Table of Contents

Executive Summary ............................................. 1
Introduction ..................................................... 1
Historic Midlothian ............................................. 3
Cultural Resources ............................................. 3
Midlothian Today ............................................... 7
Population Characteristics .................................... 7
Existing and Approved Land Use and Zoning ................. 8
Residential Development ...................................... 8
Business Development ........................................ 10
Public and Semi-Public Uses ................................. 11
Zoning .......................................................... 11
Approved Land Use ............................................ 11
Pending Zoning Activity ...................................... 14
Physical Features ................................................
Soil Suitability for Development ............................. 14
Coal Mines ..................................................... 15
Water Features .................................................. 15
Wetlands ........................................................ 16
Vegetation ..................................................... 16
Wildlife ........................................................ 16
Transportation ....................................................
Roadway Characteristics .................................... 17
Trend and Capacity Analysis ................................. 17
Traffic Safety ................................................... 20
Roadway Improvements ..................................... 22
Pedestrian and Bicycle Travel ............................... 23
Transit Service .................................................. 23
Public Facilities .................................................
Schools ........................................................ 24
Parks and Recreation ......................................... 25
Library ........................................................ 26
Fire Protection ................................................... 26
Water and Sewer Systems ................................... 27
Electricity ....................................................... 27
Storm Drainage System ...................................... 27
Streetscape Features ......................................... 28
Utilities ........................................................ 28
Infrastructure .................................................... 29
Signage .......................................................... 29
Vegetation ..................................................... 29
Planning for Midlothian’s Future ......................... 31
Planning Factors .............................................. 31
Opportunities ............................................... 31
Constraints .................................................... 32
Goals and Policies ........................................... 33
Concept Plan .................................................. 34
The Land Use and Transportation Plan ................. 35
Land Use Element ............................................ 35
Transportation Element ..................................... 39
The Public Facilities Plan .................................... 43
Schools ........................................................ 43
Parks, Recreation, and Open Space ...................... 43
Libraries ......................................................... 44
Fire Protection ............................................... 44
Water and Sewer Systems ................................. 45
Electricity ...................................................... 45
Storm Drainage System .................................... 45
Park-N-Ride Facilities ....................................... 45
The Streetscape Plan ........................................ 47
The Pedestrian Circulation Plan ..................... 51
Implementation ............................................... 53
Appendix

List of Tables

<table>
<thead>
<tr>
<th>Table</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 1</td>
<td>Existing Land Use Acreage</td>
<td>8</td>
</tr>
<tr>
<td>Table 2</td>
<td>Residential Construction Since 1980</td>
<td>9</td>
</tr>
<tr>
<td>Table 3</td>
<td>Major Commercial Centers</td>
<td>10</td>
</tr>
<tr>
<td>Table 4</td>
<td>Approved Land Uses by Category</td>
<td>12</td>
</tr>
<tr>
<td>Table 5</td>
<td>Approved Residential Units</td>
<td>14</td>
</tr>
<tr>
<td>Table 6</td>
<td>Traffic Volumes (ADT)</td>
<td>18</td>
</tr>
<tr>
<td>Table 7</td>
<td>Estimated 1988 Traffic Volumes (ADT)</td>
<td>19</td>
</tr>
<tr>
<td>Table 8</td>
<td>Level of Service Criteria for Roadways</td>
<td>20</td>
</tr>
<tr>
<td>Table 9</td>
<td>Level of Service Criteria for Signalized Intersections</td>
<td>20</td>
</tr>
<tr>
<td>Table 10</td>
<td>Level of Service Criteria for Un-Signalized Intersections</td>
<td>21</td>
</tr>
<tr>
<td>Table 11</td>
<td>1987 Intersection Capacity Analysis</td>
<td>21</td>
</tr>
<tr>
<td>Table 12</td>
<td>Intersections With High Numbers of Accidents (1983-1987)</td>
<td>22</td>
</tr>
<tr>
<td>Table 13</td>
<td>Projected Growth in Pupil Enrollment for Existing School Facilities</td>
<td>25</td>
</tr>
<tr>
<td>Table 14</td>
<td>Projected Growth in Housing and Population</td>
<td>35</td>
</tr>
<tr>
<td>Table 15</td>
<td>Estimated 2005 (ADT) and Capacity Data</td>
<td>40</td>
</tr>
</tbody>
</table>

List of Exhibits

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhibit 1</td>
<td>Midlothian Study Area</td>
<td>1</td>
</tr>
<tr>
<td>Exhibit 2</td>
<td>Historic Sites</td>
<td>3</td>
</tr>
<tr>
<td>Exhibit 3</td>
<td>Existing Land Use</td>
<td>8</td>
</tr>
<tr>
<td>Exhibit 4</td>
<td>Soil Suitability for Development</td>
<td>14</td>
</tr>
<tr>
<td>Exhibit 5</td>
<td>Midlothian Village Corridor Features</td>
<td>28</td>
</tr>
<tr>
<td>Exhibit 6</td>
<td>Planning Factors</td>
<td>31</td>
</tr>
<tr>
<td>Exhibit 7</td>
<td>Land Use and Transportation Plan</td>
<td>35</td>
</tr>
<tr>
<td>Exhibit 8</td>
<td>Proposed Midlothian Historic District</td>
<td>38</td>
</tr>
<tr>
<td>Exhibit 9</td>
<td>Public Facilities Plan</td>
<td>43</td>
</tr>
<tr>
<td>Exhibit 10</td>
<td>Planned Upper Swift Creek Sewer System</td>
<td>45</td>
</tr>
<tr>
<td>Exhibits 11 - 13</td>
<td>Conceptual Streetscape Plan</td>
<td>47</td>
</tr>
<tr>
<td>Exhibit 14</td>
<td>Pedestrian Circulation Plan</td>
<td>51</td>
</tr>
</tbody>
</table>
MIDLOTHIAN AREA COMMUNITY PLAN

Prepared by:
Chesterfield County Planning Department
in conjunction with
Midlothian Citizen Advisory Committee

Adopted by the Board of Supervisors
April 12, 1989
CHESTERFIELD COUNTY: At the regular meeting of the Board of Supervisors held at the Courthouse on April 12, 1989 at 1:00 p.m.

On motion of Mr. Sullivan, seconded by Mr. Currin, the Board adopted the Midlothian Area Community Plan as recommended by the Planning Commission, which plan is an amendment to the Northern Area Land Use and Transportation Plan and the Powhite/Route 288 Development Area Land Use and Transportation Plan, elements of the Chesterfield County Comprehensive Plan, and which plan is designed to specifically guide the future development of the Midlothian area community and addresses future land use, utility, community facility, transportation and streetscape improvements within an area located generally between Otterdale Road, Murray Olds Drive, Lucks Lane and the southern boundary of Salisbury Subdivision. (A copy of said Plan is filed with the papers of this Board.)

Vote: Unanimous

Certified By:

Joan S. Dolezal, Clerk

to the Board of Supervisors
Executive Summary

This study is an outgrowth of the efforts of Midlothian residents to promote orderly growth in the area. The Midlothian Community Council, formed during the 1970's, built community support to oppose random growth on Route 60, to establish a branch library in Midlothian, and to serve as a forum for discussing other community needs and problems. Today the citizens of Midlothian continue to play an active role as demonstrated by their participation in developing this plan.

Recently, several events have accelerated the need for a detailed plan for this area. These include rapid residential growth, development pressures on the many historic structures, and regional highway improvements (the Powhite Parkway Extension and Route 288). Increased population has over-extended the roads, schools, parks, utilities and other related public services. A major objective of this plan is to incorporate a variety of opportunities for residential development, as well as to ensure convenient shopping, adequate public facilities and safe, efficient roadways.

Study Findings

Residential Growth Will Continue to be the Major Component of Change

Most of the growth in the Midlothian study area during the 1980's has been residential, with the population increasing an average of 35 percent per year. By 1987 the population was 4,604. Households in the study area earned almost $9,000 more than the typical Chesterfield household, climbing from $30,087 in 1979 to $46,293 by 1986.

Single-family residential subdivisions, with densities ranging from 1.5 to 4 units per acre, predominate in Midlothian and are located outward from the historic Village Area. Nearly 70 percent of the present housing stock has been constructed since 1980 with prices currently ranging from $70,000 to $150,000.

Indications are that residential development will continue, although probably somewhat below current levels. At "build-out", the Midlothian community will have approximately 7,000 housing units and a population in the range of 17,500 persons.

Powhite Parkway Extension and Route 288 Will Greatly Impact Midlothian

The recently opened Powhite Parkway Extension will improve access to Richmond and other new employment centers. It will help to reduce through traffic in the short run on arterials and residential collector streets in portions of the Midlothian area. Both the Powhite Extension and Route 288 will increase the potential for new growth opportunities. With improved regional access, interchange locations will become appropriate for larger scale projects, incorporating a mix of intense uses such as office, retail, service, light industrial, entertainment and multi-unit housing.

Route 288 is expected to have significant impacts, especially on the southwest quadrant of the Midlothian study area. Since the alignment selection was announced only a short time ago, appropriate analysis by County staff has not yet been completed. Therefore, it was decided that the area impacted by the planned Coalfield Road interchange should become the subject of a Phase II Midlothian study effort.

New Schools and Parks are Needed

The increasing numbers of families with children moving into Midlothian, combined with a large median household size in the area, has led to overcrowded conditions at many schools. Midlothian Middle School and High School are both operating over capacity. New and expanded facilities to accommodate projected enrollment increases are identified in the County's Capital Improvement Program.

As the population grows in Midlothian, more recreation sites will be needed. The two closest community level parks are well outside the study area.

Midlothian Turnpike Presents Safety Concerns

As traffic volumes on Midlothian Turnpike have increased during the past five years, so too have accidents. For example, traffic volumes on
Winterfield Road almost doubled between 1984 and 1986. Drivers who speed through intersections are among potential accident causes. Major access points, such as Farnham Road, present hazardous situations where cars on Midlothian Turnpike have to cross two lanes of traffic. The recent realignment of the Old Buckingham/Walton Park intersection plus signalization and turn lanes are anticipated to reduce the occurrence of accidents at this location on Route 60.

### Streetscape Features Inconsistent With Village Character

Utilities, infrastructure, signage and vegetation are some of the design elements that form a streetscape. In Midlothian, where many historic buildings co-exist with well-designed, newer development, other visual elements detract from attempts to enhance the Village atmosphere. Visual problems created by overhead wires and distracting signs, combined with limited pedestrian amenities such as sidewalks, lighting and crosswalks, reduce the potential for preserving pedestrian scale activities and the unique, historic character of Midlothian.

### Study Recommendations

#### Focus Office and Commercial Development on Activity Centers

Regional activity centers are located in close proximity to the Midlothian study area (at Chesterfield Towne Center and at the proposed Route 288/Route 60 interchange west of Midlothian Village) and in the Coalfield Road vicinity where the Powhite Extension and Route 288 interchanges are currently planned. Because of the construction of Route 288 and the Powhite Extension, these centers will have improved access and visibility which will greatly increase their potential for intensive developments incorporating office use, retail, service and light industrial uses as well as high quality, multi-unit neighborhoods.

#### Develop Planned Transition Areas to Promote Decreasing Land Use Intensities Around Community Trade Centers

Planned Transition Areas adjacent to Midlothian Turnpike should be developed with sensitivity to existing single-family neighborhoods. Office, personal service, community facilities and multi-unit housing should be appropriate in design and scale with existing single-family neighborhoods. Improved suburban design standards should be applied to transition areas of Midlothian Turnpike west of Courthouse Road and east of the Southern Railroad crossing. By channeling development intensity, opportunities will be preserved to maintain the character of the Village and outlying neighborhoods.

#### Establish a Historic District in Midlothian Village

The concentration of historically significant structures in the Village Area indicates a strong need to protect these buildings and preserve the residential quality and pedestrian scale of the Village environment. County designation of a Midlothian Historic District will protect these historic sites from inappropriate exterior changes or incompatible uses.

#### Create A Village Square Area

A Village Square should be developed south of Route 60, adjacent to Midlothian Middle School athletic fields and proposed arterial roads, to establish a new internal focus for the Midlothian Village Area. This site offers undeveloped acreage, excellent access, visibility, and is close to community facilities. An improved streetscape appearance for Midlothian Turnpike will be a key element of this activity center development. A plaza area should be developed away from vehicular traffic to provide a park-like gathering place for pedestrians. A focal point should be the historic Pump Shaft site.
Develop Special Village Design Standards

Existing Special Sign District regulations do not adequately address all of the aesthetic needs identified in Midlothian. Village design standards should be adopted to reinforce and unify the visual elements of Midlothian's unique architectural features, historic character, and pedestrian scale. A companion design guidelines manual should be developed to facilitate understanding and implementation of the new design standards.

Provide Recreation Opportunities Close to Midlothian

A need exists for recreational facilities accessible to Midlothian residents and future neighborhoods to the south and west. The Tomahawk Creek floodplain should be developed with active and passive recreation features. Additional benefits would also result from protecting the area's scenic natural features from the impacts of more intensive development. A scenic, linear park and trail system should be developed along stream valleys to link popular pedestrian destinations, including a special purpose park at the Grove Shaft Mine and other scattered historic sites. In the Village, open space amenities should include the development of a Village Square park plaza, along with the upgrading of active recreation facilities at Watkins Annex.

Intensive Study Needed for Area Impacted by Route 288 Alignment

The southwest portion of the study area, west of Coalfield Road, should be carefully reviewed in light of the recent Route 288 alignment selection. A Phase II study will insure adequate time to look at specific transportation and land use alternatives for the area based on the anticipated impacts of Route 288. As preliminary engineering for the roadway is conducted by the Virginia Department of Transportation (VDOT), more detailed information will become available, indicating a continuing need to work closely with the Department, the development community and local property owners.
Introduction

Midlothian is a community that maintains a strong link with the past yet reflects the significant growth trends being experienced in the Northern Planning Area and Countywide. In recent years, rapid residential development has combined with expansion of office and retail uses to pose complex development issues and concerns that cannot be adequately addressed in adopted land use and transportation plans. The purpose of this plan is to provide more detailed, individualized attention to future development issues within the Midlothian community than was possible in the generalized approach employed in earlier, larger-scale planning efforts.

Also related are two studies that have obvious links to planning for the future of the Midlothian area. The study of environmental impacts, associated with the northern leg of Route 288, culminated with an August 18, 1988 selection of Alignment 4 (modified) by the Commonwealth Transportation Board. With interchanges proposed in the Midlothian area, this regional highway facility will have a profound impact on development in the northwest portion of the County, particularly in the largely undeveloped Upper Swift Creek Basin. A growth management plan for this area, southwest of Midlothian, will examine opportunities to accommodate future growth based on environmental and fiscal constraints. The timing of these planning activities offers an opportunity to improve coordination of land use and public investment, in short, to manage growth more effectively.

The preparation of the Midlothian Area Community Plan incorporates a vital community participation element, insuring the relevance of development goals and policies and plan recommendations. The study process began with a series of public workshops that solicited citizen priorities for addressing development problems and needs in and around the Midlothian area. (See Appendix for Meeting Summary Report and comments received.) A Citizen Advisory Committee, representing diverse civic associations and business interests, defined the study area boundaries, shaped development goals and policies, and provided input to Planning Department staff after reviewing key elements of the study. The staff developed background information, analyzed community issues and evaluated plan alternatives. The resulting draft document was previewed at a second series of public meetings followed by public hearings before the Planning Commission and Board of Supervisors. With its adoption by the Board of Supervisors, the Midlothian Area Community Plan amends the Northern Area Land Use and Transportation Plan.

The study area focuses on the village of Midlothian, extending roughly from the southern edge of Salisbury on the north to Lucks Lane on the south, and between Falling Creek on the east and Otterdale Road on the west (see Exhibit 1). A narrow area extends along Midlothian Turnpike east of Falling Creek to include undeveloped frontage property west of Chesterfield Towne Center, a regional activity center. This study area configuration incorporates the historic Midlothian Village area as well as adjoining, largely vacant tracts which share the same orientation, travel patterns and community identity. Centerpointe and other major developments, proposed in the vicinity of Coalfield Road, were excluded from the study because of their focus toward regional transportation facilities – Route 288 and the Powhite Parkway Extension.

Based on regional location factors and the relationship between the transportation network and employment centers, it is reasonable to assume that residential growth will continue at significant levels. A major objective of this plan is to incorporate a variety of opportunities for residential development as well as convenient shopping and adequate public facilities and roadways. Of special importance is the opportunity to preserve and enhance the unique, historic village environment.

The following chapters trace the pattern of development in Midlothian and characterize the population and other factors that will influence the spatial location of future development. Following this, related plans are presented along with a set of implementing actions.
Historic Midlothian

Midlothian, a community rich in history, traces its roots back to the early eighteenth century when commercial coal mining activities began. The name may have been received from the Midlothian mines on the Wooldridge family's "Midlothian" tract. The largest such operation, at Black Heath Pits, was opened about 1788.

During this period, the mining population settled primarily along Buckingham Road, a major east-west highway to the port town of Manchester. The present village grew mostly as a result of development at Grove Shaft and Railey Hill mines on the south side of Buckingham Road between Walton Park Drive and Midlothian Middle School.

Large-scale growth of the mining industry necessitated improved transportation facilities. In 1831 the Chesterfield Railroad, the first railroad in Virginia, began operation between Richmond and Manchester. It operated on inclines by force of gravity and on level segments by horse or mule team.

By the late eighteenth and early nineteenth centuries coal production reached a high and profitable rate, despite a serious explosion at the Black Heath Pits in 1839 which killed 40 men and a series of explosions in the 1850's. During these decades, the Village grew into one of the largest settlements in the County. By the beginning of the Civil War, Midlothian had a hospital for the miners, a large 'company' store, several other shops and taverns, a Methodist Church and a Masonic Lodge. Although no official population figures exist, it is estimated that 1,000 persons lived within a mile of the Village.

Coal mining in Midlothian came essentially to an end by 1882 following an explosion that killed 32 men and boys at the Grove Shaft. Many people contended that the economic gains were not worth the cost in human lives. A more detailed historical account of Midlothian Village is contained in Chesterfield County: Early Architecture and Historic Sites by Jeffrey M. O'Dell.

Other industries such as lumber, spool making and summer tourism replaced the lost mining jobs, but Midlothian's population declined significantly. Many of the historical buildings which remain in the Village today are company houses constructed for sawmill employees between 1900 and 1920. Also surviving are some significant commercial and religious structures which date from the coal mining era during the 1870's.

More recently, Midlothian became known as a commuter town since many villagers sought jobs in Richmond. Inexpensive rail passes were available on the expanded Richmond and Danville line until rail service ended in 1955. Midlothian grew only moderately during the 1950's and 1960's because of its relatively remote location from Richmond. By the 1970's however, the suburban development which had occurred in Bon Air extended to the fringes of Midlothian.

Residential growth in the area warranted the development of a community shopping center in 1975, at the site of one of the oldest structures in the Village. Sycamore Square, named for the Sycamore House, is of a Williamsburg Colonial design that reflects the Commonwealth's historic character while meeting the contemporary retail needs of its residents.

Cultural Resources

Given its rich history, Midlothian Village has a large number of historic sites and buildings that establish and reinforce community identity and a sense of the past. In 1979, the survey of Chesterfield County's historic landmarks was completed by Jeffrey O'Dell, documenting the significance of the structures and sites that are listed below and shown on Exhibit 2.

1. Midlothian Masonic Lodge
2. Jewett-Bass Store
3. Fisher House
4. Morrissette House
5. Kerby House
6. Anderson House
7. Bailey House
8. School
9. Mt. Pisgah Methodist Church
10. First Baptist Church of Midlothian
11. House
12. Sycamores
13. Hancock Monument
14. Bach House
15. Winfree Memorial Baptist Church
16. Mimms House
17. Ivymount
18. Hancock-Jeffries House
19. Grove Shaft Mine Ruins
20. Railey Hill Pits
21. Railey Hill
22. Chesterfield Railroad Bridge Ruins
23. Pump Shaft  
24. Water Well  
25. Buck Hill Springs

These historic resources, located mostly north of Midlothian Turnpike between Mt. Pisgah Drive and Winterfield Road, are supplemented by other structures that contribute architecturally to the overall character of the Village (see Exhibit 2). Collectively, their historical significance reflects the changes from a mining community to a sawmill community to a suburban village.

Unfortunately, growth during the 1980's has exerted particular pressure on historic structures, as evidenced by the fate of the Hancock-Jeffries House. Built by a wealthy coal-mining family about the turn of the century, the house was an integral part of the Village streetscape. In the nine years since its documentation for the historic resources inventory, the house was allowed to deteriorate until it was condemned as unsafe, and razed. Because of its location on Midlothian Turnpike, the speculative value of the property was greater for commercial development than it was as a historic property.

Recognizing the need to continue a tradition of community involvement, local residents have worked since the 1970's to promote orderly growth in the area. The Midlothian Community Council met during the 1970's with the following objectives: (1) to oppose random growth on Route 60, (2) to establish a branch library in Midlothian, and (3) to serve as a forum for discussing community needs and problems. The Bicentennial year of 1976 saw the formation of the Chesterfield Bicentennial Committee who sponsored a clean-up/beautification campaign and placement of highway markers for historic sites. During the 1980's, the Midlothian Garden Club installed landscaped entrance signs to the community. Mt. Pisgah Church restored its old cemetery and recently purchased the historic Jewett-Bass Store for church use. These group efforts have been matched by those of individual property owners who have restored some of Midlothian's historic buildings including Trabues Tavern, Melrose, Etna Hill, and the 1810 brick school, which is now a private library. The community's increasing awareness of its heritage has spurred widespread citizen participation in issues related to future development of the area. The fear is that random and unplanned growth could potentially bring an end to the community's visual distinction and its unique identity as the site of the first recorded commercial coal mines in the United States.

Mr. Leland B. Anderson, the last known living Midlothian coal miner, continues a strong tradition of community service.

Chesterfield Gazette
View of original Hancock Monument site in 1911 provides glimpse of early Route 60 streetscape.

Collection Betty Weaver
Midlothian Today

Today Midlothian contains a mixture of residential, commercial, office and public uses, interspersed with vacant and underutilized parcels ranging in size from 1 to over 600 acres.

Residential development, the predominant land use, has surged in the Midlothian area during the 1980's, prompting concern over issues such as traffic congestion, school overcrowding, inadequate recreation facilities and aesthetic standards for new construction. Residential growth has also stimulated substantial demand for retail and office space. Major mixed use projects, stimulated by the construction of Powhite Parkway Extension and planned Route 288, also exert development pressure on the Midlothian study area.

Population Characteristics

According to the 1980 U.S. Census, the population of the Northern Planning Area was 83,997, with 1,472 people residing in the Midlothian study area. Between 1980 and 1986 nearly 60 percent of the County’s population increase was absorbed in the Northern Area. By December 31, 1987, the Midlothian area population grew to 4,604, representing a net gain of 3,132 persons. During this period the rate of growth in the Midlothian area averaged 35 percent per year.

This dramatic change in population since 1980 makes it difficult to estimate current demographic characteristics based on the U.S. Census. However, based on other indicators, several trends are apparent.

New housing constructed in the Midlothian study area since 1980 totals over 1,100 units, reflecting a large influx of families moving into the area. The market for new residential construction in the Midlothian area appears to be heavily directed at families with young children. This is also evidenced by a 70 percent increase in pupil enrollment at Watkins Elementary School. Between 1983 and 1986 (prior to the expansion of the attendance zone beyond the study area), enrollment grew from 677 to 1,150 children. Those subdivisions enjoying particular popularity have homes priced higher than typical first home purchasers can afford. This suggests that many families may enjoy the financial security of having dual incomes, or perhaps that some couples made a decision to delay child-bearing.

In the Midlothian area, where median household size has usually exceeded Countywide figures, it seems reasonable to assume (given the factors described above), that median household size continues to reflect this trend. In 1980 the County’s median household size was 3.17 persons, according to the U.S. Census. By 1986 it was estimated to have dropped to 2.82 persons per single family residence. Multi-family housing units are usually occupied by smaller households, therefore generating fewer children. Sycamore Mews was the only established multi-family neighborhood in the Midlothian study area at that time. With only 79 condominium units, it represents a very small portion of Midlothian households.

Households in the study area tend to be wealthier than those located in other parts of Chesterfield County. Based upon projections of median household income prepared by the University of Virginia Center for Public Service and Richmond Regional Planning District Commission, Midlothian area households earned almost $9,000 more than the typical Chesterfield household. According to the U.S. Census, median household income in Midlothian was $30,087 in 1979. By 1986 it was estimated to be $46,293. This strong increase in area-wide income levels has been at least partly responsible for stimulating recent retail and service activity along Midlothian Turnpike.

The favorable business climate within the study area, as evidenced by new commercial and office construction, has expanded the employment base, offering new job opportunities to nearby residents. Study area employment estimates reported by RRPDC indicate growth between 1983 and 1985 (the most recent year for which data was available) in the following sectors: retail/personal services (44 percent), government (38 percent), and finance, real estate and insurance (29 percent). Notable additions to the retail/service base include Village Marketplace shopping center which opened in 1987. Offices constructed at Colony Square and on Village Mill Drive house many new professional businesses. Additional public facility expansions, including the schools and new post office, explain the significant increase in government employment in the Midlothian area. The majority of study area residents who work, however, commute to downtown Richmond and surrounding business centers.
Existing and Approved Land Use and Zoning

The land use pattern in the Midlothian area suggests that existing conditions, as well as investments in roads, public utilities and railroads will tend to stabilize the general form of land uses. In the more intensively developed portions of the study area, existing conditions will more strongly influence appropriate infill development. The general pattern of existing land uses within the study area is described on Exhibit 3 and Table 1.

The predominant feature of the land use pattern is residential subdivisions of single-family, detached homes at low or medium densities of up to 4 units per acre. The housing units throughout the Midlothian study area are generally of substantial construction and are well maintained. Adjacent neighborhoods tend to be compatible in lot size and market value. Multi-family development is concentrated in close proximity to the Village where historic homes and buildings provide a unique “urban village” environment of pedestrian scale.

Commercial uses are concentrated along Midlothian Turnpike and include two neighborhood shopping centers (Midlothian Station and Village Marketplace) and one larger, community shopping center (Sycamore Square) which provides a visual focus. Other retail and service businesses are interspersed with office uses along Route 60. Professional offices are located primarily in small office park settings off Midlothian Turnpike. Conversion of residential structures to office or commercial use has taken place along Midlothian Turnpike and Crowder Drive. Construction of additional banking and retail facilities is currently underway. This corridor’s generally uncoordinated pattern of development and access presents a number of challenges for addressing existing and potential functional and aesthetic problems.

Major public uses located within the study area include a post office and other County facilities which include four schools (each supported by active recreation areas), a branch library, and a fire station. Several large subdivisions offer recreation areas for their residents. Additional community oriented uses include churches and lodge facilities.

Vacant land exists throughout the Midlothian study area. Larger tracts are located outward from the Village in the Coalfield Road, Walton Park and Otterdale Road areas. Some properties in the Midlothian Turnpike corridor remain undeveloped, however the future use of some has already gained County approval through the zoning process. (See Approved Land Use section.)

Residential Development

The majority of residential development in the Midlothian study area is in single-family, detached homes, mostly in the range of 1.5 to 4.0 units per acre. These neighborhoods are located outward from the historic Village which still

Table 1  Existing Land Use Acreage

<table>
<thead>
<tr>
<th>Midlothian Study Area</th>
<th>1980</th>
<th>1986</th>
<th>1988</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>437.8</td>
<td>675.4</td>
<td>728.4</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>2.7</td>
<td>10.2</td>
<td>12.2</td>
</tr>
<tr>
<td>Light Commercial</td>
<td>34.3</td>
<td>34.3</td>
<td>51.3</td>
</tr>
<tr>
<td>General Commercial</td>
<td>6.3</td>
<td>12.3</td>
<td>12.3</td>
</tr>
<tr>
<td>Office</td>
<td>7.5</td>
<td>15.4</td>
<td>19.7</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>217.6</td>
<td>314.1</td>
<td>182.9</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>113.0</td>
<td>169.9</td>
<td>161.1</td>
</tr>
<tr>
<td>Vacant</td>
<td>4,454.3</td>
<td>4,041.9</td>
<td>4,105.6</td>
</tr>
<tr>
<td>Total</td>
<td>5,273.5</td>
<td>5,273.5</td>
<td>5,273.5</td>
</tr>
</tbody>
</table>

Source: SC Data, Chesterfield County Planning Department, and January 1988 field survey.
contains excellent examples of vernacular architecture.

According to estimates from the County's traffic zone data, the Midlothian study area contained approximately 1,659 housing units in 1986 (the most recent year for which information was available). This represents an increase of over 1,100 units since 1980. Nearly 70 percent of the present housing stock has been constructed since 1980. The largest share of recent housing construction has been south of Midlothian Turnpike. (See Table 2 which details the activity during this period.) Almost all of the housing available in the Midlothian area is owner occupied, and currently ranges in market value from $70,000 to $150,000. Multi-family housing

Table 2  Residential Construction Since 1980

<table>
<thead>
<tr>
<th>Area</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sycamore Mews</td>
<td>79</td>
</tr>
<tr>
<td>Four Seasons</td>
<td>63</td>
</tr>
<tr>
<td>Buckingham</td>
<td>140</td>
</tr>
<tr>
<td>Millstone Creek</td>
<td>18</td>
</tr>
<tr>
<td>Danhurst Woods</td>
<td>8</td>
</tr>
<tr>
<td>Walton Park</td>
<td>660</td>
</tr>
<tr>
<td>Queensmill</td>
<td>147</td>
</tr>
<tr>
<td>Evergreen</td>
<td>210</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,325</strong></td>
</tr>
</tbody>
</table>

Source: 3C Data, Chesterfield County Planning Department.

Village. However, as new development occurs, those areas which are predominately residential will continue as such. (Current residential activity is described later in the Approved Land Use section.)

Citizens of the Midlothian area take pride in their community’s heritage, and have increasingly expressed their concerns to County officials about the changes growth has brought to their community. As a result, the Board of Supervisors directed the Planning Department to prepare this

*Bicentennial celebration for Midlothian area residents held at the historic Masonic Lodge.*

![Bicentennial celebration](image_url)

Clarke Jones

detailed land use and transportation plan for the Midlothian community. Citizens were encouraged early in the plan preparation process to provide input on development problems and opportunities. (The Appendix presents this information.)

Citizen involvement in planning related issues has typically centered on specific zoning cases, but proposed public projects have also become rallying causes. In 1987 the Northern Chesterfield Neighborhood Coalition (NCNC) was formed in response to Virginia Department of Transportation plans to consider an eastern alignment for the northern leg of Route 288 through the Midlothian area. Its estimated 20,000 members have gained significant experience in influencing other planning and zoning decisions. As participants in the
preparation of the *Northern Area Land Use and Transportation Plan*, individual neighborhood groups were successful in opposing future plans to widen Winterfield Road and Buford Road. Neighborhood associations have also gained concessions from the private sector in the development process to modify proposed residential densities and to improve site design. Communication within the Midlothian Magisterial District is enhanced by the “First Monday” monthly meetings which have traditionally served as a forum for public discussion and exchange.

**Business Development**

Commercial and office development in the Midlothian study area is concentrated along Route 60 which provides the major focus for activity. In the heart of the Village, office and light commercial uses are located along side streets as well. Some business uses are designed in harmony with Midlothian’s unique Village setting. Other shops and office buildings are more reflective of suburban, automobile-oriented businesses.

In 1980 commercial and office uses, including parking lots, occupied approximately 48 acres of land in Midlothian. Over 223,500 square feet of retail gross floor area (vacant and occupied) exists in the community’s three shopping centers. (See Table 3 for additional data.) Other commercial space is located in small, individual buildings. Retail vacancies in February 1988 included the former Safeway Store at Midlothian Station (30,000 square feet) and five small shops at the new Village Marketplace shopping center.

Openings expected during 1988 include several banks and retail establishments. These should add more than 46,000 square feet to existing commercial space. (See Approved Land Use section.)

At present the Midlothian area contains over 60,000 square feet of office space in twelve buildings. Most of these buildings were opened after 1985 and contain small office suites. The Midlothian Village Complex on Village Mill Drive represents the largest concentration of offices. Relatively few vacancies exist currently. Conversion of seven homes into office space has occurred.

**Table 3  Major Commercial Centers**

<table>
<thead>
<tr>
<th>Site</th>
<th>Year Opened</th>
<th>Number of Stores</th>
<th>Gross Square Footage</th>
<th>Vacancies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sycamore Square</td>
<td>1972</td>
<td>35</td>
<td>94,000</td>
<td>Offices</td>
</tr>
<tr>
<td>(Neighborhood Center)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Block,</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Turnpike</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Station</td>
<td>1981</td>
<td>25</td>
<td>66,005</td>
<td>1 Shop/</td>
</tr>
<tr>
<td>(Community Center)</td>
<td></td>
<td></td>
<td></td>
<td>Former Safeway</td>
</tr>
<tr>
<td>Midlothian Turnpike</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and Coalfield Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village Marketplace</td>
<td>1987</td>
<td>20</td>
<td>63,500</td>
<td>5 Retail Shops</td>
</tr>
<tr>
<td>(Neighborhood Centers)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13100 Midlothian Turnpike</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>223,505</td>
<td></td>
</tr>
</tbody>
</table>

primarily along Crowder Drive.
As land along the Midlothian Turnpike corridor increases significantly in value, pressure exists to redevelop former residential properties into business uses (especially if the structure is too unsafe or costly for rehabilitation and re-use). Conversion of homes on established residential streets located just north of Midlothian Turnpike will continue to raise compatibility issues.
No light industrial businesses exist within the study area, however such uses are being incorporated into the Sommerville development, just west of the Southern Railroad crossing.

Public and Semi-Public Uses

Major public uses in the Midlothian study area presently occupy approximately 175 acres and consist of a post office and a variety of County owned facilities. These include: Watkins Elementary School, Midlothian Middle School, Midlothian High School, Watkins Annex, the Midlothian Branch Library and the Volunteer Fire Station. Active recreation facilities are located at school sites and a temporary soccer complex is located at Coalfield Road and Luck's Lane. Three homeowner's associations operate recreation facilities at Walton Park, Queens Mill and Evergreen.

Semi-public uses include five churches scattered throughout the study area, the historic Masonic Lodge and Barbeque Springs and the American Legion Post on Otterdale Road.

Zoning

A mixture of zoning districts are applied in the study area with some larger tracts of land remaining in the agricultural district. Several of those strategically located in the Midlothian Turnpike corridor are currently under consideration for zoning approval. Where vacant land adjoins residential uses, potential compatibility problems provide justification for guiding non-residential uses into higher intensity nodes located at major intersections. Other land beyond Route 60 is zoned A (agricultural) but development pressure here is somewhat less intense. Midlothian Turnpike represents a patchwork of convenience retail and office zones with some single-family and apartment residential districts. As a result of the present widespread pattern of commercial and service uses along Midlothian Turnpike, opportunities to reduce the visual impacts of this business strip must focus on careful siting and creativity in design features. A significant amount of commercially zoned land in the study area remains undeveloped.

The predominant residential zoning nearest to Midlothian Turnpike is the R-7/R-9 (single family) district, with a small area of R-TH (townhouse). Outward from these areas, residential subdivisions have R-12 and R-15 zoning. Multiple family development is permitted as a conditional use in all residential districts if approved by the Board of Supervisors. For example, the Old Buckingham Station apartment complex represents an approved conditional use in an R-7 zoning district.

Similarly, planned developments are permitted as conditional uses in virtually all districts. The regulations for planned developments allow a broad range of variation in use, height, and area requirements. As a result, most intensive or large-scale developments are handled by means of the conditional use planned development process, often accompanied by zoning map changes and with numerous specific conditions imposed on the plan of development.

At the time of this study, the portion of Midlothian Turnpike between the Southern Railroad crossing and Grove Road was included in a special sign district which imposed certain standards reducing the number, height and size, and eliminating use of portable signs. However, these standards cannot be considered as comprehensive in scope or as uniform in application and effect as those in the Corridor Overlay District which then applied to the area of Midlothian Turnpike west of the railroad overpass and east of Courthouse Road. Nor does the Special Sign District set other specific design standards. It should be noted that the Corridor Overlay District development standards were the basis for preparing recent revisions to the Zoning Ordinance, regulating suburban office, commercial and industrial uses.

Approved Land Use

While existing zoning does not necessarily dictate the future land use, it reflects a commitment to the owner to permit a more intensive use. Such a decision may also establish a precedent for the development of other nearby parcels of land.
Thus, the County Zoning Ordinance serves as a major tool in implementing the land use plan.

Development proposals in the Midlothian area with zoning approval are listed in Table 4. Some of these are under construction or recently completed, but it should be noted that much of this acreage is not ready for site plan approval. Rezoning approval has been granted to a number of key parcels within and immediately adjacent to the Midlothian study area boundaries. Among these is a sizable mixed use development proposed in the Midlothian Turnpike corridor adjacent to existing Oterdale subdivision. Numerous approvals involve commercial and office proposals along Midlothian Turnpike.

Approved residential projects total almost 900 acres. The largest planned residential development is a component of the mixed use proposal (approved in 1980) called Charter Colony, strategically located with access to Midlothian Turnpike and Coalfield Road. Other large residential developments have been approved adjacent to the existing Walton Park and Evergreen neighborhoods (see Table 5).

### Table 4  Approved Land Uses by Category

<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
<th>Acreage</th>
<th>Zoning</th>
<th>Housing/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sycamore Village Townhouses</td>
<td>Coalfield and N. Carriage Lane</td>
<td>24.5</td>
<td>R–TH C.U.P.D.</td>
<td>164 units</td>
</tr>
<tr>
<td>Old Buckingham Station</td>
<td>Behind Village Marketplace</td>
<td>49.35</td>
<td>R–7 C.U.P.D.</td>
<td>358 Apts.</td>
</tr>
<tr>
<td>Charter Colony</td>
<td>South 60 at Charter Colony</td>
<td>663.4</td>
<td>R–15 R–TH</td>
<td>2192 units (mixed use)</td>
</tr>
<tr>
<td>Stonehenge Square</td>
<td>Farnham and Rt. 60</td>
<td>25.3</td>
<td>R–15 C.U.P.D.</td>
<td>124 cluster and S.F. homes</td>
</tr>
<tr>
<td>Walton Park</td>
<td>Walton Bluff Dr.</td>
<td>45.5±</td>
<td>R–9/R–12</td>
<td>182 units</td>
</tr>
<tr>
<td>Izaak Walton Lake</td>
<td>S. Walton Park</td>
<td></td>
<td>R–12</td>
<td>378 units</td>
</tr>
<tr>
<td>Queens Mill</td>
<td>Queens Mill Subdivision</td>
<td>31±</td>
<td>R–15</td>
<td>62 units at 1/2 Ac. each</td>
</tr>
<tr>
<td>Evergreen</td>
<td>Evergreen Subdivision</td>
<td>23.5</td>
<td>R–7</td>
<td>94 units</td>
</tr>
<tr>
<td>Danhurst Woods</td>
<td>N. of Rt. 60 on Depot St.</td>
<td>7.6±</td>
<td>R–9</td>
<td>38 units</td>
</tr>
<tr>
<td>Balmore</td>
<td>West of LeGordon on Rt. 60</td>
<td>11.55</td>
<td>R–15</td>
<td>27 units</td>
</tr>
</tbody>
</table>

Sub-Total                  | 881.70                    |         | 3619 units |
<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
<th>Acreage</th>
<th>Zoning</th>
<th>Housing/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signet Bank and Retail</td>
<td>N.W. Corner Sycamore Square and Rt. 60</td>
<td>4</td>
<td>B-1</td>
<td>33,000 ft²</td>
</tr>
<tr>
<td>Firestone</td>
<td>Village Mill Drive and Rt. 60</td>
<td>1.095</td>
<td>B-2, C.U.P.D.</td>
<td>N/A</td>
</tr>
<tr>
<td>Central Fidelity Bank</td>
<td>Rt. 60 near Midlothian Business Park</td>
<td>2.34</td>
<td>B-2</td>
<td>2955 ft²</td>
</tr>
<tr>
<td>Central Virginia Bank</td>
<td>Village Marketplace</td>
<td>.949</td>
<td>B-2, C.U.P.D.</td>
<td>3485 ft²</td>
</tr>
<tr>
<td>Sycamore Presbyterian Church</td>
<td>Coalfield Road</td>
<td>7</td>
<td>R-15</td>
<td>290 Seats</td>
</tr>
<tr>
<td>Barr Office Park</td>
<td>Walton Park Road and Rt. 60</td>
<td>10</td>
<td>0, C.U.P.D.</td>
<td>N/A</td>
</tr>
<tr>
<td>Charter Colony</td>
<td>Charter Colony and Rt. 60</td>
<td>25</td>
<td>B-2</td>
<td>N/A</td>
</tr>
<tr>
<td>Bonarco</td>
<td>Farnham, Across from Rt. 60</td>
<td>16</td>
<td>B-2</td>
<td>N/A</td>
</tr>
<tr>
<td>Balmore</td>
<td>East of R.R. and Rt. 60</td>
<td>78.1</td>
<td>R-15, 0, B-2</td>
<td>N/A</td>
</tr>
<tr>
<td>Jamestowne International</td>
<td>Rt. 60 and LeGordon</td>
<td>18.3</td>
<td>B-2 and R-15, C.U.P.D.</td>
<td>N/A</td>
</tr>
<tr>
<td>Barney</td>
<td>N. of Rt. 60/ S. of R.R./W. of LeGordon</td>
<td>11.0</td>
<td>A, C.U.P.D.</td>
<td>N/A</td>
</tr>
<tr>
<td>Goodyear Tire</td>
<td>Village Marketplace</td>
<td>1.1</td>
<td>B-2, C.U.P.D.</td>
<td>6180 ft²</td>
</tr>
<tr>
<td>Arby's</td>
<td>Village Marketplace</td>
<td>1.37</td>
<td>B-2, C.U.P.D.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td>176.25</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>1057.95</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Chesterfield County Planning Department.
To the south of the study area lies Centerpointe, a 947 acre mixed use development with a regional focus, due to its location near the junction of the Powhite Parkway Extension and planned Route 288. Centerpointe and other smaller, approved projects located outside the study area boundaries are expected to impact the Midlothian community particularly due to their close proximity and projected land use intensities.

The recent selection of an alignment for the northern leg of Route 288 in the Midlothian area has associated land use, public facility and transportation implications. Because Alignment 4 (modified) was chosen, major physical impacts on the community will be avoided. Impacts are expected to be the most significant however in the southwest quadrant of the Midlothian area in the vicinity of the planned Coalfield Road interchange. Interchange areas of this regional highway will attract mixed use developments combining more intensive office, light industrial, commercial, hotel and residential uses. The locational assets of these regional activity centers may in turn help to preserve the unique character of the Village by directing intensive uses away from the Village.

With VDOT’s final location decision announced late in the preparation of this plan, a more detailed analysis of environmental impacts was considered beyond the scope of this study effort. However, a Phase II element will be undertaken for the specific purpose of incorporating this new information into the Plan.

### Table 5  Approved Residential Units

<table>
<thead>
<tr>
<th>Area</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walton Park</td>
<td>182</td>
</tr>
<tr>
<td>Izak Walton Lake</td>
<td>378</td>
</tr>
<tr>
<td>Stonehenge Square</td>
<td>124</td>
</tr>
<tr>
<td>Queens Mill</td>
<td>62</td>
</tr>
<tr>
<td>Evergreen</td>
<td>94</td>
</tr>
<tr>
<td>Danhurst Woods</td>
<td>38</td>
</tr>
<tr>
<td>Old Buckingham Station</td>
<td>358</td>
</tr>
<tr>
<td>Sycamore Village Townhouses</td>
<td>164</td>
</tr>
<tr>
<td>Total</td>
<td>1,400</td>
</tr>
</tbody>
</table>

*Note: Estimates based on available undeveloped land on project site being utilized at the same intensity as currently developed portions of the project site.*

*Source: Chesterfield County Planning Department*

### Pending Zoning Activity

Although a significant amount of vacant land has already received zoning approval for development, growth pressure continues to encourage additional activity. Among the pending major development proposals is a mixed use project located near a large, single-family neighborhood. Such a project will require special attention to site design and land use transition. Encroachment of business uses along side streets and redevelopment of historically significant sites continue to pose complex issues in the heart of Midlothian Village.

### Physical Features

The pattern of future development will be impacted by existing land use, and to some extent, by our consideration of its impact on natural features. The quality of the land throughout most of the Midlothian study area can generally support development if it is carried out in a sensitive manner, recognizing the limitations of the environment and guarding against its degradation.

The most ecologically sensitive areas are the wetlands. They support a variety of plant and animal life and provide valuable functions which contribute to the overall quality of the natural environment. No additional areas are considered to be ecologically sensitive, according to a recent analysis of the Midlothian area incorporated in the Route 288 Environmental Impact Statement. Nor is the existence of any state or federally-identified threatened or endangered species (plant or animal) known to occur within the study area.

### Soil Suitability for Development

The study area straddles two geologic regions – the Piedmont Plateau to the east and the Triassic Richmond Basin to the west. The major feature of the former is Petersburg Granite which is quarried for building and road stone. The Triassic Richmond Basin is known for its sandstone and shale.

Although many parts of the study area have been determined to be well suited to urban uses by the County Soil Scientist, the high shrink-swell characteristics of Triassic soils predominate south of Route 60 (see Exhibit 4). These soils, consid-
LEGEND

GOOD land with no development restraints if public water and sewer are used.

MARGINAL land with high shrink/swell soils and areas of 12–24” water table.

POOR environmentally-sensitive areas with steep slopes subject to erosion, high (0–12”) water table, flood plain and wetland areas, former coal mining areas.

Adopted by Board of Supervisors April 12, 1989
EXHIBIT 4
ered to present moderate limitations for standard building foundations, indicate a need for geotechnical expertise in site design. Provision of public water and sewer is being planned due to the proximity of existing and programmed utility lines and the questionable reliability of groundwater and septic systems in areas with high clay content soils.

The topography of the study area is somewhat variable. Generally flat to rolling uplands decrease in elevation, forming ravines. Steep valley slopes (greater than 18 percent) may potentially contribute to severe erosion and stream sedimentation where runoff carries unstable soils. Prior to land clearing, erosion and sedimentation control plans should be prepared for individual building sites including residential lots. Where physical limitations are presented by steeper, wooded slopes, an opportunity exists to protect natural/ scenic features and provide land use transitions and buffers.

Other building limitations are presented by soils having a high water table. Complex drainage plans may mitigate construction problems on soils with 12 to 24 inch water table depths. However, soils with depths to water at less than 12 inches may actually be non-tidal wetlands, which are not suited for most urban uses due to their highly sensitive environmental features.

Most of the areas with severe water table constraints are found along stream valleys. A major concentration exists in the vicinity of the undeveloped Charter Colony and Balmoral properties. Obviously, locations of proposed development activities must be evaluated in greater detail to determine specific on and off site impacts. Typically, planned unit developments are favored since they encourage clustering of uses as a technique to improve environmental protection.

Coal Mines

Coal reserves in the Midlothian mining district were mined extensively between the early 1700's and the late 1920's. Mining activities were located in the Old Buckingham Road area and also in the vicinity of Walton Park and Stonehenge subdivisions, where coal seams were found closest to the surface or where smaller, detached basins permitted easy extraction.

The significance of coal resources in the study area is related to their historic interest (as discussed earlier in the Historic Midlothian section), as well as their potential construction impact. Antiquated mining methods used during that era, as well as the extensive number of disturbed sites pose potentially serious safety hazards as the Midlothian area develops.

Many of the vertical openings have been documented by State Department of Mines, Minerals and Energy personnel and by soil survey evaluations. The pits generally appear to be 20 to 50 feet in depth, but many are suspected to have false bottoms since mining company records indicate depths from 400 to 700 feet. In some cases, "slump" areas are located near vertical openings, indicating a sub-surface cave-in has taken place; the potential for future subsidence is almost eliminated. Where mined areas are still open, deterioration and collapse can be expected to result in sporadic ground movements, and either a broad, shallow swale or a steep-sided crater depending on site conditions (Route 288 E15, 1988). Smoke and gases emanating from several Black Heath pits were found to be free of explosive conditions according to the State Department of Mines, Minerals and Energy, Office of Surface Mining. The substantial visitation of these shaft sites increases the potential for a serious accident. Beginning in late 1988, the State has plans to cap with concrete the most dangerous mines at an estimated cost of approximately $17,000 per shaft. An alternative capping method, more aesthetically pleasing and lower in cost, is under consideration as proposed by the Virginia Department of Historic Resources.

Water Features

Significant water courses include Falling Creek along the eastern boundary of the Midlothian study area, Little Tomahawk in the center, Tomahawk Creek to the west, and Michaux Creek to the northwest.

Izaak Walton Lake, the largest water body in the study area, is located southeast of Walton Park subdivision. Streams that drain into the County's public water supply at Swift Creek reservoir include: Little Tomahawk Creek, Tomahawk Creek and several unnamed tributaries. Michaux Creek is part of the North James River Basin.

Groundwater supplies are generally meeting the needs of some area residents not presently served by the public water system. Although well water usually meets State drinking water stan-
Vegetation

Variations in topography, orientation and drainage contribute to the variety of trees and plant materials found in the Midlothian area. Pre-settlement forests in the region were dominated by oak and hickory. Extensive land disturbances resulting from residential development, logging and agricultural practices have produced a range of successional stages. Much of the vacant land in the study area remains forested. Other habitat types include pasture, old field and cutover forest.

Generally, upland forests consist of oak, hickory, tulip, sweetgum and beach. Secondary tree and shrub species include flowering dogwood, holly, red cedar and berries.

Mixed pine-deciduous forests are also located in the study area. In some areas, such as west of Winterfield Road, shortleaf species and Virginia pine are well represented including sweet gum and willow oak.

Bottomland forests are typically found along the floodplains of the streams crossing the study area. Common tree species here include river birch, red maple, willow oak and sycamore. The quality and size of forest species ranges significantly.

Wildlife

The diversity of terrestrial and wetland ecosystems in the study area support a wide range of wildlife species. White-tail deer are known to frequent forests, cutover forests and open fields. Upland woods with dense understory may support wildlife such as fox, deer, raccoon and opossum. Woodlands interspersed with old fields are favored by skunk, woodchuck, rabbit, squirrel and a variety of robins, jays, thrushes, woodpeckers, warblers, sparrows and many other resident and migratory species. Wetlands provide habitats for a variety of reptiles, amphibians, mammals and birds.

The existence and variety of wildlife is limited in developed areas where habitat diversity is reduced. Residential subdivisions generally support birds and mammals such as squirrels and other rodents who use these areas for feeding, roosting or nesting.

Wetlands

Wetland types in the Midlothian study area are as identified by the United States Fish and Wildlife Service National Wetlands Inventory maps. Many of these wetlands, potentially impacted by surrounding land uses, are located on floodplains, classified as non-tidal wetlands. The value of these wetland ecosystems is widely recognized and cannot necessarily be achieved in other locations as development occurs. They support important functions such as erosion control, storm water retention, sediment trapping, groundwater recharge and wildlife habitats.

Forested wetlands usually support a wide variety of plant and animal life. Dominant tree species include red maple and other hardwoods. Shrubs and herbaceous species, important food sources for small animals, are most diverse in infrequently inundated areas.

Another type of wetland which displays seasonal saturation is located just northwest of Izaak Walton Lake. Dominant shrubs here may include elder, willow, swamp rose and dogwood. Cattail and other emergent species (plants that cannot survive total, prolonged immersion) are typically found growing in stream channels.

Fauna identified in these wetland systems include many species of reptiles and amphibians. Stream valleys contribute valuable foraging areas Countywide where they interconnect. Wetlands in the vicinity of Falling Creek are inhabited by a well-established population of beaver. They are generally regarded as a pest species by landowners when their activities result in a widening of the swamp area. Other species identified in the study area include muskrat, opossum, and woodchuck.
Transportation

Roadway Characteristics

The roadway system in the Midlothian study area is primarily oriented toward serving travel needs to and from the City of Richmond and planned employment centers to the south. Midlothian Turnpike is a four-lane, divided facility which functions as a major arterial. Arterial streets of secondary importance to the roadway network in the study area include: Coalfield Road, Lucks Lane, and Charter Colony Parkway. These facilities serve as connectors to Midlothian Turnpike and provide access to other local and collector streets in the system (i.e., Winterfield Road, Salisbury Road, Old Buckingham Road, and Alverser Drive).

Trend and Capacity Analyses

Trend and capacity analyses were undertaken for the major roads in the Midlothian study area to identify the general nature of transportation problems. Traffic conditions in the Midlothian area have been identified by the public as among the most important development-related problems which need to be addressed. Average daily traffic (ADT) data for the period 1980 through 1986 is presented in Table 6. With the exception of certain segments of Otterdale and Old Buckingham Roads, traffic has increased significantly on roadways in the Midlothian study area. In particular, traffic has almost doubled on Midlothian Turnpike and Winterfield Road and has quadrupled on Coalfield Road, Walton Park Road, and Alverser Drive. On Lucks Lane, traffic increased by 1,000 percent during this six-year period. Trend analysis indicates further increases in traffic on these roads.

The estimated ADT for 1988 (based on 1986 traffic counts), roadway capacity, volume/capacity ratio (V/C), and the corresponding level of service (LOS) for these roadways are provided in Table 7. By definition, capacity problems become eminent as V/C approaches one (see Table 8). Worsening traffic congestion (roadways with V/C greater than one) is generally characterized by undesirably low levels of service (i.e., reduced speeds, restricted maneuverability, numerous accidents, excessive noise and air pollution levels). Based on the volume/capacity ratio information in Table 7, it can be concluded that capacity problems are eminent on Midlothian Turnpike, between Huguenot and Coalfield Roads, and on Coalfield Road between Queensgate and Genito Roads.

This data also suggests a strong commuting pattern from the Brandermill/Genito Road area via Coalfield Road or Walton Park Road. Smoketree and Stonehenge residents may be inclined to use Farnham Drive rather than Lucks Lane east to Courthouse Road. Correction of the alignment and installation of a traffic signal at the intersection of Walton Park Road and Old Buckingham Road may contribute to continued northbound commuter use of Old Buckingham Road and Alverser Drive as alternative routes to avoid the Midlothian Turnpike intersection with Huguenot and Courthouse Roads. At present, vehicles headed north of Midlothian Turnpike have limited route options. Heavy traffic on Midlothian Turnpike also causes problems at intersections for traffic entering or leaving secondary roads, such as Otterdale Road and Walton Park Road. Long delays may occasionally be experienced, especially during peak hours.

The capacity analysis indicates the level of service at each intersection: type of traffic control (signals, stop signs, or yield signs), signal phasing and timing (if the intersection was signalized), intersection geometry, lane configuration and current peak hour turning movement counts for morning and evening. The resulting level of service calculation presents an estimate of average delay per vehicle.

Although the level of service criteria for signalized and unsignalized intersections are not directly comparable, each can be used to establish acceptable limits (i.e., Level of Service D or better; see Tables 9 and 10 for criteria).

Results of the intersection evaluation, prepared for the Route 288 EIS, are shown in Table 11. The Midlothian Turnpike/Huguenot, Courthouse Road intersection was found to operate at Level of Service F during peak hours. The unsignalized intersection of Otterdale Road and Midlothian Turnpike was determined to operate at Level of Service E. Other intersections of Midlothian Turnpike analyzed in the study included Winterfield Road and Coalfield Road which were considered to operate with slight delays, at Level of Service B.
<table>
<thead>
<tr>
<th>Location</th>
<th>1980</th>
<th>1982</th>
<th>1984</th>
<th>1986</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midlothian Turnpike (Rt. 60)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huguenot to Coalfield</td>
<td>19,385</td>
<td>21,680</td>
<td>22,865</td>
<td>29,680</td>
<td>53%</td>
</tr>
<tr>
<td>Coalfield through</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Powhatan C. H.</td>
<td>8,270</td>
<td>8,020</td>
<td>8,050</td>
<td>10,465</td>
<td>27%</td>
</tr>
<tr>
<td>Walton Park Road (Rt. 624)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Turnpike to Glengate Road</td>
<td>1,288</td>
<td>1,427</td>
<td>3,449</td>
<td>5,207</td>
<td>304%</td>
</tr>
<tr>
<td>Glengate Road to Watch Hill Road</td>
<td>N/A</td>
<td>857</td>
<td>1,734</td>
<td>3,720</td>
<td>334%</td>
</tr>
<tr>
<td>Otterdale Road (Rt. 667)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Hundred Road to Edenhurst</td>
<td>1,052</td>
<td>902</td>
<td>928</td>
<td>755</td>
<td>-28%</td>
</tr>
<tr>
<td>Edenhurst to Aldengate</td>
<td>1,013</td>
<td>1,054</td>
<td>1,114</td>
<td>1,711</td>
<td>69%</td>
</tr>
<tr>
<td>Aldengate to Midlothian Turnpike</td>
<td>2,105</td>
<td>2,076</td>
<td>2,111</td>
<td>2,440</td>
<td>16%</td>
</tr>
<tr>
<td>Old Buckingham Road (Rt. 677)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Turnpike to Southwick</td>
<td>N/A</td>
<td>2,560</td>
<td>1,521</td>
<td>2,060</td>
<td>-20%</td>
</tr>
<tr>
<td>Southwick Boulevard to Blackheath</td>
<td>2,043</td>
<td>2,112</td>
<td>2,056</td>
<td>2,704</td>
<td>28%</td>
</tr>
<tr>
<td>Blackheath to Alverser</td>
<td>2,656</td>
<td>3,031</td>
<td>3,026</td>
<td>2,619</td>
<td>-1%</td>
</tr>
<tr>
<td>Winterfield Road (Rt. 714)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Turnpike to Westfield Road</td>
<td>1,859</td>
<td>2,439</td>
<td>3,143</td>
<td>3,878</td>
<td>109%</td>
</tr>
<tr>
<td>Westfield Road to Elmstead Road</td>
<td>1,911</td>
<td>2,516</td>
<td>4,054</td>
<td>4,831</td>
<td>152%</td>
</tr>
<tr>
<td>Elmstead Road to Salisbury</td>
<td>1,246</td>
<td>1,707</td>
<td>1,575</td>
<td>3,147</td>
<td>134%</td>
</tr>
<tr>
<td>Lucks Lane (Rt. 720)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courthouse Road to Abingston</td>
<td>488</td>
<td>507</td>
<td>2,147</td>
<td>4,608</td>
<td>844%</td>
</tr>
<tr>
<td>Abingston Road to 1.62 MW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rt. 1438 (Evergreen E. Pkwy)</td>
<td>397</td>
<td>437</td>
<td>1,901</td>
<td>3,783</td>
<td>853%</td>
</tr>
<tr>
<td>Alverser Drive (Rt. 727)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huguenot to Old Buckingham Road</td>
<td>442</td>
<td>479</td>
<td>501</td>
<td>1,978</td>
<td>348%</td>
</tr>
<tr>
<td>Coalfield Road (Rt. 754)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midlothian Turnpike to S. Carriage</td>
<td>2,273</td>
<td>2,542</td>
<td>3,291</td>
<td>8,995</td>
<td>300%</td>
</tr>
<tr>
<td>S. Carriage Lane to Queensgate</td>
<td>N/A</td>
<td>2,717</td>
<td>3,419</td>
<td>8,904</td>
<td>228%</td>
</tr>
<tr>
<td>Queensgate to Gerito Road</td>
<td>2,106</td>
<td>2,645</td>
<td>3,381</td>
<td>9,639</td>
<td>358%</td>
</tr>
</tbody>
</table>

Source: Traffic Count Data for Primary and Secondary Roads, VDOT, 1980-86.
<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Capacity</th>
<th>Estimated 1988 ADT</th>
<th>Estimated V/C</th>
<th>Approx LOS</th>
<th>86-88 Percent Increase</th>
</tr>
</thead>
</table>
| Midlothian Turnpike (Rt. 60)  
   Huguenot to Coalfield | 32,000 | 35,413 | 1.12 | F | 21% |
| Coalfield to Powhatan Cty. | 32,000 | 16,020 | .50 | C | 50% |
| Walton Park Road (Rt. 624)  
   Midlothian Turnpike to Glengate Road | 15,000 | 6,301 | .42 | B | 21% |
| Glengate Road to Watch Hill Road | 15,000 | 4,501 | .30 | B | 21% |
| Otterdale Road (Rt. 667)  
   Old Hundred to Edenhurst | 15,000 | 755 | .05 | B | 0% |
| Edenhurst to Aldengate | 15,000 | 2,070 | .14 | B | 21% |
| Aldengate to Midlothian Turnpike | 15,000 | 2,794 | .19 | B | 15% |
| Old Buckingham Road (Rt. 677)  
   Midlothian Turnpike to Southwick | 15,000 | 2,493 | .17 | B | 21% |
| Southwick Boulevard to Blackheath | 15,000 | 3,272 | .22 | B | 21% |
| Blackheath to Alverser | 15,000 | 2,619 | .18 | B | 0% |
| Winterfield Road (Rt. 714)  
   Midlothian Turnpike to Westfield Drive | 15,000 | 2,493 | .31 | B | 36% |
| Westfield to Elmstead | 15,000 | 2,272 | .37 | B | -53% |
| Elmstead to Salisbury | 15,000 | 2,619 | .25 | B | -17% |
| Lucks Lane (Rt. 720)  
   Courthouse Road to Abington | 15,000 | 5,178 | .35 | B | 12% |
| Abington Road to Evergreen Parkway | 15,000 | 4,251 | .28 | B | 12% |
| Alverser Drive (Rt. 727)  
   Huguenot to Old Buckingham | 15,000 | 2,393 | .16 | B | 21% |
| Coalfield Road (Rt. 754)  
   Midlothian Turnpike to S. Carriage Lane | 15,000 | 10,884 | .73 | D | 21% |
| S. Carriage Lane to Queensgate | 15,000 | 10,774 | .72 | D | 21% |
| Queensgate to Genito Road | 15,000 | 11,663 | .78 | E | 21% |

Source: 1985 Highway Capacity Manual, Chesterfield County Transportation Department estimates.
Table 8  Level of Service Criteria for Roadways

Midlothian Study Area

<table>
<thead>
<tr>
<th>Volume/Capacity (50 mph)</th>
<th>Volume/Capacity (60 mph Design Speed)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>.33</td>
<td>A</td>
</tr>
<tr>
<td>.45</td>
<td>.50</td>
<td>B</td>
</tr>
<tr>
<td>.60</td>
<td>.65</td>
<td>C</td>
</tr>
<tr>
<td>.76</td>
<td>.80</td>
<td>D</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>E</td>
</tr>
<tr>
<td>C</td>
<td>C</td>
<td>F</td>
</tr>
</tbody>
</table>


Traffic Safety

Safety is a factor in the decision to improve or construct roadways. Accidents are generally attributed to conflicting car movements at driveway and business entrances, and at intersections that are numerous on roadways lacking access control, such as Midlothian Turnpike.

The dramatic increase in traffic volumes on Midlothian Turnpike in recent years has spurred an increase in traffic accidents also. The intersections with the greatest number of accidents in the past five years are shown in Table 12. However, of these seven intersections, three have shown a decline in accidents during the past two to three years, possibly due to improvements made on these roads. The decrease in the number of accidents on Coalfield Road at Queensgate Road and at Midlothian Turnpike corresponds with the time of completion of the realignment of Coalfield Road.

Safety problems have escalated most significantly during the past five years at three intersections of Midlothian Turnpike: Walton Park Road, Winterfield Road and Farnham Drive. The intersection of Midlothian Turnpike and Walton Park Road was not previously signalized and did not align directly with Old Buckingham Road. However, with the development of Village Marketplace in 1987, Old Buckingham Road was re-aligned to correspond with Walton Park Road and a traffic signal and turn lanes were installed. This improvement will help to reduce the large number of accidents at this intersection. The intersection of Midlothian Turnpike and Winterfield Road handles the north-south traffic between Salisbury and the high school. Traffic volumes on Winterfield Road nearly doubled from 1,575 to 3,147 (ADT) during the period from 1984 to 1986, with a major contributing factor being students. The high volume of inexperienced drivers through this area may greatly affect the number of accidents at this location. Another contributing factor may be that the speed limit just west of this intersection increases from 45 miles per hour to 55 miles per hour. Eastbound travelers would be going at the higher speed and this would be the

Table 9  Level of Service Criteria for Signalized Intersections

Midlothian Study Area

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Stopped Delay per Vehicle (Sec.)</th>
<th>Traffic Flow Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0</td>
<td>Very low delay</td>
</tr>
<tr>
<td>B</td>
<td>5.1</td>
<td>Slight delay</td>
</tr>
<tr>
<td>C</td>
<td>15.1</td>
<td>Acceptable delay</td>
</tr>
<tr>
<td>D</td>
<td>25.1</td>
<td>Tolerable delay</td>
</tr>
<tr>
<td>E</td>
<td>40.1</td>
<td>Limit to tolerable delay</td>
</tr>
<tr>
<td>F</td>
<td>60.0+</td>
<td>Unacceptable delay</td>
</tr>
</tbody>
</table>

### Table 10  Level of Service Criteria for Unsignalized Intersections

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Reserve Capacity (PCPH)*</th>
<th>Traffic Flow Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>400</td>
<td>Little or No delay</td>
</tr>
<tr>
<td>B</td>
<td>300–399</td>
<td>Short delay</td>
</tr>
<tr>
<td>C</td>
<td>200–299</td>
<td>Average delay</td>
</tr>
<tr>
<td>D</td>
<td>100–199</td>
<td>Long delay</td>
</tr>
<tr>
<td>E</td>
<td>0–99</td>
<td>Very long delay</td>
</tr>
<tr>
<td>F</td>
<td>0</td>
<td>Extreme delay</td>
</tr>
</tbody>
</table>

*Note: *PCPH — Passenger Cars Per Hour.


### Table 11  1987 Intersection Capacity Analysis (Conditions as of May, 1987)

<table>
<thead>
<tr>
<th>Intersection Name (N–S Street/E–W Street)</th>
<th>Level of Service Existing Conditions (AM/PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Hundred Road/Hull Street Road</td>
<td>C/C</td>
</tr>
<tr>
<td>Genito Road/Hull Street Road</td>
<td>D/D</td>
</tr>
<tr>
<td>Courthouse Road/Hull Street Road</td>
<td>E/F</td>
</tr>
<tr>
<td>Otterdale Road/Midlothian Turnpike</td>
<td>E/E*</td>
</tr>
<tr>
<td>Winterfield Road/Midlothian Turnpike</td>
<td>B/B</td>
</tr>
<tr>
<td>Huguenot, Courthouse/Midlothian Turnpike</td>
<td>F/F</td>
</tr>
<tr>
<td>Coalfield Road/Midlothian Turnpike</td>
<td>B/B</td>
</tr>
<tr>
<td>Winterfield Road/Huguenot Trl</td>
<td>A/A*</td>
</tr>
<tr>
<td>Salisbury Road/Robious Road</td>
<td>C/A*</td>
</tr>
<tr>
<td>Huguenot Road/Robious Road</td>
<td>C/C</td>
</tr>
</tbody>
</table>

*Note: *For unsignalized locations, the level of service represents the worst case conditions for the individual approaches to the intersection.

Table 12  Intersections with High Numbers of Accidents (1983–1987)
Midlothian Study Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Accidents (1983–1987)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midlothian/Winterfield Road</td>
<td>51*</td>
</tr>
<tr>
<td>Midlothian/Farnham Road</td>
<td>50*</td>
</tr>
<tr>
<td>Midlothian/Otterdale Road</td>
<td>46</td>
</tr>
<tr>
<td>Queensgate Road/Coalfield Road</td>
<td>46</td>
</tr>
<tr>
<td>Midlothian/Coalfield Road</td>
<td>45</td>
</tr>
<tr>
<td>Midlothian/Walton Park Road</td>
<td>41*</td>
</tr>
<tr>
<td>Midlothian/Old Buckingham Road</td>
<td>36*</td>
</tr>
</tbody>
</table>

Note: * Intersections with the highest increases from 1983–1987.
Source: Chesterfield County Police Department, Accident Records.

First traffic signal at which they must stop. The higher speed and the sudden appearance of the light may cause cars to be in the intersection as the signal turns red, thus causing a hazardous situation.

Another intersection that continues to present an accident problem in the Midlothian study area is Farnham Drive and Route 60. Farnham Drive is the entrance to a major residential area. At present, this intersection has no traffic signal or turn lane to improve access on to or off of Midlothian. Some type of intersection improvement should be considered to reduce traffic conflicts at this intersection. A traffic signal with left turn arrows may be warranted, based on additional study by the Transportation Department.

Roadway Improvements

Ongoing and planned roadway improvement projects programmed in the Midlothian study area focus on short-term ways to address traffic congestion and safety problems which have become increasingly apparent as new development continues. The following are characterized as Transportation System Management (TSM) projects which involve making improvements to existing thoroughfares and intersections, thereby eliminating large scale, new roadway construction:
- Walton Park Road, Old Buckingham Road/Midlothian Turnpike - intersection re-alignment.
- Walton Park Road/Midlothian Turnpike - construction of right hand turn lane on east bound Route 60.
- LeGordon Drive/Midlothian Turnpike - installation of traffic light; construction of right turn lanes onto Route 60; widening of shoulders.

No improvements to primary facilities are included in the current VDOT Six-Year Construction Plan. Secondary road improvements include the widening of Lucks Lane (4 lanes), Courthouse Road and Old Hundred Road. The widening of Coalfield Road (4 lanes), which is estimated to carry over 10,000 vehicles per day, is also identified as a need. However, this project has not yet been incorporated into VDOT's plan.

The most significant roadway construction projects expected to affect established traffic patterns are undoubtedly the Powhite Parkway Extension and planned Route 288 (northern leg). The Powhite Parkway Extension will improve access to downtown Richmond and other new employment centers. It will also reduce through traffic on arterials and residential collector streets in the Midlothian area. In the short term, motorists will find this limited access facility more expedient than the congested, signalized routes.
now traveled. As planned, Route 288 will complete the circumferential roadway system around the Richmond Metropolitan Area. It will provide a link between I-95 to the south, the Powhite Parkway Extension and I-64/I-295 to the west. It will also remove some of the traffic from existing roadways and will improve access to major arterials, such as Route 60. It should be noted that State funds have not yet been made available for land acquisition or construction nor is the facility incorporated in the VDOT Six-Year Construction Plan.

The construction of a regional facility, such as Route 288 brings with it a variety of important effects on traffic, land use and environmental features. The magnitude of adverse impacts requiring mitigation will vary based on the amount of development that has already taken place within the 1,500-foot wide designated corridor. Since the western Alignment 4 (modified) was chosen, direct impacts within the Midlothian study area will focus on the southwestern portion of the Midlothian study area. Indirect effects of the facility are expected to be more widespread, however. These impacts may prove to be less severe near the Village to the extent that regional activity centers at the interchanges are developed at higher intensities.

More detailed impacts of Route 288 within the Midlothian study area will be provided in Phase II of this study. As the preliminary engineering plans for this roadway segment are completed by VDOT within the 1,500-foot corridor, more site specific detail will be available for evaluation by the County.

Pedestrian and Bicycle Travel

Midlothian area residents have expressed concerns about the safety of pedestrian and bicycle travel. As the population of the area grows it is anticipated that increasing numbers of adults and children will want to participate in these activities. At present, sidewalks are quite limited in terms of availability and usefulness based on their location along short segments of Midlothian Turnpike (adjacent to Midlothian Middle School and between Mt. Pisgah Drive and Sycamore Square shopping center). Crosswalks at the Midlothian Turnpike and Salisbury Drive intersection provide the only designated pedestrian crossing. In other areas of the Midlothian community, well worn paths have been established,

In the 1950's, bicycle travel in Midlothian Village was common. Protection of neighborhoods and family lifestyle is an enduring goal of Midlothian residents.

Collection Betty Weaver

providing pedestrian and bike access to community facilities and open space.

However, much of the walking, jogging and biking is still done on road right-of-way which varies in width and condition. Safety is perceived as a problem due to increasing numbers of cars and excessive speed on neighborhood collector streets as well as arterials. Apparently an unmet desire exists to develop a safe, alternate circulation route that will expand access to public facilities and shopping. The opportunity to improve pedestrian access via sidewalks and trails also has the potential to make a strong contribution to the Village concept.

Transit Service

Bus transit service is available in limited areas within Chesterfield County. Virginia Overland Company operates several routes in Chesterfield
which include a downtown commuter route from Courthouse Road between Route 60 and the Rockwood park-n-ride lot. The Greater Richmond Transit Company (GRTC), the principal carrier in the urbanized area, is a non-profit public service corporation owned jointly by the City, Henrico and Chesterfield. The possibility of extending some GRTC routes into the County has been explored. Several service options have been identified, but no formal request for service has been made by the County.

A park-n-ride lot has been established for use by commuters at Rockwood Park off Courthouse Road near Hull Street Road. Additional facilities may be needed as a result of the nearby Powhatan Parkway interchange. Future park-n-ride sites should be co-located with major transit stops. Informal daytime parking arrangements may exist at privately owned parking lots within the study area.

Public Facilities

A major transition from rural to urban public service levels occurred in the Midlothian area and throughout the northwestern portion of the County in response to dramatic population growth during the last two decades. Facility construction and maintenance of these urban service levels has proven to be a continual financial burden for the County and a source of frustration to area residents. Policies have been adopted (see Chesterfield Plan for Public Facilities, 1983) to plan for provision of facilities and services in relation to expected development patterns and demand, maximizing the use of existing facilities and matching capital expenditure levels with citizens’ priorities and willingness to fund them. Incorporated below are the public facility concerns raised by Midlothian area residents and reiterated by the Midlothian Citizen Advisory Committee.

Schools

School facilities located within the study area include Watkins Elementary School, Midlothian Middle School and Midlothian High School. Current attendance zones for nearby Evergreen Elementary School, located south of Lucks Lane, includes students from the Queens Mill and Evergreen subdivisions. The Watkins Annex facility (a former elementary school) is currently vacant.

Overcrowded short term conditions at school facilities in the Midlothian area reflect two important short term demographic trends. Increasing numbers of families with children are moving into the area, as well as the tendency in this part of the County toward larger median household size. The bulge in the school age population is currently at the elementary level, but as these students age, additional capacity will be needed at middle and high school facilities. Table 13 shows projected growth in pupil enrollment for each existing school facility. Based on enrollment standards and future residential growth, the School Board is able to assess future school needs in the Midlothian area.

Established design capacities for elementary schools are 1,041 students for Watkins and 1,055 for Evergreen. Based on the School Board’s current and projected school enrollment data, Evergreen will gain more than 300 students by September 1989, requiring extra capacity to be made available; Watkins will reach this point in 1991.

At middle and high school levels, program capacity is used as a standard measure. Actual capacity is greater since “extra” space can be made available through more efficient classroom scheduling and/or use of temporary trailers. Capacity data for Midlothian Middle School (1987-88) indicates that the school exceeds program capacity (1,035) by over 200 students. The School Board estimates that this interim approach will suffice until September 1989 when additional facilities will be needed. Enrollment at Midlothian High School (1,924) also exceeds the program capacity. By Fall 1992 an increase of 390 pupils is expected to require the construction of another high school facility.

Priority projects included in the approved Capital Improvements Program (CIP) include:
• 1989 – Midlothian Middle School addition
• 1991 – Elementary School located north of Route 60 in the Salisbury/Winterfield area

Construction of these facilities will address short term overcrowding at Midlothian’s elementary and middle schools which have been particularly impacted by the heavy influx of children from the Salisbury/Robious neighborhoods. Other capital projects identified by the School Board include:
• Northern Area High School conversion of Manchester High School to middle school
• Centerpointe Elementary located in Old
Hundred Road/Brandermill Parkway area
- Route 60 West Elementary located near the County line
These lower priority, unfunded school construction projects will address longer term facility needs anticipated in other locations of the Northern Planning Area. As these new facilities are opened, attendance zone boundaries of schools located within the Midlothian study area can become smaller and have capacity for additional pupils from Midlothian’s new subdivisions. School Board officials are also investigating the feasibility of scheduling double-shift sessions and year around use of school facilities in order to maximize use of existing schools and limit capital expenditures.

Parks and Recreation

Facilities are limited in the Midlothian area to sites co-located with schools, neighborhood association swim/tennis clubs, and a temporary soccer complex. The two closest community level parks, Rockwood and Huguenot, are located well outside the Midlothian study area. Rockwood

| Table 13  | Projected Growth in Pupil Enrollment for Existing School Facilities |
|--------------------------|--------------------------|--------------------------|
| Facility                 | Date         | Total Pupils | Capacity Available |
| Evergreen Elementary     | Sept 1987    | 799          | 61                |
| (Capacity 1,055)         | Sept 1988    | 930          | -70               |
|                         | Sept 1989    | 1,073        | -213              |
|                         | Sept 1990    | 1,175        | -315              |
|                         | Sept 1991    | 1,273        | -413              |
|                         | Sept 1992    | 1,352        | -492              |
| Watkins Elementary       | Sept 1987    | 928          | 113               |
| (Capacity 1,041)         | Sept 1988    | 1,001        | 40                |
|                         | Sept 1989    | 1,058        | -17               |
|                         | Sept 1990    | 1,111        | -70               |
|                         | Sept 1991    | 1,152        | -111              |
|                         | Sept 1992    | 1,250        | -209              |
| Midlothian Middle School | Sept 1987    | 1,274        | -239              |
| (Capacity 1,035)         | Sept 1988    | 1,346        | -311              |
|                         | Sept 1989    | 1,422        | -387              |
|                         | Sept 1990    | 1,558        | -523              |
|                         | Sept 1991    | 1,694        | -659              |
|                         | Sept 1992    | 1,781        | -746              |
| Midlothian High School   | Sept 1987    | 1,924        | -174              |
| (Capacity 1,750)         | Sept 1988    | 1,977        | -227              |
|                         | Sept 1989    | 1,993        | -243              |
|                         | Sept 1990    | 2,090        | -340              |
|                         | Sept 1991    | 2,193        | -443              |
|                         | Sept 1992    | 2,314        | -564              |

Source: Chesterfield County Schools Five-Year Membership Projections.
Park (162 acres), off Courthouse Road near Hull Street Road, is probably the most frequently used by Midlothian residents. However, its use has become regionwide, straining its facilities. Both community parks are oriented toward athletic activities but include passive pursuits as well. Athletic complexes at Midlothian High School, Midlothian Middle School and Watkins Elementary provide a community focus for sports programs. The temporary soccer field complex at Coalfield Road and Lucks Lane, with eight fields for league play, will need to be replaced when construction at Centerpointe begins. North of Route 60 in the Village, Watkins Annex provides a limited support role to newer school facilities.

County policy specifies that urban area residents be within 1.5 miles of a neighborhood park, typically located at elementary schools, and within 3 to 5 miles of a community park. Ten acres is considered to be the minimum desirable size for a neighborhood park, and 100 acres for a community park.

Short term needs for parks and recreation in the Midlothian Magisterial District have been identified in the 1989-1994 CIP:

- 1989 – Midlothian Middle School - Improvements to existing facilities.
- 1990-93 – Midlothian Area Community Park - Acquire and develop approximately 150 acres.
- 1991 – Clover Hill Athletic Complex - Develop additional acreage to replace temporary Centerpointe Soccer Complex.

In addition, an opportunity exists for the creation of a small, special purpose park to commemorate the role of commercial coal mining in Midlothian's history. The location of the proposed park is at the site of the Grove Shaft Mine ruins, the only surviving structure associated with coal mining in the Richmond Basin. The property owner has expressed an interest in restoring a thirty-acre site and several one-acre sites which will be phased with the development of the surrounding property and dedicated to the County.

Library

The Midlothian Branch Library, located on Coalfield Road next to Watkins Elementary School, provides services well outside the Midlothian study area. The facility contains approximately 8,000 square feet, including a community meeting room, and currently operates about 60 hours per week. Since 1982-83 patrons have increased 28 percent, and the circulation rate is estimated at 25 percent, which helps to reduce temporarily the need for additional shelf space.

Established standards call for urban area residents to be within a 15-minute drive of a County library which translates into a service radius of about 3.5 miles. The large service area and rapidly expanding population in the Midlothian area have overtaxed the Midlothian facility and frustrated the library users and staff. Planned expansion of the Midlothian library is recommended in the CIP for 1991. The proposed 3,500 square foot addition will double shelf space capacity to 65,000 volumes and provide more seating space. Need for another branch library has been identified in the Hull Street Road area near Deer Run. When it opens (FY 1992) this library will help to reduce the service area of the Midlothian Branch Library by drawing away patrons from the Brandermill/Woodlake area.

Fire Protection

The Midlothian Fire Station is located in the Village at the corner of Route 60 and Salisbury Drive. County standards call for an optimal five-minute response time in the urban area which translates to a travel distance of approximately 2.5 miles. The 2.5 mile service area of the Midlothian station extends north to include Salisbury and subdivisions in the Robious Road area, as well as east and south to incorporate Walton Park, Queens Mill, Smoketree and Stonehenge.

Demands on the Midlothian station have increased as additional residential and business development has occurred in the area. A need for new facilities to accommodate additional equipment has been identified. However, expansion opportunities at the existing Midlothian station are limited due to site size and land acquisition costs. Consideration of alternate sites is expected to occur in the near future.

A new Centerpointe Fire Station has been funded for construction in 1991. The site originally dedicated to the County at the intersection of Lucks Lane and Coalfield Road may not be usable depending upon the exact location of the Route 288 interchange. The projected service area for this new station will result in improved coverage within the Midlothian study area. In addition, the new Robious Fire Station and the proposed facility in the Courthouse/Reams Road
area (FY 1993), will provide back-up service to the study area.

Water and Sewer Systems

The County’s public water and sewer systems currently serve portions of the Midlothian study area. Water is provided by the Swift Creek Water Treatment Plant, located on Hull Street Road, which is supplied by Swift Creek Reservoir. This water is distributed throughout the study area by an extensive system of lines, including a 24-inch line along Coalfield Road, a 16-inch line along Salisbury Road and into the adjacent Sommerville Industrial Park, and 16-inch lines along portions of Midlothian Turnpike, Lucks Lane and Queensgate Road.

The current Water Ordinance requires the use of public water for all new development which is within 200 feet of an existing water line. Recent changes to the Ordinance also address the use of public water for new residential subdivisions, and will likely result in additional extensions to the existing system. Extensions to serve existing residential areas may be made by the County if 70 percent of the homeowners request service and agree to connect, and the project is approved by the Board of Supervisors.

Due to the past and present policy of requiring oversized lines in certain areas, water service to meet future development and increasing demand requirements have been provided for on a limited basis. Lack of adequate water pressure in the Otterdale area and inadequate storage capabilities in selected portions of the study area are present concerns. These will be addressed through recommended CIP projects identified by the Department of Utilities.

Sewage treatment for the study area is presently provided by the Falling Creek Treatment Plant, but some portions will ultimately be served by the Proctors Creek Plant. The eastern portion of the study area has public sewer available through a 30-inch trunk sewer along Falling Creek, and an extensive system of sub-trunks and collector lines. Service to the western area is more limited at present, but will be supplemented by extensions and other improvements proposed by private developers and by the County.

Electricity

Virginia Power has proposed the addition of a 230 kV, single pole transmission line to meet increasing demand in the Midlothian/Robious area. The proposed line will tie into the existing system at Coalfield Road, requiring a 100 foot right-of-way easement, with poles spaced about 700 feet apart. According to Virginia Power’s original proposal, it will extend north along the east side of Coalfield Road to the Midlothian library, and east to Murray Oldsmobile, where it will cross Route 60. A new sub-station has been proposed near the southwest corner of Alverser Drive and Old Buckingham Road. Property owners have expressed great concern, raising safety, aesthetic and property value issues. The State Corporation Commission is expected to make a final alignment decision in the near future.

Storm Drainage System

The Route 60/147 Drainage District extends in a southwesterly direction to include a portion of the Stonehenge development, the golf course, and a small amount of land on the eastern edge of the study area. A significant amount of the land within the flood hazard area is open space or golf course acreage. Storm water is piped into Falling Creek about one-half mile from Walton Park.

The Drainage District was established in 1974 to identify those areas where special drainage improvements are needed. Contributions are made by developers when building permits are issued or subdivisions recorded. These funds are used periodically by the County to pay for drainage improvement projects as specified in plans for the district. A new section is being added in the Alverser Drive area in conjunction with other construction activities.

The Environmental Engineering Department reviews road, lot and site drainage for new subdivisions and commercial development and insures compliance with the adopted Floodplain Ordinance. This ordinance restricts development inside the 100-year floodplain boundaries. Since storm water runoff impacts tend to be widespread, the Department prefers to avoid piecemeal drainage approaches involving small parcels. Instead, they favor approaches presented by developments of larger parcels, such as Charter Colony.

Outside the District, drainage problems are
occurring along Falling Creek in the Stonehenge subdivision where beaver dams are inhibiting drainage flow and causing increased sedimentation. The area is taking on wetland swamp characteristics as the floodplain becomes wider. This continual problem is of special importance to golf course users and adjoining homeowners. The need for mitigation measures will grow as development increases run-off potential and alters natural drainage patterns.

As future development occurs, developers are expected to continue to rely on on-site retention to manage project specific run-off being generated. As large tracts of vacant land are developed, additional impacts are expected to occur in surrounding subdivisions. Culverts with sufficient capacities have been installed, but run-off flow will increase also as infill development occurs upstream.

Streetscape Features

Various design elements form the streetscape, such as utilities, infrastructure, signage and vegetation. An analysis of the design elements comprising the Midlothian Turnpike corridor reveals a lack of regularity in the streetscape pattern. (A separate study analyzes specific design elements and provides a detailed inventory of existing conditions with related mapping. See Midlothian Village Corridor Features, Exhibit 5, adapted from this project.)

An assessment of the visual context indicates a lack of continuity in the Midlothian Turnpike streetframe. A sense of enclosure, characteristic of Village environments, is weakened by the wide variation in yard shapes, building setbacks and heights, and by scattered vacant lots. On the south side of Midlothian Turnpike, the setbacks are generally much deeper than on the north side of the corridor. The streetscape view of the Midlothian Turnpike corridor is well documented by recent photos (Ralph Higgins and Associates, September 1988).

Architectural styles vary widely, ranging from late 19th century Victorian and early 1900's buildings, to contemporary office space of brick and/or wood. Although many examples of visually pleasing architecture exist, there are also disquieting influences to the streetscape which include incompatible architectural styles and intensive commercial uses, such as automobile repair.

Several significant cultural resources face Midlothian Turnpike (refer to Map 2). These include the Jewett-Bass Store (presently serving as meeting space for adjacent Mr. Pisgah Methodist Church), the Bach House (professional office space), Sycamores (a restaurant at Sycamore Square shopping center) and Winfree Memorial Baptist Church. As mentioned earlier, the Hancock-Jeffries House was demolished in February 1988.

Utilities

Overhead utility wires are numerous within the corridor study area, crossing Midlothian Turnpike fifteen times. Of the thirty-eight Virginia Power poles, only eleven are equipped with street lights. The north side of Midlothian Turnpike contains nine of the eleven street lights. As evidenced during a field check at night, many gaps are apparent in the existing street lighting pattern. The majority of street lights in the Midlothian Turnpike corridor are located at intersections to facilitate traffic turning movements, and not for pedestrian circulation. Since no uniform distance exists between power poles, the location of existing lighting does not contribute to a cohesive and safe nighttime environment for pedestrians.

In addition, shorter colonial light standards located on private property are visible from Midlothian Turnpike. Six are concentrated in the Sycamore Square shopping center, and four are at Midlothian Office Park. Their appearance, particularly at night, contributes to a close-knit, village environment and enhances the visual quality of the streetscape.

Traffic signalization at separate intersections of Midlothian Turnpike occurs as follows:

- Walton Park/Old Buckingham Road – Traffic lights are suspended from four freestanding metal poles that are silver in color.
- Salisbury Drive – At the volunteer fire station, a bank of lights is hung from wires suspended by silver metal poles to stop traffic for emergency vehicles.
- Crowder Drive – Overhead lights, suspended from wires, move traffic in all directions.
- Coalfield Road – The T-intersection at Coalfield Road is only a few hundred feet away. Metal poles support overhead traffic lights. Seven unscreened utility boxes are located in the area, ranging in height from one foot to approximately five feet. The largest is at
the intersection of Coalfield Road and Midlothian Turnpike and all are painted pale green.

- Winterfield Road –
  Overhead traffic lights, suspended from wires, are located at the western edge of the Village.

**Infrastructure**

Sidewalks are located on both sides of Midlothian Turnpike. On the north side, the sidewalk begins at Mt. Pisgah and extends west only as far as Sycamore Square Drive. Although in good structural condition, it is becoming cracked by weed growth and apparently is not being maintained. On the south side of Midlothian Turnpike, a sidewalk exists only in front of Midlothian Middle School. It too is in generally good condition despite inadequate maintenance.

**Signage**

Exhibit 5 indicates the location of public and private signs. At present, thirty-two are freestanding public signs and twenty-nine are privately owned freestanding signs. The section of Midlothian Turnpike between Grove Road and the Southern Railroad crossing has been within a Special Sign District which places some additional requirements other than those contained in the County's regular sign ordinance.

Of the public signs, none exceeds eight feet in height. Most are painted metal on wood posts and vary in style and content. The largest are the speed limit signs (roughly seven square feet) and the smallest are the street signs. A single "no parking" sign is on the north side of Midlothian Turnpike, as well as several U.S. route number signs. Two historic markers on the south side of Midlothian Turnpike document the significance of the surrounding area. Several signs exist that are not needed for traffic direction. All of the public signs are generally well maintained.

Private signs vary substantially in form and content. The tallest sign is located at the Midlothian Office Village at the western end of the Village. Examples of signs that are especially complimentary to the architectural style of the building are the professional office sign for the Bach House (13510 Midlothian Turnpike) and the Midlothian Office Park, where the sign is integrated into the landscape. Several badly deterio-

rated signs are still in use, however.

In general, signage in the Midlothian Turnpike corridor lacks a sense of cohesiveness in scale, style, color and materials. Such inconsistencies were not adequately addressed by the Special Sign District regulations. The intent of that ordinance was strictly to reduce the number of signs and allowable square footage, to restrict maximum height to thirteen feet and eliminate use of portable signs. Signs and other integral streetscape elements can be more effectively coordinated through the use of special Village streetscape design standards, which will reinforce the unique and historic character of Midlothian. A companion design guidelines manual should be developed to facilitate implementation of new design standards.

**Vegetation**

At the time of this study, a public street tree program had not yet been initiated to provide additional vegetation. Fortunately, frontage property along Midlothian Turnpike still contains forested and professionally landscaped acreage. The following list presents examples of landscape design which not only contribute to a visually pleasing streetscape, but also promote a small scale, pedestrian environment in which vegetation is an integral part.

- Winfree Baptist Church site, located between Coalfield Road and Village Mill Drive, has retained some of the trees which front Midlothian Turnpike. In front of the old Winfree Church Chapel, a bollard and chain fence helps to define the facade and tie it to the Village streetscape.
- Sycamore Square, between Crowder Drive and Sycamore Square Drive represents the greatest concentration of integrated shrubbery, trees, and sidewalks. Sensitive site design, through use of existing vegetation and screening of parking areas, accentuates the vegetation in the viewer's eyes and makes the architectural features more pronounced.
- The entrance to Walton Park Drive, flanked on both corners by a split rail fence is wooded and natural in appearance. Together these features define a peaceful residential community.

Other sections of Midlothian Turnpike display a lack of coherent or effective use of landscaping. For example, visual screening in the form of natural vegetation or landscaping is inadequate to buffer parking lots. The random location or lack
of small trees as well as shrubbery detracts from the streetscape view and is inconsistent with a typical small village environment.

This situation points out a special need to maintain a human scale in developing properties that front on Midlothian Turnpike. Significant opportunities still exist for retaining a natural forest-like quality especially where the property is in an undeveloped, wooded state. The abundance of old trees, some probably original to the Village, represents a non-renewable resource. In sections of the corridor undergoing a transition from residential to commercial uses, the landscaping associated with the original structure should be retained to the greatest extent possible.
Planning for Midlothian’s Future

Planning Factors

The major factors which influence the Midlothian Area Community Plan are illustrated on Exhibit 6. An understanding of the conditions which influence development opportunities in the area provides a sound basis for policy decisions that will shape the future. In focusing on opportunities and constraints, it is necessary to look beyond the current development pattern and to consider a range of possibilities. The following have been identified as the most important factors affecting the direction of the Plan.

Opportunities

Land Use
- Regional activity centers, located at interchanges of planned regional roadways, offer new opportunities for major office, commercial and high quality residential developments.
- Based on the availability of sizeable undeveloped parcels located near regional centers, an opportunity exists for these areas to function as Planned Transition Areas that will blend compatible uses and be sensitive to surrounding neighborhoods and lower intensity uses found in the Village.
- Major office and commercial developments anticipated as a result of new regional roadway facilities will focus on activity centers, thus providing an opportunity to relieve intense

Chief Francis Miller is presented with the official Midlothian flag, a unique reminder of the community’s heritage, by Boy Scout Troop 897 members Chris Robinson and Ben Guthrie (right).
Village Identity
• Traffic volume and noise, exhaust fumes, limited sidewalks and incompatible architectural elements detract from the unique Village environment and from potential pedestrian activities.

Goals and Policies
A vital element of the planning process involves goal setting and development of related policies. In the effort to generate a plan for Midlothian's future, the public raised a series of important development issues at the onset of the planning process which focused on aesthetics, neighborhood vitality, community involvement, recreation, public facilities, resource protection and transportation improvements. This community input was further refined by the Midlothian Citizen Advisory Committee who translated these concerns into a set of recommended development goals and policies for consideration by the Chesterfield County Board of Supervisors, as well as the Planning Commission. By intent, they are linked to the adopted Northern Area Land Use and Transportation Plan and to priority Capital Improvements Plan projects.

The goals presented here are statements of general direction which are intended to be a basic guide for development decisions. Each goal statement is accompanied by related policy statements. The policies describe rules or courses of action to be followed in reaching a goal; implied within each policy statement is a specific accomplishment which is the result of carrying out the policy. The individual goals and policies are part of an interrelated network. This network provides the basis for implementation measures, which define specific actions to carry out the following goals and policies.

Aesthetics
• Improve aesthetics and functional character of development along Midlothian Turnpike.
• Focus higher intensity land uses onto Midlothian Turnpike and discourage commercial strip development by grouping commercial uses at appropriate locations where compatibility can be maintained.
• Implement higher quality and more specific design standards.
• Enhance historic village character and pedestrian scale through appropriate urban design techniques.

• Coordinate vehicular access to Midlothian Turnpike.
• Preserve wooded character of Midlothian Turnpike where possible.

Neighborhoods
• Designate residential areas that will enhance the variety of living environments, contribute to community identity, and maintain neighborhood stability.
• Promote residential variety in terms of densities and housing types.
• Protect neighborhoods from encroachment of incompatible uses by employing transitional uses, buffers, and natural features.

Community Involvement
• Foster greater community understanding and involvement in the County's planning process.
• Establish and maintain communication with citizens through civic associations and other means.
• Facilitate community participation in the development process.

Recreation
• Develop a broad range of recreational opportunities as a part of a master plan for parks and open space.
• Continue to provide neighborhood and community recreation facilities.
• Maximize use of school sites and publicly owned property.
• Encourage provision of private neighborhood facilities in new residential developments.
• Identify and locate future community level park facilities (including bike and pedestrian trails and historic coal mines), and protect these areas from more intensive or incompatible development.

Public Facilities
• Provide and maintain public facilities and services (for schools, fire stations, libraries, utilities, drainage) at a high level, consistent with service standards outlined in the Chesterfield Plan for Public Facilities.
• Plan and preserve land in advance for public facility expansions when practicable.
• Develop County facilities on multi-purpose sites when possible.
• Encourage the dedication of useable land and extension of public utilities when the need is substantially generated by a major development.
• Implement drainage improvements when warranted.

Resource Protection

Protect areas or sites of significant environmental, historic or scenic character from incompatible or intensive development.
• Designate environmentally-sensitive areas and specific guidelines for use and development.
• Establish and maintain a "greenway" system which could protect sensitive areas and contribute to a County trail system.
• Incorporate environmental assessment procedures into the development approval process.
• Assess historic resources and develop methods to protect high priority historic sites.

Transportation

Provide an efficient, cost-effective and safe transportation system.
• Implement traffic improvements such as signalization, turning lanes, access management, vertical and horizontal changes and increase overall capacity and safety of County roadways.
• Provide for safe pedestrian and bicycle travel.
• Plan and design the transportation system to support the timing of growth as well as the land use pattern and emergency access.
• Establish an exact centerline for Route 288 (northern leg) and obtain the necessary right-of-way to protect the corridor.
• Continue to preserve designated right-of-way widths in accordance with the Plan.
• Direct travel patterns to limit through traffic in neighborhoods.
• Offer and promote the use of alternate travel methods by commuters.

Concept Plan

The concept plan describes the type of environment envisioned for the Midlothian Village and surrounding area. It is an outgrowth of the goals and policies and reflects the criteria used to develop specific Plan elements. Features of the concept plan include:
• Centralized areas of higher intensity and mixed uses
• Compatibility with surrounding residential areas
• Tapering of land use intensities
• Historic Village area
• Historic resources protection
• Coordinated streetscape and environmental aesthetics
• Functional vehicular access
• Residential variety
• Coordinated expansion of public facilities and services
• Multi-purpose community facility sites
• Neighborhood and community level park and recreation facilities
• Protection of environmentally sensitive areas
• Coordinated and convenient pedestrian and bike travel
• Expansion of roadway network to include parkways
• Increased safety and capacity of existing roads
The Land Use and Transportation Plan

This portion of the document contains several specific plans to guide future development of Midlothian Village and the surrounding area. The Land Use and Transportation Plan describes a "build-out" scenario and focuses on appropriate locational and functional relationships between land uses and the required transportation network to serve the area's needs. Likewise, the Public Facilities Plan identifies approximate locations for capital improvement projects to meet the future needs of the Midlothian area population. The Streetscape Plan and Pedestrian Circulation Plan address improvements needed to create a viable and aesthetic Village environment. Together these plans address the range of current development problems and provide an integrated approach toward achieving the potential of the Midlothian area community.

The Land Use and Transportation Plan is shown on Exhibit 7. This plan is heavily influenced by existing conditions and resources, zoning and trends in land use conversion and demographics. The Plan also takes into consideration land use plans for the adjoining Upper Swift Creek study area. New road construction is anticipated as discussed in the subsequent section specifically related to transportation. Within a framework of planned diversity, the Plan seeks to incorporate the following overall goals:

- Improve aesthetics and functional character of development along Midlothian Turnpike.
- Designate residential areas that will enhance the variety of living environments, contribute to community identity, and maintain neighborhood stability.
- Protect areas or sites of significant environmental, historic or scenic character from incompatible or intensive development.
- Provide for an efficient, cost-effective and safe transportation system.

Land Use Element

In recent years the pace of residential and business growth has significantly altered the landscape of the Midlothian area. The resulting development indicates a need to address issues relating to land use compatibility, community identity, streetscape appearance, residential variety, and environmental impacts of development. Land use relationships designated in the Plan reinforce policy statements described in the Goals and Policies section.

This Plan is similar in basic form to the existing land use pattern, which in some locations is already in place. It is assumed that the annual rate of population growth will stabilize somewhat below current levels of approximately thirty percent (which reflects a small base year population). As stated earlier, the Plan represents a "build-out" scenario at which time the Midlothian community will have approximately 7,000 housing units and a population in the range of 17,500 persons (see Table 14).

This growth is based upon opportunities for expanded economic activity at regional centers and continued strength of locational and cultural features in attracting newcomers.

The focus of activity continues to be Midlothian Turnpike despite the shrinking number of undeveloped frontage parcels. This is especially

<table>
<thead>
<tr>
<th>Table 14  Projected Growth in Housing and Population &quot;Build-Out&quot; Scenarios</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midlothian Study Area</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Existing (1988)</td>
</tr>
<tr>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Housing Units*</td>
</tr>
<tr>
<td>Population **</td>
</tr>
</tbody>
</table>

* Assumes "build-out" is achieved consistent with residential density classifications.
** Assumes "build-out" is achieved with 2.710 persons per household for single family and 2.085 person per household for multi-family housing units.

Source: Chesterfield County Planning Department projections, 1988.
apparent in the historic Village center which is best described as a multi-functional development area that is pedestrian-oriented. This contrasts sharply with nearby activity centers on Route 60 designated for development as regional centers. These centers will have improved highway access, increasing their potential for a mix of high intensity office, retail, service, light industrial, and multi-family residential development. The Midlothian community is located between three planned regional centers (at Chesterfield Towne Center, at the proposed interchanges of Route 288 at Route 60 near Watkins’ Nursery, and at Coalfield Road). Based on the character of recent construction activity west of Courthouse Road, it appears that Chesterfield Towne Center is stimulating interest in higher density uses west toward Falling Creek and Midlothian Village. Vacant and underutilized acreage along the corridor is subject to this development pressure; several large parcels have already gained zoning approval for intense commercial activity.

The designation of activity centers establishes a hierarchy of land use intensities based on locational features. This concept implies that a mixture of uses can be considered appropriate at a given location if they are within the same level of intensity, or external impact. A category of land use intensity can include a “family of uses,” each of which has a similar service/market area or orientation reflecting its accessibility to the road network, traffic impact, floor area ratio, building scale, pedestrian amenities, etc. For example, in a compact, Village environment, a compatible mix of uses might include a food store, pharmacy, specialty shops, galleries, restaurants, bed and breakfast inn, churches, schools, professional and government offices, apartments, and a park.

Major characteristics of each are provided below. It should be emphasized that adequate transitions are needed between activity centers in order to lessen the impacts on existing neighborhoods and/or adjacent areas not planned for more intense future uses. Careful site planning is critical.

Location Use Characteristics

Regional Center
- Adjacent to regional highway (controlled access facility)
- Mix of intense uses: shopping, employment, entertainment, major office, light industrial, high density residential

Village Center
- Intersection of major arterials
- Multiple functions: specialty and neighborhood retail/office/service, community facilities, multi-family residential, pedestrian-oriented

Transition Area
- Between major arterial and single-family neighborhoods
- Office, personal services, community facilities, medium-density residential, integrated pedestrian/vehicular circulation

Planning for future uses, especially in the Midlothian Turnpike area, must consider the intensity, project scale and specific uses appropriate for land areas between the regional centers and Midlothian Village and residential areas. Because of their strategic location, these transition areas should receive special consideration. Commercial development should take place on sizeable parcels to avoid highway-oriented, strip commercial uses on separate, small parcels. Mixed use projects, including larger scale retail/service or office/business developments should be located adjacent to Midlothian Turnpike and have access to a major arterial. This type of development is appropriate in a Suburban Commercial District which is auto-oriented in design and includes retail shopping centers, office/service establishments, and other compatible uses. Single-family residential uses should be separated by lower intensity Planned Transition Areas (including neighborhood office, personal services, medium to high density housing, and community facility uses) and by natural buffer areas to preserve the integrity of the landscape and to provide pedestrian access to a trail system. The overall intent of the Planned Transition Area is to promote decreasing land use intensities in and around centers that serve a community trade area (as opposed to having a regional focus). Development should minimize traffic and other impacts and should also be compatible with surrounding neighborhoods in scale and quality of design. Closer to the Village boundaries, the intensity and compatibility of uses along Midlothian Turnpike become of utmost importance if the smaller scale, pedestrian character of the Village is to be successfully enhanced. As the Route 288 interchange develops to the south, the Coalfield Road area will undoubtedly receive increasing pressure for expanded business activity. Special effort needs to be devoted to limiting non-residential development to established centers and to corresponding uses that
reflect a sensitivity to design features.

The designation of planned retail and office centers is integral to improving the aesthetic and functional quality of Midlothian Turnpike. Application of the new Emerging Growth Area development standards to transition areas between regional centers and the Village will result in a more coordinated and less chaotic streetscape, reflective of the higher quality development standards set in other suburbanizing areas of the County.

Within the Village boundaries, however, the character of the Midlothian Turnpike corridor should be less suburban, and more pedestrian-oriented in order to maintain the smaller scale, Village ambiance. A Village Overlay District,

*Retail establishments in Midlothian Village, such as Crab Louie's Seafood Tavern, reinforce the area's historic character and inspire plans for new development.*
with appropriate site design standards, should encourage smaller building setbacks, side and rear parking, improved compatibility of architectural features, coordinated signage, additional landscaping, limited driveway access, improved pedestrian system, etc. These standards should be supplemented by a Streetscape Improvement Program that will unify the Midlothian Turnpike corridor with street trees, decorative lighting, and other pedestrian circulation improvements. Also, local historic district status should be sought to protect the integrity of these buildings from inappropriate exterior changes or incompatible uses (see Exhibit 8).

Protection must be afforded to established residential neighborhoods in the Salisbury Drive/Oak Lane/Mt. Pisgah Drive area and in the Westfield Road area. These two areas, each having an internal neighborhood focus, should remain residential in character. Any future commercial use would be inappropriate for most of this area.

The area south of the proposed Historic District is subject to development pressure for non-residential uses by virtue of its proximity to Midlothian Turnpike and present zoning. The nearby concentration of historic buildings, combined with a pedestrian-oriented ambiance, creates a positive setting for possible office and other transitional uses that are compatible with continued residential use. An initial step has already occurred on Crowder Drive. In order to plan for this future possibility, the Plan addresses this potentiality by directing the transition process, restricting non-residential uses and controlling site design. A transition approach must be comprehensive, not piecemeal and restricted to key locations, not scattered throughout the Village. Any future request for change must be part of a coordinated plan of development maintaining the design quality and historic character of the area. If pressure for non-residential uses occurs in the future, the planning process must insure property owners that compatibility with the residential character and ambiance of the Village will be protected and preserved. The timing, streetscape improvements, land use relationships, direct impacts on existing residences, and site design are critical to the success of such a transition.

The proposed Village Square site is located south of Route 60, adjacent to Midlothian Middle School athletic fields and a proposed arterial. This site offers good vehicle and pedestrian access and has the visibility needed to form a strong community focus in a newly developing residential area. Over time it is anticipated that small highway-oriented businesses in the Route 60 corridor will be redeveloped, in conjunction with new roadway links, to reinforce the internal focus. Creation of a greenspace which is visible on Midlothian Turnpike will be an important element as will a one acre, passive park incorporating the old Pump Shaft. Compatible facade treatment and signage, location and mix of compatible uses, pedestrian amenities and enhancement of historic and natural features will be vital to the long-term success of the Village Square area as well as to the larger community. For these reasons, it is recommended that the land be under single ownership and be subject to strict design regulations.

Outside of the Village neighborhoods, areas have been designated to serve as additional buffer/transition zones for the Village because of increasing development pressure in the Midlothian Turnpike corridor. Village Fringe Areas, located adjacent to Route 60, are appropriate for coordinated, mixed use development compatible with surrounding neighborhoods and including primarily office, multi-unit housing, community facilities, and personal services. By comparison, the Village Shopping District provides the appropriate access and setting for major retail/service activities in the Village Area including neighborhood shopping centers, office/service establishments and public facilities.

For areas surrounding the Village, land use recommendations reflect an approach which is designed to protect existing and planned high quality residential neighborhoods. In addition, opportunities exist to develop a variety of housing types at densities appropriate to the intensities of adjacent, planned activity centers and transportation and utility improvements. It should be noted that areas designated for higher residential densities will serve as transition zones to lower density subdivisions. Office uses, triggered by substantial residential and commercial development, are also recommended along major arterials because they provide an improved transition of land uses between higher intensity business uses and medium to low density residential uses. Such an approach should also result in improved traffic flow through implementation of access management techniques and construction of new collector and arterial roads. Potential neighborhood compatibility problems (which will result from separate, uncoordinated development of smaller parcels) are avoided by providing generous
buffers and by limiting the intensity of activity to those uses most likely to be compatible with adjacent neighborhoods.

In the Village Fringe/Planned Transition Area that serves as the entrance to the Walton Park subdivision, special consideration must be given to the future development of these parcels, the alignment of a new major arterial, and the potential construction of an overhead power transmission line. By restricting commercial uses in this area to sites north of the major arterial, providing a separate access road to serve the neighborhood and limiting access to Old Walton Park Road, through traffic in the neighborhood should be reduced. Further, land uses north of the subdivision should continue to be residential. Medium density development is appropriate with the potential for lower density, single-family development to the east, well insulated from Midlothian Turnpike and more intense uses. Should the right-of-way for a proposed 100-foot wide Virginia Power transmission line be located less than 300 feet north of Walton Park, this resulting strip of land should serve as both a natural buffer and a separation of land uses to reduce the visual and psychological impacts of the powerline. Likewise, preservation of sufficient natural buffer is needed to protect residences from the planned major arterial northwest of Walton Park and future residential development.

As the residential areas south of Midlothian Turnpike grow, so too will the pressure for additional business development to accommodate convenience-type purchases. Because of the proximity of these neighborhoods to large commercial centers along the Midlothian Turnpike corridor and at the future Centerpointe development, demand for such convenience uses can be satisfied at these locations. Uses appropriate for arterial/neighborhood collector intersections might include uses such as churches and day care facilities.

Areas recommended for parks, recreation and open space include existing and planned active recreation areas as well as areas which should be protected because of physical limitations restricting development potential for more intensive uses. These areas, mainly associated with stream valleys, provide opportunities for establishing linear parks for passive outdoor pursuits, such as hiking, nature study and picnicking. In addition, natural areas function as buffers for adjacent residences. With growth pressures diverted elsewhere, unique and valuable natural areas and open space can be more effectively preserved long-term as part of a Countywide conservation program.

With the development potential of the Midlothian community linked with that of the Powhite/Route 288 and the Northern planning areas, it should be emphasized that the future land use pattern for these study areas be considered jointly, in a continuous process. The Midlothian Area Community Plan will be refined in a Phase II effort so that additional details of the proposed Route 288 interchange at Coalfield Road can be studied. Specific impacts in the southwest portion of the Midlothian study area will require intense evaluation to determine appropriate land use and transportation patterns in light of the recent alignment selection.

Transportation Element

The Transportation Plan, also shown on Exhibit 7, is designed to provide the improvements necessary to serve the designated land use pattern for the Midlothian community.

Heavy demands on the transportation network will result from the growth that is expected for Midlothian and the larger, Upper Swift Creek Basin area. The 2005 traffic forecast, volume/capacity, and level of service estimates for Midlothian area roadways are provided in Table 15. Based on this data, it can be concluded that by 2005, facilities with capacity problems will include Route 60, Courthouse Road, Coalfield Road, Winterfield Road, and Powhite Parkway. Under these roadway conditions, driver frustration will be high as operating conditions approach capacity; freedom to maneuver will be difficult. Potential for widening Route 60 is limited between Old Buckingham and Winterfield Roads; the plan maintains the planned 90-foot right-of-way through the Village Area to preserve future development options. Other facilities such as Coalfield Road and Powhite Parkway will require six lanes in the future to operate adequately.

Alternative uses of additional Route 60 right-of-way include improving poor traffic flow conditions and/or implementing streetscape improvements (see Streetscape Plan). Existing right-of-way averages 72 to 76 feet between Mt. Pisgah Drive and Sycamore Square Drive; four travel lanes plus median width extends to 52 feet, with the remaining 20 feet of existing right-of-way divided equally north and south of existing pavement. Intersection improvements and/or eventual

39
widening to six lanes may be considered necessary as a result of a projected traffic volume increase of 87 percent between now and 2005 (see Table 15). By comparison, installation of unifying streetscape elements (wider, planted medians, street trees, expanded sidewalk setbacks, etc.) could complement high quality. Village design standards in establishing an aesthetically pleasing environment for pedestrians and motorists. This issue presents a variety of roadway design alternatives for future consideration.

Traffic evaluations suggest that a four lane (limited access) freeway will be needed to handle traffic headed to and from areas north of the James River. Planned Route 288 is not addressed in the Midlothian Area Community Plan, however, since additional, detailed study is necessary to evaluate specific impacts associated with the recently selected alignment. Based on past experience it is essential that the designated right-of-way be protected from encroachment by future development. Following completion of the preliminary engineering phase, it will be appropriate to begin right-of-way acquisition for the northern leg of Route 288.

The following additions to the arterial/collector system will improve access throughout the area:
- Realignment of Winterfield Road to divert a portion of traffic headed for the Route 288/Route 60 interchange, and to provide a more direct link to the Powhite Extension via Charter Colony Parkway. The southbound segment should be built in accordance with the phasing of increased land use intensities in the area to avoid impacts on existing residences.
- Construction of two east-west arterial roads (parkways) with access limited to key intersections. These facilities will "open up" undevel-

### Table 15  Estimated ADT and Capacity Data 2005

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Capacity</th>
<th>Estimated ADT</th>
<th>Estimated V/C</th>
<th>Estimated LOS</th>
<th>Percent Increase 1988–2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midlothian Turnpike (Rt. 60)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courthouse Road to Winterfield</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winterfield Road to County Line</td>
<td>32,000</td>
<td>67,226</td>
<td>2.10</td>
<td>F*</td>
<td>87%</td>
</tr>
<tr>
<td>Courthouse Road (Rt. 653)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rt. 60 to Powhite Extension</td>
<td>15,000</td>
<td>28,384</td>
<td>1.89</td>
<td>F*</td>
<td>13%</td>
</tr>
<tr>
<td>Coalfield Road (Rt. 754)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rt. 60 to Lucks Lane</td>
<td>15,000</td>
<td>37,377</td>
<td>2.49</td>
<td>F*</td>
<td>262%</td>
</tr>
<tr>
<td>Lucks Lane to Genito Road</td>
<td>15,000</td>
<td>58,127</td>
<td>3.88</td>
<td>F*</td>
<td>398%</td>
</tr>
<tr>
<td>Winterfield Road (Rt. 714)</td>
<td>15,000</td>
<td>13,314</td>
<td>0.89</td>
<td>E*</td>
<td>132%</td>
</tr>
<tr>
<td>Otterdale Road (Rt. 667)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Hundred to Rt. 60</td>
<td>15,000</td>
<td>3,854</td>
<td>0.26</td>
<td>B</td>
<td>35%</td>
</tr>
<tr>
<td>Lucks Lane (Rt. 720)</td>
<td>15,000</td>
<td>6,000</td>
<td>0.40</td>
<td>B</td>
<td>8%</td>
</tr>
<tr>
<td>Powhite Parkway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courthouse Road to Rt. 288</td>
<td>38,000</td>
<td>59,403</td>
<td>1.56</td>
<td>F*</td>
<td>N/A</td>
</tr>
<tr>
<td>Rt. 288 to Coalfield Road</td>
<td>38,000</td>
<td>37,760</td>
<td>1.00</td>
<td>E*</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Note: * Capacity problem is eminent.

Source: Chesterfield County Transportation Department Estimates, 1988.
oped areas south of Midlothian Turnpike and divert some traffic off congested Route 60, especially during peak hours. In order to prevent through traffic impacts on Walton Park Road, new right-of-way will separate shopping and south bound vehicles from those using the new “T” type entrance to Walton Park.

- Provision of a north-south link to the arterial described above, which will provide an alternate to Coalfield Road and direct access to the Village Square. This facility will alleviate traffic volume increases on existing Coalfield Road and will provide an improved, signalized intersection at Route 60. Existing Coalfield Road near Route 60 is expected to function as a 90-foot major collector and will “T” into the new arterial.
- Extension of Charter Colony Parkway to feed into the Powhite Extension.
- Realignment of Otterdale Road south of the Route 60 intersection to provide improved traffic capacity and to reduce increasing volumes in existing single-family residential neighborhoods.
- Construction of a north-south arterial road between the Balmore and Ivymount Square developments to provide joint access from Route 60 and to serve residential areas.
- Provision of an east-west collector road between the Balmore site and Charter Colony Parkway to provide an alternative to Route 60.
- Connection between Walton Park Road and Farnham Drive, based on future site development proposals that allow for design flexibility.

Implementation of this ambitious roadway improvement plan will likely occur over an extended period of time. In the interim, opportunities for alternate travel modes should be studied, including the feasibility of commuter rail service using existing railroad tracks.

The need and phasing for the transportation improvements contained in the Transportation Plan will be dependent upon the specific rate of future growth that actually occurs. As a result, preservation of the necessary right-of-way for each of the planned street improvements is of utmost importance. For those roadway improvements where careful design consideration is needed to minimize impacts on existing development, preliminary design studies should be undertaken to clearly define specific right-of-way requirements along each section of the roadway.

Another study is also needed to address concerns in the Village where increased traffic volumes and vehicle speeds have resulted in suggestions from residents that consideration be given to one-way traffic eastbound on Westfield Road and Oak Lane, and Mt. Pisgah Drive southbound.
The Public Facilities Plan

This section highlights the Public Facilities Plan elements (see Exhibit 9) and is based on full development as indicated on the Land Use Plan.

Schools

In order to more accurately assess school needs, this discussion will focus separately on elementary, middle and high school needs. Within the Midlothian area, school enrollment increases are anticipated from neighborhoods currently under construction and areas designated for future residential development. School enrollment increases will depend on the exact density of new residential development. The Midlothian Area Community Plan assumes that "build-out" of these neighborhoods will have occurred by the year 2005.

Existing facilities at Watkins and Evergreen need to be supplemented by the construction of three new elementary facilities: in the Salisbury/Winterfield area; at Centerpointe and in the Route 60/Old Hundred Road area near the County line. These facility locations are in close proximity to Midlothian and will absorb new pupils from the study area during the next few "bulge" years and into the foreseeable future. Should birth rates reverse their downward trend or should residential densities exceed current expectations, then changing attendance zone boundaries may not solve overcrowding and additional elementary sites may be considered necessary.

Expansion of capacity at Midlothian Middle School, scheduled for 1989, will address present facility needs resulting mainly from the heavy influx of children from the Salisbury/Robious neighborhoods. A new middle school, planned for Otterdale Road in the vicinity of the Greenspring area, will help to relieve longer term needs resulting from development in the western portion of the Midlothian study area. It is assumed that Robious Middle School can be expanded if growth in this area exceeds current forecasts.

Midlothian High School is centrally located within the community. With the construction of the proposed Northern Area High School after 1991, it is anticipated that the attendance zone boundaries for existing Midlothian High School will draw students primarily from within the study area. Another new facility, proposed on Genito Road south of Greenspring, has the potential of serving the extreme southwestern portion of the Midlothian study area.

Parks, Recreation and Open Space

County policy specifies that urban area residents have available the following types of recreation facilities generally grouped by size and area served:
- Neighborhood Park (10 acres in size and within 1.5 miles)
- Community Park (100 to 150 acres and within 3 to 5 miles)

While short-term needs for the Midlothian area are contained in the 1989-1994 Capital Improvements Program, a master plan is needed to address long-term needs and opportunities within a Countywide context. Projects with funding approval include:
- Improvements at Midlothian Middle School ball fields
- Acquisition/development of 150 acre community park site
- Replacement of temporary Centerpointe soccer fields

A community-size park in the Midlothian area has long been identified as a needed facility, and with continued growth west of Courthouse Road, Rockwood Park facilities are becoming increasingly strained. Large tracts of land suitable for development of active and passive park amenities are mostly located in the western part of the Midlothian area near Otterdale Road. This area is outside of the recommended service area boundaries for all existing parks and recreation facilities. The area's scenic features include gently rolling topography, large forests, and several stream valleys which will help to define passive areas from active ones. Also important will be the site's visibility and access. Ideally, a site location study should be undertaken as a follow-on, detailed needs analysis based upon recommendations contained in an overall County parks, recreation and open space plan.

In addition, a special purpose, interpretive park is planned at the site of the Grove Shaft ruins to serve as a memorial to the role of commercial coal mining in Midlothian's history. Details regarding restoration and maintenance of the 30+ acre site plus three additional small, passive parks (each
one acre in size) should be worked out in the near future so that development of these sites can be phased with that of the surrounding residential areas. In addition to providing vehicle access to the Grove Shaft park, pedestrian access should be provided via the abandoned railroad right-of-way which once transported coal from Midlothian to Manchester.

This right-of-way should be combined with other land as part of a linear park system extending throughout the Upper Swift Creek Basin and ultimately Countywide. The major purpose of the designation is to identify and set aside environmentally sensitive, natural areas for conservation. These areas will be protected from encroaching urban land uses providing for habitat diversity, water quality protection, reduced soil erosion and sedimentation of surface water, and passive recreational uses. It is recommended that extensive use be made of the area’s many stream valleys, especially those which link community facilities, parks and shopping. Much of this land is located within the boundaries of the 100-year floodplain and therefore, cannot be developed. These areas form natural buffers, providing improved visual separation between varying land uses. The process of acquisition could possibly be accomplished through a system of density bonuses for property owners who are willing to dedicate valuable open space to the County.

The Village Square area, also planned for pedestrian access, will be a more formalized setting for passive enjoyment. Amenities might include decorative lighting and paving, water features, landscaped garden areas, benches, and shade trees. Special activities, such as musical entertainment or art shows will provide additional public interest. The overall concept should reflect a lively, urban village environment.

It is anticipated that new neighborhood park facilities will be privately developed and operated by neighborhood homeowners associations. Improvement of school-based recreation facilities should remain an ongoing priority. With very limited recreation space located north of Midlothian Turnpike, a project should be undertaken at Watkins Annex on Westfield Road to replace playground equipment and implement a landscaping plan that will enhance the building, provide for a well-defined lawn area under the large shade trees, and improve the appearance and functioning of the parking lot.

Libraries

The Midlothian Branch Library on Coalfield Road provides services well outside of the Midlothian area. The proposed 3,500 square foot expansion of the building (recommended in the CIP for 1991) will double shelf space capacity and provide additional seating. Another library branch, in the Hull Street Road area near Deer Run, is scheduled to open in 1992. With these new facilities, it is not expected that any additional libraries will be needed in or immediately adjacent to the study area.

Fire Protection

The Midlothian Fire Station, located at the corner of Route 60 and Salisbury Drive, meets and exceeds the 2.5 mile service area standard which extends beyond the boundaries of the study area. A need exists for new facilities to accommodate equipment needs, however expansion opportunities at the present location are limited due to site size and land acquisition costs. There is concern that if a relocation site is more than one half mile from the existing station then a loss of volunteer personnel will result.

In addition to service area analyses of existing stations (Midlothian and Robious), plus the planned facility at Centerpointe, criteria for site selection must include evaluation of the following: development trends; zoning approval; character of the surrounding area; access; site size/configuration; and cost. With respect to the Centerpointe site, it should also be noted the planned location may require modification based on the final alignment of the Rt. 288/Coalfield Road interchange.

Generally, as the intensity of development increases, fire stations need to be closer together. Current deficiencies in the Robious service area are expected to persist because of the continued, significant growth occurring in the northwest portion of the County. Thus preliminary analysis suggests that a site selection study should focus on growing needs north of Route 60. The Westfield Road area just north of Route 60 has local and other assets for future fire station use. This area is close to the Village and provides good access to existing and future growth areas. Future consideration should also be given to the Rt. 288/ Rt. 60 interchange where intense development is expected as a result of improved regional accessibility.
An additional study is being conducted for the construction of the Centrepont Fire Station, consideration should be given to addressing other public safety needs in the area. An adequately sized site, located in the Coalfield Road/Miners Trail area, would appear to have the potential to become a public safety complex serving the northwestern part of the County. Key site assets include access to the highway network and central location with respect to major business and residential development. Preliminary studies should analyze the feasibility of locating fire and police facilities on the same site.

Water and Sewer Systems

Several projects identified by the Department of Utilities and included in the Capital Improvements Program, as well as projects anticipated to be undertaken by private developers will improve water pressure and storage capabilities in certain areas and increase the availability of water and sewer service, particularly to undeveloped tracts in the western portion of the study area. The extension of a 16-inch water line will complete a loop between the Sommerville Industrial Park and the Otterdale subdivision, thereby increasing water pressure and providing a second supply source to that area. Also proposed by the County is the extension of a 24-inch water line along Midlothian Turnpike from Coalfield Road west to Huguenot Springs Road, and the construction of a storage tank in the vicinity of Huguenot Springs Road.

The County currently has under design the Upper Swift Creek Transport System, which will include the extension of a large trunk sewer west along a portion of Genito Road, and the replacement of the existing Little Tomahawk pump station with a much larger facility (see Exhibit 10). It has been recommended that trunk sewers be extended northward along portions of Tomahawk Creek and Little Tomahawk Creek by private groups in conjunction with the development of Greenspring and Queensmill West. These trunk sewers will be sized and have capacity to ultimately service properties to the north which naturally drain to these creeks. In conjunction with proposed commercial development on Midlothian Turnpike, it has been recommended that a trunk sewer be extended along Michaux Creek to the south side of Midlothian Turnpike. This trunk would be sized and have capacity to ultimately serve properties west of Winterfield Road and LeGordon Drive which naturally drain to Michaux Creek.

Electricity

In response to increasing demand for electric power in the Midlothian/Robious area, Virginia Power plans to construct a new transmission facility east of Coalfield Road. The County’s position has been to assist Virginia Power to reduce potential impacts on existing and planned development between the Coalfield and Midlothian corridors. Opportunities should also be explored to reduce the visual impact of lower voltage, overhead power lines, especially in the Village Area where a streetscape improvement program is planned.

Storm Drainage System

Contributions funding the Route 60/147 Drainage District are being used by the County to pay for drainage improvement projects as specified in plans for the District. Since storm water runoff impacts tend to be widespread, drainage problems are also being experienced in areas outside the District. As development occurs, a larger amount of impervious surface area is created, increasing runoff potential and altering natural drainage patterns. Opportunities for ongoing analyses of drainage sub-basins need to be maximized. Implementation strategies may require reevaluation.

Park-n-ride Facilities

A parking lot for use by commuters who live in the Midlothian area is planned in the Coalfield Road area. This location will be convenient to those who will travel eastbound on the Powhite Parkway Extension. The feasibility of constructing such a facility depends largely upon the availability of convenient and affordable transit service. Siting of the lot should maximize use of wooded road frontage to serve as a buffer. An opportunity also exists to locate a park-n-ride lot in conjunction with the planned Midlothian Area Community Park.
The Streetscape Plan

A coordinated plan for streetscape improvements in the Village is an integral part of achieving the goal of improving the aesthetic and functional character of development along Midlothian Turnpike (see Exhibits 11-13). The streetscape which will ultimately evolve from the Streetscape Plan will unify and enhance the historic village character of this area. By improving the vehicular and pedestrian circulation patterns and establishing high standards for site, architecture, landscaping, and signage design, the Village will be functionally more efficient and aesthetically more compatible with the historic setting.

At present, Midlothian Village suffers from several visible problems which have occurred over time, since no coordinated streetscape plan exists. Aesthetically, the Village lacks strong cohesiveness. There is an incompatible mix of architecture, site design, and signage which is slowly eroding the community’s historic identity. Functionally, excessive vehicular traffic poses potential safety problems in the Village. Pedestrian amenities are limited. The Streetscape Plan addresses these problems by coordinating the individual elements of the streetscape in a comprehensive approach.

Streetscape Improvement Program

More specifically, the Streetscape Plan calls for improvements along Midlothian Turnpike in the Village between Old Buckingham Road and Winterfield Road. The streetscape improvement program includes provision of trees in the median and along both sides of the roadway, additional sidewalks, brick-paved pedestrian crosswalks, period street lighting, low level plant materials and picket fencing. A long-term goal is to place electrical lines underground, but in the meantime their visual impact can be reduced by consolidation of individual cables and strategic placement of trees. In addition to the construction of these improvements, special design standards throughout the Village Area will preserve and enhance the features unique to historic Midlothian.

The initial phase of the overall project is included in the County’s 1992-93 Capital Improvement Program budget. Priority should be given to the corridor segment between Mt. Pisgah Drive and Sycamore Square Drive. These blocks provide a sense of enclosure especially where buildings are located close to the street. This area is vital to reestablishing the unique character of Midlothian Village.

At present, right-of-way in this area varies from 72 to 76 feet and includes a turn lane plus 4 travel lanes. This leaves approximately 10 feet on each side available beyond existing pavement to accommodate future roadway improvements and/or streetscape development. The Transportation Plan calls for a 90-foot right-of-way to preserve future design options. Issues to be considered are the feasibility of implementing an ambitious streetscape program given the limited right-of-way in the Village core and the need to accommodate forecasted traffic volumes and congestion.

Preliminary cost estimates for the project total $326,000. County funds could be supplemented by special assessments paid by property owners. Later phases should address the remainder of the Route 60 Village corridor in conjunction with implementation of the Pedestrian Circulation Plan.

Various elements of the Streetscape Plan are more fully described as follows:

Architectural Design Standards

The varying architectural design elements and scale of the structures forming Midlothian Turnpike should be addressed by special zoning regulations. The use of a common set of historically compatible, village design standards for future construction or renovation projects will protect the unique and historic character exhibited by buildings in Midlothian. Special Village Overlay District standards and a companion design guidelines manual should be implemented to reflect architectural styles consistent with the late 19th or early 20th century buildings. The preferred style should incorporate one or more elements (windows, roof profile, etc.) of three predominant types: Late Victorian; Colonial Revival; and Dutch Colonial Revival.

In order to further unify the Village identity, structures in future infill construction and redevelopment should maintain the historically smaller scale of height and mass exemplified by older Village structures. The height of new construction should not vary significantly from
The character and design quality of Midlothian's historic resources, as reflected by the Georgian Revival Morrissette House (built ca. 1911), must be protected and preserved.

that of adjacent existing structures and should not exceed two stories. In addition, the alignment of floor levels, as reflected by the window pattern, should be maintained.

The mass and width of buildings as reflected in the facade should not vary greatly from that of adjacent properties. The facades of larger buildings can be broken up to give the appearance of a smaller scale. Thus, larger structures will blend rather than dominate the street view. When possible, a smaller scale building, consistent with surrounding structures should be used.

Roof profile defines the type of architecture and the skyline of the streetscape. The styles that are prominent historically in the Village are Standard Gable, Clipped and Hipped. The use of raised seam metal or slate for roofing dictates the same for future construction.
Midlothian Village Streetscape
Conceptual Streetscape Section
Midlothian Village Streetscape

Midlothian Temple Looking East at Clover Road
Although several window pane styles are evident in the Village, the vast majority are double hung windows with a 2-over-2 pane pattern.

Historically, the materials for construction were primarily wood or red brick. Most of the residential structures have smooth or lapped wood siding which is painted, not stained. Red brick is present on the commercial buildings and churches. Either of these materials is consistent with the Village built environment.

Site Design Standards

As with architectural design, site design in Midlothian Village varies from older pedestrian-oriented sites with small setbacks to more recent 50 to 75 foot setbacks to accommodate parking lots fronting the road. A system of smaller setbacks and use of low picket fences will help to address the visual "gaps" left by incongruous setbacks on adjacent properties. Alternatives to frontal placement of on-site parking should be encouraged. The effects of the smaller setback are to create an apparent continuity in the streetscape and to give pedestrians the sense of enclosure that exists in a marketplace setting. Keeping the pedestrian safe and interested will require creative site planning techniques. In addition, strategic placement of parking lots, storage facilities and service/loading areas should minimize their visual impact. Architecturally compatible walls and fences as well as dense vegetation can be effectively used.

Utilities

Overhead utility wires and support poles along Route 60 are dominant, high impact elements of the streetscape view. As part of the overall improvement program, buried cable should be installed whenever practical. Placement of appropriate street trees in combination with consolidation of wires and/or smaller utility fixtures may help reduce the visual impact.

Street lighting at present is sporadically placed, and does not facilitate safe pedestrian use of the Village Area after dark. A system of regularly placed overhead street lighting (26 to 30 feet in height), in conjunction with pedestrian scale, decorative lighting (12 feet in height), will greatly enhance safety and overall access within the Village. Further, careful placement of pedestrian lighting helps to direct the pedestrian along the desired routes through the Village.

Traffic signals at present are all suspended by cables over the road. This requires large poles which appear bulky and out of scale in the Village. Conversion to smaller posts will reduce them to a more appropriate, human scale, and mitigate the negative impacts on surrounding scenery. Alternatives include installation of a modern single pole traffic light system or painting existing poles an unnoticeable color, blending them into the background.

Infrastructure

The system of sidewalks currently in place in Midlothian Village is incomplete and poorly maintained. As an initial step, the existing system of walkways should be repaired where necessary.

Secondly, additional sidewalks and paths should be installed along Midlothian Turnpike, and also extended in phases to serve the Village Square area and other pedestrian activity centers. In order to mitigate the impacts of the great volume of traffic on the pedestrian, an appropriate 4 to 6 foot buffer strip between the road and the walk should be assured. The width of the buffer strip and presence of street trees will improve the pedestrian environment in the Village by reducing noise, exhaust fumes, and vehicular air currents. The pedestrian will then be able to enjoy a sense of enclosure within the Village streetscape rather than experiencing only the unpleasant impacts of heavy traffic.

A single crosswalk exists in the Village. The great pedestrian "barrier" presented by Midlothian Turnpike can be further mitigated by careful crosswalk placement to link pedestrian activity sites (for recreation, shopping, schools, etc.) Opportunities exist to increase safe pedestrian travel by incorporating special design features (i.e., brick paving or painted stripes) that encourage easier pedestrian access and establish a clear sense of pedestrian versus vehicular space.

Gutters should be completed on schedule with planned storm drainage improvements. Ultimately, these improvements should be phased in coordination with sidewalk improvements.
Signage

Due to the number and diversity in size, height and design, present signage along Midlothian Turnpike in the Village Area is visually chaotic. The sheer number and disharmony of scale and/or design usually typifies highway-oriented strip development rather than a village setting.

In general, signage should be reduced in size to a scale appropriate for smaller village structures. Functional, yet smaller signs which preserve the historic, pre-automobile, village character should replace the larger ones now in existence. Where possible, related signs could be mounted together. A uniform set of design standards and regulations for signs will reinforce the village character.

Sign style, lettering, size and composition, if set as standards, will create a cohesive, market environment especially appropriate for sites having groups of similar uses.

Mailboxes

The existence of streetside mailboxes along the Midlothian Turnpike frontage is no longer practical given the narrow shoulders and speed and volume of traffic that presently exists. An adequate system of sidewalks will make placement of boxes at the buildings a viable alternative to streetside mail stops.

Vegetation

On-site vegetation for the majority of sites in the Midlothian Village area is sparse and not effectively designed. Landscaping should be used to beautify and function as a means of buffering incompatible land uses and pedestrian walkways. Vegetation along with fences and walls can soften building facades (without obstructing the building view) and screen parking and service areas. Further, landscaping should be used to show how the site functions. By defining walks and entrance ways visually with landscaping, the need for excessive signage is lessened. A variety of deciduous and evergreen trees should be used for individual sites to provide year around interest, evergreens for year around buffering and deciduous trees for shade in summer.

Since vegetation near the street is virtually nonexistent, a coordinated system of streetside vegetation (trees and low shrubs) and street fixtures should be initiated to visually unify Midlothian Turnpike. This should beautify the vacant median area, buffer the sidewalk for pedestrians as well as hide utility fixtures, if necessary. A “boulevard” landscape design along this Village portion of Midlothian Turnpike will create a feeling of arrival to the Village. Placement of landscaped, monument style “gateways” at the eastern and western Village boundaries will help to identify the Village as a unique and enduring historic area.

Tree conservation is also a major concern since many sites in the Village area contain old trees planted by the original property owners. All efforts must be made to retain existing healthy trees over six inches in diameter.
Pedestrian Circulation Plan

A planned system of pedestrian circulation throughout Midlothian's Village Area will enhance the potential for achieving a village scale development. The area has a good mix of land uses to support a village community. Major pedestrian traffic generators, such as the schools, library, churches, post office, two apartment/townhouse sites and the future Village Square, all stand currently isolated from pedestrian linkages. The opportunity to encourage access by foot, with its associated social interaction, exists in a completed system of sidewalks and trails. Such a system will help to establish a more functional village setting (see Exhibit 14).

The present condition of the pedestrian system is highly inadequate for a functional Village environment. As mentioned in the Streetscape Plan, the existing sidewalk system is incomplete and disjointed. Some segments which are in place are not in good repair. Other problems with the existing segments include their placement. They were constructed with less than a 2-foot buffer between the sidewalk and the curb of Route 60. As a result, the traffic noise, exhaust fumes, and the close proximity of automobiles make the sidewalks inhospitable to would-be users.

The Pedestrian Circulation Plan consists of a completed system of sidewalks north and south of Route 60. The system north of Route 60 will connect the central Village Area facilities (such as Sycamore Square, Mt. Pisgah Church, the post office, the Masonic Lodge and the Watkins Annex) with the residential areas to the west, north, and east. Links from the north of Route 60 to the south will be established by crosswalks near Sycamore Drive, Midlothian Middle School and Mt. Pisgah Drive. The southern network will complete access along Midlothian Turnpike from Village Mill Drive east to Walton Park Road. It will also extend south to the Village Square, Grove Shaft Park, and future trails.

The trails south of Route 60 will tie into the sidewalks and complete the community's pedestrian circulation system. The trails will wind through the stream valleys of the area and will be established in phases by means of public acquisition or developers proffers.

The Plan consists of a priority system for completion of the sidewalk network over time. The following phases are included:
- Phase 1 – highest in priority. This phase extends the sidewalks along Midlothian Turnpike and links the middle school, Winfree Church, Sycamore Square, the post office and Watkins Annex. Essentially, this phase completes the walkways in the commercial areas and links most of the community facilities including the Village Square.
- Phase 2 – second in priority. This phase establishes pedestrian walkways to serve residential areas close to Route 60. On the north, they will extend from First Baptist Church on Westfield Road to Old Buckingham Station apartments. This phase ties the historic and surrounding residential areas to Sycamore Square. This will compliment the completion of the commercial area walkways (Phase 1). In addition, this phase completes the network east on Midlothian Turnpike to Walton Park Road and south which connects with the Grove Shaft Historic Park and trails. These improvements are expected to increase use of nearby facilities.
- Phase 3 – final phase. This phase completes the sidewalk network by extending the system to the more distant residential areas along Westfield Road and Salisbury Drive. It also extends the full length of Mt. Pisgah Drive and Oak Lane. Phase 3 completes implementation of the Pedestrian Circulation Plan.
Implementation

To effectively address growth issues in the Midlothian area, policy commitments must be made and followed to assure that development takes place in accordance with the best interest of the community. Development patterns can be substantially affected by County policies to manage and encourage growth in a manner most compatible with the environment, existing land uses, and the County’s ability to provide public services and to protect the health, safety and welfare of its citizens.

This section presents implementation strategies designed to achieve the goals and policies established for development in the Midlothian area (refer to Goals and Policies section for complete policy framework). Specific actions are presented by priority. Short term actions are defined as being integral to the implementation of this Plan and include projects which can be initiated and/or completed within a two year time frame. Other projects will be longer term. It is vitally important that the implementing actions contained herein receive follow-up attention and administrative coordination.

Aesthetics

Policy
Focus higher intensity land uses onto Midlothian Turnpike and discourage commercial strip development by grouping commercial uses at appropriate locations where compatibility can be maintained.

Actions
Ongoing:
- Encourage larger scale, mixed use development through the CUPD process.
- Develop zoning ordinance provisions to regulate intensity of use for business centers.
  Short term:
  - Designate specific boundaries for Planned Transition Areas.

Policy
Implement higher quality and more specific design standards.

Actions
Short term:
- Amend County Zoning Ordinance to extend Corridor Overlay District standards or higher within transition areas adjacent to Route 60.
- Develop specific, higher quality design standards and a design guidelines manual for the Midlothian Village area.

Policy
Enhance historic village character and pedestrian scale through appropriate urban design techniques.

Actions
Ongoing:
- Update inventory of historic resources.
  Short term:
- Initiate phased Midlothian Village Streetscape Project in County Capital Improvements Program.
- Improve usefulness of existing pedestrian facilities.
- Initiate historic district designation process for Midlothian at the County level first.
- Request Virginia Power to bury overhead wires in conjunction with Streetscape Improvement Program.
  Long term:
  - Develop means to facilitate Village Square concept.
  - Develop historic preservation plan for Midlothian.
  - Implement Midlothian Streetscape Improvement Plan through the CIP.
  - Construct additional sidewalks, per the Pedestrian Circulation Plan.

Policy
Coordinate vehicular access to Midlothian Turnpike where possible.

Actions
Ongoing:
- Encourage through site plan and CUPD process.
- Identify future access requirements based on projected land use.

Policy
Preserve wooded character of Midlothian Turnpike where possible.

Actions
Ongoing:
- Maintain inventory of wooded, frontage parcels.
- Encourage through site plan process.
  Short term:
  - Study incentives for tree preservation.
  - Identify historic trees to target for preservation.
  Long term:
  - Implement ongoing tree planting program.
Neighborhoods

**Policy**
Protect neighborhoods from encroachment of incompatible uses by employing transitional uses, buffers, and natural features.

**Actions**
Ongoing:
- Encourage through site plan and CUPD process.
- Develop zoning ordinance provisions to regulate intensity of use for business centers.
  
  **Short term:**
  - Establish use of a land compatibility matrix to determine need/extent of buffering.
  - Study strategies to obtain upgraded site amenities, preservation of open space/natural features.
  - Develop upgraded standards for multi-family developments.

  **Long term:**
  - Implementation of recommended strategies.

**Policy**
Promote residential variety in terms of densities and housing types.

**Actions**
**Short term:**
- Encourage higher residential densities where such intensities are appropriate.
- Encourage residential component to mixed use development proposals.

  **Long term:**
  - Study and plan for future housing needs.

Community Involvement

**Policy**
Establish and maintain communication with citizens through civic associations and other means.

**Actions**
Ongoing:
- Maintain mailing list of civic associations.
- Prepare information for media.
- Obtain public input in preparing plans.
- Prepare specialized publications.
  
  **Short term:**
  - Incorporate citizen committee role in implementation projects.

Policy
Facilitate community participation in the development process.

**Actions**
Ongoing:
- Maintain mailing list of civic associations.
- Meet at request of civic associations.
- Hold citizen workshops and public hearings.

Recreation

**Policy**
Continue to provide neighborhood and community recreation facilities.

**Actions**
Ongoing:
- Encourage developers to provide on-site recreation amenities.
  
  **Short term:**
  - Perform site location study and prepare plan of development for Midlothian Area Community Park.
  - Encourage passive use of significant storm water retention ponds.
  - Upgrade Watkins Annex site.

  **Long term:**
  - Add additional facilities per phasing plan for Midlothian Area Community Park.

Policy
Maximize use of school sites and publicly owned property.

**Actions**
Ongoing:
- Maintain and improve school recreation areas.
  
  **Short term:**
  - Explore alternate use of Watkins Annex for community center.

  **Long term:**
  - Implement recommendation of Watkins Annex study.

Policy
Encourage provision of private neighborhood facilities in new residential developments.

**Actions**
Ongoing:
- Address in development review process.

Policy
Identify and locate future community level park facilities (including bike and pedestrian trails and historic coal mines), and protect these areas from more intensive or incompatible development.
**Actions**
**Ongoing:**
- Continue with environmental mapping project to identify potential conservation areas.

**Short term:**
- Incorporate a parks, recreation and open space plan into County Capital Improvements Program.
- Replace temporary soccer fields.
- Conduct site location study and prepare Master Plan for Midlothian Area Community Park.
- Develop specific implementation strategies for linear parks/conservation area concept.
- Develop plans for Village Square open space.

**Long term:**
- Establish trail system to link community facilities and provide for passive recreation.
- Facilitate development of historical park at Grove Shaft mine, and incorporate abandoned railroad right-of-way as pedestrian trail and buffer.

---

**Policy**
Encourage the dedication of usable land and extension of public utilities when the need is substantially generated by a major development.

**Actions**
**Ongoing:**
- Seek donations of land through development review process.
- Implement Utilities Department extension policies.

**Short term:**
- Explore feasibility of impact fees and other alternate funding concepts, and work for legislative changes.

---

**Policy**
Develop County facilities on multi-purpose sites when possible.

**Actions**
**Ongoing:**
- Assess needs through CIP process.
- Identify service areas.

**Short term:**
- Study feasibility of creating Public Safety Complex near Centerpointe.
- Examine feasibility of developing satellite government center.

**Long term:**
- Designate park-n-ride lots in the Coalfield Road corridor and at new Midlothian Area Community Park.

---

**Policy**
Plan and preserve land in advance for needed public facility expansions when practicable.

**Actions**
**Short term:**
- Work with Virginia Power and property owners to minimize impacts of proposed transmission line.
- Revise Chesterfield Plan for Public Facilities.

**Long term:**
- Develop strategies for land acquisition.

---

**Policy**
Implement drainage improvements when warranted.

**Actions**
**Ongoing:**
- Review drainage plans for compliance.

**Short term:**
- Prepare study of sub-basins based on Land Use Plan.

**Long term:**
- Implement recommendations of study.

---

**Policy**
Designate environmentally-sensitive areas and specific guidelines for use and development.

**Actions**
**Ongoing:**
- Continue to collect/update information on environmental factors.

**Short term:**
- Complete environmental mapping project; develop specific guidelines for development.

**Long term:**
- Establish procedure and use of development guidelines.

---

**Policy**
Assess historic resources and develop methods to protect high priority historic sites.

**Actions**
**Ongoing:**
- Maintain inventory of sites and monitor status of condition.
- Protect integrity of residential streets in Village Area.
- Assist Preservation Committee.

**Short term:**
- Facilitate a Midlothian citizen committee to work with Virginia Department of Historic...
Resources to inventory contributing structures, as appropriate.
- Establish higher quality design standards for Village Area.
- Prepare historic preservation plan and study implementation strategies.
- Seek historic district designation by County.
  Long term:
- Hire historic preservation planner to expand activities.
- Facilitate long term transition to compatible non-residential uses in Village Area, where appropriate.

Policy
Incorporate environmental assessment procedures into the development approval process.

Actions
Short term:
- Develop specific sensitivity matrix and guidelines for development.
  Long term:
- Revise development regulations and implement use.

Policy
Establish and maintain a “greenway” system which could protect sensitive areas and contribute to a linear park system.

Actions
Short term:
- Identify and establish conservation areas.
- Study implementation of land acquisition strategies.
  Long term:
- Implement Countywide trail plan.

Transportation

Policy
Implement traffic improvements such as signalization, turning lanes, access management, vertical and horizontal changes, to increase overall capacity and safety of County roadways.

Actions
Ongoing:
- Require traffic impact studies for proposed developments as warranted.
  Short term:
- Initiate study of high accident intersections.
- Perform signal warrant studies at high volume intersections.
- Develop and implement driveway location and design standards, especially along roadways designated for upgrading.
  Long term:
- Identify and improve sight distance problems in the Village Area.
- Implement alignment correction project on Winterfield Road.

Policy
Provide for safe pedestrian and bicycle travel.

Actions
Ongoing:
- Encourage designation of pedestrian/bike paths in subdivision plans.
  Short term:
- Monitor speed of traffic and upgrade enforcement.
- Seek implementation of Countywide Bikeway Plan.
- Seek construction of bikeways along major arterials in conjunction with widening projects.
- Designate trails to connect pedestrian activity centers.
  Long term:
- Implement plan strategies.

Policy
Direct travel patterns to limit through traffic in neighborhoods.

Actions
Ongoing:
- Address in development review process.
  Short term:
- Adhere to Transportation Plan.

Policy
Plan and design the transportation system to support the timing of growth as well as the land use pattern and emergency access.

Actions
Ongoing:
- Assess off-site impacts as part of development review process.
  Short term:
- Develop revised forecasts and project needs connected with development of growth areas.

Policy
Establish an exact centerline for Route 288 (northern leg) and obtain the necessary right-of-way to protect the corridor.

Actions
Ongoing:
- Continue to study the impacts of the selected
Route 288 alignment in the Coalfield Road area.

Short term:
- Evaluate preliminary engineering plans developed by VDOT.
- Explore corridor acquisition alternatives and begin right-of-way acquisition.

Policy
Continue to preserve designated right-of-way widths in accordance with the Plan.

Actions
Ongoing:
- Identify potential access points for new connecting streets and work with developers to preserve minimum width consistent with the County’s Thoroughfare Plan.

Short term:
- Formalize a plan of action for implementing transportation system improvements with priorities and funding program.
- Explore new funding sources and promote legislative changes.

Policy
Offer and promote the use of alternate travel methods by commuters.

Actions
Ongoing:
- Provide continued support to Ride Finders.

Short term:
- Explore feasibility of extending transit service to Midlothian.
- Through the County CIP, pursue development of a park-n-ride lot in the Coalfield Road area.

Long term:
- Implement recommendations of transit feasibility study.
- Establish additional park-n-ride facilities through the County’s CIP to serve commuters at the new Midlothian Area Community Park.
Appendix

Citizen Advisory Committee
Midlothian Area Community Plan

Bernie Barnett
Barnett's Heating and Air Condition

Charles Batchelor
Four Seasons Civic Association

Elaine Beard
Midlothian Village Civic Association

Larry Buchanan
Midlothian Middle School

Louanne Carnwath
Midlothian Village Resident

Tom Cauble
Tomac Corporation

Tom Garner
Glen Roy Corporation

Mary Ann Hale
Otterdale Civic Association

Jerry Jewett
Applegate Realty

Robert P. Jones
Midlothian Village Resident

Fran Miller
Midlothian Volunteer Fire Department

Alice Newland
Midlothian Village Resident

Rick Nordenson
Walton Park Civic Association

Walter Smith
Midlothian Village Resident

Susan Trotter
Queens Mill Civic Association

Reuben Waller
Larry Turner & Associates

Betty Weaver
Chesterfield Historical Society of Virginia

Rev. Lawrence Wilson
First Baptist Church

Ex-officio members:

Michael J. Kelly
Planning Commissioner, Midlothian District

Maurice B. Sullivan
Vice Chairman, Chesterfield Board of Supervisors
Midlothian District

Thomas E. Jacobson, AICP
Director of Planning

Richard D. Wilhelm
Chief of Comprehensive Planning

Susan C. McGarry, AICP
Principal Planner