

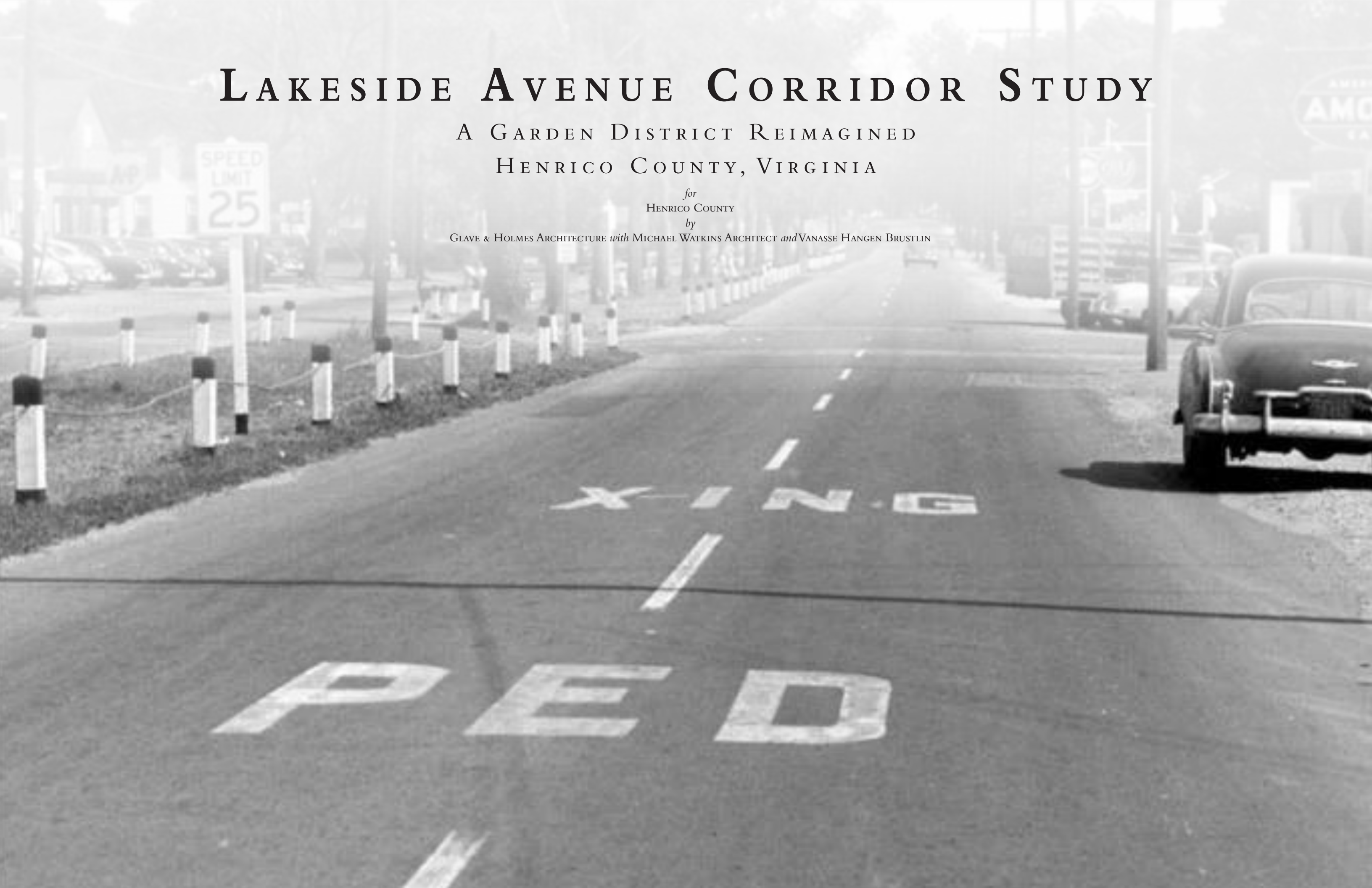
LAKESIDE AVENUE CORRIDOR STUDY

A GARDEN DISTRICT REIMAGINED

HENRICO COUNTY, VIRGINIA

for
HENRICO COUNTY

by
GLAVE & HOLMES ARCHITECTURE *with* MICHAEL WATKINS ARCHITECT *and* VANASSE HANGEN BRUSTLIN



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A

BACKGROUND

The Background chapter summarizes information about the study area, program, zoning, and other relevant constraints provided by Henrico County, which inform the design and guidelines in the subsequent chapters.

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Study Area Constraints A.3

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Bike Connectivity A.10

Sidewalks A.11

Crosswalks A.12

Street Trees A.13

Contributing Frontages A.14

Architecture and Businesses A.15

Lighting A.17

Right-of-Way Width A.18

Parking A.19

Neighborhood Structure

Pedestrian Sheds A.20

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The Urban Design chapter presents the Master Plan with accompanying street sections, diagrams, and annotations. The information presented in this chapter reflects one possible development scenario.

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The Guidelines chapter provides recommendations for a framework of zoning and design standards that would enable development consistent with this Corridor Plan.

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Urban Standards

Frontage Types C.5

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D

RECOMMENDATIONS

The Recommendations chapter outlines future steps the County can take to promote sustainable and walkable development along the corridor.

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APPENDIX

The Appendix chapter provides additional resources for reference that informed this study. These materials include documentation of the charrette process as well as other reports and plans prepared by the County and by others which are relevant to this study.

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Charrette Presentations X.10

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A. BACKGROUND

The Background chapter summarizes information about the site, zoning, and other relevant constraints provided by Henrico County, which inform the design and guidelines in the subsequent chapters.

Context

Local A.2

Existing Conditions

Study Area Constraints A.3

Elevation Analysis A.6

Utility Summary A.7

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Right-of-Way Width A.18

Parking..... A.19

Neighborhood Structure

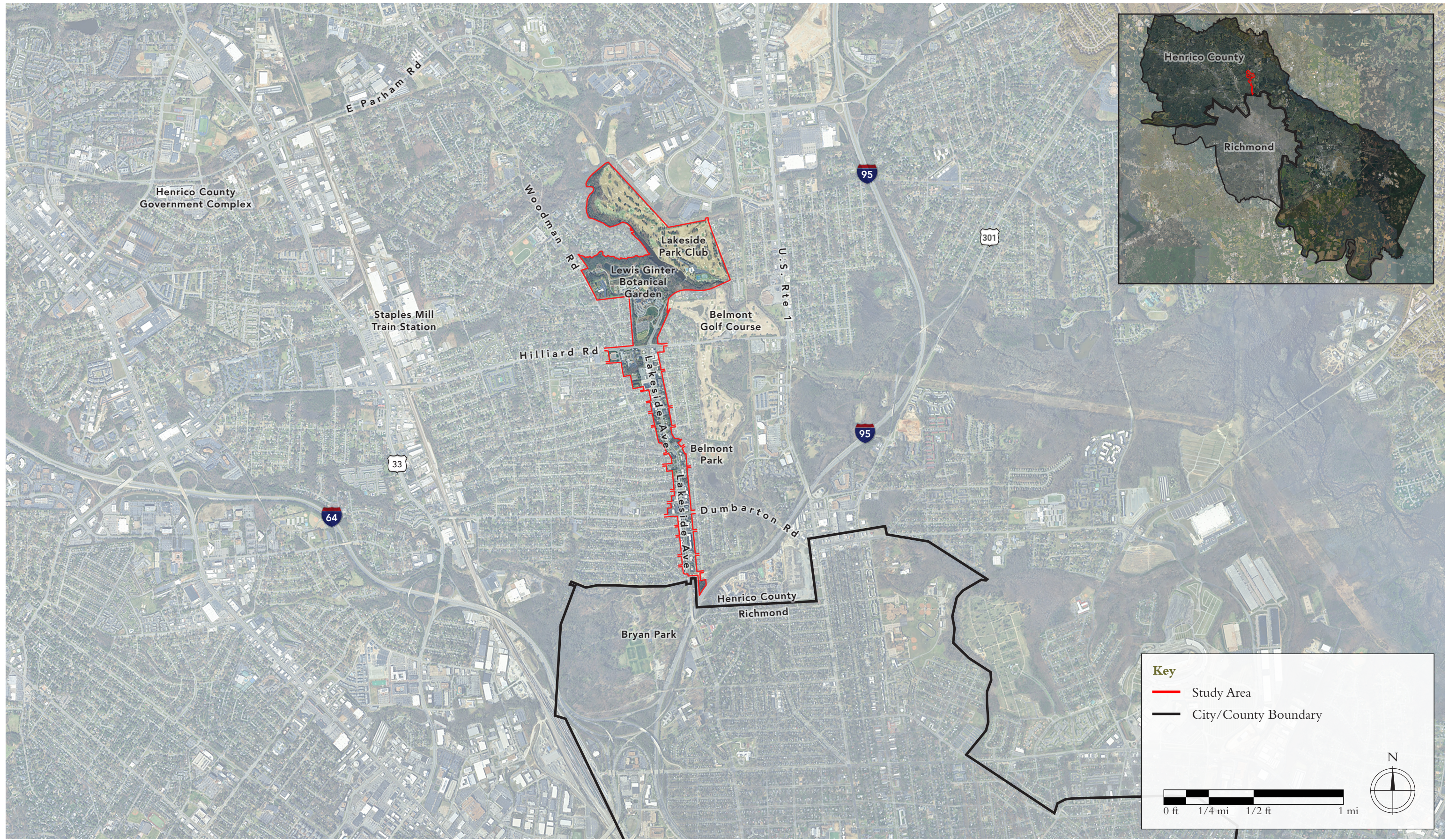
Pedestrian Sheds A.20

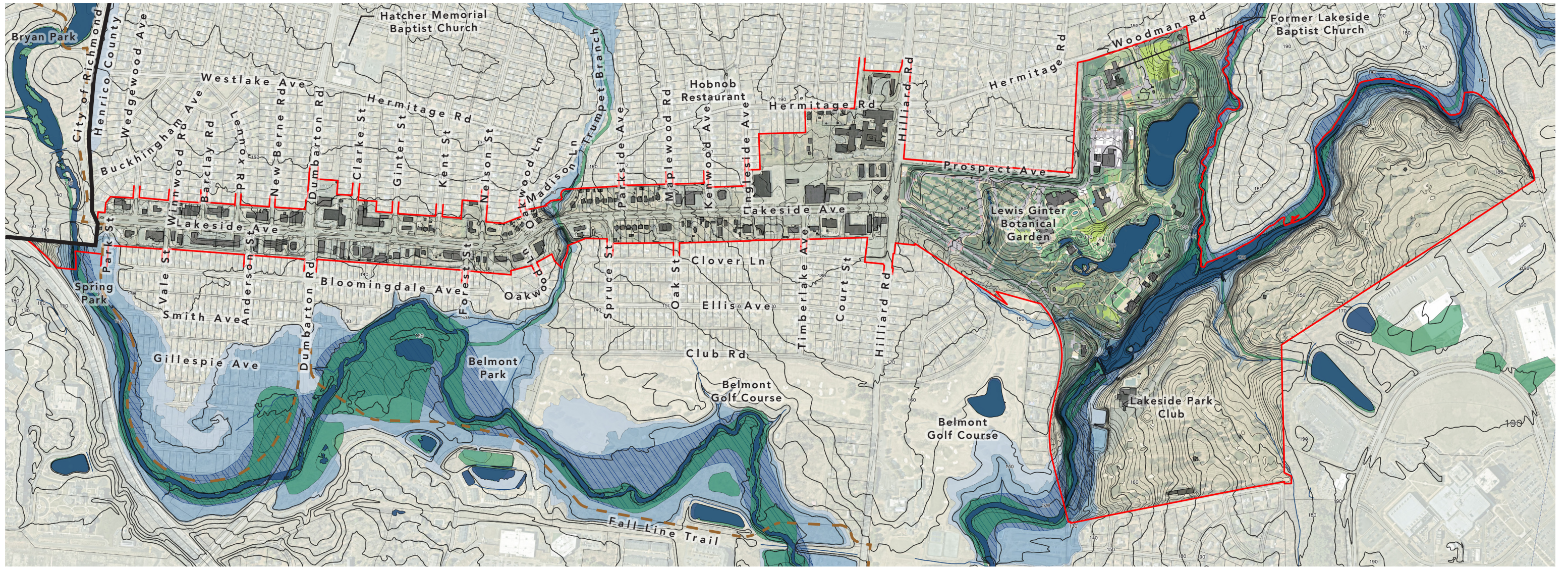
B. URBAN DESIGN

C. GUIDELINES

D. RECOMMENDATIONS

X. APPENDIX

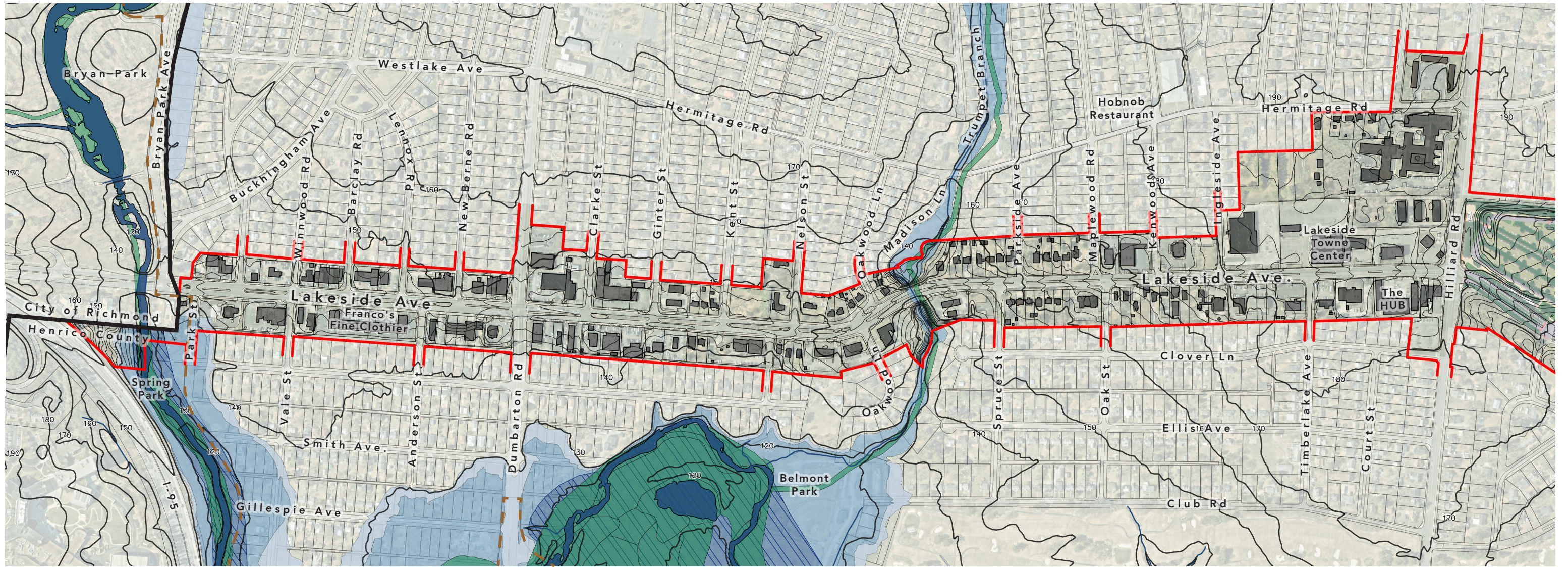




Key

- Study Area
- Body of Water
- Wetlands
- FEMA Floodway
- 100-year Floodplain
- FEMA 500-year Floodplain
- ~ 10-foot Contour
- City / County Boundary
- Fall Line Trail

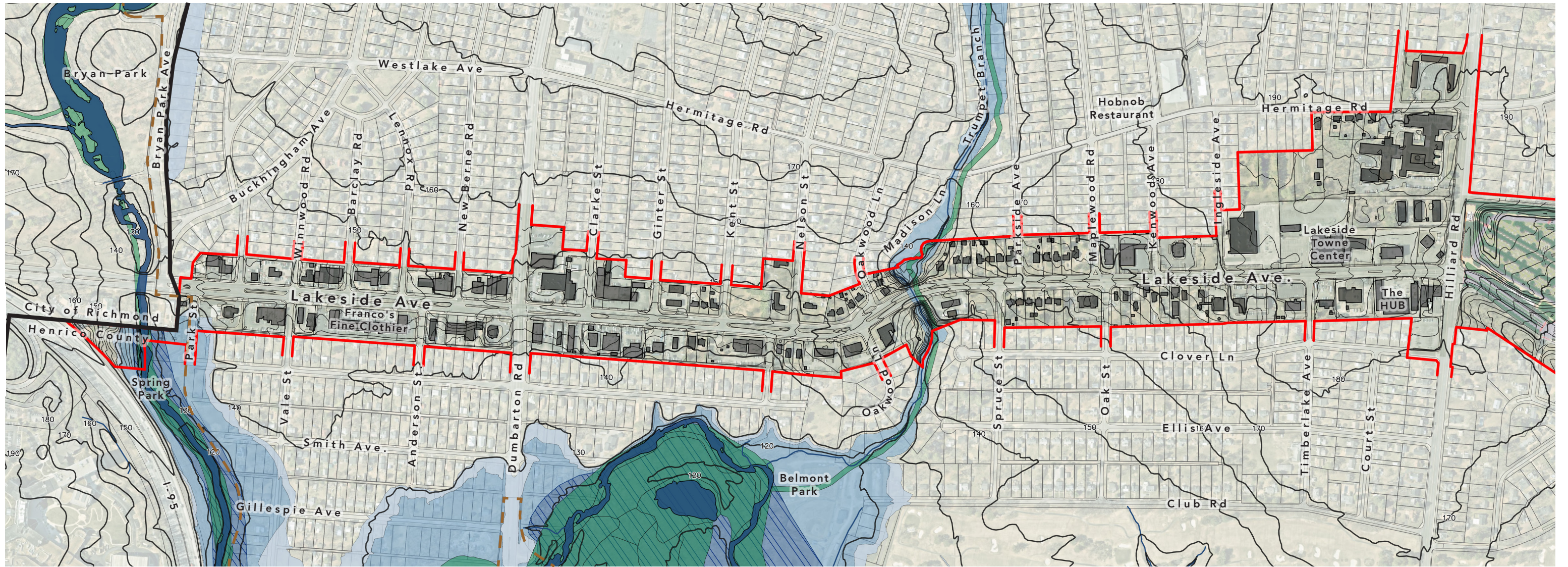




Key

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Development projects in Henrico County are subject to various locally-implemented environmental programs, as required by state and federal laws and regulations, including:

- The Chesapeake Bay Preservation Act (§ 62.1-44.15.67 et seq. of the State Code) and the Chesapeake Bay Preservation Area Designation and Management Regulations (9VAC 25 -830)
- The Virginia Erosion Stormwater Management Act (§ 62.1-44.15:24 et seq. of the State Code) and the Virginia Erosion Stormwater Management Regulations (9VAC25-875 et seq.)
- The National Pollutant Discharge Elimination System (NPDES) and the Virginia Pollutant Discharge Elimination System (VPDES) developed under the authority of § 402(p) of the Clean Water Act.

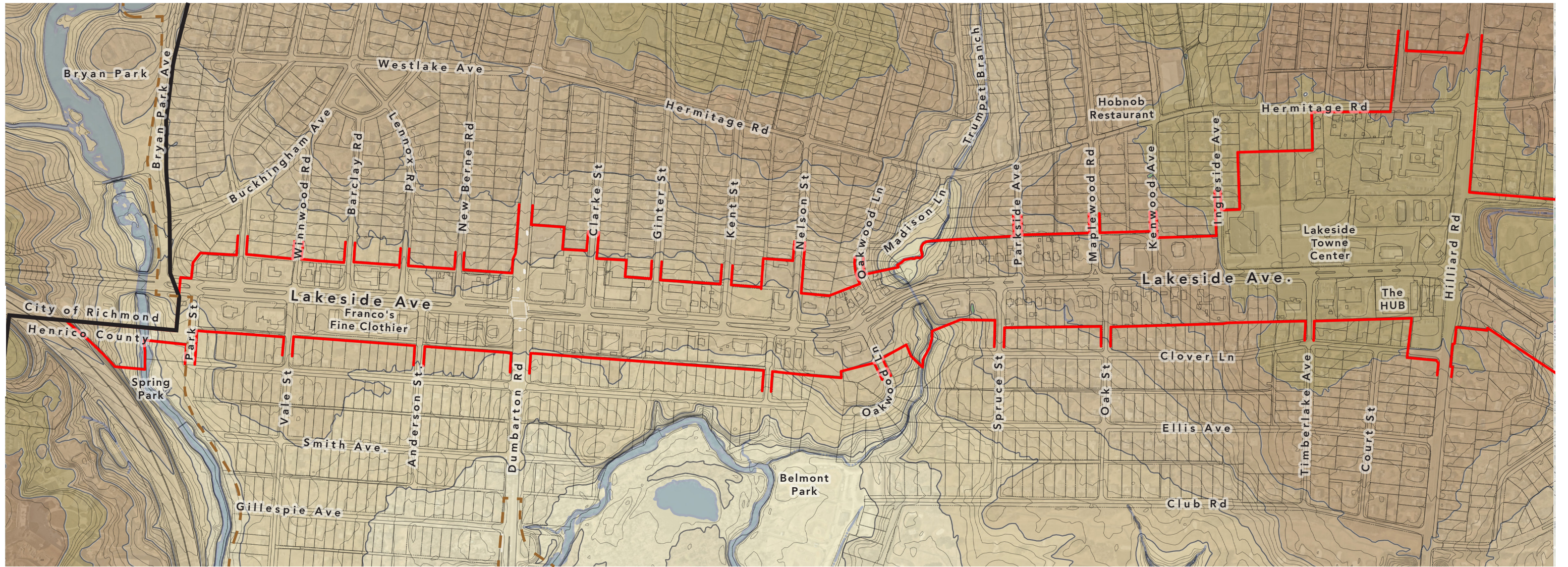
The Lakeside area specifically must meet 50/10 Detection

Criteria found in the Henrico County Environmental Compliance Manual under Section 9.3.6. Stormwater detention facilities are required to be provided as a part of plans of development in those watersheds where downstream flooding problems are known to occur or if existing homes are located within the 50-year flood plain. These detention facilities must be designed so that the post-developed peak flow from the site for the 50-year storm does not exceed the pre-developed peak flow rate for the 10-year storm.

Key

- Body of Water
- Wetlands
- CBPA RPA
- CBPA RMA
- City / County Boundary





Key

- Study Area
- Body of Water
- 110-120 ft.
- 120-130 ft.
- 130-140 ft.
- 140-150 ft.
- 150-160 ft.
- 160-170 ft.
- 170-180 ft.
- 180-190 ft.
- 190-200 ft.
- City / County Boundary



1. Northern Neighborhood (Hilliard Rd to Trumpet Branch)

Storm Drain

- All drainage flows to Trumpet Branch.
- Intermittent storm network in median and along frontages, stronger on east side.

Water

- Limited main sizes within Lakeside Ave right-of-way.
- 16" parallel supply on Ellis Ave to the east can boost pressure/capacity.
- Good opportunity to support higher demand via tie-ins to Ellis main.

Sewer

- Primarily 8" pipe.
- Sanitary main runs under center of Lakeside Ave; flows toward Trumpet Branch.
- Adequate for existing uses; upgrades likely for higher density.

Natural Gas

- Fully served by gas; main runs along west side of Lakeside Ave.
- Extends up to Hilliard Ave.

2. Central Neighborhood (Trumpet Branch to Dumbarton Rd)

Storm Drain

- Drains east from the corridor at three outfalls.
- Primary storm network in median; also receives runoff from west (Hermitage/large church).
- Regional inflow suggests limited spare capacity; expansion may require system upgrades.

Water

- 16" supply line continues from south through this segment, paralleled by 8".
- Strong backbone with good distribution for higher-intensity uses.
- Likely capable of supporting mixed-use/redevelopment nodes.

Sewer

- Sewer located behind lots rather than in roadway; generally 8" mains.
- Larger projects may need upsizing or new mains closer to Lakeside.

Natural Gas

- Corridor pattern of larger backbone with 6" distribution lines.
- Robust gas on Dumbarton, especially east side; main remains on Lakeside's west side.
- Redundant service paths support flexible commercial and residential uses.

3. Southern Neighborhood (Dumbarton Rd to County Line)

Storm Drain

- Drains south to waterway at county line.
- Extensive system along west frontage and under median.

Water

- Served by 16" supply main at southern end; continues north as corridor spine.
- Strong capacity for higher-demand development near county line.

Sewer

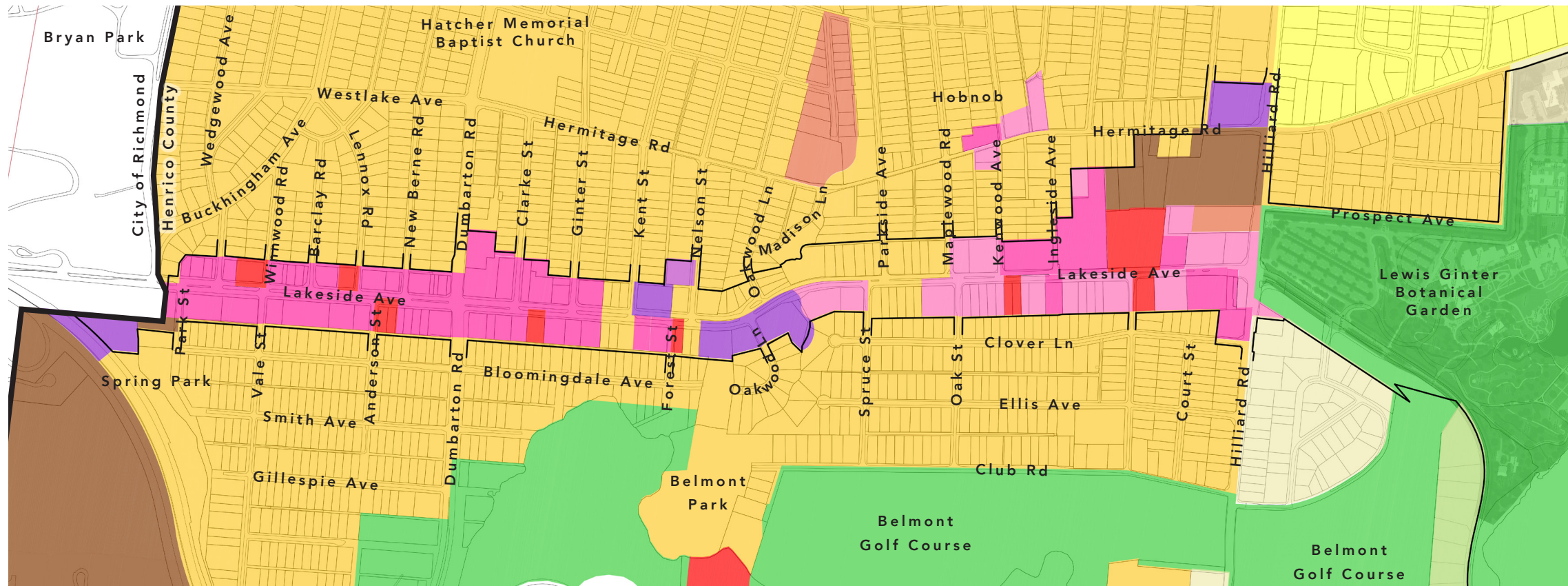
- Sewer entirely behind lots; clay pipe documented in this area.
- Condition and capacity may limit redevelopment potential.
- Likely need for replacement/upsizing and possible relocation toward right-of-way.

Natural Gas

- 12" gas main at county line; 6" distribution along corridor.
- Main runs along west side of Lakeside Ave.
- Well-positioned to serve new growth, especially on west side or near county line.

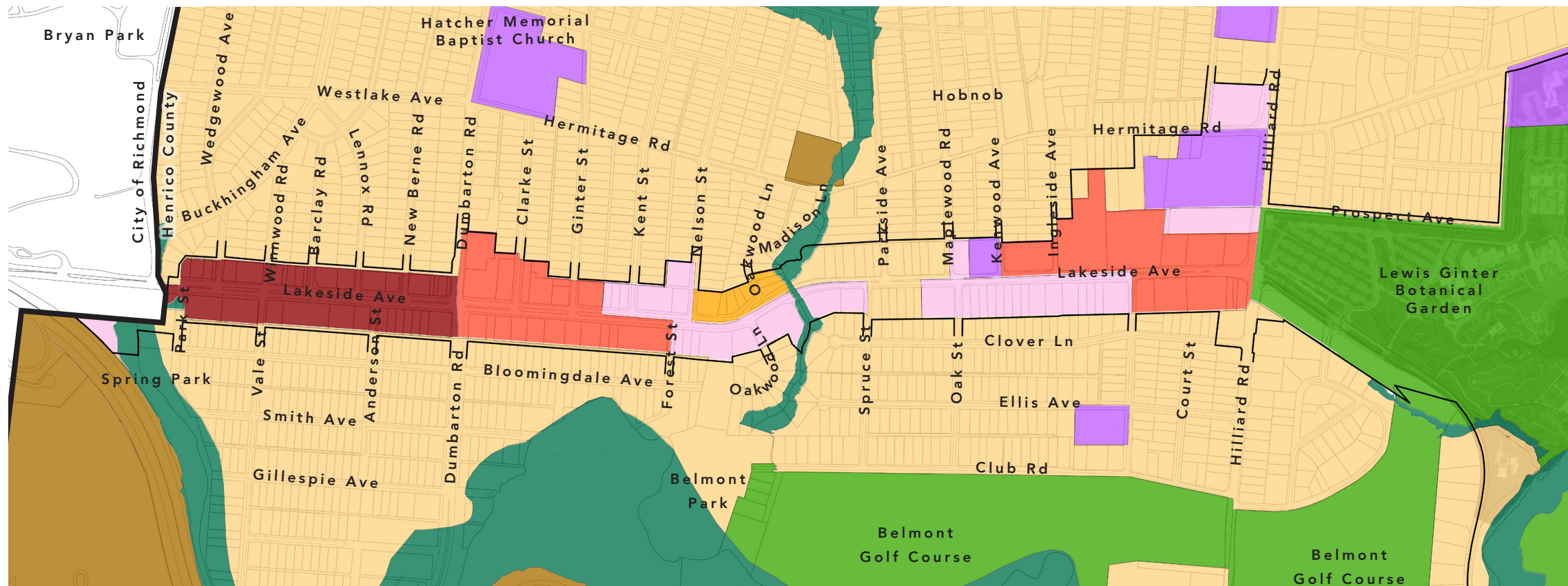
Corridor-Wide Notes for Future Development

- **Storm Drain:** Functional but segmented; median vs frontage systems and regional inflows require capacity checks for major redevelopment. This network is not likely to limit future development because the County's stormwater management requirements are stringent in this area of the county. Each development site is responsible for complying with all stormwater regulations at the time of construction.
- **Water:** Strong 16" backbone (plus 16" on Ellis) is a key asset; targeted distribution enhancements needed, especially in the north.
- **Sewer:** Predominantly 8" and some clay, which would need to be removed and replaced when a development connects to it; The relatively small pipe size is the most likely limitation of the utility infrastructure along the corridor. Upgrades by the County could incentivize upstream development.
- **Natural Gas:** Continuous, robust gas service along west side and at major cross-streets supports a wide range of future uses.



- Zoning**
- R-2 One-Family Residence District
 - R-3 One-Family Residence District
 - R-4 / R-4C One-Family Residence District
 - R-5 General Residence District
 - R-6 / R-6C General Residence District
 - B-1 / B-1C Business District
 - B-2 / B-2C Business District
 - B-3 / B-3C Business District
 - O-1 Office District
 - O-2 / O-2C Office District
 - C-1 Conservation District
 - City / County Boundary

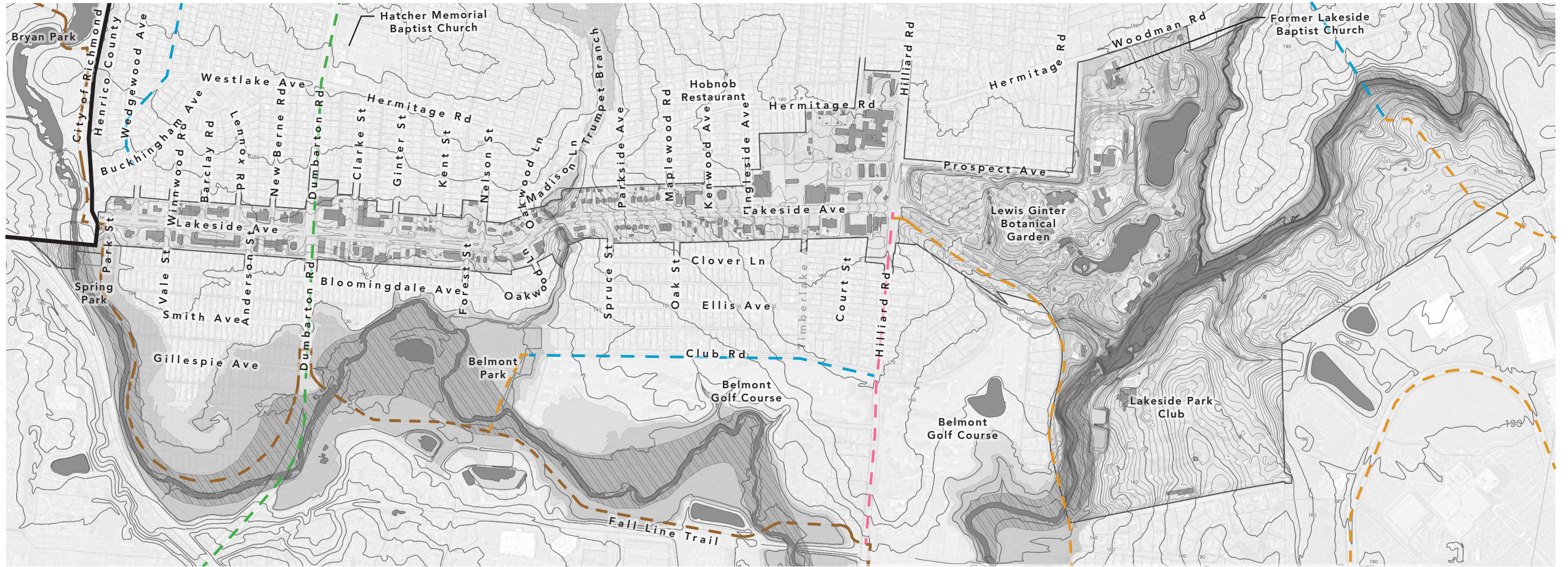
Zoning Plan



- 2026 Future Land Use Designations¹**
- Environmental Protection Area
 - Open Space / Recreation
 - Suburban Residential 2
 - Urban Residential
 - Multi-family Residential
 - Office
 - Commercial Concentration
 - Commercial Arterial
 - Semi-public
 - City / County Boundary

Future Land Use Plan

1. This excerpt is from the Future Land Use Plan in the 2026 Comprehensive Plan. It is subject to change in the 2045 Comprehensive Plan.



The Current Bike Connectivity Plan is the county's existing plan to create bike infrastructure in Lakeside, and is based on Henrico County's Draft Bike Network Plan included in the draft 2045 Comprehensive Plan. These bike routes are planned but not yet in place. Some, like the bike lane along Hilliard, are approved, but not yet constructed.

An important part of planning for the future of Lakeside Avenue is integrating the corridor into this recommended bike network. The Fall Line Trail is a partially constructed route that will ultimately run from Petersburg to Ashland and is expected to draw three million riders per year. Connecting Lakeside Avenue to these riders would help increase the customer base for businesses along the corridor.

Lakeside Avenue is also a part of US Bike Route 1, which is a network of streets and paths that runs from Florida to Maine connecting the entire east coast of the United States.

Key

- City / County Boundary
- Existing
- Previously Proposed/Approved

Bike Designation

- Fall Line Trail
- Shared-Use Path
- Bike Lane
- Buffered Bike Lane
- Signed Bike Route

For designation definitions refer to the Henrico County bike facility key for the 2045 Comprehensive Plan

Key

- Study Area
- Body of Water
- Wetlands
- FEMA Floodway
- 100-year Floodplain
- FEMA 500-year Floodplain
- 10-foot Contour
- City / County Boundary
- Fall Line Trail





Large curb cuts interrupt sidewalks



Car parked in sidewalk



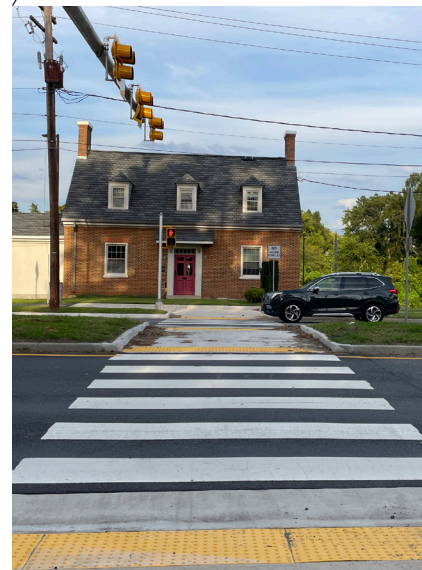
Overgrown sidewalks, not suitable for strollers or wheelchairs.

Adequate sidewalks are imperative to the success of a walkable main street. Pedestrians will be more inclined to spend time on the street patronizing businesses if they are able to walk between them on safe, continuous sidewalks. Current sidewalks on Lakeside Avenue are interrupted by frequent, large curb cuts, requiring pedestrians to cross the path of moving cars too often to feel safe. Poorly maintained sidewalks can cause tripping hazards and are not accessible for strollers and wheelchairs.

Key

— Sidewalk





Properly striped crosswalk.






Inaccessible button and handicap ramp with no striped crosswalk on Dumbarton



Existing crosswalks at intersection of Lakeside and Hilliard

There are an inadequate number of places to safely cross Lakeside Avenue and current crosswalks are either not striped or the striping is faded. Regular, clearly marked crosswalks are necessary for pedestrian safety and to encourage people to shop on both sides of the street, promoting a more vibrant environment for businesses.

Key

-  Existing Striped Crosswalks
-  Existing Working Crosswalk Signal
-  Existing Broken Crosswalk Signal





Street Trees in the Median



No Street Trees

Street trees serve two important functions when designing a walkable street: They provide shade to the sidewalk, which reduces temperature and improves pedestrian comfort. They also provide a buffer between the sidewalk and moving traffic, which makes walking safer and more enjoyable. Both of these make people inclined to walk farther from their car, increasing foot traffic to businesses. Currently on Lakeside Avenue, there are not very many street trees. The few street trees along the corridor are located in the median, not next to the sidewalk. As a result, the sidewalk is less inviting to pedestrians because it is unshaded and typically only has a thin strip of grass separating it from moving traffic.

Key
 Existing Street Trees





Contributing
This frontage has clear and well maintained sidewalks that are partially buffered from traffic and a building that defines the edges of the street.



Partially Contributing
This frontage has clear and well maintained sidewalks but the building is set back from the street and there is head-in parking in front of it.



Non-Contributing
Even though this frontage has a sidewalk, the fact that there is a parking lot between the building and the street and the building has dark tinted windows means it is non-contributing.

The Frontage refers to the space between the curb and the building face, and the quality of this space is a substantial factor in determining the quality of the pedestrian experience.

In this respect, a street frontage should serve three principal purposes: 1) to provide a clear and well-maintained walkway; 2) to shield people from vehicular traffic using elements such as trees, arcades, or parked cars; 3) to define the edges of the street with consistent buildings; to create an "urban room."

A street that fits all three criteria will most likely be considered **Contributing**, a street that neglects all of them can be nothing but **Non-Contributing**. A **Partially Contributing** street may be missing an element, but still functions in a pedestrian-friendly manner.

Qualities that might make a frontage **Non-Contributing** include poorly maintained or missing walkways, parking lots between buildings and the street, or buildings that either do not have an entrance on the street or have very dark windows

closing themselves off to the street. Pedestrians are less likely to walk along **Non-Contributing** frontages.

- Key**
- Contributing
 - Partially Contributing
 - Non-Contributing





Whispers of Time Consignment and Gifts



Lakeside Towne Center



Mercer and Woodson Automotive



Appliances on Lakeside



Lakeside Farmers' Market

The character of Lakeside Avenue is defined by its historic architecture and small local businesses. The strong identity that results from this character should be maintained and enhanced by improvements along Lakeside Avenue. Any new buildings should draw on the existing architectural style. Streetscape improvements and new private developments should aim to reinforce the existing activity that makes Lakeside Avenue a neighborhood hub.



Franco's Galleries



Lakeside Auto



The Hub, Henrico County's first shopping center

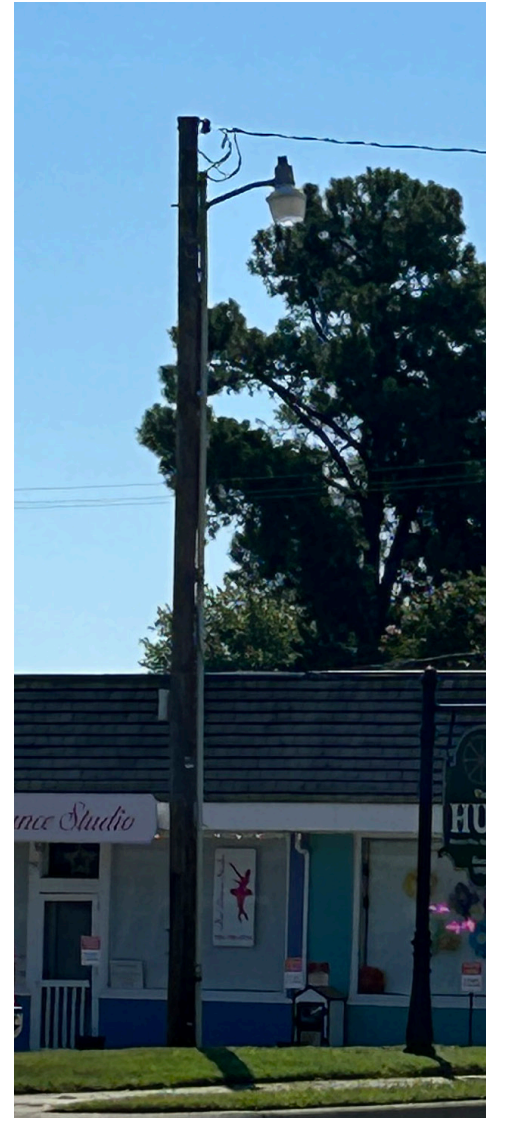


Roy's Big Burger

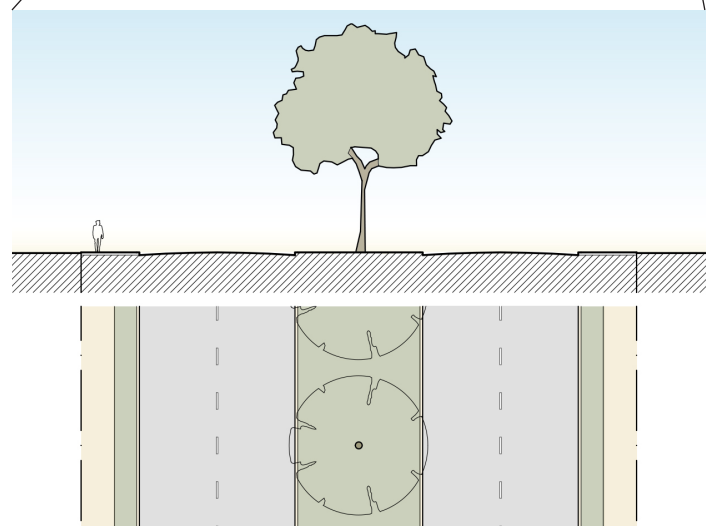
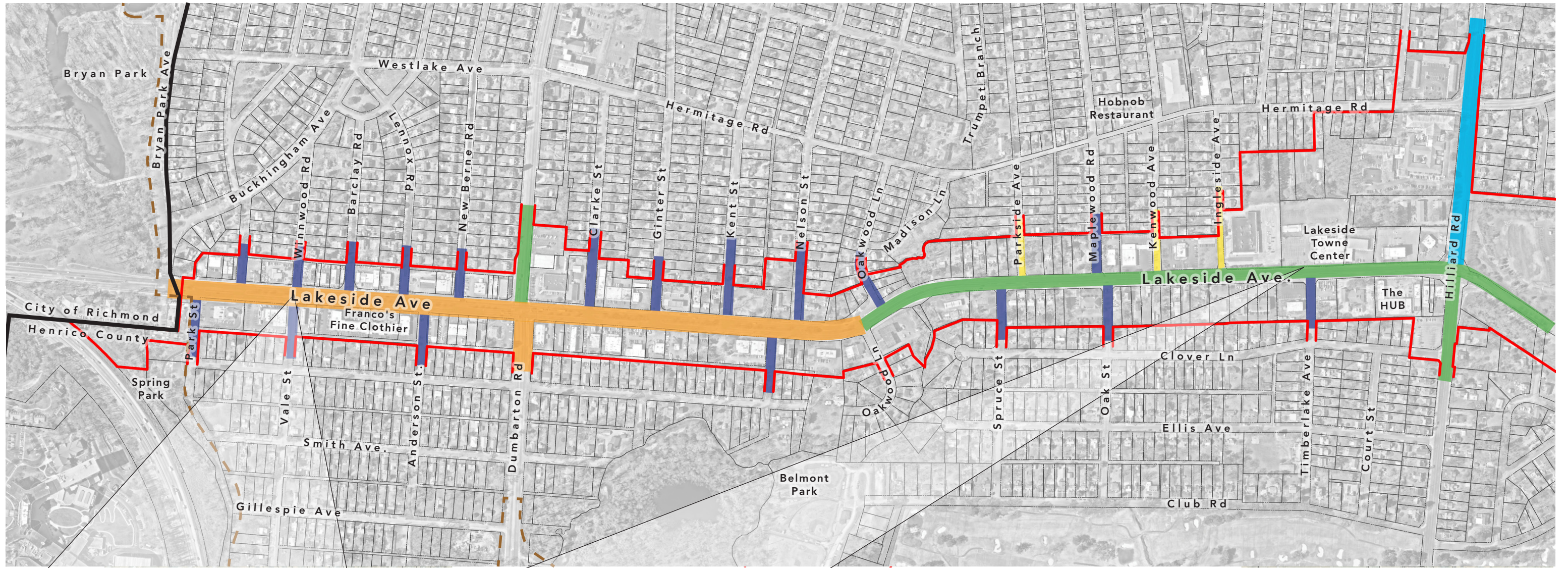
Many local businesses would benefit from increased foot traffic along Lakeside Avenue. When the design of a street encourages walking, people are more likely to visit multiple businesses as they walk from their car or from the nearby neighborhoods. Current infrastructure on Lakeside Avenue effectively forces people to drive, making them more likely to visit a single business and then leave the corridor.

Lakeside Avenue faces increasing competition from the ever growing commercial corridors nearby. To survive and thrive, Lakeside must capitalize on its unique assets, including its vibrant history, locally owned businesses, small-town charm, and strategic location between Bryan Park and Lewis Ginter Botanical Garden.

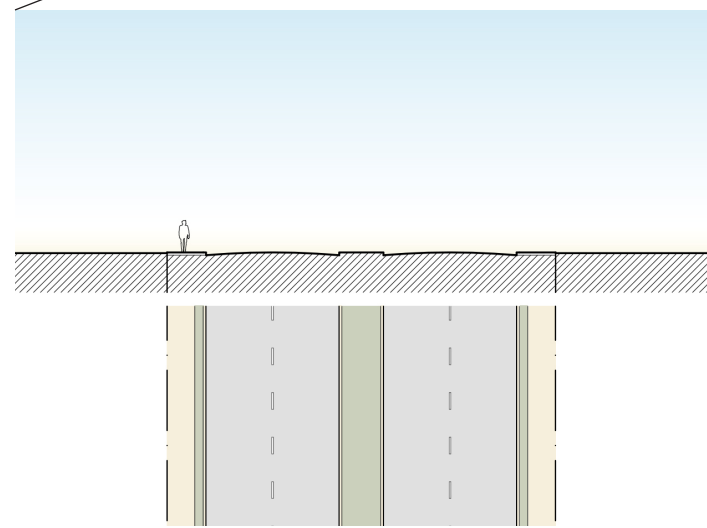
To help identify barriers faced by potential customers and opportunities for improvement, the community could benefit from regular collaboration between businesses and other stakeholders to set priorities for the corridor, plan and market public events, and identify possible funding sources.



The current lighting along Lakeside Avenue is inconsistent and the style of the fixtures varies greatly. Pictured above is a sample of what is found along the corridor. Providing adequate pedestrian-scale lighting with consistent style, height, spacing, and color temperature is an integral aspect of a neighborhood's identity, which also benefits user comfort and safety. When choosing light fixtures, it is important that the light source is full-cutoff and directed downward, keeping light on streets, sidewalks, and businesses while limiting light pollution and glare to residential properties. Variation in fixtures along the corridor should be limited in order to create a unified public realm and help Lakeside Avenue feel like a more cohesive place.



Lakeside Ave 100' ROW



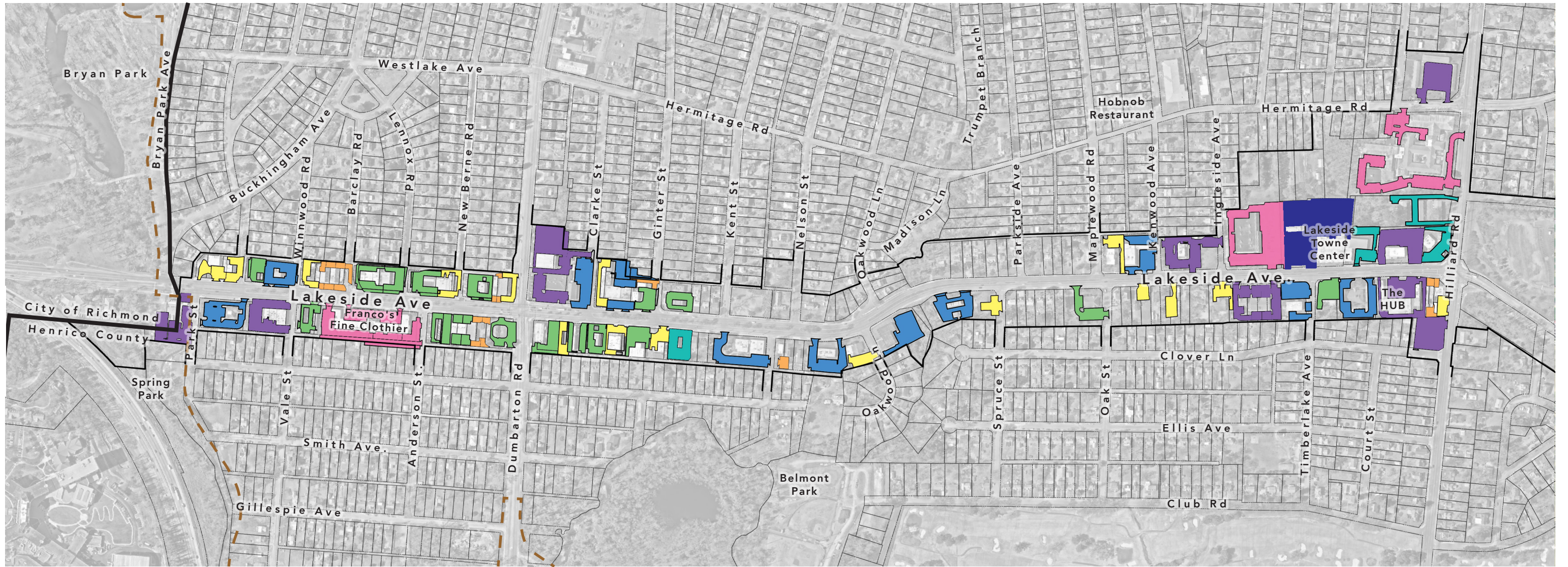
Lakeside Ave 70' ROW

The design of Lakeside Avenue will be crucial to establishing this corridor as a pedestrian-friendly main street. A walkable main street must have sidewalks, street trees, and on-street parking. Henrico County and many Lakeside residents have also expressed the desire for bike lanes connecting Lakeside Avenue to the Fall Line Trail and by extension the City of Richmond and the surrounding region. All of these improvements must be carefully coordinated to fit within the existing right-of-way. Additionally, improvements to particular streets beyond the study area will help integrate Lakeside Avenue with the surrounding neighborhood and the Fall Line Trail by creating safe pedestrian and bike circulation to and from the corridor.

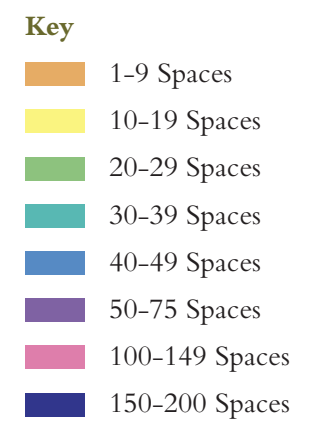
Key

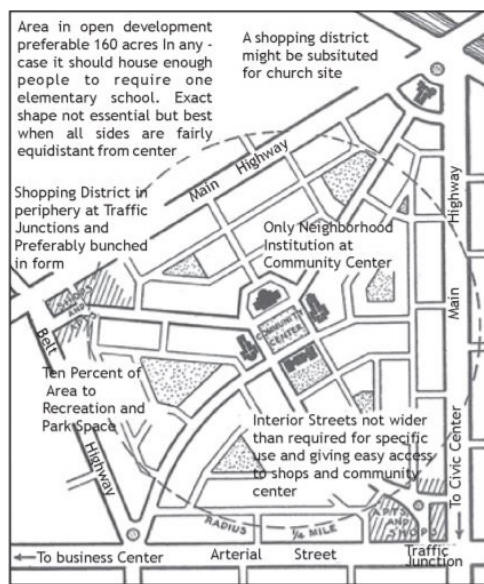
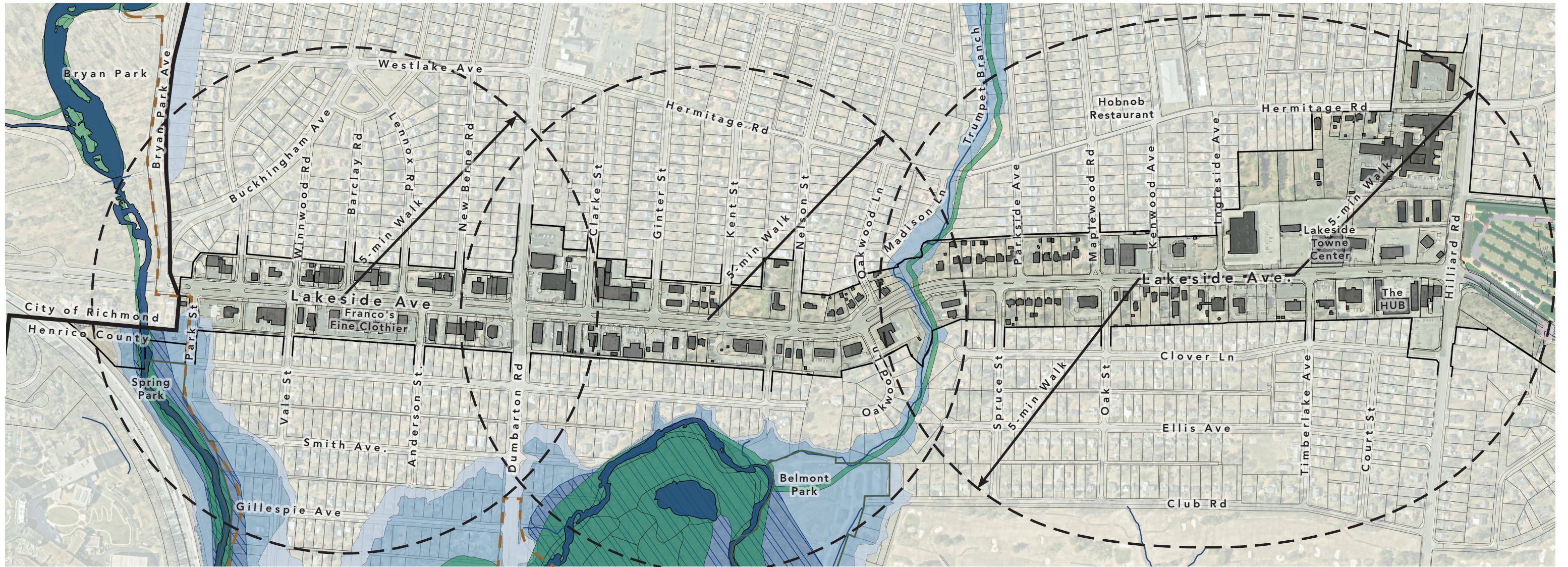
- 95-100 ft wide
- 80 ft wide
- 65-70 ft wide
- 45-50 ft wide
- 30-40 ft wide





Approximate Parking Provided at Present	Spaces
Provided on Lakeside Avenue	0
Provided in Parking Lots	2,500
Provided in Garages	0
Total Provided at Present	2,500





A Pedestrian Shed (5-minute walk) is a generalization derived from observation of historic and contemporary neighborhoods and urban quarters. It typically translated to 1/4 mile. For larger centers, the distance may be an eight-minute walk; for smaller centers, a three-minute walk. Factors such as available transit, the age of the pedestrian, weather, topography, and the like can affect the five-minute walk standard. It is often used by designers to locate possible neighborhood centers.

The diagram (left) by Clarence Perry from the First Regional Plan of New York (1927) conceptualizes a neighborhood as determined by the walking distance of five minutes from center to edge.

Adapted from the Lexicon of New Urbanism.

Considering the length and existing barriers (such as busy streets and creeks), Lakeside Avenue lends itself to 3 pedestrian sheds. Two pedestrian sheds to the south would each be circular, with one on either side of Dumbarton Road (one extending south to Bryan park and the other north to Trumpet Branch). A third pedestrian shed to the north is longer than the other two and would extend from Trumpet Branch to the Lewis Ginter Botanical Garden, another hub of activity in the area.

A pedestrian shed is typically anchored by an area of more intense commercial activity at its center, often paired with a civic space. This provides an organizing principal to ensure that businesses, public spaces, and other amenities are distributed across the corridor in a way that encourages pedestrian activity for both residents and visitors.

Key
 — Study Area



A. BACKGROUND

B. URBAN DESIGN

The Urban Design chapter presents the Illustrative Plan with applicable street sections, diagrams, and annotations. The information presented in this chapter reflects one possible development scenario based on information and requests the design team received from residents. Other scenarios and refinements to the design are anticipated and shall be permitted within the bounds of the requirements in the Guidelines chapter and other applicable regulations.

Master Plan

Plan in Context.....	B.2
Illustrative Plan.....	B.3

Thoroughfares

Key Map	B.5
Thoroughfare Sections.....	B.6
Proposed Bike Connectivity	B.12

Building Types..... B.13

Enlarged Plan

Illustrative Key Plan.....	B.16
Pedestrian Shed 1	B.17
Pedestrian Shed 2	B.21
Pedestrian Shed 3	B.25

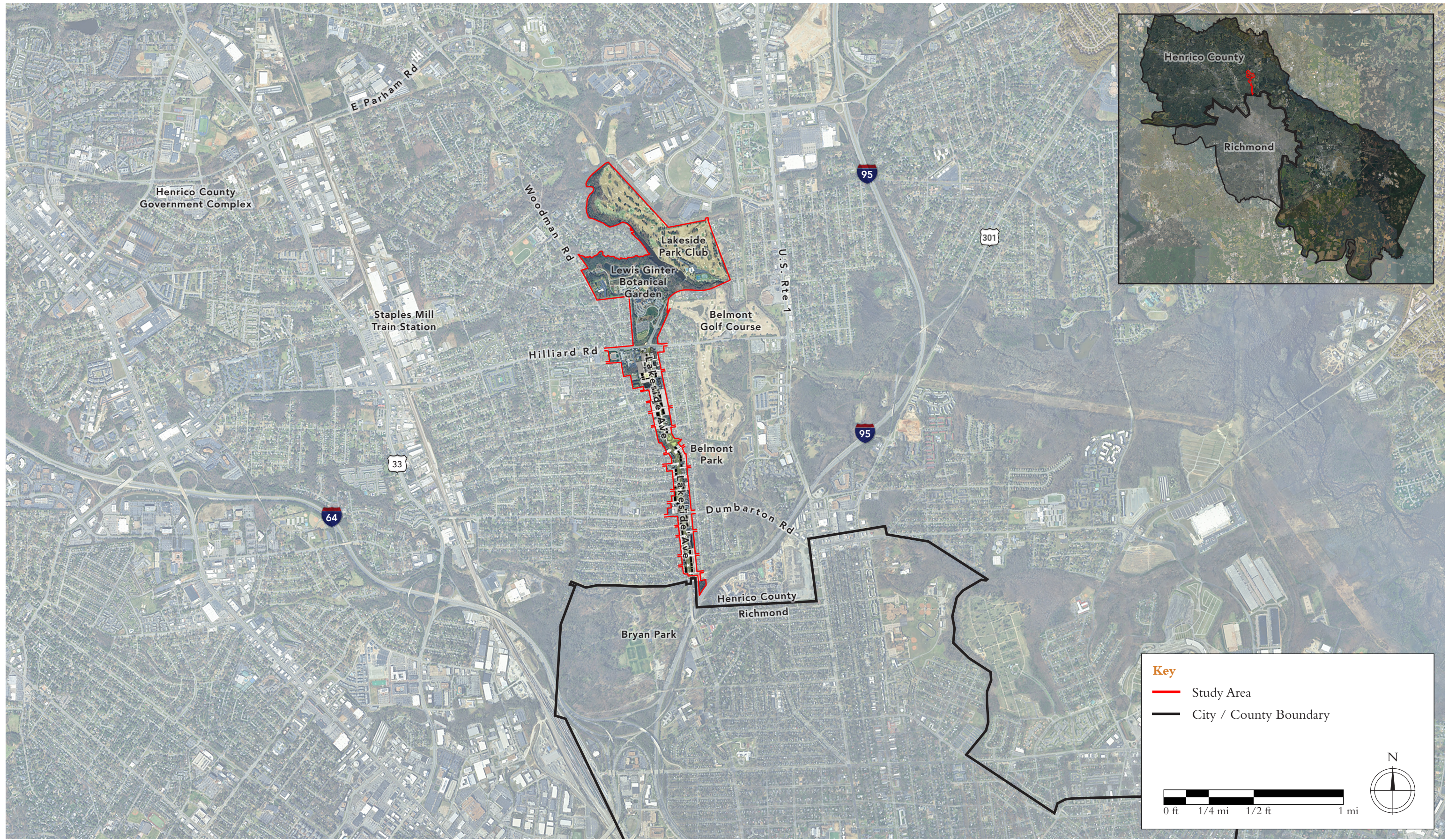
Diagrams.....

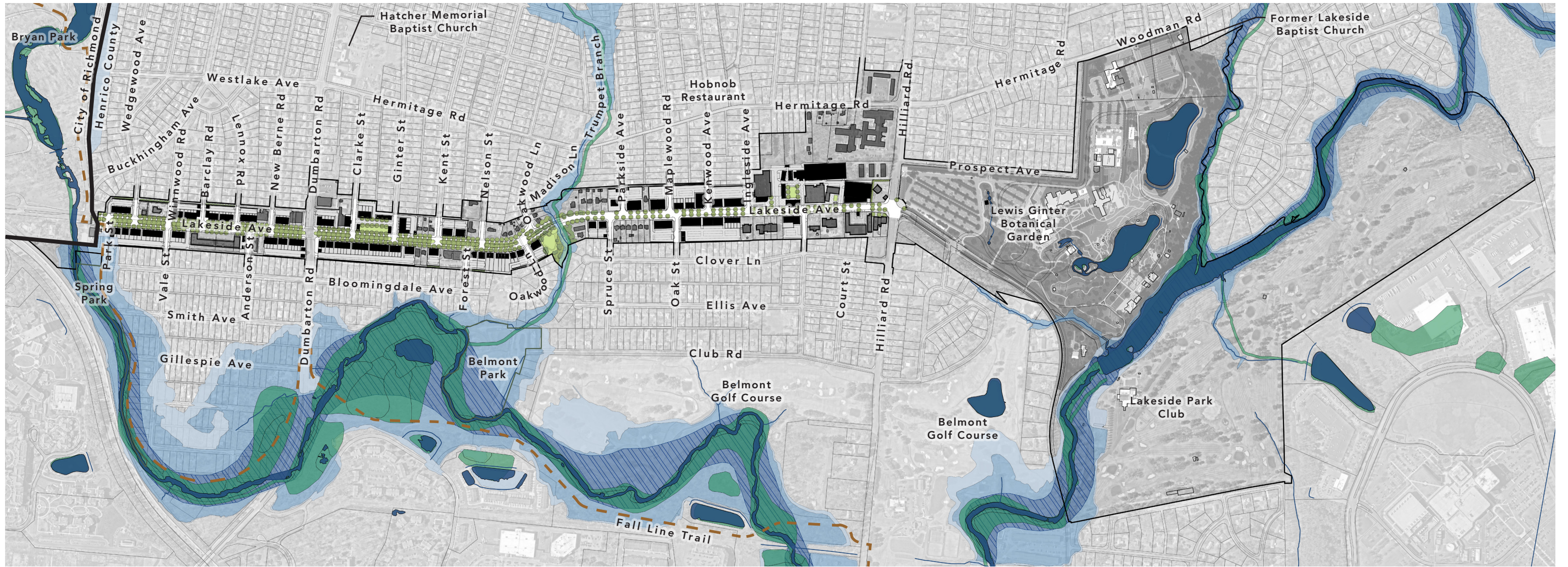
Sidewalks.....	B.33
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Street Trees.....	B.35
Civic Spaces	B.36

C. GUIDELINES







D. RECOMMENDATIONS

X. APPENDIX





Key

-  Study Area
-  City/County Boundary
-  Fall Line Trail
-  Existing Buildings
-  Proposed Buildings
-  Proposed Civic Space











General Notes

1. The design illustrated here and on subsequent pages is one possible option. Many different designs would contribute to helping Lakeside Avenue develop as a vibrant, walkable, mixed-use corridor, and the zoning and design standards recommended in Chapter C would allow a wide range of options.
2. It is anticipated that development on the corridor will occur incrementally, with each property owner determining if and when to make changes to their property. However, these individual decisions would ideally be made with consideration of a common, community-expressed vision.
3. In particular, the configuration of parking lots and curb cuts will vary depending on which properties develop, whether alleys are improved, and the extent of coordination between different property owners.
4. Development will need to be coordinated with additional requirements, including those concerning stormwater.

Key

-  Study Area
-  City/County Boundary
-  Fall Line Trail
-  Existing Buildings
-  Proposed Buildings
-  Proposed Civic Space





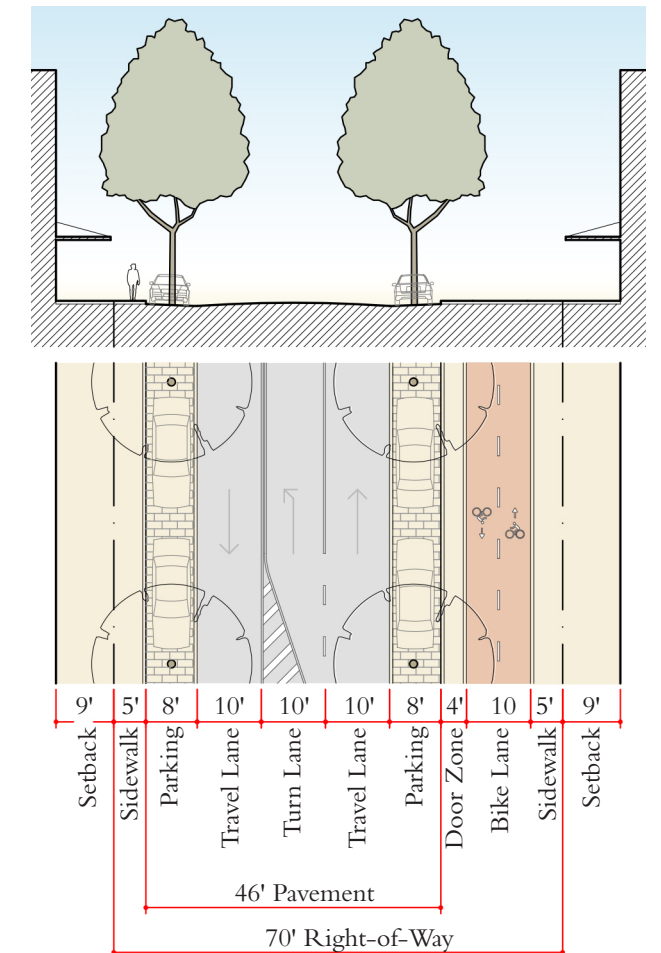
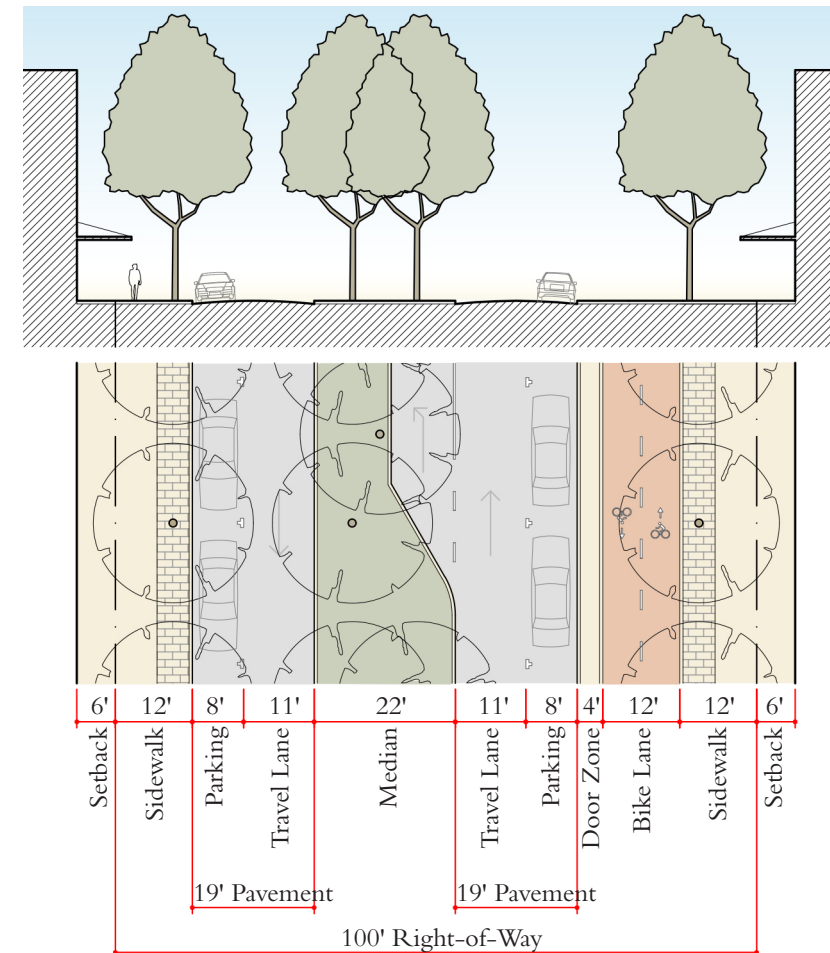
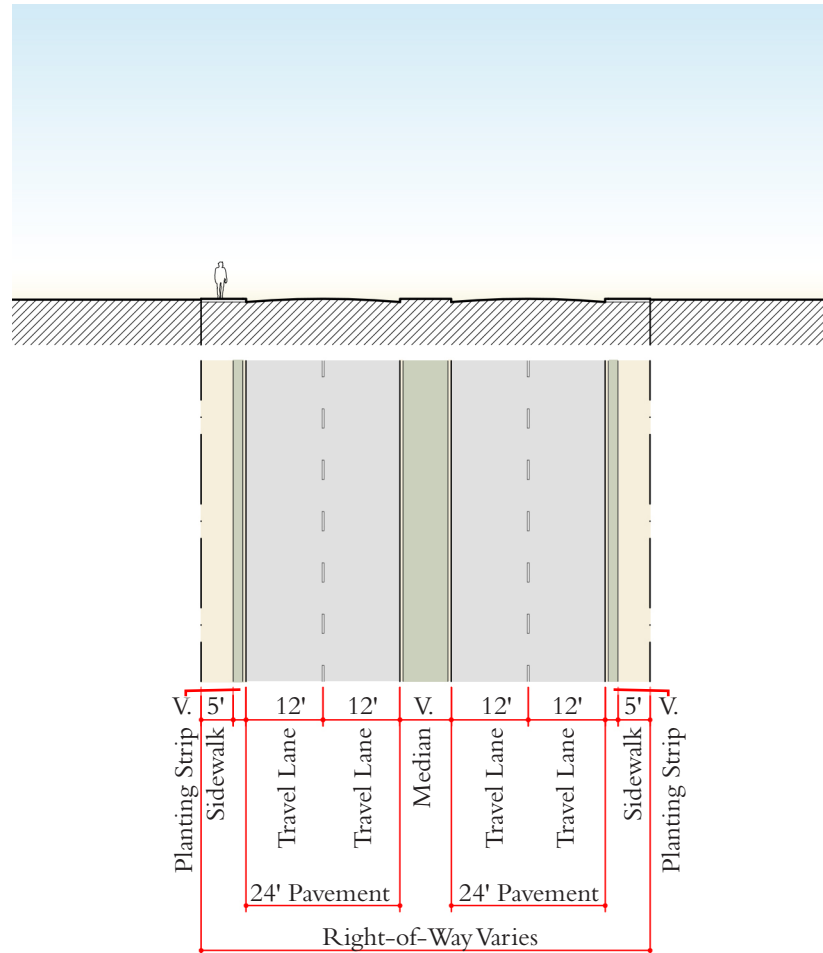
Notes

1. Corner conditions should be consistent with Zoning Code Section 24-5109 which states on-street parking bays that terminate at intersections must be protected by raised curb and gutter defining the full width and depth of the parking bay outside of adjacent travel lanes.
2. Implementation of recommended Street Sections will require a detailed survey of existing conditions and utilities.
3. Lane widths for vehicular and bike lanes should be coordinated with County and VDOT requirements. In some cases, lane widths narrower than those typically requested may be preferable in order to support a walkable thoroughfare design.
4. Medians should be tastefully planted to help establish Lakeside as the Garden District.

Key

- █ Lakeside Ave between Bryan Park and Trumpet Branch
- █ Lakeside Ave between Trumpet Branch and Hilliard Rd
- █ Hilliard Rd between Lakeside Avenue and Hermitage Rd
- █ Hermitage Rd between Dumbarton Rd and Trumpet Branch
- █ Hermitage Rd between Trumpet Branch and Ingleside Ave
- █ Hermitage Rd between Ingleside Ave and Hilliard Rd
- █ South portion of Club Rd
- █ North portion of Club Rd
- █ Oak St





Thoroughfare Name

Existing Lakeside Ave

Proposed Lakeside Ave

Proposed Lakeside Ave

Existing Conditions

Between Bryan Park and Trumpet Branch

Between Trumpet Branch and Hilliard Rd

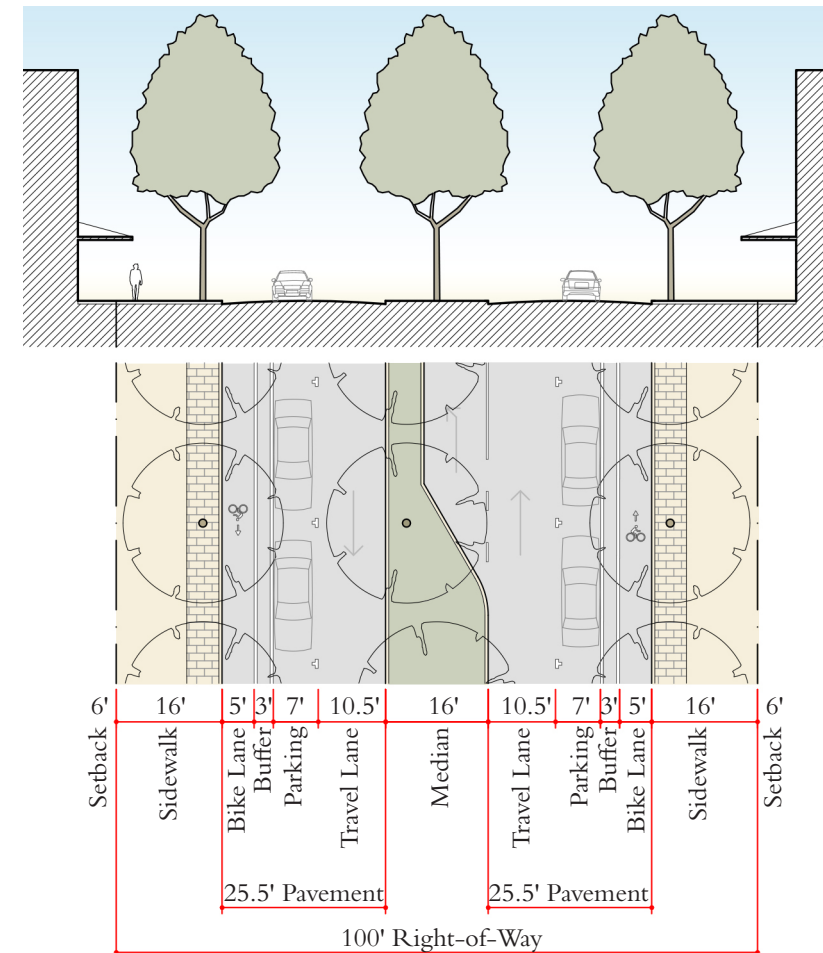
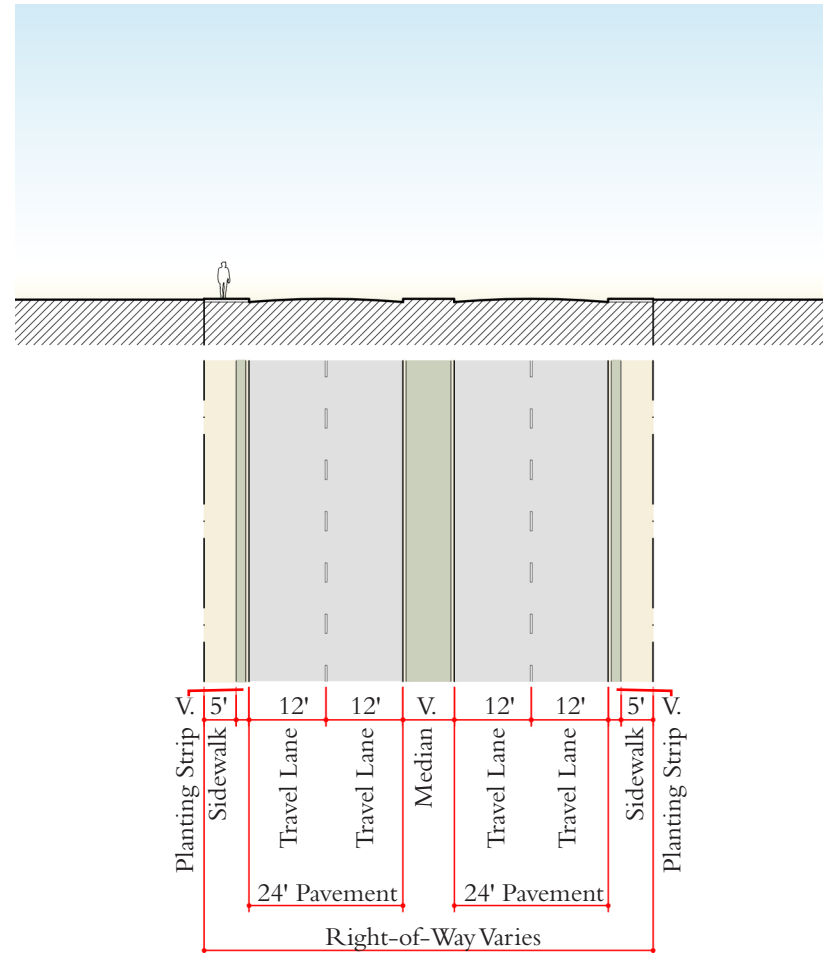
General	Thoroughfare Type	Commercial Street
	Right-of-Way Width	Varies
	Pavement Width	24 ft., 24 ft.
Vehicular Lanes	Vehicular Movement	Free
	Design Speed	35 mph
	Traffic Flow	Two-Way
	Vehicular Clear Width	24 ft., 24 ft.
	Parking Condition	None
Public Frontage	Bicycle Provision	None
	Pavement / Curb Radius	Varies
	Curb Type	Curb and Gutter
	Planter Type	Continuous, including median
	Tree Planting Pattern	None
	Walkway Type	Sidewalk, both sides

General	Thoroughfare Type	Commercial Street
	Right-of-Way Width	100 ft.
	Pavement Width	19 ft., 19 ft.
Vehicular Lanes	Vehicular Movement	Slow
	Design Speed	25 mph
	Traffic Flow	Two-Way
	Vehicular Clear Width	11 ft., 11 ft.
	Parking Condition	Parallel, both sides
Public Frontage	Bicycle Provision	Bike Lane
	Pavement / Curb Radius	12 ft. Curb Radius
	Curb Type	6" Header Curbs; Curb and Gutter
	Planter Type	Tree Grate; Continuous in median
	Tree Planting Pattern	Allee, 30 ft. on center
	Walkway Type	Sidewalk, both sides

General	Thoroughfare Type	Commercial Street
	Right-of-Way Width	70 ft.
	Pavement Width	46 ft.
Vehicular Lanes	Vehicular Movement	Slow
	Design Speed	25 mph
	Traffic Flow	Two-Way
	Vehicular Clear Width	30 ft.
	Parking Condition	Parallel, both sides
Public Frontage	Bicycle Provision	Bike Lane
	Pavement / Curb Radius	12 ft. Curb Radius
	Curb Type	6" Header Curbs; Curb and Gutter
	Planter Type	Tree Grate
	Tree Planting Pattern	Allee, 45 ft. on center
	Walkway Type	Sidewalk, both sides

Notes

The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.



Notes from Department of Public Works

A potentially more achievable section would leave the medians, curbs and gutters in the same place.

It would also show the on-street parking with curb extensions which could be landscaped. This would shorten the pedestrian crossings, protect the vehicles that are parked and help support reduced speeds. It would also likely preclude the cycle track unless it was done on only one side.

If a cycle track is provided, it would operate like a trail, facilitating trips on Lakeside that come from either the bike lanes on Dumbarton, Hilliard, or directly from the Fall Line Trail. This would create one of the most bikeable areas in the County.

If the road width allows part of the median to be used on the southern section, a NACTO supported typical design bike lane, buffer and parking lane could be a viable option.

The travel lane would be 10.5' with a 7' parking lane, 3' buffer and a 5' bike lane. That would require cutting into the median by 1.5 feet on each side, which is more feasible because there are no drainage inlets on medians. This would reduce the median to about 16 feet, Henrico's standard median width on 4-lane divided roadways. A design with these measurements would still allow for a left-turn lane and median to be present.

Thoroughfare Name

Existing Lakeside Ave

Alt. Lakeside Ave Proposed by Dep. of Public Works

Existing Conditions	
General	Thoroughfare Type
	Right-of-Way Width
	Pavement Width
Vehicular Lanes	Vehicular Movement
	Design Speed
	Traffic Flow
	Vehicular Clear Width
	Parking Condition
	Bicycle Provision
Public Frontage	Pavement / Curb Radius
	Curb Type
	Planter Type
	Tree Planting Pattern
	Walkway Type

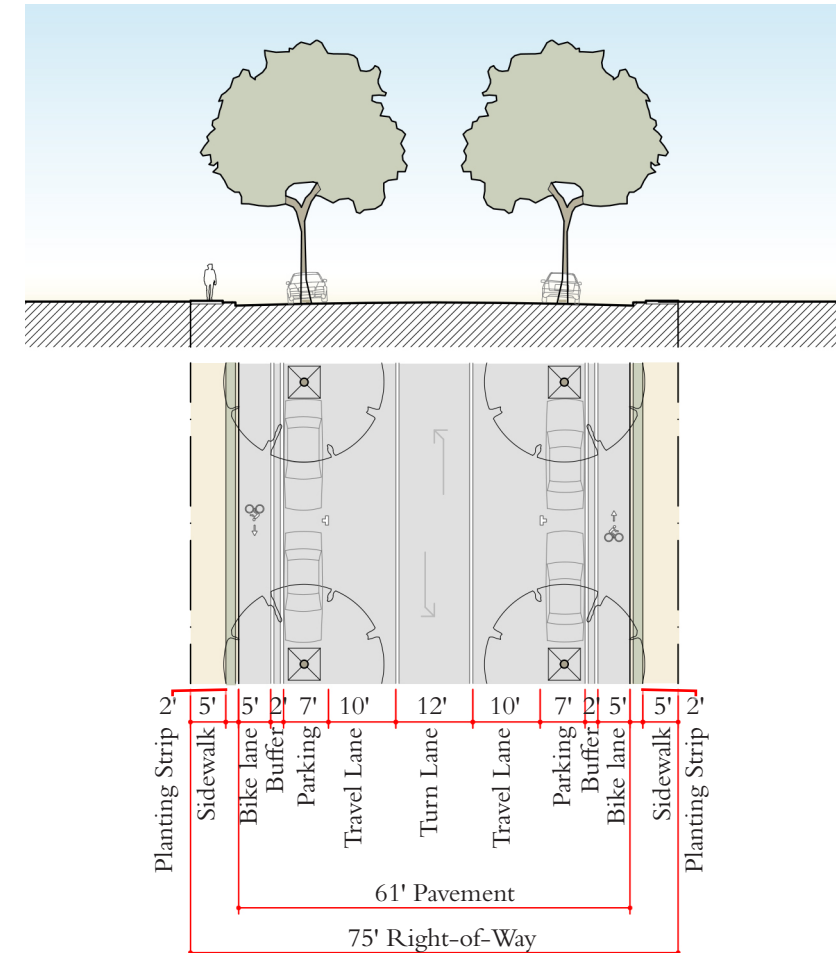
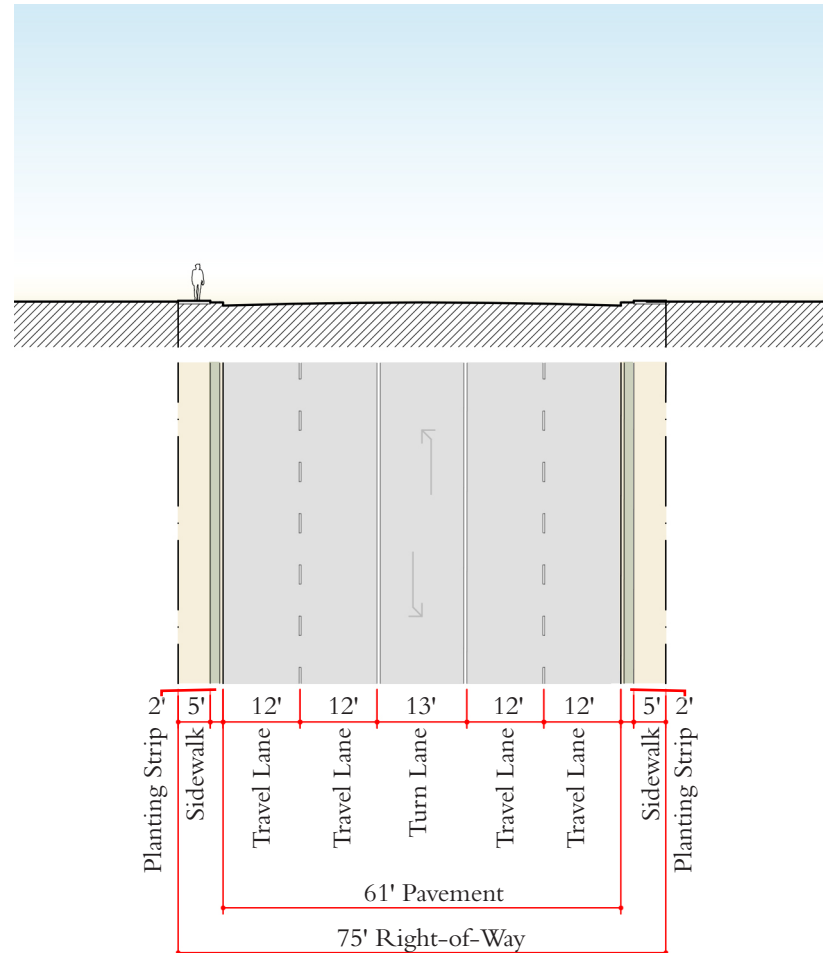
Commercial Street
Varies
24 ft., 24 ft.
Free
35 mph
Two-Way
24 ft., 24 ft.
None
None
Varies
Curb and Gutter
Continuous, including median
None
Sidewalk, both sides

Commercial Street
100 ft.
25.5 ft., 25.5 ft.
Slow
25 mph
Two-Way
10.5 ft., 10.5 ft.
Parallel, both sides
Buffered Bike Lane
12 ft. Curb Radius
6" Header Curbs; Curb and Gutter
Tree Grate; Continuous in median
Allee, 30 ft. on center
Sidewalk, both sides

Notes

The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.

This alternate proposal by DPW would allow the outer curb and storm drains to remain where they are. The extra pavement needed for the improvements would be taken out of the median.



Thoroughfare Name

Existing Hilliard Rd
Existing Conditions

Proposed Hilliard Rd
Between Lakeside Avenue and Hermitage Rd

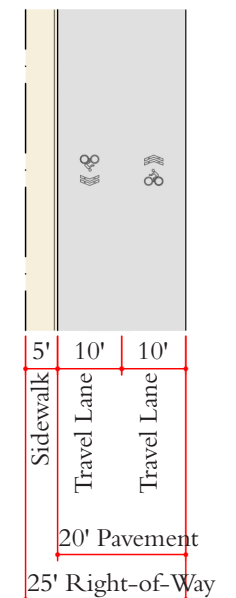
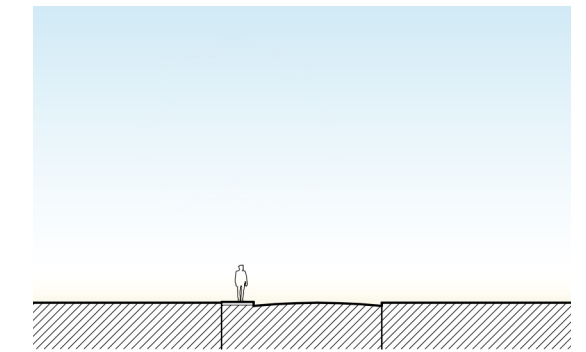
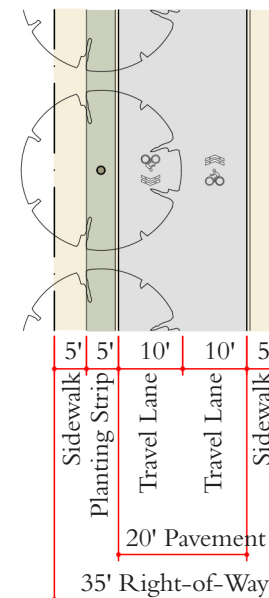
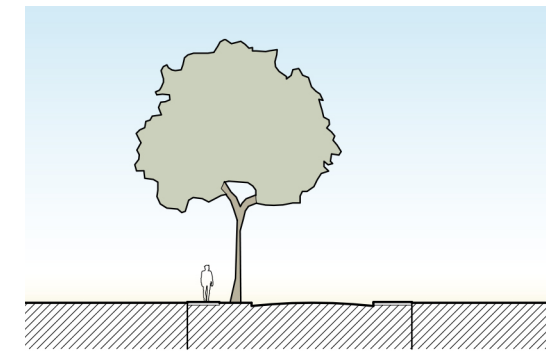
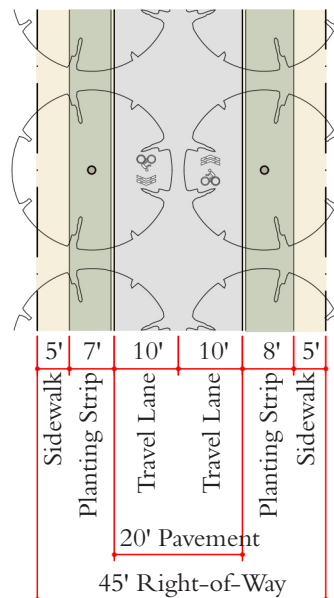
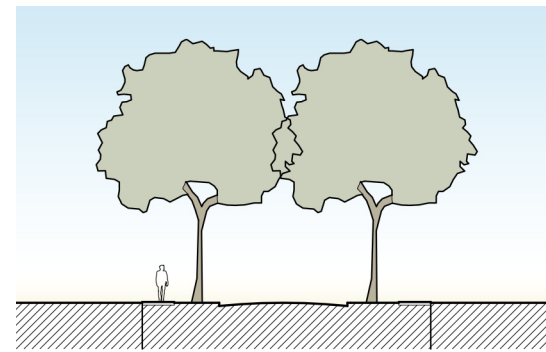
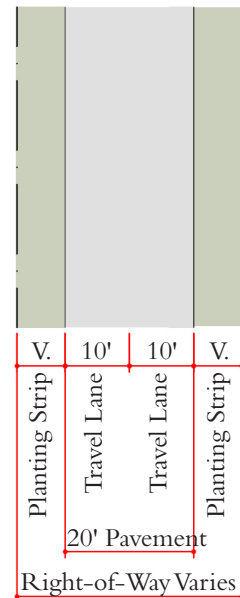
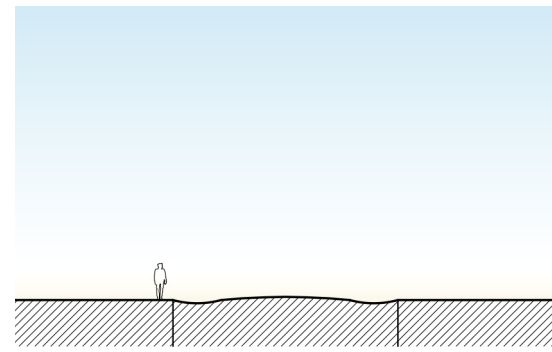
General	Thoroughfare Type
	Right-of-Way Width
	Pavement Width
Vehicular Lanes	Vehicular Movement
	Design Speed
	Traffic Flow
	Vehicular Clear Width
	Parking Condition
Public Frontage	Bicycle Provision
	Pavement / Curb Radius
	Curb Type
	Planter Type
	Tree Planting Pattern
Walkway Type	

Street
75 ft.
61 ft.
Free
40 mph
Two-Way
61 ft.
None
None
Varies
Curb and Gutter
Continuous
None
Sidewalk, both sides

Street
75 ft.
61 ft.
Free
25 mph
Two-Way
32 ft.
Parallel, both sides
Bike Lane
12 ft. Curb Radius
6" Header Curbs; Curb and Gutter
Tree Grates
Allee, 45 ft. on center
Sidewalk, both sides

Notes

The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.



Thoroughfare Name

Existing Hermitage Rd
Existing Condition

Proposed Hermitage Rd
Between Dumbarton Rd and Trumpet Branch

Proposed Hermitage Rd
Between Trumpet Branch and Ingleside Ave

Proposed Hermitage Rd
Between Ingleside Ave and Hilliard Rd

General	Thoroughfare Type
	Right-of-Way Width
	Pavement Width
Vehicular Lanes	Vehicular Movement
	Design Speed
	Traffic Flow
	Vehicular Clear Width
	Parking Condition
Public Frontage	Bicycle Provision
	Pavement / Curb Radius
	Curb Type
	Planter Type
	Tree Planting Pattern
	Walkway Type

Street
Varies
20 ft.
Free
25 mph
Two-Way
20 ft.
No Parking
Shared with Vehicles
Varies
Swales
Continuous
None
None

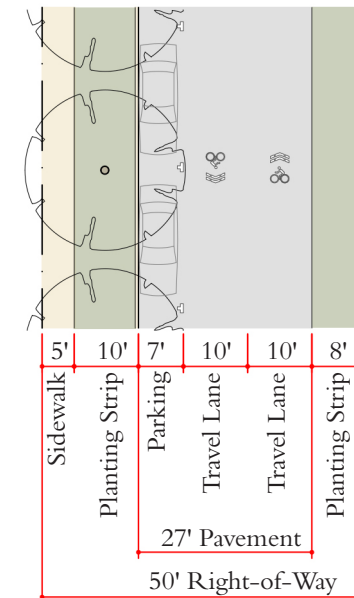
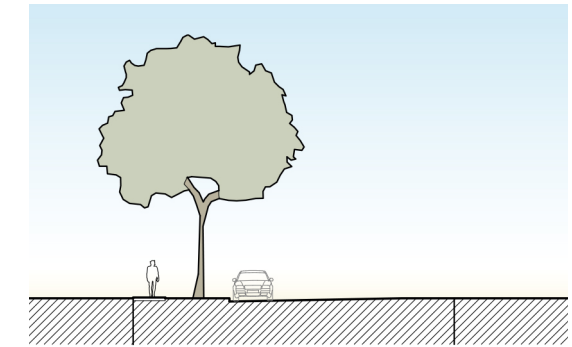
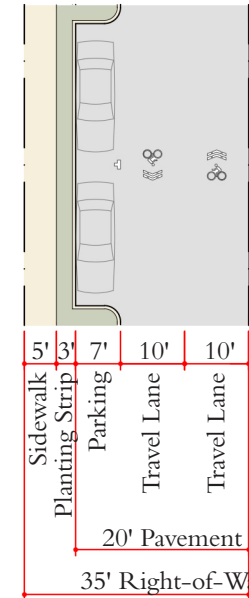
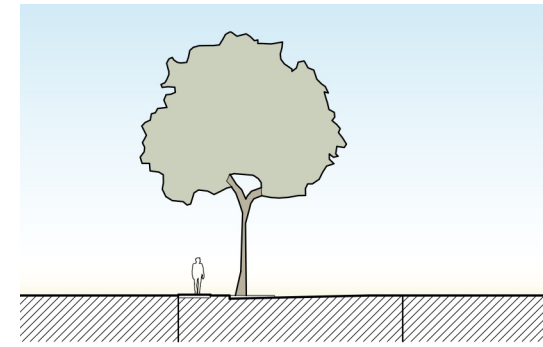
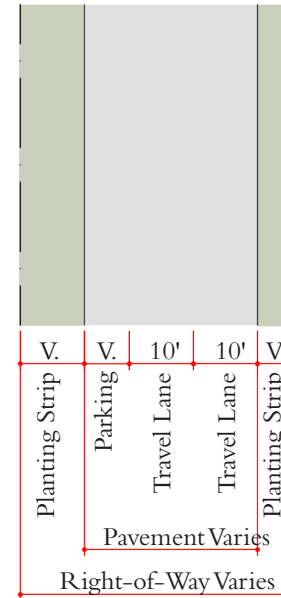
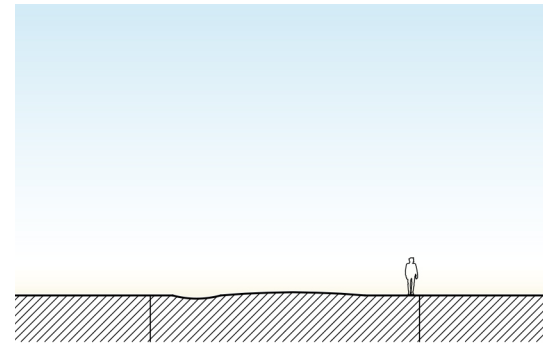
Street
45 ft.
20 ft.
Slow
20 mph
Two-Way
20 ft.
No Parking
Shared with Vehicles, Signed Route
12 ft. Curb Radius
6" Header Curbs; Curb and Gutter
Continuous
Allee, 30 ft. on center
Sidewalk, both sides

Street
35 ft.
20 ft.
Slow
20 mph
Two-Way
20 ft.
No Parking
Shared with Vehicles, Signed Route
12 ft. Curb Radius
6" Header Curbs; Curb and Gutter
Continuous
Allee, 30 ft. on center
Sidewalk, both sides

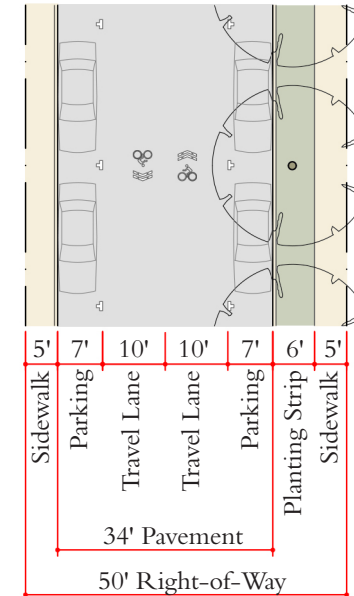
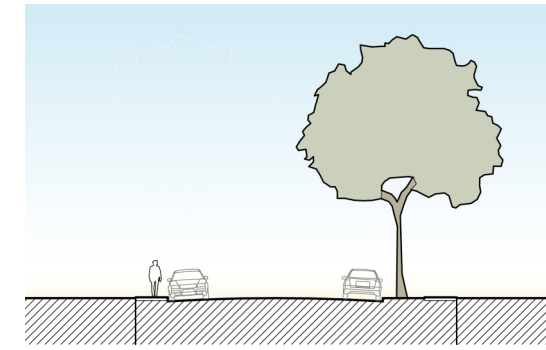
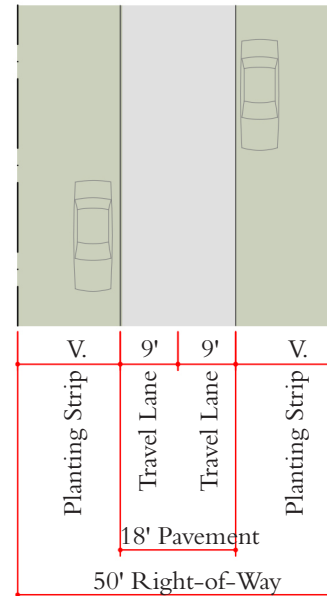
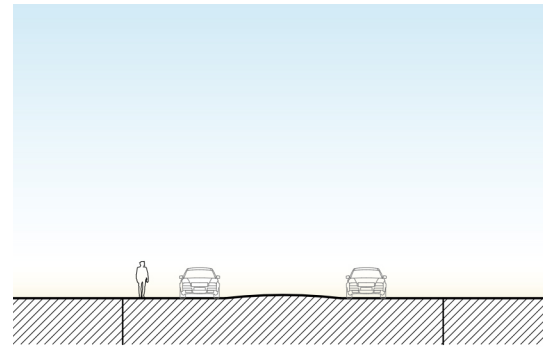
Street
25 ft.
20 ft.
Slow
20 mph
Two-Way
20 ft.
No Parking
Shared with Vehicles, Signed Route
12 ft. Curb Radius
6" Header Curbs; Curb and Gutter
None
N/A
Sidewalk, one side

Notes

The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.



Thoroughfare Name		Existing Club Rd	Proposed Club Rd	Proposed Club Rd
		Existing Condition	South Portion	North Portion
General	Thoroughfare Type	Street	Street	Street
	Right-of-Way Width	Varies	35 ft.	50 ft.
	Pavement Width	Varies	27 ft.	27 ft.
Vehicular Lanes	Vehicular Movement	Free	Slow	Slow
	Design Speed	25 mph	20 mph	20 mph
	Traffic Flow	Two-Way	Two-Way	Two-Way
	Vehicular Clear Width	20 ft.	20 ft.	20 ft.
	Parking Condition	Varies; No parking; On Street; On Grass	Parallel, one side	Parallel, one side
Public Frontage	Bicycle Provision	Shared with Vehicles	Shared with Vehicles, Signed Route	Shared with Vehicles, Signed Route
	Pavement / Curb Radius	Varies	12 ft. Curb Radius	12 ft. Curb Radius
	Curb Type	Swales	6" Header Curb; Curb and Gutter; Swale	6" Header Curb; Curb and Gutter; Swale
	Planter Type	Continuous	Continuous	Continuous
	Tree Planting Pattern	None	Allee, 60 ft. on center	Allee, 30 ft. on center
	Walkway Type	None	Sidewalk, one side	Sidewalk, one side
Notes		The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.		

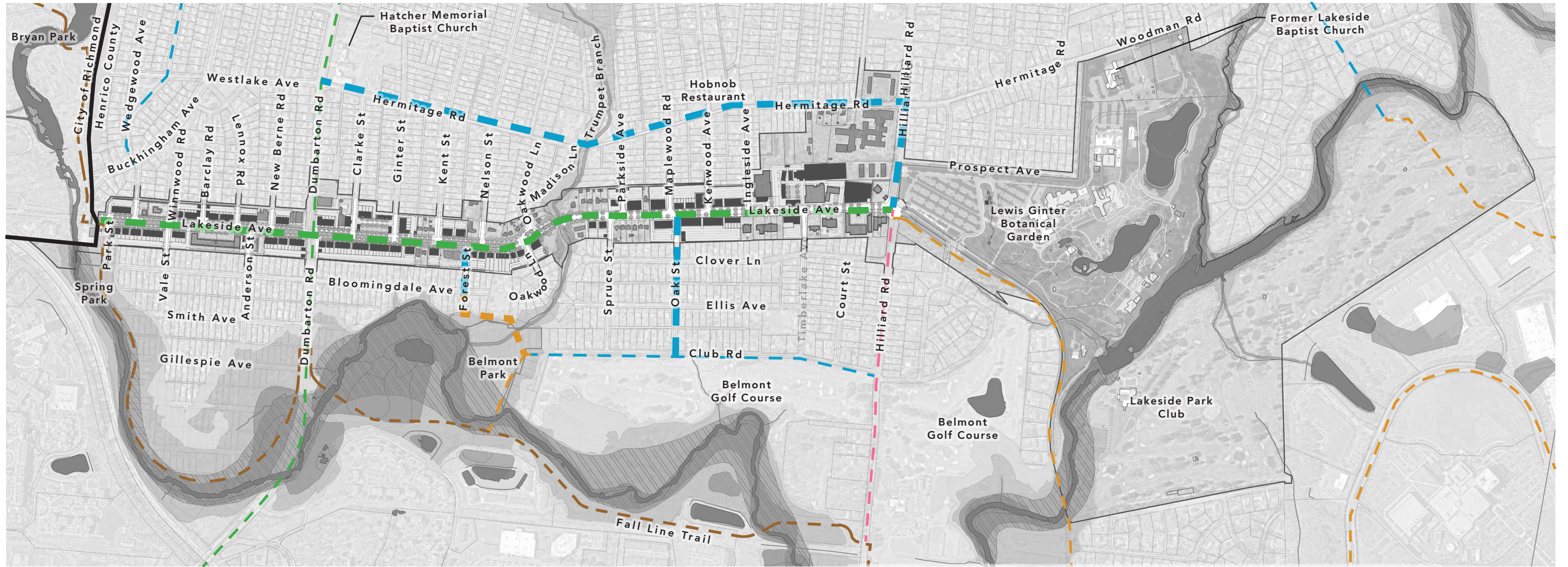


Thoroughfare Name	
General	Thoroughfare Type
	Right-of-Way Width
	Pavement Width
Vehicular Lanes	Vehicular Movement
	Design Speed
	Traffic Flow
	Vehicular Clear Width
	Parking Condition
Public Frontage	Bicycle Provision
	Pavement / Curb Radius
	Curb Type
	Planter Type
	Tree Planting Pattern
	Walkway Type
	Notes

Existing Oak St Existing Condition	
Street	50 ft.
18 ft.	Free
25 mph	Two-Way
18 ft.	Varies; No parking; On Grass
Shared with Vehicle	Varies
Swales	Continuous
None	None
None	

Proposed Oak St Between Lakeside Ave and Club Rd	
Street	50 ft.
34 ft.	Slow
20 mph	Two-Way
20 ft.	Parallel, both sides
Shared with Vehicles, Signed Route	12 ft. Curb Radius
6" Header Curbs; Curb and Gutter; Swale	Continuous
Allee, 30 ft. on center	Sidewalk, both sides

The existing condition shown is approximate and should be confirmed by a survey prior to the detail design of any thoroughfare improvements.



Key

- City / County Boundary
- Existing
- Previously Proposed/Approved
- Proposed by This Study

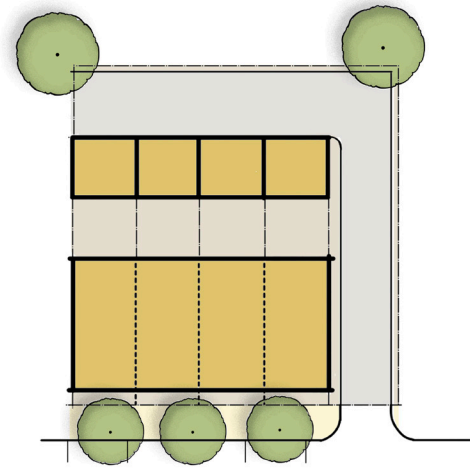
Bike Designation

- Fall Line Trail
- Shared-Use Path
- Bike Lane
- Buffered Bike Lane
- Signed Bike Route

For designation definitions refer to the Henrico County bike facility key for the 2045 Comprehensive Plan



Townhouse



1 unit 1 unit / lot

Parking Ratio		Spaces
Residential	per unit	1.5

Illustrated Program	Spaces
4 Townhouse Units	6

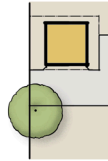
Total Requested 6

Parking Provided	
Off-Street Parking (garage)	8
On-Street Parking	4

Total Provided 12

Difference +6

Carriage House



1 unit 1 unit / lot

Parking Ratio		Spaces
Residential	per unit	1.5

Illustrated Program	Spaces
1 Carriage House	2

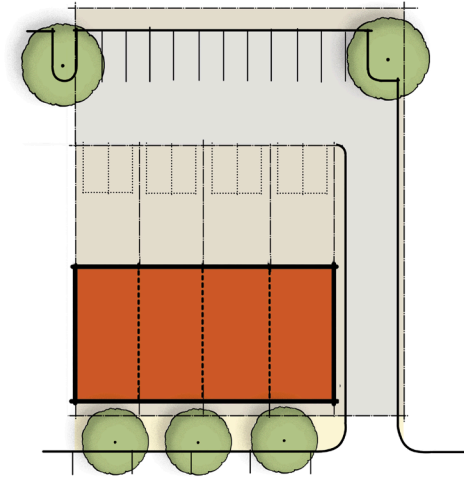
Total Requested 2

Parking Provided	
Off-Street Parking (garage)	2
On-Street Parking	0

Total Provided 2

Difference +0

Live-Work



24' x 50' Footprint 1,200 SF / unit

1 unit / upper floor 1 unit / lot

Parking Ratio		Spaces
Commercial	per 1,000 SF	4
Residential	per unit	2

Illustrated Program	Spaces
4 Live-Work Units	24

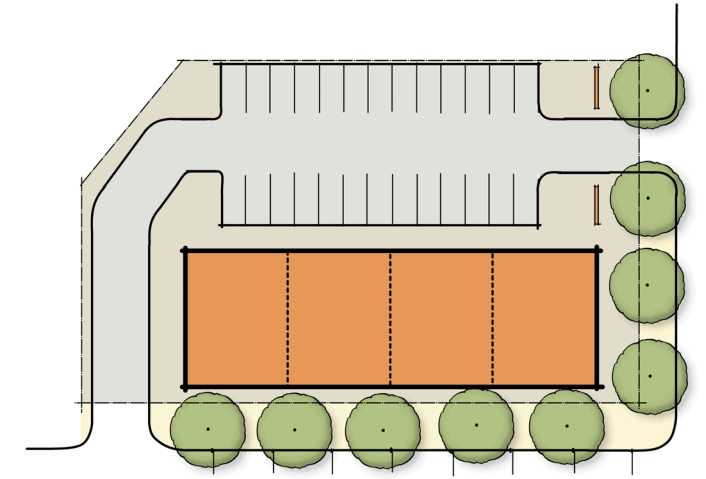
Total Requested 24

Parking Provided	
Off-Street Parking	20
On-Street Parking	4

Total Provided 24

Difference 0

Single-Story Commercial



45' x 50' Footprint 2,250 SF / unit

Parking Ratio		Spaces
Single-Story Commercial	per 1,000 SF	3

Illustrated Program	Spaces
9,000 SF Single-Story Commercial	27

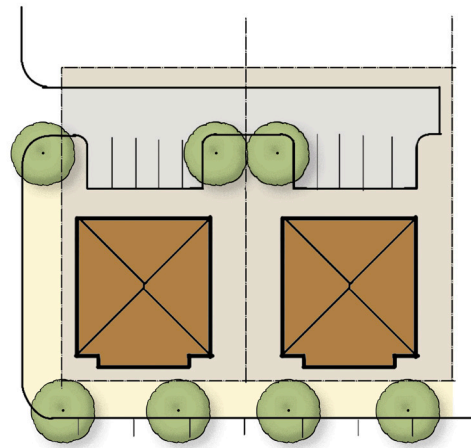
Total Requested 27

Parking Provided	
Off-Street Parking	26
On-Street Parking	7

Total Provided 33

Difference +6

4-Plex (2 Stories)



2 units / floor 4 units / lot

Parking Ratio	Spaces
Residential	per unit 1.5

Illustrated Program	Spaces
8 units	12

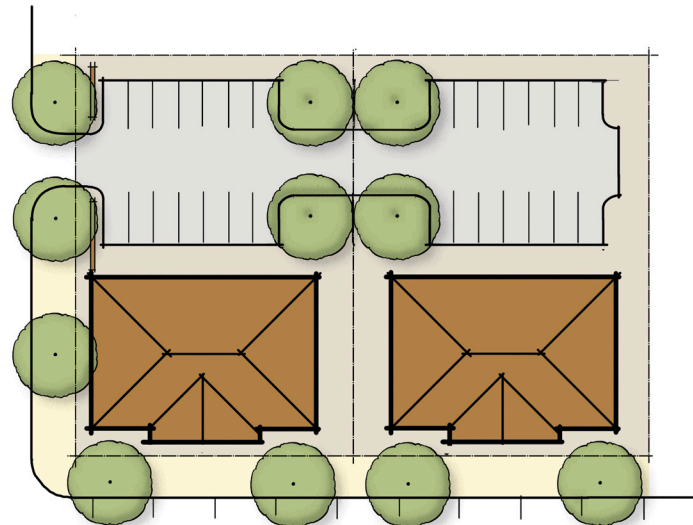
Total Requested 12

Parking Provided	Spaces
Off-Street Parking	10
On-Street Parking	6

Total Provided 16

Difference +4

12-Plex (3 Stories)



4 units / floor 12 units / lot

Parking Ratio	Spaces
Residential	per unit 1.5

Illustrated Program	Spaces
24 units	36

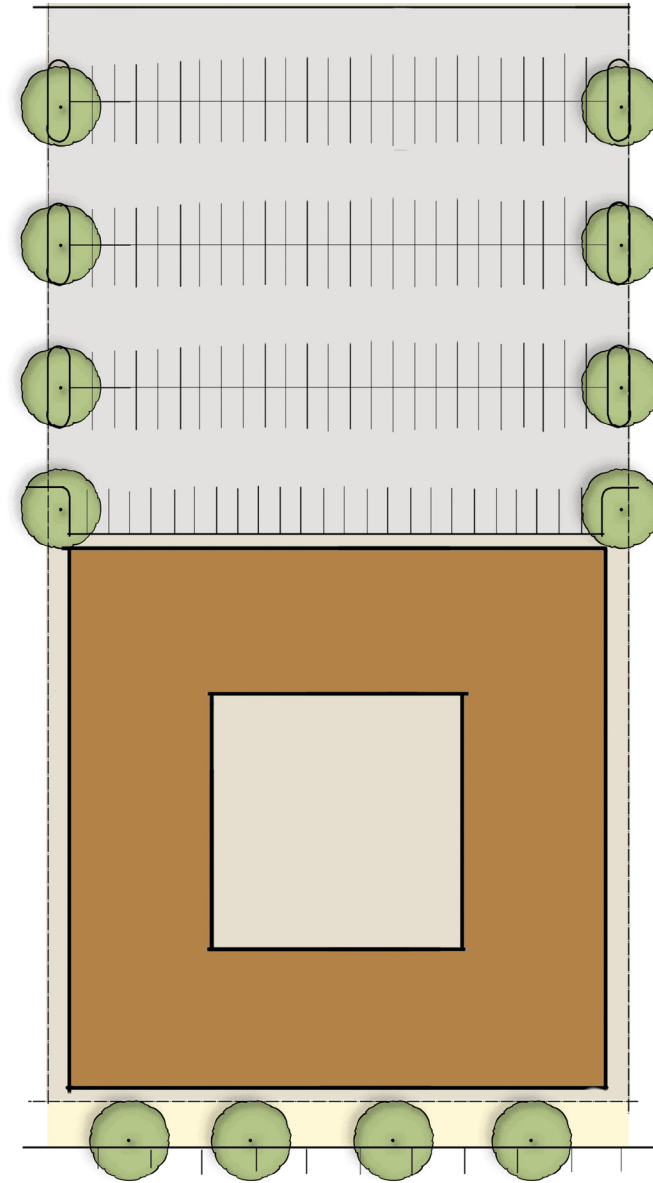
Total Requested 36

Parking Provided	Spaces
Off-Street Parking	28
On-Street Parking	9

Total Provided 37

Difference +1

Corridor Apartment Building (3 Stories)



40 units / floor 120 units / lot

Parking Ratio	Spaces
Residential	per unit 1.5

Illustrated Program	Spaces
120 units	6

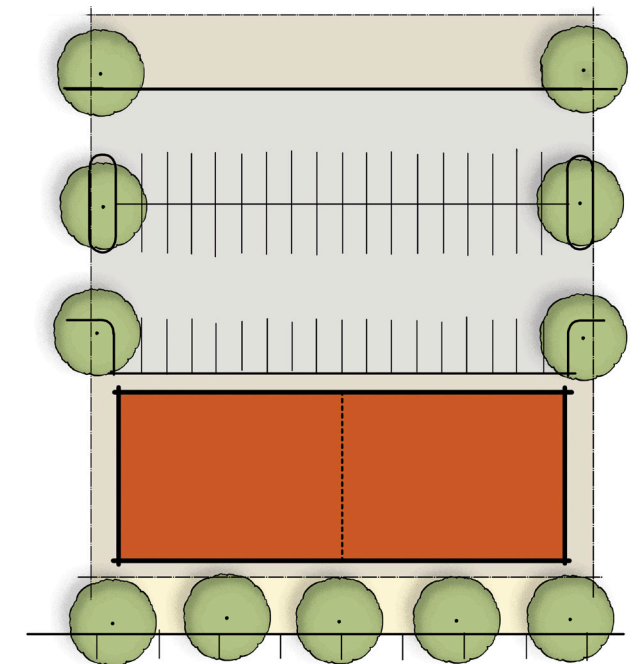
Total Requested 180

Parking Provided	Spaces
Off-Street Parking	175
On-Street Parking	10

Total Provided 185

Difference +5

Residential over Commercial (3 Stories)



90' x 65' Footprint 11,700 SF / unit

8 units / upper floor 16 units / lot

Parking Ratio	Spaces
Commercial	per 1,000 SF 3
Residential	per unit 1.5

Illustrated Program	Spaces
11,700 SF Commercial	35
16 Residential Units	24

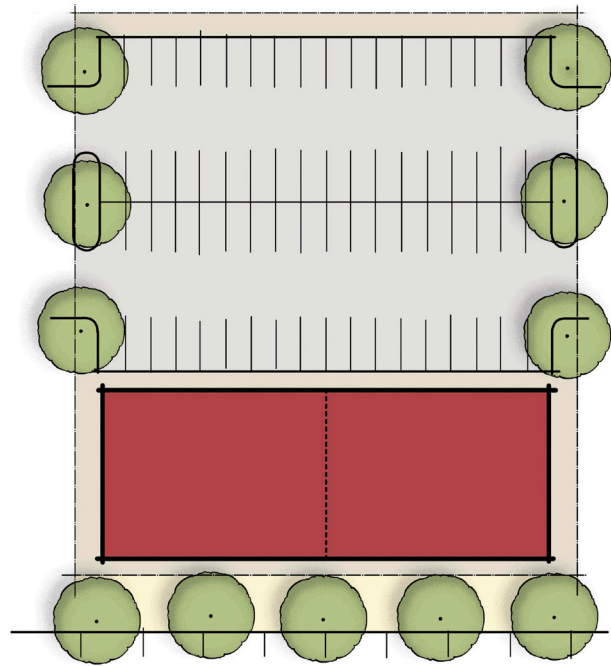
Total Requested 59

Parking Provided	Spaces
Off-Street Parking	58
On-Street Parking	8

Total Provided 66

Difference +7

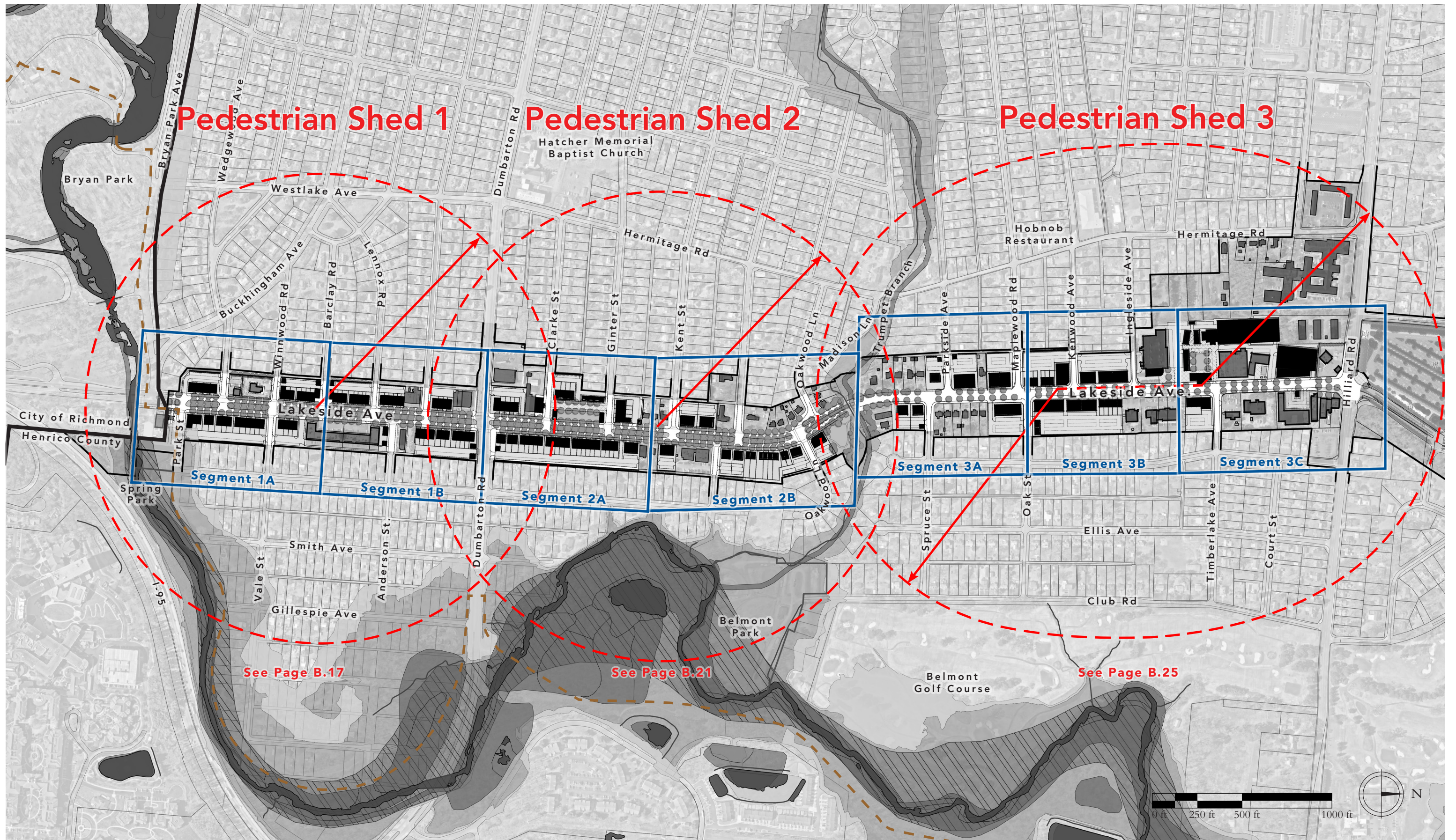
Office over Commercial (2 Stories)

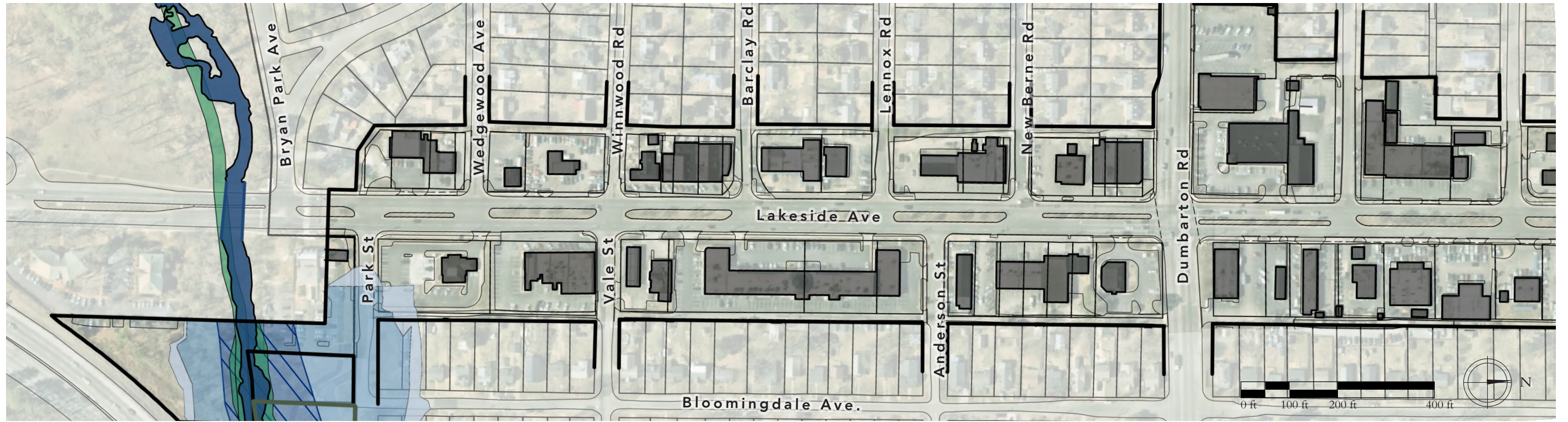


90' x 65' Footprint 11,700 SF / floor

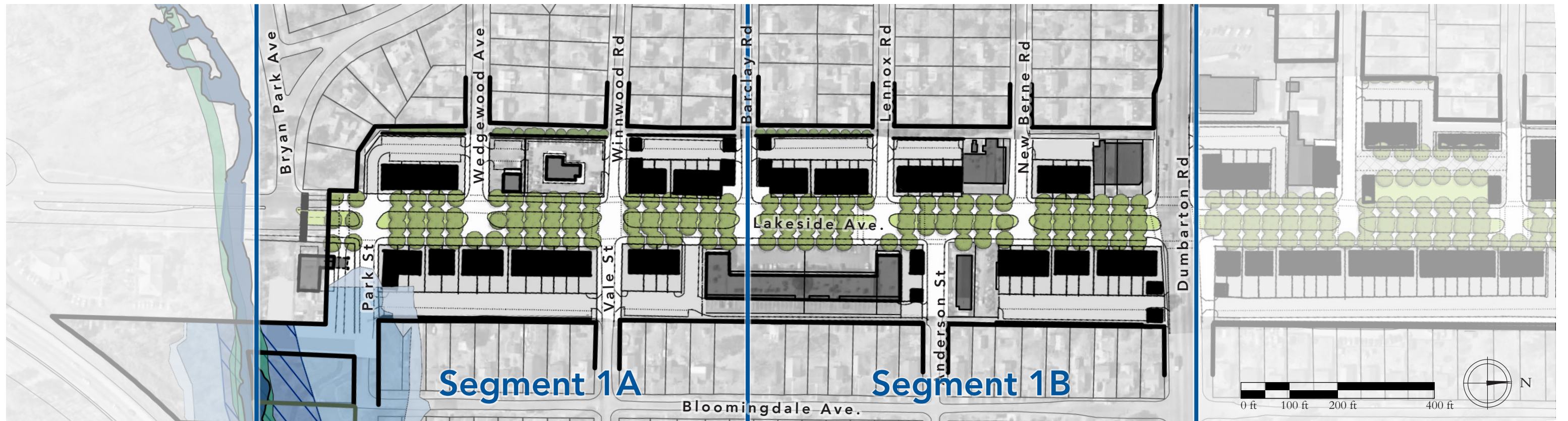
Parking Ratio		Spaces
Commercial	per 1,000 SF	3
Office	per 1,000 SF	3

Illustrated Program	Spaces
11,700 SF Commercial	35
11,700 SF Office	35
Total Requested	70
Parking Provided	
Off-Street Parking	72
On-Street Parking	8
Total Provided	80
Difference	+10

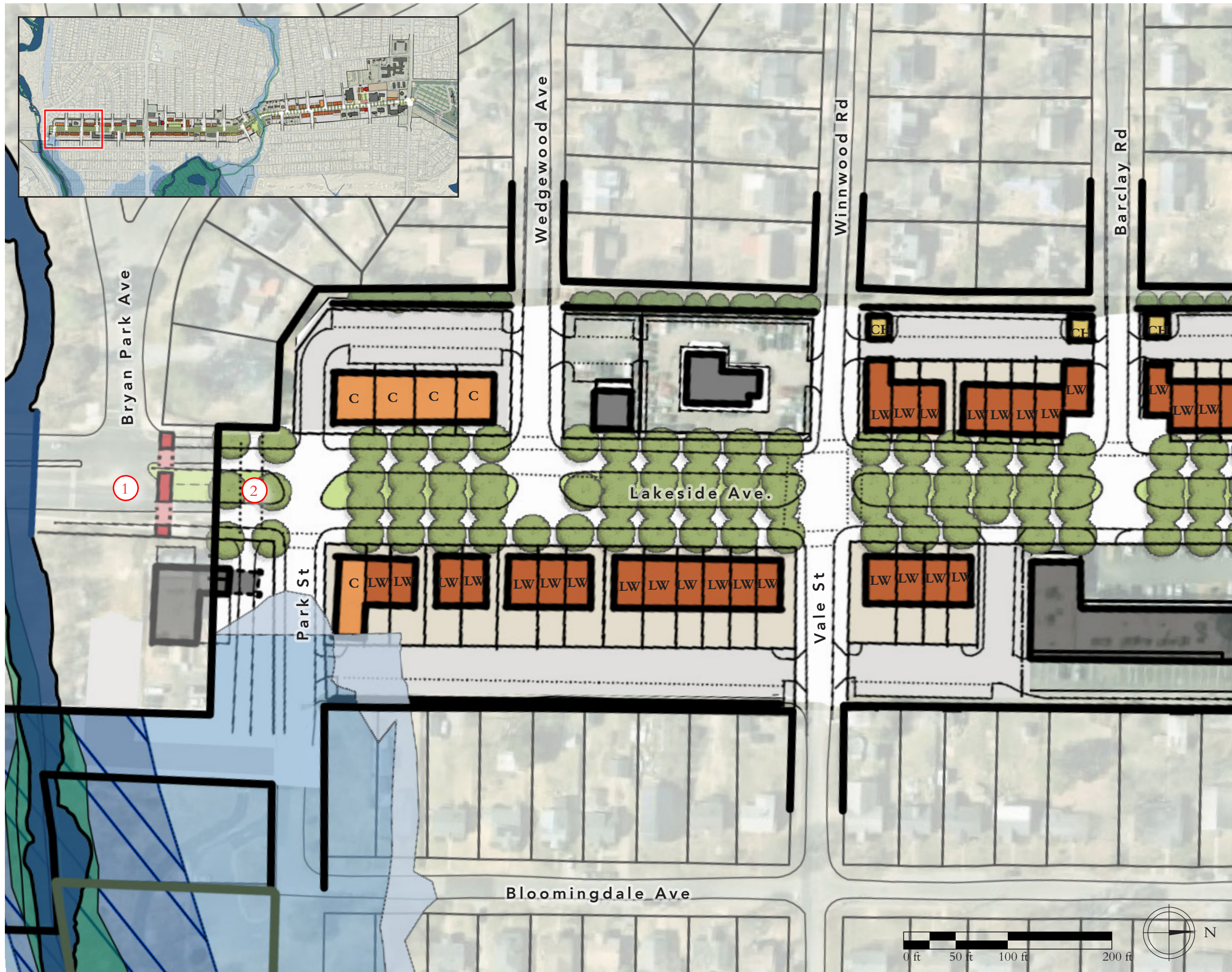




Existing Conditions



Illustrative Plan



Building Types Key

- CH Carriage House
- LW Live-work
- C One-Story Commercial
- Existing Buildings

Annotations

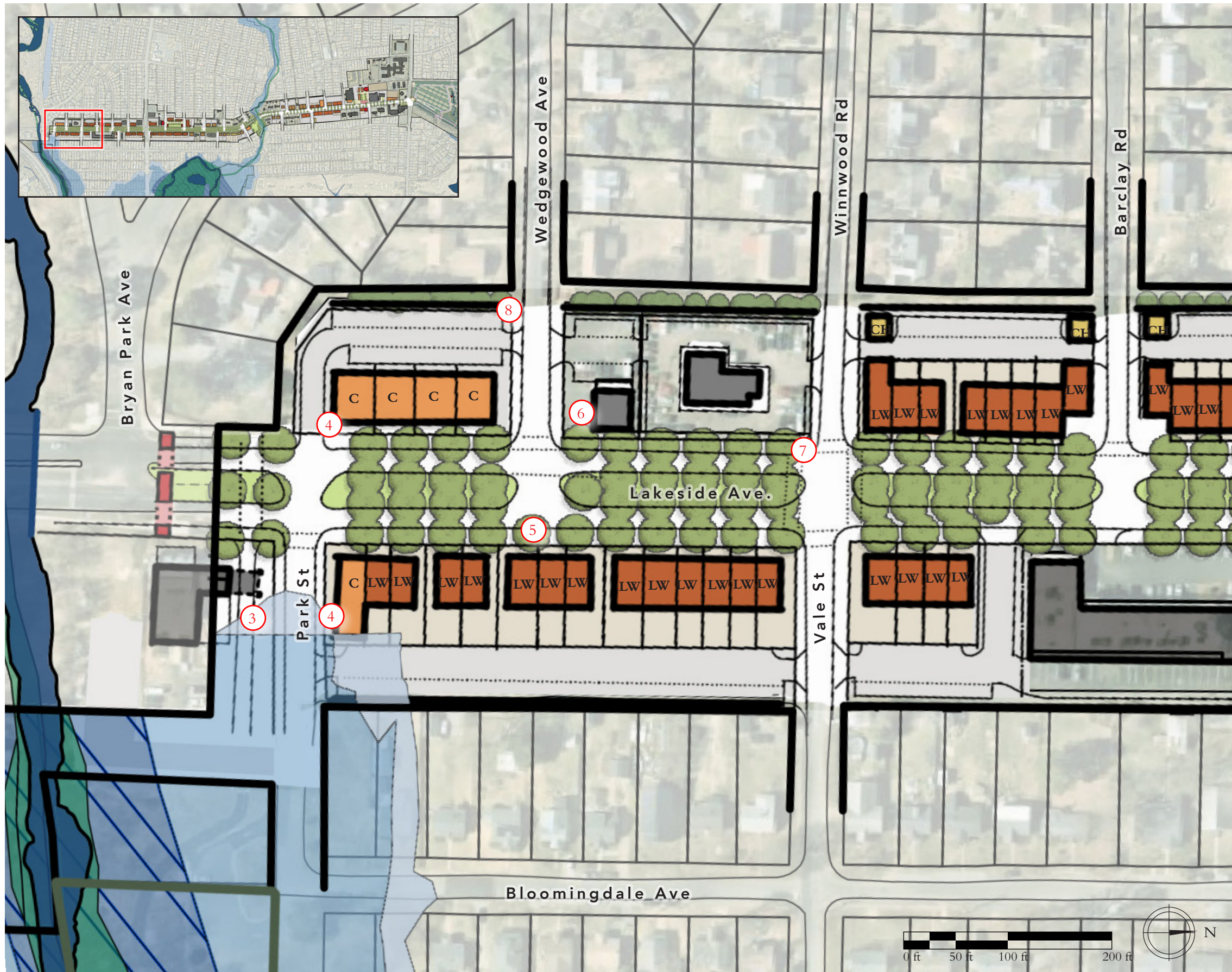
Lakeside Avenue is anchored on one end by Bryan Park and on the other by the Lewis Ginter Botanical Garden. The farmers' market at Bryan Park and the gardens are both regional draws that will bring people to this area, meaning that the Lakeside neighborhood is positioned well for growth. The following pages (B.18-B.32) lay out a possible way the corridor could develop to take advantage of that growth and become branded as the Lakeside Garden District, a mixed-use walkable community

This design illustrates one possible option. The zoning and design standards recommended in Chapter C would allow a wide range of options. Individual property owners would determine if and how they choose to develop their own lots.

- ① Entrance feature marking the threshold of the Lakeside Garden District, similar to the historic entrance to Bryan Park shown below. Such a feature over Lakeside Avenue could be composed of two arches, with a pier in the median.



- ② The Study Area begins, and the street transitions to the proposed street design with sidewalks, on-street parking, bike lanes, and narrower travel lanes (see page B.6). This will cause cars to slow down making the corridor safer for pedestrians.

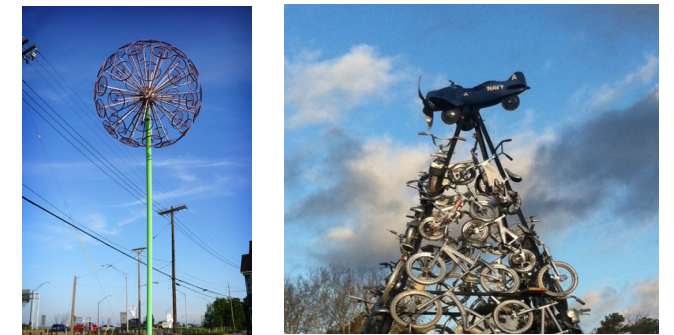


Building Types Key

- CH Carriage House
- LW Live-work
- C One-Story Commercial
- Existing Buildings

Annotations

③ Fall Line Trail is linked to Lakeside Avenue via Spring Park and the Sports Backers facility. This connection should be integrated with the entrance feature (see note #1) and could include public art such as these examples from the Morgana Run Trail in Cleveland, Ohio, or from the Lakeside Farmers' Market.



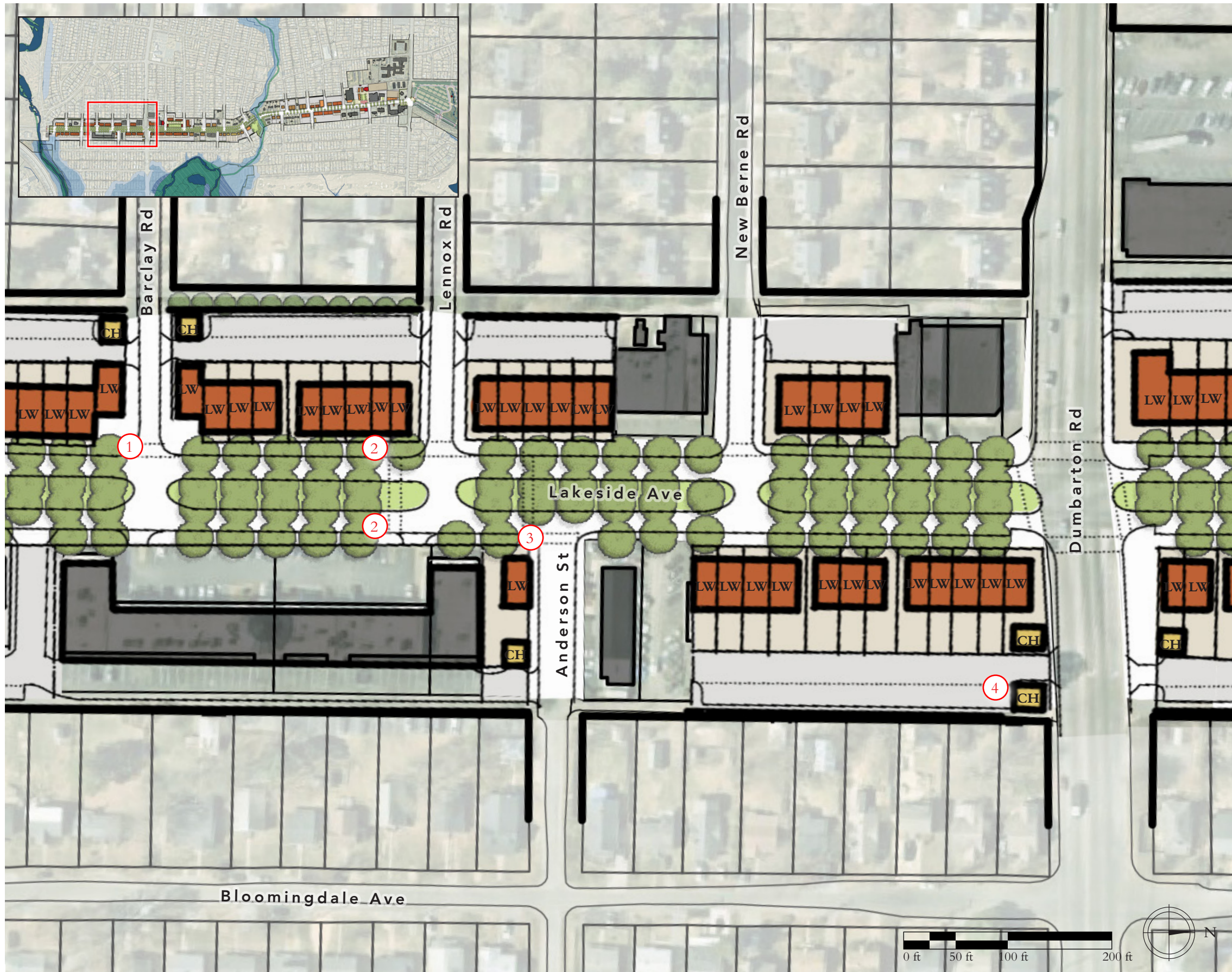
④ A few larger commercial spaces would be suitable for restaurants, which would contribute to this trailhead as a destination along the Fall Line Trail.

⑤ This portion of Lakeside Avenue primarily features low-intensity commercial building types such as live-work buildings and one-story commercial. These building types would contribute commercial activity where the corridor meets Bryan Park and the Fall Line Trail, while also being appropriately scaled to the limited lot depth and potential parking.

⑥ A single row of parking may be relocated behind Roy's Big Burger, so that the current parking could become a small plaza for outdoor dining.

⑦ Curb cuts along Lakeside Avenue should be limited to maximize on-street parking and reduce conflicts between cars and pedestrians. Wherever possible, curb cuts should be located on side streets and shared by adjacent businesses with their parking lots connected to improve vehicular circulation.

⑧ Parking that abuts single family residential should be screened with fences and, where space is available, vegetation.

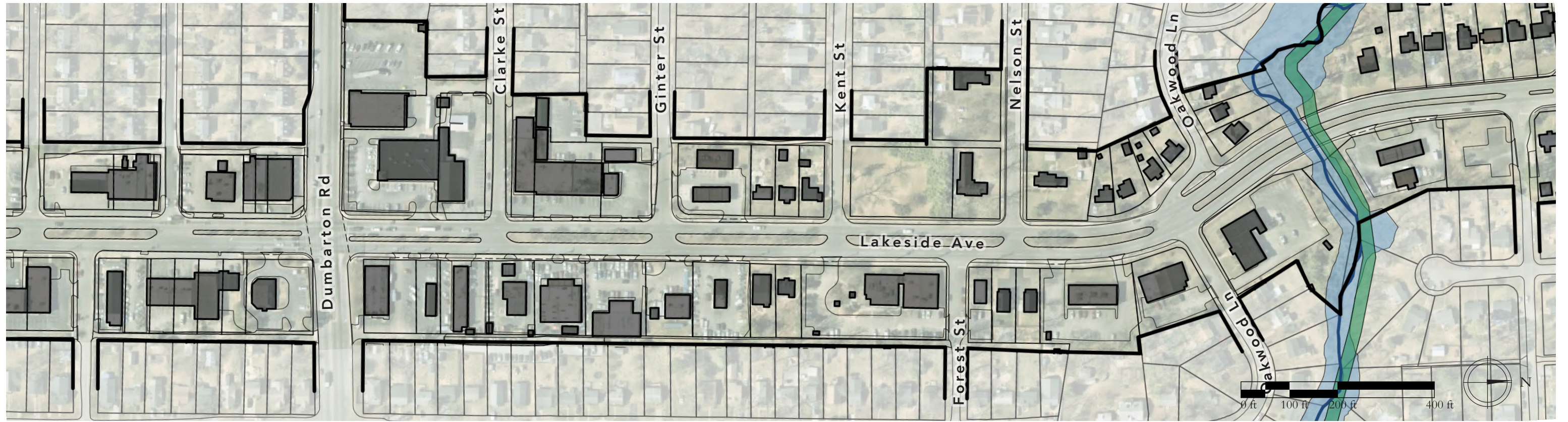


Building Types Key

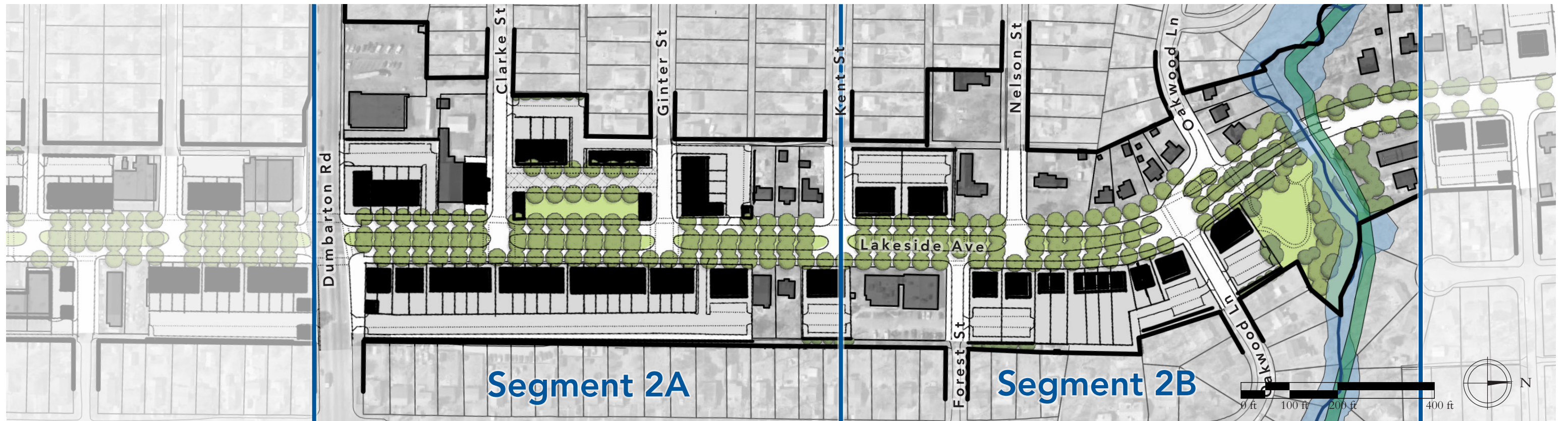
- CH Carriage House
- LW Live-work
- Existing Buildings

Annotations

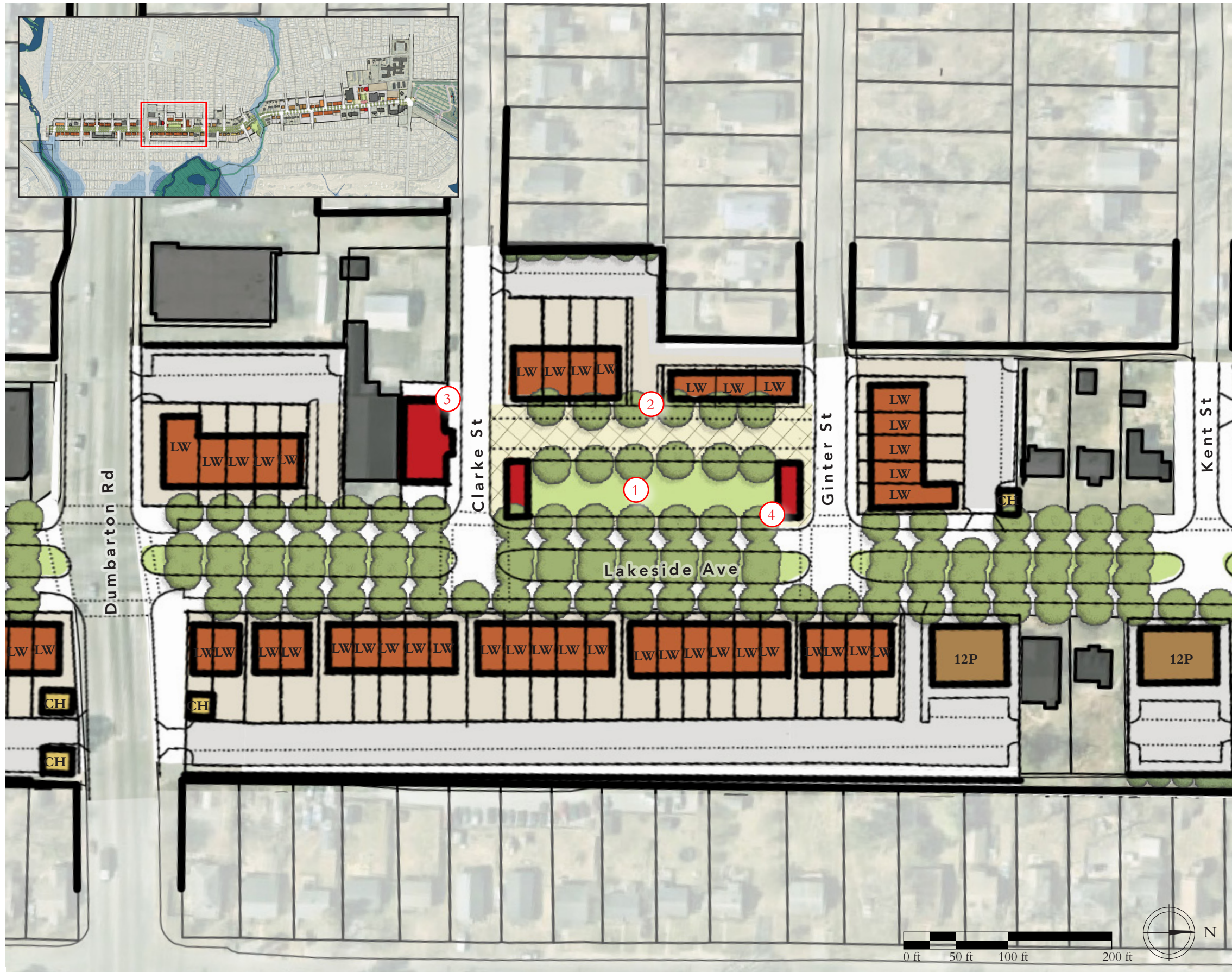
- ① Low-intensity commercial building types such as live-work buildings and one-story commercial continue along this portion of Lakeside Avenue to maintain the commercial activity throughout this portion of the corridor while also fitting in the limited lot depth. If compatible with parking demand, larger commercial and mixed-use buildings would also be appropriate here as some of the existing buildings include a more intense mix of uses.
- ② Convenient parking for businesses is provided by on-street parking spaces. Long, continuous curb cuts along Lakeside Avenue should be replaced by smaller curb cuts accessing additional parking in the rear of lots, so that the street can have improved pedestrian safety with consistent sidewalks.
- ③ The introduction of on-street parking may also reduce off-street parking needs in some locations, making it possible to add space for additional businesses where parking is no longer needed.
- ④ Where possible given parking demand, carriage houses could be introduced to screen parking from streets and provide an additional housing type.



Existing Conditions



Illustrative Plan



Building Types Key

- CH Carriage House
- LW Live-work
- 12P 12-Plex
- R/C Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

Annotations

① A square could be located here to provide a public space in between Dumbarton Road and Trumpet Branch. The space could have a character similar to this public green in Norton Commons, Kentucky.



② Live-work buildings create consistent commercial frontage along the square, while also providing additional height (being taller than one story) to better define the space as an outdoor room. Their height and proximity to the neighboring homes would be regulated by Note 1 on page C.9 and the Neighborhood Compatibility Standards.

③ A civic building could be located here. Alternatively, this side could be lined with additional live-work buildings or other commercial buildings.

④ Smaller civic structures on the square could be covered pavilions or small enclosed buildings similar to this post office in Seaside, Florida.





Building Types Key

- CH Carriage House
- LW Live-work
- 12P 12-Plex
- R/C Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

Annotations

- 5 These live-work buildings could be given a more typical buildable depth by including these 2 houses in the zone for mixed-use centers along the corridor (see T5 zone on C.5).
- 6 Businesses could dedicate a few on-street parking spaces on Lakeside Avenue as loading spaces during specific days and times.



Building Types Key

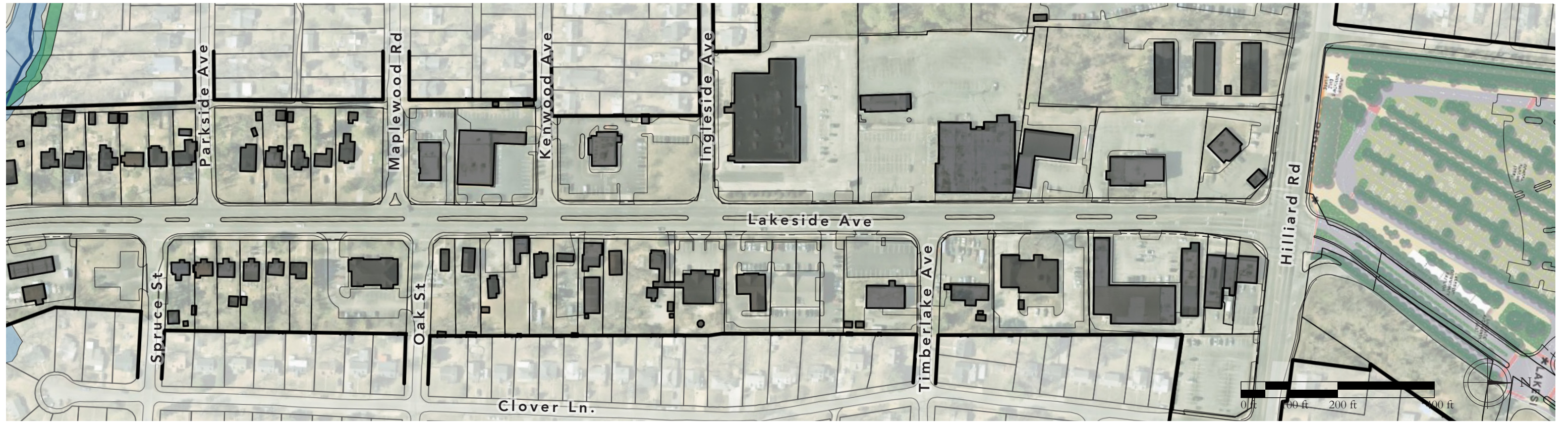
- TH Townhouse
- C One-Story Commercial
- 4P 4-Plex
- 12P 12-Plex
- Existing Buildings

Annotations

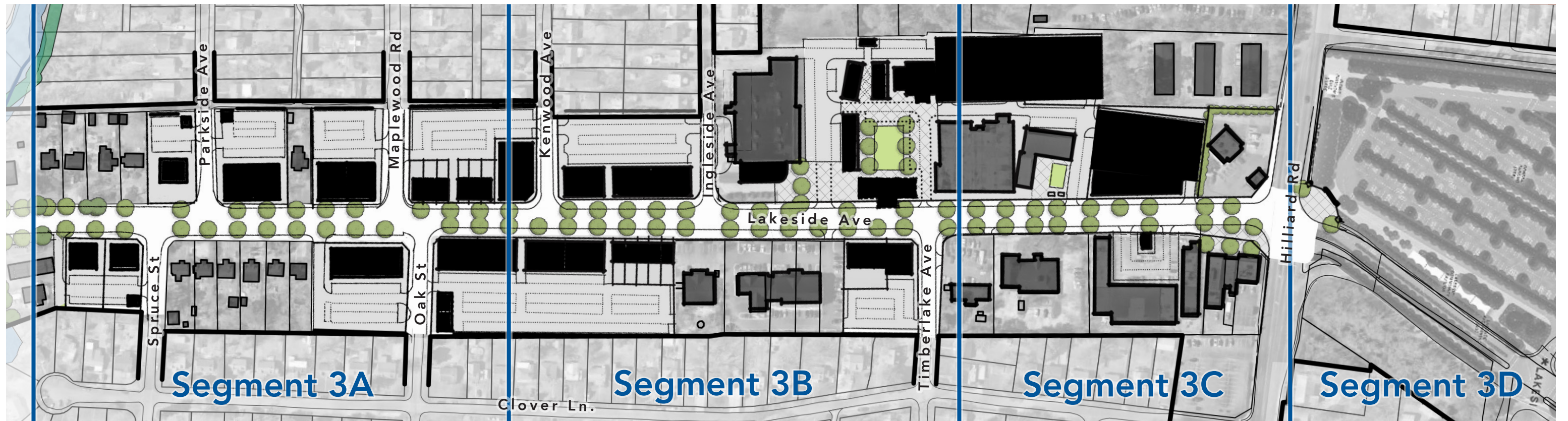
- ① As the existing buildings along the corridor transition to detached houses, smaller residential building types such as townhouses and four-plexes are introduced to complement them.
- ② Civic space with a dog park would create a useful amenity for residents of the neighborhood that is also appropriate for this less-intense portion of the corridor.
- ③ A commercial building could be paired with the dog park to bring more activity to the civic space and anchor this portion of the corridor. A tenant such as a brewery or cafe that welcomes dogs (such as Bark Social in North Bethesda, Maryland, pictured below) would provide a social space for residents.



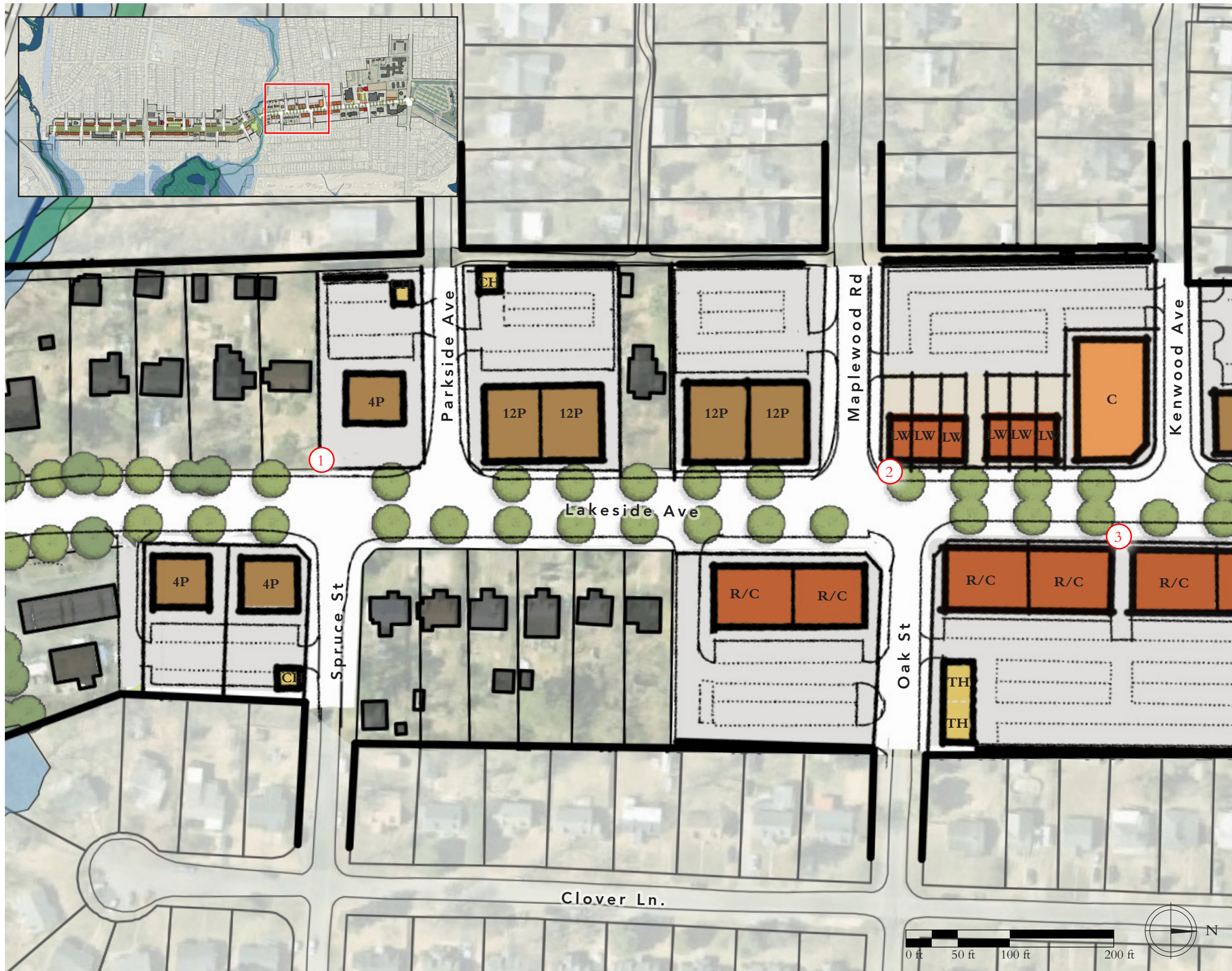
- ④ ROW narrows to 70 feet, and the street section adjusts as shown on page B.6.
- ⑤ This area of the corridor was regularly noted as challenging by the charrette attendees due to the existing speeding problem. The proposed narrower roadway design would help to slow traffic and make this area safer.



Existing Conditions



Illustrative Plan

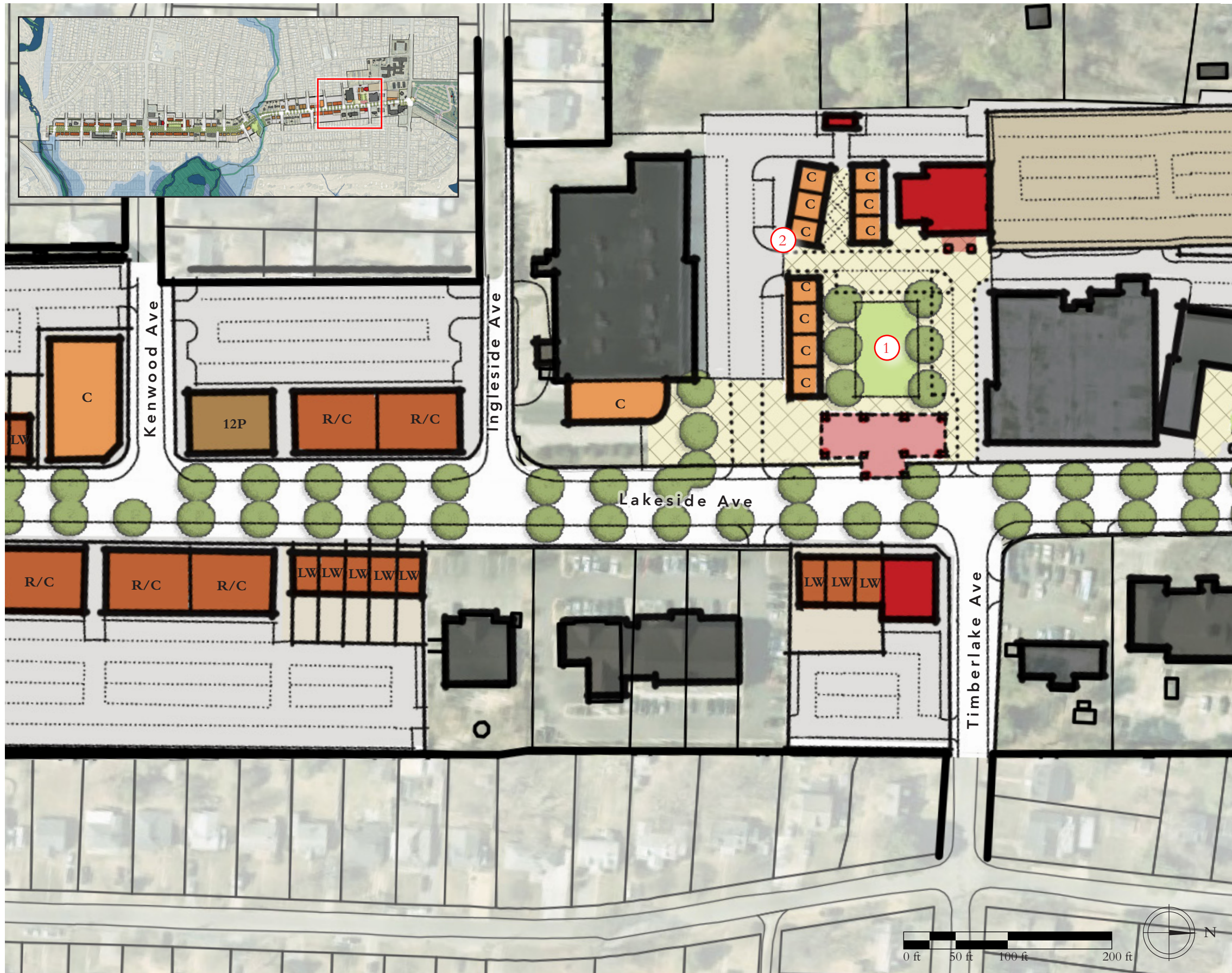


Building Types Key

- TH Townhouse
- CH Carriage House
- LW Live-work
- C One-Story Commercial
- 4P 4-Plex
- 12P 12-Plex
- R/C Mixed-Use Residential Over Commercial
- Existing Buildings

Annotations

- ① Smaller and more residential building types continue adjacent to existing houses.
- ② Moving north, buildings transition to larger types such as mixed-use residential over commercial taking advantage of larger lot depths in certain locations.
- ③ Larger commercial footprint here would be suitable for a small grocer or similar anchor tenant, which would help residents meet more of their daily needs within walking distance.



Building Types Key

- LW Live-work
- C One-Story Commercial
- 12P 12-Plex
- R/C Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

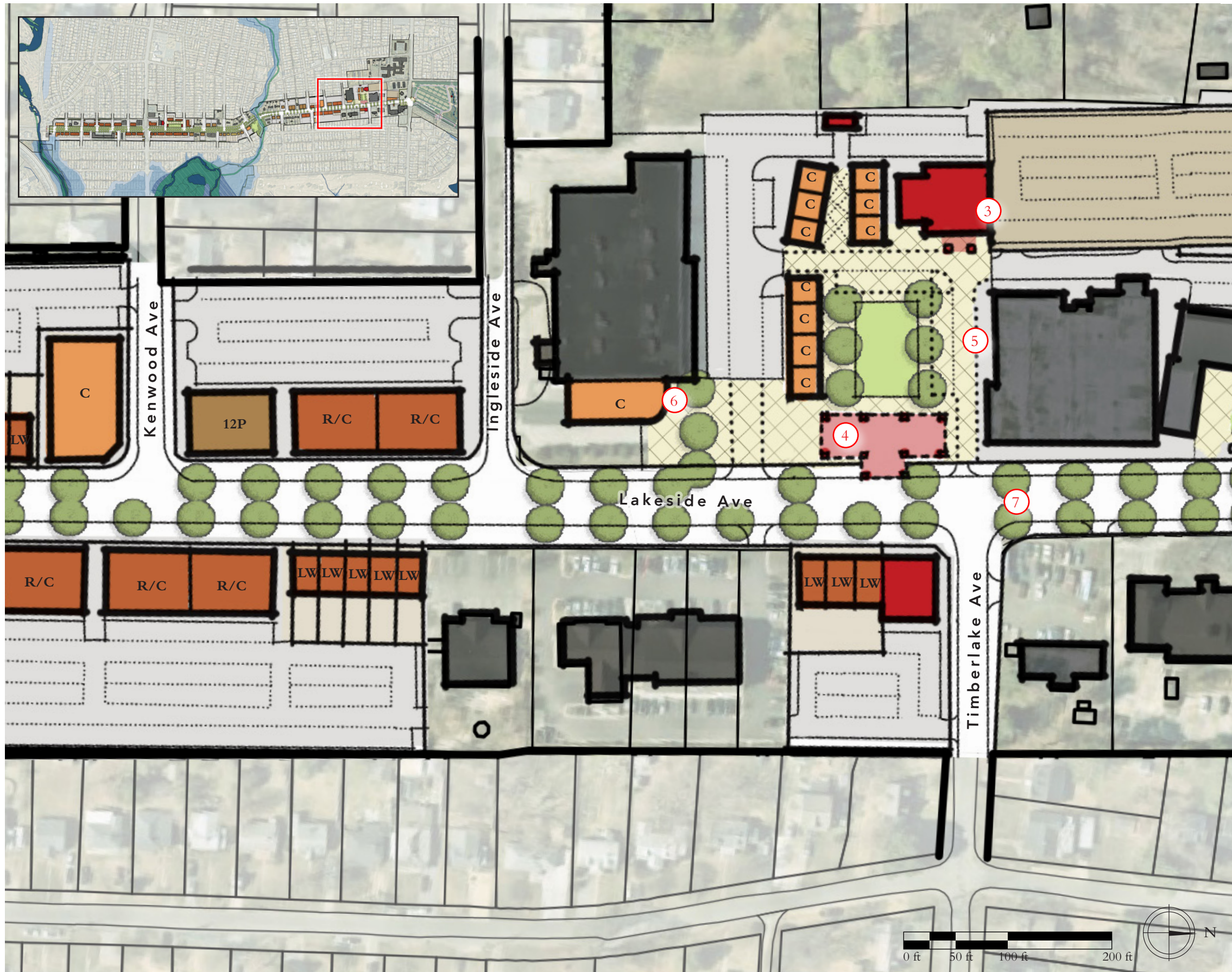
Annotations

① A square in this location would provide a larger community gathering place anchored by the Lakeside Farmers' Market and the other existing commercial activity in this portion of the corridor. The square would create a venue for events such as concerts or movie nights in addition to providing a day-to-day public space for residents of and visitors to Lakeside similar to the Lake Forest Market Square.



② Such a square would be an ideal setting for commercial incubator spaces, which could shape the sides of the square with small shops such as those shown below from Norton Commons in Louisville, Kentucky. These spaces would provide a place where additional small businesses could establish themselves in Lakeside, and they would be supported by the activity brought to this area by existing businesses, the Farmers' Market, and the proposed square.





Building Types Key

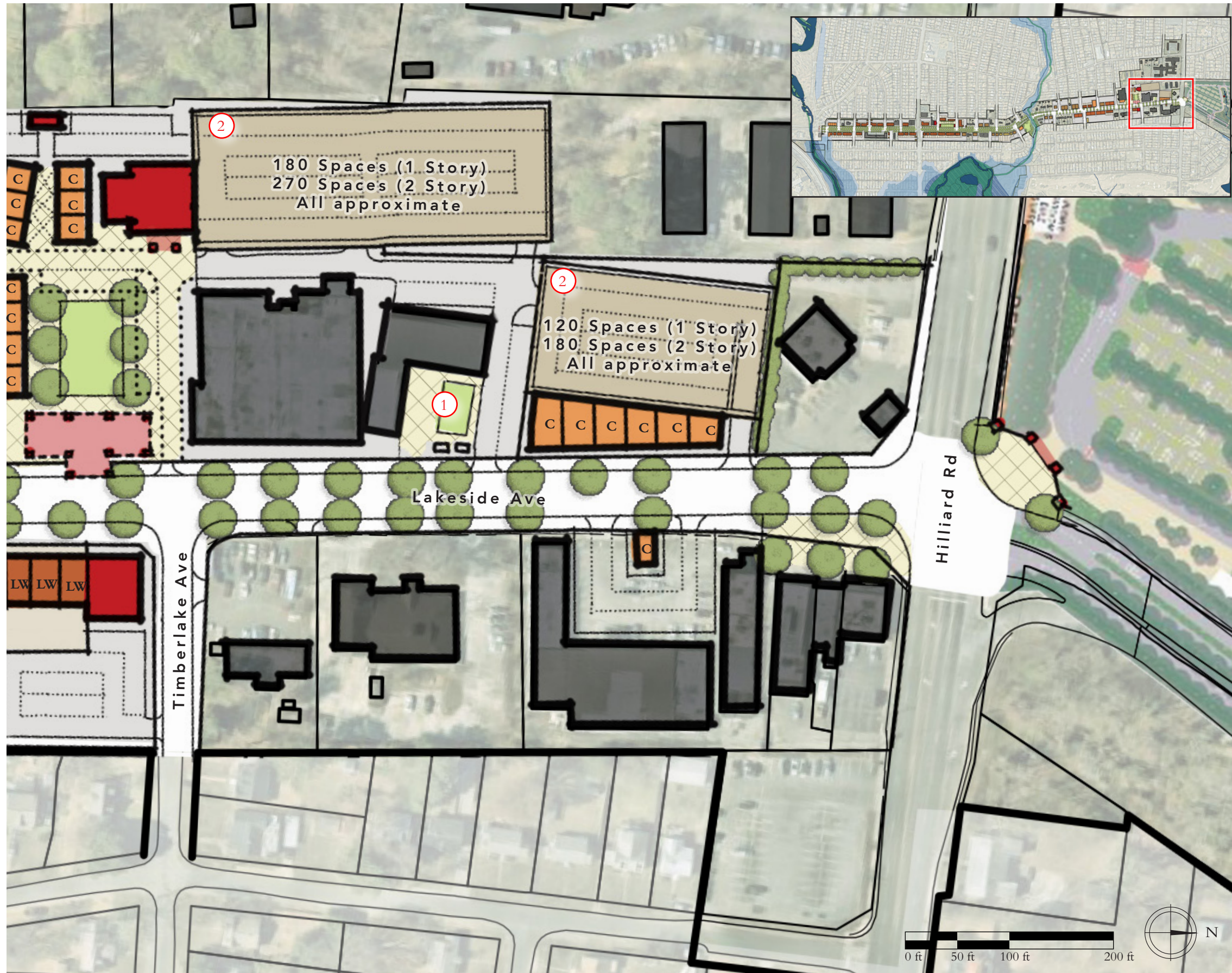
- LW Live-work
- C One-Story Commercial
- 12P 12-Plex
- R/C Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

Annotations

- 3 If the county should find it beneficial to have additional civic presence in the area, this would be a suggested location for it, because it terminates Timberlake Ave and would activate the square.
- 4 The Farmers' Market should be moved out towards the street so that it is more visible to those visiting the corridor and helps to define the proposed square and protect it from traffic.
- 5 The County or developer of the Civic Spaces like the square should consider the use of special pavers both to make the space feel special and to alert drivers that they have entered a space where they need to be aware of pedestrians.
- 6 The street side of the CVS could be lined with additional commercial space that would enliven Lakeside Avenue adjacent to the square. This space could take on a character similar to the space depicted in Hopper's Nighthawks, as seen below.



- 7 While many crosswalks are proposed throughout the corridor, the one shown at Timberlake Avenue should be the highest priority in order to provide safe crossing to the Farmers' Market and other businesses in this area. This crosswalk could also be integrated with a traffic light to address congestion in front of the fire station.



Building Types Key

- LW Live-work
- C One-Story Commercial
- Civic
- Existing Buildings

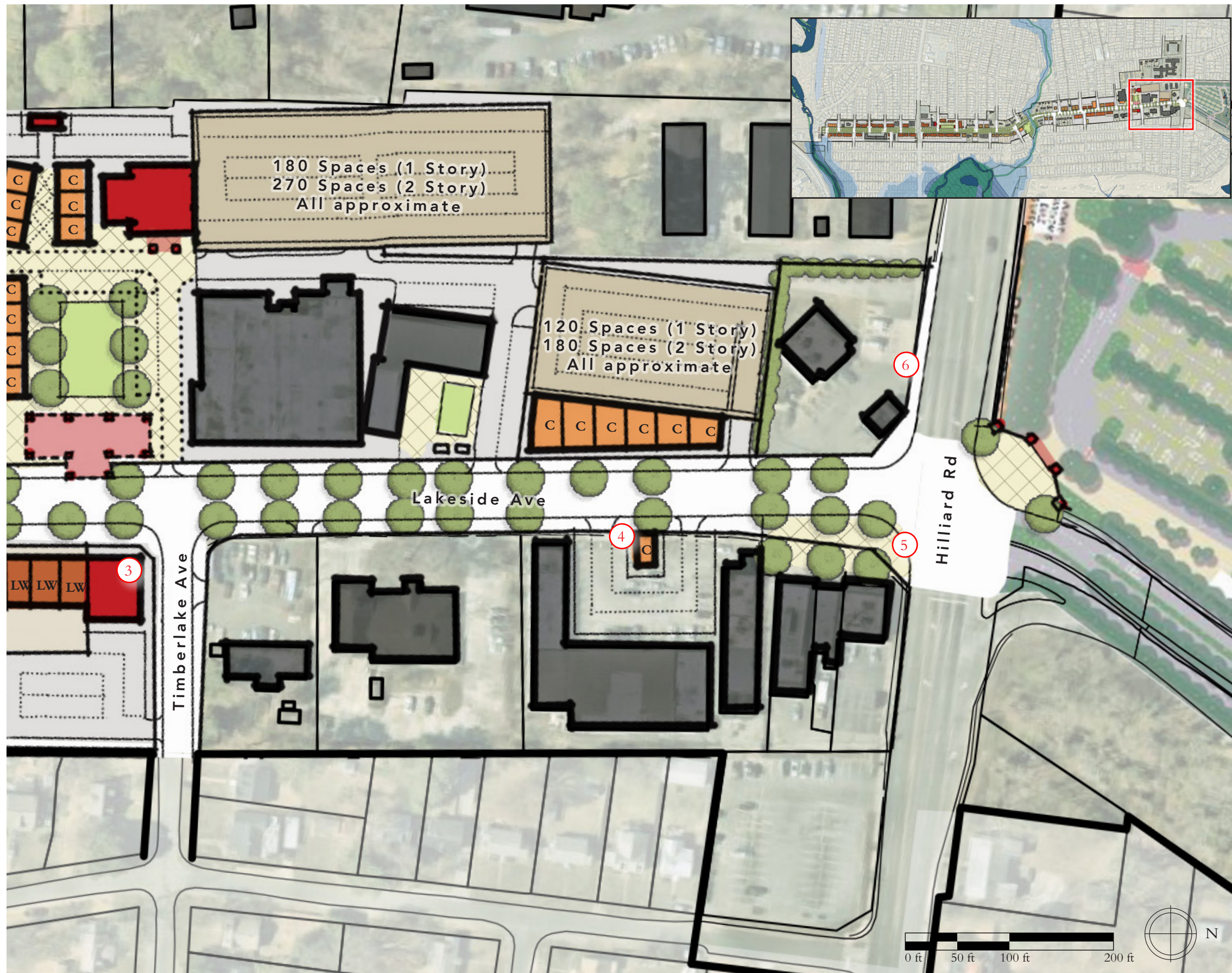
Annotations

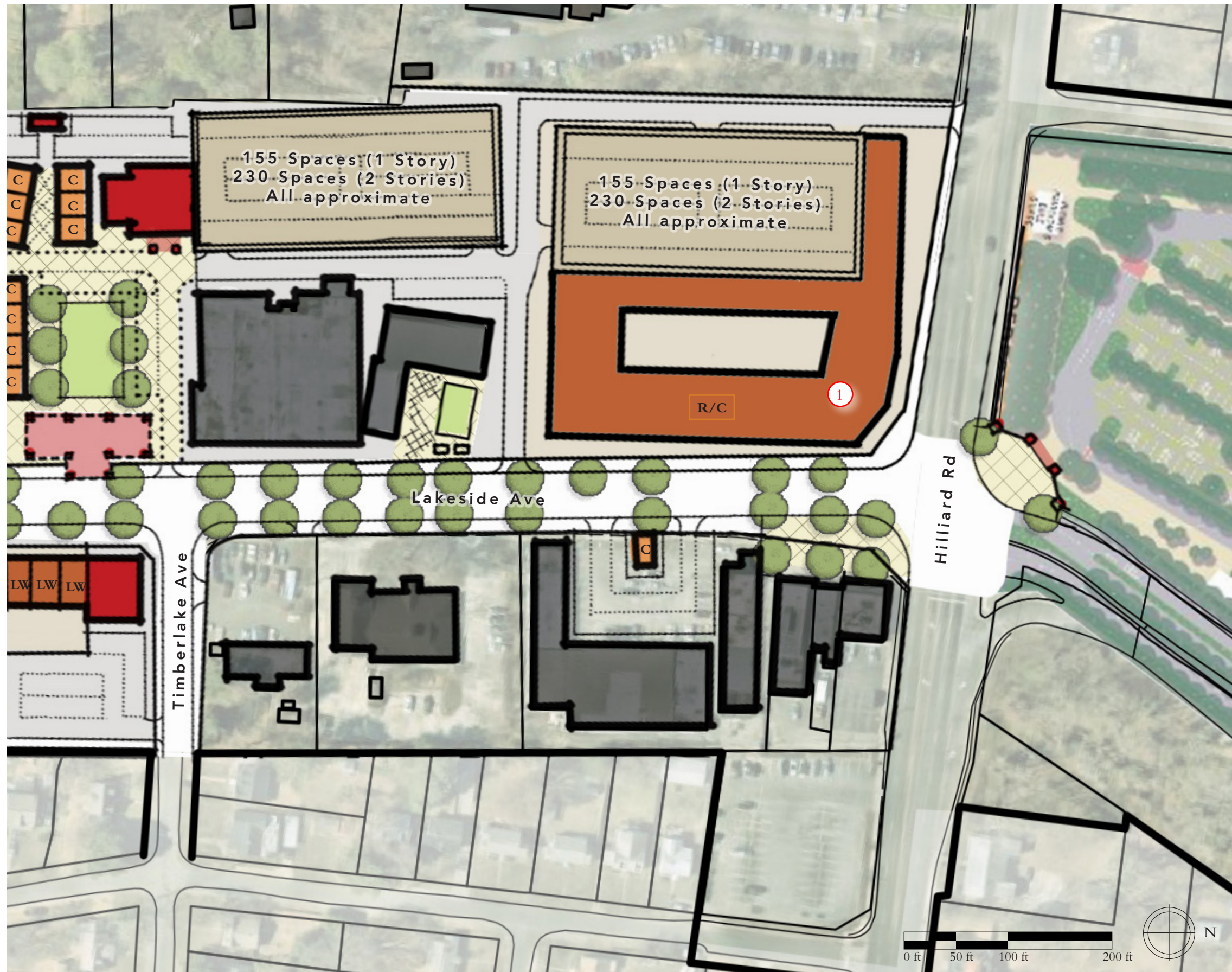
① As parking becomes available elsewhere, this space could be adapted into a plaza with outdoor seating, games, or activities for the adjacent businesses. The automotive heritage of the building could be honored through public art, such as this example from Garage Bar in Louisville, Kentucky.



② Two possible locations for a parking garage are shown here that could be built if the property owners choose to develop their land. In both cases, a 2-level garage would be fully concealed by one-story commercial liner buildings. Additionally, thoughtful facade design can make exposed sides of the garage more harmonious with the surrounding buildings, as seen below at the Prince George Street Parking Garage by Glavé & Holmes Architecture in Williamsburg, Virginia. These locations were chosen because of the depth of the lots and their proximity to LGBG, so visitors to LGBG can easily park in Lakeside resulting in a larger customer base for businesses.







Building Types Key

- LW Live-work
- C One-Story Commercial
- R/C Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

Annotations

- ① If more density is ever desired, these lots on the corner of Lakeside and Hilliard could become a corridor apartment building with ground floor commercial, an attached parking garage, and a courtyard. This would help bring more residents, businesses and parking to the Lakeside Corridor.



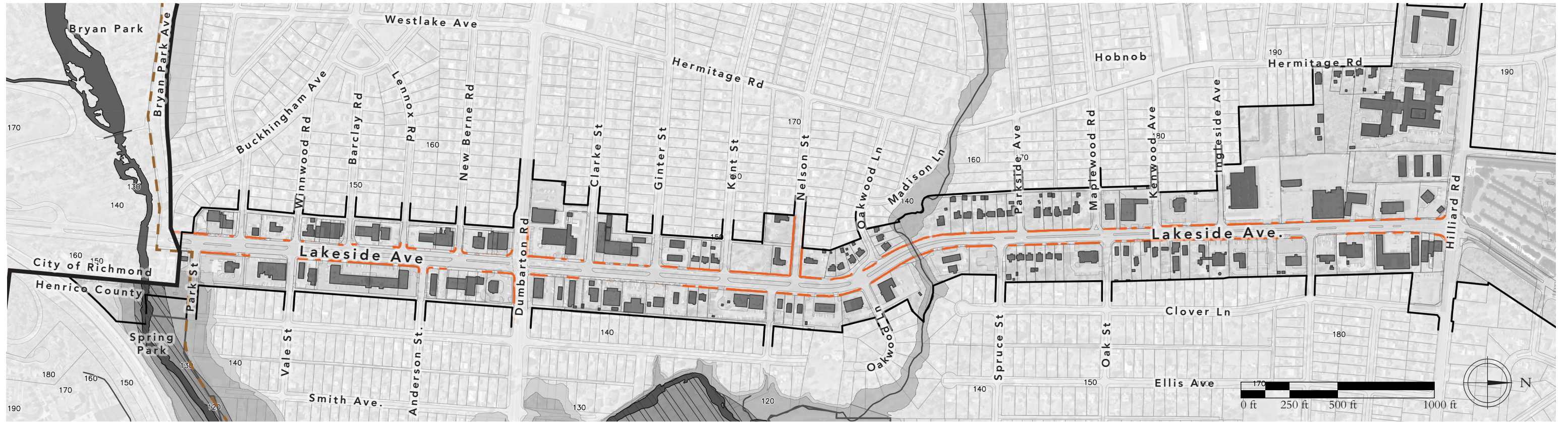
Building Types Key

- One-Story Commercial
- Mixed-Use Residential Over Commercial
- Civic
- Existing Buildings

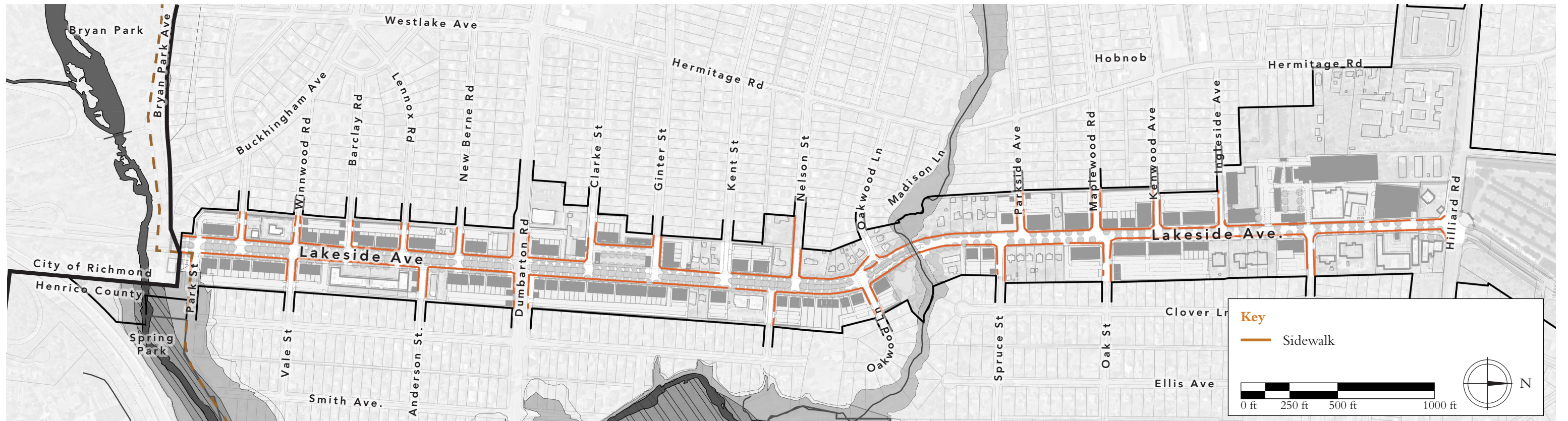
Annotations

- ① Given the auto-oriented design of Hilliard Road, this entrance to the Lewis Ginter Botanical Garden (LGBG) may not be suitable for a large street-facing public space. Instead, a small entrance plaza with a monumental gate could invite visitors to the corridor into LGBG.
- ② Finally, a landmark tower in this southern portion of the LGBG property would provide a visual connection with Lakeside Avenue and a strong termination for the corridor. This tower could be modeled on Bok Tower in Lake Wales, Florida, and should be oriented so that it is visible down Lakeside Avenue, providing a strong visual identity to the corridor and LGBG.

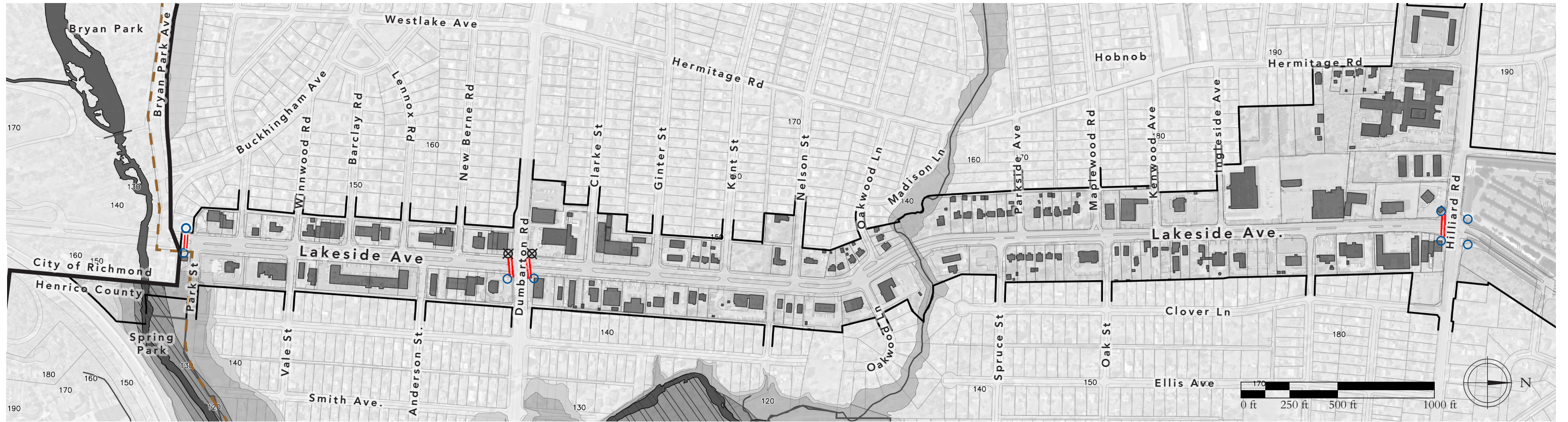




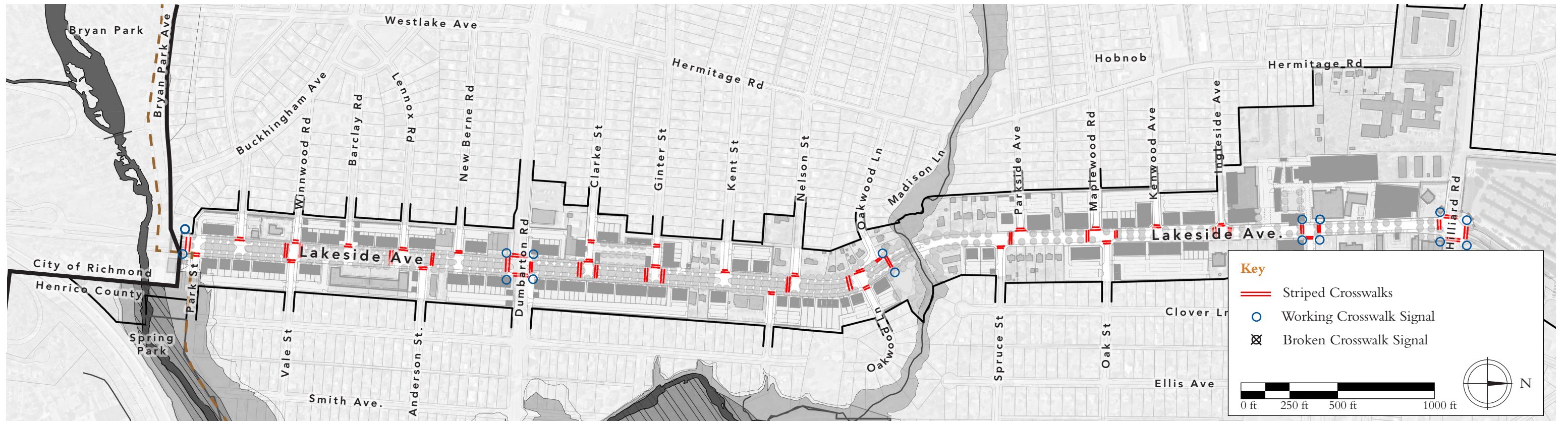
Existing Conditions



Proposed



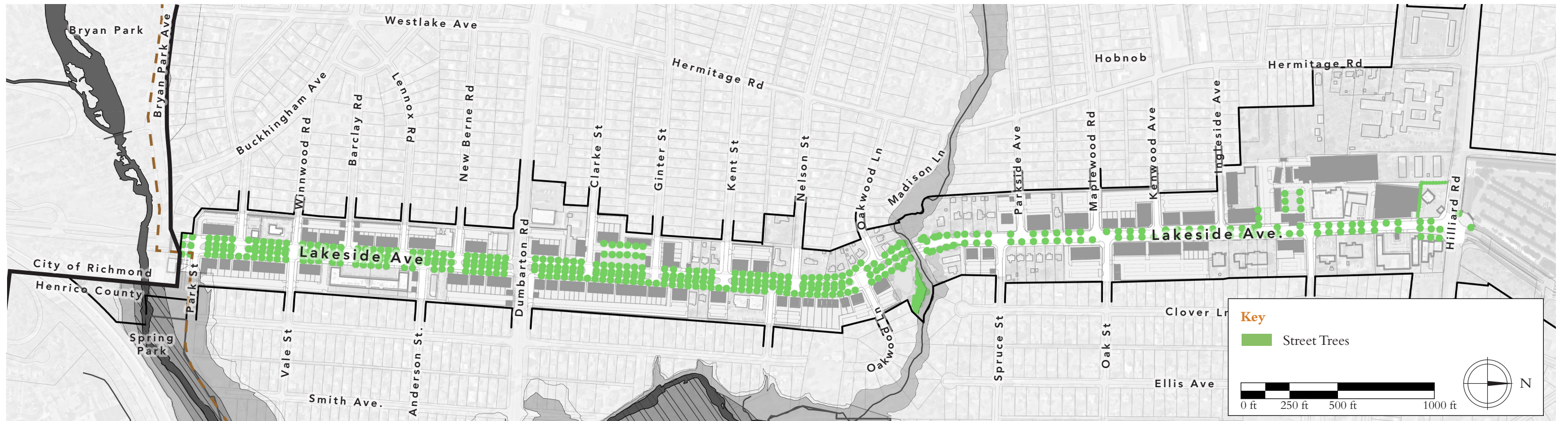
Existing Conditions



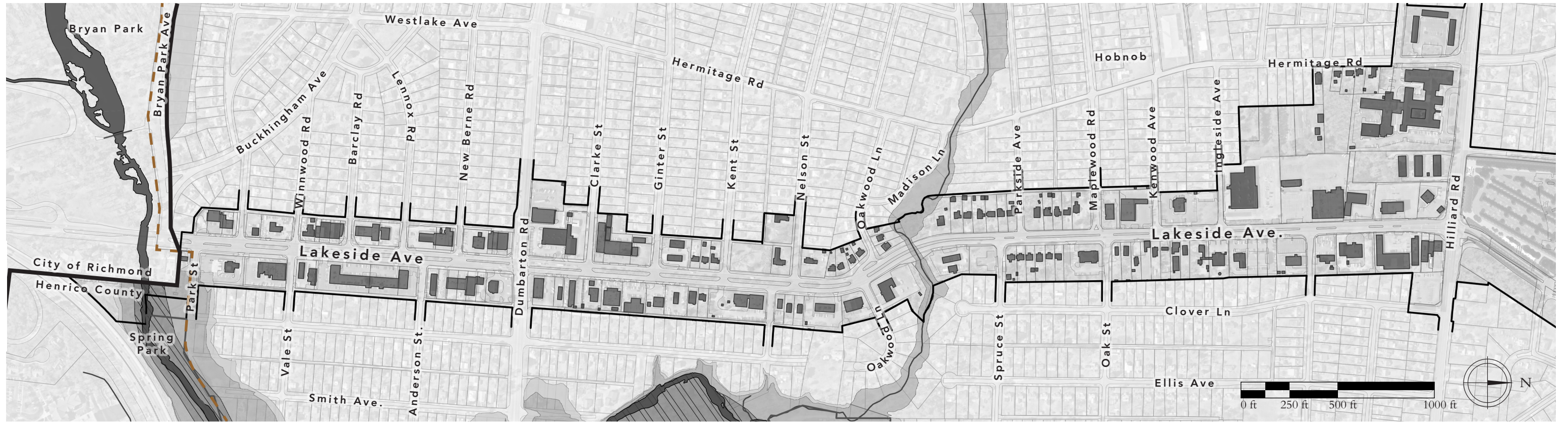
Proposed



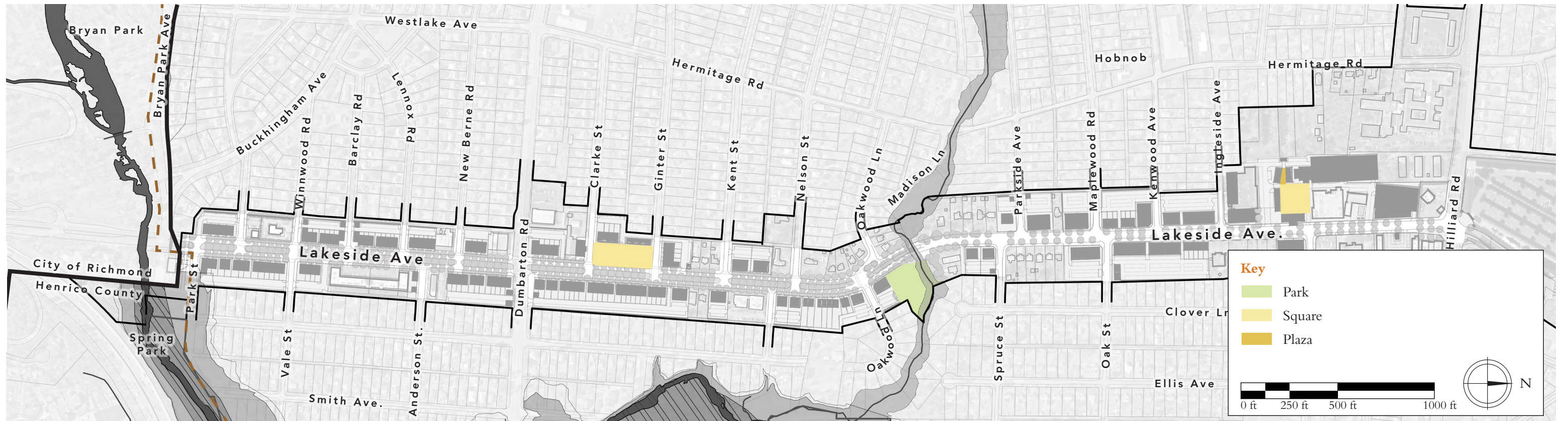
Existing Conditions



Proposed



Existing Conditions



Proposed

A. BACKGROUND

B. URBAN DESIGN

C. GUIDELINES

*The Guidelines chapter provides recommendations for a framework of zoning and design standards that would enable development consistent with this Corridor Plan. One version of such development is illustrated in Chapter B, however these guidelines would also accommodate many other specific developments that would contribute to Lakeside Avenue as a vibrant, walkable, mixed-use corridor and center for the Lakeside neighborhood. **It is recommended that this zoning be adopted as an Overlay District.** In addition to zoning, the Architectural Guidelines are essential to ensuring that the design of each building fosters walkable urbanism along the corridor.*

The Transect	C.2
Regulating Plan.....	C.3
Civic Space Types	C.4
Urban Standards	
Frontage Types.....	C.5
Building Types.....	C.6
Summary Table For Private Lots	C.9
Architectural Guidelines.....	C.11

D. RECOMMENDATIONS

X. APPENDIX

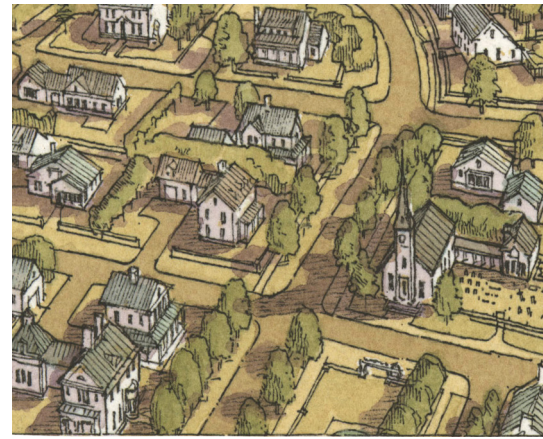
The Transect

Human beings thrive in different places—some prefer the quiet intimacy of a rural hamlet, while others prefer the lively action of a mixed-use main street. Historically, villages, towns, neighborhoods, and cities included a variety of places on the rural-to-urban spectrum within them, achieving a diversity of character and creating a place for all different preferences of place. Designing a neighborhood with this diversity in mind allows for a unique response to the market and appeals to a variety of people looking for a place to live.

The rural-to-urban spectrum is a helpful tool for organizing a neighborhood. Generally, the spectrum is divided into six zones which describe the physical form and character of a place, according to the density and intensity of its land use and urbanism. Elements at all scales of the built environment are coordinated by these zones, from the region, through the community, and down to the individual lot and building. The guiding principle to this planning approach is that certain forms and elements belong in certain environments. For example, a farmhouse belongs in a rural setting, while a multi-family building belongs in a more urban setting. Some types of thoroughfares are rural in character, and some are urban. The same is true of civic spaces. These distinctions actually increase the possible variety within the neighborhood, rather than limit it.

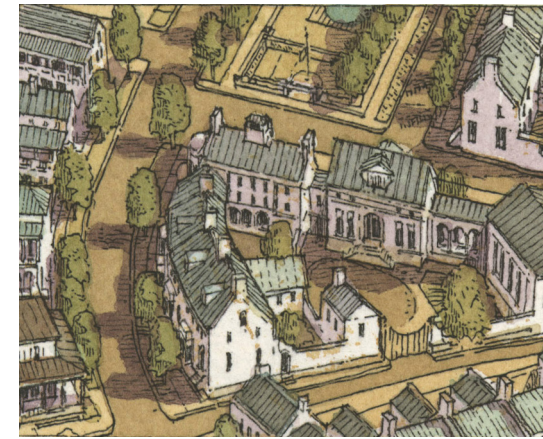
This is the antidote for the one-size-fits-all development which is conventional today. Using a rural-to-urban spectrum as a tool for allocating the character of different parts of the neighborhood overlaps with the land use zones found in conventional codes, but is not entirely synonymous. The form-based rural-to-urban spectrum integrates the typical building use provisions with provisions for density, height, setbacks, and other elements of the built environment.

In the context of the Lakeside Avenue corridor and the Lakeside area more broadly, the surrounding neighborhood fits the general description of a sub-urban zone (T3), which is low-density and predominantly residential. No change to the surrounding area is proposed in these guidelines, but T3 is listed alongside the zones for Lakeside Avenue, T4 and T5, to communicate the holistic composition of the neighborhood. Lakeside Avenue itself is intended for a mix of uses and more urban building types, with different parts of the corridor falling under the typical categories of general urban (T4) or urban center (T5).



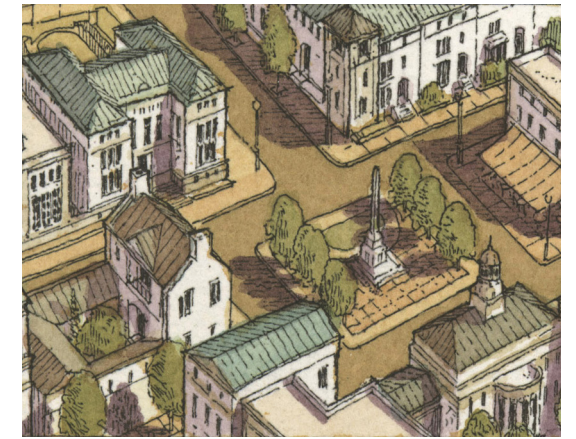
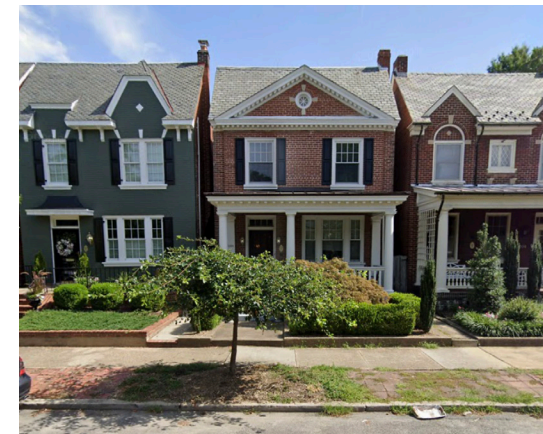
T3: Lakeside Neighborhood

T3 consists of low density residential areas, adjacent to higher zones with some mixed-use. Home occupations and outbuildings are allowed. Naturalistic lawns and landscaped yards surround detached single-family houses. Blocks may be large and the roads irregular to accommodate natural conditions. There is little pedestrian traffic in this zone.



T4: Lakeside Corridor General

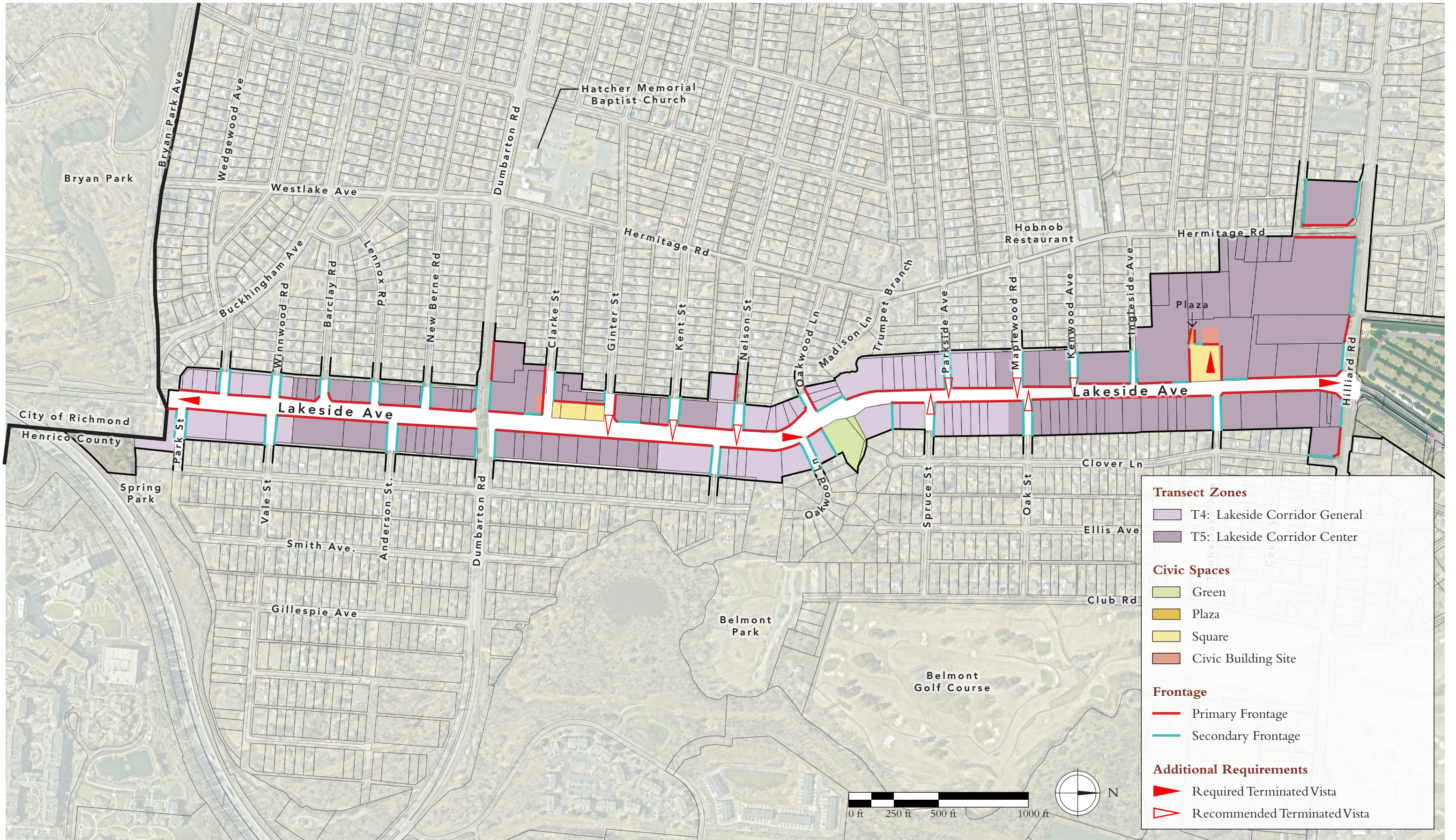
T4 consists of a mixed-use, but primarily residential, urban fabric. It may have a wide range of building types: detached homes, townhouses, and small apartment buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks. Commercial activity is scattered, increasing pedestrian traffic.

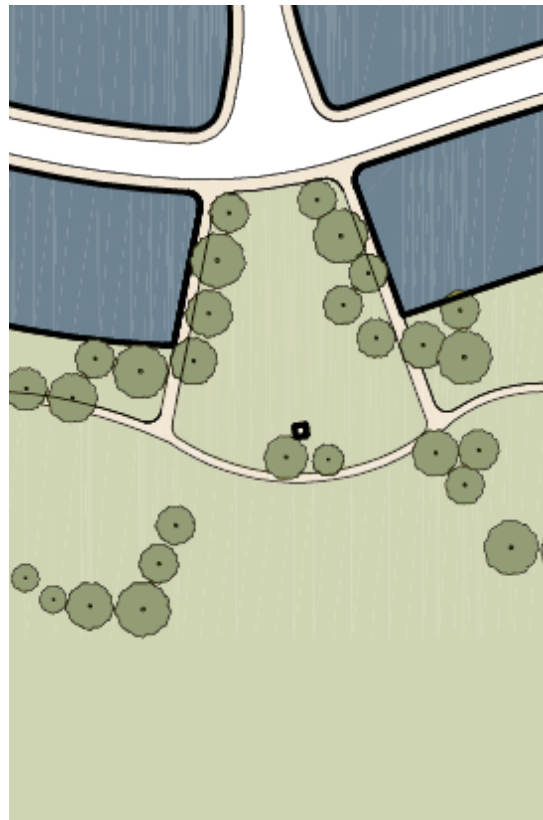


T5: Lakeside Corridor Center

T5 consists of higher density mixed-use buildings that accommodate retail, offices, townhouses, apartments and civic buildings. It has a tight network of streets, with wide sidewalks, steady street tree planting and predominantly attached buildings set close to the sidewalks. There is substantial pedestrian activity in this zone.







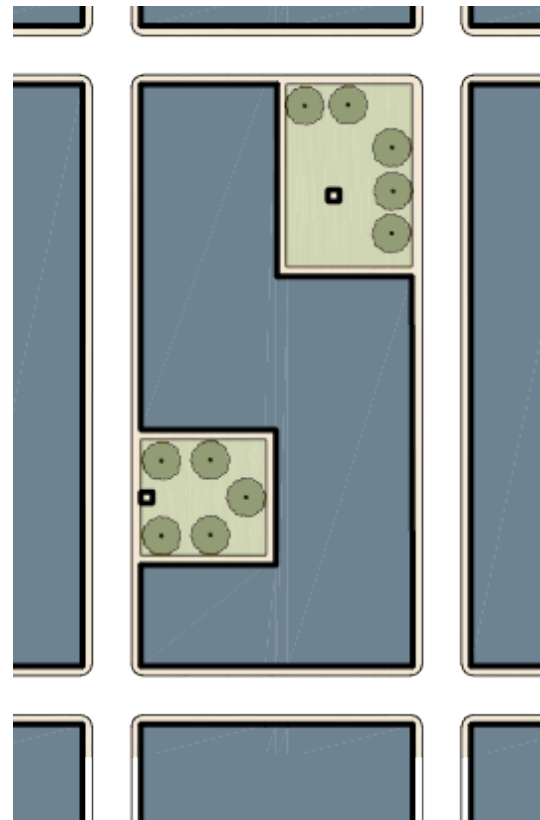
Park

A large civic space available for recreation, often serving an entire neighborhood or region. A park is usually located at the neighborhood edge and is often shaped by buildings, but may give way to nature at some of its perimeter. Its landscape may include paved paths and unpaved trails, open lawn, trees, ponds, and other natural features, all with a naturalistic character requiring limited maintenance. A very large park serving as a corridor is a greenway.



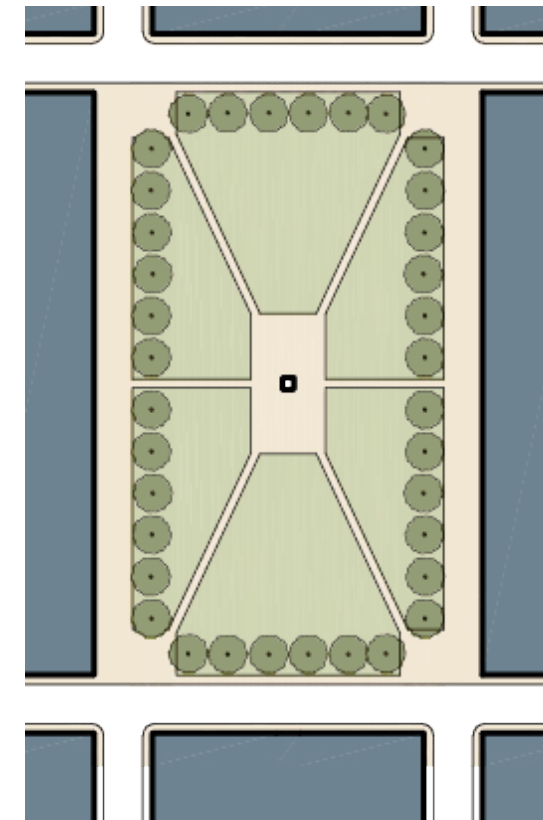
Green

A medium civic space available for recreation. A green is typically shaped by buildings and its landscape consists mostly of lawn and trees with a naturalistic character requiring limited maintenance.



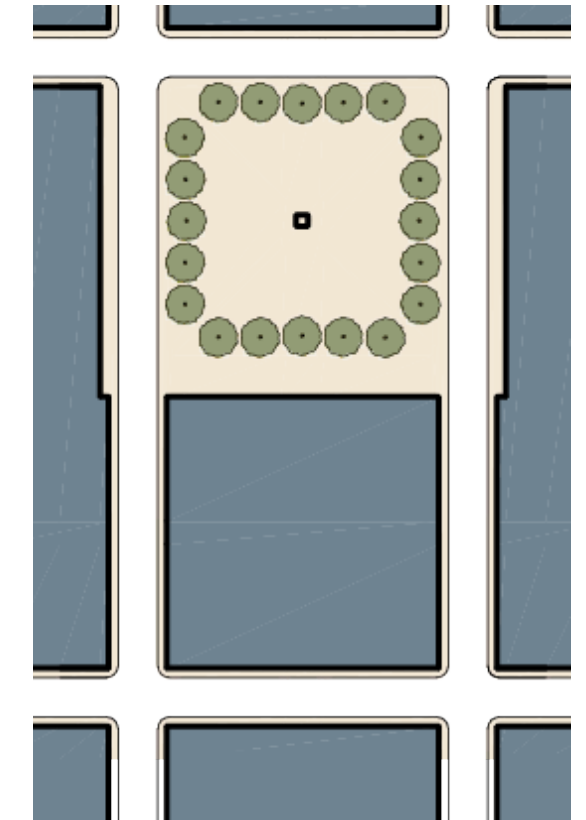
Pocket Park

A small civic space suitable for socializing, eating, and resting. Pocket parks may be equipped with benches and/or movable tables and chairs, plantings, and public art. They are typically located alongside a thoroughfare or within a block, visible from a thoroughfare.



Square

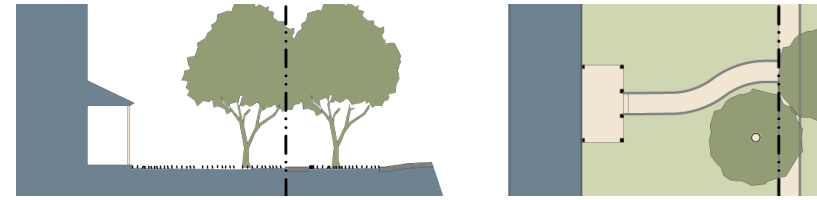
A small-to-medium civic space, typically at the intersection of important thoroughfares. A square is shaped by buildings, some or all of which may be mixed-use, and its landscape consists of paved walks, lawn, trees, and civic buildings with a formal character which may require substantial maintenance.



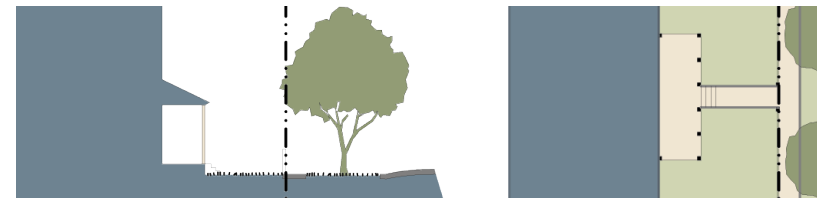
Plaza

A civic space which is predominantly paved. A plaza is surrounded on all sides by frontages, although not necessarily thoroughfares, and is typically found in the center of a town or city. A plaza is often fronted with mixed-use or commercial buildings, as the hardscape is ideal for outdoor seating.

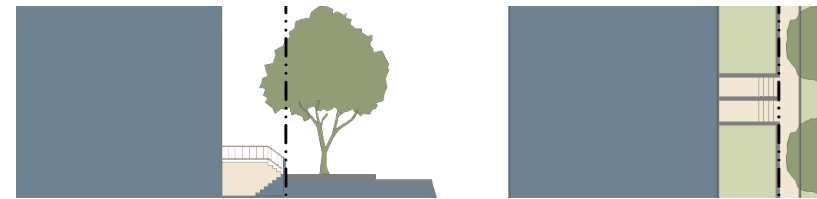
Common Lawn: a facade set back substantially from the frontage line. The front yard should remain unfenced and be visually continuous with adjacent front yards. The intention is to emulate the character of buildings sitting in a common rural landscape. A front porch is encouraged but not required, as social interaction from the sidewalk is unlikely at such a distance.



Porch: a facade is set back from the frontage line with a front porch. The porch should be within a conversational distance of the sidewalk. Hedges, fences, or garden walls at the frontage line are encouraged to define the front yard. A great variety of porches is possible, but to be useful, none should be less than 8 ft deep.



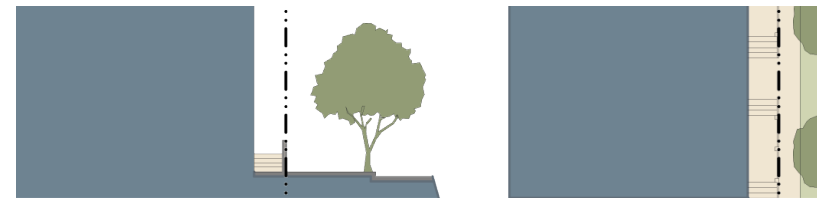
Terrace and Light Court: a facade is set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential uses from the sidewalk, by creating an elevated front garden. The terrace created may also be suitable for restaurants and cafes, as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement.



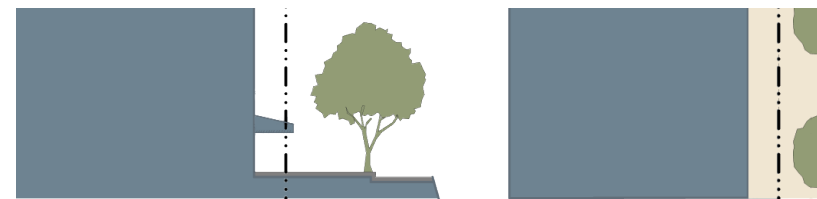
Forecourt: a facade is aligned close to the frontage line with a portion of it set back. The forecourt created is suitable for a garden or plaza, providing a transition from the public sidewalk to the building entry. This type should be used sparingly. Trees within the forecourts should be placed to have their canopies overhanging the sidewalks.



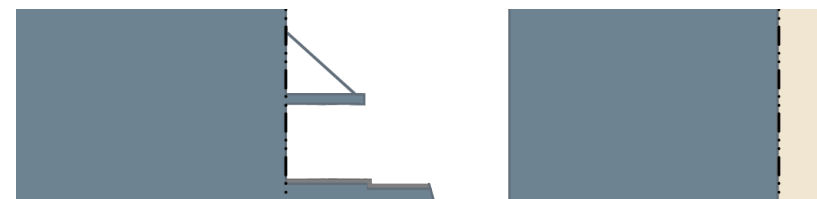
Stoop: a facade is aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for buildings with ground-floor residential uses, such as townhouses and apartment buildings. This type may be interspersed with the storefront.



Storefront and Awning: a facade is aligned close to the frontage line with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with a cantilevered shed roof or an awning. The absence of a raised ground story generally precludes residential uses on the ground floor, although residential uses may be present where retail is anticipated in the future.



Gallery: a roof extends over the sidewalk above while the building facade remains at the frontage line. This type is most common for office, retail, and manufacturing uses. To be useful, the gallery should be no less than 12 feet deep and should overlap the sidewalk to within 2 feet of a vehicular lane so that a pedestrian cannot bypass it.



Arcade or Colonnade: An arcade (arches) or colonnade (columns and beams) is a structure including habitable space extending over a sidewalk supported by arches and open to the adjacent street or civic space. The ground story remains at the frontage line while the facade of the upper stories overlaps the sidewalk. This type is most common for office, retail, and manufacturing uses. To be useful, the front of the arcade or colonnade should be no less than 12 feet from the frontage line and should overlap the sidewalk to within 2 feet of a vehicular lane so that a pedestrian cannot bypass it.



T4 Lakeside Corridor General

T5 Lakeside Corridor Center

House

A detached single-family dwelling, often with a porch. This type often has a private yard on all sides of the building. Its size can vary.



Duplex

Two single-family dwellings with a common wall. This type often has a private yard on three sides.



Townhouse

A single-family dwelling with common walls on the side lot lines, the facades forming a continuous frontage line. Townhouses are the highest density type able to provide private yards (a.k.a. Town House, detached garage).



Carriage House

A small building along an alley or side streets that is a garage on the ground floor and can have a full apartment or studio unit above. These units are good for screening parking.



Live-Work

A building that has one commercial unit on the ground floor and a single-family dwelling unit above that can be one or more stories. The entire building has one owner. This type can be attached or stand alone.



One-Story Commercial

A building used only for commercial purposes with no attached residential or office uses. This type can be attached or stand alone.



Multiplex

A multi-family dwelling with a single central stair used to access all apartments. Typically this type has two apartments per floor mirrored across the stair. This type has three to twelve units.



Corridor Apartment Building

A multi-family dwelling where apartments are accessed off a shared corridor. This type has at least two stairs and entrances.



Mixed-Use Residential over Commercial

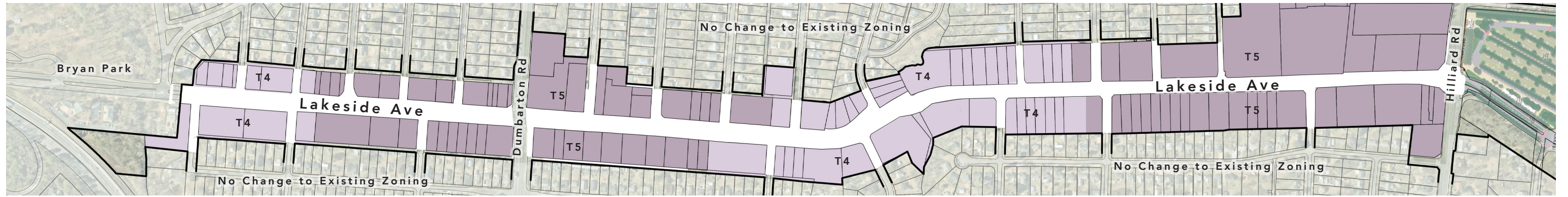
A building that has commercial on the ground floor and multi-family residential above. The multi-family component can be organized around a shared stair or shared corridor.



Mixed-Use Office over Commercial

A building that has commercial on the ground floor and office space above. This type can be attached or detached.





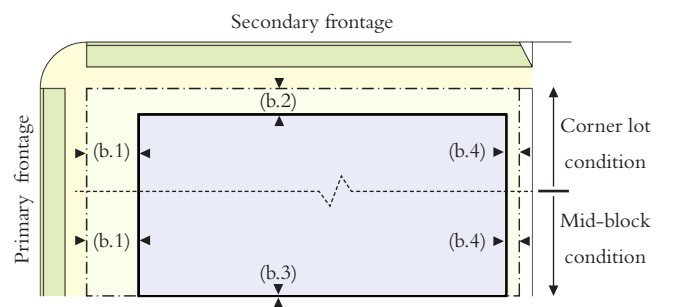
	T3: Lakeside Neighborhood	T4: Lakeside Corridor General	T5: Lakeside Corridor Center
a. Lot Dimensions			
Lot Width	No Change to Existing Zoning	12 ft. min., 180 ft. max.	12 ft. min., 400 ft. max.
Lot Coverage	No Change to Existing Zoning	80% max.	95% max.
b. Building Placement			
(b.1) Primary Frontage Setback	Principal Bldg.	6-25 ft.	6-10 ft.
	Outbuilding	Facade + 20 ft. min.	Facade + 20 ft. min.
(b.2) Secondary Frontage Setback	Principal Bldg.	0-12 ft.	0-10 ft.
	Outbuilding	6-20 ft.	6-12 ft.
(b.3) Interior Side Yard Setback ¹	Principal Bldg.	No Change to Existing Zoning	0 ft. min
	Outbuilding	No Change to Existing Zoning	0 ft.
(b.4) Alley or Rear Setback ¹	Principal Bldg.	No Change to Existing Zoning	5 ft. min.
	Outbuilding	No Change to Existing Zoning	5 ft. min.
Primary Frontage Buildout	No Change to Existing Zoning	80% min.	80% min.
c. Building Height			
(c.1) Principal Building	No Change to Existing Zoning	1-3 stories	1-3 stories
(c.2) Outbuilding	No Change to Existing Zoning	2 ½ stories max.	2 ½ stories max.
d. Parking Location			
Front Setback	No Change to Existing Zoning	Facade + 20 ft. min.	Facade + 20 ft. min.
Interior Side Yard Setback	No Change to Existing Zoning	0 ft. min.	0 ft. min.
Street Side Yard Setback	No Change to Existing Zoning	10 ft. min.	10 ft. min.
Rear Setback (lot)	No Change to Existing Zoning	5 ft. min.	5 ft. min.
Rear Setback (alley)	No Change to Existing Zoning	0 ft. min.	0 ft. min.

Notes

1. Buildings on T4 or T5 lots must be set back at least 30 feet from adjacent single-family residential lots outside the Study Area.

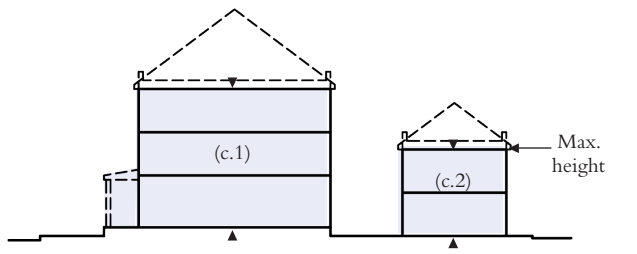
Building Placement

- The Principal Building and outbuilding shall be distanced from the lot lines as shown. The outbuilding shall be located behind the facade of the Principal Building as listed in (b.1).
- Principal Building facades shall be built along the primary frontage to the specified primary frontage buildout percentage (measured as a percentage of the lot width). The primary frontage buildout requirement does not apply at secondary frontages.



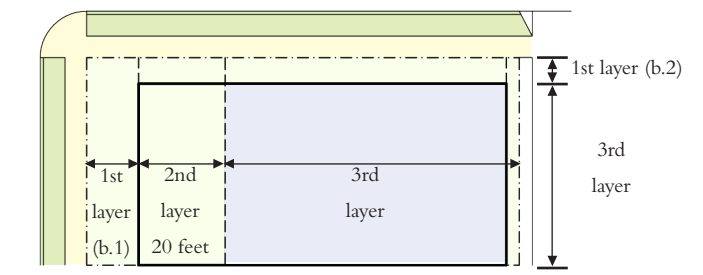
Building Height

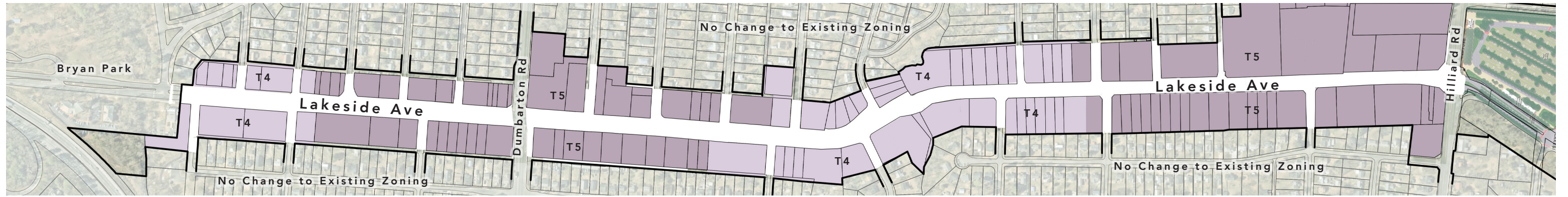
- Building height shall be measured in number of stories, excluding attics and raised basements.
- Ground-floor habitable rooms at frontages shall be 12 ft. min. floor-to-ceiling for commercial uses and 9 ft. min. floor-to-ceiling for residential uses.
- Ground floor elevation above grade shall be 0 ft. for commercial uses and 2 ft. min. for residential uses.
- Upper-story habitable rooms at frontages shall be 9' ft. min. floor-to-ceiling
- Towers, cupolas, and other architectural rooftop features with a footprint smaller than 15' x 15' may extend up to 20' above the designated height limit.



Parking Placement

- Parking (whether open, covered, or enclosed) shall only be provided within the third layer. Garages are permitted within liner buildings in the second layer, and may be permitted elsewhere in the first or second layer by warrant.
- Parking shall be accessed by a rear lane when such are provided.





	T3: Lakeside Neighborhood	T4: Lakeside Corridor General	T5: Lakeside Corridor Center
e. Frontage Types (see page C.7)			
Common Lawn	No Change to Existing Zoning	not permitted	not permitted
Porch		permitted	not permitted
Terrace & Light Court		permitted	not permitted
Forecourt		permitted	permitted
Stoop		permitted	permitted
Storefront		permitted	permitted
Gallery		permitted	permitted
Arcade / Colonnade		not permitted	permitted
f. Building Types (see pages C.8-C.9)			
Houses	No Change to Existing Zoning	permitted	not permitted
Duplex		permitted	permitted
Townhouse		permitted	permitted
Live-Work		permitted	permitted
Single-Story Commercial		permitted	permitted
Multiplex (up to 12 units)		permitted	permitted
Large Apartment Building		not permitted	permitted
Mixed-Use Residential over Commercial		not permitted	permitted
Mixed-Use Office over Commercial		not permitted	permitted

	T3: Lakeside Neighborhood	T4: Lakeside Corridor General	T5: Lakeside Corridor Center	
g. Permitted Uses				
Residential	No Change to Existing Zoning.	Limited Residential. The number of Dwelling Units shall be limited by the requirement of 1.5 parking spaces for each Dwelling Unit. The maximum number of Dwelling Units is 12.	Open Residential. The number of Dwelling Units shall be limited by the requirement of 1 parking space for each Dwelling Unit.	
		Limited Lodging. The number of bedrooms available for Lodging shall be limited by the requirement of 1 parking space for each bedroom. The maximum number of bedrooms is 10. Breakfast may be provided to overnight guests before noon each day.	Open Lodging. The number of bedrooms available for Lodging shall be limited by the requirement of 1 parking space for each bedroom. Food service may be provided at all times. The building area allocated for food service shall be calculated and provided with additional parking according to the Retail Use.	
Office		Limited Office. The building area available for Office Uses shall be limited to first Story of Principal Buildings or Accessory Buildings and by the requirement of 3.0 parking spaces per 1,000 square feet of gross Office space.	Open Office. The building area available for Office Uses shall be limited by the requirement of 2.0 parking spaces per 1,000 square feet of gross Office space.	
		Limited Retail. The building area available for Retail Uses (including food service) shall be limited to the first Story of Principal Building or Accessory Buildings and by the requirement of 3.0 parking spaces per 1,000 square feet of gross Retail space.	Open Retail. The building area available for Retail Uses (including food service) shall be limited by the requirement of 3.0 parking spaces per 1,000 square feet of gross Retail space. Retail spaces with a net area of less than 1,500 square feet are exempt from this parking requirement.	
Civic		Open Civic. Civic Uses are permitted in any Transect Zone.	Open Civic. Civic Uses are permitted in any Transect Zone.	
Future Land Use		Use Throughout. Suburban Housing (no change to existing development pattern)	Primary Uses. Mixed Use, Retail Commercial.	Primary Uses. Mixed Use, Retail Commercial, Office.
			Secondary Uses. High-Density Housing, Office, Institutional.	Secondary Uses. High-Density Housing, Institutional, Artisanal Manufacturing.
			Uses on Civic Spaces. Public Space, Undeveloped.	Uses on Civic Spaces. Public Space, Undeveloped.

Massing

1. **Massing.** Buildings should be composed simply, typically using a few rectangular forms. When buildings are composed of more than a single volume, they should have a clear hierarchy of massing. The location of the main body of the building and the location of the principal entrance should be easy to identify.
2. **Building Placement.** In order to shape a walkable public realm, the primary mass should be oriented along the primary frontage setback or build-to line. The principal entrance should also be oriented toward the primary frontage.
3. **Vista Terminations.** Architectural features including towers, balconies, colonnades, arcades, and the like should be positioned so that they punctuate prominent views at ends of streets, bends in streets, prominent street corners, and civic spaces. Vistas can also be terminated with more subtle facade elements (see Facade guideline #4 on Articulation).
4. **Roof Form.**
 - a. **Commercial Buildings.** Commercial buildings should generally have flat roofs. Some may have sloping roofs in the Lakeside Avenue Corridor General zone, but small front-facing sloping roofs that conceal a flat roof beyond should be avoided.
 - b. **Residential Buildings.** Residential buildings should generally have sloping roofs. Large apartment buildings in the Lakeside Corridor Center should have flat roofs.

Facades

1. **Ordering.** Facades should be composed of regular bays, in which openings are aligned with each other vertically.
2. **Proportions.** Bays, openings, and other elements of architectural composition should follow simple proportions such as those found in nature, both the rational (1:1, 1:2, 3:2, 4:3, etc.) and irrational ($\sqrt{2}$, golden ratio, etc.).
 - a. **Openings.** Openings should be square or vertical in proportion unless a wider proportion is appropriate to the architectural style.
3. **Tectonics.** Facade compositions and details should visibly reflect the logic of how buildings stand up. Openings should be visually spanned by lintels or arches, beams should be aligned over columns (face of beam with face of column shaft), and balconies, bay windows, and other projecting elements should be visually supported by beams, corbels, or brackets.
4. **Articulation.** Facades should be articulated using projections and more elaborate details to reinforce the hierarchy of the facade. Generally, this means emphasizing principal entrances or building corners. Articulation should also be used to respond to a building's urban context, emphasizing street corners or important vistas.
5. **Mass-to-Void Ratio.** The percentage of void area (windows and other openings) in a facade should be between 20% and 60% (see guidelines for Storefronts for an exception).
6. **Architectural Style.** Facade compositions and details should reflect the historic architectural styles of Lakeside Avenue and the surrounding neighborhood.
 - a. **Commercial Buildings.** Styles including Art Deco and Art Moderne would be consistent with the existing character of many commercial buildings along Lakeside Avenue and would reflect the corridor's history as an early auto-oriented commercial hub. More traditional styles, which may use simple vernacular details or incorporate classical elements, are also present on some existing buildings and would be appropriate.
 - b. **Residential Buildings.** Colonial Revival (including closely related styles such as Cape Cod) is the predominant style of the surrounding neighborhood and would be appropriate to include for new residential buildings on the corridor. Other styles including Craftsman and Tudor Revival are also present in the neighborhood and would be appropriate.
7. **Materials.**
 - a. **Commercial Buildings.** Generally, brick would be most consistent with the existing character of Lakeside Avenue. Other masonry wall materials such as stucco would also be appropriate.
 - b. **Residential Buildings.** Brick and siding would be most consistent with the existing character of the surrounding neighborhood. High quality, long lasting materials are encouraged such as cementitious siding.
8. **Material Transitions.** Material transitions should occur in locations that reinforce the hierarchy and ordering of the facade composition and the tectonic logic of traditional architecture.
 - a. **Vertical Transitions.** Vertical material transitions should occur along a horizontal line that is consistent across an entire volume, typically a floor or sill level. Materials that are visually sturdier should always be placed below materials that are visually lighter (see guidelines for Storefronts for an exception).
 - b. **Horizontal Transitions.** Horizontal material transitions should occur at interior corners, with the more important volume (usually the one closer to the Primary Frontage) receiving the more refined material.
 - c. **Number of Materials.** For buildings of the scale proposed in this master plan (1 to 3 stories), a facade should have no more than 2 different wall materials (not including trim or other details).
9. **Classical Elements.** Where a building's style utilizes elements of classical architecture such as columns and pediments, these elements should be proportioned and detailed in a manner consistent with the *American Vignola*, which is a reference book for classical architecture. Similar reference materials may also be used. More vernacular buildings may use taller proportions (ie. thinner columns) and simpler details.

Storefronts

1. **Unified Design.** The shopfront door, windows, awning, signage and lighting shall be designed in a unified manner.
2. **Ordering.** Storefronts should be organized into bays, which may follow a different pattern and proportion than the rest of the facade. These bays should be articulated with vertical members such as piers or pilasters, and those members should visually support a sign band or classical horizontal element.
3. **Mass-to-Void Ratio.** The percentage of void area (windows and other openings) in a storefront should be a minimum of 75%.
4. **Front Setbacks.** Front setbacks at storefronts should be paved to match the sidewalk, creating an extension of the sidewalk that can be used by businesses for outdoor seating, signage, and temporary displays.
5. **Material.** Storefronts may utilize materials that are visually lighter than the walls above or beside them (ex. a wood storefront in a brick wall).
6. **Signage.** Signage throughout the corridor should be well-coordinated, appropriate in size and scale to its location and surroundings, and create a general sense of cohesion. Large, audacious signage typical of national chains should be discouraged.

Parking

1. **Parking Requirements.** Required parking varies by use and is listed on page C.9. On-street parking spaces directly adjacent to a proposed development should be counted towards that development's required parking.
2. **Shared Parking.** In order to promote more efficient use of parking facilities, applicants should have the option to reduce their required parking via shared parking. A dedicated parking space may be counted towards the parking requirement for two or more different uses, provided that: 1) the applicant demonstrates to the County's satisfaction that demand for these shared parking spaces by each use, based on time of day, will not substantially overlap; and 2) no more than 75 percent of the parking spaces counted towards any use are shared spaces.
3. **Parking Lots.**
 - a. **Connections.** Parking lots on adjacent private lots should connect to allow for simpler circulation and efficient use of all available parking.
 - b. **Design.** Parking lots should be paved with permeable pavers and should have landscaped islands to keep run-off and excessive heat to a minimum. See an example from Downtown Ashland below.



4. **Parking Structures.**
 - a. **Height.** The number of levels of a parking structure (including the top uncovered level) should not exceed the maximum number of stories permitted in that zone.
 - b. **Liner Buildings.** Parking structures should be masked from frontages by a habitable liner building at street level. Above street level, the decks should be masked by a habitable liner building or a facade designed to appear habitable. To facilitate future retrofitting, parking decks should be level with an independent ramp system.
 - c. **Facade Design.** Exposed facades of parking structures should be designed to eliminate headlight glare by the covering openings with architecturally compatible opaque screening or placing the bottoms of openings a minimum of forty-two inches from the floor line. Any openings should mimic the window size and placement of the balance of the building and should contain decorative fenestration and decorative grates, not just louvers, to soften their appearance.
5. **Parking Entrances.** Mid-block parking structures should be entered not through gaps between buildings, but through vehicular openings in the Frontage-line wall of the liner building. Mid-block parking structures should provide direct pedestrian access to sidewalks.

6. **Screening.** Parking lots should be screened from frontages by a minimum 8-foot tall masonry wall in line with the building facade or set back from it up to 2 feet. Parking should be screened from single family homes by a fence of adequate height to block the glare of headlights and reduce other potential visual impacts.

Designers

The Urban Guild provides a list of designers who practice traditional patterns of architecture and urbanism. The organization maintains a standard of design in its membership through collaboration, shared knowledge, and apprenticeship programs while providing public education through workshops and presentations.

The guild members follow principles from the Congress for the New Urbanism to create well-crafted homes for walkable communities.

<https://www.urbanguild.org/members>

Stock Plans

Particularly for the smaller building types that may be infilled incrementally throughout the corridor, stock plans provide an economical solution for achieving predictable, contextually-appropriate built results. Some municipalities have also seen success pre-approving plans that particularly suit the building types and architectural styles intended for new development. Very good stock plans may be purchased from a number of architects and designers. Members of the Urban Guild sell stock plans. (<https://www.urbanguild.org/members>)

Liberty House Plans provides an extensive library of plans from various traditional architects and designers. (<https://libertyhouseplans.com>)

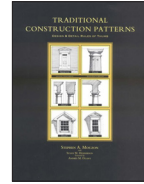
Allison Ramsey Architects also sells plans of their designs. (<https://allisonramseyarchitect.com/plans/plan-category/house-plans>)

Because stock plans may have originally been designed for a different context, it is important that the purchaser carefully vet them to be compatible with their market, climate, and intended character.

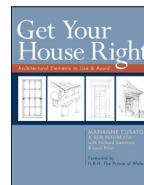
A great source for well-designed smaller homes is **Kronberg Urbanists + Architects**. While the website does not offer an easy way to search for plans, books are available for order. (www.KronbergUA.com)

"Adopt" These Books

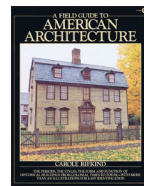
One very inexpensive means of improving the aesthetic quality of architecture in the town would be to "adopt" appropriate design references as either recommended or required design standards. Listed below are some of the best. In some cases, most importantly with the style guides, it would be important to identify only those portions that are appropriate for the local jurisdiction, considering the local architectural vernacular and which styles are appropriate for the climate and region.



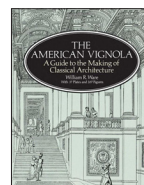
Mouzon, Stephen A., and Susan M. Henderson. *Traditional Construction Patterns: Design & Detail Rules of Thumb*. New York: McGraw-Hill, 2004. Print.



Cusato, Marianne, Ben Pentreath, Richard Franklin, Sammons, and Léon Krier. *Get Your House Right: Architectural Elements to Use & Avoid*. New York: Sterling, 2007. Print.



Rifkind, Carole. *A Field Guide to American Architecture*. New York: Penguin Group, 1980. Print.



Ware, William R., John B. Bayley, Henry H. Reed, and Arthur Ross. *The American Vignola: A Guide to the Making of Classical Architecture*. New York: Dover Publications, 1994. Print.

A. BACKGROUND

B. URBAN DESIGN

C. GUIDELINES

D. RECOMMENDATIONS

The Recommendations chapter outlines future steps the County can take to promote sustainable and walkable development along the corridor.

Recommendations.....D.2

X. APPENDIX

Transportation

1. **Infrastructure.** The County should undertake regular review of transit along the corridor to build on multimodal opportunities from recommended bike and pedestrian infrastructure improvements.
2. **Pubic Transportation.** The County should look for opportunities to bring public transportation to the Lakeside Avenue Corridor such as busses or the Azalea Microtransit Zone.

Implementation

1. **Streetscape.** Based on recommendations mentioned in Chapter B, priority streetscape improvements should be identified and implemented as development occurs along the corridor. These may include general maintenance, litter removal, new lighting, coordinated signage, filling sidewalk gaps, widening sidewalks, planting street trees, or similar improvements to create a stronger, more visually consistent sense of place.
2. **Civic Spaces.** The County should consider targeted property acquisition for civic spaces.
3. **Business Improvement District.** The County should encourage formation of a Business Improvement District (BID) or something similar to assist the corridor with events, place making, and maintenance.

Funding

1. **Potential Funding.** The County should assist future BID representatives by providing technical advice and helping identify potential funding sources for recommended streetscape improvements.

Branding

1. **Garden District.** Anchored on one end by the Lewis Ginter Botanical Garden and on the other by Bryan Park, the Lakeside Corridor is well positioned to brand itself as the Lakeside Garden District. This effort could involve signage, the creation of parks and squares, and well landscaped medians and planting strips. The County should encourage community partnerships with Lewis Ginter Botanical Garden to bring portions of their programming into the corridor.

Historic Overlay Zoning

The Code of Virginia, in §15.2-2306, allows local governments to adopt an ordinance setting forth the historic landmarks in the community that have an important historic, architectural, archaeological or cultural interest and to appoint an architectural review board (or preservation commission, etc.) to administer the ordinance. The resources protected as “historic districts” by ordinances of this type can include collections of buildings, archaeological sites, cultural areas, open spaces and landscapes, battlefields, individual properties, or routes of tourist access to historic sites. A local historic district overlay ordinance can encourage the retention and reuse of historic buildings, structures, communities and open spaces to protect the full range of historic resources in the county while at the same time helping to manage the type and size of new development to meet citizen needs and provide for economic growth.

Historic district ordinances typically include provisions that no building or structure shall be erected, reconstructed, altered or restored within a historic district unless approved by a review board as being compatible with the historic landmarks, buildings or structures within the district. These ordinances generally also provide that no building or structure within the district can be demolished or moved until such action is approved by the review board or, on appeal, by the governing body. It is these local protections, rather than listing in the state and national registers, that help to ensure the preservation of historic properties.

Historic district ordinances can be an effective way to manage commercial and residential development and other changes within historic districts. Many localities in Virginia have adopted local historic overlay zoning to protect those properties and districts that are associated with the locality’s history and development, with its architecture and archaeology, and with significant individuals in the locality’s past.

It is possible that the Lakeside Corridor could be designated as an entrance corridor or historic district based on cultural, landscape, or architectural character and this status as a district could be utilized to regulate and maintain the built environment in a manner consistent with Lakeside’s character.

Architectural Review Board

An architectural review board, preservation commission, or design review committee (different names are used by different localities) to administer historic district ordinances could be set up for the entire county, for each proposed entrance corridor and historic district designated as permitted in the Code of Virginia. Such a body could take the lead to develop, print and disseminate design review standards for rehabilitation work and new construction, including landscaping, parking signage, lighting, setbacks, and architectural designs for renovations and new construction. The design standards would be based on regional architectural materials, forms, and design traditions as represented in the buildings surveyed in a given district so that new buildings would harmonize in materials, scale, and siting with existing structures and so that repair and alterations of historic buildings would be consistent with their character and surroundings.

A. BACKGROUND

B. URBAN DESIGN

C. GUIDELINES

D. RECOMMENDATIONS

X. APPENDIX

The Appendix chapter provides additional resources for reference that informed this study. These materials include documentation of the charrette process as well as other related reports and plans prepared by the County and by others which are relevant to this study.

Area History X.1
Charrette Schedule X.9
Charrette Presentations X.10
Bibliography X.27

Early History (Through 1799)



Detail of Map, *Campagne en Virginie du Major Général M^{is} de LaFayette* (Library of Congress). Brook Bridge can be seen north of Richmond where Brook Road crosses the brook. The north and south branches of the brook that frame Lakeside Avenue can be seen to the left along with Prosser's Mill near the site of what would become Lewis Ginter's Lakeside Park (now the Lakeside Park Club).

The section of Henrico County served by Lakeside Avenue provides a cross section through Virginia and local history. The gently sloping land crossed by the avenue is drained by the north and south branches of Upham Brook (also known as the Brook, or Brook Run), a tributary of the Chickahominy River. The current avenue runs between the locations of two historic mill ponds, Young's Pond to the southwest and the pond (now Lakeside Lake) serving Vandeventer's Grain and Saw Mill in 1851. The southern pond is fed by Jordan's Branch and the northern one by North Branch. Hermitage Road, of which the current Lakeside Avenue is an extension, is an early 18th-century road that angled off from the city and ran along a straight line between Broad Street extending in an irregular line to Young's Pond. The main route through the area was Brook Road, later Brook Turnpike, which ran just east of the Lakeside area in a straight line north of Richmond, crossing the Brook at Brook Bridge. Henrico County colonial records mention the north Branch of Upham Brook [Will of John Watson, 1702, Henrico County Books, Weisiger]. At some point, the South Branch and Brook Run itself became identified as "Upham Brook," which is the

term used today, but this name is not found on any 18th- or 19th-century maps, which all use the name Brook Run for the main watercourse until it meets the Chickahominy River. The Historic Inventory of Henrico County, 1976, uses both names for the watercourse.



John Wood's Map of Henrico County, 1819-1820. The map shows Brook Road and the rural land that corresponds to today's Lakeside. The watercourse draining the current Lakeside area was known as the Brook and the branch to the North was known as the "North Run of the Brook."



Smith, Henrico County, 1851 (Library of Congress). Young's Mill Pond and Vandeventer's Mill Pond (probably the site in 1781 of Prosser's Mill) can both be seen. The current routes of Lakeside Avenue, Dumbarton Road, and Hilliard Road are shown in blue for reference purposes. The mineral spring is circled in red.

The area is said to have served as a Powhatan tribal hunting ground called "Oughnum" before its settlement by colonists in the late 17th century. It is located to the immediate west of Brook Road, which first appears as a colonial-era north-south track. It was later developed into a major turnpike road in 1812. The land around Brook Road was characterized by farms, plantations, and mills in the 18th and 19th centuries.

Westbrook Farm and Young's Pond (1800-1890)

Much of the Lakeside area was part of a 550-acre plantation called Westbrook, owned by William Young. Young developed an important mill on Jordan's Branch and the pond, still known as Young's Pond, endured through many years and several changes.

An important part of the history of the immediate area occurred in 1800. A plantation to the north known as Brookfield housed an enslaved worker named Gabriel, who in that year planned and nearly executed a large rebellion against the local plantation owners, hoping to capture the capitol and force the governor to recognize equality among the races. The insurrectionists met at Young's Spring, near Young's Pond. That spring or a nearby one, was indicated as early as 1810 as a medicinal spring. It is today the site of a memorial park at the southwestern end of the avenue.

"All workers and slaves were given Sundays off, and many slaves in the area would often gather at Young's Spring on that Sundays for 'preachments, fish-feasts, and barbecue.' The gristmill, the millpond, the rounded rocks below the millpond dam, and streams and wooded areas were well known and frequently visited, for business and pleasure."

By 1835, the 279-acre western half of Westbrook was inherited by Young's daughter Rosina, who married Augustus Mordecai. It was renamed Rosewood and contained the pond and prosperous grist mill, sawmill, and icehouse businesses. By 1846, the Mordecai's had the largest ice storage business in Virginia, with ice cut from Young's Pond. The 400-acre farm to the east was called Bloomingdale. It occupied the bottomland in a bend of Brook Run on its west side.



Hotchkiss Map of Henrico County, Detail, 1864 (Library of Congress). The approximate location of Rosewood Farm (later Bryan Park) is shown outlined in red at the bottom. Just above it is shown the approximate location of Lewis Ginter's Bloomingdale Farm. Boundaries are inexact.

From 1862 to 1864, an outer line of Richmond city defenses was constructed through Westbrook. Contemporary maps show numerous Confederate fortifications north and southwest of Young's Pond.

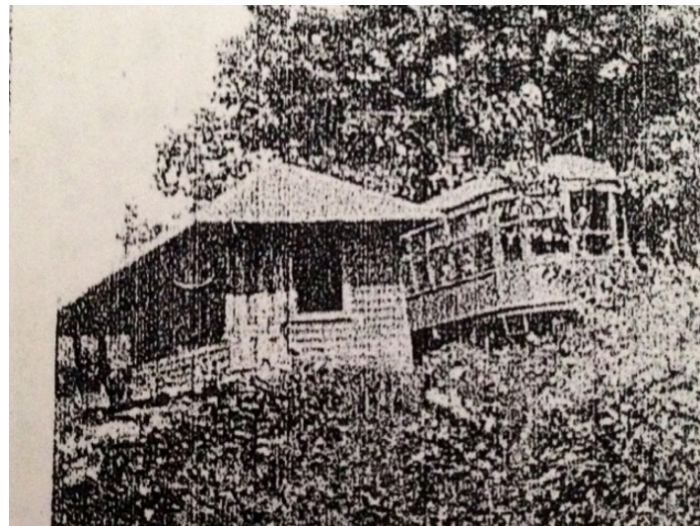
When Rosina Mordecai died in 1906, the Rosewood property was purchased by and donated to the city by Isobel Stewart Bryan (originally of nearby Brook Hill Plantation) as a park in honor of her husband, prominent lawyer, industrialist, and newspaper publisher Joseph Bryan. The park was laid out over the next thirty years as a "City Beautiful, naturalistic" recreational landscape around the waters of Young's Pond. It was entered off Lakeside Avenue by means of a granite arch.

Streetcar Destination (1891-1897)

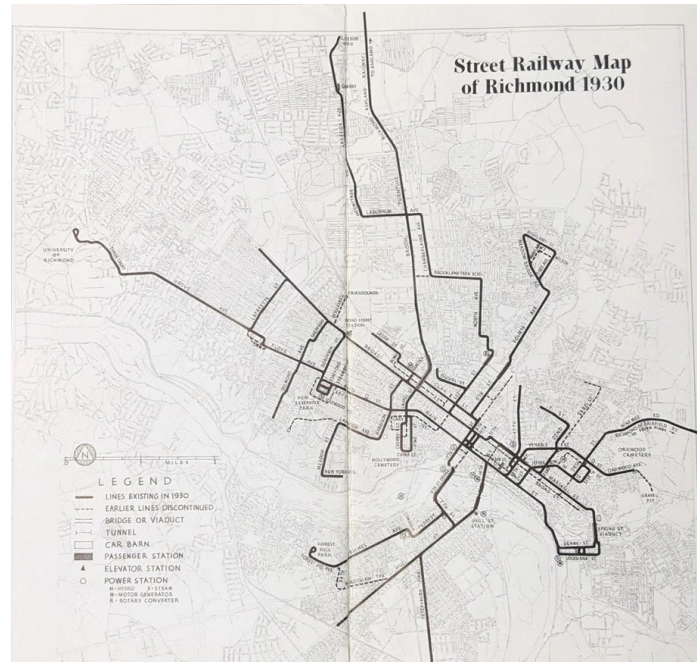


Traffic Circle at the end of Hermitage Road (Bellevue Neighborhood Assoc.) showing the Bellevue Arch (1894) which still serves as an entrance to Pope Avenue and the Bellevue development.

At the end of the nineteenth century the Lakeside area was still a largely undeveloped landscape. The earliest development occurred in 1896 with an eye to the residential potential of the area. Tobacco magnate Lewis Ginter had acquired Westbrook, the eastern half of the former Young plantation, as his country residence in the late 1880s. He, with his personal lawyer Joseph Bryan and partner John Pope, began to take an interest in acquiring and developing tracts of land on both sides of Brook Road as a desirable suburb. His planned subdivisions, which he never saw completed, include Bellevue Park, Sherwood Park, and Ginter Park. He developed 280-acres to the west of Westbrook as a dairy and stock farm, organized in 1887. He named it Bloomingdale Farm (an anglicized version of the name of his family's hometown in Holland). Bloomingdale lay north of Roseland Farm (now Bryan Park) extending into a bend in Brook Run below what is now the Belmont Golf Course.



Trolley Station at Lakeside Park.



Richmond Street Railway map, 1930. Lakeside line shown at top left. The location of a granite quarry, possibly the one used by Lewis Ginter, can be seen beside the tracks near the Trumpet Branch crossing at the mid-point of Lakeside Avenue.

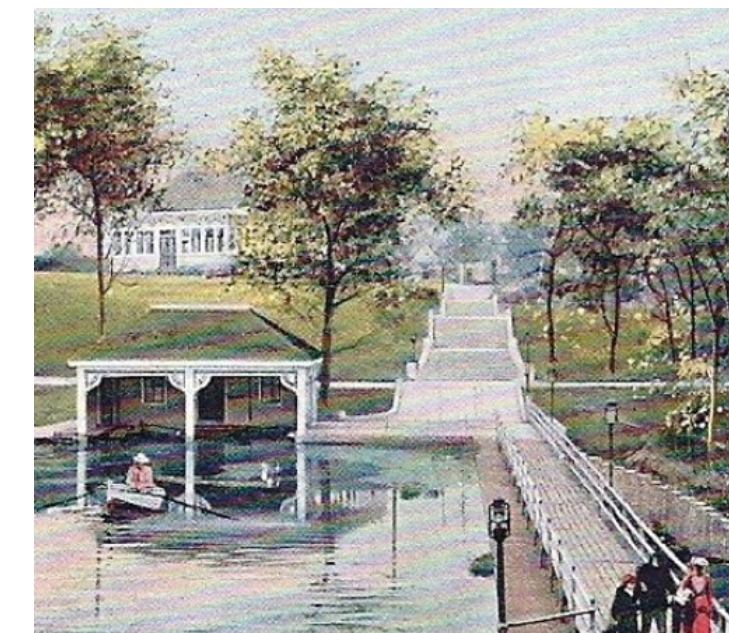
Richmond was a pioneer in the electric streetcar in the 1880s. The Richmond Union Passenger Company built a streetcar line to the northern suburb of Barton Heights in 1891. Lewis Ginter built a narrow-gauge, steam-powered “dummy” rail line in 1892 to bring granite from quarries in the Lakeside area to pave the street of his planned suburb of Ginter Park. He purchased a second-hand passenger car and built a station at Brookland Park Boulevard where it met the Richmond Railway and Electric Company’s streetcar line, making it possible to travel through his prospective suburbs to reach a recreational park he planned for the end of the line to attract ridership. He chose the northernmost of the two historic millponds (that served a mill known over time as Prosser’s and Vandeventer’s Mill) as the site of his public attraction where he seems to have rebuilt the dam across North Run, a tributary of Brook Run.

In 1897 the streetcar line replaced the full length of the narrow-gauge line. Declining patronage resulted in the Lakeside section of the line’s conversion to a shuttle from the Ginter Park streetcar line’s Sherwood Station. This shuttle ran until 1929.



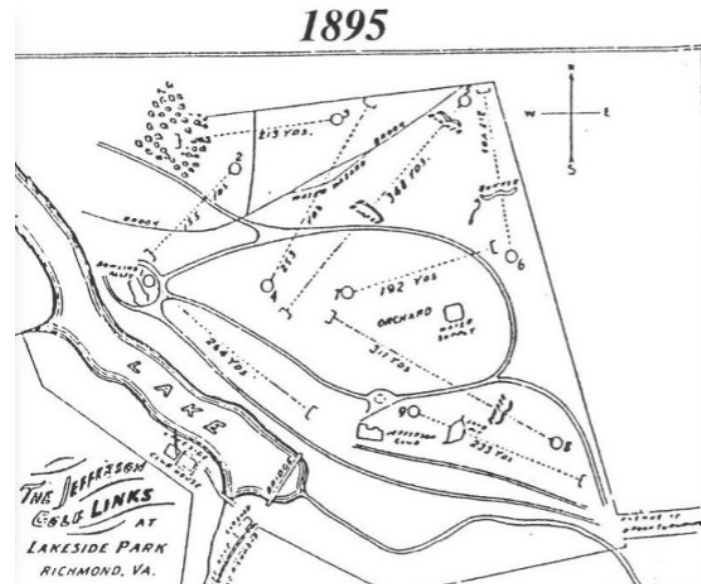
Lakeside Wheel Club.

Ginter sponsored the Lakeside Wheel Club, a product of the bicycle craze that gripped the country from 1892-1899. The handsome clubhouse was completed in 1895 on a low bluff above the lake, providing a social club destination for cyclists who could follow the “Missing Link Trail,” a bicycle path paralleling Hermitage Road and then extending through the countryside to the lake. The south side of the lake is the current site of the Lewis Ginter Botanical Garden and the enlarged club house is maintained as a feature within it.





Lakeside Park, Richmond, Va.



The "Jefferson Golf Links at Lakeside Park" showing Wheel Club House, Dance Pavilion, Jefferson Club, and other features, 1895.

Lewis Ginter had purchased the land at the former mill pond in 1891. Five years later he opened Lakeside Park, a privately owned amenity, centered around the pond. In addition to the Lakeside Wheel Club on the south, the north side of the lake (now the Lakeside Park Club) was the site of a full complement of entertainment resources, including the Jefferson Golf Links laid out to the designs of Willie Tucker, Richmond's first nine-hole golf course:

"Within the enclosure are two large sheets of water, the clubhouse of the Lakeside bicycle club, a casino, cafe, bowling alley, billiard rooms, deer house, park office, and apartments for officers. The lake...specially stocked with fish...[is] supplied with an abundance of rowboats and a speedy two-horse power naphtha launch" (Richmond Times-Dispatch, March 15, 1896)."



Lakeside Park, Bear Cage.



Lakeside Park, Lion Cage.

Initial Development (1898-c1920)



Lakeside Wheel Club after conversion to Children's Convalescent Home, later Bloemendaal House.

After his death in 1897, Ginter's development projects were pursued by his heirs through the Lewis Ginter Land and Improvement Company. The city limits were extended as far as Westbrook Avenue in 1914, where they have remained ever since. Hermitage Road was widened and developed as far as the city limits. A traffic circle marked the end of Westbrook Avenue and the entrance to Bryan Park. Eventually Lakeside Avenue was built connecting Hermitage Road with Hilliard Road and Brook Road beyond.

After Lewis Ginter's death, Grace Arents, one of his nieces, inherited, with her sisters, a large fortune, including the Ginter town house. In 1911, she purchased the former Lakeside Wheel Club and 10 acres for use as a convalescent home for city children. She raised the roof of the building to provide bedrooms and give the house a Dutch Colonial appearance. It became her home in 1913. The property was named Bloemendaal after the Ginter family's ancestral home in Holland. She developed a large garden and willed it to the City of Richmond as a botanical garden at her death in 1926. Her companion had a life interest in the property and after her death in 1968, the city accepted responsibility and transferred it to the Lewis Ginter Botanical Garden, Inc. in 1984. It is now a world-class horticultural institution tying down the north end of the Lakeside Avenue Corridor.

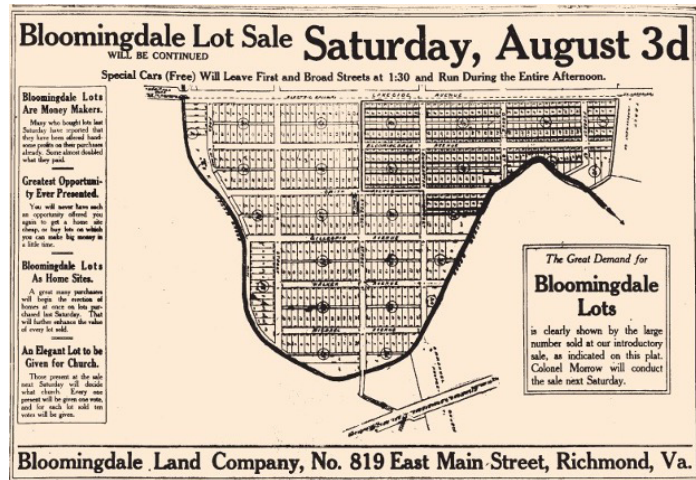


Bloemendaal House and Garden.



Plat of Bloemendaal Farm, 1919

The landscape along the east side of Brook Run, less suitable for housing development, became an attractive location for two elite golf clubs. Ginter's Lakeside Park and its nine-hole Jefferson Golf Links were redeveloped and expanded in 1917 as the Jefferson Lakeside Country Club. The current 18-hole course was designed by Donald Ross in the early 1920s. The foundations of animal display cages survive at the club from 1896. The Hermitage Golf Club, founded in 1916 (since 1976 the public Belmont Golf Course) is located on the former Belmont Farm north of Hilliard Road and extending south in the irregular terrain along Brook Run. It featured an 18-hole PGA Championship golf course designed by renowned course architect Albert Warren Tillenghast, one of the best course designers of his time. After 2020, it was converted to a 12-hole course maintaining many Tillenghast features. The Hermitage Park subdivision overlooks the course from the west.



Bloomingdale Land Co. Advertisement, 1907.

Meanwhile, Ginter's nephew George Arents inherited Bloomingdale Farm. The Bloomingdale Land Company was organized as early as 1890. It was the first large-scale development along what would become the Lakeside corridor. A small park was provided at the site of the medicinal spring and a spring enclosure built for it. In 1916, tracts in the eastern portion of the farm, laid out in many small lots, were advertised for sale to buyers.

During this period, a divided boulevard was extended from and aligned with Hermitage Road, crossing Brook Run east of Young's Pond and ending near the current intersection with Dumbarton Road. The streetcar line, which ran down the median of Hermitage, continued in the median of Lakeside Avenue to a point beyond Dumbarton Road. North of that point, the trolley line ran through open country. It curved in order to cross Trumpet Branch midway between the ponds. That angle accounts for the twist at the mid-point of Lakeside Avenue.



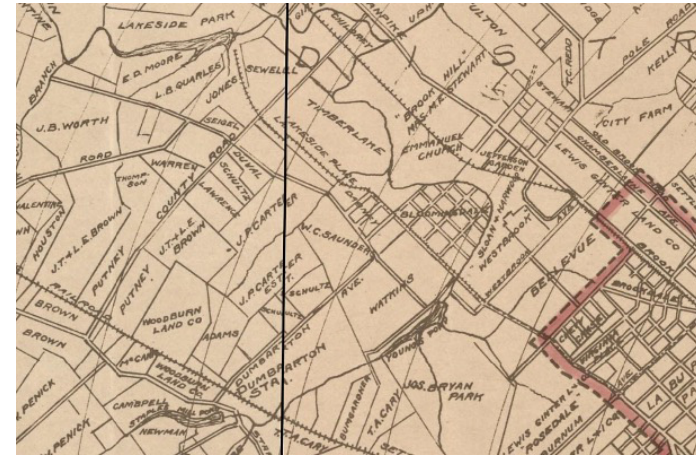
Plaque, Spring House.



Octagonal Spring House built in the park as an amenity along the edge of the Brook c1890 as part of the Bloomindale Land Company's effort to develop the land.



T. Crawford Redd and Heon Co, Map of Henrico County, Detail, 1901, It shows "Bloomingdale" after the death of Lewis Ginter and the Lakeside Park Electric Railroad. The name "Upham Brook" has been substituted for the earlier name "Brook Run."



T. Crawford Redd, Detail of Map of Henrico County, 1916. Bloomingdale and Bryan Park Heights have been platted on opposite sides of Lakeside Avenue. Completed section of Lakeside Avenue shown in blue.

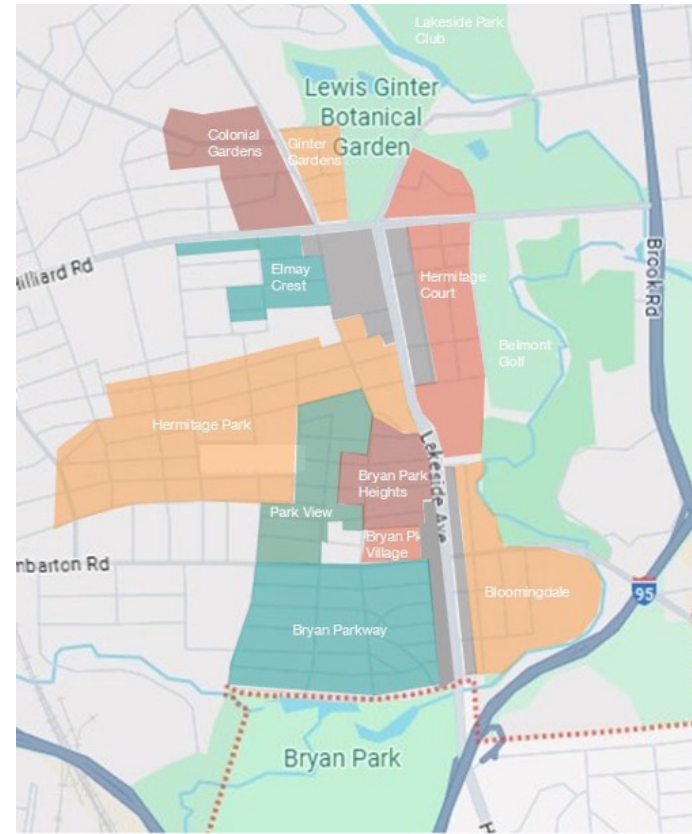
Initial Development (1898-c1920)

During the 1920s the land on each side of Lakeside Avenue was developed by landowners in a patchwork of suburban streets with small lots. The pre-World War I developments at Bloomington and Bryan Park Heights were succeeded after the war by subdivisions called Bryan Parkway, Park View, Hermitage Park, and Hermitage Court. A small set of lots at the corner were apparently reserved for commerce and called Bryan Park Village. Bryan Parkway, which adjoins Bryan Park to the north, was partially laid out in a picturesque format with curving streets through part of the area. The shape of blocks resulted in the reservation of a large triangular park called Essex Triangle that continues to serve the recreational needs of the neighborhood.



Typical Lakeside houses, including Bungalow (picture 2), Tudor Revival (picture 5), and Colonial Revival examples.

The residential area to the west of Lakeside Avenue became collectively known as Lakeside. These neighborhoods are characterized by an interesting mixture of one- and two-story houses. The earlier houses were designed as either bungalows or foursquare houses, both of which exhibit the practical floor plans and Arts and Crafts detailing typical of the 1910s and 20s. Later houses, built in the 1930s, 40s, and 50s, take modest Colonial Revival or Tudor Revival forms and details. Mostly laid out in streets and lots in the early to mid-1920s, by 1939 only some of the lots were built upon. The Lakeside neighborhoods continued to develop over the following 40 years.



Historic neighborhoods of Lakeside, G. Worsham for Glave and Holmes, 2025. Current commercial sections shown in gray.

Commercial Hub (1935-c1960)

By 1934, the city needed a bypass around the congested city center where Routes 1 and 301 passed through Richmond. It was made up of a combination of existing roads that were linked to form the "Belt Boulevard" (State Route 161). It served as a western bypass around the city and crossing the James River on the Boulevard Bridge. Lakeside Avenue is labeled Belt Boulevard on the 1939 USGS map. Given its primacy as a bypass route, sections of the road began to take on the character of a commercial zone serving a larger region than Lakeside. The commercial section stretched about three blocks to the north and south of the intersection of Lakeside Avenue with the east-west route known as Dumbarton Avenue. The northern half of the avenue exhibits a more residential character in keeping with the subdivisions to each side, except for the three blocks south of Hilliard Road at the northern end of the divided road.



1939 USGS Map, Detail. Lakeside Avenue is labelled "Belt Boulevard".

The first commercial buildings on Lakeside Avenue were developed in the 1920s and 1930s near the intersection of Lakeside and Dumbarton Avenue. Lakeside Avenue provided all the commercial amenities of a small village.

The best-known early businesses included Lakeside Pharmacy, Lawrence Hardware, Lakeside Book Shop, Bowles Department Store, and Adkins Furniture at that intersection. The pharmacy and neighboring structures were demolished in the 1990s to make room for the current Rite Aid location.



The south end of Lakeside Avenue looking north, 1950s.



Lakeside, intersection of Dumbarton Road and Lakeside Avenue looking NW, 1950s (Richmond Times-Dispatch).



Lakeside Avenue looking north, 1950 (Richmond Times-Dispatch).



Lakeside Avenue west side looking south from south of the Hilliard Road intersection, 1950s (Richmond Times-Dispatch).



The Hilliard Road intersection looking north toward Bloemendaal, 1950s (Richmond Times-Dispatch).



The HUB, looking east, 1940s (Richmond Times-Dispatch).



The HUB, looking NE, today.

For the first two decades, the northern half of Lakeside was lined with houses and a church. Business development clustered near the Dumbarton Road intersection. After the Second World War, a second business core developed later to the north near Hilliard Road. In that area, “The Hub” became Henrico County’s first shopping center. It was developed in 1947 by Manley L. and Verna B. Hubbard, owners of the site from 1939–1953 and operators of the HUB Realty and Construction Corporation. Hubbard had observed a “U-shaped” shopping complex with common parking in the center during a trip to Florida after World War II. The Hub was located on a set of lots called Ginter Place.



Row developments of storefronts on the west side of Lakeside Avenue.



Adkins Furniture Store, 1941 (top) and Lakeside Appliance (bottom).

The Lakeside Avenue business district experienced dramatic growth in the 1940s and early 1950s with grocery stores such as Sanitary Stores, Lukehart's Market, and Town and Country Grocery. Other businesses serving local needs included Lakeside Appliance, Nestor's Bicycle Shop, Jerry's Shoe Service, Lawrence Hardware, Fin and Feather Pet Center, Roy's Big Burger, First and Merchants Bank, Lakeside Book Shop, Bowles Department Store, and Adkins Furniture. Buildings were housed in one-story commercial storefront buildings set back from the street to allow parking. Some businesses leased or purchased storefronts in one of several matching rows of storefronts erected by commercial real estate developers. The gabled building housing Adkins Furniture Store features an unusual plaque in the pediment that says "This building originally erected at the Confederate Home for Soldiers/ 1893/ rebuilt this location/ 1941."

In order to serve the increased popularity of the automobile after World War II, businesses such as Lawrence Motor Company and several early service stations, including a Shell station opened in the 1950s. An Esso Station opened near the current Lakeside Towne Center. Axselle Auto Service has been in operation since 1951, when it was founded Ed Axselle as a full-service station.



Axselle's Auto Service today.

Decline and Renewal (c1960-Present)

New shopping centers opened in other parts of the city and suburbs, drawing shoppers and businesses away from the Lakeside Avenue district in the late 1950s and 1960s. Willow Lawn Shopping Center opened three miles southwest at Broad Street and Willow Lawn Drive on November 5, 1956, and the now-raised Azalea Mall opened in August 1962, just east of Lakeside Avenue at Brook Road and Dumbarton Avenue. Additional commercial development emerged over the next thirty years, and included Brook Run, Virginia Center Commons, North Park, Staples Mill, and Brook Hill. These new retail centers drew customers and businesses away from Lakeside Avenue and in doing so, stunted the growth Lakeside had experienced since World War II.



Franco's Galleries today.

Despite sluggish growth, some businesses on Lakeside Avenue experienced tremendous success. Franco Ambrogi opened the first Franco's men's clothing store in 1972 on Dumbarton Road. The store's success resulted in construction of a new, larger building on Lakeside Avenue, just a few blocks south of the original store. In October 1985, Franco's celebrated the grand opening of its complete fashion gallery. Today, Franco's is an internationally known clothing business.

In 1984, Grace Arents' Bloemendaal Farm was opened as the Lewis Ginter Botanical Garden, fulfilling her will concerning its future. The 82-acre garden welcomes more the 450,000 visitors each year, bringing increased traffic and potential for economic growth to the Lakeside area.

Lakeside Avenue faces increasing competition from the ever-growing commercial corridors nearby. To survive and thrive, Lakeside must capitalize on its unique assets, including its vibrant history, locally owned businesses, small-town charm, and strategic location between Bryan Park and Lewis Ginter Botanical Garden. By doing so, the corridor will once again become a vibrant retail corridor.



Lakeside Towne Center (top) and the Lakeside Farmers' Market (bottom) near the north end of the avenue.

More recently, the Lakeside Towne Center, a retail mall with unique tenants opened in 2005 in the former Colonial Stores Building built in 1956. The popular weekly Lakeside Farmers' Market began in 2007 in the parking lot of the former Colonial Store. It has a permanent covered market building. Both innovations have brought renewed vitality to the Lakeside corridor.



Roy's Big Burger in the 1950s (left) and today (right), located at the south end of the avenue.

The Henrico County Planning Department invites you to
August 25th - 28th **A CHARRETTE TO HELP PLAN THE FUTURE OF LAKESIDE!**

Location: Lewis Ginter Botanical Garden (Kelly Education Center)
1800 Lakeside Avenue, Henrico, VA 23228



WHAT IS A CHARRETTE? A charrette is an in-person planning process to discuss ideas about and develop a vision for a community's built environment.

HOW CAN YOU PARTICIPATE? Attend one or all of three public meetings and work with the project team. All events will be held at the Lewis Ginter Botanical Garden Kelly Education Center Auditorium.

Charrette Kickoff

Monday, August 25 (6:00 p.m. – 7:30 p.m.)

Meet the project team, learn about the charrette process, and provide early input on your topics and properties of interest.

Mid-Week Design Review

Wednesday, August 27 (12:00 p.m. – 1:30 p.m.)

Join us for a progress summary from the week's first half.

Wrap-Up Presentation

Thursday, August 28 (6:00 p.m. – 7:30 p.m.)

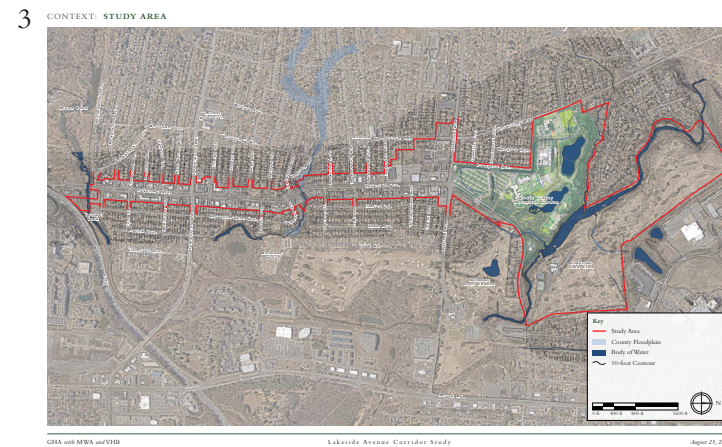
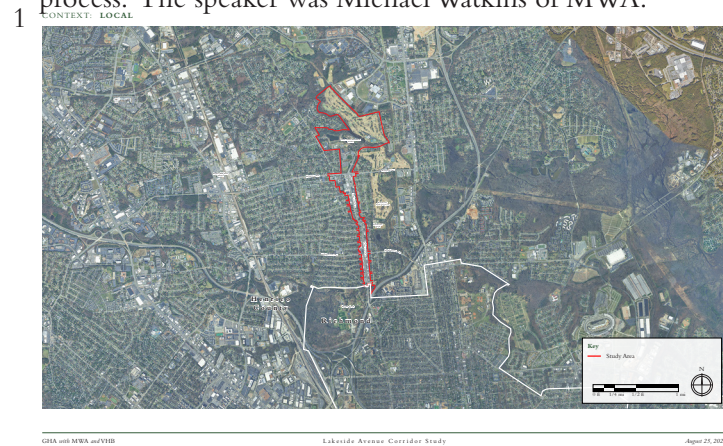
A comprehensive review of the week's results and next steps.



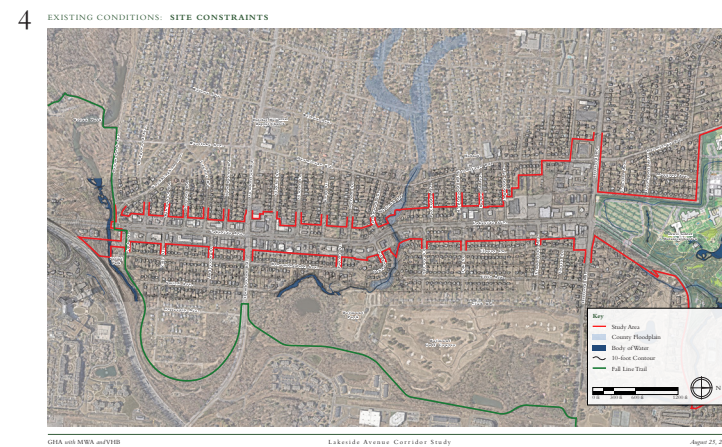
QUESTIONS? Please email or call Livingston Lewis at lew02@henrico.gov (804.501.5822), or Ben Sehl at seh@henrico.gov (804.501.5226). You can also visit the Planning Department website at www.henrico.gov/planning for more information, including a study area map.



The following is a summary of the Monday Introduction Presentation to the public. It was adapted from notes taken during the presentation, and is meant to convey the information in the presentation and is not verbatim. Slides and speaker notes do not constitute plan recommendations.. They were only meant to aid in the creative brainstorming process. The speaker was Michael Watkins of MWA.



The extent of the study area is shown in red and extends from the City / County line in the south to the Lakeside Park Club in the North.

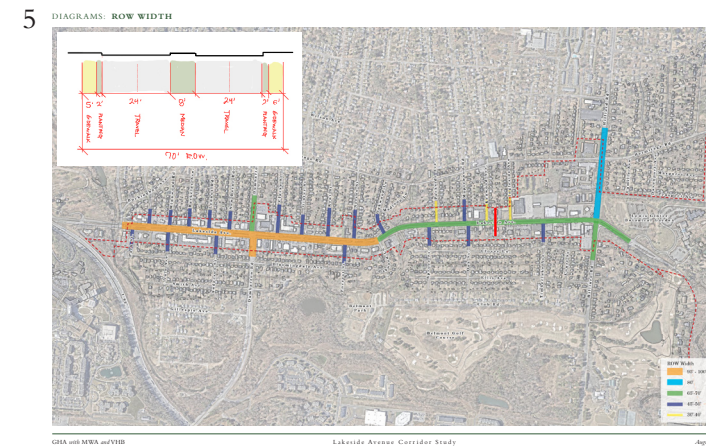


The main focus of the charrette is Lakeside Avenue between Bryan Park and Hilliard Road.

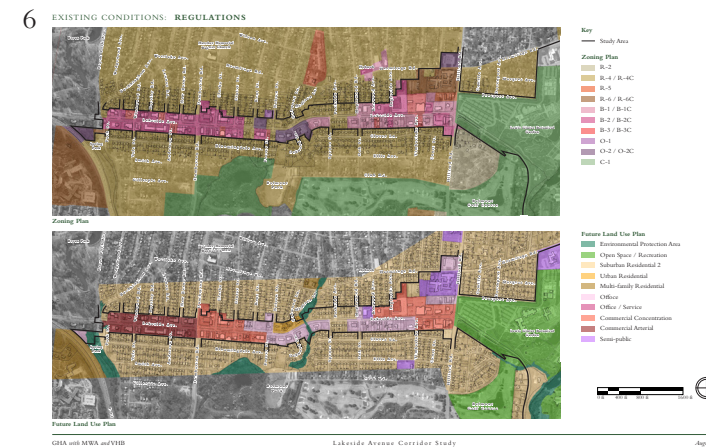


Charrette comes from the French word for cart. In Paris there was an influential architecture school called the Ecole des Beaux-Arts where they would come around with a cart and collect all the students' projects. Students were often still working, so they would run behind the cart with their project and even jump on the cart to continue to work.

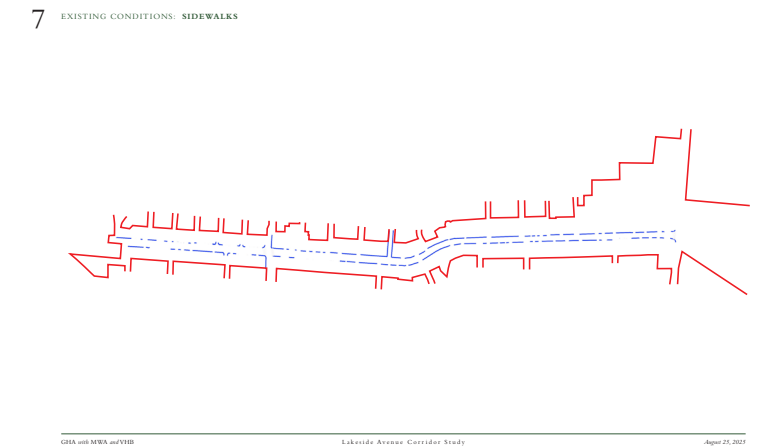
Now, a charrette refers to a collaborative design event that lasts four to ten days depending on the complexity of the issues to be addressed and the level of stakeholder involvement. The goal is to have quick feedback cycles, so everything in the presentations this week will be based on the feedback given in the Q+A session after this meeting.



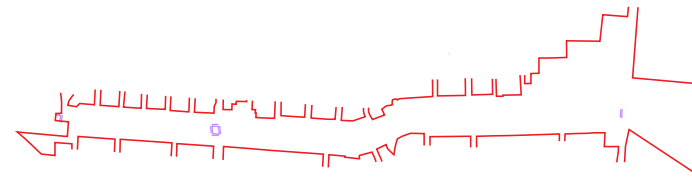
Redesigning Lakeside Avenue within the public right-of-way is important if the street is to be walkable. The corridor currently has four wide travel lanes, no street parking, and very few street trees. These conditions allow cars to travel very fast and offer no protection to pedestrians. There are two typical ROW widths along the corridor: 70 feet and 100 feet. There is variation in the ROW width in addition to these typical dimensions. All improvements to the thoroughfare will have to be contained within these dimensions.



The current Zoning and intended Future Land Use (from the 2026 Comprehensive Plan) show that the land along the Lakeside Avenue is mostly intended for commercial land uses. Over the course of the charrette, new zoning will be proposed to help the community grow without losing its character.



The current condition of the sidewalk along Lakeside Avenue is not conducive to a comfortable or safe pedestrian experience. There are many gaps because of large curb cuts where cars are parked in the path of pedestrians. These curb cuts also leave pedestrians exposed to moving vehicles. The sidewalks are also not well maintained and in many places are overgrown. This can be a tripping hazard and it also makes it difficult to move freely with strollers or wheelchairs.



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

There are only three places to cross Lakeside Avenue between Bryan Park and Hilliard Road. The existing crosswalks are not properly striped, and many of the buttons that trigger the pedestrian walk signal are broken or inaccessible, making it difficult and in some cases dangerous to cross busy streets.



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

The design team notices that because of this, people resort to crossing between the crosswalks.



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023



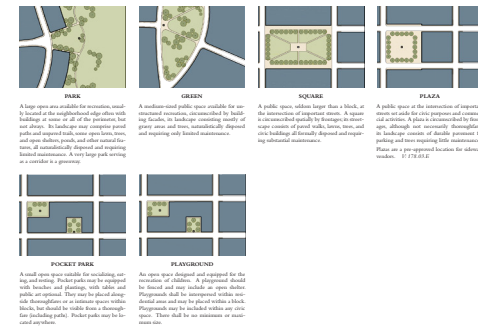
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

The corridor lacks adequate street trees. There are very few and they are only in the medians, so they do not shade pedestrians. Pictures of the view down Lakeside Avenue as a pedestrian show there is no shade and no protection from moving traffic, both of which would be provided by street trees.



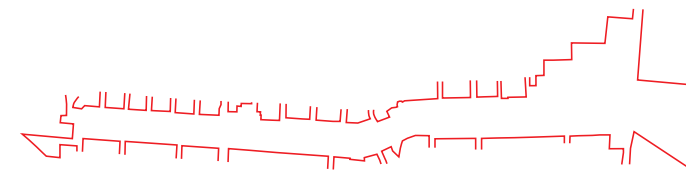
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

There are currently many different lighting fixtures along Lakeside Avenue. Some of them are on private property and some of them are not. Consistent fixtures help an area feel like a cohesive place.



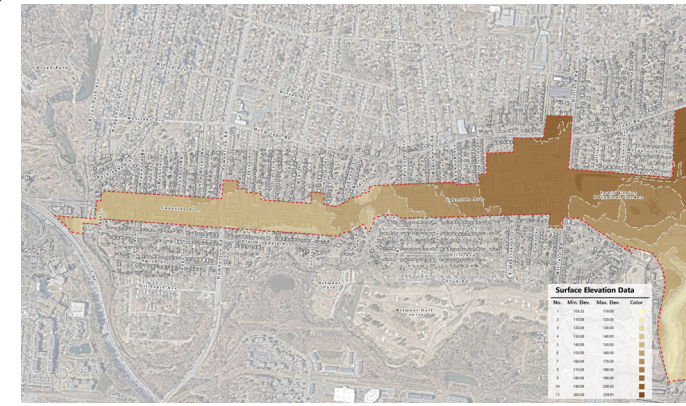
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

Civic Spaces are outdoor public spaces where community members can gather. They are places where residents can meet their neighbors, foster community, and host events.



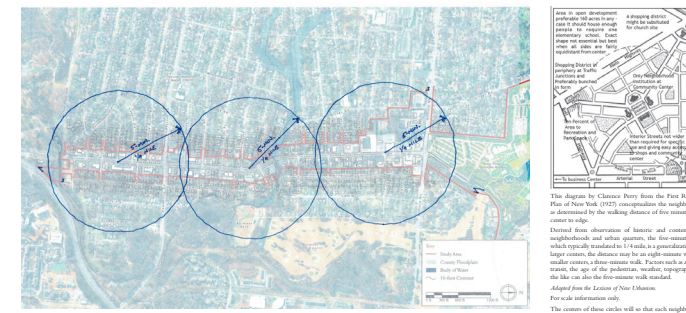
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

There is not currently any Civic Space along the corridor where residents can gather or hold events.



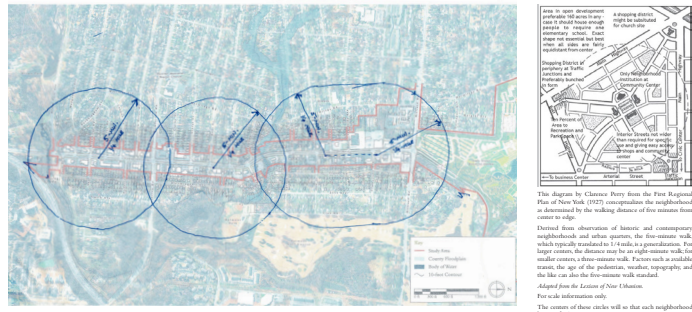
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

This elevation analysis of the site shows that there is not much steep topography other than around the creek.



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 25, 2023

Pedestrian sheds are made up of five-minute walk circles with a commercial or civic center in the middle. In a truly walkable neighborhood, residents should be able to access all their daily needs in a five-minute walk, so pedestrian sheds are a good tool for measuring how far away neighborhood centers should be. Roughly three pedestrian sheds fit on the site.



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 27, 2013

When defining pedestrian sheds, it is important to consider not just distance, but also pedestrian obstacles such as natural features and busy roads. Taking those into account, preliminary thought is that this corridor would lend itself to three pedestrian sheds, two that are circular, and one that is oblong.

This background presentation was followed by a seated Q+A session and then an opportunity for residents to look closely at large scale maps, discuss their ideas and concerns with designers, and leave notes on their thoughts with sticky notes.



Seated Q+A



Residents leaving comments on the site map with sticky notes



Collection of resident comments left on the site map after the Monday Presentation

Below is a summary of concerns raised by residents after the Monday presentation:

Bike Lane/Trail:

- There is a lot of enthusiasm about additional bicycle infrastructure on Lakeside tying in to the Fall Line Trail.
- There is concern for the safety of cyclists in the area.
- Some were extremely skeptical because bike lanes in the area are underutilized.

Traffic Calming:

- There is huge concern for speeding and pedestrian safety on Lakeside Avenue, especially at the intersection with Dumbarton Road.
- Some residents noted that racing occurs at night, and the danger that poses.
- There is also a problem of people speeding down side streets.
- Some suggestions on improving safety include rumble strips, a road diet, and speed humps at pedestrian crossings.

Civic Space/Landscaping:

- Lots of good feedback on the idea of a garden district.
- There was concern over who will maintain it, since current landscaping is not well maintained.
- Will private lots be part of the garden district? Will there be requirements for individuals?
- There were requests for park with a playground.
- There were requests for native species.
- Consider wildlife habitats.
- Could there be a dog park?
- Integrate farm into the community with children's education programs.
- The corridor needs Community Space.
- Outdoor spaces to make outdoor dining more available and pleasant.
- Indoor public spaces like a community building for meeting when the weather is not good.

Crosswalks:

- Crosswalks need to be painted and maintained.
- It needs to be easier to access Belmont.
- Broken crosswalk signals need to be fixed.
- Lakeside Avenue needs more signaled crosswalks.

Sidewalks:

- Sidewalks are needed around the school.
- Hermitage Road needs sidewalks.
- Dumbarton Road needs sidewalks.
- Sidewalks need to be fixed so it is easy to push strollers and wheelchairs.
- Sidewalks need to be continuous.

Neighborhood Connectivity:

- Establish connections to other neighborhoods like Libbie Mill, Dumbarton Square, the Train Station, Bellevue, and Azalea.

Alleys:

- Residents would like to be able to access their alleys.

Waste Management and Drainage:

- There are drainage concerns especially on the east side of Lakeside Ave.
- There are concerns about underground water.
- There are concerns about trash and leaf pickup.
- Need green waste bins.

Lakeside Character:

- There are concerns that messing with Lakeside will ruin what makes it special.
- It is a place where small local businesses can thrive.
- Residents do not want to turn it into something that is the same as the rest of Richmond.

Building Types and Businesses:

- Smaller businesses such as restaurants, baker, a destination business, or a boutique grocery would be welcomed in the area.
- Concern for the quality of businesses along Lakeside Avenue, as well as the frequency of underutilized buildings and lack of welcoming street frontage.
- The height and intensity of new uses raised some alarms: 3 stories or fewer, no hotel.

Public Art:

- Could there be opportunities for murals on buildings?

Grocery Store:

- Lakeside Avenue is a food desert.
- Residents do not want to have to get on highway to get groceries.

The HUB:

- Keep the character of the HUB
- Not enough parking for some of the shops like Quilting Adventures.
- Could there be a better entrance building to the neighborhood than the laundry and the gas station.
- Difficulty getting in and out of the parking lots with people turning right.

Hobnob Restaurant:

- Connect Hobnob to Lakeside Avenue

Lewis Ginter:

- There are no sidewalks on Lakeside Avenue past the entrance to the garden.
- Bring a Garden gift shop to Lakeside Avenue?
- Connect entrance to park to the neighborhood.
- There is support for more engagement with Lakeside, including a gift shop.

V-DOT / Exit 80:

- If Exit 80 is closed it will cut off traffic to Lakeside Ave.
- Businesses would suffer from the lack of traffic.
- People coming to Lakeside from Richmond would have to get off at Staples Mill and come down Dumbarton or cut through the neighborhoods.
- What we know: VDOT is conducting a study to address the daily backups at the Bryan Park Interchange (Exit 80). A recommendation to close Exit 80 was based on adding another lane from I-64 which creates a dangerous weave to access Exit 80. The study has been in the works for 5 years. It is a study, so there is not a funded solution or a scheduled project at this time. The public survey closed recently. The county is awaiting a summary of that input which will inform any future decision.

Parking:

- There is concern for lack of off-street parking in the area.
- There is some support for parking in back, or walk-to parking.

Pedestrian Access:

- There are concerns about the lack of pedestrian and bicycle facilities on Hermitage Road.

Trolley:

- There is some interest in a trolley connecting park and garden.

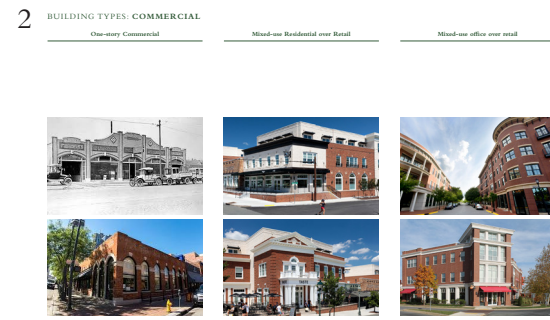
Lighting, Signs, and other Infrastructure:

- More benches, trash cans, and maybe public water fountain.
- Support for more streetlights on Lakeside
- Some concerns over too much lighting causing light pollution.

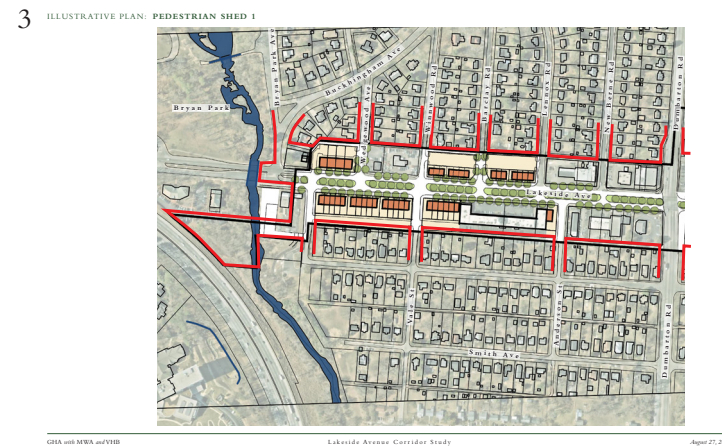
The following is a summary of the Wednesday Design Review Presentation with the public. It was adapted from notes taken during the presentation, and is meant to convey the information in the presentation and is not verbatim. Slides and speaker notes do not constitute plan recommendations.. They were only meant to aid in the creative brainstorming process. The speakers were Michael Watkins and Matthew Gschwind of MWA.



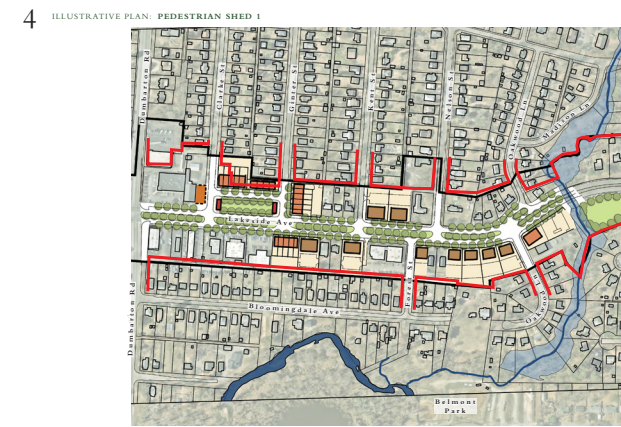
As the Lakeside Avenue Corridor develops, it is important to think about what building types should be present. Higher density residential makes commercial more viable, but it is also important to protect the character of the neighborhood. For this reason the building types being proposed are small to mid-sized to respect the existing character of Lakeside Avenue, while giving it more options for future development. Townhouses can be considerably more dense than detached houses without being out of scale with them. Live-works are buildings that have one commercial unit on the ground floor and a single-family dwelling unit above. The dwelling unit can be one or more stories. The entire building has one owner. Multi-plexes are multi-family buildings, but they can be designed to look like large single family houses. They are usually 2-3 stories, and have a single front entrance and a shared central stair. Corridor apartment buildings have multiple shared entrances and units accessible off a shared hallway. It is unlikely any will be built along Lakeside Avenue because they are often large buildings with a large parking demand that cannot be accommodated due to the shallowness of the lots.



The commercial types that could be added to the corridor are one-story commercial, mixed-use residential over commercial, or mixed-use office over commercial. There is already a lot of one-story commercial present. Office over commercial is unlikely to develop along Lakeside Avenue because they are often large buildings with a large parking demand that cannot be accommodated due to the shallowness of the lots. New zoning (addressed in the Thursday Presentation) will allow these building types, as well as some additional ones, based on a property's location along the corridor. There will be a significant amount of flexibility for property owners when it comes to what they want to build on their lots. The plan that follows is an example of one possible future for the corridor.

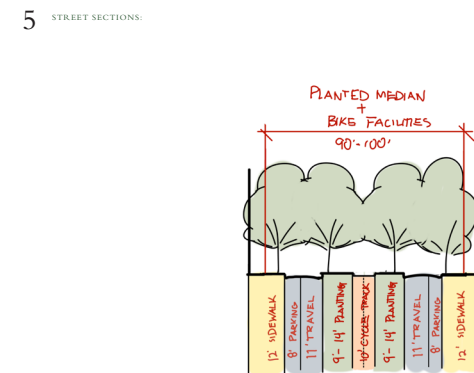


Early sketches of one possible design of Lakeside Avenue show one-story commercial and live-works at the south end. Beloved businesses like Roy's Big Burger and Franco's Fine Clothier would stay as they are, with slight modifications to their site designs to reduce curb cuts. This will make the sidewalks more consistent and safer. Other buildings would be pulled up to the street, which is important when creating walkable streets. It makes the street more welcoming, reduces the number of curb cuts, and it encourages people to frequent more businesses.

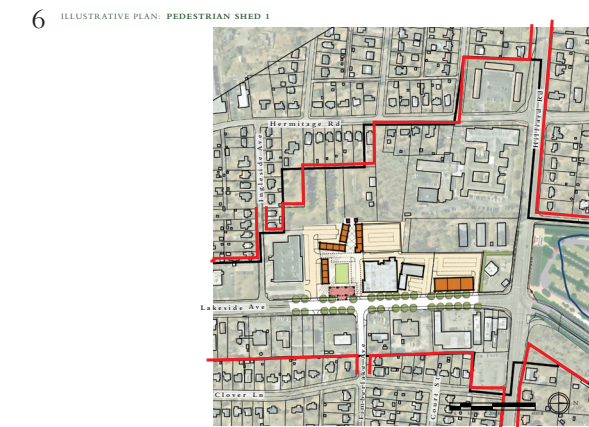


Between Dumbarton Road and the creek, there are some deeper commercial lots that create an opportunity to add a Civic Space to the corridor. There is currently no public gathering space along Lakeside Avenue, so this would be a great addition. Shown here is a square enfronted by two small Civic buildings that help define the space. These buildings could be a small post-office or some other public amenity.

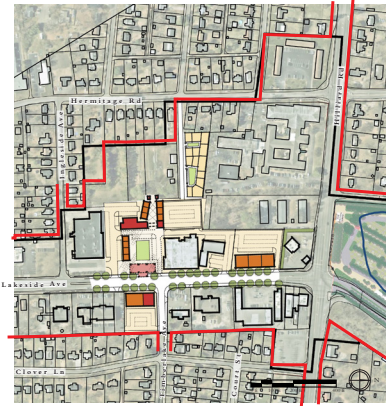
Moving north, the area transitions from commercial to residential. There is an option to introduce multi-plexes in this area to increase residential density.



The southern portion of Lakeside Avenue has a typical ROW width of 100 feet. Therefore, it can easily fit a sidewalk, street trees, street parking, travel lanes, a two way cycle track, and a planted median.



The north end of the site has deeper lots, which makes it another ideal place for a public square. The current Farmers' Market is a great amenity for the neighborhood, but it is hidden behind the parking lot. Pulling it up to the street would benefit it and the pedestrian experience along Lakeside Avenue. The depth of the lot also makes it a good place for a parking deck, which Henrico County asked the design team to incorporate into their plan. This deck would serve businesses on Lakeside Avenue and Lewis Ginter Botanical Garden. Benefits to Lakeside Avenue would include drawing visitors from the gardens to businesses along the corridor, allowing businesses to reduce their on-site parking requirements, and reducing over-all surface parking for the corridor which is unsightly and discourages walking. It would not be visible from the street, but it would allow the current parking lot for the Towne Center to become a public square behind the proposed site for the Farmers' Market. Small commercial units are also proposed here that are based on the design of the HUB. Small commercial units are good for attracting small local businesses because rent can be kept low and the size does not allow for chains that have large dimension requirements.



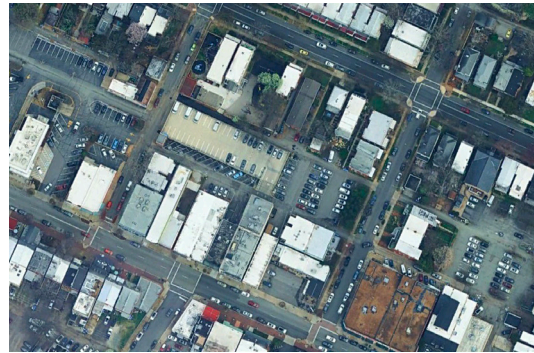
G&HA with MWA and VHB Lakeside Avenue Corridor Study April 27, 2021

A second option for this area adds a public building like a small branch library to the square and cottage courts to a currently unused piece of land. These houses could be very small, making them affordable for lower income families. They would be accessed by a new street off Hermitage Road next to the current farm. This street could also serve as an alternative entrance to the parking deck. The Rescue Squad building would be pulled up to the street edge and the parking would be moved to the rear of the lot.



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The pavilion at Sundance Square in Fort Worth, Texas is a good example of a building that can be open-air or enclosed depending on the season. The Farmers' Market pavilion in the square could be designed in this way, which would allow it to host indoor community events, in addition to outdoor events held on the square.



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It might not seem like a parking deck would be a good fit for Lakeside Avenue, but they can be very low profile like the ones in Carytown that are only two stories and accessed off an alley. They can not be seen from the street and do not affect the character of the neighborhood. The ones in Carytown have helped businesses there thrive by making parking convenient for costumers.



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A cottage court in a new development in northwest Arkansas shows how small homes can be organized around a public space like the ones shown in Option 2 of the plan behind the parking deck.



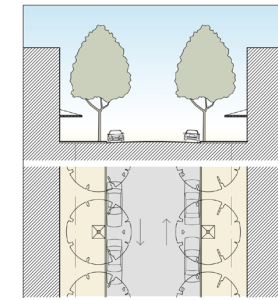
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This historic picture of Lakeside Avenue is taken from the top of the hill where the current highway exit is. The historic street was much narrower than the current one and had consistent street trees.



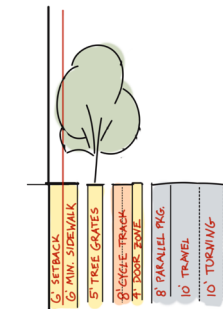
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This is that view now. The street is wide, and it encourages drivers to speed. It is also hostile to pedestrians because of the lack of street trees and the fast-moving traffic.



G&HA with MWA and VHB Lakeside Avenue Corridor Study April 27, 2021

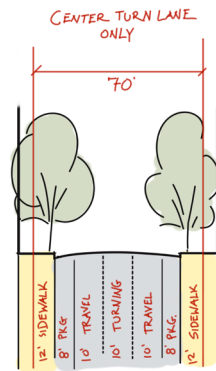
The northern portion of Lakeside avenue is only 70 feet, so it is not wide enough to fit everything that fits in the 100 foot portion. This section is a typical section for a 60 foot wide commercial street. It has two lanes of traffic, two parking lanes, two rows street trees, and two sidewalks. It does not have a bike lane, a center turn lane, or a planted median, all of which have been discussed for the design of Lakeside Avenue. There is 10 feet left over to be used for the components that are the highest priority to Henrico County and Lakeside residents.



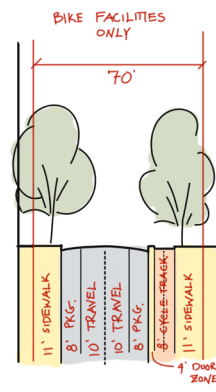
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These are the sizes of the different components that have been suggested.

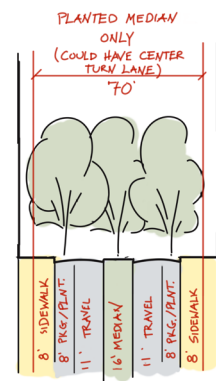
The following options will add different components to the street section to fill the 70 foot ROW.



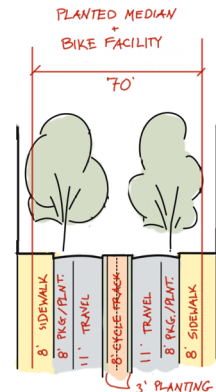
This option adds a center turn lane, but no bike facilities.



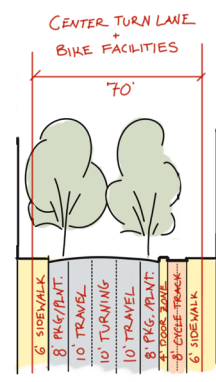
This one adds a two way cycle track, but no center turn lane.



This one has a planted median that could have a center turn lane in it when needed, but the frequency of left turns would mean there would not be much left to be planted. It also combines the parking lane with the street trees. The trees would be planted every couple of spaces in tree grates, and cars would park between them



This option puts the bike lane in the center median which has advantages but can make left turns difficult. It also does not leave room for planting, so it does not make sense for Lakeside Avenue.



This option has both a bike lane and a center turn lane. It accomplishes this by combining the street trees with the parking lane, just like in option three.



Lewis Ginter Botanical Garden (LGBG) has expressed a desire to be a contributing part of the Lakeside neighborhood. In meeting with LGBG and discussing their master plan which is being developed, the theme of Lakeside as a garden district was suggested. Part of their help could be providing guidance on plant species and providing informational cards for the different plants, bringing the knowledge and resources of LGBG into the neighborhood. Pictured here is an elm, which, when fully grown, makes a great street tree.

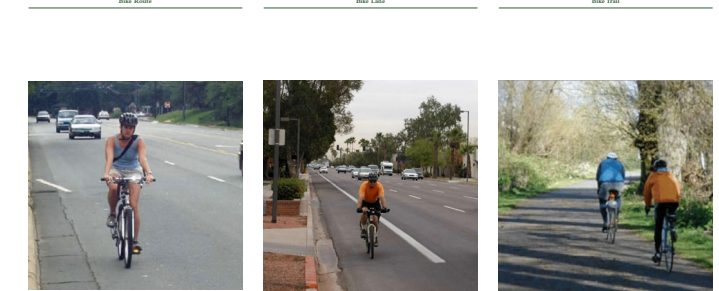
The Importance of Well-Shaded City Streets

By James G. Bennett

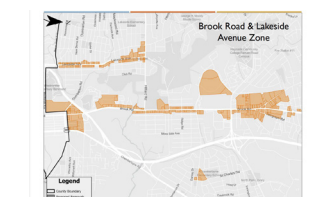
If the world were a garden, the streets of our cities would be the most important part of the landscape. The streets are the arteries of our cities, and the trees that line them are the lungs. They provide shade, reduce air pollution, and improve the quality of life. They are the most important part of our cities, and we must take care of them.



Street trees are very important for shielding pedestrians from moving traffic, as well as keeping temperatures down, as argued in this article.



There are a few different options for bike facilities. A signed bike route is appropriate when cars are going 20 mph or less, and it is a condition where drivers and cyclists share the road. A bike lane is when cyclist have their own lane separate from cars. These can be protected or unprotected. A bike trail is separate from cars and is often a path through nature. The street sections show a two-way cycle track which is a type of protected bike lane. This option was chosen because cars along Lakeside Avenue move too fast to share the road with cyclist.



Grant	Current Maximum	Proposed Maximum
Landscaping	\$2,000	\$3,000
Central Landscaping Sample	\$1,000	\$1,000
Paint	\$1,000	\$1,000
Other Improvements	\$1,000	\$1,000
Building Improvements (Exterior)	\$10,000	\$10,000
Building Improvements (Interior)	\$10,000	\$10,000
Building Demolition (Not Clearing)	N/A	\$20,000
City	\$100,000	N/A
Architectural Design Assistance	\$3,000	N/A
Architectural Design Assistance (Site Plan only)	N/A	\$3,000
Building Systems Improvement	N/A	\$10,000

Below is a collection of questions and concerns raised by residents after the Wednesday Presentation which designers strove to answer in the Thursday Presentation.

Bike Lane / Trail:

- There have been thoroughfare changes along Brook Road that included the addition of bike lanes. Are the people that live close to where those changes happened happy with them?
- How will the bike lanes be maintained?

Traffic Calming:

- Will attempting to slow traffic along Lakeside Avenue cause traffic to go through the side streets?
- People move dangerously fast on Dumbarton.
- People also move too fast on Hermitage.
- How will fire access work when reducing Lakeside Avenue to two travel lanes?
- There are planned changes to Hermitage on the other side of Hilliard. How will that tie in?
- Leigh Street in Scott's Addition is too narrow for cars.
- Vehicles that deliver to the gas stations get stuck sometimes. Is this a concern when narrowing the street?
- The Farmers' Market at Bryan Park causes a lot of congestion on Saturday morning. Will these thoroughfare changes make that congestion worse?

Civic Space and Landscaping:

- Who will pay for the programming in the proposed public spaces?
- Can the creek be improved? Could it become part of a trail or a park?

Crosswalks:

- There needs to be a crosswalk at the HUB.

Lakeside Character:

- Lakeside has a lot of character and that is what draws small businesses. Residents do not want to lose that.

Building Types and Businesses:

- Residents want more small businesses like bakeries, hardware stores, etc.
- The pharmacy is useful for the neighborhood and its residents.
- The area used to have a library which would be a nice use to bring back to the neighborhood.

Lewis Ginter:

- Can the neighborhood be linked better with the Botanical Garden?

Parking:

- Could lower traffic volumes and a lack of parking lots hurt businesses? Will costumers be willing to frequent businesses without convenient parking?
- One resident spoke up in private in favor of a parking garage, citing the one in Williamsburg that is only three stories and blends very well into the rest of the area.

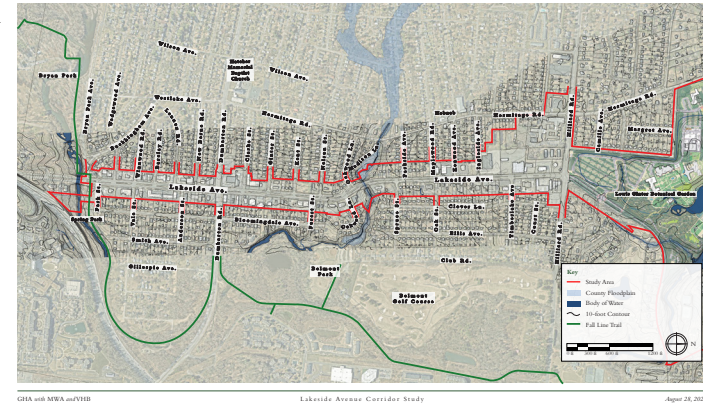
Lighting, Signs, and Other Infrastructure:

- What will lighting on Lakeside Avenue look like? Will it increase light pollution?
- Add a sign to the south end of Lakeside Avenue announcing the entrance into the neighborhood.

Misc:

- Will there be any development happening on the current golf courses?

The following summary was adapted from a transcript of the Thursday Final Charrette Presentation. The speaker was Michael Watkins of MWA.



Thank you all for being here. It's very encouraging to urban designers to have a turnout like this for this kind of work.

It says a lot about how passionate residents are about the Lakeside community.



During the first presentation, a number of images were shared of what could be consider opportunities for improvement along the corridor: the crosswalks that need painting, the sidewalks that need maintenance, etc.

It seems that was mistaken by some as being a criticism of the corridor or the community, and it wasn't intended that way. It was a response to a concern that was expressed before the charrette started: "Why are we doing anything with Lakeside Avenue? We like it the way it is!" And so that was about showing there may be some opportunities to improve things. What was not shown the other evening, and is going to be shown now, is some of the cool things about the corridor because they exist too, and should have gotten equal airtime the other night and didn't.

These are among the beloved institutions along the corridor, and they also happen to be cool buildings. One consistent theme is the automotive buildings. The corridor grew at a particular time when people needed things like filling stations and auto repair places in a way that they hadn't before.

So, they were introduced along the corridor simply because of the timing of the need, and the availability of land along the corridor. Many of them are very clever, interesting designs. One of these is the appliance store. It must be one of the last in the country because so often these days people are expected to simply toss the thing and buy a new one, and so these are real gems and treasures.

The HUB is another great amenity, and the brew pub that's come in recently to an existing building.



Also the fantastic mural on the rescue building and then simply some of the houses on the streets are really quite charming.

Another important thing to talk about is that the ideas presented tonight number one, will require the cooperation of the property owners, because if you own the property, you own the property. These are simply ideas for the community's consideration. These ideas are not being required by anyone. They also require the cooperation of entities like VDOT because Lakeside Avenue is currently owned and maintained by VDOT.

What is being offered is additional options, so even with potential zoning or land use changes, consider these as additional possibilities.

4 HIP

Grant	Current Maximum	Proposed Maximum
Landscaping	\$2,000	\$3,000
Existing Freestanding Signage	\$2,000	\$3,000
Paving	\$3,000	\$10,000
Office Improvements	\$10,000	\$50,000
Building Improvements (Exterior)	\$30,000	\$55,000
Building Improvements (Interior)	\$10,000	\$20,000
Building Demolition (Site Clearing Only)	N/A	\$50,000
Building Demolition	\$100,000	N/A
Architectural Design Assistance	\$3,000	N/A
Architectural Design Assistance (Site Plan only)	N/A	\$2,500
Building Systems Improvement	N/A	\$15,000

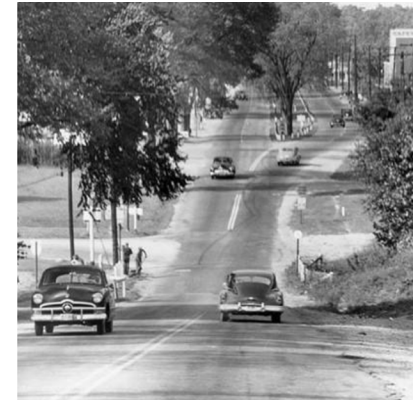
G&HA with MWA and VHB Lakeside Avenue Corridor Study August 28, 2023

One thing that is important to know is that the Lakeside Avenue corridor is an Enterprise Zone makes available state and federal money to help these improvements.

The county also just recently adopted the HIP standards: the Henrico Investment Program standards that make money available for all sorts of additional things. The list is here. It's very new.

There are a number of other funding sources that could help pay for things like streetlights, which some residents have brought up, or street trees and other amenities, so there are various ways these ideas could become a reality.

5 HISTORIC LAKESIDE AVENUE



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 28, 2023

This is what Lakeside Avenue used to look like.

It was absolutely charming. This is from the era when people would go on Sunday drives simply for the pleasure of driving. Not many people today get out on I-64 and take an extra lap just for fun, but this photo is from that time.

6 LAKESIDE AVENUE TODAY



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 28, 2023

This is what it looks like today from roughly the same vantage point.

7 ENTRANCE TO LAKESIDE



G&HA with MWA and VHB Lakeside Avenue Corridor Study August 28, 2023

One woman mentioned the other evening that perhaps, at the entrance, something could be done in keeping with the community's tradition of arches. These arches mark the entrance to places like the park, or Bellevue, which still has theirs. She mentioned the one in Carlsbad, shown in the bottom right. The one in the middle is from Mike Watkins' hometown, Chillicothe, Ohio. The one on top is from Bellevue.

The right-of-way actually allows for the potential restoration of a center median. So it's entirely possible to create an arched entrance again, if that's something the community wants, to announce the entrance to the Lakeside neighborhood.

Things like fire truck clearance need to be considered, so the design criteria would be a bit different today, but it's within the realm of possibility.

The red star indicates the point where the number of travel lanes, after passing the entrance to Bryan Park and before fully entering the Lakeside community, could be reduced from four to two.

8 CROSSWALKS

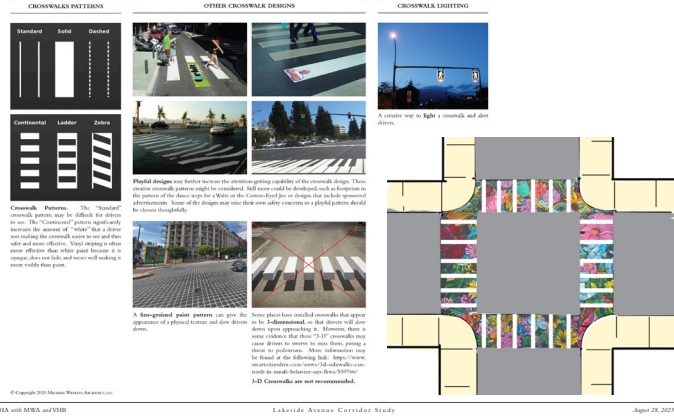


At that point, there's already a crosswalk in place with a push-button system that activates the overhead lights meant to stop traffic. Drivers do not always stop though.

There are things you can do to encourage drivers to slow down before entering the neighborhood. One of those things is to make the crosswalks more engaging or visually interesting.

Crosswalk design has moved away from the pattern in the very top left: the two thin stripes. That's the old way of detailing a crosswalk, but when a driver is looking at the intersection, they see very little white paint in contrast to the black pavement.

9 CROSSWALKS



So it has switched now, and the preferred method is the white stripes that run with the traffic. Drivers see more of the white announcing the crosswalk. Then some people get very interesting with zebra stripes or piano keys.

What Lakeside might consider, is a pattern that takes advantage of the white stripes by putting flowers in between them like the ones on the rescue squad mural. This would signal the entrance to the Garden District.

10 STREET SECTION COMPONENTS

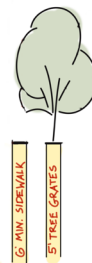


When designing the Lakeside Avenue corridor and what happens within the VDOT right-of-way, it is important to acknowledge there are two different widths. The corridor at one end is a different width than the corridor at the other. At the south end the right-of-way is 100 feet wide. At the north end it is 70 feet. A lot more can fit in 100 feet than 70 feet.

During the charrette, the thoroughfare components that were discussed were:

Continuous sidewalks.

11 STREET SECTION COMPONENTS



Street trees for shade, so people can actually use the sidewalks.

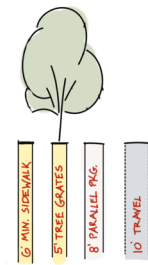
12 STREET SECTION COMPONENTS



Parking.

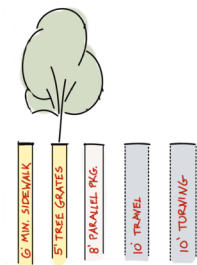
Because the traffic studies have shown that the actual trips on Lakeside Avenue are less than half of its capacity, two travel lanes could be traded for parking lanes.

13 STREET SECTION COMPONENTS



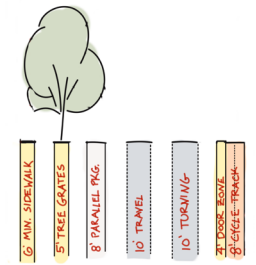
Then there would be two travel lanes, plus the advantage of on-street parking in front of businesses.

14 STREET SECTION COMPONENTS



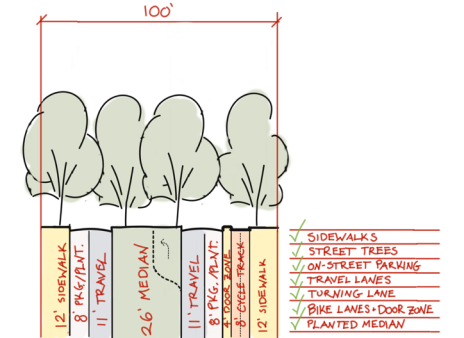
A turning lane.

15 STREET SECTION COMPONENTS



Provisions for bicycles. There are different ways of providing that. Illustrated is a two-way cycle track with a door zone, so if any cars are parked next to them, bicyclists are protected.

16 STREET SECTION 100 FT ROW



And if all of that is put in the 100-foot right-of-way, you still have room for a 26-foot-wide median in the center.

So the 100-foot right-of-way gets:

- Sidewalks on both sides.
- Street trees on both sides.
- On-street parking on both sides.
- Two travel lanes.
- A turning lane that would occasionally be carved out of the median.
- Bike lanes with a door zone.
- And the planted median in the center.

The 100-foot stretch could be repurposed and very realistically set the stage for the Garden District idea.

17 ONE-STORY COMMERCIAL



Anything proposed that involves private property is not being required. These are ideas to be used either by the property owner as they see fit or by neighboring property owners that might like the idea for their property.

What's beginning to happen along this street is the introduction of some new buildings that might replace some of the existing ones. There are a variety of types.

They could be one-story commercial, which is currently very common along Lakeside Avenue.

18 LIVE-WORKS



There are also what are called live-work units: commercial on the ground floor with a residential above. Those could be a one- or two-story residences.

19 LIVE-WORKS



Here's a mix of live-work units with two and three stories in the same block. Here's one that's freestanding, and if you really want an excellent example of a live-work building, that's MWA's office. The office is on the ground floor, and Michael Watkins lives upstairs. It's detached, so that's another possibility as well.

20 CIVIC SQUARES



Moving further down, there's an opportunity to introduce a Civic Space along the corridor because right now the corridor has streets and private lots, but currently there's no park or plaza or square along the corridor.

Here the commercial property is larger than other places along the corridor, making it a good place to add a neighborhood square where people could gather, with some commercial buildings around the perimeter. These would probably be small shops like the kind at The HUB or some live-work units where it gets a little deeper. It will depend mostly on parking availability.

There is also an opportunity for a civic structure, or two smaller civic structures like a post office.

21 CIVIC SQUARES



These are just a variety of different types of public squares. One from Illinois is in the top left. The one on the right is a new community in Louisville. Below that is a Savannah square. And there's a really wonderful little civic building, in this case, a post office, in Seaside, Florida.

22 MULTI-PLEXES



Continuing to move down the corridor, there's the possibility of bringing in some of Richmond's finest architecture: the four-plex or six-plex apartment building. They look like big, stately houses, but they're really multi-unit buildings. There are some examples from Richmond on the right, and that's the kind of thing that could be introduced along the corridor here.

23 MULTI-PLEXES



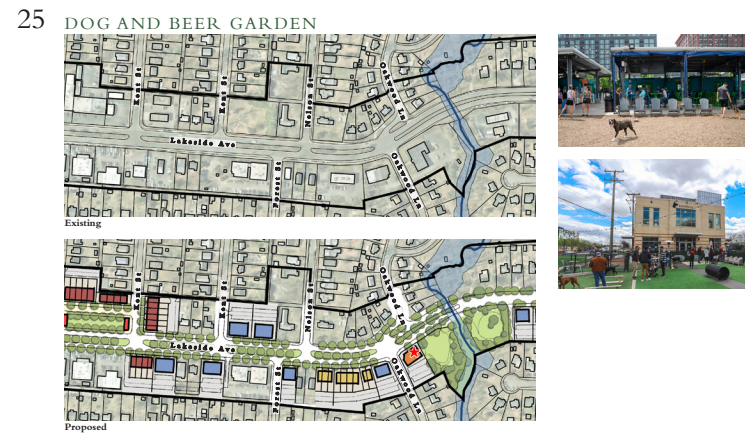
Some of these are new, from other communities MWA has worked in. Others are more examples from Richmond.

The type of building proposed is based on how much space there is on the lot for the required parking. The commercial corridor has very shallow lots, so they can only support small buildings.

24 TOWNHOUSES



There is even the possibility of townhouses, and Richmond has some of the finest townhouses, and they could be a wonderful building type along the corridor.

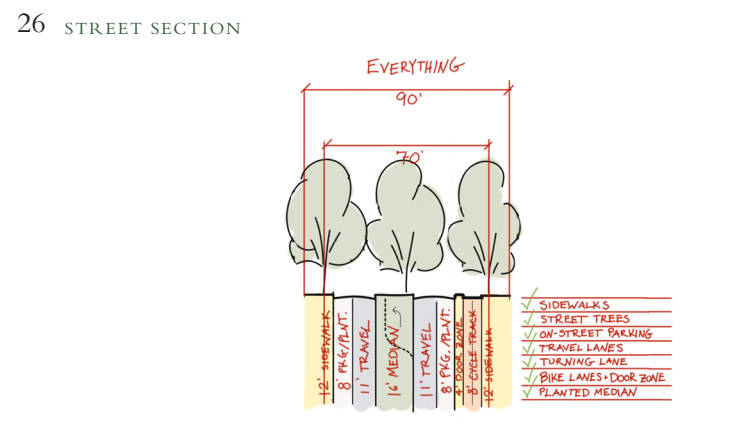


Earlier in the week a resident asked, “Would it be possible to have more of a park where Trumpet Branch crosses Lakeside?”

Certainly, a lot of the land, particularly on the west side, is privately owned. Private properties back up to each other at that point. But again, with the cooperation of those property owners, that land could be acquired and used for parkland.

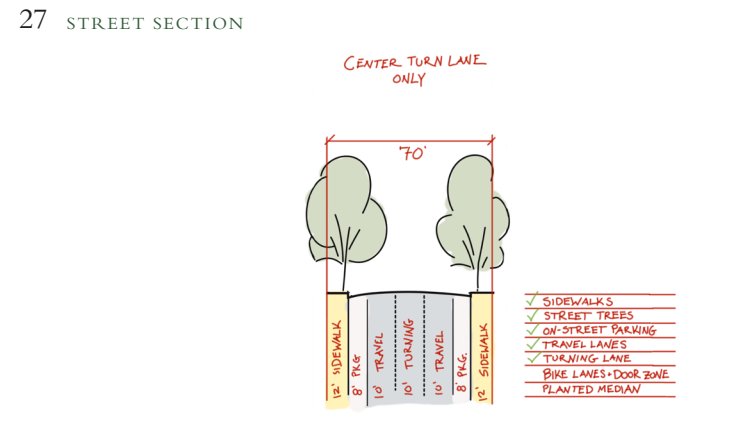
This might be a great location for a new kind of community facility. This one is called Bark Social. It’s technically a restaurant, but it’s one that supports not only people, but pets as well. People bring their dogs, and there are all kinds of activities, and even a little tot-lot-style playground for dogs.

You could take your dog for a walk and then stop and have a beer yourself. That’s a possible use that could occur right where Lakeside crosses Trumpet Branch.

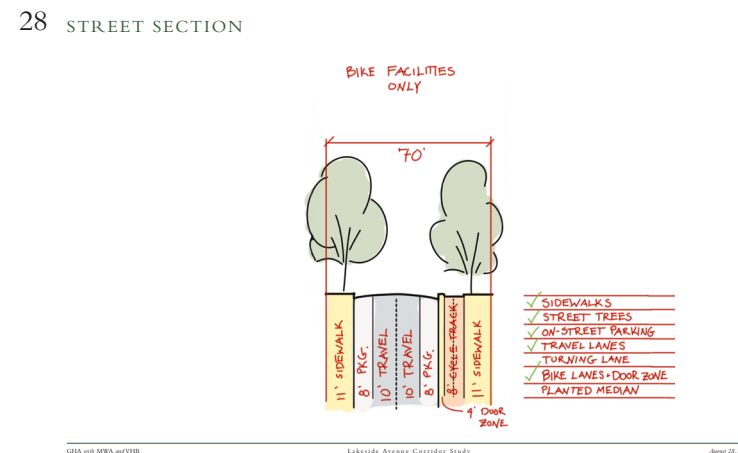


At the point where Lakeside Avenue narrows to 70 feet it cannot fit all the thoroughfare components discussed earlier, the minimum width for which is 90 feet.

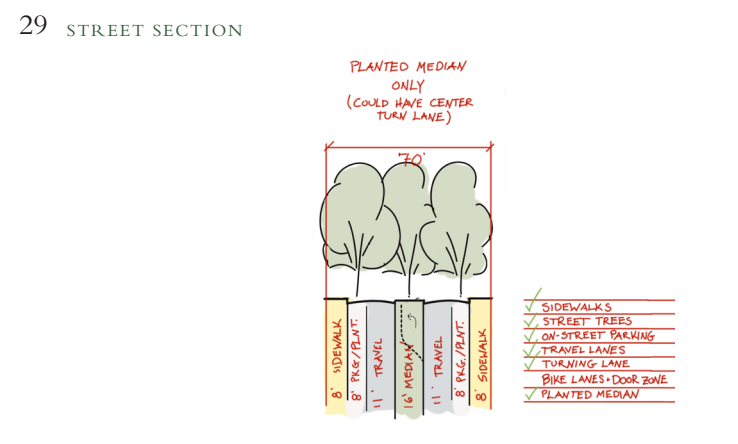
There are a number of different possibilities for this portion of the thoroughfare:



This option has a center turning lane, but no bike lane or planted median.

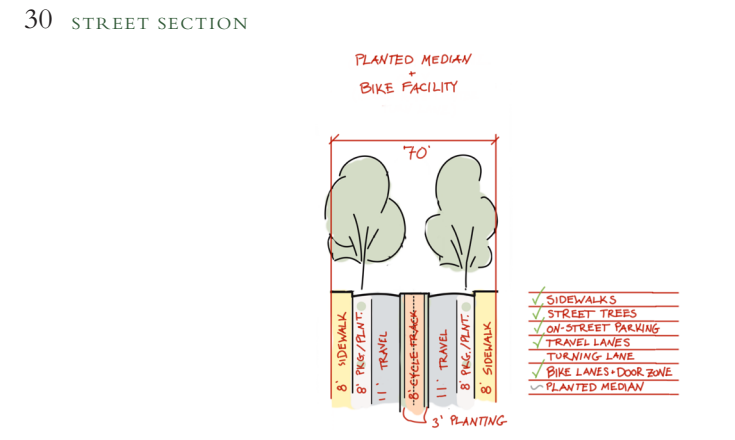


In this option there is no turning lane, but there is a bike lane.

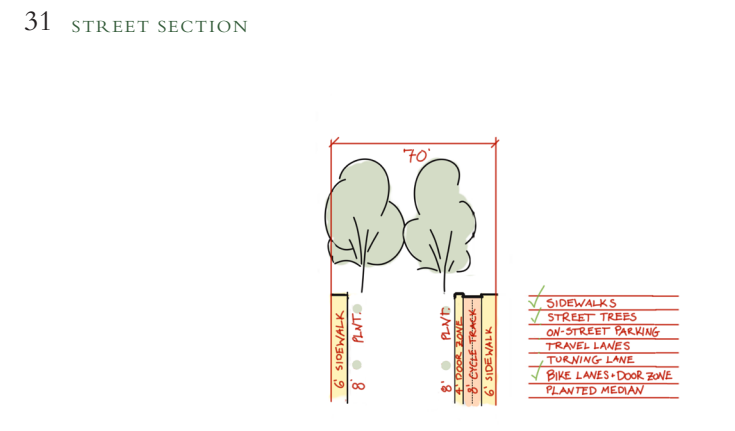


And in this option there is no bike lane, but there is a combined planted median and left-turn lane.

The problem with doing that in this section of Lakeside Avenue is the need for a lot of left-turn stacking because the streets don’t align across the avenue. So imagine fewer trees in the median if left-turns are constantly being carved out.



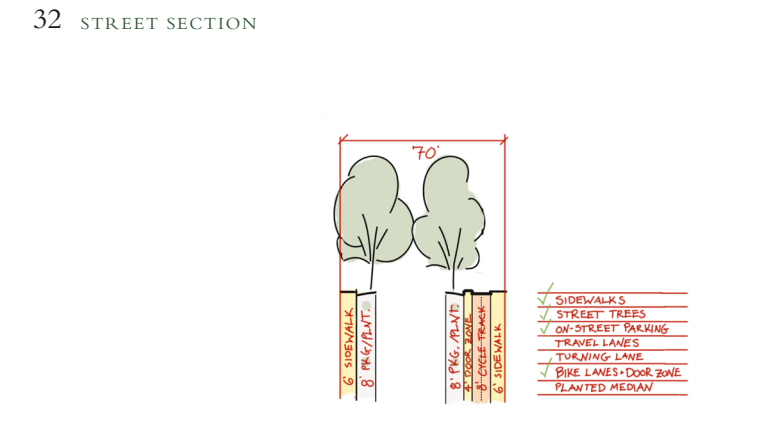
This one puts the bikes in the middle. That’s complicated, particularly when you get to intersections.



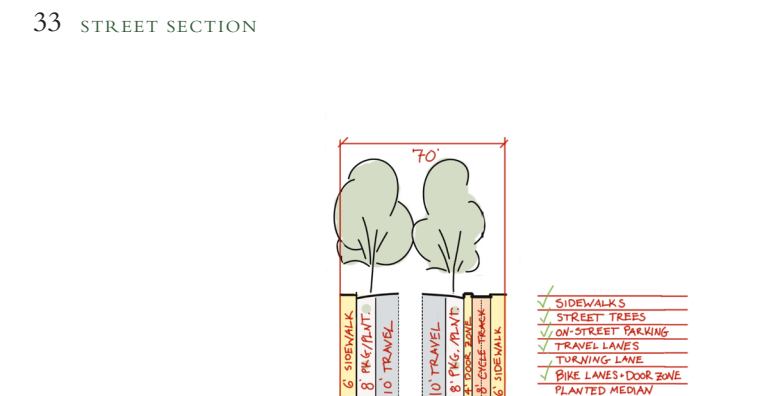
This section is what is recommended for this portion of Lakeside Avenue.

Clearly, sidewalks are important, and if there is going to be sidewalks, they need to be shaded, so trees are important.

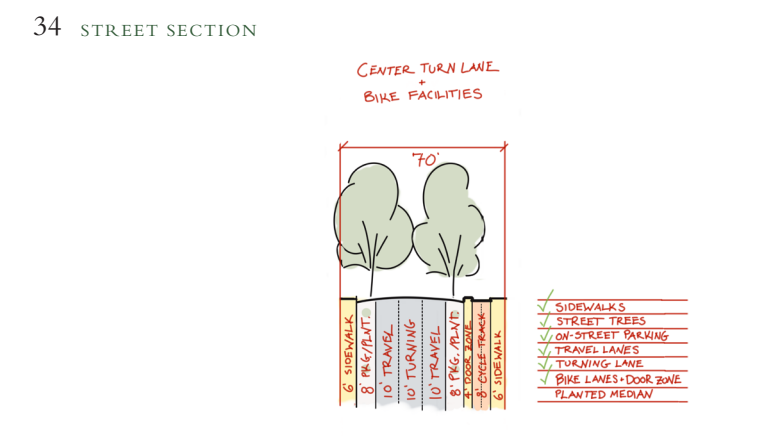
A bike lane is needed here because bicyclists are coming. When developing this corridor it important to keep in mind the generation behind many of us, and design for what they want, for the kind of community and lifestyle they enjoy, so this thoroughfare has a cycle track with a door zone.



Then the planting strip and the parking lane are combined, so cars are parked between trees. That way, the space does double duty.

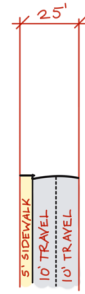


Then there are two travel lanes.



And for those concerned about traffic movement, there is a left-turn lane where it’s necessary, and trees can be planted in the space between left turns.

That’s what is recommend for the 70-foot stretch.

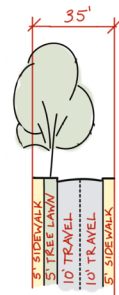


There were also concerns raised about Hermitage. It's not along the corridor, but it certainly affects the community.

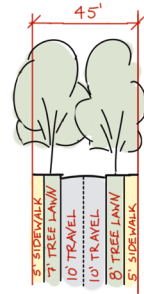
Hermitage has three different typical right-of-way widths: 25 feet, 35 feet, and 45 feet, so there are three different proposals here.

Where there is 25 feet: two 10-foot lanes and a 5-foot sidewalk. That's all that fits, but at least you get a paved sidewalk on one side or the other.

When deciding which side that sidewalk should go on, talk to the school, and see if they have input on where the kids are coming from and what would create the most pedestrian connectivity.



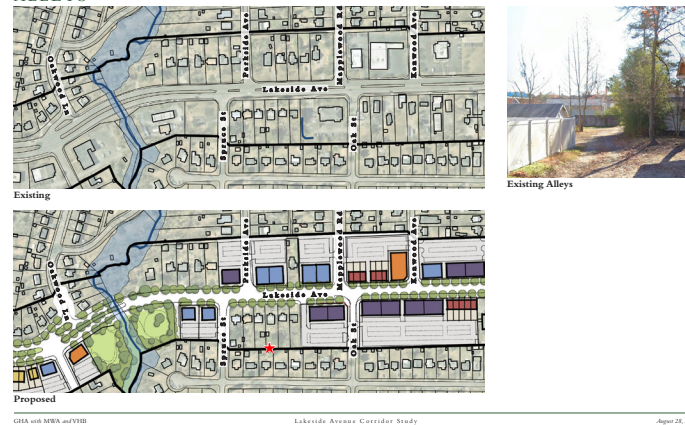
Where there is 35 feet, there can be sidewalks on both sides and trees on one side, so at least, on a hot day, a pedestrian could cross the street and walk in the shade.



Where there is 45 feet, there is enough room for two 10-foot lanes, two rows of trees, and sidewalks on both sides.

These sections are typical conditions. There's some work to do to apply those typical conditions to the actual conditions as they exist, so there will be some transition zones.

"In theory, there's no difference between theory and reality, but in reality, there is."-Yogi Berra



The alleys are potentially a great resource in the neighborhood if they are maintained properly.

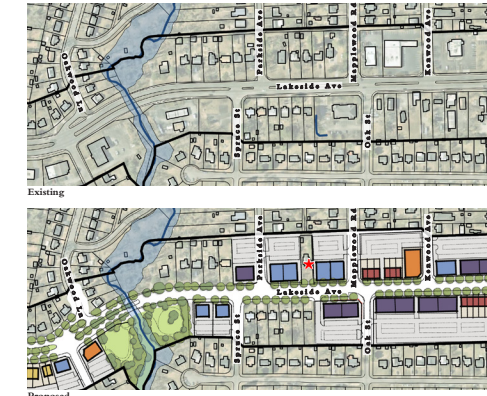


This is an example from a project MWA worked on in the St. Elmo neighborhood in Chattanooga. They had very deep lots, and the lots sloped toward the backyard. Back in the 1930s, the WPA came and built the ditch on the left.

Some private property owners were asking, "What can we do with our lot?" At the same time, people at the meeting said, "I moved here from Portland or Seattle because I wanted a more active lifestyle, and I ride my bike to work every day." Now, this neighborhood isn't close to downtown, but these people are serious about their outdoor activity. Chattanooga is building a great trail system to support that.

So MWA said, "Why should you be required to live on a street with cars if you can live your life completely on your bike? Let's take that alley and make it a bike trail. Then allow people to build auxiliary buildings in their backyards, where they could live, walk out the door, get on their bike, and be on their way downtown, so they don't need a place to park a car. They might not even have a car."

That's one way to consider using the alleys behind some of these blocks.



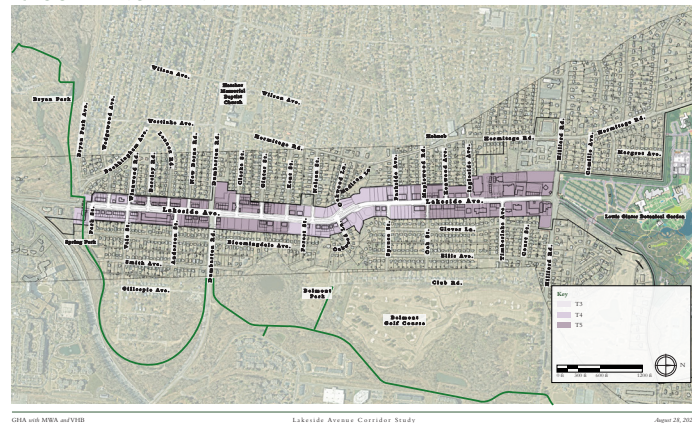
This is a spot is a good place to talk about how zoning might work. Some lot owners might say, "That's a great idea. I'll take down a small house and build a duplex, townhouses, or four-plex." But the neighbor might say, "Nope, I'm staying right where I am."

Those two properties could have the same zoning, because the next owner of that house might like what the neighbor did and want to do the same. This allows an additional option over time for a current owner to pursue.

41 THE TRANSECT

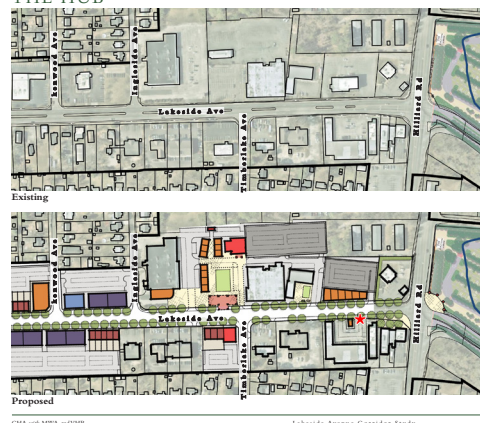
	T3	T4	T5
Single-Family Detached	✓		
Townhouse		✓	
4-plex		✓	✓
One-story Commercial		✓	✓
Live-works		✓	
8 Units over Commercial		✓	✓
Single-Family Detached		✓	✓
Height	1-2	1-3	2-3
Front Setback	existing	12-18	6-12

42 REGULATING PLAN



The regulating plan shows that along the corridor, there are two settings: the more dense and less dense. More dense means the buildings might be three stories instead of one or two, or it's where commercial businesses might thrive because they're around a square. All these options would be in addition to those that exist currently.

43 THE HUB



Further down the corridor, at the hub, it is recommended that the parking lot be re-stripped to make it more efficient. This would free up extra space that could be used for a small commercial space like the gelato shop. It could be similar to Roy's Big Burger where customers walk up to the window.

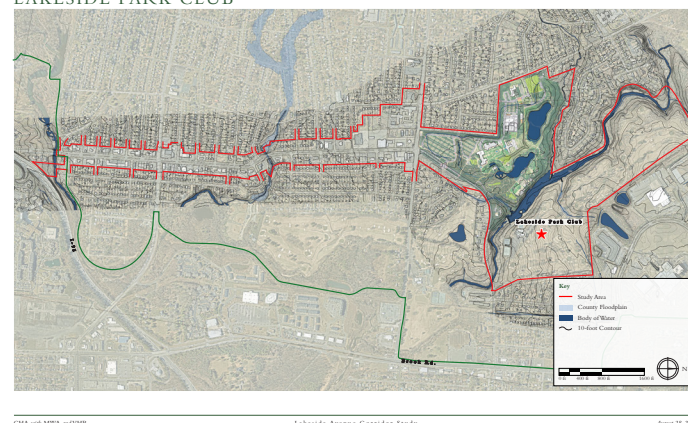
44 LEWIS GINTER CONNECTION



At the intersection there is another crosswalk with the possibility of the floral pattern. At the dry cleaner and the cane shop, there's no room for on-street parking. It is too close to the corner, so simply landscape that corner perhaps with a bosque of trees to further the Garden District idea at this end of the block.

The design team met with Lewis Ginter on the first day to learn more about their master plan, and it was a great conversation because they too are very interested in how the Lakeside community can support them, and how they can support the Lakeside community. They could help with how to begin planting native species in your community, what species to remove that are invasive, and how to plant things that support pollinators within the neighborhood.

45 LAKESIDE PARK CLUB



Some residents brought up the golf course. There's no proposal on the table to do any development work on the golf courses.

46 PARKING GARAGE



On the north end, the 7-Eleven on the corner is useful, but not attractive. Some tall hedges and more greenery to screen the gas station from the rest of the neighborhood would help this.

The design team was asked to look for a location for a parking deck. When people hear "parking deck" they generally think parking decks are ugly, and they do not want them in their neighborhood, but parking is needed to support the kind of activities residents want, and parking lots are not very attractive either. This particular lot is one of sufficient dimension that it could support a parking deck if there is parking in doing that.

Shown here is a parking deck with what is called a liner building in front of it, so it masks the garage.

It's fortunate because not only is the property of sufficient width, it's actually at the end where there's perhaps the greatest demand because of all the activity at Lewis Ginter. If people discover that there's a garage here where they can park and then just walk the trail back to Lewis Ginter, when they walk back to their car they may have a pint at the brew pub, or dinner at one of the restaurants. The parking garage has the potential to be a great anchor for your commercial uses here, for your neighborhood center.

There are two possible sites shown.

A resident spoke to the design team after the Wednesday meeting and said, "I'm not comfortable speaking out in a big group, but have you seen the parking deck in Williamsburg?"

It looks like a two-story building and is shown here in the top right. That's the vehicular entrance to the parking deck. It looks like a two-story building, but it's actually three levels of parking because the top level doesn't have a roof. As parking decks go, it's actually pretty attractive. The deck would be screened, so you won't see it from Lakeside Avenue. It's behind buildings in both cases.

47 PLAZA



Continuing south, there's the old Esso station, one of the fabulous, charming buildings. A number of gas stations have been turned into restaurants recently. A good example happens to be in Louisville. It is interesting given the automotive-related architecture along the corridor. It has a sculpture on the corner of two cars aimed at each other. They're mounted on hydraulic pistons and they're crashing into one another slowly, so everybody hangs out, hoping to see the hood buckle or the windshield bow. Periodically they have to replace them. With your automotive history, maybe someone has a car that's seen better days and could be used as sculpture here on the corner.

The barbecue joint might like to have space for picnic tables, umbrellas, and outdoor seating. To get that, it would take the owner's cooperation to replace the parking currently in the middle of that L with something like the deck we're showing behind it.

Now onto the town square. This is the block where the farmer's market is. The CVS building is existing. It's important that it looks open. Right now it's completely hidden by landscaping, and the windows are filled in, so you can't see inside. It is recommended that the CVS get a drive through pharmacy which can often help these kinds of stores stay in business.

To improve the CVS's relationship to the street it would be great to take a small shop or cafe and attach it to the end of CVS, the way pharmacies used to have soda fountains. CVS won't operate one, but someone else could. It could be a great restaurant liner and keep CVS open behind it.

48 FARMERS MARKET



The existing town square building would remain, but the farmers' market would move up to the street. It is an amazing asset for the community, but it is hidden behind the parking lot.

It's a light structure, a roof with some posts supporting it. You could move it out to the edge of Lakeside Avenue and reconfigure the parking lot.

The parking deck hidden behind the building would allow the parking to be stacked which would free up space for a town square, a proper place for movies on the lawn, antique car shows, art shows, and other activities.

49 TOWN SQUARE



The Recreation and Parks department says it costs \$500 to bring out equipment for a movie, but there is currently no where to host one.

50 PEDESTRIAN PATH



This area could also accommodate some very small retail space about the size of the HUB.

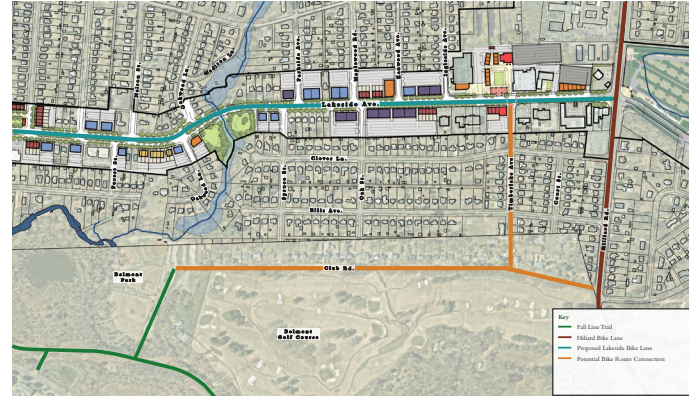
The bright red square would be an ideal site for a small branch library right next to the parking garage. Easy access for those who drive, but also a prominent location on your neighborhood square. The library sits right on the square and conveniently terminates Timberlake Avenue.

51 BIKE CONNECTION AND CROSSWALK



Timberlake Avenue is a wider perpendicular street on this side of Lakeside Avenue, making it a good place to introduce a connection.

52 BIKE CONNECTION



Another study proposed a bike connection along Club Road, but cyclists need a way to get up to Lakeside Avenue. If they're out on the trail system, Timberlake would be the street to do that because of its added width.

These bike routes are a combination of what others have proposed and what is being suggested as a result of this study.

53 LAKESIDE SQUARE: EXISTING



This is the potential transformation of Lakeside Avenue in this section, and then the square.

56 LAKESIDE SQUARE



Parallel parking.

59 LAKESIDE SQUARE



Then on this side, the cycle provisions.

62 LAKESIDE SQUARE



On-street parking

54 LAKESIDE SQUARE



Here we're adding continuous sidewalks.

57 LAKESIDE SQUARE



The travel lane.

60 LAKESIDE SQUARE



Next, the door zone.

63 LAKESIDE SQUARE



The travel lane

55 LAKESIDE SQUARE



Street trees for shade.

58 LAKESIDE SQUARE



Again, sidewalks.

61 LAKESIDE SQUARE



Trees.

64 LAKESIDE SQUARE



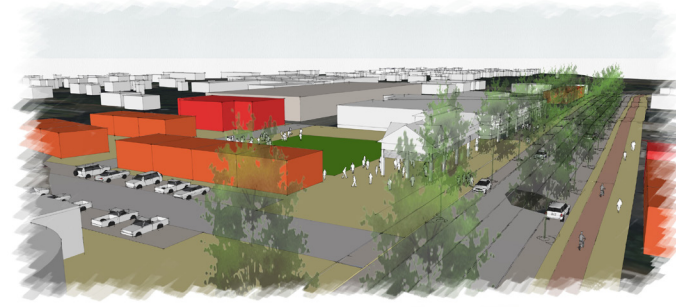
And a turn lane. All of this could fit within the existing 70-foot right of way.



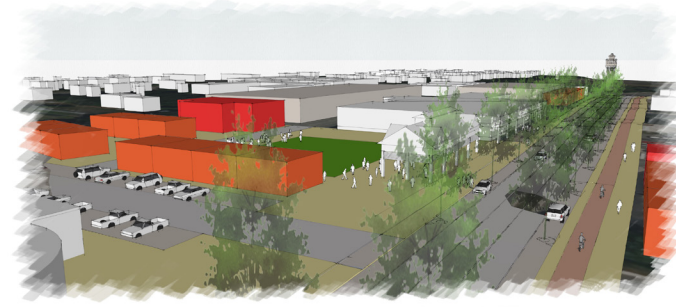
Next, the idea of taking out some surface parking and stacking it behind the buildings, which you can see here.



Then the introduction of the town square and the possibility of a library or other civic building next to the garage at the end of Timberlake.



Then the small retail buildings, like those in the HUB.



Next, one other suggestion for the folks at Lewis Ginter as they consider their master plan.: There's a fabulous botanical garden down in Florida that has a campanile tower in the middle of the garden. Something similar would be a fabulous termination to Lakeside Avenue as part of their garden facility.

It'd be a great, beautiful termination for the Garden District, visible when people come over the bridge at the far edge, beautifully lit to set the tone for the Garden District idea, connecting Bryan Park and Lewis Ginter. There was a benefactor in the community who funded it back in the day.



Next, here's a summary of what that might look like—a view of the town square from across Lakeside Avenue, with the farmers' market pulled out, the library facing the square, some additional commercial buildings, and the reconfigured Lakeside Avenue.

One question was asked:

“All this development you're talking about, isn't it all privately owned by one person? Why are we spending so much time as a community learning about possible developments on one person's property when we should be talking about the roads?”

Mike Watkins answered:

"Well, you may have been late, but I started down by Bryan Park and talked for thirty minutes about the farmer's market and other land owned around that area by one person, who's a great guy, by the way. We talked about a lot of properties owned by private individuals and also about Lakeside Avenue.

The reason for spending so much time on this particular piece of property is simply because it has the greatest depth, and therefore the greatest potential.

It's to do a variety of different things. Many of the other properties along the corridor are much shallower, so there simply isn't enough room to create a town square where you can have movies on the lawn, a farmer's market, or other community events. So it really comes down to the size of this property. It's larger and offers more potential, which is why we spent more time focusing on it."

HENRICO INVESTMENT PROGRAM CHANGES AND MOU AMENDMENT

Presented at the August 21, 2025 EDA Meeting

DEPARTMENT OF COMMUNITY REVITALIZATION



Grant Incentive Changes

Incentive amendments include the increase grant maximums, incorporation of scaling of grant amounts, and the expansion of eligible costs for reimbursement.

Grant	Current Maximum	Proposed Maximum
Landscaping	\$2,000	\$3,000
Existing Freestanding Signage	\$2,000	\$3,000
Paving	\$5,000	\$10,000
Offsite Improvements	\$10,000	\$50,000
Building Improvements (Exterior)	\$30,000	\$55,000
Building Improvements (Interior)	\$10,000	\$20,000
Building Demolition (Site Clearing Only)	N/A	\$50,000
Building Demolition	\$100,000	N/A
Architectural Design Assistance	\$3,000	N/A
Architectural Design Assistance (Site Plan only)	N/A	\$2,500
Building Systems Improvement	N/A	\$15,000

Highlighted grants could require EDA approval.

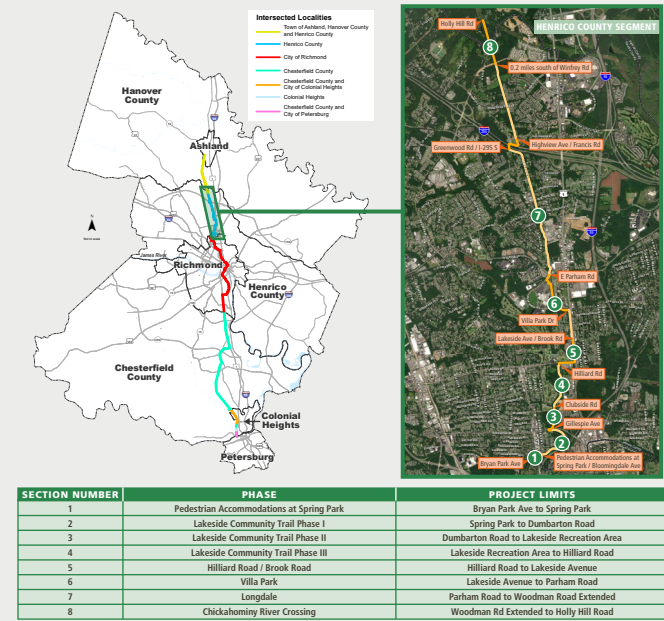
Department of Community Revitalization

The Henrico Investment Program is intended to help residents improve their properties and encourage positive change in the area. Available funds are listed above.

For more information visit: <https://henrico.gov/revit/henrico-investment-program/henrico-investment-program-incentives-and-grant-application-forms/>

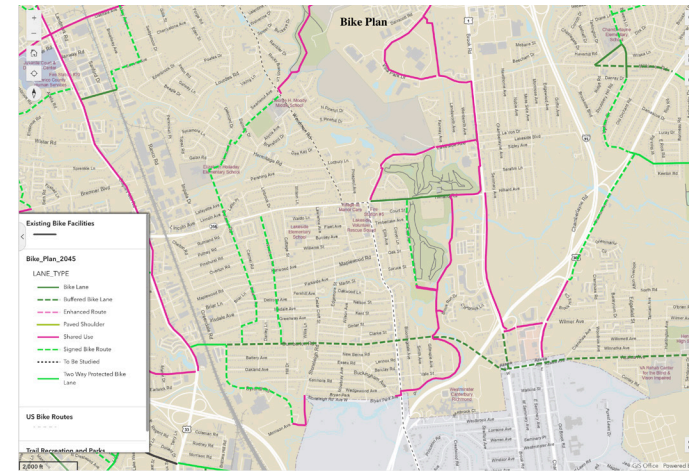
FALL LINE TRAIL – HENRICO COUNTY SEGMENT

- The Fall Line Trail is a regional multi-use trail that is planned to span seven localities and connect rural, suburban, and urban landscapes and a multitude of places of interests for approximately 43 miles in the Richmond region from the City of Petersburg to the Town of Ashland.
- The Henrico County segment will be approximately 7.5 miles long and constructed in 8 phases. The County's trail segment will span from Bryan Park Avenue to Chickahominy River at the boundary line between Henrico County and Hanover County.



The Fall Line Trail is a trail currently in production that will run from Petersburg to Ashland and is expecting three million riders per year. Henrico county has been working with other entities to help develop the section within Henrico County. Connecting Lakeside Avenue to trail users would bring in a new customer base to the commercial along the corridor, and connect residents to downtown Richmond and the region as a whole. The bike recommendations in the corridor study are meant to accomplish this goal.

For more information visit: <https://henrico.gov/projects/fall-line-trail/>



The Henrico County Draft Bike Plan shows existing and proposed bike infrastructure as part of the 2045 Comprehensive Plan. It shows different bike facilities on a number of streets in and near the study area including Dumbarton Road, Hermitage Road, and Club Road, as well as the Fall Line Trail. This Corridor study considers this plan and proposes modifications to create an interconnected network of bike facilities around the Lakeside Avenue Corridor.

For more information visit: <https://experience.arcgis.com/experience/406c5b915e85498c984c20fcc7a9ccd4>

Board of Supervisors Manual 2022

Mowing

Mowing practices are shown in of VDOT's Maintenance Best Practices Manual. These practices provide the minimum requirements for all mowing operations on roadsides. Practices include those mowing activities that are initiated based on the following primary business needs.

- Ensuring all related highway safety requirements are met, including but not limited to clear zone, sight distance and guardrail deflection angle requirements, and proper and adequate drainage.
- Protecting the traveled roadway and to enable the visual inspection of and access to roadside assets and other highway infrastructure including but not limited to ditches, culverts, stormwater basins, pipes, and under drains so that other maintenance needs can be identified and planned for.
- Ensuring efficient management of woody vegetation within the right of way.

Any permissible modifications in the application of these practices must be approved by the District Administrator with documented justification. Copies of this approval are to be sent to the State Maintenance Engineer prior to implementing such changes.

Volunteer Roadside Management Program

This program provides entities such as a local government, private business, community, individual, or civic organization an opportunity to improve the appearance of the right of way by participating in the sponsorship of maintaining existing turf and ornamental plants. Participation in this program can be coordinated through the Residency office and will be formalized with a Land use Permit.

Community Service Landscape Program

This program, established in accordance with Code of Virginia Section 33.2.231, allows persons convicted of nonviolent misdemeanors who have received a suspended sentence or probation to fulfill their community service requirements by mowing rights-of-way and performing other landscaping maintenance tasks for roads and highways that the Department has the responsibility to maintain. This program is only available in locations where the Local Probation Agency has entered into an agreement with VDOT.

August 1, 2016



Permittee Agreement for Land Use Permit Issuance

VDOT occasionally receives inquiries from local governments, businesses, informal groups, formal organizations, and individuals regarding the mowing of grass on highway right-of-way. Additionally, some localities and many homeowners associations require that property owners maintain the roadside in front of their properties. This maintenance can include various activities, from shoveling snow off sidewalks to the mowing of grass.

I the undersigned hereby acknowledge that I am fully cognizant of all of the following requirements associated with the issuance of a VDOT Land Use Permit authorizing the mowing of grass on non-limited access highway right-of-way:

Applicant's Name: _____

Applicant's Tax ID No. or Driver's License No.: _____

Applicant Address: _____

Telephone No.: () _____ Email Address: _____

County: _____ Route Number: _____

Applicant's Name: _____

Applicant's Signature: _____

VDOT Land Use Permit Required by Law

The General Rules and Regulations of the Commonwealth Transportation Board provide that no work of any nature shall be performed on any real property under the ownership, control, or jurisdiction of VDOT until written permission has been obtained from VDOT. Written permission is granted to perform mowing operations along the roadside areas of state maintained highways through the issuance of a land use permit.

VDOT Land Use Permits are not generally necessary in cases where residents are mowing in front of their homes or businesses on the right of way of two-lane low-speed, low-volume streets. Drivers on such facilities expect to encounter pedestrians and activities associated with the maintenance of residences and businesses, reducing or eliminating the utility of any traffic safety instruction. Private mowing along such streets has occurred across the state and has historically not constituted a traffic issue requiring official notice.

Application Requirements

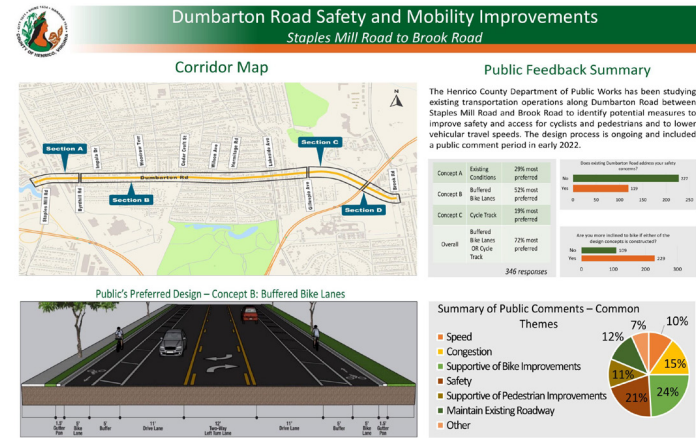
Application for a land use permit authorizing mowing within the right-of-way of state maintained highways shall be made through the local district permit office where the activity is to occur.

Application forms and general information regarding VDOT land use permitting for mowing within the right-of-way of state maintained highways can be obtained by contacting the local district permit office or at the following VDOT web site: <http://www.viriniadot.org/business/bu-land-use-permits.asp>

In addition to an executed copy of this document permit issuance is contingent VDOT verification of the name and address of the applicant. This information can be verified by driver's license, utility bill, or other similar documentation.

VDOT maintains roadways for safety not aesthetics. Henrico County is currently looking into ways it can help improve Lakeside Avenue through programs like these in order to enact the recommended actions in the corridor study.

Dumbarton Road Safety and Mobility Improvements



Proposed improvements to Dumbarton Road between Staples Mill Road and Brook Road. This includes where it crosses Lakeside Avenue. The goal of these changes is to make the road more safe for cyclists by adding two buffered bike lanes, and reducing the amount of travel lanes.

For more information visit: <https://henrico.gov/projects/dumbarton-study/>

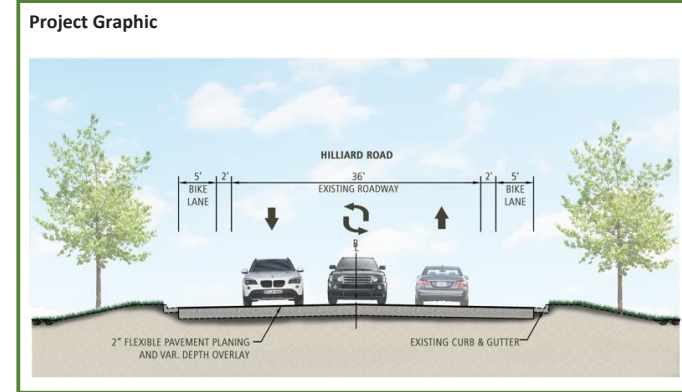
Hilliard Road Safety and Mobility Improvements

County of Henrico
Department of Public Works
Terrell C. Hughes, P.E.,
Director
(804) 501-4393

Public Information Meeting
Hilliard Road Safety and Mobility Improvements
Tuesday, May 16, 2023
5:00 p.m. – 6:30 p.m.
Lewis Ginter Botanical Garden
1800 Lakeside Avenue, Richmond, Virginia 23228

The County of Henrico Department of Public Works welcomes you to the Public Information Meeting for the proposed Hilliard Road Safety and Mobility Improvements project. The purpose of this meeting is to provide an opportunity for citizens or organizations to provide comments on the proposed project. The County wants all members of the community to have the opportunity to participate in public involvement on projects affecting them. The County representatives are present to discuss the project and answer your questions. Comments can either be submitted using the form included in this handout or via County's website at: <https://henrico.us/projects/hilliard-road-safety-and-mobility-improvements/>. County staff will address all questions and concerns raised as a result of this Public Information Meeting.

Project Description
The Hilliard Road Safety and Mobility Improvements project entails approximately 0.5 miles of bicycle and pedestrian improvements to improve safety and connectivity along Hilliard Road in the Lakeside area. The restriping of Hilliard Road will occur from Lakeside Avenue to the proposed Fall Line Trail (Lakeside Phase 3) / Fall Line Trail (Brook & Hilliard). The restriping of Hilliard Road will revise the four-lane roadway to a two-lane roadway with a center turn lane and protected bicycle lanes in both eastbound and westbound lanes. Pedestrian safety enhancements will be constructed at the proposed crossing of the Fall Line Trail. The re-configuration of vehicular travel lanes along this stretch of Hilliard Road is supported by Kittleson and Associate's traffic study data that was commissioned by VDOT in 2018. This data has since been verified by Henrico County in 2022.



Proposed improvements to Hilliard Road from Lakeside Avenue to where Hilliard crosses the Fall Line Trail. Changes include reducing the number of travel lanes and adding two buffered bike lanes.

For more information visit: <https://henrico.gov/projects/hilliard-road-safety-and-mobility-improvements/>

Hermitage Road Pedestrian and Roadway Improvements

County of Henrico
Department of Public Works
Terrell C. Hughes, P.E. Director
(804) 501-4393

Hermitage Road Pedestrian and Roadway Improvements
Public Information Meeting
February 26, 2025
5:30 p.m. – 7:00 p.m.
Elizabeth Holladay Elementary School (Gym)
7300 Galaxie Road, Richmond, VA 23228

Welcome to the County of Henrico public information meeting on the proposed Hermitage Road Pedestrian and Roadway Improvements study. The purpose of this meeting is to provide an opportunity for citizens or organizations to provide comments. The County wants all members of the community to have the opportunity to participate in public involvement on projects affecting them. Representatives are present to discuss the study and answer your questions.

Project Description
The Hermitage Road Pedestrian and Roadway Improvements study proposes several changes along nearly two miles of Hermitage Road from Hilliard Road to Staples Mill Road. The corridor presents some challenges for building sidewalk with several areas of utilities, drainage work, and floodplain conflicts. This effort has determined the feasibility of adding pedestrian accommodations along the corridor and has developed cost estimates for different segments to identify short and mid-term options for improving pedestrian safety.

The proposed roadway sections shall consist of the following:

- Segment 1: Traditional curb and gutter sidewalk continuing east along Hermitage Road from the existing sidewalk at the Lidl Grocery Store to Oakview Avenue.
- Segment 2: A combination of traditional sidewalk and walkways created by re-purposed, excess pavement between Oakview Avenue and Lourdes Road.
- Segment 3: Traditional sidewalk on the south side of Hermitage Road from Lourdes Road to Alycia Avenue (connecting to existing sidewalk).
- Segment 4: Traditional sidewalk connecting existing sidewalk on the south side of Hermitage Road from Alycia Avenue to Woodman Road.
- Segment 5: Traditional sidewalk on the west side of Hermitage Road from Woodman Road to Hilliard Road.

Other key elements proposed throughout the study corridor include:

- Traffic calming measures along the corridor to encourage lower vehicle speeds and improved driver awareness. Measures include miniature roundabouts, curb extensions, pedestrian refuge islands, and narrow travel lanes.
- Improvements to existing sidewalks, including ADA-compliant curb ramps and repairs as-needed.
- Mid-block crossing accommodations at Oakview Avenue, Lourdes Road, and Vernon Road.
- Stormwater improvements to replace some existing roadside ditches with curb and gutter.
- Re-location of several utility poles, particularly along Segment 4 and Segment 5.

Project Area

Project Overview
Location: Hermitage Road from Hilliard Road to Staples Mill Road
Length: 2 miles

Anticipated Cost:

- Short-term measures** (Segment's 2 and 3): \$1-\$2 million
 - Curb ramp improvements
 - Sidewalk repairs
 - Pedestrian walkways
 - Curb extensions
 - Mid-block crossing at Vernon Avenue
- Entire Corridor:** \$12-\$15 million

Anticipated Schedule:

- 2025/2026:** Improve/repair existing segments of sidewalks/curb ramps. Build short-term walkways within existing right-of-way to expand connectivity to existing sidewalks.
- 2025/2026:** Evaluate grant funding to address funding shortfalls for remaining segments.
- 2026:** Begin design of future segments based on funding availability.
- Construction of remaining segments to be determined.

Proposed improvements to Hermitage from Hilliard Road to Staples Mill Road. Changes along the roadway will vary based on the available ROW, but the goal is to slow traffic and improve pedestrian infrastructure. This portion of Hermitage Road does not fall within the bounds of the corridor study.

For more information visit: <https://henrico.gov/projects/hermitage-road-sidewalk/>

Lakeside Area Mobility and Safety Improvements

Lakeside Area Mobility and Safety Improvements

Henrico County

Contract No.: 2078C
Purchase Order: PO 219105

May 2023

Prepared By:
WRA

The Lakeside Area Mobility and Safety Improvements is a document from the county on how to improve road safety through the addition of signage and speed bumps. It covers roads throughout the Lakeside Area.

For more information visit: <https://henrico.gov/projects/lakeside-area-mobility-and-safety-improvements/>



During the charrette, Lewis Ginter Botanical Garden was in the process of confirming a master plan that they shared with designers. The goal of this collaboration is to more thoroughly integrate the gardens with Lakeside Avenue and the neighborhood as a whole.

The LGBG expansion master plan has since been approved and partially implemented.

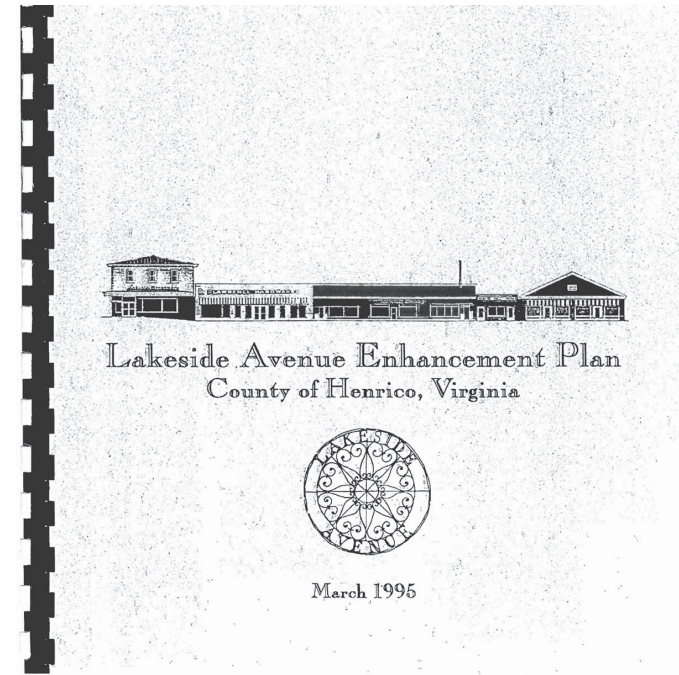


COMPREHENSIVE PLAN

Adopted: August 11, 2009

The Henrico County Vision 2026 Comprehensive Plan is an over-arching guide for the future development of Henrico County. It is a long-range vision, with goals and objectives to reflect the community's values and needs.

For more information visit: <https://henrico.gov/planning/2026-comprehensive-plan/>



The 1995 Lakeside Avenue Enhancement plan was a comprehensive plan to study the existing conditions of Lakeside Avenue and propose changes to support economic development with the support of residents and business owners.

For more information visit: <https://henrico.gov/public-data/lakeside-avenue-enhancement-plan/>



Henrico County's Homeowner's Enhancement Guide is a resource to help current homeowners and prospective buyers understand ways they can update and improve their properties.

For a copy of the guide visit: <https://henrico.gov/assets/fullHEGdocument.pdf>