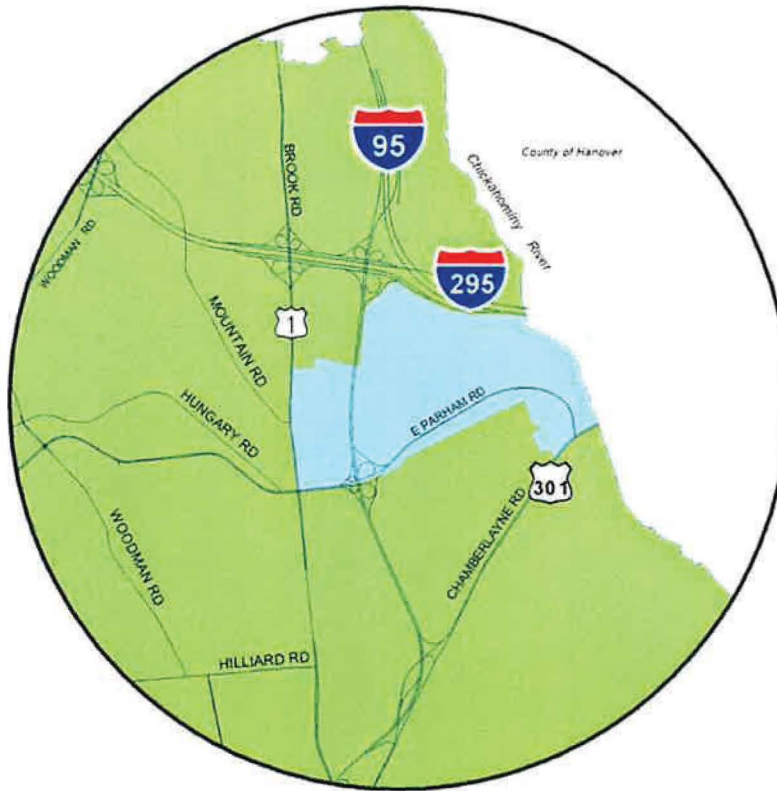


SCOTT ROAD



SMALL AREA LAND USE STUDY

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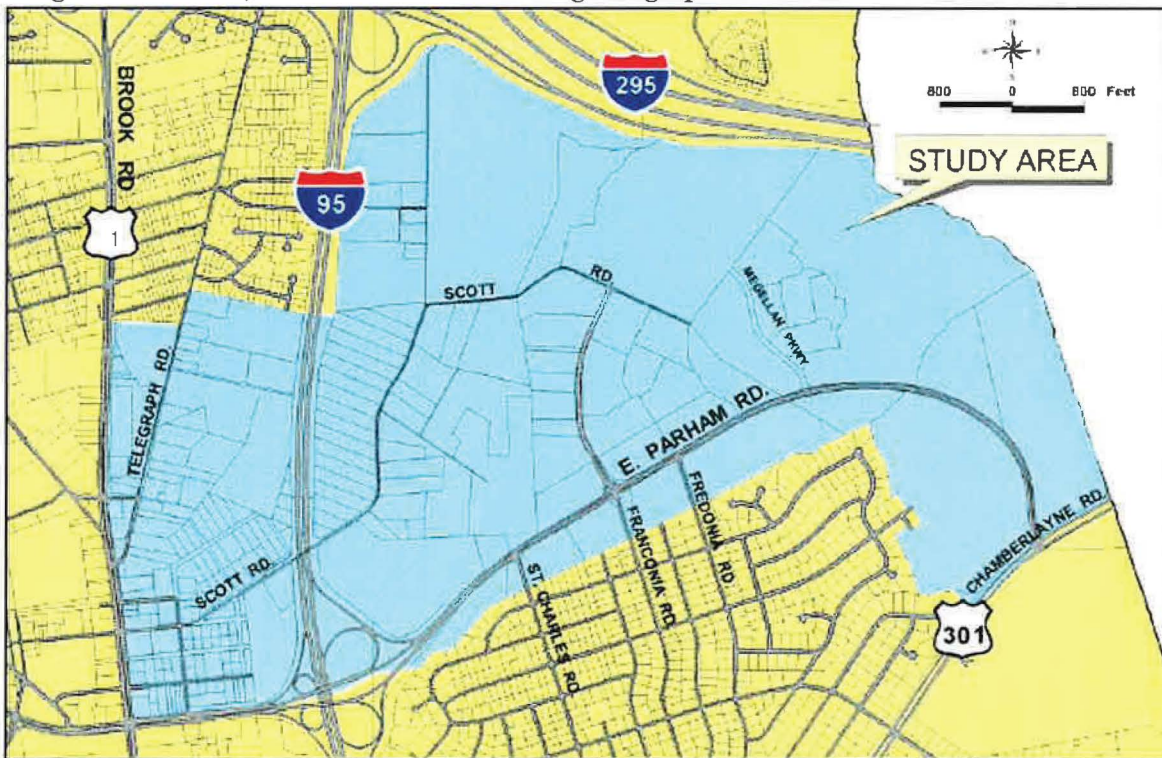
Introduction

In May, 2002, the County Administration, with the concurrence of the Board of Supervisors representative and Planning Commissioner from the Fairfield District, requested the Planning Office conduct a land use study and prepare a recommended land use plan for the area on the north side of the Parham Road adjacent to Scott Road between I-295 and U.S. Route 1. This request was prompted by several inquiries about new developments and recent rezoning activity in the area. The study area also contains a premier economic development site the County is actively marketing as a potential large-scale, high-end, office development.

The study area includes and is in close proximity to four major roadways including I-95, I-295, U. S. Route 1, and Parham Road. Access to these major transportation features generates significant demand for properties within this study area. The objective of this process is to prepare the optimum land use plan for the study area that will insure high-quality development. This information is generated to assist the Board of Supervisors and the Planning Commission in their decisions concerning current or future rezoning and development applications at this key intersection.

Study Area

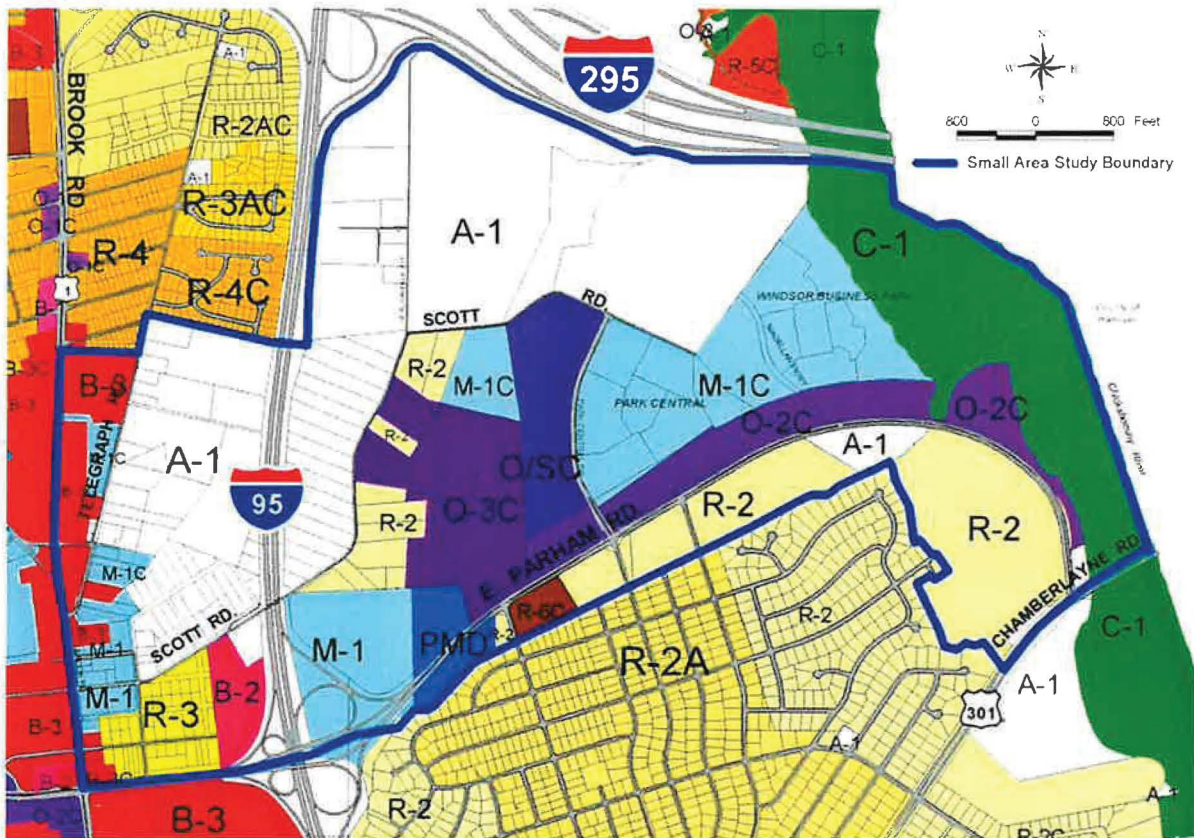
The study area (shown with a dotted borderline on Map 1) comprises the land area generally bordered by U.S. Route 1 to the west, I-295 to the north, Hanover County line to the east, and Parham Road to the south. Included within it are large lot residences adjacent to Scott Road in the interior of the study area, commercial uses along U.S. Route 1, office and office/service uses along Parham Road, and residential uses along Telegraph Road.



Map 1—Study Area

Existing Conditions

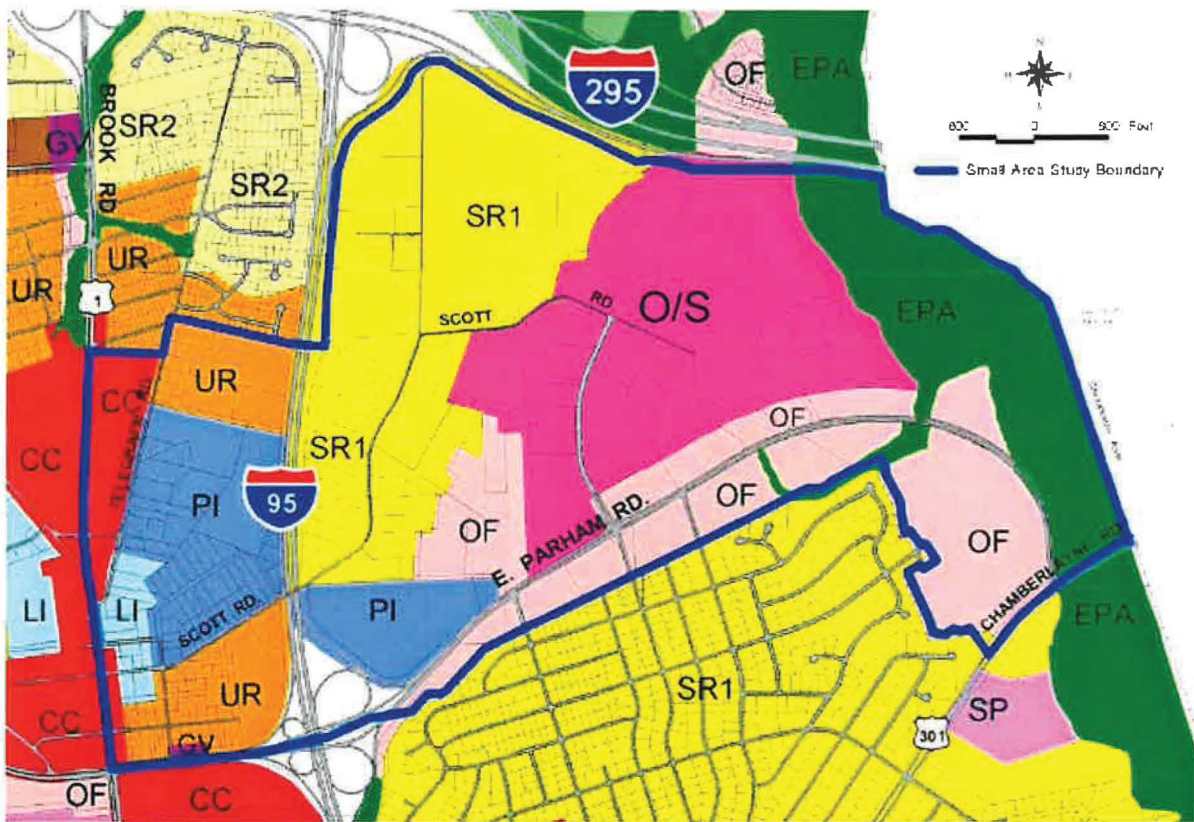
The study area is bisected by Scott Road which runs west to east and splits the area into two portions (North and South). The North portion of the study area, east of I-95, is zoned A-1, and characterized by single-family residences on large lots (see Map 2). There are five primary parcels in the North portion that comprise the bulk of land available for new development. Combined, these parcels account for over 225 acres of the Northern study area. The north study area, west of I-95, is mix of zoning classifications. Many of the parcels between I-95 and Telegraph Road are zoned A-1 with more large lot single-family residences and some vacant parcels. The properties in this area between Telegraph Road and U.S. Route 1 are zoned commercial and include a variety of service uses such as hotels, mini storage, and auto services and supplies.



Map 2—Zoning

The southern study area (south of Scott Road) is comprised of a mix of Office and Office/Service uses. These uses include a large office building currently occupied by Bank of America and the Park Central and Windsor Business Parks developed during the late 1990's. This area also includes the properties on either side of Parham Road between I-95 and U.S. 301.

South of Scott Road and west of I-95 the uses include a small single-family subdivision, an undeveloped 12 acre parcel of land currently zoned B-2, and a variety of service and light industrial uses fronting on U.S. Route 1.



Map 3—Current 2010 Land Use Plan

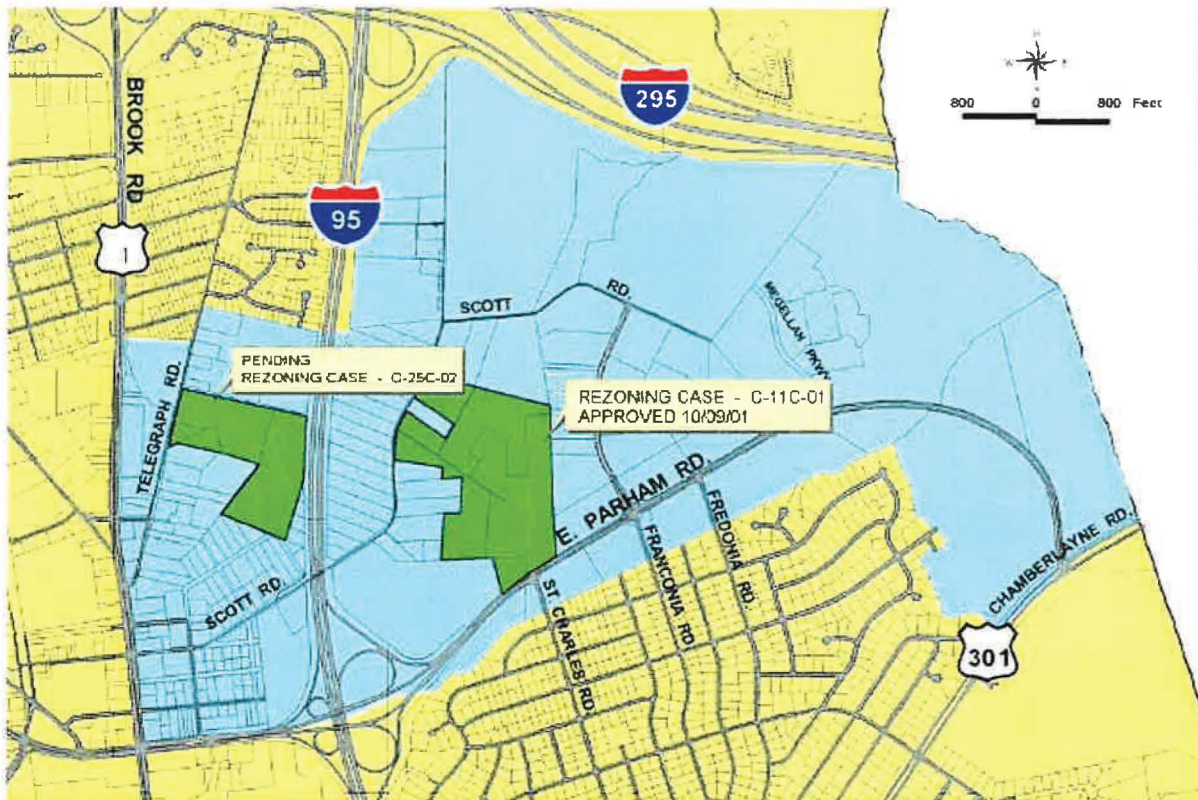
The County's current adopted 2010 Land Use Plan recommends a variety of uses for the study area (see Map 3). The eastern portion of the study area, east of I-95, is recommended for a mix of Suburban Residential 1 (SR 1) and Office Service (O/S). The O/S district reflects many of the existing office warehouses uses in this area, but a large portion of the land designated SR 1 remains undeveloped. Notable land use designations in the eastern portion of the study area include Environmental Protection Areas along the Chickahominy River and Office designations south of Parham Road.

The western portion of the study area, west of I-95, includes Commercial Concentration along U.S. Route 1 and Planned Industry and Light Industrial bordered by Urban Residential between Telegraph Road and I-95. The land use designations in this area are not reflective of existing uses in this area.

Scott Road is designated as a Minor Collector on the County's adopted Major Thoroughfare Plan and it is envisioned to be an important east/west connection between E. Parham Road and U.S. Route 1. There are four (4) other major roadways identified on the County's Major Thoroughfare Plan that border or bisect the study area. U.S. Route 1 is a Minor Arterial on the western boundary, I-295 is Controlled Access roadway to the north, I-95 is a Controlled Access roadway running north/south, and E. Parham Road is a Major Arterial between U.S. Route 1 and I-95 and a Minor Arterial between I-95 and U.S. 301, to the south.

Rezoning Issues

There is currently one (1) pending rezoning application (Map 4) located within the study area. C-25C-02 is a request for a combination of 172 townhouses units and detached single-family homes at a density of 2.97. The subject property is currently designated Planned Industry (PI) on the 2010 Land Use Plan and the rezoning request is not consistent with this designation. Staff has concerns about residential development in this area and feels that approval of this request could set an unwanted precedent.



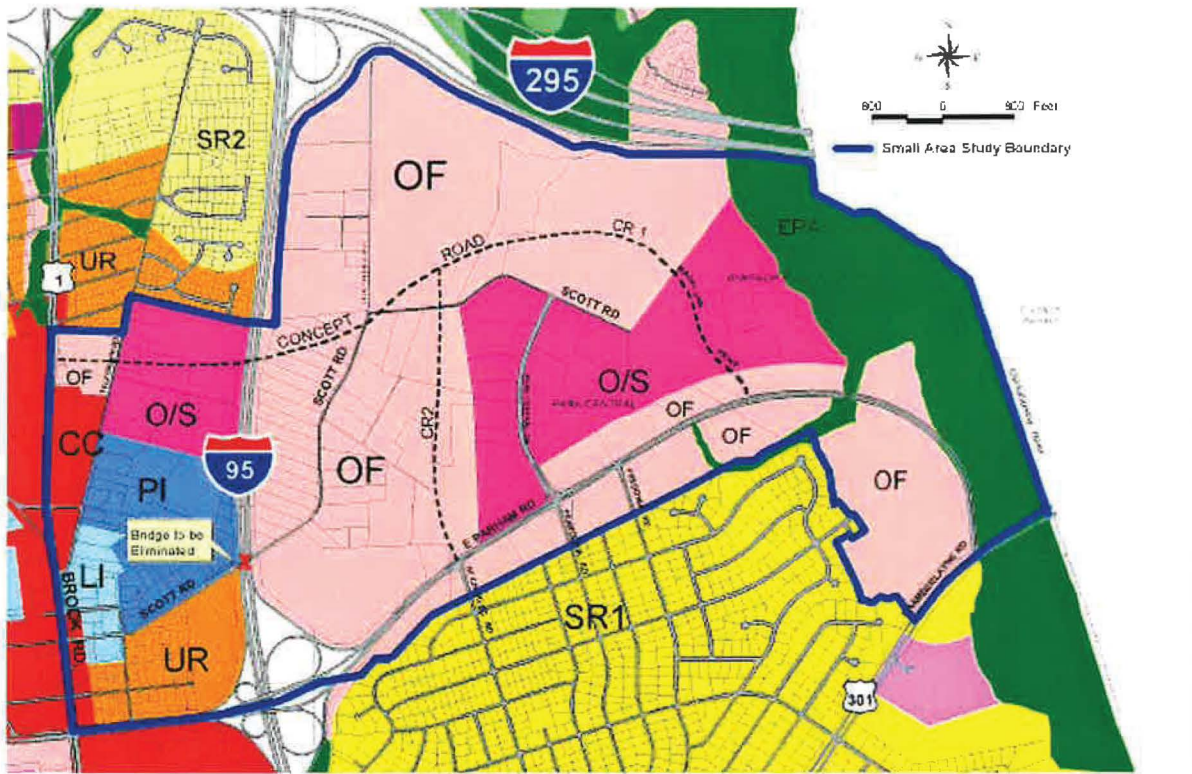
Map 4—Rezoning Cases

In October 2001, rezoning case C-11C-01 was approved for 60 acre office park including a hotel. This property has yet to be developed, but it is located on a prime economic development site and the proposed development is proffered to be of high-quality. The property will serve as the “front door” on Parham Road to the larger undeveloped properties to the north of the site. The zoning of this property has set a positive precedent for superior office development that is expected to encourage similar development in the future.

The Planning Office continues to receive a variety of inquiries for properties within the study area. Most notably, there was a request a few years ago for a large corporate headquarters in the northern portion of the property and an inquiry about a potential mixed use development for same area.

Analysis and Recommendations

The Planning Staff has worked closely with the Departments of Public Works, Public Utilities and the Economic Development Authority in the formulation of a recommended land use and major thoroughfare plan for the study area. Several factors were considered, including levels of traffic, patterns of traffic, compatibility of land uses, existing development, existing 2010 Plan land use designations, levels of service, and the requests of the rezoning applicants and known concerns of property owners in the area. The recommended Land Use and Major Thoroughfare Plan is shown here on Map 5.



Map 5—Recommended Land Use and Major Thoroughfare Plan

One of the primary issues in analyzing land uses in the study area is access. The Study determined a critical need for a major access (CR1) to U.S. Route 1 further north of the current Scott Road access. This would require a new bridge over I-95 and eventually eliminate the need for the current crossing. The recommended location for CR1 would have more direct access to U.S. Route 1 and create a gateway to undeveloped properties to the east of I-95. This would also serve as a much needed alternate to alleviate traffic congestion on E. Parham Road. Staff is also proposing CR2 to improve access to properties east of I-95. This concept road reflects a proffered gateway access road from case C-11C-01. Combined, the two proposed Concept Roads substantially improve access to the study area and set the stage for the recommended land use changes.

East of I-95

Staff is recommending a simplification of the current 2010 Land Use recommendations for the portion of the study east of I-95. The primary recommendation involves changing the current Suburban Residential 1, Planned Industry, and Office/Service designations to Office. This portion of the study area has significant location benefits because of proximity to I-95 and I-295. Staff feels that combining many large and mid size properties under an Office designation will further enhance the area which is already considered a prime for economic development. In addition, when accessed by CR1 and CR2 the land use designation will aid the County in marketing one of its premier economic development sites. Overall, staff feels the Office recommendation in this area is reflective of the highest and best use for these properties.

The Office designation is intended to identify development areas which occur within a planned environment under unified development and operational standards. These areas are envisioned with the same high-quality characteristics as office developments in Innsbrook and the Concourse at Wyndham. These developments are generally considered to be "Class A" office space characterized by large-scale coordinated development, strict design and appearance standards, and additional amenities such as water features and walking trails.

Other land use recommendations in this part of the study remain consistent with the current 2010 Land Use Plan designations and/or existing uses. These include a sizeable area of Environmental Protection Area on the eastern boundary of the study area, office uses on either side of Parham Road, and Office/Services uses adjacent Park Central Drive and Magellan Parkway.

West of I-95

The land use recommendation for this portion of the study area is primarily focused on changing from Urban Residential to Office and Office/Service. The recommend Office/Service area borders both sides of proposed CR1 between I-95 and Telegraph Road. This area is envisioned to provide complimentary uses to the proposed office uses to the east and take advantage of location benefits of being close to U.S. Route which provides convenient access I-95 and I-295. The proposed Office designation is proposed for the frontage on U.S. Route adjacent to CR1 in order to provide for the appropriate transition between single-family residential uses to the north and commercial uses to the south. Office uses in this area are intended to have the same high-quality characteristics as the office use designated for properties east of I-95. High-quality characteristics are essential to these development because they will act as a gateway entrance to larger office development envisioned for the eastern portion of the study area.

Properties to the south of Office/Service and Office designated areas will remain Planned Industry and Light Industry. Staff feels the current 2010 Land Use classifications remain appropriate for these properties and are actually enhanced by the Office/Service recommendation to the north because land use conflicts are reduced by removing the Urban Residential classification.

Properties in the south end of this area will remain Urban Residential to reflect existing single-family land uses. The only exception in this area is a small piece of land designated Government, this piece of land is not longer owned by the County of Henrico and not currently planned for a governmental use.

Conclusion

This Study was initiated as a result of several inquiries about new developments and recent rezoning applications that have prompted discussion about appropriate land use designations within the study area. The study area includes four major roadways including I-95, I-295, U.S. Route 1, and Parham Road, proximity to these transportation features generates significant demand for properties within this study area. In addition, the study area contains a premier economic development site the County is actively marketing as a potential large-scale, high-end, office development.

The objective of this study is to recommend development patterns, determine the desired future land uses, and ensure high-quality development for properties within the study area. Staff has proposed two Concept Roads to enhance access and act as gateways to the prime economic development areas of the study area. These prime economic development areas are envisioned to be large-scale coordinated Office developments with strict design and appearance standards. Additionally, the recommended land use changes complement some the current recommendations of the 2010 Land Use Plan by reducing land use conflicts in the area. Staff feels these proposed land use changes reflect a realistic and preferred development pattern for properties within the study area.

In order to appropriately address the recommendation presented in the study, staff recommends amending the 2010 Land Use Plan. Staff feels an amendment would enhance the marketability of one the County's prime economic development sites as well as protect the area from encroachment of uses in conflict with economic goals in the study area.

Applicability

The land uses and roads recommended in this study area are intended to assist in the decision-making process for current and future rezoning and development applications. An amendment to the 2010 Comprehensive Land Use Plan is recommended at this time. The Planning Commission and Board of Supervisors may utilize this report as they deem appropriate.