

LAND USE PLAN MAP AND GUIDELINES FOR FUTURE GROWTH



This portion of the 2010 Land Use Plan presents the Land Use Plan Map (in five sections) which shows recommended land uses for every area of the County. In addition, there are other maps and information presented in this section that augment the guidance provided by the 2010 Land Use Plan Map. This information, along with the Environmental Element (page 71) and the County's Goals, Objectives and Policies (page 137) provide an overall framework for evaluating specific development (or redevelopment) proposals, and for helping to achieve a logical and orderly pattern of growth for the County to the year 2010.

This section, Land Use Plan Map and Guidelines for Future Growth, consists of five parts: 1) the 2010 Land Use Map — there are five color section sheets that cover the County; 2) the Land Development Guide — two maps containing information on future infrastructure, special strategy areas and historic resources; 3) Balanced Growth guidelines to help ensure a sound economic base for the County; 4) Prime Economic Development Sites — a map and index of the locations reserved for future economic growth; and 5) Large Tract Planned Development guidelines to encourage appropriate forms of development that are efficient and contain a mix of different uses. Each of these components is presented and explained in more detail in the following text.

LAND USE PLAN MAP

The Henrico County 2010 Land Use Map is contained on the following pages. It consists of five color section sheets, from west to east, that show site-specific locations for recommended land uses between the present time and 2010 — approximately the next 15 years. The land use locations were determined through a recognition of existing land uses, existing zoning and the future needs and resources of the County.

The 2010 Land Use Map shows five major land use classifications (or groups) - Residential, Commercial, Industrial, Environmental and Public. These groups have been further subdivided to show various uses within each group. For example, the Residential classification includes five areas of differing density to allow for a large variety of housing types. Defined below are the 2010 Land Use Plan Map classifications, followed by the five maps.

Land Use Plan Map Classifications

RESIDENTIAL CLASSIFICATIONS - are designed to identify existing and future areas for residential development. The Residential Goals, Objectives and Policies (see page 141) should guide development for residential areas shown on the 2010 Land Use Plan Map.

Rural Residential (RR) are single family residential development areas with recommended lot sizes of one acre or greater.

Suburban Residential 1 (SR1) are single family residential development areas with a recommended density range from 1.0 to 2.4 net units per acre.

Suburban Residential 2 (SR2) are single family residential development areas with a recommended density range from 2.4 to 3.4 net units per acre.

Urban Residential (UR) are residential development areas with a recommended density range from 3.4 to 6.8 net units per acre. Townhouses, condominiums and zero lot line homes may be appropriate in these areas as well as single family homes.

Multi-Family Residential (MF) are development areas with a recommended density range from 6.8 to 19.8 units per acre. Multi-family dwellings such as apartment and condominium complexes are appropriate in these areas.

COMMERCIAL CLASSIFICATIONS - are intended to identify existing and future areas appropriate for retail, office, office/service and related uses. The Economic Development Goals, Objectives and Policies (see page 145) should guide development and rezoning for commercial areas shown on the 2010 Land Use Plan Map.

Office (OF) are development areas which accommodate a variety of office types. This designation corresponds with the O-1, O-2 and O-3 Office zoning districts which permit a variety of office and related uses at varying intensity.

Office/Service (O/S) are development areas which accommodate office uses in combination with appropriate retail, service and warehouse uses. These developments occur within a distinct and planned environment under unified development and operational standards. This classification generally corresponds with the O/S Office Service zoning district.

Commercial Arterial (CA) are development areas which accommodate both wholesale and retail sales and service establishments that may: 1) function independent of adjoining development, and; 2) require individual access to a roadway. This classification generally corresponds with B-1, B-2 and B-3 Commercial districts which allow a variety of commercial/retail land uses at varying intensity.

Commercial Concentration (CC) are development areas which accommodate retail and/or wholesale sales and service establishments with coordinated design for: 1) shared parking areas, and; 2) shared points of access to a roadway. This classification generally corresponds with B-1, B-2 and B-3 Commercial districts which allow a variety of commercial/retail land uses at varying intensity.

Mixed Use Development Area (MX) is an area where a combination of land uses such as office, office/service, business, multi-family residential and high-technology uses are planned and coordinated to achieve an overall balance among the various uses and where such development shall generally consist of large-tract, unified high quality developments phased with the provision of necessary infrastructure improvements. This classification may correspond with a variety of zoning districts.

INDUSTRIAL CLASSIFICATIONS - are intended to identify existing and future areas appropriate for industrial development. The Economic Development Goals, Objectives and Policies (see page 145) should guide development and rezonings for industrial areas shown on the 2010 Land Use Plan Map.

Light Industry (LI) are development areas intended for manufacturing, fabricating, and warehousing establishments which normally are not objectionable to adjacent uses because they are characterized by a minimum of noise, heavy truck traffic, fumes, vibration, or other forms of pollution. This classification generally corresponds with the M-1, Light Industrial zoning district.

Planned Industry (PI) are development areas intended to accommodate a variety of industrial establishments which: 1) employ high environmental quality standards; 2) may function as an integral part of an overall development area; 3) require large tracts of land because of their nature and function, and; 4) have minimal impacts on adjacent uses. This classification generally corresponds with the PMD Planned Industrial zoning district.

Heavy Industry (HI) are development areas intended to accommodate manufacturing and fabricating establishments which are generally characterized as producing noise, vibration, heavy truck traffic, fumes, and other forms of pollution which may be objectionable to adjacent uses. This classification generally corresponds with the M-2 and M-3 Industrial zoning districts.

ENVIRONMENTAL CLASSIFICATIONS - are intended to identify existing and future areas appropriate for environmental, open space/recreation and agricultural uses. The Environmental Goals, Objectives and Policies (see page 77) should guide development and rezonings for environmental areas shown on the 2010 Land Use Plan Map.

Environmental Protection Area (EPA) are areas where no future development is planned to occur due to the suspected location of Chesapeake Bay Preservation Areas and 100 year floodplains. Although under certain conditions development is permitted in these areas, extra sensitivity during development or use is required in order to protect

the environment and the public health, safety and welfare. This classification corresponds generally to the C-1 Conservation zoning district.

Open Space/Recreation (OS/R) are public and private areas intended to accommodate both passive and active recreational uses which conserve natural resources and promote a variety of recreational activities. This classification may correspond with a variety of zoning districts.

Prime Agriculture (PA) are areas identified by the Soil Conservation Service as especially suitable for agricultural use because of soil conditions and/or land which is currently being used for agricultural purposes. This classification generally corresponds with the A-1 Agricultural zoning district.

PUBLIC CLASSIFICATIONS - are intended to identify existing and future areas appropriate for government and semi-public uses. The Government and Semi-Public Goals, Objectives and Policies (see page 149) should guide development and rezoning in public use areas shown on the 2010 Land Use Plan Map.

Government (GV) are areas which accommodate a variety of non-recreational public uses and facilities that are government-owned (local, state or federal). This classification may correspond with a variety of zoning districts.

Semi-Public (SP) are areas which accommodate quasi-public uses and facilities including, but not limited to: private schools, churches, nursing and convalescent care facilities, and hospitals. This classification may correspond with a variety of zoning districts.

**Please Refer to the
Maps Section
of the
2010 Land Use Plan Webpage**

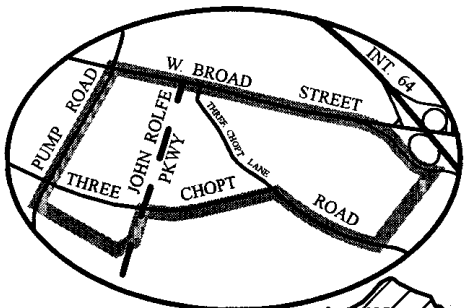
2010 LAND DEVELOPMENT GUIDE

The 2010 Land Development Guide augments the 2010 Land Use Plan Map by providing further, and more specific guidance for land use and development in Henrico County. The purpose of the Land Development Guide is to serve as a tool for phasing of development, to identify sensitive/special areas of the County and related development goals for those areas, and to identify historic resources in Henrico County. The Land Development Guide, therefore, consists of three basic parts: 1) a phasing plan that indicates the availability of infrastructure (principally public sewer and water service) between now and 2010; 2) the identification and classification of "Special Strategy Areas" in the County where special attention is needed to help ensure harmonious development; and 3) a "master list" of historic resources based on adopted selection criteria. The identified Historic Resources are shown on Land Development Guide Map B whereas the first two categories are shown on Land Development Guide Map A.

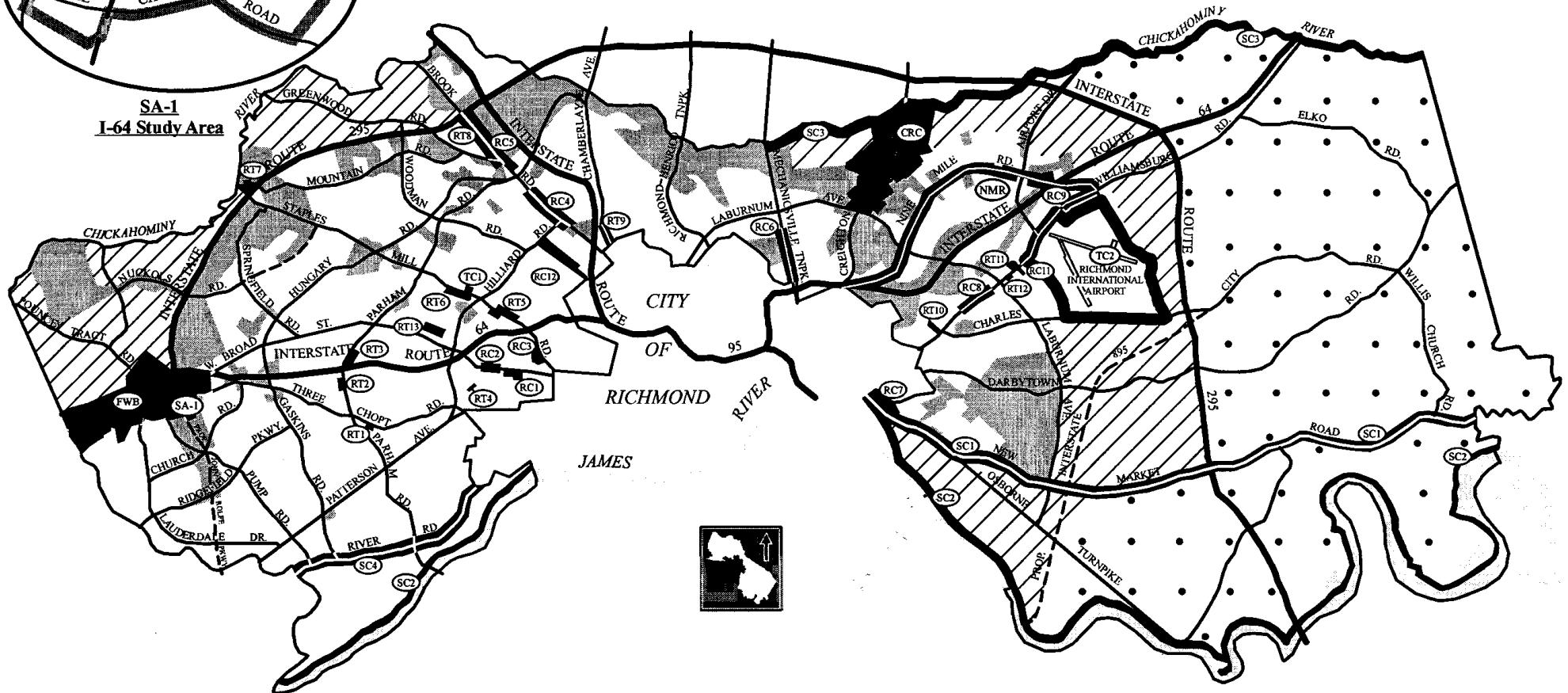
Categories/Definitions

PHASING PLAN - To help ensure efficient growth, the Land Development Guide illustrates the readiness level for development of four areas based on the availability of public services and, therefore, the intensity of development which can be supported. These four areas are termed 1) Existing, 2) Developing, 3) Expansion and 4) Outlying (see Land Development Guide Map A). The purpose of identifying these different areas is to help ensure that public services can keep pace with the growth in the County and not let future development overburden the public with infrastructure costs.

- **Existing Areas** generally are ninety percent developed, include vacant parcels less than ten acres, and undeveloped subdivision lots. This category is characterized by a mixture of uses and densities. All levels of public services, including sewer, water, roads, schools, and library facilities are available.
- **Developing Areas** are prime vacant sites and consist of infill parcels of ten acres or more. These areas generally adjoin Existing Areas and they are characterized by a mixture of uses. Public services are available or programmed.
- **Expansion Areas** are characterized by low density development and residential land use activities. County services are limited and, in some instances, new development may put pressure on providing adequate levels of service. These areas are usually within current utility service areas.
- **Outlying Areas** are characterized predominately by agricultural uses, large tract ownership and low density residential uses. In most instances on-site provision for water and sewer is necessary. The development of these areas will likely require major infrastructure improvements such as new sewage pumping stations.
- **Special Strategy Areas and Historic Resources** are designated to draw attention to those areas or sites where special consideration should be given to the design for the development and redevelopment of property to minimize adverse effects.







**SA-1
I-64 Study Area**











L E G E N D

PUBLIC FACILITIES and SERVICES PHASING PLAN

-  EXISTING AREA
-  DEVELOPING AREA
-  EXPANSION AREA
(Within Current or Projected Service Area)
-  OUTLYING AREA
(Requires New Pumping Stations)

SPECIAL STRATEGY AREAS
(See Index For Specific Areas)

-  RESIDENTIAL TRANSITION
-  REDEVELOPMENT CORRIDOR
-  TRANSPORTATION CENTER
-  SCENIC CORRIDOR
-  FAR W. BROAD STREET
-  SUB-AREA 1 (I-64 STUDY AREA)
-  CREIGHTON ROAD CORRIDOR
-  NINE MILE ROAD

**HENRICO 2010
LAND DEVELOPMENT GUIDE**

**MAP A
County of Henrico
Virginia**

Prepared by the Henrico County Planning Office
January, 1996.
Last Revised April 2, 2001.

SPECIAL STRATEGY AREAS

Special Strategy Areas are identified as part of the Land Development Guide to recognize the need for special development guidelines for particular areas of the County (see Land Development Guide Map A). Because of the diversified nature of growth and development in Henrico County, different areas require different approaches to help ensure an overall harmonious development pattern. The identification and inclusion of Special Strategy Areas in the 2010 Land Use Plan is intended to focus attention on appropriate design considerations for development/redevelopment which may occur in these identified areas. When a development request (e.g., a rezoning application) is considered in an identified Special Strategy Area, design features in accordance with the strategies listed below should characterize proposals that receive a favorable review/recommendation.

The Special Strategy Areas concept groups together similar areas of the County according to shared development characteristics. The categories of Special Strategy Areas are: 1) Residential Transition; 2) Redevelopment Corridors; 3) Scenic Corridors; 4) Transportation Centers, and; 5) Far W. Broad Street. Development-oriented strategies are listed below for each type of Special Strategy Area. Following the list of strategies is an index of Special Strategy Areas by type; this index accompanies Land Development Guide Map A.

Definitions and Strategies For Special Strategy Areas

RESIDENTIAL TRANSITION - Older residential areas where development pressures from adjacent non-residential development and/or major capital improvements could have a detrimental effect on the community.

Strategies

1. Encourage the continued use of residences along major collectors and arterial roads as long as they are safe and serve the purpose of maintaining the stability of adjoining residential neighborhoods.
2. Encourage the maintenance of residential blocks where it discourages the stripping of a major road with non-residential uses.
3. Promote the rehabilitation, replacement and if necessary, the demolition of units which are unsafe or substandard.
4. Coordinate the design of all development with those existing uses in the area. Access, landscaping, circulation, architecture, lighting and signage should all be coordinated.

5. Limit the activities of permitted uses (such as noise, vehicular lights and movement and hours of operation) so as to mitigate potential disturbances to surrounding residential areas.
6. Require adequate buffering, screening and landscaping to help confine the impacts of development to the site.

REDEVELOPMENT CORRIDORS - Older non-residential corridors where there are opportunities for infill development, re-use of existing structures and/or a need for improving the overall appearance of the area.

Strategies

1. Develop implementation guidelines to encourage appropriate infill growth while minimizing disruption to established residential areas and public facilities.
2. Develop incentives to encourage redevelopment of older commercial areas which are showing signs of deterioration or under-utilization.
3. Encourage the establishment of action groups, consisting of owners or lessors or property in the affected area, which would promote and implement area improvements.
4. Promote a compatible scale of redevelopment in terms of height and site coverage, building materials, building design and the protection of specimen trees.

SCENIC CORRIDORS - Areas of the County that are associated with linear features such as roads or rivers that need special consideration due to their scenic and or historic nature. Development in these areas is envisioned to provide for local needs with architectural themes and standards designed to preserve the aesthetic value and minimize traffic congestion.

Strategies

1. Protect designated scenic corridors in a manner which maintains their special qualities.
2. Encourage additional means of public access to the James and Chickahominy Rivers.
3. Protect the scenic views and historic resources important to the James and Chickahominy Rivers.

4. Balance the concern for preserving scenic corridors with the pressures for growth in these designated areas.
5. Use specific design guidelines to help ensure compatible development and maintain the integrity of scenic corridors.
6. Encourage large-tract development with adequate buffering, screening and landscaping to help confine the impacts of development to the site.
7. Encourage quality development that is in keeping with the character of the corridor.
8. Encourage unified development plans with consistent architectural themes and construction standards.
9. Encourage enhanced setbacks, landscaping and architectural design that is compatible with the scenic qualities of the area.

TRANSPORTATION CENTERS - Areas centered on major transportation facilities that have unique development opportunities and potential for planned growth.

Strategies

1. Recognize and minimize the potential negative impact of development or expansion of transportation centers on adjoining uses.
2. Encourage adequate buffering, screening and landscaping to help to confine the impacts of development to the site.
3. Recommend land uses which are compatible with existing and forecasted noise levels.
4. Encourage noise control features where needed in building design adjacent to transportation centers.
5. Encourage transportation centers to include an array of transportation alternatives for moving people to and from the area such as pedestrian ways and bus lines.
6. Promote land uses near transportation centers which provide the necessary services for persons using the center such as retail and service facilities and car rental.
7. Promote inter-modal transfer to increase the efficiency and effectiveness of the transportation system.

FAR WEST BROAD STREET CORRIDOR - Area which is under extreme commercial development pressure. A mixture of commercial, office, high density residential and other uses is appropriate. Development goals should preserve the aesthetic value and minimize traffic congestion.

Strategies

1. Encourage large tract development with a mixture of land uses with adequate buffering, screening and landscaping to help to confine the impacts of development to the site.
2. Phase development consistent with the capacity of the utility and road systems.
3. Encourage unified development plans, especially for non-residential development, with consistent architecture and joint access points at planned median breaks.
4. Discourage strip commercial development and outparcels with direct access onto West Broad Street.
5. Encourage enhanced setbacks, landscaping and innovative design.

INDEX OF SPECIAL STRATEGY AREAS BY TYPE

RESIDENTIAL TRANSITION	AREA DESCRIPTION	RATIONALE
RT 1	<p>West side of Three Chopt Road south of Fargo Road and Ridgehaven Road.</p> <p>District: Three Chopt. Map: 85-B1-36. Zoning: R-3. 2010 LUP Designation: SR2</p>	The existing residential area is under pressure to extend office development.
RT 2	<p>West side of Parham Road, bounded by Trinity Drive, Fordson Road and Nestlewood.</p> <p>District: Three Chopt. Map: 85-A1-22, 28, 29 and 31. Zoning: R-3. 2010 LUP Designation: SR2</p>	Pressure to convert residential homes into offices.
RT 3	<p>East side of Parham Road, between Skipwith Road and W. Broad Street.</p> <p>District: Three Chopt Map: 85, 86 Zoning: R-3. Designation: OF</p>	Existing homes are threatened by office development pattern.
RT 4	<p>South side of Horsepen Road, east of Dartmouth Ave. between existing B-1 and O-1 zoning.</p> <p>District: Brookland. Map: 94-A2-1. Zoning: R-3. 2010 LUP Designation: OF</p>	Pressure to extend non-residential areas into residential areas.
RT 5	<p>West of Staples Mill Road, south of Penick Road, east of Davista Ave.; East of Staples Mill Rd., north of Dumbarton Road and west of CSX Railroad.</p> <p>District: Brookland. Map: 97-B1-various. 96-A1-13. Zoning: O-2, M-1, M-2, R-2, R-4, R-6, B-1 and B-2. 2010 Designation: OF, LI, UR</p>	This corridor has a mixture of land uses and will continue to experience pressure to convert residential areas to non-residential and higher density residential uses.
RT 6	<p>West of Staples Mill Road, south of Wistar Road to just north of Glenside Drive.</p> <p>District: Brookland. Map: 93 and 97. Zoning: R-3 and R-4. 2010 LUP Designation: OF, UR</p>	Potential development pressures from the widening of Staples Mill Road.
RT 7	<p>East side of Staples Mill Road- north of I-295, vicinity of Mountain and Old Mountain Roads at the entrance to Hunton.</p> <p>District: Brookland. Map: 88, 90 Zoning R-3 and A-1. 2010 LUP Designation: O/S, UR</p>	Pressure to extend non-residential areas as Hunton develops.

<p>RT 8</p>	<p>Brook Road Corridor, east and west of Maryland Avenue and I-295.</p> <p>District: Fairfield. Map: 103 Zoning: R-4, O-1, R-2A and B-3. 2010 LUP Designation: OF, GV, UR</p>	<p>Pressure on existing neighborhood from the widening of Rte. 1 and further commercial encroachment.</p>
<p>RT 9</p>	<p>Both sides of Chamberlayne Avenue from the City Line to I-95 off-ramp.</p> <p>District: Fairfield. Map 105 and 106. Zoning: R-3, O-1, O-2, B-1, B-2 and B-3. 2010 LUP Designation: CC</p>	<p>Pressure on existing homes to develop non-residentially.</p>
<p>RT 10</p>	<p>West side of Brittles Road and Williamsburg Road in the vicinity of Montrose Elementary School.</p> <p>District: Varina. Map: 9. Zoning: R-4 and B3. 2010 LUP Designation: CC, SR2</p>	<p>Pressure from commercial development along Williamsburg Road.</p>
<p>RT 11</p>	<p>Audubon Drive, Oakleys Lane and Williamsburg Road.</p> <p>District: Varina. Map: 11. Zoning: A-1, R3, B-2, B-3 and M-1. 2010 LUP Designation: CC</p>	<p>Pressure from industrial development near airport.</p>
<p>RT 12</p>	<p>South side of Williamsburg Road, between Coxson and Robins Roads.</p> <p>District: Varina. Map: 29. Zoning: R-3 and B-2. 2010 LUP Designation: UR</p>	<p>Pressure from industrial development near airport.</p>
<p>RT 13</p>	<p>South and east side of Bethlehem Road, north of business zoning along W. Broad Street.</p> <p>District: Brookland. Map: 93. Zoning: R-4. 2010 LUP Designation: OF</p>	<p>Pressure from commercial development along W. Broad Street.</p>

REDEVELOPMENT CORRIDOR	AREA DESCRIPTION	RATIONALE
RC 1	<p>South side of W. Broad Street, west of Willow Lawn Drive, east of Byrd Avenue and north of Markel Road. Known as "Sauer Tract".</p> <p>District: Three Chopt. Map: 96. Zoning: R-3, O-2, B-1 and B-2. 2010 LUP Designation: CC</p>	<p>Development of this tract will require special design to buffer the established neighborhood.</p>
RC 2	<p>Both sides of W. Broad Street between Libbie Avenue and Horsepen Road.</p> <p>Districts: Three Chopt and Brookland. Map: 94. Zoning: B-1 and B-3. 2010 LUP Designation: CA, CC</p>	<p>Focus needed to improve the appearance of corridor.</p>
RC 3	<p>Suburban Apartments Area</p> <p>District: Brookland. Map: 96. Zoning: R-5. 2010 LUP Designation: O/S</p>	<p>This developed area may have greater economic development potential.</p>
RC 4	<p>Brook Road Area, between Wilkinson and Hilliard Roads.</p> <p>Districts: Brookland and Fairfield. Map: 104 and 105. Zoning: B-1, R-3, O-1, B-2 and B-3. 2010 LUP Designation: OF, CA, UR</p>	<p>Focus needed to improve the appearance of corridor and buffer new development from adjacent residential development.</p>
RC 5	<p>Brook Road, from just north of Parham Road to Maryland Drive.</p> <p>District: Brookland. Map: 103 and 105. Zoning: B-1, B-3 and M-1. 2010 LUP Designation: LI, CC</p>	<p>Focus needed to improve the appearance of corridor and buffer new development from adjacent residential development.</p>
RC 6	<p>Both sides of Mechanicsville Turnpike from Harvie Road to City Limits.</p> <p>District: Fairfield. Map: 1 and 2. Zoning: A-1, R-5, O-2 B-1, B-3, M-1 and M-2. 2010 LUP Designation: LI, HI, CC, SR2</p>	<p>Focus needed to improve the appearance of corridor.</p>
RC 7	<p>Route 5 - from City limits to Almond Creek.</p> <p>District: Varina. Map: 17. Zoning: M-2 and M-3. 2010 LUP Designation: HI</p>	<p>Opportunity for higher use of properties and focus needed to improve the appearance of corridor.</p>

<p>RC 8</p>	<p>Both sides of Williamsburg Road, between Charles Road and Brauer Blvd., west of Laburnum Avenue.</p> <p>District: Varina. Map: 9. Zoning B-1, B-3 and M-1. 2010 LUP Designation: CC</p>	<p>Focus needed to improve the appearance of corridor.</p>
<p>RC 9</p>	<p>Both sides of Williamsburg Road, east of Early Avenue and west of Nine Mile Road.</p> <p>District: Varina. Map: 15. Zoning: B-1, B-2 and B3. 2010 LUP Designation: CA</p>	<p>Focus needed to improve the appearance of corridor.</p>
<p>RC 10</p>	<p>Nine Mile Road between Newbridge Road and I-64.</p> <p>District: Varina. Map: 11, 12 and 15. Zoning: R-2A, R-5, O-2, B-1, B-2 and B-3. 2010 LUP Designation: OF, SP</p>	<p>Focus needed to improve the appearance of corridor.</p>
<p>RC 11</p>	<p>The area along Lewis Road, south of Williamsburg Road.</p> <p>District: Varina. Map: 29. Zoning: C-1, R-3, R-5, B-1 and B-3. 2010 LUP Designation: LI, CC, GV, MF</p>	<p>This area is receiving re-development pressure from the airport.</p>
<p>RC 12</p>	<p>Both sides of Lakeside Avenue, south of Hilliard Road to Richmond City line.</p> <p>District: Fairfield and Brookland. Map: 96 and 97. Zoning: R-4, O-2, B-1, B-2 and B-3. 2010 LUP Designation: CA, CC, OF, UR</p>	<p>Focus on the appearance and redevelopment commercial opportunities for this corridor.</p>
<p>TRANSPORTATION CENTERS</p>	<p>AREA DESCRIPTION</p>	<p>RATIONALE</p>
<p>TC1</p>	<p>Area around Staples Mill/Greendale AMTRAK Station.</p> <p>District: Brookland. Map: 71. Zoning. 2010 LUP Designation: LI</p>	<p>Opportunity for higher use of properties in the future, yet design important considering other adjoining uses.</p>
<p>TC2</p>	<p>Area around Richmond International Airport.</p> <p>District: Varina. Map: 29, 42 and 43 Zoning: M-2. 2010 LUP Designation: GV</p>	<p>The noise impacts, potential of airport expansion and adjacent prime economic development sites merits special consideration.</p>

SCENIC	AREA DESCRIPTION	RATIONALE
SC 1	<p>Route 5 Corridor</p> <p>District: Varina. Map: 18, 26, 27, 32, 40, 39, 49 and 50.</p>	<p>To recognize the historic significance and scenic and recreational value of Route 5.</p>
SC 2	<p>The James River Corridor from Charles City County line to the City of Richmond and from the City of Richmond to the Goochland County line.</p> <p>District: Varina and Tuckahoe. Map: 1A, 17-23, 35-37, 52, 65A, 66A, 81A, 82 and 82A.</p>	<p>To preserve viewsheds and provide greater public access to waterways.</p>
SC 3	<p>Chickahominy River from Mechanicsville Turnpike to Charles City County line.</p> <p>District: Fairfield and Varina. Map: 6, 13, 14A, 16, 60A, 61 and 61A.</p>	<p>To preserve viewsheds and provide greater public access to waterways.</p>
SC 4	<p>River Road from Richmond City limits to Goochland County line.</p> <p>District: Tuckahoe. Map: 95A, 83, 81, 80 and 67.</p>	<p>To recognize the scenic value of River Road.</p>
FAR W. BROAD STREET CORRIDOR	AREA DESCRIPTION	RATIONALE
FWB	<p>Both sides of W. Broad Street, between I-64 and the Goochland County line.</p> <p>District: Three Chopt. Maps: 72 and 77. Zoning: A-1, R-5, B-2 B-3 and M-1. 2010 LUP Designation: MX, CC, OF, O/S, LI, MF, UR, SR2, SR1</p>	<p>Increased pressure for commercial development.</p>

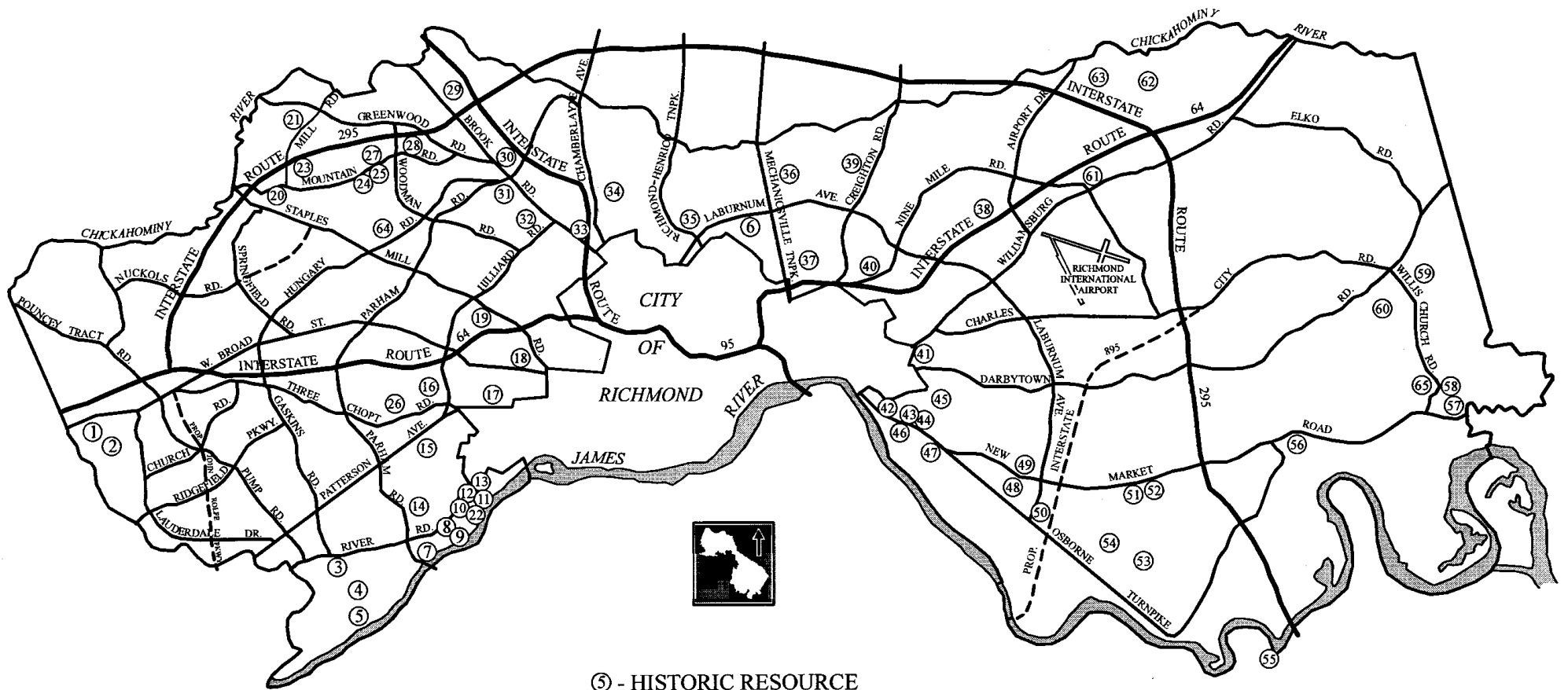
HISTORIC RESOURCES

Historic Resources in Henrico County are identified as part of the 2010 Land Development Guide (see Land Development Guide Map B). Identification of historic resources in no way implies additional regulation of these properties. However, it is important that the historic sites and areas that are of social and/or architectural significance to Henrico County be identified and this identification is, in fact, required by State Code.

The sites that are identified fit the criteria of eligibility for the National Register and are listed in the 1976 Inventory of Early Architecture and Historic Sites and the 1978 revised edition, as well as the Update of the Inventory Report, conducted in 1995. The list of Historic Resources included in the 2010 Land Use Plan was established through direct contact and cooperation with the property owners.

These sites are identified to help ensure the compatibility of future development that may occur in proximity to these locations, through proper design features and types of land use. Development in the vicinity of these Historic Resources will be evaluated in accordance with the "Historic and Cultural Goals, Objectives and Policies" of the 2010 Land Use Plan.

On the following page, Land Development Guide Map B shows the location of the identified Historic Resources, followed by an Index. The Index for Land Development Guide Map B is cross-referenced by Site Number, and a brief summary of the site significance also is included for informational purposes.



⑤ - HISTORIC RESOURCE
 (See Index for Further Information)

LAND DEVELOPMENT GUIDE
HISTORIC RESOURCES

MAP B

County of Henrico
Virginia

Prepared by the Henrico County Planning Office
 January, 1996.

PMS

**HENRICO COUNTY
HISTORIC RESOURCES**
(Index for Land Development Guide Map B)

#	HISTORIC RESOURCE	SIGNIFICANCE
1	Burleigh. Three Chopt, N. Gayton Road.	Mr. John Ellis, the original property owner, operated one of the largest coal mines in the Richmond area. This farmhouse is said to have been built as a wedding present in 1856. (43-40)
2	Nuckols Farm. Three Chopt, N. Gayton Road.	Israel Nuckols acquired this house in 1849 which served as home to six generations of the family. (43-259)
3	Whichello. Tuckahoe, River Rd. area.	Catherine Woodward built this house around 1826. She sold it to Robert Whichello. A cattle drover murdered Whichello because he cheated him at a card game. (43-17)
4	Mooreland. Tuckahoe, S. Mooreland Rd. area.	The architect, Henry Baskerville, built this mansion in 1919. It was one of the largest mansions in the suburbs west of Richmond in the early twentieth-century. (43-244)
5	Tuckahoe Creek Canal. Tuckahoe, Tuckahoe Creek area.	Miners used the canal to transport coal from the mines in the western part of Henrico and Goochland Counties to Richmond. (43-210)
6	Cedar Hill. Fairfield, Thimble Lane.	This unusual four-room, twin front door plan is unlike any dwelling recorded in Virginia. (43-205)
7	Bosher Dam. Tuckahoe, James River.	The dam, constructed in 1838, was built for navigation, storage and power. (43-64)
8	Redesdale, Servant's Quarters. Tuckahoe, James River area.	This two-story brick antebellum servant's quarters is unique in Henrico County. It dates from shortly before the Civil War. (43-269)
9	James River and Kanawha Canal (part in Henrico). (N.R.) Tuckahoe, western James River area.	George Washington was among the first to recognize the potential of the James River as a major transportation link between Tidewater and western Virginia. (43-252)

#	HISTORIC RESOURCE	SIGNIFICANCE
10	Little Bel Pre. Tuckahoe, Ross Rd.	The owner moved this resource in 1928 to make room for Rocky Mills, after initially constructing it as a summer house. (43-718)
11	Hayes House, Western View. Tuckahoe, River Rd.	This house, a fine example of Craftsman-style domestic architecture, has a Gillette garden. John Green Hayes, Vice-President and Director of the U.S. Tobacco Company at one time, owned it in the 1940s. (43-717)
12	Wise House. Tuckahoe, River Rd.	William Lawrence Bottomley designed this imposing Colonial Revival house about 1915. (43-720)
13	Westham. Tuckahoe, River Rd. area.	The present dwelling stands on part of the original tract known as Westham. Around the turn of the century, an African-American group, known as the True Reformers, bought the property with the intent of establishing a rest home for the aged. (43-222)
14	Emmanuel Church. Fairfield, Wilmer Avenue.	This noteworthy Gothic Revival church has had only minimal alterations. (43-103)
15	Paradise. Tuckahoe, Lindsay Court area.	Dr. Thomas Patterson built this rural residence in 1825. (43-22)
16	Bekeby. Three Chopt, Townes Rd.	Grey Skipwith had this well designed Tudor-Jacobean-style house built in 1927. The outbuilding originally served as a garage or chauffeur's quarters. (43-687)
17	Oak Grove. (Waverly) Tuckahoe, Patterson Avenue area.	One of the oldest structures in Henrico County, this house received a major overhaul at the beginning of the twentieth century. (43-162)
18	Krispy Kreme. West Broad Street Brookland, W. Broad St.	This site is one of the last good examples of the 1960's roadside architecture. (43-714)

#	HISTORIC RESOURCE	SIGNIFICANCE
19	<p>Penick House. Brookland, Near Penick Road.</p>	<p>Penick House might be counted among the most interesting large late century dwellings in Virginia. 43-234</p>
20	<p>Kelly House. Brookland, Mountain Road.</p>	<p>This is a stuccoed frame house typical of the mid-nineteenth century. (43-132)</p>
21	<p>Duval House. Tuckahoe, River Road, west of Gaskins Road.</p>	<p>The DuVal house is a classic example of an early dwelling modified by later additions. (43-302)</p>
22	<p>Rocky Mills Tuckahoe, South of River Road, east of Parham Road.</p>	<p>Rocky Mills is one of Virginia's most notable 18th century Palladian mansions. (43-5)</p>
23	<p>Meadow Farm. (N.R.) Brookland, Mountain Rd.</p>	<p>Meadow Farm dating to 1812, was given to Henrico County for a house museum and park. (43-31)</p>
24	<p>Lewis McLeod House. Brookland, Mountain Rd.</p>	<p>Taylor Parish constructed this house in 1921. Dr. Alexander McLeod, who reputedly delivered over 3000 local babies during his long career, had the house built as his residence. (43-690)</p>
25	<p>Bowles Lane House. Brookland, Bowles Lane.</p>	<p>Bowles Lane House is one of the largest dwellings remaining in rural Henrico County from the mid-nineteenth century. (43-65)</p>
26	<p>Cheswick. Three Chopt, Three Chopt Rd.</p>	<p>Dr. Exall, a Baptist Minister, ran a boarding school at Cheswick prior to the Civil War. (43-11)</p>
27	<p>Walkerton Inn. (N.R.) Brookland, Mountain Rd.</p>	<p>Walkerton is one of the few 19th century brick tavern buildings remaining in Eastern Virginia. (43-19)</p>
28	<p>Virginia Randolph Museum. (N.R.) Brookland, Mountain Road east of Woodman Road.</p>	<p>This museum is dedicated to the life and memory of Virginia Randolph (1874-1958). Mrs. Randolph was recognized as one of the south's most innovative black educators. (43-43)</p>
29	<p>J.E.B. Stuart Monument. Fairfield, Telegraph Road</p>	<p>This granite obelisk, erected in 1888, commemorates the site where Confederate General J.E.B. Stuart was mortally wounded on May 11, 1864 during the Battle of Yellow Tavern. (43-198)</p>

#	HISTORIC RESOURCE	SIGNIFICANCE
30	Wood's Store. Fairfield, Brook Rd.	This store, typical for the 1920-30s period, has an unusual style cornice. It is rare to see this type of store along Route 1. (43-9)
31	St. Joseph's Villa. Brookland, Brook Road	Father Timothy O'Brien founded this institution in the 1830s, as an orphan asylum and a school in Richmond. Major James Dooley left a large sum of money to the institution on his death in 1922. In 1931, the organization dedicated the present assemblage of buildings. (43-195)
32	Bloemendaal Farm. Brookland, Lakeside Avenue, north of Hilliard Road.	Lewis Ginter, the tobacco magnate, owned this farm. He built the mansion in the 1920s on the foundation of the Lakeside Wheel Club. Today, the site is open to the public as a botanical garden. (43-29)
33	Brook Hill. Brookland, Brook Rd. area.	Brook Hill, with its asymmetrical plan, profusion of verandas and ornamentation is unparalleled in Virginia. (43-70)
34	Montrose. Fairfield, Chamberlayne Ave. area.	Montrose is probably the earliest 2-story house remaining in Henrico. (43-154)
35	Old Dominion Building. Fairfield, State Fairgrounds.	This 1930s historic building is the centerpiece of the Virginia State Fairgrounds. The designer built it to accommodate large interior spaces while maintaining design integrity. (43-708)
36	Chickahominy Bluff National Battlefield Park. (N.R.) Fairfield, Mechanicsville Turnpike.	This unit consists of 40 ± acres of forested land including a considerable system of earthworks. The site overlooks the Chickahominy River and was important during the beginning of the Seven Days Civil War battles. (43-299)
37	Montezuma Farm. Fairfield, Mechanicsville Turnpike.	The dwelling is a Georgian Revival edifice built about 1910. (43-153)
38	Brickworks. (Mankins Mansion) (N.R.) Fairfield, Oakley's Lane.	This brickworks was established in the early part of this century by E. T. Mankin and produced bricks for the Colonial Williamsburg restoration in the 1930s. (43-68)
39	Craigton. Fairfield, Creighton Rd.	Craigton is among the most visually interesting 19th century sites in Henrico. (43-30)

#	HISTORIC RESOURCE	SIGNIFICANCE
40	Dabbs House. Varina, Nine Mile Rd.	General Lee used this house as his headquarters shortly before the Civil War Battle of Seven Pines in 1862. (43-16)
41	Richmond National Cemetery. (N.R.) Varina, Williamsburg Road at Government Road.	This is one of four Civil War era cemeteries in Henrico County (43-123)
42	Clarke-Palmore House. Varina, McCoul Street.	The Confederates used this house as a heliograph station during the Civil War. The Clarke-Palmore House is associated with the McCoul Street Historic Area. (43-85)
43	Edge Hill. Varina, Greenview Drive.	This house is the only ante-bellum house of its type remaining in Henrico County. It is the first dwelling in Henrico County to have water conducted into the house by force of gravity. (43-101)
44	Talley House. Varina, New Osborne Turnpike.	This very fine example of a brick bungalow, with Craftsman and Classical Revival details, dates from about 1915. (43-470)
45	Zeller's Dairy/McDonough House. Varina, Oakland Road.	This Queen Anne style house, dating about 1890, served as the main house for the Zeller's Dairy. (43-485)
46	Laurel Springs. Varina, Route 5.	This resource was the main house of the old Frazier Farm built in 1880. (43-137)
47	Southward House. Varina, Route 5.	This is a frame two story house built about 1880. It has an interesting carriage mound beside its circular driveway. (43-494)
48	Stuckey House. Varina, Route 5.	This dwelling is a well-preserved example of an early-twentieth-century vernacular dwelling. (43-524)
49	Chatsworth School. Varina, Chatsworth Rd.	A rare example of a early-twentieth century African-American school associated with the Antioch neighborhood and Antioch Historic Area. (43-544)
50	Chavis House. Varina, Burning Tree Rd.	This house is a vernacular story-and-one-half frame home dating between 1870-1900. (43-572)
51	Varina Episcopal Church. Varina, Route 5.	This church is a good example of a vernacular Gothic style building built in 1926. (43-626)

#	HISTORIC RESOURCE	SIGNIFICANCE
52	Varina Elementary School. Varina, Route 5.	This school is a good example of Collegiate style architecture popular between 1908-1930. (43-631)
53	Fort Harrison National Cemetery. (N.R.) Varina, Varina Road.	This Civil War era cemetery was established in May, 1866. (43-279)
54	Ft. Harrison National Battlefield Park. (N.R.) Varina, Battlefield Park Road.	In September 1864 these fortifications stood as a strong defensive barrier commanding the southeastern approaches to Richmond. It was captured by the federals on September 29, 1864. (43-299)
55	Henrico Town (Site). (N.R.) Varina, Farrar's Island area.	The first settlement of Henrico was intended to be the foremost city in America. (43-36)
56	Norwich Mill and Potteries Site. Varina, Long Bridge Road at Route 5.	The pottery is the only industry of its type known to have functioned in Henrico. (43-160, 43-26)
57	Malvern Hill. (N.R.) Varina, Route 5	The ruins of this home may constitute the oldest standing structure in Henrico. (43-8)
58	Ferguson House. Varina, Route 5.	A one-and-one-half-story Colonial Revival house with a gambrel roof dating from 1900-1920. It is located on Malvern Hill property, near the site of a seventeenth-century manor house. (43-8-3)
59	Glendale National Cemetery. (N.R.) Varina, Route 156, Willis Church Road.	This is one of four Civil War era cemeteries in Henrico County. (43-253)
60	Gravel Hill Community Center. Varina, Long Bridge Rd.	This building is a 1920s Craftsman-influenced brick school house with a hipped roof and a symmetrical plan. (43-741)
61	Seven Pines National Cemetery. (N.R.) Varina, U.S. Rte. 60 at Nine Mile Road.	This is one of four Civil War era cemeteries in Henrico (43-125)
62	Springdale Farm. Varina, north of Meadow Road, east of Grapevine Road.	This dwelling is one of the earliest houses dating between 1725 and 1785 in the eastern part of the County. During the Civil War, the Confederates used it to treat and to care for the wounded. (43-247)
63	Trent House. Varina, Grapevine Rd.	This house, owned by Dr. Peterfield Trent, served as the headquarters of the Union General McClellan during May and June of 1862. (43-1)

#	HISTORIC RESOURCE	SIGNIFICANCE
64	Laurel Industrial School. (N.R.) Brookland, Hungary Road, east of Staples Mill Road.	This group of buildings was established by the Prison Association of Virginia in 1892 for juvenile offenders. The complex served as a private model industrial reformatory for boys.
65	Malvern Hill National Battlefield Park. (N.R.) Varina, Rte. 156, Willis Church Road.	This was the site of the final major confederate assault on Union positions before the federal withdrawal from the costly 1862 campaign. (43-299)

NOTE: This listing reflects only those individual properties whose owners have specifically agreed that their properties would be shown in the 2010 Land Use Plan Historic Resources Map and Listing. For further information on Historic Resources in Henrico County consult *Inventory of Early Architecture and Historic Sites* or *An Update of Inventory of Early Architecture and Historic Sites*. Those sites listed above may be referenced by using the site number shown in parentheses for reference.

N.R. Indicates sites listed as Virginia Landmarks and on the National Register of Historic Places, but not all Virginia Landmark and/or National Register of Historic Places in Henrico County are reflected herein.

BALANCED GROWTH

This section of the Henrico 2010 Land Use Plan addresses the theme of balanced growth. A community's growth is said to be balanced when business development helps to compensate for the expense of residential development by contributing a certain percentage of tax revenues. Residential tax revenue rarely covers the expense of the services that residential development requires, due primarily to the high cost of education. In the ideal community, at least 30 percent of tax revenue is generated from business taxes and no more than 70 percent of tax revenue is generated from residential taxes. This issue is of critical importance to suburban localities, as local governments often find they must raise residential property taxes when their business tax revenue falls below 30 percent.

Henrico County has achieved this balance, with 67% residential tax revenue offset by 33% business tax revenue. The County's favorable location and its assertiveness in attracting businesses to the community have helped maintain this balance.

Although Henrico County currently enjoys balanced growth, several financial trends may cause this balance to be increasingly difficult to maintain in the future. For instance, 1990 figures from the *Financial Trend Monitoring System* prepared by the Henrico County Department of Finance, indicate business tax revenue accounted for 37% of total revenue, but by 1994 business tax revenue had slipped 4 percentage points, to 33%. Another financial trend of concern is the diminishing increases in property assessments each year since 1989, with an average of only 1.31% increase in assessment in 1993. This drop in assessments is primarily attributed to the declining value of commercial real estate in Henrico County. The erosion of business property values, has effectively offset the impact of new revenue from new business construction. Finally, there has been a general decline in personal and business income which is directly reflected in elastic revenue sources such as sales, business licenses and permit fees.

Conversely, Henrico County's per capita expenditure trend has been increasing steadily since FY 1984. The increase in expenditures can be attributed to increasing educational and public safety needs as well as increasing unfunded mandates from federal and state agencies. Henrico County's future expenditures may also be impacted by other national and state trends such as a slow recovery from the recession, defense downsizing, business restructuring and an aging population.

With these threats to balanced growth, a crucial goal of the 2010 Comprehensive Plan is to achieve a long term vision for an appropriate balance between growth and the services that growth requires. Balancing growth is essential to fiscally responsible comprehensive land use planning.

Balanced growth strategies have been designed to reflect Henrico County's unique development patterns and citizen values. Some basic strategies for balancing growth are listed below. Potential tools to achieve these strategies have also been included.

Strategies

- **Identify and Preserve Appropriate Sites** - The Land Use Plan should identify appropriate, environmentally suitable locations for business development.

Tools: Prime economic development sites should be mapped. Strategies for preserving these sites should be developed. Future prime sites should be projected for areas with appropriate access and infrastructure.

- **Designate Adequate Ratio of Land for Future Business Development** - An appropriate amount of commercial and industrial land area should be designated on the County's Land Use Plan. Currently, about three times as much land is used for residential purposes as is used for business development. This ratio should continue to be maintained due to the positive relationship between acreage available for business development and business revenue tax base.

Tools: The business/residential ratio needs to be continually analyzed. A ratio of no more than 3:1, residential to business ratio should be maintained.

- **Develop Strategies to Encourage Business** - Strategies should be developed which organize planning and marketing activities in conjunction with comprehensive planning. Areas for redevelopment should be identified and economic development should be encouraged in these areas.

Tools: A map of economic development sites and objectives for protecting these sites should be included in the Comprehensive Plan. Through further coordination with the Industrial Development Authority, an incentive package to attract economic development should be formulated. Appointing a task force with representatives from the Industrial Development Authority, Planning, Finance, Public Works, Public Utilities and area business people would be useful to generate ideas that could then be brought to the Board of Supervisors for consideration.

- **Maintain Community Integrity** - An attractive community is appealing to business growth. A large factor in business location decisions is quality of life. The design of economic development sites should enhance the character of the community.

Tools: Design guidelines should be developed for the County. Areas of special character should be protected.

- **Encourage Nodal Development** - Appropriate nodes for economic development should be encouraged. Office and industrial development is often most competitive when surrounded by similar development types.

Tools: Economic development nodes for office and industrial uses should be designated at areas with adequate infrastructure. These areas should be clearly defined and designed to be compatible with adjacent land uses and development. Planned industrial development should be encouraged.

- **Link Jobs and Housing** - From the community's perspective, business locations and jobs that are convenient are important to avoid sprawl and discourage commuting. From a business perspective, having a work force located in close proximity is an asset.

Tools: A mixture of residential and commercial land should be planned in convenient proximity. Large tract development with mixed uses should be encouraged, to promote this living/working community strategy.

- **Utilize Large Acreage Zoning** - Large acreage zoning should be used for the purpose of protecting prime agricultural areas. Also, large acreage zoning is appropriate in other areas where infrastructure is not available.

Tools: The Land Use Plan should reflect large acreage development in Outlying Areas where infrastructure will not be extended prior to the year 2010.

- **Plan Adequate Infrastructure** - Infrastructure, utilities, roads and transit systems should support and encourage business to locate in Henrico County.

Tools: Infrastructure should be comprehensively analyzed and plans made which anticipate the extension of infrastructure to business locations. The Land Development Guide and Major Thoroughfare Plan should reflect these objectives. The Capital Improvements Program should also reflect the Comprehensive Plan's priorities for infrastructure.

- **Maintain Infrastructure Service Areas** - Leapfrog development should be discouraged. Development built on the outer fringe of a community can impose a far greater initial cost to local government than land developed in the existing developed areas. This is because government must provide capital items such as streets, sewer lines and water mains to service the new development.

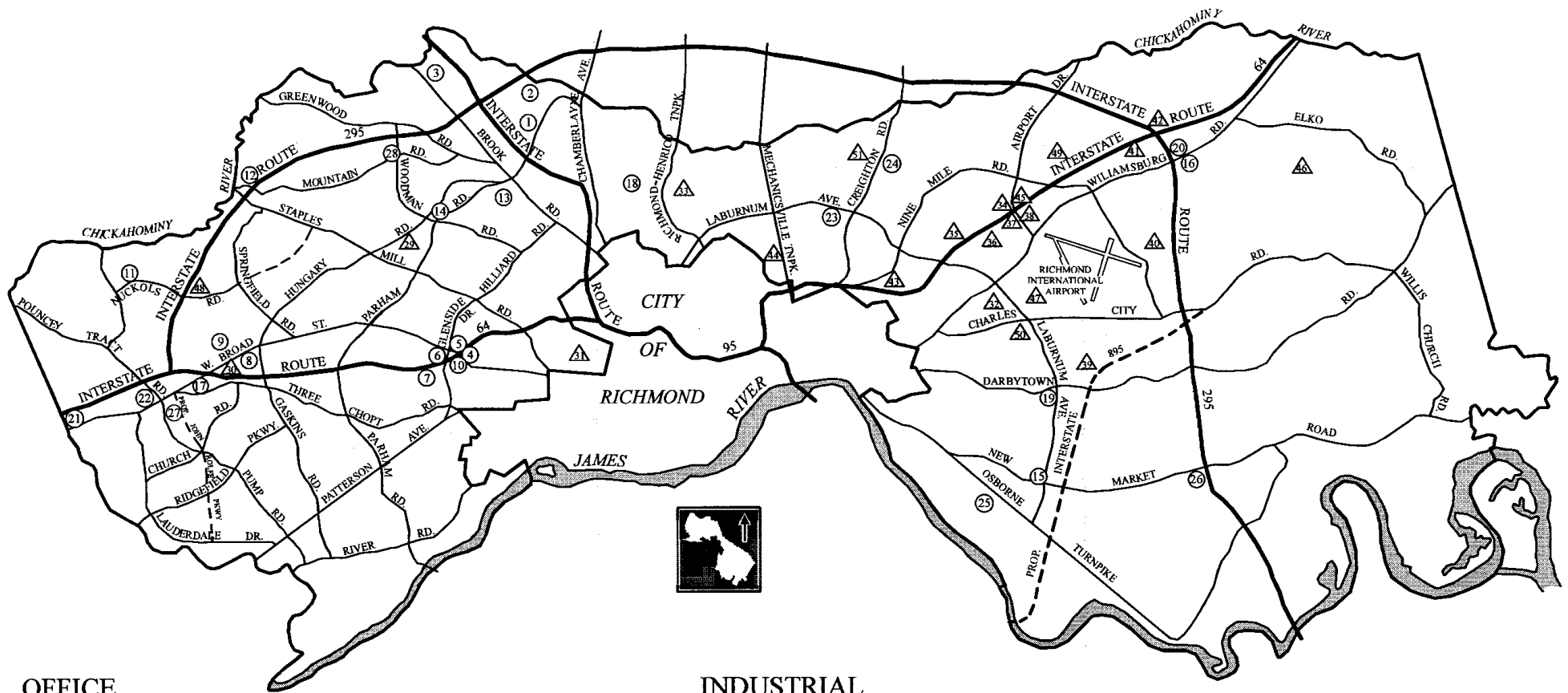
Tools: Continue to use the Land Development Guide to phase residential and business development. Through the Capital Improvements Program, insure that infrastructure reaches areas for future economic development. In Outlying Areas, large scale economic development should not be allowed unless it is part of a large tract mixed development that provides all necessary public infrastructure.

PRIME ECONOMIC DEVELOPMENT SITES

The relationship between land use and economic development is extremely important to the future financial stability of Henrico County. Identifying the County's prime economic development sites provides valuable insight for physical and financial aspects of comprehensive planning. Preservation of prime economic development sites is critical to preserving balanced growth in Henrico County.

Prime economic development sites were identified in consultation with the Industrial Development Authority. Sites that are currently being marketed (1995) and sites with future potential for economic development are located on the following map (see Map C). Prime economic development sites are separated into office and industrial categories in accordance with existing zoning and designations on the 2010 Land Use Plan Map. A total of 51 prime economic development sites are identified, ranging from 10 acres to over 1,000 acres. The index for Map C, reflecting each site location, zoning, acreage and proposed use is included following Map C.

Henrico County's prime economic development sites are appropriately designated on the Comprehensive Plan, have available infrastructure and good access to transportation systems. Many of these sites presently are zoned for commercial or industrial use. Available sites with these qualities are critical to attracting new businesses and retaining existing businesses in Henrico County. Given the importance of these prime locations to business development and the County's need to sustain business growth, identifying prime economic sites provides valuable information for future land use decisions. These prime sites should be preserved and prevented from use by other types of development.



OFFICE

- ① Park Central
- ② R. B. Ball Property
- ③ Virginia Center
- ④ Brookfield
- ⑤ Paragon Place
- ⑥ Commerce Center
- ⑦ Glen Forest
- ⑧ Westerre
- ⑨ Innsbrook
- ⑩ Reynolds Aluminum
- ⑪ Wyndham (The Concourse)
- ⑫ Hunton
- ⑬ Villa Park
- ⑭ Parham Place
- ⑮ Laburnum Ave. / Route 5
- ⑯ Memorial Drive/Old Memorial Drive

- ⑰ Liesfield Farm
- ⑱ Flea Market
- ⑲ Darbytown Rd. / Laburnum Ave.
- ⑳ I-295 / Williamsburg Rd.
- ㉑ I-64 / W. Broad / N. Gayton Rd.
- ㉒ Lauderdale Dr. / W. Broad St.
- ㉓ Laburnum Ave.
- ㉔ Creighton Road
- ㉕ Osborne Turnpike / James River
- ㉖ Route 5 / I-295
- ㉗ Brown Property
- ㉘ Woodman Rd. / Mountain Rd.

INDUSTRIAL

- ㉙ Parham Forest
- ㉚ Deep Run
- ㉛ Dabney Road
- ㉜ Richmond Industrial Interport
- ㉝ Fairgrounds Distribution Center
- ㉞ Riverway Center
- ㉟ Oakley's Center
- ㊱ International Business Park
- ㊲ Airport International Center
- ㊳ Airport Center East
- ㊴ Sauers Business Park
- ㊵ East / West Partners
- ㊶ Seven Pines Industrial Park
- ㊷ Briel Farm (Old IMG Property)
- ㊸ Masonic Home Lane (Goodel Property)
- ㊹ Mechanicsville / I-64 (Showplace Area)

- ㊺ Airport Dr. / I-64 / Lumber Dr.
- ㊻ Elko Tract
- ㊼ RIC Airport *FREE TRADE ZONE*
- ㊽ I-295/Innsbrook
- ㊾ I-64/Meadow Rd.
- ㊿ Eastport
- ⓫ Creighton Rd.

**PRIME ECONOMIC
DEVELOPMENT SITES**

MAP C

**County of Henrico
Virginia**

Prepared by the Henrico County Planning Office
January, 1996.

HENRICO 2010 LAND USE PLAN PRIME ECONOMIC DEVELOPMENT SITES

office sites				
MAP NO.	PROJECT NAME; LOCATION; PARCEL NUMBER(*)	ZONING	ACREAGE(**)	PROPOSED USE
1	Park Central; 54-A-2; 53-A-83, 84, 80D, 80B	O-2C, O-3C, O/SC	100 acres	Office, Office/Service
2	R. B. Ball Property; 54-A-1A, 2A; 54-A-3; 53-A-4	A-1, R-2, O-3C, C-1	400 acres	No proposed use/Office/Service on LUP
3	Virginia Center; 23-A; 24-A; 32-A; 33-A; 43-A; 44-A	various	approx. 1,000 acres	Commercial, Industrial, Office, Residential
4	Brookfield; 92-A-22, 23, 24, 25	O-3	approx. 8.5 acres	Office
5	Paragon Place; 81-A-93; 82-A-6D; 93-A-1C	B-2, B-2C	approx. 22 acres	Office
6	Commerce Center; 81-8-A-1, 2, 3, 3A, 4; 81-8-B-1, 2, 3, 2A, 5, 6; 81-8-C, 81-8-D-1; 81-A-27, 92	R-3, M-1	NA	Part of property zoned residential; should go office
7	Glen Forest; 81-15-A-5; 92-A-1A, 1B, 1C, 6A, 7B, 7C, 7D, 11, 12A, 12B, 13, 14; 92-10-A-1, 2, 2A, 2B, 3, 4, 92-10-B-1A, 1B	R-6C, O-3C	NA	Office; mostly developed
8	Westerre; 48-A-37A, 37B	O-3C, B-2C	45.23 acres	Office, Commercial
9	Innsbrook; section sheet 28	various	approx. 150 acres; north of Nuckols Rd	Innsbrook has options for acquiring land between I-295 and Springfield Road
10	Reynolds Aluminum; 92-A-26	B-3	approx. 62 acres	Office
11	Wyndham (The Concourse); 100-A-23; 18-A-22B, 11-A-1B	O-2C, B-2C, O/SC	21.35 acres	Office, Office/Service Commercial
12	Hunton; 21-A-2, 4; 13-A-24	RTHC, O/SC, M-1C	445 acres	Industrial, Office/Service, Residential Townhouses
13	Villa Park; 62-11-A-1; 62-11-B-1A, 1C, 1D, 1E, 63-16-A-1	O/SC	60 acres	Office/Service
14	Parham Place; 52-A-5	O/SC	approx. 30 acres	Office/Service
15	Laburnum Avenue/Route 214-A-45A	A-1	approx. 66 acres	No proposed use/Office designation on LUP
16	Memorial Drive/Old Memorial Drive; 176-A-14D pt	A-1	approx. 50 acres	No proposed use/Commercial Concentration designation on LUP

OFFICE SITES				
MAP NO.	PROJECT NAME; LOCATION; PARCEL NUMBER(*)	ZONING	ACREAGE(**)	PROPOSED USE
17	Liesfeld Farm; 47-A-20, 25, 26, 27	A-1	approx. 125 acres	No proposed use/Office and Commercial Concentration designation on LUP
18	Flea Market; 96-A-22	B-3	20 acres	No proposed use/Commercial Concentration designation on LUP
19	Darbytown Road/Laburnum Avenue; 204-A-28 pt, 29, 35 pt	A-1	approx. 60 acres	No proposed use/Office and Commercial Concentration designation on LUP
20	I-295/Williamsburg Road; (Harmon Tract); 176-A-14D	A-1	approx. 350 acres	No proposed use/Office and Commercial Concentration designation on LUP
21	I-64/West Broad Street/Goochland Co. line; 25-A-6, 9, 12; 35-A-2, 3, 4; 25-A-7, 8, 10, 11, 12A; 35-A-1A, 1C, 1D; 25-A-5; 35-A-15; 25-A-4A; 35-A-13, 12B	A-1	approx. 165 acres	Office/Service, Office
22	Lauderdale Drive/West Broad Street/ Pouncey Tract Road; 36-A-21, 38, 37, 36, 32, 34A, 34, 35A, 26, 24, 23, 22; 36-A-43, 30, 39, 28, 4, 29, 44A; 35-A-20A, 22, 23, 9; 36-A-47, 45, 48	A-1	approx. 300 acres	Office/Service, Office
23	Laburnum Avenue; 129-A-14; 140-A-19; 129-A-58, 49 53D, 23, 23A, 37, 2, 29, 35, 34, 32, 36A, 59, 36, 33	A-1, O-2, O-2C B-2C, M-1C	approx. 70 acres	Office/Service, Office
24	Creighton Road; 130-A-8B, 10, 11, 9, 7, 18, 7C, 7B, 20, 22, 19, 21; 130-1-1-1, 2, 4, 6, 9	A-1	approx 215 acres	Office/Service
25	Osborne Turnpike/James River; 202-A-1, 2; 213-A-2	A-1, M-2	approx. 835 acres	Office
26	I-295/Route 5/Buffin Road; 249-A-50 pt, 34, 33, 32, 28	A-1	approx. 100 acres	Office/Service, Office
27	Brown Property; 47-A-21 pt, 24, 20,; 47-1-E-1, 2, 3, 4, 5, 6	A-1,	approx. 35 acres	Office
28	Woodman Road/Mountain Road; 31-A-52, 77; 32-A-6, 7; 42-A-1	A-1, R-2A	approx. 85 acres	Office

(*) Please note: Parcel numbers may not include all of site

(**) Individual sites may contain floodplain or other environmental constraints

INDUSTRIAL SITES				
MAP NO.	PROJECT NAME, LOCATION, PARCEL NUMBER	ZONING	ACREAGE(**)	PROPOSED USE
29	Parham Forest; 61-A-75C, 75A, 75, 76	M-1, O-2	52 acres	Office, Office/Service
30	Deep Run; 48-4-A-1, 2, 2A, 3, 4A, 10, 11, 20C, 7, 8A, 8B, 9, 6; 48-4-B-1; 48-4-C-1A, 1B, 1C, 2, 68B; 48-4-D-1A, 1B, 1C, 1E, 1F; 48-4-E-1, 2; 48-4-1-1B; 58-5-E-1, 2; 48-A-67, 67A, 68; 58-A-10A, 11, 11N, 12A, 21Q, 21T, 4; 58-6-2-A thru R, 58-6-1-A thru H; 58-6-3-A thru C; 58-6-4-no lots; 58-6-21Q-no lots; 58-6-21T-no lots	M-1C	approx. 32 acres	Office, Office/Service
31	Dabney Road; 104-A-32N	M-2	approx. 30 acres	Office, Office/ Service, Industrial
32	Richmond Industrial Interport; 172-A-29, 30, 28; 172-3-A-5 thru 9, 10A; Garden City: section sheets 162, 172, 182	M-1	approx. 15 acres	Industrial
33	Fairgrounds Distribution Center; section sheets 106, 107	M-2	NA	Industrial
34	Airport Drive/I-64 Vicinity:	M-1	NA	Industrial
35	Riverway Center; 155-A-5NR; 155-9-A-3, 4; 155-9-B-1	M-1C	NA	Industrial; relocation of Oakley's Lane will affect area
36	Oakley's Center; 154-3-A-1, B1	M-1C, M-2C	approx. 8 acres	Industrial
37	International Business Park; 155-10-A-1; 163-9-B-1A, 1B-, 1C, 1D	M-1	80 acres	Industrial
38	Airport International Center; 163-A-19E, 19C	M-1C	32 acres	Industrial
38	Airport Center East; 163-A-19C			
39	Sauers Business Park; 204-A-75, 69, 68	A-1, M-1	approx. 450 acres	Office, Research & Development, Commercial
40	East/West Partners; 185-A-21	M-1C	54 acres	Industrial
41	Seven Pines Industrial Park; 165-A-12B; 164-A-51	M-1C	approx. 85 acres	Industrial
42	Briel Farm (IMG property) 165-A-74, 82; 166-A-3A	A-1, M-1C	approx. 200 acres	Industrial (access problems)
43	Masonic Home Ln (Goodel Property); 153-A-3, 4	M-2	108 acres	Industrial
44	Mechanicsville/64 (Showplace); 128-A-12, 11	M-1, M-1C	approx. 50 acres	Commercial
45	Airport Dr/I-64/Lumber Dr; section sheets 155, 156	M-1	approx. 20 acres	No proposed use/Light Industrial designation on LUP
46	Elko Tract; section sheets 187, 197, 198, 199, 208, 209, 210, 220, 221	M-2	approx. 3000 acres	No proposed use/Planned Industrial designation on LUP
47	RIC Airport "Free Trade Zone"	various	NA	No proposed use/Government designation on LUP

INDUSTRIAL SITES				
MAP NO.	PROJECT NAME; LOCATION; PARCEL NUMBER	ZONING	ACREAGE(**)	PROPOSED USE
48	I-295/Innsbrook North; 28-A-22, 21; 28-A-20P, 20G, 20L, 20J; 28-A-1; 19-1-B; 28-1-A-2A, 2B; 28-1-B-1; 28-1-C-1, 2, 3A, 3B; 28-A-20D, 20E	A-1, M-1C	approx. 80 acres	Industrial
49	Meadow Road/ Drybridge Road; 166-A-16 pt, 14	A-1	approx. 20 acres	Industrial
50	Eastport; 182-A-5N, 5; 182-1-A-1, 2, 3	M-2	104.87	Industrial
51	Creighton Road; 129-1; 140-A-19; 129-A-17, 35, 51, 53F; 130-A-13; 121-A-1	A-1	approx. 60 acres	Industrial

(*) Please note: Parcel numbers may not include all of site

(**) Individual sites may contain floodplain or other environmental constraints

LARGE TRACT PLANNED DEVELOPMENT GUIDELINES

Large tract, master planned communities are mentioned in the 2010 Comprehensive Plan Goals, Objectives and Policies. Presently, Henrico County has several unified large tract developments, including Wyndham and Innsbrook. These mixed use communities have been successful, offering a unique sense of place and prestige in the community. In the case of Innsbrook, a true living and working community is offered. Overall, these communities have become great assets to Henrico County.

The success of these developments can be partially attributed to their high quality. This success also is due to the appeal of innovative land use mixtures and the special amenities these communities offer. Homeowners and business people alike appreciate that their community is master planned and that they know how their neighborhood will develop in the future.

Future Opportunities for Planned Development

Thus far, large tract developments have been located in the western portion of Henrico County. The majority of undeveloped land, however, lies in the eastern portion of the County, an area which will experience increasing growth pressures in the future. The option of large tract planned communities should be considered as a land use for future development. Communities like Innsbrook and Wyndham are a development type which may be an asset to the eastern portion of the County.

As future development patterns are considered, the unique characteristics of eastern Henrico need to be recognized. A large portion of eastern Henrico County is not served by public utilities and expansion to the area is not planned prior to 2010. Existing environmental and historic resource features also are factors to be considered.

A large amount of potential future development on private well and septic systems also is a concern. If these systems eventually fail, citizens may expect the County to extend public utilities to them. Additionally, existing roads, schools and other public facilities in eastern Henrico may not be able to keep pace with the growth in the area.

Because of these unique characteristics, large tract planned development is a logical development pattern for eastern Henrico. The design flexibility permitted with large tract development can facilitate better preservation of sensitive areas than traditional development. Additionally, if traditional residential subdivisions continue to develop using private well and septic systems, future extensions of public water and sewer will be quite costly. The cost of public utilities could then negate the development potential of the area for possible commercial or industrial prospects. With large tract planned development, however, there is the potential to provide development on the scale needed to fund the necessary investment in public utilities, roads and other public facilities and services.

Guidelines Allow Better Planning

To facilitate future large tract planned communities, a tool that is needed is standard development criteria (i.e., guidelines). Clearly defining development expectations in the form of guidelines can help encourage high quality development while promoting teamwork with the development community. Standard guidelines for large tract planned developments means each project will not have to attempt to meet intangible expectations. Ultimately, if deemed appropriate, the guidelines could lead to an ordinance to regulate the design for large tract planned communities.

Staff, developers, the public and County officials will all benefit from knowing the minimum expectations for this type of development at the outset of the development process. Additionally, the County will benefit from data on the impact of proposed large tract developments, both physical and fiscal. Financial information will be critical for evaluating large tract developments, especially given the County's concern for balancing growth. Overall, the ability to evaluate the anticipated impacts will be facilitated by standard guidelines and performance measures.

GUIDELINE COMPONENTS:

Large tract planned development guidelines allow appropriate planning for large tracts of land while permitting a mixture of development types and design flexibility. The principal intent of these guidelines is to promote quality large scale planned development, within certain parameters, in those areas of Henrico County which do not yet have public utilities available (i.e., the Outlying Area shown on the Henrico 2010 Land Development Guide). Other areas should be considered on a case-by-case basis. Large tract planned development should meet the following guidelines:

1. ***Minimum Site Size.*** A minimum of 200 acres under single ownership or control is suggested for planned communities which are in excess of 65% residential. A minimum of 50 acres is recommended for planned communities which are in excess of 65% non-residential uses.
2. ***Mixture of Development Types.*** Between 20 and 30% office, commercial or industrial development should be planned for all large tract development communities.
3. ***Master Plan.*** A Master Plan should be submitted for every development proposal. A Master Plan must, at a minimum, set an overall development maximum for the development and identify the general arrangement of internal land uses.
4. ***Community Impact Statement.*** A Community Impact Statement should be submitted for every development proposal. This document should analyze existing and proposed land uses, public facilities, traffic impact, environmental constraints and fiscal impact of the proposed development.

5. ***Open Space Requirement.*** Approximately 30% open space should be provided. Environmental protection areas and historic sites may be contained in the open space areas. Internal pedestrian and bikeway connections should connect open space areas.
6. ***Transportation Plan.*** This plan would show proposed road layouts and improvements required to the existing road system to accommodate the development.
7. ***Public Water and Sewer Requirement.*** Public water and sewer should be extended prior to development.
8. ***Comprehensive Drainage Study.*** The study should be for the entire sewerage area.
9. ***Dedication of Public Land.*** This may be required if the development creates the need for new public facilities. The Community Impact Statement should address whether or not a development creates the need for new public facilities.

IMPLEMENTATION:

Large tract planned developments are encouraged by the 2010 Land Use Plan, but they are not shown as a separate land use classification on the Land Use Plan Map. These general guidelines allow large tract planned developments to function as a floating zone. Although most critical for development in portions of eastern Henrico, large tract planned development guidelines also are useful for master planning any large tract of land in the County.

The guidelines for large tract planned development should guide open space, density, infrastructure and land use. The flexibility the guidelines allow should be left intact to the degree possible. Proffers specifying items such as building materials or historic site preservation would be appropriate to go beyond what is contained in the guidelines.

In conclusion, establishing large tract planned development guidelines allows Henrico County to be in a stronger position to attract large scale developers. Developers, especially those making substantial investments in the community, want to know what process is required and how long it will take. The guidelines should help give developers this assurance and make Henrico County more competitive. Finally, encouraging large tract planned development allows the County to plan for its future while preserving those existing qualities which have made Henrico County such an attractive place to live.