

HENRICO 2010 LAND USE PLAN AMENDMENT



CREIGHTON ROAD CORRIDOR SPECIAL STRATEGY AREA

Adopted by the Board of Supervisors
on April 9, 1997

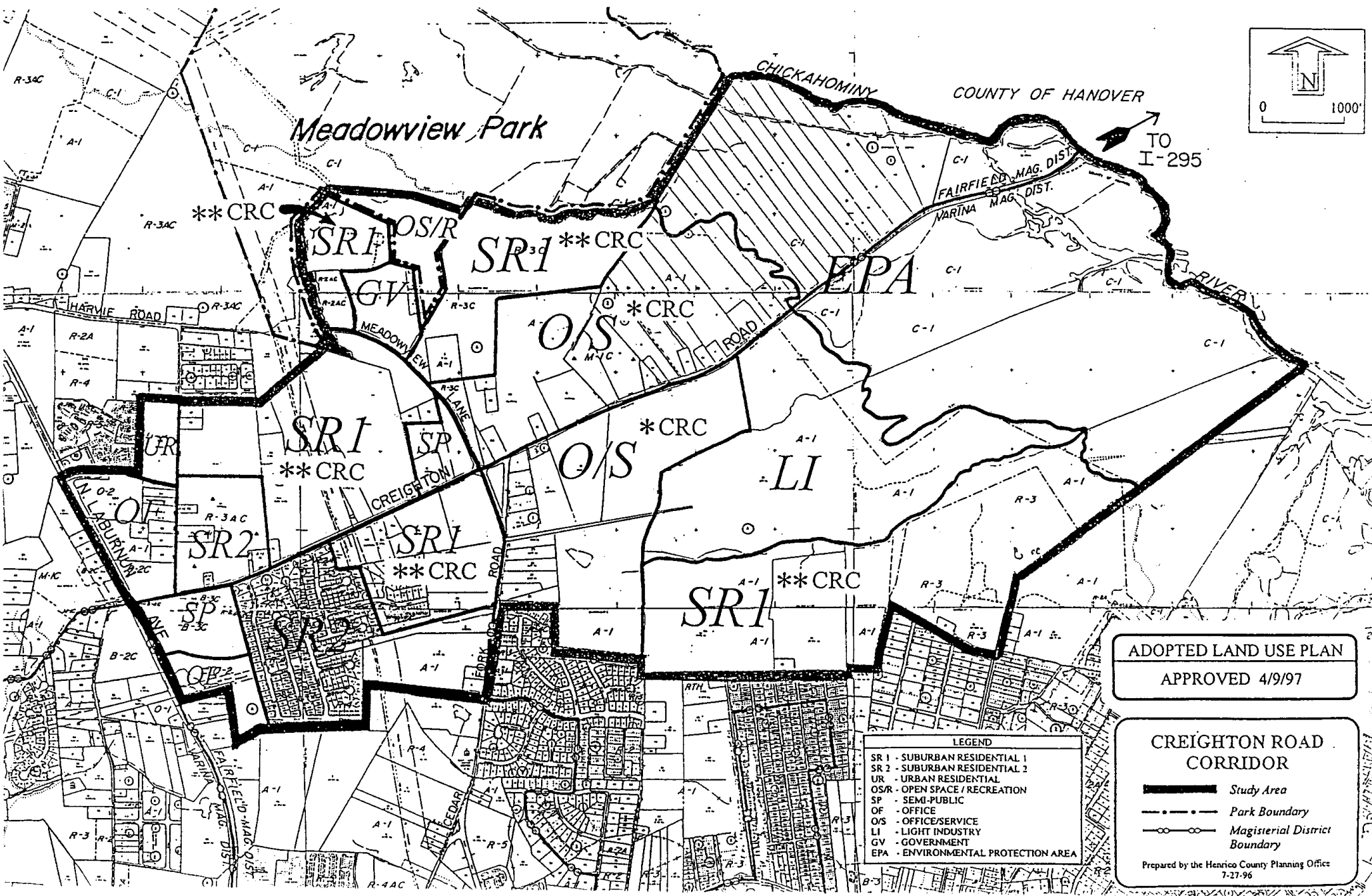
This portion of the 2010 Land Use Plan presents the amendment to the Plan adopted relative to the Creighton Road Corridor Small Area Land Use Study. This amendment was approved by the Board of Supervisors on April 9, 1997. The portions of the 2010 Plan affected are as follows:

1. Sheet 3 - Land Use Plan Maps (pp. 17-30).
2. Adopted Land Use Plan Map - Creighton Road Corridor (black & white version - not part of existing 2010 Plan).
3. Henrico 2010 Land Development Guide - Map A (p. 33).
4. Special Strategy Areas - Definitions and Strategies for Special Strategy Areas (pp. 35-38).
5. Index of Special Strategy Areas by Type (pp. 39-43).
6. Prime Economic Development Sites Map - Map C (p. 59).
7. Prime Economic Development Sites Listing - Office Sites; Map No. 24 (p. 62).
8. Prime Economic Development Sites Listing - Industrial Sites; Map No. 51 (p. 64).

The numbers in parentheses are the corresponding page numbers for those sections in the 2010 Plan. The amended text, with the exception of #1 above, is contained in the following pages.

*CRC (O/S) - See Special Strategy Area definition paragraph for full explanation of the O/S designation within the Creighton Road Corridor.

**CRC (SR1) - See Design Guideline / Strategy #29 for full explanation of the SR1 designation within the Creighton Road Corridor



ADOPTED LAND USE PLAN
APPROVED 4/9/97

CREIGHTON ROAD CORRIDOR

LEGEND

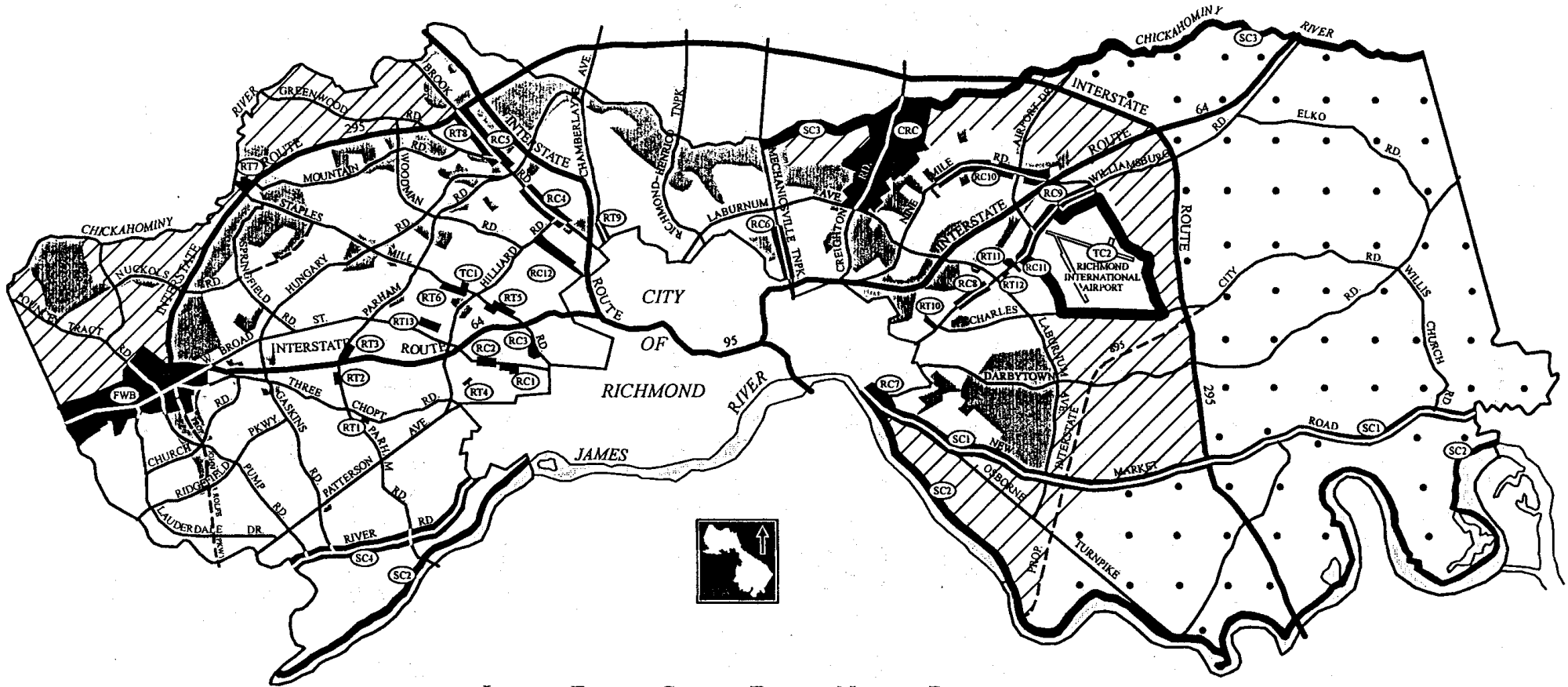
- SR 1 - SUBURBAN RESIDENTIAL 1
- SR 2 - SUBURBAN RESIDENTIAL 2
- UR - URBAN RESIDENTIAL
- OS/R - OPEN SPACE / RECREATION
- SP - SEMI-PUBLIC
- OF - OFFICE
- O/S - OFFICE/SERVICE
- LI - LIGHT INDUSTRY
- GV - GOVERNMENT
- EPA - ENVIRONMENTAL PROTECTION AREA

Study Area

Park Boundary





Magisterial District Boundary

Prepared by the Henrico County Planning Office
7-27-96









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
-  CREIGHTON ROAD CORRIDOR

**HENRICO 2010
LAND DEVELOPMENT GUIDE**

**MAP A
County of Henrico
Virginia**

Prepared by the Henrico County Planning Office
January, 1996.
Revised April 9, 1997.

SPECIAL STRATEGY AREAS

Definitions and Strategies for Special Strategy Areas

The following text is added to the list of Special Strategy Areas:

CREIGHTON ROAD CORRIDOR - Area which is mostly undeveloped and calls for a mixture of office, industrial, residential and other uses. Development goals should provide for a mixed-use high quality development area. Development goals should also balance the economic development goals expressed in the 2010 Plan with the existing and future residences in the corridor.

The area of the corridor east of Cedar Fork Road is planned for a mixture of high-quality office/service and light industrial development to provide employment opportunities for the citizens of Henrico and maintain a healthy tax base. All development in this area, regardless of use, should strive for a higher level of design and operational quality that minimizes impacts on surrounding residences and optimizes the "gateway" design concept for Creighton Road. All development in this area should have vehicular access to Creighton Road and not Cedar Fork Road so that mixing of residential traffic with office/service and light industrial traffic is minimized. In the Creighton Road Corridor, both the O/S and LI land use designations can accommodate a variety of zoning districts including O-1, O-2, O-3, O/S, and M-1. The list of Prime Economic Development Sites encourages office/service uses on the north side of Creighton Road and light industrial uses on the south side. This is because the south side would provide better protection for residences from light industrial uses which would most likely create more impact.

Strategies

Protection of Residential Life - The quality of residential life should be protected and enhanced.

1. Natural or landscaped buffers should be established between residential and nonresidential developments and buffers may include natural vegetation, enhanced landscaping, berms, fences and walls:
 - a. The buffers should be sufficient to block headlights from parking areas and noise from commercial or industrial activities from impacting adjacent residences; and to prevent uncontrolled pedestrian movement between residential and business uses.
 - b. If specific business uses are proposed, buffer widths may vary depending on their effectiveness.

- c. If specific business uses are not known, a minimum landscaped buffer width of 100 feet should be maintained between residences and nonresidential uses.
2. Industrial activities such as loading or outside assembly should not be permitted within sight of residentially zoned or used property. HVAC and other equipment should also be completely screened from residential areas.
3. On larger nonresidential projects, compatible office uses should be located next to residential areas; or the intensity of uses lowered as they approach residential areas.
4. Industrial and business traffic should not be directed into or through residential neighborhoods.
5. Building walls visible from residentially planned or used property should provide a finished appearance towards the residential area with high quality facade materials, windows, public entrances and other features to avoid the appearance of a blank wall.
6. Outdoor lighting next to residential areas should be minimized and directed to avoid spilling into the residential area.
7. Residential lots should back up to Creighton Road and should not have individual or direct access to Creighton Road.

Gateway Design - Creighton Road should be a gateway corridor with design standards that evoke a high quality of development, minimize strip development and coordinate traffic movement.

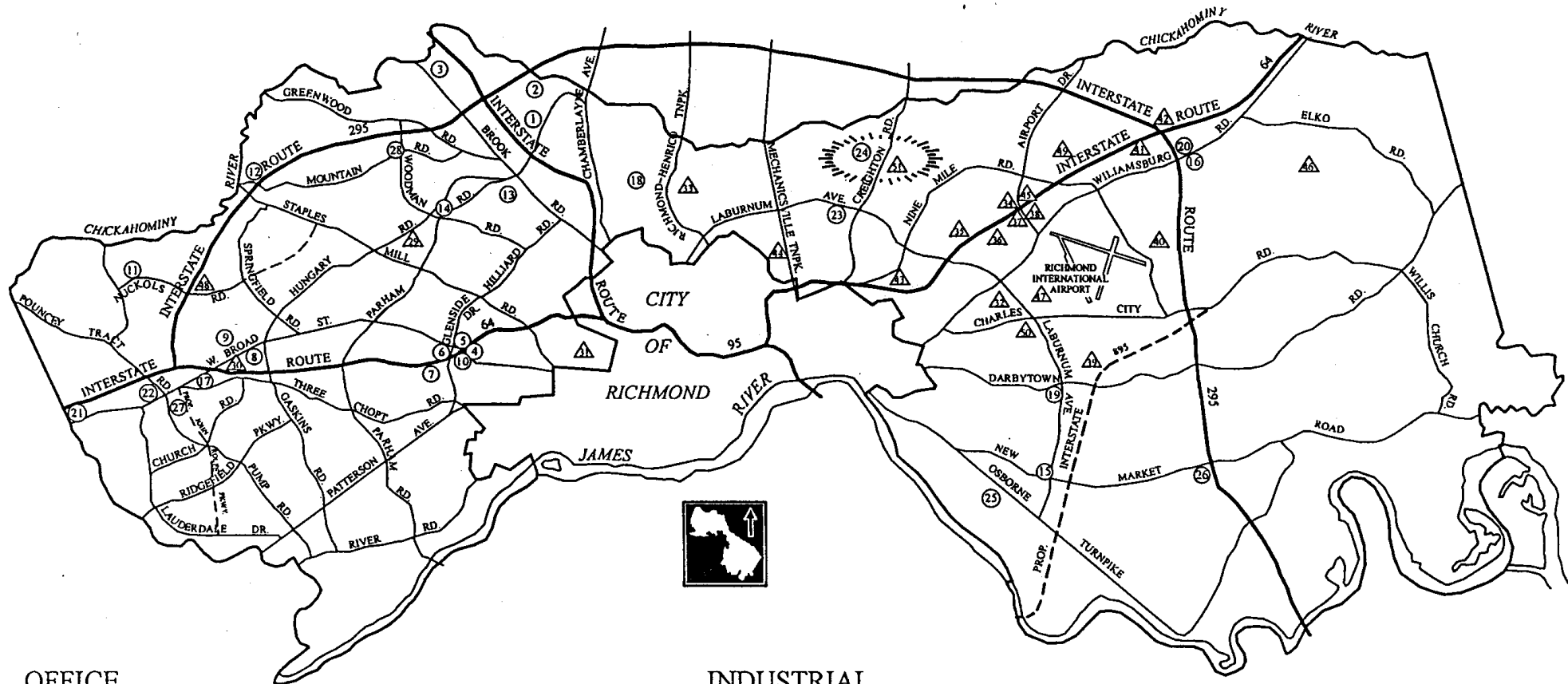
8. Land development applications for properties fronting on Creighton Road should include a concept development plan illustrating compliance with the development guidelines contained herein.
9. Residential development on Creighton Road should provide a substantial landscaped buffer along the road frontage to minimize noise, provide for a landscaped streetscape and block the view from the street into the subdivision.
10. In designated Office or Industrial areas, office-style, finished building facades, plazas and extensive landscaping should be the prominent feature of a nonresidential development when it is viewed from Creighton Road.
11. Streetscape landscaping should be provided along all Creighton Road frontage as follows:

- a. If a specific building design and finish is committed to at rezoning, the width of the streetscape landscaping may vary depending on its effectiveness in screening undesirable views from the road, complementing quality construction and providing a substantial landscaped edge along the road.
 - b. If a specific design is not committed to, a substantial landscaped buffer should be provided.
12. Loading areas should not be visible from Creighton Road.
13. The bulk of office or industrial parking should not be visible from Creighton Road.
14. Access to Creighton Road should be minimized by using shared driveways between projects or accessing secondary streets.
15. Different buildings in larger projects should provide the appearance of a unified and coordinated site plan and architectural design concept. The use of common or complementary colors, finish materials, landscaping, signs or building design may accomplish this objective.
16. Stormwater management features such as ponds should be constructed as landscape design features if they are visible from Creighton Road or residential areas.
17. Office buildings or buildings exhibiting office-style design features should be located immediately adjacent to Creighton Road. Industrial buildings should include architectural features such as windows, trim, office quality finish materials, public entrances and obvious variations in the wall setback to avoid the appearance of a blank wall.
18. No freestanding retail uses should be permitted. Where permitted in industrial or office zones, retail uses should clearly be a minor component of the industrial or office development and should not be located directly on the Creighton Road frontage or have separate access or signs on Creighton Road.
19. Freestanding signs should be used as entrance features to larger projects rather than identifying individual buildings. Such signs should be low, monument-style rather than mounted on poles unless the design of the sign is such that it serves as an architectural feature complementing the adjacent buildings.
20. New residential lots should not front directly on Creighton Road and should not have direct access to the road.

21. Fences should be separated from Creighton Road by landscaping.

High Quality Design Standards - Individual development proposals should be expected to present a high level of site design and architectural quality that is comparable to other major corridors in Henrico County.

22. Brick is the preferred finish material for all buildings. However, other materials such as vinyl, stucco, stone, glass and wood may be used where they are shown to reflect a deliberate effort to meet the community objectives.
23. Sidewalks should be provided, where logically needed, along collector and arterial roadways.
24. To the extent possible, pedestrian walkways should be lighted for safety.
25. New development should include landscaped areas and recreational space for residents and employees.
26. All utilities feeding new development should be underground.
27. All driveways and parking areas should be paved and include perimeter landscaping and canopy trees sufficient to ultimately shade a substantial portion of the parking area.
28. Existing development should also be encouraged to incorporate these design guidelines.
29. For those areas designated Suburban Residential 1 (SR1), higher density development consistent with the Suburban Residential 2 (SR2) designation may be accommodated. This would be permitted for residential developments exhibiting high quality design and providing amenities such as buffers, trails, open space and recreation areas. The intent is to allow greater densities for developments that provide quality or features beyond typical suburban 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 Liesfeld 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
- △⁵¹ Creighton Rd.

DENOTES REVISION
4/9/97

**PRIME ECONOMIC
DEVELOPMENT SITES**

MAP C

County of Henrico
Virginia

Prepared by the Henrico County Planning Office
January, 1996.

INDEX OF SPECIAL STRATEGY AREAS BY TYPE

The following item is added to the Index of Special Strategy Areas by Type:

CREIGHTON ROAD CORRIDOR	AREA DESCRIPTION	RATIONALE
CRC	Both sides of Creighton Rd., between I-64 and the Hanover County line. District: Fairfield and Varina. Maps: 120, 121, 129, 130, 131, 140, 141 and 142. 2010 LUP Designation: SR1, SR2, UR, O, O/S, LI, EPA, OS/R, GV, and SP.	To balance economic development goals with existing and future residences.

HENRICO 2010 LAND USE PLAN PRIME ECONOMIC DEVELOPMENT SITES

The following information replaces Map No. 24 on the list of Prime Economic Development Sites - Office Sites:

office sites				
MAP NO.	PROJECT NAME, LOCATION, PARCEL NUMBER(S)	ZONING	ACREAGE(**)	PROPOSED USE
24	Creighton Road; 120-1-1-10; 130-A-3, 4, 5A, 5B, 5C, 6, 12, 13, 17, 18, 19, 20, 23, 24, 25, 26, 27, 28; 130-1-1-2, 4, 6, 9, 10; 130-2-1-1, 1A, 2, 3, 3A, 4A, 4B, 4C, 5, 5A, 5B, 6, 7A, 7B, 8, 9, 10A, 11, 12	A-1, M-1C	approx 270 acres	Office/Service

The following information replaces Map No. 51 on the list of Prime Economic Development Sites - Industrial Sites:

industrial sites				
MAP NO.	PROJECT NAME, LOCATION, PARCEL NUMBER(S)	ZONING	ACREAGE(**)	PROPOSED USE
51	Creighton Road; 130-A-21, 22	A-1	approx. 174 acres	Light Industrial, Office/Service