

NUCKOLS ROAD/I-295 INTERCHANGE



SMALL AREA LAND USE STUDY

Prepared by:

THE HENRICO COUNTY PLANNING OFFICE

John R. Marlles, Director

PLANNING OFFICE (Key Staff)

Randall R. Silber, Assistant Director
Ralph J. Emerson, Jr., Principal Planner
Mark J. Bittner, County Planner III

April 24, 2002

NUCKOLS ROAD/I-295 SMALL AREA LAND USE STUDY

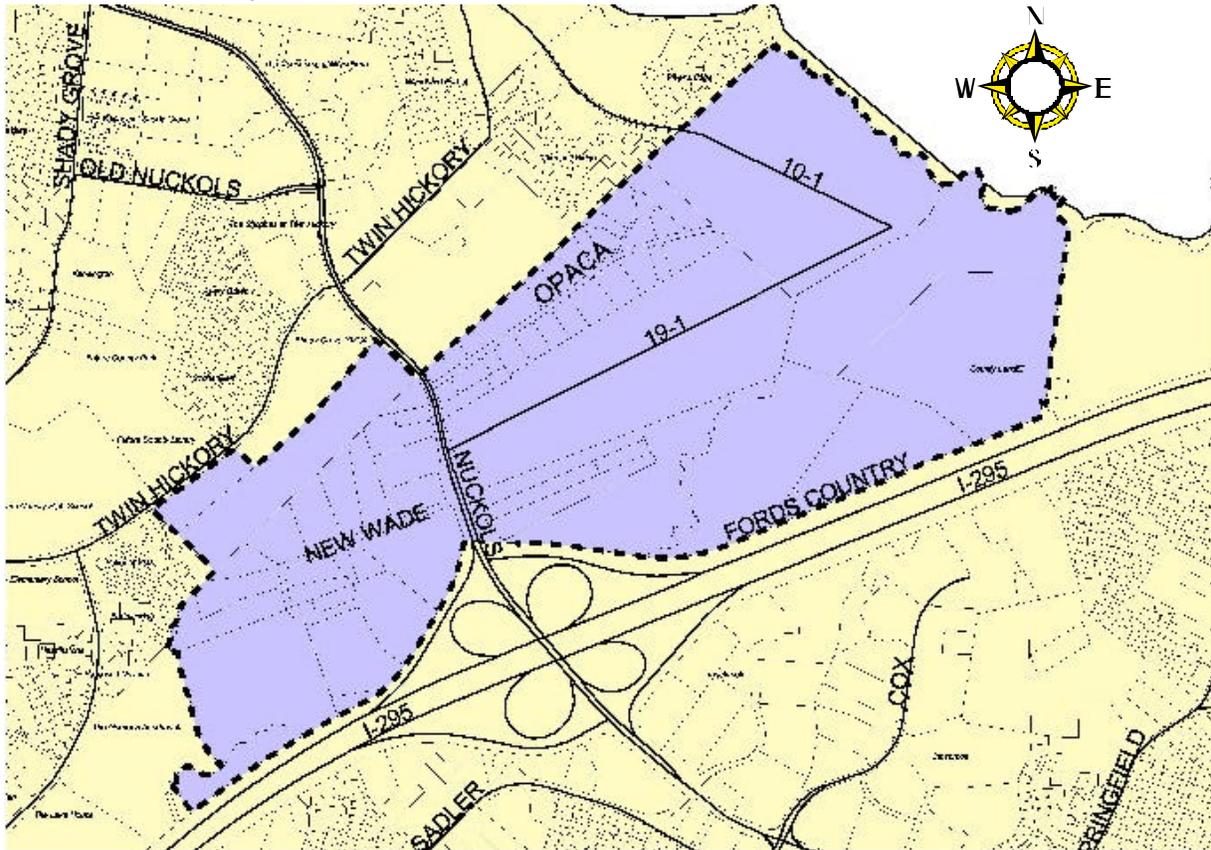
Introduction

In February, 2002, the County Administration, on behalf of the Board of Supervisors representative and Planning Commissioner from the Three Chopt 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 Nuckols Road/Interstate 295 interchange. This request was prompted by several rezoning applications in the area as well as concerns expressed by residents of Twin Hickory with the development of their community.

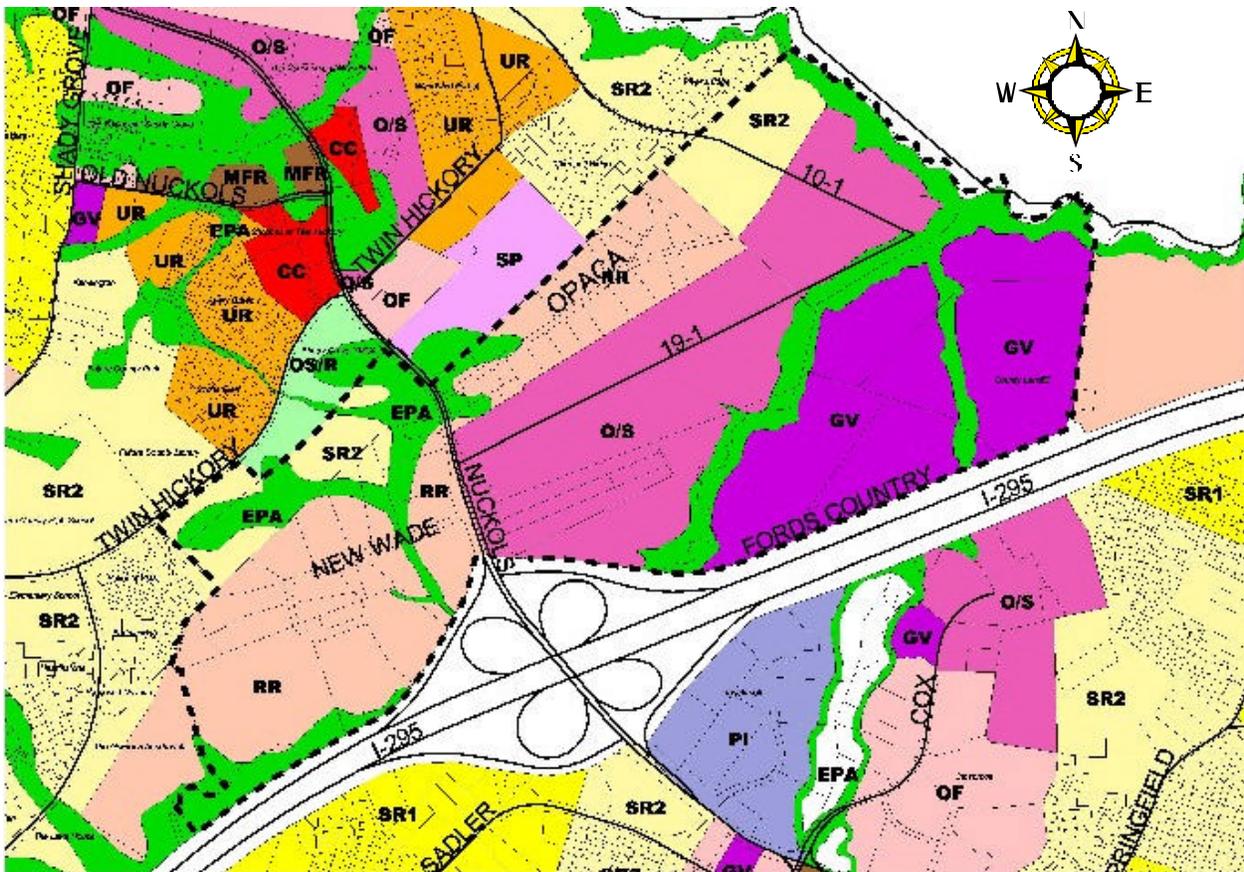
The study area is flanked by several high-quality developments including Twin Hickory, Wyndham, and Innsbrook. The objective of this process is to prepare the optimum land use plan for the study area that will insure continued high-quality development. This information should assist the Board of Supervisors 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 northeast and northwest quadrants of the Nuckols Road/I-295 interchange. Included within it are residences along Opaca Lane, property along Ford's Country Lane, the County Landfill, and properties in the vicinity of New Wade Lane. These latter properties are adjacent to the Twin Hickory Planned Community further to the west.



Map 1—Study Area



Map 3—Current 2010 Land Use Plan

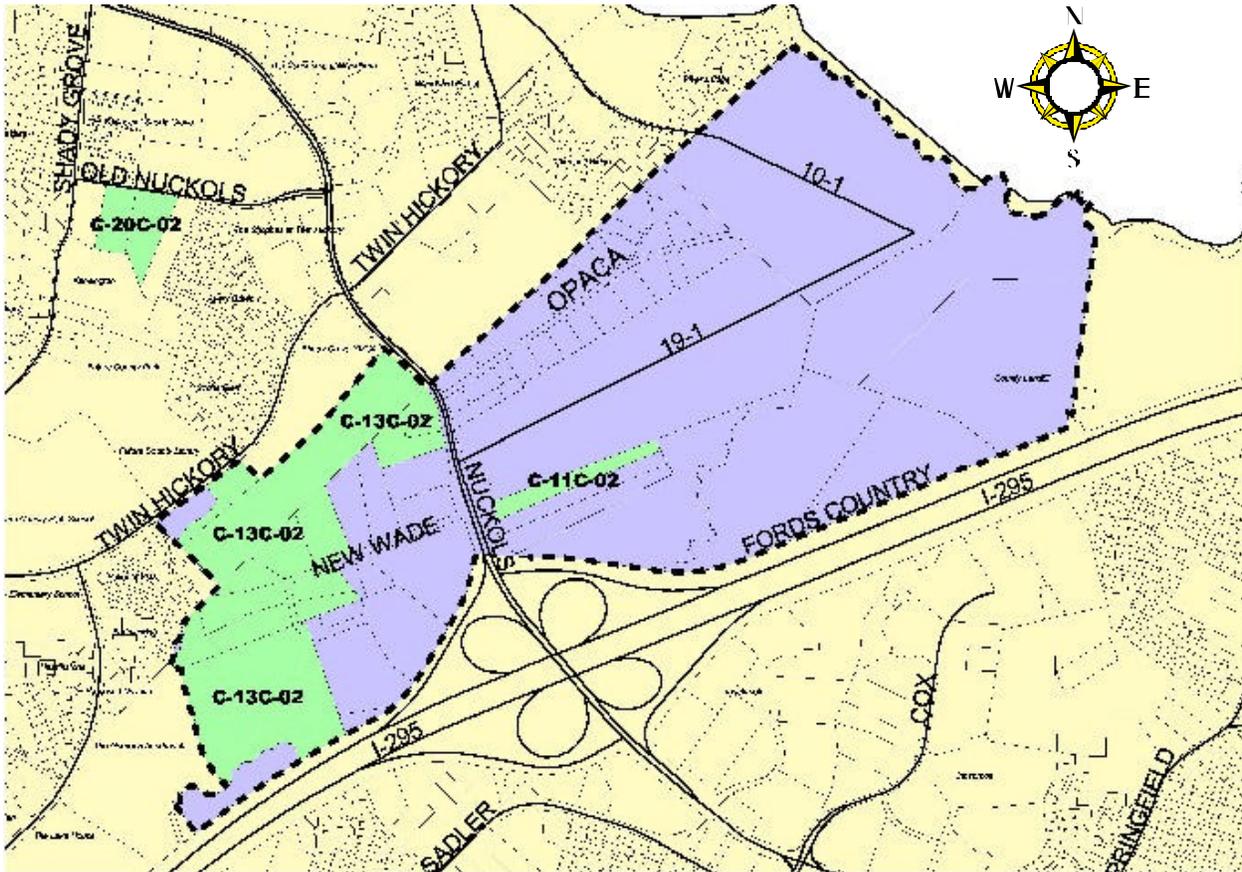
The County's Major Thoroughfare Plan (MTP) shows two Minor Collector Concept Roads (10-1 and 19-1) in the northeast quadrant of the study area (see Map 3). 10-1 begins at Shady Grove Road, runs west through the Wyndham Forest, Chappell Ridge, and River's Edge subdivisions, and connects with 19-1 in the O/S and EPA portions of the quadrant. 19-1 runs from 10-1 southwest to Nuckols Road. Portions of 10-1 have been constructed as Holman Ridge Road through parts of Wyndham Forest, Chappell Ridge, and River's Edge. No portion of 19-1 has yet been built.

The southern quadrants of the interchange are characterized by mostly office development in and around Innsbrook. Areas north and west of the study area are characterized by mainly residential development in the Twin Hickory and Wyndham planned communities. Non-residential development is confined mainly to the Nuckols Road corridor and includes the Shoppes at Twin Hickory retail center and the Concourse at Wyndham office park. The Department of Public Works has noted that Nuckols Road has adequate reserved right-of-way to allow for its expansion to six (6) lanes, if necessary.

In addition to Twin Hickory, several other new subdivisions in the area are in various stages of development. These include Wyndham Forest, Chappell Ridge, and River's Edge on the northwest end of Twin Hickory Road; and Millrace, Hampshire, and Kensington along the Shady Grove Road corridor. In addition, the Townes at Shady Grove townhouse community is under development at the intersection of Shady Grove Road and Old Nuckols Road.

Rezoning Issues

There are three (3) current rezoning applications (Map 4) in or around the study area. C-11C-02 is a request for M-1C zoning for a mini-storage use along Ford's Country Lane near its intersection with Nuckols Road. The proposed site is basically the "front door" to the O/S-designated property in the northeast quadrant. Whatever develops here could set the pattern for future development in the O/S area.



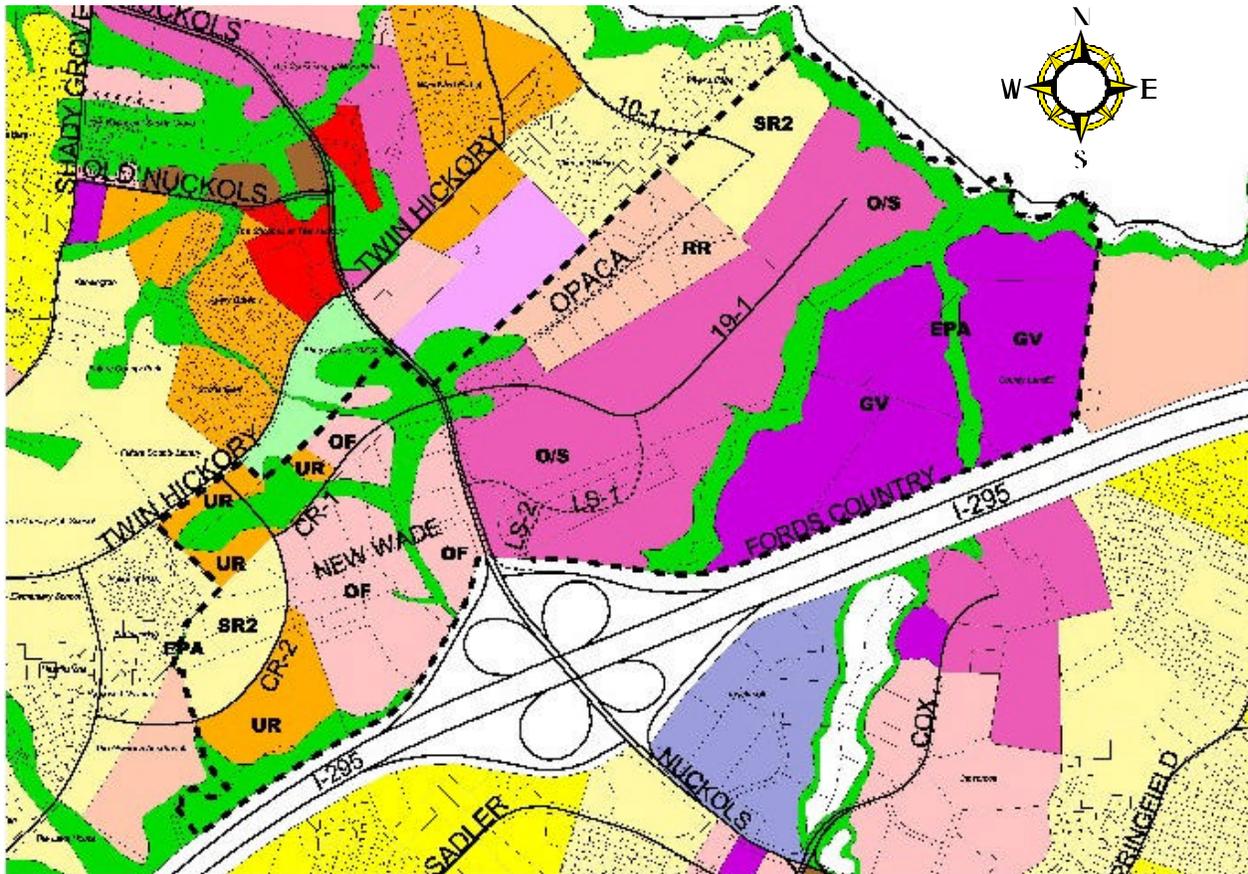
Map 4—Rezoning Cases

C-13C-02 is a request for O-3C, RTHC, R-5AC, and R-6C zoning on a portion of the property in the vicinity of New Wade Lane adjacent to Twin Hickory. HHHunt is the applicant for C-13C-02 as well as the developer of Twin Hickory. The proposed uses are offices and residential development that could include townhouses, condominiums, zero-lot-line homes, and an assisted living facility. It is not certain whether these new residences would become part of the Twin Hickory homeowners association. The roads proposed by HHHunt would connect this proposed development to Nuckols Road, Twin Hickory Road, and Twin Hickory Lake Drive.

Although the New Wade Lane area is designated RR, intense development in this quadrant is not unexpected. The RR designation was intended to protect the existing homes along New Wade Lane. With the amount and type of surrounding development it is logical for land uses beyond RR to be considered in this area.

Analysis and Recommendations

The Planning Staff has worked closely with the Departments of Public Works and Public Utilities 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

A prime issue was determining where, or if, a new major intersection should be established along Nuckols Road within the study area. As part of C-13C-02, HHHunt is proposing a new entrance road across from Opaca Lane at Nuckols Road. With the amount of development proposed, it is likely this new intersection would be signalized.

Along the Nuckols Road corridor, Opaca Lane is approximately halfway between the I-295 interchange and the signalized intersection at Twin Hickory Road. If another major intersection is required in this area, Opaca Lane is a logical place for it. This is shown on the Recommended Plan. A new Minor Collector Concept Road (CR-1) has been placed across from Opaca Lane to serve future development on properties in the New Wade Lane area.

Northeast Quadrant

Existing Opaca Lane is a single-family residential street. It is shown with a dashed line on the Recommended Plan because it is classified as a Local Street and not shown on the MTP map. To provide added protection to the Opaca Lane neighborhood, a realignment of Opaca Lane and Concept Road 19-1 is recommended.

19-1 has been shifted to intersect Nuckols Road across from CR-1 at the new major intersection. It would be reclassified as a Major Access Road on the MTP to provide access to the planned O/S development in the northeast quadrant. It is envisioned as a four (4) lane facility with large medians and quality landscaping. The intersection of Nuckols Road, 19-1, and CR-1 is also envisioned as having well-landscaped boulevard-type entrances to the adjacent development sites.

The O/S designation is intended to identify development areas which can accommodate office uses in combination with other appropriate uses including service, warehouse, and small-scale retail uses. These developments occur within a distinct and planned environment under unified development and operational standards. These standards can include items such as compatible architectural features, quality building materials, uniform signage, office-like building appearances, and fully screened loading areas. The nearby Concourse at Wyndham is an example of an O/S development.

The current MTP shows 19-1 intersecting with 10-1. Because of the differing nature of the office/service and residential uses in this area, the Recommended Plan shows no intersection between 19-1 and 10-1. 19-1 would serve the office/service park and 10-1 would serve the adjacent residential subdivisions.

Opaca Lane has been realigned to intersect with 10-1 to the northeast. The concept is that it would no longer directly access Nuckols Road. This is to provide protection to the Opaca Lane residences from the adjacent office/service park by not requiring residents to drive through the park to get to their homes. Most residential lots along Opaca Lane would retain their RR land use designation. Access to Opaca Lane would come through the Wyndham Forest, Chappell Ridge, and River's Edge subdivisions.

A possible interior road network for the O/S property has also been shown on the Recommended Plan. These would be local streets (LS-1 and LS-2) and not of a size that would typically be contained on the MTP map (hence they are dashed). This network would provide a second intersection to Nuckols Road to service the O/S property. The proposed location is the current intersection of Nuckols Road and Ford's Country Lane.

Ford's Country Lane is the only access to the County Landfill. If an office/service park were to develop as shown on the Recommended Plan, Ford's Country Lane would have to be realigned to preserve access to the Landfill. The Recommended Plan would ensure this by connecting Ford's Country Lane to LS-1 through LS-2.

The Recommended Plan also recommends the realigning of the northeast ramp from I-295 to Nuckols Road north adjacent to Ford's Country Lane. This ramp currently requires vehicles to stop before entering Nuckols Road north. The potential realignment would allow a free-flowing merge from I-295 to Nuckols Road north.

Northwest Quadrant

In the northwest quadrant of the interchange, a new road network has also been shown on the Recommended Plan. Two new Minor Collector Concept Roads (CR-1 and CR-2) would serve the property around New Wade Lane and adjacent to Twin Hickory. This is the area of HHHunt's office and residential rezoning case (C-13C-02). This alignment is very close to the latest road alignment proposed by HHHunt for this area.

The recommended land uses in this area are also close to HHHunt's latest proposal. Office (OF) uses are recommended along the Nuckols Road frontage and much of the I-295 boundary. This area is envisioned with the same high-quality characteristics as office development 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.

Between the OF area and Twin Hickory, a transition from Urban Residential (UR) to Suburban Residential 2 (SR2) development is recommended. Within the UR areas themselves, a transition in density is recommended. The two UR areas on the eastern or "outside" part of CR-2 could include townhouse, condominium, assisted living, or retirement residential-type development. These areas could support a density in the higher end of the UR-recommended range (3.4 to 6.8 dwelling units per acre).

The remaining UR areas are on the western or "inside" part of CR-2 and are adjacent to the Belmont Park and Saddleridge neighborhoods. The portion along Twin Hickory Road is already planned as an expansion of Belmont Park. The remaining area adjacent to Saddleridge should have a density in the lower end of the UR-recommended range. This area could perhaps support townhouses, condominiums similar to Belmont Park, or zero-lot-line single-family detached homes.

The final piece of the study area is the SR2-designated portion adjacent to Saddleridge. Single-family residential development similar to Saddleridge is envisioned. The intent is to buffer Saddleridge by encouraging compatible single-family development. Saddleridge is zoned R-4C – a zoning district which is no longer permitted. A residential neighborhood similar to Saddleridge could be achieved through either R-3 zoning or R-5A zoning.

Conclusion

The study area is envisioned as a mix of high-quality office/service, office, and residential development in harmony with the surrounding communities. Nuckols Road is not envisioned to develop as a commercial corridor. Retail development should be confined to the portion of Nuckols Road between Twin Hickory Road and Old Nuckols Road.

The larger surrounding area is characterized by several high-quality developments including the Twin Hickory planned community, the Wyndham planned community, and the Innsbrook office park. This process has attempted to prepare a plan that would best insure continued high-quality development of the same character. The Nuckols Road exit off of I-295 also serves as a gateway into the community. This recommended development plan would help create a positive first impression of this portion of Henrico County.

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 not contemplated at this time. The Planning Commission and Board of Supervisors may utilize this report as they deem appropriate.