



RIDGEDALE SPECIAL FOCUS AREA PLAN

June 2023 DRAFT

Chesterfield County Planning Department

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Introduction

What is a Special Focus Area Plan?

In 2022, Chesterfield County initiated a Special Focus Area (SFA) Plan for the Ridgedale area. A Special Focus Area Plan is a long-range plan providing detailed development guidance to areas undergoing change or having a high potential for change. The SFA plan serves as a guide for future growth, land development and redevelopment decisions, programs, ordinances, and policies. The SFA plan relies on strategies for redevelopment of key properties through detailed design guidelines and placemaking strategies. This SFA plan is a component of the countywide Comprehensive Plan, and it does not change the existing uses or zoning of properties.

Plan Area

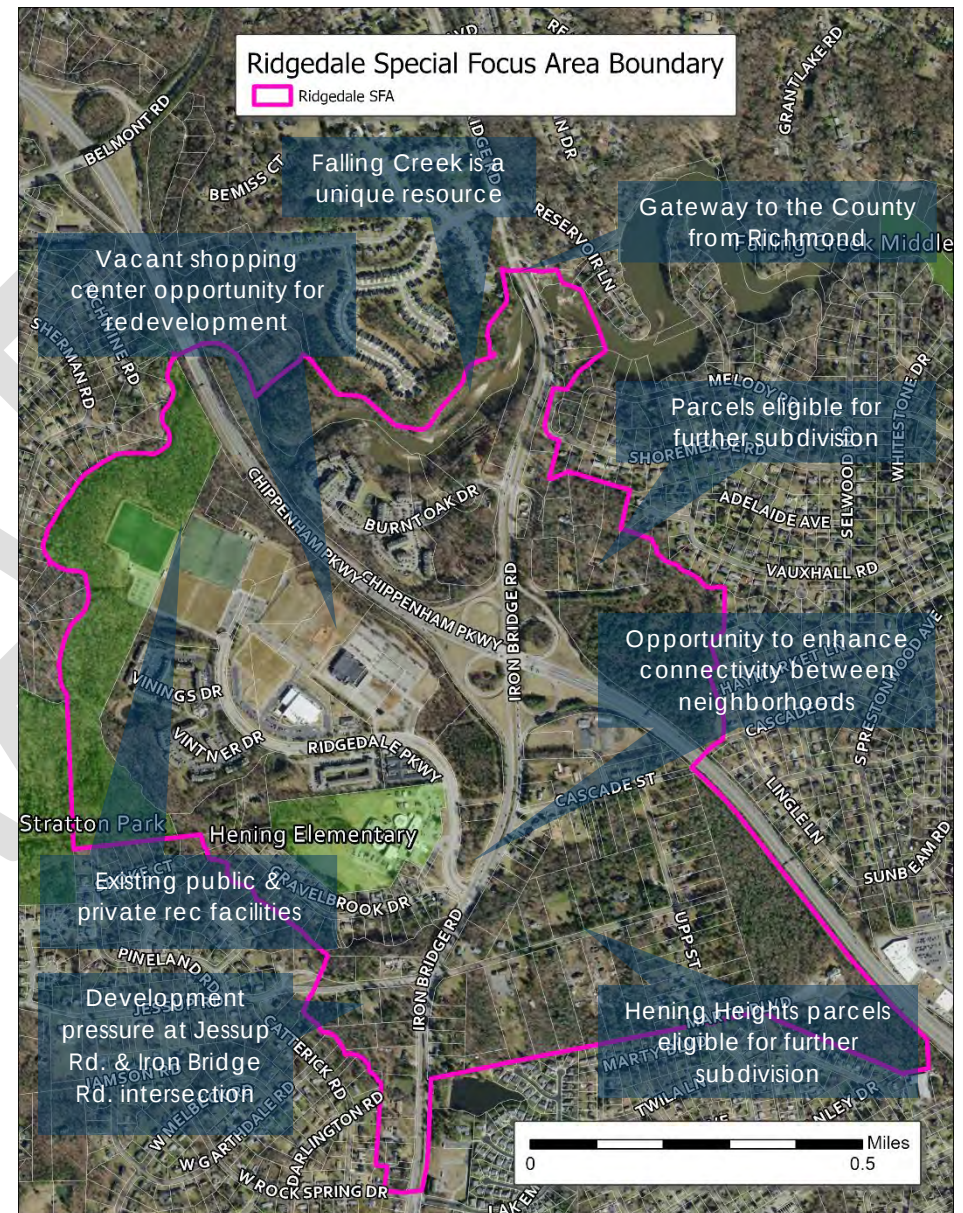
The study area is centered around the interchange of Iron Bridge Road (State Route 10) and Chippenham Parkway (State Route 150). The plan area extends from the Iron Bridge Road bridge over Falling Creek down through the low-density areas along Iron Bridge Road and Jessup roads. The plan area is approximately 579 acres. Falling Creek and a tributary creek generally serve as the northern and western boundaries. The southwestern boundary abuts the Alice Heights and North Chesterwood subdivisions, while the northeastern boundary abuts the Garland Heights subdivision.



Why Ridgedale?

There were several factors that prompted the initiation of an SFA plan in the Ridgedale area. The county recognized an opportunity to reexamine the possibilities for an area that is a distinct gateway to the county. This gateway area presents several opportunities for redevelopment that could meet community needs.

The area includes the currently vacant Chippenham Crossing Shopping Center, which formerly had a grocery store as an anchor tenant. Ridgedale Parkway is home to both public and private recreational facilities as well as apartment complexes and J. G. Hening Elementary School. Undeveloped or underutilized parcels in the area present opportunities for both infill development and redevelopment projects. There are also opportunities to improve bike and pedestrian connections between neighborhoods, strengthening community as a place.



Existing Conditions

Existing Land Use Overview

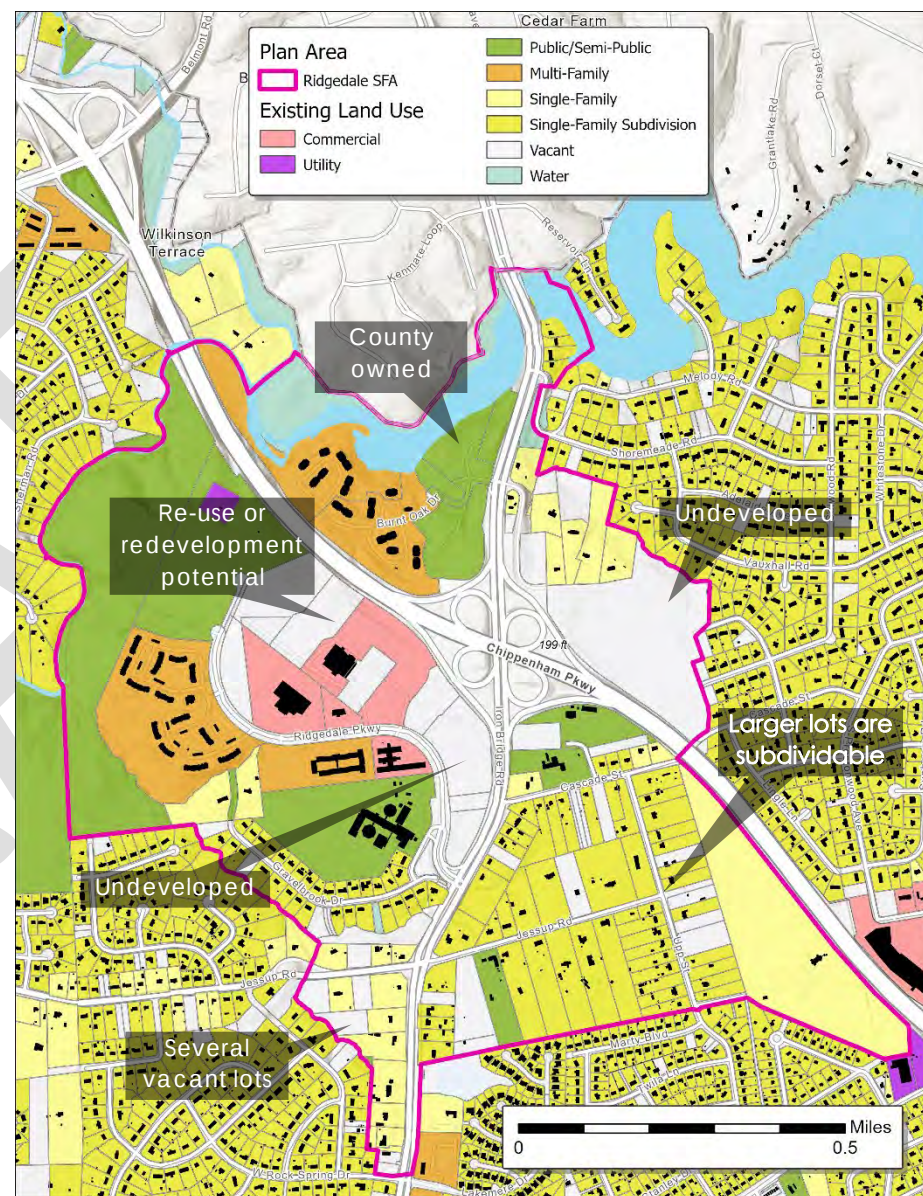
The existing land use map shows that the area contains a mix of commercial, multifamily, single-family, recreation, and public/semi-public uses on 579 acres.

Residential uses in the plan area consist of detached single-family and multifamily dwelling units. Within the SFA, there are currently 117 single family dwelling units and 626 multifamily residential units. The overall density of the SFA is 1.3 units per acre. Of these totals since the year 2000, two multifamily developments (368 units); and fewer than 20 new single-family units have been constructed in the community.

Public/semi-public uses include the J.G. Hening Elementary, Mary Stratton Park, and Richmond Kickers soccer facilities as well as civic and religious group holdings. The larger tracts of public/semi-public uses north of Chippenham Parkway are vacant parcels owned by the County.

Several large parcels are considered vacant (undeveloped). Vacant/unimproved parcels cover approximately 49 acres of the Plan area. The vacant parcels and the larger single-family lots are areas where development may be more likely under certain conditions because there is potential to further subdivide larger parcels or accumulate a few larger holdings to develop larger projects.

Commercial buildings in the SFA total 131,518 square feet, including a privately run recreation facility (SwimRVA), daycare, senior living facility, and the vacant grocery store.



Existing Land Use Details

General

- Plan Area: 579 acres
- Parcels: 187
- Landowners: 136

Value of Parcels – All Uses

- Total Assessed Property Value: \$128,858,900
- Land Value: \$27,484,800
- Improvement Value: 101,374,100

Residential Units

- Single Family: 117
- Multifamily: 626
- Mobile Homes: 0

Other Uses

- Commercial: 131,518 sq.ft.
- Vacant Grocery: 42,469 sq.ft.
- Office: 0 sq.ft.
- Industrial: 0 sq.ft.
- Unimproved/Vacant Parcels (#): 49

Land Use Type by Acreage Percentage

Commercial	5.9 %
Public/Semi-public	20.0 %
Multifamily	15.6 %
Single Family	30.5 %
Utility	0.3 %
Vacant	27.3 %
Water	0.2 %

Community Facilities

Part of Mary Stratton Park is within the SFA. Stratton Park contains two lighted synthetic turf sports fields and a section of the East Coast Greenway. The Parks & Recreation Department is expected to open public restroom facilities in the fall of 2023. A portion of Stratton Park is included to help facilitate trail connections.

J.G. Hening Elementary School is also within the SFA. The Community Facilities Plan within the adopted Comprehensive Plan lays out criteria for school grounds and capacity. As of 2022, Chesterfield County Public Schools anticipates that the current J.G. Hening Elementary, built in 1959, will need to be replaced at some point in the future. The criteria for the revitalization/replacement of school facilities are covered in the [Community Facilities Plan](#) chapter of the Comprehensive Plan.

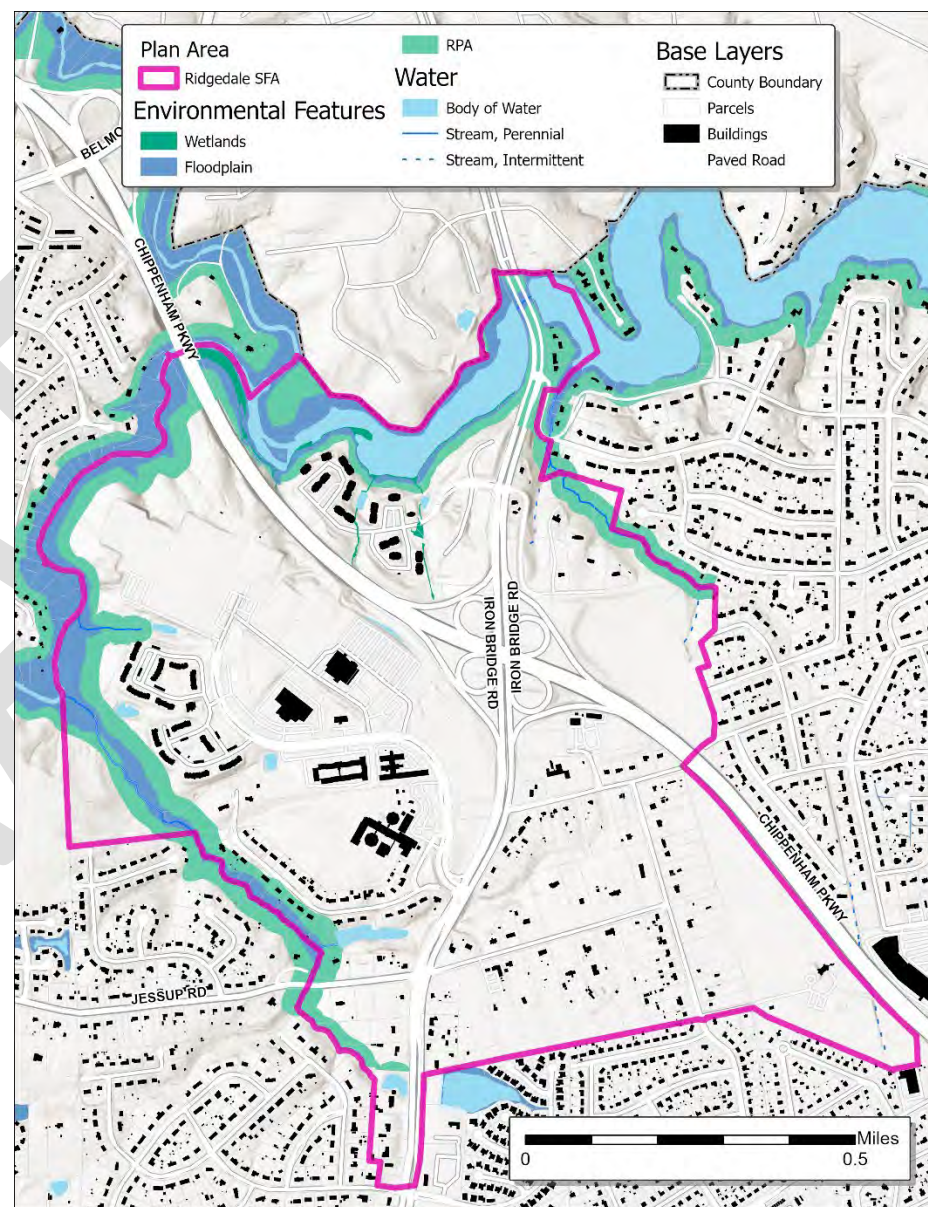
The community is also served by Falling Creek Middle School and Meadowbrook High School. There are a few parcels in the SFA within the Manchester H.S. attendance zone. These three schools are outside of the SFA boundary.



Environmental Conditions

Falling Creek and its tributaries comprise the northern and western boundaries of the SFA. These waterbodies contain significant Resource Protection Areas (RPA) and floodplains.

In addition, the area contains a well-established tree canopy. This includes the Hening Heights subdivision, which was developed before modern environmental regulations were in place. Land contours and drainage patterns indicate that additional RPAs may be present in this area. Environmental studies would be submitted and evaluated by the county with any future development proposals.



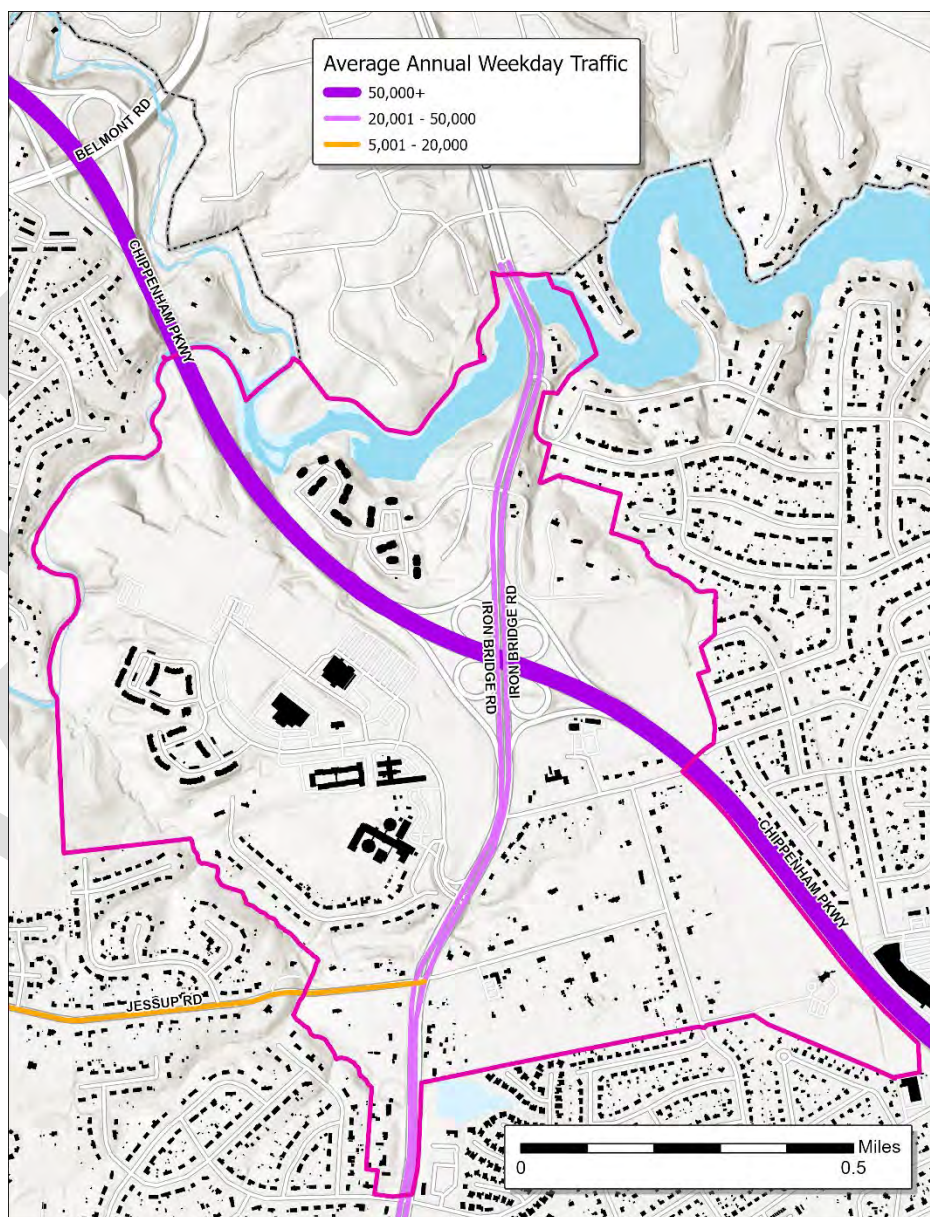
Infrastructure

Roadways

The thoroughfares in the area are built to move vehicular traffic. Major through-corridors in the area include Iron Bridge Road running north – south and Jessup Road running east – west. Chippenham Parkway provides the major automobile access from other parts of the County and region. Ridgedale Parkway is a dead-end street that serves J.G. Hening Elementary School, residential complexes, and public and private recreation facilities.

Traffic calculations for select roads provided by VDOT/CDOT, from 2021:

Road (section)	Average Annual Weekday Traffic
Chippenham Pkwy (Hopkins Rd. to Iron Bridge Rd.)	73,000
Chippenham Pkwy (Iron Bridge Rd. to Hull Street Rd.)	86,000
Iron Bridge Rd. (City of Richmond boundary to Chippenham Pkwy.)	22,000
Iron Bridge Rd. (Chippenham Pkwy. To Cogbill Rd.)	38,000
Jessup Rd. (Turner Rd. to Iron Bridge Rd.)	5,900



Utilities

The Department of Utilities provided an assessment of water and wastewater availability for highlighted sub-areas within the SFA.

Northeast Quadrant

The area is served by:

Water: There is a 12" public line along Cascade Street at the Chippenham Parkway right-of-way and 6" public lines at stub ends of Seagrave Avenue and Haymarket Lane. Also, there is a 12" line along the west side of Iron Bridge Road, north of Burnt Oak Drive.

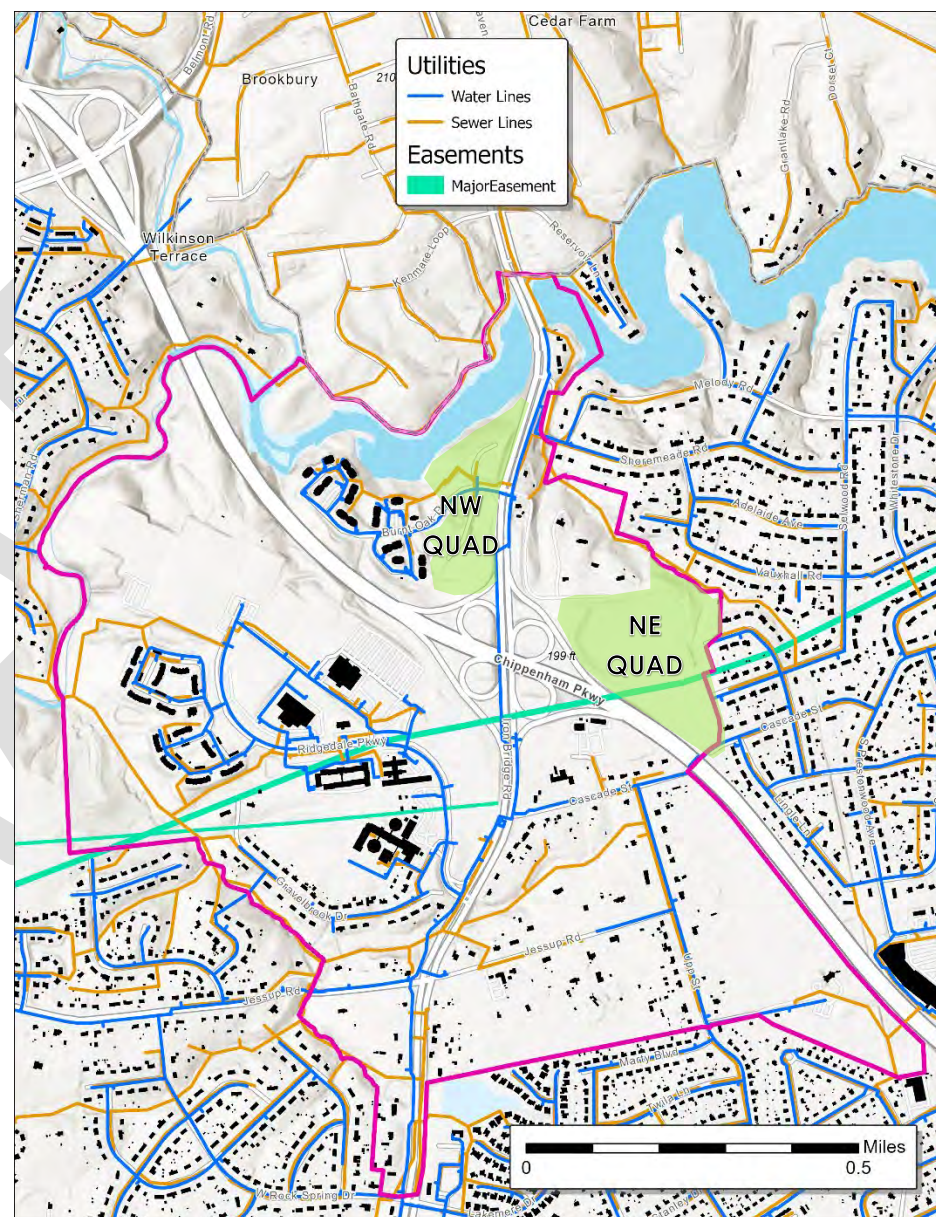
Wastewater: An 8" public line exists close to northeast property line, within the public easement across the rear of residential lots in Garland Heights subdivision. Easements to access this line must be acquired from one or more Garland Heights residential property owners.

Northwest Quadrant

The area is served by:

Water: 12" public lines exist along Iron Bridge Road and a portion of Burnt Oak Drive, with an 8" public line extending along Burnt Oak Drive back to serve the adjacent apartment complex.

Wastewater: Private wastewater lines and a private pumping station exist along east side of Iron Bridge Road, which discharges via private force main into an 8" gravity public wastewater line.



Southeast Quadrant

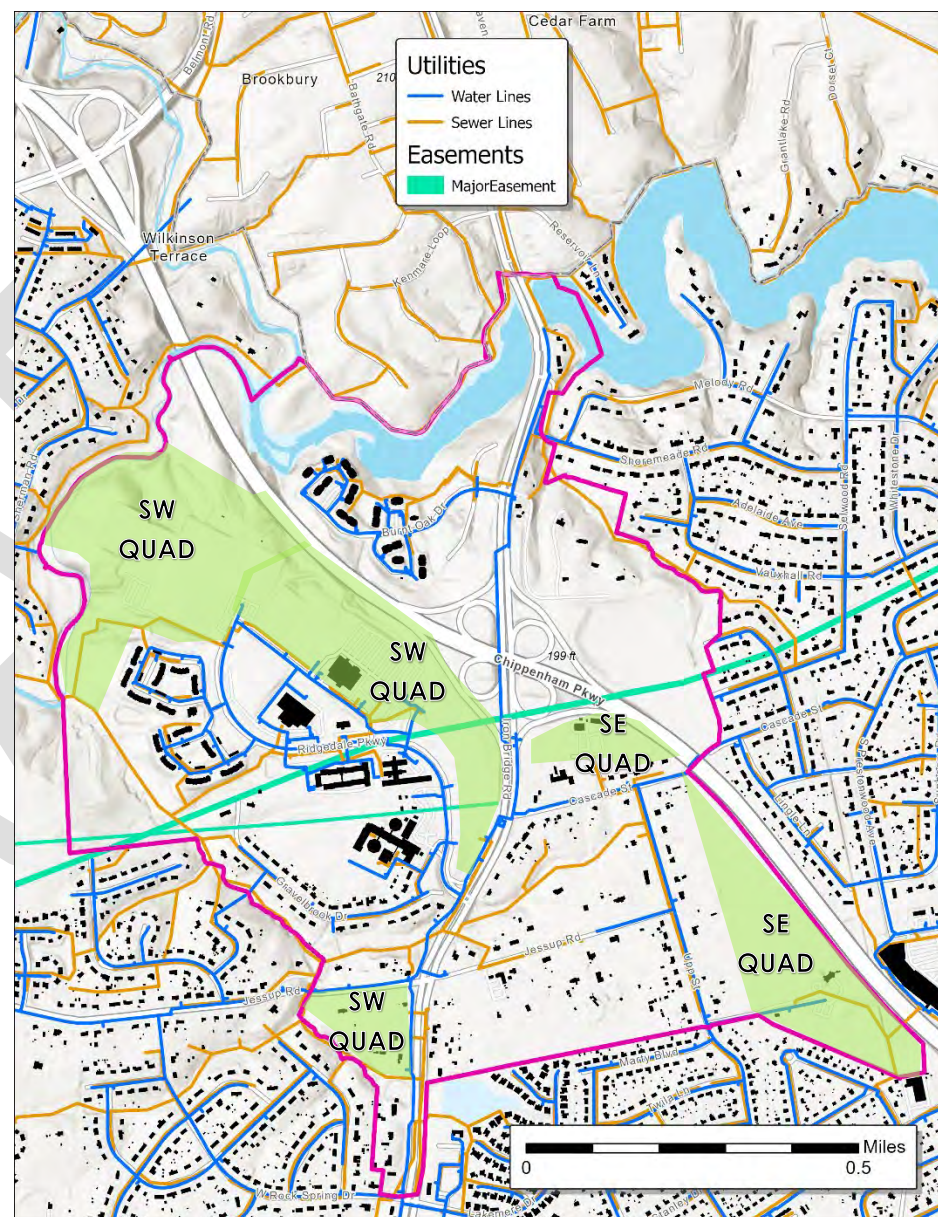
Existing utilities may support a variety of commercial and residential uses. High density residential uses may be possible, but more detailed analysis would be necessary at the time of rezoning.

The majority of existing residential structures in the area are connected to the public water and/or wastewater systems depending on what is directly available.

Southwest Quadrant

Existing utilities should be able to support a variety of commercial and residential uses. High density residential uses may be possible, but more detailed analysis would be necessary at the time of rezoning.

The area is traversed by two natural gas transmission lines owned by Columbia Gas Transmission LLC and Plantation Pipeline Company. Other than the general location shown on the area map no other information is available.



Opportunities and Challenges

Opportunities

Gateway

- This area is a gateway to the County from the City of Richmond as well as visitors traveling into the County on Chippenham Parkway. Gateways provide opportunities to introduce visitors to this area of the County and help County residents feel like the Ridgedale area is a place and a destination.
- Having a major interchange at Chippenham Parkway and Iron Bridge Road provides both community and regional access.
- Jessup Road is a prominent east-west corridor that connects the Plan area to other large residential communities to the west.

Recreation & Sports Tourism

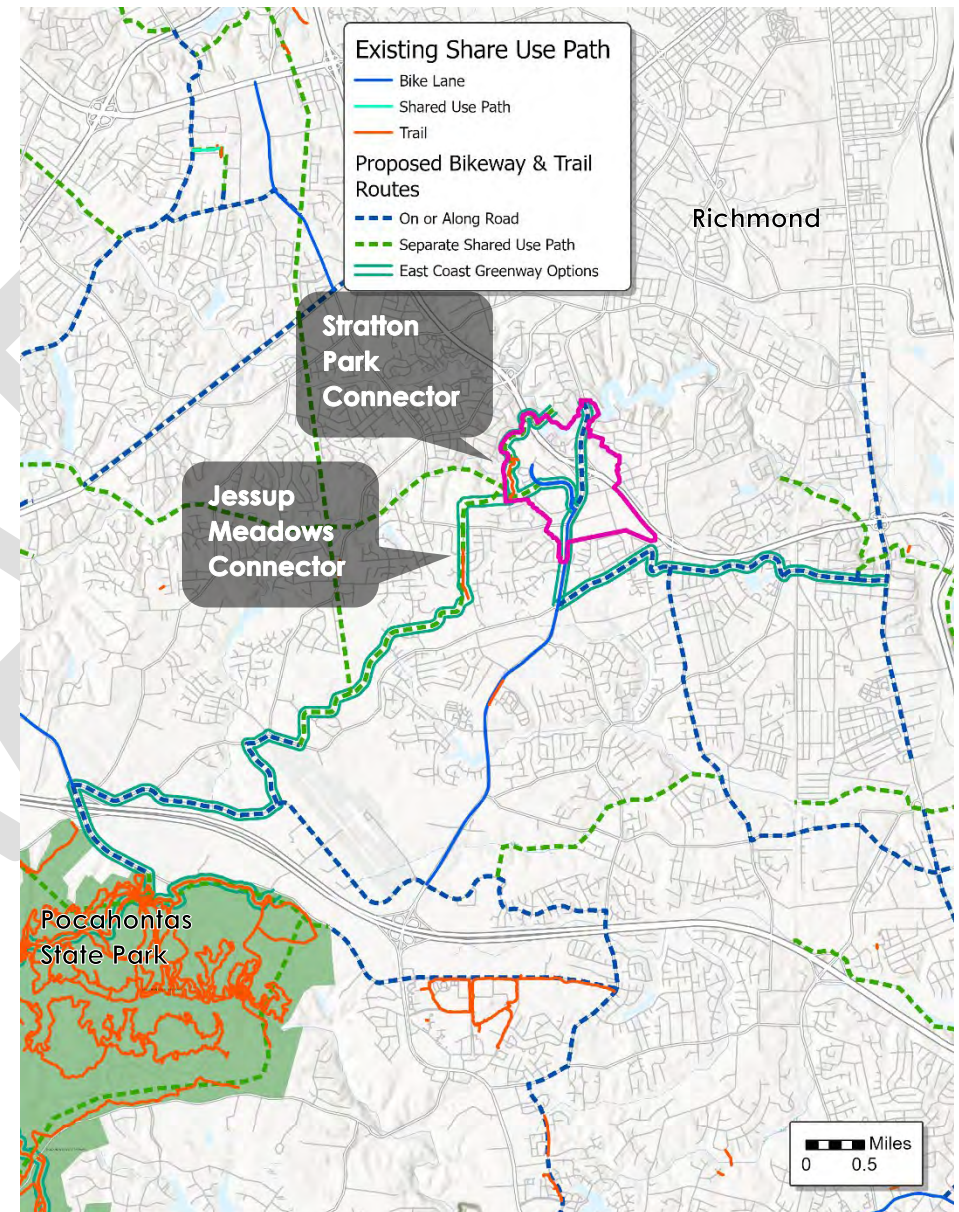
- Public and private recreational facilities already exist within the SFA, bringing people to the area and therefore bringing economic and community-building opportunities. With SwimRVA, Richmond Kickers, and Mary B. Stratton Park, there are opportunities for land uses which will continue to support and enhance recreation and sports tourism.

Bikeway, Trails & Sidewalks

The Ridgedale SFA is a potential hub for the County's [Bikeways & Trails Plan](#). With an existing trailhead at Stratton Park, there are opportunities to develop future east-west and north-south paths in the system. The SFA is approximately midway between Pocahontas State Park and Richmond City destinations for recreation, as well as employment centers such as the Chesterfield County Airport industrial park.

There are existing bike lanes along Iron Bridge Road and Ridgedale Parkway. A 2020 [bicycling level of stress analysis](#) provided by PlanRVA indicates that riders are likely to experience high stress levels riding along Iron Bridge Road through the SFA.

There are opportunities for trail-oriented development, with assistance from local, state, and federal funding, to help connect the ECG from the south side of Chippenham Parkway to the north, aligning with the City of Richmond's planned route. The East Coast Greenway (ECG), a national multi-use bike/pedestrian facility, is planned to connect link Chesterfield County with the City of Richmond in the general vicinity of the Ridgedale SFA.



Residential Housing Types

- Within the plan area, there are multifamily, assisted living, and single-family housing types. A variety of housing types in the area accommodates a diverse resident population and allows area residents to stay in their community through a variety of life changes.

Environment

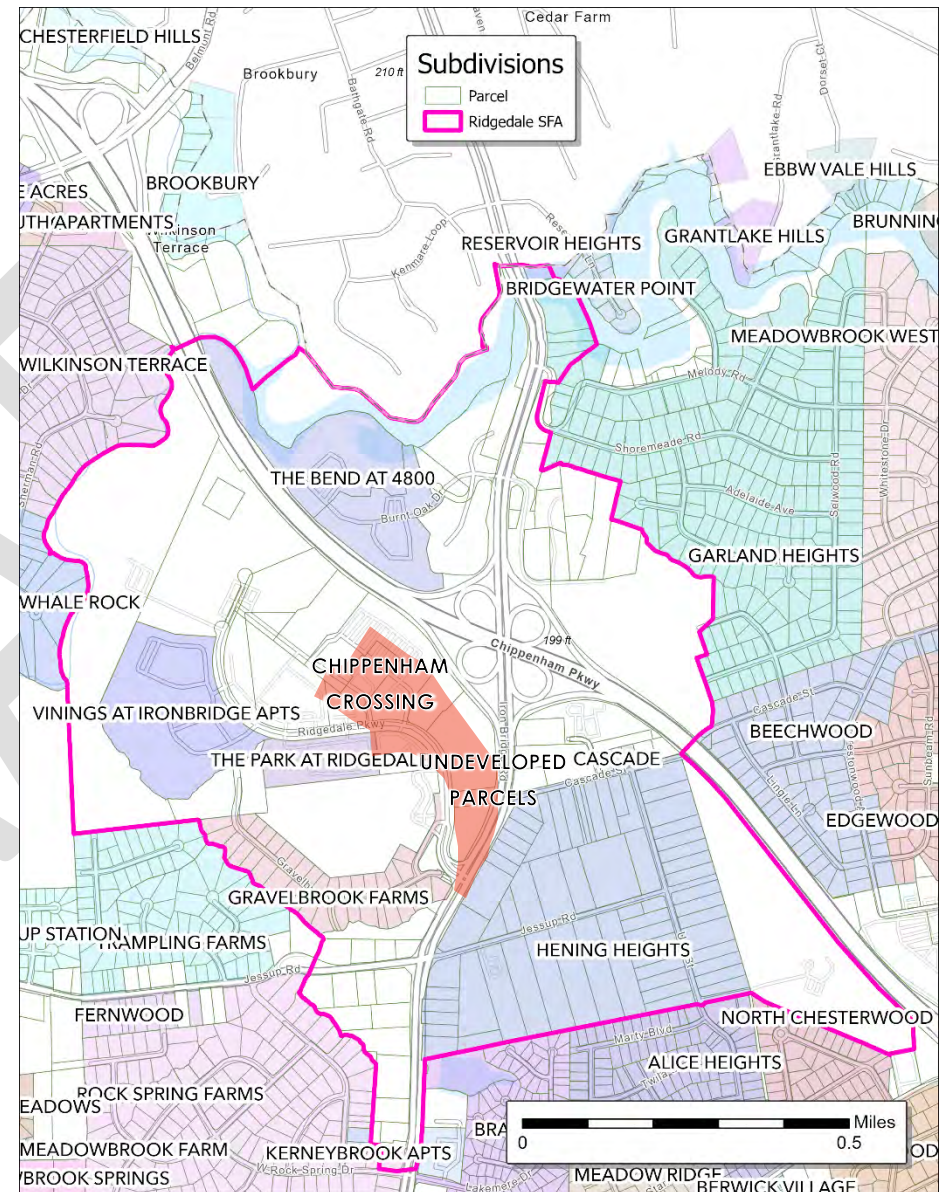
- Larger continuous tracts of mature trees exist within the SFA, including those in the Hening Heights subdivision and areas north of Chippenham Parkway. These tracts provide for wildlife diversity and movement, noise reduction, and aesthetic enjoyment by area residents.
- Falling Creek and surrounding wetlands provide a unique landscape close to an urban area while providing natural barriers between developments.
- Falling Creek Reservoir is a unique feature of the County which could provide future opportunities for enjoyment by the larger community.

Development/Redevelopment

- The vacant Chippenham Crossing Shopping Center and adjacent parcels provide opportunities for future redevelopment.
- New development could provide additional opportunities needed in the area such as additional housing, retail, and recreational options to better serve community needs.
- There are many large residential parcels, such as those within the Hening Heights Subdivision, that are underdeveloped compared to surrounding neighborhoods. There is an opportunity to reassess future neighborhood development for additional housing.

Neighborhoods

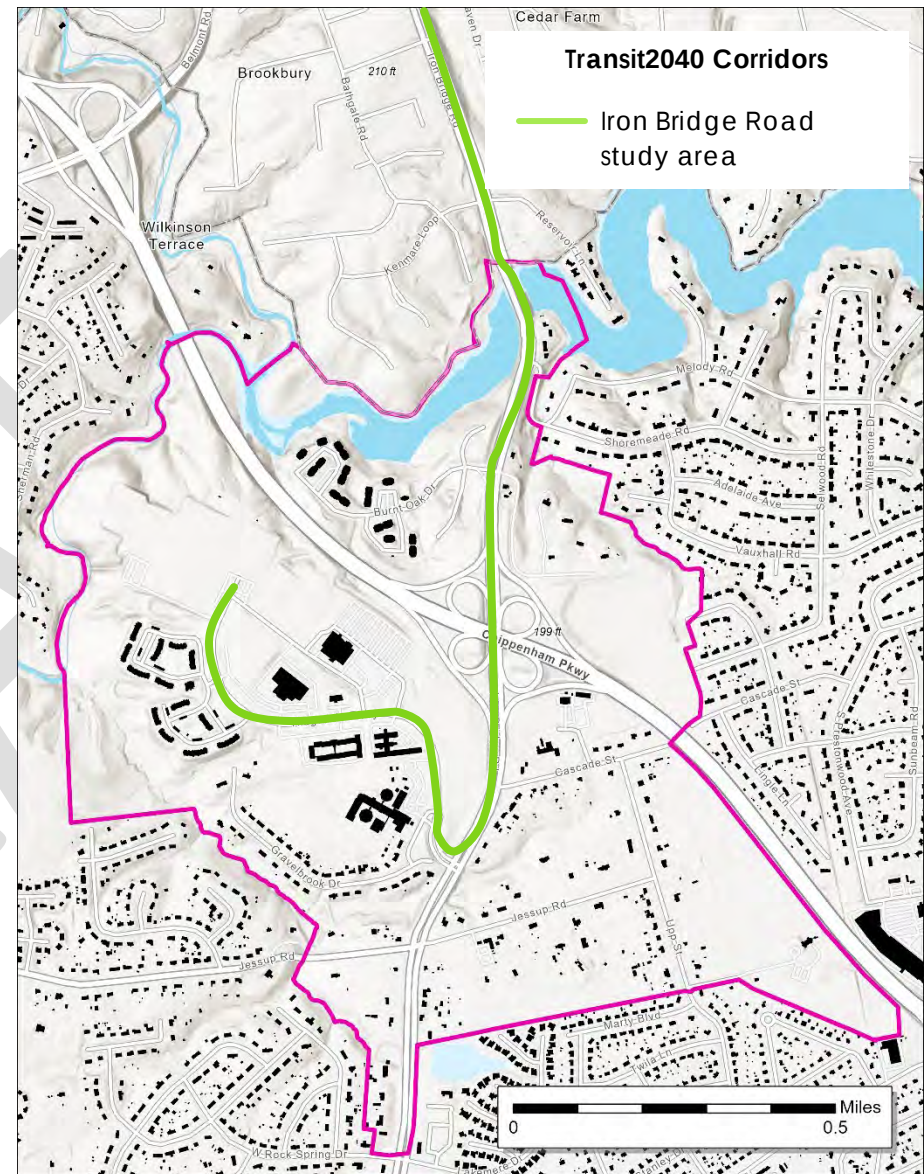
There are existing stable and attractive neighborhoods within the Plan area. The Plan area contains single family, multifamily and assisted living units in the area. These housing options meet a variety of needs and income levels.



Transit

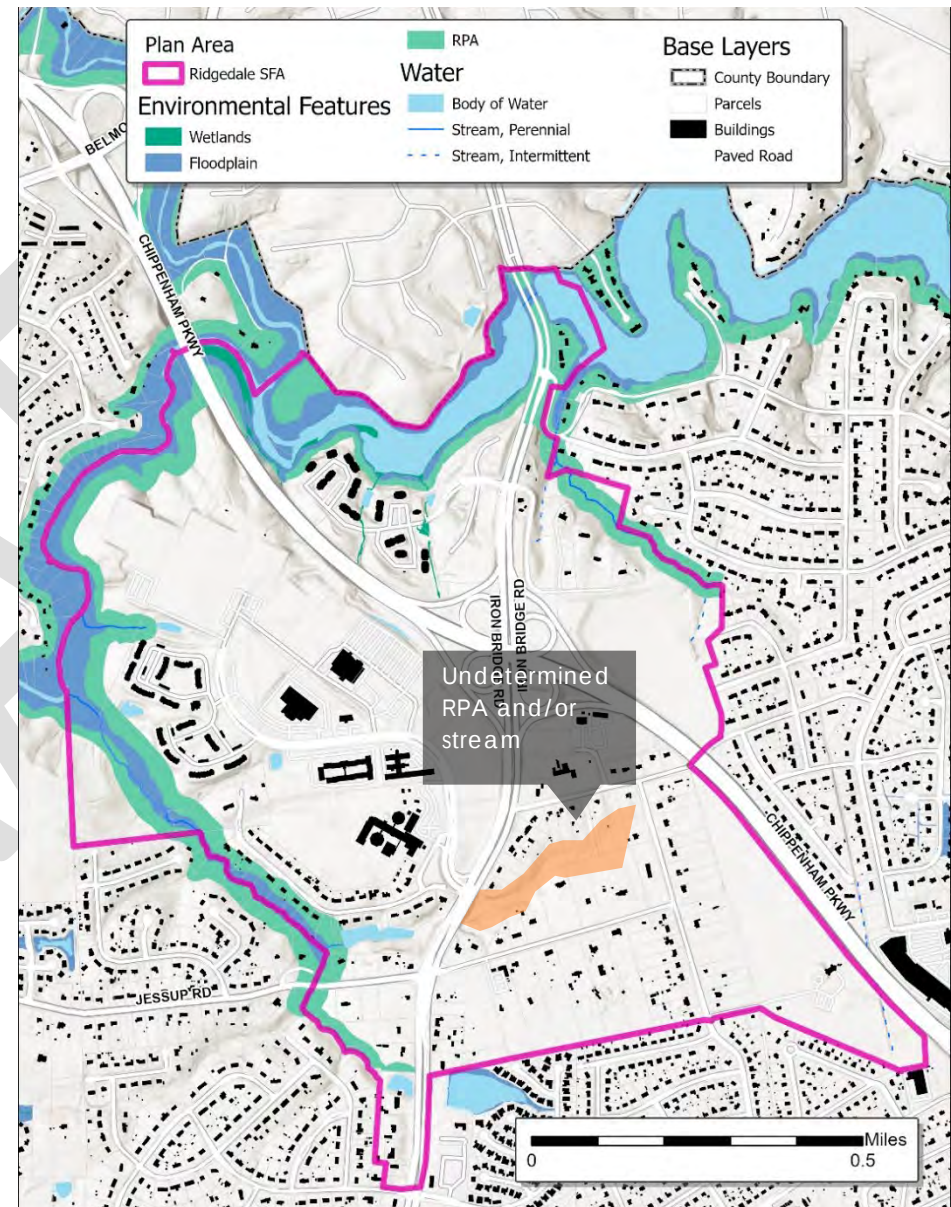
The Richmond Regional Transportation Planning Organization (RRTPO) in partnership with the Virginia Department of Rail and Public Transportation (DRPT) completed the Greater RVA Transit Vision Plan ([Transit2040](#)) in February 2017. Transit2040 identified Iron Bridge Road as a future transit corridor for a high-frequency local bus route (20-minute frequency or less). “Transit2040’s recommended local routes focus on extending service into the areas of the region where transit ridership markets are present today or are anticipated in the future.”

Transit2040 also considered Iron Bridge Road to have a higher density of transit-dependent populations than other corridors in the RRTPO coverage area examined during the transit plan process. Transit2040 included an evaluation of the corridor from Ridgedale Parkway north into the City of Richmond and Henrico County. Ultimately, the plan ranked other corridors as higher priorities for further feasibility studies and implementation. However, future growth in Ridgedale may change the commercial and residential conditions enough in the future to revisit transit options, including opportunities for on-demand or micro-transit.



Challenges

- The neighborhoods in the area are disconnected due to the wide, high-traffic roadways of Iron Bridge Road and Chippenham Parkway. Both roads have been designed to specifically move automobile traffic and are barriers to non-vehicular connectivity between neighborhoods both within and surrounding the Plan area.
 - Beyond Ridgedale Parkway, there are no sidewalks in the area. Additionally, there are no crosswalks at the signaled intersections of Jessup/Iron Bridge Road or Ridgedale/Iron Bridge Road.
 - J.G. Hening Elementary School is not easily accessible by pedestrians, and students who walk to school are limited by the lack of infrastructure connecting to surrounding neighborhoods.
 - Neighborhoods surrounding the Iron Bridge Road/Chippenham Parkway interchange are disconnected from modes of transportation other than by automobile.
- The Chippenham Parkway and Iron Bridge Road interchange is located between two other major interchanges with established commercial uses (Hull Street Road and Hopkins Road). In addition, Ridgedale lacks the residential density of many other areas of Chesterfield County. These factors may inhibit opportunities for commercial development in the SFA.
- Much of the area, including the Hening Heights subdivision, was developed prior to modern environmental regulations. Considering known topography, drainage, and resource protection areas (RPA), additional environmental issues may be present in the area.
- Falling Creek Reservoir and RPAs separate communities and hamper connectivity.
- As is typical with other schools, there are existing traffic issues at J.G. Hening Elementary School during the morning drop off and afternoon pickup times.



Future Land Use Plan

About the Land Use Plan

The purpose of the [Land Use Plan](#) is to serve as a guide for zoning, land use, and development-related decisions.

The Land Use Plan lays out the desired future land use pattern through recommendations for the location and intensity of development. There is flexibility in the Land Use Plan's guidance.

Plan Category Descriptions

Neighborhood Office

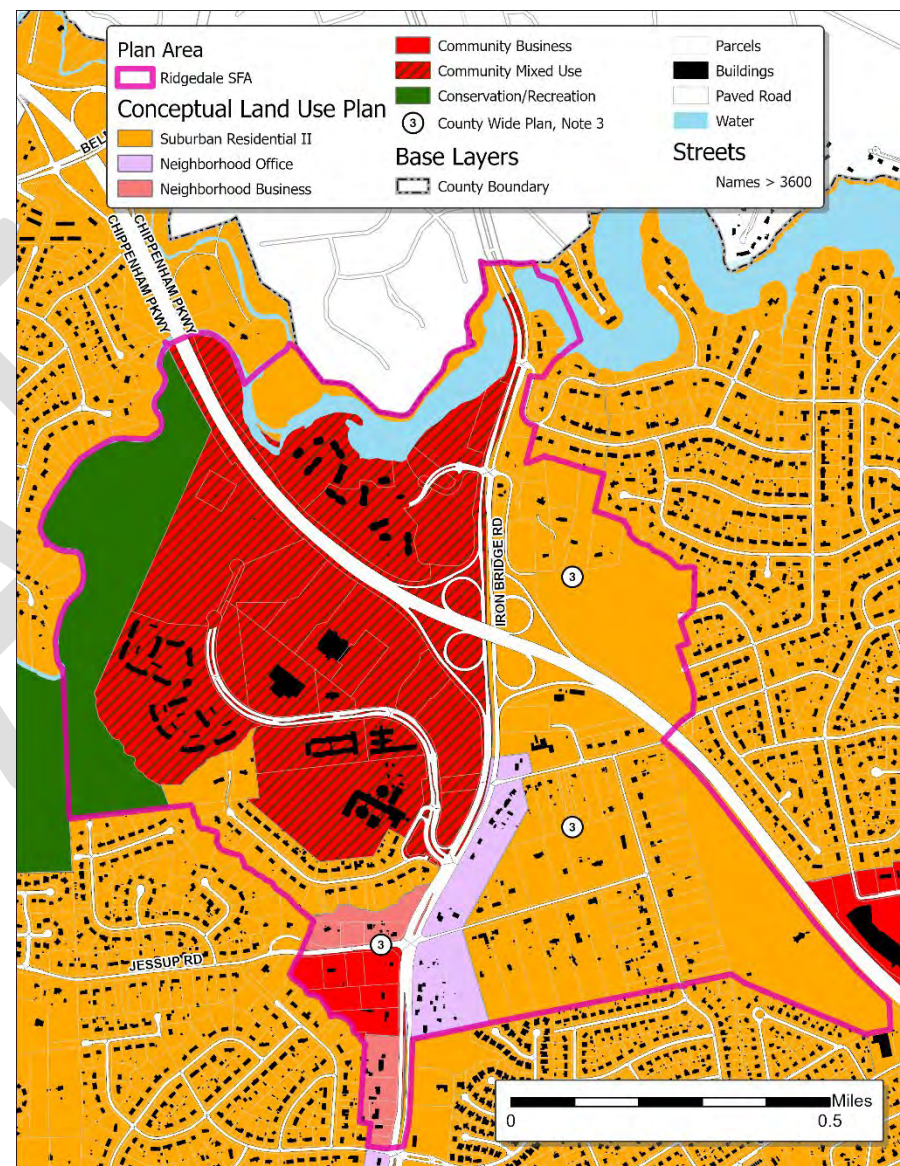
Professional and administrative offices or similar uses. Typical uses could include doctor, lawyer, accountant, and real estate offices. The conversion of existing single-family homes to office use would also be appropriate.

Community Business

Commercial retail, office and personal services or similar uses. Typical uses could include shops, restaurants, offices, and entertainment uses. Gas stations and other auto-oriented uses should be prohibited.

Suburban Residential II

This category recommends residential development between 2-4 units/acre. Single-family dwellings should be on lots between 12,000 and 25,000 sq. ft. OR smaller lots and condos with higher quality development standards (usable open space, street trees, access to major roadway) are recommended.



Neighborhood Business

This category recommends smaller-scale commercial uses that serve neighborhood-wide trade areas. Gas stations and other auto-oriented uses should be prohibited. Typical uses could include grocery stores, clothing stores, medical clinics, hardware stores, restaurants or other uses that primarily serve weekly or biweekly household needs.

Community Mixed Use

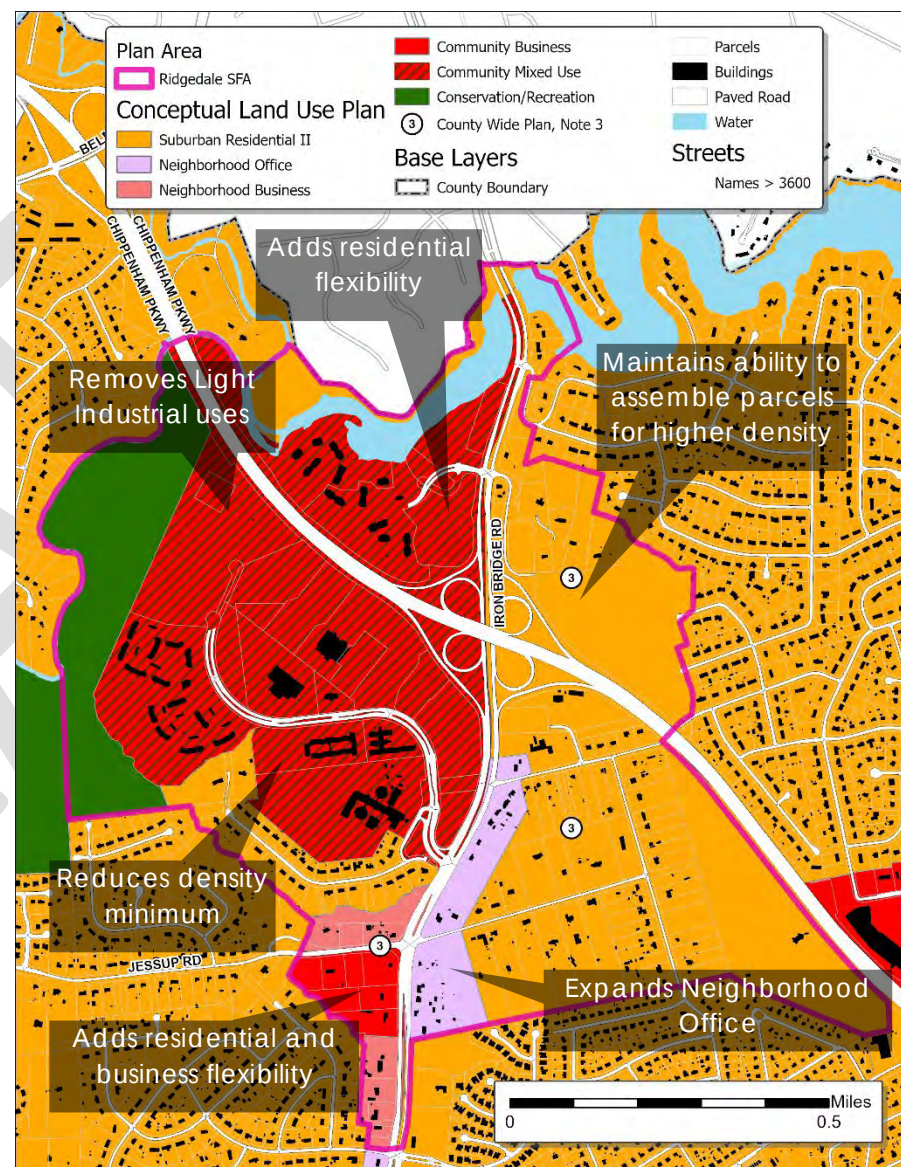
This category recommends a residential density *minimum* of 12 units/acre plus integrated commercial uses that serve community-wide trade areas. Such uses generally attract customers living or working within an approximate radius of 5 miles. Gas stations and other auto-oriented uses should be prohibited.

Conservation/Recreation

This category recommends county parklands (e.g., Mary Stratton Park) and supports connectivity to new development and existing surrounding communities within Chesterfield County and to the City of Richmond.

Site Specific Note 3

Land uses other than those shown on the Land Use Plan Map may be appropriate if adequate land is assembled to minimize the impact on surrounding land uses; if high quality, upscale and innovative architecture, and site design is employed to provide a positive first impression on visitors and potential investors; if adequate land is assembled to provide direct vehicular access to Route 10 without using internal residential streets; and if mitigating road improvements are provided. Such alternative land uses could include Community Mixed Use. Residential uses may include townhomes or multifamily uses of similar scale.



In order to achieve the vision of this plan, rezoning of property will need to occur. Individual landowners would seek zoning changes at their own convenience and timing. This plan should be the guide for such rezoning applications, and additional community input should be sought through the zoning process to fine-tune the details of development desired by this document.



Ridgedale Parkway

Overall, this area should have a connected and walkable street grid. Buildings should front on public roadways, with parking in alleys, garages, decks, or on street. Layouts should be bike/pedestrian friendly, including trails and trail-oriented development.

Potential for:

Showpiece/Gateway Commercial

- Unique architecture at highly visible corner/entrance to attract visitors.
- Serves neighborhood and visitors.
- Aids in creating a sense of place.

Residential

- Variety of housing styles.
- Multifamily & townhomes.
- Alley/rear-loaded.
- Central/highly visible open spaces.

Mixed Use

- “Main street”.
- Public Spaces for residents & visitors.
- Focal Points.
- Variety of building types.
- Retail, office, residential, and entertainment uses.
- Grocery stores, market/food hall, restaurants.



Showpiece/Gateway Commercial

- Unique architecture at highly visible corner/entrance to attract attention and draw visitors into the development. Materials, balconies, building form and other unique features to capitalize on the prominent location.
- Commercial uses that serve neighborhood and visitors. E.g., boutique hotel.



Residential

- Variety of housing styles, including multifamily & townhomes, that could serve citizens through different income levels and stages of life.
- Alley/rear loaded.
- Encourages integration of amenity spaces and stormwater management areas.
- Shared courtyards.



Mixed Use

- “Main street” and/or plaza focal point.
- Public Spaces for residents & visitors.
- Variety of building types.
- Retail and office use including a grocery store, market, restaurants, hotel, food truck court, and/or food halls.
- Sports tourism focused commercial uses.



Mixed Use

- Uses and activities centered around “Main Street” and/or plaza.
- Public spaces for residents & visitors.
- Variety of building types.
- Potential for structured parking.



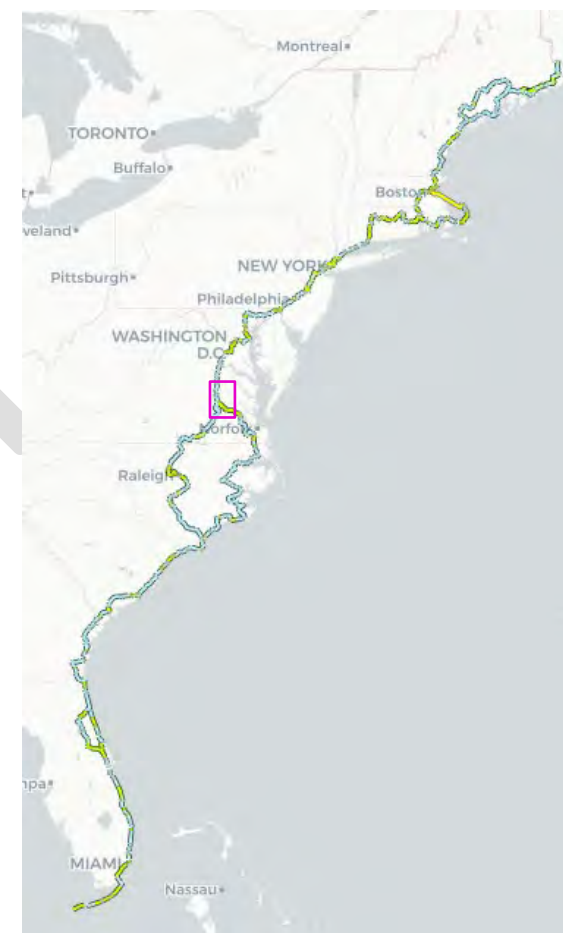
East Coast Greenway (ECG)

This national bicycle facility will eventually connect 3,000 miles between Maine and Florida and has the potential for commuting and recreational uses in the Ridgedale area. A half-mile section of the ECG was completed in Stratton Park in 2022 using 80% federal funding. Of the 28 miles routed through Chesterfield County, 2.2 miles have been completed.

The City of Richmond has planned their stretch of the ECG to connect in this area.

The ECG's designation as a national trail creates funding opportunities at the federal and state levels.

The Plan identifies three main options for northward routing of the ECG through Ridgedale to the City of Richmond.



Planned Route

Falling Creek Overlook Area

This subarea serves as a gateway to the County and offers unique views over the bluffs along Falling Creek. Multiple waterfront parcels are currently owned by the County and are used for a dredging operation related to Falling Creek Reservoir.

While this dredge work is currently planned to continue long-term, some commercial, residential, and recreational uses would be appropriate here should the county determine the parcels, or a portion thereof, are no longer needed.



View from County owned parcels north of Burnt Oak Drive.





- The SFA recommends:
 - The County to keep the bluff site for public use.
 - Bike and pedestrian friendly/trail-oriented development.
 - Parking be hidden from Iron Bridge Road.
 - Multifamily or townhome residential uses.
- Longer term opportunities for:
 - Canoe/kayak launch.
 - Public/private partnership for restaurant/brewery or similar.
 - Trailhead for East Coast Greenway.

Future development should establish a well-connected street grid to promote walkability and adaptability, contain trail connections and green space, preserve trees, provide buffers from major roads and between residential and non-residential uses, and provide a variety of housing types and lot sizes.



Jessup & Iron Bridge Intersection

The SFA recommends limited townhome or multifamily residential uses. It seeks to integrate residential and commercial uses on the site or within buildings. Height should not exceed three stories. The overall site layout should minimize the number of entrances from Iron Bridge and Jessup Roads and impacts on adjacent neighborhoods. Development should include pedestrian-friendly layouts. Parking areas should not be located between buildings and Jessup and Iron Bridge roads. Existing trees/vegetation should be maintained between new development and the abutting residential area.



Example of housing units facing a courtyard.





Example of corner-oriented, pedestrian-friendly commercial development with landscaping and open space.



Examples of townhomes and common greenspace.

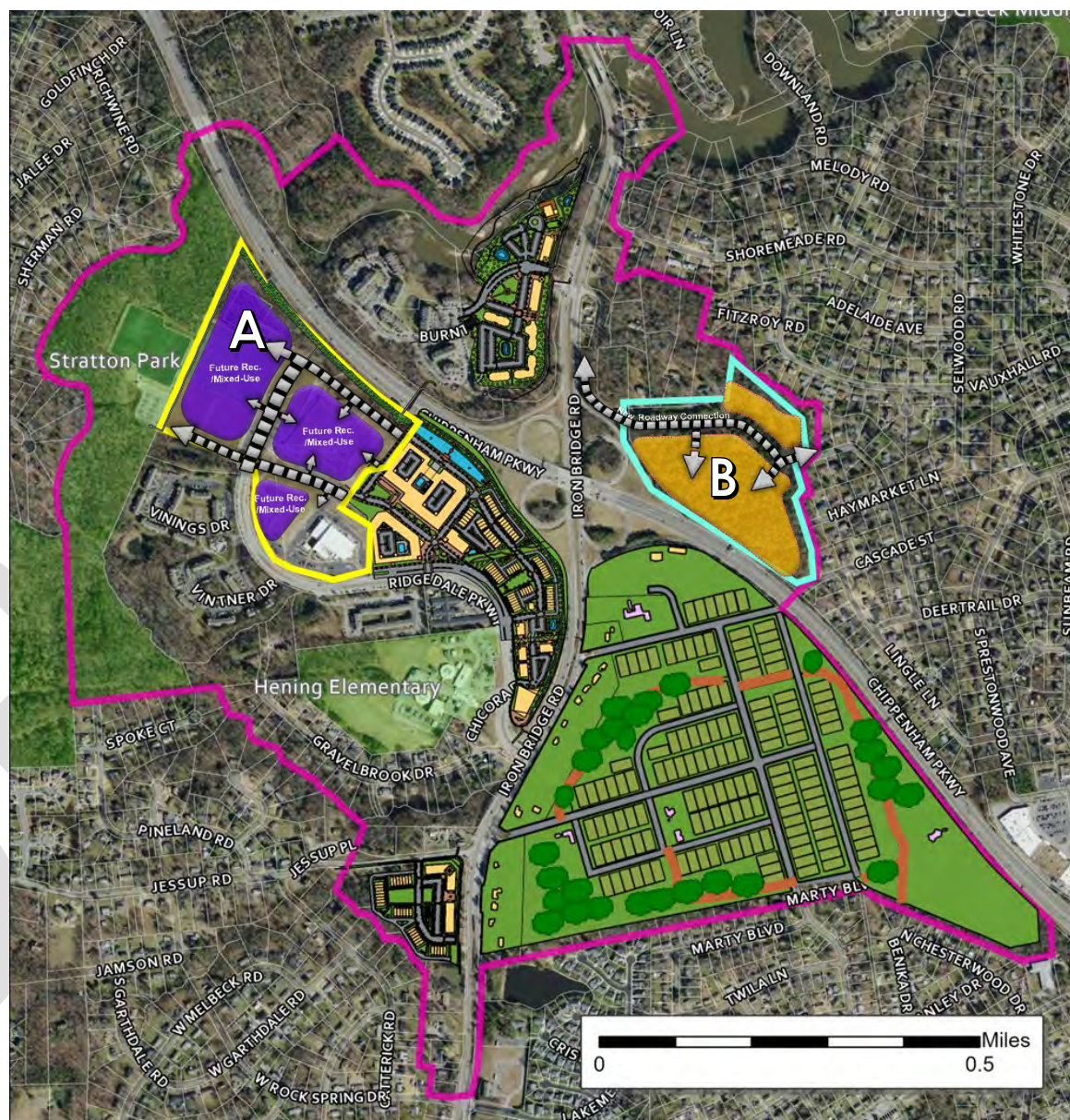
Other Areas of Consideration

Parcels within the SFA but not specifically depicted in conceptual drawings would still fall under design guidance within the SFA. This includes parcels along Iron Bridge Road, Ridgedale Parkway, Gravelbrook Drive, Burnt Oak Drive, Vinings Drive, and Vintner Drive.

Only a portion of Mary Stratton Park is included in the SFA. Stratton Park is expected to continue to remain a Parks and Recreation facility. However, the portion shown within the SFA is included to support connections for the East Coast Greenway or other trails that run through the park.

Area A is expected to continue to be used for recreational activities in the near-term. Should the property owners of this area desire to change this use, such rezoning and development should follow the design concepts and criteria depicted for Ridgedale Parkway area to the east.

Area B is currently being considered for rezoning to allow townhomes. Should this rezoning not pass, this plan would continue to support single family or townhome use in this area.



Design Guide

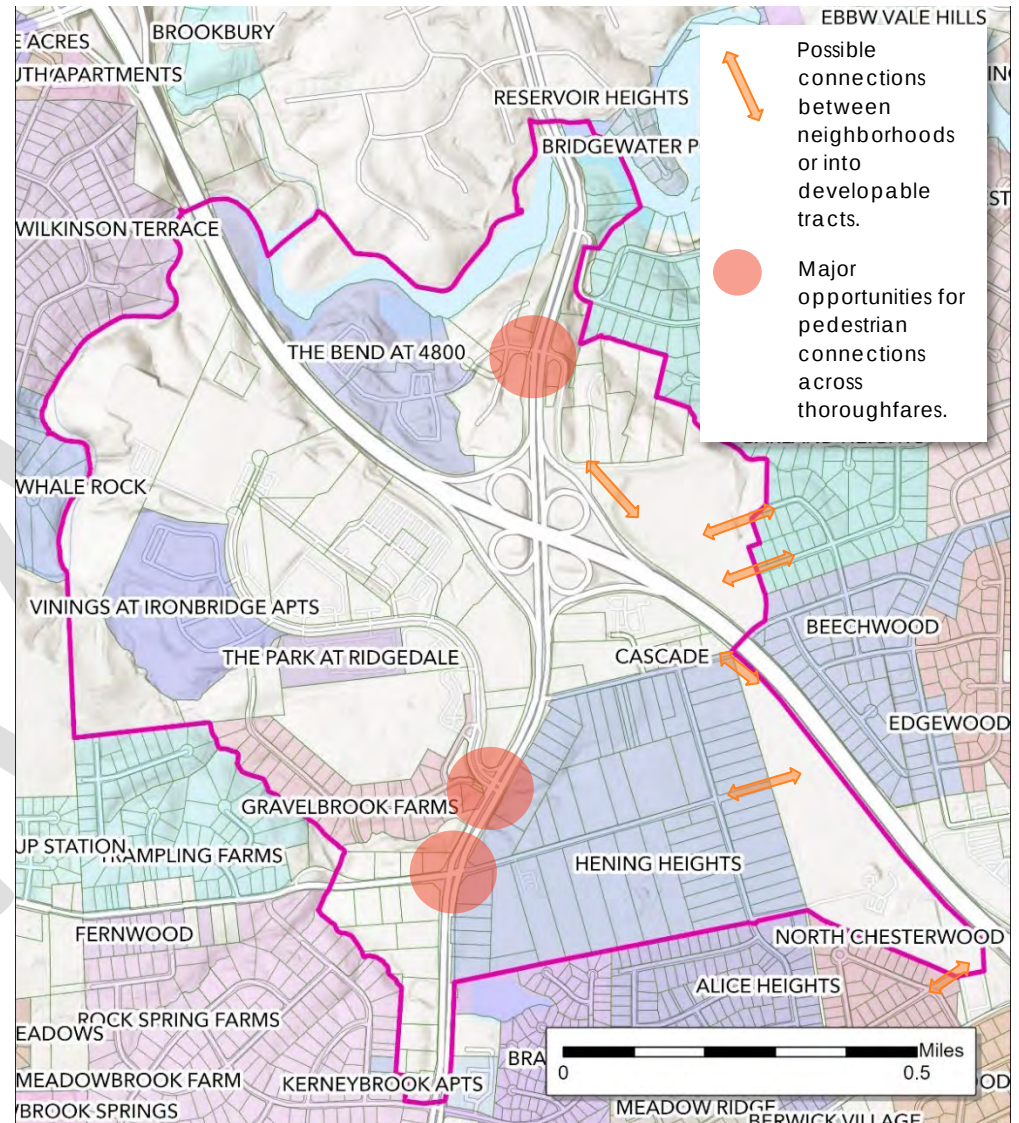
Connectivity Big Picture

When, potential development/redevelopment occurs in the SFA there is opportunity to focus on design that will enhance connectivity.

New development/redevelopment projects should prioritize connectivity and access for existing and future residents. Emphasis on crosswalks and/or pedestrian signals at key locations and creating pedestrian access paths between areas not connected by roadways will assist with such connections.

Connectivity to parks and other destinations outside of the SFA is also encouraged and supported.

Should the larger vacant parcels in the Plan area be developed, where possible, roads should provide through movement rather than end in cul-de-sacs. This would serve to disperse traffic and create opportunities for citizens to reach multiple destinations. To discourage cut-through traffic, traffic calming devices should be considered.



Site and Building Design Standards

To enhance the overall aesthetic quality and create a greater sense of place, special attention should be given to site and building design in the areas identified on the conceptual master plan for development/redevelopment. Below is a list of elements that should be considered with any new development proposal in the area. Please see the Conceptual Plans section for examples.

Building Design and Orientation

Buildings should be designed in a manner that will ensure long-lasting quality design and functionality. The SFA should serve as an attractive, vibrant, commercial, residential, and recreational hub. This may be accomplished by incorporating the following elements into the building design and orientation:

- High-quality materials (such as stone, masonry, concrete, steel, and glass), and architectural treatments.
 - o Natural buffering and sound-attenuating materials should be considered adjacent to highways and major corridors.
- Special design considerations along road frontage include:
 - o Buildings closer to the street with room for a variety of amenities within the setback such as hardscaped areas and room for outdoor dining.
 - o Buildings should be designed with the detail, scale, and interest that engages pedestrians as they walk down the street, reinforcing the idea of an active streetscape with a pedestrian scale.
 - o Storefront windows and entrances along the building façade fronting existing or proposed roads.
 - o On-street parking along with alleyway parking and/or additional parking and services at the rear of buildings and screening of views from the street.
 - o Structured parking should be encouraged.
 - o Parking lots and drive aisles should be discouraged between buildings and roads.

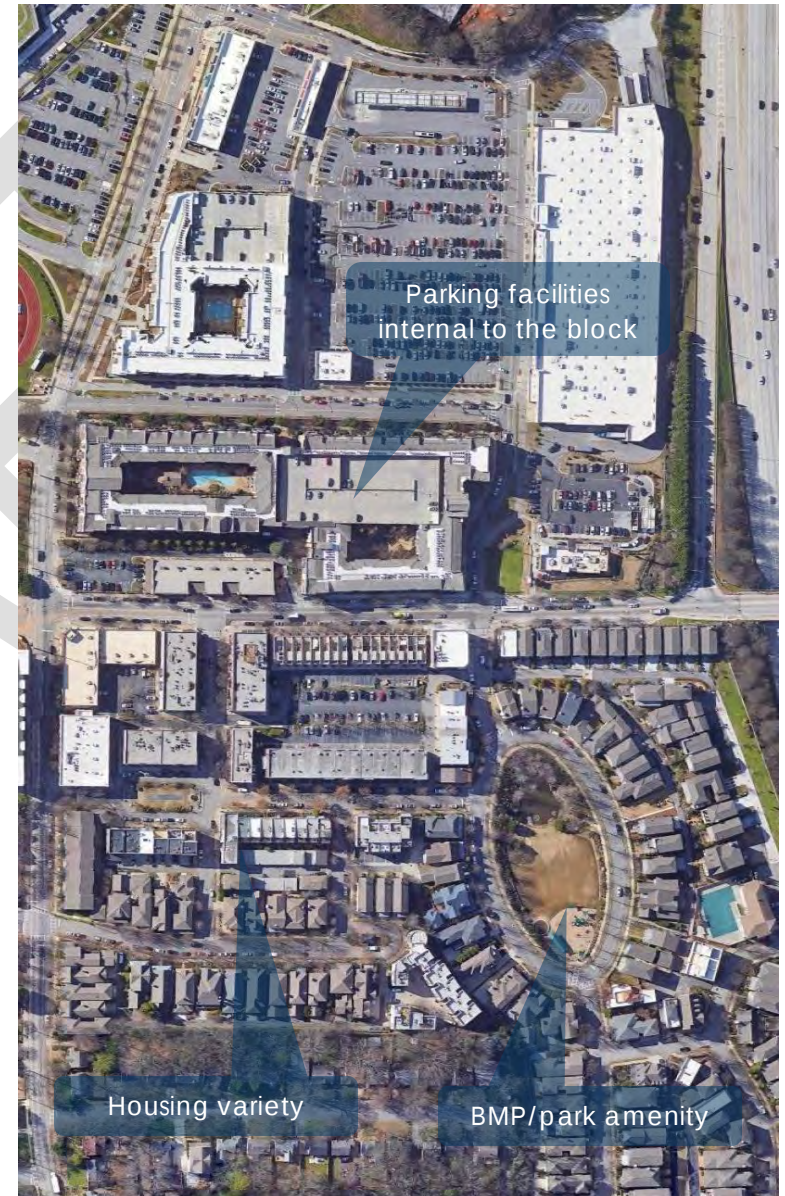
Encouraged Example #1

- Neighborhood blocks are connected and walkable.
- Buildings front streets.
- Multiple green spaces.
- Variety of housing types integrated into the neighborhood and with non-residential uses.



Encouraged Example #2

- Highest density is found along main thoroughfare.
- Variety of housing types from multifamily to townhomes to single family units.
- Stormwater facilities are integrated as a focal point/park space.
- Larger parking areas and structured parking are internal to development.



Pedestrian Network

Pedestrian accommodations including sidewalks, paths and trails should be provided with any new development and shall meet minimum VDOT and Parks & Recreation Department standards. Pedestrian accommodations within new developments should connect to the greater bikeways and trails network and connect to adjacent developments and/or amenities.

Public Open Spaces

Public gathering spaces should be incorporated into redevelopment and development projects. Public spaces should be designed to enhance the visual and physical environment while offering citizens and visitors a comfortable location to gather and interact. Development should provide for public spaces which complement buildings and foster pedestrian activity. Spaces could include hardscaped plazas and/or green spaces. These spaces should be physically and visually accessible from sidewalks. Further, the spaces should incorporate buildings designed around active community spaces and include as many of the following characteristics as possible:

- Landscaping features and amenities to enhance the pedestrian environment.
- Lighting to define the space and provide for safety and security.
- Benches, fountains, public art, trash cans, and other street fixtures.

Internal Streetscape

New public and/or private roads within developments should be designed in a pedestrian-friendly manner and include amenities such as:

- Wide sidewalks where buildings front.
- On-street parking (where approved by VDOT).
- Street trees in tree buffers or tree wells.
- Pedestrian-scale lighting.
- Benches, trash cans, bike racks and other similar street furnishings.

Gateway & Wayfinding Signage

Wayfinding signage should be provided throughout the Plan area. Signage related to the bikeways and trails should follow the Bikeways and Trails signage plan.

- Located along streets, parking areas, pedestrian corridors, trails, and open spaces.
- Designed to provide directions to points of interest within a development or Plan area in general.
- Can provide directions to roads, transit stations or locations outside the SFA.
- Can include maps, signs, and pavement markings to direct visitors.
- Should always emphasize Ridgedale as the “brand” or “place”.

Lighting Design

Through the public engagement process, citizens commented that they liked the semi-rural feel of Ridgedale including the ability to see the night sky. Future non-residential development and redevelopment should incorporate lighting that better preserves the night sky. This would exclude lighting for athletic fields during events, but it would cover all other new or replacement lighting. The main principle of Dark Skies Design is that light is only focused down on the ground where it is needed.

Exterior Lighting. In addition to the requirements of the existing ordinance, lighting shall meet the following standards:

- **Streetlights.** Along sidewalks adjacent to roads, pedestrian scale streetlights shall be installed as follows:
 - o Streetlights shall be designed to enhance the pedestrian character of the SAP. The design of fixtures, poles and lamps shall be generally consistent in the SAP.
 - o Streetlights shall be spaced generally 40 feet on center; and
 - o Fixture mounting heights shall be between 12 and 15 feet above finished grade. The mounting height shall be generally consistent in the SAP.
- **Other Exterior Lighting.** Except for pedestrian scale streetlights, exterior lighting shall comply with the following:
 - o Exterior lighting shall be designed to enhance the character of the SAP and be compatible with development standards of the district.
 - o Freestanding lights shall not exceed a height of 20 feet above finished grade; and
 - o Building mounted lighting shall be no higher than the roofline or parapet wall.

New lighting fixtures including streetscape and non-residential buildings should reduce light trespass and glare by providing full cutoff shielding. See examples in Figure 1.

For the lighting of predominantly horizontal surfaces, light fixtures should be full cutoff fixtures that meet Illuminating Engineering Society of North America (IESNA) criteria and should be aimed straight down (see Figure 1). Examples of predominantly horizontal surfaces include, but are not limited to, parking areas, roadways, vehicular and pedestrian passage areas, merchandising and storage areas, under-canopy lighting (automotive-fuel dispensing facilities, drive-through business, etc.), loading areas, active and passive recreational areas, building entrances, sidewalks, bicycle and pedestrian paths, and site entrances.

For the lighting of predominantly non-horizontal surfaces, light fixtures should be full cutoff or directionally shielded and should be aimed and controlled so that light is confined, as much as possible, to the objects that are intended to be lit and does not project into the windows of neighboring residences, adjacent uses, past the object being illuminated, skyward, or onto a public roadway. Examples of predominantly non-horizontal surfaces include, but are not limited to, buildings, facades, landscaping, signs, displays, flags, and statuary, when their uses are specifically permitted by the county.

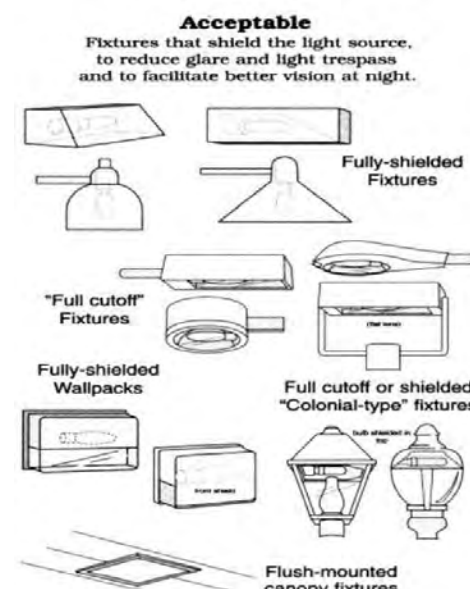


Figure 1. Examples of properly shielded lighting.

Trail-Oriented Considerations

New development should incorporate cycling and pedestrian-friendly design and connections. This includes enhanced infrastructure at intersections and along thoroughfares. Uses should minimize the number of vehicular entrances and exits within a site to reduce the number of contact points between automobiles and cyclists.

Trail-oriented amenities may include bike racks, trail heads, lockers, outdoor seating, restrooms, showers, covered refuges/rain shelters, benches, tire pumps & other repair stations and other similar considerations for biking/commuting.

Connections from trails to developments and sidewalks along streets etc. Future development as well as transit stations should include many of these items. Trail signage is also important.



Implementation

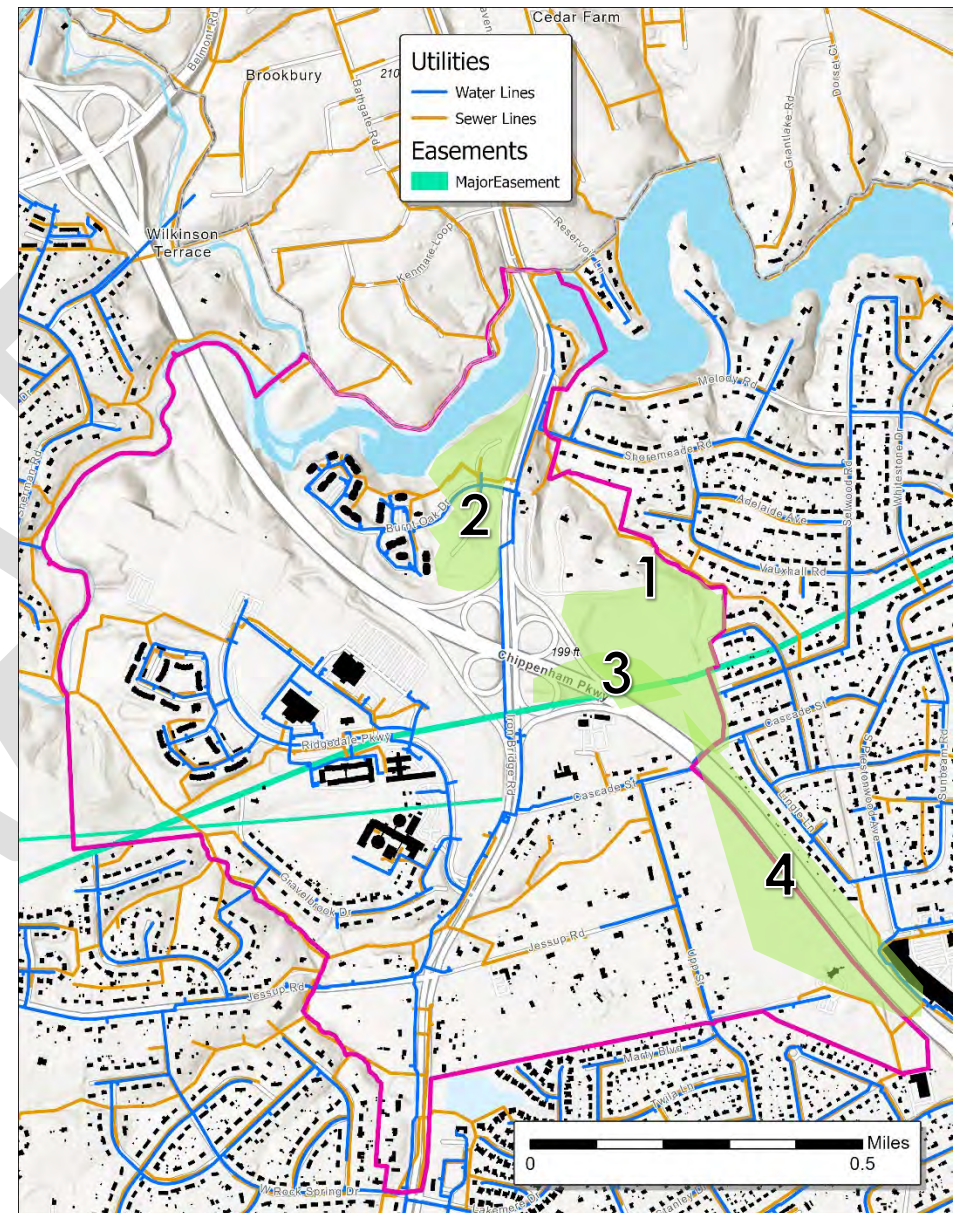
Ridgedale Special Focus Area		
Category	General Steps	Department Lead
Incentives	Redevelopment of Grocery Store. eliminate cash proffers and provide demolition assistance for redevelopment of the grocery store site.	Economic Development & Community Enhancement
Ordinance	Dark Sky Lighting. Amend Zoning Ordinance related to lighting standards.	Planning
Study	Housing. Look into possible funding opportunities for affordable housing credits.	Community Enhancement
	Trails. Perform a feasibility study for additional trails within Stratton Park.	Parks and Recreation
	Watercraft launch at Falling Creek Reservoir. Perform study to determine feasibility of building and maintaining access to Falling Creek Reservoir for canoes, kayaks, and similar non-motorized watercraft. Such study shall include public outreach to property owners along the reservoir.	Parks and Recreation, Environmental Engineering
	East Coast Greenway Study. Perform an operational and safety study to determine a feasible routing of the greenway, develop planning level cost estimates, and gain necessary approvals. Study to include a bridge over Chippenham Parkway or reconfiguration of the Iron Bridge Road/Chippenham Parkway interchange to accommodate a shared-use path, and a bridge over Falling Creek providing a connection to the City of Richmond.	Planning, Parks and Recreation, & Transportation

Implementation

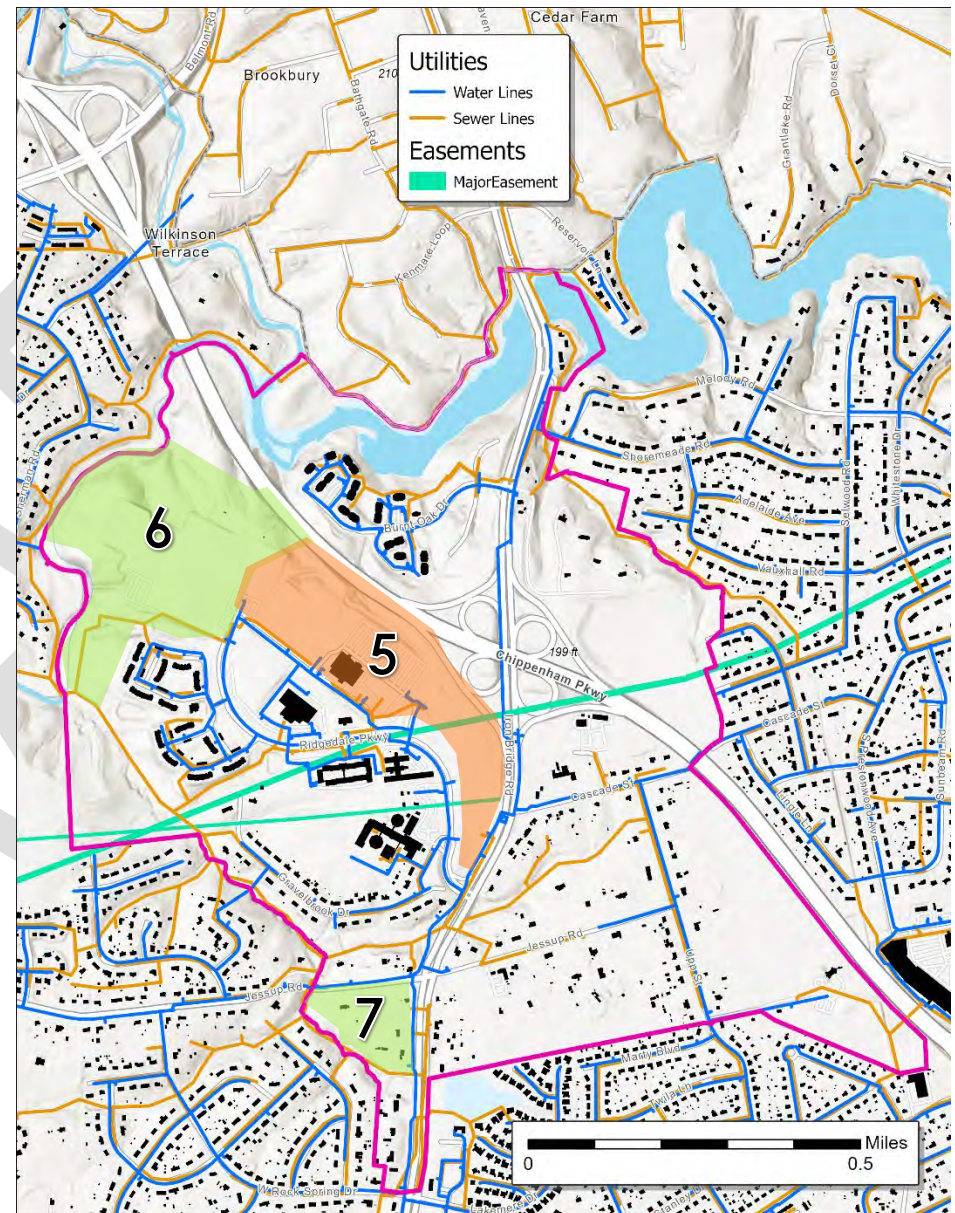
Infrastructure	<u>Crosswalks and Pedestrian Signals.</u> Seek and secure funding for crosswalks with pedestrian signals at the identified intersections of Iron Bridge Road and Jessup Road, Iron Bridge Road and Ridgedale Parkway and Iron Bridge Road and Burnt Oak Drive.	Transportation
	<u>Traffic Calming within the Hening Heights subdivision.</u> As development increases and to address neighborhood concerns, look at possibilities for speed tables, stops signs, crosswalks, and other traffic calming measures especially along Upp Street, Cascade Street, and Jessup Road.	Transportation
Other	<u>Gateway & Wayfinding Signage.</u> Develop a comprehensive wayfinding design and plan to incorporate established East Coast Greenway signage design language. Seek and secure funds/work with developers to install wayfinding components along the East Coast Greenway and throughout the area as appropriate.	Planning, CDOT, VDOT, Parks and Recreation

Implementation: Utilities Considerations

- *Development sub-area #1: 4911 Ironbridge Road (undeveloped 26.55 acres).* Development of the site would require interconnecting the 12" line along Cascade Street and the 6" lines on Seagrave Avenue and Haymarket Lane. Previous evaluation of the wastewater system downstream of the Garland Heights subdivision indicated that the 26.55 acres was included in system design at a flow rate of 2,500 gpd/acre.
- *Development sub-area #2:* The possibility of extending gravity wastewater service from the north to service the undeveloped property and potentially abandon the private wastewater pumping station needs to be considered.
 - Frontage of the Ivy Walk Apartments site. Property of Chesterfield County (approximately 18.94 acres). Undeveloped property acquired from owners of adjacent apartment complexes to utilize for the Falling Creek Reservoir Rehabilitation Project. It is doubtful that the full acreage will be utilized, especially the 7.005 acres south of Burnt Oak Drive. There is potential for limited office/commercial uses on this site.
- *Development sub-area #3.* Property of Dale Ruritan Foundation Inc. (approximately 6.3 acres). Site has several existing structures which are connected to the public water and wastewater systems.
- *Development sub-area #4.* Property of Sikh Association of Central Virginia (approximately 30 acres). Site has several existing structures which are connected to the public water and wastewater systems.



- Development *sub-area* #5 and 6. Fields and vacant shopping center. The existing 16" water line along Ridgedale Parkway, and the 12" water line running through the site of the closed grocery store should be able to support a variety of commercial and residential uses.
 - o The vacant former Martin's/Ukrops building, the adjacent undeveloped property, and undeveloped property between Ridgedale Parkway and Iron Bridge Road (Development Site 5) were factored into the design of the existing public wastewater lines at 2000 gallons per day (avg.) per acre. Undeveloped property towards the west, predominately occupied now by recreational and sports fields (Development Site 6) was factored in at 1500 gallons per day (avg.) per acre. Those flow rates would support typical commercial uses. High density residential uses may be possible, but more detailed analysis would be necessary.
 - o When the retail center was proposed, water and wastewater lines were installed anticipating a typical strip retail center, with stores flanking the grocery store on east and west sides. Those flanking retail uses were never built.
 - The water line serving that site is a 12" public line, in easements along the rear, which is tied to a 16" public line along Ridgedale Parkway, so it's being maintained, and the existing apartments, swimming facility and two senior care facilities' water usage keep the water turned over. Hydrants adjacent to the existing store building are active.
 - The wastewater lines are 8" and private. The lower portion which serves the closed grocery store was constructed in 1998 but has not seen active flows since that store closed. The upper portion has never had active flows since being constructed in 2009. The undeveloped land immediately adjacent



to those private lines are still under private ownership. Use of those private lines to serve new development will not be an issue if under a single owner. Should multiple owners be involved, they would have to go through the Utilities Departments process of converting those private lines to public, and have easements dedicated.

- o The majority of undeveloped acreage has direct access to the public water and wastewater systems. The only exception (within Development Site 5) is a 6.5-acre tract (4900 Ridgedale Parkway) owned by Honey Ventures LLC, which does not have direct access to public wastewater. An extension of approximately 570' could be made from an existing manhole, west of the property, on a senior living facility located at 5001 Ridgedale Parkway (The Commons at Ironbridge LP), and across property of another senior facility at 4931 Ridgedale Parkway (IVQ Chesterfield Propco LLC), and across Ridgedale Parkway to the site. Easements would need to be acquired from those senior facilities.
- Development *sub-area* #7. The seven properties at the southwest quadrant of Iron Bridge Road and Jessup Road were rezoned from R-7 to C-3 under zoning case 13SN0527 for a mixed-use development that permits retail, office, commercial, drive-thru, and hotel uses. The case excludes gasoline sales. A16" public water is available along Iron Bridge Road, and there is a 12" public wastewater line located along the southwestern boundary of that site.

Appendix

The appendix sections are not to be adopted with the plan.

Existing Zoning

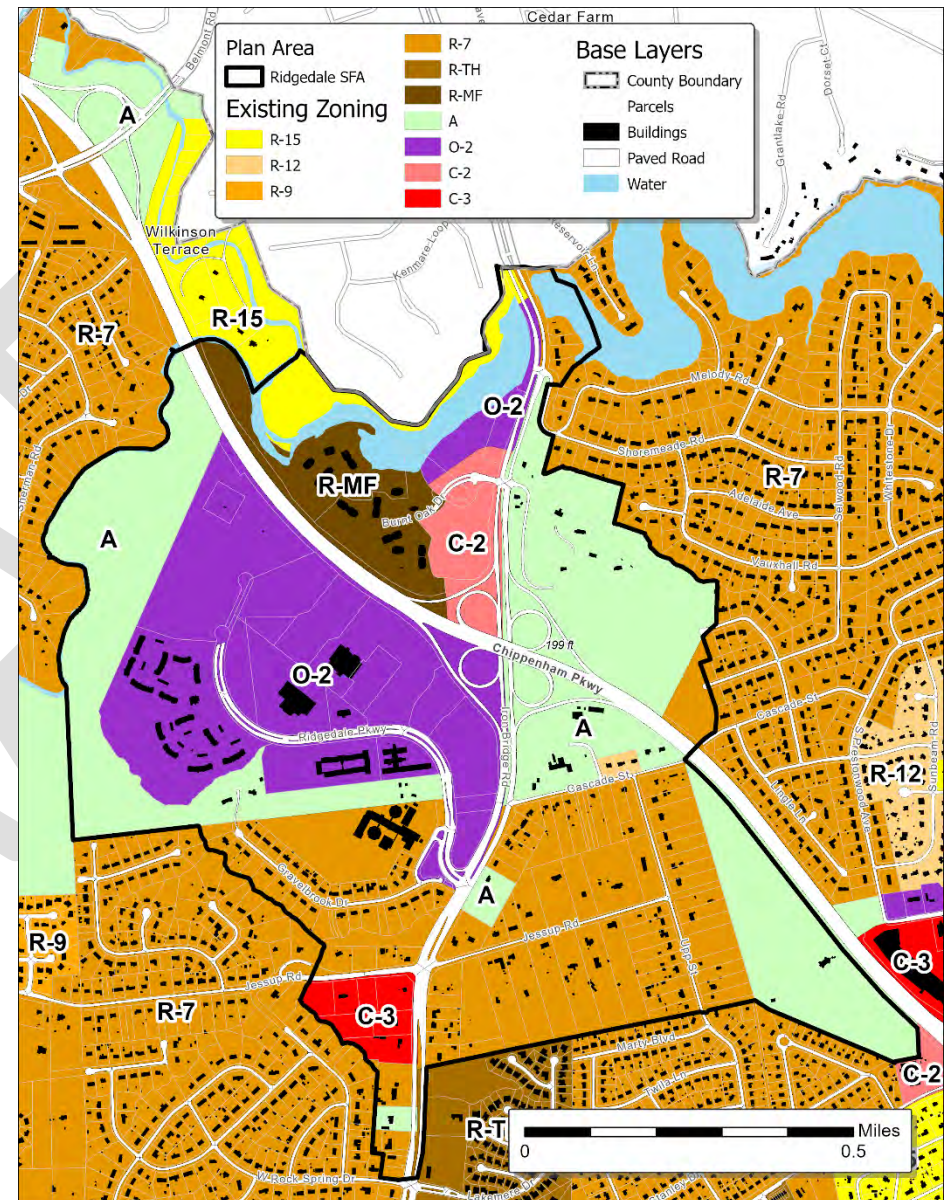
Existing zoning in the area permits office, residential, agricultural, commercial, and recreational uses.

Parcels along Ridgedale Parkway are zoned for Corporate Office (O-2). The purpose and intent of the O-2 district is to encourage the integration of professional and administrative offices with supporting uses.

The southwest corner of Jessup and Iron Bridge Road and a portion along Iron Bridge Road north of Chippenham Parkway are zoned for commercial uses. C-3 districts permit community-scale commercial development including shopping centers which serve community-wide trade areas and promote public convenience and accessibility, including mixed-use projects containing commercial, office, and residential townhouse/residential multifamily. A C-3 District should generally be located at intersections of arterials. Meanwhile, C-2 districts permit neighborhood-oriented retail services to include small shopping centers or developments which serve neighborhood-wide trade areas, and they should generally be located at the intersection of arterials or at the intersection of arterials with collector roads.

There are a few pockets of agricultural zoning surrounded by residential zoning. Some of the agriculturally zoned parcels are forested or park land. None are currently used for agriculture.

Multifamily zoning abuts the office and commercial zoning. Townhomes are zoned just outside the SFA to the south.



Notable Zoning History

Belzer & Associates Commercial Gateway (13SN0527): Approved by the BOS in 2014, the case permits retail, office, commercial, drive-thru, and hotel uses. It notably excluded gasoline sales after community input at the time.

Ridgeway Development Company (89SN0120): A mixed-use development to include multifamily residential, office and shopping center uses was approved by the Board of Supervisors in 1990. A multifamily residential portion of the project was built. The commercial and office portions of were proposed along Iron Bridge Road but never built. Undeveloped lots were acquired by the County in 2019.

Rowe Associates Family Residential Subdivision (Denied) (88SN0017): A single family residential subdivision requiring rezoning from Agricultural (A) to Residential (R-9). Plan conformed to the Central Area Land Use and Transportation Plan, but the proposal was deemed to be incompatible with surrounding development.

Chippenham Parkway Shopping Center (87SN0133): A mixed use development with office, commercial and/or multifamily uses. Part of this site is now home to recreation facilities, multifamily residential, daycare, and assisted living uses. In addition to the vacant grocery store, much of the original commercial area remains undeveloped.

Jessup Woods (Withdrawn) (86SN0128): Proposal to rezone from Agricultural to Residential (R-9) for 93 single family lots. Staff recommended 66 lots and an R-12 rezoning for a density similar to Hening Heights and Alice Heights. Environmental Engineering noted existing drainage concerns at the time and provided preliminary solutions.

Borrow Pit (80SN0165): Operation of a borrow pit was approved by the Board of Supervisors in 1981 and valid through 1982. The site is currently undeveloped and zoned Agricultural.

