



Comprehensive Plan Workshop
Board of Supervisors Worksession
June 28, 2023

**Current Status:
Topical/Focus Area**

Round #1 (Nov. 2022 – Feb. 2023)

- Land Use
- Economic Vitality
- History + Culture



Round #2 (Feb. 2023 – May 2023)

- Active Living
- Housing
- Rural



Round #3 (May 2023 – July 2023)

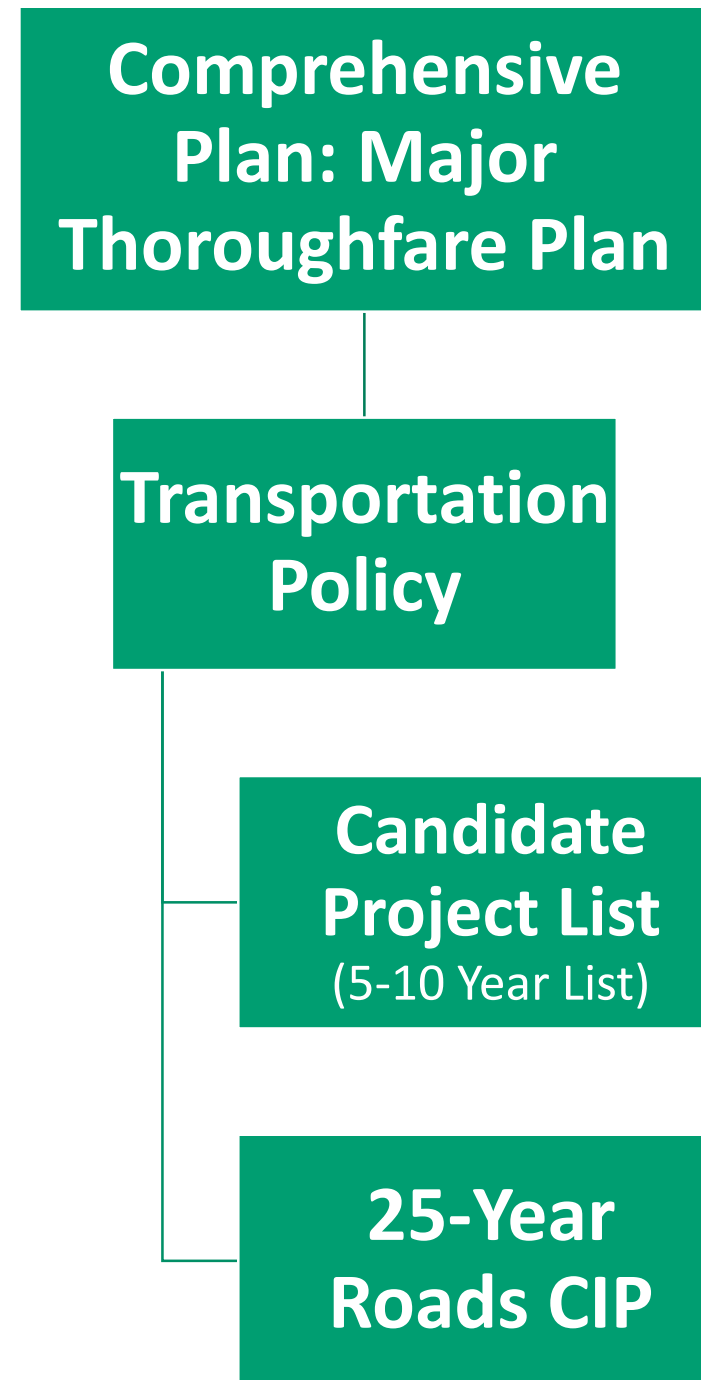
- Transportation
- Environment/Resiliency
- Community Facilities/Utilities



Transportation

County Transportation Policies

How do they fit together?



Major Thoroughfare Plan Update

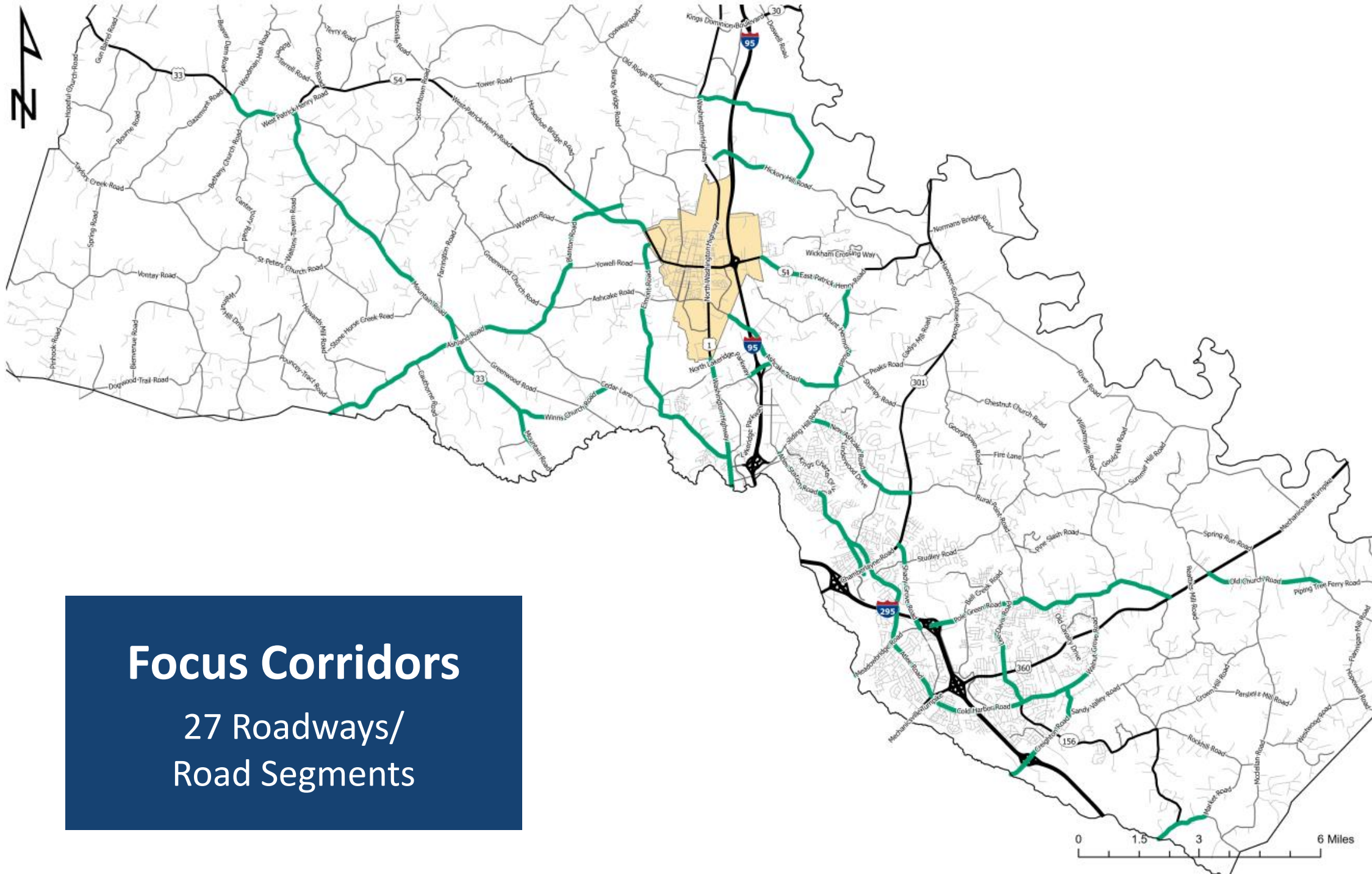


- Review of Functional Classifications + Comparison with VDOT
- Review Volume/Capacity Ratio: Existing Conditions + Buildout (2045)
 - Results Discussed @ BOS Workshop on May 10, 2023
 - Results Discussed @ CPT Meeting on May 11, 2023
 - **Outcome: Focus Corridors Identified (NEW)**
- **Review Concept Roads (Future Roads) Identified on MTP**
- **Update Typical Roadway Sections**

Focus Corridors



- New Concept: Identify **focus corridors** based upon volume/capacity analysis (existing + potential 2045 conditions) and economic development needs.
- Implications
 - Identifies specific corridors where transportation improvements should be focused.
 - Existing road projects align with many of these corridors.
 - Identifies where extra emphasis should be placed on transportation impacts as land use proposals are reviewed.
- Plan will list all 27 focus corridors with short description indicating why road segment is considered a focus corridor



Focus Corridors
 27 Roadways/
 Road Segments

Focus Corridors



U.S. Route 33 Corridor
(Montpelier to Henrico County)

Ashland Road Corridor

Blanton Road Corridor

Winns Church Road Corridor

Elmont Road Corridor

Cedar Lane
(Elmont Road to U.S. Route 1)

U.S. Route 1
(South of Town of Ashland)

Lewistown Road
(Lakeridge Pkwy to Ashcake Rd.)

Ashcake Road

Goddins Hill Road + Mount Hermon Road
(Goddins Hill Road to Peaks
Road/Ashcake Road)

New Ashcake Road

Atlee Station Road

Atlee Road

Shady Grove Road
(Route 301 to Meadowbridge Rd.)

Meadowbridge Road
(Atlee Road to Henrico County)

Pole Green Road

Lee-Davis Road
(Pole Green Rd. to Cold Harbor
Rd./Walnut Grove Rd.)

Walnut Grove Road
(Cold Harbor Road/Lee-Davis Road to
U.S. Route 360)

Creighton Road

W. Patrick Henry Road
(Town of Ashland to Horseshoe Bend Rd.)

E. Patrick Henry Road
(Town of Ashland to Goddins Hill Rd.)

Old Church Road
(Route 360 to Piping Tree Ferry Rd.)

Cold Harbor Road
(Route 360 to Lee-Davis Rd./Walnut Grove
Rd.)

Cold Harbor Road
(Henrico County to Market Road)

Market Road
(Cold Harbor Rd. to Fox Hunter Lane)

Hickory Hill Road
(Elletts Crossing Rd. to Old Ridge Rd.)

Old Ridge Road
(Route 1 to Hickory Hill Rd.)

Concept Roads



- Review Location of Proposed Roads Shown on MTP
- Intent of Concept Roads
 - Create interconnected road network to provide motorists with multiple routes to destinations.
 - Provide congestion relief.
 - Improve access to Economic Development Zones (EDZs)
- Preliminary Recommendations
 - Keep many of the concept roads (seem to serve a transportation need)
 - Refine routes (align with existing roads where possible + better reflect existing conditions/development)

Concept Roads



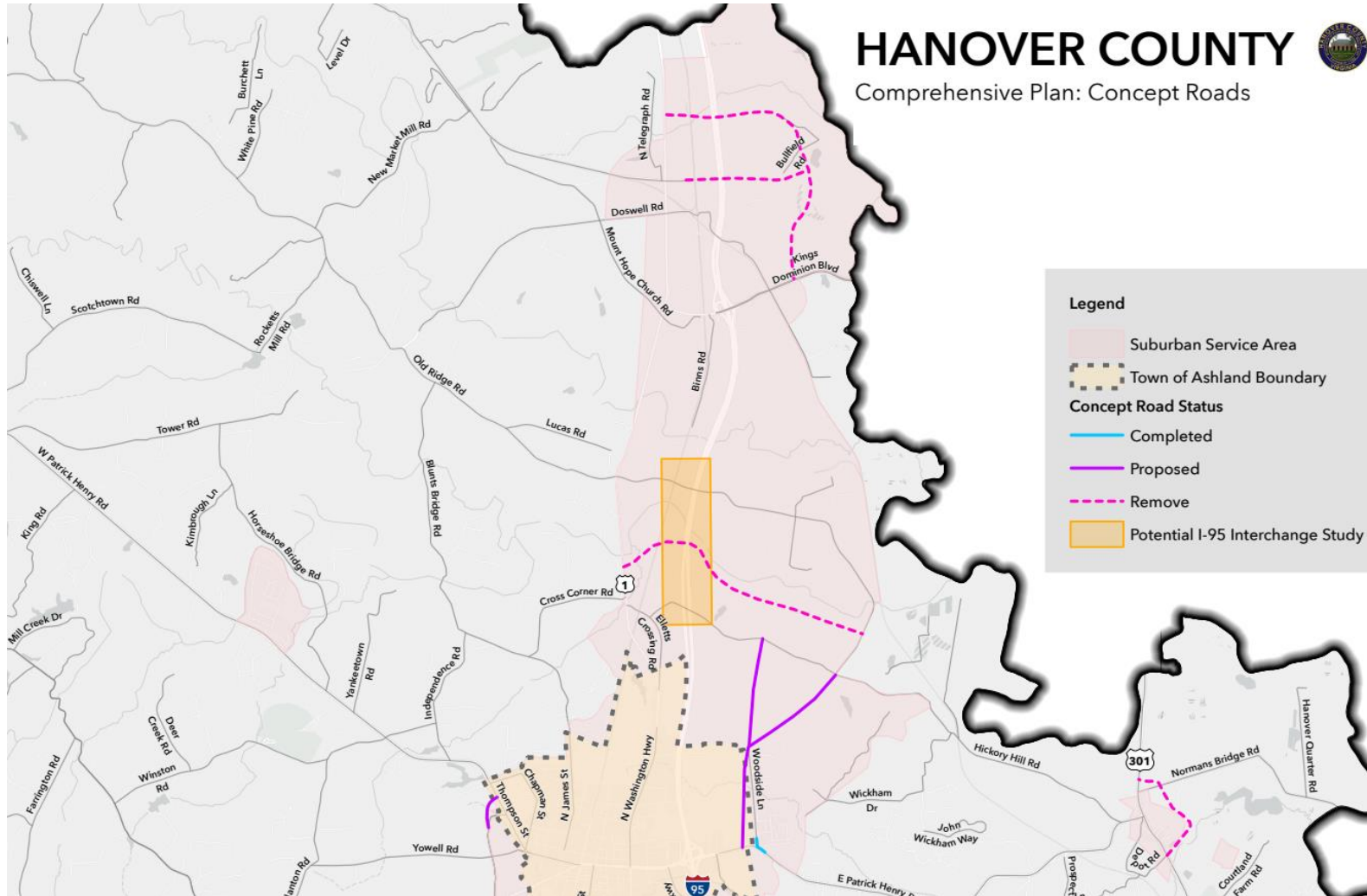
- Many proposed roads from current plan remain, but a few are proposed for removal:
 - Concept Roads in Doswell Area
 - New Ashcake Road Extension
 - Winns Church Extension West of U.S. Route 33
 - U.S. Route 1/Old Telegraph Road Connector
- Some concept roads have refined alignment:
 - Lakeridge Parkway Extension realigned with Winns Church Road
 - Bell Creek Road/Shady Grove Road Connection realigned with Academy Drive

Concept Roads

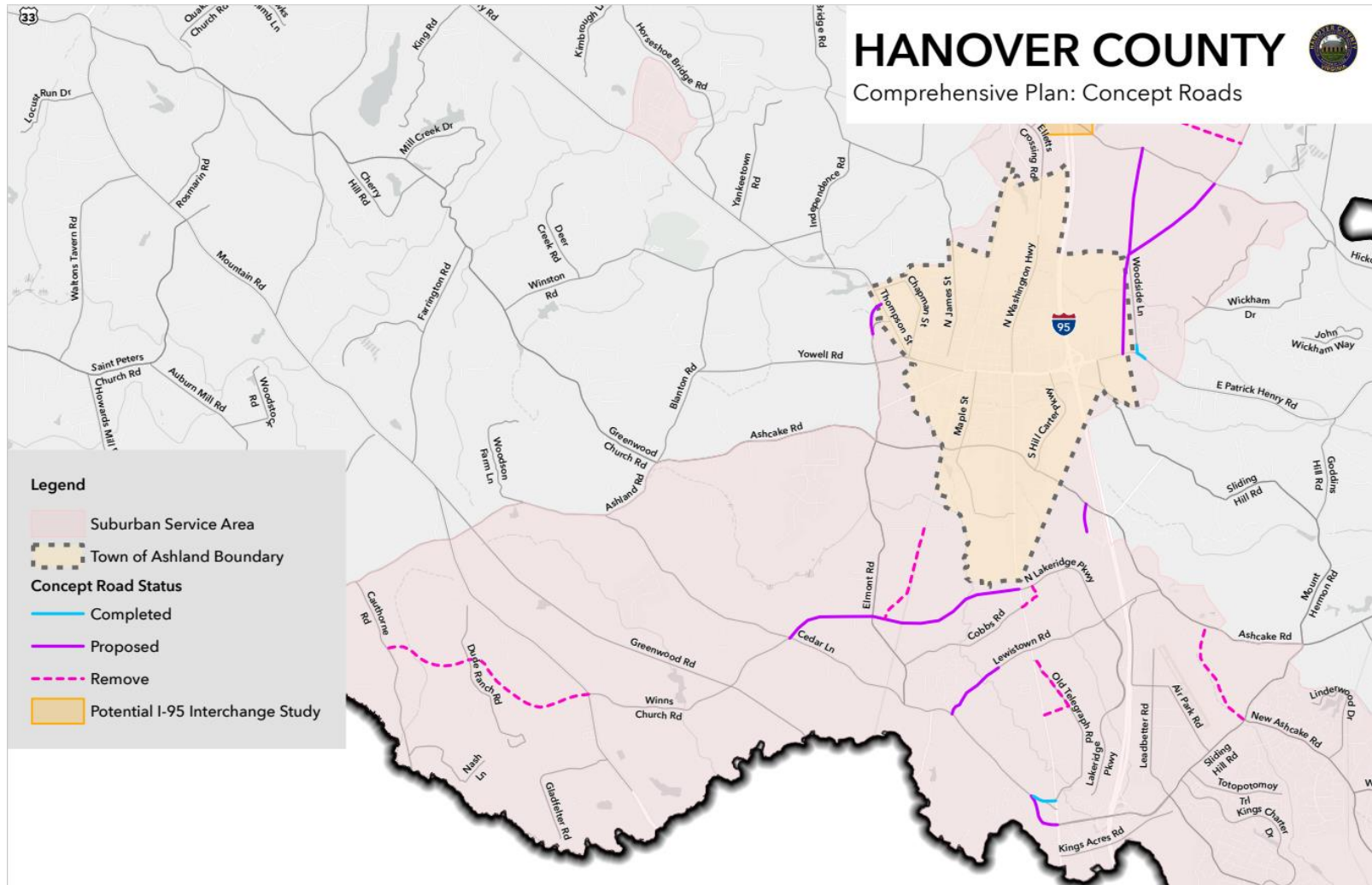


- Elmont Road/Vaughan Drive Connector
- Lakeridge Parkway Extension
- Lewistown Road Extension
- Sliding Hill Road/Cedar Lane Connector
- Woodside Lane Extension
- **Woodside Lane Parallel Road**
- Jamestown Road Extension
- **Harley Club Drive Extension**
- Bell Creek Road/Academy Drive/Shady Grove Road Connector
- Verdi Lane/Studley Road Connector
- Creighton Parkway

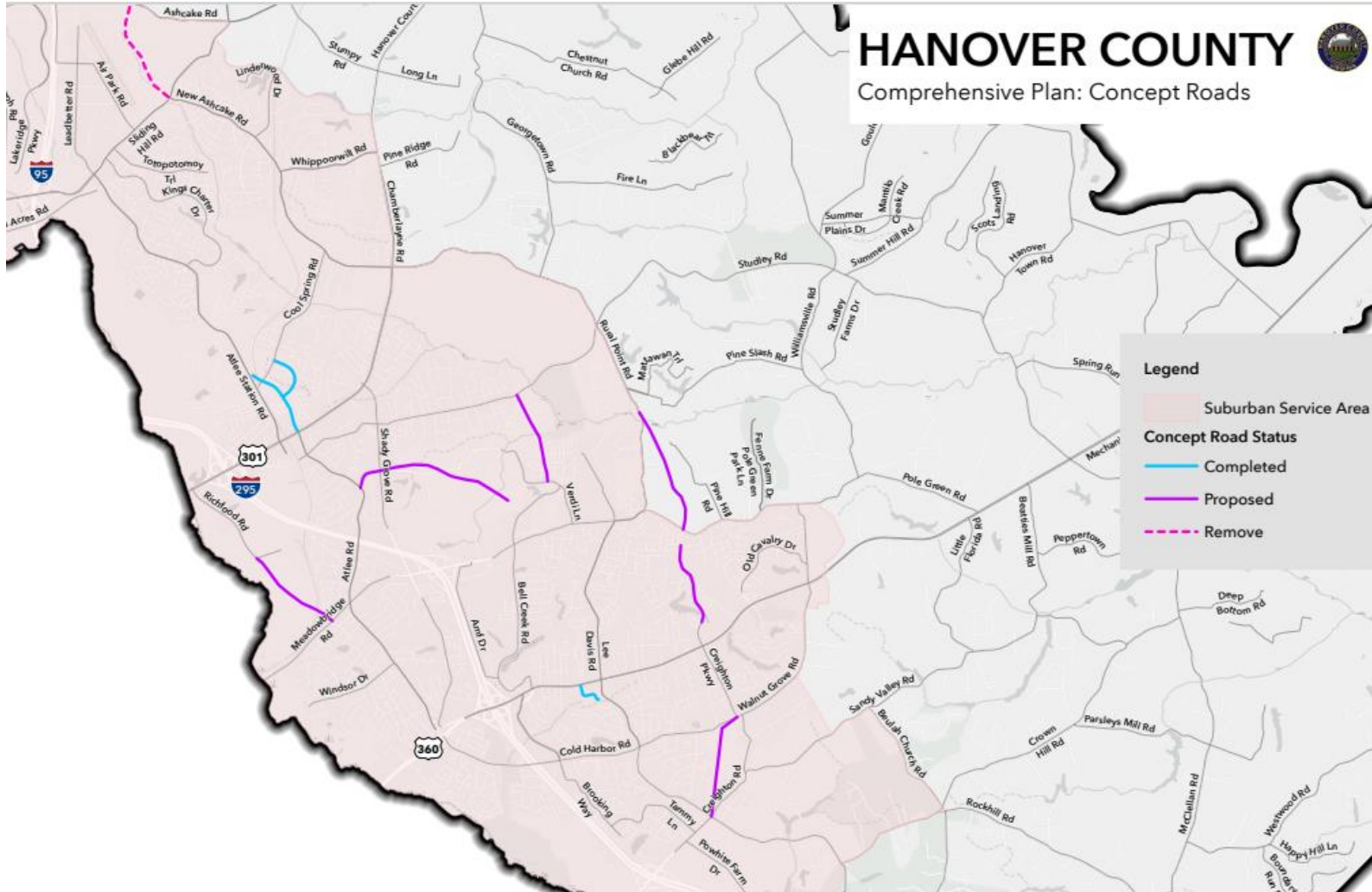
Proposed Concept Roads: SSA North



Proposed Concept Roads: SSA West



Proposed Concept Roads: SSA East



Concept Roads



Discussion/Questions



Typical Sections

- Typical sections show the design features of different types of roadways.
- Typical sections are used to:
 - Determine ultimate right-of-way needed for different road types.
 - Determine right-of-way dedication/reserved needed adjacent to new development.
 - Influence the design of planned roadway improvements.

Intent:

Ensure there is enough space available to improve roadways, minimizing public funding needed for transportation improvements + minimizing impacts to adjacent development when construction occurs.

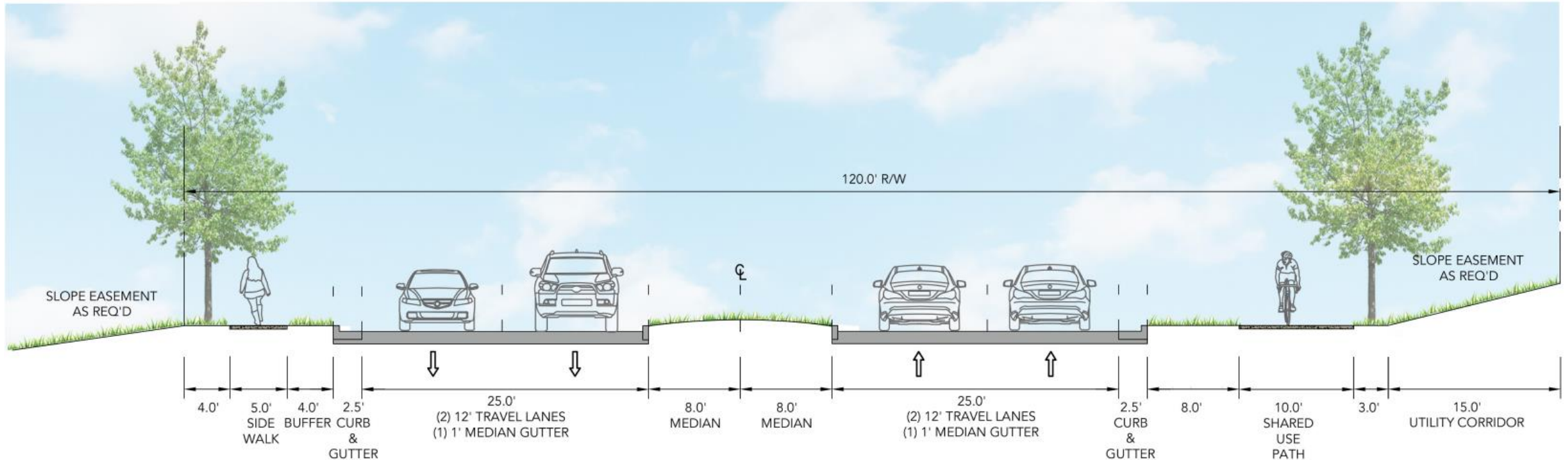
Typical Sections



- Updating typical sections based upon:
 - Current VDOT Requirements
 - Need for Pedestrian/Bicycle Accommodations (VDOT Requirements + Community Expectations)
 - Address “lessons learned” (e.g. utility relocation)
 - Rural vs. Urban (SSA) Context

Issue: Recommended right-of-way widths may increase.

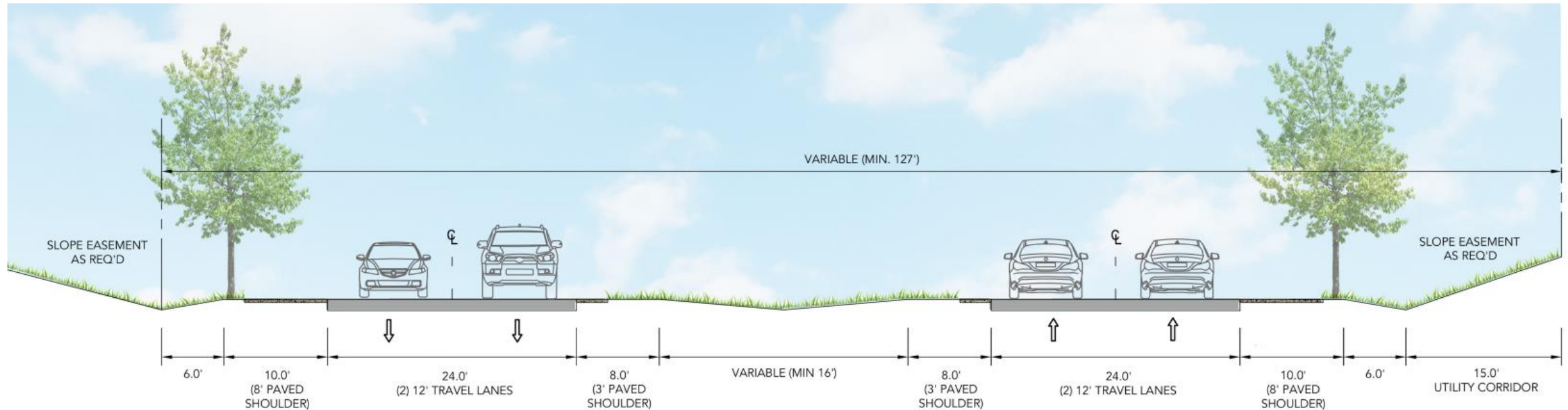
Typical Sections (Urban)



Minor Arterial: Urban Section

- Pedestrian/Bicycle Accommodations
- Median
- Utility Relocation
- Increased ROW: 100' to 120' width

Typical Sections (Rural)



Minor Arterial: Rural Divided Section

- Median
- Wide Paved Shoulders (Safety + Pedestrian/Bicycle Use)
- Utility Relocation
- Increased ROW: 100' to 127' width

Typical Sections



Classification	Recommended Right-of-Way Width (Current Plan)	Recommended Right-of-Way Width (Draft)
Major Arterial	120'	Urban: 140' Rural: 127'
Minor Arterial	100'	Urban: 120' Rural: 127'
Major Collector	100'	Urban: 120' Rural: 127'
Minor Collector	60'	Urban: 80' Rural: 60'
Local Roads	50 ft.	50 ft.

Question: Are wider ROW widths acceptable?

Transportation Chapter: Key Strategies



- **Interconnectivity:** Promote interconnectivity for new development (roads + pedestrian/bicycle accommodations)
- **Alignment Studies for Concept Roads:** Complete alignment studies for concept roads shown on the MTP to provide more detail on specific alignments.
- **Study Possible I-95 Interchange:** Conduct a study of possible interchange on I-95 north of Ashland



Environment/Resiliency

Environment



- High-Level Inventory of Environmental Resources
 - Land, Water, Air + Natural Heritage Resources
- Overview of Environmental Policies
 - Hanover-Caroline Soil and Water Conservation District (H-CSWCD)
 - Long-Range Water Resources Plan
 - Federal Clean Water Act: National Pollutant Discharge Elimination System (NPDES)
 - Total Maximum Daily Loads (TMDLs)
 - Chesapeake Bay Preservation Act (CBPA) Program
 - Floodplain Management
 - Dam Inundation Zones
 - Comprehensive Coastal Resource Management

Environmental Chapter Objectives



- Protect and improve **water quality**.
- Protect **tidal rivers and streams** in accordance with statewide shoreline management guidance.
- Work collaboratively with public and private entities to **protect natural habitats** in order to protect and enhance air and water quality.
- Minimize **light pollution**.

Environmental Chapter: Key Strategies



- Continue to require the protection of Chesapeake Bay Resource Protection Areas (RPAs) as new development occurs.
- Plan a community clean-up event.
- Encourage the protection of healthy mature trees within new development and as part of capital projects.
- Encourage the preservation of wildlife corridors within larger-scale development proposals that exceed 250 acres in area.
- Support the work of conservation organizations in acquiring conservation easements or purchasing property.

Resiliency



- What is **resiliency**?

Reducing vulnerability to natural and manmade disasters where possible to improve residents' safety and quality of life.

- Elements of Resiliency

- Hazard Mitigation (Emergency Preparedness)
- Renewable Energy
- Efficient Resource Management
- Historic and Culturally-Sensitive Communities

New Sub-Element
of Plan

Resiliency Recommendations



- **Hazard Mitigation:** Help protect residents and businesses from potential hazards.
 - Implementation of recommendations in 2022 Regional Hazard Mitigation Plan.
- **Efficient Resource Management:** Promote efficient resource management, including energy, water, and solid waste.
 - Encourage implementation of environmentally-sustainable certification programs.
 - Investigate the feasibility of designing public facilities to LEED standards.
 - Consider designing public facilities to minimize need for potable water for irrigation.
 - Work with private sector to improve access to charging stations.

Resiliency Recommendations



- **Renewable Energy:** Consider continued development of appropriate alternative energy production.
 - Regularly evaluate policies regarding renewable energy facilities
 - Solar Policy: Board of Supervisors Review + Possible Adoption on June 28

Resiliency Recommendations



- **Historic and Culturally-Sensitive Communities:** Consider the impacts that County policies, programs, capital investments, and land use decisions may have on historic and culturally-sensitive areas, including (but not limited to) Brown Grove, Pleasant Grove Road, and Cobbs Road.
 - Create trust within these communities for ongoing advocacy and accountability in County policies.
 - Provide easily-accessible information on community and public services.
 - Prioritize capital investment (including infrastructure improvements) in these areas.



Community Facilities/Utilities

Components of Community Facilities Chapter



- Public Utilities
- Fire + EMS
- Parks + Recreation
- Libraries
- Public Schools
- General Government, Administration + Judicial Services
- Telecommunications + Broadband Infrastructure

Update Process



- Update text and strategies to:
 - Reflect existing facilities
 - Reflect revised population forecast through 2045
 - Reflect recommendations in latest facilities studies and master planning documents
 - Recommend additional master planning work for some topic areas to reflect community needs, public expectations, and population forecast
 - Update Economic Development Strategic Plan
 - Update Parks + Recreation Master Plan
 - Update Water + Wastewater Facilities Master Plan



Planning Process

Finalizing Plan



- Round #3 Topical/Focus Areas
 - Public Events: July 10 – 18
 - Webinar
 - 4 In-Person Meetings
 - 1 Stop and Chat Event
- Planning Commission
 - Public Hearing: August 10
 - Additional Discussion + Possible Recomm. (if needed): August 17, 2023
- Board of Supervisors
 - Public Hearing: September 13
 - Possible Vote by Board of Supervisors: September 27 or October 11

Finalizing Plan



- Completed Legal Review and Requirements
- Analyzed Public Comments to Date

Public Engagement: Land Use



Notification Regarding Proposed Significant Changes to General Land Use Plan

Letters to Impacted
Property Owners
(1,759 Letters Mailed in
Early May)

Signs
(44 Signs Placed
in mid-May)

Hanover County VA

ENVISION HANOVER

**PROPOSED FUTURE
LAND USE CHANGE AREA**

804-365-6171
www.envisionhanover.com



Outstanding Issues

Public Engagement: Outstanding Issues



Revisions have been made based upon public feedback, but the project team needs guidance on certain issues related to previous focus areas:

- Select Areas in General Land Use Plan (Proposed Designations)
- Measuring Density (Gross vs. Net)
- Recommended Densities in Suburban Neighborhood Residential
- Economic Dev. Zone (EDZ): I-95/Old Ridge Road/Hickory Hill Road

General Land Use Plan



There are certain areas where there is differing feedback and/or recent requests regarding proposed land use designations shown on the General Land Use Plan:

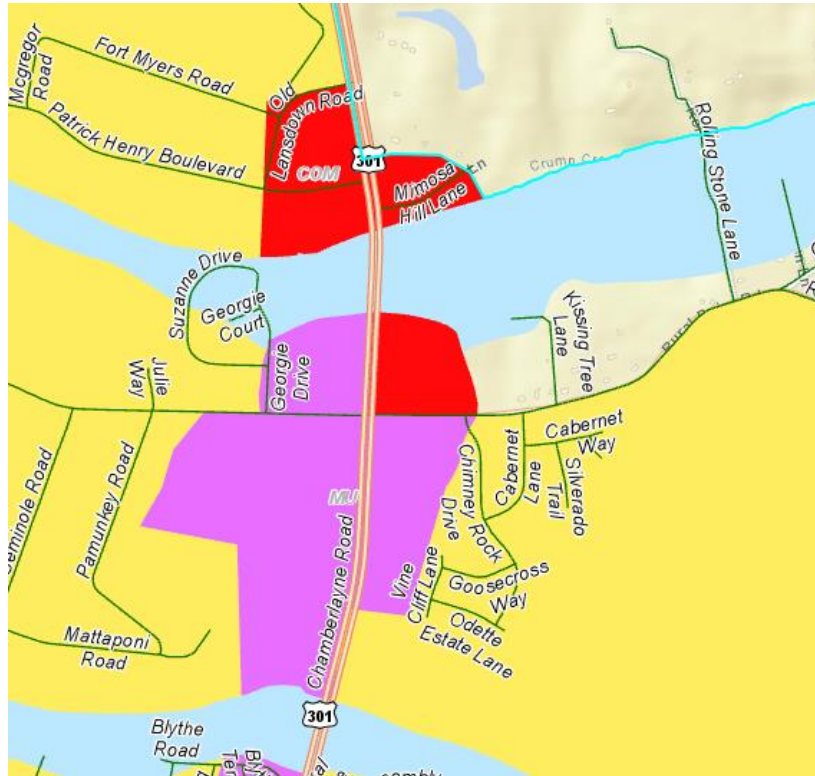
- U.S. Route 301/Rural Point Road/Ashcake Road
- Meadowbridge Road/Shady Grove Road/I-295
- Pole Green Road (I-295 to Bell Creek Road Area)
- U.S. Route 33 @ Winns Church Road
- State Route 54 @ Eastern Town Limits
- New Ashcake Road/Sliding Hill Road (West Side Adjacent to Airport)

General Land Use Plan

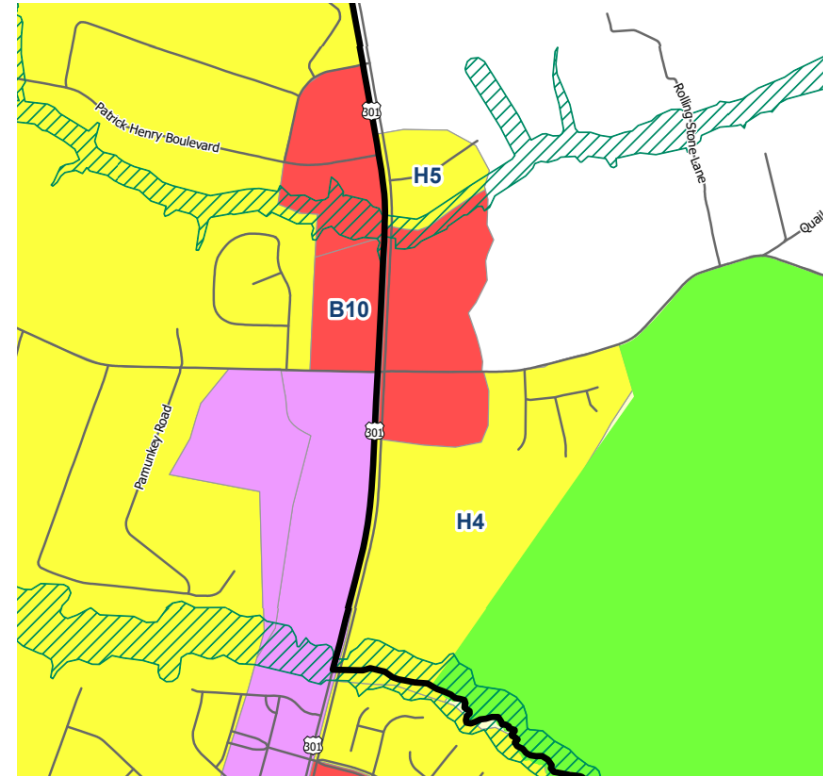


U.S. Route 301/New Ashcake Road/Rural Point Road

Current (2018) General Land Use Plan



Draft Land Use Plan

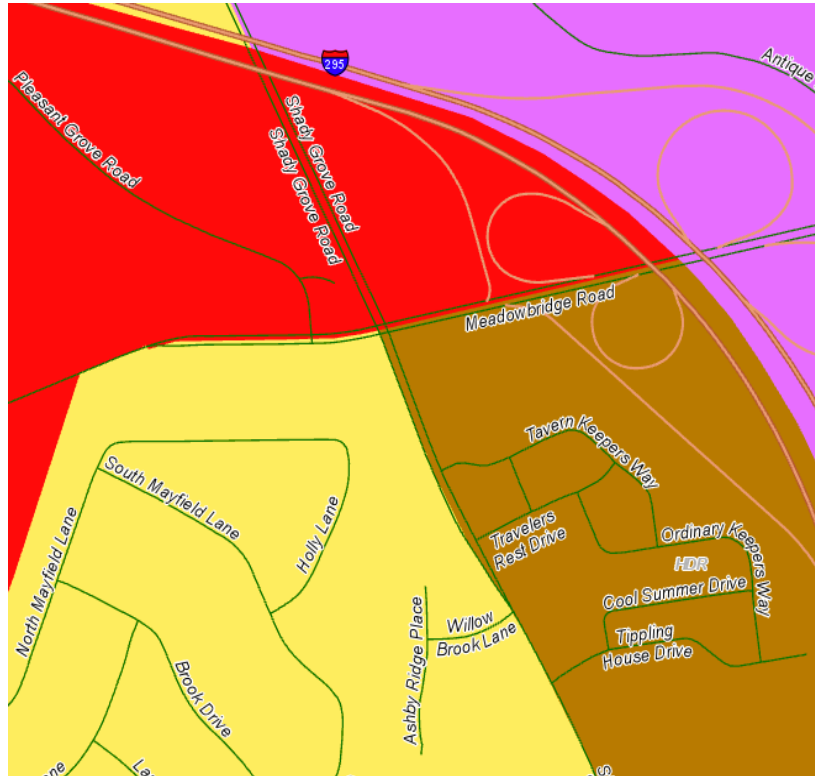


General Land Use Plan

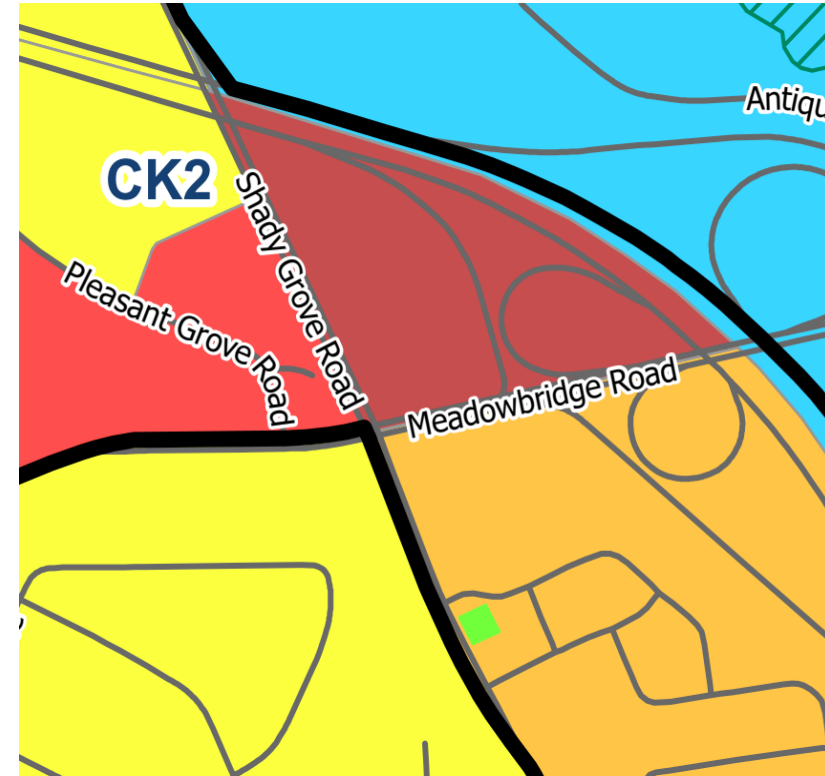


Meadowbridge Road/Shady Grove Road/I-295

Current (2018) General Land Use Plan



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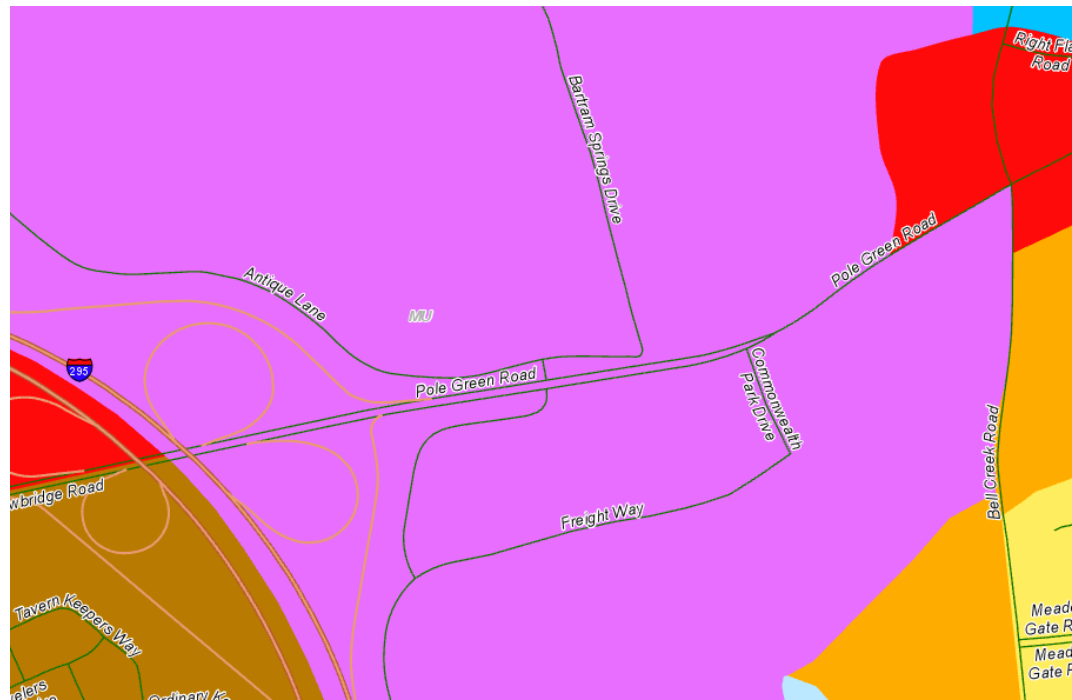


General Land Use Plan



Pole Green Road (I-295 to Bell Creek Road Area)

Current (2018) General Land Use Plan



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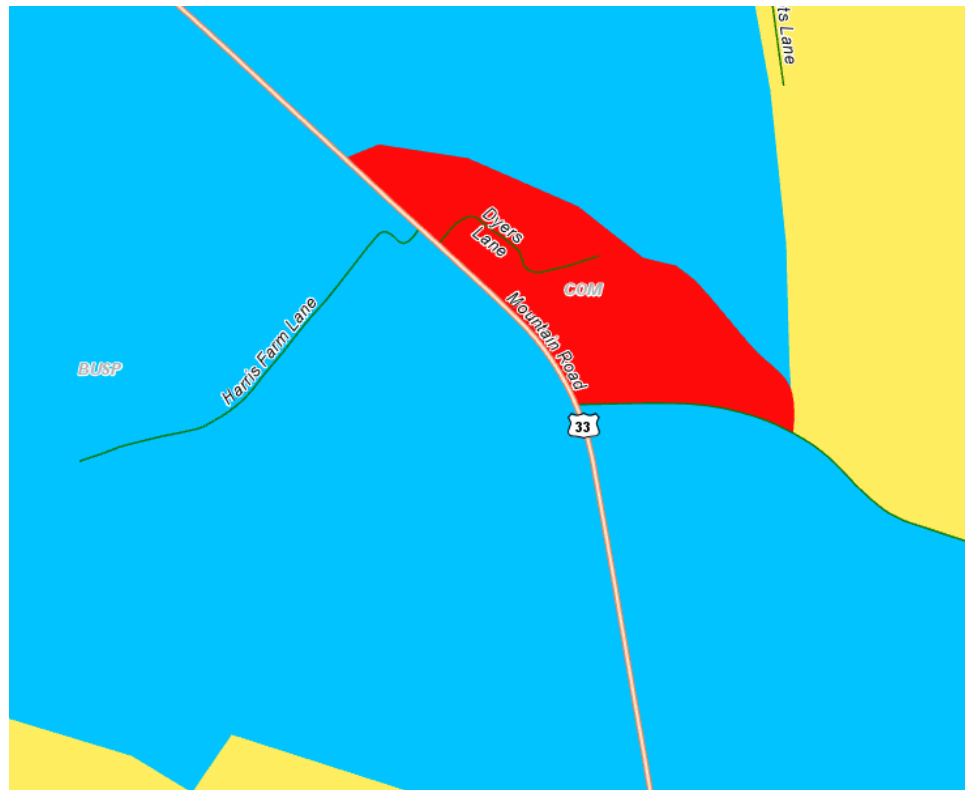


General Land Use Plan

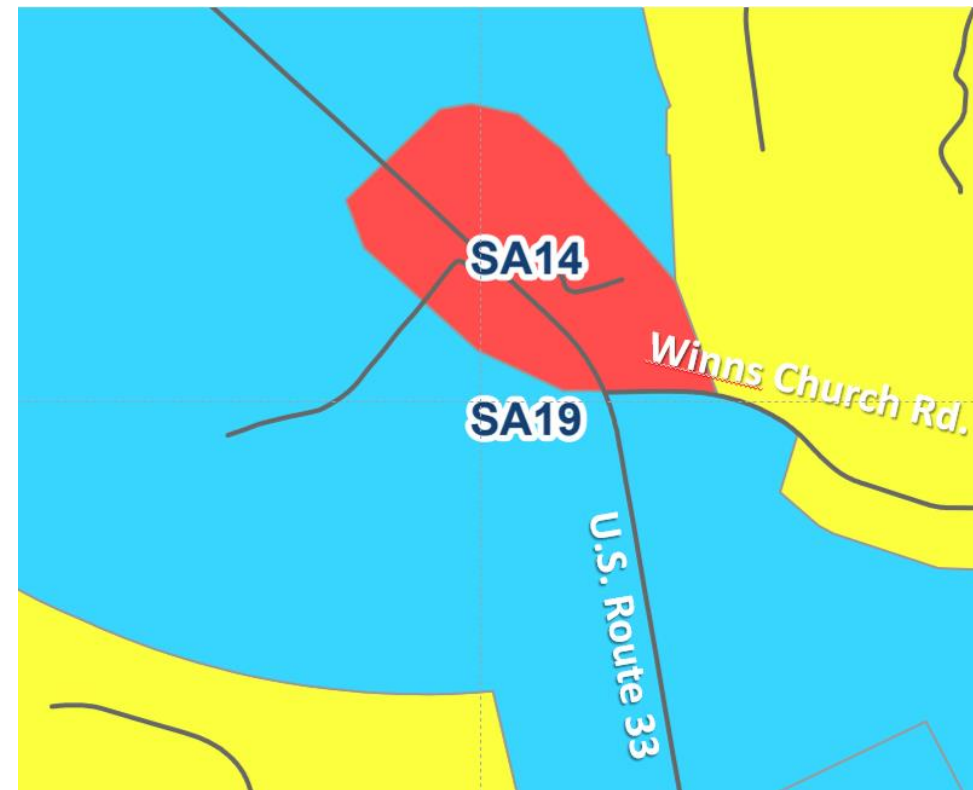


U.S. Route 33 @ Winns Church Road

Current (2018) General Land Use Plan



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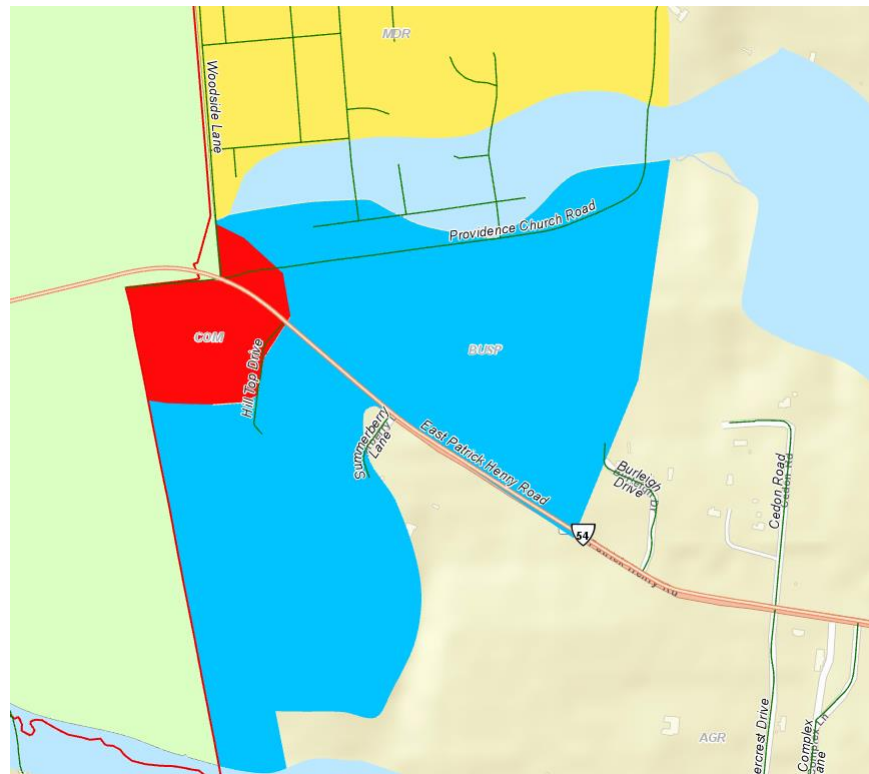


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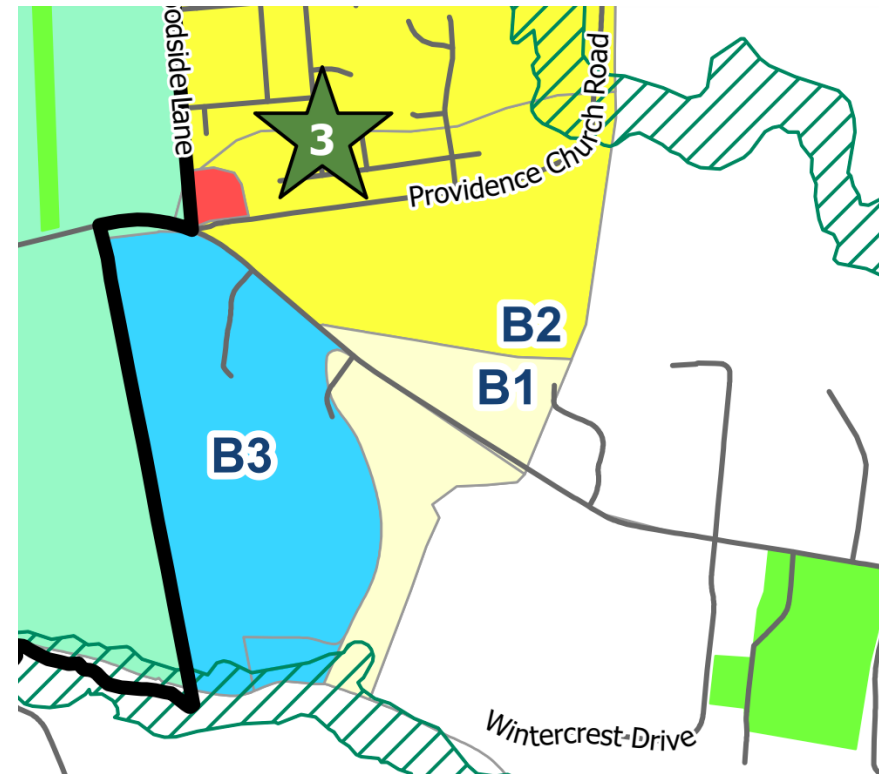


State Route 54 @ Eastern Town Limits

Current (2018) General Land Use Plan



Draft Land Use Plan

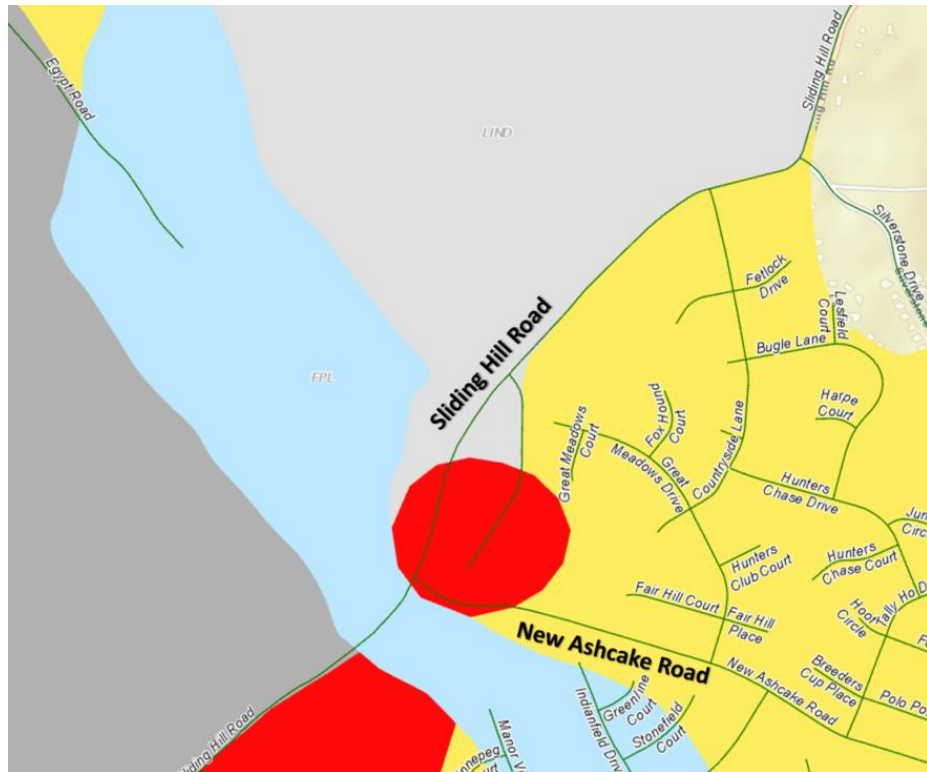


General Land Use Plan

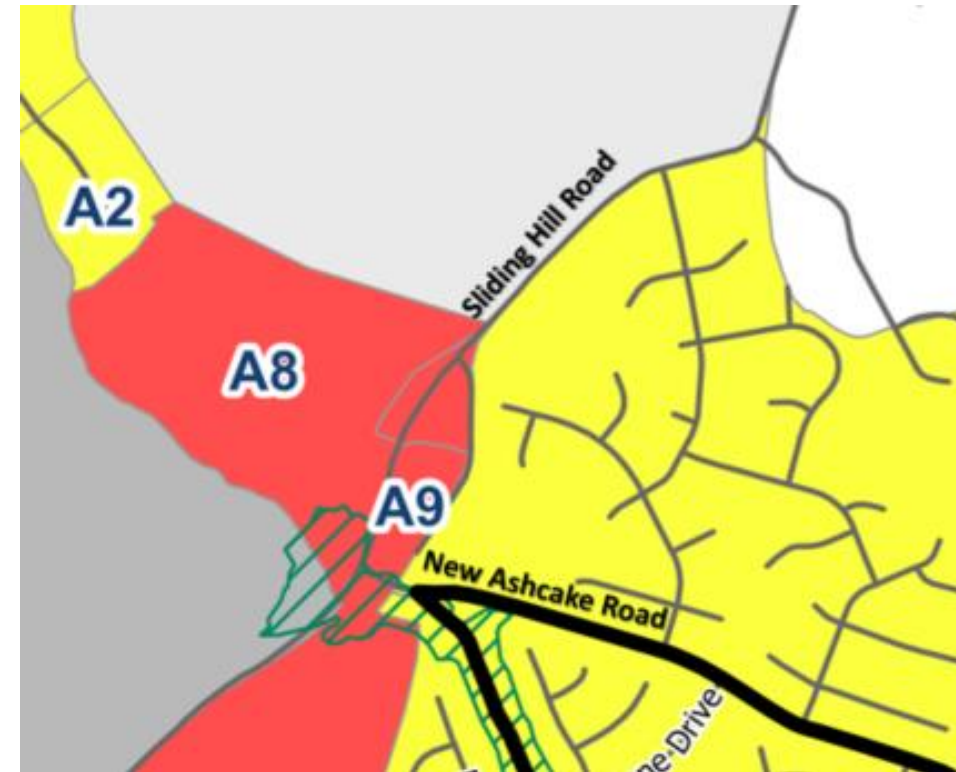


New Ashcake Road/Sliding Hill Road (West Side Adjacent to Airport)

Current (2018) General Land Use Plan



Draft Land Use Plan



Measuring Density (Gross vs. Net)



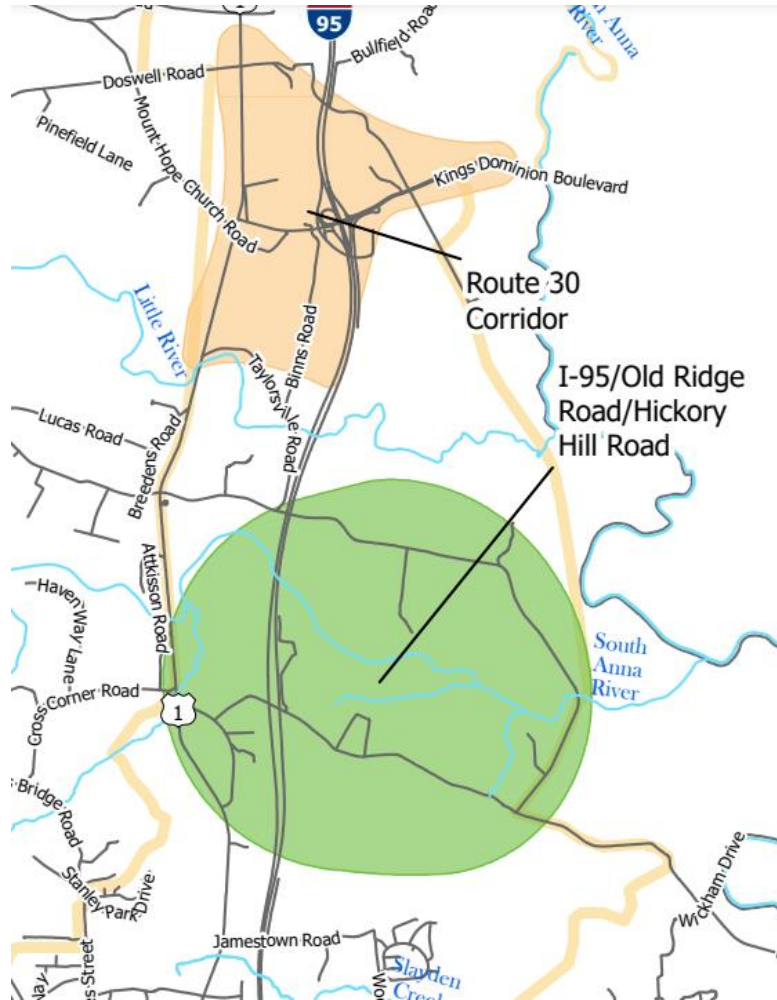
- Should recommended densities in the Comprehensive Plan be gross (be based upon entire site acreage) or net (total acreage less floodplains, RPAs, steep slopes, etc.)?
- Historic Policies:
 - Comp. Plan = Gross Density (High-Level/General View)
 - Ordinances = Net Density (Site-Specific Zoning + Planning)

Recommended Residential Densities



- Recommended Densities in Draft Plan (Residential-Only Designations)
 - Suburban Transitional Residential: Up to 1.5 units/acre
 - Suburban Neighborhood Residential: 1.5 – 3 units/acre
 - Suburban High Residential: 3 – 7 units/acre
 - Multi-Family Residential: 8 – 15 units/acre
- Should *Suburban Neighborhood Residential* be 1.5 – 3 units/acre OR up to 3 units per acre?

Economic Development Zone (EDZ)



- A new Economic Development Zone (EDZ) is proposed just north of the Town of Ashland along I-95 in the Hickory Hill Road/Old Ridge Road area.
- This area has been designated for business/light industrial development since 2007.
- **Question:** Should this area be designated as an EDZ?



Questions?

For more information,
visit envisionhanover.com.