



# RIDGEDALE SPECIAL FOCUS AREA PLAN

October 25, 2023  
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 the redevelopment of key properties through detailed design guidelines and placemaking strategies. This SFA plan is a component of the countywide Comprehensive Plan. The SFA plan does not change the existing uses or zoning of properties.

### Plan Area

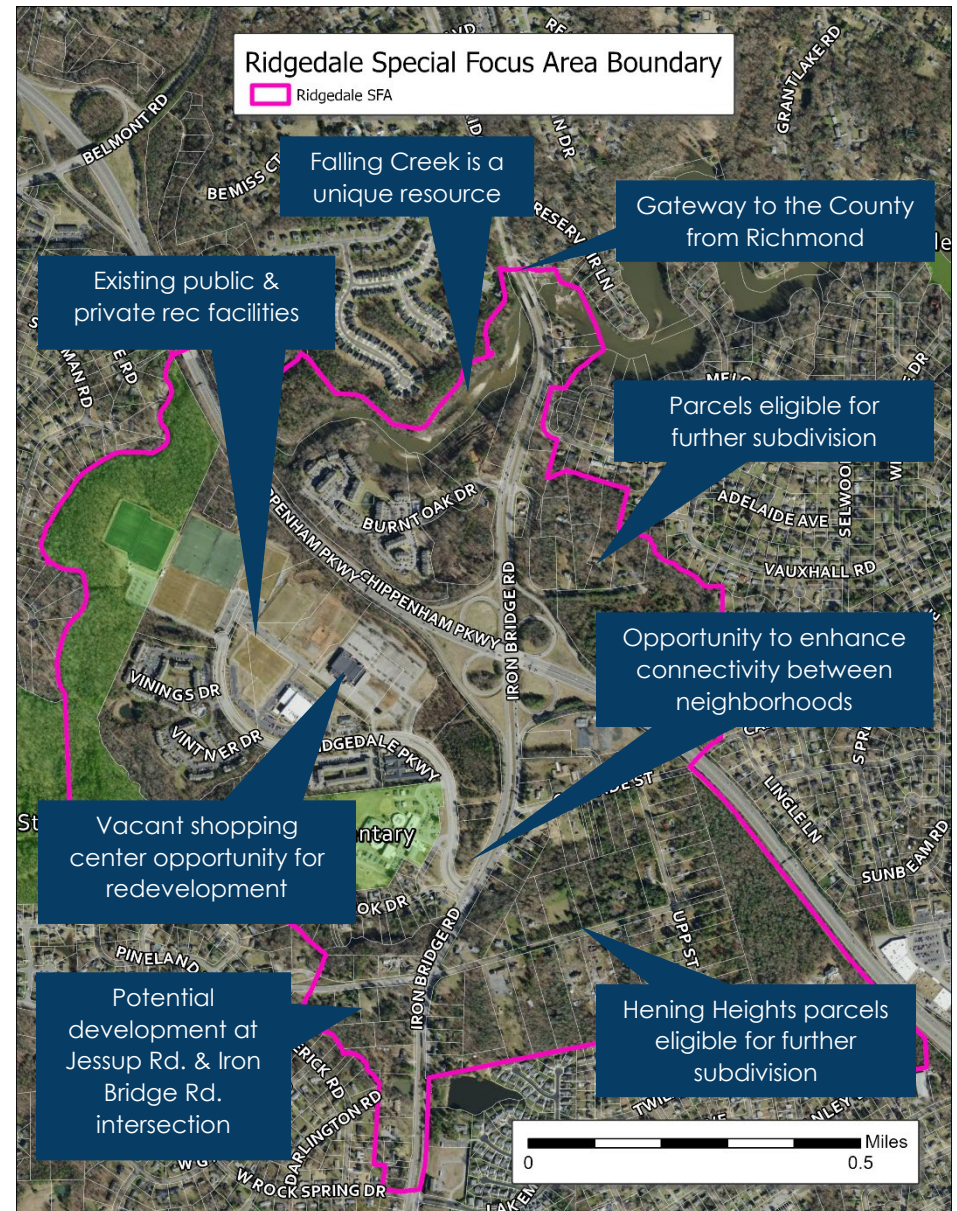
The study area is centered around the interchange of Iron Bridge Road (Route 10) and Chippenham Parkway (Route 150). The plan area extends from the Iron Bridge Road bridge over Falling Creek down just past West Rock Springs Drive and Marty Boulevard. The plan area is approximately 579 acres. Falling 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?

Several factors 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 the community as a place.



## Community Outreach

The SFA process included opportunities for the county to engage with residents and community stakeholders regarding the future vision for the area.

In the fall of 2022, the initial phase of community outreach involved a citizen survey to solicit initial input from the community and gather ideas regarding the vision for the future of the area. The survey was mailed to every property owner within the SFA boundary and announced through the county's social media accounts. There were five responses.

In March of 2023, the planning department hosted an open house community meeting to share concepts and visions for the SFA. The meeting was held at J.G. Hening Elementary School; it was advertised through social media and the county website, and an email was sent to citizens registered on the planning update listserv. Comments were accepted at the meeting and an online public comment portal was available to receive input on the draft concepts. Twenty-six people signed in attendance, with an estimated five to ten more who did not sign in. Two citizens submitted comments through the online portal.

After the June 2023 planning commission public hearing, a draft document was posted to the website with a comment portal for citizen comments. The portal was open for four weeks, and four people responded.

Notable comment themes throughout the outreach process:

- Mostly supportive of bike trails, including the East Coast Greenway.
- Mostly supportive of grocery stores, restaurants, and similar food service options.
- Mixed opinions on the possible density of any new development.
- Some concerns about vehicular traffic and noise.
- Some concerns about public access to Falling Creek Reservoir.

## Ridgedale Special Focus Area Stakeholder Outreach Survey



### Survey Questions

Please complete the following survey by *Sunday, December 4, 2022*. You may submit answers on the website at [chesterfield.gov/5494/Active-Projects](https://chesterfield.gov/5494/Active-Projects) or mail this survey to Chesterfield County Planning Department, C/O Comprehensive Planning Team, P.O. Box 40, Chesterfield, VA 23832.

One way to think about the future of an area is to identify strengths and weaknesses and to prepare for opportunities and issues of concern. Topics may include jobs, environment, quality of life, infrastructure, housing types, community needs, regional needs, and other characteristics. Please list up to 3 ideas for each of the following:

**Strengths** (Please share the things that you feel make this area great.):

**Weaknesses** (Please share any existing issues you see for the area.):

**Opportunities** (Please share things you think could enhance the area.):

**Concerns** (Please share your concerns about the future of the area as it changes.):

**Please share any additional information:**

Figure 1. Citizen survey, Fall 2022.

## Existing Conditions

### Existing Land Use Overview

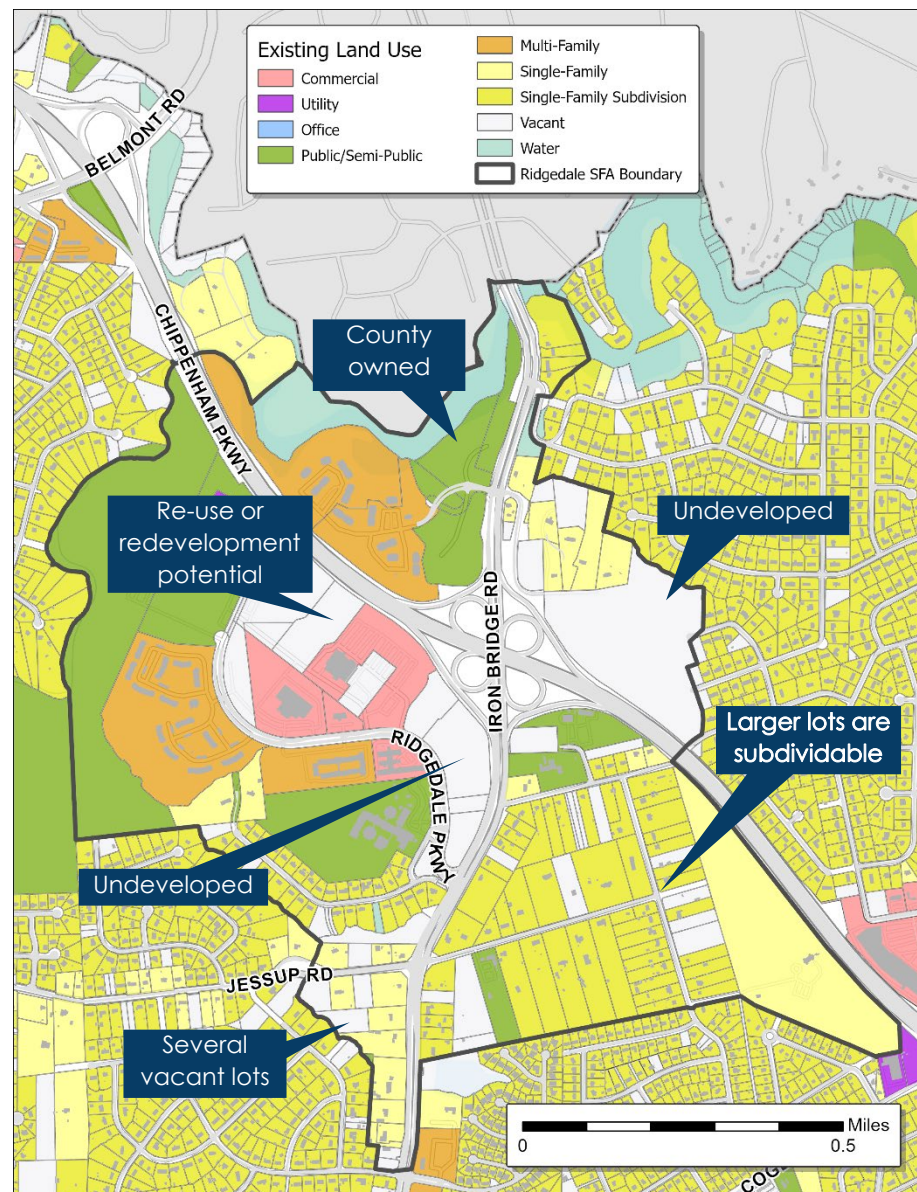
The existing land use map shows that the SFA encompasses 579 acres and contains a mix of commercial, multifamily, single-family, recreation, and public/semi-public uses.

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 J.G. Hening Elementary School, Mary Stratton Park, and the 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 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 a vacant grocery store.



## Existing Land Use Details

### General

- Plan Area: 579 acres
- Parcels: 187
- Landowners: 136
- Unimproved/Vacant Parcels: 49

### 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
- Other: 0

### Other Uses

- Commercial: 131,518 sq. ft.
  - Vacant grocery store, only: 42,469 sq. ft.
- Office: 0 sq. ft.
- Industrial: 0 sq. ft.

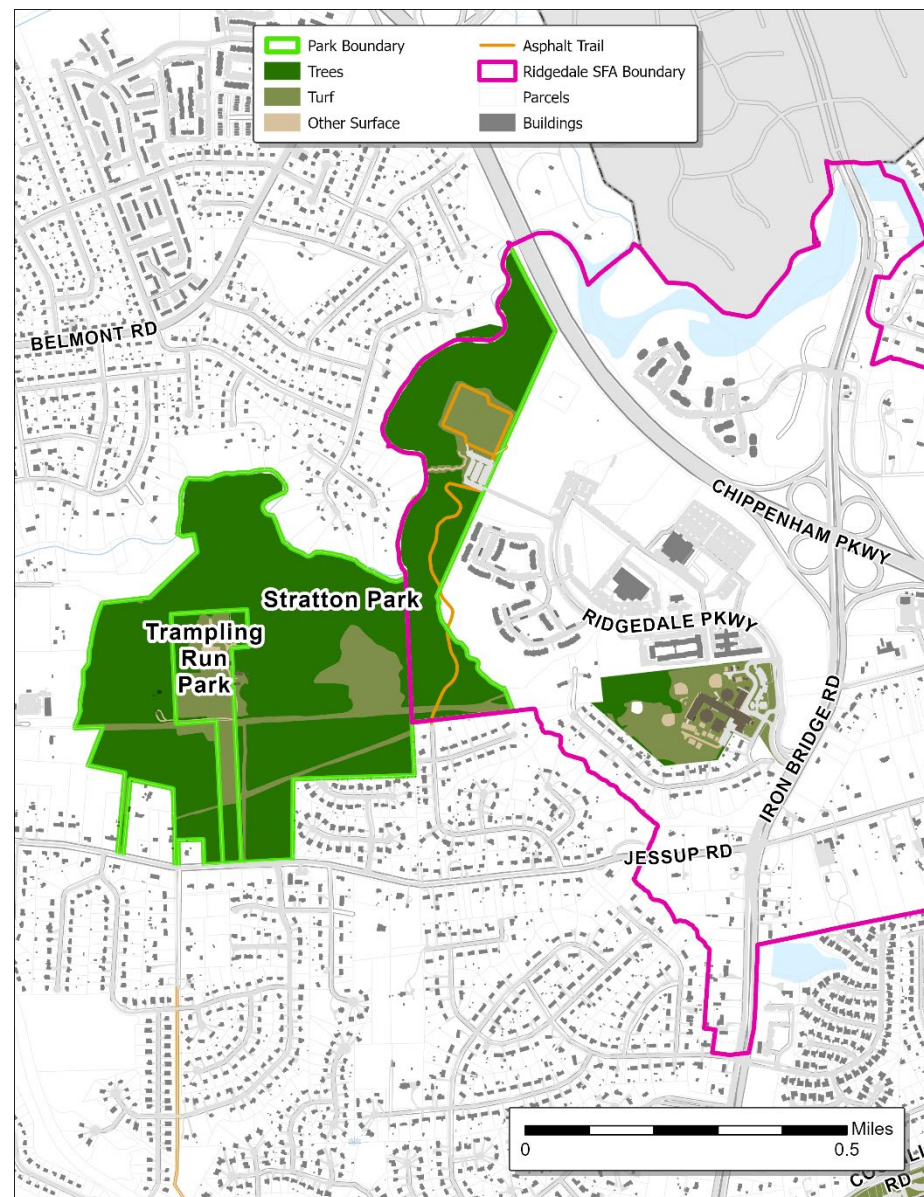
Land Use Type by Acreage Percentage	
Commercial	5.9 %
Public/Semi-public	20.0 %
Multifamily	15.6 %
Single-family	30.5 %
Utility	0.3 %
Vacant	27.3 %
Water	0.2 %

## Parks & Recreation Facilities

Mary Stratton Park is a 166.5-acre facility owned by the Commonwealth of Virginia and operated by Chesterfield County. The park currently features two lighted synthetic turf sports fields. Recently, funds (80% federal and 20% county) were obtained to provide a sidewalk along Ridgedale Parkway and the Stratton Park Connector trail, an asphalt trail from Stratton Park's parking lot to Ronson Road. The Stratton Park Connector trail is part of the East Coast Greenway. In addition, the site showcases a unique approach to stormwater management that includes a series of step pools descending 70 feet, filtering water flowing into Falling Creek. The Parks & Recreation Department is expected to open public restroom facilities in 2024.

Due to substantial accord determinations in 2004 and 2007, future uses are currently limited to passive recreation such as walking trails, picnic areas, nature observation, and similar uses.

Approximately 51 acres of Mary Stratton Park lie within the SFA and are included to help facilitate additional trail connections.

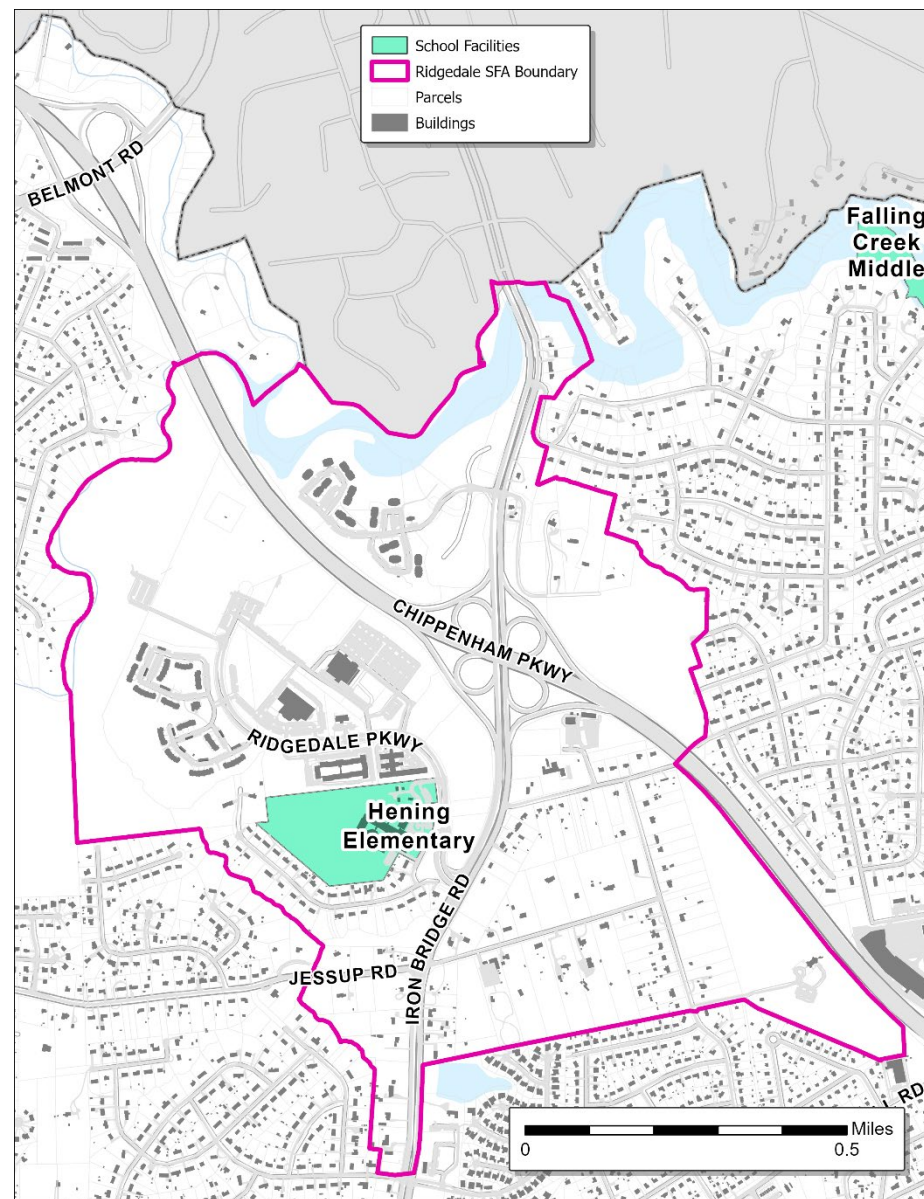




### School Facilities

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

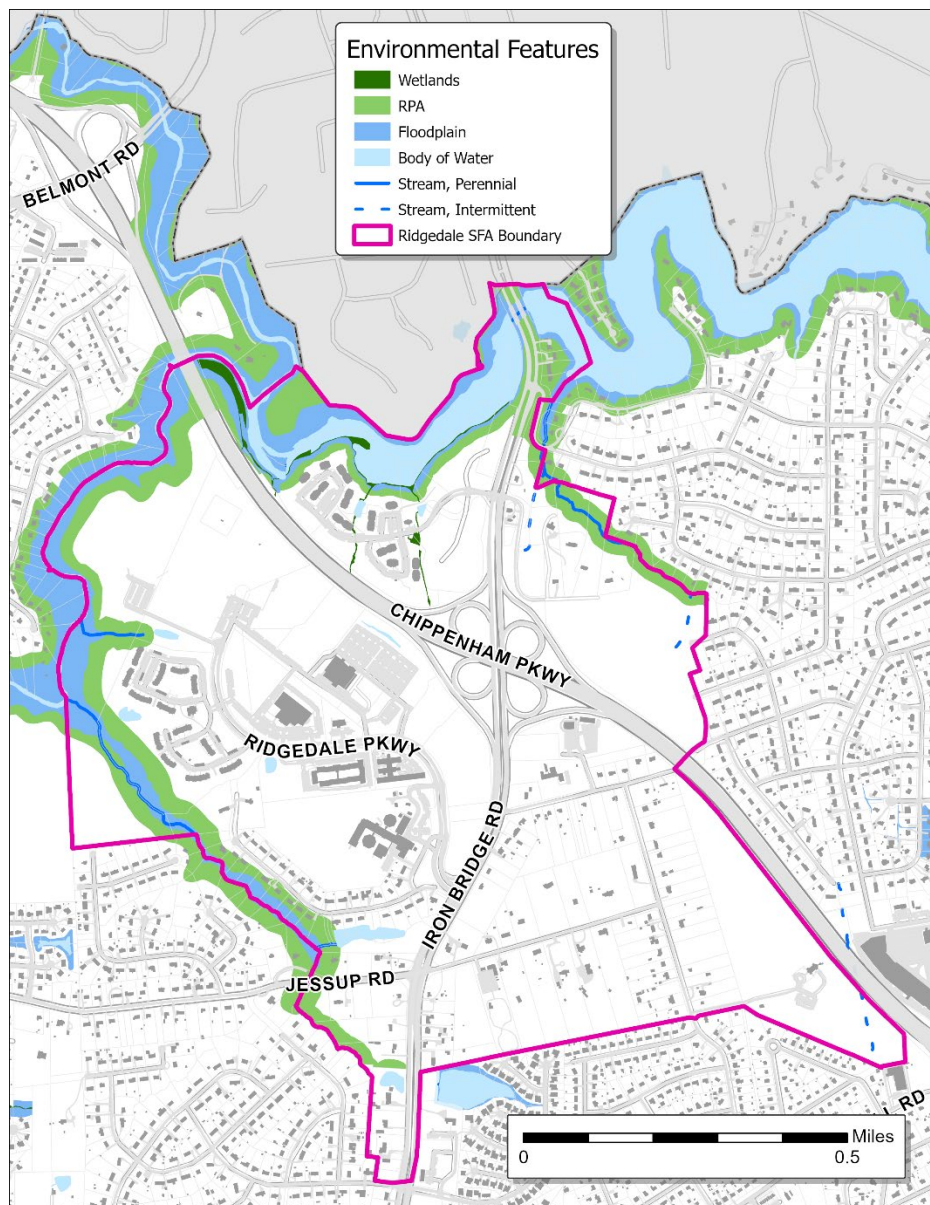
The community within the SFA is also served by Falling Creek Middle School and Meadowbrook High School. There are a few parcels in the SFA within the Manchester H.S. attendance zone. These three schools are outside of the SFA boundary.



### Environmental Conditions

Falling Creek and its tributaries comprise the northern and western boundaries of the SFA. These water bodies 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 will be submitted and evaluated by the county with any future development proposals.



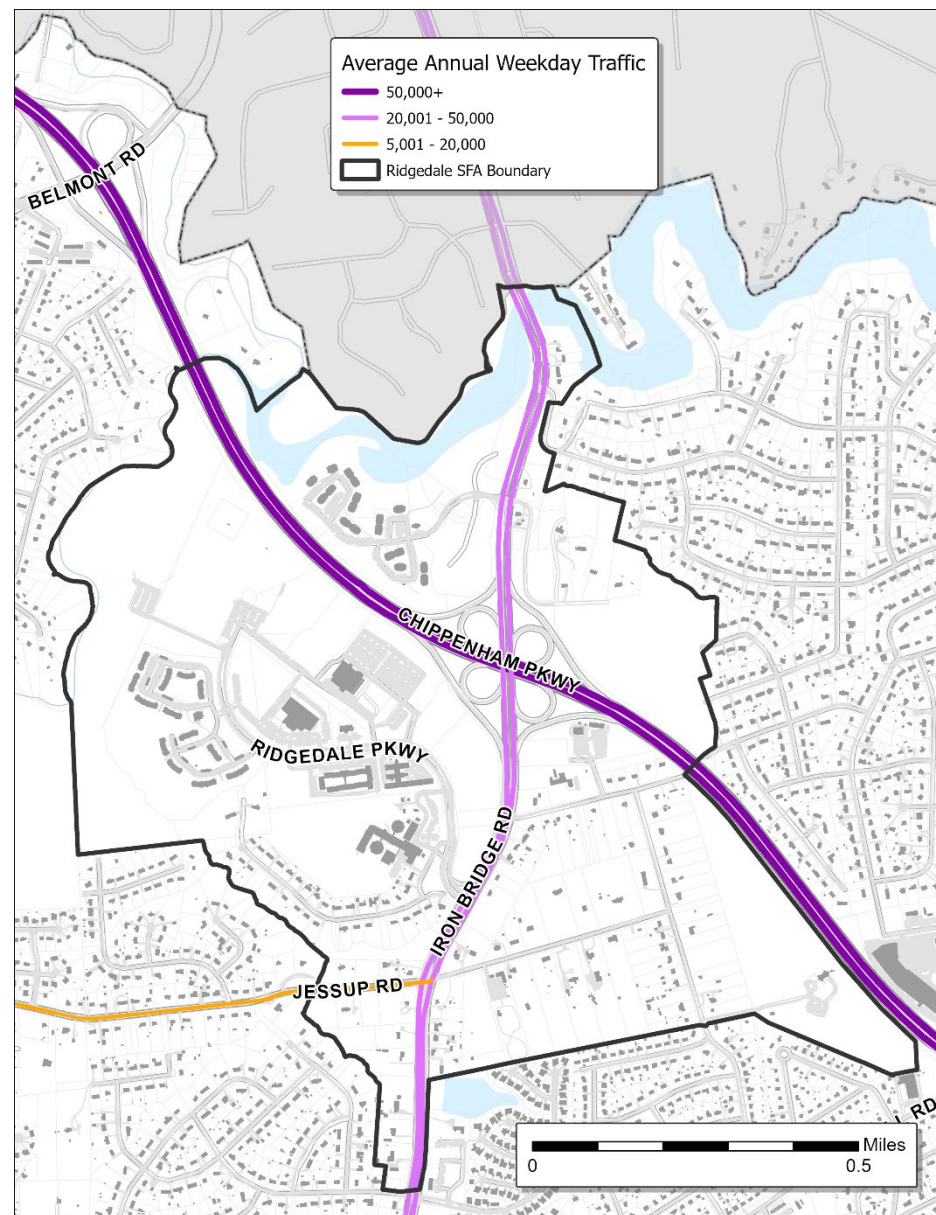
## Infrastructure

### Roadways

Thoroughfares in the area are built to move vehicular traffic. Major through-corridors in the area include Iron Bridge Road (Route 10) running north-south and Jessup Road running east-west. Chippenham Parkway provides major automobile access from other parts of the county and region. Ridgedale Parkway is the sole access serving J.G. Hening Elementary School, residential complexes, commercial development, and public and private recreation facilities.

VDOT traffic data (2021) for major thoroughfares within the Ridgedale SFA:

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. Existing utilities may support a variety of commercial and residential uses. High density residential uses may be possible, however, the need for a detailed analysis of the water and wastewater systems will be addressed through future zoning cases, with engineering studies likely submitted in conjunction with appropriate site plan or subdivision plan submittals.

### Northeast (NE) 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 the 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.

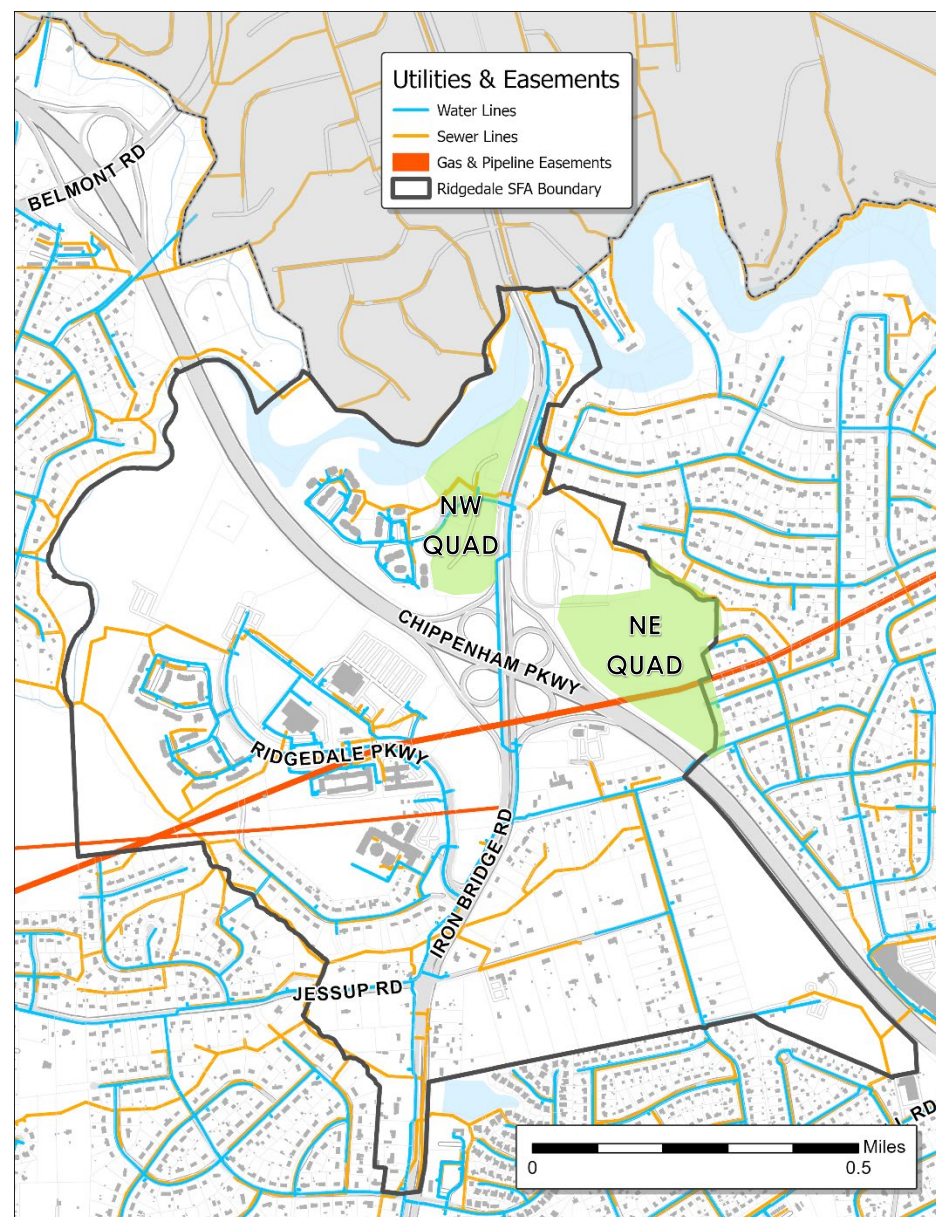
**Wastewater:** An 8" public line exists close to the northeast SFA boundary line, within the public easement across the rear of residential lots in the Garland Heights subdivision. Easements to access this line must be acquired from one or more Garland Heights residential property owners.

### Northwest (NW) 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 the east side of Iron Bridge Road, which discharges via a private force main into an 8" gravity public wastewater line.

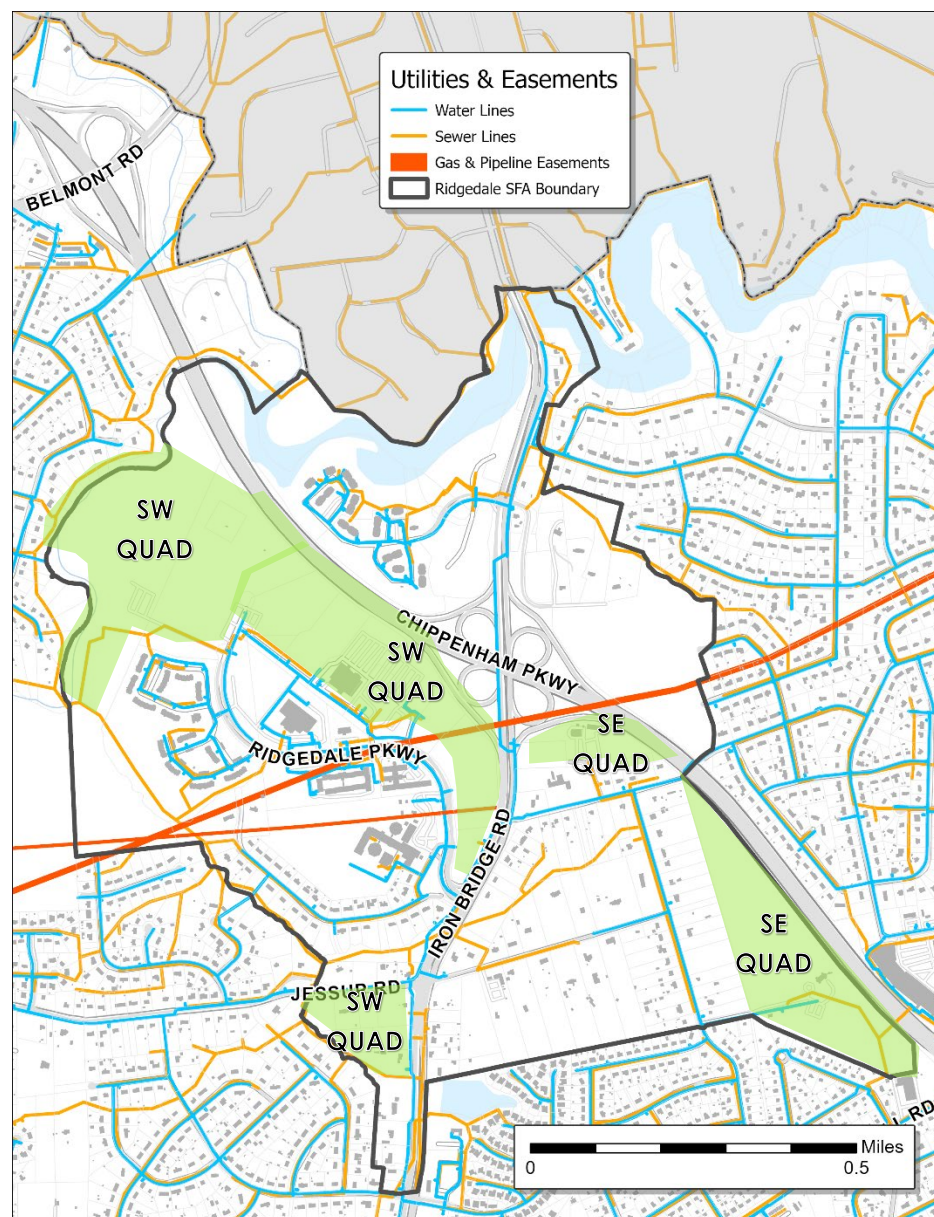


**Southeast (SE) Quadrant**

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 (SW) Quadrant**

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 destination.
- Having a major interchange at Chippenham Parkway (Route 150) and Iron Bridge Road (Route 10) 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

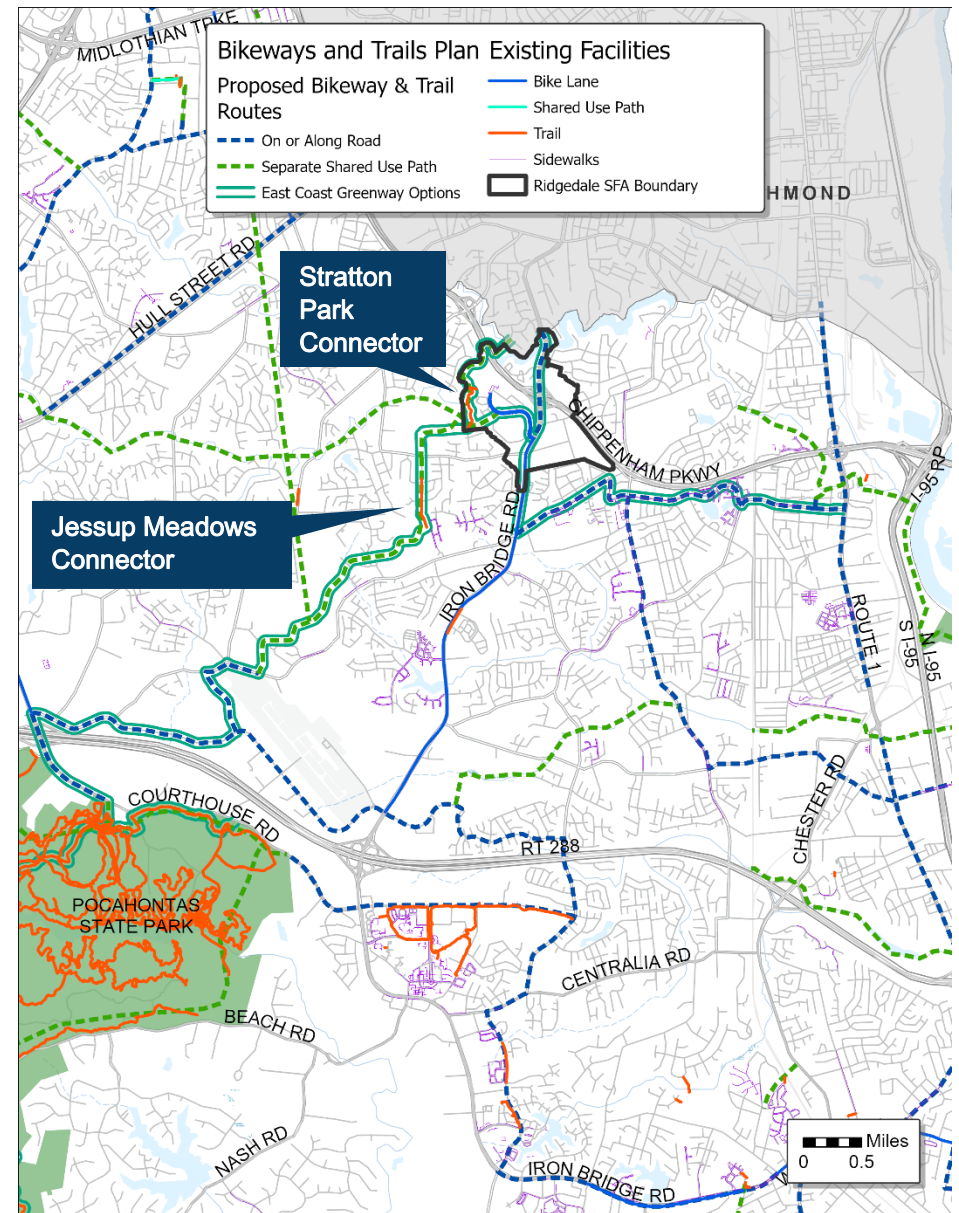
- Public and private recreational facilities already exist within the SFA, bringing people to the area and therefore bringing economic and community-building opportunities. There are opportunities for land uses that will continue to support and enhance recreation and sports tourism along with SwimRVA,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

### Bikeways, 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. Planned bikeways will also connect the SFA to employment centers such as the Chesterfield County Airport Industrial Park or locations within Richmond. These trails provide opportunities for trail-oriented development that promote ease of access to trails and amenities that appeal to trail users.

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, indicating a need for improved or alternative bicycle infrastructure.

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



### 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 enables 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 that could provide future opportunities for enjoyment by the larger community.

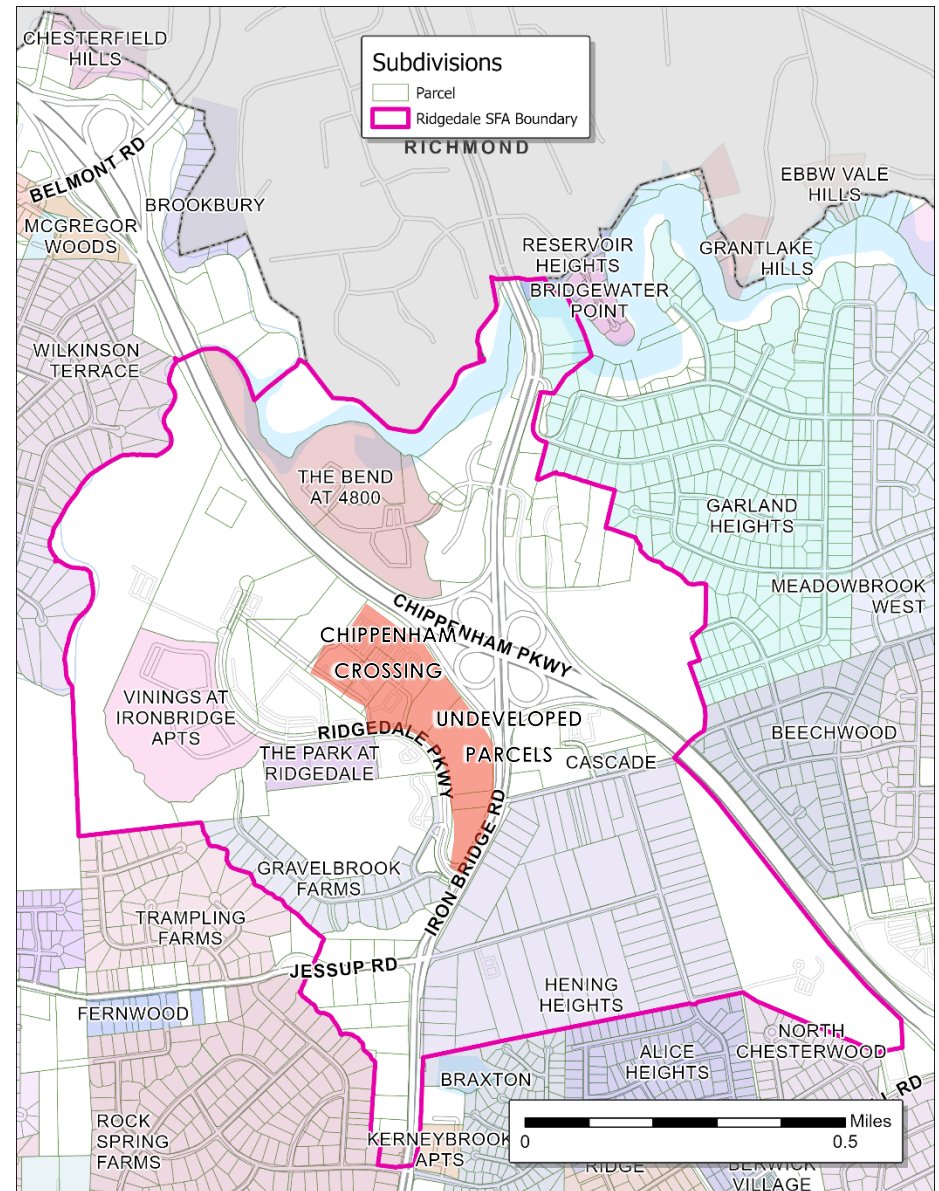


### Development/Redevelopment

- 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

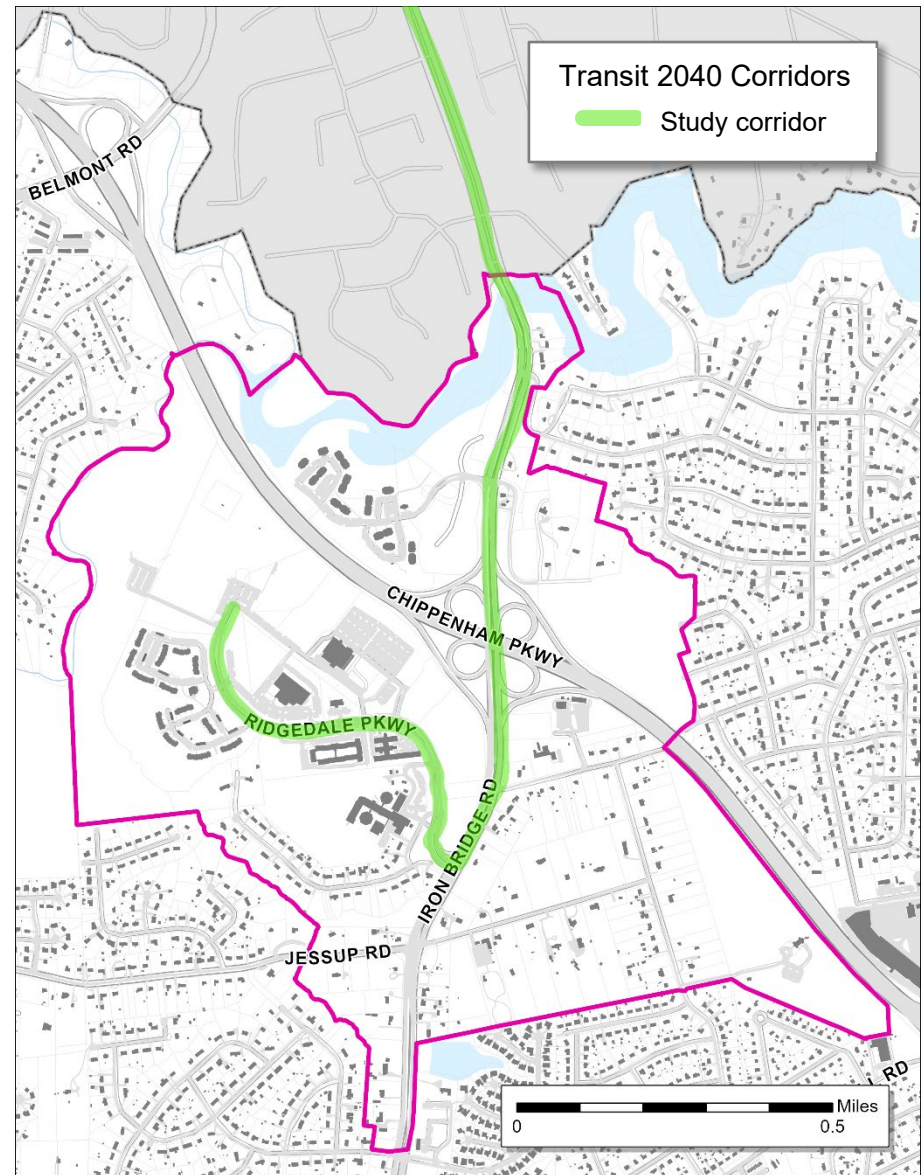
There are existing stable and attractive neighborhoods within the Plan area. The Plan area contains single-family, multifamily, and assisted living units in the area. These housing options accommodate a variety of needs and income levels.



### Transit

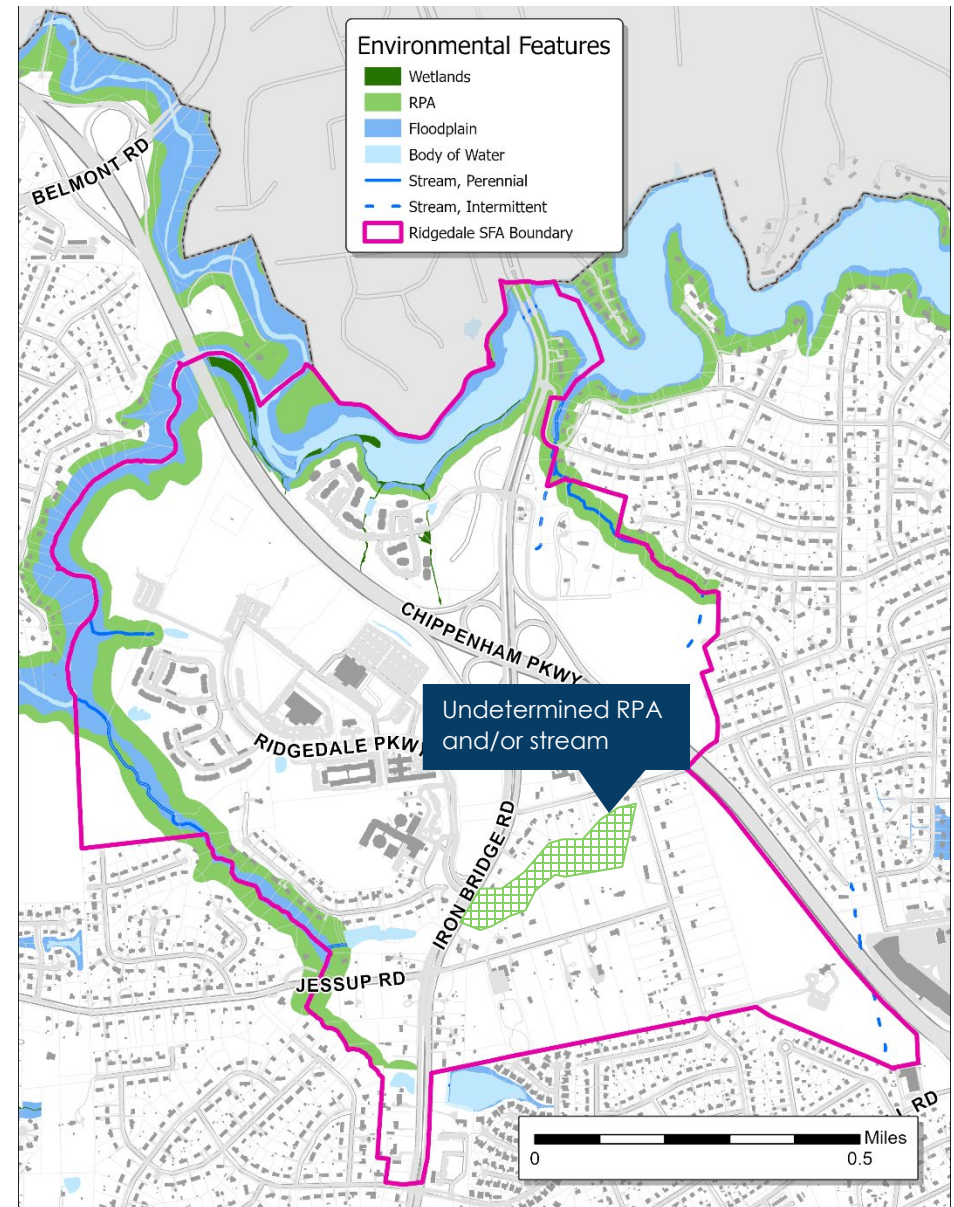
The Richmond Regional Transportation Planning Organization (RRTPO) in partnership with the Virginia Department of Rail and Public Transportation (DRPT) completed the Greater RVA Transit Vision Plan ([Transit2040](#)) in February 2017. Transit2040 identified Iron Bridge Road as a future transit corridor 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 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 also 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 SFA are disconnected due to the wide, high-traffic roadways of Iron Bridge Road and Chippenham Parkway. Both roads have been designed to specifically move vehicular 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 along Iron Bridge Road at Jessup Road and Ridgedale Parkway.
  - 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.
- The Chippenham Parkway/ 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 before 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.

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, and if quality materials, upscale and innovative architecture, and site design are employed to provide a positive first impression on visitors and potential investors.

## Plan Category Descriptions

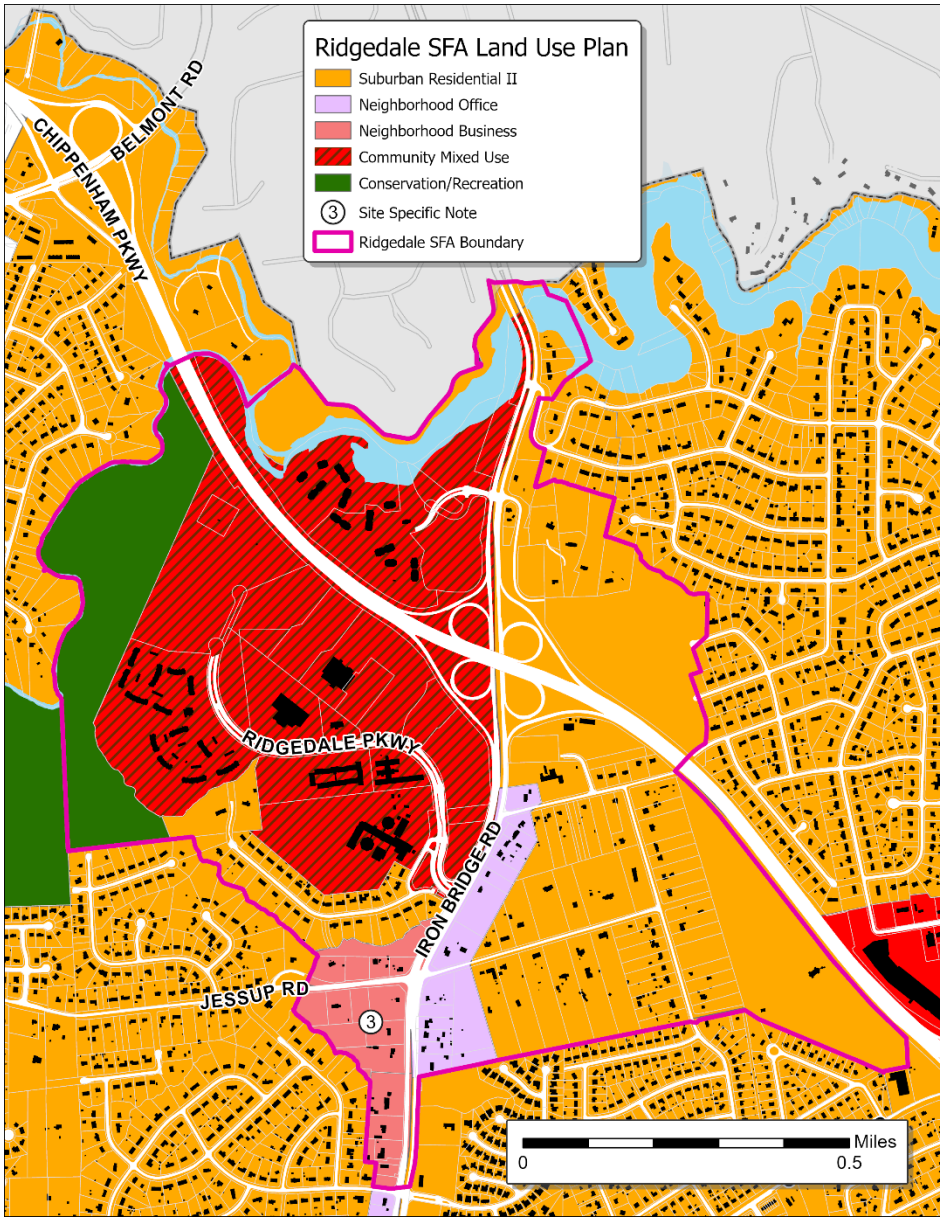
Refer to Chapter 10 Land Use for the complete descriptions.

### 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. Dwellings on smaller lots and condominiums are appropriate with higher quality development standards (usable open space, street trees, access to major roadway).

### 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.



### Neighborhood Business

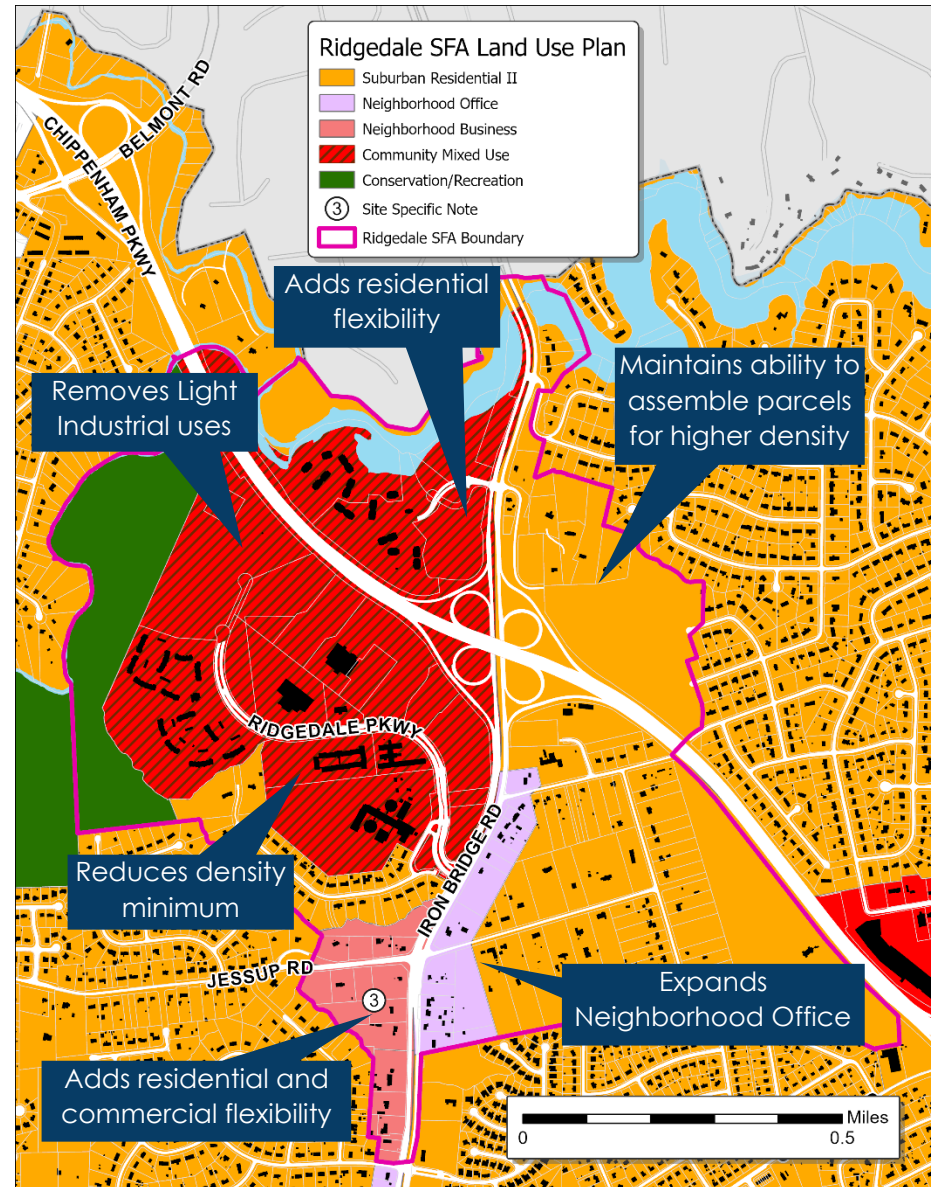
This category recommends smaller-scale commercial uses that serve neighborhood-wide trade areas. Typical uses could include grocery stores, clothing stores, medical clinics, hardware stores, restaurants, or other uses that primarily serve weekly or biweekly household needs. Gas stations and other auto-oriented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

### 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

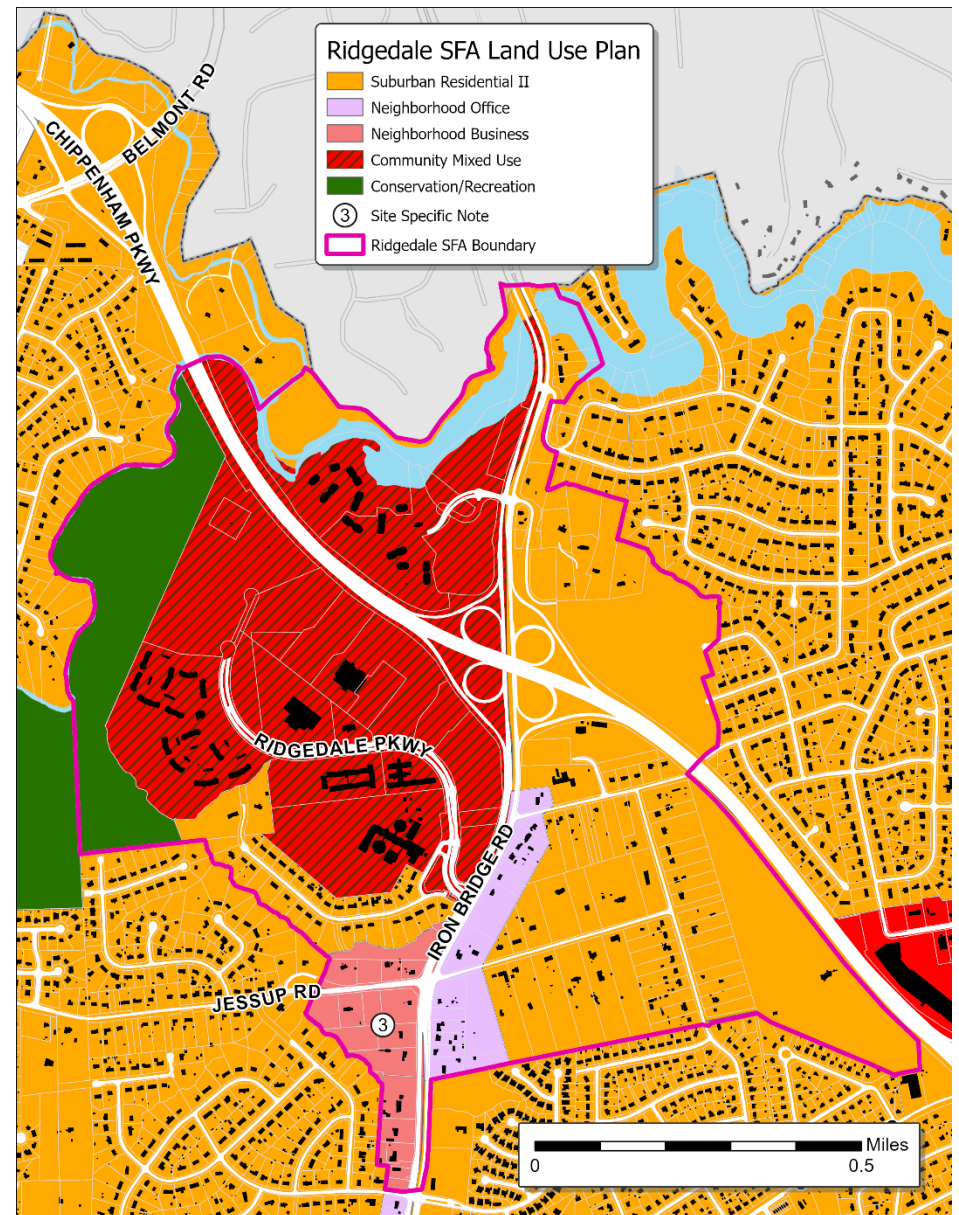
This category preserves and promotes the natural function, character, or historic significance of county parklands (e.g., Mary Stratton Park). The designation supports the connectivity of parks to new development and surrounding communities within Chesterfield County and to the City of Richmond.



### Site Specific Note 3

Within the Neighborhood Business area on the west side of Iron Bridge Road and the south side of Jessup Road, a mixture of residential and nonresidential uses may be appropriate with the following considerations:

- Free-standing residential uses are limited to townhomes.
- Multifamily residential uses may be appropriate if incorporated and integrated vertically (on the upper floors of a building occupied by nonresidential uses on lower floors) and oriented towards Iron Bridge Road and/or the area closest to the intersection of Iron Bridge and Jessup Roads.
- The site is designed to fully integrate residential uses with nonresidential uses through, but not limited to, pedestrian and open space links.
- Automobile-oriented uses such as automobile and automobile parts sales, automobile repair, car washes, drive-throughs, and gasoline stations should generally be discouraged in these areas.
- Building height is limited to three (3) stories.
- Adequate land is assembled to minimize the impact on surrounding land uses.
- Quality, upscale, and innovative architecture and site design are employed to provide a positive first impression on visitors and potential investors.
- Adequate land is assembled to provide direct vehicular access to Route 10 without using internal residential streets.
- Mitigating road improvements are provided.



## Conceptual Plans

The conceptual plan embodies an overall vision using the guidelines of the SFA. The plan focuses on the development/redevelopment of key properties and aims to enhance and maximize the experience of residents and visitors in Ridgedale. The graphics and images in the conceptual plan represent one possible scenario for potential development and redevelopment patterns for conceptual purposes only. The conceptual plan does not ensure or require exact uses, site layouts, building locations, or road alignments.

To achieve the vision of this plan, rezoning of property will likely need to occur. Individual landowners would need to seek zoning changes at their 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 recommended 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 internal or to the sides of buildings, or on the street. Layouts should be bike/pedestrian friendly, including trails and trail-oriented development.

Potential for:

### Showpiece/Gateway Commercial

- Unique architecture at highly visible corners/entrances 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

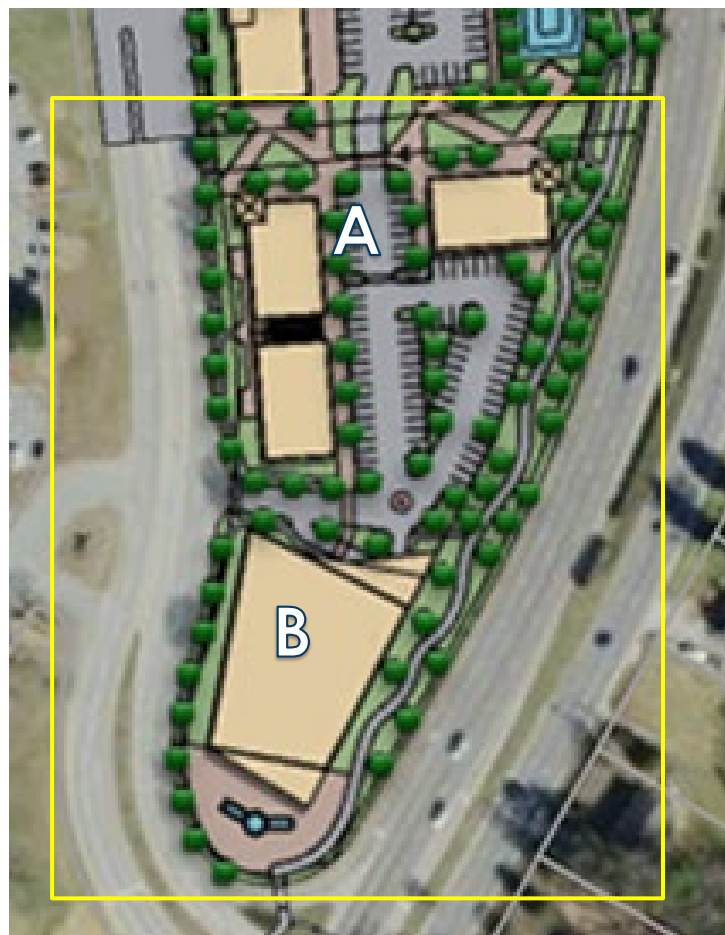
- "Main Street".
- Public Spaces for residents & visitors.
- Focal Points.
- Variety of building types.
- Retail, office, residential, and entertainment uses.
- Grocery store, market/food hall, restaurants.





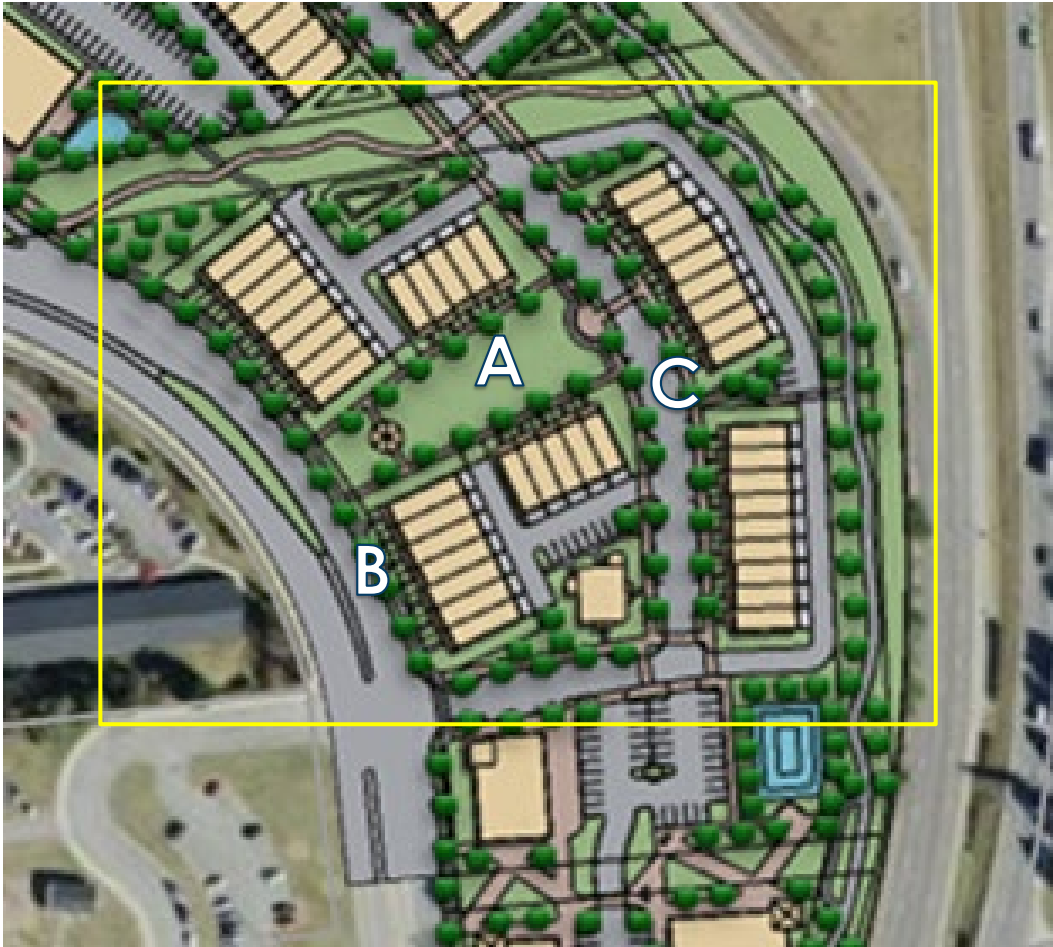
### Showpiece/Gateway Commercial

- Unique architecture at highly visible corners/entrances 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, retail, office, entertainment, grocery store, market/food hall, and restaurants).



**Residential**

- A variety of housing styles, including multifamily units and townhomes, provide housing opportunities for 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 as a focal point.
- Public spaces for residents and visitors.
- A variety of building types and styles.
- Retail and office use includes a grocery store, market, restaurants, hotel, food truck court, and/or food halls.
- Commercial uses which support sports tourism.



**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.

Ridgedale Parkway Example Uses



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

A half-mile section of the ECG was completed in Stratton Park in 2022. Of the 28 miles routed through Chesterfield County, 2.6 miles have been completed.

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

The City of Richmond has planned its segment of the ECG to connect in this area.



Figure 2. ECG local route possibilities.

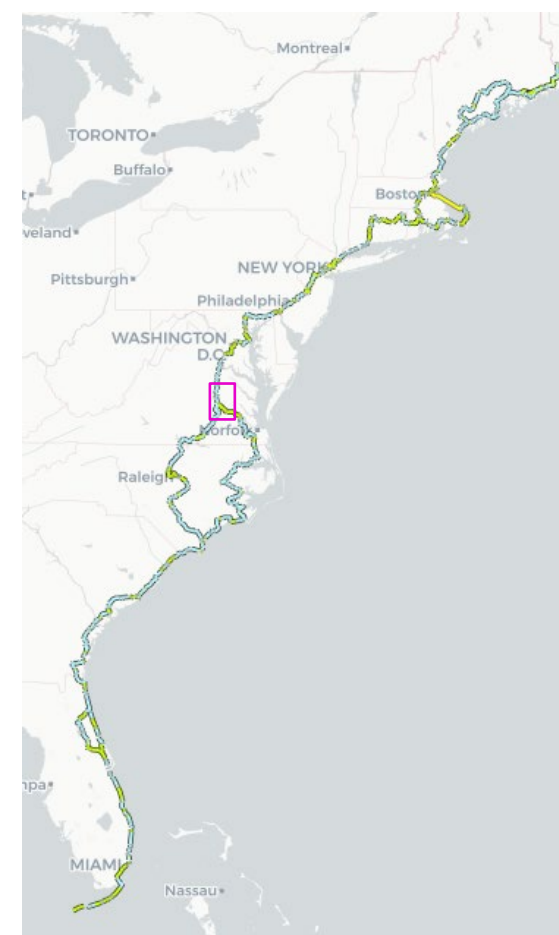


Figure 3. ECG national route overview.

### 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 dredging 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.



Figure 4. View from county-owned parcels north of Burnt Oak Drive.





The SFA recommends:

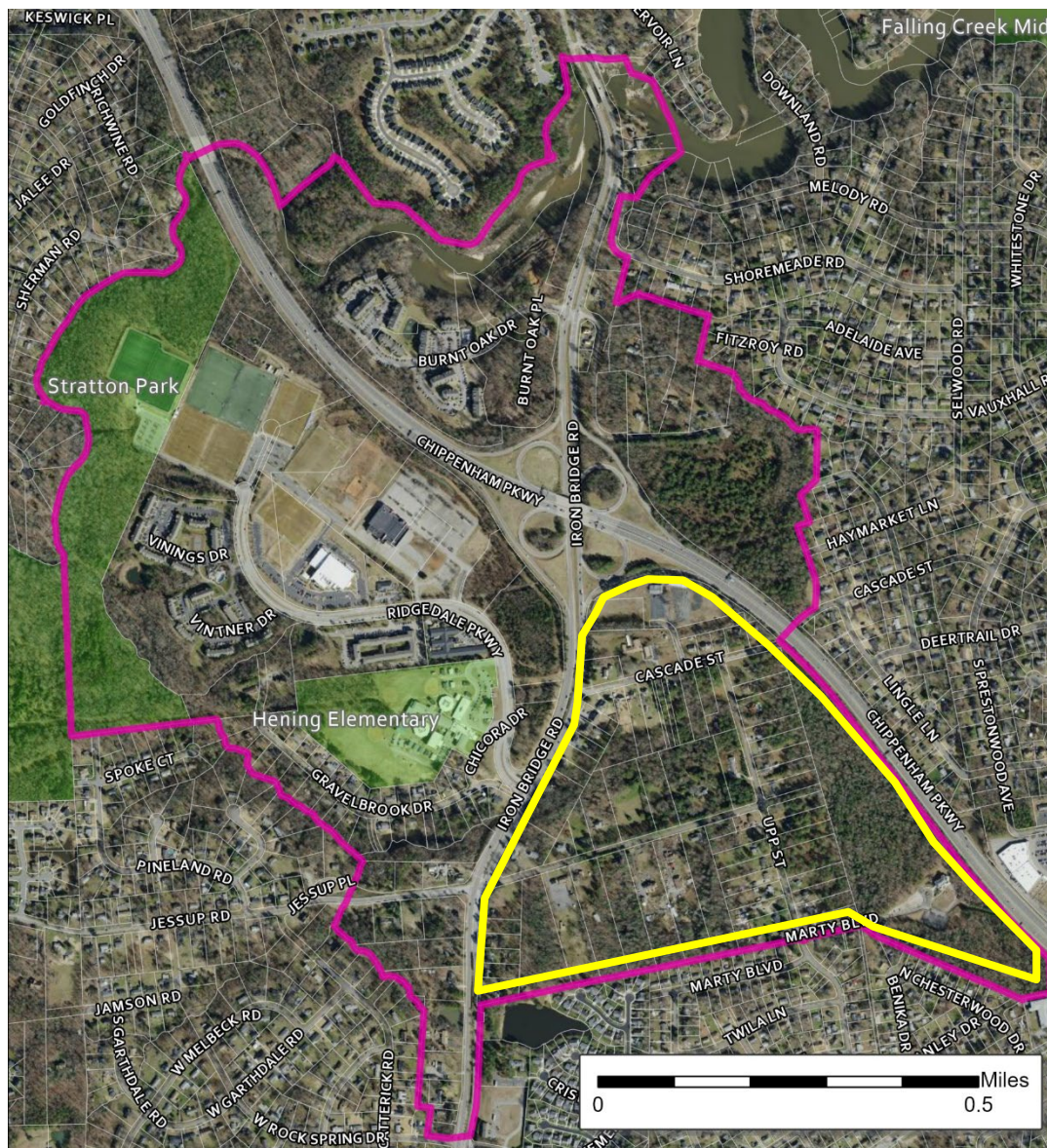
- The County to keep the bluff site for public use.
- Bike and pedestrian friendly/trail-oriented development.
- Parking be hidden from Iron Bridge Road.
- Multifamily or townhome residential uses.

Longer term opportunities for:

- Canoe/kayak launch and/or observation pier/deck.
- Public/private partnership for restaurant/brewery or similar.
- Trailhead for East Coast Greenway.

### Hening Heights Subdivision

The Land Use Plan suggests single-family residential uses with a density of 2-4 dwelling units per acre, a denser development pattern than the existing conditions, but one that mirrors the surrounding residential neighborhoods. Aggregation of the existing parcels should be encouraged through the rezoning and subdivision processes.





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

With future development of the area, opportunities for traffic calming along neighborhood streets should be evaluated and implemented as part of the development, as approved by the Virginia Department of Transportation (VDOT). The purpose of traffic calming is to lower vehicle speeds on neighborhood streets without restricting access and alleviate other issues such as cut-through traffic, where motorists use neighborhood streets to avoid/bypass other nearby streets. It would be anticipated that traffic calming would be evaluated along streets/roads, such as Jessup Road, Upp Street, and/or Cascade Street.



## Jessup Road & Iron Bridge Road Intersection

The SFA 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 Road and Iron Bridge Road. Existing trees/vegetation should be maintained between the new development and the abutting residential area. Pedestrian accommodations, such as pedestrian signals and crosswalks, should be included with modifications to the intersection, as approved by VDOT. Limited townhomes or multifamily residential uses could be appropriate per [Site Specific Note 3](#).



Figure 5. Example of housing units facing a courtyard.





Figure 7. Example conceptual plan showing pedestrian-oriented design with a mix of commercial and residential uses. Access and right of way will need to meet VDOT standards during the review process.



Figure 8. Example of corner-oriented, pedestrian-friendly commercial mixed-use development with landscaping and open space.



Figure 6. Examples of townhomes and common greenspace.

## Other Areas of Consideration

Parcels within the SFA but not specifically depicted in conceptual plans fall under the 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 an important community facility, and further active and passive recreation facilities should be encouraged. The portion shown within the SFA is included to support connections for the East Coast Greenway or other trails that run through the park. However, further improvements to Stratton Park will aid redevelopment efforts within the SFA, especially with stronger connections between the SFA and 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 the Ridgedale Parkway area to the east.

At the time of drafting, there was an active zoning case for Area B to permit small-lot single-family development (cluster lots) with integrated open spaces. Should the zoning case not be approved, the SFA plan continues to support single-family uses in this area, including cluster lots.



# Design Guide

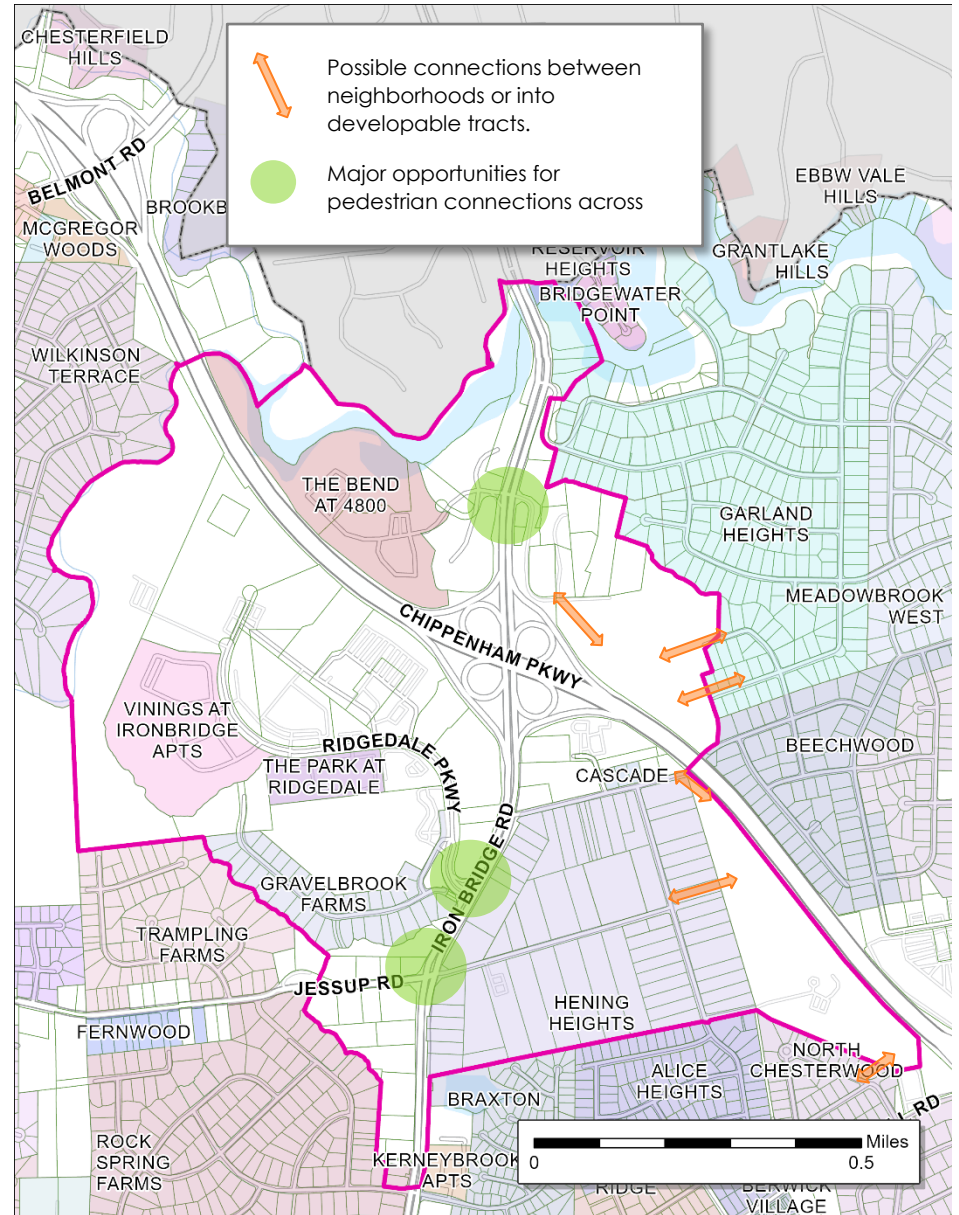
## Connectivity Big Picture

When potential development/redevelopment occurs in the SFA there is an 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 roads 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.



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## 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 in the conceptual plans for development/redevelopment. Below is a list of elements that should be considered with any new development proposal in the area.

### Building Design and Orientation

The SFA should serve as an attractive, vibrant, commercial, residential, and recreational hub. Buildings should be designed in a manner that will ensure long-lasting quality design and functionality. Among other things, 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.
  - Natural buffering and sound-attenuating materials should be considered adjacent to major roadway corridors.
- Special design considerations along road frontage include:
  - Buildings closer to the street with room for a variety of amenities within the setback such as hardscaped areas and room for outdoor dining.
  - 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.
  - Storefront windows and entrances along building façades fronting roads.
  - On-street parking along with alleyway parking and/or additional parking and services at the rear of buildings and screening of views of parking from the street.
  - Parking lots and drive aisles should be discouraged between buildings and roads.
  - Structured parking should be encouraged.

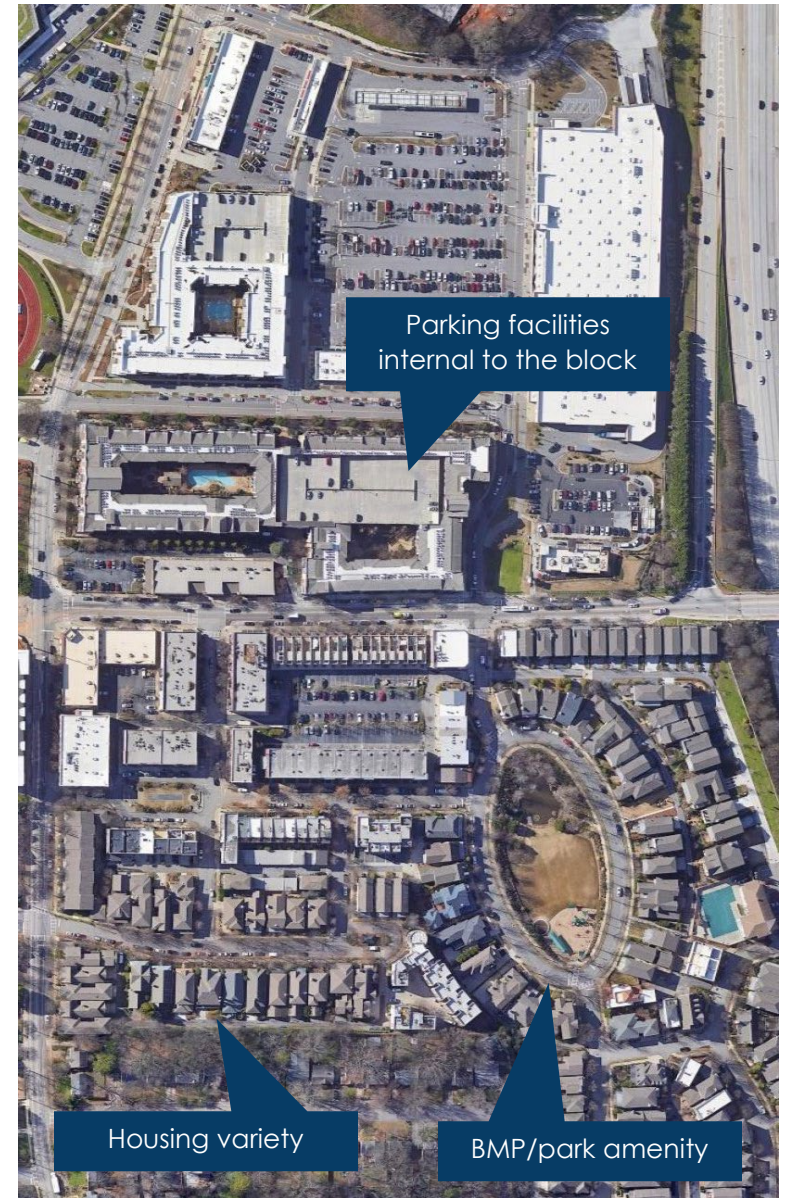
### Encouraged Example #1

- Neighborhood blocks are connected and walkable.
- Buildings front streets.
- Multiple green spaces.
- A variety of housing types are integrated with nonresidential uses.



### Encouraged Example #2

- The highest density is found along the main thoroughfare.
- Variety of housing types from multifamily to townhomes to single-family units.
- Stormwater best management practice (BMP) 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 should 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 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 and trails. 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 enhance the pedestrian environment.
- Lighting to define the space and provide for safety and security.
- Benches, fountains, public art, trash cans, and other 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 bikeways and trails should follow the Bikeways & 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 nonresidential development and redevelopment should incorporate lighting that better preserves the night sky. This should exclude lighting for athletic fields during events, but it should 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 should meet the following standards:

- Streetlights. Along sidewalks adjacent to roads, pedestrian scale streetlights should be installed as follows:
  - Streetlights should be designed to enhance the pedestrian character of the SFA. The design of fixtures, poles, and lamps should be generally consistent in the SFA.
  - Streetlights should be spaced generally 40 feet on center, or as specified by Dominion Energy based on their requirements or the Virginia Department of Transportation to provide adequate illumination for roadways; and
  - Fixture mounting heights should be between 12 and 15 feet above the finished grade. The mounting height should be generally consistent throughout the SFA.
- Other Exterior Lighting. Except for pedestrian scale streetlights, exterior lighting should comply with the following:
  - Exterior lighting should be designed to enhance the character of the SFA and be compatible with the development standards of the district.
  - Freestanding lights should not exceed a height of 20 feet above the finished grade; and
  - Building-mounted lighting should be no higher than the roofline or parapet wall.

In general, lighting should accommodate Dominion Energy's needs and meet VDOT goals for safe, orderly traffic flow.

## Lighting Design (continued)

New lighting fixtures including streetscape and nonresidential buildings should reduce light trespass and glare by providing full cutoff shielding. See examples in Figure 6.

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. 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 businesses, 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 fully 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 do not project into the windows of adjacent uses, beyond 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.

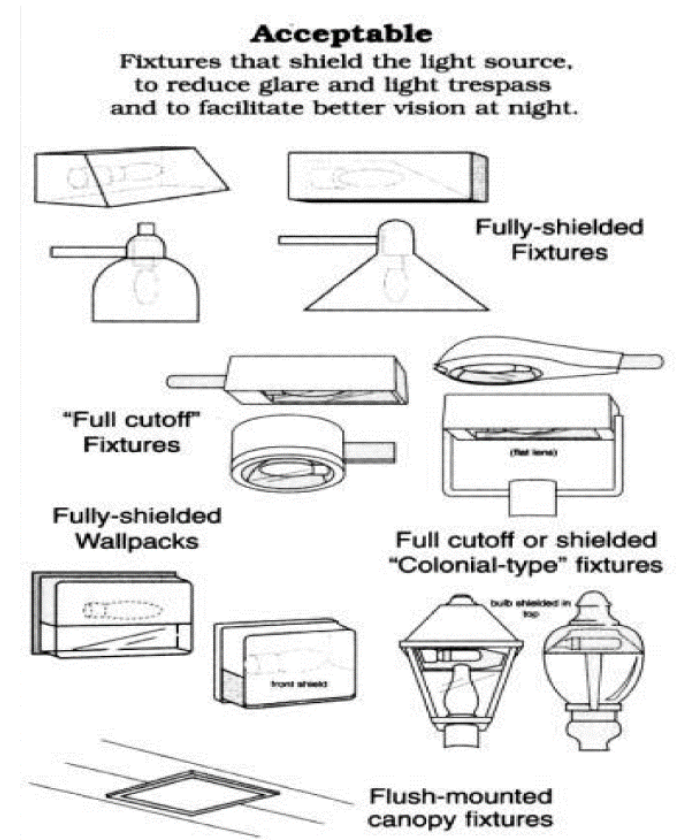


Figure 9. Examples of acceptable lighting.

### 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, trailheads, lockers, outdoor seating, restrooms, showers, covered refuges/rain shelters, benches, repair stations, fire pumps, and other similar considerations for biking/commuting.

Trails should connect to developments, sidewalks, and future transit stations. Trail signage is also important and should follow the Bikeways & Trails Signage Plan.



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## Rezoning Guidance

Property owners should use this plan to guide changes to their allowed land uses. These actions are typically accomplished through rezoning applications. Once a property owner, on their time, decides that they would like to rezone their property to match the desired vision contained in this plan, they would file an application for such change, which would then be reviewed by staff using this plan and other information as guidance in determining the appropriateness of the request. In some instances, the rezoning may be complicated by the need to allow multiple kinds of uses on the property, as called for in the plan. In these circumstances, the appropriate base zoning would depend on the primary desired use, with a Conditional Use Planned Development (CUPD) request made as well to allow other uses not permitted in that base district. Planned developments are of such substantially different character from other uses that specific and additional standards and exceptions are necessary. A CUPD may be authorized for either a limited or an indefinite period and may be revoked by the board of supervisors at any time, after required notices and hearings, for failure to adhere to the stipulated conditions.

Using the Land Use Plan as a guide, rezoning considerations should begin with the following:

- **Suburban Residential II:** suggested rezoning to R-12 Residential.
- **Neighborhood Office:** suggested rezoning to O-1 Neighborhood Office.
- **Neighborhood Business:** suggested rezoning to C-2 Neighborhood Commercial, with auto-oriented uses discouraged.
- **Neighborhood Business (with Note 3):** suggested rezoning to Neighborhood Business (C-2) with CUPD to allow multifamily (above-commercial housing) and potentially townhouse uses, with auto-oriented uses discouraged.
- **Community Mixed Use:** suggested rezoning to Residential Multifamily (RMF) with CUPD to allow commercial and townhouse uses, with auto-oriented uses discouraged.

**Conditional Use Planned Developments (CUPD) Considerations:** The following is a list of considerations that should be addressed when filing a CUPD application to change zoning:

- Mitigating impacts on adjacent properties.
- Density, massing, and scale of buildings.
- Parking amount, location, and arrangement.
- Lighting and landscaping.
- Pedestrian connectivity.
- Specific uses requested with limitations.
- Traffic circulation, volume, and access to the site.
- Open space provision and design as a key feature of development.

Finally, it should be noted again that the plan does not control the timing of development. Those actions are determined by individual property owners. However, when such rezonings do occur, community input and consideration should be a major component of such rezoning process.

## Implementation

The SFA provides guidance for growth and development decisions. Planning is an ongoing process; the adoption of the SFA should not be viewed as the end of this process. Instead, the county should continuously work to align goals, policies, ordinances, processes, and programs with the vision and aspirations of the SFA plan.

This implementation section identifies projects mostly associated with land development. As departments throughout the county undertake various projects, policies, and ordinances within their spheres of influence, this plan should be used to provide direction and guidance where appropriate.

Implementation occurs through many tools:

- Chesterfield County Strategic Plan (Blueprint Chesterfield)
- Zoning Ordinance
- Subdivision Ordinance
- Erosion and Sediment Control Ordinance
- Utilities Ordinance
- Water and Wastewater Facilities Plan
- Department Master Plans
- Capital Improvement Program and Budget Process
- Revitalization, infill, and economic development strategies and plans
- Planning Commission, Board of Supervisors, and County Administration Policies
- Partnerships among civic organizations and private entities.

Ridgedale Special Focus Area		
Category	General Steps	Department Lead
Community Facilities	<b><u>Mary Stratton Park.</u></b> Pursue acquisition of Mary Stratton Park from the Commonwealth of Virginia to pursue expansion of uses. Support the development of active and passive park facilities to increase their value to the community and future development in the SFA.	Parks & Recreation
Incentives	<b><u>Revitalization Opportunities.</u></b> Explore the applicability of the road cash proffers policy; explore the possibility of providing demolition assistance for the vacant grocery store building.	Economic Development & Community Enhancement

<b>Infrastructure</b>	<b><u>Crosswalks and Pedestrian Signals.</u></b> Seek and secure funding for crosswalks with pedestrian signals along Route 10 (Iron Bridge Road).	Transportation
<b>Ordinance</b>	<b><u>Dark Sky Lighting.</u></b> Amend the Zoning Ordinance related to lighting standards.	Planning
<b>Study</b>	<b><u>Housing.</u></b> Look into possible funding opportunities for affordable housing credits. Federal funds are available that can assist with the development of affordable housing. There are tax credits available through Virginia Housing to support affordable housing development.	Community Enhancement, Economic Development Authority
	<b><u>Trails.</u></b> Perform a feasibility study for additional trails within Stratton Park.	Parks and Recreation
	<b><u>Public/private access on Falling Creek Reservoir.</u></b> Perform a study to determine the feasibility of building and maintaining access to Falling Creek Reservoir for an observation pier/deck, canoes, kayaks, and similar non-motorized watercraft. Such a study should include public outreach to property owners along the reservoir and examine underlying ownership or parcel boundary issues.	Environmental Engineering
	<b><u>East Coast Greenway Study.</u></b> Perform an operational and safety study to determine a feasible routing of the greenway, develop planning level cost estimates, and gain necessary approvals. Such studies should include a bridge over Chippenham Parkway, the reconfiguration of the Iron Bridge Road/Chippenham Parkway interchange to accommodate a shared-use path, and/or a bridge over Falling Creek providing a connection to the City of Richmond.	Planning, Parks & Recreation, and Transportation
<b>Other</b>	<b><u>Gateway &amp; Wayfinding Signage.</u></b> Develop a comprehensive wayfinding signage plan. 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 & Recreation

## Utility Considerations for Future Development

Detailed analysis of the water and wastewater systems will be addressed through future zoning cases, with an engineering study likely submitted in conjunction with a site or subdivision plan.

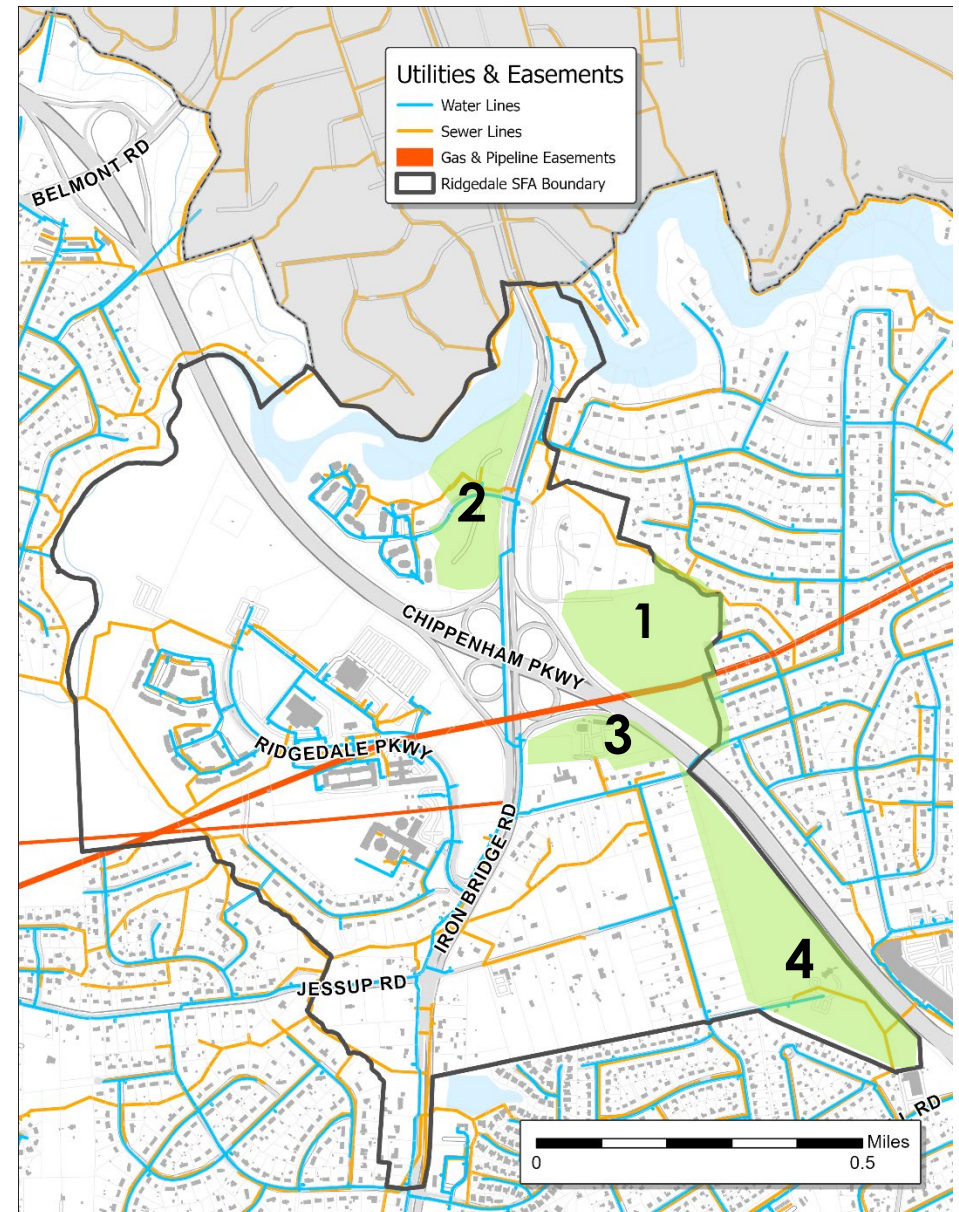
**Development sub-area #1:** 4911 Ironbridge Road (undeveloped 26.55 acres). Development of the site would require interconnecting the 12" line along Cascade Street and the 6" lines on Seagrave Avenue and Haymarket Lane. Previous evaluation of the wastewater system downstream of the Garland Heights subdivision indicated that the 26.55 acres were included in the system design at a flow rate of 2,500 gpd/acre.

**Development sub-area #2:** The private wastewater pump station serving the existing apartment complex was approved by the Board of Supervisors and is operated under the county policy of there being a single property owner of the development served by that private facility. Existing agreements will have to be modified and reapproved if new development under additional property owners were to be served by the private facility. The possibility of potentially abandoning the private wastewater pumping station needs to be considered.

Frontage 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 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). The 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). The site has several existing structures which are connected to the public water and wastewater systems.



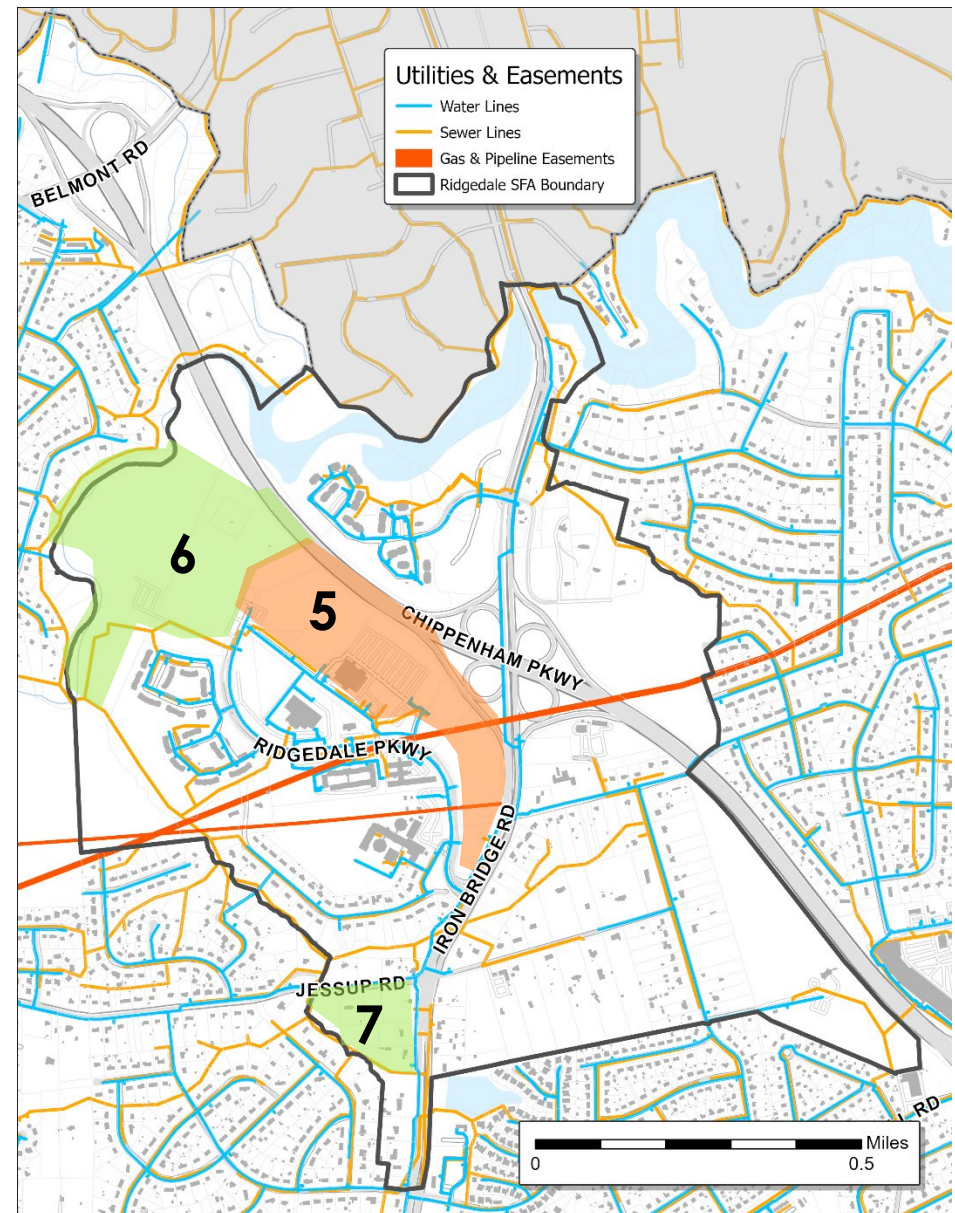


**Development sub-area #5 and 6.** Fields and vacant shopping center. The existing 16" water line along Ridgedale Parkway, and the 12" water line running through the site of the closed grocery store should be able to support a variety of commercial and residential uses.

The vacant former grocery store, the adjacent undeveloped property, and the 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 will support typical commercial uses. High density residential uses may be possible, but more detailed analysis will be necessary.

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 the 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 the 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 will have to go through the



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Utilities Department process of converting those private lines to public and have easements dedicated.

The majority of undeveloped acreage has direct access to 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 the property of another senior facility at 4931 Ridgedale Parkway (IVQ Chesterfield Propco LLC), and across Ridgedale Parkway to the site. Easements will 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, and hotel uses. A 16" public water line 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

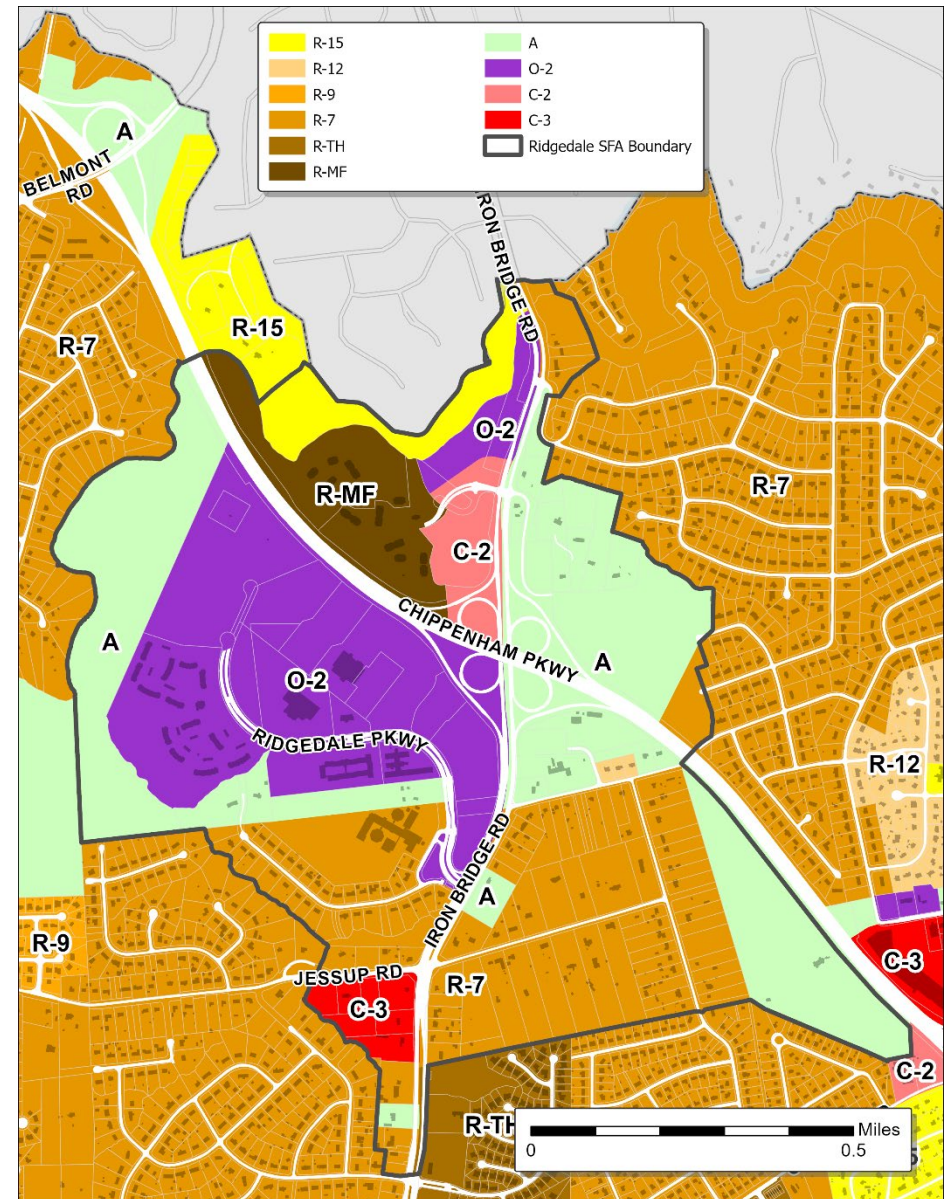
Existing zoning in the area permits office, residential, agricultural, commercial, and recreational uses.

Parcels along Ridgedale Parkway are zoned for Corporate Office (O-2) uses. 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 Community Business (C-3) uses. The C-3 district permits community-scale commercial development including shopping centers that serve community-wide trade areas and promote public convenience and accessibility. A C-3 District should generally be located at intersections of arterials. Meanwhile, the Neighborhood Business (C-2) district permits neighborhood-oriented retail services to include small shopping centers or developments that serve neighborhood-wide trade areas and should generally be located at the intersection of arterials or the intersection of arterials with collector roads.

There are a few pockets of Agricultural (A) zoning surrounded by residential zoning. Some of the agriculturally zoned parcels are forested or occupied by parkland. None of these Agricultural parcels are currently used for agriculture.

Multifamily zoning abuts office and commercial zoning. Property on Burnt Oak Drive between Falling Creek Reservoir and Chippenham Parkway is zoned for Multifamily Residential (R-MF)



## Notable Zoning History

**Balzer & Associates Commercial Gateway (13SN0527):** Approved by the Board of Supervisors in 2014 for Neighborhood Business (C-2) and certain Community Business (C-3) uses limited with proffered conditions. 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):** Approved by the Board of Supervisors in 1990 to rezone to Residential Multifamily (R-MF), Neighborhood Business (C-2), and Corporate Office (O-2) for a mixed-use development to include multifamily residential, office, and retail uses. The multifamily residential portion of the project was built. The commercial and office uses proposed along Iron Bridge Road were never built, and the undeveloped parcels 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). The proposal was deemed to be incompatible with the 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. Except for the former 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):** The operation of a borrow pit was approved by the Board of Supervisors in 1981 and was valid through 1982. The site is currently undeveloped and zoned Agricultural.

