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Appendix

Village of Mechanicsville, Small Area Plan

Hanover County, Virginia

Village Background

Prior to the Civil war, Mechanicsville was a small, quiet crossroads consisting of a dozen or so buildings, some residential. The name came from one of the early



buildings, a wheelwright and blacksmith shop at the fork in the road. Mechanicsville gained fame during the Civil War when Confederate troops attacked Union troops May 23-24, 1862. Federals would remain in Mechanicsville for almost a month until attacked by General Robert E. Lee's army on June 26, 1862, during the Seven Days Battles. Wartime Mechanicsville consisted of only a dozen buildings, including two blacksmith shops.

By the 1930s Mechanicsville had become one of the fastest growing regions of Hanover County with a bank, two restaurants, a funeral home, a motor company, garage, medical center, and several stores. Yet few early commercial buildings remain in Mechanicsville, and most of those that do survive have been enlarged and renovated. The one-story commercial block known as the Tri-County Bank was built around the turn of the century and is the best preserved building of the early commercial strip established along the main street of the village (now owned and operated by Winters-Oliver Insurance Company).

Growth continued in Mechanicsville as residential subdivisions replaced rural farms, a trend that increased significantly following World War II. The modest early-to mid-twentieth century bungalows and small Colonial Revival residences built to the northwest of the commercial downtown are surviving reminders of this period of growth in Mechanicsville.



Today, late-twentieth-century strip development along U. S. Route 360 and planned office parks to the west are beginning to supersede the old village center, and large residential developments have been established in the outlying areas off U.S. Route 360. Current development trends threaten to overwhelm old Mechanicsville's sense of place.

Source:

Survey of Historic Resources Hanover County, Virginia, Phase I and II, 1992, Land and Community Associates, Charlottesville, Virginia

A Survey of Civil War Sites in Hanover County, Virginia, 2002, County of Hanover, Virginia, National Park Service

The Small Area Plan

The purpose of the Mechanicsville Small Area Plan is to establish a development plan to guide public and private investment in an area defined as the Village of Mechanicsville. The overall intent is to maintain a unique cohesive identity for the Village and to provide strategies that assist in the long-term stability of the area through preservation, revitalization and new development.

Properties within the defined area consist of approximately 578 acres. The core is the old commercial center along Mechanicsville Turnpike. Within the study area there are many challenges for continued or renewed vitality. The focus of the Small Area Plan is for all properties to have a reciprocal development relationship that will contribute to the economic viability of the overall vicinity.



Study Recommendations

The Village of Mechanicsville, Small Area Plan (the Plan) is intended to serve as a central reference for future development guidelines. The land use development approach differs from the typical automobile oriented development patterns prevalent in Hanover County. Recommendations emphasize greater pedestrian orientation, interconnecting streets, a human scale relationship between roads and buildings, and an efficient use of land to restore a small town character for Mechanicsville.

The Plan introduces two “Mixed-Use” designations and integrates these with existing Residential, Commercial and Industrial uses. Development in the context of infill, redevelopment, new development, and neighborhood preservation is addressed.

The elements of the Plan are organized into:

Land Use

Residential
Commercial / Industrial
Mixed-Use

Transportation

Vehicular

Village Amenities

Pedestrian Circulation
Stormwater Drainage
Utilities

Study Recommendations

Land Use

Residential

The two land use designations for properties in the highlighted residential area, Suburban General (1-4 Dwelling Units Per Acre) and Multi-Family (8-15 Dwelling Units Per Acre), generally reflect existing development.

A 2005 report on an architectural survey of the village of Mechanicsville notes “Mechanicsville has a wealth of immediate post World War II architecture that is an overlooked resource. It is one of the few areas in the county that has a good stock of small houses. Although these houses are small, they are well detailed with decorative features that produce a cohesive and in some cases classic appearance.

In the residential areas of Mechanicsville, the individual residences have a fairly good degree of architectural integrity. Changes largely relate to use of modern synthetic sidings, replacement windows, and additions; however, these have not been so unsympathetic or overwhelming as to obscure the original architectural character of the

houses. More recent infill construction probably has had a greater impact on the residential areas than changes to individual buildings.”

Between the Mechanicsville Recreation Center and Windy Hills Estates subdivision, is an undeveloped 21.3 acre parcel zoned R-1, Single-Family residential; the adopted alignment for Route 1250 will create a separation of the southern corner of the parcel. Approximately 6 acres designated as Suburban General are located south of U.S. Route 360. The properties are undeveloped and zoned M-1, Light Industrial and B-3, General Commercial, but development to the zoning potential is questionable since access is through Battlefield Farms subdivision.

The Multi-Family land use designations encompass Signal Hill and Windmill Way Apartments, with no area for expansion.

Recommendations Residential Land Use:

- Encourage single-family residential development as infill for the Suburban General designated properties south of U.S. Route 360.
 - Encourage residential development between the Mechanicsville Recreation Center and Windy Hills Estates subdivision that would incorporate open space for areas separated by the proposed Route 1250.
 - Develop a brochure, to be distributed to all property owners of single-family dwellings in the neighborhood north of the Mechanicsville commercial core, that highlights the significance of this neighborhood. The brochure should illustrate, in simple terms, appropriate exterior improvements that maintain the architectural integrity of the buildings.
 - Preserve the integrity of the existing single-family neighborhood by discouraging any assembly of property for the purpose of redevelopment to modern housing.



Commercial

Existing land uses in the Commercial designation consist of offices along Hanover Green Drive and office, service, and retail establishments on the south side of U.S. Route 360; two single family dwellings and an industrial use (Hanover Machine and Tool, Inc.) are located on Elm Drive and are the only uses not consistent with the Commercial designation.

Hanover Green Drive is lined with well-maintained office buildings. The business- oriented street typically has grass front yards and an overall serene character. The street, which links Mechanicsville Turnpike's commercial core on the south with the residential areas to the north, offers an excellent opportunity to implement a pedestrian friendly corridor.

Additional landscaping with the introduction of such amenities as walkways and street lighting would enhance and promote pedestrian appeal. New business that could add diversity and charm to the street should be encouraged, including restaurants with outdoor dining and small boutiques. The quiet corridor is an attractive business alternative to the busier thoroughfares in the village.

The Commercial designation south of U.S. Route 360 encompasses limited sites and non-conforming residential properties that comprise approximately 10 acres for new infill development.

Recommendations Commercial Land Use:

- Ensure new buildings relate appropriately to surrounding developments and streets to create a cohesive visual identity and attractive street scene.
- Ensure that site circulation promotes contiguous pedestrian and vehicle circulation for infill and redeveloped properties with safe pedestrian connections to other uses in the Village.
- Encourage businesses that add diversity and raise pedestrian appeal to Hanover Green Drive.
- Discourage uses that require significant outdoor storage.
- Promote and support efforts for sidewalks, enhanced landscaping, street lighting and other pedestrian oriented amenities along Hanover Green Drive.
- Buffers for intensity of use between adjoining properties should be designed to avoid barriers to pedestrian connection and excessive land consumption. Architecture should transition by using similar height and roof form. Avoid placing nuisance features such as trash receptacles, loading spaces, and parking near residential uses. Utilize small plazas, parks or public gathering places.

Industrial

The industrial area is a gateway into Hanover County and during community work sessions for the Mechanicsville Small Area Plan, a leading concern expressed by participants was the unsightly condition of this area. All but approximately 16 acres of the Industrial designation is developed, primarily with auto-service

establishments with approximately 40.7 acres underutilized as automobile salvage-yards. Outdoor storage of business material is prevalent without adequate screening. The economic viability of this area is essential for maintaining Mechanicsville's stability.

A 2003 market analysis for the revitalization of the Village states that the industrial area is key to a revitalization plan for the village. The area has sufficient developable land to accommodate existing auto-related uses from the Village business core as well as new industrial uses. One concept suggested in the market analysis would be to relocate auto-related uses from the Turnpike to the industrial area so that new retail and office space development can occur along the Turnpike's commercial core; the new multi-tenant building at the end of Elm Drive was given as a good example of a better way to house small auto-related firms rather than in the old free-standing buildings that exist along the Turnpike.

Recommendations Industrial Land Use:

- Encourage regular monitoring and enforcement of existing property maintenance, environmental and zoning ordinances.
- Businesses and property owners along Elm Drive and U.S. Route 360 should be encouraged to improve the appearance by removing or enclosing outdoor storage areas; use landscaping and improved signage; define and consolidate entrances to businesses.
- Ensure that site circulation promotes contiguous pedestrian and vehicle circulation for infill and redeveloped properties with safe pedestrian connections to other uses in the Village.
- Development controls and design standards should be considered for generating a more attractive industrial setting.
- Promote uses that would be in conformity with the adopted Economic Strategic Development Plan for Hanover County.

Market Analysis Source: Market Analysis for Revitalization Village of Mechanicsville Hanover County, Virginia, S. Patz and Associates, Inc., July, 2003

Mixed Use

The Mixed-Use designation proposes the integration of two or more uses through careful site layout and design to provide an efficient use of land with greater emphasis on pedestrian orientation. Uses include, but not limited to, residential, business and office. The approach is a divergence from the single use, auto oriented development pattern that has been typical for the Village of Mechanicsville throughout the twentieth century. The plan further designates two levels of Mixed-Use activity: Mixed-Use Residential with emphasis on a neighborhood center of activity and Mixed-Use Commercial with emphasis on a commercial center of activity.

The area north of the Mechanicsville Bypass designated as Mixed-Use Residential is comprised of single-family dwellings, apartment units, offices, and imposing public utility

structures. Also within this area is a small residential neighborhood (including Carolyn and Grace Lanes) that was identified in a 2005 architectural survey as having potential to be a National Register of Historic Places (NRHP) and Virginia Landmark Register (VLR) historic district . A listed historic district allows property owners to qualify for state and federal tax credits for rehabilitation. The homes in this neighborhood are noted as excellent examples of small Colonial Revival-style houses and built between 1940 and 1948.



Colonial Revival-style office building



Colonial Revival-style house

The office building located at 8108 Virginia Manor Drive is noted in the architectural survey report as sympathetic to the surrounding houses with its colonial revival design and scale. This building should be considered as an appropriate example for future non- residential development in this area.

Without large parcels of undeveloped land, development north of the Mechanicsville Bypass designated for Mix-Use Residential will constitute redevelopment. Challenges will be the assembly of parcels and/or assimilation of existing structures into new uses.

Properties located south of the Bypass offer the greatest potential for new development in the Mixed-Use Residential designation. The area includes the Cold Harbor Shopping Center, which has not been successful since a 22,000 square foot anchor grocery store vacated in 1999. The shopping center combined with adjacent large lot residential properties and vacant properties along Fast Lane constitute approximately 27 acres.

Emphasis in this area should be on residential uses mixed with neighborhood commercial/office uses that will compliment and not compete with the Village of Mechanicsville commercial core along Mechanicsville Turnpike. Challenges for a Mixed- Use neighborhood development will be assemblage of properties and a safe pedestrian connection to the Village core area across the Bypass.

Recommendations Mixed-Use Residential:

- Emphasis should be on a residential center of activity, encourage a balance of different housing types while maintaining the overall character of the area; maximum residential density up to 16 units per acre.

- New Development should preserve natural features including mature trees, topography, and ponds to enhance character.
- Encourage a mix of small-scale neighborhood serving retail, office, service and civic use development.
- Ensure that site circulation promotes contiguous pedestrian and vehicle circulation for infill and redeveloped properties with safe pedestrian connections to other uses in the Village.
- Buffers for intensity of use between adjoining properties should be designed to avoid barriers to pedestrian connection and excessive land consumption. Architecture should transition by using similar height and roof form. Avoid placing nuisance features such as trash receptacles, loading spaces, and parking near residential uses. Utilize small plazas, parks or public gathering places.

The Mixed-Use Commercial area encompasses the Mechanicsville Turnpike commercial core and with the exception of a 35 acre undeveloped site at the Interstate 295 interchange, the context for Mixed-Use is infill or redevelopment.

A feature article in a February 5, 2006, Richmond Times-Dispatch began with “Welcome to the village of Mechanicsville, home of mom and pop barbershops, bakeries, grocers, jewelers, dry cleaners and druggists.” The article summed up the affection locals have for the commercial village that is full of history and striving to retain the charm that has been lost in the newer commercial development further east on U.S. Route 360. The article affirms the importance of retaining and enhancing a sense of place for the Village.

The 35 acre undeveloped site at the Interstate 295 interchange presents the least complex site for new development once access issues have been resolved, since it does not require the assembly of developed parcels. During community work sessions, a reoccurring comment was that this property should capitalize on its visibility from I-295 with taller buildings and possibly a landmark feature that announces “Mechanicsville” in a way that the windmill structure does on the western end of the Village.

Recommendations Mixed-Use Commercial:

- Continue to build on community and business support for revitalizing this area. One of the biggest assets for success is the affection and nostalgia for the Village.
- Successful revitalization and redevelopment will require firm public commitment to attract private sector development. It is necessary to recognize the complexity of assembling properties for significant redevelopment and avoid unrealistic expectations.
- Encourage Mixed-Use zoning to allow flexibility so that buildings and blocks can be designed to be interactive with streets and pedestrians.
- Public spaces should be provided that promote community identity including festivals, art, open-air markets, and other forms of entertainment.
- Emphasis should be on a commercial center of activity. Encourage local businesses that provide new services or merchandise or complement existing businesses. Retail floor area should be considered when encouraging smaller local businesses. Compact, vertical density should be considered favorably.
- Provide for a variety of housing with a residential density up to 30 units per acre.
- Deep setbacks behind large parking areas should be avoided.

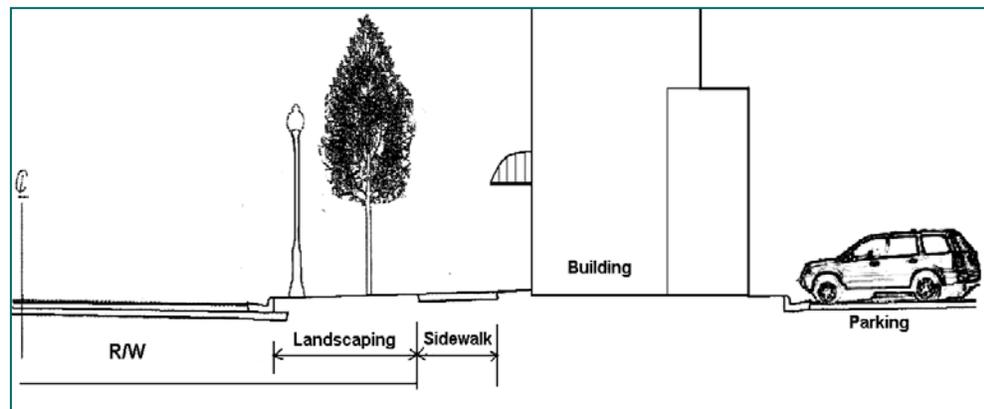
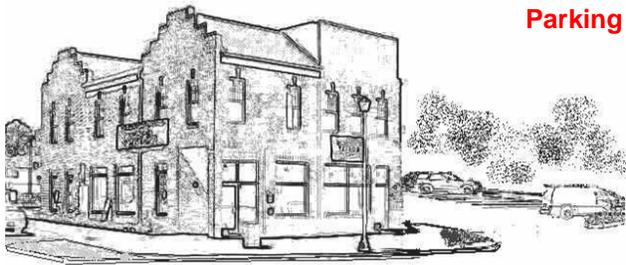
- Buffers for intensity of use between adjoining properties should be designed to avoid barriers to pedestrian connection and excessive land consumption. Architecture should transition by using similar height and roof form. Avoid placing nuisance features such as trash receptacles, loading spaces, and parking near residential uses. Utilize small plazas, parks or public gathering places.
- Ensure that site circulation promotes contiguous pedestrian and vehicle circulation for infill and redeveloped properties with safe pedestrian connections to other uses in the Village.
- Entrances to businesses should be defined and consolidated.
- Architectural design guidelines with a distinct “Mechanicsville” style and review standards should be established to preserve the unique character of Mechanicsville.
- Encourage a Village Business or Overlay Zoning District that would relax requirements such as building setbacks, buffers and parking, so that new mix-use and infill development would have a “Main Street” character instead of auto-oriented.

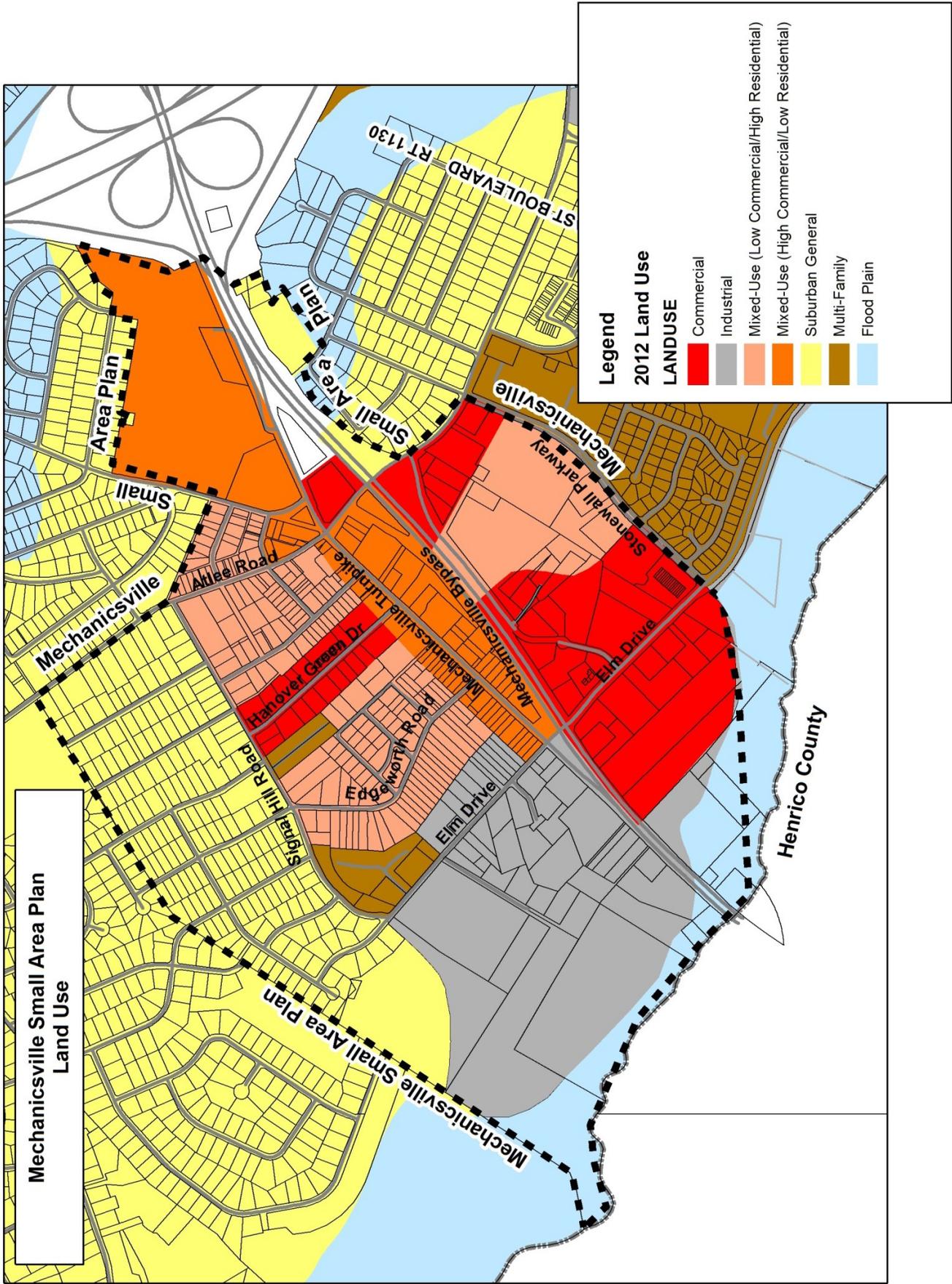
Street

Front

Rear

Parking

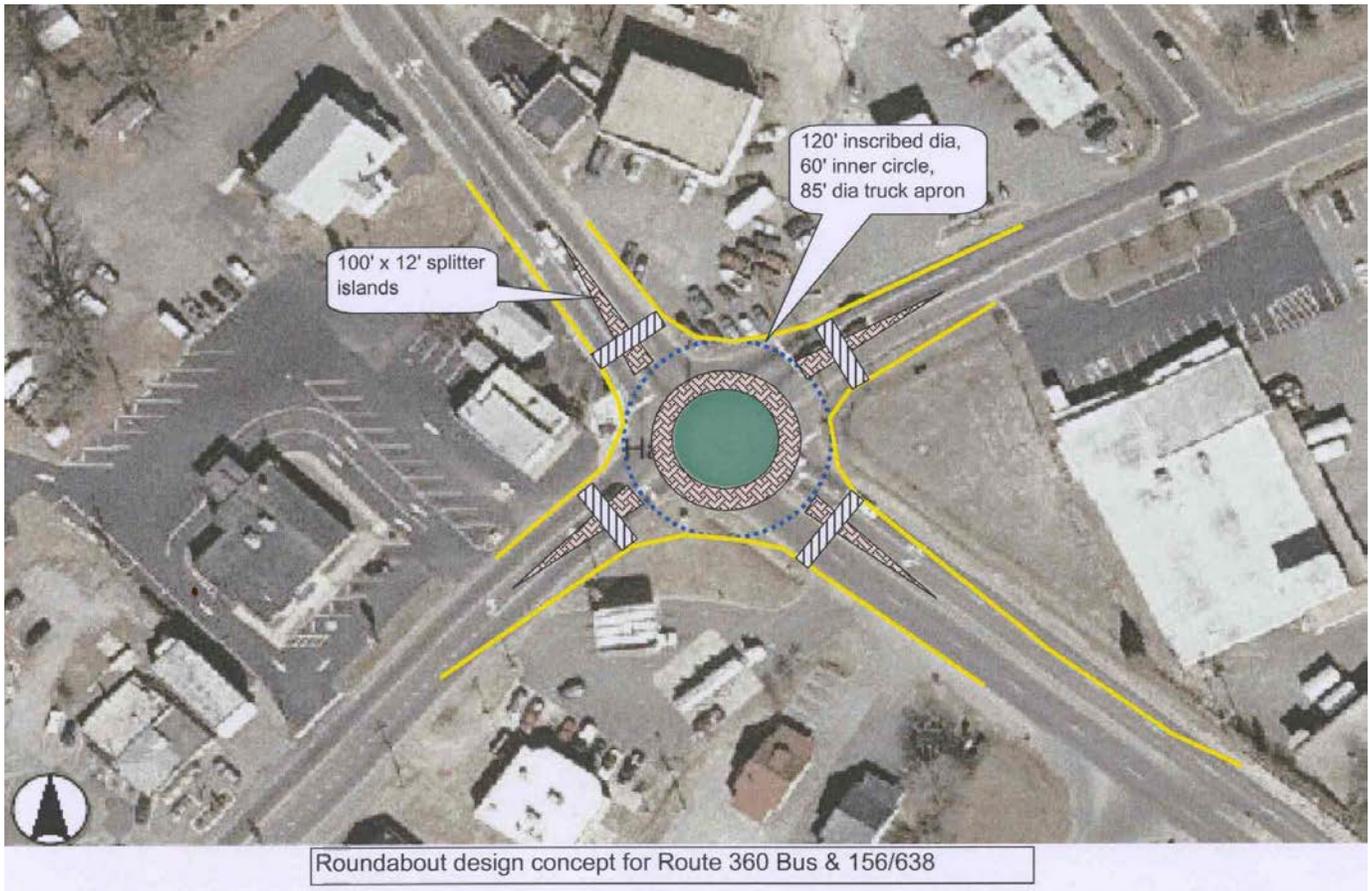




Study Recommendations Transportation

The Village of Mechanicsville benefits from excellent regional accessibility. Interstate 295 located to the east and Route 360 through the center provides easy access to the Richmond region, Interstates 64 and 95. However, while accessibility is excellent, on-site accessibility could be improved by reducing vehicular congestion within the village area and through better pedestrian and handicapped circulation. New roads are also need for better access to the undeveloped parcels. The illustration below is an overall plan for road improvements to address vehicular circulation.



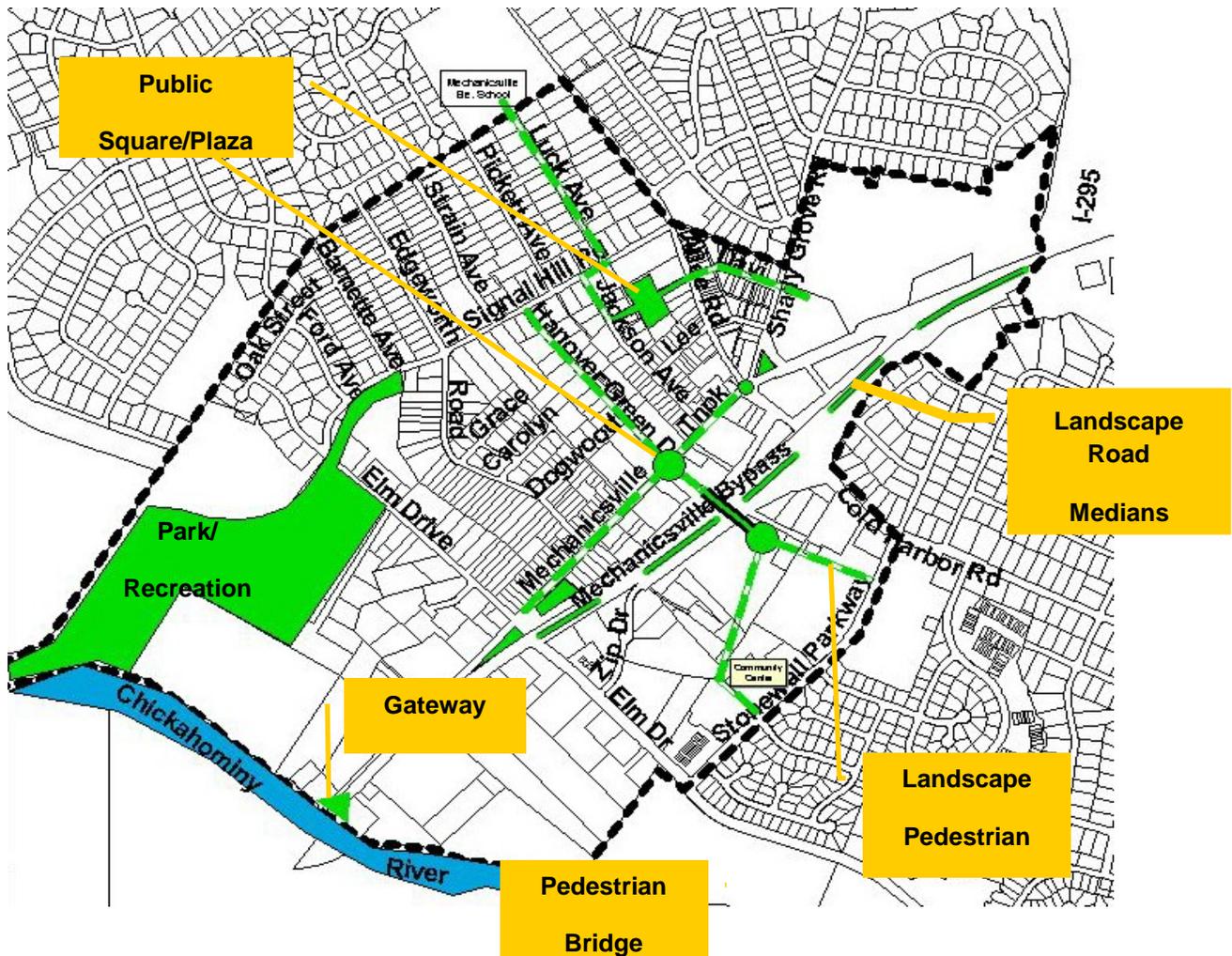


Access and connectivity for all modes of transportation are essential for the entire study area. Access needs to be safe for both vehicles and pedestrians. The designated Mixed-Use centers could have the potential to reduce traffic impacts from new development by providing alternatives to automobile trips within the neighborhood.

Recommendations Transportation:

- Reduce the number of entrances onto Mechanicsville Turnpike.
- Seek VDOT approval to reduce the speed limit on Mechanicsville Turnpike from 35 MPH to no more than 25 MPH.
- Incorporate traffic calming measures along Mechanicsville Turnpike by reducing travel roadway and clearly defined crosswalks at its intersection with Elm Drive, Edgeworth Road, Hanover Green Drive, Jackson Avenue and Atlee Road.
- Mixed use developments should be based on a block structure to provided connectivity and allow flexibility to provide pedestrian access.
- New roads and improvements: roundabout for Mechanicsville Turnpike and Routes 156/638; cul-de-sac the eastern end of Davis Avenue; cul-de-sac the western end of Mechanicsville Turnpike; new corridor connecting Shady Grove Road (Route 640) and the west bound ramp from the Mechanicsville Bypass; new corridor connecting Atlee Road (Route 638) to Shady Grove Road (Route 640); close Fast Lane at Cold Harbor Road (Route 156) and redirect to Stonewall Parkway.

Study Recommendations Village Amenities and Utilities



The prevailing goal for the Village of Mechanicsville Small Area Plan is a pedestrian friendly community of mixed uses forming a cohesive unique place. Fundamental to this goal is an interconnected system of walkways and landscaping that will serve as a seam to tie the different areas of the village together.

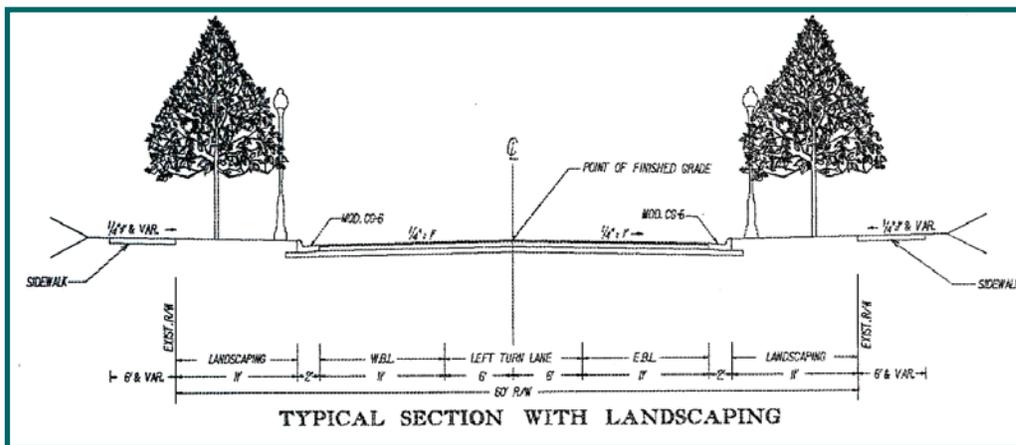
Emphasis should be placed equally on pedestrian access as for automobile access with well-designed, safe walkways and crosswalks.

Parks, plazas, squares, and lighting enhance the pedestrian experience. Street landscaping can provide attractive focal points for the community.

The area benefits from excellent water and sewer infrastructure. A storm sewer system instead of open ditches and relocation of overhead utility lines should be considered for Mechanicsville Turnpike.

A carefully designed, safe and pleasant network of sidewalks and streetscaping is integral to circulation in the Village. The illustrations on this page were prepared by Austin Brockenbrough & Associates, LLP, January 2003, for Hanover County, as part of a recommendation to transform Mechanicsville Turnpike into a safe pedestrian corridor with sidewalks and amenities.

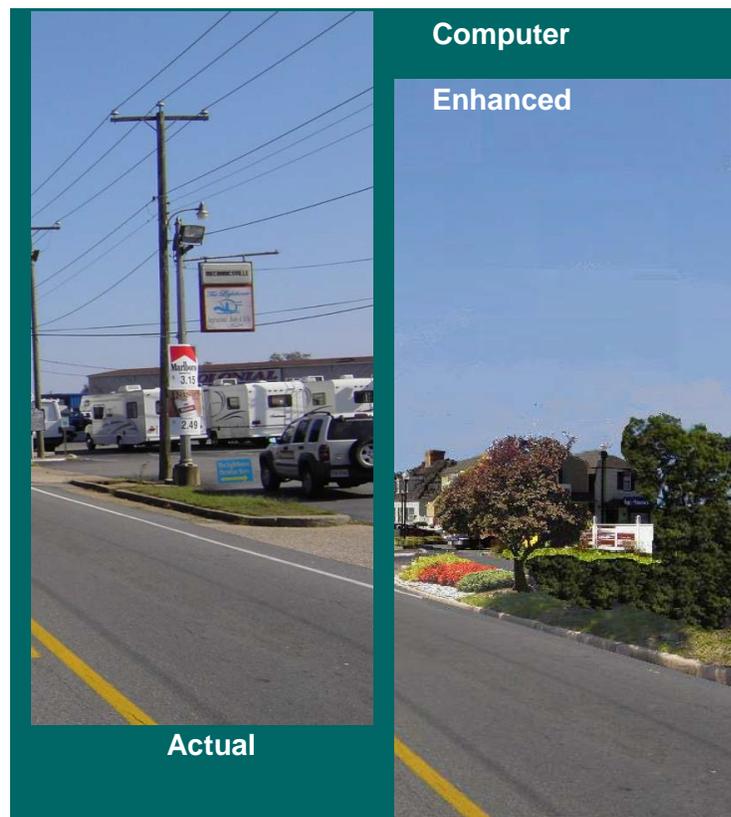
It is important to create a pedestrian walkway system that efficiently provides direct links to primary destinations. Site amenities should provide attractive open areas inviting people to gather.

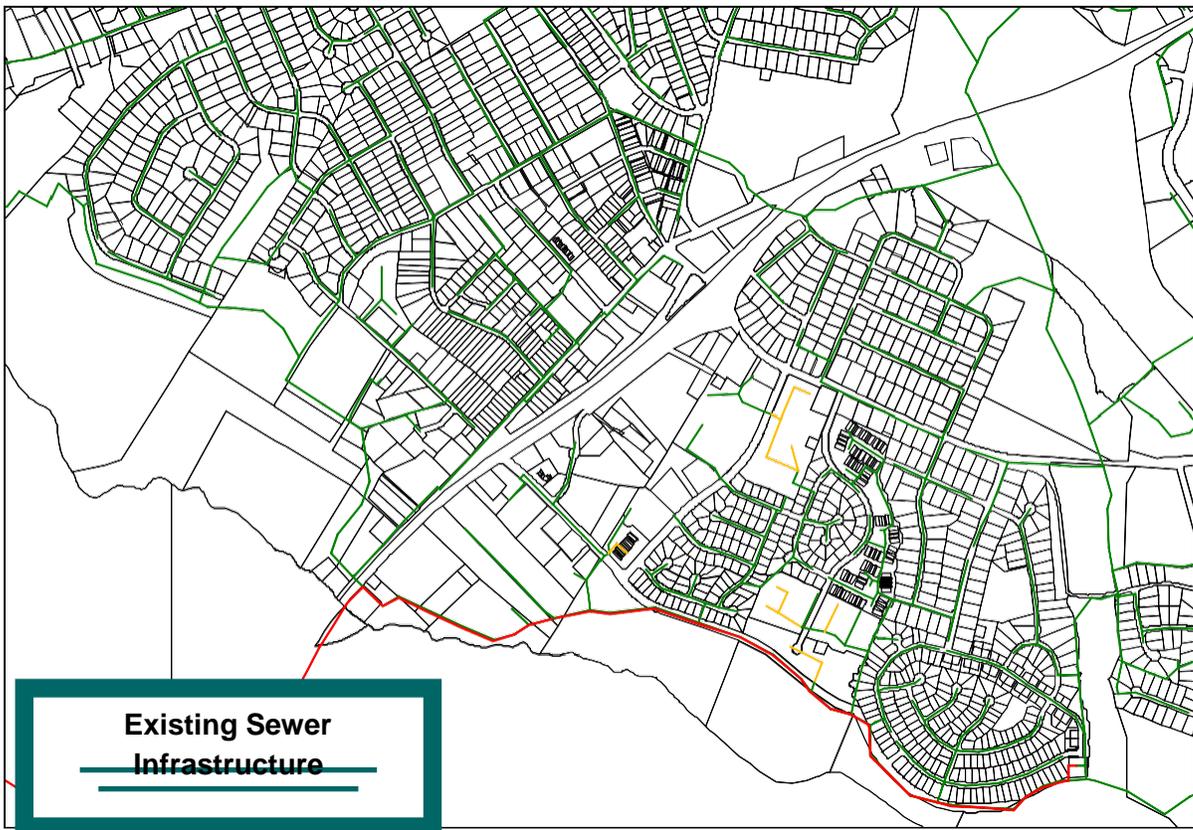
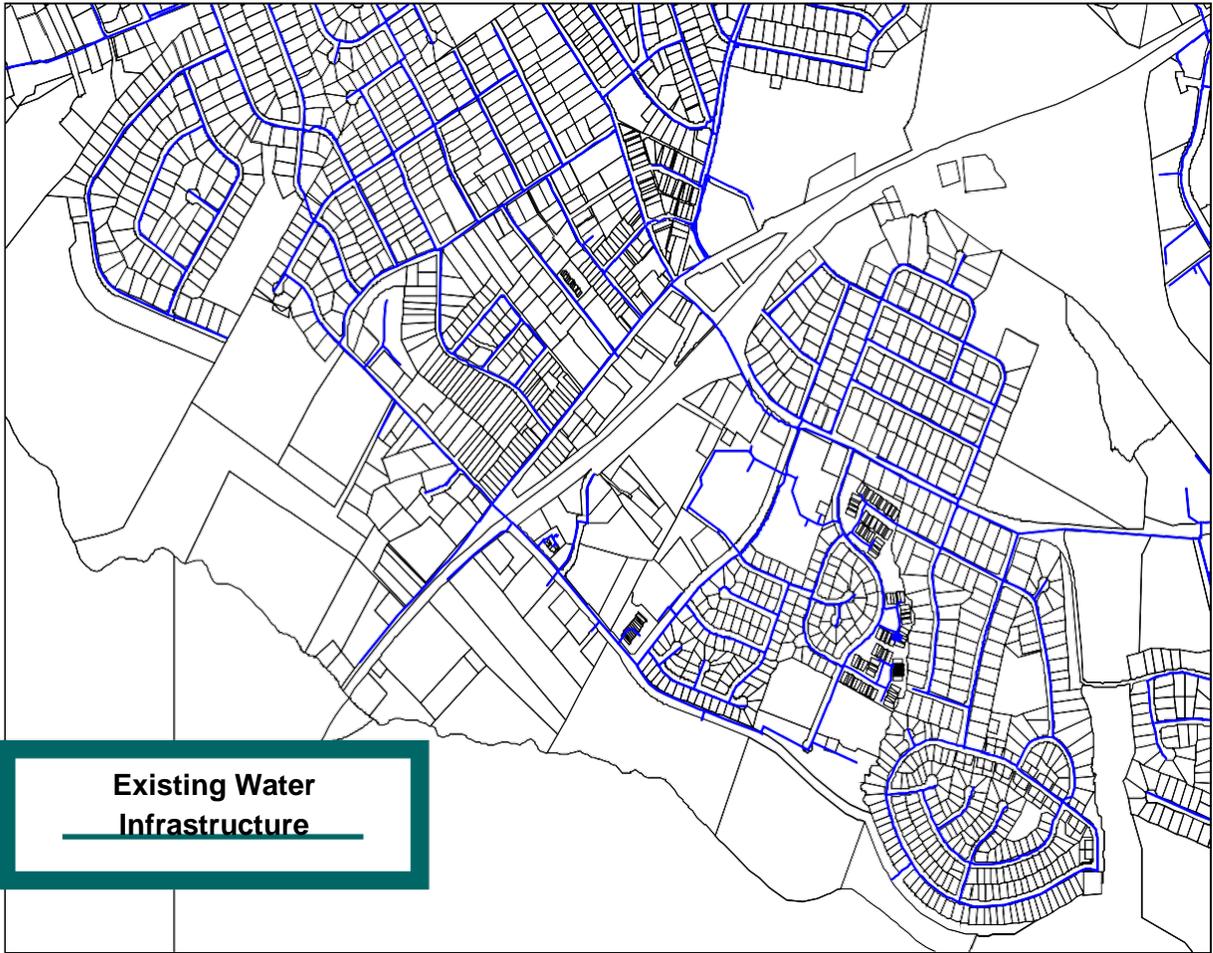


Approximately 26 acres of undeveloped land adjoining the Chickahominy River on the west and the Mechanicsville Recreation Center on the east provides opportunity for the development of a community park; wetlands will present a significant challenge for developing this property thus making open space a viable option.

Recommendations Village Amenities and Utilities:

- Drainage improvements should consist of a storm sewer system with curb inlets along Mechanicsville Turnpike eliminating the existing open ditches.
- Encourage underground line utilities for new development throughout the study area and consider relocating existing overhead utilities along Mechanicsville Turnpike off the roadway to an area behind buildings.
- Coordinate with VDOT for a landscaped Mechanicsville Turnpike and Hanover Green Drive, with on-street parking, crosswalks, and landscaping to separate sidewalks from roadways, generally based on the Austin Brockenbrough & Associates, LLP, concept.
- Develop a network of pedestrian walkways, with a minimum width of 4-feet. throughout the planning area connecting different land uses and primary destination points.
- Explore the development of a pedestrian crossing over U.S. Route 360.
- Develop a landscaped gateway at the Hanover-Henrico County line and coordinate with VDOT and volunteer groups to landscape U.S. Route 360 medians.
- Explore the development of a community park in the northwestern area of the planning area.
- Develop attractive plazas and squares with amenities to create focal points and gathering places.
- Uniform street lighting design for the overall planning area.
- Explore the development of a community center at the Mechanicsville Library site on Stonewall Parkway.





Village of Mechanicsville, Small Area Plan

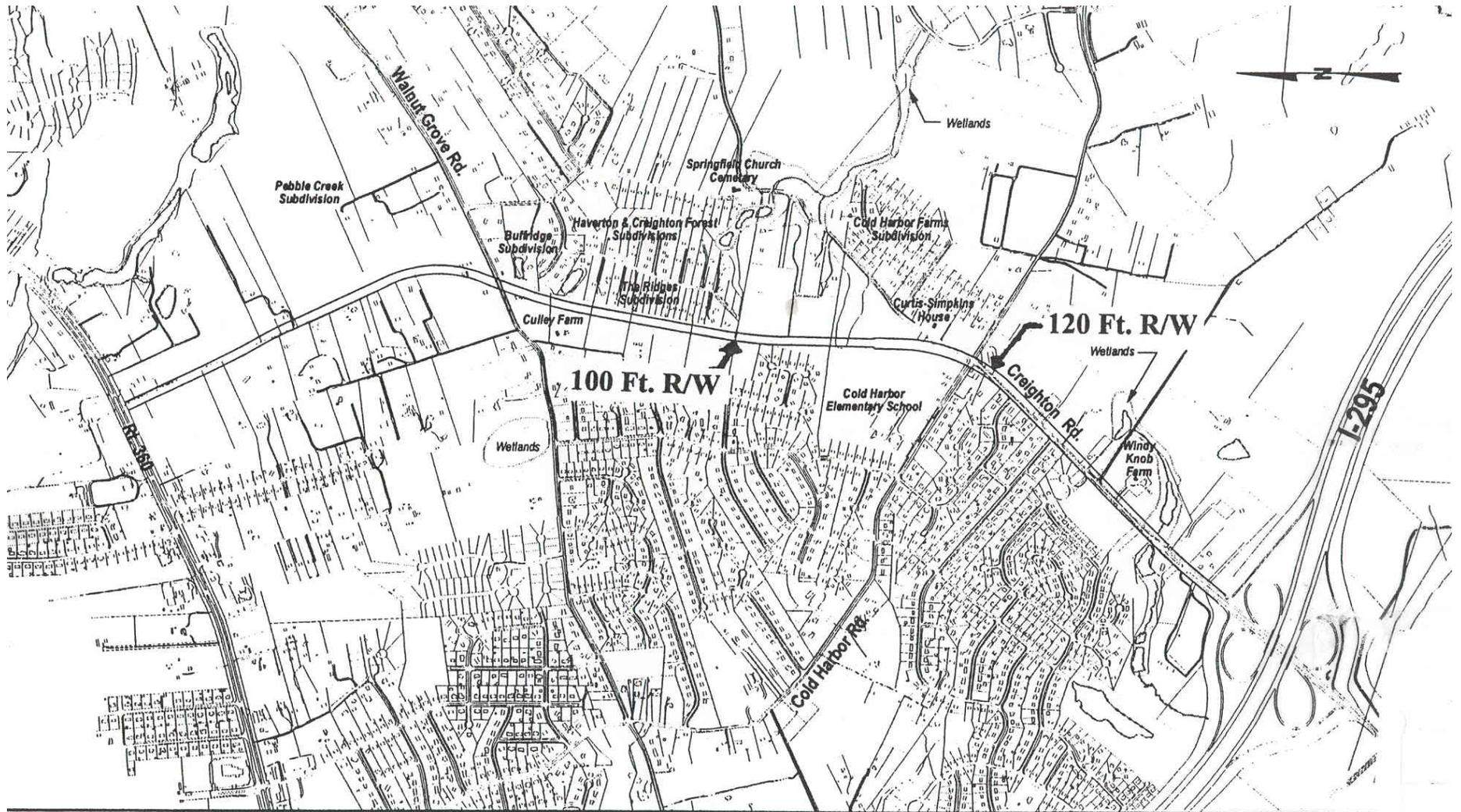
The Village of Mechanicsville, Small Area Plan, was prepared by the Hanover County Planning Department, with assistance from the Hanover County Economic Development, Hanover County Department of Public Works, Hanover County Department of Public Utilities, and consulting assistance from Resource International, LTD.

Contributing Documents:

Hanover County Twentieth Century Architecture in the Phased Development Areas, Ashley M. Neville, L.L.C., September 25, 2005

Market Analysis for Revitalization Village of Mechanicsville, Hanover County, Virginia, S. Patz and Associates, Inc., July, 2003

Old Mechanicsville Turnpike Feasibility Study, From Elm Street To Atlee/Cold Harbor Road, Mechanicsville, Virginia, Austin Brockenbrough & Associates, LLP, January 2003



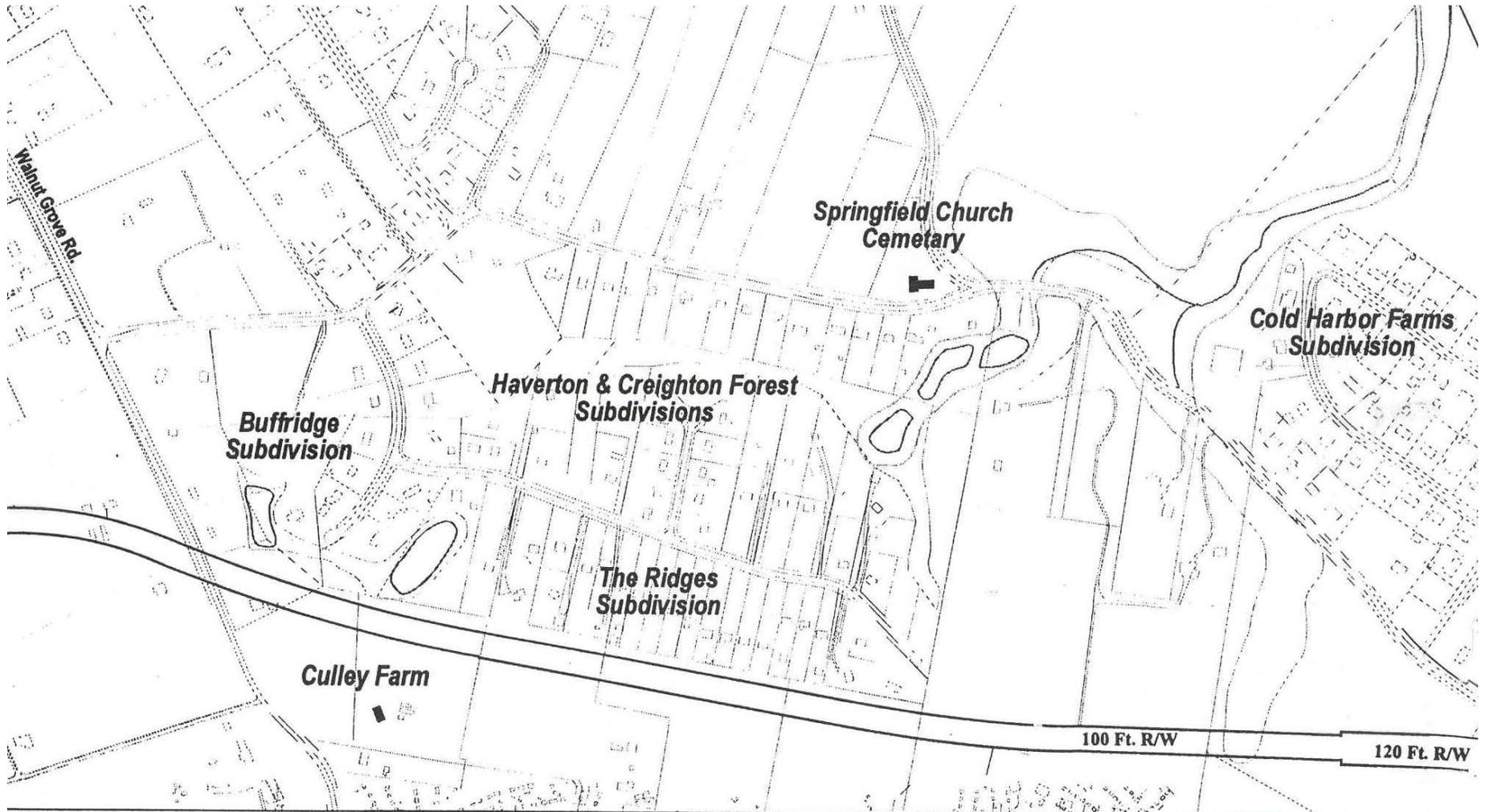

 Kimley-Horn
 and Associates, Inc.

Creighton Road Corridor Study

Hanover County, VA

Alignment
 Alternate A

APPENDIX: T-1
Creighton Parkway Phase 1 (CPA 96-1)

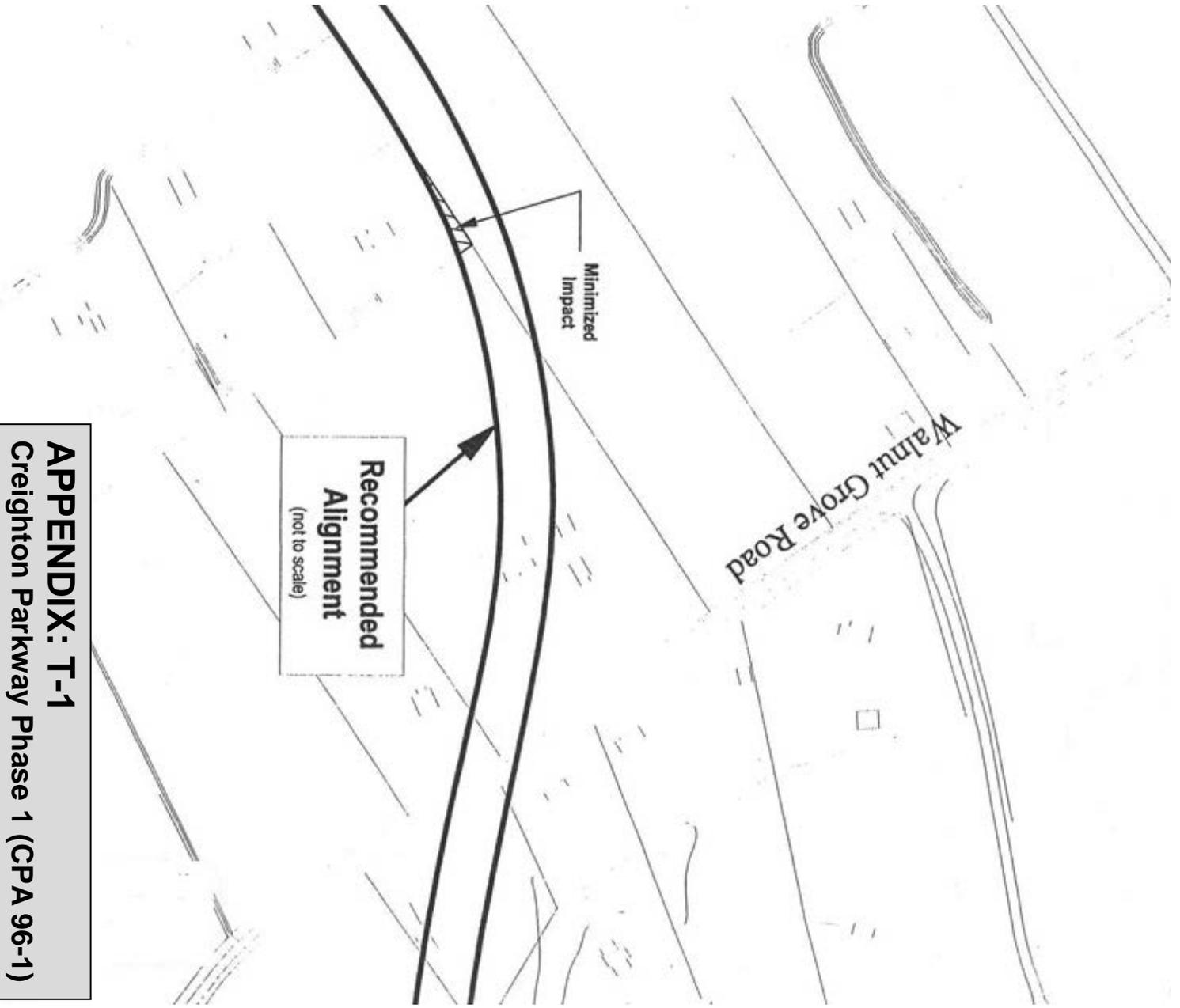


Kimley-Horn
and Associates, Inc.

Creighton Road Corridor Study
Hanover County, VA

**Corridor Alignment to
The Ridges Subdivision**

APPENDIX: T-1
Creighton Parkway Phase 1 (CPA 96-1)



APPENDIX: T-1
Creighton Parkway Phase 1 (CPA 96-1)

**Corridor Adjustment
to the Residential Property
Creighton Road Corridor Study
Hanover County, Virginia**

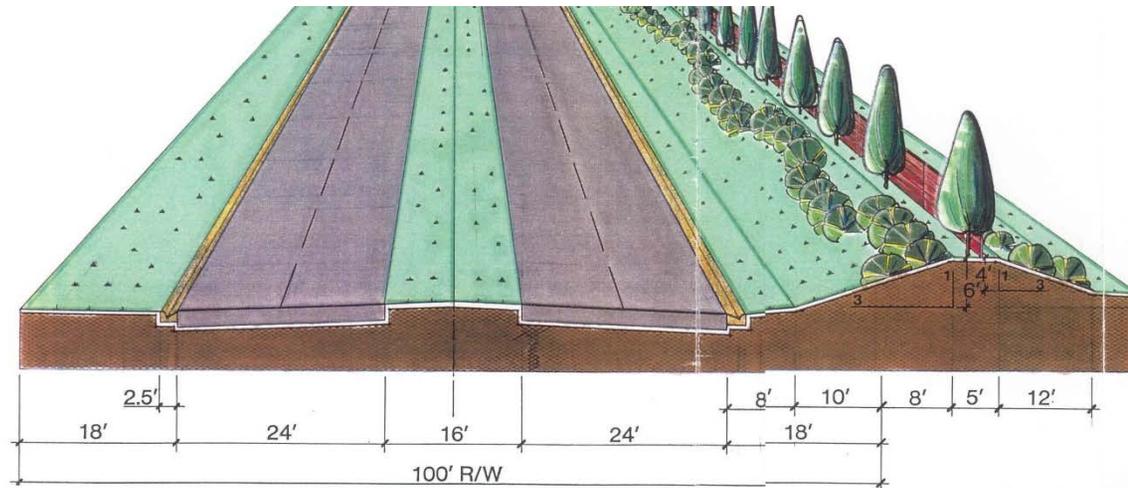
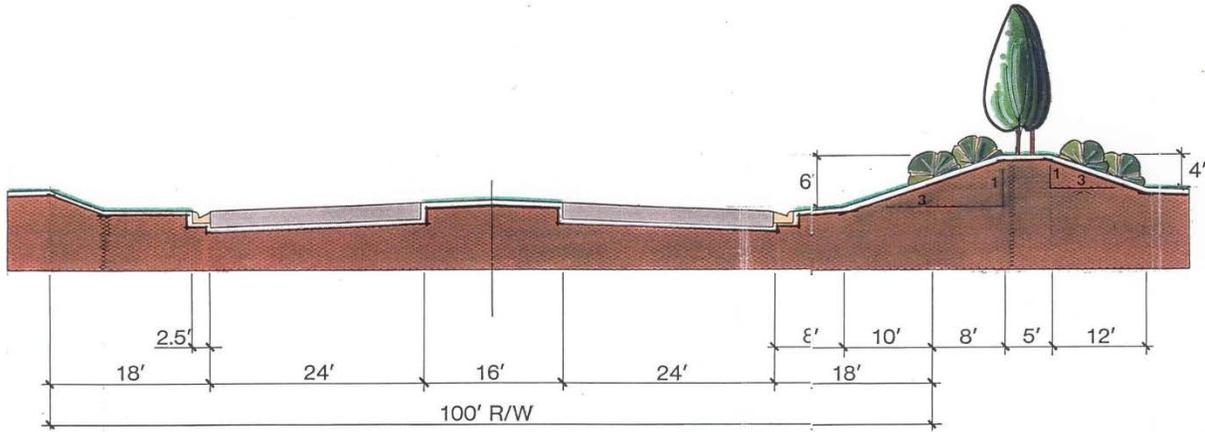


**Kimley-Horn
and Associates, Inc.**

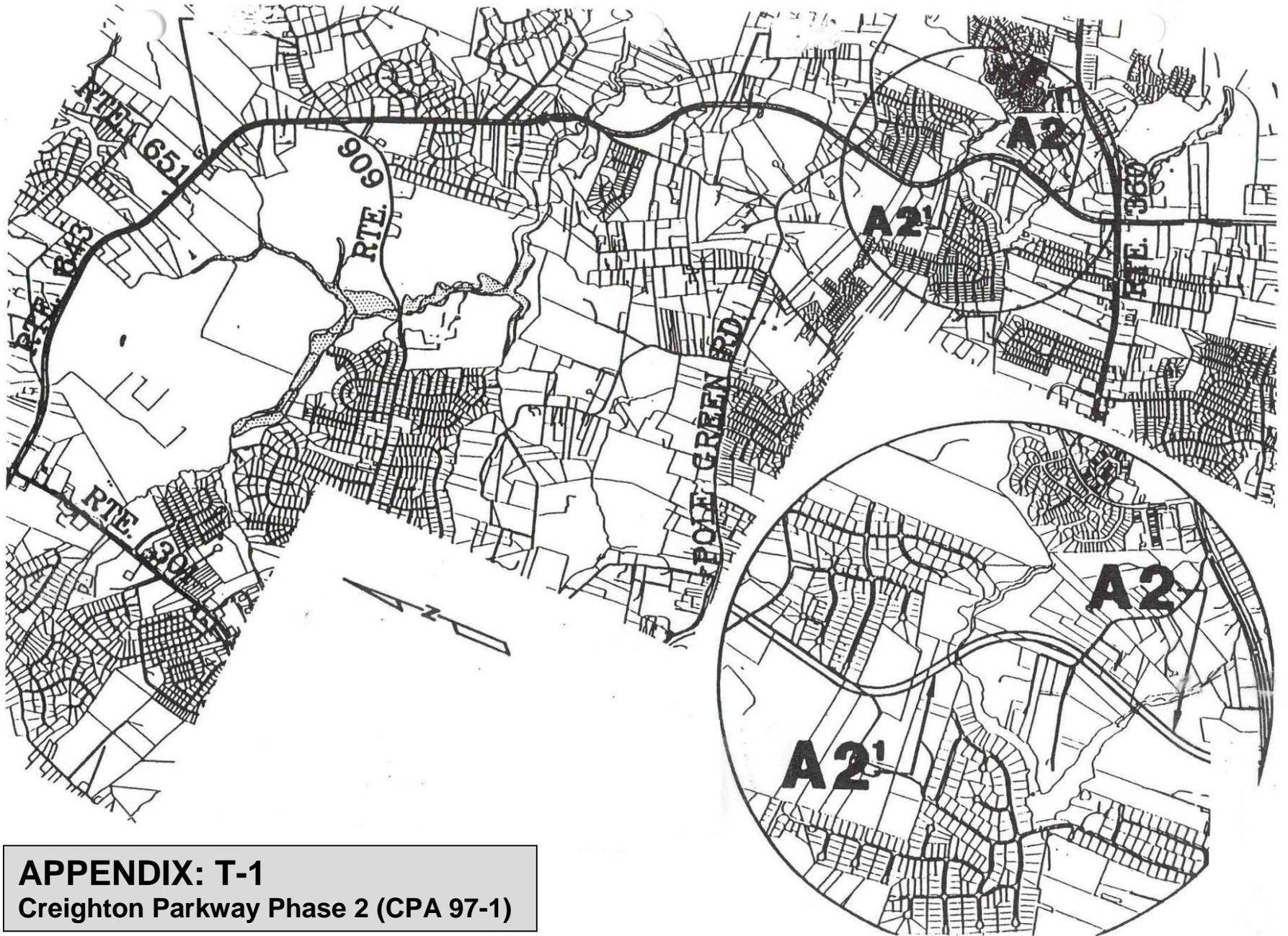
CREIGHTON ROAD

TYPICAL SECTION

N.T.S.



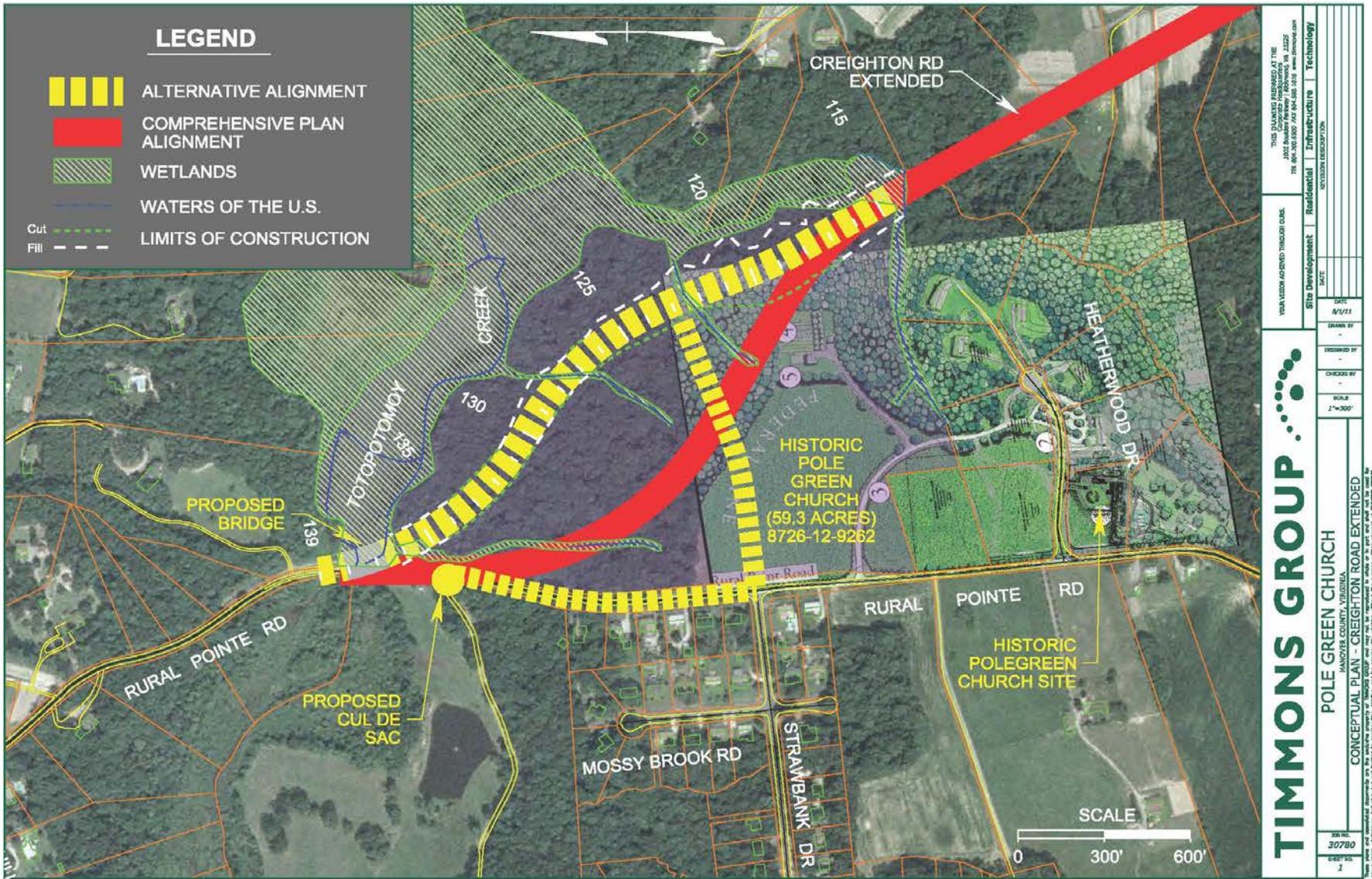
APPENDIX: T-1
Creighton Parkway Phase 1 (CPA 96-1)



APPENDIX: T-1
Creighton Parkway Phase 2 (CPA 97-1)



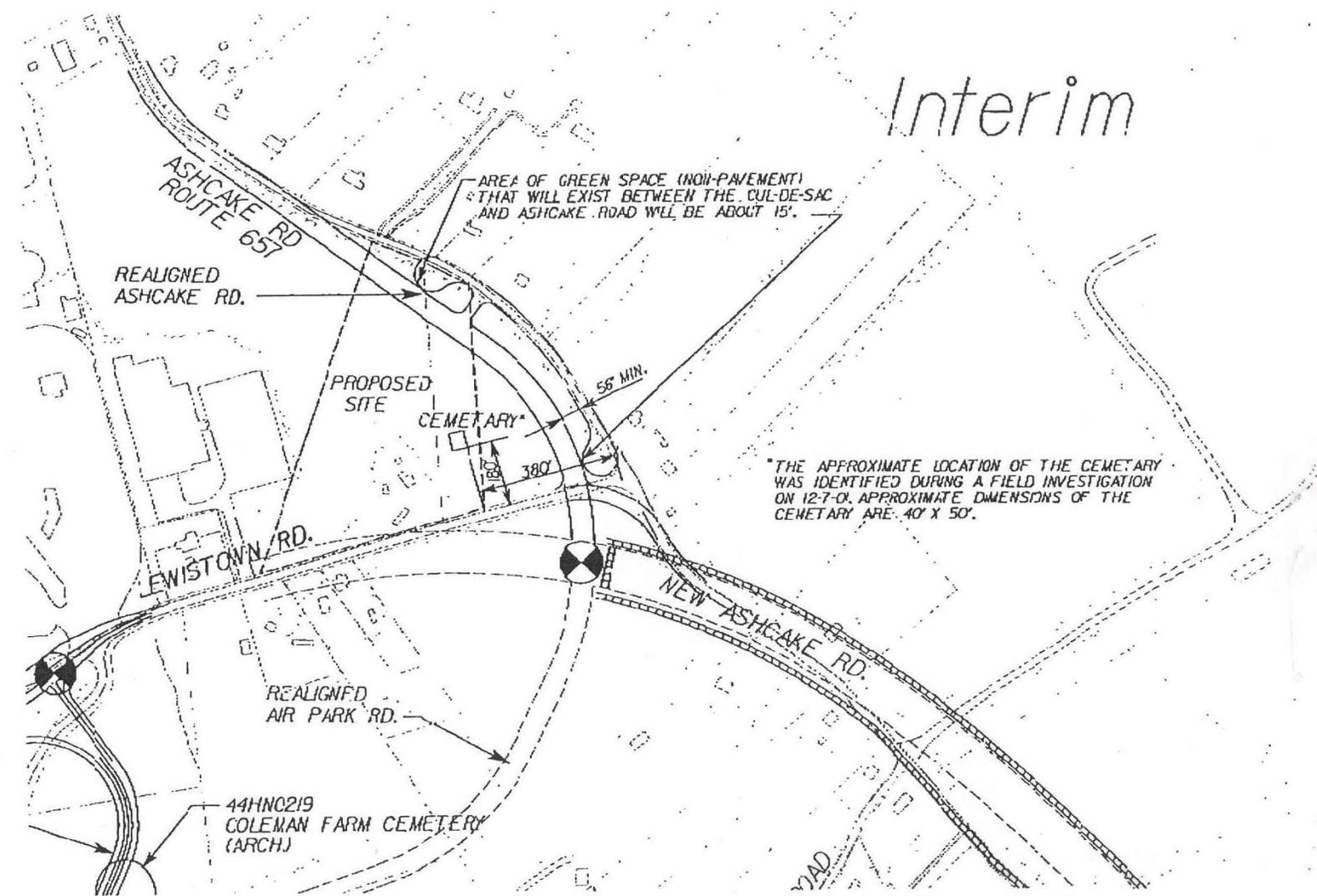
APPENDIX: T-1
Creighton Parkway Phase 2 (CPA 99-4)



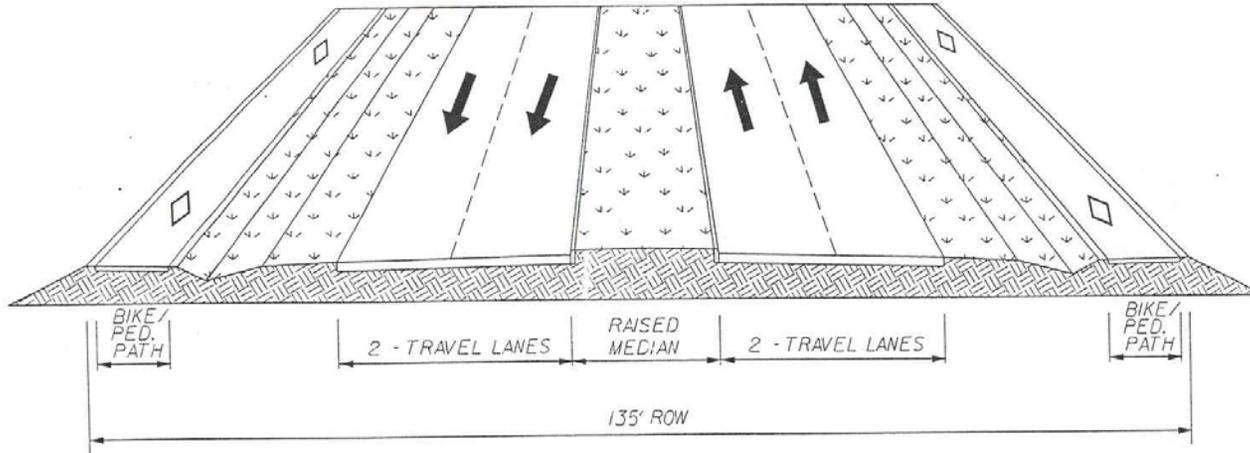
APPENDIX: T-1
Creighton Parkway Phase 2 (CPA 12-01)



APPENDIX: T-2
New Ashcake Road Extended (CPA 00-13)

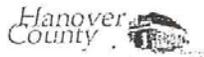


APPENDIX: T-2
New Ashcake Road Extended (CPA 00-13)



**NEW ASHCAKE ROAD
TYPICAL SECTION**

NOTES: 1 - ROW WIDTHS INCREASE AT INTERSECTIONS TO ACCOMMODATE TURN LANES.
 2 - THE ROW WIDTH VARIES BETWEEN VIRGINIA PRECAST ROAD AND AIRPARK ROAD.
 THE BIKE/PED PATH ALSO MEANDERS ALONG THE WEST SIDE OF THIS SECTION OF ROAD.



**APPENDIX: T-2
New Ashcake Road Extended (CPA 00-13)**



WINDLASS & KEENER P.L.C.
 6000 STAFFORD MILL ROAD, HANOVER, VA 23060
 (804) 766-4125 • FAX (804) 766-4016



**PROPOSED AMENDMENT
 TO THOROUGHFARE
 PLAN - LEWISTOWN ROAD**
 ASHLAND DISTRICT, HANOVER COUNTY, VA

APPENDIX: T-3
Lewistown Road Extended (CPA 98-3)