



LAND USE VISIONING WORKSHOPS
Overview + Summary of Results: Summer 2022

OVERVIEW

As part of the Envision Hanover planning process, interactive workshops focusing on land use were held for the public. At these workshops, participants heard a presentation regarding land use planning in Hanover County and then divided into small groups (usually 4 to 5 people) to share their thoughts on potential changes to the General Land Use Plan.

Date	Location	Number of Participants
Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.)	Montpelier Center for Arts and Education	32
Wednesday, Aug. 3, 2022 (5:30 p.m. – 7:00 p.m.)	Atlee Branch Library	47

These workshops were advertised in a variety of ways:

- Advertisement/Public Notice in the *Mechanicsville Local*
- Contributed Reports/Articles in the *Mechanicsville Local*
- Posting on the Project Website
- Social Media Posts
- Flyers at the Tomato Festival
- Mass Emails via Envision Hanover Contact List
- Sign at Planning Department Front Desk
- Group Presentations and Presentations to the Community Participation Team and Board of Supervisors

Participants were encouraged to pre-register (but it was not required). Those that registered prior to the meeting were able to receive a reminder email with background information regarding the General Land Use Plan.

KEY THEMES

As participants worked in groups around a map of the current General Land Use Plan, a facilitator answered questions and recorded comments received. Each group was given a series of colored dots corresponding to future land use types, which they could place on the map if they wanted to recommend a change to the current General Land Use Plan. Each group was also asked to identify general principles that they thought should guide any recommended changes to the General Land Use Plan and share these “guiding principles” with the whole meeting/group. Based on the comments from each group, some key themes emerged:

- **Rural Character**

Participants expressed an interest in maintaining the rural character found in much of Hanover County and managing growth to preserve that rural character.

- **Affordable Housing and Different Housing Options**

Participants indicated a need to provide affordable housing within different parts of the County in a context-sensitive way. Some also expressed interest in providing housing options for residents of different ages and circumstances, such as low-maintenance housing options for older residents that want to stay in their community.

- **Mixed-Use Rural Villages**

Participants indicated interest in accommodating small-scale commercial uses and additional housing options within rural villages, including Montpelier and Beaverdam.

- **Services at Rural Crossroads**

Some participants expressed interest in providing options for small-scale commercial and service uses at rural crossroads.

- **Commercial/Industrial Uses at Major Interchanges**

Participants indicated interest in accommodating commercial and industrial uses near interstate interchanges. Several groups expressed particular interest in accommodating those uses near the I-95/State Route 30 interchange, which aligns with current recommendations on the General Land Use Plan.

- **Mixed-Use Development**

There seemed to be interest in accommodating high-quality mixed-use development at strategic locations. Some groups indicated that mixed-use development could be a tool to create economic development opportunities and provide affordable housing options.

- **Transitions between Uses and Place Types**

Participants indicated interest in considering greater transitions between different use types (such as between residential and commercial/industrial uses) and greater transitions between higher-intensity development in suburban areas and adjacent rural areas.

- **U.S. Route 33 Corridor within Suburban Service Area (SSA)**

Participants indicated a need to reevaluate proposed future land uses along the U.S. Route 33 Corridor within the SSA. There were several ideas regarding future development in this area, including more industrial and employment uses, higher-density residential uses, mixed-use development, or large-lot residential, but there was no general consensus on this area (more detail provided below).

- **Parks and Recreational Opportunities**

Participants felt there should be more public parks, athletic fields/complexes, and recreational opportunities for people of all ages, especially within suburban areas.

- **Transportation Infrastructure**

Participants commented on the need to improve the local roadway network to accommodate existing traffic and prepare for additional development.

Several of these themes align with feedback received during Phase #1 Public Engagement and the Visual Preference Survey.

Feedback Received: Land Use Visioning Workshop #1
Montpelier Center for Arts and Education
Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.)

OVERVIEW

Land Use Visioning Workshop #1 was held on Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.) at the Montpelier Center for Arts and Education, with 32 participants attending. These participants worked collaboratively in seven different groups (Tables 1 – 5 and Tables 7 – 8).

Introductory Presentation to Participants



Table #4 Presenting Collaborative Map/Discussion



Land Use Visioning Workshop #1: Summary of Feedback
Montpelier Center for Arts and Education

Concept/Guiding Principle	Table #1	Table #2	Table #3	Table #4	Table #5	Table #7	Table #8
Provide Affordable Housing/Housing Options			X	X		X	
Consider Residential Cluster Developments		X					
Provide Small-Scale Commercial Uses and/or Housing Options in Rural Villages			X			X	X
General Support for High-Quality Business Development		X	X				
Locate Commercial/Industrial Uses near Interstate Interchanges and/or Major Roads		X	X		X		X
Consider Small-Scale Commercial Uses at Rural Crossroads	X		X			X	X
Improve Appearance of Industrial Development	X						
Support Commercial and Industrial Uses near I-95/Route 30 Interchange				X			
Consider High-Quality Mixed-Use Development at Strategic Locations	X					X	
Consider Transitions between SSA and Adjacent Rural Areas			X				
Consider Transitions between Different Uses			X				
Reevaluate Land Uses and/or Design of Development along Route 33 Corridor in SSA	X	X	X	X	X		X

*There was no Table #6 at this location.

*Based upon feedback provided on the maps, written comments on the maps and/or flipcharts, and notes by group facilitators.

U.S. Route 33 Corridor within the Suburban Service Area (SSA)

Several groups (either by placing dots on the map or writing specific comments) indicated a need to reevaluate proposed future land uses along the U.S. Route 33 Corridor within the SSA. There were several ideas regarding future development in this area, but there did not seem to be consensus between the different groups:

Residential Uses

- One group recommended residential uses along the U.S. Route 33 Corridor. In particular, that group recommended lots of 1 – 2 acres for residential development (Table 4).

Commercial Uses

- Some groups recommended commercial development near the Henrico County line along U.S. Route 33 (Table 4, Table 5, Table 8).

Industrial Development

- One group discussed making this area primarily industrial (Table 2).

Mixed-Use Development

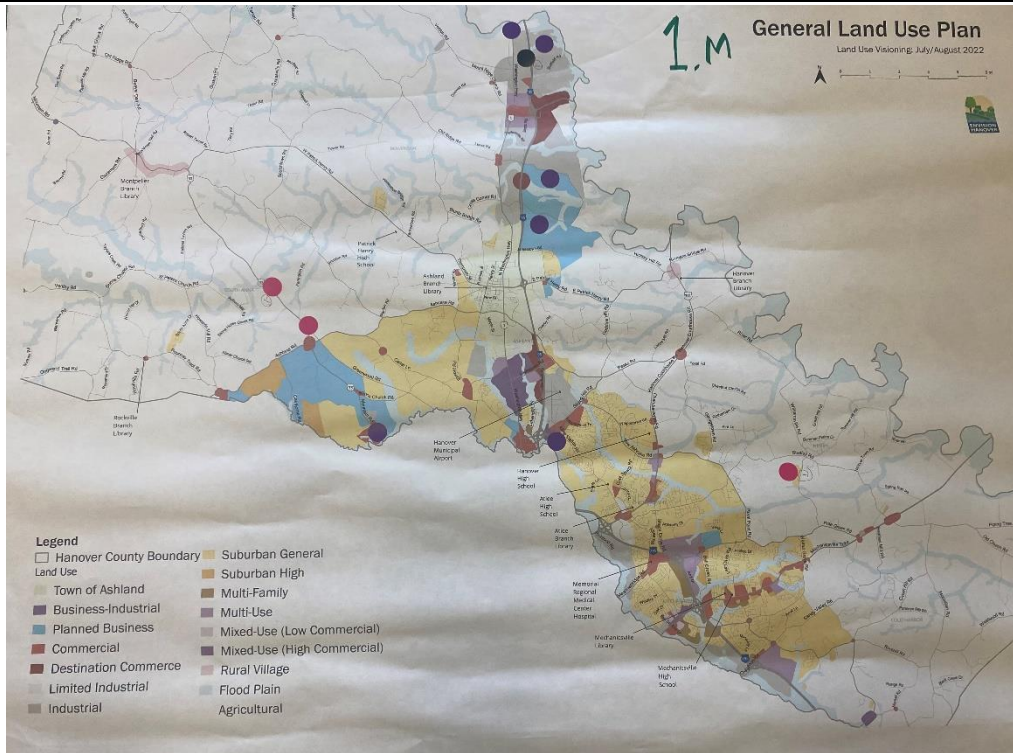
- Some groups recommended mixed-use development near the Henrico County line along U.S. Route 33 (Table 1, Table 7).
- Some groups recommended mixed-use development along Cauthorne Road (Table 2, Table 7).

Transitions

- One group focused on transitioning from higher-intensity uses along the U.S. Route 33 Corridor to lower-density uses farther from the corridor, as well as transitions to adjacent rural areas (Table 3).

There was also discussion among several groups about the need to widen U.S. Route 33 to four lanes and/or make other roadway improvements.

Comments Received: Workshop #1, Table #1



① MAKE INDUSTRIAL BEAUTIFUL

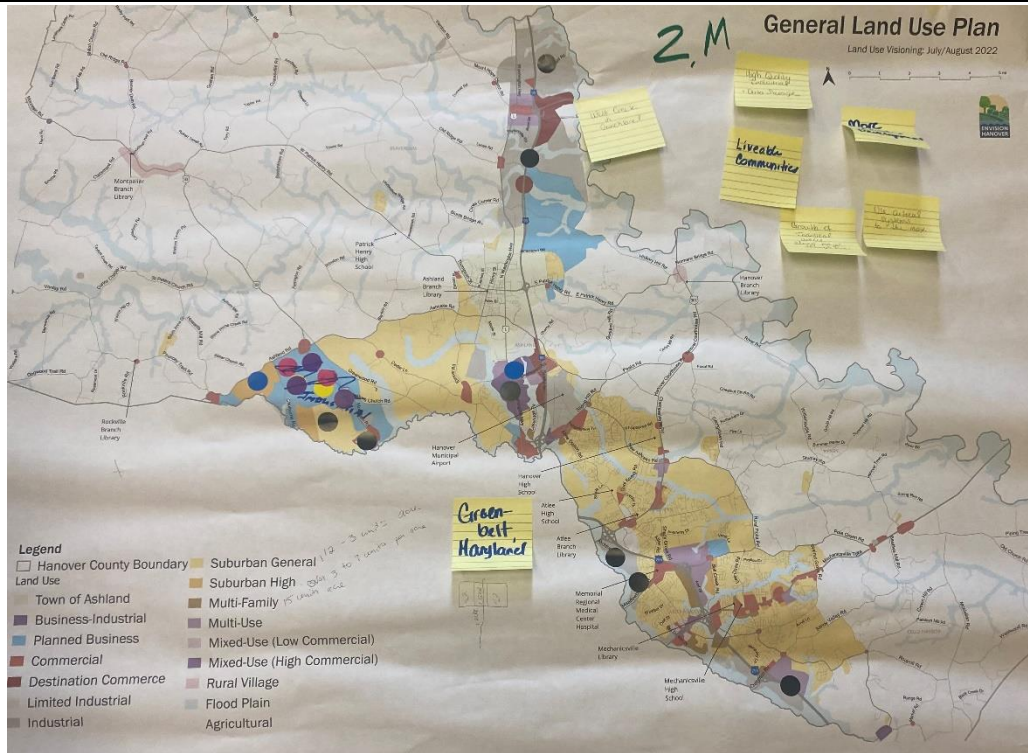
② PINK ⇒ OK w/ REGULATIONS FOR

- SIZE
- USE LIMITATIONS
- RURAL CHARACTER

③ MIXED USE - LOVE IT!

- ADD COMMUNITY AMENITIES
- MAJOR UTILITIES
- DENSE HOUSING

Comments Received: Workshop #1, Table #2



Single Family along 33 2.M
+ Commerical Neighborhood

Additional Comments (Post-Its on Map)

- West Creek in Gochland (with arrow pointing to area near I-95/State Route 30 Interchange)
- Greenbelt, Maryland
- Livable Communities
- More Cluster Development
- Growth of industrial areas along major thoroughfares
- Use arterial systems to the max
- High quality industrial – data storage

Comments Received: Workshop #1, Table #3

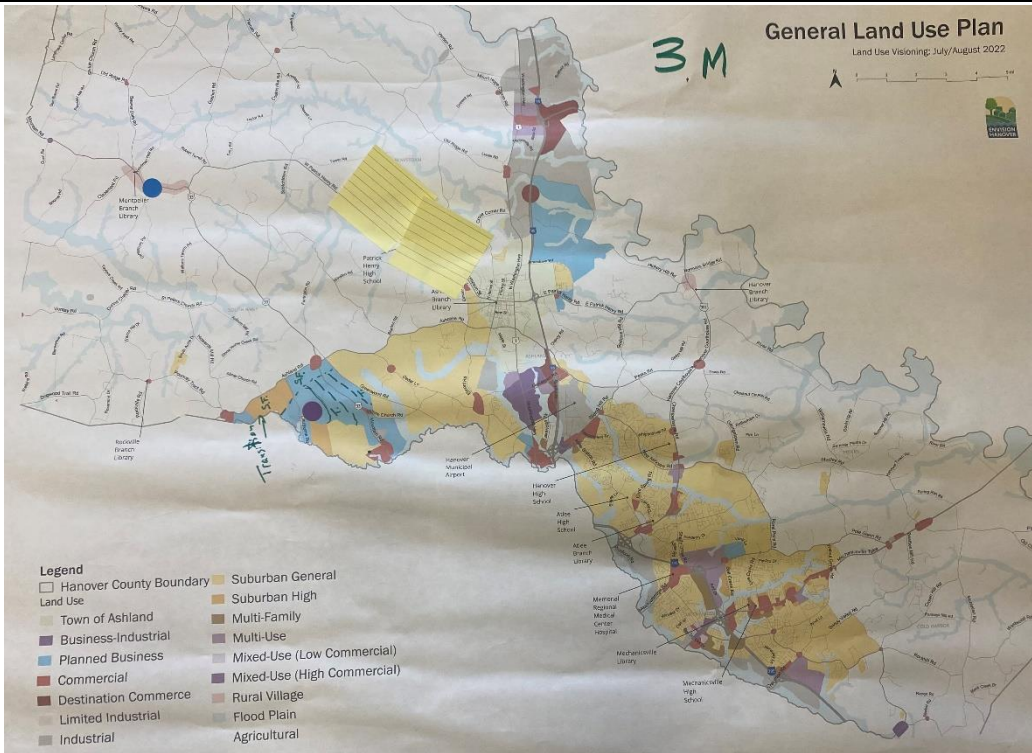


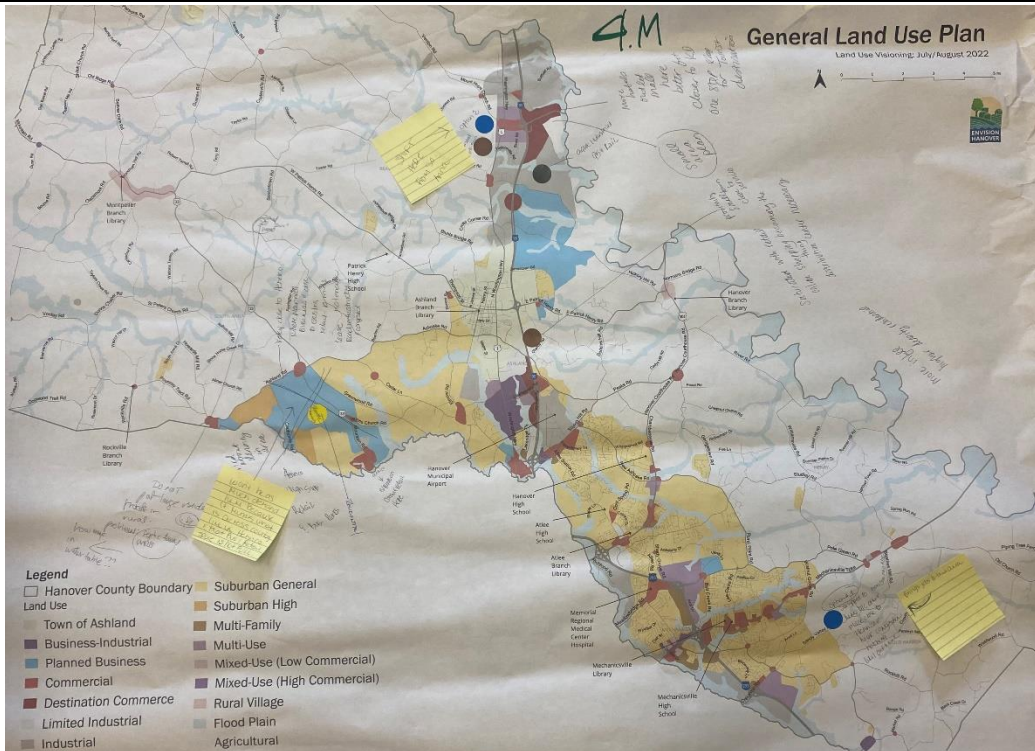
Table 3 Will C

- COMMERCIAL - KEEPING THE TAX DOLLARS IN HANOVER
- COMMERCIAL IN MONTPELIER
- NEED INFO ON INFRASTRUCTURE
- WHAT IS EXISTING VS. FUTURE
- FREEZE SSA EXPANSION
- LOOKING FOR TRANSITIONS ON FR OF SSA
- MORE INDUSTRY
- TRANSITIONS WITHIN THE SSA B USES
- AFFORDABLE HOUSING

Additional Comments (Post-It on Flipchart)

- Floodplains + RPA/Chesapeake Preservation near Bus. + Industrial
- Need “layover” of sewage, housing, transportation, business, etc development over the last land use Plan.

Comments Received: Workshop #1, Table #4

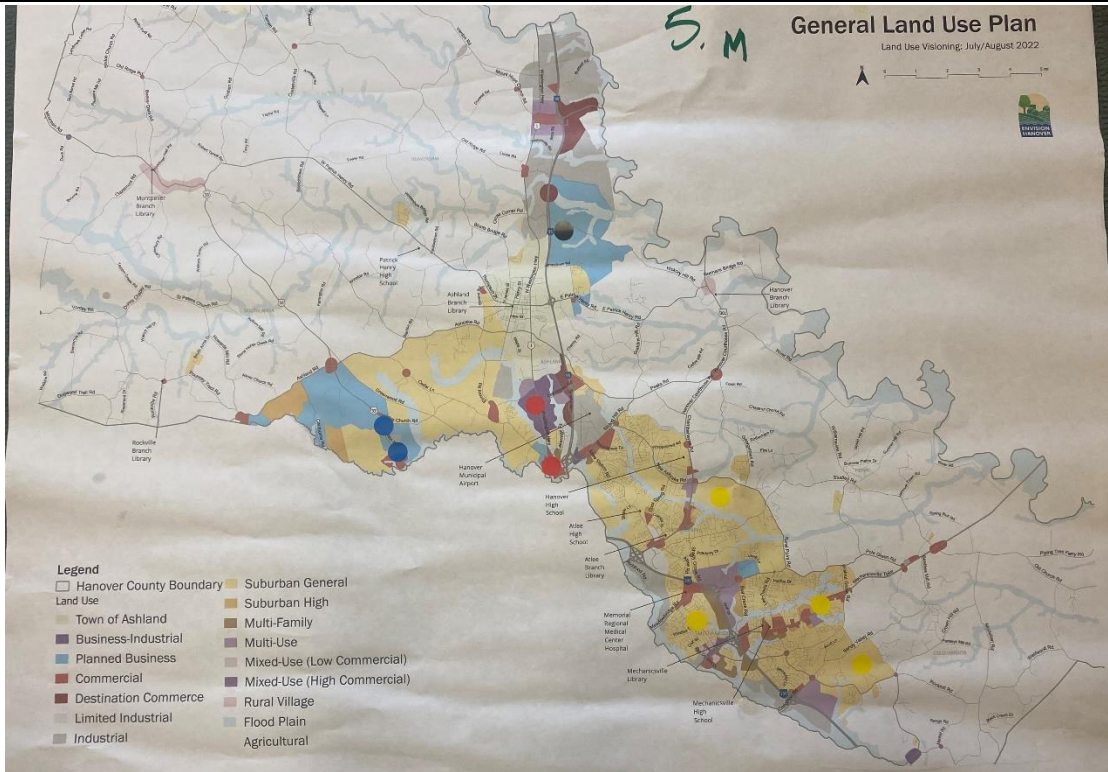


Additional Comments (Post-Its + Notes on Map)

- **Comments near U.S. Route 33 Corridor**
 - Do not put large residential tracts in rural. Problems: septic tanks, wells. How much in water table?
 - Worried about density in area
 - Note Placed on Area Designated Planned Business along U.S. Route 33: Won't be as much demand here because it mirrors what is across county line in Henrico and that bus. and retail space is not full.
 - Henrico – high sub., retail, bus. parks
 - Henrico – expansion comm. and retail here (arrow pointing to U.S. Route 33 near Henrico County line)
 - Very close to Henrico where planned business & close to existing retail – 10 min. Have not enough road infrastructure and congested
- Notes discuss shifting planned business on U.S. Route 33 to 2 other areas: Option #1 east of Mechanicsville “Swapped to here from Cauthorne b/c other place close to Henrico & high congestion nothing else out here” “Brings jobs to this area” and Option #2 near Doswell.
- More infill – higher density residential
- Saturated with retail – online shopping becoming the thing – distribution center necessary
- Arrow to brown dot southeast of Ashland: “proximity to small town – close to services”
- Arrow to State Route 30 Corridor: “small area plan” and “more hotels – outlet mall here better b/c closer to KD – one stop shop for tourist destination”
- Arrow to black dot along I-95: agree industrial – 95 & rail

*This group did not use the flipchart.

Comments Received: Workshop #1, Table #5



GROUP 5 M

- * No Multifamily in Rural Area.
- * Rural Areas shouldn't have Single Family Development.
- * Concern that some Rural Areas are developing (e.g. King's Chapel)
- * Don't put residential where you want commercial because the residents will oppose commercial.
- * Regional Commercial should be where you have interstate access.
- * Note that Ashland has areas that would be good for Multifamily
- * Some of the yellow areas to the West should be industrial or commercial

Comments Received: Workshop #1, Table #7

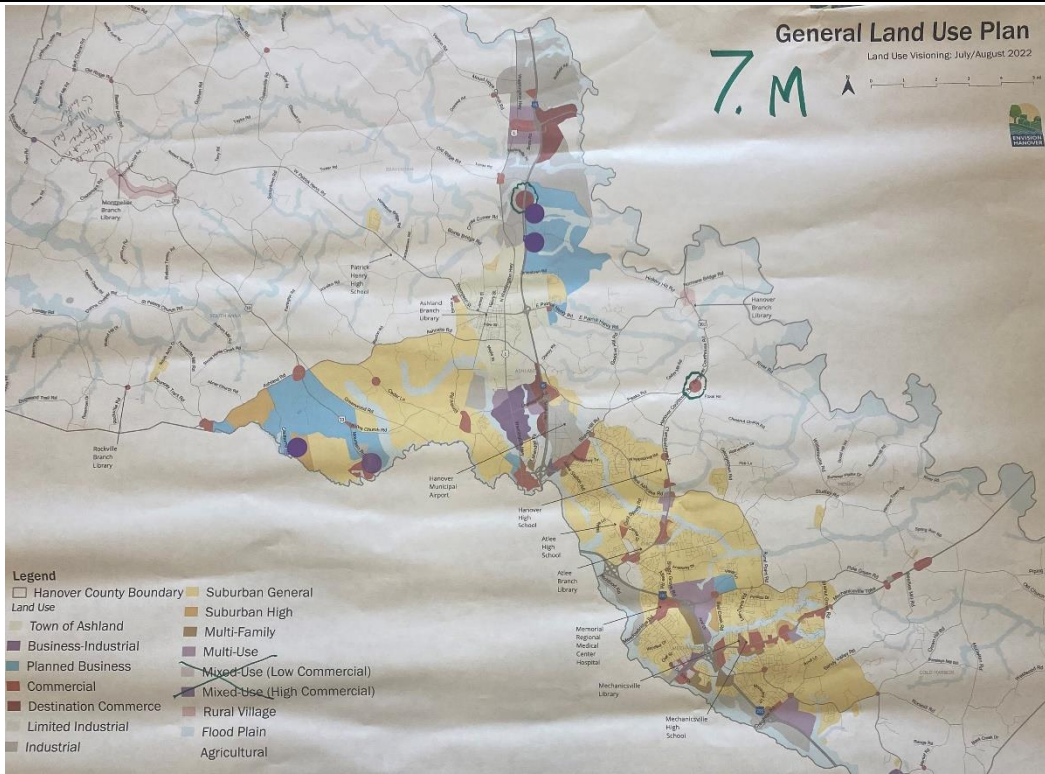


Table #7

② Lack of affordable housing
↳ how do you provide options?

① mixed-use dev.
• Rt. 33 near 295
• Cauthorne Road @ County Lib
• I-95 north
(current Planned Business)

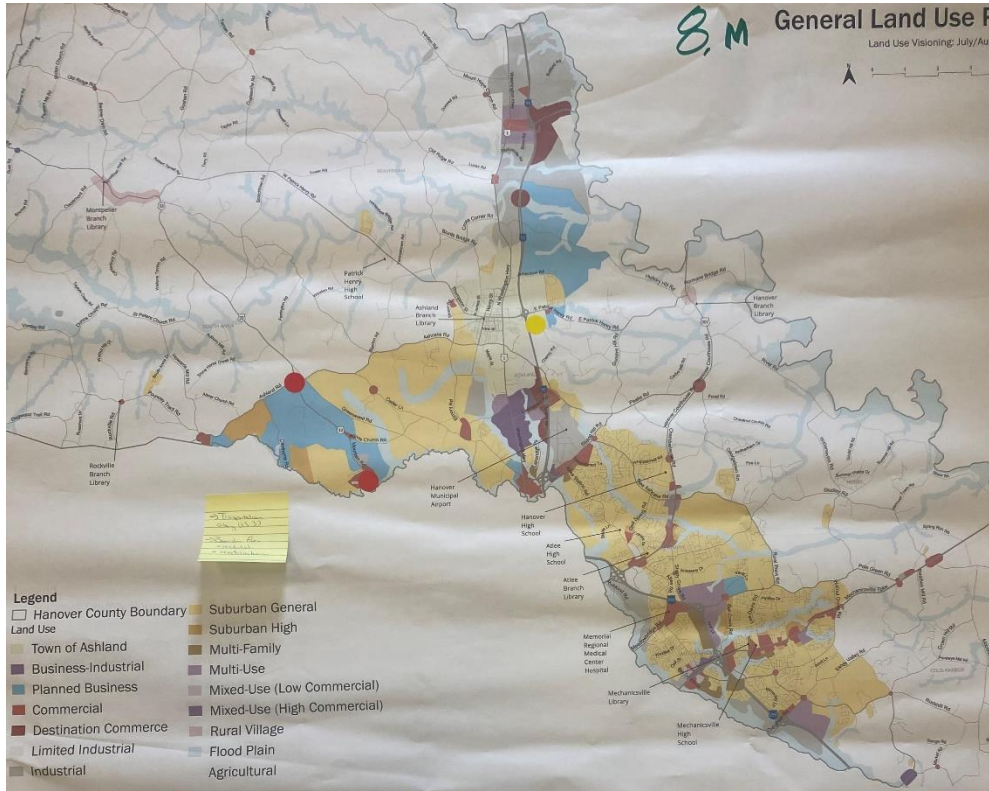
② Villages - small-scale clusters of mixed housing types

⑥ need strategy to improve infrastructure (roads, schools, utilities) as dev. occurs

③ small crossroads for rural-area services

7 M

Comments Received: Workshop #1, Table #8



Beaverdam Table 8 M

- See revitalization
- Some residential to support existing facilities (Beaver Elm)

US 33

- Concern about traffic with lack of 4 lanes
- Commercial here I-295

Commercial

- need a mix of service + commercial along updated roads
- low impact office work
- Small commercial nodes with residential

Along US 33

- need commercial like gas stations at major interchanges
- want upgraded roads in western areas
- want pockets of commercial development, not long strips

Weston Hanover

- Starter type homes in residential areas

I-95 & SR 54

- need updates to

Mount Hermon

- ~~with~~ road improvements might be appropriate for res

Senior Living Opportunities in Rural Areas

Feedback Received: Land Use Visioning Workshop #2
Atlee Branch Library
Wednesday, August 3, 2022 (5:30 p.m. – 7:00 p.m.)

OVERVIEW

Land Use Visioning Workshop #2 was held on Wednesday, August 3, 2022 (5:30 p.m. – 7:00 p.m.) at the Atlee Branch Library, with 47 participants attending. These participants worked collaboratively in eight different groups (Tables 1 – 8).

Table #4 Collaborating During Group Exercise

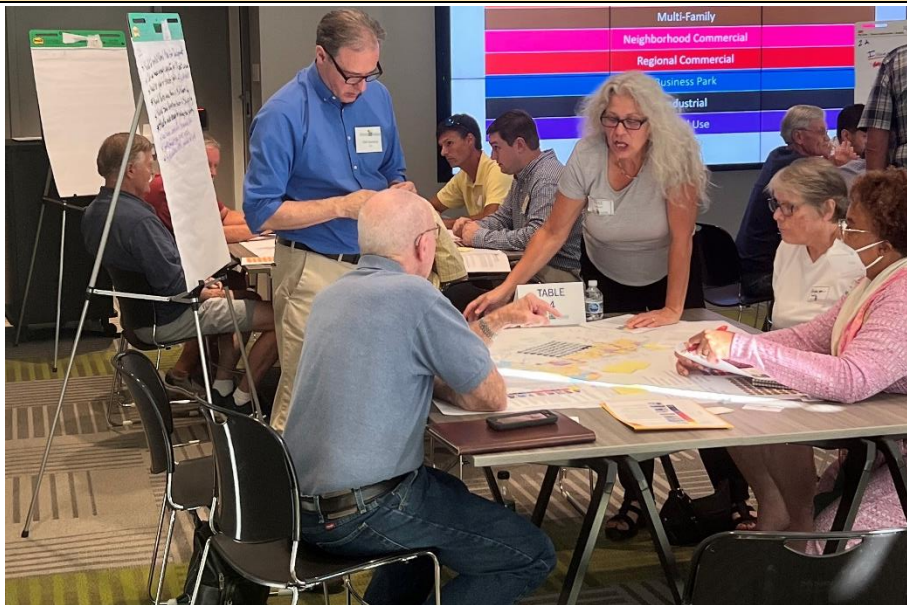


Table #6 Presenting Collaborative Map/Discussion

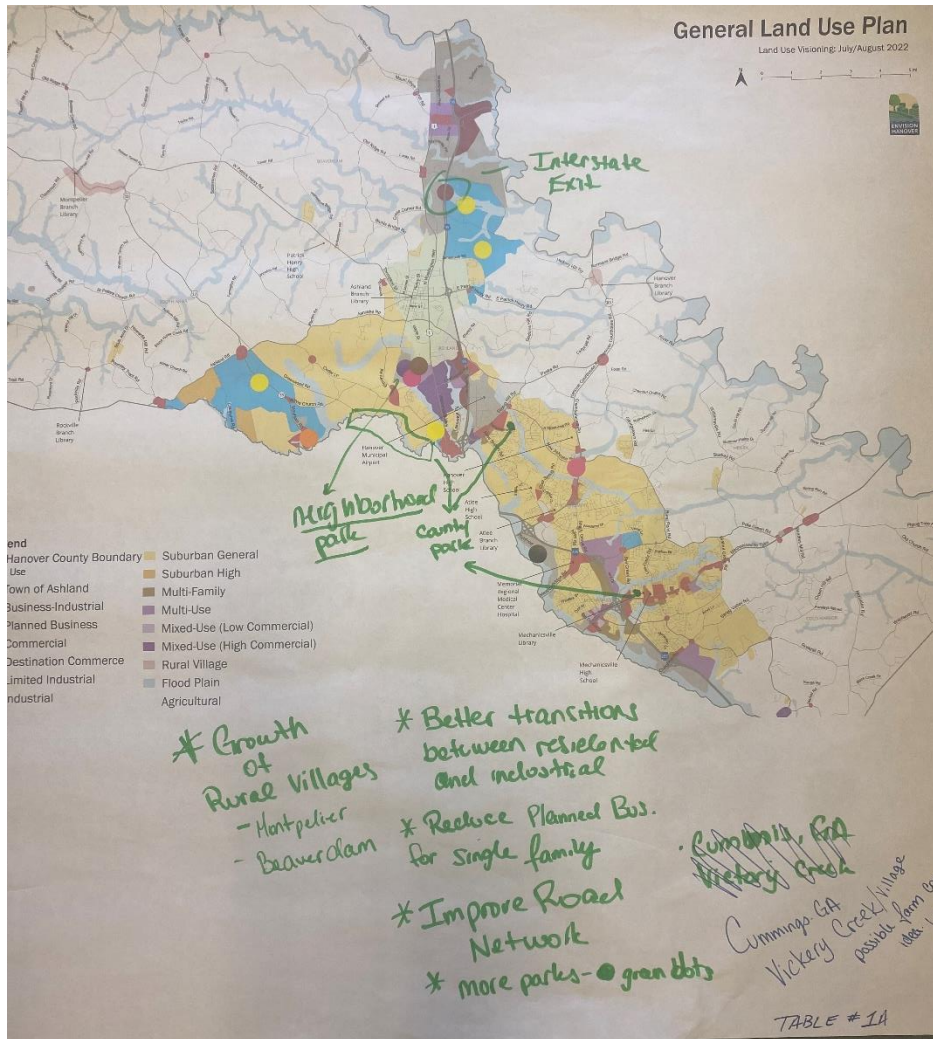


Land Use Visioning Workshop #2: Summary of Feedback
Atlee Branch Library

Concept/Guiding Principle	Table #1	Table #2	Table #3	Table #4	Table #5	Table #6	Table #7	Table #8
Provide Affordable Housing/Housing Options			X		X	X	X	
Improve Roadways	X	X	X	X				X
Improve Pedestrian/Bicycle Mobility			X					
Manage Growth to Maintain Rural Character		X	X	X	X			
Reduce Density within the SSA			X					
Increase Density within the SSA							X	
Reduce the Size of the SSA		X						
Provide Small-Scale Commercial Uses and/or Housing Options in Rural Villages	X			X			X	
Support Commercial and Industrial Uses near I-95/Route 30 Interchange			X					
Consider High-Quality Mixed-Use Development at Strategic Locations				X		X	X	
Accommodate Higher-Density Development Adjacent to Western Henrico/Short Pump				X			X	
Change Areas Designated Planned Business to Single-Family Residential	X							
Consider Transitions between Different Uses	X				X	X		
Consider Transitions between SSA and Adjacent Rural Areas		X			X	X		
Provide More Public Parks, Athletic Fields, and Recreational Amenities	X	X	X	X				X
Preserve Trees/Provide Buffers along Roads						X		

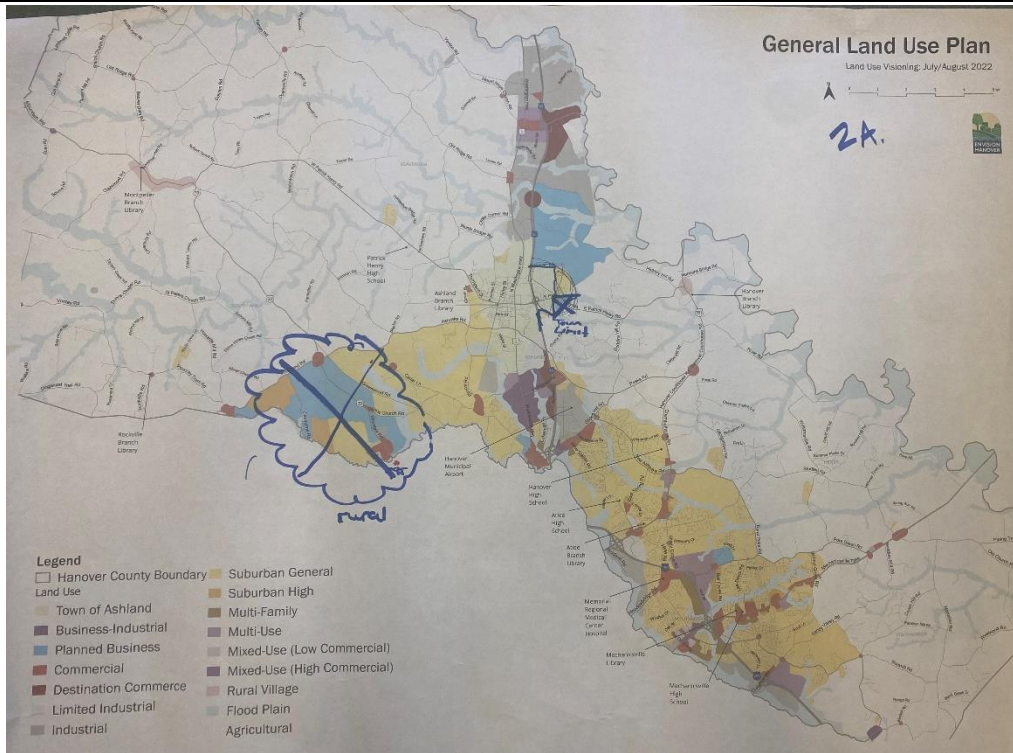
*Based upon feedback provided on the maps, written comments on the maps and/or flipcharts, and notes by group facilitators.

Comments Received: Workshop #2, Table #1



*This group did not use the flipchart.

Comments Received: Workshop #2, Table #2



2A.

Issues

- ~~utilities~~ utilities availability
- some portions of SSA don't have existing utilities (undeveloped + existing dev.)
- 1-95 → impact on traffic of local roads
- rec. amenities in SSA (limited athletic fields)
- limited focus on rural areas in comp. plan
- transitions b/w rural + suburban

Concepts

- integrate more parks + open space into SSA (ex. ratio of people / dev + park)
- remove Rt. 33 corridor from SSA
- no existing utilities in most of area, other areas w/ infrastructure, no rooftop
- remove SSA east of Town of Ashland on Rt. 54
- ~~inner~~ - prevent more comm. on 54

no change to comp. plan

add to plan

excluded

Counts

Comments Received: Workshop #2, Table #3

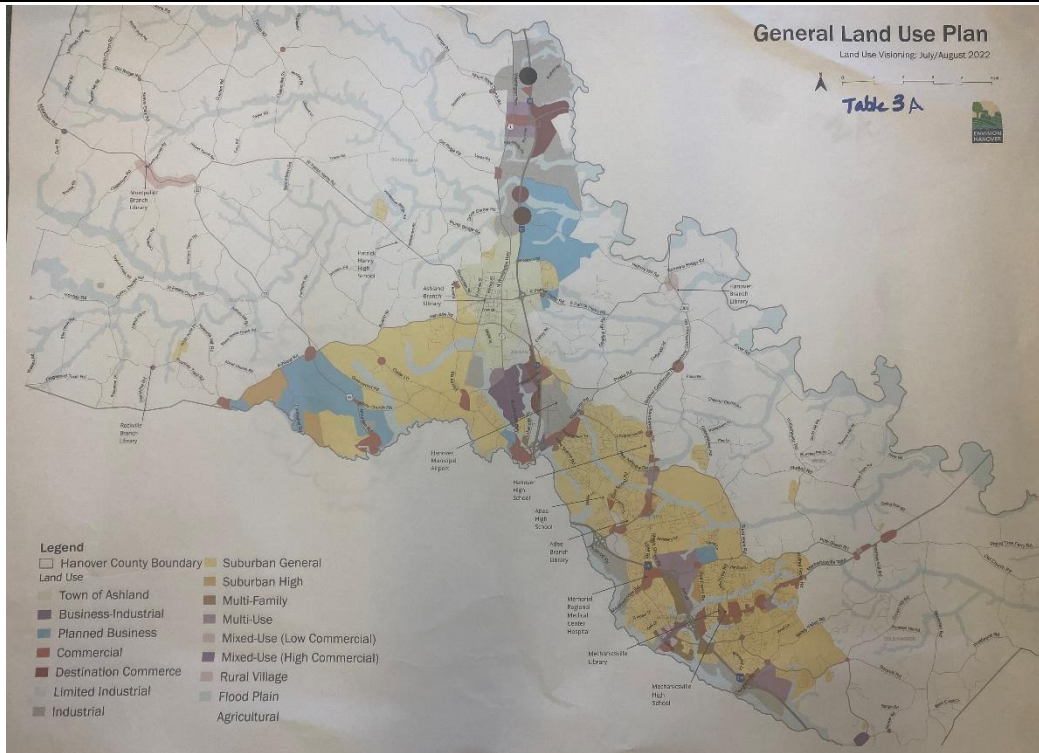
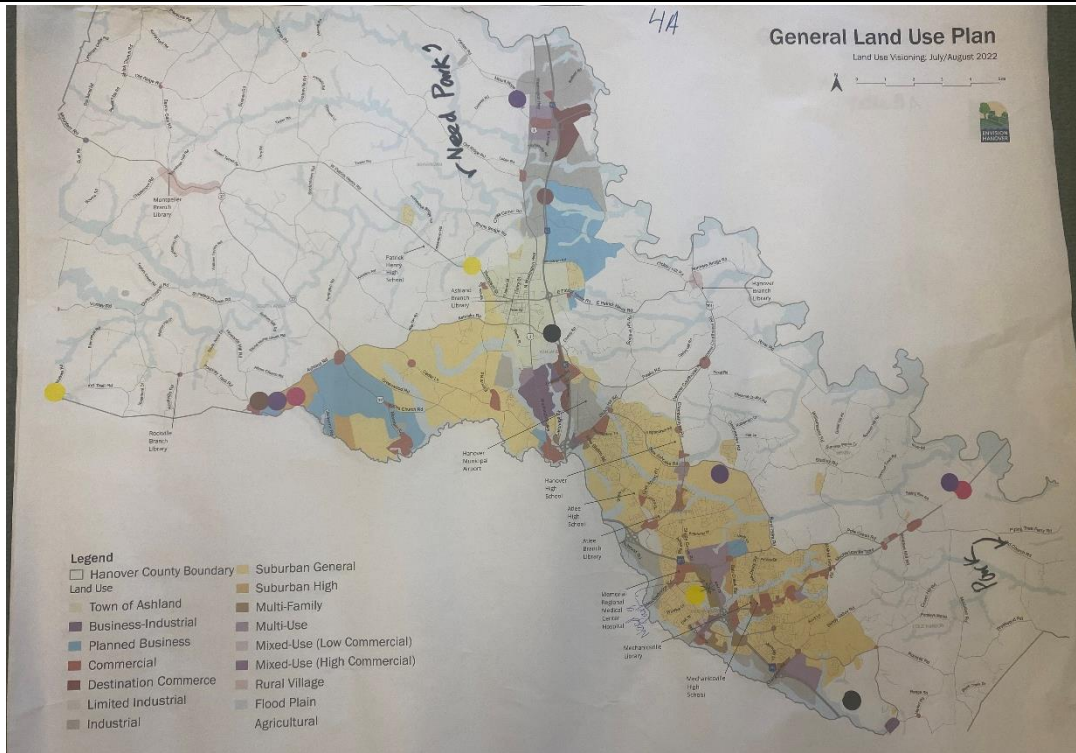


TABLE 3A.

- reduce Sub General land use to limit density to 2.5
Pedestrian & bicycle
- Interconnection so there are fewer cars on the road
- roadway improvements needed across the Co. esp. in the Sub. Service Area
- ^{Public} Parks needed that are for everyone, not serving sub. only
- Support concept of the Sub. Service Area; keep rural area
- like industrial north of Ashland but needs some affordable housing

Comments Received: Workshop #2, Table #4



- 44
- * Need to protect Rural Area from Development
 - * If we have enough capacity for 1%, don't expand
 - * Need to plan for schools, parks, etc with growth.
 - * Need Parks where there is Multifamily
 - * Need Safe Pedestrian Access to Shopping.
 - * Streets wide enough for parking, flow, safety
 - * Need Neighb. Commercial on Mechanicsville Tpk.
 - * County shouldn't take private property
 - * Acknowledge historic ownership of land.
 - * Note Disagreement on expanding ~~Rural~~ Growth into Rural Areas
 - * Need growth near Short Pump
 - * Big Question - Does the planned area accommodate a 1% growth rate?

Comments Received: Workshop #2, Table #5

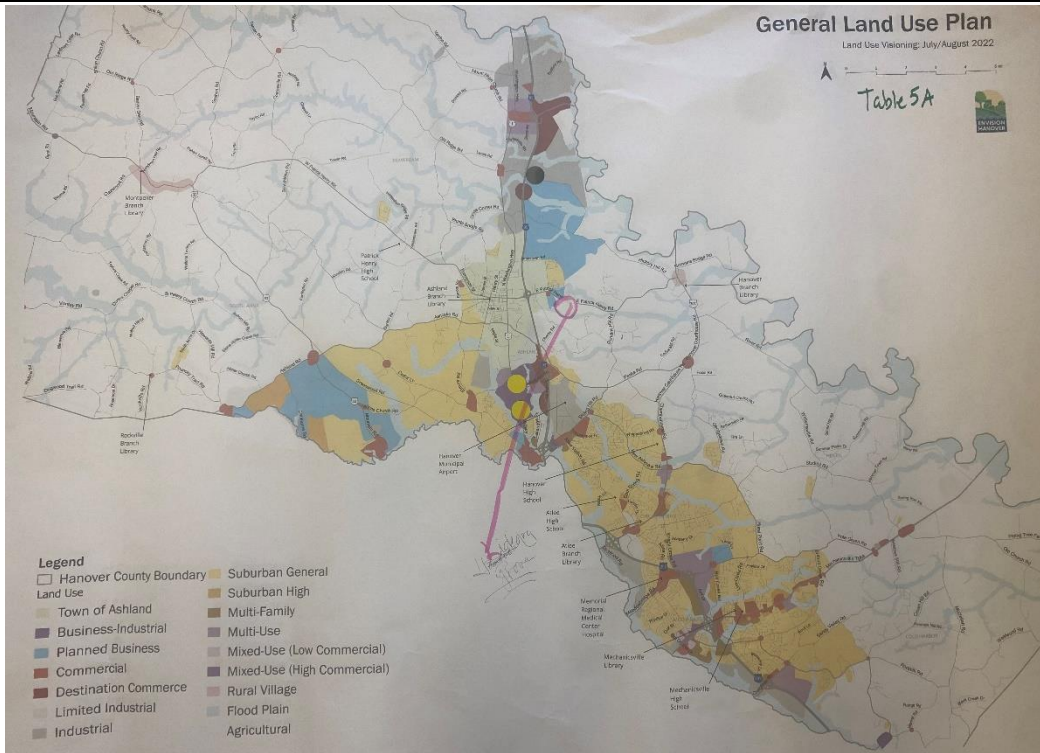


Table 5A

- * Preserve rural areas
 - respecting transition from Industrial → commercial → residential → rural
 - ~~avoid~~ Industrial uses in rural areas
 - address traffic exhaustion on County roads and Route 1
- * Smart Residential Growth
 - identify areas where this is possible/appropriate
 - Planned communities that include a variety of housing styles
- * Age restricted communities, low-maintenance
- * Compact homes, tiny home communities

How can citizens proactively impact the use of land? Before cases are approved in application process?

- * Expand existing commercial nodes

Comments Received: Workshop #2, Table #6

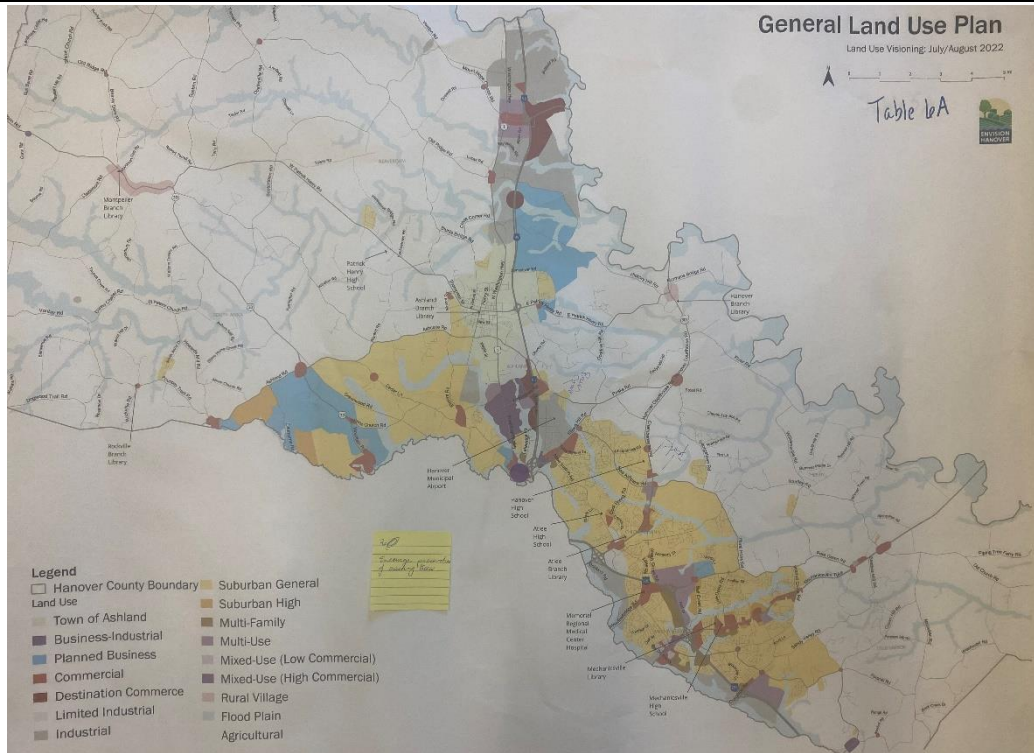


Table 6A

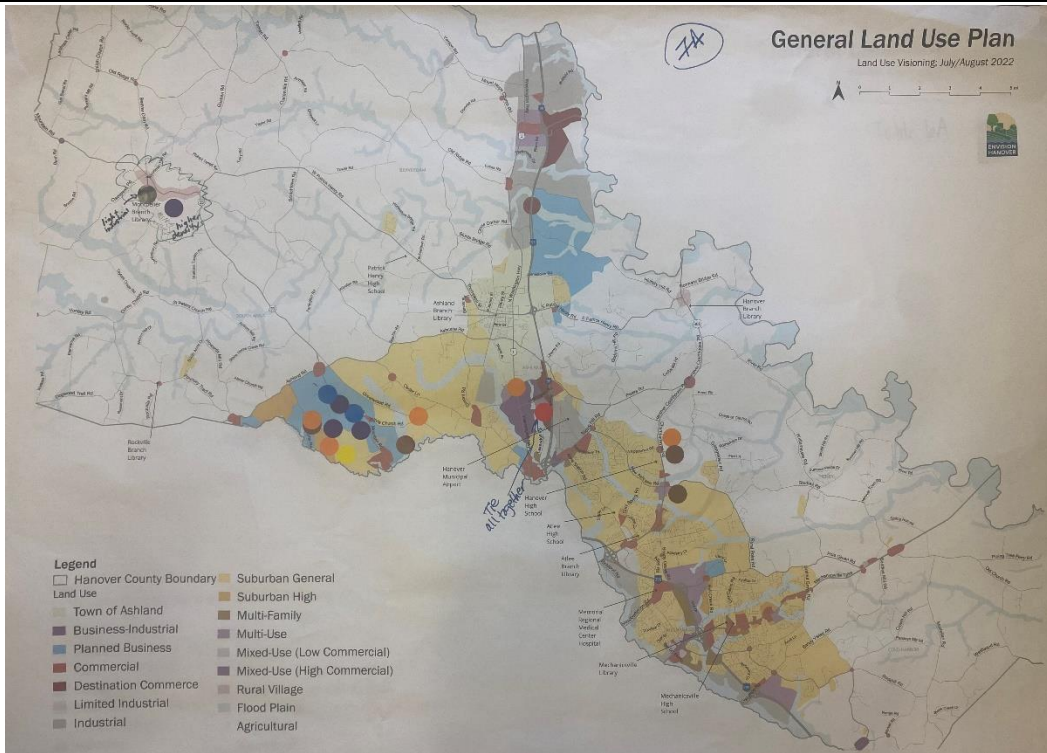
- * Brown Grove Community - ^{should remain rural} - seen impacts of commercial/industrial dev't - ask for specific outreach to community
- * Many people move to Hanover for rural character but are actually moving to suburban area targeted for growth
- * 360 + Route 1 - seems junky/not well-planned
- * need better transitions between rural + suburban/residential + commercial
- * most intense uses should transition to moderate to low intense use
- * schools should be centerpiece of community

- Break up commercial w/ residential
- more opportunities for multi-family and town houses
→ not along edge of SSA
→ should be adjacent to Town or existing commercial
- difference of opinion on expanding SSA along 301 ^{protect historic corridor} & residential
1) rural/less commercial
2) increased development/residential around schools
- improved buffering along roads w/ berms & trees
- mixed use to help revitalize Old Mechanicville
- mixed use opportunities in southern part of the county along Route 1

Additional Comments (Post-Its on Map)

- Encourage preservation of existing trees.

Comments Received: Workshop #2, Table #7



7A

- A LOT HAS CHANGED SINCE 2017 MAP
- SHOW THE RURAL CONSERVATION AREA ON THE MAP
- DOES 10-ACRE PARCELS PRESERVE RURAL CHARACTER
- AFFORDABILITY IS A HUGE ISSUE.
- MORE DENSITY
- INCREASE DENSITY AT VILLAGE AREA
- MORE HOUSING OPTIONS
- ACKNOWLEDGE HISTORY/PRESERVE AS GROW

7A PAGE #2

- MORE DENSITY BUT QUALITY HOUSING/QUALITY + AFFORDABLE OPTIONS

Additional Comments (Notes on Map)

- Labels indicating light industrial, mixed use, and higher density development in Montpelier Village.
- Label stating "tie all together" with arrow pointing to U.S. Route 1/Lakeridge Pkwy.

Comments Received: Workshop #2, Table #8

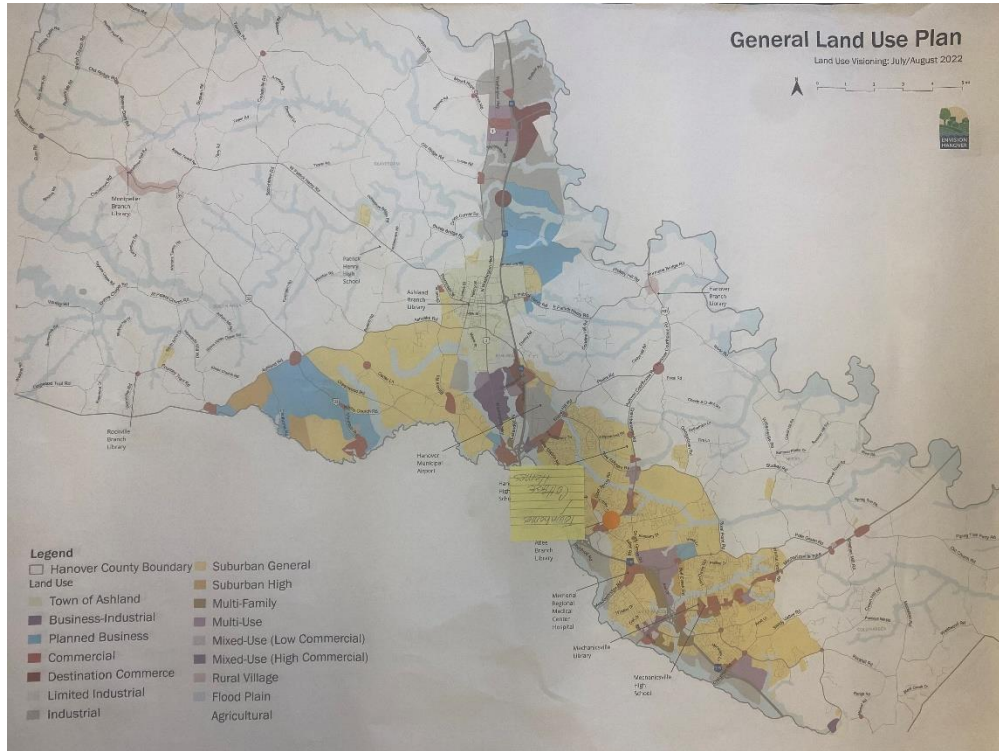


TABLE 8A

- addtl. shared community space
- allow public use of conservation areas
- better infrastructure (roads)
- designated areas shouldn't face as much opposition for approved usage.

Additional Comments (Post-Its on Map)

- Note stating "Townhomes/Cottage Homes" near the Rutland area.