



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2021 – 159 - To declare that a public necessity exists and to authorize the acquisition of certain fee simple interests for the public purpose of facilitating the construction of the East Main Street and Williamsburg Avenue intersection improvement project.

To: City Planning Commission
From: Land Use Administration
Date: July 19, 2021

PETITIONER

Winston D. Phillips, PMP; Capital Projects Manager

LOCATION

East Main Street/Williamsburg Avenue Intersection

PURPOSE

To declare that a public necessity exists and to authorize the Acting Chief Administrative Officer or designee thereof to acquire certain fee simple interests, by voluntary conveyance, purchase or by condemnation proceedings of certain properties for the construction of the East Main Street/Williamsburg Avenue Intersection Improvement Project as shown in drawings prepared by Whitman, Requardt & Associates, LLP designated as DPW Drawing No. O-28918

SUMMARY & RECOMMENDATION

Additional fee simple right of way is required to construct the proposed improvements.

The City's planned improvement is the intersection at East Main Street and Williamsburg Avenue. The project will reassign the through movement traffic from East Main Street to Williamsburg Avenue and East Main Street. No additional capacity is included in this roadway improvement.

The improvements consist of two lanes in each direction along Williamsburg Avenue and one lane in each direction along East Main Street north and south of the intersection. Pedestrian access will be improved with the reconstruction upgrade to the sidewalks and include high visibility cross walks. The project will also include a new signal, lighting, drainage, pavement, pavement markings and landscaping.

The project is included in the City of Richmond's Capital Improvement Plan.

These improvements require additional right of way. The right of way acquisition is shown in the attached plat prepared by Whitman, Requardt & Associates, LLP designated as DPW Drawing No. 0-28918. The estimated cost of the right of way acquisition is \$18,000.00.

The project is funded through Virginia Department of Transportation (VDOT) State and City of Richmond (COR) Revenue Share funds with a 50/50 match. The City of Richmond is responsible

for the project development, acquisition, construction and maintenance. With the City match of \$1,400,000, the total funding for the project is \$2,801,806.

Staff recommends approval of this request.

FINDINGS OF FACT

SITE DESCRIPTION

East Main Street/Williamsburg Avenue Intersection

PROPOSED USE FOR THE PROPERTY

Intersection Improvements

MASTER PLAN

The City's Richmond 300 Master Plan designates a future land use for this property as Neighborhood Mixed-Use and Corridor Mixed-Use. Neighborhood Mixed-Use is defined as "Existing or new highly-walkable urban neighborhoods that are predominantly residential with a small, but critical, percentage of parcels providing retail, office, personal service, and institutional uses." These areas feature a variety of building types that are close to one another and create a unified street wall. The building size, density, and zoning districts for these areas vary depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Setbacks, plazas, and parks create a sense of place and community gathering areas. New developments on larger parcels continue or introduce a gridded street pattern to increase connectivity within the neighborhood and to adjacent neighborhoods. In historic neighborhoods, small-scale commercial uses exist today or should be allowed to reestablish. In new neighborhoods, small scale commercial buildings should be introduced. Regardless of use, buildings should engage the street with features such as street-oriented façades with windows and door openings along street frontages. Appropriate setbacks, open space, front porches, elevated ground floors, and other features that provide a sense of privacy should be provided for residential uses. Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveways are prohibited on Priority and Principal Street frontages. Vehicular access to parcels should use alleys wherever possible. Parking areas should be located to the rear of street-facing buildings. Building heights are generally two to four stories. Buildings taller than four stories may be found along major streets. Parcels are generally between 1,500 and 5,000 sq. ft.

Primary Uses: Single-family houses, accessory dwelling units, duplexes, small multi-family buildings (typically 3-10 units), and open space.

Secondary Uses: Large multi-family buildings (10+units), retail/office/personal service, institutional, cultural, and government.

Corridor Mixed-Use is "found along major commercial corridors and envisioned to provide for medium to medium high-density pedestrian and transit-oriented development." The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Uses may be mixed horizontally in several buildings on a block or vertically within

the same building. Developments continue introduce a gridded street pattern to increase connectivity. Ground floor uses engage with, and enliven, the street. Monolithic walls are discouraged, while windows, doors, storefronts, and other features that allow transparency and interaction between building and street are encouraged. Active commercial ground floor uses are required on street-oriented commercial frontages. Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be of alleys whenever possible; new driveways are prohibited on priority and principal streets. Parking areas are located within the structure and to the rear of buildings and require screening; shared parking requirements are encouraged. Buildings generally ranging from two to ten stories, based on street widths and depending on the historic context and stepping down in height adjacent to residential areas. New buildings that are taller than historical buildings should step back from the build-to line after matching the height of the predominant cornice line of the block.

Primary Uses: Retail/office/personal service, multi-family residential, cultural, and open space.

Secondary Uses: Single-family houses, institutional, and government.

The intersection is within the Great Streets typology and is considered a “Major Mixed-Use Street”. Major Mixed-Use Streets are intended to:

- Carry high volumes of vehicles, pedestrians, and bicycles, through commercial and mixed-use areas
- Prioritize use and density-scaled sidewalks and crosswalks
- Require form elements, such as buildings to the street with parking in the rear, as well as building windows and entrances on the street
- Incorporate streetscape features, such as trees, benches, and trash receptacles
- Ideal locations for transit routes and transit stops
- Prioritize the curbside for walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants

ZONING

M-2 Heavy Industrial and R-6 Residential (Single Family Attached)

SURROUNDING AREA

The area includes a mix of Residential, Commercial, and Municipal uses.

Staff Contact:

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