



To: Urban Design Committee
From: Planning and Preservation Division
Date: November 5, 2015
RE: **Final Location, Character and Extent Review of a new section of roadway connecting two sections of Deepwater Terminal Road; UDC File No. 2015-05(2)**

I. APPLICANT

Manouchehr Nosrati, Department of Public Works

II. LOCATION

Connecting two sections of Deepwater Terminal Road

Property Owner:

City of Richmond, Sonoco Products Company, Florida Rock Industries Inc., Vulcan Lands Inc.

III. PURPOSE

The application is for final location, character, and extent review of a new section of roadway connecting two sections of Deepwater Terminal Road.

IV. SUMMARY & RECOMMENDATION

This project involves the establishment of a new section of Deepwater Terminal Road, connecting two existing sections of that road. The new section of roadway will be approximately 0.7 miles long and will consist of two travel lanes, curbs and gutters, shoulders, lighting and drainage improvements. The proposed connector will provide additional access to the Port of Richmond and importantly, will provide access for taller trucks, which are restricted by the height of the Interstate 95 underpasses at Bells Road and at the Deepwater Terminal connector just south of Bellemeade Road.

The proposed roadway is in an area that is very industrial in nature and will not be widely used by the general public for the foreseeable future. For this reason, Staff finds it acceptable to not strictly adhere to the recommendations of the Urban Design Guidelines; for example, when the Guidelines advocate for the provision of sidewalks on new roadways. Staff finds that the improvements are consistent with the recommendations of the citywide Master Plan and with the industrial zoning of the adjacent properties. Staff further finds that the proposed roadway will provide an immeasurable benefit to the Port of Richmond, as it will be able to safely accommodate larger vehicles that are becoming increasingly utilized at the Port. Lastly, Staff finds that the recommendations made during conceptual review have been adequately addressed. Therefore, it is Staff's position that the Urban Design Committee should recommend that the Planning Commission grant final approval as submitted.

Staff Contact:

Jeff Eastman, (804) 646-6348

V. FINDINGS OF FACT

a. Site Description and Surrounding Context

The proposed right-of-way would connect two sections of Deepwater Terminal Road. The southern portion of Deepwater Terminal Road currently terminates at the Luck Stone quarry (roughly east of Bellemeade Road), while the northern portion of Deepwater Terminal Road terminates at the Vulcan Construction Materials quarry, south of Goodes Street. The properties in the project area fall within the M-2 (Heavy Industrial) zoning district and are used for industrial purposes.

To the west of the proposed roadway is Interstate 95 and a CSX rail line. To the east are privately-owned industrial properties and then the James River beyond.

b. Scope of Review

The project is subject to location, character, and extent review under Section 17.07 of the Richmond City Charter as a new street.

c. UDC Review History

In March 2015 the UDC reviewed and the Planning Commission approved the conceptual plans for this project, with the following conditions:

- That the applicant consider including sharrows on the new section of roadway.
- That the proposed cobrahead lighting fixtures are full cutoff.

d. Project Description

This project involves the establishment of a new section of Deepwater Terminal Road, connecting two existing sections of that road. The new section of roadway will be approximately 0.7 miles long and will consist of two travel lanes, curbs and gutters, shoulders, lighting and drainage improvements. The proposed connector will provide additional access to the Port of Richmond and importantly, will provide access for taller trucks, which are restricted by the height of the Interstate 95 underpasses at Bells Road and at the Deepwater Terminal connector just south of Bellemeade Road.

The typical section on the two existing sections of Deepwater Terminal Road features one 13' wide travel lane in each direction, with a grassy shoulder on either side leading to a drainage swale. There is no center median, but the centerline is striped. The proposed typical section for the new roadway includes two 13'6" travel lanes, separated by a striped centerline, and a 1'6" gutter pan on each side of the roadway, for a total width of 30' from face-of-curb to face-of-curb. The eastern shoulder alongside the road will be graded to allow for future sidewalk development, and beyond that a standard VDOT guardrail will be required on portions of the roadway, which will be set back 8' from the curb face.

A recommendation was made during conceptual review that the applicant considers placing sharrows on the roadway. That recommendation was considered by the City's Department of Public Works Traffic Engineering Division and the City's Bicycle, Pedestrian and Trails Coordinator. Ultimately, the decision was made not to provide sharrows at this time, in part due to the low vehicle volume on the road, because it does not provide any significant degree of bike connectivity or access, and because it was not identified as a corridor needing bike connectivity in the recent Bike Master Plan.

No landscaping is proposed along the new roadway. Twenty-six cobrahead lights atop wooden utility poles will be provided along the new roadway approximately every 150'. This matches the existing condition found on Deepwater Terminal Road. During conceptual review, the recommendation was made that the cobrahead light fixtures should be full cutoff. The City's Department of Public Utilities proposes to install their standard semi-cutoff light fixture, which also matches the existing condition on the roadway.

An unused railroad spur will be removed along portions of the project corridor to allow for construction of the roadway. The project will also require the relocation of a number of utilities. Construction of the roadway will require acquisition of 1.9 acres of right-of-way from the following private property owners adjacent to the proposed roadway: Sonoco Products Company (1.30 acres), Florida Rock Industries Inc. (0.46 acres), and Vulcan Lands Inc. (0.13 acres). Additional easements will be required from these and additional property owners for drainage and construction. Discussions with those affected property owners has already begun.

The estimated construction cost for this project is \$3,300,000. Currently, only \$2,250,000 has been funded, which will go towards engineering, right-of-way acquisition and partial construction. Since construction is not totally funded, there is no timetable for when the new section of roadway will be complete.

e. Master Plan

The project area is located in the Broad Rock and Old South districts as defined by the citywide Master Plan. The proposed roadway straddles the line between land recommended for Industrial uses in the Master Plan, and land recommended for Public and Open Space uses. Primary uses in the Industrial land use category include a wide variety of manufacturing, processing, research and development, warehousing, distribution, office-warehouse and service uses (page 135). The Public and Open Spaces category refers to land designated for publicly owned and operated parks, recreation areas, open spaces and libraries among other uses (page 135).

The Plan identifies two rock and gravel quarries in the vicinity for future re-use to accommodate public recreational facilities such as marinas and/or other water related facilities and activities and also advocates for the establishment of a linear park along the west side of the James River between Ancarrow's Landing and the Port of Richmond (page 154).

f. Urban Design Guidelines

The Urban Design Guidelines state that "all transportation projects should have adequate provisions to address the needs of the pedestrian in a safe and efficient manner. Streetscape elements, such as street trees and street lighting, should be used to encourage pedestrian activity (page 6).

In a section on Street Design, and in regards to lane width, the guidelines state that "the width of a street should respond to the volume of traffic it carries. An 11 foot travel lane should only be utilized along corridors designed for speeds in excess of 40mph" (page 6).

VII. ATTACHMENTS

- a. Vicinity Map**
- b. Application**
- c. Plans**