



To: Urban Design Committee
From: Planning and Preservation Division
Date: February 6, 2020
RE: **Conceptual location, character, and extent review of right-of-way improvements, Hey Road between Hull Street Road and Walmsley Boulevard; UDC 2020-04**

I. APPLICANT

Winston Phillips, City of Richmond, Department of Public Works

II. LOCATION

Hey Road between Hull Street Road and Walmsley Boulevard

Majority Property Owner:

City of Richmond Department of Public Works

III. PURPOSE

The application is for the conceptual review of the construction of right-of-way improvements, consisting mostly of roadway widening and the addition of sidewalks, along the east and west side of Hey Road from Hull Street Road to Walmsley Boulevard.

IV. SUMMARY & RECOMMENDATION

The conceptual plan seeks to improve the corridor for those who walk, bike, and drive along Hey Road. As part of the Capital Improvement Program, the project will also include utility relocations and a closed drainage system.

Staff is supportive of the proposed conceptual designs. Therefore, Staff recommends that the Urban Design Committee recommend the Planning Commission approve the conceptual design with the following conditions for final review:

- Provide plans for the project indicating the location of existing, non-invasive trees that are proposed to be preserved and removed
- Demonstrate that consideration was given to:
 - the incorporation of enhancements for biking
 - burying utility lines
 - a design that does not preclude connections to future Pocosham Greenway, if possible

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V. FINDINGS OF FACT

a. Site Description and Surrounding Context

The subject improvements are proposed along Hey Road between Hull Street Road and Walmsley Boulevard, a distance of approximately .8 miles. Land use along the corridor is mostly R-3 (Single-family residential) with one section near Hull Street Road designated as B-2 (Neighborhood Business). Currently there is one lane in each direction along the entire segment of the project with a posted

speed limit of 35mph. There are occasional turn lanes and intersections with neighborhood roads. Additionally, many private driveways feed into Hey Road. There are currently no sidewalks but roadside ditches flank the road.

Hey Road abuts the proposed Pocosham Greenway and may serve as a trail head for the greenway which would eventually connect to the James River Rail Trail.

b. Scope of Review

The project is subject to location, character, and extent review as part of a “widening, extension, narrowing, enlargement, vacation or change in the use of streets and other public ways” under Section 17.07 of the City Charter.

c. UDC Review History

The following are existing records of projects that are connected with the proposed project.

In 2018, the UDC reviewed and the Planning Commission approved modifications along Hull Street Road (UDC 2018-28) with several conditions, one of which is that the connectivity to the proposed Pocosham Greenway and the proposed James River Branch Rail Trail be considered.

In 2010 the UDC reviewed and the Planning Commission approved intersection improvements for the intersection of Hull Street Road and Hey and Derwent Roads (UDC 2010-43). The project sought to enhance safety and efficiency of the intersection and to provide pedestrian amenities that did not previously exist.

d. Project Description

The Hey Road Improvements Project will provide wider travel lanes, curb and gutter, sidewalk, and a closed drainage system along Hey Road from Hull Street Road to Walmsley Boulevard. The existing roadway has approximately 10-ft lanes, minimal shoulders, and steep drop-offs to adjacent roadside ditches. The proposed improvements will improve safety for vehicles, bicycles, and pedestrians by providing 11-ft travel lanes and 5-ft+ wide sidewalks in both directions. The project scope was defined in a study performed for the City of Richmond Department of Public Works (DPW) in 2014 to determine how to best add pedestrian accommodations along Hey Road.

Improvements will be constructed in phases, starting at Hull Street Road and proceeding south as funding allows. The phasing will prioritize connecting pedestrian infrastructure to the existing GRTC local route stops along Hull Street Road at Hey Road. The project is currently funded by a combination of City and VDOT Revenue Sharing funds.

The project will tie into an adjacent project along Hull Street Road that terminates at Hey Road. The adjacent Hull Street Road project is funded with VDOT-Administered SMART SCALE funds and is scheduled to begin construction in mid-2021, prior to construction of the Hey Road Improvements Project.

Construction of the proposed typical section will require the acquisition of right-of-way and/or easements from nearly all of the 67 individual properties that are adjacent to the project along Hey Road.

In FY14, a City Council-approved amendment of \$100K funded a feasibility study for this project. In FY18, \$800K was adopted for design. In FY19, this project received \$734,609 in State Revenue Sharing funds, FY19 Budget Amendment Ordinance 2018-221.

Total Project Cost	6,000,000
Prior year appropriation	1,634,609
Prior year available	1,584,678
FY2020 adopted	—
FY2021-2024 planned	1,500,000
Remaining need	2,865,391

e. Master Plan

The site falls within the Broad Rock Planning District and illustrates that Hey Road should receive “Operating Improvements” along with a “New Roadway Segment” from Hull Street Road that joins Hey Road just north of where Snead Road intersects. (p.156)

f. Urban Design Guidelines

The Urban Design Guidelines are supportive of traffic management techniques that slow traffic (page 7) and that add “an aesthetic contribution to the urban character of the neighborhoods in which they are placed” (page 8). The Guidelines note that “intersections should be designed to serve pedestrians, bicyclists and motorists in a safe manner” (page 7).

In regard to landscaping, the Guidelines note that “landscaping should provide a sense of scale and seasonal interest” and that “shade trees for pedestrian comfort should be the predominant plant material in an urban setting” (page 10).

VI. ATTACHMENTS

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