



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2014-120: To authorize the Chief Administrative Officer to accept funds in the amount of \$501,190 from the Virginia Department of Transportation and to appropriate the increase to the Fiscal Year 2013-2014 Capital Budget by increasing estimated revenues and the amount appropriated to the Department of Public Works' TEA-21 Safety Improvements project in the Infrastructure Construction and Maintenance category by \$501,190 for the purpose of funding the 25th Street and Nine Mile Road Roundabout project at 25th Street and Nine Mile Road.

To: City Planning Commission
From: Land Use Administration
Date: June 2, 2014

PETITIONER

City of Richmond

LOCATION

Intersection of North 25th Street and Nine Mile Road

PURPOSE

To authorize the acceptance of \$501,190 from Virginia Department of Transportation for the purpose of funding the 25th Street and Nine Mile Road Roundabout project.

SUMMARY & RECOMMENDATION

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. SAFETEA-LU builds on the initiatives established by ISTEA and TEA-21. This legislation stresses mobility and protection of the environment, community preservation, sustainability and livability. Transportation Enhancement projects provide opportunities to improve the transportation experience in local communities. In Virginia, these safety projects are selected through an annual solicitation conducted by VDOT. Safety Improvement Projects are selected using a benefit-cost analysis based on expected reduction in accidents.

As a part of this program, the City applied for funding of several Safety Improvement Projects in FY 2006-2007. The State has funded this project through Safety Improvement Funds and is included in the State's Six-Year Improvement Program.

This project provides for the construction of a modern roundabout, pedestrian crosswalk markings, handicap ramps and new signage at this intersection.

Nine Mile Road is functionally classified as an "urban minor arterial". This signalized intersection operates with an outdated span wire signal display. This location experienced 11 crashes in a

three year study period. Vehicle and pedestrian conflict points will be reduced and safer operating speeds attained through the intersection by installing a modern roundabout.

The total project cost estimate at \$1,222,000. The amount of \$720,810 was previously approved and accepted. The additional amount of \$501,190 has been funded through Highway Safety Improvement Funds. (See attached Appendix A-1).

This project design and right-of-way are completed. Additional \$501,190 is needed to complete construction.

Department of Public Works recommends approval of this ordinance.

FINDINGS OF FACT

Site Description

The intersection of N. 25th Street, Nine Mile Road, Fairmount Avenue and S Street has unusual dimensions and geometry. North 25th Street runs from the southwest to northeast, with two-way traffic south of the intersection with Nine Mile Road and southbound-only one-way traffic to the north. S Street terminates into N. 25th Street south of Fairmount Avenue, which also ends at N 25th Street. Nine Mile Road veers to the east where the one-way traffic from N. 25th Street enters the intersection.

The entire affected area is zoned B-2 (Community Business), with adjacent properties containing a Family Dollar store, a small shopping center with a laundromat and a cell phone store, a church, and acres of vacant unimproved land owned primarily by the Richmond Redevelopment and Housing Authority (RRHA).

Proposed Use of the Property

This project provides for the construction of a modern roundabout, pedestrian crosswalk markings, handicap ramps and new signage at this intersection.

Master Plan

The project area is located in the East Planning District, as defined by the citywide Master Plan. The Plan designates N. 25th Street, Nine Mile Road and Fairmount Avenue as Principal Arterial Image Corridors, and states that "Image corridors are key transportation corridors that have the ability to form an impression on travelers passing through the City" (page 110). The Plan goes on to say that "Enhancement of the City's image corridors conveys a positive impression of the City to encourage visitation and investment" (page 110).

The properties in the vicinity of the subject intersection are designated for Community Commercial, Mixed Use, and Single-family (medium density) uses in the Master Plan. The Plan defines the primary uses for the Community Commercial designation as "office, retail, personal service and other commercial and service uses, intended to provide the shopping and service needs of residents of a number of nearby neighborhoods or a section of the City" (page 134). The Plan defines the primary uses for the Mixed Use category as "single,

two, and multi-family dwellings, live/work units and neighborhood serving commercial uses developed in a traditional urban form” (page 304). The primary uses for the Single-family (medium density) designation are “single-family and two-family dwellings, both detached and attached, at densities of 8 to 20 units per acre” (page 133).

The subject area is within the boundary of the recent East End Transformation Initiative, which was a community visioning project administered through the Housing and Neighborhoods division of the Department of Economic and Community Development under the guidance of the consulting firm Duany Plater-Zyberk. The recommendations of this study include the creation of a town square around the proposed roundabout.

Zoning

The property surrounding the intersection is currently zoned B-2 Community Business, which permits a variety of neighborhood serving commercial uses. Property to the north is zoned R-6 Single-Family Attached Residential, which permits both single- and two-family attached and detached development.

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