



## CITY OF RICHMOND

### Department of Planning & Development Review *Staff Report*

**Ord. No. 2021 – 160** - To declare that a public necessity exists and to authorize the acquisition of certain fee simple interests and easements for the public purpose of facilitating the construction of the Whitehead Road culvert replacement and sidewalk improvements project

---

**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** June 21, 2021

---

#### **PETITIONER**

Bill Boston, Senior Capital Projects Manager, Department of Public Utilities

#### **LOCATION**

Whitehead Road

#### **PURPOSE**

To declare that a public necessity exists and to authorize the chief administrative officer (CAO) or designee thereof, to acquire certain fee simple interests, permanent, temporary, and utility easements, by voluntary conveyance or by condemnation proceedings, for the construction of the Whitehead Road Culvert Replacement and Pedestrian Improvements Project.

#### **SUMMARY & RECOMMENDATION**

The Whitehead Road Culvert Replacement and Sidewalk Improvement project was initiated to resolve the routine flooding occurrences of Whitehead Road at the crossing of Pocosham Creek and also the lack of designated pedestrian accommodations along the roadway. The project is located in the southwestern area of the City just north of Route 360 and just east of Chippenham Parkway. The primary project goals are described below:

**Reduce Roadway Flooding:** The existing 36" cmp culverts which convey Pocosham Creek under Whitehead Road are undersized and the roadway frequently floods. The existing culverts will be replaced with a new concrete box culvert and the vertical sag of Whitehead Road will be raised by approximately 1' within the vicinity of the stream crossing and will provide up to a 25-year storm level of protection while resulting in no increases in the 100-year FEMA floodplain.

**Improve Pedestrian Safety:** The existing roadway has minimal room for pedestrians to walk and is hazardous to children who utilize Whitehead Road for access to and from GH Reid Elementary School. New sidewalk and curb and gutter will be constructed along both sides of the 1,200 linear foot section of Whitehead Road from Greenbank Road to Daytona Drive. New handicap ramps and crosswalk striping will be provided at the beginning and end points of the project.

**Improve Vehicular Safety:** The existing Whitehead Road width of travel-way averages only 19'-3" wide with nominal shoulders. In some areas there are steep drop-offs immediately adjacent to the edges of pavement. The proposed improvements will provide a safer 21' wide travel-way

(10.5' lanes) plus the addition of City standard curb with 18" wide concrete gutter pans. This typical section has been approved by DPW.

The existing properties along the roadway consist of a mixture of single-family homes, vacant lots, and the Residences at Brookside apartment complex. Of the eighteen (18) private properties adjacent to the roadway within the project limits, fourteen (14) require right of way and/or easement acquisition prior to project construction. These property acquisitions are illustrated on the drawings prepared by H&B Surveying and Mapping, LLC and designated attached parcel drawing numbers (B-28961-A through B-28961-N). The estimated cost of the ROW and easement acquisition is \$150,000 based on assessed property values which is budgeted under the project account number 106353.

There are no relocation of business or residences required with this project. Property rights will be purchased using fair market value and negotiations. However, if we are unable to negotiate with property owners the department will request the Chief Administrative Officer exercise the authority delegated through Council to perform condemnation action of fee simple and all easements required under City code section 18.03. If condemnation is required, the City will continue negotiations with the property owners during the condemnation process. This will allow the project to continue to proceed.

Project design is currently 90% complete. Total project cost is currently estimated at \$3.7 million and is being funded with Department of Public Utilities- Stormwater Utility funds.

Staff recommends approval of this ordinance.

---

---

## **FINDINGS OF FACT**

### **SITE DESCRIPTION**

The project is located on Whitehead Road in the southwestern area of the City just north of Route 360 and just east of Chippenham Parkway.

### **PROPOSED USE FOR THE PROPERTY**

Public Right of Way Improvements

### **MASTER PLAN**

The City's Richmond 300 Master Plan designates a future land use for this property as Residential, which is defined as a "Neighborhood consisting primarily of single-family houses on large- or medium-sized lots more homogeneous in nature." (p. 54) The development style includes houses on medium-sized and large-sized lots in a largely auto-dependent environment. Homes are setback from the street. Future developments continue and/or introduce a gridded street pattern to increase connectivity. Future single-family housing, accessory dwelling units, duplexes, and small multi-family residential buildings are built to a scale and design that is consistent with existing buildings. Bicycle and pedestrian access are prioritized and accommodated. Low residential density means that it is not possible to provide frequent transit within these areas; however, frequent transit may be found at the edges of these areas within more intense future land use designations. Many homes have driveways and/or garages, which are located off an alley behind the home if an alley is present. Buildings are generally one to three

stories. Lot sizes generally range up to 5,000 to 20,000+ sq. ft. Residential density of 2 to 10 housing units per acre.

Primary Uses: Single-family houses, accessory dwelling units, and open space.

Secondary Uses: Duplexes and small multi-family buildings (typically 3-10 units), institutional, and cultural. Secondary uses may be found along major streets.

This portion of Whitehead Road is within the Great Streets typology and is considered a “Major Residential Street”. Major Residential Streets are intended to:

- Carry high volumes of vehicles, as well as pedestrians and bicycles, through residential neighborhoods
- Prioritize for creating sidewalks and crosswalks
- Install street trees as a buffer between sidewalk and street
- Be ideal locations for transit routes and transit stops
- Ensure low street speed by utilizing traffic calming measures

## **ZONING**

R-3 Single-Family Residential

## **SURROUNDING AREA**

The area includes primarily single family detached on large lots adjacent to open-space.

### **Staff Contact:**

Bill Boston, Senior Capital Projects Manager, Department of Public Utilities, 804-646-8161

Matthew Ebinger, Principal Planner, Land Use Administration, 804-646-6308