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MEMORANDUM

Date: September 5, 2025

To: Urban Design Committee

UPC Number: 115409

Subject: Project Narrative

Project: Maury Street Streetscape Phase II

Project Description:

Maury St. Streetscape is being developed as a locally administered project with the City of Richmond. It is funded though the Smart Scale District Grant program and is a UCI project. The project UPC number is 115409.

Maury St. Streetscape Phase II runs from Commerce Road to 5th Street. The purpose of the is to create a uniform cross section and pedestrian facilities in anticipation of high-density residential redevelopment along this segment of Maury Street. Currently there is no sidewalk along the south side of the street, and no curb ramps along the north side.

The project includes approximately 875' of street resurfacing and sidewalk construction along the south side of Maury St., including a raised intersection with pedestrian hybrid beacon-controlled crosswalk at 6th street. Updated curb ramps will be included at existing sidewalk connections along the north side of Maury St. and with the proposed sidewalk along the south side of Maury Street. The project also includes landscaping plantings, bench, bike rack and trash receptacles, and full resurfacing of Maury Street to include two westbound lanes and one eastbound lane from Commerce Road to the roundabout at 5th street. Existing curb, drainage inlets and storm drain pipes will remain in place. Utility tops will be adjusted to the final surface.

Background and Funding:

City of Richmond DPW received approval for SMART 20 application 3428 under the District Grant Program. UPC 115409 was added to the Six Year Improvement Program with the following funding:

PE:	$ 639,000
RW:	$ 374,000
CN:	$3,605,000
Tot:	$4,618,000

Community Outreach:

A Design Public Hearing was held August 26, 2025 at the Blackwell Community Center at 300 E. 15th Street, Richmond, VA 23224. Advance mailings notifying adjacent landowners of the upcoming Public Hearing were sent July 18, 2025.

The following displays were shown at the Public Hearing

- Brochure
- Colorized Plan rendering
- Perspective view typical sections

- Design Plans and Cross Sections
- NEPA Programmatic Categorical Exclusion document
- VDOT-produced Pedestrian Hybrid Beacon Video
    - VDOT Pedestrian Hybrid Beacons Explained

Design Details:

The project will improve the street frontage along the south side of Maury Street in anticipation of redevelopment of this three-block segment to provide a uniform street frontage design across all parcels.

The south side of Maury Street currently consists of industrial properties with open paved lots and one apartment building under construction at 500 Maury Street. A line of Dominion Energy poles with three-phase distribution lines and other utilities are positioned several feet off the south curb. The project at 500 Maury Street is obligated to construct the typical section developed by the subject project across their frontage. The subject project's funding does not include undergrounding utilities; therefore the power lines and telecom on the poles will remain undisturbed within the sidewalk buffer. Redeveloped parcels along the south side will be required to access from side streets and the subject project will close all entrances on the south side of Maury St.

As such the proposed typical section includes the following:

- North Side: Use existing sidewalk, replacing ADA ramps to PROWAG standard at intersections. Keep existing curbing and drainage structures, only replacing broken concrete.
- The buildings at 600, 699, and 700 Maury Street are part of the Manchester Industrial Historic District. As such the Department of Historic Resources is concerned that construction activities may damage the buildings. The approved PCE specifies that a contract special provision will be included that the contractor shall only use hand-operated tools to demolish existing sidewalk to mitigate this concern. The existing sidewalk adjacent to these buildings is in good condition however the cross slope of this sidewalk exceeds 2% for approximately 50' at the west corner of 700 Maury. Ramps are not present at all intersections; the project proposes improving ramps to PROWAG compliance including check of side street grades that define crosswalk cross slope.
- South Side East of 6th Street: Provide an 8.5' wide grass buffer measured from face of roadway curb, add PROWAG-compliant 7' wide concrete sidewalk in new right-of-way. Power poles will remain in place. Remove existing entrances and provide continuous sidewalk between side streets including new curb ramps. Reconstruct curb returns to ramps and ensure side street longitudinal slope provides compliant crosswalk cross slope.
- South Side West of 6th Street: Provide a 6.5' wide grass buffer measured from face of roadway curb, add PROWAG-compliant 6' wide concrete sidewalk in new right-of-way. Power poles will remain in place. Remove existing entrances and provide continuous sidewalk between side streets including new curb ramps. Reconstruct curb returns to ramps and ensure side street longitudinal slope provides compliant crosswalk cross slope.
- Maury St. at 6th Street intersection: A raised intersection of plain broom-finished reinforced concrete will be installed to include crosswalks across 6th Street north and south of Maury St., and a single new crosswalk across Maury St. west of 6th St. at the raised elevation, with a pedestrian hybrid signal system. This raised intersection will function as a traffic calming measure while preparing the pedestrian network for anticipated residential development.
- The inclines to the raised intersection will be flatter than the required 12:1 ratio, raising the roadway surface 5" across 6' at approximately 14.4:1. This meets standards for raised intersections, crosswalks, speed humps and similar inclines at 25 mph design speed. Commercial vehicles and trucks will be encouraged to maintain slow speeds through this intersection. The pedestrian hybrid signal mast arm height will accommodate the increased roadway elevation.

- The existing storm drainage system will handle street runoff. The proposed sidewalk will be constructed from porous concrete with an open-graded subgrade designed to contain increased runoff to satisfy quantity criteria. This system's underdrains will outfall to the existing inlets. Nutrient credits will be purchased to meet BMP criteria.
- Street lighting was previously proposed for the project. The required Manchester-style lighting mandated for redevelopment in the Manchester Historic District will conflict with the overhead utilities along the south side of Maury Street, and the light base widths are incompatible with the existing sidewalk widths along the north side of Maury Street. Because project funds do not support underground relocation of the overhead lines or reconstruction of the north sidewalk, adding Manchester street lighting to the subject project is infeasible. The City has deferred street lighting to a future project by others and the subject project will leave existing street lighting in place.
- A remnant right-of-way area remains on the old 8th Street footprint in the southeast corner of Commerce Road and Maury Street. The project proposes using this space to incorporate new hardscaping, plantings, a bench and bike racks as a corridor amenity. This area will be immediately adjacent to the future Fall Line Trail.
- Street trees of species provided by the City having root systems compatible with the adjacent permeable sidewalk system are proposed along Maury St.

Design Criteria:

- Existing street longitudinal profile and curb-curb width will be maintained.
- The past build-up of asphalt is proposed to be milled to restore curb and gutter reveal prior to final surface mill and overlay.
- The alignment is straight, and no horizontal or vertical curves are proposed
- Design Speed and Posted Speed = 25 mph
- Functional Classification: GS-6 Urban Minor Arterial
    - ADT 2025: 13,370
    - ADT 2051: 20,430
    - DHV: 1,370
    - D %, Design Hour: 68%
    - T %, Design Hour: 8%
    - DS 25 mph
    - SSD = 155'
    - Min Lane Width = 11'
    - South sidewalk buffer width = 8.5' from curb face
    - South sidewalk Width = 7'
    - North sidewalk and north buffer remain as existing

Anticipated Schedule:

Right-of-Way Acquisition:	Summer 2026-Summer 2027
Utility Relocation:	Summer 2027
Construction Start:	Spring 2028-Spring 2030