



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Subd. No. 2015-002: Preliminary approval of Reynolds South Plant subdivision plat at 411 Bainbridge Street (5 lots)

To: City Planning Commission
From: Land Use Administration
Date: February 17, 2015

PETITIONER

CBD Development LLC
Matthew Raggi
11100 West Broad Street
Glen Allen, Virginia 23060

LOCATION

411 Bainbridge Street (the old Reynolds South Plant)

PURPOSE

To subdivide an existing industrial parcel into 5 lots and public right-of-way for mixed-use development.

SUMMARY & RECOMMENDATION

The subject property is 7.57 acres in area and is currently vacant industrial property that was the site of the former Reynolds Metals manufacturing facility south of the river. The proposed subdivision would create 5 parcels and dedicate 4 rights-of-way to the City. Three of the parcels are proposed to be developed with a mix of uses in accordance with the existing RF-2 Riverfront zoning.

The proposed subdivision is located in the Urban Center Character Area, as identified in the Downtown Plan. This Area is characterized by higher density, mixed-use development, typically arranged on a fine-grained street network, with wide sidewalks, regular tree planting, and minimal setbacks.

The Downtown Plan also makes several recommendations related to the property specifically and the re-establishment of the street grid in the Manchester portion of the Plan.

Preliminary approval of the subdivision plat is recommended provided that:

1. All applicable provisions of the Subdivision Ordinance shall be met.
 2. All applicable provisions of the Zoning Ordinance shall be met.
 4. All applicable provisions of the Chesapeake Bay Preservation Ordinance shall be met.
 5. All applicable City utility and drainage standards and specifications shall be met.
 6. All applicable Building Codes shall be met.
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FINDINGS OF FACT

Site Description

The subject property is 7.57 acres in area and is currently vacant industrial property that was the site of the former Reynolds Metals manufacturing facility south of the river. The property is surrounded by Norfolk Southern property and other properties that had previously been part of the Reynolds Metals manufacturing facility. The property consists of several previously closed City rights-of-way that will be dedicated back to the City through the proposed subdivision plat.

Proposed Use of the Property

The proposed subdivision would create 5 parcels and dedicate 4 rights-of-way to the City. Three of the parcels are proposed to be developed with a mix of uses in accordance with the existing RF-2 Riverfront zoning. One parcel, which contains several VEPCO easements is proposed to be developed as an open space for use by future residents of the proposed development. One parcel is proposed to be combined with the adjacent parcel where three existing buildings are being renovated in order to prevent the existing building features from being an encroachment into Porter Street. Previously closed Perry, Porter and Bainbridge Streets are proposed to be dedicated back to the City along with a new right-of-way that would help to further the Downtown Plan recommendation for a riverfront drive.

Master Plan

The proposed subdivision is located in the Urban Center Character Area, as identified in the Downtown Plan. This Area is characterized by higher density, mixed-use development, typically arranged on a fine-grained street network, with wide sidewalks, regular tree planting, and minimal setbacks.

The Downtown Plan also makes several recommendations related to the property specifically and the re-establishment of the street grid in the Manchester portion of the Plan.

When the traditional urban block is recaptured over time, the four-block industrial building that currently fronts the river should be redeveloped as four distinct blocks. McDonough, Perry and Porter Streets, as well as 5th Street, should be reopened to allow access to the riverfront. Page 4.40

In order to better take advantage of Manchester's dramatic riverfront, a continuous waterfront parkway should be created for the use of drivers, bicyclists and pedestrians. This can be accomplished by extending Riverview Parkway east of 13th Street and connecting it to a traffic circle at 7th Street. This roadway will then continue east along Semmes Avenue and connect to a newly-extended 5th street, continue south and will pass an river overlook park, and connect to Porter Street, where it will finally intersect Hull Street and allow travelers to continue, cross the 14th Street Bridge, or enter the heart of Manchester by way of Hull Street. In order to accomplish this connected riverfront roadway, the existing SunTrust Bank parking lot, which is located in the path of the proposed roadway, should be relocated and developed as a parking garage. This garage

should be lined and developed as a gateway to Manchester from the Manchester Bridge. The roundabouts will simplify and coordinate the proposed five-way intersection, and the redevelopment of the existing four-block industrial building will allow 5th Street to be continued along the waterfront, resulting in a continuous riverfront drive. Complementing this newly developed waterfront roadway is a continuous trail system that connects a series of overlooks and parks, providing an alternative route for pedestrians and bicyclists. Pages 4.41 & 4.42

The Riverfront should also be developed as a recreational roadway wrapping around the district, with buildings addressing the river and a system of parks providing connections to the water. Page 4.40

The subdivision regulations (Sec. 94-42) require that land shown as needed for streets, curbs, gutters, sidewalks, bicycle trails, drainage or sewer system or other improvements in the master plan be dedicated to the City for such public use at the time of subdivision. Previously closed McDonough, Perry, Porter, Bainbridge, and 5th Streets are all shown as needed for streets in the Downtown Plan. The Downtown Plan also shows the need for a new street and bicycle trail system through the subject property that would result in a continuous riverfront drive. These rights-of-way are shown on the subdivision plat as being dedicated to the City in order to comply with Section 94-42 of the subdivision ordinance.

Zoning

The property is located in the RF-2 Riverfront zoning district. The RF-2 district permits a variety of uses, including residential, office and commercial. The height limit in the district is 13 stories.

Surrounding Area

The surrounding properties are occupied by a mix of uses, including residential, office and commercial. Norfolk Southern train tracks are located directly to the north and east. The Manchester Canal and floodwall walk are located on the other side of the railroad.

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