



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2024-313: To close, to public use and travel, an alley in the block bounded by Maury Street, East 4th Street, Everett Street and East 3rd Street, consisting of 1,980± square feet, upon certain terms and conditions. (6th District)

To: City Planning Commission
From: Land Use Administration
Date: December 3, 2024

PETITIONER

Department of Public Works

LOCATION

Block bounded by Maury Street, East 4th Street, Everett Street and East 3rd Street

PURPOSE

To close, to public use and travel, an alley in the block bounded by Maury Street, East 4th Street, Everett Street and East 3rd Street, consisting of approx. 1980 square feet as shown on DPW Dwg. No. N-28992 dated 3/25/2022 and entitled "Proposed Closing to Public Use and Travel of PUBLIC Alley LOCATED in Block Bounded by MAURY Street, E 4TH Street, EVERETT Street and E 3RD Street" at the request of the applicant.

BACKGROUND & RECOMMENDATION

This ordinance will supersede Ordinance No. 2022-203, adopted July 25, 2022, which has expired. Ordinance No. 2022-203 was to become effective only upon satisfaction of all listed conditions within eighteen (18) months of adoption; however, several conditions were not satisfied within the designated timeframe. A new letter of request dated July 25, 2024, has been received from Baker Development on behalf of their client, Maury Street Associates, LLC, the owner of all properties adjacent to the proposed closing.

The parcel to be developed consists of the entire block bounded by Maury Street, E 4th Street, Everett Street, and E 3rd Street. The parcel is currently occupied by a one-story vehicle service and warehouse building. The property owner is proposing to construct seventy (70) multifamily dwelling units configured as thirty-five (35) "2 over 2" townhomes on the parcel. However, the parcel is partially bisected by a public alley. As the alley only extends partially into the subject block, it does not provide through access for pedestrians or vehicles. Furthermore, the alley in its current configuration precludes the efficient utilization of the site for the proposed development.

Therefore, the owner is requesting the City to close the alley to public use and travel. The value of the right of way to be vacated (1980 sq. ft.) has been determined to be \$57,791 (\$29.195 per sq. ft.) and is based on assessed values of the adjacent parcels. The proposed right-of-way closing will not negatively impact the local City transportation network. Other reviewing administrative agencies were contacted regarding this request and offered no objections to the right-of-way closing.

Therefore, staff recommends approval of the ordinance.

FINDINGS OF FACT

SITE DESCRIPTION

City of Richmond Public right-of-way.

PROPOSED USE FOR THE PROPERTY

Multi-Family Residential.

MASTER PLAN – Destination Mixed-Use

Key gateways featuring prominent destinations, such as retail, sports venues, and large employers, as well as housing and open space. Located at the convergence of several modes of transportation, including Pulse BRT or other planned transit improvements.

Development Style: Higher-density, transit-oriented development encouraged on vacant or underutilized sites. New development should be urban in form, may be of larger scale than existing context, and, where relevant, should pay special attention to the historic character of the existing context. Development should enhance the public realm and create a sense of place. Many buildings are vertically mixed-use. Developments continue or introduce a gridded street pattern to increase connectivity.

Ground Floor: Ground floor uses engage with, and enliven, the street. Monolithic walls are discouraged, while windows, doors, storefronts, and other features that allow transparency and interaction between building and street are encouraged. Active commercial ground floor uses are required on street-oriented commercial frontages.

Mobility: Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off alleys whenever possible; new driveways are prohibited on priority and principal street frontages. Surface parking is prohibited as a principal use; when surface parking is provided as an accessory use, it should be located to the rear of buildings and screened. Parking requirements are reduced to allow more market-based parking strategies, including shared parking.

Intensity: Buildings typically a minimum height of five stories.

Primary Uses: Retail/office/personal service, multi-family residential, cultural, and open space.

Secondary Uses: Institutional and government.

Major Mixed-Use Street

The property is located partially on East 4th Street which is a designated Great Street which includes the following design goals:

- Carry high volumes of vehicles, pedestrians, and bicycles, through commercial and mixed-use areas

- Prioritize use and density-scaled sidewalks and crosswalks

- Require form elements, such as buildings to the street with parking in the rear, as well as building windows and entrances on the street
- Incorporate streetscape features, such as trees, benches, and trash receptacles
- Ideal locations for transit routes and transit stops
- Prioritize the curbside for walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants (p. 72)

ZONING

The subject property and adjacent properties are located in the B-7 Mixed-Use Business District. The proposed use is allowed in this district without special legislative approval.

SURROUNDING AREA

This portion of Old Town Manchester is a mix of adaptive re-use and newly constructed, mixed-use buildings. B-7, B-4, and TOD-1 zoning are the most common zones in the area.

Staff Contact:

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