



City of Richmond, Virginia
Department of Planning and Development Review
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To: Urban Design Committee
From: Planning and Preservation Division
Date: February 9, 2017
RE: **Final Location, Character and Extent review of the widening of Richmond-Henrico Turnpike between Dove Street and Fourqurean Lane; UDC No. 2017-02**

I. APPLICANT

Manouchehr Nosrati, Department of Public Works

II. LOCATION

Richmond-Henrico Turnpike between Dove Street and Fourqurean Lane

Property Owners:

City of Richmond

III. PURPOSE

The application is for Final Location, Character and Extent review of the widening of Richmond-Henrico Turnpike between Dove Street and Fourqurean Lane.

IV. SUMMARY & RECOMMENDATION

This project involves the full-depth reconstruction and slight widening of Richmond-Henrico Turnpike from Dove Street to Fourqurean Lane, a distance of about $\frac{1}{2}$ mile. The applicant notes that the current roadway construction is substandard, with 1"-2" of asphalt placed over top a thin mixture of gravel and dirt. Due to the poor construction of the road base, the asphalt deteriorates quickly. Other modifications include road alignment adjustments, installation of guardrail and retaining walls and drainage improvements.

Staff has no objection to the proposed roadway modifications, and finds the proposal to be consistent with the recommendations of the Urban Design Guidelines and the recommendations from conceptual review. Therefore, it is Staff's position that the Urban Design Committee recommend the Planning Commission grant final approval.

Staff Contact:

Josh Son, (804) 646-3741

V. FINDINGS OF FACT

a. Site Description and Surrounding Context

The subject corridor is located along Richmond-Henrico Turnpike between Dove Street and Fourqurean Lane and traverses the R-5 (Single-family Residential), R-6 (Single-family Attached Residential) and R-48 (Multi-family Residential) zoning districts. Cannon Creek is located to the west of the corridor, and the former Dove Street Armory is located at the northeast corner of the intersection of Dove Street and Richmond-Henrico Turnpike. At the northern end of the corridor the surrounding area is developed with single-family detached dwellings. The Cannon Creek Greenway, a bicycle/pedestrian trail, runs parallel to Richmond-Henrico Turnpike to the east.

b. Scope of Review

The project is subject to location, character, and extent review as a “street widening” under Section 17.07 of the City Charter.

c. UDC Review History

The Cannon Creek Greenway, which currently extends adjacent to and along Richmond-Henrico Turnpike from Valley Road to E. Ladies Mile Road, was reviewed by the UDC and approved by the Planning Commission over a series of years and has been constructed in phases from 2012 to 2015.

d. Project Description

This project involves the full-depth reconstruction and slight widening of Richmond-Henrico Turnpike from Dove Street to Fourqurean Lane, a distance of about $\frac{1}{2}$ mile. The applicant notes that the current roadway construction is substandard, with 1"-2" of asphalt placed over top a thin mixture of gravel and dirt. Due to the poor construction of the road base, the asphalt deteriorates quickly. Other modifications include road alignment adjustments, installation of guardrail and retaining walls and drainage improvements.

The existing roadway carries one lane of vehicular traffic in each direction, with lane widths varying between 9' and 10.5'. The proposal includes providing consistent 10' travel lanes while shifting the roadway slightly to the east to minimize slope impacts to the ravine area to the west. As a result of the eastward shift of the road, two sections of retaining wall will need to be provided on the eastern side of the road.

The modifications also include the installation of continuous curb and gutter on the eastern edge of the road, with five existing outfalls directing stormwater into the ravine on the western side of the road. The western edge of the road will not have curb and will continue to transition to turf to allow stormwater to sheet flow down into the ravine. The proposed roadway modifications will add slightly to the impervious cover of the project area, from the existing 1.78 acres up to 1.93 acres.

The proposal includes the provision of guardrail on the western edge of the road. Though no details are provided on the guardrail at this time, the applicant has verbally noted that the proposed guardrail will match the existing W-bram guardrail that is already installed on the western edge of the roadway north of Fourqurean Lane. The proposed modifications will have no impact on the Cannon Creek Greenway, however, the plans will require the removal of some existing trees. It is not clear at this time the extent of the tree removal.

The estimated project cost is \$1,400,000, with funding coming from the City and VDOT revenue sharing. Currently, only \$110,000 of that estimate has been funded through the 2015 CIP budget. No timetable for construction has been established for this project at this time.

e. Master Plan

The subject corridor is located within the North Planning District as defined by the citywide Master Plan, which recommends Single Family (Low Density) uses for the adjacent properties to the east and Public & Open Space uses for the adjacent properties to the west, where Cannon Creek is located. The Plan also

contains writing specific to the greenway, noting that “additional parks and open space should be provided”, which includes lands adjacent to the Richmond-Henrico Turnpike between E. Brookland Park Boulevard and Dove Street” (page 261).

f. Urban Design Guidelines

The Transportation section of the Urban Design Guidelines note that “where feasible, all new roadway segments should be constructed to include bikeways” (page 5). Similarly, the Guidelines note that “all transportation projects should have adequate provisions to address the needs of the pedestrian in a safe and efficient manner”.

In a section on Street Design, the Guidelines state that “the width of a street should respond to the volume of traffic it carries. Lane widths on local and collector streets should be between 9 and 10 feet” (page 6). In regards to landscaping/street trees, the guidelines offer that “plant materials should be adaptable to existing soils, climatic and lighting conditions, and be disease resistant. Native plant species are encouraged, but not required” (page 10).

VII. ATTACHMENTS

- a. Vicinity Map**
- b. Application & Summary**
- c. Plans**