



# CITY OF RICHMOND

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

**Ord. No. 2020-169:** To amend Ord. No. 2019-084, adopted Apr. 8, 2019, as previously amended by Ord. No. 2020040, adopted Feb. 24, 2020, which declared that a public necessity exists and to authorize the acquisition of certain fee simple interests and easements for the public purpose of constructing multimodal transportation and drainage improvements along Hull Street Road between its intersection with Hey Road and its intersection with Warwick Road, to authorize the acquisition of additional fee simple and easement interests for the project.

---

**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** August 3, 2020

---

### **PETITIONER**

Lamont Benjamin, PE, Capital Projects Administrator

### **LOCATION**

Hull Street Road, from Hey Road to Warwick Road

### **PURPOSE**

To amend and re-ordain Ordinance No. 2020-040 that was introduced on February 10, 2020 and adopted on February 24, 2020, which authorized the acquisition of certain fee simple and certain easements interests for the Hull Street Road Phase 1 project which was revised as per DPW Drawing No O-28709 sheets 6,17,18, 20, 22, 24, 48, 50A and 50B now dated May 4, 2020 and entitled "Plat Showing Proposed Acquisitions of Right of Way and / or Easements for Hull Street Road Improvements from just west of Hey Road to Warwick Rd" and to authorize the acquisition of additional easements interests for the project.

### **SUMMARY & RECOMMENDATION**

The City, in conjunction with VDOT and Chesterfield County completed a Hull Street Road – Route 360 Revitalization Study and Plan in early 2013 recommending improvements to the roadway corridor including provisions for pedestrian and bicyclist facilities, landscaping and lighting to enhance safety and mobility for all users.

The project improvements will require right-of-way take, temporary easements and permanent easements including utility and drainage easements from sixty four (64) parcels, as part of the project. These acquisitions are shown in the submitted plan sheets prepared by (JMT) Johnson, Mirmiran and Thompson Inc. and designated as DPW Dwg. No. O-28709. The estimated cost of the ROW acquisition is approximately \$1,850,000 (costs include consultant fees for acquisition) based on assessed property values. Most of the property rights needed are temporary or permanent easements. The project construction is scheduled to start during fall 2022 with anticipated completion date of the fall of 2024.

The reason for this requested amendment is that the interests to be acquired in some of the 64 parcels have significantly changed and needs Council's approval for additional permanent and temporary easements. Parcels 25, 36, 37, 39, 41, 43, 68 and 70 plats of which are attached to this amendment request in sheets 6, 17, 18, 20, 22, 24, 48, 50A and 50B have increased in permanent and temporary construction easements more than what was originally approved by Council and adopted in February 24, 2020. Those additional permanent easements and temporary construction easements were due to the design progress development of the Project to final design stages and taking in consideration public and private utility needs as well as final roadway design profile while maintaining same overall total project acquisition cost.

The Initial Ordinance No 2019-084 for the Right of Way needs for this Project was adopted on April 8, 2019. It was later re-ordained by Ordinance No 2020-040 adopted on February 24, 2020 to correct some of the acquisitions known at that time.

The project is funded through Federal and State smart scale funds. The City previously received funds from VDOT in an amount of \$5,015,000 for the design of project. The City received smart scale funds in an amount of \$ 16,085,000 to be funded over a period of 5 years from FY19 to FY23 to acquire Right of Way and construct the Project Improvements. Total funding for the project received is \$21,100,000

Department of Public Works Staff recommends approval of this ordinance.

---

---

---

---

## **FINDINGS OF FACT**

### **Site Description**

The Hull Street Road Improvement project, located along the dividing line between the Midlothian and Broad Rock Planning Districts is included on the City of Richmond's Capital Improvement Plan. Hull Street Road is a mixed use Residential and Commercial corridor located on the City's southwest corporate limits and is a gateway entrance project from Chesterfield and Amelia Counties and a major access to VDOT's limited access Chippenham Parkway.

### **Proposed Use of the Property**

The proposed improvements will provide a consistent 4 lane typical section (11' wide lanes) with two lanes each direction and a 15' wide median with left turn lanes and adequate storage length at intersections, major traffic generators and median crossovers. The improvements will include curb and gutter and a drainage system to handle storm water runoff. A 5' wide green space and 5' wide sidewalk along the south side and an 8' wide green space and 10' wide shared-use-path along the north side. This will provide pedestrian and bicycle safety and route continuity along the entire corridor and connectivity per the City's bicycle and pedestrian Plan.

### **Master Plan & Zoning**

The City of Richmond's Master Plan designates a future land use for this portion of Hull Street Road as Community Commercial and Single-Family (Low Density).

Primary uses for Community Commercial areas include office, retail, personal service and other commercial and service uses, intended to provide the shopping and service needs of residents of a number of nearby neighborhoods or a section of the City. As compared to Neighborhood Commercial, this category includes a broader range of uses of greater scale and intensity, with greater vehicular access and orientation, but that are also compatible with nearby residential areas. Typical zoning classifications that may accommodate this land use category are B-2, UB, and UB-2.

Primary uses for Single-Family (Low Density) areas are single-family detached dwellings at densities up to 7 units per acre. Includes residential support uses such as schools, places of worship, neighborhood parks and recreation facilities, and limited public and semi-public uses.

A combination of B-2 Community Business and B-3 General Business Zoning Districts occupy much of the proposed improvement areas with some R-3 Single-Family Residential, R-48 Multi-Family Residential, and RO-1 Residential Office Districts towards the western portions of the project area.

### **Surrounding Area**

The Hull Street Road corridor within the project area contains a mix of single-family and multi-family residential, commercial, industrial, mixed-use, vacant, and institutional land uses.

### **Staff Contact:**

Adel Edward, P.E., Engineer III, 804-646-6584 (Project Manager)  
Matthew Ebinger, Principal Planner, Land Use Administration, 804-646-6308