



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2021-350 - To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the total amount of \$477,035.00 from the Virginia Department of Transportation and to appropriate the increase to the Fiscal Year 2021-2022 Capital Budget by increasing estimated revenues and the amount appropriated to the Department of Public Works' Complete Streets project in the Transportation category by \$477,035.00 for the purpose of funding the milling, resurfacing, and construction of Americans with Disabilities Act upgrades for Arthur Ashe Boulevard, from its intersection with Grant Street to its intersection with Idlewood Avenue, and Richmond Highway, from its intersection with Hopkins Road to its intersection with Atwell Drive.

To: City Planning Commission
From: Land Use Administration
Date: December 20, 2021

PETITIONER

Bobby Vincent Jr., Director, Department of Public Works

LOCATION

Arthur Ashe Boulevard, from Grant Street to Idlewood Avenue

PURPOSE

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SUMMARY & RECOMMENDATION

The Virginia Department of Transportation requests that the City of Richmond to enter into an agreement for the development and administration of the Primary Extension Paving Program Projects approved under FY 2022 State of Good Repair Program (SGR).

House Bill 1887 requires funding to be allocated for Primary Extension Paving Program under State of Good Repair for U.S. Routes and Virginia State Routes. The program must include the condition of the existing transportation assets; the methodology used to determine maintenance and state of good repair needs; performance targets and outcomes; listings of prioritized pavement projects based on priority ranking system.

The bill requires the Commonwealth Transportation Board (CTB) to develop a priority ranking system for deteriorated pavement on Primary Arterial Roads. The Primary Extension Paving

Program is a federal funded statewide program and the City of Richmond submitted the application for Arthur Ashe Blvd (S) from Grant St. to Idlewood Ave. (estimated cost \$66,804.00); Richmond Hwy (formerly Jefferson Davis Hwy) from Hopkins Rd. to Atwell Dr. estimated cost \$466,422.00).

The scope of this project consist of milling, resurfacing and handicap upgrades for and estimated cost of \$533,226.00.

City Administration recommends approval of this request.

FINDINGS OF FACT

SITE DESCRIPTION

City Right of Way, Arthur Ashe Boulevard from South Grant Street to Idlewood Avenue.

PROPOSED USE FOR THE PROPERTY

Multi-modal corridor

MASTER PLAN

The City's Richmond 300 Master Plan designates two future land uses for the segment of South Arthur Ashe Boulevard which is bookended by Grant Street and Idlewood Avenue, in addition to two future land uses on each side of the proposed improvements to Richmond Highway, between Hopkins Road and Atwell Drive.

The southern end of the Arthur Ashe Boulevard segment calls for Public Open Space uses which include "public and quasi-public parks, recreation areas, open spaces and cemeteries".

Primary Uses: Open space.

Secondary Uses: Cultural, institutional, and governmental.

A small section at the northern end of the segment is designated as Neighborhood Mixed-Use which are "existing or new highly-walkable urban neighborhoods that are predominantly residential with a small, but critical, percentage of parcels providing retail, office, personal service, and institutional uses."

Primary Uses: Single-family houses, accessory dwelling units, duplexes, small multi-family buildings (typically 3-10 units), and open space.

Secondary Uses: Large multifamily buildings (10+units), retail/office/personal service, institutional, cultural, and government.

The eastern side of the Richmond Highway segment calls for Corridor Mixed-Use. These areas are "found along major commercial corridors and envisioned to provide for medium- to medium-to-high-density pedestrian- and transit-oriented development.

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

Secondary Uses: Single-family houses, institutional, and government.

The western side of the Richmond Highway segment calls for Industrial Mixed-Use. These areas are described as “formerly traditional industrial areas that are transitioning to mixed-use because of their proximity to growing neighborhoods and changes in market conditions. These areas may still retain some light industrial uses.

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

Secondary Uses: Institutional and government.

ZONING

The Arthur Ashe Boulevard segment is primarily zoned R-2 Single-Family Residential with some R-48 Multifamily Residential on the northern end.

The Richmond Highway segment is primarily zoned B-3 General Business District to the east and M-1 Light Industrial to the west.

SURROUNDING AREA

The Arthur Ashe Boulevard segment is surrounded by William Byrd Park with the Downtown Expressway located at the northern terminus of the subject corridor.

The Richmond Highway segment contains commercial uses to the east and light industrial uses to the west.

Staff Contact:

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