



CITY OF RICHMOND

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

Ord. No. 2022-111 - To amend Ord. No. 2019-084, adopted Apr. 8, 2019, as previously amended by Ord. No. 2020-040, adopted Feb. 24, 2020, and Ord. No. 2020-169, adopted Sept. 14, 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: Public Works
Date: April 18, 2022

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. 2019-084, adopted on April 9, 2019, as previously amended by Ordinance No. 2020-040, adopted on February 24, 2020, and by Ordinance No. 2020-169, adopted September 14, 2020, which authorized the acquisition of certain fee simple and certain easements interests for the Hull Street Road Phase 1 Project, to authorize the acquisition of additional property interests for the project from parcel numbers 23, 24, 27, 31, 32, 33, 34, 40, 42, 44, 45, 47, 48, 52, 56, 60, 61, 62, 64, 65, 67, 71, 73, 74, 75, 79, 80, 81, 82, and 85, by replacing the pages 3, 4, 7, 11, 12, 13, 14, 20, 22, 24, 25, 27, 28, 32, 36, 39, 40, 41, 43, 44, 46, 50, 52, 53, 54, 58, 59, 60, 61, and 64 of DPW Drawing No. O-28709 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," with the attached revised pages numbered 4, 5, 8, 12, 13, 14, 15, 21, 23, 25, 26, 28, 29, 33, 37, 40, 41, 42, 44, 45, 47, 51, 53, 54, 55, 59, 60, 61, 62 and 65.

SUMMARY & RECOMMENDATION

The Hull Street Road Improvement project 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.

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 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.

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 23, 24, 27, 31, 32, 33, 34, 40, 42, 44, 45, 47, 48, 52, 56, 60, 61, 62, 64, 65, 67, 71, 73, 74, 75, 79, 80, 81, 82 and 85 plats of which are attached to this amendment request in sheets 4, 5, 8, 12, 13, 14, 15, 21, 23, 25, 26, 28, 29, 33, 37, 40, 41, 42, 44, 45, 47, 51, 53, 54, 55, 59, 60, 61, 62 and 65 have increased in permanent and temporary construction easements more than what was originally approved by Council and adopted in April 8, 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 twice first time by Ordinance No 2020-040 adopted on February 24, 2020 then second time by Ordinance No 2020-169 adopted on September 20, 2020 to adjust 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

\$1,850,000 anticipated right-of-way acquisition cost. The actual acquisition cost is to be negotiated by the right-of-way Consultant and will be set at fair market value as determined by appropriate federal, state and local regulations. Acquisition cost is 100% reimbursable. All cost is included in the smart scale funds received.

Staff recommends approval of this request.

FINDINGS OF FACT

SITE DESCRIPTION

The project is located along Hull Street Road from Hey Road to Warwick Road.

PROPOSED USE FOR THE PROPERTY

Transportation Improvements

MASTER PLAN

The City's Richmond 300 Master Plan designates land adjacent to the project area as primarily Corridor Mixed-Use, along with Residential and Neighborhood Mixed-Use.

Corridor Mixed Use is defined as "Found along major commercial corridors and envisioned to provide for medium- to medium high-density pedestrian- and transit-oriented development." The development style includes "The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Uses may be mixed horizontally in several buildings on a block or vertically within the same building. Developments continue introduce a gridded street pattern to increase connectivity."

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

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

The intersection of Hull Street Road and Warwick Road is designated as the Hull/Warwick Neighborhood Node. The area is envisioned to "...serve as a strong entrance into the city and function as a town and family entertainment center with mixed-use developments to include residential units and neighborhood serving commercial uses. Future development should encourage high-quality design and an urban form with medium-scale buildings that are located closer to the street with parking located in the rear in shared lots. The intersection of Hull Street and Warwick Road should be anchored on each corner by mixed-use buildings that are designed to enhance the "nodal" feeling of the area. ...Pedestrian safety improvements including adequate sidewalks and lighting should be prioritized to improve the pedestrian experience."

ZONING

Zoning adjacent to the project area is primarily B-3 General Business District and B-2 Community Business District with additional RO-1 Residential Office, R-3 Single Family, and R-48 Multi-Family Residential.

SURROUNDING AREA

A mix of auto-oriented commercial, single-family detached, and multi-family residential uses are adjacent to the project area.

Staff Contact:

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