

APPENDIX G:

West Richmond Transportation Plan Cheat Sheet For Development Review

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How can private development incorporate the recommendations from the West Richmond Transportation Plan?

Private developers, local planning staff, and local officials all play a role in implementing this plan! Follow these three steps to determine if the recommendations from this plan apply!

STEP 1

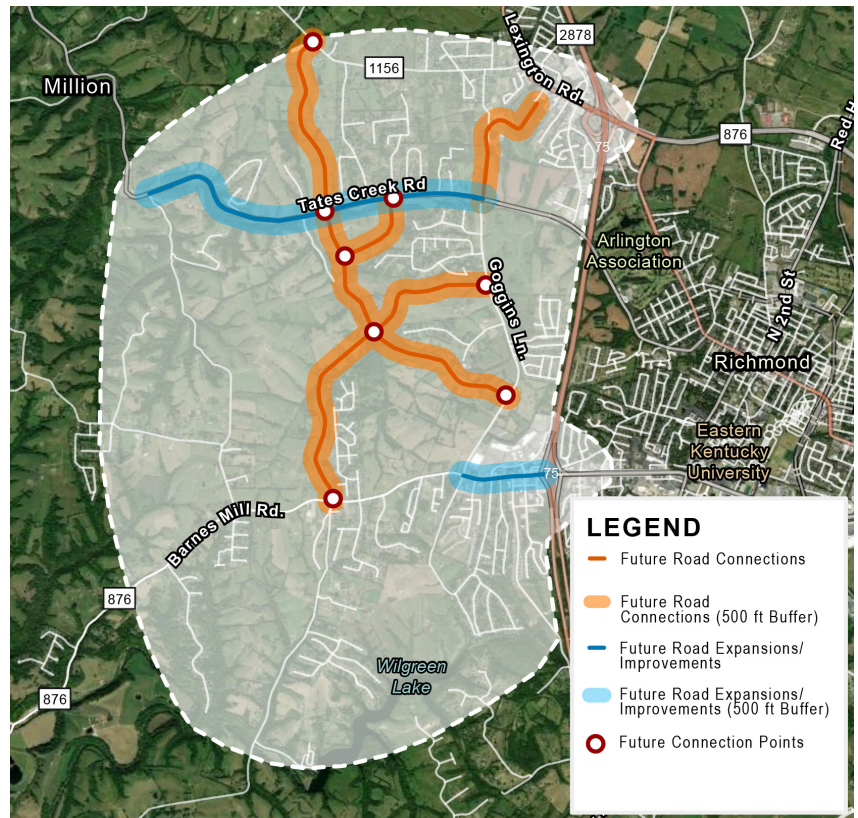
Is the project within the West Richmond Planning Area (gray area)?



Use this cheat sheet and the Richmond Transportation Plan prior to approving rezoning, development plan, and/or plat applications



The development does not need to consider the West Richmond Transportation Plan.



STEP 2

When during the development process should these recommendations be incorporated for parcels within the shaded area?

Rezoning

Commitments for the general alignment or additional right-of-way should be required during the approval process for rezoning any parcels.

Development Plans

Commitments for the additional right-of-way should be required during the approval process for rezoning any parcels.

Plats

The road alignment, right-of-way, and street elements (such as lane width, sidewalks, etc. that are shown in the proposed cross section) should be included on the preliminary and/or final plats.

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STEP 3

Is the proposed project within the yellow shaded area where new roads or connections are needed?

YES : WITHIN YELLOW SHADED AREA

A: Where should new road connections be located?

A1: As the project is developed or platted, the development should incorporate road connections within the project in the general areas that are indicated on the map. While the road alignment may somewhat vary within the development, the connection points to adjacent parcels have been identified based on the most feasible routes and should be generally maintained unless a site condition arises that requires the connection point to shift.

A2: The future road connections identified on the map are necessary as future development occurs to allow for additional routes and prevent high levels of congestion on the existing roads. As the larger area continues to develop over time, these connections will be critical in providing alternative routes.

B: How should they function within the development?

B1: The new road connections would be dedicated as right-of-way when the subdivision is platted. Most developments would already be required to do this and the intention of this plan is not to require an additional road to be constructed and dedicated. Rather, this plan aims to coordinate the layout of the roads that would already be required to provide better connectivity in the area.

B2: The cross section of new road connections would vary from the standards for a local right-of-way with a slightly larger right-of-way width and layout (see the West Richmond Transportation Plan and the graphic to the below).

Is the proposed project within the blue shaded area where additional right-of-way or spot improvements are needed?

YES : WITHIN BLUE SHADED AREA

The development is adjacent to a road that will need improvements in the future. As congestion occurs, additional lanes or intersection improvements are necessary. Consolidated or shared access to individual parcels may also be required during the development plan approval process.

New road connections are not needed within the development, but adequate right-of-way should be dedicated either during the development plan approval process or during platting.



Sidewalk	Planting Area	Curb	Drive Lane	Turn Lane	Drive Lane	Curb	Planting Area	Trail
5'	5'	2'	11'	13'	11'	2'	5'	10'