

## MEMORANDUM

**To:** Central Virginia Transportation Authority (CVTA)

**From:** City of Richmond Department of Public Works (DPW)

**Re:** Request for Regional Project Funding – Diamond District Phase 1A Transportation Improvements

## PROJECT NEED

The City of Richmond Department of Public Works respectfully submits the project request in the amount of \$12,961,885 from the CVTA Regional funds to help support critical transportation infrastructure improvements associated with Phase 1A of the Diamond District redevelopment project. Funds for the Project are needed in FY26/27.

## PROJECT EXECUTIVE SUMMARY

The Diamond District redevelopment is a once-in-a-generation opportunity to transform a 67-acre underutilized site into a regional destination anchored by a new 9,000-seat CarMax Park minor league baseball stadium. The Diamond District redevelopment is a regionally significant project that directly implements multiple adopted planning priorities. Identified in the Richmond 300 Master Plan as a Priority Growth Node, supported by the Richmond Connects Multimodal Transportation Plan, and acting as a key destination along the Fall Line Trail, this project embodies the region’s shared goals for multimodal connectivity, economic growth, and sustainable land use.



*Exhibit B: Aerial image taken August 22, 2025 shows the alignment of future roads on the current site  
(Source: Diamond District Partners, LLC)*

A key component of the funding request is the construction of “Road J,” a new collector road linking Arthur Ashe Blvd and Hermitage Rd – two major arterials that serve regional traffic – fulfilling the Richmond 300 strategy of breaking up existing superblocks with a connected street grid. The Diamond

District will serve as a regional economic driver by generating thousands of permanent jobs, attracting millions in private investment, and creating a new destination that draws visitors from across the Central Virginia region. Its combination of housing, retail, office, and entertainment uses will expand the regional tax base and strengthen economic competitiveness well beyond the City of Richmond. This transformative impact directly aligns with CVTA’s mission to fund high-impact regional projects that enhance mobility and strengthen economic vitality.

**PROJECT COST SUMMARY**

The total cost of the Phase 1A Public Infrastructure project is estimated at \$44.28 million. Within this total, approximately \$12.96 million in transportation-related improvements meet CVTA’s Regional Project eligibility criteria. These include new multimodal neighborhood streets, transit access enhancements, and signalized intersection improvements.

Refer to Table 1 below for a summary of the total project budget, the eligible project costs, the amount of local funding for Phase 1A, and the amount of this CVTA funding request. Refer to Table 2 for a further breakdown of the project costs meeting CVTA’s Regional Project eligibility criteria.

Total Phase 1A Public Infrastructure budget	\$44,282,968
Project costs meeting CVTA’s Regional Project eligibility criteria	\$12,961,885
Local funding contribution	\$34,343,107
Amount of CVTA funding request	\$12,961,885

*Table 1: Summary of Phase 1A Public Infrastructure budget, eligible project costs, amount of local funding project contribution, and the amount of this CVTA funding request*

Diamond District Development Phase IA Public Infrastructure - Transportation					
	Division	Description	WT Phs IA GMP 16-Sep-25	Allowances	Total Estimated Cost
01	General Requirements	Project management; reporting	\$ 79,802		\$ 79,802
02	Existing Conditions	Utility demolition including OH electrical lines & poles; SBS underdrain system; unforeseen conditions allowance	\$ 60,519	\$ 102,500	\$ 163,019
02	Existing Conditions	Road B utility demolition including OH electrical lines & poles	\$ 153,648		
26	Electrical	Vehicle and pedestrian street lighting	\$ 3,311,278		\$ 3,311,278
31	Earthwork	Site survey & staking; erosion control; site clearing; excavation; dewatering; rough & fine grading	\$ 287,752	\$ 37,500	\$ 325,252
32	Exterior Improvements - Civil & Site	Asphalt pavement; pavement markings & signage; conc. pavers; conc. curb/gutter; conc. Sidewalks; bollards	\$ 2,747,160	\$ 12,500	\$ 2,759,660
32H	Exterior Improvements - Streetscape Furnishings	Bicycle racks; benches; transit shelters, trash and recycling receptacles	\$ 222,380		\$ 222,380
33	Site Utilities	Test pits/potholing	\$ 46,445		\$ 46,445
	<b>Sub-Total</b>		<b>\$ 6,908,984</b>	<b>\$ 152,500</b>	<b>\$ 7,061,484</b>
33	Site Utilities	Phase 1A Public Infrastructure storm drainage	\$ 1,553,019		\$ 1,553,019
33	Site Utilities	Road B storm drainage	\$ 680,000		\$ 680,000
Alt 2	N AA Blvd Intersection	New traffic signal hard costs	\$ 979,560		\$ 979,560
Alt 3	Hermitage Rd Intersection	New traffic signal hard costs	\$ 1,114,740		\$ 1,114,740
	<b>Sub-Total</b>		<b>\$ 11,236,303</b>	<b>\$ 152,500</b>	<b>\$ 11,388,803</b>
	General Conditions	7%; subcontractor default ins., builder's risk ins., liability ins.	\$ 786,541		\$ 786,541
	Hard Cost Contingency	7%	\$ 786,541		\$ 786,541
	<b>Total</b>		<b>\$ 12,809,385</b>	<b>\$ 152,500</b>	<b>\$ 12,961,885</b>

*Table 2: A breakdown by division of the total Phase 1A Public Infrastructure project costs meeting CVTA’s Regional Project eligibility criteria*

## PROJECT ELIGIBILITY

The Diamond District transportation program meets CVTA's Regional Project Eligibility criteria:

### Highway

- Arthur Ashe Boulevard (Route 161) is a National Highway System (NHS) principal arterial with ADT > 20,000 VPD, serving as the primary north-south access route into the district and reaching other areas around the City.
- Supporting local roadway upgrades that directly tie into this NHS corridor and distribute regional trips via the regional interstate system (I-95/I-64).
- Road J will function as a new collector road linking Arthur Ashe Boulevard and Hermitage Road, distributing traffic between two major arterials enhancing both local circulation and regional connectivity.
- New signalized intersections at Arthur Ashe Boulevard and Hermitage Road enhance pedestrian and vehicular safety.

### Multimodal/Transit

- Transit-supportive street design and integration with GRTC Pulse BRT (¼-mile connection) and Orbital Route #20.
- Integration between the new neighborhood streets and the Fall Line Trail, anticipated to be installed along the Diamond District side (western) of Hermitage Road.
- Enhanced multimodal access for regional visitors to CarMax Park and adjacent development.

## REGIONAL TRANSPORTATION JUSTIFICATION

The Diamond District transportation improvements directly advance CVTA's regional scoring priorities through the following:

- **Safety (38.5%)**
  - Intersection upgrades and circulation improvements reduce crash exposure in an area identified on Richmond's High Injury Network.
  - Multimodal access enhancements reduce conflicts between vehicles, pedestrians, and cyclists in a high-demand environment.
- **Mobility (23%)**
  - Improves throughput along Arthur Ashe Boulevard, a regional arterial connecting to I-95/I-64.
  - Provides circulation capacity needed for regional event traffic associated with CarMax Park.
  - Expands person throughput by accommodating transit, walking, and biking trips in addition to vehicles.
  - Road J provides a new collector connection between Arthur Ashe Boulevard and Hermitage Road, distributing trips across the roadway network and improving connectivity between two major arterials that serve both local and regional traffic.
- **Accessibility, Economic Development, and Equity (38.5%)**
  - Provides reliable arterial and multimodal access to a new regional destination (CarMax Park) and thousands of jobs and homes.
  - At full buildout, transportation access improvements will serve more than 9,000 permanent jobs, 6,000 new residents, and hundreds of daily visitors to retail, hotel, and office uses.
  - Expands access for historically disadvantaged Census Tract 402 (poverty rate 30.7%).
  - Strengthens connections to VCU Athletics Village, a regional educational and economic anchor.
  - Supports car-free households (17.9% of Richmond) with direct BRT and bus access and provides connections to regional trail and bike route network.

## CONCLUSION

The Diamond District transportation improvements are regional in scope, multimodal in design, and critical to the local and regional arterial system reliability. These projects directly implement CVTA's mission to fund high-impact regional investments that would not otherwise be deliverable through local resources alone.

Accordingly, the City of Richmond Department of Public Works respectfully makes a request to the CVTA for the use of CVTA Regional funds in the amount of \$12.96M to provide funding for Diamond District Phase 1A transportation infrastructure, including:

- New mixed-use, multi-modal supportive neighborhood roads including:
  - Connections to public transportation (BRT and bus access)
  - Connections to regional trail and bike route network
  - Dedicated ride-share pick-up and drop-off locations
  - New site furnishings including bike storage racks, benches, and trash receptacles
  - Streetscape landscaping including street trees and structural tree soils
  - Requisite storm water conveyance to help alleviate local flooding impacting regional transit
- New signalized intersections at Arthur Ashe Boulevard and Hermitage Road, enhancing the existing city street grid with additional connectivity and promoting safe pedestrian transit between the Scott's Addition neighboring entertainment district and the new CarMax Park baseball stadium

This investment will safeguard regional access to the I-95/I-64 system, enhance mobility and safety, and ensure that the Diamond District redevelopment fulfills its role as a regional economic engine and new source of revenue for the City.