



To: Urban Design Committee
From: Planning and Preservation Division
Date: August 9, 2018
RE: **Final review of streetscape encroachments into city right-of-way along Wharf Street/Water Street; UDC 2018-29**

I. APPLICANT

Don Summers, Department of Public Works, Division of Capital Projects

II. LOCATION

3101 Wharf St.

Property Owner:

City right-of-way along the transition of Wharf Street into Water Street.

III. PURPOSE

The application is for review of streetscape encroachments into the City right-of-way

IV. SUMMARY & RECOMMENDATION

One of two parts of the Intermediate Terminal Dock Phase 2 – Public Access project, this plan seeks to accommodate the future construction of Stone Brewery's World Bistro and Gardens by relocating the entrance of the Terminal Dock 40 feet east. The new entrance will be similar in design to the current entrance with cobblestone dividers on either side of the entrance, removable bollards, and signage.

New features of the relocation consist of changing the entrance road from a dual lane access road to a single lane access road, the addition of a sidewalk on the north side of the road, new landscaping and trees, and the installation of a Water and Sewer transfer station that may be utilized by the passenger cruise ships moored at the dock.

Therefore, it is Staff's position that the Urban Design Committee recommend that the Department of Public Works grant final approval with the following conditions:

- When possible, retain existing, large shade trees
- If a sidewalk is not feasible on the south side of the access road, provide a bike lane to illustrate and enhance connectivity and accessibility from the Virginia Capital Trail to the bike lane on E. Main St.

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V. FINDINGS OF FACT

a. Site Description and Surrounding Context

The site is bordered by the Virginia Capital Trail, paralleling Wharf Street to the east, the James River to the west, the Intermediate Terminal building and a former concrete pad to the north, and a boathouse for local colleges to the south.

The proposed project area is located on the Capital trail. Adjacent to the proposed project area is the site of the former concrete pad, unofficially known as the Sugar Pad. The site remains a popular fishing area and is an overall popular gathering space for the community. The area to the north is planned to be redeveloped into a Stone Brewing World Bistro and Gardens in the near future. Rail lines once part of the Capital Trail have been vacated.

b. Scope of Review

The encroachment process is administered through the Department of Public Works, which has requested that the Urban Design Committee (UDC) provide design advice on certain types of encroachments. The UDC does not have the authority to approve encroachments, but rather provides advice to the Department of Public Works.

c. Project Description

With the abandoning of Dock St./Wharf St., and the conveying of property to Stone Brewery for the construction of the proposed World Bistro and Gardens, the City of Richmond needs to relocate the existing entrance to the Intermediate Terminal Dock so it does not encroach on property not owned by the City. The existing entrance will be demolished and reconstructed approximately 40 feet to the east of the current entrance. The new entrance will be reconstructed with the same details as the current entrance, i.e. cobblestone dividers on either side of the entrance, removable bollards installed, proper signage and markings installed for pedestrian/bike traffic. The new entrance road will switch from a dual lane access road to a single lane access road to the Dock. The new entrance design will include additional sidewalk on the North side of the road and new landscape plantings and trees.

In addition, the project will include the installation of a Water and Sewer transfer station that may be utilized by passenger cruise ships that are moored at the Eagle Dock facility.

As part of the Riverfront Development Master Plan, the City of Richmond completed reconstruction work on the Intermediate Terminal Dock site. Additionally, Phase 1 of the project included the removal of the existing warehouse dock foundations that remained after the original buildings were torn down. As part of Phase 2, the City proposes to relocate the existing entrance to the Intermediate Terminal Dock site to maintain the entrance in the City's Right of Way.

The current budget for this project is set at \$982,000 with the following breakdown provided for clarification:

\$673,000 – CIP money

\$309,000 – Grant money from the “VPA to local port” program

The proposed start date for this Phase of the project is September, 2018. The project must be underway by December, 2018 in order to qualify for the use of the VPA to Local Port grant program.

d. UDC Review History

Staff was unable to find any existing records related to projects involving this area of the capital trail.

e. Master Plan

The Richmond Riverfront Plan, adopted by Richmond City Council in November 2012 as a part of the City’s Master Plan and Downtown Plan, is the City’s vision document for the Riverfront. A 2017 amendment to the plan designates all projects contained within the downriver area, from Great Shiplock Park east to the border with Henrico County, as Priority 1, allowing planning, design, and construction to proceed simultaneously.

According to the plan, the downriver end of the study area encompasses everything between Pear Street and Rocketts Landing, from Dock and Wharf Streets to the river. All downriver parcels should actively improve and engage the Riverfront. They should incorporate passive and active Riverfront recreation opportunities, including a variety of docks and watercraft launches that take advantage of the adjacent navigable channel and flat water. Terraces at Lehigh and Intermediate dock should provide direct access down to the river’s edge.

Intermediate Wharf is specifically called out in the plan: The Intermediate Wharf, a City-owned parcel, fronts the James River with three distinct bulkhead structures. The elevated paved slab (which has since been leveled) has been used as a multi-purpose platform for various events, including the Tall Ships Festival. Future upgrades to this area may include a timber wharf edge for large ocean-going water craft berthing.

f. Urban Design Guidelines

In regards to paving and surface materials the guidelines state “consideration should be given to the massing of impervious material, the heat impact of paving material, and the storm-water runoff caused by paving material. Landscaping should be used to break up large expanses of impervious paving material” (page 3).

The Public Parks section of the guidelines mentioned that “historic elements should be surveyed and preservation should be considered for both facilities and landscapes. Impacts to the natural landscape should be assessed and should generally be minimized when constructing man-made elements. A preference should be given toward materials and construction techniques which improve energy efficiency and water/soil quality” (page 9).

The guidelines mention that “plant materials should create spaces by providing walls and canopies in outdoor areas” in terms of landscaping. (page 10).

Under the Storm Water Management and Low Impact Development section, the guidelines note that “site development should take measures towards conservation of natural resources. Where feasible, developments should also promote impact minimization techniques through alternative storm water management practices” (page 11).

VII. ATTACHMENTS

- a. Vicinity Map**
- b. Application**
- c. Plans**