



## Application for URBAN DESIGN COMMITTEE Review

Department of Planning and Development Review  
Planning & Preservation Division  
900 E. Broad Street, Room 510  
Richmond, Virginia 23219  
(804) 646-6335

<http://www.richmondgov.com/CommitteeUrbanDesign>

### Application Type

- Addition/Alteration to Existing Structure
- New Construction
- Streetscape
- Site Amenity

- Encroachment
- Master Plan
- Sign
- Other

### Review Type

- Conceptual
- Final

Project Name: Main St. Station sitework, parking lot, multimodal amenities, Franklin St.

Project Address: 1500 E. Main St.

Brief Project Description (this is not a replacement for the required detailed narrative) :  
Sitework, landscaping, cooling tower placement, streetlighting, streetscape, hardscape paving, benches up lighting

### Applicant Information

(on all applications other than encroachments, a City agency representative must be the applicant)

Name: Jeannie Welliver Email: Jeannie.Welliver@richmondgov.com

City Agency: Economic & Community Development Phone: 646-7322

Address: 1500 E. Main St.

Main Contact (if different from Applicant): n/a

Company: \_\_\_\_\_ Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Submittal Deadlines

All applications and support materials must be filed no later than 21 days prior to the scheduled meeting of the Urban Design Committee (UDC). Please see the schedule on page 3 as actual deadlines are adjusted due to City holidays. Late or Incomplete submissions will be deferred to the next meeting.

### Filing

Applications can be mailed or delivered to the attention of "Urban Design Committee" at the address listed at the top of this page. It is important that the applicant discuss the proposal with appropriate City agencies, Zoning Administration staff, and area civic associations and residents prior to filing the application with the UDC.

### UDC Background

The UDC is a ten member advisory committee created by City Council in 1968 whose purpose is to advise the City Planning Commission on the design of projects on City property or right-of-way. The UDC provides advise of an aesthetic nature in connection with the performance of the duties of the Commission under Sections 17.05, 17.06 and 17.07 of the City Charter. The UDC also advises the Department of Public Works in regards to private encroachments in the public right-of-way.

## **Final UDC Submission for the Main St. Station Sitework and Landscaping, UDC Meeting set for November 2012**

**Purpose of the Project: to develop Main St. Station into a multimodal transportation center.**

**Project Background:** ISTEA created a funding mechanism for advancing multimodalism in the United States. In 1991, the City of Richmond applied for an ISTEA grant to study the development of a multimodal transportation center for the city. Main St. Station was eventually selected as the site for this development and since 1991, the city has successfully obtained over \$65 million in grant funding for the acquisition of the buildings and surrounding property and the restoration of the headhouse, construction of the Plaza at Main St. Station and coming in late 2012, the rehabilitation of the train shed and improvements to the site to better accommodate passenger drop-off, vehicular circulation, passenger loading and alighting and improvements to the entrance sequence to the site from Franklin and 15<sup>th</sup> Sts. on the west side of the facility.

An RFQ was released in July of 2012 and the short-listing of general contractors for this project will occur in October 2012. The construction project will be bid through an IFB in late 2012.

The attached site plan shows the building footprints, parking areas, pedestrian routes, exhibit space, seating areas, trash can locations, bollards, EV charging stations, areas for bicycle racks.

Main St. Station's train shed and west parking lot will be rehabilitated to serve as the State and City's premier Welcome and Travel Center as well as the regions multimodal transportation center serving an array of transportation modes. The Main St. Station train shed rehabilitation project has been presented for conceptual review and is being presented for final review as well to appear before the UDC at the Nov. 2012 meeting.

### **West Parking Lot & Sitework:**

The existing west parking lot at the Main St. Station is currently a parking lot serving cars and light trucks. There is no safe separation of pedestrian and vehicular movements through the lot. The west parking lot does not have the capacity to serve multiple modes of transportation including bicycle, electric vehicles, trolley pick-up and drop off, taxi queuing, shuttles, motor coaches and effective passenger drop-off and waiting areas. The arrival to the Main St. Station head house from the west parking lot does not have an interim arrival plaza currently, the conceptual plan has been designed to include an arrival plaza with exhibit space that can accommodate displays, artwork and informational kiosks and seating areas to serve the visitor to the travel and welcome center. Much of the site under the train trestles is currently covered with stone and the proposed plan before you is intended to soften the landscape with a hardy ground cover in place of much of the stone on site.

The recommended landscape species are on the plan. The cooling tower locations have been relocated to the north side of the central utility plant to screen them from public view. This area will also serve the charging stations for electric vehicles.

At the north end of the site, shown by five (early version showed four) rectangles, will be train cars at grade on rails to hold the deluge sprinkler system back up water supply. The “glass box” train shed must be fire protected from a potential rail car fire and the glass walls must be sprinkled. The quantity of water that must be available to extinguish a rail car for an hour’s duration must be stored on site as it is beyond the utility supply available in Shockoe Bottom. In lieu of underground storage which is extremely expensive, we have designed them into true train cars that will become part of the train landscape at the station. There are proposed four tank cars and a reuse of the existing box car presently on site. The box car will house the fire pump to serve this deluge system. Photos of the tankers were presented in the conceptual application.

Street lighting will match the streetlights along 15<sup>th</sup> St. south of Franklin St.

Cobblestones are true granite cobblestones. The open plaza areas will be large format stone pavers.

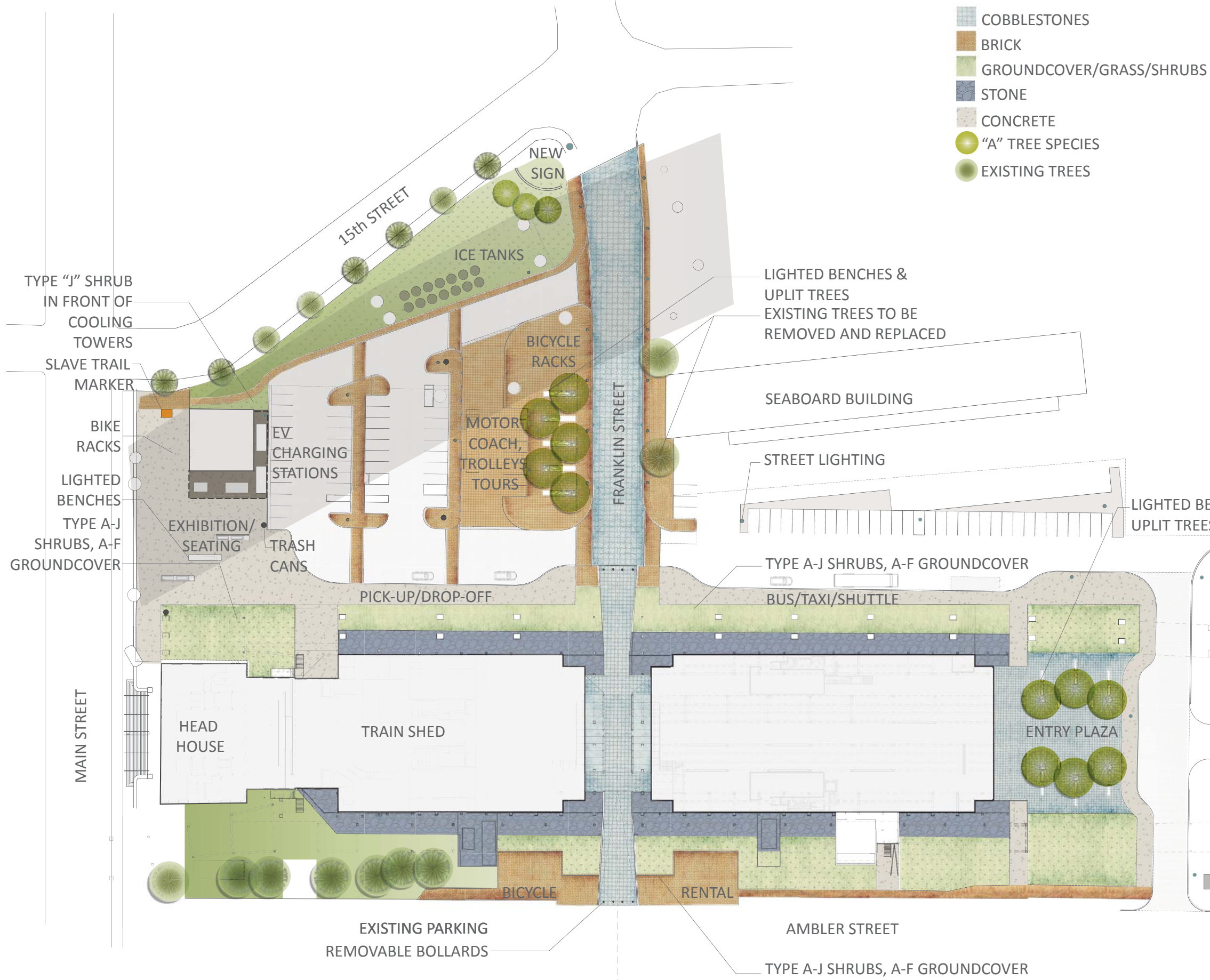
Stone and paver samples will be presented during the November UDC presentation.

Brick pavers in the sidewalks will be laid in a herringbone pattern to match the standard paver used throughout the Bottom and will match that on Main St. in front of the Plaza at Main St. Station.

Franklin St. is not an established street on site, it is a driveway. The treatment of the Franklin St. Connection through the building is presented for final approval.

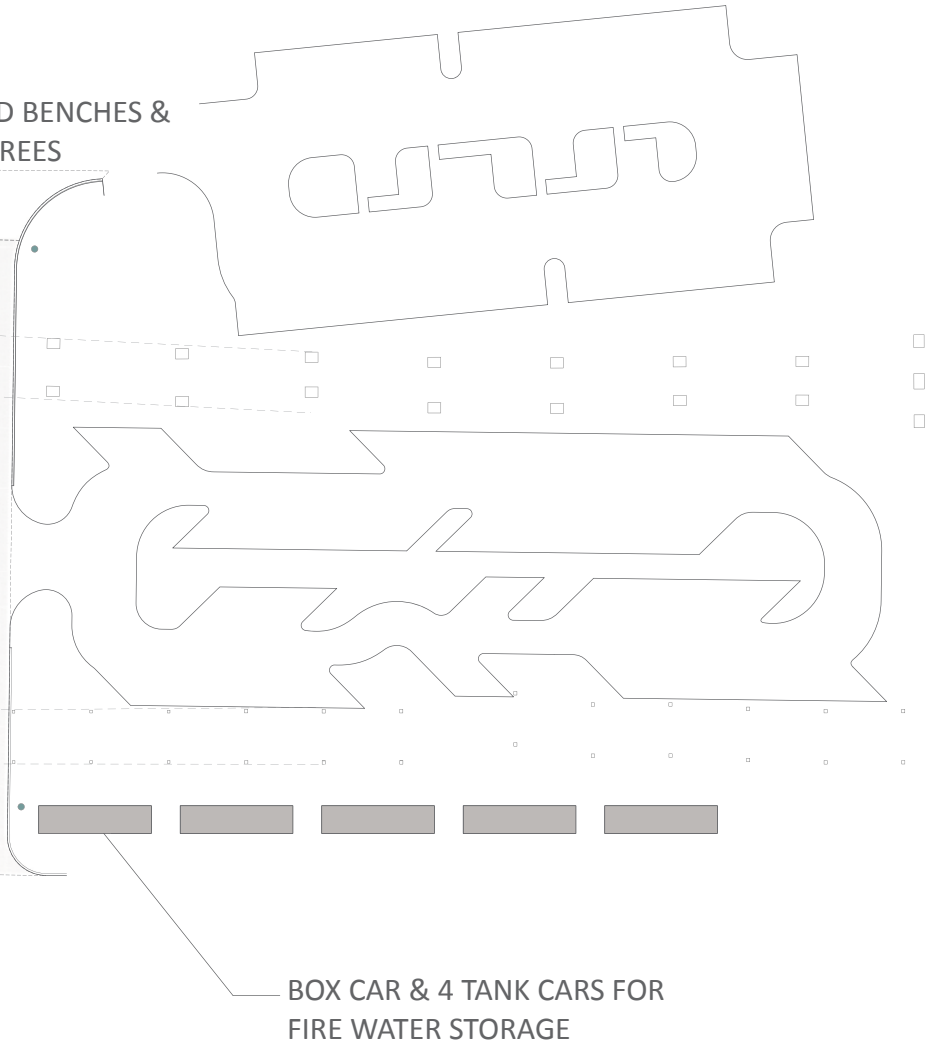
The New Sign at Franklin and 15<sup>th</sup> St. will appear before UDC in a separate submission as it will be designed in 2013.





- COBBLESTONES
- BRICK
- GROUNDCOVER/GRASS/SHRUBS
- STONE
- CONCRETE
- "A" TREE SPECIES
- EXISTING TREES

- PLANT & TREE LIST**
- Large or Columnar Trees:*
- A. Oak
  - B. Common Hornbeam
  - C. Chinese Elm
- Small Trees*
- A. 'Little King' River Birch
  - B. Constellation Dogwood
  - C. Single Stem Crepe Myrtle
  - D. Serviceberry
- Shrubs*
- A. Azalea
  - B. Inkberry
  - C. Koreanspice Viburnum
  - D. Red Twig Dogwood
  - E. Winterberry
  - F. Boxwood
  - G. Bordeaux Yaupon Holly
  - H. Cherry Laurel
  - I. Rose
  - J. Privet
- Ornamental Grass:*
- A. Blue Fescue
  - B. Golden Tufted Sedge
- Groundcover*
- A. Liriope
  - B. Mondo Grass
  - C. Periwinkle
  - D. Solomon's Seal
  - E. Drift Rose
  - F. Leadwort
- Perennials/Bulbs*
- A. Autumn Flowering Crocus
  - B. Daffodil
  - C. Grape Hyacinth
  - D. Hosta
  - E. Yarrow
- Note: The above plant selections are potential choices for inclusion as the planting plan is further developed. Not all of the plant selections will be incorporated into the final design, but will be utilized as needed.



TYPE "J" SHRUB  
IN FRONT OF  
COOLING  
TOWERS

SLAVE TRAIL  
MARKER

BIKE  
RACKS

LIGHTED  
BENCHES

TYPE A-J  
SHRUBS, A-F  
GROUNDCOVER

EXHIBITION/  
SEATING

TRASH  
CANS

PICK-UP/DROP-OFF

HEAD  
HOUSE

TRAIN SHED

EXISTING PARKING  
REMOVABLE BOLLARDS

BICYCLE  
RACKS

MOTOR  
COACH,  
TROLLEYS  
TOURS

BICYCLE

RENTAL

LIGHTED BENCHES &  
UPLIT TREES

EXISTING TREES TO BE  
REMOVED AND REPLACED

SEABOARD BUILDING

STREET LIGHTING

TYPE A-J SHRUBS, A-F GROUNDCOVER

BUS/TAXI/SHUTTLE

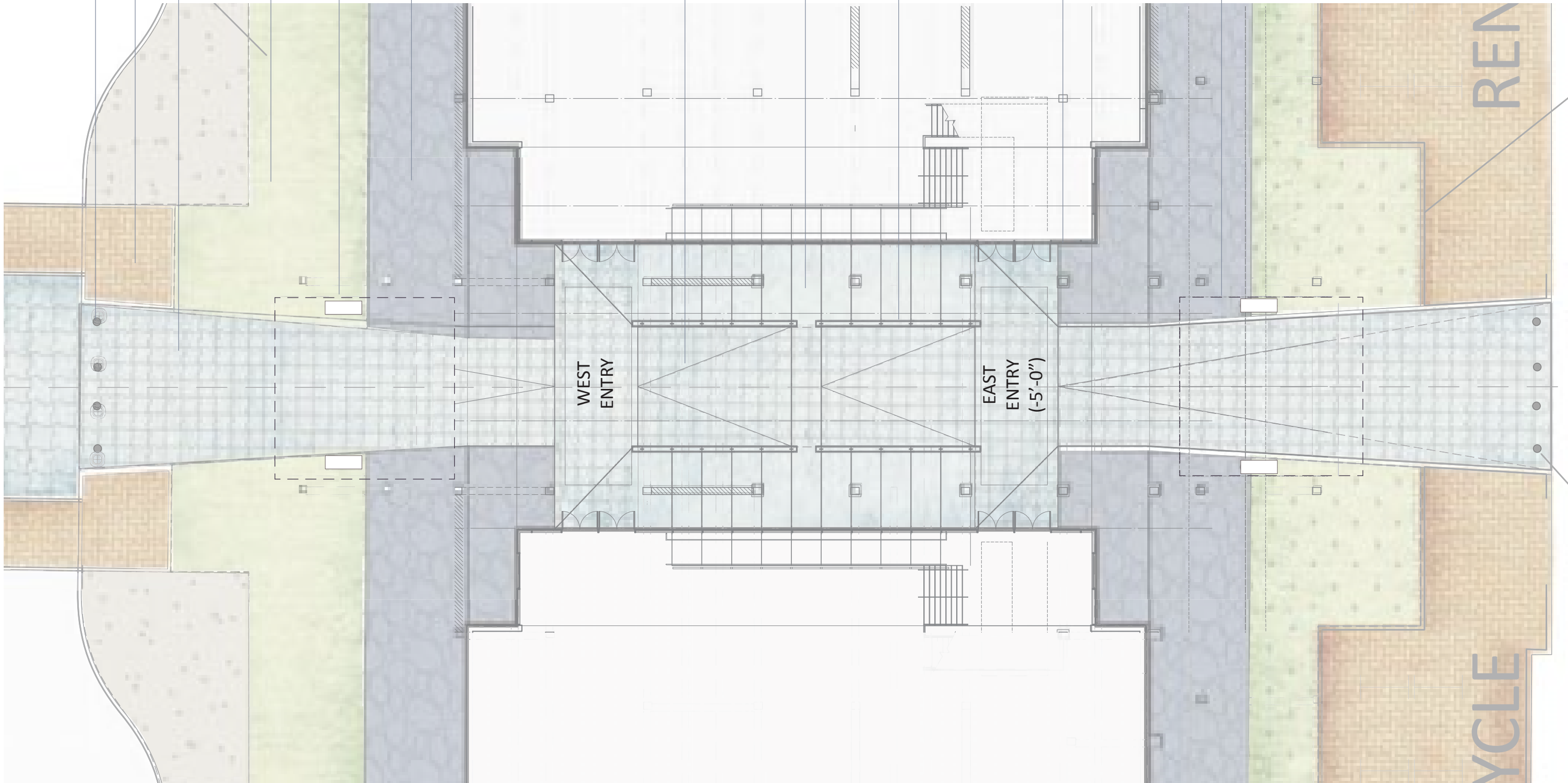
AMBLER STREET

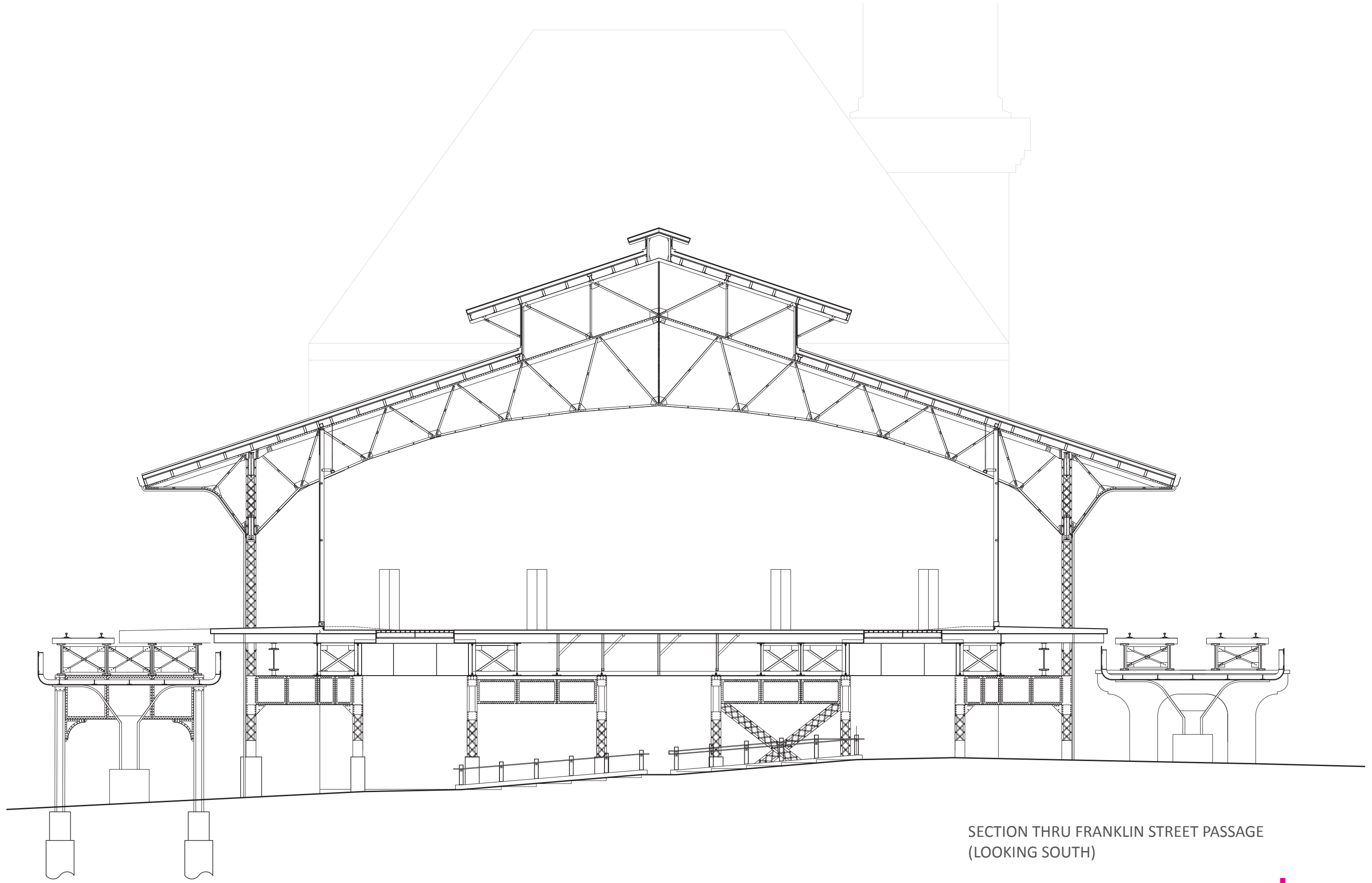
TYPE A-J SHRUBS, A-F GROUNDCOVER

LIGHTED BENCHES &  
UPLIT TREES

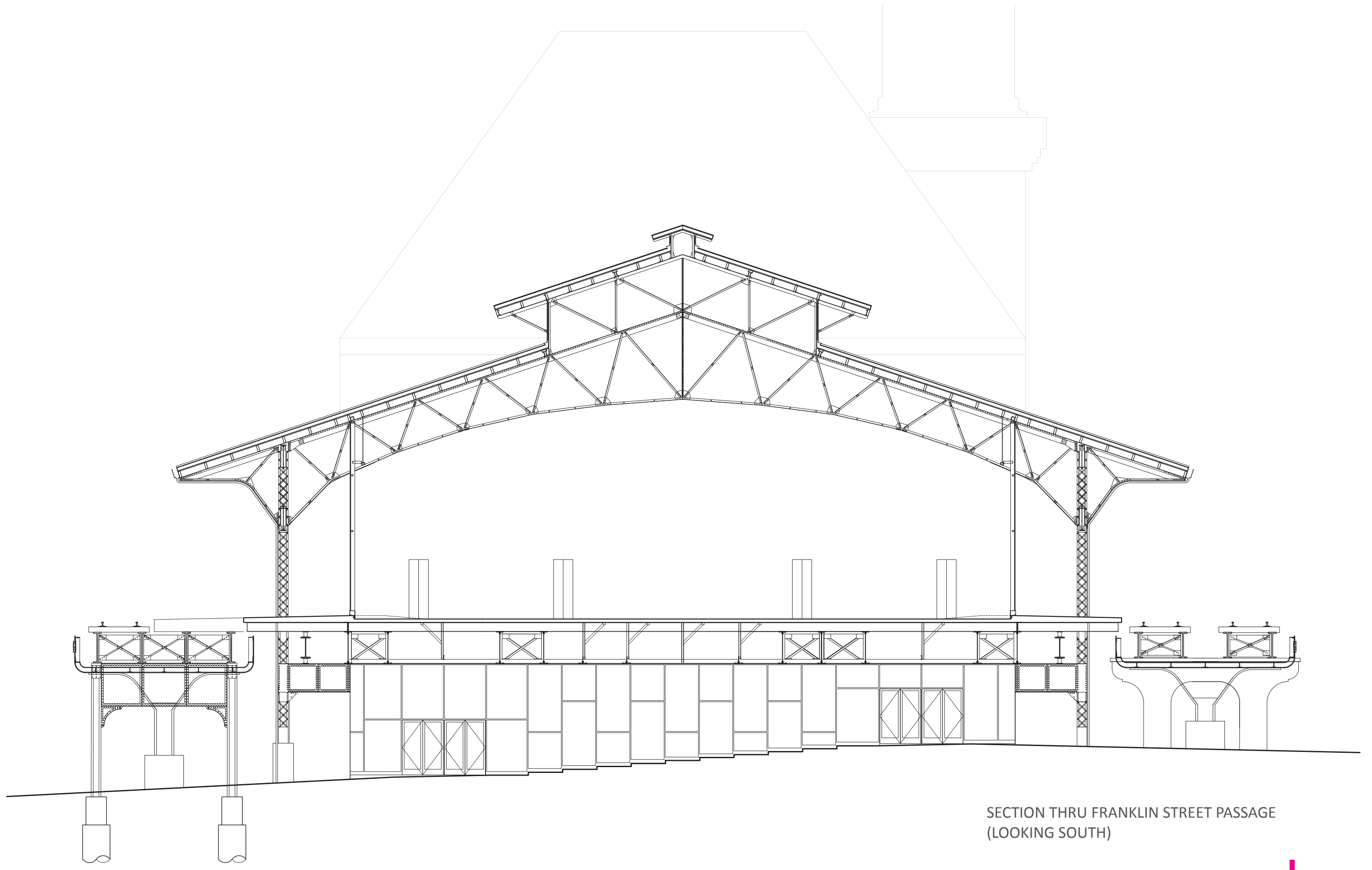
ENTRY PLAZA

BOX CAR & 4 TANK CARS FOR  
FIRE WATER STORAGE





SECTION THRU FRANKLIN STREET PASSAGE  
(LOOKING SOUTH)



SECTION THRU FRANKLIN STREET PASSAGE  
(LOOKING SOUTH)