

Maury Street Streetscape Phase 2



Urban Design Committee Meeting

September 11, 2025

Supplemented for City Planning Commission

September 16, 2025

Revised for Final UDC December 11, 2025 (slide 20)



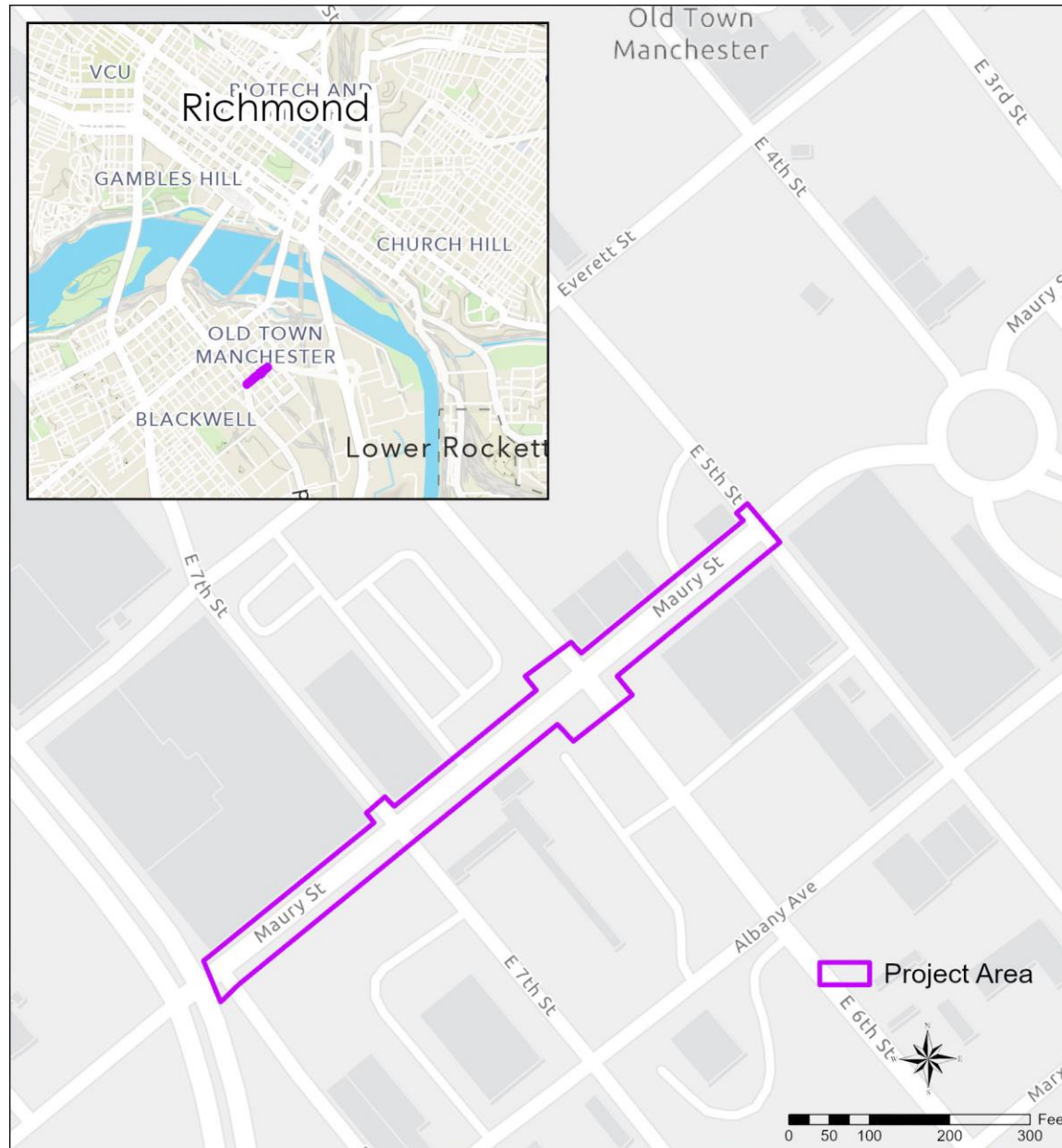
Purpose & Location

- Provide pedestrian connectivity and uniform cross section
 - Safety and mobility
 - Anticipated residential redevelopment
- Existing Industrial Area
 - Add sidewalk on south side
 - Improve connectivity
- Traffic
 - Existing curbs remain
 - Resurface and re-mark
 - One EB and two WB lanes

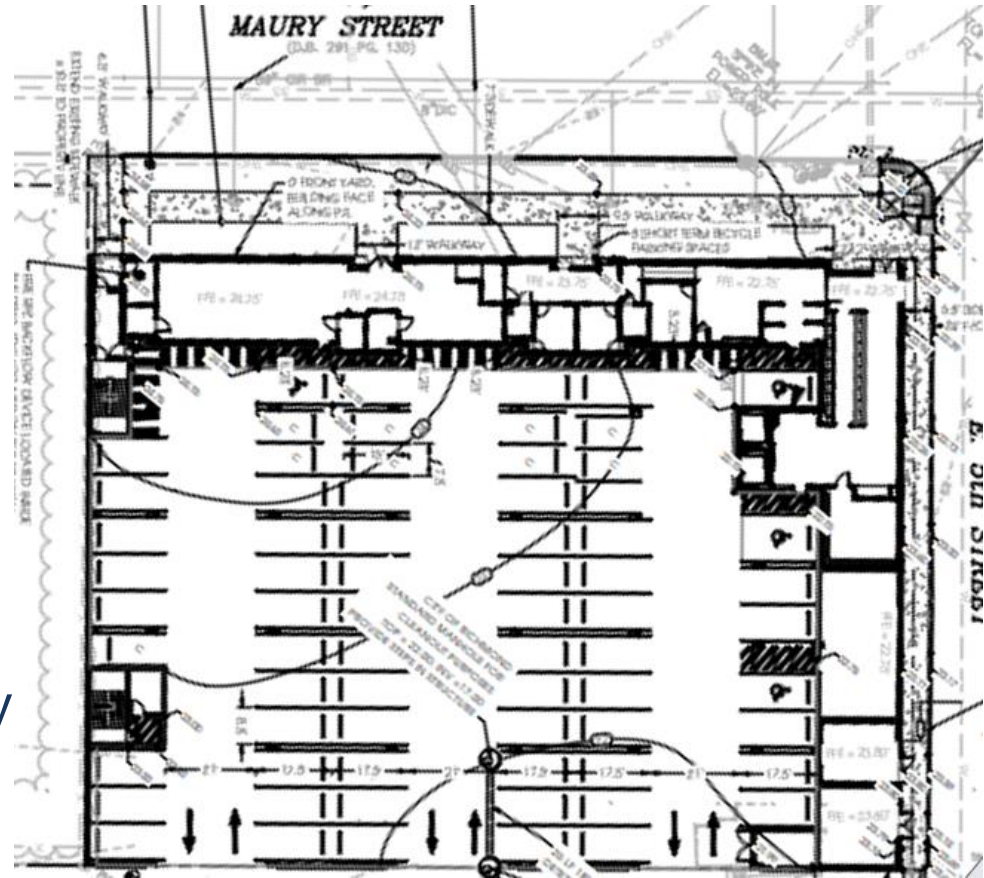


Photo looking east from 700 block of Maury Street adjacent to Hopper Lofts

Project Location Map



- Commerce to 6th:
 - 6' Concrete Sidewalk
 - 6.5' Grass Buffer
 - Minimize Right-of-Way while avoiding utility relocations
- 6th to 5th:
 - 7' Concrete Sidewalk
 - 8.5' Grass Buffer
 - Match Section Proposed by 500 Maury Development
- Avoids existing utilities
- Adds ramps to north side

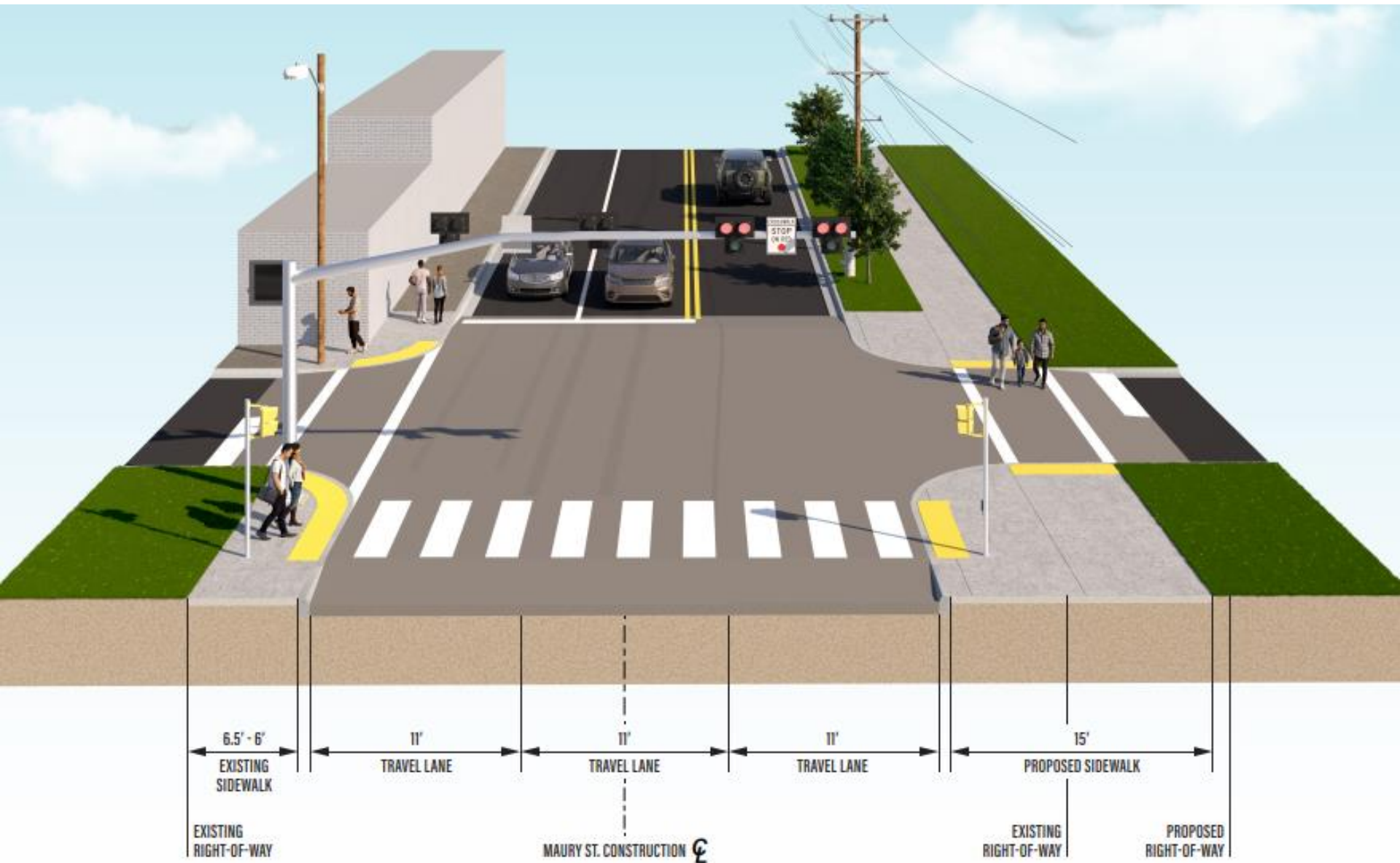


500 Maury Street Site Plan

Typical Section – Commerce to 6th



Typical Section – 6th to 5th



Design Features

- Raised Intersection at 6th Street
 - Traffic Calming Measure
 - Visual Cue to Motorists and Pedestrians



Example Raised Intersection (FHWA website)

Design Features

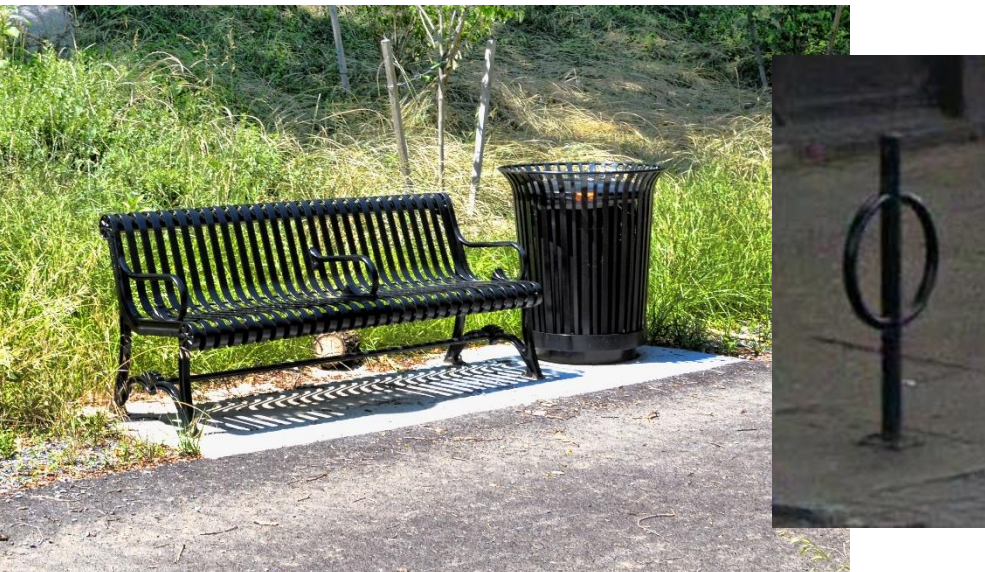
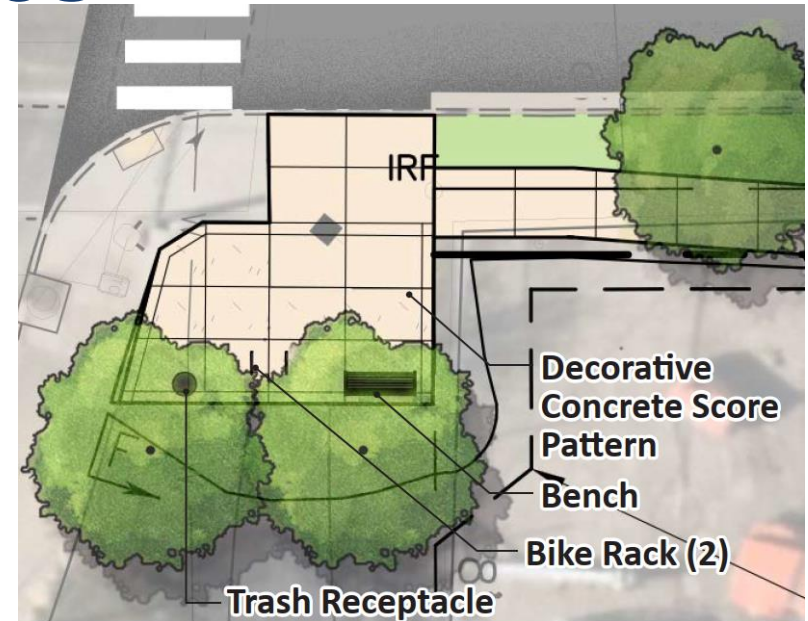
- Pedestrian Roadway Crossing at 6th Street
 - Pedestrian Hybrid Beacon (PHB)
 - High-Vis Crosswalks



Pedestrian Hybrid Beacon at Grove Ave and Somerset Ave

Design Features

- Landscaping & Trail Amenities
 - Street Trees along South Buffer
 - City-specified Species with Vertical Root Systems
 - Trident Maple
 - Eastern Hophornbeam
 - American Hornbeam
 - Hardscape area at Commerce
 - Benches and bike racks



Approved Species



Trident Maple



Eastern Hophornbeam



Carolina Hornbeam

Stormwater Design

- Nutrient Credit Purchase for Water Quality
- Permeable Concrete for New Sidewalk
 - Underground storage drains to storm sewer
 - No added footprint for stormwater management



Example Permeable Concrete Sidewalk

Plan



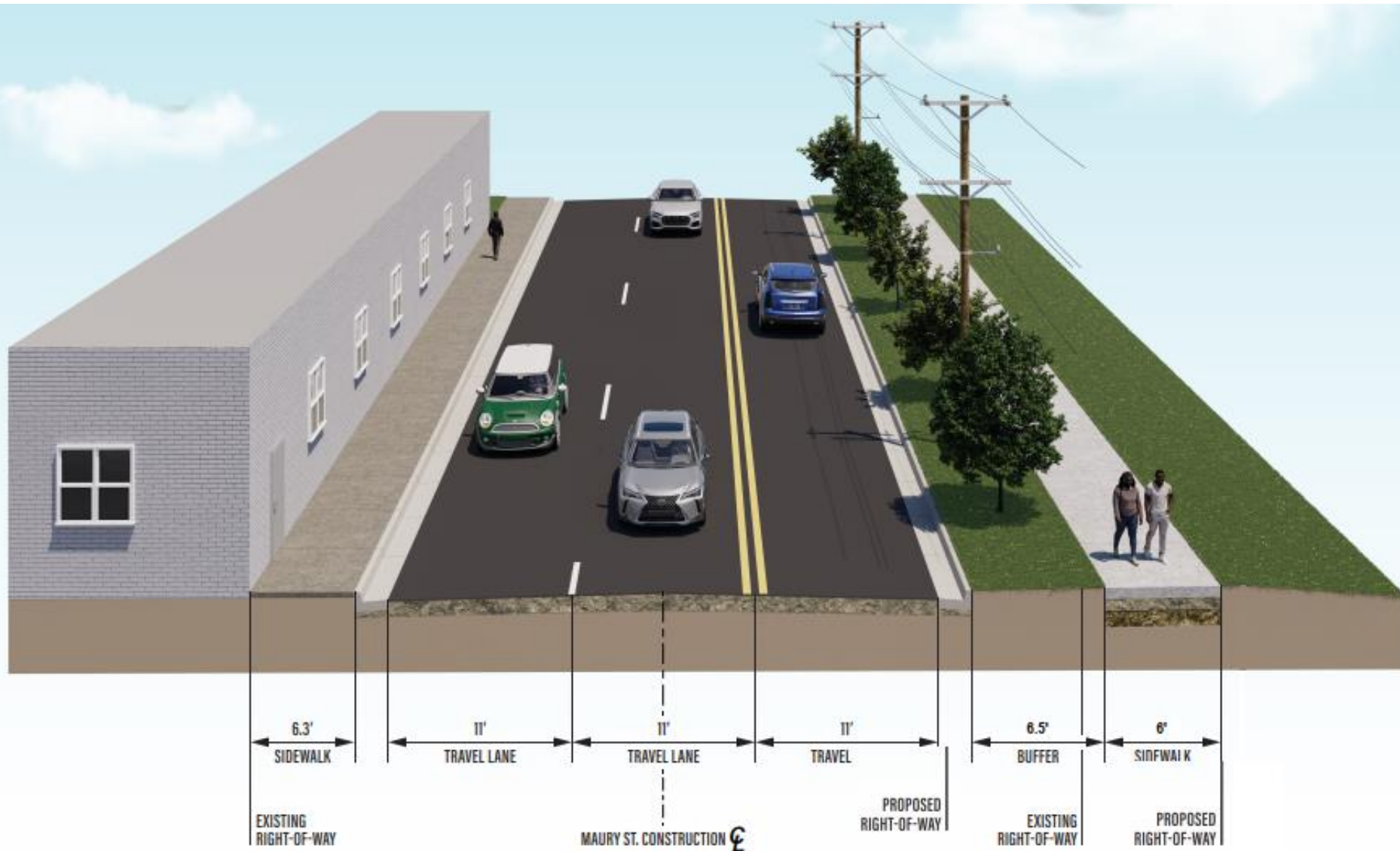
Richmond Maury Street Streetscape Project Phase II

FINAL DESIGN SUBJECT TO CHANGE
 These plans are preliminary and subject to change without notice. The City of Richmond reserves the right to modify or cancel these plans at any time without notice.

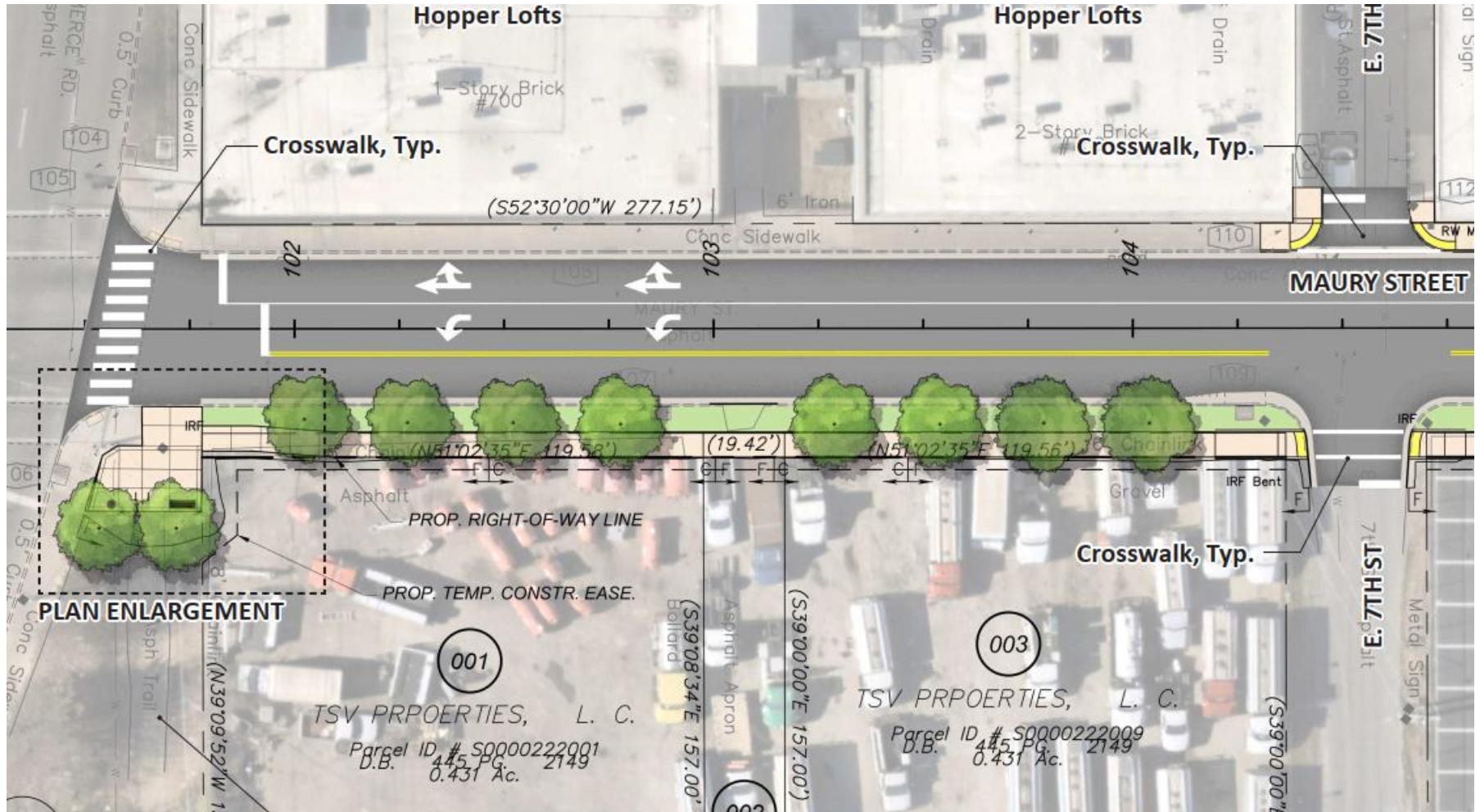


City of Richmond

Commerce to 7th



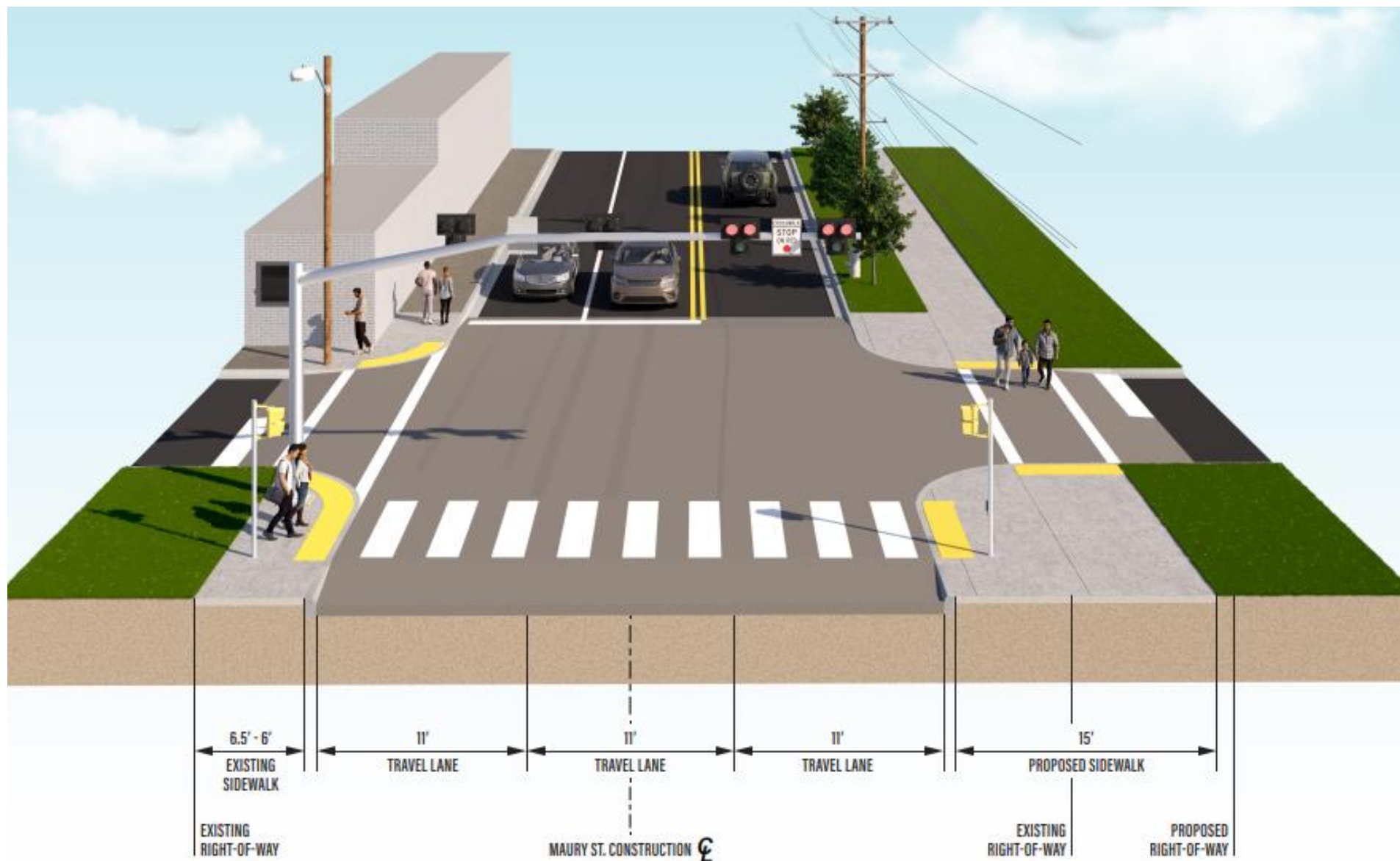
Commerce to 7th



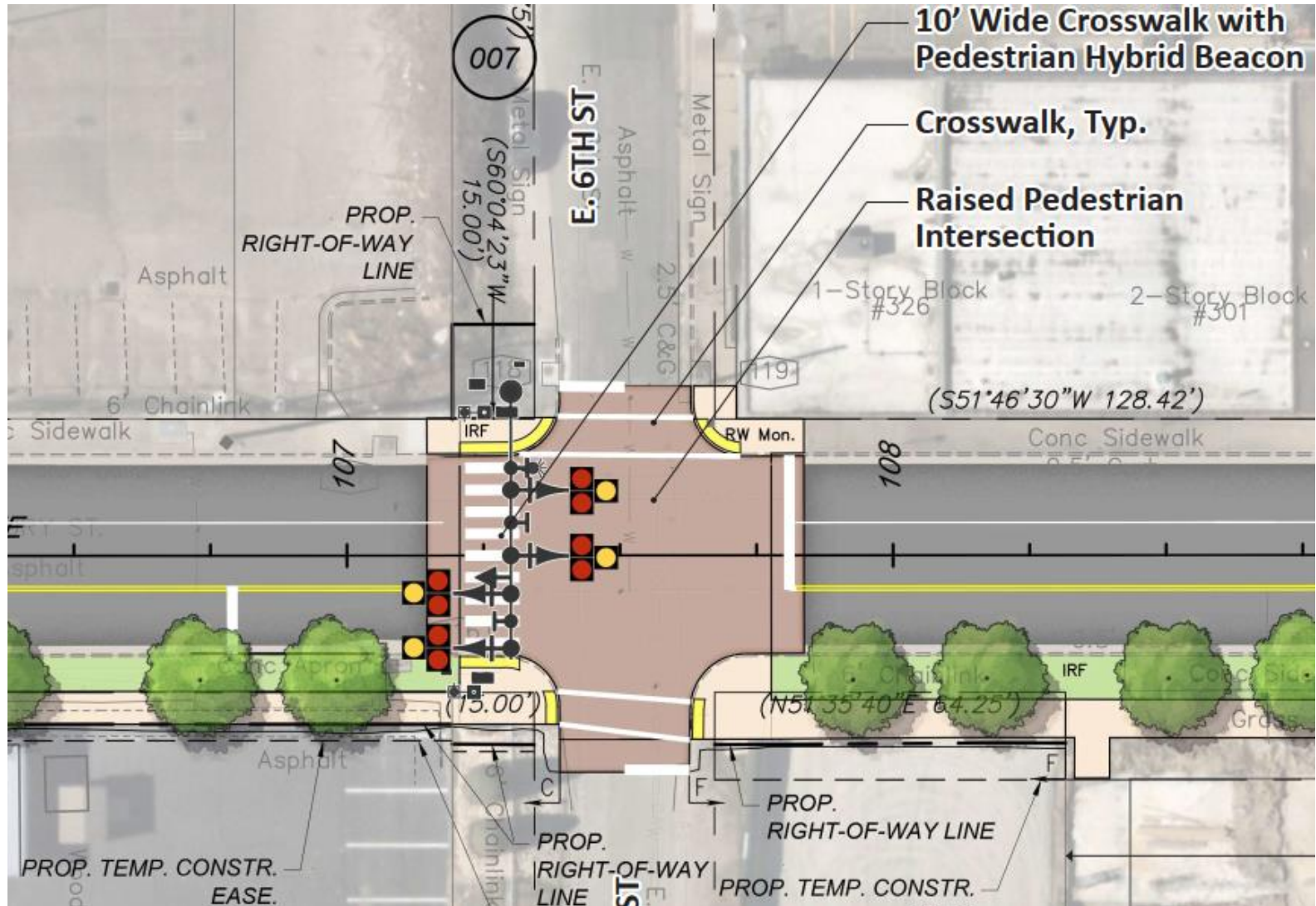
Commerce to 6th



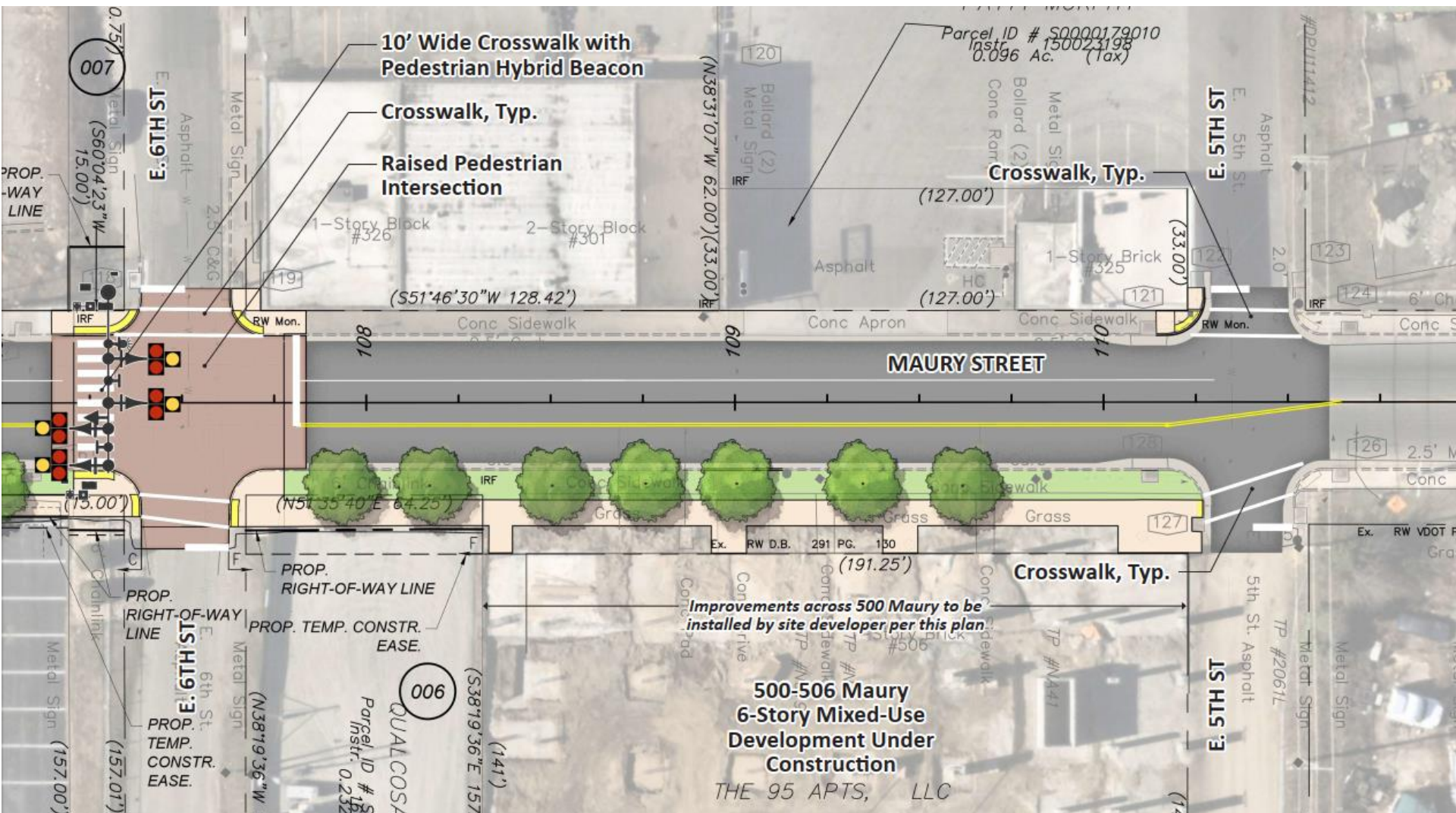
6th Street Raised Intersection



6th Street Raised Intersection



6th Street to 5th Street



Project Schedule



UDC Recommendations and Responses

UDC Recommendations to Planning Commission published Sept. 12, 2025

1. Applicant to evaluate street tree spacing and select appropriate native species for inclusion in the final landscape plan submission.
 - A. Street tree species were specified by City Urban Forestry because the selected species have vertical root systems suited to the underground stormwater management system. The three species are proposed to be randomly placed. The spacing will be regular; however, proximity to existing utility poles and future light poles require the spacing to be adjusted. Final spacing includes shifted tree locations and gaps to accommodate this infrastructure.
 - B. Low-maintenance native ground cover species have been added for portions of the buffer strip area in lieu of standard grass mix.
2. Applicant to assess alternative material options for use at intersections.
 - A. DPW supports providing asphalt for the raised intersection to provide visual contrast to the pavement markings, as well as to simplify future maintenance.
3. Applicant to consider revising the 5th Street intersection crosswalk to be aligned perpendicular to the roadway rather than diagonal.
 - A. This crosswalk has been aligned perpendicular to 5th Street.

UDC Recommendations and Responses

UDC Recommendations to Planning Commission published Sept. 12, 2025

4. Applicant to study the feasibility of providing pedestrian crosswalks at all Maury Street intersections.
5. Applicant to consider providing additional raised crosswalks across Maury Street and across 7th Street.
 - A. For both Items 4 and 5: 7th Street north of Maury Street is not a public street and it is private property with no public access. 7th Street for this reason is not a good selection for a major pedestrian crossing of Maury Street as it does not draw pedestrians from the north. 6th Street is a better choice as it has public right of way that extends from Dinwiddie Avenue to Decatur Street or eight full city blocks. It is also a center spine street midway between Commerce Road and 4th Street. Further, the intersection of 7th Street and Maury Street is too close to the major intersection of Maury Street and Commerce Road and sits well within the operational influence area of the larger intersection at just 240 feet, which will routinely place queued vehicles across the 7th Street intersection. 6th Street is 550 feet from Commerce Road and 470 feet from the 4th Street Roundabout which is the most even spacing available with the existing street network. Locating the PHB at 6th Street crossing creates a more even distribution of controlled crossings for people of all ages and abilities. The proposed design mitigates these issues.

UDC Recommendations and Responses

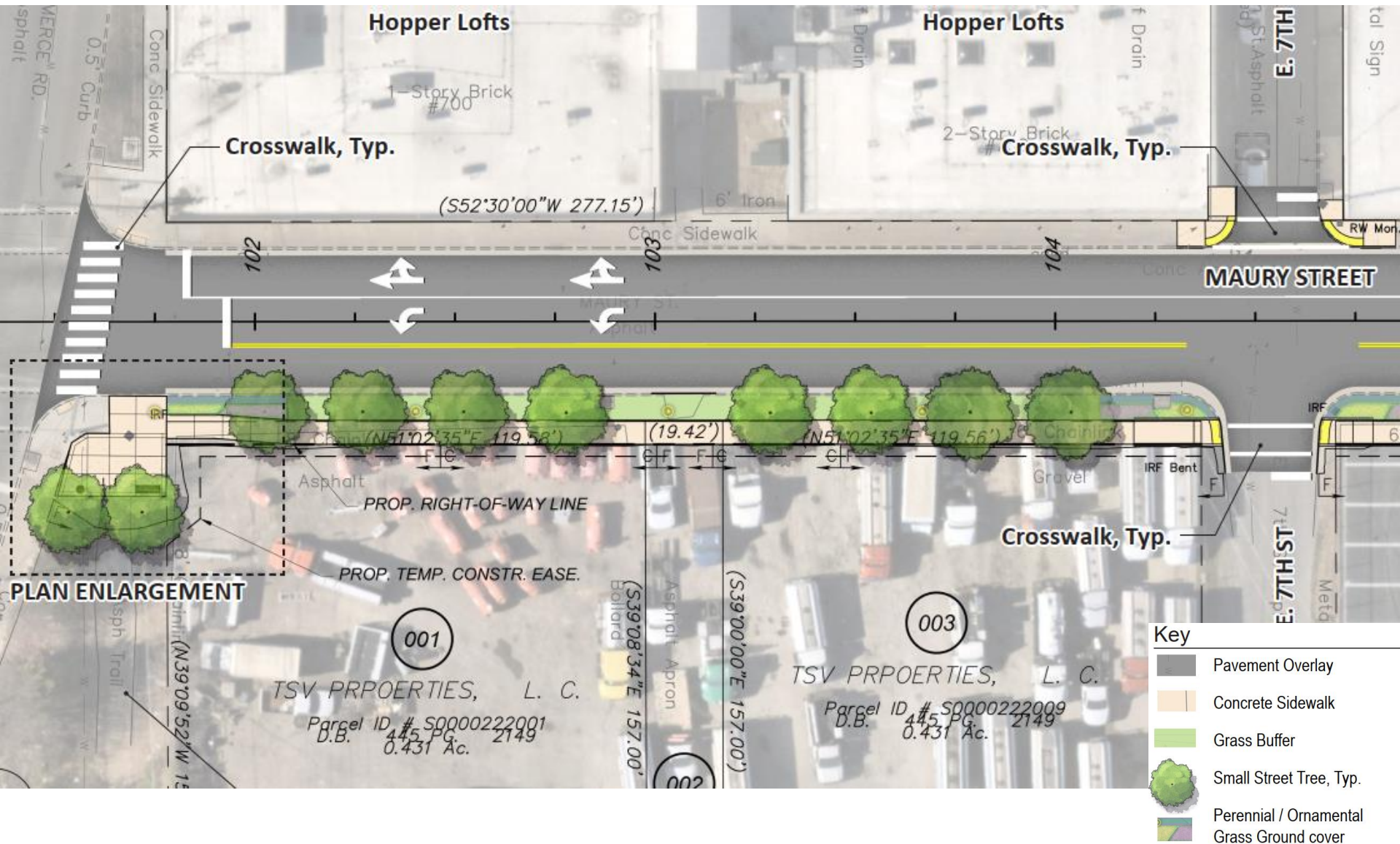
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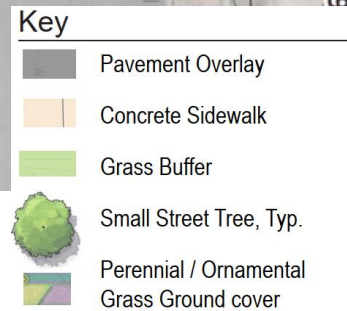
6. Applicant to evaluate the removal of the left-hand turning lane.
 - A. The upcoming Fall Line Trail along Commerce Road will reduce the number of general purpose lanes on Commerce Road in favor of trail users. This redesign will require new signal phasing at the Commerce Road signal for new left turn movements, turn prohibitions, and trail crossings. After just two cycles of modeling, the 95th queue exceeds 575 feet or two blocks, well past 6th Street. In current field observations, traffic routinely backs up into the roundabout during the peak period or when incidents block the James River Bridge Crossing, causing operational and safety issues within the roundabout.

The proposed design and approved Smart Scale Program scope of work mitigates the current and future issues by providing two westbound storage lanes beyond the roundabout and increases the likelihood of the roundabout functioning.

Revised Commerce to 7th

Recommendation 1 – Tree Spacing and Species



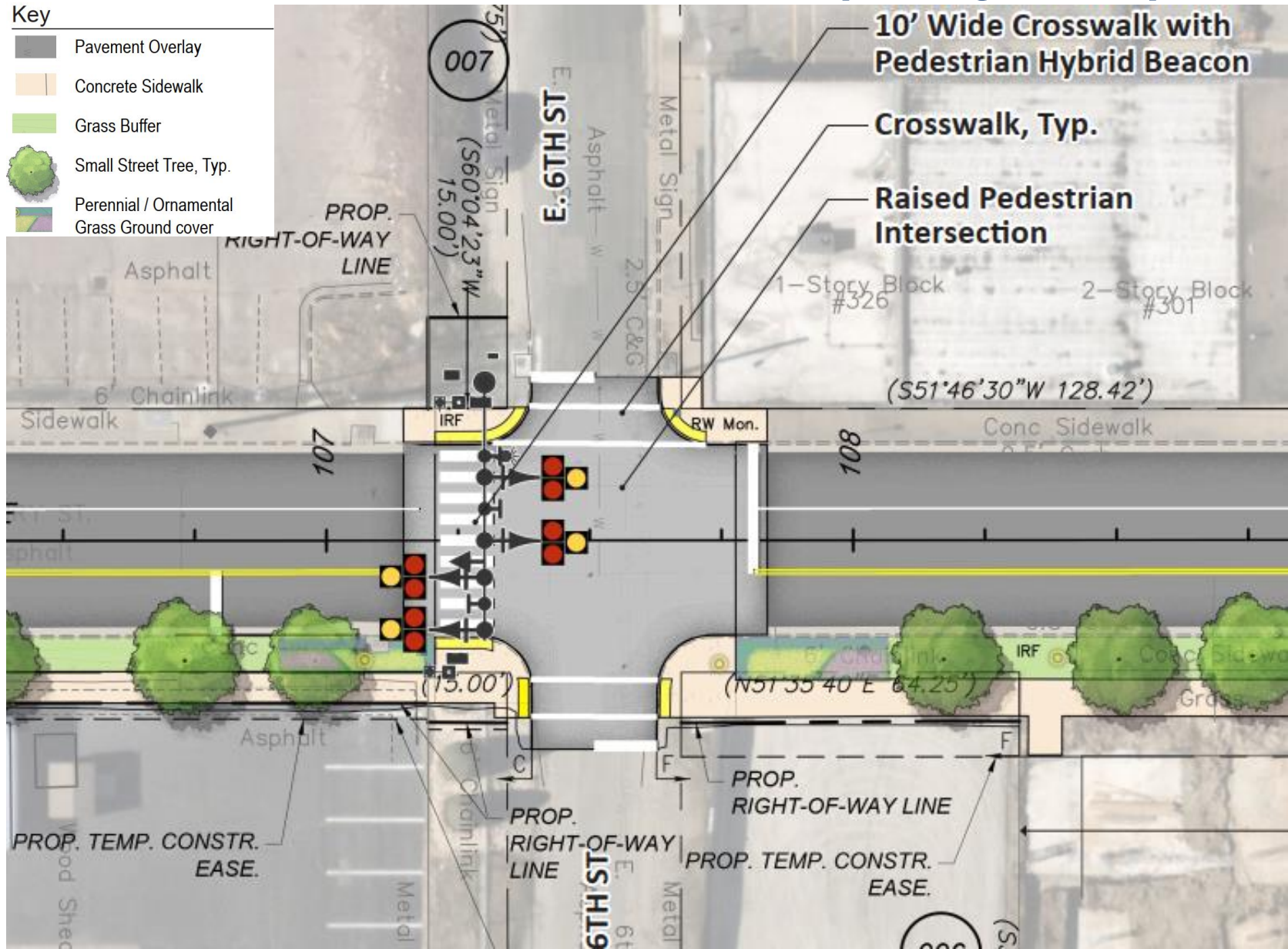


6th Street Raised Intersection

Recommendation 1 – Tree Spacing and Species

Key

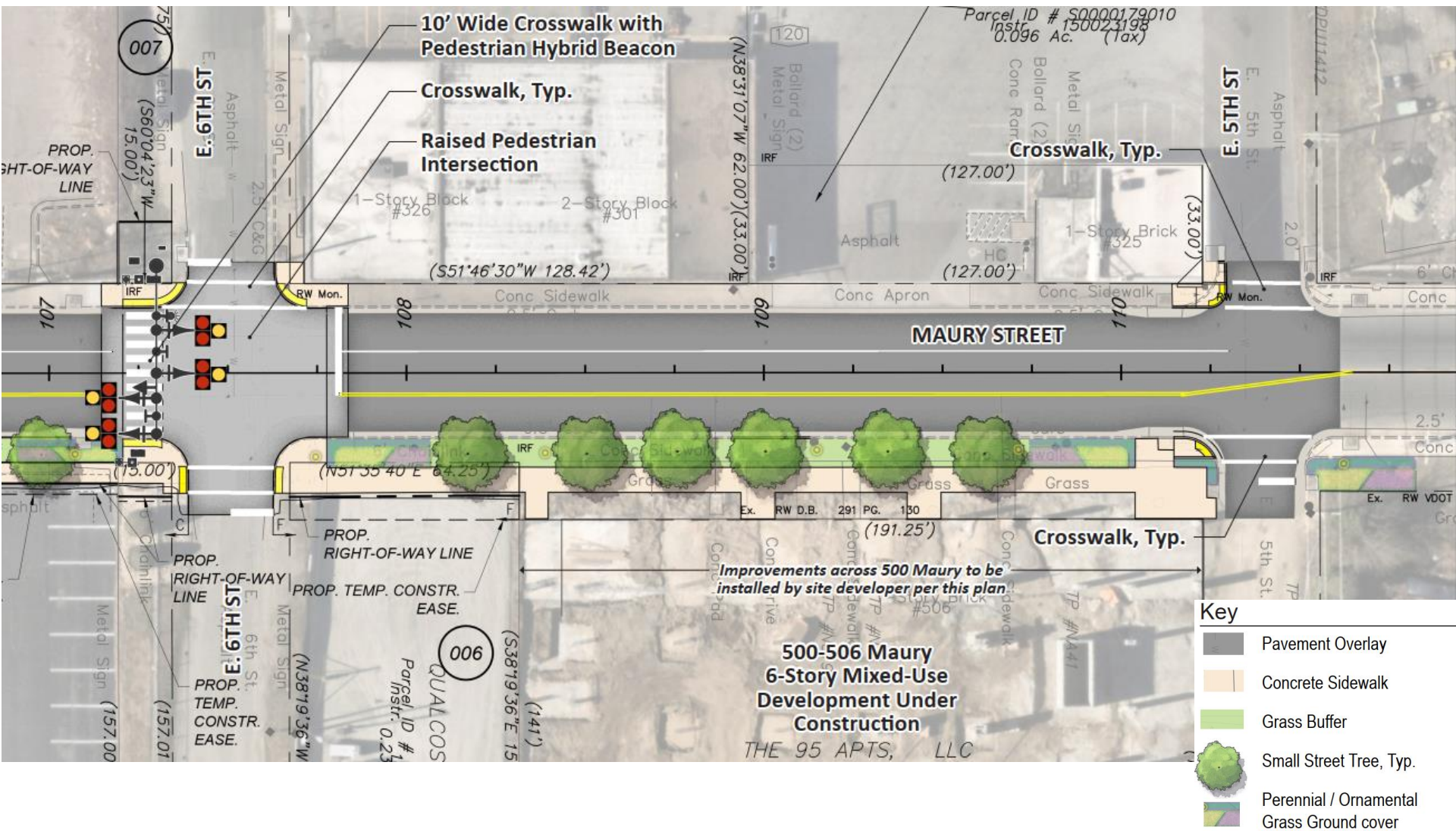
- Pavement Overlay
- Concrete Sidewalk
- Grass Buffer
- Small Street Tree, Typ.
- Perennial / Ornamental Grass Ground cover



6th Street to 5th Street

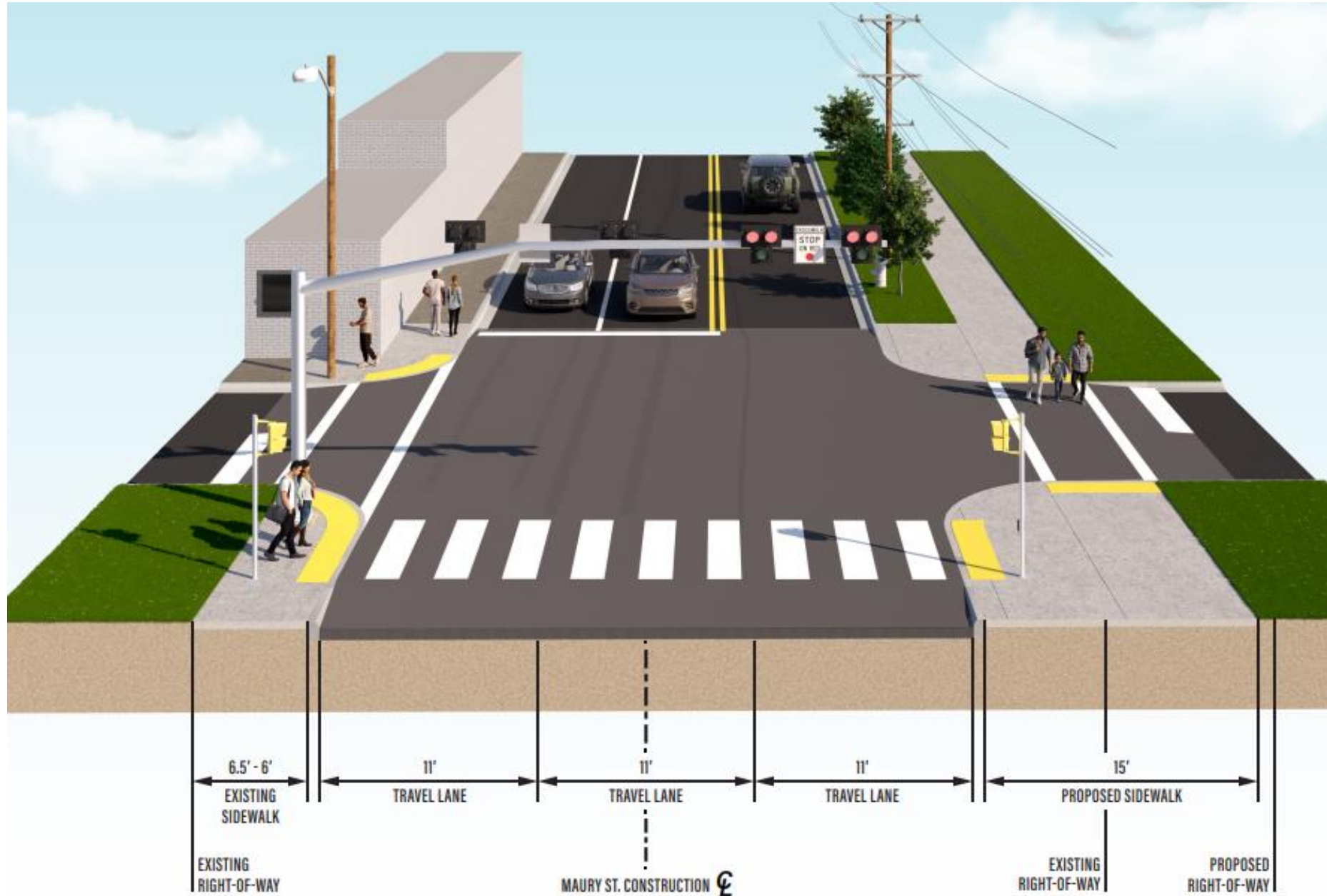
Recommendation 1 – Tree Spacing and Species

Recommendation 3 – Parallel 5th St. Crosswalk



Revised Typical Section – 6th to 5th

Recommendation 2: Raised Intersection Asphalt Surface





Questions