

MAP OF THE
CITY OF RICHMOND
VIRGINIA

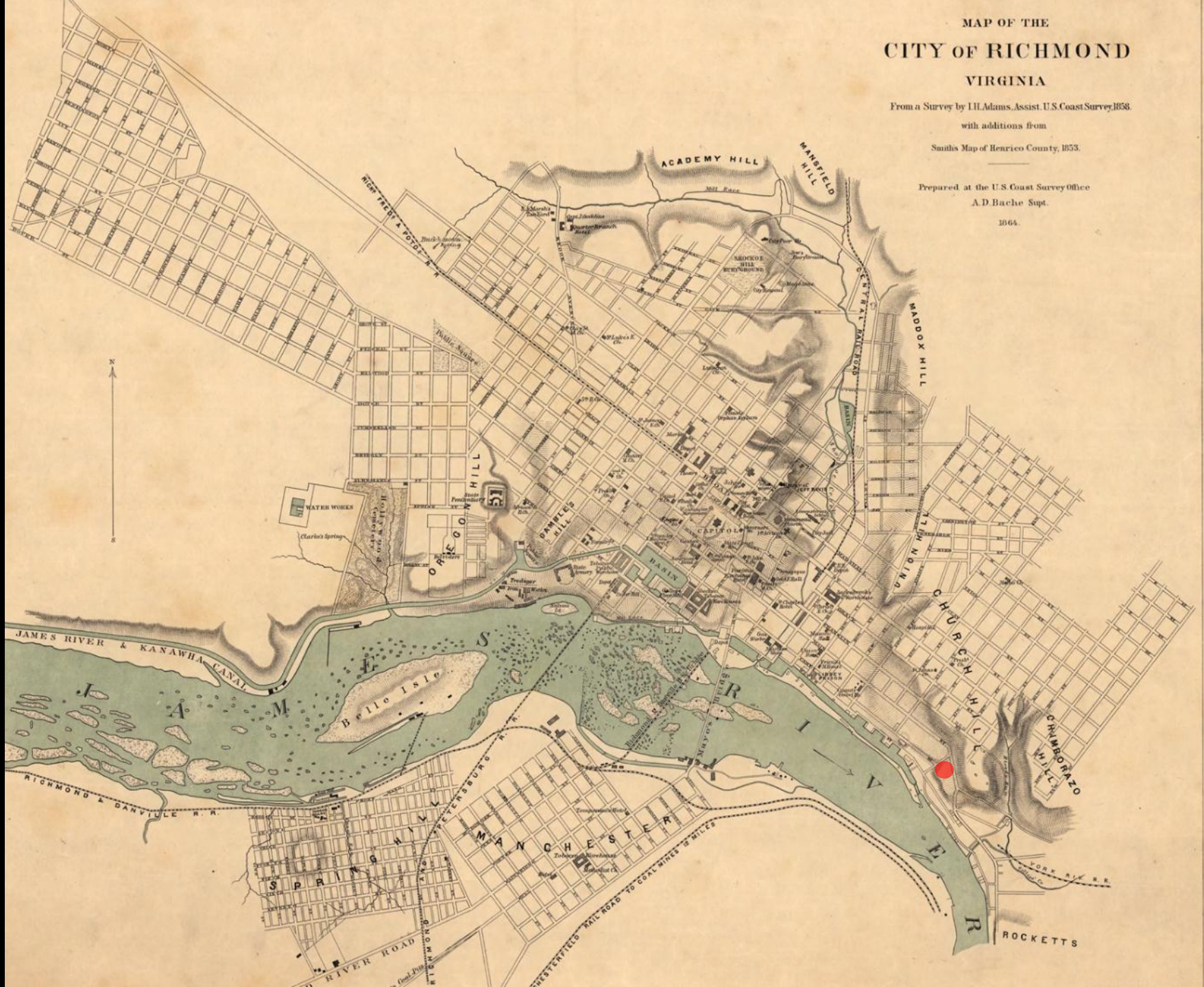
From a Survey by I.H. Adams, Assist. U.S. Coast Survey, 1858.

with additions from

Smith's Map of Henrico County, 1853.

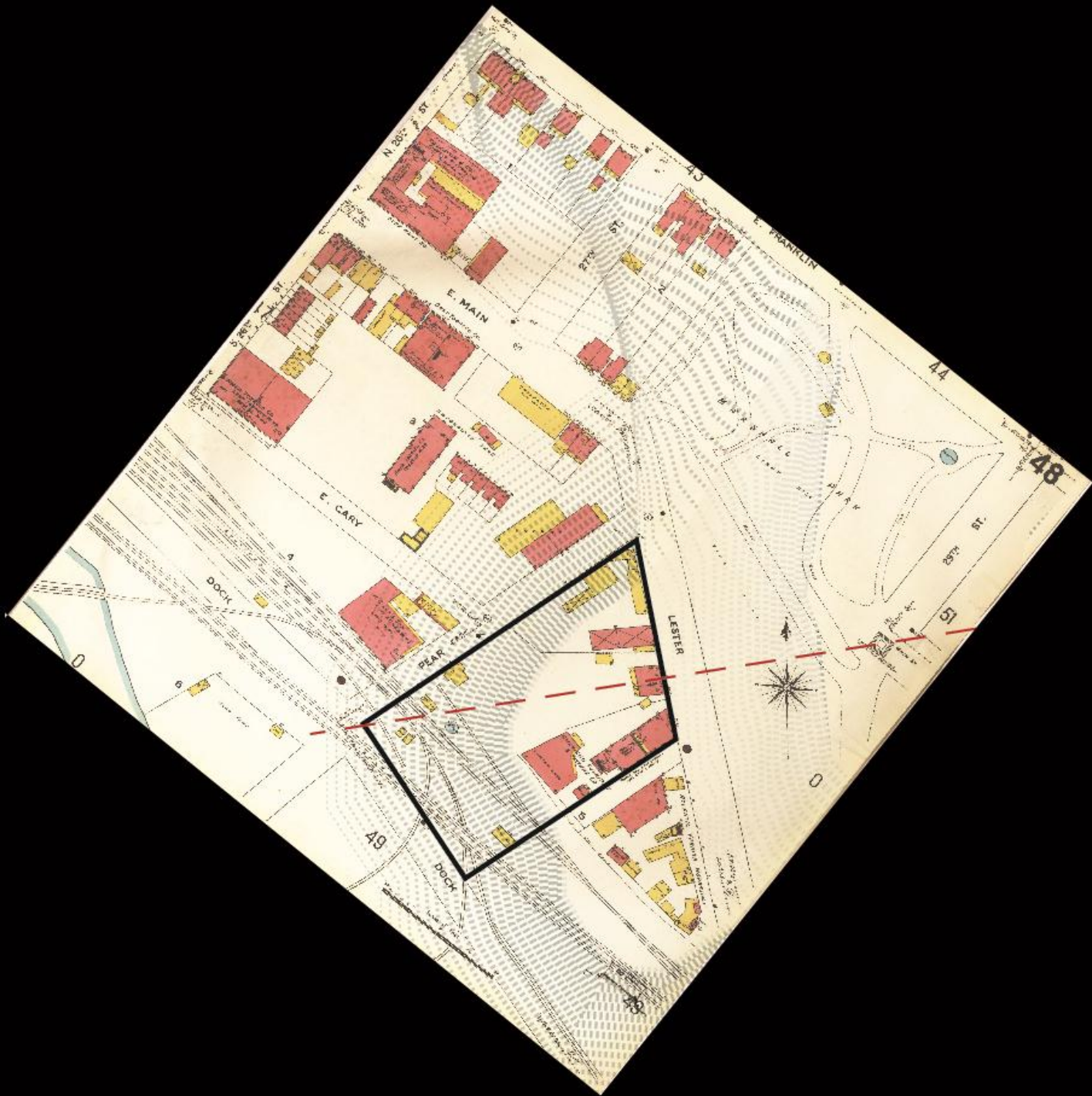
Prepared at the U.S. Coast Survey Office
A.D. Bache Supt.

1864.





Detail of 1864 revision of L H Adams Map
of Richmond





bluff

north slope

outcrop

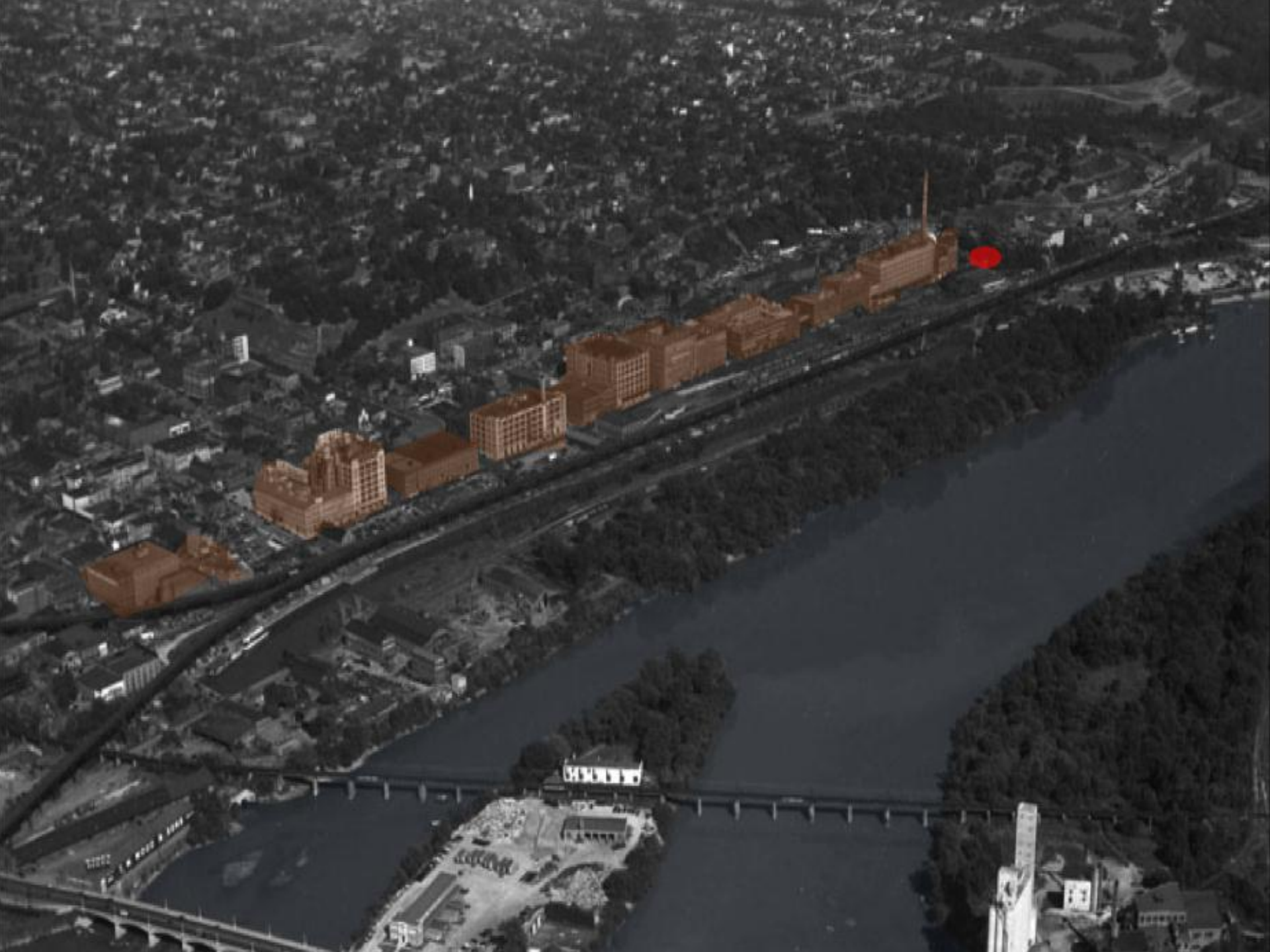
alluvial plain

south slope



























SHIPLOCK WATCH

LUCY SHIPLOCK







180RVA



If you love Richmond, you need to care about keeping the view.

About

Current Threat

Photos

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Support



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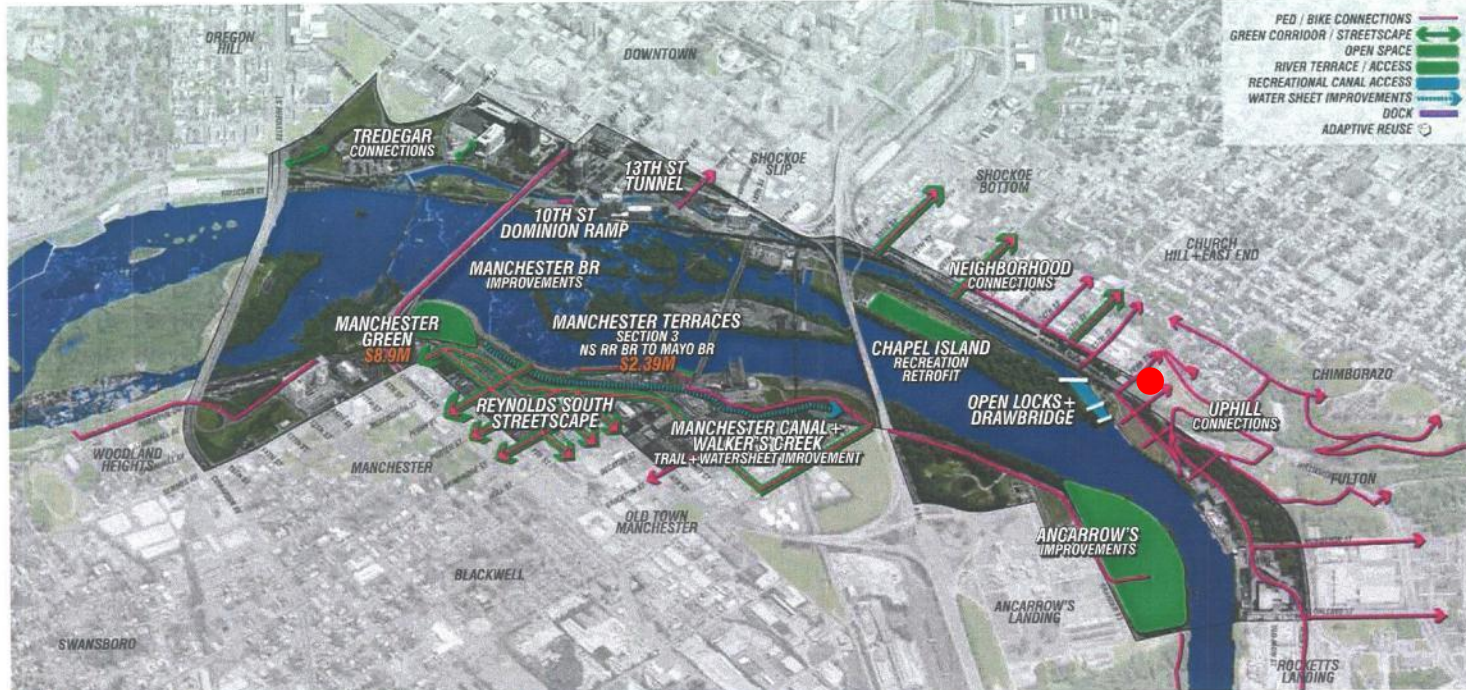




Riverfront Plan (Excludes Site)

26 NOVEMBER 2012

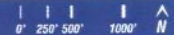
RICHMOND RIVERFRONT PLAN



NOTE: hard costs in 2012 dollars; excludes land acquisition, significant demolition or stabilization, contamination/remediation, escalation of costs, and soft costs.

PRIORITY 3 BUDGET COSTS

Priority Three projects include reinstating operation of both the Great Shiplock and Chapel Island drawbridge, allowing boats to once again enter the lower James River & Kanawha Canal basin. Manchester Green is the primary new destination landscape, and the reconfiguration of the existing Chapel Island retention basin roof for recreational access. The remainder of projects are connective, embracing accessibility and streetscape improvements to maximize physical connections between river and neighborhoods.

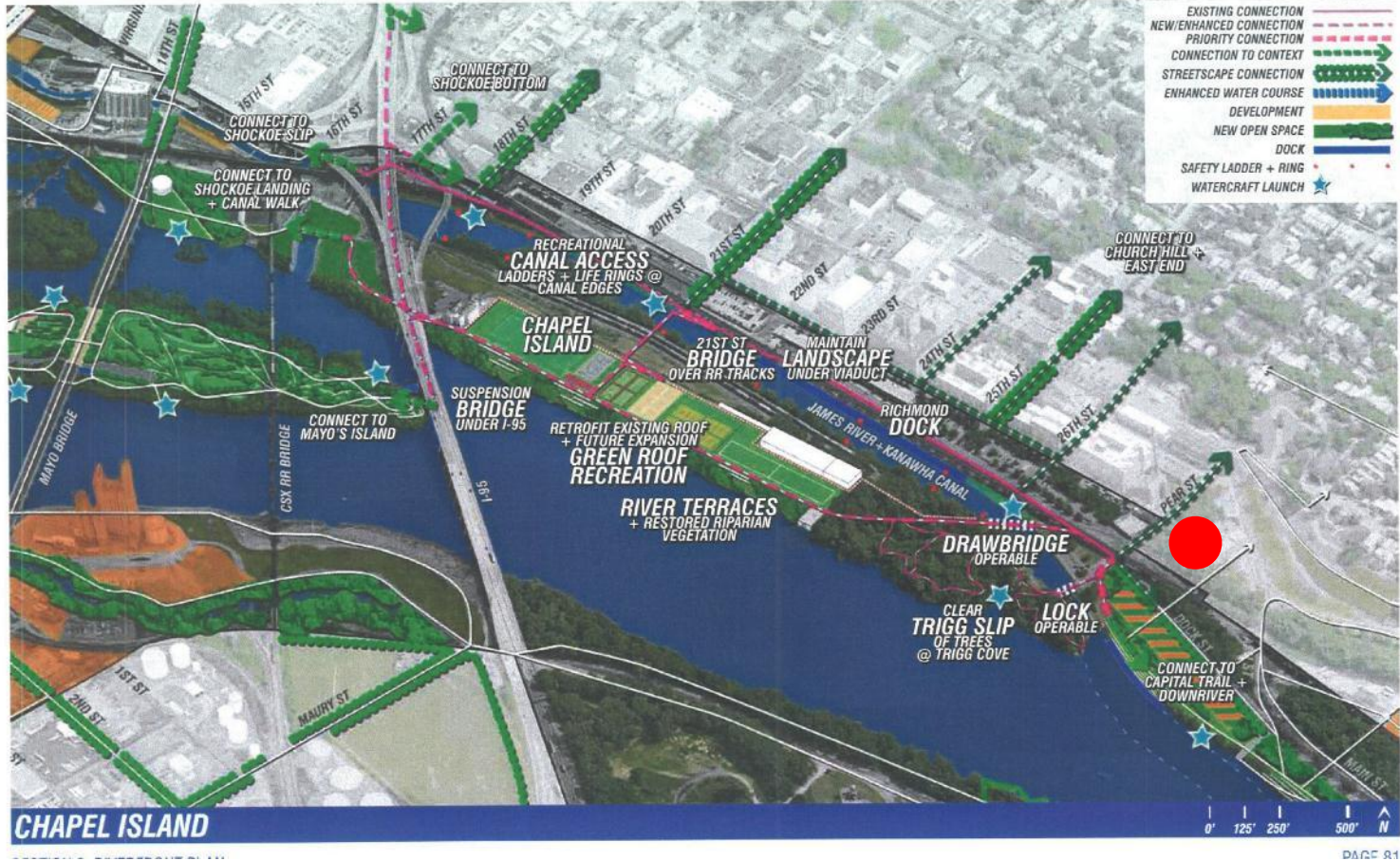


Riverfront Plan

Pear Street Connector

26 NOVEMBER 2012

RICHMOND RIVERFRONT PLAN



Downtown Master Plan

(July 2009 Study Area excludes Site)



Downtown Master Plan

(October 2008 Character Defining Areas Map Includes Site)



2008 Downtown Plan

“Urban Center Character Area”

- “characterized by higher density, mixed use development, typically arranged on a fine-grained street network, regular tree planting and minimal setbacks”

Downtown Master Plan

(Fine-grained street network ends at Pear Street)



STREET NETWORK

Downtown Richmond has an excellent street network with a hierarchy of street types: boulevards, avenues, urban streets, and alleys. The pattern of streets defines walkable blocks that are generally about 250' long and 330' wide; this equates to 2 1/2 acres for each block, typical of the traditional grid. Due to topography and breaks in the urban fabric, the street network is disrupted around the Coliseum and Convention Center, State Capitol, and the riverfront south of the Downtown Expressway, as well as along the Expressway. This creates key challenges such as providing strong connections between Shockoe Bottom and Downtown; connecting Downtown to the James River; and maintaining east-west connections in the urban street grid. The interstate interrupts many streets in the grid and where streets are continuous, the presence of the interstate itself discourages passage.



Downtown Master Plan

Seven Foundations

1. **Variety and Choice** (diversity – home ownership)
2. **Traditional City** (N/A transportation)
3. **Green** (increase public access to public parks, street trees, sustainable design)
4. **River** (Clear connections to the riverfront, preserve views to the river by limiting building heights and protecting important view sheds)
5. **Urban Architecture** (Respect scale and character of adjacent buildings.....ground floor retail, residential and office uses.....parking garages lined with other uses)
6. **History** (N/A preservation programs and history trails)
7. **Mixed-Income** (economic diversity)

Staff Recommendations

- Staff Recommend Approval Subject to:
 - Eliminating parking along Main Street
 - Heavy landscaping along Main and Pear
 - Create Future buildable site on Main Street
 - Reduce prominence of curb cuts along Pear St.
 - Eliminate loading dock
 - Reduce curb cut widths and make brick sidewalk continuous over curbs cuts
 - Minimal traffic volume Anticipated (estimated at less than one trip in or out every 10 minutes)

Community Benefits

- Real Estate Taxes \$300,000 - \$350,000
- New business for local businesses
- Pedestrian River Connector along Pear St.
- Mixed Income (within 1 block area wide income range)
- Variety and Choice (Home Ownership)
- Economic Development (Goal of Riverfront Plan)

ABOUT SCENIC VIRGINIA

Scenic Virginia is a private, non-profit conservation organization whose mission is to preserve, protect, and enhance the scenic beauty of our Commonwealth. For over a decade we have supported public and private actions that enrich Virginia's extraordinary vistas and viewsheds, particularly along our highways and byways.

We believe that beauty is good for business and essential for the soul, and our scenic assets are essential to the cultural and economic health of our Commonwealth.

ABOUT

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- What We've Done
- Signature Programs
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