



## 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: Kanawha Plaza Transportation and Pedestrian Study

Project Address: Between Canal and Byrd Streets - 7th and 9th Streets

Brief Project Description (this is not a replacement for the required detailed narrative) : \_\_\_\_\_

The purpose of this project is to analyze the transportation operations and safety conditions in the area between Canal and Byrd Streets - 7th and 9th Streets and develop concepts to improve pedestrian access while maintaining adequate traffic operations. In addition the project provides urban design concepts to help support the long term goals of creating a high quality pedestrian environment around the renovated Kanawha Plaza

### Applicant Information

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

Name: Mark Olinger, Director Email: mark.olinger@richmondgov.va

City Agency: Dept of Planning and Development Review Phone: 804.646.6305

Address: 900 E Broad Street, Room 511

Main Contact (if different from Applicant): \_\_\_\_\_

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.**

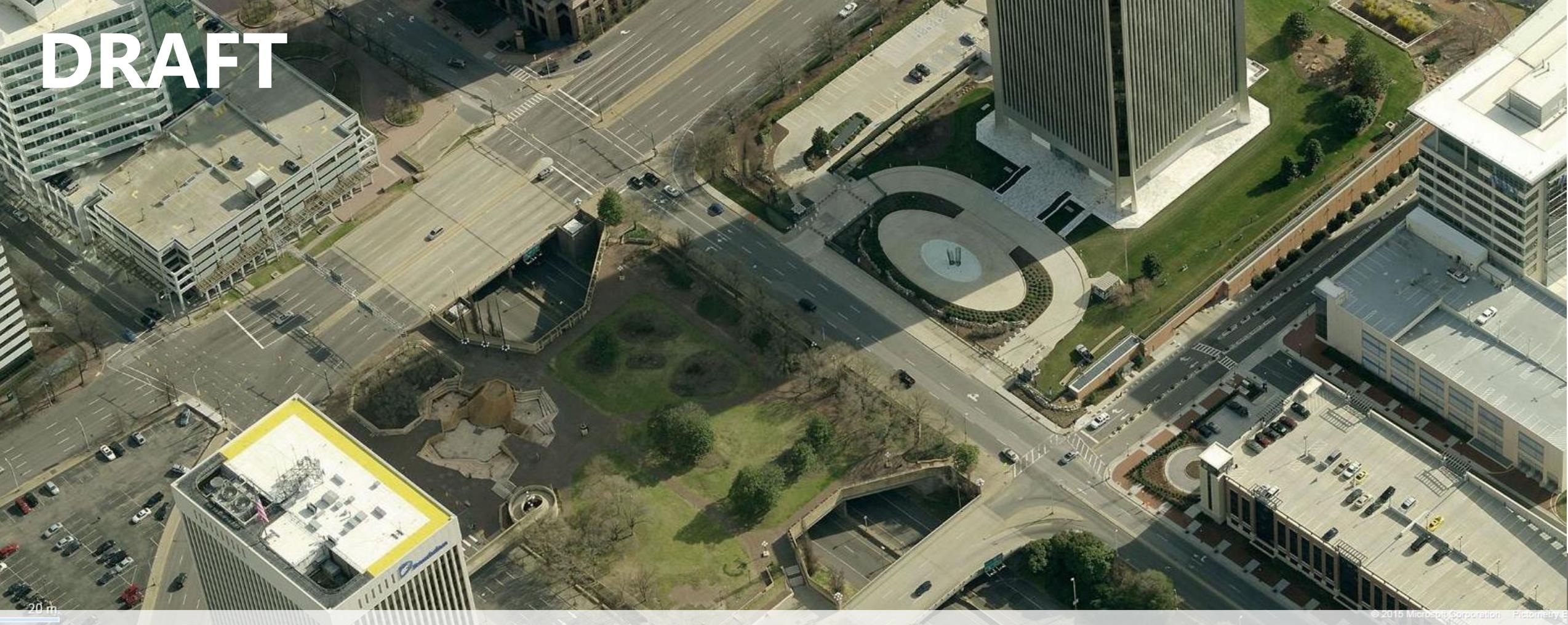
### Filing

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 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 advice 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.

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# Kanawha Plaza Transportation - Pedestrian Study



November 2015

# Agenda

- Study Overview
- Summary of Transportation Analysis
- Overall Concept Plan
- Proposed Pedestrian Improvements
- Manchester Bridge Options
- Next Steps

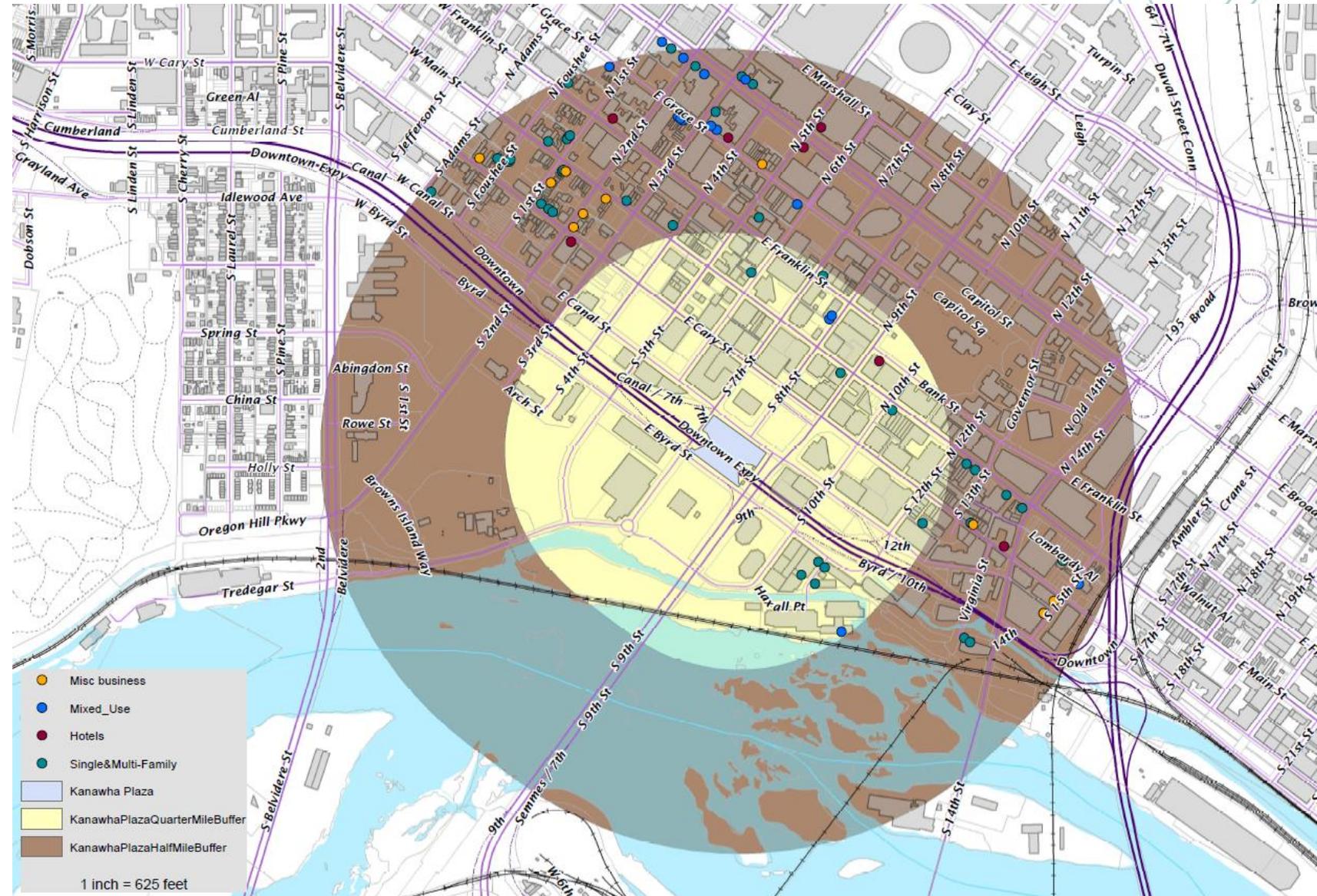


## Study Overview

- Analyze current transportation operations and safety conditions in the vicinity of Kanawha Plaza including:
  - South 7<sup>th</sup> Street
  - South 8<sup>th</sup> Street
  - South 9<sup>th</sup> Street
  - East Byrd Street
  - East Canal Street
- Development concepts to improve pedestrian access while maintaining adequate traffic operations during the peak periods
- Prepare design alternatives and urban design concept drawings to illustrate the proposed improvements

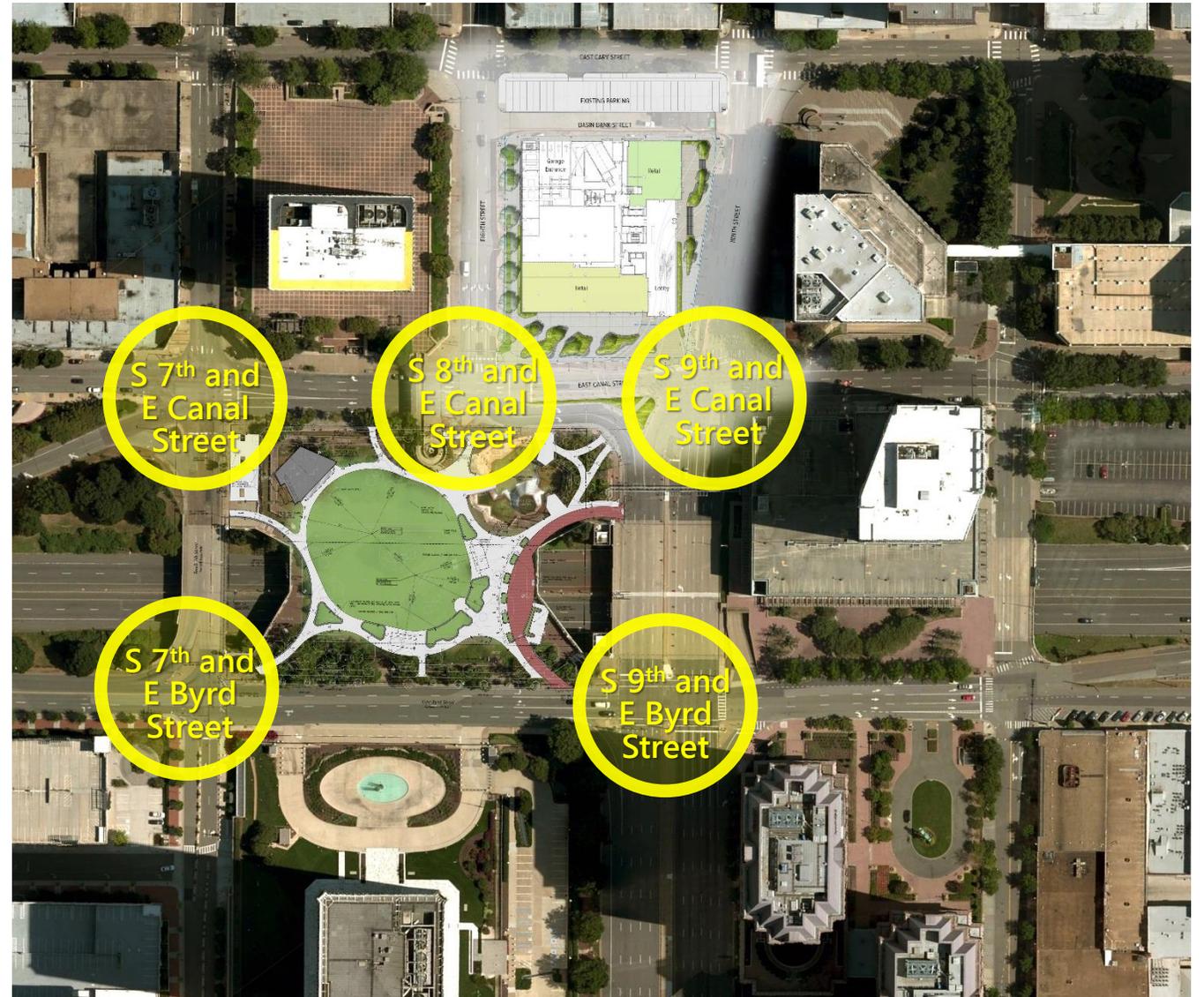
# Opportunity

- Almost 3,000 residential and hotel rooms have come on line since January 2014



# Roadway Safety Audit Results

- Potential to reduce crossing distance through the reduction in travel lanes
- Opportunities to eliminate channelized right turn lanes
- Reduce curb radii in key locations
- Shorten cross walks with bump outs and pedestrian refuge areas
- Add a signalized intersection at S 7<sup>th</sup> and E Byrd St.



# Synchro Results

- Proposed Lane reductions and elimination of channelized right turns have minimal impact on delays at signals
- Only reduction in Level of Service (B to C) is the PM Peak at N. 7<sup>th</sup> Street and E. Canal Street
- Adding pedestrian activated signal at 7<sup>th</sup> and Byrd will reduce delay from S. 7<sup>th</sup> Street during PM peak period. Ramp traffic given priority

The background features a dark blue color with intricate, light blue geometric patterns. These patterns consist of overlapping curved lines, squares, and diamond shapes, creating a complex, architectural-like design. The patterns are more prominent in the center and fade slightly towards the edges.

# Overall Concept Plan

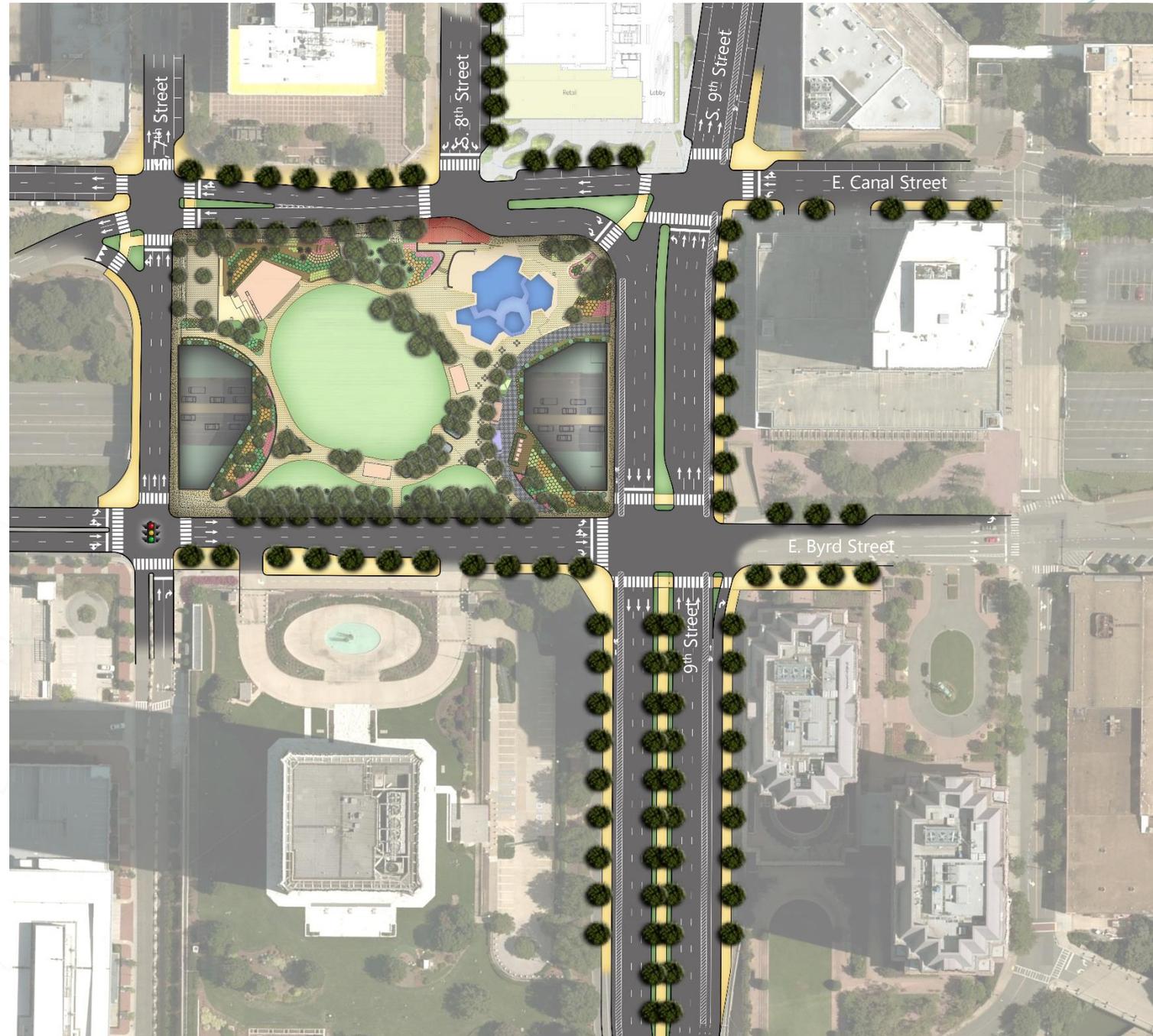
# Current Situation

- Dominated by wide streets
- Poor pedestrian environment
- Soon to be completed Kanawha Plaza renovations



# Concept Plan

- Refocus area on safe and comfortable pedestrian environment
- Redistribute excess road capacity to support pedestrian and bicycle environment
- Support the redesign of Kanawha Plaza as a central public gathering space for the City



# Potential Lane Reconfiguration

Reduce 1 northbound lane

Reduce 1 westbound lane

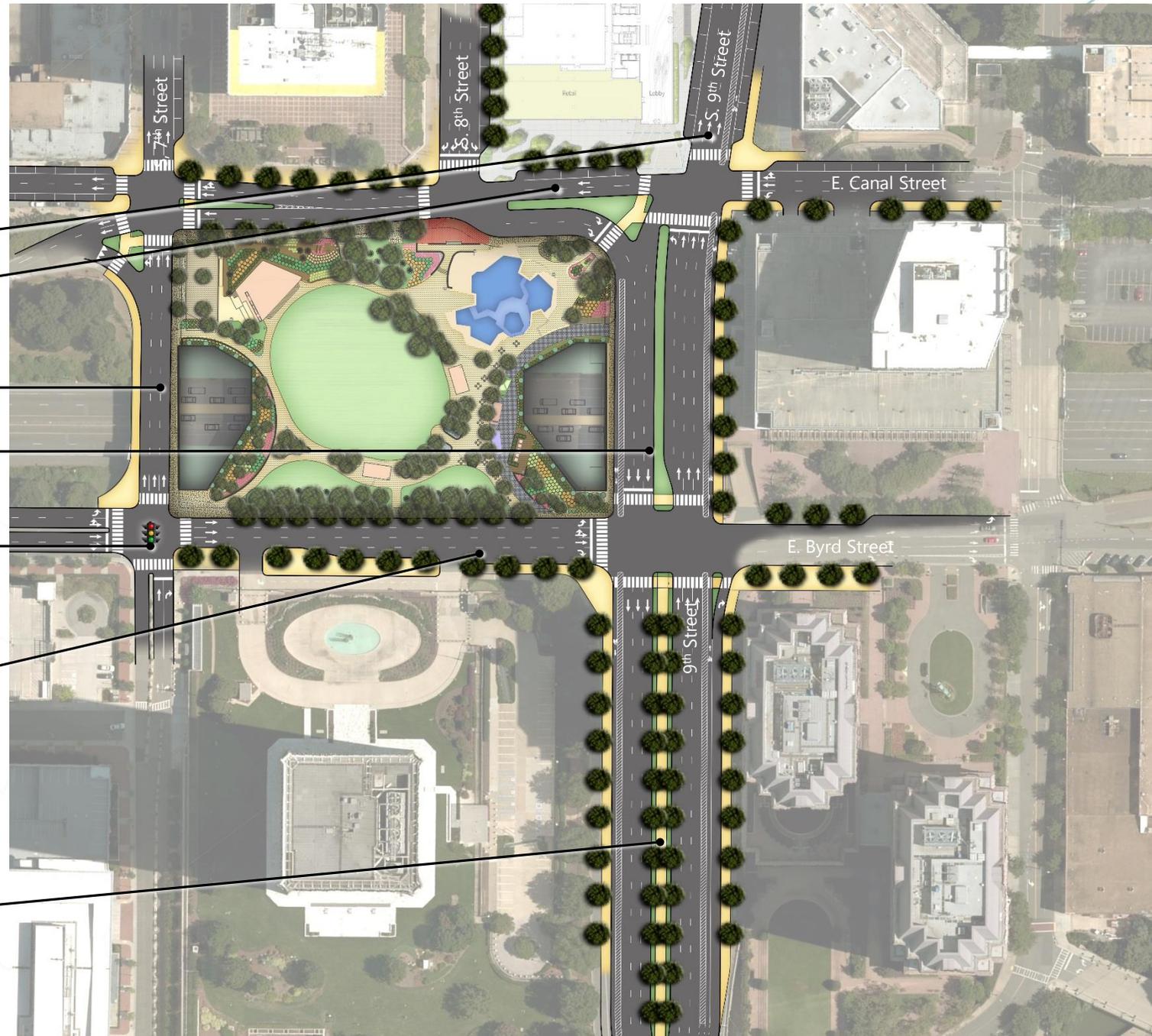
Reduce 1 northbound lane

Reduce 2 northbound  
and 1 southbound lane

Add signal

Reduce storage lane

Reduce 2 northbound  
and 2 southbound lanes

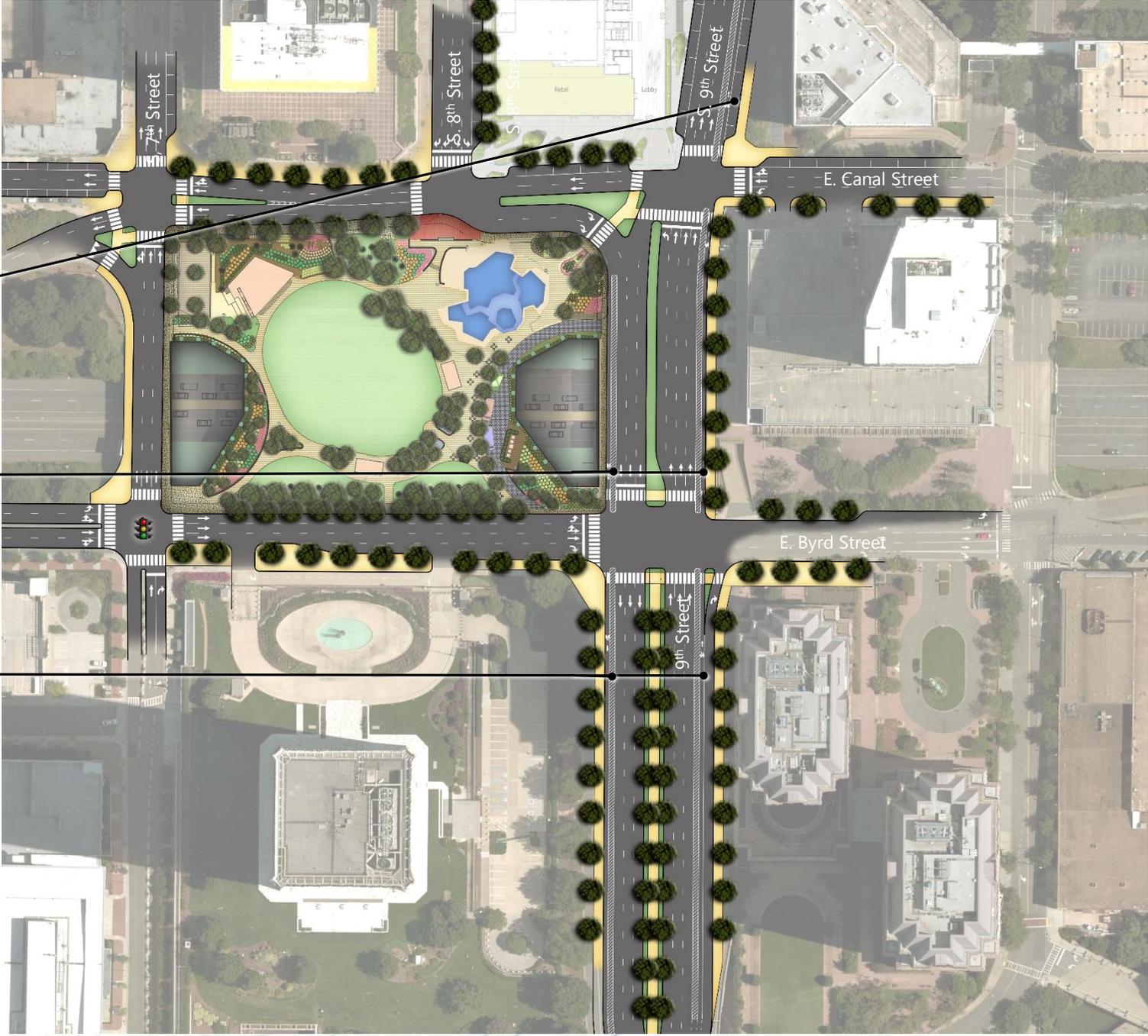


# Potential Bicycle Improvements

Northbound buffered bike lane

Northbound and southbound buffered bike lane

Northbound and southbound buffered bike lane



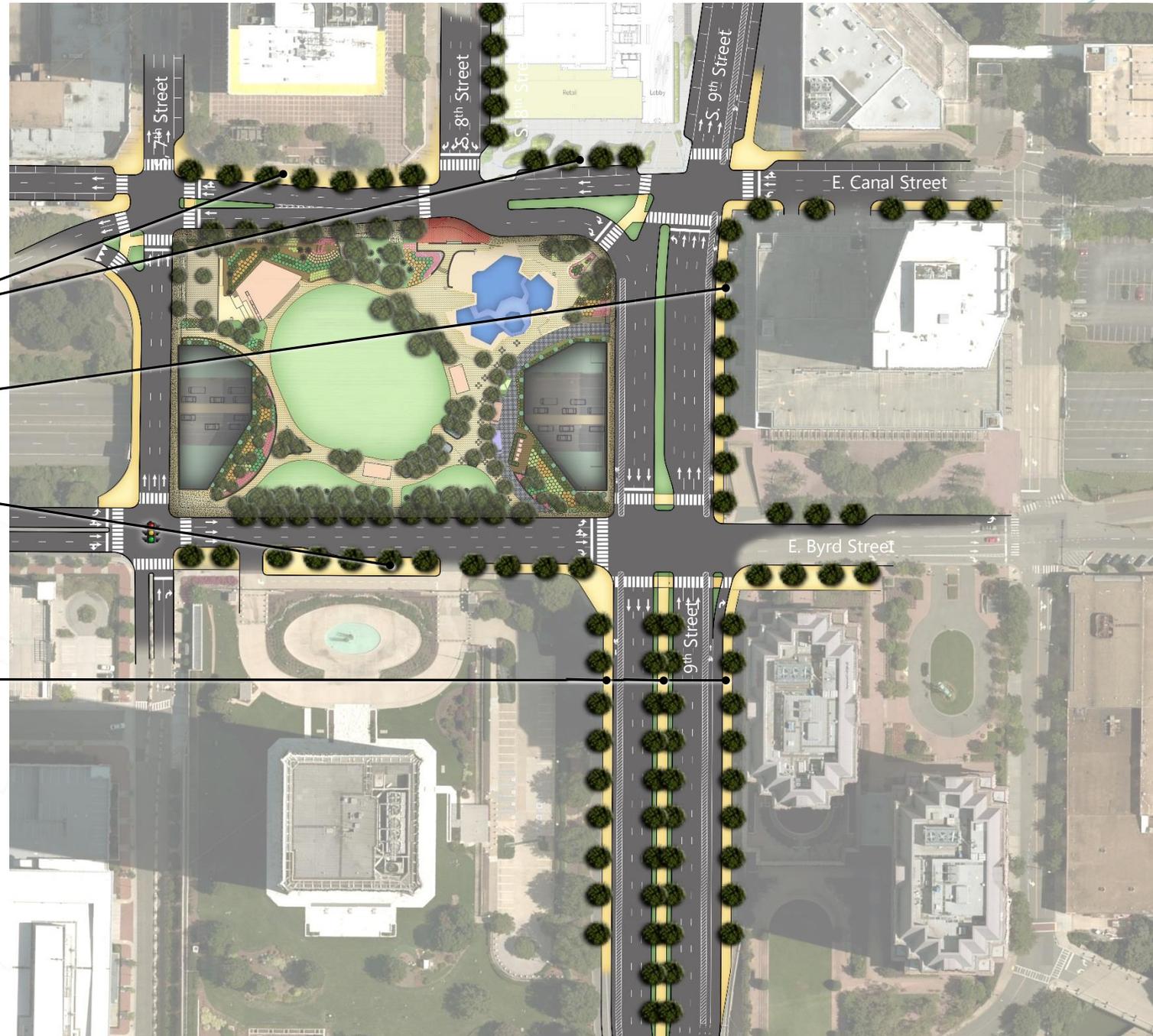
# Pedestrian and Streetscape Improvements

Additional street tree planting

Added sidewalk and street tree planting

Additional street tree planting

Gateway treatments including additional street trees in along the center median

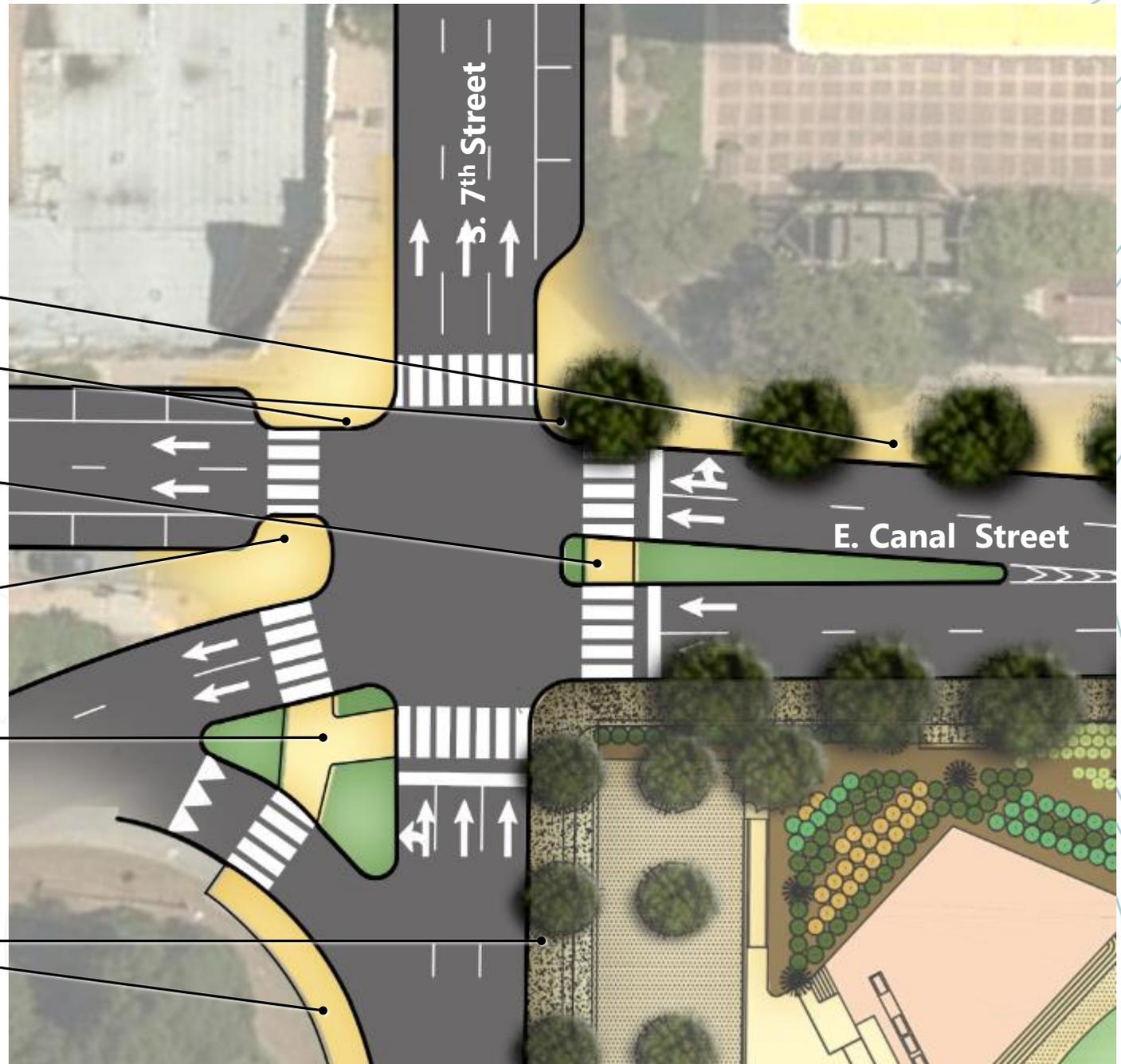


The background features a dark blue field with intricate, light blue geometric patterns. These patterns consist of overlapping curved lines and rectangular shapes, creating a complex, architectural feel. A white rectangular box is positioned in the lower right quadrant, containing the text.

# Intersection Improvements

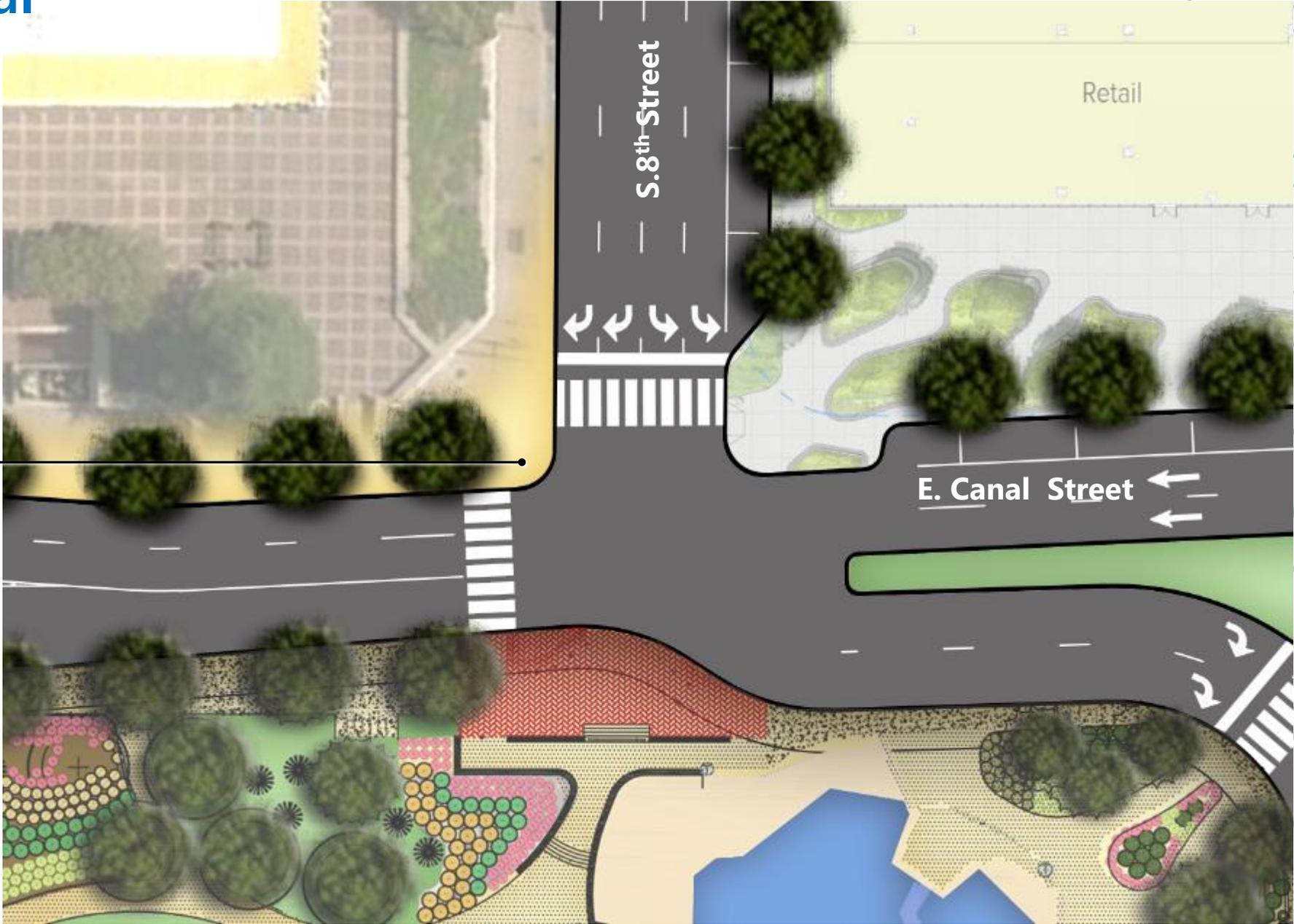
# S. 7<sup>th</sup> and E. Canal Streets

- Wider Sidewalk
- Added Bump Out / Tighter Radius
- Raised Median and with Pedestrian Refuge
- Added Bump Out / Tighter Radius
- Expanded Island with Improved Sidewalk
- Wider Sidewalks



# S. 8<sup>th</sup> and E. Canal Streets

Tighter Intersection Radius



# S. 9<sup>th</sup> and E. Canal Streets

Added Bump Out /  
Tighter Radius

Expanded Island with  
Improved Sidewalk

Added Sidewalks

Wider Sidewalks



# S. 9<sup>th</sup> and E. Byrd Streets

Wider Sidewalk

Added Sidewalks

Improved Median with Pedestrian Refuge

Reduced left turn lane to expand sidewalk

Realign Channelized Lanes

Improved Median with Pedestrian Refuge

Added Sidewalks



E. Byrd Street

S. 9th Street

# S. 7<sup>th</sup> and E. Byrd Streets

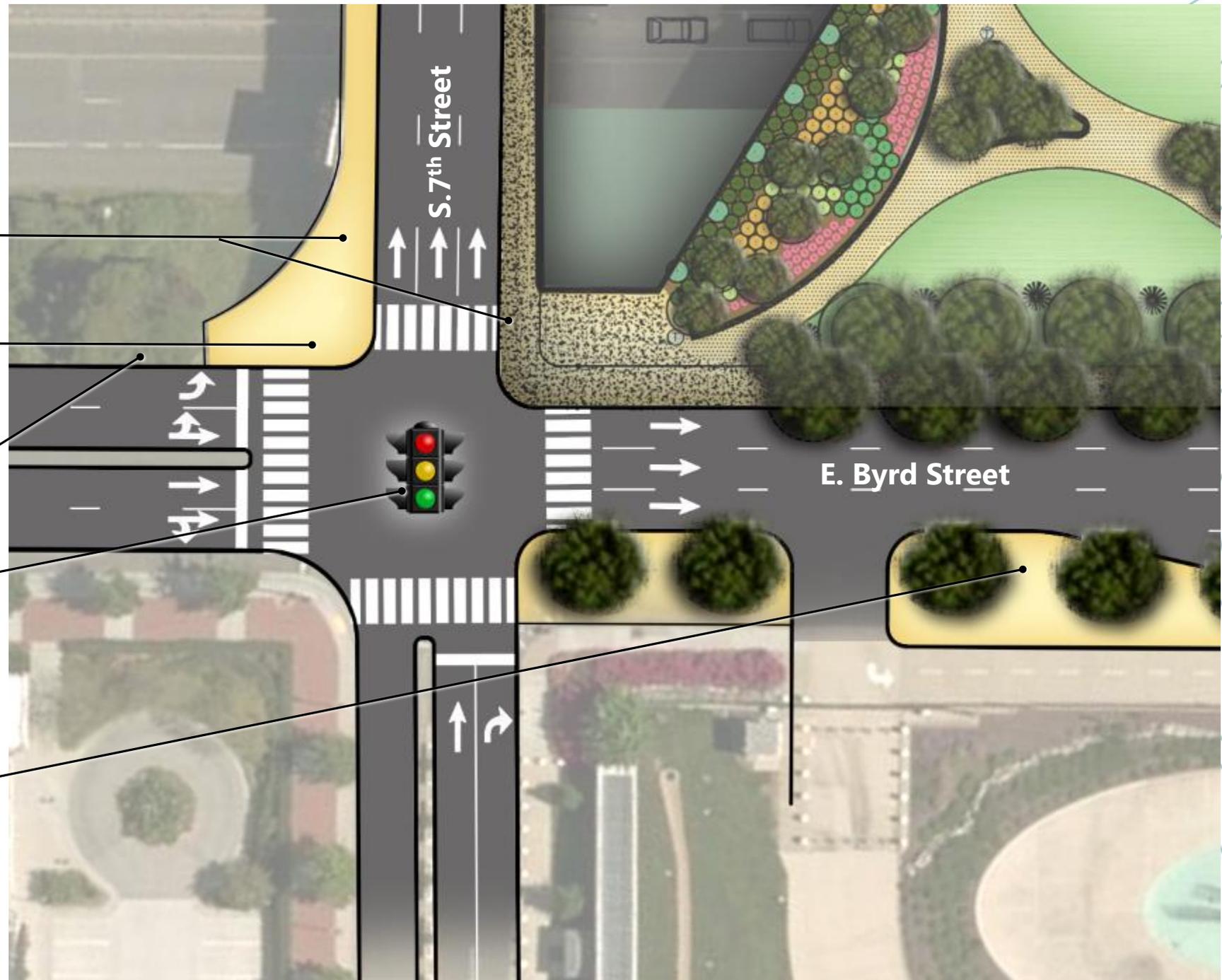
Wider Sidewalk

Eliminated Channelized Left Turn Lane

Add Street lights to match south side of E Byrd Street

Add Pedestrian Activated Traffic Signal

Wider Sidewalk



# Pedestrian and Bicycle Level of Service

Intersection	Measure	Pedestrian		Bicycles	
		Existing	Proposed	Existing	Proposed
		7th and Byrd	Intersection Average:	*	109
Intersection LOS:	*		A	*	C
9th and Byrd	Intersection Average:	63	92	65	88
	Intersection LOS:	C	B+	C	B
9th and Canal	Intersection Average:	74	103	63	80
	Intersection LOS:	B-	A	C	B
8th and Canal	Intersection Average:	85	89	58	58
	Intersection LOS:	B	B+	C-	C-
7th and Canal	Intersection Average:	61	96	58	63
	Intersection LOS:	C	A-	C-	C
* Pedestrian/Bicycle LOS only calculated for signalized intersections					

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# Manchester Bridge

# Manchester Bridge Recommendations

- Maintain walkway in the center of the bridge
- Maintain recently completed bike lanes
- Extend bike lanes north into downtown
- Create visual gateway at the north end of the bridge with additional tree planting

# Manchester Bridge



# Manchester Bridge Gateway Concept

