East Riverfront Transportation Improvements







Urban Design Committee Meeting

July 7, 2016



Project Elements



- Multi-Modal Streetscape Project
 - Roadways
 - Connectivity to Riverfront Area
 - Landscape/Plantings
 - Street Lighting
 - Sidewalks/Crosswalks
 - Bike Lanes
 - Bus



Design – Streets and Improvements

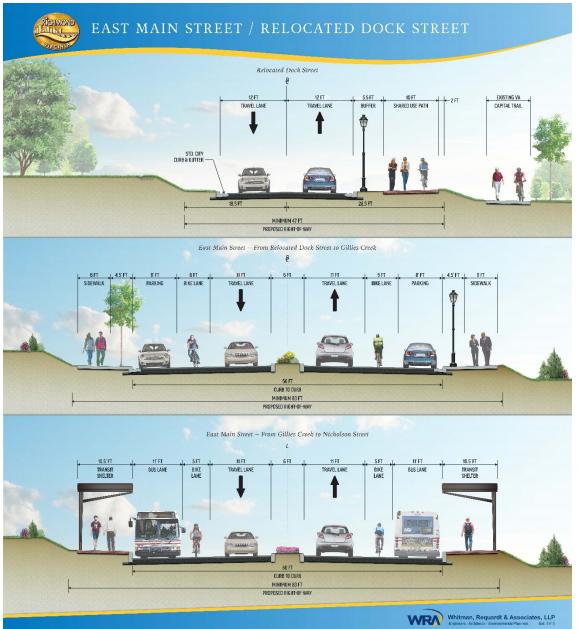


- Relocated Dock Street
- Roundabout
- East Main Street
- Nicholson Street
- BRT



Typical Sections











EAST MAIN STREET/ RELOCATED DOCK STREET

EAST RIVERFRONT TRANSPORTATION IMPROVEMENT







June 2016











The Urban Design Committee recommends that the Planning Commission grant conceptual approval with the following considerations:

• That the applicant consider other sidewalk materials and pedestrian lightings more in keeping with the industrial context of the area.

<u>Update</u>: DPW has considered the use of other sidewalk materials and offers that City standard brick paving will be used to reflect continuity with the adjacent Rockets Landing development and Tobacco Row district. Large cobble accents will be added to add variety. Lights will be kept to the City standard (or Charleston fixture) to keep with adjacent lighting styles.

That the applicant consider designating the roundabout a space for signature public art.

<u>Update</u>: Landscape design will accommodate a future public art space and will consist of ornamental and native shrubs and grasses. In addition, a junction box and conduit has been incorporated into the design plans to enable lighting of the public art area.

To look at undergrounding of utilities.

<u>Update</u>: DPW is pursuing the undergrounding of the utilities for this project and have had continuous dialogue with Dominion Virginia Power. Negotiations between the City and Dominion Power are ongoing and are expected to enable the undergrounding, but will need to fit within the project's budget. At a minimum, the undergrounding will happen along East Main Street between the roundabout and Nicholson Street.

• That an effort is made to reduce the overall right-of-way width, including working with Planning staff on appropriate sidewalk widths, and the reduction or removal of the center median.

<u>Update</u>: In the Planning Commission Meeting on May 16, 2016, the Commission voted to maintain the 6' median. This width enables added safety for pedestrian refuge, a consistent roadway since the 6' is needed at all crosswalks, and does not significantly affect the footprint of potential land developable areas.





- To delete the tree grates and look at a plan for linear verge strips or tree wells along the entire project.

 <u>Update</u>: As a result of the Planning Commission Meeting on May 16, 2016, the Planning Commission requested that 5'x 5' tree grates be incorporated within the design. In subsequent discussions with PDR and DPW, it was agreed to incorporate these, but eliminate where they are not possessing. The design now includes tree grates where more feet.
 - incorporate these, but eliminate where they are not necessary. The design now includes tree grates where more foot traffic and density of pedestrian activity and gathering is expected. This will occur around the Bus transit stops, crosswalk, Stone brewery tasting room and along the eastern project areas. All other areas will include large planters with groupings of trees, native shrubs, grasses and perennials.
- That the speed limit be lowered to 25 mph.
 - <u>Update</u>: Speed limit is controlled by City Code and DPW will continue conversations regarding the speed limit reduction as development occurs throughout the corridor.
- That the design ensures that there are pedestrian connections to Fulton Hill and Church Hill neighborhoods

 <u>Update</u>: The project's planned construction limits incorporates means of pedestrian connectivity to these limits, which will bode well for meshing with future projects.
- That planning staff provide an overall plan that provides more context to what's going on in the area with other projects and City Master plan work, to include Gillies Creek and Capital Trail connections.
 - <u>Update</u>: Continuous coordination is occurring with PDR including the incorporation of Gillies Creek Greenway connections, the Hargreaves developments of Lehigh and Intermediate Terminal Park, addressing needs of the Capital Trail, Rockets Landing, and future accesses for development.
- That in addition to looking at undergrounding utilities that the applicant look at removing any unnecessary utilities there currently.
 - <u>Update</u>: Not only for Dominion Power, but the design team has been coordinating the relocation of all utilities and will hold a Utility Field Inspection (UFI) on July 20, 2016. All affected utilities have been issued 60% Plans and have been asked to ascertain their anticipated relocations prior to the UFI Meeting. Utility items to be addressed will consider future areas of possible development.
- To ensure that pedestrian refuges remain around crosswalks.
 - <u>Update</u>: Pedestrian crosswalks along East Main Street and the roundabout will maintain the 6' median and refuge area in accordance with the 60% Design Plans and will remain throughout the design process.

Schedule



- Advertisement
 - December 2016
- Phase I
 - East Main Street September 2017
- Complete Construction
 - December 2017





QUESTIONS



Materials Precedents

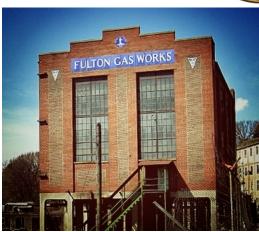


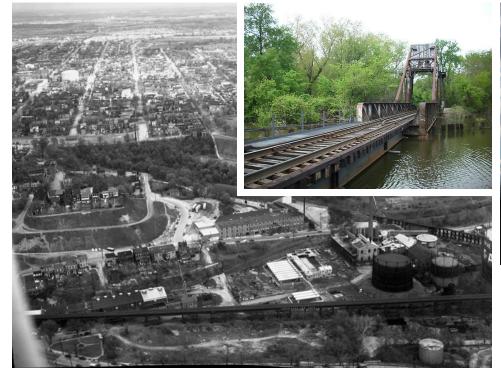




LOCAL CONTEXT:

- Fulton Gas Works
- Rockett's Landing
- Intermediate Dock
- Shiplock Park
- Brick, Metal, Concrete & Stone
- Industrial Patterns, Shapes & Forms









Materials Precedents























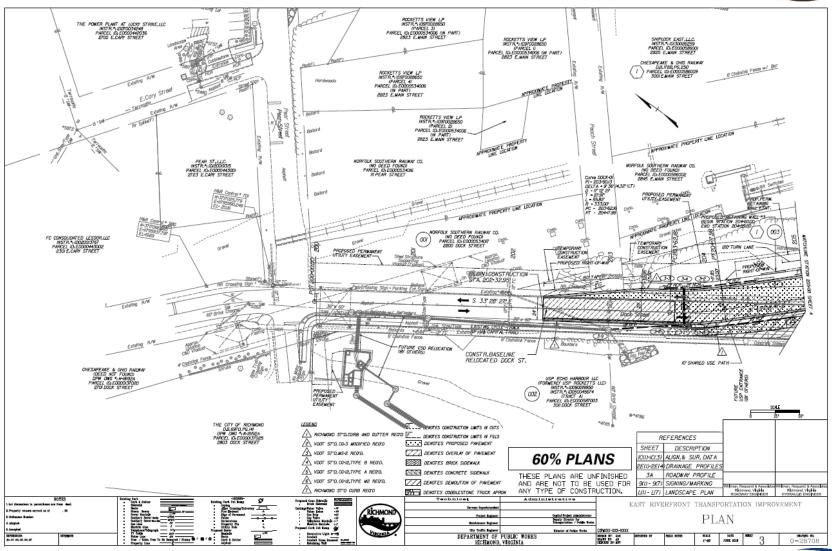






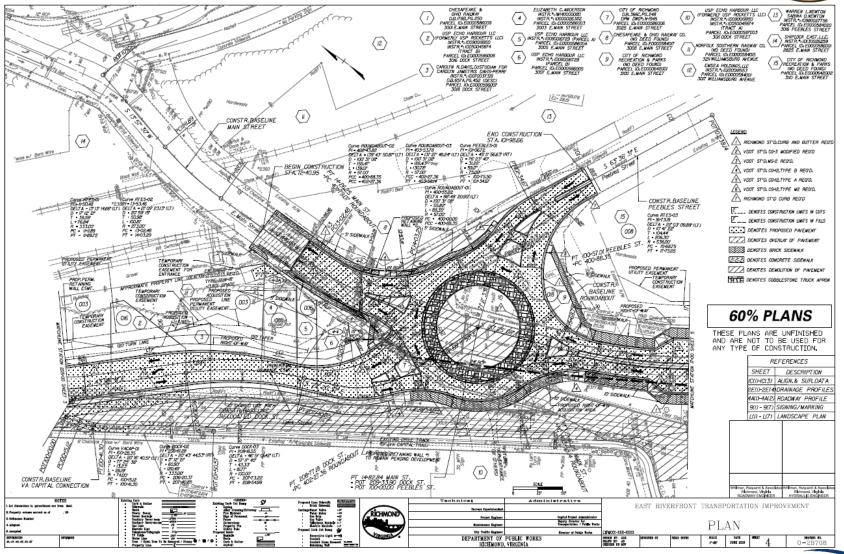






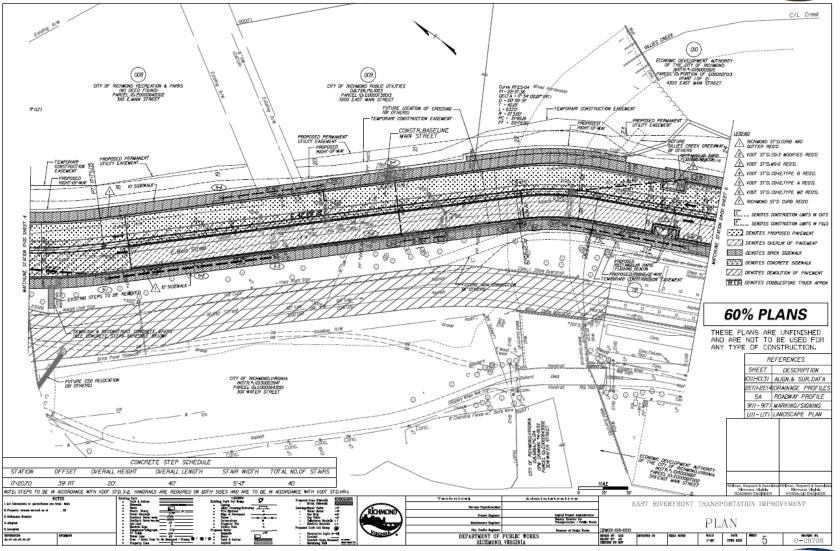






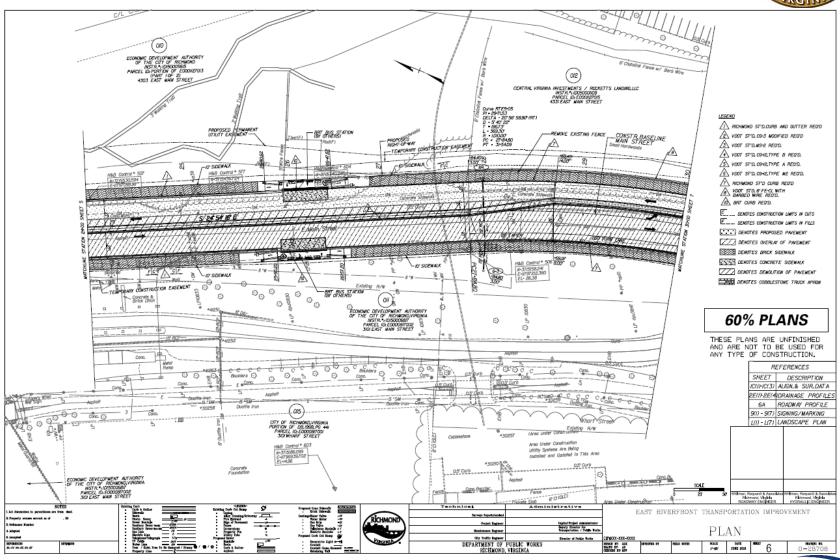




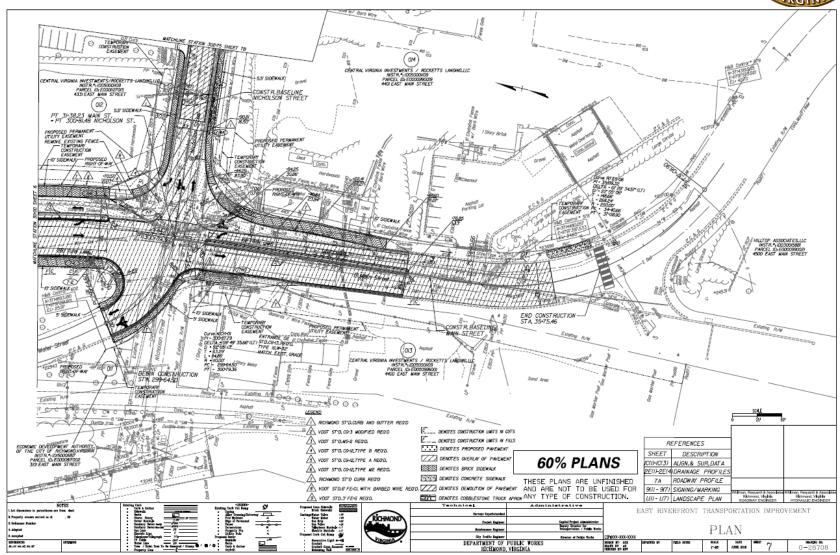






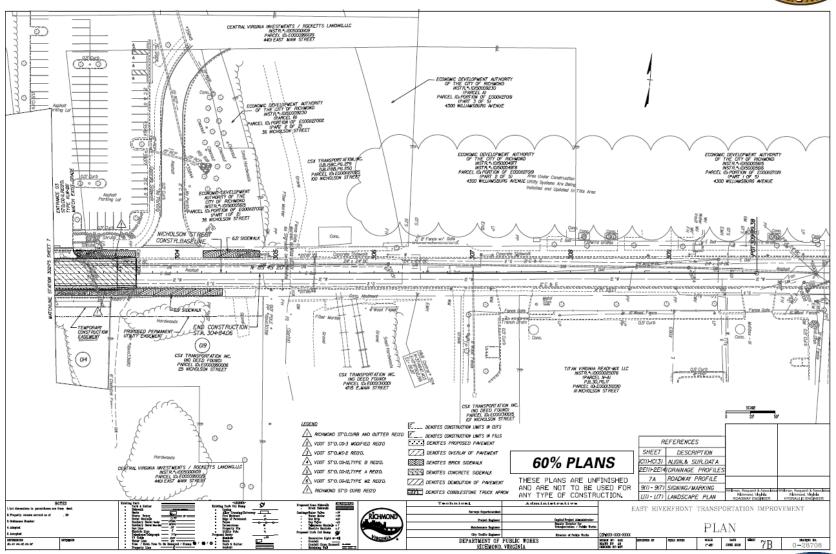






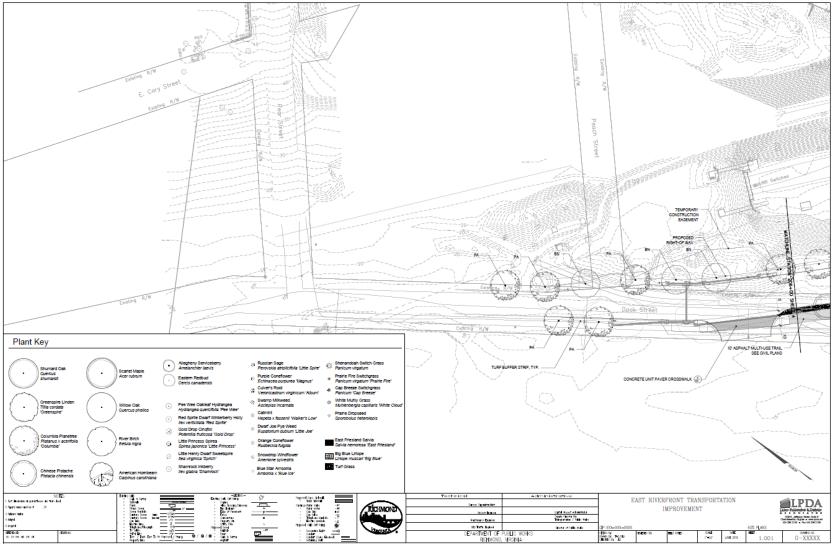






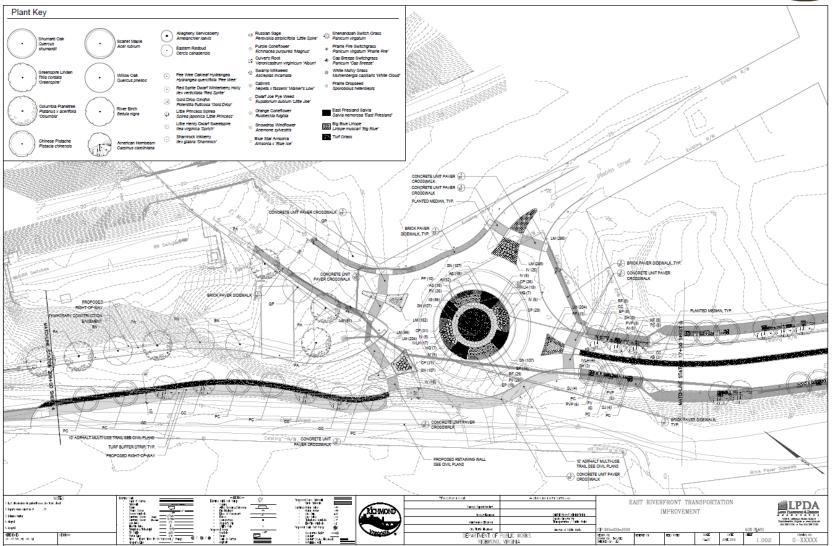






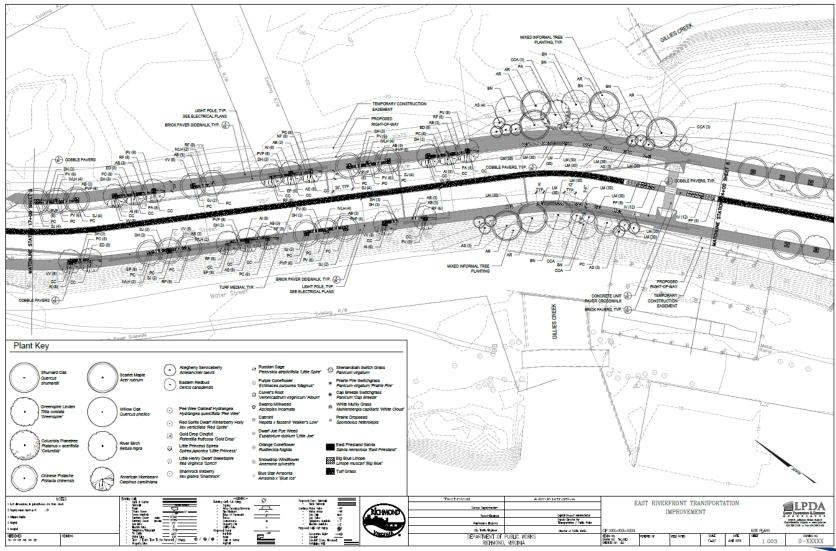






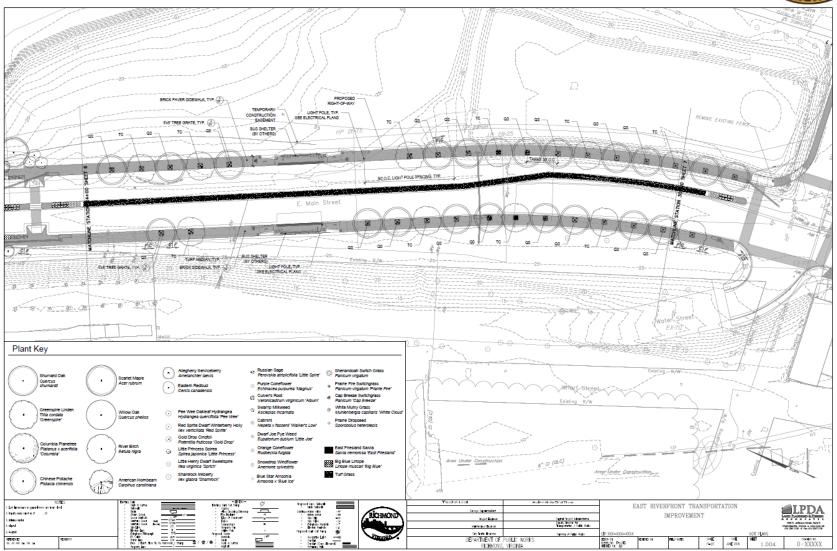






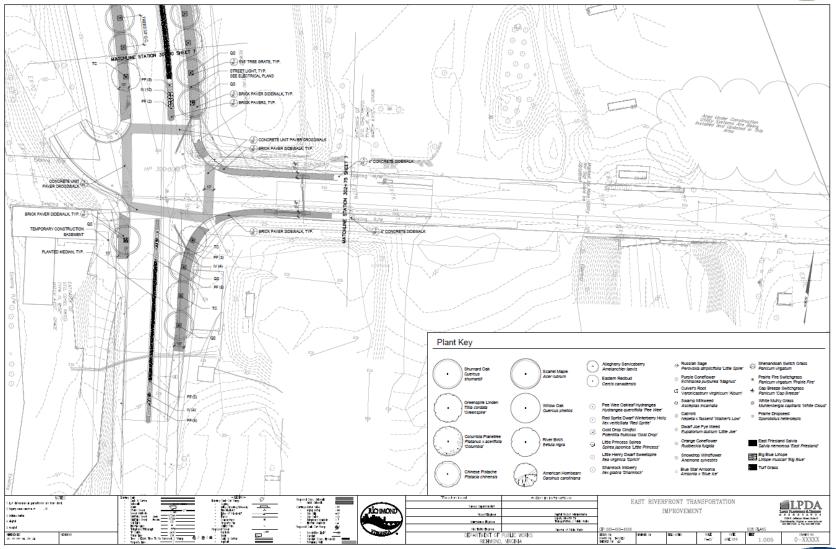






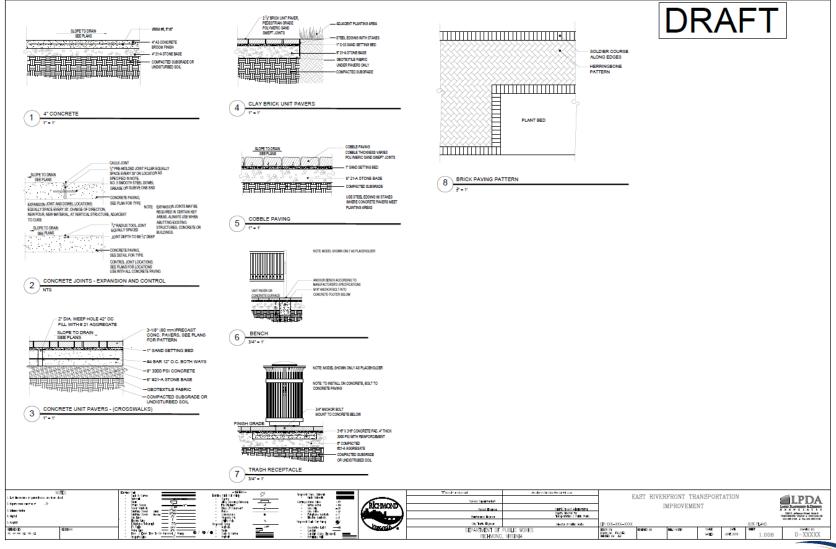






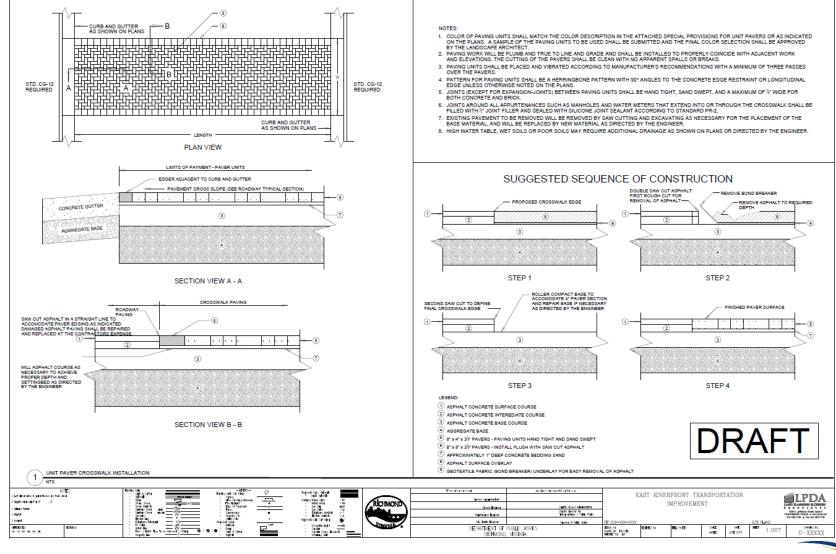




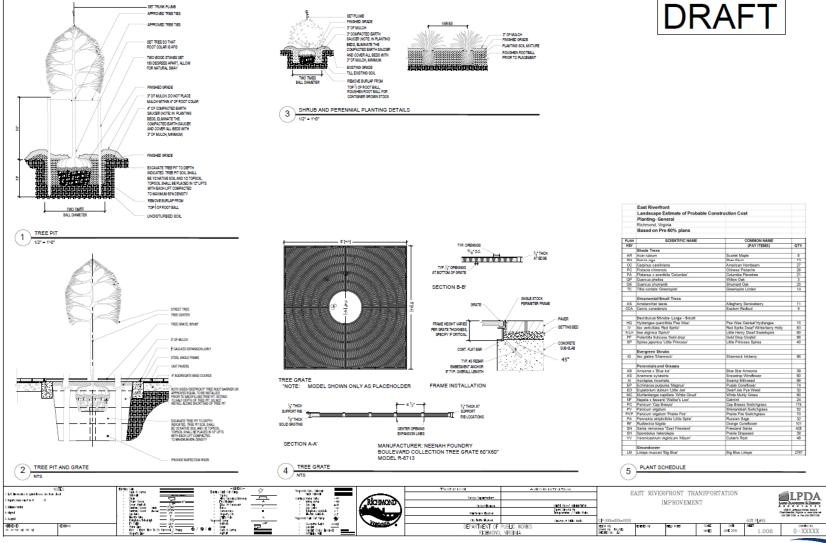






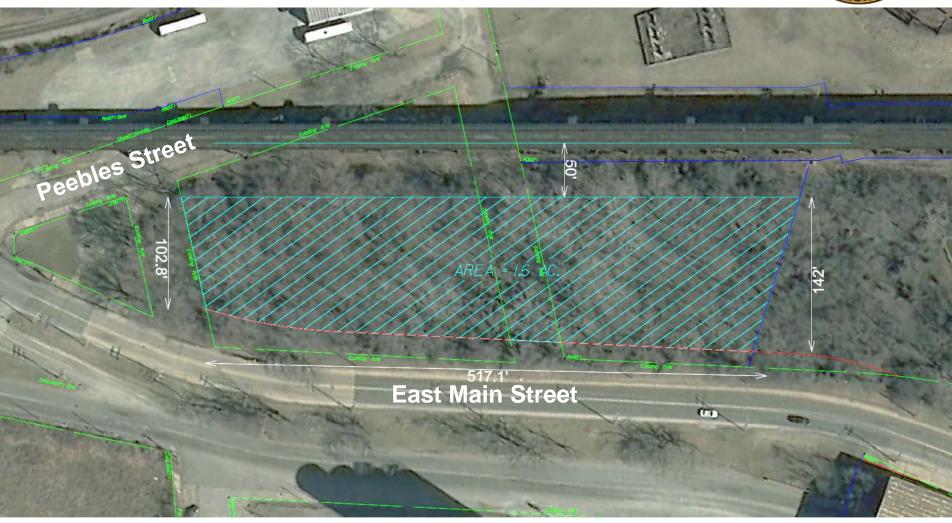












Potential Area of Development
Near East Main Street and Peebles Street





