



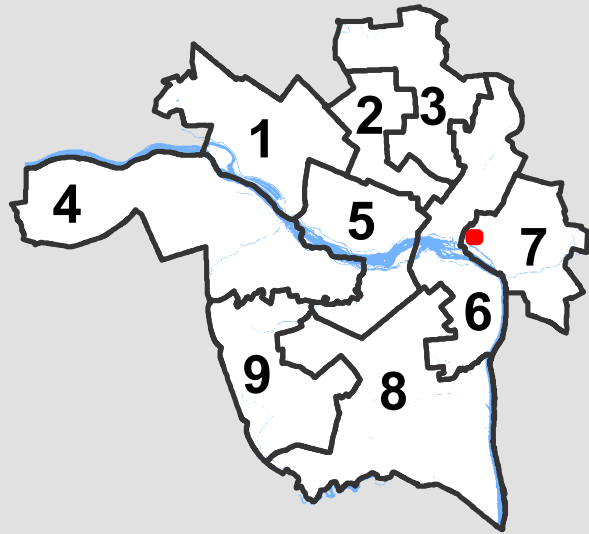
**City of Richmond  
Department of Planning  
& Development Review**

**Location, Character, and Extent**

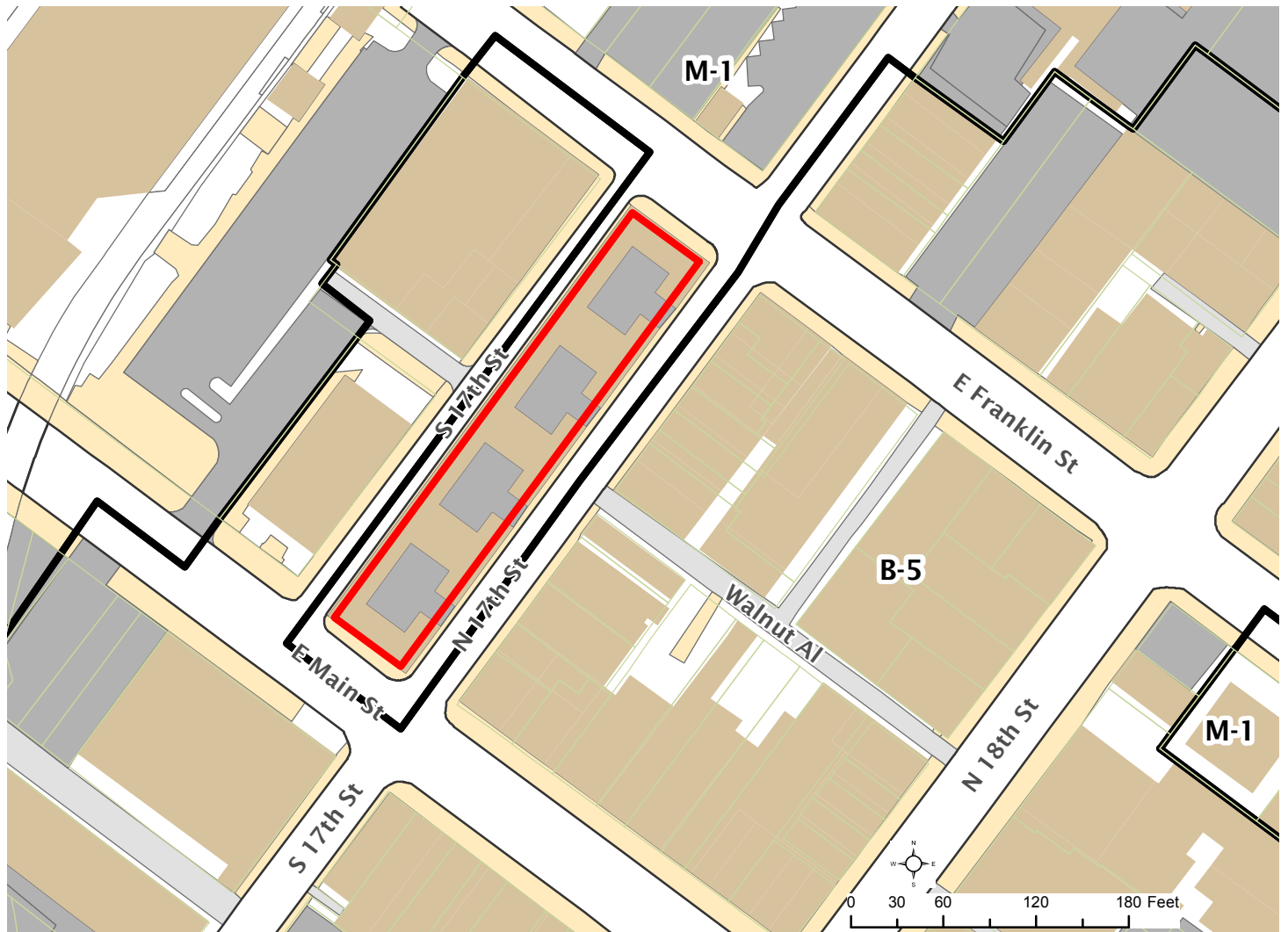
**LOCATION:** 50 N 17th Street

**COUNCIL DISTRICT:** 7

**PROPOSAL:** The application is for final location, character and extent review of the 17th Street Farmer's Market Plaza Renovation Modifications



*For questions, please contact Josh Son  
at 646-3741 or [joshua.son@richmondgov.com](mailto:joshua.son@richmondgov.com)*





# 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

*\* for April 6, 2017 meeting*

Project Name: 17<sup>th</sup> Street Market

Project Address: 100 N. 17<sup>th</sup> Street 23219

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

Alterations to previously approved hardscapes and approval of concrete staining and "leaf" impressions (see attached drawings/details)

### Applicant Information

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

Name: Jannie Welliver Email: jeannie.welliver@richmondgov.com

City Agency: ECD Phone: 646-7322

Address: 1500 E. Main Street

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

Company: City of Richmond Phone: 646-7322

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.

# CITY OF RICHMOND URBAN DESIGN COMMITTEE (UDC)

## MEETING SCHEDULE 2017

UDC Meetings	UDC Submission Deadlines	Anticipated Date of Planning Commission Following the UDC Meeting
December 8, 2016	November 12, 2015*	January 3, 2017
January 5, 2017	December 8, 2016**	January 17, 2017 <sup>1</sup>
February 9, 2017	January 19, 2017	February 21, 2017 <sup>2</sup>
March 9, 2017	February 16, 2017	March 20, 2017
April 6, 2017	March 16, 2017	April 17, 2017
May 4, 2017	April 13, 2017	May 15, 2017
June 8, 2017	May 18, 2017	June 19, 2017
July 6, 2017	June 15, 2017	July 17, 2017
August 10, 2017	July 20, 2017	August 21, 2017 <sup>3</sup>
September 7, 2017	August 17, 2017	September 18, 2017
October 5, 2017	September 14, 2017	October 16, 2017
November 9, 2017	October 19, 2017	November 20, 2017
December 7, 2017	November 9, 2017*	December 18, 2017 <sup>4</sup>

<sup>1</sup> Monday, January 16<sup>th</sup> is a City of Richmond Holiday

<sup>2</sup> Monday, February 20<sup>th</sup> is a City of Richmond Holiday

<sup>3</sup> This August CPC Meeting may be canceled. If so, Planning Commission hearing would be Tuesday, September 5<sup>th</sup>.

<sup>4</sup> This December CPC Meeting may be canceled. If so, Planning Commission hearing would be Tuesday, January 2, 2018.

\* Moved forward to account for Veteran's Day/Thanksgiving Holiday Schedule \*\*

Moved forward to account for Winter Holiday Schedule

The Richmond Urban Design Committee (UDC) is a ten member advisory committee created by City Council in 1968. Its purpose is to advise the City Planning Commission on the design of City projects. The UDC reviews projects for appropriateness in "location, character and extent" and for consistency with the City's Master Plan and forwards recommendations to the Planning Commission. The UDC also advises the Department of Public Works in regards to private encroachments in the public right-of-way.

Regular meetings are scheduled for the Thursday after the first Monday of each month at 10:00 a.m. in the 5<sup>th</sup> floor conference room of City Hall. Special meetings are scheduled as needed.

For additional information, please contact the Planning and Preservation Division staff at (804) 646-3741 or [joshua.son@richmondgov.com](mailto:joshua.son@richmondgov.com).

## **Resubmission of the 17<sup>th</sup> St. Market Plaza Renovations for April 2017 UDC Meeting:**

The project was bid in late Spring 2016 and the bid opening in June 2016 revealed the project was too costly and funding could not support the bid amounts. The project was value engineered and rebid in late 2016. The value engineering was focused on the follow design tweaks.

### **1. Removal of the granite banding/cart paths, introduce brick band/bikeway:**

The cost of the constructability of the cobblestone streets, curbing and cobblestone restoration (the granite cart paths have been removed allowing less costly installation of the pavers, reducing the fields from 6 bands of cobblestones, to two bands of cobblestones. This will also insure that the cobblestones are set in arcs, not linear rows. It is very difficult to achieve the arc pattern of the existing durex pavers when the masons must lay them in three separate fields/north to south bands of cobblestones on each street. We believe this is an improvement in the design as well as a cost reduction).

Change “bike lane” from granite to brick pavers in 17<sup>th</sup> St. northbound (easternmost 17<sup>th</sup> St. in front of Sweet Teas and LuLu’s)

### **2. Change granite curbs to granite pavers (same dimensions on the top plane)**

The reset granite curb line is expensive and often an abandoned detail. Contractors typically buy new granite curb in lieu of resetting odd formations of existing curbing to achieve the same result. In the case of the redesign of the 17<sup>th</sup> St. Market Square, the curb line has been changed from deep curbing to shallow granite pavers that from the top plane will read as the original curb line. The “curb” has been eliminated in regards to functionality. Drainage is achieved through trench drains in the center field of the road. Since the granite bands are not visible on their side elevations and the new Plaza is “flush” – the curbs were changed to bands.

### **3. Change plaza material from granite (poured granite) pavers to concrete with oak leaf imprinted into the concrete field.**

The cost of the pavement proposed for the internal 17<sup>th</sup> St. Market Square (changed from poured granite pavers to brushed concrete with oak leaf imprints at the base of the 22 trees)

4. **Granite (poured granite) field surrounds SOD in the drawings.** SOD is a placeholder for the original Fountain. Fountain to be installed as originally shown (request confirmation from Tim Hamnett, Baskervill Architects).

The changes from the previous submission are captured in **RED** below:

**PREVIOUS SUBMISSION (REVISIONS IN RED FOR RESUBMISSION 1.19.2017)**

**17<sup>th</sup> St. Market – Public Square – FINAL Design Submission:**

Purpose of the Project & Background:

To fulfill the Shockoe Bottom Revitalization Strategy to develop the 17<sup>th</sup> St. Market into an improved open public space that will accommodate markets, special events and day to day program and remove the existing sheds to open the space to flexible programming. (no change)

Project Budget and Funding Sources:

CIP Budget Shockoe Revitalization Implementation Strategy Proj. 500407 Award 101767 **AND Main Street Station Multimodal Transportation Center – bike connector to the Virginia Capital Trail includes this market square)**

Funding allocated: \$3,564,000 **plus \$700,000 from the Main Street Station project, \$4,264,000**

Funding available: **\$3,764,000**

Construction Project: \$3,400,000 million (additional costs: A/E, soft costs, permits, utility work) **(increase from \$3,000,000 due to increase in cobblestone rehabilitation costs and the fact the city does not have stockpiles of dux cobblestones in inventory any longer.)**

Construction Program and start date:

Bid: April 2016

Rebid Fall of 2016

Award Contract/Construction Mobilization: June 2016

Award December 2016/Construction Mobilization 2017

New Market Plaza Grand ReOpening late summer 2017

Surrounding Area:

Shockoe Bottom neighborhood, Main St. Station, Slave Trail, Multimodal Transportation Hub, future BRT stops, Canal Walk, Capital Bike Trail, CBD

Response to UDC No. 2014-25 Planning Commission Action Summary from July 21, 2014 (see attached):

Many of the issues itemized in the list are incorporated into design changes represented in the submitted plans for this application: 3, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and part of 17. Others are addressed as follows:

1. Zoning Codes:

We have had meetings with the Zoning Officials including Chuck Davidson and Lory Markham to insure that restricting vehicular traffic along 17<sup>th</sup> during non delivery times is compliant with zoning and they concur that it is. We will not close the ROW and sell off the street.

2. Street closures to vehicular traffic:

We are working with the merchants and building owners along both 17<sup>th</sup> Sts. to determine delivery schedules and to determine the schedule requiring closing the streets temporarily to vehicular traffic to accommodate outdoor dining, etc. Once those time frames are determined, we will follow the proper procedures and actions required. We are also finalizing traffic studies to support our street “closure” approach developed with the merchants and building owners.

3. Final plans more physically represent the history of the street:

We believe the plans reflect this desire.

The trees that were shown in the former street bed, have been removed from the former street bed. The new curb alignment of the streets remain in the same place as the historic street so the historic street reads as the same location. The curbs will be granite curb and historic curb reused where possible. The original cobblestones will be reset when the road bed is lifted flush with the square and sidewalks and the areas of cobblestone infill will be with matching material. The linear road cobblestones will be rectilinear cobblestones matching those found in the alleys of Shockoe Bottom. To emphasize: The road bed in this final design has been raised to be a “flush” continuous and uninterrupted plane from east façade edge to west façade edge. The new “streets” are similar to many streets seen in Europe where there is not a raised curb line delineation. The road beds are tapered into a trench drain system, the storm drainage drains along the centerline of the new “streets”.

ACCESS to the streets will be from Franklin St. Bollards also exist at the Franklin St. street entrances.

A parking valet program (customers will pay for the valet service) will be offered at the Main St. end of the square. There will not be a curb cut for this service, it will be a offered as a curbside service.

4. How many off street parking spaces lost and measures to mitigate loss: 23 spaces lost, the City returned the lot just north of the Market to public use. The sand lot and the Main St. Station lot at Crane and Ambler will become public parking as well (see public parking diagram showing Lots A – E).

5.The City, the SBNA and residents have agreed to Commercial Collection in the immediate area. (see photos).

#### Design Standards:

The City will provide the vendor tents and the outdoor dining regulations will follow the existing ordinance for outdoor dining. Design standards will be set.

- Regulation of vehicular access & bollard placement, waiting to close streets. We are entering into final negotiations with future Market Management. The Market Operation and Management team will manage the bollard operations. We are requesting the **design's** final approval. We will pursue the specified closure regulation required to enforce traffic prohibition along the path that request requires. The idea is to restrict public vehicular traffic and access these streets from Franklin St. only for deliveries only, however, emergency vehicles will have access too (fire trucks can also access the center of the square if necessary). Times that the streets allow for deliveries will be set with the property owners and merchants along the square.

Dominion power and transformers will remain on poles:

Dominion has changed course on this over the past few years. **Their final directive is that they will not allow undergrounding the transformers in the floodplain. Therefore,** we have had many meetings with them to see if we can aesthetically improve the overhead lines, poles and overhead infrastructure. The video and plans showing the improved aesthetics but keeping Dominion power lines and transformers OVERHEAD was presented and highlighted (no undergrounding) at our last Community Engagement Public Meeting held at Main St. Station on Feb. 13, 2016. The SBNA is aware, the Historic Shockoe Partnership is aware, etc. On a Dominion Pole or other telephone type pole carrying dry utilities, Verizon and Comcast are typically always the lowest set on the pole, Dominion is set highest. We plan to bury Verizon and Comcast. Dominion is striving to reduce a couple of poles and replace the poles with black fluted fiberglass poles, we recommended black poles to match the black city standard streetlights. **Dominion will be installing the black fluted poles.**



## Utilities

Utility companies choose Bedford's fiberglass reinforced plastic because it's one of the most durable options available. It's exceptionally strong yet lightweight. It's nonconductive. And it stands up to the elements without rotting, rusting, corroding or leaching harmful chemicals.

### Applications

Bedford has produced a broad range of fiberglass pultrusions including FRP cable tray and cable tray components, ladder rails, transit installations, electrical enclosure units, communication tower component parts, and cross arms for new or existing utility poles, as well as many components for the power plant and telecommunication industries.

### Advantages

- **Light weight, high strength** — easier to transport and install with standard tools
- **Corrosion resistant** — won't rot, rust or warp and absorbs little moisture
- **Long-lasting** — lower lifetime cost than traditional building materials
- **Dimensional stability** — no shrinking or swelling
- **Safety** — FRP is non-conductive, and non-slip surfaces are available
- **Low maintenance** — molded-through color does not require painting



### Utility Poles

Bedford manufactures fiberglass reinforced plastic utility poles, providing a lightweight, environmentally friendly alternative to treated wood poles.

### Public Bathrooms now eliminated from proposed plan:

The bathrooms were removed from the formerly presented conceptual plan due to negative comments received from the stakeholders and to open up the space. Additional public restrooms serving Shockoe Bottom will be provided at the Main St. Station which opens in the Spring of 2017.

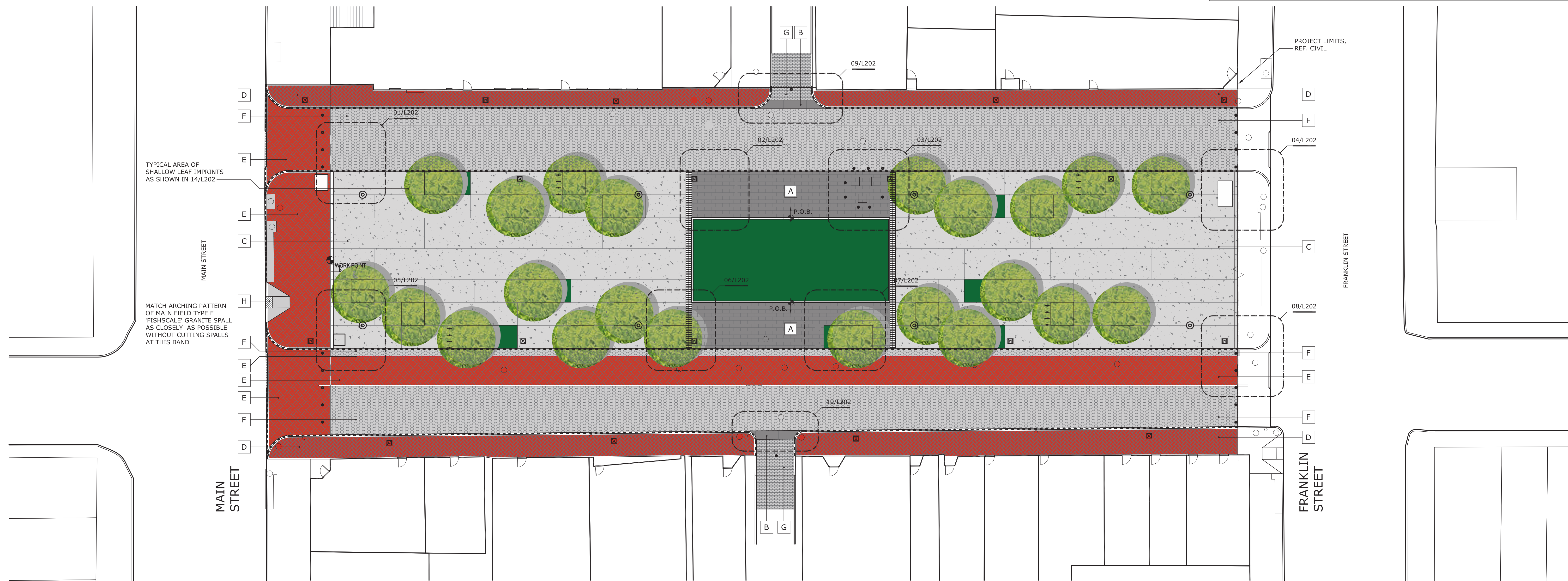
The City issued an RFP for the Future Operations and Management of the Market. The City is in the negotiation stage of this selection process.

Connectivity Plan: attached

The storm drainage plan utilizes the storm water infrastructure in place and ties into the existing infrastructure using trench drains in the streets (see plans).

LEGEND			
A		PRESSED PAVER (15"W x 30"L x 4"D)	11/L202 01/L703 2,100 SF
B		GRANITE PAVER CART PATH (36"W x 48"L x 4"D)	12/L202 120 SF
C		CONCRETE (BROOM-FINISHED, 8" THICK)	14/L202 REF. CIVIL 13,000 SF
D		BRICK SIDEWALK CITY STANDARD (4"W x 8"L x 2 1/4"D)	13/L202 06/L703 4,350 SF
E		BRICK PAVER (DRIVEABLE) CITY STANDARD (4"W x 8"L x 2 3/4"D)	13/L202 05/L703 5,450 SF
F		'FISHSCALE' GRANITE SPALLS REUSE EXISTING AND MATCH SHOCKOE SLIP PATTERN	15/L202 03/L703 12,350 SF
G		'WALNUT ALLEY' COBBLES REUSE EXISTING AND MATCH	475 SF
H		DETECTABLE WARNING SURFACE AT ADA CURB RAMPS	10 SF
		FLUSH GRANITE BAND (12"W x 24"L x 4"D)	11/L703 250 LF
		FLUSH GRANITE BAND	1,300 LF (STRAIGHT) 90 LF (CURVED)
		RAISED GRANITE CURB REUSE EXISTING AND MATCH	19/L703 100 LF
		ANGLED GRANITE CURB	20/L703 45 LF

NOTES:  
1. CONTRACTOR TO COORDINATE 'X' SF OF 1/2" THICKNESS TYPE A PAVER PAVING TO BE INSET AT VAULT ACCESS HATCHES.



TYPICAL AREA OF SHALLOW LEAF IMPRINTS AS SHOWN IN 14/L202

MATCH ARCHING PATTERN OF MAIN FIELD TYPE F 'FISHSCALE' GRANITE SPALL AS CLOSELY AS POSSIBLE WITHOUT CUTTING SPALLS AT THIS BAND

**01 PAVING PLAN**  
SCALE: 1/16"=1'-0"



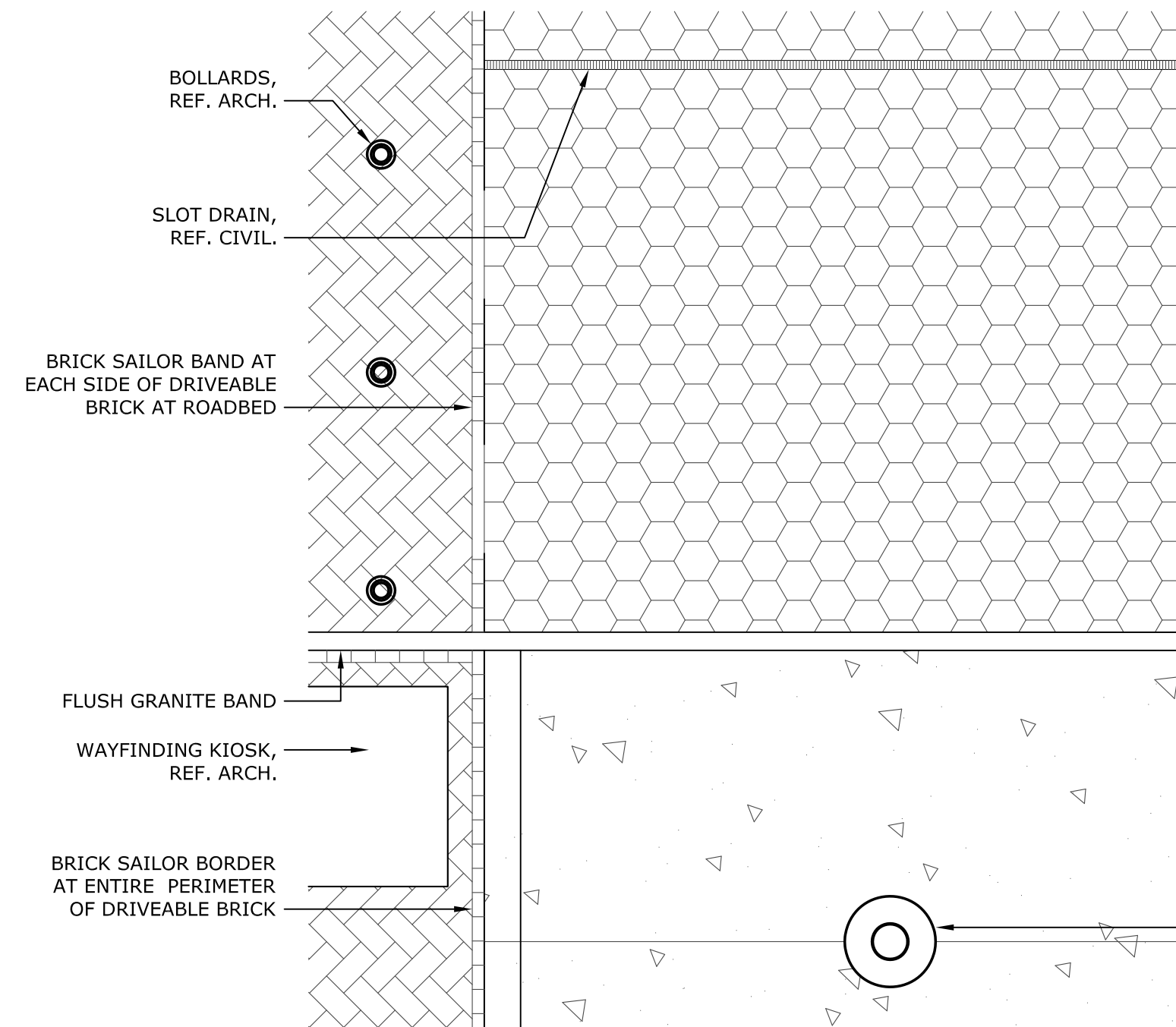
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100% BID SET**

1 7/21/2016 ADDENDUM 1

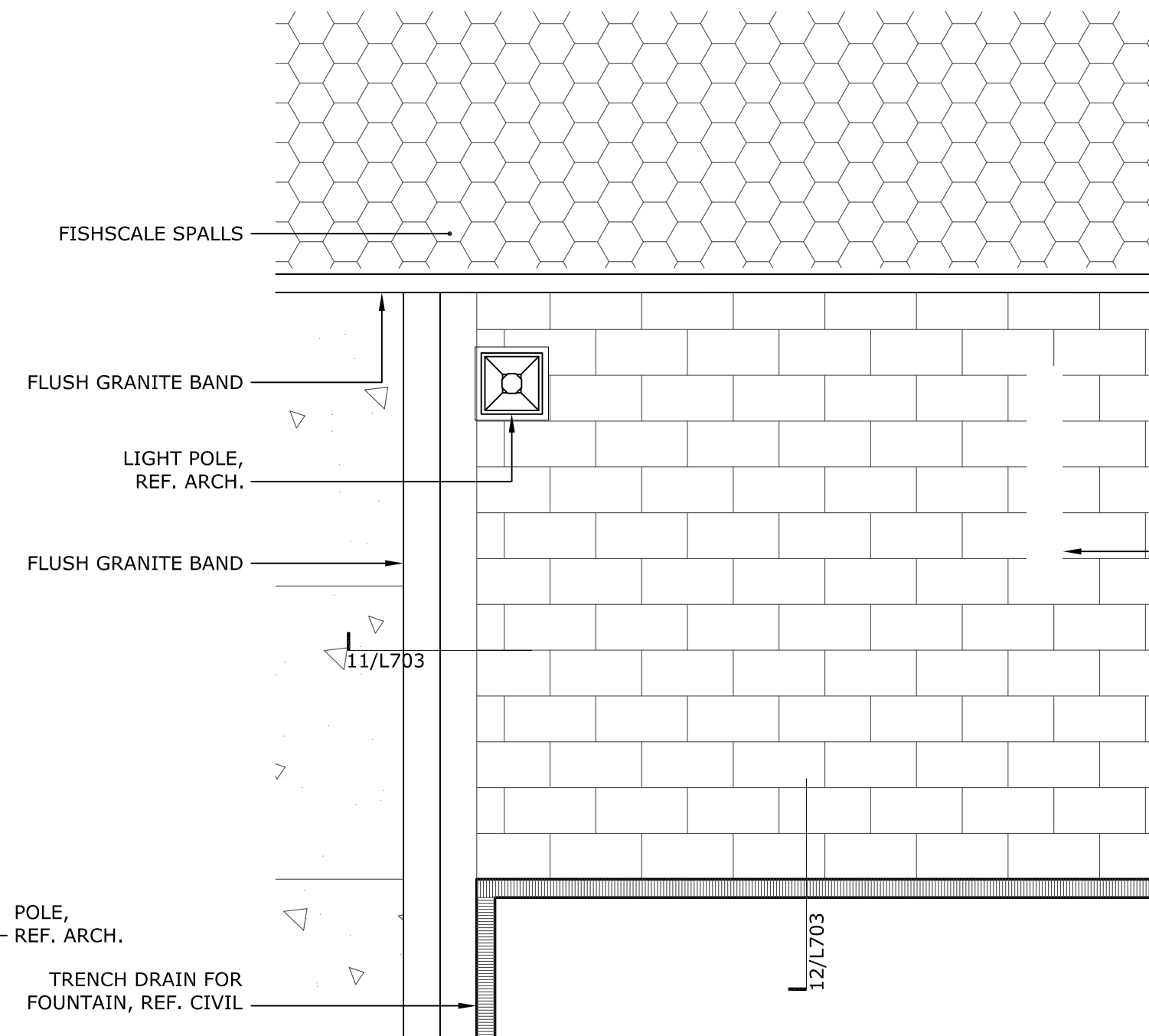
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DRAWING NO.  
**L201**

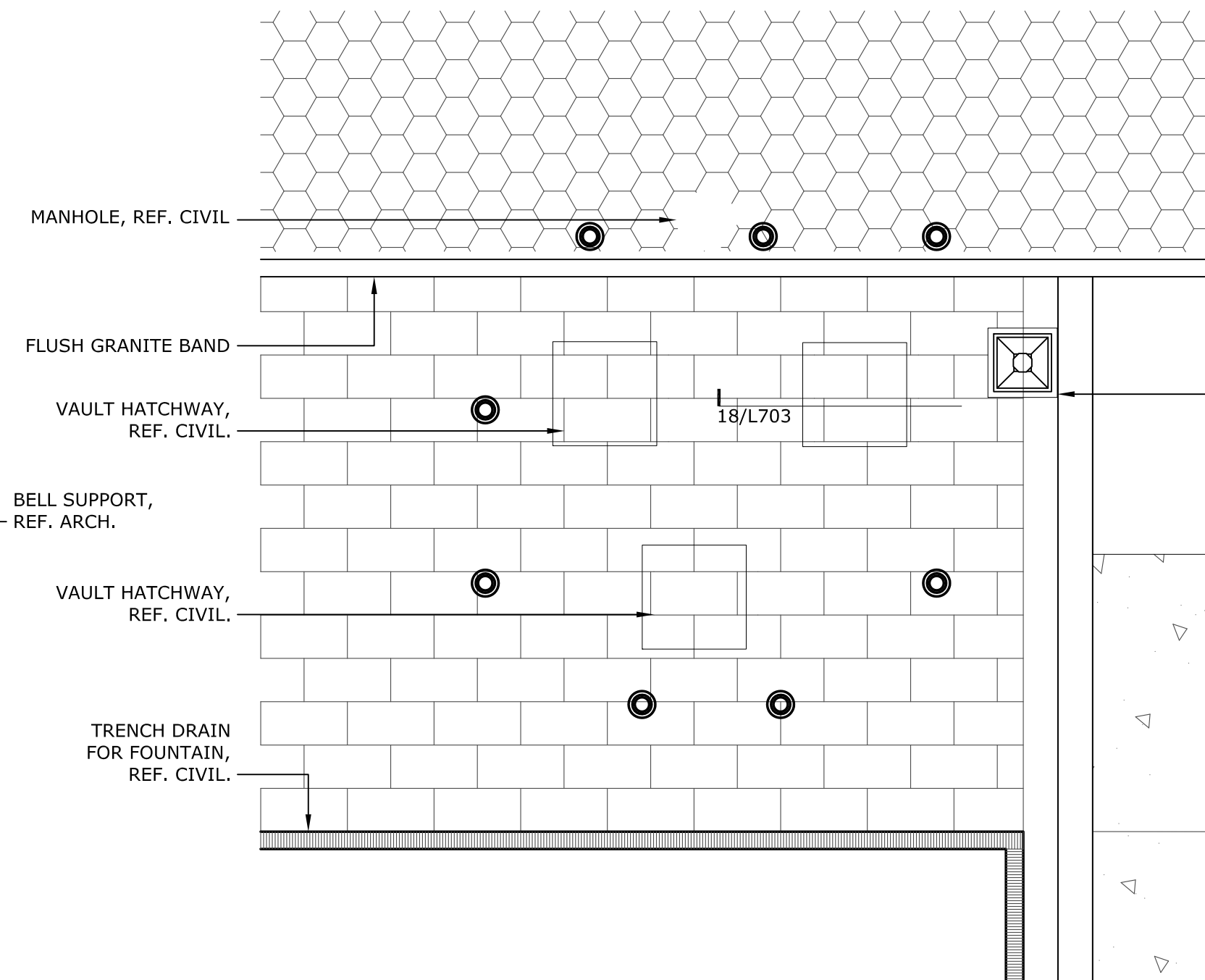
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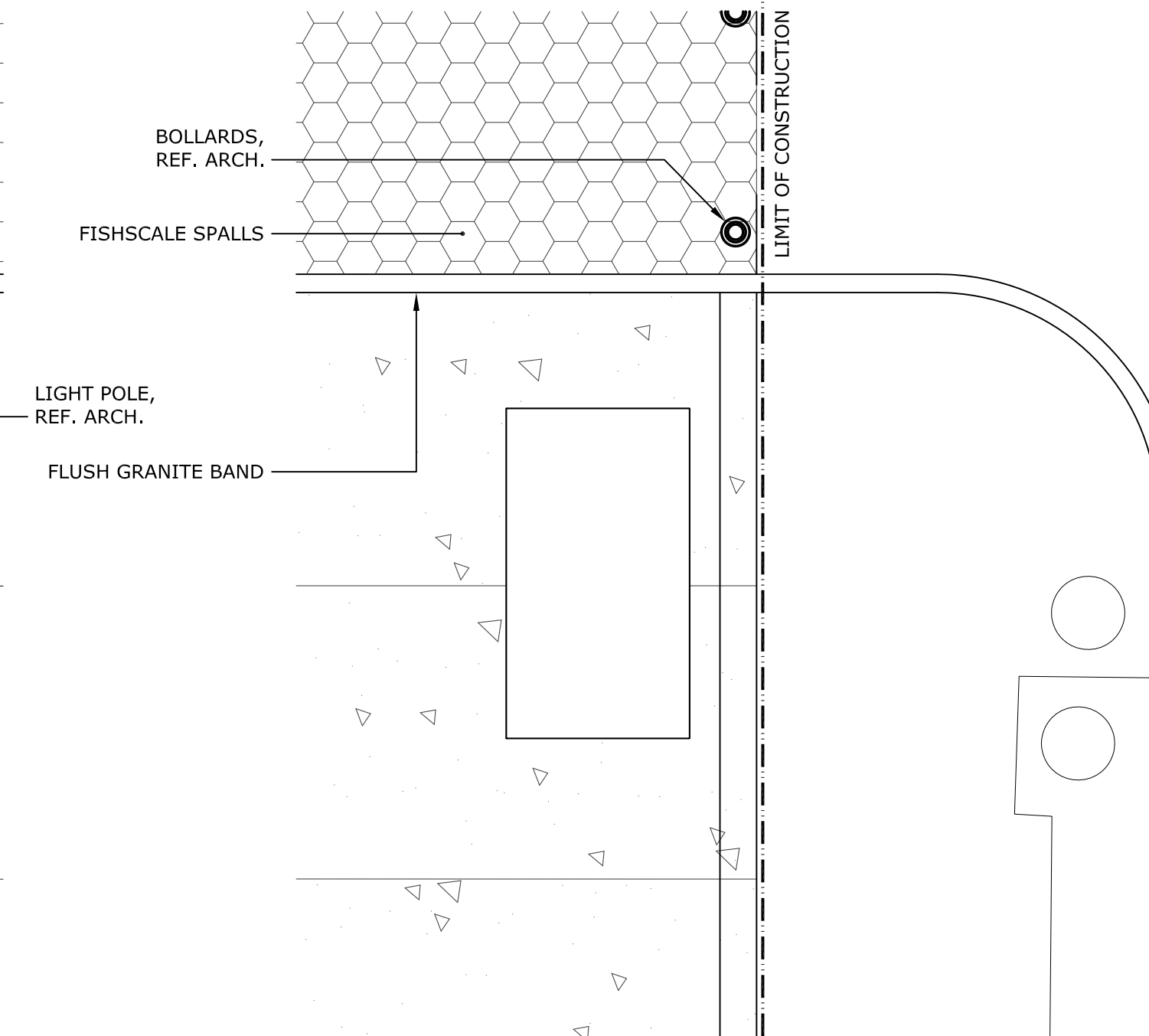
01 PAVING PLAN  
SCALE: 1/4"=1'-0"



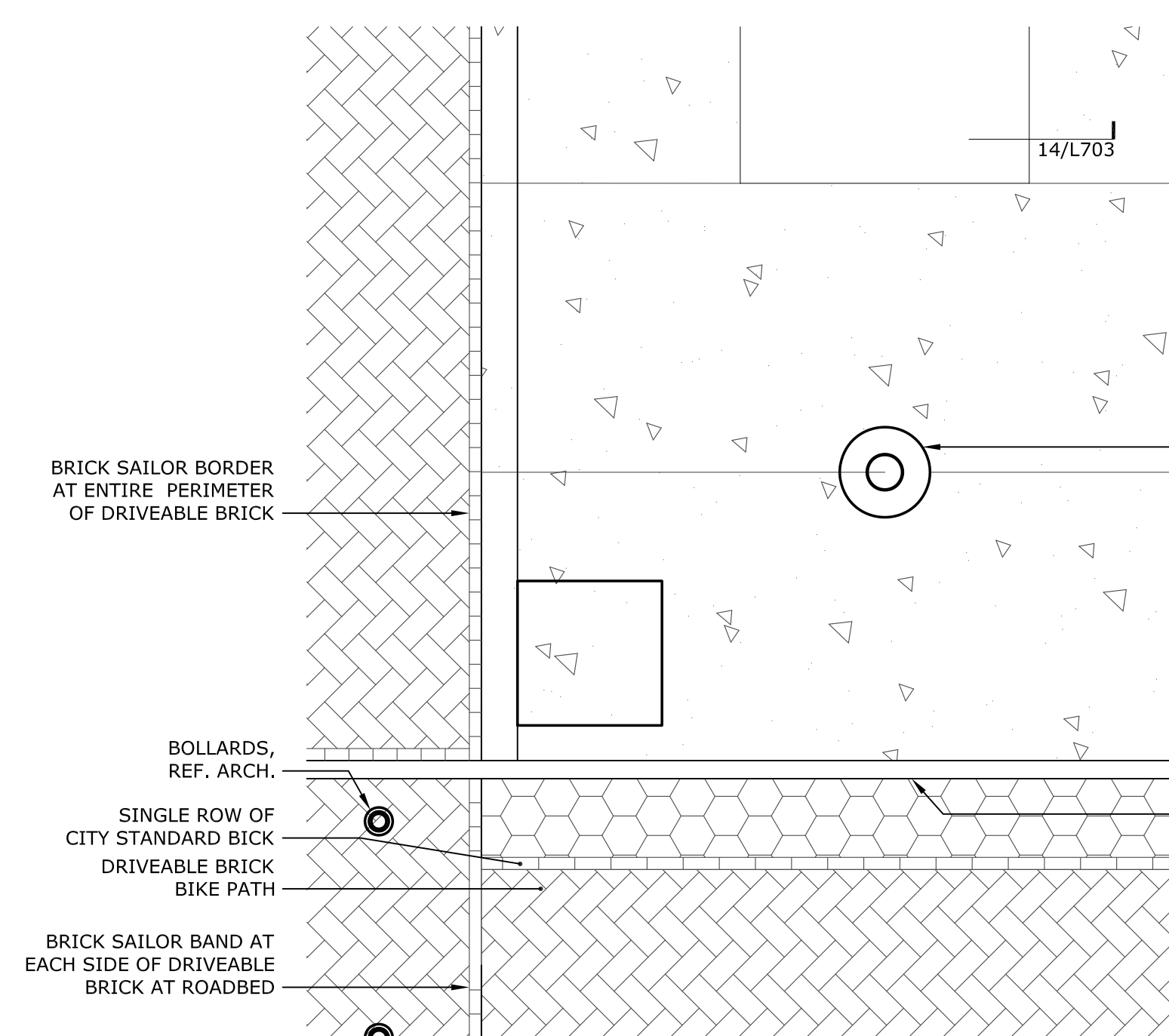
02 PAVING PLAN  
SCALE: 1/4"=1'-0"



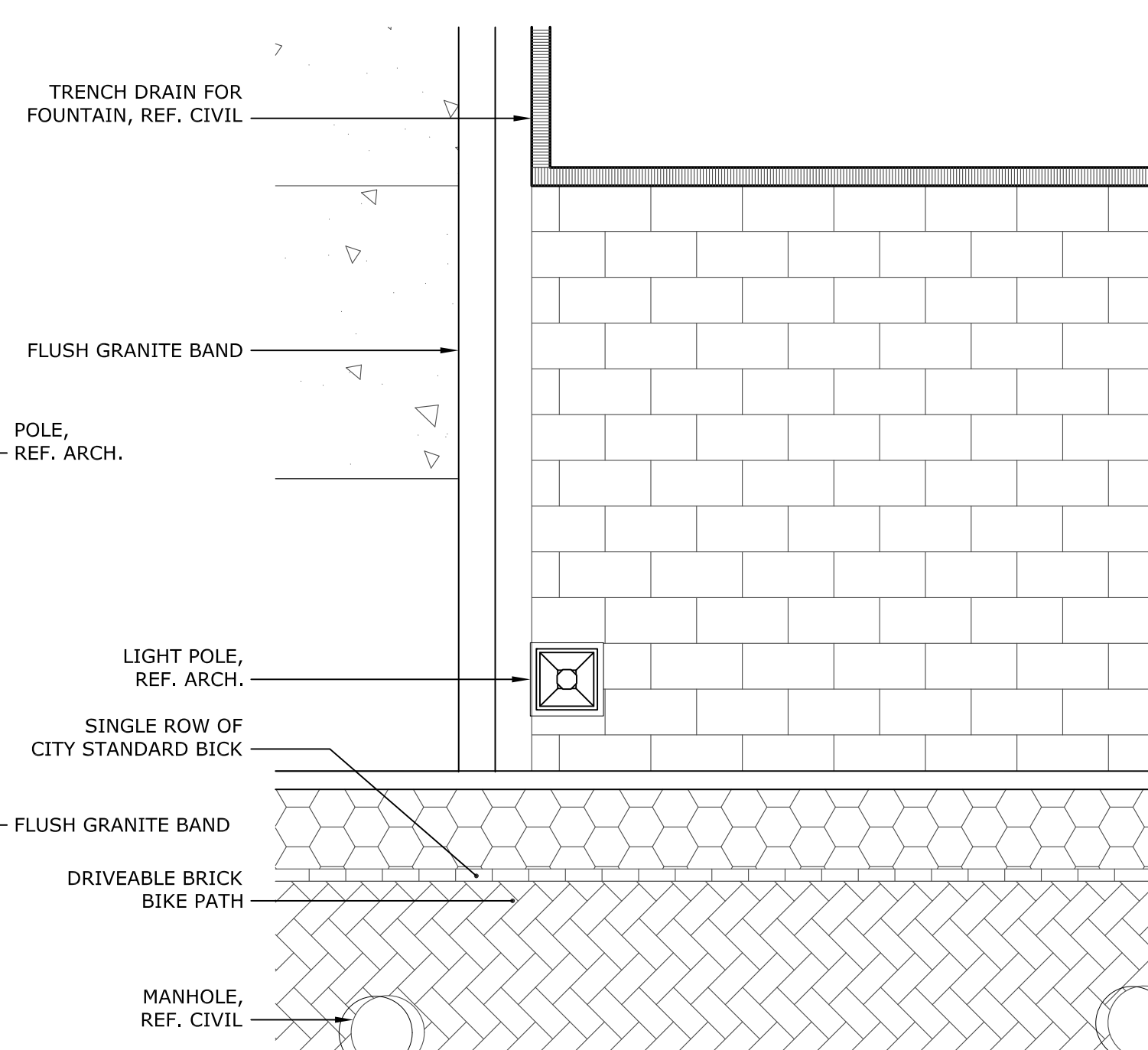
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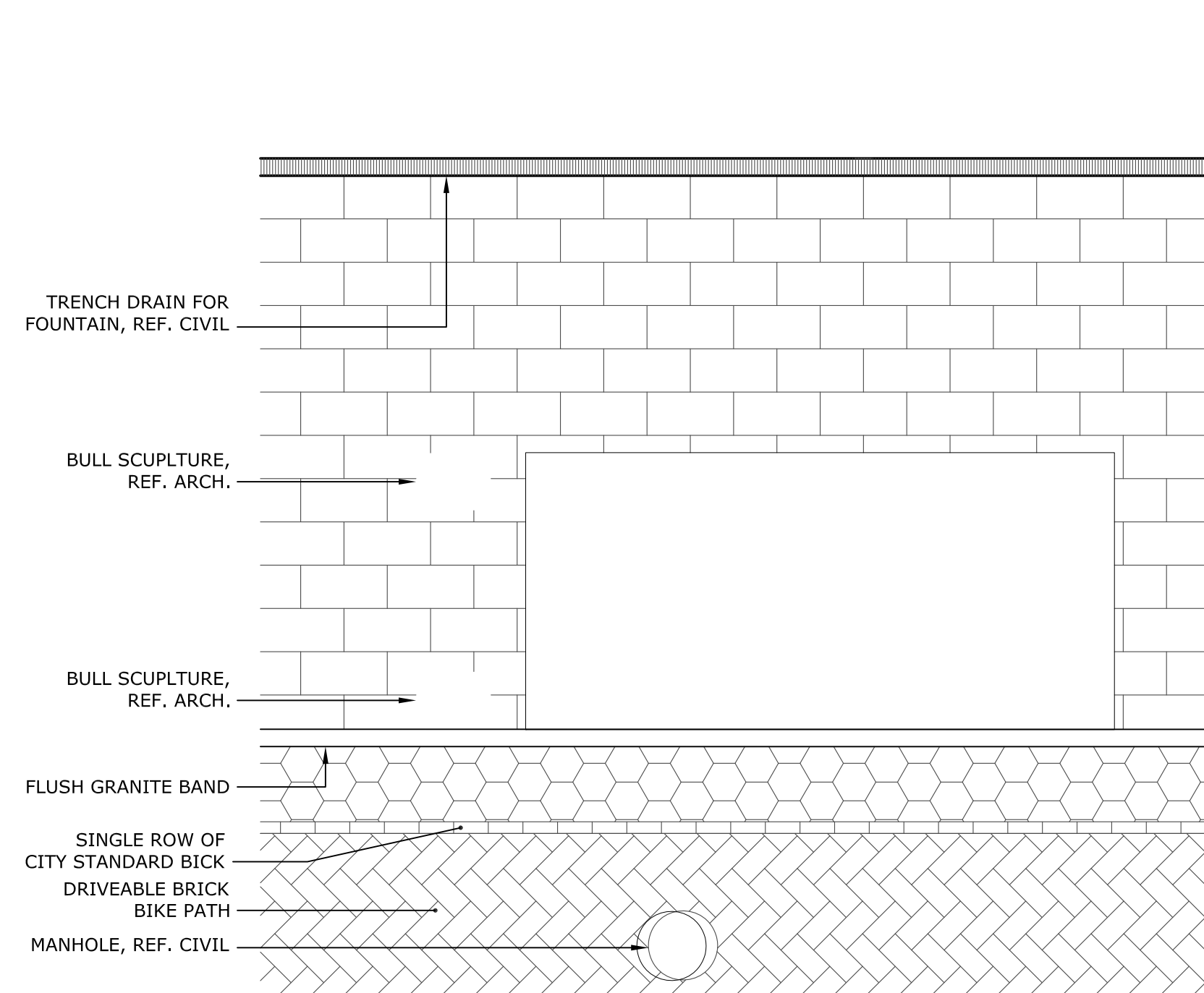
04 PAVING PLAN  
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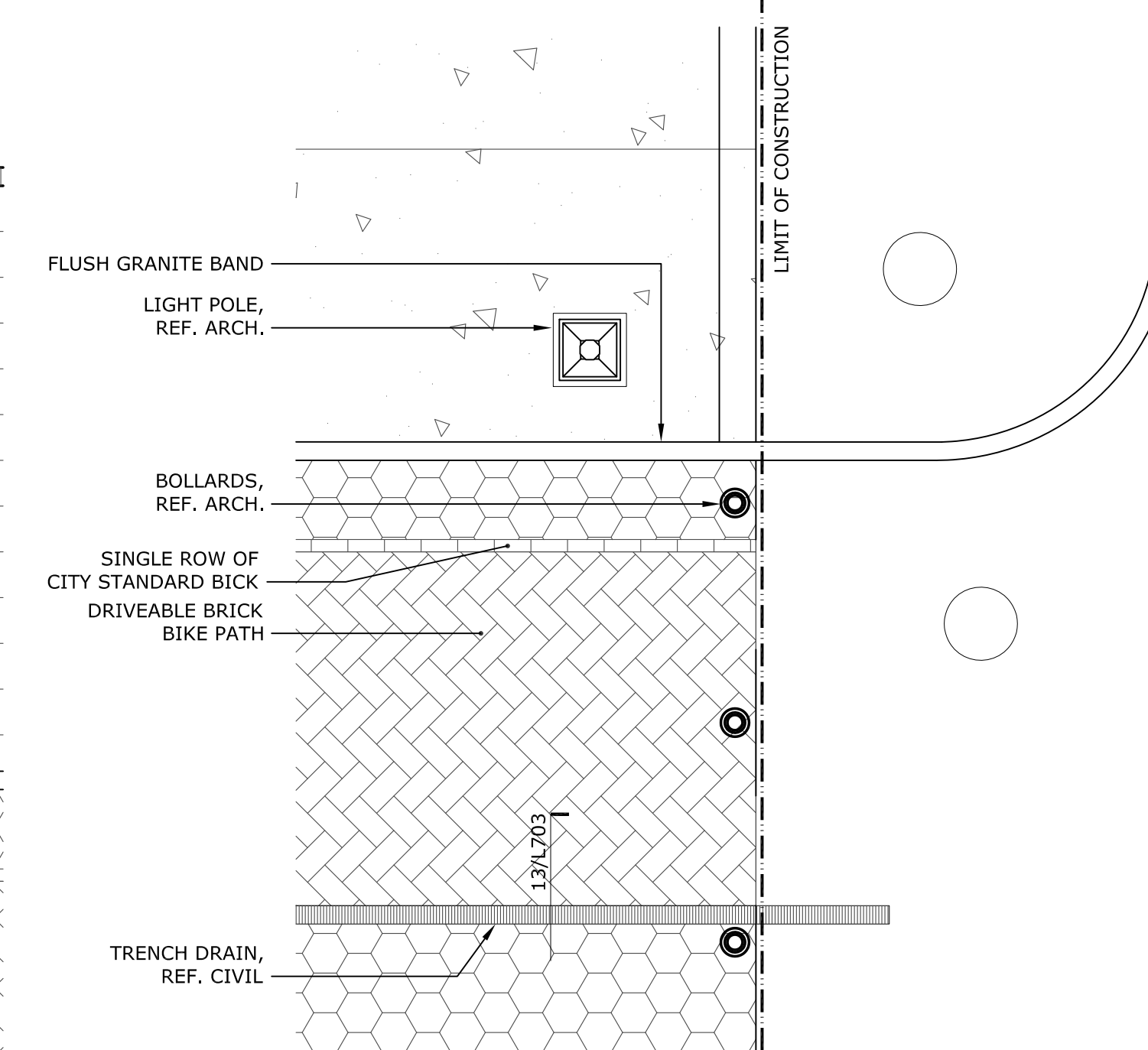
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SCALE: 1/4"=1'-0"



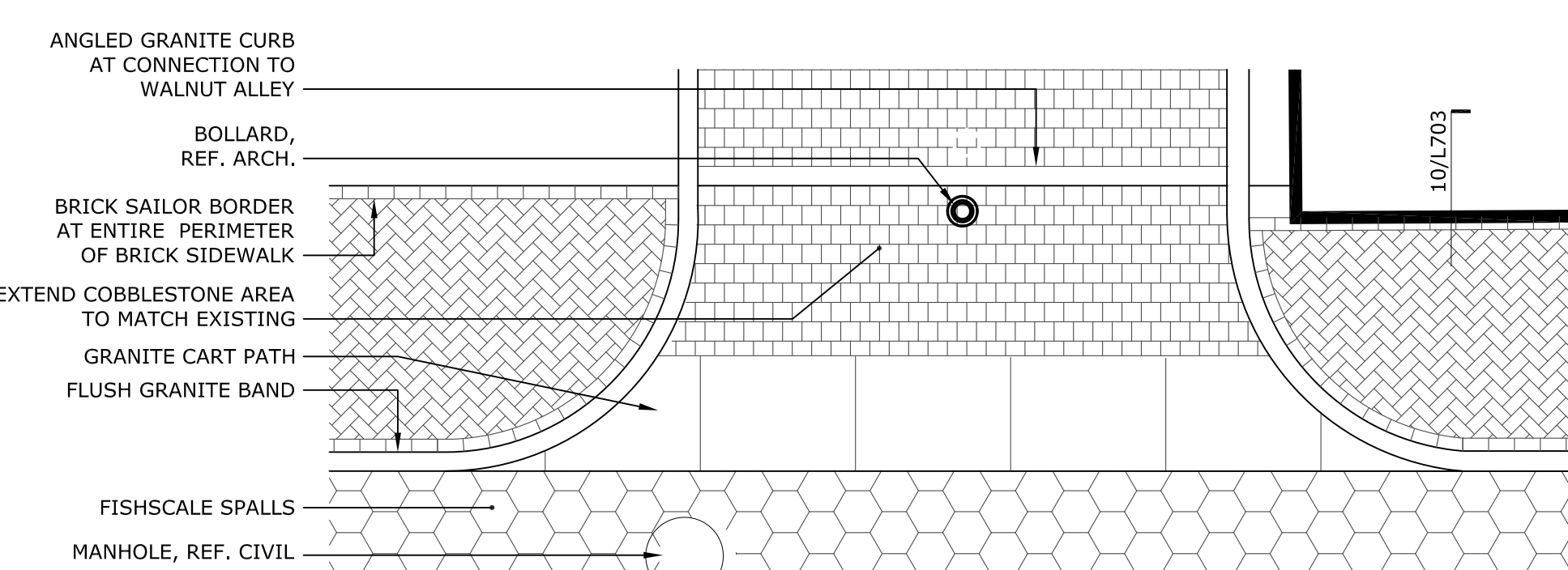
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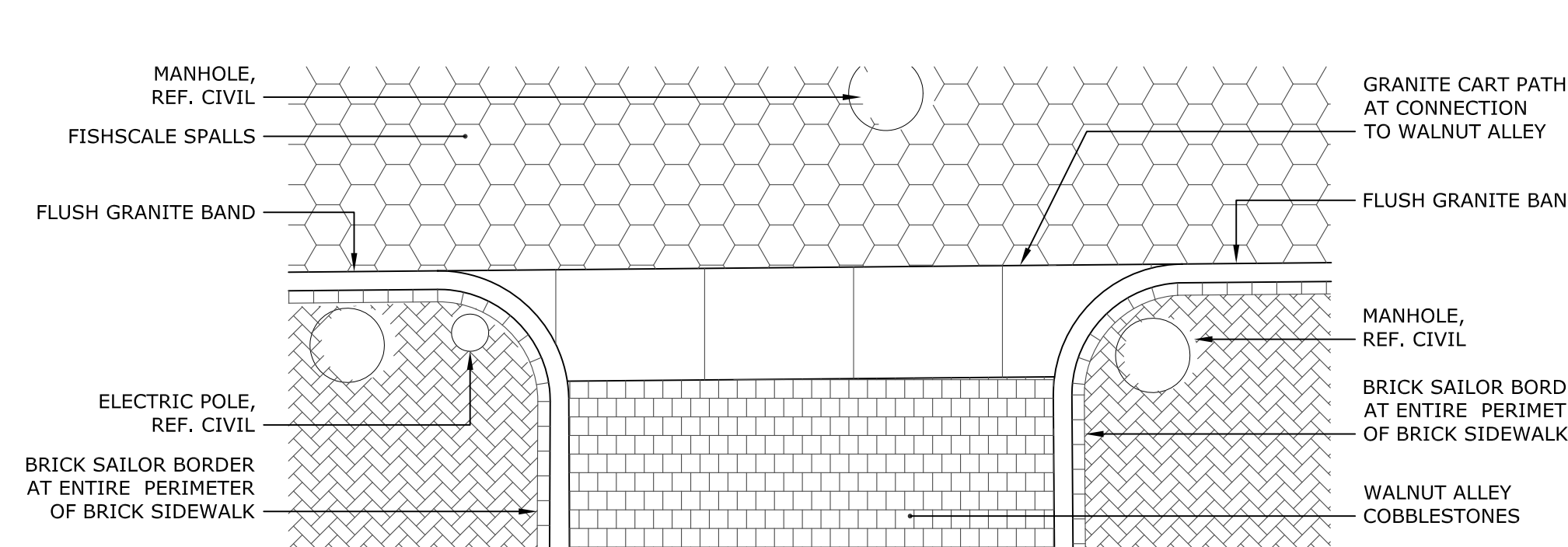
07 PAVING PLAN  
SCALE: 1/4"=1'-0"



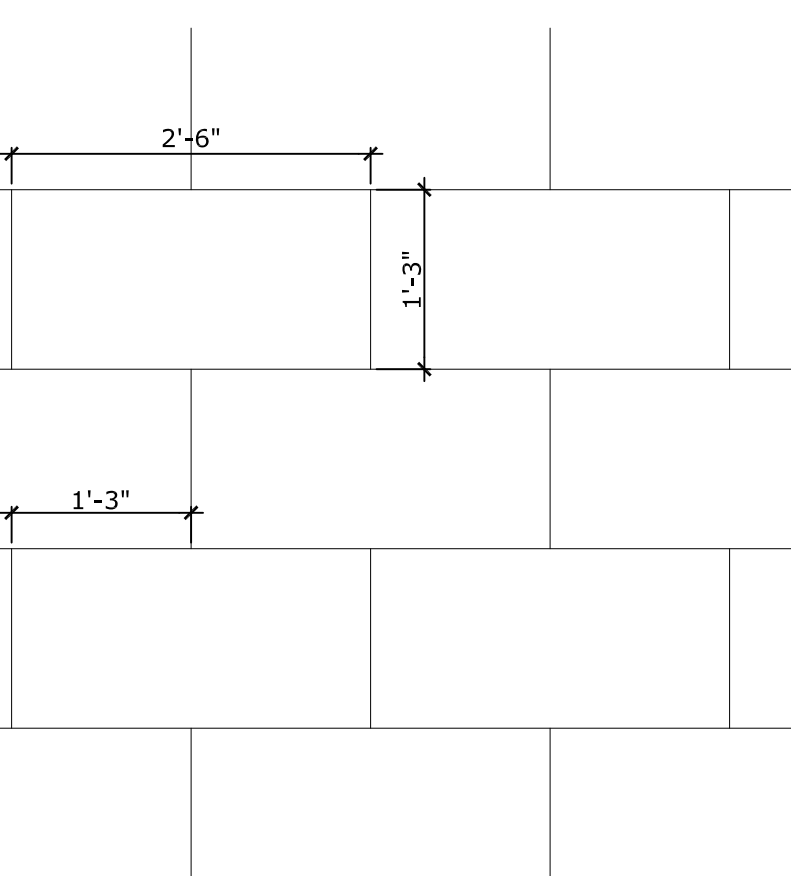
08 PAVING PLAN  
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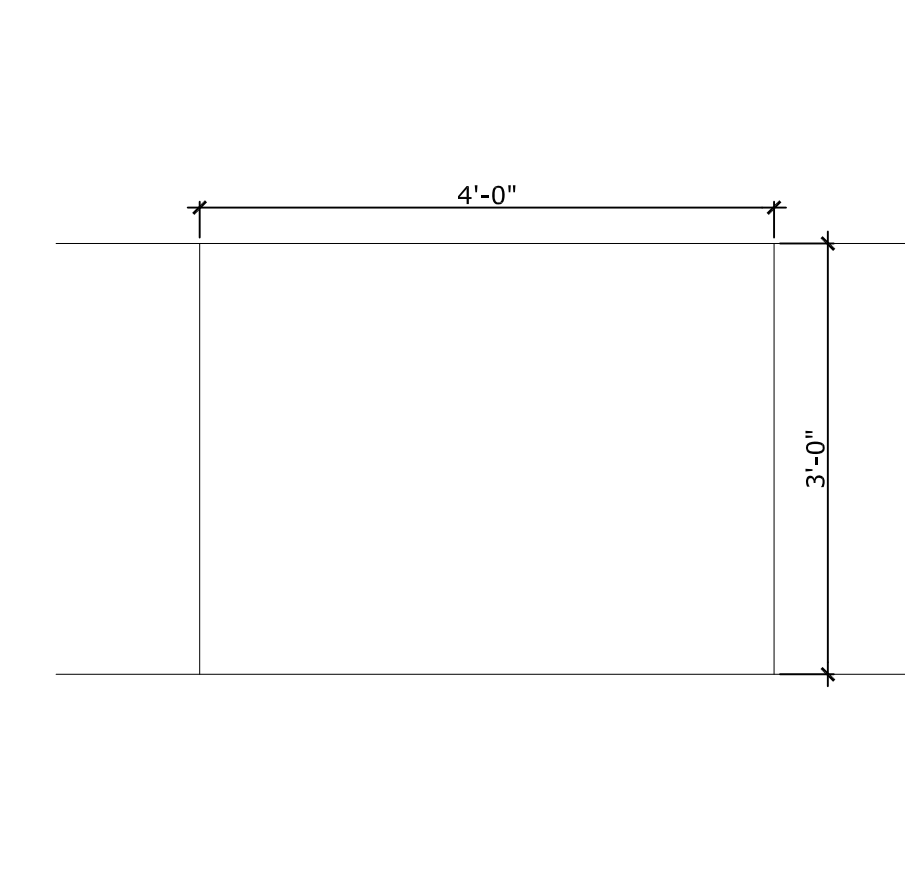
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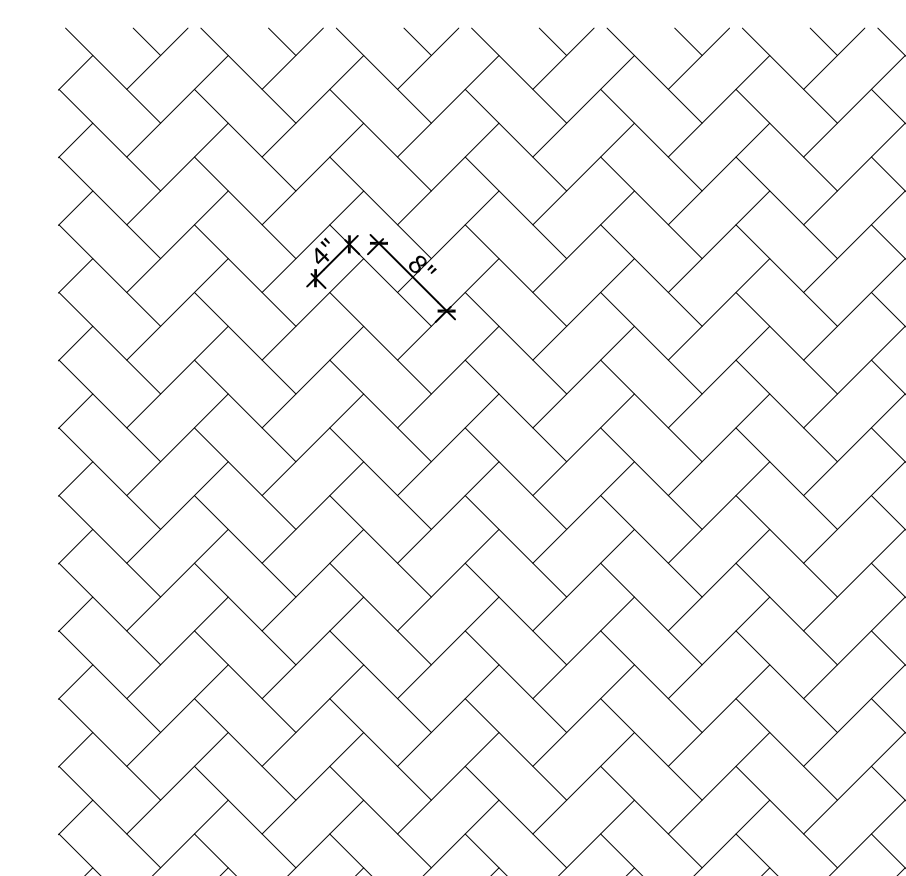
10 PAVING PLAN  
SCALE: 1/4"=1'-0"



11 PAVER TYPE A - PATTERN  
SCALE: 3/4"=1'-0"



12 GRANITE TYPE B - PATTERN  
SCALE: 3/4"=1'-0"

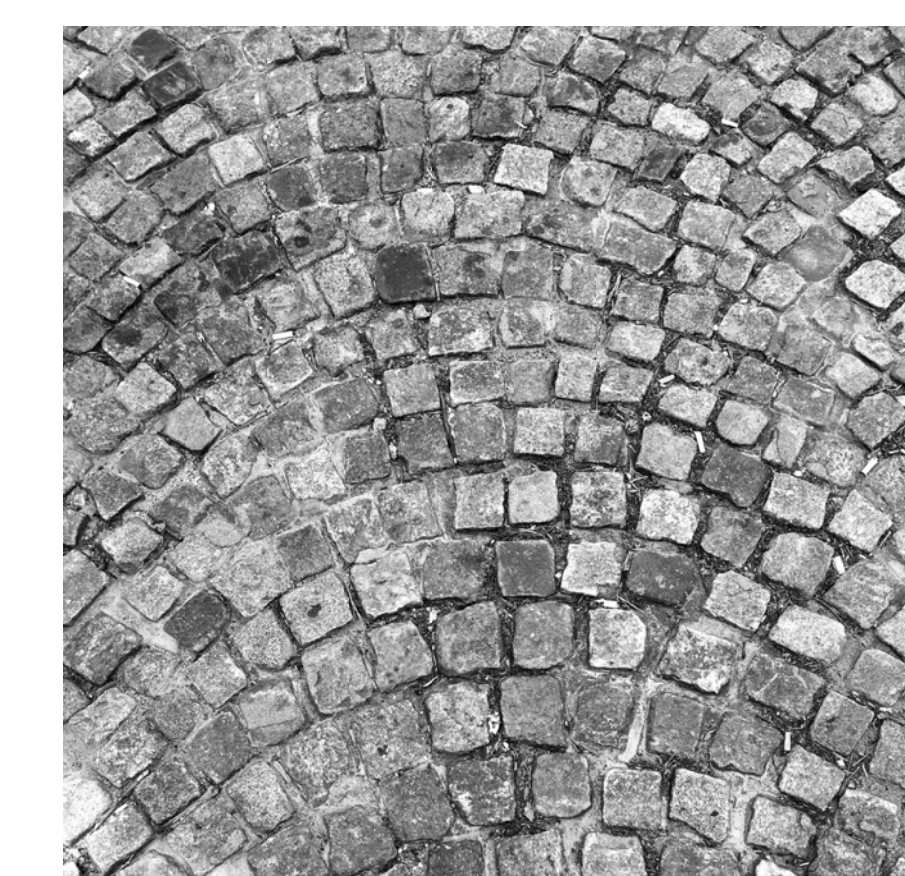


13 BRICK PAVER - PATTERN  
SCALE: 3/4"=1'-0"



14 CONCRETE - PATTERN  
SCALE: NTS

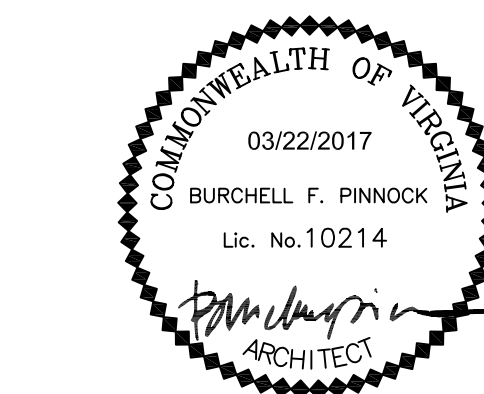
NOTE:  
PATTERN TO MATCH EXISTING FISHSCALE SPALL PATTERN FOUND AT SHOCKOE SLIP. PHOTOS ARE FOR REFERENCE ONLY. CONTRACTOR TO VERIFY LAYOUT AND DIMENSIONS AND PROVIDE MOCKUP FOR APPROVAL.



15 FISHSCALE SPALL - PATTERN  
SCALE: NTS

NOTE:  
HONEYCOMB HATCH IN ROADBED DENOTES FISHSCALE GRANITE SPALLS. SEE 15/L202 FOR ACTUAL PATTERN.  
PEDESTRIAN ONLY BRICK SIDEWALK PAVER HATCH SHOWN AT 1:1 SCALE. DRIVEABLE BRICK PAVER HATCH SHOWN AT 2:1 SCALE TO SHOW CONTRAST FOR REPRESENTATION PURPOSES ONLY. SEE LEGEND ON L201 AND L3/L202 FOR ACTUAL SIZES AND PATTERNS.

NOTE:  
APPROXIMATELY 400 SHALLOW IMPRESSIONS WITH CUSTOM STAMPS. PLACEMENTS TBD, NEAR TREE WELLS. CORRESPONDING WITH LEAF TYPE (THREE SPECIES). CONTRACTOR TO PROVIDE MOCKUP OF CONCRETE TEXTURE AND STAMP FOR APPROVAL.



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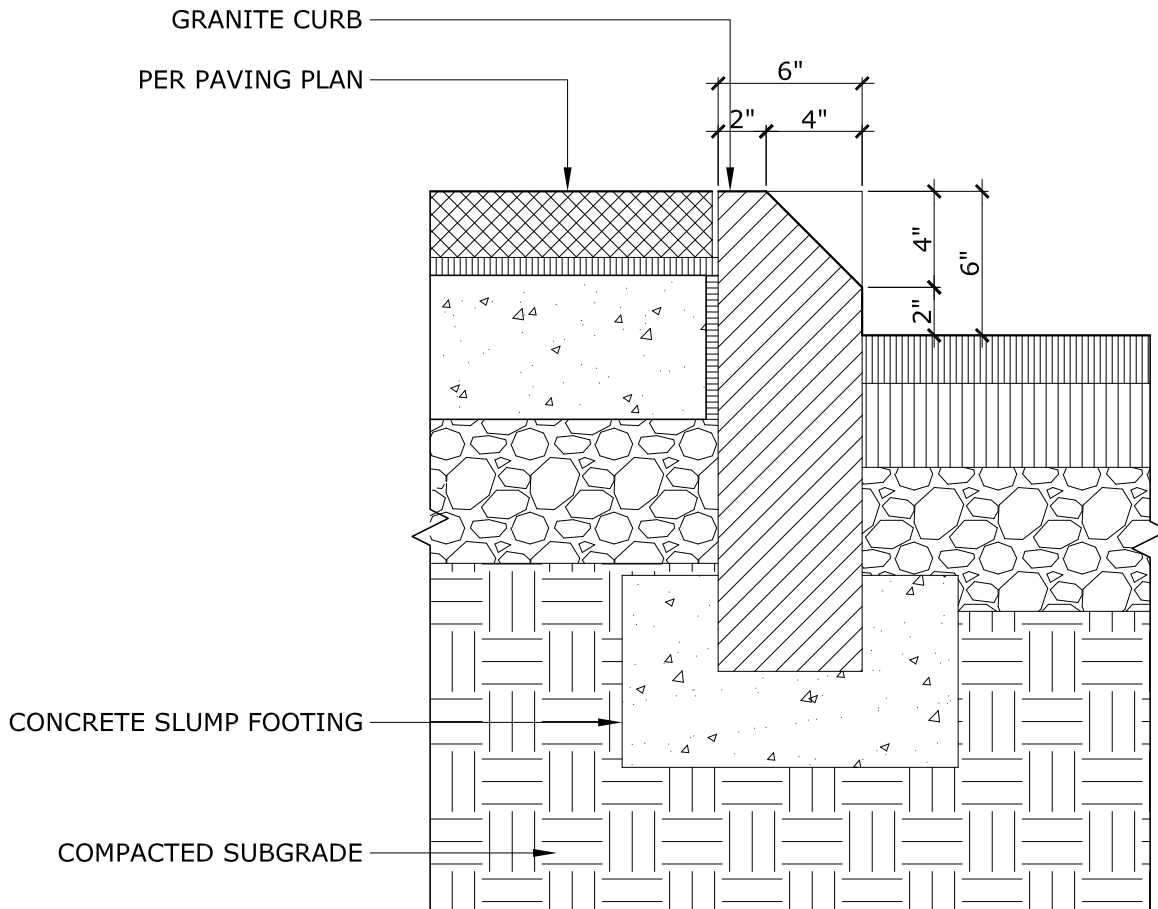
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1 7/21/2016 ADDENDUM 1

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ENLARGEMENTS

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L202

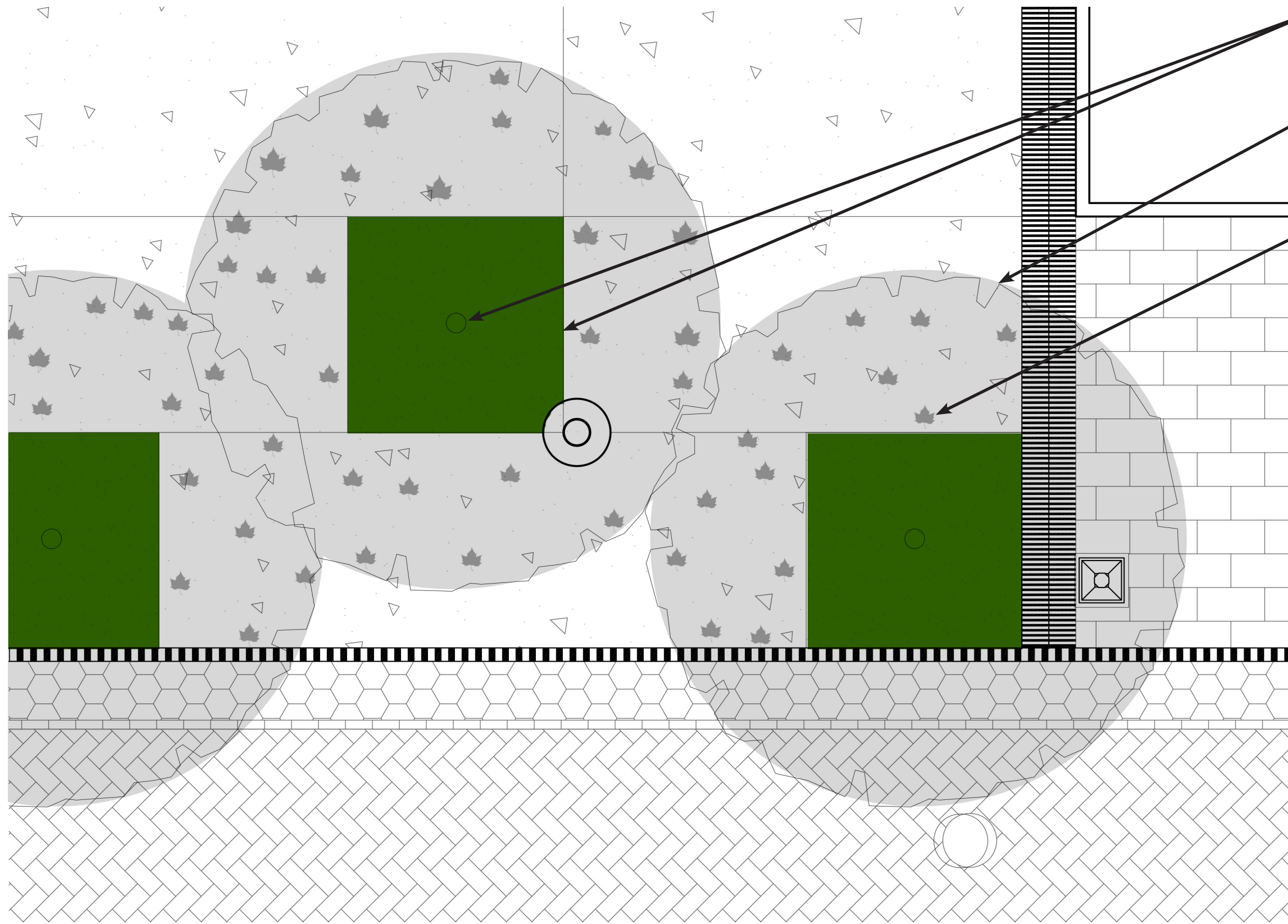
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# 20 ANGLED GRANITE CURB

SCALE: 1 1/2"=1'-0"

Detail 20/A703 from 10/17/16 Permit Set



PLANTING BED AND TREE

TREE DRIP LINE

SHALLOW LEAF IMPRINTS IN  
RANDOM PATTERN BENEATH  
DRIP LINE, TYPICAL.

