

City of Richmond Department of Planning & Development Review

Location, Character, and Extent

LOCATION: 1500 Brander Street

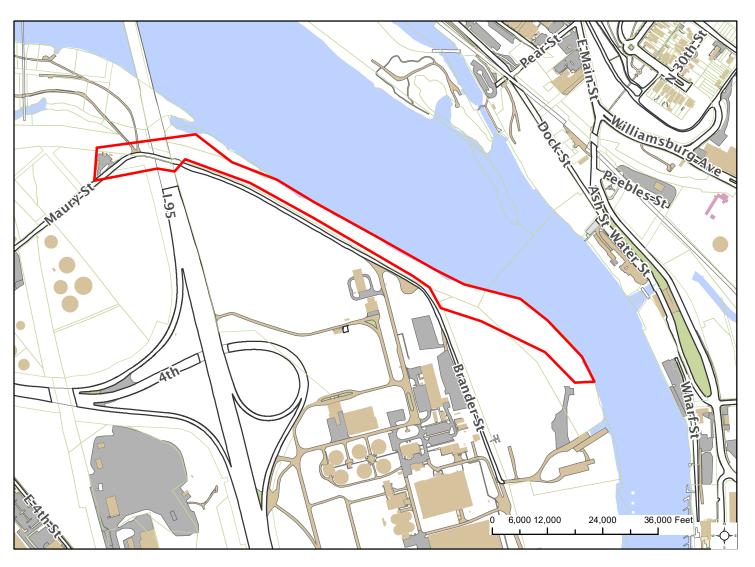
COUNCIL DISTRICT: 6

PROPOSAL: Review of the renovation to the Richmond Slave Trail along 3500' of the original trail along the

James River

4 5 7 7 9 8 6 7

For questions, please contact Josh Son at 646-3741 or 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	□Encroachme □Master Plan □Sign □Other	Review Type nt Conceptual Final
Project Name: Richmond Slave Trail Renovation		
Project Address: 1500 Brander Street, Richmond, VA 23224		
Brief Project Description (this is not a replacement for the required detailed narrative) : The Richmond		
Slave Trail Renovation Project serves to improve approximately 3500' of the original trail as		
well as provide a historically inspired structure to improve the overall experience of the trail.		
Applicant Information (on all applications other than encroachments, a City agency representative must be the applicant)		
Name: George Bolos	Email: george.	bolos@richmondgov.com
City Agency: <u>Economic & Community Development</u> Phone: <u>804-646-0477</u>		
Address:1500 E Main Street, Main Street Station, Suite 400		
Main Contact (if different from Applicant): Kathy Halpaus		
Company: VHB	F	Phone: 804 343 7100
Email: KHalpaus@vhb.com		

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.

Richmond Slave Trail Project Narrative

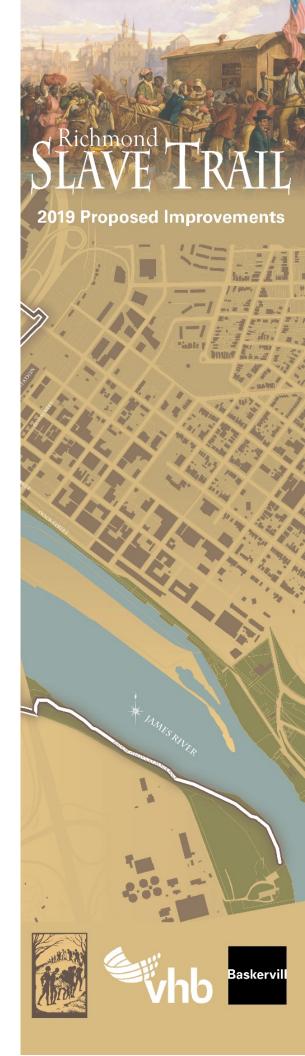
Three key components comprise the Improvements to the City of Richmond Slave Trail between Ancarrow's Landing and the Floodwall Enclosure at Brander Street west of the I-95/James River Bridge.

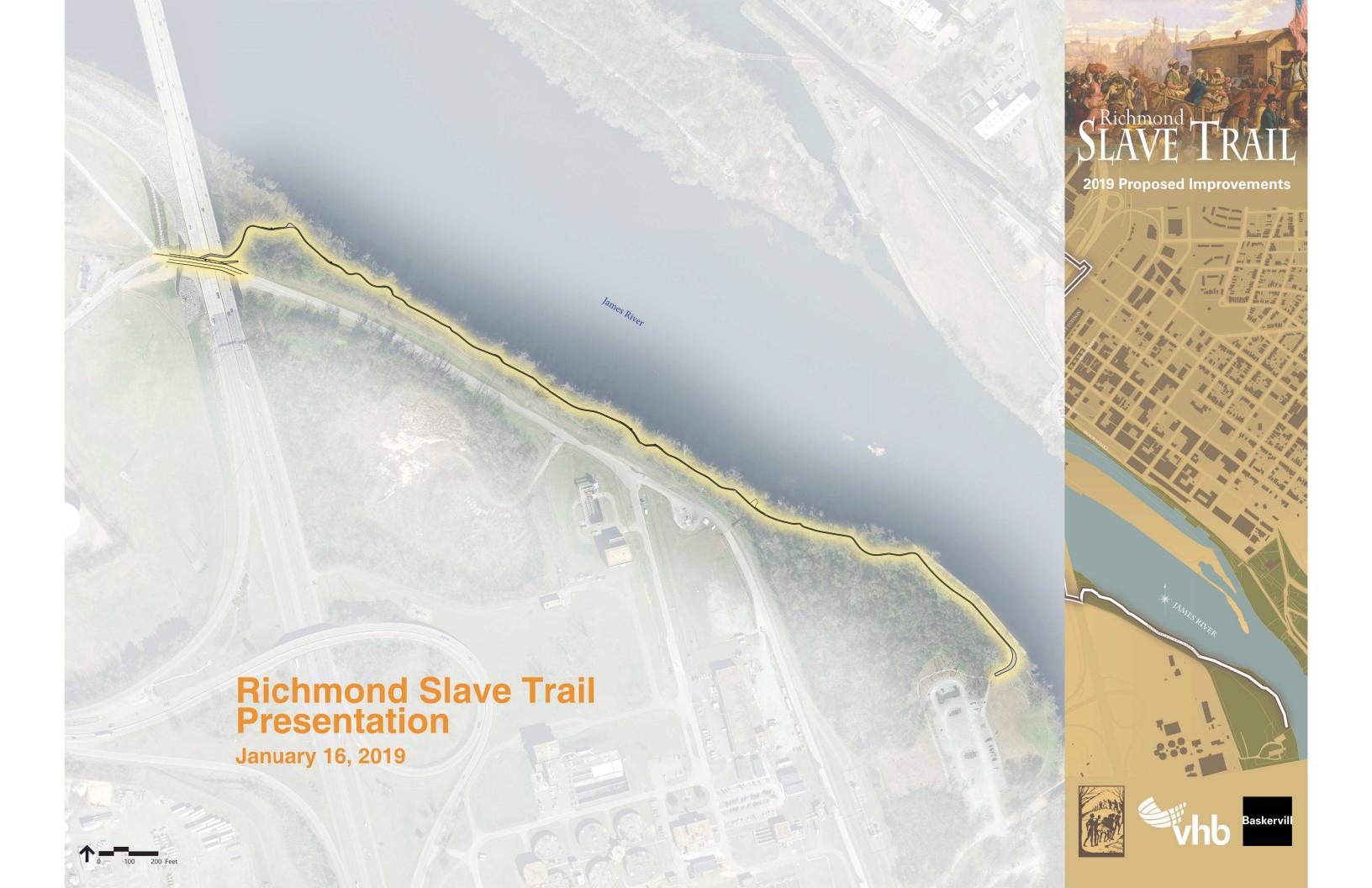
The first component, a new trailhead/orientation amphitheater in the grassy field between the James River and the Ancarrow's parking area, clearly marks the beginning of the Richmond Slave Trail while orienting users to the historical and cultural significance of the trail. It serves as a gathering point and small amphitheater for guided tours, an experiential exhibit, and wayfinding for self-guided users. The interactive trailhead is sited in the Ancarrow's Landing field adjacent to the river and pointing upstream, as a transatlantic slave trading ship would effectively dock along the banks of the James River to counteract current.

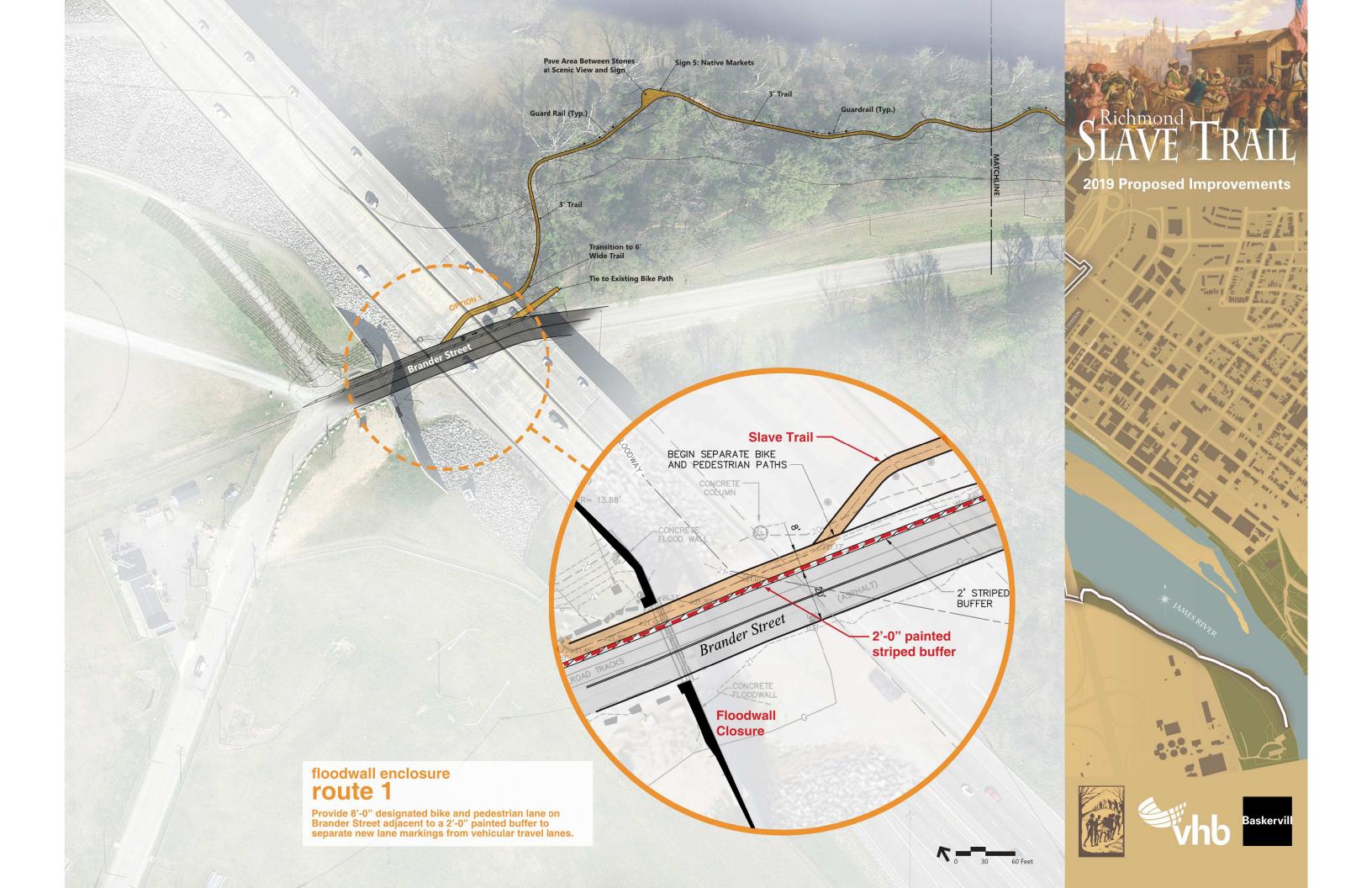
The second component maintains the route of the Richmond Slave Trail but provides necessary improvements along the trail between Ancarrow's Landing and the I-95/James River Bridge. New wooden fencing will be added in locations requested by the owner, and one of the dated pedestrian bridges will be replaced to increase structural integrity. Natural wood mulch will continue as the trail's surface material to maintain the historic experience of walking the trail.

The third component provides directional clarity for multiple users at the area underneath the I-95 bridge overpass at the Brander Street floodwall closure. A 6'-0" wide, clearly marked bike and pedestrian lane buffered by a 2'-0" wide painted striped buffer separates trail users from vehicular traffic on Brander Street. The trail subdivides after the furthest west bridge column to bring pedestrian users onto the existing trail as it enters the wooded area east of the bridge, while pavement markings direct cyclists to the existing bike trail paralleling Brander Street.

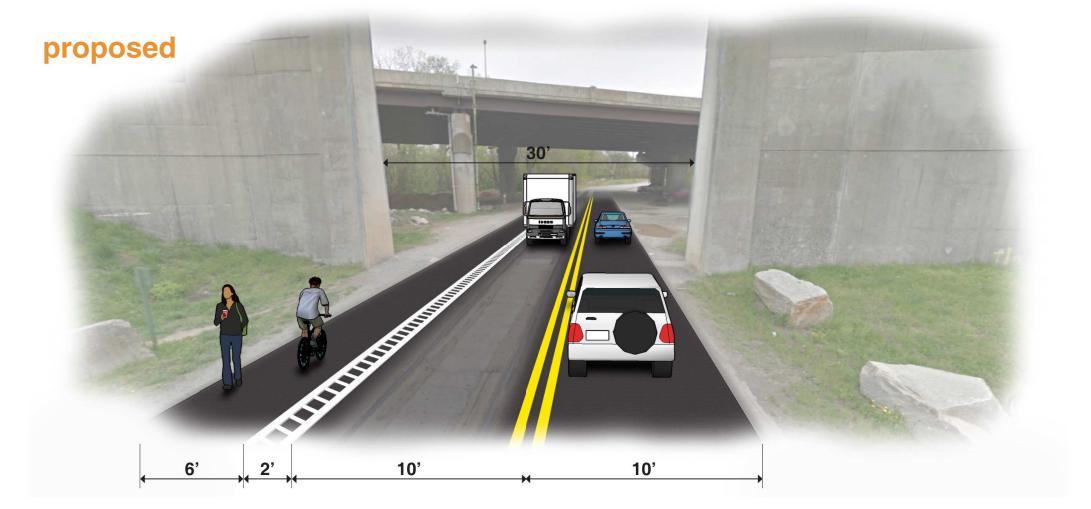
Funding for the project comes out of the \$1M allocated from the Virginia General Assembly Funds for overall improvements to the Richmond Slave Trail. Construction would begin once the project is awarded. Traffic implications would be minimized as the majority of construction is located off the street grid, adjacent to the Ancarrow's Landing parking area.

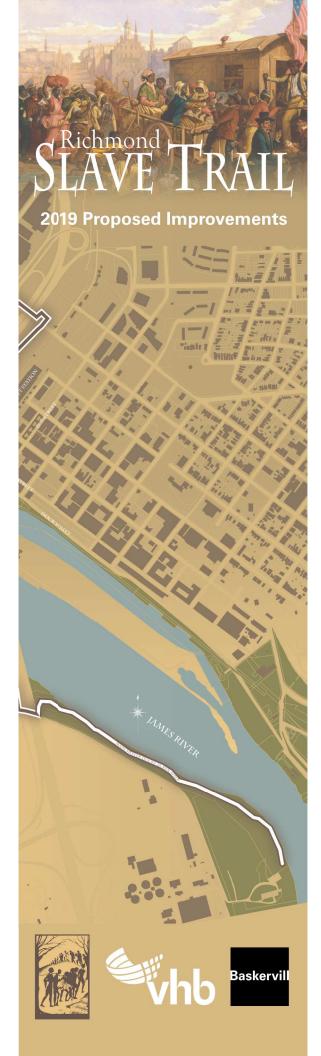




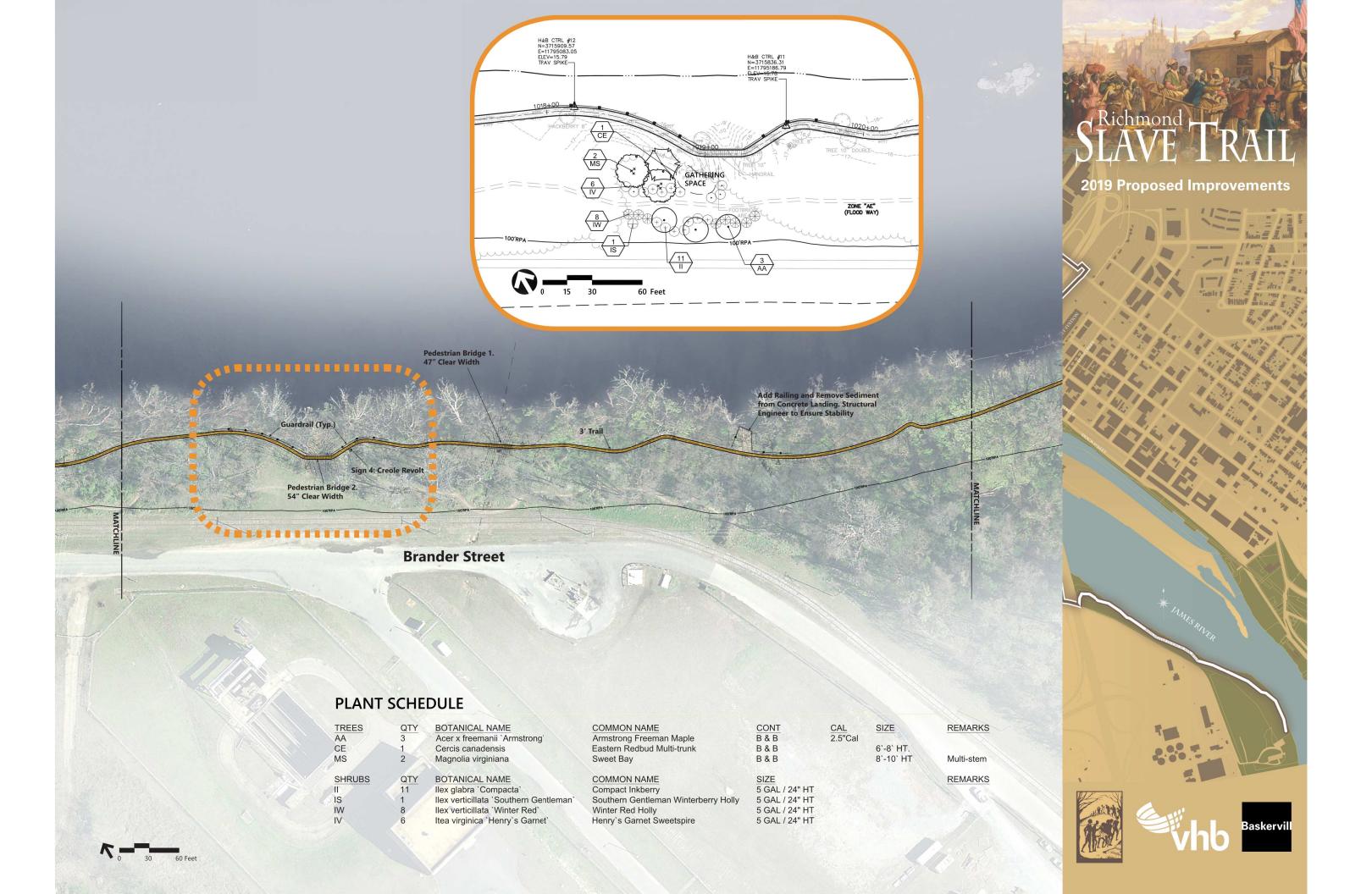


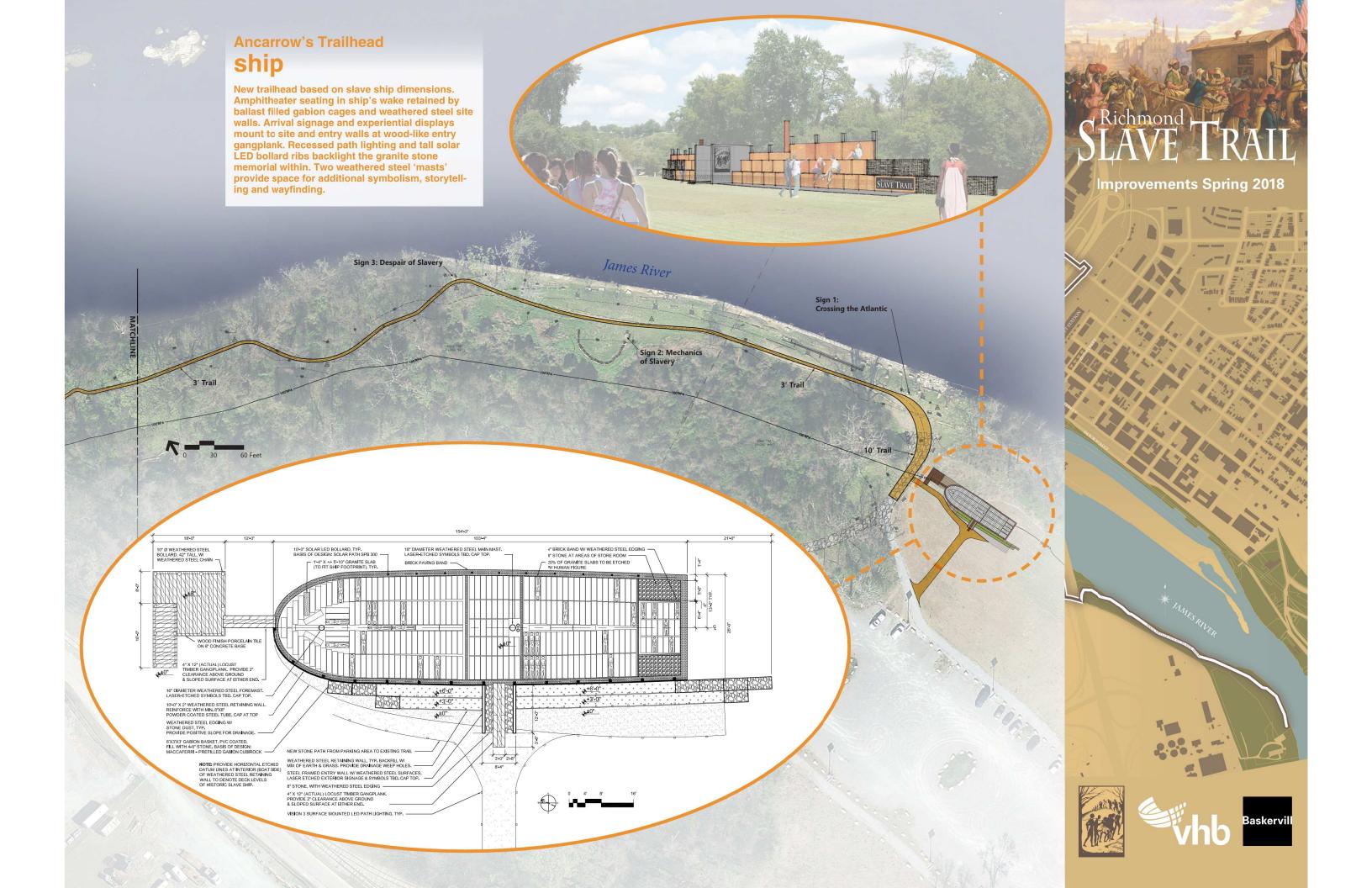


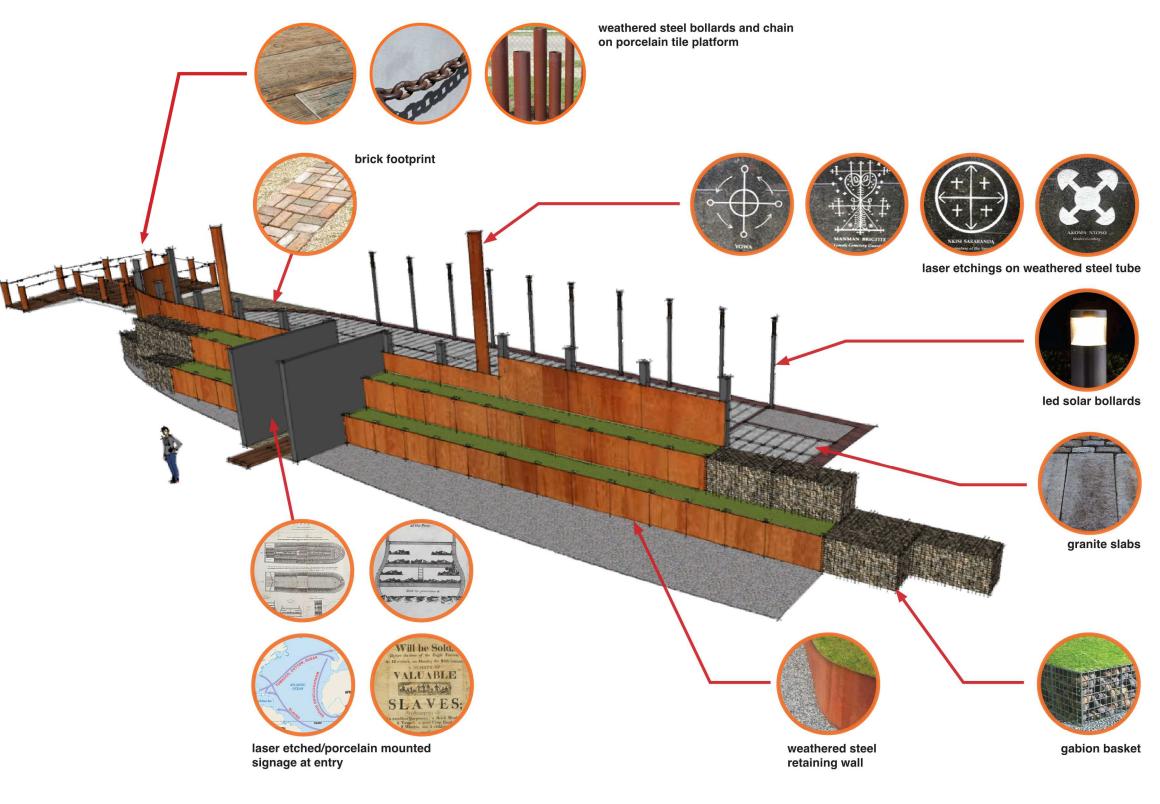




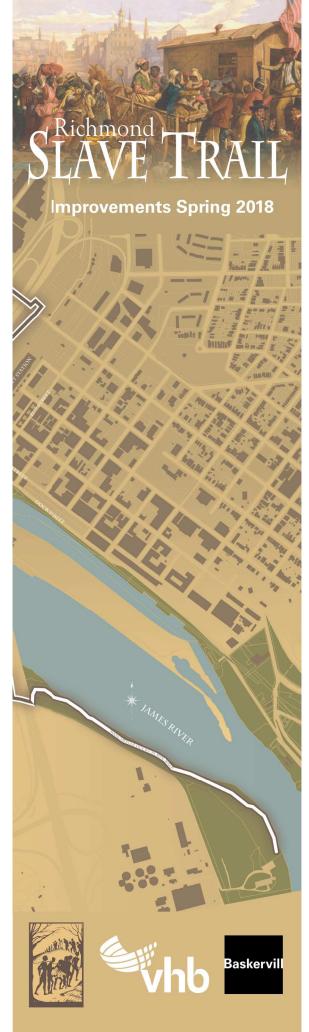








Ancarrow's Trailhead **ship**



proposed new lighting



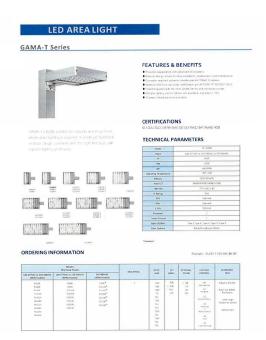
path lighting

Surface mounted solar leds along path. Solar panels at Brander Street power lights remotely.









area lighting

Pole mounted solar led for Entry Portal Option 2 Ship

pole lighting
Pole mounted solar led for Entry Portal Option 2 Ship.
Can be integrated with display panels.



