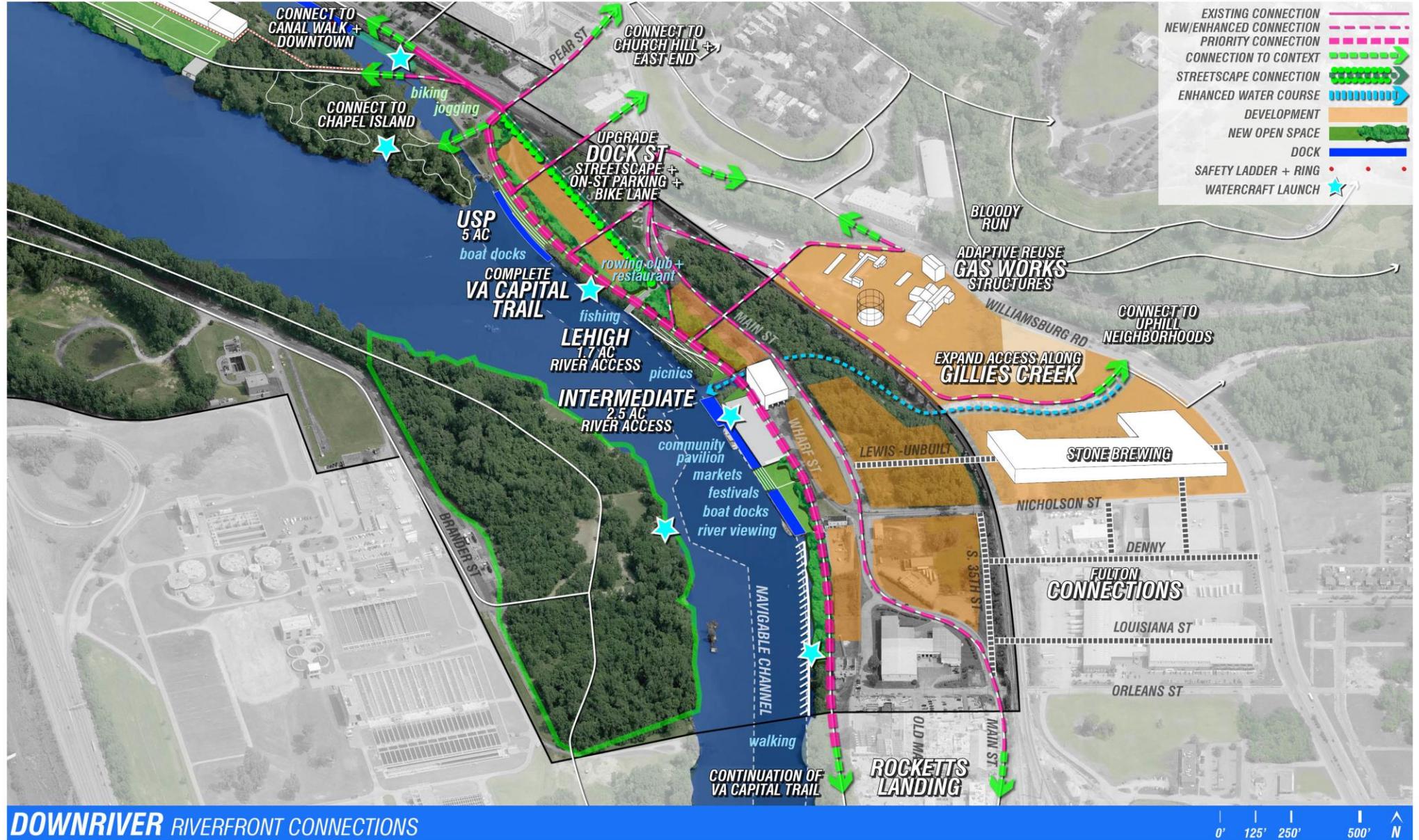


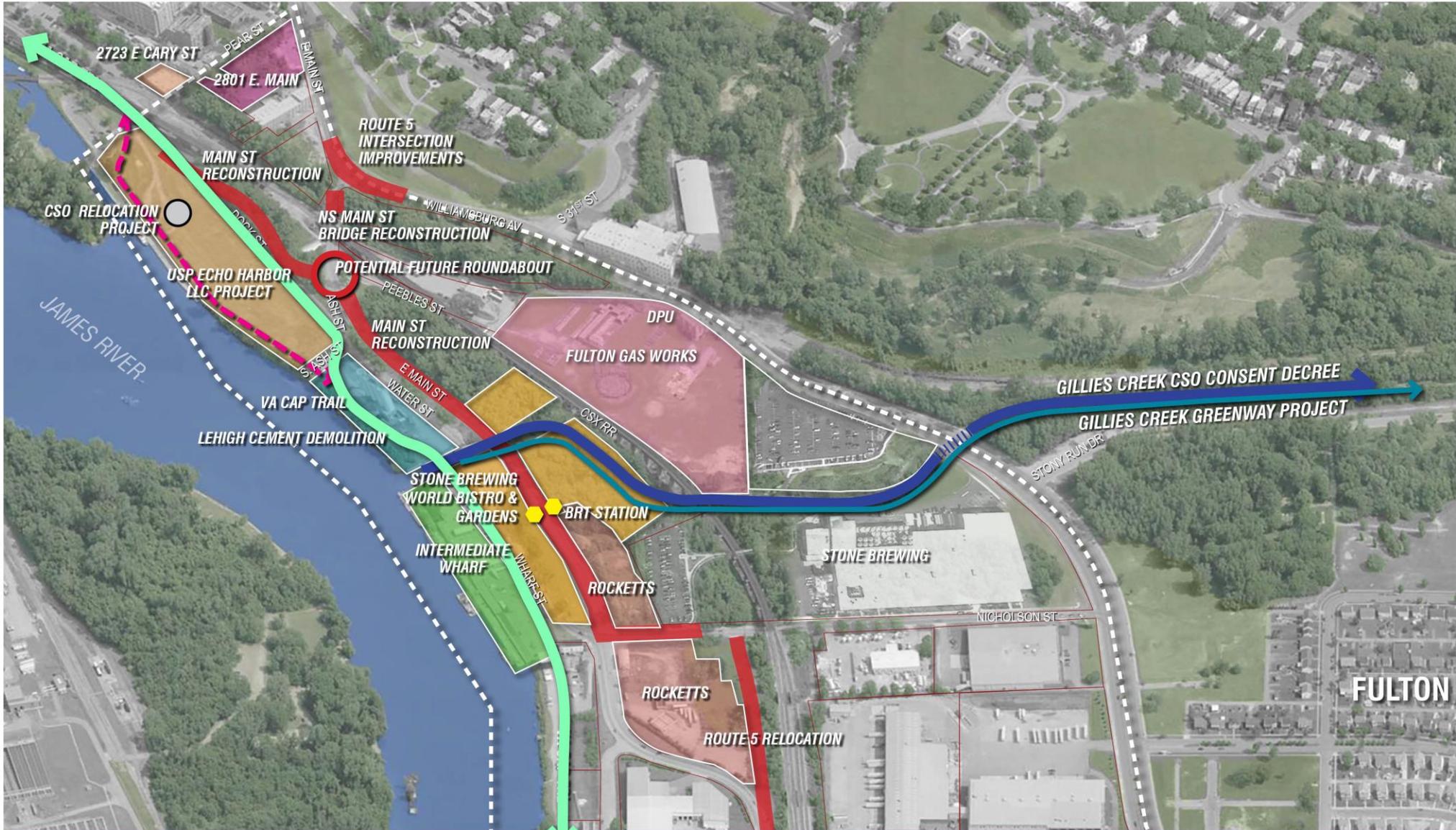


RICHMOND RIVERFRONT PLAN

DOWNRIVER UPDATE NOVEMBER 2016



DOWNRIVER RIVERFRONT CONNECTIONS





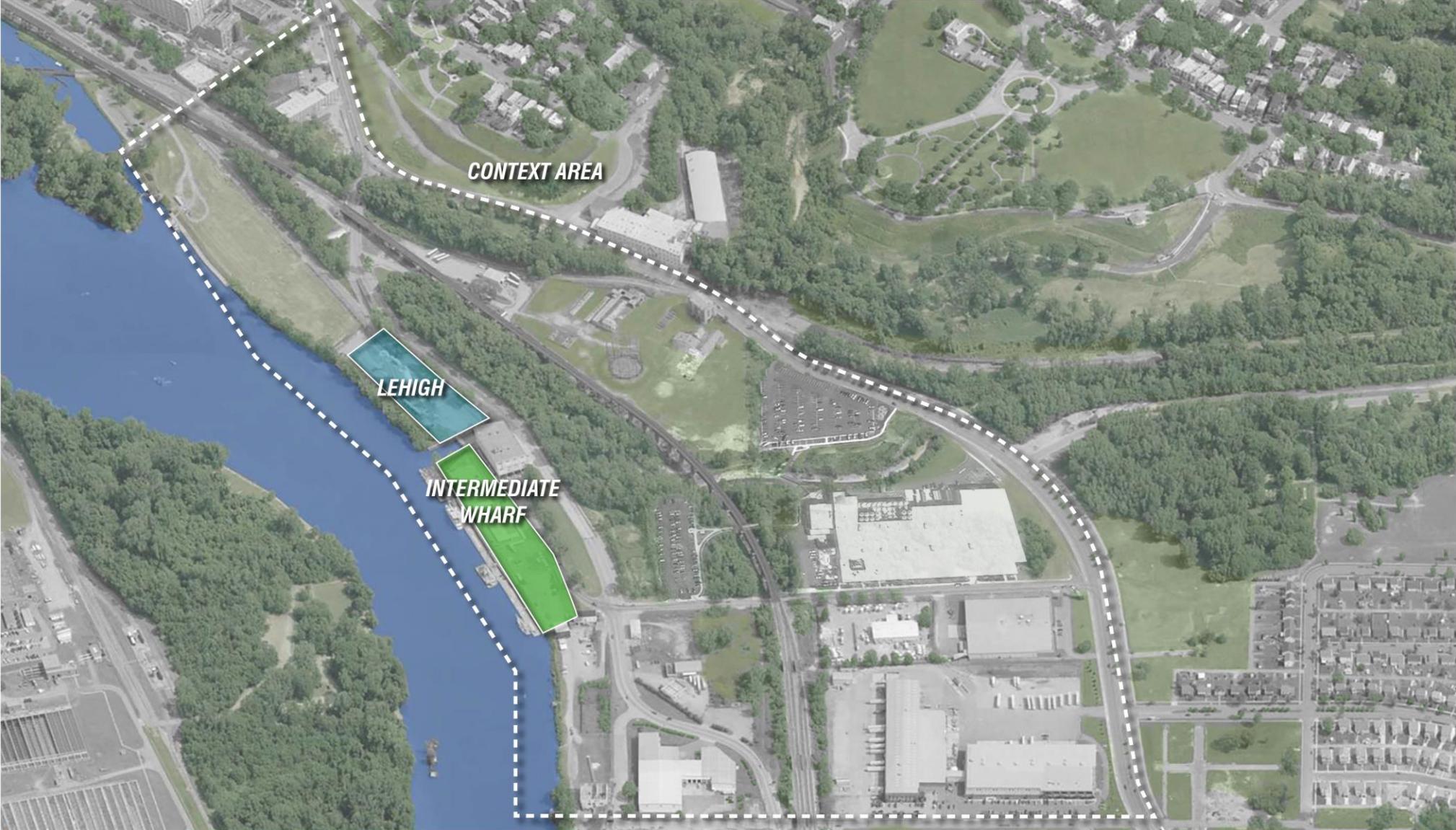
DOWNRIVER PARKING POTENTIAL





DOWNRIVER GILLES CREEK GREENWAY, CONCEPTUAL ALIGNMENT















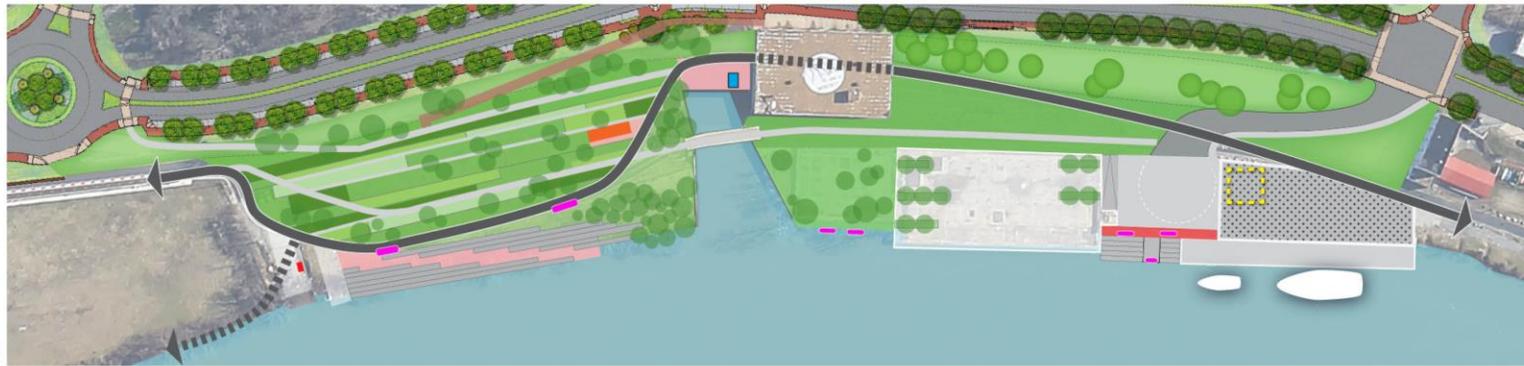
A. ACTIVE



B. NATIVE



C. CULTURE



DOWNRIVER

Consensus Approach

Three approaches were presented in a public forum at City Hall on 3 August 2016. Public feedback critiqued each of the approaches and pointed toward preferences for a hybridized, consensus scheme. Follow-up meetings with stakeholders provided additional targeted feedback, identifying collective agreement and unresolved points of contention for further consideration. This was followed by an open public comment period through the end of August 2016, during which many dozens of insightful comments were received via email, and discussed by the project team. Select items that came to light included discussion on:

- Where to reroute the Virginia Capital Trail on both Lehigh & Intermediate
- Maximizing green @ Lehigh & Intermediate
- Maintaining the social culture of fisherman @ Ash Street, without adverse impact
- Expanding fishing as an encouraged activity through additional fish cleaning stations
- Highlighting Richmond history related to Lehigh & Intermediate through interpretive overlooks
- Targeting vendors focused on river sports and food concessions
- Emphasizing that any play environment must be custom, rather than off the shelf
- Acknowledgement that the Lehigh & Intermediate sites cannot accommodate 'everything' identified as potentially desirable, including splash pads, playgrounds and courts.

The Consensus Approach illustrates a conceptual synthesis of the wide public comment and targeted stakeholder feedback, for a single, concluding concept illustration. Of singular importance is the location of the Virginia Capital Trail with much discussion focused on weighing the pros and cons of modifying the current alignment. The consensus was that the Lehigh portion must change to allow for reconfiguration of the interim condition where the trail bisects the site. Conversely, the pedestrian bridge over Gillies Creek would remain as is, and the Trail alignment across Intermediate Wharf to Rocketts would also remain unchanged. Confirming the alignment across both Lehigh & Intermediate is a pre-requisite for all subsequent site transformation for both parcels, and helps clarify accessible connections to projects further inland.

Next steps include Schematic Design with a field survey base, allowing measured drawings to translate the concept into a dimensionally accurate design, including the components:

- The Virginia Capital Trail hugs the back of the site, following Water Street, before dipping down across the new Gillies Creek bridge along the current trail alignment of Intermediate Wharf. This maintains the use of the recently rehabilitated bridge, and the Trail pavement traversing Intermediate
- Lehigh River access is a single run, ADA-accessible slope, traversing a +/-13' descent, flanked with terraced seatwalls overlooking the river
- Lehigh play environment: custom-designed climbing structures for kids of all ages, with a Richmond theme
- Additional restroom @ Lehigh
- One fish cleaning station @ Ash Street, and additional stations near Gillies Creek and on Intermediate
- Minimal pedestrian paths across Lehigh
- Commercial Dock is exclusively concrete decking @ water edge
- Removes the least river side vegetation, focused on the corner with Gillies Creek
- Kickstand, perpendicular to Ash Street
- The full 370'-long Warehouse Dock is removed, replaced with lawn terraces stepping down from the Trail to the River, with a mix of lawn and riparian-resilient shrubs and intermittent seatwalls
- Maximizes green/vegetated surfaces @ Intermediate
- Integrates a Richmond-based historical narrative across both parcels, with multiple interpretive overlooks with prose and images. Focus of historical narrative to be determined, though both parcels were well documented as the intersection of transport for traveling passengers, people, industrial material, raw & finished goods, and war material

CONSENSUS TOPICS

- Virginia Capital Trail **alignment** modification
- Maximize the **'green'/vegetative** aspect of Lehigh, and Intermediate, too
 - Maintain the **social culture** of Ash St
 - Encourage **fishing**, beyond Ash St
- Accentuate Richmond **historical narrative** for this particular property
 - Vendors, focused on **river sports** and food concessions
 - Play environment to be **custom** & James River-inspired
 - Acknowledge that the full **wish list** cannot all “fit”





DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE

Virginia Capital Trail **alignment** modification



DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE

Maximize the 'green'/vegetative aspect of Lehigh, and Intermediate, too



DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE



Maintain the **social culture** of Ash St.



DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE

Encourage **fishing**, beyond Ash St.



DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE

Accentuate Richmond **historical narrative** for this particular property



DOWNRIVER CONSENSUS PLAN - LEHIGH & INTERMEDIATE

Vendors, focused on **river sports** and food concessions



Play environment to be **custom**, and James River-inspired



Acknowledge that the full **wish list** cannot all “fit”

ADDITIONAL ITEMS

- Virginia Capital Trail **bridge** remains as is
- Single **ADA descent** to the James River
 - Gillies **sheet piling** modification
 - **Kickstand** shift west
 - **ADA access** up to E. Main St
 - Phased **dock removal** and retrofit
 - **Restroom** @ Intermediate

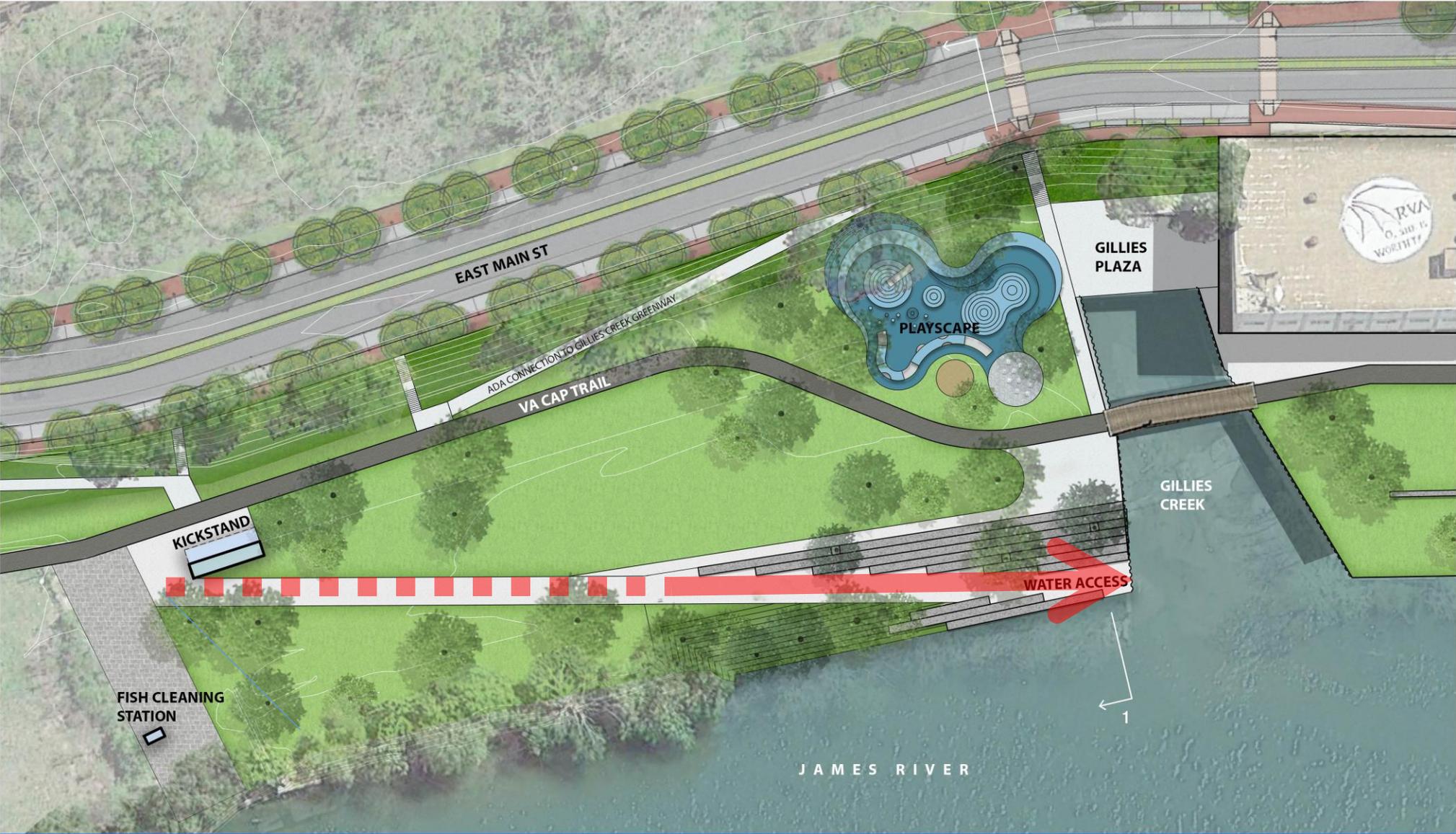




DOWNRIVER CONSENSUS PLAN - LEHIGH

0' 25' 50' 100' N

Virginia Capital Trail **bridge** remains as is



DOWNRIVER CONSENSUS PLAN - LEHIGH

Single **ADA descent** to the James River





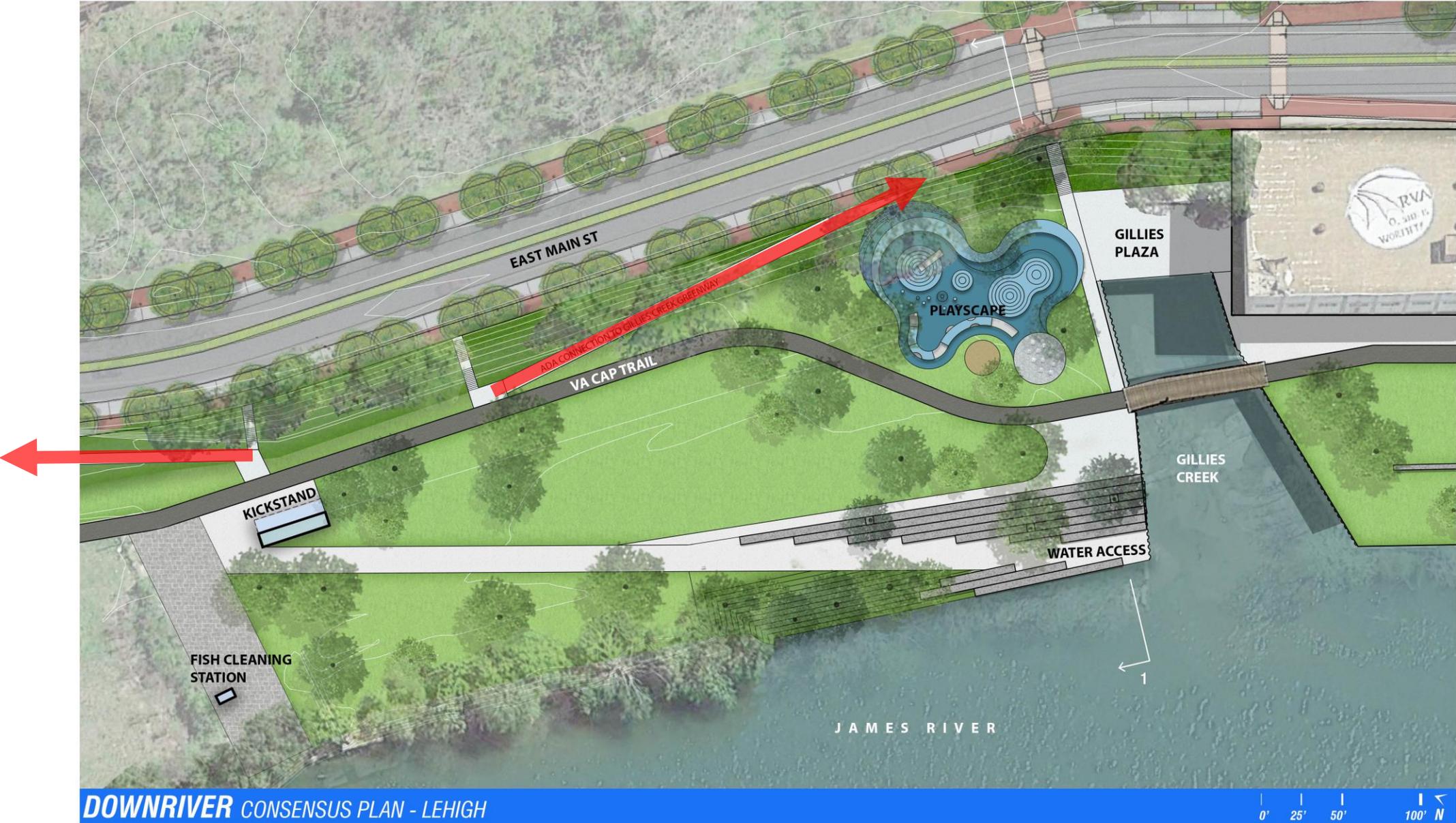
The Riverfront
Riverfront Park

Come Ride!
1st - 5th



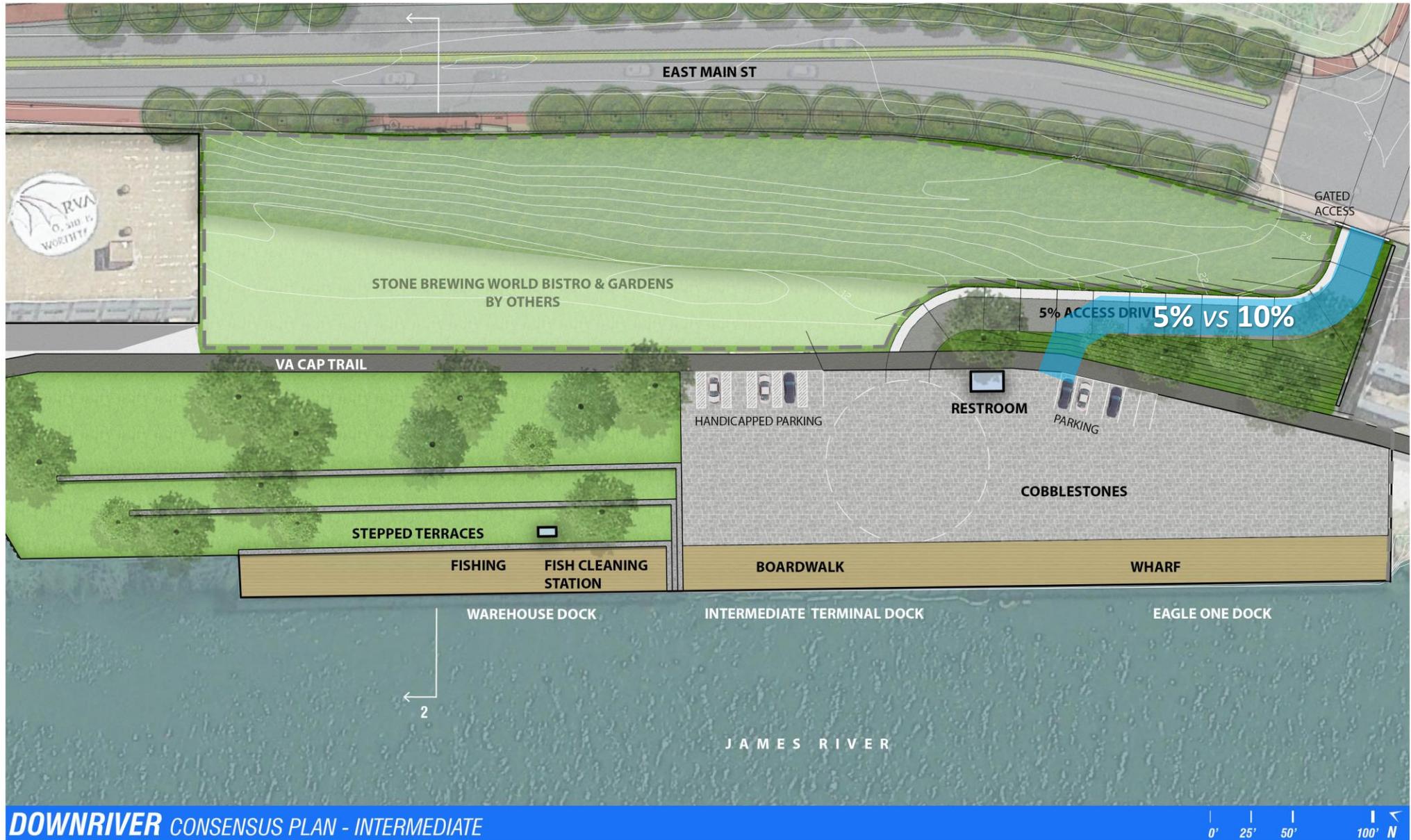


Kickstand shift west



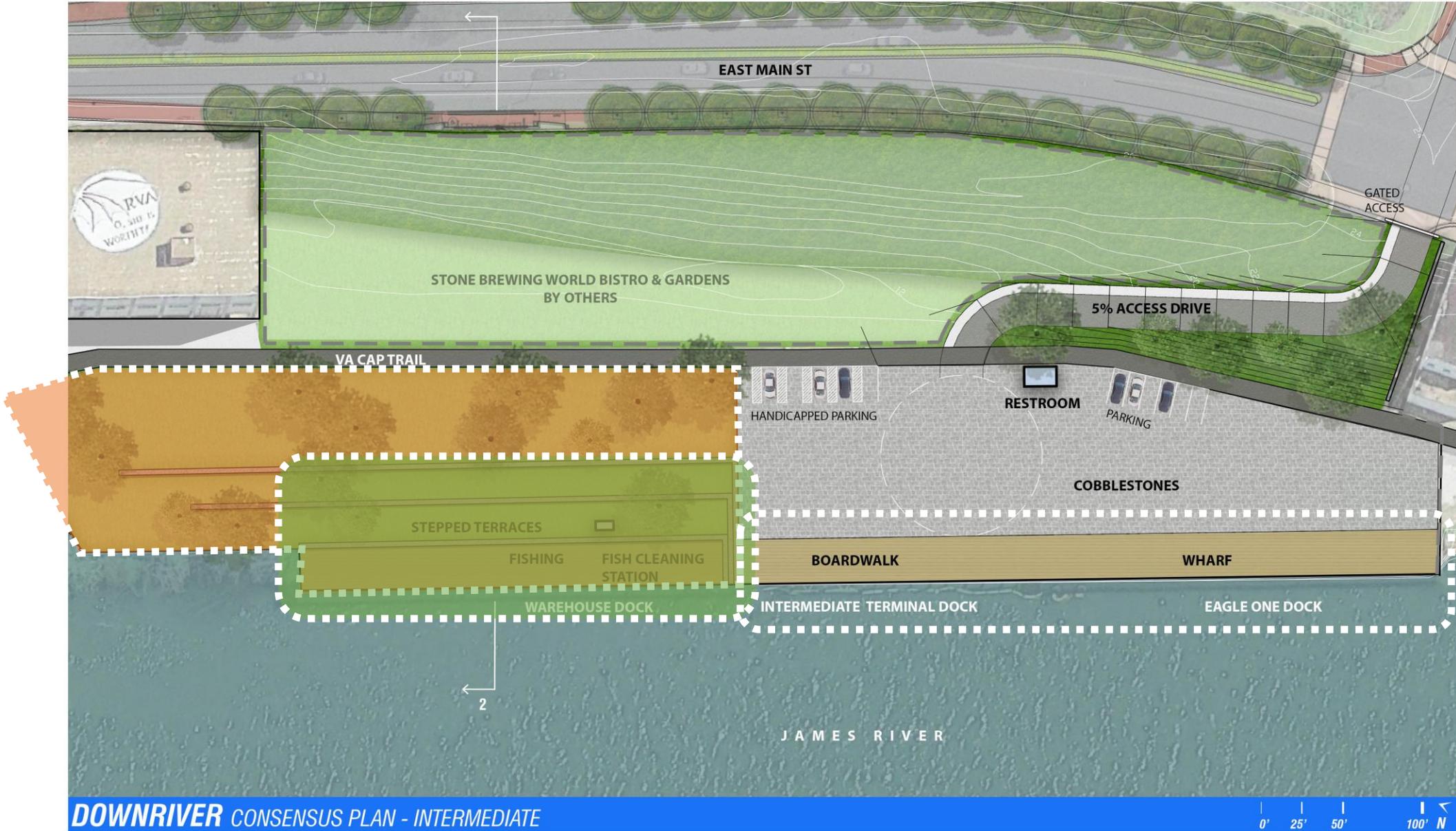
DOWNRIVER CONSENSUS PLAN - LEHIGH

ADA access up to E. Main St

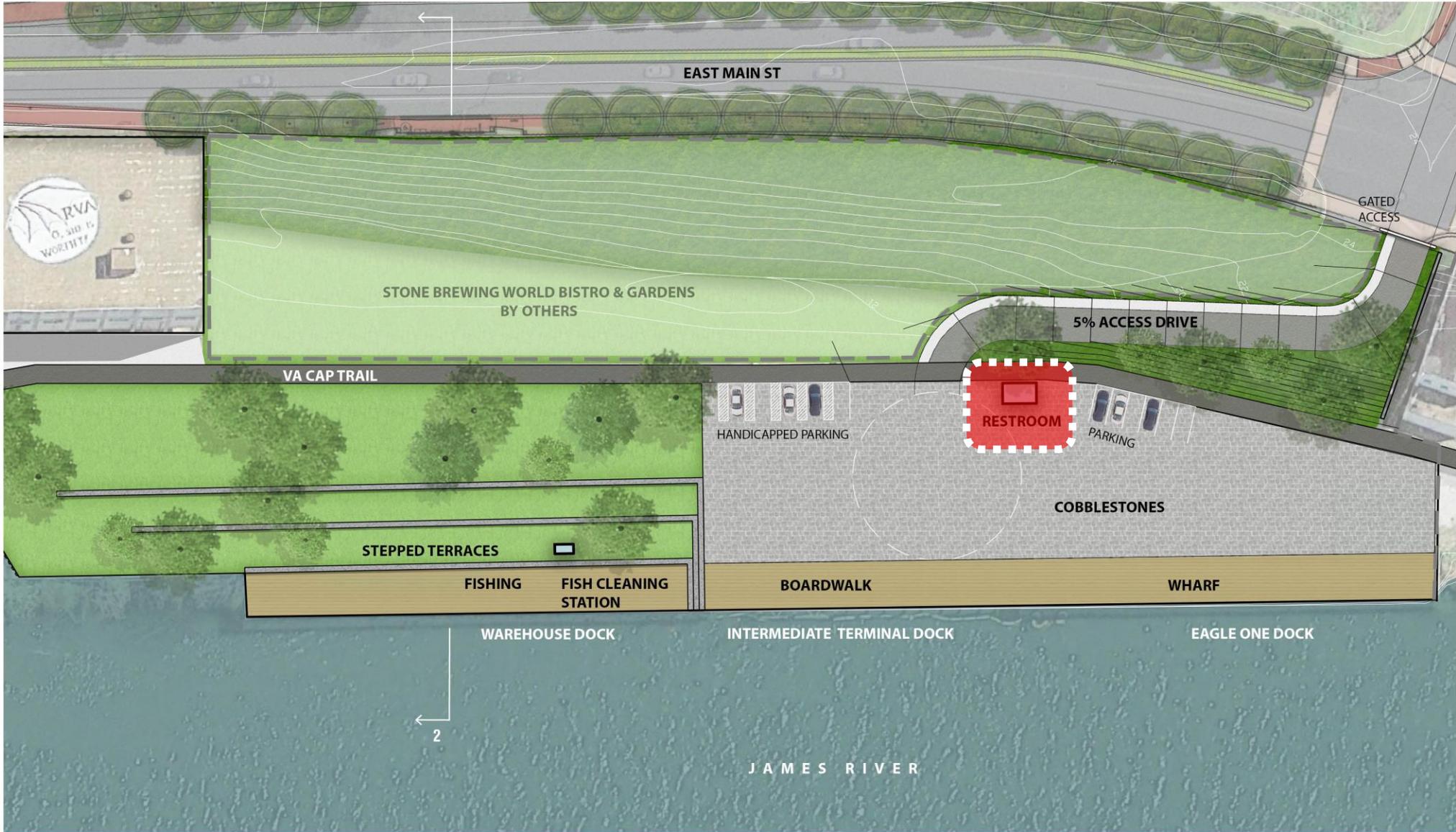


DOWNRIVER CONSENSUS PLAN - INTERMEDIATE

Universal access pros and cons

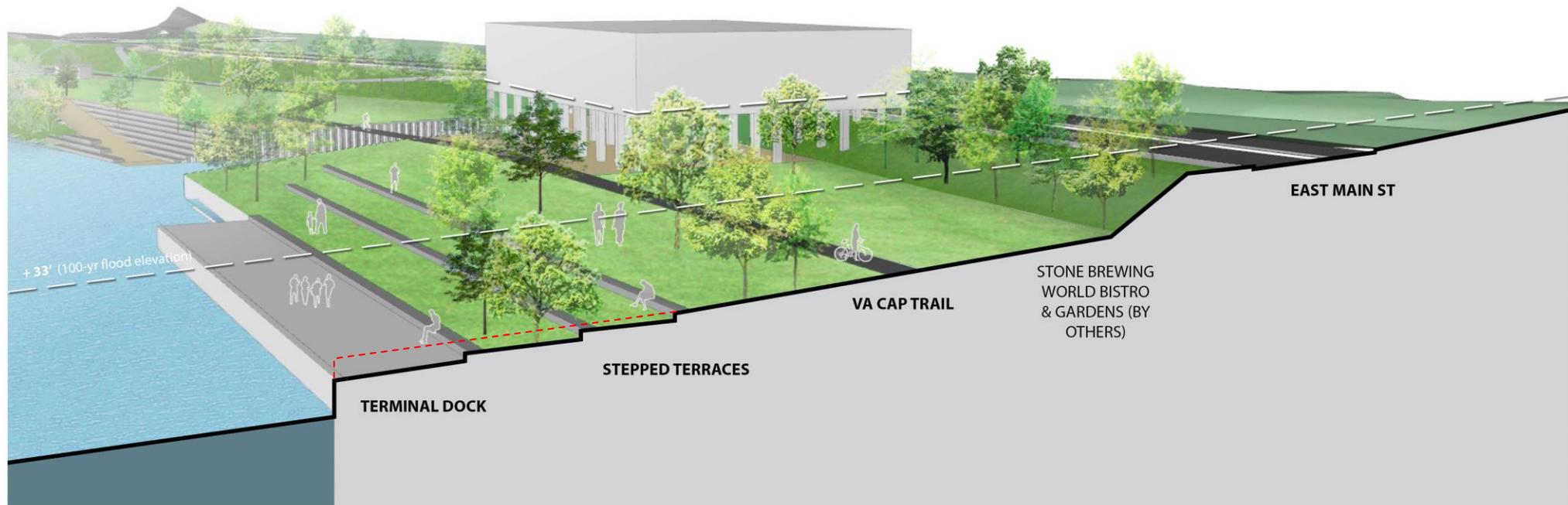


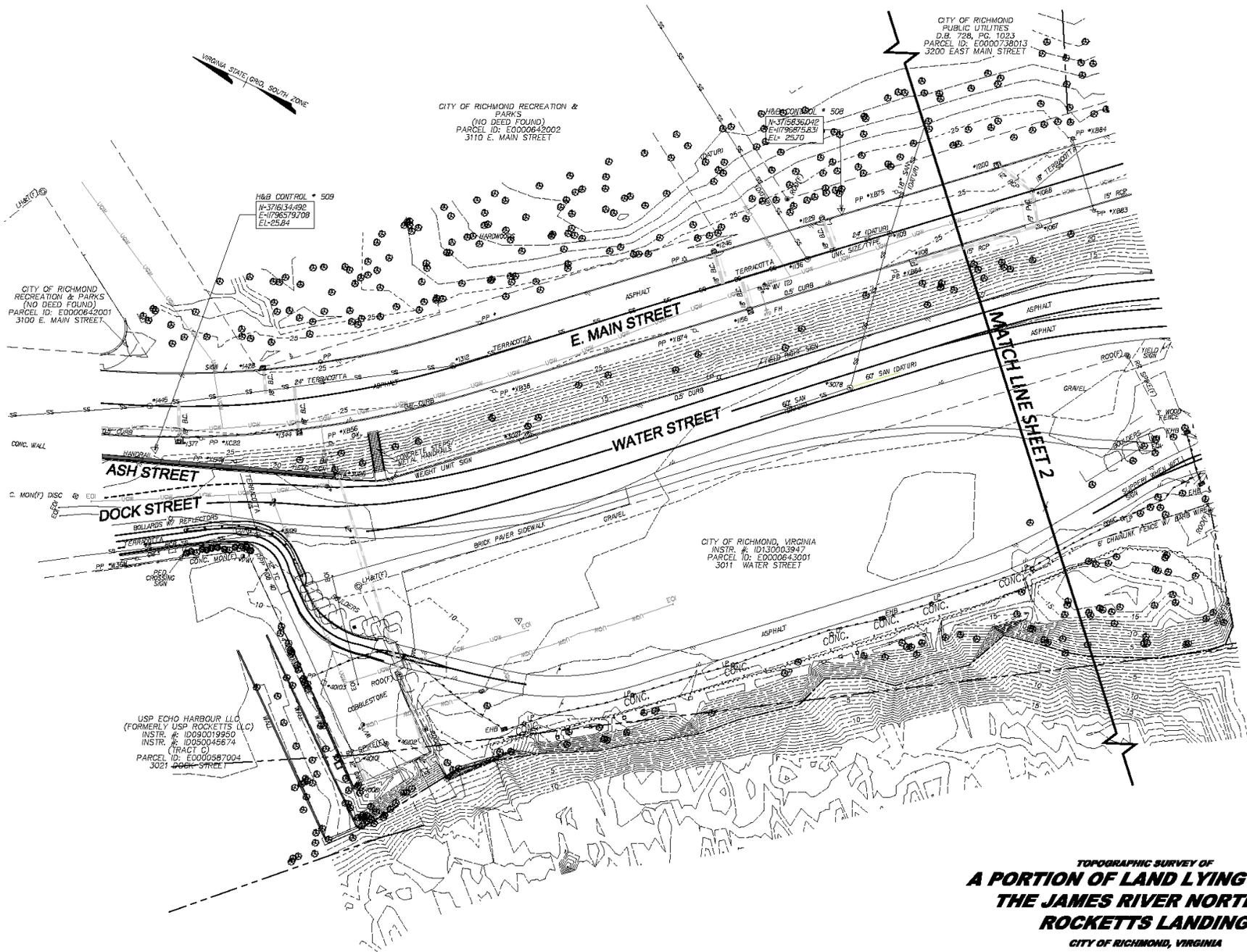
Phased Dock **Removal** and retrofit



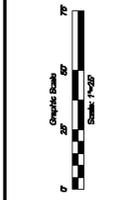


DOWNRIVER SECTION 1 - LEHIGH





Sheet Status:
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 Submittal Date:
 10-14-2016



Job #: WR1811.01
 Date: 10-14-2016
 Sheet: 1 of 4
 Drawn By: KED
 Checked By: LRB

Rev. #	Rev. Date

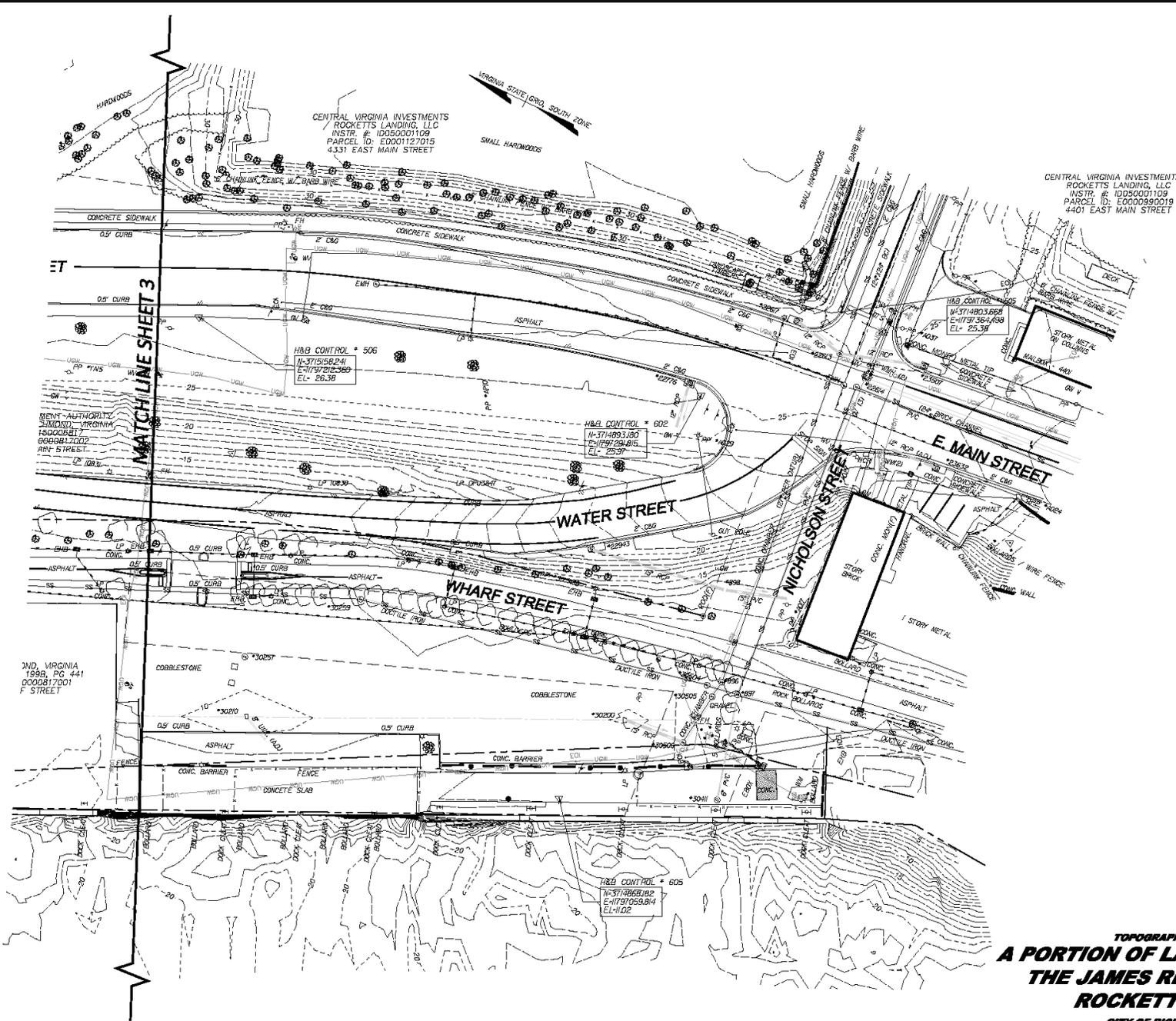
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TOPOGRAPHIC SURVEY OF
**A PORTION OF LAND LYING ALONG
 THE JAMES RIVER NORTH OF
 ROCKETTS LANDING**
 CITY OF RICHMOND, VIRGINIA
 SCALE: 1"= 25'



Sheet Status:
PRELIMINARY
 Submittal Date:
 10-14-2016

Job #: WR1611.01
 Date: 10-14-2016
 Sheet: 1 of 4
 Drawn By: KED
 Checked By: LRB

Rev. #	Rev. Date

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RICHMOND, VIRGINIA
 1999, PO 441
 0000817001
 F STREET

CENTRAL VIRGINIA INVESTMENTS
 ROCKETT'S LANDING, LLC
 INSTR. #: ID050001109
 PARCEL ID: E0001127015
 4331 EAST MAIN STREET

CENTRAL VIRGINIA INVESTMENTS
 ROCKETT'S LANDING, LLC
 INSTR. #: ID050001109
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 4401 EAST MAIN STREET

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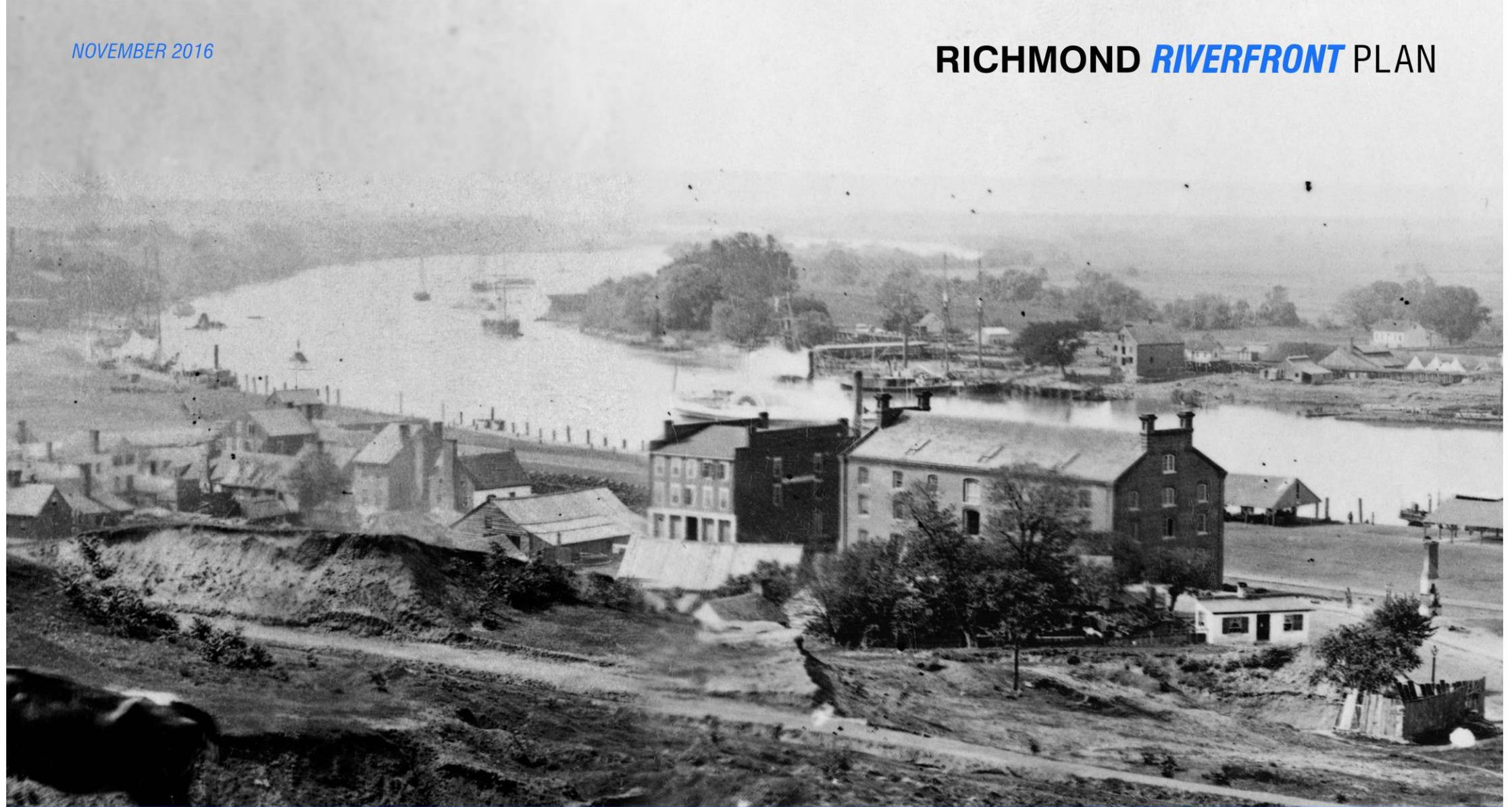
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NOVEMBER 2016

RICHMOND *RIVERFRONT* PLAN



VIEW OF SITE FROM LIBBY HILL, 1865

APPENDIX

DOWNRIVER

Three Approaches

In an effort to maximize the exploration of different relationships and components, we generated three different approaches, with an eye toward making each as divergent from the next as possible. The objective was to focus discussion on the comparative strengths and weaknesses of various components and their relationships to one another. The intent was to determine "what works/ what doesn't," and compile those aspects into a single hybrid: a consensus hybrid representative of prevailing feedback selectively drawing choice aspects of the initial three. Crafting three approaches and selecting a compromise favorite was never the intention of the presentation, rather, drawing out critical comments and supportive reinforcement for various elements was.

Common to All

Several components or uses are common to all approaches, to varying degrees:

- ADA-compliant access from the top of bank on the Lehigh parcel, down to the river.
 - The ability to physically touch the James River
 - Non-motorized watercraft launch and recovery
 - Selective removal of invasive plant species and the infill of native & adaptive riparian species, with a focus on shade trees
 - Site furnishings, including picnic tables and lighting
 - Drinking fountain
 - Fish cleaning stations with plumbed water and sanitary utilities, in multiple locations signaling fishing as an acceptable & encouraged activity
 - Restroom(s)
 - Ash Street, as a cobblestone pavement, even if functionally separated from the functioning street grid
 - Continued use of Ash Street as a prominent fishing location
 - ADA-accessible connection from Lehigh up to East Main Street @ Gillies Creek, anticipating a later Gillies Creek Greenway and crosswalk
 - Pedestrian connections from Lehigh up to the proposed roundabout upriver of Ash Street
 - Limited vehicular parking @ Intermediate's Commercial Dock
 - Anticipated future realignment of the Virginia Capital Trail to the water side of the USP parcel
 - Kickstand, the shipping container-housed shipping container bike-focused vendor
 - A balance of mown lawn and seasonally mown meadow at Lehigh, punctuated with shade trees, and footpaths
- Maintain and upgrade existing Lehigh promontory cantilevered out, downriver of Ash Street
 - Reuse of the Water Street bridge structure over Gillies Creek, repurposed as Gillies Plaza
 - Existing Gillies Creek bridge retained in all approaches, with either ped or cycle use, or both
 - Vendor: one @ Lehigh, either food concession or non-motorized watercraft-related
 - Net reduction in Intermediate Wharf pavement in favor of expanded vegetated surfaces
 - Varied pavement material palette to counteract the "all concrete" perception
 - Addition of shade trees to Intermediate Wharf
 - Reconstituted vehicular connection to Commercial Dock, from the East Main Street @ Nicholson Street intersection
 - Continued berthing of large water vessels @ the Commercial Dock
 - Cross-grain pedestrian foot traffic between the Stone Brewing World Bistro & Gardens to the James River

DOWNRIVER

Three Approaches (continued)

Active

- The Virginia Capital Trail hugs the back of the site, following Water Street, before dipping down across the new Gillies Creek bridge along the current trail alignment of Intermediate Wharf. This maintains the use of the recently rehabilitated bridge, and the Trail pavement traversing Intermediate
- Lehigh River access is a single run, ADA-accessible slope, traversing a +/-13' descent, flanked with terraced seatwalls overlooking the river
- Removes the majority of river side vegetation
- An artificial play surface @ Lehigh intended for informal active play: kicking a ball, tossing a Frisbee
- Lehigh play environment: custom-designed climbing structures for kids of all ages, with a Richmond theme
- Kickstand, parallel to Gillies Creek
- Additional Lehigh vendor @ Gillies Creek, with a river sport focus
- Additional restroom @ Lehigh
- One fish cleaning station @ Ash Street
- Minimal pedestrian paths across Lehigh
- The upriver 115'-long Warehouse Dock is retained for deck games (bocce, shuffleboard, corn hole), and floating transient dock for smaller, private motorized watercraft
- The downriver 255'-long Warehouse Dock is removed; fronted with terraces stepping down into the river, with grass lawn and trees behind
- Commercial Dock is exclusively concrete decking @ water edge

Native

- The Virginia Capital Trail hugs the back of the site, following Water Street, and continues under the fourth bay of the Intermediate Terminal building, requiring excavation and retaining beneath the building, before rising up closer to East Main Street abruptly before descending abruptly approaching Nicholson. This pulls the Trail up to Main, removing it as a boundary between Stone Brewery Gardens and the wharf edge, but vertical curve complications and a reduction of Garden footprint make this less favored.
- Lehigh River access is a switchback cutting down through flanking terraced seatwalls, engaging the Gillies Creek sheet piling
- Removes the least river side vegetation, focused on the corner with Gillies Creek
- Kickstand, perpendicular to Ash Street

- One fish cleaning station @ Ash Street
- More, sinuous pedestrian path crisscross Lehigh from Ash to terraces
- The full 370'-long Warehouse Dock is removed, replaced with lawn terraces stepping down from the Trail to the River, with a mix of lawn and riparian-resilient shrubs and intermittent seatwalls
- Maximizes green/vegetated surfaces @ Intermediate
- The upriver 160'-long portion of the Commercial Dock is re-clad with timber decking @ water edge to reduce concrete

Culture

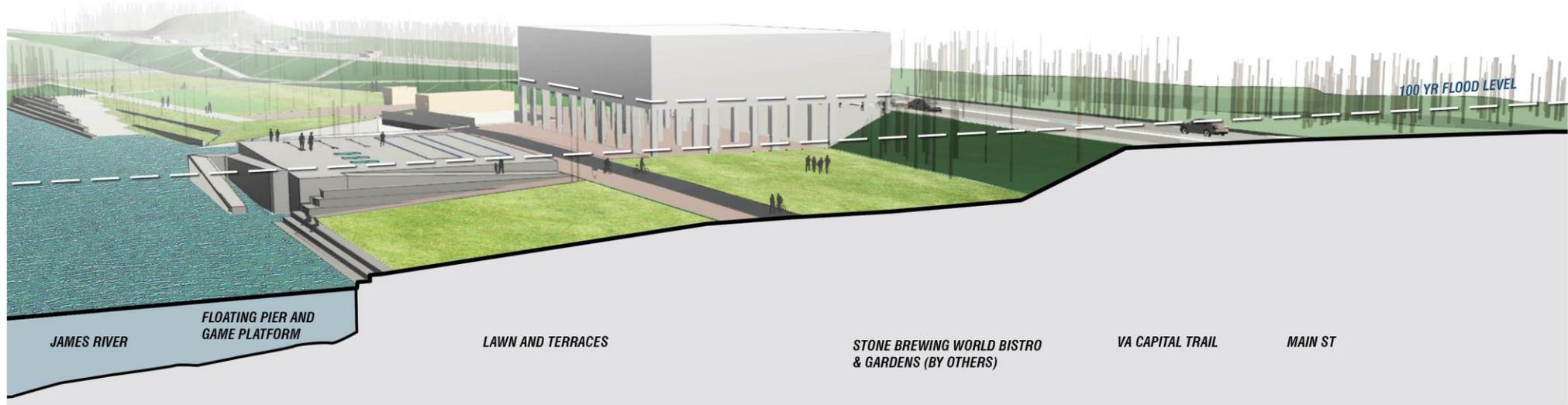
- The Virginia Capital Trail shifts close to the James River before swinging up across Water Street, under the third bay of the Intermediate Terminal building, before diagonally arcing across the Stone Brewery Gardens. While this alignment removes the Trail as a boundary between Gardens and river, the tie in toward Nicholson inefficiently restricts the layout & function of the Gardens
- Lehigh River access is a single run, ADA-accessible slope, beginning further upriver, traversing a descent down +/-13', and flanked on both sides with terraced seatwalls overlooking the river. This removes the most river side vegetation
- Keeps the Gillies Creek sheet piling fully intact
- Integrates a Richmond-based historical narrative across both parcels, with multiple interpretive overlooks with prose and images. Focus of historical narrative to be determined, though both parcels were well documented as the intersection of transport for traveling passengers, people, industrial material, raw & finished goods, and war material
- Kickstand, near Gillies Creek, similar to current location
- One fish cleaning station @ Ash Street
- Parallel bands of pedestrian paths traverse Lehigh, recalling multiple rail sidings
- The upriver 115'-long Warehouse Dock is removed and reconfigured as a grass lawn with shade trees
- The downriver 255'-long Warehouse Dock is retained for flexible use events; strategic trenches are dug through the pavement to position shade trees to alleviate wide open condition
- Commercial Dock is partitioned with the upriver portion reconfigured as terraced seatwalls down to the River
- Balances green/vegetated & paved surfaces @ Intermediate



SECTION 1 - LEHIGH

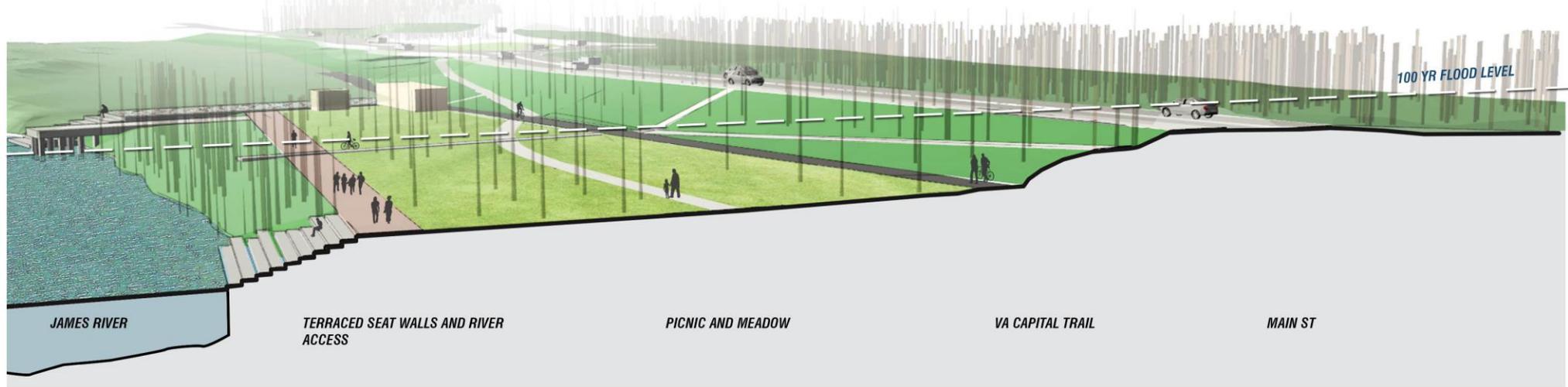


SECTION 2 - INTERMEDIATE





SECTION 1 - LEHIGH



SECTION 2 - INTERMEDIATE



RICHMOND RIVERFRONT PLAN

NOVEMBER 2016



SECTION 1 - LEHIGH



SECTION 2 - INTERMEDIATE

