

RECONNECT JACKSON WARD FEASIBILITY STUDY

WELCOME

FEASIBILITY AND PRELIMINARY CONCEPTS

We're glad you're here for this informative, interactive evening.
Here's what you'll get to see and do.



6:15 PM PRESENTATION

Learn about the Study and results of community feedback gathered from events and the public survey.

View preliminary concepts and amenity themes to "reconnect" Jackson Ward.

6:45 PM QUESTIONS AND ANSWERS

Have your questions answered.

7:15 PM OPEN HOUSE

Chat with study team members on the process. Ask more questions.

Visit interactive stations for a closer look at preliminary concepts and design ideas.

Share input on your top choices among these concepts and design ideas.



All guests must wear a mask throughout the event unless eating or drinking.

STUDY OVERVIEW



ABOUT THE STUDY

Evaluate reconnecting Jackson Ward and surrounding neighborhoods separated by Interstate 95/64 since the 1950s.



STUDY GOALS

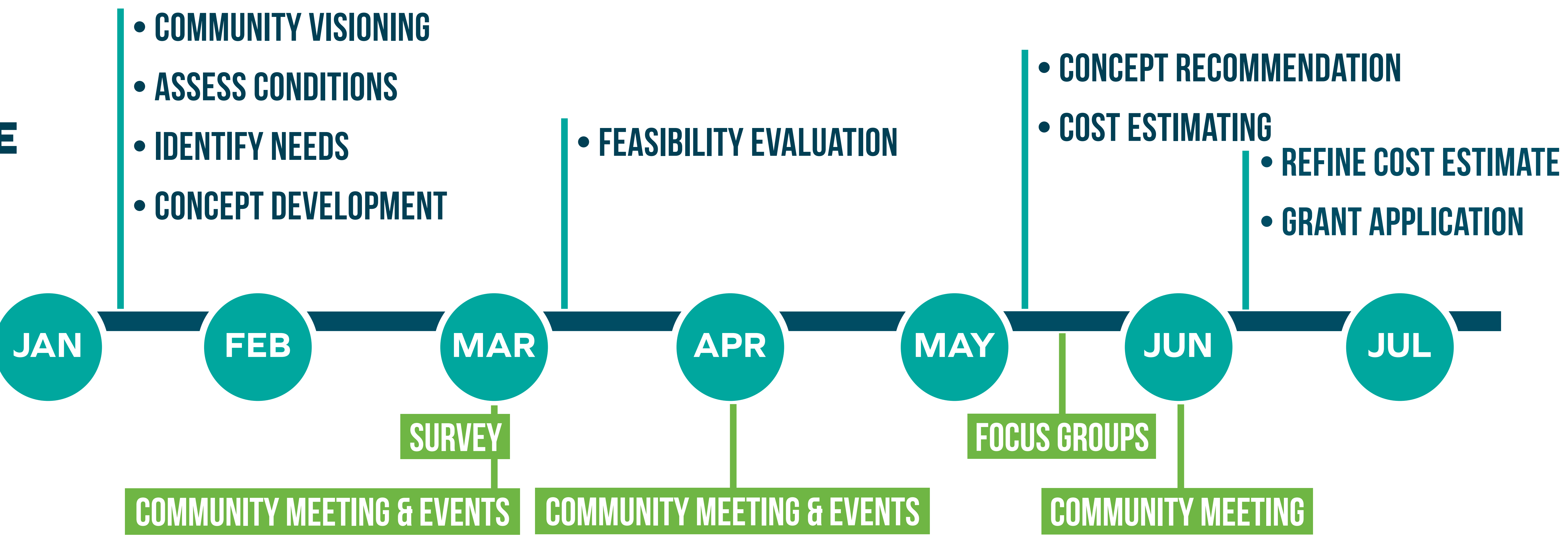
Collect community feedback on ideas to reconnect Jackson Ward.

Plan outreach activities to engage and empower the community.

Position the City of Richmond to receive future funding.

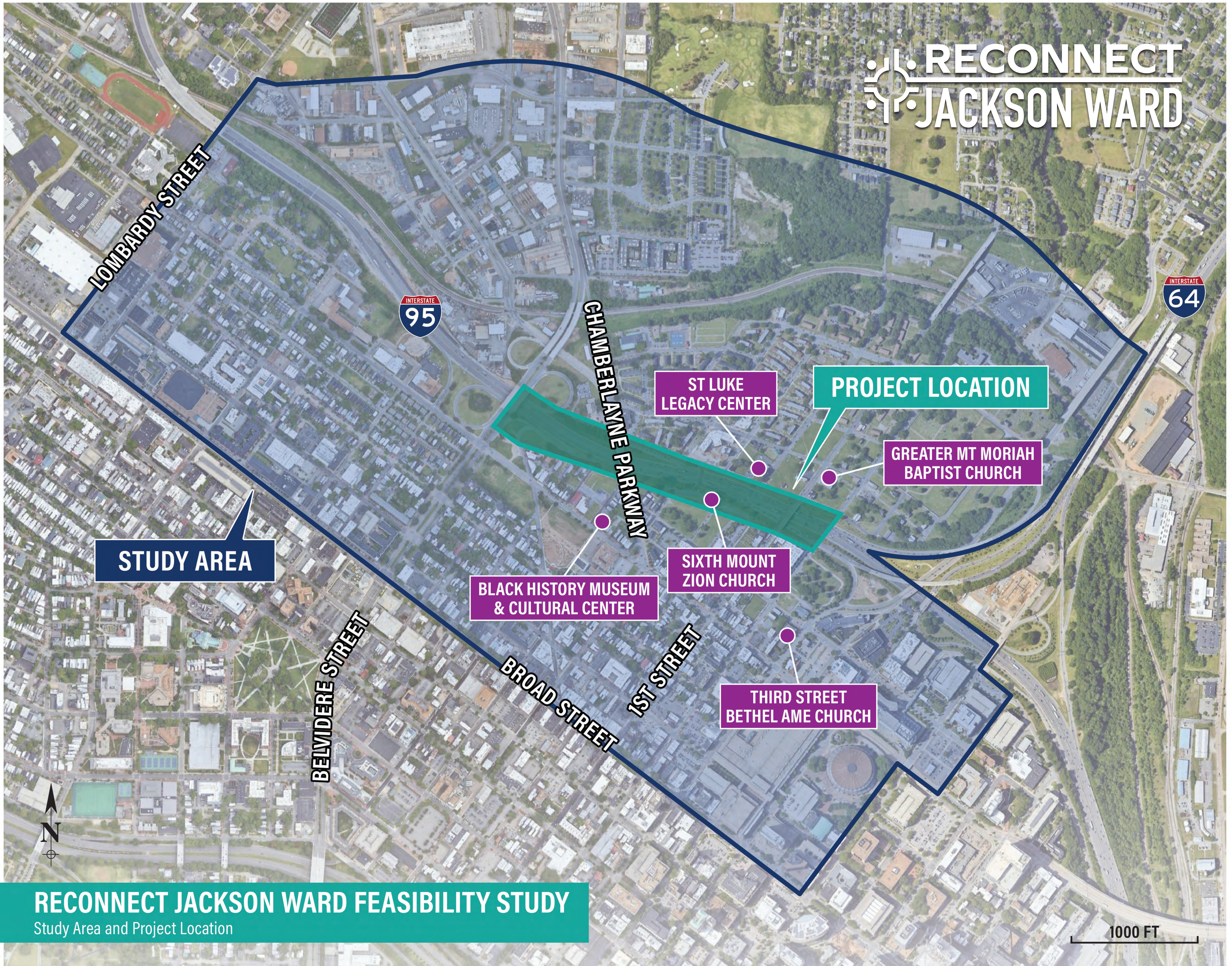


2022 STUDY SCHEDULE



STUDY AREA & LOCATION

RECONNECT JACKSON WARD



STUDY AREA

PROJECT LOCATION

ST LUKE LEGACY CENTER

GREATER MT MORIAH BAPTIST CHURCH

BLACK HISTORY MUSEUM & CULTURAL CENTER

SIXTH MOUNT ZION CHURCH


THIRD STREET BETHEL AME CHURCH


RECONNECT JACKSON WARD FEASIBILITY STUDY
Study Area and Project Location


1000 FT

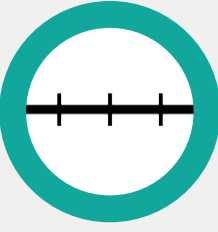
OTHER LOCAL TRANSPORTATION PROJECTS

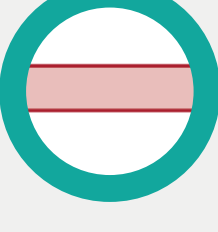
LEGEND


- 
FALL LINE TRAIL (VDOT)
 - 43-mile north-south from Ashland to Petersburg through Richmond
 - Providing active transportation, recreation, and economic development


- 
RICHMOND - I-95 BELVIDERE STREET INTERCHANGE IMPROVEMENTS (VDOT)
 - Improving access from Belvidere Street to I-95 south/I-64 east
 - Crosswalk improvements for pedestrian safety and accessibility


- 
HUD CHOICE NEIGHBORHOODS PLANNING GRANTS (RRHA & CITY OF RICHMOND)
 - \$450,000 grant for a planning process to redevelop Gilpin Court


- 
DC2RVA S-LINE
 - Increase intercity passenger rail capacity and improve travel times as part of the Washington, DC to Richmond segment of the Southeast High Speed Rail project

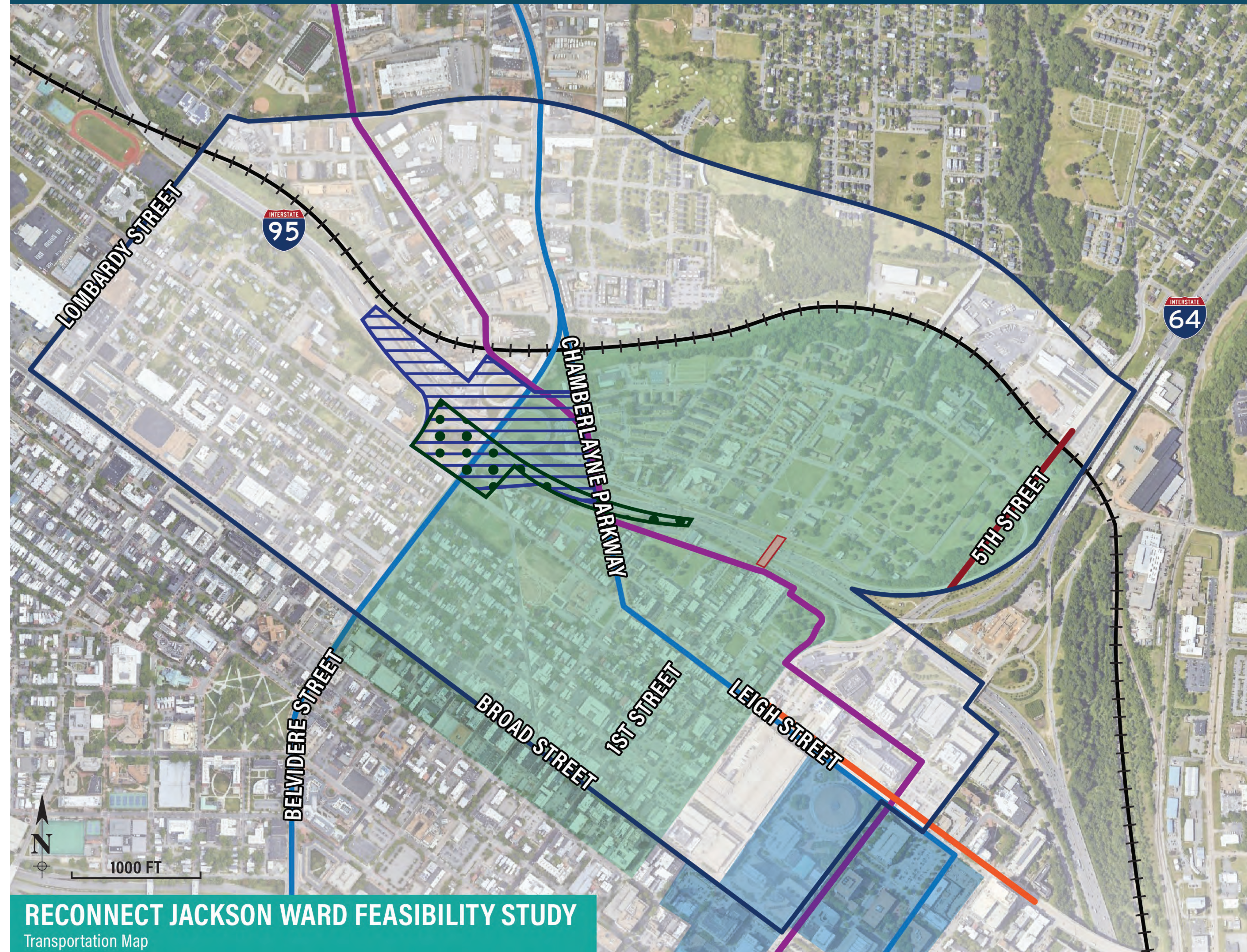
- 
1ST STREET BRIDGE REHAB
 - Replace the bridge superstructures (e.g. steel beams and parapets) and rehabilitate the substructures (e.g. abutments and piers) to extend the life cycle of the bridges
 - Raise the vertical clearance under the bridges to reduce bridge strikes

- 
CITY CENTER REDEVELOPMENT
 - Rezone and redevelop the City Center to align with the City's innovation vision

- 
NORTH-SOUTH BUS RAPID TRANSIT (GRTC)
 - Alignment study for BRT expansion (Not yet announced)

- 
5TH STREET BICYCLE LANES
 - Planned separated bicycle lanes extending north and south of Hospital Steet

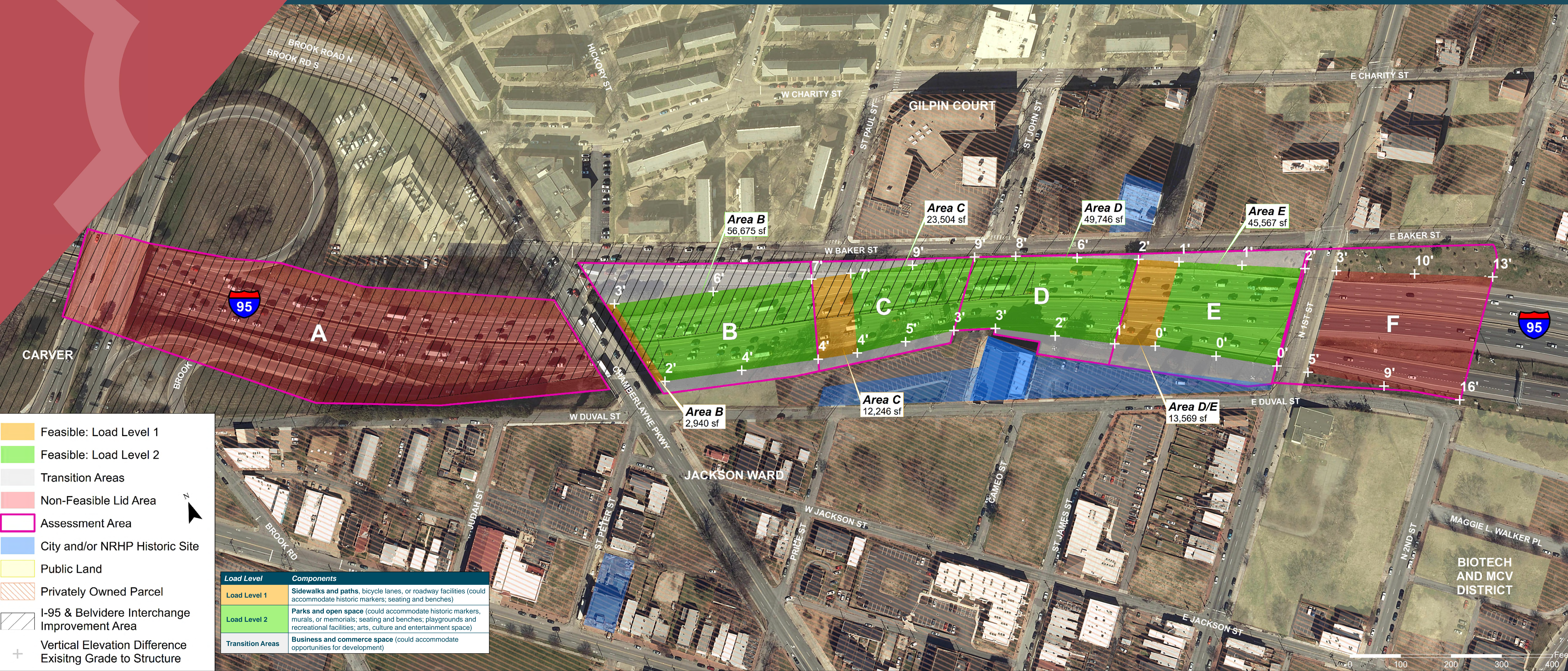
- 
LEIGH STREET STREETScape IMPROVEMENTS
 - Planned streetscape redesign from 3rd Street to the Martin Luther King Jr Memorial Bridge



RECONNECT JACKSON WARD FEASIBILITY STUDY
Transportation Map

A LOT IS HAPPENING AROUND HERE!

FEASIBLE CONNECTION AREAS



Area A

From: N. Belvidere Street
To: Chamberlayne Pkwy

- ✗ I-95/Belvidere Street interchange improvements
- ✗ Limited neighborhood connections
- ✗ No opportunity for park/open space

Area B

From: Chamberlayne Pkwy
To: St Paul Street

- ✓ Opportunity for park/open space
- ✓ Opportunity for bicycle and pedestrian connection
- ✓ Opportunity for potential development in transition areas
- ✓ Aligned with planned Fall Line Trail

Area C

From: St Paul Street
To: St John Street

- ✓ Opportunity for park/open space
- ✓ Opportunity for bicycle and pedestrian connection
- Limited opportunity for connection along Baker Street
- Adjacent to Sixth Mt. Zion Church

Area D

From: St James Street
To: N. 1st Street

- ✓ Opportunity for park/open space
- Limited opportunity for connection along Baker Street
- Adjacent to Sixth Mt. Zion Church

Area E

From: St James Street
To: N. 1st Street

- ✓ Opportunity for park/open space
- ✓ Opportunity for bicycle, pedestrian, and roadway connection
- ✓ Minimal vertical distance of existing grade below new facility
- Adjacent to Sixth Mt. Zion Church

Area F

From: N. 1st Street
To: N. 2nd Street

- ✗ Poor connection opportunities
- ✗ Significant vertical distance of existing grade below new facility
- ✗ Potential adjacent property impacts beyond transition areas

AMENITY THEMES

What amenities would you like to see? Place a sticker below your top five priorities.

CELEBRATE

PLACE STICKERS IN THE BLUE BOX>>



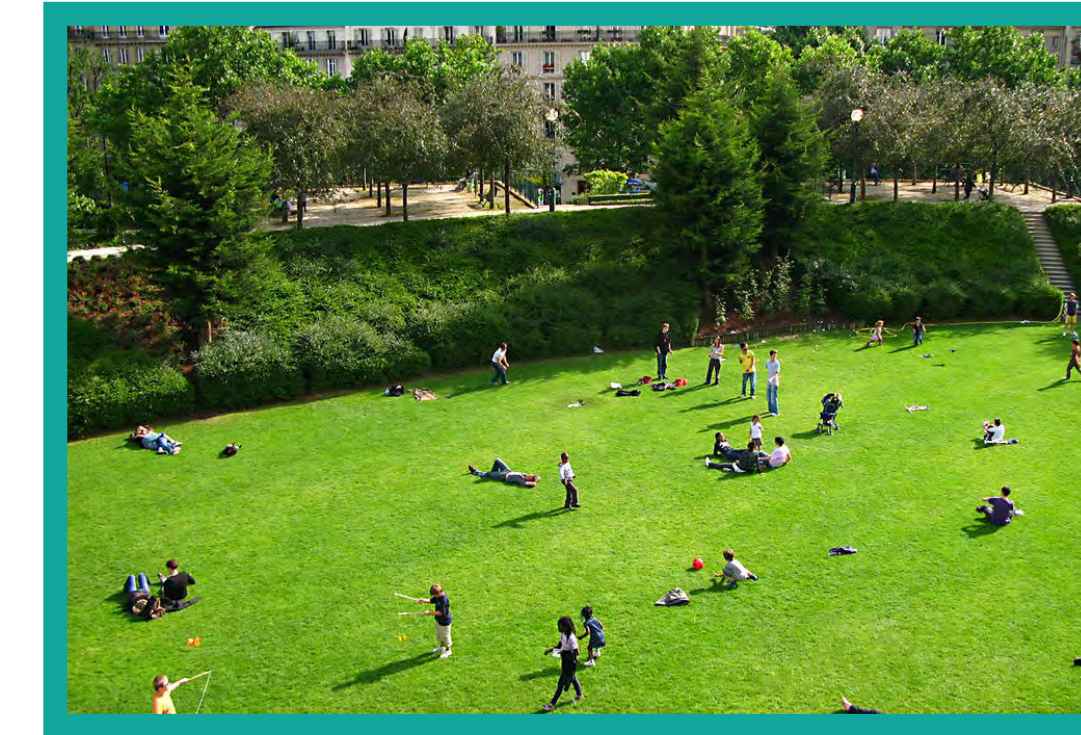
AMPHITHEATER



EVENT PLAZA



VENDOR COURT



OPEN LAWN

SOCIALIZE

PLACE STICKERS IN THE BLUE BOX>>



SHADE STRUCTURE



PICNIC PAVILION



BBQ/ PICNIC AREA



READING GARDEN



COMMUNITY GARDEN



SEATING AREAS

PLAY

PLACE STICKERS IN THE BLUE BOX>>



PLAYGROUND



OUTDOOR EXERCISE EQUIPMENT



TEEN GATHERING SPACE



SKATE SPOT



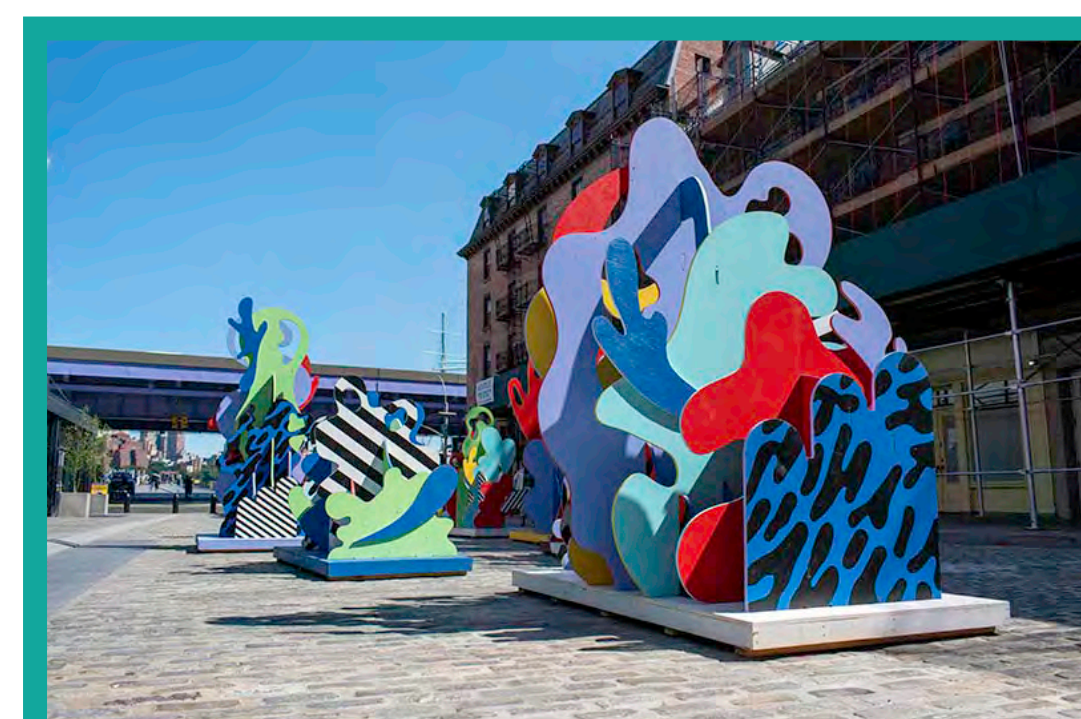
HARD COURT- BASKETBALL, TENNIS, PICKLEBALL

HISTORY ARTS & CULTURE

PLACE STICKERS IN THE BLUE BOX>>



HISTORIC MONUMENTS/ INTERPRETIVE PANELS



ART INSTALLATIONS- PERMANENT, ROTATING

CONNECT

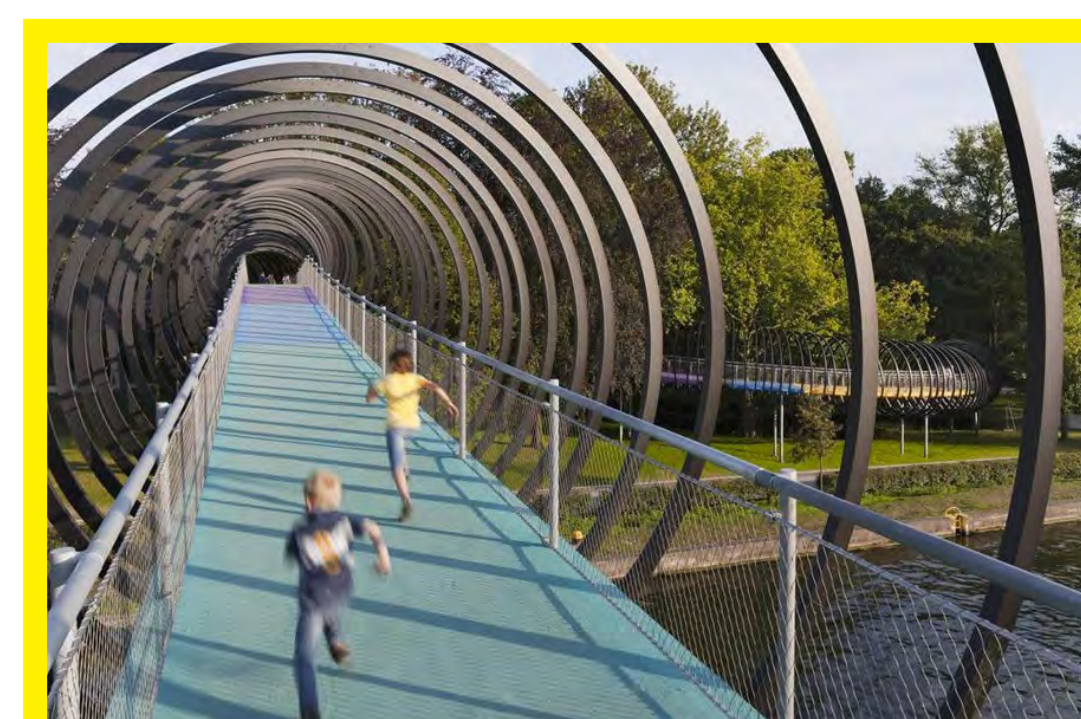
NO STICKERS NEEDED



BIKE LANES



MULTI-USE TRAIL



PEDESTRIAN BRIDGE



VEHICULAR BRIDGE

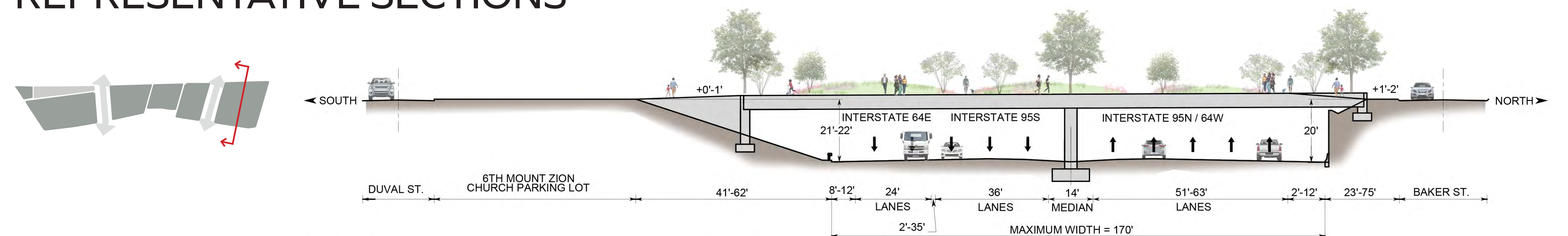
What are we missing?
You are welcome to suggest additional ideas.



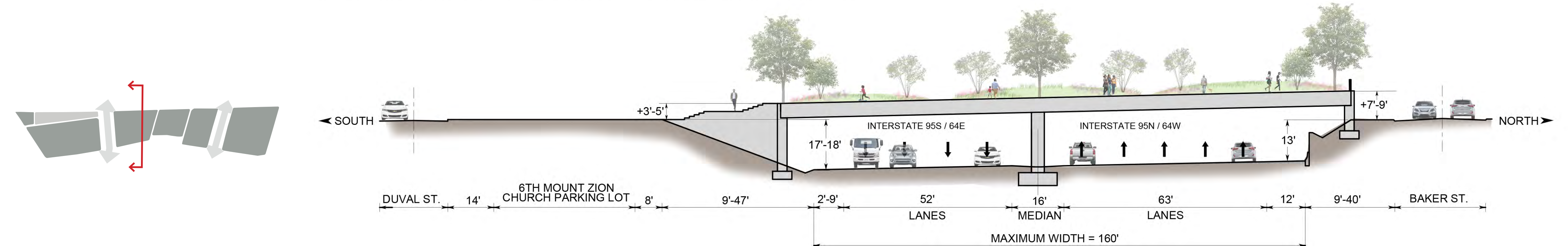
LEGEND

- Possible Park Area
- Possible Gateway Area
- Possible Buildings
- Community Landmarks
- Multimodal Connection (vehicle, bike, and/ or pedestrian, as indicated by icon)
- Pedestrian Connection (at or near grade)
- Stepped Pedestrian Connection (requires grade transition with steps and ramps)
- Significant Edge (significant grade elevation change)
- Lid/Covered Highway Area

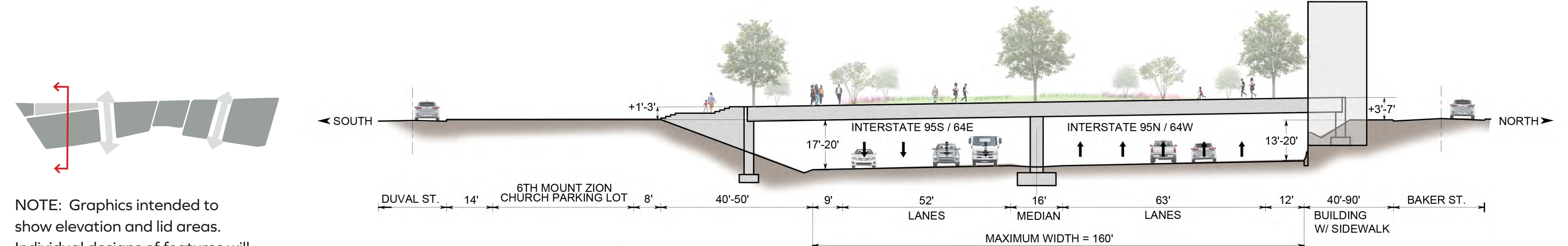
REPRESENTATIVE SECTIONS



REPRESENTATIVE SECTION FOR AREA 1



REPRESENTATIVE SECTION FOR AREA 2



REPRESENTATIVE SECTION FOR AREA 3

NOTE: Graphics intended to show elevation and lid areas. Individual designs of features will be determined at a later date.

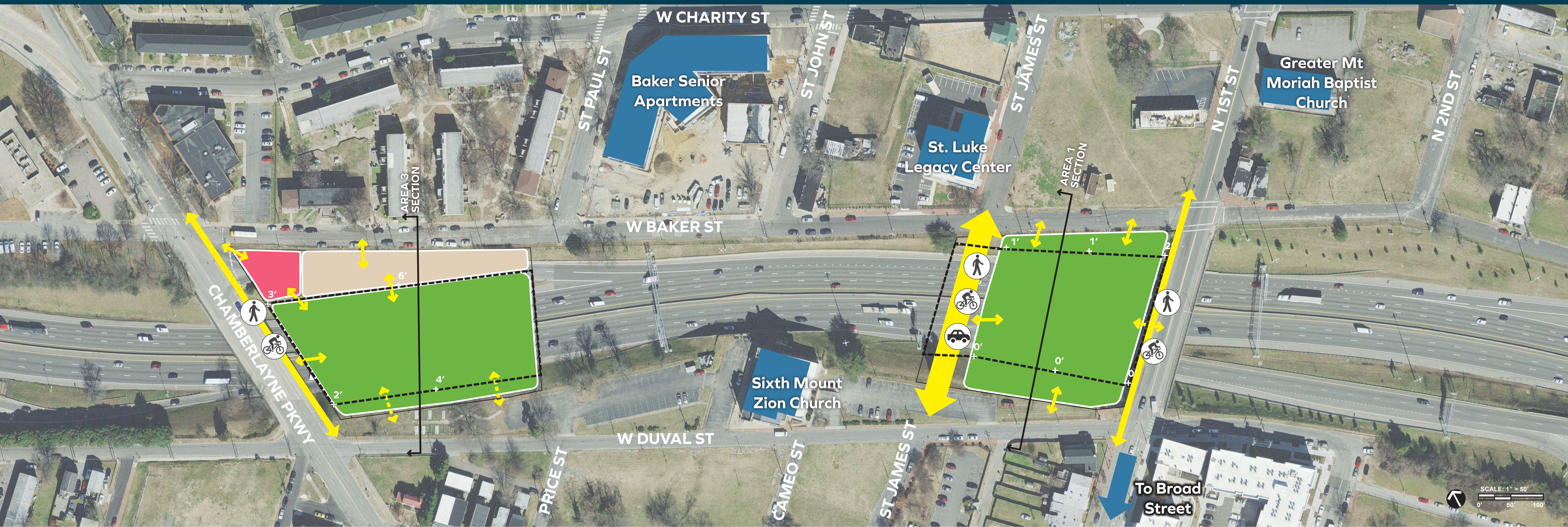
AREA PLAN CONCEPT 1: LARGE CONNECTION

POTENTIAL LAND USE AREAS, GRADE CONSTRAINTS, AND CONNECTIONS



Comments Here:

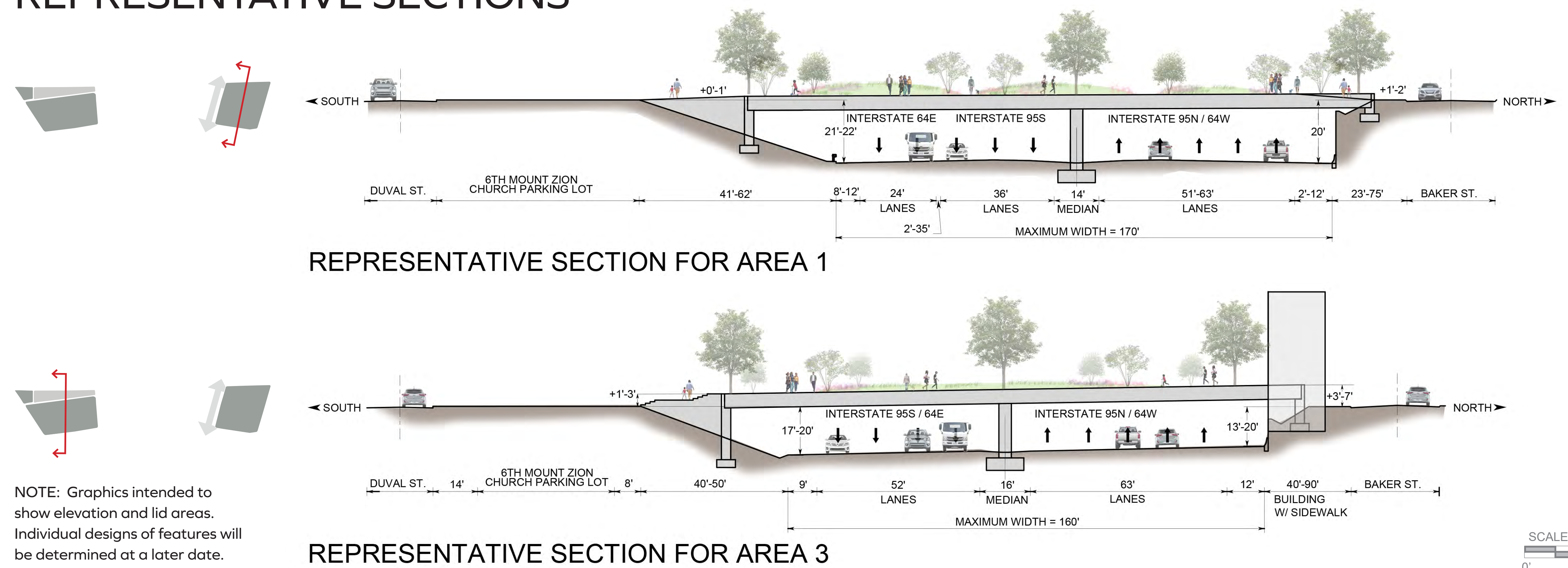
What are the pros and cons of this design? What comments or questions do you have?



LEGEND

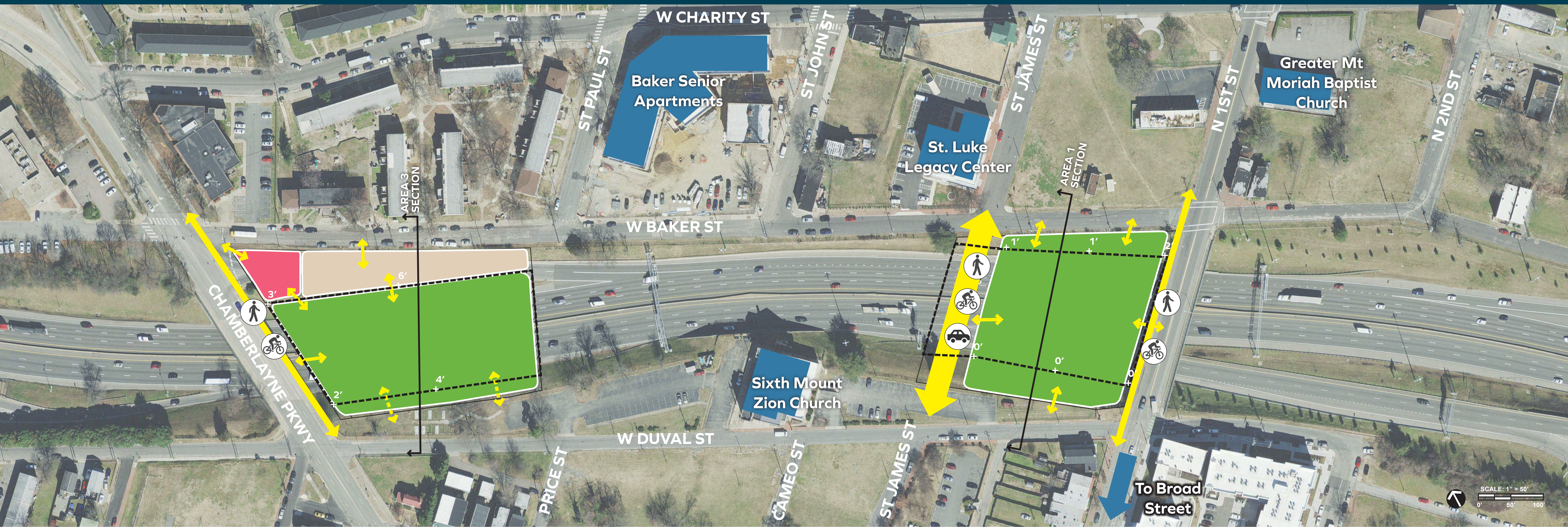
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(significant grade elevation change)
- Lid/Covered Highway Area

REPRESENTATIVE SECTIONS



AREA PLAN CONCEPT 2: MEDIUM CONNECTION

POTENTIAL LAND USE AREAS, GRADE CONSTRAINTS, AND CONNECTIONS



Comments Here:

What are the pros and cons of this design? What comments or questions do you have?

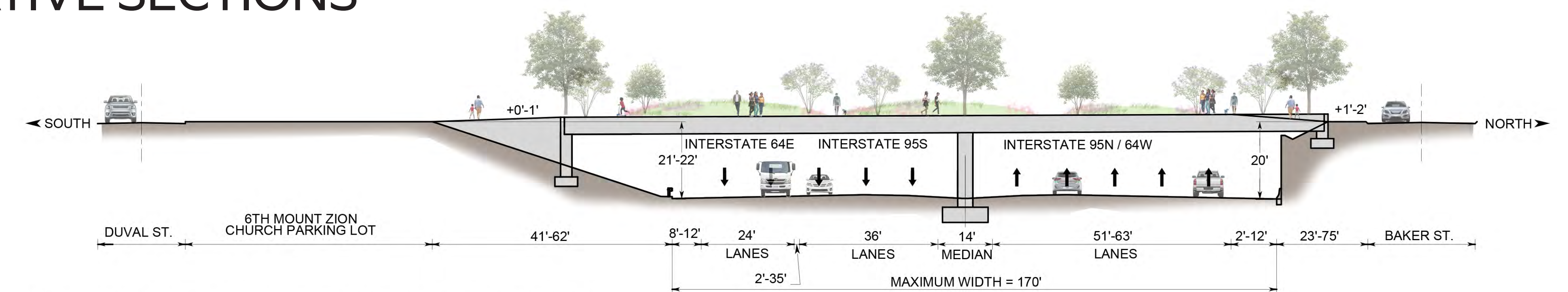


LEGEND

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- Significant Edge (significant grade elevation change)
- Lid/Covered Highway Area

REPRESENTATIVE SECTIONS

NOTE: Graphics intended to show elevation and lid areas. Individual designs of features will be determined at a later date.



REPRESENTATIVE SECTION FOR AREA 1

SCALE: 1" = 20'
0' 20' 40'

AREA PLAN CONCEPT 3: SMALL CONNECTION

POTENTIAL LAND USE AREAS, GRADE CONSTRAINTS, AND CONNECTIONS



Comments Here:

What are the pros and cons of this design?
What comments or questions do you have?

NEXT STEPS

 **RECONNECT
JACKSON WARD**

**THANK YOU
FOR PARTICIPATING**

ATTEND COMMUNITY EVENTS

May – Focus Groups (Sign Up Today!)

June – Designs Unveiled

Event dates and times will be posted on the project website: reconnectjacksonward.com

SIGN UP FOR EMAILS

To stay up to date with the progression of the Reconnect Jackson Ward Feasibility Study.



AREA PLAN CONCEPT 1: LARGE CONNECTION

POTENTIAL LAND USE AREAS, GRADE CONSTRAINTS, AND CONNECTIONS



LEGEND

- Possible Park Area
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- Possible Buildings
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- Pedestrian Connection (at or near grade)
- Stepped Pedestrian Connection (requires grade transition with steps and ramps)
- Significant Edge (significant grade elevation change)
- Lid/Covered Highway Area

Where would you like to see the amenities?