



**RECONNECT**  
**JACKSON WARD**  
FEASIBILITY STUDY

**STEERING COMMITTEE**  
**Virtual Meeting #4**

April 21, 2022  
4:00 – 5:30 PM



# MEETING ORIENTATION

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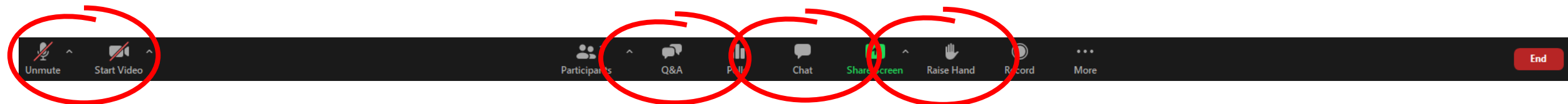
- Virtual meeting open to all interested in attending

## Steering Committee and Study Team (Panelists)

- Requested to participate in polling questions
- Encouraged to speak during questions and answers
- Invited to provide input through chat
- Asked to turn off webcam and mute mic unless actively participating in meeting

## Additional Attendees (**Attendees**)

- Invited to provide input through Q&A
- Requested to raise hand to speak
- Asked to mute mic unless called upon to speak



# 1. INTRODUCTIONS – STUDY TEAM

## PROJECT PARTNERS



**Maritza Pechin**  
*Deputy Director*

**Dironna Clarke**  
*Administrator*

**Yessenia Revilla**  
*Planner*



**Ronique Day**  
*Deputy Director*



**Ben Mannell, AICP**  
*Assistant Division Administrator*

## CONSULTANT TEAM



**Caleb Parks**  
*Project Manager*



**Ebony Walden**  
*Principal*



**Shawn Balon**  
*Executive Director*



**Tristan Cleveland**  
*Project Manager*



**Mike Carosi**  
*President*

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# 1. STEERING COMMITTEE – ROLL CALL

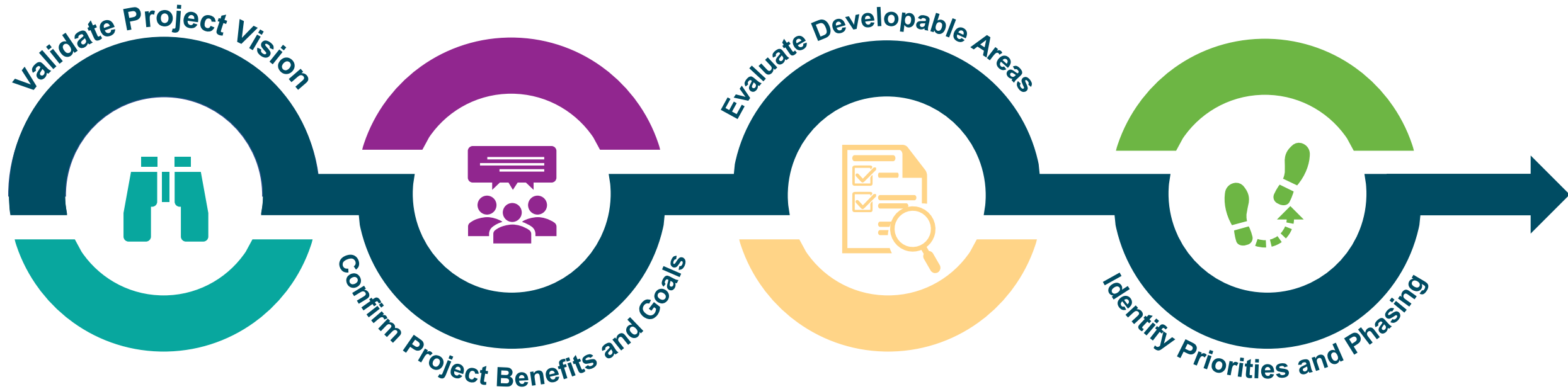
# AGENDA

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1. Introductions
2. Project Vision
3. Developable Areas and Feasibility
4. Questions and Answers
5. Evaluation Considerations
6. Questions and Answers
7. Possible Program Elements
8. Upcoming Community Event

# 2. PROJECT VISIONING

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## 2. VISION STATEMENT

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*Jackson Ward and the surrounding neighborhoods represent one of the nation's most important centers of Black cultural and economic vitality. Reconnecting over the highway is an opportunity to repair, rebuild, and reknit the two sides of Jackson Ward, that were divided in the 1950s by the construction of the interstate highway, through the creation of community spaces, transportation connections, and the potential for new development.*

*Based on input from the community, the vision for Reconnect Jackson Ward is as follows...*

## 2. VISION STATEMENT

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1. A place for Richmond to heal and unite. “Connecting the injustice of the past,” north and south Jackson Ward will be united with a new architecture to our past.
2. A community gathering place. Jackson Ward will be reconnected with community amenities, green spaces, paths, programmable spaces, and new development sites that “contribute to revitalization and redevelopment.”
3. A welcoming place of arts and culture for all. “Encouraging cultural growth and discovery,” Jackson Ward will be reconnected to the history of the community and celebrate the culture of all Richmonders.
4. A place that elevates the community and the City of Richmond. Reconnecting Jackson Ward will “fade the freeway from the foreground to the background.”
5. At the heart of Reconnect Jackson Ward are the ideals of inclusion, unification, and access for everyone, while “keeping black history alive.”



## 2. DIGITAL POLL QUESTIONS PART 1

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Which vision statements would you like to see included as part of the Reconnect Jackson Ward Feasibility Study? *(select up to three or suggest combinations in the chat)*

1. A place for Richmond to heal and unite.
2. A community gathering place.
3. A welcoming place of arts and culture for all.
4. A place that elevates the community and the City of Richmond.
5. At the heart of Reconnect Jackson Ward are the ideals of inclusion, unification, and access for everyone, while “keeping black history alive.”

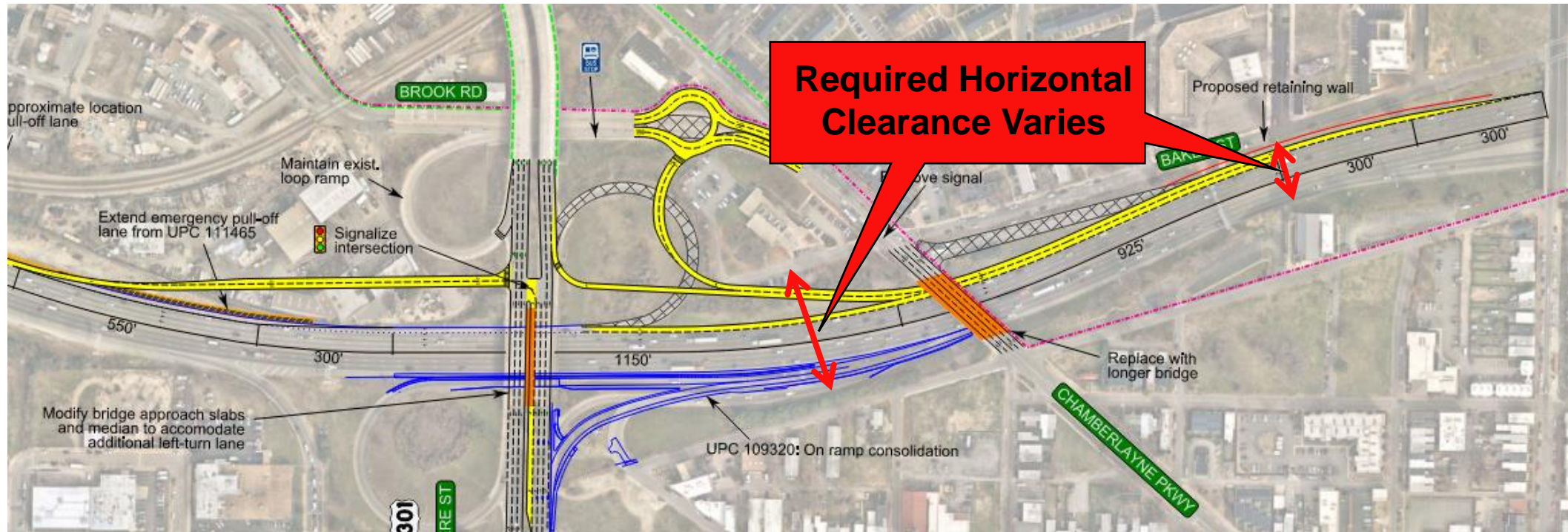
# 3. ENGINEERING CONSIDERATIONS

- Maintain **vertical clearance** needed to accommodate interstate traffic flow



# 3. ENGINEERING CONSIDERATIONS

- Maintain **horizontal clearance** needed to accommodate future improvements



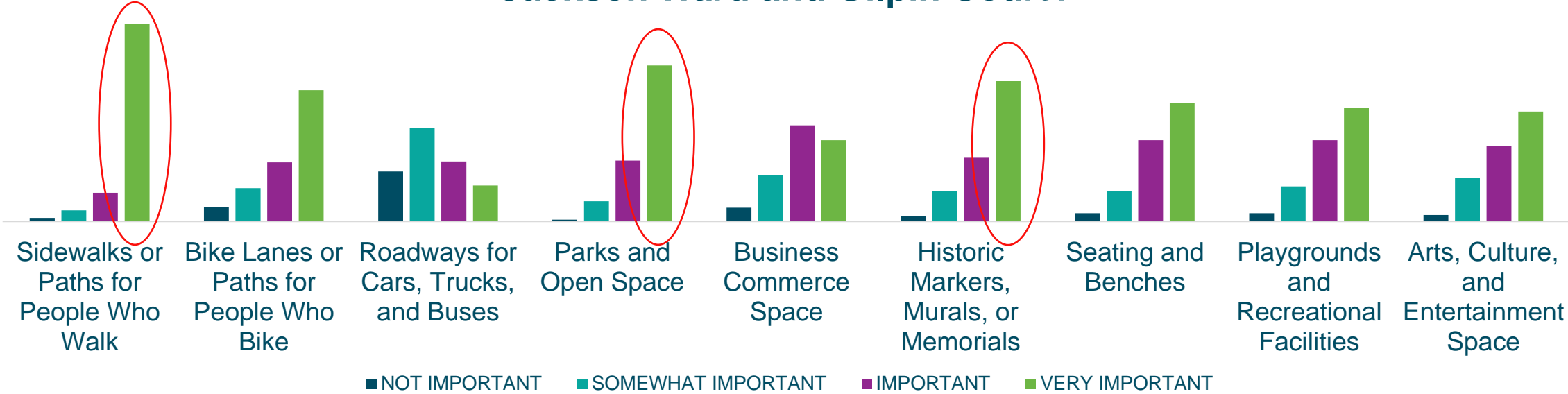
Source: I-95/I-64 at Belvidere Street Interchange Study - Alternative 2B (March 2022)



# 3. ENGINEERING CONSIDERATIONS

- Accommodate **structural loads** for most important components identified by public for future connection

What components are important to you for a future connection between Jackson Ward and Gilpin Court?



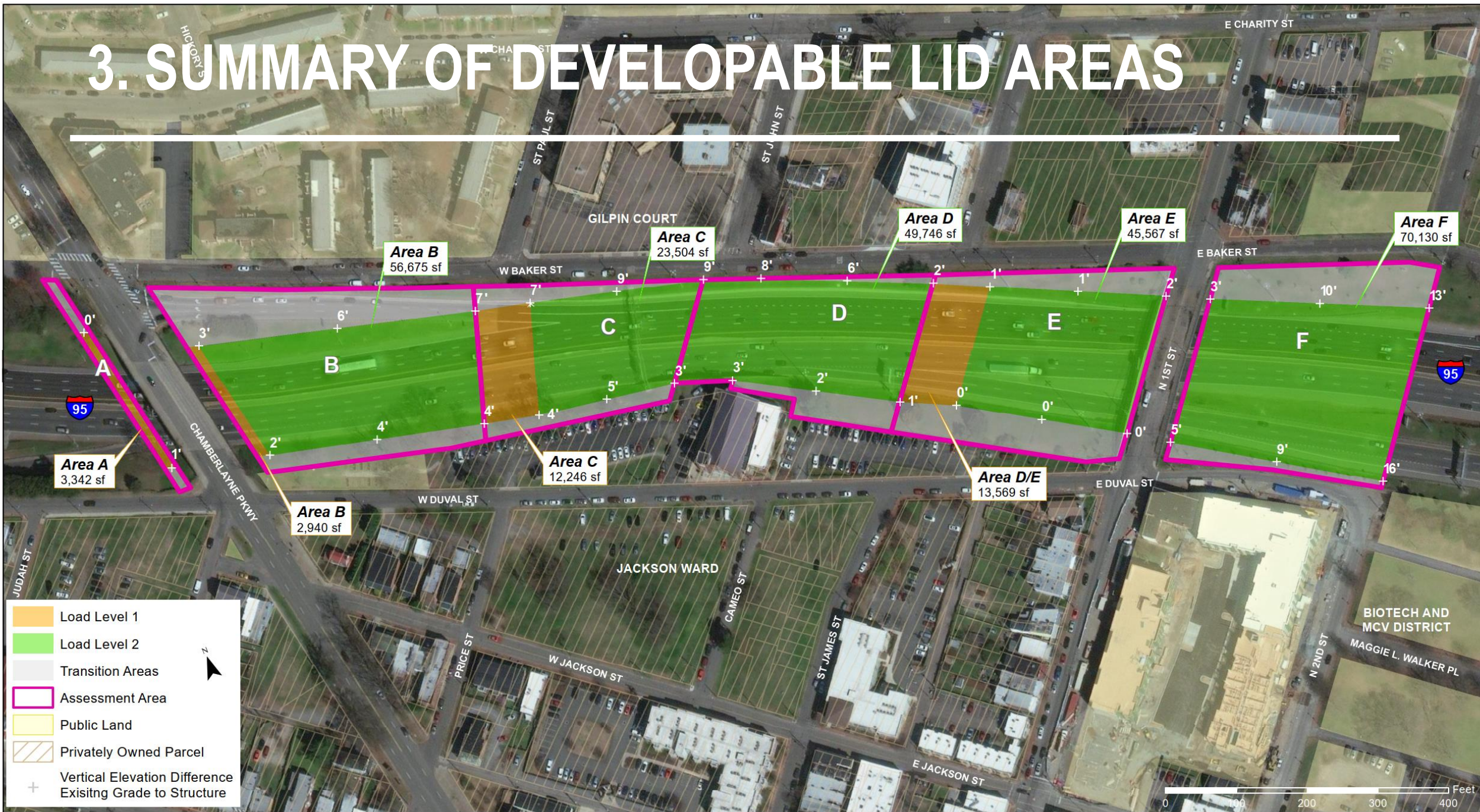
# 3. ENGINEERING CONSIDERATIONS

- Accommodate **structural loads** for most important components identified by public for future connection

<i>Load Level</i>	<i>Components</i>	<i>Superstructure Depth (FT)</i>
<b>Load Level 1</b>	<b>Sidewalks and paths</b> , bicycle lanes, or roadway facilities (could accommodate historic markers; seating and benches)	3.25 – 4.5
<b>Load Level 2</b>	<b>Parks and open space</b> (could accommodate historic markers, murals, or memorials; seating and benches; playgrounds and recreational facilities; arts, culture and entertainment space)	5
<b>Transition Areas</b>	<b>Business and commerce space</b> (could accommodate opportunities for development)	N/A

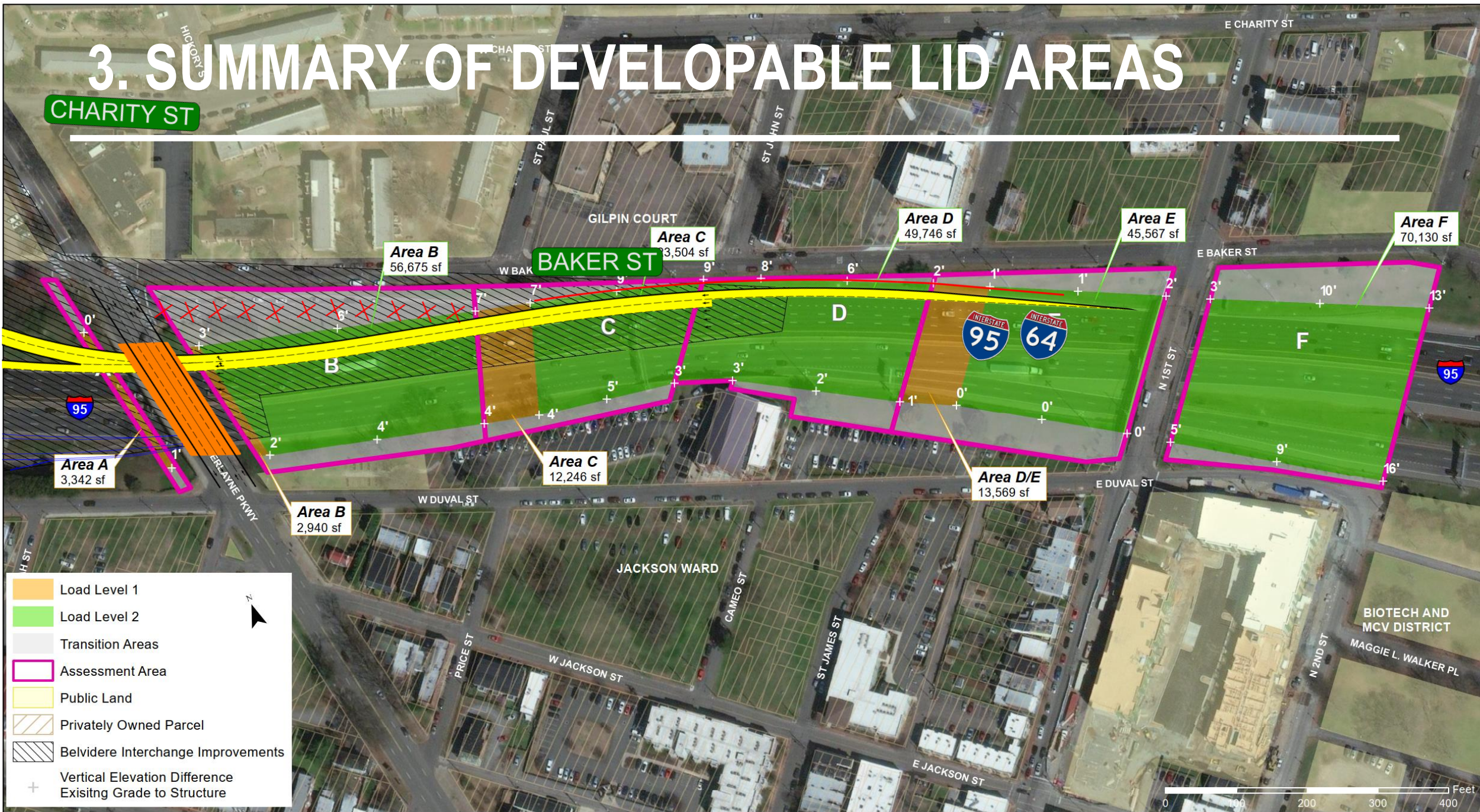


# 3. SUMMARY OF DEVELOPABLE LID AREAS



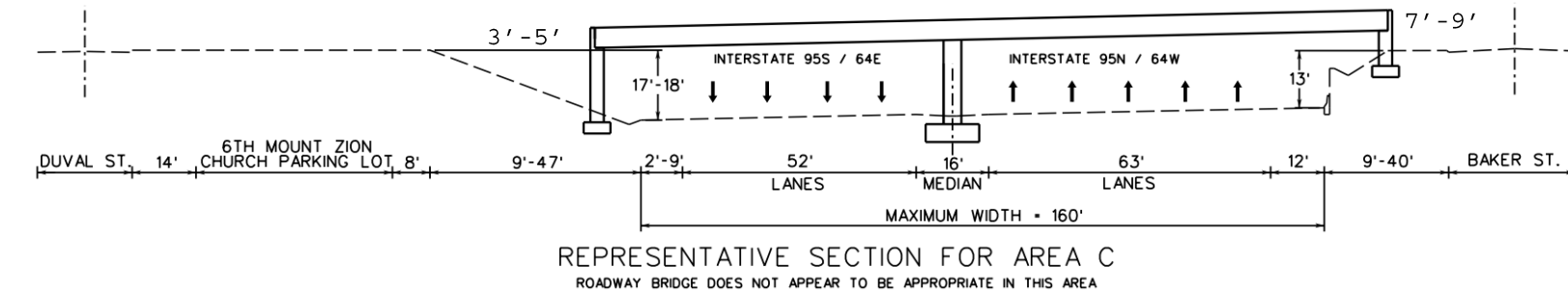
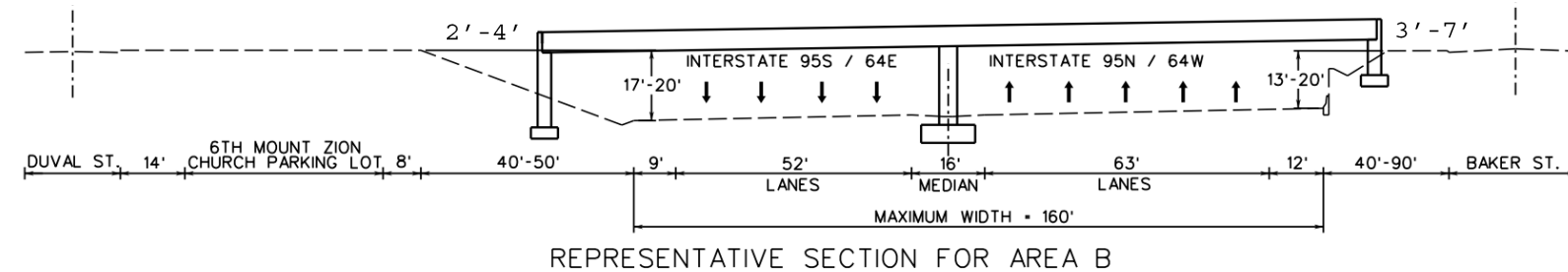
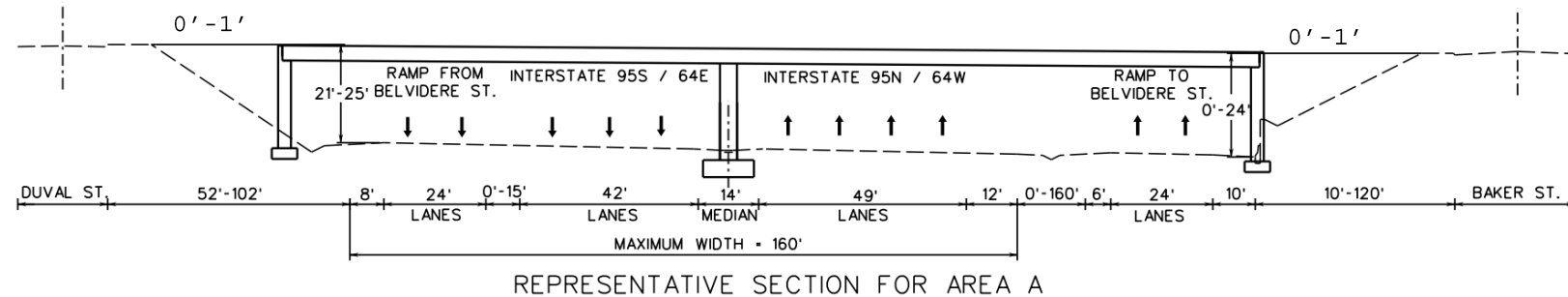


# 3. SUMMARY OF DEVELOPABLE LID AREAS





# 3. SUMMARY OF DEVELOPABLE LID AREAS



## Area A

**From:** N. Belvidere Street

**To:** Chamberlayne Pkwy

✗ Belvidere 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

## Area C

**From:** St Paul Street

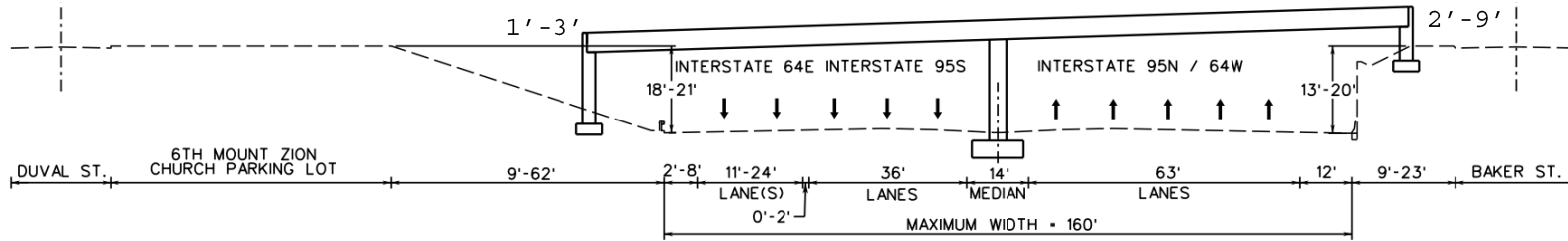
**To:** St John Street

✓ Opportunity for park/open space

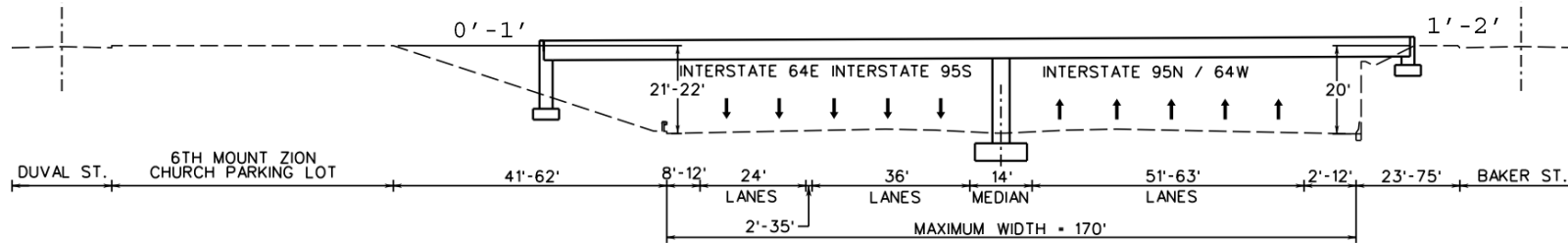
✓ Opportunity for bicycle and pedestrian connection

- Adjacent to Sixth Mt. Zion Church

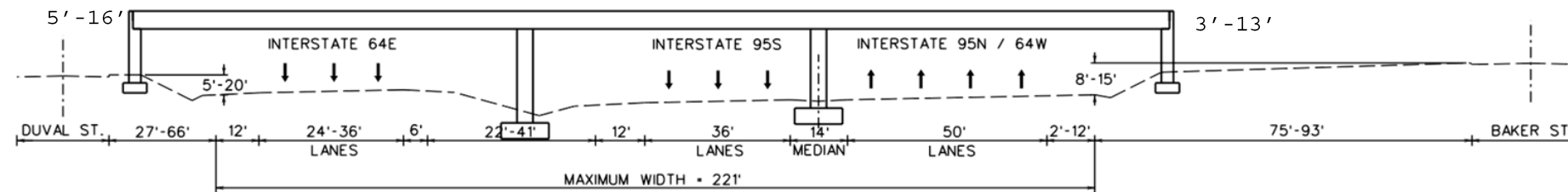
# 3. SUMMARY OF DEVELOPABLE LID AREAS



REPRESENTATIVE SECTION FOR AREA D



REPRESENTATIVE SECTION FOR AREA E



REPRESENTATIVE SECTION FOR AREA F  
ROADWAY BRIDGE DOES NOT APPEAR TO BE APPROPRIATE IN THIS AREA

## Area D

From: St John Street

To: St James Street

- ✓ Opportunity for park/open space
- 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
- ✓ Opportunity for potential development in transition areas
- Adjacent to Sixth Mt. Zion Church

## Area F

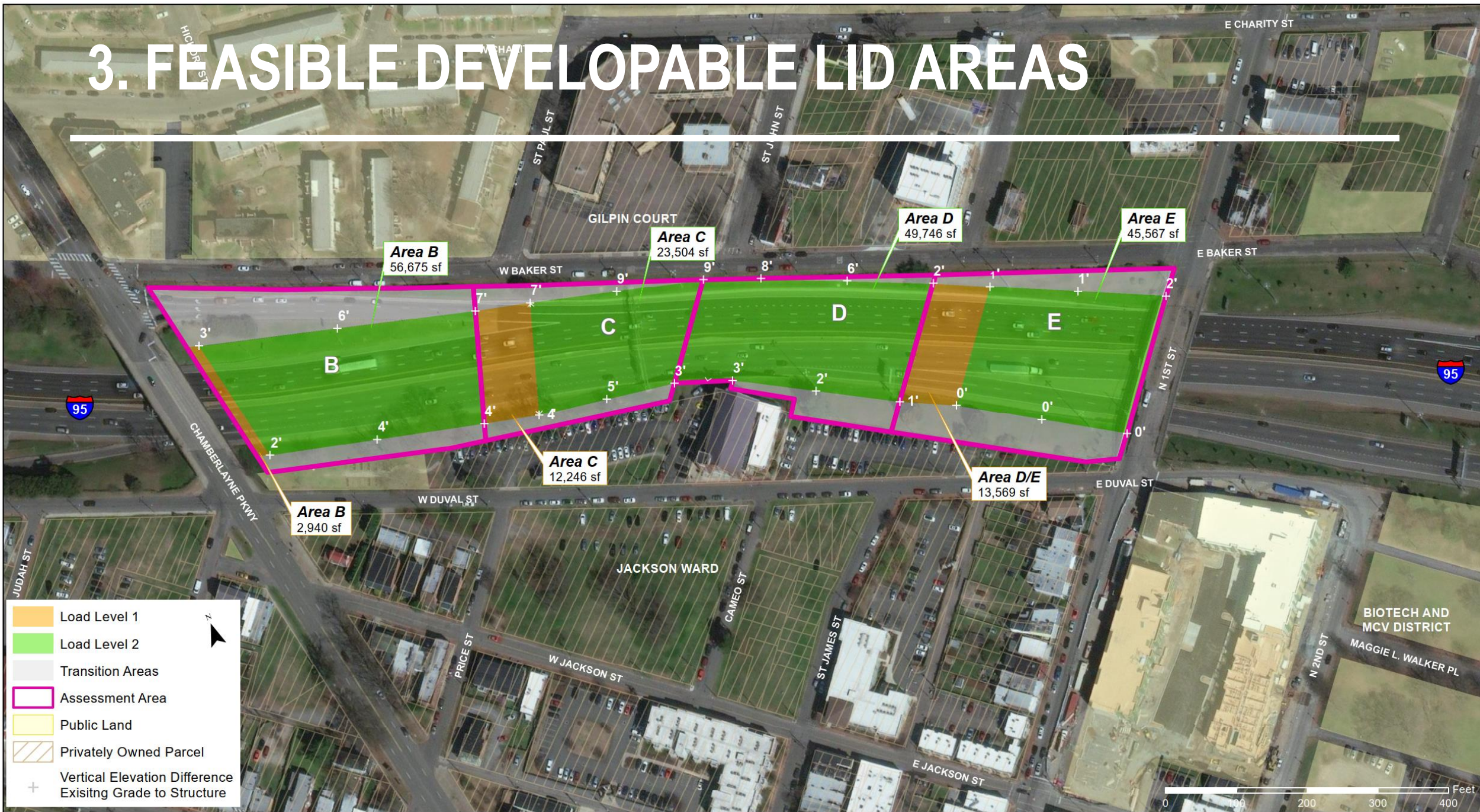
From: N. 1st Street

To: N. 2nd Street

- ✗ Poor connection opportunities
- ✗ Potential adjacent property impacts beyond transition areas



# 3. FEASIBLE DEVELOPABLE LID AREAS





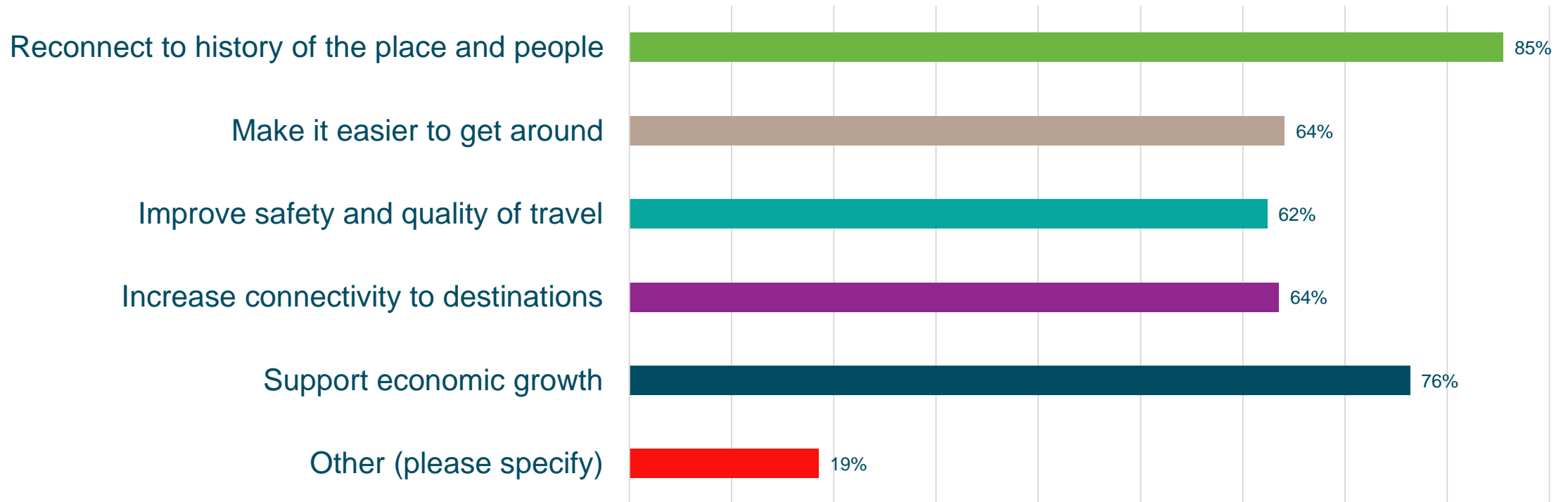
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# 4. QUESTIONS AND ANSWERS

# 5. PUBLIC SURVEY SUMMARY

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**What benefits do you think reconnecting Jackson Ward could provide? (Choose Multiple)**



# 5. EVALUATION MEASURES

<i>Anticipated Benefit</i>	<i>Goal</i>	<i>Measure</i>	<i>Weight*</i>
<b>Reconnect to history of the people and place</b>	Maximize art and cultural centers within walking distance to project site	Cultural centers w/in 10 min walk (1/4 mile) of structural assessment area (SAA)	High (based on public survey)
	Maximize historic sites within walking distance to project site	Historic sites w/in 10 min walk (1/4 mile) of SAA	
<b>Support economic vitality and growth</b>	Maximize businesses within minority and/or low-income census blocks within walking distance to project site	Businesses w/in minority and/or low-income census block 10 min walk (1/4 mile) of SAA	High (based on public survey)
	Maximize adjacency to parcels planned for redevelopment	Parcels adjacent to SAA undeveloped and zoned business	
	Maximize adjacency to public property	Publicly owned parcels adjacent to SAA	
	Maximize area available for development on new facility	Transition areas of new facility available for development	

# 5. EVALUATION MEASURES

<i>Anticipated Benefit</i>	<i>Goal</i>	<i>Measure</i>	<i>Weight*</i>
<b>Make it easier to get around</b>	Minimize vertical elevation difference of new facility and existing grade	Vertical distance of existing grade below new facility	Medium (based on public survey)
<b>Increase connectivity to community facilities/ destinations</b>	Maximize places of worship within walking distance to project site	Places of worship w/in 10 min walk (1/4 mile) of SAA	Medium (based on public survey)
	Maximize schools within walking distance to project site	Schools w/in 10 min walk (1/4 mile) of SAA	
	Maximize grocery or convenience stores within walking distance to project site	Grocery or convenience stores w/in 10 min walk (1/4 mile) of SAA	
	Maximize parks within walking distance to project site	Parks w/in 10 min walk (1/4 mile) of SAA	
	Maximize places of worship within walking distance to project site	Places of worship w/in 10 min walk (1/4 mile) of SAA	

# 5. EVALUATION MEASURES

<i>Anticipated Benefit</i>	<i>Goal</i>	<i>Measure</i>	<i>Weight*</i>
<b>Improve safety and quality of travel</b>	Maximize connections to sidewalks, bicycle facilities, or low traffic/speed streets	Linear feet of facilities and Low Traffic Stress level streets connected to SAA	Medium (based on public survey)
	Maximize bus stops within walking distance to project site	GRTC bus stop w/in 10 min walk (1/4 mile) of SAA	
	Maximize bike shares within walking distance to project site	Bike shares w/in 10 min walk (1/4 mile) of SAA	
	Maximize area available for park/open space on new facility	Square footage of new facility available for park/open space	



## 5. DIGITAL POLL QUESTIONS PART 2

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What are your initial thoughts on the evaluation criteria?

- a. Looks good! I understand and agree with it.
- b. It's okay. I am not sure I fully understand but it seems reasonable to me.
- c. I am confused and would like to see more information.
- d. I understand but do not agree with it.

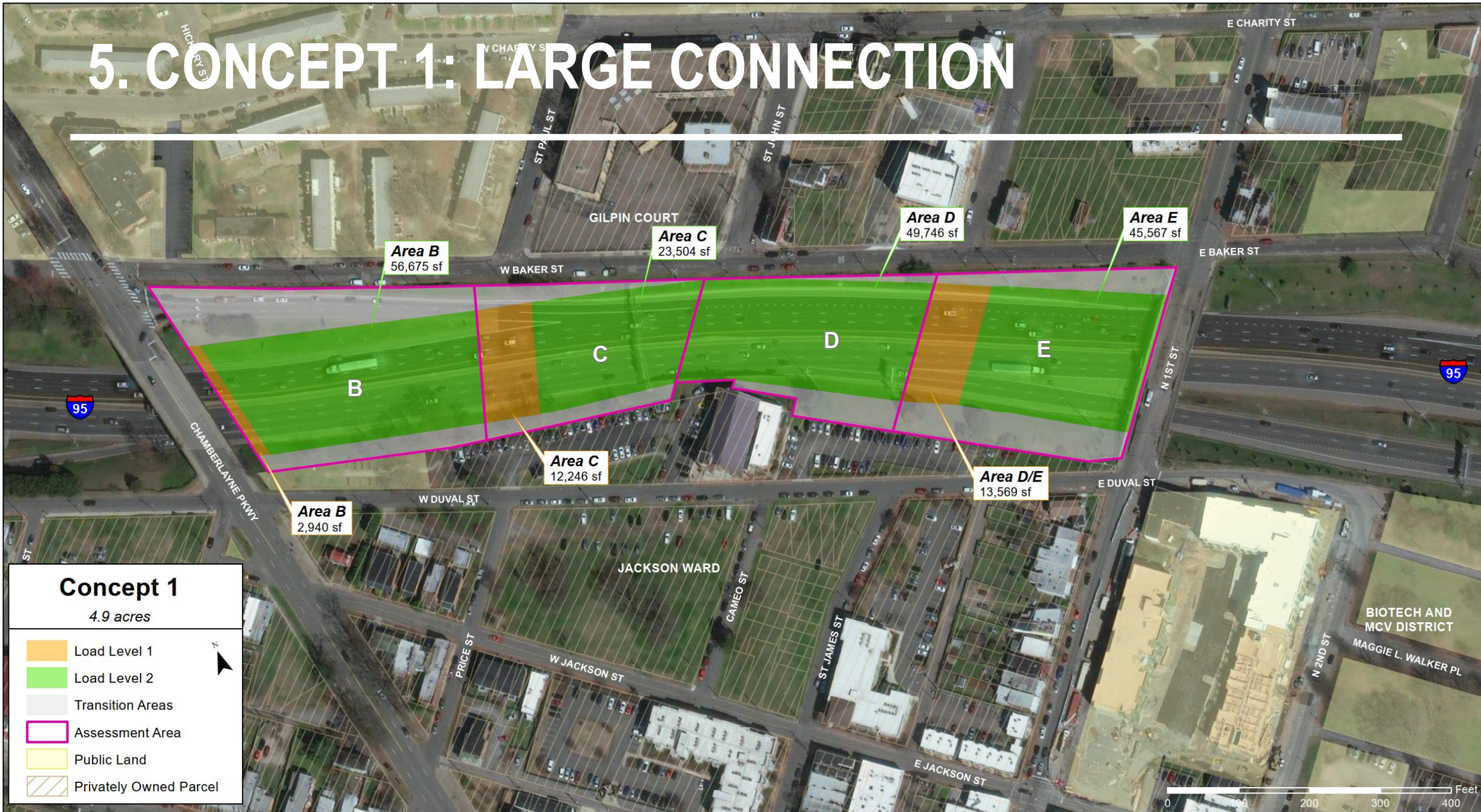
# 5. EVALUATION MEASURES

<i>Anticipated Benefit</i>	<i>Weighted Benefit Scores</i>			
	<i>Area B</i>	<i>Area C</i>	<i>Area D</i>	<i>Area E</i>
Reconnect to History of the People and Place	2.1	2.6	2.6	2.6
Support Economic Vitality and Growth	1.7	1.1	1.1	1.7
Make It Easier to Get Around	0.6	0.6	0.6	1.9
Increase Connectivity to Community Facilities/Destinations	1.9	1.4	1.4	1.4
Improve Safety and Quality of Travel	1.9	1.9	1.9	1.6
<b>Weighted Total</b>	<b>8.3</b>	<b>7.7</b>	<b>7.7</b>	<b>9.2</b>
Number of Public Respondents Selected	91	104	113	102
Constructability (Relative Complexity)	Moderately Complex	Highly Complex	Highly Complex	Less Complex
Cost (Relative Order of Magnitude)	\$\$\$	\$\$	\$\$	\$\$\$

Priorities for Implementation  
Based on Weighted Total

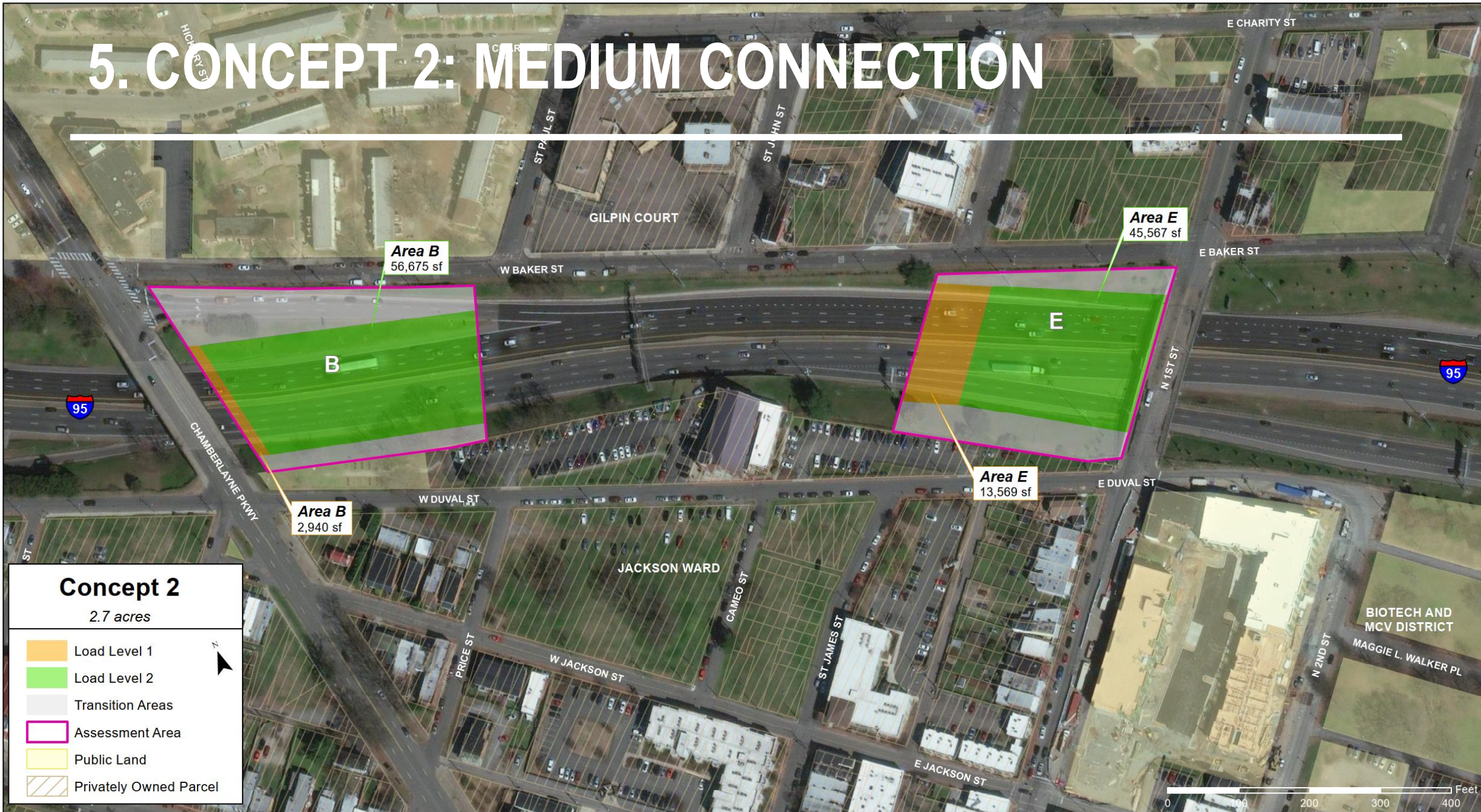


# 5. CONCEPT 1: LARGE CONNECTION



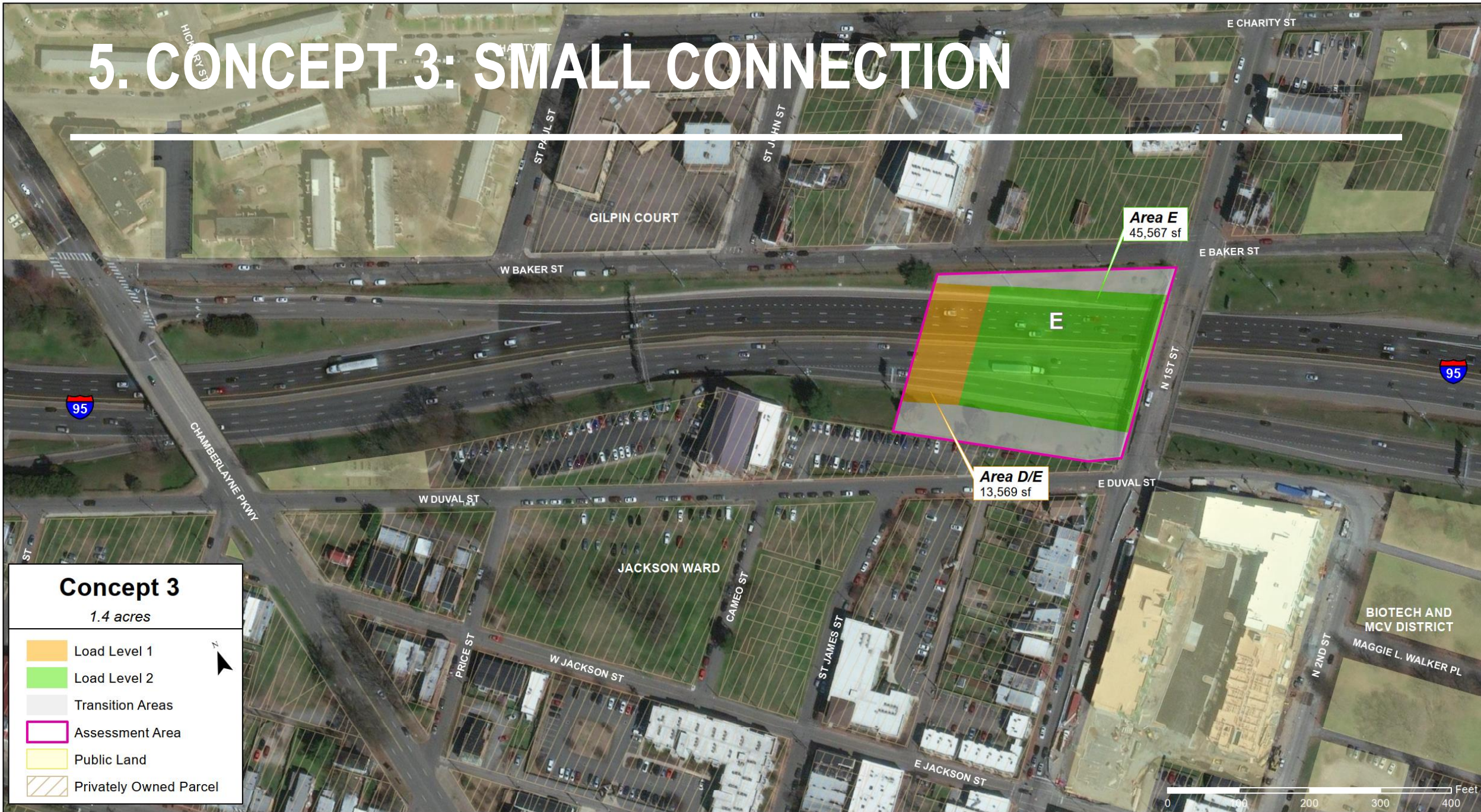


# 5. CONCEPT 2: MEDIUM CONNECTION





# 5. CONCEPT 3: SMALL CONNECTION





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# 5. QUESTIONS AND ANSWERS

# 6. POSSIBLE PROGRAM ELEMENTS

## Amenity Themes

### Connect

bike lanes, multi-use trail, pedestrian bridge, vehicular bridge

### Celebrate

amphitheater, event plaza, vendor court, open lawn

### Socialize

picnic pavilion, bbq/picnic area, seating area, community garden, reading garden, shade structure

### Play

playground, outdoor exercise equipment, teen gathering area, skate spot, hard courts (basketball, tennis, pickleball)

### Arts and Culture

art installation, historic monuments/ interpretation

*Note: shade trees, landscaping, and benches will be included in the final design*



## 6. DIGITAL POLL QUESTIONS PART 3

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What possible amenity themes would you like to see prioritized?  
(select up to two)

- a. Connect
- b. Celebrate
- c. Socialize
- d. Play
- e. Arts and Culture

# 8. COMMUNITY EVENT PREPARATION

- April 28, 2022 6:00 – 8:00 PM
- Ebenezer Baptist Church
- Presentation at 6:15pm
- Open House at 6:45pm



# 8. COMMUNITY EVENT PREPARATION

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## Purpose of the Meeting



Introduce possible concepts and evaluation results



Request input on identification of recommended concept



Request input on initial design ideas and program elements for recommended concept



# 8. COMMUNITY EVENT PREPARATION

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## Help Spread the Word

- Community event flyer announcement coming soon
- Social media – Like. Share. Connect

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# 9. ADJOURN