



RECONNECT
JACKSON WARD
FEASIBILITY STUDY

STEERING COMMITTEE
Virtual Meeting #6

September 8, 2022
4:00 – 5:30 PM

MEETING ORIENTATION

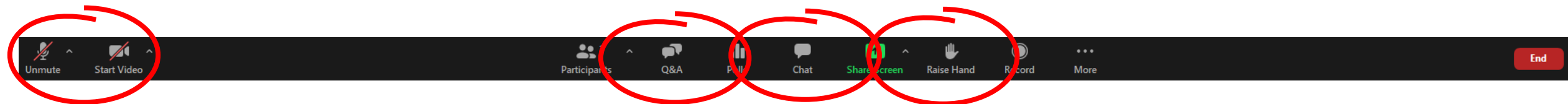
- Virtual meeting open to all interested in attending

Steering Committee and Study Team (Panelists)

- 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



AGENDA

1. Introductions
2. Review of Community Event #3
3. Overview of Feasibility Study Findings
4. Questions and Answers
6. Overview of Grant Application Process
7. Recommendations and Next Steps
8. Questions and Answers
9. Adjourn

1. INTRODUCTIONS – STUDY TEAM

PROJECT PARTNERS



Maritza Pechin
Deputy Director

Dironna Clarke
Administrator

Yessenia Revilla
Planner



Ronique Day
Deputy Director



Ben Mannell
Assistant Division Administrator

CONSULTANT TEAM



Caleb Parks
Project Manager



Ebony Walden
Principal



Shawn Balon
Executive Director



Tristan Cleveland
Project Manager



Mike Carosi
President

1. INTRODUCTIONS – STEERING COMMITTEE

1. Janis Allen
2. Adam Bond
3. Anedra Bourne
4. Marland Buckner
5. Zarina Fazaldin
6. Nate Goodenow
7. Michael Hallmark
8. Mecca Harris
9. Jim Hill
10. Aria Kirkland-Harris
11. David Lambert
12. Jerome Legions
13. Kelli Lemon
14. Donte McCutchen
15. Billy McMullen
16. Charlene Pitchford
17. Leighton Powell
18. Ron Stallings
19. Desi Wynter

2. FEASIBILITY STUDY PROCESS



2022 STUDY SCHEDULE

FEASIBILITY STUDY COMPLETE



**Date revised to align with grant application schedule.*



2. COMMUNITY EVENT #3 - SUMMARY

- Community Event #3

June 29, 2022 | 6:00 –8:00 PM
Hippodrome Theater

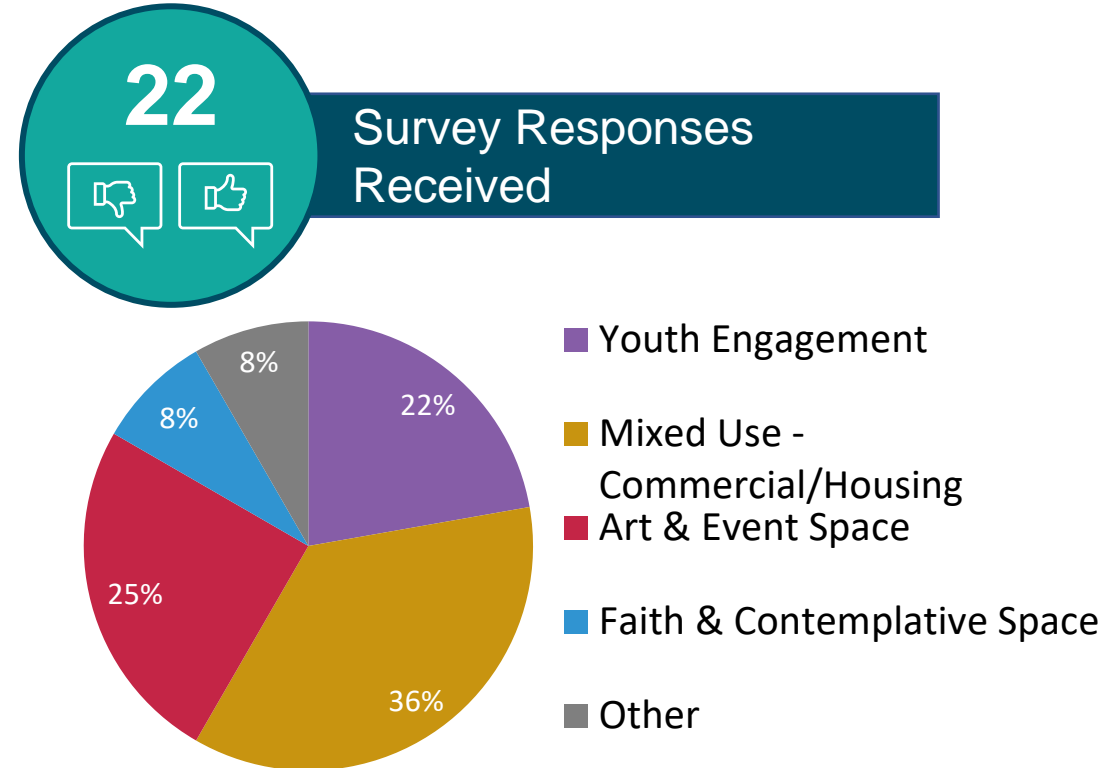
- The purpose of the meeting was to:

- Share the Recommended Framework Plan and solicit feedback on thematic and programmatic elements
- Review and discuss policy and program recommendations and considerations



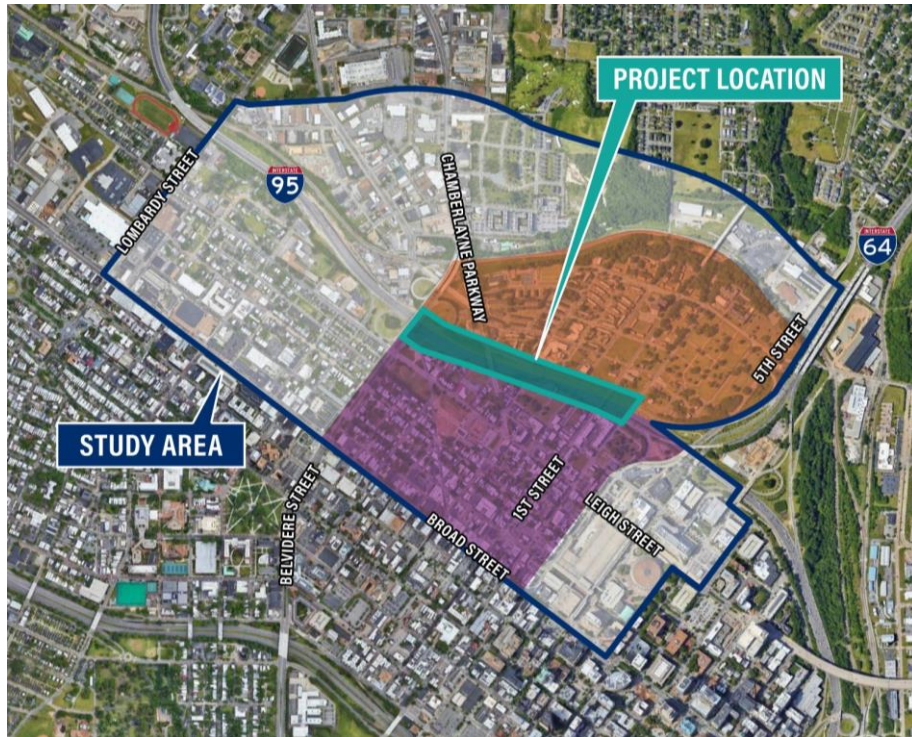
2. COMMUNITY EVENT #3 – WHAT WE HEARD

- Questions regarding the **schedule, construction, and cost**
- Support for **mixed-use affordable housing** and **commercial opportunities**
- Concern for the effect of **gentrification and continued displacement** and the request for **reparations to address past harms**

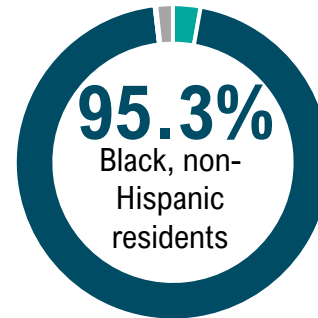


Which of the following themes would you prefer to see prioritized in the Jackson Ward project?

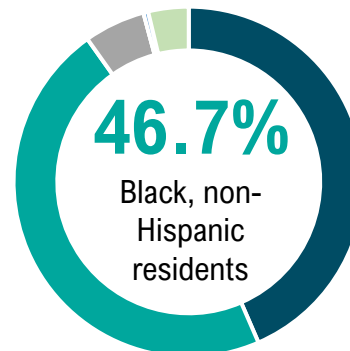
3. FEASIBILITY STUDY – JACKSON WARD COMMUNITY PROFILE



North of I-95



South of I-95



Below Poverty Line



Renter Occupied Units



Unemployment



Median Income

\$10,734

Walk Score*

56-69
Somewhat Walkable

Below Poverty Line



Renter Occupied Units



Unemployment



Median Income

\$30,337

Walk Score*

95 – 97
Walker's Paradise

*Walk Score from W-ZHA, LLC Commercial Market Analysis – higher score indicates where goods, services, and amenities are more accessible by foot.

3. FEASIBILITY STUDY – VISION STATEMENT

1. At the heart of Reconnect Jackson Ward are the ideals of inclusion, unification, and access for everyone, while **“keeping black history alive.”**
2. A place that elevates the community and the City of Richmond. A reconnection of Jackson Ward will provide opportunities for amenities, green spaces, paths, programmable spaces, and new development sites that **“fade the freeway from the foreground to the background.”**
3. A 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.

3. FEASIBILITY STUDY OVERVIEW

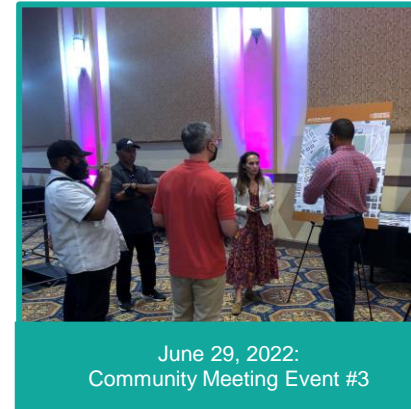
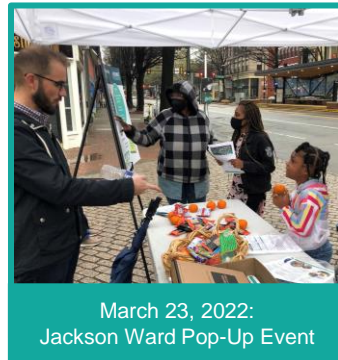
WHY RECONNECT?

Reconnecting over the highway is an opportunity to repair, rebuild, and reknit the two sides of Jackson Ward, and connect both sides with the resources necessary to properly support themselves.

Reconnect Jackson Ward provides a unique opportunity to reconnect the history and culture of Jackson Ward to the Richmond community while physically reconnecting the two sides.

3. FEASIBILITY STUDY – PROCESS

- Stakeholder and community engagement guided the Reconnect Jackson Ward Feasibility Study:



3. FEASIBILITY STUDY – WHAT WE HEARD

- Over the course of the Feasibility Study process, community members identified several common themes and subjects that are key in project development and implementation:

Concerns about gentrification and displacement.

Concerns about reparations to address past harms.

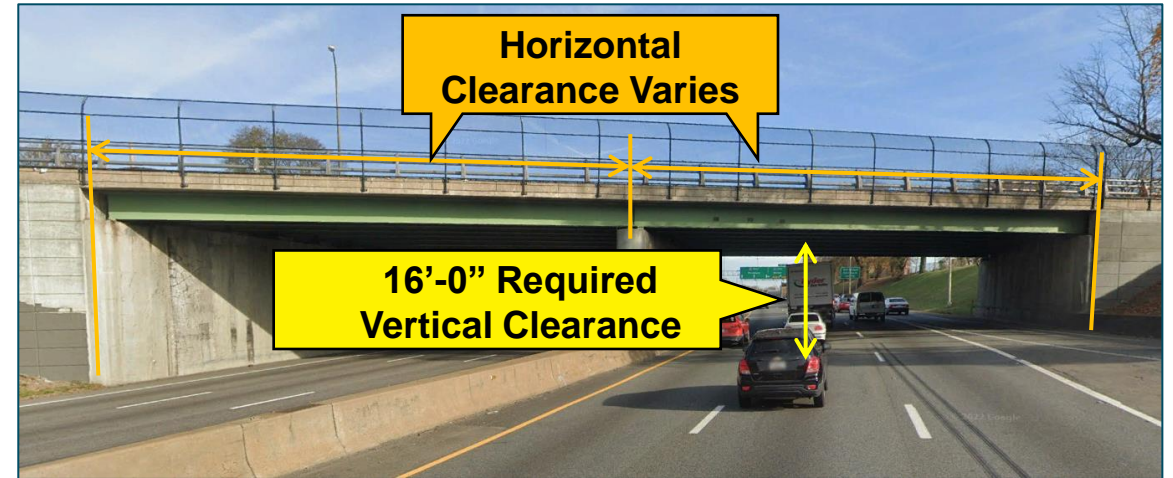
Support for mixed-use affordable housing.



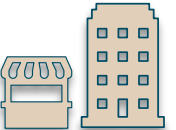
Desire to include history, arts, and culture amenities.

Concerns about cost and matching requirements.

3. FEASIBILITY STUDY – CONSTRAINTS

- Maintain **vertical clearance** to accommodate traffic flow
- Maintain **horizontal clearance** to accommodate existing and future improvements
- Accommodate **structural loads** for important components identified by public for future connection



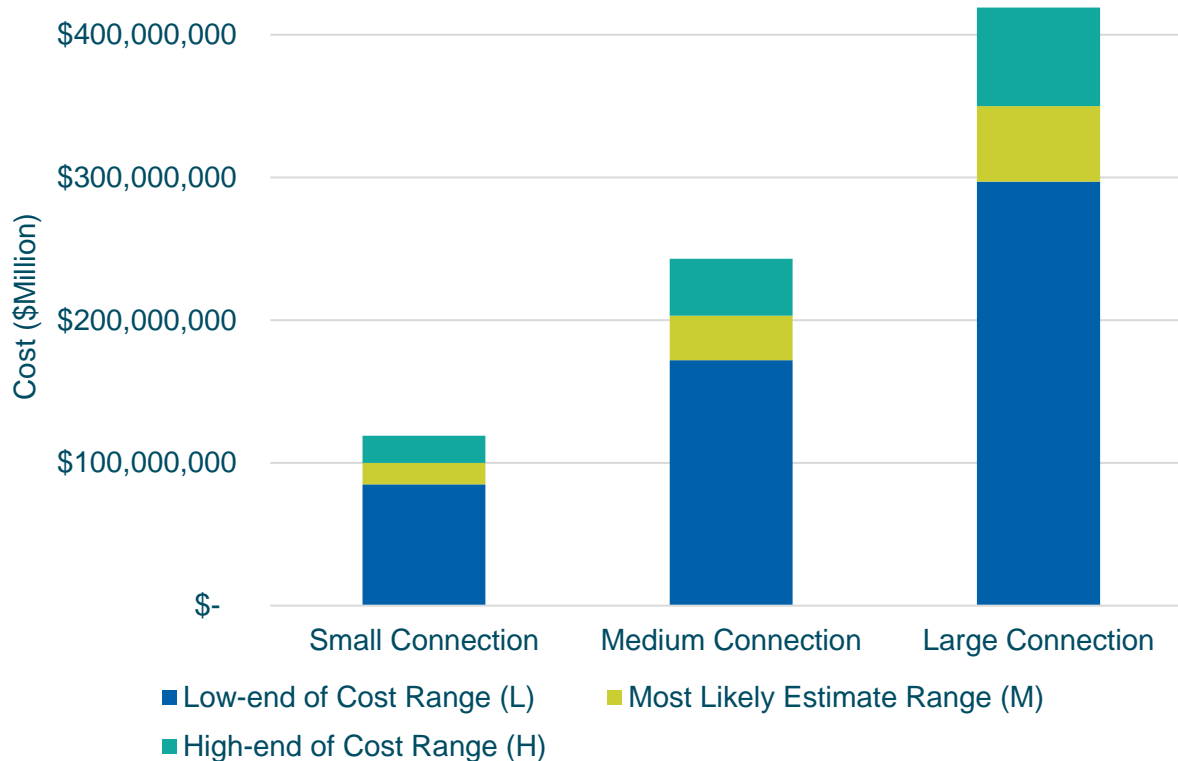
	 Load Level 1	 Load Level 2	 Transition Areas
Superstructure Depth (FT)	3.25 – 4.5	5	N/A

3. FEASIBILITY STUDY – PHASING AND COST ANALYSIS

- As a result of the financial undertaking the Reconnect Jackson Ward project would require, opportunities to phase implementation as a small, medium, or large connection were identified.
- Four thematic “blocks” within the project area were identified through public input and designed to reflect the context and history of Jackson Ward

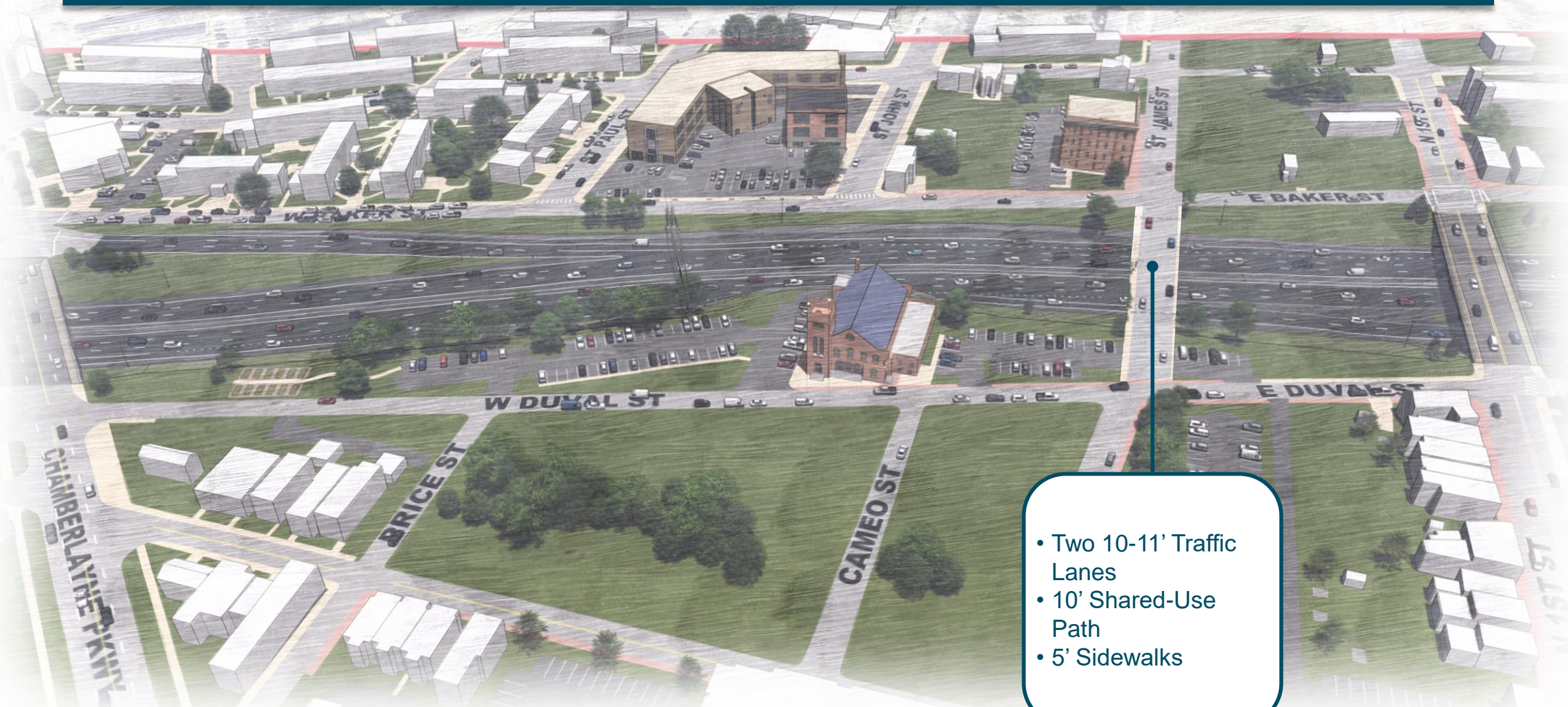


3. FEASIBILITY STUDY – PHASING AND COST ANALYSIS



- A Rough Order of Magnitude (ROM) cost analysis was conducted to provide a range of costs for potential implementation, identifying a low-end, high-end, and most likely estimate range for each phasing plan.
- The cost of constructing the Reconnect Jackson Ward project are considerable.
- Under the RCP Grant, the City is responsible for 20% of the project cost.

3. POTENTIAL PHASING – SMALL CONNECTION (A)



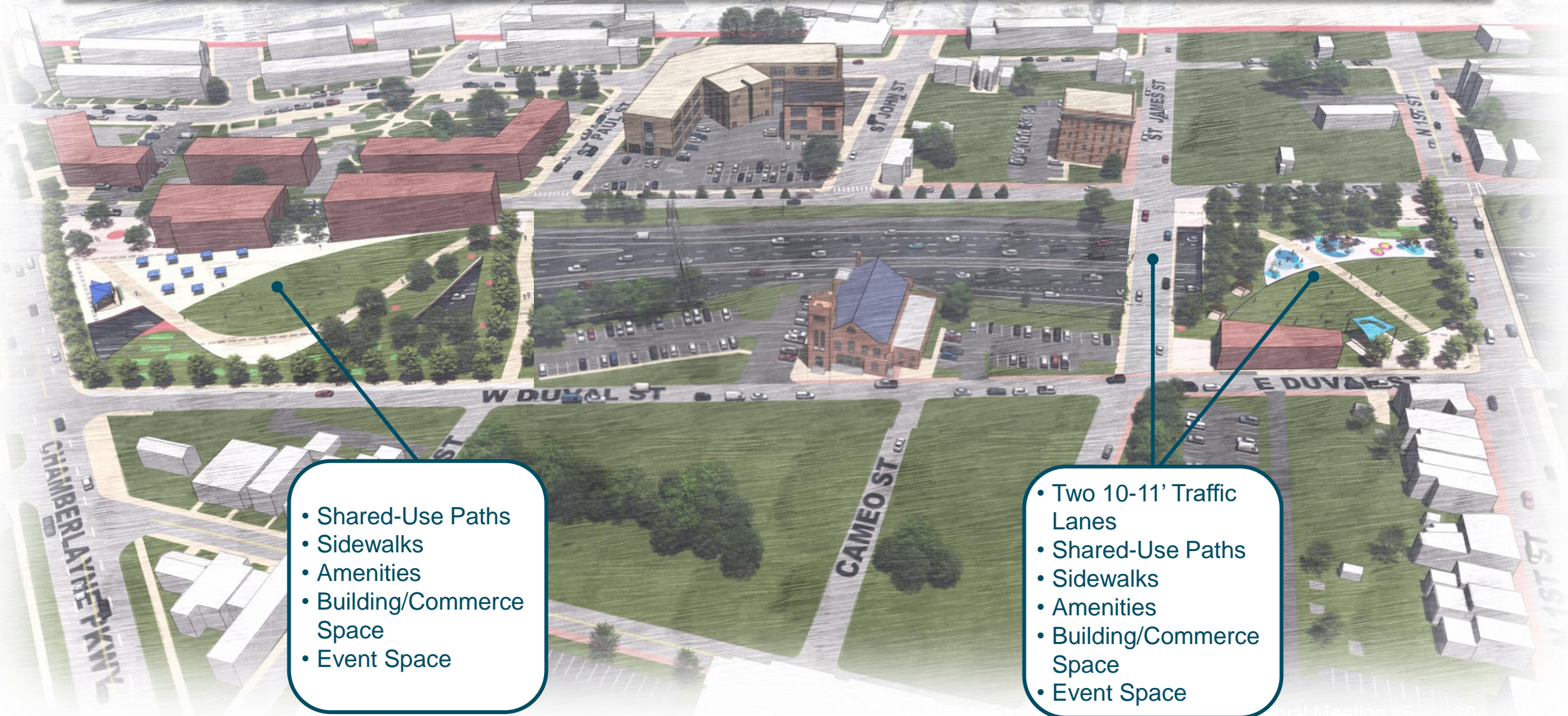
- Two 10-11' Traffic Lanes
- 10' Shared-Use Path
- 5' Sidewalks

3. POTENTIAL PHASING – SMALL CONNECTION (B)



- Two 10-11' Traffic Lanes
- Shared-Use Paths
- Sidewalks
- Amenities
- Building/Commerce Space
- Event Space

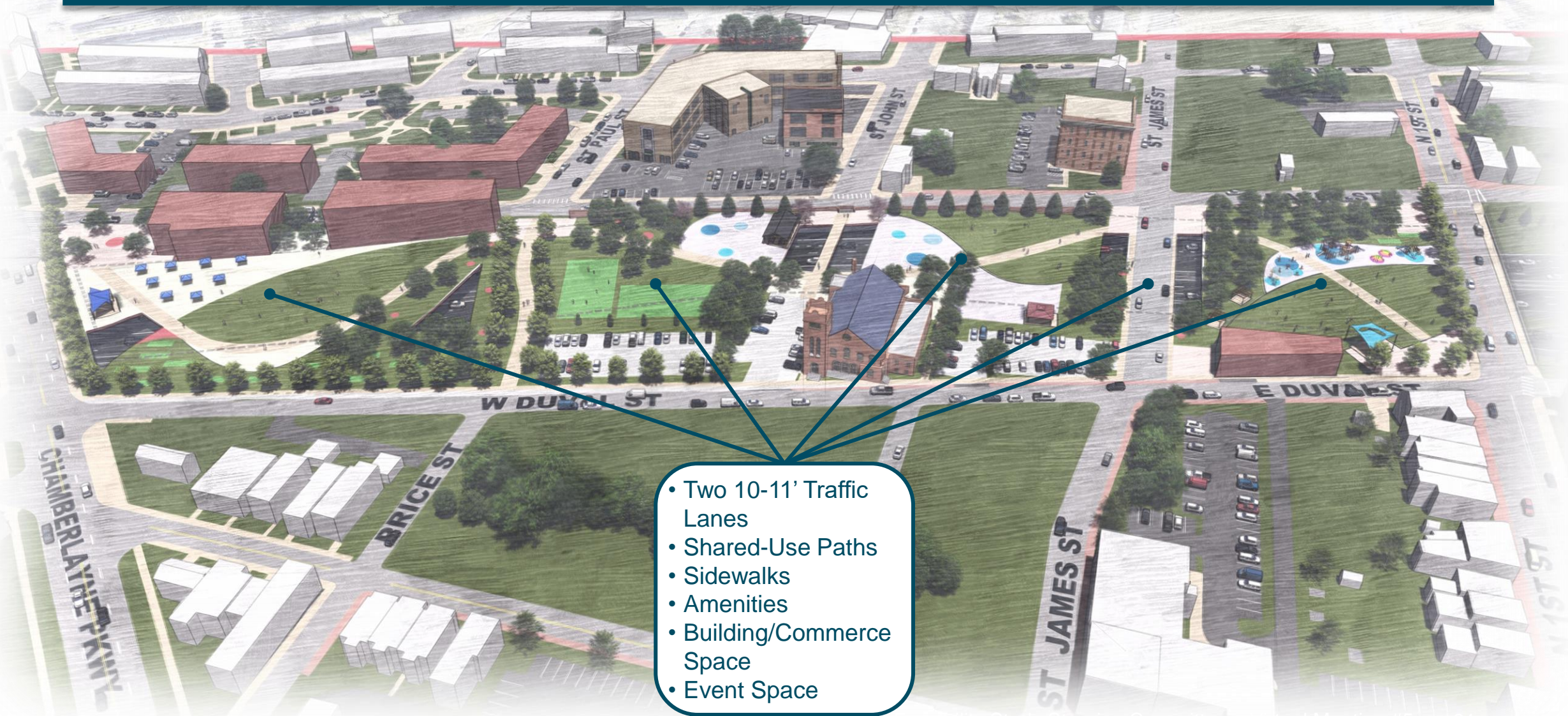
3. POTENTIAL PHASING – MEDIUM CONNECTION



- Shared-Use Paths
- Sidewalks
- Amenities
- Building/Commerce Space
- Event Space

- Two 10-11' Traffic Lanes
- Shared-Use Paths
- Sidewalks
- Amenities
- Building/Commerce Space
- Event Space

3. POTENTIAL PHASING – LARGE CONNECTION



- Two 10-11' Traffic Lanes
- Shared-Use Paths
- Sidewalks
- Amenities
- Building/Commerce Space
- Event Space

3. FEASIBILITY STUDY – RECOMMENDATIONS

- **Additional studies and analyses**
 - Conduct traffic analysis and impact study
 - Determine environmental impacts and prepare environmental review to ensure compliance for use of Federal funding
- **Preliminary engineering and design**
 - Utilizing designers with experience designing Black spaces
- **Local History and Culture Archival Research**
- **Philanthropic Coordination**
- **Continued Community Engagement**

4. COMMENTS/QUESTIONS AND ANSWERS

5. RECONNECTING COMMUNITIES PILOT PROGRAM

- The Bipartisan Infrastructure Law (BIL) established the ‘Reconnecting Communities Pilot’ (RCP) discretionary grant program on June 30, 2022.
- First Federal program aimed at reconnecting communities that have been previously disconnected by transportation and transportation facilities.
- Eligible facilities include any transportation facility that creates a barrier to community connectivity due to its design and functionality, such as barriers to mobility, access, or economic development.

5. RCP GRANT APPLICATION – PLANNING GRANTS

- Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to address an existing facility.
- Eligible planning activities include:
 - Planning studies of current traffic patterns and the surrounding street network; transportation network capacity; alternative roadway designs; impacts to the mobility and safety of people and freight; cost; anticipated economic and environmental impacts.
 - Public engagement activities to provide the public opportunities to provide input into a plan to remove and convert an eligible facility.
 - Other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing eligible facility to restore community connectivity, as determined by DOT.

5. RCP GRANT APPLICATION – PLANNING GRANTS

- From 2022 until 2026, \$250M will be funded through the RCP Planning Grant, with \$50M given each fiscal year. The maximum individual Planning Grant award is \$2M.
- The deadline for submissions is October 13, 2022
- Applications will be evaluated using four merit criteria:

Equity,
Environmental
Justice, and
Community
Engagement

Mobility and
Community
Connectivity

Community-
based
Stewardship,
Management,
and
Partnerships

Equitable
Development
and Shared
Prosperity

6. RCP GRANT APPLICATION – NEXT STEPS

1. City Council Resolution – September 26, 2022
2. Requesting Letters of Endorsement
3. Preparing Grant Application Narrative
4. Steering Committee Review
5. Grant Application due October 13, 2022

6. RCP GRANT APPLICATION – PROPOSED PLANNING ACTIVITIES

1. Conceptual Design and Preliminary Engineering
2. Local History and Culture Archival Research
3. Philanthropic Coordination
4. Community Engagement

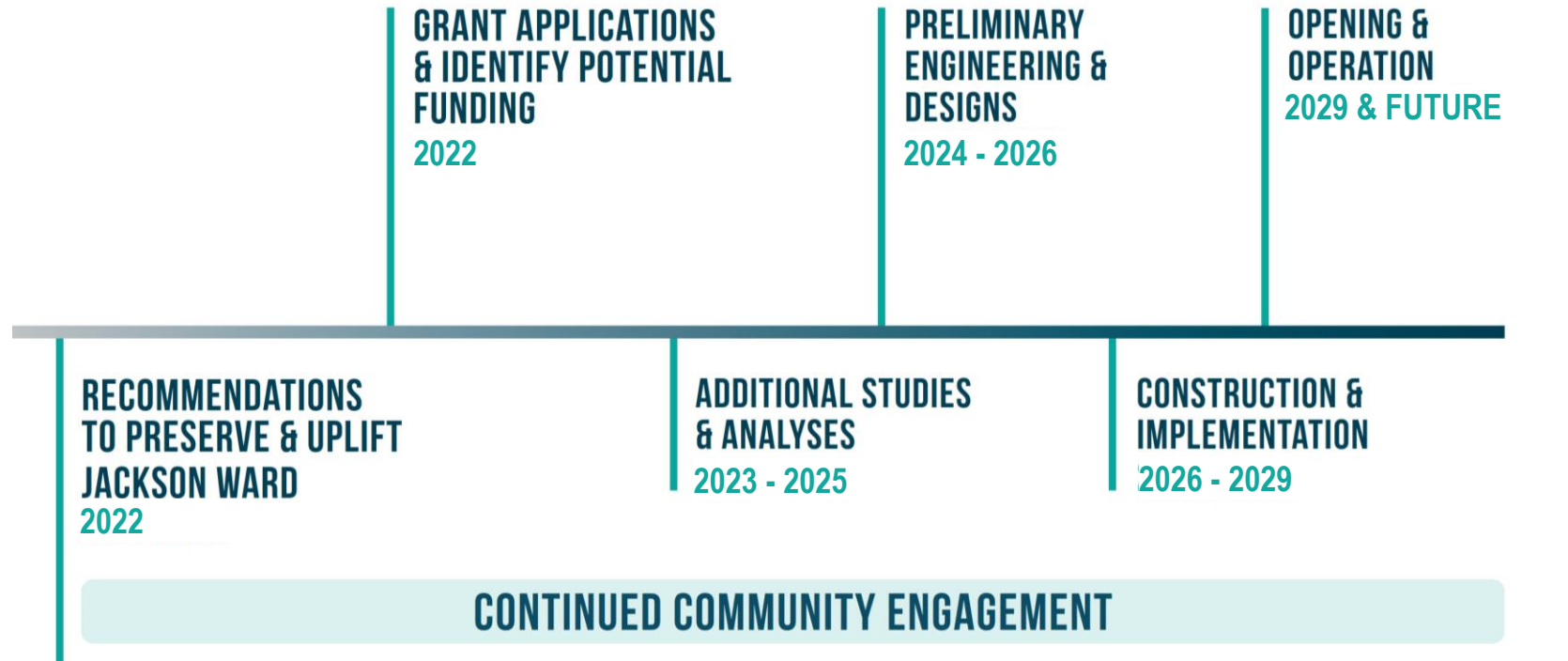
6. DIGITAL POLL QUESTION PART 1

Please rank in order the proposed planning activities that you think should be prioritized if the project is awarded grant funding.

- a) Conceptual Design and Preliminary Engineering
- b) Local History and Culture Archival Research
- c) Philanthropic Coordination
- d) Community Engagement

6. OVERAL PROJECT – NEXT STEPS

▶ NEXT STEPS POTENTIAL SCHEDULE (SUBJECT TO CHANGE)



7. QUESTIONS AND ANSWERS

8. ADJOURN