

STAPLES MILL STATION AREA VISION
The Staples Mill Station is transformed into a walkable node with new, denser, mixed-use buildings, and streetscape improvements along W. Broad Street and Staples Mill Road. As density of activity grows, there is a new infill Pulse Station at Malvern Avenue and W. Broad Street.

CLEVELAND STATION AREA VISION
The Cleveland Station area unifies two vibrant yet distinct pedestrian-oriented neighborhoods by maximizing the potential of under-utilized parcels and supporting new forms of development that are walkable, dense, and mixed-use.

Industrial Mixed-Uses in Scott's Addition accommodate the emerging residential, office, and retail uses alongside the established and emerging light industrial uses.

Nodal Mixed-Uses at the Boulevard/W. Broad Street gateway generate a critical mass of people at a premier entrance to the city.

Nodal Mixed-Uses at the intersection of Staples Mill Road and W. Broad Street allow for increased height to establish a prominent gateway to the City at the Staples Mill Station. Parking lots at this major intersection are developed with higher-density uses and lower-height buildings are expanded or redeveloped into taller buildings.

Corridor Mixed-Uses along W. Broad Street from Chantilly to I-195 encourage the redevelopment of low-density, automobile-oriented parcels into projects that generate more residential, worker, and shopper activity in a walkable environment.

Transitional uses south of W. Broad Street and west of I-195 are less active and lower in intensity to create a transition zone between the Corridor Mixed-Use land uses on W. Broad Street and the adjacent single-family detached residential neighborhood.

Transitional Uses create a buffer zone with medium-density commercial and multi-family uses between the intense uses along W. Broad Street and the dense residential neighborhood.

Corridor Mixed-Uses support the redevelopment of under-utilized parcels on the Corridor into denser buildings that interact with the primary street by providing commercial uses on the ground floor.

Future Land Use

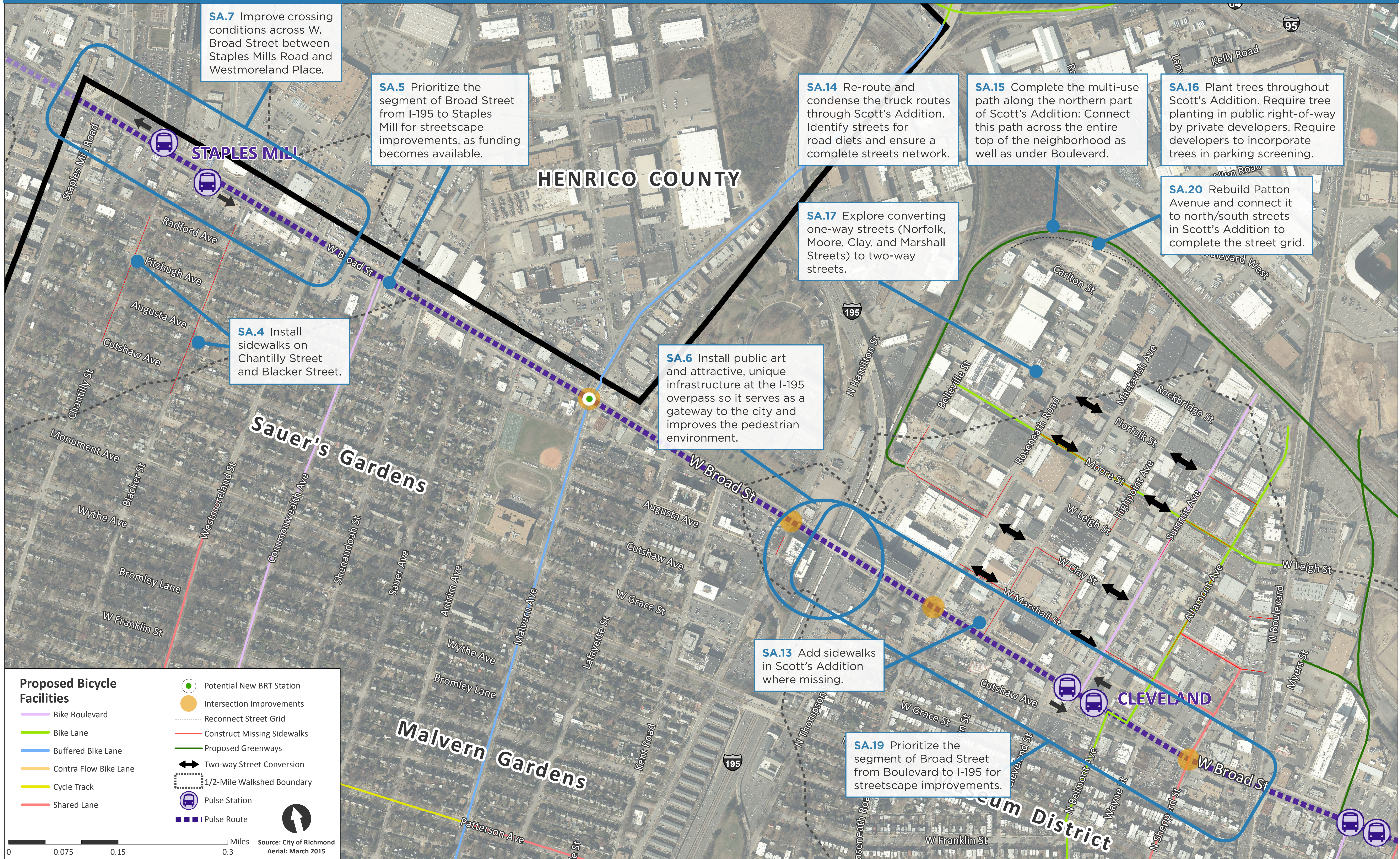
- Corridor Mixed-Use
- Downtown Mixed-Use
- Industrial
- Industrial Mixed-Use
- Institutional
- Neighborhood Mixed-Use
- Nodal Mixed-Use
- Open Space
- Transitional
- Street-Oriented Commercial

✱ Significant Node
 1/2-Mile Walkshed Boundary
 Opportunity Area
🚊 BRT Station
 BRT Route

0 0.075 0.15 0.3 Miles
 Source: City of Richmond
 Aerial: March 2015

WEST END Future Connections - DRAFT

THE PULSE CORRIDOR PLAN
November 2016 Public Meetings



SA.7 Improve crossing conditions across W. Broad Street between Staples Mills Road and Westmoreland Place.

SA.5 Prioritize the segment of Broad Street from I-195 to Staples Mill for streetscape improvements, as funding becomes available.

SA.14 Re-route and condense the truck routes through Scott's Addition. Identify streets for road diets and ensure a complete streets network.

SA.15 Complete the multi-use path along the northern part of Scott's Addition: Connect this path across the entire top of the neighborhood as well as under Boulevard.

SA.16 Plant trees throughout Scott's Addition. Require tree planting in public right-of-way by private developers. Require developers to incorporate trees in parking screening.

SA.20 Rebuild Patton Avenue and connect it to north/south streets in Scott's Addition to complete the street grid.

SA.4 Install sidewalks on Chantilly Street and Blacker Street.

SA.6 Install public art and attractive, unique infrastructure at the I-195 overpass so it serves as a gateway to the city and improves the pedestrian environment.

SA.13 Add sidewalks in Scott's Addition where missing.

SA.19 Prioritize the segment of Broad Street from Boulevard to I-195 for streetscape improvements.

Proposed Bicycle Facilities

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Contra Flow Bike Lane
- Cycle Track
- Shared Lane
- Potential New BRT Station
- Intersection Improvements
- Reconnect Street Grid
- Construct Missing Sidewalks
- Proposed Greenways
- Two-way Street Conversion
- 1/2-Mile Walkshed Boundary
- Pulse Station
- Pulse Route

0 0.075 0.15 0.3 Miles
Source: City of Richmond Aerial: March 2015

FAN / VCU / VUU Future Land Use- DRAFT

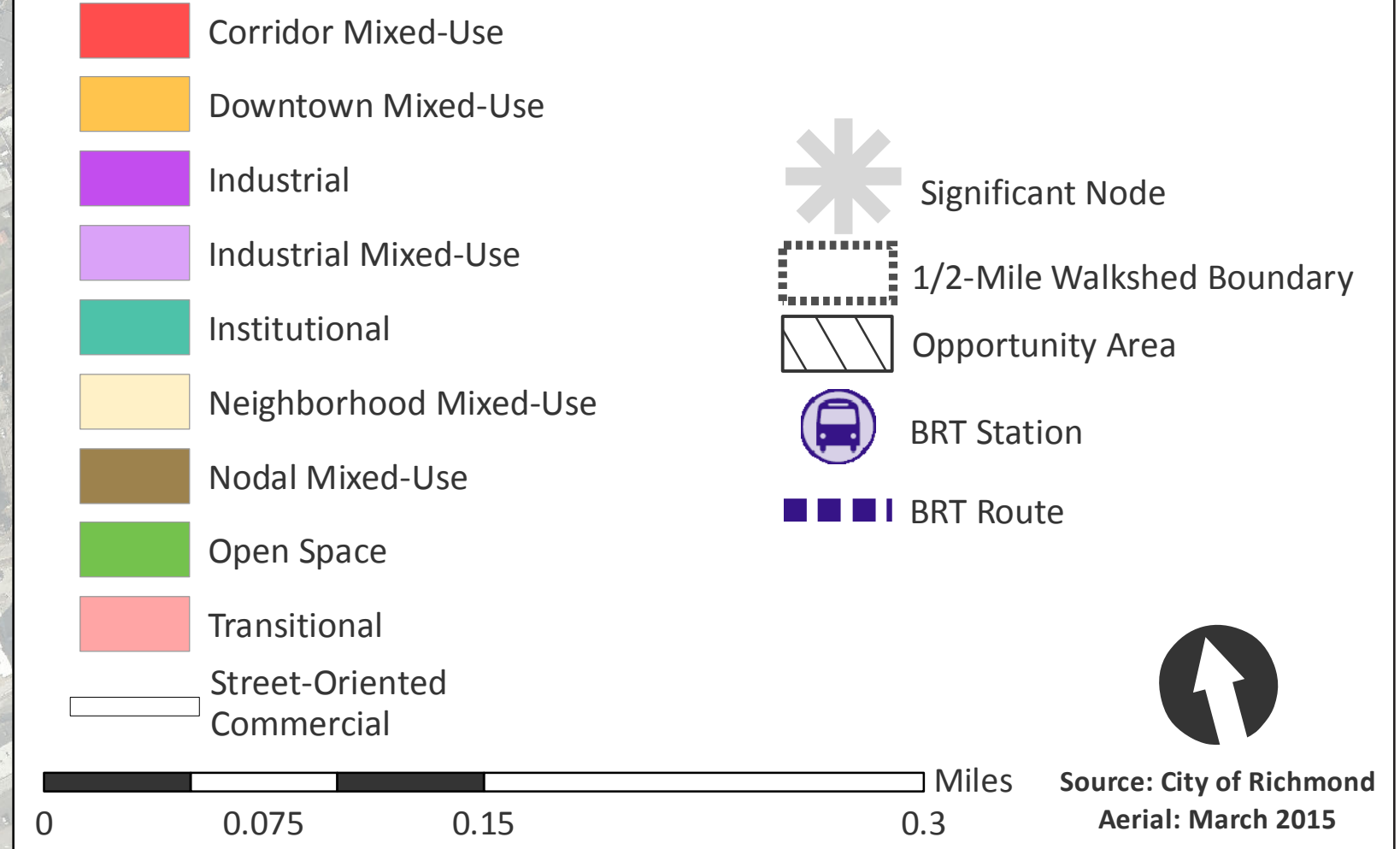
The Nodal Mixed-Uses at the W. Broad Street / Boulevard gateway generate a critical mass of people at a premier entrance to the city. Low-intensity automobile-oriented uses are replaced with a mix of uses, signature dense architecture, and walkable urban fabric.

SCIENCE MUSEUM STATION AREA VISION

The significant redevelopment of low-density parcels at W. Broad Street and Boulevard into walkable, dense, and mixed-use projects capitalizes on this strategic gateway to the city and extends down W. Broad Streets toward the Science Museum's signature public grounds and the Pulse Station.

ALLISON STREET STATION AREA VISION

Major redevelopment around the Allison Station breaks up superblocks by reintroducing the street grid and creating a walkable environment with high-density, mixed-use buildings. As redevelopment proceeds, an infill station at Lombardy facilitates transit connections and access to jobs, daily shopping and homes.



VCU & VUU STATION AREA VISION

The area around the VCU & VUU Station continues to feature street-oriented commercial. The intersection at Belvidere and W. Broad Street becomes a signature entrance to the city by complementing the ICA with prominent architecture and a dense, mixed-use urban.

Neighborhood Mixed-Uses in Carver support the existing medium-density residential development while allowing corner commercial and multi-family residential uses where appropriate.

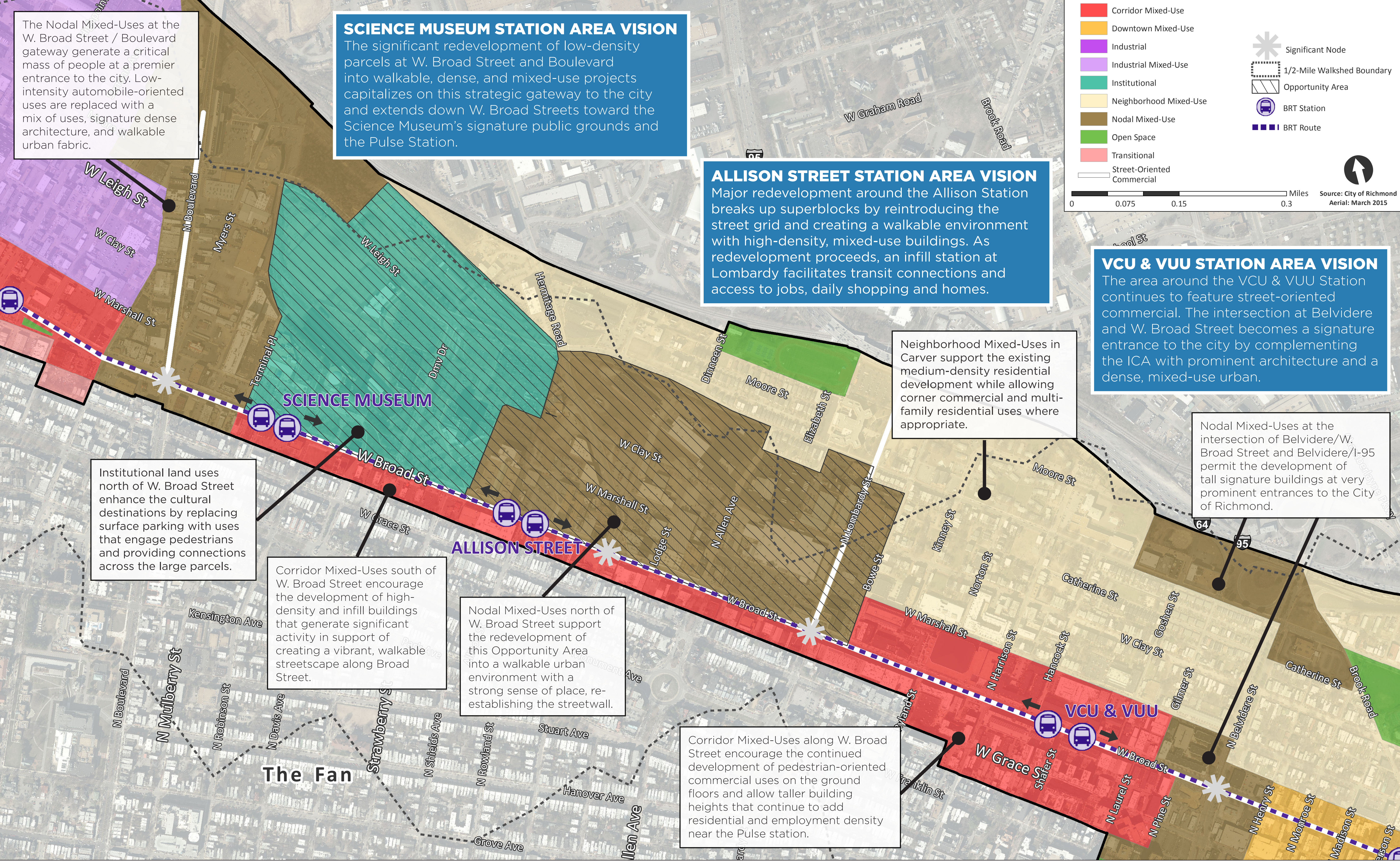
Nodal Mixed-Uses at the intersection of Belvidere/W. Broad Street and Belvidere/I-95 permit the development of tall signature buildings at very prominent entrances to the City of Richmond.

Institutional land uses north of W. Broad Street enhance the cultural destinations by replacing surface parking with uses that engage pedestrians and providing connections across the large parcels.

Corridor Mixed-Uses south of W. Broad Street encourage the development of high-density and infill buildings that generate significant activity in support of creating a vibrant, walkable streetscape along Broad Street.

Nodal Mixed-Uses north of W. Broad Street support the redevelopment of this Opportunity Area into a walkable urban environment with a strong sense of place, re-establishing the streetwall.

Corridor Mixed-Uses along W. Broad Street encourage the continued development of pedestrian-oriented commercial uses on the ground floors and allow taller building heights that continue to add residential and employment density near the Pulse station.

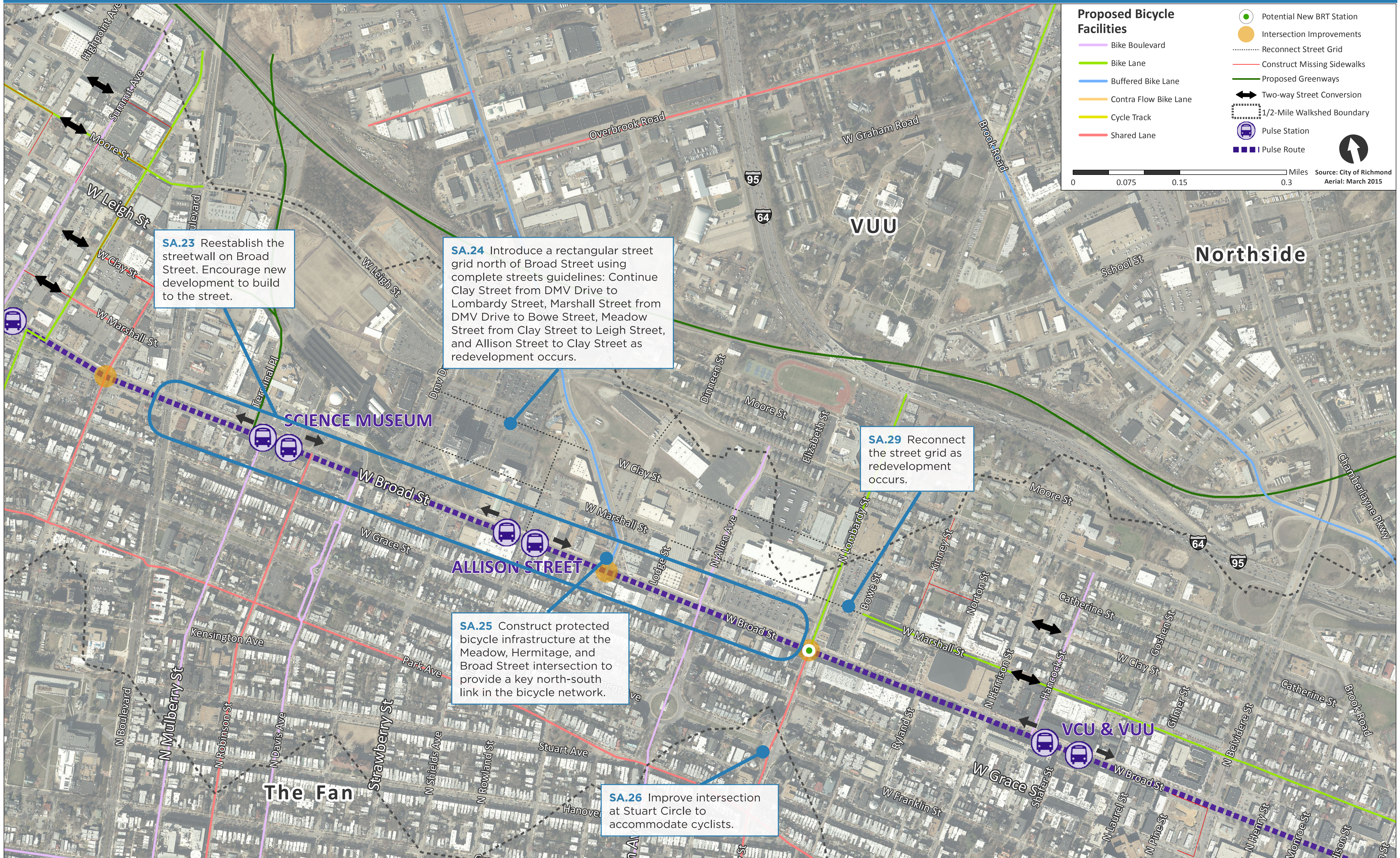


The Fan

VCU & VUU

FAN / VCU / VUU Future Connections - DRAFT

THE PULSE CORRIDOR PLAN
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SA.23 Reestablish the streetwall on Broad Street. Encourage new development to build to the street.

SA.24 Introduce a rectangular street grid north of Broad Street using complete streets guidelines: Continue Clay Street from DMV Drive to Lombardy Street, Marshall Street from DMV Drive to Bowe Street, Meadow Street from Clay Street to Leigh Street, and Allison Street to Clay Street as redevelopment occurs.

SA.29 Reconnect the street grid as redevelopment occurs.

SA.25 Construct protected bicycle infrastructure at the Meadow, Hermitage, and Broad Street intersection to provide a key north-south link in the bicycle network.

SA.26 Improve intersection at Stuart Circle to accommodate cyclists.

The Fan

VUU

Northside

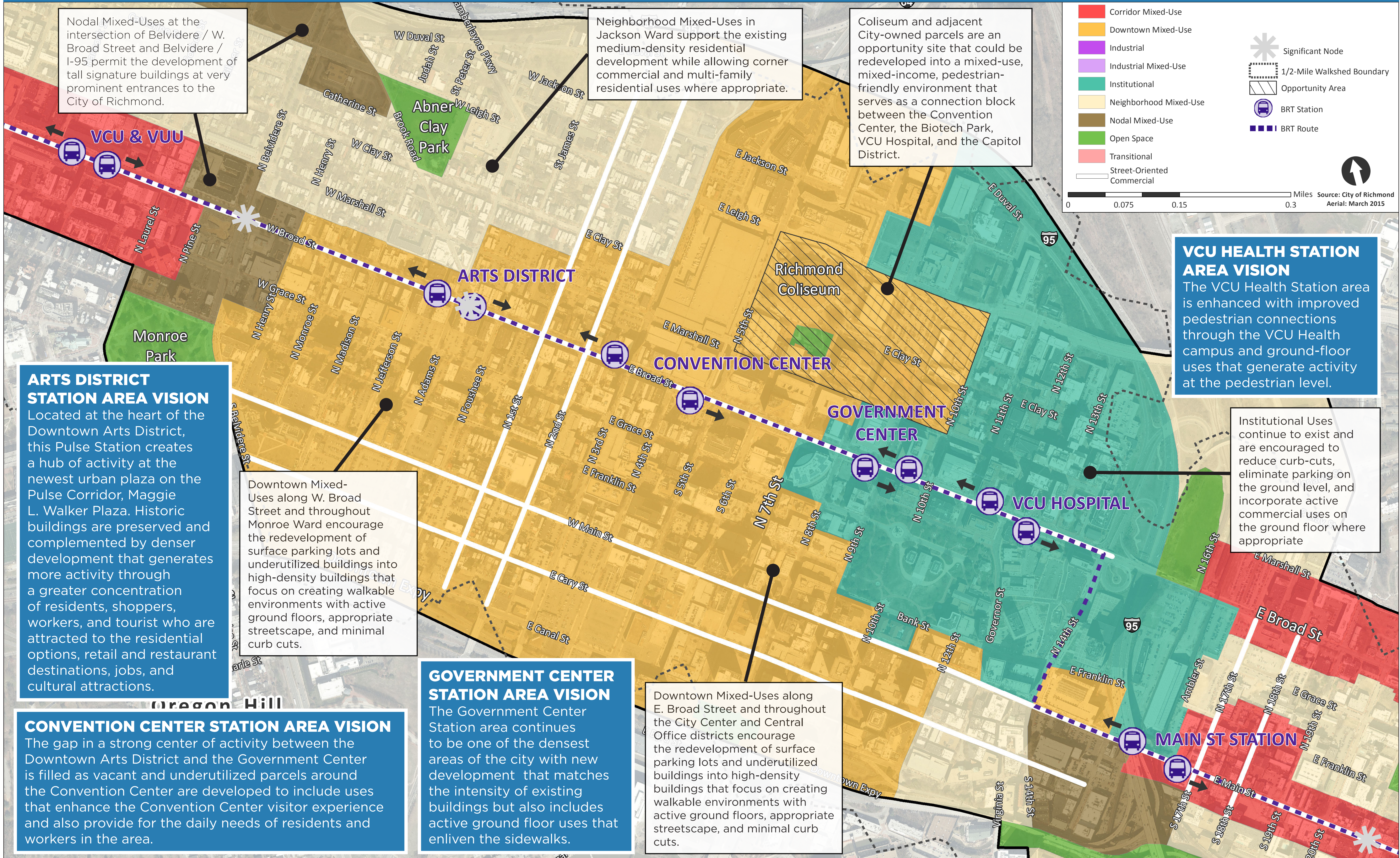
SCIENCE MUSEUM

ALLISON STREET

VCU & VUU

DOWNTOWN Future Land Use - DRAFT

THE PULSE CORRIDOR PLAN
November 2016 Public Meetings



Nodal Mixed-Uses at the intersection of Belvidere / W. Broad Street and Belvidere / I-95 permit the development of tall signature buildings at very prominent entrances to the City of Richmond.

Neighborhood Mixed-Uses in Jackson Ward support the existing medium-density residential development while allowing corner commercial and multi-family residential uses where appropriate.

Coliseum and adjacent City-owned parcels are an opportunity site that could be redeveloped into a mixed-use, mixed-income, pedestrian-friendly environment that serves as a connection block between the Convention Center, the Biotech Park, VCU Hospital, and the Capitol District.

VCU HEALTH STATION AREA VISION
The VCU Health Station area is enhanced with improved pedestrian connections through the VCU Health campus and ground-floor uses that generate activity at the pedestrian level.

ARTS DISTRICT STATION AREA VISION
Located at the heart of the Downtown Arts District, this Pulse Station creates a hub of activity at the newest urban plaza on the Pulse Corridor, Maggie L. Walker Plaza. Historic buildings are preserved and complemented by denser development that generates more activity through a greater concentration of residents, shoppers, workers, and tourists who are attracted to the residential options, retail and restaurant destinations, jobs, and cultural attractions.

Downtown Mixed-Uses along W. Broad Street and throughout Monroe Ward encourage the redevelopment of surface parking lots and underutilized buildings into high-density buildings that focus on creating walkable environments with active ground floors, appropriate streetscape, and minimal curb cuts.

Institutional Uses continue to exist and are encouraged to reduce curb-cuts, eliminate parking on the ground level, and incorporate active commercial uses on the ground floor where appropriate.

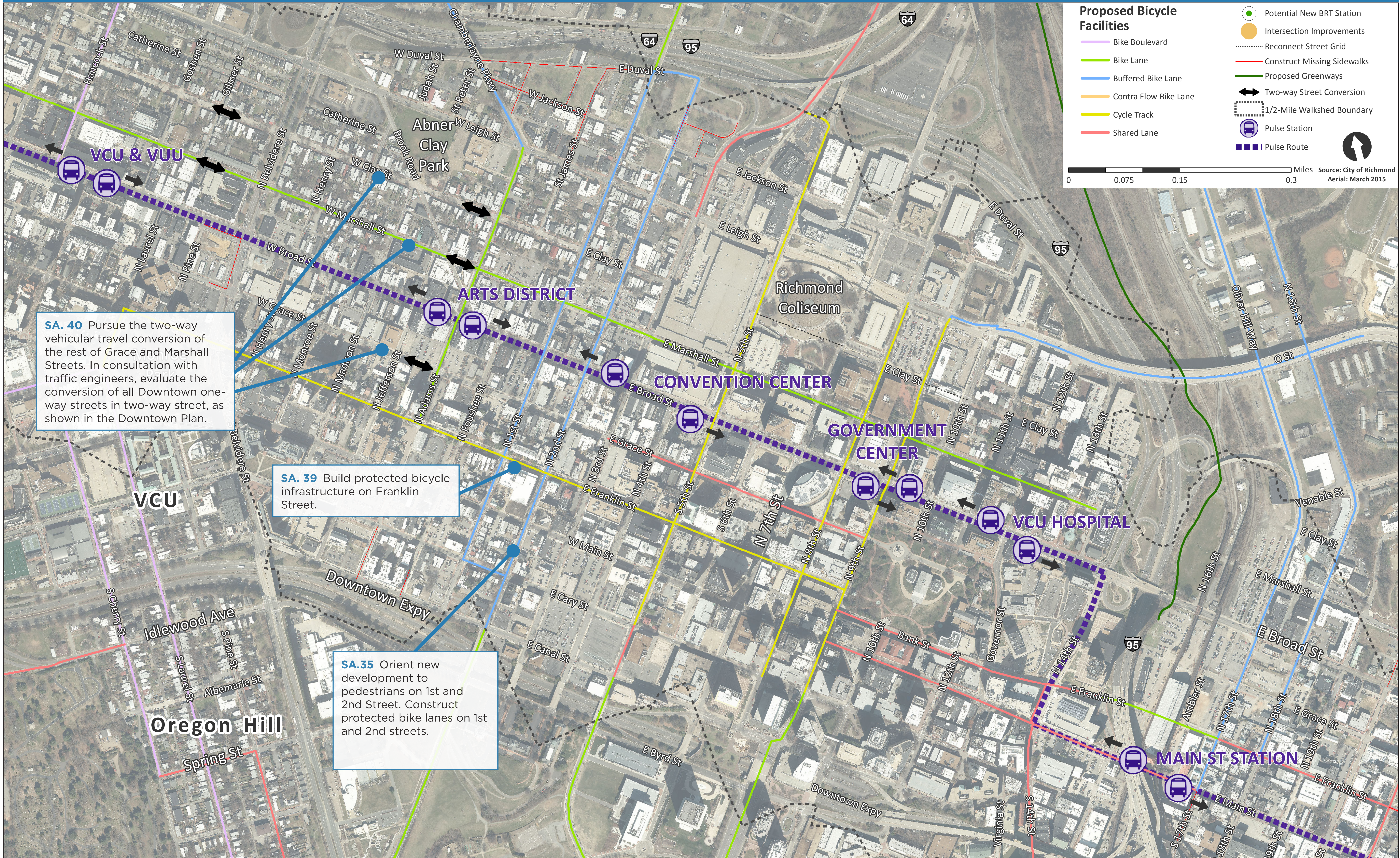
CONVENTION CENTER STATION AREA VISION
The gap in a strong center of activity between the Downtown Arts District and the Government Center is filled as vacant and underutilized parcels around the Convention Center are developed to include uses that enhance the Convention Center visitor experience and also provide for the daily needs of residents and workers in the area.

GOVERNMENT CENTER STATION AREA VISION
The Government Center Station area continues to be one of the densest areas of the city with new development that matches the intensity of existing buildings but also includes active ground floor uses that enliven the sidewalks.

Downtown Mixed-Uses along E. Broad Street and throughout the City Center and Central Office districts encourage the redevelopment of surface parking lots and underutilized buildings into high-density buildings that focus on creating walkable environments with active ground floors, appropriate streetscape, and minimal curb cuts.

DOWNTOWN Future Connections - DRAFT

THE PULSE CORRIDOR PLAN
November 2016 Public Meetings



Proposed Bicycle Facilities

- Bike Boulevard
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- Cycle Track
- Shared Lane

Other Features:

- Potential New BRT Station
- Intersection Improvements
- - - Reconnect Street Grid
- Construct Missing Sidewalks
- Proposed Greenways
- ↔ Two-way Street Conversion
- 1/2-Mile Walkshed Boundary
- Ⓜ Pulse Station
- Pulse Route

0 0.075 0.15 0.3 Miles
Source: City of Richmond
Aerial: March 2015

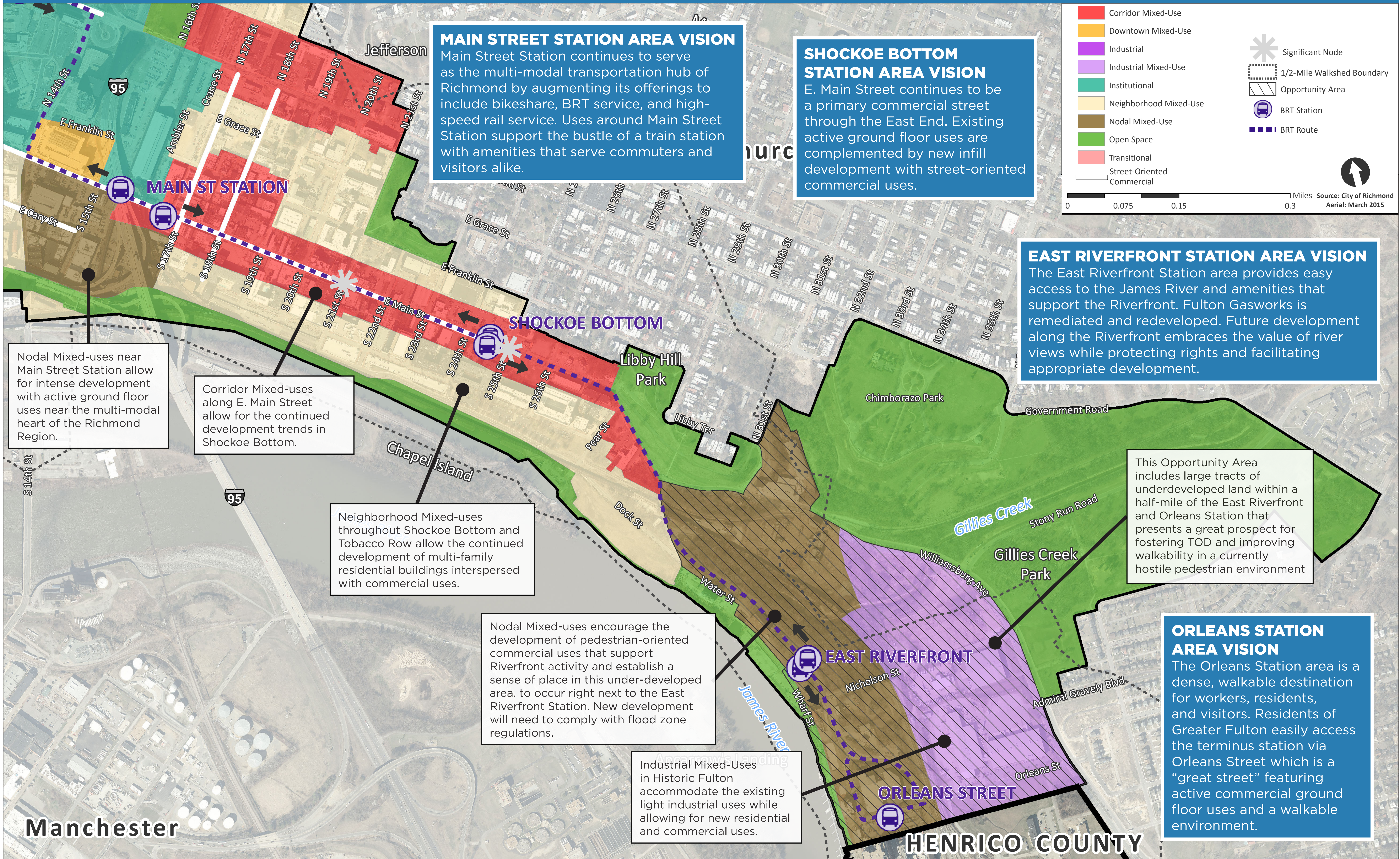
SA. 40 Pursue the two-way vehicular travel conversion of the rest of Grace and Marshall Streets. In consultation with traffic engineers, evaluate the conversion of all Downtown one-way streets in two-way street, as shown in the Downtown Plan.

SA. 39 Build protected bicycle infrastructure on Franklin Street.

SA. 35 Orient new development to pedestrians on 1st and 2nd Street. Construct protected bike lanes on 1st and 2nd streets.

EAST END Future Land Use - DRAFT

THE PULSE CORRIDOR PLAN
November 2016 Public Meetings



MAIN STREET STATION AREA VISION
Main Street Station continues to serve as the multi-modal transportation hub of Richmond by augmenting its offerings to include bikeshare, BRT service, and high-speed rail service. Uses around Main Street Station support the bustle of a train station with amenities that serve commuters and visitors alike.

SHOCKOE BOTTOM STATION AREA VISION
E. Main Street continues to be a primary commercial street through the East End. Existing active ground floor uses are complemented by new infill development with street-oriented commercial uses.

EAST RIVERFRONT STATION AREA VISION
The East Riverfront Station area provides easy access to the James River and amenities that support the Riverfront. Fulton Gasworks is remediated and redeveloped. Future development along the Riverfront embraces the value of river views while protecting rights and facilitating appropriate development.

ORLEANS STATION AREA VISION
The Orleans Station area is a dense, walkable destination for workers, residents, and visitors. Residents of Greater Fulton easily access the terminus station via Orleans Street which is a "great street" featuring active commercial ground floor uses and a walkable environment.

Nodal Mixed-uses near Main Street Station allow for intense development with active ground floor uses near the multi-modal heart of the Richmond Region.

Corridor Mixed-uses along E. Main Street allow for the continued development trends in Shockoe Bottom.

Neighborhood Mixed-uses throughout Shockoe Bottom and Tobacco Row allow the continued development of multi-family residential buildings interspersed with commercial uses.

Nodal Mixed-uses encourage the development of pedestrian-oriented commercial uses that support Riverfront activity and establish a sense of place in this under-developed area. to occur right next to the East Riverfront Station. New development will need to comply with flood zone regulations.

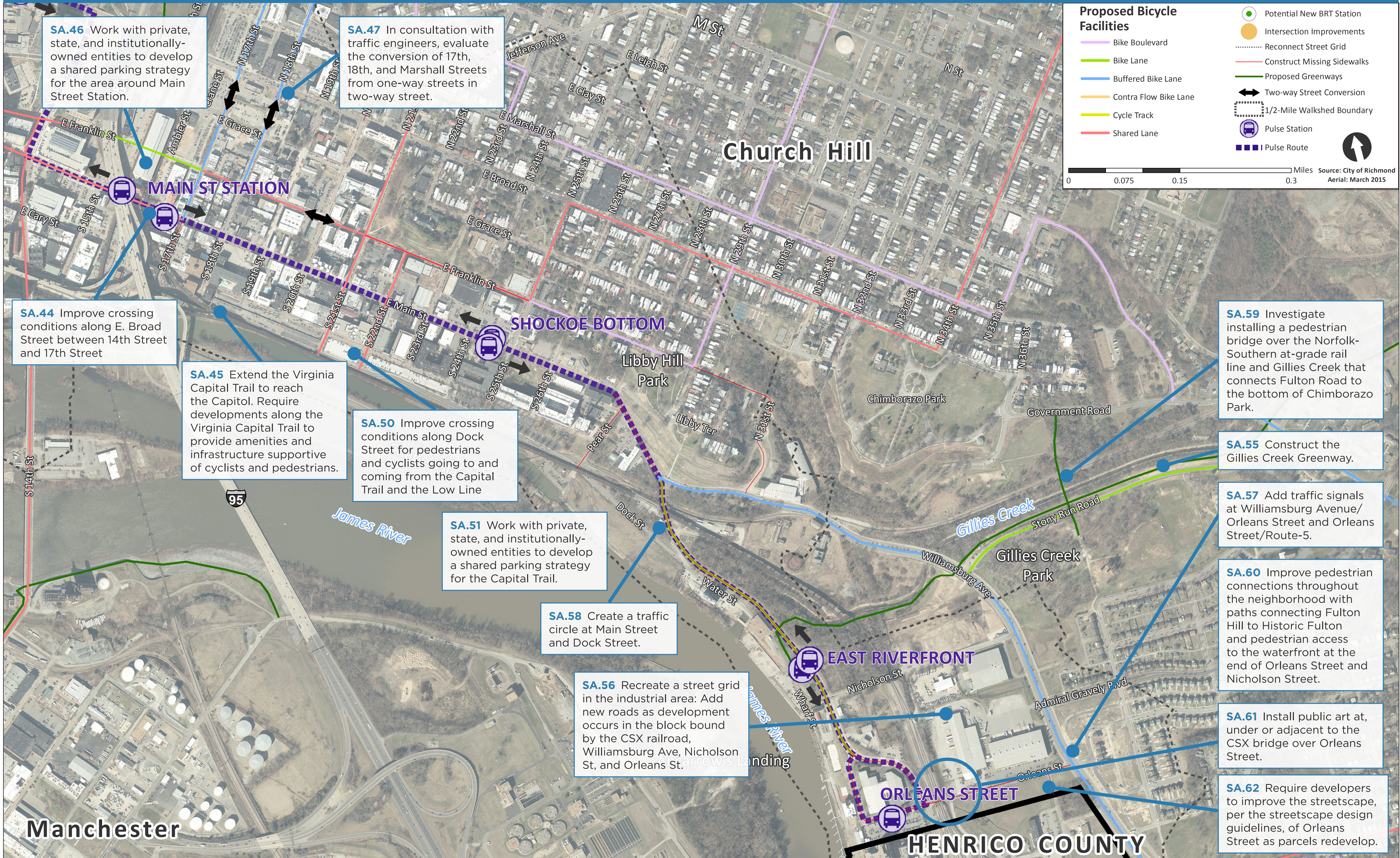
Industrial Mixed-Uses in Historic Fulton accommodate the existing light industrial uses while allowing for new residential and commercial uses.

This Opportunity Area includes large tracts of underdeveloped land within a half-mile of the East Riverfront and Orleans Station that presents a great prospect for fostering TOD and improving walkability in a currently hostile pedestrian environment

Manchester

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EAST END Future Connections - DRAFT



SA.46 Work with private, state, and institutionally-owned entities to develop a shared parking strategy for the area around Main Street Station.

SA.47 In consultation with traffic engineers, evaluate the conversion of 17th, 18th, and Marshall Streets from one-way streets in two-way street.

SA.44 Improve crossing conditions along E. Broad Street between 14th Street and 17th Street

SA.45 Extend the Virginia Capital Trail to reach the Capitol. Require developments along the Virginia Capital Trail to provide amenities and infrastructure supportive of cyclists and pedestrians.

SA.50 Improve crossing conditions along Dock Street for pedestrians and cyclists going to and coming from the Capital Trail and the Low Line

SA.51 Work with private, state, and institutionally-owned entities to develop a shared parking strategy for the Capital Trail.

SA.58 Create a traffic circle at Main Street and Dock Street.

SA.56 Recreate a street grid in the industrial area: Add new roads as development occurs in the block bound by the CSX railroad, Williamsburg Ave, Nicholson St, and Orleans St.

SA.59 Investigate installing a pedestrian bridge over the Norfolk-Southern at-grade rail line and Gillies Creek that connects Fulton Road to the bottom of Chimborazo Park.

SA.55 Construct the Gillies Creek Greenway.

SA.57 Add traffic signals at Williamsburg Avenue/Orleans Street and Orleans Street/Route-5.

SA.60 Improve pedestrian connections throughout the neighborhood with paths connecting Fulton Hill to Historic Fulton and pedestrian access to the waterfront at the end of Orleans Street and Nicholson Street.

SA.61 Install public art at, under or adjacent to the CSX bridge over Orleans Street.

SA.62 Require developers to improve the streetscape, per the streetscape design guidelines, of Orleans Street as parcels redevelop.

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