

# Appendix C

## Nodes

Nodes are places in Richmond where people and jobs are today and continue to grow into the future. Nodes are the places of convergence of many uses and include offices, shopping, housing, and/or public gathering places as well as access to multiple modes of transportation.

Nodes are important places in Richmond and deserve special attention in the Master Plan to ensure that land use planning, transportation planning, and public policy align to make thriving crossroads in Richmond's communities. The Nodes are places in Richmond that can either 1) accommodate additional growth in jobs and population or 2) are major activity centers today and should be preserved/enhanced. The Nodes Map, as shown in Figure 10, depicts the location and scale of each Node:

**Regional/National Node:** A center with significant cultural, entertainment, government, and business destinations as well as shopping, housing, and unique place-based attractions.

**Neighborhood Node:** A local crossroads typically within or next to larger residential areas that offers goods and services to nearby residents, employees, and visitors.

**Micro Node:** A notable place within a neighborhood that generally provides goods and services to the immediate residents but may attract visitors.

The Nodes map also highlights the **Priority Growth Nodes** where the City is encouraging the most significant growth in population and development over the next 20 years. This section of the Plan includes descriptions for the Nodes designated as primary growth areas.

Chapter 1 of the Plan includes descriptions for the Nodes designated as Priority Growth Nodes. Descriptions for all the Regional/National Nodes and the Neighborhood Nodes are found in this Appendix. Micro Nodes are not described in detail in the Plan, but are called out on the Node Map because the Micro Nodes provide mixed-use destinations within primarily residential areas and help create a unique sense of place within many of Richmond's historic urban neighborhoods. Micro Nodes are a model for future development as new neighborhoods emerge.

### PRIORITY GROWTH NODES

See Chapter 1 for descriptions of the Priority Growth Nodes and Chapter 7 for implementation steps related to these Nodes

**Downtown.** As the regional center of employment, the Capital of the Commonwealth of Virginia, and the home to a major state university and hospital system, the Downtown Area contains five sub-Nodes:

- Downtown Core
- Jackson Ward
- Monroe Ward
- Shockoe
- Manchester

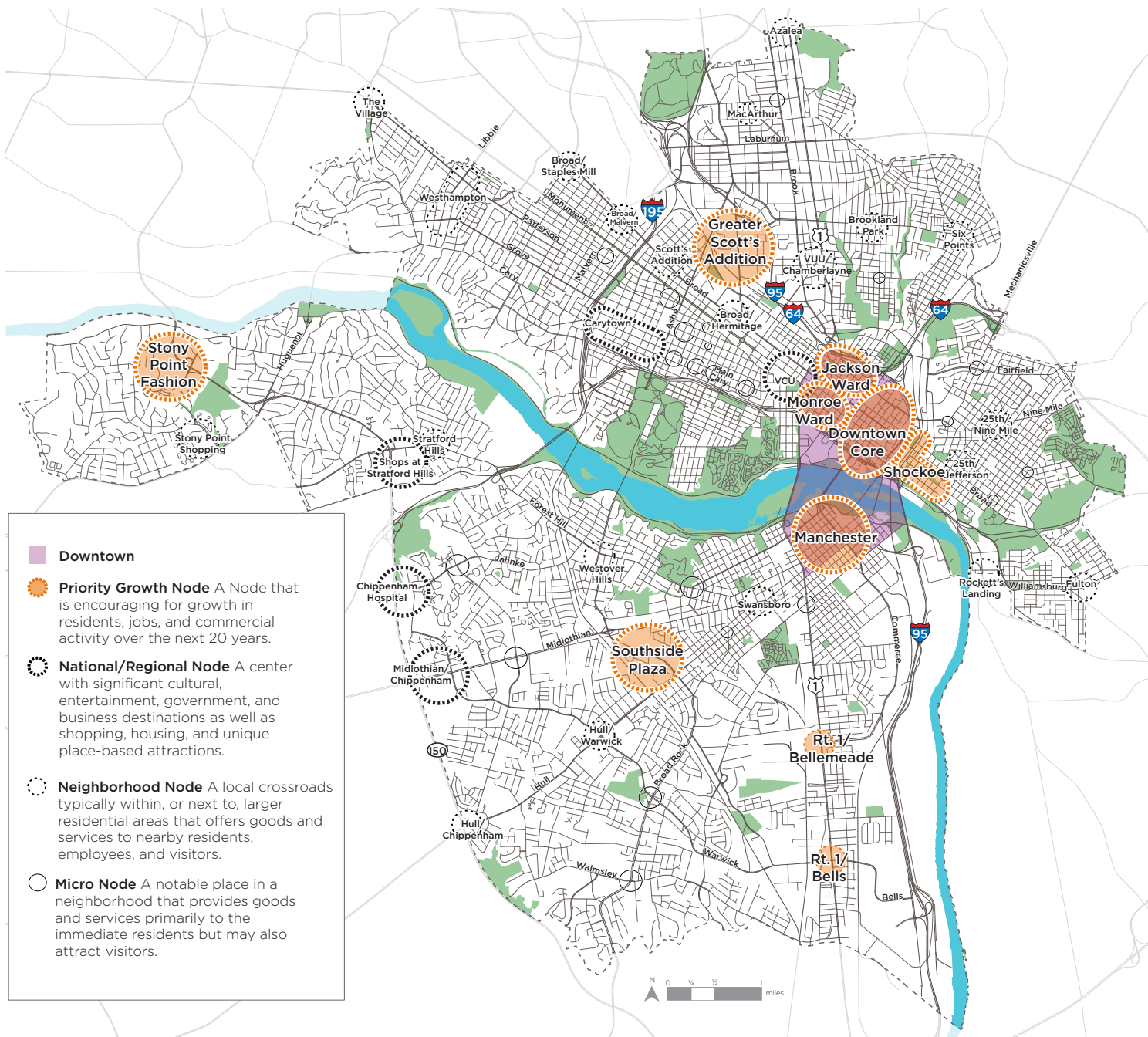
**Greater Scott's Addition**

**Route 1/Bellemeade Rd**

**Route 1/Bells Rd**

**Southside Plaza**

**Stony Point Fashion Park**



## Nodes Map

Nodes are places in Richmond that can either 1) accommodate additional growth in jobs and population or 2) where major activity existing today and should be preserved/enhanced.

# South Richmond — Western Nodes

## Stony Point Shopping

**Type:** Neighborhood Node

**Vision:** The Stony Point Shopping Node currently consists of a suburban shopping center, a suburban office park, both multi- and single-family dwellings, and a park. In the future, this Node can function as the walkable, village center for the Bon Air and Huguenot neighborhoods in Richmond and Chesterfield County by continuing to support a mix of uses in a more pedestrian-friendly and transit-ready environment. This mixed-use Node will continue to be a neighborhood shopping destination with a unique mix of restaurants, retail, neighborhood services, and entertainment options. New development or the redevelopment of the existing suburban commercial and office development would be enhanced by encouraging a more urban form with buildings that are closer to the street and parking located in the rear in shared lots, and the inclusion of some residential units. The inclusion of green space and unique landscaping incorporated into developments will continue to be a character defining feature of this Node. Pedestrian and bicycle connections throughout the Node, across Huguenot Road, and to Larus Park should be improved. Transit service should continue to be improved to provide access to more destinations and improved bus stop amenities.

**Growth Potential:** Medium – The surface parking lots and underdeveloped strip commercial can be redeveloped to provide a mix of uses including residential.

### Primary Next Steps

- Rezone the Corridor Mixed-Use and Neighborhood Mixed-Use areas of this Node in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right. (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node with extensive green space incorporated in developments and explore the creation of signature public art in a central gathering space. (see Goal 4 and Goal 17)
- Improve pedestrian and bike infrastructure to/from this Node – specifically improving connections to Larus Park, the James River, and Stony Point Fashion Park, in coordination with Chesterfield County, across and along Huguenot Road. (see Goal 4 and Goal 8)
- Expand transit service to this Node and improve bus stop amenities. (Goal 8)

## Shops at Stratford Hills

**Type:** Regional Node

**Vision:** The Shops at Stratford Hills Node consists of two large commercial shopping centers which are dominated by big box retailers and parking and strip commercial along Forest Hill Avenue. While residents value the presence of large anchor establishments, in the future, this Node can be the walkable, mixed-use neighborhood center for Stratford Hills by incorporating a diverse mix of uses including unique shopping, service, and entertainment establishments and residential units. The existing suburban-style development patterns focus around large parking lots that in the future could be redeveloped into a more urban, gridded pattern with buildings that address the street. In addition to improved connections within the Node, Forest Hill Avenue needs to be improved to reduce vehicle and pedestrian conflicts and improve pedestrian, bicycle, and transit access to the Node. New development should have a cohesive plan, high quality design and include street trees and other open space. Any new development in the areas to the south and east of the Node which are designated Neighborhood Mixed-Use should complement the design of the Node and be connected by both streets and sidewalks.

**Growth Potential:** Medium – The surface parking lots and underdeveloped strip commercial can be redeveloped to provide a mix of uses including residential.

**Primary Next Steps**

- Rezone this Node in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right. (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed regional Node with green space and street trees incorporated in developments and explore the creation of signature public art in a central gathering space. (see Goal 4 and Goal 17)
- Incorporate a gridded street network as a part of the cohesive redevelopment of this Node. (See Goal 9)
- Improve pedestrian and bike infrastructure to/from this Node – specifically improving connections into the residential neighborhoods and along Forest Hill Avenue.(see Goal 4 and Goal 8)
- Implement high-frequency transit along Forest Hill Avenue (see Goal 8)

## Stratford Hills

**Type:** Neighborhood Node

**Vision:** Currently, the Stratford Hills Node consists of two strip commercial centers on the north and south sides of Forest Hill Avenue, strip commercial along Forest Hill Avenue, multi-family dwellings including a 13-story condominium tower, and parking lots adjacent to wooded residential neighborhoods. Additionally, this Node is situated near entrances to the James River Park System; and in the future, the connections to the Park should be improved. In 2037, the parking lots and dated commercial structures can be redeveloped into a walkable mixed-use community center that continues to include unique local restaurants, retail, and neighborhood services catering to the surrounding neighborhood and to differentiate this Node while also incorporating multi-family residential units. Additional auto-related uses on the Forest Hill corridor should be discouraged. Future development should encourage high-quality design and an urban form with medium-scale buildings that are located closer to the street with parking located in the rear in shared lots. There is the potential for additional larger multi-family and mixed-use development to complement the Hathaway Towers. Enhancements are needed to improve the safety of pedestrians and bicyclist along Forest Hill Avenue and access to the Node from the surrounding neighborhoods. The existing transit should be supported and enhanced with more frequent routes and improved access to and amenities at the transit stops.

**Growth Potential:** Medium – The surface parking lots and underdeveloped strip commercial can be redeveloped to provide a mix of uses including residential.

**Primary Next Steps**

- Rezone this Node in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right and discourages auto-related uses and suburban strip commercial development form. (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node that includes creative solutions for transitions between varying intensities of building types and land uses. (see Goal 4)
- Improve pedestrian and bike infrastructure to/from this Node – specifically improving connections into the residential neighborhoods, along Forest Hill Avenue, and to the James River.(see Goal 4 and Goal 8)
- Implement high-frequency transit along Forest Hill Avenue and connect riders to the bus stops along Forest Hill by providing increased pedestrian connections from the residential neighborhoods (see Goal 8)





Stratford Hills Conceptual Site Plan



# South Richmond — Central Nodes

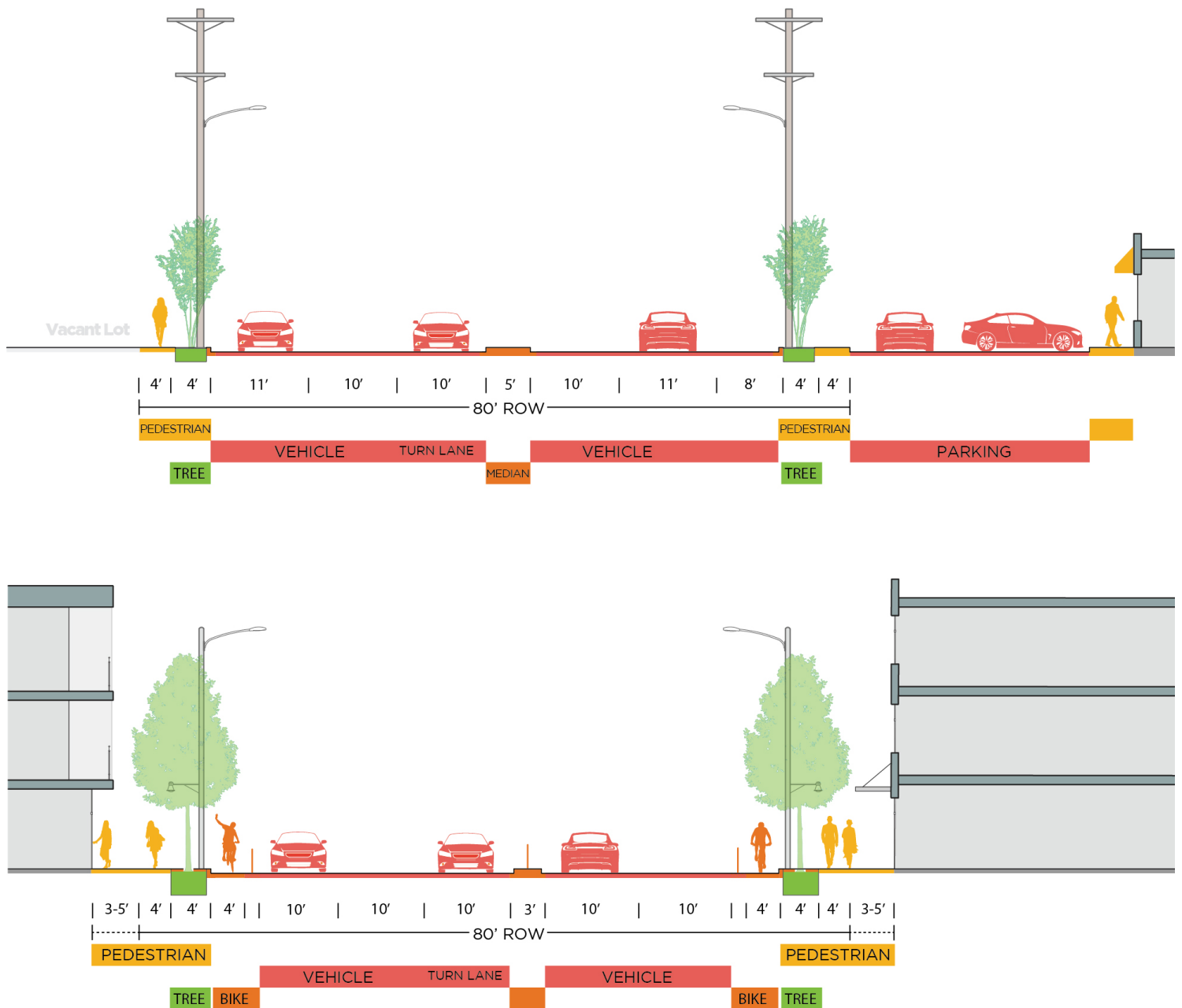
## Westover Hills

**Type:** Neighborhood Node

**Vision:** Westover Hills has a village-like quality with small retail, services, and restaurant offerings that serve primarily the surrounding neighborhoods, but does attract outside visitors. Over the next twenty years, the Westover Hills Node could be enhanced by 1) discouraging suburban development pattern (where buildings are pushed back with parking in front of them) and encouraging urban form with buildings that are closer to the street and parking located in the rear in shared lots, and 2) utilizing a Complete Streets approach to street design to ensure pedestrians, bicyclists, and transit users are adequately and safely accommodated



Westover Hills Conceptual Site Plan



### Westover Hills Potential Street Section Transformation

By bringing buildings just up to the sidewalk, leaving 3 to 5 feet for extra sidewalk space and/or outdoor seating, [as shown in the bottom section], the Forest Hill street section can transform from feeling like a suburban-strip commercial intersection [top] to an urban village intersection [bottom].

in the public right-of-way. Additionally, the four corners of the Westover Hills/Forest Hill intersection can be improved by bring buildings to the corner and introducing landmark public art.

**Growth Potential:** Low - while this is an important neighborhood Node in this area of the city and there are parcels that could be redeveloped and improve the walkability and placemaking of this Node, the overall growth potential, as compared to other Nodes city-wide, is low.

#### **Primary Next Steps**

- Rezone the area to allow for residential uses by-right in the mixed-use area (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17)
- Improve pedestrian, bike, and transit infrastructure to/from this Node (see Goal 4 and Goal 8)
- Implement high-frequency transit along Forest Hill Avenue and Westover Hills Boulevard (see Goal 8)

## **Chippenham Hospital**

**Type:** National/Regional Node

**Vision:** The Chippenham Hospital Node is currently a job center anchored by HCA Healthcare Chippenham Hospital. Additionally, there are many different housing options provided in the area including new and older single-family homes, townhomes, and low-scale multi-family residential communities. This Node will continue to provide high quality jobs associated with the hospital and medical office-related uses. Additionally, the older multi-family residential communities can be redeveloped into higher density, mixed-use neighborhoods. The redesign of these communities should emphasize walkable, well-connected communities with well-designed buildings, a street grid, sidewalks, and street trees. New commercial uses incorporated into the mixed-use communities and along Jahnke Road should serve both the residential population and hospital employees and visitors. As this Node is located partially in Chesterfield County, connections to the County especially the adjacent Boulder's Office Park should be improved. Additionally, connections into Powwhite Park should be improved to increase accessibility to the park from the adjacent residential neighborhoods.

**Growth Potential:** Medium - The older low-density, multi-family developments can be redeveloped with a mix of uses, higher residential densities and a mix of housing types.

#### **Primary Next Steps**

- Rezone the Destination Mixed-Use and Neighborhood Mixed-Use areas of this Node in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right. (see Goal 1 and Goal 14)
- Rezone the Institutional areas of this Node in alignment with the Future Land Use Plan to require a master plan to be reviewed by Planning Commission for changes to the HCA Healthcare Chippenham Hospital campus. (Goal 13)
- Improve pedestrian and bike infrastructure to/from this Node - specifically improving connections into the residential neighborhoods, along Jahnke Road and Hioaks Road, and to Powwhite Park. (see Goal 4 and Goal 8)
- Connect Powwhite Park to other City and regional parks through a system of greenways. (Goal 8 and Goal 17)
- Improve connections into Chesterfield County by extending Carnation Street under Chippenham Parkway to connect to Boulder's Parkway in Chesterfield County. (see Goal 9)



# Midlothian/Chippenham

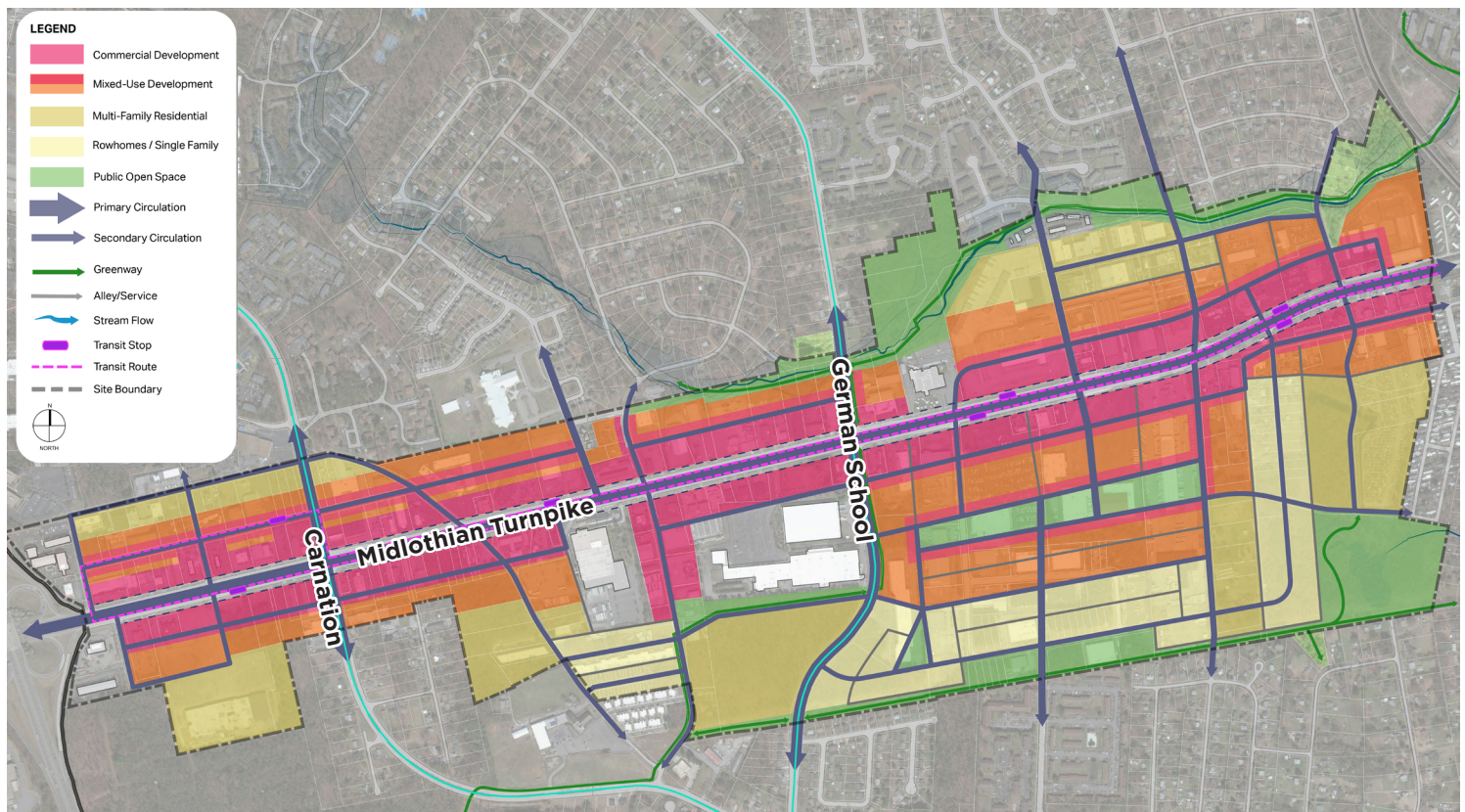
**Type:** National/Regional Node

**Vision:** The Node at Midlothian Turnpike and Chippenham Parkway serves as a gateway into the city of Richmond from Chesterfield County. Currently, this Node is developed with strip commercial, hotels, and a large off-track betting facility with a large surface parking lot. In 2037, this Node could become a walkable, village center that connects to the Stonebridge development in Chesterfield County and has its own unique identity as an attractive gateway into the city. The existing parking lots and undeveloped land at the southern edge can be redeveloped into a mixed-use community that includes a mix of housing types at varying affordability levels and community serving commercial uses. The scale of development should complement the surrounding neighborhoods and could include taller, signature buildings that serve to distinguish this Node. The development pattern should create a walkable environment by introducing a street grid to break up the larger parcels along Midlothian Turnpike and encouraging urban form with buildings that are closer to the street and parking located in the rear in shared lots. Enhancements are needed to improve the safety of pedestrians and bicyclist along Midlothian Turnpike at the intersection with Chippenham Parkway. Additional access into the Node from the county should be created by creating new streets.

**Growth Potential:** High – The existing parking lots and undeveloped land at the southern edge can be redeveloped into a mixed-use community that includes a mix of housing types at varying affordability levels and community serving commercial uses.

## Primary Next Steps

- Rezone this Node in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right and discourages auto-related uses and suburban strip commercial development form (see Goal 1 and Goal 14)



Midlothian Conceptual Plan



- Create an identity to differentiate this Node through branding and creative placemaking (see Goals 1 and 4)
- Incorporate a gridded street network as a part of the cohesive redevelopment of this Node (see Goal 9)
- Improve pedestrian and bike infrastructure to/from this Node – specifically improving connections along Midlothian Turnpike into Chesterfield County and to the Southside Community Center (see Goal 4 and Goal 8)
- Improve connections into Chesterfield County by creating new streets under Chippenham Parkway to the Stonebridge development in Chesterfield County (see Goal 9)
- Implement high-frequency transit along Midlothian Turnpike (see Goal 8)

## Swansboro

**Type:** Neighborhood Node

**Vision:** Centered at a truly unique intersection of Midlothian Turnpike, Hull Street, and Clopton Street; the Swansboro Node contains a mix of historic commercial storefronts, warehouses, and suburban form commercial buildings surrounded by diverse residential neighborhoods. In the future, the empty historic storefronts will be rehabilitated and filled with neighborhood-serving businesses. On the vacant parcels, 2-to-3 story, mixed-use, infill development should occur in a building form similar to the historic structures that maintains the existing streetwall. The character of the surrounding residential neighborhoods should be preserved with investments targeted to programs that allow homeowners to remain in their homes in high-quality structures and traffic calming measures to slow vehicles on the residential streets. Open space opportunities should be considered, even in the form of smaller pocket parks or plazas, where the opportunity presents themselves, such as at the triangle formed by Hull Street and Midlothian Turnpike. Investments should be made to improve the pedestrian experience by planting street trees and expanding sidewalks.

**Growth Potential:** Medium - The vacant lots and underdeveloped strip commercial can be redeveloped to provide a mix of uses including residential units.

### Primary Next Steps

- Prioritize the rezoning of the B-3 zoned parcels along Hull Street in alignment with the Future Land Use Plan to encourage the economic revitalization of the corridor in a building form that improves the pedestrian environment (Goal 1 and Goal 11).
- Encourage the redevelopment of vacant structures while preserving the historic urban fabric (Goal 1, Goal 3).
- Explore designation as a National Register Historic District (Goal 3).
- Use the interesting grids and angles to create dynamic architecture (Goal 4).
- Improve pedestrian, bike, and transit infrastructure to/from this Node – specifically including streetscape improvements of street trees, wider sidewalks, and pedestrian amenities along the corridors and providing high frequency transit along Midlothian Turnpike and Hull Street (see Goal 4, Goal 8, and Goal 17).
- Explore the creative opportunities for developing open space for a neighborhood gathering location including the development of a pocket park or parklets (see Goal 4 and Goal 17).
- Implement high-frequency transit along Midlothian Turnpike and Hull Street (see Goal 8).



Swansboro Conceptual Plan

## South Richmond – Eastern Nodes

### Hull/Warwick

**Type:** Neighborhood Node

**Vision:** The Node at Hull Street and Warwick Road is currently developed with small, single-use commercial structures and strip commercial centers supporting drugstores, small markets and auto-related businesses. The surrounding residential neighborhoods are composed of a mix of housing stock including single-family homes, a large apartment complex, and a manufactured home park. In the future, this Node can serve as a strong entrance into the city and function as a town and family entertainment center with mixed-use developments to include residential units and neighborhood serving commercial uses. Future development should encourage high-quality design and an urban form with medium-scale buildings that are located closer to the street with parking located in the rear in shared lots. The intersection of Hull Street and Warwick Road should be anchored on each corner by mixed-use buildings that are designed to enhance the “nodal” feeling of the area. Housing options at varying affordability levels should be provided throughout the Node by supporting and improving the existing housing stock and encouraging the construction of new housing units. Creative open space opportunities should be considered including in the form of smaller pocket parks or plazas. Pedestrian safety improvements including adequate sidewalks and lighting should be prioritized to improve the pedestrian experience.

**Growth Potential:** Medium – There is large parcel in the southeast quadrant of the Warwick intersection that is almost entirely forested that can be developed as a significant mixed-use development to define the corner.





## Conceptual Images for Town and Family Entertainment Center at Hull and Warwick

Source: Hull Street Corridor Revitalization Plan, January 2013

Additionally, many parcels are currently underdeveloped with significant surface parking lots which can be redeveloped.

### Primary Next Steps

- Prioritize the rezoning of the B-3 and OS zoned parcels along Hull Street in alignment with the Future Land Use Plan to encourage the economic revitalization of the corridor in a building form that improves the pedestrian environment. (Goal 1 and Goal 11)
- Support existing residents by developing programs that allow homeowners to remain in their homes in high-quality structures and improving the quality of housing in the existing manufactured home parks (Goal 14)
- Improve pedestrian, bike, and transit infrastructure to/from this Node – specifically including streetscape improvements of street trees, wider sidewalks, and lighting along the corridors and providing high frequency transit along Hull Street. (see Goal 4, Goal 8, and Goal 17)
- Explore the creative opportunities for developing open space for a neighborhood gathering location including the development of a pocket park or a village green along Hull Street (see Goal 4 and Goal 17)

## Hull/Chippenham

**Type:** Neighborhood Node

**Vision:** At the edge of the city, the Node at Hull Street and Chippenham Parkway is developed with a large strip commercial center, smaller commercial buildings on Hull Street, low-density multi-family apartment complexes, the new Cardinal Middle School, and surrounding single-family neighborhoods. This Node will attract both city and county residents by providing neighborhood serving commercial and housing at varying affordability levels in a more urban form. New development should include the redevelopment of the parking lots along both sides of Hull Street with medium-scale buildings built closer to the street and parking located in the rear in shared lots. Additionally, the low-density multi-family residential communities can be redeveloped into higher-density, mixed-use neighborhoods. The redesign of these communities should emphasize creating walkable, well-connected communities with well-designed buildings, a street grid, sidewalks, and street trees. Improving pedestrian safety should be prioritized especially connections to the new school. The creation of new open space and improved connections to Pocosham Park should be explored to provide additional access to open space for residents of this community.

**Growth Potential:** Medium – There is development opportunity at Chippenham Mall Shopping Center, either in the form of redevelopment, or existing large parking lots. The existing multi-family may be redeveloped a mix of housing types at varying affordability levels and community-serving commercial uses. Many parcels in the area are environmentally constrained due to the presence of Pocosham Creek.

### Primary Next Steps

- Prioritize the rezoning of the B-2 and B-3 zoned parcels along Hull Street in alignment with the Future Land Use Plan to encourage the economic revitalization of the corridor and the inclusion of residential units in a building form that improves the pedestrian environment. (Goal 1, Goal 11, and Goal 14)
- Improve pedestrian, bike, and transit infrastructure to/from this Node – specifically including streetscape improvements of street trees, wider sidewalks, and lighting along the corridors and providing high frequency transit along Hull Street. (see Goal 4, Goal 8, and Goal 17)
- Incorporate a gridded street network as a part of the cohesive redevelopment of this Node (see Goal 9)
- Improve connections to Pocosham Park through the implementation of the Pocosham Greenway (Goal 8 and Goal 17)

## West End Nodes

### The Village

**Type:** Neighborhood Node

**Vision:** The Village is currently a suburban strip commercial district with many retail and office destinations; however in the future, to support a more walkable, bikeable, and transit-ready environment, new developments at the Village adopt a traditional “village center” feel with buildings at least 2-to-3 stories tall, located closer to the street and with parking lots behind the buildings, and pedestrian and bike infrastructure. New development should consider the addition of some residential units. The Community Mixed-Use future land use designation at The Village allows for medium-scale mixed-use development, which is in harmony with the surrounding residential neighborhoods and supports high-frequency transit.

**Growth Potential:** Low – since most of the land at this Node is in Henrico County, there is not much development opportunity within the City

### Primary Next Steps

Since the majority of The Village is in Henrico County, all planning should occur in close collaboration with Henrico:

- Rezone The Village to allow for residential uses and increase height maximums (current B-2 prohibits buildings taller than 35 feet) (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art at this gateway (see Goal 4)
- Improve pedestrian and bike infrastructure through The Village and specifically from The Village to Bandy Park (see Goal 4, Goal 8, and Goal 17)
- Implement high-frequency transit along Patterson Avenue with a transit stop at Patterson Avenue and Three Chopt Road (see Goal 8)

## Broad/Staples Mill

**Type:** Neighborhood Node

**Vision:** The area around the intersection of W. Broad Street and Staples Mill Road capitalizes on its proximity to Willow Lawn, Scott's Addition, Libbie Mill, and the Pulse BRT Staples Mill Station to redevelop underdeveloped parcels into a walkable Node with new, denser, mixed-use buildings, and streetscape improvements along Broad transform Broad Street into a truly Great Street. The Destination Mixed-Use future land use designation at intersection of Broad and Staples Mill encourages the development of landmark buildings that identify this area as a major gateway into the city. The Corridor Mixed-Use future land use designations encourages the development of buildings that address the street and support a walkable environment along Broad Street.

**Growth Potential:** Medium – There are several large parcels with surface parking lots and low-slung buildings that could be redeveloped to capitalize on the proximity to high-frequency transit by providing employment and housing.

### Primary Next Steps

Since a portion of this area is in Henrico County, all of the next steps should occur in close collaboration with Henrico:

- Rezone the area to allow for residential uses and increase height maximums (current B-3 promotes single-use suburban strip commercial development, not transit-oriented development) (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art and/or open space at this gateway (see Goal 4 and Goal 17)
- Improve pedestrian and bike infrastructure to/from the Pulse BRT Staples Mill Station (see Goal 4 and Goal 8)
- Improve W. Broad Street to transform it into a Great Street by creating a bus-only lane, widening sidewalks, burying power lines, enhanced landscape, and requiring buildings to address the street (see Goal 1, Goal 4, and Goal 9)

## Westhampton

**Type:** Neighborhood Node

**Vision:** The Node that stretches from Libbie and Grove to Libbie and Patterson provides retail and services to nearby residents and attracts visitors from across the region to its businesses. Over time, a few underdeveloped parcels redevelop in a matter that complements and enhances the existing village-scale



feel of the area. The Community Mixed-Use future land use designation permits the creation of additional residential units and business, while also ensuring that new buildings are an appropriate scale the existing commercial buildings and promote walkability by placing vehicular access to the rear of the building. The intersection of Libbie and Patterson should be carefully planned and redeveloped to support and increase access to the high-frequency transit planned for Patterson Avenue.

**Growth Potential:** Low – While this is an important neighborhood Node in this area of the city, aside from the redevelopment of a handful parcels, this Node will not significantly change over the next 20 years

#### **Primary Next Steps**

- Rezone the area to allow for residential uses by-right in the Community Mixed-use area and retain a maximum height of three stories (see Goal 1 and Goal 14).
- Implement design standards to create a high-quality and well-designed neighborhood Node that is consistent with the village-feel of the area, and explore the creation of signature public art (see Goal 4 and Goal 17).
- Improve pedestrian and bike infrastructure to/from this Node (see Goal 4 and Goal 8).
- Implement high-frequency transit along Patterson Avenue with a transit stop at Patterson Avenue and Libbie (see Goal 8).

## **Broad/Malvern**

**Type:** Neighborhood Node

**Vision:** This Node is no longer a “dead spot” between Scott’s Addition and Willow Lawn; but rather a place with multi-family residential options mixed with retail and offices. New development supports walkable, bikeable, and transit-ready environment to support a new Pulse BRT Station at Malvern and Broad.

**Growth Potential:** Medium – There are several large parcels with surface parking lots and buildings that could be redeveloped to capitalize on the proximity to high-frequency transit by providing employment and housing.

#### **Primary Next Steps**

- Rezone the area to allow for residential uses by-right in the Corridor Mixed-Use area (see Goal 1 and Goal 14).
- Engage with GRTC to discuss the next steps to develop an infill station at Broad and Malvern (Goal 8).

# **Near West End Nodes**

## **Carytown**

**Type:** Regional/National Node

**Vision:** The Carytown Node is a lively mixed-use neighborhood that is home to Richmond’s premier shopping destination. The establishments in Carytown include an eclectic mix of local and national retail, dining, entertainment, and service uses anchored by the historic Byrd Theater to the east and multiple grocery stores to the west. The retail corridor is surrounded by diverse residential neighborhoods which include a variety housing stock. In 2037, Carytown will continue to be a successful, walkable, mixed-use destination. Additional residential units at a range of affordability levels can be developed through compatible infill development and developing 2 to 3 stories of residential above existing commercial structures. New development should be compatible with the existing historic structures, and efforts should be made to preserve the existing

historic fabric. Though Carytown currently is a walkable Node, the movement of people not cars should be further prioritized by limiting vehicular access to Cary Street, whether permanently or temporarily, while accommodating other modes of transportation. Pedestrian amenities including street trees and larger sidewalks should be included on Cary Street and into the surrounding residential communities. Opportunities to create new open space and improve existing spaces including the Grayland Tot Lot should be realized.

**Growth Potential:** Medium – New development is limited to existing parking lots and the redeveloping single- and two-story structures into taller structures.

#### **Primary Next Steps**

- Rezone the area to allow for residential uses and increase height maximums (current B-3 promotes single-use suburban strip commercial development, not transit-oriented development, and UB prohibits buildings taller than 28 feet) (Goal 1 and Goal 14).
- Explore the opportunity for permanent or temporary street closure of Cary Street in Carytown to limit use to bicycle, pedestrian, transit, and retail use (Goal 8).
- Implement design standards to create a high-quality and well-designed neighborhood Node while preserving the existing historic fabric and explore the creation of signature public art (Goal 3, Goal 4).
- Improve pedestrian, bike, and transit infrastructure to/from this Node – specifically including streetscape improvements of street trees, wider sidewalks, and lighting into the surrounding neighborhoods including into Carytown South and City Stadium neighborhoods and across I-195 and providing high frequency transit along Cary Street and Ellwood Avenue (Goal 4, Goal 8, and Goal 17).
- Explore the creative opportunities for developing open space for a neighborhood gathering location including the development of a pocket park or parklets (Goal 4 and Goal 17).
- Implement the recommendations of the Parking Study (Goal 9)
- Consider creating a Business Improvement District for Carytown (Goal 11)

## **Scott's Addition**

**Type:** Regional/National Node

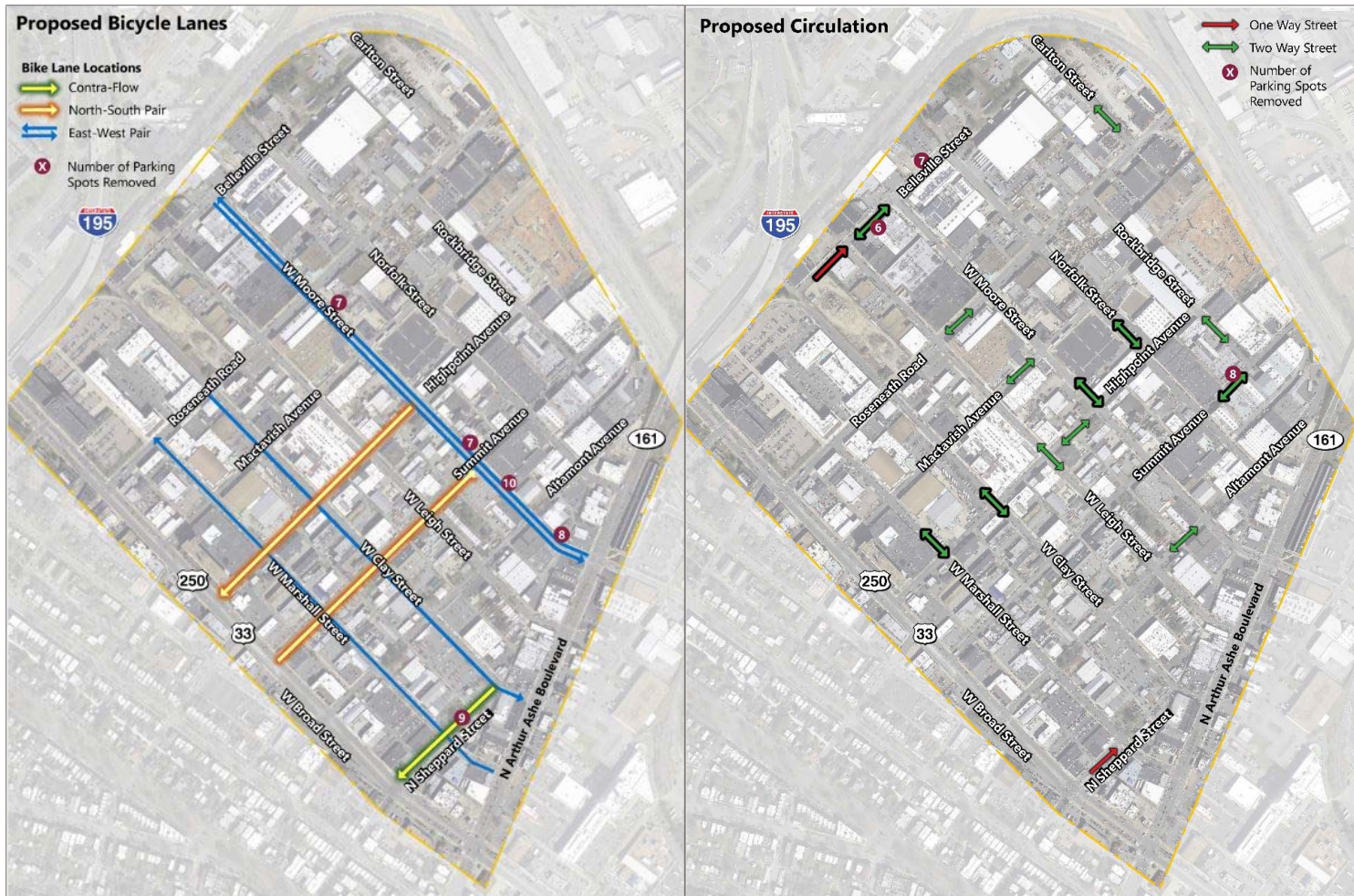
**Vision:** Scott's Addition continues its evolution as a mixed-use neighborhood by adding more residential, office, entertainment, and "maker" uses. The area adds neighborhood amenities, such as a park or parklets, sidewalks, street trees, and other features that enhance the public realm. Scott's Addition is better connected to the West and North by new bridges and is served by high-frequency transit. W. Broad Street and Arthur Ashe Boulevard transform into a pair of high-quality urban avenues that are safe to cross, while becoming a destination in their own right for residential, office, retail and compatible entertainment uses.

**Growth Potential:** Medium/High — There are still several surface parking lots and buildings that could be redeveloped

#### **Primary Next Steps**

- Explore incentives and programs to encourage private developers to create more publicly-accessible greenspace on their properties (Goal 4).
- Improve pedestrian, bike, and transit infrastructure to/from this Node — specifically including a greenway around the perimeter of Scott's Addition and streetscape improvements of street trees, wider sidewalks, and lighting (Goal 4, Goal 8, and Goal 17).
- Provide high-frequency transit along Arthur Ashe Boulevard and into Scott's Addition (Goal 8).
- Implement the recommendations to improve circulation within Scott's Addition found in the Scott's Addition Circulation Study (Goal 9).





### Proposed Bike Infrastructure and Circulation for Scott's Addition

Source: Scott's Addition Planning Study to Improve Circulation and Implement Multimodal, Vision Zero, and Complete Streets Concepts, July 2019



**Scott's Addition Conceptual Aerial**  
A greenway and neighborhood park add public green space to Scott's Addition



- Build a pedestrian bridge from Mactavish to Rosedale and a car/bike/transit/pedestrian bridge from Norfolk to Hamilton (Goal 9).
- Implement the recommendations of the Parking Study (Goal 9).
- Consider creating a Business Improvement District for Scott's Addition (Goal 11).
- Develop at pocket park at Cutshaw and a larger park within Scott's Addition (Goal 17).

## Broad/Hermitage

**Type:** Regional/National Node

**Vision:** Building off its excellent access to high-frequency transit with the Pulse Rapid Transit Allison Station, the Broad/Hermitage is known as the Alison District, a dense, compact, transit-oriented mixed-use development anchored by a reconnected street grid. Major redevelopment around the Allison Station breaks up superblocks by introducing a street grid, developing a series of parks connected by greenways, and creating a walkable environment with high-density, mixed-use buildings on the north side of W. Broad Street; medium-density, mixed-use buildings infill the south side of W. Broad Street.

As redevelopment proceeds, an infill Pulse station at Lombardy Street facilitates transit connections and access to jobs, daily shopping, and homes at the Lombardy Street and W. Broad Street intersection. Redevelopment occurs on sites with auto-oriented uses and deep setbacks that currently disrupt the historic pattern of the street-oriented commercial corridor. Historic building stock is preserved and adapted for reuse. New development provides adequate buffers to residential neighborhoods. W. Broad Street transforms into a high-quality Great Street that is safe to cross, while becoming a destination in its own right for residential, office, retail and compatible entertainment uses.



### Broad/Hermitage Conceptual Aerial

A greenway and series of parks add public green space to the Broad/Hermitage area

**Growth Potential:** Medium/High — There are still several surface parking lots and buildings that could be redeveloped.

#### **Primary Next Steps**

- Rezone the Broad/Hermitage area to align with the Future Land Use Map. (Goal 1)
- Work with Sauer Properties to develop an urban form master plan. Take advantage of the large concentration of single-owner redevelopment properties north of W. Broad Street and work together towards a high-density, urban form. (Goal 1, Goal 4)
- Introduce a street grid north of W. 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. (Goal 9)
- Improve north-south crossings of A. Broad Street for pedestrians and cyclists in the general vicinity of Hermitage and Lombardy Streets and explore the creation of an east-west bike route between Belvidere Street and Boulevard. (Goal 8)
- Prioritize the segment of W. Broad Street from Lombardy Street to Boulevard for streetscape improvements to transform W. Broad Street a Great Street. (Goal 9)
- Build a landscaped bridge from W. Leigh Street to the Diamond Site and eliminate the at-grade crossing at Hermitage and the railroad tracks in order to increase safety and accommodate the DC to Richmond Southeast High Speed Rail. (Goal 9)
- Work with the Commonwealth to retain state employees and improve existing development, including looking at opportunities for repurposing large amounts of surface parking at the DMV Headquarters and the fleet facility on W. Leigh. (Goal 1, Goal 11)

## **VCU/Monroe Park**

**Type:** Regional/National Node

**Vision:** VCU/Monroe Park continues to provide shopping, dining, and housing for students and neighborhood residents alike. VCU is a major job center and nexus of activity with services and cultural attractions for the region. The intersection of Belvidere and W. Broad Streets becomes a signature intersection with new development complementing the VCU Institute for Contemporary Art with prominent architecture. A new high-frequency transit line runs down Belvidere with a stop at Belvidere and W. Broad Street. VCU's campus evolves as VCU continues to modernize its buildings. W. Broad Street and Belvidere transform into a high quality urban avenues that are safe to cross, while becoming destinations in their own right for residential, office, retail and compatible entertainment uses.

**Growth Potential:** Low — While there are some opportunities for VCU to redevelop its buildings and land; there are not many.

#### **Primary Next Steps**

- Continue to improve pedestrian, bike, and transit infrastructure to/from this Node – specifically connecting to the Monroe Park campus east across Belvidere to Monroe Ward (Goal 4, Goal 8, and Goal 17)
- Provide high-frequency transit along down Route 1 with a major stop at Broad and Belvidere (Goal 8)
- Continue to reinforce the gridded street network by reducing superblocks and maintaining connectivity (Goal 9)
- Explore a PILOT program for large non-profit institutions in the city (Goal 13)





A portion of VCU's Master Plan showing the Monroe Park Campus

source: One VCU Master Plan

# North Richmond Nodes

## Azalea

**Type:** Neighborhood Node

**Vision:** The Azalea Node is located on the border with Henrico County and is centered at the intersection of Azalea and Chamberlayne Avenues. Today the area consists of auto-oriented businesses such as gas stations, banks, and fast food restaurants, surrounded by residential neighborhoods to the south. In the future, the area can be transformed into a mixed-use area with a more urban form and a higher image quality as a major gateway into the city of Richmond. While there is not a lot of vacant land, the presence of auto-oriented businesses with large parking lots provides the opportunity for ample redevelopment. New development should be between 2 and 5 stories in height and have buildings that face the street with parking in the rear. Improved streetscapes with wider sidewalks and more trees will enhance the look and feel of the area, and improved transit, bicycle, and pedestrian access will make the area safer and more accessible to all.

**Growth Potential:** Medium – Many of the existing businesses uses sit on large parcels with more space devoted to parking than to buildings. Redevelopment of these structures provide an excellent opportunity to add more commercial and residential uses while overhauling the character of this Node.

### Primary Next Steps

- Rezone the Corridor Mixed-Use areas of this Node along Azalea Avenue, which is currently zoned “B-2 Community Business District”, in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right (see Goal 1 and Goal 14).
- Implement high-frequency transit along Brook Road and Chamberlayne Avenue (see Goal 8).





### Potential Transformation of MacArthur

A new building could potentially fill in across the street from the existing stores and restaurants across the street.

- Improve pedestrian and bike infrastructure to/from this Node – specifically improving the streetscapes of Azalea Avenue, Brook Road, and Chamberlayne Avenue (see Goal 4 and Goal 8).
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17).

## MacArthur

**Type:** Neighborhood Node

**Vision:** The MacArthur Node is a small and cherished commercial area embedded within the Bellevue neighborhood in Northside, located along MacArthur Avenue. Currently and in the future, the Node provides commercial uses within walking distance to the surrounding community at a scale and intensity that is compatible with the residential neighborhood which surrounds it. Existing structures are between 1 and 2 stories in height, and future development should be between 2 and 4 stories in height. There are currently no vacant parcels within the commercial area of the Node, but there are opportunities for redevelopment as there are several parcels that have either an excess of parking or a form and character that does not enhance the overall neighborhood commercial corridor. For instance, the apartment court on the west side of MacArthur Avenue could be redeveloped into a mixed-use structure that fronts the street and has parking underground.

**Growth Potential:** Low – There are opportunities for redevelopment of underutilized parcels which should be at a scale and intensity that is compatible with the existing commercial corridor and surrounding residential neighborhood.

### Primary Next Steps

- Rezone this Node, the commercial portion of which along MacArthur Avenue is zoned “B-1 Neighborhood Business District” in alignment with the Future Land Use Plan to allow for a mix of uses and increased



### Redeveloped Façades on Brookland Park Boulevard

Source: Brookland Park Boulevard Revitalization Plan, February 2013

residential density by-right and discourages auto-related uses and suburban strip commercial development form. (see Goal 1 and Goal 14)

- Implement design standards to ensure a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4)
- Improve pedestrian and bike infrastructure to/from this Node, including providing bike parking. (see Goal 4 and Goal 8)

## Brookland Park

**Type:** Regional/National Node

**Vision:** Today Historic Brookland Park Boulevard is home to some local businesses that receive customers from all over the city; however, many storefronts are vacant and dilapidated. Brookland Park was developed when streetcars ran up North Avenue. In 2037, Brookland Park Boulevard will continue to feature long-term businesses, but as the adjacent residential neighborhoods continue to regain population, the empty storefronts will fill with neighborhood-serving businesses. Street landscaping will grow and new public art will recognize the unique character of this commercial corridor.

**Growth Potential:** Low — While there are empty parcels and storefronts, this Node will not see a significant proportion of the City's growth over the next 20 years

### Primary Next Steps

- Encourage the redevelopment of vacant structures (Goal 1, Goal 3).
- Explore the creation of signature public art (Goal 4).
- Develop wayfinding and parking signage (Goal 4).





### Potential Transformation of Six Points

Architecture firm, HKS, led a process to create a schematic plan for a building in Six Points. HKS created the plan through a robust community engagement process for a unique live/work building that is envisioned to incubate local businesses on the first floor and provide mixed-income housing above.

Source: re-imagining benefield, a plan for a property in Highland Park, HKS Architects, 2019

- Implement Parking Study recommendations (Goal 9).
- Assist long-term businesses in redeveloping areas by providing them rehabilitation grants and/or loans, and tax relief as property taxes increase (Goal 11).
- Support the Brookland Park Area Business Association in creating marketing and promotional materials (Goal 11).

## Six Points

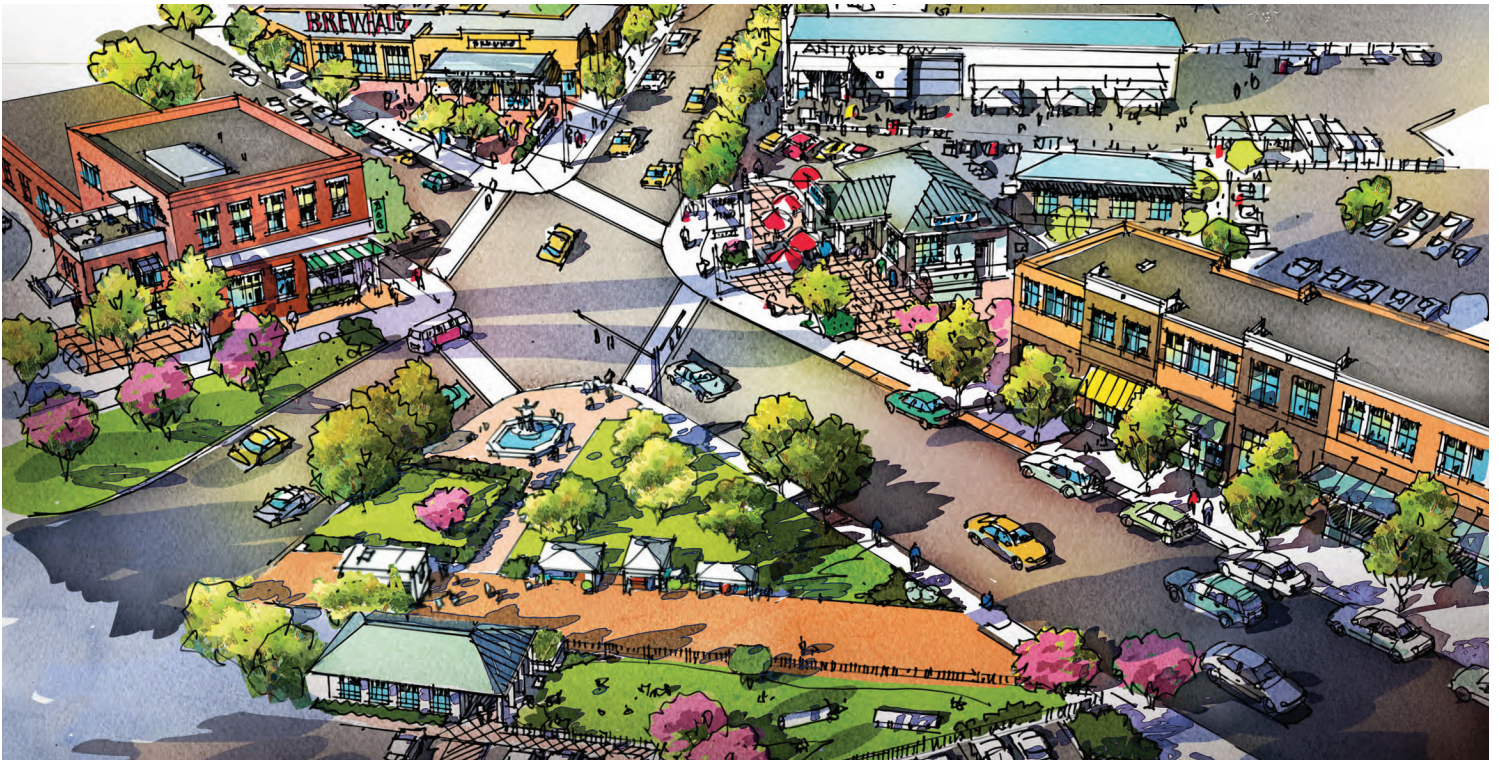
**Type:** Neighborhood Node

**Vision:** The Six Points Node is centered on a unique six-way intersection that was recently improved with a roundabout and landscaping. Small-scale, neighborhood commercial uses are located at the intersection and extend up Meadowbridge Road. The expansive Highland Park residential neighborhood surrounds this commercial area. In the future, this area can be a more enlivened community center with more neighborhood services and residential uses, better connectivity to and around the area, and more placemaking and public art amenities that focus on the history and cultural assets of the area. Future development should be between 2 and 4 stories and be sensitive to the surrounding residential neighborhood which exists in close proximity. The Hotchkiss Community Center and associated recreational assets can be better linked and incorporated to the activity of this Node.

**Growth Potential:** Low – The commercial area of the Node is relatively constrained and there are few vacant parcels. There are, however, several parcels that are underutilized and could be redeveloped into a building form and use that more closely fits with the vision of the area.

**Primary Next Steps**





### Potential Transformation of Lombardy and Chamberlayne

The City adopted the VUU/Chamberlayne Neighborhood Plan to guide development. In 2019, the City rezoned this area of town to align with the Plan to encourage walkable urban development in the Lombardy/Chamberlayne area..

Source: rVUU/chamberlayne Neighborhood Plan, 2015

- Rezone the Community Mixed-Use areas of this Node at the intersection and along Meadowbridge Road in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right (see Goal 1 and Goal 14).
- Improve pedestrian and bike infrastructure to/from this Node – specifically examining the feasibility of bicycle facilities (such as a bike lane) along Brookland Park Boulevard from this Node west to Chamberlayne Avenue (see Goal 4 and Goal 8).
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17).
- Foster the unique identity of this Node through branding and creative placemaking (see Goals 1 and 4).

## VUU/Chamberlayne

**Type:** Neighborhood Node

**Vision:** The VUU/Chamberlayne Node is centered at a unique V-shaped intersection of Chamberlayne Avenue and N. Lombardy Street. Commercial uses line both streets with surrounding residential neighborhoods. Virginia Union University exists to the southwest of the Node along N. Lombardy Street. Many of the commercial uses are auto-oriented with parking lots either in the front or side of the buildings. Commercial uses along N. Lombardy Street are more present along the street, but many are older car service businesses, some of which no longer appear to be operating.

The VUU/Chamberlayne Neighborhood Plan (2015) established a future vision for this Node through extensive community input: “Lombardy between Brook and Chamberlayne is an ideal location for a pedestrian-friendly retail and shopping district. Today, an overabundance of automobile- oriented uses, parking lots, and vacant buildings discourage the development of a strong connection between the surrounding neighborhoods and the commercial area. Lombardy and adjacent streets should be changed to



allow on-street parking, streetscaping, pedestrian lighting and signage. Curb cuts should be reduced to better control vehicular movement, and parking areas should be created behind buildings and in public lots. New commercial buildings with storefronts can be located along Lombardy, and selected historic buildings can be reused for shops and restaurants. The focus of the district will be a new public square at the intersection of Lombardy and Overbrook that will feature attractive landscaping and public art.”

In addition to the established vision, *Richmond 300* envisions a future of this Node that is served by enhanced transit along Brook Road and Chamberlayne Avenue, improved bicycle facilities that make biking to and from the Node safer and easier, and roadway design improvements that see the pleasant, boulevard character of Brook Road and Chamberlayne Avenue to the north of the Node extended further south through the area and towards Downtown.

**Growth Potential:** Medium – Though the parcels are relatively small in size, the commercial area within this Node is fairly large in total. There are some vacant parcels and many parcels are underutilized because they are only 1-story in height or have an abundance of surface parking on them. Future development should be between 2 and 5 stories with sensitive design consideration where parcels abut residential neighborhoods.

#### **Primary Next Steps**

- Improve pedestrian and bike infrastructure to/from this Node – specifically examining the feasibility of bicycle facilities (such as a bike lane) along Chamberlayne Avenue (see Goal 4 and Goal 8).
- Construct the Fall Line Trail which is proposed to be located along Brook Road and will serve as a bicycle/pedestrian connection between Ashland and Petersburg running through Richmond (see Goal 9).
- Improve the streetscape and extend the boulevard character of Chamberlayne Avenue and Brook Road further south through this Node (See Goal 4 and Goal 9).
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17).
- Implement high-frequency transit along Brook Road and Chamberlayne Avenue (see Goal 8).

## **East End Nodes**

### **25th and Nine Mile**

**Type:** Neighborhood Node

**Vision:** The intersection of N. 25th Street and Nine Mile Road is located at the center of the East End, consisting of commercial and institutional uses. The long-envisioned grocery store has been realized in the form of the Market at the 25th which is located on formerly-vacant land on the north side of the intersection. Improvements to the intersection in the form of a new roundabout have been recently completed. Institutional uses that help anchor the Node, which are in addition to the commercial uses along N. 25th Street and Nine Mile Road, include the East End Library, the J. Sargent Reynolds Culinary School, and the Richmond Community Hospital run by Bon Secours.

In the future, this Node can be an even better version of itself, continuing to serve the commercial and civic needs of East End residents. Its location at the center of East End can be a bridge between the neighborhoods to the north and the Union Hill and Church Hill neighborhoods to the south. Vacant parcels that exist along the commercial corridor are developed into mixed-use and commercial uses that front the street. Underutilized parcels with non-historic structures and parking lots fronting the street are redeveloped. Vacant residentially-zoned parcels within proximity to the intersection of 25th and Nine Mile are developed into residential uses

that are complementary to the existing residential neighborhood and increase the population of the area to help support future commercial uses in the area.

**Growth Potential:** Medium – Vacant parcels, including an entire block between Nine Mile Road and T Street, as well as underutilized parcels with one-story structures offer an opportunity for mixed-use and commercial development in the future.

#### **Primary Next Steps**

- Rezone the Community Mixed-Use areas of this Node along N. 25th Street and Nine Mile Road, which are currently zoned “B-2 Community Business District”, in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right (see Goal 1 and Goal 14).
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17).
- Implement high-frequency transit along N. 25th Street and Nine Mile Road (see Goal 8).
- Improve pedestrian and bike infrastructure to/from this Node – specifically improving the streetscape along Nine Mile Road to tie in more seamlessly with the existing streetscape along N. 25th Street (see Goal 4 and Goal 8).

## **Jefferson, Marshall & 25th**

**Type:** Neighborhood Node

**Vision:** The intersection of N. 25th Street and Jefferson Avenue is located between the Union Hill and Church Hill neighborhoods and provides a mix of commercial, residential, and institutional uses. In the future the Node is strengthened by new development on vacant parcels, increased connectivity, and re-imagined institutional and park uses. While the Node is mainly built-out and its historic properties are protected by local Old & Historic Districts, there is opportunity for infill development on vacant parcels. New development should be in keeping with the existing character of the area. Because the properties along N. 25th Street and Jefferson Avenue are a mix of commercial and residential uses, care should be taken to preserve the continuity of existing blocks. The City of Richmond’s East District Center, which is located on the east side of the 25th/Jefferson intersection, is an opportunity to leverage future development while continuing to provide public services. The small, triangular park at Jefferson/Clay/23rd is improved using sustainable practices in a manner consistent with neighborhood open space goals.

**Growth Potential:** Low – Infill development opportunities existing at vacant parcels, most of which are located along either Jefferson Avenue or N. 25th Street. Future development complements the historic neighborhood.

#### **Primary Next Steps**

- Rezone the Community Mixed-Use areas of this Node along N. 25th Street and Jefferson Avenue in alignment with the Future Land Use Plan to allow for a mix of uses and increased residential density by-right. (see Goal 1 and Goal 14)
- Implement design standards to create a high-quality and well-designed neighborhood Node and explore the creation of signature public art (see Goal 4 and Goal 17).
- Implement high-frequency transit along Jefferson Avenue and N. 25th Street. (see Goal 8)



## Potential Transformation of Fulton

### Fulton

**Type:** Neighborhood Node

**Vision:** Today Fulton is a place that people pass through rather than come to. In 2037, Fulton is a neighborhood destination featuring buildings built to the sidewalk, unique public art, a high-frequency transit line connecting to the airport, and a mix of uses, including mixed-income housing. Fulton's walkable environment and connections to a robust open space network make it an attractive gateway to the city. The character of the surrounding single-family neighborhoods is preserved with programs that allow homeowners to live in high-quality homes and programs that increase homeownership opportunities.

**Growth Potential:** Medium — While this Node has great transformation potential, it will not experience as much growth as the priority growth Nodes.

#### Primary Next Steps

- Rezone the Fulton Node in accordance with the Future Land Use Map to allow a mix of uses and incorporate form-based requirements (Goal 1).
- Explore the creation of signature public art at this gateway (Goal 4).
- Improve pedestrian and bike infrastructure through Fulton (Goal 4, Goal 8, Goal 17).
- Implement high-frequency transit along Williamsburg Road to the airport with a transit stop at Government Road and Williamsburg Road (Goal 8).



## Rocketts Landing

**Type:** Neighborhood Node

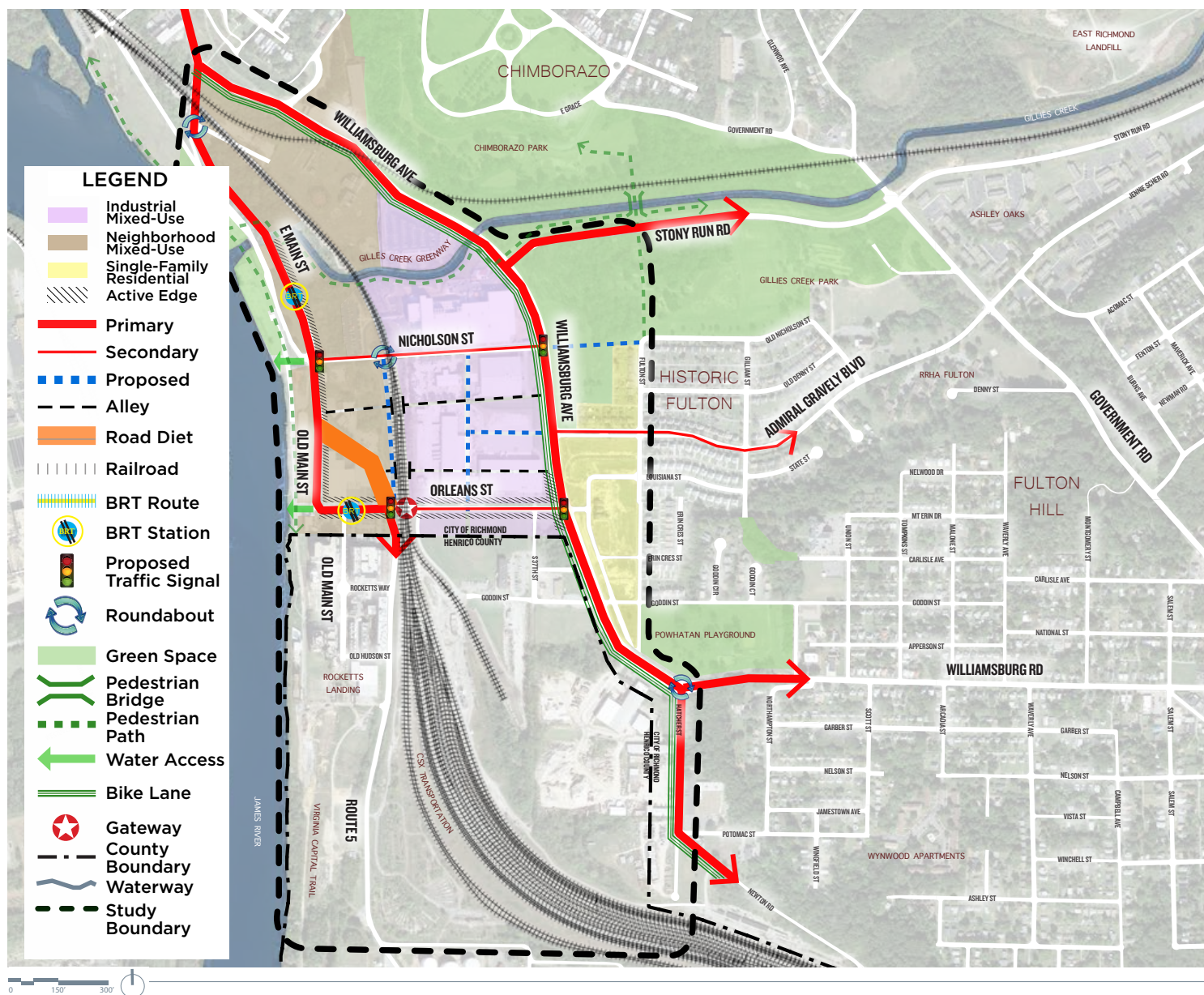
**Vision:** The Pulse Bus Rapid Transit Station at Rocketts Land is a dense, walkable destination for workers, residents, and visitors. The underdeveloped land north of the station is redeveloped to provide amenities to adjacent residents and visitors to the James River. Residents of Greater Fulton easily access the terminus station via Orleans Street which has become a major mixed-use area featuring active ground floor uses and a walkable environment. The Virginia Capital Trail is enhanced by the Gillies Creek Greenway that connects through Gillies Park and up into Church Hill. The character of single-family neighborhoods east of Williamsburg Avenue is preserved with programs that allow homeowners to live in high-quality homes and programs that increase homeownership opportunities. The history of Historic Fulton is shared and honored at the Historic Fulton Memorial Park at the base of Powhatan Hill.

**Growth Potential:** Medium — There is potential for redevelopment of underutilized industrial land.

### Primary Next Steps

Since this Node is at the boundary with Henrico County, coordinate the next steps with Henrico County, where appropriate:

- Rezone land near in/this Node to align with the Future Land Use Map (Goal 1)
- Redevelop the Fulton Gas Works site and preserve the historic gasometer and the Fulton Works building. Continue the brownfield clean-up on this DPU-owned site to prepare it for higher and better uses once regulatory items have been addressed, such as environmental remediation and Section 106 review for historic resources. (Goal 2)
- Improve public art in this section of the Corridor, such as at the Dock & E. Main Streets roundabout, the CSX overpass at Orleans Street, or other locations as they become available. (Goal 4)
- Require developers to improve the streetscape of Orleans Street as parcels redevelop. (Goal 4)
- Improve pedestrian and bike connectivity through the area, specifically, construct the Gillies Creek Greenway, investigate installing a pedestrian bridge over the Norfolk-Southern at-grade rail line and Gillies Creek that connects Fulton Street to the bottom of Chimborazo Park., and install paths connecting Fulton Hill to Historic Fulton . (Goal 8, Goal 9, Goal 17)
- Recreate a street grid in the industrial area. Add new roads as development occurs in the block bound by the CSX railroad, Williamsburg Avenue, Nicholson Street, and Orleans Street. (Goal 9)
- Improve the former Lehigh Cement Property as per the Riverfront Plan (Goal 17)
- Implement high-frequency transit from the Rocketts Landing Station and along Orleans Street to Williamsburg Road to the airport (Goal 8)
- Develop the Fulton Memorial Park at the base of Powhatan Hill (Goal 17)



### Rocketts Landing Station Area Plan

As part of the Pulse Corridor Plan, the City hosted a series of workshops with the Greater Fulton Community to create a Station Area Plan for the Rocketts Landing Pulse BRT Station.

Source: Pulse Corridor Plan, 2017