

SEMMES COWARDIN HULL NEIGHBORHOOD NODE PLAN
 Visioning Workshop - Comments/Results Report (April 2026)

| OPEN HOUSE RESPONSES only | | | |
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| What is your vision for this area? | What next steps are most important to achieve this vision? | When you imagine this area in 2037, what two or three words best describe it? | Do you have ideas for a better name for this Plan? Tell us your suggestions. |
| Traffic Slowing @ Semmes + Cowardin (+1) | QLC shade while trees grow big | Old CSX line should be a greenway with trees + flowers | Southside Gateway (+1) |
| Some kind of commercial ground floor uses for the community (restaurant, cafe, 3rd place) | Kill the right turn slip lane at Semmes + Cowardin | Healthy community corridor - grocery, childcare, schools (middle), recreation | Belle Isle Gateway (+1), Belle Isle approach |
| Bike paths & Trees, trees, trees | Reduce lanes + establish 'quicker, lighter, cheaper' bike lanes + Ped Xing bump-outs | Busy with people on foot & bicycle | Richmond South, South of the James (+2) |
| Trader Joe's or <u>affordable</u> grocery store (+4) | Continue the conversation w/ the community. Thank you! | Thriving + accessible | Something that indicates local hub/community center |
| Grocery store, fedex/UPS store, Gym/YMCA | Achieving safer walkability for Peds (+1) | Urban/suburban experience | Gateway to Southside |
| Middle school, daycare, child/teen activity businesses (music, tutors, dance, karate, etc.) | Plant trees (+2) | Bike + Pedestrian friendly | Probably something that screams "improvement" |
| More local, walkable, restaurants + benches on Hull Street. Less trash on Hull street | Nicer intersection @ Semmes + Cowardin, No billboard. More street trees + places to go | Family friendly | Belle Isle Crossroads (+2) |
| Grocery store, safe walkable area with shops/restaurants (+2) | Zoning to help convert single-family homes to multi-family | More local family-friendly, retail + grocery | Belle Isle Crossroads, South of the James (+1) |
| Bike trails to connect to parks, downtown (+1) | | Walkable, affordable & grocery store | Dog Town |
| Road diet + Big sidewalks + protected bike lanes. | | More food + grocery | |
| Cowardin is too wide! | | | |
| Grocery store (+1) Restaurants (+1) Walkable sections (+1) | | Many families walking dogs + strollers on Hull st because it's safe with good food + daycare + gym (+3) | |
| Safer access for pedestrians & those who bike (+1) | | Welcoming, inclusive, safe | |
| Protected bike lanes (+2) | | Friendly | |
| Safe pedestrian crossings on main roads | | Continued green space development, lots of cool businesses, a close community where people are always outside | |
| Bikeway/trail along CSX easement | | Community centered, pedestrian friendly, food/grocery/services, small businesses | |
| More local restaurants Cafe's that are walkable (+1) | | Bike, pedestrian friendly | |
| Pedestrian pathway to a grocery store (+1) | | Safer Ped Access | |
| CSX corridor between Semmes + Hull for Pedestrian greenspace | | Bike & Pedestrian friendly (+1) | |
| Grocery store! (+6) | | Better Roads & Convenient Groceries | |
| Traffic & Pedestrian safety, grocery store (+4) | | Multi-age, Multi-income community, "blue zone" focused | |
| Destination for dining. Walkable. Diversity of housing (+2) | | Keep tax dollars here, I don't want to have to drive to Chesterfield | |
| Affordable grocery store, more bike lanes (with protected barriers), road diets/slow traffic especially Cowardin/bridge & Semmes, SMALL/local business | | Community focused, Green | |
| Density on main roads - with mixed use | | | |

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| Walkable to grocery store, pharmacy, some retail and restaurant with homes, apartments, and businesses. So mixed use. | Sidewalks, proper pedestrian crossings, better bus access, and move in quality businesses such as a grocery store. | Walkable, Vibrant, Safe | No |
| I would love to see safer street in Bainbridge area - going back toward Forest hill . I would love to see green spaces and get rid of run down houses /buildings | 1. A walk thru of top half of bainbridge 2. Offer grants to help with outside home repairs 3. Cut off road (20th) as cut thru from hall street onto bainbridge . Making it less traffic and safer 4. Put in new side walks with some trees along way . | Hopeful, Wow | This name will do. |
| A safe, walking-, bicycling-, and family-friendly area with community services/offerings that includes fresh groceries. | Slow the vehicles on Semmes. Reduce the noise of the vehicles on Semmes. | desirable, comfortable, welcoming | Forward Vision |
| Walkability, safety for pedestrians and children. Fully realized retail including a grocery store. Less vape shops and convenience stores that sell junk food. | Review existing buildings that can be repurposed and renovated. Requiring the next build has at least one major grocery store build. | Safe, Accessible to town, Easy access to services | Belle Isle District/Quarter/Ward (pick one) |
| The area needs at least one major grocery store. | | Safe, Walkable, Retail options | New Manchester |
| Safe, walkable, living and retail space | More retail and improved security | Safe walkable community , Less development, Clean no panhandlers | Cowardin Community Plan, Semmes Stoop Strategy, Belle Isle Neighborhood Plan, Semmes Urban Village Vision |
| Safety, less parking issues, less panhandling, cleaner streets, speed enforcement. More park amenities. Better roads. Considerations regarding more homes and more traffic congestion. | Community policing, close examination of community development and how fast. Stop lights/round about need to be add to ensure pedestrians safety. Parking issues within Belle heights need to be addressed with parking enforcement. | Walkable, Safe, Leafy | Southside resource hub |
| A more pedestrian-forward area would be nice focusing on safe crossings and reduced vehicle speeds | Intersection redesign and traffic calming measures like speed bumps | Dynamic, Gateway, Interesting | The southside gateway plan |
| A vibrant multi-use, multi-modal gateway to the Southside of Richmond. | Establishing a ranked list priorities to encourage the development of infrastructure and improvements in the area. For instance, what does the community want first/last with respect to: zoning updates; pedestrian safety improvements; traffic calming; landscaping; linear parks; signage, other.. | Active, role model, vibrant | Transform S-C-H |
| Convert it into one lane and add more bike lines | Change the lanes on Semmes | Diverse, Accessible | f |
| A walkable area with restaurants and a supermarket that connects with the James River park system and allows residents to stay active and traffic is tamed. | Safety on Semmes and Cowardin (e.g. convert one lane into parking spaces to make bicycle traffic safer. Bring a smaller supermarket in (Lidl, Aldi, Walmart Neighborhood market). Make sure residents have safe sidewalks | walkable , mixed-use, cohesive | Dry Rocks District (DRD) I would like to see for the naming of the area to be done by rank choice voting. |
| More affordable housing options, more senior housing, more sidewalks | Raise property taxes | Hub, Transit, Resources | Southside Neighborhood Centers Plan |
| Grocery store, safer for pedestrians, mixed use, green space, walkable, more shade, coffee shops, cafes | pedestrian safety | Walkable, Safe, Cohesive | Southside Gateway |
| Grocery store | Safe transportation and food access | Transformation happened, City Living's Finest | Community Over Congestion |

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| <p>We need a grocery store! Or at minimum a walkable market with basic grocery staples. Additionally new housing should be considered as to how it fits in with the neighborhood vibe. These modern apartments and houses on every corner make us look like any other city and don't add to the character of the neighborhood we so love. If developers spent a little more time on the design process we could create a more appealing neighborhood for all. If the west end can do it so can I'd love to see a grocery store. My vision is to make this area more walkable since everything is so close together but the sidewalks and crosswalks don't make that permissible currently. I purchased my home in this neighborhood because it deserves to be celebrated for the diverse area it is known for. We just need and want fresh food and veggies.</p> | <p>There is currently an old Winn Dixie site that could be easily updated to accommodate a new grocery store. Additionally the new development on the corner of Cowardin and Semmes should have retail on the first floor.</p> | <p>f, f, f</p> | <p>No</p> |
| <p>No more traffic. Some quality retail.</p> | <p>Finding a company or investor to want to make this area flourish. Cleaning up the area. Stop putting in more apartments and condos.</p> | <p>Adorable, Well-allocated, Diverse Community, Walkable/bikeable, Shopping and fast food</p> | |
| <p>f</p> | <p>f</p> | <p>Vibrant, neighborhood, character</p> | |
| <p>Better food access, more attractive and desired small businesses (coffee shops, bakeries, a gas station (Wawa, preferably) and a grocery store. Idk, but we are tired of driving miles for a good grocery store.</p> | <p>Highlighting available business spaces for rent, increasing lighting, and fixing sidewalks and drainage issues to increase walkability, installing natural beautification, encouraging current home and business refresh and repair, improved parking.</p> | <p>Clean, Safe, Fun</p> | |
| <p>Thriving urban neighborhood with an affordable GROCERY STORE, plus smaller businesses, hopefully some locally owned.</p> | <p>Better sidewalks and stop lights along Semmes Zone it so a grocery store can come in.</p> | <p>Safe, Convenient, Cohesive Vibrant, Green, Safe</p> | |
| <p>Safe walkable/bikeable area with commercial retail (not just apartments) on the ground floor of developments.</p> | <p>Communicate with community and change MX-3 so ground for retail has to be some percentage not just apartments or leasing offices.</p> | <p>Walkable, Mixed use, Vibrant</p> | |
| <p>Would like to see commercial spaces included in the proposed housing. This area does not have any convenient grocery shopping or restaurants. Pedestrians do not have safe crossing. Traffic flow from neighborhoods need safer intersections. Pedestrian friendly mixed use development. Improved streetscape including trees and landscaping. Better traffic calming enforcement.</p> | <p>Allowing some form of food store in this area. Concept plans</p> | <p>Over built, Food insecure, No parking Accommodating, Well planned</p> | |
| <p>A walkable mixed-use neighborhood built through infill development, with diverse housing, neighborhood retail, and accessible parks that create an active, pedestrian-oriented environment. Fewer multi-family houses, parking for existing housing before adding more, more green spaces.</p> | <p>Update zoning to allow mixed-use infill and greater housing diversity, improve pedestrian infrastructure, and incentivize redevelopment of underutilized parcels. Zoning code changes.</p> | <p>safe, Human-scaled, walkable Safe, Neighborly, Grocery</p> | |
| <p>A safe community that has supportive infrastructure for the community. Sufficient parking, shopping and access to healthcare within a reasonable proximity. Redo the roads to ensure safe ease of traffic along</p> | <p>Make 24th Street a one-way - it is impossible to pass through when the street is packed with cars</p> | <p>Safe, Welcoming, Walkable</p> | |

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| <p>Would love to see significant emphasis on building a safe walkable / bikeable neighborhood - not just a throughway for commuter traffic. Using road narrowing and traffic calming strategies.</p> | <p>Could be cool to push for a rail trail on the old tracks, incentives supporting neighborhood grocery store, extended walking path from 22nd/Riverside to walk east to under Lee Bridge to Potters Bridge path entrance, Safe pedestrian crossing at Semmes and 21st, Bike lane hardening on Semmes, Sidewalks on side streets. Encourage tree planting.</p> | <p>Walkable , Serviceable , Complete no</p> | |
| <p>Pedestrian and cyclist safety! Grocery store! Love my neighborhood!</p> | <p>Slowing down rt 1 traffic. Tail trail connection to Riverside. Pedestrian Bridge over Semmes</p> | <p>Walkable, Outdoorsy, Safe</p> | |
| <p>inclusive, and vibrant community that balances growth with quality of life. I envision:</p> <p>Ample and accessible parking to address the current shortage and reduce congestion.</p> <p>A full-service supermarket to provide convenient access to fresh, affordable groceries within walking distance.</p> <p>A dedicated dog park and welcoming recreational spaces for residents and families.</p> <p>A mixed-income community that promotes economic diversity and housing accessibility.</p> <p>Safe, well-lit walking paths and protected bike lanes that encourage healthy, active living.</p> <p>The preservation of our Downtown skyline by preventing development that blocks key views or alters its character.</p> <p>Responsible, sustainable growth that avoids overpopulation and overcrowding.</p> | <p>Organize residents and collect data.</p> <p>Meet with Planning/Zoning to understand what is currently allowed.</p> <p>Push for policy changes (height limits, green space requirements, mixed-income mandates).</p> | <p>Affordable, Green, walkable</p> | |
| <p>Meaningful green space that supports environmental My daughter lives on corner of W24th and McDonough. I use the swansboro pool 4 times per week and visit her home afterwards and on weekends. I envision W . I also envision a full grocery store 24th becoming a one way street</p> | <p>Immediately make W 24th one way from semmes to McDonough</p> | <p>Community Lead, Affordable, Walkable</p> | |

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| <p>Increased off-street parking. Stop people from cutting through the Belle Heights neighbourhood from Cowardin because the streets are too small to accommodate the extra traffic - can you provide an alternate route maybe? Coffee shops & supermarkets are much needed in this area and people should be able to walk or bike safely to them. Pedestrian foot Bridge over Semmes maybe More green space with native plantings</p> | <p>Turn the area on Perry (I think) access to Belle heights into actual parking spots that maximise the space - there are people that park there for church, the gym and people that live in the area. Create a safe route for pedestrians and cyclists to access the James River Park system from across Semmes Road. Provide incentives for Trader Joes or Fresh Market to build a grocery store that is walkable for this neighbourhood and the other nearby residents. Is there some space we could use to build pickle ball</p> | <p>extinction, AI, nuclear annihilation</p> | |
| <p>Affordable housing, greenspace, mixed use facilities like restaurants and community spaces. Allows current residents to stay. Matches existing neighborhood architecture. It should also prioritize</p> | <p>Understand the needs of people living in the city</p> | <p>Bikeable, Walkable, Safe</p> | |
| <p>To have a walkable/pedestrian and bike safe community with amenities for those who live in it (grocery, pharmacy, gym, etc).</p> | <p>Addressing/developing the empty buildings along Cowardin with amenities actually needed by the community! We don't need another kidney dialysis or dollar store, we need groceries!! Developing community infrastructure and roadways to improve pedestrian and biker safety.</p> | <p>Walkable , Safe , Food accessible</p> | |
| <p>revitalization of the Hull St corridor between Cowardin and Commerce. Not beige blandish yuppie apartments, but actual local businesses (not vape shops) with a wide variety of shops and services for all</p> | <p>Im not really qualified to advise here, but I would imagine that some sort of small-business loans that would incentivize investment in the area. Again, by local neighbors, not rich people from outside.</p> | <p>Walkable , Safe, Food accessible</p> | |
| <p>Rail to trail on the unused CSX line that runs north / south and connects at least to Decatur St. Bike lanes and sidewalks that connect the trail to Riverside Dr on 20th St. Bike lanes that connect Riverside Dr to Riverview Pkwy to Potterfield Bridge trail.</p> | | | |
| <p>Traffic circle at Semmes & 301 with Bike Lanes that so west on Semmes & north / south on 301.</p> | | | |
| <p>Bike lanes on Bainbridge, Hull, or Decatur that connect to the Mayo Bridge for park & Cap Trail</p> | <p>DPW / DOT has to stop being so tame.</p> | <p>Vibrant, Walkable, Neighborhood</p> | |
| <p>We need a grocery store and a more walkable area</p> | <p>Getting a grocery store</p> | | |

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| <p>Less traffic, more walk ability, better traffic measures and safety , a community park/ green space/ trees!</p> | | | |
| <p>I am very worried about the new affordable housing and its impact to west 24th. It is concerning that there is no access to semmes from the buildings. I live on west 24th and there is already a lot of traffic. I have almost been hit by a car several times due to lack of visibility and safety measures. I'm hoping west 24th will become a one way street to help with this!</p> | | | |
| <p>We are also adding hundreds of residents to this area, and really need more restaurants and a grocery store!</p> | | | |
| <p>Added green space and vegetation will also help with cooling this area</p> | <p>A grocery store Restaurants</p> | | |
| <p>Walkability, grocery store, green space, affordable housing</p> | <p>Traffic measures- one way streets No more storage unit type businesses. Focus on neighborhood feel vs suburban strip type</p> | | |

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| This map shows recent and planned projects. What else would you like to see? | What types of transportation project(s) are most important to you? | Where do you feel <i>least</i> safe and comfortable as you move through the neighborhood, and why? | If you have comments about the Semmes-Cowardin Intersection conceptual draft design, you may leave them here: |
| Speed hump going East @ Semmes + 31st | Pedestrian safety | People honk like crazy on Hull + drive too quickly. I never drive or walk on Hull because I don't feel safe as a single woman | [Map] Overhead utilities should be placed underground. One fatal accident at Semmes + W 20th w/ vehicle hitting pole |
| Bike/Bus lane on Semmes and one lane for vehicles | Bump outs to slow traffic | Bainbridge & Midlothian Tpk - lots of cars, sometimes no sidewalks, poor pedestrian infrastructure | [Map] 25 MPH [with arrow pointing to Semmes Avenue near W 20th Street] |
| Stop sign when exit ramp from bridge to Riverside Dr | Safer better bike/walk, ways to Fonticello Park - Brown's island, Allianz Amp., Semmes + Lee Bridge | Broad Rock Rd towards VA hospital (+1) | [Map] Slow traffic, increase green infrastructure with bump outs |
| Protected bus stops | Slow down traffic, add barriers to bike lanes, prioritize walkability | Speed hump on east lane of Semmes + 31st | [Map] Reduce # of lanes to 3 [with arrow pointing to Semmes Avenue eastbound traffic lanes approaching the intersection with Cowardin Avenue] |
| Narrow Cowardin + Ped Xing bump outs | Traffic calming, off road bike connection to teapot bridge | Speed humps @ intersections, not mid block | [Map] Bike path connections in CSX easement [with arrow pointing to old CSX railway near the existing cell tower] (+4) |
| Improved sidewalks (+1) | Protected bike lanes (+1) | As pedestrian + driver, traffic violence - people racing & stunt driving and/or eluding police | [Map] Only two traffic lanes [with arrow pointing to Cowardin Avenue southbound traffic lanes approaching Springhill Avenue] |
| Flashing lights @ crosswalks where most feasible, traffic calming- <u>speed cameras</u> (+1) | Tree-lined sidewalks + Shorter road crossings | Semmes towards Forest Hill (+1) | [Map] 2 lanes open to traffic [with arrow pointing to Cowardin Avenue close to where it joins the Lee Bridge] |
| Are there any temporary solutions to growing problems? Bump outs (+1) | Make Semmes 1 lane (+3) | Semmes Ave - Speed of cars | [Map] No bike gutters |
| How are we identifying and prioritizing these issues? | Traffic calming efforts in high traffic areas | People speed on Bainbridge and cars will pop out onto Bainbridge from the side streets | [Map] Protected bike lane [with arrow pointing to Cowardin Avenue northbound traffic curb approaching the Lee Bridge] |
| Police need to invest in speed cameras - tickets will slow speed | Bikes + Peds | Crossing Semmes + Cowardin | [Map] Bike Path Connection here [with arrow pointing to Cowardin Avenue northbound traffic curb approaching the Lee Bridge] |
| Since many use Riverside into Springhill to avoid the Belvidere/Semmes light, there is excessive speeding, would love speed humps + traffic control along Riverside, 20th, 21st, etc. | Providing alternate routes for traffic moving through area | Hull St (+1) | [Map] Lidar on road, speed cameras covering this intersection + Lee Bridge [with arrow pointing to Cowardin Avenue just north of the intersection with Semmes Avenue] |
| Covered bus stops <u>everywhere!</u> Protect people from the elements. (+1) | Bike lanes + trails | Turning from Semmes to <u>Cowardin</u> onto the Belvidere Bridge when <u>Biking</u> | [Map] Reduce number of lanes to 3 [with arrow pointing to Cowardin Avenue southbound traffic lanes approaching the intersection with Semmes Avenue] |
| Speed tables/elevated crosswalks | Protected mobility & increasing safe walkability in neighborhoods | Turning left onto Semmes between 33rd and 24th | [Map] When was the last intersection/signal study down? [with arrow pointing to the Semmes/Cowardin intersection] |
| More striped crosswalks | Slow down Semmes (single lane, stop signs, speed humps, etc.) | Crossing Semmes or walking along it (fast cars, frequent accidents) (+1) | [Map] Reduce # of lanes to 3 [with arrow pointing to Cowardin Avenue northbound traffic lanes approaching the intersection with Semmes Avenue] |
| Speed hump on Semmes (+1) | Semmes + Rt 301 - More crosswalks, less traffic lanes | Cowardin needs trees | [Map] More crosswalks |
| [Map] Bike connectivity (protected lanes) from Woodland Heights down to Commerce Rd/ Manchester Bridge | Ensure visibility for cars turning onto major streets (trees, etc.) | Cowardin is too wide, fast (+3) | [Map] Elevated crosswalks/ speed tables |
| [Map] Better access to park trails here [with arrow pointing near intersection of Riverview Pkwy/W 10th Street] | Decrease number of lanes of traffic (+2) | Trying to cross Semmes on foot or biking on Semmes because many cars move extremely fast and don't seem that they would stop | [Map] Pedestrian signal must work <u>all</u> of the time. Pedestrians shall be given priority. No vehicles should get green light when pedestrians do. |

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| [Map] Cyclists get on Belvedere here. It's blind for cars and scary. [With arrow pointing to the Riverside Drive/Lee Bridge cloverleaf] | Road diet to create protected bike lanes | Forest Hill and Semmes Ave | [Map] Get rid of turning left lane. Traffic doesn't warrant it and it encourages speeding. [with arrow pointing to left turn lane on Semmes Avenue westbound traffic on its approach to the intersection with Cowardin] |
| [Map] Multi-use path [with arrows indicating the old CSX railway path] | Traffic calming - road bumps, pedestrian crossing lights, traffic circles | Reprogram pedestrian crossings to change quickly for crossing | [Map] Architectural standards for multi-family |
| [Map] "Hybrid" overhead signals are extremely expensive, but are death traps for pedestrians. Drivers pay no attention to them! | Speed humps on Riverside Drive directly off exit toward W 20th St | | [Map] Instead of concrete "island", why not: [with a diagram indicating an 8-11' asphalt pedestrian and bike way elevated several inches above the vehicular travel lanes and separated by a thinner curb instead of a wide concrete island] [note placed near the orange-colored concrete barrier on the Semmes Avenue westbound traffic near W. 14th Street] |
| | Protected Bike lanes | | |
| | Speed humps on W 20th + 21st, 4 way stop on W 20th +Stonewall | | |
| | Connectivity across Belvedere Bridge | | |

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| Need better and safer pedestrian crossing across Cowardin/Rt1. More stop signs to slow traffic. | Bus stop covers and benches. Busses that come more than once an hour. | Crossing Cowardin, Hull, and Midlothian turnpike at any point is hazardous. I would love to walk from Manchester to a new restaurant or grocery store across Cowardin but even when I walk to vote, I feel scared so I tend to stay on 'my side' of Cowardin. The Cowardin/Belvedere Bridge is also dangerous for pedestrians. Nothing to prevent someone from missing the curve and hitting you, especially since the speeding across is horrible. | Yes, I like the separation of the bikes and pedestrian from the traffic. As we know too well, people don't pay attention and speed, often driving off the road. With a concrete or planted buffer, that increases pedestrian and bike safety. I thought when I moved to Richmond, that I would get a bike but I think it is far too dangerous to bike here. My son is in Pittsburgh and they have many miles of separated pedestrian and bike paths. Even downtown, there is a Jersey wall between the bike lane and the car/truck traffic. I do not fear for my son's life when he bikes to work. I do fear for my life here in Richmond. |
| I would like to see better way of reducing traffic and providing safer way to cross streets on Bainbridge. The one speed bump is not doing anything . | Well kept bike lanes. Adequate bus stops with shelter. | Bainbridge (near 1914) cause of speed and not enough street light at night | no comment at this time |
| A few speed humps on Semmes between 19th on 22nd. | Shelters at bus stops. Room for buses to stop and pick up/ discharge passengers without so much interruption of traffic. | Semmes between Cowardin and 24th. Speeding vehicles. | Do not close 21st street. We have enough trouble getting making left turns out of Belle Heights as it stands. It can get very dangerous. |
| Pedestrian crosswalk at entrance to Belle Heights, pedestrian crossing signage. Speed humps on Semmes Avenue. | Pedestrian crosswalk signaling system between the fire station and w 21st | Hull and Cowardin. Lots of dilapidated buildings. | Also include pedestrian crossings like an 'X' so you can cross from SW to NE at the signal change. This happens in larger cities everywhere. Stopping all 4-directional traffic to accommodate this (only when the 'X' crossing button is activated versus N, S, E, W pedestrian crossings that are cycled) would be a great de-emphasis of vehicular travel in this gateway. |
| Grocery Sore | Biking, e-bike, e-scooter | On Cowardin between Semmes and Hull st | The plan is good but the timeline is out of touch - do accidents need to happen to prioritize this project? |

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| Safety cameras, pedestrian crosswalks, speed monitoring/cameras for tickets. | Walkable and cycling infrastructure | My community- Belle heights... Vandalism and Car break-ins have increased. Crossing over semmes avenue to get to canoe run park | I'm really frustrated by code refresh attempting to increase density without addressing abandoned buildings. If we made all of the abandoned spaces habitable, it would greatly increase density. We would like to see a grocery store at 19th and Bainbridge |
| Public transport | Pedestrian safety improvements and/or designs that reduce vehicle traffic speeds for safer pedestrian movement | Crossing the street - too few opportunities | By turning the right turn lane from the bridge to Semmes to a light only turn. Do we worry about more traffic on riverside? How do we limit them cutting through by the fastmart to avoid this light? Also as more traffic is coming from the new development on the corner how are they entering and exiting that lot? There are already so many risky U-turns and left turns in to oncoming traffic just past this light by all good and bulifont. |
| Slower vehicle speeds | Better roads | West 21st Street and West 22nd Street intersections with Semmes Avenue. I know of at least 4 vehicular or pedestrian deaths in this area since 2014 due to high speed cars. | I like more grass areas. Trees along the sidewalk would really help, too. Does this have any kind of traffic calming options? |
| The intersection of West 21st and/or West 22nd with Semmes Avenue desperately needs a traffic light or traffic calming for vehicles turning off/onto Semmes and pedestrians alike to maneuver this area | Greenways | Turning into Belle Height coming from Cowardin. In order to reach the left lane on Semmes safely one must cross the solid line at the merge and hope that nobody rear-ends you. The mix of different speed limited and lack of enforcement leads to dangerous situations. | Removing the slip lane (wing) is a huge priority to help slow traffic streaming off the bridge at high speeds. Can the eastbound lanes be reduced to one lane staying on Semmes into Manchester? Four lanes of vehicle traffic seems a bit much. It could allow for a larger buffer for the bike lane. Currently, the bike lane is often littered with debris. |
| Better bike lanes (separated from traffic) that are kept clean, more street parking (e.g. along Semmes Ave) | Slowing traffic and pedestrian safety | I feel unsafe everywhere in my neighborhood. | The design should prioritize safety and comfort for people walking and biking. This intersection is a key connection between neighborhoods, but today it feels dominated by fast vehicle traffic. Adding protected bike infrastructure, reducing crossing distances, and calming vehicle speeds would make the intersection safer and more accessible for all users. |
| More cameras | anything involving safety and constant flow of traffic. the area is getting clogged up and my morning commute has increased by 7 mins and the apartments on hull and bainbridge aren't even finished construction yet. | semmes/cowardin intersection because its huge and very car-centric | nice to see the hardening, Why is there no safe Bike connection to Lee? Is the plan that the bike lane just end on east side of Semmes? This still makes it so people have to cross 8 lanes of traffic on Cowardin with minimal pedestrian island. |
| protected pedestrian paths, covered benches at bus stops | Connected trails, pedestrian/bike lanes. | Hull street | This is great for Semmes but rt 1 will still be crazy |
| Bike infrastructure continues to the river | Bus, sidewalks | Crossing Semmes. People fly down this road and see red lights as a suggestion more than a law. I have almost been hit multiple times walking the dog in broad daylight due to reckless drivers | What are more specifics about TLC Properties and Urban Development Association? |
| More speed tables and protected pedestrian walkways. Does Semmes become just two lanes with a protected pedestrian walkway on one side? | Bike lanes, better bus service | I feel less safe at the corner of hull and clopton. This intersection is dangerous for cars and pedestrians. | No |

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| <p>Grocery store addition. As far as transportation, make walkable sidewalks a priority with real crosswalks.</p> | <p>Those that make crossing the street on streets like Semmes and Hull safer.</p> | <p>I stay off of Semmes unless absolutely necessary and I've lived in Woodland Heights for 41 years.</p> | <p>What is actually changing in this design? The proposed grass and bike lanes are indistinguishable to me. Please don't use grass use native plants instead. If the plan is proposing a lot of ugly concrete barriers then please pull in a local artist to make something attractive. Could we do a beautiful mural on the intersection or colourful crosswalks that reflect the diversity of the community? Let's give the neighborhood some personality!</p> |
| <p>N/A</p> | <p>Pedestrian safety improvements</p> | <p>Hull St b/t Midlothian and Richmond Hwy. because of the roads.</p> | <p>it is not safe for pedestrians or cyclists at all. The intersection needs to prioritize pedestrian and cycling safety</p> |
| <p>The old CSX line from Semmes to Hull should be converted to a bike walk path hopefully leading to a grocery store in the future.</p> | <p>Safe bike lanes. Lower intensity public transit</p> | <p>Hull street corridor. Commonly used by drug dealers and other criminals. Not safe at all at night.</p> | <p>Why are the bike lanes on the bridge not connected to this intersection? This design once again prioritizes throughput over safety. Nice to see the slip lane gone, but y'all could do that with Jersey barriers and some paint today if you wanted to. A traffic circle would be much nicer. Bike lanes should also connect both ways on Semmes. Come on yall. Hate this tame design. Get the Dutch cycling embassy to show up again and do a public critique of this design to bring the public joy.</p> |
| <p>Road improvements. Stop/lights at high risk intersections.</p> | <p>Projects that improve safety for people walking and biking-- protected bike lanes, safer intersections, shorter crossings, and traffic calming. Reliable transit improvements are also important so residents have alternatives to driving.</p> | <p>Cowardin - traffic too fast/too much volume.</p> | <p>More visibility for pedestrians crossing semmes into manchester. It always feels so dangerous crossing!</p> |
| <p>Better enforcement of traffic infractions</p> | <p>pedestrian safety.</p> | <p>Semmes - Pulling in and out of Belle Heights on W. 21st Street feels very dangerous. Walking across the the JRPS system is a game of frogger.</p> | |
| <p>Protected bike lanes along Semmes Avenue, shorter pedestrian crossings, and traffic calming to slow vehicle speeds. The corridor currently prioritizes vehicle throughput, but safer crossings, narrower lanes, and protected space for bikes would make it usable for people walking or biking.</p> | <p>50% of my daily travel is without my car. Pedestrian safety.</p> | <p>Semmes avenue, lack of turning lanes makes it hard to cross intersections</p> | |
| <p>Added sidewalks throughout Perry and 22nd Street- make Perry, McDonnough and 24th all one way</p> | <p>Street repairs and resurfacing to improve safety, reduce vehicle damage, and address long-overdue infrastructure needs.</p> <p>Protected bike lanes to support safe cycling for commuters, families, and recreational riders.</p> <p>Safe, accessible pedestrian walkways including well-lit sidewalks, crosswalks, and traffic-calming measures to make walking safe for all ages.</p> | <p>At the intersection of semmes and cowardin</p> | |

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| <p>extended walking path from 22nd/Riverside to walk east to under Lee Bridge to Potters Bridge path, Safe pedestrian crossing at Semmes and 21st, Bike lane hardening on Semmes, Sidewalks on side streets. Encourage tree planting.</p> | <p>The city promised sidewalks along McDonough before the apartment complex was built . No sign yet of this and it's very important to complete</p> | <p>Along Semmes. High vehicle speeds, wide crossings, and limited protected space for bikes make it stressful to bike and uncomfortable to walk. The corridor feels designed primarily for moving cars rather than safely accommodating people.</p> | |
| <p>Rail trail from Riverside to hull street via 20th/21st street. Extra wide Pedestrian bridge over semmes. To connect to the river side bike exists and Lee bridge over river. Keeps non cars off rt 1 until the Belvedere bridge</p> | <p>walking and cycling</p> | <p>Intersections at cross streets.</p> | |
| <p>Bike Lanes</p> | <p>Ones that prioritize pedestrian and bicycle safety</p> | <p>Turning off of Semmes on to 24th (S) there is never space to pull off if there is oncoming traffic. This area is already highly congested with parked cars that a 2 lane road is no longer realistic</p> <p>Traveling up Perry from 22nd towards 24th, unable to safely decipher if there is oncoming traffic due to hill and narrowing or road</p> | |
| <p>W 24th must become one way from semmes. The street is too narrow for two way now that the big apartment complex is being built . It should happen immediat. The big construction trucks are really ruining the street</p> | <p>ubiquitous bus lines for a start, then more accessible bicycling and walking routes</p> | <p>Crossing Semmes and Bainbridge anywhere from 26th to Cowardin - speed of traffic, state of sidewalks.</p> | |
| <p>it's difficult to comment without know the logic behind these plans or how Pedestrian Safety Improvements are defined. Perhaps some speed bumps down Semmes would help. Also what is the point of adding a segment of bike 'infrastructure' do the proposed segments join up with other existing segments? Can we see a comprehensive bike plan that explains the requirements and the solution clearly?</p> | <p>Bike lanes, narrow streets, safe crossings.</p> | <p>Seemes and rt 1 intersection is crazy. From the Lee bridge to hull street there are few safe areas</p> | |

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| <p>I would like to see more pedestrian safety measures on Midlothian Turnpike, Roanoke and Hull St. The corridor in front of George Wythe HS is especially dangerous for students and families.</p> | <p>Foot, bike, bus</p> | <p>I feel least safe and comfortable in areas that lack adequate lighting, particularly streets and alleyways without functioning streetlights. Poor visibility increases safety concerns and makes it difficult to navigate confidently at night.</p> <p>I also feel uneasy in areas where there are high concentrations of abandoned or poorly maintained properties. These spaces can appear neglected and contribute to concerns about crime, safety, and overall neighborhood stability.</p> <p>Additionally, I am concerned in areas where there are visible signs that individuals experiencing homelessness may not have access to adequate mental health or support services. This reflects a broader need for compassionate, coordinated community responses that prioritize both public safety and human dignity.</p> | |
| <p>Visible crosswalks across Cowardin (especially at Semmes, Bainbridge, and Hull) with adequate lighting. A bike lane on Cowardin. Possibly some speed bumps to slow people down coming down Jefferson Highway or across the bridge.</p> | <p>More bus options. It would be great to have a bus that went from Semmes directly to the fan/ museum district</p> | <p>The current sidewalks on W 24 need to be replaced, they are tripping hazards. Overgrown trees and shrubs are posing hazards.</p> | |
| <p>Semmes Avenue reduced to single-lane in each direction. More stop-lights on Semmes, both sides of Cowardin.</p> | <p>Crossing safety improvements. Mass transit</p> | <p>Busy roads - Semmes and Cowardin mostly</p> | |
| <p>Rail to trail on the unused CSX line that runs north / south and connects at least to Decatur St. Bike lanes and sidewalks that connect the trail to Riverside Dr on 20th St. Bike lanes that connect Riverside Dr to Riverview Pkwy to Potterfield Bridge trail.</p> <p>Traffic circle at Semmes & 301 with Bike Lanes that so west on Semmes & north / south on 301.</p> <p>Bike lanes on Bainbridge, Hull, or Decatur that connect to the Mayo Bridge for park & Cap Trail access.</p> | | <p>All of the main thoroughfares feel unsafe for walking - Cowardin for sure, River Road, Semmes, Midlo, Hull St.</p> | |
| <p>More pedestrian access</p> | | <p>Walking across Cowardin. My friend was run over and put into a coma/year long recovery walking home from my house on Cowardin at Bainbridge. I have been almost hit multiple times as has everyone I know in the neighborhood. Crossing Cowardin and or Semmes is dangerous and I do it multiple times a day.</p> | |

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| With the new apartments coming off of semmes, west 24th needs to be a one way street to limit traffic. We also need a four way stop on McDonough and west 24th. West 25th should also become a one way in the opposite way. | | crossing Semmes | |
| Speed enforcement | | Anywhere on Semmes or 301. They are way to wide. | |
| | | Crossing Semmes and Ciwardin people drive way too fast | |
| | | Crossing cowardin and semmes. People drive like maniacs! | |
| | | Hull and Cowardin area | |

OVERALL COMBINED RESULTS (both open house and online survey)

| COMMUNED TOTAL CHANGE | COWARDIN TODAY: What modes do you use to get around on Cowardin today? | | | | | | COWARDIN IN 2037: How do you envision getting around on Cowardin in 2037? | | | | | | SEMMS TODAY: What modes do you use to get around on Semmes today? | | | | | | SEMMS IN 2037: How do you envision getting around on Semmes in 2037? | | | | | | BAINBRIDGE TODAY: What modes do you use to get around on Bainbridge today? | | | | | | BAINBRIDGE IN 2037: How do you envision getting around on Bainbridge in 2037? | | | | | | HULL TODAY: What modes do you use to get around on Hull today? | | | | | | HULL IN 2037: How do you envision getting around on Hull in 2037? | | | | | |
|-----------------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|
| | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share |
| | 67% | 40% | 4% | 23% | 87% | 19% | 88% | 73% | 13% | 54% | 71% | 19% | 75% | 42% | 4% | 23% | 88% | 15% | 81% | 69% | 12% | 52% | 71% | 17% | 38% | 19% | 0% | 8% | 79% | 6% | 62% | 62% | 6% | 27% | 63% | 10% | 29% | 8% | 0% | 4% | 83% | 6% | 60% | 56% | 8% | 40% | 65% | 10% |
| | BASELINE | | | | | | BASELINE | | | | | | BASELINE | | | | | | BASELINE | | | | | | BASELINE | | | | | | BASELINE | | | | | | | | | | | | | | | | | |

Summary: Today, the Car is the most popular mode for getting around on the corridors, with 80-90% of people saying they drive their car to get around, depending on the corridor. This is followed by Walk/Run. In 2037, people still want to get around using their Cars. On average amongst all corridors, roughly two-thirds of people (67% give or take) want to continue driving on the major corridors. In 2037, there is a desire for Car use to decrease. Car is the only mode to decrease. All other modes generally increased, especially Bike, Walk/Run, and Bus. Today, walking/running is the 2nd most commonly used mode of transportation on all corridors. In 2037, walking/running replaces the car as the most common mode along Cowardin and Semmes. Bike and Bus experienced the greatest change/growth in desired use, due in part to their lower usage today and high demand for 2037. In 2037, people are excited to get around using active transportation (walk/run and bike). Scooters and Ride-share receive low usage today, and that carries forward in 2037. This data suggests that the area wants to decrease use of the car, and move toward being a more bike/ped-friendly (or even bike/ped-oriented) community that coexists well with the car.

OPEN HOUSE RESULTS only (raw data)

| ID | COWARDIN TODAY: What modes do you use to get around on Cowardin today? | | | | | | COWARDIN IN 2037: How do you envision getting around on Cowardin in 2037? | | | | | | SEMMS TODAY: What modes do you use to get around on Semmes today? | | | | | | SEMMS IN 2037: How do you envision getting around on Semmes in 2037? | | | | | | BAINBRIDGE TODAY: What modes do you use to get around on Bainbridge today? | | | | | | BAINBRIDGE IN 2037: How do you envision getting around on Bainbridge in 2037? | | | | | | HULL TODAY: What modes do you use to get around on Hull today? | | | | | | HULL IN 2037: How do you envision getting around on Hull in 2037? | | | | | |
|------------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|---|------|--------|-----|------|------------|--|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|--|------|--------|-----|------|------------|---|-----|----|-----|-----|----|
| | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | | | | | | |
| 1 | X | X | | | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 2 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 3* | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 4 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 5 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 6 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 7* | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 8 | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 9 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 10 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 11 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 12 | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 13 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 14* | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| OPEN HOUSE TOTAL | 71% | 43% | 0% | 29% | 86% | 14% | 93% | 93% | 7% | 86% | 50% | 21% | 86% | 57% | 0% | 21% | 100% | 7% | 86% | 93% | 7% | 93% | 50% | 14% | 50% | 21% | 0% | 7% | 93% | 0% | 64% | 79% | 7% | 50% | 50% | 7% | 43% | 7% | 0% | 7% | 100% | 0% | 79% | 93% | 7% | 71% | 50% | 7% |

| Individual's No. | Individual's Comment |
|------------------|--|
| 1* | SEMMS IN 2037: Bus to Alliana Amp. Less Car. BAINBRIDGE IN 2037: Bus to commercial biz in Manchester. |
| 7* | SEMMS IN 2037: Streetcar. |
| 14* | COWARDIN IN 2037: Stars and heavy circles around Bike and Bus, signaling these modes as their priority preference for future mobility. |

ONLINE SURVEY RESULTS only (raw data)

| ID | COWARDIN TODAY: What modes do you use to get around on Cowardin today? | | | | | | COWARDIN IN 2037: How do you envision getting around on Cowardin in 2037? | | | | | | SEMMS TODAY: What modes do you use to get around on Semmes today? | | | | | | SEMMS IN 2037: How do you envision getting around on Semmes in 2037? | | | | | | BAINBRIDGE TODAY: What modes do you use to get around on Bainbridge today? | | | | | | BAINBRIDGE IN 2037: How do you envision getting around on Bainbridge in 2037? | | | | | | HULL TODAY: What modes do you use to get around on Hull today? | | | | | | HULL IN 2037: How do you envision getting around on Hull in 2037? | | | | | |
|----|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|---|------|--------|-----|-----|------------|--|------|--------|-----|-----|------------|---|--|--|--|--|--|
| | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | Walk/Run | Bike | Scoter | Bus | Car | Ride-share | | | | | | |
| 15 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 16 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 17 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 18 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 19 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 20 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 21 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 22 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 23 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 24 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 25 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 26 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 27 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 28 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 29 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 30 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 31 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 32 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 33 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 34 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 35 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 36 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 37 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 38 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 39 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 40 | X | | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 41 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | | | | | | |
| 42 | X | X | | X | | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | X | | X | | | | | | | | | | | | | | | | | | | | |

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Visioning Workshop - Comments/Results Report (April 2026)

OVERALL COMBINED RESULTS (both open house and online survey)

| ELEMENT | Cowardin | Semmes | Hull | Bainbridge |
|-----------------------|----------|--------|------|------------|
| Street Trees | 48 | 41 | 42 | 40 |
| Planters | 15 | 10 | 13 | 14 |
| Public Art | 9 | 13 | 14 | 11 |
| Seating/Trash Cans | 22 | 19 | 26 | 19 |
| Underground Utilities | 19 | 21 | 19 | 14 |
| Bus Shelters | 24 | 27 | 23 | 17 |
| RVA Bike Share | 7 | 7 | 7 | 10 |
| Bike Parking | 6 | 7 | 11 | 7 |
| On-street Parking | 4 | 3 | 11 | 11 |
| Neighborhood Signage | 14 | 16 | 13 | 12 |

In Order by Number of Votes:

COWARDIN = Street Trees | Bus Shelters | Seating/Trash Cans | Underground Utilities | Planters | Neighborhood Signage | Public Art | RVA Bike Share | Bike Parking | On-Street Parking
 SEMMES = Street Trees | Bus Shelters | Underground Utilities | Seating/Trash Cans | Neighborhood Signage | Public Art | Planters | RVA Bike Share | Bike Parking | On-Street Parking
 HULL = Street Trees | Seating/Trash Cans | Bus Shelters | Underground Utilities | Public Art | Neighborhood Signage | Planters | Bike Parking | On-Street Parking | RVA Bike Share
 BAINBRIDGE = Street Trees | Seating/Trash Cans | Bus Shelters | Planters | Underground Utilities | Neighborhood Signage | On-Street Parking | Public Art | RVA Bike Share | Bike Parking

OPEN HOUSE RESPONSES only

| Cowardin Avenue | Count | More Ideas | Semmes Avenue | Count | More Ideas | Hull Street | Count | More Ideas | Bainbridge Street | Count | More Ideas |
|-----------------------|-------|--|-----------------------|-------|--|-----------------------|-------|---|-----------------------|-------|---|
| Street Trees | 16 | Create a central pedestrian/bike greenway like Eastern parkway in Brooklyn, NY | Street Trees | 13 | Road diet to create protected bike lanes with flexible delineations | Street Trees | 17 | Build water retention into plantings | Street Trees | 12 | Speed tables/elevated crosswalks |
| Planters | 5 | Align all greening with planting green infrastructure plans/storm ducts to lower sewage overflow | Planters | 2 | More crosswalks | Planters | 5 | Speed tables/elevated crosswalks | Planters | 5 | Bump outs to slow traffic + increase water retention/green infrastructure |
| Public Art | 2 | Protected bikelanes separated from traffic | Public Art | 6 | Remove or cut back trees for visibility | Public Art | 7 | Protected lanes for bicycle | Public Art | 5 | All road improvements should build in green infrastructure AKA Bioswales |
| Seating/Trash Cans | 8 | Elevated crosswalks AKA speed tables | Seating/Trash Cans | 7 | Remove as many trees in median on semmes - hard to see oncoming traffic when turning | Seating/Trash Cans | 12 | Businesses & residences | Seating/Trash Cans | 8 | Bike lane |
| Underground Utilities | 9 | Protected bikelanes | Underground Utilities | 12 | Speed bump between 24th and 29th | Underground Utilities | 9 | Change Hull street name - not a fast street but destination, community node | Underground Utilities | 5 | Have you spoken to Dominion about the strategic underground program? |
| Bus Shelters | 7 | More crosswalks | Bus Shelters | 10 | Cary + Main St style speed humps with pedestrian bump outs (+1) | Bus Shelters | 7 | Plant more natives! | Bus Shelters | 5 | |
| RVA Bike Share | 3 | Dominion strategic underground program | RVA Bike Share | 2 | Do not remove trees | RVA Bike Share | 3 | Combined pedestrian and cycle ways and NOT bike gutters | RVA Bike Share | 3 | |
| Bike Parking | 3 | Forest Hill is terrifying to bike on | Bike Parking | 3 | Speed tables/elevated crosswalks | Bike Parking | 8 | Get hull st to feel like its part of the neighborhood, not just a street people pass through on | Bike Parking | 6 | Protected bike lanes |
| On-street Parking | 0 | | On-street Parking | 0 | Tree edit - too many in median, sight line hazard (+2) | On-street Parking | 6 | Protected bike lanes | On-street Parking | 4 | |
| Neighborhood Signage | 6 | | Neighborhood Signage | 9 | Prepare plantings with cloud bursts in mind | Neighborhood Signage | 6 | | Neighborhood Signage | 4 | |
| | | | | | Get rid of bike gutters! Spring Hill sign (+1), or banners, all neighborhood i.e. Woodland Heights, Belle Heights, Swansboro) Buried utilities Road diet - Semmes down to one lane vs two, widen bike lanes (+1) Grant opportunities to developers to offset UG utility cost Overhead utility lines !!! (+1) Add curb cut - turn lanes on Semmes, cars can't get off street when waiting to turn Get rid of slip lane | | | | | | |

ONLINE SURVEY RESPONSES only

| Cowardin Avenue | Count | More Ideas | Semmes Avenue | Count | More Ideas | Hull Street | Count | More Ideas | Bainbridge Street | Count | More Ideas |
|--------------------|-------|---|--------------------|-------|---|--------------------|-------|--|--------------------|-------|--|
| Street Trees | 32 | Left turn signals at Cowardin/Bainbridge St. | Street Trees | 28 | not at this time | Street Trees | 25 | not at this time | Street Trees | 28 | Clean it up and give both sides same treatment |
| Planters | 10 | Better crosswalks and signaling. | Planters | 8 | Covered bus shelters | Planters | 8 | Envision a dense, mix-used, urban space | Planters | 9 | not at this time |
| Public Art | 7 | BRT stop. | Public Art | 7 | PLEASE slow down vehicular traffic in this area using all possible methods and design techniques | Public Art | 7 | GROCERY STORE PLEASE! | Public Art | 6 | Highlighted park and garden directional signage at Carter Jones/Fonticello. |
| Seating/Trash Cans | 14 | Anything that slows down traffic would be a good idea. If cars drive at high speeds any beautification is useless because people will be afraid to walk/cross, etc. | Seating/Trash Cans | 12 | convert one lane into parking to separate the bicycle lanes from the traffic and slow down traffic, but also maintain the bicycle lanes (keep free of debris), or even better, convert one side of the road into a two way street and the other side into parking and bicycle lanes. Two way roads slow down traffic. | Seating/Trash Cans | 14 | Fixing roads, sidewalks and drainage issues. Cleaning streets. Trying to encourage new small businesses to lease, and having better parking because of road and drainage attention on cross streets. | Seating/Trash Cans | 11 | We often see drivers park on the sidewalk on Bainbridge due to the fear of getting sideswiped. It would be helpful is a parking lane line existed. |

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|-----------------------|----|-----------------------|----|---|-----------------------|----|-----------------------|----|---|--|
| Underground Utilities | 10 | Underground Utilities | 9 | cross walk from 20th across semmes to access buildings currently being built | Underground Utilities | 10 | Underground Utilities | 9 | It would be helpful to work with DED to utilize the CARE zone dollars for a facelift along with additional street cameras for safety. Protected bike lanes please | Safety for those using walkers and motorized wheelchairs. |
| Bus Shelters | 17 | Bus Shelters | 17 | See previous notes about development traffic and U-turns. Belle heights already sees so may accidents at that intersection | Bus Shelters | 16 | Bus Shelters | 12 | Safety for those using walkers and motorized wheelchairs. | .more parking is needed wider sidewalks |
| RVA Bike Share | 4 | RVA Bike Share | 5 | Any city buildings should be economically refreshed. Allow more left turns from Hull unless data shows a dramatic decrease in accidents. Gas station!! Trash cans come with bus shelters. The bus stop in front of the dialysis center always has people standing at it. | RVA Bike Share | 4 | RVA Bike Share | 7 | Wider sidewalks. Traffic calming. | Make lanes smaller for parking and wider sidewalks for bikes and pedestrian. Rail trail bridge |
| Bike Parking | 3 | Bike Parking | 4 | Whereas underground utilities would be great to update the Hull St. corridor, leaving Semmes down to Crossroads/PHSSA supports historic appeal. | Bike Parking | 3 | Bike Parking | 1 | No | No |
| On-street Parking | 4 | On-street Parking | 3 | Bioswales / rain gardens Protected bike lanes Gateway features at neighborhood entrances | On-street Parking | 5 | On-street Parking | 7 | Improve sidewalks! Have more areas for people to sit and dispose of trash properly. | SIDEWALKS!!! |
| Neighborhood Signage | 8 | Neighborhood Signage | 7 | Adding wayfare signage to Canoe Run and the James River Park System parking lot would be helpful. | Neighborhood Signage | 7 | Neighborhood Signage | 8 | Bike lanes | Protected bike lanes that connect to Mayo Bridge / Cap trail. |
| | | | | Safety for those using walkers and motorized wheelchairs. | | | | | | |
| | | | | Actively enforce speeding to ensure safety | | | | | | |
| | | | | multi-use trail connecting Riverside to Riverview to safely move pedestrian traffic. Narrowing Cowardin down to 2 lanes from 3 at Semmes moving towards Lee Bridge/ the city. adding bike hardening. | | | | | | |
| | | | | Road calming and protected bike lanes | | | | | | |
| | | | | Grocery store(s) are necessary. The ones down forest hill are too far away . W24TH must become one way | | | | | | |
| | | | | Love all the suggestions you have above | | | | | | |
| | | | | Businesses and new apartments NEED to have parking plans, street parking is not adequate nor desirable for safety. | | | | | | |
| | | | | Bike lanes superhighway on 301. | | | | | | |
| | | | | North South pedestrian bridge on 22 | | | | | | |
| | | | | Rail trail to hull | | | | | | |
| | | | | Cars speeding is an issue for this area. | | | | | | |
| | | | | More signage or street cameras to deter speeding. | | | | | | |
| | | | | Just the colorful crosswalks and speed bumps. | | | | | | |
| | | | | Protected bike lanes. That connect to Fall Line trail on 9th st / Commerce. | | | | | | |

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| OPEN HOUSE RESPONSES only | | | | | |
|--|--|---|---|--|--|
| At which grocery store location do you mainly shop now? | What are major pain points in shopping at your current grocery store? | What keeps you from shopping at your closest grocery store? | What type of things would you want offered at a local grocery store? | Code Refresh Board | What types of uses and businesses do you least want in the area? |
| Publix (Forest Hill), Trader Joes | Distance | Lack of produce + too expensive | Produce, Misc - whole food options (+1) | Multiple units in an ADU (1 up & 1 down) should be allowed | No strip malls! No corporate chains or franchises |
| Aldi, Lidl (+4) | Distance, No grocery stores in area | Produce, quality (+1) | Small bodega type with staples would be awesome | I want to be able to continue living in this community. Affordable housing is important !! Support Code Refresh | Fast food, vape shops, Chain/Franchise |
| Publix (Forest Hill), Kroger (Carytown) | Sometimes I just need an egg or gallon of milk. I head across town which is too far for one item | Costs, we need a national brand because the neighborhood deserves affordable groceries | Fresh produce, meat, pantry items | | Vape shops that do not have food |
| Publix, Trader Joe's, Whole Foods, Stella's, Outpost | Distance (+1) | Quality fresh foods, healthy focused | Any grocery store crossing the river from downtown would be great! | | Vape shop, ABC |
| Food Lion, Kroger, Trader Joe's | Distance (+2) | Quality (farm fresh) | Want grocery store with housing or gym above, not sprawling suburban version | | Loud late night spots |
| Sheila Lane, Walmart, Trader Joe's (Huguenot) | Distance + toll | Long drive (10+ min) for big grocery trips (+1) | Prioritize ASAP grocery store and restaurants, fresh produce reasonable prices (eg Trader Joe's) (+1) | | Vape shops, chain fast food |
| Aldi, Publix, Trader Joe's | Distance (+1) | Not many options (eg Stella has food basics) | Competitive pricing | | Gas stations (7/11), Vape, etc. |
| Walmart, Costco, Trader Joe's | Distance (+1) | There is not a neighborhood grocery, not even a "near neighborhood" grocery (+1) | Fresh produce, broad selection (not just a quick stop type place) (+1) | | Office space |
| Aldi, Publix (+1) | Too far, not enough food options (+1) | Closest is probably Carytown Kroger, but traffic/parking is harder in that direction than going further south | Fresh produce, better options than fast food | | Vape shops, fast food, used cars |
| Kroger | Distance, traffic | Lack of parking | Often poorest areas have expensive, overpriced grocery stores and terrible produce selection | | Guns + Ammo |
| Kroger (Carytown/Lombardy) are likely closest, but are inconvenient to get to, much higher traffic and are never stocked | Inconvenient location | | Good beer/wine selection | | Gas station & food |
| Costco, Food Lion, Kroger | 4 miles to grocery stores, No other viable shopping, parking also limited (+1) | | Staples, doesn't need to be elaborate | | Vape shops |
| Trader Joe's (+2) | Distance (+1) | | | | Chain businesses |
| Trader Joe's, Kroger | | | | | Chain/Franchise businesses |
| Kroger | | | | | |
| Food Lion | | | | | |
| Trader Joe's (+1), Publix | | | | | |

| ONLINE SURVEY RESPONSES only | | | | | |
|--|---|---|---|--------------------|---|
| At which grocery store location do you mainly shop now? | What are major pain points in shopping at your current grocery store? | What keeps you from shopping at your closest grocery store? | What type of things would you want offered at a local grocery store? | Code Refresh Board | What types of uses and businesses do you least want in the area? |
| I drive all over the city for my job so I have the luxury of shopping at many different stores all over to be able to get the best prices on what I need. I prefer Aldi and Food Lion. | I drive all over the city for work so shop at many different stores so I can get the best prices for the things I need. | I'm not always going that direction. | Good produce, eggs, and other fresh things since I can buy larger amounts of dry good elsewhere when I see them at good prices. | | Fewer smoke/vape shops and cheap corner shops that sell lottery tickets, cigarettes, and no healthy food. |
| Kroger | Distance | I do | Every day needed items | | Grocery store |
| Whole Foods on Broad near CarMax. | Distance | Unfamiliar with any that are closer. | Fresh organic produce. | | Alcohol sells. |
| Also, Publix on Forest Hills. | Distance. Would be nice to be able to walk to grocery store. Does not have to be a large one. Nothi | Traffic | Fresh produce, milk, juices, canned goods, eggs, baked goods. | | Vape/convenience stores. No alcoholic beverage stores. |
| Publix on Forest Hill | | | | | |
| Kroger on West Broad or Walmart on Sheila Lane | Distance | There is non | Produce. Costco would be good here | | Less apartments. |

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| Publix in Carytown, Fresh Market, Whole Foods on Broad | Distance. | Poor selection, limited inventory, not in desirable neighborhoods. | A variety of diverse cuisine options, high quality prepared food options, seafood market, gourmet foods, etc | Rental equipment for recreational water activities. Grocery or mini fresh markets. |
| Kroger carrytown Whole Foods | Distance Distance | Safety There isn't one | Clean, safe, well stocked, affordable high quality produce and meats. eat-in options and dine-in seating. | Liquor stores, c-stores Vape shops |
| Whole Foods | Access to it by public transportation is too difficult. Would do that if it was quick but I just drive there. | Most stores feel equidistant and all equally far away. | Fresh produce and household products | No more smoke/vape shops, dollar general stores, or auto-oriented retail uses |
| Trader Joe's, Aldi | Distance | price | Fresh vegetables and standard ingredients | Supermarket, restaurant(s), |
| Aldi (Boulevard), Kroger (Lombardy) Kroger at Chippenham | price, distance Safety, traffic, long lines, high priced | Safety, traffic I think it's technically the Shockhoe Farm Fresh but their produce quality is not always good and the price doesnt match the quality | Special diets: kosher, veg, Asian, local Produce, eggs, yogurt, whole wheat breads, brown rice, coffee, toilet paper | Vape shops, convenience stores, clubs Vape/smoke shops, warehouses, big surface parking lots, apartment buildings, manufacturing, |
| Food Lion/Publix in Westover Hills, getting groceries delivered... | Distance, food quality | Plus you can't beat alidis prices so I will go a little farther to save money. | Affordable prices and a good variety of local and organic produce. We dont need a Whole Foods we just need a reliable affordable grocery store | Vape shops. Enough already. I want to be able to walk to get a gallon of milk in the wig I'm out. Not get hooked on the new vape deal of the day. |
| Aldi on Sheila Ln | It's farther than I would like for a quick trip. Yes there is the food lion on jhanke that's closer but not walkable or bikeable! | There isn't one. | Fruits, vegetables, meat, non perishables. | No more vape shops. No more high rise apartments, us homeowners will never get to see the sun again. |
| Kroger on Lombardy, Aldi on Myers Street. | Inconvenient location, distance. Location, location, location. | parking | Variety | Dollar Tree, Dollar General |
| Kroger on Midlothian Tnpk Aldi on Sheila Lane | none | Inventory selection | Well displayed cultural and domestic foods, natural health and beauty products, organic fruits, vegetables and product lines, made to order salads, sandwiches and employee managed prepared meals, a bistro/cafe with affordable and inventive offerings, (maybe even a small, economically leased food hall area to support local small businesses to advance to new brick and mortars OR a weekly local restaurant offering of prepared foods sharing food from 50+ Richmond restaurants per year,) local baked goods (also, potentially rotating local offerings,) conventional staples and brands, free produce distribution hub for local gardens. | Vape shops |
| Food Lion - Jahnke | Inventory selection | It does not have fresh food or many choices. | Fresh food. | Smoke/vape, convenience stores, gas stations |
| Cary town groceries are near my work, Kroger's at chippenham or the groceries at forest hill and chippenham if I'm not stopping after work. | No good grocery withing 2 miles (across city) or 10 minute drive. The grocery at South side plaza does not have much fresh food or good choices. | These are my closest grocery stores. | Fresh produce, dairy, eggs, some deli items | vape shops, check cashing, convenience stores |
| Aldi on Forest Hill. Sometimes Publix on Forest Hill. | Distance, inconvenient location. At Publix, also higher prices. | Those are the closest grocery stores. | Fresh produce, meats, cheese, dairy | Tire shops, car dealerships, vape stores |
| Walmart off Sheila Lane, Kroger in Carytown, and Costco | Distance | Food Quality | Organic options | Grocery Restaurant Pharmacy |
| Publix in Forest Hill | Distance | Ease of getting in | Fresh produce, prepared food items, seafood and meat. | Big box store, tobacco and ABC retail |
| Fresh market | There is no safe and reliable way to reach any grocery stores without a car. | I think those are the closest grocery stores to me. There is farm fresh in shockoe bottom but that place reminds me too much of Kandahar | Fresh produce, local butcher products. An abc store nearby would be great too. | Industrial, single-family homes, vape shops, surface parking lots |
| Kroger in Carytown, Publix in Stratford hills | Traffic | Those above are closest for me. Prefer not to cross the river/traffic. | Quality produce, healthy food options. | Vape shops, loud music venues. |

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| | | | | |
|---|---|--|--|---|
| Forest Hill Aldi, Trader Joe, Food Lion, Publix | Distance, costs | Still too far away | Fresh produce, deli, bakery | Vape shops Corner store/convenience store |
| Publix Forest Hill elwoods carytown | distance Distant. | Limited selection available Annoying to get to Lombardy and carytown. Farm fresh is kinda not great | fresh produce, local foods Fresh produce like onions. | smoke shops, gas stations, Heavy industry |
| Kroger down midlo turnpike | Food Quality, Conveniently located near other businesses that I frequent | Food Quality, Customer Experience, Inconvenient location | Fresh fruits and vegetables, fully stocked butcher, pharmacy, ample parking, balanced prices | supermarket, gas station, restaurants |
| Kroger at Willow Lawn or Kroger in Carytown | distance | there aren't really any close grocery stores. Lack of organic and healthy options stop me from shopping at many grocery stores | A great range of local and organic products | vape stores, ABC stores |
| trader joes | Distance. I love the selection at Kroger, but I wish there was a grocery store in the swansboro area or maybe even westover hills/forest hill. Cowardin and Semmes would be a great place for a supermarket!! | That is my closest grocery store. Everything else between here and there is a convenience store or a boutique grocery shop | Affordable produce and pantry staples. meat, dairy. Everything you would get a Kroger, Publix, etc | vape shops |
| kroger on midlothian and 150 | Distance | Distance and ease of access (going through downtown). Prices. | Fair prices and a pharmacy. | Office buildings. Outpatient specialty services (kidney dialysis, plasma donation, etc). Dollar stores. |
| Kroger on Midlothian and Big Apple | distance, but it's not too bad, we combine with trips to Lowe's or Walmart | it's just a few blocks past Food Lion | what Aldi has | vape shops, convenience stores, heavy industry |
| Aldi on Forest Hill | Distance | Quality of the goods | Farmers Market produce, bulk bin, organic. | Smoke shops |
| Carytown stores Any | Distance Distance, inconvenient location | Poor vegetable selection at Food Lion | A full grocery store A full grocery store | Vape shops Vape stores! We probably don't need another bike shop |
| Aldi, Trader Joe's, Publix | Distance | | Quality vegetables, less junk food | Vape stores, storage businesses, mega churches payday loan businesses |
| Trader Joes at Stony Point | | | | |

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| OPEN HOUSE RESPONSES only | | |
|---|--|--|
| We heard concerns about large developers. What don't you like? | What's important to you in terms of living affordably in the city? | The map above shows recent development since 2016, along with housing unit counts associated with each development. Please leave any comments about this map here: |
| Cut corners, environmental disregard, chasing specific types of configurations for tax reasons, profit over anything | Bring local businesses (grocery, shops, etc.) | |
| Attached tonwhome inits that all look the same and detract from the character of the neighborhood | Alley facing housing/ability to subdivide lots horizontally (+1) | |
| Car-centric neighborhoods (+1), not multi-mobility methods (+1) | Keeping people in the communities they're from, if they choose to stay there | |
| Require large developers to off set solid infrastructure (pavement) with green infrastructure | Affordable for first-time homeowners | |
| ADUs everywhere | No airbnbs, families need housing + daycare/schools (+2) | |
| Quality of build | Contribute to a walkable neighborhood | |
| Increasing property value for low-income families | Grocery & other infrastructure you don't need a car to use | |
| Commercial needs: grocery, cleaners, daycare, gym, child/teen activity (art, dance, music), etc. [Developers only care about units, \$\$ not needs] | Housing variety, walkable streets, pedestrian connectivity | |
| No small house builds, only big - can we diversify? | Ability to develop multi-generational ADUs (+2) | |
| Car-centric (+1) | Affordable homeownership + starter homes | |
| Commercial ground floor (+1) | Flexibility in lot splitting and Duplex/triplex conversion | |
| Lack of opportunity for small businesses to occupy storefronts | Housing variety, treating pedestrians & cyclists as the priority, versus defaulting to car-based development | |
| It's important for the Spring Hill development to showcase good architecture as it will be a focal point crossing the bridge | Get rid of CAR in Spring Hill, makes repairs more exclusive in an area that shouldn't be included | |
| Businesses on the ground floor of large apartment buildings | Schools are part of the housing equation. How do we keep families in the city to bolster schools | |
| Lack of connection between developments | | |
| Acquisition funds for property (for purchasing land for grocery, etc) | | |
| The thing I like about large developers is that they could more easily absorb utility upgrade costs | | |
| Mixed-use is great, but only when it's not just an afterthought; e.g. lame chain businesses | | |
| Lack of sensitivity to the streetscape (+1) | | |
| Large developers generally don't live in/make connections in the areas they develop which can lead to damaging the existing community (from someone who lived in Nashville) | | |
| Dead ground floors on new developments | | |

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|---|--|---|
| We heard concerns about large developers. What don't you like? | What's important to you in terms of living affordably in the city? | The map above shows recent development since 2016, along with housing unit counts associated with each development. Please leave any comments about this map here: |
| They build cheap garbage, sell it, and leave. They have no investment in the neighborhood and don't care if the units fall apart in 10 years because they made their money and are off to another city or state to do the same. | Well, the city ruined it for me aging in place because of over building and getting rid of parking minimums. I only have on street parking and when I bought my 1910 house 8 years ago there was plenty of parking. But all of these new apartments where they are only providing about 1/3 of the parking needed for the units then means all the streets around my house are parked up and full so I have to park blocks away. That's fine for another 5-10 years but when I'm old, I can't walk blocks with armloads of groceries. I will be moving to Pittsburgh to be near my son where I won't have this problem because they designed better greenspaces, parking, and a much more pedestrian friendly downtown infrastructure. | Too many expensive apartments and condos. Too few single family homes. Glad to see some lower income housing but why is it all right here and not scattered across northside too. We all need mixed use, mixed income, mixed sizes, and mixed price housing to make the neighborhood diverse, interesting and provide local housing for people with all types of jobs. The local restaurants need people who live locally to run them and wash the dishes. The ore people who can walk to work, the better. |
| 'Just meets code' workmanship. | Updating and zoning regulations that were grandfather in and stop costing owners extra money to have rezone | A safe crosswalk needed at 19th. |
| They're not interested in building a neighborhood, just putting up buildings. The aesthetics are important to those of us who live here. | Quiet enjoyment. (Enforce the noise ordinance, if there is one) Enforce the speed limit on weekends and evenings. Encourage reasonably priced fresh groceries. | Need more green space. Fix up the park that is already there. |
| Don't like any thing about them. Period! Raising cost in the city is becoming out of hand. | Requiring new development to incorporate parking. | I am not please with the storm water drain located behind my home. In addition I am not happy with less parking availability in belle heights, nor anything about the Alexan Manchester as it will encompass the entire side lot of my home as well as obstruct views. We have lost wooded views and city views that were major selling points when purchasing the home. |

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| <p>Nothing. Developers make progress happen.</p> | <p>Affordable housing is extremely important. I am a Richmond native who has lived in several other counties and states. I came back to the city in hopes of sharing my love for Richmond with my children. However, we will more than likely move again soon. Too much development. The corridor has become very busy and unsafe to walk to parks. The cost of living has also increased drastically causing many native Richmonders to leave the communities they've grown up in and work in which is very sad!</p> | <p>Love the output from large developers. They offer a good product that quickly solves for many homes. Uniform housing enhances the community. We need more retail to support the housing growth.</p> |
| <p>I don't have concerns about large developers. I have concerns about the arrangement of the development site plans to relate to the street grid or public streets. Some of these (Belle Heights II in particular) do not seem to integrate at all with the surrounding neighborhood.</p> | <p>Supplementing my income with rental income, aging in place.</p> | <p>Many high quality products developed for all income ranges. The density of development is very disappointing considering the popularity of the river and downtown access. Transit could be utilized more with higher density development.</p> |
| <p>Belle Heights Developer did not leave board way past completion to cut deals with neighboring properties which left Belle Heights struggling with the transition and all kinds of unpleasant surprises. Developers who are not interested in building a vibrant community should not be allowed to do so. And those who screwed up should not be allowed doing more projects.</p> | <p>Quality of local schools, price per foot ratio</p> | <p>The parking situation in Belle Heights is dismal, the approved houses have too small one car garages leading to parking problems. the reality is that most households still a cars to get to work as public transportation only works OK within Richmond City</p> |
| <p>Loss of neighborhood character, large apartment buildings limit walkability if there is nothing else around. Depends on how the properties are designed</p> | <p>Aging in place and in-law suites would be important options for me. I do not have faith in creating a separate ADU on my property without significant headaches dealing with city permits and the sunk time/cost involved in creating one.</p> | <p>Would like to see the first floor of apartment buildings used for businesses - like Janet's on Forrest Hill</p> |
| <p>Lack of considered design. The housing looks cheap and is built cheap. It should fit the style and language of the neighborhood. It can be modern with references still to the original character of the neighborhood. I don't want Richmond to look like any other us city of adult dorm buildings</p> | <p>allowing tiny ome communities, affordable housing and rental properties</p> | <p>Belle heights 2 is new to me. I was under the impression it was a separate development and not connected to Belle heights</p> |
| <p>They don't take in to account the neighborhood and what we want.</p> | <p>Tiny homes, transitional housing, affordable housing</p> | <p>Makes zero since to have constructed all these new developments with no way for residents to eat. I wish I had considered this sooner.</p> |

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| <p>Belle Heights - The above. Ongoing betrayals of how the developers put in sup bar sidewalks that are crumbling, lack of truly incorporating the CSX line's potential of being a bike walk trail into designs, placing a bio retention pond 10 feet off the back of townhomes on property that isn't their and doing it with a easement letter that was signed in the HOA's name while under the control of the developers then not disclosing that during the handover. Wait... they didn't handover. They just abandoned the HOA. The original designs of the community did not reflect a huge drain in the green space. They also knew that having a quorum of 66 property owners to change the declarations of the HOA would be near impossible to reach. There were suppose to be restrictions on the number of investment properties. We were all told this but there were not.</p> <p>That said, not all developers are bad. However, they will do the bare minimum for profit margins. They often tend to sell of 2-3 times very quickly and the community is now longer working with the original group. Often we believe certain conversations are properly document in legislation to later learn they are not OR the stipulation was removed by the planning commission.</p> <p>We worry about seeing CIP failures in buildings after 10, 15, and 20 years like in Belle Summit.</p> | <p>Requiring new residential development to incorporate commercial space, aging in place, in-law suite for family,</p> | <p>Too many apartments.</p> |
| <p>Many city apartment complexes become slums and are still overpriced.</p> | <p>Having an in-law suite or smaller affordable housing options in the area for older generations would be ideal. My father on fixed income can't pay \$1300-\$1500 a month for a one bedroom. It's unrealistic over the long term. Tiny homes or kit homes on large lots would make a huge impact.</p> | <p>It is disappointing that the SUP were allowed to move forward without putting commerical (non-apartment/leasing office) spaces in. All of the community conversation they had with Woodland Heights, Springhill, and Swansboro called for commercial retail on the ground floor. For them to later say apartment is commercial while true is not in good faith.</p> |
| <p>Crappy, cheap design; not enough affordable housing.</p> | <p>Aging in place.</p> | <p>We really need a stop light at Semmes and west 22nd. That is extremely dangerous. Traffic moves too fast and too many people are trying to turn into traffic. There are currently 3 memorials attached to signage there mourning deaths.</p> |

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| <p>Developers do not consider the residents needs when building High volume for high population but no parking. Once theyre done developing, they move on to the next project without addressing possible problems</p> | <p>Lowering the real estate tax.</p> | <p>We need more affordable housing.</p> |
| <p>Increased traffic</p> | <p>I have all I need. If I add square footage or add an ADU, it's likely to be more for our own enjoyment than to secure additional income.</p> | <p>The recent development shown on the map adds housing units, but many of these projects function as isolated developments rather than extensions of the existing neighborhood. For example, Belle Heights is entirely residential and does not include any neighborhood-serving commercial uses or civic spaces. Developments like Belle Heights also have internal street networks that do not connect well to surrounding streets, which limits walkability and creates superblock-style patterns. Future development should prioritize mixed-use buildings, smaller blocks, and street connections that integrate with the surrounding neighborhood grid.</p> |
| <p>Large developer-driven projects often produce single-use developments with generic architecture and limited connection to the surrounding neighborhood. Belle Heights, for example, is entirely residential and lacks neighborhood-serving retail or other uses, which means residents must leave the development for everyday needs. Developments like this also often have internal street networks that do not connect well to surrounding streets, undermining walkability and neighborhood cohesion. Some of these projects have also involved large national firms such as Trammell Crow Holdings, whose parent company leadership-- including Harlan Crow-- has been associated with significant political controversy in recent years. This raises broader concerns about the influence of large outside developers on local neighborhood development and planning decisions.</p> | <p>Aging is place with a open caring community would be amazing. While we have new senior properties coming online a lot of seniors are having to move to the counties. If the city offered a program to help build ADUs for 60% AMI that would be helpful. Tiny home communities would be an amazing opportunity for some to have stable housing. And yes, thank you for including REQUIRING NEW RESIDENTIAL DEVELOPMENTS TO INCORPORATE COMMERCIAL SPACE that is not the leasing office or other apartments. Thank you.</p> | <p>Too many people are supposed to live in this small area- this is not a good idea</p> |
| <p>Boxy look, many will look trashy in 20 years. The older houses and brick buildings will still look good.</p> | <p>Affordable housing.</p> | <p>None at this time</p> |

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| <p>Too many people- too little active maintenance of the area. We are homeowners here, moving in tons of renters guarantees problems both with maintenance and overall safety</p> | <p>Affordable rental/homeowning, aging place, walkability, encouraging more local businesses</p> | <p>There is currently a high concentration of housing serving residents at less than 60% of Area Median Income (AMI) in one area, particularly within Belle Heights Phase II. While affordable housing is critically important, concentrating one income band in a single development can unintentionally limit economic diversity and long-term neighborhood stability.</p> <p>Future development in this area should prioritize a more balanced, mixed-income approach that includes a broader range of AMI levels. In addition, there should be a stronger emphasis on pathways to homeownership rather than primarily rental properties. Expanding opportunities such as affordable homeownership units, down payment assistance programs, and shared equity models would promote long-term wealth building, stability, and community investment.</p> <p>A mixed-income, homeownership-focused strategy would help foster inclusion, economic mobility, and a more resilient neighborhood overall.</p> |
| <p>No affordable housing. changing community character.</p> | <p>Requiring new residential development to incorporate commercial space</p> | <p>Not enough parking space for the volume of houses</p> |

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| <p>My concern with large developers is that their approach often prioritizes profit over long-term community stability. In some cases, developers purchase land and then resell it at significantly higher prices without making meaningful improvements that benefit the neighborhood. In other instances, they acquire newly constructed properties and convert them into high-priced rental units, which can drive up housing costs and limit opportunities for homeownership.</p> <p>I am also concerned that large developers do not always contribute proportionately to the infrastructure and safety improvements needed to support growth. When new development increases population density, there should be shared responsibility for investments in lighting, sidewalks, traffic calming, green space, and overall neighborhood safety.</p> <p>Development should be structured in a way that ensures growth benefits the entire community-- not just investors-- and that those who profit from development also contribute to maintaining and improving the neighborhood's quality of life.</p> | <p>Aging in place, mixed use similar to what is near Forest Hill and Westover hill blvd</p> | <p>The new Bainbridge apartments have no parking in an area with little to no street parking! Why was this approved, where are these residents supposed to park???</p> |
| <p>Lack of parking space and green space. Let's put in some kids play grounds as well as the dog parks. Create and enforce 'green' building standards including solar panels as many people can no longer afford their power bills</p> | <p>Expanding housing options through infill and a diversity of housing types -- such as duplexes, small apartment buildings, ADUs, and mixed-use buildings -- is important for long-term affordability. New development should also incorporate neighborhood-serving retail and be located in walkable areas with good transit and bike access so residents are less dependent on owning a car, which significantly affects overall cost of living.</p> | <p>There needs to be changes in traffic patterns before the new developments are completed</p> |
| <p>I dont want to see companies coming in and building unaffordable housing</p> | <p>Parking</p> | <p>There needs to be access onto semmes from the Hollands Addition. I am very concerned about the impact to west 24th. It can barely handle the amount of traffic that happens now. If that does not happen, west 24th needs to become a one way street and there needs to be a 4 way stop at west 24th and McDonough. We also need side walks on McDonough and the sidewalks on west 24th need to be repaired! They are a huge mess</p> |

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| <p>Their plans need to include infrastructure for the neighborhood. Parking is a big issue and plans should include this by requirement. Building and maintaining sidewalks and trash cans should also be required. Development of box apartments that are going up as cheaply as possible is only going to result in dilapidation within a decade. There needs to be long term maintenance and quality standards.</p> | <p>Living in a safe area, tiny home community</p> | |
| <p>potential for investment companies to own too much real estate</p> | <p>Aging in place</p> | |
| <p>I word about air quality in these new developments. I would love to se what the CO2 readings are in one of those apartments. I also worry about what happens when there is a major power outage and the elevators go out. We should be expecting more power outages from the existing climate damage we've already done and be more prepared for it. We don't want a bunch of stranded people who can't climb four flights of stairs when their power is out for a week. I would love to see some requirements for solar panels on these developments and battery backups for lights and elevators which can work during an emergency.</p> | <p>Living affordably in the city is deeply personal to me. I purchased my home four years ago through an affordable housing program, and this is my forever home. I intend to age in place, and I believe our city should make that possible not just for me, but for all residents-- especially seniors and those on fixed incomes.</p> <p>As property values increase due to new development, there must be protections in place to prevent longtime homeowners from being priced out. Capping or stabilizing real estate taxes for seniors and longtime residents is essential to maintaining affordability and neighborhood continuity.</p> <p>It is also important to create stronger pathways for aging populations to remain in their homes safely. This includes tax credits or financial assistance programs that help seniors make ADA-compliant upgrades, such as ramps, wider doorways, bathroom modifications, and other accessibility improvements.</p> <p>Affordable living in the city should mean stability, dignity, and the ability to age safely in the communities we helped build.</p> | |
| <p>Cheap, cutting corners for short term profits with little concern for the future of the property Poor quality, lack of amenities, no access to semmes, lack of parking</p> | <p>Sustainable housing, that follows 'green' or environmentally friendly building practices Aging in place, expanding affordable homeownership. expanding affordable rental properties. making sure current residents can continue to afford to live here. an actual grocery store.</p> | |
| | <p>Allowing secondary dwelling units on my property. Aging in place without worrying about major property tax hikes that will force me to leave.</p> | |

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I'm ok with the status quo. I don't see the need for all the new apartments in the area. Don't we have enough residents now? Are we afraid of young people moving to the county when they start a family? I'm OK with that. Richmond is too yuppified now.

Being able to exist without car payments.

SEMME'S COWARDIN HULL NEIGHBORHOOD NODE PLAN
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OPEN HOUSE RESPONSES only

Parking Board

Include Utilities in development of this plan including Dominion

ONLINE SURVEY RESPONSES only

What are your thoughts about Semmes Cowardin Hull area infrastructure (lighting, sewer, transit, parking)?

Please leave any additional feedback, comments, and questions below:

The current building on Hull street in Manchester provides a lot more apartment units but little parking so I am not sure where people who want to come to a restaurant or shop are going to park since all of the residents don't have parking. This will also be a problem if the same approach is used on the other side of Cowardin.

We need more parking structures - go up, not out- and greenspaces.

Lighting and parking â€¦!

Keep up the parks and green spaces.

No real complaints at the moment.

None

Parking is already tight. It is only going to get worse.

Pls move this project forward

Poor!

Looking forward to continued progress in this area of Richmond!

All of the above

We need more businesses such as grocery stores and restaurants

Roadways need a significant diet if this area is to thrive as a gateway district for all modes of transportation and land use types. Lighting at a pedestrian scale should be encouraged and signage for this area should be executed in the short-term.

All infrastructure is fine as long as it is maintained and supported. Bicycle lanes that are full of debris don't work, a walk-friendly neighborhood with fast-moving traffic (above speed limit) won't invite walking. Have a plan.

To be safer. Too many fatal accidents due to high speed

Thanks for considering neighbors input.

There is so much potential in this area. I'd love to see improved infrastructure with a main emphasis on strengthening the current and future small businesses along the corridors with desirable (bakeries, smart or soulful eateries, bar or nightlife space) as well as occasionally used destinations (secondhand stores, tire shops, etc.) with limited and carefully selected larger brands at some major intersections with parking lots to create anchors/destination that are more needs based.

Parking in Belle Heights is dismal. Add street parking on Semmes and Cowardin

We look forward to the May follow up meeting.

Improve lighting, sidewalks, install cameras

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| <p>More updated streetlights would be great. Pedestrian level lighting would be nice to make the neighborhood more walkable and enjoyable</p> | <p>Future planning for this area should focus on creating a connected, walkable neighborhood rather than isolated developments. New projects should include mixed uses, smaller block sizes, and street connections that integrate with the surrounding neighborhood grid. Investments in pedestrian safety, protected bike infrastructure, and neighborhood-serving retail would help create a more vibrant and livable area rather than continuing car-oriented development patterns.</p> |
| <p>Sucks. Sewage and parking could use some upgrades.</p> | <p>I bought here in 2019, but I'm less enamored with my neighborhood.</p> |
| <p>Parking can sometimes be a challenge, but it's not worth losing a lane. Bike rentals between ample parking areas and popular destinations could be introduced as a solution. The sewer systems, roads and sidewalks need investment to make the area more easily accessible to those with mobility challenges and more easily enjoyed by anyone using them. Anywhere lighting is not, it should be.</p> | <p>We truly need traffic studies throughout 24th/Perry- it is awful now and soon there will be hundreds of more cars around daily.</p> <p>The City should be ashamed moving in all of these lower income people with no support with infrastructure- where will they get groceries, the zoned schools are already at capacity.</p> |
| <p>We do worry about the sewer especially for the development at W. 22nd & McDonough. The area continues to flood. The current ground work seemed to just cover up the drop inlet that has struggled in the past. Parking will continue to be a struggle. Belle Heights garages are pointless very few cars can fit in them adding additional pressure to the few on street spots available. Residents park bump to bump blocking the sidewalks. The developer and planning also fail to provide a wide enough terrace for trees.</p> | <p>Thanks for asking</p> |
| <p>Not enough parking for residents.</p> | |
| <p>Barely possible to have visitors. Streets are too narrow for street parking</p> | <p>It's dangerous</p> |
| <p>Adequate lighting, safe bus stops</p> | |
| <p>The area's infrastructure still prioritizes vehicle throughput over safety and accessibility for people walking, biking, and using transit. Streets like Semmes feel unsafe due to high traffic speeds and wide crossings. Improvements should focus on safer pedestrian infrastructure, protected bike facilities, better lighting, and stronger transit amenities. Parking should not be prioritized over these improvements, as the area would benefit more from walkable, multimodal streets.</p> | |
| <p>Multi family units being built with not enough parking.</p> | |

SEMME'S COWARDIN HULL NEIGHBORHOOD NODE PLAN
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Not enough parking, any where

Sewers need updating

Poor lighting equals higher crime

Rail trail connection to hull from Riverside

Parking in our neighborhood is a major concern. I live on 2233 Perry Street, and the limited parking often forces me to park far from my home. As multigenerational families occupy single homes, each household may require 2-3 parking spaces. With the growing number of duplexes, a single lot can need to accommodate 6 or more vehicles, which our streets currently cannot support. Some homes have backyard parking, but it is often underutilized, leaving few spaces for the street. This situation is especially concerning for aging adults, including myself, who need safe and convenient access to parking near our homes.

In addition, the overhead powerlines combined with our mature trees cause frequent outages during heavy winds or inclement weather. Converting utilities to underground lines could significantly improve reliability and safety for residents.

Overall, the neighborhood would benefit from comprehensive planning that addresses parking shortages, power reliability, and other infrastructure needs to support a growing, multigenerational, and aging population.

We need more parking and improved lighting. No idea about sewer
prioritize pedestrian and cycling safety

Improved lighting and sidewalks are most important to me personally. Trash is a huge issue as well and we need city trash cans that are regularly maintained. There is literal glass and dog shit all over the sidewalks. Having places to sit and wait comfortably for the bus is also paramount.

I think more closely-spaced bus stops and more routes would benefit a lot of people. We should do all we can to make it easier to get around the city without a car.

It stinks.

SEMMES COWARDIN HULL NEIGHBORHOOD NODE PLAN
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Needs more lighting, and better drainage

Semmes could have better transit across the river. We need a bus that turns and goes directly over the cowardin bridge