# SCH PLAN - DRAFT STRATEGIES v4

| Strategy No. | Strategy Short Name | Strategy | Timeframe |
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| | | TRAFFIC AND PEDESTRIAN SAFETY | |
| 1a | Street Grid | Connect and expand the street grid to increase connectivity and absorb traffic from busy streets. Particularly, reconnect Perry Street and Porter Street across the old CSX railway. | Long term and ongoing |
| 1b | Road Safety Assessment for Bainbridge and Cowardin | Conduct a Road Safety Assessment (RSA) for the full lengths of Bainbridge Street and Cowardin Avenue to identify neccessary improvements that would enhance safety for all users. Fund recommendations in the near term budget, and implement as part of the Capital Improvements Plan. | Short term |
| 1c | Sidewalks | Install sidewalks where they currently do not exist (especially along Bainbridge, W 19th, W 21st, W 22nd, W Pilkington, McDonough, and Perry streets) to create a continuous sidewalk network. Improve and widen inadequate sidewalks, especially along Bainbridge Street and Hull Street, as needed to comply with ADA standards. | Short term |
| 1d | Pedestrian Crossings | Install painted crosswalks at every intersection along the Major Corridors (Semmes, Cowardin, Bainbridge and Hull) to alert drivers to pedestrian crossings. Additionally, install pedestrian refuge islands within medians along Semmes and Cowardin avenues, and install curb extensions into parking lanes along Bainbridge and Hull streets to shorten crossing distances and increase safe connections to transit stops and destinations throughout the district. | Short term |
| 1e | Protected Bike Lanes | Install a network of curb-protected bike lanes connecting the area to the James River, surrounding parks and trails, and other nearby destinations, and explore the possibility of reducing vehicular travel lanes where curb-protected bike lanes cannot fit within existing right-of-way. | Medium term |
| 1f | Bainbridge Cycle Track | To support the Richmond 300 master plan's designation of Bainbridge Street as a future bicycle facility, complete a study for the feasibility and implementation of a two-way, curb-protected cycletrack on Bainbridge Street that would increase multimodal mobility within the area, support bicyclist access to Hull Street destinations and surrounding neighborhoods, and allow for use by emergency vehicles as a safety lane during emergencies. | Medium term |
| 1g | Traffic Light Installation | Revisit the warrants for traffic light signals at the Semmes/ W 21st and the Cowardin/Perry intersections using both anticipated forecasts and and real-world observations of vehicular and pedestrian traffic following the completion of the 260-unit Alexan Manchester development. | Short term |
| 1h | Semmes/ Cowardin Intersection | Implement the Semmes/Cowardin Protected Intersection Improvement Project, utilizing a well-connected multimodal design that is informed by community engagement. | Long term |
| 1i | Future Greenway | Transform the old CSX railway into a safe, well-connected, urban greenway and active transportation route for pedestrians and cyclists, featuring a dense tree canopy as well as mixed-use development fronting along this new, central, urban spine of the district. | Long term |
| 1j | Buttermilk Trail East Improvements and Extension | Improve connectivity and conditions of the Buttermilk Trail East. Using existing right-of-way and city-owned property, widen the sidewalk along Riverview Parkway into a 10-foot wide shared use path with 2-foot shoulders, ultimately extending the Buttermilk Trail East to the footbridge that leads to the T. Tyler Potterfield Memorial Bridge. | Medium term |

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| STREETSCAPE PLAN | | | |
| 2a | Cowardin Avenue | Transform Cowardin Avenue from a highway into an activated, mixed-use, transit-oriented Great Street. The ideal streetscape should be similar to that of the Broad Street Pulse corridor, and Chamberlayne Avenue as proposed under the north-south BRT project. From Riverside Drive to Hull Street, the street should feature, at minimum, 8' wide sidewalks alongside 5' wide curbside buffer zones capable of accomodating transit shelters, street furniture, street trees, planting strips, pedestrian-scale streetlights, bicycle parking and other necessary amenities. New driveway entrances and aboveground utilities are prohibited. | Medium term and ongoing |
| 2b | Semmes Avenue | Transform Semmes Avenue into a Great Street. At minimum, the ideal streetscape should feature 6' wide sidewalks alongside 5' wide curbside buffer zones capable of accomodating transit shelters, street furniture, street trees, planting strips, and pedestrian-scale streetlights. Some aboveground utilities may remain in the median as approriate to preserve the streetcar heritage of the street. New driveway entrances are prohibited. | Medium term and ongoing |
| 2c | Bainbridge Street | Enhance Bainbridge Street for walkability, biking, and active transportation modes. At minimum, the ideal streetscape should feature 5' wide sidewalks alongside 3' wide curbside buffer zones capable of accomodating street furniture, street trees within structured soils, and pedestrian-scale streetlights. Where feasible, consideration should be given towards burying utilities underground or relocating them to more appropriate places. New driveway entrances are prohibited. | Medium term and ongoing |
| 2d | Hull Street | Transform Hull Street into an activated, mixed-use, transit-oriented Great Street. Continue Manchester's Hull Street streetscape improvements westward into the study area. At minimum, the ideal streetscape should feature 8' wide sidewalks alongside 5' wide curbside buffer zones capable of accomodating transit shelters, street furniture, street trees within structured soils, and pedestrian-scale streetlights. New and existing aboveground utilties should be buried underground or relocated elsewhere. New driveway entrances are prohibited. | Medium term and ongoing |
| 2e | ABC grant | Utilize the Activation and Beautification CARE (ABC) Grant program to fund projects along the Hull Street corridor that activate and beautify the area (such as pedestrian-scale lighting improvements, art installations, landscaping improvements, facade improvements, and pop-up concepts). | Short term and ongoing |
| 2f | Gateway Features | Create gateway features (especially at the Cowardin/Stonewall, Cowardin/Semmes and Cowardin/Hull intersections) to add beauty and signify arrival at key entrances to the district. These gateways should feature neighborhood signage, plantings, and special features (such as public art) that celebrate the essence and identity of the district and surrounding neighborhoods. | Medium term |
| 2g | Placemaking through art | Work with the Public Art Commission to develop and promote a toolbox of opportunities for creative beautification along the Major Corridors to possibly include street art, utility box art, and street furniture art; gateway features; branding; working with neighborhood youth; and exploring embedding an artist in residence within the study area. | Medium term and ongoing |
| 2h | Coordinated Wayfinding Network | Create a coordinated pedestrian/bike wayfinding system that connect community members to common neighborhood destinations though a network of safe and direct routes along comfortable streets and greenways (see attached exhibit for details about the wayfinding routes). | Long term |
| NEIGHBORHOOD COMMERCIAL | | | |
| 3a | Rezoning | Rezone the Major Corridors to zoning districts that allow mixed-use development, promote high-quality urban design, and offer flexibility in converting between residential and commercial uses as real estate and business markets dictate. Buildings should front the corridors with entrances that face the street; be mixed-use; feature ground floors designed with high ceilings, deep bays, and high fenestration to accommodate commercial space when demand strengthens; and allow ground-floor residential in the near-term for market flexibility and immediate activation. | Short term |

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| 3b | Commercial Real Estate Tax Abatement Program | Encourage the use of the Commercial Real Estate Tax Abatement Program, especially along Hull Street, to spur building renovations, improve facades, and eliminate vacancies. | Short term and ongoing |
| 3c | Healthy Food Access | Support community food organizations like the Fonticello Food Forest, 5th District Mini Farm, and Springhill Seed Library & Community Exchange in growing fresh fruits and vegetables for neighborhood consumption and cultivating generations of urban farmers and food advocates. | Short term and ongoing |
| 3d | Grocery Industry Market Study | Complete a market study to understand the dynamics of the grocery industry and assess market demand for the different models of grocery retail. | Short term |
| 3e | Grocery Store | Encourage the development of neighborhood-scale fresh foods stores or a walkable grocery store within a new building or as part of the rehabilitation of an existing building. Explore incentives related to these uses, market proximity to transit, and emphasize recent population growth within the study area and surrounding neighborhoods as factors to attract or found traditional and alternative grocery models (including large national chains, smaller independent/local grocers and food retailers, member-owned food co-ops, and public markets). | Medium term |
| 3f | Alley Network | Establish a continuous alleyway network between Bainbridge and Hull streets to facilitate off-street parking, loading, delivery, and garbage collection services. | Long term and ongoing |
| 3g | RVA Bike Share | Install an RVA Bike Share station at the northeast corner of the Cowardin/Perry intersection. | Medium term |
| | | AFFORDABLE HOUSING | |
| 4a | Healthy Homes Program | Continue to fund and promote the Healthy Homes program in order to assist eligible homeowners in making home repairs that improve the health, safety, accessibility, and energy efficiency of their homes. | Short term and ongoing |
| 4b | Streamlined ADU Permitting Process | Develop and adequately advertise an streamlined permitting process for accessory dwelling units (ADUs), to include reduced permit fees, expedited reviews, and the creation of a pattern book of various pre-approved ADU designs, in order to assist everyday homeowners in constructing such units and offering them at an affordable rent. | Short term and ongoing |
| 4c | ADU financing | Explore the creation of a grant or loan program to help homeowners finance ADU construction. | Long term and ongoing |
| 4d | Affordable Housing Performance Grant Program | Advertise and award Affordable Housing Performance Grant Program grants to developers capable of constructing high-quality, mixed-use, mixed-income multi-family housing along the transit-oriented Cowardin Avenue and Hull Street corridors. Focus outreach efforts and technical assistance to local developers and local property owners, including places of worship, faith-based organizations and nonprofits in the study area. | Medium term and ongoing |