



CARRINGTON STREET CORRIDOR

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Executive Summary

The Carrington Street corridor is a charismatic neighborhood located in the City of Richmond. In recent years, the neighborhood has seen an increase of attention from developers due to its unique attributes and potential for growth. The following plan, developed by Virginia Commonwealth University Master's of Urban and Regional Planning Students, will highlight the specific elements that contribute to the character and strength of the neighborhood, as well as discuss the opportunities for growth.

Goals: The purpose of this plan is to identify the strengths, weaknesses, and opportunities of the Carrington Street corridor in order to envision the neighborhood's potential. Initial research was conducted to gain a deeper understanding of the area's historical background and demographics. After speaking with local developers, homeowners, community organizations, and holding a community design meeting, a plan was thoughtfully created to emphasize the neighborhood's unique characteristics and utilize the available space. The following document outlines these findings in a concise and detailed manner to determine the potential development of the corridor with an emphasis on the streetscape which has been significantly neglected over the past four decades.

This document represents the initial plan created and the information and resources that shaped the vision for the area.

Introduction



This plan was designed and drafted by the Planning Studio of the Master of Urban and Regional Planning program at Virginia Commonwealth University, under the advisement of Professor James Smither in the Spring of 2020.

This document outlines the history of Carrington Street, the existing conditions and demographics of the surrounding neighborhood, and includes design recommendations for further neighborhood revitalization and growth.

The Carrington Corridor Coalition (CCC) has added further detail to this document focusing on road and streetscape improvements. The CCC is a group of homeowners, developers, and organizations formed in 2017 and committed to restoring Carrington Street- *“a narrow, cobblestone street that has become an abandoned corridor in the heart of the community...but can provide a new portal to the community.”*

The Carrington Street Corridor provides guidance to local officials, neighborhood organizations, residents, and future developers to understand the needs of the community, to help usher in new development, and to revitalize existing features that will improve the character and quality of the corridor.

Study Area



A Brief History of Carrington Street



Carrington Street is the northern boundary of the Union Hill neighborhood and the southern boundary of the Fairmount neighborhood in Richmond, which are both recognized on the National Register of Historic Places. Union Hill was an active community in the early stages of Richmond's development. With the assistance of enslaved people, Richmond was the nation's third most affluent city by 1860, with tobacco, flour, and iron as the biggest industries (Chen, 2001). Houses at that time in Union Hill were built for the working class in those industries.

After the end of the Civil War, Union Hill experienced rapid population growth. There was an increase of public effort made to grade the hilly terrain, which increased accessibility for the neighborhood to the rest of the city (Chen, 2001). Due to the area's rapid growth, Union Hill was annexed from Henrico County into the City of Richmond by 1867 (Murden, 2009). During this time, Fairmount developed organically into its own township. The neighborhood's development was driven by the Fairmount Land Company, which was established in 1890. By 1906, the town of Fairmount was also annexed into the city of Richmond, with Carrington street as the connector to the rest of Richmond. The Leigh Viaduct, known now as the "MLK bridge," was built in 1910, connecting Carrington street and the greater Fairmount and Union Hill neighborhoods directly to downtown Richmond (Murden, 2009).

By the late 1930s, the characteristics of Union Hill and Fairmount began to change from white working class neighborhoods to working class African American neighborhoods. As is the case with many cities during this time period, white households moved out of cities into suburbs and African American families moved into inner cities. As a result, Union Hill and Fairmount suffered from financial and physical neglect. Furthermore, from 1949 throughout the 1970s, urban renewal projects affected many Black neighborhoods in the city of Richmond. Rather than being torn down like other predominantly Black neighborhoods, Union Hill and Fairmount remained standing. A monumental change during this time came with the addition of the Mosby Court public housing site, which housed many families displaced by urban renewal programs (Chen, 2001).

After a period lacking city investment throughout the 1980's and 1990's, the historic houses began to deteriorate. By the 2000's, the city encouraged new neighborhood development with the "Neighborhoods in Bloom" program, which funded rehabilitation and construction of housing in many neighborhoods, including areas within Union Hill and Fairmount (Murden, 2009). The investment in developing Carrington Street acts as an extension of the work that has been ongoing for nearly 20 years, bringing funding, development, business interest, and needed infrastructure to both Union Hill and Fairmount.

Research



Strengths, Opportunities, and Weaknesses

Strengths

Transportation & Connectivity

Carrington Street is a unique and historic neighborhood, with the potential to grow in a way that highlights the character and provides for its residents. The Carrington Street corridor has many characteristics that set it apart from other neighborhoods. Currently, those who live in the area have access to local stores, restaurants, libraries, and more. There is an interest in development, increased residents, and business opportunities all along Carrington. This corridor has optimal connectivity to the extended neighborhoods, essential businesses, education hubs, and transportation routes. It is near a major thoroughfare on 25th street and easily connects the neighborhood to the rest of the city via downtown Richmond through the Leigh Street bridge viaduct. Besides the nearby accessibility for bicyclists, pedestrians, and cars, there are also many bus lines that operate within walking distance of Carrington.



Infrastructure

The narrow right of way on Carrington Street helps with slowing the current traffic patterns in the area. More narrow streets calm vehicular traffic flow, allowing for a safer environment for residents and visitors living and potentially walking along the street. Additionally, there are several green spaces with potential for development.

Land Use and Development

The zoning on Carrington Street allows for diverse development. With a historic district on the southern side of the street and the northern side zoned to encourage medium density development, the neighborhood is primed for diverse opportunities of land use. There is already a high volume of business and residential development interest for the corridor, with opportunities to stay true to its character. A current strength of Carrington is the diversity in housing options.

Community

The Carrington Street community is historic and cultural with endless character. From the cobblestone roads, giving the feeling of importance to visitors and residents alike, to the large oak trees welcoming all into the area, this corridor's character spills out into its streets. The community is brought to life by active groups and friendly neighbors. As Carrington Street develops, those characteristics will only strengthen the pull of visitors and developers to the area.

New Visions Civic League of East End



Weaknesses

Transportation and Connectivity

Although there are various characteristics and opportunities that set Carrington Street apart from other streets in a positive way, there are aspects that the corridor could improve upon. Carrington Street is well connected to the city and to surrounding hubs of activity, but the street has limited infrastructure, such as sidewalks, crosswalks, or bike lanes. Additionally, if the street were to develop into a hub of its own, there is only street parking to support the residents and additional visitors that may come with development. The cobblestone roads, while highly sought after, beautiful, and historic, are patchy and uneven, requiring intensive and expensive up-keep

Infrastructure

The cobblestone road, even if perfectly maintained, has a few other weaknesses. Some of the intersections have multiple roads flowing in from multiple angles, creating large intersections full of confusing and dangerous traffic situations. These intersections also cause confusion with the overall lack of street signage. This danger is exacerbated at night or in poor weather conditions due to the lack of street lighting and poor drainage. The lack of sidewalks, discussed above, is also a weakness for the corridor. In addition to the lack of benches, walkable space, and parks, Carrington Street has limited areas for people to enjoy themselves within the neighborhood, if they are passing through or a resident. The low lying utility poles also take away from the aesthetic of the neighborhood.





Land Use and Development

Carrington Street is a part of a historic neighborhood designation, which is evident by the cobblestones and architectural feel of the residences. Although this unique characteristic of the neighborhood does set it apart from other areas, it has the potential to limit the development that is allowed to occur throughout about half of the corridor. The zoning restrictions of the Commission of Architectural Review and Special Use Permitting process, along with the land availability limits potential development. The community has its own image of how the neighborhood should develop and developers need to be mindful of that in order to avoid imbalance between residents' wants and developers' interests.

Community

Currently Carrington is, for the most part, an area to pass through, not a destination. There are few reasons to stay in the Carrington Street corridor unless you already live there. The corridor has a potential to change that in the right way if the needs of the community, the opportunities of the neighborhood, and the trends of surrounding areas are given enough attention.



Opportunities

The strengths and weaknesses found in the Carrington Street area contribute to an environment full of opportunity. Carrington Street has the opportunity to create intentional development within the area that benefits current and future residents, as well as build business interest.



Transportation and Connectivity

As discussed above Carrington Street has limited bike lanes. With the upcoming development, investing in infrastructure for bikes lanes can help draw commuters and visitors into the neighborhood, making it more accessible. Additionally, creating sidewalks and crosswalks can also create a more welcoming environment, contributing to a safer pedestrian corridor, and drawing in businesses with the pedestrian infrastructure.



Infrastructure

Carrington Street can also improve the condition of the cobblestone streets, creating a safer roadway with less confusing traffic patterns and addressing the drainage problems previously discussed. Regarding the cobblestone street, there are a number of options available to address the streetway in need of repair.

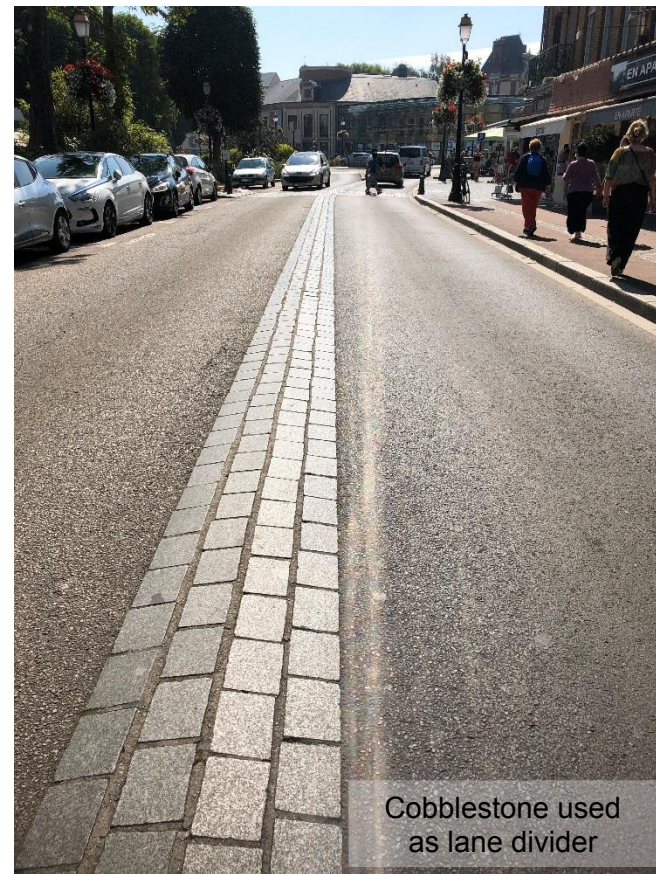
1. Repair the entire road, replacing all of the cobblestone and getting rid of any patch work. This is expensive and it will need repair and up-keep in the future, costing more money, or creating new patchwork issues.
2. Get rid of the cobblestones completely. This is the least expensive and least involved option for future upkeep, but it would take away the character the cobblestone brings to the area.
3. Partial repairs on the cobblestone, saving time and money both now and in the future, while keeping the character the cobblestones provide. Possible partial repair options are:
 - Reuse the cobblestones to create raised crosswalks as depicted in the previous page that can control the speed of traffic, but let the rest of the street be asphalt.
 - Allow the middle of the street to remain cobblestone, but have the side street be asphalt as depicted on this page.

The roadways could use other improvements along with the cobblestone treatment. Currently, Carrington Street has confusing intersections with multiple roads coming in from different angles. There is no indication of who has the right of way or how to maneuver through it. There is an opportunity to create new traffic patterns with less intersections, perhaps to include round-a-bouts and more signage throughout busy intersections. Lastly, concerning the street walkways, adding lighting, street furniture, and trees could create a safer, more welcoming environment for drivers and pedestrians alike.

Carrington could also use some improved drainage. A solution that is eye-catching and environmentally friendly is to use different plant life that can help filter the storm water and stop pooling in poorly draining areas.

Community

The community needs should continue to be represented throughout the character of the neighborhood. The opinions, wants, and needs of current residents are crucial to the development of the area.



Land Use and Development

Carrington Street Corridor has the opportunity to take advantage of the existing public spaces for public use of green space. The area lacks parks, art work, and gardens. Art work could be something as simple as a creative bike rack or benches with a more creative look. Community gardens could amplify beauty in the neighborhood, adding to its unique character and welcoming feel. While developing the neighborhood, the new infill should be in the neighborhood scale, going along with the pre-existing rhythm of the community and housing on the street.



Community Survey and Charrette Summary

An online survey was distributed to the East End community in May 2018 in regards to Carrington Street. There were approximately 100 responses to the 12 question survey. On the multiple choice questions respondents were allowed to select more than one option.

The Community Charrette was held on February 22, 2020, to provide a forum for various community identities to open a dialogue about the current problems, desired improvement, and future vision for Carrington Street. The meeting was open to all: community members, community/neighborhood organizations, and the public. The community members attended the charrette and VCU graduate students presented their findings in regards to the area's SWO. The attendees were then broken up into four tables, which had one to two students present guiding the conversation and noting key points.

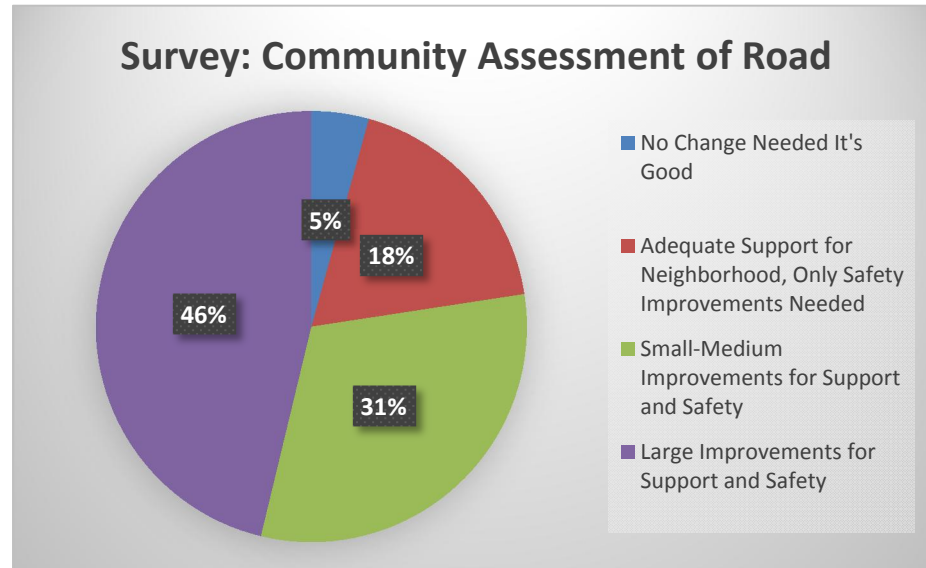
The insightful information gathered from the survey and this community participation session was compiled into seven components: StreetScape Improvements, Land Use, Organizational/Community, Parks and Open Spaces, Business Development, and Architecture



StreetScape Improvements

The identified needs of Carrington street's streetscape refers to the main functionality and aspects associated with movements along the streets. The cobblestone streets were unanimously identified as a community component that needs improvement. Three possible solutions were weighed: keeping the cobblestones, restoring the cobblestone, or partially repairing cobblestone as necessary. All varying in financial costs, historic value and neighborhood aesthetics.

Increasing the number of Street Trees would be a welcomed feature to the community. Carrington Street is currently lacking sidewalks, compounded by narrow streets, the addition of sidewalks would greatly benefit the community transportation and safety. The addition of one-way streets on Carrington was discussed and received mixed support: some charrette attendees liked the idea as a form of traffic control, others felt that it would significantly reduce parking and increase traffic. The addition of bike lanes would provide Carrington Street with much needed and safer multi-modal transportation infrastructure to accommodate the high volume of traffic, a potential concern for residents and stakeholders was that the street itself is not wide enough to accommodate the addition of a bike lane, should the street allow for two way traffic. Public Art in the form of murals and ground art was warmly received by the community, as long as it reflected their community and was durable. The need for parking was a largely discussed topic and is a visible problem on Carrington Street, to better manage street parking the idea of parking passes/registration were identified in addition to the nearby churches potentially providing time restricted parking to alleviate the excess parking demand. Similarly to the community's sidewalks, the community crosswalk infrastructure is almost non-existent. Residents felt the addition of raised and handicap accessible crosswalks would make Carrington Street safer, more inclusive, and possibly incorporate the historic cobblestones into pedestrian crossings. The addition of street lighting was fully supported by all attendees, they felt it would go with the neighborhood aesthetic and improve the streets safety while reducing illegal activities. The need for improvements on the streets drainage was identified by the community members, they also discussed the possibility of art covered street drains for aesthetic purposes and eco-drains for environmental and efficiency purposes.



Land Use

Carrington Street is a major thoroughfare due to its connectivity to the rest of the City, it is also in close proximity to nearby public transit. The attendees of the Charrette thought the street would benefit from expanding bus stops and the GRTC ridership opportunities available geographically. There are many development interests as a result of the communities diverse attributes; the number of vacant lots scattered along Carrington Street, the street is a major thoroughfare, and the neighborhoods distinct character. In terms of the relationship between land use and future development, charrette attendees voiced the desire to improve their neighborhood, and to expand the area's opportunities but to also keep the community character intact. This could be accomplished by introducing diverse uses to the area. Attendees thought that using corner space more, with the possibility of special permits would be a more efficient utilization of land. Developers, neighborhood organization members, and community members in attendance promoted the idea of keeping lower density on the western side of Carrington, to focus development on Russel and Carrington, and keeping retail or commerce in the middle of the street near parks. Attendees outlined suggestions for improving the infrastructure of the community, and increasing the safety. Maintaining the already existing low speed limit of the road and the possible addition of roundabouts would provide increased safety for cars, bikes, and pedestrians. Infrastructure improvements to increase handicap accessibility would provide more inclusivity. Alley activation was suggested, this refers to projects that use alleys to create passageways that provide safety, increased visual appeal, and internal connectivity of the neighborhood. Another suggestion was green infrastructure such as permeable pavement, bioswales, and more vegetation to boost the streets visible and environmental health. Anyone who has traveled on Carrington street knows that the street has a somewhat narrow feel, attendees outlined the need for a redesign that accommodates more open space and feel. Redesigning the street grid, the addition of more parks, and underground utilities would provide additional opportunities for residents and visitors to feel less compacted.

Organization and Community

The attendees of the Charrette, not only illustrated the need for community involvement but identified the need for continued community engagement and organizations of community participation. In 2018, 9 letters calling on the city of Richmond for collaboration and improvement to the condition of Carrington Street were written by local developers and organizations including New Visions Civic League, Union Hill Civic Association, and Shiloh Baptist Church and were presented to Cynthia Newbille along with the community survey and potential funding options by the Carrington Corridor Coalition. Presently in 2020, improvements to the street are still needed and the community participation is as important as ever. There is an unspoken sense of community and bonding of people and place here. Attendees would like to see the creation of activities like a community garden and events to discuss neighborhood activity, use of green space, and artwork. To better inform community members of potential events and activities being held for Carrington, Charrette attendees recommended the utilization of social media and neighborhood organizations. Community events could potentially be held at a community center or gym near 20th and 21st. Fostering stronger community engagement and organization of residents would enable the members of the community to cultivate the desired change in their neighborhood and deepen their sense of community.

Parks and Open Spaces

Parks and open spaces are an important part of building and maintaining a healthy vibrant community. The Charrette attendees acknowledged the importance of parks and open spaces for their community. The street currently has multiple open lots, a small sitting area, and triangle lots. Attendees acknowledged the importance of parks and open spaces for their community. They liked the idea of pocket parks, reframing the streets around the triangle lots, and pedestrian areas. The idea of having one main park and several other open spaces with natural beauty such as grass, landscaping, flowers, etc was proposed. Attendees proposed the idea of involving the churches, organizations and residents with community gardens and helping maintain the neighborhood since the City of Richmond has a limited budget. They also wanted to see the opportunity for public-private partnership to maintain green spaces, incentivization of park ownership, maybe even a dog park like the one on 21st and 22nd street, and to keep the existing trees.

Business Development

The Community Charrette highlighted the need for more businesses and economic opportunity along Carrington. While the street is adjacent to businesses such as the Market on 25th, there are no shops or businesses centralized on the actual street itself. When discussing the community's business development, Charrette attendees focused on the type of shops they would like to see, the location of businesses and their potential concerns. The community wants to see the establishment of "neighborhood serving" shops, meaning small businesses that match the character of the community and if possible locally owned. The ideas of locations for these new businesses would include: corners, the intersection of Mosby and Carrington, and mainly concentrated in the mid-point of the street. Potential concerns voiced were businesses' need for parking on an already limited street, to have not too many but not too few stores, and the desire to have no convenience stores.

Architecture

The architectural character of Carrington is reflective of the neighborhood and its residents, comprising a mixture of historic structures, public housing and some newer residential structures. The neighborhood has an Old and Historic district overlay only on the south of the street, maintaining architectural character of the community was a desire from Charrette attendees. With an existing interest in architectural and business development on Carrington, attendees identified that balance between the aesthetic and architecture features within the neighborhood was essential to keeping the community character. To do this, in addition to preserving the historical nature of Carrington, they discussed limited commercial buildings and that housing should fit within the OHD guidelines (two-story working class cottages).

Existing Conditions



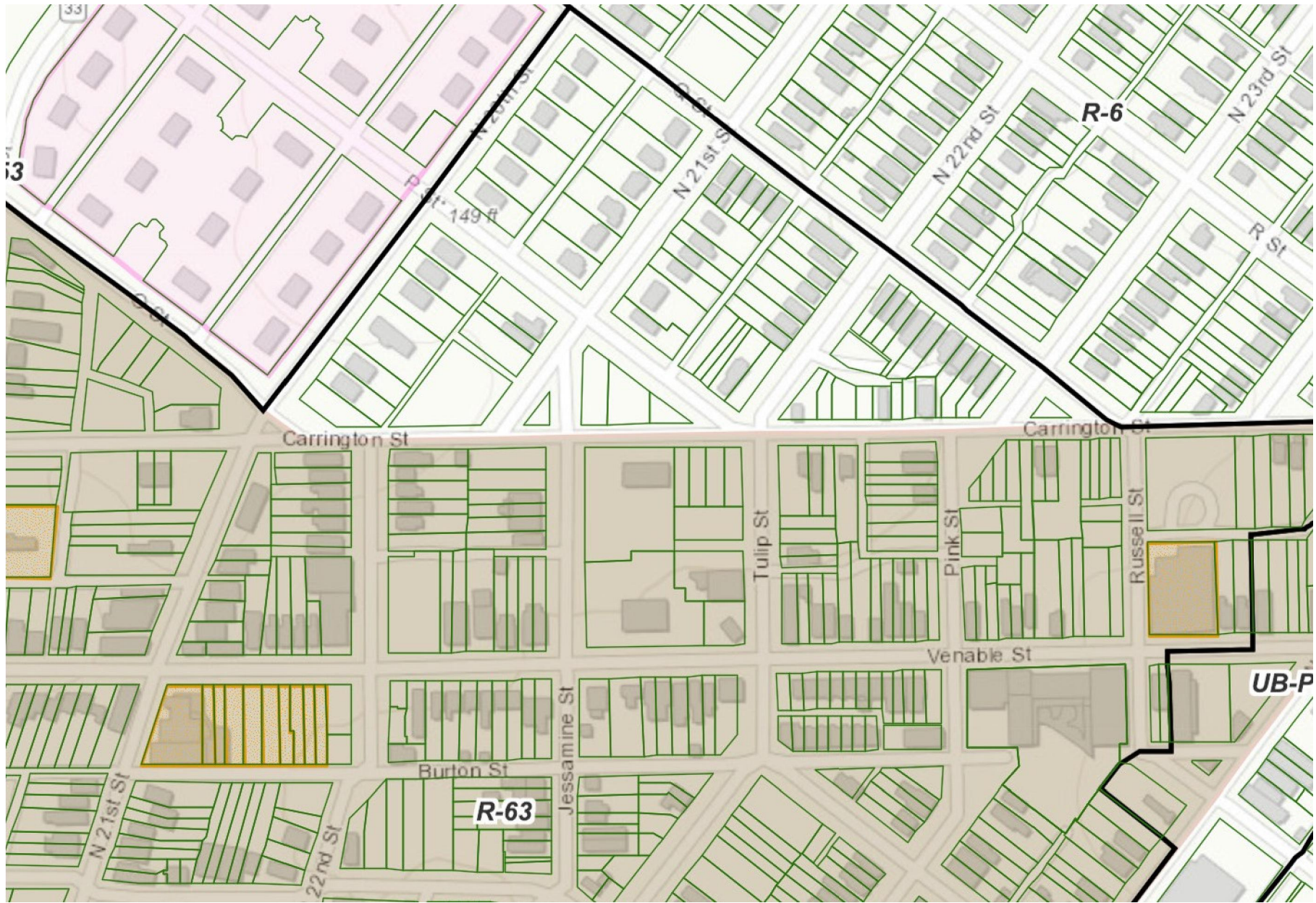
Land Use & Zoning

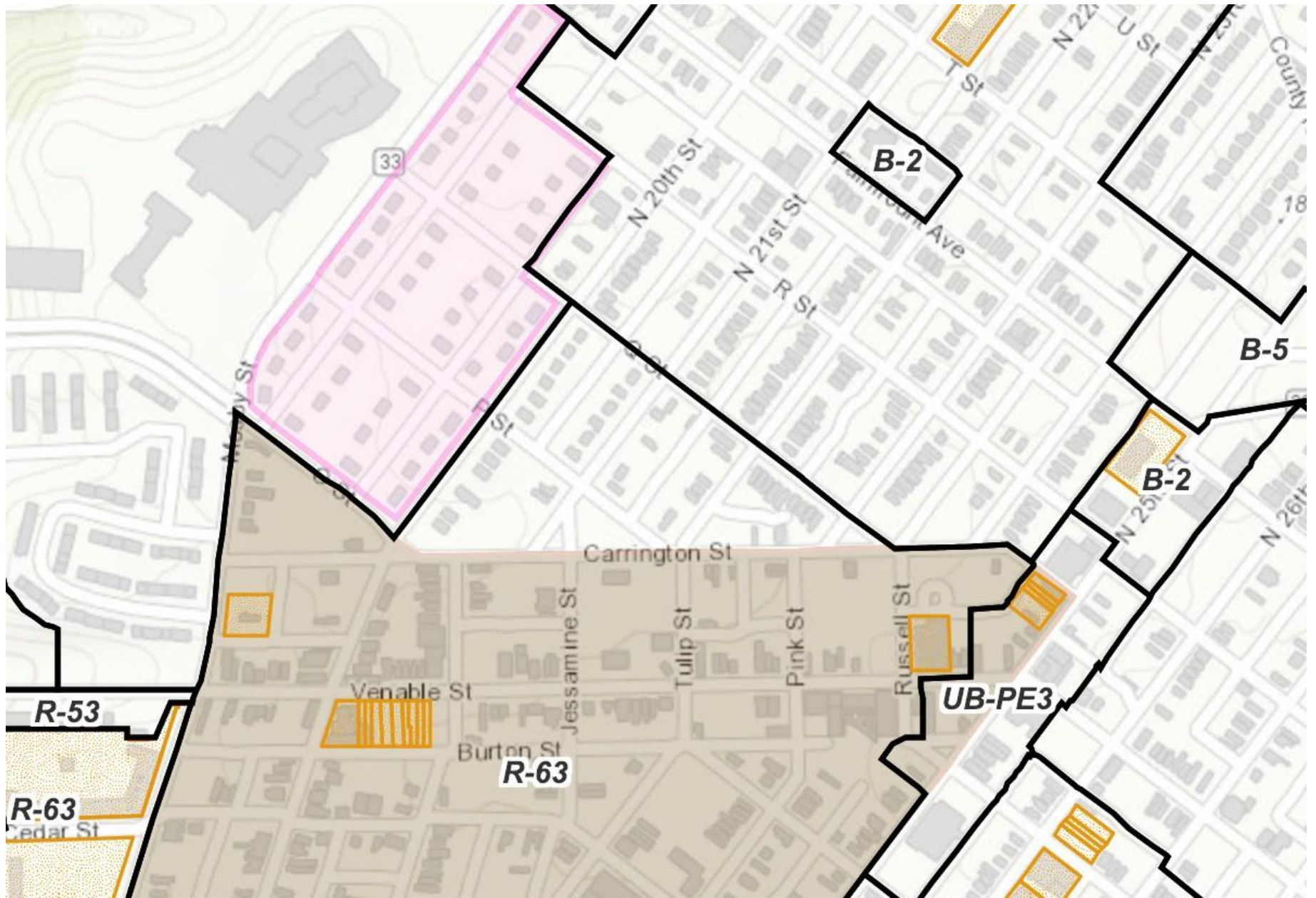
The Carrington Street corridor is located within the R-63 Multifamily Urban Residential District as set forth by the municipal code of the City of Richmond. The intent of the R-63 district is to “encourage development of medium density neighborhoods comprised of a mix of residential uses and to promote a pedestrian oriented urban environment that is primarily residential in character, but that includes limited nonresidential uses that serve many of the day-to-day convenience needs of neighborhood residents and provide opportunities for residents to live and work within the neighborhood.” What sets this district apart from many other residential districts is the ability to increase the density of specific lots by potentially adding an additional floor on corner lots that have a first floor commercial use. This additional floor, plus a waiver of the parking requirements for said commercial uses promotes commercial development more so than traditional residential zoning districts.

South of Carrington Street is the Union Hill City Old and Historic District. This area, while still in the R-63 zoning district, requires that all new construction and renovation be compatible with the historic character of the area. This requires that buildings in the area be reviewed by the Commission for Architectural Review (“CAR”), which, assesses the buildings based on their compatibility with the historic and cultural character of the neighborhood.

The draft Richmond 300 Comprehensive Plan labels the future and use for the Carrington Street Corridor as “Neighborhood Mixed Use.” This is described as a “Cohesive highly-walkable urban neighborhoods that are predominantly residential but have a mix of retail, office, personal service, and institutional uses, which are usually found on major roads and at corner sites.” This designation lends itself to the development of the Carrington Street Corridor in a way that is consistent with the trends and characteristics being sought by current and future residents of the area.

The zoning of the Carrington Street Corridor is an amazing opportunity to re-imagine the area while keeping the historical fabric of the neighborhood intact. It gives the opportunity for new development that is denser than traditional residential areas while also providing for goods and services for local residents. While providing these opportunities, it also limits large-scale commercial or residential development that would fundamentally change the character of a historic part of the City of Richmond.





Goals & Objectives



Our vision for Carrington Street includes a lively, accessible neighborhood that keeps the current character of the area while implementing new amenities and spaces to emphasize the value of the corridor. By fixing the streetscape, welcoming new businesses, creating new homes while preserving the community and developing green spaces Carrington can step into its true potential.



Goal 1 :

Safety & Infrastructure

Improve transportation safety on Carrington Street for pedestrians, automobiles, and cyclists.

Goal 1: Safety & Infrastructure

Objective 1.1: Repair road surface

Existing road surfaces are extremely damaged due to the lack of maintenance on the cobblestone roads, which in turn causes other problems (i.e., standing water) that are detrimental to the neighborhood. It is unanimous amongst community members to keep the cobblestone roads in some way, shape, or form in order to preserve the unique character of the neighborhood. This plan suggests reusing the cobblestones as permeable pavement in a parallel parking lane along the southern edge of Carrington street. These improvements of the existing road surfaces are needed to enhance the safety and character of the area.

Objective 1.2: Add new/improve existing sidewalks along both sides of Carrington Street

Major improvements to existing sidewalks need to be made in order to ensure the safety and wellbeing of all those who visit and live in the area. Currently, existing sidewalk conditions are in need of maintenance and in several locations they are nonexistent. Improved sidewalk conditions, which meet ADA compliance, will allow for increased walkability regardless of ability level and will create a more inviting street.



Goal 1: Safety & Infrastructure

Objective 1.3: Add crosswalks

Another major improvement that needs to be made along Carrington Street is the addition of crosswalks for increased safety. Crosswalks will allow for pedestrians to safely get to and from their destinations, as well as improve connectivity. Repurposing the cobblestone roads to create crosswalks will allow for a textured surface, which will control the speed of traffic and enhance the safety of all those who are on Carrington.

Objective 1.4: Add and improve street signage

Currently, the existing street signage on Carrington is limited and causes confusion for drivers, bicyclists, and pedestrians. To increase safety amongst all modes of transportation, new and improved street signage is needed. Adding street signage to the confusing intersections along Carrington will also allow for improved traffic flow.

Objective 1.5: Alter Traffic Patterns to make Carrington one way street

Carrington Street is utilized as a major thoroughfare because of its connectivity to the rest of the City of Richmond. There are local and collector streets that feed traffic into either side of Carrington. Currently, the street is lacking certain amenities to properly and safely accommodate the current transportation patterns: the street is very narrow, has limited street signage, and has a disorganized traffic pattern. Transforming Carrington Street into a one-way street would greatly improve the safety of people utilizing the street in any form of transportation, allow for the greatest amount of street parking, and improve the efficiency of traffic flow.

Carrington Street: Circulation



Goal 1: Safety & Infrastructure

Objective 1.6: Preserve street parking options along Carrington Street

The parking options on Carrington Street are somewhat limited; there is one private parking lot associated with the Goodwyn at Union Hill apartment complex, however other residents have to rely on the street parking available to them. Maintaining the current street parking along Carrington is essential to residents' transportation and the livability of their community.

Carrington Street: Parking Diagram



Goal 2:

Community

Preserve and strengthen community identity of Carrington Street

Goal 2: Community

Objective 2.1: Solicit ongoing involvement of Carrington Street development with community members.

Going forward, it is important to continue to be in communication with the community members regarding the development of their neighborhood. The community members were invited to participate in the planning process through a survey and charette, where they openly discussed the identified opportunities in the area. Community involvement, where the members of the community are welcome and encouraged to voice their opinion about their own neighborhood is important because they are the experts on the area, and may have a perspective that we cannot see. They are also the ones who will be occupying the space so it is important that it is up to their standards. By reaching out to the community and allowing them to have a voice their community identity can be preserved throughout the development process.



Goal 2: Community

Objective 2.2: Incentivize community serving business development

Currently, there are no businesses throughout Carrington street. On 25st street on one end of the corridor there is a plaza filled with stores, including hair salons, restaurants and more. Around Carrington Street, on Venable street, there are a number of stores and restaurants. If Carrington was to bring in stores and restaurants that fit the wants and needs of the community it could make the Carrington Street Corridor it could make Carrington a more convenient street for those who live there and a destination for those who don't. The stores and restaurants would likely be part of a mixed-use building and would fit in with the build and look of the rest of the neighborhood. The examples below are from Venable Street.

Objective 2.3: Create community space and add public amenities.

By creating public amenities and community spaces the Carrington Corridor can truly have a space to call their own, that serves a wide variety of needs. These amenities and spaces can include parks for children and pets, sidewalks, benches, trash cans and bike racks. The amenities and spaces can create a welcoming community for those who live there and for those who are just passing through.



Goal 3 :

Aesthetic & Streetscape

Improve aesthetic, appeal, and streetscape of Carrington Street

Goal 3: Aesthetic & Streetscape

Objective 3.1: Add street trees

Adding street trees to Carrington Street provides multiple benefits for the neighborhood. Trees can reduce the heat island impact within the neighborhood, creating a better environment for the neighborhood and the city as a whole. The trees also add a welcoming aesthetic and can add a new clean, green look to the street.



Goal 3: Aesthetic & Streetscape

Objective 3.2: Add human scale street lighting

Human scale street lighting can create a safer environment for the people of Carrington Street and their visitors. Without street lights, when it gets dark outside, it can be harder for people to see while driving, and could possibly create a more welcoming environment for local crime. The installation of streetlights would create a safer environment for both cars and pedestrians alike.

Objective 3.3: Add a mix of seating options

Adding seating options throughout Carrington street welcomes residents and visitors to sit and stay a while. Doing this could increase local business, provide a more walkable area for those who can't stay on their feet as long, and create a sense of community for the neighborhood. It can lead to a more welcoming space for families and create a more active neighborhood.

Objective 3.4: Add human scale art and other aesthetic features

Adding art throughout the Carrington Street Corridor can further express the character of the neighborhood, add to its aesthetic and possibly make it a more attractive place for both visitors and businesses. Art and aesthetic features can include statues honoring those who helped make the neighborhood what it is today, colorful benches or street art, and even something as simple as a creative bike rack to add character to any street.

Goal 3: Aesthetic & Streetscape

Objective 3.5: Preserve existing character of architecture while allowing for increased density

The existing character of Carrington Street is what makes it unique and attractive for residents and businesses alike. As Carrington Street continues to develop it is important that the character remains the same and is carried throughout the corridor. One way that the character can be preserved is by ensuring new development flows with the existing neighborhood.

Objective 3.6 : Bury all current above ground utility

Currently, throughout Carrington Street the utilities are all above ground. Although many neighborhoods do have their utilities above ground it takes away from the aesthetic and logistics of the Carrington Street Corridor. The above-ground utilities also take up space and take away from possible sidewalk or parking space. By moving the utilities underground the neighborhood can have a cleaner skyline and more, useful space for the residents and for those passing through.



Goal 4 :

Environment & Green Space

Preserve and enhance green space on Carrington Street

Goal 4: Environment & Green Space

Objective 4.1: Add pocket parks

Pocket parks are a way of preserving green space and creating small natural havens within dense urban landscapes. This plan identifies five areas recommended for pocket parks along Carrington Street. These locations are either city-owned or not currently owned by private investors. Some of the park spaces represent existing green space, while others would be created from traffic pattern modifications recommended in this plan. These parks would create beautiful public areas and a unique identity for Carrington Street. In addition to aesthetic improvements, pocket parks have social, economic, and environmental benefits. These are versatile public spaces that can be used by community members, neighborhood businesses, and visitors. Understanding that funding for preservation and creation of these parks is needed, a suggestion is that these pocket parks are formed in phases. This will utilize capital for multiple improvements in one action. The first phase can be carried out during safety and infrastructure improvements with the creation of the sidewalks forming the borders of the new pocket parks recommended in this plan. In addition, if the street is restored with mostly asphalt, the cobblestone can be repurposed during this phase as the hardscape for the pocket park. The second phase of landscaping and beautifying can be carried out in a later round of funding.

Objective 4.2: Incorporate biophilic landscaping

As of December of 2019, Richmond, Virginia, became the newest member of the Biophilic Cities Network, joining cities like Singapore, Washington D.C., San Francisco, among others around the world. The idea behind the biophilic city movement is to incorporate the natural world into the built environment in ways that benefit both humans and wildlife. The goal of biophilic landscaping in urban areas is not only to create green space but to create regions that promote biodiversity through a network of micro-restorative spaces. These spaces can become a network of oases that nourish wildlife while creating an atmosphere for people that breaks up bustling city life. Examples of biophilic landscaping include tree canopies, native plant gardens, pollinator gardens, living walls, green roofs, and other innovative ways of making nature a part of the city. Carrington Street presents an exciting opportunity to include such planning in its development.

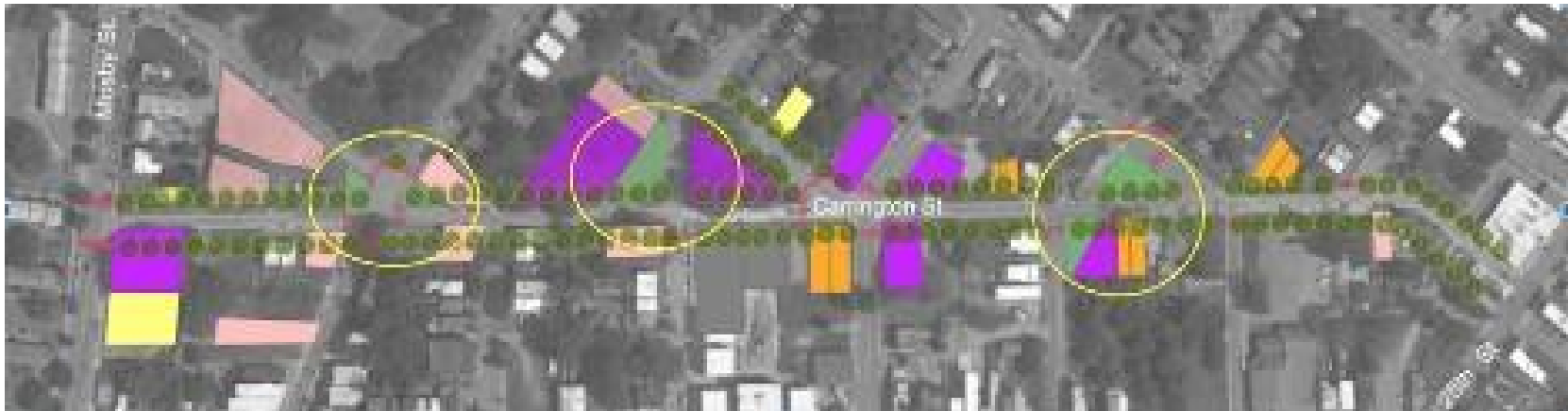
Goal 4: Environment & Green Space

Objective 4.3: Use landscaping techniques to manage stormwater and other environmental issues

Landscaping techniques can manage stormwater impacts that damage streets and sidewalks and cause environmental harm. Richmond, Virginia, has a combined sewer system, and during rain events, the system becomes overwhelmed, causing raw sewage to mix with stormwater, which flows directly into the James Rivers. For example, bioswales, rain gardens, coupled with strategic hardscape installations, can work to channel, slow, and filter stormwater, which can stop puddles from forming and water from flowing directly into the stormwater system. To further minimize environmental impacts, landscape design will include hardy native plants that require little maintenance and fertilizers to thrive.

Objective 4.4: Address heat island issues

In addition to the other benefits mentioned, incorporating more trees and plants into the Carrington street design will reduce the heat island effect that occurs within cities. Trees and landscape design can reduce the amount of heat that is absorbed by buildings and pavement. The summers are getting hotter, and it is vital to think about the urban heat island effect when developing new plans within urban areas. Using natural elements to reduce the temperatures within the city will help reduce cooling costs for residents indoors, and a tree canopy outside will provide residents relief outdoors.



Sketch Example of Park bordered by Carrington and Pink Streets



Sketch Example of Park bordered by Carrington and Jessamine Streets



Conclusion

This plan was prepared in the midst of the COVID-19 pandemic in Spring 2020. We recognize the potential impact this crisis has on the needs of the community, as well as the intended outcomes and possibilities for Carrington Street. While considering the implications of a global health crisis, the class has refocused and highlighted the feedback gathered from the community survey and charette to reflect the environmental needs of the corridor.

Ultimately, we envision a corridor with thriving residents, creative spaces, and green infrastructure that draws residents and visitors alike. Development and investment opportunities are crucial to increased housing and business in the area. Overall, Carrington Street is rich in character and history, which proves to be valuable to the City of Richmond and worthy of development. The future of Carrington Street is bright.

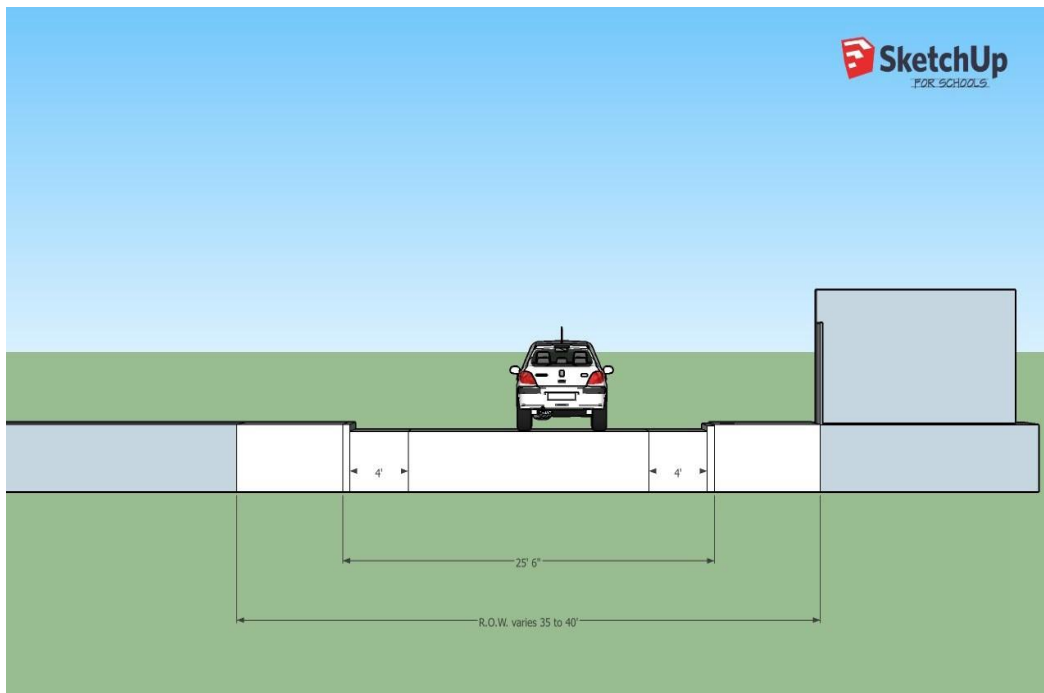
Appendix

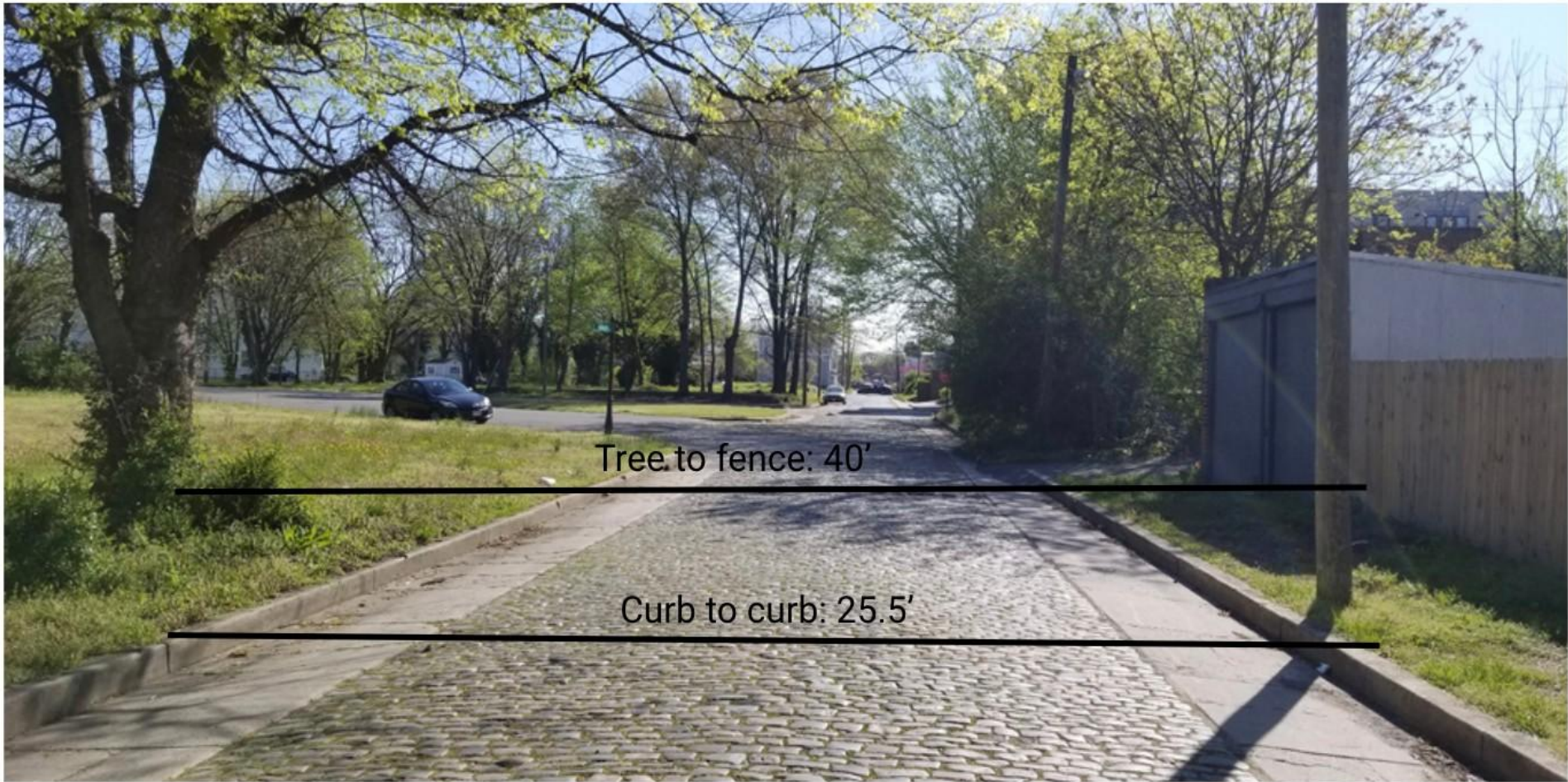
Streetscape Design Concepts

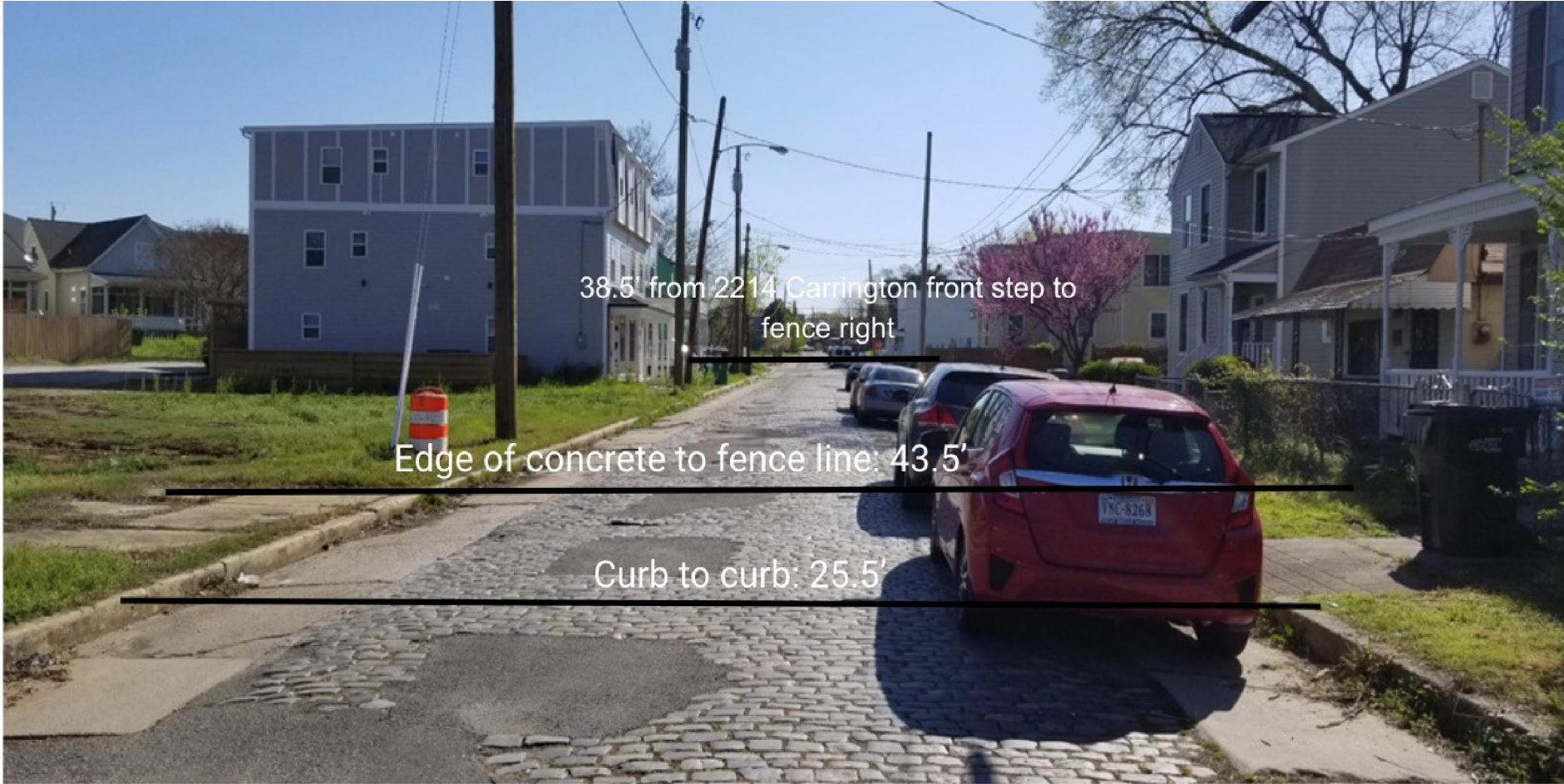


Existing right of way varies 35-40'

Proposed right of way varies 35-40'



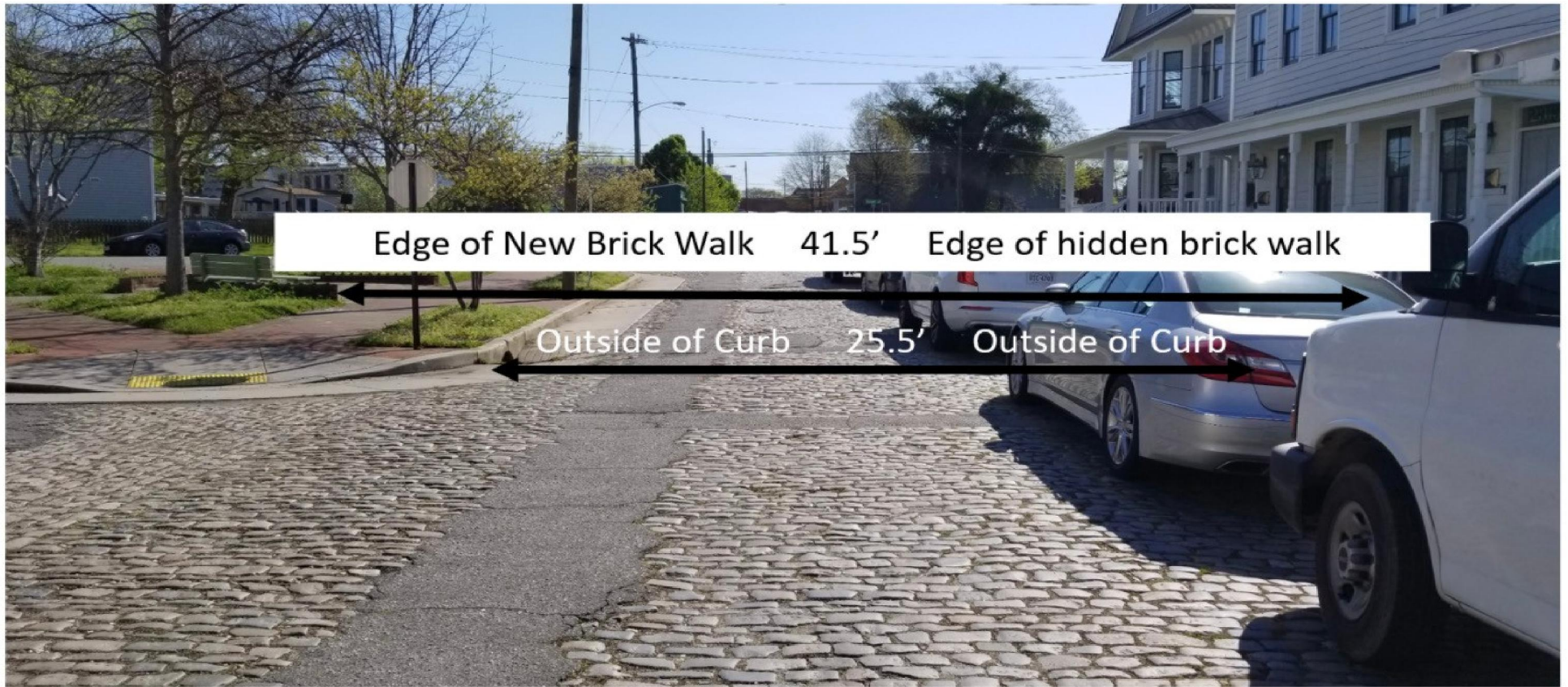




38.5' from 2214 Carrington front step to
fence right

Edge of concrete to fence line: 43.5'

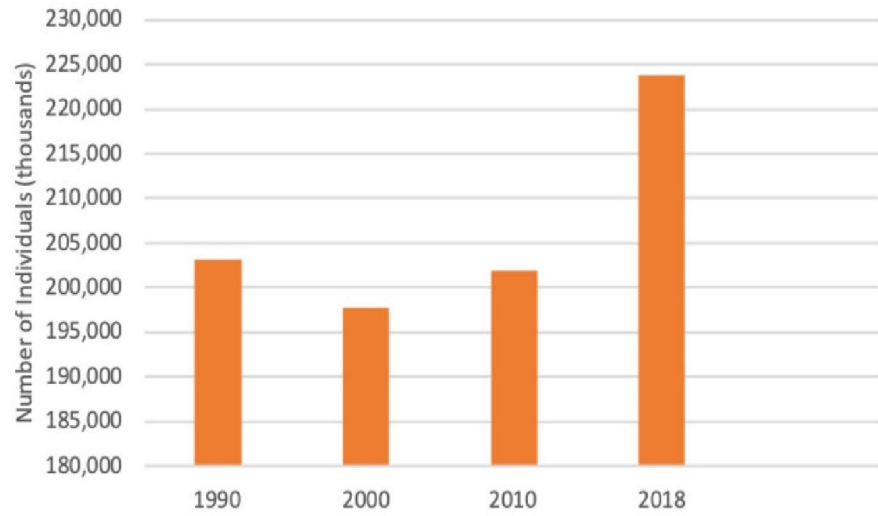
Curb to curb: 25.5'



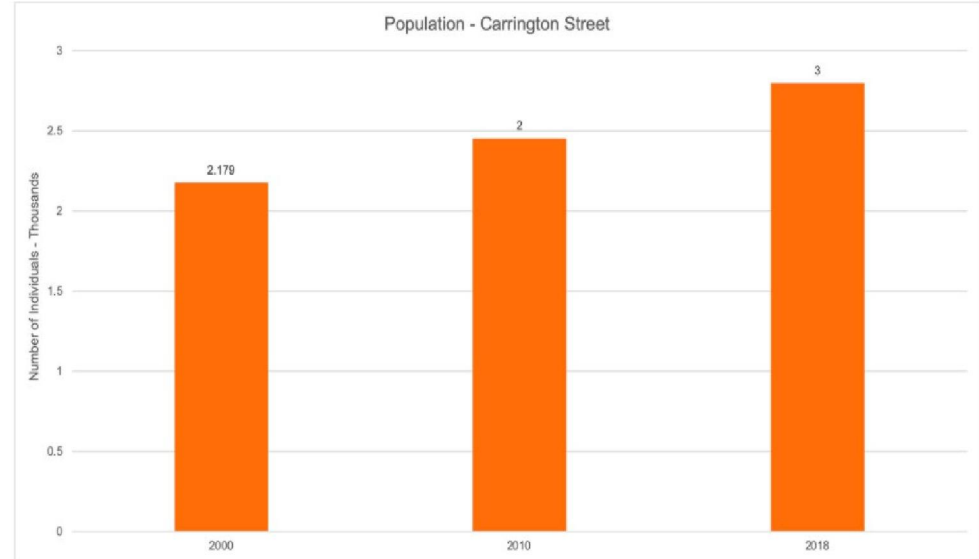
5' New Brick Walk Width on left
5' Tree Well on left side
4' Concrete Guttering on both sides consistent throughout

Demographics

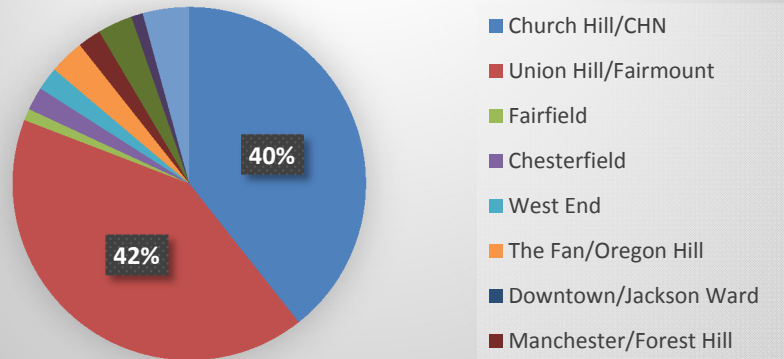
Population - City of Richmond



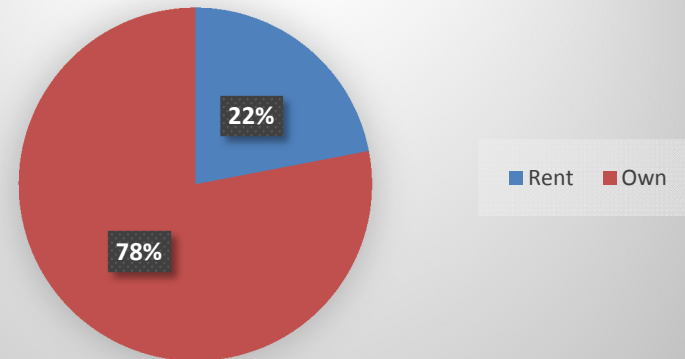
Population - Carrington Street



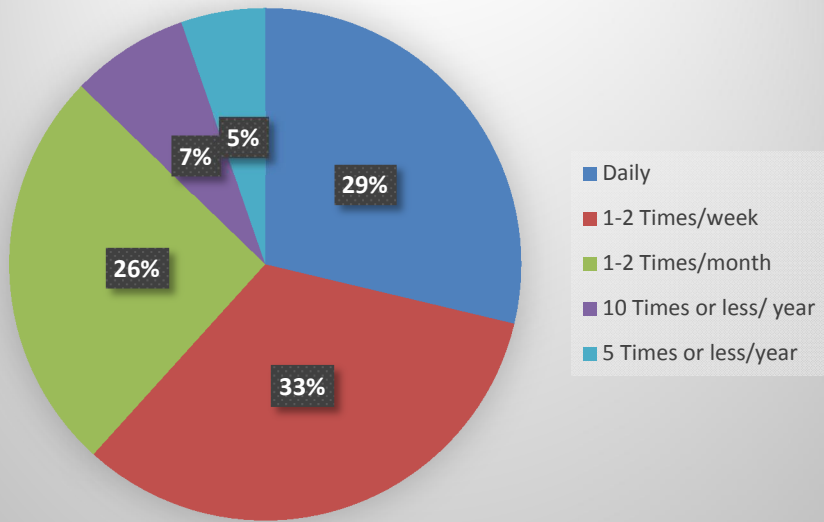
Where do you Live?



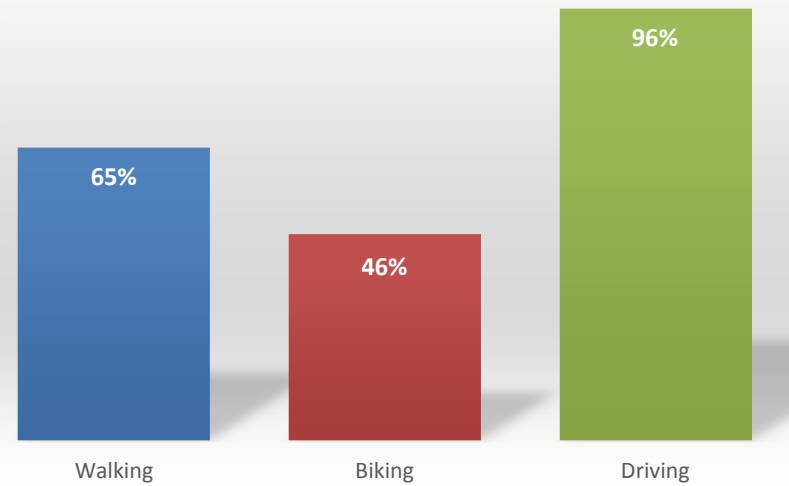
Rent or Own?



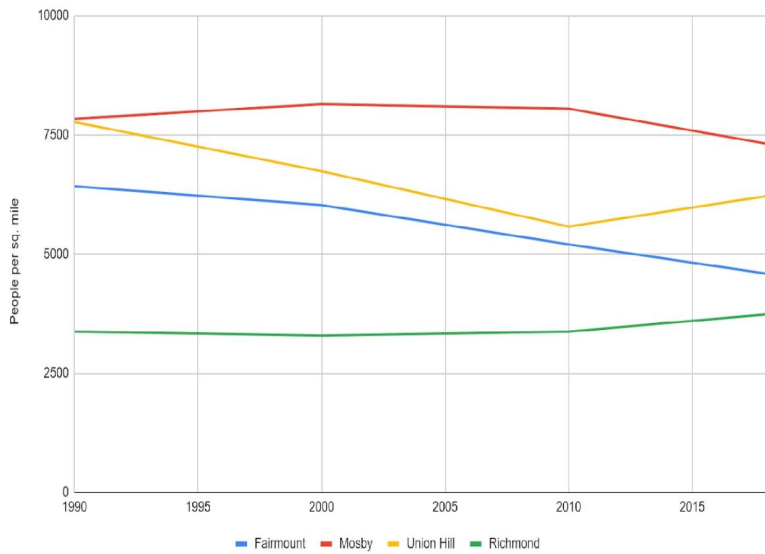
How Often on the Street?



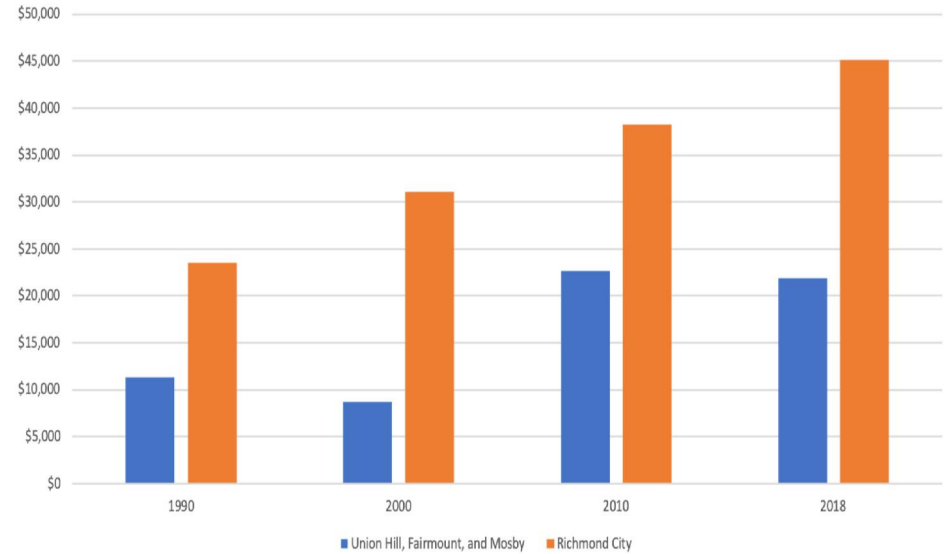
Mode of Transportation on Street



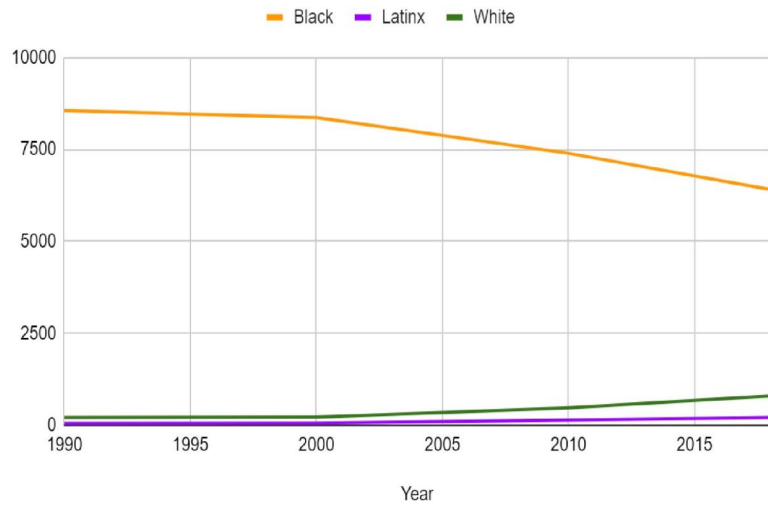
Population Density by Tract



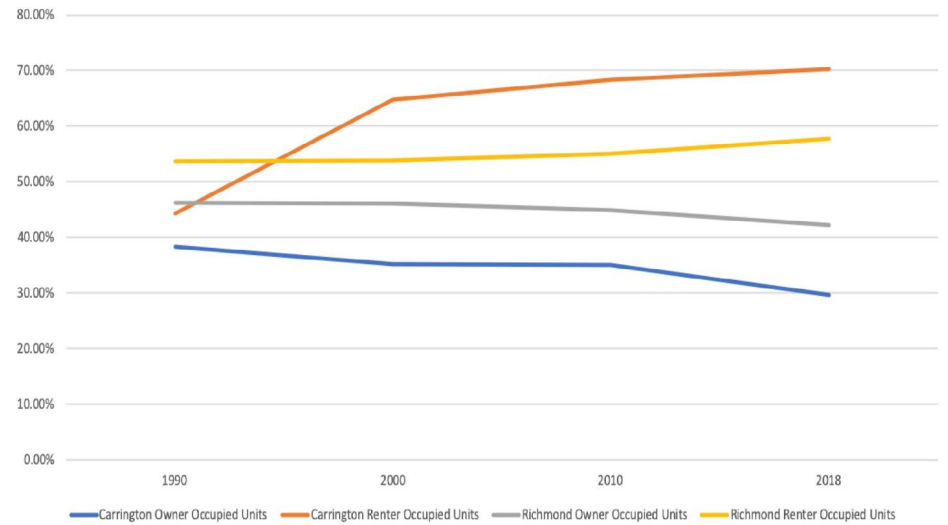
Median Household Income of Carrington Street Neighborhoods, Compared with Richmond



Total Population by Race



Owner Occupied Units Compared With Renter Occupied Units On Carrington Street and Richmond Over Time



References

Unites States Census Bureau

AmericanCommunitySurvey(USCensusData)

Google Streetview

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