park @ Nine Mile

Prepared by Matthew Ucci for Juanita Buster, Principal Planner, Richmond Department of Economic and Community Development
Spring 2013, Masters of Urban and Regional Planning Program
L. Douglas Wilder School of Government and Public Affairs
Virginia Commonwealth University
Table of Contents

A. Park @ Nine Mile Plan Overview .............................................................................................................4
B. Sections:
I. Client .........................................................................................................................................................5
II. Plan Purpose ..............................................................................................................................................6
III. Addressing the Issues ............................................................................................................................8
IV. Plan ..........................................................................................................................................................13

Step 1. Goals for the Plan .............................................................................................................................13
Step 2. Terms of Reference ..........................................................................................................................13
Step 3. Environmental Assessment ............................................................................................................14
Step 4. Consultation .......................................................................................................................................34
Step 5. Analysis and Synthesis ....................................................................................................................37
Step 6. The Plan .............................................................................................................................................44
  - Surrounding Development ..................................................................................................................46
  - Park .........................................................................................................................................................49
Step 7. Implementation ..................................................................................................................................74
Table of Contents Continued

Step 8. Evaluation and Review ...............................................................................................................76

V. In Sum ............................................................................................................................................77

Sources ...............................................................................................................................................78

Appendices .........................................................................................................................................79 - 88
Park @ Nine Mile Plan Overview

The Park @ Nine Mile Plan was created between 2012 and 2013 by Matthew Ucci in order to fulfill the Studio II requirements of VCU’s Masters of Urban and Regional Planning Program. The Plan was created for the Richmond Department of Economic and Community Development Principal Planner, Juanita Buster. The Plan also sought direction from Richmond Councilwoman Cynthia Newbille, and Bon Secours East End Director of Healthy Communities Lynne Washington. Additionally, the Plan was supported by Glave and Holmes Architecture’s Studio II Fellowship.

The Plan began with a review of the East End Charrette results in the form of the Duany, Plater-Zyberk (DPZ) Plan along with current physical neighborhood analysis, and a review of other neighborhood plans. Upon this review, it was determined that a large portion of the 25th Street – Nine Mile Road Corridor lacks appropriate access to park space. The plan recommends park location and park design in order to best address community strengths, weaknesses, opportunities, and threats within the changing neighborhood of North Church Hill.

The Plan’s design was determined through an effort to maximize visibility and traffic through the site in order to provide the safest possible layout of the park. Crime Prevention through Environmental Design (CPTED) standards are implemented throughout the design of the park. The park design compliments the Bon Secours expansion, the potential civic center development, and can also stand alone as a neighborhood amenity.
I. Client

This Nine Mile Road Park Development Plan was requested by Juanita Buster of the Richmond Department of Community and Economic Development. The plan also fulfills the requirements of the Master of Urban & Regional Planning program in the L. Douglas Wilder School of Government and Public Affairs at VCU. The primary client for the plan is Principal Planner Juanita Buster of the Richmond Department of Economic and Community Development (RDECD). According to the department’s website: “The Department of Economic & Community Development was formed in the fall of 2009 through the Mayor’s consolidation of the City’s Real Estate Services, Economic Development, Workforce Development and Housing and Neighborhood functions in order to create a more robust department. This merge has enabled the City to leverage its real property assets and federal fund resources to attract and develop more commercial enterprises, to better assist local ventures and to increase job growth and business development within the City’s commercial corridors.” Juanita Buster represents the RDECD and is in the appropriate position to implement the project, and manage upkeep required. In line with the goals of the RDECD, the Nine Mile Road Park Development Plan seeks to develop investment along the corridor and promote community development through the creation of useful and beneficial public space.
II. Plan Purpose

In 2010 Bon Secours Hospitals, The Richmond Redevelopment and Housing Authority, and the City of Richmond partnered to sponsor the East End Charrette, which brought together community members, community leaders, and design professionals from Duany Plater-Zyberk (DPZ) to create a vision of future growth in the community, specifically along the 25th Street – Nine Mile Road corridor. The charrette session resulted in the accumulation of large amounts of citizen input data, as well as basic guidelines for improvements along the corridor. Most of the proposed development along the corridor is in line with the City of Richmond’s 2008 Master Plan land use zoning changes. (See appendix A) Almost two years have passed since the charrette, and little progress has been made regarding public space improvements. Additionally, several areas along the corridor can be considered ‘park deserts’, as there is no park located within a standard walking distance of ¼ mile. Juanita Buster of the Richmond Department of Economic and Community Development (RDECD) and 7th district residents agree that it is time for an implementable public park space plan for this park desert.

As evidenced by the East End Charrette, the residents of Richmond’s East End are concerned with dilapidated structures lining the corridor, the lack of pedestrian traffic, the slow pace of business development along the corridor, the lack of pleasant streetscape elements along much of the corridor, and a lack of access to park space in areas of the neighborhood. (See Appendix B) These concerns also tie in to both real and perceived crime threats along the corridor, which further hinder the corridor’s ability to attract pedestrian traffic, business development, and investments in renovation and/or reuse of the dilapidated structures. Additionally, maintenance costs for upkeep for formerly approved streetscape improvement plans have increased greatly. The RDECD wants to see these issues addressed in a manner consistent with the proposals from the East End Charrette as well as current community needs. Additionally, the Richmond Redevelopment and Housing Authority (RRHA) has secured several lots and dilapidated structures at critical node points along the corridor since the East End Charrette, a crucial first step in the process of redevelopment. An important next step is creating an informed plan for the development of public and park spaces at node locations most lacking access to these amenities, which is the primary purpose of the Nine Mile Road Park Development Plan. The Nine Mile Road Park Development Plan (aims to use the results of the East End Charrette to develop much needed park space in the area most in need. The East End Charrette resulted in the identification of six intersections / points of interest along the corridor. (See appendix F) Of these locations, the intersections of 27th Street and Nine Mile Road, and 28th Street and Nine Mile Road stand out as the center of the only ‘park desert’ along the corridor. The Nine Mile Park Plan will focus its efforts on this most critical location along the corridor.
The plan will work to encourage both active and passive activity at this node location and will also focus on the streetscape as a type of park space. If the lack of park space centered on this locale is to be viewed as a major weakness of this location, it is fair to view the Bon Secours Community Hospital at this location as a major strength and opportunity. Bon Secours has expressed interest in seeing a park be developed in the area to benefit its patients in their healing process. The final product of this plan can be viewed as a defining feature of the community or, at absolute least, as nearby park spaces for area residents, hospital patients and visitors. T. Linking the park to the greater city, while at the same time developing and maintaining a useful and peaceful urban respite will be at the heart of the plan’s implementation recommendations.

III. Addressing the Issues
A. Theories in Planning

1. Planning for Recreation and Parks Facilities’ Eight Step Method

   The eight steps and their applications are as follows:

   Step 1 – Goals for the Plan
   to develop an informed plan for park and green space development in the study area.

   Step 2 – Terms of Reference
   plan developed jointly for the City of Richmond and Bon Secours Hospitals.

   Step 3 – Environmental Assessment
   Tllen of data collection pertaining to the park’s development.

   Step 4 – Consultation
   Meet with stakeholders to account for interests in the park’s development.

   Step 5 – Analysis and Synthesis
   set priorities for the park’s design and programming.

   Step 6 – The Plan
   Final report of data collected and recommended design and programming.

   Step 7 – Implementation
   Develop a schedule with stakeholder responsibilities in order to make the plan happen.

   Step 8 – Evaluation and Review
   Determination of the degree of success of the project.

2. Main Street Four Point Approach

   The National Trust for Historic Preservation developed the Main Street Four Point Approach as a roadmap for successful community revitalization. The four points are: Organization, Promotion, Design, and Economic Restructuring (Business Development). This approach will be used secondarily to the Eight Step Method, but the four point approach will be considered primarily regarding the design and promotion points. Many of the Business Development aspects of the 25th-
Nine Mile Corridor Plan have been addressed through implemented plans such as the Enterprise Zone Program, Commercial Area Revitalization Effort Areas (CARE), Community Development Block Grant Funding (CDBG), and State and Federal historic rehabilitation tax credits. *(See appendices C and D)* Organization will be addressed throughout the plan, particularly regarding implementation matrix development. The Design portion will be addressed in the project in order to establish a cohesive community identity that recognizes the strengths and weaknesses of critical nodes; as such the project will seek to attract future investment in the corridor. The plan will promote the area as a destination, not just for local residents, but for visitors to, interact with and use the spaces. By focusing nodal activities on interaction, the plan will create a unique destination in the greater Richmond area.

By considering current business development implementations along the corridor, the plan will create a design which will further encourage potential growth and investment. Attracting local residents, visitors, and future residents to the implementations is of the utmost importance for its long term success. The four points do not operate independently, and must be considered with equal weight in the revitalization efforts for the corridor. The 25th-Nine Mile Corridor Plan will address the design point in order to complement existing business development plans and within the same generalized framework of community organization. These three points will then allow for promotion of the corridor as a revitalized and investment-worthy area within Richmond.

3. **City Form as discussed in Kevin Lynch’s *The Image of the City.***

Kevin Lynch describes paths as “potential lines of movement through the urban complex” and as “the most potent means by which the whole can be ordered”. He goes on to describe character as providing continuity to the path. When applied to the 25th-Nine Mile corridor and its nodes, this suggests a certain design aesthetic or character must exist in all of the nodes to provide directionality and consistency along the route, with differentiated positions to provide a sense of location along the path. At first glimpse, these suggestions appear to be counter intuitive, but in reality are quite compatible with one another. There must exist a certain degree of commonality (be it similar materials, designs, or colors) but at the same time there must exist differences in order to differentiate the positions along the path. A good local example of this premise is Monument Avenue, which features statues of similar material and color, but of different design, thus providing characteristics unique to each statue. Rather than referring to a street or an intersection, one can use the statue to define a location. For the 25th-Nine Mile Corridor Plan, this premise will be important in determining individual node designs, and
the node locations along the corridor. By creating unique, but similar landmarks along the path of travel, the neighborhood’s character can be further developed and a continuity of the corridor can be created.

B. Relevant Plans

1. Redevelopment Plan for Fairmount Avenue, 25th Street and Nine Mile Road and Surrounding Neighborhoods; Marilynn McAteer (VCU Studio II), May 2008

The plan is a place-making endeavor, focused on the intersection of 25th Street and Nine Mile Road. The plan proposes land use suggestions as determined through a market analysis of the area. The plan provides important insight into the key intersection of 25th Street and Nine Mile Road; an intersection that will act as one of the primary nodes in the 25th-Nine Mile Corridor Plan. While the primary focus of the 25th-Nine Mile Corridor Plan is streetscape development in an urban design context, market factors as demonstrated in this plan, must be considered in determining appropriate streetscape design.

2. Jefferson Davis Highway Corridor Revitalization Plan; Studio I Class (VCU), May 2010

The plan hits on many topics that the 25th-Nine Mile Corridor Plan aims to address including: blight, lack of business development, real and perceived crime, and furthered development of neighborhood identity and pride. Streetscape design in this plan is generalized as creating an aesthetically pleasing atmosphere. The 25th-Nine Mile Corridor Plan will seek to apply a SWOT analysis, similar to that offered in this plan, to determine appropriate streetscape improvements and corridor node locations. The plan’s objective 1.1, 2.1, and 2.3 are especially relevant to the 25th-Nine Mile Corridor Plan. Objective 1.1 addresses parks and public space to encourage development, objective 2.1 centers on the development of a beautification plan, and objective 2.3 focuses on the ‘gateway’ element to identify the corridor. These three elements (parks and public space, beautification, and identity) will be central to the goals of the 25th-Nine Mile Corridor Plan.

3. Robinson Street Plan; Mark Hill (VCU Studio II), May 2012

The plan revolves around the implementation of the Main Street Four Point approach with an emphasis on the ‘Design’ point. The four points are: Design, Organization, Business Development, and Promotion. The 25th-Nine Mile Road Plan will address all four points, but will focus primarily on the ‘Design’, ‘Promotion’, and ‘Organization’ points. The theoretical framework of the Robinson Street Plan is very consistent with that of the 25th-Nine Mile Corridor Plan. Both plans will rely
heavily on rational and collaborative theoretical models. The 25th-Nine Mile Plan will also involve aspects of the incremental approach, particularly with regards to implementation.

C. Precedent Projects

1. Columbia Heights Plaza, Washington, DC
   In 2008 the project began at a major intersection in the Columbia Heights neighborhood, Washington, DC, where 14th Street NW intersects Kenyon Street. The intersection is located about a block away from the nearest Metro station and is heavily travelled by cars, pedestrians, and cyclists alike. The plaza creates an activity center north of the Metro station at a central point in the neighborhood. The plaza contains low walls for sitting, a fountain/splash pad, some green space, solar powered lighting, and an interesting tile design that is focused on materiality. The main plaza is bounded by a smaller plaza to the south and the connecting sidewalks along 14th Street echo the design considerations of both plazas. The design successfully creates a cohesive streetscape through the neighborhood. Many of the design principles utilized in the development of the plaza follow a Crime Prevention through Environmental Design (CPTED) approach. Crime and vandalism were a concern in the Columbia Heights neighborhood, just as they are in the North Church Hill neighborhood and the use of CPTED principles, such as lighting, maintenance of lines of sight, and low walls, as well as the programming consideration given to this project, will play an important role in the development of the Nine Mile Road Park Plan.

2. Yards Park, Washington, DC
   Yards Park was completed in 2012 along the quickly developing Anacostia Riverfront. The park contains areas for several different programming uses including a dog park, usable water feature, shade patch, and gathering spaces. CPTED features prominently in the design of the park, and at any given place within the park there are clear lines of sight to the other side of the park. Retail development is actively encouraged in certain areas within the park to develop additional programming. The park is maintained by the Capitol Riverfront Business Improvement District. This park will provide insights into the development of a park in an urban setting that has had issues with crime.

3. Lombardy Park, Richmond, VA
Lombardy Park occupies a triangular plot of land bounded by Lombardy Street, Park Avenue and Hanover Avenue in Richmond’s Fan District. The park is programmed primarily towards families and children and consists of a playground, some light gardens, and benches. The park is largely successful because of the ability of surrounding development to view the entire park. Although the surrounding development is primarily residential, most of the houses have elevated front porches that overlook the park, keeping eyes on the park from all three sides at any given time. Lombardy Park will be used to get ideas of scale and success of an urban park in a primarily residential area.

4. **Virginia Museum of Fine Arts Sculpture Garden, Richmond, VA**
   The Virginia Museum of Fine Arts’ (VMFA) sculpture garden was completed in 2011. The Sculpture Garden covers a 600 car parking garage. The Garden is a sloping feature that presents a clear sense of ownership, as it is entirely bounded by the campus of the VMFA. The sloping nature of the park maintains clear sight lines with the well-windowed Museum building. Considerations will be made to this park in the Nine Mile Road Park Plan in terms of its proven ability to accommodate site specific layout properties. The creation of a park above a parking garage in such a seamless, unobtrusive fashion provides great insight in the development of the Nine Mile Road Park Plan.

5. **Palace Green, Williamsburg, VA**
   The Palace Green in Williamsburg, VA was laid out in 1699 under order of Governor Francis Nicholson by surveyor Theodorick Bland. The park acts as an axis through the town layout with its focal point being the Governor’s Palace, a symbol of authority and the government at the time. The park is bounded on its remaining three sides by residential streets and the busy Duke of Gloucester Street. The park is no more than 100 feet wide to allow clear sight lines across in its shortest proportion. The length of the park maintains sightlines between the Palace and the Duke of Gloucester Street. An early example of park design, the methodology behind its layout is important in determining scale, diversity of programming, and observational ability for the Nine Mile Road Park Plan.
IV. Plan

*Planning for Recreation and Parks Facilities* - Eight Step Approach

**Step 1 – Goals for the Plan**

The goals of the Park@ Nine Mile Plan are as follows:

1. Promote good surrounding development
2. Create a vision for a park in area of need
3. Engage stakeholders in process
4. Design a plan for project implementation

**Step 2 – Terms of Reference**

The plan is developed primarily for the City of Richmond and secondarily for Bon Secours Hospitals. The study area refers to the swath of park desert surrounding the Bon Secours Community Hospital as see in Appendix B. Site locations are locations within the study area that are conducive towards the development of a park in terms of access, visibility, and agreement with developmental plans. This step also includes developing criteria for which park locations will be judged for suitability: location, ability to contain programming elements, space, surrounding development potential, and safety potential.

**Step 3 – Environmental Assessment**

This section includes data that is collected and pertinent to the park’s development. This includes, history and background of study area, analysis of current conditions, demographic data, analysis of plans affecting the area, urban design research, and park design research.
- **Demographic Overview**

Demographic data collected from the U.S. Census and American Community Survey will be used to determine the ethnic, economic, social, and age characteristics of the study area. This will help in determining programming the community is likely to seek in a park space. Demographic factors will be mapped using GIS in order to assist in visualization of the study area. This section will detail the populations living in the area in an effort to determine how they can best access and enjoy park space.

- **Trend Analysis**

By comparing past and current demographic information, trends will emerge that can shed light on long term changes in population that may be occurring in the study area. These changes will also supply valuable information when determining appropriate park programming.

- **Analysis of Current Conditions**

The first phase of the project will include surveying and inventorying existing conditions along the corridor. An understanding of the current state of public and park spaces along the corridor will further inform project goals and establish a ‘starting point’ of sorts. Direct observation will be the primary mode of documenting current conditions, particularly those at node locations. Land use, crime rate, and current demographic information can be accessed through the City of Richmond’s Planning Department, Richmond Police Department, and US Census and American Community Survey data, respectively.

- **History and Background of Project Area**

This phase involves researching the social economic and physical history of the area. A solid understanding of the area’s historical background will shed light on both internal and external developmental trends that affect the location. Different
developmental trends also exist along the 25th Street – Nine Mile corridor itself. These trends will be analyzed to inform the project moving forward.

- **Urban Design and Park Design Research**

Determining design standards that fit into the aesthetic and character of the study area will be important in designing a park as a part of the community. Many issues can be addressed through design and this step will assist in determining methodologies that are best applied to the study area. Park design research will focus around analysis of successful parks in similar locales and demographic climates.
1. Demographic Overview

Census data collected in 2010 indicates the project area’s population is predominantly African American, of lower income levels than the averages for the City of Richmond, and is aging. Most of the area’s population is focused in census tract 202, which includes the Creighton Court Public Housing Development. The project area contains parts of census tract 204, a high
growth area in the City of Richmond between 2000 and 2010. Current family-oriented housing development projects in the study area suggest more families and children will be moving to the area in coming years.

2. Trend Analysis

Population in the project area has decreased in the latest census period. This may reflect flight to neighboring counties to find a safer environment and better public schools. Crime continues to be a problem in the area. Yet, despite overall population decreases between 2000 and 2010, the project area has experienced an influx of people identifying as White moving into the neighborhood. Additionally, larger numbers of younger individuals have moved to the area since 2000. Some of the population influx can be attributed to the continuing efforts of the RRHA to purchase dilapidated properties and clear blight from the neighborhood.
3. Current Conditions

The work of the RRHA and other housing development efforts has resulted in scattered vacant parcels throughout the project area. The locale needs sidewalk development and upgrading in order to establish a complete pedestrian grid. Block sizes, building scale, and a strong commercial and residential land use mix present a great starting point for this continuing sidewalk development project. From a policy standpoint, the 25th Street Corridor is laden with economic development incentives. The corridor is eligible for Commercial Area Redevelopment Effort incentives, Enterprise Zone incentives, and Community Development Block Grant Funding. The entire study area is eligible for Enterprise Zone incentives and Community Development Block Grant funding. The largest landowner in the study area is the RRHA, and the largest private landowner is Bon Secours Hospitals.
Bon Secours Hospitals runs a facility located on Nine Mile Road between 27th and 28th Streets, and is interested in expanding. The expansion will occur westward initially and future expansion will occur east of the current hospital location. Commercial land use areas are largely relegated to those parcels lining 25th Street and Nine Mile Road. The area is services by two GRTC Bus Routes: 7 – Seven Pines and 45 – Jefferson. These routes connect the area to Downtown Richmond and Eastern Henrico County. The City of Richmond is currently developing a Creighton Court Plan for the Eastern end of the 25th Street – Nine Mile Road Corridor and a Civic Center Development for the major intersection of 25th Street and Nine Mile Road. Crime is a persistent issue throughout the study area. Park Space is generally accessible for the Southern and Eastern ends of the 25th Street – Nine Mile Road Corridor, but there is a lack of park space accessibility just East of the intersection of 25th Street and
Nine Mile Road. Currently there is a project underway to bury utility lines in the vicinity of the 25th Street and Nine Mile Road intersection and to construct a roundabout.

4. **Neighborhood Circulation**

   **Sidewalk Conditions**
25th Street and Nine Mile Road are the most heavily trafficked roadways in the corridor in terms of automobile traffic. Nine Mile Road becomes increasingly automobile-friendly as it moves eastward, and the 25th Street Corridor is relatively pedestrian-friendly. Nine Mile Road presents some difficult situations for pedestrians to navigate, with a narrow three foot sidewalk along most of it that at times is less than one foot away from the automobile roadway. Larger easements between the roadway and sidewalks and widened sidewalks would greatly help pedestrians navigating the corridor. Sidewalk conditions on feeder streets within the study area are relatively poor, although recent efforts have been taken to repair sidewalks and construct new ones. Painted bike lanes on routes that would eventually cross the Leigh Street Bridge to Downtown Richmond are also being considered.

5. **Crime Prevention through Environmental Design (CPTED)**

![CPTED Diagram](image)

*Source: Moffat (1983, p. 23)*

Law enforcement champions CPTED as a means to deter crime through constructing spaces not conducive towards committing crime. This concept centers on the premise that fewer crimes happen in well-lighted, public spaces that can be
seen from multiple angles or places where other people are. Techniques can be as simple as adding lighting, limbing trees to above pedestrian height, making sure that windows face the space, or adding cameras in potential hiding locations. CPTED design has four basic elements: Natural Surveillance, Natural Access Control, Territorial Reinforcement, and Maintenance. Natural Surveillance refers to allowing the area to be seen. This includes making sure areas are well-lighted, surrounding buildings have windows facing the area, and landscaping designs do not interfere with users’ sight lines. Natural Access Control relates to the differentiation of public and private space in creating paths of movement throughout public spaces. Limiting points of entry and exit to a space creates an order to the use of the space. Landscaping can be used to promote paths of movement throughout a space. Territorial Reinforcement suggests that the space must be seen as attractive and held in high esteem in order to discourage criminal uses. If an area is cared for, people generally believe that someone, or a group, is watching over it. Maintenance builds upon the previous three points to ensure that the created crime prevention systems are both working, and kept up properly.

6. Case Studies

Several successful park spaces have been visited and analyzed in conjunction with Nine Mile Road Park Plan. The park spaces have been looked at in terms of usages, programing, design, safety and maintenance.
- Columbia Heights Plaza, Washington, D.C.
1. Use: Public Plaza
2. Programming: Farmers Market, Concerts, Splash Pad
3. Design: Bounded by a mix of uses and trafficked streets
Columbia Heights Plaza
- **Yards Park, Washington, D.C.**
  1. Use: Public Park
  2. Programming: Active and passive opportunities, Retail within park, farmers market
  3. Design: Large Apartment buildings and offices surround three sides, bounded by the river on the fourth side
  4. Safety & Maintenance: Eyes on the park, clear site lines, Capitol Riverfront Business Improvement District
Yards Park
- Lombardy Park, Richmond, VA
  1. Use: Public Park
  2. Programming: Playground, passive opportunities
  3. Design: 2.5 – 3.5 story houses surround all three sides. Porches face onto park. Low brick wall around park
  4. Safety & Maintenance: Eyes on the park, clear site lines, sense of ownership
Lombardy Park

http://mapofplay.kaboom.org/places/103144-lombardy-park
- Virginia Museum of Fine Arts Sculpture Garden, Richmond, VA
  1. Use: Sculpture Garden – Semi Public
  2. Programming: Sculpture garden, event space, covers parking deck
  3. Design: Upward sloping, allowing clear lines of site to VMFA windows, Path of movement
  4. Safety & Maintenance: Eyes on the park, clear site lines, clear sense of ownership
VMFA Sculpture Garden
- Palace Green, Williamsburg, VA

1. Use: Public Park
2. Programming: Active and passive opportunities, event and gathering space
3. Design: bounded by busy street and houses
4. Safety & Maintenance: Eyes on the park, clear site lines, sense of ownership, Colonial Williamsburg Foundation and City of Williamsburg
Palace Green
Step 4 – Consultation

Meetings with stakeholders to account for interests in the park’s development.

Stakeholder and Community Engagement

The DPZ Plan represents the accumulation of vast amounts of community feedback, collected during the East End Charrette process. By using the DPZ Plan as a starting point, we can ensure that the six identified nodes along the corridor were determined after community and stakeholder collaboration. Community engagement in the project will be primarily utilized when determining appropriate programming for the park locations. To this end, community involvement will be required for qualitative analysis in determining the community’s greatest benefits from park space and streetscape development. Making sure of community input in the plan process will help to ensure the project will be endorsed.

In determining final park locations and designs, community and stakeholder feedback will be used to find the most acceptable implementations. The designs will most likely differ for each location, but feedback will be incorporated into the final design. To solicit feedback, the project will rely upon already established community civic associations. These groups cover the majority of the project area and have regularly scheduled meetings where community members can add their thoughts on desired park and streetscape improvements. (See appendix E)

1. Richmond Department of Economic and Community Development (RDECD) – Meetings with RDECD principal planner, Juanita Buster, have focused on the current and future developmental undertakings affecting the study area. The RDECD would like to see a park developed to meet growing neighborhood demand, provide an active outdoor space to encourage residents to walk within the neighborhood, provide a safe place for youths to get outside, to increase the curb appeal of the neighborhood, and to attract investment in the area.

2. Bon Secours – Meetings with Bon Secours East End Director of Healthy Communities, Lynne Washington, centered on the growth plans of the hospital and its current and desired connections with the community. Bon Secours would like to see a
park developed in the vicinity for several different reasons. Green space is lacking around the hospital, and it is important for the hospital patients to have access to safe and accessible outdoor space to assist them in their healing process. Hospital employees are increasingly moving to the area through Bon Secours initiatives such as the Model Block Program and the Flags, Fences, and Mailboxes Initiative. Bon Secours views the park space as an additional draw to the neighborhood for those employees with families. Bon Secours also seeks to increase its profile within the community and views a park as a great opportunity to create a place that further links the hospital to the neighborhood. Lastly, a park is a great opportunity for Bon Secours to build upon its mission to provide care to those in need and promote healthy lifestyles.

3. **Community** – The community is represented by several civic associations as well as City Councilwoman Cynthia Newbille. The community provided much feedback during the East End Charrette held in 2010, which was incorporated into the Duany, Plater-Zyberk (DPZ) Plan showcasing a vision for the neighborhood. The DPZ Plan shows that the community is interested in increasing the density of development along 25th Street and Nine Mile Road, developing plazas and parks at locations along the corridor, and improving the streetscape. The Bon Secours Hospital site was identified as a critical node along the corridor.
in the DPZ Plan. Councilwoman Newbille and her constituents would like to see a gateway to the neighborhood created along Nine Mile Road. Feedback from civic associations shows broad-based support for increasing the stature of Bon Secours in the neighborhood and developing safe green space to be enjoyed by residents.
Step 5 – Analysis and Synthesis

To develop a set of priorities for the park’s design and programming.

1. Analysis of Plans Affecting the Study Area

Identifying plans currently in place is an important step in finding suitable park locations as the neighborhood changes in the future.

2. Develop Programming

By applying demographic and other collected data regarding the population to the selected park sites, programming will be developed based on potential for success of the park. Stakeholder feedback regarding programming will be applied to all collected data and park locations. Selected programming options will be included in the final park designs.

3. Determine Suitable Park Locations

Through analysis of all collected data, meetings with stakeholders, review of plans affecting the area, and research of park design, a map of appropriate park sites will be created. These sites meet all of the criteria: location, ability to contain programming elements, space, surrounding development potential, and safety potential.

1. Existing Plans and Plan Coordination

Beyond the Bon Secours expansion plans, new plans for Creighton Court and a Civic Center at 25th Street and Nine Mile Road are being created. Details of these plans remain in vision building phases, but it will be important for the park plan to be flexible enough to accommodate both. Further developing neighborhood circulation between these efforts will be an important part of linking all of the projects. Additionally, consideration must be given to the DPZ Plan for usage along Nine Mile Road. The DPZ Plan is more visual in nature and lacks the specifics of land use, but the plan appears to be similar in
structure to the 2008 Land Use Master Plan. Balancing the DPZ Plan, Bon Secours Expansion Plan, and 2008 Land Use Master Plan will be considered when deciding on a final site location along with economic incentive, and historic districts.

Construction of roundabout at intersection of 25th Street and Nine Mile Road
Determining the uses that will occur in the park area(s) is arguably the most important part of creating a successful park. The study area is occupied by a diverse array of residents, and the age demographics of the immediate area are quickly changing. Younger residents moving to the area in search of lower rents are increasing housing demand. An older population will respond to initiatives by Bon Secours and others to develop housing options and will be moving to the area within the next decade. The area offers a variety of existing housing, as well as a large amount of unoccupied lots that will be suitable for
new housing. The expansion of Bon Secours and the Hospital's programs to move employees closer to the hospital will result in an increased family demographic in the neighborhood. Additionally, the desire of the hospital to give patients access to nearby parks places additional importance on the park being handicap-accessible. Handicap accessibility, an aging population, a younger population, and a family population require that park programming be broad and accommodating to a wide array of users. The City of Richmond and Bon Secours have both expressed interest in integrating fitness activities into the park, but the demographics indicate that many potential park users would use the park for more passive activities. The final park designs will attempt to find a happy medium between active and passive park usages.
3. Site Selection

Potential Park Sites

- Civic Center Site
- Bon Secours Expansion Site
- Potential Park Sites
Comparing the DPZ Plan, Bon Secours expansion plans, and parcel ownership records reveals several sites as good locations for the park. Bon Secours and the City of Richmond are committed to developing green space in the study area and the current park desert surrounding the hospital offers several locations suitable for park development. A park system integrated with the Bon Secours expansion would be the most appropriate route towards creating successful park space in the study area. Bon Secours’ growth plans include a parking deck, an additional medical office building, and the closure of 27th Street between Nine Mile Road and T Street. This expansion will push the current hospital footprint closer to the crucial intersection of 25th and Nine Mile. Future expansion will most likely occur eastward, as there is more readily available real estate. Ensuring that the park implementation plan is coordinated with Bon Secours expansion plans is crucial to the success of the plan. Additionally, by coordinating the park plan with the Bon Secours expansion plan, the park will be able to be designed in a manner that is consistent with the community vision and CPTED techniques. The Bon Secours Community Hospital is a safe, busy location within the community and the park plan will seek to harness these strengths in the final park designs.
Through analysis of the potential sites, the sites below have met the criteria of conforming to land use plans, community vision plans, and readily available parcels.

Final Park Location
Step 6 – Plan

The goals of the Park @ Nine Mile Plan are as follows:

5. Promote good surrounding development
6. Create a vision for a park in area of need
7. Engage stakeholders in process
8. Design a plan for project implementation

In keeping with plan goals, section I of the Park @ Nine Mile Plan creates a vision of appropriate surrounding development and offers insight into current local development projects (Goal 1). Section II of the Plan creates a concept for a park within the study area that is in line with land use plans, feasibility of land procurement, and previous neighborhood vision plans such as the DPZ Plan. Step 7 and Step 8 of the Plan develop an implementation timeline as well as developmental responsibilities (Goal 4). Stakeholders have been engaged in all aspects of the plan’s development and will continue to be engaged as outlined in Step 7 and Step 8. As seen in the diagram below, a relationship exists between stakeholders in the Park @ Nine Mile’s plan development.
Continuing to build on these stakeholder relationships will be of the utmost importance regarding future plan development and plan implementation. The core goals of these stakeholders can be achieved through the Plan. The previous analysis environmental assessment, consultation, and analysis phases, the Park @ Nine Mile Plan shape the Park@Nine Mile Plan.
- **Surrounding Development**

The community vision, as shown in the DPZ Plan, includes increasing the density and scale of new developments along the 25th Street – Nine Mile Road corridor. At this juncture, policy initiatives have focused on commercial incentives primarily along the 25th Street segment of the corridor. Most of this segment is located within an Enterprise Zone, a Commercial Area Revitalization Effort Zone, and is eligible for Community Development Block Grant Funding. Land use projections call for the development of mixed use, institutional, and transitional office spaces to be concentrated along Nine Mile Road within the study area. Residential Uses are contained along minor roads North and South of Nine Mile Road.

1. **Civic Center**

Currently the City of Richmond is discussing possibilities of creating a civic center on RRHA-owned land at the intersection of 25th Street and Nine Mile Road. The civic center will include a new library as well as a community center. Exact uses are still being determined for the civic center, but the availability of land on the site provides great flexibility in the accommodation of additional uses. For the purposes of the Park @ Nine Mile Plan, the future civic center is considered in terms of access, orientation, and scale. Determining how this future structure will interact with the park is an important consideration for the long-term success of both projects.

The civic center’s design will have a large impact on the Park @ Nine Mile. As such, several design recommendations warrant mention. The civic center should focus windows and activity along Nine Mile Road and 25th Street. The Given its location, the planned civic center has a great opportunity to put eyes on the park. Access to the civic center should be focused on Nine Mile Road and 25th Street. This will ensure that foot traffic to and from the center is concentrated in areas bounded by the park. By designing the civic center to focus activity on areas bounded by the park, there is greater potential in developing a sense of community ownership of both the civic center and the park. To better the potential of the street scape in fostering neighborhood connections, the civic center design should avoid parking lots fronting on 25th Street or Nine Mile Road. Having the civic center easily accessible to sidewalk users will help to develop more frequent walking trips within the community. Orienting the civic center with views over the park site while using the intersection of 25th Street and Nine Mile Road as the building’s primary access point with opportunities for first floor retail flex space along 25th Street, will include the park in the development, maximize the amount of eyes kept on the park, and create a dense civic core within the community.
2. Bon Secours Expansion

Bon Secours is planning an expansion of the Richmond Community Hospital based on input received from the DPZ Plan. The expansion project is slated to begin in June of 2015 and will involve the closing of 27th Street between Nine Mile Road and T Street. The expansion will include a parking deck and a new medical office building. In addition to this expansion, Bon Secours plans to build upon the Model Block Program and the Flags, Fences, and Mailboxes Program, primarily on the blocks just South of T Street. Both of these programs emphasize maintenance and upkeep of single family residences.

The Bon Secours expansion project will greatly increase the size of the hospital and its supported employment base. According to schematic diagrams of the expansion, the new medical office building will take the form of several, interlinked, three to four-story structures surrounding a parking deck. The parking deck will most likely be serviced by T Street as its primary entrance and exit. This
will help to alleviate traffic concerns along the busier Nine Mile Road. From Bon Secours’ perspective, the park will serve to provide greatly needed access to green space for its employees and patients.

The design of the Bon Secours expansion should connect it to the civic center development one block away at 25th Street and Nine Mile Road. By focusing the expansion on this neighborhood connection, it will provide opportunities for more foot traffic through the park between the two sites, as well as place more eyes on the park as mentioned in the civic center development section. The park placement in the Park @ Nine Mile Plan focuses on ease of access to the park facilities and maintaining a watchful eye over the park site. Integrating the park into the expansion will help to provide an additional sense of ownership to the park, especially in gated sections such as the Exercise Park and the Playground. With the closing of 27th Street come additional opportunities for the hospital to make use of the space between the two sites. Depending on the need for parking determined by Bon Secours, the parking deck will be able to be expanded into the area currently occupied by 27th Street. In this design, the ground floor of the expansion along Nine Mile Road can be used as flexible retail and office space. These uses will help in maintaining both foot traffic and a pedestrian scale along Nine Mile Road.

3. Future Development

Future development will occur along the corridor and it is important that the civic center project and Bon Secours expansion set a good example of acceptable development scale and orientation along the 25th Street and Nine Mile Road. The East End Charrette results incorporated into the DPZ Plan illustrate what is considered acceptable by the community. Denser developments along 25th Street and Nine Mile Road serve to reinforce the importance of the thoroughfare in the community. Currently there is a greater effort to attract businesses and other commercial space to the 25th Street portion of the corridor, based on the Enterprise Zone and CARE Zone target areas. The Land Use Plan indicates that mixed use and denser residential developments would be ideal along the Nine Mile Road segment of the corridor.

These future developments create an opportunity to prepare for their associated circulation patterns with the Park @ Nine Mile Plan. Given the park’s site between the future denser residential segment of Nine Mile Road and the future business and commercial segment of 25th Street, it is important to plan for increased future foot traffic between the two locations. Maintaining Nine Mile Road and 25th Street as the primary paths of travel between the two segments can be accomplished by making them more pedestrian friendly. Wider sidewalks are critical along the Nine Mile Road segment. Currently sidewalks are less than three feet wide and in some cases are within one foot of the traffic lane on Nine Mile Road between Bon Secours Richmond Community Hospital and Creighton Court. Sidewalks along 25th Street are wider, but largely unconnected to other sidewalk routes in the community.
Ensuring that sidewalk connections are completed, repaired, and expanded to between 5 and 10 feet along the entire 25th Street – Nine Mile Road corridor will provide easy access by pedestrians.

- **Park**

With increasing densification and larger scale development occurring along the corridor, it will become increasingly important for the community to have access to green space as well as other public spaces in the public realm. The park site also sits in the middle of the largest park desert along the corridor, making it an ideal location for park development. The park aims to create a useful green space for the community that encourages different uses and provides flexibility in programming. The demographics of the community are quickly changing in terms of ethnicity, income, and age. In addition to these diverse demographics, the park also must consider temporary residents receiving treatment from the Richmond Community Hospital. The construction of a park opens up great opportunities for the community to grow around it for years to come. Certain park amenities should be considered in an effort to encourage interaction within the park. Allowing free wireless internet access within the park would encourage people to use it as a workspace and play space. Wireless would also facilitate the ability of the park to attract independent vendors for a farmers market or art market. Additionally, the wireless component would be useful with the new library and could encourage library-based programming within the park. The library could also lend computers or tablets for use on the library’s patio or in the park.

The physical plan for the park is displayed in a series of digital renderings below. The plan has been constructed in a digital model and additional views are readily available. Plan implementation is displayed as a timeline with associated tasks that would need to be completed and with responsible stakeholders identified. Plan evaluation is discussed in terms of how the plan will be monitored; appropriate changes can be made should the need arise.
Current view of Park @ Nine Mile site
Bird’s eye view of implemented Park @ Nine Mile Plan
View from above the intersection of 25th Street and Nine Mile Road looking East
The park is designed as a series of adjusted concentric circles set to utilize the entire area of the park on both the North and South sides of Nine Mile Road. The circular nature of the design is ideal in providing site lines at a variety of angles throughout the entire park. Additionally, running the circles across Nine Mile Road, using a different color paving scheme, will help to solidify the uniqueness of the park’s district and will help in calming traffic along the road. The primary pathway through the park is adjusted from the circular configuration to facilitate sidewalk traffic moving through the Park. Topographically, the high point of the park is in the northernmost corner along 25th Street. The circular pathway system of the park is complemented by tree plantings that radiate from this high point. The high point offers unobstructed views across the entirety of the park, including the park areas south of Nine Mile Road. It represents an ideal spot for policing and/or monitoring the park.
View from high point at the intersection of T Street and 25th Street looking South

The park contains shaded areas, sunny areas, a dog park, an exercise park, a splash pad, and a playground, as well as several flexible use areas that can be used for a variety of different programming. Implementing wireless internet for the park would open up the possibility of even more uses for the area.
Plan view showing different park activity sections
A. Dog Park  
The dog park primarily serves young professionals and families. Dog parks are common-place in many communities regionally and serve as a community-building mechanism where neighbors meet neighbors. An added benefit of dog parks is that they tend to attract people during non-business hours. The dog park site was selected based on topography. Placing the dog park at the high point of the park will help ensure users will have a clear view over the park during non-business hours. This will help to enhance park security by keeping community eyes on the park.

Dog Park Location:
Plan view of the Dog Park in relation to the entire Park @ Nine Mile
View of Dog Park from intersection of 25th Street and T Street
Dog Park Precedent Example:

Barker Field, Richmond, VA
https://plus.google.com/101622701636549679241/about
B. Exercise Park
The exercise park primarily serves the 18 and over demographics and will additionally provide a place for outdoor rehabilitation use by Bon Secours. The equipment in the park will be chosen by health professionals at Bon Secours. The park contains a 100 meter/yard track and is centered on a small plaza with a fountain. Adjacent to the plaza and fountain is a small enclosed green space that provides room for rehabilitation activities such as yoga, stretching exercises, etc. The exercise park is surrounded by a 3-4 foot open fence and gateways are placed at the entrances. This serves to provide a sense of ownership to the exercise park. The park is overlooked by a portion of the Bon Secours expansion including the parking deck, which helps to maintain eyes on the park during all hours.

Exercise Park Location:

What: All weather equipment
Exercise Park
Who: 18 and over Demographic, hospital related demographic
Why: To provide a place of physical well-being for the community
When: Will be used primarily on weekends year round, and during mornings and afternoons during warm weather.
Exercise Park in Park Design:

Plan view of the Exercise Park in relation to the entire Park @ Nine Mile
View looking West towards the intersection of 26th Street, T Street, and Nine Mile Road
View looking from 26th Street across T Street towards the new Bon Secours expansion
Exercise Park Precedent Example:

Dewsbury, UK
C. Splash Pad and Water Feature

Splash pads are fountains that encourage people to interact with the water. The splash pad will be located in the center of the park, which ensures foot traffic moves around the splash pad and that it can be easily accessed from within the park or from the sidewalk along Nine Mile Road. A fountain adjacent to the Splash Pad helps to bring park activity to the sidewalk along Nine Mile Road, as well as serve as a barrier to keep splash pad users away from moving traffic. Splash pads have been implemented to great success in many urban settings and provide an excellent way to cool off in the summer instead of going to a pool. During cooler months of the year, the splash pad creates a great location for events such as farmers markets. Surrounding the splash pad with low built in seating that doubles as an access point to water and electricity would be ideal in attracting food vendors as well.

Splash Pad and Water Feature Location:

What: Splash Pad and Water Feature
Who:
Splash Pad – Family Demographics
Water Feature - All Demographics
Why: To provide a place for people to cool off during hot weather and a place for passive recreation
When: Will be used most heavily during warm months, but additional programming can be used during cooler months such as farmers markets
Splash Pad in Park Design:

Plan view of the Splash Pad and Water Feature in the center of Park @ Nine Mile
View of Splash Pad and Water Feature looking West
View of Splash Pad and Water Feature looking South
Splash Pad Precedent Examples:

Columbia Heights, Washington, DC
Splash pad in the summer
http://farm5.static.flickr.com/4017/4539527821_7e95c23bf7.jpg
Columbia Heights, Washington, DC
Splash pad being used during farmer’s market
D. Playground

The playground is located adjacent to the Bon Secours expansion across 26th Street from the exercise park. The playground is bounded by a low wall that plays into the park’s overall concentric circle-design. This wall separates the playground from 26th Street and provides a sitting area for parents to keep an eye on their children using the playground. The playground has clear lines of site to the high point of the park, car and pedestrian traffic along Nine Mile Road, and windows overlooking the park from the Bon Secours expansion.

Playground Location:

What: Walled in Playground
Who: Family demographics
Why: To provide a safe community playground
When: Will be used primarily on weekends year round, and during mornings and afternoons during warm weather.
Playground in Park Design:

Plan view of Playground within Park @ Nine Mile
View of Playground from 26th Street Facing West
View of Playground from above Nine Mile Road facing South
Playground Precedent Example:

Lombardy Park Playground, Richmond, VA

http://www.enrichmond.org/partnersite/lombardypark/

**Step 7 – Implementation**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Circle at 25th and Nine Mile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rerouted intersection at 26th and Nine Mile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bon Secours expansion construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park committee established</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park funding opportunities explored</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park land acquired</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic center project development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic center construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementation</td>
<td>Who?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Circle at 25th and Nine Mile</td>
<td>City of Richmond Dept. of Public Works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rerouted intersection at 26th and Nine Mile</td>
<td>Bon Secours and City of Richmond Dept. of Public Works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bon Secours expansion construction</td>
<td>Bon Secours</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park @ Nine Mile Committee established</td>
<td>Bon Secours, Richmond Dept. of Economic and Community Development,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Storefront for Community Design, Civic Association Leaders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park funding opportunities explored</td>
<td>Park @ Nine Mile Committee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park land acquired</td>
<td>Park @ Nine Mile Committee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park construction</td>
<td>Park @ Nine Mile Committee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic center project development</td>
<td>City of Richmond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic center construction</td>
<td>City of Richmond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The City of Richmond Department of Public Works is tasked with completing the roundabout at the intersection of 25th Street and Nine Mile Road, and developing traffic options for T Street, 26th Street, and Nine Mile Road in the vicinity of the Bon Secours expansion project. As a part of the project, 27th Street will be closed to traffic between T Street and Nine Mile Road and a parking deck will be constructed. The deck will probably have its primary entrance and exit located on T Street between 26th Street and 27th Street, so developing traffic options to access Nine Mile Road will be important in maintaining appropriate traffic circulation.

Bon Secours is responsible for its expansion project and as a part of this expansion, coordination with the Department of Public Works will be important in the development of a parking deck and its associated traffic re-routing. Bon Secours is responsible for providing representation on the Park @ Nine Mile Committee as well as its associated Committee responsibilities. These include funding potential for park development, maintenance, and security.

The Richmond Department of Economic and Community Development is responsible for providing representation on the Park @ Nine Mile Committee, coordinating the Plan with the Creighton Court Plan, assessing conditions during the evaluation phase, and coordinating the Park @ Nine Mile Plan with the civic center development process.

The Storefront for Community Design is responsible for providing representation to the Park @ Nine Mile Committee in a design capacity. Representatives from Storefront for Community Design have the resources to make appropriate consulting team recommendations for engineering, and landscape architecture needs regarding park construction.
Neighborhood Civic Associations are responsible for providing representation to the Park @ Nine Mile Committee, as well as collaborating to determine ability in performing park maintenance and programmatic functions with organizations such as the Enrichmond Foundation. Association leaders are expected to relay community sentiment and ideas to the rest of the committee for consideration.

Tasks of the Park @ Nine Mile Committee:

1. Establish dialogue between stakeholders regarding park implementation
2. Explore funding options for park implementation
3. Acquire park sites from RRHA
4. Finalize park designs
5. Coordinate park implementation with Creighton Court Plan
6. Establish park maintenance responsibilities between stakeholders on the Committee
7. Promote the Park @ Nine Mile, and ensure that programming is appropriate

**Step 8 – Evaluation and Review**

The Park @ Nine Mile Committee will evaluate the project. The Committee will check on progress yearly between 2013 and 2018 and then will again analyze implementations in 2023, providing a ten year timeframe to project evaluation. There are many moving parts regarding the civic center development and progress at this point remains vague. In addition to the listed implementations, the Committee should evaluate whether expanding the Enterprise and CARE zones to include the Nine Mile Road corridor to encompass areas between 25th Street and Creighton Court would be of benefit to the project area. The Creighton Court Plan is in development currently and several crucial aspects of the DPZ Plan such as providing space for an anticipated grocery store are to be addressed. The Creighton Court Plan is expected to be completed by 2017. The Park @ Nine Mile Committee must ensure that the Park @ Nine Mile Plan be considered with this plan’s development, particularly in regards to overlapping areas.
V. In Sum

The Planning for Recreation and Parks Facilities’ Eight Step Method was used to construct the Park @ Nine Mile Plan, but it is important to understand how this plan fits in with the overall redevelopment efforts within the community. The Main Street Four Point Approach presents a thorough, comprehensive approach to neighborhood redevelopment. The four points of the plan are: Economic Development, Design, Organization, and Promotion. The economic development point is currently addressed through the economic incentive zones along 25th Street. These zones could be expanded along Nine Mile Road in an effort to promote development displayed in the DPZ Plan. The Park @ Nine Mile Plan and the DPZ Plan address the design point. The Park @ Nine Mile Plan addresses design in the localized area of park development, whereas the DPZ Plan addresses overall neighborhood aesthetics. A continued focus on node development along the corridor will help to ensure that growth continues to center on 25th Street and Nine Mile Road. The organization and promotion points are addressed through the creation of the Friends of the Park @ Nine Mile Committee. The Committee is charged with guiding park development, continued park maintenance, and park promotion and programming organization.

Through the establishment of the Friends of the Park @ Nine Mile Organization Committee, the Plan will be set in motion. The Committee will include members of the community, stakeholders, and land owners in an effort to acknowledge the need for safe park space within the community that will be located within an ideal community development framework. The Park @ Nine Mile Plan provides an overview of a park design that: meets the standards of community development goals, is sound with land use and development plans, and provides adequate access to green space for a quickly changing and increasingly diverse demographic.

The Park @ Nine Mile Plan creates a design and organization framework for continued neighborhood redevelopment in Richmond’s North Church Hill community. The plan accounts for community interests, as determined through the East End Charrette, stakeholder interests, and coordination with other plans affecting the neighborhood. The Park @ Nine Mile creates a much needed public green space at a critical node along the 25th Street – Nine Mile Road corridor. The implementation of the Plan will bolster continuing redevelopment efforts along the corridor for years to come.
Sources:

8. Whyte, William, City, University of Pennsylvania Press, 2009
Appendix A

Land Use Master Plan 2008

Legend

Land Use Master Plan 2008

- Downtown Municipal Infrastructure Area
- Institutional
- Mixed Use
- Multi-Family (High Density)
- Public & Open Space
- Single-Family (Low Density)
- Transitional Office
Appendix B

Areas within one quarter of a mile of park space
Appendix C

Economic Incentive Zones

Legend
- CARE, Enterprise and CDBG Zones
- CARE and Enterprise Zones
- Enterprise and CDBG Zones
- CARE
- Enterprise Zone
- CDBG
Appendix D

Historic Areas
Appendix E

Civic Associations
Appendix F

Node Locations
Appendix G

Park @ Nine Mile Plan Development Time Line

December 2012
- Historic Background Research
- Existing Conditions Research
- Urban Design Analysis
- Demographic Research
- Business Market Analysis
- Development of maps reflecting current conditions
- Stakeholder Meetings to introduce them to the project and gather information regarding their levels of interest and/or ability to assist

January 2013
- Perform a SWOT analysis for node locations, using community and stakeholder participation
- Meet with stakeholders
- Complete Introduction, Historic Background, and Existing Conditions sections of the plan
- Research successful parks

February 2013
- Complete research analysis for presentation to class
- Complete digital site model
- Meet with client to discuss park programming
- Begin to explore other avenues of project financing
- Meet with stakeholders to discuss evolution of the plan and build interest
- Begin developing site specific models that address the strengths and weaknesses of park locations
- Review park locations and associated strengths and weaknesses with team members

March 2013
- Meet with client to review first site specific models
- Adjust decided upon models according to feedback and funding constraints
- Develop remaining site specific models
- Meet with stakeholders to discuss implementation and funding opportunities
- Prioritize park locations based on potential for success
- Create plan layout
- Complete plan section for class presentation

April 2013
- Meet with client to review remaining site specific models
- Continue to work on developing funding opportunities
- Finalize implementation matrix
- Finalize plan for submission
- Final Presentation
Appendix H

Land Acquisition and Construction Costs

<table>
<thead>
<tr>
<th>Land Acquisition Cost Estimates:</th>
<th>Address</th>
<th>Owner</th>
<th>Improvement Value</th>
<th>Land Value</th>
<th>Construction Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dog Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1405 N. 25th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>60,000</td>
<td></td>
<td>60,000</td>
</tr>
<tr>
<td>Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1401 N. 25th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>4,000</td>
<td></td>
<td>4,000</td>
</tr>
<tr>
<td>2500 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>44,000</td>
<td></td>
<td>44,000</td>
</tr>
<tr>
<td>2516 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2518 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2520 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2522 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2524 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2526 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2528 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2530 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2532 Nine Mile Road</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>16,000</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>2534 Nine Mile Road</td>
<td>Public Works</td>
<td></td>
<td>0</td>
<td>15,000</td>
<td></td>
<td>15,000</td>
</tr>
<tr>
<td>Playground</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1326 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1322 N. 26th Street</td>
<td>RRHA Southside</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1320 N. 26th Street</td>
<td>Comm. Dev.</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1318 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1316 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>Exercise Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1337 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1335 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1333 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>1331 N. 26th Street</td>
<td>RRHA</td>
<td></td>
<td>0</td>
<td>20,000</td>
<td></td>
<td>20,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction Cost Estimates:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkways</td>
<td>166,804</td>
</tr>
<tr>
<td>Landscaping</td>
<td>181,500</td>
</tr>
<tr>
<td>Lighting</td>
<td>19,320</td>
</tr>
<tr>
<td>Playground</td>
<td>40,000</td>
</tr>
<tr>
<td>Exercise Equipment</td>
<td>8,000</td>
</tr>
<tr>
<td>Fencing</td>
<td>6,750</td>
</tr>
<tr>
<td>Walls</td>
<td>11,000</td>
</tr>
<tr>
<td>Water Feature</td>
<td>58,215</td>
</tr>
</tbody>
</table>

Total Park @ Nine Mile Cost: 938,589
Appendix I

Plan view of Park @ Nine Mile overlaid on DPZ Plan
Appendix J

Bird’s Eye view of Park @ Nine Mile overlaid on DPZ Plan