

Strategic Recommendations

On the pages following are the development framework and open space framework that form the structure of the South Military Highway Corridor Plan. These two frameworks are based on the five strategic recommendations illustrated at the right and listed below.

1. Balance the Regional and Local Demands of Traffic

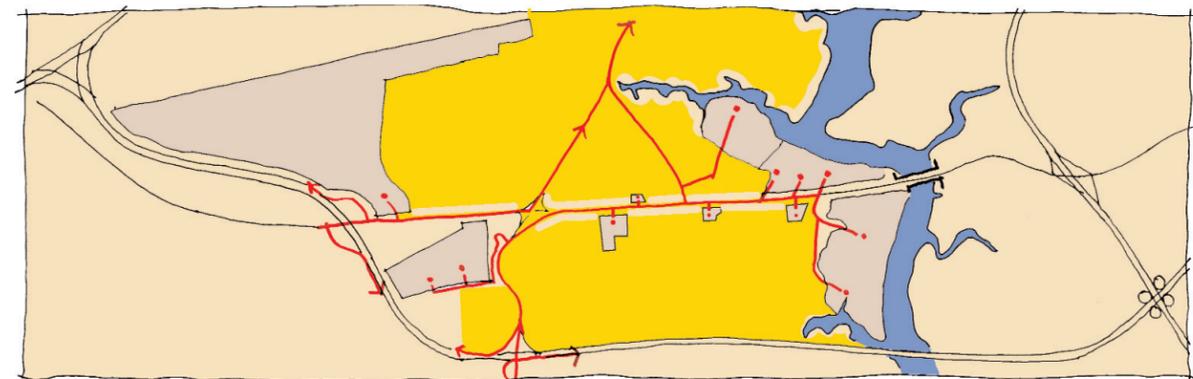
South Military Highway must serve both regional and local needs. For the region, the road must support through traffic between points east and west. In addition, South Military Highway serves in the role as a relief valve for the interstate in the event of an incident or congestion on Interstates 64 and 464. The Plan recommends achieving this balance by creating a roadway with sufficient capacity to carry through-traffic but also a roadway with regular signal spacing, regular blocks and coordinated parking and access such that local traffic can easily and safely access properties within the corridor.

2. Encourage Industrial Uses Adjacent to the Interstate

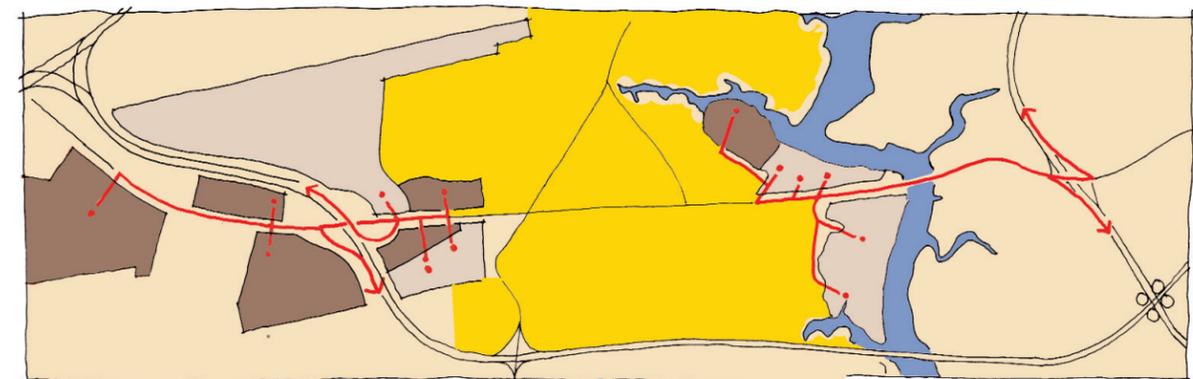
The Plan recommends industrial uses be consolidated at the ends of the corridor where there is superior access to Interstates 64 and 464. Currently, with the weight restrictions on the Gilmerton Bridge and the scattered industrial uses, the neighborhoods and non-industrial uses along the corridor are negatively impacted by the high volumes of truck traffic. All traffic to and from industrial uses along the southern branch of the Elizabeth River are forced to use Canal Drive and South Military Highway, and George Washington Highway. New industrial development should be encouraged along the southern branch of the Elizabeth River, Saint Julian Creek, in the Bower's Hill area, and properties adjacent to Interstate 64.



STRATEGY 1 Balance regional and local traffic.



STRATEGY 2: EXISTING Industrial traffic traverses through the neighborhoods.



STRATEGY 2: PROPOSED Encourage industrial uses adjacent to the freeway and interchanges. New street connections and a new Gilmerton Bridge will improve access to Interstates 64 and 464.

3. Reclaim the Core of the Corridor for the Community

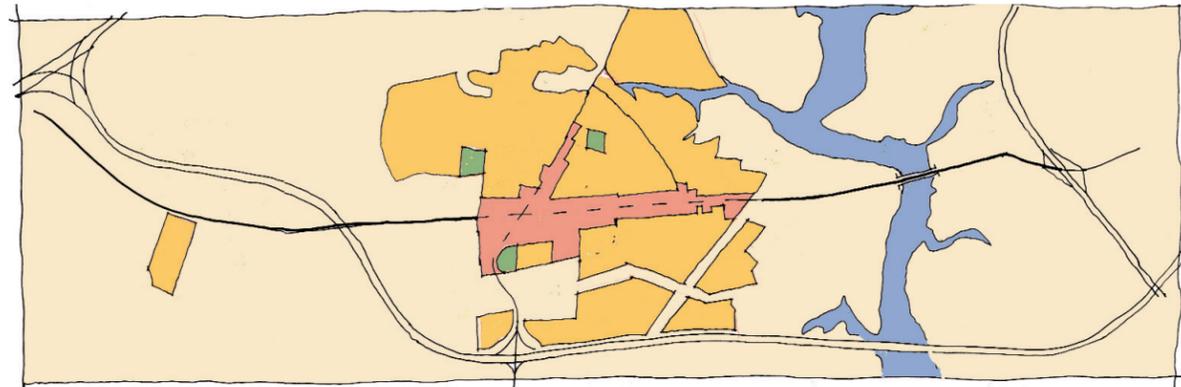
The properties in between Canal Drive and King Arthur Road should be reclaimed for the Community. Industrial uses should be eliminated and mixed uses, including restaurants, offices, new housing and retail should be located in the core of the corridor such that residents of Woodland Trails, Oak Manor and Geneva Shores can find many of their daily activities of life along the South Military Corridor. The intersection of the South Military Highway and George Washington Highway should be re-built such that exclusive right-turn lanes are incorporated into the intersection and adjacent properties can be reclaimed for development.

4. Build a Network of Streets

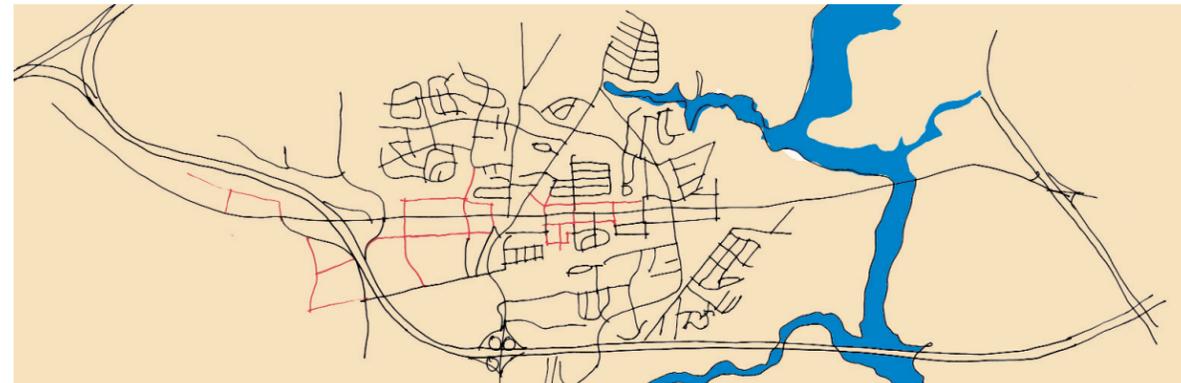
In order to minimize reliance on South Military Highway for all traffic movements, a network of streets both parallel and perpendicular to South Military Highway should be introduced. New parallel streets will provide access to properties as well as provide an alternative means for local traffic to move east and west. New perpendicular streets will connect the neighborhoods across the corridor and provide a structure for regularly spaced traffic signals.

5. Connect to Open Spaces

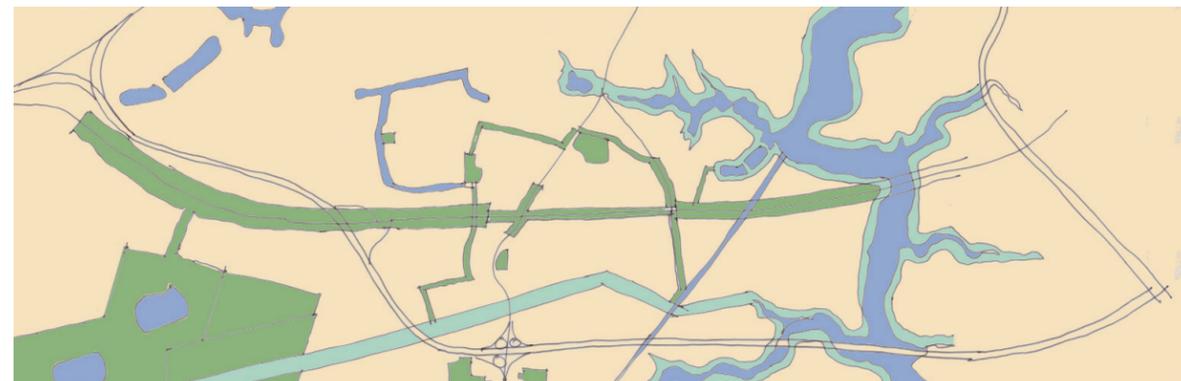
A connected open space is important for maintaining the quality of life of the residents along the corridor. A frequently cited strength of the area is the Library and the local schools. The plan recommends connecting these important institutions with a network of sidewalks, paths, trails. The connected system will become a recreation amenity and will improve the quality of the neighborhoods.



STRATEGY 3 Reclaim the Core for the community.



STRATEGY 4 Build a network of streets.



STRATEGY 5 Connect to open spaces.