

**RICHMOND 300**  
**ZONING CODE REFRESH**

**Break Out Exercise Workbook**  
March 2025 ZAC Meeting



## DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

Richmond 300 says that small multi-family buildings may be included in Residential areas, along major streets. As a first pass at mapping, the following conversion was used for properties in the Residential land use:

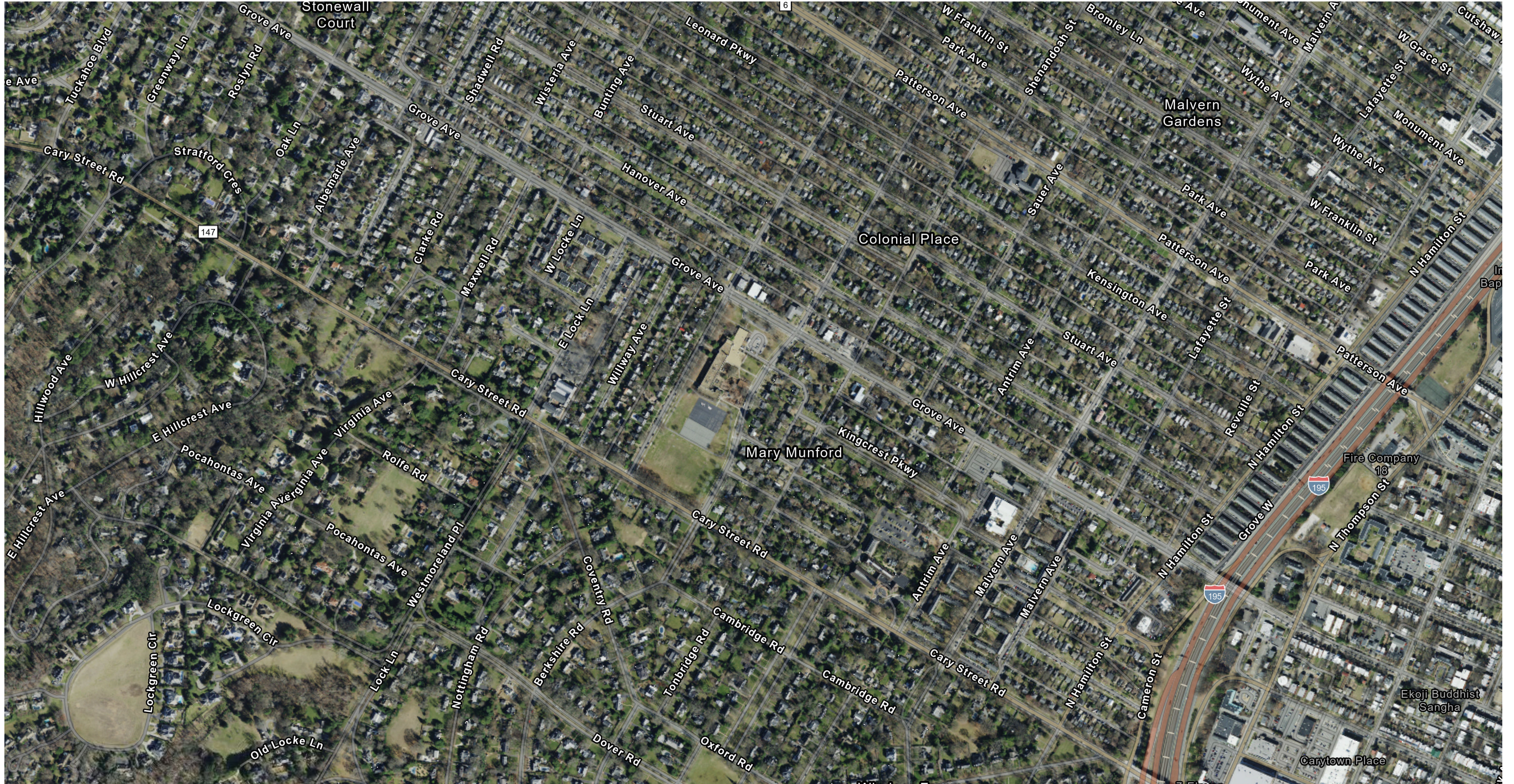
Current Zoning	Proposed New Zoning	Proposed Upzoning Along Major Streets
R1	RD-A	RD-C (detached with narrower minimum lot size, up to 2 units)
R2	RD-A	RD-C (detached with narrower minimum lot size, up to 2 units)
R3	RD-B	RA-A (attached, up to 2 units)
R4	RD-B	RA-A (attached, up to 2 units)
R5	RD-B or RD-C (depending on existing lot patterns)	RA-A (attached, up to 2 units) or RA-B (attached, up to 6 units)

1. How far should these areas be upzoned? What factors should be taken into account? Looking the district pages and mapping tests provided, does the approach shown make sense? Does it go too far or not far enough?

# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

WEST END

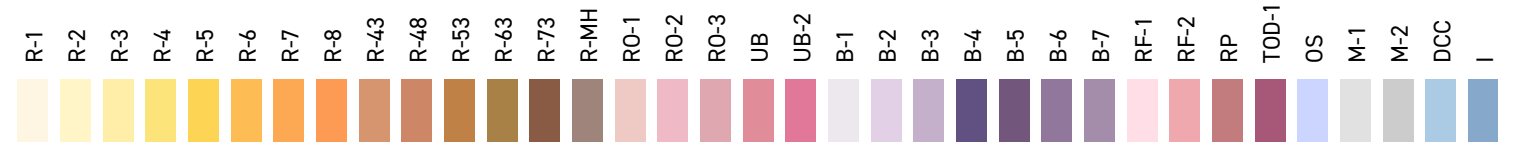
AERIAL IMAGE



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## WEST END

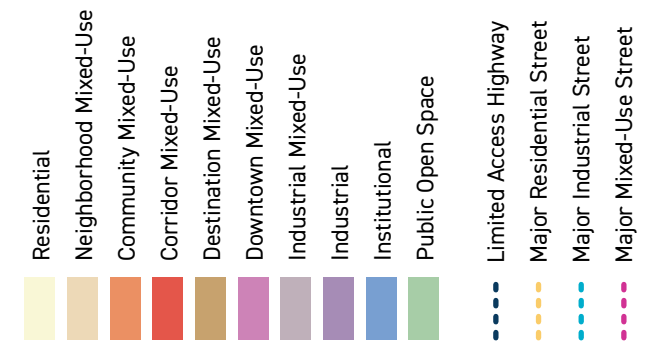
### EXISTING ZONING



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

## WEST END

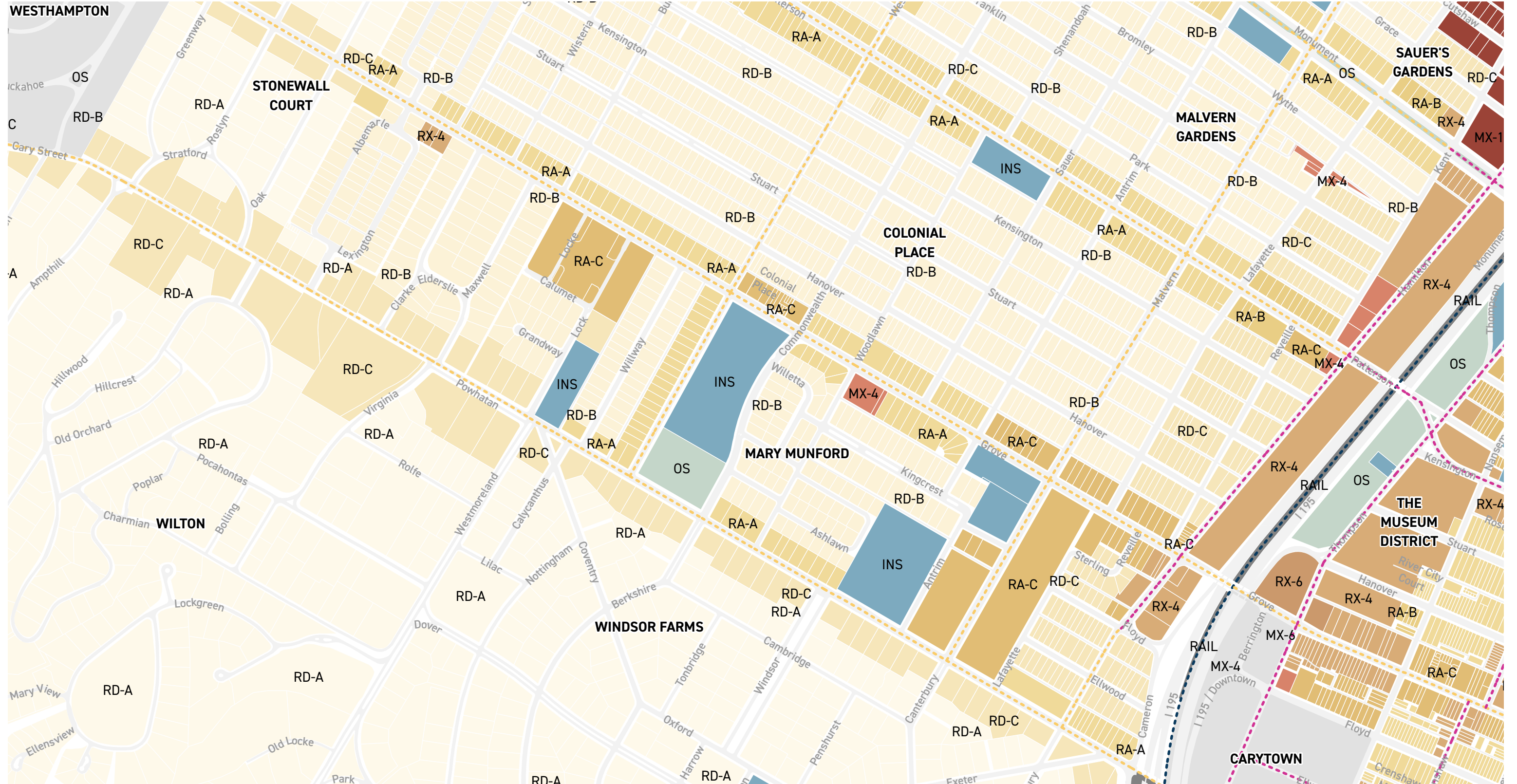
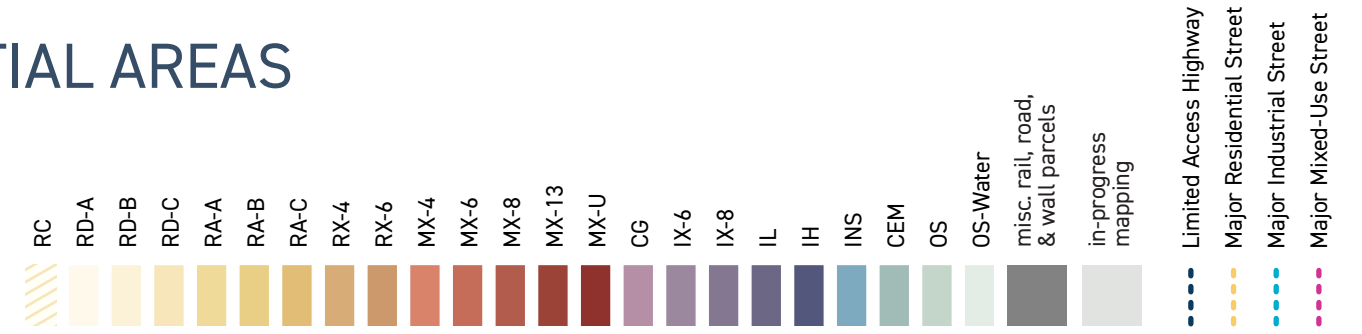
RICHMOND 300



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

WEST END

MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

## OAK GROVE

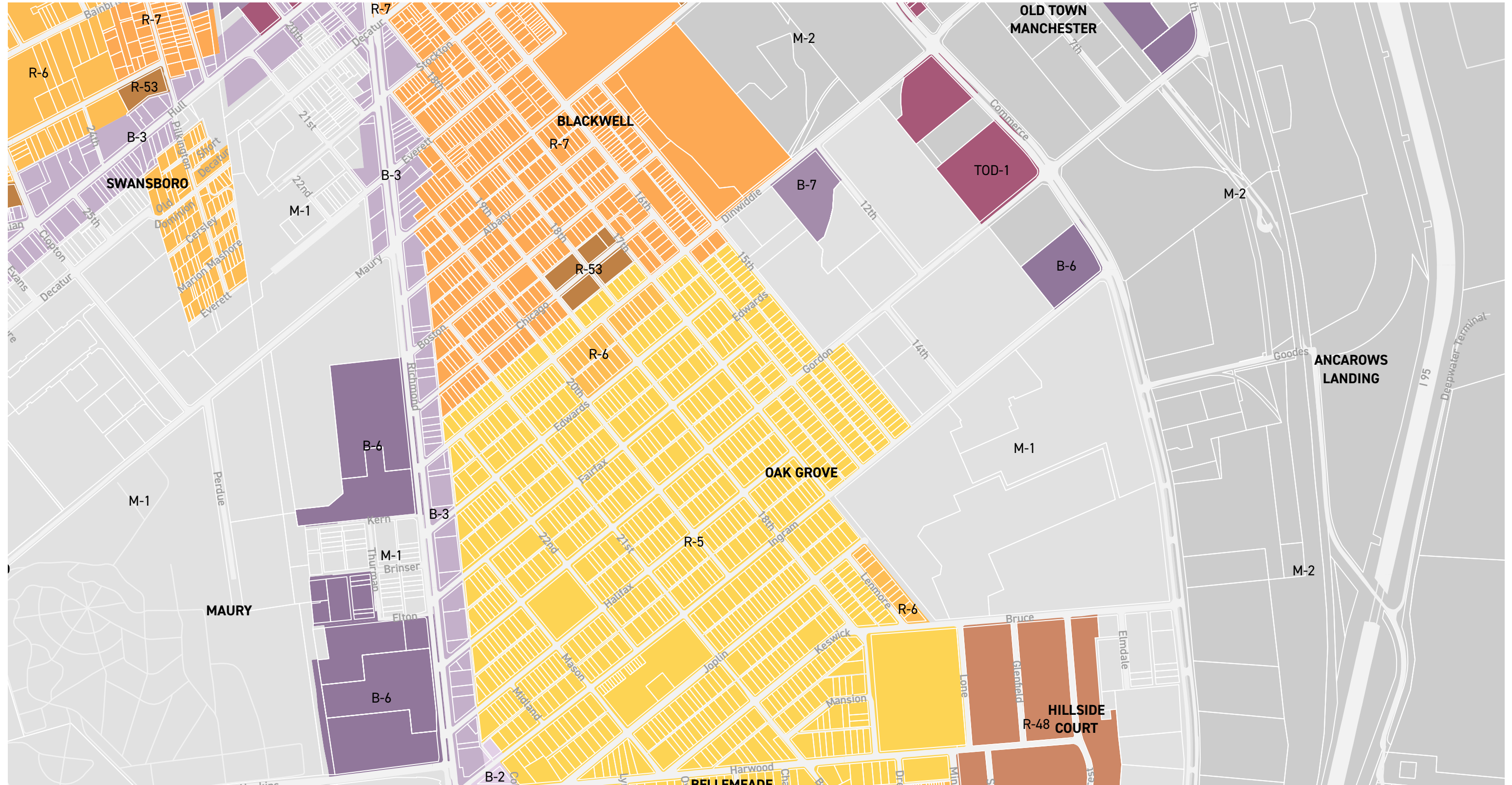
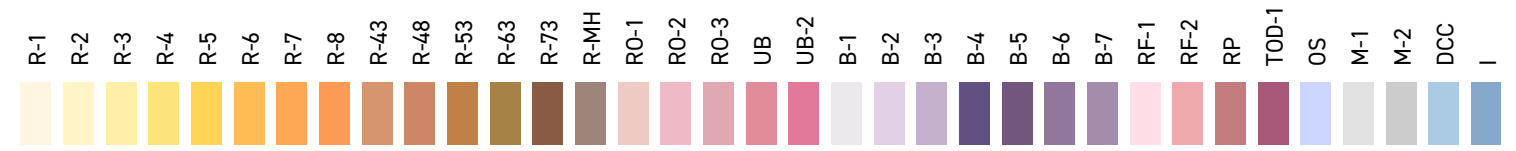
AERIAL IMAGE



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

## OAK GROVE

### EXISTING ZONING

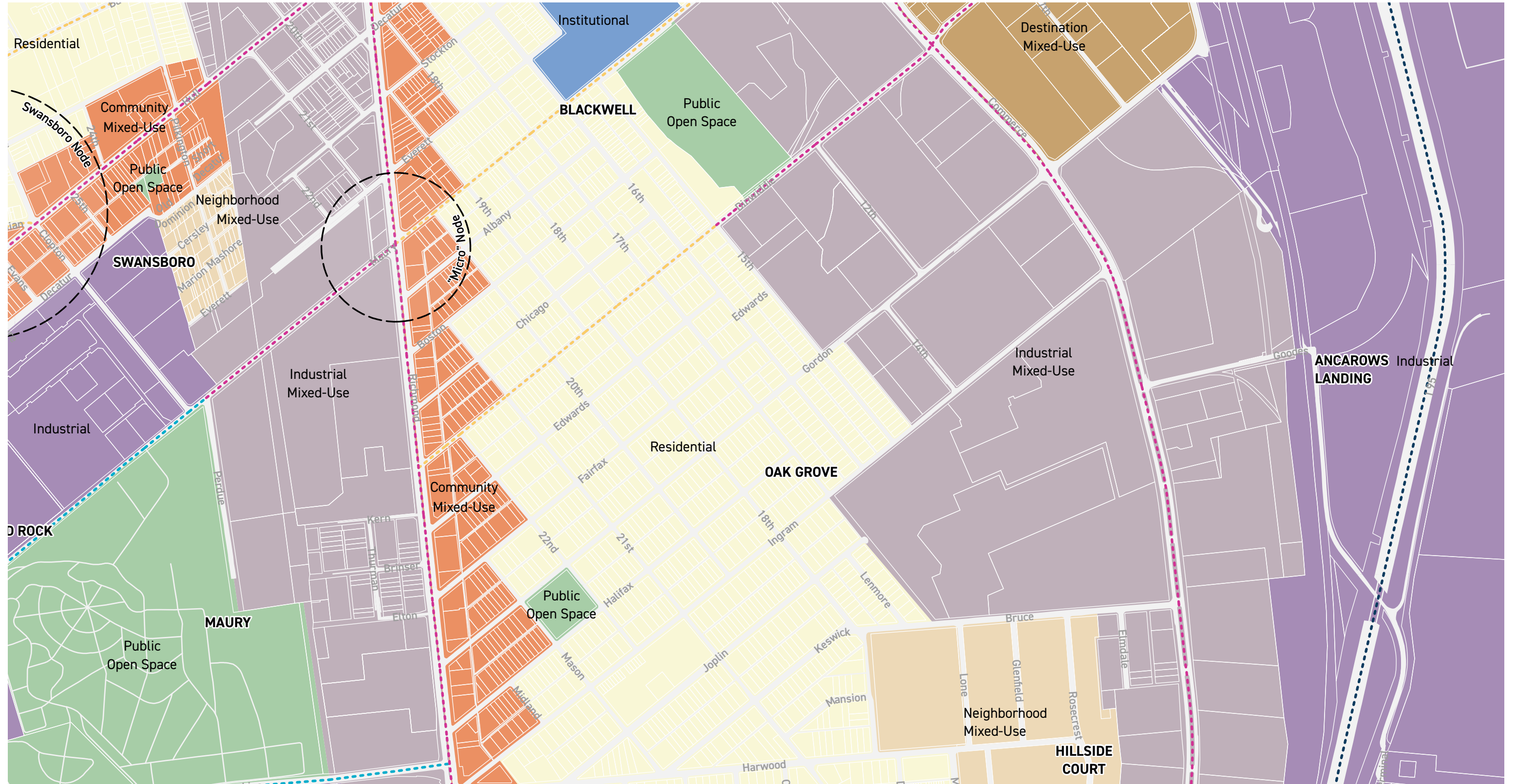
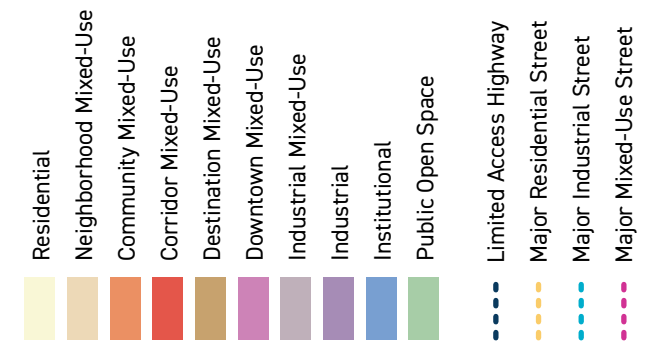




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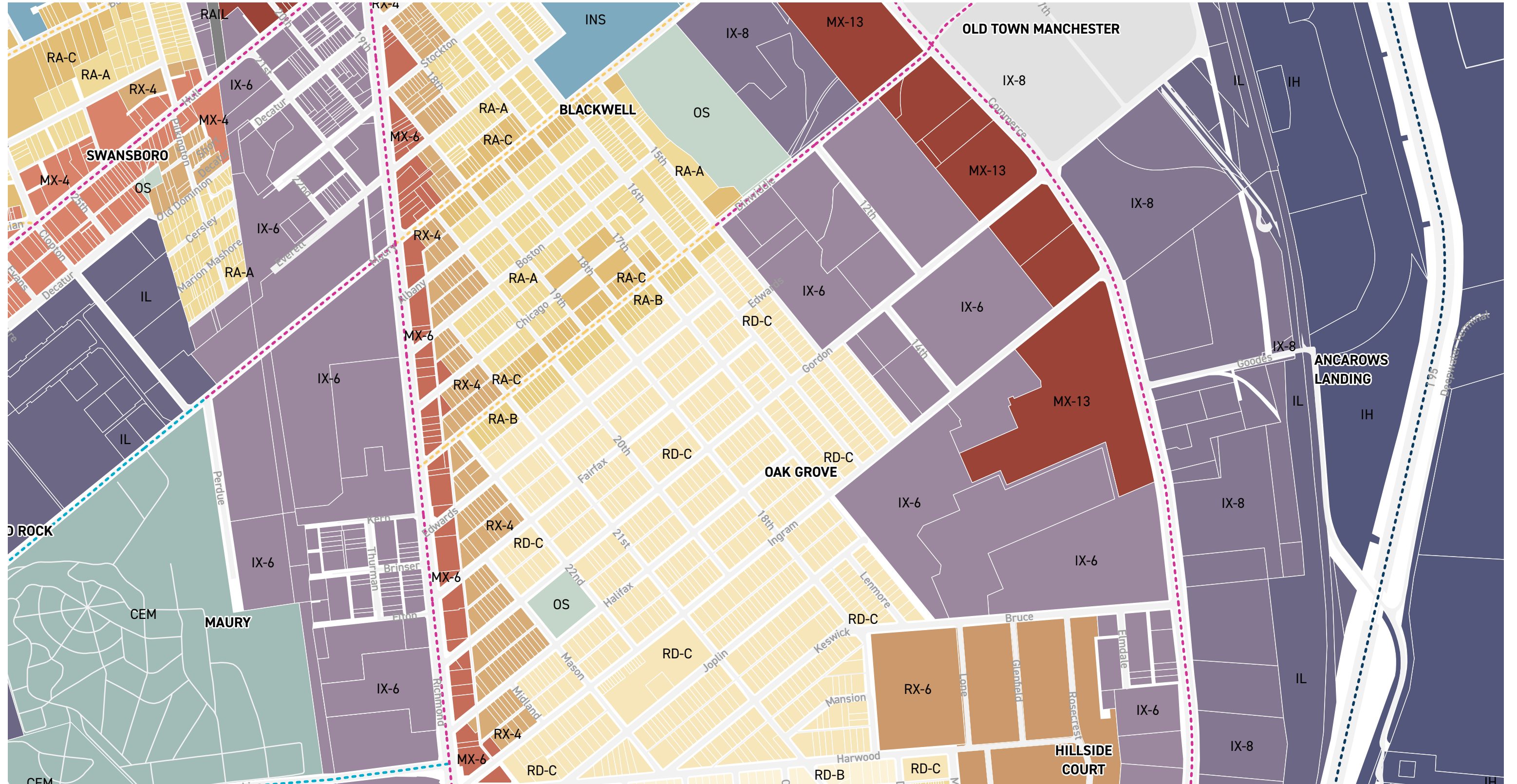
RICHMOND 300



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

## OAK GROVE

MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



# DISCUSSION TOPIC 1: UPZONING MAJOR STREETS IN RESIDENTIAL AREAS

EAST END

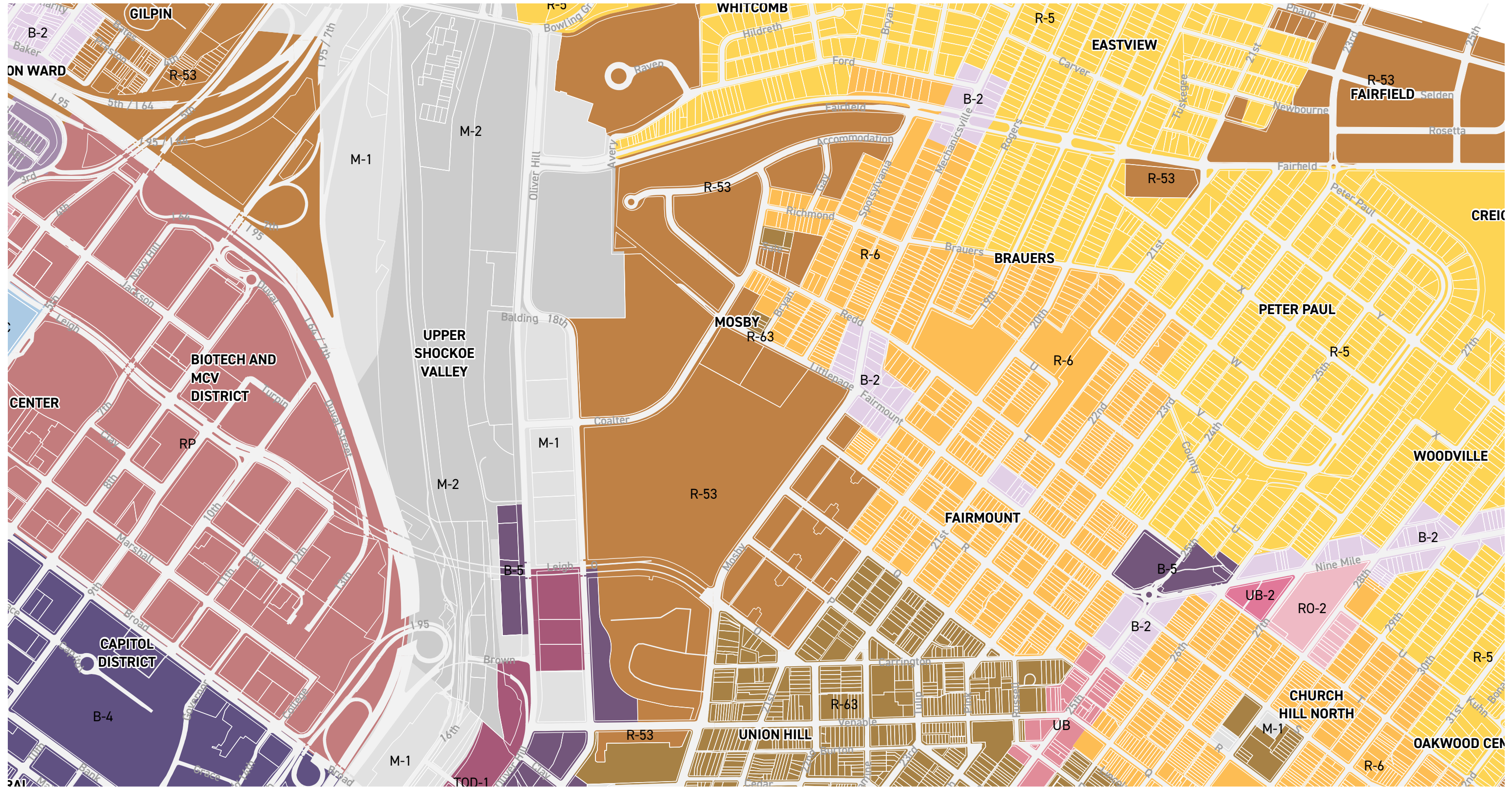
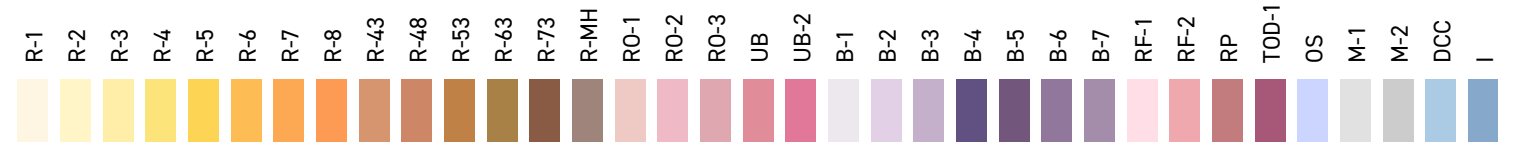
AERIAL IMAGE



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## EAST END

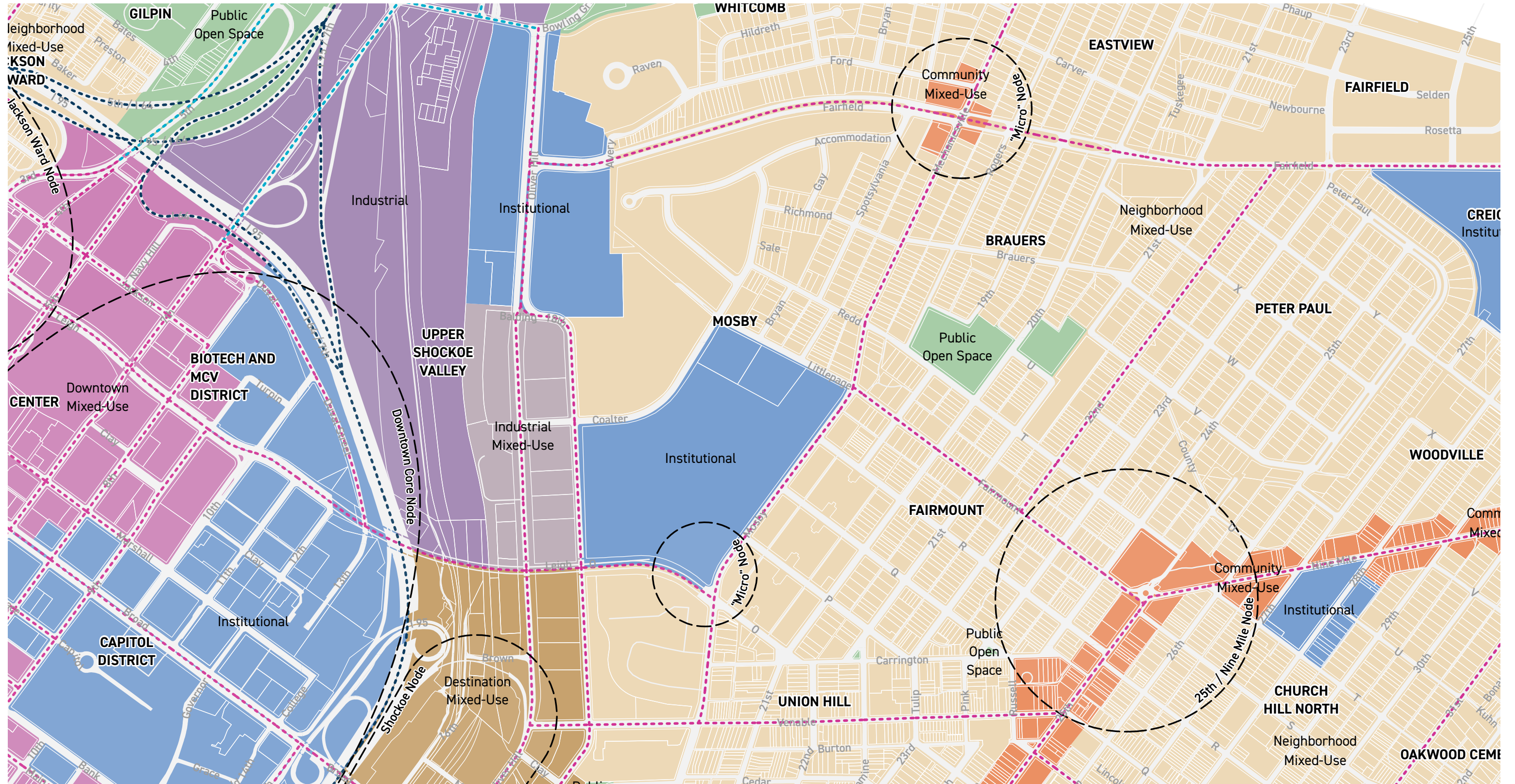
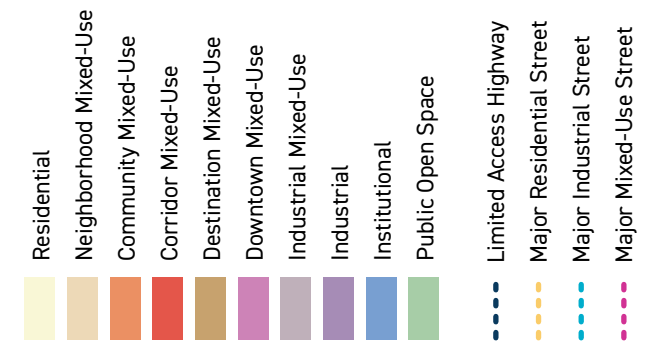
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## EAST END

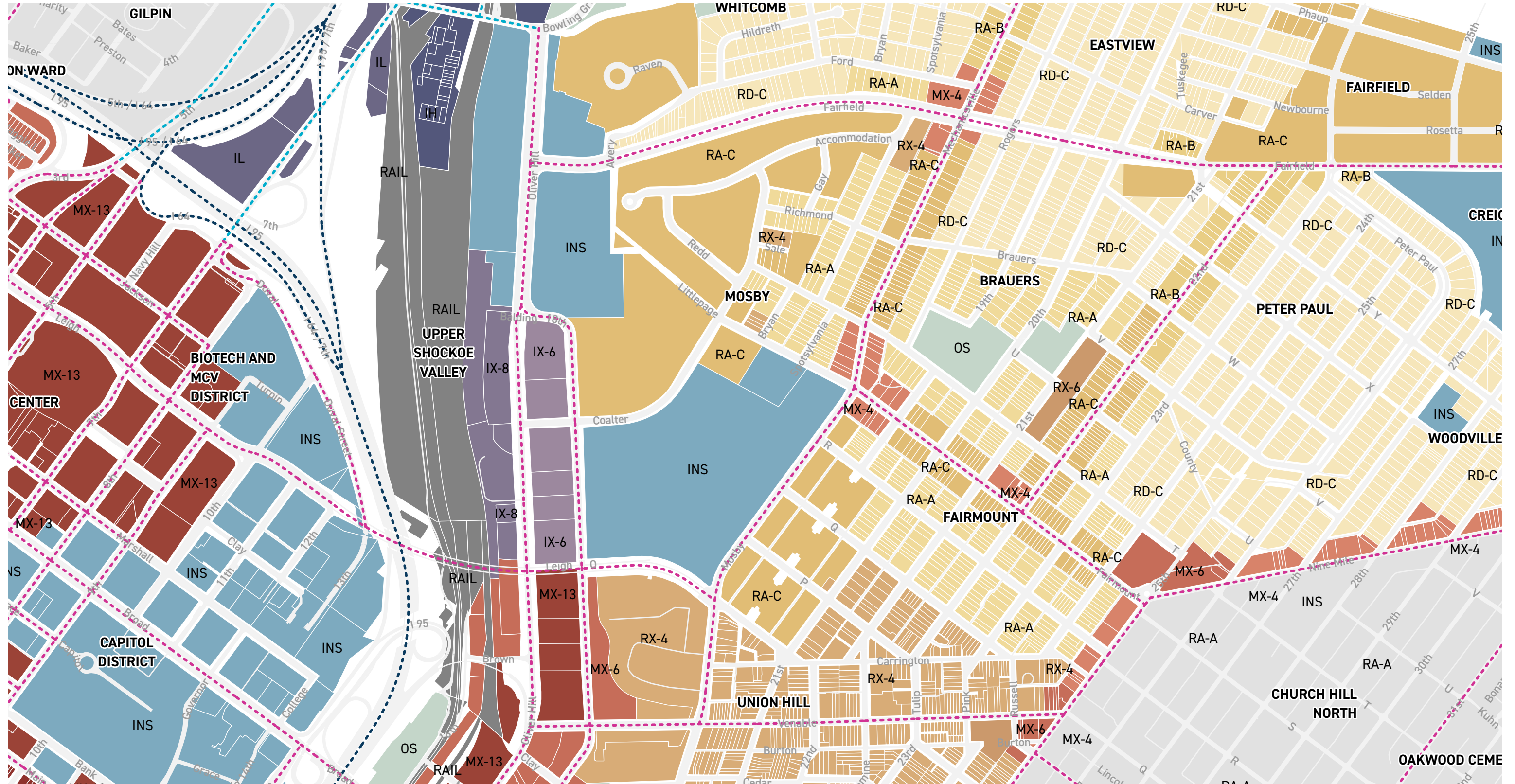
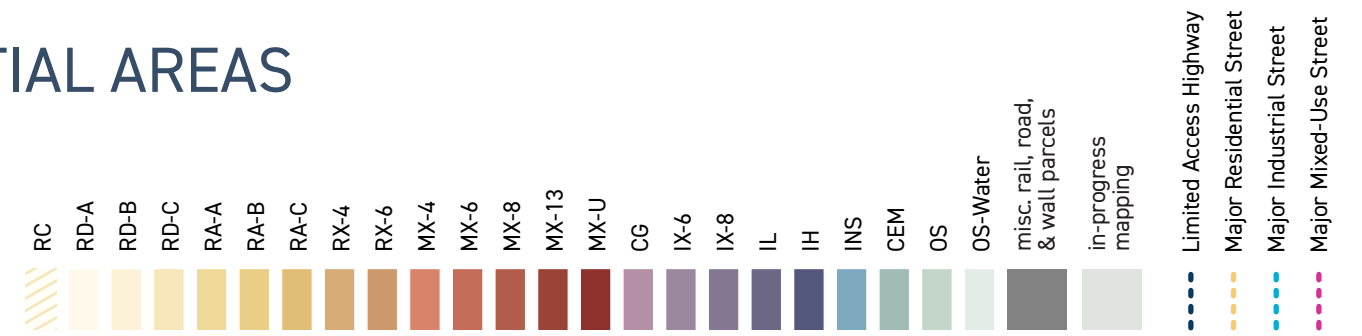
RICHMOND 300



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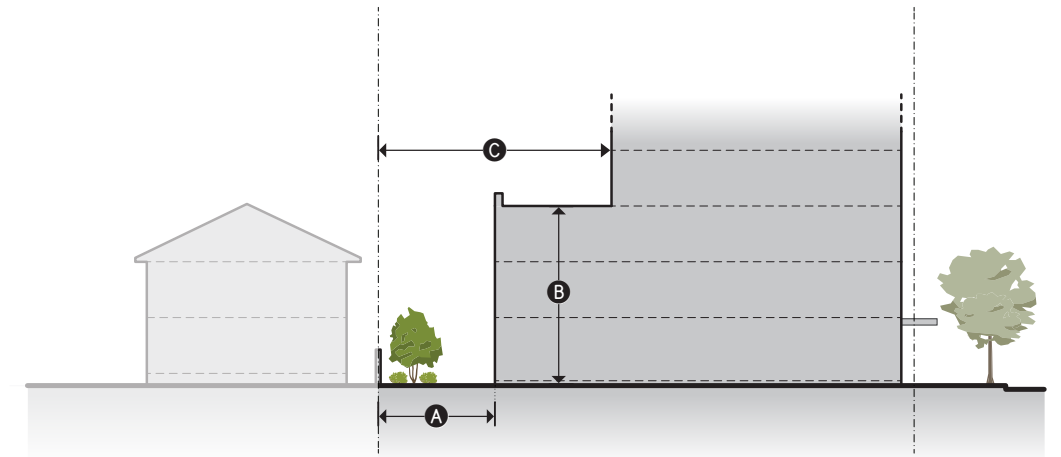
MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



## DISCUSSION TOPIC 2: REAR TRANSITIONS

In some cases, Richmond 300 places more intensive land uses (Community, Corridor, Destination or Downtown Mixed Use) backing onto less intensive ones (Residential, Neighborhood Mixed Use). There are several models for how to approach transition. Buildings can be stepped or set back at the rear, or zoning districts of intermediate intensity can be applied in the middle as a buffer.

1. With appropriate transition standards, what differences in height are appropriate on adjacent properties?



TRANSITION AREA		UPPER STORY STEP-BACK			
A	Building setback (min)	20'	B	Height before step-back (max stories/feet)	3 / 44'
	Transition screen type	Moderate	C	Upper story step-back (min)	40'

2. Looking at the mapping tests, do the maximum heights assigned make sense? Should they be higher or lower?

*Sample transition standard used in Charlottesville for taller buildings backing onto neighborhoods. For a building 60 ft deep and 4 stories or more in height, a minimum lot depth of 100 ft would be needed.*

*(The Richmond Code's approach to transition will be drafted in Module 2).*

# DISCUSSION TOPIC 2: REAR TRANSITIONS

## DOWNTOWN TO SHOCKOE

AERIAL IMAGE

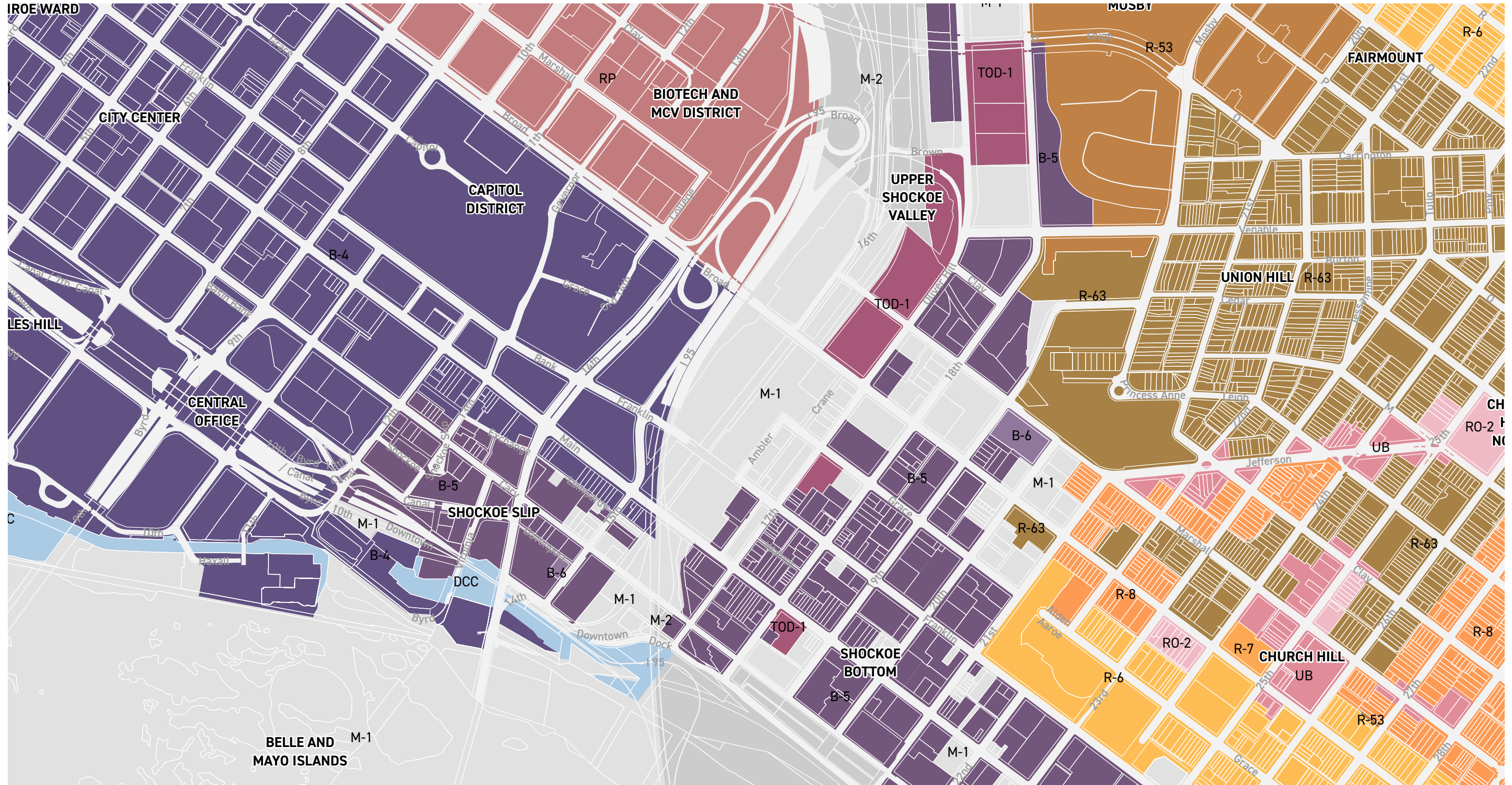
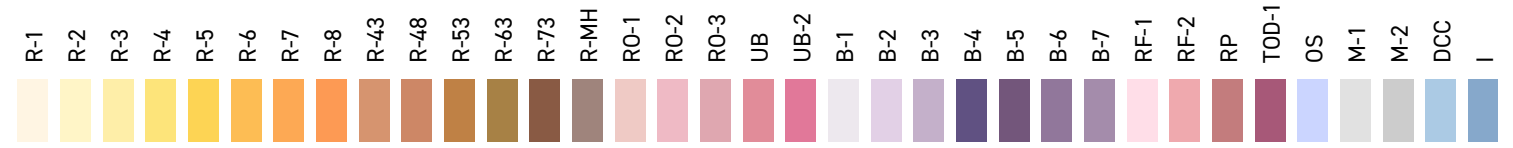




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## DOWNTOWN TO SHOCKOE

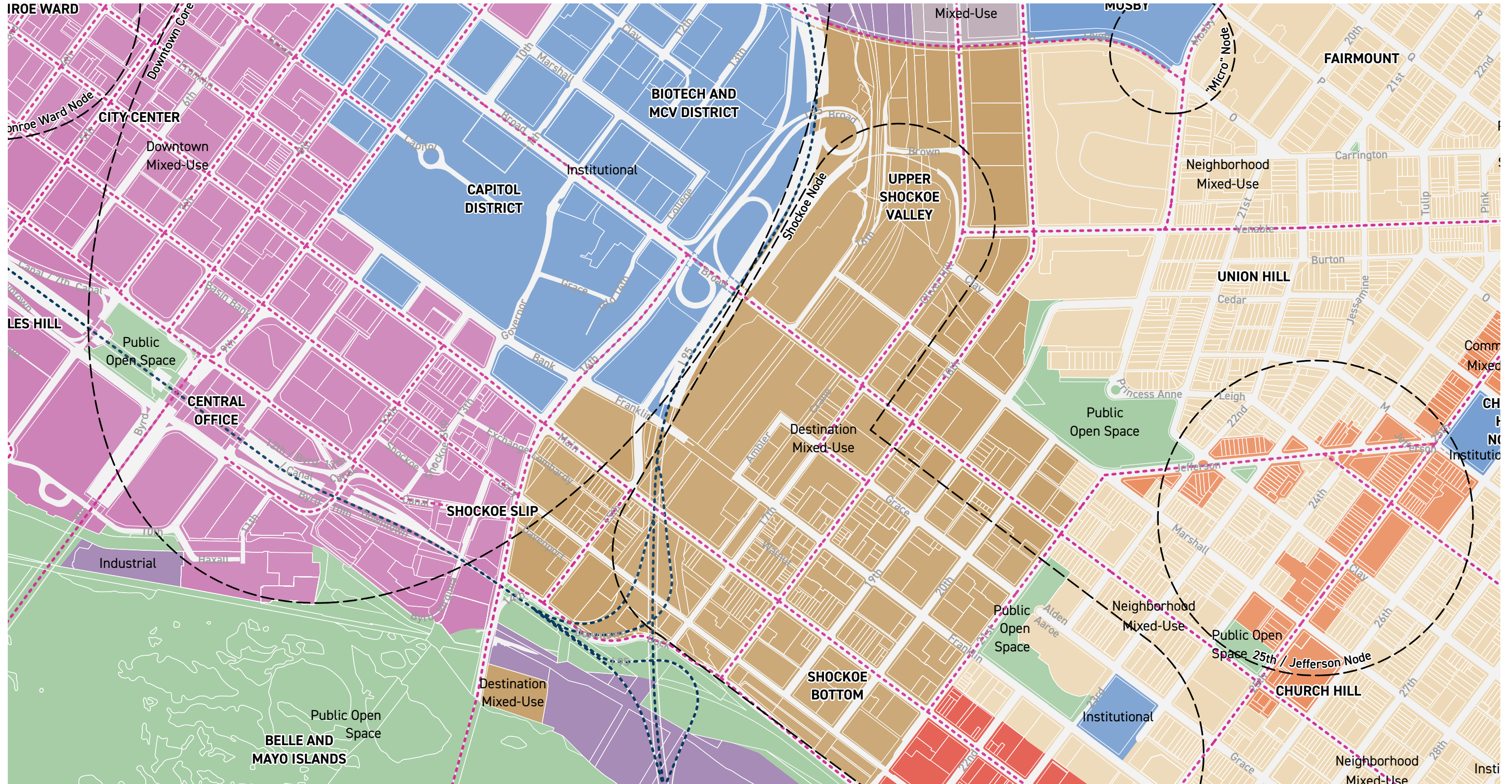
EXISTING ZONING



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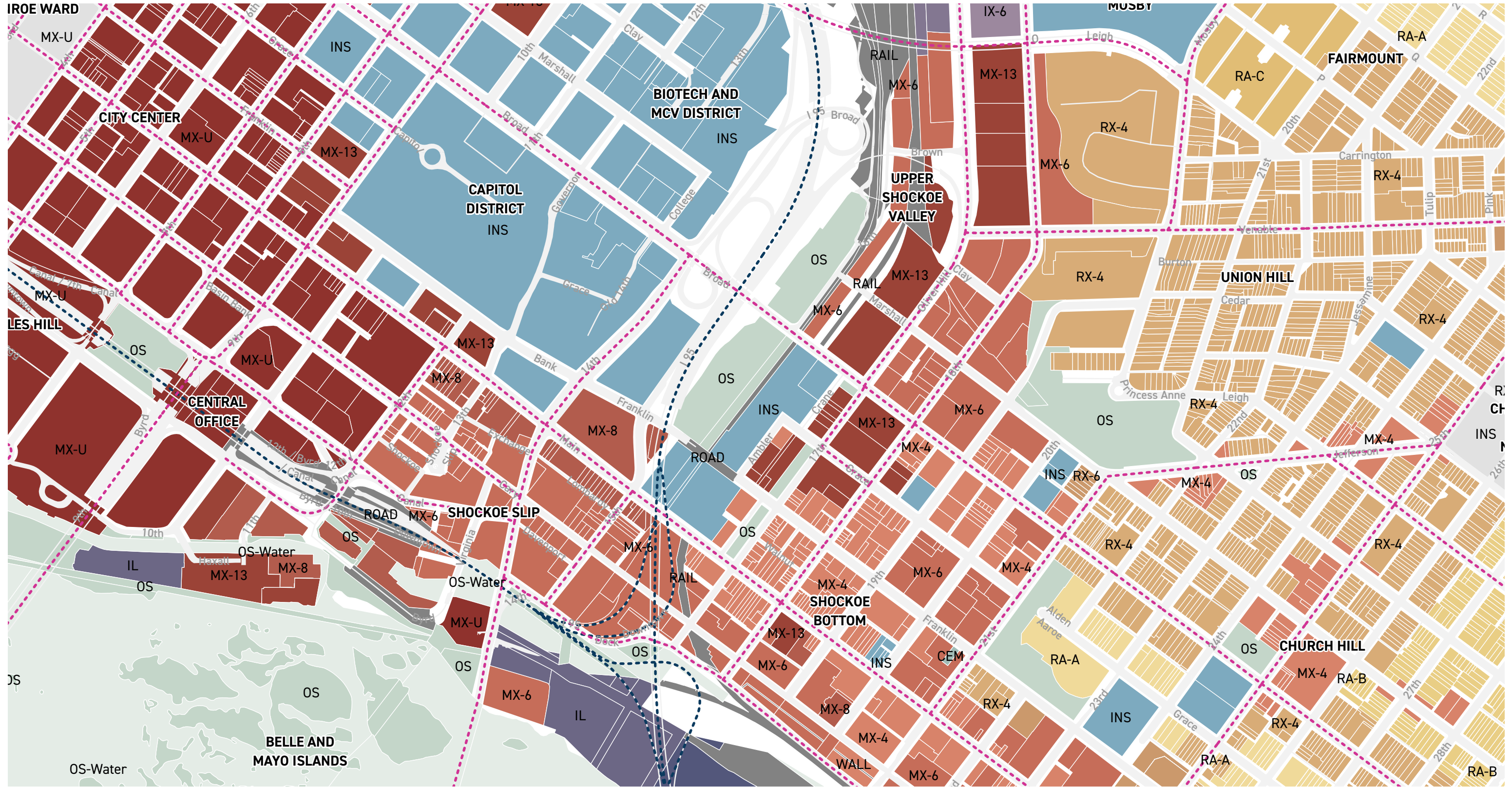
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# DISCUSSION TOPIC 2: REAR TRANSITIONS

## MAPPING TEST 1: DOWNTOWN TO SHOCKOE

MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



# DISCUSSION TOPIC 2: REAR TRANSITIONS

## BROAD STREET CORRIDOR

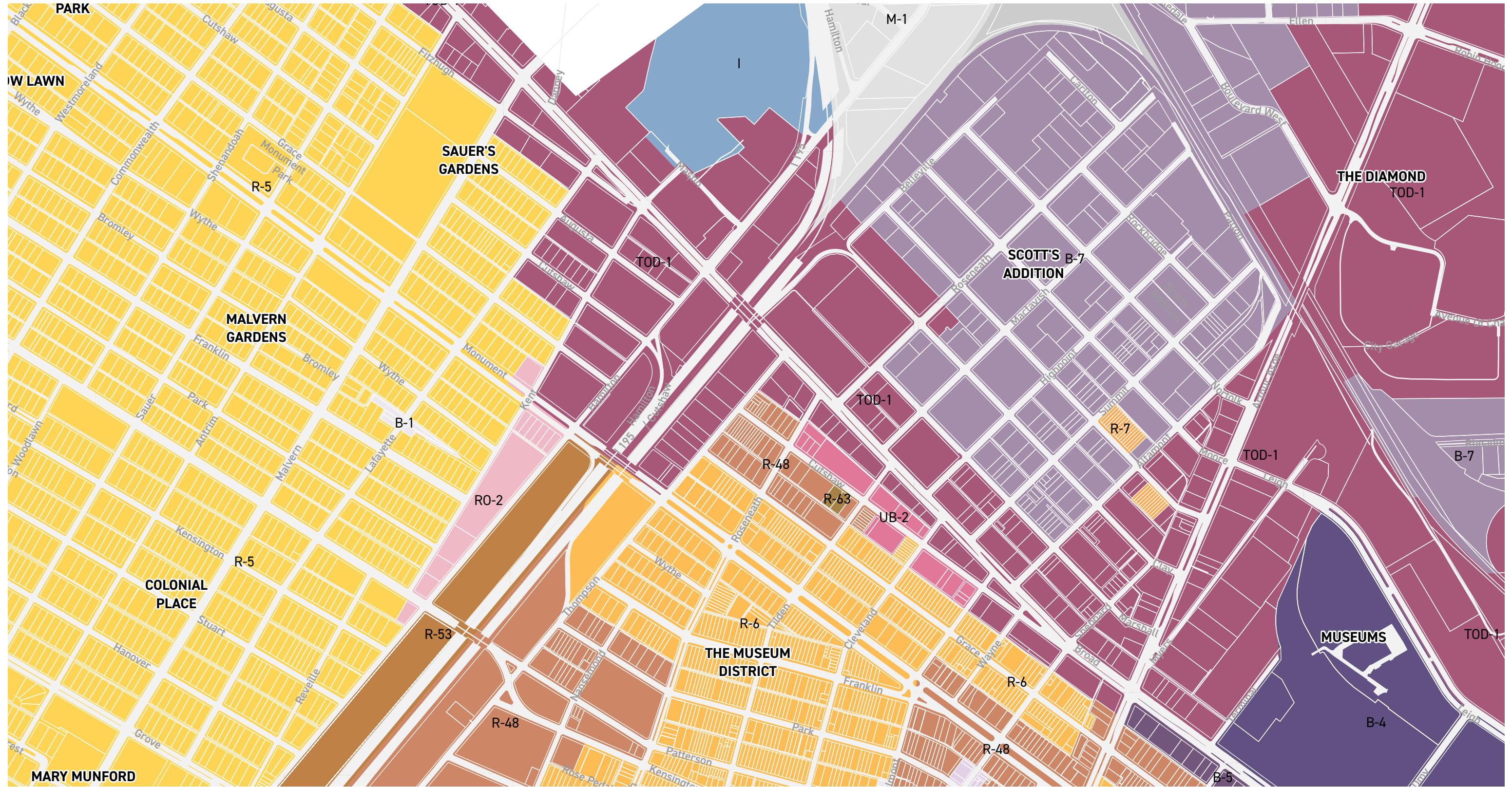
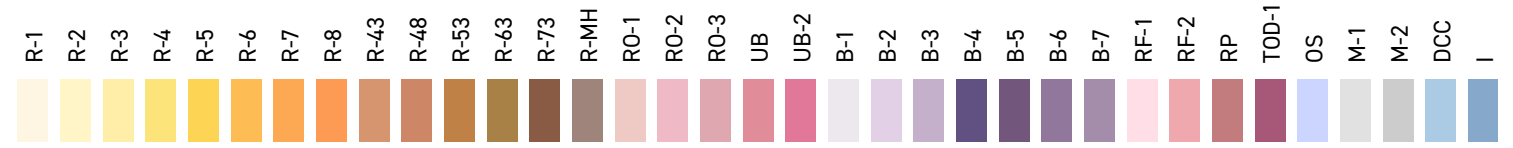
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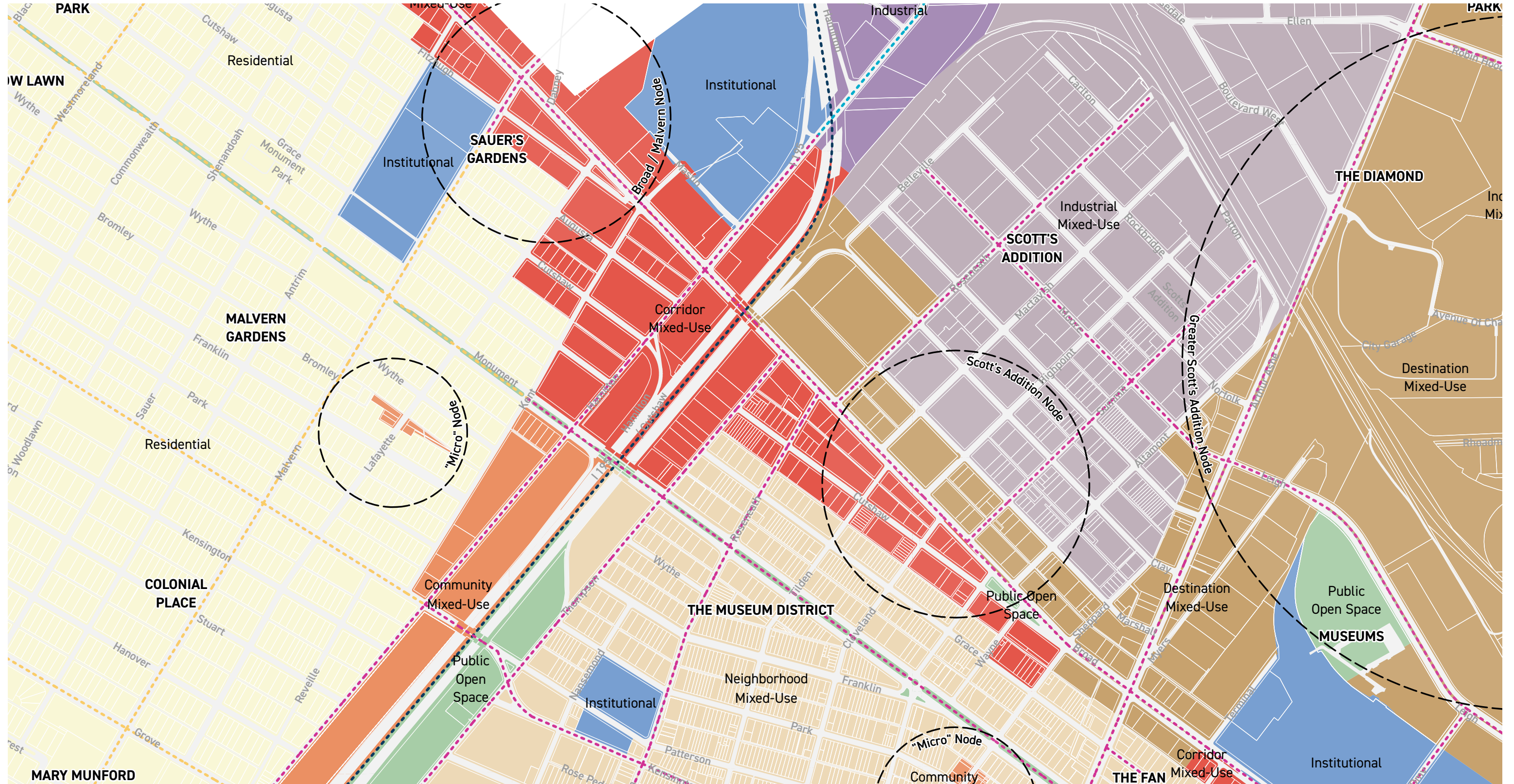
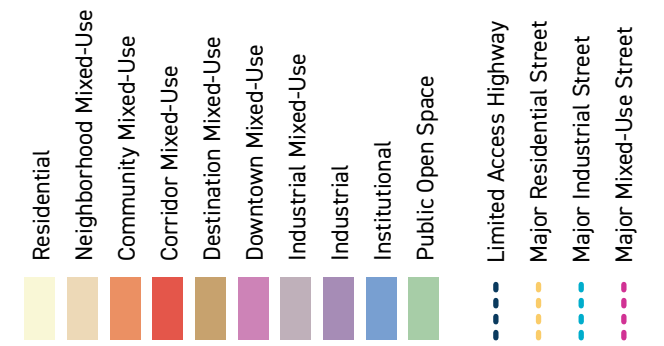
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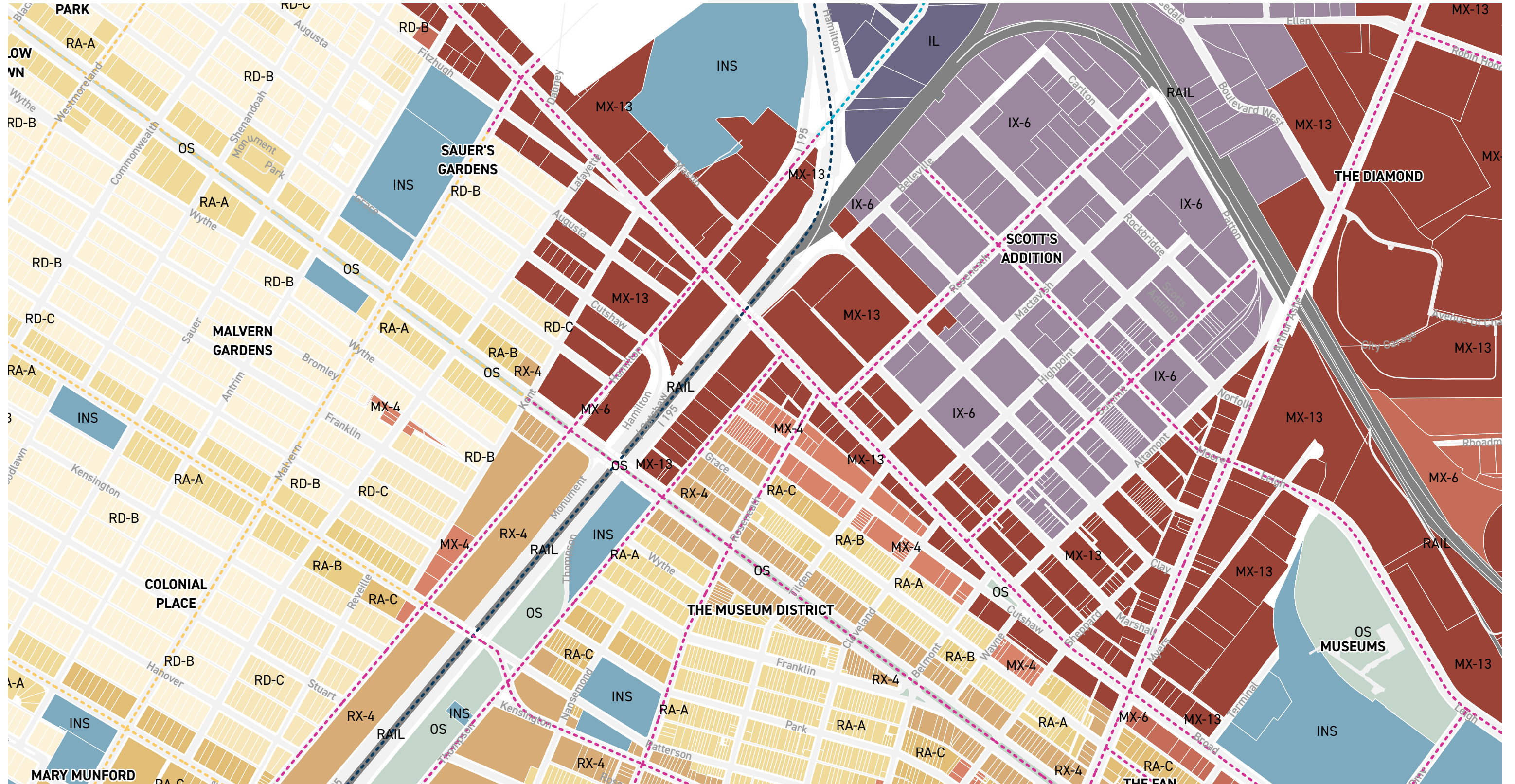
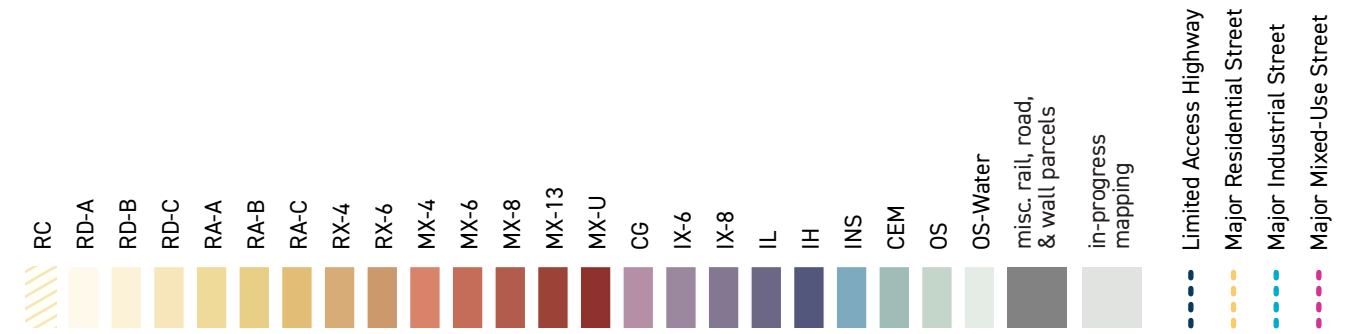
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# DISCUSSION TOPIC 2: REAR TRANSITIONS

## BROAD STREET CORRIDOR

MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



## **DISCUSSION TOPIC 2: AUTO-ORIENTED CORRIDORS**

CG-4 was added to accommodate more auto-oriented commercial corridors in the short to medium term. But exactly where should it be applied? In the mapping tests, it is shown only on corridor sites over 0.25 miles from proposed BRT stops, while those closer receive MX zoning.

1. Looking at the mapping tests, does that approach make sense to you? Should it be applied more or less extensively, or in different places?



# DISCUSSION TOPIC 3: AUTO-ORIENTED CORRIDORS

## SOUTHERN HULL STREET CORRIDOR

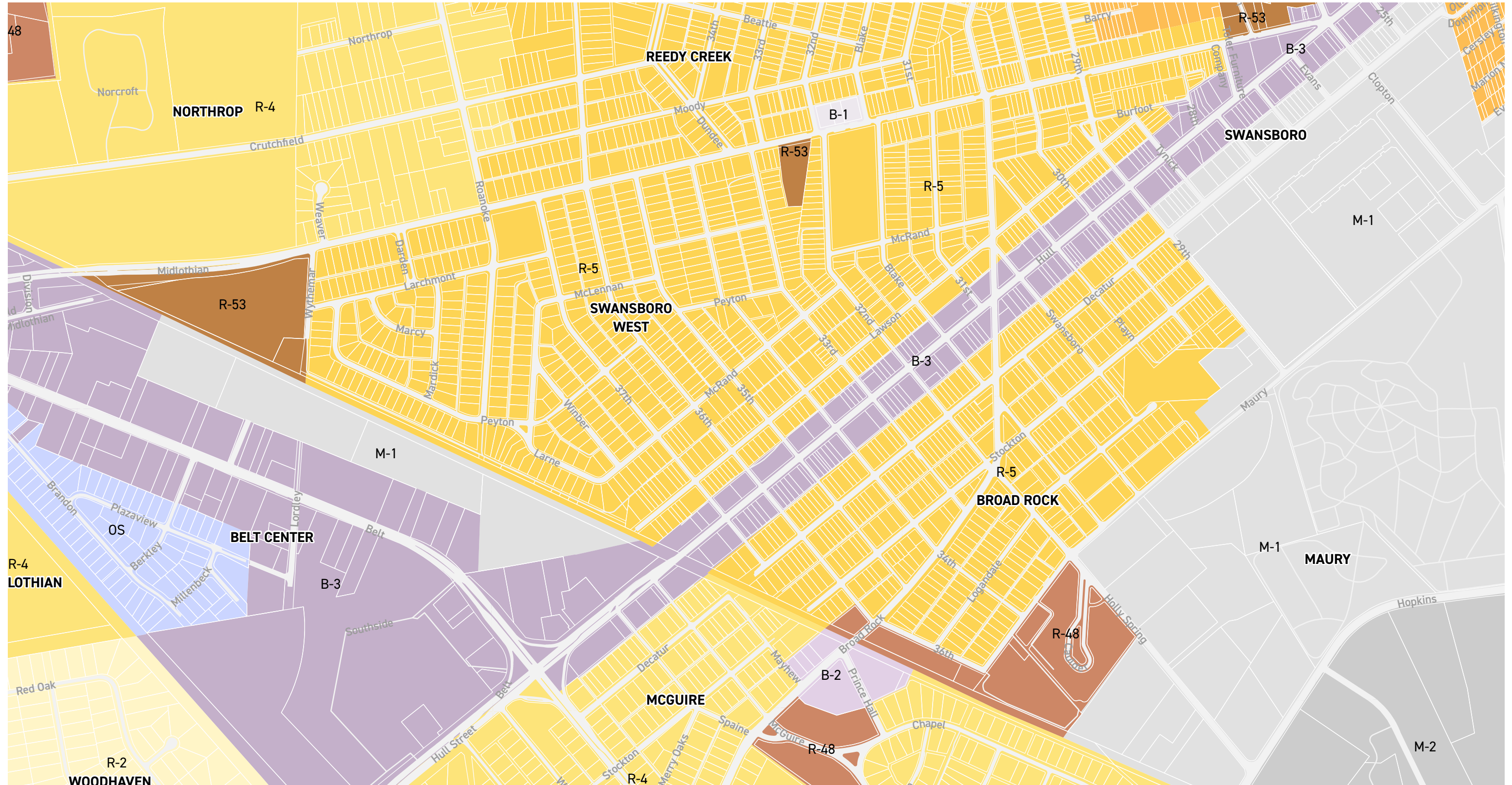
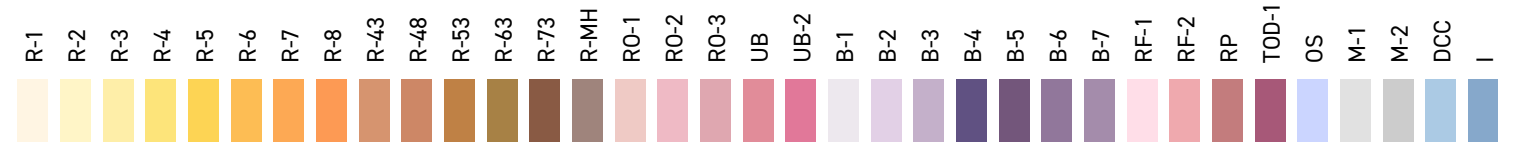
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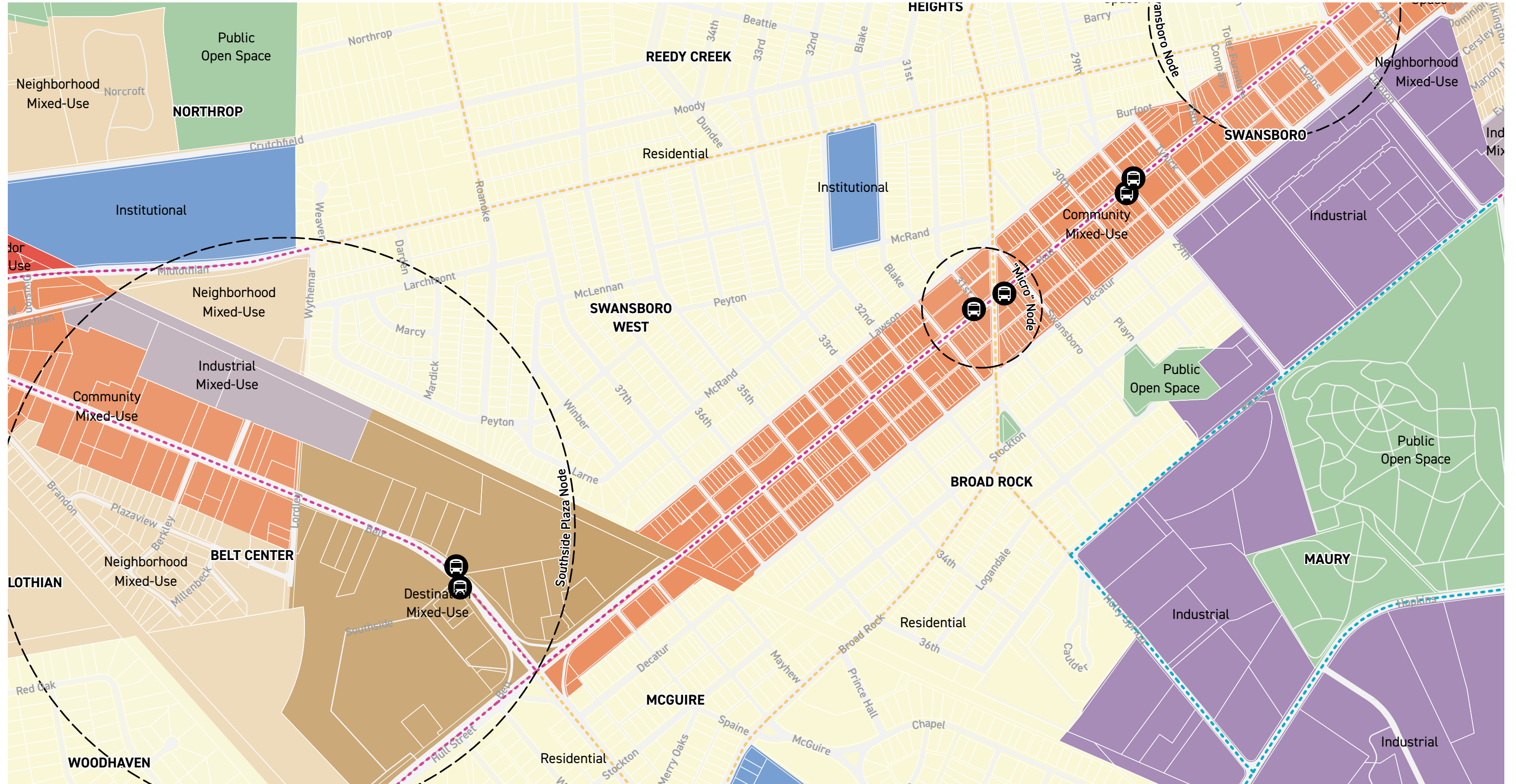
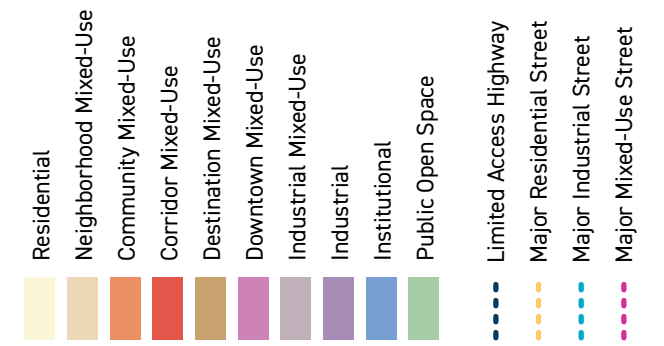
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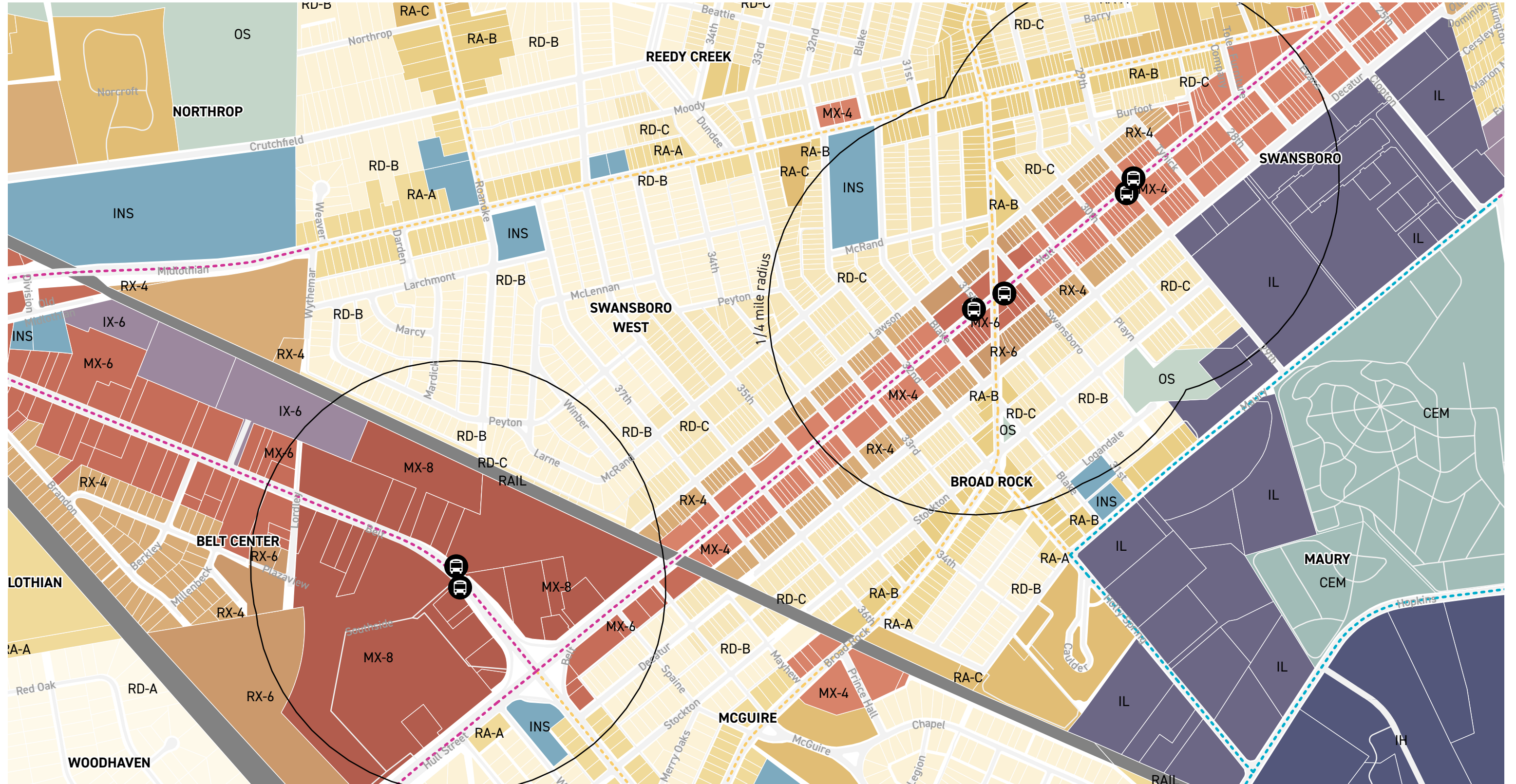
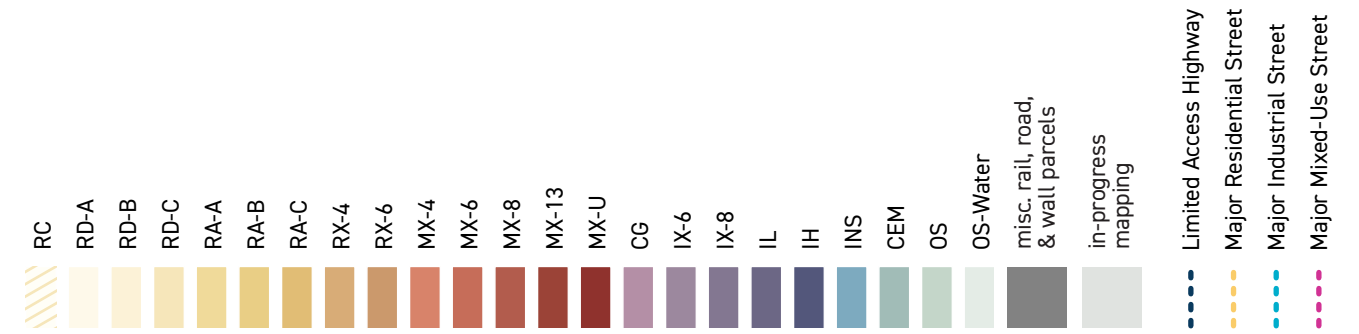
RICHMOND 300



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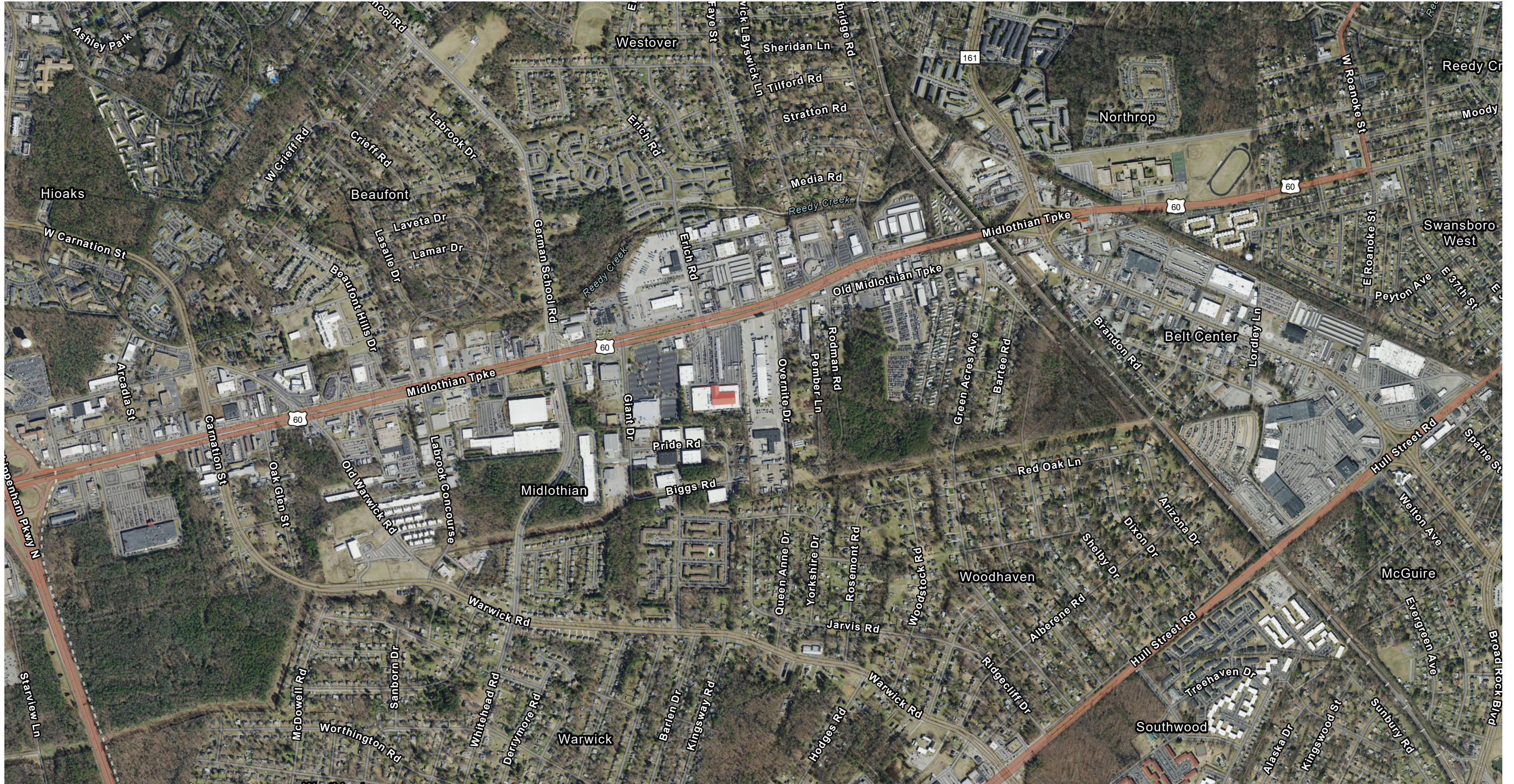
MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**



# DISCUSSION TOPIC 3: AUTO-ORIENTED CORRIDORS

## MIDLOTHIAN TURNPIKE

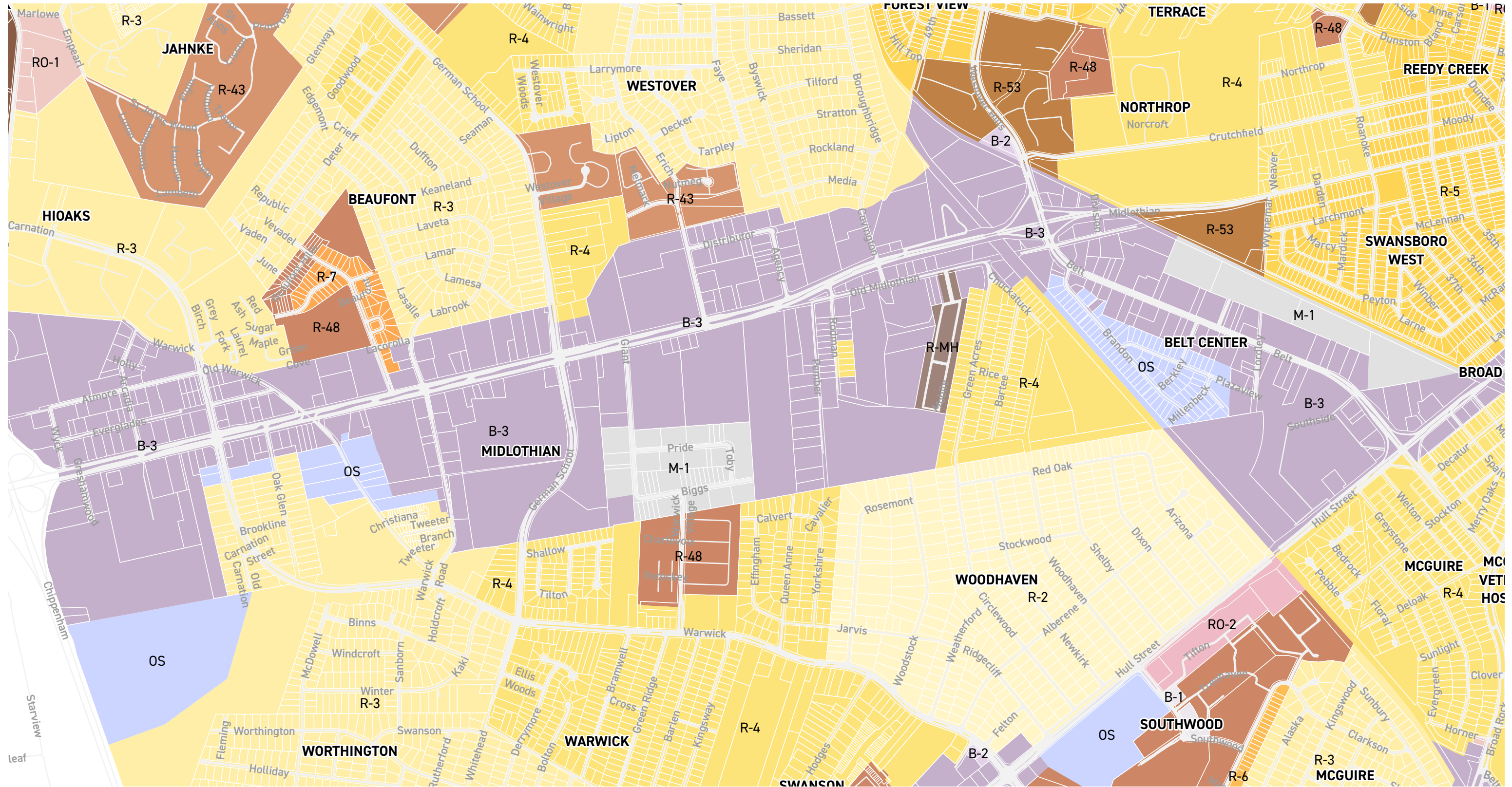
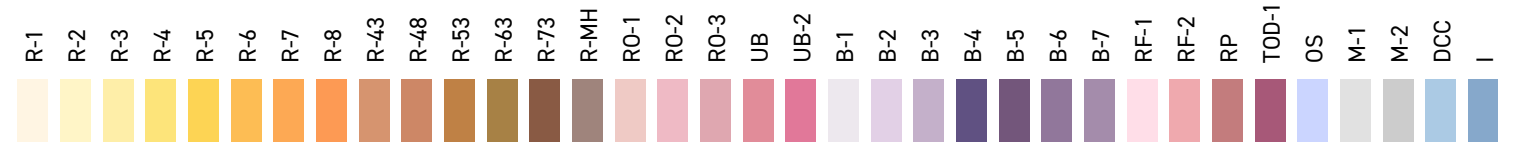
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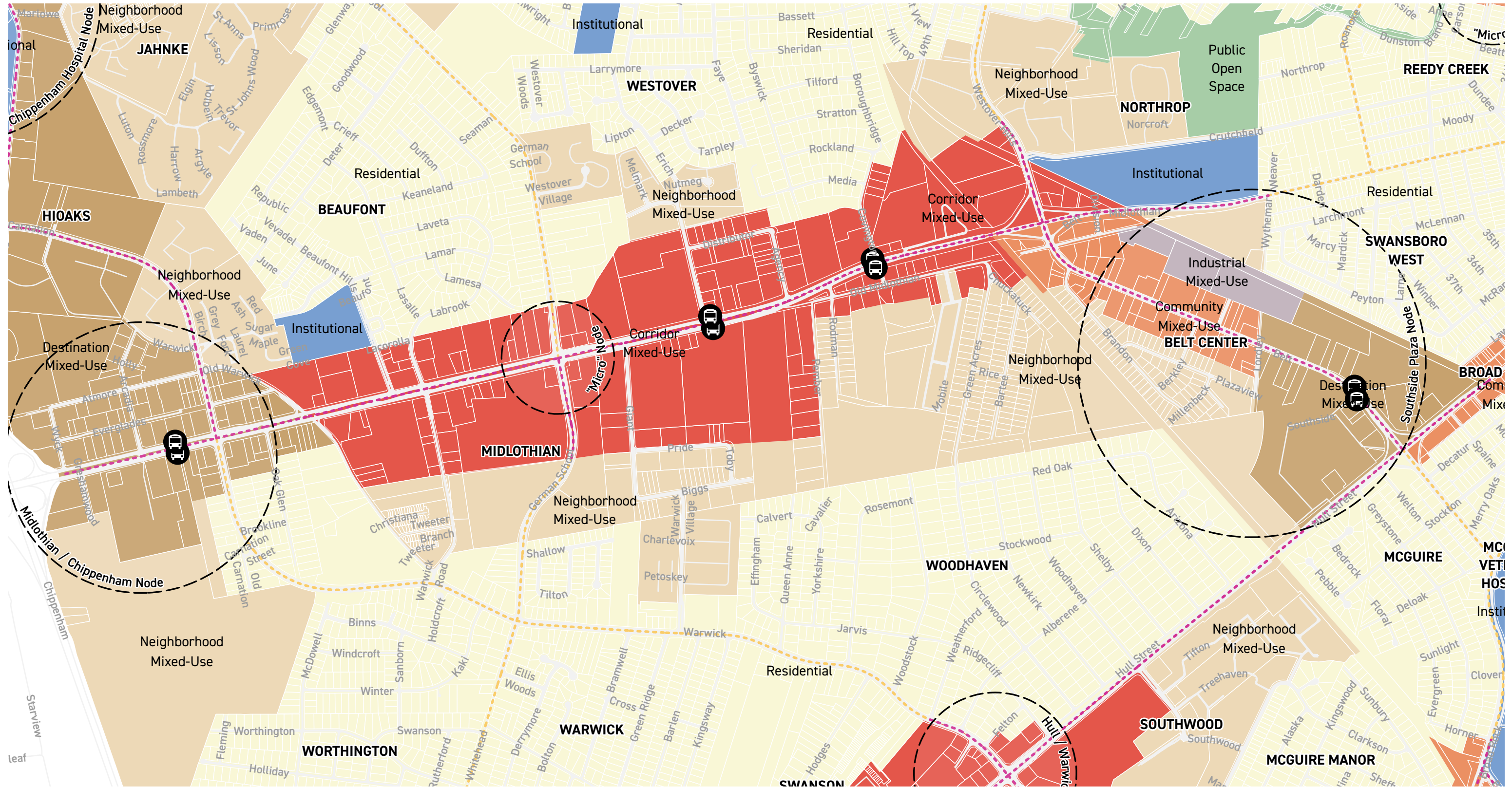
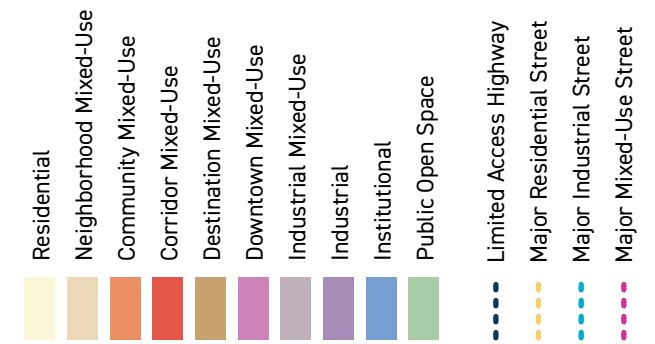
### EXISTING ZONING



# DISCUSSION TOPIC 3: AUTO-ORIENTED CORRIDORS

## MIDLOTHIAN TURNPIKE

RICHMOND 300



# DISCUSSION TOPIC 3: AUTO-ORIENTED CORRIDORS

## MIDLOTHIAN TURNPIKE

MAPPING TEST: **DRAFT PROPOSAL FOR DISCUSSION**

