

Code Refresh
Equitable Transportation Working Group
Meeting #1 – May 13, 2025 (Module 1)

TABLE 1

- 1. Zoning Assumptions: As the proposed zoning is mapped throughout the City, how should the transportation network impact the proposed zoning? Specially, how should the following impact the proposed zoning?**
 - a. Major Streets from Richmond 300**
 - Anything with driveway access should require SUP
 - CG may not be needed – keep cars in the back
 - Leigh Street biking & ped improvements – missing connection
 - Zoning? Decrease nonconform, or look to future?
 - Upzone streets – All major? Great Streets? Only commercial major?
 - b. Great Streets from Richmond 300**
 - [no notes]
 - c. Greenways/Shared-Use Paths**
 - d. On-street Bike Facilities**
 - Increase density along enhanced transit
 - Timing of multimodal improvements for large developments
 - Examples: Diamond District; and Allianz Amphitheater
 - e. Transit Network including Enhanced Transit Map from Richmond 300, the existing and proposed BRT routes, and other transit routes**
 - [no notes]
 - f. High-Injury Network**
 - [no notes]
 - g. Roadway Width**
- 2. Vehicle Oriented Uses: Where should vehicle-oriented uses including vehicle service/fueling services be located? Should there be use standards related to size, number of pumps, mix of uses, separation of similar uses, or other requirements?**
 - Limit the number of entrances – one in & one out
 - Don't want to overregulate – thriving gas station vs vacant lot
 - Outside of the walkable neighborhoods
 - Ban vape shops!
 - Create by-right trail-oriented develop.
 - Trail and sidewalk frontage
 - Guide develop. along new ped. zones.

TABLE 2

- 1. Zoning Assumptions: As the proposed zoning is mapped throughout the City, how should the transportation network impact the proposed zoning? Specially, how should the following impact the proposed zoning?**
 - a. Major Streets from Richmond 300**
 - [no notes]
 - b. Great Streets from Richmond 300**

- [no notes]
 - c. **Greenways/Shared-Use Paths**
 - d. **On-street Bike Facilities**
 - [no notes]
 - e. **Transit Network including Enhanced Transit Map from Richmond 300, the existing and proposed BRT routes, and other transit routes**
 - ¼ mile from each station of enhanced transit service
 - Upzoned areas should have complete streets
 - Upzone everywhere
 - Make Southside pedestrian zones (with an arrow pointing to the Southside/9th District/ Warwick area, generally)
 - f. **High-Injury Network**
 - [no notes]
 - g. **Roadway Width**
2. **Vehicle Oriented Uses: Where should vehicle-oriented uses including vehicle service/fueling services be located? Should there be use standards related to size, number of pumps, mix of uses, separation of similar uses, or other requirements?**
- Bring building to street
 - Allow in mixed-use
 - Not on major residential
 - Limit on pumps
 - Make Conditional Use in MX
 - Service
 - Number of bays
 - Bring building to street
 - Pull out auto rentals from sales

TABLE 3

1. **Zoning Assumptions: As the proposed zoning is mapped throughout the City, how should the transportation network impact the proposed zoning? Specially, how should the following impact the proposed zoning?**
- a. **Major Streets from Richmond 300**
 - [no notes]
 - b. **Great Streets from Richmond 300**
 - [no notes]
 - c. **Greenways/Shared-Use Paths**
 - d. **On-street Bike Facilities**
 - [no notes]
 - e. **Transit Network including Enhanced Transit Map from Richmond 300, the existing and proposed BRT routes, and other transit routes**
 - [no notes]
 - f. **High-Injury Network**
 - [no notes]
 - g. **Roadway Width**

2. Vehicle Oriented Uses: Where should vehicle-oriented uses including vehicle service/fueling services be located? Should there be use standards related to size, number of pumps, mix of uses, separation of similar uses, or other requirements?

- Existing Stations
- Provisional 24 hour operations
- Proximity to highway
- Not permitted in enhanced transit corridors
- Located near multimodal facilities
- Allow in industrial zones
- Conditional use permitting for over 6 fueling pumps except IL & IH
- Vehicle sales & rental = street facing storefront w/ parking in the back
- Increase (into mixed-use) service/repair w/ lot size consideration

TABLE 4

1. Zoning Assumptions: As the proposed zoning is mapped throughout the City, how should the transportation network impact the proposed zoning? Specially, how should the following impact the proposed zoning?

a. Major Streets from Richmond 300

- Interactivity with the buildings (Carytown)
 - (vs. no interactivity on Broad/Lombardy where it's uncomfy)
- No monolithic/blank walls
- Alley
- Safe access to river crossings (with an arrow drawn to existing Belvidere/ Nickel/ Powhite bridges and circles around neighborhoods on both sides of the river that they could connect)
- Coffee shops & third places (with arrows pointing to dots representing example locations scattered about residential neighborhoods near Stratford Hills/Cherokee Rd)
- (A drawing comparing two development scenarios along an example street, using residential low density and The Veil as comparisons)

b. Great Streets from Richmond 300

- What do we do about comfort on Broad St. for peds?
 - Street trees for shade

c. Greenways/Shared-Use Paths

d. On-street Bike Facilities

- bike parking req's along bike routes + greenways
- drawbacks for higher density along the greenways
 - Beltline in Atlanta
 - Don't want to develop the green space
- Bike parking should be everywhere... every use. Not just bike routes.
 - Covered bike parking

e. Transit Network including Enhanced Transit Map from Richmond 300, the existing and proposed BRT routes, and other transit routes

- Higher density zoning within ½ mile of BRT stops
- Street tree req's for large- to mid- scale development

- Park and rides? (not sure... maybe?)
- f. High-Injury Network**
 - Ped and bike areas/uses interior to neighborhoods so people are not on the HIN [high injury network]
 - Pedestrian access req's (especially residential areas) over private land → if we can't connect roads, then private development can provide easements across their land
 - Keep people away from cars
 - Walk breezeways
 - Shorter blocks in the street grid
- g. Roadway Width**
- 2. Vehicle Oriented Uses: Where should vehicle-oriented uses including vehicle service/fueling services be located? Should there be use standards related to size, number of pumps, mix of uses, separation of similar uses, or other requirements?**
 - Bellevue & MacArthur → MX-4/6
 - Remove vehicle from MX-4 and 6
 - Don't want them near our homes/ eye sore
 - Incentives for infill for parking lots → city Land Value Tax
 - Infill focus on the mixed use areas first

PARKING BOARD

- City partner with GRTC to educate bus drivers about proper passing distance when passing bikers
- Road widths → can we regulate how wide new streets must be?
- Historic preservation → making sure we don't overzone and encourage too much height so that it causes demolition or loss of historic assets.
- Public vs private school
 - More parking/traffic for private
- Think about zoning around arterial road network as wealth-building, and city revenue generated as useful for fixing problems (schools, aging in place)
- What do we prioritize? Reducing zoning – existing use nonconformity? Or future land use implementation?