



DEPARTMENT OF  
**PLANNING AND  
DEVELOPMENT  
REVIEW**

# *Richmond 300: Code Refresh*

## Equitable Transportation Working Group Meeting #1



May 13, 2025

# Welcome and Orientation

# Room Orientation

- Staff and Zoning Advisory Council
- Restrooms and Exits
- Refreshments
- Parking Board

# Working Group Purpose

- Advise the Zoning Advisory Council and PDR staff
- Review the materials related to the Code Refresh process, through the lens through the lens of one of five topic areas from Richmond 300
- Determine what may be missing or inconsistent with the policies related to each topic area in the Code Refresh
- Provide subject matter expertise



# What is the process?

FEBRUARY 2024 - MAY 2024

PHASE 1  
**PROJECT INITIATION**

*Confirmation of timeline, development of engagement plan, review of existing materials and kick off visit with staff.*

MAY 2024 - FEBRUARY 2025

PHASE 2  
**PATTERN BOOK**

*Analysis of existing and traditional urban and architectural form.*

PHASE 3  
**ZONING ORDINANCE FRAMEWORK**

*Analysis of existing ordinance.*

PHASE 4  
**ZONING DISTRICTS FRAMEWORK**

*Conceptual framework and districts for new ordinance, not yet addressing detailed metrics.*

MARCH 2025 - SPRING 2026

PHASE 5  
**DRAFT & FINAL ZONING ORDINANCE**

*Development and testing of code metrics, graphics and administrative language.*

We are here!

# What is the process?



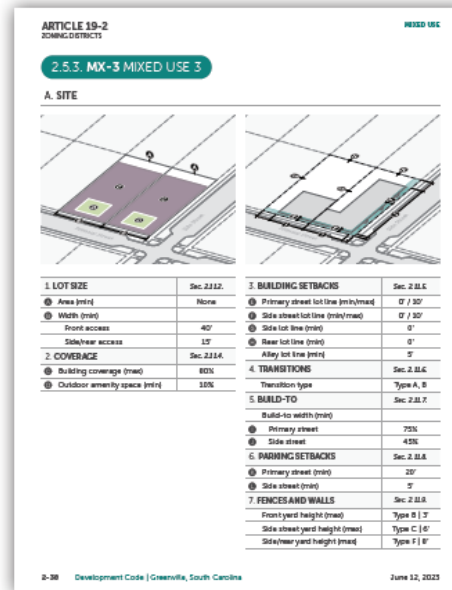
We are here!

+ Draft code will be delivered in three separate parts or “modules” in 2025.

+ Each module delivery will provide opportunity for detailed review and discussion by ZAC.

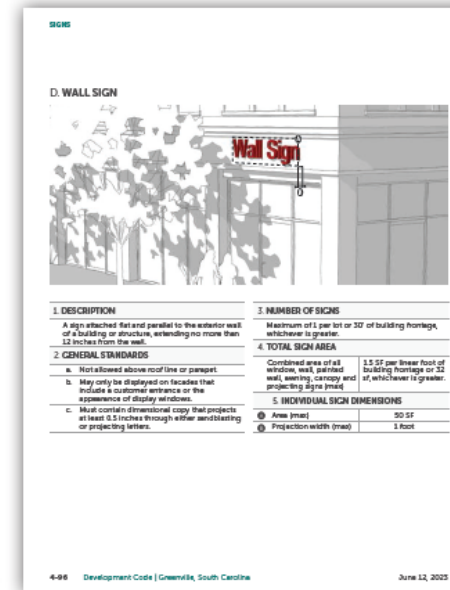
+ Three modules will then be revised and assembled as a complete draft.

## MODULE 1: DISTRICTS, USES & MAPS



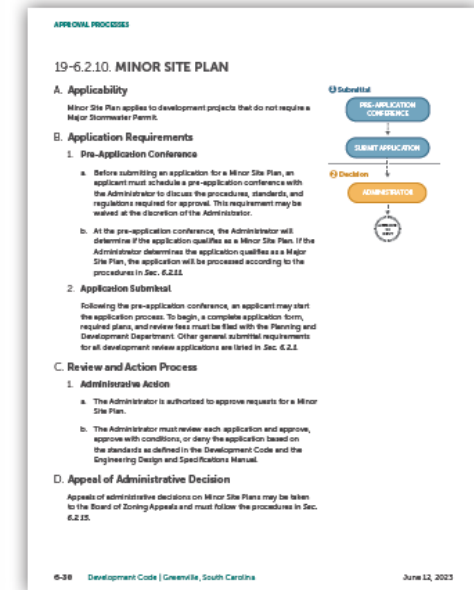
Full zoning districts, use matrix and zoning maps

## MODULE 2: DEVELOPMENT STANDARDS



Landscaping, transitions, signs, vehicle access, and other city-wide standards

## MODULE 3: ADMINISTRATION & OTHER PROVISIONS



Processes for review of applications, and how to allow amendments or relief

# Working Group Ground Rules

- Engage in open dialogue
- Participate as individuals and share when representing your organization.
- Refrain from speaking on behalf of the Council
- Attend meetings and read materials
- Everyone participate in the conversation and share your advice
- Try to be succinct to allow others time to speak

# Meeting Objectives

- Understand the connection between the strategies of Richmond 300 and the Code Refresh project
- Learn about Code Refresh Module 1 Content
- Review the content of Module 1 focusing on assumptions used to create the zoning map and use regulations.



# Agenda Review

5:00 PM	Welcome & Orientation
5:10 PM	Ice Breaker Activity
5:20 PM	Background Presentation
5:40 PM	Small Group Discussion
6:40 PM	Small Group Report Back
7:00 PM	Adjournment

# Icebreaker

Describe your connection to the City of Richmond and why you think this working group is important.

# Richmond 300

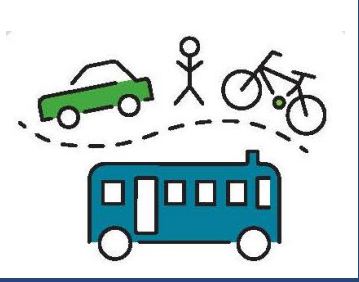
## Equitable Transportation

# Equitable Transportation Topic Vision

**Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network.**

Walking, biking, and transit options are the most convenient and used forms of transportation in Richmond; thereby improving the natural environment and our health. Richmond's multi-modal transportation system is high-quality and easy for all people to use regardless of income and physical abilities and seamlessly connects Richmond neighborhoods and attractions to each other, the region, and the nation.

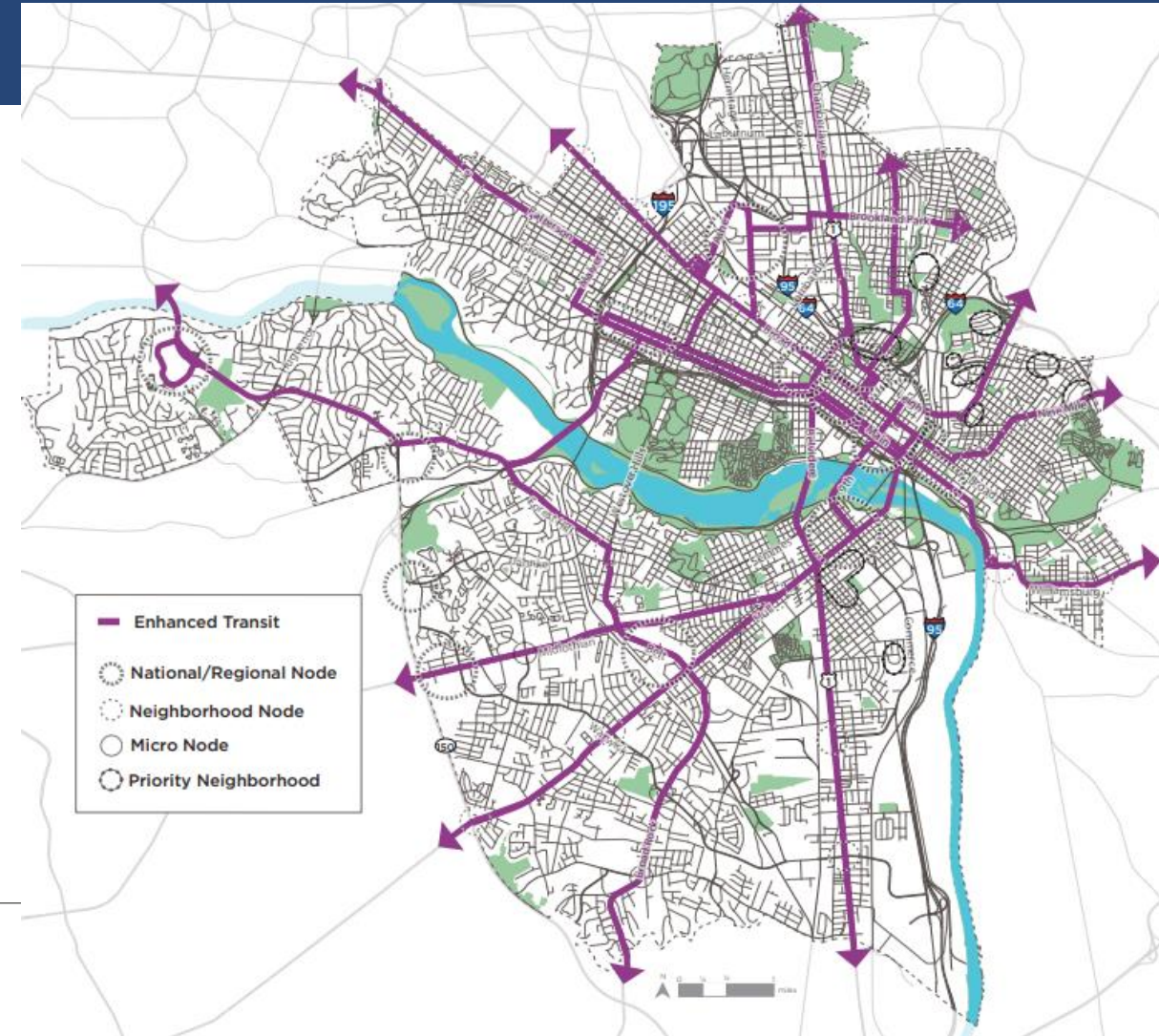




## Goal 6: Land Use and Transportation Planning

Align future land use and transportation planning to support a sustainable and resilient city.

Objective 6.1: Increase the number of residents and jobs at Nodes and along enhanced transit corridors in a land development pattern that prioritizes multi-modal transportation options.







# Goal 7: Vision Zero

Systemically change the built environment to shift our safety culture and ensure that individuals are not killed or seriously injured on city streets.

Objective 7.1: Reduce all traffic-related deaths and serious injuries to zero by implementing the Vision Zero Action Plan.

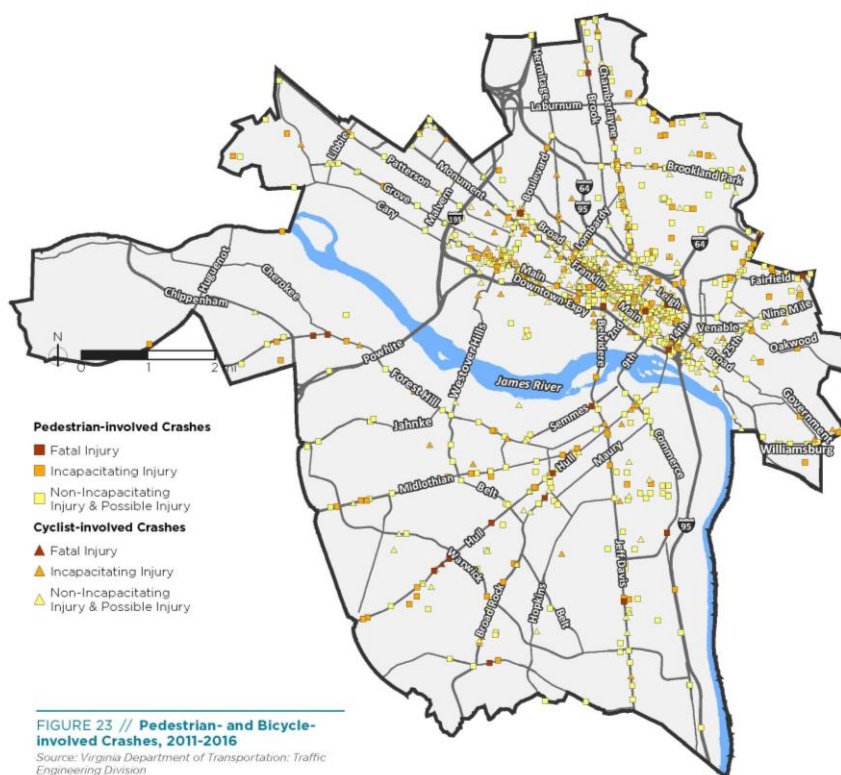
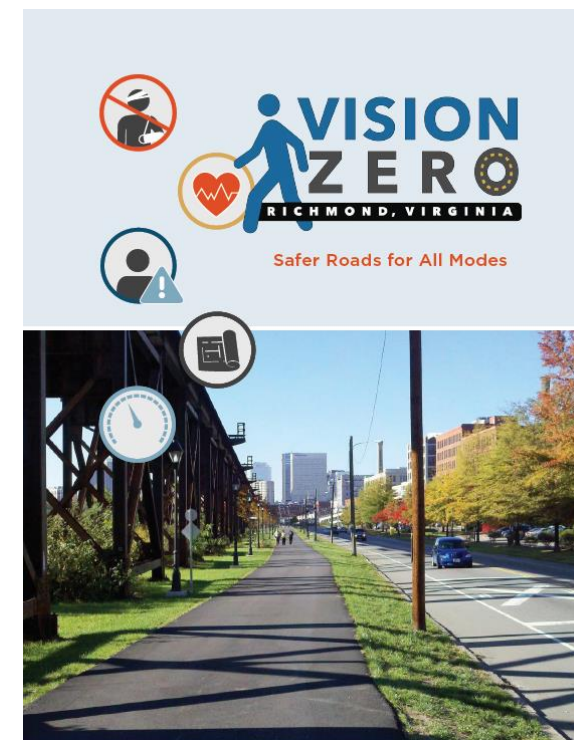


FIGURE 23 // Pedestrian- and Bicycle-involved Crashes, 2011-2016  
Source: Virginia Department of Transportation; Traffic Engineering Division





## Goal 8: Non-Car Network

Enhance walking, biking, and transit infrastructure to provide universal access to all users, prioritizing low-income areas and areas within the high-injury street network.

### Pedestrian Experience

Objective 8.1: Improve pedestrian experience by increasing and improving sidewalks and improving pedestrian crossings and streetscapes, prioritizing low-income areas.

### Greenways

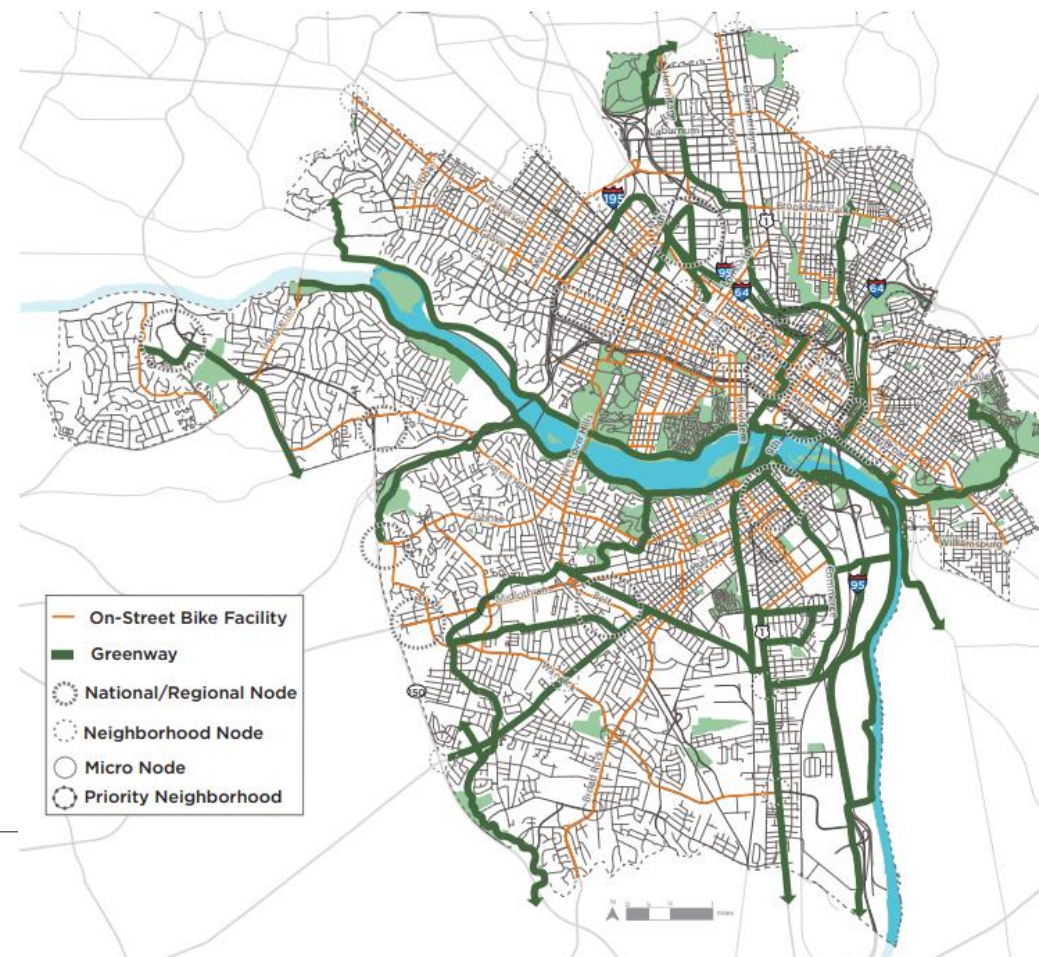
Objective 8.2: Increase the miles of greenways in an interconnected, regional network.

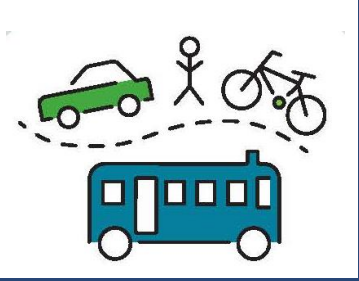
### Bicyclist Experience

Objective 8.3: Expand and improve on-street networks and amenities serving bicyclists and slow-moving vehicles (less than 15 miles per hour), as shown in Figure 30.

### Transit Experience

Objective 8.4: Increase transit service to serve existing and new riders so that 75% of residents live within a half mile of a transit line with service that comes every 15 minutes by 2040, as shown in Figure 31.





## Goal 9: Streets, Bridges, Grids

Build and improve streets and bridges to expand connectivity for all users.

### Complete Streets

Objective 9.1: Improve streets for all users by aligning future land use categories with Complete Streets recommendations, prioritizing low-income areas and areas within the high-injury network.

### Bridges

Objective 9.2: Improve and create bridges to strive for a high level of reliability, access, and safety, as shown in Figure 33.

### Alleys

Objective 9.3: Increase the miles of alleyways and improve existing alleyways to manage circulation.

superblocks and encouraging gridded street networks and two-way streets.

### Pavement

Objective 9.5: Improve 80% of street pavement to a condition index of good or better.

### Parking

Objective 9.6: Implement parking strategies that effectively manage supply and demand of parking, as identified in the Parking Study Report, as shown in Figure 34, and improve the physical appearance of parking.





# Goal 10: Emerging Transportation Technologies

Incorporate emerging technology into the transportation network in ways that seek to reduce single-occupancy vehicle use and reduce greenhouse gas emissions.

## Signals

Objective 10.1 Expand and maintain the Richmond Signal System for better managed and safer transportation options.

## New Mobility

Objective 10.2 Develop programs to manage new mobility and emerging shared transportation technologies.

## Curb Management

Objective 10.3: Utilize technology to manage and monetize the curb to reduce vehicle miles traveled related to circling the block.

## Electric Vehicles

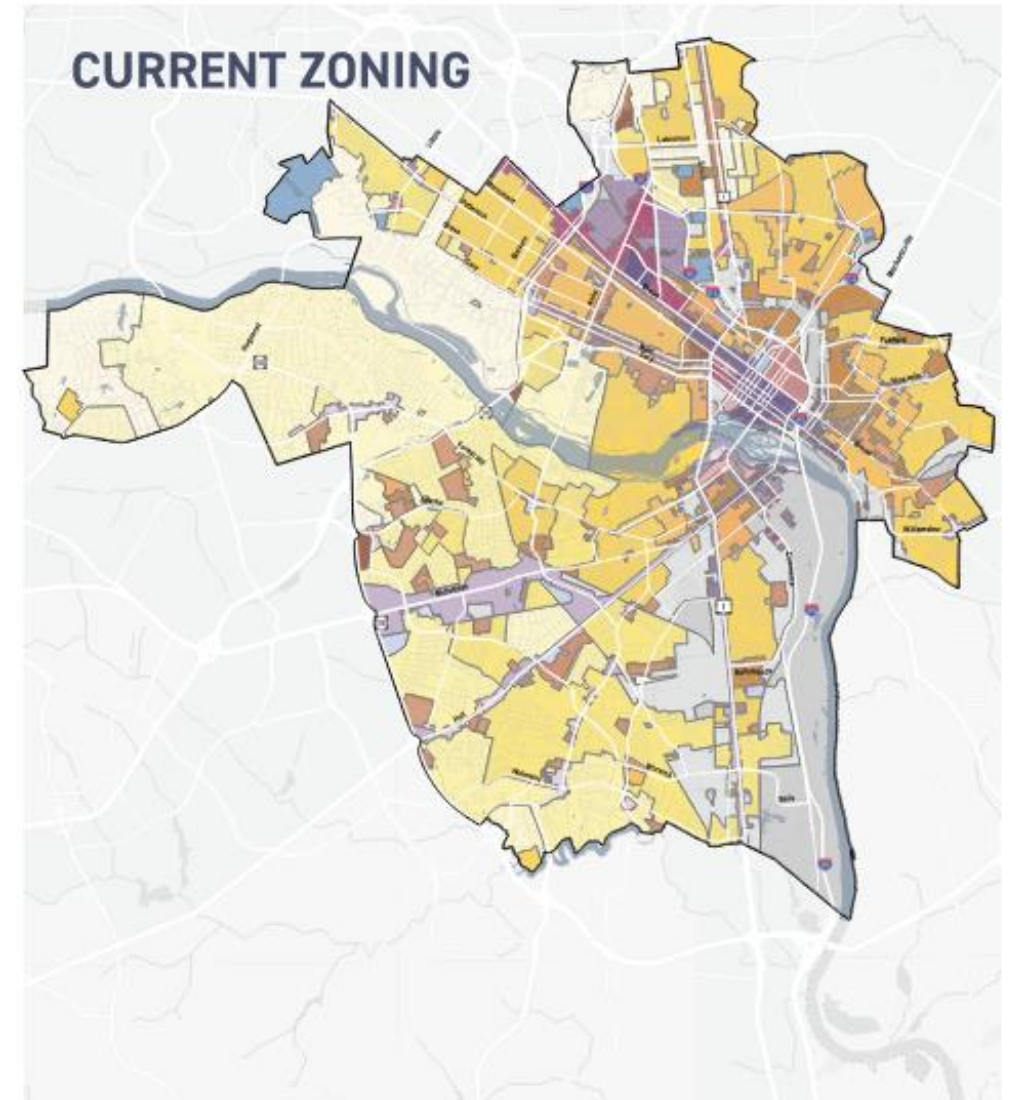
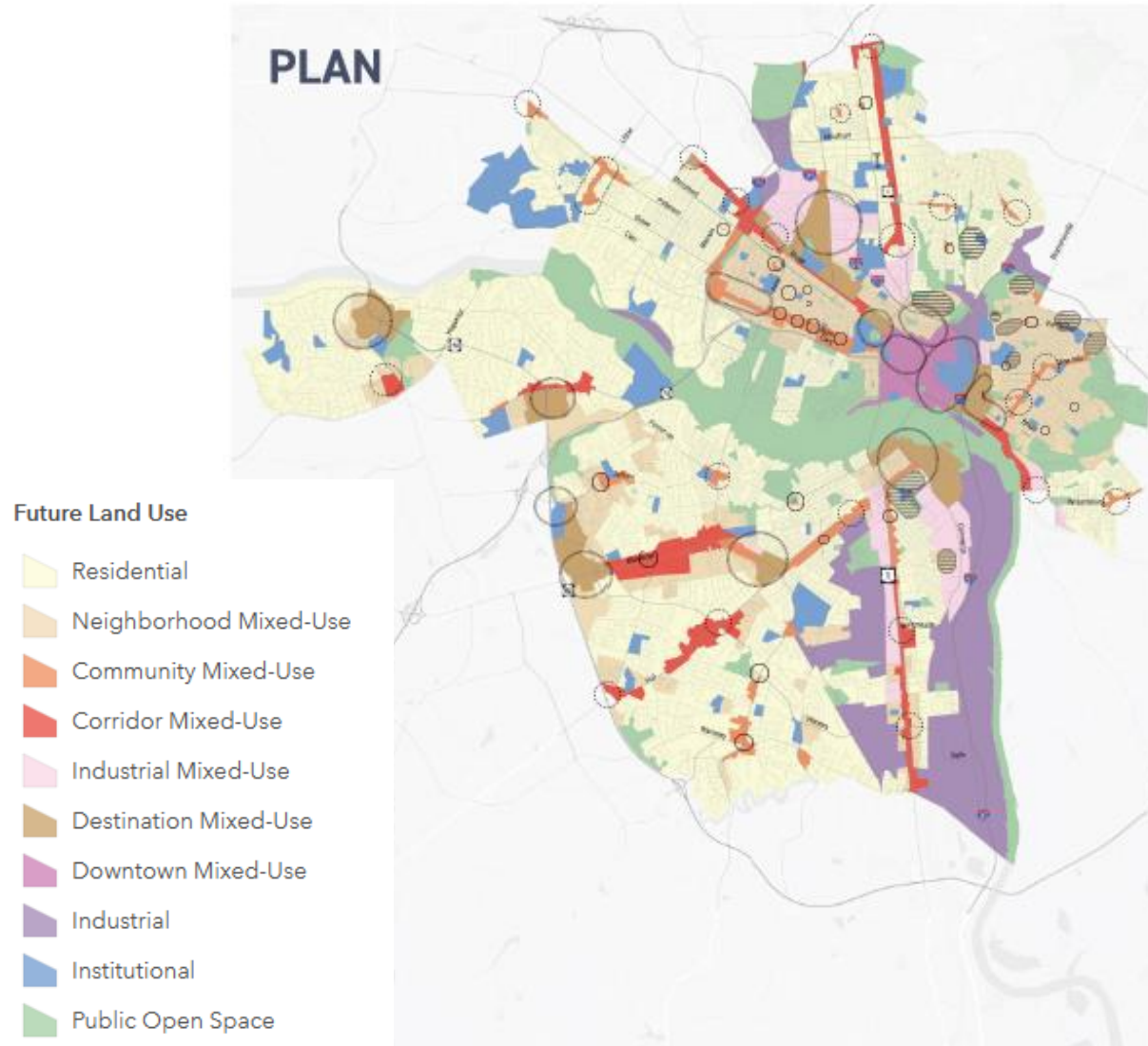
Objective 10.4: Increase the number of low-emission vehicles.



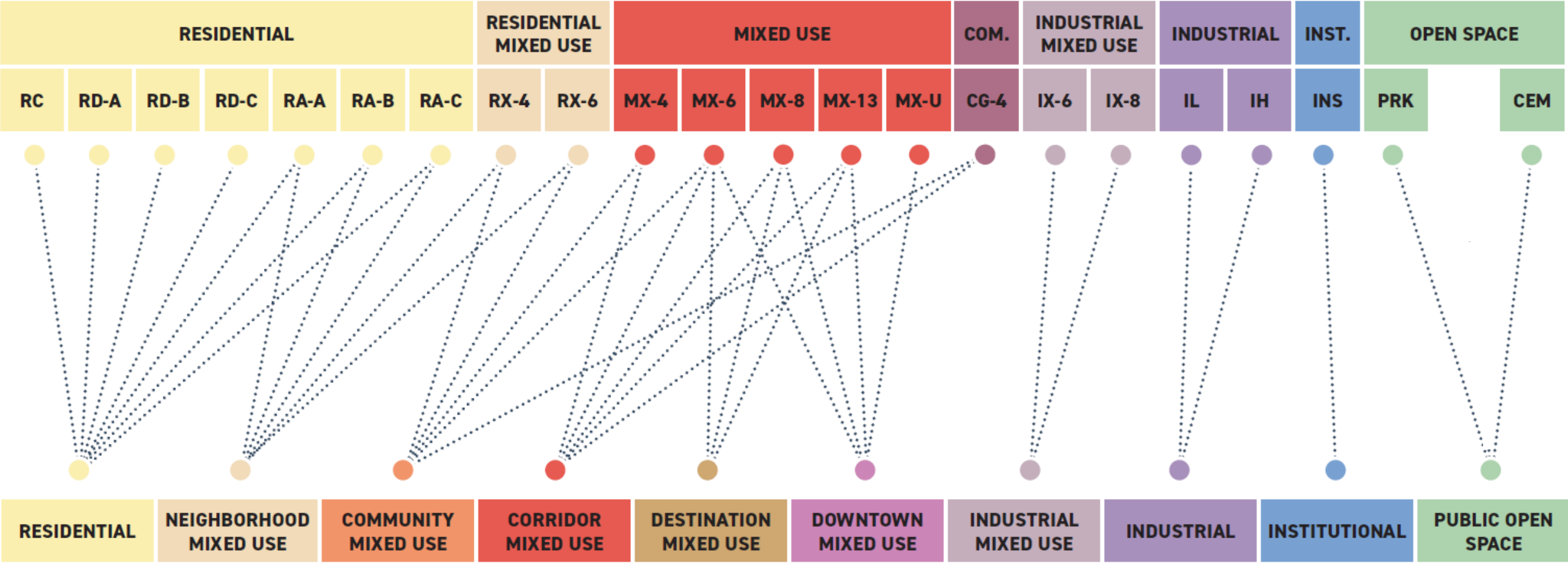
# Draft Zoning Districts



# Draft Framework



# Preliminary Zoning Districts



**RICHMOND 300 LAND USES**



# Residential Detached Districts

**RC**  
Residential Cottage



Clusters of small detached houses that could include manufactured and tiny home parks, & cottage courts

**RD-A**  
Residential Detached - Low



Allows up to 2 units and an ADU on a lot no less than **90 feet in width**, includes single family detached houses, duplexes, & ADUs

**RD-B**  
Residential Detached - Medium



Allows up to 2 units and an ADU on a lot no less than **50 feet in width**, includes single family detached houses, duplexes, & ADUs

**RD-C**  
Residential Detached - High



Allows up to 2 units and an ADU on a lot no less than **25 feet in width**, includes single family detached houses, duplexes, & ADUs

# Residential Attached Districts

**RA-A**  
Residential Attached - Low



Allows up to **2 units and an ADU in a building**, includes single-family detached houses, duplexes, & rowhouses. Also allows limited commercial.

**RA-B**  
Residential Attached - Medium



Allows up to **6 units and an ADU in a building**, includes single-family detached houses, duplexes, rowhouses, multiplexes. Also allows limited commercial.

**RA-C**  
Residential Attached - High



Allows up to **12 units in a building**, includes single-family detached houses, duplexes, rowhouses, stacked townhouses, multiplexes, & small apartments. Also allows limited commercial.



# Mixed-Use Districts

**RX-4**  
Residential Mixed Use - 4



Allows up to a **4-story residential building** – also allows ground floor commercial

**RX-6**  
Residential Mixed Use - 6



Allows up to a **6-story residential building** – also allows ground floor commercial

**MX-4**  
Mixed Use - 4



Allows up to a **4-story residential, commercial or mixed-use building**

**MX-6**  
Mixed Use - 6



Allows up to a **6-story residential, commercial or mixed-use building**



# Mixed-Use Districts

**MX-8**  
Mixed Use - 8



Allows up to an **8-story residential building** – also allows ground floor commercial

**MX-13**  
Mixed Use - 13



Allows up to a **13-story residential building** – also allows ground floor commercial

**MX-U**  
Mixed Use - Unlimited



Allows up to an **unlimited in height residential, commercial or mixed-use building**

# Mixed-Use Districts

**IX-6**  
Industrial Mixed Use - 6



Allows up to a **6-story**  
**residential, commercial, light**  
**industrial or mixed-use**  
**building**

**IX-8**  
Industrial Mixed Use - 8



Allows up to a **8-story**  
**residential, commercial, light**  
**industrial or mixed-use**  
**building**

# Commercial and Industrial Districts

**IL**  
Industrial Light



Allows a range of **low-impact industrial** activity - the majority of activity is conducted **indoors** with **limited accessory outdoor storage**

**IH**  
Industrial Heavy



Allows a range of larger footprint **high-impact industrial** activity

**CG-4**  
Commercial General - 4



Allows up to a **4-story auto-oriented commercial** building



# Institutional and Open Space

**INS**  
Institutional



Allows for a range of **larger public, civic & institutional uses** that do not readily assimilate into other zoning districts such as schools, places of worship, hospitals, museums, & libraries

**OS**  
Open Space



**Publicly-owned open space** that serves passive and active recreational needs of the community, includes parks, playgrounds, sport fields, dog parks, & conservation areas

**CEM**  
Cemetery



**Open space used to bury remains and memorialize the deceased** that could include chapels and mausoleums.

# Small Group Discussion



# 1. Zoning Assumptions: How should the transportation network impact the proposed zoning?

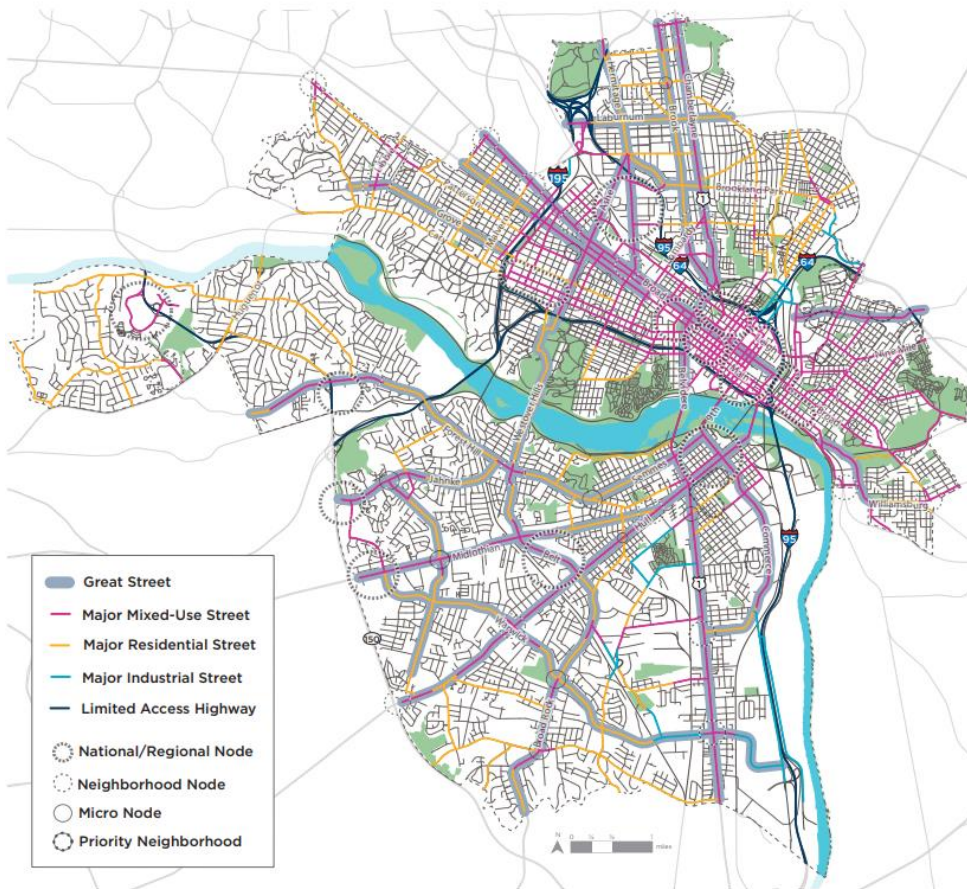


FIGURE 15 // Great Streets and Street Typologies Map

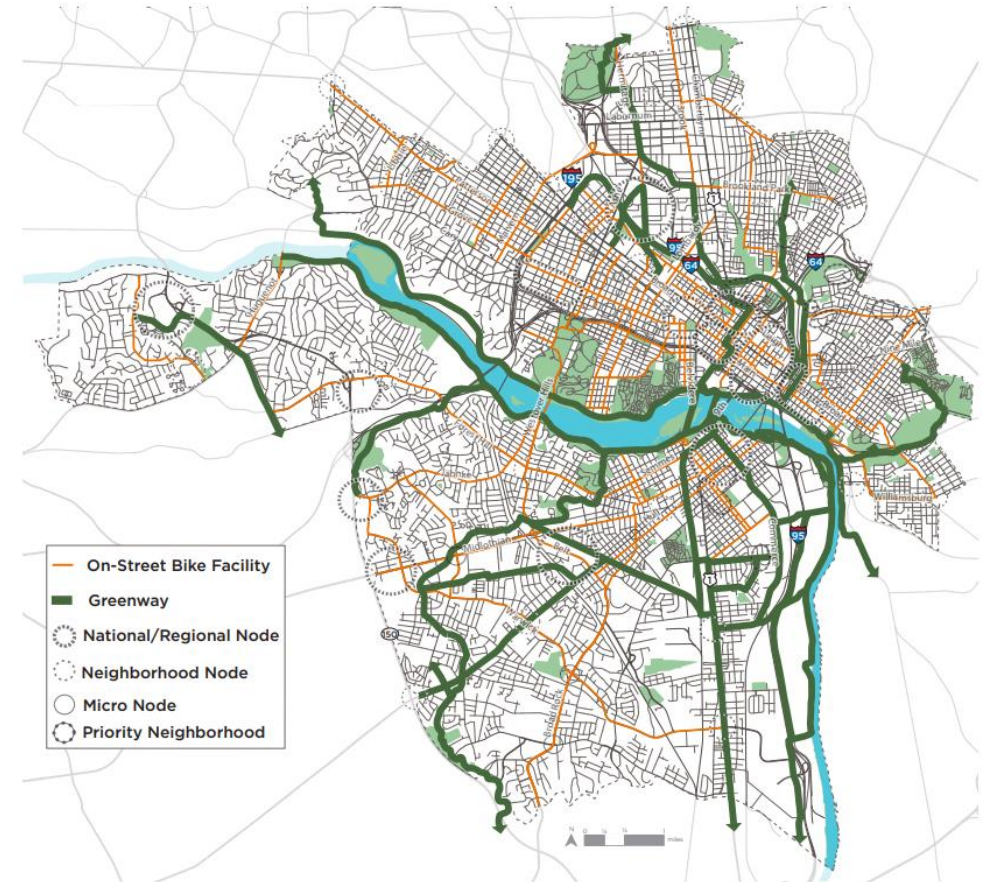
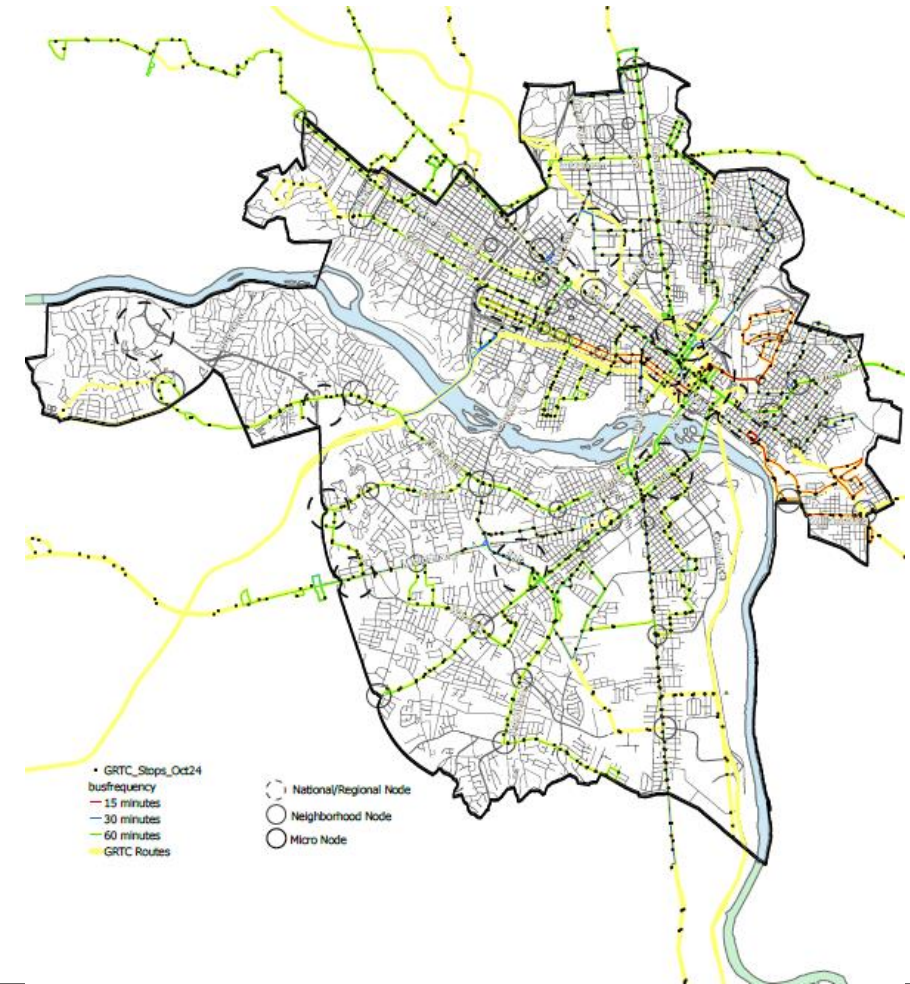
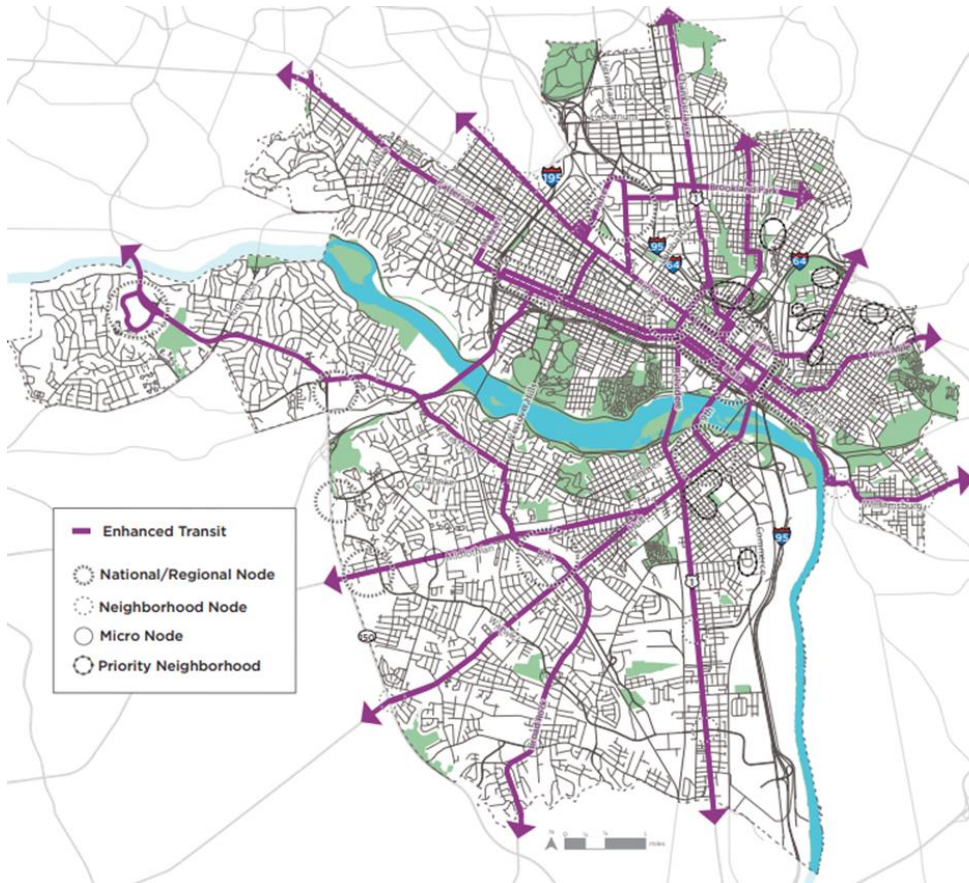


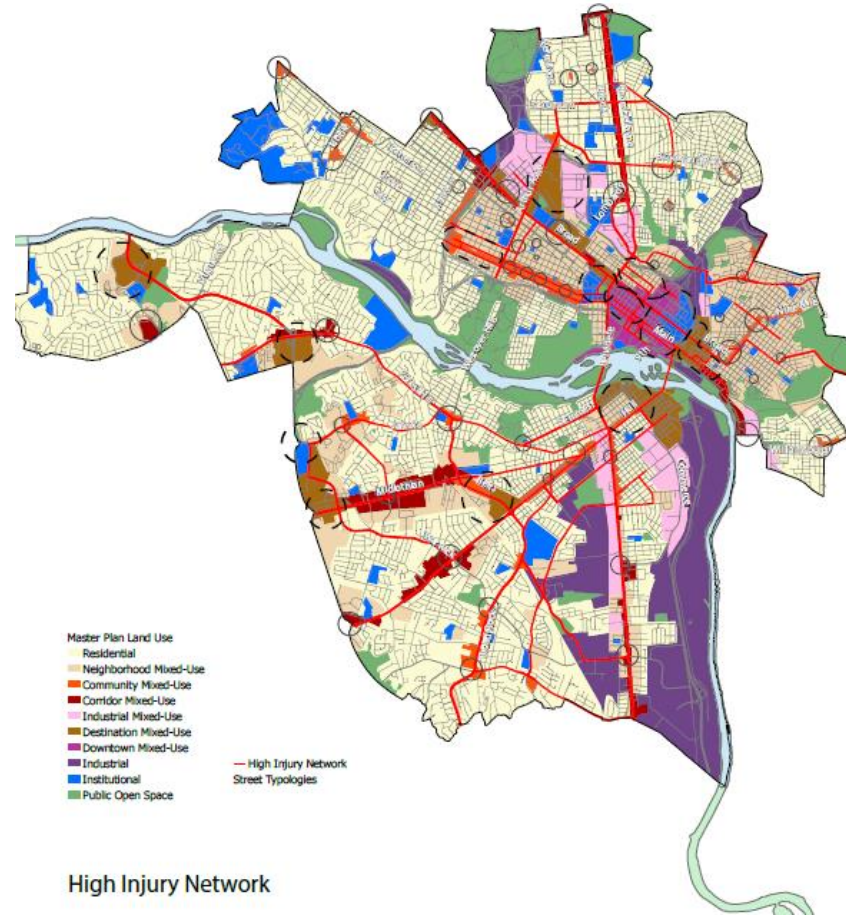
FIGURE 16 // Greenways & On-Street Bike Facilities Map



# 1. Zoning Assumptions: How should the transportation network impact the proposed zoning?



# 1. Zoning Assumptions: How should the transportation network impact the proposed zoning?



## 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?

Use Category Specific Use	RESIDENTIAL						MIXED USE								COMMERCIAL & INDUSTRIAL			INSTITUTIONAL & OPEN SPACE				
	RC	RD-A	RD-B	RD-C	RA-A	RA-B	RA-C	RX-4	RX-6	MX-4	MX-6	MX-8	MX-13	MX-U	IX-6	IX-8	CG	IL	IH	INS	CEM	OS
Vehicle Sales and Service																						
Vehicle sales or rental	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-
Vehicle service	-	-	-	-	-	-	-	-	-	P	P	-	-	-	P	P	P	P	P	-	-	-
Vehicle repair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	-	-	-
Vehicle fueling station	-	-	-	-	-	-	-	-	-	P	P	-	-	-	P	P	P	P	-			



## 2. Vehicle Oriented Uses

**Vehicle Sale and Service Use Category:** Uses that sell, rent, lease, service or repair motorcycles, scooters, passenger vehicles, commercial vehicles, recreational vehicles, and heavy equipment. Vehicle sales and service is consolidated into the following specific uses:

1. **Vehicle Sale or Rental:** A vehicle sale and service use that sells, rents or leases vehicles. Typical examples include the rental or sales of motor vehicles, heavy equipment, recreational vehicles, trailers and trucks.
2. **Vehicle Service:** A vehicle service and repair use where limited repair is conducted on vehicles – work is typically done that day and vehicles are not left overnight. Typical examples include heating and air condition repair, alignment, auto detailing, audio and alarm installation, brakes and exhaust services, batteries, new tires, emissions testing, oil and lube, minor scratch and dent repair, bed-liner installation, glass/windshield repair or replacement, suspensions, vehicle tinting, and vehicle inspections.
3. **Vehicle Repair:** A vehicle service and repair use where substantial repair is conducted on vehicles. Work is typically done over a several day period and vehicles are often left overnight. Typical examples including transmission and engine repair, and body repair and paint shops.
4. **Vehicle Fueling Station:** A vehicle service and repair use that sells and dispenses vehicle fuel, including diesel, gasoline, hydrogen, electricity, and other alternative fuels.

# Next Steps

- Next Equitable Transportation Working Group will be during the roll out of Module 2 in July or August.
- Email [richmond300@rva.gov](mailto:richmond300@rva.gov) with additional questions from Module 1
- Tune into the next ZAC meeting on 5/14 from 4-6:30pm at City Hall or online at <https://bit.ly/CodeRefreshAC>
- Let us know if there is a meeting for staff to attend
- Stay tuned for public meeting dates at the end of June