



## CITY OF RICHMOND

### Department of Planning & Development Review *Staff Report*

**Ord. No. 2021-203:** To declare a public necessity to amend the Declaration of Access, Construction and Utilities Easement between the City of Richmond and City Central, LLC for City-owned property located at 1240 Ingram Avenue (Tax ID #S0070836004) and City Central, LLC owned property located at 1220 Ingram Avenue (Tax ID #S0070836002) and located at 1260 Ingram Avenue (Tax ID #S0070836003).

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**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** August 16, 2021

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#### **PETITIONER**

Paul A. McClellan, Community & Economic Development Administrator, Economic Development & Planning

#### **LOCATION**

City-owned property located at 1240 Ingram Avenue, and City Central, LLC owned property located at 1220 and 1260 Ingram Avenue.

#### **PURPOSE**

To declare a public necessity to amend the Declaration of Access, Construction and Utilities Easement between the City of Richmond and City Central, LLC for City-owned property located at 1240 Ingram Avenue (Tax ID #S0070836004) and City Central, LLC owned property located at 1220 Ingram Avenue (Tax ID #S0070836002) and located at 1260 Ingram Avenue (Tax ID #S0070836003).

#### **SUMMARY & RECOMMENDATION**

City Central, LLC desires to record a 2nd Amendment to the Declaration of Access Construction and Utilities Easement to amend the access easement as contemplated and allowed in the original Declaration of Access, Construction and Utilities Easement first recorded on January 21, 2014 and most recently amended and recorded on August 31, 2018. City Central, LLC now wishes to amend the access easement to allow for future development of their adjoining property at 1220 Ingram Avenue. All future public access to City-owned property at 1240 Ingram Avenue will be from an existing improved access drive from Commerce Road which will be retained in the 2nd Amendment to the Access, Construction and Utilities Easement.

On January 21, 2014, the City acquired the property located at 1250 Ingram Avenue to house RPS Facility Services functions and recorded the Declaration of Access, Construction and Utilities Easement. On August 31, 2018 the City acquired the property located at 1401 Commerce Road to house the City's Police Evidence functions and recorded the Amended Declaration of Access, Construction and Utilities Easement. A lot line adjustment was approved and the City owned parcels were combined to create a single recorded tax parcel with an address of 1240 In-gram Avenue (Tax ID #S0070836004). The previously recorded Declaration of Access, Construction and Utilities Easement contemplated and allowed future modifications to the access easement to

allow for redevelopment of City Central, LLC's adjoining property. City Central, LLC now wishes to amend the access easement to allow for future development of their adjoining property at 1220 Ingram Avenue. All future public access to City-owned property at 1240 Ingram Avenue will be from an existing improved access drive from Commerce Road which will be retained in the 2nd Amendment to the Access, Construction and Utilities Easement.

Staff finds that the proposed amendment to the Declaration of Access, Construction and Utilities Easement between the City of Richmond and City Central, LLC for City-owned properties is in keeping with the Richmond 300 Master Plan.

Therefore, staff recommends approval of the request.

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## **FINDINGS OF FACT**

### **Site Description**

City access, construction and utilities easement on a portion of an industrial property.

### **Proposed Use of the Property**

The owner of the property desires to continue to develop the property with uses permitted under the M-1 Light Industrial Zoning District.

### **Richmond 300 Master Plan**

The *Richmond 300* Master Plan recommends a future land use as Industrial Mixed-Use which is defined as "Formerly traditional industrial areas that are transitioning to mixed-use because of their proximity to growing neighborhoods and changes in market conditions. These areas may still retain some light industrial uses." The development style is a mix of building types with low-scale, post-industrial buildings that are adapted for a new use are adjacent to new taller residential and/or office buildings. These areas allow "maker uses" to continue while encouraging more individuals to live, work, and play in the area. Buildings should have street-oriented façades with windows and door openings along street frontages. New light industrial uses are compatible with residential and office uses, and are attractively buffered. New developments continue or introduce a gridded street pattern to increase connectivity. Ground floor uses engage with and enliven the street. Monolithic walls are discouraged, while windows, doors, storefronts, and other features that allow transparency and interaction between building and street are encouraged. Active commercial ground floor uses are required on street-oriented commercial frontages. Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveway entrances are prohibited on priority and principal street frontages and minimal driveway entrances are allowed on secondary streets. Vehicular access to parcels should use alleys where possible. Loading for trucks must be provided off-street. Parking lots and parking areas should be located to the rear of street-facing buildings.

Intensity: Medium- to high density, three to eight stories.

Primary Uses: Retail/office/personal service, multi-family residential, cultural, and open space.

Secondary Uses: Institutional and government. (p. 62)

The properties are also adjacent to one of the City's designated Great Streets and is categorized as a "Major Mixed-Use Street", which are intended to:

- Carry high volumes of vehicles, pedestrians, and bicycles, through commercial and mixed-use areas
- Prioritize use and density-scaled sidewalks and crosswalks
- Require form elements, such as buildings to the street with parking in the rear, as well as building windows and entrances on the street
- Incorporate streetscape features, such as trees, benches, and trash receptacles
- Ideal locations for transit routes and transit stops
- Prioritize the curbside for walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants (Ibid., p.72)

### **Zoning and Ordinance Conditions**

The current zoning for this property is M-1, Light Industrial.

### **Surrounding Area**

The property is located within a largely industrial corridor with some residential and commercial uses to the West and North.

### **Staff Contact:**

Richard Saunders, Planning Commission Secretary, PDR, Land Use Administration, 804-646-6308  
Paul McClellan, Programs Administrator, Economic Development, 804-646-3061