



DEPARTMENT OF
**PLANNING AND
DEVELOPMENT
REVIEW**

ORD. 2023-101 Repealing off-street parking and loading minimums



Kevin J. Vonck, Ph.D., Director

MONDAY, 17 APRIL 2023

What is our recommendation?

Recommend that the City Council **approve** ORD. 2023-101:

To repeal City Code §§ 30-710.1, 30-710.2, 30-710.2:1, 30-710.2:2, 30-710.2:3, 30-710.2:4, 30-710.2:5, 30-710.3, 30-710.4, 30-720.1, 30-720.2, and 30-720.5, all concerning off-street parking and loading requirements in certain districts; to repeal ch. 30, art. IX, div. 1 (§§30-900-30-900.6); to repeal ch. 30, art. IX, div. 2 (§§ 30-910-30-910.4) to repeal ch. 30, art. IX, div. 7 (§§ 30-960-30-960.4), concerning off-street parking requirements; and to amend City Code §§ 30-411.3, 30-412.2, 30-413.3, 30-413.13, 30-416.2, 30-418.2, all concerning permitted accessory uses and structures; 30-419.3, concerning permitted principal uses on corner lots, 30-419.4, 30-420.2, 30-426.2, all concerning permitted accessory uses and structures, 30-436.1, concerning permitted principal and accessory uses, 30-438, concerning intent of district, 30-446.3, concerning principal uses permitted by conditional use permit, 30-620.2, concerning more than one main building on lot, 30-620.5, division of lots to accommodate existing dwelling units, 30-710.12, concerning improvement of parking areas and parking, 30-720.3, concerning location and improvement of loading spaces, 30-720.4, concerning dimensions of loading spaces, 30-800.2, concerning extension or expansion, 30-800.3, concerning changes, 30-1030.4, concerning criteria, 30-1040.3, concerning additional exceptions granted by the Board of Zoning Appeals, 30-1045.6, concerning specific conditions applicable to particular uses, and 30-1220, concerning definitions.

ORD. 2023-101

Repealing off-street parking and loading minimums

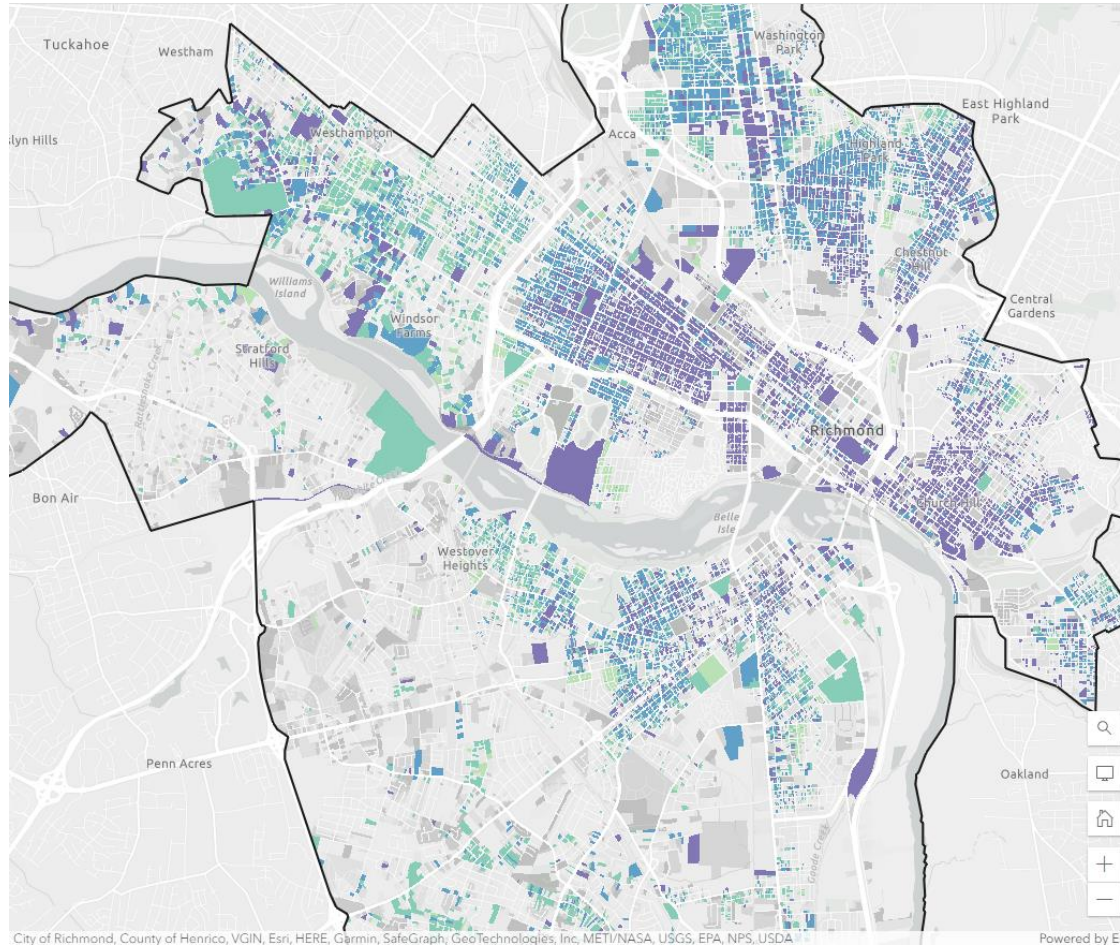
- What is the context?
- What changes are we proposing?
- How did we draft this proposal?
- Why make this change?

What is the context?

When was Richmond built?

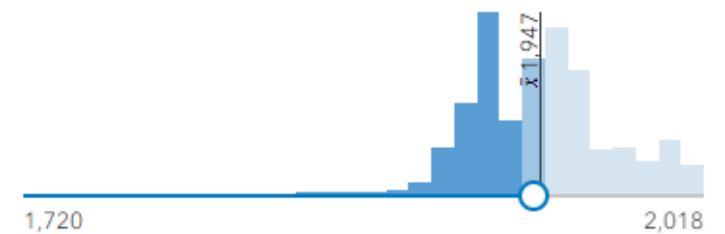
Year of Construction

Year Built



shaded parcels represent structures built before 1943, when the City adopted its first off-street parking requirements

▼ Histogram



What are our current regulations?

we require most new structures, or new uses of existing structures, to provide a minimum number of off-street vehicular parking spaces and/or vehicular loading spaces, based on the number of dwelling units, type of use, and/or total floor area

we require certain dimensions, paving materials, landscaping, lighting, and buffering from adjacent parcels

What has actually happened?

we have many parcels that are non-conforming (grandfathered), with fewer parking spaces than required

we have reduced or eliminated minimum parking requirements for some uses in some districts

the Board of Zoning Appeals and City Council have granted relief to many property owners from providing a minimum number of off-street parking spaces

What has actually happened?

administration of, and compliance with, off-street parking and loading regulations have become complicated and burdensome for both City staff and property owners for fifty large-scale residential, commercial, and mixed-use projects approved or built over the last five years:

- regulations required 4,789 spaces
- developers provided 12,646 spaces

What changes are we proposing?

What are the details?

eliminate the minimum number of off-street vehicular parking spaces required for all uses in all districts

eliminate the minimum number of off-street vehicular loading spaces required for all uses in all districts

retain requirements for dimensions, paving materials, landscaping, lighting, and buffering from adjacent parcels

What is the parking policy shift?



How did we draft this proposal?

How did this all begin?

INTRODUCED: April 26, 2021

A RESOLUTION No. 2021-R027

To declare a public necessity to amend ch. 30 of the City Code and to initiate an amendment to the City's zoning ordinance to eliminate parking space minimums.

Patrons – Mr. Addison, Vice President Robertson, Mr. Jones and Ms. Lambert

Approved as to form and legality
by the City Attorney

Eliminate Parking Space Minimums

RES. 2021-R027

WHEREAS, the Council of the City of Richmond believes that the City's zoning ordinance, codified as Chapter 30 of the Code of the City of Richmond (2020), as amended,

AYES: 8 NOES: 1 ABSTAIN:

ADOPTED: MAY 24 2021 REJECTED: STRICKEN:



CITY OF RICHMOND
PLANNING COMMISSION

April 5, 2021

RESOLUTION CPR.2021.095 MOTION OF THE CITY OF RICHMOND PLANNING COMMISSION

MOTION OF THE CITY OF RICHMOND PLANNING COMMISSION TO DECLARE AN INTENT TO AMEND THE ZONING ORDINANCE FOR THE PURPOSE OF PERMITTING ACCESSORY DWELLING UNITS IN ADDITIONAL ZONING DISTRICTS IN THE CITY OF RICHMOND.

WHEREAS, in accordance with §17.06 of the Charter of the City of Richmond, the City Planning Commission has adopted and City Council has approved a master plan, known as *Richmond 300*, to promote a coordinated, adjusted, and harmonious development of the city and its environs; and

Permit Accessory Dwelling Units

CPCR.2021.095

WHEREAS, in accordance with §17.14 of the Charter of the City of Richmond, the City Planning Commission may prepare and submit changes to the zoning ordinance, including zoning districts and maps, as changing conditions may make necessary.

NOW, THEREFORE BE IT RESOLVED, that the City Planning Commission hereby concludes, for the purposes of public necessity, convenience, general welfare, and good zoning practice, and in order to best promote health, safety, morals, comfort, prosperity, and general welfare, as well as efficiency and economy in the process of development, that an amendment to the City's zoning ordinance shall be drafted for the purpose of permitting accessory dwelling units in additional zoning districts in the City of Richmond.

Rodney Poole
Chair, City Planning Commission

Matthew Ebinger
Secretary, City Planning Commission



CITY OF RICHMOND
PLANNING COMMISSION

18 January 2022

CPCR.2022.003 (CPCR.2021.168) RESOLUTION OF THE CITY OF RICHMOND PLANNING COMMISSION

TO DECLARE AN INTENT TO AMEND THE ZONING ORDINANCE AS IT PERTAINS TO REGULATING SHORT-TERM RENTALS

WHEREAS, in accordance with §15.2-2286 Code of Virginia, an amendment to the zoning regulations or district maps may be initiated by motion of the City of Richmond Planning Commission; and any such motion or resolution of the City of Richmond Planning Commission may be adopted by a majority of the members of the City of Richmond Planning Commission; and

Revise Short-Term Rental Regulations

CPCR.2021.168

WHEREAS, the City adopted amendments to the Zoning Ordinance permitting short-term rentals in June 2020, for which supplemental regulations are found in Chapter 30, Article VI, Division 2, City Code; and

NOW, THEREFORE BE IT RESOLVED THAT, for the purposes of public necessity, convenience, general welfare, and good zoning practices, the City of Richmond Planning Commission hereby adopts a resolution of intent to amend the Zoning Ordinance as it pertains to regulating short-term rentals.

Rodney Poole
Chair, Planning Commission

Richard Saunders
Secretary, Planning Commission

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How have we engaged the public?

441 attendees at five public meetings
(in person and virtual)

860 attendees at two telephone town
halls (on for at least five minutes)

151 participants in six focus groups

850 responses to two online surveys

additional presentations at district and
neighborhood association meetings



Who has repealed parking minimums?

CITY	POP	YEAR
San Jose, Calif.	983,489	2022
San Francisco, Calif.	881,549	2018
Portland, Ore.	654,741	2021
Raleigh, N.C.	467,665	2022
Minneapolis, Minn.	429,606	2021
Lexington, Ky.	341,000	2022
St. Paul, Minn.	304,547	2021
Anchorage, Alaska	288,000	2022

CITY	POP	YEAR
Buffalo, N.Y.	255,284	2017
Bridgeport, Conn.	148,654	2021
Gainesville, Fla.	140,398	2022
New Haven, Conn.	130,250	2021
Hartford, Conn.	122,105	2017
Ann Arbor, Mich.	120,735	2022
South Bend, Ind.	102,026	2021
Bend, Ore.	100,421	2023

Why make this change?

What are the benefits?

- 1) reduce costs for residents and businesses
- 2) enable more efficient use of spaces through sharing
- 3) stop requiring spaces that induce driving and add traffic
- 4) stop requiring impervious surfaces that degrade environmental quality and human health
- 5) prioritize the movement of people over vehicles
- 6) enable higher and better uses on surface parking lots

1) How much does a parking space cost?

AREA	PARKING FACILITY	LAND PER SPACE	CAPITAL PER SPACE	TOTAL PER SPACE
suburban	surface	\$4,167	\$5,000	\$9,167
urban	surface	\$10,000	\$10,000	\$20,000
urban	structure	\$3,333	\$25,000	\$28,333
core	surface	\$22,500	\$10,000	\$32,500
core	structure	\$5,625	\$35,000	\$40,625
core	underground	\$0	\$40,000	\$40,000

1) How much does a parking space cost?

AREA	PARKING FACILITY	ANNUAL LAND	ANNUAL CAPITAL	ANNUAL O+M	ANNUAL TOTAL	DAILY COST
suburban	surface	\$363	\$436	\$400	\$1,199	\$3
urban	surface	\$872	\$872	\$600	\$2,344	\$7
urban	structure	\$291	\$2,180	\$800	\$3,270	\$9
core	surface	\$1,962	\$872	\$800	\$3,633	\$10
core	structure	\$490	\$3,051	\$800	\$4,342	\$12
core	underground	0	\$3,487	\$1000	\$4,487	\$12

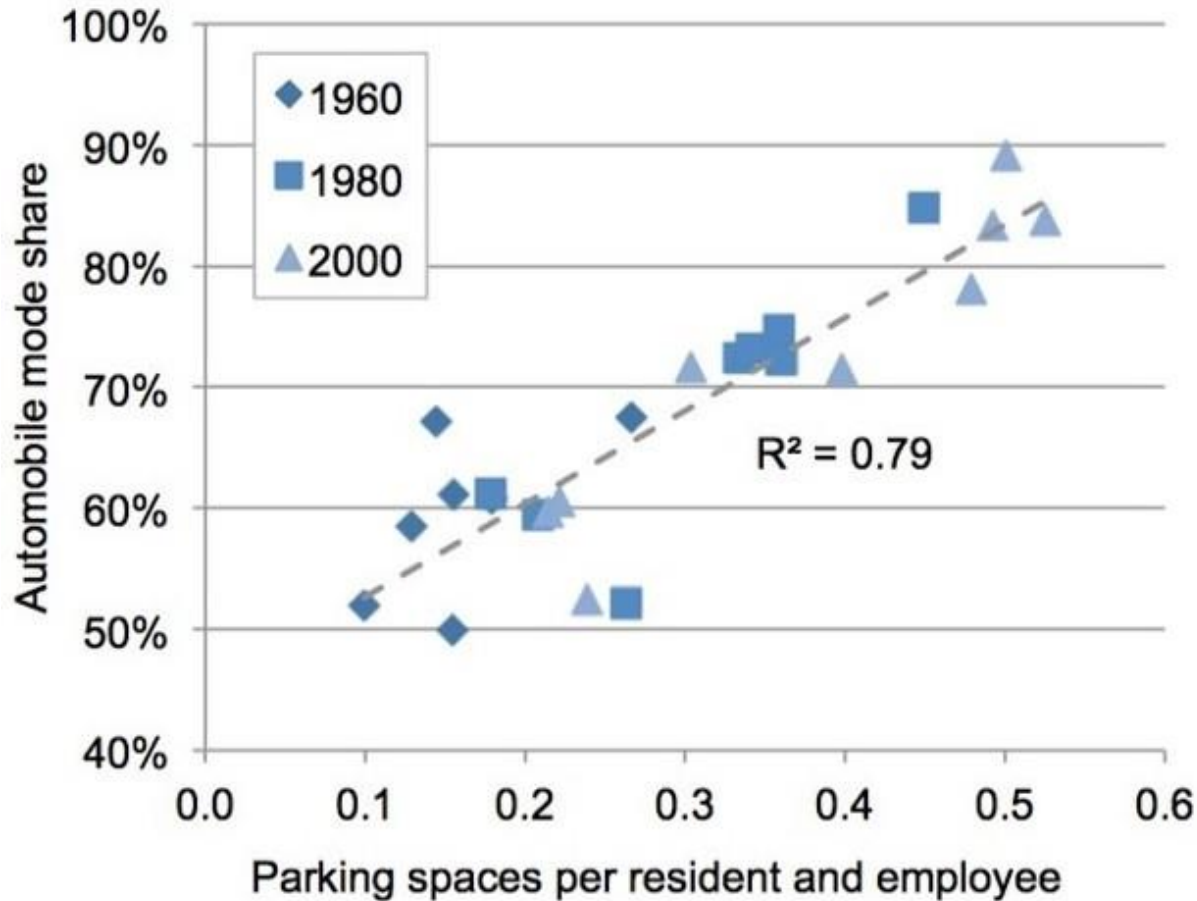
2) How can we use spaces more efficiently?



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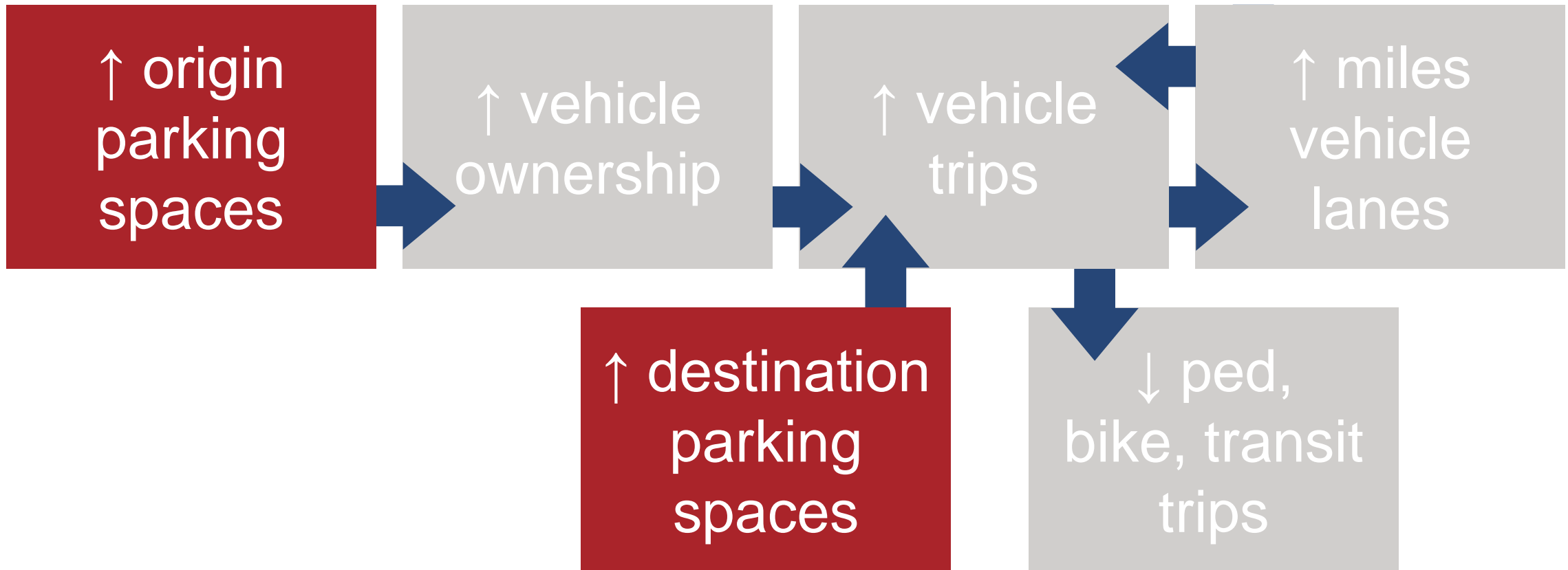
FUNCTION	REQ	mid	4 a.m.	8 a.m.	noon	4 p.m.	8 p.m.
residential	1,200	1,200	1,200	900	300	600	900
sales + service	160	0	40	80	160	160	80
food + beverage	320	80	80	160	320	320	240
entertainment	240	80	0	0	80	240	240
education	80	0	20	80	80	80	20
TOTAL	2,000	1,360	1,340	1,220	940	1,400	1,480

3) Correlation, causation, or consequence?



Albany, N.Y.
Arlington, Va.
Berkeley, Calif.
Cambridge, Mass.
Hartford, Conn.
Lowell, Mass.
New Haven, Conn.
Silver Spring, Md.
Somerville, Mass.

3) How does adding parking create traffic?



4) What are the impacts of impervious surfaces?

hydrological

↑ flood events

↑ flash flooding

↑ peak flows

↓ base flows

physical

↑ air temperatures

↑ water temperatures

↑ erosion, sediment

↓ habitat, aesthetics

chemical

↓ air quality

↑ water nutrients

↑ bacteria, pathogens

↑ metals, hydrocarbons

biological

↓ fish, diversity

↑ organ, nerve, problems

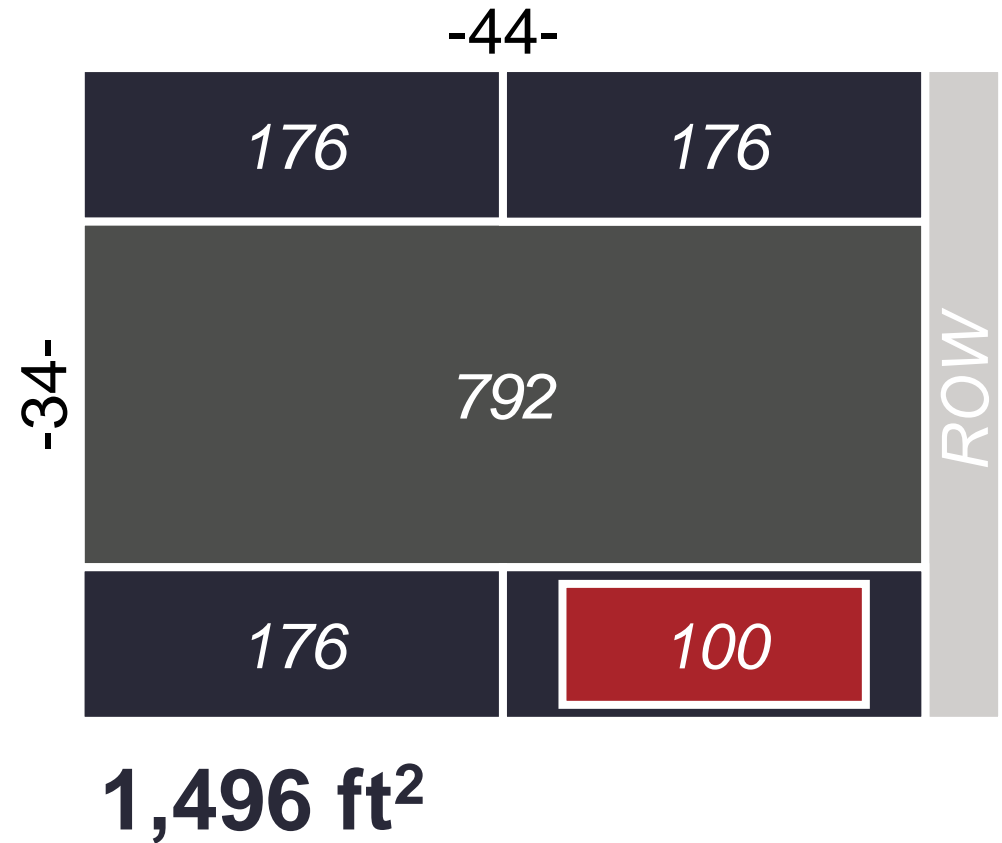
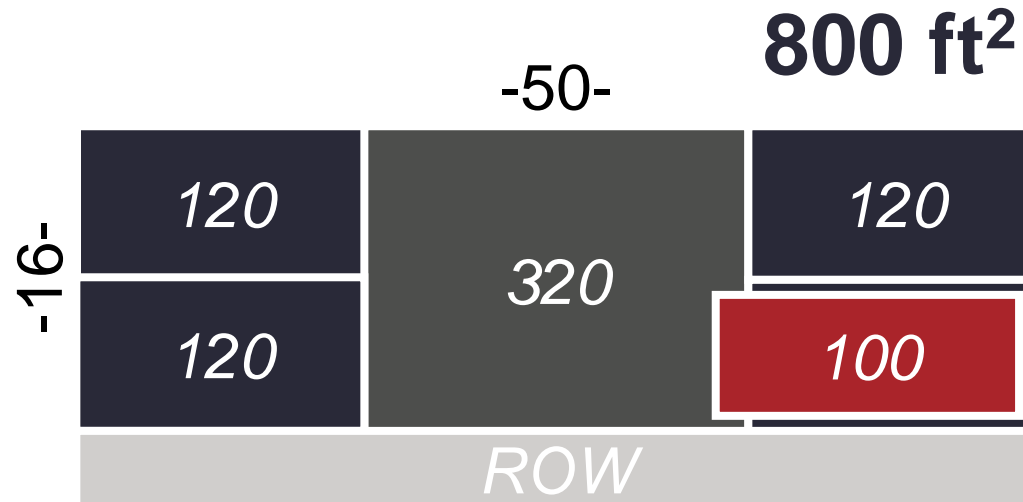
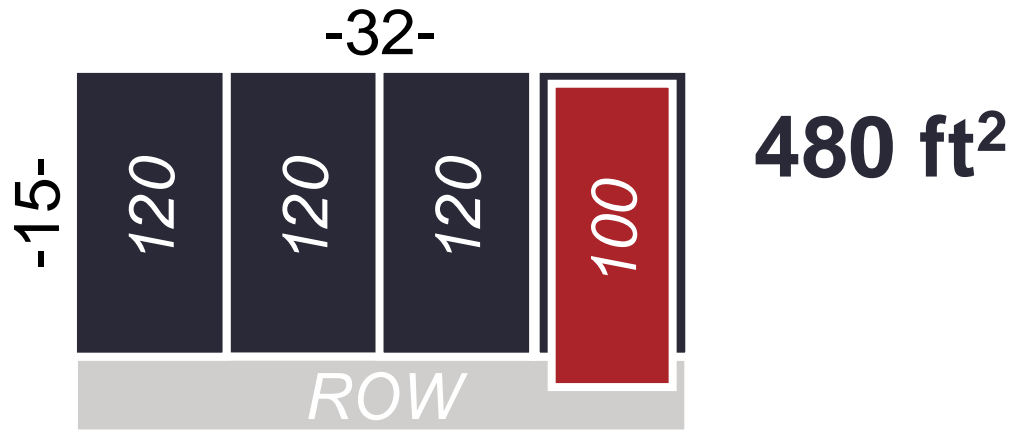
↑ heatstroke

↑ respiratory problems

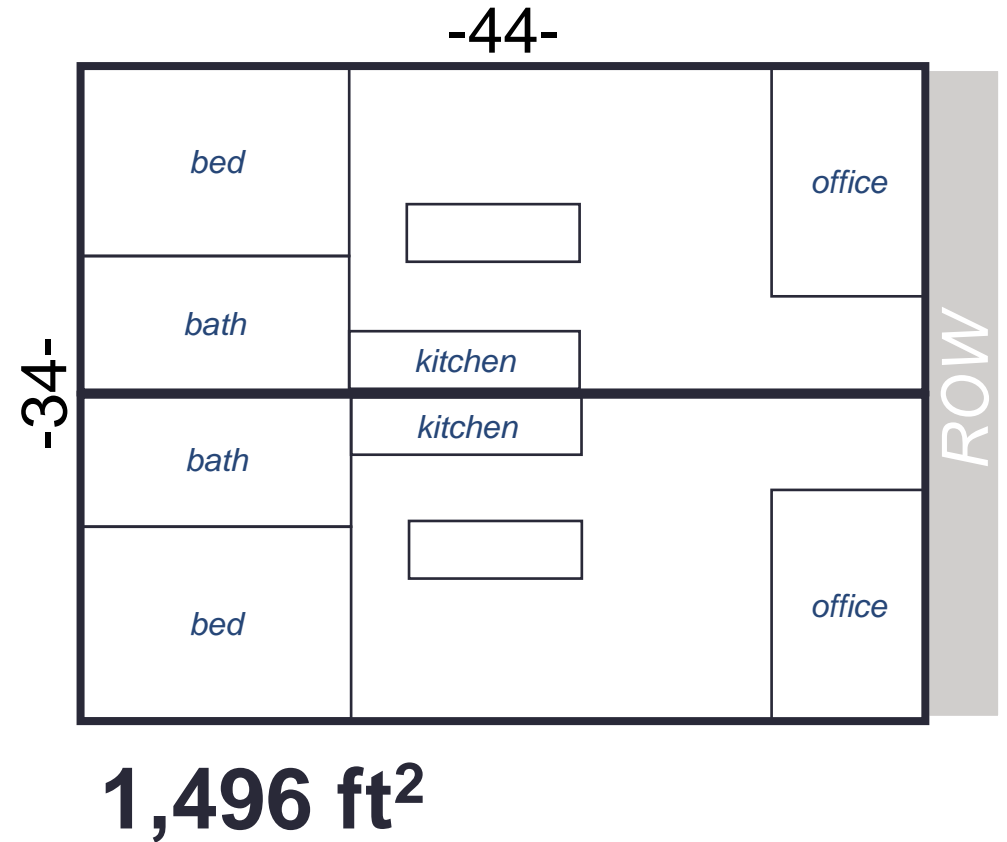
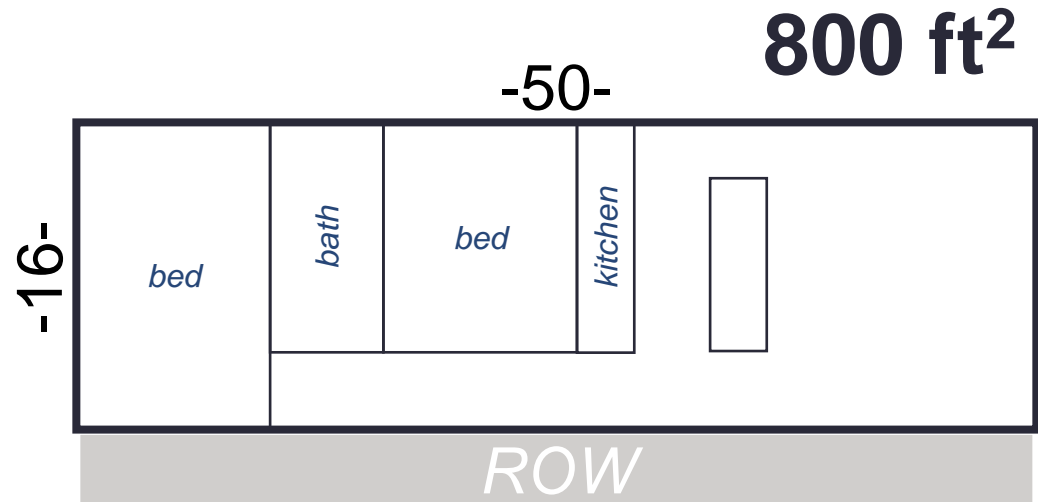
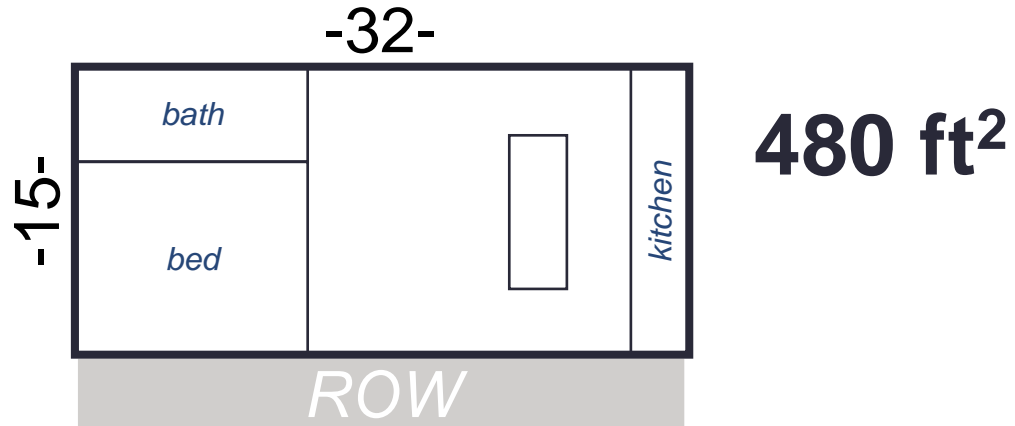
5) How do I get to the front door?



6) How much space to park four cars?



6) What else could you do with parking spaces?



What are the purposes of our zoning ordinance?

lessen congestion in streets

secure safety from fire, panic,
and other danger

promote health, sanitation, and
general welfare

provide adequate light and air

prevent overcrowding of land

avoid undue concentration of
population

facilitate public and private
transportation

facilitate public utility services
and sewage disposal

facilitate provision for schools,
parks, playgrounds, etc.

How does this implement *Richmond 300*?

High-Quality Places



- 1: Complete Neighborhoods
- 2: City-Owned Assets
- 3: Historic Preservation
- 4: Urban Design
- 5: Planning Engagement

Equitable Transportation



- 6: Land Use & Transportation
- 7: Vision Zero
- 8: Non-Car Network
- 9: Streets, Bridges & Connections
- 10: New Technology

Diverse Economy



- 11: Jobs & Businesses
- 12: Tourism
- 13: Anchor Institutions

Inclusive Housing



- 14: Housing

Thriving Environment



- 15: Clean Air
- 16: Clean Water
- 17: Resilient & Healthy Communities

How else does this implement City strategy?

One Richmond: Equitable
Affordable Housing Plan

RVA Green 2050: Climate Equity
Action Plan 2030

SPEED: Strategic Plan for
Equitable Economic
Development

RES. 2021-R032: To express the
City's support of the City of
Richmond's **Equity Agenda**

RES. 2021-R049: To declare the
existence of a climate and
ecological emergency that
threatens the city of Richmond

RES. 2023-R019: To declare a
housing crisis in the city of
Richmond

What is our recommendation?

Recommend that the City Council **approve** ORD. 2023-101:

To repeal City Code §§ 30-710.1, 30-710.2, 30-710.2:1, 30-710.2:2, 30-710.2:3, 30-710.2:4, 30-710.2:5, 30-710.3, 30-710.4, 30-720.1, 30-720.2, and 30-720.5, all concerning off-street parking and loading requirements in certain districts; to repeal ch. 30, art. IX, div. 1 (§§30-900-30-900.6); to repeal ch. 30, art. IX, div. 2 (§§ 30-910-30-910.4) to repeal ch. 30, art. IX, div. 7 (§§ 30-960-30-960.4), concerning off-street parking requirements; and to amend City Code §§ 30-411.3, 30-412.2, 30-413.3, 30-413.13, 30-416.2, 30-418.2, all concerning permitted accessory uses and structures; 30-419.3, concerning permitted principal uses on corner lots, 30-419.4, 30-420.2, 30-426.2, all concerning permitted accessory uses and structures, 30-436.1, concerning permitted principal and accessory uses, 30-438, concerning intent of district, 30-446.3, concerning principal uses permitted by conditional use permit, 30-620.2, concerning more than one main building on lot, 30-620.5, division of lots to accommodate existing dwelling units, 30-710.12, concerning improvement of parking areas and parking, 30-720.3, concerning location and improvement of loading spaces, 30-720.4, concerning dimensions of loading spaces, 30-800.2, concerning extension or expansion, 30-800.3, concerning changes, 30-1030.4, concerning criteria, 30-1040.3, concerning additional exceptions granted by the Board of Zoning Appeals, 30-1045.6, concerning specific conditions applicable to particular uses, and 30-1220, concerning definitions.

Questions and discussion