



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

ORD. 2026-083: To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the amount of \$10,369,508.00 from the Central Virginia Transportation Authority and to amend Ord. 2025-058, adopted May 12, 2025, which accepted a program of proposed Capital Improvement Projects for Fiscal Year 2025-2026 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2025-2026, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation – Federal/State/Regional category entitled “Diamond District Transportation Infrastructure Project” and (ii) increasing estimated revenues from the funds received from the Central Virginia Transportation Authority and the amount appropriated to the new Department of Public Works’ “Diamond District Transportation Infrastructure Project” in the Transportation – Federal/State/Regional category by \$10,369,508.00 for the purpose of funding the Diamond District Transportation Infrastructure Project.

To: City Planning Commission
From: Land Use Administration
Date: April 21, 2026

PETITIONER

City of Richmond

LOCATION

Diamond District

SUMMARY

The Diamond District Transportation Infrastructure Project will fund the first phase (Phase 1A) of the 67-acre Diamond District redevelopment. Phase 1A includes roughly 32 acres of land and will begin to introduce an entirely new street grid, new multimodal neighborhood streets, transit access enhancements, and signalized intersection improvements.

The total project cost is \$12,961,885. The City’s Economic Development Authority (EDA) is responsible for funding 20% of the cost or \$2,592,377. These funds were included in the 2024 EDA Revenue Bond Public Infrastructure Budget. The proposed \$10,369,508.00 in funding from the Central Virginia Transportation Authority would support the remaining project cost.

FINDINGS OF FACT

Site Description

Phase 1A or roughly 32 acres of the Diamond District redevelopment.

Master Plan

The City’s Richmond 300 Master Plan designates the future land use for the Diamond District as Destination Mixed-Use, which is defined as key gateways featuring prominent destinations, such as retail, sports venues, and large employers, as well as housing and open space. Located at the convergence of several modes of transportation, including Pulse BRT or other planned transit improvements.

Development Style: Higher density, transit-oriented development encouraged on vacant or underutilized sites. New development should be urban in form, may be of larger scale than existing context, and, where relevant, should pay special attention to the historic character of the existing context. Development should enhance the public realm and create a sense of place. Many buildings are vertically mixed-use. Developments continue or introduce a gridded street pattern to increase connectivity.

Mobility: Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off alleys whenever possible; new driveways are prohibited on priority and principal street frontages. Surface parking is prohibited as a principal use; when surface parking is provided as an accessory use, it should be located to the rear of buildings and screened. Parking requirements are reduced to allow more market-based parking strategies, including shared parking.

The Diamond District is also located in the Greater Scott's Addition Priority Growth Node.

Staff Contact: Dironna Moore Clarke, Deputy Director, Department of Transportation

DJ Mulkey, Senior Development Manager, Economic Development