



## CITY OF RICHMOND

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

**Ord. No. 2025-120:** To conditionally rezone the properties known as 603 Rear North 35th Street, 609 Rear North 35th Street, 619 North 36th Street, 3510 Glenwood Avenue, and 3516 Glenwood Avenue from the R-5 Single-Family Residential District to the R-63 Multifamily Urban Residential District, upon certain proffered conditions.

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**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** June 17, 2025

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#### **PETITIONER**

Baker Development Resources

#### **LOCATION**

603 Rear North 35th Street, 609 Rear North 35th Street, 619 North 36th Street, 3510 Glenwood Avenue, and 3516 Glenwood Avenue

#### **PURPOSE**

The applicant is requesting to rezone five properties; 609 Rear North 35th Street, 3516 Glenwood Avenue, 603 Rear North 35th Street, 3510 Glenwood Avenue, and 619 North 36th Street, which are currently zoned R-5 Single-Family Residential District, to the R-63 Multifamily Urban Residential District, which requires a rezoning application.

#### **RECOMMENDATION**

Staff finds that the proposal would be consistent with the recommendations of the City's Richmond 300 Master Plan pertaining to the Neighborhood Mixed Use Category as well as the single-family detached and attached housing pattern that is found in the vicinity.

Staff also finds that the proffered plans attached to the ordinance align with the Richmond 300 Plan's goals for creating Major Mixed-Use Streets. The property fronts onto Glenwood Avenue which is a Major Mixed-Use Street. The proffered plans have included design elements that recognize the characteristics of Major Mixed-Use Streets such as orienting houses to face new and existing streets, sidewalks with tree-lawns throughout the neighborhood, alleyways to allow for rear parking, and connectivity among streets enhancing walkability and "eyes on the street".

Staff further finds that the application and proffers submitted are an indication of the applicant recognizing the importance of the Richmond 300 Plan objectives, particularly those related to the site design, housing type and the alignment with the Neighborhood Mixed-Use category. Within the context of vacant sites, coupled with the applicant's effort to reconnect the street grid, staff recognizes this rezoning application as an important example toward achieving the Richmond 300 vision for walkable communities.

Staff finds that with the ordinance conditions the safeguards contained within the City Charter, relative to the granting of this rezoning amendment are met. Specifically, staff finds that the

proposed use would not be detrimental to the general welfare of the community involved and would not create congestion in the streets in the area involved.

Therefore staff recommends approval of the rezoning request.

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## **FINDINGS OF FACT**

### **Site Description**

The properties together consist of approximately 105,851 sq. ft., or 2.4 acres, of unimproved vacant land. The properties are located in the Chimborazo Neighborhood between M and Glenwood Avenues.

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

The proposed rezoning amendment would accommodate existing uses and infill development allowable within the R-63 Multifamily Urban Residential District.

### **Master Plan**

The City's Richmond 300 Master Plan designates a future land use for the subject property as Neighborhood Mixed-Use. Such areas are intended to include "Existing or new highly-walkable urban neighborhoods that are predominantly residential with a small, but critical, percentage of parcels providing retail, office, personal service, and institutional uses."

### **Development Style:**

These areas feature a variety of building types that are close to one another and create a unified street wall. The building size, density, and zoning districts for these areas vary depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Setbacks, plazas, and parks create a sense of place and community gathering areas. New developments on larger parcels continue or introduce a gridded street pattern to increase connectivity within the neighborhood and to adjacent neighborhoods. In historic neighborhoods, small-scale commercial uses exist today or should be allowed to reestablish. In new neighborhoods, small scale commercial buildings should be introduced.

### **Ground Floor:**

Regardless of use, buildings should engage the street with features such as street-oriented façades with windows and door openings along street frontages. Appropriate setbacks, open space, front porches, elevated ground floors, and other features that provide a sense of privacy should be provided for residential uses.

### **Mobility:**

Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveways are prohibited on Priority and Principal Street frontages. Vehicular access to parcels should use alleys wherever possible. Parking areas should be located to the rear of street-facing buildings.

### **Intensity:**

Building heights are generally two to four stories. Buildings taller than four stories may be found along major streets. Parcels are generally between 1,500 and 5,000 sq. ft.

**Primary Uses:**

Single-family houses, accessory dwelling units, duplexes, small multi-family buildings (typically 3-10 units), and open space.

**Secondary Uses:**

Large multi-family buildings (10+units), retail/office/personal service, institutional, cultural, and government.

These properties are located on, and near to, a designated “Major Mixed-Use Street” which is characterized by the following:

- 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

**Zoning and Ordinance Conditions**

The current zoning for this property is R-5 Single-Family Residential District. The proposal is to rezone the property to the R-63 Multifamily Urban Residential District. The following proffer statements remain and are attached as conditions of this amended ordinance. Items (4) and (5) of the following statements were recently submitted to staff on June 13, 2025.

1. Concept Plan. The property shall be developed similar to the attached concept plan, or as otherwise approved at the time of subdivision review, entitled “GLENWOOD To M ST” dated January 14, 2025, and prepared by BOWMAN (“Conceptual Plan”) attached hereto as Exhibit A (see case file).

2. Sidewalks. The construction of right of way sidewalk improvements, consisting of a minimum of 0.5’ of frontage zone, 6’ of sidewalk, and 4’ of buffer zone shall be completed along all roads within the project scope no later than the issuance of the certificate of occupancy for the final dwelling.

3. Street trees. There shall be street trees along each side of all street frontages within the project scope in accordance with Urban Forestry Standards installed no later than the issuance of the certificate of occupancy for the final dwelling.

4. Parking. There will be a minimum of one (1) off-street parking space per dwelling unit on each lot to the extent practicable as determined at the time of subdivision review.

5. Height. No building or structure shall exceed three stories.

### **Surrounding Area**

Adjacent properties are a combination of R-5 Single-Family Residential District, with some R-63, Multifamily Urban Residential District and R-8 Urban Residential just south across Glenwood Avenue. The surrounding land uses include primarily residential with some institutional and neighborhood commercial uses present in the vicinity.

### **Neighborhood Participation**

Staff notified area residents, property owners, and the Church Hill Central Civic Association of the proposed Rezoning. As of this date, staff has received a letter of objection from a nearby resident.

**Staff Contact:** Jonathan Brown, Senior Planner, Land Use Administration, 804-646-5734