



## CITY OF RICHMOND

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

**Ord. No. 2023-272:** To conditionally rezone the properties known as 400 Stockton Street and 401 Everett Street from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District, upon certain proffered conditions.

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**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** October 2, 2023

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#### **PETITIONER**

403 Stockton Street, LLC and Flat Water LLC, represented by Susan S. Smith

#### **LOCATION**

400 Stockton Street and 401 Everett Street

#### **PURPOSE**

To conditionally rezone the properties known as 400 Stockton Street and 401 Everett Street from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District, upon certain proffered conditions.

#### **SUMMARY & RECOMMENDATION**

Staff finds the proposed TOD-1 Transit-Oriented Nodal District encourages dense, walkable transit-oriented development, which is consistent with the objectives of the Master Plan and the Future Land Use designation of Destination Mixed-Use. The proposed change of zoning will allow a mixed-use development of higher residential density than the current B-7 District and provision of sidewalks has been assured through proffers.

Therefore, staff recommends approval of the rezoning request.

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#### **FINDINGS OF FACT**

##### **Site Description**

The Property consists of two lots totaling 2.013 acres. The parcels are partially improved with surface parking areas and a small shed.

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

Mixed-Use pursuant to the TOD-1 District.

##### **Master Plan**

The City's Richmond 300 Master Plan designates the property for Destination Mixed-Uses.

Development Style: 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: 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.

Mobility: 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.

## **Zoning**

The intent of the TOD-1 district is to encourage dense, walkable transit-oriented development consistent with the objectives of the master plan and to promote enhancement of the character of this development along principal corridors, at key gateways, and at nodes of high activity located near transit service, bicycle infrastructure, and pedestrian-friendly streetscapes. The district regulations are also intended to safeguard the character of adjoining properties by only being applied in areas that meet the criteria above, with buffering by setbacks and screening or transitional districts to lower intensity residential areas. The district regulations are intended to encourage redevelopment and place-making, including adaptive reuse of underutilized buildings, to create a high-quality urban realm. They are intended to improve streetscape character by providing continuity of building setbacks, to enhance public safety by encouraging an active pedestrian environment consistent with the mixed-use character of the district by providing for windows in building façades along street frontages, and to promote an environment that is safe for walking and biking.

Most future redevelopment will require approval of a Plan of Development.

The rezoning is requested with the following proffer:

- Sidewalk. Around the perimeter of the property, a utility/planting strip a minimum of 2' wide shall be provided adjacent to the public right of way. Adjacent to the utility/planting strip shall be a sidewalk a minimum of 5' wide around the perimeter of the Property. The location and width of the utility/planting strip and/or the sidewalk may be modified at the time of plan of development review based on building construction needs, final engineering needs, and/or utility needs.

**Surrounding Area**

The surrounding properties in the area are in the TOD-1 Transit-Oriented Nodal District, the B-6 Mixed-Use Business District, and the B-7 Mixed Use Business District. These properties contain multi-family uses.

**Neighborhood Participation**

Staff notified the Manchester Alliance and area residents and property owners. No comments of opposition or support have been received.

**Staff Contact:** David Watson, Senior Planner, PDR, Land Use Administration, 804-646-1036