



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

CPCR.2026.001: RESOLUTION OF THE RICHMOND CITY PLANNING COMMISSION APPROVING A FINAL COMMUNITY UNIT PLAN AMENDMENT FOR STONY POINT SHOPPING CENTER, TO AUTHORIZE THE CONSTRUCTION OF A SECOND DRIVE-THRU LANE LOCATED AT 9006 WEST HUGUENOT ROAD, WITHIN MAP PARCEL A OF THE SOUTHERN PORTION OF THE STONY POINT COMMUNITY UNIT PLAN

To: City Planning Commission
From: Land Use Administration
Date: March 3, 2026

PETITIONER

Brian Prater

LOCATION

9006 W Huguenot Road

PURPOSE

The applicant requests to amend the community unit plan associated with Ord. No. 75-309-302 to allow for the addition of a second drive-thru lane at 9006 W Huguenot Rd (McDonald's).

RECOMMENDATION

Staff finds that the subject property is designated as Corridor Mixed-Use on the Future Land Use Map in the Richmond 300 Master Plan. This land use designation is "found along major commercial corridors and envisioned to provide for medium- to medium-high-density pedestrian- and transit-oriented development." The addition of the second drive-thru intends to mitigate congestion by condensing the car queues in parallel lanes as opposed to a singular lane.

Staff finds the requested amendment is generally consistent with the existing conditions and will not have a negative impact on the character of the larger Stony Point Community Unit Plan.

Staff recommends approval of the Community Unit Plan amendment.

FINDINGS OF FACT

Site Description

The subject property is 62,290.8sq. ft. (1.43 acres), located on West Huguenot Road and Forest Hill Avenue. It is a component of Map Parcel A in the Southern portion of the Stony Point Community Unit Plan.

Proposed Use of the Property

Construct a second drive-thru lane for McDonald's.

Master Plan

The City's Richmond 300 Master Plan designates a future land use for the subject property as Corridor Mixed-Use, described as found along major commercial corridors and envisioned to provide for medium- to medium-high-density pedestrian- and transit-oriented development.

Development Style: The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Uses may be mixed horizontally in several buildings on a block or vertically within the same building. Developments continue to 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. Driveway entrances are required to be off alleys whenever possible; new driveways are prohibited on priority and principal streets. Parking areas are located within the structure and to the rear of buildings and require screening; shared parking requirements are encouraged.

Intensity: Buildings generally ranging from two to ten stories, based on street widths and depending on the historic context and stepping down in height adjacent to residential areas. New buildings that are taller than historical buildings should step back from the build-to line after matching the height of the predominant cornice line of the block.

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

Secondary Uses: Single-family houses, institutional, and government.

Surrounding Area

The subject parcel is located within a larger retail development consisting of auto-oriented strip development and outparcels.

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