

## **Ebinger, Matthew J. - PDR**

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**From:** Charles Pool <Charles\_Pool@msn.com>  
**Sent:** Sunday, October 4, 2020 9:34 PM  
**To:** Ebinger, Matthew J. - PDR; Lynch, Stephanie A. - City Council Office; Robins, Amy E. - City Council Office; Robertson, Ellen F. - City Council; Addison, Andreas D. - City Council; Gray, Kimberly B. - City Council; Hilbert, Chris A. - City Council; Larson, Kristen N. - City Council; Newbille, Cynthia I. - City Council; Trammell, Reva M. - City Council; Todd Woodson; Scott Burger; Jennifer Hancock; Bryan Clark Green; Rodney@thewiltonco.com; Reid, Lenora G. - DCAO Of Finance And Administration; Wagner, Daniel M. - City Council Office; Bieber, Craig K. - City Council Office; Townes, Lisa F. - City Council Office; Bond, Aaron A. - City Council; Floyd, Tavares M. - City Council; Patterson, Samuel - City Council Office; Bishop, Richard K. - City Council Office; Morris, Summer A. - City Council; csuarez@timesdispatch.com  
**Subject:** Please amend Richmond 300 plan with RESIDENTIAL future land use of Oregon Hill

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TO: Richmond Planning Commission and Richmond City Council Members

RE: CPR.2020.050, Richmond 300 master plan

**I urge you to amend the Richmond 300 master plan draft to reflect that the appropriate future land use designation for the Oregon Hill neighborhood is RESIDENTIAL with a two-to-three story height limit, which is also the appropriate future land use for our sister neighborhood, the Randolph community.**

A city master plan should not ignore the needs and input of the affected community. The Oregon Hill community and civic association made clear from the very beginning of this process that a RESIDENTIAL future land use, consistent with our appropriate and desired RESIDENTIAL R-7 zoning with a 35 foot height limit, is needed for our neighborhood.

As we have repeatedly pointed out, we are a historic neighborhood on the National Register of Historic Places with a unified streetscape of two-story residences. A mixed-use designation with double the height limit would undermine the integrity of our neighborhood.

The Planning Commission has traditionally deferred to the judgment and wisdom of our elected City Councilmembers. Please defer to the judgement of our esteemed 5<sup>th</sup> District Councilmember Stephanie A. Lynch, who recently wrote to the Richmond 300 Advisory Council:

***"The Oregon Hill neighborhood is currently listed as mixed use. Only 1% of the neighborhood's 650 building south of I-195 are businesses, the other 99% are residential. The fabric of the neighborhood is rapidly changing as we see more families moving into the neighborhood and starting families. I echo the neighbor's concerns under Mix Use regarding height and density. Oregon Hill fought hard in the early 2000s to get R-7 zoning with the 35 foot cap. We would like to strongly state our opposition to the mixed use designation and recommend moving this to Medium Density Residential."***

Please amend the Richmond 300 master plan to reflect the aspirations and current conditions of our historic Oregon Hill neighborhood and to reflect the wisdom of our esteemed 5<sup>th</sup> District Councilmember Stephanie Lynch; please designate the future land use of Oregon Hill as RESIDENTIAL with a 2-3 story height limit.

Sincerely,

Charles Pool

## **Ebinger, Matthew J. - PDR**

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**From:** Patricia Bernal <trishbernal@gmail.com>  
**Sent:** Saturday, October 3, 2020 4:01 PM  
**To:** PDR Land Use Admin  
**Cc:** CityWebManager  
**Subject:** Richmond 300 Plan Phone:8046432420

**CAUTION:** This message is from an external sender - Do not open attachments or click links unless you recognize the sender's address and know the content is safe.

**From:** Patricia Bernal

**Email Address:** trishbernal@gmail.com

**Mail Address:** 2206 E Grace Street  
23223

**Message:**

I am writing to share my concerns related to the Richmond 300 Plan as written and to offer my support for the 4 amendments to the plan as described in detail by the Partnership for Smarter Growth in a recent letter to you. Also, as a member of the Shockoe Alliance, I would also like to voice my concerns related to the lack of height restrictions in Shockoe. This is an important historic area and should not be developed with buildings that exceed 5 stories. Five stories should be the maximum height in this area, not a minimum. Respectfully, Patricia Bernal, Richmond Resident, Taxpayer and Voter

**For DIT Use Only:**

**Client IP Address:** 10.18.5.10  
**Client Operating System:** WinNT  
**Client Browser Name:** Chrome  
**Client Browser Version:** 85.0

## **Ebinger, Matthew J. - PDR**

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**From:** Joe <andrews804@aol.com>  
**Sent:** Sunday, October 4, 2020 7:55 PM  
**To:** PDR Land Use Admin  
**Cc:** bclark@ivyventures.com; bill.hamill@gmail.com; ccrump@historicrichmond.com; cmenges@mcguirewoods.com; dcgehring@yahoo.com; mmclmparrish@gmail.com; philiphart4609@gmail.com; stuartscarter@gmail.com  
**Subject:** Westhampton Citizens Association's comments to Planning Commission

**CAUTION:** This message is from an external sender - Do not open attachments or click links unless you recognize the sender's address and know the content is safe.

Dear Mr. Ebinger,

Please find below comments from Westhampton Citizens Association concerning the Richmond 300 Master Plan being considered at the Planning Commission meeting on October 5, 2020. I thank you in advance as I understand you will provide copies to the Commissioners prior to the meeting. Also members of Westhampton Citizens Association plan to participate in the virtual meeting Monday and will comment at the appropriate time.

Yours very truly,

Joe Andrews  
Chairman, Land Use Committee  
Westhampton Citizens Association

To maintain the desired "village-like feel" of the existing commercial areas and the preponderance of single-family dwellings found in the west end of the City of Richmond, the Westhampton Citizens Association respectfully requests that the current draft of the Richmond 300 Master Plan be amended as follows:

- The west end should remain primarily residential with mostly single-family detached dwellings and should maintain a maximum building height of three stories throughout the area.
- At frequent transit stops, such as at Patterson and Libbie, the development of higher density should be limited to frontage along a major street (i.e. Patterson Avenue).
- Since the use of the SUP process is being minimized, or removed, and since the Master Plan provides for such a wide range of permissible uses and so many allowable uses by right, a structure or mechanism needs to be in place for citizen input on development (i.e. similar to current SUP process).

- Accessory Dwelling Units (ADUs) must have restrictions or standards to protect the integrity of the surrounding single-family dwellings.
- Secondary uses in the Residential Land Use Category should be eliminated.

October 5, 2020

Richmond Planning Commission

PDRLandUseAdmin@richmondgov.com

BY EMAIL

**Re: Comments on “Richmond 300: A Guide for Growth” Master Plan**

On behalf of the Southern Environmental Law Center, I would like to provide the following comments on the “Richmond 300: A Guide for Growth” Master Plan. The Plan and a resolution to adopt the Plan (CPCR.2020.050) are before you this afternoon.

As we noted in the attached, more extensive comments we provided on the Draft Plan in July, we greatly appreciate the significant work that has gone into developing this plan from City leaders, dedicated staff members, and the community over the past few years, and we were pleased to serve on one of the working groups that helped develop the plan.

We strongly support most elements of the Plan. We will not reiterate those here, but the bottom line is that the Plan advances a number of fundamental goals we have long supported, and they are essential to advancing public health, environmental quality, equity, economic development, and quality of life. These elements should not be compromised.

Moreover, we were pleased to see that a number of our comments on the Draft Plan have been addressed in the document that is now before you.

However, we would like to reiterate some serious concerns that have still not been addressed:

- 1) The commitment to public involvement and transparency needs to be strengthened. Goal 5 seeks to “Increase public knowledge of planning processes,” but much more than that is needed. Public confidence in planning decisions is disturbingly low in the City. The significant advances contained in this Plan will be far more difficult to realize absent greater public confidence in the planning process, which in turn requires meaningful input and community engagement and a more transparent decision-making process.
- 2) As noted in our previous comments, we were surprised to see a new I-95 interchange and bridge across the James River proposed on the map. There was no reference to this significant project anywhere in the text of the Draft Plan, and it has received little to no attention in presentations. Some text has now been added. But such a significant change has not been adequately vetted. Nor does this project appear to be in Henrico County’s comprehensive plan. This proposal would raise multiple land use and environmental issues (such as adverse impacts on the historic Route 5 corridor), and it should be deleted from the Plan given the absence of discussion and public input on a proposal that could have major negative impacts on the City and our region.

- 3) The transit provisions in the Plan need to be strengthened. The plan should specifically call for an expanded network of bus rapid transit with dedicated lanes along higher density corridors and between growth nodes, as well as higher capacity transit such as streetcars or light rail when and where the City's population and density can support it. In addition, as we suggested in our comments in July, priority should be placed on providing dedicated transit lanes, transit signal priority, and queue jumps, and the City should support—and call upon GRTC to analyze—continued fare-free transit use, or at least reduced fares, for low income individuals.
- 4) We remain concerned with allowing higher densities and taller height limits by-right, eliminating opportunities for the City to negotiate to secure public benefits, such as affordable housing, in return for density and height bonuses. In response to others who have raised this issue, staff has referred to Objective 14.5, which provides: "As part of the Zoning Ordinance update, revise the Affordable Dwelling Unit density bonus process to make it easier to accomplish." This is too vague. Heights in the current ordinance seem to be stated as default by-right heights (or no maximum height, as in the B-4 district), but subject to maximum floor area ratios unless a density bonus is received. So it's still not clear whether these existing bonus-related limits would be retained when the new ordinance is adopted to match the Master Plan. If intended to be consistent, clearer statements in the Plan about the bonuses should be added.
- 5) The Plan should retain certain beneficial elements of existing zoning, such as setbacks for taller buildings in certain areas to mitigate impacts on neighboring residential and historic areas.
- 6) Significant changes have been made since the Draft Plan to the Future Land Use Map for Shockoe Bottom and Riverfront. Among other things, we are concerned much of the land has been converted from "Neighborhood Mixed Use" to "Destination Mixed Use" and "Corridor Mixed Use." This change should be reversed, since it will harm the surviving historic fabric of the neighborhood.
- 7) We appreciate and support the efforts in the Draft Plan to rein in the excessive amount of parking in the City as a whole and to better manage parking. These provisions need to be strengthened, including adding a commitment to eliminate parking minimums and add parking maximums in the zoning code and provisions to discourage and disincentivize massive parking garages. In addition, in line with the strategies listed to encourage electric vehicles (EVs) and expansion of EV charging infrastructure, we also encourage you to add a new strategy related to providing preferential EV parking in City-owned parking lots, as well as requiring—or seeking General Assembly authority to enable the City to require—private parking lot owners to provide a certain number/proportion of dedicated EV parking spaces with chargers.
- 8) Although elements of the steps needed to reduce GHG emissions and increase resilience to climate change are present in some places in the Plan, an additional "Big Move" should be added that specifically deals with the climate crisis. One of the biggest moves the City needs to make is reflected in the Mayor's commitment, City Council's recent resolution, and the RVAgreen 2050 effort to develop a roadmap of actions to cut greenhouse gas (GHG) emissions 45% by 2030 and to achieve carbon neutrality by 2050,

as well as prepare for the impacts of climate change. The Plan should clearly prioritize a vision for the City's future that includes becoming a leader in curbing GHG pollution, promoting resilience to the effects of a changing climate, advancing clean energy and transportation options, and promoting sustainable development and community revitalization. Among other things, stronger provisions for providing and preserving tree canopy and for protecting natural resiliency should be included.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Trip Pollard". The signature is stylized with a large, sweeping initial "T" and a cursive "P".

Trip Pollard  
Land and Community Program Leader



July 13, 2020

[richmond300@richmondgov.com](mailto:richmond300@richmondgov.com)

BY EMAIL

**Re: Comments on Draft “Richmond 300: A Guide for Growth” Master Plan**

On behalf of the Southern Environmental Law Center, I would like to provide the following comments on the Draft “Richmond 300: A Guide for Growth” Master Plan. We appreciate the significant work that has gone into developing this plan from City leaders, dedicated staff members, and the community over the past few years, and we were pleased to serve on one of the working groups that helped develop the plan.

We strongly support many elements of the draft plan, including its emphases on: creating a more equitable and sustainable transportation system that provides greater opportunities to travel by alternative modes; creating high-quality, transit-oriented places with more diverse and inclusive housing opportunities; ensuring thriving parks and green systems that are accessible to all Richmond residents; reducing parking; and respecting the City’s significant historic and cultural resources and existing communities as growth and redevelopment occur. These are fundamental goals we have long supported, and they are essential to advancing public health, environmental quality, equity, economic development, and quality of life. These elements should not be compromised.

The draft plan is also another step forward in the City’s efforts to address climate change, and is interrelated with the potentially-transformative RVAgreen 2050 initiative. As recognized in that initiative and the draft plan, Richmond must take strong action to both reduce the City’s contribution to greenhouse gas (GHG) emissions and to enhance the community’s resiliency to the adverse effects of climate change that are already starting to occur and are expected to disproportionately impact the City’s low-income and minority communities. Efforts to mitigate GHG emissions and enhance natural resiliency can also provide many co-benefits, including improving air and water quality, reducing household energy and transportation costs, and creating new clean energy jobs.

Further, we generally support the draft plan’s effort to move Richmond away from traditional Euclidian zoning toward a form-based approach in many areas, and the call to revisit the zoning ordinance to better align with the Richmond 300 plan. However, as part of that process we urge the City to consider retaining certain beneficial elements of existing zoning, such as stepbacks for taller buildings in certain areas to mitigate impacts on neighboring residential and historic areas, and allowing height and intensity bonuses in some areas in exchange for providing affordable housing and other public benefits that align with the master plan’s goals and objectives.

In addition to these general comments, we offer the following, more specific comments on various pieces of the draft plan.

#### **Executive Summary:**

- [Page VI]: Under the “Big Move” to “Re-Imagine Priority Growth Nodes,” the paragraph noting the benefits of Smart Growth states that it “Creates sustainable places that do not worsen environmental conditions.” This is a significant understatement, as Smart Growth policies can substantially *improve* environmental conditions in many ways, including reducing air pollution from motor vehicles, enabling more land to be devoted to parks and green spaces, and encouraging healthier and more active lifestyles. We urge you to provide additional discussion of these and other Smart Growth benefits in this section.
- [Page VIII]: We support the “Big Move” to “Expand Housing Opportunities,” as well as the specific goal of creating 10,000 new affordable housing units over the next ten years. We suggest make clear that this means 10,000 net new affordable housing units.
- [Page IX]: We support the “Big Move” to “Provide Greenways and Parks for All,” and appreciate the recognition in this section of the many benefits our greenspaces provide, including mitigating “heat islands,” managing rainfall, and increasing climate change resiliency. In the paragraph entitled “Improve health outcomes,” we also encourage you to include mention of the crucial role our parks and greenways have played in public health and well-being during the ongoing COVID-19 pandemic.
- [Page X] In general, the “Big Move” to “Reconnect the City” by capping highways and reconnecting the street grid is very positive, but capping I-95 and reconnecting Jackson Ward and North Jackson Ward deserves special mention as an excellent proposal to repair the unconscionable damage caused by building the interstate. Such a project would not fully “heal the wound,” however, and we suggest moderating that claim.
- Although elements of the steps needed to reduce GHG emissions and increase resilience to climate change are present in some of the “Big Moves” identified in the draft plan, an additional “Big Move” should be added that specifically deals with the climate crisis. One of the biggest moves the City needs to make is reflected in the Mayor’s commitment, City Council’s recent resolution, and the RVAgreen 2050 effort to develop a roadmap of actions to cut greenhouse gas (GHG) emissions 45% by 2030 and to achieve carbon neutrality by 2050, as well as prepare for the impacts of climate change. The draft plan should clearly prioritize a vision for the City’s future that includes becoming a leader in curbing GHG pollution, promoting resilience to the effects of a changing climate, advancing clean energy and transportation options, and promoting sustainable development and community revitalization.

#### **Introduction:**

- The data presented in the Introduction is very useful. Among the many important findings is that Richmond’s poverty level remains high and that the percentage of house-

cost burdened households has increased [Page 6]. These findings underscore the need for the plan to focus on equity, affordable transportation alternatives, and affordable housing.

- Another particularly important point is that the City has ample opportunity to grow the population and the economy” and the accompanying recognition that “All growth is not good growth.” [Page 14]. Too often, the City has not pursued quality growth, nor has it used its leverage as a growing area to obtain public benefits from development deals. This needs to change, and the plan and subsequent zoning should provide adequate opportunities to secure public benefits (for example, by obtaining affordable housing and green building commitments in return for greater height and density in certain areas).
- [Page 16]: We appreciate the inclusion of some discussion of the potential implications of the COVID-19 pandemic—which emerged very late in the preparation of this draft—and we also appreciate the recent public survey and inclusion of responses in the section on “Planning for a Post-Pandemic World.” Among the key takeaways on the experience thus far, the survey responses reflect the importance of easily-accessible and high-quality public parks and biking and walking facilities, the continuing importance of public transit, the need to expand/enhance digital public engagement opportunities, and the need for employers to have effective teleworking strategies in place.

### **Chapter 1 - Vision and Core Concepts:**

- [Pages 22-49]: We strongly support the priority growth node concept, and the draft plan does an excellent job of identifying the strongest candidates for priority growth nodes. We also support many of the recommended steps for particular nodes, such as capping the highway next to Kanawha Plaza [Page 24] and I-95 [Page 28], implementing the Riverfront Plan [Pages 24, 32], bringing high-frequency transit to Manchester [Page 32] and enhanced transit along Route 1 [Page 42], developing green infrastructure in Manchester [Page 34], and building the Ashland to Petersburg trail [Pages 42, 45-46].

However, a number of the primary next steps identified in the draft need to be clarified, altered, or expanded, including:

- Coliseum-area redevelopment needs to focus less on the desire to “reposition City-owned assets into revenue-generating properties” [Page 24] and more on using City-owned properties to secure public benefits such as affordable housing, green buildings, trees and greenspace.
- While we agree that historic buildings in Monroe Ward need to be preserved and that Franklin Street receive “excellent urban design and intentional street design” [Page 26], some of the zoning and project proposals for this area do not inspire confidence. The plan should more clearly state that increasing height and density in the area will be limited to protect the historic fabric (not just buildings themselves), and add language from the description of the Neighborhood Mixed-Use and Corridor Mixed-Use designations: “New development should be in scale with existing context.” [Page 54].
- Mention of the Shockoe Small Area Plan should be added to the Priority Next Steps on Shockoe Bottom, and the call to “continue efforts to commemorate,

memorialize and interpret sites of historic and cultural significance in Shockoe Bottom” [Page 30] should be strengthened and clarified—including supporting creation of the community-generated Memorial Park.

- Green building and green infrastructure should be added as primary next steps in a number of priority growth nodes.
- [Pages 50-67]: In the discussions of the Future Land Use Map and related land use designations:
  - The definition of residential areas [Page 52] should include accessory dwelling units (which are called for in Objectives 14.3 and 14.5).
  - We support the language in the description of many of the designations that bike, pedestrian, and transit access is to be “prioritized and accommodated,” as well as the language limiting parking lots.
  - We also support the direction that new development in areas designated “Neighborhood Mixed-Use” and “Corridor Mixed-Use” relate to existing and historical scales, and for taller buildings in “Corridor Mixed-Use” to include appropriate setbacks for upper stories and/or to step down to neighboring residential areas. However, we are concerned that no similar direction is provided in either the “Destination Mixed-Use” or “Downtown Mixed-Use” sections, particularly since some of these areas are currently within zoning districts that have setback (and/or inclined plane) provisions in place. We encourage you to add direction on setbacks for these land use designations, or at least to ensure that this element is incorporated into discussions of future zoning changes related to these areas.
- [Pages 68-73] The maps and accompanying texts on “Future Connections” on the whole do an excellent job of advancing the core element of the plan to create a more equitable and sustainable transportation system that provides greater opportunities to travel by alternative modes.
  - We have mentioned above our support for a number of the particular items on the maps.
  - We also support additional descriptions and clarifications such as that the plan does not consider sharrows adequate on-street bicycling infrastructure [Page 70] and on the expansion of high frequency transit corridors [Page 72].
  - We are surprised to see a new I-95 interchange and bridge across the James River proposed on the map on Page 73. We do not see any reference to this significant project anywhere in the text of the draft plan, nor are we aware of it ever having been mentioned in any presentations on the draft plan. This proposal would raise multiple land use and environmental issues (such as adverse impacts on the historic Route 5 corridor), and it should be deleted from the map given the absence of discussion and public input on a proposal that could have major negative impacts.

## **Chapter 2 - High-Quality Places:**

- [Page 78] Objective 1.1 states that the City shall be rezoned in accordance with the Future Land Use Plan. As noted above, we support much of the Future Land Use Plan, but we remain concerned with allowing higher densities and taller height limits by-right, eliminating opportunities for the City to negotiate to secure public benefits, such as affordable housing, in return for density and height bonuses.
- [Page 80]: We support key provisions of Objectives 1.2 and 1.3 here, as elsewhere, dealing with increasing viable transportation options, increasing housing at all income levels, and developing and connecting parks.
- [Page 84]: Under Objective 2.1 related to City facilities, we encourage you to add an additional strategy related to installing more electric vehicle (EV) charging stations at City-owned buildings that are accessible to both City employees and the public—perhaps with a reference to Objectives 10.4 and 15.1.
- [Pages 85-89]: We support the goal and objectives pertaining to historic preservation, and want to emphasize the need to reduce the demolition of historic buildings—far too many historic buildings continue to be lost in the City.
- [Page 94, 96]: We support a number of the design elements outlined in Objective 4.1 related to creating “high-quality, distinctive, and well-designed neighborhoods and Nodes” and in Objective 4.3 on increasing access to network of open space, including provisions related to breaking up the massing of large-scale buildings, environmentally sensitive site design, and strategies to reduce heat island effects.
- [Page 98]. As noted above, we support steps to increase alternatives to driving—especially those that do not produce pollution and encourage healthier lifestyles. Accordingly, we support Objective 4.4 to increase walkability along all streets.
- [Page 100]: We also support the direction in Objective 5.1 to increase public education and engagement related to planning processes, especially for groups that have been traditionally under-represented in these efforts. As noted above, a particular need has arisen to expand and enhance digital public engagement and input opportunities in light of the COVID-19 pandemic—including options that do not require internet access.

## **Chapter 3 - Equitable Transportation:**

- [Page 101]: We strongly support the “Equitable Transportation” vision’s emphasis on prioritizing the movement of people over the movement of vehicles. While this concept seems like a simple one, it can have profound effects in creating a more sustainable and accessible transportation system, as well as in contributing toward Richmond’s “Vision Zero” goal to eliminate traffic deaths and injuries (Goal 7)—which SELC has previously endorsed.

- [Page 103] The link between transportation and land use is fundamental, and we support Objective 6.1 commitment to transit-oriented development, and to development of housing for all incomes.
- [Pages 104-105] As noted above, we have previously endorsed the Vision Zero goal and urge that priority be placed on Objective 7.1.
- [Page 108]: In Goal 8’s discussion of Richmond’s “Non-Car Network,” the draft plan notes the important and ongoing Washington, DC to Richmond High-Speed Rail Project. However, a key missing piece of this discussion is the significant increase in passenger rail service this project is proposed to provide between these two cities—approximately a doubling of existing service levels and ridership (with 9 new daily round-trip trains).<sup>1</sup>
- [Pages 109-114]. As noted above, we support a host of steps to increase bicycling, walking, transit, and rail, and thus support Objectives 8.1 through 8.5.
  - In addition, we suggest that the language on street closures in Objective 8.1(f) be revised to place greater emphasis on potential permanent conversions of streets for bicycle and pedestrian use [Page 109].
  - To further increase equitable access to transit, we suggest adding to Objective 8.4 [Page 112] that the City support—and call upon GRTC to analyze—continued fare-free transit use, or at least reduced fares, for low income individuals.
  - We also suggest adding to Objective 8.4 that priority be placed on providing dedicated transit lanes, transit signal priority, and queue jumps.
- [Page 115]: In the discussion of Objective 8.6 on increasing the number of employers implementing transportation demand management (TDM) programs:
  - We suggest adding teleworking to the list of strategies. The COVID-19 pandemic has proven this to be a feasible—and in many cases, essential—option for many employers and employees, and it is likely to remain a more prevalent practice for years to come (as reflected in the “Planning for a Post-Pandemic World” section).
  - We also suggest adding to Objective 8.6 that the City should provide—and private employers be required to offer—a transit benefit to all employees. In addition, if employers offer free or subsidized parking they should be required to allow employees to “cash out” such a benefit (for example, if they bike or walk to work they would be paid an amount equal to the value of the parking benefit). Such programs have been showed to significantly reduce driving.

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<sup>1</sup> See DC to Richmond Southeast High Speed Rail, Tier II Final Environmental Impact Statement and Final Section 4(f) Evaluation at 4-2, 4-46 (2019), available at <http://dc2rvarail.com/final-eis/>.

- [Page 118]: SELC has previously supported, and continues to support Complete Streets, and accordingly supports Objective 9.1. And we were involved with the development of Richmond Connects and support updating and revising this plan as called for in paragraph a—although we note that the language in this paragraph appears to be garbled.
- [Page 123]: Parking is often a challenging issue to discuss, yet addressing parking issues is critical to addressing many of the core elements in the draft plan. We appreciate and support the efforts in the draft plan—such as Objective 9.6—to rein in the excessive amount of parking in the City as a whole and to better manage parking.
  - We recommend adding to the draft plan a commitment to eliminate parking minimums and add parking maximums in the zoning code.
  - We also suggest that another strategy be added to this objective—discourage and disincentivize massive parking garages.
  - And we support many elements in the parking study, and particularly endorse the need to adequately price parking, since as the study notes (citing the important work of Donald Shoup) “free” parking imposes substantial costs.
- [Page 125]: In the discussion of transportation network companies (TNCs) in Objective 10.2, to the extent the City or GRTC are not already pursuing this, we suggest adding a strategy related to pursuing shared online platforms/applications that enable riders to more easily coordinate trips utilizing both TNC and public transit modes (e.g., where a TNC trip is needed to overcome the “first/last mile” problem in reaching transit lines).
- [Page 126]: In the language of Objective 10.4, we encourage you to add the following: “Increase the number and share of vehicles that do not emit greenhouse gases.” In line with the strategies listed under this Objective to encourage EVs and expansion of EV charging infrastructure, we also encourage you to add a new strategy related to providing preferential EV parking in City-owned parking lots, as well as requiring—or seeking General Assembly authority to enable the City to require—private parking lot owners to provide a certain number/proportion of dedicated EV parking spaces with chargers.

## **Chapter 5 – Inclusive Housing:**

- As stated above in numerous places, we strongly support measures to increase affordable housing and housing available to all income levels, as well as mixed-income housing. The Vision statement should be revised to place particular emphasis on provision of affordable housing.
- [Page 143]: As also stated above, we support the goal of 10,000 new affordable housing units – but this should be a net goal and Objective 14.1 should be amended to require annual reports on the progress towards meeting this goal.
- [Page 143]: Objective 14.3(d) should be clarified to state that the analysis called for is for all City-owned parcels that could be appropriate for affordable housing, not just parcels in neighborhoods somehow deemed appropriate for housing. This analysis should result

in an inventory that is regularly updated. And other options for providing affordable housing on City-owned parcels should be called for in addition to selling parcels to the Maggie Walker Community Land Trust.

- [Page 146]: Objective 14.6 should be modified to call for improving the energy efficiency, indoor air quality, and overall quality of all RRHA properties.

## **Chapter 6 - Thriving Environment:**

- [Page 150]: We suggest expanding the Existing Context discussion to mention Resolution No. 2020-R024, patroned by the Mayor and adopted by Council, which calls for a 45% reduction in greenhouse gas emissions by 2030 and net zero emissions by 2050.
- [Page 151]: Similar to the point noted above, in strategy (a) under Objective 15.1 we suggest changing the language to the following: “Increase the number and share of Richmonders living in a development pattern that encourages density and reduces dependency on single-occupancy vehicles.” This will help ensure this metric actually reflects an overall decrease in reliance on single-occupancy vehicles within the City.
- [Page 151]: We recommend clarifying the language in strategy (b) under Objective 15.1 to: “Increase ~~the use of~~ travel by mass transit, passenger rail, bicycling and walking, and other alternative transportation options.”
- [Page 151]: Add to the strategies under Objective 15.1:
  - Provide preferential parking for electric vehicles and EV charging stations in all City-owned lots, and require owners of large parking decks to provide similar preferential parking and charging stations.
  - Allow installation of EV chargers by right.
  - Lobby the General Assembly for funding for EV transit buses and EV school buses.
- [Page 152]: Clarify strategy 15.2(e) to indicate how this strategy would build upon the two resolutions on green buildings for City structures that Council has adopted.
- [Page 156]: Add more specificity to strategy 16.1(b) on stream buffers, such as the size of preferred buffers and preference for adding to tree canopy.
- [Page 159]: Strengthen strategy 16.4(c) to call for increased funding for tree planting overall and for prioritizing projects to increase tree canopy in low-income neighborhoods.
- [Page 161]: Strengthen strategy 17.1(e) to require development of a policy to ban City use of pesticides in all parks and recreation areas.



- [Page 164]: Under Objective 17.5 on increasing City-wide tree canopy, similar to our comment on 16.1(b) on restoring streams to healthy riparian areas, we suggest adding a strategy specific to—and recognizing the benefits of—planting trees in stream buffers and riparian areas.
- [Page 164]: Modify strategy 17.5(b) to call for adoption of a comprehensive new City tree ordinance that includes provisions on planting, maintenance, and removal of trees both by the City and by individuals. The recommendation in 17.5(h) on reinstating the Urban Forestry Commission is largely meaningless absent a strong tree ordinance.
- [Page 166]: Under Objective 17.7, we support strategy (b) to “Encourage development in areas at lower risk of flooding,” but also the flip side of this statement is perhaps more even important and should be specified here—namely, to “discourage development in areas at higher risk of flooding.”
- [Page 166]: Also under Objective 17.7, we encourage you to add a clearer statement about the need to protect existing natural resiliency features (which is currently only indirectly addressed in other strategies), such as a new strategy (h) to “Protect existing wetlands, forested areas, and other green spaces which provide natural resiliency by helping to slow and store flood waters.”

Thank you for your consideration of these comments. We look forward to working with the City to further develop and implement this plan.

Sincerely,



Trip Pollard  
Land and Community Program Leader

Good afternoon to the Planning Commission members and city staff.

My name is Bill Laffoon and I am a resident and business owner in the city. The North Jackson Ward neighborhood is a case study in how isolation kills a neighborhood, produces poverty, and other undesirable conditions.

I am asking that a new Second Street bridge crossing over I95/64 be added to the master plan to mitigate the isolation in North Jackson Ward.

I attended and participated in many of the public meetings during the master plan process. At each meeting I provided comments to provide a new bridge at Second Street. A new bridge connector never appeared.

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I believe there is some confusion. I made no comments about removing the proposed deck over I95/64. I only asked that a bridge be added at 2nd street.

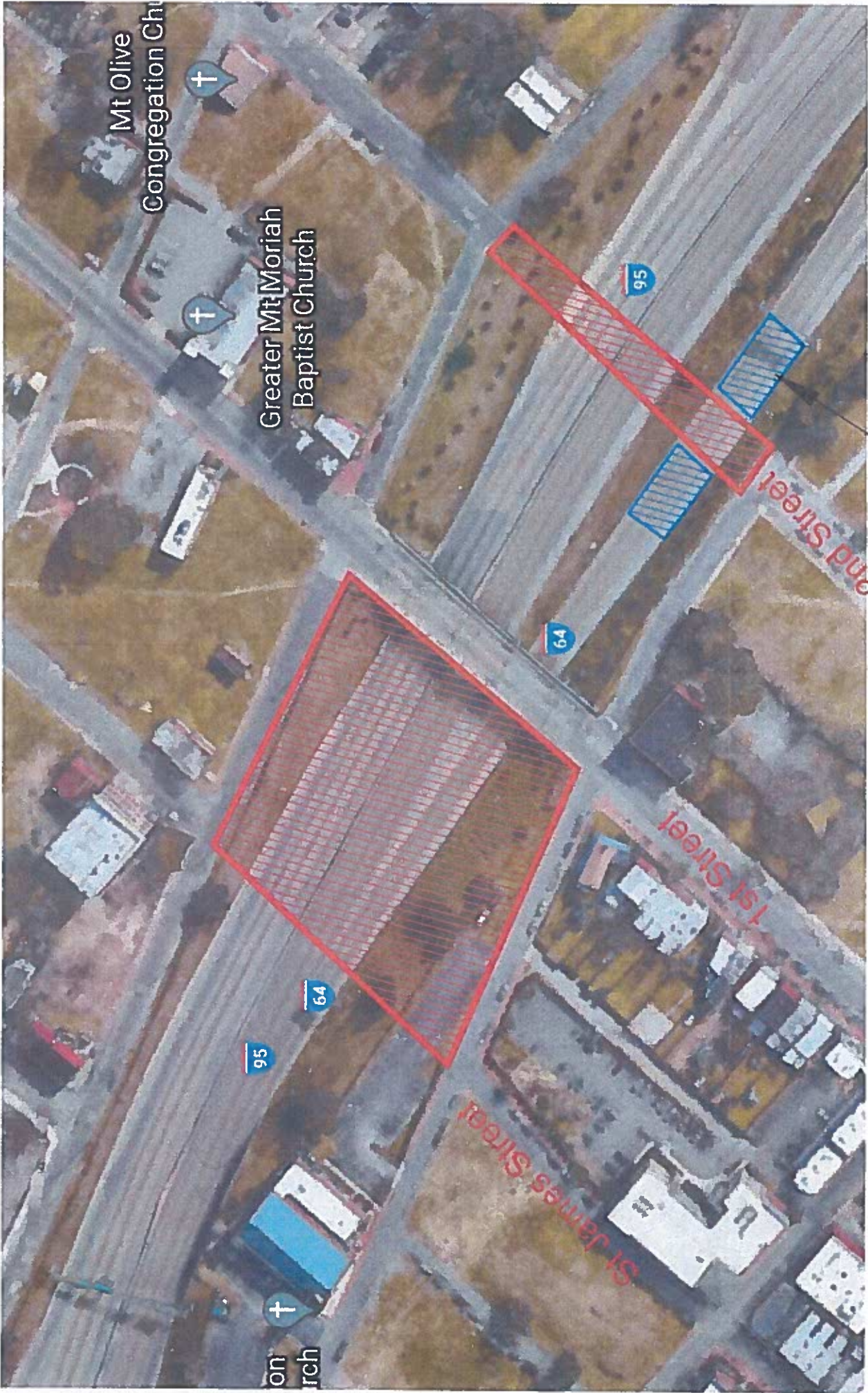
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I am not asking for the deck over to be removed in the master plan.

I am requesting that a new bridge be called for in the master plan at all applicable text and images where this location is mentioned.

Thank you, Bill Laffoon



lowering existing grade avoids  
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From: Maritza.Pechin@richmondgov.com,  
To: rml303@aol.com,  
Cc: Marianne.Pitts@richmondgov.com, William.Palmquist@richmondgov.com,  
Subject: Richmond 300 - Pre-Final - Follow Up  
Date: Mon, Sep 14, 2020 1:50 pm

Attachments:

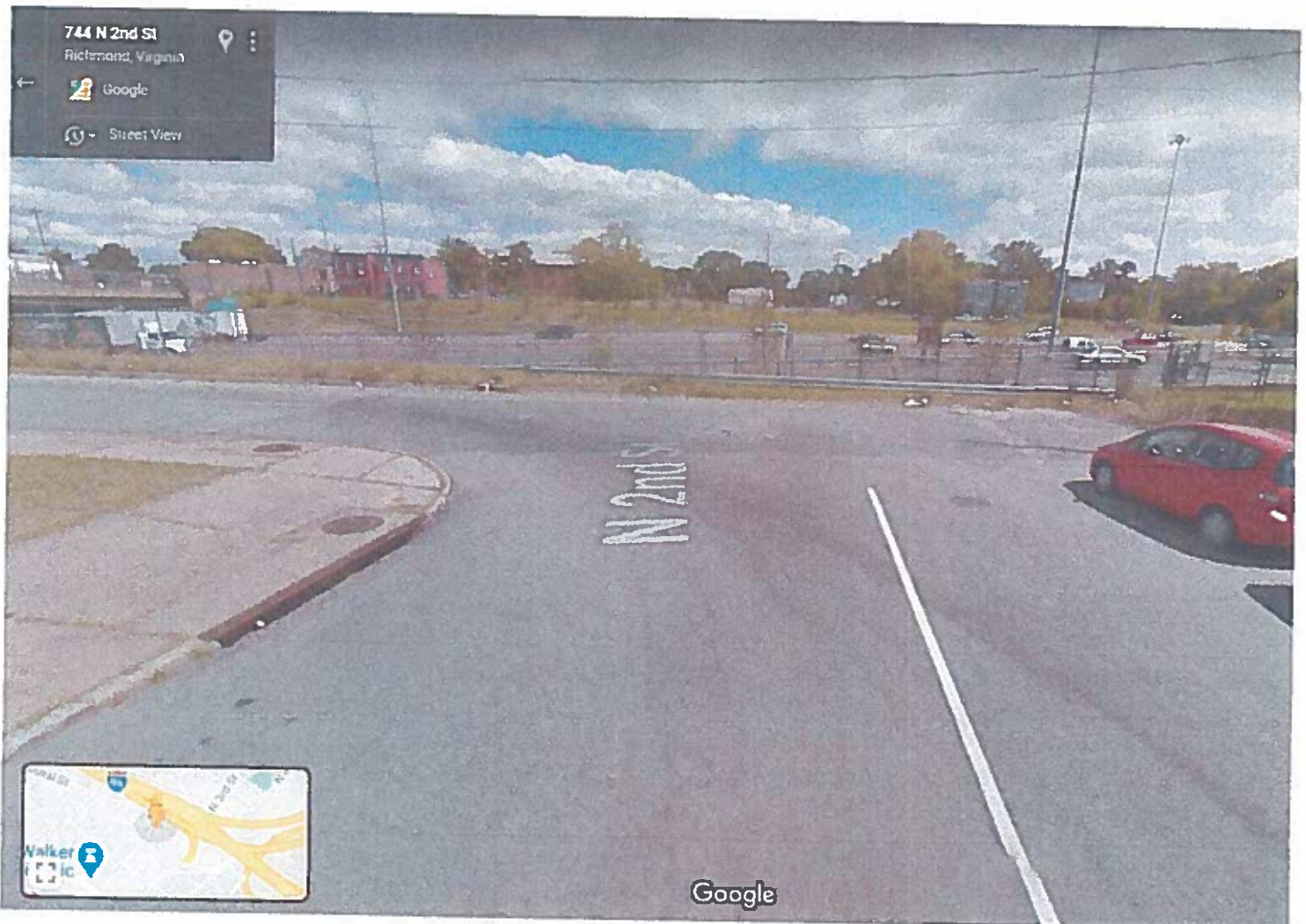
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I'm happy to chat with you on the phone about this in more detail.

Best,

Maritza



Maritza Pechin, AICP, LEED AP

July 12, 2020

Comments about the Richmond 300 Master Plan Draft

Page/sheet X "Big Move, Reconnect the City"

A deck between Saint James and First Street over I-95/64 for a park is an expensive proposal. A new bridge connection on Second Street and allowing First and Second Street to be 2-way traffic provides a greater potential at less expense in reconnecting the city.

Add a new bridge connection over I-95/64 at Second Street. See attached sketch.

Page 28 "Priority Growth Node, Downtown-Jackson Ward"

At Vision, a new bridge connection at Second Street makes for a better connection with the rest of downtown.

At Primary Next Steps, add a new bridge connection at Second Street. Include a new small area plan for the vacant land that creates the highest economic development potential for the city and provides jobs to nearby public housing residents.

Page 73 "Street Connections, Interchanges, and Bridges"

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Bill Laffoon  
303 Cedar Street  
Richmond, VA 23223  
804-269-1174  
Rml303@aol.com



# Reconnect the City

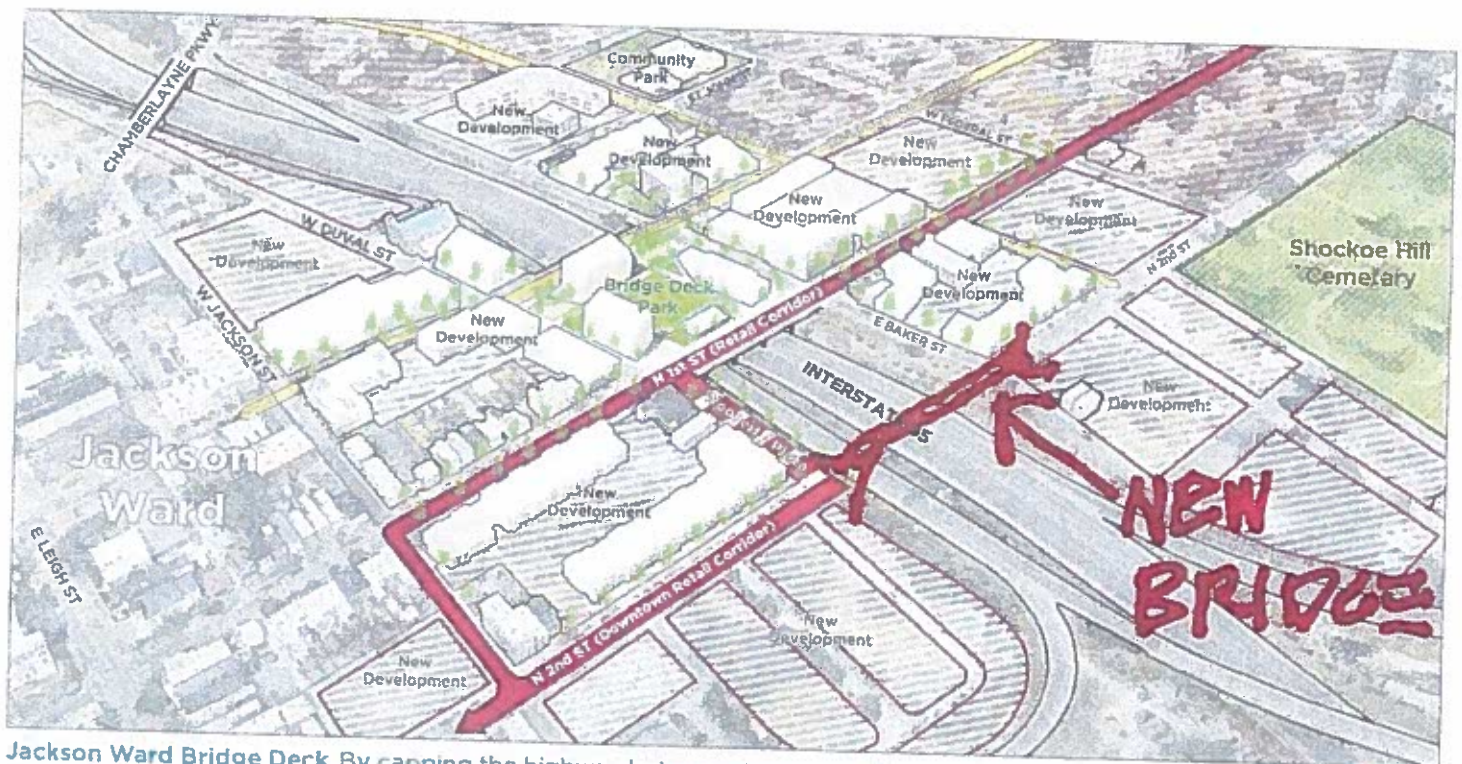
**Cap highways to reknit neighborhoods destroyed by interstates, build/improve bridges, introduce street grids and make the city easier to access by foot, bike, and transit**

In the 1950s the Richmond-Petersburg Turnpike (now I-95/I-64) was built through Jackson Ward; thereby cutting the neighborhood in half and destroying over 900 buildings. The main project of this Big Move is to cap the highway and build a park, buildings, and roads on top of the highway in an effort to heal the wound caused by the highway construction. There are several benefits to this Big Move:

- **One Neighborhood:** Jackson Ward and North Jackson Ward feel like two entirely different places, but capping the highway will make them feel as one.

- **Improve Access:** Connections to North Jackson Ward are limited today. It is difficult to get in and out of the area. Adding another street connection over the highway will make it easier to get to North Jackson Ward from Downtown by walking, biking, bus, or car.
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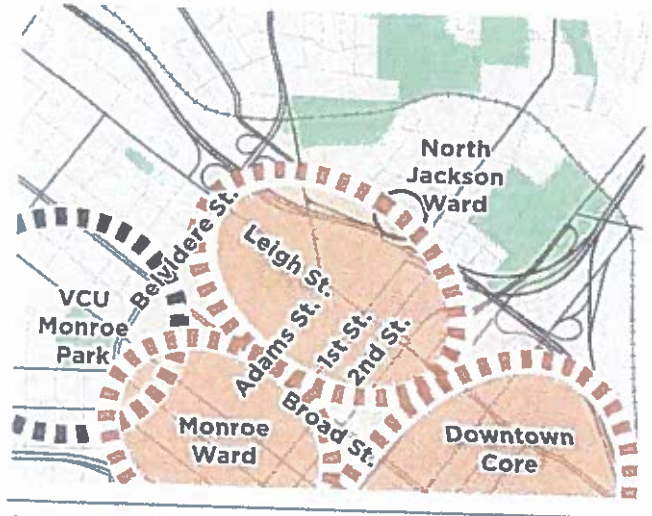


**Jackson Ward Bridge Deck** By capping the highway between Jackson Ward and North Jackson Ward with streets, parks, and buildings, Jackson Ward will once again be one neighborhood

# Downtown — Jackson Ward

## Vision

In 2037, Jackson Ward has retained historic buildings and plays a leading role in supporting black cultural and economic vitality. Jackson Ward continues to be a residential neighborhood with non-residential uses scattered throughout at corners and along major roads - such as 1st Street, 2nd Street, and Marshall Street. New infill developments are high-quality architecture and complement the character of historic buildings. Jackson Ward is better connected to the rest of Downtown with the conversion of one-way streets to two-way, greenways, transit, and a new park and bridges connecting Jackson Ward to North Jackson Ward over the highway. In the 1950s the construction of the highway split Jackson Ward in half and decking over the highway reunites the two sides of Jackson Ward once more.



**Jackson Ward — Regional/National Node**  
This node centers on the Historic Jackson Ward neighborhood but also extends north slightly to connect to North Jackson Ward.

## Growth Potential: High

In 2019 there were approximately 29 acres of vacant/underdeveloped land Jackson Ward - representing 33% of the Jackson Ward's total land area.

## Primary Next Steps

- Build a park, roads, and buildings over I-95 and I-64 to reconnect Jackson Ward and North Jackson Ward (Goal 9)
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ADD BRIDGES

← ADD SMALL AREA PLAN FOR VACANT LAND IN NORTH JACKSON WARD



# Street Connections, Interchanges, and Bridges

Urban planners and transportation planners have long argued in favor of creating gridded street networks. Gridded street networks allow all users to easily traverse an area without getting lost in dead ends and being funneled to congested main roads. Gridded street networks also increase the connectivity of an area and make it easier to reach key destinations. The Future Connections Map shows areas of the City where there are large scale opportunities to introduce a gridded street network, such as the Ashe/Hermitage site.

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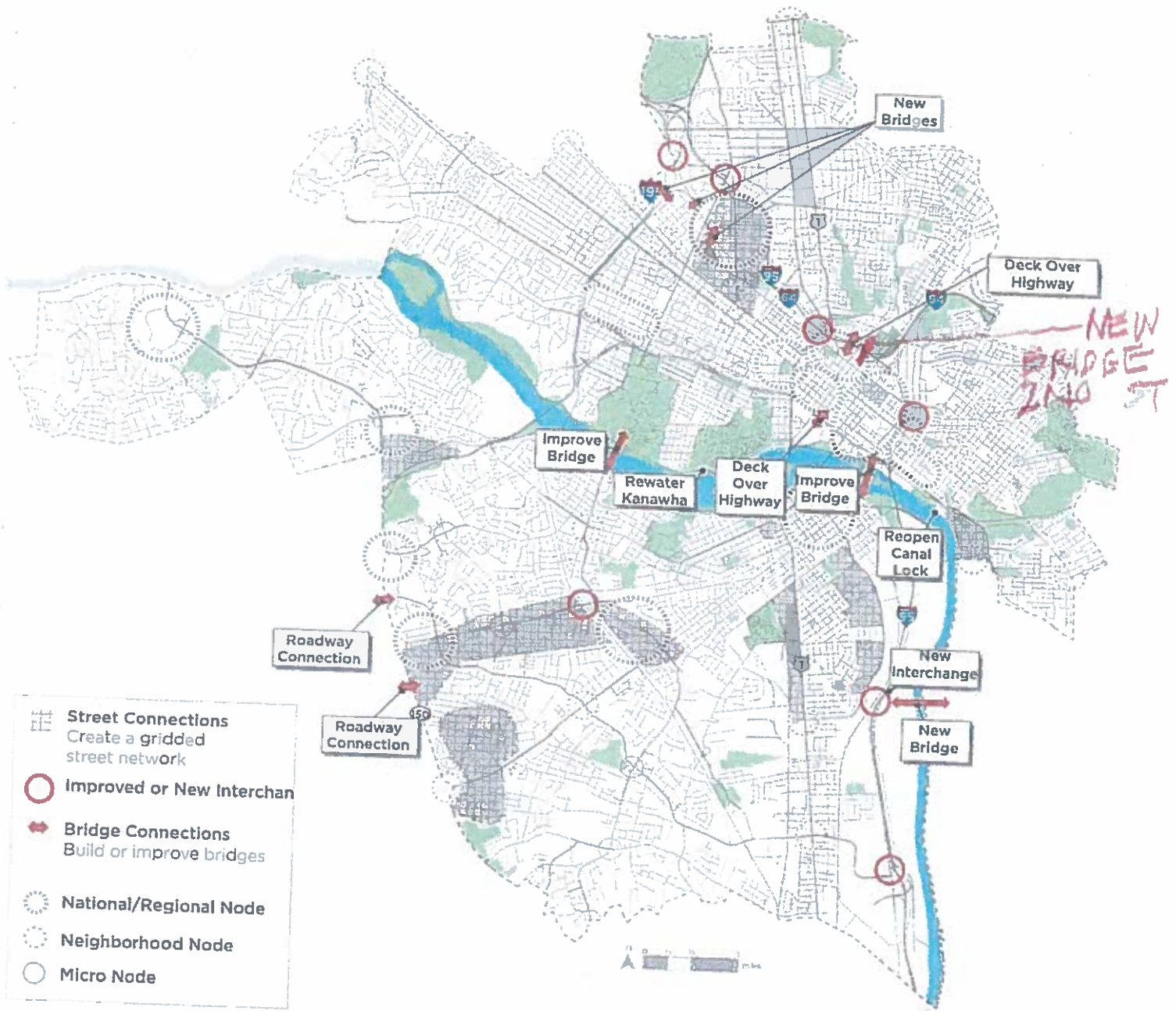


FIGURE 12 // Connections, Interchanges, and Bridges Map



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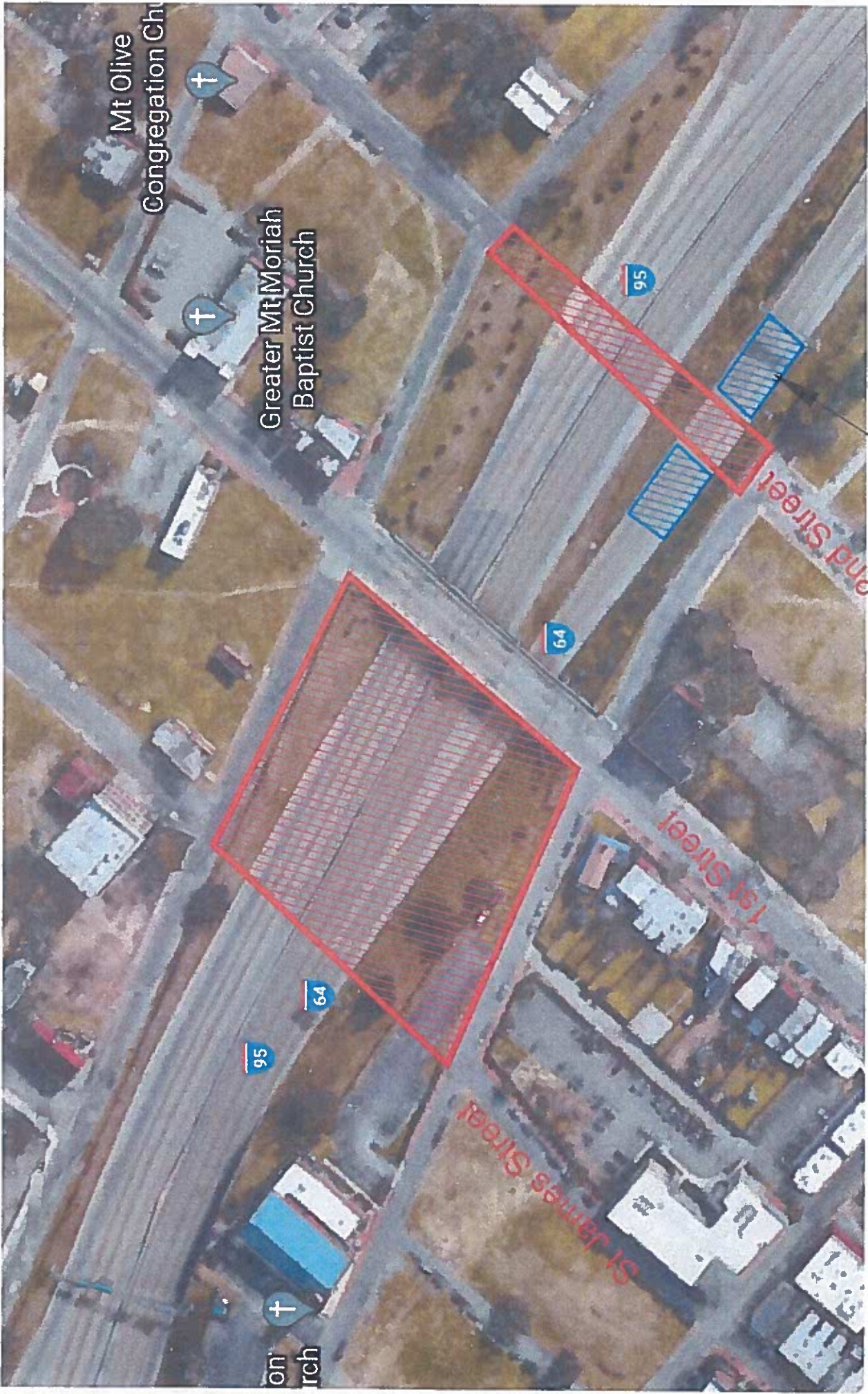
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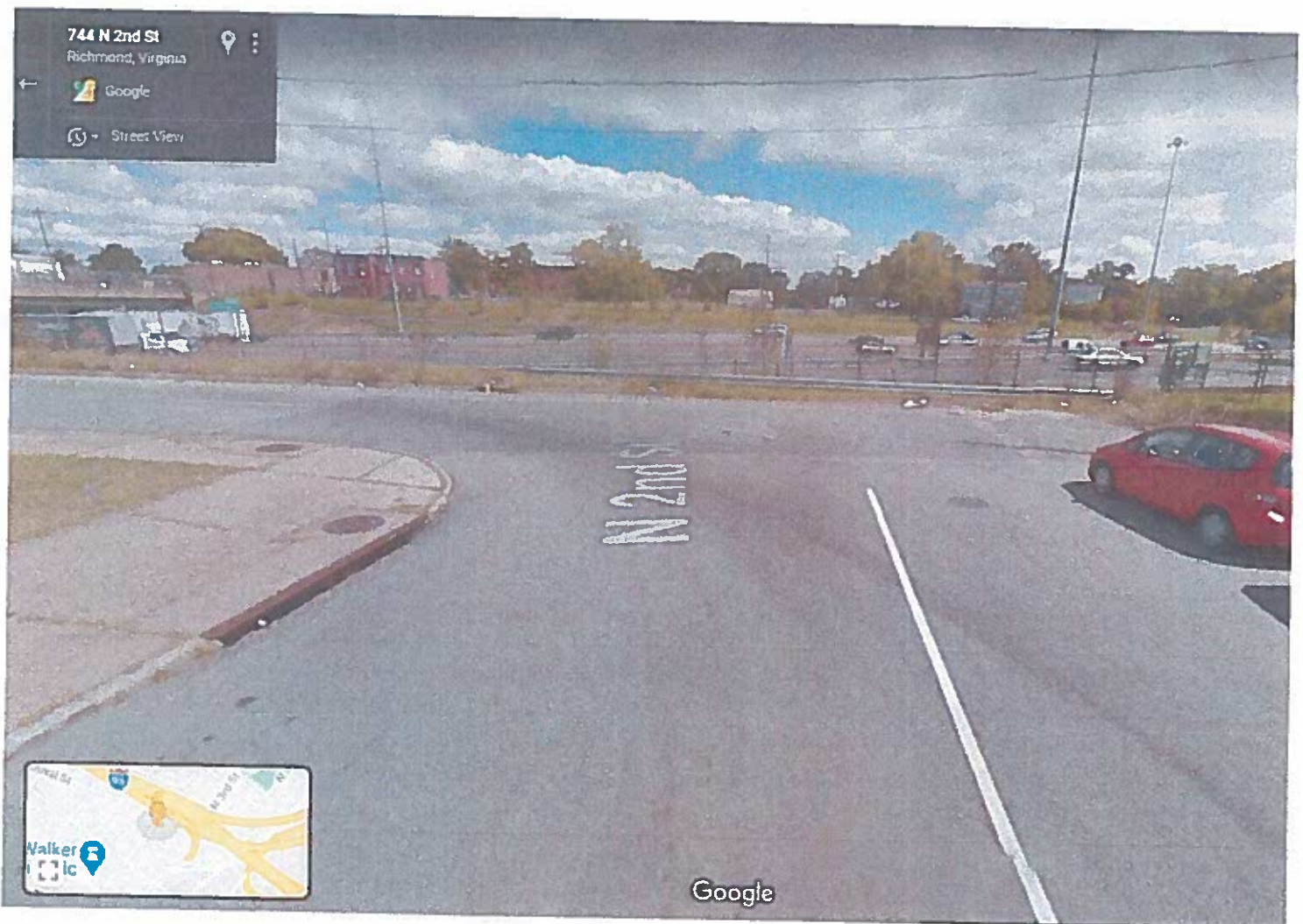
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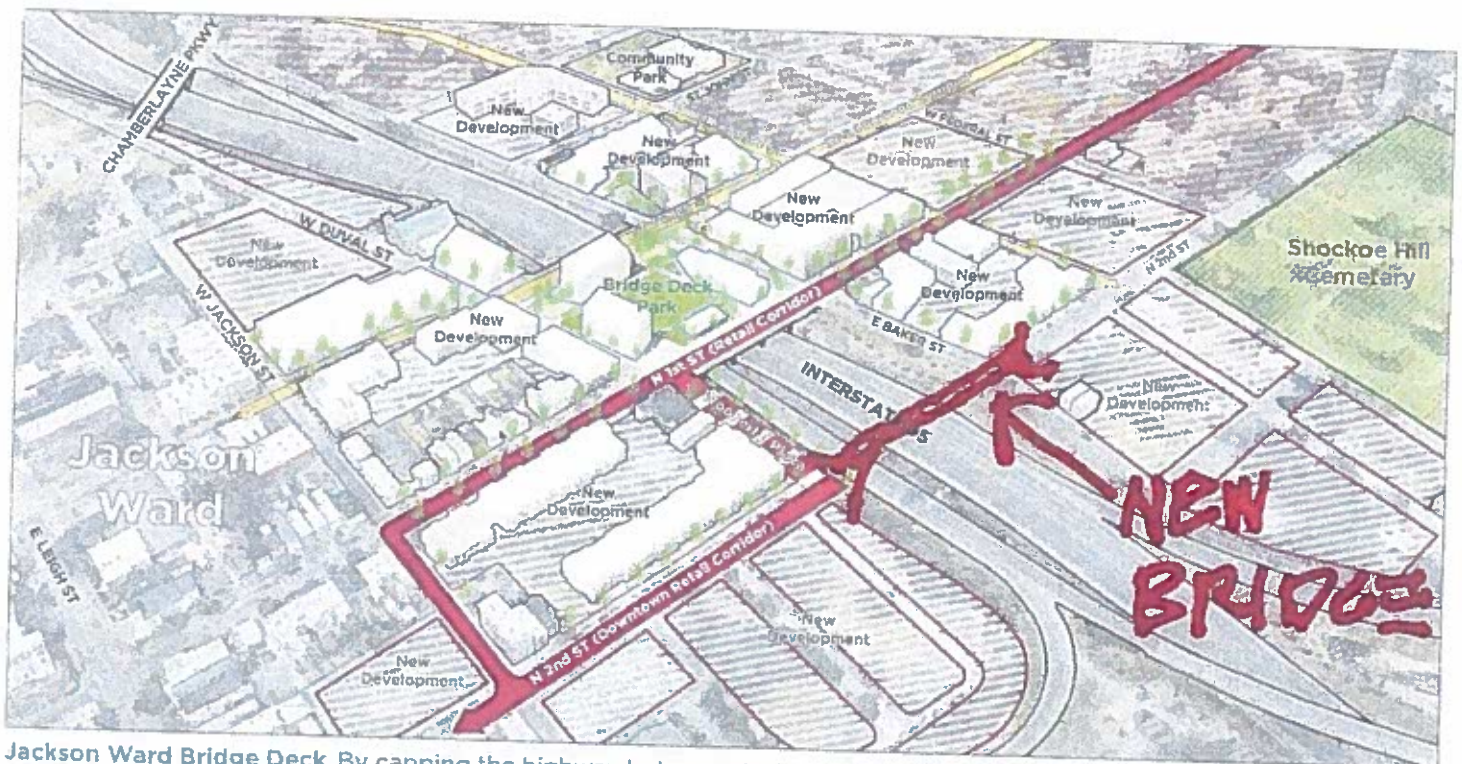
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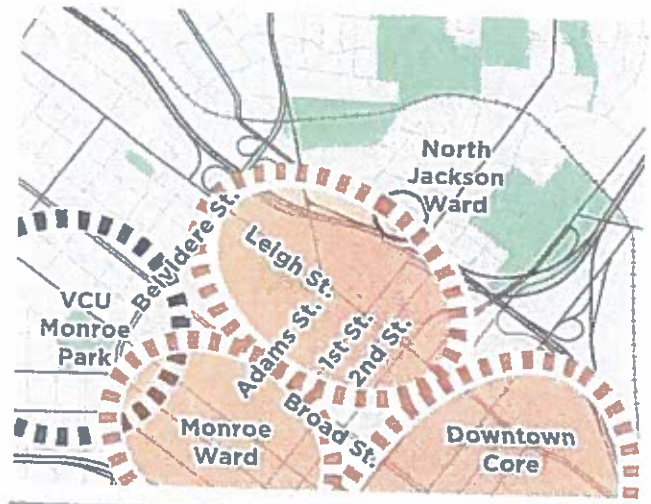
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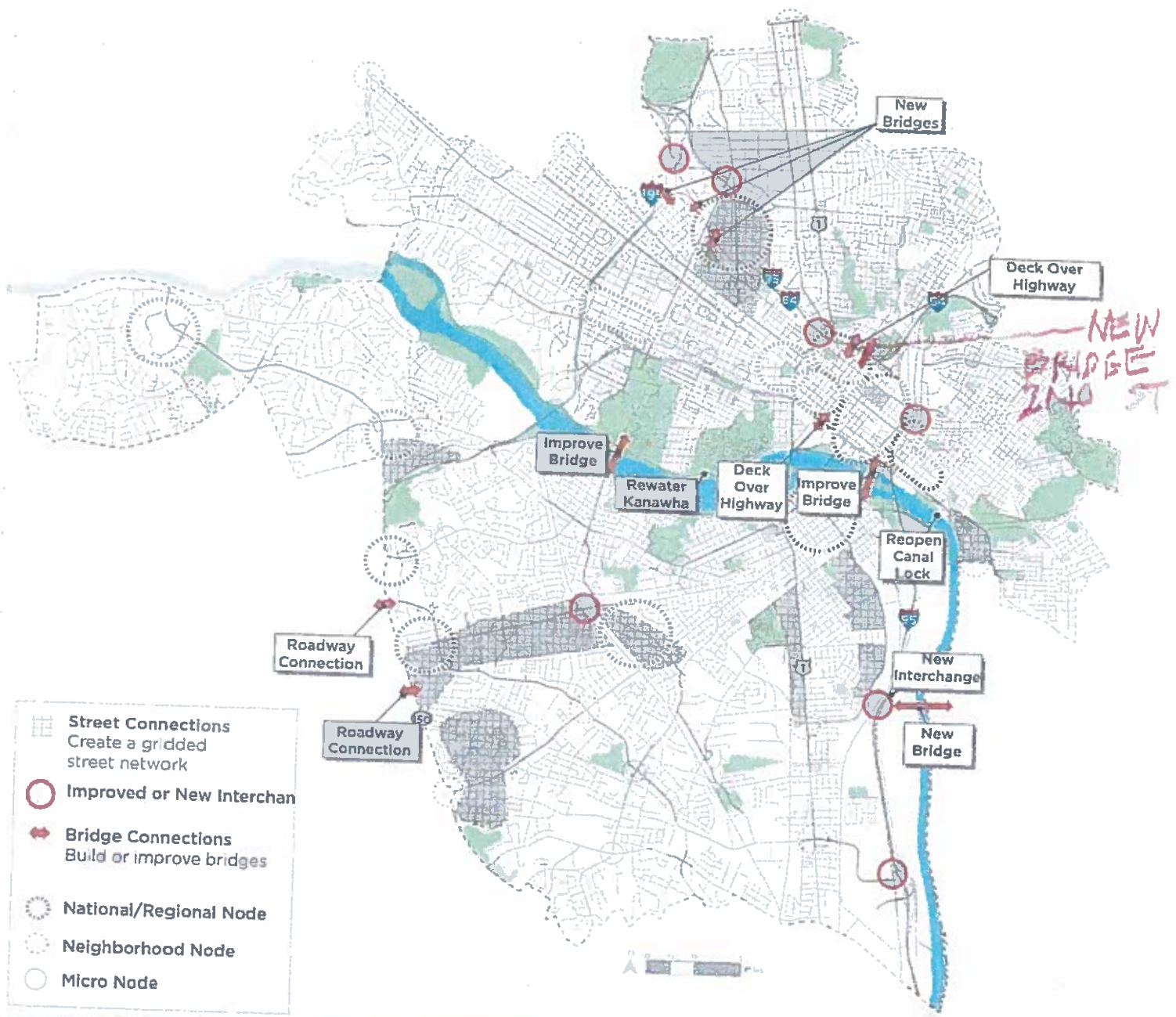


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