

INTRODUCED: July 27, 2026

AN ORDINANCE No. 2026-197

To amend City Code § 27-197, concerning parking prohibitions in specified places, to modify the prohibited parking zone near intersections and to allow the Chief Administrative Officer to establish longer no-parking distances.

Patrons – Vice President Jordan and Ms. Lynch

Approved as to form and legality by the City
Attorney

PUBLIC HEARING: SEP 28 2026 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That section 27-197 of the Code of the City of Richmond be and is hereby **amended** as follows:

Sec. 27-197. Parking prohibited in specified places.

(a) No person shall park a vehicle, except as may be permitted in accordance with Chapter 24, Article II, Division 4.1 or when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control device, in any of the following places:

(1) On a sidewalk.

AYES: _____ NOES: _____ ABSTAIN: _____

ADOPTED: _____ REJECTED: _____ STRICKEN: _____

- (2) In front of a public or private driveway.
- (3) Within an intersection.
- (4) Within 15 feet of a fire hydrant.
- (5) On a crosswalk.
- (6) Within 20 feet of [~~a crosswalk at an intersection~~] the intersection of curb

lines at an intersection, except where official signs or pavement markings establish a greater distance.

(7) In front of a ramp leading to the crosswalk at an intersection or located at any other point along a curb, constructed for use of persons with disabilities.

(8) [~~Within 30 feet upon the approach to any flashing beacon, stop sign or traffic control signal located at the side of a roadway.~~]

~~(9)]~~ Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by official signs or markings.

~~[(10)]~~ (9) Within 50 feet of the nearest rail of a railroad grade crossing.

~~[(11)]~~ (10) Within 15 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of the entrance when properly signposted.

~~[(12)]~~ (11) Alongside or opposite any street excavation or obstruction where such parking would obstruct traffic.

~~[(13)]~~ (12) On the roadway side of any vehicle parked at the edge or curb of a street.

~~[(14)]~~ (13) At any place where official signs prohibit parking or during street cleaning.

~~[(15)]~~ (14) At any place where an order, rule, or regulation issued under section 2-428 prohibits or restricts parking.

~~[(16)]~~ (15) On a curb, or with any wheels off of the roadway and on the far side of the curb from the roadway.

~~[(17)]~~ (16) On a median.

~~[(18)]~~ (17) Within a bicycle lane. For purposes of this subdivision, the term “bicycle lane” means that portion of a roadway designated by signs and/or pavement markings for the protection and preferential use of bicycles, electric power-assisted bicycles, motorized skateboards or scooters, and mopeds.

(b) No person other than a police officer or a licensed or certified emergency medical services provider shall move a vehicle into any such prohibited area or away from a curb such distance as is unlawful; start or cause to be started the motor of any motor vehicle; or shift, change or move the levers, brake, starting device, gears or other mechanism of a parked motor vehicle to a position other than that in which it was left by the owner or driver thereof or attempt to do so.

(c) The Chief Administrative Officer or the designee thereof may establish a greater distance than that prescribed in subsection (a)(6) at any intersection when determined necessary to promote public safety or the safe and efficient movement of traffic, provided that the limits of the greater no-parking area are designated by official signs, pavement markings, curb markings, or any combination thereof.

§ 2. This ordinance shall be in force and effect upon adoption.

DATE: July 27, 2026

TO: The Honorable Members of City Council
Bobby Vincent, Director, Department of Public Works
Rick Edwards, Chief of Police, Richmond Police Department
Al Wiggins, Deputy Chief Administrative Officer, Operations Portfolio

THROUGH: RJ Warren, Council Chief of Staff

THROUGH: Will Perkins, Senior Legislative Services Manager
Sophie McGinley, Council Policy Analyst

FROM: The Honorable Katherine Jordan, Councilmember 2nd District

RE: To amend City Code § 27-197, concerning parking prohibitions in specified places, to establish a 20-foot parking prohibition measured from the intersection of curb lines and to authorize the establishment of longer no-parking zones where warranted.

CNL-2026-0032

PURPOSE: To amend City Code § 27-197 to establish a uniform prohibition on parking within 20 feet of the intersection of curb lines, consistent with state law, while authorizing the Chief Administrative Officer or the Chief Administrative Officer's designee to establish greater no-parking distances at specific intersections when necessary to promote public safety and the safe movement of traffic.

BACKGROUND: Recent increases in enforcement of “daylighting” restrictions, particularly in response to pedestrian safety concerns and fatalities, have elevated community awareness of parking regulations at intersections. Richmond's current ordinance prohibits parking within 30 feet of a stop sign, rather than measuring the restriction from the intersection itself. This approach differs from the standard established by Code of Virginia § 46.2-1239, which measures parking setbacks from the intersection, and from the approach used by many neighboring jurisdictions.

This amendment establishes a clear, consistent citywide standard prohibiting parking within 20 feet of the intersection of curb lines. Measuring the restriction from the intersection rather than from the location of a stop sign provides a more uniform and predictable rule for motorists, regardless of where traffic control devices are installed.

The ordinance also preserves flexibility for the City to establish larger no-parking areas where engineering judgment determines additional sight distance is necessary. The Chief Administrative Officer or the Chief Administrative Officer's designee may administratively establish longer no-parking distances at individual intersections, provided those restrictions are clearly identified through official signs, pavement markings, curb markings, or a combination thereof. This allows the City to implement context-sensitive safety improvements without requiring future amendments to the City Code. Peer jurisdictions, including Alexandria, employ similar approaches by establishing a baseline parking prohibition while allowing expanded daylighting treatments where roadway geometry, crash history, pedestrian activity, transit operations, or other site-specific conditions warrant additional restrictions.

This amendment also reflects broader shifts in local transportation and land use policy, including the elimination of on-site parking minimums and increased reliance on shared on-street parking. By establishing a consistent 20-foot baseline where appropriate while retaining the ability to extend restrictions at higher-risk locations, the City can modestly increase curbside parking availability where feasible without compromising its Vision Zero goals.

COMMUNITY ENGAGEMENT: This proposal is informed by constituent feedback regarding inconsistent enforcement, limited parking availability, and a desire for parking regulations that are clear, predictable, and consistently applied while preserving the City's ability to implement additional safety measures where warranted.

ALIGNMENT WITH STRATEGIC INITIATIVES: This ordinance directly advances key goals within the City of Richmond's Mayoral Action Plan (MAP), which translates the Mayor's priorities into measurable outcomes across transportation, housing, and neighborhood stability. The MAP emphasizes a **Thriving and Sustainable Built Environment** and **Thriving Neighborhoods** through safer, more connected infrastructure and more efficient use of public right-of-way.

Specifically, this amendment supports:

Goal E: Make it easier for residents to get around by walking, rolling, riding, or taking the bus. Aligning the City's daylighting standard with state law and regional practice supports a more

consistent and understandable transportation system while preserving safety at intersections. By maintaining the ability to implement expanded no-parking zones where visibility concerns exist, the City can continue to prioritize pedestrian safety while applying context-sensitive design.

Goal A: Increase access to affordable housing and reduce the cost burden for residents. As the City has eliminated on-site parking minimums and increasingly relies on shared, on-street parking, efficient use of curb space is critical. This amendment modestly expands parking availability—approximately one additional space per intersection approach—helping to support residents, small businesses, and neighborhood vitality without requiring additional land or infrastructure.

Goal G: Advance equitable access to safe, well-maintained infrastructure in every neighborhood. By clarifying and standardizing parking regulations, this ordinance promotes more predictable and equitable enforcement across neighborhoods, particularly in areas where signage and pavement markings do not currently reflect the full 30-foot restriction. This helps reduce confusion, improve compliance, and ensure that safety interventions are applied where they are most needed.

FISCAL IMPACT: Implementation of this ordinance may necessitate minor administrative updates, including potential revisions to parking enforcement materials such as ticketing language and related documentation. Any associated costs are expected to be minimal and absorbable within existing departmental budgets.

DESIRED EFFECTIVE DATE: Upon adoption

REQUESTED INTRODUCTION DATE: July 27, 2026

CITY COUNCIL PUBLIC HEARING DATE: September 28, 2026

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing, and Transportation

AFFECTED AGENCIES: Richmond Police Department

Department of Public Works

RELATIONSHIP TO EXISTING ORD. OR RES.: None

ATTACHMENTS: None

STAFF: Sophie McGinley, Council Policy Analyst (804-646-5862)

