



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

ORD. 2026-005: To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the amount of \$325,040.00 from the Virginia Department of Rail and Public Transportation and to amend Ord. No. 2025-058, adopted May 12, 2025, which accepted a program of proposed Capital Improvement Projects for Fiscal Year 2025-2026 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2025-2026, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation category called the “Pedestrian Beacon-24th and Main Project” and (ii) increasing estimated revenues from the funds received from the Virginia Department of Rail and Public Transportation and the amount appropriated to the new Department of Public Works’ Pedestrian Beacon-24th and Main Project in the Transportation category by \$325,040.00, all for the purpose of funding the planning, design, construction, and installation of a pedestrian hybrid beacon at the intersection of 24th Street and Main Street.

To: City Planning Commission
From: Land Use Administration
Date: January 20, 2026

PETITIONER

City of Richmond

LOCATION

Intersection of 24th Street and Main Street

SUMMARY

This ordinance is to authorize the CAO, for and on behalf of the City of Richmond, to accept funds in the amount of \$325,040.00 from the Virginia Department of Rail and Public Transportation. The accepted funds would be used for the planning, design, construction, and installation of a pedestrian hybrid beacon and ADA curb ramp at the intersection of 24th Street and Main Street and the replacement of existing crosswalk marks with high visibility markers at the east-side crosswalk at 24th Street.

The subject location has well documented pedestrian safety issues. At least seven pedestrians were hit and injured between 2018 and 2022 according to VDOT crash data, not including unreported crashes and near-misses.

Recommendation

The City Administration recommends approval of this ordinance.

FINDINGS OF FACT

Site Description

The area around the intersection of 24th Street and Main Street is a major transit hub in Richmond’s East End with four local bus routes (4A, 4B, 12, and 14) and the Pulse BRT. The intersection is located in the 7th District.

Master Plan

The City's Richmond 300 Master Plan designates a future land use for the subject property as Corridor Mixed-Use, which is 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

Staff Contact:

Dironna Moore Clarke, Deputy Director, Office of Equitable Transit & Mobility, 804-646-3074.

Kathleen Murphy, Management Analyst, 804-646-2709.