



# CITY OF RICHMOND

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

**Ord. No. 2022-207:** To amend and reordain Ord. No. 2022-097, adopted Apr. 25, 2022, which conditionally rezoned the properties known as 3329 Hopkins Road and 3425 Hopkins Road from the R-4 Single-Family Residential District to the R-6 Single-Family Attached Residential District, to include the property known as 3511 Hopkins Road in the conditional rezoning from the R-4 Single-Family Residential District to the R-6 Single-Family Attached Residential District, upon certain proffered conditions.

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**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** July 18, 2022

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**PETITIONER**  
Phillip Martin

**LOCATION**  
3329, 3425, and 3511 Hopkins Road

**PURPOSE**  
To amend and re-ordain ordinance No. 2022-097 which rezoned the properties known as 3329 Hopkins Road and 3425 Hopkins Road, to include the property known as 3511 Hopkins Road from the R-4 Single-Family Residential District to the R-6 Single-Family Attached Residential District (Conditional), upon certain proffered conditions.

**SUMMARY & RECOMMENDATION**  
The properties known as 3329 Hopkins Road and 3425 Hopkins Road were rezoned from the R-4 Single-Family Residential District to the R-6 Single-Family Attached Residential District (Conditional), in April of this year. An adjacent parcel, known as 3511 Hopkins Road was inadvertently excluded from the rezoning ordinance. The applicant has requested an amended to the rezoning to include the parcel known as 3511 Hopkins Road.

Staff finds that the proposal would be consistent with the recommendations of the City's Richmond 300 Master Plan pertaining to the Residential Category as well as the single-family detached and attached housing pattern that is prevalent in the vicinity. Incorporating the additional parcel would remain consistent with the recommendations of the Master Plan

Staff also finds that the proposed development aligns with the Richmond 300 Plan's goals for creating "Great Streets". The property is adjacent to Warwick Avenue which is a Major Residential Street and Great Street to the north. Hopkins Road is a Major Residential Street to the West. The proffered plans have included design elements that recognize the characteristics of Major Residential Streets such as orienting houses to face Hopkins Avenue, sidewalks throughout the neighborhood, alleyways with rear garages, and connectivity among streets enhancing walkability and "eyes on the street".

Staff further finds that the proposed development is an indication of the applicant recognizing the importance of the Richmond 300 Plan objectives, particularly those related to the site design, housing type and the alignment with the Neighborhood Mixed-Use category. Within the context of vacant sites that are set within what is currently automobile oriented land uses, staff recognizes this rezoning application as an important example, and bridge, toward achieving the Richmond 300 vision for walkable communities.

Therefore staff recommends approval of the rezoning amendment request.

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## **FINDINGS OF FACT**

### **Site Description**

The properties together consist of approximately 961,883 SF, or 22.10 acres, of land. The properties are located in the Walmsley Neighborhood at the intersection of Warwick Road and Hopkins Road.

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

The proposed rezoning would accommodate a combination of single-family attached and detached dwellings, not to exceed a total of 140 units.

### **Master Plan**

The City's Richmond 300 Master Plan designates a future land use for the subject property as Neighborhood Mixed-Use. Such areas are intended to include "Existing or new highly-walkable urban neighborhoods that are predominantly residential with a small, but critical, percentage of parcels providing retail, office, personal service, and institutional uses."

These areas feature a variety of building types that are close to one another and create a unified street wall. The building size, density, and zoning districts for these areas vary depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Setbacks, plazas, and parks create a sense of place and community gathering areas. New developments on larger parcels continue or introduce a gridded street pattern to increase connectivity within the neighborhood and to adjacent neighborhoods. In historic neighborhoods, small-scale commercial uses exist today or should be allowed to reestablish. In new neighborhoods, small scale commercial buildings should be introduced. Regardless of use, buildings should engage the street with features such as street-oriented façades with windows and door openings along street frontages. Appropriate setbacks, open space, front porches, elevated ground floors, and other features that provide a sense of privacy should be provided for residential uses. Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveways are prohibited on Priority and Principal Street frontages. Vehicular access to parcels should use alleys wherever possible. Parking areas should be located to the rear of street-facing buildings.

Intensity: Building heights are generally two to four stories. Buildings taller than four stories may be found along major streets. Parcels are generally between 1,500 and 5,000 sq. ft.

Primary Uses: Single-family houses, accessory dwelling units, duplexes, small multi-family buildings (typically 3-10 units), and open space.

Secondary Uses: Large multifamily buildings (10+units), retail/office/personal service, institutional, cultural, and government. (p. 56)

This properties are located adjacent to a designated “Great Street” under the typology of “Major Residential Street” which is characterized by the following:

- Carry high volumes of vehicles, as well as pedestrians and bicycles, through residential neighborhoods
- Prioritize for creating sidewalks and crosswalks
- Install street trees as a buffer between sidewalk and street
- Ideal locations for transit routes and transit stops
- Ensure low street speed by utilizing traffic calming measures (p. 72)

### **Zoning and Ordinance Conditions**

The parcel known as 3511 Hopkins Road would be subject to the proffers included with Ord. No. 2022-097, and the regulations of the R-6 District.

### **Surrounding Area**

Adjacent properties are a combination of R-4 and R-3 Single-Family Residential District, with some R-43 just north across Warwick Avenue. The surrounding land uses include primarily residential with some institutional and municipal uses present in the vicinity.

### **Affordability**

The median household income for the Richmond region is currently \$71,223 per year. The affordability threshold is 30% of household income towards housing costs, which equates to \$21,367 per year, or \$1,781 per month, or less, to avoid a housing cost burden. Based upon the median household income for the Richmond region, and the estimated pricing provided by the applicant, the proposed units are projected to be affordable to households making approximately 75%, or less, of the Area Median Income (AMI) affordability threshold\* The future units under this rezoning are projected to be affordable.

*\*(U.S. Census Bureau, 2020 American Community Survey 1-Year Estimates)*

*\*\* (Based upon VHDA fixed-rate, 30-year mortgage, with 20% down and 4% interest)*

### **Neighborhood Participation**

Staff notified area residents, property owners, and the Deerbourne Civic Association of the proposed Rezoning. As of this date, staff has not received any correspondence regarding the application.

**Staff Contact:** Jonathan Brown, Senior Planner, Land Use Administration, 804-646-5734