



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

Ord. No. 2019-143: To rezone the properties known as 10, 14 and 18 East Canal Street and 108½, 110, 112, 112½, 114, 114½, 116, 118 and 120 South 1st Street from the M-1 Light Industrial District to the TOD-1 Transit-Oriented Nodal District, and the property known as 108 South 1st Street from the B-3 General Business District to the TOD-1 Transit-Oriented Nodal District.

To: City Planning Commission
From: Land Use Administration
Date: June 17, 2019

PETITIONER

Jennifer Mullen - Roth Jackson Gibbons Condlin, PLC

LOCATION

10, 14 and 18 East Canal Street
108½, 110, 112, 112½, 114, 114½, 116, 118 and 120 South 1st Street

PURPOSE

To rezone the properties known as 10, 14 and 18 East Canal Street and 108½, 110, 112, 112½, 114, 114½, 116, 118 and 120 South 1st Street from the M-1 Light Industrial District to the TOD-1 Transit-Oriented Nodal District, and the property known as 108 South 1st Street from the B-3 General Business District to the TOD-1 Transit-Oriented Nodal District.

SUMMARY & RECOMMENDATION

The applicant is requesting to rezone thirteen parcels with a total acreage of 0.663 acres parcel from the M-1 Light Industrial and B-3 General Business Districts to the TOD-1 Transit Oriented Nodal District in order to facilitate redevelopment consistent with the Pulse Corridor Plan, and the city-initiated Monroe Ward rezoning.

Staff finds the proposed zoning district to be appropriate for the property. The proposed rezoning of property would enable infill development that is consistent with the Pulse Corridor Plan objectives to promote the transition of underutilized areas into higher density mixed-use neighborhoods.

Therefore, staff recommends approval of this rezoning request.

FINDINGS OF FACT

Site Description

The subject property consists of 13 parcels totaling 0.633 acres, and are located at the northwest corner of the intersection of East Canal Street and South 1st Street in the Monroe Ward neighborhood of the Downtown Planning District and Arts District Station Area. The property is currently improved with surface parking and billboard.

Proposed Use of Property

The rezoning will enable redevelopment of the property in a manner that will be consistent with the city-initiated Monroe Ward rezoning and the mixed-use provisions of the TOD-1 District.

Master Plan

The Pulse Corridor Plan calls for a future land use designation of downtown mixed-use, in which the central business district of the Richmond region features high-density development with office buildings, apartments, and a mix of complementary uses, including regional destinations. Higher-density pedestrian- and transit-oriented development encouraged on vacant or underutilized sites; new development should be urban in form and may be of larger scale than existing context. Active commercial ground floor uses required on street-oriented commercial frontages. Active ground floor uses and design required on priority street frontages. Driveway entrances required to be off alleys whenever possible; new driveways prohibited on street-oriented commercial and priority street frontages. Little to no setback of new development unless to create pedestrian-oriented amenities like plazas and outdoor dining. Surface parking prohibited as a principal use; when surface parking is provided as an accessory use, it should be located to the rear of buildings and screened by shade trees. Parking requirements are substantially less in these areas than other areas of the city and are largely eliminated (p. XI).

Specifically for Monroe Ward, the Pulse Plan future land use vision states “the downtown mixed-uses...throughout Monroe Ward encourage the redevelopment of surface parking lots and underutilized buildings into high-density building that focus on creating walkable environments with active ground floors, appropriate streetscape, and minimal driveway entrances” (p. 84).

Zoning

The intent of the TOD-1 district is to encourage dense, walkable transit-oriented development consistent with the objectives of the master plan and to promote enhancement of the character of this development along principal corridors, at key gateways, and at nodes of high activity located near transit service, bicycle infrastructure, and pedestrian-friendly streetscapes. The district regulations are also intended to safeguard the character of adjoining properties by only being applied in areas that meet the criteria above, with buffering by setbacks and screening or transitional districts to lower intensity residential areas.

The district regulations of the TOD-1 Transit-Oriented Nodal Zoning District are intended to encourage redevelopment and placemaking, including adaptive reuse of underutilized buildings, to create a high-quality urban realm. They are intended to improve streetscape character by providing continuity of building setbacks, to enhance public safety by encouraging an active pedestrian environment consistent with the mixed-use character of the district by providing for windows in building facades along street frontages, and to promote an environment that is safe for walking and biking (Sec. 30-457.1, Zoning Ordinance).

The district authorizes a mix of uses and includes standards for setbacks, usable open space, screening of parking and refuse areas, height, building façade fenestration, and location of parking areas and driveways.

Surrounding Area

Properties abutting to the north contain parking uses as well as two professional offices on properties zoned B-3 General Business. To the east, across South 1st Street are apartments on

property zoned B-5 Central Business District. Across E. Canal Street to the south is the I-195 Downtown Expressway corridor on property zoned M-1 Light Industrial. Abutting to the west is property containing an office warehouse located within the M-1 Light Industrial District.

Neighborhood Participation

The Downtown Neighborhood Association reviewed this proposal and voted to support this rezoning request on April 10, 2019.

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