









Map 1: Activity Centers

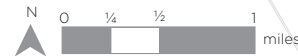
Click on an Activity Center to open a link to its corresponding survey.

Activity Centers

- **Downtown**
A national and state-level node with significant cultural, entertainment, government, and business destinations.
- **Regional Center**
A regional node for employment, shopping, housing, and unique place-based attractions located near major transportation infrastructure.
- **Neighborhood Center**
A local crossroads typically within or next to large residential areas that offers goods and services to nearby residents, employees and visitors.
- **Micro Center**
A notable place in a neighborhood that provides goods and services to the immediate residents and may attract visitors.
- **Established**
Low vacancy, very few empty parcels, some things may change in the next 20 years but generally, this activity center will be exactly as it is in 20 years.
- **Emerging**
Some vacancy, several opportunities to redevelop vacant land and buildings, a good deal could change in the next 20 years if zoning and infrastructure supports the changes and the market remains strong.
- **Not Established**
High vacancy, buildings in disrepair, the market has not moved much in this area in the past 20 years and the area may fall into greater disrepair in the next 20 years

Landmarks

- **Primary/Secondary School**
- **Library**
- **Police Station**
- **Fire Station**
- **Post-Secondary School**
- **Hospital**
- **Train Station**
- **Port**



Map 2: Future Land Use

Future Land Use Categories

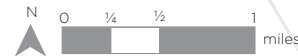
- Downtown
- Nodal Mixed-Use
- Corridor Mixed-Use
- Neighborhood Mixed-Use
- Industrial
- Industrial Mixed-Use
- Institutional
- Public Open Space
- Medium-Density Residential
- Low-Density Residential

Activity Centers

- Downtown
- Regional Center
- Neighborhood Center
- Micro Center

Landmarks

- Primary/Secondary School
- Library
- Police Station
- Fire Station
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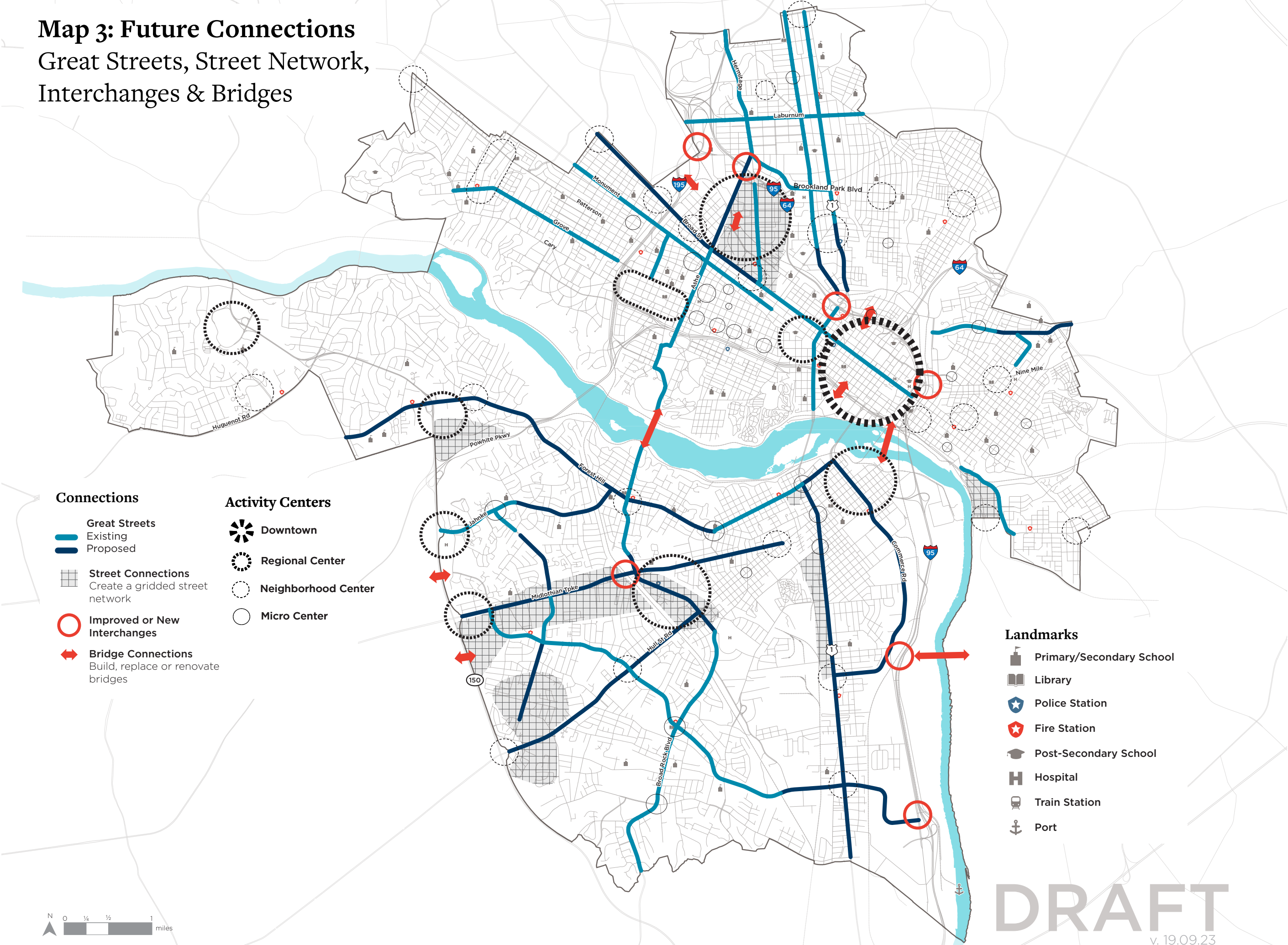
DRAFT
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	General Description	Development Style	Ground Floor	Access	Density /Height	Primary Uses	Secondary Uses
Downtown	Central business district of the Richmond region features high-density development with office buildings, residential buildings, and a mix of complementary uses, including regional destinations in a highly-walkable urban environment.	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. Plazas and setbacks create an engaging street life. Many buildings are vertically mixed-use.	Ground floor uses that 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 required on Street-Oriented Commercial Frontages.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on Priority Street and Principal Street frontages. 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. Bicycle, pedestrian, and transit access are prioritized and accommodated.	High density, buildings typically a minimum height of 5 stories.	Diverse mix of office, retail, personal service, multi-family residential, and cultural uses.	Institutional and governmental uses, and open space.
Nodal Mixed-Use	Transit-oriented district located immediately adjacent to the Pulse BRT or other frequent transit service, and/or planned transit improvements at key gateways and prominent places in the city in order to provide for significant, urban-form development in appropriate locations.	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. Development should enhance the public realm and create a sense of place. Many buildings are vertically mixed-use.	Ground floor uses that 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 required on Street-Oriented Commercial Frontages.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on Priority Street and Principal Street frontages. 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 reduced to allow more market-based parking strategies, including shared parking. Bicycle, pedestrian, and transit access are prioritized and accommodated.	High density, buildings typically a minimum height of 5 stories.	Office, retail, personal service, multi-family residential, and cultural uses.	Institutional and governmental uses, and open space.
Corridor Mixed-Use	Found along major commercial corridors and envisioned to provide for medium-density pedestrian- and transit-oriented development.	The building size, density, and zoning districts for these areas will vary depending on historic densities and neighborhood characteristics; new development should be in scale with existing context or respond to unique site characteristics and opportunities for redevelopment. Uses are mixed horizontally in several buildings on a block or vertically-mixed within the same building.	Ground floor uses that 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 required on Street-Oriented Commercial Frontages.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on Priority Street and Principal Street frontages. Parking lots and areas are located to the rear of buildings and require screening; shared parking requirements are encouraged to allow for commercial development while ensuring adequate residential parking. Bicycle, pedestrian, and transit access are prioritized and accommodated.	Medium density, buildings generally ranging from 2 to 10 stories, stepping down near residential areas.	Office, retail, personal service, multi-family residential, and cultural uses.	Single-family attached, institutional and governmental uses, and open space.
Neighborhood Mixed-Use	Cohesive highly-walkable urban neighborhoods that are predominantly residential but have a mix of retail, office, personal service, and institutional uses, which are usually found on major roads and at corner sites.	The building size, density, and zoning districts for these areas will vary depending on historic densities and neighborhood characteristics. New development should be in scale with existing context. These areas feature a variety of building types. Setbacks, plazas and parks create a sense of place and community gathering areas.	Regardless of use, buildings should have street-oriented facades with windows and door openings along street frontages. Appropriate setbacks and open space should be provided for residential uses.	New driveways prohibited on Priority Street and Principal Street frontages. Vehicular access to parcels should use alleys wherever possible. Parking lots and parking areas should be located to the rear of street-facing buildings. Bicycle, pedestrian, and transit access are prioritized and accommodated.	Medium density, 2 to 8 stories. Lots generally less than 5,000 sq. ft. Residential density of 10 to 20 housing units per acre.	Single-family attached and detached homes, and multi-family residential.	Retail, office, personal service, cultural, institutional and governmental uses, and open space.

	General Description	Development Style	Ground Floor	Access	Density /Height	Primary Uses	Secondary Uses
Industrial	Manufacturing and production areas that primarily feature processing, research and development, warehousing, and distribution.	The arrangement of structures, parking and circulation areas, and open spaces shall recognize the unique needs of industrial users.	Industrial uses.	Parking lots and parking areas should be located to the rear of street-facing buildings. Vehicle entrances should be located off of alleys or secondary streets.	1 to 3 stories with exceptions for unique building features relating to that industrial use.	Industrial	Office and open space
Industrial Mixed-Use	Traditionally industrial areas that are transitioning to mixed-use due to their proximity to growing neighborhoods, but may still retain some light industrial uses.	Non-industrial use buildings should have street-oriented facades with windows and door openings along street frontages. New light industrial uses are compatible with residential and office uses.	Ground floor uses that 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 required on Street-Oriented Commercial Frontages.	New driveway entrances prohibited on Priority Street and Principal Street frontages and minimal driveway entrances allowed on secondary streets. Vehicular access to parcels should use alleys where possible. Loading for trucks must be provided for off-street. Parking lots and parking areas should be located to the rear of street-facing buildings. Bicycle, pedestrian, and transit access are prioritized and accommodated.	Medium to high density, 3 to 8 stories.	Industrial, multi-family residential, office, retail, and personal service.	Cultural, institutional and governmental uses, and open space.
Institutional	Public and quasi-public entities, such as local, state, and federal government, hospitals, universities, and schools.	Several buildings owned by an institution often connected by an engaging public realm that create a campus-like environment.	Active commercial ground floor uses required on Street-Oriented Commercial Frontages. Residential uses may be permitted on the ground floor in certain sections of the area. Regardless, ground floor residential units should still have street-oriented facades with setbacks, front yards, and balconies where appropriate.	New driveway entrances prohibited on Priority Street and Principal Street frontages and minimal driveway entrances allowed on secondary streets. Ground floor parking prohibited on Principal Street frontages. Bicycle, pedestrian, and transit access are prioritized and accommodated.	Varies.	Institutional and governmental uses, community centers, libraries, museums, police and fire precincts, hospitals, and schools.	Retail, office, personal service, cultural, multi-family residential, and open space.
Public Open Space	Public and quasi-public parks, recreation areas, open spaces, and cemeteries.	Includes passive and active recreation, natural habitats, cemeteries, and large plazas.		Designed in a manner to allow access by all modes of transportation, while emphasizing connections to bicycle and pedestrian amenities, such as sidewalks, bike lanes, and shared-use paths. Bicycle parking and other such amenities provided as well.		Open Space	Cultural, institutional and governmental uses
Low-Density Residential	Low-density residential neighborhood of single-family detached houses.	Houses are generally spaced far apart on large lots in an auto-dependent built environment.	Residential houses that are setback from the street in accordance with zoning requirements and/or consistency with neighboring houses.	Driveways usually off the main road, but occasionally off alleys. Most homes have driveways and/or garages.	Height limited to 35' Lot sizes generally ranging from 10,000 to 20,000+ sq. ft. Residential density of 1 to 3 housing units per acre.	Single-family detached houses	Accessory dwelling units, live/work uses, schools, libraries, open space, and other civic uses.
Medium-Density Residential	Predominantly single-family neighborhood with other forms of residential uses, such as duplexes, and triplexes. Limited retail and personal service businesses can be found along major corridors and at key intersections.	Houses and other buildings are relatively close to one another on small and medium-sized lots. The built environment is walkable but still requires a car for most major trips.	Residential houses that are setback from the street in accordance with zoning requirements and/or consistency with neighboring houses.	Driveways usually off alleys and seldom off the main road. Many homes have garages or parking areas at the rear of the property, while others utilize on-street parking.	Height limited to 35' Lot sizes generally less than 10,000 sq. ft. Residential density of 4 to 8 housing units per acre.	Single-family detached and attached houses	Duplexes and triplexes, accessory dwelling units, live/work uses, schools, libraries, open space, other civic uses, and limited retail or personal service businesses.

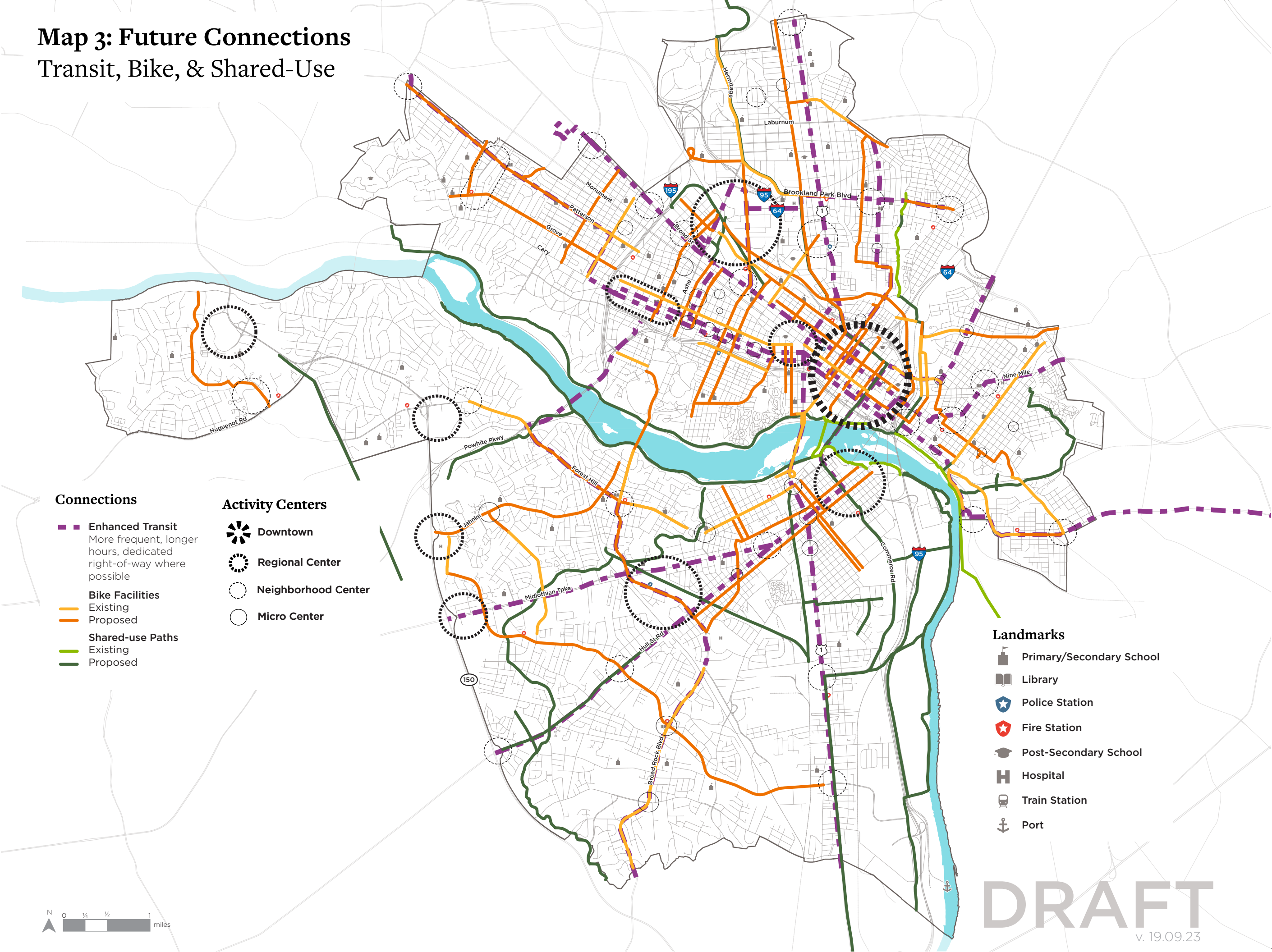
Map 3: Future Connections

Great Streets, Street Network, Interchanges & Bridges



Map 3: Future Connections

Transit, Bike, & Shared-Use



Map 3: Future Connections

