



## CITY OF RICHMOND

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

**Ord. No. 2020-123:** To rezone the properties known as 400 Maury Street and 418 Maury Street from the M-2 Heavy Industrial District to the TOD-1 Transit-Oriented Nodal District and the property known as 401 Maury Street from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District.

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**To:** City Planning Commission  
**From:** Land Use Administration  
**Date:** June 1, 2020

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#### **PETITIONER**

Jeffrey P. Geiger

#### **LOCATION**

400, 401 & 418 Maury Street

#### **PURPOSE**

To rezone the properties known as 400, 401, and 418 Maury Street from the M-2 Heavy Industrial District, and the B-7 Mixed-Use Business District, to the TOD-1 Transit Oriented Nodal District.

#### **SUMMARY & RECOMMENDATION**

The applicant has requested to rezone the abovementioned properties for future infill development that follows the mixed-use provisions of the TOD-1 Transit Oriented Nodal District zoning requirements.

Staff finds that the request to rezone the above properties to the mixed-use TOD-1 District is appropriate. 400 and 401 Maury Street are currently designated for mixed-use; 418 Maury Street is envisioned by current planning efforts for mixed-use.

Staff finds that the proposed rezoning would contribute to the on-going revitalization of the Manchester community.

Therefore, staff recommends approval of the rezoning request.

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#### **FINDINGS OF FACT**

##### **Site Description**

The subject property consists of three parcels together totaling 174,724 SF, or approximately 4 acres, and are a part of the Old Town Manchester neighborhood in the City's Old South Planning District, in the blocks bound by Albany Avenue to South, East 5<sup>th</sup> Street to the West, Everett Street to the North, and East 4<sup>th</sup> Street to the East. The parcels are currently used for parking of vehicles and outdoor storage.

## **Proposed Use of the Property**

Mixed-use, transit oriented development following the regulations of the TOD-1 District.

## **Master Plan**

The City of Richmond's Master Plan designates the two smaller parcels in the southern portion of subject properties, 418 and 400 Maury Street, for Industrial uses. Primary uses include a wide variety of manufacturing, processing, research and development, warehousing, distribution, office, warehouse and service uses. Office, retail and other uses that complement industrial areas are often secondary support uses. The mix of industrial uses and character of such areas may vary depending on the location and available highway access. Typical zoning classifications that may accommodate this land use category: OS, M-1, and M-2.

The parcel towards the north, 401 Maury Street, is within the Downtown Plan's Urban Center Area designation which is characterized by higher density, mixed-use development, typically arranged on a fine-grained street network, with wide sidewalks, regular tree planting, and minimal setbacks.

This area is envisioned by the draft Richmond 300 Master Plan for Nodal Mixed-Use which recommends a development pattern of 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. The property is also included in the regional activity center for Manchester. A regional activity center consists of employment, shopping, housing, and unique place-based attractions located near major transportation infrastructure.

## **Zoning and Ordinance Conditions**

The Zoning Office has reviewed the application and provided the following analysis:

The proposal is to rezone approximately 1.3 acres at 400 & 418 Maury Street from M-2 (Heavy Industrial) to TOD-1 (Transit-Oriented Nodal) and 2.006 acres at 401 Maury Street from B-7 (Mixed-Use Business) to TOD-1 (Transit-Oriented Nodal). No detailed plans for development were submitted but the proposal is to "create a gateway neighborhood for the City, attracting visitors, consumers and businesses from Interstate 95". The vacant properties are located at the end of an interstate interchange ramp in the Old Town Manchester neighborhood. No proffers are proposed with the rezoning.

Please be advised of the following changes with the rezoning:

### **ZONING AND USE:**

**Current.** The current zoning district (M-2) permits many commercial uses, including manufacturing, wholesaling and distribution establishments. The B-7 zoning district permits a variety of residential, commercial, and compatible industrial and service uses.

**Proposed.** The proposed zoning district (TOD-1) permits a variety of residential and commercial uses, including retail, offices, personal service businesses and restaurants.

**YARDS:**

The M-2 district has the following yard requirements for this location:

- (1) Front yard. None
- (2) Side yards. None
- (3) Rear yard. None

The B-7 district has the following yard requirements for this location:

- (1) Front yard. None
- (2) Side yards. None
- (3) Rear yard. None

The TOD-1 district has the following yard requirements for these properties:

- (1) Front yard.
  - a. For dwelling units located on the ground floor:
    - 1. A front yard of at least ten feet shall be required. In no case shall a front yard with a depth greater than fifteen feet be permitted, except for pedestrian plazas, outdoor dining areas and other features.
  - b. For all other uses.
    - 1. No front yard is required. In no case shall a front yard with depth greater than ten feet be permitted, except for pedestrian plazas, outdoor dining areas and other features.
- (2) Side yards. None
- (3) Rear yard. None

**HEIGHT:**

Current. In the M-2 district, no building or structure shall exceed 45 feet in height, provided that additional height shall be permitted, except for sign structures, when all portions of a building or structure over 45 feet in height are set back from side and rear lot lines a minimum of one foot for each two feet of height in excess of 45 feet and provided, further, that no portion of a building or structure shall penetrate an inclined plane originating at the centerline of an abutting street and extending over the lot at an inclination of one foot horizontal for each three feet vertical.

In the B-7 district, no building shall exceed five stories in height. Where there are no buildings existing on an entire block at the time of development, or where there are existing buildings to be retained and vacant land to be developed on an entire block, and where the entire block is to be developed under the same ownership or control pursuant to an overall development plan, the maximum permitted height shall be six stories.

Proposed. In the TOD-1 zoning district, no building shall exceed twelve stories in height. Every main building hereinafter constructed shall have a minimum height of not less than two stories, except that porches, porticos and similar structures attached to a main building may be of lesser height.

**PARKING:**

In the proposed TOD-1 zoning district, off-street parking spaces shall not be required for uses other than dwelling uses, hotels and motels. For multifamily dwelling units, no parking spaces are required for 1 to 16 dwelling units. One parking space is required per 2 dwelling units over 16 units.

**SIGNAGE:**

Current. The M-2 zoning district permits three square feet of signage for each linear foot of lot frontage along the street while the B-7 zoning district permits two square feet per linear foot of lot frontage. Both districts permit a maximum of 300 square feet for each street frontage.

Proposed. Signage in the TOD-1 zoning district shall not exceed two square feet for each linear foot of lot frontage along the street nor in any case 200 square feet for each street frontage.

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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 are intended to encourage redevelopment and place-making, 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 façades along street frontages, and to promote an environment that is safe for walking and biking.

**Surrounding Area**

A mix of commercial, residential, and industrial land uses are present in the area. The property is flanked by Interstate 95 access to the east and the rapidly developing Manchester neighborhood to the west.

**Neighborhood Participation**

Staff notified area property owners and residents, and the Manchester Alliance of the application. Staff has received a letter of support for this application from the Manchester Alliance.

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