



CITY OF RICHMOND

Department of Planning & Development Review *Staff Report*

CPCR.2021.123: Resolution to declare an intent to amend the official zoning map for the purpose of rezoning the property known as 2400 Hermitage Road from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District.

To: City Planning Commission
From: Land Use Administration
Date: August 16, 2021

PETITIONER

City of Richmond

LOCATION

2400 Hermitage Road

PURPOSE

To declare an intent to amend the official zoning map for the purpose of rezoning the property known as 2400 Hermitage Road from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District.

SUMMARY & RECOMMENDATION

The proposed resolution declares the intent to amend the official zoning map for the purpose of rezoning the property known as 2400 Hermitage Road from the B-7 Mixed-Use Business District to the TOD-1 Transit-Oriented Nodal District. This would allow a portion of this currently city-owned property to be incorporated into a proposed mixed-use development intended for 2300 Hermitage Road, which is located directly to the south of the subject property and within a TOD-1 District.

Staff finds that rezoning the subject property to the TOD-1 District would be consistent with the master plan's land use designation of Destination Mixed-Use for the subject property, and would support the vision of the Greater Scott's Addition Priority Growth Node.

Therefore, staff recommends approval of the resolution.

FINDINGS OF FACT

Site Description

The subject property consists of a 216,057 sq. ft., or 4.96 acre, improved parcel of land located between located on Hermitage Road across from its intersection with Overbrook Rd, in the Diamond neighborhood. The property is currently owned by the City of Richmond and contains the Richmond Ambulance Authority facility.

Proposed Use of the Property

A .176 acre portion of the property would be incorporated into a mixed-use development intended for 2300 Hermitage Road, directly to the south.

Richmond 300 Master Plan

The City's *Richmond 300* Plan designates a future land use category for the property as Destination Mixed-Use which is defined as "Key gateways featuring prominent destinations, such as retail, sports venues, and large employers, as well as housing and open space. Located at the convergence of several modes of transportation, including Pulse BRT or other planned transit improvements." The development style is higher density, transit-oriented development encouraged on vacant or underutilized sites. New development should be urban in form, may be of larger scale than existing context, and, where relevant, should pay special attention to the historic character of the existing context. Development should enhance the public realm and create a sense of place. Many buildings are vertically mixed-use. Developments continue or introduce a gridded street pattern to increase connectivity. 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. Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be of alleys whenever possible; new driveways are prohibited on priority and principal street frontages. Surface parking is 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. Parking requirements are reduced to allow more market-based parking strategies, including shared parking.

Intensity: Buildings typically a minimum height of five stories.

Primary Uses: Retail/office/personal service, multi-family residential, cultural, and open space.

Secondary Uses: Institutional and government. (p. 64)

The property is within the Greater Scott's Addition Priority Growth Node. These areas are "where the City is encouraging the most significant growth in population and development over the next 20 years." (ibid, 24) The property is also considered a Great Street within the Plan's Major Mixed-Use Street typology. Major Mixed-Use Streets

- Carry high volumes of vehicles, pedestrians, and bicycles, through commercial and mixed-use areas
- Prioritize use and density-scaled sidewalks and crosswalks
- Require form elements, such as buildings to the street with parking in the rear, as well as building windows and entrances on the street
- Incorporate streetscape features, such as trees, benches, and trash receptacles
- Ideal locations for transit routes and transit stops
- Prioritize the curbside for walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants

Current and Proposed Zoning

The property is currently located in the B-7 Mixed-Use Business District. The intent of the B-7 District is as follows:

To encourage a broad range of mixed land uses, including residential, commercial and compatible industrial and service uses. The district is intended to promote enhancement of the character of mixed-use areas that are undergoing revitalization and adaptive reuse by providing for alternative economic use of existing structures, while enabling continuation of existing industrial and service uses. The district regulations are intended to encourage appropriate infill development on undeveloped land, promote adaptive reuse of vacant or underutilized buildings and enable redevelopment of properties where continuation of current uses or adaptive reuse is not feasible. The district regulations are also intended to safeguard the character of adjoining properties, to maintain the predominant existing streetscape character by providing continuity of building scale and setbacks, to enhance public safety and encourage an active pedestrian environment appropriate to the mixed-use character of the district by providing for windows in building façades along street frontages. Finally, the district regulations are intended to assure adequate accessible parking and safe vehicular and pedestrian circulation, to facilitate a streetscape with minimum setbacks along principal street frontages and to provide for limited interruption by driveways and vehicular traffic across public sidewalk areas along principal street frontages.

The intent of the proposed TOD-1 District is as follows:

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. (b)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

Properties to the north and east are currently zoned B-7 while properties to the South and west are zoned TOD-1. A mix of commercial, municipal, and industrial land uses are present in the vicinity of the property.

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