



# City of Richmond

900 East Broad Street  
2nd Floor of City Hall  
Richmond, VA 23219  
www.rva.gov

## Legislation Text

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**File #:** ORD. 2015-202-197, **Version:** 1

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To rezone certain properties along Meadowbridge Road, East Brookland Park Boulevard, Second Avenue, and Dill Avenue to the UB and UB-2 Urban Business Districts and to designate the PE-8 Meadowbridge Road and Six Points Parking Exempt Overlay District.

### O & R Request

**DATE:** August 10, 2015

**EDITION:** 1

**TO:** The Honorable Members of City Council

**THROUGH:** Dwight C. Jones, Mayor (Patron: Mayor, by Request)  
(This in no way reflects a recommendation on behalf of the Mayor)

**THROUGH:** Selena Cuffee-Glenn, Chief Administrative Officer

**THROUGH:** Peter L. Downey, Jr., Interim Deputy Chief Administrative Officer for Economic Development and Planning

**FROM:** Mark A. Olinger, Director, Dept. of Planning and Development Review

**RE:** Rezoning of certain properties along Meadow Bridge Road and East Brookland Park Boulevard Streets

**ORD. OR RES. No.**

**PURPOSE:** To amend the official zoning map for the purpose of rezoning certain properties along Meadowbridge Road, East Brookland Park Boulevard, Second Avenue, and Dill Avenue and including certain properties in the Parking Exempt Overlay District.

**REASON:** This area has been identified for an update to the zoning districts and the parking requirements in order to allow for appropriate and compatible commercial development along the established commercial corridor.

**RECOMMENDATION:** The Planning Commission has passed a Resolution of Intent to Amend the Zoning Map in order to initiate the proposed changes.

**BACKGROUND:** The rezoning would revise the City's Zoning District Map of 2008 in the area known as Six Points, generally consisting of the Meadowbridge Road corridor from Maryland Avenue to the intersection with East Brookland Park Boulevard, Second Avenue, and Dill Avenue. The rezoning would directly affect 62

properties by proposing changes to zoning districts and adding these properties to a parking exempt overlay district. The proposed zoning districts are UB and UB-2, both Urban Business Districts.

The area under consideration for changes to the zoning includes corridor of Meadowbridge Road and the intersection of Meadowbridge Road, East Brookland Park Boulevard, Second Avenue, and Dill Avenue. There are a mix of uses and zoning districts throughout the subject area and it is characterized as a predominantly commercial environment in proximity to residential neighborhoods.

The predominant zoning along the Meadowbridge Road corridor is currently B-3 General Business District. Also included in the proposed rezoning are properties currently zoned R-5 Single-Family Residential, and B-2 Community Business District.

In addition, the proposal would add the properties being rezoned to a parking exempt overlay district. The intent of the parking exempt overlay district is to provide relief from the off-street parking requirements for certain uses so as to facilitate the development and redevelopment of economically depressed, older, urban commercial districts characterized by a substantial number of vacant and deteriorated structures. With the exception of certain high-intensity uses, off-street parking is generally not needed for most uses in these areas because of high vacancy rates, availability of on-street parking, considerable walk-in trade due to proximity to residential areas and available public transportation.

The Zoning Ordinance identifies specific uses that have no parking requirements when located within buildings existing on the effective date of the adoption of an exempt overlay district. Some of these uses include retail and office uses.

The City's Master Plan primarily recommends Neighborhood Commercial for the properties proposed for rezoning to Urban Business. Specific to the Meadowbridge commercial corridor, the Plan states, "The Meadowbridge Road commercial corridor is appropriate for pedestrian-oriented neighborhood commercial uses. Auto-related businesses should be discouraged, as should uses that require outside storage. Further expansion beyond the existing boundaries of Maryland Avenue to the north and 4<sup>th</sup> Avenue to the south should be discouraged. Revitalization efforts should promote the area as a neighborhood commercial district, emphasizing traditional pedestrian-oriented goods and services over more recent and inappropriate auto-related land uses" (p.259).

## **Relevant Zoning Districts**

### *UB Urban Business District*

A UB zone permits multi-family, office, personal service, restaurant, and retail uses. The intent of the district is to encourage business areas with densely developed pedestrian-oriented shopping character, compatible with adjacent residential neighborhoods, and with minimal disruption from vehicle-oriented land uses. This district is intended to promote continuity of storefront character along principal street frontages. Drive-up facilities are not permitted. The UB zone allows for residential uses above or to the rear of the first floor in conjunction with other permitted uses as long as the area dedicated to residential use does not exceed three times the area dedicated to the other permitted use. The maximum height allowed in the UB zone is 28 feet.

*UB-2 Urban Business District*

A UB-2 zone permits multi-family, office, personal service, restaurant, and retail uses. The intent of this district is to encourage business areas with mixed uses and a densely developed pedestrian-oriented urban shopping character, compatible with adjacent residential neighborhoods, and with minimal disruption from vehicle-oriented land uses and features that would detract safe, convenient and economically viable pedestrian environment. Drive-up facilities are not permitted. The UB-2 zone allows for residential uses above the ground floor or to the rear of the first floor in conjunction with other permitted uses as long as the area dedicated to residential use does not exceed three times the area dedicated to the other permitted use. The maximum height allowed in the UB-2 zone is 3 stories, with 4 stories being permitted in certain cases.

*B-2 Community Business District (proposed to be removed)*

A B-2 zone permits multi-family, auto service centers, office, personal service, restaurant, and retail uses. This districts is intended to apply business areas that serve a number of neighborhoods and exceed the strict individual neighborhood orientation of B-1. A broader range of uses is allowed with less restrictive limits on intensity and signage. Additional drive-up and vehicle-oriented uses are permitted, in addition to entertainment uses and limited wholesale and service activities. The maximum height allowed in the B-2 zone is 35 feet.

*B-3 General Business District (proposed to be removed)*

A B-3 zone permits multi-family, auto, office, personal service, restaurant, and retail uses. The intent of this district is to be applied to highway-oriented business areas and areas that are accessible to, and serve the needs of an entire section of the City. Sign limitations are minimal. In addition to uses permitted in other commercial zoning districts, B-3 permits auto sales and auto repair, wholesale and distribution activities and research facilities. The maximum height allowed in the B-3 zone is 35 feet.

*R-5 Single-Family Attached Residential District (proposed to be removed)*

An R-5 zone is a residential zoning district that allows single-family detached dwellings. New single-family detached structures on newly created lots require a minimum lot width of 50 feet and a lot area of 6,000 square feet. The maximum lot coverage required for new single-family detached dwellings for this district is 35%.

*Comparison of Relevant Zoning District Regulations<sup>1</sup>*

Regulation	B-2 District	B-3 District	UB District	UB-2 District
Height	35'	35' with allowance up to 60' in certain cases	28'	2 story minimum; 3 story maximum with allowance for 4 stories in certain cases
Front Yard Setback	25' minimum	None required	None required; 15' maximum	None required; 15' maximum
Side Yard <sup>2</sup>	None to 10' minimum	None to 10' minimum	None to 10' minimum	None to 10' minimum
Rear Yard <sup>2</sup>	None to 20' minimum	None to 20' minimum	None to 20' minimum	None to 20' minimum
Parking	1 off-street space per 4 dwelling units (none for 3 units); other parking requirements are based on the proposed use; shared parking allowed	1 off-street space per 4 dwelling units (none for 3 units); other parking requirements are based on the proposed use; shared parking allowed	1 off-street space per 4 dwelling units (none for 3 units); other parking requirements are based on the proposed use; shared parking allowed	1 off-street space per 4 dwelling units (none for 3 units); other parking requirements are based on the proposed use; shared parking allowed

<sup>1</sup>Includes excerpts and interpretations from the City of Richmond Zoning Ordinance. Persons with specific zoning issues should

always consult the Zoning Office.

<sup>2</sup>Side yard, lot width, and lot area requirements vary within the residential districts based on the intensity of the use (single-family as opposed to two-family or multi-family and detached units as opposed to attached units) and adjacent zoning districts.

**Public Participation**

Staff sent notices to over 900 property owners, business owners and residents for a public meeting June 16, 2015. Approximately 20 people attended the meeting and were generally supportive of the proposed changes. Some concern was expressed by residents regarding the current number of illegal boarding houses in the area.

**FISCAL IMPACT / COST:** The Department Planning and Development Review does not anticipate any impact to the City's budget for this or future fiscal years.

**FISCAL IMPLICATIONS:** Staff time for processing the request; preparation of draft ordinance; and publishing, mailing and posting of public notices.

**BUDGET AMENDMENT NECESSARY:** No.

**REVENUE TO CITY:** None.

**DESIRED EFFECTIVE DATE:** Upon adoption.

**REQUESTED INTRODUCTION DATE:** September 14, 2015

**CITY COUNCIL PUBLIC HEARING DATE:** October 12, 2015

**REQUESTED AGENDA:** Consent.

**RECOMMENDED COUNCIL COMMITTEE:** None.

**CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES:** City Planning Commission, October 5, 2015

**AFFECTED AGENCIES:** Office of Chief Administrative Officer  
Law Department (for review of draft ordinance)  
City Assessor (for preparation of mailing labels for public notice)