



CITY OF RICHMOND
PLANNING COMMISSION

May 6, 2009

To the Honorable Council of the
City of Richmond, Virginia

After holding a public hearing on April 20, 2009 on the proposed amendments to the Downtown Plan, the Planning Commission voted to recommend APPROVAL of the attached amendments to the Downtown Plan at its meeting on May 4, 2009.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "Lory Markham", is written over a horizontal line.

Lory Markham
Acting Secretary, City Planning Commission



CITY OF RICHMOND
PLANNING COMMISSION

**RESOLUTION OF THE CITY PLANNING COMMISSION
ADOPTING AN AMENDMENT TO THE *MASTER PLAN*
OF THE CITY OF RICHMOND**

MAY 4, 2009

WHEREAS, Section 17.06 of the City Charter authorizes the City Planning Commission to adopt a Master Plan; and

WHEREAS, harmonious development, a sound economy, attractive residential areas, and the health, safety and general welfare of the citizens of Richmond can best be achieved with the guidance of a long-range Master Plan; and

WHEREAS, the current Downtown Plan was adopted by the City Planning Commission as part of the Master Plan on July 21, 2008; and was approved by City Council by Ordinance No. 2008-208-227 on October 13, 2008; and

WHEREAS, the Richmond City Council requested that the City Planning Commission prepare and consider amendments to the Downtown Plan by Ordinance No. 2008-265-2009-28, adopted on February 9, 2009; and

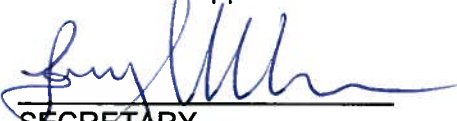
WHEREAS, the City Planning Commission conducted a public hearing on April 20, 2009, for the purpose of receiving public comment relative to the proposed amendments to the Downtown Plan; and

WHEREAS, the City Planning Commission has reviewed the proposed amendments and taken into consideration the comments received at its public hearings;

NOW, THEREFORE BE IT RESOLVED, that the City Planning Commission hereby amends the Downtown Plan by adoption of the proposed amendments dated May 4, 2009, which will supersede the applicable sections of the existing Downtown Plan.

BE IT FURTHER RESOLVED, that the City Planning Commission forwards this document to the City Council with the recommendation of approval.


CHAIRMAN


SECRETARY

Proposed Amendments to Richmond Downtown Plan (October 2008)

Proposed amendments adopted by the City Planning Commission on May 4, 2009

Page 3.18, line 10 (insert underlined text)

“Where property lies within a designated 100-year floodplain, the height recommendations (i.e. number of stories) for the Character Area should be calculated from the top of the floodplain, not from the actual ground level. All other features associated with a Character Area are applicable as described to properties within a floodplain.”

Page 3.19, image

[Insert a map image that clearly delineates the boundaries of each Character Area, as depicted on Attachment A.]

Page 3.34, right column, line 27 (strike denoted text)

“According to Claritas, only thirty percent of Downtown Richmond’s residents are in households of more than 1 or 2 people, and more than thirty-eight percent of the population is not currently in the labor force, ~~whether due to retirement or unemployment.~~”

Page 3.36, right column, line 29 (insert underlined text)

“One of the first steps towards social and economic advancement is the continued improvement of the Richmond public school system, which will allow students of all backgrounds to have equal access to quality education.”

Page 4.17, left column, line 37 [and other sections of the document where duplicate language exists] (strike denoted text and insert underlined text)

~~“Given the importance of the street grid to Richmond’s urban environment, the grid (including alleys) should be preserved, and wherever possible, reinstated, as the City develops further. Given the importance of the street grid to Richmond’s urban environment, every effort should be made to preserve the grid, including alleys, as the City develops further. Closure or sale of the City’s streets and alleys should only be allowed if the building type requires such.”~~

Page 4.21, right column, line 24 (strike denoted text and insert underlined text)

“The City should offer ~~in-house design assistance~~ design review assistance to provide consistency in the overall improvements of facades Downtown.”

Page 4.23

[Insert the language and graphics related to J. Sargeant Reynolds Community College, as depicted on Attachment B.]

Page 4.27, right column, line 1 (strike denoted text and insert underlined text)

~~“Concurrently, the Commonwealth of Virginia should be encouraged to designate an Architect of the Commonwealth. With these two positions, the City and State can continue to work together and expand communications to shape the successful future of “Virginia’s Downtown. The Commonwealth of Virginia has designated, and is encouraged to continue to designate, a liaison that is capable of providing architectural, historic preservation, and planning expertise pertaining to the Capitol Square Complex and state-owned properties within downtown.”~~

Page 4.45, right column, line 15 (insert underlined text)

“This would be accomplished through the control of building height and massing on a case-by-case basis according to the Character Area designation.”

Page 4.48, image

[Delete the two Illustrative Plan images (top left and top right of page) and delete the page’s title, “Possibilities for the Former Tarmac Property”, as depicted on Attachment C.]

Page 4.58, right column, line 35 (strike denoted text and insert underlined text)

“Improve stormwater management

~~The catastrophic flooding in Shockoe Bottom during Tropical Storm Gaston in 2004 has left many people wary of investing in “The Bottom.” It is essential that an effective stormwater management system be introduced to the area, to ensure that such devastation does not occur again. The City should continue to be vigilant in its plans to improve stormwater management in Shockoe by moving forward with additional utility upgrades and green technologies, but by also investigating opportunities to create natural environments for water infiltration. Such an opportunity could be the development of a park in the Shockoe Valley north of East Broad Street. The park could include areas to detain stormwater from the adjacent hillsides, while also providing an open space connection to nearby neighborhoods. The City’s recent investment in correcting the drainage issues should reinsure investors who were previously weary of rehabilitating buildings. New construction in the area will have to be carefully coordinated with the newly created FEMA maps. The catastrophic flooding during Tropical Storm Gaston in 2004 has left many people wary of investing in Shockoe Bottom. The revised FEMA maps, dated April 2, 2009, include Main Street Station and approximately 60 acres of property currently located behind (or upstream to the~~

north) of the floodwall in a new expanded flood plain. Inclusion of property within the new 100-year flood plain severely limits new development and re-development of existing buildings without innovative engineering solutions that provide appropriate building “floodproofing” protection and emergency access in accordance with City and Federal guidelines.

Recent projects by the City have improved the drainage and floodwall system for a specific sub-100 year storm event. The City should continue its efforts to improve the storm water management throughout Shockoe Bottom and in the upper watershed by encouraging innovative private and public solutions (coordinated with the City’s Department of Public Utilities) that complement the work already done by the City.”

Page 4.59, left column, line 15 (insert underlined text)

“The brick sidewalks that exist today should be restored, maintained, and where possible, widened. Existing concrete sidewalks should be replaced with brick, where possible and in conjunction with new private development. Street trees should be planted regularly along the edge of the sidewalk at no more than 30’ apart.”

Page 4.61, left column (insert underlined text and update the Character Map on page 3.19 to depict a “Civic Area” designation for the Lumpkin’s Jail site)

“As additional information is gathered regarding the extent of historic sites, including Lumpkin’s Jail and others associated with the slave trade, on and adjacent to the Main Street Station property, impacts of any proposed development on the historic site(s) should be carefully considered. Development that interprets the African American historical experience, such as a visitor center or viewing stations, is appropriate for the site.”

Page 4.61, left column (strike denoted text and insert underlined text; move entire section from Chapter 4 into Chapter 5, page 5.24)

“Restore Main Street Station as an inter-modal center

Main Street Station was built in 1901 as a grand terminal to welcome travelers into Downtown. The chateau-style station and generous train shed was once a bustling center of transportation and commerce. By 1975, however, the interstate system and automobile usage had eclipsed the railroad system, and the train station closed due to flood damage and lack of passengers.

In 2003, Main Street Station’s fortunes turned. The station was fully restored and re-opened to limited Amtrak service, serving two trains per day. Parts of the train shed are dedicated to cultural exhibitions; however, Main Street Station remains underutilized. The City should take advantage of this great asset by restoring its role as the center of the community.

The City is considering options City-proposed plans for Main Street Station involve two different strategies for revitalizing the grand terminal and the surrounding properties. Both strategies involve introducing. There are opportunities for both transportation-related functions and other types of uses for the existing buildings and grounds, but any development plan for the property should include a new street through the two-block long train shed, thus in order to increasing-increase connectivity in the area and enhancing-enhance pedestrian access. It is important that the City fully explore the options for revitalizing the property while maintaining its eligibility for current and future transportation-related grant funding.

~~The first plan involves the least amount of infrastructure investment and serves the short-term needs of the community. This plan involves developing the existing train shed as a community recreation space. This space could be used for flexible, temporary events such as markets, indoor sports, and exhibitions or parts of the shed could be converted in more permanent use as a bowling alley, theatre, or museum.~~

A more long-term plan involves developing An important component of the future of Main Street Station is to consider it for as a multi-modal transportation hub for Downtown. A multi-modal transportation hub could include increased passenger rail service, commuter rail service, light rail or streetcar, buses, bus rapid transit (BRT), shuttles, taxis, and bicycle/pedestrian facilities. This would provide a tremendous benefit to Downtown, as it does not currently have an integrated transportation center, thus preventing most residents and workers from using transit. Main Street Station is an excellent choice for such a transportation center, as the station is a grand entrance to the city, and its location provides direct access to the City Center and Downtown neighborhoods. The impact of any such use on the existing residential/commercial nature of the surrounding neighborhood should be carefully evaluated in consultation with representatives of the neighborhood prior to actively considering any such potential use.

~~A short-term strategy for such a transportation hub would be to center Downtown provide bus service, airport shuttles, taxi and limousine service on-at the train station. As urban transit matures, a streetcar could be integrated into the system, and ultimately, increased rail service could serve the station, making Main Street Station a local and regional transportation destination. If these proposals do not take hold, another interim option would be to lease the train shed space as a unique location for a large-format diverse range of local and national retailers.~~

The development of Main Street Station as a multi-modal hub does offer the opportunity to consider transit-oriented development (TOD) within the surrounding area. TOD allows for increased levels of density for commercial and residential uses within an area due to the anticipated use of transit and the reduced

reliance on automobiles. Increased levels of density beyond what is generally recommended in this plan for the area surrounding the train station should only be considered if Main Street Station is developed into a multi-modal transportation hub.”

Page 4.63, left column, line 28 (insert underlined text)

“As additional information is gathered regarding the extent of historic sites, including Lumpkin’s Jail and others associated with the slave trade, on and adjacent to the Main Street Station property, impacts of any proposed development on the historic site(s) should be carefully considered. Development that interprets the African American historical experience, such as a visitor center or viewing stations, is appropriate for the site.”

Page 4.64, right column, line 32 (insert underlined text)

“Traffic speeds can be lowered by better defining the streets with closely-spaced street trees, and by restoring the cobblestone streets, particularly those on Oliver Hill Way, Cary Street (across 14th Street east to 18th Street initially), 17th Street, Grace Street, Marshall Street, and 18th Street.”

Page 5.23, left column, line 31 (strike denoted text and insert underlined text; update the Figure 12 on page 5.22 with alternate route options, as depicted on Attachment D)

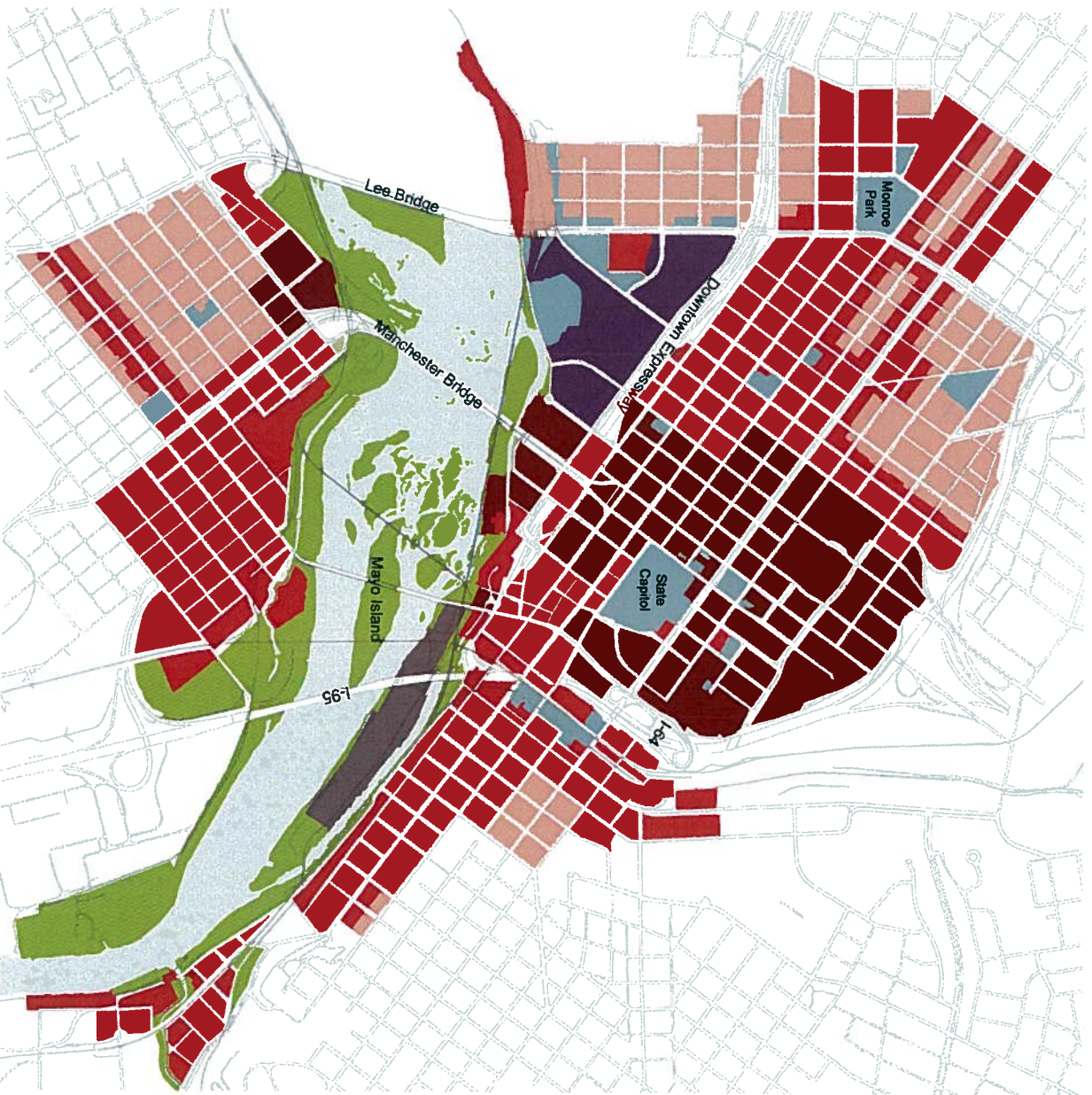
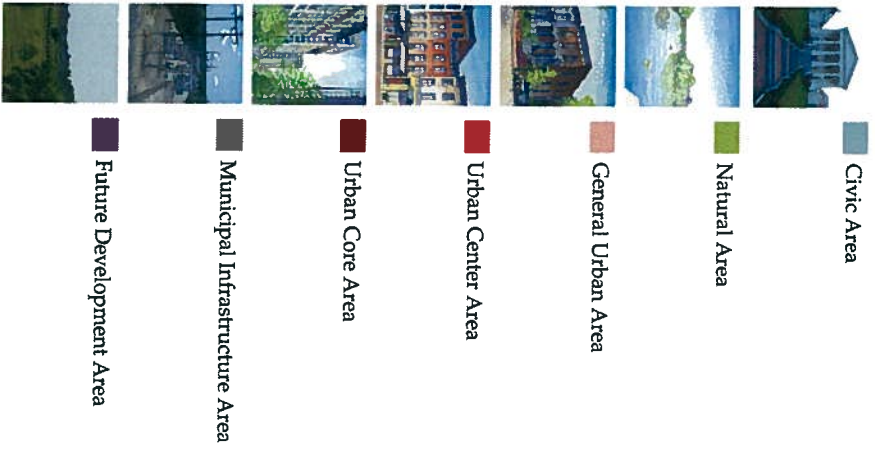
~~“Security issues should be addressed as part of the development of the route option along Governor Street, including considering an alternate route through the Capital Square Complex. The Architect of the City should possess expertise in historic preservation, adaptive reuse, and context sensitive design. The importance of quality design and planning is a common theme throughout the Downtown Plan. In order to ensure that future downtown development is of the highest quality, the City should consider the creation of a new position, an Architect of the City, and possibly a Downtown Design Center. Both ideas have been implemented in other cities, such as Norfolk, Charlottesville, and Chattanooga, Tennessee, with great success. Expertise in design and planning is necessary if the City wishes to assist and inform developers, property owners, and citizens of the Plan’s vision. Additionally, an Architect of the City would guide the design and quality of all City-owned projects setting the example for other downtown development.”~~
As the Commonwealth’s plans for a new street through the Capitol Square Complex develop, this street, along with City streets adjacent to the Capitol Square Complex, should be considered as route options for a future streetcar line.”

Page 7.5, right column, line 19 (strike denoted text and insert underlined text)

~~“The Architect of the City would oversee all new construction and demolition within the City, in areas outside of Old & Historic Districts, in particular. The Architect of the City should possess expertise in historic preservation, adaptive reuse, and context sensitive design. The importance of quality design and planning is a common theme throughout the Downtown Plan. In order to ensure that future downtown development is of the highest quality, the City should consider the creation of a new position, an Architect of the City, and possibly a Downtown Design Center. Both ideas have been implemented in other cities, such as Norfolk, Charlottesville, and Chattanooga, Tennessee, with great success. Expertise in design and planning is necessary if the City wishes to assist and inform developers, property owners, and citizens of the Plan’s vision. Additionally, an Architect of the City would guide the design and quality of all City-owned projects setting the example for other downtown development.”~~
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Downtown Character Map

Downtown Richmond is comprised of seven distinct Character Areas, illustrated on this map in different intensities of color. Future development in Downtown should comply with the existing physical qualities of its particular Character Area. These physical qualities are described in the following pages.

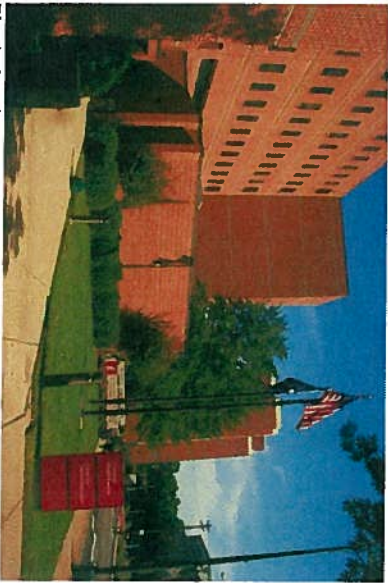


Continue to integrate J. Sargeant Reynolds Community College's programs and campus into Downtown

J. Sargeant Reynolds Community College (JSRCC) provides education to more than 5,000 students each year at its Downtown Campus, with more than 18,500 credit students annually attending the college at one of its three academic campuses. In addition to offering courses in business and liberal arts, the Downtown Campus houses the School of Nursing and Allied Health, School of Culinary Arts, Tourism and Hospitality, School of Mathematics and Science, Center for Health Sciences, Center for Teacher Education, Urban Teachers Institute, and the Middle College.

The Downtown Campus is housed in a high-rise structure at 7th and Jackson Streets, having moved in the fall of 1981 from leased facilities in the 100 block of East Grace Street. In 1995, a major addition to this facility was completed, adding 84,000 square feet to the existing 200,000 square foot structure. A 400-space parking deck opened on the campus in 2005.

JSRCC continues to forge relationships in the community through outreach into the business community, other higher education institutions, and the public schools. For example, more than 700 employers throughout the region look to JSRCC (and the Community College Workforce Alliance) for skill training for their employees that provides a trained workforce and helps their companies succeed. JSRCC also has a strong relationship with Virginia Commonwealth University (VCU), with more JSRCC students transferring to VCU than from any other institution in the Commonwealth.



Physical and programmatic improvements should continue to be pursued to better integrate JSRCC's Downtown Campus with the surrounding area and beyond.

JSRCC has as one of its strategic priorities to "raise the educational aspirations of the residents of the City of Richmond," so plans continue to expand access to the residents of the City. Unfortunately, the campus is landlocked and the college must identify ways to meet expansion needs while enhancing the collegiate image of the current facilities. JSRCC, the Commonwealth and the City should explore options to beautify the existing building and grounds. In addition, the college seeks to diversify its offerings, by adding active uses that engage students and invite the surrounding community onto campus. Expansion of the campus, either within the area or in other parts of Downtown should also be considered. Collaboration during the initial planning and design phase will augment pending development and assure the integrity of the area's urban fabric.



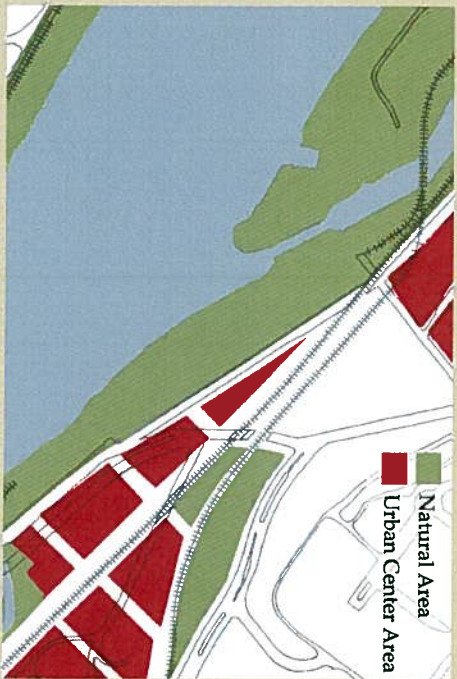
JSRCC should pursue opportunities to partner with nearby property owners on open-space initiatives

Collaborate with the City of Richmond on streetscape improvements along 7th and 8th Streets to connect the campus with Broad Street

Develop complementary non-academic uses at ground floor, such as shops or other active uses that engage students and add vibrancy to the area

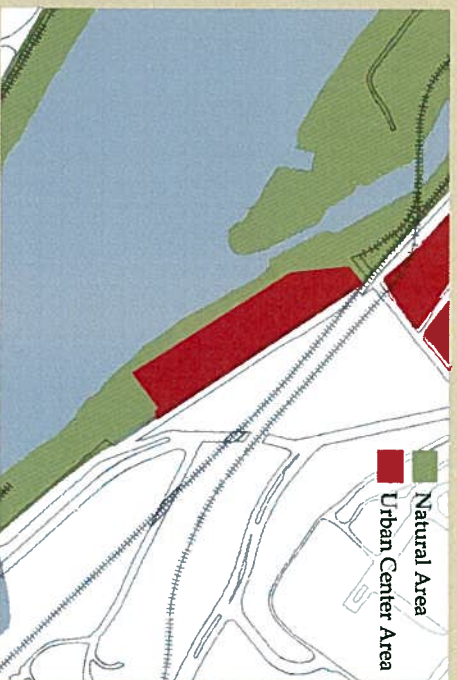


Public Open Space Scenario



The Character Map for the Public Open Space scenario illustrates the preservation of the waterfront property as a Natural Area.

Development Scenario



The Character Map for the Development scenario illustrates the development of the property, with a strip of land along the waterfront designated for public use.

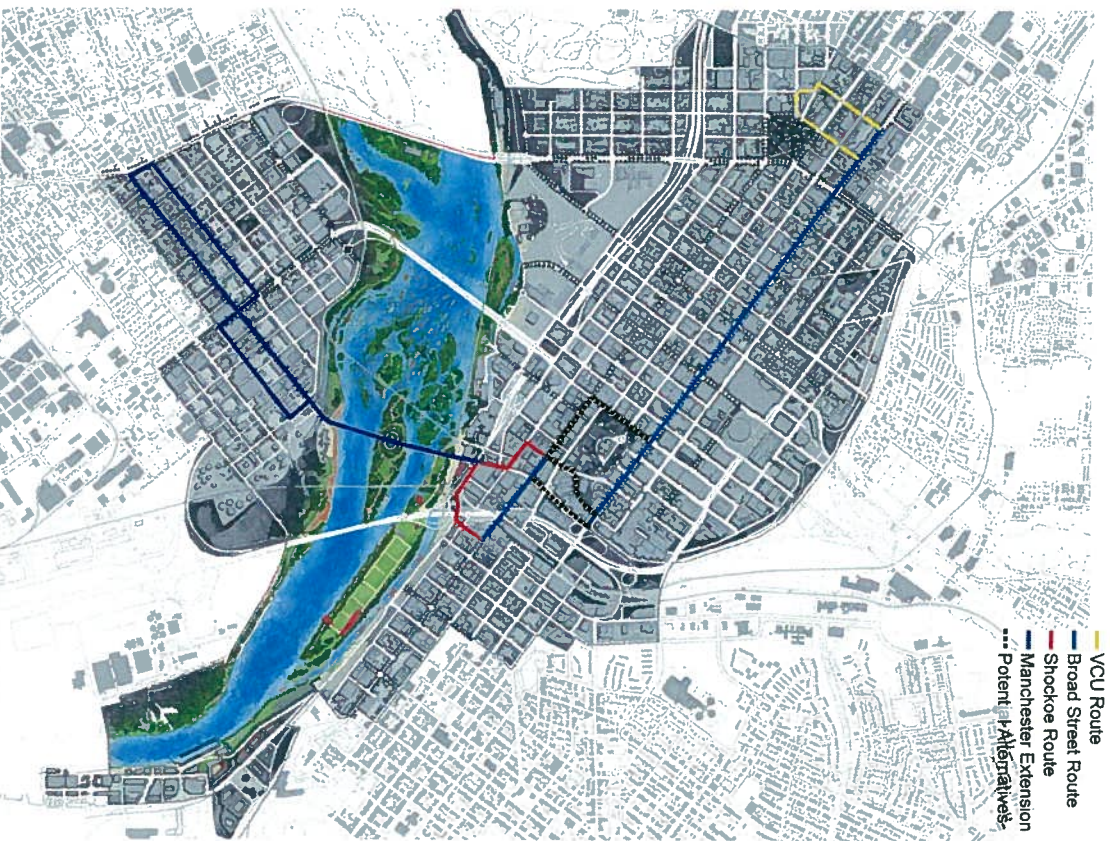


Figure 12. Proposed Streetcar Route

stations will improve transit in Downtown by consolidating all transfers into off-street, mixed-use facilities and reducing bus through-traffic on Broad Street. Transfer facilities are recommended near Main Street Station and the Convention Center. As Downtown transit grows, additional bus transfer stations can be considered, for example in Manchester. GRTC is pursuing Bus Rapid Transit as a pro-active first step towards bringing the streetcar back to Downtown. Bus Rapid Transit is an efficient, reliable, and low-cost strategy to begin regular transit service through Downtown, and it can be funded through an attainable federal grant from the Federal Transit Authority (FTA). After a 12-18 month operating period, GRTC will present BRT ridership levels to the FTA as grounds for funding a Downtown Streetcar system. Evidence of strong ridership levels will help Richmond to compete for limited Federal Streetcar funding. The BRT system is proposed to run in dedicated lanes in the center of Broad Street, where the existing median is located. These dedicated lanes can be transitioned into streetcar tracks when federal streetcar funding becomes available. A diagram of how Bus Rapid Transit could be accommodated along Broad Street is shown in Figure 3.

Revival of the Electric Streetcar System

A popular solution to Downtown's transit needs is an electric streetcar system. The advantages of a streetcar system are compelling. In terms of walkability, the recommendations for narrower streets, more on-street parking, and slower traffic speeds will tend to increase local traffic congestion. As Downtown redevelops, this pressure will only increase. A streetcar is an effective way to address congestion by providing access into and through the Downtown area. Much of Downtown Richmond was built around streetcar lines, so the city fabric is prepared for a return to this kind of transportation. A streetcar can accommodate greater numbers of Downtown residents and workers than personal vehicles can; this will help Downtown Richmond to achieve its development potential. In 2002, Greater Richmond Transit Company and the Metropolitan Planning Organization funded a Downtown Streetcar Study that provided detailed information on the projected costs and routing of a new streetcar line. The study, conducted by Burgess & Niple Inc., identified two conceptual 2.54-mile routes that connected major activity centers Downtown. It is important that the streetcar system be viewed as a complement to,



CITY OF RICHMOND

PLANNING COMMISSION

May 6, 2009

To the Honorable Council of the
City of Richmond, Virginia

At its meeting of May 4, 2009, the Planning Commission voted (9-0) to APPROVE:

Motion of Intent:

To Amend the Zoning District Maps for the Purpose of Rezoning Certain Properties within the Union Hill neighborhood between Q Street and Jefferson Avenue

This resolution would declare a public necessity to amend the zoning district maps for the Union Hill neighborhood. At the Planning Commission's retreat on August 7, 2006 the neighborhoods of Union Hill and Church Hill were identified as priorities for a Master Plan driven rezoning study. A survey conducted in the summer of 2007 confirmed a conflict between the existing land uses and historic development pattern and the Master Plan recommendations for the area. Due to unique circumstances in the Church Hill portion of the study area, staff is requesting to proceed only with the Union Hill portion at this time.

Staff has conducted several public meetings and regularly attended civic association meetings since November of 2007. In August of 2008 the Union Hill Civic Association requested that staff consider revising the rezoning proposal to allow for a mix of residential density and corner commercial uses to promote a more walkable and sustainable community. As this change would require an amendment to the City's Master Plan, staff held a public meeting to discuss the recommendations in the Plan on October 9, 2008. At that meeting the Union Hill residents and property owners in attendance overwhelmingly supported a land use recommendation consistent with the R-63 (Multi-Family Urban Residential) zoning district. On April 23, 2009 staff conducted a final public meeting with a revised proposal consistent with the request of the community for a mixed-use zoning classification.

With respect to the land use analysis and guidance provided through the City's Master Plan and by the citizens of the community, staff recommends rezoning to encourage a variety of residential densities and corner commercial uses in accordance with the historic development pattern of the area. Maps of the existing and proposed zoning classifications are included in the agenda package. Staff will present proposed changes to the Master Plan at a later date.

The Commission concurred that staff should proceed and formally initiated the process through the adoption of the attached resolution expressing the intent to amend the district maps.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "Lory Markham".

Lory Markham
Acting Secretary, City Planning Commission



CITY OF RICHMOND

PLANNING COMMISSION

MAY 4, 2009

MOTION OF THE CITY OF RICHMOND PLANNING COMMISSION

TO DECLARE AN INTENT TO CONSIDER AN AMENDMENT TO THE ZONING DISTRICT MAPS FOR THE PURPOSE OF REZONING CERTAIN PROPERTIES IN THE UNION HILL NEIGHBORHOOD, GENERALLY BOUNDED BY Q STREET TO THE NORTH, JEFFERSON AVENUE TO THE SOUTH, NORTH TWENTY-FIFTH STREET TO THE EAST, AND MOSBY STREET TO THE WEST

WHEREAS, in accordance with Section 15.2-2286 of the Code of Virginia an amendment to the zoning regulations or district maps may be initiated by motion of the City of Richmond Planning Commission provided any such motion or resolution of the Commission proposing an amendment to the regulations or district maps shall state the public purposes therefore; and

WHEREAS, zoning in the Union Hill neighborhood is in conflict with the existing character of the neighborhood, current land use, and the citizens' desires of upcoming amendments to the City's Master Plan; and

WHEREAS, the City's current Master Plan identifies the Union Hill neighborhood as a low-density residential area and the residents support amending the City's Master Plan and existing zoning to reflect a pedestrian friendly environment with a mix of residential densities and corner commercial uses; and

WHEREAS, community support was achieved through an extensive outreach program and citizen participation process; and

WHEREAS, good zoning practice dictates that the comprehensive zoning plan be amended as required to reflect current conditions and trends in land use; and

WHEREAS, the purposes of zoning cited in the Code of Virginia include facilitating the creation of a convenient, attractive harmonious community, encouraging economic development and enlarging the tax base and providing for public safety and preventing congestion in the streets;

NOW, THEREFORE BE IT RESOLVED, that the City Planning Commission hereby concludes that an amendment to the zoning district maps should be drafted for the purpose of rezoning certain properties in the Union Hill neighborhood. A public hearing on the proposed rezoning will be held by the City Planning Commission prior to City Council action.

Beverly C. Lacy
CHAIRMAN

[Signature]
SECRETARY



CITY OF RICHMOND
PLANNING COMMISSION

May 6, 2009

To the Honorable Council of the
City of Richmond, Virginia

At its meeting of May 4, 2009, the Planning Commission voted (9-0) to recommend the following ordinance be continued for two-weeks and the plans attached to the ordinance be amended:

Ord. No. 2009-45:

To amend Ord. No. 2008-192-194, adopted Sep. 8, 2008, which authorized the special use of the property known as 305 North 18th Street for the purpose of a mixed-use, multi-family dwelling, to allow the alteration of the design of the building, upon certain terms and conditions. *Council Districts 6*

The Planning Commission was generally supportive of the applicant's request to amend the existing special use permit. However, the Commission was not supportive of the proposed amendments to the elevation along Cedar Street and asked that the plans be amended to address the following issues:

- Provide better articulation in the roofline and the massing of the façade;
- Provide a better pedestrian streetscape through the addition of storefront windows at the corner of Cedar and Broad Streets and the alignment of the parking garage gates; and
- Provide cantilevered balconies.

The Commission requested that the ordinance and plans be amended to reflect these changes, which would be reviewed at the Commission's May 18, 2009 meeting in two-weeks.

Summary dates:

Council paper introduction:	March 23, 2009
Planning Commission public hearing:	May 4, 2009 (continued)
	May 18, 2009
City Council public hearing:	May 25, 2009

Summary facts:

I. PETITIONER

Earl Ferguson, Cedar Broad Associates LC, 3591-C Stillman Parkway, Glenn Allen, VA 23060

II. LOCATION

305 North 18th Street (the block bounded by East Broad Street, North 18th Street, East Marshall Street, and North Cedar Street)

Property Owner:

BAT Properties, 6221 NW 21st Court, Boca Raton, FL 33496

III. PURPOSE

To amend Ord. No. 2008-192-194, adopted Sep. 8, 2008, which authorized the special use of the property known as 305 North 18th Street for the purpose of a mixed-use, multi-family dwelling, to allow the alteration of the design of the building, upon certain terms and conditions.

IV. SUMMARY & RECOMMENDATION

Staff finds that the proposed amendments to the ordinance do not significantly alter the density or design of the proposed development, which was approved by the Planning Commission and City Council in September 2008. Staff finds that the proposed use is consistent with the recommendations of the Downtown Plan and the Shockoe Bottom Land Use and Development Strategy. The applicant has proposed a well-designed building for this significant downtown site and has agreed to utilize high quality building materials. In addition, staff finds that the proposed streetscape improvements will enhance the proposed development and will add to the character of the surrounding area and help to enhance this gateway corridor. Staff further finds that with the conditions of the ordinance the safeguards contained within the City Charter, relative to the granting of Special Use Permits, are met.

Staff Contact: Lory Markham, 646-6309

V. FINDINGS OF FACT

a. Proposed Use of the Property/Purpose of the Ordinance

The applicant is proposing to construct a four (4) to five (5) story, mixed-use building with a maximum of 204 dwelling units, a minimum of 8,000 square feet of commercial space, surface parking and covered parking interior to the first floor of the proposed structure. The subject property is located in the M-1 Light Industrial zoning district, which does not permit the proposed dwelling units. The original special use permit (Ord. No. 2008-192-194) authorized the proposed mixed-use development with a maximum of 192 dwelling units. The ordinance also required a swimming pool and clubhouse to be located on the roof of the proposed building. Due to financial constraints, the design of the building with the pool located on the roof is not feasible. Therefore, the applicant has requested an amendment to the special use permit in order to alter the design of the building, eliminating the pool and clubhouse on the roof and adding twelve (12) dwelling units on the fifth floor.

b. Site Description

The subject property is located to the north of East Broad Street and to the south of East Marshall Street, between North 18th Street and Cedar Street. The property contains approximately 1.54 acres of land area and is currently occupied by a surface parking lot.

c. Master Plan

The recently adopted Downtown Plan designates the subject property as part of a "General Urban Area". The "General Urban Area" is characterized by medium-

density, mixed-use development, distributed along medium-sized blocks. This type of development represents the historic pattern of settlement in Downtown Richmond, with a connected network of blocks and streets and buildings shaping the public space. The Downtown Plan identifies a mix of buildings types, ranging from single-family homes and row-houses to mixed-use buildings as appropriate for this designation (page 3.24).

The Shockoe Bottom Land Use and Development Strategy calls for Mixed Residential (ground floor retail/office with residential on upper floors) and General Commercial uses at this site.

d. Zoning and Ordinance Conditions

The existing M-1 Light Industrial zoning district does not permit dwelling uses. The applicant is proposing a maximum of 204 dwelling units to occupy the second through fifth floors of the proposed building.

The applicant is also proposing a minimum of 8,000 square feet of commercial space along the East Broad Street and North 18th Street frontages. The permitted uses within this commercial space would be consistent with those neighborhood commercial uses permitted within the B-6 Mixed-Use zoning district.

One parking space per dwelling unit is proposed through a combination of on and off site parking. A total of 173 spaces are proposed within the site and 31 spaces would be located off-site within a 1,000 feet radius.

The existing M-1 district has a maximum height of 45 feet at the property line, and then allows additional height of one foot for every two feet the building is from the property line. The proposed building, as shown on the plans attached to the ordinance, ranges from four to five stories with an average height of 50 feet. Given the grade variation of the property, the proposed building would be 45 feet 10 inches high at its lowest point and 60 feet one inch high at its tallest point along the property line.

The ordinance also requires improvements to the streetscape surrounding the site, including sidewalk improvements and the installation of street trees and ornamental streetlights.

e. Surrounding Area

The subject property is immediately surrounded by a variety of uses including a vacant parcel, a restaurant, a mixed-use complex, industrial uses, offices, single-family dwellings, and a public park. The vacant parcel is within the B-6 Mixed-Use zoning district to the east of the subject property. Also to the east are the single-family dwellings. The office uses are to the south across East Broad Street. Both the single-family dwellings and the office uses fall within the B-5 Central Business zoning district. The industrial uses are to the west across North 18th Street from the subject property and are within the M-1 Light Industrial zoning district. The mixed-use complex lies to the north across East Marshall Street and lies within the B-5 Central Business zoning district. The public park is

to the north of the subject property and within the R-53 Multi-Family Residential zoning district.

f. Public Participation

The subject property is not located within an established civic association. The applicant presented the proposed amendments to the Friends of Jefferson Park and received a letter of support from their membership. One letter of concern has been received by staff.


VI. STAFF RECOMMENDATION

Staff finds the street facades of the propose building to be generally well designed with a variety of materials, adequate detailing, and appropriate proportions. Staff finds that the provision of one parking space per dwelling unit is consistent with normal zoning parking requirements, and exceeds the requirement of one space per four units in the adjacent B-5 Central Business zoning district along Broad Street. Staff also finds that the location of the parking below grade and behind the commercial spaces is an appropriate design solution that will enhance the streetscape by allowing the dwelling units and active uses to face the street. Staff finds that the provision of direct entrances to the units on Cedar Street, street trees, and sidewalk improvements will improve the streetscape and urban character of the streets surrounding the development.

Staff finds that the proposed infill and adaptive reuse of the subject property would be consistent with the land use recommendation and goals found in the Downtown Plan and would be an appropriate use for the property. Staff finds that the proposed multifamily development will also act as an appropriate buffer between the primarily single-family residential neighborhood (Union Hill) to the northeast and the intense commercial corridor (Broad Street) to the south.

In addition, staff finds that the proposed amendments to the ordinance do not significantly alter the density or design of the proposed development, which was approved by the Planning Commission and City Council in September 2008. Staff finds that with the proposed ordinance conditions, the safeguards contained within Section 17.11 of the Charter relative to the granting of Special Use Permits would continue to be met.

Very Truly Yours,



Lory Markham
Acting Secretary, City Planning Commission



CITY OF RICHMOND

PLANNING COMMISSION

May 6, 2009

To the Honorable Council of the
City of Richmond, Virginia

At its meeting of May 4, 2009, the Planning Commission voted (8-0) to recommend APPROVAL
of:

Ord. No. 2009-83:

To authorize the Acting Chief Administrative Officer to accept \$34,430 from the Virginia Department of Transportation and to appropriate the increase to the Fiscal Year 2008-2009 Capital Budget by increasing estimated revenues and the amount appropriated to the Department of Public Works' TEA-21 Safety Improvements project in the Infrastructure Construction and Maintenance category by \$34,430 to provide funding for the Broad Rock Road at Belt Boulevard Train Pre-Emption System Project. Council District 8

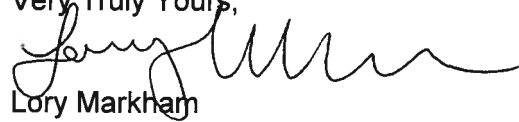
This ordinance authorizes the Acting Chief Administrative Officer to accept and appropriate funds for the Broad Rock Road at Belt Boulevard Pre-Emption System Project already programmed in the VDOT's Six Year Improvement Program. On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. SAFETEA-LU builds on the initiatives established by ISTEA and TEA-21. This legislation stresses mobility and protection of the environment, community preservation, sustainability and livability. Transportation enhancement projects provide opportunities to improve the transportation experience in local communities. In Virginia, these safety projects are selected through an annual solicitation conducted by VDOT. Safety Improvement Projects are selected using a benefit-cost analysis based on expected reduction in accidents.

As a part of this program, the City applied for funding of several Safety Improvement Projects in FY 2007-2008. This project was ultimately approved by the State's Commonwealth Transportation Board (CTB). The State has funded this project through Safety Improvement Funds and is included in the State's Six-Year Improvement Program (SYIP). The project will provide for a pre-emption connection between the railroad signal system at Broad Rock Road to the south of Belt Boulevard and the City's traffic signal system at the intersection of Broad Rock Road with Belt Boulevard. The connection of both system (railroad and traffic) will help in the coordination of the traffic timing and the gates operation when a train is arriving to the intersection of the railroad

tracks with Broad Rock Road. This will improve the safety to motorists crossing this railroad tracks on this road.

A total estimate cost for this project is \$64,744 of which \$30,314 will be assigned to CSX. The other portion of \$34,430 will be assigned to the City from federal and state allocation funds (Federal \$27,282.60 and State \$3,031.40).

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Lory Markham", written in a cursive style.

Lory Markham
Acting Secretary, City Planning Commission