

# Future Land Use

Future land use designations are both visionary and strategic, and include language about how the area should look and feel in the future, but do not specify what an owner can or cannot legally do with their property.

Future land use is an important tool in helping communities envision the future of a place without getting into the implementation of how, specifically, the buildings, streets, public spaces, and parks will be designed and built.

Once a future land use map is adopted, the City and others, utilize various tools (zoning, streetscape projects, park and open space projects, transportation improvements, and economic development programs) to achieve its vision.

Each Future Land Use Category is realized with a variety of zoning districts. Each Future Land Use Category does not align with only one zoning district, but rather, several zoning districts.

Each Node has a varying set of future land use designations, depending on the unique characteristics and scale of the Node. See the previous section for descriptions of the Priority Growth Nodes and the Appendix C for all the other Node descriptions.

The future land use map shown in Figure 11 depicts the city with 10 different future land use designations described in detail in this section. Each future land use designation is described with the following elements:

- **Description:** a brief sentence conveying the general intent of the district.
- **Development Style:** describes how the area looks and feels today and provides general guidance on how new development should look and feel.
- **Ground Floor:** some of the categories include descriptions of how the ground floor should be designed and used.
- **Mobility:** describes how people are envisioned to move around the area.
- **Intensity:** describes the prevailing lot size and general heights of the buildings.
- **Primary Uses:** describes the predominant uses that are found in the area and that establish the basic characteristics of the area.
- **Secondary Uses:** describes the supporting uses that are sometimes found in the area.

The aforementioned characteristics are intended to provide general guidance on the future look and feel of areas of the city. The future land use categories are not zoning. Revising the Zoning Ordinance to implement the vision of the future land use map is a Big Move identified in the Implementation Chapter to advance the vision and goals outlined in *Richmond 300*.



## Residential

Neighborhood consisting primarily of single-family houses on large- or medium-sized lots more homogeneous in nature.

**Development Style:** Houses on medium-sized and large-sized lots in a largely auto-dependent environment. Homes are setback from the street. Future developments continue and/or introduce a gridded street pattern to increase connectivity. Future single-family housing, accessory dwelling units, duplexes, and small multi-family residential buildings are built to a scale and design that is consistent with existing buildings.

**Ground Floor:** Not applicable.

**Mobility:** Bicycle and pedestrian access are prioritized and accommodated. Low residential density means that it is not possible to provide frequent transit within these areas;

however, frequent transit may be found at the edges of these areas within more intense future land use designations. Many homes have driveways and/or garages, which are located off an alley behind the home if an alley is present.

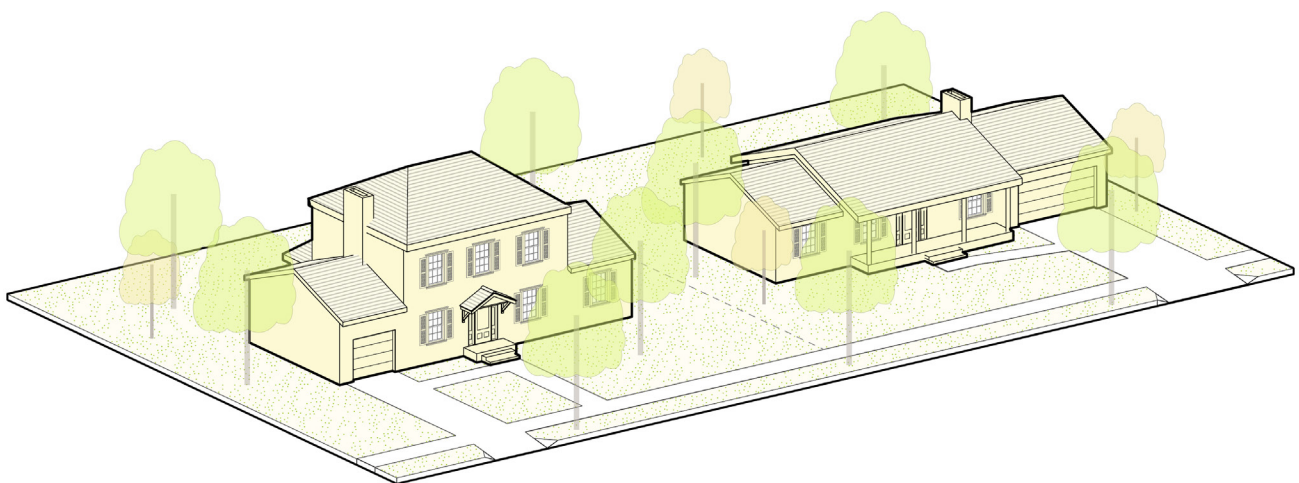
**Intensity:** Buildings are generally one to three stories. Lot sizes generally range up to 5,000 to 20,000+ sq. ft. Residential density of 2 to 10 housing units per acre.

**Primary Uses:** Single-family houses, accessory dwelling units, and open space.

**Secondary Uses:** Duplexes and small multi-family buildings (typically 3-10 units), institutional, and cultural. Secondary uses may be found along major streets (see Street Typologies Map).



Duplexes, also known as two-family homes [top], and small multi-family buildings [bottom] are secondary uses.

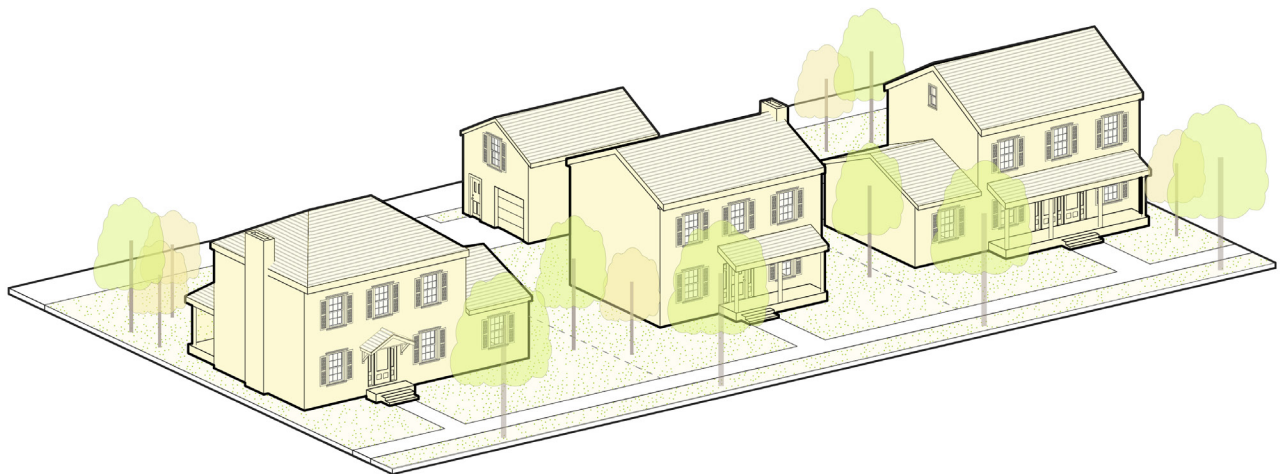


Residential Diagram 1



When the neighborhood lacks alleys, such as the ranch style homes [top], driveways may be present; however, if the neighborhoods has alleys, driveways are not advised as shown in the large estate home [bottom].

Homes in the Residential category may be rather close to one another on medium-sized lots [top] or further apart on larger lots [bottom].



Residential Diagram 2

## Neighborhood Mixed-Use

Existing or new highly-walkable urban neighborhoods that are predominantly residential with a small, but critical, percentage of parcels providing retail, office, personal service, and institutional uses.

**Development Style:** These areas feature a variety of building types that are close to one another and create a unified street wall. The building size, density, and zoning districts for these areas vary depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Setbacks, plazas, and parks create a sense of place and community gathering areas. New developments on larger parcels continue or introduce a gridded street pattern to increase connectivity within the neighborhood and to adjacent neighborhoods. In historic

neighborhoods, small-scale commercial uses exist today or should be allowed to reestablish. In new neighborhoods, small scale commercial buildings should be introduced.

**Ground Floor:** Regardless of use, buildings should engage the street with features such as street-oriented façades with windows and door openings along street frontages. Appropriate setbacks, open space, front porches, elevated ground floors, and other features that provide a sense of privacy should be provided for residential uses.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveways are prohibited on Priority and Principal Street frontages. Vehicular access to parcels should use alleys wherever possible.

Parking areas should be located to the rear of street-facing buildings.

**Intensity:** Building heights are generally two to four stories. Buildings taller than four stories may be found along major streets (see Street Typologies Map). Parcels are generally between 1,500 and 5,000 sq. ft.

**Primary Uses:** Single-family houses, accessory dwelling units, duplexes, small multi-family buildings (typically 3-10 units), and open space.

**Secondary Uses:** Large multi-family buildings (10+units), retail/office/personal service, institutional, cultural, and government.



### Neighborhood Mixed-Use Diagram

A mix of housing types with features that engage the street and opportunities for small-scale commercial uses at the corner.



Neighborhood mixed-use areas are predominantly residential with various home styles (top row) and a small percentage of non-residential uses, such as restaurants, churches, and retail (bottom row).



### Neighborhood Mixed-Use Perspective

Residential buildings address the street but are slightly set back to provide residents with a sense of privacy.

## Community Mixed-Use

Cluster of medium-density, walkable commercial and residential uses that provide neighborhood services to nearby residential communities and sometimes feature regional attractions.

**Development Style:** The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Uses may be mixed horizontally in several buildings on a block or vertically within the same building. Developments continue or introduce a gridded street pattern to increase connectivity.

**Ground Floor:** 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.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off alleys whenever possible; new driveways are prohibited on priority and principal streets. Parking areas are located within the structure and to the rear of buildings and require screening; shared parking requirements are encouraged.

**Intensity:** Buildings generally ranging from two to six stories, based on street widths and depending on the historic context and stepping down in height adjacent to residential areas, as necessary. New buildings that are taller than historical buildings should step back from the build-to line after matching the height of the predominant cornice line of the block.

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

**Secondary Uses:** Single-family houses, institutional, and government.



### Community Mixed-Use Diagram

The building size, density, and zoning districts for these areas may vary depending on historical densities and neighborhood characteristics. The common theme among all Community Mixed-Use areas is that a mix of uses are allowed and buildings must address the street.



Community mixed-use areas have commercial and residential buildings built to the sidewalk and parking located at the curbside or at the rear of the building.



### Community Mixed-Use Perspective

Residential and commercial buildings with windows and doors that open to the street enliven the sidewalk and help create an engaging environment with street trees, sidewalks, and no off-street parking visible from the street.

## Corridor Mixed-Use

Found along major commercial corridors and envisioned to provide for medium- to medium-high-density pedestrian- and transit-oriented development.

**Development Style:** The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. Future development should generally complement existing context. Uses may be mixed horizontally in several buildings on a block or vertically within the same building. Developments continue introduce a gridded street pattern to increase connectivity.

**Ground Floor:** Ground floor uses engage with, and enliven, the street. Monolithic walls are discouraged, while windows,

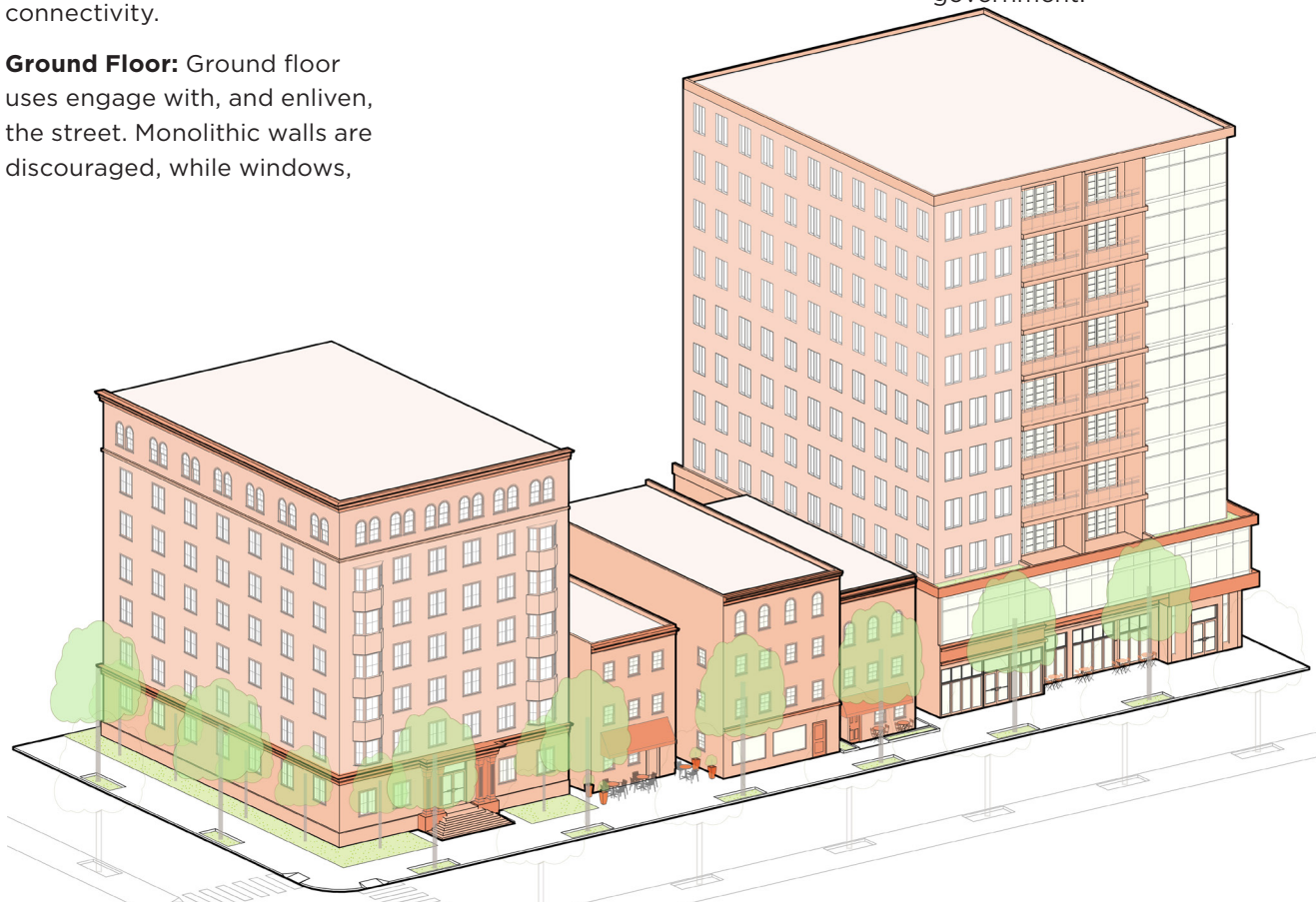
doors, storefronts, and other features that allow transparency and interaction between building and street are encouraged. Active commercial ground floor uses are required on street-oriented commercial frontages.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off alleys whenever possible; new driveways are prohibited on priority and principal streets. Parking areas are located within the structure and to the rear of buildings and require screening; shared parking requirements are encouraged.

**Intensity:** Buildings generally ranging from two to ten stories, based on street widths and depending on the historic context and stepping down in height adjacent to residential areas. New buildings that are taller than historical buildings should step back from the build-to line after matching the height of the predominant cornice line of the block.

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

**Secondary Uses:** Single-family houses, institutional, and government.



### Corridor Mixed-Use Diagram

The building size, density, and zoning districts for these areas may vary significantly depending on historical densities and neighborhood characteristics. In some areas, the Corridor Mixed-Use will look like the three buildings in the middle and in other areas, taller buildings are appropriate. The common theme among all Corridor Mixed-Use areas is that a mix of uses are allowed and buildings must address the street.



Corridor Mixed-Use areas have commercial and residential buildings built to the sidewalk and parking located at the curbside or at the rear of the building.



### Corridor Mixed-Use Perspective

Residential and commercial buildings with windows and doors that open to the street enliven the sidewalk and help create an engaging environment with street trees, sidewalks, and no off-street parking visible from the street.

## Industrial Mixed-Use

Formerly traditional industrial areas that are transitioning to mixed-use because of their proximity to growing neighborhoods and changes in market conditions. These areas may still retain some light industrial uses.

**Development Style:** A mix of building types with low-scale, post-industrial buildings that are adapted for a new use are adjacent to new taller residential and/or office buildings. These areas allow "maker uses" to continue while encouraging more individuals to live, work, and play in the area. Buildings should have street-oriented façades with windows and door openings along street frontages. New light industrial uses are compatible

with residential and office uses, and are attractively buffered. New developments continue or introduce a gridded street pattern to increase connectivity.

**Ground Floor:** 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.

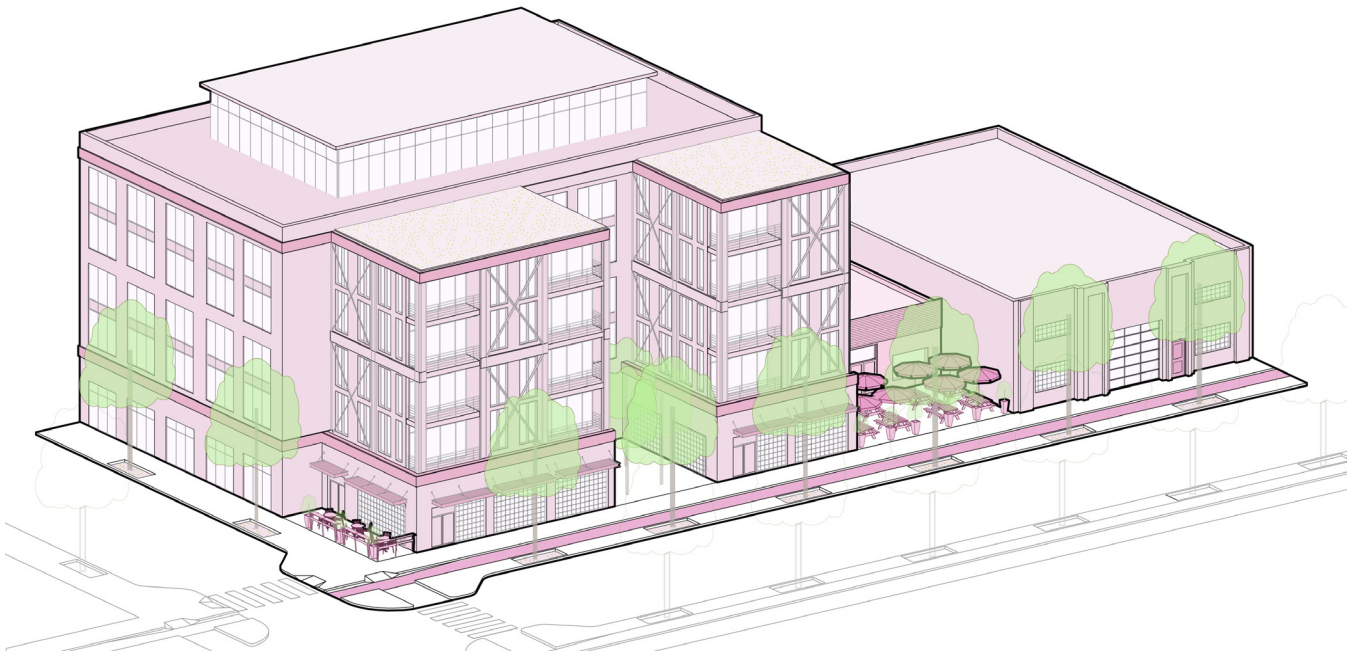
**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveway entrances are prohibited on priority and

principal street frontages and minimal driveway entrances are allowed on secondary streets. Vehicular access to parcels should use alleys where possible. Loading for trucks must be provided off-street. Parking lots and parking areas should be located to the rear of street-facing buildings.

**Intensity:** Medium- to high-density, three to eight stories.

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

**Secondary Uses:** Institutional and government.



### Industrial Mixed-Use Diagram

A mix of building types with low-scale, post-industrial buildings adjacent to new taller residential and/or office buildings.



Industrial mixed-use areas feature residential, retail, office, and light industrial users in buildings that are a historic renovations [top] or new construction [bottom].



#### Industrial Mixed-Use Perspective

Ground floor uses engage with and enliven the street. Buildings have street-oriented façades with windows and door openings along street frontages.

## Destination Mixed-Use

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.

**Development Style:** 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:** 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.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off 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.

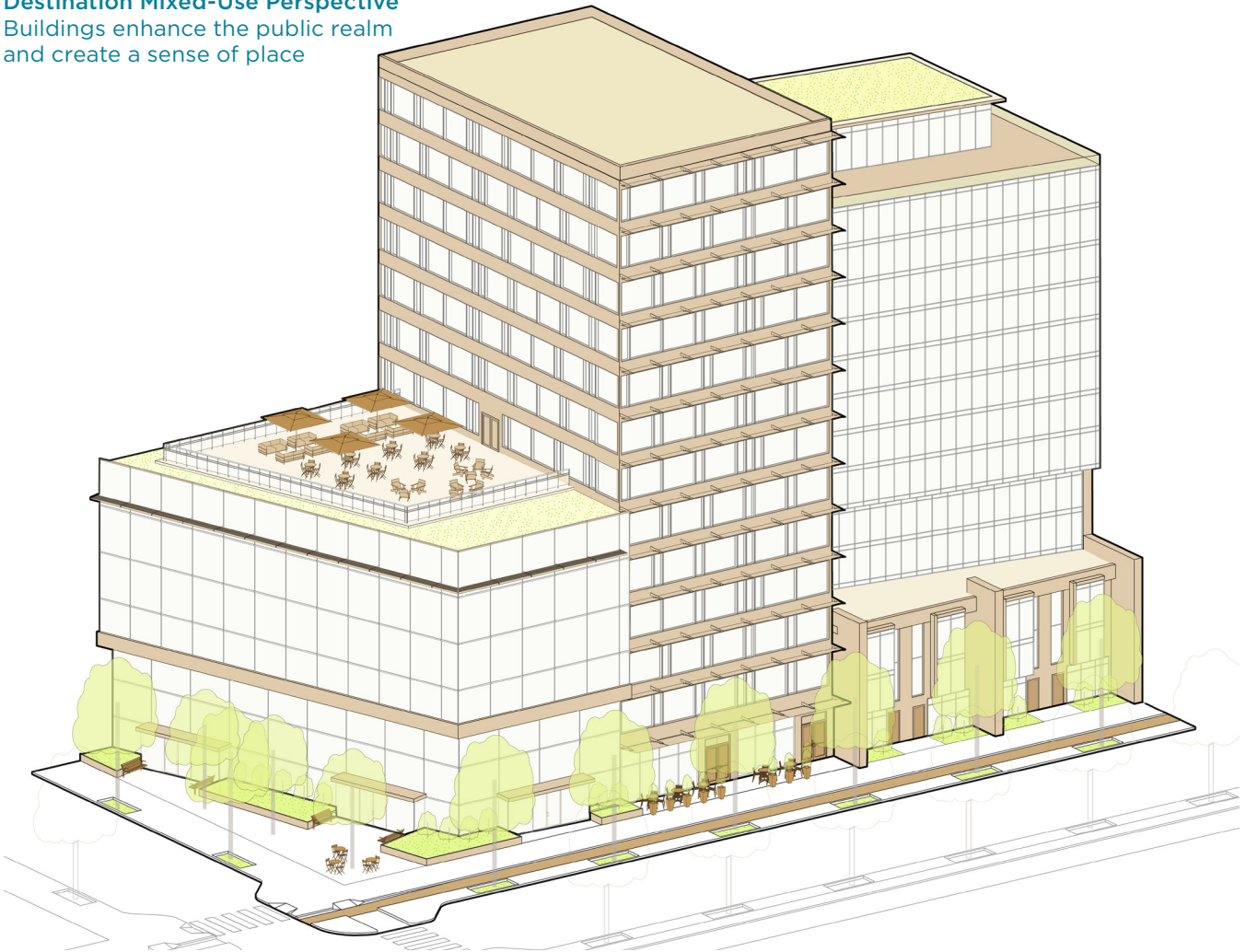


Destination mixed-use areas include a mix of commercial and residential buildings with features that encourage walking and buildings that are generally at least five stories tall.



### Destination Mixed-Use Perspective

Buildings enhance the public realm and create a sense of place



### Destination Mixed-Use Diagram

Higher-density, transit-oriented development encouraged on vacant or underutilized sites. Future development is urban in form and may be of larger scale than existing context.

## Downtown Mixed-Use

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.

**Development Style:** Higher-density pedestrian- and transit-oriented development encouraged on vacant or underutilized sites. Historic buildings are adapted for new uses. Future 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.

New developments continue or introduce a gridded street pattern to increase connectivity.

**Ground Floor:** 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 required on street-oriented commercial frontages.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. Driveway entrances are required to be off alleys whenever possible; new driveways

are prohibited on priority and principal street frontages. Surface parking is prohibited as a principal use. Parking requirements are substantially less in these areas than other areas of the City and are largely eliminated.

**Intensity:** Buildings typically a minimum height of five stories.

**Primary Use:** Retail/office/personal service, multi-family residential, cultural, institutional, government, and open space.

**Secondary Uses:** Not applicable.



### Downtown Mixed-Use Perspective

The architectural variety of historic and new construction creates visual interest and tells a compelling story about the evolution of Richmond's built environment.



The tallest buildings in the city with a mix of commercial and residential buildings with features that encourage walking.



### Downtown Mixed-Use Diagram

The most intense of all the land uses, downtown mixed-use features the tallest buildings in Richmond which are often alongside shorter, historic buildings that have been adapted and reused for new uses.

## Industrial

Manufacturing and production areas that primarily feature processing, research and development, warehousing, and distribution.

**Development Style:** The arrangement of structures, parking and circulation areas, and open spaces should recognize the unique needs of industrial users. Industrial areas have a design aesthetic that buffers industrial uses from other adjacent uses.

**Ground Floor:** Not applicable.

**Mobility:** Pedestrian, bicycle, and transit access is accommodated. Bike parking is provided. Parking lots and parking areas are located to the rear of street-facing buildings. Vehicle entrances are located off alleys or secondary streets.

**Intensity:** One to three stories with exceptions for unique building features relating to that industrial use.

**Primary Uses:** Industrial and open space.

**Secondary Uses:** Retail/office/personal service.



Industrial users range in scale and level of intensity of production and manufacturing.

## Institutional

Public and quasi-public entities, such as local, state, and federal government, hospitals, universities, schools, and religions institutions.

**Development Style:** Several buildings owned by an institution are often connected by an engaging character that creates a campus-like environment.

**Ground Floor:** Active commercial ground floor uses are 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 façades with setbacks, front yards, and balconies where appropriate.

**Mobility:** Pedestrian, bicycle, and transit access are prioritized and accommodated. Bike parking is provided. New driveway entrances are prohibited on priority and principal street frontages and minimal driveway entrances are allowed on secondary streets. Ground floor parking is prohibited on principal street frontages.

**Intensity:** Varies.

**Primary Uses:** Institutional, cultural, government, and open space.

**Secondary Uses:** Retail/office/personal service and multi-family.



There are several campuses throughout Richmond. A campus is a contiguous space with multiple buildings connected by park-like open space.

## Public Open Space

Public and quasi-public parks, recreation areas, open spaces, and cemeteries.

**Development Style:** Includes passive and active recreation, natural habitats, cemeteries, and large plazas.

**Ground Floor:** Not applicable.

**Access:** 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. Bike parking and other such amenities are provided as well.

**Density/Height:** Not applicable.

**Primary Uses:** Open space.

**Secondary Uses:** Cultural, institutional, and governmental.



Parks in Richmond have many features, including playgrounds [top], passive recreation areas [middle], and garden-like settings [bottom].



Parks are a variety of scales, ranging from regional parks, like the James River Park System [top] to community gardens [left] and pocket parks [right].