

### Draft Future Land Use Categories

	General Description	Development Style	Mode hierarchy	Ground floor use	Vehicular Access/Parking	Density /Height	Primary Uses	Secondary Uses
<b>Downtown</b>	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.	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. Plazas and setbacks create an engaging street life. Many buildings are vertically mixed-use.	1) Pedestrian 2) Transit 3) Bike 4) Automobile 5) Freight	Active commercial ground floor uses required on street-oriented commercial frontages. Active ground floor uses and design required on priority street frontages. Monolithic walls are prohibited.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on street-oriented commercial and priority street frontages. Surface parking 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 by shade trees Parking requirements are substantially less in these areas than other areas of the city and are largely eliminated.	High density, buildings typically a minimum height of 5 stories.	Diverse mix of office, retail, personal service, multi-family residential, and cultural uses.	Institutional and governmental uses, plazas, squares, pocket parks, and open space
<b>Nodal Mixed-Use</b>	Transit-oriented district located immediately adjacent to the Pulse BRT or other frequent transit service, and/or planned transit improvements at key gateways and prominent places in the city in order to provide for significant, urban-form development in appropriate locations.	Higher-density pedestrian- and transit-oriented development encouraged on vacant and underutilized sites; new development should be urban in form and may be larger scale than existing context. Development should enhance the public realm and create a sense of place. Many buildings are vertically mixed-use.	1) Pedestrian 2) Transit 3) Bike 4) Automobile 5) Freight	Highly active street frontages and urban design features that encourage pedestrian activity required. Monolithic walls are prohibited.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on street-oriented commercial and priority street frontages. Surface parking 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 by shade trees. Parking requirements are reduced to allow more market-based parking strategies, including shared parking.	High density, buildings typically a minimum height of 5 stories.	Office, retail, personal service, cultural, and multi-family residential.	Institutional and governmental uses, plazas, squares, pocket parks, and open space
<b>Corridor Mixed-Use</b>	Found along major commercial corridors and envisioned to provide for medium-density pedestrian- and transit-oriented development.	The building size, density, and zoning districts for these areas will vary depending on historic densities and neighborhood characteristics. New development should be in scale with existing context or respond to unique site characteristics and opportunities for redevelopment. Uses are usually mixed horizontally in several buildings on a block, rather than vertically mixed-use buildings.	1) Pedestrian 2) Transit 3) Bike 4) Automobile 5) Freight	Active commercial uses required on principal street frontages. Ground floor residential uses should have street-oriented facades with setbacks, front yards, porches, and balconies where appropriate. Monolithic walls are prohibited.	Driveway entrances required to be off alleys whenever possible; new driveways prohibited on street-oriented commercial and priority street frontages. Parking lots and areas are located on the rear of buildings and require screening; shared parking requirements are encouraged to allow for commercial development while ensuring adequate residential parking.	Medium density, buildings generally ranging from 2 to 10 stories	Office, retail, personal service, cultural, and multi-family residential	Institutional and governmental uses, plazas, squares, pocket parks, and open space.
<b>Neighborhood Mixed-Use</b>	Cohesive highly-walkable urban neighborhoods that are predominantly residential but have a mix of retail, office, and institutional uses, which are usually found on major roads and at corner sites.	The building size, density, and zoning districts for these areas will vary depending on historic densities and neighborhood characteristics. New development should be in scale with existing context. These areas feature variety of building types. Setbacks, plazas and parks create a sense of place and community gathering areas.	1) Pedestrian 2) Transit 3) Bike 4) Automobile 5) Freight	Regardless of use, buildings should have street-oriented facades with windows and door openings along street frontages. Appropriate setbacks and open space should be provided for residential uses.	New driveway entrances prohibited on priority streets. Vehicular access to parcels should use alleys where possible. Parking lots and parking areas should be located to the rear of street-facing buildings.	Low to medium density, 2 to 8 stories	Single-family and small-to-mid-size multi-family residential	Large multi-family residential, retail, office, personal service, cultural, institutional and governmental uses, plazas, squares, pocket parks, and open space.
<b>Industrial</b>	Manufacturing and production areas that primarily feature processing, research and development, warehousing, and distribution.		1) Pedestrian 2) Freight 3) Automobile 4) Transit 5) Bike			Low density, 1 to 3 stories.	Industrial	Office

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<b>Industrial Mixed-Use</b>	Traditionally industrial areas that are transitioning to mixed-use due to their proximity to growing neighborhoods, but may still retain some light industrial uses.	Non-industrial use buildings should have street-oriented facades with windows and door openings along street frontages. New light industrial uses are compatible with residential and office uses.	1) Pedestrian 2) Automobile 3) Freight 4) Transit 5) Bike	Streetscape accommodates truck access but allows for multi-modal uses.	New driveway entrances prohibited on principal streets and minimal driveway entrances allowed on secondary streets. Vehicular access to parcels should use alleys where possible. Parking lots and parking areas should be located to the rear of street-facing buildings.	Medium density, 3 to 8 stories	Industrial, multi-family residential, office, retail, and personal service.	Cultural, institutional and governmental uses, plazas, squares, pocket parks, and open space.
<b>Institutional</b>	Public and quasi-public entities, such as local, state, and federal government, hospitals, universities, and schools.	Several buildings owned by an institution often connected by an engaging public realm that create a campus-like environment.	1) Pedestrian 2) Bike 3) Transit 4) Automobile 5) Freight	Active commercial uses on ground floors are required on primary street 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 facades with setbacks, front yards, and balconies where appropriate.	New driveway entrances prohibited on primary streets and minimal driveway entrances allowed on secondary streets. Ground floor parking prohibited on primary street frontages	Varies	Institutional and governmental uses, community centers, libraries, museums, police and fire precincts, hospitals, and schools.	Retail, personal service, cultural, multi-family residential, plazas, squares, and pocket parks.
<b>Public Open Space</b>	Public and quasi-public parks, recreation areas, open spaces, and cemeteries.	Includes passive and active recreation, natural habitats, cemeteries, and large plazas	1) Pedestrian 2) Bike 3) Transit 4) Automobile 5) Freight					
<b>Low-Density Residential</b>	Single-family detached homes on large lots and also including accessory dwelling units, duplexes, parks, and open space.	The homes are generally spaced rather far apart in an auto-dependent built environment. Sometimes, mid-to-large multifamily buildings are found in the residential areas but these are a rare exception.	1) Pedestrian 2) Automobile 3) Bike 4) Transit 5) Freight	residential	Driveways usually off the main road, but occasionally off alleys. Most homes have driveways and/or garages	lot sizes ranging from 7,500 to 20,000+ sf	single-family homes	accessory dwelling units, mid-to-large multi-family (rarely), schools, libraries, plazas, squares, and pocket parks.
<b>Medium-Density Residential</b>	Single-family detached and attached homes, duplexes, and triplexes on small lots and also including accessory dwelling units, small- and medium-sized multi-family buildings, parks, and open space.	The homes are quite close to one another and the built environment is walkable but still requires a car for most major trips. Small multi-family buildings (2-8 units) may be found within the core of the neighborhood and mid-to-large multi-family buildings are found on the major corridors.	1) Pedestrian 2) Bike 3) Transit 4) Automobile 5) Freight	residential	Driveways usually off alleys. Many homes have garages, but many homes also park on the street	lot sizes less than 6,000 sf	single-family homes, duplexes, triplexes	accessory dwelling units, multi-family residential, schools, libraries, plazas, squares, and pocket parks.