

9819



Application for SPECIAL USE PERMIT

Department of Planning and Development Review
Land Use Administration Division
900 E. Broad Street, Room 511
Richmond, Virginia 23219
(804) 646-6304
<http://www.richmondgov.com/>

RECEIVED
NOV 4 2015

LAND USE ADMINISTRATION

Application is hereby submitted for: (check one)

- special use permit, new
- special use permit, plan amendment
- special use permit, text only amendment

Project Name/Location

Project Name: Abbington on Hull Street Date: 10-06-2015

Property Address: 6140 Hull St Road Tax Map #: C007058804

Fee: \$2,400 Total area of affected site in acres: 18.3
(See page 3 for fee schedule, please make check payable to the "City of Richmond")

Zoning

Current Zoning: R-3

Existing Use: Undeveloped
Is this property subject to any previous land use cases?
Yes No

If Yes, please list the Ordinance Number:

Proposed Use

(Please include a detailed description of the proposed use in the required applicant's report)

Multifamily apartments with clubhouse/office

Applicant/Contact Person: Matthew Monroe

Company: Rea Ventures Group

Mailing Address: 2964 Peachtree Rd NW

City: Atlanta State: GA Zip Code: 30305

Telephone: (404) 250-4093 Fax: (404) 250-4091

Email: mattmonroe@reaventures.com

Property Owner: Rappahanock Christian Church

If Business Entity, name and title of authorized signee: Scot Katona- Treasurer

(The person or persons executing or attesting the execution of this Application on behalf of the Company certifies that he or she has or have been duly authorized and empowered to so execute or attest.)

Mailing Address: PO Box 1111

City: Dunnsville State: VA Zip Code: 22454

Telephone: (804) 443-3368 Fax: (804) 443-2219

Email: sakatona@verizon.net

Property Owner Signature: Rappahanock Christian Church by Scot A. Katona Treasurer

The names, addresses, telephone numbers and signatures of all owners of the property are required. Please attach additional sheets as needed. If a legal representative signs for a property owner, please attach an executed power of attorney. **Faxed or photocopied signatures will not be accepted.**

NOTE: Please attach the required plans, checklist, and a check for the application fee (see Filing Procedures for special use permits)



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- _____
- _____

Proposed Use

(Please include a detailed description of the proposed use in the required applicant's report)

Multifamily apartments with clubhouse/office

Applicant/Contact Person: Matthew Monroe

Company: Rea Ventures Group

Mailing Address: 2964 Peachtree Rd NW

City: Atlanta State: GA Zip Code: 30305

Telephone: (404) 250-4093 Fax: (404) 250-4091

Email: mattmonroe@reaventures.com

Property Owner: First Baptist Church Endowment Fund, Inc.

If Business Entity, name and title of authorized signee: Mr. Kim Boys- Treasurer

(The person or persons executing or attesting the execution of this Application on behalf of the Company certifies that he or she has or have been duly authorized and empowered to so execute or attest.)

Mailing Address: 2709 Monument Ave

City: Richmond State: VA Zip Code: 23220

Telephone: (804) 677-4611 Fax: ()

Email: k1boys2@verizon.net

Property Owner Signature: [Signature]

The names, addresses, telephone numbers and signatures of all owners of the property are required. Please attach additional sheets as needed. If a legal representative signs for a property owner, please attach an executed power of attorney. Faxed or photocopied signatures will not be accepted.

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Applicant's Report

Subject Property: 6140 Hull Street Road
Tax Map Reference No: C0070588004

To:

City of Richmond
Department of Planning
and Development Review
900 East Broad Street
Richmond, Virginia 23219

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LAND USE ADMINISTRATION

Submitted By:

Rea Ventures, LLC
2964 Peachtree Rd, NW
Atlanta, Georgia 30305

I. Introduction

The applicant proposes an eighty-eight (88) unit apartment development on the above referenced tract consisting of four residential buildings (two and three stories) and a clubhouse/management office building. The design will be in harmony with the surrounding area and in accordance with the design elements noted in the Hull St. Corridor Revitalization Plan ("Hull St Plan" hereafter). Further, it will support objectives of the Hull St. Plan in increasing walkability, increasing the stock of affordable rental housing in the area, and general new development.

II. Site

The subject property, 6140 Hull Street Road, Richmond, Virginia consists of a vacant, irregular shaped tract of approximately 18.3 acres located on the north side of Hull Street Road, immediately to the east of Elkhardt Middle School and in the vicinity of Chippenham Mall. It is a singular parcel -- Tax Map C0070588004. The tract is a heavily wooded site with slope leading down to Pocosham Creek, which contains flood zones, flood ways and resource protection areas. The subject property has approximately 565 feet of frontage along Hull Street Road.

The subject property is situated among a mixture of zoning classifications. The subject property is zoned R-3. Adjacent to the east across Pocosham Creek and

extending to the northeast of the subject are single family homes likewise in an R-3 district. To the south, across Hull Street Road, there are a mixture of uses within a B-2 district. Extending to the east along Hull Street Road and across nearby Derwent Road are R-43 and R-48 zoning districts with existing multifamily developments. As noted, adjacent to the west of the subject property is Elkhardt Middle School, with uses beyond the school consisting of B-3 (Chippenham Mall), RO-1, and a large developed area zoned R-43.

III. Proposed Use

The applicant proposes to develop the subject property into eighty eight (88) rental apartment units in four (4) two and three story walk-up structures of sixteen (16) and twenty four (24) units each respectively. A separate building will contain amenities for tenants (community room, fitness room, computer room, etc) and a management office. The property use will be entirely a multi-family use.

The proposed development would contain a mix of 1, 2, and 3 bedroom units and will be marketed and reserved for working persons and families earning up to 60% of Area Median Income (adjusted by household size). This product generally attracts tenants already living and/or working in the area surrounding the subject property ("Primary Market Area") who are currently "rent overburdened", which is defined as having to pay more than 30% of gross monthly income for housing. The proposed apartments will NOT be rent subsidized, however, will offer rents levels that are affordable relative to tenants' incomes.

IV. Design

The design of the buildings and site seeks to acknowledge specific conditions on the site (namely topography, shape, location of stream/floodways/Resource Protection Areas, and surrounding roads and structures) while also honoring design elements or goals encouraged in the Hull St Plan. Namely, Building 1 as shown on the plan and the clubhouse will front Hull St in an urban oriented manner by massing against the street (versus a more set back orientation common in suburban settings). This building will address Hull Street by situating close to the right of way and by having small sidewalks connecting to the main sidewalk at Hull St. No parking will be between this building and the street, again in support of an urban, street facing design. These units will present as or have elements of townhomes, though they will be garden or flat type units (see elevations). This building along with the clubhouse and site entrance will consume as much Hull St frontage as possible with the remaining buildings oriented within the site.

The remaining three residential buildings will be situated along the western boundary of the property on the interior of the site. This is the most buildable portion of the site, is away from the single family homes to the east, and of course out of the stream/flood/RPA areas. It also enables taking advantage of the site's natural contour for detention pond/bioretenion/BMP as shown in the site plan.

In consultation with the City of Richmond Planning & Development Review staff and Public Utilities - Stormwater division, and with reference to the transportation master plan and Hull St. Plan, the site design accommodates a City of Richmond bicycle/pedestrian path/easement from Hull Street to connect at or near Whitehead Road to the northwest, as depicted on the site plan. This approximate route will be entirely located outside of the determined Resource Protection Area ensuring it does not impact or trigger Water Quality and VA Dept of Environmental Quality reviews, programs and requirements.

This path will encourage interconnectivity between Whitehead and Hull St via the school fields. Direct access to/from the site to Hull St will be enabled as well. Further transportation goals will be enabled with future Hull St redesign to a 4-lane divided road per the City's preliminary design and proposed typical section. The site is also within a ¼ mile of a bus stop, thus being compatible with mass transit transportation.

III. Apartment Amenities.

The apartments will be garden or flat style units. They will be built to (and certified) Earthcraft Gold or Platinum level standards thus ensuring high energy efficiency and environmental responsibility in material sourcing. All apartments will be wired for telephony, cable, and high speed internet. All units will supply kitchen appliances of at least 16 cu ft refrigerator, dishwasher, stove, and range. All appliances, windows and HVAC will meet Energy Star or higher certifications. All units will have carpet or luxury vinyl tile in living/kitchen areas, carpet in bedrooms, ceiling fans in living room and all bedrooms, closets in each bedroom, laundry hookups and closet, and window blinds.

IV. Appropriateness.

No singular development can solve or address all goals of a local area revitalization plan. Our proposal, however, addresses several elements of the Hull St Plan. In the Hull St Plan, see the following pages, by topic:

Walkability

- ES-6 and ES-9 for general walkability/pedestrian goals
- p.13 illustrating weak/disconnected block structure as it pertains to Whitehead connectivity
- p. 87 illustrating green corridors as connectivity
- p. 96 supporting biking, walking and connectivity

Design

- p. 131 - Again, the development will have elements of and present as townhomes in its design, as encouraged in the Hull St. Plan
- General green or sustainable development goals noted in the plan will again be achieved primarily via achieving Earthcraft Gold or Platinum level construction and the requirements within that program. The BMP/bioretenion area will be constructed along the contour of the site, thus eliminating need for retaining walls and other heavy measures. Approximately half the site will remain preserved and undisturbed.

Affordable Housing & Demographics:

- p. ES-6 item 5 – “Protect existing residential communities while creating new housing for a range of income levels”
- pages 50-55 for overview on cost burden renters and need for affordable housing in the area.

V. Community Outreach

Upon submission of this SUP application, the applicant will reach out to area neighborhood communities to schedule and host one or more information sessions. City of Richmond Planning & Development Review staff will be copied and notified of all such meetings and locations.

VI. Findings of Fact.

The proposed special use will NOT:

1. **Be detrimental to the safety, health, morals and general welfare of the community involved.** There are no detriments of the proposed use to safety, health, morals, and general welfare of the community involved. The proposed use is 100% residential. We anticipate that the provision of adequate, safe, and healthy housing will provide a benefit to the welfare of the community by adding new and improved affordable housing opportunities. To ensure safety goals are achieved, the development will be managed by a full-time, on-site property manager (on call 24/7). The property manager will be closely overseen by a property management firm versed in compliance and asset management. Tenants will be screened like any other apartment – adequate credit, criminal and income. No bad behavior is tolerated – misbehavior or failure to pay will result in eviction, thus assuring any bad elements do not persist at the development.
2. **Tend to create congestion in the streets, roads, alleys, and other public ways and places in the area involved.**

The traffic plan for the portion of Hull Street at and adjacent to the site calls for a 4-lane divided road with a 16' wide median. This would make the development a right-in and right-out only for vehicles, thus controlling egress/ingress. The entrance is positioned comfortably away from and between stoplights on Hull St, thus reducing driver confusion during egress/ingress.

Per the Hull St. Plan, Average Daily Traffic (ADT) along Hull Street has decreased. However, as a main artery, it is capable of handling much more than its current levels.

The City's preliminary design calls for a 10' wide shared path/sidewalk along the Hull St border of the site. This is a public improvement and out of the developer's scope, however, the site is designed with connectivity and in harmony with this proposed sidewalk. Once sidewalks are built along Hull St our site will be fully connected for pedestrians.

There are two bus stops within a quarter of a mile of the main entrance of the subject property – one at Hull and Derwent (west bound lanes) and one across from Elkhart School (east bound lanes). Many residents are expected to use this mode of public transportation, thus reducing traffic in and around the site. Further enhancing the sidewalk network along Hull St will provide a safe means to travel to and from the bus stops.

As part of the design, we have outlined an allowance on the site for a public, greenway bike/pedestrian trail through the site in accordance with the Hull St. Plan and in harmony with goals of the Midlothian District Transportation Plan (date). This will encourage foot and bike traffic for not only the residents of the development but also other area residents, thus helping reduce vehicular traffic and enhancing interconnectivity. It will reduce foot traffic on portions of Whitehead Rd which is currently inadequate and dangerous for pedestrians.

3. Create hazards from fire, panic, or other dangers. The proposed use is 100% residential. All local, state and federal building codes, including fire and life safety, will be met or exceeded. Specifically, the buildings will have fire sprinklers and smoke detectors in all units and fire alarm pulls in all buildings. All units will be pre-wired for telephone, internet, and cable service, providing multiple means of communication for potential life safety concerns (911, fire alarm, storm warnings, etc). No units will have a fireplace or gas appliances. Management policy will not allow grills to be used on balconies/patios – they must be used in open spaces or use the development provided, permanent grills. All detention/retention pond(s) will be fenced as will be playgrounds and tot lots. The site will be developed in accordance with fire code regulations set forth by the City of Richmond to assure easy access for fire and other emergency vehicles.

4. Tend to cause overcrowding of land and an undue concentration of population. The parcel is approximately 18.3 acres. Actual density will be 4.8 apartment units/acre. Most of the parcel will be undeveloped leaving the existing woods and streams undisturbed on the eastern side. These natural features will provide a robust and deep buffer to adjacent properties and provide open, natural space for residents. The site will feature ample open space options for residents preventing any sense of overcrowding.

5. Adversely affect or interfere with public or private schools, parks, playgrounds, water supplies, sewage disposal, transportation or other public requirements, conveniences and improvements. There are no known negative impacts to any local municipal assets or services. The development will attract a large majority of its tenants from the immediate area – i.e., they already live here and are using these assets/services. Specifically:

- Schools – Adjacent to Elkhardt Middle School (under consideration for renovation and a high priority for school board). A large majority of the residents are expected to come from the immediate area around the property and thus families with children are largely already in the school system.
- Parks and playgrounds. The development will provide a playground for its residents, thus reducing any impact to area parks and playgrounds.
- Water and sewer – early conversations between our civil engineer, Ivan Wu of Timmons Group and DPU show that there is an existing 12” diameter water main at Hull Street and existing sanitary sewer located along three (3) sides of the property. The capacity of both systems appear to be adequate, however, needs to be confirmed by DPU.

Of note, there is a public sewer line shown on the attached survey on the property with no identified, recorded easement. We anticipate the City of Richmond requiring that this easement be surveyed and recorded as a condition of approval.

- Transportation – Average Daily Traffic on Hull St has declined (per the Hull St Plan). Walkability and interconnectivity is further enabled with the trail and pedestrian connectivity to/from the site. The site is on a bus route with stops nearby, thus supporting public transit use.

Generally, this development would be a positive contribution to the immediate area and help achieve objectives identified in the Hull St. Plan. New, attractive construction that is visible and near/adjacent to Hull Street will further the positive look and feel that investment in the area continues, thus helping attract yet more revitalization investment and momentum.

6. Interfere with adequate light and air. As 100% residential, there will be no impact on light access or air quality. As a 3-story garden style with required buffers there will be no shadows cast on adjacent landowners properties. As a residential development there will be no impact on air pollution coming from the site. Garbage will be picked up on a routine weekly schedule and the garbage receptacles will be shielded and setback from Hull St and adjacent properties.