



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/>

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**

Property Address: 3700 Monument Avenue, 1301 A North Hamilton Street Date: 11/25/2020

Tax Map #: W0001663002 / W0001663010 Fee: \$2,400

Total area of affected site in acres: 2.334 Acres

(See **page 6** for fee schedule, please make check payable to the "City of Richmond")

**Zoning**

Current Zoning: R-73 Multifamily Residential District

Existing Use: Surface parking area / Vacant office building

**Proposed Use**

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

Construct multifamily dwelling including 258 dwelling units and accessory uses and parking

Existing Use: Surface parking area / Vacant office building

Is this property subject to any previous land use cases?

Yes

No

If Yes, please list the Ordinance Number: Case No. 61-1971, Case No. 87-1954, Case No. 05-1953  
Ordinance No. 2020-029

**Applicant/Contact Person:** Mark Baker

Company: Baker Development Resources

Mailing Address: 1519 Summit Avenue, Suite 102

City: Richmond State: VA Zip Code: 23230

Telephone: ( 804 ) 874-6275 Fax: ( )

Email: markbaker@bakerdevelopmentresources.com

**Property Owner:** Foreign Mission Board of the Southern Baptist Convention

If Business Entity, name and title of authorized signee: Price Jett – VP Finance

(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: 3806 Monument Ave

City: Richmond State: VA Zip Code: 23230

Telephone: ( 804 ) 219-1275 Fax: ( )

Email: PJett@imb.org

**Property Owner 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.**

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

# APPLICANT'S REPORT

*December 2, 2020,  
Revised February 2, 2021*

*Special Use Permit Request  
3700 Monument Avenue and 1301A N Hamilton Avenue, Richmond, Virginia  
Map Reference Numbers: W-000-1663/002 and W-000-1663/010*

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Submitted to:	<b>City of Richmond</b> Department of Planning and Development Review Land Use Administration 900 East Broad Street, Suite 511 Richmond, Virginia 23219
Submitted by:	<b>Silver Hills Development</b> 72 Wychwood Drive Moreland Hills, OH 44022
Prepared by:	<b>Baker Development Resources</b> 1519 Summit Ave., Suite 102 Richmond, VA 23230

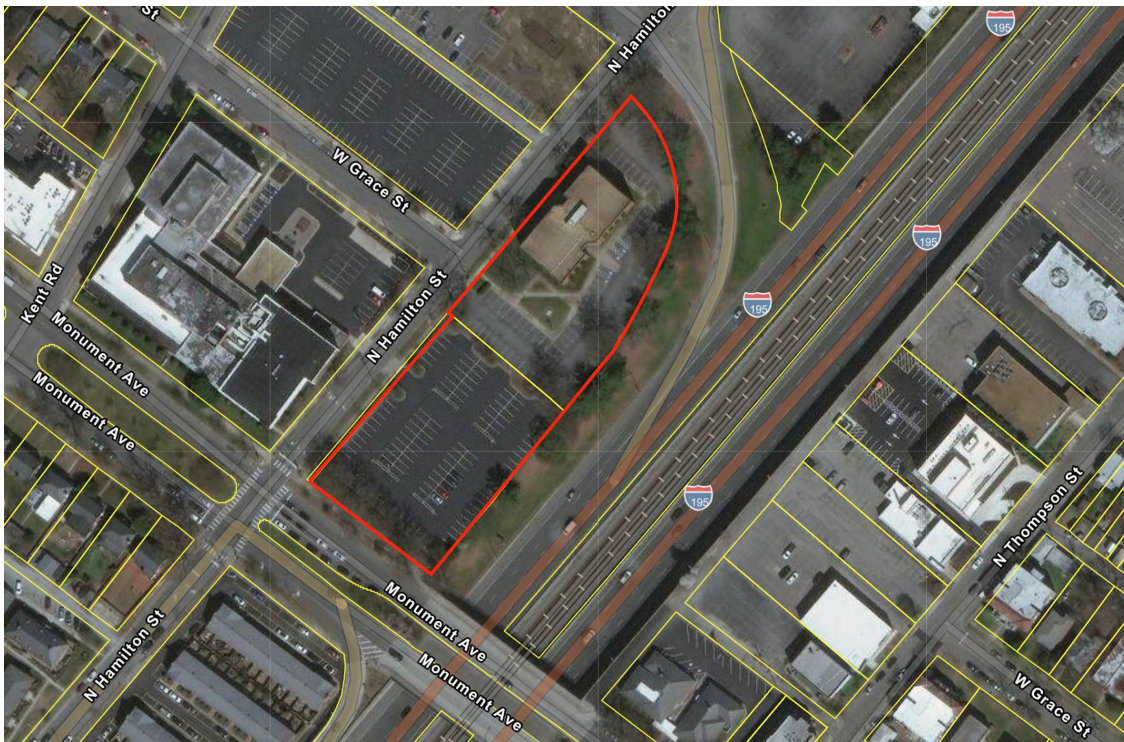
## Introduction

The applicant is requesting a special use permit (the "SUP") for the properties known as 3700 Monument Avenue and 1301A N. Hamilton Street (the "Property"). The SUP would permit the development of a 263-unit multifamily residential development along with accessory uses and structured parking.

## Existing Conditions

### SITE DESCRIPTION AND EXISTING LAND USE

The Property is located on the north side of Monument Avenue between N. Hamilton Street to the west and Interstate 195 to the east. The Property is referenced by the City Assessor as tax parcels W-000-1663/002 and W-000-1663/010. The irregularly shaped Property is roughly 192.99 feet in width and 593.2 feet in depth and contains 2.41 acres (105,041 square feet) of lot area. The Property is improved with a surface parking lot and an office building. The existing building was built in 1981 and contains approximately 17,600 square feet of floor area on three floors.



The other properties in the immediate area are improved with a mixture of uses. To the south across Monument Avenue lies a large multi-family dwelling complex consisting of approximately 192 townhouse-style dwelling units. Immediately north and west of the Property lie a mix of commercial, institutional, and office uses along with surface parking areas. To the southwest are a number of properties that are improved with single-family dwellings and a large multi-family

dwelling complex consisting of approximately 88 dwelling units. To the east, the property abuts the Interstate-195 expressway corridor.

## EXISTING ZONING

The Property is currently zoned R-73 Multifamily Residential, which permits multifamily dwellings subject to certain feature requirements. The land to the west, southwest, north, and east is zoned RO-2 Residential-Office, which permits a mix of uses including office and multi-family dwellings. Land to the south, across Monument Avenue, is zoned R-53 Multifamily Residential which permits a range of residential uses including multi-family dwellings.



## MASTER PLAN DESIGNATION

The Richmond 300 plan recommends “Corridor Mixed-Use” for the Property. The proposed multifamily residential development is consistent with this designation in use as multi-family dwellings are listed as a primary use within that classification. The proposed building and site design are compatible with the plan’s stated goal of providing for “medium to medium-high density pedestrian- and transit-oriented development.” Also consistent with this request, the Richmond 300 Plan suggests that buildings should be two to 10 floors in height depending on the context and should address the street. Furthermore, within the Inclusive Housing chapter, Objective 14.5 is met by this proposal, which encourages more diverse housing types throughout the City and added density within ¼ mile of public transportation routes.

The Property is also within the area encompassed by the 2017 Pulse Corridor Plan. This plan describes the intersection of N. Hamilton Street and W. Broad Street, one block north of the Property, as a “significant node”. This is further described as a “key intersection” where “land uses around the node currently generate significant activity or have the potential to develop into land uses that create vibrant centers.” The Property itself is described as “Transitional” by the Pulse Corridor Plan, indicating the area should “provide a gradual transition between intense commercial uses and primarily single-family residential uses.” The proposed use responds to the guidance concerning the generation of significant activity as it would increase the potential for pedestrian interaction within this node and support a more vibrant future center. It also consistent with the recommendation for an appropriate transition from more intense commercial uses to the north.

## **Proposal**

### **PURPOSE OF REQUEST**

The SUP would authorize the construction of a high quality, market-rate, multifamily residential development, including 263 dwelling units along with accessory uses and parking. The current R-73 zoning permits the multi-family dwelling use at the proposed density. However, the R-73 district feature requirements, coupled with the irregular and narrow nature of the site, challenge the efficient use of the Property and result in a building form that is inconsistent with the guidance of the Richmond 300 plan. The R-73 rear yard requirement along Interstate I-195 restricts the usable width of the Property such that the design of courtyard amenity spaces and the parking deck would be compromised. The R-73 setback requirement along Monument Avenue, as well as the Floor Area Ratio and Usable Open Space Requirements, would suggest a more suburban site layout, which would be inconsistent with the Richmond 300 recommendation. The Richmond 300 Plan calls for addressing the street by bringing the building out toward the sidewalk and providing appropriate fenestration to create a safe and comfortable pedestrian environment within the public realm. In this case, the SUP provides a means of tailoring the above referenced feature requirements in order to allow an efficient use of the Property while achieving compliance with the recommendations of the Richmond 300 plan and a better project overall.

### **PROJECT DETAILS**

The proposal consists of a high-quality multifamily residential development and associated amenities, accessory uses, and structured parking. The site layout generally consists of two buildings with central courtyard amenity spaces that flank a central garage structure. The proposed complex would contain a total of 263 dwelling units and would be five stories in height.

#### ***Building and Site Design***

The existing R-73 zoning would permit building heights of up to 150 feet for the property and comparable density to the proposed. However, by virtue of its floor area ratio and setbacks the R-73 District would not promote a walkable urban development. The proposed development is instead designed with building scale, detail and siting that are reflective of the recommendations of the Richmond 300 and Pulse Corridor Plans, much of which is not guaranteed or, in some instances, not permitted by the R-73 regulations. This includes:

- (1) building massing and siting that is responsive to the context and human-scaled;

- (2) building façade articulation that varies the street wall plane, colors, and materials to increase visual interest;
- (3) building façade fenestration that allows for adequate distribution of windows and architectural features in order to create visual appeal
- (4) an absence of blank walls at ground level,
- (5) entrances that face the street – both the main entrance and those from ground floor residences fostering pedestrian activity.
- (6) durable building materials that create a lasting addition to the built environment,
- (7) appropriate screening where necessary.

The development would address the existing street network with sidewalks, regular tree plantings, and minimal setbacks. Narrow yards along N. Hamilton Street and Monument Avenue would be landscaped to enhance the public frontage and the pedestrian experience. The building's Hamilton and Monument facades would be street-oriented with main entrances and windows engaging the sidewalk/frontage. Ground floor units on both Monument Avenue and Hamilton would have exterior doors and large windows. A lobby and clubhouse area would be accessed by a main entry from the street on Hamilton Street. These elements serve to provide interest and activity along the frontage, thus providing a more walkable environment.

***Dwelling Units***

The 263 dwelling units would be comprised of 236 one-bedroom units and 27 two-bedroom units as outlined in the below matrix. One-bedroom units would range in size from 588 to 939 square feet in floor area and two-bedroom units would range between 1,020 and 1,066 square feet.

Unit		Floor Area	Number of Units					Total	Total per Unit Type
Unit Type	Designation		1st Floor	2nd Floor	3rd Floor	4th Floor	5th Floor		
1 Bed	1.0	588	5	7	7	7	7	33	236
1 Bed	1.1	633	29	32	32	32	32	157	
1 Bed	1.2	674	6	6	6	6	6	30	
1 Bed	1.5	939	4	3	3	3	3	16	
1 Bed	1.6	909	0	0	0	0	0	0	
2 Bed	2.1	1020	0	1	1	1	1	4	27
2 Bed	2.4	1066	3	5	5	5	5	23	
								263	263

The dwelling units would be desirable in the market with modern, efficient and very livable layouts. The proposed layouts would provide for large open living areas and ample windows to allow for light and air. Kitchens are integrated into the living area as a part of the open design and are typically arranged with islands to allow for an eating area or additional working surface. Circulation in the units is handled within the living areas and the absence of hallways maximizes the usable floor area. The sense of space is extended further with the provision of exterior balconies for a majority of the units. Bedrooms are large and are typically configured with en suite baths and walk-in closets. Each unit would be equipped with a washer and dryer for the convenience of the occupants.

***Amenities/courtyards***

Two courtyard spaces are proposed as outdoor amenity spaces for the residents. The courtyards would be located within both the northern and southern building which would wrap around them. Care was taken in the design of these spaces in order to ensure adequate daytime sun and a feeling of openness. Courtyard building elevations would receive the same treatment as exterior elevations in order to increase visual interest in those spaces. The northern courtyard would be open to the east in order to overcome the narrowing effects of a tapering site. Both courtyards would be improved with mix of hardscaping and landscaping and a swimming pool would be located within the southern courtyard. A breezeway on the N. Hamilton side of the building, which opens to the northern courtyard, would provide a covered area for recreation. A club house, fitness center, and workspace and business resource areas would also be provided within the building. Eleven short term and 65 long term bicycle parking spaces would be provided consistent with typical zoning requirements along with a bicycle repair station.

***Parking***

The current R-73 zoning requirements would require a minimum of 336 parking spaces for the proposed number of dwelling units. If the Property were zoned consistent with the recommendations of the Richmond 300 and Pulse Corridor Plans the proposed development would require no more than 263 parking spaces. The applicant proposes 390 parking spaces within the proposed parking garage, exceeding both those scenarios. The proposed parking is contrasted with the required parking as well as the parking suggested by current plan guidance as demonstrated below:

<b>Required Parking (R-73 Zoning)</b>	
1.25 spaces per 1-bedroom unit x 236 units	295 Spaces
1.5 spaces per 2 or 3-bedroom unit x 27 units	40.5 Spaces
Total Spaces Required	335.5 (336) Spaces
<b>Potential Required Parking (if Zoned Per Plan Guidance)</b>	
<i>TOD-1 Transit-Oriented Nodal District</i>	
1 space per 2 dwelling units over 16 units	123.5 (124) Spaces
<i>B-6 or B-7 Mixed-Use Business Districts</i>	
1 space per dwelling unit	263 spaces
<b>Proposed Parking (Special Use Permit)</b>	
<b>approximately 1.48 spaces per unit</b>	<b>390 Spaces</b>

As would typically be permitted in any mixed-use zoning classification, flexibility is requested in the use of up to 100 of the proposed off-street parking spaces as shared parking spaces for non-dwelling uses located off the site. The shared spaces would be provided for any non-dwelling use during normal business hours on any day. The shared spaces would otherwise be available for the evening use of the dwellings on site. This would allow for the efficient daytime use of the garage while ensuring the availability of the entire garage at times of peak residential parking demand.

The parking garage has been designed with a mid-block location that allows for its point of access to be aligned with West Grace Street. This represents a reduction in the potential for vehicular conflict in comparison to the three existing access points, none of which align with Grace Street. The garage necessarily has frontage on N. Hamilton Street due to the required area needed to accommodate its design and the inherently narrow nature of the site. Any impacts are mitigated as the garage is screened at the ground floor, but for its entrance, with accessory uses and a building façade that includes human-scale fenestration. This will provide a continuous, engaging street environment for pedestrians along N. Hamilton Avenue.

## Findings of Fact

The following are factors included in Section 17.11 of the Charter and Section 30-1050.1 of the Zoning Ordinance relative to the approval of special use permits by City Council. The proposed special use permit will not:

- ***Be detrimental to the safety, health, morals and general welfare of the community involved.***

The SUP will not impact the safety, health, morals and general welfare of the nearby neighborhoods. The proposed site improvements and density are consistent with what could be built by right under the R-73 regulations. As such, this request would not increase the permitted density. This request would allow for development of the Property in a manner that is both of quality as well as consistent with the recommendation of master plan guidance. The redevelopment of this underutilized Property in conjunction with the high quality/benefits provided by the SUP will provide positive impacts in terms of health, welfare, etc.

- ***Tend to create congestion in streets, roads, alleys and other public ways and places in the area involved.***

The SUP will not result in significant traffic impacts to nearby residential neighborhoods. The property is uniquely situated with direct access to Hamilton Street, which is functionally classified as a Major Collector, and indirect access to Monument Avenue, which is classified as a Minor Arterial Roadway. These roadways have sufficient capacity to handle any increase in traffic that would accompany the proposed development. In addition, access to these roadways does not occur through the nearby neighborhoods as they generally follow neighborhood boundaries in this area, rather than bisecting them. As a result, there is no impact to nearby neighborhoods. The proposal would reduce the number of access points on Hamilton Street from three to one and would respect the grid by aligning that single access point with the eastern terminus of Grace Street at Hamilton Street. This is an improvement over the existing access configuration and would significantly reduce the potential for vehicular conflict in comparison to the existing design. Ample parking, exceeding that required by normal zoning would be provided on the site.

- ***Create hazards from fire, panic or other dangers.***



The SUP will not create hazard from fire, panic or other dangers. The Property will be developed in a manner consistent with the requirements of the building code and in accordance with the requirements of Fire and Emergency Services. The City's codes applicable to this development are designed to eliminate such hazards.

- ***Tend to overcrowding of land and cause an undue concentration of population.***

The SUP will not tend to over crowd the land or create an undue concentration of population. The proposed density does not exceed that which could be established by right under R-73 regulations.

- ***Adversely affect or interfere with public or private schools, parks, playgrounds, water supplies, sewage disposal, transportation or other public requirements, conveniences and improvements.***

The SUP would not adversely affect the above referenced City services. To the contrary, the proposal would provide positive fiscal (tax) benefits that would enhance the City's ability to provide these services to the proposed development.

- ***Interfere with adequate light and air.***

The SUP would not interfere with adequate light and air. The light and air available to the subject and adjacent properties will not be affected. The proposed development would occupy an entire block and would be separated from nearby properties by significant public rights-of-way. The buildings on the site were designed with open courtyards in order to ensure adequate light and air is afforded to proposed dwelling units.

## Summary

In summary, the applicant is enthusiastically seeking approval for the construction of a high quality, market-rate, multifamily residential development, including 263 dwelling units along with accessory uses and parking. This request would not authorize any greater density than that which could be established by right through the development of a multi-family dwelling under the R-73 regulations. In this case, the SUP provides a means of tailoring certain feature requirements in order to allow an efficient use of the Property while achieving compliance with the recommendations of the Richmond 300 plan and a better project overall.

In exchange for the SUP, the quality assurances conditioned through the SUP would guarantee the construction of a high-quality multi-family development project that is of a higher quality than what might otherwise be developed by-right. The SUP is consistent with current planning guidance applicable to the Property. It represents an ideal, appropriately scaled development for this location. The development would address the street by bringing the building out toward the sidewalk and providing appropriate fenestration to create a safe and comfortable pedestrian environment. By permitting the proposed development, the SUP would allow for the creation of new and desirable dwelling units within the City while addressing additional objectives found in current planning guidance. As a result, this request is more about maximizing the quality of the proposed development and meeting the objectives of the Richmond 300 plan than it is about authorizing the number of multi-family dwelling unit that are proposed, which could be built by right.