

**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: 4000 Government Road

Date: 12/02/2021

Tax Map #: E0001663014 Fee: \$2,400

Total area of affected site in acres: 0.48

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

Zoning

Current Zoning: B-3

Existing Use: Vacant Land

Proposed Use

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

Construct multifamily dwelling including 38 units and parking.

Existing Use: B-3

Is this property subject to any previous land use cases?

Yes
☐

No
☒

If Yes, please list the Ordinance Number: _____

Applicant/Contact Person: Mark Baker

Company: Baker Development Resources

Mailing Address: 530 East Main Street, Suite 730

City: Richmond

State: VA

Zip Code: 23219

Telephone: (804) 874-6275

Fax: ()

Email: markbaker@bakerdevelopmentresources.com

Property Owner: 3012 Park Ave, LLC

If Business Entity, name and title of authorized signee: Daniel Kleymann

(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: 3420 Pump Road, #169

City: Richmond

State: VA

Zip Code: 23233

Telephone: ()

Fax: ()

Email: _____

Property Owner Signature: _____

Daniel V. Kleymann

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 8, 2021

*Special Use Permit Request
4000 Government Road, Richmond, Virginia
Map Reference Number: E000-1663/014*

Submitted to:

City of Richmond

Department of Planning and Development Review

Land Use Administration

900 East Broad Street, Suite 511

Richmond, Virginia 23219

Submitted by:

Mark Baker

Baker Development Resources

530 East Main Street, Suite 730

Richmond, VA 23219

Introduction

The applicant is requesting a special use permit (the “SUP”) for the property known as 4000 Government Road (the “Property”). The SUP would authorize the construction of a 31-unit mixed-use development with 31 dwelling units and 1,688 square feet of commercial use. The B-3 zoning district permits the proposed use, however the front yard requirement applicable to the Property along the Glenwood Avenue frontage is not met. Therefore, a SUP is required.

Existing Conditions

SITE DESCRIPTION AND EXISTING LAND USE

The Property is located at the northeast corner of the intersection of Government Road and Glenwood Avenue and is referenced by the City Assessor with a tax parcel number of E000-1663/014. The Property is currently vacant. It is an irregularly shaped lot that is approximately 160 feet wide, 94 feet deep, and contains roughly 20,908 square feet of lot area. Access is currently provided by a curvilinear gravel drive with access points on Government Road and Glenwood Avenue. In addition, there is a 16' east-west public alley which abuts the northern edge of the Property and runs between Government Avenue and Crestview Road.



The lot pattern in the vicinity varies greatly in size and use due to the topography and natural features found in the area. To the north, east of Glenwood Avenue, properties generally consist of single-family detached dwellings. To the north, west of Glenwood Avenue, lies the Glenwood Ridge Apartments which were completed in 2020 and contain 82 units. West of the Property, across

Glenwood Avenue are several currently vacant properties which are the subject of a current POD request which would authorize the construction of up to 122 residential units along with a corner commercial space. Immediately to the east of the Property lies a commercial property occupied by a convenience store and automobile filling station. Further to the east are vacant properties owned by the City of Richmond's Department of Public Works. To the south, across Government Road, lie properties owned by the City of Richmond's Department of Recreation and Parks. These parcels are intersected by the Norfolk Southern Railroad tracks and Gillies Creek which both run east-west in this area.

EXISTING ZONING

The Property and the property immediately to the east are zoned B-3 General Business District which permits the proposed use. Properties to the north, across the east-west alley, are zoned R-5 Single-Family Residential and front onto Glenwood Avenue. To the east, beyond Crestview Road, properties are zoned M-1 and M-2. Immediately to the south, across Government Road, properties are zoned R-8 Urban Residential. To the west properties are zoned R-63 Multifamily Urban Residential.

MASTER PLAN DESIGNATION

The Richmond 300 Master Plan (the "Master Plan") suggests "Neighborhood Mixed-Use" for the Property. This land use category is described as "existing or new highly-walkable urban neighborhoods that are predominantly residential." The Master Plan suggests this future land use designation allow for a variety of housing types that are consistent with the scale, density, and design of what exists in the vicinity. Large, multi-family dwellings are recognized as a secondary use in the Neighborhood Mixed-Use designations which also encourages that developments create a unified street wall as is proposed for this development.

In addition to the Property-specific guidance offered by the Vision and Core Concepts chapter, there are a number of other goals elsewhere within the Master Plan that support this request:

- Page 109 (Equitable Transportation Chapter), Objective 6.1 to "Increase the number of residents and jobs at Nodes and along enhanced transit corridors in a land development pattern that prioritizes multi-modal transportation options."
 - b. Develop housing at all income levels in and near Nodes and along major corridors (see strategies Goal 14).
- Page 136 (Diverse Economy Chapter), Objective 11.1 to "Increase the areas of appropriately zoned land near various transportation modes and housing to retain, create, and attract employers."
 - d. Encourage the development of a variety of quality housing types to house employees across the economic spectrum (see Goal 14).
- Page 152 (Inclusive Housing Chapter) (see map on p. 153), Objective 14.5 to "Encourage more housing types throughout the city and greater density along enhanced transit corridors and at Nodes (shown in Figure 38 [p.153]) by amending the Zoning Ordinance."
 - e) Allow the development of middle housing (2- to 4- unit buildings) by-right within 1/2 mile of high-frequency transit stops.
- Page 159 (Thriving Environment Chapter) Objective 15.1 to "Reduce air pollution related to transportation."

- a. Increase the number of Richmonders living in a development pattern that encourages density and reduces dependency on single-occupancy vehicles (see Goal 1, Goal 8, Goal 14).

Proposal

PURPOSE OF REQUEST

The SUP would authorize the construction of a high quality, market-rate, mixed-use development, including 31 dwelling units, a commercial space, and parking. The current B-3 zoning permits the proposed development however, the front yard setback required along Glenwood Avenue would not be met. Therefore, a SUP is required.

PROJECT DETAILS

The proposal consists of a high-quality, mixed-use development and associated amenities, accessory uses, and surface parking. The site layout generally consists of a building fronting on Glenwood Avenue and Government Road with a corner commercial space and a surface parking area to the rear of the structure. The proposed development would include a total of 31 dwelling units and would be three stories in height.

The Property is zoned B-3 General Business District which permits the proposed use. However, property to the north, across the alley, is zoned R-5 Single-Family Residential, which requires a front yard on Glenwood Avenue. Per Article IV, Division 2 of the Code of the City of Richmond, this would require the proposed development to also have a front yard along Glenwood Avenue with a depth of not less than 25 feet. Unfortunately, this would limit the ability to efficiently utilize the Property while meeting typical planning goals of “holding the corner” and creating a pedestrian-scaled streetscape. Therefore, a SUP is requested.

Building and Site Design

The proposed development will be three stories in height and front onto Government Road and Glenwood Avenue with parking located to the rear, accessible from the existing alley off Glenwood Avenue. The first-floor dwelling units fronting onto Glenwood Avenue will be “walk-out” units with street-oriented pedestrian entrances for each unit. All other units would have balconies along each frontage which would provide additional living space for the tenants. Units at the building’s corner near the intersection of Government and Glenwood would have larger wrap around decks. The 1,688 square foot commercial space will face the corner of Government and Glenwood and contain an open and inviting storefront overlooking the intersection.

Dwelling Units

The 31 dwelling units would be comprised of 18 one-bedroom, one-bathroom units and 13 two-bedroom, two-bathroom units. One-bedroom units would be spacious, ranging in size from 659 to 683 square feet in floor area, while two-bedroom units ranging would be in the 1,012 and 1,105 square feet range.

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 with kitchens integrated into the living area as a part of the open design. 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. 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 hook ups for the convenience of the occupants.

Parking

The proposed development will contain 33 off-street parking spaces, 12 of which, along with long-term bicycle storage, would be covered by the building overhang in the rear. The parking area will be accessible by the existing alley located off Glenwood Avenue. The current regulations for parking within the B-3 zoning district require 1 parking space for every four dwelling units for a total of 8 spaces for 31 dwelling units. The additional parking provides convenience for tenants and allows sufficient parking for any future use located within the 1,688 square foot first-floor commercial space. In any case, the parking provided will exceed that which would be required by normal zoning for the use. The location of the parking area to the rear of the development allows for the dwelling units facing Government Road and Glenwood Avenue to create a unified wall which creates a streetscape which is both safer and more attractive to pedestrians.

Findings of Fact

The following are factors indicated 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 proposed SUP for high-quality infill construction will not impact the safety, health, morals and general welfare of the nearby neighborhoods. 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 proposed SUP will not result in significant traffic impacts to nearby residential neighborhoods. The property is located at the intersection of two Major Mixed-Use Streets which are defined by the Richmond 300 plan as having the capacity to “carry high volumes of vehicles, pedestrians, and bicycles...” The limited traffic generation and off-street parking space for the dwellings will create no congestion on streets, roads, alleys or any other public right of way.

- ***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 proposed SUP will not tend to over crowd the land or create an undue concentration of population.

- ***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 light and air available to the subject and adjacent properties will not be affected. The proposed buildings would be appropriately separated from nearby properties. As a result, this request will not interfere with the provision of adequate light and air to the adjacent buildings.

Summary

In summary, the applicant is enthusiastically seeking approval for the construction of a high quality, market-rate, mixed-use development, including 31 dwelling units, a corner commercial space, and accessory parking. This request would not authorize any greater density than that which could be established by right through the development of a mixed-use property under the B-3 regulations. In this case, the SUP provides a means of efficiently developing the property while better addressing the recommendations of the Richmond 300 Master Plan.