

# APPLICANT'S REPORT

*June 23<sup>rd</sup>, 2022*

*Special Use Permit Request*

*961 Pink Street, Richmond, Virginia*

*Map Reference Number: E000-0721/029*

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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:

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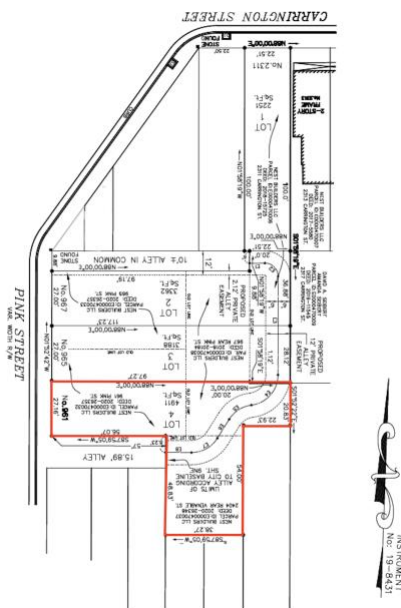
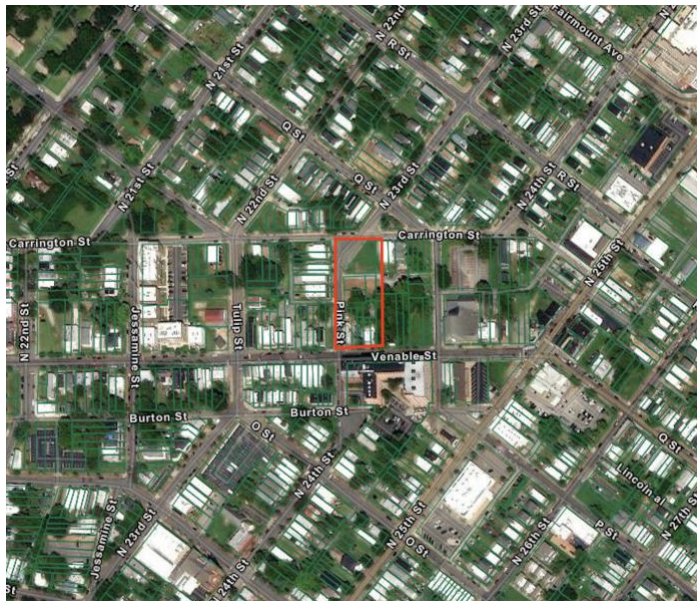
## Introduction

The property owner is requesting a special use permit (the "SUP") for 961 Pink Street (the "Property"). The SUP would authorize the construction of one two-family detached dwelling and a two-story detached garage with an accessory dwelling unit on the second floor. While the two-family dwelling and accessory structure are permitted by the underlying R-63 Multifamily Residential District, the dwelling unit within the accessory structure is not, and therefore, a SUP is required.

## Existing Conditions

### SITE DESCRIPTION AND EXISTING LAND USE

The Property is located on the eastern side of Pink Street between Carrington and Venable Streets. The Property is referenced by the City Assessor as tax parcel E000-0721/029. The Property is roughly 42 feet wide by 66 feet in depth and contains approximately 2,716 square feet of lot area. Access is provided at the rear of the Property by means of a north-south alley. The Property owner has recorded a lot line adjustment for the parcels known as 2311 Carrington Street, 961, 965, and 967 Pink Streets, and 2404 Rear Venable Street. This adjustment has been recorded and is awaiting the creation of a Parcel ID and an update to the City's GIS maps. When finalized, the subject lot, to be known as 957 Pink Street ("Lot 4" in the plat below), will contain roughly 4,911 square feet of lot area.



The properties in the vicinity include a wide variety of housing types. Properties on the western side of the subject block consist of attached single-family dwellings and a detached two-family dwelling. Properties on the eastern side of Pink Street are currently vacant but the Commission of

Architectural Review has approved two single-family detached dwellings. To the north, along Carrington Street, are a range of uses including unimproved parcels, single-family dwellings, and a proposed mixed-use development at Carrington and N 22<sup>nd</sup> Streets. Further to the east along Carrington Street, near its intersection with N 25<sup>th</sup> Street, are a mixture of residential and commercial uses.

## **EXISTING ZONING**

The Property is zoned R-63 Multifamily Urban Residential. All adjacent properties are also zoned R-63. To the north, across Q Street the properties are zoned R-6 Single-Family Attached Residential and to the west along N 25<sup>th</sup> Street the properties are zoned UB Urban Business. The subject parcel and those located south of Carrington Street are located within the Union Hill City Old and Historic District.

## **TRANSPORTATION**

The Property is located within a half mile of GRTC bus stops which serve the 5,7, and 12 bus routes providing access to Church Hill and connections to the GRTC bus system. To the east, N 29<sup>th</sup> Street is described as a "Bike-Walk Street" and provides north-south connection from Libby Hill Park to the Peter-Paul Neighborhood.

## **MASTER PLAN DESIGNATION**

The proposed development is consistent with the Richmond 300 Master Plan ("the Master Plan"), which recommends "Neighborhood Mixed-Use" for the Property. This use is described as "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." The Master Plan also recommends a development style that "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."

The Property also lies just outside the Neighborhood Node at 25th and Nine Mile for which the Master Plan recommends "Vacant residentially zoned parcels within proximity to the intersection of 25th and Nine Mile are developed into residential uses that are complementary to the existing residential neighborhood and increase the population of the area to help support future commercial uses in the area."

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, including:

- 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 150 (Inclusive Housing Chapter), Objective 14.1 to “Increase city-wide awareness of the importance of integrating housing at all income levels into every residential neighborhood so every household has housing choice throughout the city.”
- **Amend the Zoning Ordinance to allow accessory dwelling units in all residential zones to allow for in-law apartments.** (Inclusive Housing)
- Page 152 (Inclusive Housing Chapter) (see map on p. 153), Objective 14.4 to “Increase the number of mixed-income communities along enhanced transit corridors.”
- 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. “
- 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).
- Page 86 (High-Quality Places Chapter), Objective 1.4, to “maintain and improve primarily residential areas by increasing their linkages to...corridors...and maintaining high-quality design standards”
- Page 100 (High Quality Places Chapter), Objective 4.1, to “create and preserve high-quality, distinctive, and well-designed neighborhoods and nodes throughout the City,” as the request introduces thoughtfully designed new construction in a manner not otherwise assured by-right.

## Proposal

### PROJECT SUMMARY

The proposed development includes the construction of one (1) new, two-family detached dwelling on the Property and a new detached accessory structure at the rear of the Property.

## PURPOSE OF REQUEST

While the two-family detached dwelling can be built by-right, the SUP would authorize the construction of a new, two story detached garage on the Property with a second floor to be configured as an accessory dwelling unit. The proposed accessory dwelling use does not conform to the underlying R-63 Multifamily Residential District zoning requirements applicable to the Property and therefore, a SUP is required.

## PROJECT DETAILS

The proposed structure would be located at the rear of the Property, in the 'flag' portion of the Property. The footprint of the structure is approximately 24 feet by 32 feet. The ADU would be accessed by an interior stairway to the second story located along the western elevation while the garage door openings would be accessed from the alley on the northern side of the Property.

When complete, the ADU would be configured as a studio-style dwelling. Care was taken in the design to include generous living space as well as a small, yet functional, kitchen. Ample sunlight will be allowed in the unit through the proposed windows on all four sides of the structure. Dormers on the northern and southern sides of the garage provide additional headroom and increase the amount of usable living area. As the Property is located within the Union Hill City Old and Historic District, the proposed dwelling and accessory building are subject to review from the Commission of Architectural Review to ensure compatibility with the historic neighborhood. In exchange for the SUP, the intent of this request is to more efficiently utilize the Property to create a high-quality product in the neighborhood that is in-line with future land use guidance.

## Findings of Fact

The following are factors indicted in Section 17.11 of the Charter and Section 114-1050.1 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 special use permit will not impact the safety, health, morals and general welfare of the nearby neighborhoods.

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

The proposed special use permit will not result in significant traffic impacts to nearby residential neighborhoods. The proposed residential use would be limited in size, type and scale to avoid any traffic or parking concerns.

- ***Create hazards 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 special use permit 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 proposed special use permit 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.

## Summary

In summary we are enthusiastically seeking approval for the construction of a detached garage at the rear of the Property with the provision for an accessory dwelling unit in the second floor of the structure. This Special Use Permit proposal represents an ideal, small-scale urban development for this location that is mindful of its surroundings. In exchange for the SUP, the quality assurances and conditions related to the renovation of the structure would guarantee the construction of a new housing type that furthers the realization of recent planning guidance.