

# City Planning Commission

Ord. No. 2021 – 276  
3026 North Avenue

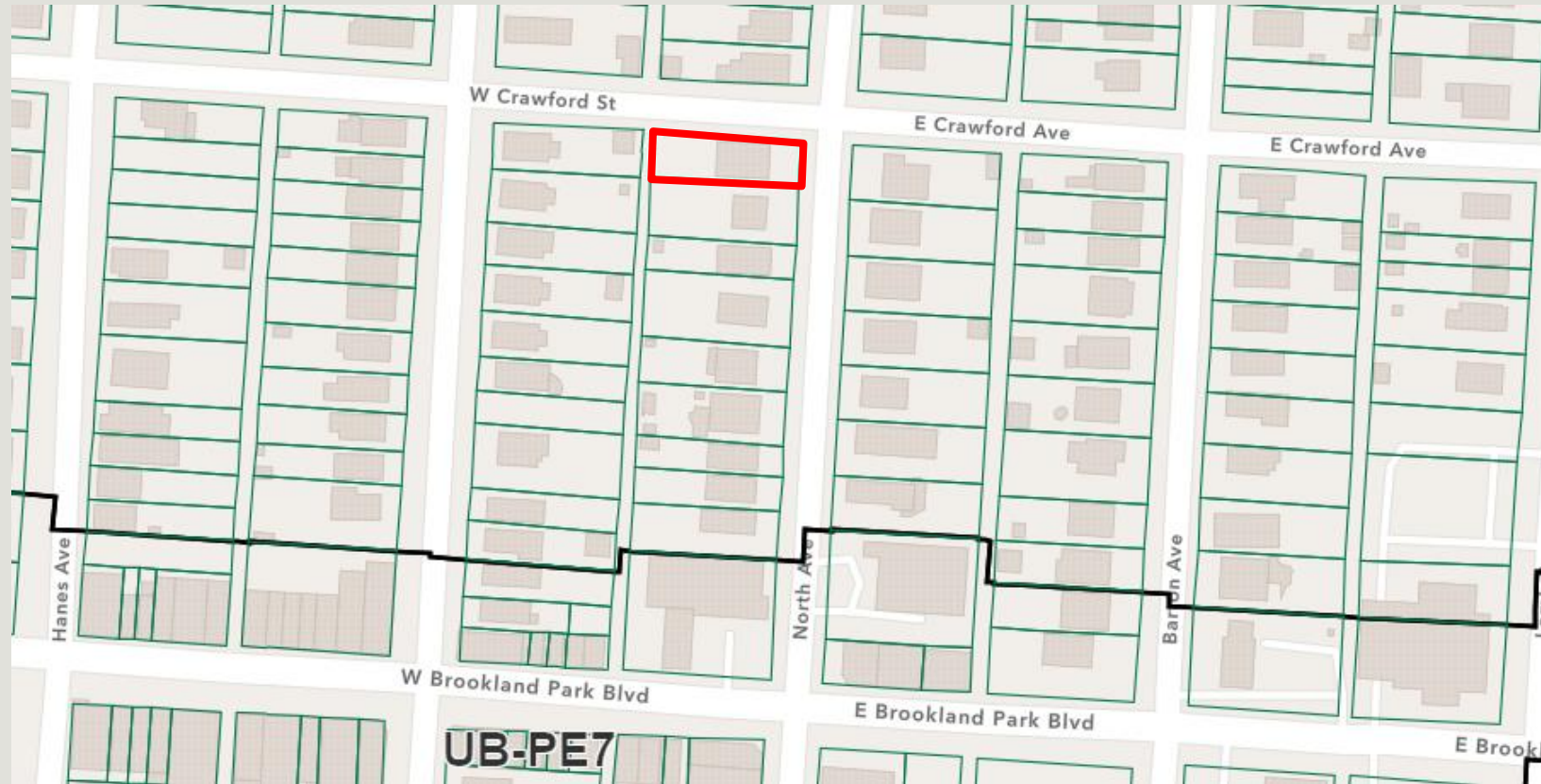
SPECIAL USE PERMIT



# Purpose

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To authorize the special use of the property known as 3026 North Avenue for the purpose of a two-family detached dwelling, upon certain terms and conditions.





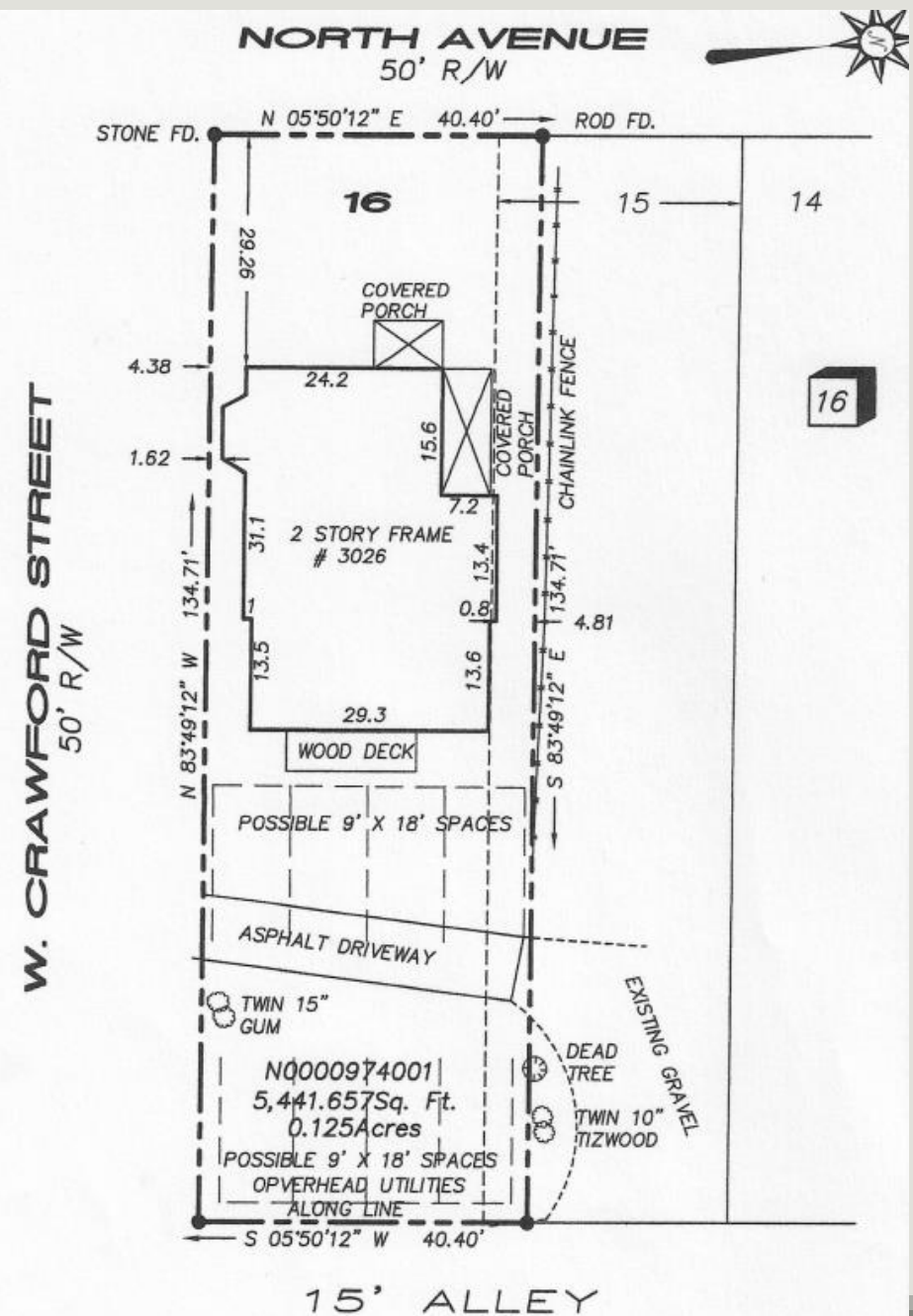
## Existing Conditions:

- Located at the southwest corner of North Avenue and Crawford Street in the Brookland Park neighborhood.
- The 5,442 SF (0.125 acre) parcel is improved with a 2.5-story dwelling containing 2,167 SF of floor area.



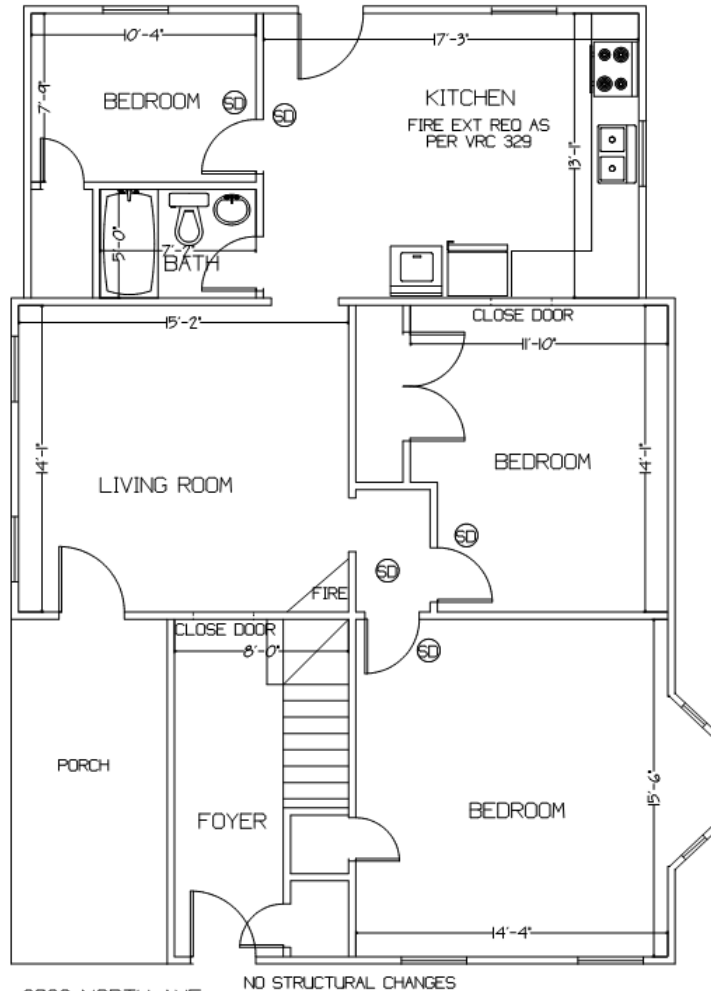
# Summary of Proposal

- The SUP ordinance will authorize the use of the building as a two-family detached dwelling.
- Two parking spaces will be provided off of the alley, which meets the normal zoning requirement.
- The proposed use is permitted, however the lot does not meet the minimum lot area for two-family detached dwellings in the R-6 Zoning District (6,000 SF required vs. 5,442 SF existing).



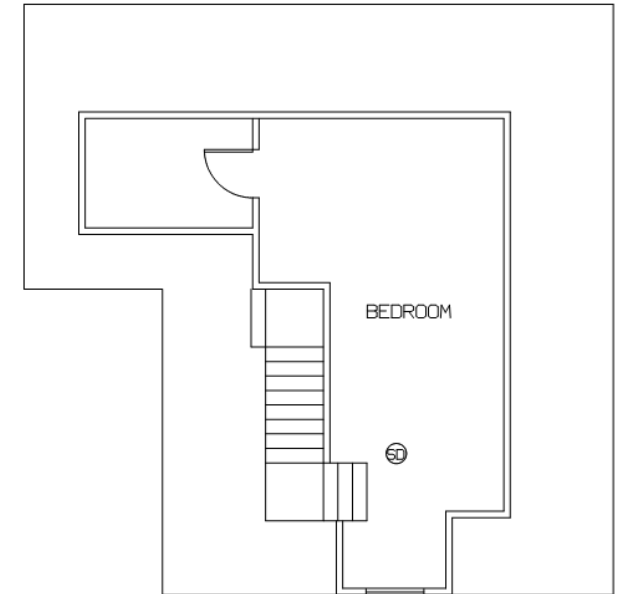
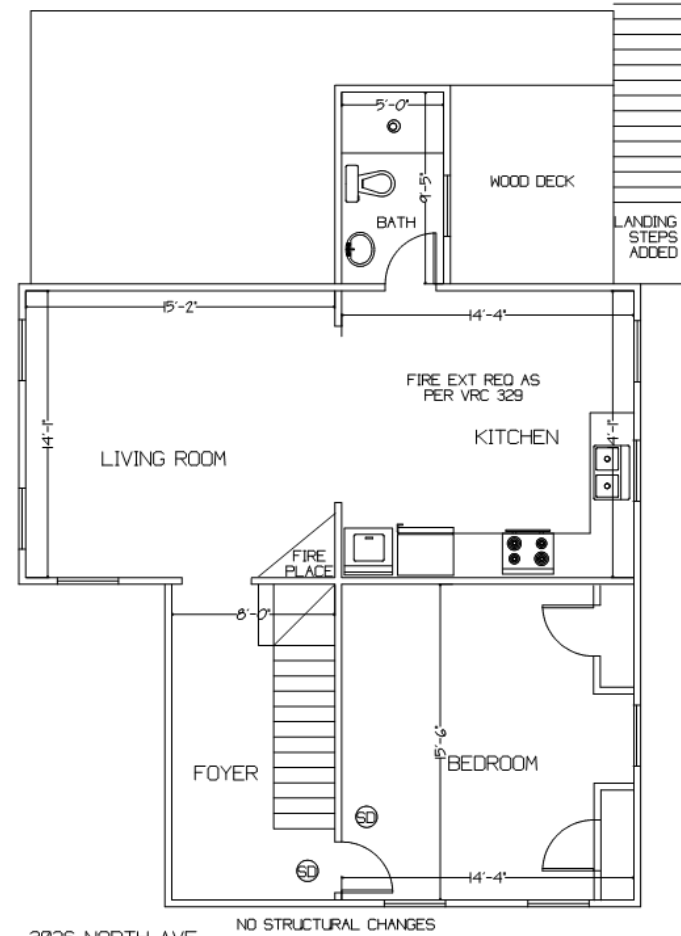


# Floorplan

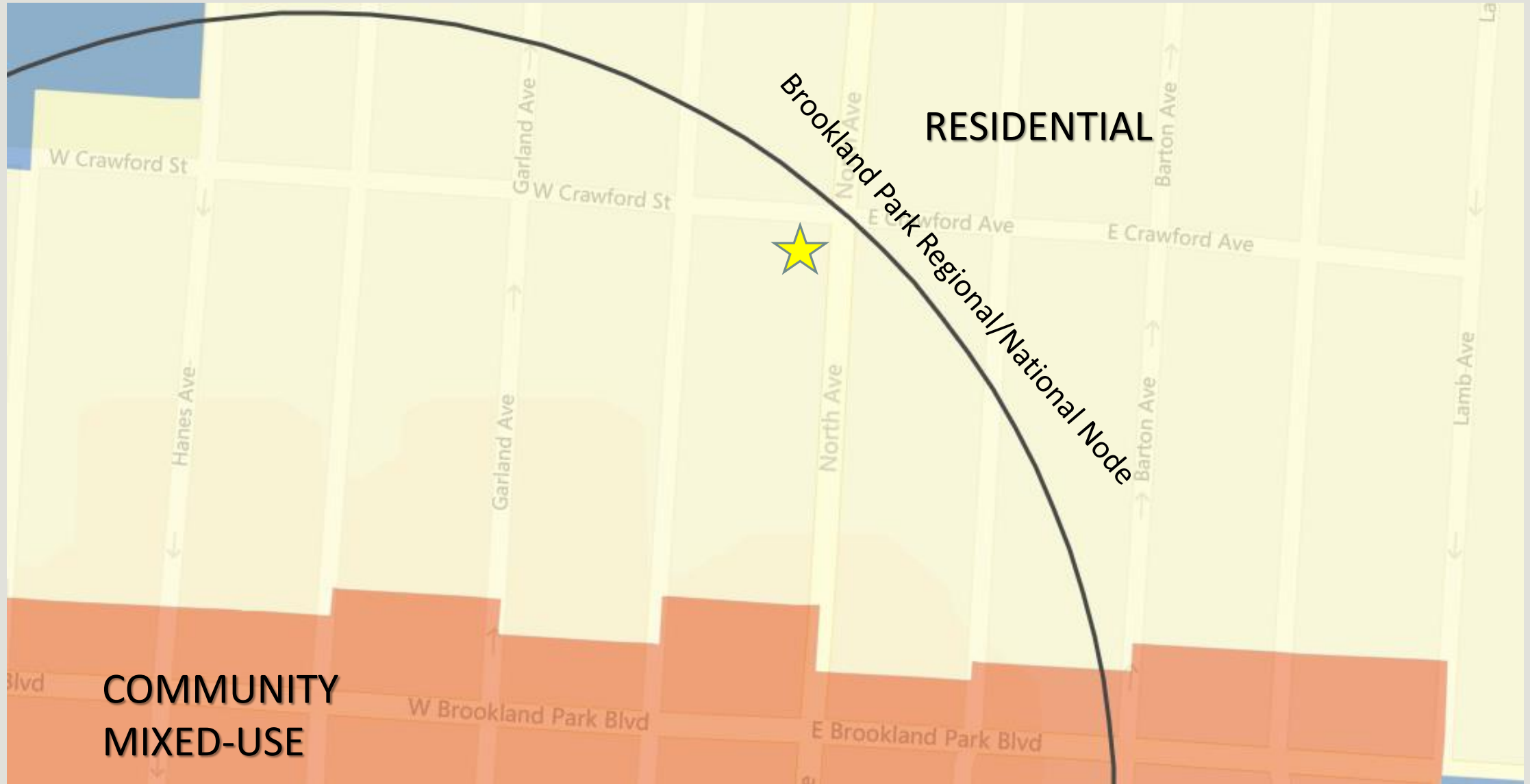
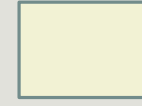


THIS PLAN IS DRAWN TO MEET  
IRC 2015 & VRC 2015  
BRACED WALL LINES USING  
NOT APPLICABLE

DATE: 01/10/2018 10:10 AM



# Richmond 300: Residential



# RICHMOND 300 MASTER PLAN DESIGNATION:

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The proposed project conforms to the recommendations of the Richmond 300 Master Plan which designates the subject property as Residential

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**Development Style:** Houses on medium-sized and large-sized lots in a largely auto-dependent environment. Homes are setback from the street. Future developments continue and/or introduce a gridded street pattern to increase connectivity. Future single-family housing, accessory dwelling units, duplexes, and small multi-family residential buildings are built to a scale and design that is consistent with existing buildings.

**Mobility:** Bicycle and pedestrian access are prioritized and accommodated. Low residential density means that it is not possible to provide frequent transit within these areas; however, frequent transit may be found at the edges of these areas within more intense future land use designations. Many homes have driveways and/or garages, which are located off an alley behind the home if an alley is present.

**Intensity:** Buildings are generally one to three stories. Lot sizes generally range from one to three stories. Lot sizes generally range up to 5,000 to 20,000+ square feet. General residential density of 2 to 10 housing units per acre.

**Primary Uses:** Single-family houses, accessory dwelling units, and open space.

**Secondary Uses:** Duplexes and small multi-family buildings, institutional, and cultural. Secondary uses may be found along major streets.

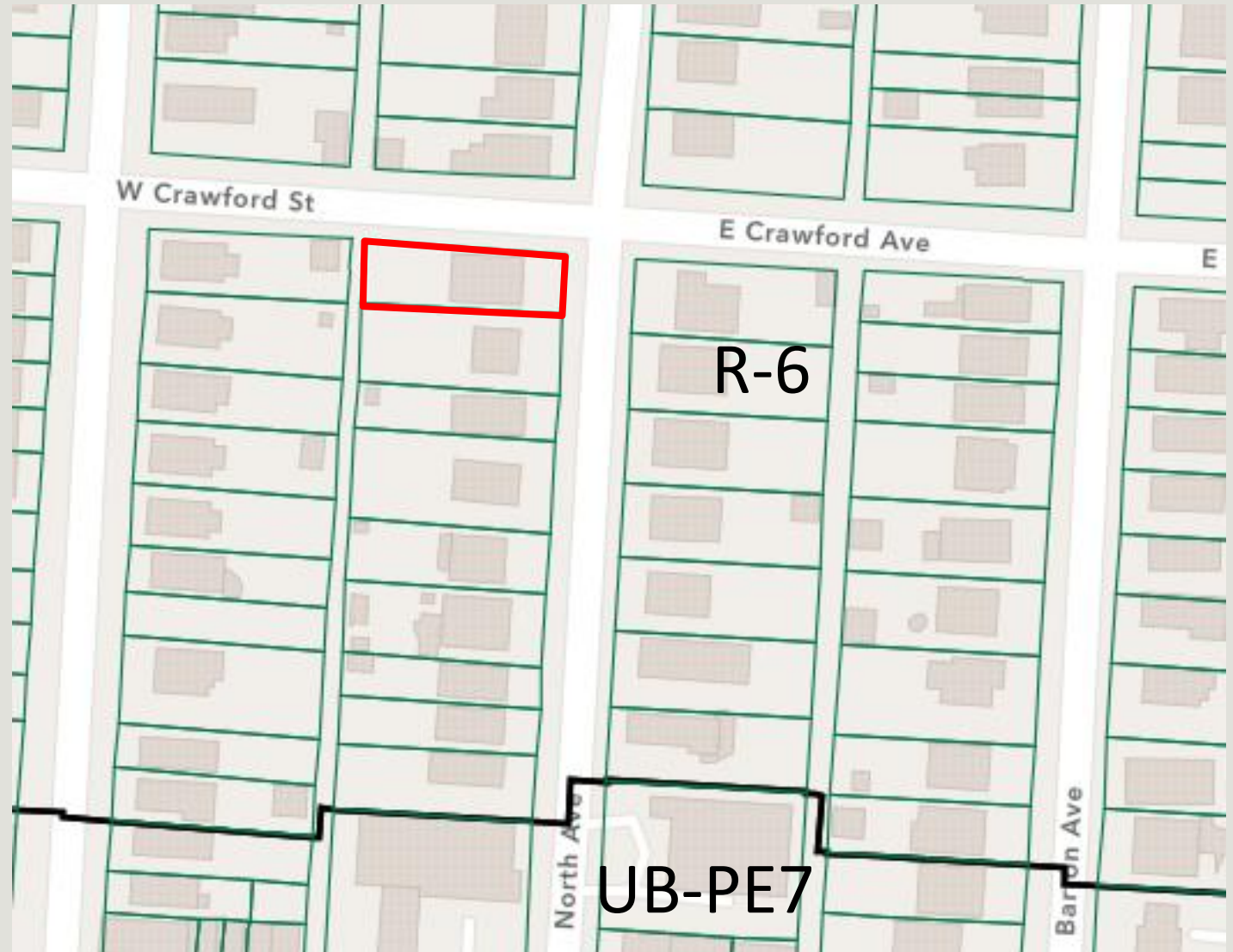
The Property is located within the **Brookland Park Regional/National Node**. This node is envisioned to continue to regain population and to have empty storefronts fill with neighborhood serving businesses.

The portion of North Avenue adjacent to the property is a “**Major Residential Street**”



## EXISTING ZONING: R-6 Single- Family Attached Residential

The existing lot does not meet the minimum lot area (5,442 SF existing vs. 6,000 SF required) for two-family detached dwellings.





## ORDINANCE CONDITIONS:

If adopted, the Special Use Permit would impose the following conditions on the property:

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- a) The Special Use of the Property shall be as a two-family detached dwelling, substantially as shown on the Plans.
- b) No fewer than two off-street parking spaces shall be provided for the Special Use, which parking spaces shall be accessed off of the public alley that abuts the Property.
- c) All mechanical equipment serving the Property shall be located or screened so as not to be visible from any public right-of-way.



## AFFORDABILITY

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The median household income for the Richmond region is currently \$68,529 per year. The affordability threshold is 30% of household income towards housing costs, which equates to \$20,559 per year, or \$1,713 per month, or less, to avoid a housing cost burden.\* The applicant intends to rent each unit to Section 8 Housing Choice Voucher Recipients. Section 8 recipients earn below 50% of the area median income.

*\*(U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates)*



# SURROUNDING AREA & NEIGHBORHOOD PARTICIPATION

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The subject property and properties to the east, west, north and south are located within the R-6 Single-Family Attached Residential District.

The property is located in a residential neighborhood, and both single-family and two-family residential dwellings are located within the block.

Staff notified area residents and property owners, the North Barton Heights Association and the North Central Civic Association. Staff has received a letter of opposition from the North Barton Heights Association and a letter of support from the North Central Civic Association.





# Staff Recommendation: Approval

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- The property has a land use designation of Residential. Two-family dwellings are a secondary use recommended for the Residential land use category. Secondary uses are recommended along major streets, and the portion of North Avenue that abuts the property is designated as a “Major Residential Street.”
- The property falls within the “Brookland Park” Regional/National Node, which is envisioned to continue to regain population to support commercial uses along Brookland Park Boulevard
- Parking is provided for each unit.
- The applicant also intends to rent the two units to Section 8 voucher recipients, which helps achieve Object 14.1 of Richmond 300, which is 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.”
- High frequency transit is currently provided on North Avenue (GRTC Route 2).
- Staff finds that with the ordinance conditions the safeguards contained within the City Charter, relative to the granting of Special Use Permits, are met. Specifically, staff finds that the proposed use would not be detrimental to the general welfare of the community involved and would not create congestion in the streets in the area involved.

