

Special Use Permit #2019-0080
1417 Princess Street
Parking Reduction and Lot Modification

Application	General Data	
Request: Public hearing and consideration of a request for a Special Use Permit for a parking reduction with lot modifications for the construction of a single-family dwelling.	Planning Commission Hearing:	December 3, 2019
	City Council Hearing:	December 14, 2019
Address: 1417 Princess Street	Zone:	RB/Townhouse Zone
Applicant: Ala Awadallah	Small Area Plan:	Braddock Road Metro Station

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

Staff Reviewer: Max Ewart, max.ewart@alexandriava.gov
 Ann Horowitz, ann.horowitz@alexandriava.gov

CITY COUNCIL ACTION, DECEMBER 14, 2019: City Council approved the Planning Commission recommendation with amendment granting a full parking reduction with open space modification.

PLANNING COMMISSION ACTION, DECEMBER 3, 2019: On a motion made by Commissioner McMahon and seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of Special Use Permit #2019-0080 subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 7-0.

Reason: The Planning Commission agreed with the staff analysis. It considered the speakers' concerns regarding an inadequate turning radius for the proposed parking space and the preliminary front setback of the proposed dwelling. Planning Commission believed that T&ES and P&Z staff adequately evaluated the turning radius outside the proposed parking space, finding it sufficient, and noted that the review of the dwelling's final site and design was outside of the SUP review, resting with a future Board of Architectural (BAR) review.

Chair Macek confirmed with staff that the turning radius for a vehicle entering and leaving the proposed parking space was adequate with the addition of an apron and that the design elements, including front setback, would be reviewed for compatibility with the historic district at a future BAR hearing. He added that many historic residential properties in Old Town were not constructed with parking spaces and parking reductions were reasonable to accommodate new construction in the historic districts.

Commissioner Lyle established that the T&ES staff member who evaluated the turning radius was a civil engineer.

Commissioner Brown confirmed that the front setback would be evaluated at a future BAR hearing and was not part of an SUP review for a parking reduction and lot modification. In addition, he affirmed that the RB zone does not require side yard setbacks.

Vice-Chair Wasowski identified that the landscape areas that do not formally count toward open space flank both sides of the proposed parking space and could be used to augment the turning radius if necessary.

Commissioner McMahon expressed support for the request. Although it was not part of the SUP request, she and Chair Macek concurred that they would support a two-space parking reduction in this area if it had been proposed.

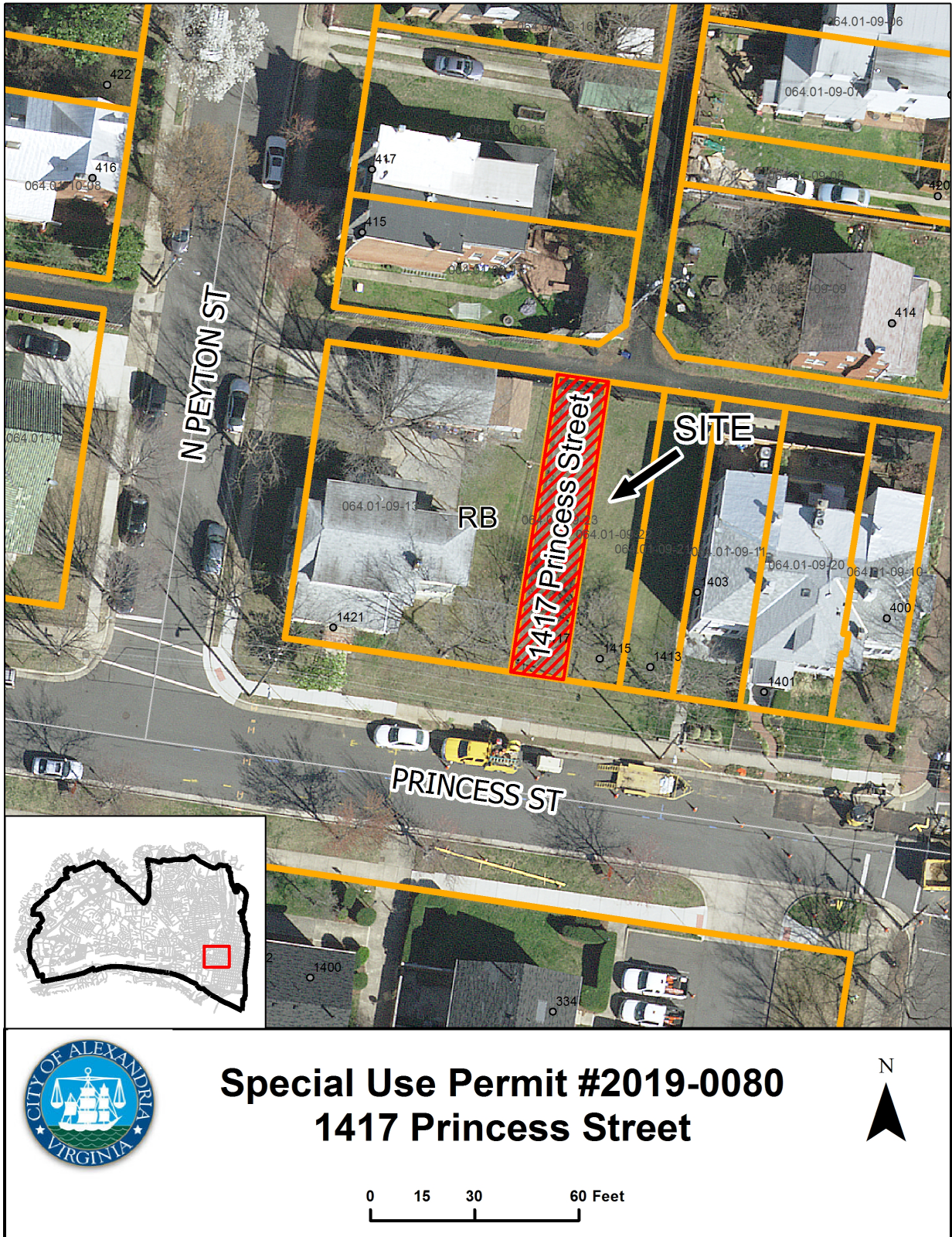
Speakers:

Michael Stauber, 1401 Princess Street, expressed concern with the preliminary setback depicted in the application, stating that it could set a precedent for future development of the two adjacent lots.

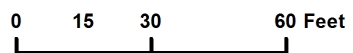
Jared Russell, Takoma Park, Maryland, the real estate agent for the adjacent undeveloped lots, shared concerns regarding the width of the alley and the difficulty maneuvering a vehicle at the proposed site for a single-family home.

Allen Russell, 1403 Princess Street, stated his belief that the siting of the proposed dwelling would set the precedent for development of the two undeveloped lots adjacent to the subject site, reducing the quantity of light entering his windows.

Emily Lapp, 415 North Peyton Street, stated that her property abuts the alley and finds it difficult to park in the rear of her property.



Special Use Permit #2019-0080
1417 Princess Street



PROJECT LOCATION MAP

I. REPORT SUMMARY

The applicant, Ala Awadallah, requests Special Use Permit approval for a one-space parking reduction and an open space modification for the construction of one single-family dwelling at 1417 Princess Street.

SITE DESCRIPTION

The subject property is one rectangular lot of record located on the north side of Princess Street. The lot has 16 feet of frontage on Princess Street, 85 feet of depth and 1,360 square feet of lot area (Figure 1). The undeveloped lot is accessed from the rear by an alley that connects North Peyton Street and North West Street.

A mix of single-family detached dwellings and townhouses surround the subject lot. Detached single-family homes immediately border the lot. Townhouses are located to the east toward North West Street. Across Princess Street to the south is Princess Square, consisting of a three-story apartment building and townhouses.



Figure. 1: Subject site

Jefferson-Houston Elementary School is located two blocks to the south. The King Street Metro Station and Alexandria Union Station are located approximately one-third of a mile to the southwest and the Braddock Metro Station is located approximately one-quarter of a mile to the north.

BACKGROUND

Deed information and subdivision records show that the subject lot at 1417 Princess Street was created by subdivision in 1893 and has remained undeveloped since that time.

PROPOSAL

The applicant, Ala Awadallah, requests Special Use Permit approval for a one-space parking reduction and an open space modification for the construction of one single-family dwelling at 1417 Princess Street. The applicant proposes parking for one vehicle at the rear of the lot. The lot can accommodate only one standard parking space, which measures 9 feet by 18 feet, due to the existing 16 foot lot width.

The applicant also proposes 482 square feet of open space for the lot and, therefore, requests a 318-square foot modification from the RB zone's 800 square foot open space requirement (Figure 2). The applicant requests the modification to provide an adequate footprint for a marketable single-family dwelling with one off-street parking space. The gross square footage for the proposed two-story home is 2,464 square feet, which would include 576 square feet each for the basement and attic levels.

If the parking reduction and the lot modification for open space are approved through this SUP, the Board of Architectural Review will review the exterior design of the dwelling to ensure compatibility with the Parker-Gray Historic District.

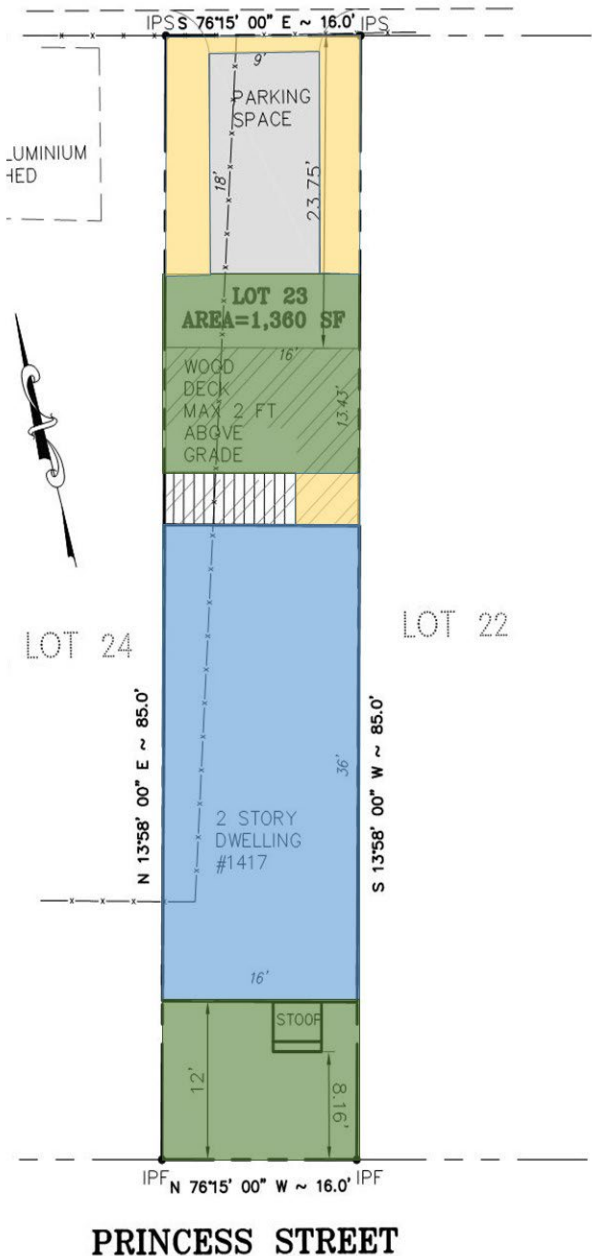


Figure 2: Proposal
Blue = footprint of proposed dwelling.

Green = 482 sq. ft. of open and usable space.

Yellow = Approximately 162 additional sq. ft. of open space that cannot be counted toward open space requirements, in accordance with Section 2-180 of the Zoning Ordinance.

PARKING

According to Section 8-200(A)(1) of the Zoning Ordinance, a single-family detached home is required to provide two off-street parking spaces. Section 8-100(A)(4) allows reductions of the parking requirement by Special Use Permit approval. The proposed dwelling would provide one off-street parking space, requiring an SUP parking reduction approval for one parking space.

ZONING/ MASTER PLAN DESIGNATION

The subject property is located in the RB/Townhouse Zone which permits single-family dwellings pursuant to Section 3-702(A) of the Zoning Ordinance. Although the lot is substandard in lot size, width, and frontage, it may be developed with a single-family dwelling at the current lot size. Section 3-707(B) allows for any land zoned to RB prior to February 27, 1973 to be developed with a single-family dwelling if the lot was recorded prior to December 28, 1951. Given the lot creation in 1893, a single-family dwelling is permitted. Table 1 compares the minimum lot and bulk requirements in the RB Zone with the existing lot characteristics and proposal.

Section 3-706(B) of the Zoning Ordinance requires each lot occupied by a dwelling unit to provide 800 square feet of open and usable space. Section 2-180(A) defines open space as areas that are more than eight feet in width. The applicant proposes 482 square feet of open space on the lot, a reduction of 318 square feet.

The lot is located within the Parker-Gray Historic District and any new construction, exterior alterations visible from a public way, or exterior demolition, regardless of visibility, require approval by the Board of Architectural Review (BAR).

The lot is also located within the Braddock Road Metro Station Small Area Plan that designates it for residential use. The lot is also located in the Braddock Road Metro Neighborhood Plan area, which is an overlay plan within the small area plan. The neighborhood plan supports residential use at the subject site to enhance the residential vitality of the Parker-Gray neighborhood.

Table 1: Compliance with RB Zone Requirements

	RB Zone Requirements	Lot Characteristics and Proposal
Lot Size	1,980 SF	1,360 SF*
Lot Width	50' Min.	16'*
Lot Frontage	50' Min.	16'*
Front Yard Setback	0' or as approved by the BAR	12'**
Side Yard Setback	0', not required	0', not required
Rear Yard Setback	13' (Ratio of 1:1 with a minimum of 8' and one-half width of alley consideration***)	37.18'
Open Space	800 SF	482 SF
FAR	Maximum (per Section 3-707(B)) 1,020 SF (.75)	1,018 (.748)

*Complies with the Zoning Ordinance requirements as stated in Section 3-707(B).

** Board of Architectural Review (BAR) will review and approve a front setback consistent with the character of the district.

***Section 7-1003 states that whenever any public or private alley occurs in any zone, one-half of the width of such alley shall be considered in the determination of the rear yard setback ratio requirement of any lot abutting on such alley.

II. STAFF ANALYSIS

Staff supports the applicant's request for a one-space parking reduction and an open space modification to allow for the construction of a single-family dwelling. The construction of a single-family dwelling on an undeveloped lot would strengthen the residential character and increase density around the nearby mass transit hubs at the King Street and Braddock metro stations. The request for a parking reduction and an open space modification would not create negative impacts related to parking, traffic or open space aesthetics in the neighborhood.

Parking Reduction

Staff finds that providing one parking space would be reasonable at this location as future homeowners would not likely need more than one car due to the proximity to mass transit and to the commercial offerings along King Street and in the Braddock area. Two metro stations, the Amtrak station and several DASH and Metro bus routes are also within a ten-minute walk from the proposed home site.

Open Space Modification

In addition, staff supports the applicant's request for an open space modification to allow for the construction of a single-family dwelling with 482 square feet of open space. The lot modification

is critical to the residential development of the property as strict compliance with the 800 square foot requirement of the RB zone would preclude the ability to develop the lot with a marketable home on 560 square feet. The proposed amount of open space represents 35.4% of the lot area which is slightly larger than the 35% open space requirement in the similarly developed RM zone, generally encompassing the Old and Historic District. Staff has included conditions to ensure that a minimum of 482 square feet is maintained at 1417 Princess Street: Condition #1 requires the footprint of the dwelling to remain consistent with the applicant's proposal; and Condition #2 requires that the lot contains no less than 482 square feet of open space.

It is important to also note that the actual open space would appear more expansive as 162 square feet in the backyard cannot be technically defined as open space. Although 482 square feet counts toward open space, a perceived total of 644 square feet, or 47.4% of the total lot area, would benefit the property in terms of light, air and aesthetics.

Tree Canopy Coverage

Prior to construction of the single-family dwelling, the applicant would be required to provide 25% tree canopy coverage in accordance with the 2019 Landscape Guidelines. The increased tree canopy coverage on the lot will contribute to the City's Environmental Action Plan (EAP) Land Use and Open Space Chapter goal to expand a healthy urban tree canopy.

Conclusion

Staff supports the applicant's request for a parking reduction and an open space modification which are necessary for the proposed development of a single-family home at 1417 Princess Street. Staff believes the proposal supports the City's master plan goals that encourage density near mass transit centers.

Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit.

III. RECOMMENDED CONDITIONS

Staff recommends *approval* subject to compliance with all applicable codes and ordinances and the following conditions:

1. The footprint of the dwellings shall be substantially consistent with the illustrations submitted on October 25, 2019. (P&Z)
2. Open space shall be maintained at no less than 482 square feet at 1417 Princess Street. (P&Z)
3. Applicant shall be responsible for repairs to the adjacent City right-of-way if damaged during construction activity. (T&ES)
4. No permanent structure may be constructed over any existing private and/or public utility easements. It is the responsibility of the applicant to identify any and all existing easements on the plan. (T&ES)

STAFF: Tony LaColla, AICP, Division Chief, Land Use Services
Ann Horowitz, Principal Planner
Max Ewart, Urban Planner

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

IV. CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- R-1 Applicant shall be responsible for repairs to the adjacent City right-of-way if damaged during construction activity. (T&ES)
- R-2 No permanent structure may be constructed over any existing private and/or public utility easements. It is the responsibility of the applicant to identify any and all existing easements on the plan. (T&ES)
- C-1 A GRADING PLAN showing all improvements and alterations to the site shall be required prior to any land disturbing activities and must be approved prior to issuance of a building permit. (5-6-224) (T&ES)
- C-2 New curb cuts require separate approval from the City. (T&ES)
- C-3 An erosion and sediment control plan must be approved by T&ES prior to any land disturbing activity greater than 2500 square feet subject to the Exceptions described in Section 5-4-5. An erosion and sediment control bond shall be posted prior to release of the grading plan. (T&ES)
- C-4 The applicant shall comply with the provisions of Article XIII Environmental Management Ordinance of the City of Alexandria. (T&ES)
- C-5 All improvements to the City right-of-way such as curbing, sidewalk, driveway aprons, etc. must be City standard design. (T&ES)
- C-6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). Where storm sewer is not available applicant must provide a design to mitigate impact of stormwater drainage onto adjacent properties and to the satisfaction of the Director of Transportation & Environmental Services. (T&ES)
- C-7 All secondary utilities serving this site shall be placed underground. (T&ES)
- C-8 Pay sanitary sewer connection fee prior to release of Grading Plan. (T&ES)
- C-9 Any work within the right-of-way requires a separate permit from T&ES. (T&ES)
- C-10 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C-11 The applicant shall comply with the City of Alexandria’s Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of SUP approval. Contact the City’s Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement:

- C-1 A building permit and plan review are required prior to the start of construction.

Fire:

No comments or concerns

Health:

No comments received

Recreation, Parks & Cultural Activities:

No comments received

Police Department:

No comments received