



DOCKET ITEM #9
City Charter Section 9.06 Case #2021-00010
Right-of-way in front of 1050 North Fayette Street

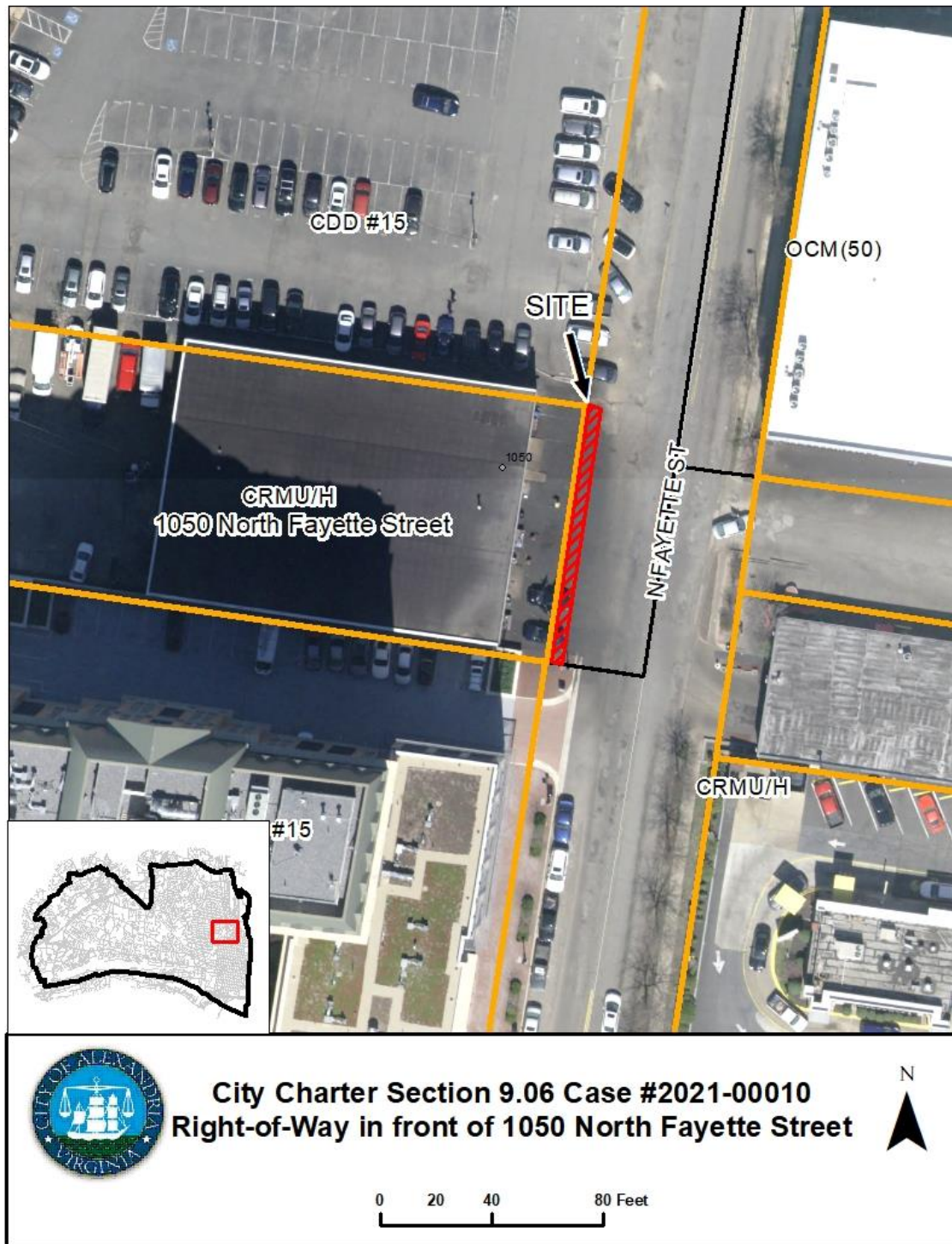
Application	General Data	
Request: Public Hearing and consideration of a request for Planning Commission to review whether the interim use of a portion of the sidewalk right-of-way in front of 1050 N. Fayette Street for overflow operations from the Yates Car Wash & Detail Center at 1018 N. Henry Street is consistent with the City of Alexandria Master Plan pursuant to Section 9.06 of the City Charter.	Planning Commission Hearing:	February 1, 2022
	City Council Hearing:	February 12, 2022 (For Information Only)
	Zone:	CDD#15 (1050 N. Fayette Street is zoned CRMU-H/ Commercial Mixed-Use High)
Address: Right-of-way in front of 1050 North Fayette Street	Small Area Plan(s):	Braddock Road Metro Station Small Area Plan/ Braddock Metro Neighborhood Plan

Staff Reviewers:

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Staff Recommendation: Staff recommends that the Planning Commission **approve** this interim request, finding that the proposal is consistent with Section 9.06 of the City Charter of Alexandria, Virginia, and with the City's Master Plan.

City Charter Section 9.06 Case #2021-00010
Right-of-way adjacent to 1050 North Fayette Street



I. DISCUSSION

City staff will propose to City Council that it approve a lease agreement with the owner of 1050 N. Fayette Street, Jeffrey L Yates TR, to allow for the interim use of a portion of the right-of-way in front of the property. The site operates under a time-limited SUP for a noncomplying light automotive repair business which mentions overflow activities (such drying and finishing) from the applicant's adjacent business (Yates Car Wash and Detailing) at 1018 N. Henry Street. There is a required review of the SUP at public hearing in 2024, at which time the business may be permitted to continue to operate until mid-2029.

Carmel Partners, the Braddock Gateway Phase II and III developer, is obligated to construct streetscape improvements in the right-of-way along N. Fayette Street (west side) from First Street to the north end of the project site, including in front of 1050 N. Fayette St., as a condition of the Braddock Gateway Coordinated Development District (CDD) approval (Figure 1).



Figure 1: CDD boundaries (red), including right-of-way in front of 1050 N. Fayette St.

Section 9.06 of the City's Charter requires that the Planning Commission review any changes to the use of a public street and other public ways. The Planning Commission is charged with ensuring that any change is consistent with the City's Master Plan.

II. BACKGROUND

The neighborhood around 1050 N. Fayette Street has changed dramatically since the adoption of the Braddock Metro Neighborhood Plan in 2008. The area was once home to various warehouses and surface parking lots but has seen significant growth in recent years with the completion of The Dalton (Phase I of the Braddock Gateway CDD), the Belle Pre, and the new Carpenter's Shelter/The Bloom at First and N. Henry streets. The final phase of the Braddock Gateway project (The Platform multifamily buildings to the north) is nearly complete and other recently approved projects – the Aspire at 1112 First Street and the Grayson at 1200 N. Henry Street – will be completed within the next few years.

SUP#2014-0032

Since the early 1990s there have been auto-related uses operating under a Special Use Permit at 1050 N. Fayette Street. The current time-limited SUP for noncomplying light automotive uses was approved on June 14, 2014, with two mandatory five-year reviews in 2019 and 2024. Given the on-going evolution of the neighborhood from a predominantly industrial area to a denser, mixed use residential community, the reviews provide an opportunity to “assess the redevelopment potential of the site and the compatibility of the use with other uses in the area”. At the time of approval, the area around 1050 N. Fayette St. had yet to be redeveloped as shown in the photo below.



Figure 2: 2014 Google Map image of 1050 N. Fayette Street

The first review occurred in the fall of 2019, when the Director of Planning and Zoning determined that, in the short term, the business remained compatible with the neighborhood and a five-year extension was approved administratively. The second review of the SUP, at public hearing, must take place before June 30, 2024. Should the SUP be extended for another five years at that time, the SUP will expire on June 30, 2029.

The SUP report specifically noted the existence of six parking spaces in front of the building and Condition #7 referenced the overflow uses at the site:

All repair work, detailing and hand car washing shall be done inside the building. Cars from 1018 North Henry Street may be brought to the parking spaces on the east side of the building at 1050 N. Fayette St. for drying or finishing, but no washing, drying or finishing of vehicles shall occur on the public right-of-way, including on any part of what is commonly considered North Fayette Street.

Although the approval clarified that all activities were to occur on site, the property line was not clearly identified and there was no delineation between right-of-way and the applicant's property. The property line is located approximately 16 -17 feet from the face

of the building. For reference, a compact space measures 8 feet by 16 feet and a standard parking space measures 9 feet by 18.5 feet.

Construction of sidewalk and request for interim use of right-of-way

With the completion of all three phases of the Braddock Gateway site, the construction of the sidewalk in front of 1050 N. Fayette Street will provide the missing link in pedestrian access between the properties to the north and the south. N. Fayette Street is a designated Walking Street in the Braddock Metro Neighborhood Plan, and the completion of this sidewalk will provide pedestrian connectivity in an area home to hundreds of future residents. The existing use at 1050 N. Fayette Street limits the feasibility of constructing a fully integrated sidewalk at this time due to the need for access to the parking spaces in front of property. It is also not possible to plant street trees and provide the standard streetscape improvements for this walking street while vehicles continue to access the property. Therefore, the brick sidewalk will be constructed with a depressed curb and will include some grading in the right-of-way and on the Yates property.

The applicant states that they cannot realistically limit their business operations in front of the building (this area is typically used to dry cars leaving the car wash while detailing of cars occurs inside the building) and request the use of a portion of the right-of-way for overflow car wash activities. The area requested is approximately six feet from the property line into the right-of-way (22.5 feet from the face of building), or roughly 580 square feet, identified by the dotted diagonal lines in the image below.

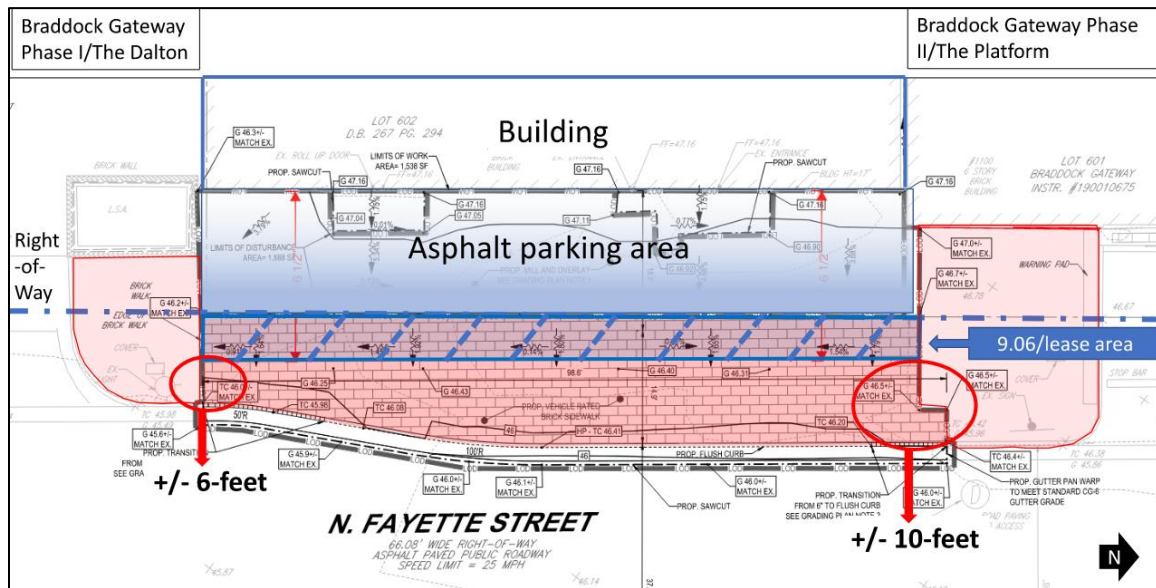


Figure 1: Right-of-way in front of Yates building show brick sidewalk (pink) and 9.06/lease area (diagonal overlay)

City staff and the applicant have determined that a lease is the most appropriate method to allow for this interim use of the public right-of-way, with the first lease term tied to the 2024 review of the SUP. There will be a visual indication, such as thermoplastic striping, on the brick so that the lease area is differentiated from the sidewalk. Because the existing

sidewalk widths on either side of 1050 N. Fayette Street are different, the new brick sidewalk will be wider on the north than on the south. Minus the lease area, the sidewalk will be approximately six feet clear on the south and ten feet clear on the north and will provide a clear and continuous passageway for pedestrians on N. Fayette Street.

III. CONSISTENCY WITH THE MASTER PLAN

The subject right-of-way is within the Braddock Road Metro Station Small Area Plan (BRMSSAP, 1992) boundaries and the Braddock Metro Neighborhood Plan (BMNP, 2008) overlay area. The Yates Warehouse Site is identified as a redevelopment site for “mixed use and pedestrian-oriented commercial uses” in the BMNP. While it is unclear when this site will ultimately be redeveloped, the continued use of the property and the soon-to-be improved public realm meet two of the seven BMNP guiding principles: Walkable Neighborhoods and Community Serving Retail and Services.

Principle 2: Provide walkable neighborhoods that are secure and feel safe

Current conditions in front of the business are unchanged from 2014, with the asphalt in front of the business blending into the street right-of-way. As the apartment buildings to the north have begun to welcome new residents, pedestrians have had – particularly when the business is busy – to walk in the street, which creates an unsafe situation with potential conflicts between pedestrians and vehicles. The installation of a brick sidewalk connecting to the brick sidewalks on either side will provide a distinct and safer solution for pedestrians. Staff recommended that the full right-of-way, including the proposed lease area, be constructed of brick so that when the SUP expires the full brick sidewalk will be accessible to pedestrians. When the site redevelops, the approval can be conditioned on a reconstructed sidewalk with landscaping consistent with the BMNP Walking Street specifications.

Principle 4: Encourage community-serving retail and services

Yates Car Wash & Detailing is the only car detailing business in the northeast portion of the city and this long-time business has provided a valuable service to the community for over thirty years. While the noncomplying business can operate here until as late as mid-2029, the interim sidewalk and grading improvements on the applicant’s property will provide a fresh new appearance for the business as well as a more cohesive streetscape. These improvements will allow the business to continue to thrive and serve the community in the short term.

Although the depressed brick sidewalk and the proposed lease are not supportable as a long-term solution, staff supports the interim condition in order to accommodate the existing land use in front of 1050 N. Fayette St. The new sidewalk and right-of-way site improvements will improve the appearance of the streetscape and will also provide a clear and safe route for pedestrians. When the current noncomplying use is no longer in operation the full-width brick sidewalk will be available for pedestrians.

IV. STAFF RECOMMENDATION

Staff recommends that the Planning Commission find that the proposed interim use, at the longest until 2029, of a portion of the sidewalk in front of 1050 N. Fayette St. reflects the evolving neighborhood and is consistent with Section 9.06 of the City Charter of Alexandria, Virginia and with the City's Master Plan.

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