



PLANNING COMMISSION  
WORK SESSION  
January 11, 2017  
**6:30 P.M.**  
**COUNCIL CHAMBERS, CITY HALL**

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1. Discussion - Amendment Of The 2015 Comprehensive Plan And Unified Development Ordinance As It Relates To New Proffer Legislation

Documents:

[COMP PLAN AMENDMENT AND UDO AMENDMENT DOCS RELATING TO NEW PROFFER LEGISLATION.PDF](#)

2. Discussion Regarding The Planning Commission Annual Report (Draft)

Documents:

[2 2016-12-07 FY 15-16 COMP PLAN ANNUAL REPORT.PDF](#)

3. Discussion - Capital Improvements Plan As It Relates To The 2015 Comprehensive Plan/Action Plan

Documents:

[CIP DOCS RELATING TO 2015 COMP PLAN - ACTION PLAN.PDF](#)



*Johnston*

**TO:** James Pates, Chair, Planning Commission  
**FROM:** Charles Johnston, Director, Community Planning & Building Department  
**DATE:** January 3, 2017 for January 11 work session  
**RE:** Comprehensive Plan and Unified Development Ordinance Amendments

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**ISSUE**

Shall the City of Fredericksburg amend its Comprehensive Plan and Unified Development Ordinance to address new legislation from the Virginia General Assembly related to conditional rezoning proffers? The City Council initiated this process on July 12<sup>th</sup> of 2016, through Resolution 16-65, and voted on September 13<sup>th</sup> to forward this matter to the Planning Commission.

**RECOMMENDATION**

Postpone consideration of the following amendments until the Commission's March 15 meeting for further discussion:

- a. the 2015 Comprehensive Plan:
  1. to establish Land Use Areas 1 through 8 and 10 as Small Area Comprehensive Plans that are designated for revitalization, are served by mass transit, include mixed use development, and permit a density of 3.0 floor area ratio in a portion thereof; and
  2. to establish policies requiring adequate public facilities and services; and
- b. the Unified Development Ordinance of the City Code to permit nonresidential development with a 3.0 Floor Area Ratio as a Special Use in the Commercial-Shopping Center, Commercial Highway, Planned Development-Commercial, and Planned Development-Medical Center Zoning Districts.

**CITY COUNCIL MEETING – January 10**

Council is scheduled to refer the proposed amendments of the Comprehensive Plan and UDO to the Planning Commission for further consideration.

**CITY COUNCIL WORK SESSION – December 6**

The Council identified topics of continued concern, in particular, whether the Comprehensive Plan and the UDO should be amended to permit a density of 3.0 floor area ratio in selected land use areas. As discussed at the work session, the proposed text has been modified to state that commercial density may exceed the level permitted by right if potential negative impacts are addressed (see specific text in blue in attached revised Comprehensive Plan amendments). In addition, the question of prescribing levels of service for public services in the Comprehensive Plan is an area of continued concern. This text has also been revised to be more direct. In researching this topic, it became clear that criteria for levels of service to ensure adequate public facilities vary based on project specific circumstances, therefore general references to performance expectations would be most realistic.

In addition, changes to the state code that precipitated the proposed Comprehensive Plan and UDO amendments have been filed for the 60-day General Assembly session that starts on

January 11, 2017. Action on these amendments should be considered only after the Assembly session has concluded. It would be appropriate for the Planning Commission to make an updated recommendation to Council, after a public hearing, on the changes discussed above and others resulting from the 2017 General Assembly session.

#### **CITY COUNCIL MEETING – November 8**

After a public hearing, at which no one spoke, the Council voted to postpone consideration of these amendments for further discussion at a work session on December 6. One of the concerns expressed was the proximity of high density commercial uses, allowed by the proposed UDO text amendments as a Special Use, to residential development. An enhanced map is attached showing these common boundaries. The special use permit process provides review criteria and public hearings before both the Planning Commission and Council in an effort to prevent negative impacts (Special Use criteria are listed starting on page 5). At the suggestion of the City Attorney, the text of the proposed Comprehensive Plan amendments and the Revitalization text of the staff report have been expanded. The revised Comprehensive Plan amendments, shown in the attached document in red, further support the need for revitalization of the various small planning areas.

#### **PLANNING COMMISSION MEETING – October 12**

The Planning Commission held a public hearing on the proposed amendments on October 12. No member of the public offered comment. Draft Commission meeting minutes are attached. The Commission voted unanimously (one member absent) to recommend approval of the proposed Comprehensive Plan and UDO amendments

#### **BACKGROUND**

##### **1. Comprehensive Plan Amendment re: Small Area Comprehensive Plans**

During its 2016 session, the General Assembly passed a bill (SB 549) that created a new Virginia Code Section: 15.2-2303.4. This new section addresses proffers associated with conditional residential zoning applications. This proffer reform legislation restricts local authority with respect to proffers or proffer amendments for a new residential development or a new residential use. The effect of the proposed Comprehensive Plan amendments will be to create 'small area comprehensive plans' meeting four criteria, as areas where these restrictions shall not apply, in compliance the provisions of the legislation. The new legislation did not change the rules related to commercial rezonings, or for special use permits, special exceptions, variances, or previously approved rezonings.

For residential development or residential uses proposed under the new law, proffers must address an impact specifically attributable to the proposed development/use. The identified impacts can be within the boundaries of a property as well as outside those boundaries if they affect directly related facilities. An applicant for a residential development/use, for instance, can offer proffers for facilities outside the property boundaries only if the development will specifically impact public transportation facilities, public safety facilities, public school facilities, or public parks and only when capacity for these facilities have already been exceeded.

However, the new law does not apply to land encompassed by an approved 'small area comprehensive plan'. The small area comprehensive plan must be designated a revitalization area, encompass mass transit, include mixed use development, and allow a commercial density of at least 3.0 Floor Area Ratio in identified areas. The phrase 'small area comprehensive plan' was created in the new law and does not occur in Code of Virginia Section 15.2-2223, which is the enabling legislation for comprehensive plans. As a consequence, such designations were not part of the City's recently adopted comprehensive plan.

To address the new legislation, the City Council proposes to amend the overall comprehensive plan to identify several small area comprehensive plans. To this end, the ten planning areas identified in the current comprehensive plan have been evaluated and all, except Area 9, Braehead/National Park, have been determined to meet the criteria stated in Section 15.2-2303.4.E and appropriate for designation as small area comprehensive plans.

**Revitalization**

The new Virginia Code section 15.2-2303.4.E says it: “shall not apply to residential development ... [in] ... an approved small area comprehensive plan in which the delineated area is designated as a revitalization area.” The revitalization designation is to occur in the process of preparing small area comprehensive plans. The measures used to evaluate a revitalization designation are: area devoted to surface parking, the age of structures, and a low percentage of vacant parcels.

- A. Areas with substantial portions of commercial land devoted to surface parking have revitalization opportunities for the evolution of a suburban pattern of development into a more urban, mixed-use pattern. Broad expanses of surface parking result in fragmented and inefficient development patterns that should be revitalized so as to create complete communities that are livable and robust.

*“Sprawl is a pattern of growth characterized by an abundance of congested highways, strip shopping center, big boxes, office parks, and gated cul-de-sac subdivisions – all separated from each other in isolated single-use nodes. This land use pattern is typically found in suburban areas, but also affect our cities, and is central to our wasteful use of water, energy, land, and time spent in traffic. Sprawl has been linked to increased air and water pollution, greenhouse gas emissions, loss of open space and natural habitat, and the exponential increase in new infrastructure costs. Social problems related to the lack of diversity have been attributed to sprawl, and health problems such as obesity to its auto-dependence.*

*In contrast, complete communities have a mix of uses and are walkable, with many of a person’s daily needs – shops, office, transit, civic and recreational places – within a short distance of home. They are compact, so they consume less open space and enable multiple modes of transportation including bicycles, cars, and mass transit. A wide variety of building types provides options to residents and businesses, encouraging diversity in population. This mix of uses, public space, transportation, and population makes complete communities, economically, socially, an environmentally sustainable.”<sup>1</sup>*

Revitalization of the small planning areas of the city will be key to achieving the goal of complete communities.

- B. Age of structures indicates that revitalization is necessary with structural improvement or replacement. A property may be well maintained in terms of cleanliness and security, however the physical elements of buildings (including, roofs, windows, doors, heating/ventilation/air conditioning facilities) have a functional life span and require periodic replacement.
- C. Several of the planning areas have a low percentage of vacant residential parcels, showing that most residential development will be in the form of redevelopment/revitalization. Outside of area 1, there are few vacant commercial parcels. Commercial areas that are vacant are typically adjacent to existing commercial projects and have a low-intensity suburban character. This would also indicate the potential for revitalization.

	Planning Areas	Commercial Land Area in Surface Parking	Structure Age: pre-1980		Vacant Residential Parcels
			Residential	Commercial	
1	Celebrate VA/Central Park	85%	N/A		N/A

<sup>1</sup> *Sprawl Repair Manual*, Galina Tachieva, (Island Press, 2010) 1. (for quotation and concepts in previous sentence)

2	Fall Hill		81%		N/A
3	Plank / Rt 3	80%	10% (concentrated)		<1%
4	Hospital/Cowan	47%	4% (concentrated)		N/A
5	University / Rt 1	65%	86%		5%
6	Princess Anne / Rt 1	43%	90%	75%	1%
7	Downtown	19%	89%	85%	4%
8	Dixon / Mayfield	-	81%		19%
9	Braehead / National Park	-	-	-	-
10	Lafayette / Rt 1	75%	66%		3%

An analysis of these statistics is included in the Land Use Potential section for each planning area, as appropriate.

In addition, a study titled the *Market Analysis for the City of Fredericksburg* (October 2016) has been prepared in conjunction with more detailed planning for Areas 3 and 6. It states that the office, hotel, and retail markets for the City are generally overbuilt, except for specialized uses. It states that lower quality offerings in each of these use categories are appropriate for revitalization, either with upgraded more competitive uses of the same type or converted to different uses, such as residential.

#### Mass Transit

The new code section says the small area comprehensive plans are to encompass mass transit, with a specific reference to the definition in Virginia Code Section 33.2-100:

*“Public transportation’ or ‘mass transit’ means passenger transportation by rubber-tired, rail, or other surface conveyance that provides shared ride services open to the general public on a regular and continuing basis. ‘Public transportation’ or ‘mass transit’ does not include school buses, charter or sight-seeing services, vehicular ferry service that serves as a link in the highway network, or human service agency or other client-restricted transportation.”*

Fred Transit meets this definition. The attached map of Fred routes in the city in relation to the current Land Use Planning Areas shows all planning areas being served.

#### Mixed Use Development

The third criterion in the new code section is that the delineated area of each small area comprehensive plan “includes mixed use development”. The text of the 2015 Comprehensive Plan for all of the 10 planning areas shows these areas as appropriate for mixed use either by current zoning which allows mixed use or by future land use policies that provide for mixed use.

#### 3.0 Floor Area Ratio for Commercial Development

The final criterion in the new code section is that the small area comprehensive plans “allow a density of at least 3.0 floor area ration in a portion thereof;”. The current and proposed density for commercial development is shown below:

<b>Current Commercial Density Limits</b> expressed as a Floor Area Ratio		Mixed Use	Only Commercial Use	Allowed as SU	<b>Proposed as SU</b>
Commercial/Office-Transition	CT	0.7	0.5		
Commercial-Downtown	CD	3.0	2.5		
Commercial-Shopping Center	C-SC		0.5		<b>3.0</b>
Commercial-Highway	C-H		0.7		<b>3.0</b>
Planned Development-Commercial	PD-C		1.0		<b>3.0</b>

Planned Development-Mixed Use	PD-MU		2.0	3.0	
Planned Development-Medical Center	PD-MC		1.5		<b>3.0</b>

The proposed amendments to the Unified Development Ordinance would allow a 3.0 Floor Area Ratio as a Special Use in the Commercial Shopping Center, Highway Commercial, PD-Commercial, and PD-Medical Center zoning districts.

All the Planning Areas, except for Planning Area 9, are recommended for Small Area Comprehensive Plan status. Area 9 was not included because it is primarily planned and used for industrial purposes, not residential purposes. Only residential rezonings are the focus of the new code section.

**2. Comprehensive Plan amendments to ensure Adequate Public Facilities.**

The second area of comprehensive plan amendment addresses how certain public services are defined in the plan and clarifies their levels of service. This step will help to ensure that the City’s public facilities and services are adequately maintained when new development occurs.

The amendments focus on the insertion of the phrases ‘Adequate Public Facilities’ and ‘Levels of Service’. Adequate Public Facilities is a goal first formally enunciated in the late 1960s in communities experiencing rapid growth that believed they had insufficient public facilities and services for new residents. Levels of Service are a quantitative means to measure Adequate Public Facilities. This concept has long been used in evaluating transportation facilities by applying grades ‘A’ through ‘F’ to intersection capacity and efficiency. The term is also used to describe appropriate levels of school service in several documents by the Virginia Department of Education and in the Virginia Outdoors Plan for public recreation services. It can be used to evaluate public safety services by either state or federal agencies or by independent rating entities. These sources have been referenced in the amendments.

By explicitly establishing in its Comprehensive Plan the goal of adequate public facilities measured by appropriate levels of service, the City makes clear that the health, welfare, and safety of current and future residents and visitors is paramount.

**3. UDO amendments: Allow a 3.0 Floor Area Ratio Density for Commercial Uses as a Special Use.**

As shown above, amendments to four commercial zoning districts are proposed so as to allow a 3.0 floor area ratio for commercial activities as a special use. Provision for such density is one of the requirements for areas where the legislation states residential proffer restrictions shall not apply. This will allow the City to be able to accept a full range of proffers for residential development.

In addition, the Virginia Code (15.2-2283.vii), states one of the purposes of zoning ordinances is: “to encourage economic development activities that provide desirable employment and enlarge the tax base;”. This provision would allow the potential for more intense commercial development, thereby expanding the City’s tax base. It would also allow more intensive use of the primary medical care facility in the City, allowing for expansion of health care services.

The additional density would be allowed after the issuance of a special use permit. The UDO provides nine minimum criteria for Council to use when evaluating Special Use requests:

- (a) Traffic or parking congestion;
- (b) Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment;

- (c) Discouragement of economic development activities that may provide desirable employment or enlarge the tax base;
- (d) Undue density of population or intensity of use in relation to the community facilities existing or available;
- (e) Reduction in the availability of affordable housing in the neighborhood;
- (f) Impact on school population and facilities;
- (g) Destruction of or encroachment upon conservation or historic districts;
- (h) Conformity with federal, state and local laws, as demonstrated and certified by the applicant; and
- (i) Massing and scale of the project.

In addition, the UDO states six minimum conditions that may be imposed:

- (a) Appropriate screening, buffer planting and landscaping.
- (b) Enhanced utility, drainage, parking, sidewalk, loading and other onsite facility design requirements.
- (c) Sign standards of a stricter nature than those which apply to the district in which the proposed use is located.
- (d) Open space requirements of a stricter nature than those which apply to the district in which the proposed use is located.
- (e) Participation in off-site pro rata improvements for reasonable and necessary sewerage and drainage facilities as provided for in this section.
- (f) Other reasonable standards and criteria, as deemed necessary in the public interest to secure compliance with this chapter and the Comprehensive Plan by the City Council.

These criteria and conditions should be sufficient to ensure any development proposing a floor area ratio of up 3.0 will not unduly impact adjoining properties or public facilities.

For comparison purposes, the following Floor Area Ratios are provided:

715 Princess Anne Street	City Hall	1.09
701 Princess Anne Street	City Courthouse	3.75
601 Caroline Street	Executive Plaza (not including parking deck property)	3.32
215 William Street	Formerly retail and offices for Museum	3.89
810-812 Caroline Street	Shops at 810	3.49
622 Caroline Street	Marriott Hotel	3.29
1001 Sam Perry Blvd	Mary Washington Hospital	0.31

### **Conclusion**

The Virginia Code amendments creating 15.2-2303.4, which restrict local authority with respect to proffers or proffer amendments for residential rezoning applications, provide for an exemption from these restrictions in areas that meet specific criteria. With the proposed Comprehensive Plan amendments (coupled with the UDO amendments to the C-SC, C-H, PD-C, and PD-MC districts allowing commercial activities with a 3.0 Floor Area Ratio as a Special Use), 9 of the 10 Land Use Planning Areas in the 2015 Comprehensive Plan will meet these specific criteria. They will serve as “approved small area comprehensive plan[s] in which the delineated area is designated as a revitalization area, encompasses mass transit ... , includes mixed use development, and allows a density of at least 3.0 floor area ratio in a portion thereof.” The effect of all the proposed amendments will be to establish the areas where residential proffer restrictions do not apply. The proposed amendments do not include Land Use Area 9, which is primarily comprised of land shown for industrial uses on the Future Land Use Map. Residential rezonings are not anticipated in this area.

The new Virginia Code section limits the discussion and acceptance of proffers to a narrow range of issues. By establishing areas where residential proffer restrictions do not apply, the City and rezoning applicants can develop creative solutions to the potential impacts of the development of a property. It allows the City to create and protect public service capacity for vested unbuilt development, without it being absorbed by new rezoning applications. Finally, it allows for the acceptance of facilities beyond what is necessary to meet minimum standards.

Virginia Code (15.2-2200) states the intent of having land use regulations. The final item is: *“that the growth of the community be consonant with the efficient and economical use of public funds.”* Adoption of these amendments will allow the City to ensure the growth will occur in a manner consistent the efficient and economic use of public funds and facilities.

**Attachments:**

Master list of proposed Comprehensive Plan amendments  
Unified Development Ordinance Text Amendments  
Maps of Planning Areas shown revitalization factors  
Map of FRED transit routes and planning areas  
Floor Area Ratio Examples  
Planning Commission Minutes, October 12, 2016 (excerpt)

## COMPREHENSIVE PLAN AMENDMENTS

January 10, 2016

Underlined black text shows the amendments as reviewed by the Planning Commission.

Underlined red text written after November 8 City Council public hearing.

Underlined blue text written after December 6 City Council work session.

Page 4, Plan Implementation	<p><i>Insert following last paragraph:</i>  <u>The built environment in an established and growing community experiences an ongoing process of development and redevelopment, which is commonly understood as revitalization. These terms are interchangeable within this Comprehensive Plan, to describe efforts to improve an area, to make it better, and to pursue an evolving density of uses that occurs in a growing community like Fredericksburg.</u></p>
Page 8, Goal 1	<p>Provide <u>adequate</u> public facilities and services, in an efficient and effective manner, to all City residents.</p>
Page 27, Background	<p><i>Amend the second to last sentence as follows:</i>  The overall transportation system includes a coordinated hierarchy of interstate highways, regional arterial roads, local collector roads, and neighborhood streets, but the City seeks to ensure the community is accessible to all persons, by emphasizing pedestrian sidewalks and trails, bicycle facilities, and fully accessible transit, <u>all provided at safe levels of service.</u></p>
Page 36, Transit	<p><i>Amend the first sentence as follows:</i>  The City of Fredericksburg operates the FREDericksburg Regional Transit (FRED), a local bus system that <u>meets the State definition of mass transit and serves the greater Fredericksburg area.</u></p>
Page 50, Fire and Rescue	<p><i>Insert the following last paragraph:</i>  <u>The Insurance Services Office (ISO) is an independent company that analyzes data about communities nationwide and assigns a Public Protection Classification (PPC) number related to risk. Class 1 represents an exemplary fire suppression program while Class 10 indicates an area does not meet even minimal standards. The City's PPC rating is Class 3, which indicates the City Fire Department meets high standards in communications, department function, available water supply, and risk reduction efforts as defined through prevention, education, and investigation.</u></p>
Page 57, Goal 1	<p>Provide <u>adequate</u> public facilities and services, in an efficient and effective manner, to all City residents.</p>
Page 58, Policy 5	<p><i>Remove existing Policy #5 and replace with the following:</i>  <u>Work with private developers, as appropriate, to ensure that the levels of service provided by the following public facilities are maintained in accordance with standards established by the Commonwealth and the City, when new development occurs:</u>  <u>For zoning map amendment, special use permit, or special exception applications for new development or redevelopment, require applicants to provide the resources necessary to ensure the provision of adequate</u></p>

	<p><u>public facilities for the following services in accordance with level of service criteria established by the Commonwealth or the City:</u></p> <ol style="list-style-type: none"> <li>a) <u>Transportation: As noted in Chapter 3.</u></li> <li>b) <u>Public safety: Maintain ISO rating of 3 Citywide</u></li> <li>c) <u>Schools: As specified in criteria developed by the Fredericksburg School Board and the Virginia Department of Education.</u></li> <li>d) <u>Parks: As noted in Chapter 4.</u></li> </ol>
Page 115, first column	<p><i>Remove heading: <del>The Land Use Plan.</del></i></p> <p><i>Insert heading from top of second column, as follows:</i></p> <p><u>Land Use Categories and Classifications.</u></p>
Page 116, Commercial-General, brought forward to bottom of second column	<p><i>Add the following to last sentence of paragraph:</i></p> <p><u>, which will include a 3.0 Floor Area Ratio.</u></p>
Page 116, Commercial-Downtown	<p><i>Insert the following sentence at end of paragraph:</i></p> <p><u>A 3.0 Floor Area Ratio is allowed in this category.</u></p>
Page 116, Planned Development-Commercial	<p><i>Insert the following sentence at end of paragraph:</i></p> <p><u>A 3.0 Floor Area Ratio should be allowed in this category.</u></p>
Page 116, Planned Development – Mixed Use	<p><i>Insert the following sentence at end of paragraph:</i></p> <p><u>A 3.0 Floor Area Ratio should be allowed in this category.</u></p>
Page 116, Institutional	<p><i>Insert the following sentence at end of paragraph:</i></p> <p><u>This category should allow a 3.0 Floor Area Ratio for these uses.</u></p>
Page 116, Planned Development – Medical Center	<p><i>Insert the following sentence at end of paragraph:</i></p> <p><u>This category should allow a 3.0 Floor Area Ratio for these uses.</u></p>
Page 116, Land Use Planning Areas	<p><i>Amend paragraph as follows:</i></p> <p>This Comprehensive Plan designates 10 <u>areas for Small Area Comprehensive Planning Areas</u>, to more effectively evaluate specific conditions and to make clear recommendations for land use within the City of Fredericksburg. In this manner, the general land use principles described in this Plan can be translated into clear policies. <u>These areas are designated as revitalization areas that encompass mass transit, include mixed use development as an allowed land use, and are planned to allow for a commercial density of at least 3.0 Floor Area Ratio. For the purposes of this Comprehensive Plan, a revitalization area is understood as having:</u></p> <ul style="list-style-type: none"> <li>- <u>Large surface parking areas on commercial land having revitalization opportunities for the evolution of a suburban pattern of development into a more urban, mixed-use pattern. Broad expanses of surface parking result in fragmented and inefficient development patterns that should be revitalized so as to create complete communities that are livable and robust.</u></li> <li>- <u>Significant structure age, which indicates that revitalization is necessary with structural improvement or replacement. A property may be well maintained in terms of cleanliness and security, however the physical elements of buildings (including, roofs, windows, doors, heating/ ventilation/air conditioning</u></li> </ul>

	<p><u>facilities) have a functional life span and require periodic replacement.</u></p> <ul style="list-style-type: none"> <li>- <u>A low percentage of vacant residential parcels, showing that most residential development will be in the form of redevelopment/revitalization. Outside of area 1, there are few vacant commercial parcels. Commercial areas that are vacant are typically adjacent to existing commercial projects and have a low-intensity suburban character. This would also indicate the potential for revitalization.</u></li> </ul>
<p><u>Small Area Plan 1</u> <u>Page 118, Opportunities</u></p> <p><u>Page 120, Existing Land Use</u></p> <p><u>Page 121, Land Use Potential</u></p>	<p><i>Insert the following as new second and third bullets:</i></p> <ul style="list-style-type: none"> <li>- <u>Good planning practice encourages the retrofit of these suburban spaces, including adaptive reuse of existing structures, the replacement of structures, redevelopment of large parking lots, and the revitalization of natural systems on previously developed land.<sup>1</sup> Central Park is a prime candidate for retrofitting as a mixed use, commercial, office and high density residential development.</u></li> <li>- <u>Ensure that an extended Gordon W. Shelton Boulevard, between Fall Hill Avenue and Cowan Boulevard, is included in all development plans for affected properties, since this facility will be providing a critical north-south connection.</u></li> </ul> <p><sup>1</sup><u>Retrofitting Suburbia, Ellen Dunham-Jones and June Williamson, (John Wiley &amp; Sons, 2011).</u></p> <p><i>Insert the following as new second and third paragraphs:</i></p> <p><u>The predominant zoning designation within this Land Use Area is Planned Development-Commercial, which permits residential development on 10% of the area of each district. The dominant existing development is in Central Park, a regional retail center developed in the 1990s. Central Park consists of major retail, service, and office uses, but it contains no residential uses at this time. The development form of Central Park is suburban in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces. The buildings tend to be dedicated to a single use – retail sales; and the development is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are connected by driveways or roads.</u></p> <p><u>Central Park businesses are now subject to intense competition from newer regional retail centers at Massaponnax in Spotsylvania, and Garrison Road in Stafford County. This new competition, in combination with the internet economy, has resulted in the loss of Central Park anchor retail tenants, the backfilling of retail space with less-dominant retail uses, and some vacant retail spaces.</u></p> <p><i>Insert the following sentences to the end of the paragraph:</i></p> <p><u>This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of <u>at least</u> 3.0 floor area ratio in</u></p>

<p><u>Page 122, Sub Planning Area 1G</u></p>	<p><u>certain commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion</u> Central Park constitutes the majority of the developed commercial area in Area 1. Central Park has 85% of its area devoted surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern.</p> <p><i>Replace current text:</i>  <u>This 25 acre commercial area defined by an I-95 off-ramp and neighboring Spotsylvania Towne Center, is a prime candidate for revitalization. This area enjoys good visibility from I-95, but limited access from Route 3. Developed portions of the area have remained vacant for many years, except for a fast-food restaurant that was recently rehabilitated. The theory of retrofitting suburban spaces applies equally to this under-developed gateway to nearby commercial areas, and residential developments west on Route 3.</u></p>
<p><u>Small Area Plan 2</u>  <u>Page 126, Setting</u></p> <p><u>Page 126, Opportunities</u></p> <p><u>Page 128, new section:</u>  <u>Existing Land Use</u></p> <p><u>Page 129, Land Use Potential</u></p>	<p><i>Insert the following additional paragraph:</i>  <u>The landscape of the Fall Hill Avenue corridor is experiencing a significant change with the reconstruction of the Avenue into a four lane divided thoroughfare with controlled access/limited left turn movements accompanied by a bikeway and a sidewalk. In the future, the planned extension of Gateway Boulevard from the south to the intersection of Fall Hill Avenue and Wicklow Drive will significantly improve access and visibility in this area and will create new opportunities for revitalization.</u></p> <p><i>Revise the beginning of the introductory paragraph and add:</i>  <u>The goals for the area relate to recent and planned significant road improvements and to protecting the integrity of the natural areas when public recreation amenities are developed and maintained.</u></p> <p><i>Insert the following as new section, Existing Land Use:</i>  <u>The area has many residential projects. Several of them are of an age requiring significant reinvestment. The 264 Central Park (Bragg Hill) townhouses have not been substantially renovated since they were constructed 40 years ago. 92% of the units are the responsibility of non-resident property owners. The City sponsored a major neighborhood clean-up in the Spring of 2015 to address on-going issues of trash accumulation. The 200 units at Heritage Park on the south side of Fall Hill Avenue adjacent to I-95 were constructed 45 years ago. While reasonably well maintained, they have the facility issues associated with structures this age. The livability and character of the area would be greatly improved with the revitalization of these projects.</u></p> <p><i>Insert the following sentences to the end of the paragraph:</i>  <u>With limited opportunity for greenfield development, new activity in the area will focus on revitalization. This section of the City is designated as a revitalization area that encompasses mass transit,</u></p>

	<p><u>includes and provides for mixed use development, and allows for a density of at least 3.0 floor area ratio in certain commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently limited to the north side of Fall Hill Avenue between Wicklow Drive and Roffman Road immediately adjacent to townhouse development. Impacts on this residential area should be carefully considered before a special use permit is approved for higher commercial density. 81% of Area 2's residential structures were built before 1980. This includes apartment buildings with multiple dwelling units. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. In addition, the reconstruction of Fall Hill Avenue includes realigning of the road to the south in front of the existing 1.29 acres of Highway Commercial Zoning, which is occupied by structures dating from the 1970s. The shift will create an additional .84 acres that could be added to the current commercial property and foster redevelopment of the entire two acres.</u></p>
<p><u>Small Area Plan 3 Page 132, Opportunities</u></p> <p><u>Page 134, new section: Existing Land Use</u></p>	<p><i>Insert the following as new second and third bullets:</i></p> <ul style="list-style-type: none"> <li>- <u>Enhance this western gateway to the City, which is highly visible to travelers in the Interstate 95 corridor, to provide a distinctive and appealing sense of arrival.</u></li> <li>- <u>Good planning practice encourages the retrofit of the Route 3 suburban strip, including adaptive reuse of existing structures, the replacement of structures, redevelopment of large parking lots, and the revitalization of natural systems on previously developed land. The Plank Road commercial strip is a prime candidate for retrofitting with up-graded commercial, office, and high density residential development.</u></li> </ul> <p><i>Insert the following as new section, Existing Land Use:</i></p> <p><u>The zoning designation within this Land Use Area along Plank Road is Highway Commercial, which also permits residential development at a density of 12 units per acre. The dominant existing development along Plank Road is a series of strip shopping centers and free-standing businesses developed in the 1970 and 1980s. The strip centers include retail, service, motel and office uses, but contain no residential use. To the south is a neighborhood developed in the 1970s and a newer community developed in the 2000s. To the north are apartments from the 1970s and single family homes built in the 2000s. Additional single family homes, townhouses, and apartments built in 1980s are found along Route 1. The development form of Plank Road is suburban in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces. The buildings tend to be dedicated to a single use with</u></p>

<p>Page 135, Land Use Potential</p>	<p><u>development that is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are connected by driveways or roads.</u></p> <p><u>This commercial strip has been subject to intense competition from Central Park on the west side of I-95 and strip commercial development on Plank Road further west in Spotsylvania County. This competition, in combination with the internet economy, has resulted in the loss of anchor retail tenants, the backfilling of retail space with less-dominant retail uses, and vacant retail spaces.</u></p> <p><u>A 27-acre vacant property for a future elementary school is located south of the Plank Road corridor off of Gateway Boulevard. Adjacent to the school is the city-owned site of the historic Downman (Idlewild) House with potential as a community amenity.</u></p> <p><i>Insert the following sentences to the end of the paragraph:</i></p> <p><u>This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of <del>at least</del> 3.0 floor area ratio in certain commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established along Route 3 and is adjacent to single family and multi-family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. Area 3 has 80% of its commercial area devoted surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern. Only 10% of the Area 3's residential structures were built before 1980, however, these older dwellings are concentrated in a 100 unit single family and a 187 unit apartment neighborhoods. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. Further, less than 1% of lots in the residential portion of this area are vacant. While there is vacant land zoned for residential uses in the area, it is generally planned for more intensive development. Revitalization of neighborhoods will be focused on existing units.</u></p>
<p><u>Small Area Plan 4</u> <u>Page 138, Opportunities</u></p>	<p><i>Insert the following as a new second bullet:</i></p> <ul style="list-style-type: none"> <li>- <u>Good planning practice encourages the retrofit of the suburban-style medical office park, centered on Mary Washington Hospital, with development of its large parking lots and the revitalization of natural systems on previously developed land. This area is a prime candidate for retrofitting as with multiple uses to augment its medical core with commercial, office, and high density residential development. Age-restricted residential development would be particularly appropriate with the proximity of medical services.</u></li> </ul>

Page 140, Existing Land Use

*Insert the following as new second and third paragraphs:*

The core zoning designation within this Land Use Area is Planned Development-Medical Center. This district permits residential development for the elderly and disabled on 15% of the area of the district, housing for medical staff on 10% of the district, and townhouses on 10% of the district. The medical office parks surrounding the hospital are zoned Commercial-Transitional/Office. CT also permits townhouse development. The dominant existing development is Mary Washington Hospital, a regional medical center developed in the 1990s. The area consists of the Hospital and surrounding medical offices uses, but it contains no residential uses at this time. The development form of the medical center and medical offices areas is a suburban office park in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces. The buildings tend to be dedicated to a single use – medical services and the development is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are connected by driveways or roads.

Mary Washington Hospital is subject to increasing competition from the new Spotsylvania Regional Medical Center as well as medical services at Virginia Commonwealth University in Richmond, the University of Virginia in Charlottesville, and multiple institutions in Northern Virginia. This new competition has resulted in challenges for the local medical industry to attract quality medical staff and keep patients from choosing to go elsewhere for services.

Most of the residential development in the area is relatively new, however two apartment complexes with a total of almost 400 units are approximately 45 years old (one dating from 1969 and the other from 1973) and are in need of revitalization.

Hugh Mercer Elementary School is located adjacent to these apartment complexes. Originally built in 1969, improvements to the school have been recently completed.

## Page 141, Land Use Potential

*Insert the following sentences to the end of the paragraph:*

This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of ~~at least~~ 3.0 floor area ratio in certain commercially and planned medical center zoned areas.

Commercial and planned medical center density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established along Cowan Boulevard and is adjacent to single family and multi-family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. Commercial and planned medical center zoning in

	<p><u>place along Mary Washington Boulevard is surrounded by other commercially zoned areas. Area 4 has 47% of its commercial area devoted surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern with diverse medical services as the key defining feature. Only 4% of the Area 4's residential structures were built before 1980, however, these older dwellings are concentrated in two apartment projects with 396 units. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization.</u></p>
<p><u>Small Area Plan 5</u> <u>Page 144, Opportunities</u></p> <p><u>Page 146, Existing Land Use</u></p>	<p><i>Insert the following as new first and second bullets:</i></p> <ul style="list-style-type: none"> <li>- <u>Enhance this front door to the University of Mary Washington, one of the key elements to the City's character and economy, to provide a distinctive and appealing sense of arrival.</u></li> <li>- <u>Good planning practice encourages the retrofit of the Route 1 suburban strip, including adaptive reuse of existing structures, the replacement of structures, redevelopment of large parking lots, and the revitalization of natural systems on previously developed land. The Route 1 commercial strip is a prime candidate for retrofitting with upgraded commercial, office, and high density residential development.</u></li> </ul> <p><i>Insert the following as additional paragraphs to Existing Land Use:</i></p> <p><u>The zoning designation within this Land Use Area along Route 1 is a mixture of Highway Commercial, which permits residential development at a density of 12 units per acre, and Commercial/Office-Transitional which permits residential development at a density of 8 units per acre (12 units per acre, if mixed use). Planned Development – Mixed Use has been applied one of the shopping centers along the street. An apartment complex in an R12 zoning district (12 units per acres) is also located in the corridor.</u></p> <p><u>The dominant existing development along Route 1 is a series of strip shopping centers and free-standing businesses developed in the 1960 and 1970s. A portion of the largest of these shopping areas has been successfully redeveloped as mixed use with university student apartments, commercial, office, hotel, structured parking, and with upgrades to the adjoining retail strip. The strip centers include retail, service, and office uses. The apartment complex constituting the residential use in the corridor is 50 years old. To the east is an established single-family neighborhood, primarily developed between the 1930s and 1960s. West of Route 1 and to the north and south of William Streets are two single family neighborhoods that were mostly built between the 1950s and 1970s. East of Route 1 and south of William Street is an apartment project built in the 1970s.</u></p> <p><u>The development form of Route 1 is suburban in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces.</u></p>

<p>Page 147, Land Use Potential</p>	<p><u>The buildings tend to be dedicated to a single use with development that is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are connected by driveways or roads.</u></p> <p><u>This commercial strip has been subject to intense competition from strip commercial development elsewhere on Route 1, on Plank Road, as well as from Central Park on the west side of I-95. This competition, in combination with the internet economy, has resulted in the loss of anchor retail tenants, the backfilling of retail space with less-dominant retail uses, and vacant retail spaces.</u></p> <p><i>Insert the following sentences to the end of the paragraph:</i></p> <p><u>This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of <del>at least</del> 3.0 floor area ratio in <del>certain</del> commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established along Route 1 is adjacent to single family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. Area 5 has 65% of its commercial area devoted to surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern. 86% of the Area 5's residential structures were built before 1980. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. Further, only approximately 5% of lots in the residential portion of this area are vacant. With limited other vacant residential land in the area, most new development in the neighborhoods will be in the revitalization of existing units.</u></p>
<p><u>Small Area Plan 6</u> <u>Page 150, Opportunities</u></p> <p><u>Page 152, Existing Land Use</u></p>	<p><i>Insert the following as new first and second bullets:</i></p> <ul style="list-style-type: none"> <li>- <u>Enhance this northern gateway to the City, which is highly visible to travelers on the Route 1 corridor, to provide a distinctive and appealing sense of arrival.</u></li> <li>- <u>Good planning practice encourages the retrofit of the Route 1 suburban strip, including adaptive reuse of existing structures, the replacement of structures, development of large parking lots, and the revitalization of natural systems on previously developed land. The Route 1 commercial strip is a prime candidate for retrofitting with up-graded commercial, office, and high density residential development.</u></li> </ul> <p><i>Insert the following as additional paragraphs:</i></p> <p><u>The primary zoning designation within this Land Use Area along Route 1 and Princess Anne Street is Highway Commercial, with Shopping Center Commercial also along Route 1 south of Fall Hill Avenue. These districts</u></p>

Page 153, Land Use Potential

also permit residential development at a density of 12 units per acre. The dominant existing development along Route 1 is a series of strip shopping centers and free-standing businesses developed in the 1960, 70s, and 80s. Along Princess Anne Street, the businesses are predominantly free-standing and date from the 1920s though to 1970s. The strip centers and free-standing businesses include retail, service, motel and office uses, but contain no residential use. To the south is a single-family neighborhood developed in the 1930s, 40s and 50s. To the north are single family homes built in the 1950s and 60s.

The commercial development form of Route 1 is suburban in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces. The free standing businesses on Princess Anne street have a somewhat more urban character with some structures closer to the street. But, buildings in both corridors tend to be dedicated to a single use with development that is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are infrequently connected by driveways or roads.

These commercial strips have been subject to intense competition from commercial strip development further south on Route 1, on Plank Road, as well as Central Park on the west side of I-95. This competition, in combination with the Internet economy, has resulted in a limited range of anchor retail tenants, the backfilling of retail space with less-dominant retail uses, and vacant retail spaces.

The previous Mary Washington Hospital (1949-1994) and associated large areas of surface parking lots are located east of Route 1 on Fall Hill Avenue. Currently, it remains in use for medical offices. Adjacent to the previous hospital is James Monroe High School, which was completed 10 years ago.

*Insert the following sentences to the end of the paragraph:*

This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of ~~at least~~ 3.0 floor area ratio in ~~certain~~ commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established along Route 1 and Princess Anne Street and is adjacent to single family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. Area 6 has 43% of its commercial area devoted surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern. 90% of the area's residential structures and 75% of its commercial structures were built before 1980. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing

	<p><u>systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. Further, only approximately 1% of lots in the residential portion of this area are vacant. With limited other vacant residential land in the area, any new development will be in the revitalization of existing units.</u></p>
<p><u>Small Area Plan 7</u> Page 162, Land Use Potential</p>	<p><i>Insert the following sentences to the end of the paragraph:</i>  <u>This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of at least 3.0 floor area ratio in certain commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, downtown commercial zoning allows 3.0 floor area ration by right, however commercial zoning currently established along Lafayette Boulevard could allow such higher density as a special use. This area along Lafayette Boulevard is adjacent to single family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. 89% of the Area 7's residential structures and 85% of its commercial structures were built before 1980. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. Further, approximately 4% of lots in the residential portion of this area are vacant. With limited other vacant residential land in the area, virtually all new development will be through the revitalization of existing units.</u></p>
<p><u>Small Area Plan 8</u> Page 164, Existing Land Use</p> <p>Page 166, Land Use Potential</p>	<p><i>Insert the following paragraphs after the first paragraph:</i>  <u>The main land use in this area is more than 400 single family homes in the R4 zoning district (200 acres), which allow 4 dwellings per acre. While, 25% of this sub area is also in either the Light or General Industrial zoning district (95 of 380 acres), with another 17 acres in strip Highway Commercial zoning. This predominance of industrial uses in a low density residential area is unique in the City. In addition, the main north-south CSX rail line forms the area's western boundary. The negative environmental and quality of life impacts of such industrial activities on these residential areas are significant and hold down residential property values. These circumstances have resulted in the US Environmental Protection Agency determining that the area meets the criteria of an 'Environmental Justice' community. The area contains Dixon Park, a 40 acre city facility with ball field and swimming pool facilities. It also contains the 30 acre site for the Fredericksburg Agricultural Fair. Started in 1738, it is the oldest fair in the United States.</u></p> <p><i>Insert the following sentences to the end of the paragraph:</i>  <u>This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of at least 3.0 floor area ratio in</u></p>

	<p><u>certain commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established on the east side of the Route 3 and Dixon Street intersection, but has limited development potential because of natural features or public ownership. Commercial zoning is also established along Dixon Street from just north of Beulah Salisbury Road to Lansdowne Road. This area is adjacent to single family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. 81% of the Area 8's residential structures were built before 1980. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of updating or replacement, an indicator of the need for revitalization. Further, approximately 19% of lots in the residential portion of this area are vacant meaning much new development will be through the revitalization of existing units. Lastly, the current industrial uses should be revitalized and repurposed into activities more compatible with the residential neighborhoods.</u></p>
<p><u>Small Area Plan 10</u> <u>Page 150, Opportunities</u></p> <p><u>Page 172, Existing Land Use</u></p>	<p><i>Insert the following as new first and second bullets:</i></p> <ul style="list-style-type: none"> <li>- <u>Enhance the two southern gateways to the City on Route 1 and Lafayette Boulevard, which should be highly visible to travelers on both corridors, to provide a distinctive and appealing sense of arrival.</u></li> <li>- <u>Good planning practice encourages the retrofit of the Route 1 suburban strip, as well as the suburban strip portions of Lafayette Boulevard. Such work should include enhancing existing structures, the replacement of structures, development of the large parking lots, and the revitalization of natural systems on previously developed land. The Route 1 commercial strip and Lafayette commercial centers are prime candidates for retrofitting with up-graded specialized commercial, office, and the selective addition of high density residential development.</u></li> </ul> <p><i>Insert the following as additional paragraphs:</i></p> <p><u>Along Route 1, the zoning designation within this Land Use Area is Highway Commercial, which permits residential development at a density of 12 units per acre, and Commercial/Office-Transitional, north of Townsend Boulevard, which permits residential development at a density of 8 units per acre (12 units per acre, if mixed use). The strip commercial development along Route 1 is a mixture of new and used vehicle dealerships, associated vehicle related businesses, as well some office and free-standing businesses developed since the 1970s. The strip centers and free-standing businesses include retail, service, motel and office uses. An apartment complex was developed west of the Route 1 strip and north of Townsend Boulevard in the 1990s. Townhouses were recently completed west of the Route 1 commercial</u></p>

Page 174, Land Use Potential

strip south of Townsend Boulevard. To the east between Route 1 and Lafayette Boulevard is an established single-family neighborhood developed in the 1940s, 50s, and 60s.

Along Lafayette Boulevard (Business Route 1), there is a strip center zoning Highway Commercial that was built in the late 1960s and early 1970s. There are spots of Commercial/Office-Transitional zoning along this street with development dating from the same era. Also along Lafayette is a 1970s apartment complex. East of Lafayette Boulevard is another single-family neighborhood mostly developed from the 1940s to the 1970s.

The commercial development form of Route 1 is suburban in nature, characterized by buildings that are set back from the landscape they dominate; the commercial buildings are the dominant spatial figures in the development, as opposed to public roadways or public parks or spaces. But, the buildings on both the Route 1 and Lafayette corridors tend to be dedicated to a single use with development that is almost entirely auto-dependent, involving large surface parking lots surrounding the buildings. Land bays are infrequently connected by driveways or roads.

These commercial strips have been subject to intense competition from commercial strip development further south on Route 1 in Spotsylvania County as well as throughout the region. This area has always been a secondary area for retail. This competition, in combination with the - Internet economy, has resulted in a limited range of anchor retail tenants, the backfilling of retail space with less-dominant retail uses, and vacant retail spaces.

On the east side of Route 1, at the south end of the area, are Lafayette Upper Elementary School and Walker-Grant Middle School constructed in the 1980s.

*Insert the following sentences to the end of the paragraph:*

This section of the City is designated as a revitalization area that encompasses mass transit, includes and provides for mixed use development, and allows for a density of ~~at least~~ 3.0 floor area ratio in ~~certain~~ commercially zoned areas. Commercial density, higher than allowed by-right, should be allowed only as a Special Use and when any negative impacts of such additional density are addressed, such as traffic and parking congestion and the massing and scale of the project. In this small area, commercial zoning is currently established along Route 1 and Lafayette Boulevard and is adjacent to single family development. Impacts on these residential areas should be carefully considered before a special use permit is approved for higher commercial density. Area 10 has 75% of its commercial area devoted surface parking. This percentage indicates a low intensity suburban land use pattern with a ready potential for redevelopment and revitalization with infill development into a more intense urban pattern. 66% of the Area 10's residential structures were built before 1980. Once structures reach an age of 30 to 40 years, their mechanical systems, roofing systems, and other structural elements are need of

	<p><u>updating or replacement, an indicator of the need for revitalization. Further, approximately 3% of lots in the residential portion of this area are vacant. With limited other vacant residential land in the area, virtually all new development will be through the revitalization of existing units.</u></p>
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**MOTION:**

**November 8, 2016**

**SECOND:**

**Regular Meeting**

**Ordinance No. 16-\_\_**

**RE:           AMENDING THE UNIFIED DEVELOPMENT ORDINANCE TO ADAPT TO PROFFER REFORM LEGISLATION ADOPTED BY THE 2016 VIRGINIA GENERAL ASSEMBLY**

**ACTION:       APPROVED: Ayes: 0; Nays: 0**

**FIRST READ: \_\_\_\_\_           SECOND READ: \_\_\_\_\_**

IT IS HEREBY ORDAINED by the Fredericksburg City Council that City Code \_\_\_\_\_  
" \_\_\_\_\_" is amended as follows.

**I.       Introduction.**

The City Council adopted Resolution 16-65, to initiate this text amendment, at its meeting on July 12, 2016. The Planning Commission held its public hearing on the amendment on \_\_\_\_\_, after which it voted to recommend the amendment to the City Council. The City Council held its public hearing on this amendment on \_\_\_\_\_.

The purpose of this amendment is to adapt the City's zoning district regulations to proffer reform legislation adopted by the 2016 Virginia General Assembly, Acts of the Assembly Ch. 322. The new legislation exempts applications for new residential development or new residential use occurring in an area within an approved small area comprehensive plan in which the delineated area is designated as a revitalization area, encompasses mass transit, includes mixed use development, and allows a density of at least 3.0 floor area ratio in a portion thereof. Given the City's pattern of development, and the suitability of land within certain commercial and planned zoning districts for intense commercial use, the City has identified Land Use Planning Areas and zoning districts which can meet these statutory criteria.

In making these amendments, the City Council has considered the factors in Code of Virginia 15.2-2284. The City Council has determined that public necessity, convenience, general welfare and good zoning practice favor the amendment.

**II.       City Code Amendment.**

The City Code, Chapter 72, "Unified Development Ordinance," Article 3, "Zoning Districts," is amended as follows:

1. City Code §72-33.3, "Commercial-Shopping Center District," subsection (B), "Dimensional standards," is amended as follows:

Standard	Residential	Nonresidential
Nonresidential FAR, Maximum		0.50, or 3.0 by special use permit

The remaining provisions in this subsection are not amended.

- City Code §72-32.4, "Commercial-Highway District," subsection (B), "Dimensional standards," is amended as follows:

Standard	Residential	Nonresidential
Nonresidential FAR, Maximum		0.70, or 3.0 by special use permit

The remaining provisions in this subsection are not amended.

- City Code §72-33.2, "Planned Development-Commercial," subsection (D), "Bulk regulations," is amended as follows:

**Sec. 72-33.2(D) Bulk regulations.**

[Subsections 1 and 2 are not amended.]

- Maximum floor area ratio. The maximum floor area ration shall be 1.00, or 3.0 with a special use permit.

[The remaining subsections are not amended.]

- City Code §72-33.4, "Planned Development-Medical Center," subsection (D), "Bulk regulations," is amended as follows:

[Subsections 1 – 4 are not amended.]

- Floor area ratio. The maximum floor area ratio shall be 1.50, or 3.0 with a special use permit, provided that the total project area (i.e. area prescribed to total building project boundary or development phase) for each building containing or intended to contain one or more permitted or special uses shall be at least 20,000 square feet; except that additional density regulations shall be applied as follows: [Subsections a, b, and c are not amended.]

**SEC. III. Effective Date.**

This ordinance is effective immediately.

**Votes:**  
**Ayes:**  
**Nays:**  
**Absent from Vote:**  
**Absent from Meeting:**

Approved as to form:

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Kathleen Dooley, City Attorney

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***Clerk's Certificate***

*I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Ordinance No. 16- duly adopted at a meeting of the City Council meeting held Date, 2016 at which a quorum was present and voted.*

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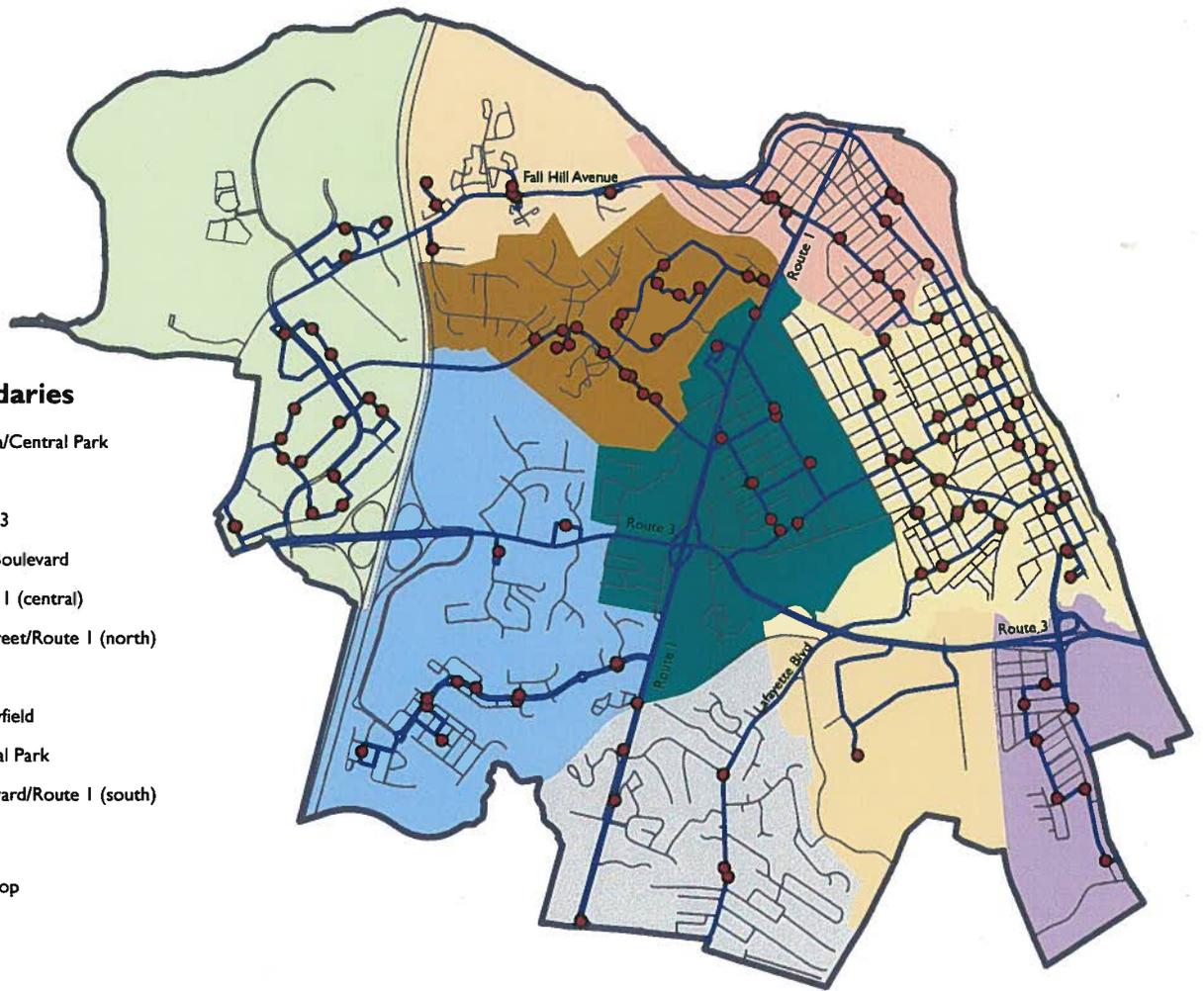
***Tonya B. Lacey, CMC***  
***Clerk of Council***

### Area Plan Boundaries

- 1. Celebrate Virginia/Central Park
- 2. Fall Hill
- 3. Plank Road/Route 3
- 4. Hospital/Cowan Boulevard
- 5. University/Route 1 (central)
- 6. Princess Anne Street/Route 1 (north)
- 7. Downtown
- 8. Dixon Street/Mayfield
- 9. Breahead/National Park
- 10. Lafayette Boulevard/Route 1 (south)

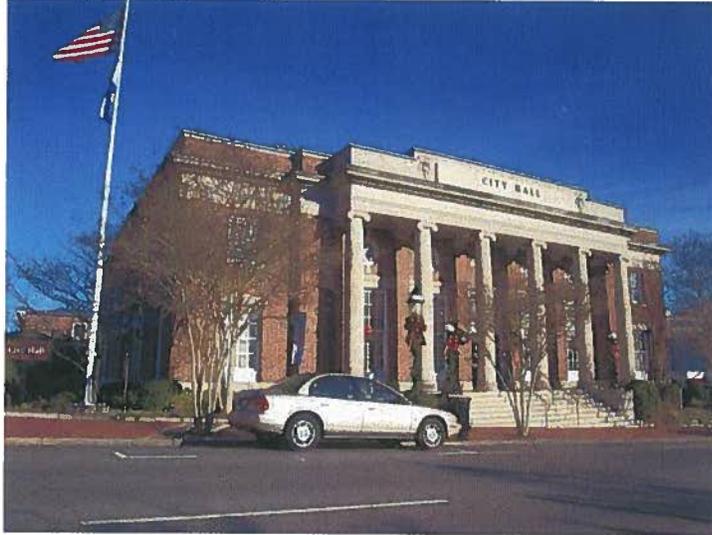
### Transit

- City Fred Transit Stop
- City Fred Routes



## **FLOOR AREA RATIO EXAMPLES**

1. 715 Princess Anne Street – Zoned Commercial-Downtown
  - a. City Hall
  - b. 29,140 +/- building square feet
  - c. 26,837 +/- lot square feet
  - d. 1.09 FAR



2. 701 Princess Anne Street – Zoned Commercial-Downtown
  - a. Courthouse
  - b. 77,000 +/- building square feet
  - c. 20,580 +/- lot square feet
  - d. 3.75 FAR



3. 601 Caroline Street – Zoned Commercial-Downtown
  - a. Office
  - b. 44,000 +/- building square feet
  - c. 13,250 +/- lot square feet
  - d. 3.32 FAR



4. 215 William Street – Zoned Commercial-Downtown
  - a. Retail / Office
  - b. 10,500 +/- building square feet
  - c. 2,700 +/- lot square feet
  - d. 3.89 FAR



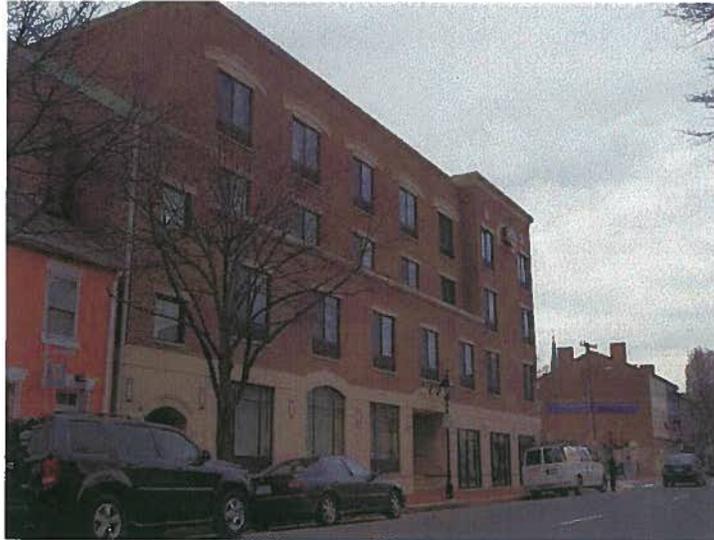
5. 810-812 Caroline Street – Zoned Commercial-Downtown

- a. Retail / Office
- b. 23,625 +/- building square feet
- c. 6,780 +/- lot square feet
- d. 3.49 FAR



6. 622 Caroline Street – Zoned Commercial-Downtown

- a. Marriott Hotel
- b. 63,683 square feet
- c. 19,331 square feet
- d. 3.29 FAR

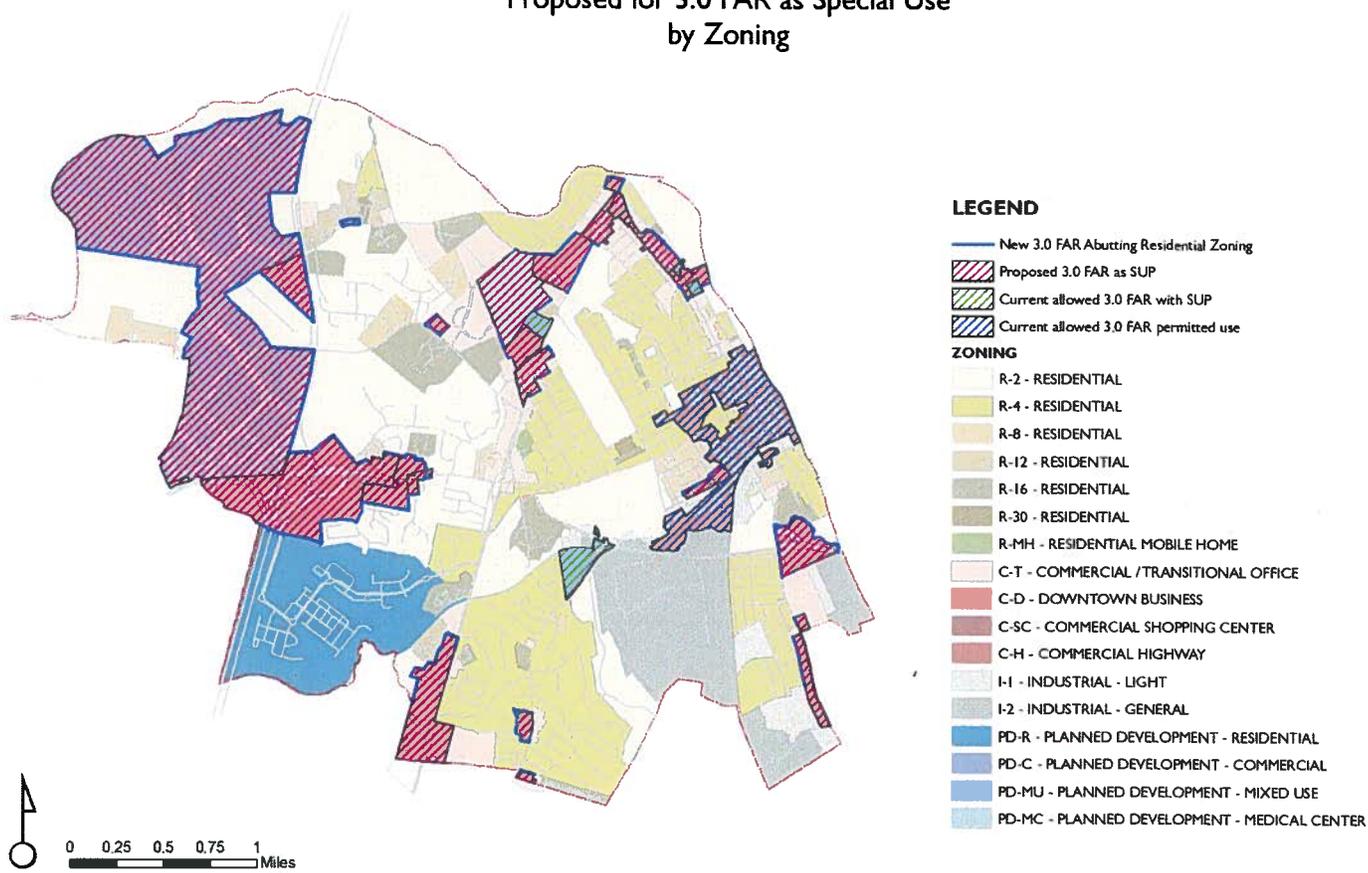


7. 1001 Sam Perry Blvd – Zoned Planned Development-Medical Campus

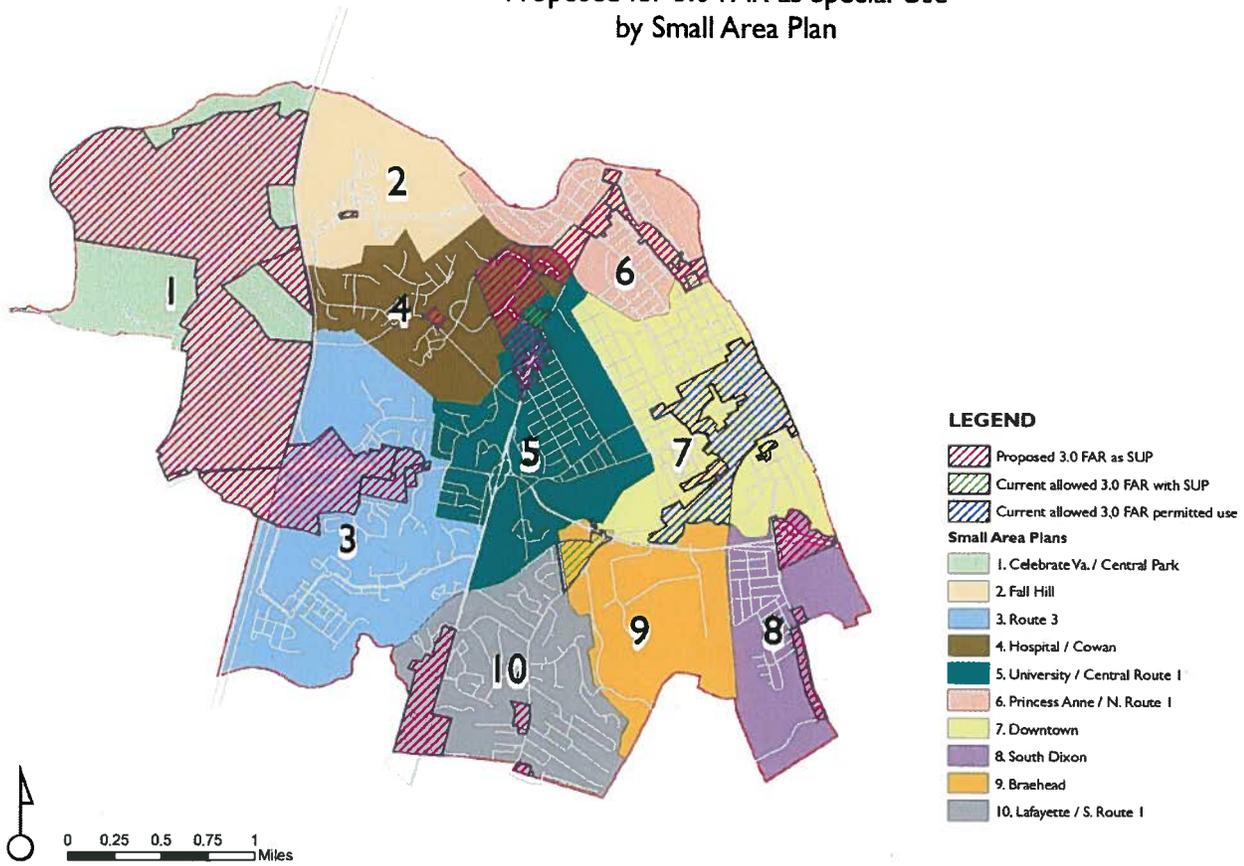
- a. Mary Washington Hospital
- b. 595,500 +/- building square feet
- c. 1,925,352 +/- lot square feet
- d. 0.31 FAR



## Proposed for 3.0 FAR as Special Use by Zoning

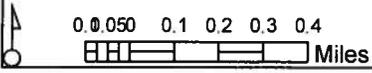
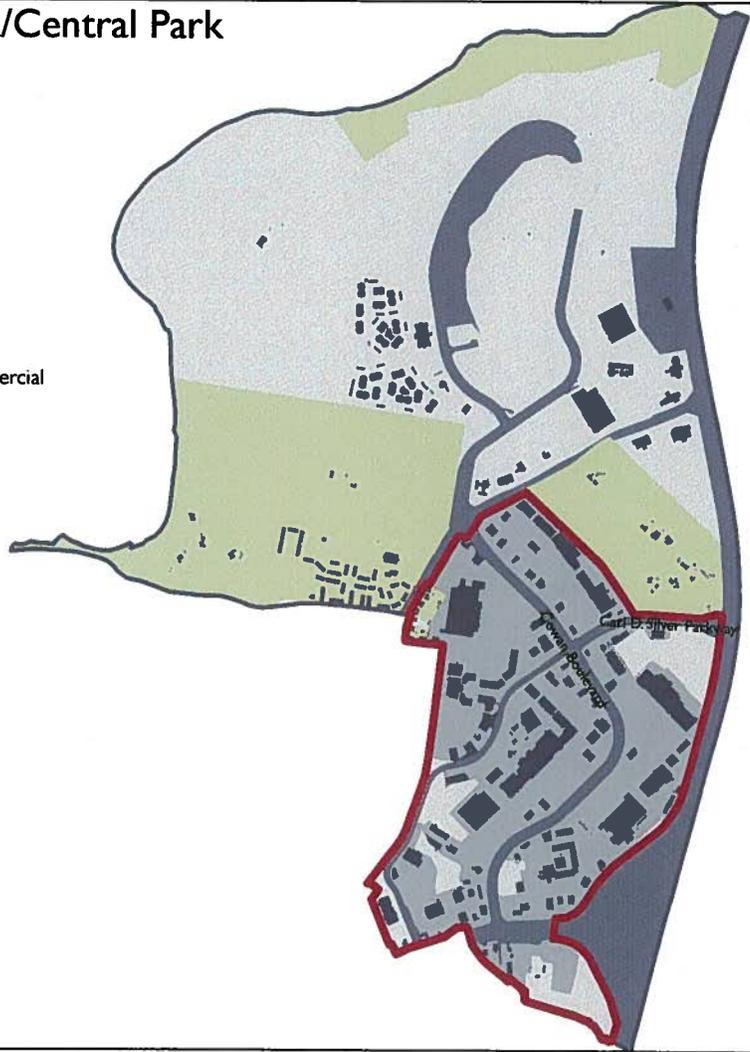


### Proposed for 3.0 FAR as Special Use by Small Area Plan



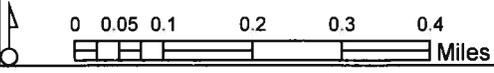
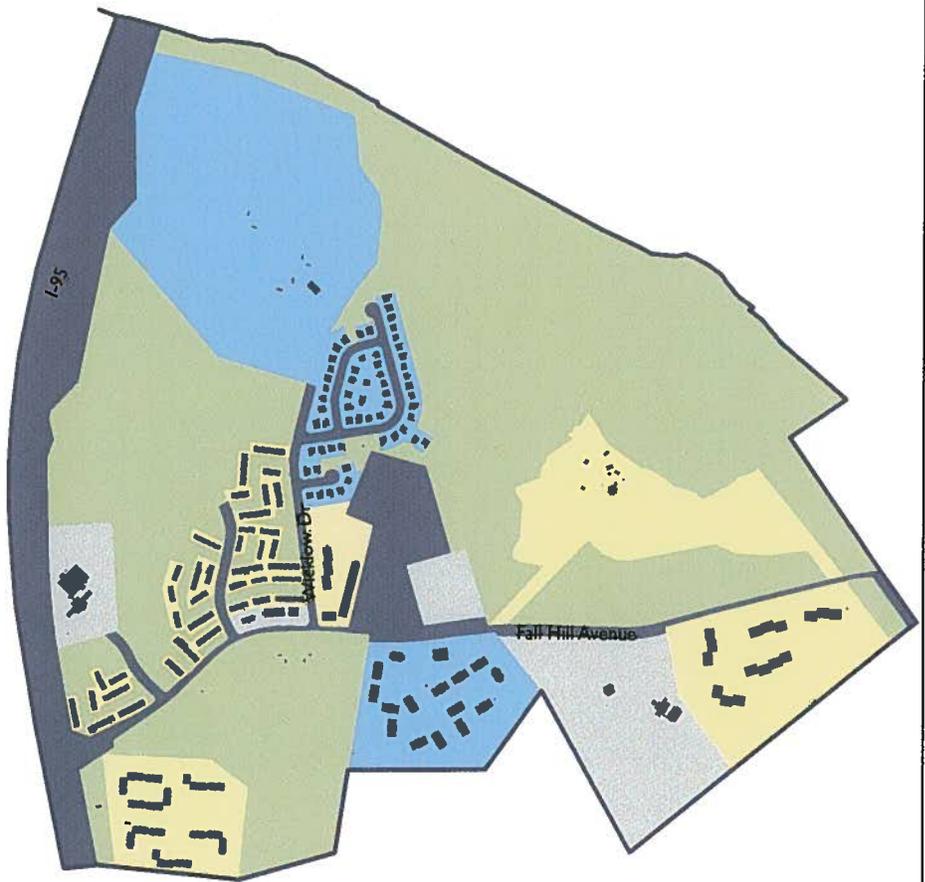
# Small Area Plan - Celebrate Virginia/Central Park Revitalization Analysis Area I

-  Area I Revitalization Target (central park)
-  Commercial Zoning
-  Commercial Surface Parking - 85% of available zoned commercial land in target area



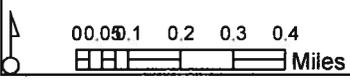
# Small Area Plan - Fall Hill Avenue Revitalization Analysis Area 2

- Residential Pre 1980 - 81% of existing residential
- Residential Post 1980 - 19% of existing residential
- Commercial



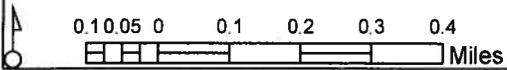
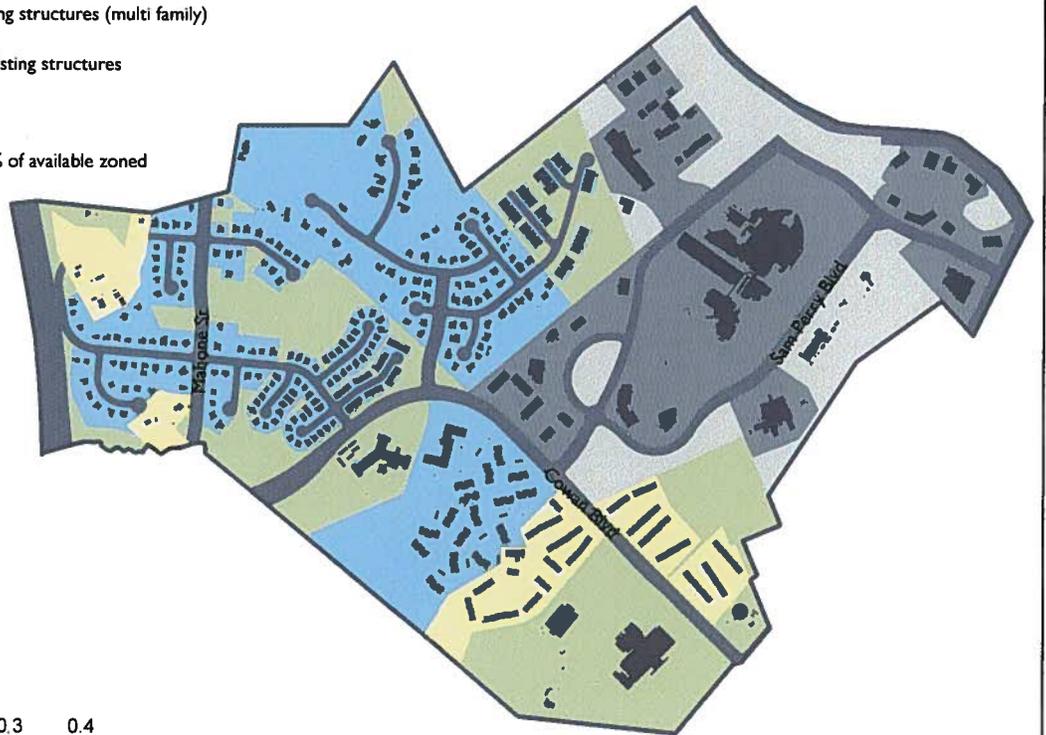
# Small Area Plan - Plank Rd/Route 3 Revitalization Analysis Area 3

- Residential Pre 1980 - 10% of existing residential structures (concentrated)
- Residential Post 1980 - 90% of existing residential structures
- Commercial Zoning
- Commercial Surface Parking - 80% of available zoned commercial land



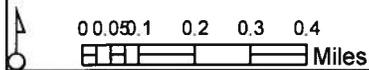
# Small Area Plan - Hospital/Cowan Blvd Revitalization Analysis Area 4

-  Residential Pre 1980 -4% of existing structures (multi family)
-  Residential Post 1980 - 96% of existing structures
-  Commercial Zoning
-  Commercial Surface Parking - 47% of available zoned commercial land



# Small Area Plan - University/Route 1 (central) Revitalization Analysis Area 5

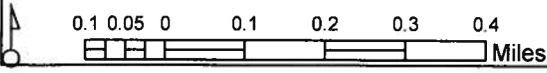
-  Residential Pre 1980 - 86% of existing structures
-  Residential Post 1980 - 14% of existing structures
-  Vacant Parcels - 5% of residential parcels
-  Commercial Zoning
-  Commercial Surface Parking - 65% of available zoned commercial parcels



Small Area Plan - Princess Anne/Route 1 (north)  
Revitalization Analysis  
Area 6

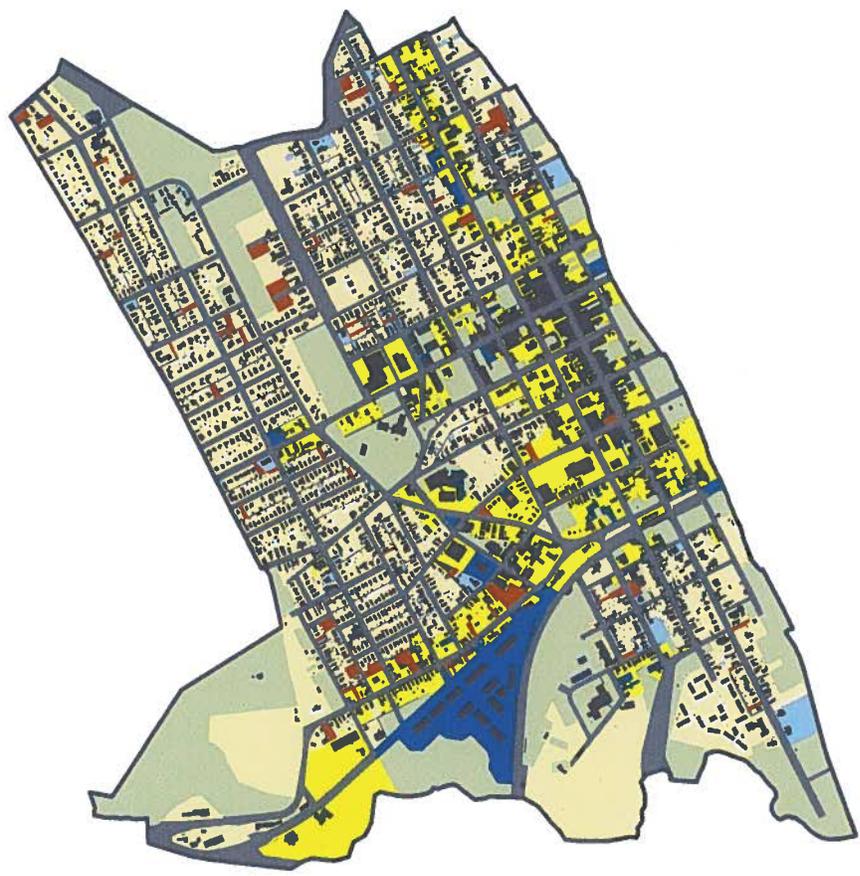


- Residential Pre 1980 - 90% of existing structures
- Residential Post 1980 - 10% of existing structures
- Vacant Parcels - 1% of residential parcels
- Commercial Zoning
- Commercial Surface Parking - 43% of available zoned commercial land



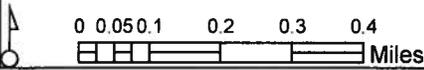
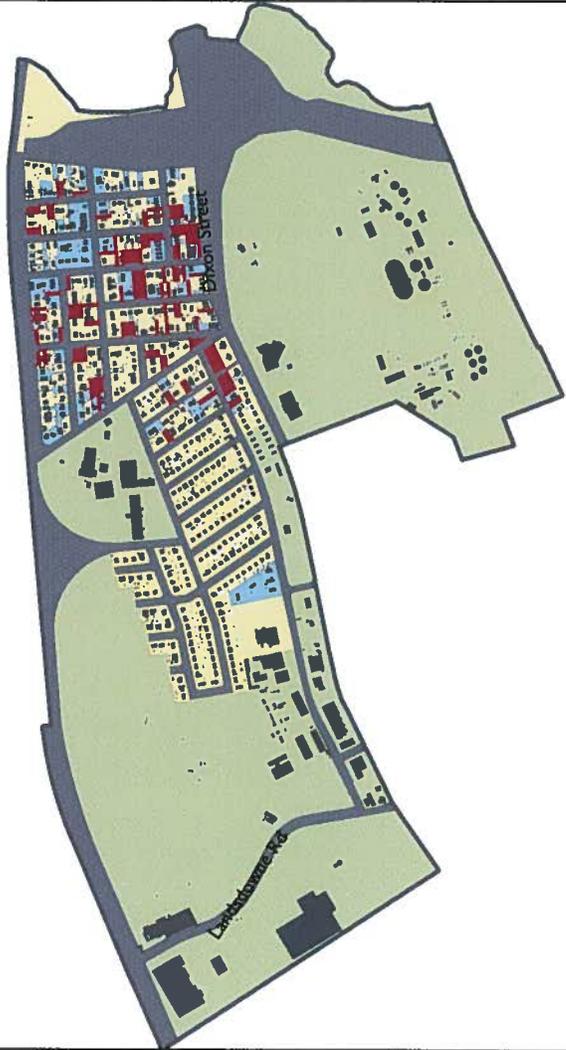
# Small Area Plan - Downtown Revitalization Analysis Area 7

- Commercial Pre 1980 - 85% of existing structures
- Commercial Post 1980 - 15% of existing structures
- Residential Pre 1980 - 89% of existing structures
- Residential Post 1980 - 11% of existing structures
- Vacant Parcels - 4% of residential parcels



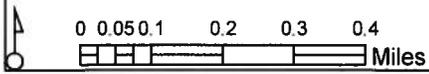
**Small Area Plan - Dixon St./Mayfield  
Revitalization Analysis  
Area 8**

-  Vacant Parcels - 27% of residential parcels
-  Residential Pre 1980 - 81% of existing structures
-  Residential Post 1980 - 19% of existing structures



# Small Area Plan - Lafayette Blvd/Route 1 (south) Revitalization Analysis Area 10

- Commercial Surface Parking - 75% of available zoned commercial land
- Commercial Zoning
- Vacant Parcels - 3% of residential parcels
- Residential Pre 1980 - 66% of existing structures
- Residential Post 1980 - 34% of existing structures





# Comprehensive Plan Annual Report

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Fiscal Year 2015-2016  
(July 1, 2015 – June 30, 2016)

**Prepared By:**  
**Community Planning and Building Department**  
**Planning Services Division**  
**December, 2016**



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## **Background**

The Commonwealth of Virginia requires a local governing body to adopt a comprehensive land use plan, prepared by the local planning commission, for the physical development of the jurisdiction. The specified process is to study existing conditions, growth trends, and probable future requirements and then develop a plan for “the purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the territory, which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the elderly and persons with disabilities (Code of Virginia Section 15.2-2223.A).”

In accordance with its adopted by-laws, the Planning Commission shall make recommendations and provide an annual report to the City Council concerning the operation of the Commission and the status of planning within the City. The report should include statistics on land use development during the preceding fiscal year, enforcement activities, and the implementation of recommendations set forth in the Comprehensive Plan.

The Comprehensive Plan Annual Report outlines efforts to implement the adopted Comprehensive Plan and provides statistics on initiatives and activities performed during Fiscal Year 2015-2016 (FY 2016).

## **Planning Commission**

The Fredericksburg Planning Commission consists of seven members appointed by the City Council, all of whom are residents of the City, qualified by knowledge and experience to make decisions on questions of community growth and development, and at least one-half of whom are owners of real property. As established by the City Council, the Planning Commission has powers and duties under Title 15.2, Chapter 22, Article 2, Code of Virginia.

The Planning Commission held ten regular meetings and two work sessions during the fiscal year and acted on many of the applications identified in this report.

## **Community Planning and Building Department – Planning Services Division**

The Planning Services Division (PSD) is comprised of ten full time employees. Two new positions, Senior Environmental Planner and Historic Resources Planner, were created in October 2015 to focus on the City’s environmental and historic resources. Staff supports a variety of boards, commissions, and committees including the City Council, Planning Commission, Architectural Review Board, Board of Zoning Appeals, Wetlands Board, and Housing Advisory Committee.

The PSD is responsible for overseeing and implementing the City's Comprehensive Plan. The department is also responsible for applying the City's zoning and subdivision regulations in a fair and equitable manner as guided by the Comprehensive Plan. This must be done in accordance with the wishes of the City Council and the community, respecting the rights of property owners, and as prescribed by the Code of Virginia.

### **Comprehensive Plan**

The City furthered many of the goals and initiatives identified in the 2007 and 2015 Comprehensive Plans to promote and sustain a livable city. Notable accomplishments of FY 2016 are highlighted below.

See Map 1 for limits of Small Area Planning Boundaries and Comprehensive Plan related Applications and Initiatives.

### ***Adoption of New Plan / Small Area Plan Development***

During the summer of 2015, PSD staff incorporated several policy statements and related background data that emerged from a joint City Council/Planning Commission meeting in April 2015. On August 11, City Council held a public hearing on the newly revised Comprehensive Plan and formally adopted it on September 8, 2015. The Planning Commission also developed a related Action Plan, which it recommended approval of on October 14 and was subsequently adopted by City Council on November 10, 2015.

PSD staff solicited proposals for detailed planning studies for two (of ten) small area plans. Interviews of responding consultants were conducted in March 2016 and a contract signed in June with a firm called Streetsense, to develop Small Area Plans for Areas 3 and 6.

### ***Transportation (Chapter 3)***

The City continued its successful efforts to design complete streets for new development and existing roadways to integrate automobiles, buses, bicycles, and pedestrians within the same rights-of-way. PSD and Public Works staff succeeded in expanding Fredericksburg's paved trail networks throughout the City.

#### **Princess Anne Street Improvements**

In FY 2016, PSD and Public Works staff completed the Princess Anne Street paving project. The \$1.5 million final project, originally identified in the City's 1992 Transportation Plan, created additional on-street parking (by closing/reducing unnecessary curb cuts), upgraded sidewalks, and scaled down built-up asphalt to resolve drainage problems.

Fall Hill Avenue Widening, Fall Hill Avenue Trail, and Mary Washington Boulevard Extension  
The City's newest major road project commenced during FY 2016 and will widen Fall Hill Avenue from the Rappahannock Canal to Gordon Shelton Boulevard, west of Interstate-95 (I-95). The project's original alignment was identified in the City's 1992 Transportation Plan but included major impacts to the Normandy Village neighborhood. The revised alignment, now under construction, was formally adopted by the City and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) in 2008-2009 and expands Fall Hill Avenue to a four-lane divided roadway connecting to the newly extended four-lane Mary Washington Boulevard. The project includes the construction of two new parallel bridges over I-95, named after Dr. Martin Luther King, Jr. (Council approved Resolution 16-80).

The project also includes the construction of the new Fall Hill Avenue Trail. While the Fall Hill Avenue Trail will certainly see recreational use, the safe pedestrian link between residential areas east of I-95 and jobs west of I-95 is a welcome feature that finally fulfills a long held Council goal to provide safe pedestrian links for those neighborhoods. Completion of the Fall Hill Avenue Trail will also bring the City's overall trail network of 10-foot wide multi-use trails to 9.7 miles.



*Fall Hill Avenue Widening Project – Note the new Fall Hill Avenue Trail on the left*

#### Chatham Bridge Pedestrian Link

Chatham Bridge is a critical pedestrian link between the City and Stafford County. It is the designated crossing for the East Coast Greenway (a bicycle trail that extends from Maine to Miami) as well as for local trails. Planning is underway to enhance this crossing, in partnership with the Virginia Department of Transportation (VDOT) and Stafford County. The potential funding source is called State of Good Repair, which will not require any local funds.

## Virginia Central Railway (VCR) Trail

In 2015, the City succeeded in obtaining new funding from VDOT to construct a bridge over Hazel Run, just west of the Idlewild trailhead. That crossing will open an additional mile of the historic railway bed to recreational use as well as allow residents of the Kingswood subdivision, in Spotsylvania County, to safely access the VCR Trail.



*Proposed VCR Trail Bridge Link design*

*to match the photographed VCR Trail Bridge Link over Hazel Run*

*Note that the bridge is set high enough to preserve the historic railroad bridge abutments.*

### ***Public Services, Public Facilities, and Preserved Open Space (Chapter 4)***

#### **Original Walker-Grant Renovations (Ferdinand Street and Gunnery Road)**

Based on enrollment trends cited in the 2015 Comprehensive Plan, page 46, Fredericksburg City Public Schools identified the need to renovate Original Walker-Grant School to allow for the consolidation of offices and thereby free up space within the existing schools to expand for additional classrooms. The Major Site Plan for the renovations was approved June 20, 2016 and allows for an effective reuse of 54,273 square feet of space for the Head Start Program, Office of Walker-Grant Alumni Association, Early Childhood Special Education, and Fredericksburg City Public Schools Administration offices and meeting spaces.



*Original Walker-Grant School Renovations*

#### Riverfront Park

The City of Fredericksburg continued to make progress designing and implementing the Comprehensive Plan’s vision for a new Riverfront Park along Sophia Street, between Hanover Street and Wolfe Street. The next phase of design – schematic design – successfully scaled down the scope of the park from the initial concept design. Elements of the original concept design were re-designed or removed to scale the potential construction costs to a City Council-established target of \$5,000,000. The Riverfront Park Task Force and City Council continued to meet and work on the project. City Council approved the consultant, Rhodeside & Harwell, to proceed with the next phase of design during FY 2017.

In the meantime, the City continues to utilize the area as an “interim park” for community gatherings, festivals, and community engagement with the scenic views of the Rappahannock River. Several special events were held during FY 2016, and events continue to be scheduled for FY 2017. There are picnic tables and sidewalks through the area and it is open to the public year-round.



*Courtesy of Rhodside & Harwell, City Council Presentation on July 12, 2016*

### ***Environmental Protection (Chapter 5)***

#### **Municipal Separate Storm Sewer System (MS4) General Permit**

The City of Fredericksburg continues to maintain compliance with the conditions of its MS4 Permit. During FY 2016 the City prepared and submitted to Virginia Department of Environmental Quality (DEQ) a Bacteria Total Maximum Daily Load (TMDL) Action Plan to address specific bacteria-related water quality issues in the Rappahannock River Basin as part of its MS4 Permit deliverables. Over the course of FY 2017, the City plans to continue development of its Second Phase Chesapeake Bay TMDL Action Plan to identify and program projects and improvements to reduce Phosphorus, Nitrogen, and Sediment from the Chesapeake Bay during permit years FY 2018-FY 2023. To support these efforts the City is currently soliciting proposals for on-call professional engineering and geotechnical services to provide various types of stormwater management planning/design services, environmental services, construction inspection services, survey, and geotechnical services. Additionally the City intends to step up its enforcement efforts on recorded maintenance agreements for privately owned and maintained stormwater management facilities. Additional information on MS4 related activities can be found in the most recent MS4 Annual Report for FY 2016 posted on the City's Stormwater Management webpage.

## Chesapeake Bay Preservation Areas

The PSD continues to enforce provisions of the Chesapeake Bay Preservation Act (CBPA). The Act requires identification of Chesapeake Bay Preservation Areas, namely Resource Management Areas (RMAs) that have highly erodible soils and/or highly permeable soils that drain to the Bay, and Resource Protection Areas (RPAs) that include a 100 foot vegetated buffer from all perennial water sources and adjacent features. These areas have generally been mapped to show RMAs based on soil types and known RPAs at the adoption of the CBPA by the City. Also included on the map are areas that were identified at the adoption of the CBPA as Intensely Developed Areas (IDAs) within RPAs where development could be concentrated and continue without meeting the most stringent provisions of the RPA requirements.

Staff will continue to enforce the CBPA and application of the RPA buffer where required and improve the process for compliance during FY 2017. To facilitate this, the PSD will update its Water Quality Impact Assessment (WQIA) process to require site-specific determinations of Chesapeake Bay Preservation Areas, perennial streams, and other environmental features (wetlands) for all types of development by a qualified professional licensed by VA DPOR (Professional Soil Scientist, Wetland Delineator, Geologist, etc.). In cases where the proposed land disturbance is less than 2,500 square feet or where the type of development is associated with a residence or accessory structure not part of the subdivision process the Environmental section may make a certification for CBPA compliance based on available maps and resources.

## ***Business Opportunities (Chapter 6)***

### Downtown Parking

The City of Fredericksburg made significant progress to create more downtown parking opportunities for residents, businesses, and visitors FY 2016. The City partnered with the Economic Development Authority on the acquisition and subsequent sale of the former StellarOne Bank building at 1016 Charles Street. The project led to the creation of 29 public parking spaces on the lot, 17 parking spaces that are available on nights and weekends, and brought a new business to downtown. The City also signed an agreement with the developer of the Liberty Place project located in the 600 block of William Street and Amelia Street, between Winchester Street and Douglas Street, which will create 119 public parking spaces and another 25-30 spaces on nights and weekends. The City also worked toward acquiring additional parking spaces downtown and began efforts to create a parking action plan. Walker Parking Consultants, working with a locally formed task force, will produce the parking action plan in FY 2017.



*New public parking lot at 1016 Charles Street*

### Downtown Development

The City worked with a number of local developers in FY 2016 to facilitate responsible downtown development projects that will bring a mix of residents, businesses, and activity. Some of the key projects included Park View, Liberty Place, William Square, Amelia Square, Castiglia's rooftop restaurant, and the National Bank Building project. As downtown real estate becomes increasingly valuable, and more residents are attracted to the urban character of a small City, developers are responding with higher-density mixed-use projects such as those mentioned above. City staff will continue to work with developers to ensure compatibility with the historic downtown and the City at-large.



*Castiglia's rooftop deck under construction (left) and Park View (right)*



*Liberty Place Concept Plan*

### ***Residential Neighborhoods and Housing (Chapter 7)***

#### **Mix of Housing Types / Affordable Housing Choice**

During the fiscal year, several developments that provide a mix of housing types were approved and/or constructed. Many of these developments were considered before the Planning Commission and approved by the City Council including Hamptons at Noble (128 multi-family units), Governors Row (36 single-family, attached / townhouse units), Cowan Crossing Residential (6 single-family, detached and 62 clustered single-family, attached / townhouse units), and Summerfield Subdivision (final phase platted of the 68 single-family, attached / townhouse units). Additionally, the two bodies considered and approved a zoning map amendment for the Dreamland, LLC (Mill District) which permits 90 multi-family residential dwelling units and a Special Use Permit for Liberty Place which permits 44 multi-family dwelling units, both in mixed use developments. By-right developments including Park View (4 upper story dwelling units / condos), Amelia Square Phase V (3 upper story dwelling units / condos), Stonewall Heights (12 single-family detached units) and various infill lots that supported construction of new dwelling units throughout the City. The variety of dwelling types, spread all over the City, provide citizens with affordable housing choices as they move through their household life cycle (from newly independent, to family, to empty nest, and retirement) within the City of Fredericksburg.



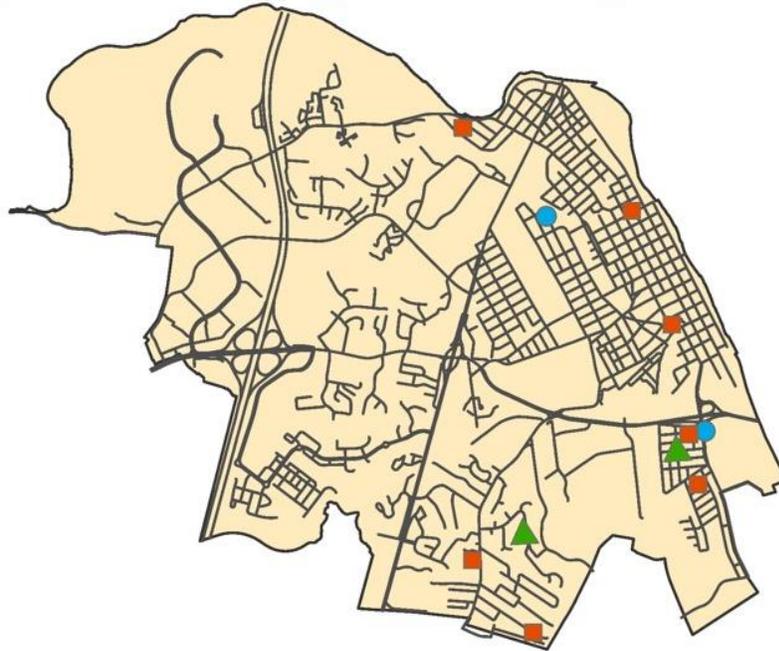
*Governors Row Townhouses (top left),  
Amelia Square Phase V Upper Story Dwelling Units (top right),  
Stonewall Heights Single Family, Detached Dwelling (bottom left),  
Hamptons at Noble Multi-family (bottom right)*



#### Community Development Block Grant

The PSD's affordable housing efforts are overseen by the Housing Advisory Committee (HAC). The three member HAC held three regular meetings. In FY 2016, these efforts included the successful implementation of the second year of the 2015-2020 Consolidated Plan for Community Development Block Grant programming. Through this program, 470 low-income households received services supporting the goal of affordable housing. It included the rehabilitation, repair, or accessibility adaptation for nine owner-occupied housing units and assisted in the purchase of affordable homes for two households. These efforts ensure safe and stable living environments for families in Fredericksburg. The PSD continues to strive to the goals of affordable housing outlined in the Comprehensive Plan where, "All persons who live and work in Fredericksburg should have the opportunity to rent or purchase safe, decent, and accessible housing within their means."

● Removal of Architectural Barriers    ■ Emergency Home Repair    ▲ Direct Homeownership Assistance



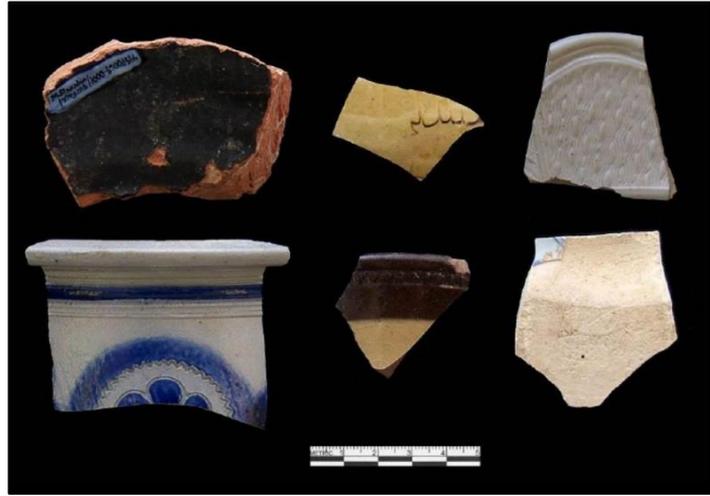
*Location of Completed CDBG Projects FY 2016*  
*Consolidated Annual Performance and Evaluation Report, Program Year 2015-2016*

### ***Historic Preservation (Chapter 8)***

The Comprehensive Plan identifies three main Historic Preservation goals focused on the City's heritage resources, character, and redevelopment.

#### **Heritage Resources – New Staff and Archaeological Record**

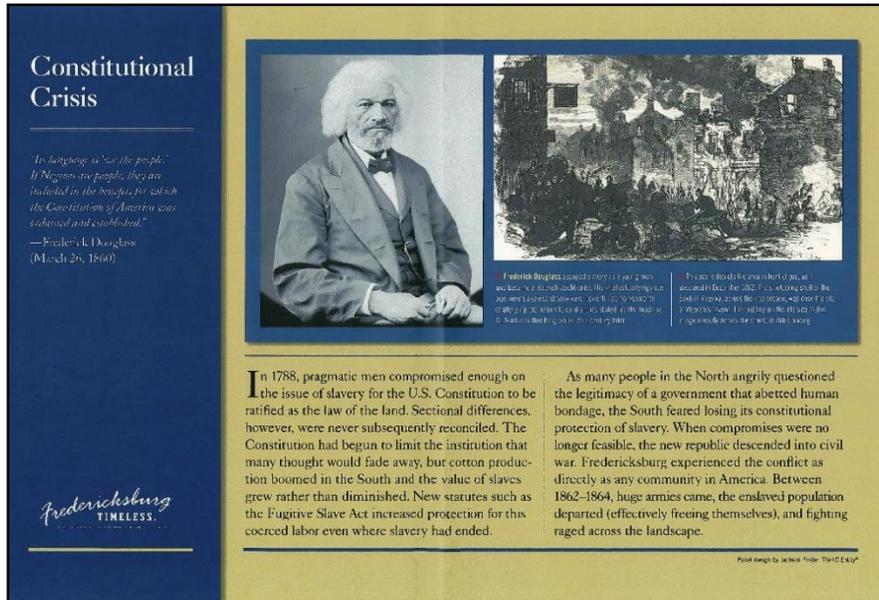
Over the course of the fiscal year, efforts to preserve and protect Fredericksburg's historic resources were ongoing. The City's first dedicated Historic Resources Planner was hired to advise the Architectural Review Board (ARB) and to implement and manage the City's historic preservation programming. Additionally, new information about Fredericksburg's archaeological record was uncovered at the Riverfront Park site leading to new discoveries about the historic use of the site.



*Images of archeological resources recovery efforts at Riverfront Park, Courtesy of the Archival Research and Archaeological Fieldwork at the Prince Hall Lodge Site (44SP0069-0001) Report, prepared by Dovetail Cultural Resource Group, dated May 2016*

#### Heritage Resources – Interpretation of Historic Sites along City Trails and Properties

Wayside Panels are a component of the region’s heritage tourism efforts and there are over 50 panels owned/maintained by the City. In 2015, the Economic Development Authority partnered with the City to fund a refurbishing of old panels, which would complete the process of bringing the entire series into compliance with the *Fredericksburg Timeless* brand. In addition to the visual impact, PSD staff also incorporated additional aspects of the region’s history to ensure a more balanced presentation of local history. As an example, there used to be only five panels related to African American history, located across from three downtown churches. As the overall series was re-evaluated and renewed, a total of 15 panels integrate the African American experience into the local narrative, which is approximately one quarter of the entire set.



*New Wayside Panel Addressing African American History in Frederickburg*

**Character and Redevelopment (Certificates of Appropriateness)**

The ARB is tasked with the review of new construction, exterior alterations/additions to existing buildings, moving or demolishing a building, and the installation of fences and signs within the in the Old and Historic Frederickburg (HFD) Overlay Zoning District, pursuant to the authority conferred within Code of Virginia §15.2-2306.

The seven member ARB held 12 regular meetings and 13 supplement meetings. The ARB considered and approved 64 applications for Certificates of Appropriateness.

Architectural Review Board Certificates of Appropriateness FY 2016	
Type of Application	# Approved
New Construction	2
Additions / Exterior Alterations	29
Signs	20
Fences	11
Demolition	2
<b>Total</b>	<b>64</b>

### ***Institutional and Jurisdictional Partnerships (Chapter 9)***

The City continued to work collaboratively with neighboring jurisdictions and institutional partners by exchanging information, coordinating services, and expanding efforts to achieve regional goals.

#### **Fredericksburg Area Metropolitan Planning Organization (FAMPO)**

FAMPO continues to engage in critical long range transportation planning for the region. PSD staff has been involved in this process for more than two decades and is well positioned to ensure the City obtains its share of available transportation funding.

#### **Fredericksburg Regional Continuum of Care (CoC)**

The CoC is the region's coordinated network for homeless services and has over 40 members comprised of organizations and individuals representing non-profit, business, governmental, and homeless stakeholders. While the George Washington Regional Commission (GWRC) is the designated CoC lead agency (the City transferred the title to GWRC in 2014), PSD staff continues to hold a leadership role on the CoC's Executive Committee ensuring that the City is actively fulfilling its obligation to oversee and coordinate efforts to end homelessness in the region.

In FY 2016, the CoC led the effort for a functional end to veteran homelessness in the Fredericksburg region. This effort included the Mayor's Challenge to end veteran homelessness by the end of 2015. By November 4, 2015, the region successfully achieved a functional end to veteran homelessness by connecting 28 homeless veterans with permanent housing and engaging nine more homeless veterans in the program. Once the need is identified, homeless veterans in the Fredericksburg region are offered safe permanent housing of their choice within 60 days, significantly lower than the national goal of 90 days.

### ***Comprehensive Plan Reviews - Public Facilities and Vacations of Right-of-Ways***

The Comprehensive Plan includes recommendations for public facilities, noting their approximate location, character, and extent. The plan also indicates whether public facilities are to be newly constructed, expanded, relocated, abandoned, or changed in their use. No public facility referenced in Code of Virginia §15.2-2232(A) shall be constructed, established or authorized, unless and until the general location or approximate location, character and extent thereof has been submitted to and approved by the Planning Commission as being substantially in accord with the adopted Comprehensive Plan or part thereof. Vacation of public right of ways shall likewise be submitted for approval per §15.2-2232(C).

The Planning Commission reviewed two applications to establish new public facilities for parking in the Downtown district. The Planning Commission also reviewed three requests to vacate public right of way in the same area. All five applications were considered to be in substantial

conformance with the adopted Comprehensive Plan and were approved by the Planning Commission. The City Council took subsequent action on all five applications to vacate the right-of-way and fund the proposed public facilities.

Comprehensive Plan Reviews FY 2016				
	Project Name	Request	PC Action	PC Resolution #
1	Liberty Place	ROW vacation of a portion of Amelia Street, between Douglas and Winchester Streets	Approved	16-03
2	William Square	ROW vacation of a public alley within the 600 block of Amelia Street (south side)	Approved	16-02
3	Economic Development Authority	ROW vacation for a portion of Amelia Street (south side), between Charles Street and Prince Edward Street	Approved	16-01
4	1016 Charles Street Public Parking Facility	Acquisition of property for a public 55-space parking facility	Approved	15-03
5	Liberty Place Public Parking Facility	Purchase of a municipal parking condominium for a 119-space public parking facility with additional parking available on nights and weekends	Approved	15-02

**Text Amendments**

Zoning and subdivision regulations are the principle vehicle for implementing a comprehensive plan. These local ordinances address use, density, location, division, and construction upon virtually all properties within the City, with the exception of State and Federal lands. The objectives of the Virginia Chesapeake Bay Preservation Act and other environmental regulations are also translated into local ordinances, for their local application.

Three text amendments were developed by staff and considered by the Planning Commission and City Council. One text amendment was recommended for approval and two text amendments were recommended for denial by the Planning Commission. Two text amendments were formally approved and one text amendment was denied by the City Council.

Text Amendments FY 2016				
	General Description of Text Amendment	PC Recommendation to City Council	City Council Action	Ordinance #
1	Retail on-premises sale of alcoholic beverages in the C-T, Commercial/Office-Transitional Zoning District	Denial	Approved	15-25
2	Regulate hours of operation of businesses in the C-T, Commercial/Office-Transitional Zoning District	Denial	Denied	15-25.1
3	Front building façade to be oriented toward front yard for lots of record prior to April 25, 1984	Approval	Approved	16-01

### **Zoning Map Amendments**

Three Zoning Map Amendment (rezoning) applications were reviewed by staff and considered by the Planning Commission and City Council. One was recommended for denial by the Planning Commission and two were recommended for approval. All applications were approved by the City Council.

See Map 2 showing the locations of Zoning Map Amendments, Special Use Permit, and Special Exception applications.

Zoning Map Amendments FY 2016						
	Project Name	Proposed Use	Zoning District (From / To)	PC Recommendation to City Council	City Council Action	Ordinance #
1	Hamptons at Noble	Amendment to Ordinance 04-10 to permit 128 multi-family dwelling units	C-H to C-H	Denial (4 <sup>th</sup> Quarter of FY 2015)	Approved	15-16
2	Dreamland LLC - Mill District	Mixed Use Project	C-H & R-2 to PD-MU	Approval	Approved	16-02
3	Employment Resources, Inc. / Gladys H. Oberle School	School	I-1 & C-D to C-D	Approval	Approved	16-06



*Concept Plan for the Mill District (above)  
and Gladys H. Oberle School (below)*



## **Special Use Permits and Special Exceptions**

Certain uses which, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted in certain zoning districts as a matter of right, but which may, under the right set of circumstances and conditions, be acceptable. These uses are permitted only through the issuance of a Special Use Permit by the City Council after ensuring that the use can be appropriately accommodated on the specific property, will be in conformance with the Comprehensive Plan, can be constructed and operated in a manner which is compatible with the surrounding land uses and overall character of the community, and that the public interest and general welfare of the citizens of the City will be protected.

City Council reserves unto itself, under suitable regulations and safeguards, the right to modify or grant exceptions to any of the general regulations within any zoning district, through the approval of a Special Exception. The purpose of a Special Exception is to provide needed elasticity and usefulness of the zoning regulations, in extraordinary or special circumstances. The granting of a Special Exception for a use not otherwise permitted by the zoning regulations may be appropriate for uses which are unique and unlikely of recurrence.

Five Special Use Permit applications and three Special Exception applications were reviewed by staff and considered by the Planning Commission and City Council. One Special Exception application was withdrawn. The other seven applications were all recommended for approval by the Planning Commission and formally approved by the City Council.

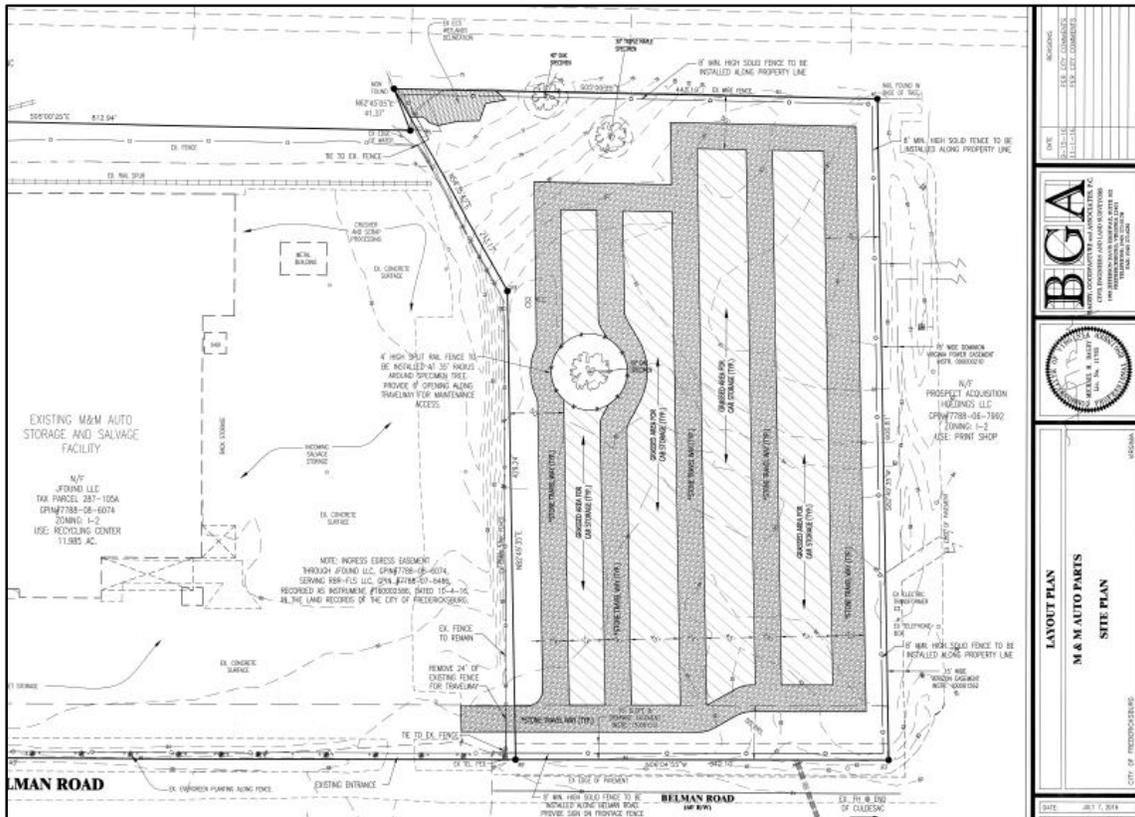
See Map 2 showing the locations of Zoning Map Amendments, Special Use Permit, and Special Exception applications.

**Special Use Permit and Special Exceptions FY 2016**

	Special Use (SU) or Special Exception (SE)	Project Name	Proposed Use	Zoning District	PC Recommendation to City Council	City Council Action	Resolution #
1	SU	JFOUND, LLC M&M Auto Parts	Expansion of recycling facility	I-2	Approval	Approved	15-84
2	SU	Lincoln Terminal Co, Inc.	Amend SUP to increase gasoline, bio-diesel and ethanol bulk storage and distribution facility	I-2	Approval	Approved	16-12
3	SU	Cowan MT Retail, LLC	Fast food use within the multi-tenant building	C-T	Approval	Approved	15-92
4	SU	Red Dragon Brewery, LLC	On-premises alcohol sales	C-T	Approval	Approved	16-02
5	SU	Thos J. Wack Co. Liberty Place Partners	Amendment to SUP2014-03 - Changes to the General Development Plan	C-D	Approval	Approved	16-45
6	SE	General Washington Executive Center Telecom Structures	Increase in height of non-conforming structure	C-H	Approval	Approved	16-03
7	SE	Medicorp Properties, Inc	Signage for Mary Washington Hospital	C-T	Approval	Withdrawn	Not Applicable
8	SE	Timbernest, LTD	General density, density in the floodplain, height, and required parking	C-D	Approval	Approved (1 <sup>st</sup> Quarter FY 2017)	16-89



Lincoln Terminal Tank Constructed (above)  
and J Found, LLC (M&M Auto Parts) Site Layout for Storage Area (below)



**Variations and Appeals of Administrative Actions**

The five member Board of Zoning Appeals (BZA) held eight meetings during the fiscal year and considered two applications for variations and three appeals of administrative actions as permitted by the Code of Virginia §15.2-2308 and 15.2-2309. One variation application was denied and the other was deferred pending further litigation of the BZA’s decision on the related appeal to the

Circuit Court. Three appeals of administrative actions were filed resulting in two denials (the BZA upheld staff's decisions) and one approval (the BZA overturned staff's decision).

Board of Zoning Appeals FY 2016					
	Variance (V), Appeal of Administrative Action (A), Interpretation (I)	Project Name / Address	Request	Zoning District	BZA Action
1	Appeal of Administrative Action	Bragg Hill Townhomes / Wicklow Drive	Appeal of an administrative determination that a 0.806 acre parcel was zoned R-2 rather than R-12.	R-12	Approved the Appeal
2	Appeal of Administrative Action	Not Applicable	Appeal of a Zoning Administrator letter regarding a request for a hypothetical determination.	Not Applicable	Denied the Appeal
3	Appeal of Administrative Action	814 Cornell Street	Appeal of an administrative determination denying a permit to build a fence taller than four feet in height within a front yard of a corner lot.	R-4	Denied the Appeal. Decision appealed to Circuit Court (pending)
4	Variance	814 Cornell Street	Variance request to build a 6 foot tall fence in a front yard of a corner lot.	R-4	Deferred pending outcome of related Appeal to Circuit Court as noted above
5	Variance	2217 Princess Anne Street	Variance request to reduce the R-12 zoning requirement for multi-family unit width from 18 to 14 feet.	C-H	Denied

**Zoning Permits**

Prior to establishing, expanding, altering, or otherwise changing (i) the use of property (including home occupations and temporary uses), or (ii) the physical characteristics of a lot or parcel of land, including, without limitation, the size, height, location or features of or related to an existing or proposed building, structure, or improvements (including fences and signs), a property owner shall obtain a zoning permit.

The PSD approved 486 Zoning Permit applications were administratively approved by Planning Services staff. One fence permit and one accessory permit were denied. The denial of the fence permit was appealed to the BZA and subsequently to Circuit Court as noted above.

Planning Services staff also reviewed 109 building permits for compliance with applicable zoning and subdivision regulations.

Zoning Permits FY 2016	
Type of Zoning Permit	# Approved
Accessory Structure Permit	16
Administrative Modification	1
Antenna Structure Permit	6
Certificate of Zoning Use	186
Corridor Design Review	3
Fence Permit	69
Home Occupation Permit	61
Nonconforming Use, Change	2
Nonconforming Use, Expansion	0
Sidewalk Cafe	12
Signs	105
Temporary Use Permit	25
Total	486

**Enforcement**

The PSD executed 120 enforcement actions during the fiscal year to enforce City Code regulations. Enforcement efforts targeted illegal uses of land such as overcrowding, illegal apartments, or uses not permitted in a zoning district. Violations were also cited in cases where construction of fences, accessory structures, and signs occurred without obtaining the required zoning permits and in cases where the structures were installed in conflict with an approved permit or in violation of City Code.

Enforcement FY 2016	
Type of Violations	# of Corrected Violations
Accessory Structure	2
Fence	11
Signs	89
General NOV	7
Overcrowding / Illegal Apartments	11
Total	120

### **Technical Review Committee**

Development applications are reviewed by the Technical Review Committee (TRC). The TRC consists of the following representatives or their designees: Building Official, Development Administrator, Economic Development Director, Fire Marshal, Community Planning and Building Director, Public Works Director, Stormwater Administrator, and Zoning Administrator. The TRC is responsible for pre-application conferences, determining if applications are complete, and review of site development plans and subdivisions.

The TRC held 21 meetings with prospective developers and business persons in the community to review 51 pre-application concepts for development applications, zoning map amendment applications, special use and exception applications, and changes of use. Additionally, the TRC conducted 10 in-person, post-application reviews with applicants and engineers to expedite the review process of major site development and subdivision applications.

### **Site Development Plans**

In accordance with City Code §72-26.1, prior to the issuance of any building permit authorizing the use, a change of use, occupancy, construction, improvement or maintenance of any land, building or structure, a site plan shall be submitted to and approved by the City, in order to assure compliance with the zoning regulations set forth within the City Code.

See Map 3 for locations of Major Site Plans, Construction Plans, and Minor Site Plan Applications.

### ***Major Site Plans and Construction Plans (Land Disturbance of $\geq 2,500$ square feet)***

Seven Major Site Plans for commercial or mixed uses and two Construction Plans for residential subdivisions were administratively approved following review by the TRC.

Major Site Plans / Construction Plans FY 2016				
	Project Name	Proposed Use	Zoning District	Square Footage / # Residential Units
1	Cowan Crossing Residential	Residential	R-2, R-8, C-T	6 Single Family, Detached and 62 Single Family, Attached (Townhouse) Units
2	Governors Row	Residential	R-8	36 Single Family, Attached (Townhouse) Units
3	6000 SF Commercial Building- Lafayette Blvd	Office	C-T	6,000 Sqft
4	Lincoln Terminal 2.94 M Gallon Tank	New Tank & Piping for Petroleum Facility	I-2	2.94 Million Gallons
5	Gateway Boulevard Telecom Station (Lighttower)	Fiber Optic Building	C-H	200 Sqft
6	Hamptons at Noble	Residential	C-H	128 Multi-Family Units
7	Amelia Square Phase V	Mixed Use	C-D	2,850 Sqft and 3 Upper-Story Units
8	Cowan Crossing 8500 SF Multi Tenant Amendment 3	Parking Lot for Jersey Mike's Restaurant	C-T	8,500 Sqft
9	Original Walker-Grant Renovations	School and Offices	R-2	54,273 Sqft
Total Square Footage of New or Renovated Commercial/Industrial Space			66,423 Sqft and 2.94 Million Gallon Tank	
Total # of New Residential Dwelling Units			235 Units	



*Cowan Crossing 8500 Sqft Multi-Tenant Building (on left)  
and Cowan Crossing Residential (on right)*

**Minor Site Plans (Land Disturbance of < 2,500 square feet)**

Ten Minor Site Plans for commercial uses were administratively approved following review by the TRC.

Minor Site Plans FY 2016				
	Project Name	Proposed Use	Zoning District	Square Footage
1	Heritage Park Community Room Addition	Community Room	R-16	1,280 Sqft
2	Sugar Shack - 801 William Street	Donut Shop	C-D	1,904 Sqft
3	Taco Bell - 543 Jefferson Davis Hwy	Cooler Addition	C-SC	210 Sqft
4	WaWa - 1140 Carl D Silver Parkway	Trash Enclosure	PD-C	450 Sqft
5	Lincoln Terminal 630,000 Gallon Tank	New Tank & Piping for Petroleum Facility	I-2	630,000 Gallon Tank
6	Charles Street Parking Lot	Bank/Parking Lot	C-D	3,278 Sqft
7	Red Dragon Brewery	Micro Brewery	C-T	3,773 Sqft
8	3351 Fall Hill Avenue	Automobile Sales	C-H	2,349 Sqft
9	Hurkamp Park Restroom Building	Restroom Facility	C-D	240 Sqft
10	Mason-Dixon Café Walk-in Cooler	Walk-in Cooler	C-H	1,808 Sqft
Total Square Footage of New or Renovated Commercial/Industrial Space			15,292 Sqft and 630,000 Gallon Tank	



*Sugar Shack (on left) and Red Dragon Brewery (on right)*

*Examples of adaptive reuse of vacant buildings within critical corridors leading to Downtown  
(William Street and Princess Anne Street)*

### ***Residential Lot Grading Plans***

A residential lot grading plan is required prior to issuance of a building permit for the construction of a single-family detached dwelling and its related uses and structures on a vacant lot or additions to a single-family detached dwelling and/or any accessory structure where 2,500 square feet of land or more will be disturbed thereby. Thirty-eight residential lot grading plans for new residential units were approved during the fiscal year.

### **Subdivisions**

Pursuant to City Code §72-25.1.A., if an owner of land wants to subdivide the land, he shall submit a plat of the proposed subdivision for approval in accordance with this section and other applicable requirements of this chapter, including Article 72-5.

See Map 4 for locations of Subdivision applications.

### ***Preliminary Subdivision Plats***

Zero preliminary subdivision plat applications for major (> 50 lots) or minor (10-50 lots) were submitted for review.

### ***Final Subdivision Plats***

One Final Subdivision Plat application for a Minor Subdivision (Governors Row) was reviewed by the Planning Commission and approved by City Council. Fifteen Final Subdivision Plat applications were administratively approved following review by the TRC. The applications created 156 new lots in the City. The applications also consolidated lots, adjusted property lines, and dedicated / vacated easements and rights-of-ways.

Final Subdivision Plats FY 2016			
	Project Name	Zoning District	Purpose of Application
1	CVAS , Parcel 6G (Poet's Walk)	PD-C	Easement Dedication Plat
2	Park View, 425 William Street	C-D	Easement Dedication Plat
3	Stonewall Heights	R-4	12 New Residential Lots
4	Cowan Crossing Residential BLA ROW	R-2, R-8, and C-T	Boundary Line Adjustment / Right-of-Way Vacation
5	Cowan Crossing Residential Sub	R-2, R-8, and C-T	68 New Residential Lots
6	Summerfield Phase 5B	C-H	39 New Residential Lots
7	Governors Row	R-8	36 New Residential Lots
8	Governors Row (consolidation)	R-8	Boundary Line Adjustment
9	616 Amelia Street	C-D	Easement Dedication Plat
10	401-405 Bridgewater Street	C-T	Boundary Line Adjustment
11	C W Storage - Lansdowne Road	I-2	Boundary Line Adjustment
12	Mary Washington Hospital ROW/Esmt Dedication	PD-MU	Boundary Line Adjustment / Right-of-Way and Easement Dedication / 1 New Commercial Lot
13	1016 Charles Street	C-D	Boundary Line Adjustment
14	616 Amelia St ROW VAC & CONS	C-D	Right-of-Way Vacation
15	1419 Hanover St CONS Plat	R-4	Consolidation Plat
16	Celebrate VA South Overall ESMT/VAC DED	PD-C	Easement Dedication Plat

## APPENDIX

Map 1 Comprehensive Plan, Small Area Plan Boundaries and Related Applications and Initiatives

Map 2 Zoning Map Amendments, Special Use Permits, and Special Exception Applications

Map 3 Major Site Plan, Construction Plan, and Minor Site Plan Applications

Map 4 Subdivision Applications

# Map I Comprehensive Plan Small Area Plan Boundaries and Related Applications and Initiatives Fiscal Year 2015-2016

## Legend

### Small Area Plan Boundaries

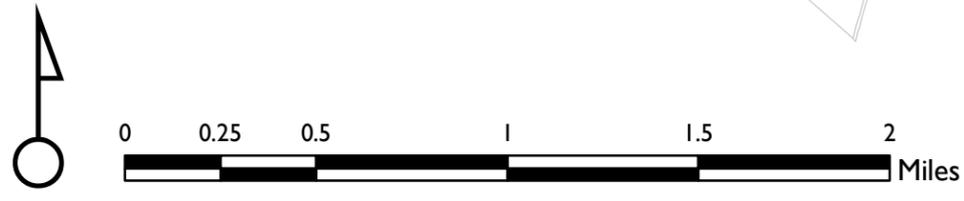
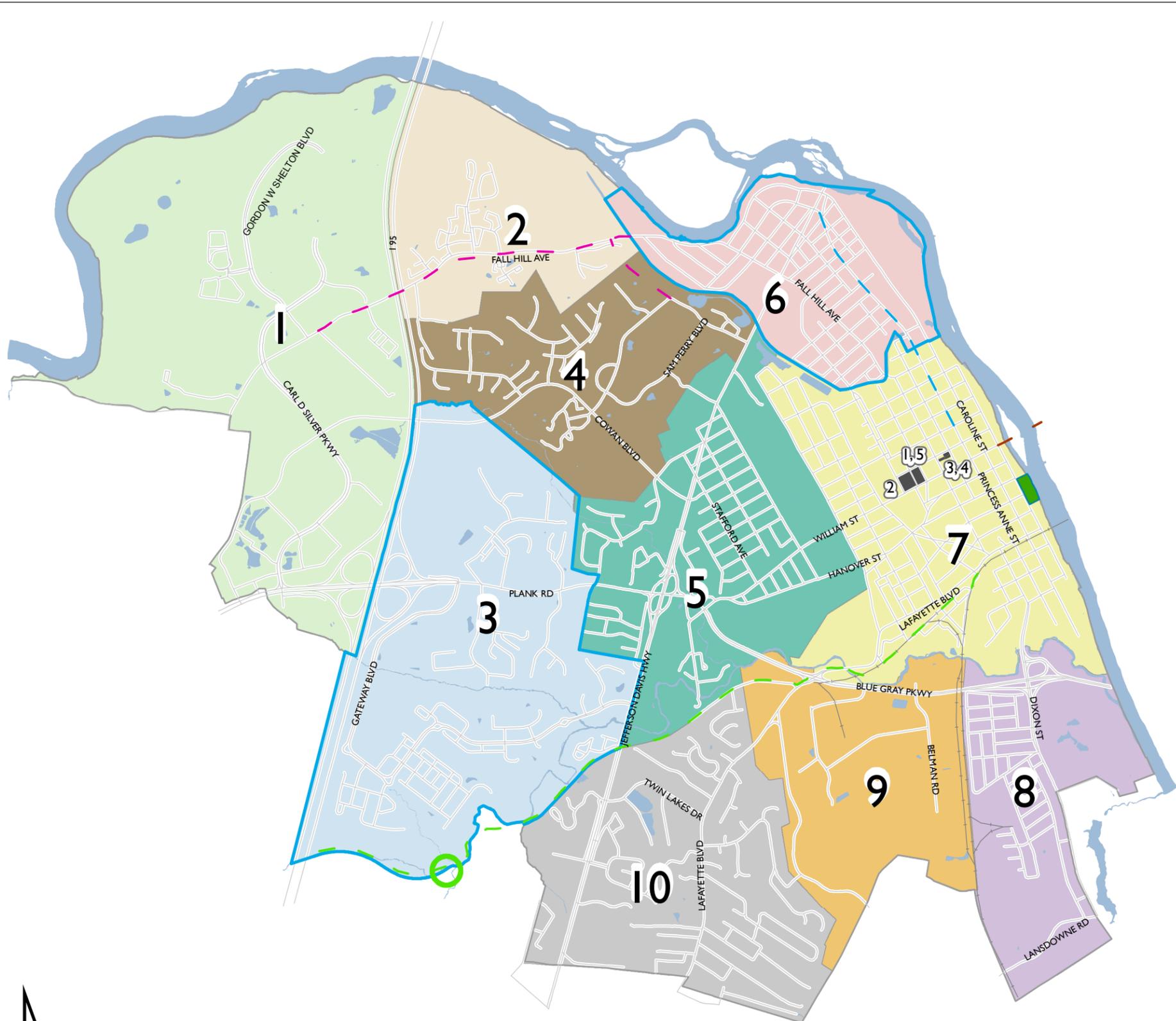
- 1. Celebrate Virginia / Central Park
- 2. Fall Hill
- 3. Plank Road (Currently under development)
- 4. Hospital / Cowan Boulevard
- 5. University / Central Route I
- 6. Princess Anne Street / North Route I (Currently under development)
- 7. Downtown
- 8. Dixon Street / Mayfield
- 9. Braehead / National Park
- 10. Lafayette / South Route I

### Comprehensive Plan Applications

	Project Name
1	Liberty Place, Right of Way Vacation
2	William Square, Right of Way Vacation
3	Economic Development Authority, Right of Way Vacation
4	1016 Charles Street Public Parking Facility
5	Liberty Place Public Parking Facility

### Comprehensive Plan Initiatives

- Fall Hill Avenue Widening/Mary Washington Blvd Extension
- Princess Anne St. Paving
- Chatham Bridge Pedestrian Connection
- VCR Trail
- VCR Trail Bridge Link
- Riverfront Park



December 2016

# Map 2 Zoning Map Amendment Special Use Permit and Special Exception Applications Fiscal Year 2015-2016

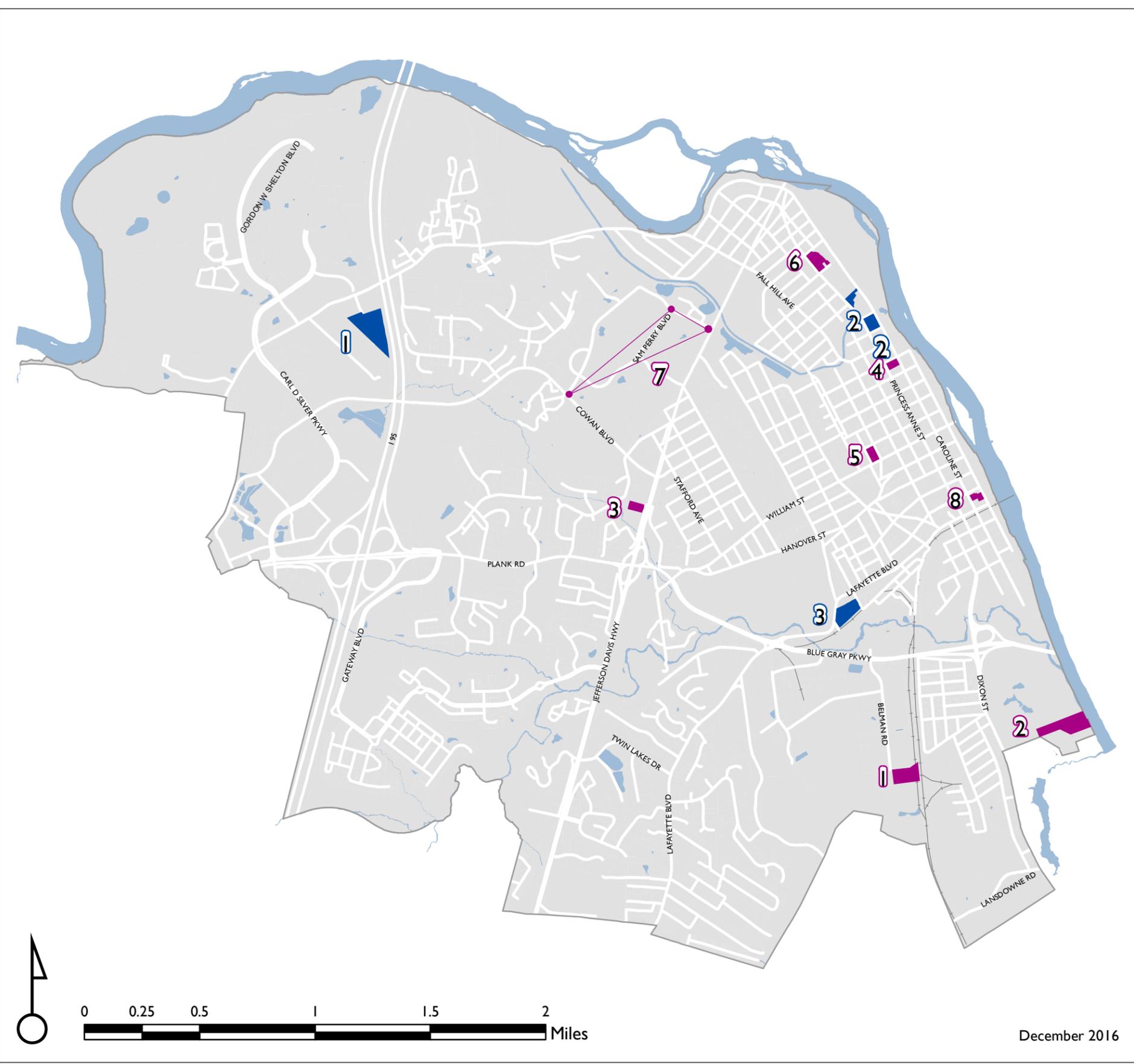
## Legend

Zoning Map Amendments

	Project Name
1	Hamptons at Noble
2	Dreamland LLC - Mill District
3	Employment Resources

Special Use Permits and Special Exceptions

	Special Use (SU) or Special Exception (SE)	Project Name
1	SU	JFOUND, LLC (M&M Auto Parts)
2	SU	Lincoln Terminal Co, Inc.
3	SU	Cowan MT Retail, LLC
4	SU	Red Dragon Brewery, LLC
5	SU	Thos J. Wack Co. - Liberty Place Partners
		General Washington Executive Center - Telecommunications Structures
6	SE	Medicorp Properties, Inc
7	SE	Timbernest, LTD
8	SE	



December 2016

# Map 3 Major Site Plan, Construction Plan, and Minor Site Plan Applications Fiscal Year 2015-2016

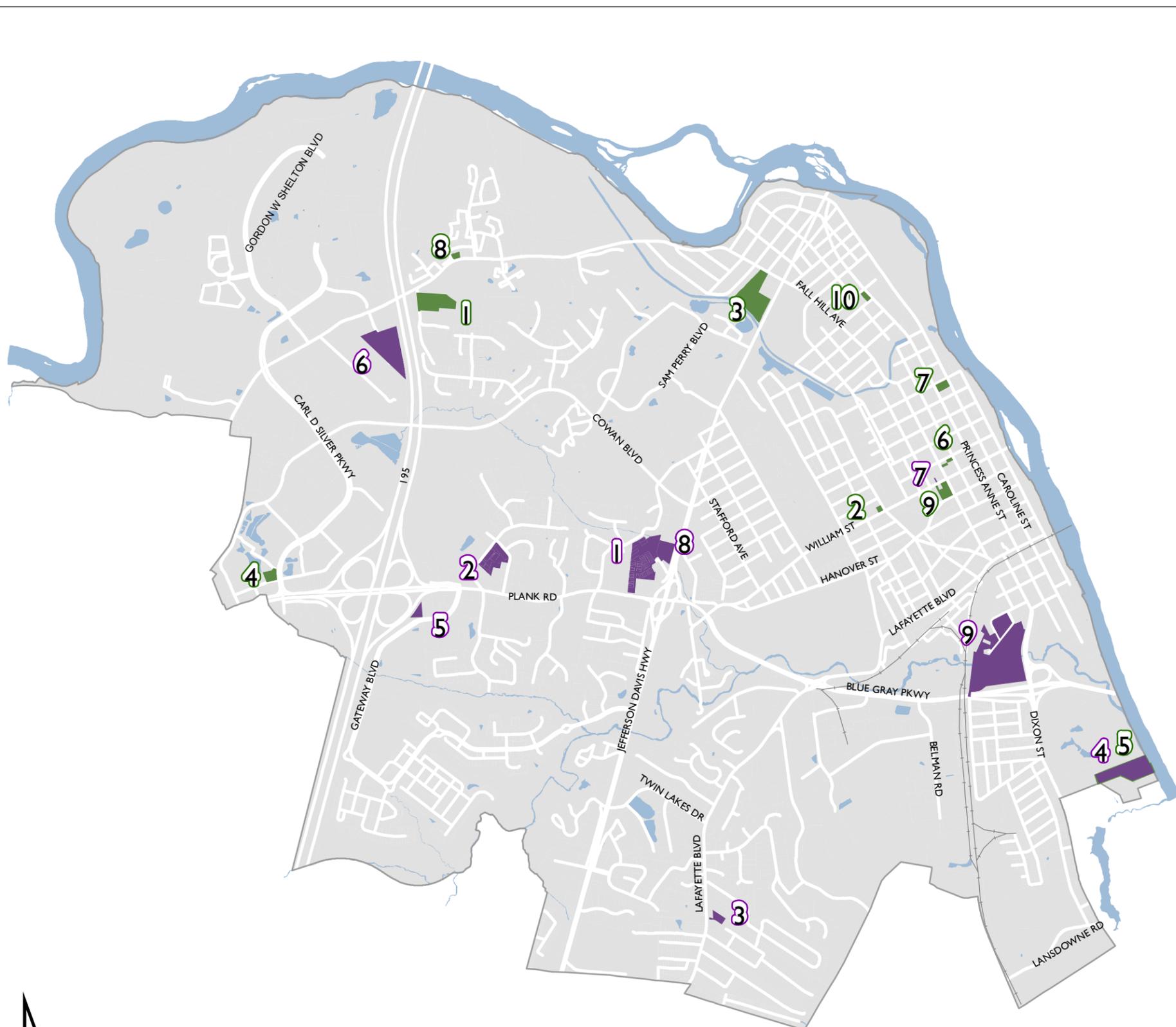
## Legend

Major Site Plans/Construction Plans

	Project Name
1	Cowan Crossing Residential
2	Governors Row
3	6000 SF Commercial Bulding-Lafayette Blvd
4	Lincoln Terminal 2.94 M Gallon Tank
5	Gateway Boulevard Telecom Station (Lighttower)
6	Hamptons at Noble
7	Amelia Square Phase V
8	Cowan Crossing 8500 SF Multi Tenant Amendment 3
9	Original Walker-Grant Renovations

Minor Site Plans

	Project Name
1	Heritage Park Community Room Addition
2	Sugar Shack - 801 William Street
3	Taco Bell - 543 Jefferson Davis Hwy
4	WaWa - 1140 Carl D Silver Parkway
5	Lincoln Terminal 630,000 Gallon Tank
6	Charles Street Parking Lot
7	Red Dragon Brewery
8	3351 Fall Hill Avenue
9	Hurkamp Park Restroom Building
10	Mason-Dixon Café Walk-in Cooler



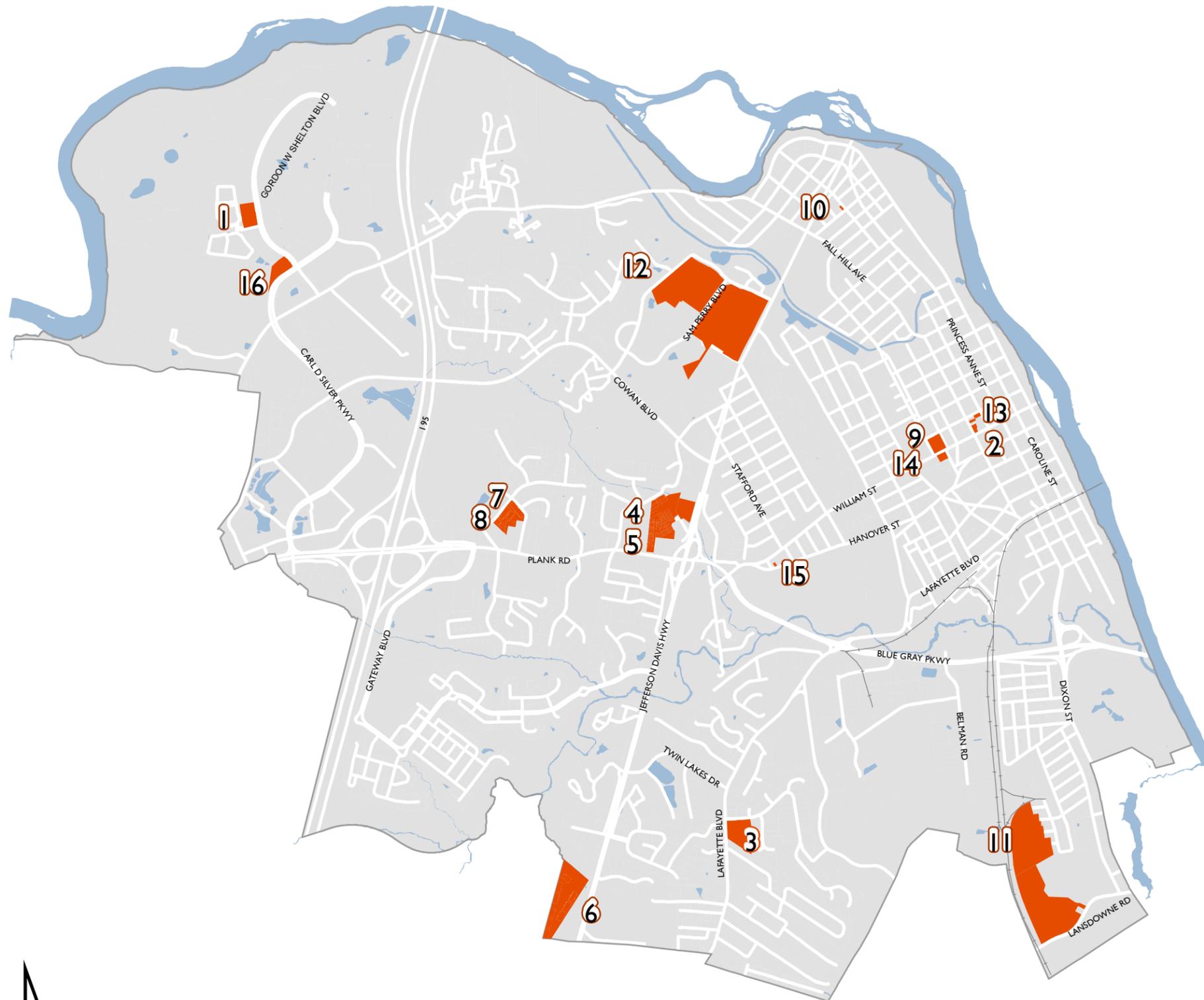
December 2016

# Map 4 Subdivision Applications Fiscal Year 2015-2016

## Legend

 Final Subdivision Plats

	Project Name
1	CVAS, Parcel 6G (Poet's Walk)
2	Park View, 425 William Street
3	Stonewall Heights
4	Cowan Crossing Residential BLA ROW
5	Cowan Crossing Residential Subdivision
6	Summerfield Phase 5B
7	Governors Row
8	Governors Row (consolidation)
9	616 Amelia Street
10	401- 405 Bridgewater Street
11	C W Storage - Lansdowne Road
12	Mary Washington Hospital ROW/Esmt Dedication
13	1016 Charles Street
14	616 Amelia St ROW VAC & CONS
15	1419 Hanover St CONS Plat
16	Celebrate VA South Overall ESMT/VAC DED



0 0.25 0.5 1 1.5 2 Miles

December 2016

**Transportation Planning Initiative**

ACTION	LEAD STAFF	PRIORITY	CIP STATUS
Investigate new concepts in street design, such as shared space intersections that maintain vehicular access while enhancing pedestrian	Plng/PW	Immediate Action	N/A
Develop complete streets standards and guidelines.	Plng.	Immediate Action	N/A
Actively promote the provision of cycling amenities such as bicycle racks, bicycle lockers, and bicycle sharing at transportation, commercial and recreational destinations.	Plng.	Immediate Action	Ongoing-project specific
Develop pedestrian/bicycle bridges for the VCR Trail at the Blue and Gray Parkway and the U.S. Route 1 Bypass.	Plng/PW/PR&PF	Ongoing	Not in CIP
Continue to expand the FRED system by adding capacity, where and when feasible, as well as by maintaining a Real Time Transit Information System.	FRED	Ongoing	Ongoing
Implement traffic management strategies that mitigate the impacts of traffic growth, such as signal timing upgrades and other intersection control measures.	Plng/PW	Ongoing	Ongoing
Continue to work with the University of Mary Washington to address parking issues.	PD/CMO	Ongoing	Ongoing
Continue to explore strategies to reduce conflicts between competing parking needs, especially within residential areas.	Plng/PD	Ongoing	Ongoing
Continue to seek regional transportation solutions through the regional planning process undertaken by the Fredericksburg Area Metropolitan Planning Organization (FAMPO) and other partnerships.	Plng/PW	Ongoing	Ongoing
Continue to work toward regional transportation solutions that include an improved Rappahannock River crossing and a new interchange at Celebrate Virginia, South that will divert commuter traffic from the Interstate-95/State Route 3 interchange.	Plng/PW	Ongoing	Ongoing
Support the regional interstate project that calls for interchange reconstruction and improvements from U.S. Route 17, if Stafford, to State Route 3 (VDOT UPCs 101595 and 105510).	Plng/PW	Ongoing	Ongoing
Actively examine the potential for redesigning the one-way paired streets (William-Amelia and Princess Anne-Caroline) to better accommodate local traffic, pedestrian safety, and parking.	Plng/PW	As Resources Permit	Will stem from Area Plans

Implement traffic calming measures in neighborhoods where cut-through traffic endangers resident safety.	Plng./PW	As Resources Permit	Will stem from Area Plans
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**Public Facilities and Services Planning Initiatives**

ACTION	LEAD STAFF	PRIORITY	STATUS
Develop a plan to address the need for additional classrooms within the City’s school system, by: a. Providing capital improvement funding to meet school facility needs, and by b. Providing operational funding for appropriate student/teacher ratios.	Schools	Immediate Action	Under Discussion
Conduct a comprehensive study of City-owned properties and facilities that are vacant or obsolete, such as the Executive Plaza office building, the old city landfill, the Renwick complex, and the Dorothy Hart Community Center and develop plans for their removal/reuse.	CMO	Immediate Action	Under Discussion
Develop pocket parks throughout the City, to enhance neighborhoods and the community’s overall quality of life.	PR&PF	Immediate Action	Will stem from Area Plans
Rehabilitate the Old Walker-Grant School to extend its functional life.	Schools	Ongoing	In FY17
Establish an urban riverfront park as a focal point for the community.	PR&PF	Ongoing	Under Discussion
Continue to protect and manage the City-owned riparian lands along the Rappahannock and Rapidan Rivers, with emphasis on protecting trees, halting encroachments, minimizing non-point source pollution, preserving historic and cultural resources, and pursuing additional land acquisition.	PW/PD/Plng	Ongoing	N/A
Establish a community center in Dixon Park, acquiring additional property, as needed.	PR&PF	As Resources Permit	In CIP for after FY21
Provide a new Fire Station 3 on the west side of Interstate-95.	CMO	As Resources Permit	In FY18
Establish a new 100-acre park, consistent with restrictive covenants, on Fall Hill.	PR&PF	As Resources Permit	Not in CIP
Establish a new park on an 11 acre parcel near Smith Run, when Gateway Boulevard is extended to provide access. Acquire additional acreage in that area, as feasible, to enlarge the public holdings.	PR&PF/Plng	As Resources Permit	Not in CIP

Review the need for parking along the urban riverfront and find alternatives that maximize the use of on-street parking to offset removal of surface parking within the riverfront park site.	Plng	As Resources Permit	Parking Action Plan underway
Develop a plan for the comprehensive preservation and development of the City's entire urban riverfront, from Fall Hill to Dixon Park.	Plng/PR&PF	As Resources Permit	No activity
Encourage internet providers to build out their fiber-optic and broadband cable infrastructure, so they can provide the fastest and most reliable service possible to all citizens and businesses.	EDA	As Resources Permit	N/A

**Environmental Protection Planning Initiatives**

ACTION	LEAD STAFF	PRIORITY	STATUS
Actively pursue measures to protect the public in the vicinity of potentially hazardous facilities such as pipelines, railways, storage areas, etc.	Plng.	Immediate Action	N/A
Expand tree planting initiatives in neighborhoods, within road corridors, and in City parks.	PW	Immediate Action	FY16: \$100,200 FY17: \$85,000 FY18: ~\$85,000~
Pursue a program that will result in no net loss of tree canopy, by ensuring provision of an equivalent tree canopy (either on-site or elsewhere in the City) when trees are removed for new development and redevelopment.	Plng.	Immediate Action	N/A
Continue to update and strengthen development regulations related to water quality and use of sensitive lands.	Plng/Bldg Svcs.	Ongoing	N/A
Continue to implement the Fredericksburg Watershed Property Maintenance Plan that protects the City's upriver lands, with emphasis on tree protection, halting encroachments, minimizing non-point source pollution, preserving historic resources, and identifying key additional	PW/PD	Ongoing	N/A
Develop enhanced stormwater management and erosion and sediment control regulations, to be consistent with new requirements promulgated by the Commonwealth of Virginia.	Plng/Bldg. Svcs.	Ongoing	N/A
Continue to inventory existing stormwater outfalls, in order to improve them so they do not cause erosion or result in other environmental degradation	PW/Bldg. Svcs.	Ongoing	N/A
Continue to protect scenic areas and vistas on upriver riparian lands, by avoiding signs and other visible intrusions.	PW/PD	Ongoing	N/A

Reduce adverse recreational impacts in the upriver watershed by closely monitoring access areas for erosion, vegetation destruction, and accumulations of trash.	PW/Plng	Ongoing	N/A
Reduce the volume of solid waste placed in landfills through the continued expansion and improvement of recycling programs.	PW/CMO	Ongoing	N/A
Actively pursue implementation of the regional Climate, Environmental & Readiness (CLEAR) plan, developed by the George Washington Regional Commission.	PW/Plng	Ongoing	N/A
Expand the duties of the Clean & Green Commission to include responsibility for evaluating existing sustainability policies and recommending coordinated new ones.	PW/CMO	Ongoing	N/A
Establish a street tree inventory, to assist in developing a tree plan and to provide a basis for appropriate maintenance of street trees.	PW	As Resources Permit	N/A

**Business Opportunity Planning Initiative**

ACTION	LEAD STAFF	PRIORITY	STATUS
Work with the Economic Development Authority to develop incentives for development and redevelopment in designated areas.	Plng./EDA	Immediate Action	FY16: \$84,300 FY17: \$90,000 FY18: ~\$95,000~
Evaluate form-based regulations as optional overlay regulations for use in selected areas, to encourage development that meets adopted goals in designated corridors.	Plng.	Immediate Action	N/A
Encourage development/redevelopment activity by creating plans, especially for older shopping centers, that will diversify uses and provide for improved multi-modal access, landscaped parking areas, and improved lighting and signage.	Plng.	Immediate Action	Will stem from Area Plans
Pursue both public and private funding opportunities for improvements to corridor infrastructure.	PW/Plng.	Ongoing	N/A
Continue to evaluate the effectiveness of commercial zoning standards to include building heights, setbacks, density, ground floor uses, floor area ratios, materials, special exceptions, and other design standards.	Plng.	Ongoing	N/A
Work with the Economic Development Authority to develop an economic development master plan that will guide business recruitment efforts and incentive agreements.	EDA	Ongoing	N/A

Adjust zoning provisions to encourage mixed-use development that allows for greater densities and appropriate building heights, setbacks, and uses.	Plng	As Resources Permit	N/A
Develop corridor-specific design guidelines that articulate the expected form and nature of new development along designated corridors.	Plng	As Resources Permit	N/A
Explore the potential for a regional visitor center near Interstate-95 that could function as a gateway to the area’s Civil War battlefields as well as to the City of Fredericksburg.	Tourism	As Resources Permit	Beyond range of CIP
Redesign the City logo to reflect the accurate date of its founding (1728).	CMO	As Resources Permit	N/A
Work with the United States Postal Service to ensure a functioning post office remains in downtown Fredericksburg when the distribution facility is relocated.	CMO	As Resources Permit	N/A

**Residential Neighborhood Planning Initiative**

ACTION	LEAD STAFF	PRIORITY	STATUS
Study the condition of all existing alleys in residential neighborhoods to determine how they can be re-opened and/or reestablished to enhance the maintenance, service, and parking needs of residential units.	PW/Plng.	Immediate Action	N/A
Actively pursue initiatives to develop housing opportunities for senior citizens and persons with disabilities.	Plng.	Ongoing	N/A
Continue to evaluate infill regulations to ensure that additions and new construction do not adversely impact the character of existing neighborhoods.	Plng	Ongoing	N/A
Monitor neighborhood parking needs and develop appropriate on-street restrictions, as needed. Monitor existing restricted areas to ensure effectiveness.	PW/Plng	Ongoing	
Ensure neighborhood infrastructure needs continue to be met through the Capital Improvement Program.	PW/Plng	Ongoing	Ongoing-Project specific
Continue to implement the City’s Consolidated Plan for Community Development Programs.	Plng	Ongoing	
Continue to work with the University of Mary Washington to address student/resident issues in neighborhoods surrounding the University.	CMO/PD	Ongoing	N/A

Ensure new development adjacent to established neighborhoods is properly buffered.	Plng	Ongoing	N/A
Reestablish the pro-active rental property maintenance program to improve conditions in City neighborhoods and to address problems that create unsafe and unsanitary conditions for renters as well as result in neighborhood degradation.	Bldg. Svcs.	As Resources Permit	N/A

**Historic Preservation Planning Initiative**

ACTION	LEAD STAFF	PRIORITY	STATUS
Expand the National Register Historic District (using newly available documentation of the City’s historic resources) so property owners can seek state historic preservation tax credits.	Plng	Immediate Action	N/A Current activity
Re-institute the brick sidewalk program and relocation of utility lines.	PW	Immediate Action	FY16: \$50,500 FY17: \$50,000 FY18: ~\$50,000~
Explore the creation of a fund to foster the preservation of significant historic structures that are slated for demolition or otherwise endangered.	CMO	Immediate Action	Not current priority
Ensure that the City’s zoning ordinance encourages reuse of historic buildings, through varied uses, flexibility in applying zoning requirements, and attention to development patterns that preserve the	Plng	Ongoing	N/A
Maintain local incentives, such as the property tax abatement program, to encourage investment in the City’s historic buildings. Continue to monitor for effectiveness.	Comm. of Revenue	Ongoing	N/A
Protect buildings from neglect and disrepair, by maintaining a strong property maintenance program.	Bldg. Svcs.	Ongoing	N/A
Continue to interpret historic sites along City trails and on sites owned by the City, such as the Mary Washington monument and Smith Run battlefield.	Plng./Tourism	Ongoing	N/A
Encourage development of educational experiences through tourism and school programs.	Tourism	Ongoing	N/A
Coordinate internal government procedures to enhance the effectiveness of the City’s historic preservation program.	Plng	Ongoing	N/A
Protect and enhance the continued public use of the Renwick Court House complex.	CMO	Ongoing	N/A

Continue to work with the National Park Service, to protect the integrity of the National Military Park as well as to address infrastructure issues and traffic patterns.	Plng/PW	Ongoing	N/A
Respect battlefield lines-of-sight when evaluating development/redevelopment in areas of the City visible from Lee’s Hill, Willis Hill, and Chatham.	Plng.	Ongoing	N/A
Create a program that will identify and protect Fredericksburg’s archaeological resources.	CMO	As Resources Permit	N/A
Work with neighborhoods that may not be appropriate for historic district designation, but whose character is worth preserving through overlay zoning or other conservation measures.	Plng	As Resources Permit	N/A
With property owner support, consider expanding the historic overlay district or create new historic overlay districts to more fully protect the historic resources of the City.	Plng.	As Resources Permit	N/A

**Institutional and Jurisdictional Partnerships Planning Initiative**

ACTION	LEAD STAFF	PRIORITY	STATUS
Support the University of Mary Washington’s Small Business Development program.	Economic Development	Immediate Action	N/A
Continue to participate in regularly scheduled Town/Gown meetings.	CMO/PD	Ongoing	N/A
Continue to work with the City’s riparian easement holders to protect the upriver watershed properties.	PW/Plng	Ongoing	N/A
Continue to maintain a close liaison between the Planning Department and the National Park Service.	Plng	Ongoing	N/A
Continue to participate in all aspects of regional planning	CMO/Plng	Ongoing	N/A
Identify specific projects and areas of aligned interests that may be developed in collaborative efforts.	CMO	Ongoing	N/A
Actively participate in the regional continuum of care process.	Plng	Ongoing	N/A

# APPENDIX B:

## THE ACTION PLAN

Effective implementation of the Comprehensive Plan occurs on three levels. The first is the adherence to stated policies by City staff as various activities are undertaken either in-house or with contract forces. The second is incorporation of stated policies into the regulatory documents that staff uses to review and approve development and redevelopment activities. Making the City's regulatory instruments consistent with this Comprehensive Plan is a critical series of steps to implementing the community's objectives. The third level of implementation is defined through an action plan, which compiles the specific initiatives in each chapter and assigns responsibility for getting them done. The Comprehensive Plan is a key reference for all City decisions and actions.

In developing a strategic plan of action, it has been useful to assign three priorities, as follows:

- Immediate Action – initiatives should be undertaken upon Plan adoption and be well underway within two years.
- Ongoing Action – initiatives identify existing projects or activities that should continue to be pursued.
- As Resources Permit – initiatives should be pursued as resources and circumstances permit.

The following matrix is organized to reflect the order of the chapters in the Plan itself. One to three initiatives in each chapter are identified for immediate action. Many others are ongoing efforts.

## TRANSPORTATION PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Investigate new concepts in street design, such as shared space intersections that maintain vehicular access while enhancing pedestrian safety.	Plng/PW	Immediate Action
Develop complete streets standards and guidelines.	Plng.	Immediate Action
Actively promote the provision of cycling amenities such as bicycle racks, bicycle lockers, and bicycle sharing at transportation, commercial and recreational destinations.	Plng.	Immediate Action
Develop pedestrian/bicycle bridges for the VCR Trail at the Blue and Gray Parkway and the U.S. Route 1 Bypass.	Plng/PW/ PR&PF	Ongoing
Continue to expand the FRED system by adding capacity, where and when feasible, as well as by maintaining a Real Time Transit Information System.	FRED	Ongoing
Implement traffic management strategies that mitigate the impacts of traffic growth, such as signal timing upgrades and other intersection control measures.	Plng/PW	Ongoing
Continue to work with the University of Mary Washington to address parking issues.	PD/CMO	Ongoing
Continue to explore strategies to reduce conflicts between competing parking needs, especially within residential areas.	Plng/PD	Ongoing
Continue to seek regional transportation solutions through the regional planning process undertaken by the Fredericksburg Area Metropolitan Planning Organization (FAMPO) and other partnerships.	Plng/PW	Ongoing
Continue to work toward regional transportation solutions that include an improved Rappahannock River crossing and a new interchange at Celebrate Virginia, South that will divert commuter traffic from the Interstate 95/ State Route 3 interchange.	Plng/PW	Ongoing
Support the regional interstate project that calls for interchange reconstruction and improvements from U.S. Route 17, if Stafford, to State Route 3 (VDOT UPCs 101595 and 105510).	Plng/PW	Ongoing
Actively examine the potential for redesigning the one-way paired streets (William-Amelia and Princess Anne-Caroline) to better accommodate local traffic, pedestrian safety, and parking.	Plng/PW	As Resources Permit
Implement traffic calming measures in neighborhoods where cut-through traffic endangers resident safety.	Plng/PW	As Resources Permit

## PUBLIC FACILITIES AND SERVICES PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
<p>Develop a plan to address the need for additional classrooms within the City's school system, by:</p> <p>a. Providing capital improvement funding to meet school facility needs, and by</p> <p>b. Providing operational funding for appropriate student/teacher ratios.</p>	Schools	Immediate Action
<p>Conduct a comprehensive study of City-owned properties and facilities that are vacant or obsolete, such as the Executive Plaza office building, the old city landfill, the Renwick complex, and the Dorothy Hart Community Center and develop plans for their removal/reuse.</p>	CMO	Immediate Action
<p>Develop pocket parks throughout the City, to enhance neighborhoods and the community's overall quality of life.</p>	PR&PF	Immediate Action
<p>Rehabilitate the Old Walker-Grant School to extend its functional life.</p>	Schools	Ongoing
<p>Establish an urban riverfront park as a focal point for the community.</p>	PR&PF	Ongoing
<p>Continue to protect and manage the City-owned riparian lands along the Rappahannock and Rapidan Rivers, with emphasis on protecting trees, halting encroachments, minimizing non-point source pollution, preserving historic and cultural resources, and pursuing additional land acquisition.</p>	PW/PD/Plng	Ongoing
<p>Establish a community center in Dixon Park, acquiring additional property, as needed.</p>	PR&PF	As Resources Permit
<p>Provide a new Fire Station 3 on the west side of Interstate 95.</p>	CMO	As Resources Permit
<p>Establish a new 100-acre park, consistent with restrictive covenants, on Fall Hill.</p>	PR&PF	As Resources Permit
<p>Establish a new park on an 11 acre parcel near Smith Run, when Gateway Boulevard is extended to provide access. Acquire additional acreage in that area, as feasible, to enlarge the public holdings.</p>	PR&PF/Plng	As Resources Permit
<p>Review the need for parking along the urban riverfront and find alternatives that maximize the use of on-street parking to offset removal of surface parking within the riverfront park site.</p>	Plng	As Resources Permit
<p>Develop a plan for the comprehensive preservation and development of the City's entire urban riverfront, from Fall Hill to Dixon Park.</p>	Plng/PR&PF	As Resources Permit
<p>Encourage internet providers to build out their fiber-optic and broadband cable infrastructure, so they can provide the fastest and most reliable service possible to all citizens and businesses.</p>	EDA	As Resources Permit

## ENVIRONMENTAL PROTECTION PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Actively pursue measures to protect the public in the vicinity of potentially hazardous facilities such as pipelines, railways, storage areas, etc.	Plng.	Immediate Action
Expand tree planting initiatives in neighborhoods, within road corridors, and in City parks.	PW	Immediate Action
Pursue a program that will result in no net loss of tree canopy, by ensuring provision of an equivalent tree canopy (either on-site or elsewhere in the City) when trees are removed for new development and redevelopment.	Plng.	Immediate Action
Continue to update and strengthen development regulations related to water quality and use of sensitive lands.	Plng/Bldg Svcs.	Ongoing
Continue to implement the Fredericksburg Watershed Property Maintenance Plan that protects the City's upriver lands, with emphasis on tree protection, halting encroachments, minimizing non-point source pollution, preserving historic resources, and identifying key additional land parcels for acquisition.	PW/PD	Ongoing
Develop enhanced stormwater management and erosion and sediment control regulations, to be consistent with new requirements promulgated by the Commonwealth of Virginia.	Plng/Bldg. Svcs.	Ongoing
Continue to inventory existing stormwater outfalls, in order to improve them so they do not cause erosion or result in other environmental degradation.	PW/Bldg Svcs.	Ongoing
Continue to protect scenic areas and vistas on upriver riparian lands, by avoiding signs and other visible intrusions.	PW/PD	Ongoing
Reduce adverse recreational impacts in the upriver watershed by closely monitoring access areas for erosion, vegetation destruction, and accumulations of trash.	PW/Plng	Ongoing
Reduce the volume of solid waste placed in landfills through the continued expansion and improvement of recycling programs.	PW/CMO	Ongoing
Actively pursue implementation of the regional Climate, Environmental & Readiness (CLEAR) plan, developed by the George Washington Regional Commission.	PW/Plng	Ongoing
Expand the duties of the Clean & Green Commission to include responsibility for evaluating existing sustainability policies and recommending coordinated new ones.	PW/CMO	Ongoing
Establish a street tree inventory, to assist in developing a tree plan and to provide a basis for appropriate maintenance of street trees.	PW	As Resources Permit

## BUSINESS OPPORTUNITY PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Work with the Economic Development Authority to develop incentives for development and redevelopment in designated areas.	Plng./EDA	Immediate Action
Evaluate form-based regulations as optional overlay regulations for use in selected areas, to encourage development that meets adopted goals in designated corridors.	Plng.	Immediate Action
Encourage development/redevelopment activity by creating plans, especially for older shopping centers, that will diversify uses and provide for improved multi-modal access, landscaped parking areas, and improved lighting and signage.	Plng.	Immediate Action
Pursue both public and private funding opportunities for improvements to corridor infrastructure.	PW/Plng.	Ongoing
Continue to evaluate the effectiveness of commercial zoning standards to include building heights, setbacks, density, ground floor uses, floor area ratios, materials, special exceptions, and other design standards.	Plng.	Ongoing
Work with the Economic Development Authority to develop an economic development master plan that will guide business recruitment efforts and incentive agreements.	EDA	Ongoing
Adjust zoning provisions to encourage mixed-use development that allows for greater densities and appropriate building heights, setbacks, and uses.	Plng	As Resources Permit
Develop corridor-specific design guidelines that articulate the expected form and nature of new development along designated corridors.	Plng	As Resources Permit
Explore the potential for a regional visitor center near Interstate-95 that could function as a gateway to the area's Civil War battlefields as well as to the City of Fredericksburg.	Tourism	As Resources Permit
Redesign the City logo to reflect the accurate date of its founding (1728).	CMO	As Resources Permit
Work with the United States Postal Service to ensure a functioning post office remains in downtown Fredericksburg when the distribution facility is relocated.	CMO	As Resources Permit

## RESIDENTIAL NEIGHBORHOODS AND HOUSING PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Study the condition of all existing alleys in residential neighborhoods to determine how they can be re-opened and/or reestablished to enhance the maintenance, service, and parking needs of residential units.	PW/PInG	Immediate Action
Actively pursue initiatives to develop housing opportunities for senior citizens and persons with disabilities.	PInG	Ongoing
Continue to evaluate infill regulations to ensure that additions and new construction do not adversely impact the character of existing neighborhoods.	PInG	Ongoing
Monitor neighborhood parking needs and develop appropriate on-street restrictions, as needed. Monitor existing restricted areas to ensure effectiveness.	PW/PInG	Ongoing
Ensure neighborhood infrastructure needs continue to be met through the Capital Improvement Program.	PW/PInG	Ongoing
Continue to implement the City's Consolidated Plan for Community Development Programs.	PInG	Ongoing
Continue to work with the University of Mary Washington to address student/resident issues in neighborhoods surrounding the University.	CMO/PD	Ongoing
Ensure new development adjacent to established neighborhoods is properly buffered.	PInG	Ongoing
Reestablish the pro-active rental property maintenance program to improve conditions in City neighborhoods and to address problems that create unsafe and unsanitary conditions for renters as well as result in neighborhood degradation.	Bldg. Svcs.	As Resources Permit

## HISTORIC PRESERVATION PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Expand the National Register Historic District (using newly available documentation of the City's historic resources) so property owners can seek state historic preservation tax credits.	Plng	Immediate Action
Re-institute the brick sidewalk program and relocation of utility lines.	PW	Immediate Action
Explore the creation of a fund to foster the preservation of significant historic structures that are slated for demolition or otherwise endangered.	CMO	Immediate Action
Ensure that the City's zoning ordinance encourages reuse of historic buildings, through varied uses, flexibility in applying zoning requirements, and attention to development patterns that preserve the City's character.	Plng	Ongoing
Maintain local incentives, such as the property tax abatement program, to encourage investment in the City's historic buildings. Continue to monitor for effectiveness.	Comm. of Revenue	Ongoing
Protect buildings from neglect and disrepair, by maintaining a strong property maintenance program.	Bldg Svcs.	Ongoing
Continue to interpret historic sites along City trails and on sites owned by the City, such as the Mary Washington monument and Smith Run battlefield.	Plng./Tourism	Ongoing
Encourage development of educational experiences through tourism and school programs.	Tourism	Ongoing
Coordinate internal government procedures to enhance the effectiveness of the City's historic preservation program.	Plng	Ongoing
Protect and enhance the continued public use of the Renwick Court House complex.	CMO	Ongoing
Continue to work with the National Park Service, to protect the integrity of the National Military Park as well as to address infrastructure issues and traffic patterns.	Plng/PW	Ongoing
Respect battlefield lines-of-sight when evaluating development/redevelopment in areas of the City visible from Lee's Hill, Willis Hill, and Chatham.	Plng	Ongoing
Create a program that will identify and protect Fredericksburg's archaeological resources.	CMO	As Resources Permit
Work with neighborhoods that may not be appropriate for historic district designation, but whose character is worth preserving through overlay zoning or other conservation measures.	Plng	As Resources Permit
With property owner support, consider expanding the historic overlay district or create new historic overlay districts to more fully protect the historic resources of the City.	Plng	As Resources Permit

## INSTITUTIONAL AND JURSDICTIONAL PARTNERSHIPS PLANNING INITIATIVE

ACTION	LEAD STAFF	PRIORITY
Support the University of Mary Washington's Small Business Development program.	Economic Development	Immediate Action
Continue to participate in regularly scheduled Town/Gown meetings.	CMO/PD	Ongoing
Continue to work with the City's riparian easement holders to protect the upriver watershed properties.	PW/Plng	Ongoing
Continue to maintain a close liaison between the Planning Department and the National Park Service.	Plng	Ongoing
Continue to participate in all aspects of regional planning	CMO/Plng	Ongoing
Identify specific projects and areas of aligned interests that may be developed in collaborative efforts.	CMO	Ongoing
Actively participate in the regional continuum of care process.	Plng	Ongoing

## **MONITORING**

This Comprehensive Plan constitutes the foundation of ongoing planning in the City of Fredericksburg. To ensure it remains valid and effective, it will be important for the Planning Commission to monitor the City's progress in meeting the stated initiatives. The Code of Virginia (Section 15.2.2230) already requires that the Planning Commission review a locality's Comprehensive Plan every five years, to determine whether it is advisable to amend the plan. These annual reviews are considered good practice and can be considered at the same time that the Planning Commission reviews the City's Capital Improvement Plan (CIP).

An annual review should include the following components:

- An annual report from the Planning Commission to the City Council, reviewing actions taken to implement the goals, policies, and initiatives of the Comprehensive Plan as well as any recommended changes to the Plan.
- Coordination with the Planning Commission's review of the CIP, which is done on an annual basis.
- Inclusion of items identified for attention in the coming year.

The City Council may initiate a complete or a targeted revision of the Comprehensive Plan at any time, as circumstances suggest such action to be appropriate. Citizens who seek to amend the Comprehensive Plan prior to a regularly scheduled update may petition the City Council for that purpose.