



**PLANNING COMMISSION
CITY OF FREDERICKSBURG, VIRGINIA AGENDA
May 11, 2016
7:30 P.M.
COUNCIL CHAMBERS, CITY HALL**

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1. Call To Order
 2. Pledge Of Allegiance
 3. Adoption Of Minutes
 - 3.I. April 13, 2016 Regular Meeting - DRAFT
Documents: [APRIL 13, 2016 REGULAR MEETING MINUTES - DRAFT.PDF](#)
 4. Public Hearing Items
 - 4.I. SE2016-01 - Timbernest, LTD Special Exceptions Request For 506-512 Sophia St And Portion Of 525 Caroline Street
Documents: [SE2016-01 - TIMBERNEST, LTD, SPECIAL EXCEPTIONS REQUESTS - 506-512 SOPHIA STREET AND A PORTION OF 525 CAROLINE STREET.PDF](#)
 5. General Public Comment Period
 6. Other Business
 7. Planning Commissioner Comment
 8. Planning Director Comment
 9. Adjournment



DRAFT

PLANNING COMMISSION MINUTES

April 13, 2016

7:30 p.m.

City of Fredericksburg
715 Princess Anne Street
Council Chambers

You may view and listen to the meeting in its entirety by going to the Planning Commission page on the City's website: fredericksburgva.gov

MEMBERS

Roy McAfee – Chair
Richard Dynes – Vice Chair
Jim Pates, Secretary
Jim Beavers
Roy Gratz
Richard Friesner
Tom O'Toole

CITY STAFF

Mark Whitley, Asst. City Manager
Chuck Johnston, Director of CP&B Dept
Mike Craig, Zoning Administrator
Marne Sherman, Development Administrator

1. CALL TO ORDER

The April 13, 2016, Planning Commission meeting was called to order by Chairman McAfee. Mr. McAfee explained the standard meeting procedures.

2. PLEDGE of ALLEGIANCE

3. ADOPTION OF MINUTES

- February 10, 2016 – Work Session - Adopted
- February 10, 2016 – Regular Meeting - Adopted

PUBLIC HEARINGS

4. **SUP2016-01 – Amendment to Special Use Permit: The Thomas J. Wack Company**, proposes to amend the conditions placed on the Special Use Permit approved August 12, 2014 (SUP2014-03) that increased the residential density from 24 to 36 dwelling units per acre on the parcel at 605 William Street (GPIN 7789-04-0822) in the Commercial-Downtown (CD) Zoning District. Under by-right CD zoning, the 1.46 acre parcel could support 35 dwelling units. The approved Special Use Permit permits up to 51 dwelling units. A condition of the 2014 approval was that the development would be in substantial accordance with

a General Development Plan and architectural elevations. This amendment is the result of changes in the site plan and architectural elevations for the project, including plans to allow the building wall on Amelia Street to have no setback from the sidewalk for the four story structure. The Comprehensive Plan designates the area for Downtown, which has no specific recommended residential density or setback standard.

Mr. Craig presented the staff report and provided a brief Power Point presentation to familiarize members of the public with the project and to state the land use changes made since the previously approved special use permit. He said that City staff recommends approval of the special use permit, subject to conditions, recognizing that there is some work to be done at the meeting this evening. He noted that of the following staff recommended conditions, that the second condition is inserted as a "place holder" into the recommendation and not really intended to make it out of the room. The idea being, he said, "The City Council may impose reasonable conditions that have a nexus in rough proportionality to the impacts of a special use project." He said a lot of this stuff was decided in the year 2014. But this change, he said, specifically when boiled down is really all about this façade in our technical analysis of Amelia Street, the biggest impact being the 50' extended building wall. He said zoning is a blunt tool and the simplest condition to mitigate this impact is to impose a requirement that the 4th floor along Amelia Street be recessed 10 feet, which is roughly the amount of right-of-way proposed to be vacated by the applicant. However, he said, the applicant has not agreed to that condition, so staff has proposed condition #2. The idea is to provide this forum for the applicant, for the public and for the Planning Commission the opportunity to propose creative solutions to soften this impact.

Staff's Recommendation of approval to the City Council with the following conditions:

- 1. The project shall be developed in substantial accordance with the General Development Plan entitled "Liberty Place," by Bowman Consulting dated March 28, 2016, last revised April 6, 2016.*
- 2. Prior to final SUP approval, the developer should revise the Architectural Plan Sheets entitled "Liberty Place," by mv+a dated April 1, 2016, to soften the mass and scale of the Amelia Street elevation to respect the integrity and character of the single family neighborhood across Amelia Street.*
- 3. The permitted use of the property shall commence by August 12, 2019.*

Mr. McAfee opened the floor for Commissioner comment.

Mr. Beavers said he is concerned with using the word "should" in recommended conditions for approval of a project versus the word "shall" or "will" because using "should" does not necessarily mean they must do it. He said the staff recommendation is such that it gives the appearance that the Planning Commission is being asked to approve a project that the Commission has not actually seen in complete form bothers him as well.

Mr. Craig said Mr. Beavers had some good points and that he does not recommend that the Commission adopt this condition. Again, he said, it is a place holder meant to focus on the impact that staff sees. He said that the impact is pretty clear and that the Commission can boil it down to a very simple and enforceable condition to "recess the

floor 10 feet.” However, he said, we want to give the applicant an opportunity to present reasonable solutions to the adverse impact.

Dr. Gratz asked if the balconies will overhang the sidewalk.

Mr. Craig said this was correct and that it would require another approval from City Council to encroach.

Mr. Dynes asked if it was because of the City’s initiation and request for parking that caused the change in design from the 2014 approval to what is before the City today.

Mr. Craig said that is part of it. He said that as the project evolved, one component being the inclusion of public parking, that the project changed so much that it was no longer in substantial accord with the conditions on the 2014 special use permit so their site plan could not get approved until they went back through this process, and that is why we are here.

Mr. Dynes said he understands that but asked what the trigger was that required them to revise it in the first place.

Mr. Craig said that public parking was one thing and there are other design changes that were contemplated by the applicant, which the applicant can speak to.

Mr. Dynes said but previously, the applicant had a design with two independent buildings, which included suitable parking and now we have a conjoined building with a division internally and ground level parking with the difference of almost 100 parking spaces between the two. He asked if he could assume that the reason everyone is here tonight is because the City asked for parking.

Mr. Craig said he did not know for sure but that it played a role in it.

Mr. Pates said he recalls that when this came before the Planning Commission and Council previously that there was also a special exception for height.

Mr. Craig said no, there was no special exception for height but they did list an administrative modification on their GDP and that may be what Mr. Pates is recalling. He said this is no longer the case and that they will build to the 50 foot height limit.

Dr. Gratz said the Commission has not seen the floor plans this time around and asked if there are still two levels of parking proposed below ground.

Mr. Craig said this was correct.

Mr. McAfee asked if the applicant had anything they would like to add to the discussion.

Mr. Charlie Payne provided a brief statement for his clients (applicants) regarding the proposed project. He asked the Chairman if they may have additional time (longer than the allotted 15 minutes) for their presentation due to the complexity of the project. He said, just as Mr. Dynes was asking, it is true that one of the main reasons for the design change is because the City had approached them and asked their assistance with the public parking solution in this particular area. He said this is now a \$46.3 million project

where the previously approved SUP it was a \$36 million project, the increase mainly driven due to of the new parking deck. He said it will also generate approximately 90 – 120 new employees on the office level and approximately 200 for the entire project. He said the entire project will be a long term asset and have a strong economic benefit to the City.

Mr. Payne said that if the applicants are forced to set back the fourth floor of the building 10 feet, of what other recommendation may be, they may very well lose a good portion of the parking and may lose units within their project. He said it is important to remember that the special use permit request is for the density above the 24 units to an acre, so he said at some point in time it becomes more of a by-right question than it does a special use permit question, which would not require anyone's approval at that point in time.

Mr. McAfee granted the applicants additional time.

Mr. Payne introduced Mr. Jack Holland and Ms. Eleanor Krauss, mv+a Architects for the project.

Mr. Holland and Ms. Krauss provided an extended slide presentation of other projects in D.C., Maryland, and other areas, that their company (mv+a) had completed or are in the process of constructing, along with a few slides of the proposed Liberty Place project. He said their design is more of a series of buildings that have evolved over time and that their goal is to have a beautiful building that people look at and say: yes, that belongs there.

Ms. Krauss noted that they had also conducted a light and shade study of the subject block and surrounding blocks but they did not have it prepared in time to have included with the presentation. She said the shadows cast across Amelia Street from Liberty Place are exactly the same as the townhouses across the street. She said they took Summer, Spring, Winter and Fall, four times of the day and ran the shadow and essentially found that only from the November through February timeframe would be the only time of year that you would have shadows that would hit the front yards of the houses across the street. She said the shadow lines would end in the street the remainder of the year. And, she said, during those times of the year between 10 a.m. and 1 p.m., you would have shadows that would cast across the houses across the street. So, she said, it is a few hours a day for approximately 3 months of the year that shadows will even cross the street. She said she would provide the study to Commissioners in the near future.

Mr. Payne said they would be happy to answer any questions of the Commission or clarify any aspects of the application. He said he does not believe he has ever been involved or represented someone that had the perfect project, or even if there is such a thing, but when a project comes into our town, particularly in our urban center and we have an encouragement to develop mixed uses in our urban set environment, and we have various uses around that projected urban development, there are going to be lots of positives and there are going to be some negatives certainly from the interpretation of neighbors. At the end of the day, he said, if you look at this project in its totality, look at the positives that are generated from it from a redevelopment perspective, an economic development perspective and a job creation perspective and the amenities it is going to provide to our neighbors, those are important priorities for our City and we need to

understand this as we move forward with this process. He said they certainly understand the concerns of the neighbors and at the end of the day this is going to be an important, viable and good project for the City and he encouraged Commission members to approve the request.

Mr. McAfee opened the floor for public comment.

PUBLIC COMMENT

Tom Olney, 601 Amelia Street. He said he is in favor of the project and that he is concerned that these changes are due to the requested parking by the City. He said he does not understand why the 'extra' parking that had been requested cannot in some way be engineered within the project itself. He said he has some serious concerns about what is happening and how it is going to impact the traffic in the area, as well as the residential parking on the residential side of the street. He said that everyone had looked at a lot of slides/pictures and renderings that have nothing to do with the project before the City and that he was frustrated that as a citizen in the City they are just now seeing only some renderings of the proposed project, but spent a bunch of time looking at other buildings that he or the other people could really care less about. He noted that they already have a problem with residential parking because of Sedona and that they have become the "parking lot" for their patrons. He said he and his neighbors have already begun steps in the hope to correct this problem. He asked that the City consider making the five parking spaces in front of their homes "residential only" parking.

Gordon Gay, 603 Amelia Street. He said he is in favor of the project itself but has concerns and would like to see it blend in more with the historic surroundings of the downtown. He suggested that if one looks at the vignette on Amelia Street that you will see Amelia Square and the type of windows and the type of architecture that is there now and trying to blend in the new architecture, most of the buildings there were commercial buildings with large windows. He said those type of windows may be appropriate for a school or other similar use building but that this is a historic city and the design is not appropriate for the area. He said that what is being proposed completely changes the architecture of the area. He also said he believes there needs to be a recessed/setback on the 4th floor as previously proposed because it made the building much more pleasing. He said what is being proposed now is a far cry from what had previously been approved. He said he also agrees with Mr. Olney's concerns regarding the impact the project will have on residential parking and the traffic that will be generated.

Ms. Ellen Stoutes, 600 Lewis Street. She said she believes that the traffic pattern needs to be given a lot of attention. She said there are a lot of bikers, walkers, family with children that interact with that area. She said she would like to see a traffic pattern study conducted.

There were no additional speakers.

Mr. McAfee closed the public hearing on this item.

Mr. Dynes thanked Mr. Payne and the engineering firm for their presentation. He said he would like to comment that in his opinion the process with this issue has been conducted in a backward fashion. He said the proposer has spent and invested a lot of

money into this project and the City needs to be mindful that we have an investor who is already \$2 million into this at this point in time.

Mr. Dynes asked for confirmation that this is a request for a right-of-way vacation.

Mr. Johnston said that was incorrect. The right-of-way vacation request would be coming up later on the agenda.

Mr. Dynes said then that this is just the look and feel part of it.

Mr. Johnston said no, it is an application for a special use permit amendment.

Mr. Dynes asked what the existing setbacks are for the subject C-D zoning district.

Mr. Craig said zero. There are no required setbacks in the C-D zoning district unless setbacks already exist on a particular lot then the average is taken. He said in this case there is nothing existing so the setback is zero.

Mr. Dynes confirmed that the applicants are not asking us for a variance on setbacks then.

Mr. Craig said this was correct.

Mr. Dynes asked what the measurement of the width of Amelia Street is at that point.

Ms. Sherman said approximately 54 feet if the vacation request is approved.

Mr. Dynes said he had been on Google Maps and he measured the actual street width to the sidewalk corner to corner and it is 36 feet, which he said is important if you are judging a 50 ft height into a house that is six to eight feet away and how high it is to that structure.

Mr. Dynes said he knows that the TIF is not part of the Commission Agenda but that he had to ask a question because he knows that a TIF is part of what is in front of City Council. He called on Bill Freehling, Assistant Director of Economic Development to come to the podium and answer a question. He said he wanted Mr. Freehling to address the question as to whether staff or the EDA had received documentary evidence, which documents the need for the TIF to secure the financing for this project.

Mr. Freehling was out of range of the microphone and was not picked up on audio in the beginning of his answer but he ended his answer by saying this assistance is needed to make the project viable, to help finance it and to attract tenants.

Mr. Dynes said he believes Mr. Freehling but that he would also like to see the City's interests represented. He asked Mr. Freehling if staff had any evidence or documentation from a bank or financing organization to that effect.

Mr. Freehling said they had received an application from the developer and we expressed a recommendation based on that application and the tax revenue that is going to be generated from this project.

Mr. Dynes asked Mr. Payne if he had any comment.

Mr. Payne said one; he appreciates Mr. Dynes question and two, that the financing is contingent on receiving the TIF.

Mr. Dynes said he would allow other Commissioners to ask questions and would speak again later.

Mr. McAfee cautioned Mr. Dynes that he is only permitted to speak twice to an application as outlined in the Planning Commission By-Laws.

Dr. Gratz said with respect of the entire project, he is more concerned about the request for the right-of-way vacation and its approval, which would essentially allow the building to be constructed right up to the street. He said he liked the initial project and the plan that was presented in 2014 but that the current plan shows buildings that one might see in downtown Washington, DC.

Mr. O'Toole asked staff that in consideration of adding this additional parking; what the situation is on Amelia Street in terms of installing a light or something like that to expedite traffic.

Mr. Craig said this was a good question and that staff is currently in the process of site plan review, during which Public Works will check the warrants for this type of project. He said there is not projected to be a warrant for a signal or any other stop condition at that intersection.

Mr. O'Toole asked if he is correct in that this is going to become a two way street in that area.

Mr. Craig responded, yes.

Ms. Sherman corrected to say that it is already a two-way street.

Mr. Friesner said his understanding of the height, from ground level, of Amelia Square and the proposed project are the same but the height from sea level is different. He asked if they are the same height from both mean sea level and street level.

Mr. Holland, Architect, said the two structures are the same height and that he would suspect the elevations where the townhouses hit the ground are a little bit different than the elevation for where their project hits the ground along Amelia Street, for the sea level question. He said that although that part of Amelia Street is not that flat it is also not a steep incline/hill.

Mr. Friesner asked what the change is in elevation on the project site.

Mr. Payne answered approximately two feet.

Mr. Tom Wack, one of the applicants, said that Amelia Street rises almost five feet from the corner of Winchester and Amelia to Douglas and Amelia. From the corner of William and Douglas to Amelia and Douglas there is almost a six foot rise. He said the building height is measured from the average grade on Amelia Street elevation and that is to the

roof surface. He said then there is an additional parapet that is a little bit higher and that carries all around. He said he wanted to make sure that everyone knows they are completely within the Code on this matter.

Dr. Gratz said he believes the Architects are downplaying the “shading or shadows” that would be created during the winter months. He said the winter time is when you want to get light into the house, which would make it significant to the homeowners in the area. He said he believes they still need to recess the top level so that the mass of this structure does not have such a major impact on the surrounding properties. He said he supports a condition requiring the top floor be recessed.

Mr. Pates said one of the issues is the light affect on the houses on Amelia Street. He asked if staff had asked for this study to be accomplished.

Mr. Craig said they had not asked for the study but that staff had been going out at different times of the day and checked Google maps. He said staff would be very happy to see the study that the applicants Architects have completed.

Mr. Pates said he would hope that the Commission is also given a copy of the study as well.

Mr. McAfee said if there are no other questions he would call for the question.

Mr. Dynes made a motion to table this item until the right-of-way vacation request has been heard.

Mr. McAfee said the Commission has an issue before it that staff has asked to push forward and, as a Commissioner has pointed out, a project to which money has been invested. However, he said he personally is not pleased to be asked to vote on a “pig in a poke” by essentially saying *“perhaps we can make changes to that last floor, but we don’t know what they are tonight and you’ll have to trust us that somewhere in the political process, it will all wash out.”* He said this is a technical review process and this is where we are supposed to decide those issues. He said the Council makes those decisions and the Planning Commission is a technical body and he would like to see any changes that were asked to be voted on this evening in front of the Commission if there was such a proposal. He said that as he sees it the Commission has one proposal before it, which is the mass of the building at 50’ with no breaks and the applicant deserves a yes or no recommendation this evening.

Mr. O’Toole made a motion to recommend denial of the special use permit.

Mr. Pates seconded the motion.

Mr. Dynes said he really likes this mixed use project, which contains Class A office space of which there is a total of none in downtown Fredericksburg today. He said the City cannot lose sight that there is a vacant building and empty parking lot at this current location that is generating no revenue today other than property tax. He said he would vote against the motion. He also said everyone needs to be mindful that the change being considered was initiated at the request of the City and if the City thinks that it is going to somehow ask for something that it is not going to have impact then it is sadly mistaken. He said the City put itself into another bind through its own process, which

hurts the City and hurts the residents in an area where the City is competing for investor dollars and we end up looking like an unreliable partner, which is also not good for the City. He said he looks at these projects from two points of view – if they were built everywhere would I want it?; and on this one it would be maybe no because I don't like the zero setback, but I am not going to let all these little preferences get in the way of something that is good enough. I also ask whether it is going to age well and he said he believes this project will age quite well. For these reasons, he said he would be voting against the motion to deny.

Dr. Friesner said he is also in favor of the project and he believes parking issues will be fixed through the plans review process with staff and he believes that would like to offer a substitute motion. He made a motion to approve the project, to include the three conditions made by staff in their report but to modify the second condition that a softer architectural plan sheet would come before the Planning Commission before final approval by City Council.

Dr. Friesner withdrew his substitute motion to make another substitute motion to recommend that the Planning Commission table action until its next meeting so that it can see a revised site plan taking into account comments made.

Mr. McAfee asked Mr. Friesner to be specific as to what changes he would like to see brought back before the Commission in order to allow the applicant a clearer understanding of what it is looking for.

Dr. Friesner said he would like to see a plan that softens the mass and scale, specifically the top floor.

Mr. Payne said that with all due respect for the Commission, a postponement by the Commission is not acceptable and they would like a vote, up or down, this evening. He said this is on a very tight timeline and financing options depend on decisions.

There was no second to Dr. Friesner's motion. He withdrew his motion.

Mr. McAfee said the original motion is on the floor, which has been seconded, to deny the request.

Mr. Dynes said he had a substitute motion. He made a motion to recommend approval of the request with the condition that Amelia Street parking is made "Resident Only." He said that even if it is voted down, it goes on record that resident parking is an issue and when it goes to City Council it will have that condition on it.

Mr. Johnston said he thinks he understands Mr. Dynes' intent; but regulation of the use of parking in the public right-of-way is something that is governed by City Council. He suggested that the recommendation be put in more of a form of a suggestion to Council instead of a condition on the application approval. He said that is something that is not in the control of the applicant, as to who uses that parking.

Mr. Dynes said Mr. Johnston's comment is understood but that with all due respect all the Planning Commission ever does is make a recommendation and then City Council is free to ignore it as they see fit.

Mr. McAfee asked the City Attorney a procedural question. He asked if the Planning Commission is allowed to place conditions on an application for areas outside of the subject property.

Ms. Dooley said that is the distinction that she believes the Planning Director was trying to make. She said that when there is a condition placed on a special use permit, it is a condition on the development itself and how it will move forward. She said the parking on a public street is not a special use permit condition. She said what she believes Mr. Dynes motion to be is that the Commission recommends approval of the special use permit but also, in conjunction with that, the parking on Amelia Street be made residential only parking.

Mr. McAfee said there is another substitute motion by Mr. Dynes, and asked for a second.

Dr. Friesner seconded the substitute motion.

Mr. Pates said he believes the presentation was impressive and that the applicants spent a great deal of time and money to make this a viable project. He said he applauds such ambitious project and he has the greatest and utmost respect for Mr. Tom Wack, who is a responsible and responsive investor in our downtown. However, he said, the project as currently designed has a negative impact on the City's neighborhoods in that area. He said the project is not compatible with the neighborhood. He said the project itself is a good project and one we would want to promote elsewhere but it is too big and too massive for this particular site. He said he would be voting against the motion.

Dr. Gratz asked for a clarification of the motion currently on the floor.

Mr. McAfee said there is a substitute motion on the floor to approve the special use permit with the suggestion that the City provide residential parking only along Amelia Street.

Mr. Dynes said he would like to amend his substitute motion to include the three conditions noted in the staff report.

Dr. Friesner accepted Mr. Dynes' amendment and asked Mr. Dynes if he was changing the word "should" to "must" in the second condition.

Mr. Dynes said yes the word "must" is included.

Dr. Gratz said he likes the project in general but he is not in agreement with the changes made. He said with the change to "must" and the change that they must do something with the elevation on Amelia Street, he will vote in favor of the motion.

Mr. O'Toole asked who will make the review after approved with these conditions and when it would take place.

Mr. Johnston said as it goes forward to City Council it will ultimately be their decision. He noted that this is an awkward situation because the applicants are not willing to

comply with condition #2 at this point in time. So, as it goes to City council they will have to decide on how to move forward.

Mr. Payne said they are at the table and listening to concerns of the PC, citizens, etc. He said they are willing to discuss any change that is feasible for the project. He understand why the Commission is placing the condition with the language "must" but that they want this to move to the next step in the process, which is the City Council.

Mr. McAfee asked Commissioners to cast their vote.

Motion carried by a vote of 5 – 2, with Beavers and Pates voting against the motion.

NEW BUSINESS

5. Liberty Place Partners, LLC is requesting the Planning Commission to consider if the vacation of Amelia Street, between Winchester Street and Douglas Street, is substantially in accord with the City's 2015 Comprehensive Plan, as required by Virginia Code Section 15.2-2232. The request addresses changes to the General Development Plan (GDP) originally considered with the Planning Commission's 2014 action regarding vacation of same public right-of-way. In addition, the 2014 Planning Commission approval was based on the 2007 Comprehensive Plan. The public right-of-way is approximately 10 feet wide and runs along the east side of Amelia Street, adjacent to GPIN 7789-04-0822.

Ms. Sherman presented the staff report and a brief slide presentation to orient members of the public to area of the right-of-way vacation request.

Ms. Sherman said it is important to note that the one main point that was made with the application received for this vacation request was that the applicant needed the extra 10 feet because there would be an additional 15 spaces within the garage. She said that the garage does stop at the ground level so the need to push the building forward is understood for the ground level and possibly for the level above it as well, but in the absence of having additional warrants listed in the application, she said staff does not think there is a need to require the entire building to come up to the zero-foot setback.

Mr. Dynes asked the purpose of the right-of-way, initially.

Ms. Sherman said it is typically for transportation purposes, sidewalks, grass, utilities, etc.

Mr. Dynes said then the City is not granting any additional land to the property because this is strictly a right of way (which is currently grass).

Ms. Sherman said there would actually be a transfer of land, which would be that 10 foot stretch of approximately 1777 square feet and it would be removed from City ownership within a public right-of-way to this private land owner, which they can choose to use within the limits of the City Codes.

Mr. Dynes asked if he is the only confused as to what the words "right-of-way" mean? He said he has utility and other right-of-way areas on his property but he still owns his yard.

Ms. Sherman said the land in question is currently owned by the City. This is not an easement over the applicant's property.

Mr. Dynes asked how much money the City will be getting in return for the vacation.

Ms. Sherman said the applicant has proposed and even trade with additional rights-of-way along Douglas Street and Winchester Street.

Dr. Gratz said the Planning Commission had voted for the right-of-way vacation in 2014, which the Council also approved.

Ms. Sherman said this was correct but that approval was subject to development in accordance with the General Development Plan (GDP), which has now been changed.

Dr. Gratz said then because of these changes to the GDP, we are back at square one. He asked if this vacation is approved and the building is built up to the edge of the right-of-way vacated, wouldn't the foundation plantings be in the public right-of-way?

Ms. Sherman said yes, a portion would be in the public right-of-way.

Dr. Gratz said then the applicants want to build up to the public right-of-way and then put their plantings in the public right-of-way.

Ms. Sherman said the City would require a maintenance agreement so the applicants would be required to maintain that additional landscaping above what the City would typically have within its right-of-way.

Dr. Gratz said his other question has to do with the parking situation because the applicants have said they needed this space so they can move the building over enough to accommodate 15 spaces. He said that is 15 out of 300 spaces. He said the City is not really getting that many parking spaces for what the City is being asked to give up. He said the applicants could simply push the building back, or they could make the space in the middle a little bit less.

Mr. Johnston said there is no way of making the footprint of the building smaller without reducing the number of parking spaces.

Ms. Sherman said she would bring it back to the question at hand; and noted that staff did address some of these issues prior to bringing the application to the Commission, but at this point this is their proposal so the Commission needs to evaluate it, as presented, as to whether or not it is consistent with the Comprehensive Plan.

Mr. Dynes said he does not like zero setbacks but it happens to be the way zoning is arranged right now. He said he does not like reopening deals after the City has already negotiated. He said this is something that was voted on and approved by City Council two years ago and it would have to be a pretty high bar, in his opinion, to revisit the issue and change the answer to an investor two years down the road when the agreement had been approved long ago.

Mr. O'Toole said he was a bit confused. He said it is his understand that we are looking to see if this vacation request is in substantial conformance with the Comprehensive Plan. He asked if this means just the vacation, or if it includes the "use" of the land once it is vacated.

Ms. Sherman it is appropriate that whenever there is a request to vacate public right-of-way that in consideration of that request you look at what they propose for that property. And in this case, she said, it changed from having being used as landscaped yard area to now having the building 50' tall within it.

Mr. O'Toole said then that if he is correctly interpreting the staff report, it does not conform with the Comprehensive Plan.

Ms. Sherman said that those sections are not in conformance.

Mr. Johnston said he believes there are a certain degree of priorities. He said he believes that the point in determining whether something is consistent with Comprehensive Plan is whether that "thing" like a transportation change is consistent with the transportation element. Ms. Sherman has expanded it to include all the policies in the Comprehensive Plan and he said he understands where she is coming from. For him, however, he said the priority is the transportation component.

Ms. Sherman said she wanted to clarify that she had been using the word "consistent" with the Comprehensive Plan. The actual language is whether or not it is "substantially in accord with the City's 2015 Comprehensive Plan." Therefore, there is some flexibility when you think about "substantially" in accord.

Mr. O'Toole said he would have to agree with his colleague that we had already approved the right-of-way vacation and now we are debating that decision.

Dr. Gratz said yes, the City gave approval of the previous vacation but that vacation was granted with a certain set of conditions and those conditions have changed so we are not really taking away anything.

There was no additional Commissioner comment.

Mr. McAfee asked if there was a motion.

Mr. Dynes made a motion to approve Resolution 16-03, which states the proposed vacation of a portion of the Amelia Street right-of-way (approximately 1777 square feet) as being substantially in accord with the 2015 Comprehensive Plan.

Mr. Friesner seconded the motion.

Mr. Pates complimented staff on a balanced and objective presentation of the application. He said it is clear that this proposal to vacate the right-of-way is not substantially in accord with the Comprehensive Plan and he will be voting against the motion.

Motion passed by a vote of 4 – 3 with Pates, O'Toole and Gratz voting against the motion.

GENERAL PUBLIC COMMENT

- 6. A general public comment period is provided at each regular meeting for comments by citizens regarding any matter **related to Commission business that is not listed on the Agenda for Public Hearing**. The Chair will request that speakers observe the **three-minute time limit** and yield the floor when the Clerk indicates that their time has expired. No dialogue between speakers will be permitted.*

Mr. McAfee opened the floor for general public comment.

Maureen Widic, 119 Caroline Street. She said she had not intended to speak but she was very concerned and dismayed about the City's process she had just witnessed in reference to the Liberty Place special use permit request. She said she does not understand why this whole garage business has thrown a monkey wrench into this situation and she does not believe it is fair for the developer and she agrees with Mr. Dynes that it does not speak well for our City. She said the City asking for the extra parking may have sounded good at the time but then it was superimposed on the project that had already been approved and it appears that it has taken a long time to resolve this situation. She said she believes that in the end if you were to look at it from the residents' viewpoint the project is not going to be as aesthetically pleasing or otherwise fit in the City as the original project would have. So you are trying to solve a parking problem at the expense of the developer who is trying to build in good faith and at the expense of the neighborhood.

Jerry Stokes, 600 Lewis Street. He said he was appalled and angry with watching the entire process of these applications. He said he is angry with the shortsightedness of the Planning Commission and City Council to have approved Sedona Tap House without adequate parking. And, as a result the neighborhood has been flooded with patrons for Sedona and causing additional parking problems.

Mr. McAfee closed the General Public Comment period.

OTHER BUSINESS

- 7. Capital Improvements Plan Update – Mark Whitley, Assistant City Manager**
Mr. Whitley provided a Power Point Presentation bringing Commissioners up to speed on the CIP to date.
- 8. Planning Commissioner Comment**

Mr. Pates said he had a few items to discuss but due to the lateness of the evening he would bring his comments back at the next Planning Commission meeting.

Dr. Friesner informed Commissioners that he has accepted employment in Boston and that this would be his final Planning Commission meeting. He thanked fellow Commissioners for their hard work and input into making the City a better place to live.

Mr. McAfee thanked Mr. Friesner on behalf of the Commission for his dedicated service to the Commission and Fredericksburg Community and wished him well on his new adventure.

Mr. McAfee referenced the general public comments made this evening. He noted that one of the speakers had stated that he was upset about a parking problem in his area and it was suggested that the Planning Commission was remiss in not addressing parking. He said he would like to point out that it was a conscious decision at the Planning Commission and Council levels to create a parking problem and that we figured that when we did so we would know we had started to move in the right direction and that we could figure out what to do about it and indeed when one reads the Comprehensive Plan it says that we should engage in public and private co-ops to solve those parking problems, and that is indeed what the City did. He said he believes the project that was before the Commission this evening is a good example of how we achieve those goals.

9. Planning Director Comment

Mr. Johnston said there are various applications that will be coming before the Commission in May and June.

Mr. Johnston updated Commissioners on the Area Plan process, having received several RFP's. He said a meeting was being held on Monday to review the RFPs.

ADJOURNMENT

Meeting adjourned.



MEMORANDUM

TO: Chairman McAfee and Planning Commission Members
FROM: Mike Craig, Zoning Administrator
DATE: May 3, 2016 for the May 11 meeting
SUBJECT: SE2016-01 Timbernest, LTD requests Special Exceptions from general density and floodplain density to redevelop 506 – 512 Sophia Street (GPIN 7789-23-5802) and a portion of 525 Caroline Street (GPIN 7789-23-3825) in the Commercial-Downtown (CD) Zoning District.

ISSUE

Should the Planning Commission recommend approval of the Special Exceptions to increase the general permitted density and increase the density permitted in the 100 year floodplain for the proposed River Walk Square multi-family and townhome redevelopment?

RECOMMENDATION

Defer action on this proposal to give the Applicant time to address the City's Architectural Review Board and the remaining Technical Review Committee comments.

GENERAL BACKGROUND

GPIN 7789-23-5802 is 0.31 acres zoned CD and contains 13 multi-family units addressed as 506-512 Sophia Street and 1-9 Ashby Court. The existing density on-site is 42 units per acre. The buildings on this parcel were built around 1940 as warehouse space and were subsequently redeveloped into residential units. The building fronting on Sophia Street is considered a contributing structure in the historic district. The other two behind the front building are not considered contributing. The three buildings are served by their own access off of Sophia Street and have surface parking. These buildings and their parking generally fill the entire lot.

GPIN 7789-23-3825 is 0.65 acres zoned CD and contains the 15,168 square foot Fredericksburg Square building fronting on Caroline Street. The Square building is part of a key historical streetscape along Caroline Street. Between Wolfe and Lafayette the only two gaps in the block face are on either side of the Square building. The two gaps are paved areas that are now fenced off from the street and used as open space for a wedding tent and a luncheon gazebo. Behind the Square building and stretching all the way to Sophia Street is a parking lot containing 26 parking spaces.

Both properties are completely within the 100 year floodplain.

SPECIAL EXCEPTION REQUEST BACKGROUND

Originally, the Applicant proposed three Special Exceptions:

- *Density* - Timbernest LTD proposes to reconfigure their two properties as shown on their "Proposed Site Plan sheet A2" to create a 0.52 acre parcel on which seven townhomes and seven multi-family dwelling units would be built. The density for the parcel would be 29 units per acre. The CD zoning district generally permits multi-family units at 18 units per acre and townhomes at 12 units per acre. § 72-51.1 requires that the generally permitted density be cut in half for properties where more than 25% of the land is in one hundred-year frequency floodplains, which would limit density on the property to 9 and 6 units per acre respectively.

The proposal does not qualify for an administrative change in non-conforming use because the request does not meet the criteria for the continuation of a nonconforming use in § 72-61.1 because the buildings or structures containing the non-conforming use (density) are being demolished. Special Exception requests for general and floodplain density are under consideration at this meeting.

- *Height* – The central multi-family building was originally proposed to be 56 feet tall. The Applicant presented this height to the Architectural Review Board whom reacted negatively to the proposal. The Applicant subsequently withdrew his request.

- *Parking* – The proposed uses will occupy parking currently dedicated to the Fredericksburg Square use. However, the Square building (originally built in 1854 and reconstructed in 1927) meets the UDO's definition of a Historic Building and in accordance with § 72-53.1.B(2) is exempt from parking requirements.

The "Existing Site Plan sheet A1" currently shows 41 parking spaces but they are not all currently available for use. According to the City's GIS aerials, spaces 1-7 have been covered by the "temporary tent" since at least early 2014. Spaces 8-11 have been covered over by the "temporary gazebo" and other service functions since at least 2011. Functionally, the site currently only has 30 off-street parking spaces. The site also has three on-street parking spaces available bringing their functional total up to 33 parking spaces.

The Square building is a wedding and performing center that most closely aligns with the auditorium use in § 72-53.1.C(2) Minimum Off-Street Parking Standards. The auditorium use requires 1 parking space per 400 square feet of use. The building is 15,168 square feet which would require 38 parking spaces. The redevelopment would be built on top of 26 of the 41 off-street parking spaces shown on the Applicant's "Existing Site Plan sheet A1" serving the Square building. While the density requests will have an impact on parking supply in the area of the proposed Riverwalk project, no Special Exception for required parking is required to remove the spaces as proposed.

STAFF ANALYSIS

Unified Development Ordinance (UDO) § 72-22.7 contains review criteria that the Planning Commission and City Council shall use when evaluating an application for a Special Exception. These criteria are:

1. Consistency with the UDO:

a. The CD Zoning District

§ 72-32.2.A states that the purpose of the CD Zoning District is “to promote harmonious development, redevelopment, and rehabilitation of uses in the commercial areas of the Old and Historic Fredericksburg (HFD) Overlay District. The regulations of this district are intended to implement the goals of the Comprehensive Plan for historic district development while encouraging mixed uses in the downtown area. The emphasis in site planning is to be placed upon enhancing pedestrian circulation, minimizing vehicular and pedestrian access conflicts among uses, respecting the geometry of the downtown streetscape, and maintaining continuity with the architectural precedents of the historic area.”

There are elements of the request that are in accordance with the purpose of the CD zoning district:

- The request is to redevelop an existing permitted use (single family attached and multi-family dwelling units) at a density that is lower and closer to the by-right permitted density on-site (existing 13 units on 0.31 acres @ 42 units per acre vs. proposed 14 units on 0.52 acres @ 29 units per acre).
- Proposed townhomes 1-4 conform to the general setback pattern of adjacent structures on the block.
- Townhomes 1-4 are oriented toward Sophia Street in a way that:
 - o Respects the geometry of the downtown streetscape;
 - o Enhances pedestrian circulation; and
 - o Minimizes vehicular and pedestrian access conflicts among uses;

There are elements of the request that are not in accordance with the purpose of the CD zoning district:

- Ten out of 14 units are not oriented towards the geometry of the downtown streetscape;
- Those ten units are accessed solely by an alley. As a result, the only pedestrian access serving the units is comprised more of driveway / vehicle access points than actual sidewalk where there is a conflict between vehicles and pedestrians. Alleys are meant to provide vehicular access behind buildings in tandem with a complete street on which buildings front that has unbroken pedestrian access.
- Over the last few years, the Square operator has closed down (and fenced off) the vehicular entrances on either side of the Square building on the historic Caroline Street block face. The new development proposal relies on opening those accesses back up and reconvertng them into vehicular access points.
- Similarly, redeveloping GPIN 7789-23-3825 (the Square property) in a way that respects the geometry of the downtown streetscape and maintsg continuity with the architectural precedents of the historic area would be phased in a way that redevelopment filled in the gaps in the historic streetscape first and then potentially developed on the service areas of the site if possible second.

b. Old and Historic Fredericksburg Overlay District

In accordance with § 72-21.7, the Applicant's request was presented to the City's Architectural Review Board (ARB) on April 25 for a preliminary review. The ARB asked for additional information to be presented and reviewed during their meeting on May 9. Any ARB recommendation will be presented to the Planning Commission at the May 11 meeting.

The Historic District Handbook (HDH) contains Site Planning criteria including continuity of street edge, spacing between buildings, fences and walls, and parking (HDH pg 68-73). Along Sophia Street, Townhomes 1-3 reinforce the existing street edge, have a comparable spacing between buildings to the existing development, and are served by parking that is to the rear of the building. Seven units multi-family units are proposed in the area of GPIN 7789-23-5802 that currently contains multi-family units.

The remaining four units, however, are built on the existing service and parking area of the Square building. As a result, the service functions associated with the Square building are proposed to be reestablished along the historic Caroline Street block face.

There are currently eleven buildings along the eastern Caroline Street block face. There are only six gaps between buildings on the block face. Four of those gaps are three feet wide. The other two gaps are on either side of the Square building and are 23 feet wide 31 feet wide respectively. In order to conform to the Site Planning Criteria in the HDH, the Applicant should infill the gaps in the historic streetscape and keep the service functions of his use behind the buildings first and then develop whatever is left over internal to the site. Historic Resource Planner Kate Schwartz's memo to the ARB included a form based diagram of how this should be achieved and that is attached to this memo as Appendix A (labeled at the top Attachment E.1 – E.3). Also, included as Appendix B is a Certificate of Appropriateness obtained by the Applicant in 2010 to infill the southern gap in the streetscape as an example of the type of development that is more appropriate in its Site Planning than the current proposal.

c. Development Standard Exceptions and Exemptions

As submitted the development proposal would require administrative exceptions from the Development Standards in § 72-5 of the City Code:

- §72-51.3 Lots. This section requires that lots in the CD Zoning District either front on public streets, private streets, or a driveway meeting the standards in § 72-52.4. The seven multi-family building and Townhomes 5-7 (potentially equating to a total of four lots housing a total of 10 units) will be located mid-block and will only be accessed by an alley.
- § 72-52.4.E Parking lot cross access. This section requires that all multi-family and commercial development be designed to allow cross-access to adjacent parking lots. The "Proposed Site Plan" shows a curb break separating the two parcels where through access would be ideal.
- § 72-53.1.D(1)(d)[1][a] Off-street parking; configuration; arrangement. This section requires that all off-street parking and circulation areas be arranged to facilitate access by and safety of both pedestrians and vehicles. Pedestrian access to Townhome 5-7 is substandard. The majority of the "sidewalk" will be comprised of driveway entrances and will put pedestrians and vehicles in conflict with one another.

Public Works requested additional dimensions be shown on the proposed revised parking area to evaluate the circulation pattern. The dimensioned plans were resubmitted this week and Public Works will review and comment on the proposed circulation pattern prior to the next meeting.

The Square building meets the UDO's definition of a Historic Building. Section 72-53.1.B(2)(b) states that rehabilitation or re-use of an historic building is exempt from the parking requirements. The Square building changed use in 1996 from the Elks Lodge to its current use as a wedding hall and cabaret. In 1996 the Square building was deemed to require 46 parking spaces. As stated above, under the current UDO requirements non-historic buildings with a similar use as the Square building would require 38 parking spaces.

d. Overall Consistency with the UDO

The Applicant's proposal currently is inconsistent with the UDO. The majority of the units in the redevelopment proposal are put on the service area of the existing Square building. This configuration generates conflicts between pedestrians and automobiles both internal to the site and along the historic Caroline Street block face. Staff would not approve, nor does it recommend Council approve, the administrative exceptions required to develop Riverwalk Square. If the Applicant can reconfigure the site so that most of the units front on Caroline and Sophia streets within the geometric pattern of the historic blocks then development within the block as a later phase may be appropriate (ie. as is the case at Amelia Square and Governors Row).

2. Consistency with the Comprehensive Plan (CP)

The Applicant's proposal is within Land Use Planning Area 7, Downtown. The Land Use Planning Area 7 Opportunities relevant to this proposal are:

- Protect the historic aspects of the downtown business district, through careful adaptive reuse of existing buildings and appropriate new construction on infill sites.
- Support redevelopment that respects historic structure, but without dictating architectural style or limiting creativity.
- Evaluate parking needs and develop appropriate strategies (shared parking, structures, etc.) that provide for the continued viability of downtown Fredericksburg as well as its further growth and development.
- Promote residential and mixed-use development.

The proposal promotes residential development, however, the site planning of the project contradicts the HDH. The ARB will complete their review of the proposal on May 9 and the results will be transmitted to the Planning Commission at the meeting on the 11th.

The Future Land Use Map calls for this area to be Commercial-Downtown and sub planning area 7B states that the west side of Sophia Street constitutes an urban edge (as does the Urban Riverfront Corridor on page 117). The Commercial-Downtown Land Use Category calls for a relatively dense urban setting that "promotes continued harmonious development and redevelopment, with an emphasis on maintaining pedestrian circulation, the integrity of the street grid, and continuity with the historic character of the community."

Chapter 7 Residential Housing and Neighborhood contains several goals relevant to this application including:

- Goal 1: Neighborhood Character;
- Goal 2: Neighborhood Quality;
- Goal 3: Distinct and Attractive Neighborhoods;
- Goal 4: Adequate Public Services and Facilities;
- Goal 8: Variety of Housing;
- Goal 9: Homeownership;

The majority of the units in the Applicant's proposal are put in the middle of the block despite their being additional room along the Caroline and Sophia block faces for additional development. This is inconsistent with the Comprehensive Plan's vision for appropriate Neighborhood Design (pg 126-127). The layout also creates more conflicts between vehicles and pedestrians than necessary. The proposal does, however, provide for new homeownership opportunities in the historic downtown and provides a variety of housing.

Chapter 5 Environmental Protection states that, "development within the floodway fringe is allowed as long as it will not adversely impact the environment or cause a hazard to human safety, as controlled through Building Codes and other applicable regulations." The proposal is entirely within the 100 year-floodplain.

With a redesign of the site as described above, the requested density exceptions could be in conformance with the Comprehensive Plan.

3. *Whether there has been a sufficient period of time for investigation and community planning with respect to the application.*

The ARB is still reviewing this application. Also, there are still outstanding items from the Technical Review Committee's review. The Planning Commission should defer action on this item until it can be made clear which issues the Applicant is willing to address.

4. *Whether the special exception is consistent with the principles of good zoning practice, including the purposes of the district in which the special exception would be located, existing and planned uses of surrounding land, and the characteristics of the property involved.*

As described in Section 1 and Section 2 above, the current proposal conflicts with the UDO and Comprehensive Plan. The proposal could be redesigned so that it would blend in and be an asset to surrounding land uses. The development is proposed completely within the 100 year flood-plain. The base flood elevation is 38 feet and the general elevation of the site is 36 feet.

Public Works has commented that the planning for the west side Sophia Street streetscape includes removing the existing concrete sidewalks and planter strips where they are currently and installing full width brick sidewalks with street trees in wells with rubberized mulch. Colonial streetlights are also proposed in the area. These facilities are being planned in conjunction with the increase in pedestrian traffic generated by the redevelopment of the western side of Sophia Street, pedestrian traffic between the parking garage and the train station, and the development of the Riverfront Park. The Applicant should incorporate this revised streetscape into their project.

Public Works has also commented that the redevelopment would potentially require the relocation of a pole based electrical transformer serving the site. Section 72-54.4 Utilities requires that all utilities serving a proposed development need to be installed underground. The Applicant should note on his plan that the as part of his redevelopment all electrical service required by his site will be provided underground and be fully contained on the private site.

5. *Whether the proposed use or aspect of the development requiring the special exception is special, extraordinary or unusual.*

The request for density Special Exceptions is an unusual request. GPIN 7789-23-5802 currently contains 13 dwelling units that are approaching the end of their usable life. The Applicant's proposal is to redevelop the site with one additional unit at a lower density. The proposal does not qualify for an administrative change in non-conforming use because the request does not meet the criteria for the continuation of a nonconforming use in § 72-61.1 because the buildings or structures containing the non-conforming use (density) are being demolished.

6. *Whether the proposed exception potentially results in any adverse impacts on the surrounding neighborhood, or the community in general; and if so, whether there are any reasonable conditions of approval that would satisfactorily mitigate such impacts.*

There are three potential adverse impacts this project could have on the surrounding neighborhood. The first is that the Applicant proposes to push all service functions for the Square building up to the Caroline Street block face which will reopen vehicle and pedestrian conflicts at the two currently fenced off curb cuts on either side of the Square building. The second is the removal of parking from the Square site without a viable alternative. The third is that there is a potential architectural impact on the surrounding community and historic district. The ARB will finalize their recommendation on the third impact on Monday.

The Applicant can make minor adjustments to their Site Planning to minimize vehicle and pedestrian conflicts both on and off site. If the applicant is not willing to do so, the Commission could consider recommending that the density exceptions be approved under the condition that the site development be subject to a Form Based / Phasing Plan similar to the one prepared for consideration by Kate Schwartz attached to this memo as Appendix A.

While parking is not required for the Fredericksburg Square Building, the Applicant is planning on eliminating a significant portion of the parking that the Square currently uses. As an alternative, the Applicant requested that 20 of the Square's 38 required parking spaces be accounted for through an informal shared parking arrangement with the City's Parking Garage. A formal lease of parking spaces is not an available option. The Sophia Street parking deck was financed with tax exempt bonds, which are issued for public projects. Tax exempt bonds bring restrictions on "private use" of the public facility. Limited private use is permitted. In the case of the Sophia Street parking deck, the private use was committed to the Marriott Hotel by the 2006 lease of spaces to the hotel. 80 spaces is the most Council may lease from the parking deck, due to restrictions associated with the public financing for the facility. All 80 spaces were leased to the Marriott Hotel. An additional 20 surface lot spaces were leased to the Marriott in order to meet its parking requirements. The 2006 lease term was for 20 years.

As proposed, the density Special Exceptions will have an impact on parking supply in the Downtown. The Applicant has options to offset the impact of eliminating parking from his site (whether required or not) including private shared parking agreements and paying the fee-in-lieu amount into the Downtown Parking Fund for the parking spaces that are being eliminated. The Commission could consider recommending a condition be added to the density Special Exceptions that the Applicant pay the fee-in-lieu cost into the City's Downtown Parking Fund for the twenty required spaces ($20 \times \$6500 = \$130,000$) prior to site plan approval.

7. *Conclusion.*

Timbernest's request is not currently in conformance with the UDO or the Comprehensive Plan. As proposed the development would have external impacts on surrounding uses that could be easily mitigated. The ARB still has not completed their review of the proposed development.

The Commission should defer action on this item until the June 8 meeting to give the Applicant and the Commission time to work these issues out before the application moves on to the City Council. Staff makes this recommendation in place of recommending denial because there is a clear path forward for this proposal to be in compliance with the City's policies.

ATTACHMENTS

Appendix A – Kate Schwartz' Staff Report to the ARB and Attachment E.1 through E.3

Appendix B – COA Exterior Alteration dated January 12, 2010

Application and Supporting Materials

Appendix A



MEMORANDUM

TO: ARCHITECTURAL REVIEW BOARD
FROM: Kate Schwartz, Historic Resources Planner
DATE: April 25, 2016
SUBJECT: Review of Special Exception application and informal review of proposed demolition and new construction at 506-514 Sophia Street and 525 Caroline Street

ISSUE

In accordance with section 72-21.7 of the City Code, the ARB may review special exception applications associated with land in the Historic District. Van Perroy has submitted an application requesting special exceptions for a proposed new construction project at 506-514 Sophia Street and 525 Caroline Street in the Historic District. The exceptions include increased residential density, a reduction in required parking, and a five feet two inch height variance from the 50 foot maximum height limit for one of three new buildings. This application will be considered by the Planning Commission on May 11.

The ARB should also conduct an informal review in anticipation of a Certificate of Appropriateness for demolition of one contributing building and construction of three new structures at the above referenced site, including seven townhomes in two buildings and one seven-unit apartment building.

RECOMMENDATION

1. Special Exception
Recommend to the Planning Commission the denial of the special exception for a five feet two inch variance from the 50 foot maximum building height.
2. Informal Review of Certificate of Appropriateness
Suggest to the applicant a redesign of the site planning, scale, and massing of the project as the current proposal is not architecturally compatible with the historic aspects of the Historic District. One existing structure on the property is a contributing building in the Historic District and may be considered for demolition in coordination with the evaluation of new construction. A revised design should meet the goals of the Comprehensive Plan (2015) by closely aligning with historic patterns of development in order to reinforce the traditional streetscape.

SUMMARY

The ARB should make two recommendations in the review of this project.

First, the board should make a recommendation to the Planning Commission with regards to the specific exceptions requested in the application. Two of the three special exception requests, pertaining to residential density and parking requirements, are not under the purview of the Architectural Review

Appendix A

Board. However, the requested exception for building height is directly related to the ARB’s consideration of architectural compatibility in the district.

The ARB should recommend to the Planning Commission that the proposed building height variance is not compatible with the surrounding context or appropriate given the historic pattern of development in the immediate vicinity.

Secondly, in anticipation of an application for a Certificate of Appropriateness, the ARB should conduct a preliminary informal review of the site planning, scale, and massing. The project includes the following elements subject to approval by the ARB:

1. Demolition of existing townhomes at 506-514 Sophia Street. One of three buildings on the site is a contributing structure in the Historic District.
With additional information, demolition of this structure may be appropriate.
2. Construction of three new residential structures at 506-514 Sophia Street and on the rear portion of the parcel at 525 Caroline Street. The three structures will be:
 - a. One grouping of three attached townhomes, three-and-one-half stories in height, oriented to Sophia Street (shown as B1 on attachment A).
 - b. One grouping of four attached townhomes, three-and-one-half stories in height, oriented to a service drive that is accessed via Sophia Street (shown as B2 on attachment A).
 - c. One five-story apartment building containing seven units, with a height of fifty-five feet two inches, measured as an average of the eave and ridge heights, located on the southwest corner of the parcel behind the townhome structures (shown as B3 on attachment A).

As submitted, the proposed arrangement of structures and uses is not consistent with the historic character of the immediate area. Proposed residential should fill in the gaps between buildings on Caroline Street and create a continuous streetscape on Sophia Street. The interior of the block should be reserved for parking and service needs.

BACKGROUND

1. Special Exception for Height Variance

The Historic District guidelines specify that new buildings should relate to the average height of existing adjacent structures and in general should not be more than ten percent taller. Structures in the 500 block of Sophia Street are one to two stories in height, with the majority at two stories. Structures in the 500 block of Caroline Street range from one-and-one-half to three-and-one-half stories, with the majority at two or two-and-one-half stories in height.

Block Face 1: Existing Building Heights on Sophia Street

500 Block Sophia Street (West Side)		500 Block Sophia Street (East Side)	
Address	Height in Stories	Address	Height in Stories
502 Sophia	1	521-523 Sophia	2
504 Sophia	2	503 Sophia	2
506-514 Sophia	2	419 Sophia	1
525 Caroline (rear property line)	---- Parking Lot ----		
100 Wolfe (side property line)	2		

Appendix A

Block Face 2: Existing Building Heights on Caroline Street

500 Block Caroline Street, East Side		500 Block Caroline Street, West Side	
Address	Height in Stories	Address	Height in Stories
531	2.5	500-506	---- Parking Lot ---
529	2	508	3
525	3.5	510	2
517-519	2	512	2.5
515-513	2	514	2
511	2	516	2
509	2	518	2
507	2.5	520	1.5
505	2.5	522	2
503	2	524	2.5
501	2	526	2
		528	2

At three-and-one-half stories, the proposed townhome units (B1 and B2 on attachment A) are one-and-one-half stories taller than adjacent structures on Sophia Street. The new structures are also one to one-and-one-half stories taller than the average height on the neighboring Caroline block. No height variance is needed for the townhome units, as they stand below the 50 foot maximum height. However, the height of these buildings is incompatible with the character of the surrounding context and it is recommended that the height be reduced, or the upper stories be stepped back to reduce the overall impact.

The five feet two inch height variance is requested for the five-story apartment building at the rear of the site. This proposed height is fifty percent greater or more than adjacent structures and incompatible with the character of the Historic District. Requirements for new construction in the floodplain should be considered when evaluating scale. The base flood elevation for this site, as established by the federal Flood Insurance Rate Map is 38 feet. The current elevation on site is 36 feet. The lowest floor of new residential construction must be at least 1 ½ feet above the base flood elevation (City Code section 72-34.3.G.3)—in this case, 3 ½ feet above the current elevation on site. Floodplain requirements do not outweigh architectural compatibility standards, and the request for a special exception for the height of the apartment building is not justified by the relatively minor floodplain construction requirements for this site.

2. Proposed Demolition of 506-514 Sophia Street

The ARB uses the criteria defined in City Code Section 72-23.1.D.3 to evaluate the appropriateness of any application for demolition within the Historic District. A Certificate of Appropriateness application has not been submitted to date, but the initial evaluation based on the criteria is as follows:

a. The architectural significance of the building or structure.

Three multi-family dwellings are located at 506-514 Sophia Street and are placed generally in a U-shaped configuration on the property. Only the building closest to the street, fronting Sophia Street, is identified as contributing to the Historic District. This structure was constructed c. 1940

Appendix A

and displays elements of the Colonial Revival style. The two-story masonry structure is constructed of rock-faced concrete block topped by a standing seam metal-clad side-gabled roof with boxed cornice. Projecting one-story gable roof porches with standing seam metal roofs, concrete decks, and metal rails delineate the individual units along the Sophia Street frontage. The property reflects typical patterns of architectural development in Fredericksburg during the World War I to World War II period. The City's 2006 architectural survey describes this period and states, "Industrial pursuits continued to draw factory workers, and a general prosperity enjoyed across the country after the First World War led to a significant building boom." While the contributing building that fronts Sophia Street aligns with the traditional streetscape, the noncontributing buildings towards the interior of the block do not.

b. The historical significance of the building or structure.

The City's 2006 architectural survey defines the building fronting Sophia Street as "contributing to the Fredericksburg Historic District under National Register Criterion C in the areas of architecture and community planning because it retains integrity of location, design, materials, workmanship, feeling, and association." As of 2006, the building was considered to be in fair-to-good condition.

The side and rear dwellings are considered noncontributing because they are minimally visible from the public right-of-way and do not retain their integrity due to a number of alterations, including changes in the siding, roofing, windows, and form. These structures were not included in the 2006 architectural survey.

c. Whether a building or structure is linked, historically or architecturally, to other buildings or structures, so that their concentration or continuity possesses greater significance than the particular building or structure individually.

These dwellings are not considered individually significant, but one is considered contributing to the architectural integrity of the Historic District and is representative of patterns of architecture in Fredericksburg during the World War I to World War II period.

d. The significance of the building or structure or its proposed replacement in furthering the Comprehensive Plan's goals.

The proposed development project meets a number of goals in the City's Comprehensive Plan (2015) including promoting clustered and compact development, enhancing the quality of residential areas, encouraging homeownership, and promoting "redevelopment of downtown properties in a manner that reflects the character of the City as a vibrant and growing community" (Environmental Protection Goal 6, Residential Neighborhood Goals 2 and 9, and Historic Preservation Goal 2). In addition, the overall plan for the Sophia Street corridor is for an open riverfront on the east (river) side of Sophia Street and redevelopment of a consistent streetscape on the west side of Sophia Street. The existing structures are residential in use and contribute to the streetscape on the west side of Sophia Street; however, the deteriorated nature of the buildings and relatively modest means of original construction may limit the potential for rehabilitation. In addition, the noncontributing buildings on site do not align with the city's traditional pattern of growth.

Appendix A

The proposed project does not align with Business Opportunity Goal 4: Community Character, “Preserve and enhance the City’s visual appeal by pursuing patterns of development that respect the City’s historic growth pattern,” or Residential Neighborhood Goals 1 and 6, regarding historic character and visual compatibility. The proposed site planning is not consistent with historic patterns of development, does not provide for continuity of the streetscape, and limits the potential for future restoration of two significant streetscapes in the district.

e. The condition and structural integrity of the building or structure.

The City’s architectural survey indicates that the contributing structure was in “fair-to-good condition” at the time of the survey in 2006. The applicant has not provided documentation prepared by a qualified professional or licensed contractor to show the current condition or structural integrity of the buildings. Permits for interior and exterior alterations were issued in 2008, consultation with the Building Department occurred in 2010, and electrical and plumbing rough-in work was initiated in 2012. No renovation work has been completed to date.

f. Effect on surrounding properties.

No adverse effect on the surrounding properties is anticipated.

g. Inordinate hardship.

In the documents provided, the applicant has stated, “it is not economically viable to maintain and upgrade [the existing structures] in the face of new Code requirements and market realities with regard to square footage norms.” However, the applicant has not submitted evidence that rehabilitation of the buildings is impractical or that they cannot make reasonable economic use of the property. Such evidence may include proof of consideration of plans for adaptive reuse, or attempts to sell, rent, or lease the property. Substantial rehabilitation of the side and rear structures, meaning improvement costs equal to or greater than fifty percent of the fair market value, would require bringing the structure into compliance with flood resistant design and construction standards. As a designated historic structure, this standard would not apply to the building fronting Sophia Street.

3. New Construction at 506-514 Sophia Street and 525 Caroline Street

The ARB’s evaluation of new construction in the Historic District is based on principles of architectural compatibility, with review criteria defined in City Code Section 72-23.1.D.1 and additional guidelines in the Historic District Handbook. Architectural compatibility can be determined through analysis of the historic context in the vicinity of the project site. For this preliminary informal review of the proposed new construction, typical building heights and setbacks on the affected blocks were evaluated in order to determine appropriate site planning and building scale and massing.

Applicable Historic District Design Guidelines

Criteria for New Development

Site Planning (pg. 69)

Continuity of Street Edge

1. New buildings should be sited to reinforce the traditional street edge.

Appendix A

Spacing between Buildings

2. Spacing between new buildings in the downtown commercial district should reinforce the existing street wall.

Parking

Parking should be provided in such a way that it reinforces the existing rhythm and visual aspects of a neighborhood rather than being an obtrusive and incompatible break in the streetscape.

1. New buildings in the downtown commercial district should have their parking in the rear of the building, allowing the building to become part of the existing streetscape and to reinforce the street edge.

Building Scale (pg. 74)

1. Although the zoning ordinance defines height limitations within the various parts of the City, building height at the street front should be compatible with the prevailing height of the entire block.
2. New buildings that must be taller than the prevailing height should be stepped back so the additional height is not visible from the street.

Building Massing (pg. 75)

1. Building form should relate to the existing streetscape.
2. The orientation of new residential dwellings should be compatible with the neighboring houses in the block.

a. **Site Planning**

The applicant proposes to reconfigure the two parcels that will be used for this project, combining the rear portion of 525 Caroline Street (currently a parking lot) with the 506-514 Sophia Street property to accommodate three new structures. Because the combination of these parcels for the proposed project impacts two significant historic block faces—the 500 block of Caroline Street and the 500 block of Sophia Street—analysis of the site planning must take into account both streetscapes.

Block Face 1: Setback Evaluation of Existing Structures

500 Block Sophia Street (West Side)			
Address	Front Setback	Side Setbacks	
502	0	4	1
504	0	3	1
506-514	2.5	6	3
525 Caroline (rear property line)	----- Parking Lot -----		
100 Wolfe (corner lot; side property line on Sophia Street)	0	50	0

500 Block Sophia Street (East Side)			
Address	Front Setback	Side Setbacks	
521-523	15	17	5
503	0	120 (parking lot)	6
419	0	0	26

*all setbacks measured in feet

Appendix A

- The majority of properties in the 500 block of Sophia Street show a zero front setback.
- Side setbacks are irregular due to the inconsistent orientation of properties and the presence of parking lots; however, the streetscape is more consistent on the west side of Sophia and historic patterns of development are clear. The parking lot at the rear of 525 Caroline is the only significant gap in the streetscape.

On Sophia Street, one of the proposed new residential structures mimics the existing street edge of the contributing c.1940 dwelling. However, the other two follow the model of the existing non-contributing structures which are not consistent with historic patterns of development. Traditionally, service areas were located towards the interior of the block, with primary structures oriented to the street edge. Access to these service areas was typically provided through alleys, or through drives subordinate to the primary structure. Historic Sanborn Fire Insurance maps clearly show these traditional development patterns (attachments C.1 – C.3). The proposal shows an access drive between the two townhome structures, with one building oriented to this secondary drive, rather than the street.

The apartment building is located to the rear of the property, nearly in the center of the block, and is only accessible from the service drives. This is contradictory to the guidelines, which call for new buildings to be sited to reinforce the traditional street edge. An arrangement consistent with the ARB’s guidelines would be to locate the access drive to one side of the parcel, and orient a continuous row of townhomes to Sophia Street, providing access and parking in the rear (see attachments E.1 – E.3).

Block Face 2: Setback Evaluation of Existing Structures

500 Block Caroline Street (East Side)			
Address	Front Setback	Side Setbacks	
531	0	0	0
529	0	3	0
525	0	23	31
517-519	0	0	3
515-513	0	3	0
511	0	0	0
509	0	0	0
507	0	3	0
505	0	0	0
503	0	0	0
501	0	0	0

500 Block Caroline Street (West Side)			
Address	Front Setback	Side Setbacks	
500-506	----- Parking Lot -----		
508	0	0	0
510	0	0	0
512	0	0	0
514	0	0	0
516	0	0	0
518	0	3	0
520	0	10	0
522	0	5	0
524	0	0	0
526	0	0	2
528	0	5	4

*all setbacks measured in feet

- All properties show a zero front setback.
- Of 23 properties, seven are attached on one side and ten are attached on both sides.

Appendix A

- Of the remaining properties, most have side setbacks ranging from two to five feet. There are two outlying properties: the one-and-one-half story building housing the Agora coffee shop at 520 Caroline, with a ten-foot setback on the south side, and the Fredericksburg Square building, with a 23-foot setback on the north side and a 31-foot setback on the south side.

The 500 block of Caroline Street displays a very high level of integrity in the continuity of the street edge and consistency in the spacing, orientation, and placement of structures. All properties on this block display a zero front setback, and minimal or non-existent side setbacks, with many of the structures attached. The Fredericksburg Square building at 525 Caroline shows the most significant variation from this pattern, with 23 and 31-foot gaps to each side. The two primary areas of concern in the proposed site planning are disruption of the street edge and the location of service areas. The applicant proposes to construct buildings B2 and B3, as shown on attachment A, on the existing service and parking area for the Fredericksburg Square property, forcing those activities closer to the Caroline Street commercial corridor. By eliminating the ability to locate parking, delivery, mechanical, and other related needs on the interior of the block, the proposed project severely limits any future restoration of the Caroline Street frontage. In addition, the historic Sanborn maps show that structures once existed in these gaps (attachment C.3).

b. **Building Scale and Massing**

Refer to Background Item #1: Special Exception for Height Variance (above) for analysis of building heights and scale.

With regards to massing, structures in the district and in the immediate vicinity of the project site typically exhibit relatively narrow facades, with much of the mass extending towards the rear of the lot and/or the center of the block. The Caroline Street block clearly shows this pattern, with most structures ranging from 16-25 feet in width, oriented to the street, and displaying a clear and consistent streetscape. The pattern is also visible on Sophia Street, and is clearly visible when evaluating the historic Sanborn maps. Divisions in the façades of the proposed townhomes are generally consistent with adjacent structures, and the pattern of entrance and porch projections is appropriate for the district. However, the side-oriented unit (B2 on Attachment A) breaks with typical historic patterns of development. For this building, main entrances are accessed via a service drive and individual driveways are a primary feature. This arrangement creates a break in the streetscape and is incompatible with the character of the block and the Historic District.

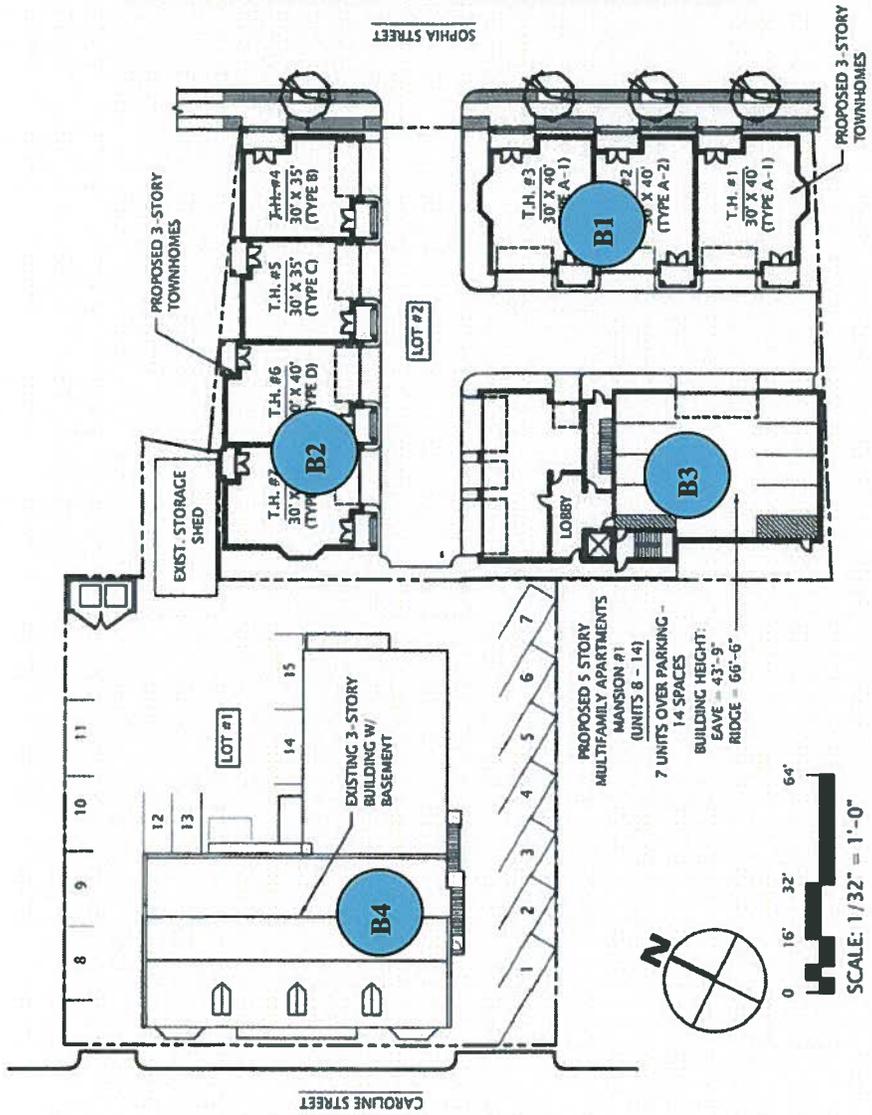
Appendix A

Attachments:

- A. Proposed Site Plan: Townhomes at Riverwalk Square
- B. Existing Site Plan: 506-514 Sophia Street and 525 Caroline Street
- C. Sanborn Fire Insurance Maps:
 - 1. 1886 Sanborn Fire Insurance Map, Sheet 3
 - 2. 1902 Sanborn Fire Insurance Map, Sheet 8
 - 3. 1927 Sanborn Fire Insurance Map, Sheet 14
- D. Photograph, Existing Structures at 506-514 Sophia Street
- E. Recommended Site Planning
 - 1. Existing Streetscape
 - 2. Site Plan
 - 3. Infill Recommendation
- F. Special Exception Application: Townhomes at Riverwalk Square
- G. Additional drawings received April 19, 2016

Attachment A

LOT #1 - 20,484 SF (0.470 ACRE)	
EXISTING 3 STORY BUILDING W/ BASEMENT	5,090 S.F.
FIRST FLOOR	6,888 S.F.
SECOND FLOOR	3,943 S.F.
THIRD FLOOR	3,698 S.F.
TOTAL	19,619 S.F.
PARKING REQUIREMENTS:	
BASEMENT (STORAGE/LAUNDRY)	= 0 SP.
FIRST, SECOND, THIRD FLOORS	= 37 SP.
(14,529 SF / 400 SF)	= 37 SP.
TOTAL REQ. SPACES:	37 SP.
TOTAL ON SITE PROVIDED:	15 SP.
LOT #2 - 23,328 SF (0.536 ACRE)	
PARKING REQUIREMENTS:	
TOWNHOUSES: 1.5 PER D.U. X 7 UNITS	= 10.5 SP.
1 PER EVERY 5 UNITS	= 1.0 SP.
APARTMENTS: 1.5 PER D.U. X 7 UNITS	= 10.5 SP.
1 PER EVERY 5 UNITS	= 1.0 SP.
TOTAL REQ. SPACES:	23 SP.
TOTAL SPACES PROVIDED:	28 SP.



PROPOSED SITE PLAN
TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA



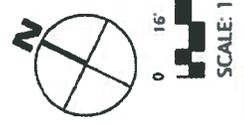
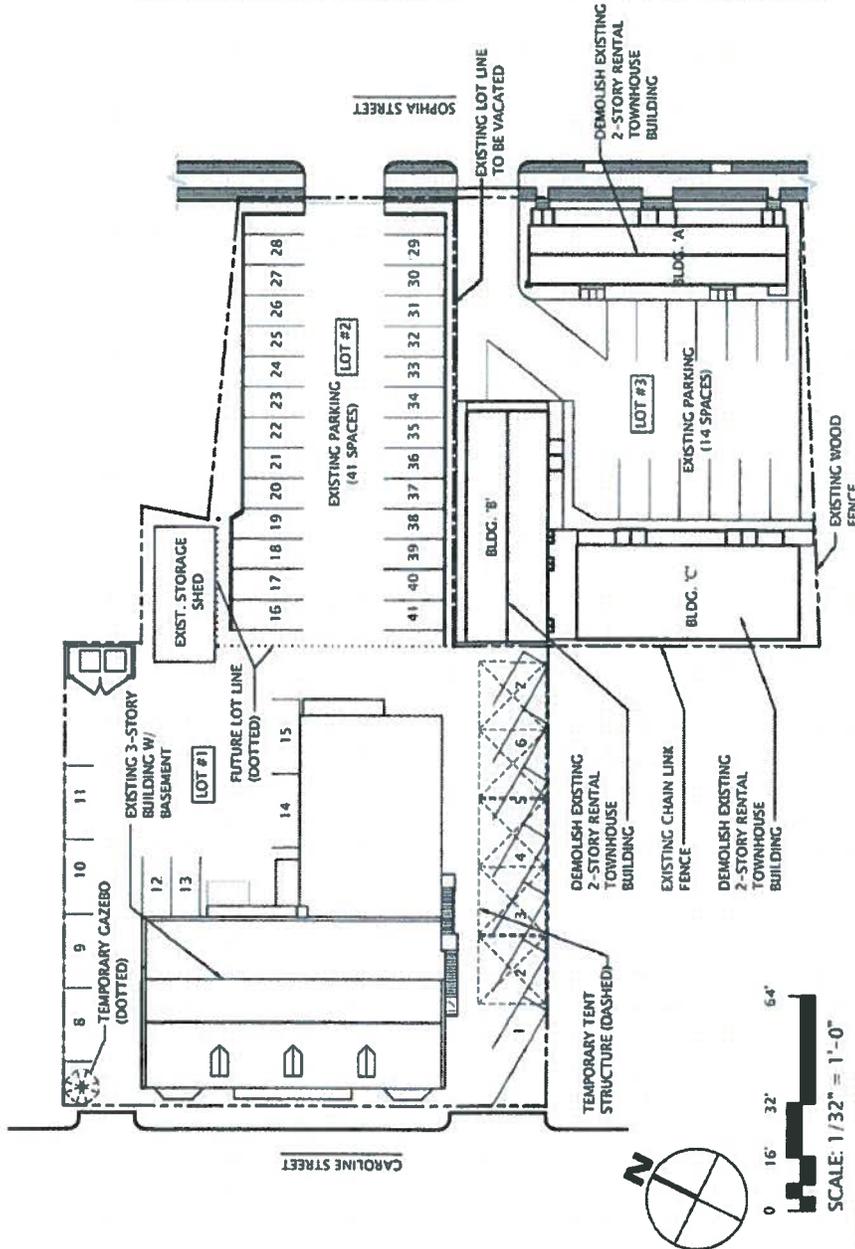
A2

03/14/16

Attachment B

LOT #1 AND LOT#2 = 29.716 SF (0.682 ACRE)	
EXISTING 3 STORY BUILDING W/ BASEMENT	5,090 S.F.
FIRST FLOOR	6,888 S.F.
SECOND FLOOR	3,943 S.F.
THIRD FLOOR	3,698 S.F.
TOTAL	19,619 S.F.
PARKING REQUIREMENTS:	
BASEMENT (STORAGE/LAUNDRY) = 0 SP.	
FIRST, SECOND, THIRD FLOORS	37 SP.
(14,529 SF / 400 SF) =	37 SP.
TOTAL REQ. SPACES:	37 SP.
TOTAL ON SITE PROVIDED:	41 SP.

LOT #3 = 14,097 SF (0.324 ACRE)	
EXISTING 2 STORY RENTAL TOWNHOUSE BLDGS.	
BUILDING 'A' - 4 TOWNHOUSES	1,194 S.F.
FIRST FLOOR	1,194 S.F.
SECOND FLOOR	1,194 S.F.
BUILDING 'B' - 5 TOWNHOUSES	1,496 S.F.
FIRST FLOOR	1,496 S.F.
SECOND FLOOR	1,496 S.F.
BUILDING 'C' - 4 TOWNHOUSES	1,653 S.F.
FIRST FLOOR	1,653 S.F.
SECOND FLOOR	1,653 S.F.
TOTAL	8,686 S.F.
TOTAL TOWNHOUSES:	13 UNITS



EXISTING SITE PLAN
TOWNHOMES AT RIVERWALK SQUARE

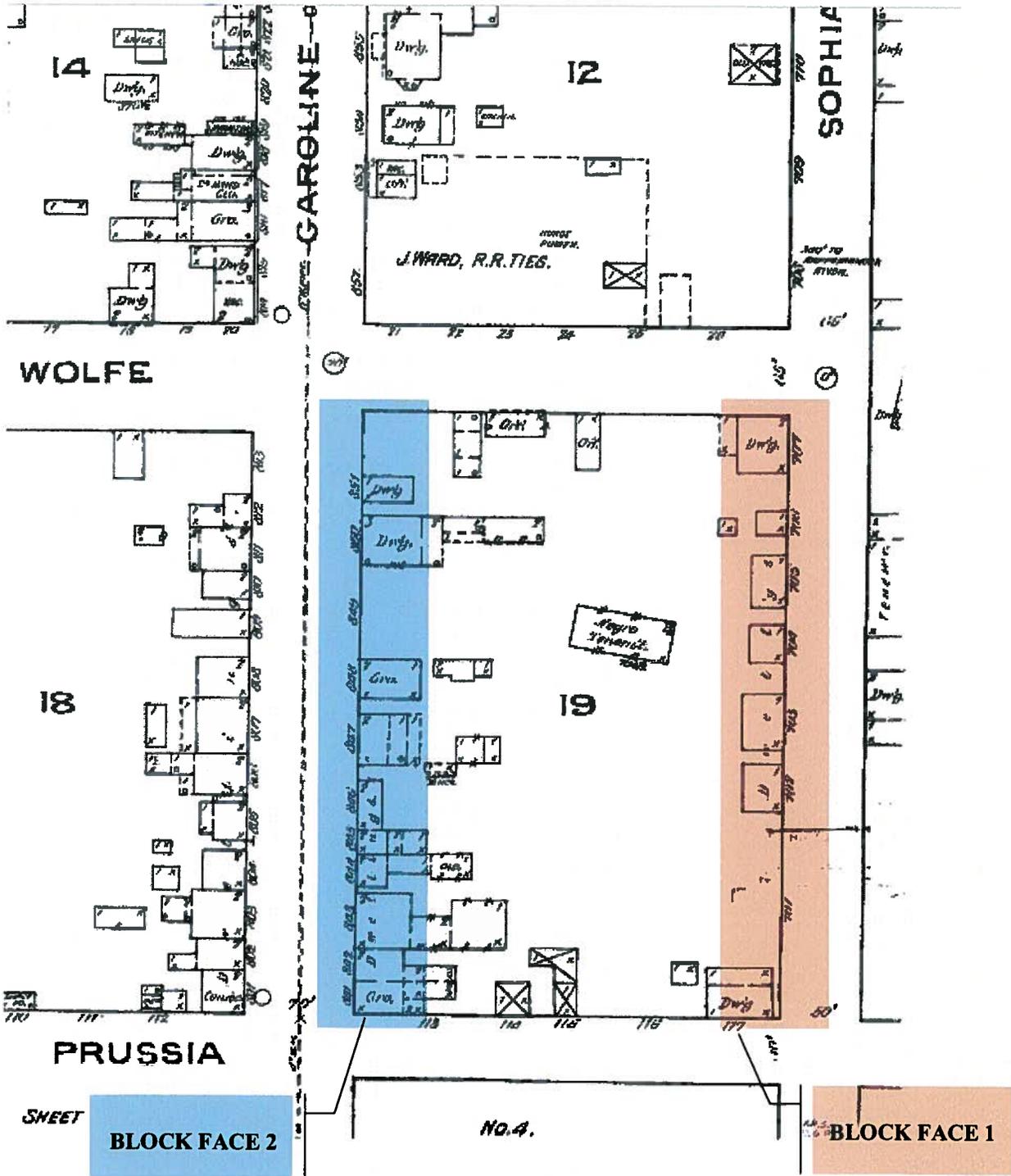


COMMONWEALTH ARCHITECTS
 506 - 520 SOPHIA STREET FREDERICKSBURG, VA

03/14/16 **A1**

Appendix A

Attachment C.1

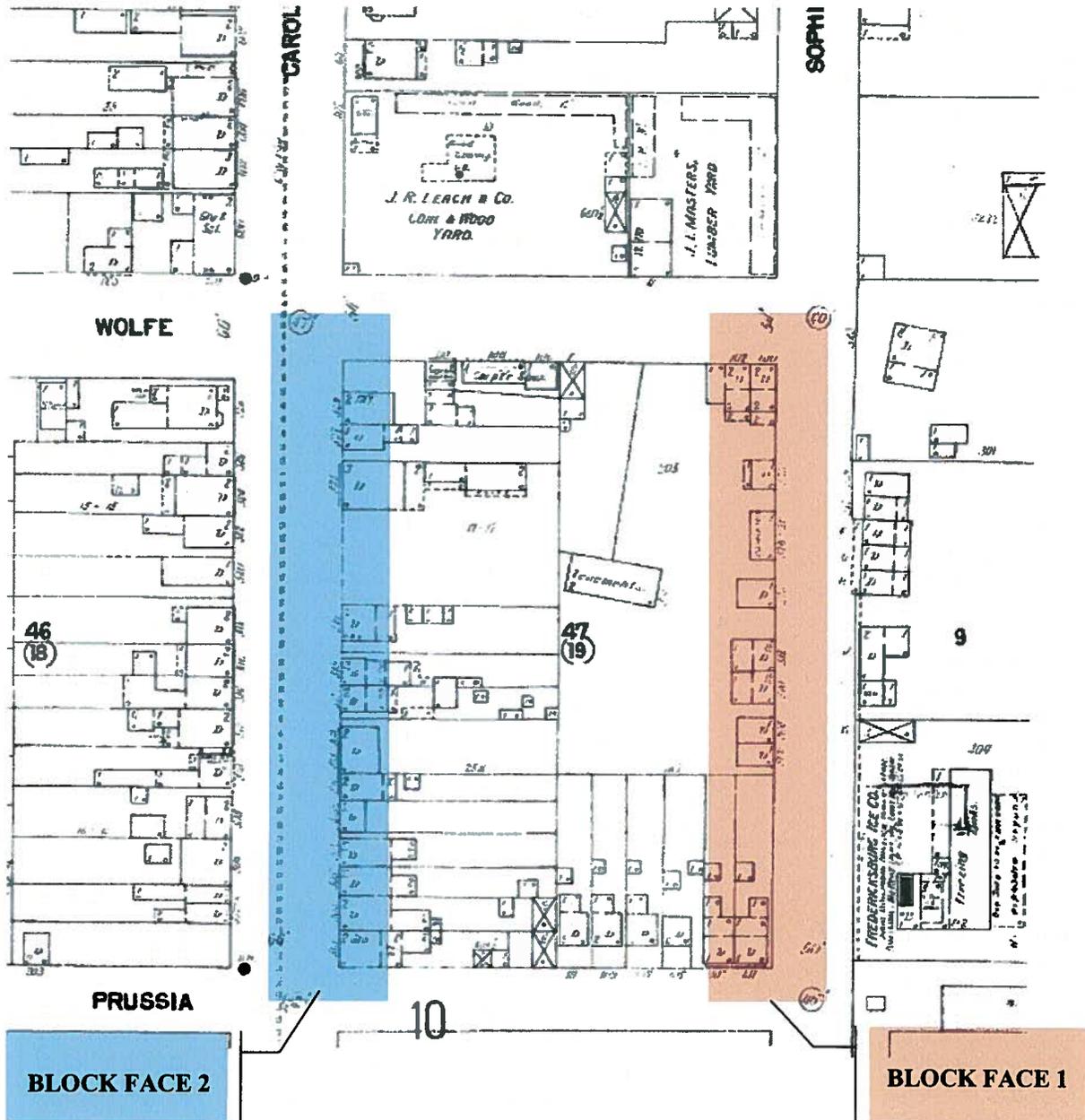


1886 Sanborn Fire Insurance Map

Note structures oriented close to the street, with interior of the block reserved for service needs.

Appendix A

Attachment C.2

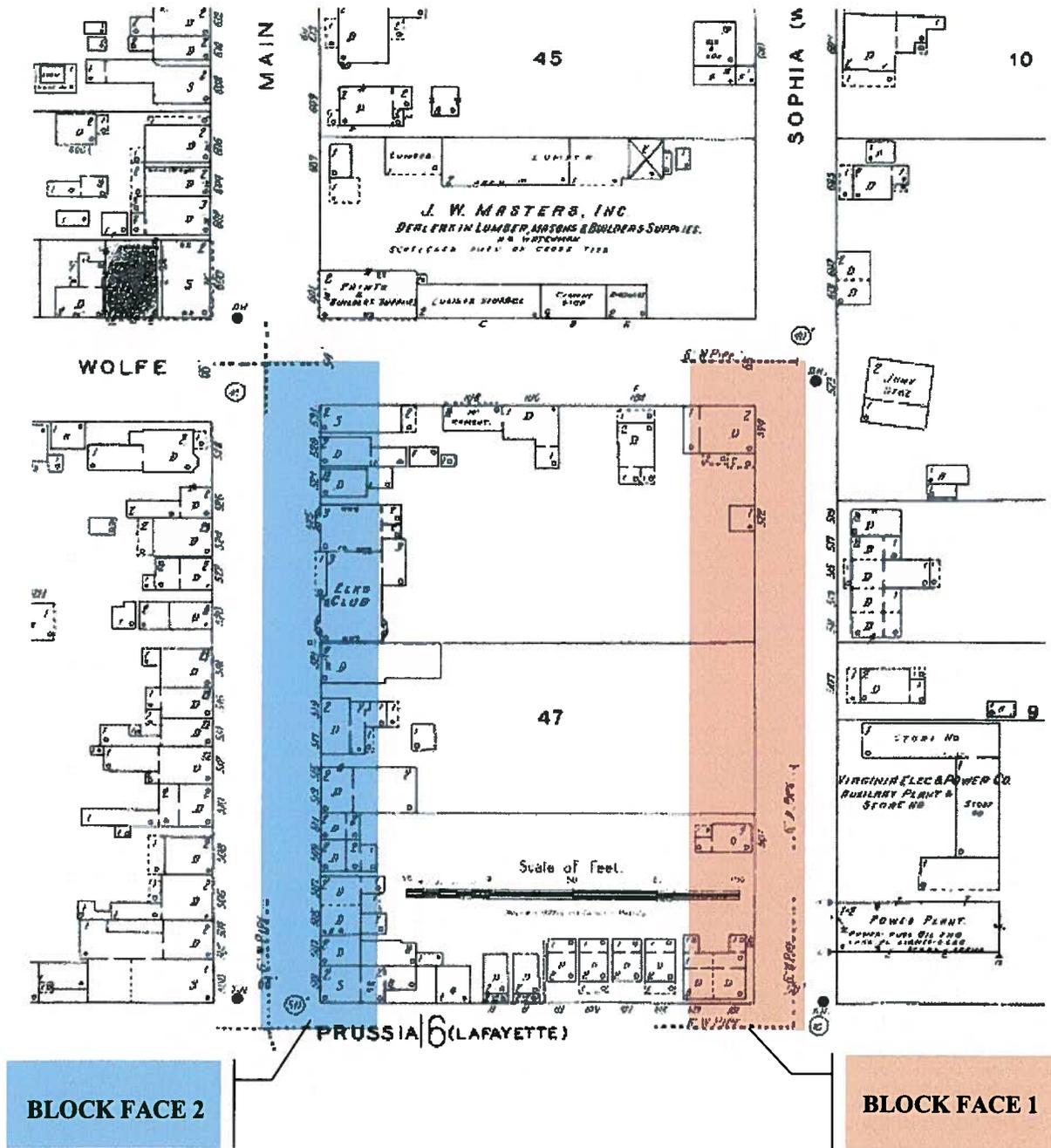


1902 Sanborn Fire Insurance Map

Note structures oriented close to the street, with interior of the block reserved for service needs.

Appendix A

Attachment C.3

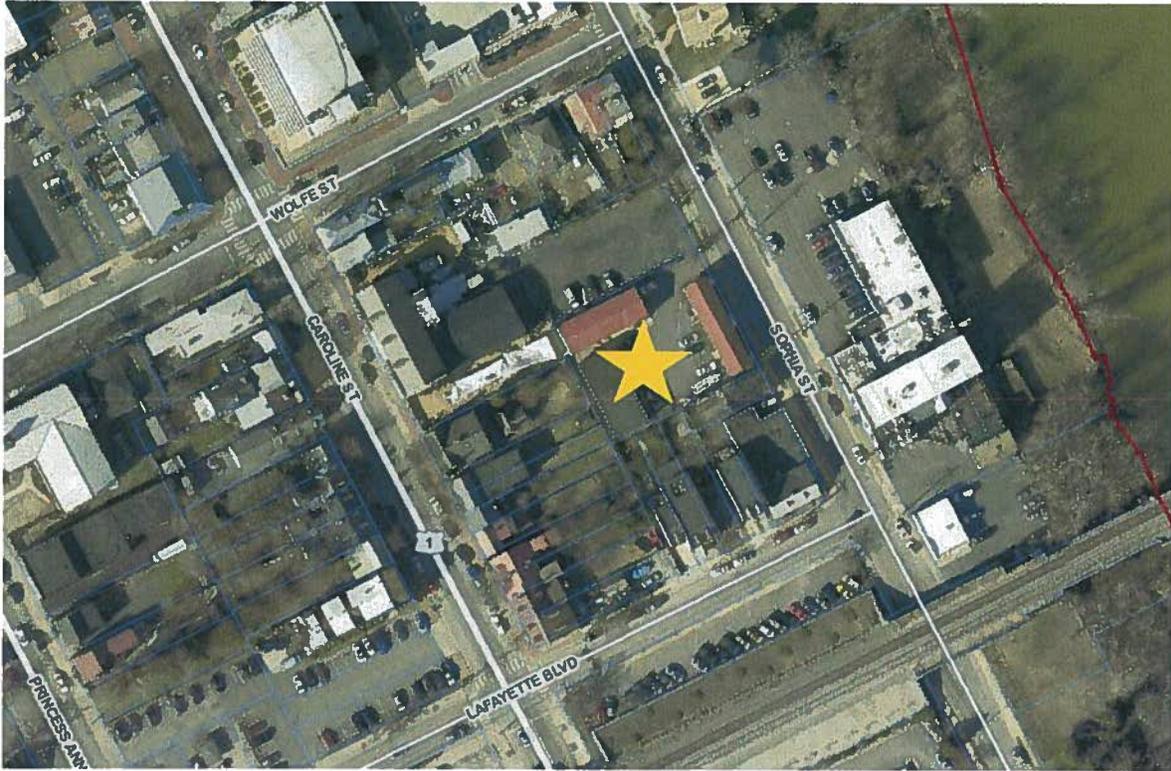


1927 Sanborn Fire Insurance Map

Note the complete streetscape on Caroline (Main) Street, with dwellings on either side of the Elks Club building at 525 Caroline.

Appendix A

Attachment D



AERIAL

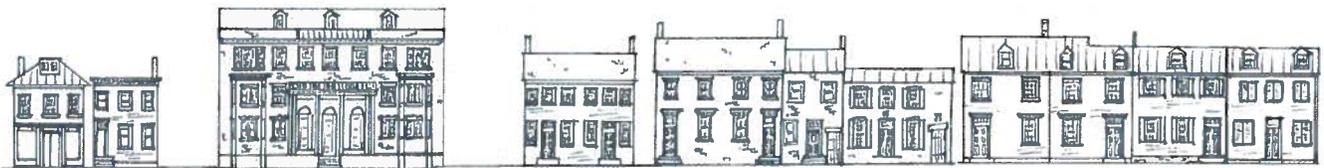


506-514 SOPHIA STREET

Appendix A
Attachment E.1 – EXISTING STREETScape

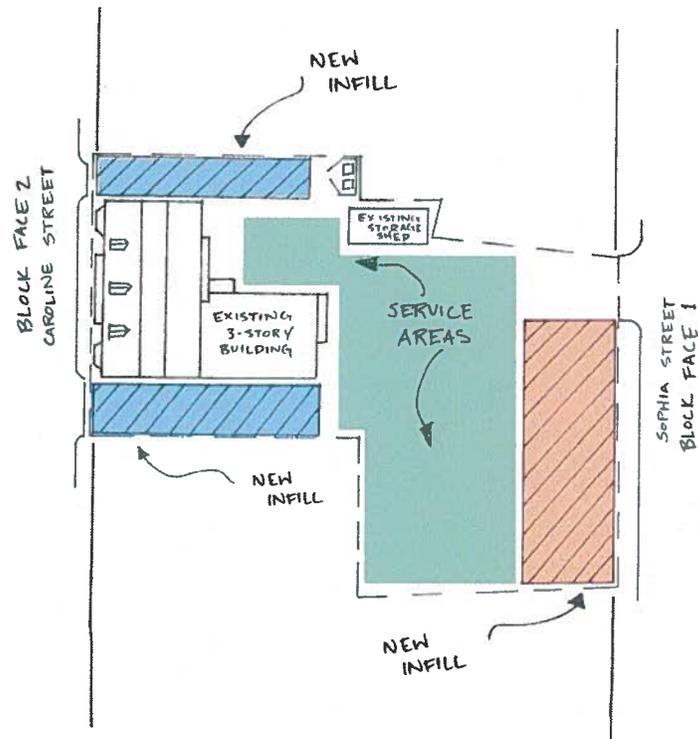


BLOCK FACE 1
500 BLOCK SOPHIA STREET (WEST SIDE)



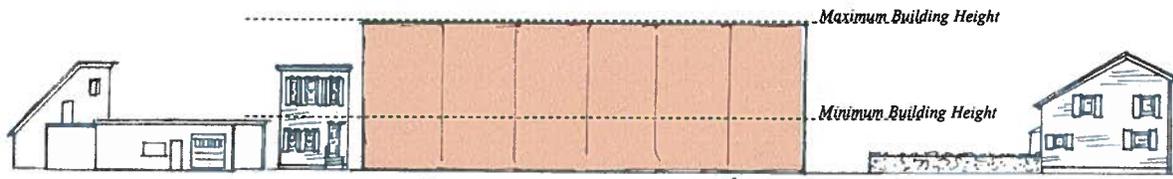
BLOCK FACE 2
500 BLOCK CAROLINE STREET (EAST SIDE)

Appendix A
Attachment E.2 – RECOMMENDED SITE PLANNING

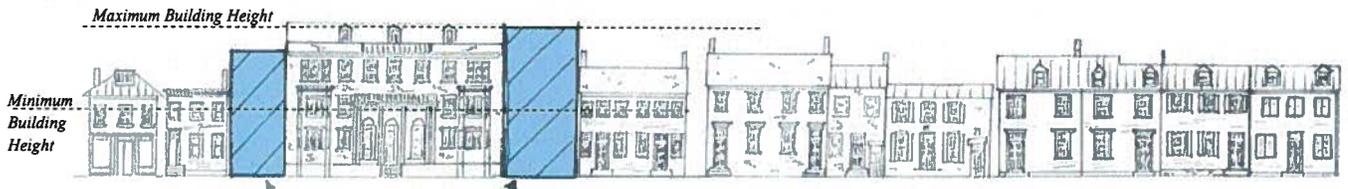


Appendix A

Attachment E.3 – INFILL RECOMMENDATION



BLOCK FACE 1
500 BLOCK SOPHIA STREET (WEST SIDE)



BLOCK FACE 2
500 BLOCK CAROLINE STREET (EAST SIDE)

Appendix B



City of Fredericksburg, Virginia
NOTIFICATION OF ACTION
By
ARCHITECTURAL REVIEW BOARD

TO: Timbernest, Ltd.
525 Caroline Street
Fredericksburg VA 22401

FROM: Erik F. Nelson, Senior Planner *EF Nelson*

DATE: January 12, 2010

RE: 525 Caroline Street – Exterior alterations

In accordance with Division 23 of Chapter 78 of the City Code, relating to the Old and Historic Fredericksburg District, your request for a Certificate of Appropriateness has been reviewed and:

Approved *Disapproved* *Other*

at the January 11, 2010 meeting of the Architectural Review Board

Your next step should be:

- File additional/revise plans as required*
- Obtain other required permits: Building & Development Services*
- No further information is required*

Authorization is granted for the site planning and scale and massing of the proposed addition as shown on submitted drawings.

Any person aggrieved by a decision of the Architectural Review Board may appeal such decision to the City Council, provided such appeal is filed in writing within fourteen (14) days from the date of notification of the Architectural Review Board's decision (Section 78-767 of the City Code).

cc: Building & Development Services



MEMORANDUM

TO: Architectural Review Board
FROM: Erik F. Nelson *EFN*
DATE: December 28, 2009
RE: **525 Caroline Street – Exterior alterations**

Timbernest, Ltd. requests a Certificate of Appropriateness for an addition at 525 Caroline Street. The City's architectural survey dates this building façade to c. 1920-1936.

The applicants propose to construct an addition on the south side of this property, which is a project considerably scaled back from previous proposals. This work is consistent with the City's 2007 Comprehensive Plan, which calls for adaptive reuse of downtown buildings and infill development.

This application should be considered in the following sequence:

Site Planning – The addition will be 29 feet wide, which will close in the 30 foot wide drive. The front elevation will be set back approximately one foot, which will keep visible the corner of the historic building, and the addition will extend 62 feet into the property. The first floor of the addition will open on to an elevated courtyard/terrace (approximately 3.5 feet high) that will extend 20 feet beyond the rear elevation of the existing ballroom extension. An accessible entry ramp and a stairway will connect the courtyard/terrace to the rear parking area.

Scale and Massing – The addition will be four stories high (just under 47 feet), which is within the regulatory parameter of 50 feet and consistent with the historic building. The 62 foot depth is also consistent with the adjoining building and will not block its natural light.

Roof – The addition will present a visible roof plane to the street, which is a strong downtown characteristic. The upper level porch will break up the roof plane, as dormers do on nearby historic buildings.

Windows – The rhythm and balance of the proposed fenestration is consistent with the historic setting. The four over one sash will differentiate the addition from the historic building.

Doors – A prominent entryway will provide a clear welcome, but will also be set back within the façade, in reverse of the projecting bays on the main building.

Materials – The addition walls will be brick, the foundation concrete, and the roof standing seam metal.

Appendix B

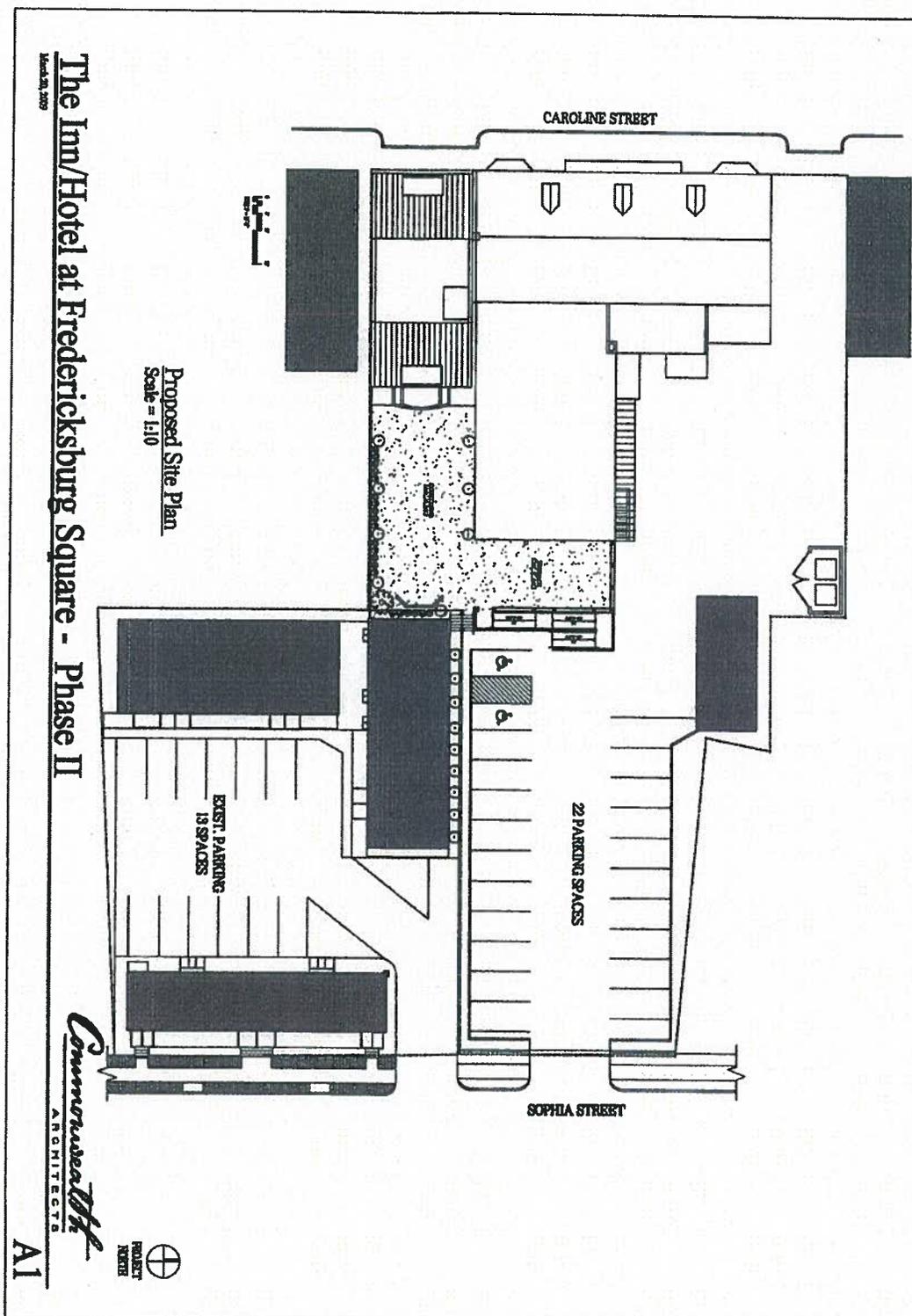
Additional details – More information is needed for the windows, doors, front entry awning, columns, trim, railings, and so on. These details will be provided at a future meeting.

The Board should also consider this application within the context of the Secretary of the Interior's Standards for Rehabilitation (City Code Section 78-759) as follows:

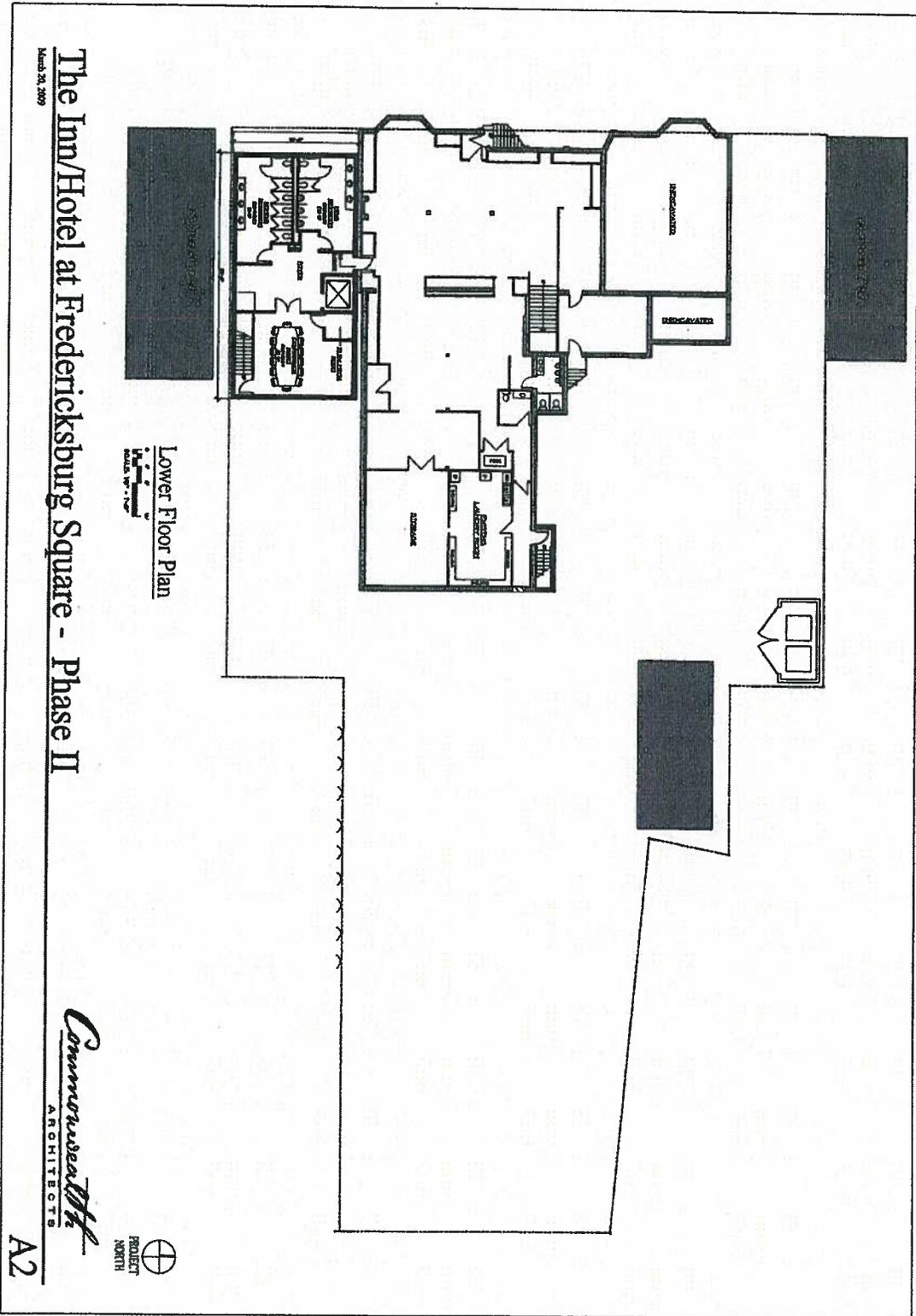
- 1. The property will continue in use as a venue for special events, with the added function as an inn.**
- 2. Historic materials that characterize the property will be preserved.**
- 3. Conjectural features will not be introduced.**
- 4. Not applicable.**
- 5. The distinctive features that characterize the property will not be impaired.**
- 6. Not applicable.**
- 7. Not applicable.**
- 8. Not applicable.**
- 9. The addition will be clearly differentiated from the historic structure, yet stand as a contributing building to the streetscape, in its own right.**
- 10. The addition will not impair the essential form and integrity of the historic property.**

Staff finds the proposed construction to be architecturally compatible with the historic aspects of the Historic District and recommends approval of the site planning and the scale and massing, as shown in submitted drawings. Staff recommends that the rest of the application be tabled, until the applicant is able to provide additional details on the windows, doors, awning, railings, columns, trim, and any other features the Board requests to see.

Appendix B



Appendix B



March 24, 2009
The Inn/Hotel at Fredericksburg Square - Phase II

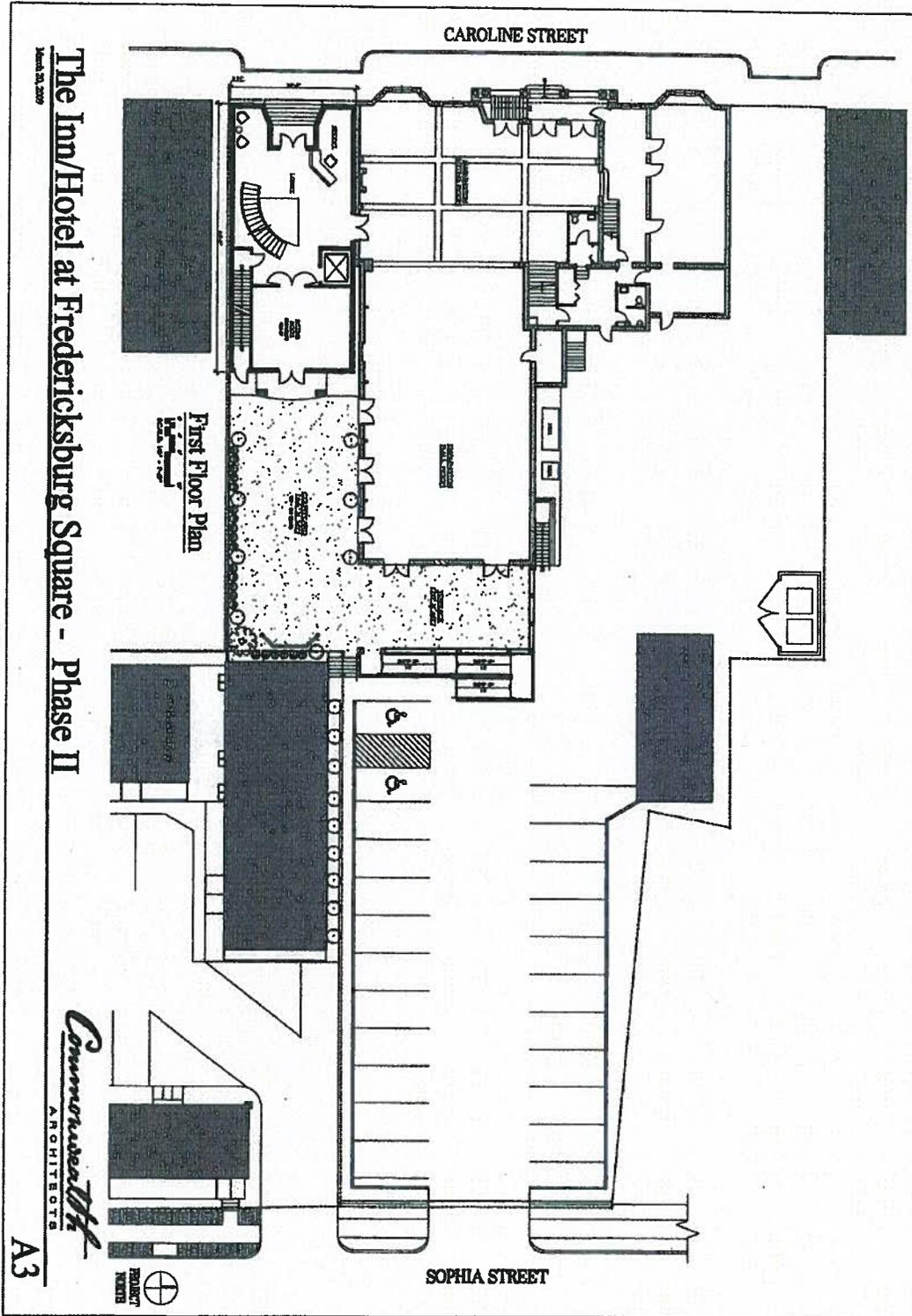
Lower Floor Plan
SCALE: 1/8" = 1'-0"

Commonwealth
ARCHITECTS

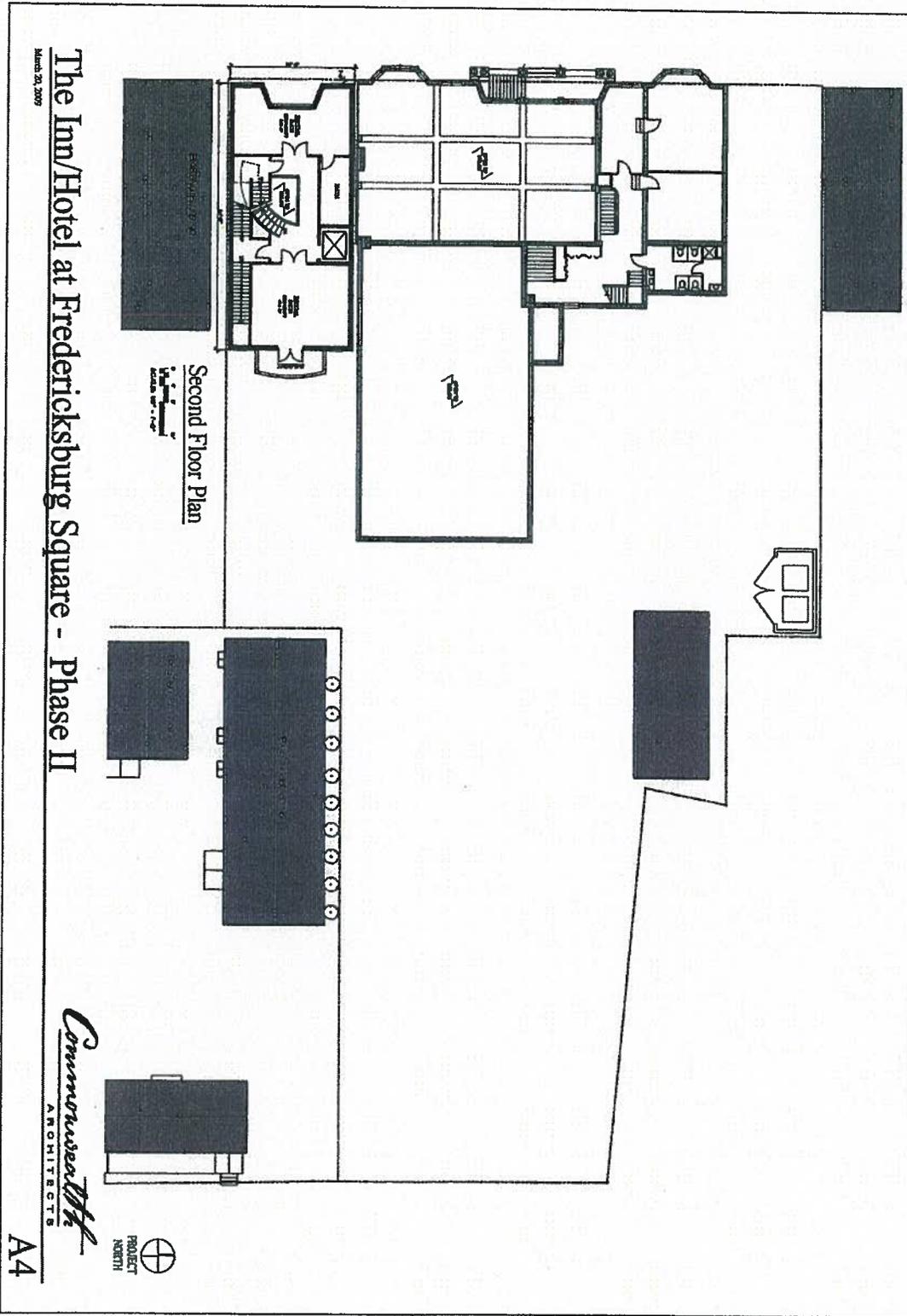


A2

Appendix B



Appendix B



Second Floor Plan

The Inn/Hotel at Fredericksburg Square - Phase II

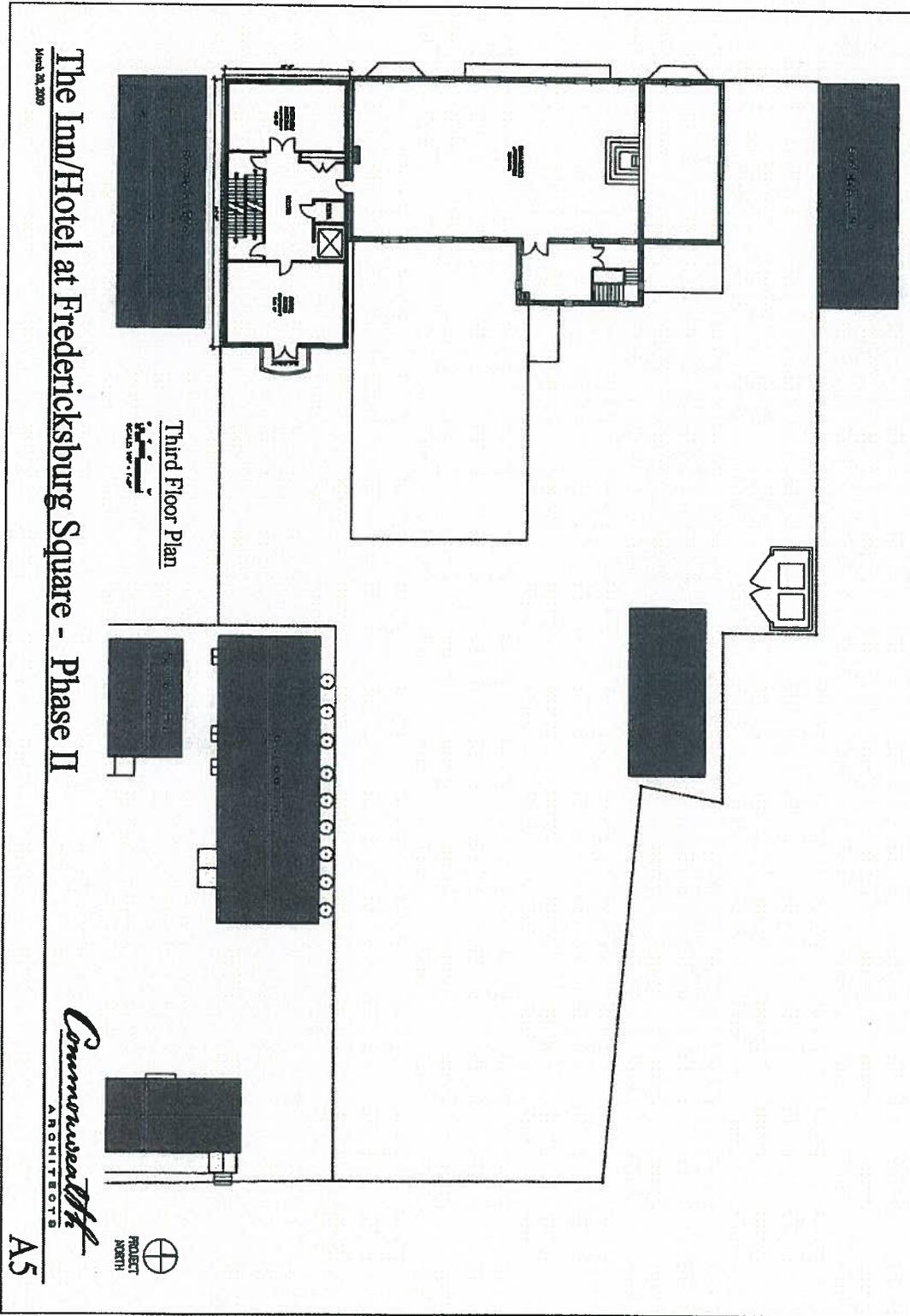
March 23, 2009

Commwealth
ARCHITECTS



A4

Appendix B



Third Floor Plan
Scale: 1/8" = 1'-0"

The Inn/Hotel at Fredericksburg Square - Phase II

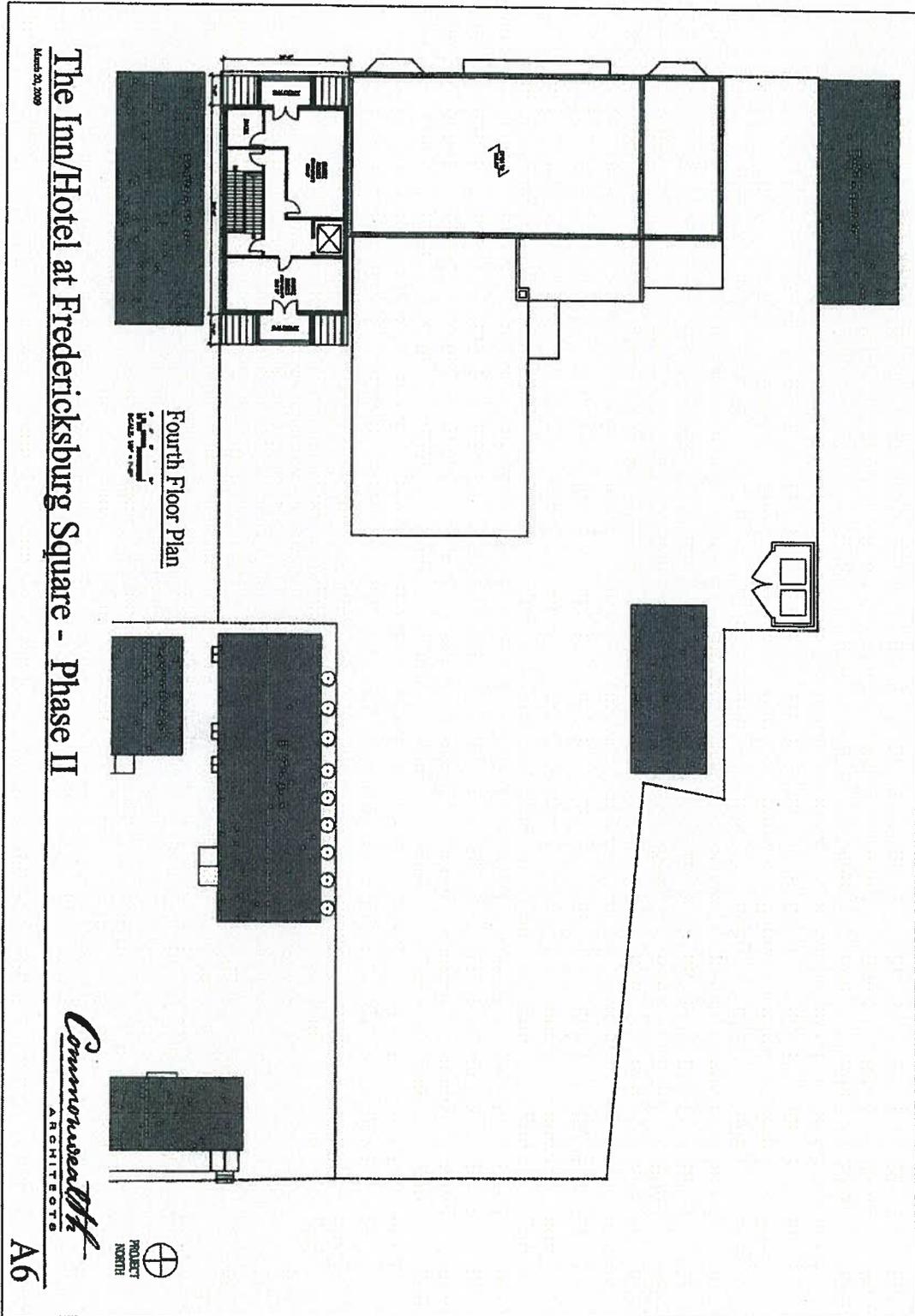
March 26, 2009

Commonwealth
ARCHITECTS

PROJECT NORTH

A5

Appendix B



Fourth Floor Plan

The Inn/Hotel at Fredericksburg Square - Phase II

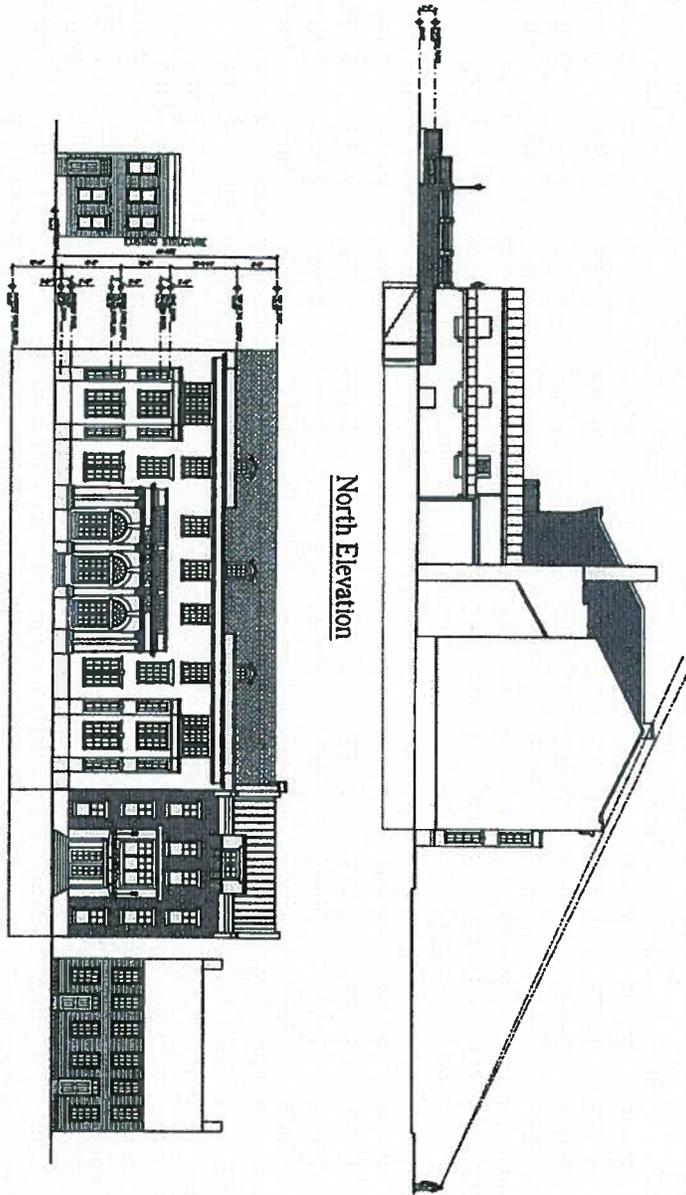
March 21, 2009

Commonwealth ARCHITECTS



A6

Appendix B



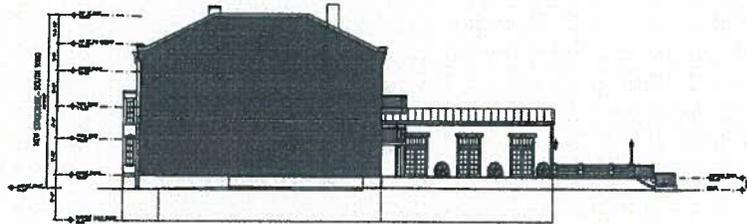
The Inn/Hotel at Fredericksburg Square - Phase II

March 23, 2009

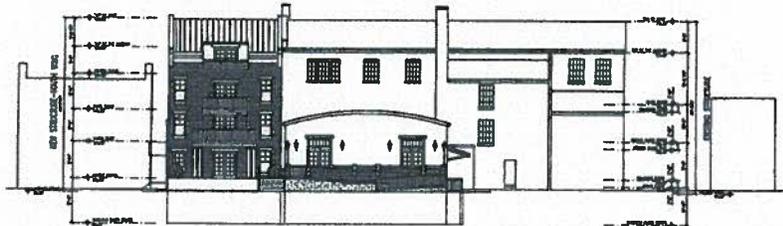
Commonwealth
ARCHITECTS

A7

Appendix B



South Elevation



East Elevation

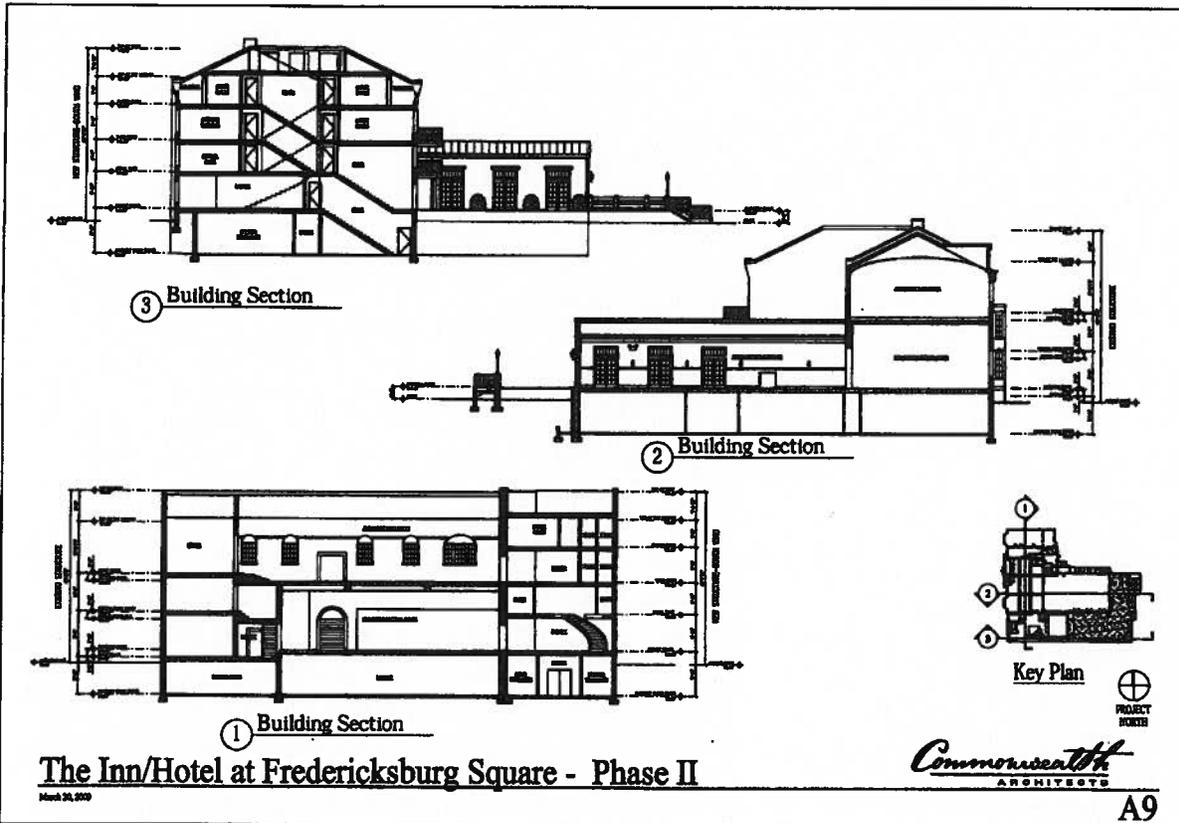
The Inn/Hotel at Fredericksburg Square - Phase II

March 20, 2009

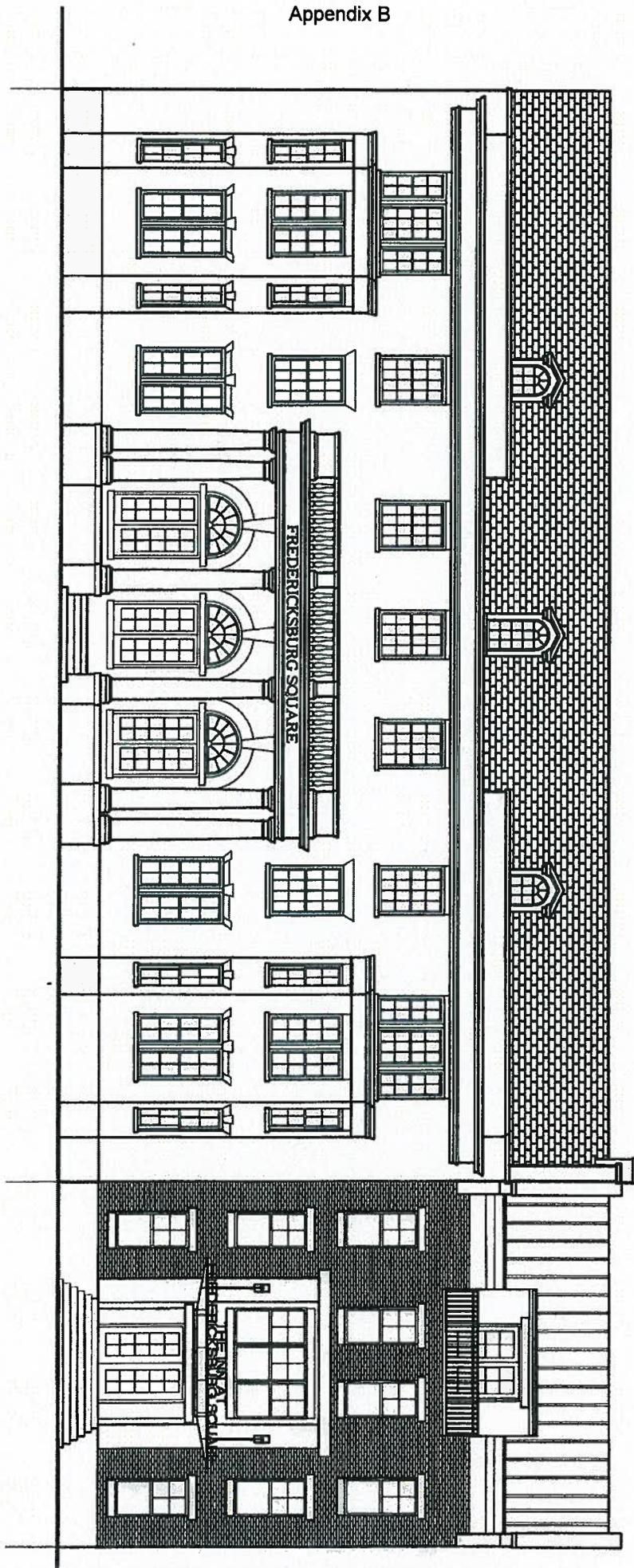
Commonwealth
ARCHITECTS

A8

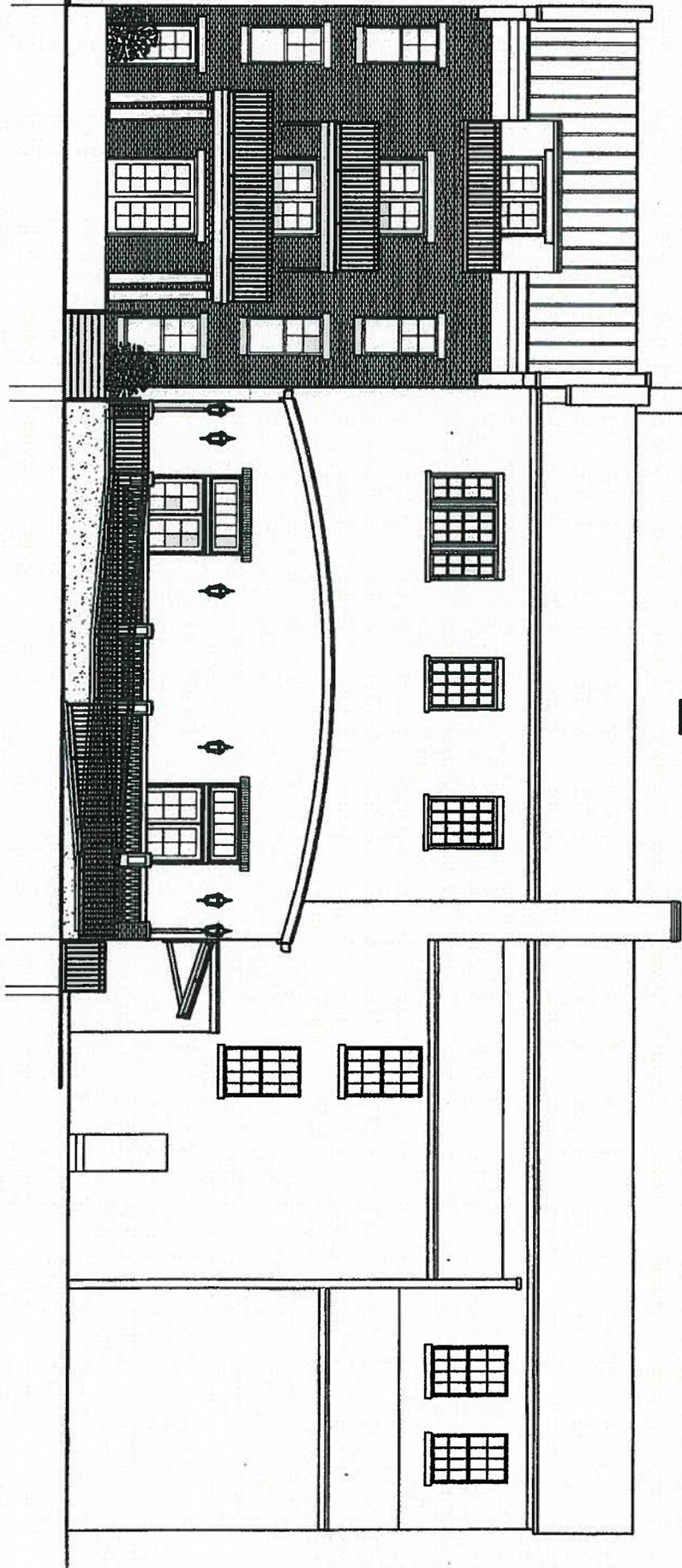
Appendix B



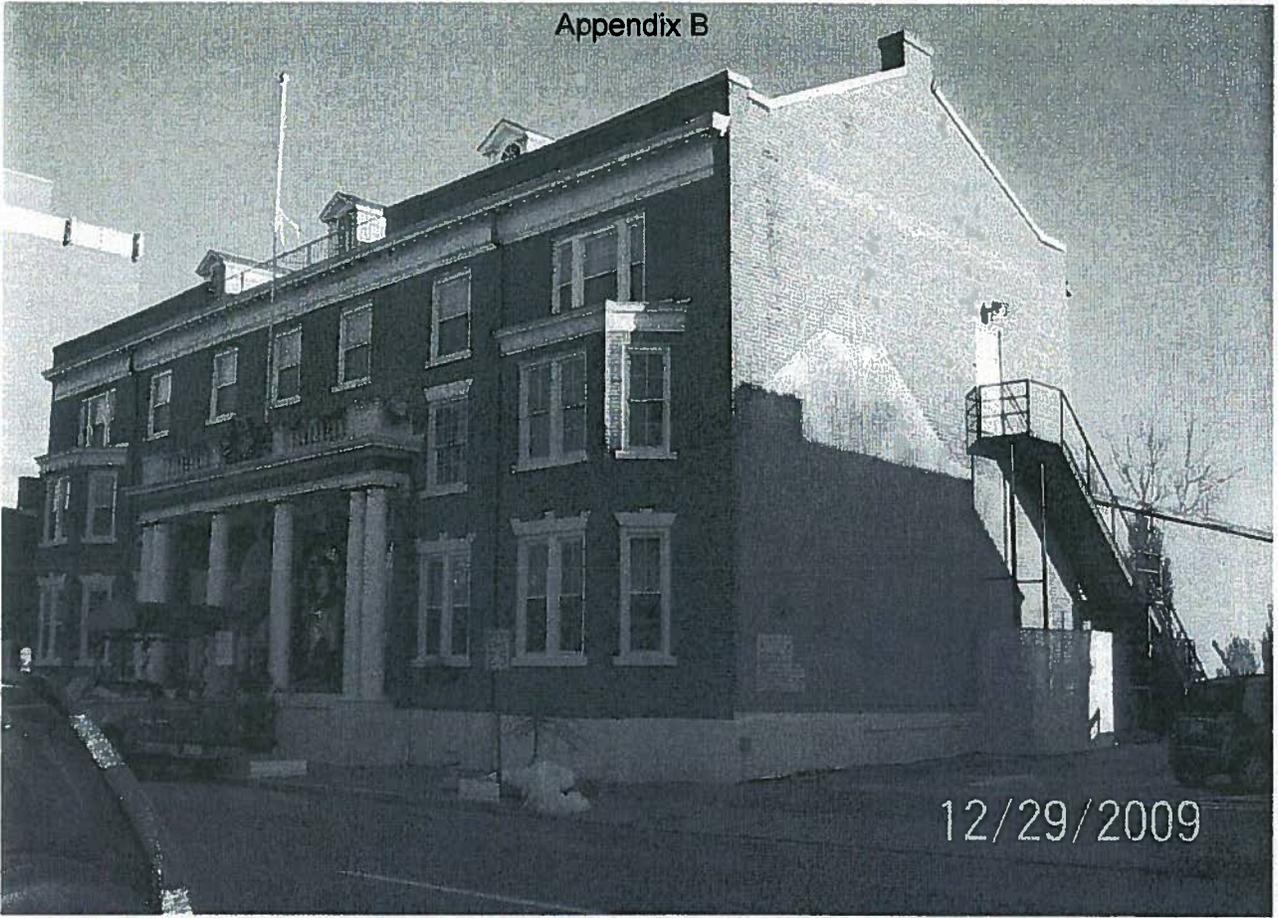
Appendix B



Appendix B



Appendix B





Appendix B

City of Fredericksburg
ARCHITECTURAL REVIEW BOARD
Department of Planning & Community Development
715 Princess Anne Street, P.O. Box 7447
Fredericksburg, Virginia 22404

CERTIFICATE OF APPROPRIATENESS

Date of application: 12/16/09 Fee: _____ (\$100 new construction)
_____ (\$50 modifications, signs, fences, etc.)

Application is hereby made for a Certificate of Appropriateness for the following item(s):

- New Construction
- Accessory Structure(s)
- Exterior alteration/addition
- Sign(s)
- Fence(s)
- Demolition

Address of Property: 525 CAROLINE ST.

Name and Mailing Address of Applicant (please print): TIMBERNEST, LTD.
525 CAROLINE ST.
FREDERICKSBURG, VA 22401 Telephone: (540) 718-7720

Name of Applicant's Representative (if applicable): VAN PERRY / LEE SHAD BOLT
(Representative should have the authority to amend the application, if needed, to bring it into compliance with applicable standards and guidelines.)

Mailing Address: _____ Telephone: _____

Description of proposal (please provide ten (10) copies of all supporting material:

RENEWAL OF PLAN APPROVAL FOR
ADDITION TO 525 CAROLINE STREET
SOUTH DRIVEWAY.

Signature of Applicant _____ Date 12/16/09

Signature of Property Owner _____ Date 12/16/09

Signature of Representative _____ Date _____

FOR OFFICIAL USE ONLY

Date of Public Hearing: 11 JAN 10;

Action of Architectural Review Board: Site planning & scale and massing approved on 11 JAN 10;

Application Requirements

Appendix B

Application for Certificates of Appropriateness must be filed with the Office of Planning and Community Development. Application must include the application fee of \$100.00 for a new application and \$50.00 for modification, as well as ten (10) copies of the following supporting documentation (attach additional sheets as necessary):

New Construction, Exterior Alterations or Additions and Accessory Structures(s):

- Statement of proposed use.
- Photographs, maps and/or drawings relating the proposed use to the surrounding properties
- Historic evidence to justify any restoration.
- A site plan, showing location of proposed construction and/or changes.
- Drawings of elevations that are visible from a public right-of-way.
- List of proposed materials, including material specifications.

Fences:

- Plat or map of property showing fence location.
- Drawing, to scale, of the fence design
- Materials and dimensions.

Signs:

- Artist's rendition of proposed sign(s).
- Elevation(s) of the building showing location of signs.
- Drawing and specifications of sign bracket(s) and mounting hardware.
- Dimensions, materials, and other specifications.

Demolition:

- Justification for demolition, such as Building Official's report.
- Documentation of inordinate hardship (if applicable).
- Plans for the property once demolition is accomplished.

Please be as complete as possible in providing this material. The normal processing time for a Certificate of Appropriateness is 30 days. Failure to provide adequate documentation of a proposed project may delay the application process.

Architectural Review Board Action

The ARB will provide public notice and hold a public hearing. The ARB meets on the second Monday of each month (except October, when the meeting occurs on the third Monday) in City Hall Council Chambers at 7:30 p.m. The applicant or their representative must be present at the meeting to answer any questions from the Board. The ARB is also available, upon request, to provide guidance for specific projects prior to submitting a formal application.

Certificate of Appropriateness

Once an application has been approved by the ARB, the Office of Planning and Community Development issues a Certificate of Appropriateness that remains valid for one (1) year after the date of approval.

Appealing an ARB Decision

An ARB decision may be appealed to City Council either by the applicant or by an opponent. Written notice of intent to appeal must be submitted within fourteen (14) days after the decision to be appealed was rendered.

TIMBERNEST, LTD

525 Caroline Street, Fredericksburg, Virginia 22401

May 4, 2016

Subject: Cover Letter for Package on Riverwalk Square

To: Fredericksburg City Commission

SE2016-01 - Timbernest Limited is requesting special exceptions for general density, density in the floodplain and for required parking and property boundary adjustments as necessary to redevelop 506-516 Sophia Street (GPIN 7789-23-5802) and a portion of the rear parking lot of 525 Caroline Street (GPIN 7789-23-3825) in the Commercial-Downtown (CD) Zoning District.

The Development Plan is hereby attached.

We have already met with the Architectural Review Board and the City Technical Committee and have made numerous changes to address their expressed concerns to include eliminating a previous request for a height variance exception.

We are excited about improving home ownership opportunities in Downtown Fredericksburg with minimal or no impact on the surrounding infrastructure while substantially upgrading the Sophia Street corridor.

The Project will make a substantial contribution toward realizing the City's goals as specified in the Comprehensive Plan which calls for more concentrated housing development opportunities on sites near transportation hubs such as the train station with its convenient VRE, Amtrak and Fred connections.

Respectfully,


Van L. Perroy, General Partner

Attach: Application for Special Exception and Supporting Documents



Application #SE: _____
Date: MAY 4, 2016
Fee/Check#: _____

APPLICATION SPECIAL EXCEPTION ^{AS} (MODIFIED)

APPLICANT NAME: VAN AND DEBORAH PERROY AND/OR ASSIGNS
MAILING ADDRESS: 525 CAROLINE ST., FREDERICKSBURG, VA 22401
TELEPHONE: (540) 621-3116 E-MAIL: FBURG-SQUARE@MSN.COM

THE UNDERSIGNED HEREBY APPLIES FOR AN EXCEPTION FOR: (1) TOWNHOME AND - MULTIFAMILY DENSITY IN THE 100 YEAR FLOODPLAIN TO PERMIT SEVEN (7) TOWNHOMES AND SEVEN (7) MULTIFAMILY RESIDENCES ON THE SITE. (2) A REDUCTION IN THE NUMBER OF REQUIRED ON SITE PARKING SPACES FOR FIBURG SQ FROM 38 TO 22. (3) AN EXCEPTION TO CODE SECTION 72-51.3 LOTS, AS OR IF NECESSARY TO ADJUST ADJOINING PROPERTY LINES TO SITE THE PROJECT ON A SINGLE PARCEL. (SITE PLANS A1, A2)
THE SUBJECT PROPERTY IS DESCRIBED AS FOLLOWS:

Property Location 506-516 SOPHIA STREET AND REAR 525 CAROLINE ST.
Property Owned By TIMBERNEST LTD. (VAN PERROY, GEN. PART, DEBORAH PERROY, LIMITED PART.)
Owner's Mailing Address 525 CAROLINE ST., FREDERICKSBURG, VA 22401

Proposed Use of Property (be specific) RESIDENTIAL REPLACEMENT OF (1) 13 EXISTING TOWNHOUSE UNITS IN 3 BUILDINGS AT 506-516 SOPHIA ST. (.32 ACRE AND 13 ON-SITE PARKING SPACES) AND 26 PARKING SPACES BEHIND FIBURG SQUARE (.2 ACRE) WITH (1) SEVEN (7) INDIVIDUAL TOWNHOMES W. 2 UNDER UNIT PARKING SPACES EACH AND (2) SEVEN (7) MULTIFAMILY RESIDENCES IN ONE BUILDING W. 14 PARKING SPACES UNDER THE BUILDING ON GROUND LEVEL (.52 ACRE)

HOURS OF OPERATION RESIDENTIAL USE NUMBER OF EMPLOYEES N/A

Anticipated Number of Patrons or Clients 14 HOME OWNERS

Description of the development's impact on neighboring and adjacent properties, please be specific (attach additional sheet if necessary): LITTLE OR NO CHANGE FROM EXISTING USE.

Criteria for a Special Exception: Use Separate Sheets for Explanations and be Specific and Thorough. (SEE ATTACHED SHEETS)

Special Exception Request
(Application Continued)

1. Whether the grant of the special exception is consistent with the City's Comprehensive Plan;
2. Whether the special exception is consistent with the goals, purposes and objectives of the City's zoning ordinance;
3. Whether there has been a sufficient period of time for investigation and community planning with respect to the application;
4. Whether the special exception is consistent with the principles of zoning and good zoning practice, including the purposes of the district in which the special exception would be located, existing and planned uses of surrounding land, the characteristics of the property involved, and the adverse impacts of the proposed use;
5. Whether the proposed use or aspect of the development requiring the special exception is special, extraordinary or unusual;
6. Whether the applicant has demonstrated that its application meets all these criteria;

I do hereby make oath or affirmation that to the best of my knowledge, the foregoing information contained in this application is true.

[Signature] 1/15/16
Signature of Applicant Date

PRINT NAME OF APPLICANT VANGEL L. PERROY

The above oath or affirmation was signed before me and witnessed by me this 15 day of January, 2016 in the County/City of Fredericksburg in the state of Virginia.

Notary Signature [Signature]
Notary Registration # 7615786 Commission Expires 10/31/2018

[Signature] 1/15/16
Signature of Owner Date

PRINT NAME OF OWNER VANGEL L. PERROY, GENERAL PARTNER,
TIMBERQUEST, LTD

The above oath or affirmation was signed before me and witnessed by me this 15 day of January, 2016 in the County/City of Fredericksburg in the state of Virginia.

Notary Signature [Signature]
Notary Registration # 7615786 Commission expires 10/31/2018

TIMBERNEST, LTD

525 Caroline Street, Fredericksburg, Virginia 22401

GENERAL DEVELOPMENT PLAN

The Proposed Project will be named Riverwalk Square (The Project) and will replace 13 existing townhouse apartments situated on .32 acre with 14 new residences on approximately .52 acre and consisting of seven (7) new individual residential townhome units in two building sections with 14 under unit parking spaces plus seven (7) single level residential units in a single mansion style structure with 14 under structure parking spaces. The Project will be built on two adjacent parcels owned by the applicants and which both front on Sophia Street as shown on the attached Existing and Proposed Site Plan drawings together with the Plat of Survey for both the 525 Caroline and the 506-516 Sophia Street parcels. (Attached)

Realization of the Project will require an Application for and approval of certain Special Exceptions which are contained in the Special Exception Application as Modified on May 4, 2016.

Existing Conditions and Use

The existing parcels are currently configured as follows:

525 Caroline Street Parcel (Lot #2) (.21 Acre Rear Parking Area)

1. The rear parking lot of the 525 Caroline Street property currently contains 26 parking spaces with direct access from Sophia Street. An additional 22 parking spaces are available on the front of the parcel with direct Caroline Street access.
2. The rear and south property line of the 525 Caroline Street parcel adjoins the 506-516 Sophia Street parcel for a distance of 132.65 feet.
3. Electric and cable service to the 525 parcel are situated above ground and come from the Sophia Street side.

TIMBERNEST, LTD.

525 Caroline Street, Fredericksburg, Virginia 22401

506-516 Sophia Street Parcel (Lot#3) (.32 Acre)

4. There are 13 rental townhouses located in 3 separate buildings on the parcel with 14 off street surface parking spaces which adjoin the buildings as shown on the Existing Site Plan.
5. Electric and cable service to the 506-516 Sophia Street parcel are situated above ground and come from the Sophia Street side.

Proposed Changes to Realize the Project:

1. The current 132.65' north-south property line between Lot #2 and Lot #3 as shown on the Existing Site Plan will be extinguished and the two adjoining parcels will form a single parcel with direct access to Sophia Street. A new property line around the combined parcels will be as shown on the Proposed Site Plan.
2. The existing 13 townhouses situated on the 506-516 Sophia street parcel will be demolished. (Prior Demolishment Permit was previously granted but has expired)
3. Parking for the 7 new townhomes and 7 units in the Mansion Building will be under the structures and will provide a minimum of 2 spaces per unit (28 spaces total).
4. The Proposed Site Plan indicates where the 14 units are to be located on the new co-joined parcels.
5. All current above ground utilities will be buried and provided from the Sophia Street side to enhance safety and improve the street scape.

Page 2

TIMBERNEST, LTD.

525 Caroline Street, Fredericksburg, Virginia 22401

Clarifications to Application (City Letters of January 26, 2016 and March 03, 2016)

Procedures Manual Paragraph 2.a.

The two parcels that are the subject of the Application are both wholly owned by Timbernest Ltd. which is a Limited Partnership registered in the State of Virginia. The General Partner is Vangel L. Perroy holding a 51% ownership share and Deborah Perroy, a limited partner holding a 49% share. No other principal, contracted party or ownership entity is involved in the preparation and submission of this Application other than Commonwealth Architects of Richmond, Va who prepared the Site Plans and Elevation drawings.

Procedures Manual Paragraph 2.b.

It is stated that no member of City Council or the Planning Commission or any member of their immediate household or family owns or has any financial interest in such property or has any financial interest in the outcome of the decision.

Full Copy of Plats

Provided with list of all adjoining property owners and GPIN of same.

Procedures Manual Paragraph 5. a.-f.

The Project will consist of replacing 13 outdated existing rental townhouses currently situated on .32 acres with 7 individually owned townhomes and 7

TIMBERNEST, LTD.

525 Caroline Street, Fredericksburg, Virginia 22401

individually owned single level residential units in a vertical structure to be situated on a new lot of approximately .52 acre. The overall relative density of the townhouse units will be reduced from one unit per 1,072 square feet of ground surface area (existing) to 1,711 square feet of ground surface area per unit (joined lots) with minimal change in use and impact on the surrounding infrastructure.

All units will be individually metered as appropriate and will be supplied with underground electricity, cable, gas, water and sewer.

The only common area will consist of the paved access to the units from Sophia Street by means of on site drive access from Sophia Street.

Since the units will be constructed in the floodplain the ground floors will be for parking, mud room or other use allowed by Code.

There are no environmental issues affecting the subject parcels and soil tests support the proposed use.

Total Project build time should not exceed 10-14 months.

The impact on the infrastructure from the Project will be minimal since the overwhelming majority of the Project consists of replacing existing older, inefficient units with state of the art energy efficient ones. No meaningful changes are envisioned for roadways, schools, water and sewer, drainage or any other category of services or issues.

It is certified that the use and development of the property, and all improvements thereon, are subject to the General Development Plan as well as to the generally applicable regulations set forth in UDO Section 72-33 and 72-53.

Procedures Manual Paragraph 8.

TIMBERNEST, LTD.

525 Caroline Street, Fredericksburg, Virginia 22401

A list of all abutting property owners and Notices as sent by Certified Mail has been provided to City Planning.

Modification to Original Application for Special Exception

A modified Application was provided to the Planning Office on May 4, 2016.

It eliminates the previous Special Exception request for a height variance to address ARB concerns about the height of the single building design housing seven one floor units at a preliminary working meeting on April 25, 2016.

It adds language pertaining to the need to assure that the adjoining lot lines between the rear of the 525 Caroline parcel and the 506-516 parcel can be adjusted to accommodate the Project on its own parcel to address unit ownership issues.

The original Application is also included.

This Application for Special Exception is being made for the following reasons:

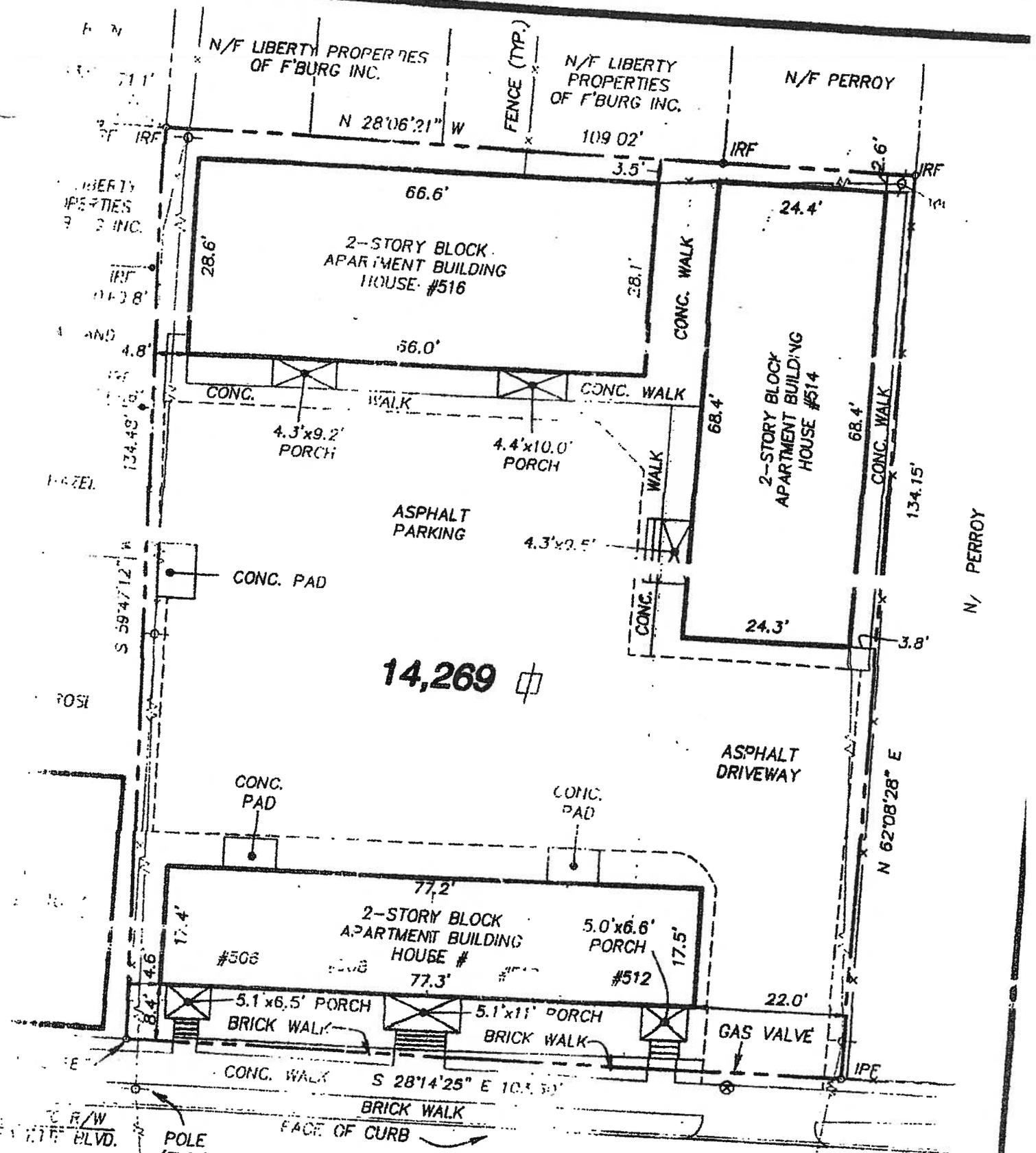
1. The Application is necessary to the realization of the Project consistent with the goals of the City's 2015 Comprehensive Plan which encourages the development of clustered and compact housing opportunities that will maximize the use of existing transportation infrastructure for residents who wish to own their homes in Downtown Fredericksburg. In this regard the following provisions from the Comprehensive Plan are cited:
 - A. Intent. "The intent is to insure the best use of finite space to support the creation and maintenance of attractive, livable urban communities".
 - B. Environmental Protection, Goal 6. Enhance livability by "...Promoting clustered and compact development..."
 - C. Residential Neighborhoods. Goal 9. "Encourage homeownership opportunities."
 - D. Historic Preservation. Goal 2. "Promote redevelopment of Downtown properties in a manner that reflects the character of the City as a vibrant and growing community".
 - E. Urban Riverfront Corridor. (The City dock to Faquier Street) "The concept for the road corridor is to encourage development on the west side of the street (Sophia Street) while leaving the east side open."
 - F. APPENDIX A. Best Practices for a Livable Community.
 1. Practice 2 calls for "Transit oriented development characterized by higher density development around transit stations to encourage transit use and pedestrian activity thereby reducing automobile use and the need for parking".
 2. Practice 6 states that, "undeveloped or underused parcels of land in otherwise built up areas are already served by existing infrastructure and their development/redevelopment should be encouraged and supported to add to the urban dynamic."
 3. Practices 7 and 8 are addressed by the replacement of non-historic substandard structures with state of the art, energy efficient residences that will reduce the carbon foot print and reflect design elements that will complement the community's character.

2. The Application is consistent with the goals, purposes and objectives of the City's zoning ordinance since it serves to further the objectives in the Code consistent with the goals of the Comprehensive Plan. The Project is consistent with "by right" use in the Downtown Historic District.
3. The requirement for investigation and community planning with respect to the Application is minimal as the use of the 506-516 parcel remains the same (residential) and the use and value of the rear vacant lot of 525 Caroline is substantially improved from vacant occasional on site parking to around the clock utilization of the spaces for on site residential parking. The Application and Project neither require nor envision a need for on street parking and the change in residential density from 13 to 14 units is inconsequential and actually reduces the relative current unit density from 13 on .33 acre to 15 on .52 acre.
4. The application is consistent with all applicable zoning restrictions with the exception of (1) townhouse/multifamily density of 12/18 units per acre(non floodplain) and (2) a 50% density reduction in floodplain locations. As can be seen from the Site Plan the number of Units to be located on the .33 acre 506-516 parcel is actually reduced from the current and existing 13 Units down to 7 with the current 13 surface off street parking spaces replaced with 14 spaces located under the Units. The issue of floodplain is addressed with the placement of parking under all units to include the multifamily building in accordance with the Code. The need for a Special Exception as to the elimination of 26 parking spaces at the rear of Fredericksburg Square for ongoing business operations is not clear but is being included to preclude any uncertainty.

NOTE: When the Square was purchased from the Fraternal Order of Elks in October of 1996 the building's use was categorized as Assembly. The Elks Lodge membership at that time was 626. Given the original 46 on site parking spaces for the property for Assembly use the original ratio was one parking space for every 13.6 members, attendees or potential maximum occupants. Since the use of the Square was Assembly by the Elks and has remained the same since acquisition from the Elk's a reduction in the number of spaces from 46 to 22 would support (at the established ratio) a building occupancy or load of 299 guests at any one time. Fredericksburg Square does not nor has it ever exceeded a guest load of more than 275 individuals at any one time. In addition, it would be unreasonable to expect

that each guest would drive a vehicle. Also, since the erection of the City Parking Deck most of our guests have elected to utilize the City Deck leaving our rear lot underutilized on most occasions. Some contract Patrons have elected to privately reserve space in the City Deck for the convenience of their guests which has proven very beneficial to the City since almost all events at the Square are on the weekends. Finally, at the time the deck was under construction Fredericksburg Square inquired whether we would have the same right to lease spaces in the Deck as did the Marriott should we need or desire to lease. While we did not exercise that right and do not foresee a need we are not aware that such a possibility would no longer be available or that temporary Parking Passes could not be secured for our Patrons on an as needed basis as is currently done of the Marriott Hotel.

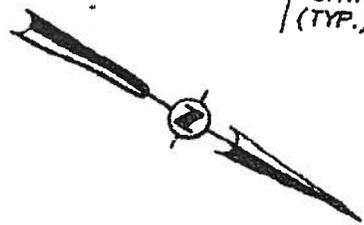
5. The Special Exception is necessary for a number of reasons. First, the existing cinder block townhouse units were originally converted from warehouse storage buildings into townhouse Units in the 50's. As a result it is not economically viable to maintain and upgrade them in the face of new Code requirements. The alternative is to maintain them as well as possible as rental units which would involve ever increasing costs for relatively fixed rental income as well as precluding ownership opportunities Downtown. Second, the Units were not built with the floodplain issues in mind. In the event of a flood they would incur substantial damage on their ground floors. Finally, the value of both parcels will be substantially increased not only from the standpoint of better and higher occupant use but from the standpoint of the City tax base. The proposed redevelopment represents a unique and exceptional opportunity to change underutilized and outdated property adjacent to the train station and the Sophia corridor into a most desirable and attractive addition to the Downtown community.
6. We respectfully submit that for all the forgoing reasons the approval of the Application will effectively serve to further the goals of the Comprehensive Plan, substantially upgrade the Sophia Street corridor and meet or exceed the requirements for the granting of the Application.



14,269

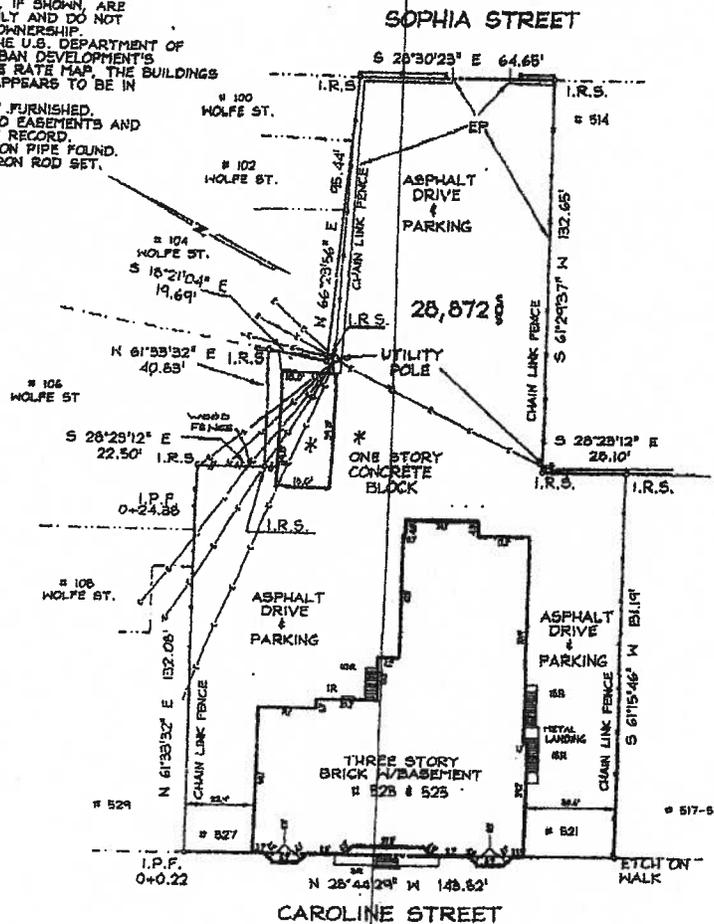
SOPHIA STREET

50' R/W



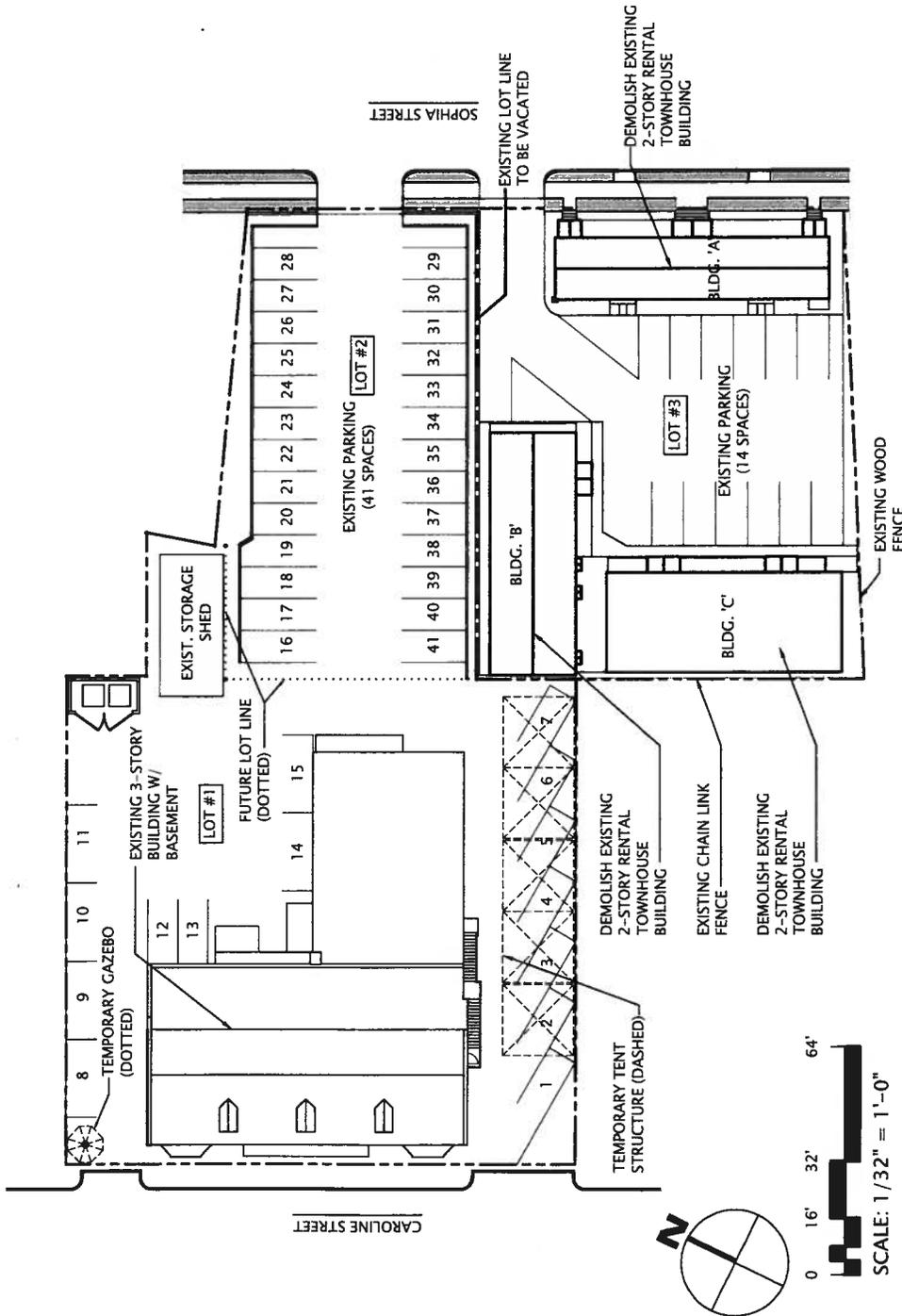
ALL REPORT FURNISHED.
 THIS IS SUBJECT TO ANY EASEMENTS
 RESTRICTIONS OF RECORD.
 PLEASE THAT ALL OF THE PROPERTY
 HEREON IS LOCATED IN THE
 100 YEAR FLOOD

NOTES:
 FENCE LOCATIONS, IF SHOWN, ARE APPROXIMATE ONLY AND DO NOT CERTIFY AS TO OWNERSHIP. ACCORDING TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT'S FLOOD INSURANCE RATE MAP, THE BUILDINGS SHOWN HEREON APPEARS TO BE IN ZONE B & A24. NO TITLE REPORT FURNISHED. FLAT SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD. I.P.F. DENOTES IRON PIPE FOUND. I.R.S. DENOTES IRON ROD SET.



BOUNDARY SURVEY
 PROPERTY OF
 TRUSTEE OF FREDERICKSBURG, VA...
 ELKS LODGE # 875 BBOE
 CITY OF FREDERICKSBURG, VIRGINIA
 SCALE: 1" = 30' DATE: OCTOBER 16, 1996
 REVISED: 18 NOV 96

<p>SURVEYOR'S CERTIFICATE I HEREBY CERTIFY THAT THE PORTIONS OF ALL THE EXISTING IMPROVEMENTS HAVE BEEN CAREFULLY ESTABLISHED BY A TRANSMIT TAPE SURVEY AND UNLESS OTHERWISE SHOWN THERE ARE NO ENCROACHMENTS EITHER MAY ACROSS THE PROPERTY LINE.</p>	 <p>H. Aubrey Hawkins Associates, Ltd. LAND SURVEYORS LAND PLANNERS DEVELOPERS 809 HUNTERMAN ROAD FARMINGTON VIRGINIA 22630 540-371-2250 FAX 540-371-2279 TOLL FREE 1-800-822-4088</p>						
<p>CERTIFIED LAND SURVEYOR TAX MAP NUMBER: 47-528 RECD BOOK & PAGE: KK/418, NN/527, 60/945 & 91/282</p>	<table border="1"> <tr> <td>CASE NAME ELKS LODGE</td> <td>DIST BY: NO</td> <td>FILE NO.</td> </tr> <tr> <td>NO 517-6-2060 PB 451 PG 106</td> <td>CHKD BY: LG</td> <td>SANCKENHOFER</td> </tr> </table>	CASE NAME ELKS LODGE	DIST BY: NO	FILE NO.	NO 517-6-2060 PB 451 PG 106	CHKD BY: LG	SANCKENHOFER
CASE NAME ELKS LODGE	DIST BY: NO	FILE NO.					
NO 517-6-2060 PB 451 PG 106	CHKD BY: LG	SANCKENHOFER					



LOT #1 AND LOT#2 = 29,716 SF (0.682 ACRE)

EXISTING 3 STORY BUILDING W/ BASEMENT	
BASEMENT	5,090 S.F.
FIRST FLOOR	6,888 S.F.
SECOND FLOOR	3,943 S.F.
THIRD FLOOR	3,698 S.F.
TOTAL	19,619 S.F.

PARKING REQUIREMENTS:

BASEMENT (STORAGE/LAUNDRY) = 0 SP.

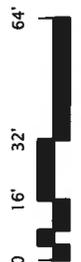
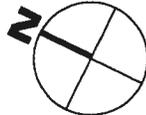
FIRST, SECOND, THIRD FLOORS (14,529 SF / 400 SF) = 37 SP.

TOTAL REQ. SPACES: 37 SP.

TOTAL ON SITE PROVIDED: 41 SP.

LOT #3 = 14,097 SF (0.324 ACRE)

EXISTING 2 STORY RENTAL TOWNHOUSE BLDGS.	
BUILDING 'A' - 4 TOWNHOUSES	
FIRST FLOOR	1,194 S.F.
SECOND FLOOR	1,194 S.F.
BUILDING 'B' - 5 TOWNHOUSES	
FIRST FLOOR	1,496 S.F.
SECOND FLOOR	1,496 S.F.
BUILDING 'C' - 4 TOWNHOUSES	
FIRST FLOOR	1,653 S.F.
SECOND FLOOR	1,653 S.F.
TOTAL:	8,686 S.F.
TOTAL TOWNHOUSES:	13 UNITS



SCALE: 1/32" = 1'-0"

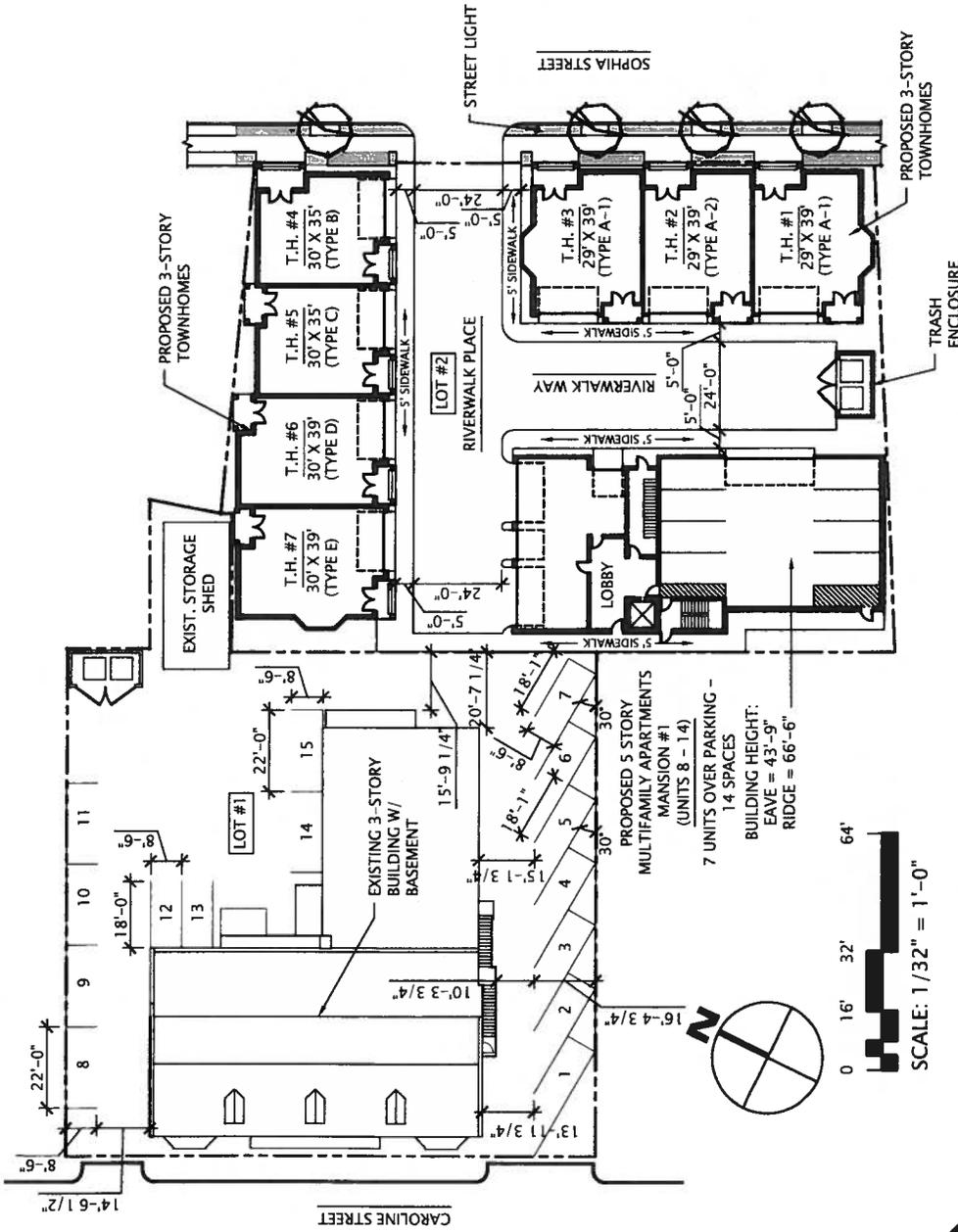


506 - 520 SOPHIA STREET FREDERICKSBURG, VA

EXISTING SITE PLAN TOWNHOMES AT RIVERWALK SQUARE

A1

05/03/16



LOT #1 = 20,484 SF (0.470 ACRE)

EXISTING 3 STORY BUILDING W/ BASEMENT
 BASEMENT 5,090 S.F.
 FIRST FLOOR 6,888 S.F.
 SECOND FLOOR 3,943 S.F.
 THIRD FLOOR 3,698 S.F.
 TOTAL 19,619 S.F.

PARKING REQUIREMENTS:

BASEMENT (STORAGE/LAUNDRY) = 0 SP.
 FIRST, SECOND, THIRD FLOORS (14,529 SF / 400 SF) = 37 SP.

TOTAL REQ. SPACES: 37 SP.
 TOTAL ON SITE PROVIDED: 15 SP.

LOT #2 = 23,328 SF (0.536 ACRE)

PARKING REQUIREMENTS:

TOWNHOUSES: 1.5 PER D.U. X 7 UNITS = 10.5 SP.
 1 PER EVERY 5 UNITS = 1.0 SP.
 APARTMENTS: 1.5 PER D.U. X 7 UNITS = 10.5 SP.
 1 PER EVERY 5 UNITS = 1.0 SP.

TOTAL REQ. SPACES: 23 SP.
 TOTAL SPACES PROVIDED: 28 SP.



COMMONWEALTH ARCHITECTS

PROPOSED SITE PLAN

TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A2

SCALE: 1/32" = 1'-0"





COMMONWEALTH
ARCHITECTS

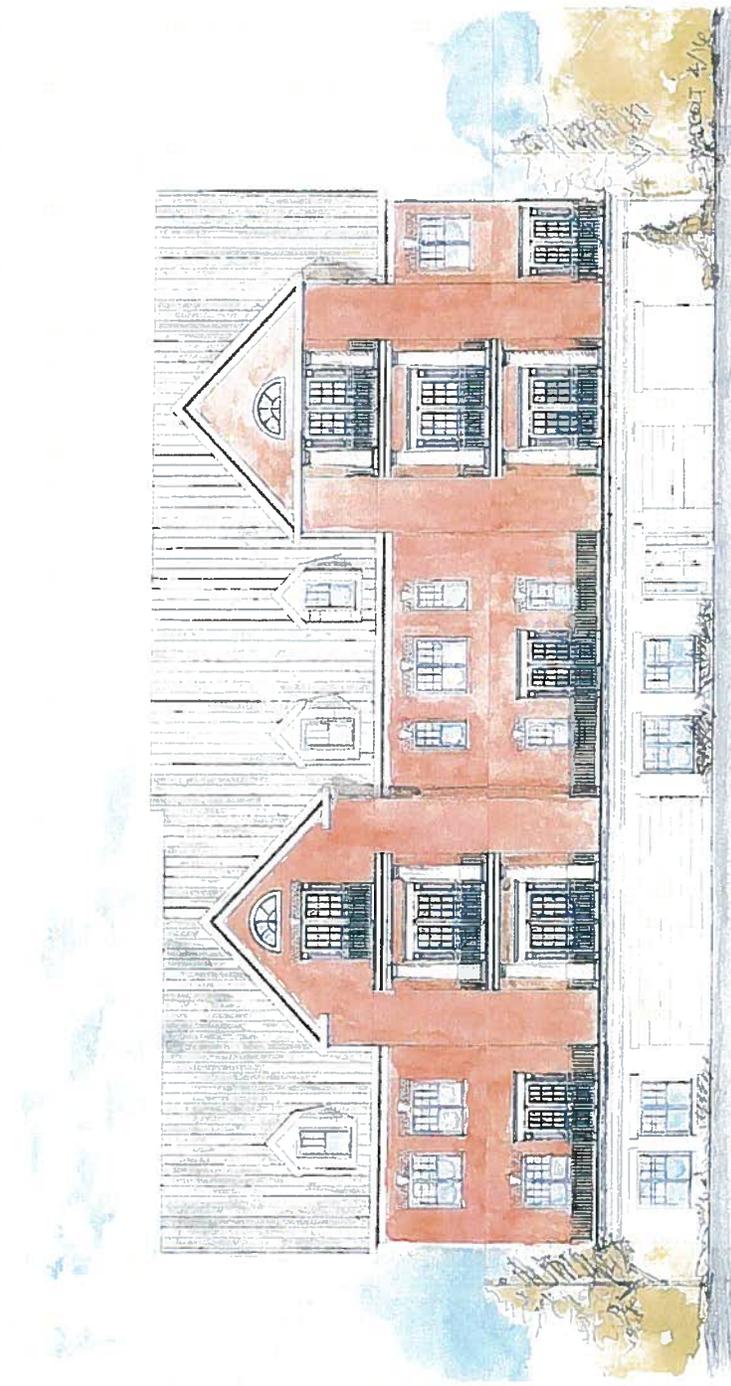
SOPHIA STREET ELEVATION

TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A3



MANSION FRONT ELEVATION

TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A4



MANSION SIDE ELEVATION
TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A5



COMMONWEALTH
ARCHITECTS

SOPHIA STREET PERSPECTIVE

TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A6



COMMONWEALTH
ARCHITECTS

SOPHIA STREET VIEW

TOWNHOMES AT RIVERWALK SQUARE

506 - 520 SOPHIA STREET FREDERICKSBURG, VA

05/03/16

A7