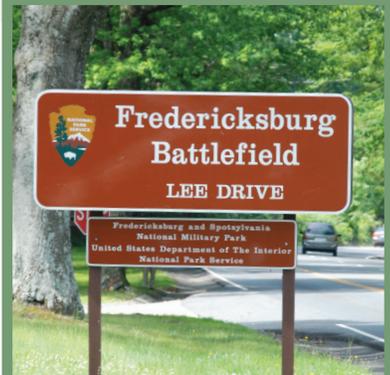


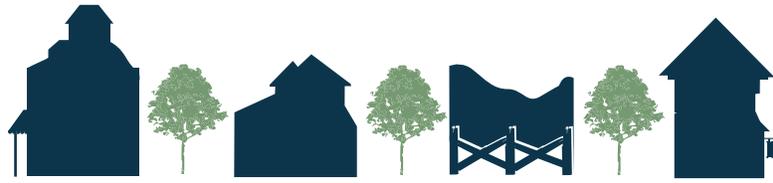
Lafayette Boulevard

DESIGN GUIDELINES



downtown | battlefields | gateways





Lafayette Boulevard

DESIGN GUIDELINES

March 2011

Prepared for:

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With Support from:

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TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 Background	1
1.2 Intent of Guidelines	1
1.3 Authority and Relationship to Other Plans	2
1.4 Vision and Goals	3
2.0 DESIGN GUIDELINES	5
2.1 Design Character Districts	5
2.1.1 Downtown District	6
2.1.2 Battlefield District	7
2.1.3 Gateway District	8
2.2 Streetscape Character	9
2.2.1 Downtown District	10
2.2.2 Battlefield District	12
2.2.3 Gateway District	14
2.3 Streetscape Elements	16
2.3.1 Landscape	16
2.3.2 Hardscape	24
2.3.3 Street Furnishings	25
2.3.4 Street Lighting	27
2.3.5 Crosswalks	28
2.3.6 Utilities	29
2.3.7 Transit Accommodations	30
2.3.8 Vehicular Elements	31



2.4 Buildings	32
2.4.1 Preservation and Rehabilitation	32
2.4.2 General Building Considerations	32
2.4.3 Building Elements	36
2.5 Site Design	40
2.5.1 Preservation of Site Features	40
2.5.2 Site Layout	40

3.0 REFERENCES



1.0

INTRODUCTION

1.1 Background

Lafayette Boulevard, also referred to as US Business Route 1, once served critical local, regional, and interstate purposes. The construction of US 1 (Jefferson Davis Highway) and the later construction of I-95 changed Lafayette Boulevard's role in the transportation system from a minor arterial to a major collector street.

Today, Lafayette Boulevard connects residential and commercial areas of Spotsylvania County with Fredericksburg's historic downtown. Vestiges of Lafayette Boulevard's past role as a major transportation route are evident in the orientation, scale, and types of homes and businesses that are along the corridor. Lafayette Boulevard is primarily auto-oriented, evident from the street itself and the pattern of adjacent development. In the future, Lafayette Boulevard has the potential to become more successful and attractive through strategic widening, the completion of the sidewalk and bikeway network, the provision of transit facilities, and the evolution of development at the roadside.

The cross section of Lafayette Boulevard between the Spotsylvania County line and Blue-Gray Parkway is two lanes with a two-way, left-turn lane. North of Blue-Gray Parkway, Lafayette Boulevard begins its transition to a traditional urban street framed by pedestrian-scale development. North of Sunken Road, Lafayette Boulevard is lined with two- to three-story buildings, frequent on-street parking, and sidewalks on both sides of the street.



Recognizing the changing role of Lafayette Boulevard and the issues inherent to an older transportation corridor, in partnership with the Fredericksburg Area Metropolitan Planning Organization (FAMPO), in 2008 the City actively participated in a transportation-oriented corridor study of Lafayette Boulevard. While primarily transportation focused, the corridor study began the process of identifying a cohesive vision and overarching goals for Lafayette Boulevard in the City of Fredericksburg and Spotsylvania County.

1.2 Intent of Guidelines

The Lafayette Boulevard Design Guidelines describe an overall vision for the aesthetic characteristics of new development, redevelopment, and other contributing physical elements of the Lafayette Boulevard corridor between Spotsylvania County and Fredericksburg's historic core. The purposes of the design guidelines for Lafayette Boulevard are the following:

- Identify a specific vision for the aesthetics of Lafayette Boulevard
- Provide design guidance for key elements within the corridor
- Provide City staff with a reference as they review development and redevelopment plans for the corridor



1.3 Authority and Relationship to Other Plans

Section 15.2-2306 of the Code of Virginia allows local governments to regulate the design of development along “significant routes of tourist access” to their designated historic districts and thus to create historic entrance corridor overlay districts.

Lafayette Boulevard was identified as a key entrance corridor for Fredericksburg in the City’s Comprehensive Plan. Among the goals for entrance corridors mentioned in the Comprehensive Plan was that of enhancing visual character. As stated in the Comprehensive Plan in Chapter 5 (page 38):

“Achieve designs and patterns of development and landscaping and street trees along Fredericksburg’s designated corridors that enhance the City’s visual character.”

In addition, the Comprehensive Plan specifically recommends that design guidelines be developed for Lafayette Boulevard due to the likelihood of redevelopment occurring along the corridor in the foreseeable future.

Prepared by the Fredericksburg Area Metropolitan Planning Organization (FAMPO), the Lafayette Boulevard Corridor Study identifies a long-term transportation vision for the corridor. One of the recommendations of the plan was to develop design guidelines for Lafayette Boulevard to guide public and private investment on and along the corridor over time.





1.4 Vision and Goals

The Lafayette Boulevard Design Guidelines describe an overall vision for aesthetic character of new development, redevelopment, and other physical elements of the corridor. In the future, as plans for public and private investment are contemplated by the City and others, City staff will use the guidelines to aid in their interpretation of future plans and their consistency with the vision for the corridor. The following paragraphs briefly describe the vision and goals for the corridor.

Vision

The Lafayette Boulevard Design Guidelines will be a reference to guide aesthetic elements of public and private investment along Lafayette Boulevard. The design guidelines will encourage the creation of an attractive, aesthetically consistent, functional, and sustainable corridor that serves as an important gateway to the Fredericksburg historic core that efficiently moves people by all modes of transportation.

Goals

- **Improved Appearance:** The guidelines will help to guide the City, property owners, other organizations, and individuals as they maintain and improve the appearance of public and private property along the corridor.



- **Context Sensitivity:** The guidelines will provide insight into the protection and enhancement of the natural and built environments.
- **High-Quality Experience for All Users:** The guidelines will advise the City and the public on the ways to create and support a high-quality experience for visitors, residents, employees, and business owners.
- **Safety and Security:** The guidelines will provide insight into the ways that active and passive safety and security can be enhanced along the corridor.
- **Revitalization:** The guidelines will provide recommendations to support the enhancement of the public right-of-way and help to advise business and property owner investment in maintenance, enhancements, redevelopment, and rehabilitation.
- **Sustainability:** The guidelines will be supportive of and will encourage long-lasting investments along the corridor that benefit public and private property and sensitive resources.



2.0

DESIGN GUIDELINES

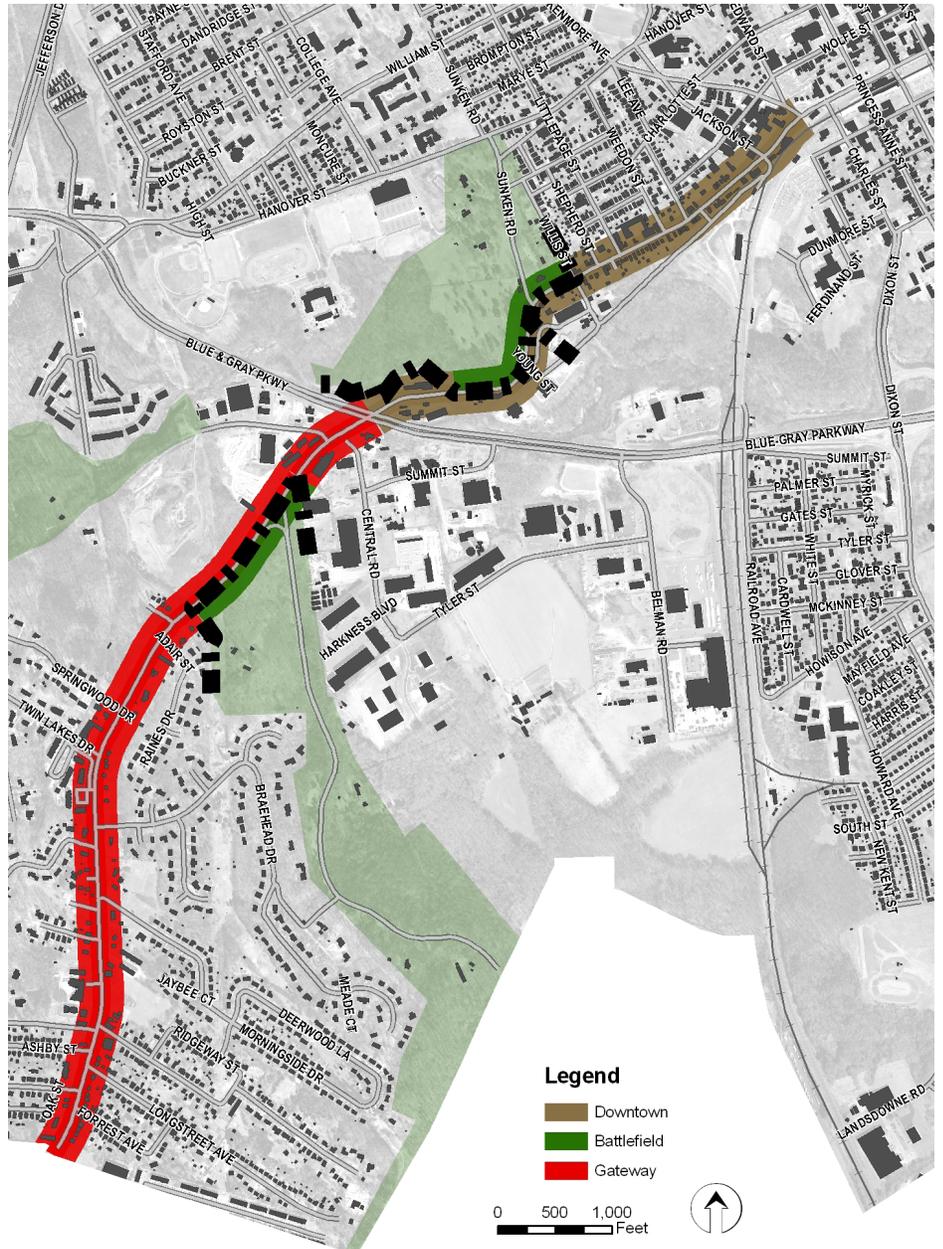
2.1 Design Character Districts

Development along Lafayette Boulevard has many styles, forms, and orientations. The wide range of characters along the corridor is a reflection of development over a long period of time, the influence of changing local policies, and the collection of many individual visions, among other things.

Traveling northward toward downtown from Spotsylvania County, Lafayette Boulevard has a distinctly older suburban feel and aesthetic. Houses are set back relatively far from the road, there are many small businesses that inhabit former houses, and the overall footprint of development is small, relative to overall property size.

Approaching Lee Drive, the character of Lafayette Boulevard is more park-like, owing to the location of the National Park along the east side of the road. North of Lee Drive at Blue-Gray Parkway, Lafayette Boulevard's character changes to become more industrial and commercial.

Traveling further north and up the hill into Fredericksburg's historic core, the character of Lafayette Boulevard again is influenced by the National Park and several older houses and businesses that front the street. Approaching the entry into Fredericksburg's historic core



at Willis Street, Lafayette Boulevard takes on a more in-town character with tightly clustered houses fronting the street, interspersed with small businesses among houses. Within this section, some older more suburban forms exist, but the character remains more urban.

As future development and redevelopment plans are considered in addition to future public investments, the guidelines should be consulted to better understand key elements within

Figure 2.1: Design Character Districts

each area of Lafayette Boulevard. The guidelines are intended to suggest ideas that complement desirable aspects of the corridor, but not specifically prescribe any one specific style—architectural or otherwise.

The following sections briefly describe the three design character districts and general characteristics of each district (Figure 2.1).



Battlefield District

Downtown District

Gateway

Figure 2.2: Downtown District

2.1.1 Downtown District

The Downtown District is defined as Lafayette Boulevard between Kenmore Avenue and Blue-Gray Parkway, with the exception of the frontage along the Fredericksburg National Cemetery. Figure 2.2 shows the limits of this district, which encompasses approximately one mile. This design character zone exhibits a wide variety of architectural styles, development forms, and land uses. Through the majority of this section of the corridor, Lafayette Boulevard is two lanes with parking on one or both sides, sidewalks on both sides, frequent street lights, and generally slow vehicular travel speeds.

The majority of houses and businesses along this section of the corridor front the street and have doors and windows that open to the sidewalk. Buildings along this section of the corridor are two to three stories in height and have relatively small footprints. Commercial parking is generally limited to small lots to the side or rear of buildings and houses typically share driveways or do not have off-street parking.

Streetscape through this district should be formal in character, with a defined zone for on-street parking and vehicular travel, a buffer (or utility strip) area to accommodate street trees between the street and sidewalk, and a sidewalk on each side of the street.

Infill development and redevelopment in the Downtown District should conform to the general height and scale of existing development. It also should be oriented toward Lafayette Boulevard with pedestrian accessible doors and active facades addressing the street.





2.1.2 Battlefield District

The Battlefield District is defined by the frontage of the Fredericksburg National Cemetery and the Fredericksburg and Spotsylvania National Military Park. These areas are ones that are classified as National Park Service land. Figure 2.3 shows the limits of this district. The Fredericksburg National Cemetery encompasses approximately 1,800 feet of frontage and the Fredericksburg and Spotsylvania National Military Park encompasses approximately another 1,400 feet of frontage along Lafayette Boulevard.

The Battlefield District includes natural and historic man-made land forms and elements contained in each section of the National Park. The topography, fences, walls, layout of park streets, and landscape are all integral to the character of this district.

Streetscape through this district should be more park-like in character and complement the two parks. Sidewalks should be provided along both sides of Lafayette Boulevard at the Fredericksburg and Spotsylvania Military Park and along the east side of Lafayette Boulevard at the Fredericksburg National Cemetery. Sidewalks should follow an alignment defined by land form and landscape rather than Lafayette Boulevard.

With the exception of park-related buildings and structures, development or redevelopment is unlikely in this District on National Park property. Any new structures and buildings within this district would need to be carefully coordinated with the National Park Service.

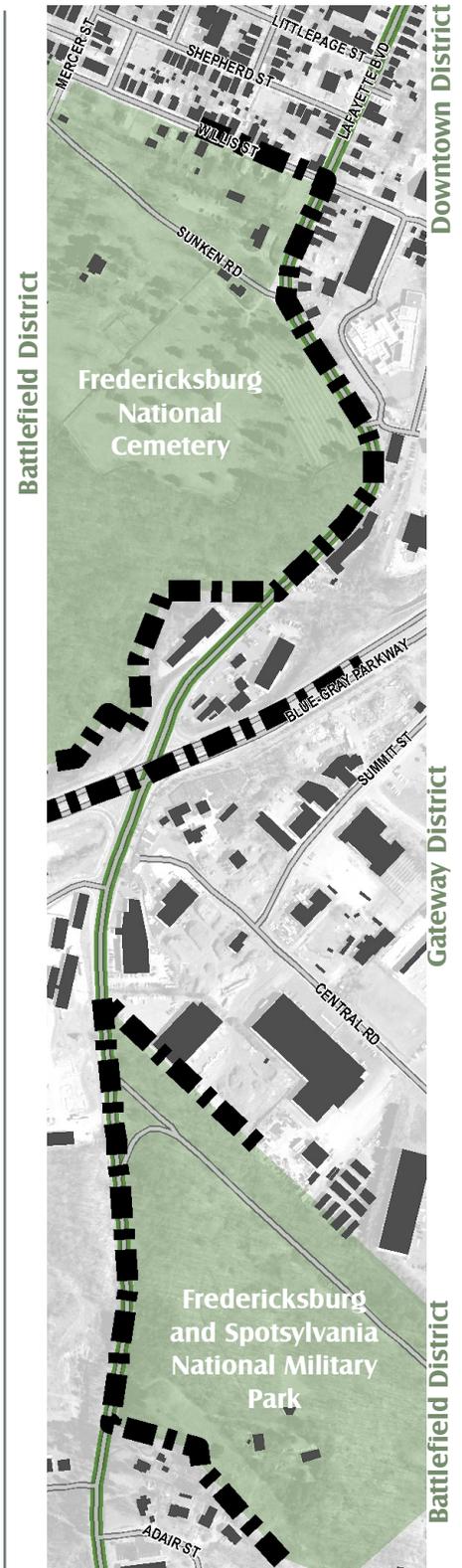


Figure 2.3: Battlefield District



Figure 2.4: Gateway District

2.1.3 Gateway District

The Gateway District runs from the Spotsylvania County line to Blue-Gray Parkway. The Gateway District design character zone exhibits a primarily older pattern of suburban development—most closely related to typical post-war urban form. Through this section of the corridor, Lafayette Boulevard is a two-lane roadway with a shared left-turn lane (two-way, left-turn lane) throughout. Sidewalks are infrequent and street lighting is occasional.

Urban form in the Gateway District is reflective of the long time span through which it occurred. A few highway-oriented services remain along the corridor amid the mixture of single-family homes and small commercial businesses. Several small suburban-style commercial centers exist within this section.

Generally, newer single-family houses have large setbacks from Lafayette Boulevard, while older houses sit considerably closer to the street. With the exception of the area surrounding Blue-Gray Parkway, building floor plans are generally small to mid size (under 20,000 square feet) and buildings are generally a maximum of two stories in height. Unlike other sections of the corridor, commercial buildings are separated from the street by surface parking lots. Parking is generally abundant and visually apparent.

Streetscape within this district should be formal in character. Key elements of the long-term plan for Lafayette Boulevard within this section are a landscaped median, ample buffer between the street and sidewalk/multiuse path (currently planned for the north side), and a continuous sidewalk along one side of the street and multiuse path along the other side of the street.

Infill and redevelopment in the Gateway District should conform to the general height and scale of existing development. Larger floor plan uses are only envisioned adjacent to the south side of Blue-Gray Parkway. Future development should seek to minimize the visual impact of parking through site orientation that places the primary parking axis perpendicular to Lafayette Boulevard rather than parallel to the corridor.





2.2 Streetscape Character

The design treatment of the public right-of-way should be of high quality and help to visually unify the corridor no matter which character district the development or redevelopment occurs in. The responsibility to modify the public right-of-way is primarily that of the City of Fredericksburg. As development and redevelopment occurs, applicants' plans should reflect the planned streetscape design in terms of dimensional requirements, configuration, materials, and landscape design.

The images on the following pages describe the three primary zones within the cross section of each district—frontage zone, pedestrian zone, and edge zone/landscape area. Each of these areas are generally defined in the following and shown schematically in Figure 2.5:

- **Frontage zone.** The use, configuration, and character of this area varies according to the design character district. Generally, this area is best described as the development setback from the public right-of-way. In the downtown district, the frontage zone may be the shallow front yards of homes or the setback for an adjacent commercial building that allows the creation of a cafe zone. In the Gateway District, the allowable encroachment zone is the subdivision ordinance required setback and could contain site-specific landscaping as well as surface parking (if properly located and buffered).
- **Pedestrian zone.** The pedestrian zone is the area within the public right-of-way or any appropriate easements that accommodates the linear movement of pedestrians and bicyclists along Lafayette

Boulevard. The pedestrian zone is where the sidewalk and/or a multiuse path is located within the cross section of the corridor. In any condition, a clear width to meet, at minimum, ADA clearances for pedestrian facilities must be maintained.

- **Edge zone/landscape area.** This area is defined by the front of the sidewalk and the edge of the adjacent travel lane. In all districts, it should be where light and utility poles, trees, some street furniture, fire hydrants, trash cans, and similar elements are typically located. Differing from the Gateway and Battlefield Districts, the edge zone in the Downtown District also may contain on-street parking and any curb extensions (bulb outs).

The sections that follow describe key features of each of these areas for the three design districts.



Figure 2.5: Zone Definitions



2.2.1 Downtown District

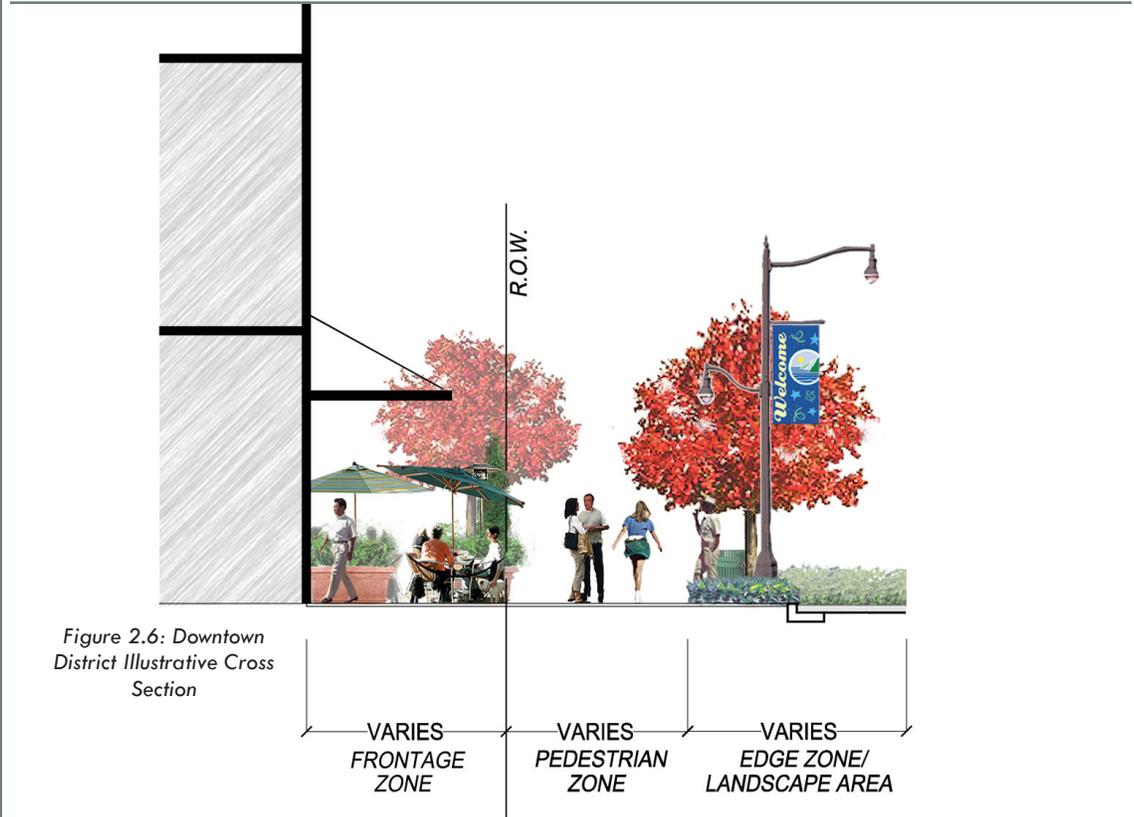


Figure 2.6: Downtown District Illustrative Cross Section

Frontage Zone

The frontage zone dimension will vary based on the location of the adjacent building and the intended use of the zone. The frontage zone is outside of the public right-of-way; however, it may be subject to easements or other conditions imposed by the City. Within the Downtown District, the frontage zone may include landscaping, cafe and seating space, signage, pedestrian and vehicular access accommodations, and maintained residential front yards. In limited instances, the frontage zone may also contain transit stop amenities such as bus shelters, signage, benches, trash cans, lighting, and paved waiting areas.

Pedestrian Zone

The maximum width of the pedestrian zone in the Downtown District is 10 feet. The pedestrian zone is typically within the public right-of-way. The pedestrian zone's primary function is to accommodate a continuous accessible sidewalk of a minimum of 5 feet in width, exclusive of obstructions such as sandwich board signage, fire hydrants, meters, light poles, trash cans, and other fixtures.

Edge Zone/Landscape Area

The minimum allowable width of the edge zone/landscape area is 5 feet, unless an exception is approved by the city. Depending on location within the Downtown District, the edge zone/landscape area would contain on-street parking, curb and gutter, street-side landscaping, light poles, meters, and street furniture.

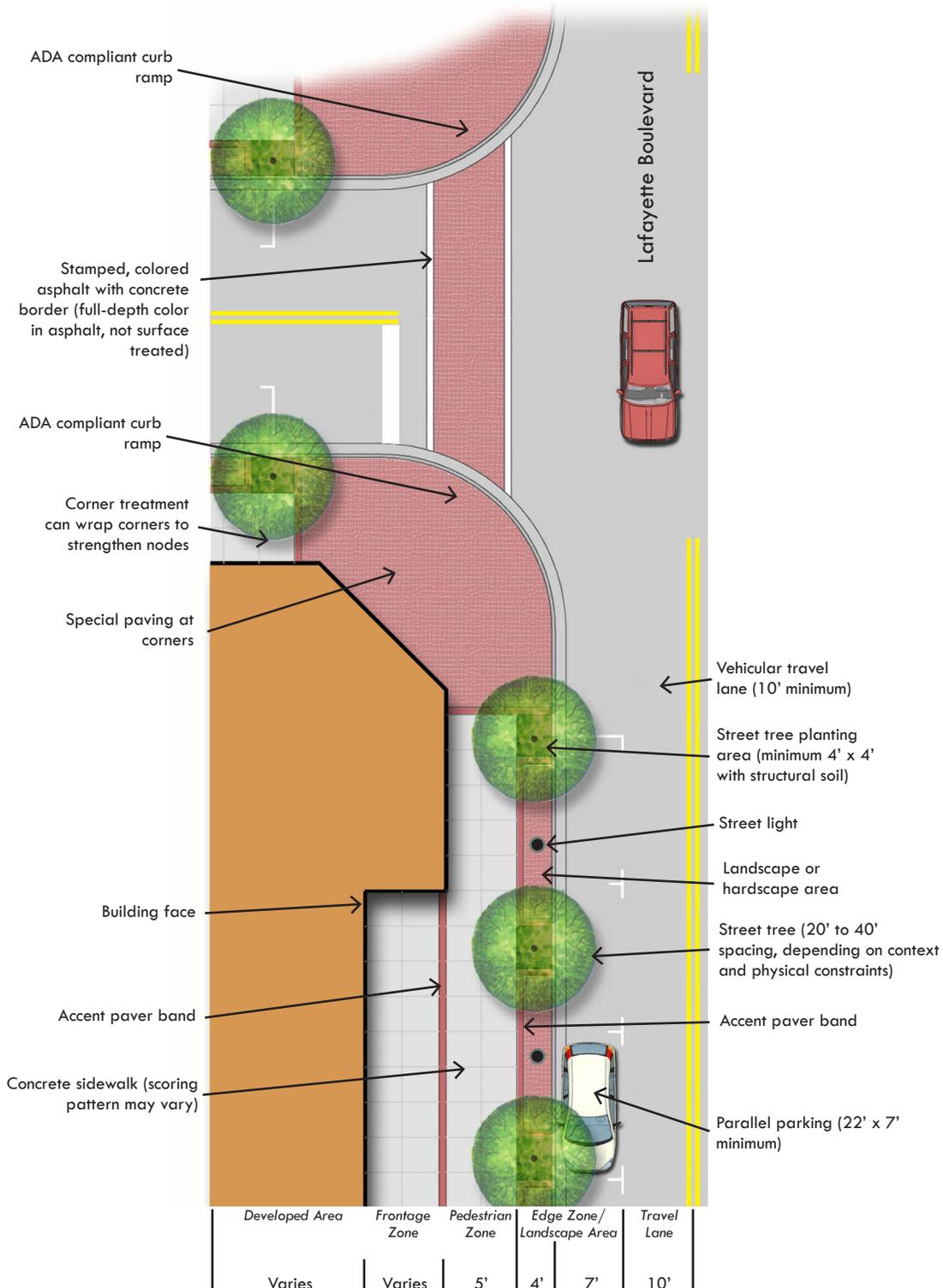


Figure 2.7: Downtown District Illustrative Plan View



2.2.2 Battlefield District

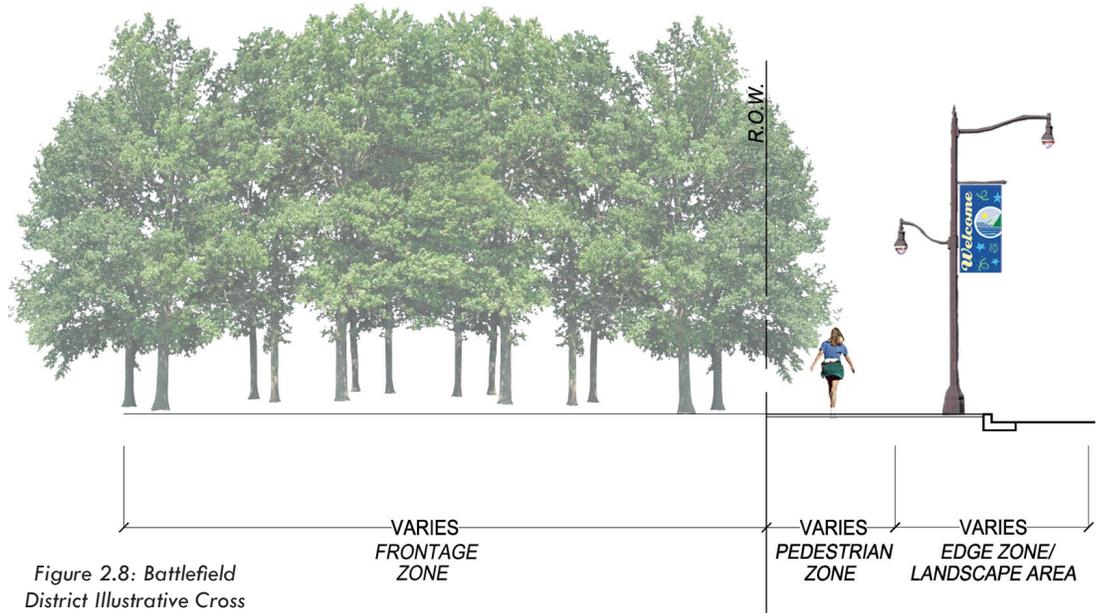


Figure 2.8: Battlefield District Illustrative Cross Section

Frontage Zone

The frontage zone dimension in this district varies according to the natural land form that exists within the area. Structures, landscape, and development other than that associated with the National Park is not permitted in the frontage zone of the Battlefield District. Features permitted in the frontage zone include National Park sanctioned historical markers, walls, fences, landscape, signage, lighting, existing parking areas, trails and pathways, and street furniture.

Pedestrian Zone

The pedestrian zone dimension in this district is a minimum of 5 feet and is preferred to be 8 feet in width. The pedestrian zone's primary function is to accommodate a continuous accessible path for pedestrians and bicyclists of appropriate alignment and surface material through the Battlefield District.

Edge Zone/Landscape Area

The edge zone/landscape area dimension in this district would be a minimum of 2 feet (5 foot minimum desired) from back-of-curb. The edge zone/landscape area would contain elements such as street-side landscaping, signage, and light poles. In limited instances, this zone also may contain transit stop amenities such as trash cans, shelters, signage, and paving.

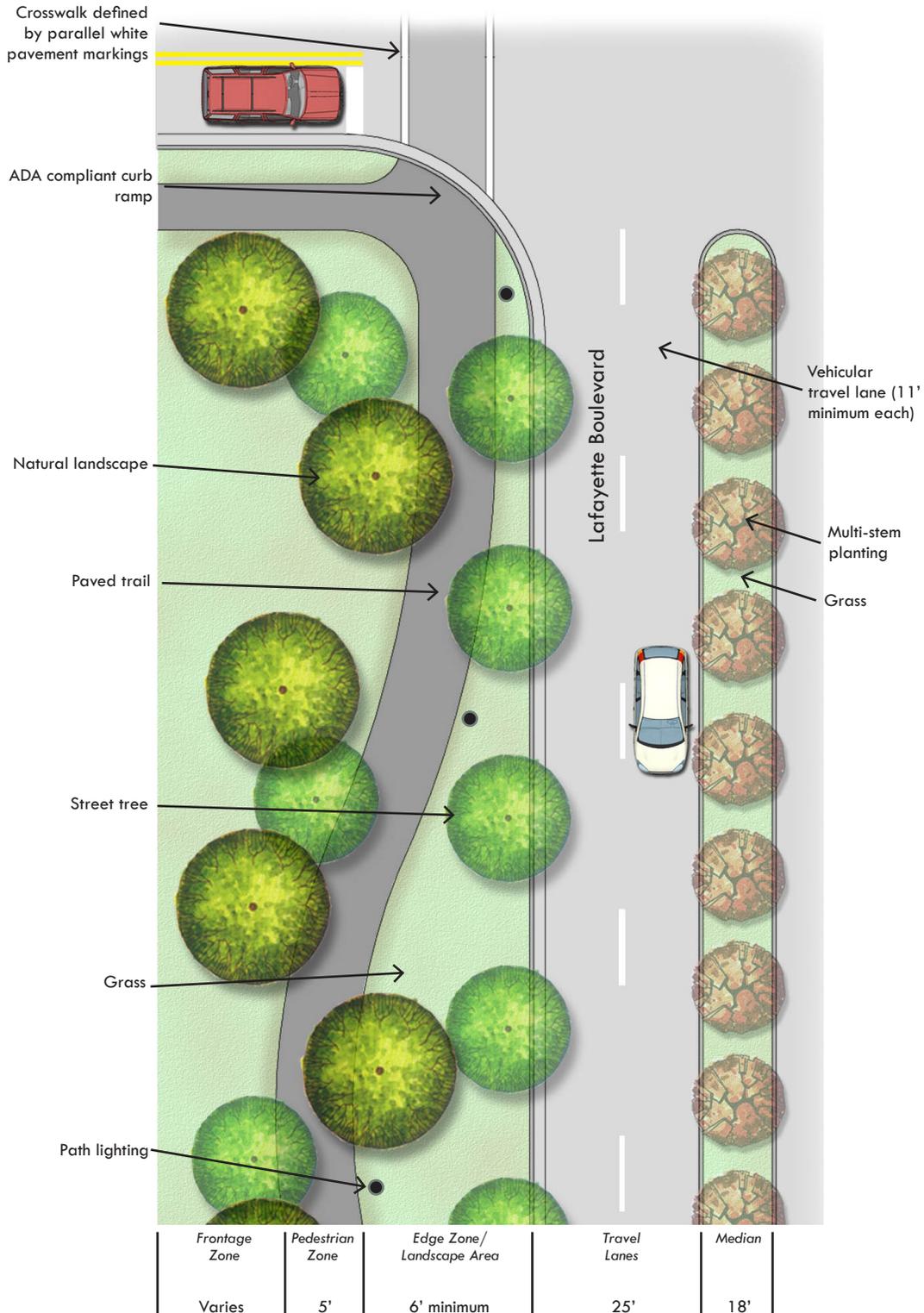


Figure 2.9: Battlefield District Illustrative Plan View



2.2.3 Gateway District

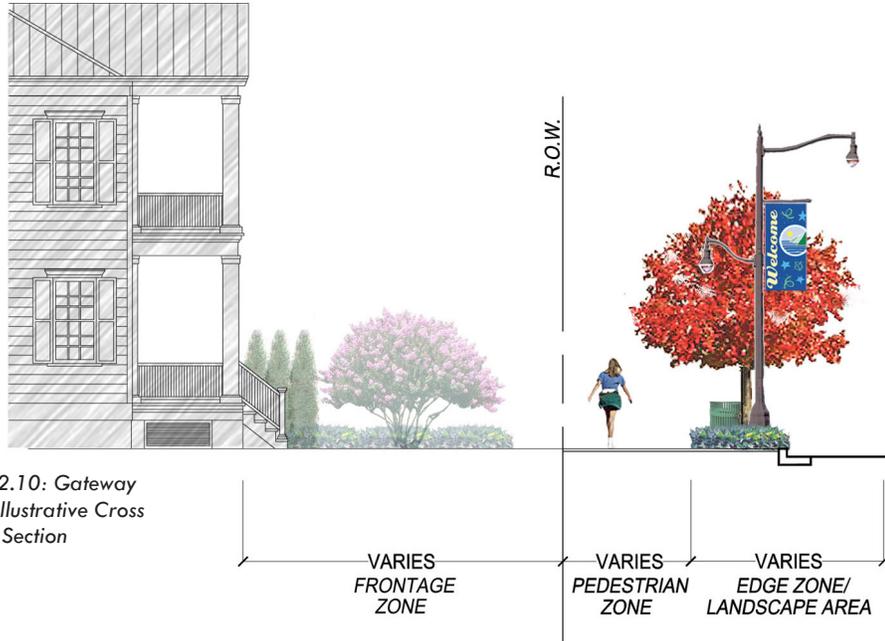


Figure 2.10: Gateway District Illustrative Cross Section

Frontage Zone

The frontage zone dimension in this district will vary based on the location of buildings along Lafayette Boulevard. This zone is typically outside of the public right-of-way; however, it may be subject to easements or other conditions imposed by the City. The varied character and uses within the Gateway District require a wide range of uses of the frontage zone. Permissible uses of this zone include landscaping (buffers and front yards), off-street parking, signage, and pedestrian and vehicular access facilities. In limited instances, the frontage zone also may contain transit stop amenities such as bus shelters, signage, benches, trash cans, lighting, and paved waiting areas.

Pedestrian Zone

The recommended minimum dimension of the pedestrian zone in the Gateway District is 6 feet. Typically, this zone will only contain the sidewalk, which will be the minimum dimension of the zone.

Edge Zone/Landscape Area

The minimum dimension of the edge zone/landscape area in the Gateway District is 6 feet from back of curb to edge of the pedestrian zone. This area within the Gateway District contains pedestrian-level and street lighting, landscaping, and street furniture.

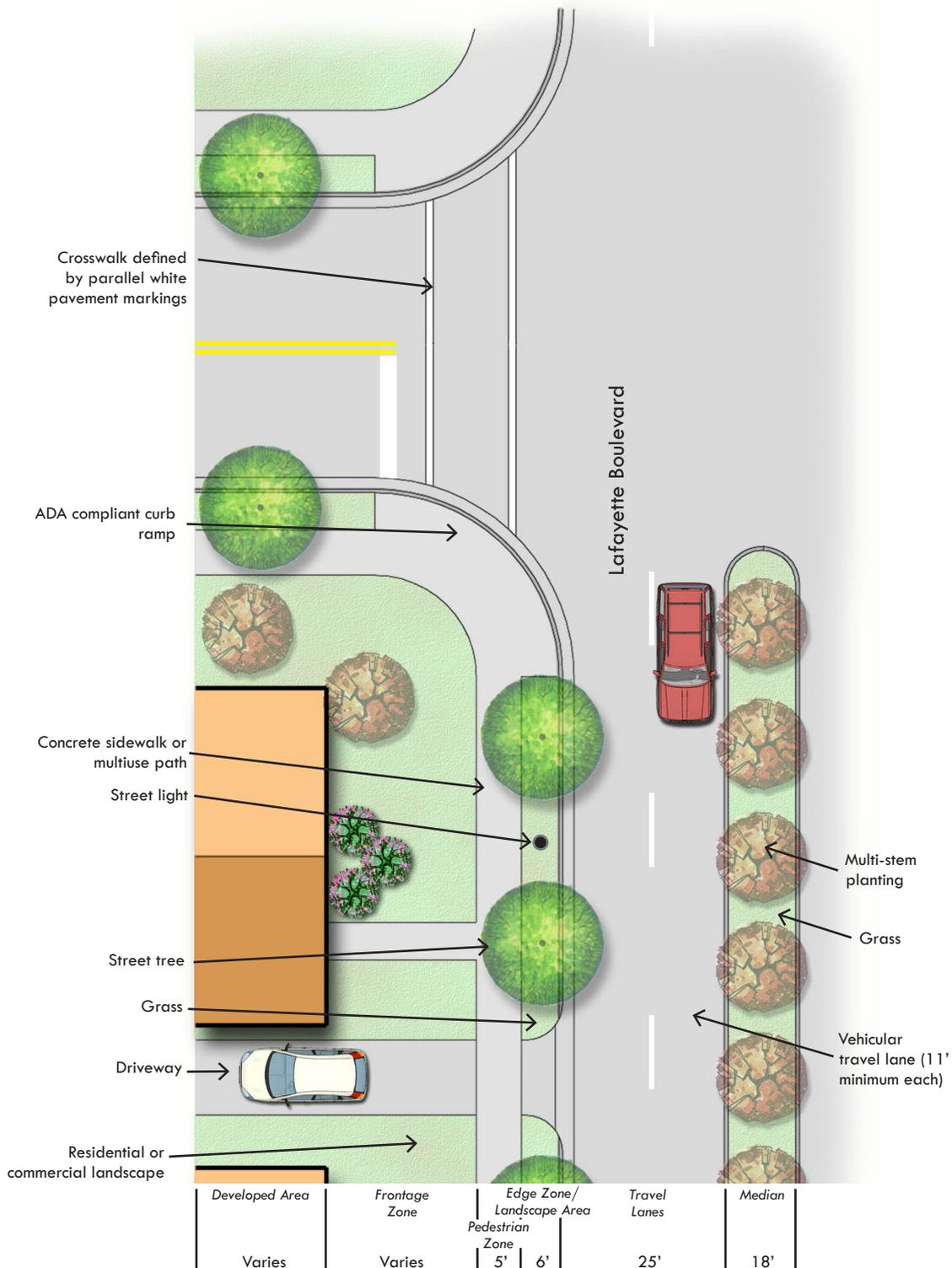


Figure 2.11: Gateway District Illustrative Plan View



2.3 Streetscape Elements

2.3.1 Landscape

The creation of a consistent tree canopy along Lafayette Boulevard will dramatically enhance the appearance of the corridor. Street trees help to manage stormwater, reduce heat island effects, provide shade and protection for non vehicular travelers, buffers homes and businesses from traffic, and dramatically improves the aesthetic of any street.

Obstructive plant materials may not be placed within the pedestrian zone of any of the character zones. Large canopy trees and understory should be located in the frontage zone (Gateway and Battlefield Districts) and edge zone/landscape area (all Districts). Multiple species of trees should be planted along Lafayette Boulevard in an organized manner (in groups or an alternating pattern) to improve the long-term health and stability of the tree canopy in the corridor.

The following are recommended for the placement of street trees (large and medium shade trees; see Tables 2.1 and 2.2) in the frontage zone and edge zone/landscaped area:

- **Cross-sectional placement.** Street trees should be located in the frontage zone as identified by an approved landscape plan. Generally, trees should be centered within the edge zone/landscape area to create a visually consistent line of street trees along the travel way.

- **Lateral spacing.** Trees should be spaced regularly throughout the available area or within defined groupings. Street trees should be spaced at a minimum of 25 feet and maximum of 40 feet on-center.

The following tables identify the preferred list of plantings within each district and area of the cross section:

- Table 2.1: Large Shade Trees
- Table 2.2: Medium Shade Trees
- Table 2.3: Small/Flowering Trees

Small (multi-stem)/flowering trees are recommended along sections of Lafayette Boulevard where medians are planned as a part of the ultimate cross section. Table 2.3 identifies a preferred list of multi-stem trees and tree selection information for use in the median where conditions permit their installation. The following are recommended relative to the placement of multi-stem median plantings:

- **Cross-sectional placement.** Centered within the median and where the median width is 10 or more feet from face-of-curb to face-of-curb. Multi-stem trees are not recommended where the median width is less than 10 feet from face-of-curb to face-of-curb.
- **Lateral spacing.** Regular spacing throughout the available area or within defined groupings. Minimum of 12 feet on-center, maximum of 20 feet on-center.



Table 2.1: Large Shade Trees

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
<i>Gleditsia triacanthos</i> var. <i>inermis</i>	Common Thornless Honeylocust	Min. 2" cal., B&B	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Liquidambar styraciflua</i> 'Rotundiloba'	Sweetgum	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Platanus acreifolia</i> 'Bloodgood'	London Planetree	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Quercus alba</i>	White Oak	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Quercus coccinea</i>	Scarlet Oak	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Quercus phellos</i>	Willow Oak	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Quercus rubra</i>	Red Oak	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.
<i>Ulmus americana</i> 'Princeton'	Princeton Elm	Min. 2" cal., B&B.	Large Shade Tree	Frontage zone and edge zone/ landscape area in Downtown, Battlefield, and Gateway Districts where sufficient space is available.





Table 2.2: Medium Shade Trees

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
Acer campestre	Hedge Maple	Min. 2" cal., B&B	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in tree grates or tree pits (based on character zone).
Acer rubrum	Red Maple	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
Acer rubrum 'Autumn Flame'	Autumn Flame Maple	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
Acer rubrum 'October Glory'	October Glory Maple	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
Acer rubrum 'Red Sunset'	Red Sunset Maple	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
Carpinus betulus	American Hornbeam	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).





Table 2.2: Medium Shade Trees (continued)

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
<i>Cercidiphyllum japonica</i>	Katsuratree	Min. 2" cal., B&B	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
<i>Cladrastis kentukea</i>	American Yellowwood	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
Ginkgo	Maidenhair Tree	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
<i>Nyssa sylvatica</i>	Black Tupelo (Black Gum)	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
<i>Tilia cordata</i>	Littleleaf Linden	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).
<i>Zelkova serrata</i>	Japanese Zelkova	Min. 2" cal., B&B.	Medium Shade Tree	Frontage zone and edge zone/ landscape area planted in either tree grates or tree pits (based on character zone).





Table 2.3: Small/Flowering Trees

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
	Acer griseum Paperbark Maple	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District. Should be planted in groupings with other shade trees.
	Amelanchier arborea Serviceberry	Multi-stem, B&B., 10' min. height	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
	Carpinus caroliniana American Hornbeam	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
	Cornus kousa Kousa Dogwood	Multi-stem, B&B., 10' min. height	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
	Cornus mas 'Spring Glow' Cornelian-cherry Dogwood	Multi-stem, B&B., 10' min. height	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
	Crataegus virdis 'Winter King' Winter King Hawthorn	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.



Table 2.3: Small/Flowering Trees (continued)

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
Halesia carolina	Carolina Silverbell	Multi-stem, B&B., 10' min. height	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
Lagerstroemia indica	Crape Myrtle	Multi-stem, B&B., 10' min. height; Single stem, Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
Magnolia stellata	Star Magnolia	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
Prunus x incam 'Okame'	Okame Cherry	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
Prunus serrulata 'Kwanzan'	Kwanzan Cherry	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.
Sophora japonica	Pagodatree	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District. Should be planted in groupings with other shade trees.





Table 2.3: Small/Flowering Trees

Scientific Name	Common Name	Size at Planting	Type	Preferred Locations
<i>Styrax japonica</i>	Japanese Snowbell	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District. Should be planted in groupings with other shade trees.
<i>Syrinx reticulata</i>	Japanese Tree Lilac	Min. 2" cal, B&B.; Multi-stem, B&B., 10' Min. height	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District. Should be planted in groupings with other shade trees.
<i>Viburnum plicatum</i> var. <i>tomentosum</i>	Doublefire Viburnum	Min. 2" cal., B&B.	Small/Flowering Tree	Frontage zone and medians in Battlefield and Gateway Districts. Can be substituted in place of a canopy tree where overhead utilities are prevalent in Downtown District.





Planting Options

Where width is not sufficient to permit street trees to be planted within the edge zone/landscaped area, the following options may be considered to meet the intent of the guidelines:

- **Flush Planters.** These are open planted areas at the same elevation as the sidewalk. Flush planters can range in size; however, the minimum recommended size is 5 feet x 5 feet (length/width). When locating flush planters, it is important to consider accessibility. Flush planters must not encroach into the pedestrian zone. Located adjacent to parking, plants within the planters should be located to minimize conflict with the area required to open a car door.
- **Free Standing Planters.** Free standing planters come in a variety of shapes, sizes, and materials. These are typically placed in the frontage zone and/or the edge zone/landscape area. The use of free standing planters should be minimized within the pedestrian zone and only used where there is sufficient clearance to permit the placement of the planter while maintaining ADA clearances.
- **Hanging Baskets.** Hanging planted baskets can be mounted on light poles (of sufficient strength) at a height of 8 feet to 12 feet above the sidewalk elevation or where sufficient horizontal clearance exists within the edge zone/landscape area that the basket does not infringe upon the pedestrian zone. Hanging baskets can be used in combination with other landscape strategies or can be used where there is not sufficient space for the placement of other plantings. Hanging baskets will not be considered in-lieu of other plantings in the edge zone/landscaped area, except in special circumstances as approved by the city.
- **Tree Grates.** Tree grates provide the opportunity to increase the effective width of the pedestrian zone, while offering the opportunity to plant canopy or other trees in areas with high pedestrian volumes or of insufficient width to provide a sidewalk and planted edge zone. Tree grates should be cast or ductile iron and must comply with

ADA accessibility guidelines. If a tree is planted to meet the intent of the guidelines in combination with structural soil, the tree grate can be a minimum of 4 feet x 4 feet (length/width); however, a 5 foot x 5 foot minimum tree grate is preferred.

Additional Plantings

In addition to large, medium, and small/flowering trees, within planting areas, the installation of shrubs and groundcover should be considered and is recommended. The placement of these materials assists with maintenance of the area and contributes to the quality of the streetscape. Caution should be taken when placing understory plant material so as to not negatively affect vehicular sight lines, pedestrian and bicycle clearances, and safety and security. Shrubs and groundcover should be of sufficient hardiness to withstand conditions within the planted environment.

Plant Size and Sight Triangles

Plant size is an important consideration in creating a safe and secure street environment. When considering the location and size of plant materials, vehicular and non vehicular sight triangles should be maintained according to appropriate engineering standards. At the crosswalk, the maximum height of understory plant material should be 30 inches from the top of the adjacent roadway. Similarly, at driveways or alley conditions, plants more than 30 inches in height should not be located within the site triangle as measured from the adjacent roadway.

Maintenance

No landscape will be successful without some effort in maintenance. Some plants require more attention than others. For understory plantings, plants that are both hardy to urban conditions and native to the area should be used. Hanging baskets and free standing planters require constant maintenance and require frequent watering. If an applicant proposes free standing planters or hanging baskets, they should be prepared to perform the appropriate maintenance to maintain the plant material and planters adequately.

2.3.2 Hardscape

Table 2.4 identifies preferred paving materials for use in hardscaped areas of the frontage zone abutting the pedestrian zone, within the pedestrian zone, and within the edge zone/landscaped area in each design district. Any material placed within the pedestrian zone should be constructed in a manner that results in an even surface that is free of tripping hazards.

Table 2.4: Hardscape

Design District		
Downtown	Battlefield	Gateway
<p>Standard concrete with area appropriate scoring pattern (primary sidewalk)</p>  <p>Red brick paving (accents and corners)</p>  	<p>Resin bonded surface with regionally appropriate aggregate (trail/walk surfaces)</p>  <p>Pervious or standard asphalt (trail/walk surfaces)</p>   <p>Reclaimed or tumbled clay brick (public walks and accents)</p> 	<p>Pervious or standard asphalt (multiuse paths)</p>   <p>Standard concrete with area appropriate scoring pattern (primary sidewalk)</p>  <p>Red brick paving (accents)</p> 



2.3.3 Street Furnishings

Street furniture supports pedestrian life along streets and adds to the quality of the streetscape. It provides places for people to sit or gather, deposit trash, store bicycles, and protect the sidewalk. The following images show general characteristics and examples of the family of street furniture recommended for the Lafayette Boulevard corridor. Street furniture of similar style and quality is recommended for Lafayette Boulevard to unify the streetscape within and between design districts. All street furniture must be approved by the city prior to installation.

Downtown District



Black cast iron and natural wood slat bench with or without a back



Black ornamental cast iron or aluminum bollard



Black inverted U-type bike rack or specialty rack designed for Lafayette Boulevard or the City



Black metal ornamental trash can



Black consolidated periodical vending box



Tree pit and planter options



Battlefield District



Black cast iron and natural wood slat bench, with or without a back

Gateway District



Black steel slat bench, with or without a back



Wood or black cast iron bollard



Black tubular bollard



Natural wood slat trash can with black metal frame (or NPS standard)



Black metal ornamental trash can



For both the Gateway and Battlefield District, black inverted U-type bike rack or specialty rack designed for Lafayette Boulevard or the City



2.3.4 Street Lighting

Street lighting is an important element of a streetscape in any context. Table 2.5 summarizes recommended lighting guidelines for the Lafayette Boulevard corridor within each design district. All lighting must be approved by the City prior to installation.

Table 2.5: Street Lighting

Element	District		
	Downtown	Battlefield	Gateway
Spacing	20 to 40 feet, consistent with street tree spacing and intersection locations	As needed and approved by National Park Service	40 to 80 feet compatible with street tree spacing and intersection locations
Height	Pedestrian-level in mid-block locations and overhead at intersections	Location and site specific as approved by National Park Service	Pedestrian-level or overhead in mid-block locations and overhead at intersections
Fixture Type	Pedestrian level and overhead	Site specific as approved by National Park Service	Overhead and/or pedestrian level
Notes	All street fixtures should be full cutoff and Dark Sky compliant. LED fixtures should be considered where viable light styles are available.		

The illustrations below show examples of the quality and style of street lights to be used along the corridor. Lighting of a similar style and quality should be used along Lafayette Boulevard in complementary groups to unify the streetscapes within and between design districts. All lighting must be approved by the City prior to installation.





Figure 2.11: Simple Crosswalk
(refer to latest edition of MUTCD for details)
Photo: Dan Burden, 2006



Figure 2.12: Ladder-Style High Visibility Crosswalk
(refer to latest edition of MUTCD for details)

2.3.5 Crosswalks

Crosswalks are an important part of non vehicular transportation infrastructure in all design districts. Crosswalks are intended to clearly delineate areas where pedestrians and bicyclists can safely cross streets. They also help to raise the awareness of motorists in areas where they are likely to encounter pedestrians and bicyclists. At all intersections, corner radii are recommended to be designed to minimize pedestrian crossing distances, accommodate design vehicles appropriately, and be ADA compliant.

Where sidewalks, multiuse paths, or other pedestrian or bicycle facilities exist along Lafayette Boulevard, crosswalks are recommended as follows:

General Standard

- Crosswalk markings must extend across all approaches at signalized and unsignalized intersections where pedestrian and bicycle facilities are provided, unless determined to be inappropriate by an engineering study or the City. They also should be placed across all streets intersecting Lafayette Boulevard where pedestrians/bicycles cross the street.
- Crosswalk markings must conform to the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD).
- An engineering study should be performed to determine safe and appropriate locations for crosswalks, particularly at unsignalized crossings and intersections.

Downtown and Battlefield Districts Standard

Within the Downtown and Battlefield District, crosswalks should be delineated by stamped and colored (full depth color) pavement in addition to two parallel white retroreflective pavement markings conforming to the MUTCD.

The white pavement markings are important in increasing crosswalk visibility in all light conditions.

Gateway District Standard

- Crosswalks within the Gateway District should be delineated by two parallel white lines, as specified in the latest edition of the MUTCD. Figure 2.11 shows the preferred marking pattern for this type of crosswalk.

Alternative Standard and Considerations

Where there is concern for crosswalk visibility and motorist compliance with pedestrian crossings, additional crosswalk markings should be considered. The following briefly describes alternative crosswalk marking patterns:

- Ladder-style high-visibility crosswalks conforming to standards in the latest edition of the MUTCD should be considered for some crossings of Lafayette Boulevard. Figure 2.12 shows the preferred crosswalk marking pattern for major signalized intersections.

Mid-block and Unsignalized Crossings

Where an engineering study finds it safe, appropriate, and necessary to install a crosswalk across Lafayette Boulevard at an unsignalized intersection or mid-block location, crosswalks delineated by ladder-style high-visibility markings should be installed. Crosswalk markings and associated signage and warning devices must conform to specifications identified in the latest edition of the MUTCD.



2.3.6 Utilities

The location of utilities is crucial to a successful streetscape. If overhead utilities and poles are abundant, it is nearly impossible to attain a consistent and high-quality streetscape throughout the corridor. Several approaches can be employed to minimize the effects of utilities in the corridor including consolidation, relocation, and undergrounding.

As development and redevelopment occurs along Lafayette Boulevard, in partnership with private land owners and utility providers, the City and property owners should seek to minimize the negative impacts of overhead utilities by following the general approaches outlined below.

- **Consolidation.** Where funds are not available to bury or wholly relocate overhead utilities to another corridor, overhead utilities should be consolidated to one side of Lafayette Boulevard. As a part of this consolidation, laterals (aerial lines crossing the street) should be removed or combined. Streetscape elements installed such as light poles, should double as utility poles to decrease the number of disruptive vertical elements in the streetscape.
- **Relocation.** Where sufficient funds and a suitable parallel corridor exists, utilities should be relocated to a parallel corridor. Under this scenario, some laterals may need to be retained where underground conduit is cost-prohibitive to provide.
- **Complete the Removal of Laterals.** As additional or higher levels of funding are available, overhead utility laterals should be relocated underground.
- **Bury Overhead Utilities or Locate Off-Corridor.** Complete relocation or undergrounding of utilities is the preferred approach to addressing overhead utilities during intersection reconstruction, roadway reconstruction, and through development/redevelopment. When development or redevelopment occurs, it is recommended that the utilities be buried. If it is determined to be infeasible to underground the utilities, they should be located at the rear of the building or located off the corridor.



Existing utilities along Lafayette Boulevard contribute to visual clutter and limit the ability to locate street trees.



2.3.7 Transit Accommodations

Waiting for the bus is a significant part of nearly every transit patron's experience. All bus stops along Lafayette Boulevard should have basic facilities to accommodate transit patrons. Recommended bus stop locations and configurations are shown in the *Lafayette Boulevard Corridor Study* (FAMPO, 2009) and should be referred to when considering bus stop placement and configuration. When the roadway or intersection improvements occur, or development/redevelopment occurs, the city or property owners should provide the following at transit stops:

- **Bus stop sign.** All stops should have a bus stop sign. Signs should be uniform and clearly identify the bus stop as to the service operated. The city must approve all bus stop signs prior to fabrication and installation. Signs should present basic information including route numbers, names, the direction of the route, and a phone number to call for additional information. As applicable, these signs should also note exceptions to normal service practices such as buses operating without wheelchair lifts or bicycle racks.
- **Maps and schedule information.** Maps and schedule information are important in informing a waiting passenger of key services. At stops with minimal facilities, abbreviated map and schedule information should be mounted on the bus stop pole. At stops with more facilities, more extensive information should be mounted in shelters or on freestanding signs. All bus stops should have basic schedule and route information. The city must approve all bus stop signs prior to the fabrication and installation. Bus stops with shelters should be considered for more extensive information.
- **Paved waiting area.** All bus stops should have a paved waiting area where riders can sit or stand while waiting. Paved waiting areas should connect to sidewalks and adjacent paths. Waiting areas should be ADA accessible and of sufficient size to allow a bus to extend its wheelchair ramp and for wheelchair users to navigate their chairs onto the ramp.
- **Trash can.** Trash cans should be within easy reach of all bus stops and should not block sidewalk traffic or pedestrian access to buses. In busier areas (and where pick-up is scheduled on a regular basis), a recycling receptacle also should be provided to collect newspapers and/or bottles and cans. Trash and recycling receptacle design should be consistent with the design of the other bus stop furniture and amenities and street furniture for the design district.
- **Bench.** Benches should be provided at all bus stops. The design of benches should be consistent with street furniture within each design district. Benches should not obstruct the sidewalk or be placed in a way that obstructs ADA access to a bus stop.
- **Lighting.** Bus stops should be lit either through stop-specific lighting or from a nearby streetlight. Streetlight designs should be consistent with the design of lighting for the design district.



- Shelter with seating.** Shelters should be provided at higher use bus stops and where there is not another nearby shelter for waiting passengers. The design of shelters should be consistent with the design of street furniture within the design district. Shelters should provide seating, enclosure on at least two sides, and a roof. Shelters should have transparent walls. They should be oriented to provide protection from weather (wind, rain, snow, sun, etc.), to not impact sidewalks, and to prevent waiting passengers from being splashed from passing traffic. Shelters should provide space and clearance to meet ADA requirements.

2.3.8 Vehicular Elements

The configuration and location of travel lanes, on-street parking, and medians are important elements to the development of a consistent and functional Lafayette Boulevard corridor. Table 2.6 summarizes the key characteristics and guidelines for each of these elements.

Table 2.6: Vehicular Elements

Element	District		
	Downtown	Battlefield	Gateway
Travel Lane Width	Minimum: 10 feet Preferred: 11 feet	Minimum: 10 feet Preferred: 11 feet Note: widths exclude gutter pan or median offset	Minimum: 10 feet Preferred: 11 feet Note: widths exclude gutter pan or median offset
On-Street Parking Dimensions	Minimum: 22' (L) x 7' (W) Preferred: 22' (L) x 8' (W)	No on-street parking in this district	No on-street parking in this district
Median Width	Minimum: 8 feet wide	Minimum: 18 feet wide (where there are no left-turn lanes)	Minimum: 18 feet wide (where there are no left-turn lanes)
Notes	Refer to the <i>Lafayette Boulevard Corridor Study</i> for on-street parking locations, corridor cross sections, and median locations.		



2.4 Buildings

Standards for buildings for the three design districts along Lafayette Boulevard are intended to generally guide renovation of existing buildings and the construction of new buildings with regard to the creation of a cohesive aesthetic for the corridor. Specific architectural design guidance and standards are not provided in these guidelines. Instead, guidance for general character elements as well as mass, scale, and orientation are described.

2.4.1 Preservation and Rehabilitation

There are no historic overlay districts along the section of Lafayette Boulevard between Prince Edward Street and Spotsylvania County; however, buildings and properties that contribute positively to the character of the corridor should be preserved, reused, and/or rehabilitated, rather than demolished. The reuse, rehabilitation, and preservation pertains to building structures, facades, acceptable signage, contributing architectural decoration on buildings, and historic or significant markers along Lafayette Boulevard.

2.4.2 General Building Considerations

The distinct characters and patterns of development that are expressed among the three design districts along Lafayette Boulevard will make it difficult for Lafayette Boulevard to have a consistent architectural character and pattern of development. Rather than impose an unachievable set of guidelines on Lafayette Boulevard, general principles for key elements of building architecture are summarized in the sections below.

Lighting

Site, sign, and building lighting should be compatible with the architectural style and materials of buildings on the site and should not negatively impact neighboring properties or the public right-of-way. The lighting plan for any site should be coordinated with the landscape plan. Signage should be illuminated according to guidance provided in the following section. Interior lighting visible from the street of retail buildings is encouraged to increase safety. In all cases, light leakage between sites and buildings should be managed and directed appropriately to minimize glare for passing traffic and pedestrians.



Building Orientation and Facade Treatment

The front of buildings should be oriented parallel to adjacent public streets at the back of the sidewalk. Figure 2.13 shows preferred and non preferred building orientation. Where conditions do not permit buildings to achieve this orientation, suitable architectural treatments and landscaping should be provided to create an appropriate relationship between the building and adjacent public rights-of-way.

Buildings should have active facades that have doors that open to the sidewalk (or are easily accessible from the sidewalk) and use transparent materials at a scale and orientation appropriate to the scale and mass of the building and adjacent public right-of-way. Figure 2.14 shows an example of an appropriate facade treatment.

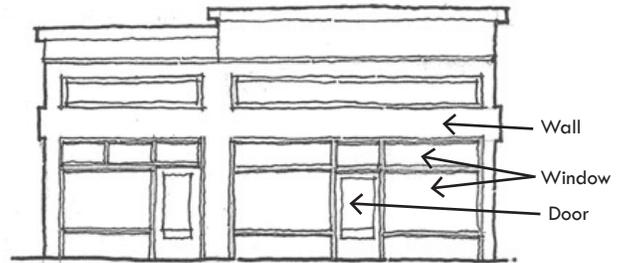


Figure 2.14: General Facade Treatment. Doors and windows should be located to create an appropriate rhythm of voids and solids along the build facade. The above sketch shows an appropriate door and window configuration and proportion based on a facade configuration.

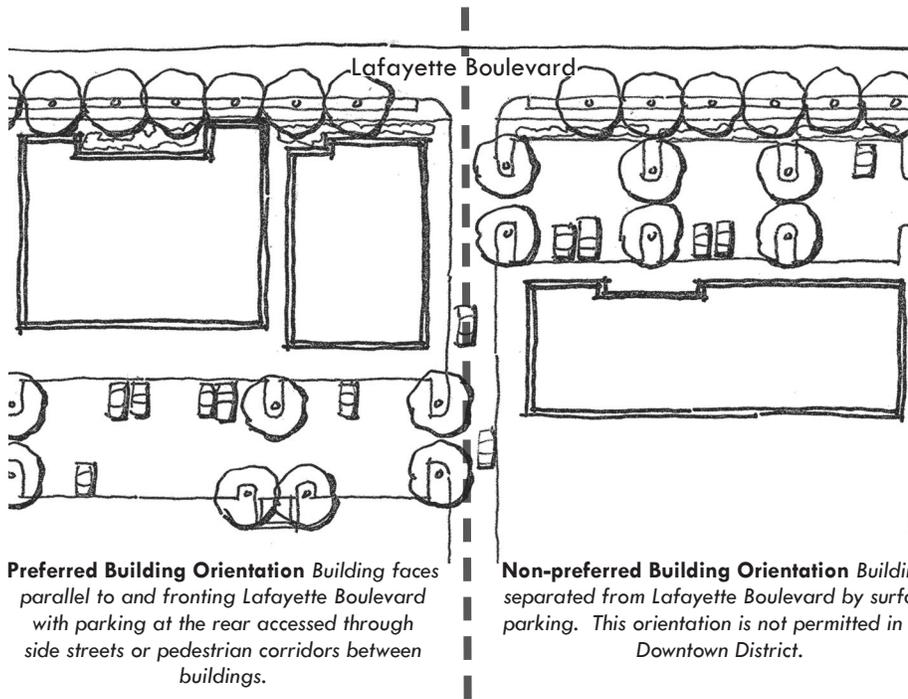


Figure 2.13: Preferred and Non-preferred Building Orientation



Signage and Awnings

Commercial building signage should generally be oriented toward Lafayette Boulevard. As building facades are constructed or restored, signage design and placement should be considered. Signage should compliment building architecture and use. Signs should not obstruct architectural elements of the facade, should not obstruct windows or doors, should not be attached to building facades that face residential uses, and should not obstruct horizontal or vertical clearances along sidewalks.

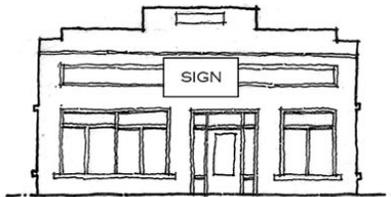
Generally, signs should be constructed from durable materials that meet city codes and are in a manner consistent with the character of the area. The following provides signage guidance for Lafayette Boulevard:

- Signs should not obstruct the sidewalk.
- Signs should not obstruct windows, doors, or architectural elements of building facades.
- Signs should not be located on the roofs of buildings or above the second story.
- Billboards and billboard-type signage are not permissible along Lafayette Boulevard.
- Signs should be professionally designed and lettered.
- Awning signage (lettering, logos, etc.) should be located on the front or side panel of an awning, not on the top or body of the awning.
- Sandwich boards shall not obstruct the sidewalk.
- The bottom of projecting signs or marquees should be located at least 8 feet above the sidewalk and extend no more than 42 inches from the face of the building.
- Projecting signs should not exceed 10 square feet.
- The minimum clearance for projecting signs above a vehicular drive aisle, driveway, or alley is 15 feet.
- Upper floor signage should be consolidated to one wall mounted directory sign that does not exceed 10 square feet in size.
- Monument signs should be no more than 5 vertical feet tall from adjacent ground level.
- Monument signs are not permissible in the Downtown District.
- Lettering within signs should not exceed 12 inches in height for wall mounted signs and 8 inches for awning signs.
- Directory sign lettering should not exceed 2 inches in height.
- The maximum total area for all signs for a building should be 1.5 square feet of sign per linear foot of building frontage to a maximum sign area of 50 square feet.
- Facade signage should either be lit by architecturally acceptable fixtures attached to the building or through fixtures completely hidden behind sign elements or characters.
- Monument signs should either be lit by fully shielded fixtures affixed to the sign or ground or lit through fixtures completely hidden behind sign elements or characters.
- Signs should not be internally illuminated.
- Flashing, variable, and moving signs are not permitted.

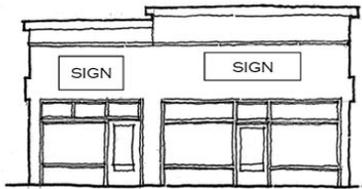
Figure 2.15 shows examples of desirable and undesirable signage conditions for buildings.



Undesirable Signage Placement and Configuration



Sign should not obstruct building architectural features and should not be out of scale with the facade



Signs should not be disproportionate to the scale of the building and its facade treatment



Signs should not be disproportionate to the scale of the building and its facade treatment

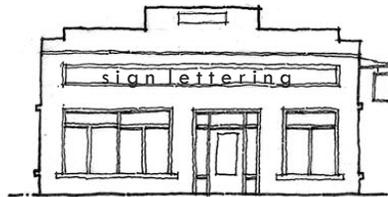


Signs should not obstruct glass above doors and in windows

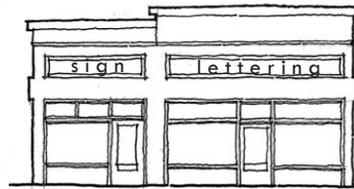


Signs should not obstruct doors or windows

Desirable Signage Placement and Configuration



Sign lettering should be placed within the appropriate area of the facade and an additional hanging sign may be acceptable with appropriate placement



Sign lettering should be of appropriate scale, style, and placement to complement the building's architectural treatment



Sign lettering should be of appropriate scale, style, and placement to complement the building's architectural treatment



Sign lettering should be of appropriate scale, style, and placement to complement the building's architectural treatment



Sign lettering should be placed within the appropriate area of the awning and an additional hanging sign may be acceptable with appropriate placement

Figure 2.15: Desirable and Undesirable Signage Placement



2.4.3 Building Elements

Every effort should be made to restore existing buildings and construct new ones along Lafayette Boulevard in a manner complementary to the aesthetic of the corridor within each design district. The following briefly describes key building elements within each design character district.

Downtown District

Currently, there is little consistency among architectural treatments within the Downtown District, except among the collection of older single family homes that line portions of the street. The majority of these homes are two-story and exhibit a style consistent with turn of the century (19th century) homes found throughout Fredericksburg. Generally, non residential building heights throughout the corridor range from one to three stories. Building materials for commercial facades typically include some combination of glass, concrete block, brick, and wood siding.

As renovation, new construction, and redevelopment occur along Lafayette Boulevard within the Downtown District, the following general guidelines should be considered:

- **Building Orientation.** Buildings should be oriented parallel to (facing) the street and be located adjacent to the street right-of-way line. Any building front setback that is provided should be used to provide additional sidewalk, landscape, or amenity area, not space for parking. Primary pedestrian entrances and doors should open to the sidewalk. Secondary entrances and building axes may face minor streets or parking areas.
- **Building Mass and Scale.** Buildings should have a mass and scale complementary to existing structures

along Lafayette Boulevard. Buildings should be between two and four stories in height. Building floorplates should not exceed 12,000-15,000 square feet unless significant architectural treatments are provided, facades are suitably articulated to break up the mass of the building, and facades are designed to give the appearance of multiple buildings. Appropriate tapers and setbacks should be considered where larger buildings will be constructed adjacent to smaller structures or structures of a different use. Mid- and big box retail buildings are not appropriate for this district.

- **Facade Treatment.** Building facades facing public rights-of-way should have a bottom, middle (for multistory buildings), and top. Figures 2.16 and 2.17 illustrate elements of desirable facades. The bottom of the building should be of a scale and design that relates to the sidewalk and pedestrian, the middle should relate to the architectural character of the street, and top should define the building's relationship to the sky. The ground floor of any structure abutting the sidewalk, regardless of use, should have an active, transparent facade facing the street. Building facades should be constructed of materials appropriate to the Downtown District including brick (natural and painted), glass, metal, stucco, stone, concrete, and wood. Unpainted concrete, metal, concrete block, and wood are not recommended.



- **Doors and Windows.** Buildings should have active, transparent facades facing Lafayette Boulevard. Buildings should have doors placed appropriately along the front facade that open to the sidewalk. Secondary entrances to buildings can open to side streets and/or the rear and sides of the building. Windows and doors along the facade of buildings facing public rights-of-way should be of appropriate scale and location to complement the scale of the building and adjacent streetscape.

Battlefield District

Currently, the Battlefield District is characterized by the open spaces of the battlefield and the landscaped cemetery. Any new structures or renovations to existing structures within this district must be coordinated with and approved by the National Park Service.

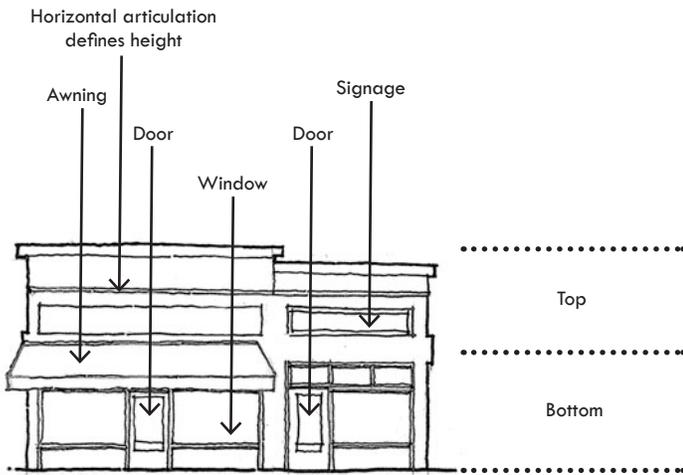


Figure 2.16: Facade Treatment and Organization Example

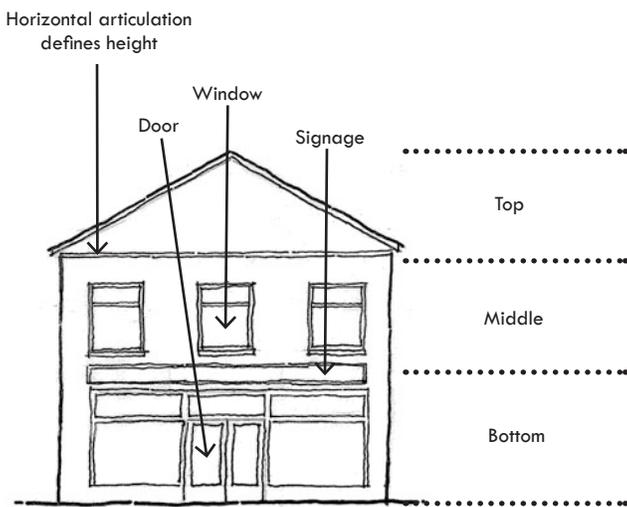


Figure 2.17: Facade Treatment and Organization Example



Gateway District

Buildings within the Gateway District have little consistency to one another within and among differing uses. Development along Lafayette Boulevard between Hazel Run and Spotsylvania County occurred during several decades, under many different standards to meet many different needs. Many of the original homes fronting Lafayette Boulevard have been demolished to make way for commercial businesses, while others were retained as residences or transitional offices. Buildings along the corridor are one to three stories in height, of varying sizes, of no particular style, and are largely segregated from one another. As redevelopment, new development, and renovation occurs, the following describes general guidelines for building orientation, mass and scale, facade treatment, and entries and windows:

- **Building Orientation.** Commercial buildings should be oriented parallel to (facing) the street and are required to be set back from the right-of-way according to the City's subdivision ordinance. The primary axis of commercial buildings should face the street (Figure 2.18); however, primary pedestrian entrances can be provided on the side of buildings depending on the orientation of parking. If the primary pedestrian entrance does not face the street, a direct and unobstructed connection should be provided between the sidewalk and primary building entrance. Primary pedestrian entrances and doors should open to the sidewalk. Residential buildings need to be oriented to face towards their respective neighborhoods.
- **Building Mass and Scale.** Buildings should be between one and four stories in height along Lafayette Boulevard. Generally, building floorplates should not exceed 40,000 square feet along

Lafayette Boulevard. All buildings should incorporate architectural treatments to suitably articulate and break up building mass along public rights-of-way and along sides of the building clearly visible from public rights-of-way. Appropriate tapers and setbacks should be considered where larger buildings will be constructed adjacent to smaller structures or structures of a different use. Big box retail buildings are not appropriate for this district. Some mid-box retail may be appropriate; however, larger building forms will require additional architectural treatment, closely coordinated building placement, and careful organization of building mass.

- **Facade Treatment.** Building facades facing public rights-of-way should have a bottom, middle, and top (Figures 2.16 and 2.17). The bottom of the building should be of a scale and design that relates to the sidewalk and pedestrian, the middle should be scaled in accordance with the architectural character of the corridor, and top should demonstrate a building's relationship with the sky. Facades of buildings facing the public right-of-way should be active and use transparent materials. Where the functional front of a building is not oriented toward the street, the side of the building facing the street should be of high-quality architectural design and material character that enhances the public right-of-way. Generally, building facades should be constructed of materials including brick (natural and painted), glass, metal, stucco, stone, concrete, and wood. Unpainted concrete, metal, concrete block, and wood are not recommended.



- **Entries and Windows.** Most commercial buildings should have active, transparent facades facing Lafayette Boulevard. In cases where the functional front of a building does not face Lafayette Boulevard, suitable architectural treatment should be provided to tie the sidewalk to the front door of the building. All buildings should have doors and windows placed appropriately along the functional front facade. Windows and doors along the functional front facade of buildings should be of appropriate scale and location to complement the scale of the building and adjacent streetscape.

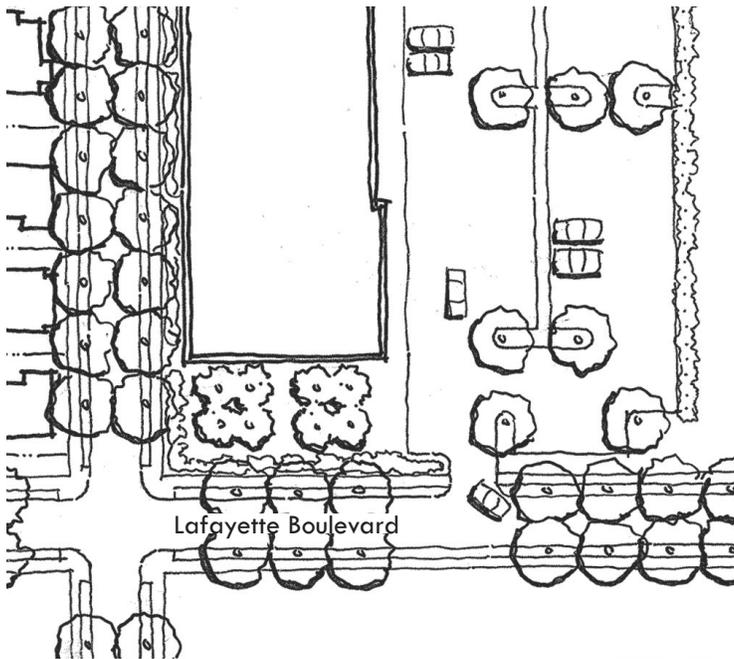


Figure 2.18: Example of Acceptable Building Orientation Scenario



2.5 Site Design

Development along Lafayette Boulevard occurred over a long period of time. As a result, the corridor is a patchwork of many different uses, building styles, site layouts, building sizes, driveway locations and access configurations, and development conditions. Except in the Downtown District, development has contributed little to the creation of a safe and functional pedestrian environment. As development and redevelopment occur in the future, appropriate site design and layout will be important in enhancing the corridor's character and transportation conditions.

2.5.1 Preservation of Site Features

To the extent possible, existing trees of 6 or more inches in caliper size in good health should be preserved during site development. Trees to be retained should be incorporated into the site landscape design. Where it is not possible to retain existing trees, new trees should be included in the site landscape plan.

Site planning and orientation should seek to preserve natural land forms and features along Lafayette Boulevard. Similarly, where significant or otherwise important viewsheds and sight lines exist for and within the National Park, they should be protected through appropriate planning of development in neighboring portions of the Gateway and Downtown Districts.

Lafayette Boulevard's age has contributed to historical markers describing events and occurrences along the corridor. Historical markers and signage must be maintained at their current locations. Appropriate access should be provided to signs and sites to permit people to view historical markers and sites safely and conveniently.

2.5.2 Site Layout

Proper site layout will be critical to creating the desired character along Lafayette Boulevard. The following sections and figures (2.19 through 2.22) provide general guidance for key elements of site layout.

Building Line

Proper placement of buildings and landscape creates appropriate enclosure for a street corridor and helps manage the width of the street, the scale of development, and ultimately the vehicular and non vehicular experience along a street corridor. The following briefly describes guidance for building location along Lafayette Boulevard.

- Downtown District - Commercial**

Buildings within this district should be minimally setback from the adjacent public right-of-way. The frontage zone should be between 0 feet (minimum) and 15 feet wide (maximum). Uses in the frontage zone in the Downtown District may include outdoor seating, street-side display of goods, and area appropriate landscaping. Parking, loading, and drive aisles are not permitted in the frontage zone

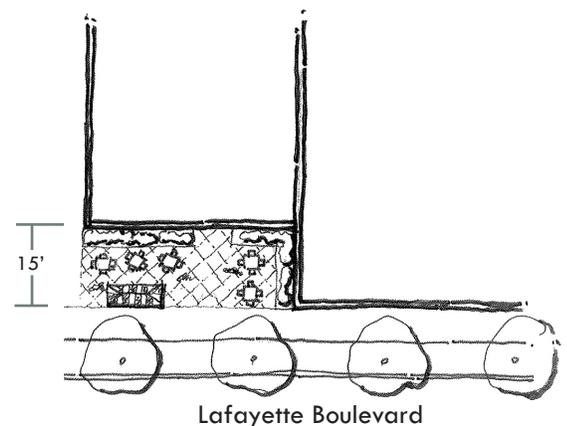


Figure 2.19: Maximum and minimum commercial Downtown District dimension along Lafayette Boulevard frontage



- **Downtown District - Residential.** New detached residential units located in the Downtown District should have a frontage zone of between 10 feet (minimum) and 20 feet (maximum) in width from the back of the public right-of-way. New attached residential units in the Downtown District should have a frontage zone of 0 feet (minimum) to 15 feet (maximum). Uses in the frontage zone in the Downtown District can include landscaping and hardscaping of an appropriate character and scale for Lafayette Boulevard and the adjacent residential building.
- **Battlefield District.** The location of new buildings on land comprised of Federal property within this district are subject to approval by the National Park Service.
- **Gateway Character Zone - Commercial.** Buildings within this district should have some setback from the adjacent Lafayette Boulevard right-of-way. The frontage zone for commercial areas of the Gateway District should be a minimum of 20 feet. The frontage zone for commercial areas within this district may include landscaping, appropriately scaled and designed fences and walls, and appropriately screened vehicular drive aisles and parking areas. Commercial dumpster and utility enclosures are not permitted within the frontage zone.

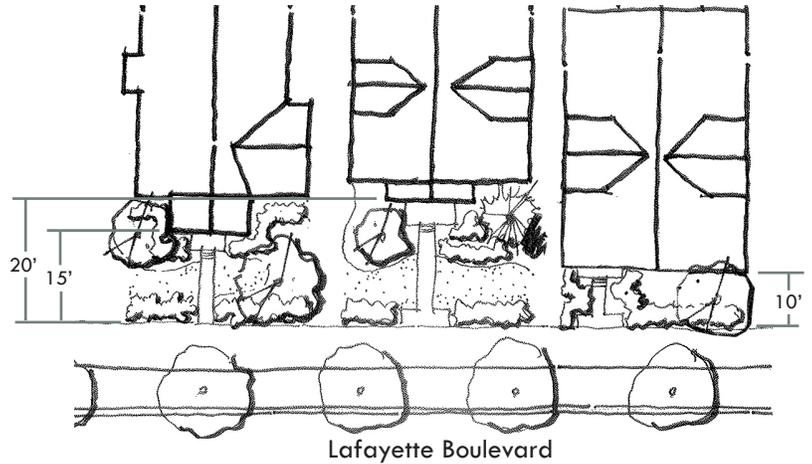


Figure 2.20: Maximum and minimum residential Downtown District dimension along Lafayette Boulevard frontage

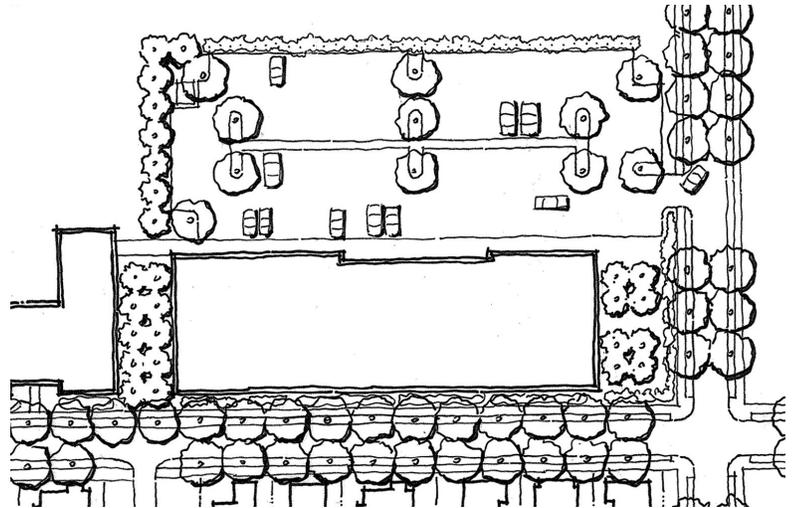


Figure 2.21: Preferable Orientation for Larger Buildings Along Lafayette Boulevard with Larger Parking Lots. An appropriate corner treatment is used at both ends of the building to tie it to the street, while the building screens the large parking lot from the street.

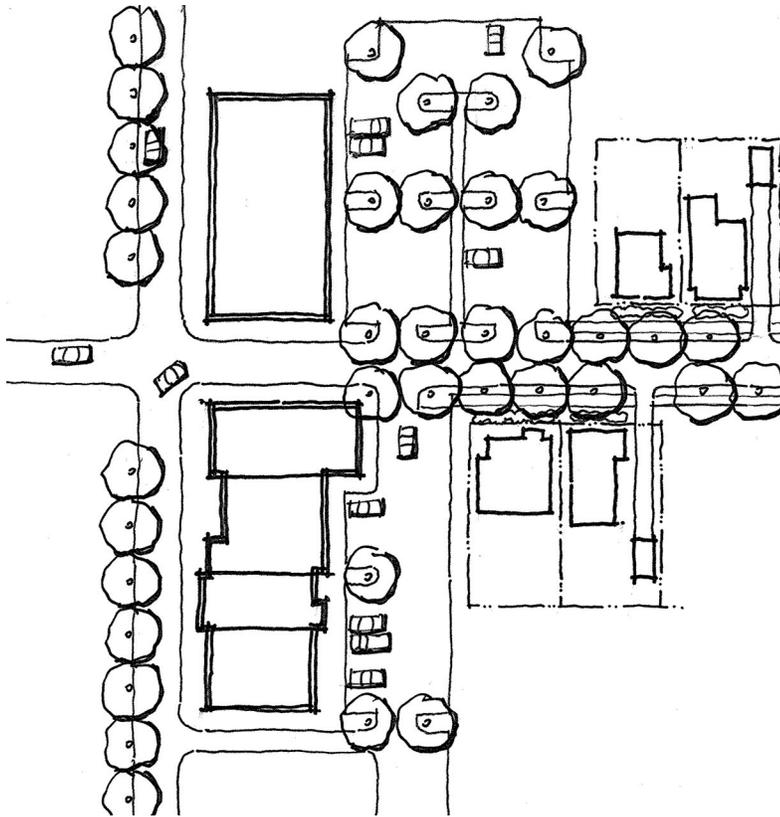


Figure 2.22: Preferable Orientation for Buildings in the Downtown District. The fronts of buildings are along Lafayette Boulevard with a minimal setback. Parking is accessed from side streets and located behind the buildings. Parking lots supporting several buildings are connected.

- **Gateway Character Zone - Industrial.** Industrial buildings in this district should be setback from Lafayette Boulevard appropriately. The frontage zone for industrial areas of the Gateway district should be a minimum of 40 feet in width. The frontage zone for industrial areas should primarily include screening and landscaping to buffer inactive building facades from Lafayette Boulevard. Dumpsters, utility enclosures, storage of materials, and similar activities and features are not permitted within the frontage zone.
- **Gateway Character Zone - Residential.** Residential buildings within this district should have some setback from the adjacent Lafayette Boulevard right-of-way. The frontage zone for residential areas of the Gateway District should generally be 20 feet or more; however, frontage zone widths should depend on lot size and conditions and not be an arbitrary measurement. The frontage zone for residential areas within this district can include lawns and landscaping, appropriately scaled and designed fences and walls, and driveways.

Vehicular Access

To develop and maintain an attractive and continuous streetscape and improve corridor safety for all users, it will be important to manage vehicular access along Lafayette Boulevard. Driveways on opposite sides of the street should align with one another. Adjacent properties should create shared driveways and interparcel connections to reduce the total number of driveways along Lafayette Boulevard. As development and redevelopment occur along Lafayette Boulevard, the following should be considered with regard to vehicular access to Lafayette Boulevard:

- **Access Consolidation.** Wide and redundant driveways should be reconfigured or closed to reduce the number, frequency,



and length of driveways intersecting Lafayette Boulevard.

- **Shared Driveways.** Adjacent properties of similar use should create shared driveways.
- **Access Location.** New driveways should align with public streets or driveways on the opposite side of the street. Properties with access to a public side street should consider the relationship of the site driveway to that side street, rather than to Lafayette Boulevard.

Pedestrian and Bicycle Access

Sidewalks along Lafayette Boulevard should be located according to the *Lafayette Boulevard Corridor Study*. Any sidewalk removed or damaged during construction or redevelopment should be replaced following the guidelines in this document and location recommendations from the *Lafayette Boulevard Corridor Study*. As development and redevelopment occur along Lafayette Boulevard, the following should be considered with regard to bicycle and pedestrian access:

- **Connectivity.** Sidewalks should be continuous along Lafayette Boulevard. Generally, between Blue-Gray Parkway and the county line, a sidewalk should be provided along the south side of the road and a 10-foot- wide multiuse path along the north side of the road. Between Blue-Gray Parkway and Willis Street, a multiuse path should be provided along and near the south side of the street. Between Willis Street and Kenmore Avenue, sidewalks should be provided along both sides of the street.
- **Access.** A clear, direct, safe, and accessible pedestrian walkway should be provided between Lafayette Boulevard sidewalks and the front door of buildings.

- **Design.** Pedestrian and bicycle facilities should be ADA accessible.

Parking Considerations

Parking along Lafayette Boulevard should be appropriately oriented, screened, and accessed from Lafayette Boulevard. The following describes preferred location, screening, and access configurations for parking along Lafayette Boulevard:

- **Shared Parking.** Sharing of parking between adjacent properties of complementary uses is encouraged. Sufficient interparcel connectivity should be provided for pedestrians and vehicles to allow for adequate access to destinations served by the shared parking. When shared parking is being considered for sites, an appropriate number of spaces should be provided to meet anticipated demand.
- **On-street Parking.** Generally, parallel parking should be provided along both sides of Lafayette Boulevard between Kenmore Avenue and Willis Street. The parallel parking lane should be a minimum of 7 feet in width, inclusive of the adjacent gutter pan.
- **Off-street Parking Screening.** Where off-street parking is located adjacent to the public right-of-way or open space, adequate screening should be provided. Openings for pedestrian paths should be provided between the parking lot and adjacent sidewalk at regular intervals. Appropriate screening configurations include:

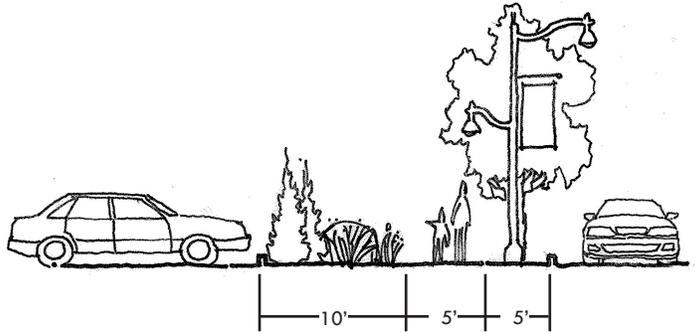


Figure 2.23: Evergreen Buffer Example
(dimensions shown are minimum)

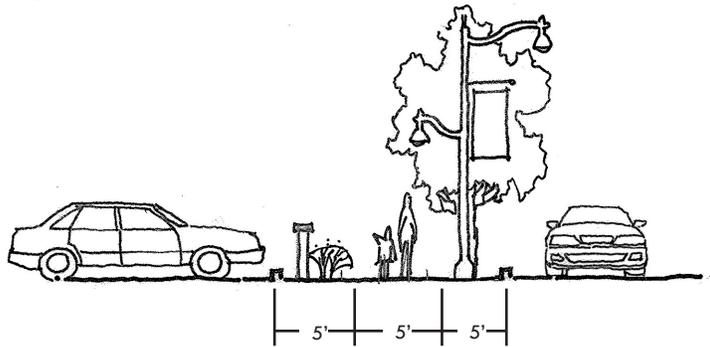


Figure 2.24: Wall with Shrubs
(dimensions shown are minimum)

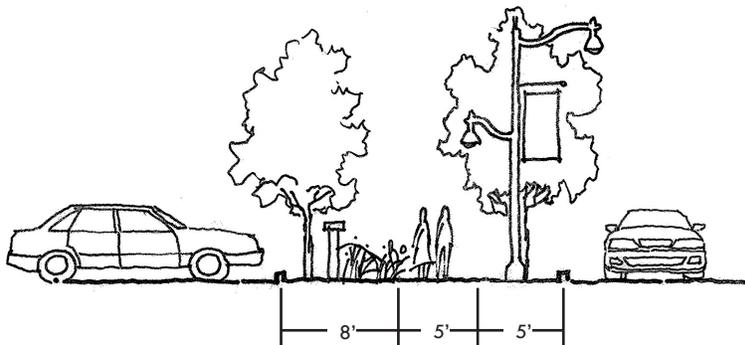


Figure 2.25: Wall with Shrubs and Trees
(dimensions shown are minimum)

- **Evergreen Buffer.** Landscape strip consisting of evergreen shrubs that will reach a height of 3 feet to 4 feet at maturity. Shrubs should be planted to create a continuous hedge. Deciduous trees should be located at 30-foot intervals along the evergreen hedge. Figure 2.23 illustrates this buffer condition.

- **Wall.** A 4 foot wall running the length of the parking in combination with deciduous trees planted at 30-foot intervals along the wall. Figure 2.24 illustrates this buffer condition.

- **Wall with Shrubs.** Combination of a 4-foot wall with shrubs and groundcover planted between the pedestrian zone and the wall, running the entire length of the parking lot frontage with Lafayette Boulevard. Figure 2.25 illustrates this buffer condition.



- Parking Lot Landscaping.** Surface parking lots should have sufficient interior (to the lot) and exterior (between the lot and adjacent property or public right-of-way) landscaping to visually break up their appearance and reduce their visual impact. Landscaped islands should be used in any parking lot of 15 or more parking spaces. All surface parking lots should meet the minimum requirements of the City’s zoning ordinance for interior landscaping. Interior landscape areas should be considered for stormwater treatment facilities that improve water quality and reduce runoff quantity.
- Parking Lot Location and Orientation.** Surface parking lots should be located to the rear or side of buildings fronting Lafayette Boulevard. Parking lots at the front of buildings are permitted in the Gateway District; however, significant landscaping and buffering must be provided to screen parking from adjacent properties and the public right-of-way.

Loading and Service Functions

Loading and service functions should occur at locations screened from Lafayette Boulevard. In the Downtown District, it is permissible to allow loading at the curb through normal pedestrian doors during city indicated periods. In other districts, loading must occur at an off-street location. In all districts, loading docks, bays, or other areas must not be visible from Lafayette Boulevard. Dumpsters, electrical and mechanical equipment, and HVAC units should be fully screened from view using a combination of landscaping, fencing, and walls.

In the limited number of instances where the size and configuration of expected loads and/or the location of the building prevents reasonable loading at an off-street or screened location, loading doors/bays can be considered on the side of the building or front with appropriate architectural treatment and configuration of the loading location.

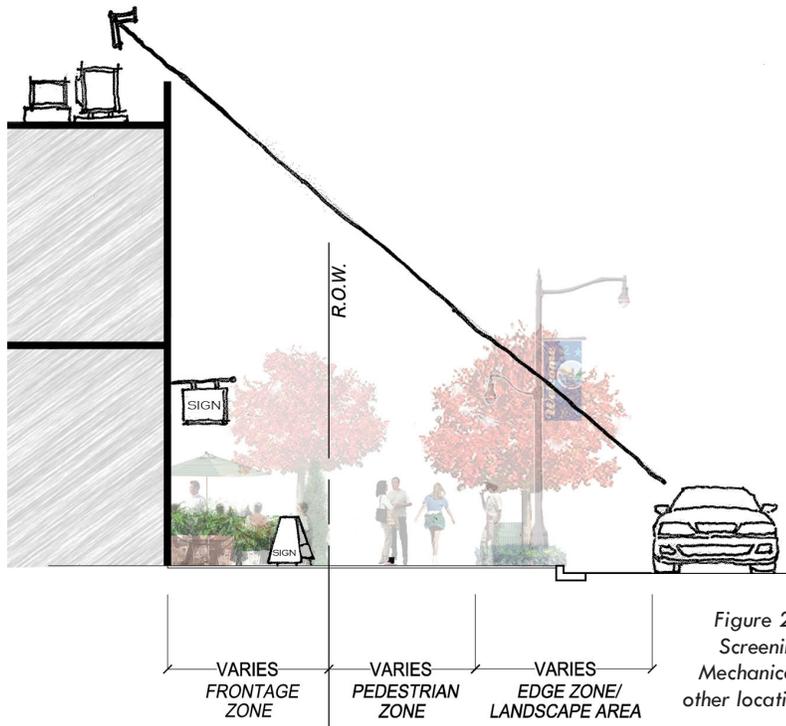


Figure 2.26: Example of Appropriate Screening for Mechanical Equipment. Mechanical equipment on rooftops and in other locations should not be visible from the street or sidewalk.





3.0

REFERENCES

The following is a list of references for the Lafayette Boulevard corridor:

- **Fredericksburg Area Metropolitan Planning Organization.** <http://www.fampo.gwregion.org/>
- **City of Fredericksburg Home Page.** <http://www.fredericksburgva.gov/>
- **City Zoning Code.** City of Fredericksburg, Ordinance No. 10-24, adopted August 24, 2010 (Supp. No. 7, Update 2)
- **Comprehensive Plan.** Fredericksburg Comprehensive Plan, Adopted Sept. 25, 2007, Clarion Associates
- **JumpStart! Plan.** Economic Development Authority JumpStart! Fredericksburg 2010, Final Report, July 2006, Basile, Baumann, Prost, and Associates, Inc.
- **Princess Anne St. Design Guidelines.** Design Guidelines, Princess Anne Street Historic Corridor Overlay District, June 12, 2007, Sympoetica
- **Lafayette Boulevard Corridor Study.** October 2009, Fredericksburg Area Metropolitan Planning Organization, Kimley-Horn and Associates, Inc.
- **George Washington Regional Bicycle and Pedestrian Plan.** George Washington Regional Bicycle and Pedestrian Plan, George Washington Regional Commission (GWRC) and Fredericksburg Area Metropolitan Planning Organization (FAMPO) Staff, under the advisory of the FAMPO Bicycle and Pedestrian Advisory Committee

