

MEMORANDUM

TO: Chairman Rodriguez and Planning Commissioners
FROM: Mike Craig, Senior Planner
DATE: May 20, 2020 (for the May 27 Planning Commission work session)
SUBJECT: JFH Fredericksburg II, LLC's request for an amendment to the 2015 Comprehensive Plan and Future Land Use Map for Area 5B.

ISSUE

Should the Planning Commission recommend approval of amendments to the 2015 Comprehensive Plan to sub-planning area 5B and the Future Land Use Map?

RECOMMENDATION

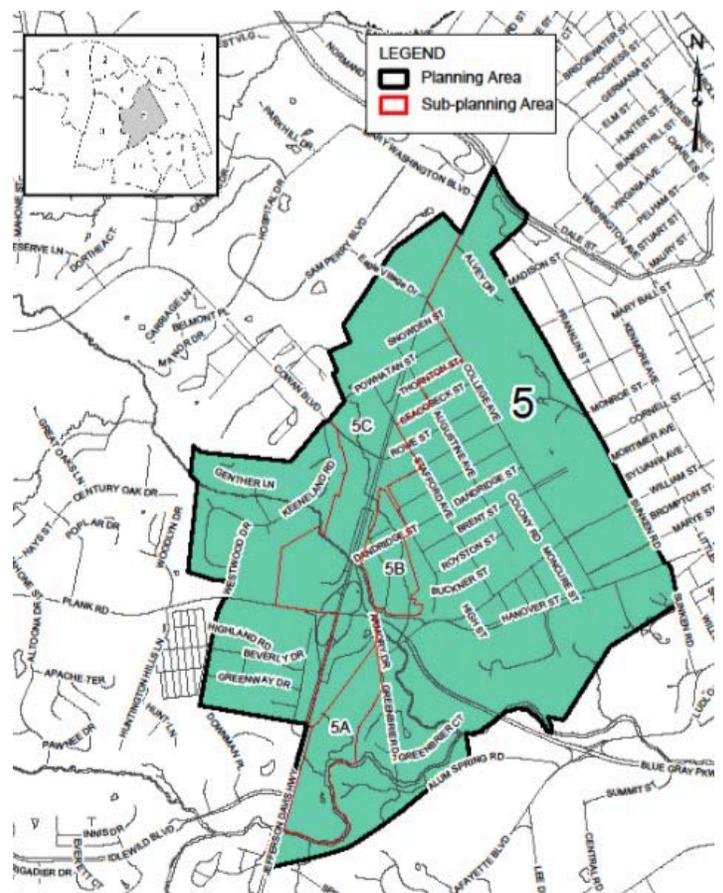
Review the proposed Comprehensive Plan Amendments for consideration at a public hearing in June.

BACKGROUND

JFH Fredericksburg II, LLC requested consideration of a Comprehensive Plan amendment to sub-planning area 5B. The change would enable consideration of a rezoning and vacation of right-of-way request to redevelop a portion of the area between US Route 1, Spotsylvania Avenue, Rappahannock Avenue, and Brent Street for commercial and office use.

Area 5 is centered on the intersection of Route 3 and Route 1 and includes the College Heights and Greenbrier neighborhoods as well as the University of Mary Washington. Sub-Planning Area 5B is located at the northeast quadrant of the intersection of Route 3 and Route 1. This land was originally platted by the Fredericksburg Development Company and annexed into the City in 1951.

The existing land use pattern has remained much unchanged since the annexation. The former Fredericksburg Mobile Home Park makes up the northern end of 5B and is between U.S. Route 1 and Dandridge Street with frontage on Spotsylvania. The Payne Street right-of-way was vacated for use by the mobile home park in 1964. The mobile home park has been closed and vacant since March of 2018.



The southern end of area 5B includes a cluster of semi-industrial, commercial, and office uses. They are oriented to Olde William Street, which was a primary east-west highway prior to the construction of the Blue and Gray Parkway.

Area 5B is functionally separated from the College Heights neighborhood by the 175-foot-wide VEPCO Dominion Power Transmission Line. Though the rights-of-way of Brent and Buckner Streets are platted through this area, they are currently unimproved. Dandridge Street is a public street, which served the mobile home park and adjacent lots, but does not connect to Rappahannock Avenue. A large portion of the area is currently undeveloped with rolling topography. A stream runs through the area between Spotsylvania and Rappahannock Avenues. The southern portion of the stream is perennial, which requires a 100 foot wide Resource Protection Area buffer.

ANALYSIS

The area was originally designed as a continuation of the College Heights neighborhood with small lots on gridded streets. However, the transmission line easement, the stream, and proximity to Route 1 make expansion of the existing neighborhood pattern challenging. 5B is physically separated from the College Heights neighborhood limiting the potential for full connectivity, however limited pedestrian links are feasible.

Currently, the Future Land Use Map designates this area as ‘Medium Density Residential’. The City’s Comprehensive Plan states that this area: *has the potential to be redeveloped at a higher intensity. Potential uses include student housing as well as a mix of commercial and residential uses, as has occurred at Eagle Village. The basis of this level of development would be to provide much needed student housing and allow the College Heights neighborhood to recover from excessive numbers of rental uses. Redevelopment plans would need to be designed to become a positive contribution to the neighborhood and help reestablish itself as an owner-occupied community.* The president of Mary Washington University was asked about its interest in this property as a new location for student housing. He said the University plans on utilizing its existing owned land (on William Street and in Eagle Village) to provide additional housing when necessary in the next 5 – 10 years. In addition, he indicated that the University is not planning to expand enrollment and is focusing housing plans on improving existing facilities.

Amendments to the Comprehensive Plan and Future Land Use Map are necessary to change the designations from low density residential use to more appropriate designations that would allow for the property owner’s desired redevelopment strategy.

The ‘General Commercial’ designation is appropriate on the northern end of 5B where the area has frontage, access, and visibility to Route 1. 5B is uniquely positioned near major roadways, regional transit, and two major institutional anchors: Mary Washington Hospital and the University of Mary Washington. The location, coupled with its accessibility from U.S. Route 1, could provide space for some level of economic development in the form of commercial and office activity.

Any increase in the intensity of use in this area necessitates two site specific considerations. First, the transportation infrastructure in the area is substandard. Spotsylvania Avenue does not conform to contemporary street standards. The street needs to be realigned to meet modern horizontal alignment standards and the roadbed needs to be rebuilt. Also, the intersection with US Route 1 needs to be redesigned as traffic currently stacks in a 25-foot long stub that is perpendicular to the rest of the roadway. The intersection is located between the US Route 1 and Route 3 interchange and Cowan Boulevard’s intersection with US Route 1. The major design objective for improvement to Spotsylvania Avenue is that it does not impede automobile traffic flow in this sensitive area. Also, Area 5B is one of the few areas left in the City east of US Route 1 that is disconnected from the City’s

pedestrian network. The area of the mobile home park has no pedestrian infrastructure at all.

Reconstructing Spotsylvania Avenue and expanding pedestrian infrastructure into this area require a substantial investment. The investment in this area is unlikely to come from the City. Permitting viable commercial development on the property would generate sufficient land use to justify a private sector investment in Area 5B's infrastructure.

Secondly, any increase in proposed land use should interface appropriately with the adjacent neighborhood. While automobile connections may be inappropriate, pedestrian connections would provide a link and destination between neighborhoods and local goods and services. Buffering should also be used to mitigate impacts to the neighborhood from commercial use and environmentally sensitive areas that currently screen the neighborhood from proposed development should be preserved. High impact auto-centric uses should be limited or considered only under special review.

The remainder of the area should be designated Commercial - Transitional / Office. The area has more environmental features than the northern portion of 5B and does not have direct access to major roadways. It is thus better suited as a transitional area.

CONCLUSION

Area 5B is currently described as appropriate for use as student housing. However, it is not in the University's plan for student housing. The transportation infrastructure currently serving the site is not suitable for increased levels of use. Commercial investment is one way to enhance the public infrastructure in the area without requiring a major capital investment by the City. The area is suitable for expanding the commercial use due to its proximity to three of the City's major roadway and the City's two major institutions. Permitting commercial use in this area will also expand the City's tax base.

The purpose of this memo is to facilitate discussion during the work session on May 27. This item is currently planned for a public hearing on June 17, with the public comment period remaining open until June 24 to ensure the public has ample time to react to the proposal and provide comment. At the appropriate time, the Comprehensive Plan should be amended to reflect this change in land use vision.

ATTACHMENTS

1. Proposed Comprehensive Plan Amendments – Area 5B Text
2. Current and Proposed Comprehensive Plan Amendment – Future Land Use Map
3. Request for Amendment to the Comprehensive Plan

LAND USE POTENTIAL

This planning area has been extensively developed and is beginning to see extensive redevelopment. The College Heights and College Terrace neighborhoods are attractive and accessible, due to their traditional street grid. College Terrace is not going to change much, except for a limited amount of infill development and additions to homes. College Terrace will also be considerably enhanced by a systematic reclamation of the existing alleys, which will relieve on-street parking and keep service functions at the rear of properties. College Heights, on the other hand, is more subject to the influences of the University of Mary Washington and of the U.S. Route 1 Bypass. As redevelopment occurs in the College Heights area, the highly functional street grid will need to be respected and kept intact.

TABLE 11-24 LAND USE POTENTIAL IN PLANNING AREA 5

SUB PLANNING AREA	SIZE	CURRENT ZONING	RECOMMENDED USE
5A	34.7 acres	R-2 Residential	Low Density Residential
5B	30 acres	Commercial Transitional, R-4 Residential, and Mobile Home	Commercial-General; Commercial-Transitional/Office
5C	1.3 miles of the U.S. Route 1 Bypass Corridor	Planned Development-Medical Campus, Commercial-Highway, Commercial-Shopping Center, Commercial-Transitional/Office, R-12 Residential	Commercial-General; Commercial-Transitional/Office; Institutional

SUB PLANNING AREA 5A

This 34.7-acre tract is controlled by the University of Mary Washington and has frontage on the U.S. Route 1 Bypass as well as Greenbrier Drive. Potential uses include student housing, but there could also be a potential mix of commercial and residential uses, as has occurred at Eagle Village. This level of development could provide much needed student housing and allow the College Heights neighborhood to recover from excessive numbers of rental units and reestablish itself as an owner-occupied community.

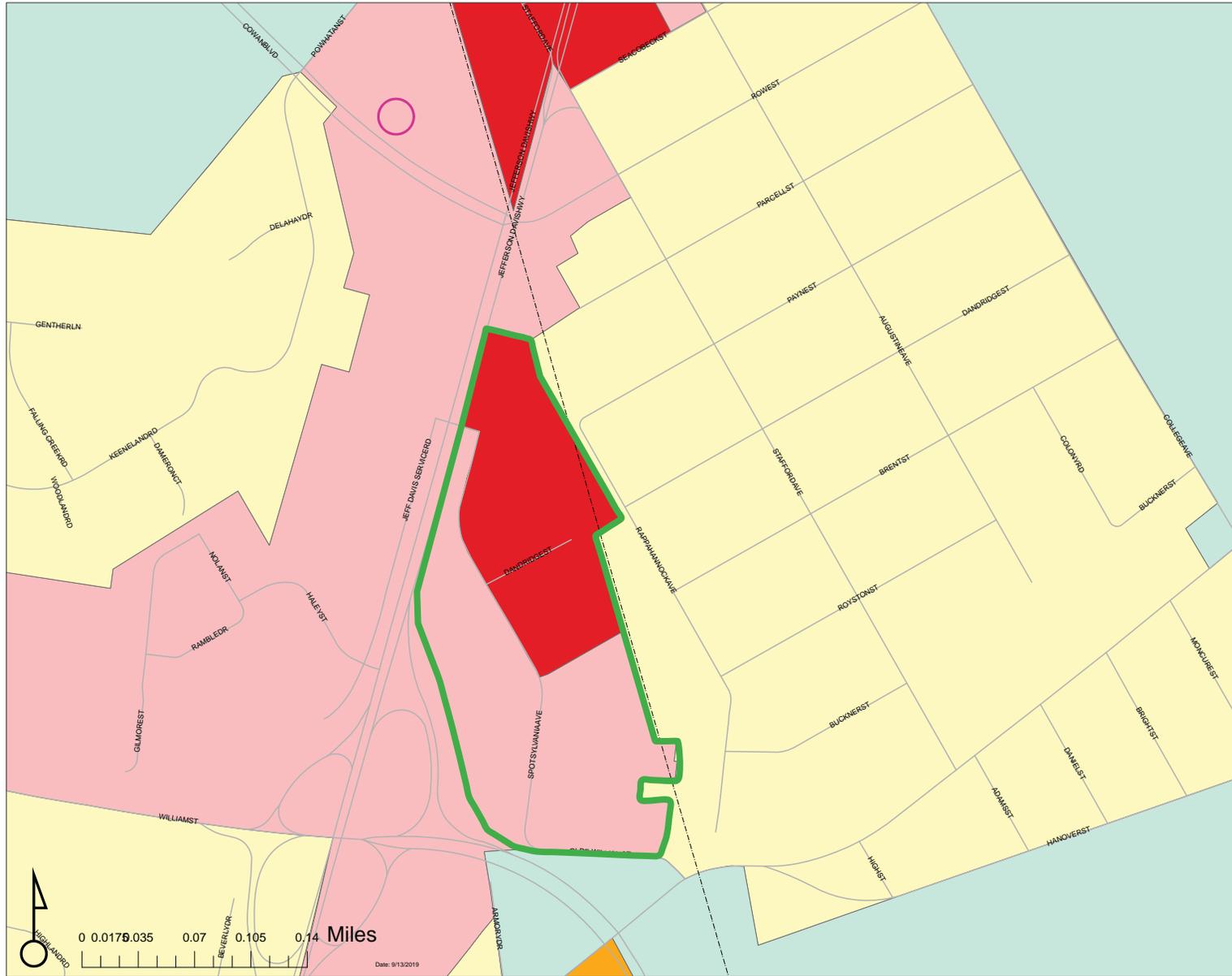
SUB PLANNING AREA 5B

The northeast quadrant of the intersection of State Route 3 and U.S. Route 1 exists currently as a remnant of the original Fredericksburg Development Company's platting with an assemblage of uses. Natural features and the Dominion Transmission Line functionally separate this area from the College Heights Neighborhood. The original configuration of streets and small lots is no longer practical particularly given the proximity to U.S. Route 1 and disconnection from College Heights. The existing layout, including vestiges of undeveloped rights-of-way, could be reassembled to support future evolution of the site. This area is uniquely positioned near major roadways, regional transit, and two major institutional anchors and could provide space for commercial and office activity. Serving as a walkable center, future development should link neighborhoods and local goods and services. A cohesive redevelopment could provide new uses where appropriate buffering ensures minimal effect to the adjoining neighborhood. To ensure this sensitivity, automobile centered uses and activities should only be considered under special review.

SUB PLANNING AREA 5C (U.S. ROUTE 1 BYPASS CORRIDOR)

The U.S. Route 1 Bypass/Jefferson Davis Highway became functional when a new Falmouth Bridge was completed in the 1940s, providing a way for travelers to avoid driving through downtown Fredericksburg when they did not intend to stop there. Commercial development followed the new traffic pattern and over the years a great variety of uses have gravitated to that roadway. A more cohesive commercial corridor could provide appropriate transitional land uses between the commercial activity along the highway and the nearby residential neighborhoods.

FUTURE LAND USE - PROPOSED



Legend

LAND USE DESIGNATION

TRANSECTS

- Civic
- T1
- T3E
- T3
- T4
- T4M
- T5M
- T5C
- T5W

RESIDENTIAL

- Low Density
- Medium Density
- High Density
- Planned Development/Mixed Use

COMMERCIAL

- Transitional/Office
- Downtown
- General Commercial
- Planned Development/Commercial

INDUSTRIAL

- General Industrial
- Light/ Research & Development

OTHER

- Institutional
- Parkland
- Preservation

CENTERLINES

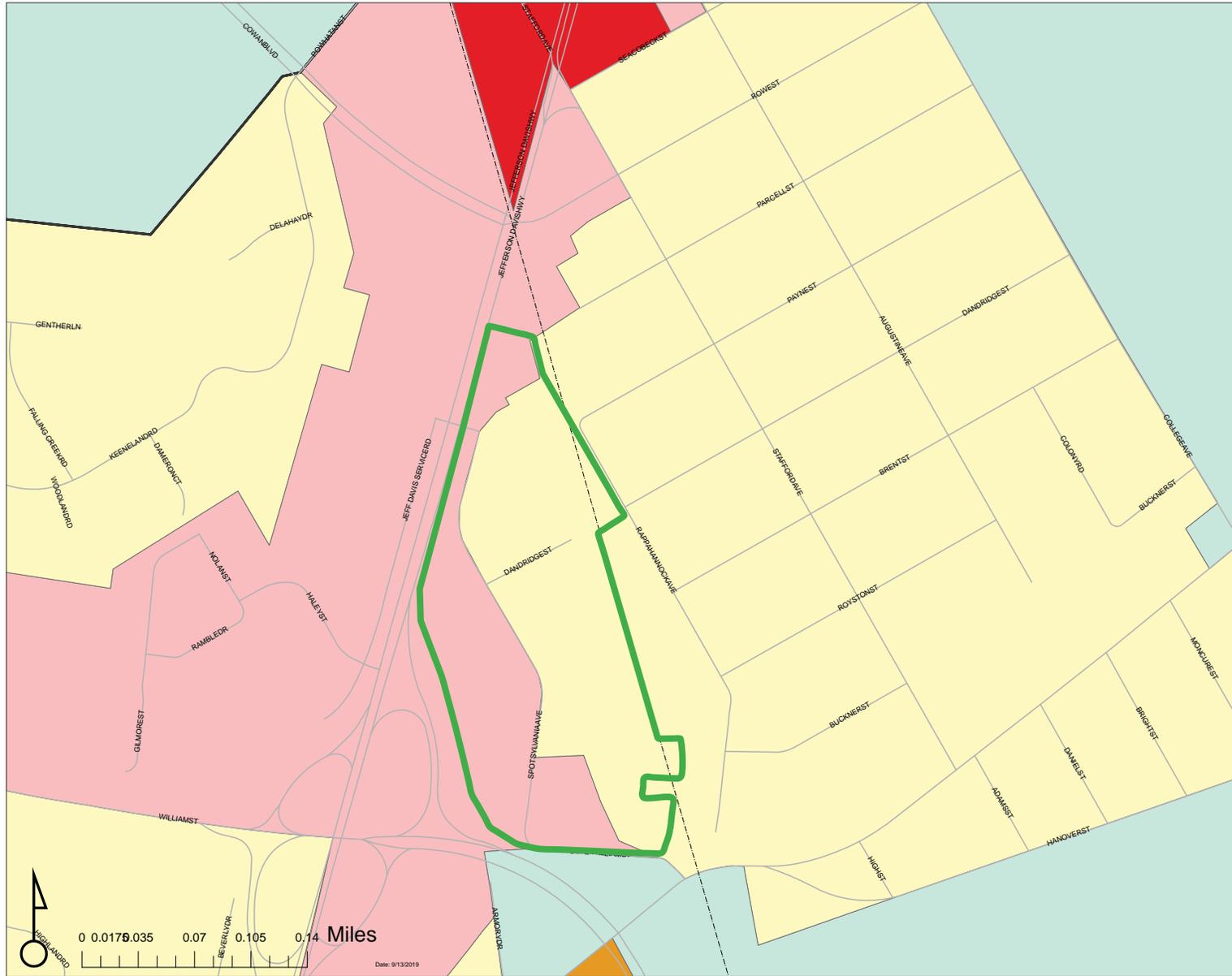
- Existing
- Planned

Other Symbols:

- Area Plan Boundaries
- Power Lines
- Proposed Interstate Interchange



FUTURE LAND USE



Legend

LAND USE DESIGNATION

TRANSECTS

- Civic
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- T3E
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CENTERLINES

- Existing
- Planned

Area Plan Boundaries
 Power Lines
 Proposed Interstate Interchange





MEMORANDUM

TO: Chairman Rodriguez and Planning Commissioners
FROM: Mike Craig, Senior Planner
DATE: May 19, 2020 for the May 27 Work Session meeting
SUBJECT: Jarrell, Inc. proposes the rezoning of 9.37 acres from Commercial/Transitional- Office (CT), Residential Mobile-Home (R-MH), and Residential 4 (R-4) to Commercial Highway with proffered conditions and proposes the vacation and rededication of City right-of-way to realign Spotsylvania Avenue.

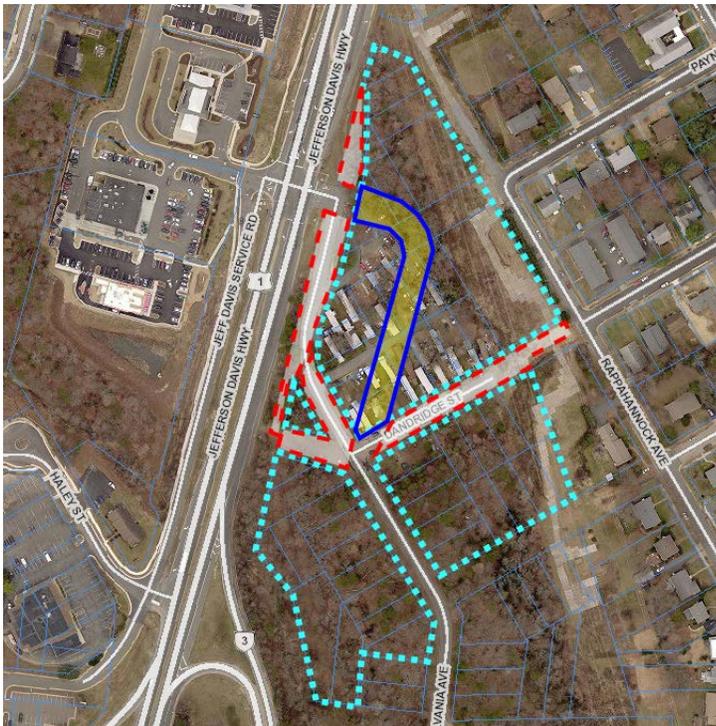
ISSUE

Should the Planning Commission determine that the proposed right-of-way vacation and rededication are in conformance with the Comprehensive Plan (in accordance with Virginia Code §15.2-2232) and recommend approval of the proposed rezoning?

RECOMMENDATION

Review the proposed rezoning and right-of-way vacation for consideration at a public hearing in June.

EXISTING USE AND CHARACTER OF THE PROPERTY



The parcels proposed to be rezoned to Commercial-Highway (dashed in Cyan), the right-of-way proposed to be vacated (dashed in red and hatched white), and the right-of-way proposed to be dedicated (outlined in blue and hatched yellow).

The proposed Cowan Station rezoning consists of 50 parcels located between the Rappahannock Avenue right-of-way, US Route 1, Spotsylvania Avenue and the Brent Street right-of-way. The northern portion of the property was used as a mobile home park between the 1960's and 2018. The southwestern parcels are vacant and wooded.

The parcels were platted as part of the Fredericksburg Development Companies platting of the western portions of the City in the late 19th and early 20th century. At that time, the lots were divided as a continuation of the College Heights residential neighborhood and street grid. However, barriers to the continuation of that pattern are present. They include natural features such as streams as well as the major electrical transmission line bordering the eastern portion of the property and US Route 1 forming the western portion of the property.

The existing features of the property. The streams are shown in blue and the green outlined areas are perennial portions of those streams and their corresponding Resource Protection Areas. The orange area is the 175 foot wide Dominion Power easement.



These barriers prevented the natural continuation of the neighborhood and street grid. In recognition, in the 1960's the City Council vacated the Payne Street extension for use in the mobile home park that occupied a portion of the site for the next fifty years. Vacant mobile homes and other structures remain abandoned on that portion of the property.

The site is accessed from US Route 1 by Spotsylvania Avenue. Spotsylvania Avenue is a two lane road with graded shoulder and ditch sections on both sides. The road does not meet modern road design guidelines. The intersection with US Route 1 is particularly problematic. It is a signalized intersection, but the stacking for the light is perpendicular to the main travel direction of the roadway.

Two streams exist on the site. Smith Run, located to the west of the project, is a perennial stream (meaning permanent or very frequently recurring) and a tributary to Hazel Run. Under the City and Statewide Chesapeake Bay Protection Act, perennial streams are protected features that require a 100 foot "Resource Protection Area" on both sides of the feature. The stream to the east consists of the drainage from the Cowan Crossings commercial development across the street, which flows in a 36 inch culvert under US Route 1. The stream becomes perennial on-site.

The vacant areas of the site are generally flat with some sloping towards the streams. These portions of the property are wooded and contain some mature canopy trees.

The zoning on the site varies. The portion of the property used as the mobile home park is zoned R-MH. The areas to the southwest adjacent to the US Route 1 and Route 3 interchange are zoned CT. The southeastern portions of the proposed project are zoned R-4. The neighborhood adjacent to the property to the east is zoned R-4.



The existing zoning of the property. Green is Residential-Mobile Home, pink is Commercial Transitional / Office, and yellow is Residential-4.

PROPOSED USE AND CHARACTER

The Jarrell Companies propose to rezone the property to Commercial-Highway with proffered conditions to build a commercial / office park. The development will include eight 1 story, 6,500 square foot buildings totaling 52,000 square feet of commercial / office space.

The Commercial-Highway Zoning District permits a range of residential and non-residential uses. The Applicant has submitted a proffer statement that precludes certain uses on the site. Proffer 1 states that the project will be built in accordance with the General Development Plan (GDP), which shows a commercial / office park and would preclude residential development. In addition, Proffer 2 prohibits adult establishments, convenience stores (with gasoline sales), gasoline sales, tattoo / piercing establishments, automotive sales and rental (both small and large), automotive service, automobile towing and impoundment, and fast food restaurants. Proffer 3 states that no drive-throughs will be permitted on the site without obtaining an additional special use permit.

Both the GDP and Proffer 4 prohibit motor vehicle access from Cowan Station to the College Heights residential neighborhood. Pedestrian connections are provided with a trail connection proposed along both the old Payne Street right-of-way and within the City owned Brent Street right-of-way. The trail and sidewalk network proposed within the development is also proposed to be extended as a 10 foot wide shared use trail up US Route 1 to the Cowan Boulevard Trail.

The project is separated from College Heights by the 180 foot wide Dominion Power easement. The applicant proposes a mixture of fencing, enhanced plantings (stated in the proffer statement to be evergreen), and existing vegetation to provide the required Type D “Opaque” Perimeter landscape buffer between the site and the neighborhood. The Type D landscape buffer functions as an opaque screen from the ground to a height of at least six feet. This type of buffer prevents visual contact between uses and creates a strong impression of total separation. It requires either 10 aggregate caliper inches (ACI) of canopy trees + 13.5 ACI of understory trees + 23 shrubs per 100 linear feet in a 25 foot wide buffer or A six-foot-tall opaque fence + 8 ACI of canopy trees + 15 ACI of understory trees + 23 shrubs per 100 linear feet in a 15 foot wide buffer.

The Proffer statement also considers the visibility of the development from the adjacent neighborhood as well as from US Route 1. Proffer 7 states that all service utilities shall be screened from visibility from US Route 1. It also states that the buildings will be constructed of brick, stone, wood, stucco, cementitious siding or similar materials.

ZONING REVIEW CRITERIA AND POTENTIAL ADVERSE IMPACTS

The effect of the rezoning would be to permit a total of 52,000 square feet of non-residential use on the 9.37 acre site. The impacts of these changes are evaluated using the criteria specified by the Code of Virginia and the City’s Unified Development Ordinance.

1. The Purpose of zoning ordinances.

In considering a zoning map amendment the Planning Commission and City Council should consider Virginia Code § 15.2-2284, which states:

“Zoning ordinances and districts shall be drawn and applied with reasonable consideration for the existing use and character of property, the comprehensive plan, the suitability of property for various uses, the trends of growth or change, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies, the transportation requirements of the community, the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services, the

conservation of natural resources, the preservation of flood plains, the protection of life and property from impounding structure failures, the preservation of agricultural and forestal land, the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the locality.”

The requested zoning map amendment changes the permitted use of the property from Mobile Home and Transitional Office use to a broader set of commercial uses. The intensity of the uses is controlled by the proposed General Development Plan, which requires the site to be configured as 8 single story 6,500 square foot buildings and by the proffer statement, which prohibits high-intensity uses. The application includes the reconstruction of Spotsylvania Avenue and the implementation of a substantial pedestrian network linking the site into the City’s existing multi-modal network. The application also includes buffering and architectural controls to ensure that the development of the site results in a harmonious cohesive development.

2. *The Comprehensive Plan.*

The applicant has requested an amendment to the Comprehensive Plan’s Future Land Use Map (FLUM) and to sub-panning area 5B to change the vision for this area from a residential to a commercial focus. An analysis of the suitability of that change is included in the staff report on the proposed amendment. The analysis concludes that changing the vision of this site from residential to commercial is appropriate.

The “opportunities” listed under Land Use Planning Area 5 (pg. 11(5)1) include:

- Promote mixed-use development along the US Route 1 Bypass and William Street corridors.
- Protect established residential neighborhoods from existing and proposed commercial development, through transitional uses and design standards that minimize adverse impacts.
- Engage in an aggressive landscaping program along the US Route 1 Bypass, planting trees where they will not interfere with lines of sight and installing lower level vegetation where visibility is critical to safety and commercial activity.

The proposed zoning is to Commercial-Highway with proffered conditions. Together, the zoning district and conditions permit a range of uses that can enhance the City’s tax base and also prohibit potential incompatible uses and high intensity automotive uses. The proffer statement includes the screening of utilities and service functions from US Route 1 and building material standards that make for an attractive view shed from US Route 1. The GDP and Proffer Statement prohibit automotive connections to the adjacent neighborhoods, but provide substantial pedestrian linkages to both the neighborhood and also to the Cowan Boulevard Trail to the north.

Chapter 5: Environmental Protection envisions protection of streams and waterways, woodlands and tree preservation and enhancement of the urban tree canopy (pages 5-7 through 5-8). The proposed project will require impact to the easternmost intermittent stream on the property. The portion of the stream impacted consists of the Cowan Crossings and drainage discharging onto the site from a 36 inch wide culvert underneath US Route 1. The impact is necessary to re-align Spotsylvania Avenue and the applicant proposes to install a 36 inch culvert underneath the proposed roadway to adequately convey the water through the site.

The GDP contains Note 5 on Sheet 1, which states that “the Resource Protection Area may be impacted with the development of the parking and buildings closest to the RPA. The extents of any impact will be determined during the detailed site engineering and will be limited to the landward 50’ and a total aggregate area of not more than 0.5 acres...” As stated, the mobile home park on the site was constructed prior to the implementation of the Chesapeake Bay Act and 2,605 square feet of impervious area associated with the park encroaches into the RPA. However, the remainder of the

RPA around the stream to the east of the site and the RPA around Smith Run are wooded and contain mature specimen trees. The City requested additional information on the proposed impact to the RPA in order to evaluate the potential impact to these sensitive areas, but the applicant has not developed a detailed enough site plan to provide that information.

The Resource Protection Areas around Smith Run (to the west) and the other on-site stream (to the east). The orange area illustrates where the existing RPA is encroached on by the mobile home park (around the end of Dandridge Street) and the Dominion Power easement (where it is routinely mowed).



Disturbance of the RPA in the areas of existing encroachment are appropriate as long as the RPA is restored and replanted in accordance with the Virginia Department of Conservation and Recreation standards as stated in Note 5. However, the encroachment into the wooded areas of the RPA is not appropriate. Tree cutting and grading of the site will be required as part of this proposed project. The Comprehensive Plan states that the woodlands around Smith Run and other streams should be protected. These areas provide both natural functions in terms of water quality and provide substantial buffering for the site from US Route 1 (as envisioned in the Area 5 Opportunities) and between the proposed development and the adjacent neighborhood. Cutting down mature trees in the areas shown in green on the picture to the left will degrade the functionality of these RPAs.

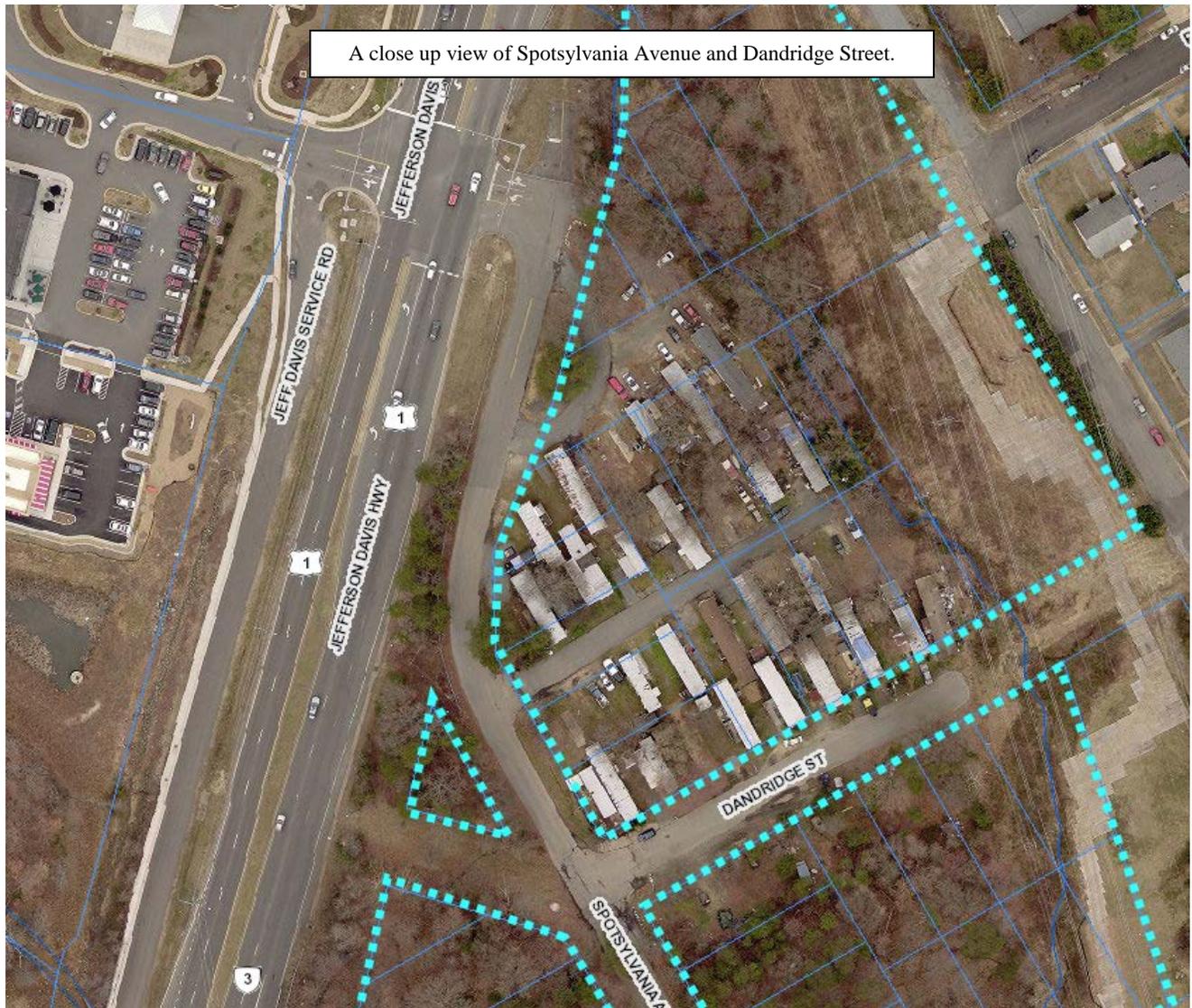
The site currently contains 130% of the parking required under § 72-53.1C(4) Maximum Number of Parking Spaces Permitted requires an alternative parking plan to be approved for parking exceeding 125% of the off-street requirement. No alternative parking plan will be approved to permit an increase in the maximum amount of parking on-site if the result is an encroachment into an undisturbed Resource Protection Area. In order for this application to conform to the Comprehensive Plan, the applicant must either remove Note 5 from the GDP or provide more specific information about their proposed impact so that a full evaluation of their proposed encroachment into the RPA can be considered.

RE-ALIGNMENT OF SPOTSYLVANIA AVENUE AND RIGHT-OF-WAY VACATIONS

The Applicant proposes the vacation of a portion of the existing Spotsylvania Avenue right-of-way and the Dandridge Street right-of-way within the project limits. The total amount of right-of-way to be vacated is 1.52 acres. The Applicant proposes to realign the Spotsylvania Avenue right-of-way and reconstruct the road through the site. New public right-of-way containing the newly built road will then be dedicated to the City. The Dandridge Street right-of-way is proposed to be incorporated into the proposed project. The amount of right-of-way proposed to be dedicated is 0.67 acres.

In accordance with Code of Virginia § 15.2-2232, the Planning Commission must make a determination that the change in general character and location of the City owned right-of-way is in accordance with the City's Comprehensive Plan. Chapter 3: Transportation focuses on the different

transportation systems serving the City. The vision established in the Chapter is the continued development of a multi-modal transportation system comprised of complete streets (with sidewalks, planting strips, and street trees) (page 3-5), pathways (page 3-2), and transit systems (page 3-10). As currently built, Spotsylvania Avenue lacks sidewalks and has problematic geometry. The Dandridge



Street right-of-way contains some asphalt that served as an access to some of the trailers on the site. Both roadways are in poor condition. As discussed above, the intersection with US Route 1 is substandard and problematic.

Vacating existing right-of-way and reconfiguring Spotsylvania Avenue provides a safer geometric design for automobile traffic utilizing the Spotsylvania Avenue and US Route 1 intersection. The rebuilt road is proposed to be a complete street with sidewalks, planting strips, street trees, and parallel on-street parking. The reconstruction of Spotsylvania Avenue is in conformance with the Comprehensive Plan.

Chapter 7: Residential Neighborhoods focuses on neighborhood design, creating pedestrian connections and linkages, and interconnected streets (page 7-2 through 7-3). Automotive connections

between the proposed project and College Heights were the subject of much discussion at neighborhood meetings regarding this project. Providing automobile connections between the site and College Heights could potentially result in adverse impacts from increased automotive traffic between US Route 1 and points east on neighborhood streets. However, a major component of the proposed application is to construct trail connections in the vicinity of Payne Street and Brent Street to provide pedestrian linkages from the neighborhood and also to provide a trail link from the Cowan Boulevard Trail down US Route 1 to the development.

The Dandridge Street right-of-way was platted at a time when the property was envisioned to be an extension of College Heights. The conditions on the property rendered that plan moot. The plan to replace the platted Dandridge Street automotive scaled right-of-way with pedestrian links via a trail connection and public easement where Payne Street once extended and a trail link in the Brent Street right-of-way is in conformance with the Comprehensive Plan.

The property itself is in close proximity to the Cowan Trail, Mary Washington Hospital, and the University of Mary Washington. As currently configured, the only connection between these properties is by automobile through the substandard Spotsylvania Avenue intersection. The vacation of right-of-way on the property enables the reconfiguration of Spotsylvania Avenue and development of a pedestrian system connecting the property to both the adjacent neighborhood and the Cowan Boulevard Trail. The proposed infrastructure creates new connections between the property, Mary Washington Hospital, and the University of Mary Washington. A goal of Chapter 6: Business Opportunities is to create Complementary and Connected Business Districts and the proposed transportation infrastructure associated with this project achieves that goal.

The applicant proposes to vacate 1.52 acres of City right-of-way and rededicate 0.67 acres of new right-of-way to the City. The applicant would thus receive 0.85 acres of surplus right-of-way from the City. The applicant should reimburse the City for the fair market value of this property as a condition of any approval transferring the right-of-way.

CONCLUSION AND RECOMMENDATION

The purpose of this memo is for discussion at a work session with the Planning Commission on May 27.

The proposed project will enhance the City's tax base and provides a substantial investment in the realignment of Spotsylvania Avenue and in the creation of strong pedestrian links in an area of the City deficient in pedestrian infrastructure. The proposed vacation and rededication of right-of-way within this project is in conformance with the Comprehensive Plan.

The Proffer statement contains certain prohibitions that ensure the development will be transitional, it provides for screening, building material standards, and buffering and also excludes high impact uses. The GDP, however, contains language that could lead to impacts to sensitive environmental features along Smith Run and the eastern stream on the site that could impede both their natural and buffering functions.

If the RPA encroachment issue is resolved then the proposed rezoning would conform to the City's Comprehensive Plan and be a suitable revision to the zoning map. These issues will be considered at a public hearing with the Planning Commission in June.

ATTACHMENTS

1. Application and GDP

COWAN STATION

General Development Plan Statement and General Narrative

Jarrell Properties, Inc. is proud to propose a professional office park for the City of Fredericksburg, Cowan Station. In order to continue to compete with other Virginia localities, the City of Fredericksburg must continue to take great advantage of its geographic location. To do so, the City must move forward and provide new, modern work spaces, with close-by business related amenities for employers, producing employment opportunities on the high-end of the pay scale.

The beauty of the City of Fredericksburg is that the businesses naturally drawn to this location, which are in demand regionally, can be conveniently located for the benefit of the City residents. The City's Comprehensive Plan encourages live here, work here business developments; and, Cowan Station creates just such a regional economic opportunity in the right way, in the perfect location, and in the City.

The Cowan Station project sits on 9.38 acres (not including proposed right-of-way), which lie between Spotsylvania Avenue (in the City) to the south, the College Heights neighborhood to the north and the Cowan Crossing intersection, with Route 1, to the west. Bordered by the City's main traffic arteries of U.S. Route 1 and State Route 3, Cowan Station is naturally situated to highlight this area of the City for further inclusion with our

Downtown, commercially the southern tip of our extended Downtown. It will be designed with an eye on the City's effort to be connected, to provide non-motorized means of connectivity throughout the City for its residents. In the immediate vicinity of the project, this also means being linked with those major Fredericksburg economic forces of the local university and the local hospital.

The Cowan Station project provides for the construction of eight separate, independently standing professional office suites, of 6,500 sq.ft., providing a total available space of 52,000 sq.ft. Each of the individual buildings will have the flexibility to host from one and up to four offices / businesses, under each roof. Businesses attracted to this office park are expected to operate within the normal business hours of 7:00 a.m. – 12:00 a.m. With this prime regional location, in such close proximity to the University of Mary Washington and the Mary Washington Healthcare's main full-service hospital, target occupants for this space will be medical service offices, laboratory facilities, government contractors, locally related professional services, retail, food /coffee service and other collateral businesses, which could directly serve those working on the property, living the adjacent neighborhoods and residing in the City.

The real estate that is subject to this rezoning request consists of Fifty (50) GPIN lots, totaling 9.38 acres of land, located on the East side of Route 1, North of the Route 3 junction and South of the Cowan Boulevard intersection. The property was most recently zoned and used as a mobile home park, with a layout that provided for as many as 40 potential lots for the placement of individual residential mobile homes, under the zoning designation of C-T,

RM-H and R-4. The properties adjacent to Cowan Station have zoning designations of C-T and R-4.

The Applicant proposes a rezoning of each of the identified lots to a single parcel of Commercial – Highway (C – H) and construction of eight professional office suites. The project lies next to the highly regarded College Heights neighborhood and across Route 1 from the Cowan Crossing commercial center. The view of the property for the neighborhood will be greatly improved over the present condition; and our College Heights neighbors have been considered in every step of our design for the office park, to ensure that Cowan Station has a positive impact on College Heights residents and does not negatively impact their property values.

The property’s location, as a gateway to the City’s Route 1 commercial corridor, as a boundary to the extended Downtown economic district and as a point of connection to our pathways, provides that a C – H designation is the best fit. C – H allows the professional office park to develop with its true needs and accommodations to the professional offices. Certainly, there is no desire for any automobile related operations to occupy these spaces; but the needs of the occupants of the park and the community may require a bike shop, a restaurant, a coffee shop or fitness location, which could each be permitted under a broader scoped C – H zoning district.

As generally described above, this property rests in one of the most unique locations in the region. It is on one of the most travelled corridors on the East Coast, yet it should absolutely be considered a part of a Downtown in one of the most historic areas in the country. It is close to large employment centers, but it is neighbors with one of the finest residential neighborhoods

around. Due to the options available and the need to be flexible to the needs of the surrounding community, this kind of variety speaks to C – H zoning is absolutely consistent with good zoning and community development practices.

The Unified Development Ordinance exists to protect the general well-being of the community and ensure standards are upheld; and, Cowan Station is a model project under the City's UDO. A project that seeks to redevelop a part of the City that had fallen into a state of concern and one that will create business opportunity no-where near our priceless historic locations. The occupants of the office park will be mostly professional in nature and will be providing higher wage paying employment opportunities, in the City. The product that will be built at Cowan Station is a product with which JPI is well familiar. JPI built this same style of building in Spotsylvania County, on their Spotsylvania Avenue. Those buildings have been occupied and well-maintained for ten years. They still look brand new.

The traffic impact of this project has been studied extensively. Discussions with City Staff, from top to bottom, has produced several assessments, tests and a Technical Review Committee meeting that resulted in traffic information eagerly being shared between the Applicant and the City. Those discussions and tests involved concern over the impact Cowan Station could have on the flow of traffic on U.S. Route 1 at peak times. More particularly, the focus has been on the cycle for the traffic signal that exists with Cowan Crossing, limiting the amount of time that the addition of Cowan Station will have on the main traffic flow for the signal. No further study was requested to be provided to the City at this time; however, one may be provided at any time the City changes their position.

Highway traffic in this center of the Fredericksburg region is challenging, to say the least. Cowan Station seeks to take advantage of all available means to get around. Yes, the highways will remain a main means of transportation to and from Cowan Station for the foreseeable future; but the project also benefits from being in the center of it all.

Cowan Station will provide pathways and sidewalks to integrate into the City's designated pathway system, contributing to the non-motorized connectivity for our residents and local commercial activity. In addition, the open space and environmentally sensitive areas, which make up over sixty percent (60%) of this project, will be respectfully handled in the project and will be respectfully incorporated into the Cowan Station pathway design.

In addition, a more and more popular means of travel is the Fred bus system. The central station for the Fred bus system is our local bus station and is just a couple of blocks away from this project and easily accessible by sidewalk or pathway. This means that every Fred route makes its way back to us. More importantly, the Fred is a way that people are stepping up their income earning potential. With access to this public transportation, all of the residents in the City, along with many in the surrounding regional area, have access to the potential high wage employment that can be available at Cowan Station.

This project is expected to be served by the City's public water and sewer system. It should not have a negative impact on the service that is currently being provided. There may be modifications to the system on the property itself; however, there is not expected to be any disruption to the location and size of the City's Utility Mains.

Cowan Station is not expected to affect the level of service provided by Fredericksburg's Police Department, Fire Department or Rescue Squad. To the contrary, the improvement that will be made to the U.S. Route 1 entrance to the project improves emergency access to this property.

A portion of the property has a sensitive environmental factor, which great effort has been taken to identify and to preserve. A portion of the property is impacted by a stream that has an associated RPA area. The project has been designed so there will be no disturbance within 100' of the stream, except as may be allowed for recreational purposes.

Attempts have been made to protect the stream in the project by designing the buffers and green areas such that any impacts to the streams and wetlands are kept to a minimum. Approximately 5.9 acres of environmentally sensitive areas will be included in Cowan Station, which will serve to protect these areas in the future.

The redevelopment of this property will not increase the number of students, nor negatively impact the City Schools. In actuality, this rezoning positively impacts the schools, as it will be permanently remove the residential zoning components of the lots that we seek to rezone for Cowan Station with this Rezoning Application.

In brief conclusion, this has been a thoughtfully designed project. Yes, there is a desire to build a particular project that we are familiar with developing; however, the City has been intentionally engaged in our considerations from the very beginning, for the purpose of working with the City, not against the City. It is our intent to deliver a product that makes

economic sense for JPI and economic, environmental and strategic sense for the City, with a lasting impression on business in our area for a long time to come. As such, JPI respectfully requests the honor of your approval of our request in this Rezoning Application, to convert the properties described herein from C – T, R – 4 and R – MH to a Commercial – Highway (C – H) designation.

Respectfully Submitted,

**Joseph, E. Hicks
JFH – Fredericksburg II, LLC**

JFH – FREDERICKSBURG II, LLC
1005 SOPHIA STREET
FREDERICKSBURG, VIRGINIA 22401
PHONE: 540 / 899 – 3825 EMAIL: JEH@JARRELLINC.COM

February 14, 2020
(first submitted August 30, 2019)

CITY OF FREDERICKSBURG
CITY HALL
715 Princess Anne Street
Fredericksburg, Virginia 22401

Attention: Mayor Mary Katherine Greenlaw
Members of City of Fredericksburg's City Council
Fredericksburg City Staff

Re: AMENDED
Request for Amendment to the Comprehensive Plan

WHEREAS, JFH Fredericksburg II, LLC acquired additional property, since the initial filing of our request for an amendment to the City's Comprehensive Plan. As a result of these acquisitions, the information provided in the initial filing needed to be updated. Therefore, it is respectfully requested that this 'Letter to Council' be substituted, in whole, for the August 30, 2019 letter submitted to Council on this same matter.

To the Honorable Mayor, Members of our City Council and our City Staff:

JFH Fredericksburg II, LLC calls on the Mayor and Members of the City of Fredericksburg's City Council to take up and to consider an Amendment to the Comprehensive Plan, requesting Land Use Planning District 5B be revised to allow Commercial – Highway zoning designation.

“Cowan Station,” our proposed professional office park is sought to be developed on a City parcel currently known as the Fredericksburg Mobile Home Park. Our proposed office park parcel consists of Fifty separate (50) GPIN lots, totaling 9.38 acres of land, located on the East side of U.S. Route 1, North of the Route 3 junction and South of the Cowan Boulevard intersection, in the City’s Land Use Planning District 5B. The property was most recently zoned and used as a mobile home park, with a layout that provided for as many as 40 potential lots for the placement of individual residential mobile homes, under the zoning designation of C-T, RM-H and R-4. The properties adjacent to Cowan Station have zoning designations of C-T and R-4.

The Applicant proposes a formal Amendment to the zoning designation shown in Land Use Planning District 5B of the Comprehensive Plan, more specifically to the Cowan Station parcels, to a designation of Commercial – Highway (C – H). The property’s location, as a gateway to the City’s Route 1 commercial corridor, as a boundary to the extended Downtown economic district and as a point of connection to our pathways, provides that a C – H designation is the best fit.

Although it is permitted under C – H zoning, there is no desire for any automobile related operations to occupy these spaces, as such “uses” are permitted under C – H (i.e. automobile related businesses) will be voluntarily abandoned. In furtherance of our commitment, we specifically provide that the following types of businesses, as listed in the “Use Table”, Section 72 – 40 of the City’s Municode, shall be explicitly prohibited in this office park development: adult establishment, convenience store with gasoline, gasoline sales, tattoo / piercing establishment, automobile sales and rental, automobile service, automobile towing and storage, and restaurant – fast food.

A proper function for each space, which is best established through a slower, methodical build out of the entire property and established by the needs of the occupants of the park, as well as the needs of the community, takes time to evolve. The project wants to have a professional image that supports and cultivates a vibrant commercial community. We look for additional demand that may call for a bike shop, a specialty eating establishment or fitness center, which could each be permitted under a broader scoped C – H zoning district. C-H allows for the anticipation of a variety of users, due to commercial location, the type of space and the connectivity, without each and every occupant facing the possibility of a special use permit.

Further, the General Development Plan prepared for Cowan Station illustrates the construction of eight (8) separate, independently standing professional office suites, of 6,500 sq.ft., providing a total available space of 52,000 sq.ft. Each of the individual buildings will have the flexibility to host from one and up to four offices / businesses, under each roof. Businesses attracted to this office park are expected to operate within the normal business hours of 7:00 a.m. – 12:00 a.m.

With this prime regional location and with a close proximity to the University of Mary Washington and the Mary Washington Healthcare's main full-service hospital, target occupants for this space will be a medical and dental office, medical laboratory, governmental office, business and professional service, retail sales establishment, microbrewery, restaurant with indoor and outdoor seating and other collateral businesses, which could directly serve those working on the property, living the adjacent neighborhoods and residing in the City.

Highway traffic in the center of the Fredericksburg region is challenging, to say the least. Cowan Station seeks to take advantage of all available means to get around. Yes, the highways will remain a main focus of transportation to and from Cowan Station for the foreseeable future; but the project also benefits from being near the "Hub" of it all.

Cowan Station will provide pathways and sidewalks to integrate into the City's designated pathway system, contributing to the non-motorized connectivity for our residents and local commercial activity. Collaterally, there are no 4-wheeled vehicle roadway connections into or with the College Heights neighborhood. The open space and environmentally sensitive areas, which makes up almost sixty-three percent (63%) of this project, will be respectfully handled in the project and will be respectfully incorporated into the Cowan Station pathway design.

In addition, a more and more essential means of local travel is the Fred bus system. The central station for the Fred bus system is our local bus station, easily accessible to / from Cowan Station by sidewalk or pathway. Every Fred route makes its way to us. More importantly, Fred is the easiest path in our area to assist people to step up their income earning potential. With access to this public transportation, all of the residents in the City, along with many in the surrounding regional area, have access to the potential higher wage employment that can be available at this employment center.

Finally, Cowan Station seeks to create a professional office park, in an area of the City that is ripe for rehabilitation. From the start of our concept, we opened our plans to the needs, wants and “not wants” of the City and the surrounding community. In the end, this is a good project that will provide well for the City, our neighbors and the Fredericksburg Area for a long time to come.

Thank you for your attention, in consideration of this Amended Request for an Amendment to the Comprehensive Plan for the City of Fredericksburg.

Respectfully,

**Joseph E. Hicks
Director of Community Relations
JFH Fredericksburg II, LLC**

JFH – FREDERICKSBURG II, LLC
1005 SOPHIA STREET, FREDERICKSBURG, VIRGINIA 22401
540 / 899 – 3825

April 22, 2020

CITY OF FREDERICKSBURG
Fredericksburg City Planning and Zoning Department
Attention: *Mr. Michael J. Craig, Senior Planner*
CITY HALL
715 Princess Anne Street
Fredericksburg, Virginia 22401

VOLUNTARY PROFFER STATEMENT

APPLICANT/OWNER: JFH Fredericksburg II, LLC
1005 Sophia Street
Fredericksburg, Virginia 22401

PROPERTY GPIN #s: 7779-43-9388, 7779-43-9395, 7779-52-2908,
7779-52-2944, 7779-53-0256, 7779-53-0272, 7779-53-0320, 7779-53-0441,
7779-53-0525, 7779-53-0594, 7779-53-0641, 7779-53-0684, 7779-53-0752,
7779-53-0878, 7779-53-0893, 7779-53-1056, 7779-53-1083, 7779-53-1121,
7779-53-1310, 7779-53-1353, 7779-53-1435, 7779-53-1487, 7779-53-1536,
7779-53-1669, 7779-53-1718, 7779-53-2082, 7779-53-2113, 7779-53-2155,
7779-53-2305, 7779-53-2347, 7779-53-2487, 7779-53-3025, 7779-53-3057,
7779-53-3108, 7779-53-3159, & 7779-53-3190

APPLICANT/OWNER: Keene Delahay Embrey Duffee
By her Court Appointed Custodian
Mr. James B. Franklin
308 Lee Drive
Fredericksburg, Virginia 22401

PROPERTY GPIN #s:

7779-42-8953, 7779-42-8984, 7779-42-9737, 7779-42-9783, 7779-42-9946,
7779-42-9972, 7779-43-8079, 7779-43-9005, 7779-43-9040, 7779-43-9109,
7779-52-0758, 7779-52-0795, 7779-52-0808, 7779-52-0833

PROJECT NAME: Cowan Station

REZONING REQUEST: Applicant seeks rezoning of the above referenced properties from
C-T, RM-H and R-4 to C-H (Commercial Highway)

CASE NO.: _____

PROFFERS

The Applicant voluntarily proffers the following admittedly reasonable conditions for this project as a part of our requested rezoning, in accordance with Sections 15.2-2298 and 15.2 – 2303, et al., of the Code of Virginia (1950):

1. This property shall be developed in substantial compliance with the ‘General Development Plan - Cowan Station, City of Fredericksburg, dated June 12, 2019, last revised April 17, 2020’ (“**GDP**”), which is made a part hereof by this reference, subject to minor adjustments, which may occur for purposes of addressing final engineering, design requirements, or compliance with applicable regulations. Although the GDP shows that all of the parcels in the property will be consolidated, the Applicant shall be allowed to re-subdivide the property in the future subject to the requirements of the UDO.
2. Although permitted under C–H zoning, the following types of businesses shall explicitly prohibited in this development: Adult Establishments, Convenience Store (with gasoline sales), Gasoline Sales, Tattoo/Piercing Establishment, Automotive Sales and Rental, Small Scale, Automotive Sales and Rental, Large Scale, Automotive Service, Automobile Towing and Impoundment, and Restaurant, Fast-food.
3. Although the GDP does not show any businesses with a drive in window capacity, it is anticipated that some such businesses will be located in the Property and they shall not be prohibited merely because they are not shown on the GDP; however, any business with a drive in window shall require a special use permit.
4. There shall be no direct motor vehicle access from Cowan Station to the College Heights residential neighborhood.
5. The Applicant will construct three (3) 10’ wide trails as shown on the GDP. The trails will be phased with the construction of the adjoining buildings and the phasing will be shown on the site plan. All three (3) trails will be completed prior to the issuance of the Occupancy Permit for the eight (8th) building. Upon completion of the construction, the trail along US Route 1 and the trail in the Brent Street right of way shall be owned by the City. That portion of the trail connecting Spotsylvania Avenue to Payne Street that is located in the Rappahannock Avenue or Payne Street right of ways will be owned by the City. That portion of the trail connecting Spotsylvania Avenue to Payne Street that is located on the Applicant’s property will be located in an access easement that will be granted to the City. The access easement will be granted prior to the completion of the trail and shall be in the City’s standard form subject to the Applicant’s approval and the easement shall provide that (i) the City will maintain the trail and (ii) the Applicant shall have the right to relocate the trail at its cost.
6. A landscaping buffer shall meet the requirements of Buffer Type D as set forth in the City’s Code Section 72 – 55.4 C (perimeter Landscape Buffer types). The GDP identifies the location of the minimum required buffer; however, the buffer may also be located anywhere between the buildings and Rappahannock Avenue. Due to the existence of the Dominion Power

easement, the Applicant will be (i) utilizing the existing vegetation along Rappahannock Avenue towards the buffer pursuant to Section 72-55.1(2), and (ii) providing no Canopy Trees in the easement area as provided in Section 72-55.1(5)(d). The majority of the trees in the buffer shall be evergreen and shall be at least 6' in height at the time of planting. The buffer shall be developed in phases as each building is constructed. The phases for the buffer shall be shown on the site plan, and each phase of the buffer shall be installed within nine (9) months of the issuance of an Occupancy Permit for the building associated with that phase.

7. Service utilities for the buildings that are adjacent to US Route 1 shall be screened from visibility from US Route 1. The exterior wall services of the buildings shall be constructed of brick, stone, wood, stucco, cementitious siding or similar appearing materials. Vinyl siding, corrugated metal and cinder block shall not be used on the exterior of the buildings.

[Signatures on following page]

WITNESS the following signatures acknowledging approval and consent of the proffer statement:

JFH – Fredericksburg II, LLC

By: _____
James E. Jarrell, III, Operating Manager

COMMONWEALTH OF VIRGINIA,
CITY OF FREDERICKSBURG, to wit:

I, the undersigned, a Notary Public in and for the jurisdiction aforesaid, do hereby certify that JAMES E. JARRELL, III, in his capacity as Operating Manager for JFH – Fredericksburg II, LLC has personally acknowledged the same before me in my aforesaid jurisdiction.

GIVEN under my hand and seal this 22nd day of April, 2020.

Margaret Elizabeth Morrison
Notary Public

Print Name: Margaret Elizabeth Morrison
My Commission Expires: March 31, 2024
Registration No.: 7859200



Keene Delahay Embrey Duffee
By her Court Appointed Custodian

James B. Franklin
James B. Franklin

COMMONWEALTH OF VIRGINIA,
CITY OF FREDERICKSBURG, to wit:

I, the undersigned, a Notary Public in and for the jurisdiction aforesaid, do hereby certify that JAMES B. FRANKLIN, in his capacity as Court Appointed Custodian for Keene Delahay Embrey Duffee has personally acknowledged the same before me in my aforesaid jurisdiction.

GIVEN under my hand and seal this 22nd day of April, 2020.

Margaret Elizabeth Morrison
Notary Public

Print Name: Margaret Elizabeth Morrison
My Commission Expires: March 31, 2024
Registration No.: 7859200



GENERAL DEVELOPMENT PLAN COWAN STATION

CITY OF FREDERICKSBURG, VIRGINIA



Fairbanks & Franklin

Civil Engineering
Land Planning

1005 Mahone Street
Fredericksburg, VA 22401
(540) 899-3700

COVER SHEET

GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA



DATE : 08-12-19
DESIGNED: JRF
DRAWN : JRF,JAC
CHECKED : JDF

REVISIONS: 02-07-20
08-21-19 04-17-20
09-16-19
10-25-19
11-13-19

DOCUMENT NO.
436-1005

1 SHEET
OF 5

436-1005 GENERAL DEVELOPMENT PLAN COWAN STATION 04-17-20

SITE INFORMATION:

PARCEL GPIN: 7779-42-8953, 7779-42-8984, 7779-42-9737, 7779-42-9783, 7779-42-9946, 7779-42-9972, 7779-43-8079, 7779-43-9005, 7779-43-9040, 7779-43-9109, 7779-43-9388, 7779-43-9395, 7779-52-0758, 7779-52-0795, 7779-52-0808, 7779-52-0833, 7779-52-2908, 7779-52-2944, 7779-53-0256, 7779-53-0272, 7779-53-0320, 7779-53-0441, 7779-53-0525, 7779-53-0594, 7779-53-0641, 7779-53-0684, 7779-53-0752, 7779-53-0878, 7779-53-0893, 7779-53-1056, 7779-53-1083, 7779-53-1121, 7779-53-1310, 7779-53-1353, 7779-53-1435, 7779-53-1487, 7779-53-1536, 7779-53-1669, 7779-53-1718, 7779-53-2082, 7779-53-2113, 7779-53-2155, 7779-53-2305, 7779-53-2347, 7779-53-2487, 7779-53-3025, 7779-53-3057, 7779-53-3108, 7779-53-3159, 7779-53-3190

CURRENT ZONING: C-T, RM-H, & R-4
PROPOSED ZONING: C-H
PRESENT USE: MOBILE HOME PARK & UNDEVELOPED
PROPOSED USE: COMMERCIAL & OFFICE DEVELOPMENT
TRASH COLLECTION: PRIVATE TRASH COLLECTION
WATER: PUBLIC CONNECTION
SEWER: PUBLIC CONNECTION
ROADS: PUBLIC & PRIVATE
OPEN SPACE REQUIRED: 15%
ALLOWABLE FLOOR AREA RATIO: 0.70
ALLOWABLE BUILDING HEIGHT: 40 FT
MINIMUM YARD REQUIREMENTS: FRONT = 25 FEET
SIDE = 15 FEET
REAR = 20 FEET
MINIMUM DISTRICT SETBACK: 40 FEET

COMMERCIAL / OFFICE
PARCEL AREA (NOT INCLUDING PROPOSED RIGHT OF WAY): 9.37 AC
OPEN SPACE: 62.5 % (5.86 AC)
BUILDING AREA: 52,000 SF
FLOOR AREA RATIO: 0.127
BUILDING HEIGHT: 20' (APPROXIMATE)
PARKING REQUIRED: 1 SP/300 SF = 173 SPACES
PARKING PROVIDED: 249 TOTAL (226 OFF STREET & 23 ON STREET)
LOADING REQUIRED: 3 - 15'X25' SPACE
LOADING PROVIDED: 3 - 15'X25' SPACE

NOTES:

1. CDPA IS AN OVERLAY DISTRICT FOR THE CITY OF FREDERICKSBURG AND THE PARCEL DESCRIBED WITHIN THIS PLAN LIES WITHIN THE RMA FEATURES AND DOES CONTAIN RPA FEATURES WITHIN THE CHESAPEAKE BAY PRESERVATION AREA OVERLAY DISTRICT. THERE ARE PROPOSED IMPACTS TO WATERS OF THE U.S. THAT WILL REQUIRE AN ENVIRONMENTAL PERMIT.
2. THERE ARE NO KNOWN HISTORIC BUILDINGS OR ARCHEOLOGICAL FEATURES ON SITE.
3. THERE ARE NO KNOWN PLACES OF BURIAL ON SITE.
4. THIS PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON F.I.R.M. COMMUNITY PANEL NO. 510065 0036C DATED SEPTEMBER 19, 2007.
5. EXISTING TOPOGRAPHIC INFORMATION IS A COMPILATION OF AERIAL MAPPING PROVIDED BY MCKENZIE SNYDER JUNE 2017.
6. BOUNDARY INFORMATION TAKEN FROM BOUNDARY SURVEY PREPARED BY FAIRBANKS & FRANKLIN TITLED "PERIMETER BOUNDARY SURVEY ON VARIOUS PARCELS STANDING IN THE NAMES OF COWAN EAST, LLC" DATED 02-08-17.
7. WATERS OF THE US (WOUS) AND WETLANDS WERE FIELD DELINEATED BY EEE CONSULTING, INC. MARCH 2017.
8. THE USE AND DEVELOPMENT OF THIS PROPERTY, AND ALL IMPROVEMENTS THEREON, ARE SUBJECT TO THE FINAL GENERAL DEVELOPMENT PLAN AS WELL AS TO THE GENERALLY APPLICABLE REGULATIONS SET FORTH IN UDO SECTION 72-33.
9. THIS DEVELOPMENT SHALL MEET ALL APPLICABLE LANDSCAPING AND LIGHTING REQUIREMENTS.
10. PEDESTRIAN ACCESS:
 - 10.1. SIDEWALKS WITHIN PARKING AREAS AND ALONG STREETS SHALL BE 5' WIDE CONCRETE.
 - 10.2. THE TRAILS SHALL BE 10' WIDE ASPHALT.
11. THE RPA MAY BE IMPACTED WITH THE DEVELOPMENT OF THE PARKING AND BUILDINGS CLOSEST TO THE RPA. THE EXTENTS OF ANY IMPACT WILL BE DETERMINED DURING THE DETAILED SITE ENGINEERING AND WILL BE LIMITED TO THE LANDWARD 50' AND A TOTAL AGGREGATE AREA OF NOT MORE THAN 0.5 ACRES. IMPACTS WILL BE TEMPORARY AND WILL BE RESTORED IN ACCORDANCE WITH THE CITY STANDARDS AND GUIDELINES ESTABLISHED BY THE RIPARIAN BUFFERS MODIFICATION & MITIGATION MANUAL PUBLISHED BY THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION (DCR). THIS PROJECT REMOVES APPROXIMATELY 2,605 SF OF EXISTING IMPERVIOUS AREA FROM THE RPA.
12. TRAILS SHOWN ON THIS PLAN SHALL BE CONSTRUCTED BY THE DEVELOPER OF THIS PROJECT AT THE TIME THE INFRASTRUCTURE (ROADS, WATER, SANITARY SEWER, AND STORM) IS CONSTRUCTED.
13. REFER TO TRAFFIC STUDY FOR TRIP GENERATION VOLUMES.

SHEET INDEX

SHEET	TITLE
SHEET 1	COVER SHEET
SHEET 2	EXISTING CONDITIONS
SHEET 3	REZONING EXHIBIT
SHEET 4	GENERAL DEVELOPMENT PLAN
SHEET 4A	GENERAL DEVELOPMENT PLAN TRAIL CONNECTIVITY PLAN
SHEET 5	UTILITY PLAN

LEGEND

EXISTING		PROPOSED
8"W	WATER	8"W
8"S	SEWER	8"S
	STORM	
	STORM STRUCTURE	
	SANITARY MANHOLE	
	VALVE	
	FIRE HYDRANT	
	CLEAN OUT	
	WATER METER	
	PROPERTY LINE/ RIGHT OF WAY	
	CONTOUR LINE	
	PAVEMENT HATCH	
	CONCRETE HATCH	
	TRAFFIC CONTROL BOX	
	SIGNAL POLE	



VICINITY MAP

SCALE 1"=2000'

0 2000 4000

SCALE IN FEET

PROPERTY OWNER

JFH-FREDERICKSBURG II, LLC
1005 SOPHIA ST
FREDERICKSBURG, VA 22401

KEENE DELAHAY EMBREY DUFFEE
C/O COURT APPOINTED CUSTODIAN
MR. JAMES B. FRANKLIN
308 LEE DRIVE
FREDERICKSBURG, VIRGINIA 22401

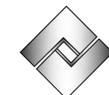
DEVELOPER

JARRELL PROPERTIES, INC.
1005 SOPHIA ST
FREDERICKSBURG, VA 22401

ENGINEER

FAIRBANKS & FRANKLIN
1005 MAHONE STREET
FREDERICKSBURG, VIRGINIA 22401

PROJECT NARRATIVE:
THIS PROJECT ENTAILS THE DEVELOPMENT OF A COMMERCIAL/OFFICE CENTER ON THE EAST SIDE OF ROUTE 1 ON LAND THAT IS OCCUPIED BY A MOBILE HOME PARK. THE LAND WITHIN THE DEVELOPMENT WILL BE REZONED TO COMMERCIAL HIGHWAY (C-H).



Fairbanks & Franklin

Civil Engineering
Land Planning

1005 Mahone Street
Fredericksburg, VA 22401
(540) 899-3700

EXISTING CONDITIONS

GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA



DATE : 08-12-19
DESIGNED: JRF
DRAWN : JRF, JAC
CHECKED : JDF

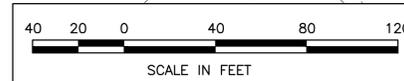
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DOCUMENT NO.
436-1005

2 SHEET
OF 5



SLOPES OF 25% OR GREATER



MATCHLINE THIS SHEET

MATCHLINE THIS SHEET



Fairbanks & Franklin

Civil Engineering
Land Planning

1005 Mahone Street
Fredericksburg, VA 22401
(540) 899-3700

REZONING EXHIBIT

GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA

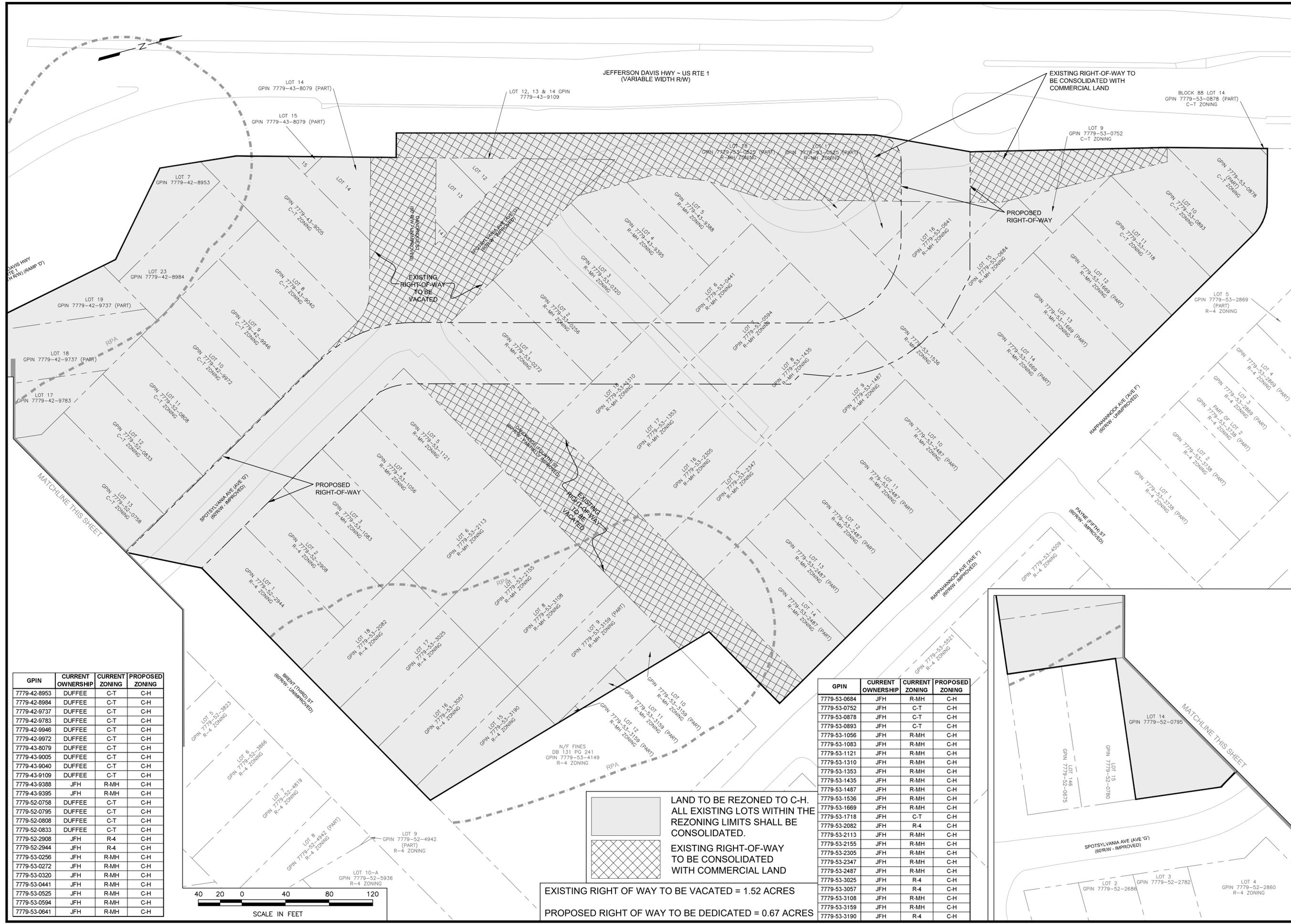


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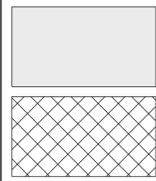
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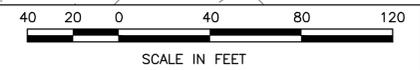


GPIN	CURRENT OWNERSHIP	CURRENT ZONING	PROPOSED ZONING
7779-42-8953	DUFFEE	C-T	C-H
7779-42-8984	DUFFEE	C-T	C-H
7779-42-9737	DUFFEE	C-T	C-H
7779-42-9783	DUFFEE	C-T	C-H
7779-42-9946	DUFFEE	C-T	C-H
7779-42-9972	DUFFEE	C-T	C-H
7779-43-8079	DUFFEE	C-T	C-H
7779-43-9005	DUFFEE	C-T	C-H
7779-43-9040	DUFFEE	C-T	C-H
7779-43-9109	DUFFEE	C-T	C-H
7779-43-9388	JFH	R-MH	C-H
7779-43-9395	JFH	R-MH	C-H
7779-52-0758	DUFFEE	C-T	C-H
7779-52-0795	DUFFEE	C-T	C-H
7779-52-0808	DUFFEE	C-T	C-H
7779-52-0833	DUFFEE	C-T	C-H
7779-52-2908	JFH	R-4	C-H
7779-52-2944	JFH	R-4	C-H
7779-53-0256	JFH	R-MH	C-H
7779-53-0272	JFH	R-MH	C-H
7779-53-0320	JFH	R-MH	C-H
7779-53-0441	JFH	R-MH	C-H
7779-53-0525	JFH	R-MH	C-H
7779-53-0594	JFH	R-MH	C-H
7779-53-0641	JFH	R-MH	C-H

GPIN	CURRENT OWNERSHIP	CURRENT ZONING	PROPOSED ZONING
7779-53-0684	JFH	R-MH	C-H
7779-53-0752	JFH	C-T	C-H
7779-53-0878	JFH	C-T	C-H
7779-53-0893	JFH	C-T	C-H
7779-53-1056	JFH	R-MH	C-H
7779-53-1083	JFH	R-MH	C-H
7779-53-1121	JFH	R-MH	C-H
7779-53-1310	JFH	R-MH	C-H
7779-53-1353	JFH	R-MH	C-H
7779-53-1435	JFH	R-MH	C-H
7779-53-1487	JFH	R-MH	C-H
7779-53-1536	JFH	R-MH	C-H
7779-53-1669	JFH	R-MH	C-H
7779-53-1718	JFH	C-T	C-H
7779-53-2082	JFH	R-4	C-H
7779-53-2113	JFH	R-MH	C-H
7779-53-2155	JFH	R-MH	C-H
7779-53-2305	JFH	R-MH	C-H
7779-53-2347	JFH	R-MH	C-H
7779-53-2487	JFH	R-MH	C-H
7779-53-3025	JFH	R-4	C-H
7779-53-3057	JFH	R-4	C-H
7779-53-3108	JFH	R-MH	C-H
7779-53-3159	JFH	R-MH	C-H
7779-53-3190	JFH	R-4	C-H



EXISTING RIGHT OF WAY TO BE VACATED = 1.52 ACRES
PROPOSED RIGHT OF WAY TO BE DEDICATED = 0.67 ACRES





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GENERAL DEVELOPMENT PLAN

**GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA**

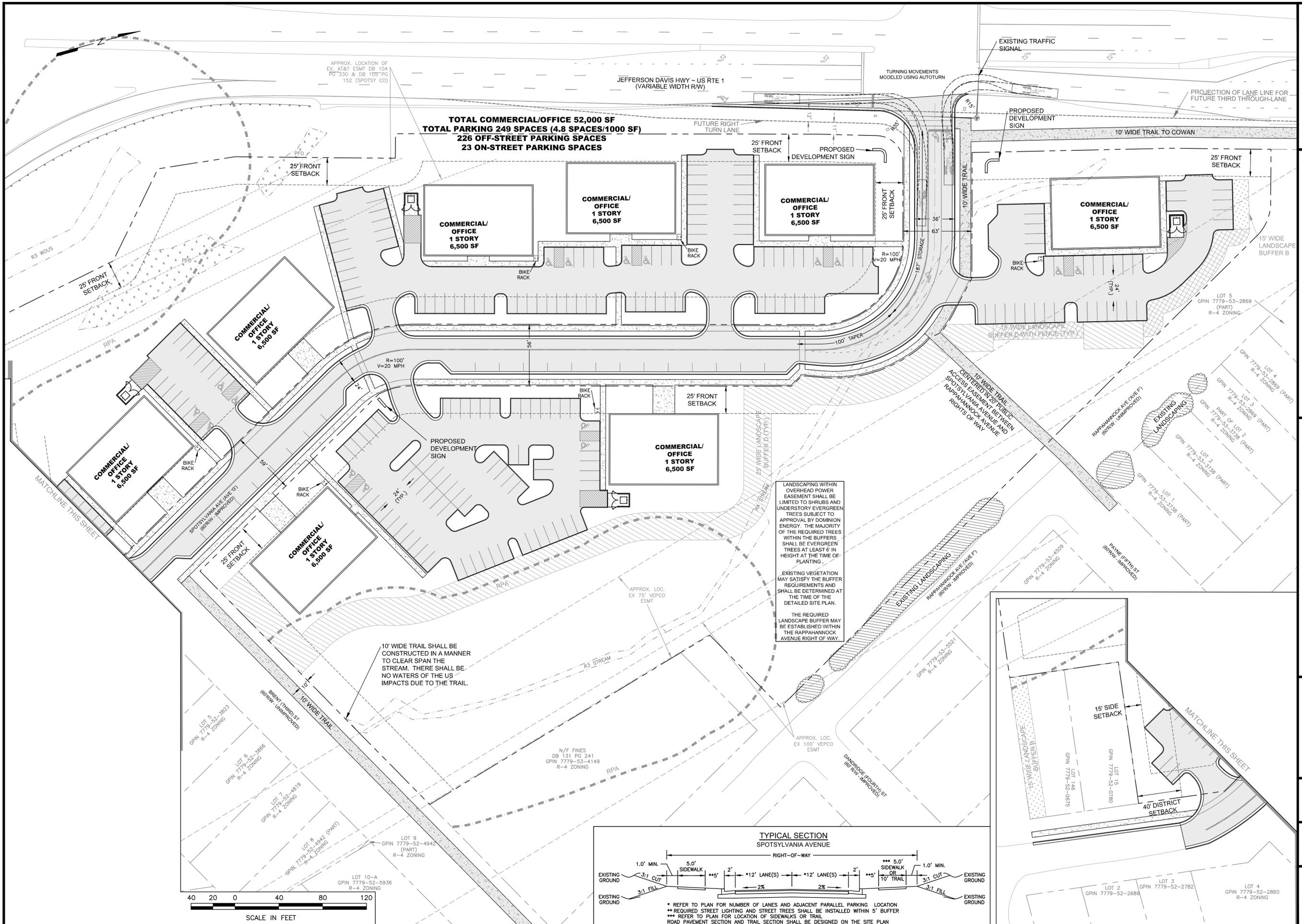


DATE : 08-12-19
DESIGNED: JRF
DRAWN : JRF, JAC
CHECKED : JDF

REVISIONS: 02-07-20
08-21-19 04-17-20
09-16-19
10-25-19
11-13-19

DOCUMENT NO.
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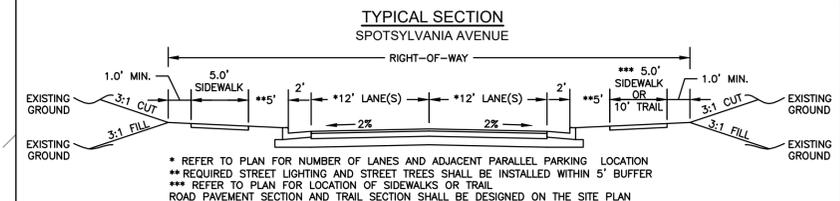
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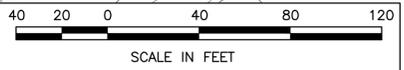
TOTAL COMMERCIAL/OFFICE 52,000 SF
TOTAL PARKING 249 SPACES (4.8 SPACES/1000 SF)
226 OFF-STREET PARKING SPACES
23 ON-STREET PARKING SPACES

LANDSCAPING WITHIN OVERHEAD POWER EASEMENT SHALL BE LIMITED TO SHRUBS AND UNDERSTORY EVERGREEN TREES SUBJECT TO APPROVAL BY DOMINION ENERGY. THE MAJORITY OF THE REQUIRED TREES WITHIN THE BUFFERS SHALL BE EVERGREEN TREES AT LEAST 6 IN HEIGHT AT THE TIME OF PLANTING.
EXISTING VEGETATION MAY SATISFY THE BUFFER REQUIREMENTS AND SHALL BE DETERMINED AT THE TIME OF THE DETAILED SITE PLAN.
THE REQUIRED LANDSCAPE BUFFER MAY BE ESTABLISHED WITHIN THE RAPPAHANNOCK AVENUE RIGHT OF WAY.

10' WIDE TRAIL SHALL BE CONSTRUCTED IN A MANNER TO CLEAR SPAN THE STREAM. THERE SHALL BE NO WATERS OF THE US IMPACTS DUE TO THE TRAIL.



* REFER TO PLAN FOR NUMBER OF LANES AND ADJACENT PARALLEL PARKING LOCATION
** REQUIRED STREET LIGHTING AND STREET TREES SHALL BE INSTALLED WITHIN 5' BUFFER
*** REFER TO PLAN FOR LOCATION OF SIDEWALKS OR TRAIL
ROAD PAVEMENT SECTION AND TRAIL SECTION SHALL BE DESIGNED ON THE SITE PLAN





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**GENERAL DEVELOPMENT PLAN
TRAIL CONNECTIVITY PLAN**

**GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA**



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UTILITY PLAN

GENERAL DEVELOPMENT PLAN
COWAN STATION
CITY OF FREDERICKSBURG, VIRGINIA

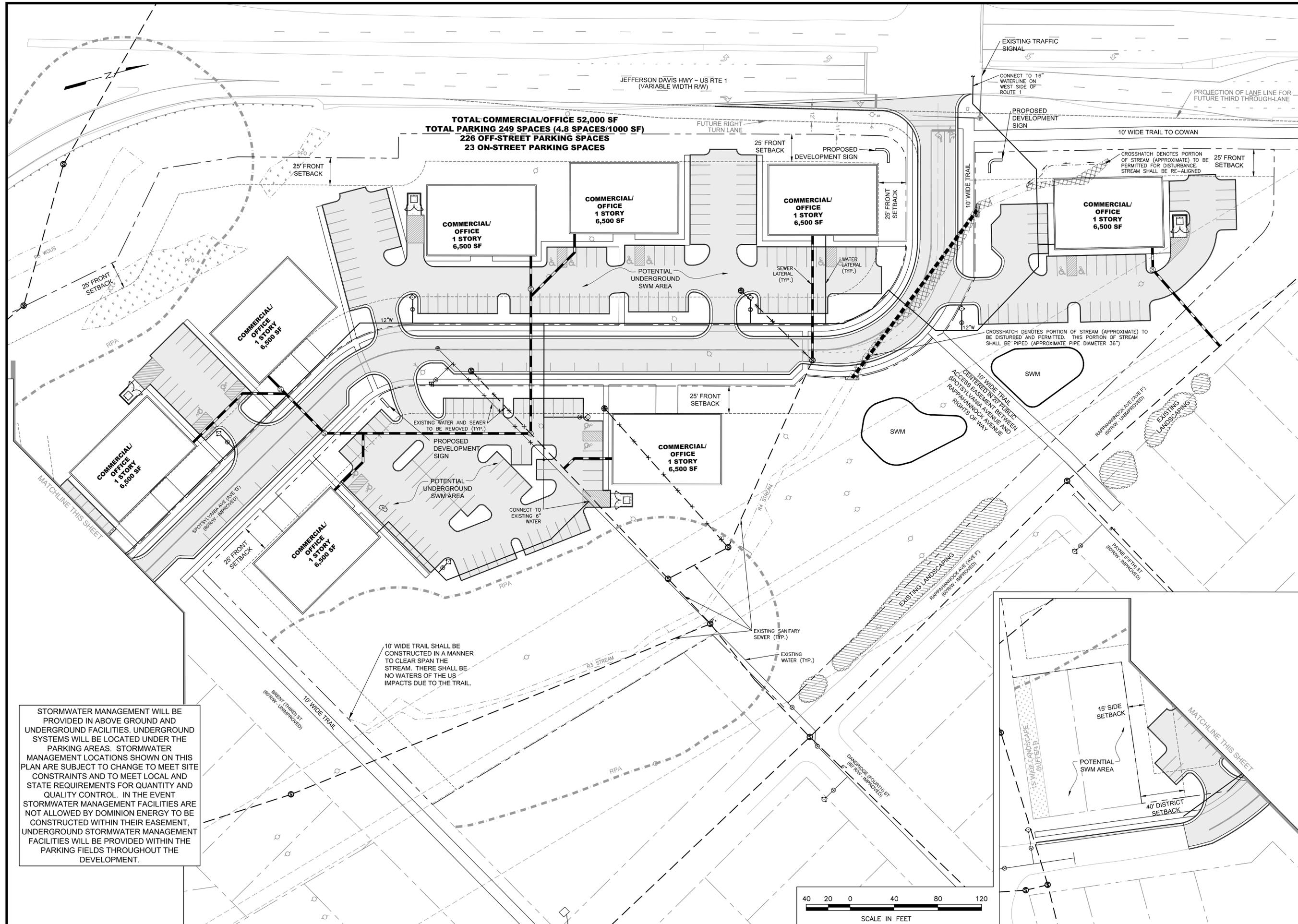


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STORMWATER MANAGEMENT WILL BE PROVIDED IN ABOVE GROUND AND UNDERGROUND FACILITIES. UNDERGROUND SYSTEMS WILL BE LOCATED UNDER THE PARKING AREAS. STORMWATER MANAGEMENT LOCATIONS SHOWN ON THIS PLAN ARE SUBJECT TO CHANGE TO MEET SITE CONSTRAINTS AND TO MEET LOCAL AND STATE REQUIREMENTS FOR QUANTITY AND QUALITY CONTROL. IN THE EVENT STORMWATER MANAGEMENT FACILITIES ARE NOT ALLOWED BY DOMINION ENERGY TO BE CONSTRUCTED WITHIN THEIR EASEMENT, UNDERGROUND STORMWATER MANAGEMENT FACILITIES WILL BE PROVIDED WITHIN THE PARKING FIELDS THROUGHOUT THE DEVELOPMENT.

