

**MEMORANDUM**

*Colantonio*

**TO:** Tim Baroody, City Manager  
**FROM:** Chuck Johnston, Community Planning & Building Director;  
Mike Craig, Senior Planner  
**DATE:** 2020 August 12 for the August 25 Council Work Session  
**SUBJECT:** Parking Regulation Text Amendments to the Unified Development Ordinance,  
Section 72-53.1

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**Issue**

Should the Unified Development Ordinance be amended to recalibrate parking regulations?

**Recommendation**

Hold a public hearing to gather comments on the proposed Unified Development Ordinance Text Amendment. Defer a vote on this item until the September 8th meeting to allow additional time for public comment in accordance with the City Council's e-meeting policies.

**Planning Commission Action**

After a public hearing on March 11, the Planning Commission unanimously (1 absent) voted to recommend the amendments to the Unified Development Ordinance to recalibrate the City's parking standards. Two residents spoke in favor of the changes. One of the speakers also encouraged a review of bicycle parking standards. The Commission recommendation included making such changes.

Subsequent to the March 11 meeting, the proposed text was modified to include the SmartCode standard for the minimum number of required bicycle parking spaces (requiring bicycle spaces as a ratio to the number of vehicles spaces replacing a per square foot/unit standard for all uses). As more fully described below, the SmartCode has been the foundation text for all the proposed changes to the number of required spaces. Also included were more detailed bicycle facility design standards, taken from standards develop by Arlington County and the City of Alexandria.

In addition, editorial adjustments have been made.

- Section 82.7, Rules of Measurement; Parking Space COmputation, is shifted to Section 53.1 so that all parking standards are in one UDO section for ease of reference. Portions of 82.7 that are redundant or inconsistent with the current provisions of 53.1 are deleted.
- The proposed text allowing a payment instead of providing spaces in the Downtown area was reworded to be clearer.
- Proposed text for parking requirements was modified to be internally consistent with existing text and standards.

**Background**

A reduction and recalibration of the City's parking regulations are proposed to implement policies in the City's Comprehensive Plan to encourage quality development/redevelopment Downtown and in Planned Development areas. The 2017 Walker Parking Action Plan encourages efficient parking supply. The changes also incorporate into the proposed Creative Maker Zoning District.

The amendments are the application of good planning practices that enable communities to achieve walkable urban places with an appropriate mixture of land uses and open space. Finally, the changes will help the City achieve more sustainable development with less impervious area and reduced need for stormwater facilities. The “SmartCode” (with some calibration) is proposed as the benchmark for parking requirements for the City. The primary impact would be in the Downtown area, the new Creative Maker District, and in Planned Development projects, where commercial standards would be lower, multi-family residential would be higher, and an automatic shared use calculation applied to mixed use, providing a more balanced parking standards. An analysis of the history of the City’s parking regulations and the legal and regulatory pressure they apply to the City’s urban fabric is attached.

### Comprehensive Plan Policies

- Downtown Parking Strategy 3
  - *Reduce or remove parking regulations* and allow market forces to provide for adequate parking.
- Transportation Policy 9
  - *Develop parking policies that are appropriate to an active downtown.*
- Business Opportunity Policy 5
  - *Implement development/redevelopment standards that promote a human-scale, pedestrian-oriented, transit friendly community*, through site layout, building configuration, landscaping, signage, parking lot design, vehicle and pedestrian circulation, stormwater management, and environmental protection.
- Business Opportunity Initiative 35
  - *Encourage development/redevelopment activity* by creating redevelopment plans, especially for older shopping centers, that will diversify uses and provide for improved multi-modal access, landscaped parking areas, and improved lighting and signage.
- Land Use Revitalization Objective
 

Most of the City’s small areas are designated as revitalization areas per Virginia Code 15.2-2303.4, as having:

  - Large surface parking areas on commercial land, which have revitalization opportunities for the evolution of a suburban pattern of development into a more urban, mixed-use pattern. *Broad expanses of surface parking* result in fragmented and inefficient development patterns that *should be redeveloped so as to create complete communities that are walkable and robust.*

### Walker Parking Action Plan

The 2017 Walker Parking Action Plan cites, as one of several ‘New Parking Paradigms’, that “Too much supply is as harmful as too little. Public resources should be maximized and sized appropriately.” [Pages v and 53]

### Urban Development Standards

The thrust of good planning practice since the late 20<sup>th</sup> century has been to reassert pre-automobile age development standards to refocus communities, through the principles of ‘New Urbanism’, as great places for people, not just great places for cars. The model ordinance created to enable New Urbanism is the “SmartCode” (parking pages attached). The proposed recalibration of the City’s parking standards is directly derived from the parking standards in the SmartCode. The SmartCode uses the concept of ‘Transects’ to describe different elements of a

community, as illustrated in the diagram below, and establishes land development standards that vary depending on the Transect.



In the small area plans that are being created for the City, T-5 is applied to Fredericksburg's Downtown and the cores of other planning areas. T-4 is the transitional area between these cores and adjoining lower density residential areas. T-3 is applied to the lower density city residential areas. T-1 is used for open space areas.

The parking standards in the SmartCode vary by Transect. Making comparison somewhat challenging, the SmartCode parking standards are expressed in a ratio of X number of spaces per 1000 square feet, while the City's Unified Development Ordinance standards are typically stated as 1 space per X hundreds of square feet. Further, the SmartCode consolidates parking requirements into four broad categories: residential, lodging, office, and retail. While the UDO expresses a parking standard for each of the approximate 120 listed specific land uses.

#### Commercial Downtown, Planned Development, and new Creative Maker Districts

The development standards for Downtown, Planning Development, and the proposed Creative Maker Zoning Districts are intended to foster the development and redevelopment of these areas for a mixture of uses that, while designed to accommodate private vehicles access, also encourage alternative access by foot, bicycle, and transit. Minimum parking requirements are still appropriate in these areas in Fredericksburg, as the level of alternative access has not reached a level of sophistication and comprehensiveness that have allowed larger cities to eliminate parking requirements. Downtowns without parking requirements typically are in high functioning large cities with a critical mass of a mix residential, service, and employment uses. These downtowns are served by mature transit systems with a comprehensive network of routes, fixed rail services (usually), and short intervals between transit vehicles. FRED Transit does not have the network nor the frequency of service to provide a comparable transit alternative. Downtown Fredericksburg will remain private vehicle dependent for the foreseeable future for customers, employees, residents, and visitors.

Retaining parking requirements Downtown would allow the City to continue to receive revenue from projects where there is payment in-lieu of spaces. Current regulations allow for purchase of 50% of required spaces. Expansion of the opportunity for purchase would increase the potential for revenue. Parking requirements also allow the City to incentivize uses that it wishes to encourage (such as: reuse of historic buildings or, potentially, affordable housing). Finally, the

nature of vehicle use is changing and the City should not be requiring more parking than is really necessary or appropriate in its most urbanized areas.

The use of a 'Shared Parking Factor' is proposed as a set formula for determining when there can be a shared parking in mixed use or multiple use projects. A specific rate of reduction is provided based on the degree uses are complimentary, such as spaces for offices during the day that can be used for residential or lodging in the evening. This would replace the need for an alternative parking plan where the degree of sharing is determined by traffic consultants without public evaluation criteria.

While not as dramatic as the elimination of parking requirements, application of SmartCode parking standards would substantially reduce parking standards for office uses, modestly reduce parking for retail, and recalibrate residential parking expectations in urban areas. The changes would move the City to a more appropriate balance of parking and desired character as a walkable community with:

- a 33% reduction for office uses and 12% reduction for retail in Downtown/Mixed-Use areas,
- an approximate 12% reduction for office and use of a lower standard for larger retail uses outside Downtown/Mixed-Use areas,
- elimination of parking for small commercial uses (the first 1,500 buildable square feet of a use within a walkable urban place would be parking exempt),
- an increase in requirements for dwellings in mixed use areas combined with an automatic shared use calculation, and
- a specific method for calculation shared use space requirements as a standard practice. Application of a standard formula would remove the vagaries of the current process, which may result in inconsistencies between projects, and additional consultant costs for developers.
- application of parking requirements for changes of use outside of mixed-use areas

The combination of these parking adjustments will allow for more efficient use of land, provide more opportunity for open space, and reduce impervious area thereby reducing the need for stormwater facilities.

### **Downtown Parking District**

The payment-in lieu of spaces is proposed for all spaces, with higher rates for the second 50% in the Downtown Parking District. The Winchester Parking Garage, under construction next to the new Liberty Place project on William Street, has an approximate cost per space of \$28,000. It is recommended that the current rate of \$7,150 as payment for the first 50% of spaces be maintained, with 2x (\$14,300) the base rate for 51 to 70% of spaces, 3x (\$21,450) the rate for 71 to 85% of spaces and 4x (\$28,600) the rate for 86 to 100% of spaces. The base rate was adjusted in last year's budget in process. The rate amount should be reviewed regularly to keep abreast of inflation and construction costs. These funds would support an eventual third parking deck Downtown. In addition, the use of the funds are proposed to include support of transit/shuttle services as well as bicycle facilities, with the district, which is restyled as the Downtown Parking/*Transit/Bicycle* District. Further, expansion of the Downtown Parking/*Transit/Bicycle* District is proposed to include the proposed additional walkable urban places in the Downtown Plan, as shown in the Downtown Small Area Plan (see attached map).

**Information Sessions**

Per the request of Council, these proposed text amendments were presented to interested/affected organizations: the Economic Development Breakfast (February 18), Fredericksburg Area Builders Association (March 6), Economic Development Authority (March 9), and Main Street Board (March 19).

**Conclusion**

In applying SmartCode parking standards, the City would reinforce its efforts to maintain and enhance its traditional neighborhoods and districts, such as Downtown, while requiring a reasonable level of parking in a more environmentally appropriate way. These standards will help encourage the evolution of auto/retail-oriented corridors into communities with multiple uses and that are served by multiple means of access.

**Attachments**

1. Draft Ordinance Amending the City's Parking Standards
2. Planning Commission meeting Minutes: 2020 March 11
3. Brief Parking History of the City
4. SmartCode Vehicle Parking Calculations
5. SmartCode Bicycle Parking standards



August 25, 2020  
Regular Meeting  
Ordinance No. 20-\_\_

**MOTION:**

**SECOND:**

**RE: Amending the Unified Development Ordinance to Amend Off-Street Parking Regulations**

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

**First read:** \_\_\_\_\_ **Second read:** \_\_\_\_\_

It is hereby ordained by the Fredericksburg City Council that City Code Chapter 72, "Unified Development Ordinance," is amended as follows.

**I. Introduction.**

The purpose of this ordinance is to reduce and recalibrate the City's parking regulations to implement policies in the City's Comprehensive Plan and the 2017 Walker Parking Action Plan, in order to encourage quality development and redevelopment.

The City Council adopted a resolution to initiate this text amendment at its meeting on February 11, 2020. The Planning Commission held its public hearing on the amendment on March 11, 2020, after which it voted to recommend the amendment to the City Council. The City Council held its public hearing on this amendment on August 25, 2020.

In adopting this ordinance, City Council has considered the applicable factors in Virginia Code § 15.2-2284. The City Council has determined that public necessity, convenience, general welfare and good zoning practice favor the requested rezoning.

**II. City Code Amendment.**

City Code Chapter 72, "Unified Development Ordinance," Article V, Development Standards, Section 72-53, "Parking," and Section 72-82.7, "Rules of Measurement, Parking space computation" is amended as follows:

1. **Section 72-53.1, "Off-street parking and loading,"** shall be amended as follows:

**Sec. 72-53.1. Off-street parking and loading.**

- A. Purpose and intent. The purpose of this section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demand of the different uses allowed by this chapter. The standards in this section are intended to provide for adequate off-street parking while allowing the flexibility needed to accommodate alternative solutions. The standards encourage pedestrian-oriented

development in downtown and commercial centers, while avoiding excessive paved surface areas, promoting low impact development, where appropriate, and safeguarding historic resources.

B. Applicability.

1. General. These off-street parking and loading standards shall apply with respect to the use of land, buildings and structures within the City.
2. Exemptions. The following activities are exempt from the requirements of ~~this~~ § 72-53.1(C), “Off-street parking requirements”:
  - (a) Re-striping an existing parking lot, which does not create a deficit in the number of required parking spaces, or other nonconformity with the requirements of this § 72-53.1;
  - (b) Rehabilitation or re-use of an historic building;
  - (c) A lot of record, vacant or otherwise, that existed on or before April 25, 1984, and has a residential zoning designation on the Zoning Map;
  - (d) On-street parking that directly abuts a lot may be credited once to the off-street parking requirements for the abutting lot. The Zoning Administrator shall maintain a record of all on-street parking spaces that have been credited towards any particular lot; ~~and~~
  - (e) Changes in use *in the CD and CM zoning districts* shall be exempted from the requirement to provide additional on-site parking spaces beyond those that existed prior to the change in use; *and*
  - (f) *The first 1500 square feet of Commercial uses that are in the CD, CM, CT, or Planned Development zoning districts, or where Form Based Code standards are applied and that have required parking based on square footage. This exemption shall not apply where a Shared Parking Factor calculation is used.*

C. Off-street parking requirements.

1. Parking plan required. A parking plan shall be required in connection with every proposed development, for every proposed change in use of land, buildings or structures, and for every proposed alteration of a building or structure. The parking plan shall accurately designate the required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development the facilities are designed to serve.
2. Minimum number of spaces required. Unless otherwise expressly stated in this section or approved through an alternative parking plan, the minimum number of off-street

parking spaces shall be provided in accordance with Table 72-53.1C(2), Minimum Off-Street Parking Standards.

3. Spaces meeting only the dimensional requirements for compact cars ~~or motorcycles~~ ~~are not~~ *may be* credited for compliance with up to 10% of the minimum number of parking space standards in this table. *Spaces meeting only the dimensional requirements for motorcycles may be credited for compliance with up to 5% of the minimum number of parking space standards in this table.*
4. *The Shared Parking Factor Table shall be applied to the number of parking spaces required by Table 72-53.1C(2) when at least two or more functions are present in a development in the C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied.*

**SHARED PARKING FACTOR**

Function	with		Function
RESIDENTIAL			RESIDENTIAL
LODGING			LODGING
OFFICE			OFFICE
RETAIL			RETAIL

1	1	1	1
1.1	1.1	1.1	1.1
1.4	1.4	1.4	1.4
1.7	1.7	1.7	1.7
1.3	1.3	1.3	1.3
1.2	1.2	1.2	1.2
1	1	1	1

[1] *A Shared Parking Factor for two functions in a development is divided into the sum of the parking required for the two uses to produce the effective parking required.*

[2] *The lowest factor shall be used when there are three or more functions.*

[3] *Uses in the Institutional and Commercial Use Classifications in Table 72-53.1C(2), but not shown as functions in the Shared Parking Factor Table, shall be considered as a Retail function.*

[4] *A Shared Parking Factor shall not be applied when any one of the four functions constitute more than 75% of square footage of a development.*

[5] *A Shared Parking Factor shall not be applied when parking spaces are assigned to specific dwelling units or non-residential uses.*

**Table 72-53.1C(2): Minimum Off-Street Parking Standards**

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
<b>Residential use classification</b>		
Household living	Dwelling, duplex	1.5 per DU
	Dwelling, live/work	1 per DU
	Dwelling, mobile home	2 per DU
	Dwelling, multi-family	<del>1.5</del> 1.75 per DU + 1 per every 5 units; 1 per DU in C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied
	Dwelling, single-family attached	<del>1.5</del> 1.75 per DU + 1 per every 5 units; 1.5 per DU in C-D, C-M, or Planned Development zoning districts or where Form Based Code standards are applied
	Dwelling, single-family detached	2 per DU; 1 per DU on infill lots
	Dwelling, upper story	<del>0.5 per DU</del> see Dwelling, multi-family
Group living	Convent or monastery	1 per every 500 sf
	Dormitory	1 per every 2 resident beds
	Fraternity or sorority	1 per resident bed
	Group homes	1 per every 2 resident beds
	Institutional housing	1 per every 3 beds
<b>Institutional use classification</b>		
Community services	Art center and related facilities	1 per every <del>300</del> 335 sf
	Community center	1 per every <del>300</del> 335 sf
	Cultural facility	1 per every <del>300</del> 335 sf
	Library	1 per every <del>300</del> 335 sf
	Museum	1 per every 500 sf
	Social service delivery	1 per every <del>300</del> 335 sf
Day care	Adult day-care center	1 per every 300 sf
	Child-care center	1 per every 325 sf

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
Educational facilities	College or university	1 per every 900 sf
	School, elementary	10 + 1 per classroom
	School, middle	10 + 1 per classroom
	School, high school	1 per every 300 sf
	Vocational or trade school	1 per every 300 sf
Government facilities	Courthouse	<del>65 per courtroom</del> 1 per every 6 seats in each courtroom
	Government facility	1 per every 600 sf
	Government office	1 per every <del>300</del> 335 sf; 1 per every 500 sf in the C-D, C-M, or Planned Development zoning districts
	Post office	1 per every <del>200</del> 250 sf
Health care facilities	Hospital	1 per every 3 inpatient beds
	Medical laboratory	1 per every 400 sf
	Medical treatment facility	1 per every <del>300</del> 335 sf
Institutions	Assisted living facility	1 per every 3 patient beds
	Auditorium, conference, and convention center	1 per every 400 sf
	Club or lodge	1 per every 300 sf
	Continuing care retirement community	1 per every 3 beds
	Nursing home	1 per every 3 patient beds
	Religious institution	1 per every 6 seats in worship area
Parks and open areas	Arboretum or botanical garden	See §72-53.1C(3)
	Community garden/gardening, non-commercial	See §72-53.1C(3)
	Community garden/gardening, commercial	See §72-53.1C(3)

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Cemetery, columbaria, mausoleum	See §72-53.1C(3)
	Park, playground, or plaza	See §72-53.1C(3)
Public safety	Swimming pool, public or private	See §72-53.1C(3)
	Fire/EMS facility	See §72-53.1C(3)
	Police station	See §72-53.1C(3)
Transportation	Airport	See §72-53.1C(3)
	Heliport	See §72-53.1C(3)
	Passenger terminal (surface transportation)	See §72-53.1C(3)
Utilities	Data center	<del>4 parking spaces for the first 4,000 sf and a maximum of + 1 parking space for</del> <i>per</i> every additional 6,000 sf
	Small data center	1 per 1,000 sf
	Solar array	None
	Telecommunications facility, structure	None
	Telecommunications facility, co-location	None
	Telecommunications tower, freestanding	None
	Utility, major	1 per every 1500 sf
	Utility, minor	None
<b>Commercial use classification</b>		
Adult entertainment		1 per every 300 sf
Animal care	Animal grooming	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts</i>
	Animal shelter/kennel	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts</i>

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Veterinary clinic	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development zoning districts</i>
Eating establishments	Bakery	1 per every 240 sf
	Restaurant, fast-food	1 per every 100 sf
	Restaurant, with indoor or outdoor seating	1 per every 180 sf, <i>no spaces required for outdoor seating</i>
	Specialty eating establishment	1 per every 240 sf
	Microbrewery/taproom	1 per every 240 sf for food/beverage preparation and consumption area; 1 per every 1000 sf for brewery operations area
Offices	Business and professional services	1 per every <del>300</del> 335 sf; <i>1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Medical and dental	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
Parking, commercial	Parking lot	None
Recreation, Indoor	Fitness center	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Theater	1 per every 4 seats
	Arena or stadium	1 per every 4 seats
Recreation, Outdoor	Golf course	3 per hold
	Marinas	1 per slip or mooring
	Recreation, outdoor	See 72-53.1C(3)

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Artist studio	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
Retail sales and services	Auction house	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Convenience store (with gasoline sales)	1 per every 250 sf
	Convenience store (without gasoline sales)	1 per every 250 sf
	Crematorium	1 per 4 seats in main assembly room
	Financial institution	1 per every <del>300</del> 335 sf; <i>1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Funeral home	1 per 4 seats in main assembly room
	Gasoline sales	1 per every 300 sf
	Grocery store	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i> 60,000 sf to 100,000 sf: <i>1 per every 400 sf</i> >100,000 sf: <i>1 per every 450 sf</i>
	Historic dependency limited office retail	1 per every <del>300</del> 335 sf; <i>1 per every 500 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Laundromat	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
	Lumber/building materials	1 per every 300 sf
	Open-air market	See 72-53.1C(3)
	Personal services establishment	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Pharmacy	1 per every <del>200</del> 250 sf
	Plant nursery	1 per every 500 sf
	Repair establishment	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
	Retail sales establishments, <i>including groups of two or more commercial uses</i>	<60,000 sf: 1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i> 60,000 sf to 100,000 sf: 1 per every 400 sf >100,000 sf: 1 per every 450 sf
	Shopping center	<60,000 sf: <del>1 per every 300 sf</del> 60,000 sf to 100,000 sf: <del>1 per every 400 sf</del> >100,000 sf: 1 per every 450 sf <i>See Retail sales establishments</i>
	Tattoo parlor/body piercing establishment	1 per every 300 sf; <i>1 per every 335 sf in the C-D, C-M, or Planned Development Zoning Districts</i>
Seasonal events	All	See 72-53.1C(3)
Vehicle Sales and Service	Automobile sales or rentals	1 per every <del>300</del> 500 sf of building area + 1 per every 5,000 sf of outdoor display area
	Automobile towing and impoundment	1 per every 500 sf + storage area
	Car wash	1 per every 500 sf

Use category	Use type	Minimum number of parking spaces (sf = gross square feet of floor or use area)
Visitor accommodations	Bed-and-breakfast inn	2 spaces + 1 per guest bedroom
	Historic dependency lodging	1 per every guest room
	Hotel or motel (including extended stay)	1 per every guest room + <del>75% of spaces required for on-site accessory uses</del>
Industrial use classification		
Industrial services	Contractor office	See 72-53.1C(3)
	Equipment rental and sales	1 per every 400 sf
	General industrial service/repair	1 per 1,500 sf
	Research and development	1 per every 800 sf
	Abattoir	See 72-53.1C(3)
Manufacturing and production	Manufacturing, heavy	1 per every 1,000 sf
	Manufacturing, light	1 per every 1000 sf
	Bulk storage	1 per every 2,500 sf
Warehousing and Storage	Outdoor storage (as a principal use)	See 72-53.1C(3)
	Self-service storage	1 per every 100 units
	Freight terminal	1 per every 2,000 sf
	Warehouse (distribution)	1 per every 2,500 sf
Waste-Related Services	Incinerator	See 72-53.1C(3)
	Recycling center	1 per every 500 sf
Wholesale Sales	All uses	1 per every 1,000 sf

- (3) Uses with variable parking demand characteristics. Wherever Table 72-53.1C(2) includes a reference to this § 72-53.1C(3), the specified uses have widely varying parking and loading demand characteristics, making it difficult to establish a single off-street parking or loading standard. Upon receiving a development application for a use subject to this subsection, the Zoning Administrator is authorized to apply the off-street parking standard in the table that is deemed most similar to the use, or

establish the off-street parking requirements by reference to standard parking resources published by the National Parking Association or the American Planning Association. Alternatively, the Zoning Administrator may require the applicant to submit a parking demand study that justifies estimates of parking demand based on the recommendations of the Institute of Traffic Engineers (ITE), and includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

- (4) Maximum number of spaces permitted. Commercial and ~~institutional~~ *industrial* uses identified in Table 72-53.1C(2), Minimum Off-street Parking Standards, shall be limited in the maximum number of parking spaces that can be provided, in accordance with the following standards:
  - (a) Except as allowed in this subsection, commercial and industrial uses of 1,000 square feet in area or larger listed in Table 72-53.1C(2), Minimum Off-Street Parking Standards, shall not exceed 125% of the minimum number of parking spaces required in the table.
  - (b) Through approval of an alternative parking plan in accordance with § 72-53.3A, Provision over the maximum allowed, commercial and industrial uses over 1,000 square feet in area or larger may provide up to a maximum of 175% of the minimum number of parking spaces required in the table.
  - (c) Provision of more than ~~47~~ 175% of the minimum number of parking spaces for commercial and industrial uses over 1,000 square feet in area shall require approval of a special exception in accordance with § 72-22.7, Special exception.
- (5) Stacking spaces. In addition to meeting the off-street parking standards in Table 72-53.1C(2), Minimum Off-Street Parking Standards, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service shall provide the minimum number of stacking/standing spaces established in Table 72-53.1C(5), Required Stacking Spaces.

[Figure 72-53.1C(5), “Stacking Spaces,” is not amended.]

Table 72-53.1C(5): Required Stacking Spaces is amended, to clarify that the “Minimum Number of Stacking Spaces” for a “Restaurant, with drive-through service,” is 3 per *order* window and 3 per order board.

*D. Parking space computation.*

- (1) Fractions. When computation of the number of required parking spaces results in a fraction, the fraction shall be rounded up to the next whole number.*
- (2) Seat-based standards. Where the minimum number of off-street parking spaces is based on the number of seats, all computations shall be based on the design capacity of the areas used for seating. The applicant shall specify the anticipated maximum number of seats or maximum seating capacity for the proposed use and shall include calculations based on standards set forth in the Virginia Uniform Statewide Building Code, as may be applicable.*
- (3) Floor-area based standards. Where the minimum number of off-street parking spaces is based on gross square feet of floor area, the square footage shall not include outdoor display or use area.*
- (4) Driveways used to satisfy requirements. For single-family detached and duplex dwellings, driveways may be used to satisfy minimum off-street parking standards, provided sufficient space is available to satisfy the standards of this section and this chapter.*

~~D.~~ *E. Configuration*

- (1) General standards for off-street parking, stacking, and loading areas.
  - a. Use of parking area, stacking area, or loading space. All vehicular parking spaces, stacking spaces, internal aisles and other circulation areas, and loading areas required by this section shall be referred to as "vehicular use area" and shall be used only for their intended purposes. Any other use, including, but not limited to, vehicular storage, vehicle sales, vehicular repair work, vehicle service, or display of any kind, is prohibited.
  - b. Identified as to purpose and location. Except for single-family detached and duplex dwellings, off-street parking areas consisting of three or more parking spaces and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas and distinguishing such spaces and areas from aisles or other vehicular use areas.
  - c. Surfacing.
    1. Except for single-family detached and single-family attached dwellings, and duplexes, and as provided for in § 72-53.3G, "Alternative materials," all off-street parking, loading, and circulation areas shall be surfaced with asphalt, concrete, brick,

crushed stone (within floodplain areas), pavers, aligned concrete strips, or an equivalent material. These materials shall be maintained in a smooth, well-graded condition.

2. Overflow parking, and parking for temporary, special and seasonal events may take place on grass surfaces.

d. Arrangement.

1. Convenient access.

- a. All off-street parking, loading, and circulation areas shall be arranged to facilitate access by and safety of both pedestrians and vehicles.
- b. Except for single-family detached and duplex dwellings, off-street parking areas shall be arranged so that no parking or maneuvering incidental to parking shall occur on a public street or sidewalk, and so that an automobile may be parked and un-parked without moving another automobile (except as provided in § 72-53.3.F, Valet and tandem parking).

2. Backing onto streets prohibited. Except for parking areas serving single-family detached dwellings, all off-street parking, loading, and circulation areas shall be arranged so that no vehicle is required to back from such areas directly onto a public street. Vehicular access ways and vehicular use areas on private lands are not considered public streets.

3. Easements. No off-street parking, ~~or loading, or circulation~~ area shall be located within an easement without the written consent of the person or agency that holds the easement, unless already provided for by an existing easement agreement.

[Subsections 72-53.1D(1)(e) “Drainage,” (f) “Exterior lighting,” (g) “Landscaping,” (h) “Curbs and motor vehicle stops,” (i) Maintained in good repair, and (j) “Construction of off-street parking and loading areas,” and 72-53.1(D)(2) “Dimensional standards,” are not amended.]

- (3) Accessible parking spaces for physically disabled persons *shall be provided in accord with the most recent version of the Virginia Construction Code, section 116.* [The remainder of this subsection – (a) through (h) -- is repealed.]

[Subsection 72-53.1D(4), “Location,” is not amended.]

D. F. Loading spaces. [Subsection 1 and Table 72-53.1E(1) are not amended.]

(2) Standards.

[Subsection (a) is not amended.]

(b) Location. Where reasonably practical, loading areas:

1. Shall be located to the rear of the use they serve;
2. Shall be located adjacent to the buildings’ loading doors, in an area that promotes their practical use;
3. Shall not be located within a front yard area;
4. Shall not be located within 40 feet of the nearest point of a public street intersection serving the loading approach; ~~and~~
5. Shall not be located within 60 feet of a residential zoning district; *and*
6. *In the C-D and C-M zoning districts, loading berths may be located in the public right of way as a curb parking space between 5:00 a.m. and 11:00 a.m., if approved by the Public Works Director. The minimum width is reduced to eight feet. Such loading berths shall also serve as pick-up/delivery areas.*

[The remainder of 72-53.1 is not amended.]

2. Section 72-53.2, “Parking standards for single-family development,” is amended as follows:

**Sec. 72-53.2. Parking standards for single-family development.**

Off-street parking serving single-family detached, duplex, and single-family attached dwellings and located within front yard and/or corner side yard areas shall comply with the following standards:

- A. Authorized vehicles. Only the following vehicles may be parked in single-family residential districts: passenger vehicles designed to transport 15 or fewer passengers, including the driver; pickup trucks and sport utility vehicles with a gross vehicle weight of less than 10,000 pounds; or any vehicle used by an individual solely for his own personal purposes, such as personal recreational activities.
- B. Parking in vehicular use area required. All licensed and operable vehicles, whether parked or stored, shall be located in a vehicular use area, unless the required off-street parking has been waived by the Zoning Administrator.
- C. Maximum area available for vehicular use.
  1. ~~Except~~ For lots of record smaller than 6,000 square feet ~~in the R-4 District~~, vehicular use areas located within ~~the first 40 feet of the~~ *primary front or corner side secondary front* yard (as measured from the edge of the street right-of-way) shall be limited to the greater of 33% of the entire *primary front and/or corner side secondary front* yard area or ~~750~~ 600 square feet. ~~Nothing in this subsection shall be construed to limit the size of the vehicular use area located beyond the first 40 feet of a front or corner side yard area.~~
  2. Vehicular use areas on lots of record smaller than 6,000 square feet ~~in the R-4 District~~ shall be limited to *the greater of 33% of the entire primary front and/or corner side secondary front yard area or 350 square feet.*
  3. *Nothing in this subsection shall be construed to limit the size of the vehicular use area located beyond the primary front or secondary front yard area.*

[Subsections D “Surfacing,” and E “Dimensions,” are not amended.]

**4. Section 72-53.3, “Alternative parking plans,” is amended as follows:**

**Sec. 72-53.3. Alternative parking plans.**

The Zoning Administrator is authorized to approve an alternative parking plan as an element of a site plan, as set forth within this section. The alternative parking plan may include a combination of one or more of the following parking alternatives for a single use.

Reductions in the minimum number of required parking spaces in order to preserve the root zones of existing, healthy specimen trees in accordance with §72-55.6.D, Trees, shall not require approval of an alternative parking plan.

A. Provision over the maximum allowed. The Zoning Administrator may approve an alternative parking plan that authorizes a number of off-street parking spaces in excess of the required by § 72-53.1C(4), Maximum number of spaces permitted, in accordance with the following:

1. Parking demand study. Requests to exceed the maximum number of required off-street parking spaces shall be accompanied by a proposed parking plan, including a parking demand study performed by a professional who is licensed or demonstrated technical expertise to prepare such a study. The purpose of the parking demand study is to provide data and supporting analysis in support of the applicant's contention that the parking spaces required by § 72-53.1C(4), Maximum number of spaces permitted, will be insufficient for the proposed development. In addition to the parking demand study, the requesting party may provide other relevant and appropriate data supporting his request.
2. Minimum additional spaces allowed. The maximum number of off-street spaces allowed shall be limited to the minimum number of additional spaces deemed necessary, according to the parking demand study referenced above, or other relevant and appropriate data.

~~B. Shared parking. The Zoning Administrator may approve an alternative parking plan that reduces the individual parking requirements for two or more uses, through use of shared parking facilities. Requests for shared parking shall comply with the following standards:~~

B. *Off-site parking. The Zoning Administrator may approve an alternative parking plan that authorizes off-site parking. Generally, all off-street parking areas shall be provided on the same parcel of land as the use to be served. Off-street parking may be located on another parcel of land*

*("off-site" parking), if there are practical difficulties in locating the parking area on the same parcel or the public welfare, safety, or convenience is better served by off-site parking. Off-site parking shall comply with the following standards:*

1. Location.
  - a. Except for shared parking located within a parking structure or served by a parking shuttle, shared parking spaces shall be located within 1,000 feet of the primary entrance of all uses served.
  - b. Shared parking located within a parking structure or served by a shuttle shall be located within 2,000 feet of the primary entrance of all uses served.
  - c. Shared parking spaces shall not be separated from the use they serve by an arterial or collector street, unless the shared parking area or parking structure is served by an improved pedestrian crossing.
2. Pedestrian access. Adequate and safe pedestrian access, *which complies with all applicable ADA requirements*, shall be provided from and to the ~~shared~~ off-site parking areas.
3. ~~Timing. Two or more uses sharing parking spaces shall have staggered peak usage times.~~
4. ~~Maximum shared spaces. The maximum reduction in the total number of parking spaces required for all uses, in the aggregate, sharing the parking area shall be 50%. The percentage may be increased to 60% if the uses share parking spaces located within a parking structure.~~
3. Directional signage. When determined necessary by the Zoning Administrator, due to distance, indirect locations, or visual barriers, directional signage that complies with the standards of this chapter shall be provided to direct the public to the ~~shared~~ off-site parking spaces.
6. ~~Shared parking plan.~~
  - a. ~~Justification. Those requesting to use shared parking as a means of satisfying the off-street parking standards must submit a proposed parking plan, including a parking demand study prepared by a professional who is licensed to prepare such a study. The purpose of the study shall be to provide data and supporting analysis demonstrating the feasibility of the proposed shared parking facilities. The parking demand study shall include information on the~~

~~size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces. Additionally the requesting party may submit other relevant and appropriate data supporting the request.~~

4. Recorded agreement. If approved, ~~an shared parking arrangement~~ *off-site parking facility* shall be described and made binding upon the all owners of record of the subject properties, within a written agreement prepared in a form suitable for recording among the City's land records. A signed and attested copy of the ~~shared~~ *off-site parking agreement* between the owners of record must be recorded with the Clerk of the Circuit Court. Recordation of the agreement shall occur prior to the issuance of any occupancy permit for any premises to be served by the ~~shared~~ *off-site parking area*. ~~An shared~~ *off-site parking agreement* may be revoked only if all required off-street parking spaces are provided in accordance with the requirements of Table 72-53.1C(2), Minimum Off-Street Parking Standards.
  5. Duration. ~~An shared~~ *off-site parking agreement* shall run with the land, and shall be and remain in effect until revoked or revised by the parties thereto. In the event the parking requirements for the subject properties change (increase) following recordation of the agreement, due to any change in use(s) or structural alterations of buildings or structures containing such uses, then the City may require the parking plan for the properties to be updated, which may include, but is not limited to, a revision of the ~~shared~~ *off-site parking agreement*.
- A. ~~Off-site parking for nonresidential uses. The Zoning Administrator may approve an alternative parking plan that authorizes off-site parking for nonresidential uses. Generally, all off-street parking areas for any nonresidential use shall be provided on the same parcel of land as the use to be served. Off-street parking for nonresidential uses may be located on another parcel of land ("off-site" parking), if there are practical difficulties in locating the parking area on the same parcel or the public welfare, safety or convenience is better served by off-site parking. Off-site parking for nonresidential uses shall comply with the following standards:~~
1. ~~Maximum distance. Off-site parking shall be located no more than 1,500 feet from the use it is intended to serve.~~
  2. ~~Pedestrian way required. A pedestrian way that complies with all applicable ADA requirements, and is not more than 1,500 feet in length, shall be provided from the off-site parking area to the use it serves.~~
  3. ~~No undue hazard. The off-site parking area shall be convenient to the use it serves without causing unreasonable:~~
    - a. ~~Hazard to pedestrians;~~

- b. ~~Hazard to vehicular traffic;~~
  - e. ~~Traffic congestion;~~
  - d. ~~Interference with commercial activity or convenient access to other parking areas in the vicinity;~~
  - e. ~~Detriment to the appropriate use of business lands in the vicinity; or~~
  - f. ~~Detriment to any abutting residential neighborhood.~~
4. ~~Recorded agreement. If approved, off-site parking facilities shall be described and be made binding upon both the owner of land where parking is located and the applicant seeking off-site parking, within a written agreement signed by the property owners. The agreement shall be set forth within a document suitable for recording among the City's land records. A signed and attested copy of the off-site parking agreement must be recorded with the Clerk of the Circuit Court. Recordation of the agreement shall take place prior to issuance of any certificate of occupancy for any premises to be served by the off-site parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces are provided in accordance with the requirements of Table 72-53.1C(2), Minimum Off-Street Parking Standards.~~

C. ~~Parking reductions. The Zoning Administrator may approve an alternative parking plan that includes waiver of parking, in accordance with this subsection. An applicant may submit a request to waive the construction of up to 30% of to reduce the number of parking spaces required in Table 72-53.1C(2), Minimum Off-Street Parking Standards and the Shared Parking Factor Table. The applicant shall demonstrate through submission of relevant and appropriate data and information that, because of the location, nature, or mix of uses, there is a reasonable probability the number of parking spaces actually needed to serve the development is less than the minimum required by Table 72-53.1C(2), Minimum Off-Street Parking Standards and the Shared Parking Factor Table. The application shall include relevant and appropriate data and information, including location, nature, or mix of uses, The application shall be accompanied by a plan that shows the location and number of parking spaces that will be provided, and a parking demand study prepared by a professional who is licensed to prepare such a study. The study shall provide data and supporting analysis demonstrating the feasibility of the proposed shared parking facilities. The parking demand study shall include information on the size and type of the proposed development(s), composition of tenants, anticipated rate of parking turnover, and anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces. The applicant may submit other relevant and appropriate data supporting the request.~~

D. Downtown Parking, Transit, and Bicycle Fund.

1. An applicant may meet ~~up to 50%~~ of the parking requirement for a use in the ~~d~~Downtown ~~p~~Parking, Transit, and Bicycle ~~d~~District through the payment of a standard amount established by City Council per *required* parking space.

<i>Incremental payment amount</i>	0 to 50% of total required parking spaces	<i>For each additional parking space from 51% to 70% of requirement</i>	<i>For each additional parking space from 71% to 85% of requirement</i>	<i>For each additional parking space from 86% to 100% of requirement</i>
<i>Amount of payment</i>	Standard amount (established in Planning Fee Schedule [link])	2x standard amount	3x standard amount	4x standard amount

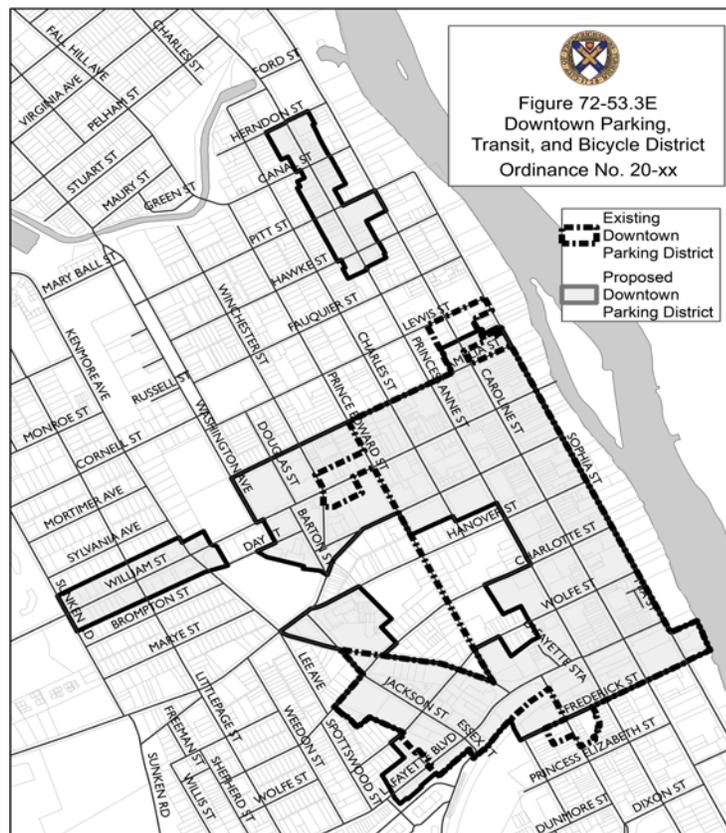
The Zoning Administrator is authorized to grant this reduction. The applicant may combine this reduction with one or more of the foregoing parking alternatives to reduce the number of required on-site parking spaces to zero. The credit for an off-street parking requirement met in this manner shall run with the land. No refund of any payment shall be made when there is a subsequent change of use that requires less parking.

2. The fee shall be collected by the Zoning Administrator as a condition to site plan approval. Payment of this fee does not guarantee that parking spaces will be constructed for the sole use of or in the immediate proximity of a particular development. It will not guarantee the availability of parking specifically for the development. Funds collected from such payment shall be deposited by the City in a special ~~parking~~ fund and shall be used *in the Downtown Parking, Transit, and Bicycle District* to:
  - a. Provide additional off-street public parking ~~to serve the Downtown Parking District;~~
  - b. Acquire land for such parking through purchase, lease, or license;
  - c. Develop land to make it suitable for public parking;
  - d. Replace existing municipal parking lots with public parking structures; ~~or~~
  - e. Engage in projects that increase the amount of available public parking spaces or reduce dependence upon the automobile and thereby reduce parking demand;;

- f. *Improve transit/shuttle facilities or services; or*
  - g. *Improve bicycle facilities and services.*
3. The collection of the fee shall not obligate the City to provide off-street parking for any particular location. In order to provide a logical and cost effective construction of parking improvement, projects funded through this fee may be phased and may be constructed such that the public parking spaces do not directly serve the parcels from which the fee was collected.

[Figure 72-53.3E. Downtown Parking District, is repealed and replaced with new Figure 72-53.3E, “Downtown Parking/Transit/Bicycle District,” ]

**Figure 72-53.3E Downtown Parking, Transit, and Bicycle District**



F. Valet and tandem parking. The Zoning Administrator may approve an alternative parking plan that includes valet and tandem parking, in accordance with this subsection. An off-street parking program utilizing limited valet and tandem parking may be allowed for uses listed under the commercial use classification in Table 72-53.1C(2), Minimum Off-Street Parking Standards, in accordance with the following standards:

1. The development served shall provide 75 or more parking spaces;
2. No more than 30% of the total number of spaces shall be designated as tandem; and
3. A valet parking attendant must be on duty during hours of operation.

[Subsection G, “Alternative materials,” is not amended.]

4. Section 72-53.4, “Bicycle parking,” is amended as follows:

**Sec. 72-53.4. Bicycle parking.**

Lots used for *Multifamily* Residential development with 20 ~~30~~ or more dwelling units, and *Institutional or Commercial nonresidential* development with 5,000 or more square feet of gross floor area, shall provide individual or shared bicycle parking facilities in accordance with the following standards. ~~Nonresidential uses of up to 30,000 square feet in size may share bicycle parking facilities in accordance with this section.~~

A. General standards.

1. *Location.*

- a. Bicycle parking facilities shall be conveniently located, but in no case shall such facilities be located more than 150 feet from the primary building entrance;
- b. *Bicycle parking facilities shall have an improved pedestrian access to the primary building entrance;*
- c. *Facilities may be located within required open space or landscaped areas;*
- d. *Facilities for Institutional or Commercial uses may be located in the public right of way with the approval of the Public Works Director.*

2. Bicycle parking spaces shall be provided at the rate of one bicycle parking space for every 10 *required off-street parking spaces for vehicles.* ~~30 residential dwelling units and/or every 5,000 square feet of nonresidential floor area.~~

3. *Bicycle parking facilities shall be surfaced in accordance with section 72-53.1D(1)(c)[1].*

B. Bicycle rack required. Bicycle parking facilities shall incorporate a rack or other similar device intended for the storage of bicycles. *The rack element shall:*

1. *Be located on and anchored to a solid, immovable stall surface and installed vertically plumb in two planes;*
2. *Be in ‘Inverted U’ type or equivalent, which supports the bicycle upright by its frame in two places;*

3. *Be at least 18 inches wide and 33 inches tall when installed; be uniformly aligned and evenly spaced; be centered in a 'design stall' with a minimum dimension of 36 inches by 72 inches; and be at least 24 inches from any wall or other obstruction.*
  4. *Not result in a tripping hazard*
  5. *Prevent the bicycle from tipping over;*
  6. *Enable the frame or both wheels to be secured;*
  7. *Support bicycles without a diamond –shaped frame;*
  8. *Allow a U-lock to lock one wheel and a frame tube of an upright bicycle; and*
  9. *Resist being cut or detached using hand tools.*
- ~~C. Shared bicycle parking. Nonresidential uses of 30,000 square feet in size or less may share bicycle parking spaces provided:~~
- ~~1. Each use provides or is served by improved pedestrian access from the bicycle parking facility to the primary building entrance; and~~
  - ~~2. The shared bicycle parking facility and improved pedestrian access is depicted on a site plan.~~

**Section 72-82.7 is repealed.**

**SEC. III. Effective Date.**

This ordinance is effective immediately. However, any application submitted and accepted as complete before the date of adoption of this ordinance, but still awaiting final action as of that date, shall be reviewed and decided in accordance with the regulations in effect when the application was accepted. To the extent such an application is approved and proposes development that does not comply with this ordinance, the subsequent development, although permitted, shall be lawfully nonconforming and subject to the provisions of Article 72-6, Nonconformities.

**Votes:**

**Ayes:**

**Nays:**

**Absent from Vote:**

**Absent from Meeting:**

Approved as to form:

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Kathleen Dooley, City Attorney

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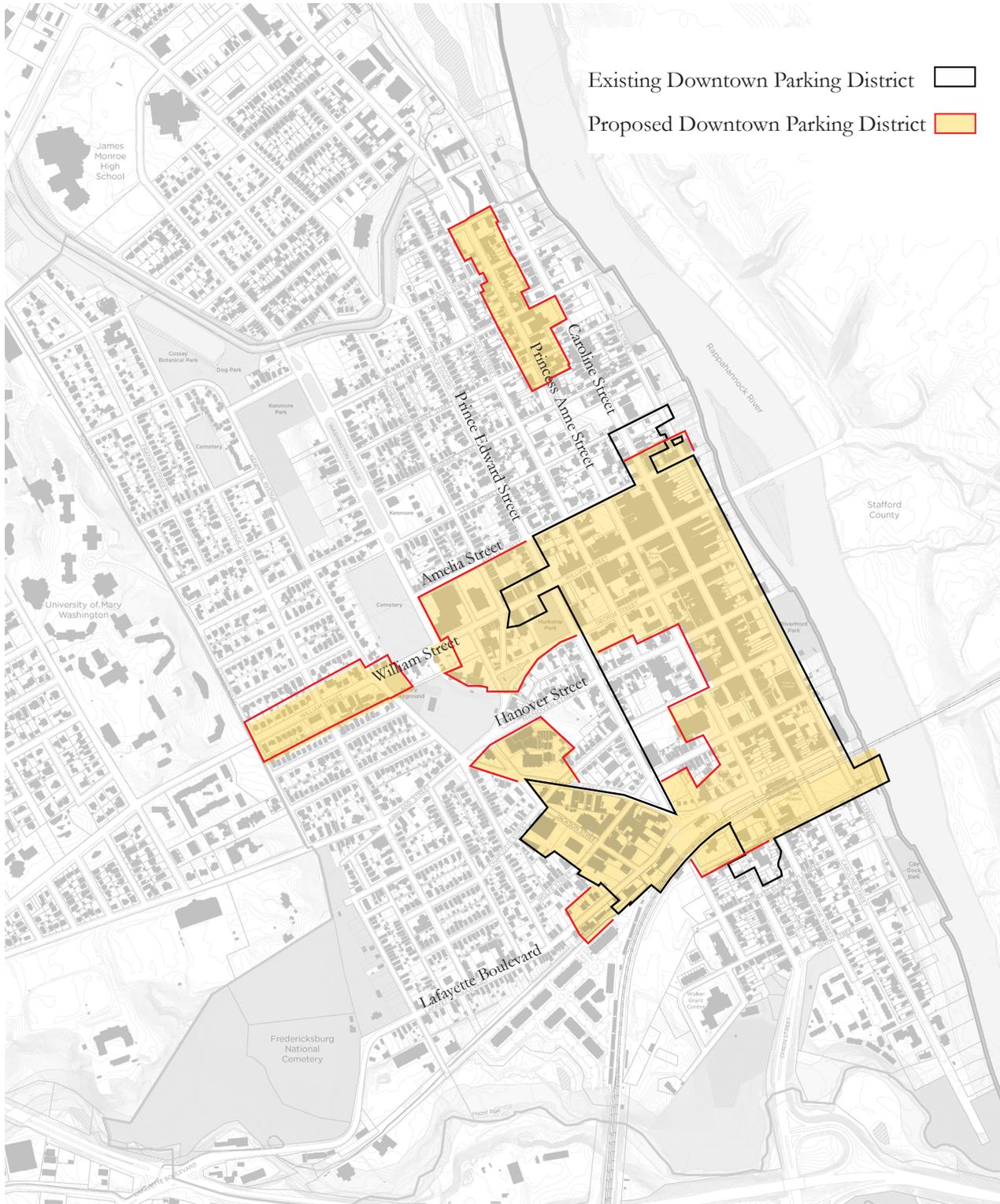
***Clerk's Certificate***

*I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Ordinance No. 20- duly adopted at a meeting of the City Council meeting held Date, 2020 at which a quorum was present and voted.*

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

PART III





**CITY OF FREDERICKSBURG  
PLANNING COMMISSION**

**MINUTES**

**March 11, 2020**

**7:30 p.m.**

**715 Princess Anne Street  
Council Chambers**

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

<https://amsva.wistia.com/medias/771goz3nrm>

**The Agenda, Staff Report, Applications and Supporting Documents are also available on the Planning Commission page.**

**MEMBERS**

Rene Rodriguez, Chairman  
Steve Slominski, Vice-Chairman  
David Durham  
Kenneth Gantt  
Chris Hornung  
Tom O'Toole  
Jim Pates

**CITY STAFF**

Chuck Johnston, Director,  
Planning and Building Dept.  
Mike Craig, Senior Planner  
James Newman, Zoning Administrator  
Cathy Eckles, Administrative Assistant

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**1. CALL TO ORDER**

Chairman Rodriguez called the meeting to order at 7:30 p.m. and explained meeting procedures for the public, as well as expected decorum during public comment.

**2. PLEDGE OF ALLEGIANCE**

**3. DETERMINATION OF A QUORUM**

All seven members were present.

**4. APPROVAL OF AGENDA**

Mr. Hornung moved for approval of the agenda as submitted. Mr. Durham seconded.  
**Motion passed 7-0**

**5. APPROVAL OF MINUTES**

November 13, 2019 Work Session

Mr. Hornung moved for approval of the minutes as submitted. Mr. Gantt seconded.  
**Motion passed 7-0**

February 26, 2020 Regular Meeting

Mr. Pates moved for approval of the minutes with his edits as submitted by email on March 9, 2020. Mr. Slominski seconded.

**Motion passed 7-0.**

## **6. DECLARATION OF CONFLICT OF INTEREST**

Mr. Pates noted he has a conflict with SUP2020-02 as this is his daughter's business. There were no further conflicts of interest reported.

## **7. PUBLIC HEARING**

- A. Eufloria** requests a special use permit to operate a retail sales establishment, specifically a florist shop, in the Commercial-Transitional Zoning District. The property is located at 915/917 Lafayette Boulevard, at the corner of Lafayette Boulevard and Willis Street. SUP 2020-02

Mr. Newman reviewed the staff report along with a power point presentation (Att. 1) and recommended approval with three conditions.

Mr. O'Toole questioned what the previous uses of the property were. Mr. Newman said there is a law office in one of the spaces and formerly a juice café was in the proposed location of Eufloria. Mr. Newman commented that special use runs with the property and does not cease if there is change in property owner or business proprietor. Mr. Newman said the Commissioners could add a condition that the proposed special use permit only be for the proposed square footage of Eufloria.

Mr. Gantt questioned the limiting of the square footage for the business proposed at 1,200 sq. ft., what would the remaining property be used for. Mr. Newman said the applicant would answer that. Chairman Rodriguez questioned the parking requirements and would they be limited to that application. Mr. Newman said that there was no additional parking required as it is a change in use and there are 5 to 6 street parking spaces available.

Chairman Rodriguez opened the public hearing.

Sandra Glancy, representative of the applicant, was present, as was Annie Pates, the business owner. Mr. Hornung asked Ms. Pates if she would have an issue with limiting this permit to floral business only, no general retail sales. Ms. Pates said she also sells plants and floral related gifts and is not strictly a floral business.

Chairman Rodriguez questioned whether there would be a dedicated drop-off area for the floral delivery portion of the business. Ms. Pates said there was an area off-street for the delivery vehicles.

No public comments were made. Chairman Rodriguez closed the public hearing.

Discussion ensued regarding adding a condition limiting the use to a floral business only. Mr. Hornung was concerned about the proximity to the Battlefield Visitor Center. Mr. Johnston

noted that the City Attorney has indicated that there are legal issues in trying to limit the particular type of retail sales without identifying some unique circumstances. Mr. Craig also noted that the issues with certain types of signage would be subject to design guidelines. Chairman Rodriguez was also concerned with the amount of traffic in this area. Mr. Johnston noted that limiting the allowable square footage for retail sales would inherently limit the type and size of retail sales.

Mr. Hornung asked how big the proposed location is. Ms. Pates said 1800 sq. ft.

Mr. Hornung motioned to approve SUP2020-02 with the conditions recommended by staff. Mr. Hornung further recommended the addition of two further conditions, (1) limiting the retail sales square footage to 2,000 sq. ft. and (2) limiting the retail uses to only floral and gift shop sales. Mr. Hornung said this could be dealt with at City Council. Chairman Rodriguez seconded the motion.

Mr. Slominski noted he agreed with Mr. Hornung on limiting the potential retail sales. Chairman Rodriguez asked staff to be sure to notify the Commission of the City Attorney's determination on limiting the potential retail sales.

**Motion passed 6-0-1 (Mr. Pates abstained).**

**B. The City of Fredericksburg** proposes to amend the Unified Development Ordinance to establish a new zoning district entitled "the Creative Maker District". UDOTA 2020-02

**C. The City of Fredericksburg** proposes to amend the zoning map to change the existing zoning of about 78 acres of land along the northern sections of Princess Anne Street and Route 1 to the Creative Maker Zoning District from the following zoning districts: Commercial-Highway (CH), Commercial-Shopping Center (C-SC), Commercial/Office-Transitional (C-T), Residential-30 (R30), Residential-2 (R-2), and the Princess Anne Corridor Overlay District. RZ 2020-02

Mr. Craig reviewed the staff report for the Creative Maker District (CMD) along with a power point presentation for Items B and C combined (Att. 2), and recommended the public hearing be kept open until the April 8, 2020 Commission meeting due to an error with the public hearing ad.

Mr. Durham asked if there were any provisions within the form-based codes that require developers to provide pedestrian crossing improvements. Mr. Craig noted it will be a joint effort between the City and the developers. Mr. Craig went through the various situations and what would be required.

Discussion ensued regarding the status of the Transfer of Development Rights (TDR) in the T-4M and T-5M transect zones and whether the rights can be transferred between transect zones. Mr. Craig stated that TDR is not currently a component of the Creative Maker District proposal but explained the process when a character structure is determined to be eligible for TDR.

Mr. Durham questioned if there may be a public use in the future in the CMD, would that property be removed from the CMD and make it part of a Public, Recreational, Open-Space, and Environmental Zoning District (PROSE) Zoning District. Mr. Craig said Planning aimed to establish additional zoning districts that would handle public uses specifically and would address this use at that time.

Mr. Pates questioned whether the CMD should wait for the TDR component since TDR was a central part of the strategy for historic preservation in this area. Mr. Craig said the CMD would put the legal framework in place to permit the evolution of use in this corridor, which would repermit the types of uses the historic structures were designed for. Establishing the form based code is also critical. In addition, Mr. Craig noted that defining character structures makes sure the historical properties are not deemed non-conforming.

Mr. Pates asked about the location of the T-4M areas and their relationship to existing neighborhoods. Mr. Craig said the CMD is proposed in existing commercial areas and not in the existing neighborhoods. Further discussion ensued regarding the potential development. Mr. Pates said that the expansion of use could negatively impact residential properties in the CMD. Mr. Craig noted the level of use, that by definition the impact of the proposed uses are minimal and the addition of the form based code, which requires that buildings are a compatible shape and size, further controls the potential intensity of any proposed use.

Chairman Rodriguez asked to clarify the boundaries of the CMD. Mr. Durham noted once the Area 7 plan is accepted, the CMD will extend down Princess Anne Street to the south. Mr. Craig agreed and clarified that the zoning district is established and then the properties are rezoned.

Chairman Rodriguez opened the public hearing.

Lynn Goodall, 2109 Fall Hill Avenue. She spoke for the Canal Quarter Neighborhood Association (Association). They support changing the zoning along the Princess Anne Corridor. The Association is concerned about including the parking lot areas and that more consideration should be given to green space, historic preservation reuse, accessibility for the aging, and canal enhancements. The Association does not support residential density or TDR. The Association believes that only the zoning for the Princess Anne Corridor should be acted on until the 2300 Fall Hill Building and all associated Mary Washington Health Care properties are sold.

Adam Lynch, Friends of the Rappahannock (FOR), 3219 Fall Hill Avenue. FOR stated that the CMD needed to include higher residential density if the plan is to achieve a river friendly region with more walkable areas by steering growth away from sprawling car dependent landscapes. Compact walkable development preserves green space, reduces water quality impacts and carbon footprints of new development. FOR believes the CMD downzones most of the area which entrenches low density housing, misses an opportunity to build more sustainable development, and will deter compact river-friendly development.

Paul Ireland, no address given. Asked how the rezoning would affect his automotive service business use at 2705 Wellford Street. Mr. Craig noted that under the proposed changes automotive use will change from a by-right to a special use so the existing building configuration would become grandfathered and amendments to it would be permitted by special use permit.

No further public comments were made. Chairman Rodriguez noted the public hearing portion would remain open until the April 8, 2020 meeting. Mr. Durham asked staff to address the competing interests that were represented by Ms. Goodall and Mr. Lynch.

No action was taken.

**D. The City of Fredericksburg** proposes to amend the Unified Development Ordinance, Section 72-53, Parking. The amendments include a general reduction of the amount of parking required for uses listed in the Minimum Off-Street Parking Standards Table, creating a “Shared Parking Factor”, and modifying the purpose and extent of the Downtown Parking District. UDOTA2020-03

Mr. Johnston reviewed the staff report along with a power point presentation (Att. 3).

Mr. O’Toole asked how long Smart Code has been in use. Mr. Johnston stated it has been around for 20 years and that it meets the needs of the jurisdictions that have used it and there isn’t really another source except for the Institute of Transportation Engineers (ITE), which is based on 20<sup>th</sup> century surveys of parking in suburban areas. Chairman Rodriguez asked how many cities of our size use Smart Code. Mr. Johnston stated approximately six, but that it is also applied in many larger cities outside of their actual downtown areas.

Mr. Pates asked about not requiring parking for reuse of historic buildings and would using the Smart Code still not affect historic properties. Mr. Johnston stated this amendment would not affect that as the parking requirements for reuse of historic structures was decided approximately ten years ago. Mr. Pates asked about the shared parking factor and how it affects properties that are not mixed use. Mr. Johnston noted that this is intended to focus on sites of businesses that share parking lots with various types of uses.

Mr. Durham asked about the degree to which these changes would incentivize additional bicycle parking. Mr. Johnston stated there are two issues: the text changes regarding bicycles address the standards for bicycle parking on private property to fix poorly worded text to make it less complicated. The other addresses public facilities within the right-of-way on sidewalks and parks. That money would be used for public facilities for bicycle parking.

(Mr. Pates left the meeting)

Chairman Rodriguez asked what is the smallest City owned parking lot. Mr. Johnston stated probably the Visitors Center, which has approximately twelve spots. Chairman Rodriguez questioned the Commissioners whether a requirement should be added that states any Downtown project over 50 or 75 parking spots might need to apply for a special use permit in order to pay for spaces instead of providing them, as that just shifts spaces to another area. Mr. Durham stated that market forces would argue against that and doesn’t think Chairman Rodriguez’ scenario is feasible. Mr. Hornung agrees with Mr. Durham that there is a balance between how much a developer would be willing to get out of the parking requirements and how much is available for their tenants. Most developers would not be able to get tenants if they just paid for spaces instead of providing them.

Discussion ensued regarding the 1010 Caroline Street project, which involved the reuse of a retail building that did not expand the square footage, so no further parking requirements were necessary.

Chairman Rodriguez opened the public hearing.

Adam Lynch, Friends of the Rappahannock (FOR), 3219 Fall Hill Avenue, he spoke for himself and FOR being in favor of the proposed parking minimum amendments. Widespread asphalt is

a major source of impervious surfaces and causes stormwater pollution; therefore, reducing the burdensome parking minimums will reduce pressure to build new parking lots and these amendments will help steer the City to better preserve our remaining open spaces and improve the City's stormwater management system.

Holly Clarke, 1504 Winchester Street, spoke in favor of the reduced downtown parking requirements. The City is designed for people, not cars, which is what contributes to the City's vibrancy. Ms. Clarke also spoke in favor of the attention being focused on bicycling traffic but thinks that better practices could be done.

No further public comments were made. Chairman Rodriguez closed the public hearing.

Mr. Slominski motioned to approve as recommended. Mr. Durham seconded. Mr. Johnston noted that he will incorporate two recommendations into the ordinance: best practices for bicycle parking, and appropriate location standards for shared parking. Mr. Slominski amended his motion to include those recommended changes to the ordinance. Mr. Durham requested that when this is discussed at Council mention be made to include and highlight areas it will have the most specific effect on.

**Motion passed 6-0 (Mr. Pates absent).**

**E. The City of Fredericksburg** proposes to amend the Unified Development Ordinance, Section 72-8, Definitions and Interpretations, to update definitions and regulations of residential uses. The amendments more clearly states the differences among duplex, single-family attached, and multi-family dwelling types. UDOTA2020-04

Mr. Craig reviewed the staff report and recommended the Commissioners recommend approval.

Mr. Hornung asked about the rationale for the different rules between Section 72-41.1 F.(5) stating one townhouse per lot and Section 72-84 *Dwelling, Single-Family Attached* stating up to four such units on a lot. Mr. Craig stated that there is a different impact between single-family attached homes arranged as townhomes and attached housing arranged as a tri or quadplexes that looks like a single family home. Also, some builders attempted to negate development standards requiring streets and lot frontage by stating they would build multiple townhomes on a single lot. Mr. Hornung mentioned the townhomes at the intersection of Prince Edward Street and Amelia Street as one that was an attractive infill use. Mr. Durham noted that previously when he owned a townhome, there were three of them on a lot and when the owner wanted to sell, he could not do so separately. He then got them subdivided so Mr. Durham thinks this language is appropriate as it goes to the issue of ownership. Further discussion ensued regarding the ownership and connection between townhomes and duplexes.

Chairman Rodriguez opened the public hearing. No public comments were made. Chairman Rodriguez closed the public hearing.

Mr. Durham motioned to approved as recommended. Chairman Rodriguez seconded the motion.

**Motion passed 6-0 (Mr. Pates absent).**

## **8. GENERAL PUBLIC COMMENT**

There were no public speakers.

## **9. OTHER BUSINESS**

### **A. Planning Commissioner Comments**

None.

### **B. Planning Director Comments**

Mr. Johnston updated the Commissioners on the following:

- City Council approved the infill development amendments, but with a 90-day grace period;
- City Council approved the Springhill Suites Hotel PD-C rezoning and special exception on Fall Hill Avenue;
- City Council authorized a study of the potential sale of land near Idlewild for Mary Washington Health Care offices;

Mr. Durham noted that the increased residential in Planned Development Commercial is shelved for now.

- Planning staff is going to Bethesda to discuss Area 1 with Streetsense;

Mr. Durham asked when the infill heights requirement rework might be happening. Mr. Johnston noted that he does not have specific dates set yet.

Mr. Johnston stated that the March 25 Commissioner's meeting will be primarily focused on the Capital Improvements Plan and follow up on the Area 7 Downtown plan.

## **8. ADJOURNMENT**

There being no further items to be discussed, the Planning Commission adjourned at 9:47 pm.

Next meeting is March 25, 2020.



---

**Rene Rodriguez, Chairman**



**DISCLOSURE  
PERSONAL INTEREST IN A TRANSACTION**

Virginia Code § 2.2-3112(A)(i) prohibits a member of a public body from participating in a transaction that has application solely to property or a business or governmental agency in which he has a personal interest or a business that has a parent-subsidary or affiliated business entity relationship with the business in which he has a personal interest.

The officer shall be prohibited from (i) attending any portion of a closed meeting authorized by the Virginia Freedom of Information Act (§ 2.2-3700 *et seq.*) when the matter in which he has a personal interest is discussed and (ii) discussing the matter in which he has a personal interest with other governmental officers or employees at any time.

The officer is required to disclose the existence of the interest, and the disclosure is maintained in the public records of the agency for five years in the office of the administrative head of the agency.

Name of Officer: James M. Pates

Transaction name/meeting date(s): Eufonia SUB 2020 - 02  
and any follow-up meetings. March 11, 2020 Planning Commission Meeting

Name and address of business or governmental agency in which the officer has a personal interest:

My daughter, Annie Pates, is the owner of Eufonia, the applicant. She is seeking a special use permit for a retail sales establishment at 915 Lafayette Boulevard.

Address or parcel number for real estate (if applicable):

915 Lafayette Boulevard, Frying, VA.

Date: 3/11/20

Signed: JMPates



**Euforia**  
**Special Use Permit for Retail Sales**  
**Establishment**  
**SUP2020-02**

*Fredericksburg*

## Overview

Issue— Retail sales establishment at 915/917 Lafayette Boulevard. Zoned CT.

### **RETAIL SALES ESTABLISHMENT**

*Any building wherein the primary occupation is the sale of merchandise in small quantities, in broken lots or parcels, not in bulk, for use or consumption by the immediate purchaser. The term shall not include automobile-oriented uses, quick-service food stores, or vehicle sale, rental or ancillary service establishments.*

Recommendation – **Approval.**

Technical Analysis –

- Hours limited from 9AM to 9PM.
- 6 parking spaces available on property, and space on-street
- No exterior building expansion
- In accordance with 2015 Comprehensive Plan

# Location



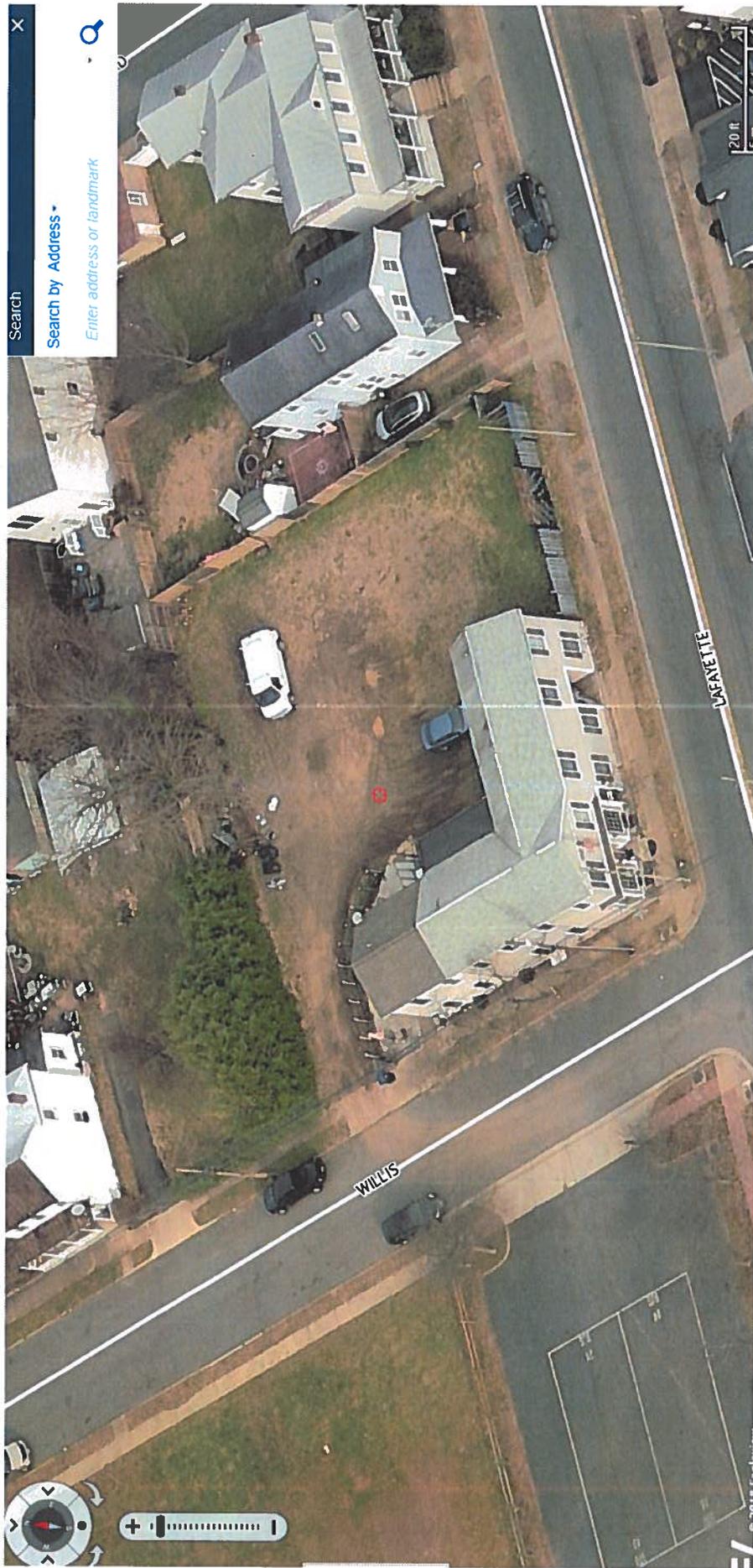
## Euforia

- Florist Shop
- Current business location is 526 Wolfe Street
- Applicant proposed hours of operation of:
  - 9AM - 5PM Monday – Friday
  - 11AM - 3PM Saturday
  - 11AM - 2PM Sunday
- Recommended hours of operation:
  - 9AM – 9PM Monday – Sunday
- Business staff: owner, driver, designer. Temporary hires depending on demand. 4-6 deliveries per day, potential 2-3 customer visits per day. Delivery based business.

## Site Improvements

- No exterior additions to structure
- Approximately 6 parking spaces on site, plus on-street parking
- Applicant made improvements to site without obtaining site plan or other permits
- Purpose was to clean up site, level the ground, enhance existing parking areas, and add more parking space.
- These changes require a site plan

December 25, 2018



March 5, 2020



March 6, 2020



March 6, 2020



## Conditions

1. Hours of operation shall be limited from 9AM to 9PM Monday through Sunday.
2. The use shall commence within 24 months of the date of adoption of this resolution. The use is permitted only so long as it continues and is not discontinued for more than 24 months.
3. A site plan must be approved prior to issuance of the Certificate of Zoning Use.

## Conclusion

- Special Use Permit for Retail Sales
- Flower shop
- Land disturbance without permits, site plan required
- No public comment for SUP received; one neighbor called staff about land disturbance
- Recommend approval subject to 3 conditions

**Staff Recommendation**

**Recommend approval to the City Council, with conditions**



# PROPOSED CREATIVE MAKER DISTRICT UNIFIED DEVELOPMENT ORDINANCE AMENDMENTS

1. What is the Creative Maker District?
2. How was the Creative Maker District developed?
3. Purpose – Permit Making (within a mixed use district)
4. Purpose – Calibrate zoning for appropriate infill
5. Purpose – Corridors, Nodes, and Third Spaces
6. Purpose – Character Structures
7. Signs
8. Recommendation

1. What is the Creative Maker District?



1. What is the Creative Maker District?

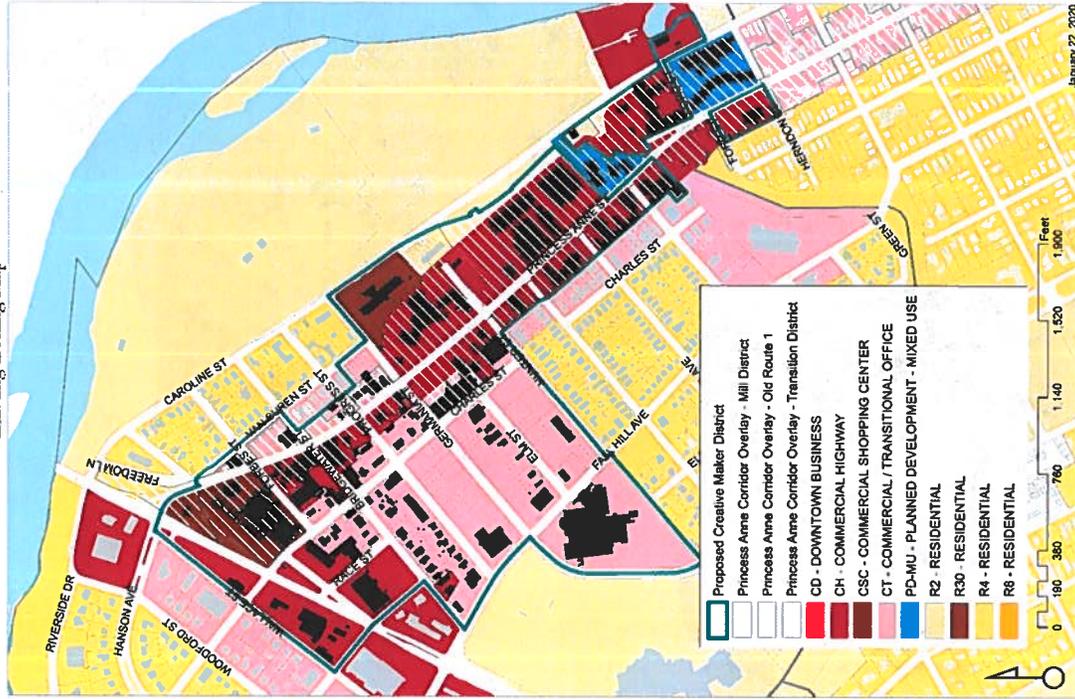


1. What is the Creative Maker District?

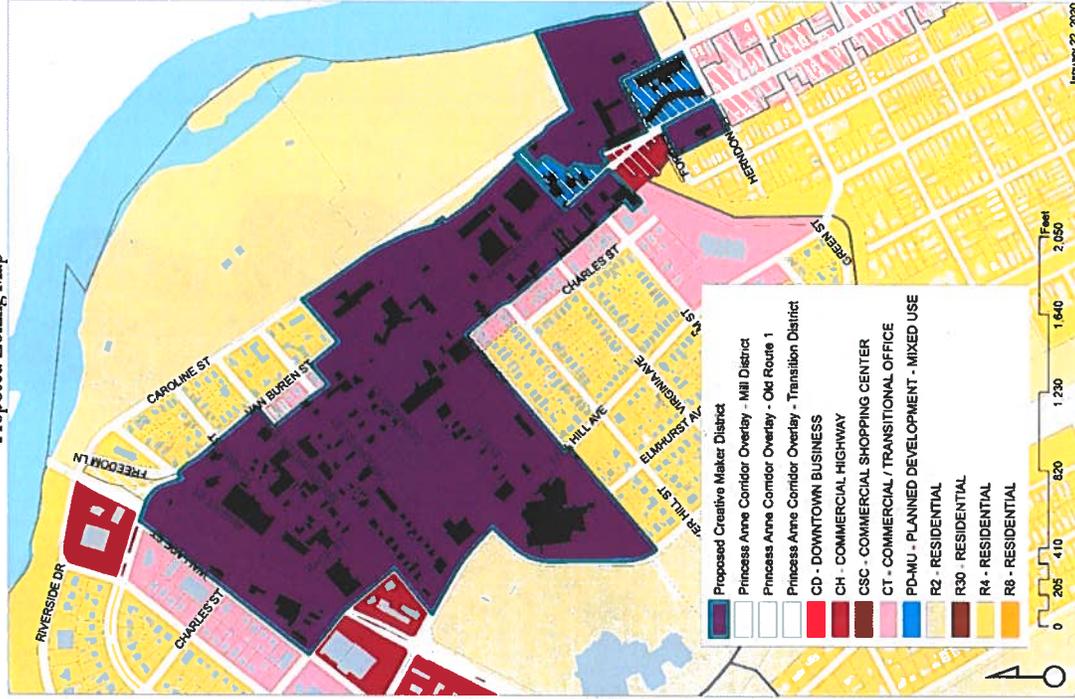


# 1. What is the Creative Maker District?

Existing Zoning Map



Proposed Zoning Map





## 2. Purpose – Permit Making



## 2. Purpose - Permit Making



# Potential customers to drive the Princess Anne Street Corridor's Maker-based economy

Individuals looking to buy stuff made, built, or created by other individuals

- Niche consumer segments (for Made products)
- Heritage and cultural tourists (for Made products)
- Younger, highly educated, values-driven, Millennials (for Made products)
- Aficionados (for Made products)
- Young families (for Maker spaces)
- The Creative Class, entrepreneurs (for Maker spaces)
  - E.g. outdoor enthusiasts who make their own biking and climbing gear, etc.
- Other businesses (for Made products – wholesale for later resale, or for input)

## Special Considerations

- Historic commercial districts used to be filled with skilled trades and crafts people.
- Makers (creative individuals) often keep odd hours, extending the active hours of the district.
- Craftsmanship of historic buildings is a complement to this strategy



## 2. Purpose – Permit Making (within a mixed use district)

*The Creative Maker District permits a mix of residential and commercial uses, including low impact maker uses traditionally classified as light manufacturing or contractor's office in order to create an environment where people can live, work, and create all within a pedestrian-scaled environment that transitions appropriately to surrounding residential neighborhoods.*

Residential Use	Institutional Uses	Commercial Uses
Dwelling, Duplex	Community Services	Alcoholic Beverage Production
Dwelling, Live/Work	Day Care	Animal Care
Dwelling, Multifamily	Educational Facilities	Eating Establishments
Dwelling, Single-Family Attached	Governmental Facilities	Offices
Dwelling, Single-Family Detached	Healthcare Facilities	Parking
Dwelling, Upper Story (over nonresidential)	Institutions	Recreation, Indoor
	Parks and Open Spaces	Retail Sales and Services
	Transportation	Visitor Accommodations
	Utilities	
<b>Industrial Uses</b>		
Contractor Office		
General Industrial Service/Repair		
Research and Development		
Manufacturing, Light		
Warehouse		
Wholesale Sales		
Industrial Services		
Manufacturing		
Warehouse		
Wholesale		

## 2. Purpose – Permit Making (within a mixed use district)

*The Creative Maker District permits a mix of residential and commercial uses, including low impact maker uses traditionally classified as light manufacturing or contractor's office in order to create an environment where people can live, work, and create all within a pedestrian-scaled environment that transitions appropriately to surrounding residential neighborhoods.*

Table 72-42.5: Table of Common Accessory Uses

P = Allowed by right    S = Special use permit required    blank cell = prohibited

Accessory Use	Creative Maker T-4M Transsect	Creative Maker T-5M Transsect	Zoning District
Amateur Radio Antennas	P	P	
Cemetery			
Drive-Through	S	P	
Home Occupation	P	P	
Homestay	P	P	
Outdoor display and sales	P	P	
Outdoor storage (as an accessory use)	S	P	
Parking of heavy trucks, trailers, major recreational equipment, etc.			
Satellite dishes	P	P	
Solar energy equipment	P	P	
Temporary family health care structure	P	P	



### 3. Purpose - Calibrate zoning for appropriate infill



### 3. Purpose - Calibrate zoning for appropriate infill

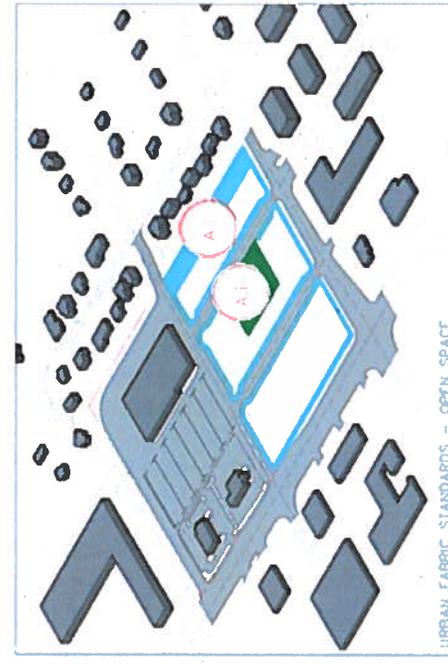
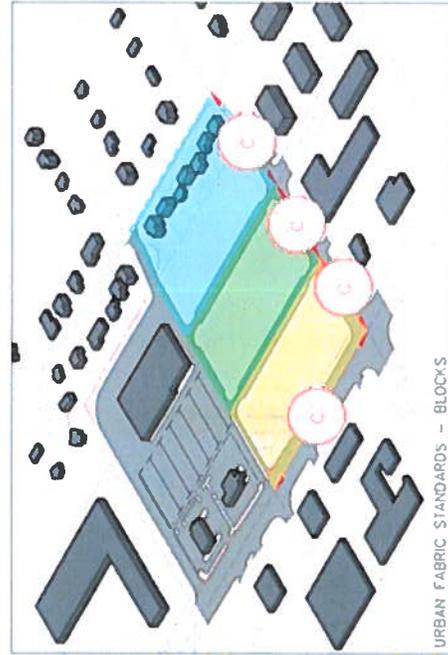
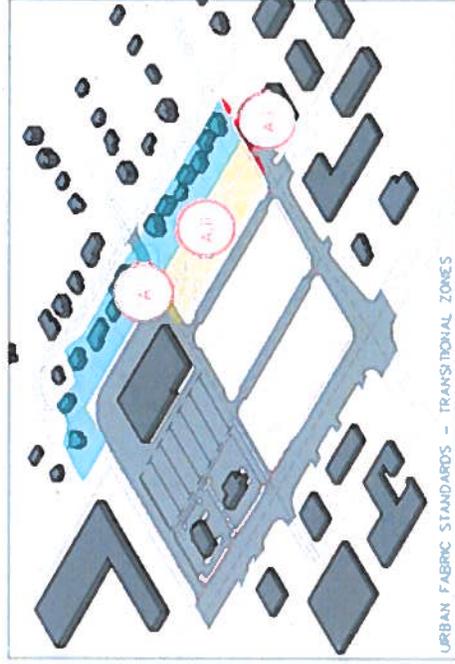
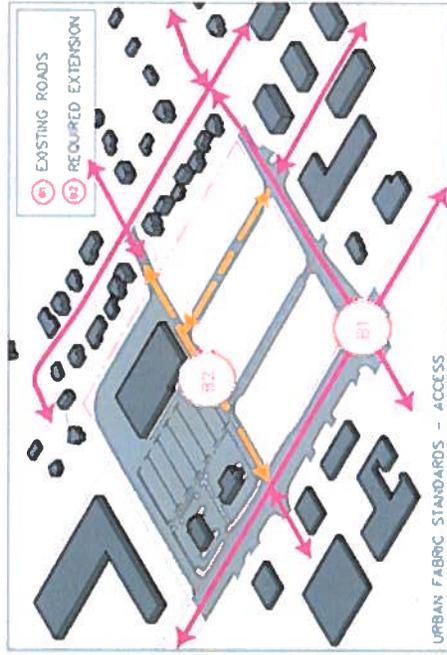
Standard	T4-M	T5-M
Residential Density, Maximum	8 du/acr. by right	12 du/acr. by right
	The City Council may approve an increase in residential density levels by special use permit upon finding such increase achieves the purpose and intent of this district.	The City Council may approve an increase in residential density levels by special use permit upon finding such increase achieves the purpose and intent of this district.
Nonresidential FAR, Maximum	0.7 by right	0.7 by right
	1.5 by special use permit	3.0 by special use permit

Special considerations for special use permits. In reviewing an application for a special use permit in the Creative Maker District, City Council may consider the following, in addition to the criteria set out in section 72-22.6:

- Application proposes the restoration of a character structure;
- Application proposes a mixed use development, with at least 20% of the total gross floor area in residential use and at least 20% of the total gross floor area in nonresidential use.
- Application proposes double the amount of general or formal open space required.



### 3. Purpose - Calibrate zoning for appropriate infill

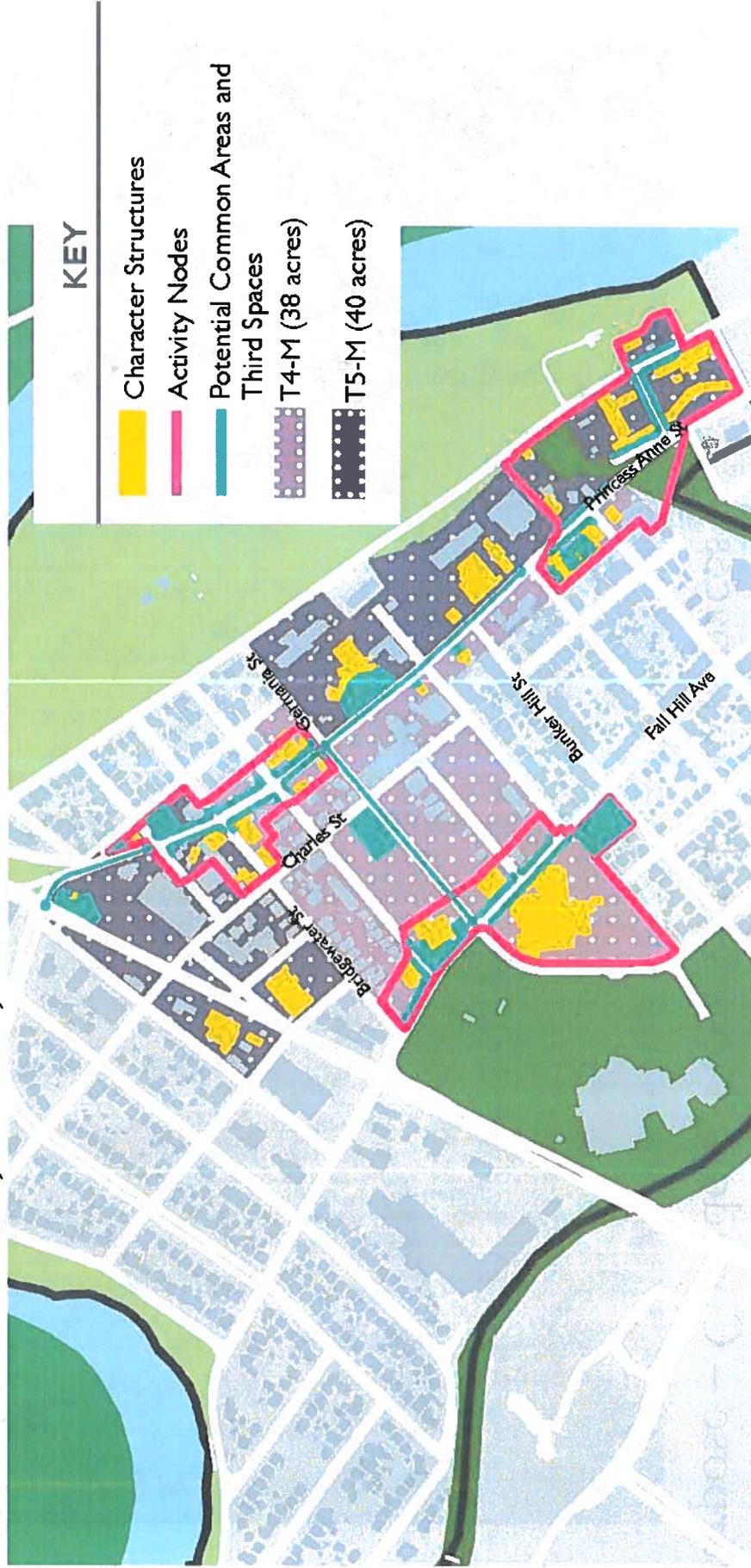


#### 4. Purpose – Corridors, Nodes, and Third Spaces

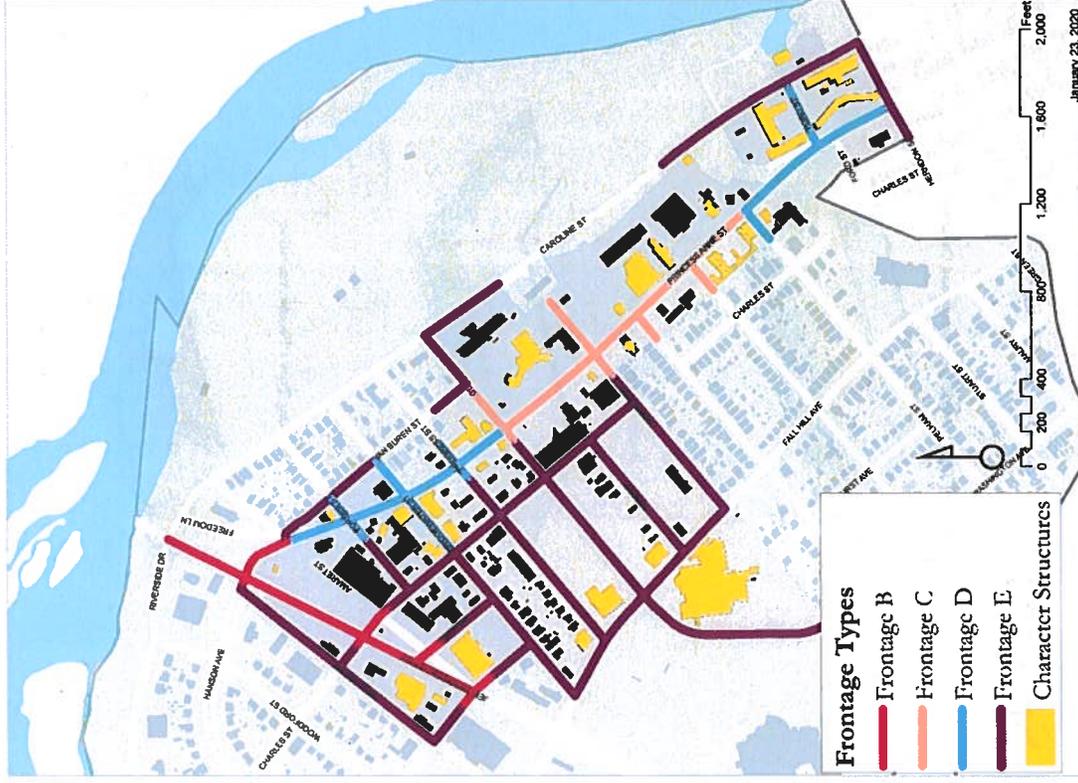


# 4. Purpose – Corridors, Nodes, and Third Spaces

MAP 24 AREA 6 NODES, CORRIDORS, AND THIRD SPACES

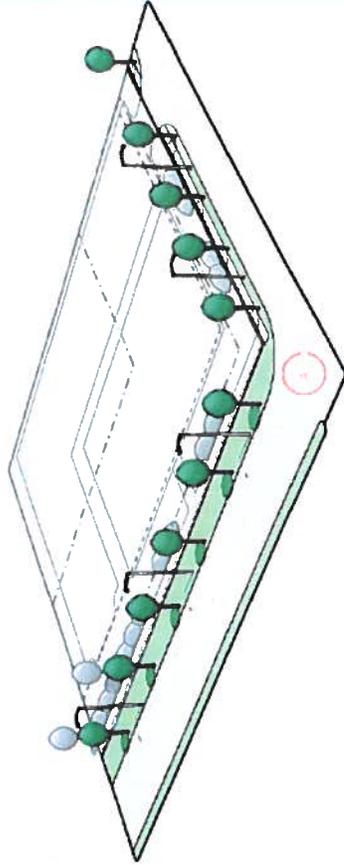


# 4. Purpose – Corridors, Nodes, and Third Spaces

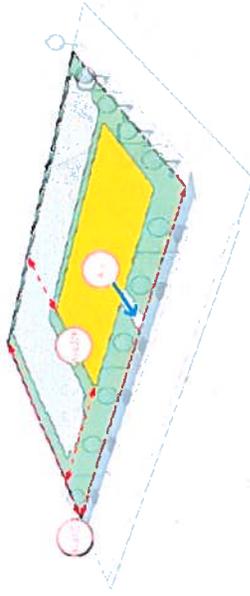


# 4. Purpose – Corridors, Nodes, and Third Spaces

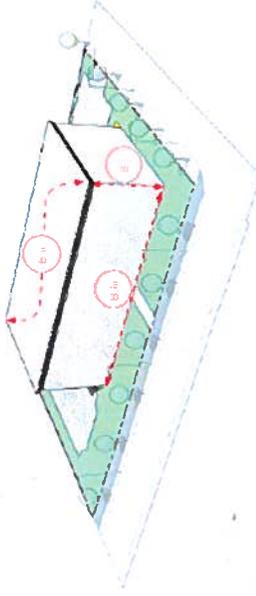
Frontage A Public Component



Building Type 1 Building Placement and Orientation



Building Type 1 Mass and Scale



Building Type 1 Facade Activation

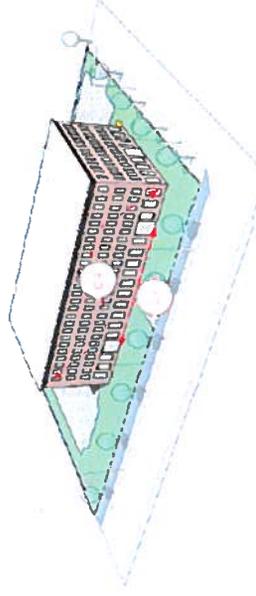
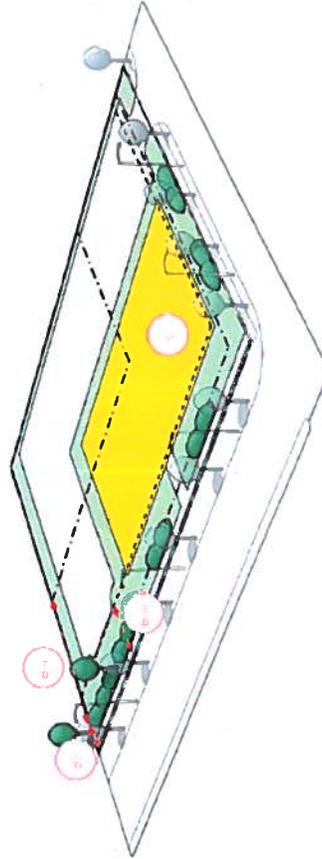
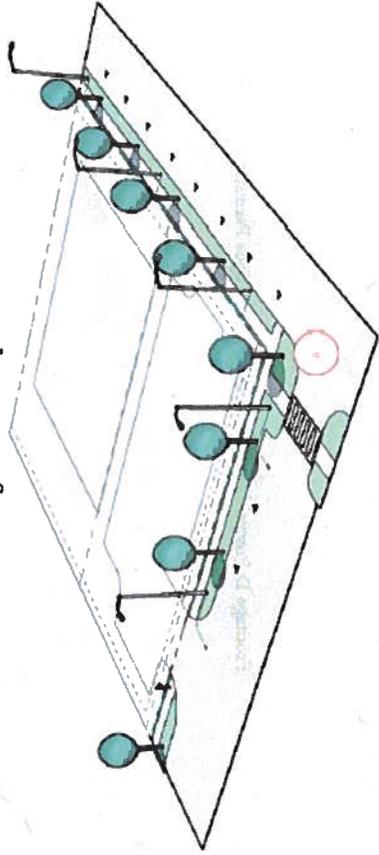


Figure A Private Component and Building Type Permitted.

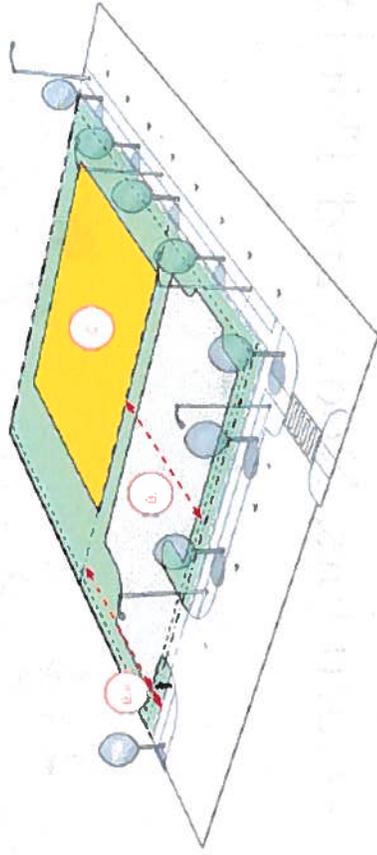


# 4. Purpose – Corridors, Nodes, and Third Spaces

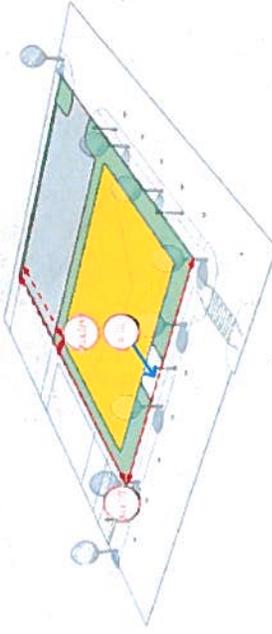
Frontage C Public Component



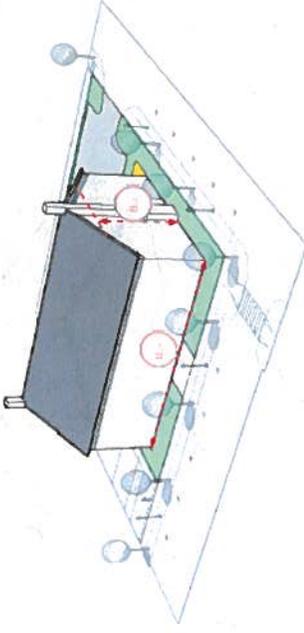
Frontage C Private Component and Building Type Pecunited



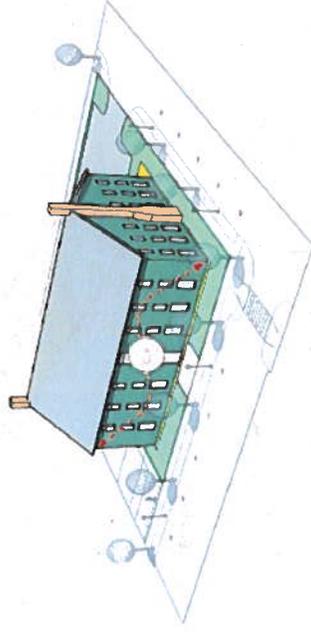
Building Type 2 Building Placement and Orientation



Building Type 2 Mass and Scale

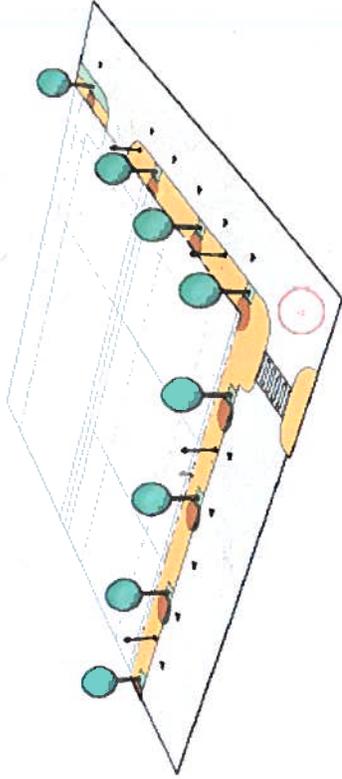


Building Type 2 Facade Activation

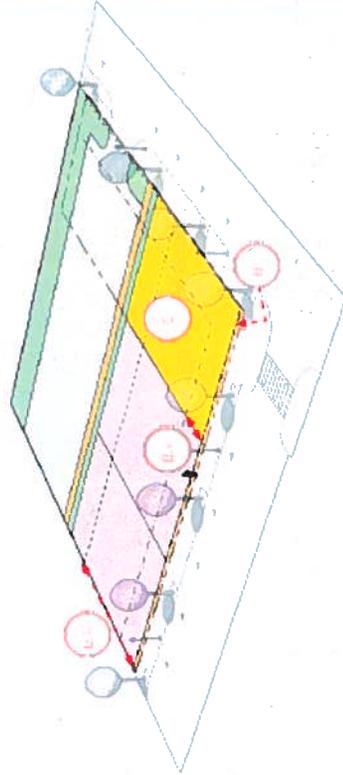


# 4. Purpose – Corridors, Nodes, and Third Spaces

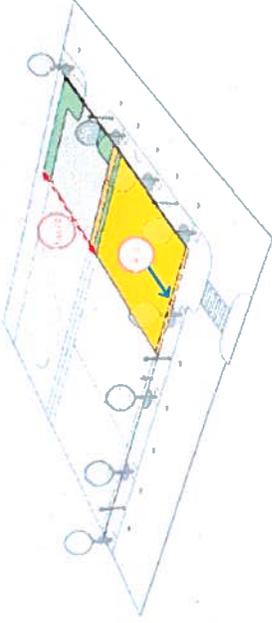
Frontage D Public Component



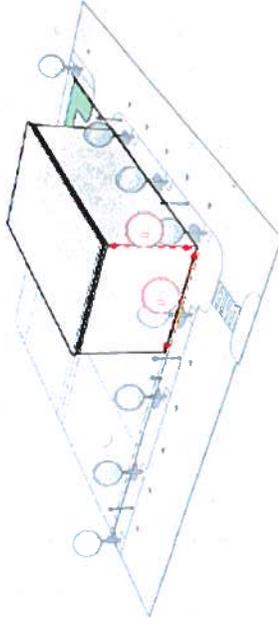
Frontage D Private Component and Building Type Permitted



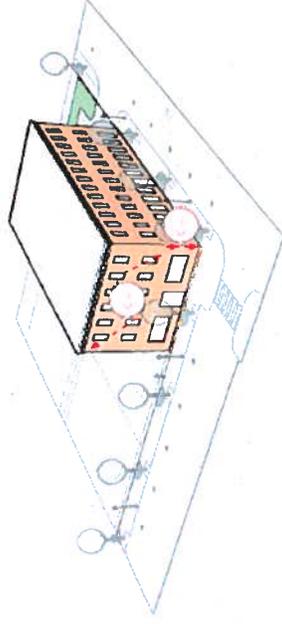
Building Type 3 Building Placement and Orientation



Building Type 3 Mass and Scale

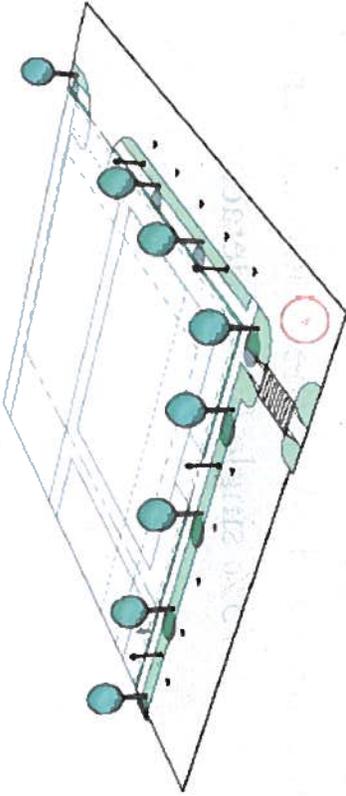


Building Type 3 Facade Activation

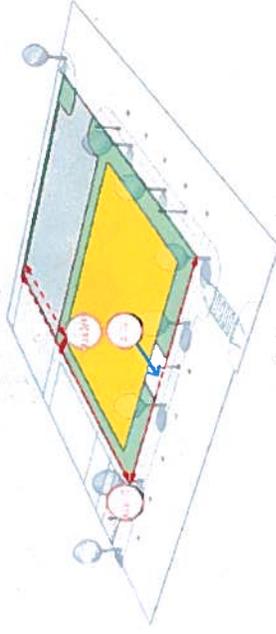


# 4. Purpose – Corridors, Nodes, and Third Spaces

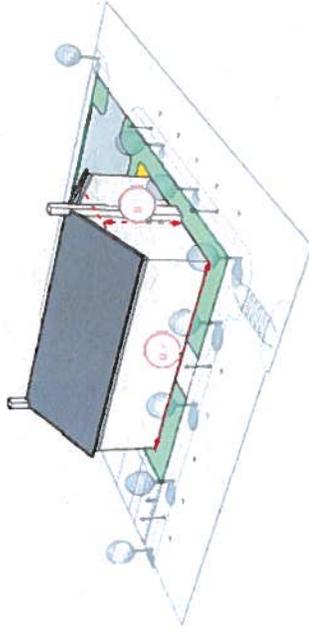
Frontage E Public Component



Building Type 2 Building Placement and Orientation



Building Type 2 Mass and Scale



Building Type 2 Facade Articulation

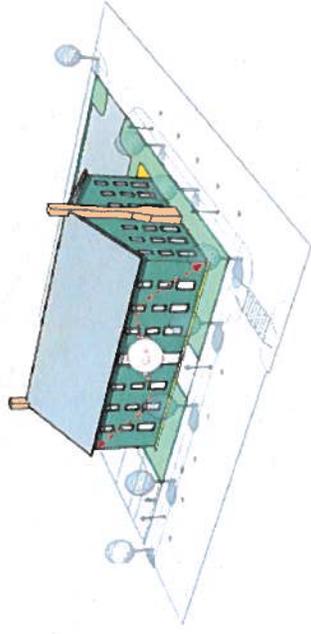
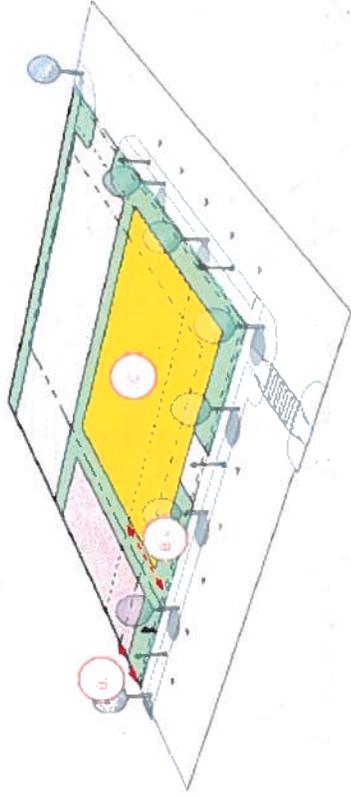


Figure E Private Component and Building Type Permitted

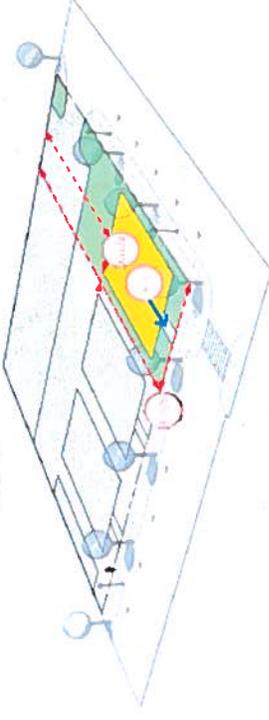


## 4. Purpose – Corridors, Nodes, and Third Spaces

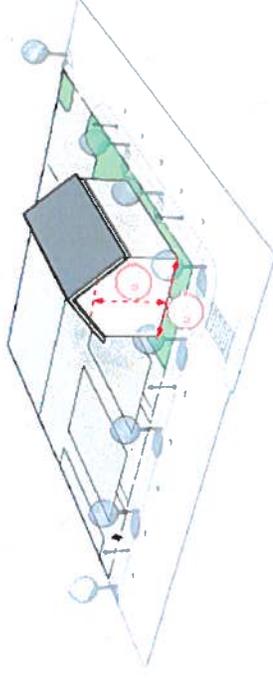
Only building type permitted in Transitional Zone.

Transitional Zones established when abutting single family detached uses and when the blockface across the street from a use is 75% single family detached residential.

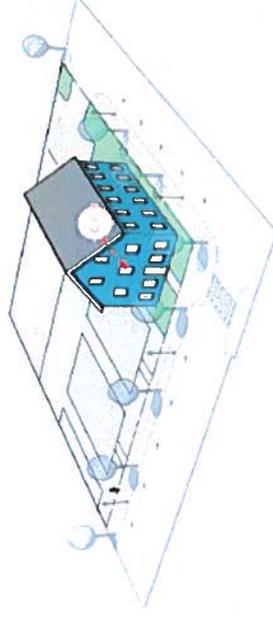
Building Type 4 Building Placement and Orientation:



Building Type 4 Mass and Scale:



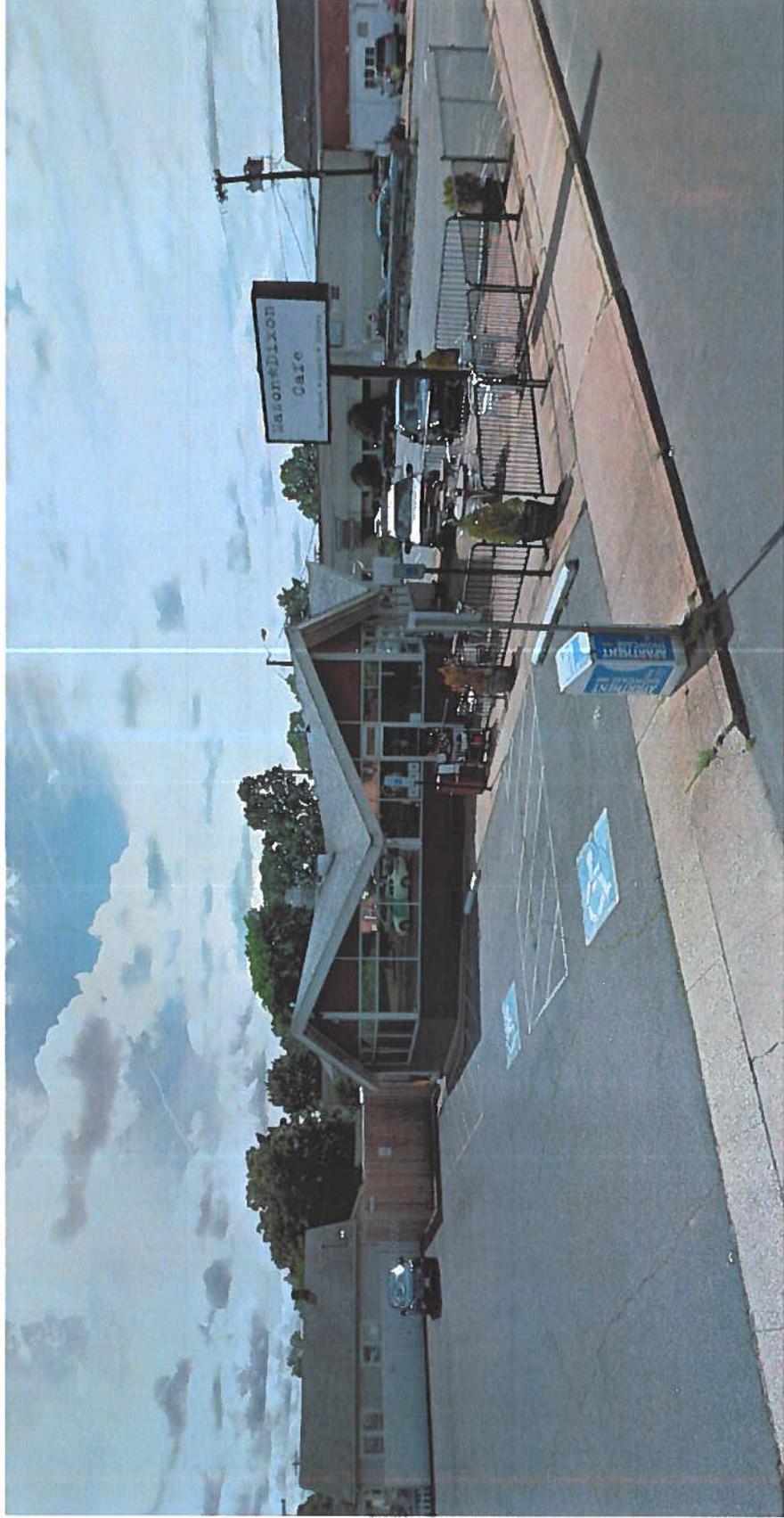
Building Type 4 Facade Activation:



## 4. Purpose – Corridors, Nodes, and Third Spaces

i. Building Elevation:	The building elevation shall be either vertically oriented or horizontally oriented based on the patterns of surrounding buildings.
ii. Permitted Materials:	a. Permitted primary building materials are brick, stone, stucco, wood / wood composite / cementitious siding, and non-corrugated metal. b. Accent and trim materials may be any of the primary building materials or vinyl.
iii. Equipment screening:	Utility and service functions shall be designed so that they are screened from adjacent streets.

## 5. Purpose – Character Structures



# 5. Purpose – Character Structures

T-4M and T-5M Character Structure Map Small Area 6



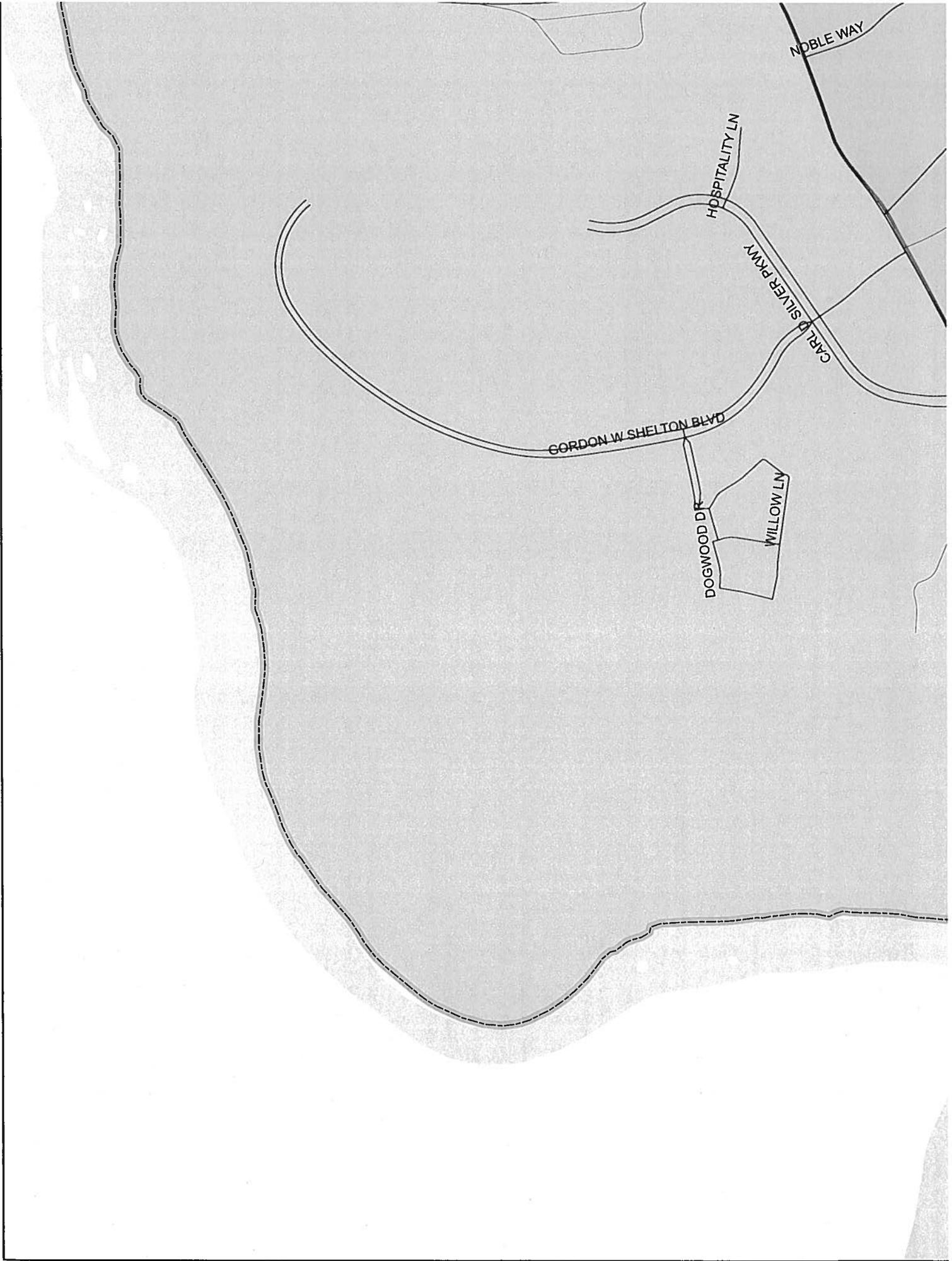
## 6. Signs



## 7. Recommendation

To ensure the district is properly advertised, the Planning Commission should hold the public hearing open until its meeting on April 8.





NOBLE WAY

HOSPITALITY LN

CARL D SILVER PKWY

GORDON W SHELTON BLVD

DOGWOOD DR

WILLOW LN



# UDO TEXT AMENDMENTS

## PARKING

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*Fredericksburg*

# Why ?

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Comprehensive Plan policies

Walker Parking Action Plan

Creation of new Maker district

Striking a balance of encouraging Downtown and Maker District redevelopment with the reality that auto access will be dominant for the near-term

Applying contemporary 'Smart Code' regulatory practices

*Met with Parking Advisory Committee: May 6, June 3, Sept. 9*

*Met with Planning Commission dates: Sept. 11*

# COMPREHENSIVE PLAN GUIDANCE

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## **Downtown Parking Strategy 3**

- Reduce or remove parking regulations and allow market forces to provide for adequate parking.

## **Transportation Policy 9**

- Develop parking policies that are appropriate to an active downtown.

## **Business Opportunity Policy 5**

- Implement development/redevelopment standards that promote a human-scale, pedestrian-oriented, transit friendly community, through site layout, building configuration, landscaping, signage, parking lot design, vehicle and pedestrian circulation, stormwater management, and environmental protection.

## **Business Opportunity Initiative 35**

- Encourage development/redevelopment activity by creating redevelopment plans, especially for older shopping centers, that will diversify uses and provide for improved multi-modal access, landscaped parking areas, and improved lighting and signage.

---

## Land Use Revitalization Objective

Most of the City's small areas are designated as revitalization areas as defined (in part) in Virginia Code 15.2-2303.4, as having:

- Large surface parking areas on commercial land, which have revitalization opportunities for the evolution of a suburban pattern of development into a more urban, mixed-use pattern. Broad expanses of surface parking result in fragmented and inefficient development patterns that should be redeveloped so as to create complete communities that are walkable and robust.

# MINIMUM OFF-STREET PARKING RATIOS

(PARKING REQUIRED / USE AMOUNT)

Use Type	1963 Req.	1972 Req.	1984 Req.	2013 Req.
Single Family Home	1 / DU	2 / DU	2 / DU	1.5 / DU
Office	1 / 400 SF	1 / 250 SF	1 / 200 SF	1 / 300 SF
Commercial / Retail	Off-street parking equal in area to ground floor of building	1 / 250 SF	1 / 200 SF	1 / 300 SF
Restaurant	Included in "commercial"	1 / 5 seats	1 / 4 seats + 1 / 2 employees	1 / 180 SF

# SMART CODE MODEL

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Should Downtown and other urban centers in City have parking requirements? *Downtowns in other cities that do not have parking requirements have a well developed transit system.*

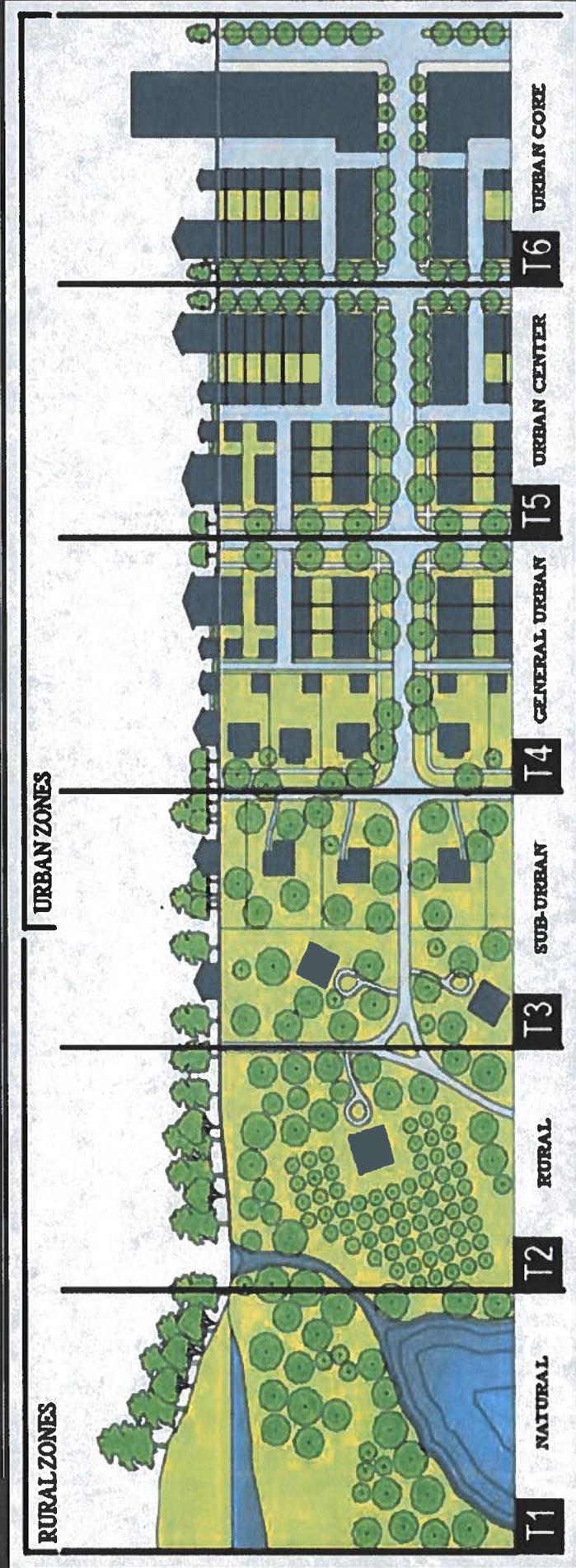
Fredericksburg will rely on personal vehicles as access for the immediate future. *Good planning practice over the past few decades has advocated a return to traditional development patterns for walkable urban places with a mixture of uses.*

The "Smart Code" is a model code to implement traditional development patterns. It emphasizes form over use as the key to good development.

*The "Smart Code" is the basis of the proposed parking amendments.*

# SMART CODE TRANSECTS

R2 R4 / R8 / CD  
R12 CT / HC

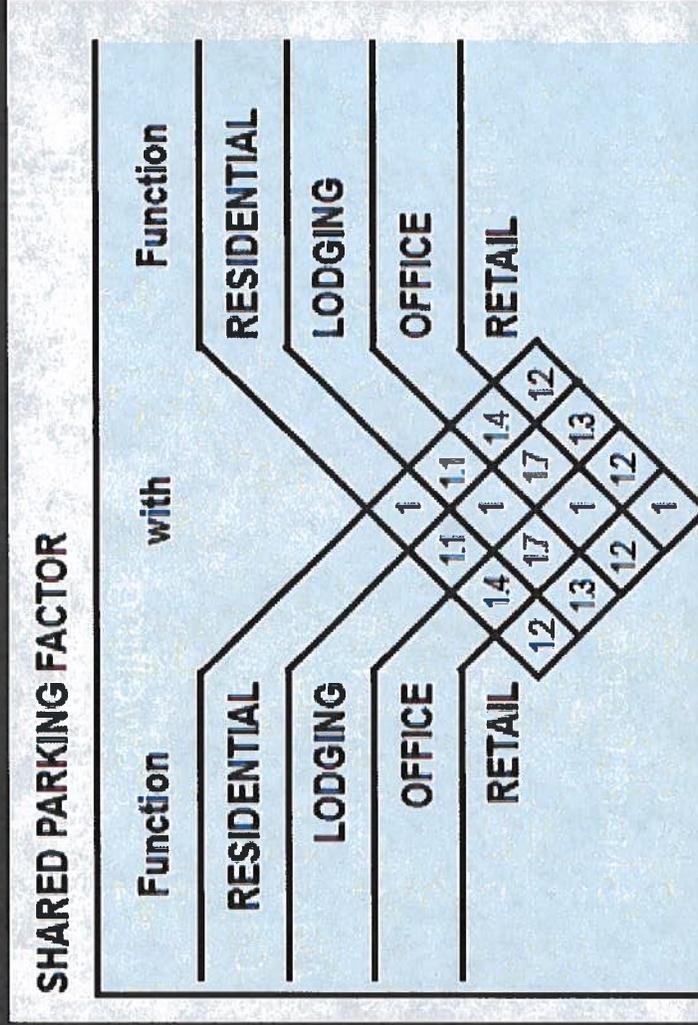


# What ?

## Recalibrate parking standards:

- Base residential requirements increase Downtown
- *No change for in-door restaurant requirements*
- Change of use **will** be recalculated except Downtown and Maker Districts: Don't want to encourage more surface parking
- *Retail and Office requirements decrease, especially in Downtown, Maker, and Planned Development Districts*
- Automatically apply 'Shared Parking Factor' for mixed use
- *Expand Downtown Parking District (payment instead of parking):*
  - *Geographically, Fund Use, % of spaces eligible for payment*

# SHARED PARKING FACTOR



## REQUIRED NUMBER OF SPACES

	SMARTCODE	UDO	Proposed
<u>Residential</u>			
-	Single Family T-3	2 / dwelling	2 / dwelling
-	Townhouses T-4 <i>in Downtown, Maker, PD district &amp; Form Based Code projects</i>	1.5 / dwelling	1.75 / dwelling 1.5 / dwelling
-	Multifamily T-5 <i>w/ commercial on ground floor w/ no commercial In Downtown, Maker, PD districts &amp; Form Based Code projects</i>	1 / dwelling	1.75 / dwelling
		0.5 / dwelling 1.7 / dwelling	1 / dwelling <i>apply Shared Parking Factor</i>

## REQUIRED NUMBER OF SPACES

	SMARTCODE	UDO	Proposed
<u>Lodging</u>			
T-4, T-5	1 / bedroom 100% of req'd spaces for accessory uses apply Shared Parking Factor	1 / guest room 75% of req'd spaces for accessory uses	1 / guest room 100% of req'd spaces for accessory uses apply Shared Parking Factor
<u>Office</u>			
T-3 & T-4	3 / 1000 sq ft (1 / 335 sq ft)	1 / 300 sq ft	1 / 335 sq ft
T-5 in Downtown, Maker, PD districts	2 / 1000 sq ft (1 / 500 sq ft)	1 / 300 sq ft	1 / 500 sq ft

## REQUIRED NUMBER OF SPACES

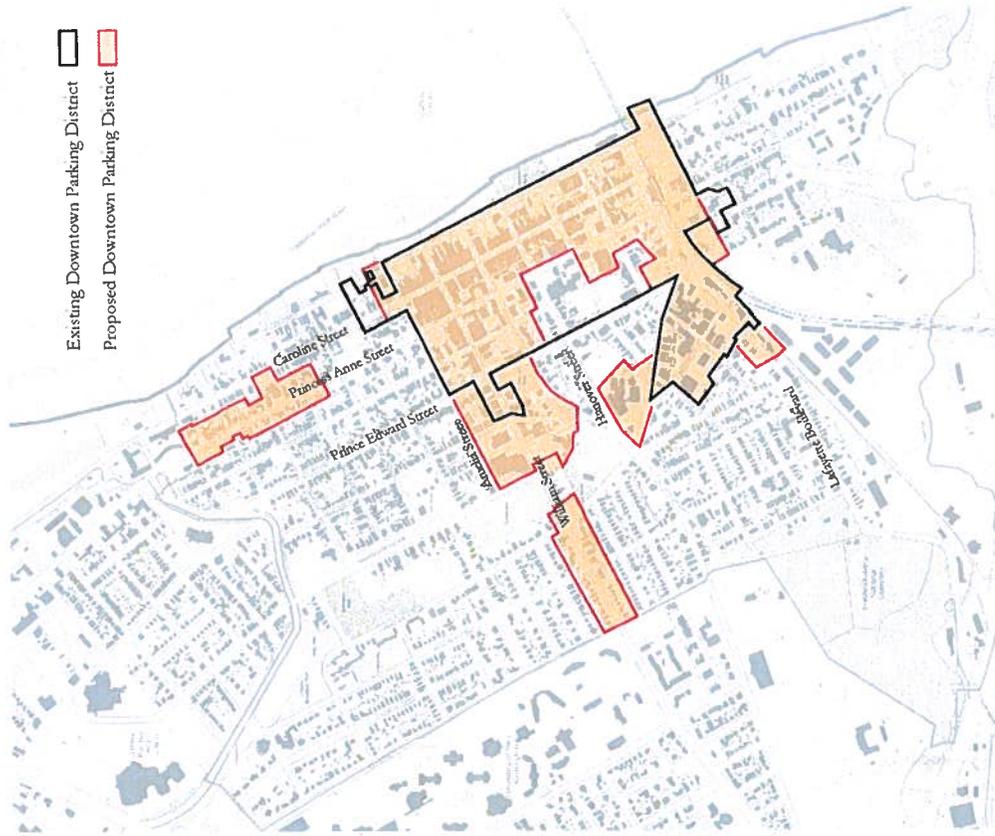
	SMARTCODE	UDO	Proposed
<u>Retail</u>			
T-3 & T-4	4 / 1000 sq ft (1 / 250 sq ft)	1 / 300 sq ft	<60K sf: 1 / 300 sf 60K sf to 100K sf: 1 / 400 sf >100,000 sf: 1 / 450 sf
T-5	3 / 1000 sq ft (1 / 335 sq ft)	1 / 300 sq ft	<60K sf: 1 / 335 sf 60K sf to 100K sf: 1 / 400 sf >100,000 sf: 1 / 450 sf
<i>in the C-D, C-M, or Planned Development Zoning Districts</i>			
	(retail <1500 sq ft exempt from requirement)		(retail ≤1500 sq ft exempt from requirement)

# DOWNTOWN PARKING DISTRICT

CHANGE BOUNDARIES

ADD TRANSIT AND BICYCLE FACILITIES

ALLOW PURCHASE OF 100% OF SPACES AT HIGHER RATE



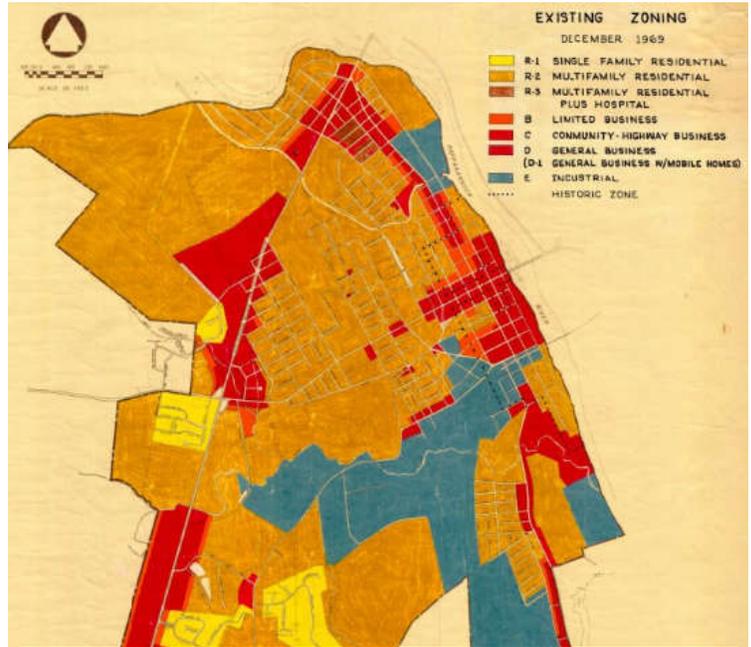


# A HISTORY OF PARKING IN THE CITY OF FREDERICKSBURG

## THE EVOLUTION OF THE CITY'S PARKING REGULATIONS

As early as 1963, City zoning ordinances required minimum off-street parking based on the quantity of a land use. In 1963 parking ratios were divided up by each zoning district. The ratios were based on different variables including number of units and square foot of use. Commercial uses in the “Community-Highway” (C) and “General Business” (D) Districts were required to provide off-street parking area on the same lot with the building equal to the square feet of the first floor of the building.

Some focus was given to balancing urban form with required parking. An exemption was included in the “Limited Business District” which stated that the regulations should not require the reuse of buildings existing prior to 1952 “to furnish more off-street parking spaces than can be provided within the confines of the property and no structural alteration of the building or buildings thereon shall be required” (§ 18, 1963 Zoning Ordinance). Otherwise, the requirement for off-street parking applied legal and regulatory pressure to consolidate lots and tear down buildings for car storage.



The 1969 Zoning Map. “Limited Business” is a transitional district at the edges of the “C” and “D” districts colored red.

The zoning ordinance was rewritten on April 25, 1972 and included a new standalone chapter dedicated to parking. The chapter introduced dimensional and locational standards to accompany minimum parking ratios (Ord. 72-92). Parking spaces had to be a minimum of 200 square feet in size, were required to have curbed entrances, and access aisles for on-site circulation. Residential parking ratios increased (see chart below for some examples). Non-residential parking ratios became more complex as more uses were granted their own ratios. The only permitted waiver for parking was a provision limiting the amount of parking required to be built for a change of use in an existing buildings. In that case only additional parking deficit was required to be built for the new use.

The zoning ordinance was rewritten again in 1984 and the amount of land area required for car circulation and storage reached its zenith along with the corresponding legal and regulatory pressure to demolish existing fabric. The structure of the ordinance remained the same with no additional exceptions despite the parking ratios increasing again.

Use Type	Minimum Off-Street Parking Ratios (Parking Required / Use Amount)			
	1963 Req.	1972 Req.	1984 Req.	2013 Req.
Single Family Home	1 / DU	2 / DU	2 / DU	1.5 / DU
Office	1 / 400 SF	1 / 250 SF	1 / 200 SF	1 / 300 SF
Commercial / Retail	Off-street parking equal in area to ground floor of building	1 / 250 SF	1 / 200 SF	1 / 300 SF
Restaurant	Included in "commercial"	1 / 5 seats	1 / 4 seats + 1 / 2 employees	1 / 180 SF

Minimum parking ratio and minimum dimensional standards adopted in the 70's and 80's are based on suburban behavioral assumptions. They assume a single use environment where home, store, office, playground, etc. are all individual destinations, connected only by a system of primary highways. The trip from place to place (home to work to shop to restaurant back home) occurs within the vehicle. Sufficient parking infrastructure for each individual use is the paramount design concern in this suburban form. Sufficient off-street area must be provided for vehicles to circulate safely out of the flow of automobiles on-street and be stored on the same site as the use. The amount of space required for car circulation and storage is required to be greater than the amount of space where the person is permitted to be (ie. within the building or meaningful open spaces) in part because the car is four + times the size of a person.

The suburban parking premise conflicts with the existing urban form of the older areas of the City and the desirable urban form of new areas of the City. To illustrate the conflict, a chart containing the total land use in the block bounded by Caroline Street, Hanover Street, Princess Anne Street, and Charlotte Street follows. The data is derived from the City's GIS system. The table includes the name of the building, the type and amount of uses in the building, the modern (2019) requirement for off-street parking per amount of use, the total required parking, and the total existing parking:



NAME	USE TYPE	USE AMOUNT	REQ. PK / USE (2019)	REQ. PK	EX. PK
City Hall	Government Office	29,139	1 / 300 SF	98	19
Courthouse	Courthouse	4 Courtrooms	65 per Courtroom	260	0
Visitors Center	Government Office	5,271	1 / 300 SF	18	14
Mixed-Use (Beck's)	Retail / US DU	1,000 SF / 1 DU	1 / 300 SF; 0.5 / DU	4	0
Mixed Use (O.T.C.)	Pers. Service / Apt / US DU	1,000 SF / 1 Apt / 2 DU	1 / 240 SF; 1.5 / Apt; 0.5 / DU	7	0
Mixed Use (Pon Shop)	Retail / Upper Story DU	1,000 SF / 3 DU	1 / 300 SF; 0.5 / DU	5	0
Skin and Touch Therapy	Pers. Service	2,505 SF	1 / 240 SF	11	0
718 Venue	Theater	82 Occupants	1 / 4 Seats	21	0
Mixed Use (Peecabo)	Retail / US DU	1,000 SF / 2 DU	1 / 300 SF; 0.5 / DU	5	0
Benny Vitalis	Fast Food	1,280 SF	1 / 100 SF	13	0
Mixed Use (J. B's / S & S)	Rest. / Retail / US DU	5,204' SF / 1,500 SF / 10 DU	1 / 180 SF; 1 / 300 SF; 0.5 DU	39	0
<b>TOTAL</b>				<b>481</b>	<b>43</b>

<sup>1</sup> J. Brian's square footage includes outdoor seating on the front and rear patios.

Using a typical parking lot arrangement, two perpendicular parking spaces and the aisle between them require a minimum of 480 square feet of asphalt<sup>2</sup>. The 481 parking spaces required off-street within the block would require 260,880 square feet (or 5.3 acres!). The block is a total of 2 acres in size. Without modification, the amount of use in one Downtown block would require the demolition of almost 3 additional blocks for surface parking.

Over thirty years, the parking ordinances applied legal and regulatory pressure to suburbanize the City's urban form. By 1993, it was apparent that what this pressure produced was problematic. In 1993, a provision was added to the parking regulations that states "for lots in development areas where yard geometry has already been established by existing residential dwellings and development patterns (ie., infill lots), the zoning administrator... may waive or reduce this requirement if necessary to preserve the urban streetscape or to maintain the consistency of building setbacks within the same block." This provision remains in place today, though rewritten as an exception for residentially zoned lots, vacant or otherwise, existing prior to April 25, 1984.

The City Council took broader action in 2007 and again in 2009 to address the impacts of modern parking standards on the Downtown core. The 2009 ordinance created the Downtown Parking District and the fee-in-lieu parking program, reduced required parking for certain new or expanded uses, permitted adjacent on-street parking to be counted towards meeting the parking requirement, amongst other parking exemptions and waivers. The 2009 ordinance approving these changes states,

"the City values its downtown and does not wish to encourage the demolition of structures to provide new surface parking spaces. However, its current parking regulations require suburban-style parking to be provided for expanding businesses or for the change of use of structures. These regulations, combined with the prohibition against demolition of structures, have combined to discourage the expansion of businesses and the change in the use of downtown structures.

The parking regulations contained herein are more appropriate for Fredericksburg's downtown. The new regulations will encourage investment in the downtown, preserve the historic built environment, provide parking where feasible, and aggregate funding for public development or leasing of parking spaces." (Ord. 09-22)

The adoption of the Unified Development Ordinance (UDO) in 2013 included more changes to parking standards (see the chart of the current parking standards attached to this memo). § 72-53.1B(2) included some of the rules adopted in 1993 and 2009 related to infill housing and permitting on-street parking to be counted towards the off-street parking requirement. The rehabilitation or re-use of a historic building was exempted from the parking requirements and changes in building use were exempted from providing any additional parking off-street parking than already existed. § 72-53.1C kept the basic structure of minimum off-street parking ratios and dimensional standards, but the ratios were reduced. A provision was added limiting the maximum amount of parking that a person may build on-site. § 72-53.3 add an alternative parking plans section permitting surplus off-site parking (meeting certain locational parameters) to be allocated to non-residential uses, permitting uses with staggered peak parking demands to share parking, and providing for a general 30% reduction in the parking standard with appropriate justification. The Downtown Parking District and Fund were retained.

The City's parking standards have evolved over the last fifty-six years. The evolution reflects the complex balance between protection and nurturing of the character of the City's neighborhoods and historic Downtown and adequate quantity of car storage. The purpose of this ordinance is to ensure that the proper balance between urban form and asphalt is maintained.

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<sup>2</sup> UDO § 72-53.1D Configuration requires parking spaces to be 8 feet wide and 18 feet long. Two way access aisles serving perpendicular parking must be a minimum of 24 feet wide. These standards vary depending on the angle of the parking.

### **PARKING AND THE DOWNTOWN CORE**

The 2017 Walker Parking Action Plan (PAP) analyzed the Downtown core public parking supply. The Plan studied the public parking supply. The Plan found that supply was sufficient, but recommended several management techniques to make the supply more efficient (PAP iv). The focus in the Downtown core was to “push” or “pull” long term parkers out of on-street spaces and into public parking lots.

The Action Plan also contained recommendations for zoning regulations. The Plan “supports the City’s fee-in-lieu program and alternative parking plan requirements... as they are rather forward thinking strategies” (Parking Action Plan vii). The Plan also encouraged innovation and experimentation in parking requirements and policies (PAP 53). In 2009, the City Council adopted a \$5,500 fee per parking space. In 2014 the fee was increased to \$6,500 and the Plan stated that was sufficient, but that it should be adjusted based on increase in cost of living every two years (PAP 64). The fee was adjusted as prescribed in 2019 so that an applicant may now pay \$7,150 per space for up to 50% of their parking.

<b>Downtown Parking Fund - Revenue and Capital Projects</b>				
	<b>Year</b>	<b>Project</b>	<b>Total Pk Sp</b>	<b>Payment</b>
<b>Revenue</b>	2015	Sedona Tap House	13	\$ 84,500
	2016	Amelia Square - Phase 5	5	\$ 32,500
	2018	Castiglia's Roof Top	7	\$ 45,504
	2019*	<i>Hanover One (* Proposed*)</i>	46	\$ 299,000
<b>Total</b>			<b>71</b>	<b>\$ 461,504</b>
<b>Projects</b>	2016	Charles Street Parking Lot	46	\$ 538,129
<b>Total</b>			<b>46</b>	<b>\$ 538,129<sup>3</sup></b>

### **EMERGING WALKABLE URBAN PLACES: PARKING AND URBAN FABRIC**

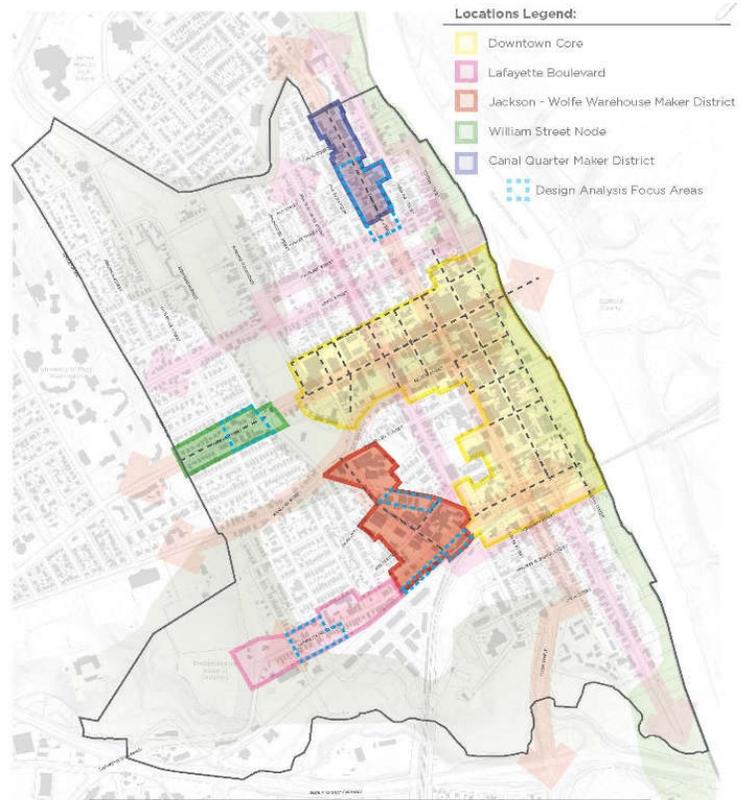
The William Street Node, Canal Quarter Maker District, Jackson + Wolfe Warehouse District, and to a lesser extent Lafayette Boulevard City are walkable urban places within Area 7 in addition to the Downtown core. A design analysis was completed for these areas as part of the Area 7 Small Area process. The design analysis included 5 focus areas comprised of 46 individual lots. The analysis compared existing conditions with zoning ordinance requirements. The purpose was to determine how these places functioned and whether or not the valuable fabric in these areas was legally permitted to grow. On the one hand, these places have the potential to be echoes of the type of urban fabric found on Caroline and William Street. They contain historically unique building envelopes, are walkable and bikeable, and are incorporated into the Downtown fabric.

On the other, they face similar regulatory challenges to the Downtown core. Out of the 46 individual lots, only 15 (33%) contain the required amount of off-street parking. Even fewer contained parking areas that met current parking dimensional standards for on-site vehicle circulation. Under current standards roughly 575 off-street parking spaces would be required but only 404 are currently provided (a difference of 171 off-street parking spaces, which based on the formula on page 4 equates to 82,820 square feet of asphalt). With the provision permitting adjacent on-street parking to be counted toward a use that number drops to 113 parking spaces.

<sup>3</sup> The Charles Street Parking Lot provided 46 parking spaces at a cost of \$538,129 or \$11,700 per parking space.

Despite the deficit in required parking these focus areas are all high in asphalt saturation. Combined 44% of the total lot area in these places is devoted to surface parking and circulation. Outside of the building footprint that number jumps to 64%. Take out the West Lafayette focus area around the Allstate building and that number jumps again to 75%. Open space is anemic and poor quality, consisting mostly of landscape strips at the sides and rear of lots. In total, the square footage of asphalt exceeds the amount of total building square footage by 58,000 square feet.

Current parking regulations cannot foster the unique urban fabric in the City's emerging walkable urban places. These areas have unique assets: a solid block network, historic building envelopes and frontages that are capable of becoming vibrant streetscapes. However, parking requirements still require more area for on-site car circulation and storage than they permit for building area or meaningful open space in these areas. Empty lots and derelict buildings are legally required to be consolidated for and converted into asphalt. The purpose of this ordinance is to establish the primary design consideration for these potential commercial cores.



The City's Walkable Urban Places and the Design Analysis focus areas.



Walkable urban fabric in the 1600 block of Princess Anne Street built in (from left to right) 1959, 2010, 1900, and 1900. The gap in the fabric was created when a building built in 1800's was torn down in the 1980's.

**SMARTCODE**

**TABLES 10 & 11. BUILDING FUNCTION & PARKING CALCULATIONS**

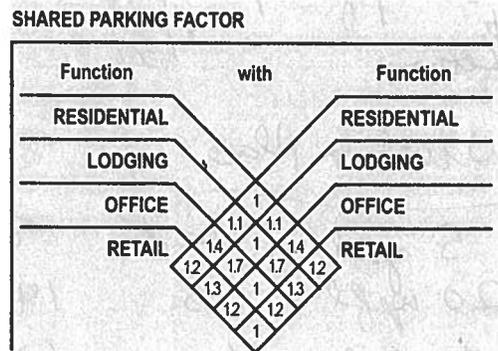
Municipality

**TABLE 10: Building Function.** This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	T2   T3	T4	T5   T6
<b>a. RESIDENTIAL</b>	<b>Restricted Residential:</b> The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	<b>Limited Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	<b>Open Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
<b>b. LODGING</b>	<b>Restricted Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Limited Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Open Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
<b>c. OFFICE</b>	<b>Restricted Office:</b> The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Limited Office:</b> The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Open Office:</b> The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
<b>d. RETAIL</b>	<b>Restricted Retail:</b> The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	<b>Limited Retail:</b> The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	<b>Open Retail:</b> The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
<b>e. CIVIC</b>	See Table 12	See Table 12	See Table 12
<b>f. OTHER</b>	See Table 12	See Table 12	See Table 12

**TABLE 11: Parking Calculations.** The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 10)		
	T2   T3	T4	T5   T6
<b>RESIDENTIAL</b>	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
<b>LODGING</b>	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
<b>OFFICE</b>	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
<b>RETAIL</b>	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
<b>CIVIC</b>	To be determined by Warrant		
<b>OTHER</b>	To be determined by Warrant		



- calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease from a Civic Parking Reserve within the Pedestrian Shed, if available.
- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
  - c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 10.
  - d. Within the overlay area of a Transit Oriented Development (TOD) the Effective Parking may be further adjusted upward by 30%.
  - e. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 3 or Article 4.
  - f. Accessory Units do not count toward Density calculations.
  - g. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.

## 5.10 PARKING LOCATION STANDARDS

### 5.10.1 GENERAL TO ZONES T2, T3, T4, T5, T6

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.
- b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.
- c. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage by Warrant, except for corner lots at intersections with the A-Grid.

### 5.10.2 SPECIFIC TO ZONES T2, T3

- a. Open parking areas shall be located at the second and third Lot Layers, except that Driveways, drop-offs and unpaved parking areas may be located at the first Lot Layer. (Table 17d)
- b. Garages shall be located at the third Layer except that side- or rear-entry types may be allowed in the first or second Layer by Warrant.

### 5.10.3 SPECIFIC TO ZONES T3, T4

- a. Driveways at Frontages shall be no wider than 10 feet in the first Layer. (Table 3B.f)

### 5.10.4 SPECIFIC TO ZONE T4

- a. All parking areas and garages shall be located at the second or third Layer. (Table 17d)

### 5.10.5 SPECIFIC TO ZONES T5, T6

- a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 17d)
- b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage. (Table 3B.f)
- c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- d. Parking Structures on the A-Grid shall have Liner Buildings lining the first and second Stories.
- e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.