



**CITY OF FREDERICKSBURG
PLANNING COMMISSION MINUTES**

June 24, 2020

7:30 p.m.

ELECTRONIC MEETING / COUNCIL CHAMBERS, CITY HALL

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/0rubqpyj78>

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

MEMBERS

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

CITY STAFF

Chuck Johnston, Director, Planning and Building Dept. (live)
Mike Craig, Senior Planner (live)
James Newman, Zoning Administrator (live)
Susanna Finn, Community Dev. Planner (live)
Cathy Eckles, Administrative Assistant (live)

ALSO PRESENT

Terry Coley, ADU Applicant (live)
Jeh Hicks, Cowan Station Applicant (live)

1. CALL TO ORDER

This meeting was held live and electronically by "Go to Meeting" application, pursuant to City Council Ord. 20-05, An Ordinance to Address Continuity of City Government during the Pendency of a Pandemic Disaster.

Members of the public were invited to attend in person with social distancing practices and masks required or access this meeting by public access television Cox Channel 84, Verizon Channel 42, online at www.regionalwebtv.com/fredcc, or Facebook live at www.facebook.com/FXBGgov.

Chairman Rodriguez called the meeting to order at 7:30 p.m. and explained electronic meeting procedures.

2. PLEDGE OF ALLEGIANCE

3. DETERMINATION OF A QUORUM

All members were present except Jim Pates.

4. APPROVAL OF AGENDA

Mr. Hornung moved for approval of the agenda as submitted. Mr. Gantt seconded.

Motion passed 6-0-1

5. APPROVAL OF MINUTES

- June 17, 2020

Mr. Durham motioned to approve the minutes as submitted. Mr. Hornung seconded.

Motion passed 6-0-1

6. DECLARATION OF CONFLICT OF INTEREST

Mr. Gantt stated he had a conflict with 8A, Special Exception request regarding an Accessory Dwelling Unit at 1306 Graham Drive, as he is a nearby property owner and president of the community's homeowners' association.

7. PUBLIC HEARING

A. Area 7 Small Area Downtown Plan – The City of Fredericksburg proposes to amend Chapter 10 Land Use Plan and Chapter 11 Planning Areas of the City's Comprehensive Plan to adopt the Area 7 Small Area Plan.

Ms. Finn reviewed the staff report showing what has changed since the February 26, 2020 presentation to the Commissioners, with a power point presentation (Att. 1) and noted this would be held open until the Commissioner's July 8, 2020 meeting.

Chairman Rodriguez opened the public hearing and Ms. Finn read in the public comment letters received from the following:

- Mo Deadman, 214 Princess Anne Street (Att. 2);
- Debra Joseph 331 Princess Anne Street (Att. 3);
- Joseph Caliri and 217 Princess Anne Street (Att. 4);
- Maureen & Frank Widic 119 Caroline Street
- Paula & Ed Sandtner, 132 Caroline Street
- Rebecca Hanmer and 138 Caroline Street
- Carl & Anne Little 726 William Street (Att. 5).

There being no public speakers, Chairman Rodriguez closed the public hearing.

Mr. Hornung asked for clarification on the conversion of one-way streets. Ms. Finn stated that the proposed text enables an engineering study to analyze the impact of converting some one-way streets to two-way. Any decision would not be settled until after such study. One of the main aspects to be evaluated would be parking on converted streets.

Mr. Gantt questioned the city-owned train station parking lot being shared. Mr. Craig noted that on page 11(7)-27 the vision is to build a structure that is used 24 hours a day. Based on funding sources, other entities like VRE may have some control over the availability of some of the parking spaces. This will be worked out further in the train station master plan.

Mr. Durham asked about street speeds and if the plan was for the converted 2-way streets to still have parking on both sides of the street. Ms. Finn stated that parking would, generally, remain on both sides and the experience is that 2-way streets actually slow down drivers.

Mr. Durham noted the Darbytown residents request to formally name Trestle Park and in the Comprehensive Plan where "parks" and "open spaces" are mentioned that there is not much differentiation. He asked if the difference is that "open spaces" are maintained by public works and parks

are maintained by parks and recreation. Ms. Finn is unclear on that but will get clarification to help the Commissioners make a determination if it should be formally designated.

Mr. Gantt asked if the studies regarding speed are available to the public. Mr. Craig said the Fredericksburg Police Department (FPD) has cataloged numerous speed study reports which he believes are available to the public. Mr. Craig discussed the format of the engineering study that would analyze a conversion of traffic patterns.

Mr. Durham asked about pg. 4-9 and 4-10, Tables 4-6 and 4-7, of the Comprehensive Plan, regarding parks and open spaces, and questioned what modifications would be made to Table 4-7 based on the proposed changes to the Trestle Park land use designation. Ms. Finn noted that it will be updated. Mr. Durham stressed that language is important as to whether it is designated as an open space or a park and will need to be updated throughout the Comprehensive Plan since it is essentially being evaluated for a future park which goes to the desire of the Darbytown residents.

There being no further discussion, Chairman Rodriguez held this matter open until the July 8, 2020 meeting.

B. UDOTA2020-02 Creative Maker District - The City of Fredericksburg proposes to amend the Unified Development Ordinance to establish a new zoning district entitled "the Creative Maker District".

C. RZ2020-02 – The City of Fredericksburg proposes to amend the Zoning Map to change the existing zoning of about 78 acres of land to the Creative Maker Zoning District.

Mr. Craig reviewed the staff report for these two items with a power point presentation (Att. 6). Mr. Craig noted a public hearing was held on March 11, 2020, but the vote was postponed due to an advertising error and then Commission meetings were suspended due to the COVID-19 outbreak. Mr. Craig said that this public hearing will be held open until July 8, 2020 to allow opportunity for additional public comments. He said that the Commissioner's should recommend approval to City Council of both matters.

Chairman Rodriguez opened the public hearing and Mr. Craig read in the public comment letters received from the following:

Simon Watts	824 Caroline St., #B	(Att. 7); and
Sabina Weitzman	913 Marye Street	(Att. 8).

There being no public speakers, Chairman Rodriguez closed the public hearing.

Mr. Durham asked whether the text amendment creating the Creative Maker District would apply only in Area 6, or whether it could apply in Area 7. Mr. Craig said yes, the amendment would create a district in City Code that can be applied through rezoning to specific parcels. RZ2020-02 applies specifically to the 78 acres of land shown in the presentation. The Area 7 plan contemplates two additional maker districts: a continuation of this district south along Princess Anne Street and the Wolfe Warehouse District. Approving the Comprehensive Plan amendments in Area 7 will not apply this zoning designation, it only sets the vision and foundation.

8. UNFINISHED BUSINESS

A. Terry Coley requests a Special Exception from City Code §72-42.5, Table of Common Accessory Uses, for an 'Accessory Dwelling Unit' at 1306 Graham Drive. SE2020-02

Mr. Newman noted he had a few updates and that the Applicant wished to speak. Mr. Newman stated that a question was raised at the previous meeting as to whether the addition of a kitchen would pose any further fire or safety hazard. Mr. Newman said the Building Official observed that the structure is already rated for

residential use. The addition of the ADU is not changing the use and all required permits have been pulled with the work being up to Code. Mr. Newman stated the Applicant has volunteered a set of proffers (Att. 9), which he read into the record.

Chairman Rodriguez asked what work has already been done. Mr. Newman deferred to the Applicant.

Applicant Terry Coley addressed some of the issues raised stating that in February 2020 she attempted to pull permits to add a range within her second kitchen but was advised by Building she would have to work through the Zoning office first. Ms. Coley stated she has followed all directives in order to create a separate independent living space for her mother. She upgraded the appliances, put in a washer/dryer, renovated the bathroom, and had the entire basement repainted. Ms. Coley stated that she volunteered the eight conditions in her Agreement to alleviate some of the concerns that have risen in public comments.

Chairman Rodriguez asked about the kitchenette and Applicant noted that was there when she bought the home.

Chairman Rodriguez opened the public hearing and Mr. Newman read in the public comment letters received from the following:

Angela Jones	1201 Ellis Avenue	(Att. 10);
Dan Guy Fowlkes	1003 Hoke Lane	(Att. 11);
Anne Timpano	1118 Innis Drive	(Att. 12);
Elizabeth LeDoux	1202 Wright Court	(Att. 13);
Jeff Ely	1412 Brigadier Drive	(Att. 14);
Wycessa Small	1200 Graham Drive	(Att. 15);
Thomas Mon	1210 Walker Drive	(Att. 16);
Tom O'Brien	1112 Taylor Street	(Att. 17);
Janet Marshall Watkins	1206 Walker Drive	(Att. 18);
Erin Palko	1018 Wright Court	(Att. 19);
Belinda Watkins	2148 Idlewild Boulevard	(Att. 20);
LaToya Gronhoff	1858 Idlewild Boulevard	(Att 21); and
Troy Widgren	1603 Gayle Terrace	(Att. 22).

In addition, the following members of the public spoke:

Bryan Stelmok, 1117 Wright Court, spoke in opposition of the request as he believes it is a larger issue regarding allowing ADUs in the City. Mr. Stelmok believes the current definition of family is wholly inadequate and it is too difficult to enforce. He noted he is still concerned about the fire/safety issue even though the Building Official states it is safe.

Graham Gronhoff, 1858 Idlewild Boulevard, spoke in support of Ms. Coley's request. He stated that the chief concern of many is that a precedent will be set by allowing this exception and that single family homes will become multi-family homes leading to a decline in the quality of the neighborhood. He believes those concerns are unwarranted as approval for any ADUs will still require HOA approval. The majority of the concerns voiced have stated that they believe Ms. Coley just wants to profit off the modifications but he believes these are baseless accusations and not a valid reason for denial.

Debra Jean Zbrzezny, 1403 Graham Drive, spoke in opposition of the request. She believes that Ms. Coley's mother moving in is not the reason to deny this request but that single-family homes should remain just that and she is concerned about the future of the Village of Idlewild and the City if ADUs are allowed. Ms. Zbrzezny further discussed her concerns with overcrowding, parking, and overuse of the HOA amenities all leading to a decrease in home values.

Chairman Rodriguez closed the public hearing.

Mr. Slominski questioned staff's ability to regulate and enforce the family definition and have they found any violators in Idlewild. Mr. Newman stated that to date he has received no complaints from Idlewild, but explained the procedures when a violation is brought to the City's attention. Mr. Craig noted that the most powerful tool the City uses is that when a violation of overcrowding is substantiated, the penalty is \$7,500.

Mr. Slominski questioned how often contractors will do work without pulling permits and how is that discovered by the City. Mr. Craig noted that often when work is done to create a full second unit in a property it often leads to conditions of overcrowding. If the City discovers work was done this way, the work would have to be removed.

Chairman Rodriguez questioned Ms. Coley's statement about meeting with City Council. Mr. Newman stated he assumed it meant she spoke at a general public comment portion of a City Council meeting. No scheduled meetings have been held between City Council and Ms. Coley. He asked if the current situation warrants Ms. Coley's mother moving in with no special exception granted. Mr. Newman said yes.

Mr. Durham commended Ms. Coley for going through the rigorous Special Exception process and that the addition of the stove provides Ms. Coley and her mother the way to maintain separate independent living together.

Mr. O'Toole moved to recommend to City Council that they deny the Special Exception due to the character of this neighborhood being single-family and the definition of family stating ".....living and cooking together". Chairman Rodriguez seconded. Mr. Hornung stated he would be voting against the motion as he feels this request will not impact density in the development. He feels the City should be encouraging this type of cohabitation and hopes that staff can look at the current ordinance and find that distinction that allows that to occur but also protects against some of the concerns raised by citizens. Mr. Slominski noted he will also vote against the motion. Chairman Rodriguez noted he will be voting for this motion as he believes this exception does not meet the burden.

Motion failed 3-2-1 (abstained)-1 (absent).

Mr. Durham moved to recommend to the City Council approval of the Special Exception of an Accessory Dwelling Unit at 1306 Graham Drive with staff's conditions. He also noted that staff should engage with Ms. Coley regarding her proffered conditions to see which ones should be forwarded to City Council. Mr. Slominski seconded. Mr. O'Toole noted he would be voting for denial of the motion based on his previous stated reasons. He stated that if a condition could be added that if the mother left the home, the stove could be removed, he would be in favor but the Special Exception runs with the property and that can't be done so he is against the motion.

Chairman Rodriguez questioned Mr. Durham about adding a condition to the motion to remove the boarder exemption but Mr. Durham disagreed. Mr. Slominski asked for clarification as to whether what Chairman Rodriguez is proposing is even doable. Mr. Johnston stated it is not legally supportable and the definition of the family cannot be split. Discussion ensued regarding the differentiation

Motion passed 3-2-1 (abstained)-1 (absent).

B. JFH - Fredericksburg II, LLC requests amendments to the Comprehensive Plan for sub-planning area 5B and the Future Land Use Map to permit a commercial office park on the eastern side of the intersection of U.S. Route 1 and Spotsylvania Avenue between Rappahannock Avenue to the east, U.S. Route 1 to the west, and the Brent Street right-of-way to the south. CPA2020-02

C. JFH – Fredericksburg II, LLC requests:

1. A rezoning from Residential Mobile Home, Residential 4, and Commercial / Transitional Office to Commercial Highway with proffered Conditions of 50 Geographic Parcel Identification Numbers (GPINs) generally located on the eastern side of the intersection of U.S. Route 1 and Spotsylvania Avenue between Rappahannock Avenue to the east, U.S. Route 1 to the west, and the Brent Street right-of-way to the south. RZ2020-03
2. A determination that the vacation of a portion of the Spotsylvania Avenue and Dandridge Street rights-of-way and the rededication of new public right-of-way for a realigned Spotsylvania Avenue is in conformance with the Comprehensive Plan. VAC2020-01

Mr. Craig reviewed the staff report and a power point presentation (Att. 23) and recommended that the Commissioner’s recommend approval to City Council.

Mr. Durham asked whether the two trails were previously located at Dandridge Street and Brent Street. Mr. Craig stated the trails were located at Brent Street and Payne Street since the formal submission of the application, but previous renditions may have shown alternate trail locations.

Chairman Rodriguez asked about the purpose of the trails and what connectivity they would provide. Mr. Craig stated that integrating new development into the transportation system should be done with multiple links in a network. Mr. Craig stated that the use of two trails enhances the walkability to this development. Discussion ensued regarding the connection and distance between the trails.

The Applicant, JFH Fredericksburg II, LLC, represented by its Director of Community Relations, Jeh Hicks, was present and spoke in promotion of the connection of the trails.

Chairman Rodriguez opened the public hearing and Mr. Craig read in the public comment letters received from the following:

Meghann Cotter	1222 Brent Street	(Att. 24);
Meredith Beckett	President, College Heights Civic Association	(Att. 25); and
Rea Mandarino	1105 Nolan Street	(Att. 26).

In addition, the following member of the public spoke:

Dennis Lister, 1108 Rappahannock Avenue, spoke in favor of the project but in requested that the Brent Street trail be relocated. Mr. Lister further discussed various options the College Heights Civic Association feel are better options for the trail.

Mr. Durham noted his reservations about the potential impact of the Brent Street trail reducing existing tree canopy. He recommended shifting the Brent Street Trail to Dandridge Street or reducing the plan to one trail on Payne Street and that Applicant be mindful and remove as little existing tree canopy as possible. Chairman Rodriguez agreed with Mr. Durham. Mr. Craig noted the City recommends keeping two connections to maximize the efficiency of the transportation network and stated that shifting the trail to Dandridge Street would maintain a sufficient level of connectivity while lessening the environmental impact of the trail.

Mr. Hornung motioned to recommend approval of CPA2020-02 to City Council. Mr. Gantt seconded.

Motion passed 6-0-1.

Mr. Hornung motioned to recommend approval of RZ2020-03 to City Council with the recommendation of the relocation of the Brent Street trail to Dandridge Street. Mr. Durham seconded.
Motion passed 6-0-1.

Mr. Hornung motioned to determine that VAC2020-01 vacating Spotsylvania Avenue and Dandridge Street right-of-ways is in accordance with the 2015 Comprehensive Plan. As part of that determination, he sought consensus for a recommendation that the valuation of the public improvements the Applicant would provide in re-aligning and substantially improving Spotsylvania Avenue offset the value of the net 0.85 acres of right-of-way to be deeded to the Applicant. Chairman Rodriguez stated this was previously discussed on June 17, 2020, and the Commissioners agreed to recommend to Council that Applicant not be charged for the abandonment of the right-of-way given the extent of the public street improvements the applicant is proposing to make. Mr. Durham seconded.
Motion passed 6-0-1.

9. GENERAL PUBLIC COMMENT

None.

10. OTHER BUSINESS

A. Planning Commissioner Comments

Mr. Durham reviewed the City Council's discussion on June 23, 2020 regarding eliminating the City's historic effects of systemic racism and other related items. Mr. Durham requested staff start thinking about ways the Commissioners can address this issue by evaluating whether there are other parts that can be addressed and make some positive impact change.

B. Planning Director Comments

Mr. Johnston stated on June 23, 2020, Council approved the GreenChip Special Exceptions and Special Use Permit; delayed the implementation of the Archeological Ordinance for one year; approved the Sign Ordinance amendments and the transportation Comprehensive Plan amendments. Mr. Johnston noted that Council has indicated that it wishes to address the affordable housing issue from a regional perspective in cooperation with neighboring jurisdictions. The Regional Commission has secured state funding for consultants to develop an affordable housing plan. Mr. Johnston discussed the renaming of streets and places and that the State is also looking into addressing this topic.

11. ADJOURNMENT

There being no further items to be discussed, the Planning Commission meeting adjourned at 10:08 p.m.

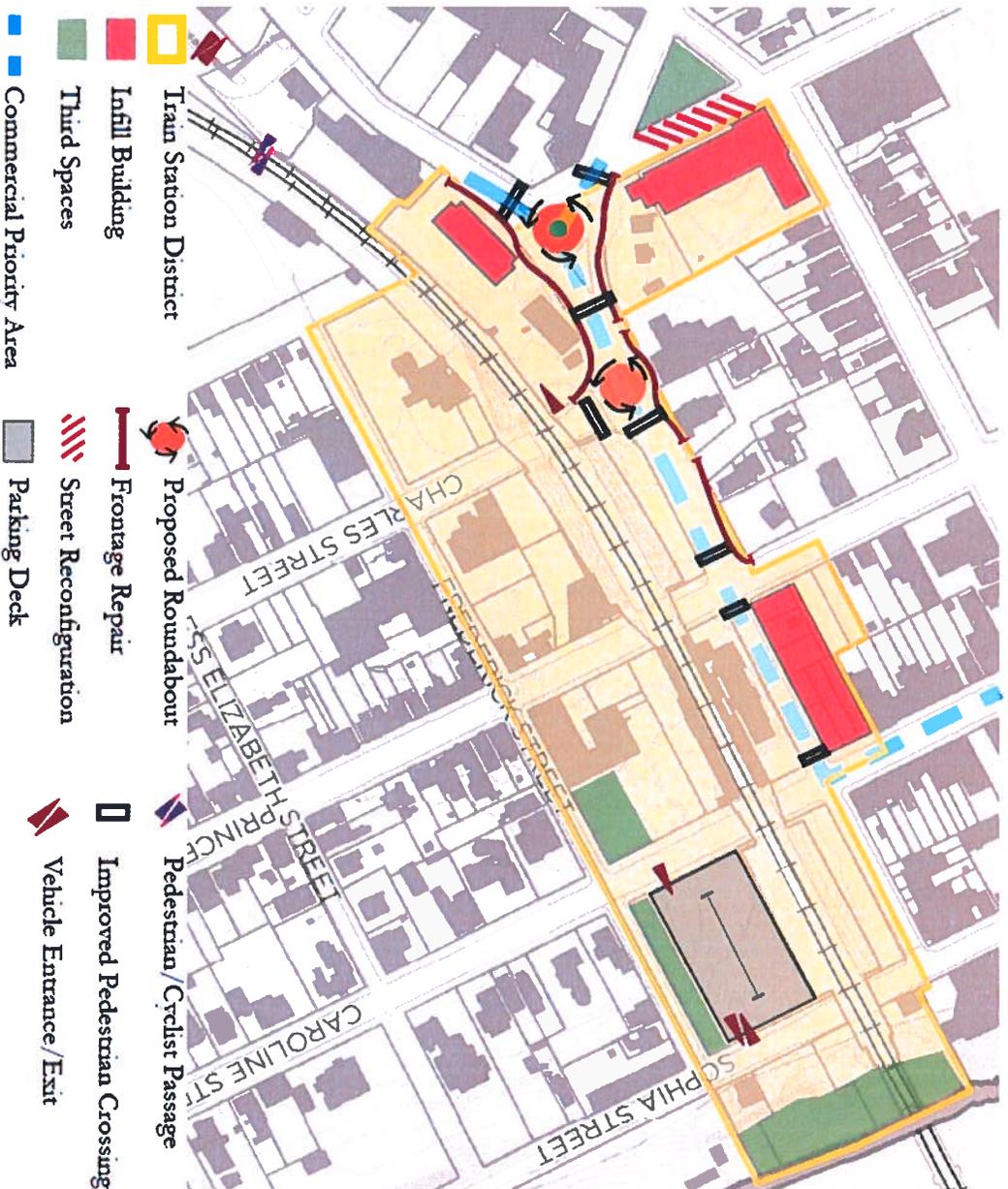
Next meeting is July 8, 2020.

Rene Rodriguez, Chairman

Area 7 – Small Area Plan



TRAIN STATION DISTRICT



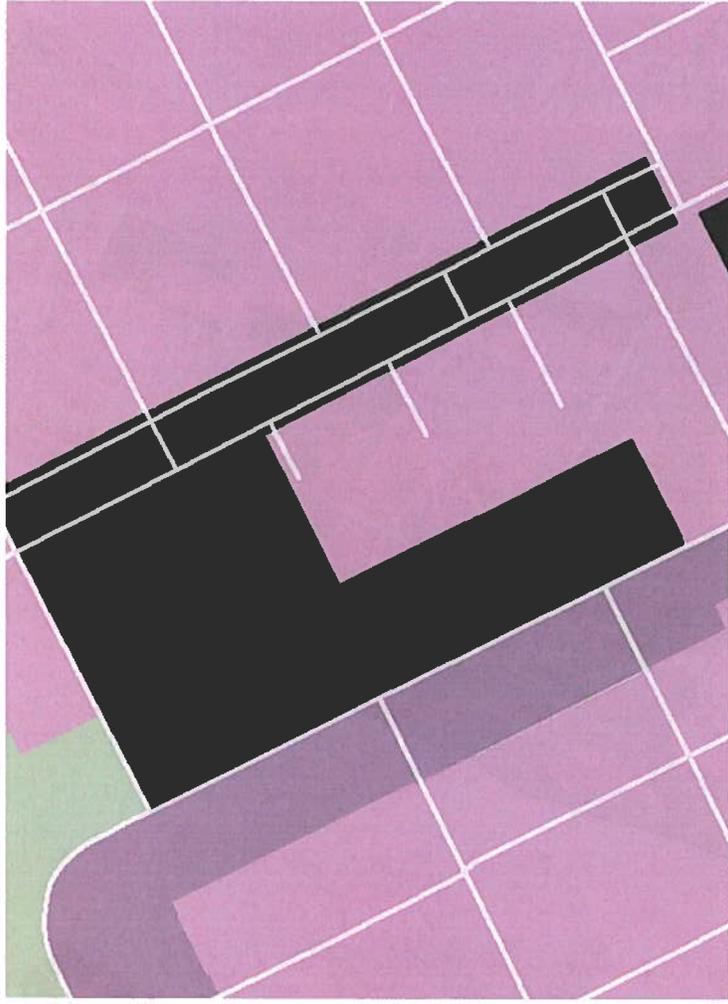
Work with the community to develop a focused Train Station Area infrastructure plan. Set a short-term and long-term implementation strategy.

Formalize the City-owned parcel adjacent to the Janney-Marshall Building (called Trestle Parke by nearby residents) as a City open space.

Conduct a feasibility study for acquisition and renovation of the 1911 Train Station for passenger use.

Prioritize a new parking deck between Caroline, Sophia, and Frederick Streets to support local residents daily needs, office development within the Area, and commuter parking. The deck should be sensitive in design to the neighborhood.

Mary Washington Lodge



Land Use and Zoning

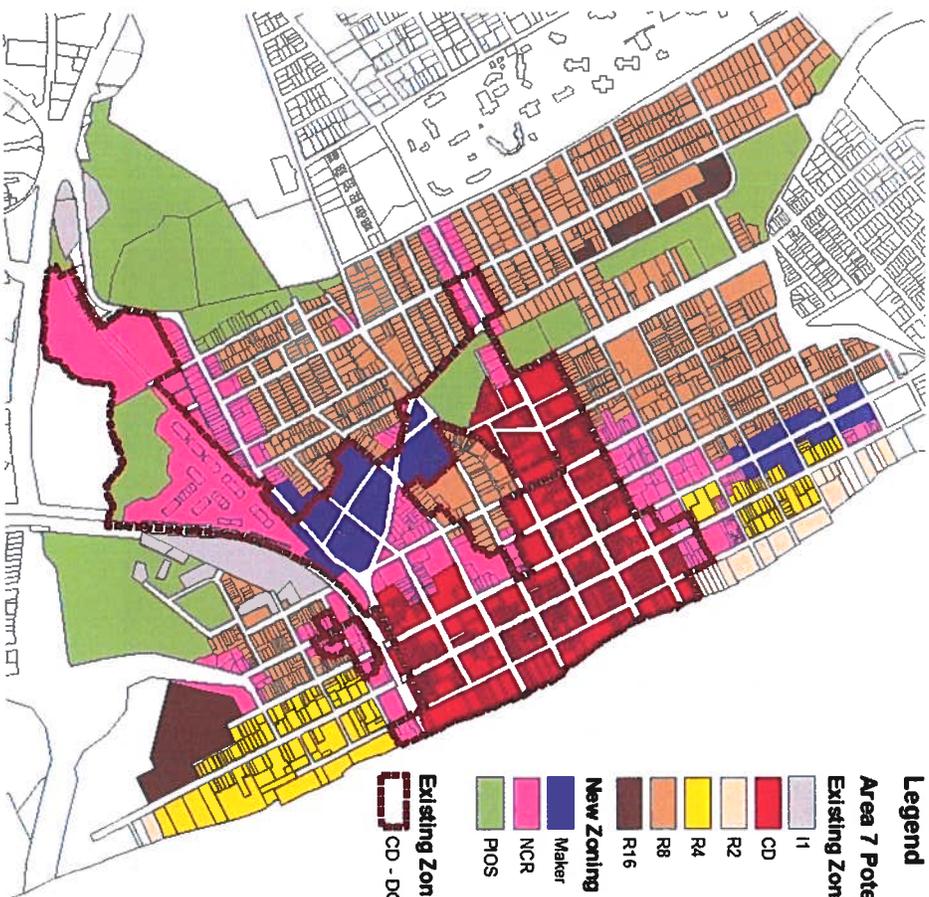
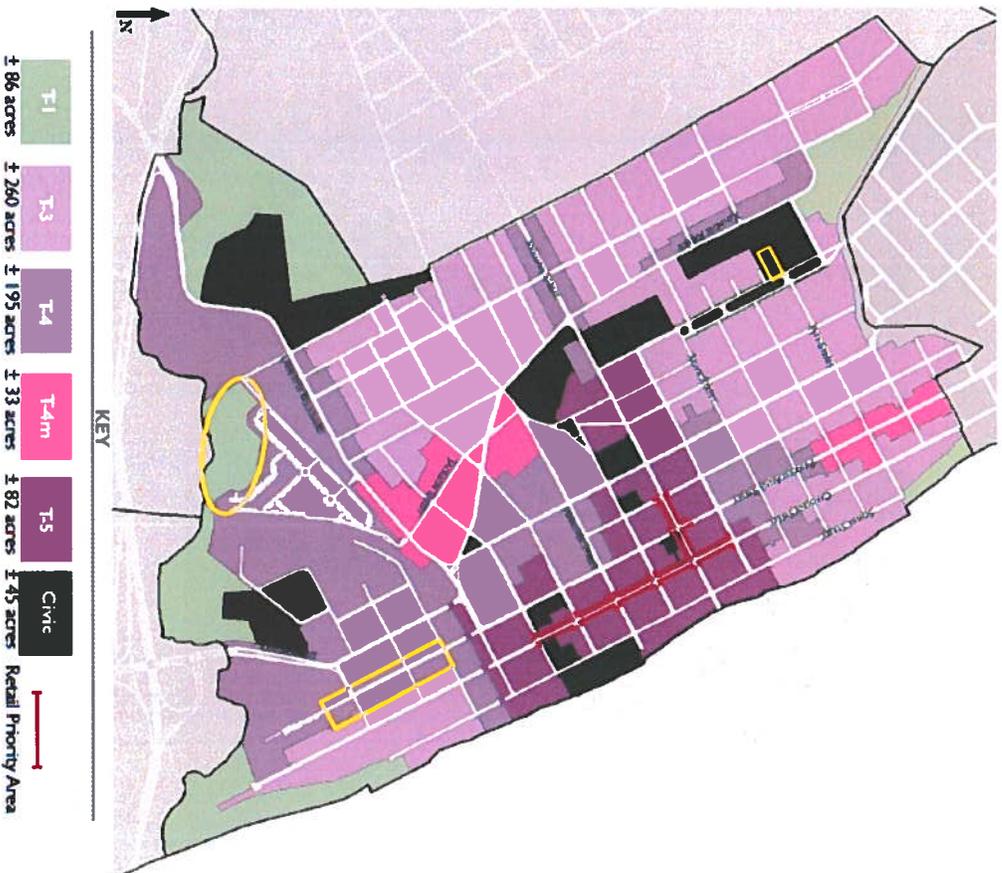
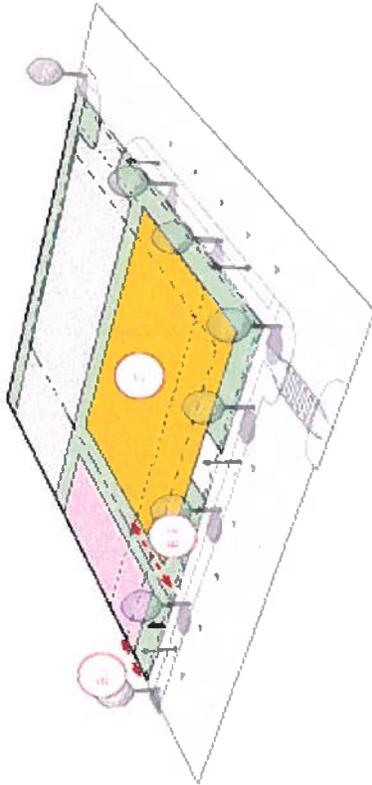
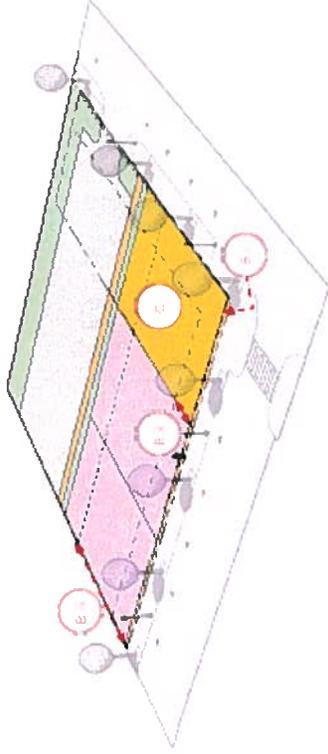


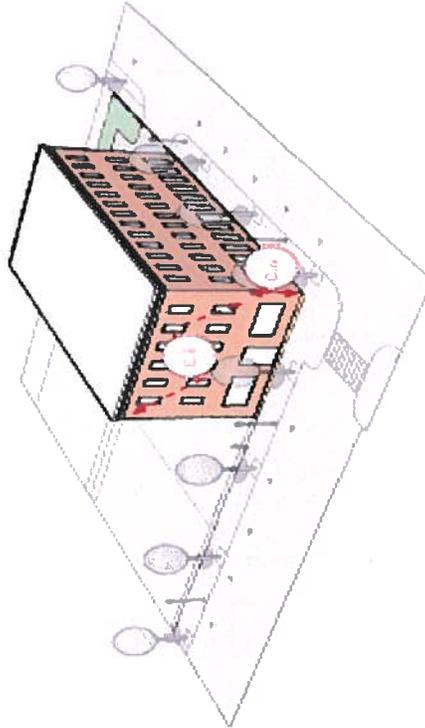
Figure E Private Component and Building Type Permitted.



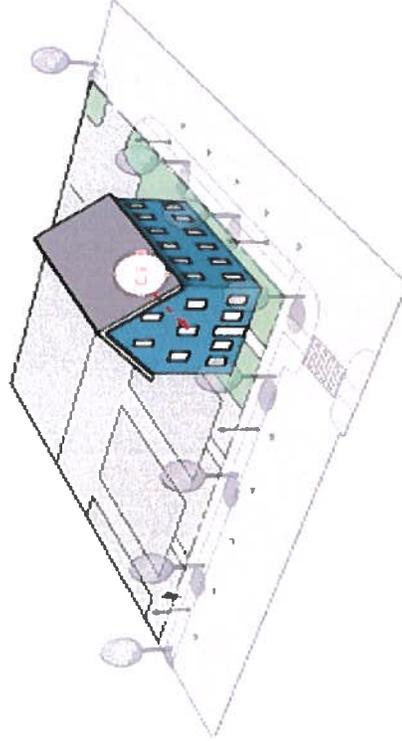
Frontage D Private Component and Building Type Permitted.



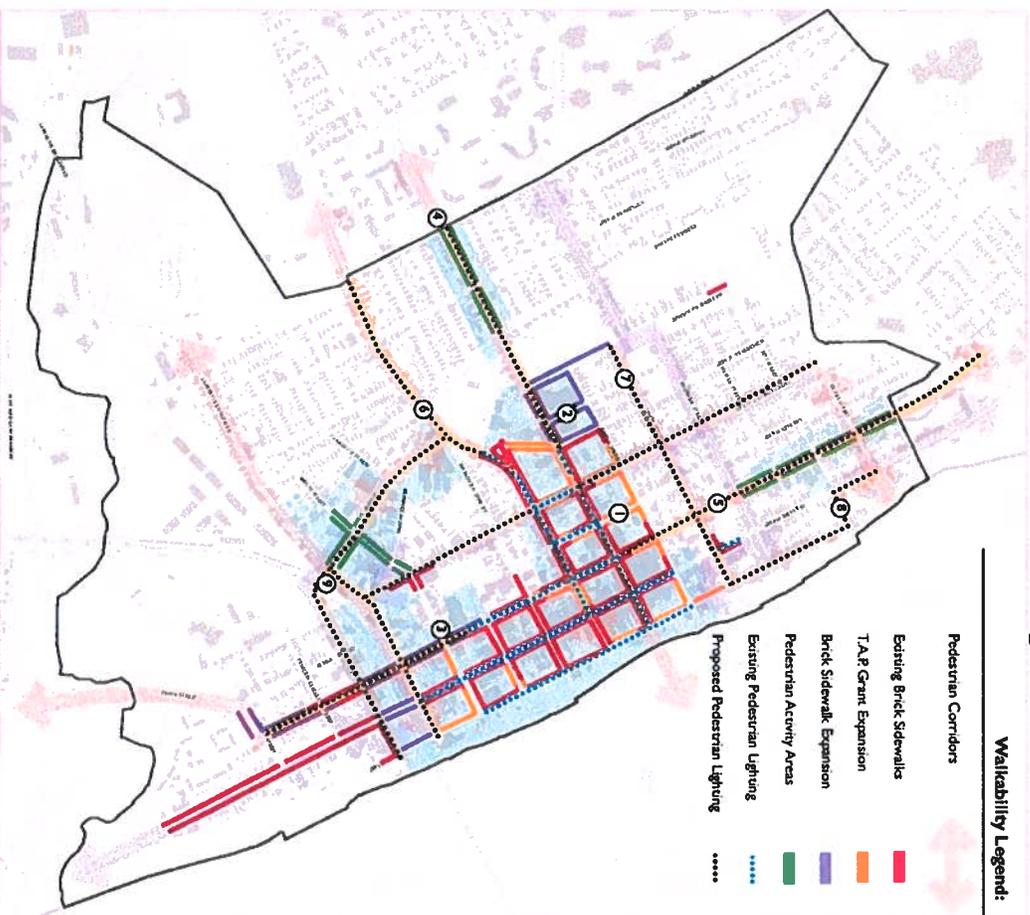
Building Type 3 Facade Activation.



Building Type 4 Facade Activation.

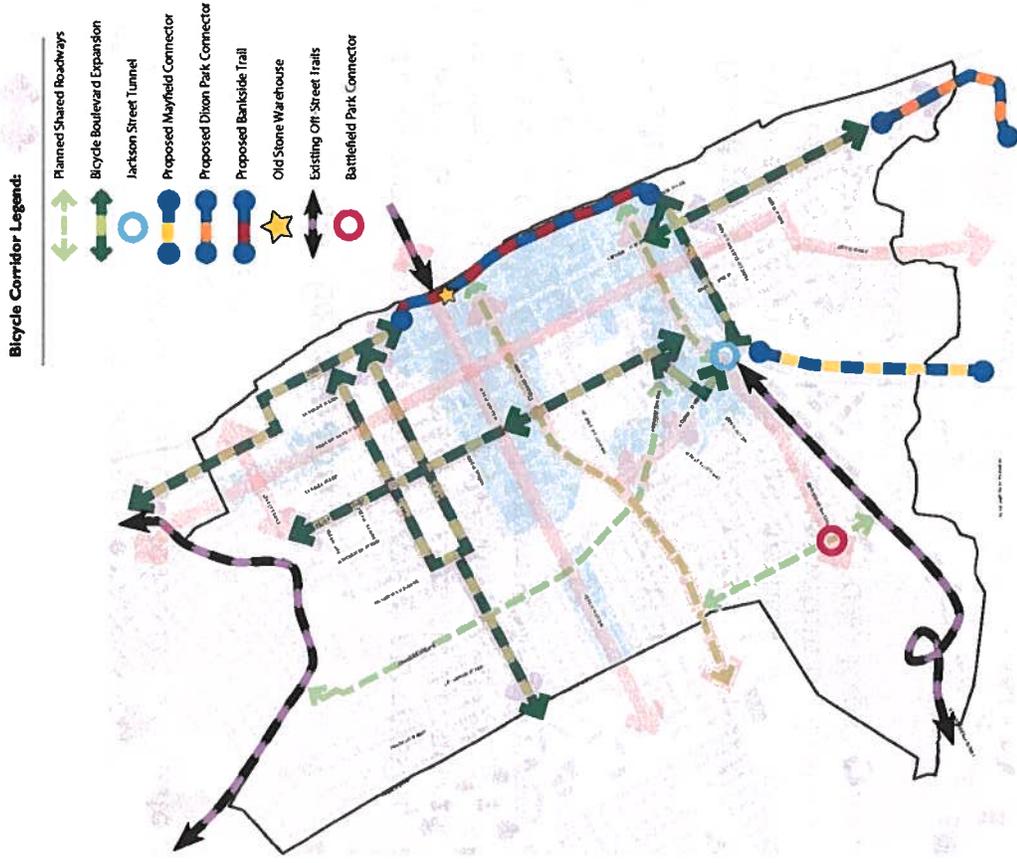


Access and Mobility - Pedestrian



- **Streetscape Expansion:**
 - T.A.P. Grant expansion
 - Princess Anne Street / Train Station Area connection for brick sidewalks and pedestrian lighting
 - Funding sources include grants as well as general fund
- **Pedestrian Corridor Lighting Expansion:**
 - William Street west
 - Princess Anne Street north
 - Hanover Street west
 - Lewis Street bicycle
 - North Caroline Street and Sophia Street
 - Jackson Street, Lafayette Boulevard, and Frederick Streets
 - Funding sources include grants as well as general fund

Access and Mobility – Bicycle and Trail



- **Off-Street Trails:**

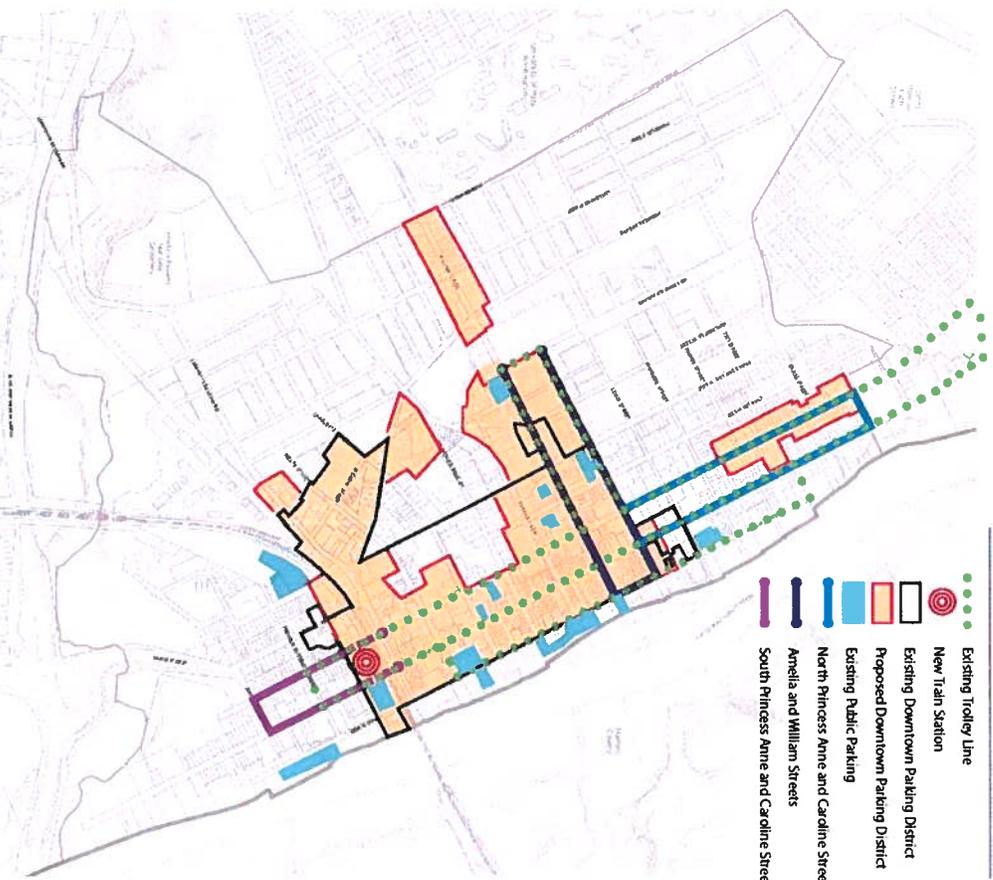
- Mayfield Connector
- Dixon Park Connector
- Bankside Trail

Funding sources include grants as well as general fund

- **Expand Bicycle Boulevards**

Pursue engineering study to plan appropriate improvements, develop a pavement markings plan, and provide a cost estimate to implement the proposed boulevards
Funding from general fund

Access and Mobility - Vehicle



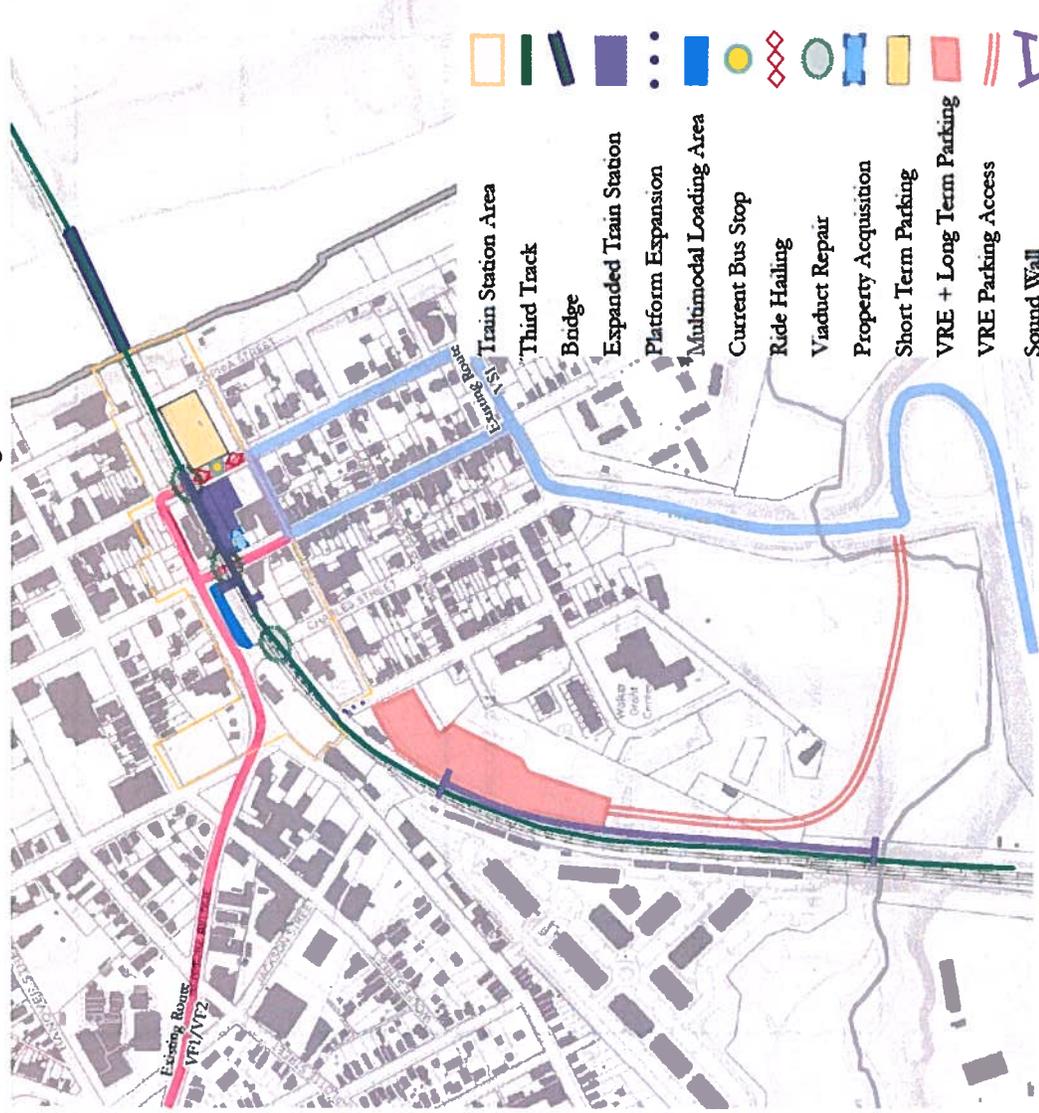
- **One-Way Traffic Conversion:**

Pursue engineering study to plan appropriate improvements, develop a pavement markings plan, and provide a cost estimate to implement traffic conversion
- **Trolley Line Service Expansion:**

Regularize trolley service as a permanent circulator to connect Downtown visitors to parking facilities and attractions. Increase frequency of operations to weekends in the spring and fall, provide service during major events, and advertise availability to visitors. Funding from the general fund
- **Expand the Downtown Parking District:**

Expand the Downtown Parking District to include emerging walkable urban places. Permit fee-in-lieu purchase of parking spaces for the second 50% of spaces required within the District, but increase the required rate for that second 50%. Expand the use of funds to transit as well as structured parking.

Access and Mobility - Mass Transit



- **Train Station Expansion:**

- Maintain current location for circulation.
- Refurbish viaducts
- Construct sound walls for neighborhood protection
- Grade separated pedestrian access to parking areas
- Ensuring architectural compatibility
- Enhanced ADA access, lighting, and sound equipment.

- **Multi-Modal Station Access:**

- Multi-Modal station access point with pedestrian link
- Transit system improvement and coordination
- Ride hailing areas
- Bike storage and pedestrian/bicycle tunnel to link to VCR trail

- **Train Station Parking:**

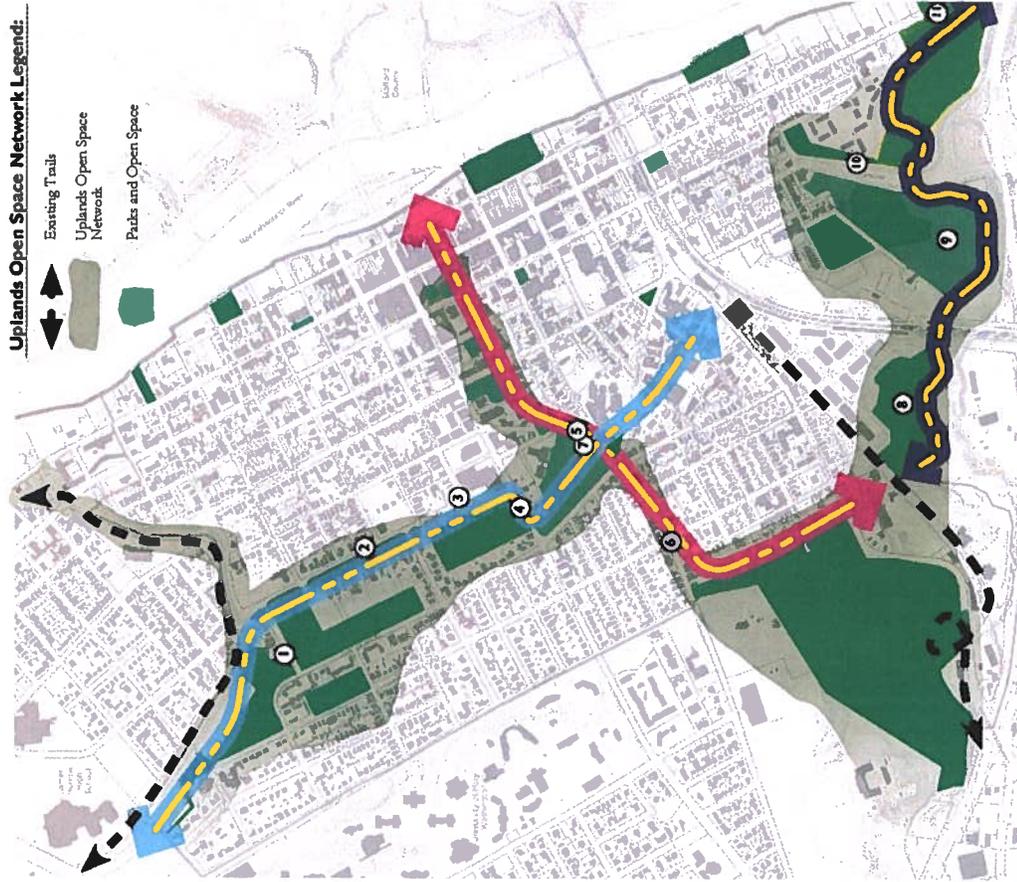
- Short-term structured parking
- Long-term structured parking
- Long-term parking access

Walkable Urban Places



<p>General Policies</p> <ul style="list-style-type: none"> Character Structures
<p>Infill</p> <ul style="list-style-type: none"> Infill Building
<p>Access and Mobility</p> <p>Parking Calibration</p> <ul style="list-style-type: none"> Third Spaces Alley Repair Improved Pedestrian Crossing Traffic Calming and Alignment Frontage Repair Vehicle Entrance / Exit

Open Space - Uplands



Linking the Uplands Open Space Network

Washington Avenue, Memorial Park, Maury Park and third spaces through the Jackson + Wolfe Warehouse Maker District are create a green link from the Canal Path to the VCR Trail. This link should be enhanced by:

- ① Evaluate opportunities for formalized gathering spaces, accommodations (like electrical services) for future events, upgraded seating, and more complex play / climbing structures in Memorial Park and the Cossey Botanical Park area.
- ② Adding lighting along the Washington Avenue Mall will make it a safer lit corridor.
- ③ Implementing the Fredricksburg Cemetery Sidewalks, listed on page 134 of the Pathways Plan, to add brick sidewalks, enhanced tree planting, and wooden barriers along the cemetery wall between Lewis Street and William Street.
- ④ Improve the northern William Street sidewalk between Kemmore and Washington Avenue for pedestrian safety.



Expanding the George Street Walk: The George Street Walk connects the riverfront to Hurkamp Park and the Farmer's Market to the War Memorial and should be extended to the Fredricksburg Battlefield.

- ⑤ Excess paved areas within the right-of-way (i.e. the triangular intersections of George and Hanover and Hanover and Littlepage) should be converted to public plazas with hardscape and landscaping. The City owned triangle at the intersection of Hanover and Kenmore should also be utilized for public purposes.



- ⑥ Historically interpretation and public art should be strategically incorporated into the route. These aspects inform visitors along their journey, and provide residents with places for respite and meet-up locations along the walk.

- ⑦ The entrance to Maury Stadium along George Street should be upgraded and incorporated into the Walk.

Expanding the Uplands Open Space Network: A new Hazel Run Trail should connect the southern end of Caroline Street into the Virginia Central Railway Trail and into the Fredricksburg National Cemetery through Willis Street. Environmental constraints and water quality standards may require this trail to remain natural.

- ⑧ The Cobblestone Park should be upgraded to be more visible from the Virginia Central Railroad Trail. Upgrades to the park should make it a safer more open environment where feasible.

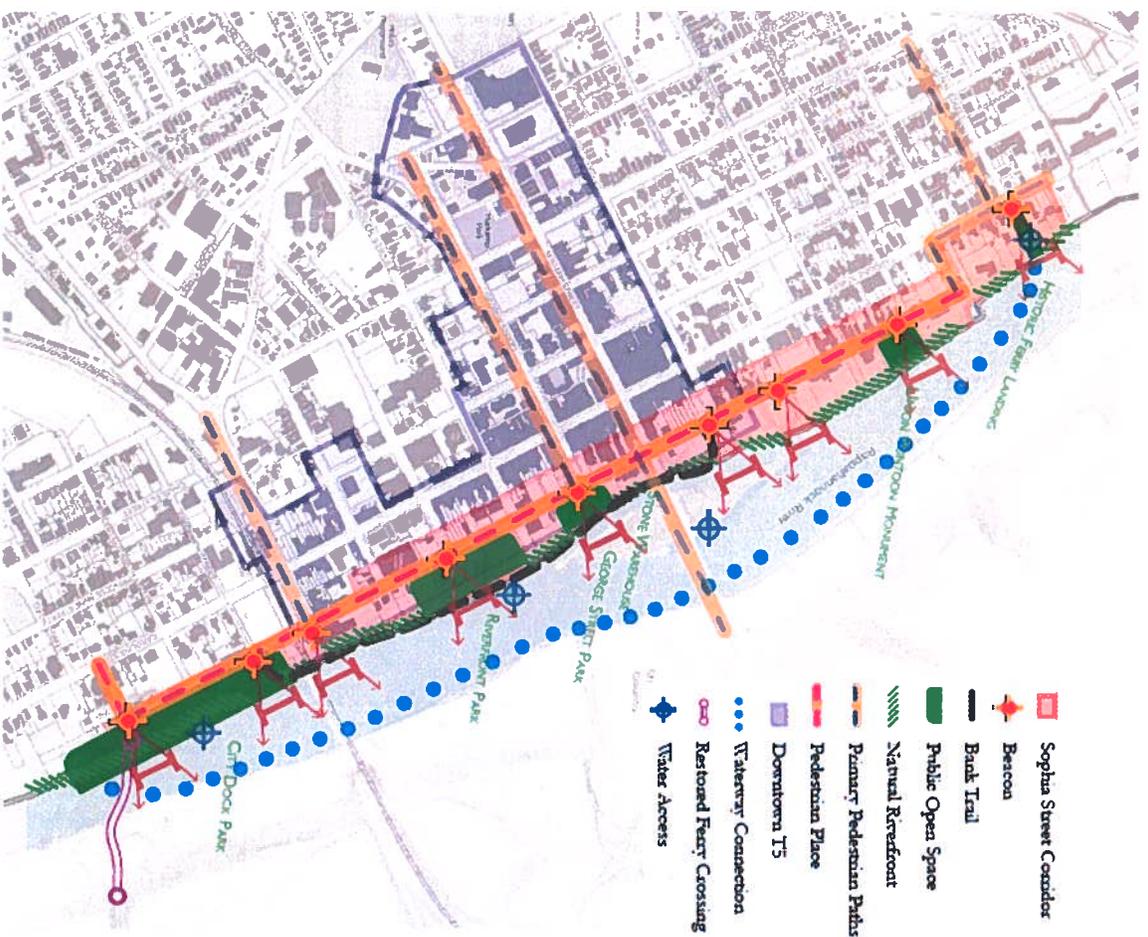
- ⑨ The open spaces adjacent to the Walker Grant Center should be upgraded for better utilization. Space exists for to expand existing recreational and community programs at the Center in addition to upgraded play areas, community gardens, event spaces, or formal amenities like a dog park.

- ⑩ The Downtown Greens community garden should be linked to the Walker Grant Center and Hazel Run Trail as a "gateway" to the Hazel Run Trail and Park (discussed below).

- ⑪ A Hazel Run Park should be established along the City owned acreage at the southern end of Caroline Street adjacent to the Rappahannock River. The park should emphasize its natural, waterfront setting and include naturalized play elements combined with passive-entertainment options.



Open Space - Riverfront



Susanna R. Finn

From: Michael J. Craig
Sent: Tuesday, June 23, 2020 3:04 PM
Cc: Cathryn A. Eckles; Charles R. Johnston; Susanna R. Finn
Subject: FW: June 24 Public Hearing re: Princess Anne St

Planning Commissioners,

See attached comments for the Area 7 Small Area Plan for tomorrow night's public hearing.

Mike Craig

From: Mary Deadman [<mailto:mdeadman@verizon.net>]
Sent: Tuesday, June 23, 2020 10:37 AM
To: Planning
Subject: [EXTERNAL] June 24 Public Hearing re: Princess Anne St

Planning Commission members,

My name is Mo Deadman. I live at 214 Princess Anne Street. I wish to make public comment regarding making a portion of Princess Anne St. two way but am not comfortable attending a public meeting at this time. This is the statement I would make at the Public Hearing.

I am opposed to the proposal to turn lower Princess Anne St. (from Lafayette Blvd to Dixon St) to two way. My concerns include: the additional traffic burden and safety issues that would arise were the change implemented.

Additional traffic: I envision no change in the amount of traffic coming from downtown toward Dixon Street. Additional traffic on Princess Anne would be the result of cars turning onto Princess Anne from Dixon or continuing up Princess Anne from the 100 block.

Safety: There is limited visibility and maneuvering room on the 400-200 blocks of Princess Anne Street. Parking is very tight with vehicles parking close to curb cuts and intersections. In addition, many vehicles are tall (SUVs, trucks and vans) reducing visibility to oncoming traffic. Cars pulling out of driveways often need both traffic lanes to clear the cars parked adjacent to their driveways. Cars trying to cross the street at Frederick and Princess Elizabeth often need to pull into the intersection to see oncoming traffic. Crossing the street on foot raises the same issues. Lack of visibility and need to drive/step into traffic lanes to see what is coming is dangerous. Having to look only one way makes it less likely to hit (or be hit by) oncoming traffic.

It is my understanding that traffic speed is at least part of the rationale for proposing this change. After observing traffic on 400-200 blocks of Charles Street (already two way), I doubt that changing Princess Anne will have the desired effect of slowing traffic. Instead, I would ask the City to consider installing "speed tables" as has been done on Hanson Avenue.

Lower Princess Anne Street is a primarily residential area. I believe the quality of life for the residents would be eroded if two-way traffic were to be approved.

Thank you.

Mo Deadman
214 Princess Anne Street

June 23, 2020

Chairman Rene Rodriguez and members of the Planning Commission:

My name is Debra Joseph and I live at 221 Princess Anne St. I am writing to oppose the proposed plan to turn Princess Anne St into a two-way street. I have lived at my address for 28 years. We have always had a speeding problem but I don't believe this proposal is the solution. I believe we are trading one problem for another.

My block comes with few driveways and even fewer owners who use them on a consistent basis. Our street has a total of 44 cars. That doesn't include those who live on each end and park around corners, others who already park in the 100 block, or those at the 207 Princess Anne complex who have their own spaces. Add to that a number of service vehicles (lawn service, construction, etc.) who can't find space and need to put blinkers on and "park" for up to 4 hours while they complete work, it becomes close to impossible to find parking.

The cars are parked end to end leaving no space for those making turns or trying to go across via a side street. Because of the parking it is already dangerous to try to "see" over the cars when pulling on to Princess Anne from side streets like Princess Elizabeth or Frederick St. Having to try to "see" traffic coming both ways will result in more accidents.

It is already too hard to back out of driveways with cars going one way, nearly impossible with two way. Owners must come out over the center line to straighten the car. Those people who currently do use their driveway will resort to parking on the street.

Ambulances, fire trucks and police use our street often. Currently you can slow down to let these vehicles go around you but with two way there is nowhere to pull over. I don't think it is in anyone's best interest that these vehicles be delayed.

It doesn't make sense that in order to solve a speeding problem that we make it more dangerous to drive on our streets. I believe the speeding problem can be solved. The solar speed detector on William Street works great. I know they cost but so do these changes, not to mention an increase in accidents caused by the changes. It would also be nice to see police out writing tickets, something I have never seen in my 28 years.

Thank you for considering my concerns,

Debra Joseph

June 23, 2020

Written Comment

Subject: Suggestion for Princess Anne and Caroline St Traffic Improvement

1. Purpose. As the community planning team investigates alternatives for traffic flow for sections of Princess Anne and Caroline Streets, I'd like to suggest you consider removing access to/from Dixon Street for Princess Anne and Caroline Streets as an alternative to reduce traffic and increase safety.

2. Major Points.

a. The stated intentions of the ongoing traffic study include increasing safety in the neighborhood, improving traffic flow for the city, and removing one-way roads as they are not consistent with other neighborhoods in the city.

b. Most of the offending traffic I've seen (unsafe speed and heavy volume) travel south on Princess Anne and take a right onto Dixon St. I also hear several cars race across Dixon and back on to Caroline St. It's never those that live in this area that cause these issues.

c. Closing that part of the road (at least, not allowing right hand turns onto Dixon) would reduce the amount of traffic in the subject area (south of the train station). It would also channel traffic along roads that are already two way and provide current entrance and egress to the city.

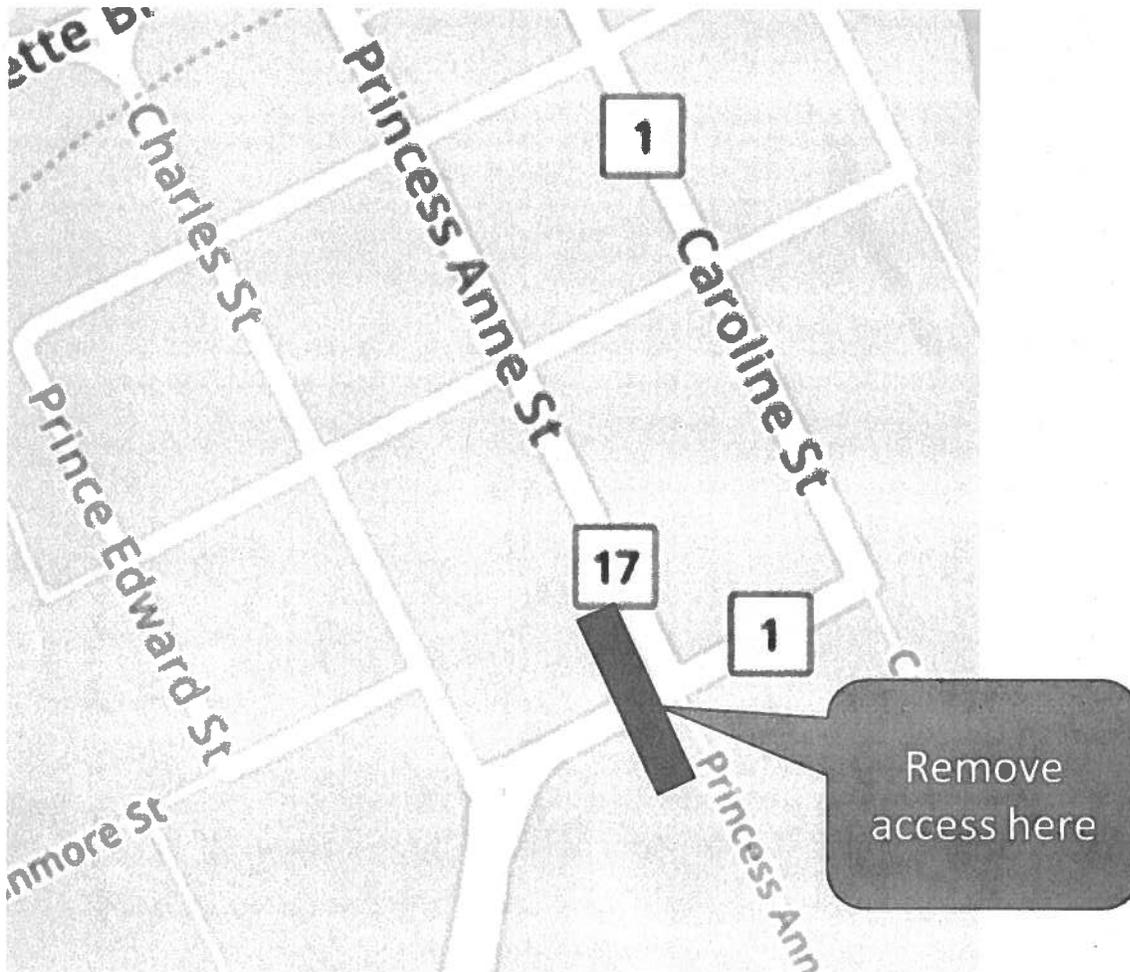
d. Required local traffic (residents, delivery trucks, waste management, emergency vehicles, etc.) will be greatly impacted if Princess Anne and Caroline Streets are made two-way roads, without a severe reduction of "through traffic".

3. Discussion.

a. I propose the current study, include this option.

b. By removing access to Dixon St, Princess Anne and Caroline can safely be turned into two-way traffic if desired.

c. The following example is provided, to help understand this request.



4. Recommendation. Remove access to/from Dixon St for Princess Anne and Caroline Streets and continue bi-directional traffic on Charles St to better accommodate through traffic.

Joseph Caliri
217 Princess Anne St
Fredericksburg, VA 22401
Joepatr8@gmail.com
540-498-6828

COMMENTS ON THE SMALL AREA 7 DRAFT PLAN (06-24-20)
City of Fredericksburg Planning Commission
Public Hearing on June 24, 2020

Submitted by:

Maureen and Frank Widic, 119 Caroline Street, 22401

Paula Chow and Ed Sandtner, 132 Caroline Street, 22401

Rebecca Hanmer, 138 Caroline Street. 22401

Anne and Carl Little, 726 William Street, 22401

- Tree Fredericksburg

Neighbors in the Darbytown community and supporters throughout the City filed a petition with the City in October 2018, urging permanent protection of the green space at the Train Station as a City park. We call this beautiful space "Trestle Park," and we have made our case to you and to the City Council at several public hearings.

Trestle Park: We, members of the Trestle Park Committee, are very happy to see that the current Draft Plan for Small Area 7 includes, on page 11(7)14, a provision to "Formalize the City owned parcel adjacent to the Janney-Marshall Building...as a City owned open space." We thank the Planning Commission, and understand that this means that the proper steps will be taken right away for designating the open space as a park. We would be even more reassured if the words "to become a park" were added to the above sentence in the Comprehensive Plan.

We understand that this open space protection applies only to the portion of the green space south of the concrete wall. The north section of the green space also has healthy, maturing trees that are an asset and will only become more valuable as train passengers increase and urban temperatures rise. We urge that the north section of the green space not be sacrificed unless this is truly unavoidable for Train Station expansion or access in the far-term. We ask the Commission please to consider adding the following sentence after the Trestle Park sentence on page 11(7)14: "Regarding the section of green space north of the concrete wall, adjacent to the access lanes and parking, flexibility may be needed for a future new and expanded Train Station and access lanes. However, the green space and its healthy tree canopy are an asset that should be maintained for now, and as much as possible in future Train Station expansion."

Train Depot: We noted and welcome the emphasis given to protection and reuse of historic structures generally in the Area 7 draft plan, and the provision that a new and expanded Train Station must be compatible with Fredericksburg's historic downtown setting. We urge serious consideration be given to incorporating the functions of the new train station and welcome center in Fredericksburg's historic Train Depot. In addition to being a perfect facility for a train station, the Depot is located on the downtown side of the train tracks, offering the best opportunity to link the future Train Station to downtown functions. That is, it is a short walk to downtown, could be used as the City's Visitor Center, is handicapped-accessible, and could accommodate facilities and food service for walk-ins as well as train users. The Train Depot has great character, and shouts "Welcome to Fredericksburg"!

Caroline-Sophia Street Parking Deck: We note that the draft Plan urges that priority be given to constructing a parking deck between Caroline and

Sophia Streets at Frederick Street. This priority recognizes the increasing need for local resident parking, as new residences are built, for anticipated office development in the Train Station area, and for VRE commuters. It is our understanding that the City intends to seek VRE financing for this facility. However, we have heard that if the City receives federal or state financing for the parking deck, it could not reserve the lot for City resident parking use. The parking needs of residents (or nearby office workers) would not be met if they must vacate the lot for commuters' use during weekdays.

It is urgent to start working with VRE, and to clarify whether the multiple use of the parking deck stated on page 11(7)14 can be accomplished, or whether expanding VRE parking at another location is more feasible.

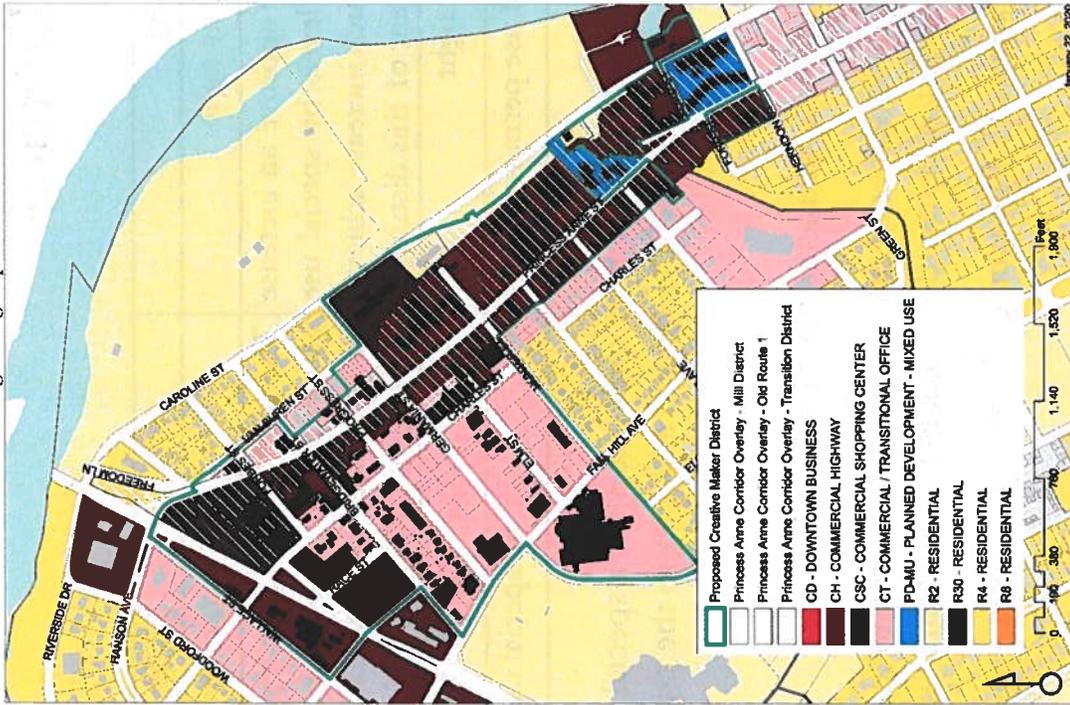


PROPOSED CREATIVE MAKER DISTRICT UNIFIED DEVELOPMENT ORDINANCE AMENDMENTS

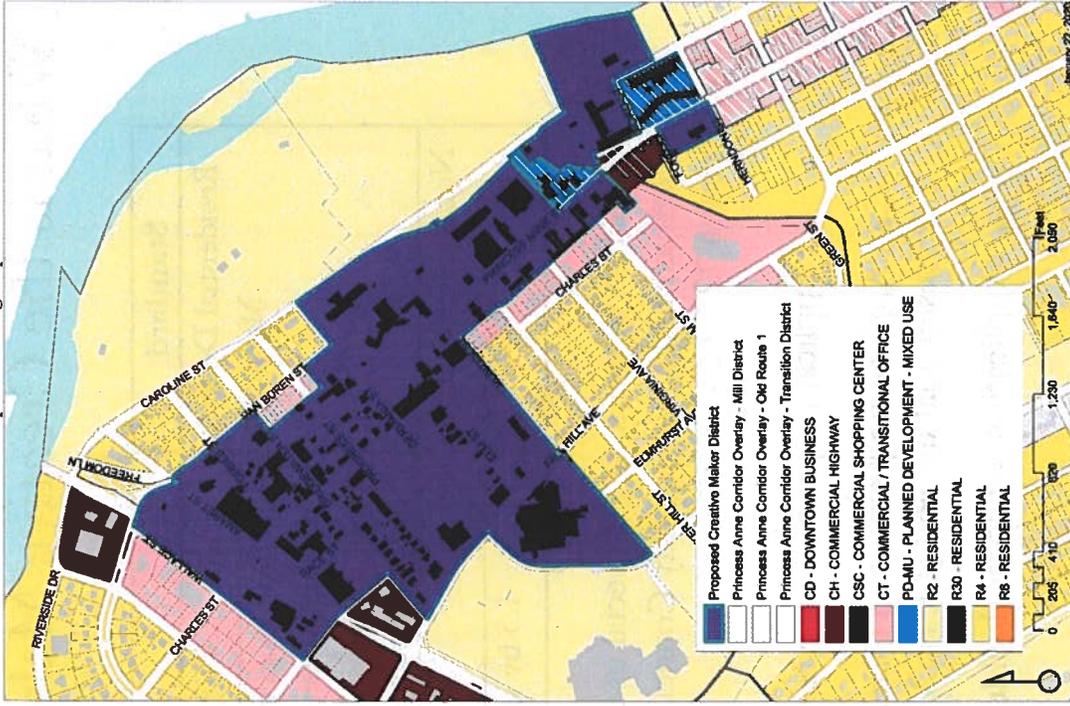
1. Re-cap on the proposed Creative Maker District
2. The five main discussion points from the March 11 public hearing:
 - a) Smart Growth and Residential Density;
 - b) Citizen Voice in the Development Process;
 - c) Form Based Code and Use / Transitional Zones;
 - d) Open Space;
 - e) Encouraging Adaptive Reuse
3. Next Steps / Recommendation

1. What is the Creative Maker District?

Existing Zoning Map



Proposed Zoning Map



1. What is the Creative Maker District?

Standard	T4-M	T5-M
Residential Density, Maximum	8 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.	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.
Nonresidential FAR, Maximum	0.7 by right 1.5 by special use permit	0.7 by right 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.

1. What is the Creative Maker 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	
Dwelling, Duplex	P
Dwelling, Live/Work	P
Dwelling, Multifamily	P
Dwelling, Single-Family Attached	P
Dwelling, Single-Family Detached	P
Dwelling, Upper Story (over nonresidential)	P

Industrial Uses	
Contractor Office	P
General Industrial Service/Repair	P
Research and Development	P
Manufacturing, Light	P
Warehouse	P
Wholesale Sales	P

Institutional Uses	
Community Services	
Day Care	
Educational Facilities	
Governmental Facilities	
Healthcare Facilities	
Institutions	
Parks and Open Spaces	
Transportation	
Utilities	

Commercial Uses	
Alcoholic Beverage Production	
Animal Care	
Eating Establishments	
Offices	
Parking	
Recreation, Indoor	
Retail Sales and Services	
Visitor Accommodations	

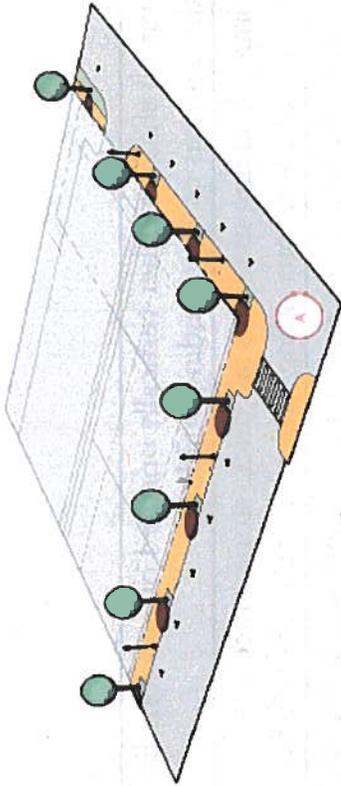
1. What is the Creative Maker District?

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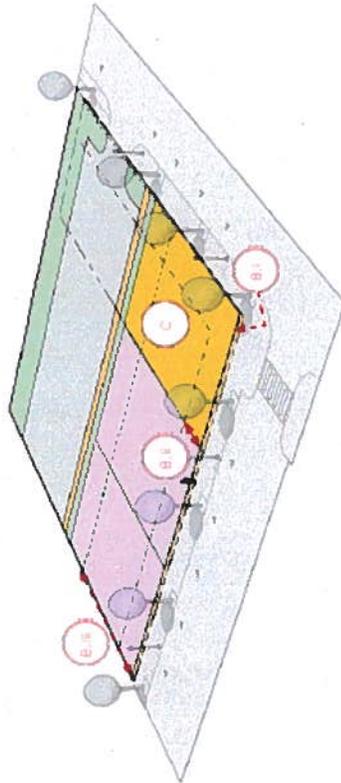
Table 72-42.5: Table of Common Accessory Uses		Zoning District
Accessory Use	P = Allowed by right S = Special use permit required blank cell = prohibited	
Amateur Radio Antennas		Creative Maker T-4M Transect P
Cemetery		Creative Maker T-5M Transect P
Drive-Through		S P
Home Occupation		P P
Homestay		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

1. What is the Creative Maker District?

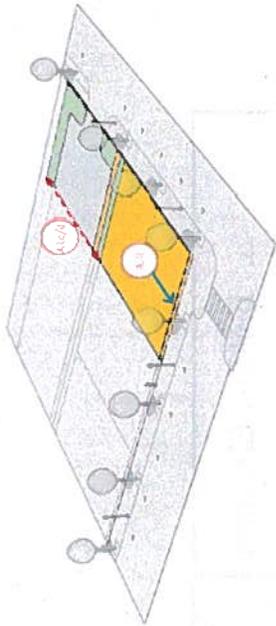
Frontage D Public Component



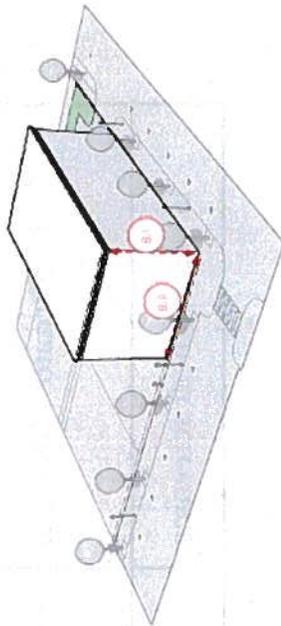
Frontage D Private Component and Building Type Permitted:



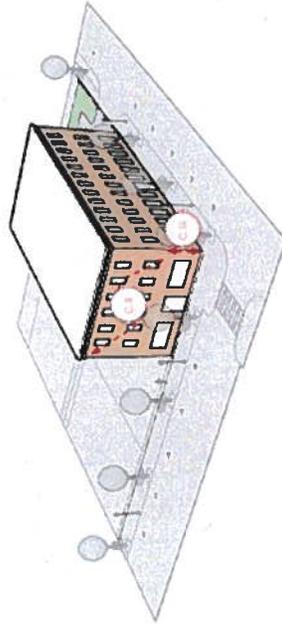
Building Type 3 Building Placement and Orientation:



Building Type 3 Mass and Scale:



Building Type 3 Facade Activation:



1. What is the Creative Maker District?

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.

1. What is the Creative Maker District?



1. What is the Creative Maker District?



2. The five main discussion points from the March 11 public hearing

T-4M and T-5M Transect Map Small Area 6

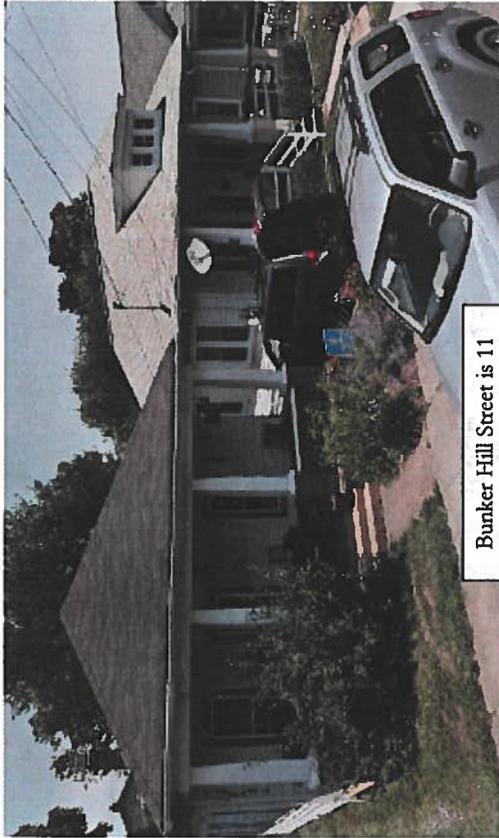


2.2 Smart Growth and Residential Density.

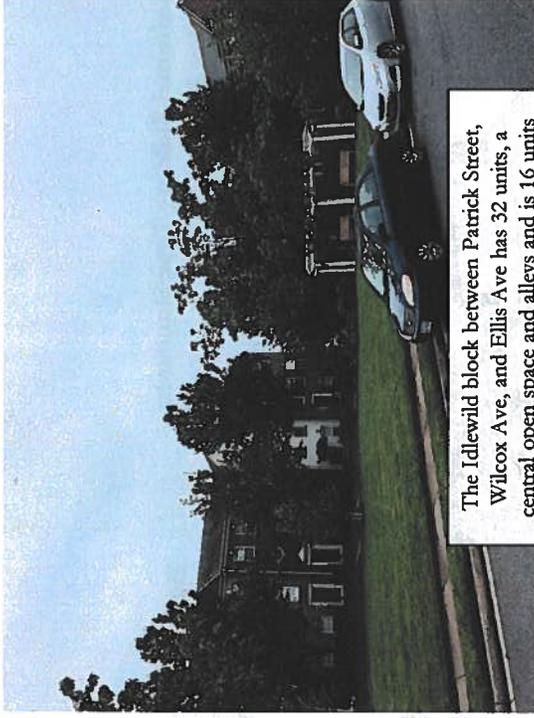


By-right General Residential Density Permitted	
Commercial Highway	12 units per acre
Commercial Transitional - Mixed Use	12 units per acre
Planned Development – Mixed Use	30 units per acre
Residential 30	30 units per acre
Creative Maker District - T-4M*	8 units per acre
Creative Maker District - T-5M*	12 units per acre

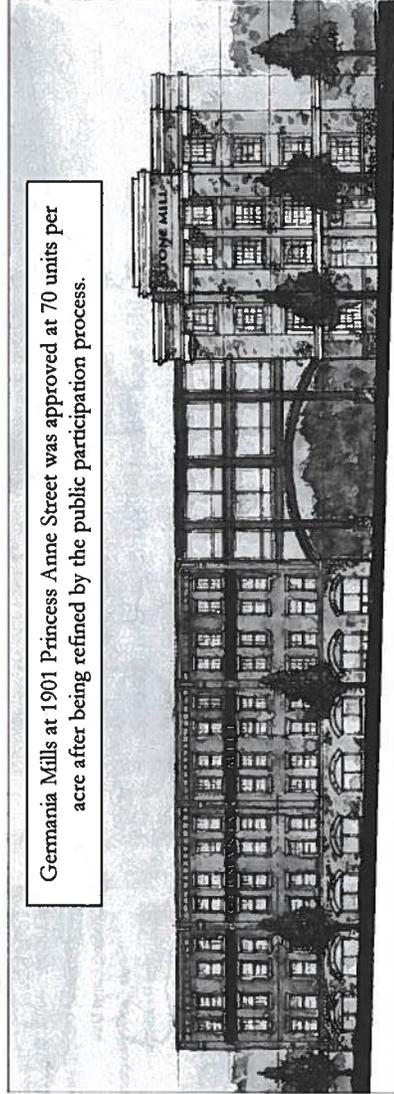
2.b Citizen Voice in the Development Process.



Bunker Hill Street is 11 units per acre.



The Idlewild block between Patrick Street, Wilcox Ave, and Ellis Ave has 32 units, a central open space and alleys and is 16 units per acre.



Germania Mills at 1901 Princess Anne Street was approved at 70 units per acre after being refined by the public participation process.

2.c Form Based Code and Transitional Zones.

Transitional Building Type Standards:

- Max Building Width
- Reduced Building Height
- Max Building Floorplate

Enhanced Setback:

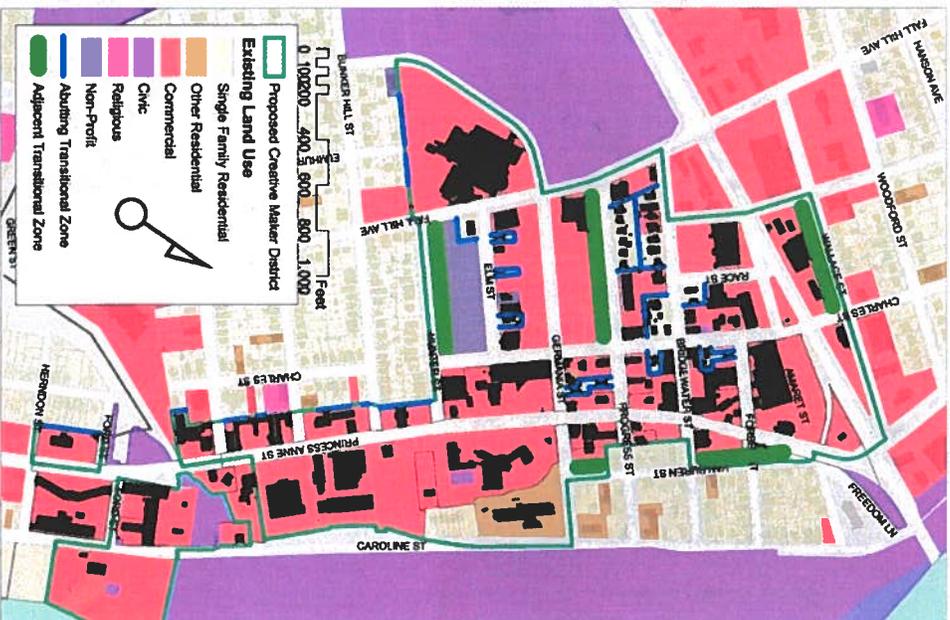
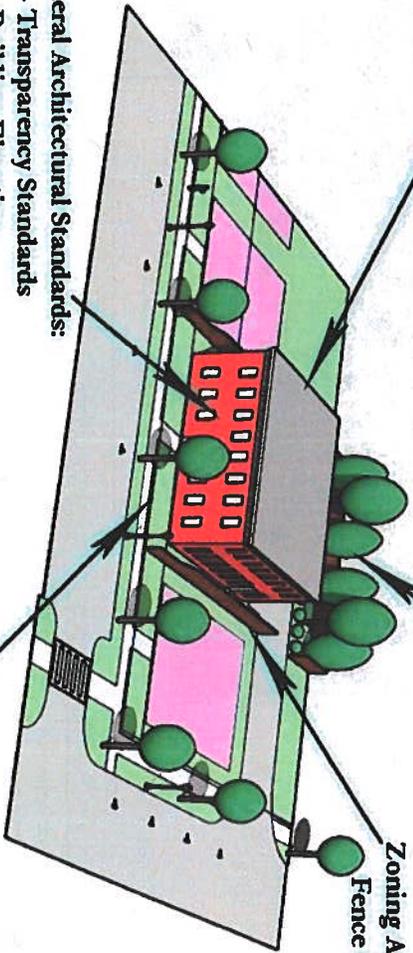
- Type D Buffer
- Public or Private Alley

Zoning Administrator
Fence Provision

General Architectural Standards:

- Transparency Standards
- Building Elevation
- Permitted Materials
- Equipment Screening

Public and Private Frontage Controls



2.d Open Space.

MAP 24 AREA 6 NODES, CORRIDORS, AND THIRD SPACES



General Open Space Required	
Commercial Highway - Residential	25%
Commercial Highway - Non-Residential	15%
Commercial Transitional - Residential	25%
Commercial Transitional - Non-Residential	20%
Commercial Downtown	0%
Creative Maker District	25%

B. In the T-4M or T-5M Transect, Formal Open Space may be provided in place of general open space at a reduced requirement.

i. General Open Space: 25% of the site shall be general open space meeting the standards of § 72-51.5
a. The general open space requirement may be met by providing 12.5% of the lot as Formal Open Space.
ii. Formal Open Space Option: Formal Open Space shall meet the following standards:
a. Type The Formal Open Space shall be a Plaza, Playground, Square, or Courtyard as defined in § 72-84.
b. Min. Adjacency 25% of the perimeter of formal open space shall adjoin a Frontage.
c. Min. width / length The minimum length and width is 15 feet.
d. Max. width / length ratio The maximum width to length ratio is 1:2.
e. Min landscaping In the T-5M and T-4M Transect, the Formal Open Space shall be landscaped to the maximum extent possible given its proposed function.

2.e Adaptive Reuse.



3. Next Steps / Recommendation

In accordance with the established e-meeting policies, the Planning Commission should hold the public hearing open until **the July 8th meeting**. At that meeting, the Planning Commission should:

- **Recommend approval** to the City Council of the Unified Development Ordinance that creates the Creative Maker District and consolidates form-based regulations in a new Appendix 72-A.
- **Recommend approval** to the City Council of the rezoning of approximately 78 acres of land located in Planning Area 6, designated as transect T-4M or T-5M, to the Creative Maker District (CM) as recommended in the Small Area Plan for Area 6; and adopting transect maps and frontage maps for the district.

From: [Simon Watts](#)
To: [Planning; Michael J. Craig](#)
Subject: [EXTERNAL] Creative Maker District, UDOTA And Rezoning Public Comment
Date: Wednesday, June 24, 2020 11:32:53 AM

The following is a public comment for the June 24th Planning Commission meeting.

Simon Watts
824 Caroline St, APT B
Fredericksburg VA, 22401
Creative Maker District, UDOTA And Rezoning

I'd like to voice my support for the Creative Maker District, UDOTA And Rezoning plan. I believe the plan does an excellent job laying the foundation for a balance of green space, and mixed density residential. Allowing existing buildings to be used for light manufacturing would attract businesses and entrepreneurs that are currently not represented Downtown.

Already, the Canal Quarter is beginning to take shape, with Canal Quarter Arts, The ComeUp VA, and the Library's IdeaSpace moving into the Quarter. IdeaSpace is a maker/digital media lab, which I proposed at the monthly Maker District meetings, and was later approved by the EDA. I've lived my entire life here, and it's been a joy to finally see these buildings revitalized in new and vibrant ways. Approving the Creative Maker District, UDOTA would only spur this growth. As a young person who has built a life in Fredericksburg, I would like to see Fredericksburg offer affordable lofts or condos, similar to those in Richmond, in the future. The Canal Quarter seems like the perfect place for such a development.

More importantly, the Canal Quarter Maker District represents a bold cultural step forward for Fredericksburg. For 300 years, our identity has centered around the Caroline/William Street Downtown core of our city. The Canal Quarter Maker District shows that Fredericksburg can grow in exciting new directions, and isn't just stuck in the past.

Thank you for your time.

--

Simon Watts
Youth Services, MakerLab Specialist
Fredericksburg Branch
1201 Caroline Street, Fredericksburg VA 22401

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Serving Fredericksburg, Stafford, Spotsylvania, and Westmoreland

sabina weitzman
architect

June 23, 2020

Comments for Planning Commission, Item 2 (Creative Maker District) of June 24, 2020 Meeting

Chairman Rodriguez and Members of the Planning Commission:

I appreciate the opportunity to share my thoughts about the Creative Maker District proposed for area 6, all of which are positive: I encourage you to adopt the changes to the UDO and establish the district as proposed.

I served on a committee City Staff convened to get input from local architects, developers and other stakeholders on the Maker District guidelines. I was relatively new to form-based codes, but as I learned I came away impressed with the approach, which is an artful combination of more and less: more calibrated rules regarding density and the relationship of new to existing structures, but a baked-in flexibility via incentives to resolve multiple and possibly competing goals.

The proposed rules and incentives should:

- 1) encourage re-use over demolition, particularly structures we'd like to keep around – without the use of a design review board;
- 2) clarify the relationship between people and cars, taking advantage of the fact that this part of the City, unlike the more historic downtown, developed with the automobile in mind and is uniquely suited to accommodating the small business “makers” we’re hoping to attract;
- 3) keep the scale of new construction in check; and,
- 4) give designers / developers flexibility to make the case for their project.

These meetings were also an opportunity to watch planning staff members discussing ideas and attempting to integrate each person’s area of expertise (land use, historic preservation, parking, etc.). I’ve said this before but we have managed to assemble an impressive staff, and it is my strong impression that we are in good hands.

The Creative Maker District promises to be a tool to help us stimulate economic development without losing a rich built environment, even in an area some may consider to be underdeveloped or even blighted. I hope you agree with City Staff that this is a tool we want to add to our tool-chest.

Thank you,



Sabina Weitzman

**ACKNOWLEDGEMENT AND AGREEMENT TO COMPLY WITH THE CONDITIONS OF AN
ACCESSORY DWELLING CONDITIONS**

1. Together the occupancy of the principal dwelling unit and the accessory dwelling unit shall not exceed the definition of family.

2. The property owner must occupy either the main dwelling or the accessory dwelling as her primary residence; provided, however, if the property owner does not occupy one of the dwelling units as his/her primary residence, the entire property may be occupied by no more than one family.

3. The property owner shall file an affidavit of compliance with the zoning department attesting to compliance with the conditions of this section, and shall re-file the affidavit of compliance whenever the following occurs:

(a) When any structural alterations are made to the accessory dwelling; and

(b) Upon change in ownership of the principal dwelling.

4. The property owner shall permit annual inspections of the accessory dwelling by the zoning department upon reasonable notice to ensure compliance with the conditions of this section.

5. The property owner shall cooperate with the zoning department in ensuring compliance with conditions of this section and in the investigation of complaints of violations of this section.

6. The property owner shall advise all tenants of the accessory dwelling of the annual inspection requirement and obligation to cooperate with the zoning department in ensuring compliance with the conditions of this section.

7. Accessory uses shall not be allowed in the accessory dwelling except home occupations.

8. Failure to comply with these conditions will result in revocation of the use as an Accessory Dwelling by the zoning department. Revocation of use as an Accessory Dwelling shall be effective after:

(a) A finding by the zoning department of violation;

(b) Notice with 45-day opportunity to correct the violation; and

(c) A finding by the zoning department after 60 days that the violation has not been corrected.

(d) If more than three violations of the provisions are found to exist by the City of Fredericksburg within a one-year period, the use of the Accessory Dwelling as rental unit may be revoked.

CERTIFICATION

By signing below, I acknowledge that I am entering into an agreement with the City of Fredericksburg certifying that I will comply with the definition of Family, per §72-84. I certify that I am the bona fide resident of the premises identified above; I have read and understand the above conditions; and I can and will comply with each condition without exception. I consent to the use of e-mail for communication with the Zoning Administrator and/or their designee concerning the Accessory Dwelling Unit at my residence. I further certify all the information is complete and correct to the best of my knowledge and belief.

Terry Coley / Terry Coley
Applicant Name/Signature

06/24/2020
Date

From: [Angie Jones](#)
To: [Planning](#)
Subject: [EXTERNAL] 1306 Graham Drive, Fredericksburg, Va 22401, VOI
Date: Monday, June 22, 2020 10:05:36 PM

i vote NO to the planning committee allowing this Village of Idlewild member to commute their basement into separate dwelling for rent. We already suffer from those whose chosen to rent to Section 8 members who for the most part know nothing about rules and regulations of an HOA. Violations from parking,, littering, loud and obscene behaviors and now this request will be the gateway to more rentals. I purchase my home here because it was a community with a look, appearance and feeling of safe. Now I'm afraid to walk between kids walking large dogs they can't control and low income either renters or the guests that end up being permanent fixture in the neighborhood. The basement approval could lead to more rentals and then we might as well be apartments/condos.

R/s

Angela Jones
Home Owner in VOI

[Sent from Yahoo Mail on Android](#)

From: [Dan Guy Fowlkes](#)
To: [Planning](#)
Subject: [EXTERNAL] Terry Coley SE2020-02 / special exception for accessory dwelling unit at 1306 Graham Drive/GPIN 7768-97-1948
Date: Monday, June 22, 2020 10:40:17 PM

Planning Committee,

I am writing in support of Ms. Coley's special exception request. I don't understand why some of my neighbors have objected to this and thank them for bringing it to my attention.

Whereas Ms. Coley is going through the proper channels (whereas some others are renting out their basements under the table), and

Whereas this is a special use exemption that is not automatically applied to other similar situations, and

Whereas it limits the exception to the defining an accessory dwelling unit within the existing, primary dwelling AND maintains the limitation of the occupancy of the combined units to remain single family dwelling, and

Whereas the requested change would not increase the fire risk,

I see no reason to oppose it.

That stated objection that allowing this request would increase the resale value of the home is laughable. Increasing the resale value of home in the neighborhood benefits all parties.

Thank you.

Dan Fowlkes, Idlewild resident
1003 Hoke Ln, Fredericksburg, VA 22401

From: [Anne Timpano](#)
To: [Planning](#)
Subject: [EXTERNAL] RE: Terry Coley SE2020-02
Date: Monday, June 22, 2020 10:58:26 PM

I understand you are taking comments regarding this topic:

Terry Coley SE2020-02 requests a special exception to have an accessory dwelling unit at 1306 Graham Drive/GPIN 7768-97-1948. This property is located approximately 220 feet south-east of the intersection of Graham Road and Patrick Street, within the Idlewild neighborhood. The property is zoned Planned Development – Residential (PDR).

I am a homeowner in Idlewild. I live at 1118 Innis Drive.

I support the approval of this application. It seems like a reasonable request to me and I think that people opposing it are over-reacting and dreaming up wild assumptions, as if everyone in Idlewild will want to do the same thing and cause a run on stoves at Home Depot or something. I just don't see that or anything close to it happening. This applicant wants to have a nice home for her mother. Why anyone would want to stand in her way is beyond me. Adding a stove doesn't change the number of people who could live in the home. So fears of overcrowding in Idlewild being caused by adding a stove in a basement are just ridiculous. Please let this lady have her stove.

Thank you,

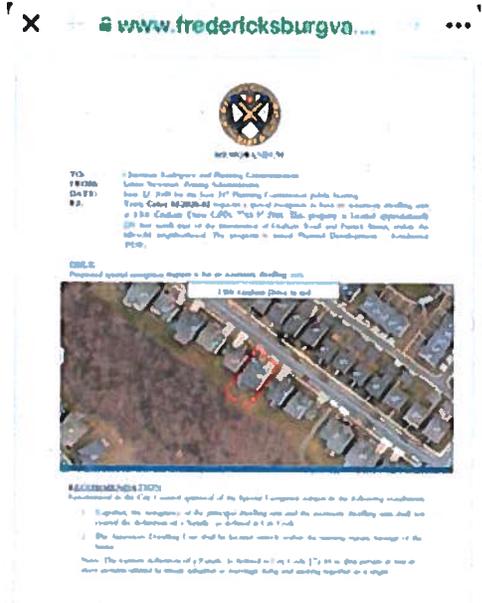
Margaret Anne Timpano

From: Elizabeth LeDoux
To: Planning
Subject: [EXTERNAL] 1306 Graham Dr
Date: Monday, June 22, 2020 11:00:58 PM

I'm writing in support of the petition to create an apartment with a stove in the basement of 1306 Graham Dr.

I am a neighbor who lives around the corner from this property.

Please see the attached screen shot for reference.



-Elizabeth LeDoux
1202 Wright Ct
Fredericksburg VA 22401

From: [Jeff Ely](#)
To: [Planning](#)
Subject: [EXTERNAL] Request on 1306 Graham Drive.
Date: Tuesday, June 23, 2020 12:44:46 PM

Regarding the memorandum found here:

<https://www.fredericksburgva.gov/AgendaCenter/ViewFile/Item/11563?fileID=9455>

I live in Idlewild too.

I do NOT agree with preventing anyone from improving their property, in any way. The fitness of the basement for independent rental, and the *legality* of it, are two entirely different things. I'd vote the stove should be allowed.

I DO agree that splitting single family units into multi-family rentals is a substantial change to the character of the neighborhood, and should be subject to review, and disallowed if that's the prevailing consensus.

If it is not possible to separate those two things, I'd rather allow both the property improvements AND the subletting than disallow both of them.

In the case of the CITY's involvement, I would be pleased if they allowed the stove to be developed, but either through CITY law or HOA regulations, disallowed single family dwellings from being split into multi-family and subleased.

From: [Wycessa Small](#)
To: [James D. Newman](#)
Subject: [EXTERNAL] Letter of Support of T. Coley : ADU 1306 Graham Dr
Date: Tuesday, June 23, 2020 3:41:41 PM

Dear Mr. Newman and Committee members,

I submit this letter of support of the request of Ms. Coley to add the addition of a stove unit to her basement. She has taken the proper steps to request such and there appears to be no adverse impact on the neighborhood now or in the future. Because the proper protocols are being followed I am quite confident that all construction safety issues will be met as well. One should be entitled to the full use of their private property without the interference of intrusive neighbors as long as safety and enjoyment of the community is upheld.

Thank you,
Neighbor Wycessa Small
1200 Graham Drive

[Sent from Yahoo Mail on Android](#)

From: [Thomas Mon](#)
To: [Planning](#)
Subject: [EXTERNAL] 1306 Graham Drive/GPIN 7768-97-1948
Date: Tuesday, June 23, 2020 4:58:59 PM

With regards to this application:

<https://www.fredericksburgva.gov/AgendaCenter/ViewFile/Item/11563?fileID=9455>

I would ask that if this is approved that some sort of check be put in place to prevent the rental of this basement to someone else other than the mother.

To me this sounds like a loop-hole that could be exploited by other home owners and cause over-crowding in idelwild.

Basically make the terms of the approval contingent upon the mother living there and revoking it if she is found to not be living in that designated space. Meaning, if the mother moves upstairs, and they rent out the basement.... then what?

Tom

From: [T.O'Brien](#)
To: [Planning](#)
Subject: [EXTERNAL] SE2020-02 Terry Coley ADU
Date: Tuesday, June 23, 2020 9:14:16 PM

As a property owner in Villages of Idlewild I oppose the approval of the action in the subject line above. While I understand this may be an isolated case based upon family circumstances, this would open the door for granting of other similar use permits, creating a multitude of issues for the development. This precedent could lead to additional parking, traffic and HOA service related problems which would impact all residents. As the largest residential tax revenue generating development in the city, the council should seriously consider the impact to this body before voting to approve this request.

Tom O'Brien
1112 Taylor St

From: [Janet MarshallWatkins](#)
To: [Planning](#)
Subject: [EXTERNAL] Village of Idlewild 1306 Graham Special Exception Permit for Accessory Dwelling Unit
Date: Wednesday, June 24, 2020 8:06:04 AM

Dear Planning Commission members,

I'm writing as a resident of the Village of Idlewild to support the request for a special exception by the homeowners at 1306 Graham Drive. I understand VOI's Board of Directors has submitted a letter saying "the homeowners of the Village of Idlewild" oppose this request. However, the Board does not speak for me. I'm fine with what's being requested. I support the ability of Fredericksburg homeowners to modify their homes to create living comfortable living spaces for family members, especially those who are elderly.

Thanks,

Janet Watkins
1206 Walker Drive
Fredericksburg, VA 22401

From: [Erin Palko](#)
To: [Planning](#)
Subject: [EXTERNAL] SE2020-02 Terry Coley ADU
Date: Wednesday, June 24, 2020 8:32:05 AM

To whom it may concern,

I am writing to address my concerns with the City granting an exemption to the resident of the Village of Idlewild, Terry Coley of 1306 Graham Drive. I am concerned that by granting an exemption, the precedent will then be set for others in the neighborhood to also apply, and potentially be granted, an exemption as well. Our neighborhood has roughly 785 single family homes, town homes, and condominiums and would not be able to handle the added residents. I am concerned that other homeowners in the neighborhood would apply for an exemption and then would be able to rent out their basement for additional income. If a couple or a small family with children now share the single family home with the existing homeowner, we now have added cars to city streets, more traffic, students attending our already overcrowded schools, etc. I am asking that the City Planning Commission please take a stance against granting this exemption due to the precedent it will set for others.

Thank you,

Erin Palko
1018 Wright Ct.

From: [Belinda Watkins](#)
To: [Planning](#)
Subject: [EXTERNAL] Letter of support 1306 Graham exception
Date: Wednesday, June 24, 2020 12:11:50 AM

I am a homeowner in Idlewild. I support this exception application filed by Terry Coley. Ms. Coley is honest, selfless and the most considerate person that I know. I think it is admirable that she desires to provide a place in her home that makes her mother feels comfortable.

Ms. Coley's younger sister passed away near the Thanksgiving holiday last year. Her sister was providing transportation, running errands, taking care of all things pertaining to their mother. Ms. Coley's mother is now living in the hometown alone. Ms. Coley is attempting to create a suitable place for her mother to remain independent. There isn't a full bath or a bedroom on the first floor. The stairs leading to the second floor are steep for a woman of her age. The basement is spacious and allows her mother to sleep, eat and have access to a bathroom without climbing stairs. My floor plan is very similar to Ms. Coley's home. My 86 year old mother is unable to climb my stairs.

I think this exception should be granted because her mother needs to have the peace of mind in knowing she would not be a burden and could maintain some level of privacy and independence.

We have seen the horrendous effect that COVID-19 has on extended care facilities. I believe it is very admirable that Ms. Coley has invested her monetary resources to insure her mother will have a safe and suitable place to live and be with her. Please allow this daughter to do what she believes is best for her mother.

Belinda Watkins
[2148 Idlewild Blvd.](#)

Sent from my iPad

From: [LaToya Gronhoff](#)
To: [Planning](#)
Subject: [EXTERNAL] Fwd: Rent
Date: Wednesday, June 24, 2020 12:15:46 PM
Attachments: [IMG_3876.PNG](#)
[IMG_3877.PNG](#)
[IMG_3878.PNG](#)
[IMG_3879.PNG](#)
[IMG_3880.PNG](#)

June 24, 2020

RE: Agenda Item 8.1 SE2020-02 Terry Coley ADU, 1306 Graham Drive/GPIN 7768-97-1948

To the Members of the Fredericksburg City Council Planning Committee:

My comments below are regarding the concerns brought by the HOA and others on Ms. Coley's application:

- A family should not be required to search for another type of dwelling during a recession or a pandemic when they have a life-changing event, as is the case in this situation. The addition of one family member (elderly parent, sibling or a new child) should not necessitate what the HOA refers to as an "outgrowing" of one's home.
- This proposal is for a special exception to permit an accessory dwelling unit within an existing single-family detached home. Why is this "exception", not considered by the HOA as a viable way to address her needs? It has been made abundantly clear that other homeowners in the Idlewild development already have stoves in their basements and did not go through this legal process. That is an entirely separate issue, but it does provide us with what I believe is a little insight into Ms. Coley's intent to follow a law-abiding process.
- Many of the residents in our neighborhood may have non-relative individuals (significant others, roommates, friends) living with them that would qualify under the current definition of "family" in the City Code. The HOA contends that "the Village of Idlewild (VOI) [was] set for a projected number of families and family members." In this situation, it is specifically recorded in the application that this would be a relative/family member. Why should the approval of Ms. Coley's application be unjustly considered based on what other future residents may or may not do with this property?
- It would also be prudent to inform the Council that the renting of basements has been posted on the Idlewild Facebook site in clear visibility of the HOA, who is

the administrator for the page. So, if the idea is to eliminate the possibility of "renters" or extra families in a single-family home, denying Ms. Coley her modification for her mother will surely not achieve that goal (please see attached for multiple examples).

- Ms. Coley has already showed a reasonable duty to her neighbors by requesting the modification to her home and by going through the proper approvals and City process(es). If she continues following the current process and required approvals, the modification will undoubtedly meet building code standards, which would eliminate the general concern presented about fire/building safety.

I stand in full support of her request for modification to her basement. Please let your decision be based only on the facts set forth in this case and not by individual biases concerning the character of our neighbor. Please not allow the probability of unknown future fears already submitted about changes in the VOI that may never even come to pass, obscure your judgment.

Thank you to the members of the Planning Committee for your time.

Respectfully,

Village of Idlewild Homeowner, since 2005
LaToya Marshall-Gronhoff, CPCU
1858 Idlewild Blvd
Fredericksburg VA 22401

Sent from my iPhone

From: [Salty Trove](#)
To: [Planning](#)
Subject: [EXTERNAL] Idlewild re-zoning permit
Date: Wednesday, June 24, 2020 12:36:18 PM

To the planning board,

I am a current resident of Idlewild and it has come to my attention that there is currently a petition to change the zoning of a house here in the community to allow a homeowner to create a separate living compartment in their home. When I first moved here, I was told that renting out rooms or your basement was not permitted which was later downgraded to not encouraged being almost impossible to enforce as it taxed the community resources. In my opinion, permitting this home to create a 2nd dwelling will set a nasty precedent to which it will be difficult to recover. While this person has also made claims to house an elderly family member, there has been for a long time an issue with this home renting out all available rooms to whomever is around - with those renters bringing their extended network as well, creating a rather messy situation around their home and in the community. I vividly remember there being a huge issue 2 years ago because the 1 renter wanted to go to the pool and bring their entire family of ~ 10 ppl and raising a ruckus at the guard shack. While I do not know the owner personally, or anything about them, I have seen many complaints as well have walked past the house taking notice of the numbers of cars and items in the driveway and in the yard around and later putting the 2 together to realize I found "that house". I am also a pragmatist and while this story of the owner wanting this for their aging parent, there is not a single doubt that they would turn this into a benefiting situation of being able to rent out this second unit of their home as a complete living situation for a whole family. The basements of these homes are quite large and some friends have joked they could fit their house inside of my basement; therefore, it is not beyond reason that a complete family could live below with the owner and 3-4 renters living above. This home constantly pushes the boundaries in their own favor and it is because of this fact and the establishing of a precedent allowing this nice community to become a series of dual-dwelling homes- perhaps eventually petitioning for their own mailing address too.... Please vote this down as there are traditionally, established ways to bring in your parents without having a legal document giving this owner a separate dwelling. Thank you for your time.

Troy Widgren

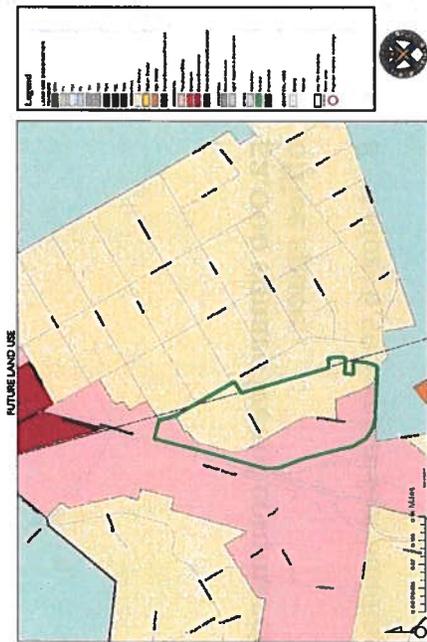


**Cowan Station – Commercial / Office Park
CPA2020-02, RZ2020-03, VAC2020-01**

Introduction:

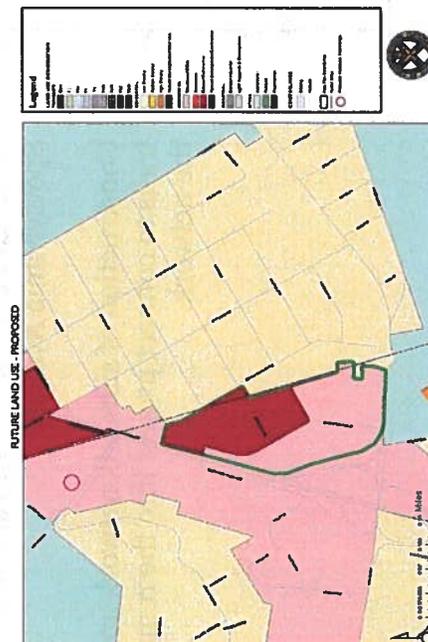
- 1. Comprehensive Plan Amendment**
- 2. Proposed Zoning Map Amendment**
- 3. Vacation of Right-of-Way**
- 4. Brent Street Trail**
- 5. Next Steps / Recommendation**

1. Comprehensive Plan Amendment –

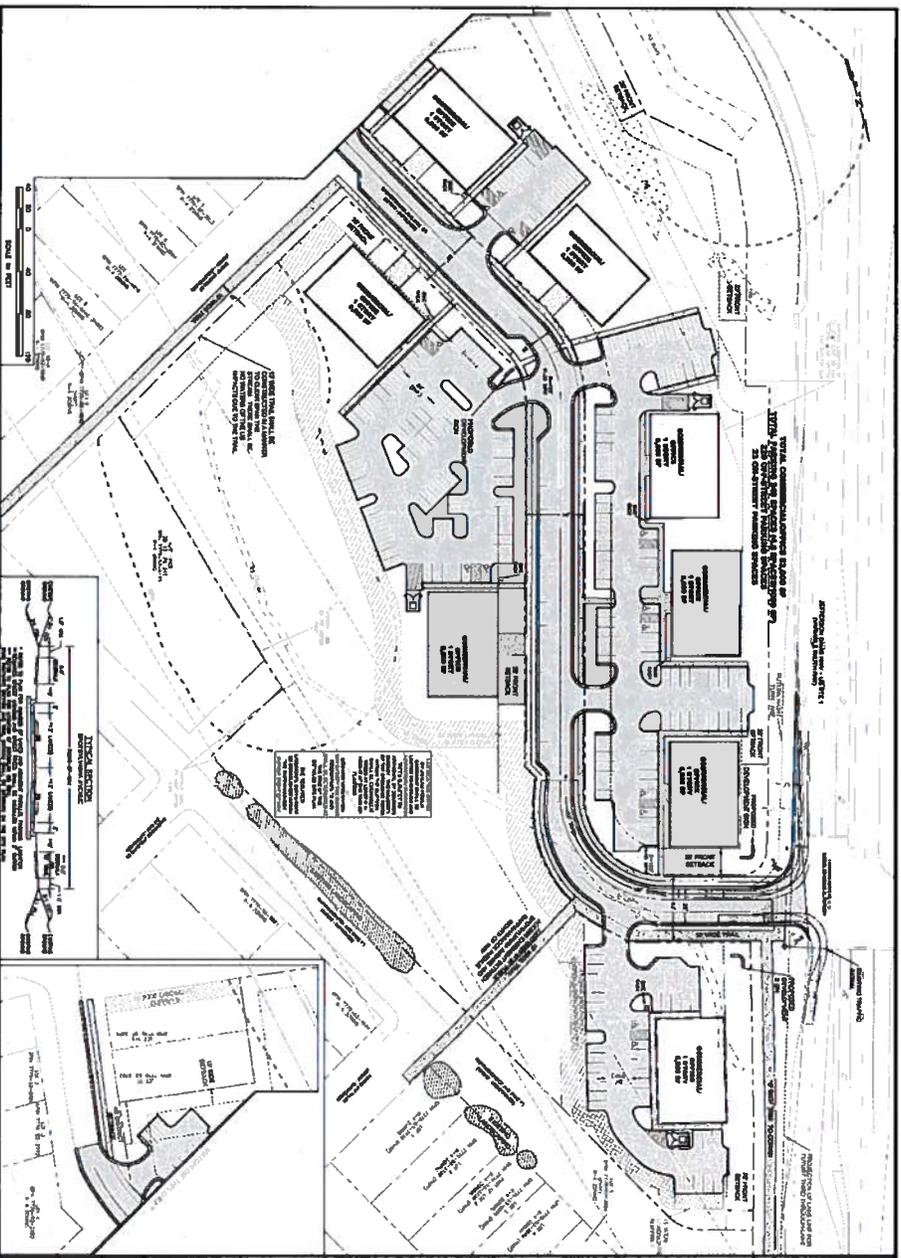


SUB PLANNING AREA 5B

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

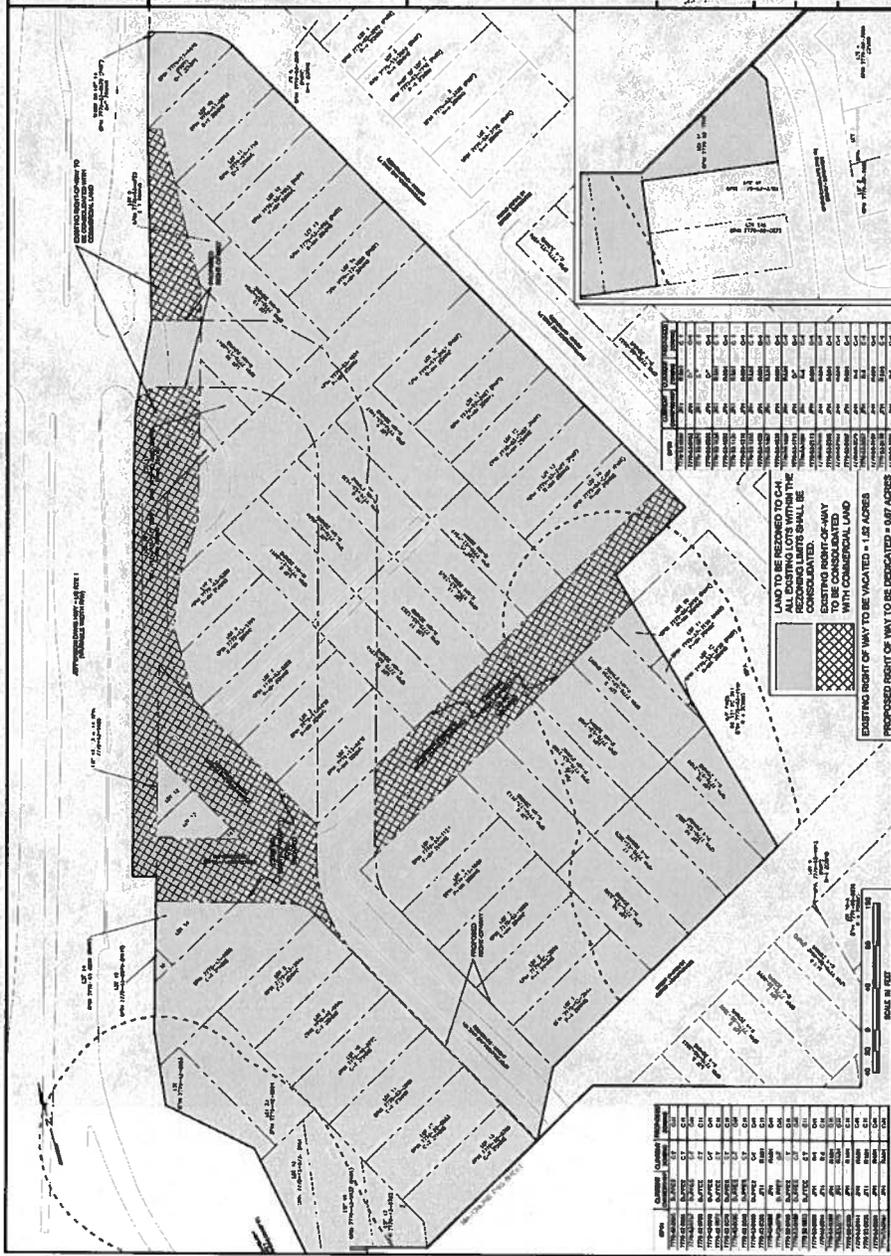


3. Proposed Zoning Map Amendment – General Development Plan



- **52,000 square feet of commercial / office space.**
- **8 – 1 story 6,500 square foot buildings.**
- **No residential.**
- **Re-alignment and reconstruction of Spotsylvania Avenue.**
- **Construction of sidewalk network and off-site trails to connect project into the remainder of the network.**

3. Proposed Zoning Map Amendment – Vacation of Right-of-Way

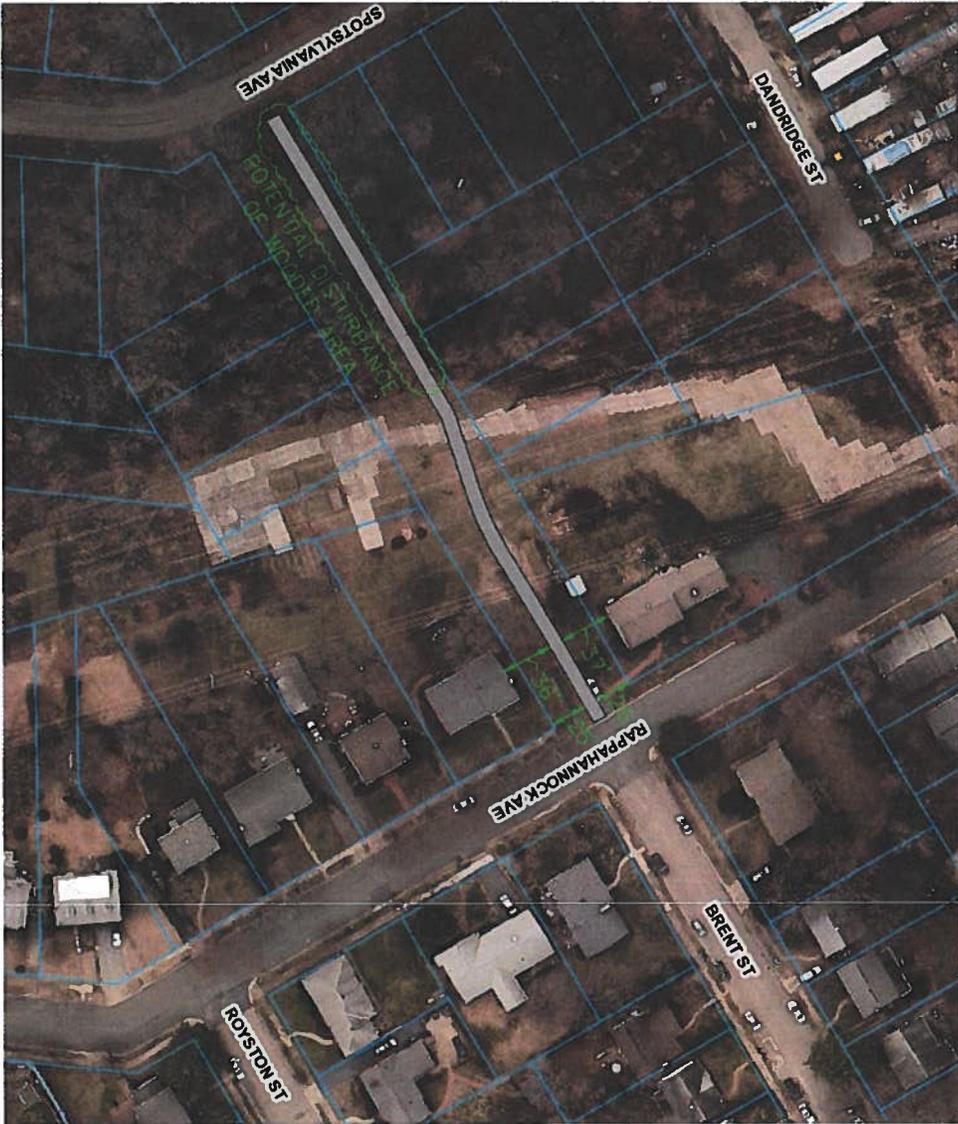


- 0.85 acre net vacation of right-of-way.
- 1.52 acre vacation.
- 0.65 acre rededication of Spotsylvania Avenue right-of-way.

4. Brent Street Trail



4. Brent Street Trail



5. Recommendation

- Recommend to the City Council that the Comprehensive Plan be amended to reflect this change in land use vision.
- Determine that the vacation of portions of Spotsylvania Avenue and Dandridge Street right-of-ways are in conformance with the Comprehensive Plan in accordance with Virginia Code § 15.2-2232.
- Recommend approval of the proposed zoning map amendment of 50 GPINs from Residential Mobile Home, Residential 4, and Commercial / Transitional Office to Commercial Highway in accordance with the General Development Plan and Proffer Statement.

From: [MEGHANN COTTER](#)
To: [Planning; Michael J. Craig](#)
Subject: [EXTERNAL] Comments on Cowan Station
Date: Thursday, June 18, 2020 10:28:10 AM

I'd like to offer some comments to the planning commission on the proposed Cowan Station Development. My family and I live at 1222 Brent St. Often, my boys like to ride their bikes over to Freddy's or the Elementary School playground. This means we have to either go up to the bus station or down William St. and up past where the old trailer park was. It makes for a much longer trek than necessary and more than once I've had to call my husband to come get us because the kids couldn't make it back home. I hope that the new development will consider some connectivity to the neighborhood either by sidewalk or cut through street in order to offer greater connectivity and symmetry with the neighborhood.

I will also add that it seems a shame that tract is being gentrified rather than revitalized as an safe, affordable housing opportunity in the city. Although the living conditions of the trailer park were unacceptable, the people who lived there had the closest thing to affordable housing that they will ever have in this region and had important community bonds that are irreplaceable. At the back of a residential neighborhood and on a quiet street, my desire would be that development be a continuation of housing, perhaps even mixed residential/commercial and that those housing opportunities reimagine what housing could be for some of the poorest members of our community who also depend on relationships and community to obtain a higher standard of living.

Thanks for your consideration.

Meghann Cotter
1222 Brent St.
Fredericksburg, VA 22401

From: [Michael J. Craig](#)
To: [Cathryn A. Eckles](#)
Subject: FW: Cowan Station follow up
Date: Thursday, July 09, 2020 2:16:12 PM

From: Meredith Beckett [mailto:mbeckett492@gmail.com]
Sent: Thursday, June 18, 2020 10:48 AM
To: Michael J. Craig; James D. Newman
Subject: Cowan Station follow up

Good morning Mike and James,

I think the public hearing last night went well and our hope is that among the city, Jarrell Properties and CHCA, we can come to a compromise to make all concerned parties happy. I believe the only issue we have is the placement of the trails and, as was stated last night, if the Brent St trail can be eliminated, thus preserving a tree canopy and green space and not directly impacting the adjacent residences, the Payne St. trail would be acceptable.

Please keep CHCA in the loop as you further the discussions with Mr. Hicks. After the meeting last night, he spoke to our group outside and seemed amenable to this approach.

Thanks for your work on the project and have a nice day.

Best,

Meredith

From: [Rea Manderino](#)
To: [Planning](#)
Subject: [EXTERNAL] Cowan Station and Cowan Station Rezoning
Date: Wednesday, June 24, 2020 12:41:18 PM

My name is Rea Manderino ("ray man-der-reno"), resident of 1105 Nolan (Cowan Crossing), 22401. My family has lived in the City of Fredericksburg since 2010. I am also an ecologist, currently finishing my doctorate from the State University of New York College of Environmental Sciences and Forestry.

I laud the new street right-of-way for Spotsylvania Ave as planned and the building of pedestrian infrastructure. I frequently walk from my address to downtown, and I have concerns regarding the currently standing woodlot at the site of the proposed Cowan Station. Having witnessed the current degradation of Smith Run's buffer through development of the Cowan Crossing complex and adjacent commercial areas, there are several issues of environmental concern that detract from pedestrian use of the area. A limitation of the Cowan/Rt 1 area sidewalks is lack of shade from tree cover, poor grading of the drainage basins following development, and poor environmental stewardship of those basins. Standing water adjacent to sidewalks, unshaded drainage runs, and exclusive slash-management leaves these attempts at water-management unsightly and prone to further degradation. These areas become uninhabitable for the wildlife interactions we value in cities, such as treefrogs, songbirds, and pollinators. Preservation of the mature native trees in an intact green space is a vital component of pedestrian traffic, the health of the perennial streams, and the enjoyment of our city. These are features that cannot be captured by the 100-ft buffer zone around the streams alone. I wish to advocate for preservation of as much of the current standing woodlot as possible around Spotsylvania Ave.

I also encourage an examination of the Spotsylvania Ave/Rt. 1/JDH Service Rd intersection. As it currently exists, the west-facing stop sign adjacent to the service road is frequently ignored by drivers when the west-facing traffic light turns green. North-bound drivers at the service road stop sign, most often the residents of Cowan Crossing, are at risk for injury and vehicular damage by this behavior. This issue will only increase in severity should Cowan Station develop.

Thank you for your time and service to the city.

~~~~~

Rea Manderino  
PhD Candidate  
Department of Environmental and Forest Biology  
SUNY - College of Environmental Science and Forestry  
[rmanderi@csf.edu](mailto:rmanderi@csf.edu) ~ [Relax. I'm an Entomologist](#)

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