



**PLANNING COMMISSION
COMMUNITY MEETING / WORK SESSION
MINUTES
July 14, 2021
6:30 p.m.
IN PERSON MEETING**

**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/vef6ir29a1>

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

MEMBERS

Rene Rodriguez, Chairman
David Durham, Vice-Chairman
Kenneth Gantt
Chris Hornung
Adam Lynch
Tom O’Toole
Jim Pates, Secretary

CITY STAFF

Chuck Johnston, Plng & Bldg Dept Director
Mike Craig, Senior Planner
Bill Freehling, Economic Development

1. CALL TO ORDER

This community meeting was held at the Fredericksburg Nationals Stadium as a work session to discuss Area 1.

Members of the public were able to attend in person 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 6:30 p.m. and explained the procedures and purpose of the session.

Mr. Craig asked that the public please sign in: Those signing in were:

Joshua Brock (no address given)	Gerald Anderson	1206 Wright Court
Terry Payne (no address given)	Elizabeth Suzanne Willis	5515 River Road
Nazir Bhagat (no address given)	Summer Church	(no address given)
Lani Weiss 1107 Downman Place	Joe Brito	Stafford County
Matt Weiss 1107 Downman Place	Ian Ollis	(no address given)
Seth Silber (no address given)	Tammy Holt	(no address given)
Ronnie James (no address given)	Rich Conway	(no address given)
Marshall Wile 1807 Sag Harbor Lane	Jon Gerlach	809 Charlotte Street
Jervis Hairston 1003 East Kensington Circle	Kim McClellan	1509 Idlewild Boulevard
Amber Peebles 400 Hanover Street	Wayne & Diane Stanton	921 Hanover Street

A. WORK SESSION TOPIC: Small Area Plan for Central Park/Celebrate Virginia, Area 1.

Mr. Craig started the discussion and introduced Draft Area 1 Small Area Plan with a power point presentation (Att. 1). Mr. Craig noted that area plans have two critical pieces: a future land use plan and a regulating plan showing the public and private infrastructure needed to accommodate growth. Mr. Craig reviewed the use aspects of Area 1 regarding the levels and location for expanded commercial use and the role of this plan in accommodating residential growth. Mr. Craig said that additional work sessions would occur with the Planning Commission and the City Council and work would continue on the draft Area 1 Small Area Plan with the formal public hearing process occurring in the fall of this year.

Richard Conway questioned the limits that Celebrate Virginia will abide by of high density vs. open space greenspace. Mr. Craig noted that Celebrate Virginia has no residential entitlements left and the City is not proposing to actively change zoning in this area. Mr. Durham asked if the undeveloped land south of Fall Hill and Cowan Boulevard (owned by Ulmanor Farm, LLC [Graves family property]) is part of the General Development Plan (GDP). Mr. Craig said that area is 30 acres zoned Residential 2, in the T-4 Transect, and there could be up to 60 single family homes under the current zoning. The parcel is envisioned to accommodate a higher level of use than 60 single family homes. Discussion ensued regarding how residential use will proceed in this area and integration of form-based codes.

Mr. Durham asked for clarification on the residential entitlement process. Mr. Craig stated it would be rezonings or special use permits which entails authorization by the City to include an application, staff review, notification to neighbors of a public hearing, public hearing and Planning Commission review, and then another public hearing for City Council authorization.

Discussion ensued regarding additional access to I-95 and the implementation of the collector distributor lanes, which will benefit not only local, but commuter traffic. Ian Ollis, Transportation Planning Director, Fredericksburg Area Metropolitan Planning Organization, spoke regarding the distributor lanes and questioned the lack of residential density within Central Park. Mr. Craig explained the original GDP concept limited the use of the property to non-residential uses in a big box layout. He said the City is not planning to proactively rezone Central Park to permit residential uses but that the purpose of the plan is to show any necessary infrastructure, arrangement of uses, and investment in services like transit that would be necessary as changes in land use are proposed.

Mr. Johnston noted that residential today is excluded in Central Park because it is not on the GDP, however, it could be included creating a captured market for commercial and reduces the need for vehicular use, however there are impacts of having residential, so it must go through a review process to be sure those impacts are addressed.

Joe Brito, Hartwood District, Stafford, spoke representing 2,700 people who have signed petitions wanting a more regional approach to planning. Mr. Brito discussed the current north/south and east/west routes and the problems with the current transportation network. His proposed solution is to build a transportation grid system, continue widening Route 1 and I-95, and build a parallel road on the west side of I-95 between Route 610 and Harrison Road utilizing underused roads.

2. ADJOURNMENT

There being no further items to be discussed, the Planning Commission community meeting/work session adjourned at 7:40 p.m.

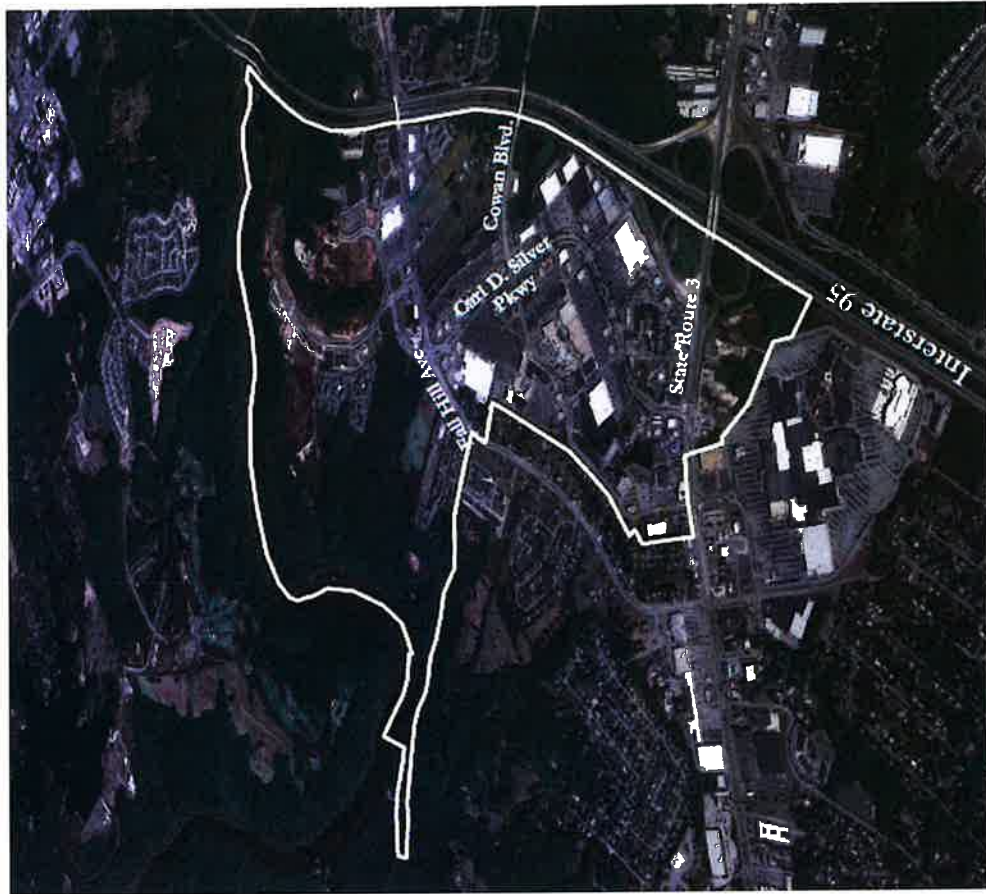
Next meeting: August 11, 2021

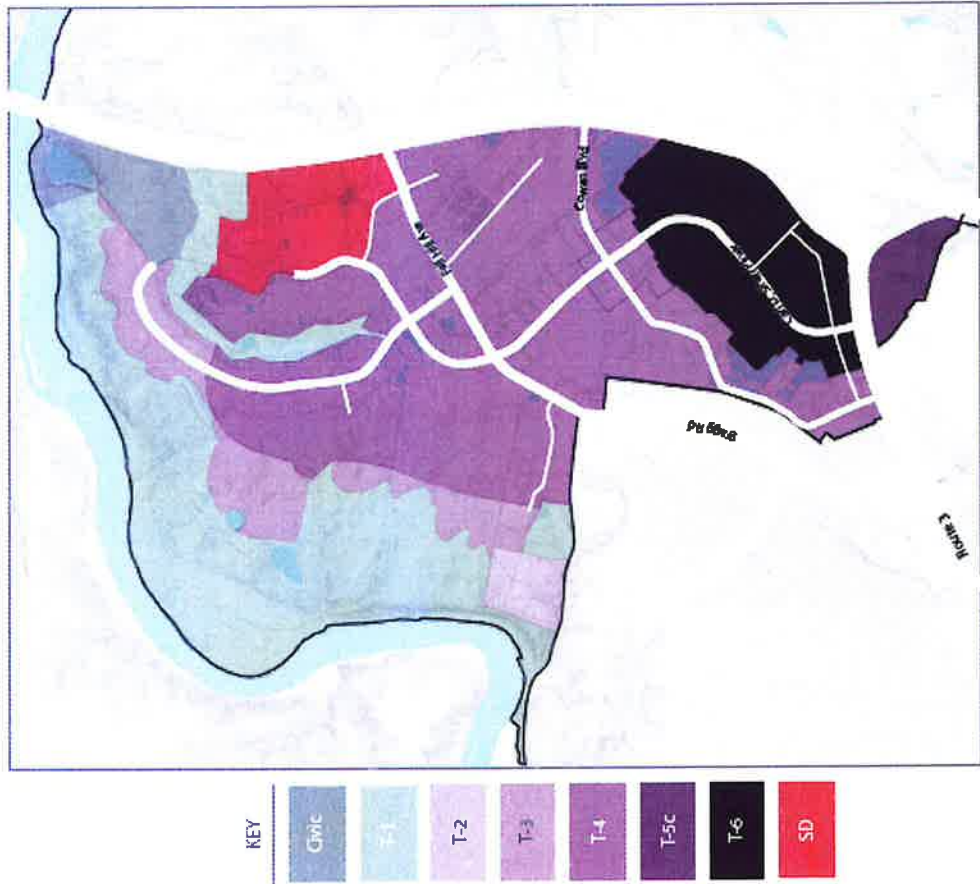


Rene Rodriguez, Chairman

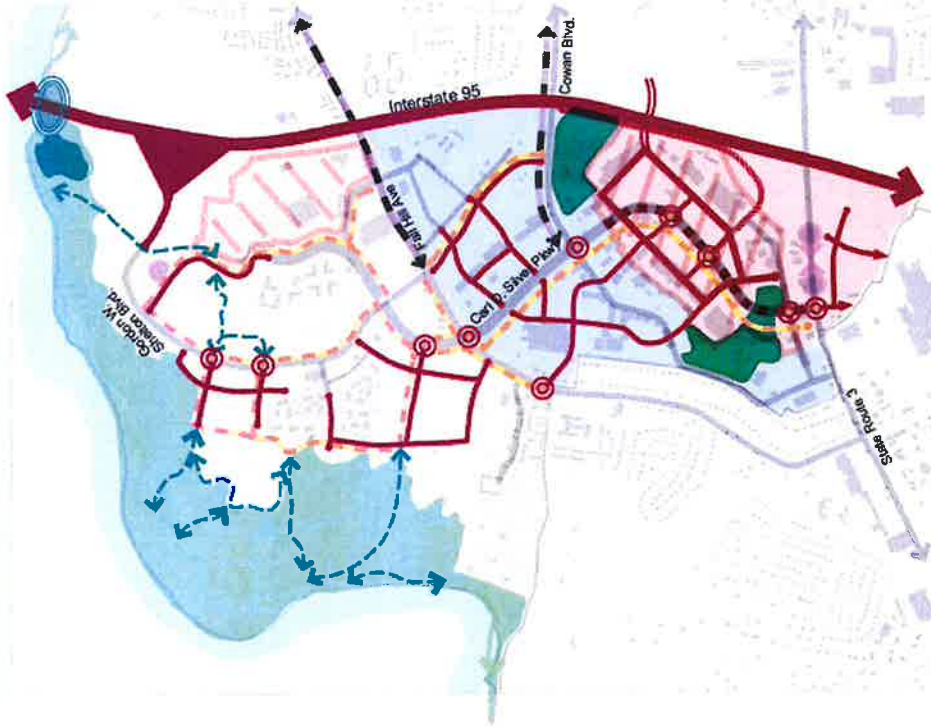
AREA 1 – CELEBRATE VIRGINIA AND CENTRAL PARK







AREA 1 REGULATING PLAN - OVERALL REFERENCE MAP



AREA 1 REGULATING PLAN

For the purposes of clarity, Area 1 has been divided into four regulating plans - the Riverfront, the North End, Central Area, and South End. The general character of each is described, and specific challenges and solutions are identified in the following regulating plans.

- RIVERFRONT**
The Riverfront consists of open space along nearly two and a half miles of the Rappahannock River frontage, currently continue to be used for hiking and mountain biking trails. Most of this frontage is permanently preserved and special attention should be paid to gaps in the protection.
- NORTH**
North End includes regional commercial destinations and entertainment uses, residential development, local commercial and office development, and large vacant parcels. Water, sewer, and transportation infrastructure in the North End was built to serve a land use concept that has changed overtime, it is expected to continue evolving. The infrastructure in this area needs upgrading.

CENTRAL
Central Area primarily consists of retail and auto-centric commercial uses. Recent additions to the area include car dealerships, multifamily, and attached housing bringing a larger number of residents to the neighborhood and completing an emerging grid of public and private streets. This area also includes suburban strip-center retail with significant land area covered in surface parking lots. Access patterns are largely based off singular drivers off the arterial road network rather than a hierarchical circulation network. Sidewalks are present in some places, but the area is dominated by the automobile mode. Open spaces exist, but are disconnected and underutilized.

SOUTH
South End currently consists of retail spaces, mainly made up of big and medium-box retail anchors, some dating to the mid-1990s, within a suburban strip-center configuration. A significant portion of the land area is covered in surface parking lots. The South End has similar *arterial* access and open space issues as the Central Area. However, the location of the South End at the City's major interchange with Interstate 95 provides this area with some of the greatest potential for continued economic development in the City.

Breaking Area 1 Down into four zones allows focus on specifics relative to each. The overall map on the previous page provides a reference map showing how the specific solutions fit together across Areas 1. The overall map categorizes the various solutions into three groups to reinforce the bigger picture: Open Space and Recreation, Access and Mobility, and Special Districts and Infrastructure.

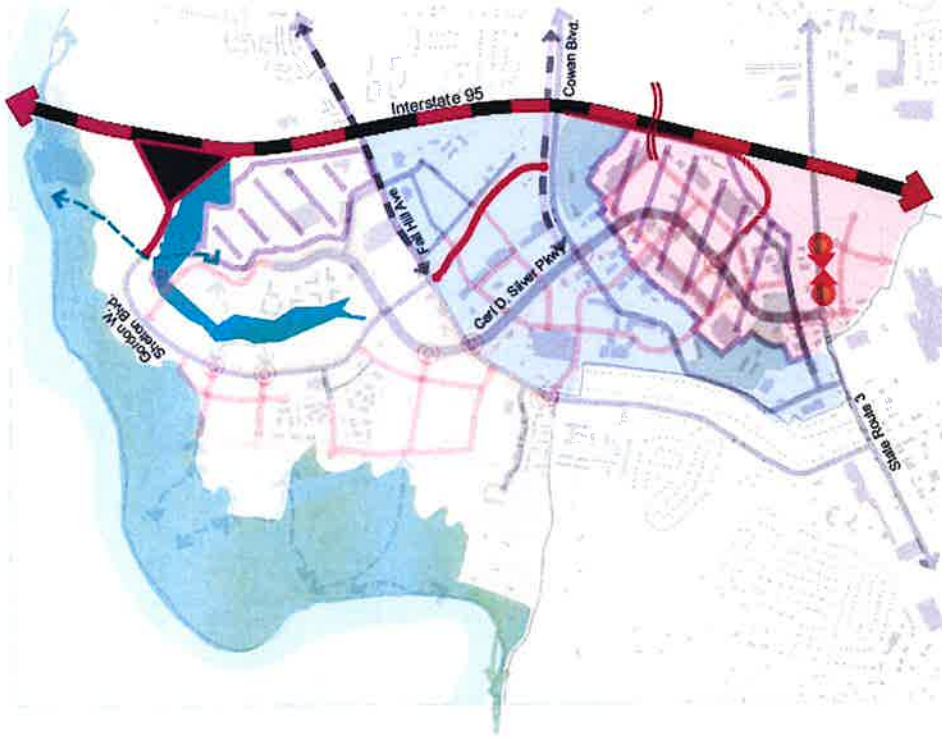
Open Space and Recreation elements are colored green on the overall map. These improvements include recreational trails, special recreational areas such as the Quarry, and Lake Area Enhancement. Many of these features are an extension of the Wild Riverfront Park outlined in Area 2. These elements should be implemented as part of adjacent development or redevelopment or as capital improvements by the City.

Access and Mobility elements are colored red (for street improvements) or gold (for trail improvements) on the overall map. These improvements include new streets, street conversions, multi-use trail locations, intersection improvement, and a new interarterial interchange. Street and street conversions should primarily be implemented as part of adjacent development or redevelopment. The multi-use trails and intersection improvements should be implemented with adjacent development or redevelopment but also may be considered as capital improvements by the City or as transportation elements in regional or interstate plans. The City should work with the George Washington Regional Commission to pursue the interarterial interchange through appropriate state and federal processes.

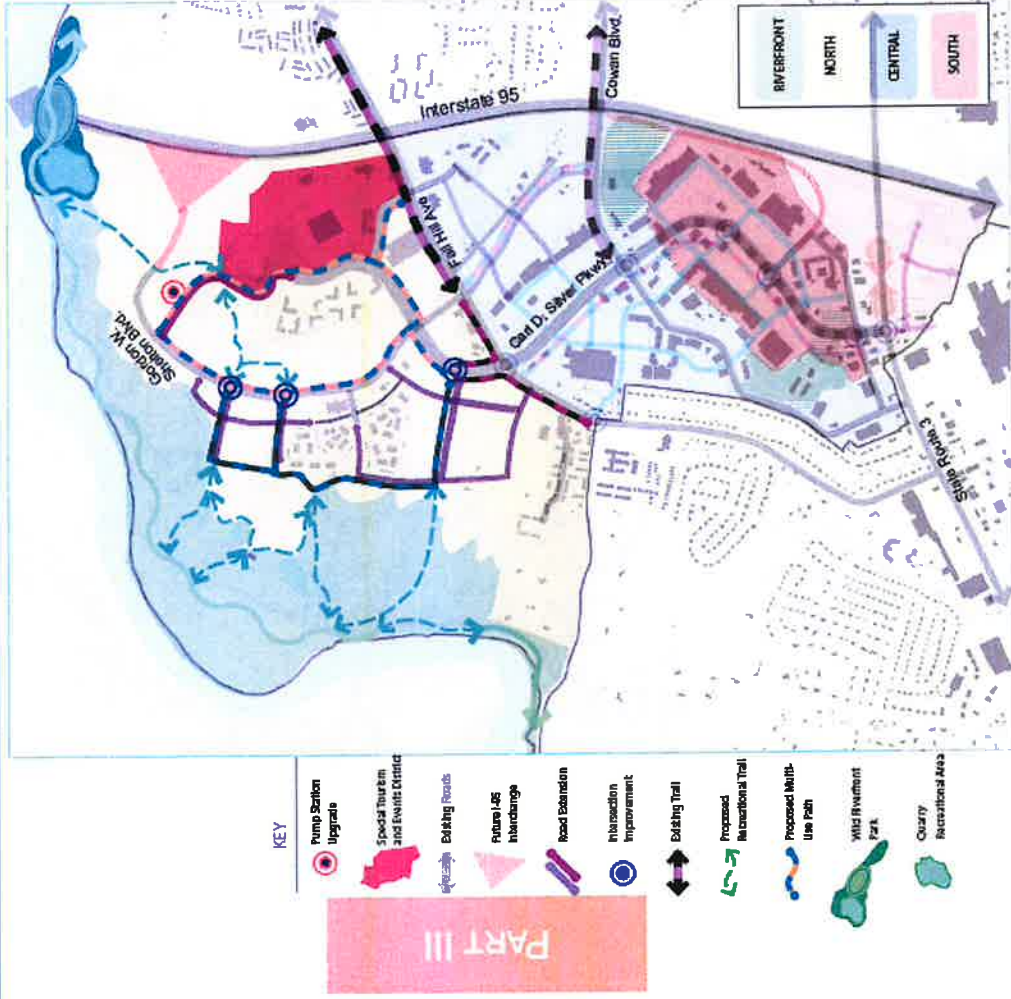
Special Districts and Infrastructure are colored purple on the overall map on the adjacent page. These improvements include the Tourism and Events and Central Square infrastructure district, gateway, and the Celebrate Virginia South Pump Station. Gateways should be coordinated by the City to match with City branding initiatives. The Special Districts and Celebrate Virginia South Pump Station should be implemented as discussed under each item in the following page.

Interstate 95:

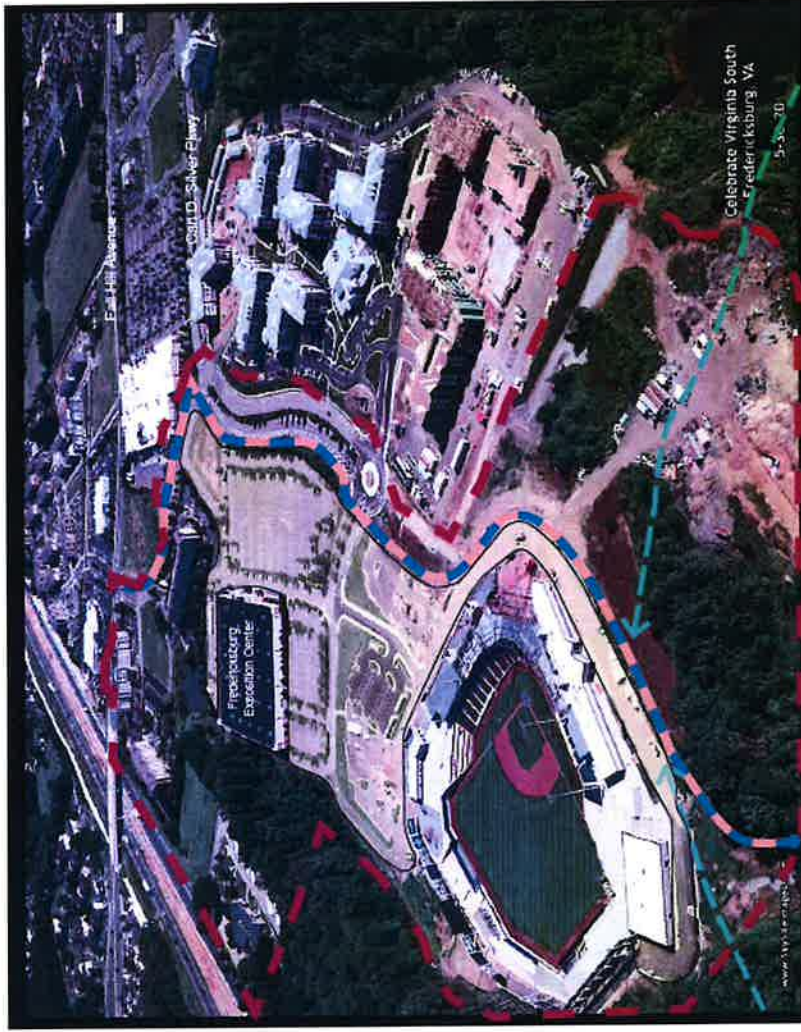
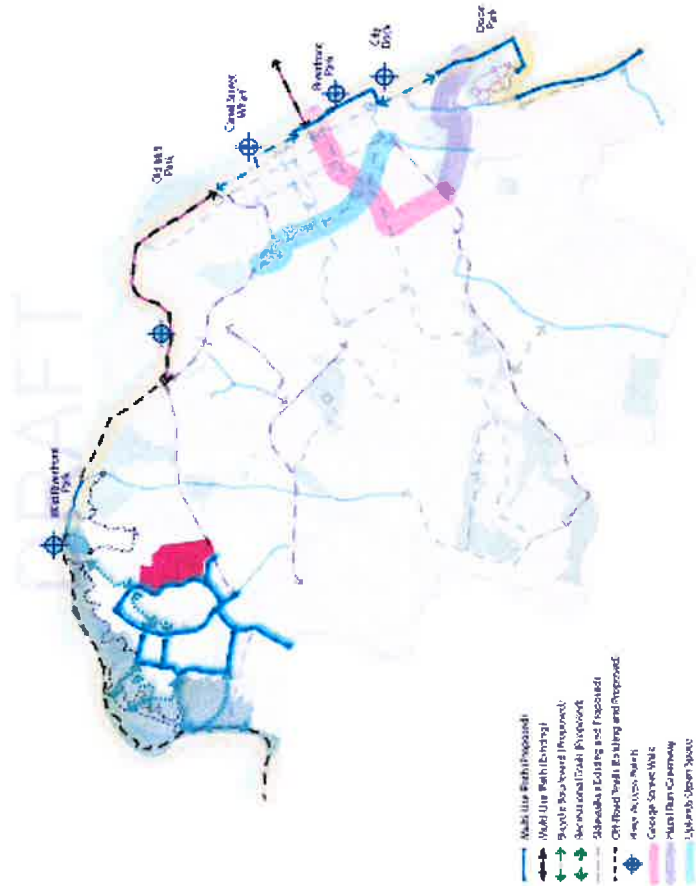
REGULATING PLAN: INTERSTATE 95



North End and Riverfront:

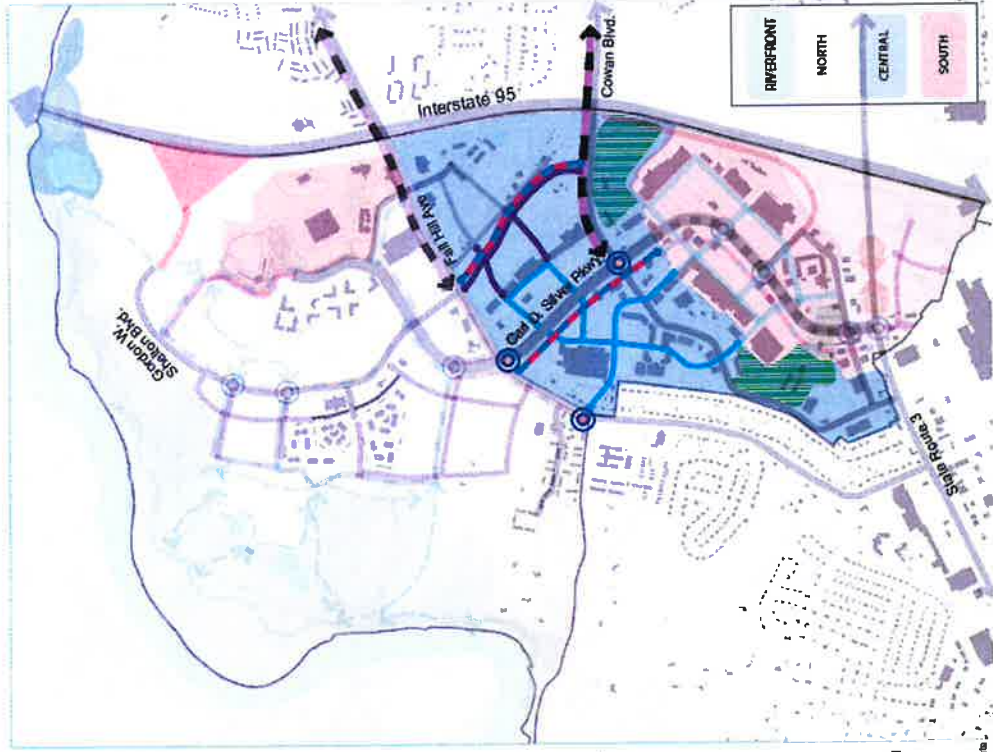


North End and Riverfront:



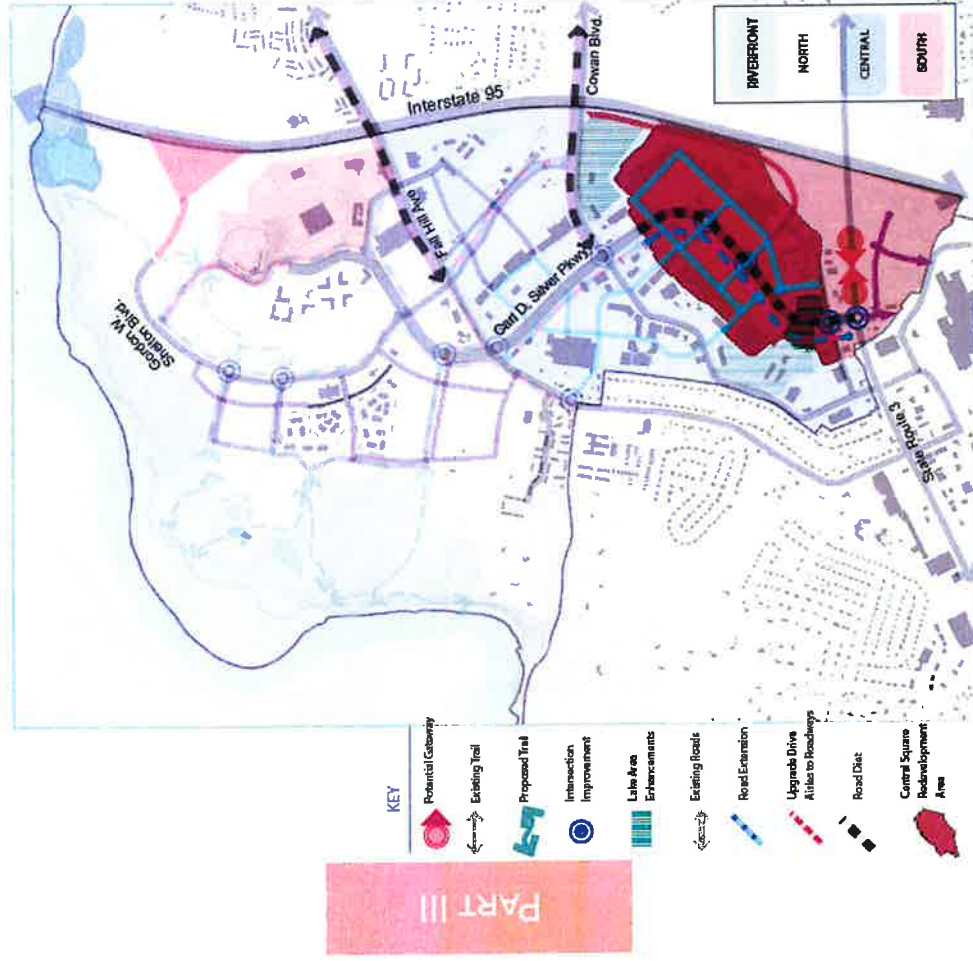
Central Area:

PART III



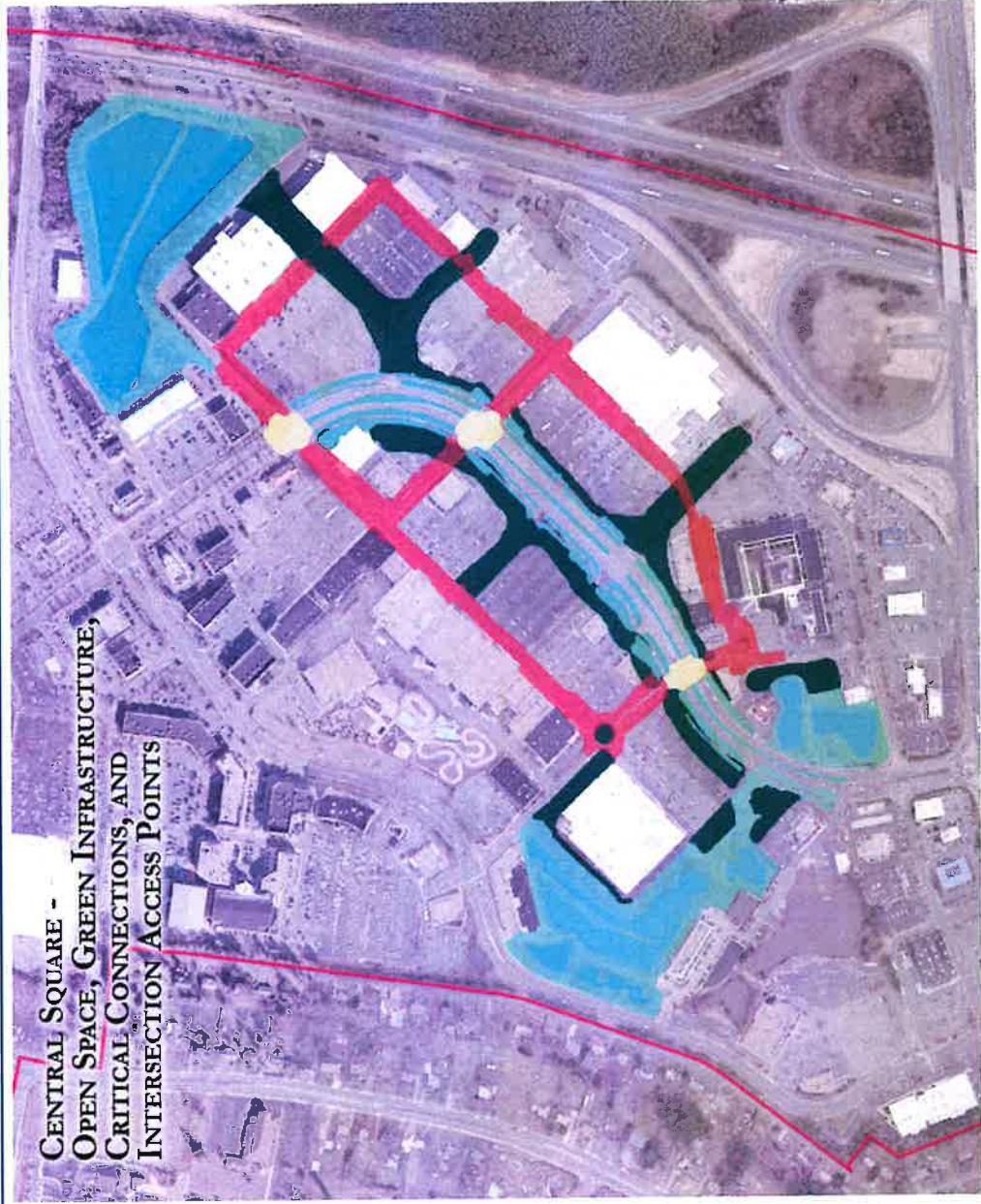
- KEY
- Existing Trail
 - Proposed Trail
 - Intersection Improvement
 - Lake Area Enhancements
 - Existing Streets
 - Central Area Grid connections
 - Upgraded Drive Aids to Compliance

South End:

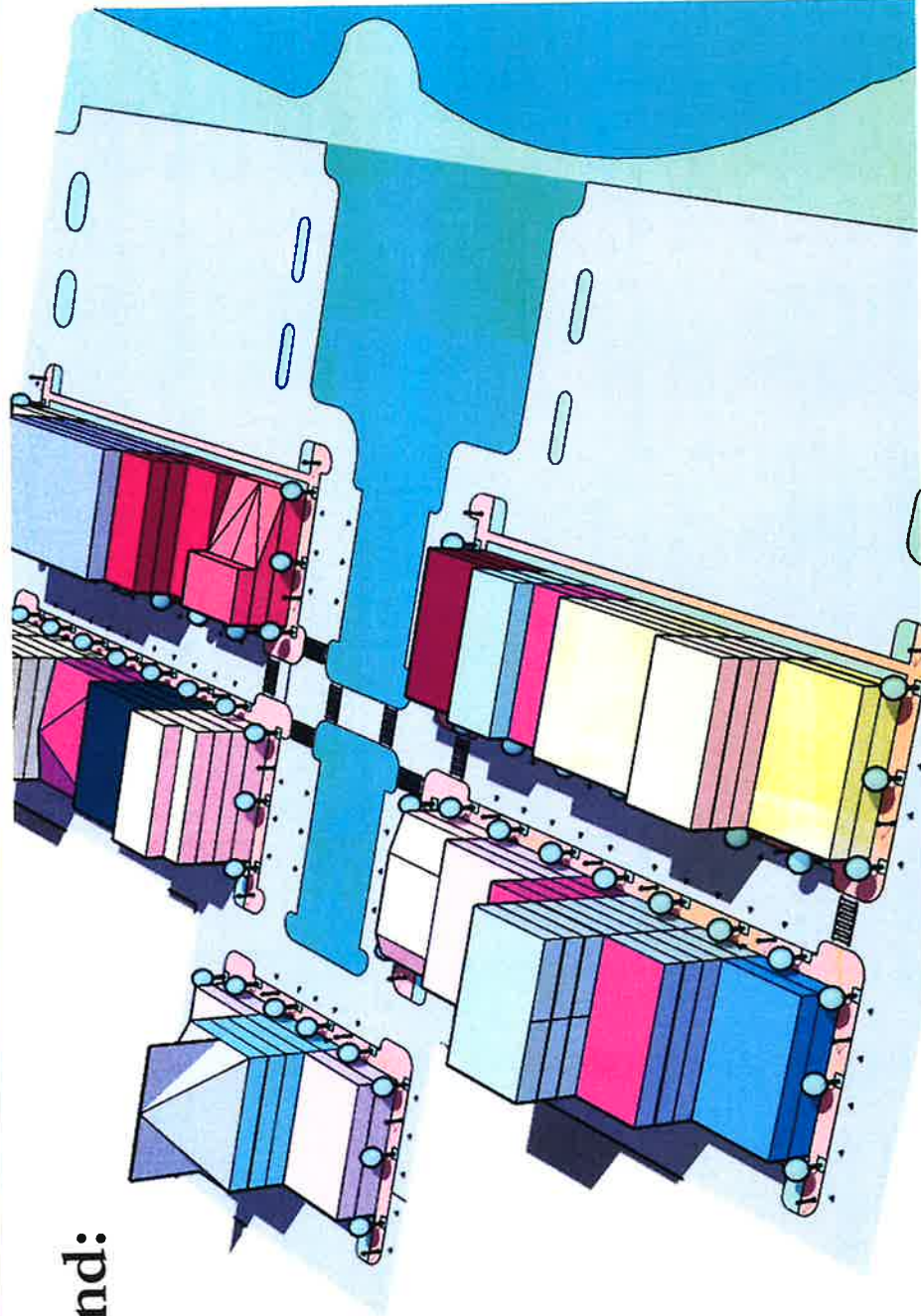


South End:

**CENTRAL SQUARE -
OPEN SPACE, GREEN INFRASTRUCTURE,
CRITICAL CONNECTIONS, AND
INTERSECTION ACCESS POINTS**

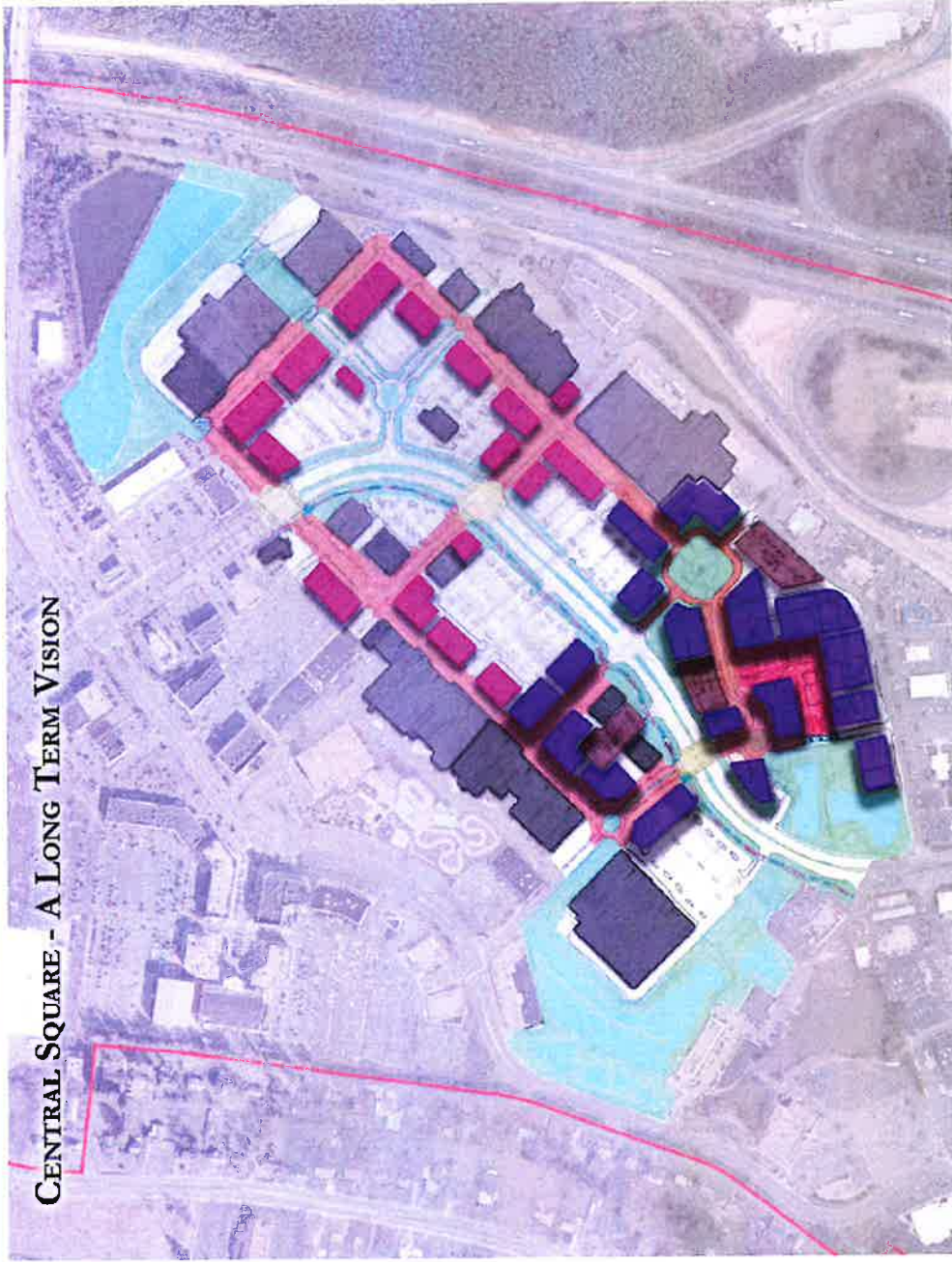


South End:



South End:

CENTRAL SQUARE - A LONG TERM VISION



Next Steps:

- July 14 --- Community Meeting and Feedback;
- Additional worksession with Planning Commission and City Council;
- Finalize draft and initiate public hearing process;