



**CITY OF FREDERICKSBURG  
PLANNING COMMISSION  
MINUTES  
February 26, 2020  
7:30 p.m.  
715 Princess Anne Street  
Council Chambers**

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

<https://amsva.wistia.com/medias/j6chddvc4g>

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

**MEMBERS**

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

**CITY STAFF**

Chuck Johnston, Director,  
Planning and Building Dept.  
Mike Craig, Senior Planner  
Susanna Finn, Community Development  
Planner  
Cathy Eckles, Administrative Assistant

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**1. CALL TO ORDER**

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

**2. PLEDGE OF ALLEGIANCE**

**3. DETERMINATION OF A QUORUM**

Six members present, including Mr. Durham by telephone. Mr. Pates was out of town on business.

**4. APPROVAL OF AGENDA**

Mr. Hornung moved for approval of the agenda as submitted. Mr. Slominski seconded.  
**Motion passed 6-0-1**

**5. APPROVAL OF MINUTES**

February 12, 2020

Mr. Gantt moved for approval of the minutes as submitted. Chairman Rodriguez seconded.

**Motion passed 6-0-1.**

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

There were no conflicts of interest reported.

## **7. PUBLIC HEARING**

**A. Area 7 Small Area 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. The amendment to Chapter 10 would update the land use transects and apply them to Small Area Plan 7 in the General Land Use Plan. The amendment to Chapter 11 would create an expanded Small Area Plan for planning area 7, Downtown, with land use, infrastructure, and transportation policies.

Ms. Finn reviewed the staff presentation along with a Power Point (Attachment A) and noted that staff recommended the Commissioners hold today's public hearing open until the Commission's March 25, 2020 meeting.

Mr. O'Toole questioned the height calculations in the transect zones and how stories are defined. Ms. Finn said the zoning code would give the details and this was more of an illustrative description. Mr. Craig said that height is expressed in number of stories but that there are also maximum height limits listed in feet.

Mr. Durham asked about how the character of infill housing was addressed. Ms. Finn said this was discussed on pg. 11(7)-4, T-3, where it is of the most concern. This encourages the creation of neighborhood pattern books or character districts for neighborhood residents to craft their own regulations.

Ms. Finn discussed staff's attendance at the February 20 Darbytown Civic Association meeting to specifically talk about the neighborhoods' concerns regarding Trestle Park and bathrooms for the Train Station.

Chairman Rodriguez discussed his concerns and suggestions for rewording of various sections of the Plan, namely, the description of the riverfront in the challenges section and the mention of swaths of asphalt. Mr. Craig explained that the plan is to prioritize the City's walkable nature and to emphasize meaningful open spaces in redevelopment.

Chairman Rodriguez questioned the protection of historic resources without dictating architectural style or limiting creativity. Ms. Finn said the Architectural Review Board will ensure that nothing is inappropriate.

Chairman Rodriguez asked who will pay for improvements within the designated walkable urban places within the Plan, such as improving existing alleys. Mr. Craig said that these sections envision the future condition of these areas. The diagrams will be used to craft infill regulations to guide the redevelopment of the area, whether undertaken by the City through capital improvements planning or by landowners seeking to redevelop their properties. He discussed the William Street walkable corridor and changes suggested to reconfigure it to better separate the pedestrian and vehicle realms. Chairman Rodriguez asked about public comment from property owners along William Street.

Chairman Rodriguez requested stronger language about building a parking deck shown in the plan in the Train Station area. He also stated that text should be added to indicate that the Executive Center needs to be more accessible to make voting by the handicapped more accessible.

Mr. Durham questioned the figures on pgs. 11(7)-7 and 11(7)-8 regarding improvements to existing crosswalks. He asked about crafting a general policy to make pedestrian improvements at each intersection in the core. Mr. Craig stated that this plan prioritizes certain intersections where pedestrian improvements will serve the highest need. Ms. Finn noted that pg. 11(7)-23 shows the key intersections that were called out to the City of particular concern. Mr. Durham agreed that those were key intersections and of the most immediate need, but didn't want the remaining intersections to get lost.

Mr. Hornung noted he received calls regarding Trestle Park that questioned specific details about what may be happening there. Citizens are concerned regarding the mention of the Park possibly including bathrooms and bike parking space (pg. 11(7)-14.) Mr. Craig said that including that text in the discussion of what happens inside the square that is colored green on that page was confusing and that it would be removed. He said nothing would change in the open space and on pg. 11(7)-25, it shows the possible expansion of the Train Station, which will not encroach on Trestle Park (south of the existing concrete wall).

Mr. Slominski asked about the volume of traffic through the Downtown core. Mr. Craig stated that the current system was designed in the 1960s when there were no bypasses around downtown to facilitate the movement of vehicles quickly through the Downtown. The goal before the bypasses were built was to move traffic through the City as fast as possible. This is no longer the situation and while he didn't have traffic volume numbers for comparison, the policy of the City over the last few years has been to remove some of the infrastructure, such as stop lights, that were a part of that earlier system but are no longer justified.

Chairman Rodriguez questioned the proposed roundabouts on Lafayette Boulevard and their effect on truck traffic. Mr. Craig said they would check on the design and report back.

Chairman Rodriguez opened the public hearing.

Ed Sandtner, 132 Caroline Street: He spoke about three areas of concern: The Darbytown residents feel the area north of the concrete wall should be part of Trestle Park and they are concerned with plans to use this area for expansion of the Train Station, public restrooms, and bike storage racks. He felt that viable alternatives are to resurrect the old 1910 Train Station, to put the bike storage racks in the City lot between Caroline Street and Sophia Street, and possibly to use self-cleaning toilets. He also spoke about his concern for a parking deck on the City lot (between Caroline and Sophia Streets) and felt it will wall off Darbytown.

Rebecca Hanmer, 138 Caroline Street: She spoke regarding the desire of Darbytown residents to designate the green area by the Train Station as Trestle Park. She said the Darbytown Civic Association had filed a petition with the City to preserve the green space and urged permanent protection of the park. Ms. Hanmer brought an updated petition with revised signature pages (Attachment B). She said the Association disagreed with the City's plans to use the space north of the concrete wall and feels this area should be preserved with Trestle Park. She said the Darbytown Civic Association felt it should be consulted on all train expansion plans as it is right on its doorstep.

Maureen Widic, 119 Caroline Street: She expressed concerns that the Train Station development area is going to significantly encroach on Darbytown. She agreed with Mr. Sandtner that the City should look at restoring the old 1910 Train Station and make an adaptive reuse of the building.

Frank Widic, 119 Caroline Street: He spoke regarding meetings between the Darbytown Civic Association and members of the City Council, Planning Department, Transportation Department, and Mayor Greenlaw to discuss amendments to the Comprehensive Plan and its effect on the future of the Darbytown area. He said the Darbytown Civic Association seeks to be included in all future plans for their area in order to preserve Trestle Park.

Linda Coker, 308 Caroline Street: She spoke regarding Darbytown residents' efforts to keep this green space by the Train Station, not only for those in the neighborhood but the large amounts of non-Darbytown residents who also enjoy the use of it as a park.

Mary Deadman, 214 Princess Anne Street: She expressed opposition to opening the 200-400 blocks of Princess Anne Street to two-way traffic. She said she thought this would have an adverse effect on the safety and lifestyle of this area by bringing more traffic, negatively impacting parking, and making exits from driveways too difficult.

Paula Ching, 132 Caroline Street: She spoke in opposition to public restrooms and bike storage racks being located by Trestle Park. She said she believed the solution would be to employ stand-alone toilets, put the bike storage racks in the City lot, and [undertake] adaptive reuse of the old 1910 Train Station.

Amy Olney, 601 Amelia Street: She expressed concerns about the traffic in the Winchester Street and Amelia Street area due to the William Square/Liberty Place project. She urged the City to change Amelia and William Streets to two-way traffic to alleviate the issues.

Forrest Dickinson, 300 Caroline Street: He spoke in opposition to the proposal of putting public restrooms in the Train Station area.

Ann Little, 726 William Street: She indicated her support for the Comprehensive Plan amendments, urged the City to convert William Street to two-way traffic, and encouraged bump-outs for stormwater mitigation with trees and shrubs for traffic calming. Ms. Little expressed her concerns about paving alleys because adding impervious surface increases stormwater. She requested wording be added to the Plan regarding preserving existing trees wherever possible. Her final concern was that the downtown street lights should be fixed to allow additional lighting to be plugged in.

Adam Lynch, Friends of the Rappahannock, 3219 Fall Hill Avenue: He expressed support for the City's proposed amendments to the Area 7 plan. He discussed the three best areas of the plan making this plan "river-friendly" through: (1) expanded uplands open space, which helps stormwater management; (2) expanded Transfer of Development Rights (TDR), to encourage responsible development by creating density incentives in targeted areas while preserving historic and environmentally sensitive areas; and (3) elimination of artificial density caps within the T-5 transect zone in the historic district to encourage sustainable growth.

Matt Kelly, 1309 Hanover Street: He spoke in his capacity as the VRE Operations committee member for the City and how the plan relates to the Train Station. Mr. Kelly discussed the three components: current improvements, State initiatives, and the DC to RVA rail plan (previously called the high speed rail). He clarified that the current station platform is owned by CSX and will stay within the boundaries of what they own. He further indicated that this is not a City project, it is a state/federal project and funded by them.

Rupert Farley, 1305 Caroline Street: He expressed his support for the Area Plan 7, which embraces mass transit. However, he was against the following aspects of the plan: expanding parking in the Train Station area, which discourages mass transit; preserving current community densities as that doesn't benefit the City with neighborhood character preservation, as he would instead recommend increasing densities to permit more sustainable living; and the plans for beacons on the riverfront.

Jon Gerlach, 809 Charlotte Street: He spoke regarding the "cutting edge" nature of the Area 7 plan and recommended that the public hearing be kept open for further public input.

Written statements were received from Pete Morelewicz, 222 Princess Anne Street and Denise Malczewski, 220 Princess Anne Street (Attachments C and D, respectively).

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

Mr. Hornung motioned to keep the public hearing open until the Planning Commission's March 25, 2020 meeting. Mr. Gantt seconded the motion.

Mr. Durham spoke regarding the Darbytown residents' desire to interact formally with planning staff in any future Train Station developments.

**Motion passed 6-0-1.**

Chairman Rodriguez recommended that the Train Station Committee meet prior to the March 25, 2020 Planning Commission meeting.

Mr. Gantt questioned whether all wording regarding public restrooms and bike storage racks should be stricken from the draft Area 7 Plan. Mr. Craig stated it would be stricken from the Land Use part of the Plan (pg. 11(7)-14), but will remain in the Train Station Expansion section of the plan (pg. 11(7)-26) to clearly differentiate the area of the block to be used as a green space and the area devoted to Train Station improvements. Mr. Hornung noted that the language should be kept general in order to keep the community involved and have time to work on a solution to the public restroom issue. Ms. Finn said that this issue actually relates more to the train expansion, which will be a state or federal project.

## **8. GENERAL PUBLIC COMMENT**

There were no public speakers.

## **9. OTHER BUSINESS**

**A.** Appoint Commissioner to Small Area Plans Consultant RFP Review Committee.  
The Chairman appointed Mr. Gantt.

**B. Create subcommittee for FY2021 Capital Improvement Plan recommendations.**

Mr. Hornung nominated Mr. Gantt and Mr. Durham, who both agreed to serve. This was approved by the consensus of the Commission. Mr. Johnston noted that the FY21 Capital Improvement Plan will be presented to the Commission at its March 25 meeting.

**C. Planning Commissioner Comments**

Mr. Durham discussed a letter to the *Free Lance-Star* editor subsequent to the February 12, 2020 Planning Commission meeting, which took several Commission members to task on a vote and incorrectly stated that Mr. Gantt had voted negatively in a matter. Mr. Durham noted that Mr. Gantt was not present at that meeting and Mr. Durham wanted that on the record. (Attachment E)

Mr. O'Toole asked about the status of the Veterans Administration Clinic applications. Mr. Johnston reviewed the process and timeline. He noted that one of the submissions by Rappahannock HP, LLC, involved a rezoning application that is not complete and will not be forwarded to the Commission at this time. Mr. O'Toole asked if the incompleteness affected this property's VA application. Mr. Johnston noted that if the land use issues are not resolved before the final decision in July or August, the VA will not consider this property.

**D. Planning Director Comments**

Mr. Johnston noted that at the Commission's March 11, 2020 meeting, the following items will be considered:

- Special Use Permit public hearing for a retail use at 915 Lafayette Boulevard: Eufloria Floral;
- Creative Maker District text amendments public hearing;
- Creative Maker District rezoning public hearing;
- Parking text amendments public hearing; and
- Residential Definitions text amendments public hearing.

A work session on the Area 1 and 2 Small Area Plans is now scheduled for March 25 .

Mr. Johnston said the Commission's March 25, 2020 meeting will continue the Area 7 public hearing.

Chairman Rodriguez asked for staff to contact the property owners on William Street, between Littlepage Street and Kenmore Avenue, regarding the Downtown Plan proposals for this area to encourage these property owners to make any comments. Mr. Craig noted that staff would do that.

**8. ADJOURNMENT**

There being no further items to be discussed, the Planning Commission adjourned at 9:17 pm.

Next meeting is March 11, 2020.



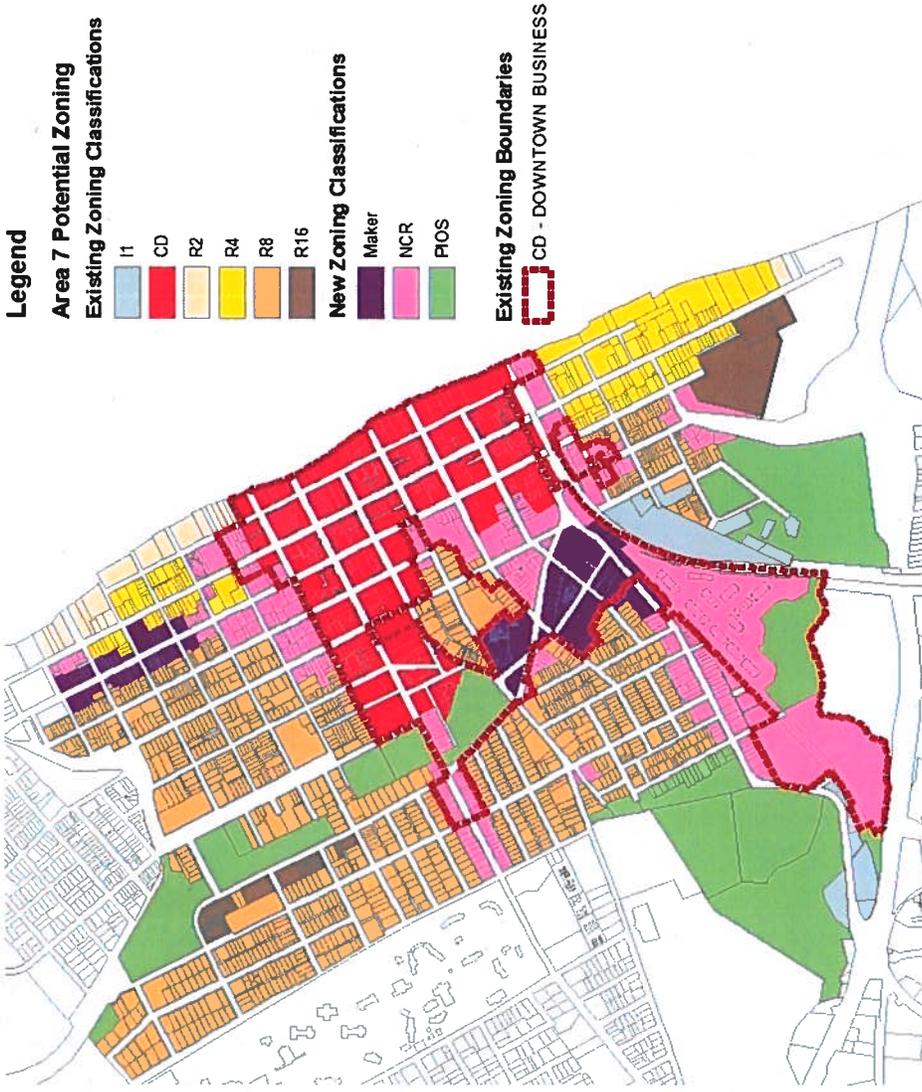
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**Rene Rodriguez, Chairman**

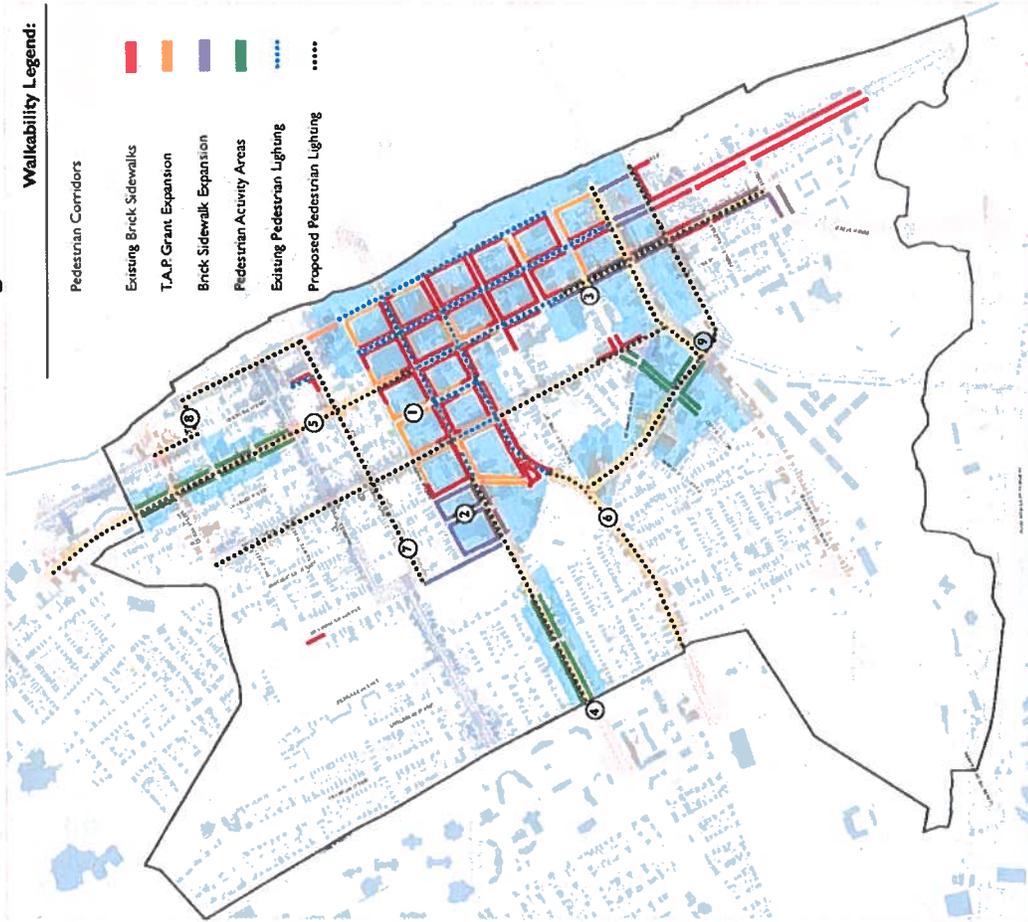
# Area 7 – Small Area Plan



# Land Use and Zoning



# 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

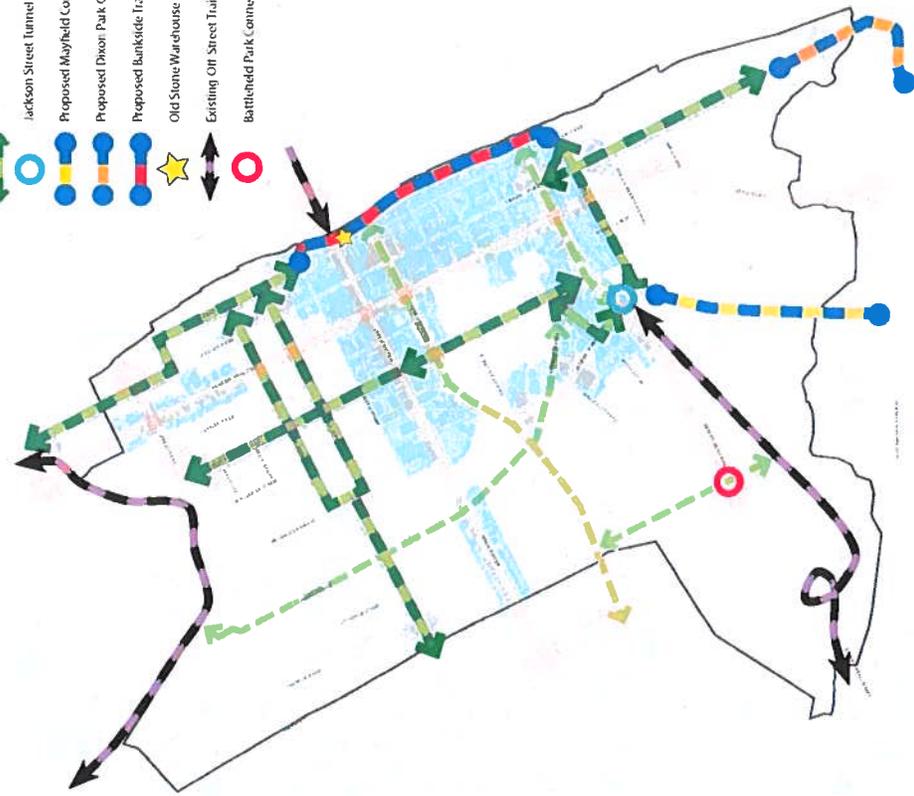
- **Pedestrian Corridor Lighting Expansion:**

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

Bicycle Corridor Legend:

- Planned Shared Roadways
- Bicycle Boulevard Expansion
- Jackson Street Tunnel
- Proposed Mayfield Connector
- Proposed Dixon Park Connector
- Proposed Bankside Trail
- Old Stone Warehouse
- Existing Off-Street Trails
- Battlediel Park Connector



- **Off-Street Trails:**

- Mayfield Connector
- Dixon Park Connector
- Bankside Trail

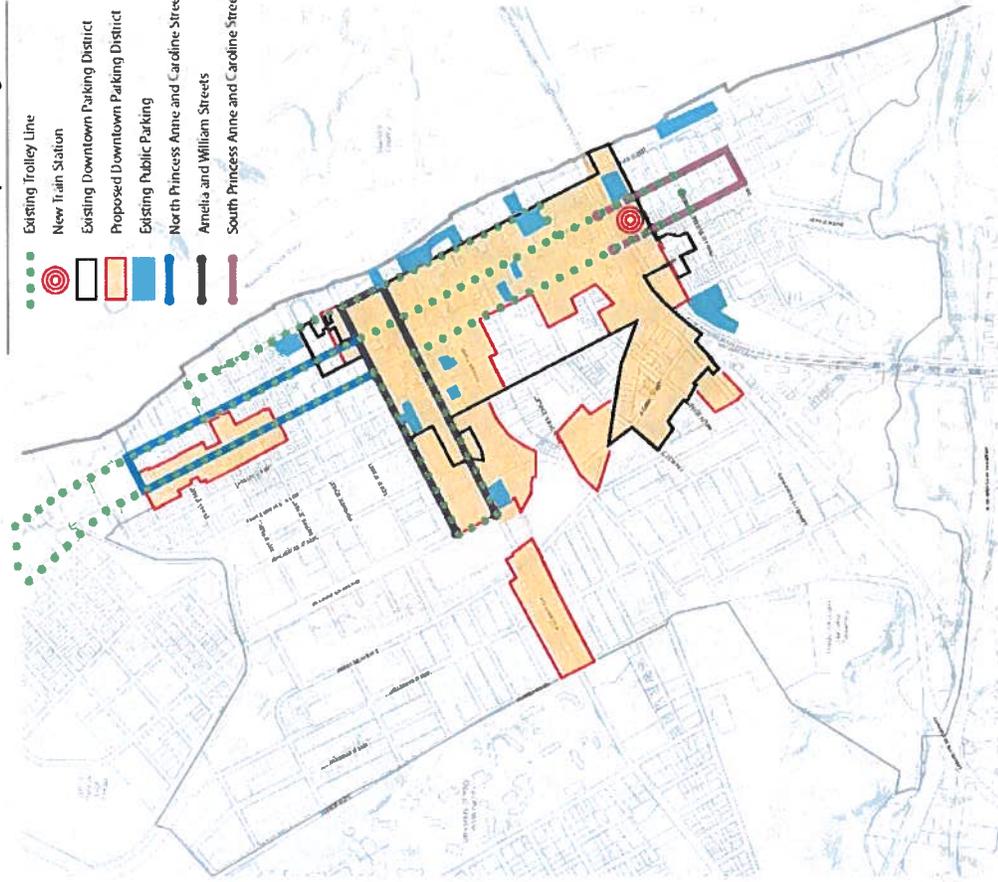
Funding sources include grants as well as general fund

- **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

## Motorized Transportation Legend:



- **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  
 Funding from the general fund

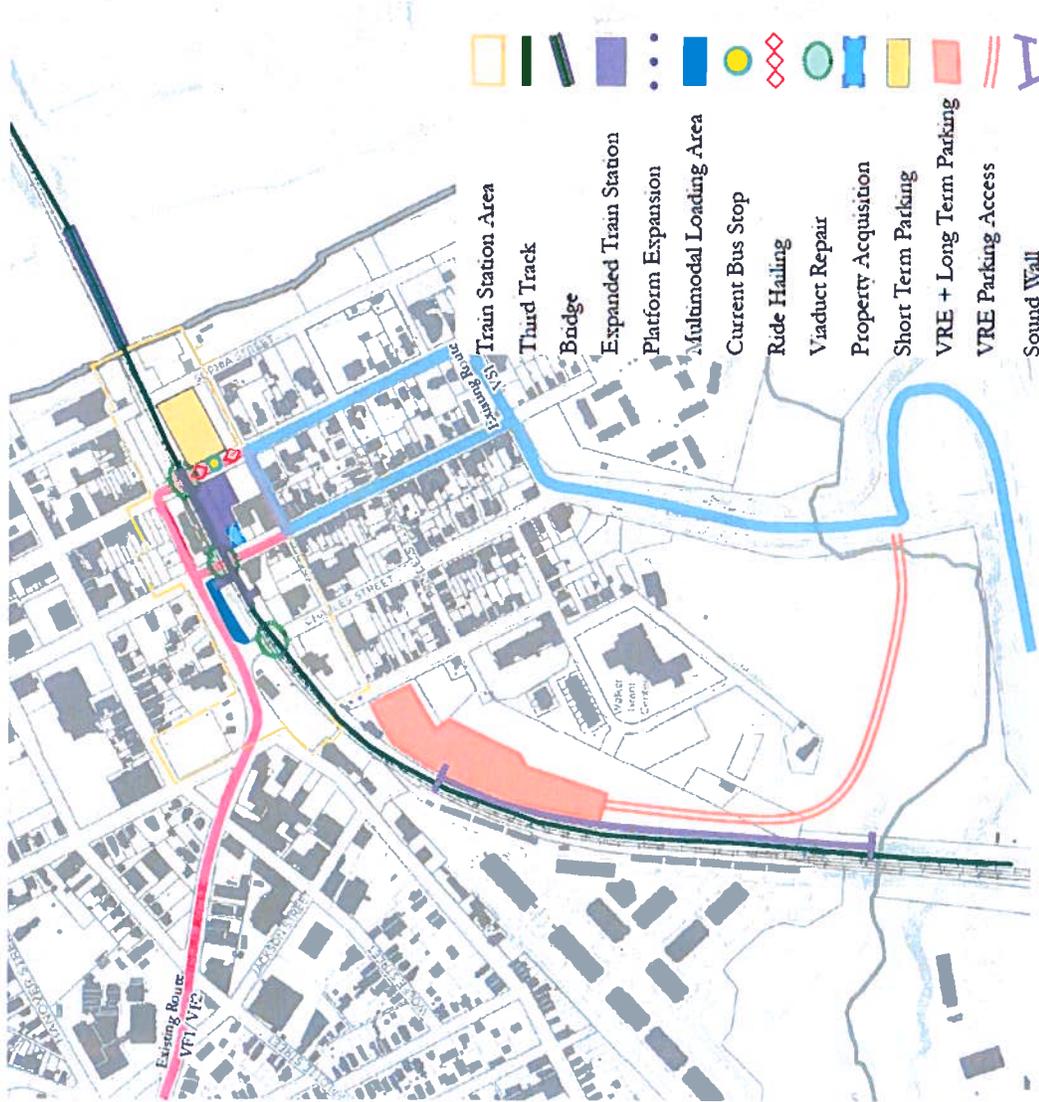
- **Trolley Line Service Expansion:**

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

- Locations Legend:**
- Lafayette Boulevard
  - William Street Corridor
  - Sophia Street Corridor
  - Train Station District
  - Jackson - Wolfe Maker District
  - Canal Quarter Maker District



<h2>General Policies</h2>	 <b>Character Structures</b>
<h2>Infill</h2>	 <b>Infill Building</b>
<h2>Access and Mobility</h2> <h2>Parking Calibration</h2>	<div style="display: flex; flex-direction: column; gap: 10px;"> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Third Spaces</b></span> </div> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Alley Repair</b></span> </div> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Improved Pedestrian Crossing</b></span> </div> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Traffic Calming and Alignment</b></span> </div> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Frontage Repair</b></span> </div> <div style="display: flex; align-items: center;">  <span style="margin-left: 10px;"><b>Vehicle Entrance / Exit</b></span> </div> </div>

# 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 Fredericksburg 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 Kenmore 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 Fredericksburg 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.

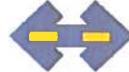
Expanding the Uplands Open Space Network: A new Hazel Run Trail should connect the southern end of Caroline Street into the Virginia Central Railway Trail and into the Fredericksburg National Cemetery through Willis Street. Environmental constraints and water quality standards may require this trail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

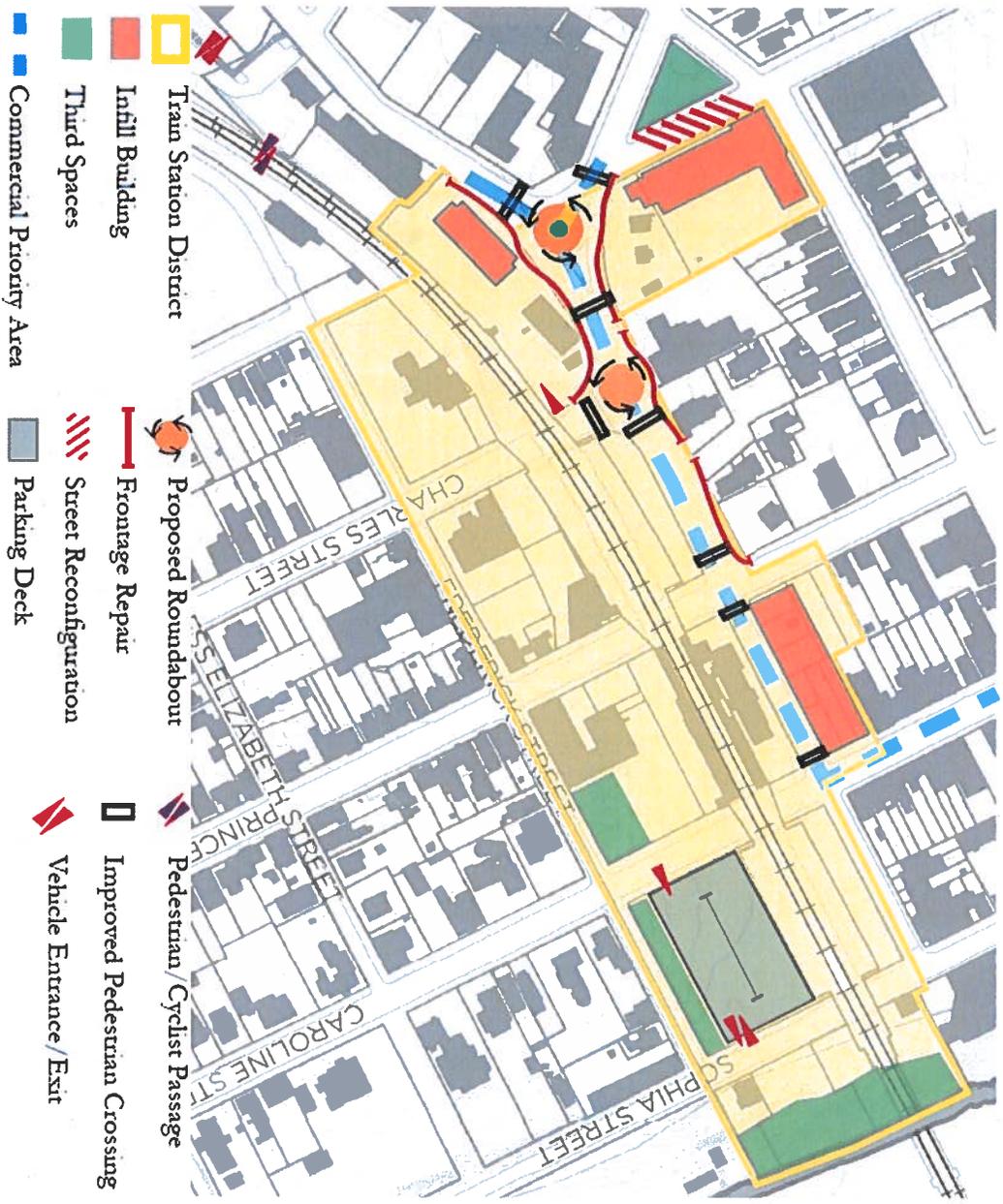
- ⑪ A Hazel Run Park should be established along the City owned acreage at the southern end of Caroline Street adjacent to the Rappahannock River. The park should emphasize its natural, waterfront setting and include naturalized play elements combined with passive entertainment options.







## TRAIN STATION DISTRICT



11(7)30 - Develop a focused Train Station Area infrastructure plan. Set a short-term and long-term implementation strategy.

11(7)15 Formalize the City-owned parcel adjacent to the Janney-Marshall Building as a City open space. The park may also include bathrooms and bike parking for the expanded train station.



# ATTACHMENT B

## TALKING POINTS ON TRESTLE PARK City of Fredericksburg Planning Commission Meeting February 26, 2020

Chairman and members of the City Planning Commission, I am Rebecca Hanmer, and I live at 138 Caroline Street. Thank you for the chance to speak on behalf of myself and my neighbor who could not attend tonight, Sallie Daiger at 134 Caroline Street. In the final Area 7 Small Area Plan, we urge you again to preserve Trestle Park as a city park, that is, all of the green space at the train station.

We worry that our Darbytown neighborhood is jeopardized by the piecemeal planning process for development in the train station area. A new train station toilet and bike storage building is proposed in the draft Small Area 7 Plan, which would take a substantial part of the green space we call Trestle Park. There is no clear link to future plans for constructing a third rail and a new train station, which would certainly have toilets and bike storage facilities.

First, we vigorously oppose taking part of the scarce and valuable public green space for a toilet building. There are other options for providing toilets and bike storage in the near-term that do not require constructing a new building and its access sidewalks, that would consume less space, and that could be installed on already-paved land near sewer connections. These options need to be explored. We urge the Planning Commission to rethink building on Trestle Park, as the green space is a precious asset that once lost, is lost forever.

I am one of the Darbytown residents and other citizens who filed the petition with the City in October 2018, to urge permanent protection of Trestle Park as a city park. You know that this green space was planted in 2011-2013 by Tree Fredericksburg with thriving trees and shrubs, and is now well maintained by the Department of Parks, Recreation & Events. It is a lovely, welcoming haven for residents and for visitors who come to the City by train. In fact, you can say that Trestle Park is Fredericksburg's front garden for those who arrive on the train.

We submitted the Trestle Park petition in 2018 with more than 140 signatures, including almost unanimous support from Lower Caroline Street residents. In August 2019, I spoke at your meeting on adaptive reuse of the Janney-Marshall building. By then, we had about 200 signatures on the Trestle Park petition. I urged you to support permanent protection of Trestle Park, and gave you a copy of the petition and the revised signature pages.

We were quite hopeful that our petition would be effective, until a few weeks ago. That is when we learned about the proposal in the draft Area 7 plan to put the toilet and bike storage building on the green space. Last week, the Darbytown Civic Association had a meeting to discuss the draft plan. We thank Mr. Johnston, Mr. Nelson and Mr. Craig for speaking with us. While the draft plan protects part of the green space - beyond the concrete wall - we disagree that the green space on the north side of the wall is unworthy of protection. This looks like path-of-least-resistance planning, and we are resisting for the sake of this small green haven.

At the Darbytown meeting, more area residents signed the petition to preserve Trestle Park, and I am giving you tonight the petition with the new signature pages.

Darbytown residents organized last week's meeting, and invited City officials to come. You did not reach out to our civic association in developing your train station plan, even though we live on the doorstep of the train station, and the proposals being discussed for train station expansion will have a profound effect on our neighborhood. There needs to be a better process for major developments such as this. The neighborhood civic associations should be both informed and consulted before the formal public hearings.

There is a tension - a seeming disconnect - between the current Area 7 planning process, and future train station expansion. We read about the major decisions by the State and CSX. Although the third rail and associated train station developments may be in the 10-15 year future, it was clear from our meeting last week that Darbytown residents want the Small Area plan process and planning for future train station expansion to be brought together. And, the neighborhood wants to be part of the thinking and planning.

Thank you for your attention. Here is the Trestle Park petition with the updated signature pages.

Submitted by:  
Rebecca W. Hanmer  
138 Caroline Street  
Fredericksburg, VA 22401



## ***PETITION***

**WE**, the undersigned residents of Lower Caroline and Princess Anne Streets, residents of the Darbytown neighborhood, and residents from throughout Fredericksburg...

**DO** hereby petition the City of Fredericksburg to designate and protect the Green Space bounded by Frederick Street, Caroline Street and the Train Station as a park.

**THIS** lovely Green Space is already a park to us – to the mothers with small children who play there, to the neighbors who walk their pets there, and to City residents who pass it twice each day as they commute by train. The space was planted, from 2011 through 2013, with a diverse collection of trees and shrubs by Tree Fredericksburg, assisted by a grant from the Virginia Department of Forestry and in cooperation with the City’s Departments of Public Works and Parks, Recreation & Events (Parks & Recreation). The trees and shrubs are exceptionally healthy. The invasive plants have been removed and controlled, and Parks & Recreation maintains the space in an open and park-like condition that is an asset to the neighborhood and a haven for all who visit.

**FOR** visitors arriving at the Train Station, this Green Space is a gracious hello to the City. The need for this park can only increase as the number of train visitors grows and the surrounding area is further developed. Many of the undersigned are ready and willing to help the City keep this park beautiful and well-maintained.

**WE** urge the Mayor and the City Council to give this lovely Green Space the park protection it merits. The City might name this little gem “Trestle Park.”

(Petition presented to the Mayor and City Council of Fredericksburg in October 2018)



**SUPPORTERS OF THE "TRESTLE PARK" PETITION**

Name	Address	E-mail
Charles W. McDaniel	133 Caroline St.	charles.g@hildrup.com mary_wynn_mcdaniel@hildrup.com
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Chris Hinkebein	103 Caroline St	chrshink@gmail.com
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Jalie Housman	104 Caroline St.	Jhousman@mail.wal.edu
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Eric	130 CAROLINE ST	CRSIC@com bucklawyer.com
CAMRON HILL	211 CAROLINE ST	CAMRONHILL1@gmail.com
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Eric Miller	216 Caroline St.	
Southworth	214 Caroline St	
Janie McLaughlin	210 Caroline St	umeri@kera30.net
Alyson Swann	204 Caroline St	alysn.benavides@shelton
CS Benards	204 Caroline St	(569982@yeha.com
Patsy Thompson	206 Caroline St.	patsylthompson@msn.com
John K...	205 CAROLINE ST	

**SUPPORTERS OF THE "TRESTLE PARK" PETITION**

Name	Address	E-mail
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Jim Foley	122 Caroline St. Fburg 22401	_____
Ashleigh Benson	104 Caroline St. Fx36 22401	anbenson@vt.edu
Kyle Olman	105 CAROLINE ST.	olmankyle7@gmail.com
LAWRENCE TOPEROFF	111 CAROLINE ST.	LTOPEROFF@COMCAST
Jan Toperoff	111 Caroline St.	"
John Spurlazza	113 Caroline St.	_____
Rebecca Spurlazza	113 Caroline St.	jandbspurlazza@verizon.net
Kelley Cadow	123 Caroline Street	Kelley.Cadow@gmail.com
J. ZACH KARLOVICH	123 CAROLINE ST.	JZKARLOVICH@gmail.com
FRANK WIDIC	119 CAROLINE ST	widfrank@doxmail.com
Elizabeth A. Wisem	1005 Albert Reynolds Dr 22401	_____
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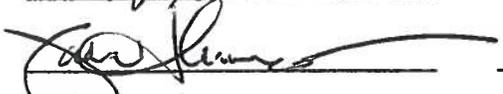
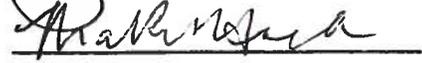
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**Cathryn A. Eckles**

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**From:** Pete Morelewicz <pete.morelewicz@gmail.com>  
**Sent:** Tuesday, February 25, 2020 1:29 PM  
**To:** Cathryn A. Eckles  
**Subject:** [EXTERNAL] a public comment for Feb. 26th Planning Commission meeting

Dear Chairman and members of the planning commission,

Thanks for considering my input on the Area 7 plan. I am a resident of Darbytown and my comments are specific to the proposed restroom facilities adjacent to the train station and Trestle Park. Though there is vocal resistance by some in Darbytown, I can unequivocally say that the opposition is far from monolithic in the neighborhood.

I have spoken with several families who support building restrooms for the convenience of both travelers and residents. Some of the families I spoke with have young children and can benefit from having facilities close by when their children suddenly have to go. For those with very young kids — both residents and train travelers alike — there is no private space in which to change a diaper.

Of course, it's not just kids who need a restroom. Anyone who regularly walks under the train trestle has no doubt experienced the sometimes bracing, often piquant odor of urine. Just because there is no proper bathroom, that doesn't mean someone isn't going to relieve themselves. Some oppose the restrooms because they feel it'll make the station look unsightly. But *not* having a restroom makes the station even less attractive.

Since the proposal calls for it to be located within the floodplain, I would advocate for as green a solution as possible for the restroom: a compact footprint, a living roof, and pervious paving where possible. Lastly, something in keeping with the aesthetic of the neighborhood would be appreciated.

Given the economic generator that the station is, its overall lack of facilities is quite staggering. I know there is a lot of overlapping jurisdictional entanglements, but perhaps just some upgraded wayfinding signage, a place to store bikes, and a comfortable sitting area could be a start. Some folks locate to Fredericksburg because of its proximity to the rail line. Making upgrades like a restroom will make it even more of an attractive feature of living here, including to the residents of the neighborhood.

Thanks for considering my comments.

Sincerely,  
Pete Morelewicz  
222 Princess Anne St.



# ATTACHMENT D

February 25, 2020

I want to offer my support for two elements of the New Small Area Plan for Planning Area 7 with regard to 1) streetlight expansion and 2) removal of one-way streets.

1) I am in favor of installing pedestrian-scaled lighting on Princess Anne Street in the Darbytown neighborhood and encourage the city to move forward on this. Page 11(7)-20

The current tall and very bright street lights seem inappropriate and out of scale for a fairly narrow residential street, especially given the historic nature of the area.

2) I am in favor of the recommendation to convert portions of the one-way Princess Anne and Caroline Streets in the Darbytown neighborhood into two-way streets. Pages 11(7)-24 and 11(7)-29

It would help reduce traffic speed, reduce large-truck traffic on Princess Anne due to the perceived narrowing of the street, and be less confusing to the many drivers who mistakenly drive the wrong way on these streets. It would also be safer for pedestrians walking opposite the traffic flow who are sometimes unseen by drivers turning onto or crossing a one-way street and focused only on traffic from one direction.

Thank you for your consideration.

Denise Malczewski  
220 Princess Anne St.



Free Lance-Star

Pg. A6

Feb. 16, 2020

## LETTERS TO THE EDITOR

**Planning Commission set dangerous precedent**

A Planning Commission that doesn't plan. That was my take-away from the City of Fredericksburg Planning Commission meeting held on Feb. 12.

I attended the meeting to voice my opposition to the amendment to the Planned Development-Commercial District (PD-C) that would permit additional residential development in Celebration Virginia South. The amendment ended up passing 3-1, with James Pates being the only commissioner to vote no, and Rene Rodriguez, Kenneth Gantt and Thomas O'Toole voting in favor of the developers.

I was opposed to the amendment because the last thing Fredericksburg needs is more residential housing units. A few others and I spoke against the amendment for reasons ranging from crumbling infrastructure and road improvements being a priority to insufficient utilities, emergency services and schools not being configured into the discussion.

Lack of affordable housing was brought up to the commissioners, and

for the sake of saving face, they added that 5 percent of the residential units must be dedicated to affordable housing. But they don't even have a concrete definition of what affordable housing means.

The kicker of the night was when another public speaker brought up the fact that the Planning Commission does not have a strategic plan in place to mitigate the amount of growth that the city can handle.

I know corruption when I see it, and the decisions that are being made by the Planning Commission are nothing short of corrupt! Their tyrannical and greed-driven decisions are destroying Fredericksburg.

The Planning Commission ultimately decided to set the precedent to allow special use permits to override maxed-out residential permits. So the next time you try to leave your driveway but can't get out of the parking lot, you can thank Commissioners Rodriguez, Gantt, and O'Toole!

Caryn Prasse  
Spotsylvania

inclined to consider extending the  
dline again, and any court chal-  
ge will eventually wind up in the  
reme Court. Without Ginsburg  
board, the chances of the 1972 ERA  
oming part of the Constitution ap-  
r to be slim to none.

onically enough, Ginsburg's ma-  
y opinion in the 1996 case, United  
es v. Virginia—in which the court  
d that the then all-male Virginia  
itary Institute violated the equal  
ection clause of the Constitution  
ot admitting women, and that “a  
y seeking to uphold government  
on based on sex must establish  
xceedingly persuasive justifica-  
' for the classification”—already  
eves most of what the ERA sought  
o back in the 1970s when it was  
introduced.

id it does so without dismantling  
egal protections women currently  
y, such as Title IX and not sub-  
ng them to a military draft.

l. Jennifer Carroll-Foy, D-Wood-  
ge, a VMI graduate and patron of  
/irginia bill to ratify the ERA, said  
“women are fed up, and we're now  
ositions of power.” But that's also  
gument why the ERA is no longer

