

FREDERICKSBURG COMPREHENSIVE PLAN

ISSUES UPDATE



*Sidewalks Plan
Gateways Plan
Design Standards and Guidelines for Entry Corridors*



MAY 2015

SUBMITTED BY:

DESIGNWORKSHOP



HOLTKAMP PLANNING ➤



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INTRODUCTION

PROJECT HISTORY

EXISTING PLANNING EFFORTS

PLAN IMPLEMENTATION

PLAN TIMEFRAME AND UPDATES

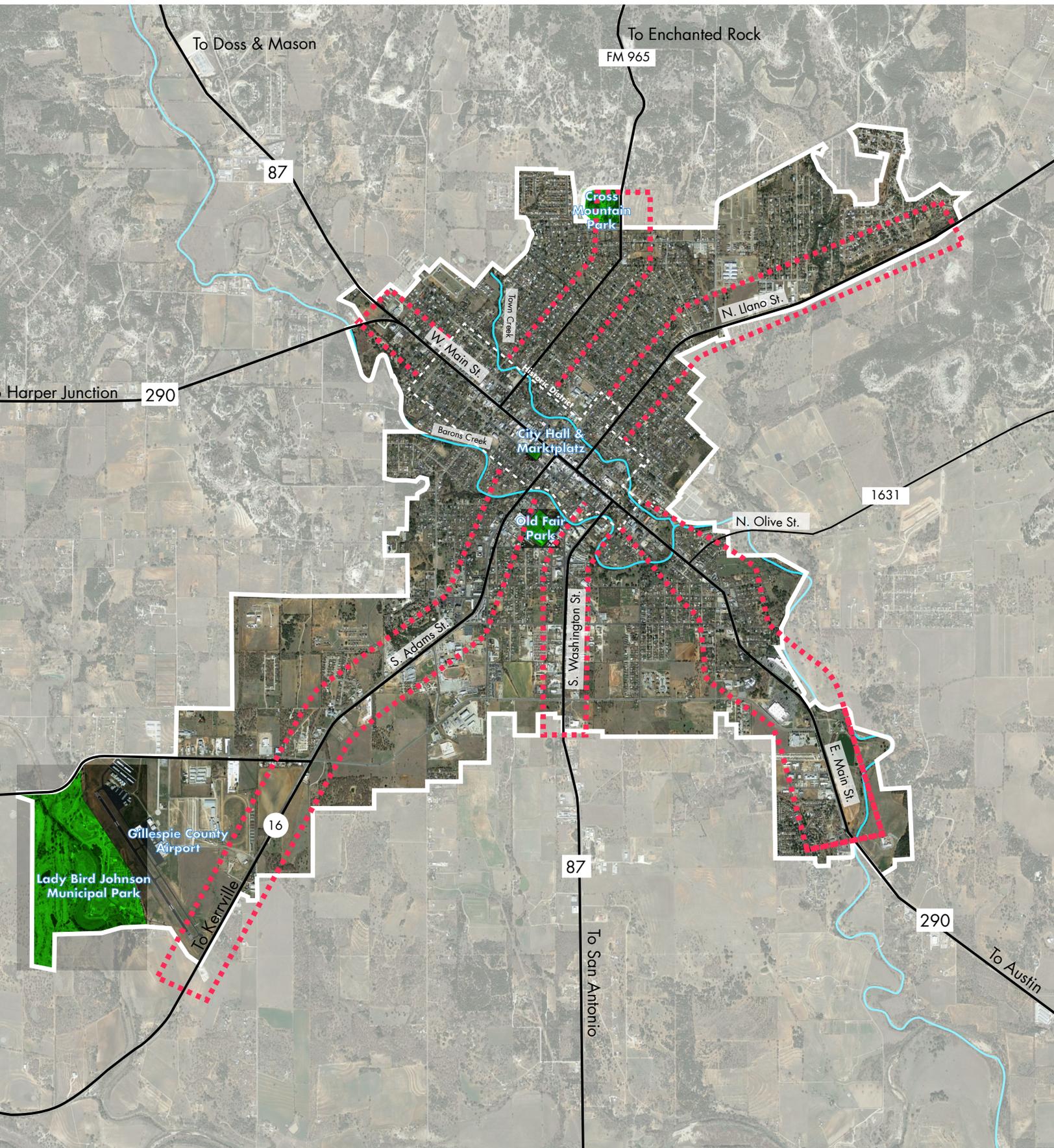
INTERGOVERNMENTAL COOPERATION



Barons Creek

Barons Creek is located south of Main Street and provides opportunities for recreation and wildlife habitat.



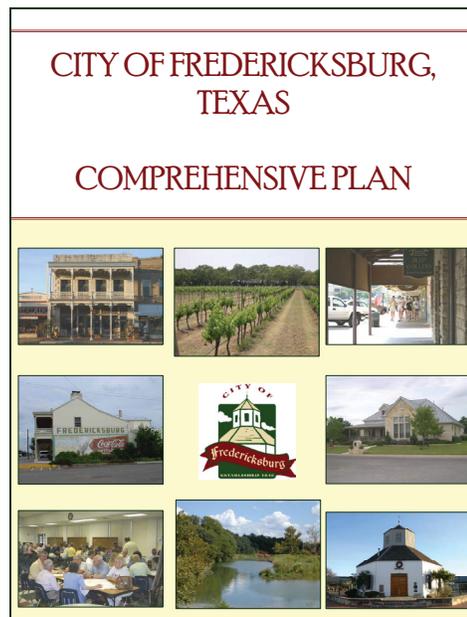


PROJECT HISTORY

The City of Fredericksburg adopted their existing Comprehensive Plan in January 2006. Many of the Comprehensive Plan's recommendations have been implemented, which speaks highly to the dedication of City staff, Council and Planning and Zoning Commission. The remaining items to be implemented will be carried out in this Comprehensive Plan Issues Update (Issues Update).

The Issues Update will cover the following sections:

- Sidewalks Plan - the need for the Sidewalks plan was discussed as part of the Capital Improvement Plan. The Plan is intended to provide linkage to major community destinations, such as schools, parks, museums, University Center and the downtown area. It will also provide linkage between existing sidewalks deemed as current and future priorities.
- Gateways Plan - one of the 2006 Comprehensive Plan goals was to establish "community design features and development patterns at the community's edge that communicate one's arrival into Fredericksburg". This goal will be addressed in the Issues Update.
- Design Standards and Guidelines for Entry Corridors (Design Standards)- Fredericksburg has a set of design guidelines in the Historic District. However, the Comprehensive Plan recommended that "the City should consider design standards or guidelines to address additional key area of the community." This includes the design along major corridors, near major destinations and buildings adjacent to the Historic District.



2006 Comprehensive Plan



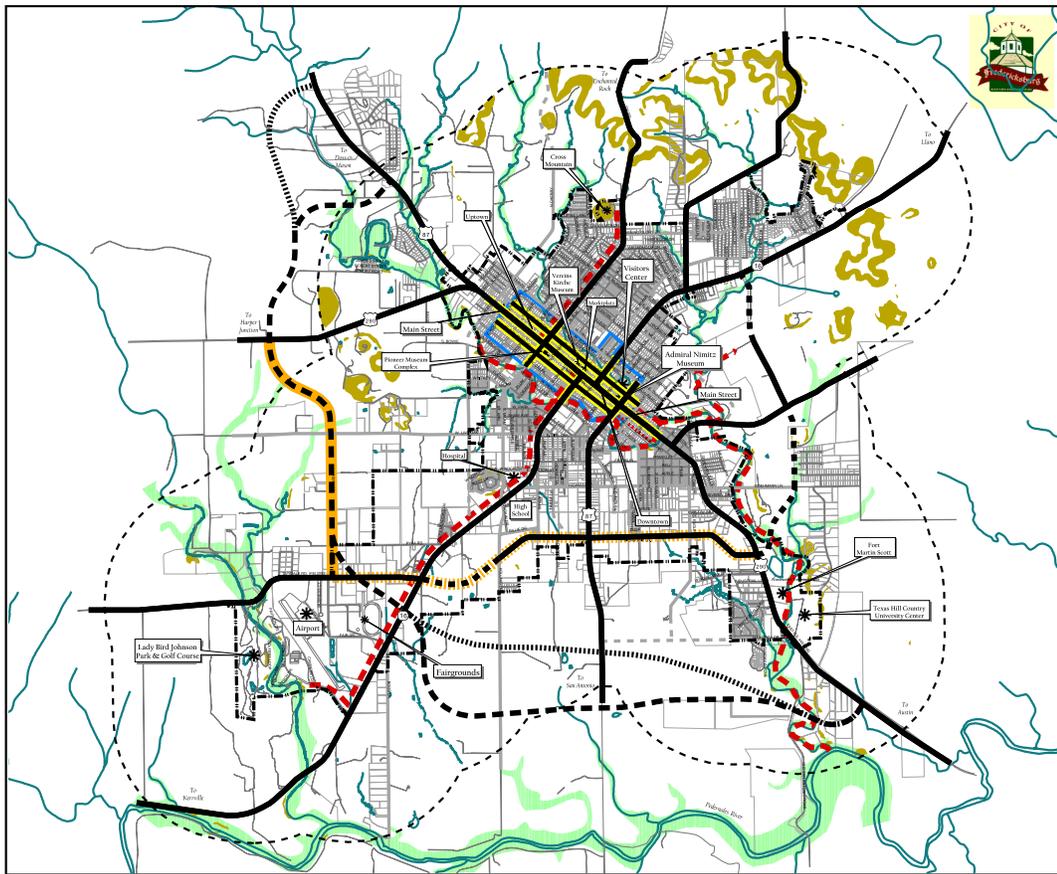


Figure 10
 City of Fredericksburg, Texas
 Comprehensive Plan
Future Thoroughfare Plan

- Major Arterial
 - Future Major Arterial
 - Civic Streets
 - Collector
 - Future Collector
 - Outer Loop Alternate 6
 - Outer Loop Alternate 9
 - Southwest Hill Country Dr.
 - Future Hard Surface Trail
 - Alternate Trail
 - Historic District
 - Steep Slopes
 - 100-Year Floodplain
 - Major Destinations
 - Other Destinations
 - City Limits
 - ETJ
 - Creeks
- Adopted: January 23, 2006
- Dunkin Sefko & Associates, Inc.
 Urban Planning Consultants Dallas, Texas
- Strategic Community Solutions

Future Thoroughfare Plan, Comprehensive Plan

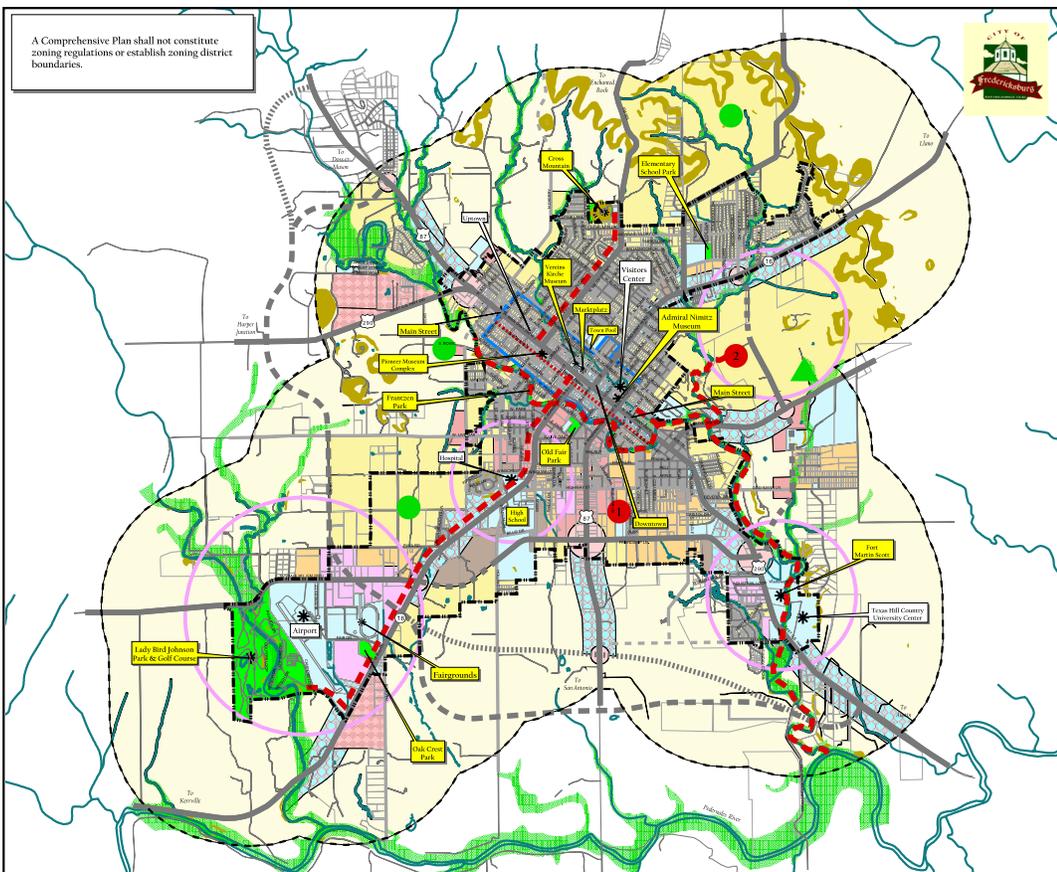


Figure 19
 City of Fredericksburg, Texas
 Comprehensive Plan
Future Parks Plan

- Future Neighborhood Park
 - Future Highest Priority N.P.
 - Future Community Park
 - Future Hard Surface Trail
 - Alternate Trail
 - Rural
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Public / Semi-Public
 - Parks & Open Space
 - Historic District
 - Commercial
 - Industrial
 - Downtown CBD
 - Uptown CBD
 - Mixed Use Corridor
 - Employment Center
 - Commercial Center
 - Steep Slopes
 - 100-Year Floodplain
 - Focus Areas
 - Major Destinations
 - Other Destinations
 - City Limits
 - ETJ
 - Creeks
- Adopted: January 23, 2006
- Dunkin Sims Stoffels, Inc.
 Landscape Architects Dallas, Texas
- Strategic Community Solutions
 Dunkin Sefko & Associates, Inc.
 Urban Planning Consultants Dallas, Texas

Future Parks Plan, Comprehensive Plan

EXISTING PLANNING EFFORTS

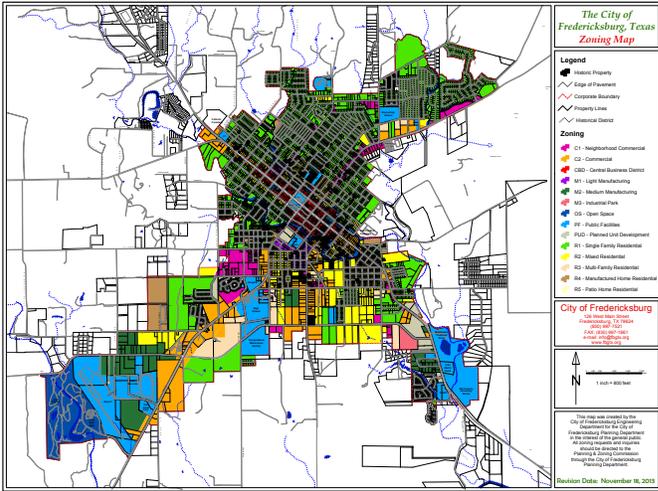
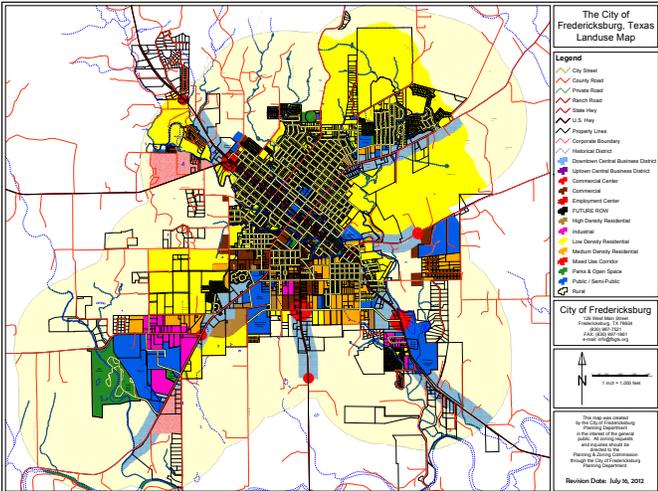
The City of Fredericksburg has recognized the importance of good planning to guide the growth and development of the community. The current planning effort is a continuation of the Comprehensive Plan created in 2006, and represents one of the final sections of that plan to be implemented. This section will review the existing plans from local and regional entities that may impact this planning effort and the future development of Fredericksburg.

Local Planning Efforts

2006 Comprehensive Plan

The Comprehensive Plan was developed as a tool to guide public policy to implement a common vision. The Comprehensive Plan was based on extensive public engagement and coordination with an Advisory Committee to ensure it reflected the issues and priorities of Fredericksburg residents. The Comprehensive Plan incorporated five elements: Livability, Land use, Growth, Transportation and Parks and Recreation. Within these five elements, opportunities and challenges were identified along with specific recommendations to address them.

Landuse Map & Zoning Map, Comprehensive Plan



EXISTING PLANNING EFFORTS

This Issues Update is the implementation of several goals identified from the Comprehensive Plan. This includes the following:

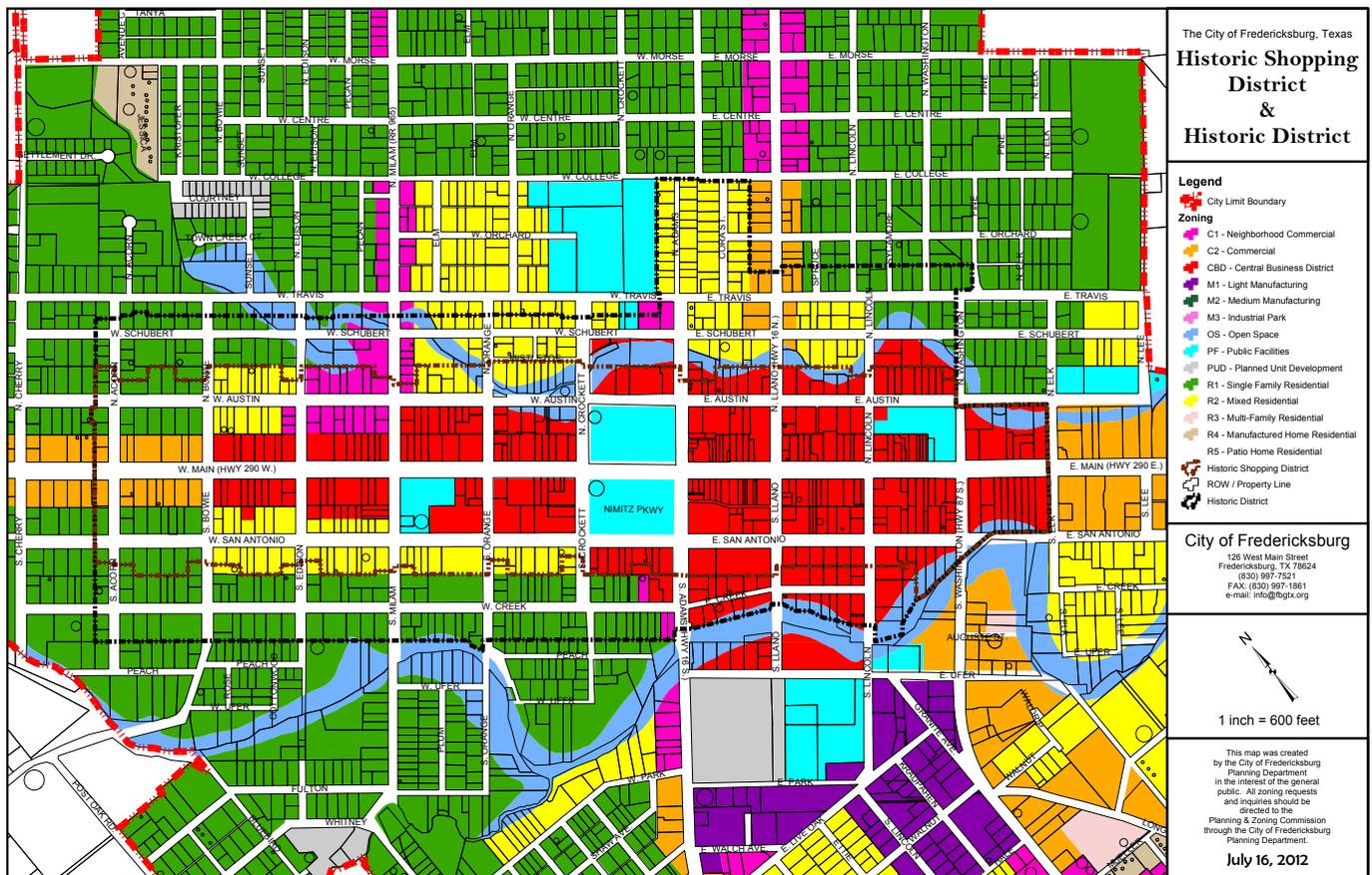
- Create New Patterns for Development along Major Transportation Corridors – this plan is intended to create 'gateways' into Fredericksburg along the major corridors.
- Pedestrian and Bicycle Mobility – this plan will create new connections and opportunities for pedestrian access within Fredericksburg and connections to the surrounding area.

The Comprehensive Plan has served Fredericksburg well, as City leaders have embraced it and focused on implementing the recommendations within it.

2013 Subdivision Ordinance Update

The City adopted the an update to the Subdivision Ordinance in March 2014. The updates will allow the ordinance to serve as a tool to continue implementation of the Comprehensive Plan. The Subdivision Ordinance establishes the process for development within the city and also the Extra Territorial Jurisdiction (ETJ). It provides the authority for the City to manage development in such a way that protects the health and welfare of residents and ensure quality development.

Historic Shopping District & Historic District, Comprehensive Plan



Regional Planning Efforts

TxDOT Austin Area Bicycle Plan

<http://www.txdot.gov/inside-txdot/district/austin/austin-bicycle.html>

Bicycling in the Texas Hill Country is increasing in popularity, and weekends often find rural roads crowded with cyclists. TxDOT has recognized this, and is in the process of developing a Bicycle Plan for the 11 counties of the Austin District. This plan is intended to provide an inventory of existing conditions in the region, prioritize corridors for improvements and address barriers to cycling.

Fredericksburg serves as a hub for the Hill Country, and has become a popular destination for bicyclists. These visitors represent an opportunity to grow the tourism market in Fredericksburg by becoming a bicycle friendly destination and serving this growing population. The recommendations in this plan will serve to improve conditions within Fredericksburg, as well as tie into the regional planning efforts to connect Fredericksburg to the surrounding wineries and other destinations.

Regional Roadway Improvements

http://www.txdot.gov/apps-cq/project_tracker/projects.htm?view=cnty&dist=Austin&cnty=Gillespie

In addition to planning efforts, there are a number of projects underway that may impact Fredericksburg and the gateways into the community. There is significant construction east of town on US 290, which will make this area more accessible, and potentially create incentive for more development in this area. Improvements along US 87 south of town will likely have a similar impact, creating more access and potentially more development in this gateway area. Finally, widening of SH16 will impact the area leading from Fredericksburg to Kerrville, a busy commuter corridor and key entry into town.

Hill Country Underground Water Conservation District Management Plan 2013

http://www.hcuwcd.org/HCUWCD_MPADOPTED-JUNE11,2013.pdf

The Underground Water Conservation District is tasked with protecting and enhancing groundwater resources in Gillespie County. The mission is to protect groundwater users while maintaining economic vitality of the community. The District adopted a plan in 2013 that identifies existing conditions of the aquifer as well as desired future conditions. The plan identifies rainwater harvesting and conservation as goals, an area that the City of Fredericksburg may be able to participate in through encouraging these practices in new development in the city.



PLAN TIMEFRAME AND UPDATES

PLAN IMPLEMENTATION

Fredericksburg has a history of following through on their planning efforts and committing the necessary resources to turn a plan vision into reality. This planning effort is a continuation of the 2006 Comprehensive Plan and will result in the final pieces of that plan being completed.

Each chapter includes the methods for prioritization and implementation of each portion of the Issues Update. Suggestions and guidelines for the implementation of the Sidewalks Plan, Gateways Plan, and Design Standards are located at the conclusion of each chapter.

PLAN TIMEFRAME AND UPDATES

The recommendations in the Issues Update will not be implemented over night. It will take a long term commitment to be successful. To ensure the Issues Update stays on target, it should be reviewed on an annual basis. This will allow City leaders to evaluate progress and determine if further update is needed based on current and expected activities, population changes, and other factors. This review should be part of the budget process so funding can be made where needed. The Comprehensive Plan and Issues Update should also be reviewed when there is a significant event or activity that may impact the Plans. An example would be if a major development project were proposed in an entry corridor, it would be important to review the Comprehensive Plan and Issues Update if needed to reflect that activity.

Barons Creek Crossing on US 290



INTERGOVERNMENTAL COOPERATION

INTERGOVERNMENTAL COOPERATION

Successful implementation of the Issues Update will require City leadership; however, there must be coordination with TxDOT, Gillespie County, the School District, as well as private developers and businesses. The Technical Advisory Committee created for this project represents these groups, and this group may be appropriate to task with continued involvement in its implementation. This will ensure the necessary players are at the table and can contribute to decision making. It will be important to utilize the material in this plan as a guide for implementation to ensure proper resources are committed and necessary steps are taken for success. As the City moves forward with developing sidewalks, it will be especially important to reach out to property owners to gain their support for the efforts.

The City of Fredericksburg, along with TxDOT, Gillespie County, the School District, private developers, and the community will be vital to the plans success.

**US 290
Gateway into
Fredericksburg**





FREDERICKSBURG
**TRADE DAYS.COM**
WEEKEND OF THIRD SATURDAY
FRI. • SAT. • SUN.
830-990-4900



PURPOSE, VISION, & GOALS

PURPOSE

STUDY AREA

VISION

GOALS

HOW TO USE THIS DOCUMENT



An old windmill, water tower and advertisement billboard for Trade Days at Sunday Farms along US 290 in Fredericksburg, Texas



PURPOSE

This document is intended to support the goals and vision from the 2006 Comprehensive Plan. Each of the components of the Issues Update serves to enhance the quality of life for residents and visitors alike.

Sidewalks Plan

The Sidewalks will serve as the plan referred to in the recently adopted Subdivision Ordinance, Section 6.11.B.1. The intent of the Sidewalk Plan is to create better pedestrian access along heavily-traveled and desired routes for current and future use. The Sidewalks Plan will also connect the community to local and regional destinations including the Former Texas Rangers Heritage Center, the Hill Country University Center and Fort Martin Scott.

Gateways Plan

The Gateways Plan is intended to delineate the corridor areas that lead to and from Fredericksburg, which will fall under the Design Standards. These special entrances into Fredericksburg should enhance the character of Fredericksburg, not detract. The Gateways Plan describes a family of elements in each of the city's six gateways. Each of the gateways is unique in their character; the family of elements reflects this individuality.

Design Standards

The Design Standards are intended to provide guidance to developers on how to create character in the entry corridors. As properties redevelop over time, Fredericksburg's character will become more and more defined, helping to protect the value inherent in this beloved city. The Design Standards will be applied to all of the entry corridors into town, as illustrated in the Design Standards Chapter.



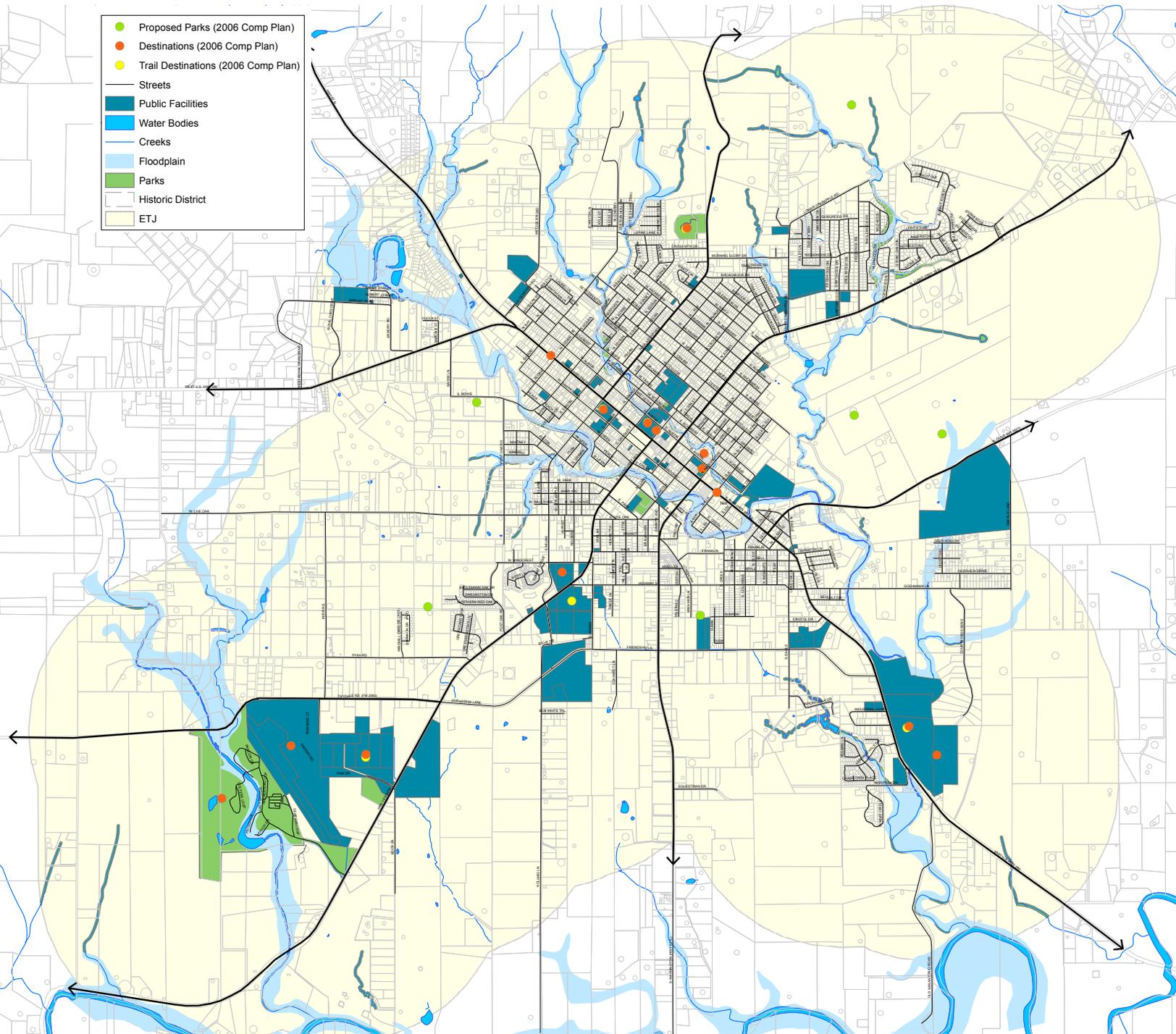


Figure 3: Study Area



STUDY AREA

The Study Area identified for this plan encompasses the primary entries into Fredericksburg as well as the area outside the City Limits encompassed by the City's ETJ. The ETJ includes the area within one mile of the current city limits. This is the area where the City can annex and grow as development occurs. Because of this, cities have some authority to manage growth in this area through the application of the Subdivision Ordinance. This ensures building in the ETJ meets city standards, so when it is annexed there is no need for improvements to bring things to city code.

The Comprehensive Plan uses the ETJ as the study area boundary, and thus this is the designated study area of the Issues Update. The decision to include the ETJ in this project was to ensure that the City sidewalks connect to the region. In addition, much of the development along the designated entry corridors will occur in the ETJ, so there will need to be coordination with the standards defined in this plan. The coordinated development along entry corridors will create a unique character into town that supports the overall image of Fredericksburg.



VISION

VISION

The Fredericksburg Comprehensive Plan Issues Update is a supplemental document to the Fredericksburg Comprehensive Plan 2006 and will serve as the statement of policy and priority that guides the City in their consideration of development proposals and investment in capital improvements.

The Comprehensive Plan Issues Update provides a shared statement of direction for the decisions that help achieve the desired community future.

City of
Fredericksburg
Crawfish Festival,
2014



GOALS

The project goals support the Comprehensive Plan and support the existing goals that were determined during for the initial Comprehensive planning process.

Several goals were identified from The Comprehensive Plan that support each of the Issues Update initiatives. Each of the goals are listed below.

Sidewalks Plan

Goal 6: Neighborhoods that appeal to families and create a next generation of Fredericksburg residents and civic leaders.

Goal 7: Neighborhoods that are connected – literally and figuratively – to the life of the entire Fredericksburg community.

Goal 19: Protection of important natural resources.

Goal 26: Adequate levels of public facilities and service available to existing development and to new development when it is occupied.

Goal 34: A range of mobility choices available to Fredericksburg residents, business employees, and visitors.

Goal 35: A network of sidewalks, paths and designated lanes that allows residents to walk or bicycle within neighborhoods, to and within the Central Business District and to other key locations.

Gateways Plan

Goal 11: A tourism sector that is based on Fredericksburg's natural and historic character and that in turn helps to retain and enhance the features that make this community a special place to live and visit.

Goal 15: A community that preserves and celebrates its historic German, Hispanic and Texan heritage.

Goal 17: Community design features and development patterns at the community's edge that communicate one's arrival into Fredericksburg.

“Adding a little bit more sidewalk would allow for a two way bicycle/ walking path along Friendship Lane for residents to get to the High School.”



GOALS

Design Standards

Goal 12: A mix of retail businesses that meets the needs of Fredericksburg's residents as well as visitors.

Goal 20: Development patterns that incorporate the natural features of this Hill Country setting.

Goal 22: A community that is a leader in 'green' design.

Goal 23: An orderly pattern of development that accommodates anticipated growth while maintaining Fredericksburg's character.

Goal 29: Development and investment in the Airport Focus Area that supports the operations of Gillespie County Airport and builds on the assets of the airport, Lady Bird Johnson Park and Golf Course to form a major employment center for the community and an attraction for visitors to the region.

Goal 30: A Health Focus Area that provides a coordinated center of high quality health care, wellness, and residential assisted care that serves the entire Hill County region.

Goal 33: Continuing growth and new development that maintains the existing community's character.

HOW TO USE THIS DOCUMENT

Each chapter is organized by topic: Sidewalks Plan, Gateways Plan, and Design Standards. Within each chapter the following information is included:

- Overview;
- Existing Conditions Analysis;
- Recommendations; and
- Implementation Strategy.

Vision Workshop





PROCESS

COMMUNITY ENGAGEMENT

OVERVIEW OF OUTREACH

PURPOSE

OUTCOMES

PROJECT WEBSITE



Vision Workshop

Citizens of the Fredericksburg Community placed green dots and red dots on character imagery of Design Standards during the public meeting.



COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

OVERVIEW OF OUTREACH

The recommendations of this plan are based on an extensive public engagement process. This process focused on education and outreach to Fredericksburg citizens to get their ideas and develop public support for the recommendations. There were multiple avenues of engagement throughout the planning process included a Citizen Advisory Committee, a Technical Advisory Committee, a Vision Workshop, and an online engagement tool. This broad approach allowed for significant public input and ensured the plan recommendations reflected the priorities of the citizens of Fredericksburg.

Two committees were formed to work closely with the planning team throughout the process. The Citizens Advisory Committee represented Fredericksburg and included neighborhood leaders, business owners, service providers and individuals actively engaged in Fredericksburg's development. This committee provided leadership throughout the process of developing the plan by relaying information and input between the planning team, City, and community. The Technical Advisory Committee included City staff, TxDOT, and others with technical expertise and knowledge that would benefit the project. This group identified sources of data, verified analysis of existing conditions, and evaluated scenarios and strategies for viability. Their specific knowledge ensured the plan recommendations reflected the exact conditions in Fredericksburg and were appropriate based on those conditions.

Over 100 people attended the Vision Workshop for the Comprehensive Plan Issues Update.

PURPOSE

The Vision Workshop was a public meeting held on May 28, 2014 at the Hill Country University Center. Over 100 citizens of Fredericksburg and Gillespie County were in attendance to learn about the plan and to provide input. The meeting began with a presentation of the process and overview of the existing conditions. A series of polls were taken during the meeting to allow residents to vote on their preferred alternatives for various recommendations. This data was used to refine the plan recommendations and goals to better reflect public sentiment and priorities.

Successful public engagement is about more than gathering input. It helps educate citizens and build their support for plan implementation. Having citizen buy in for a plan allows decision makers to be more confident in putting resources into projects because they know citizens have asked for it. This process provided many opportunities for citizen participation and the recommendations reflect that input.



COMMUNITY ENGAGEMENT

“There is little alternative for cyclists crossing Barons Creek from the bicycle shop, so a small pedestrian/ bicycle bridge would be nice to avoid the narrow bridge crossing.”
-Online Participant

OUTCOMES

The community was very supportive of the Issues Update initiatives and gave valuable feedback to the consultant team during the Vision Workshop. Major outcomes of the meeting include:

Top Local Destinations

- City Hall and Marktplatz;
- Lady Bird Johnson Park & Golf Course;
- University Center / Former Texas Rangers / Ft Martin Scott; and
- The project website listed Cross Mountain Park as the third highest destination, indicating support for connections there as well.

Top Regional Destinations

- Wineries on US 290;
- Enchanted Rock; and
- Luckenbach/Doss & Mason.

Priority Gateways

- US 290 SE Entrance;
- US 87 S Entrance; and

Vision Workshop



OUTCOMES

- Hwy 16 S Entrance/ 87N / US 290 W Entrance.

Most Important Features in a Gateway

- Landscaping;
- Significant Architecture; and
- Unique or Quality Materials.

What Should Design Standards Address?

- New commercial development in gateways;
- New public development in gateways (schools, museums, etc.); and
- New development in the Historic District.

What Design Guideline Topics are Most Important?

- Architectural styles, features, and materials;
- Landscaping;
- Parking, driveways, and access; and
- Streetscape.

In addition to the voted on priorities at the Vision Workshop and Project Website, participants were asked to leave comments and concerns. These were captured as another level of information to be incorporated into the Issues Update recommendations. These comments include:

- Lighting that supports Dark Sky standards;
- Improved crosswalks, with flashing lights and better signage;
- Additional off-street parking and access to Main Street;
- Bicycle safety on SH 16 S and FM 2093 and other regional destinations; and
- Better pedestrian facilities on west end of downtown.

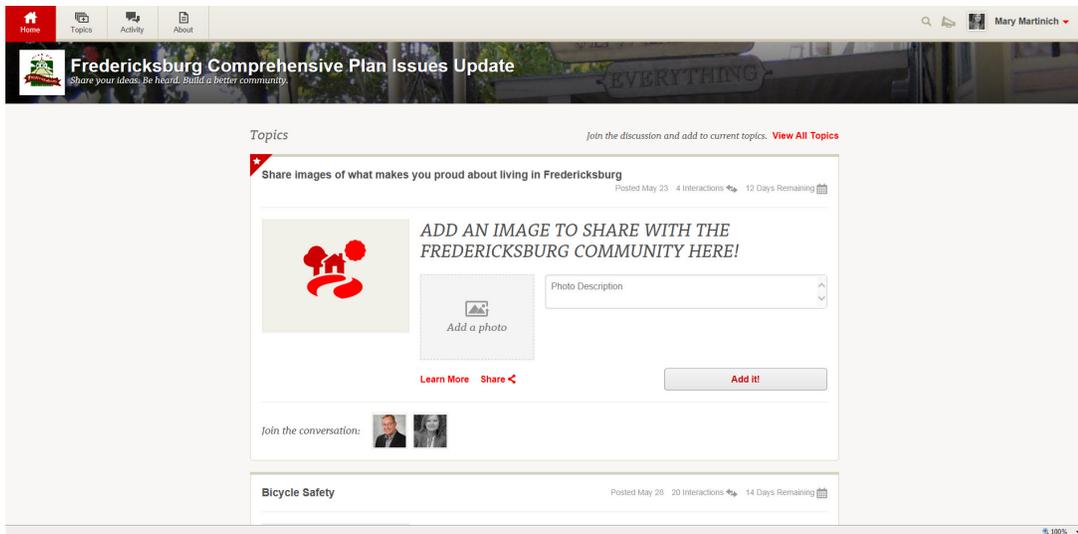


COMMUNITY ENGAGEMENT

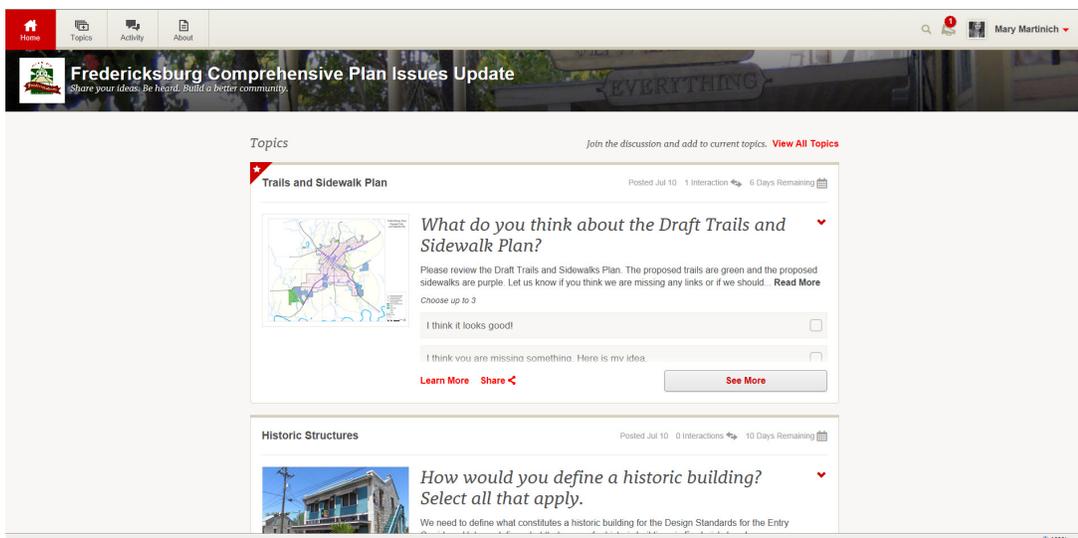
PROJECT WEBSITE

The project website allowed participants the opportunity to provide on-going input and discussion throughout the planning process. The design team used the project website to gather feedback and generate debate on issues such as favorite local and regional destinations, and visual preference surveys for architecture and landscape character. This type of input allows for residents not able to attend the Vision Workshop to stay engaged in the process and provide continuing feedback. It also helps the planning team gauge support for different ideas before including them in the recommendations.

“Fill in gaps of sidewalks on Main Street as well as Austin Street and San Antonio Street”
- Vision Workshop Attendee



Online Engagement Tool for the Fredericksburg Comprehensive Plan Update



Online Participation Tool Results



SELECT THE TOP THREE LOCAL DESTINATIONS YOU WOULD LIKE TO CONNECT WITH FUTURE TRAILS OR SIDEWALKS?

Lady Bird Johnson Park & Golf Course/Airport/Fairgrounds	11 votes
City Hall & Marktplatz	7 votes
Cross Mountain Park	6 votes
Other	5 votes
University Center	4 votes
Admiral Nimitz Foundation	3 votes
Elementary School	3 votes
Hospital	2 votes
High School	2 votes
Middle School	2 votes

IF LIMITED FUNDS ARE AVAILABLE, WHICH GATEWAYS WOULD YOU PRIORITIZE? SELECT 3

290 SE Entrance	8 votes
US 87 S Entrance	7 votes
87N/W290 NW Entrance	5 votes
HWY16 S Entrance	4 votes
SH 16 N Entrance	2 votes
Other	2 votes
FM 965 N Entrance	1 vote
None	0 votes

SELECT THE TOP THREE REGIONAL DESTINATIONS YOU WOULD LIKE TO CONNECT WITH FUTURE TRAILS?

Enchanted Rock	8 votes
Wineries on 290	7 votes
Doss & Mason	3 votes
Other	3 votes
None of these	3 votes
Austin	2 votes
Kerrville	1 vote
Llano	1 vote
San Antonio	0 votes

Is our Community safe for bicycle activity?

No	10 votes
Yes	9 votes

Votes	Comments
-------	----------





FREDERICKSBURG
ART GALLERY
Established in 1978

FREDERICKSBURG
ART GALLERY
Established in 1978

ART
GALLERY

RESTAURANT

RESTAURANT

P
Visitor
Center

SIDEWALKS PLAN

OVERVIEW

EXISTING CONDITIONS ANALYSIS

SIDEWALKS

RECOMMENDATIONS



Downtown
Fredericksburg



OVERVIEW

The City of Fredericksburg has a well-connected, pedestrian-oriented downtown that contributes to the positive quality of life for the citizens of Fredericksburg. Once outside of the Historic District, however, there lacks connectivity for both cyclists and pedestrians. The City currently has a Sidewalk Plan that was created in GIS which is guiding efforts to implement new sidewalks.

The purpose of this Chapter is to provide a comprehensive, city-wide recommendation for an interconnected system of sidewalks. The quality of sidewalks are also discussed in greater detail in order to provide a clear direction for the City as they plan for and implement new sections of pedestrian infrastructure. The implementation portion of this chapter specifically outlines high, medium and low priority areas for sidewalks to create a road map for implementation.

Related Plans

The City created a Sidewalk Plan in order to guide decision making for the implementation of future sidewalks in the City. The Sidewalk Plan focuses on the sidewalks within downtown and the Historic District. This Sidewalks Plan provides a comprehensive review of the sidewalks in Fredericksburg and is recommending a city-wide plan for the City to follow as it continues to implement new sidewalks in the City.

The City has allocated \$100,000 per year for the implementation of new sidewalks in the City. Recently, the City has been successful with implementing new sidewalks along Morning Glory Drive, Austin Street and US 87/South Washington Street in order to create a more walkable environment.



EXISTING CONDITIONS ANALYSIS

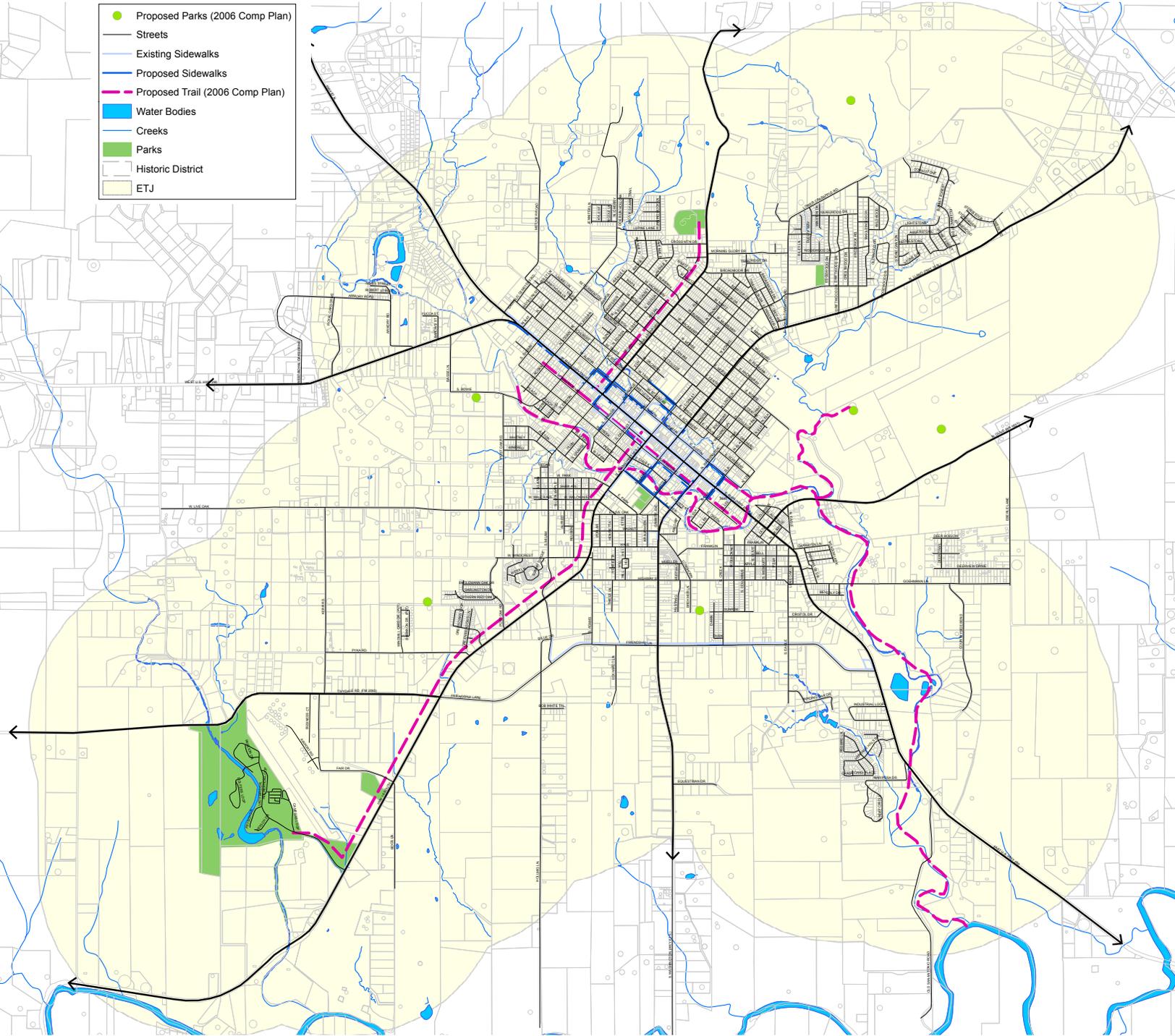


Figure 4: Circulation



EXISTING CONDITIONS ANALYSIS

In order to complete a new Sidewalks Plan, extensive site analysis was conducted to determine the most appropriate areas for new sidewalks. The consultant team reviewed the existing Comprehensive Plan maps, conducted site visits, and analyzed existing conditions within the City. Circulation, destinations, and walking distance maps were utilized to determine gaps in the existing infrastructure in order to recommend locations for new sidewalks.

Challenges of Existing Sidewalks

The quality and placement of sidewalks are critical to create a comfortable and safe environment for pedestrians and cyclists. Currently sidewalks are being implemented directly adjacent to the street without any buffering from automobile traffic, creating a potentially dangerous situation between cars and pedestrians. Additionally, these spaces can become very uncomfortable without street trees or landscaping to absorb heat. Providing a landscape buffer with trees and plantings will not only create a safer environment, but a more comfortable and pleasant experience.

Circulation

Existing circulation including existing sidewalks, trails, bicycle networks and roads were analyzed within the City and ETJ of Fredericksburg. Some areas were found to be less important and some new areas were seen as important connectors that would allow for better connectivity between proposed sidewalks.

Major findings from the community input and analysis include:

- Downtown has a good network of interconnected sidewalks with only a few significant gaps; and
- There are approximately 10 miles of sidewalks currently installed in the City.

EXISTING CONDITIONS ANALYSIS

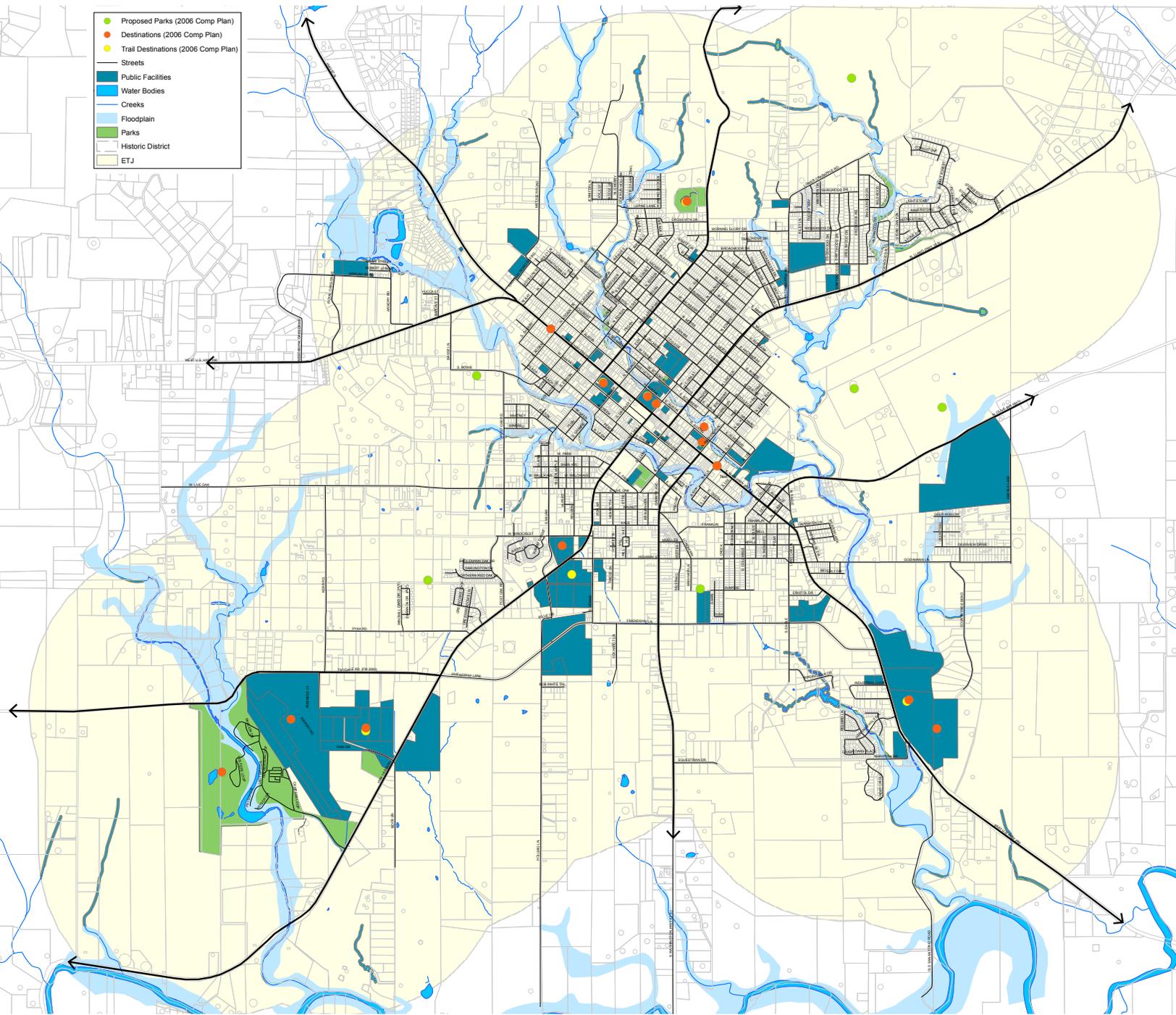


Figure 5: Destinations



Destinations

In order to determine potential destinations, the consultant team utilized ArcMap to map all public and semi-public facilities within the City and ETJ. These public facilities include schools, parks, community clubs, churches, libraries, visitor's centers, the airport and City-owned parcels. This helped determine where new sidewalks may be needed.

The community gave input on which destinations were most important to connect via sidewalks.

Top local destinations include:

- Lady Bird Johnson Park & Golf Course/ Airport/Fairgrounds;
- City Hall & Marktplatz;
- Admiral Nimitz Foundation; and
- Cross Mountain Park.

Top regional destinations include:

- Enchanted Rock;
- Wineries on US 290; and
- Austin.

“Wouldn't it be cool to road bike to Enchanted Rock! (no shoulder = danger!)”
- Online Participant

Cross Mountain Park Cross Mountain Park is a major destination cited by the community during the Vision Workshop.



EXISTING CONDITIONS ANALYSIS

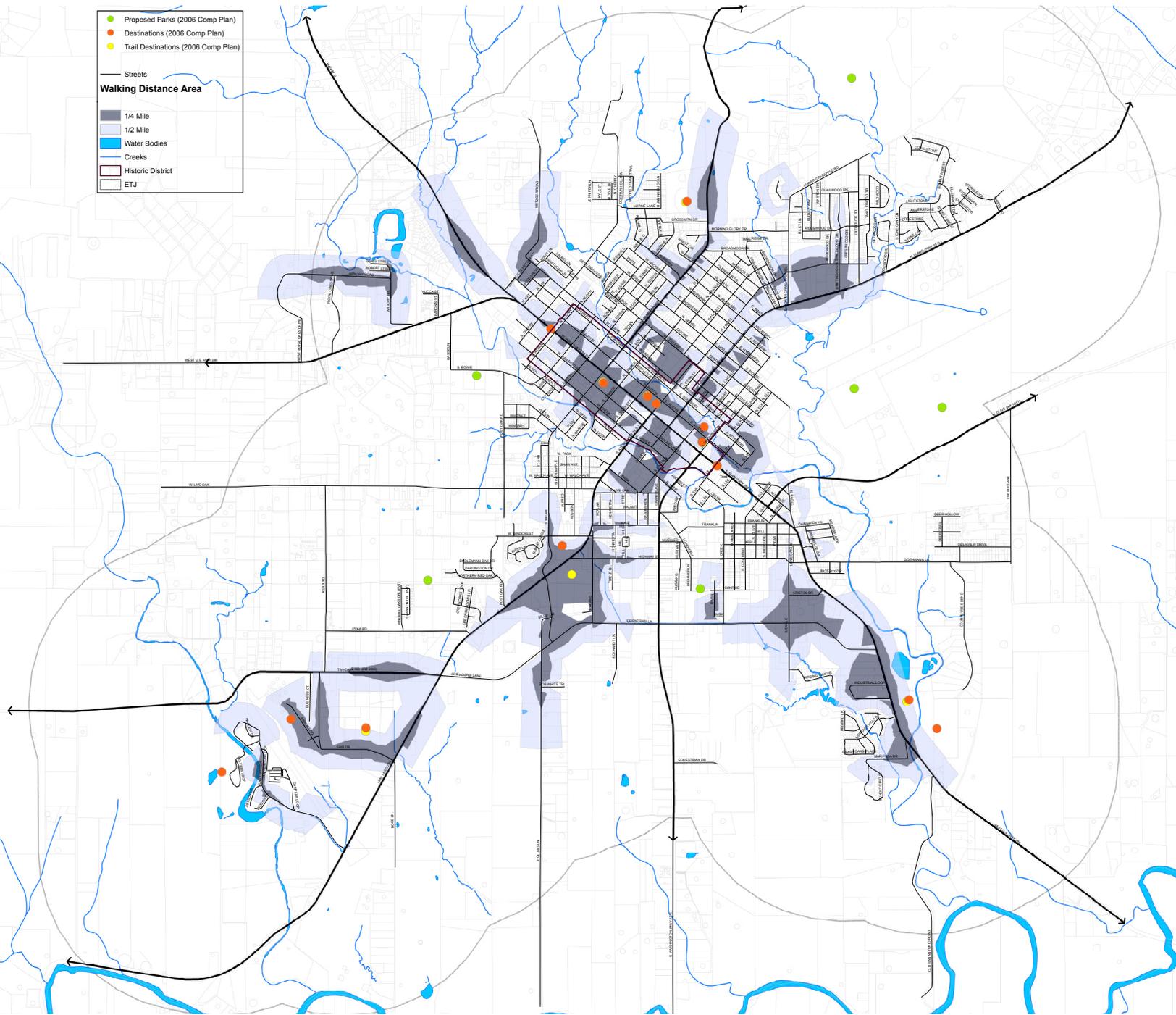


Figure 6: Walking Distance



Walking Distance

The walking distance analysis was created in ArcMap by completing a network between the roads and destinations using a ½-mile and ¼ mile walking distance along existing roadways. This network suggested where new routes could be potentially located mostly focused in the downtown area and along the entry corridors.

Major findings from the community input and analysis include:

- Sidewalks are needed along entry corridors;
- Sidewalks that connect major destinations should be prioritized; and
- As the City grows, the need for quality walking and biking paths are essential for a high quality of life.

“Please consider adding a bike path to Lake Bird Park.”

- Online Participant

Downtown Fredericksburg Pedestrian Crossings



EXISTING CONDITIONS ANALYSIS

Legend

- Proposed Sidewalks
- Existing Sidewalks
- Historic District

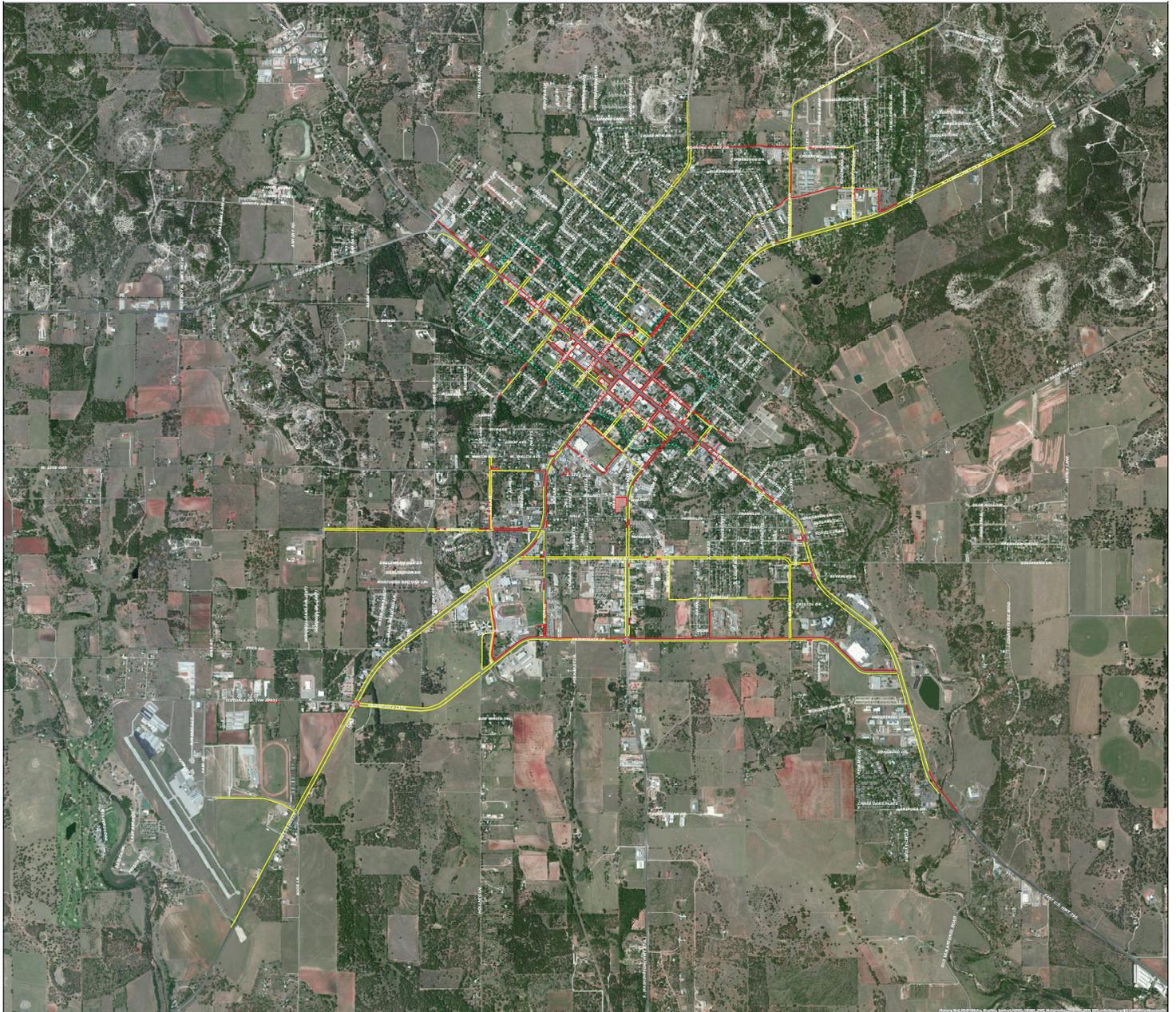


Figure 7: City of Fredericksburg Sidewalk Plan 2014

SIDEWALKS PLAN

The Sidewalks Plan is designed to connect pedestrian pathways across Fredericksburg and ensure that residents and tourists alike can walk from origin to destination in a safe manner. The Sidewalk Plan will connect pathways that are currently incomplete. Pedestrians will be able to reach important locations such as the hospital or schools without having to risk safety by using roadways.

The Sidewalks Plan aims to provide a clear direction for the City for future planning of a pedestrian and bicycling environment. This plan also recommends bicycle routes that should be considered for future planning for the City. Coordination between the City and TxDOT will be essential to implementing signed bicycle routes that connect locations within Fredericksburg to regional destinations such as the wineries on US 290, Kerrville and other desirable locations for long distance cycling.

**Sidewalk
Examples in
Other Cities**



RECOMMENDATIONS

Sidewalks

The roadways into Fredericksburg vary widely in terms of roadway cross section, utility location, and right of way location. Not one size fits all and the ultimate location of the sidewalks will be determined on a case by case basis. Sidewalks are recommended throughout the City and are generally 5 feet wide, with the exception of the sidewalks along Main Street in the Historic District, which are 15 feet wide. If there is available room for landscaping and street trees, the sidewalk is recommended to be 10 feet wide with a 5 foot wide planting strip.

Entry Corridors

1. Entry Corridor Sidewalk - Preferred Alternative (10 foot landscape, 5 foot sidewalk);
2. Entry Corridor Sidewalk - Alternative 1 (5 foot landscape, 5 foot sidewalk); and
3. Entry Corridor Sidewalk - Alternative 2 (open drainage area, 5 foot landscape, 5 foot sidewalk).

Main Street within the Historic District

1. Main Street Sidewalk - Historic District (5 foot landscape, 10 foot sidewalk); and
2. Main Street Sidewalk - Central Business District (5 foot landscape, 10 foot sidewalk, no vertical post).



Figure 8: Main Street Sidewalk - Historic District



Figure 9: Main Street Sidewalk - Central Business District

RECOMMENDATIONS



Figure 10: Entry Corridor Sidewalk - Preferred Alternative



Figure 11: Entry Corridor Sidewalk - Alternative 1



Figure 12: Entry Corridor Sidewalk - Alternative 2



RECOMMENDATIONS

-  Proposed Pedestrian Bridge
-  Existing Pedestrian Bridge
-  Proposed Bike Routes
-  Public Facilities/Destinations
-  Parks
-  Water Bodies
-  Streets
-  Creeks
-  City Limits
-  ETJ

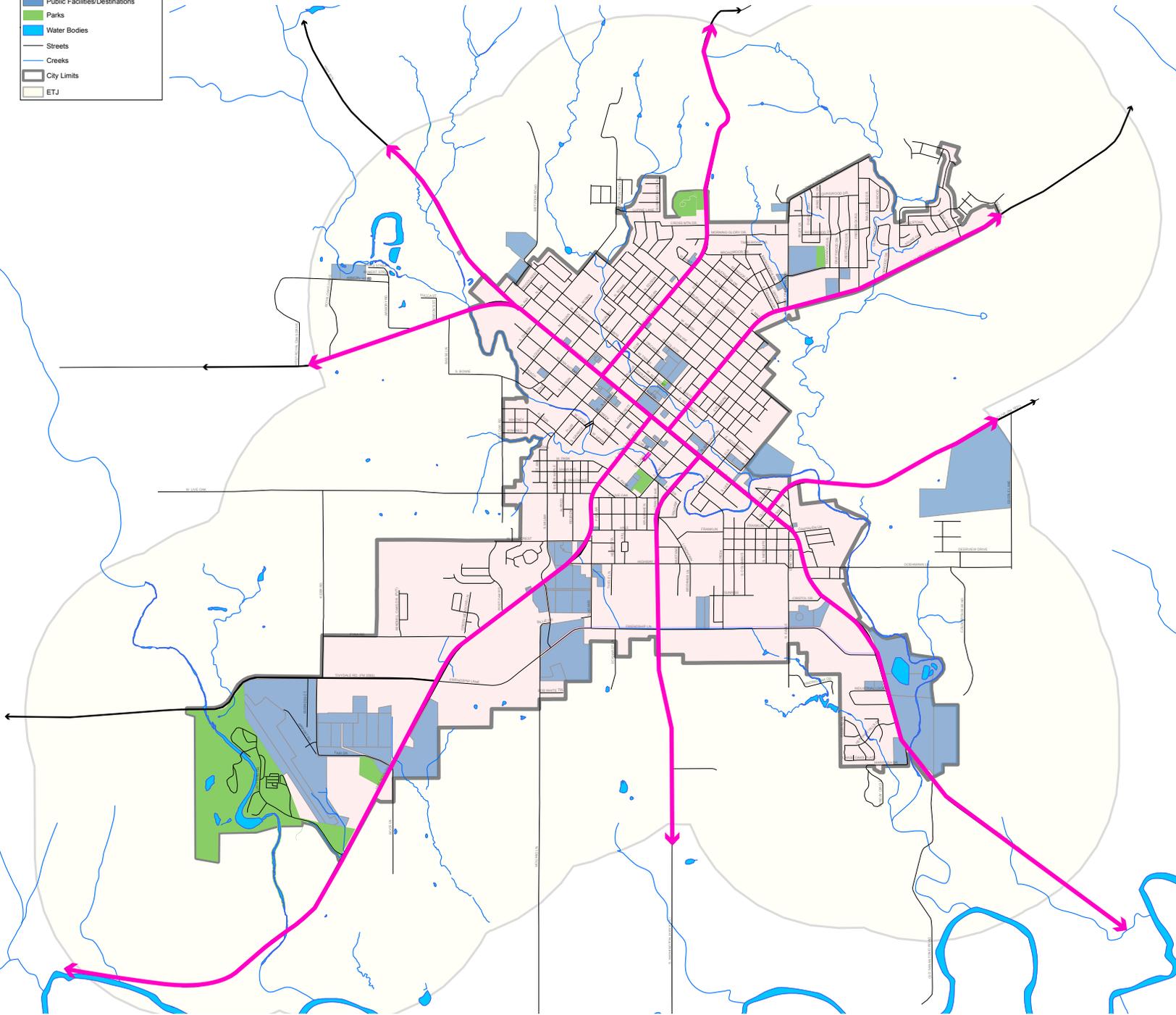


Figure 13: Bike Routes



Bike Routes

Biking has become a popular recreational activity for both tourists and residents in Fredericksburg, and it is important that a plan and route system is implemented to ensure that it is safe for bikers to move throughout the community and county. Bike routes have been designed to carry riders along each of the major highways throughout the region to ensure safe passage whether within city limits or outside. Participants of the project website questionnaire and Vision Workshop noted some of the more popular destinations riders would like to see connected to the plan, including Austin and the wineries on US 290.

There is currently a plan underway by TxDOT, called the Austin District Bicycle Plan that will identify bicycle networks across 11 counties in the Austin District, which will connect the Fredericksburg bicycle routes to the central Texas region. The routes identified are US 290 and SH 16 S for bicycle routes in Fredericksburg. The combination of these two plans will further propel the biking industry and recreational use throughout the community. Cyclists will have a safer route to travel and the implementation of these plans will help drive the local economy as the increase in the number of cyclists explores the Texas Hill Country and participates in local bike rides and competitions.



IMPLEMENTATION

Legend

-  Proposed Sidewalks
-  Existing Sidewalks
-  Historic District

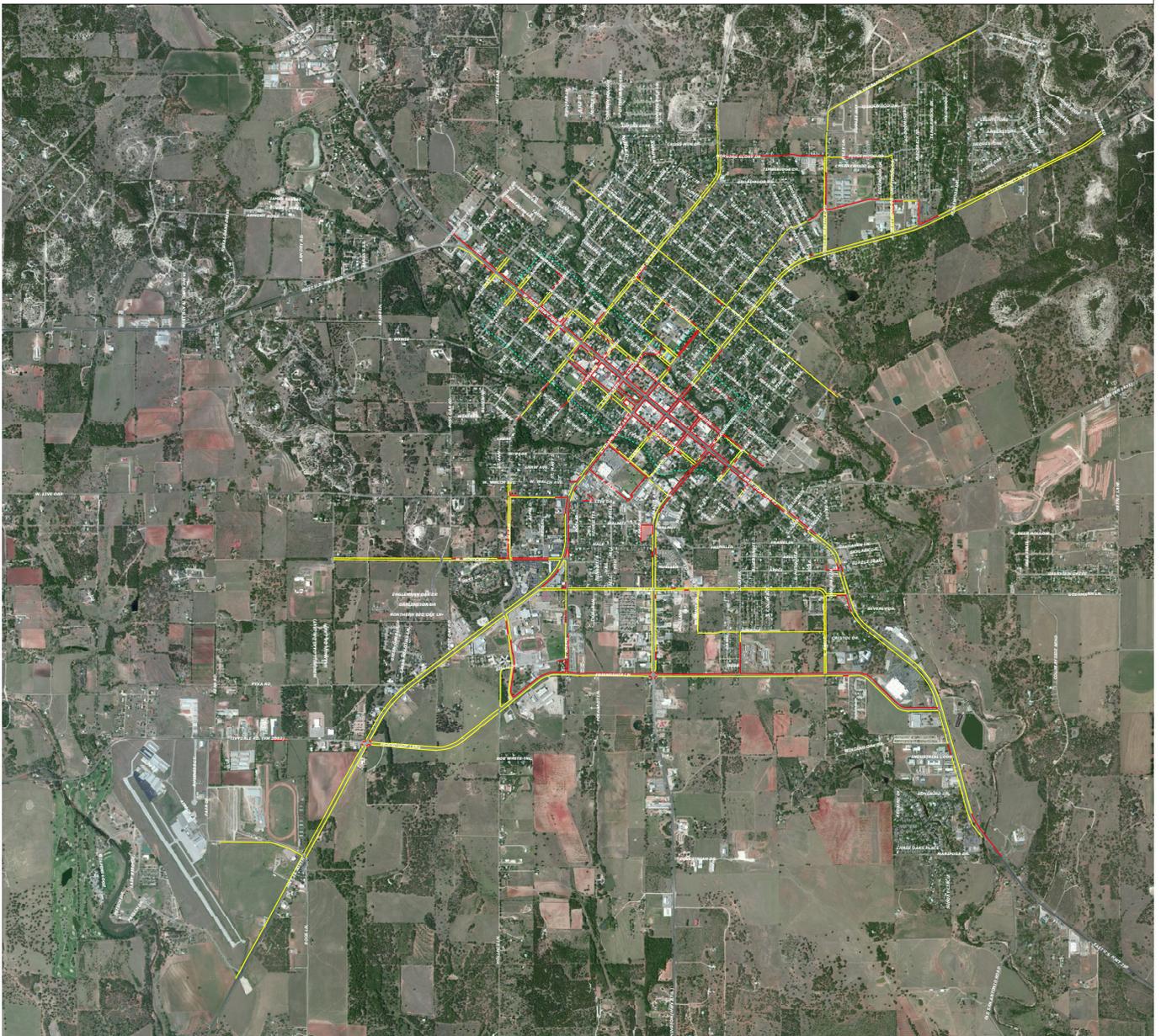


Figure 14: City of Fredericksburg Sidewalk Plan 2014

IMPLEMENTATION

The Implementation Matrix outlines the sidewalks to be prioritized into low, medium, and high priorities.

IMPLEMENTATION MATRIX			
Location	Priority	Ranking Principles	Potential Partners
Sidewalks on West Main Street within Historic District	High	<ul style="list-style-type: none"> • Connect East to West side of Main Street • Encourages economic development 	<ul style="list-style-type: none"> • TxDOT US 290 • Main Street Business Owners • Tourism/Hotel tax
Sidewalk along Adams Street from College Street to Fredericksburg Elementary School	High	<ul style="list-style-type: none"> • City support • Sidewalk connection along SH 16 would provide connectivity so this is a lower priority because it would be served by another sidewalk nearby • Connects to Elementary School 	<ul style="list-style-type: none"> • Elementary School • Future development
Sidewalks within downtown (remainder)	Medium	<ul style="list-style-type: none"> • Connects destinations • High feasibility 	<ul style="list-style-type: none"> • TxDOT US 290 • Main Street Business Owners • Tourism/Hotel tax
Sidewalk connecting US 290 and SH 16 along Highway Street	Low	<ul style="list-style-type: none"> • City support • Connects major destinations 	<ul style="list-style-type: none"> • Fredericksburg High School • Hill Country Memorial Hospital • Hill Country Wellness Center
Sidewalk along US 87 South	Low	<ul style="list-style-type: none"> • High feasibility • Connects to major destinations • Connects to gateway 	<ul style="list-style-type: none"> • TxDOT • Future development/redevelopment
Sidewalk along N. Llano SH 16 (northeast of town)	Low	<ul style="list-style-type: none"> • Connects to major destination (Elementary School to downtown) • Connects to gateway 	<ul style="list-style-type: none"> • TxDOT • Future development/redevelopment • Elementary School
Sidewalk along Milam Street	Low	<ul style="list-style-type: none"> • Some physical challenges as parking would need to be removed to allow for a sidewalk • Connects downtown to High School and Hospital 	<ul style="list-style-type: none"> • Future development
Sidewalk along FM 965 to downtown	Low	<ul style="list-style-type: none"> • Connects to Cross Mountain Park • Some physical challenges 	<ul style="list-style-type: none"> • Cross Mountain Park • Future development
Sidewalk on US 290 from East Main and Elk to the South Eastern ETJ boundary	Low	<ul style="list-style-type: none"> • Creates a loop with the trail • Connects to major destination • Used by pedestrians currently • Connects to a gateway 	<ul style="list-style-type: none"> • TxDOT US 290 • Walmart and other businesses along US 290 south of Fredericksburg
Sidewalks along SH 16 to downtown	Low	<ul style="list-style-type: none"> • Connects to major destinations • Community support • Some physical challenges 	<ul style="list-style-type: none"> • TxDOT • Fredericksburg High School • HEB • Hill Country Wellness Center
Sidewalk connecting/completing Friendship Lane from US 290 to SH 16 S	Low	<ul style="list-style-type: none"> • City support • Connects to major destinations (High School) • Community support 	<ul style="list-style-type: none"> • Future development





GATEWAYS

OVERVIEW

EXISTING CONDITIONS ANALYSIS

RECOMMENDATIONS

IMPLEMENTATION



Hill Country
University Center



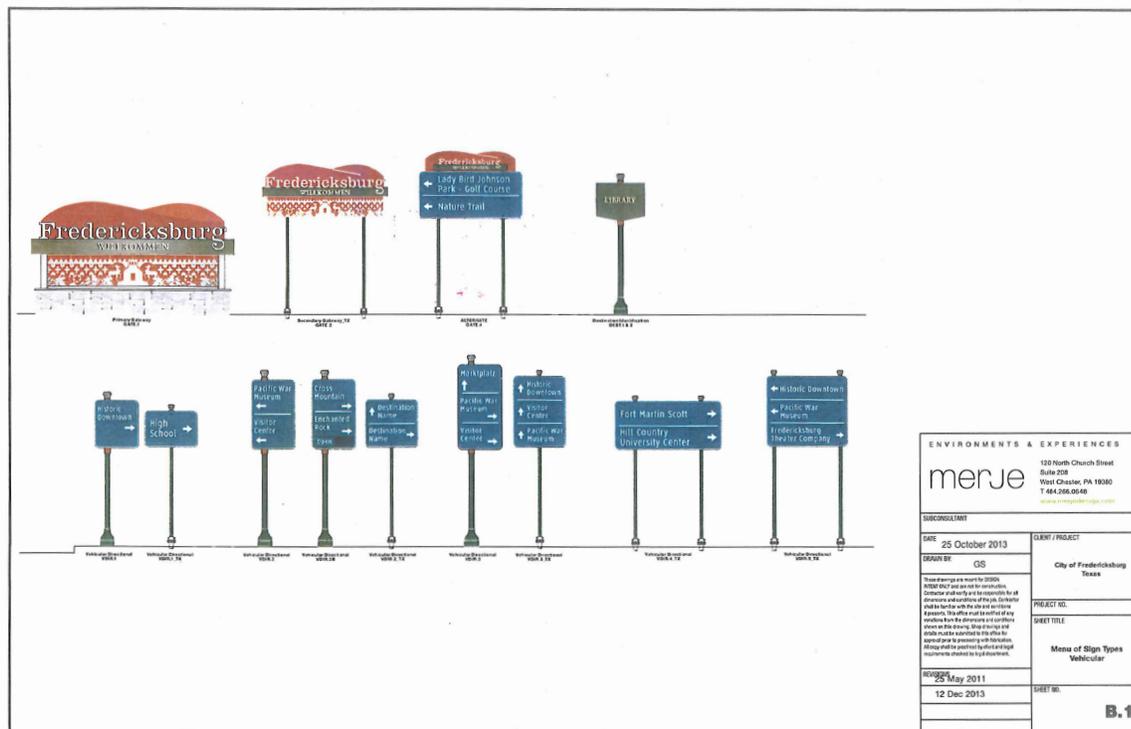
OVERVIEW

RELATED PLANS

Wayfinding and Signage Plan

The City has begun implementing a Wayfinding and Signage Plan to improve the visitor experience in Fredericksburg by providing clear directions and information for pedestrians and drivers. The signage design complements the existing character and appearance of Fredericksburg, and supports the community image. The City is currently installing informational signage in the Historic District and welcome signs along major gateways. Future work will include signage throughout the community and along secondary gateways. As the gateways continue to develop and new sidewalks are built, signage and wayfinding will most likely need to be installed at intersections created by future sidewalks.

City Wayfinding and Signage Plan



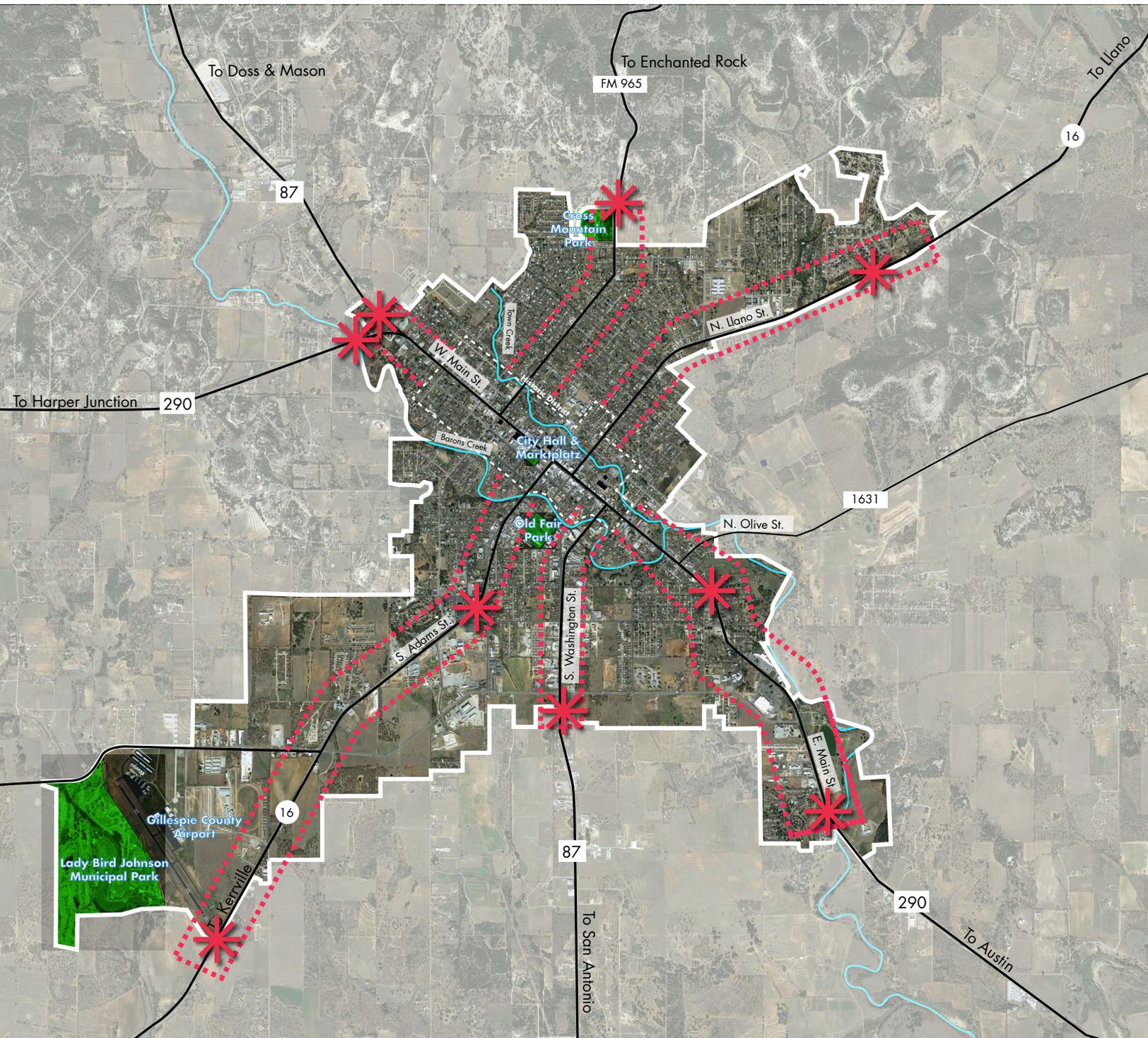


Figure 19: Gateway Locations

EXISTING CONDITIONS ANALYSIS

Gateways can be considered a community's first impression, so it is important that they develop in a way that creates a positive image. The character of the gateway will define how a visitor views the community and how they will remember it when they leave. Gateways that are poorly planned will foster a negative image that can be difficult to overcome. It is not necessary, nor appropriate, to have excessive design standards for gateways, rather, standards should complement the character of the community and foster development that supports that character.

Gateways also play a role in defining the edge of the community and communicating to visitors that they are entering a town. This can impact safety and traffic because drivers will automatically respond to the changed environment and slow down as they enter the developed area. This also allows for signage and wayfinding to begin directing visitors to destinations, parking or through routes. Gateways are the entry point to a community and attention should be paid to how they develop and the image they create.

US 290 SE Entrance

This area serves as the primary gateway into Fredericksburg, which brings in traffic from Austin. During the Vision Workshop, this gateway was voted the highest priority for improvements given limited funding availability. It is anchored on the east by the Hill Country University Center, Ft Martin Scott Historical Park, and major retail centers, including Wal Mart, Sutherlands, and a large strip center. The Walmart and Sutherlands are set back from the highway and buffered by landscaped berms in front. There is a potential threat that the landscaped areas could be subdivided and developed into pad sites in the future, potentially creating more typical strip development fronting US 290.

Once past this development, the area becomes more varied, with a mix of different retail businesses, including hotels, gas stations and a number of drive-through restaurants. Many of the buildings in this area have stone facades and match the character of the downtown area of Fredericksburg. Others do not, and are typical strip centers and gas stations in appearance. Challenges in this area include limited redevelopment opportunities, no sidewalk connectivity and many curb cuts and intersections. Opportunities include the future Texas Rangers Heritage Center, Fort Martin Scott, and the University Center, which are key destinations. There is an entrance sign in this corridor and new wayfinding signs installed to direct traffic to the downtown bypass, parking and other destinations.



EXISTING CONDITIONS ANALYSIS

US 87 S Entrance

The US 87 S gateway was voted the second highest priority during the Vision Workshop. This thoroughfare represents the agricultural heritage of Fredericksburg, with a mix of businesses catering to that industry. There are also local service businesses, such as a movie theater that provide a destination for residents. There is no significant architectural character or design in this gateway; most buildings are conventional commercial buildings with large setbacks and parking in the front.

US 87 S presents much more opportunity for redevelopment than other gateways into Fredericksburg. This thoroughfare has a mix of retail and commercial establishments, with a number of vacant lots as well. There is limited sidewalk connectivity; however, the right of way is very wide, which may allow for bicycle lanes or sidewalks to be added. There is limited signage and wayfinding in this gateway to direct visitors to community destinations.

US 87 S Entrance



SH 16 S Entrance

SH 16 S connects the downtown to Lady Bird Johnson Park and the airport, as well as serving as a commuter corridor to Kerrville. It rated third at the Vision Workshop. It is heavily trafficked and is the primary commercial corridor in Fredericksburg, with several large shopping centers, the hospital and high school. Buildings in this area are conventional commercial design, with large parking lots fronting the road. Closer to downtown, development transitions to smaller lots, with architecture that is more complementary to that which is found in the Historic District.

This gateway is characterized by limited sidewalks and many curb cuts and intersections, along with heavy commercial traffic serving businesses on the route. There is a welcome sign on this route, and some landscaping and mature street trees. There are also vacant lots for redevelopment and opportunities to add additional signage, landscaping, and other elements to create more of a gateway character in the area. Barons Creek access and additional sidewalk connectivity would allow for residents and visitors to access businesses without having to drive, which would help mitigate traffic in this gateway.

US 87 N/US 290 W Entrance

The US 290 and 87 intersection ranked fourth at the Vision Workshop and is the most undeveloped of all the entrances into Fredericksburg. It does have Friedholms Bavarian Inn and Restaurant, one of the more identifiable properties in town, which makes a distinct statement as one enters Fredericksburg from the west. The area directly west of Marktplatz along US 290 is beginning to see increased interest and development, encouraging more visitors in this part of Main Street. However, there is limited development west of downtown other than Friedholms and the Post Office.

While there is significant vacant land and opportunity to create a unique destination, there is limited incoming traffic from this direction. Most traffic is passing through Fredericksburg heading west to I-10. There is limited signage in this area as well. Vacant land and creek access make this an attractive location for potential redevelopment, and there are currently plans for future development. This represents an opportunity to create a unique identity for this area as new development occurs.

US 87 N/US 290 W Gateway



EXISTING CONDITIONS ANALYSIS

FM 965 Entrance

This area is primarily residential, with some small retail uses closer into town, and is primarily used for access to Cross Mountain Park and Enchanted Rock State Park. There are some opportunities for redevelopment on the few vacant lots and smaller commercial areas; however, given the fairly low traffic counts and residential uses, this may be limited. There is opportunity to provide sidewalk and bicycle lane connectivity, as well as access to Town Creek to provide alternatives for area residents to access community destinations. The area also has significant landscaping and mature street trees, creating one of the more attractive entrances to Fredericksburg.

FM 965 Entrance



SH 16 N Entrance

This was the least important of the gateways to participants of the Vision Workshop. It has the least traffic and has minimal potential for redevelopment. There is an elementary school in the area that is a destination and generates traffic during drop off and pick up times. This represents an opportunity for sidewalk connections for residents in the area to access the school and other community destinations.

SH 16 N Entrance



RECOMMENDATIONS

GATEWAYS PLAN

Gateway Elements

There are several features that contribute to the appearance and character of a gateway district. These include the streetscape design, art, and the architectural design of buildings in the area. For each of these elements, standards can be incorporated that enhance the overall appearance and contribute to the unique identity of the town. These standards should be appropriate to the existing character of the area, rather than uniform for all of the gateways.

US 290 SE Gateway Plan



RECOMMENDATIONS

**US 290 SE
Gateway Plan**



RECOMMENDATIONS

The gateways should be similar in character so as to denote the character of Fredericksburg, but each may be unique in the combination of plant species, tree species and materials, as long as they adhere to the design standards. The plan below shows a concept plan for the SH 16 S gateway near Fredericksburg High School. This was voted as one of the top two prioritized gateways by the public, most likely because of its frequented use and visibility.

The perspective to the right shows how the addition of native landscaping and trees can instantly add to the attractiveness of the gateway. Pedestrian-level lighting and the newly installed signage create a sense of place.

SH 16 S Gateway Plan



RECOMMENDATIONS

SH 16 S Gateway
Rendering



RECOMMENDATIONS

GATEWAY OPPORTUNITIES

Streetscape Design

The streetscape can be defined as those elements within the right of way that define the characteristics of the road. These can include landscaping, signage, pedestrian and bicycle facilities, lighting and more. Each of these elements contributes to the character of the roadway and affect how a driver perceives the area.

Signage

Signage is another important element in the streetscape, both for businesses and for the city. Businesses want signs that are highly visible and promote their business, and often detract from the appearance of an area. Good sign standards balance the needs of businesses to promote themselves, while protecting the overall appearance and character of an area. Signs also play a role in providing information to visitors, including parking areas, destinations, through routes, and safety information. This is known as wayfinding, and Fredericksburg has a Signage and Wayfinding Plan that defines the appearance of signs and where they should be located within the gateways and throughout the city.

Street Trees

Street trees provide valuable shade for pedestrians and signal entry and arrival to a place. It is recommended for each gateway and entry corridor to have a signature tree so that the arrival experience is marked by a beautiful allee of equally spaced trees of the same species. The trees below are selected based on their ability to thrive in central Texas, seasonal interest and cultural attraction. Street trees in the entry corridors need to be specified from the plant list found on page 94, and shall follow the landscape standards.

Recommended Signature Street Trees:

- US 290 - Live Oak, *Quercus virginiana*; and
- SH 16 - Shumard Red Oak, *Quercus shumardii*;
- US 87 - Mexican Sycamore, *Platanus occidentalis*; and
- FM 965 - Red Maple, *Acer rubrum*.

Landscaping

Landscaping can be a very effective tool for indicating a change in character of a roadway. Typically, there is limited landscaping along highways due to safety concerns. Having street trees and landscaping close to the roadway indicates that speeds should slow and drivers take more care. Landscaping also improves the appearance of an area and can buffer parking lots and service areas. It is important for landscaping and street trees to be designed with safety in mind and not block sight lines for drivers and those entering the roadway.

Lighting

Gateways serve as transitional areas, and changes in lighting intensity and design can reinforce that sense of transition. Good lighting design must provide adequate safety and security, while

GATEWAY OPPORTUNITIES MATRIX								
Gateway Element	US 290 SE Entrance at ETJ	US 290 SE Entrance at Oakhaven Lane	US 87	SH 16 S Entrance at ETJ	SH 16 S Entrance at Adams Street	US 290/ US 87 NW Entrance	FM 965 N Entrance	SH 16 N Entrance
Signage	○	○	○	○	○	○	○	○
Street Trees	○	○	○	○	○	○	○	○
Landscaping	○	○	○	○	○	○	○	○
Lighting	○	○	○	○	○	○		
Sidewalk	○	○	○	○	○	○	○	○
Art Feature	○	○			○	○		
Significant Architecture		○	○		○	○		

minimizing negative impacts on adjacent property. In Fredericksburg, consideration of ‘dark sky’ issues is also important, as residents and visitors appreciate seeing the stars in the evening.

Gateway Opportunities Matrix

Sidewalks Connectivity

Gateways should be designed to not only serve cars. In Fredericksburg, many gateways are used by bicyclists to access regional destinations, like area wineries or parks. Pedestrians also may traverse these areas to visit local businesses and other destinations. It is important for gateway areas to provide access for these users, and have appropriate facilities for them. In addition, things like bike lanes, crosswalks, and sidewalks are another indicator to drivers that they are entering a town and should drive more carefully. They reinforce speed limit signs and other tools in moderating speeds.

Art

Public art is an opportunity to create a memorable and unique impression of a community. An art installation is a visual cue for visitors that they are in a new space and can define the theme of that space. Art can be a destination in itself, such as a monument, or simply enhance the character of an area in passing. This also represents an opportunity to engage local artists in developing art pieces for gateways. These installations can promote the heritage and character of the community and support local artists. It also contributes to the memorable nature of the area and can serve visitors as a touchstone memory of their visit.

Significant Architecture

The appearance of buildings within the gateway is another potential element that defines the character of the area. Gateway development does not have to meet the same standards as development within the Historic District; however, it should still be to a high standard and contribute to overall community appearance. Each gateway defined in this plan has different characteristics and appearance for existing development.



IMPLEMENTATION

IMPLEMENTATION

As funding becomes available, it is recommended to implement gateway improvements in the order shown below. This order is based on public input and destinations along each corridor.

1. US 290 SE
2. US 87 S
3. SH 16 S
4. US 290 W
5. FM 965
6. SH 16 N

Gateway Priorities

The map illustrates the order of priority as voted on by the public.

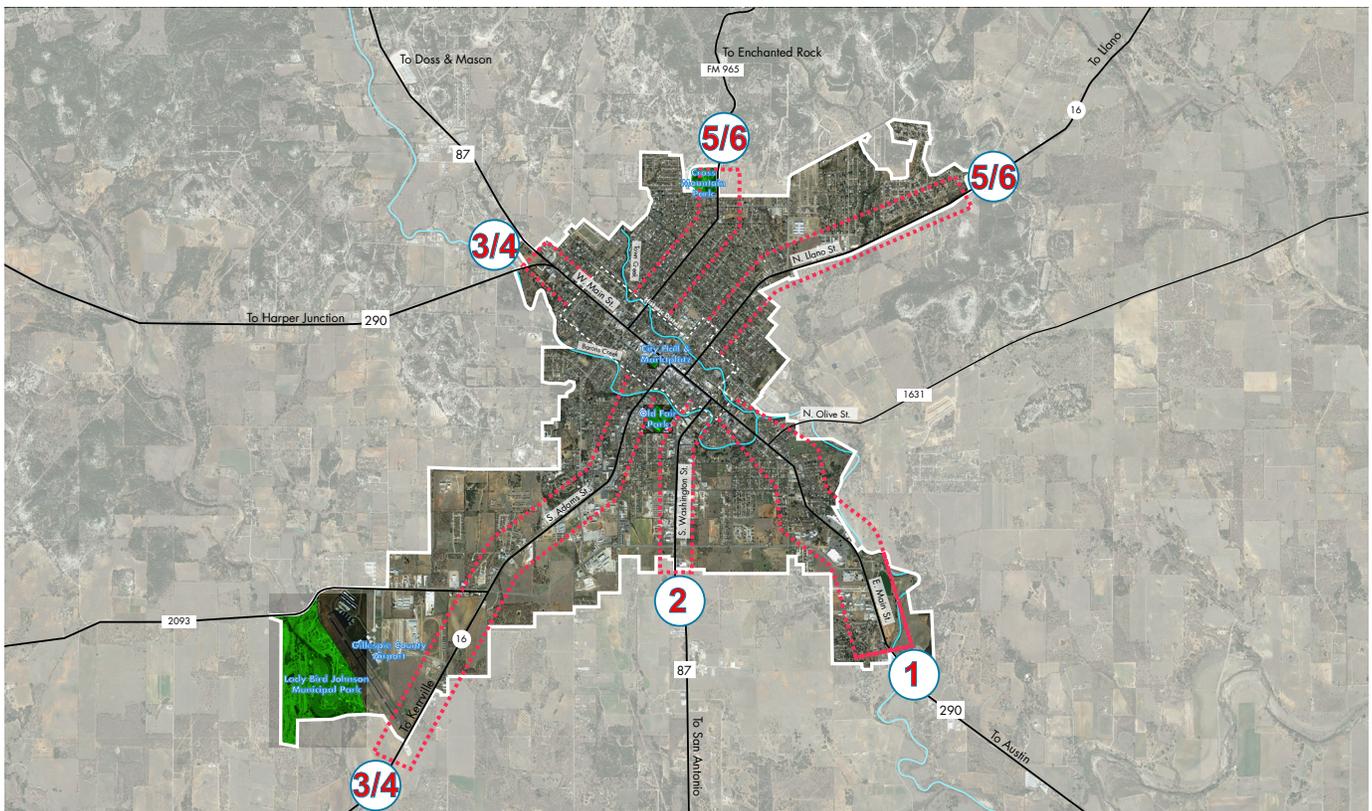


Figure 20: Gateway Priorities





ADOPT A HIGHWAY
NEXT 2 MILES
FREDERICKSBURG
HIGH SCHOOL
ATHLETICS

LADY BIRD JOHNSON
MUNICIPAL CENTER
CITY OF FREDERICKSBURG, TEXAS

DESIGN STANDARDS

OVERVIEW

EXISTING CONDITIONS ANALYSIS

DESIGN STANDARDS

IMPLEMENTATION



The purpose of this chapter is to **create a set of Design Standards for new development** in the entry corridors of Fredericksburg. These guidelines will ensure that new development in Fredericksburg protects and enhances the experience of entering the City and keeps it **consistent, attractive and responsive to the unique Hill County character.**

**Lady Bird
Johnson
Municipal Park**



OVERVIEW

Design standards are the standards to which development should be held that protect and enhance the overall appearance and 'brand' of a community. The guidelines set the expectations for developers as to how new buildings should look and interact with their surroundings. Cities adopt design guidelines for many reasons, including the protection of historic districts and to create visually appealing thoroughfares and neighborhoods. Fredericksburg has had design guidelines for many years in the Historic District. These guidelines have created a beautiful destination, protecting the existing historic buildings and ensuring new development complements the existing historic character.

The Comprehensive Plan identified the goal of expanding design guidelines outside of the Historic District to address development along the major entries into Fredericksburg. The purpose for doing this is to enhance the visual appearance of these areas, create gateway features to introduce visitors to Fredericksburg, and to support the unique identity and character of the community. Because the existing character of each of these entries is different, the recommendations for guidelines will vary accordingly.

Related Plans

Historic District Design Guidelines

Fredericksburg has a unique identity created by the collection of historic homes and businesses in its downtown core. This area developed over many years in a unique German Hill Country style based on stone building material. This unique character has been preserved through the creation of a nationally registered Historic District and design guidelines to ensure preservation of the appearance of this area.

The City adopted design guidelines in 1997 to provide direction on appropriate development standards within the Historic District. These guidelines define the expectations for what new development will look like, as well as what alterations can be made to existing buildings. The guidelines are administered by the Historic Review Board, which reviews applications for new construction and alterations to buildings within the district and grants certificates of appropriateness for projects that meet the guidelines.



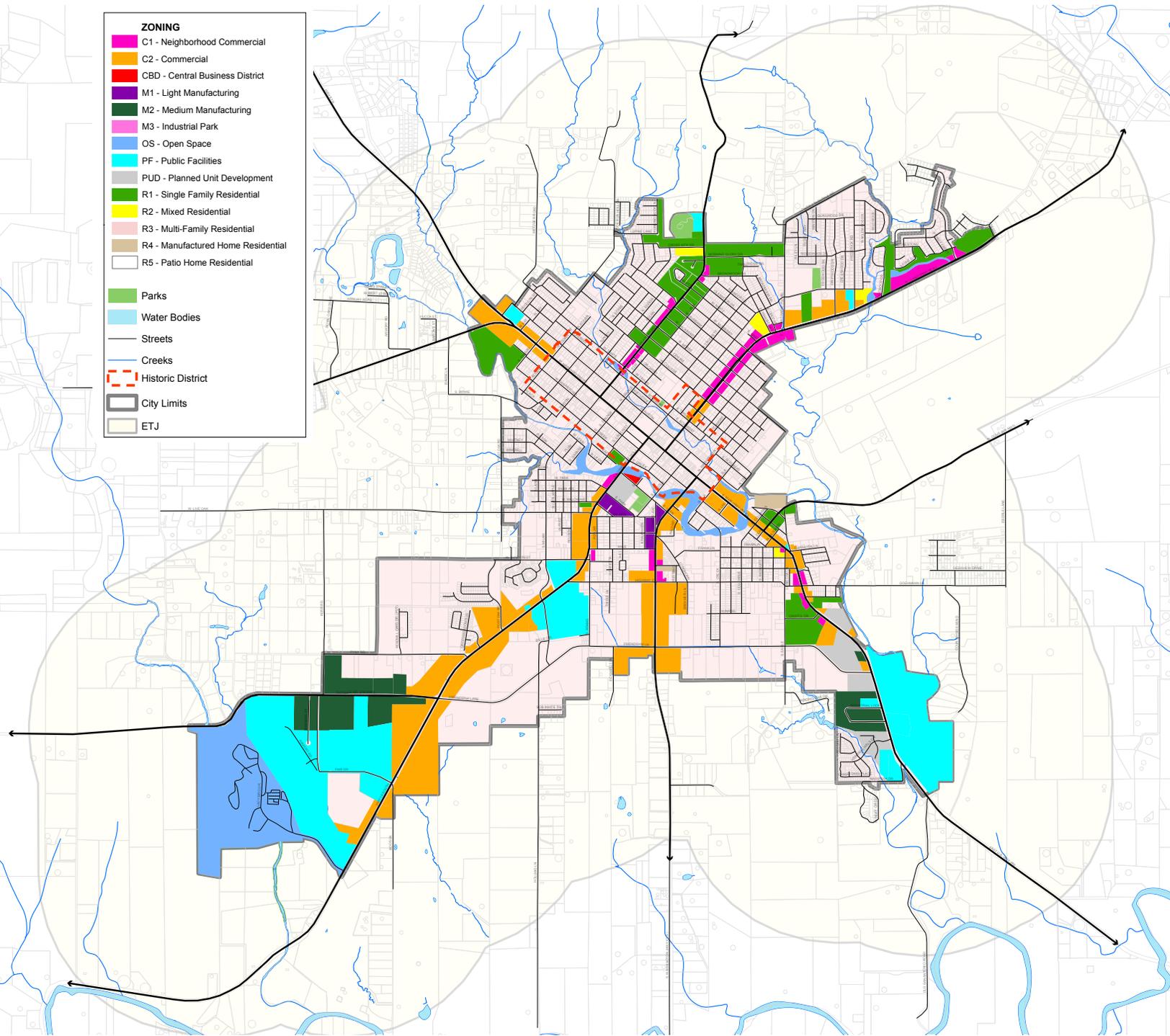


Figure 20: Entry Corridor Properties Governed by Design Standards



EXISTING CONDITIONS ANALYSIS

Design Standards

Design standards are intended to guide development to ensure it contributes to, or enhances, the existing character of an area. The areas defined in this plan currently do not have design standards, meaning there are not guidelines for the appearance of new construction or how it relates to existing development in the area. The recommendations in this plan address the concerns identified through the public engagement process and provide for design standards that reflect community goals, enhance the character of Fredericksburg, and allow for orderly development. To implement the Issues Update including the Design Standards, the City will have to adopt an Ordinance that defines the Design Standards and provides the process to apply them.

Design standards go beyond simply what is built, they also provide direction on how buildings relate to each other and other elements on or near the site. For this plan, the following will be addressed in the design guideline recommendations:

Building Design

1. Architectural Style
2. Architectural Materials
3. Architectural Color
4. Architectural Features
5. Massing & Scale
6. Signage
7. Building Height
8. Setbacks & Frontage

Site Design

9. Landscaping
10. Lighting
11. Service Areas
12. Parking & Access
13. Drainage and Stormwater
14. Streetscape

By addressing development in a comprehensive fashion, the Design Standards will serve as a tool to implement community goals, enhance the entries into Fredericksburg and provide a clear direction for builders on community expectations and standards.



EXISTING HISTORIC DISTRICT GUIDELINES

RELATED PLANS

Historic District Guidelines

Fredericksburg's identity is created by the collection of historic homes and businesses in its downtown core. This area developed over many years in a variety of styles based on the influence of immigrants and available building materials. This character has been preserved through the creation of a Nationally Registered Historic District and attending design guidelines to ensure preservation of the appearance of this area.

The City created design guidelines in 1997 to provide direction on appropriate development standards within the Historic District. These guidelines define the expectations for what new development will look like, as well as what alterations can be made to existing buildings. The guidelines are administered by the Historic Review Board, which reviews applications for new construction and alterations to buildings within the district and grants certificates of appropriateness for projects that meet the standards.

The Design Guidelines identify six distinct styles found in the Historic District. These include:

- Pioneer – split logs, rock facades, wide chinking, limestone additions, Sunday houses
- Gothic Revival – steeply pitched roofs, arches, towers
- Italianate – wide overhanging eaves, low pitched roof, grouped supports
- Folk Victorian – symmetrical façade, spindle work on supports and railings, centered bable, one story
- Bungalow – decorative beams, partial width, deep porches, exposed roof rafters, gabled roofs
- Commercial – one story, three bay façade, recessed entrance, transom windows, decorative cornice

Buildings in these styles can be found intermixed throughout the Historic District and this eclecticism contributes greatly to the attractiveness of Fredericksburg.

The Design Standards provide clear direction on planning and implementing restoration projects on existing buildings. Guidelines provide direction on proper ways to clean and repair historic structures to protect their existing materials. It also outlines options for making improvements that will complement existing materials and not cause further harm. Signage is also included to ensure signage contributes to the appearance and character of the area. Design Standards for the entry corridors will not likely need to be as exhaustive as those within the Historic District because the current character of the area and most existing construction is not historic and deserving of such consideration.

DESIGN STANDARDS RECOMMENDATIONS

Organization of Chapter

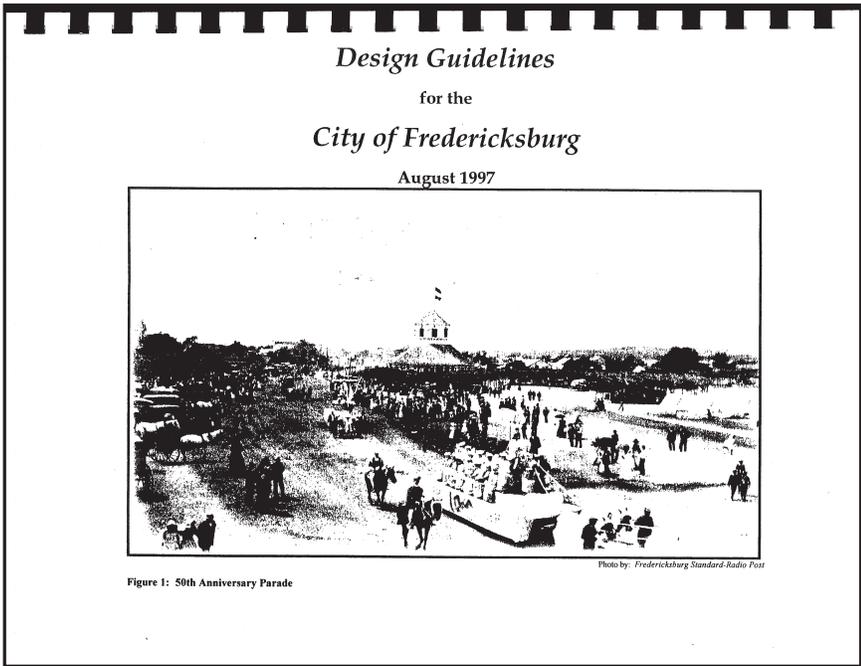
Each element of the Design Standards is organized in the same manner to provide consistency and flexibility. The following outline describes this organization and the purpose of each sub-section.

Topic- The key issue to be addressed. Examples include landscaping, materials, or signage.

Intent- This describes the primary design or functional objective for the stated Topic. Innovation and historic sensitivity is encouraged in Fredericksburg and as such carefully understanding the Intent is critical for meeting the spirit of this document while bringing forward new solutions.

Design Standards- These are requirements of the City of Fredericksburg, overseen by the Planning Commission. In order to receive approval from the Planning Commission, these standards must be met. Standards use the terms “shall” and “must” to indicate that compliance is required.

Design Guidelines- Guidelines are design strategies, features, or techniques that the Design Review Board is encouraging and that support the goals of the Comprehensive Plan. Guidelines use terms such as “may,” “encouraged,” “should,” and “to be considered.” In cases where the guidelines may be difficult to achieve, or an innovative solution may provide a better answer, the topic intent may be used to satisfy the requirements.



APPLICABILITY

WHEN DO THESE STANDARDS APPLY?

How Standards and Guidelines are Used

The Design Standards provide direction to property owners and developers when they plan improvements to properties in the entry corridors (“Figure 20: Entry Corridor Properties Governed by Design Standards” on page 68). They ensure that such alterations, repairs and new construction will help to achieve the design objectives for the area. The Design Standards also provide a basis for the City to determine the appropriateness of such improvements when they are proposed.

Use by Owners

A land owner, developer, tenant, architect or land planner should refer to these Design Standards before initiating any project.

Use by City

The City will also use the Design Standards for formal review of proposed projects. In this review, it is important to recognize that each case, a unique combination of design variable is at play and, as a result, the degree to which each relevant Design Standard is applicable may vary.

Applicability

The Design Standards shall apply to all properties directly adjacent to the entry corridors. These properties are identified on “Figure 20: Entry Corridor Properties Governed by Design Standards” on page 68. A land owner or developer must follow the Standards and Guidelines concurrent with a zone change, a use category change or issuance of one of the following permits:

1. Building Permit
2. Sign Permit
3. Street and Sidewalk Construction Permit
4. Conditional Use Permit
5. Site Plan Review
6. Platting
7. Placement in the Public R.O.W Permit
8. Temporary Use Permit

DESIGN STANDARDS

DESIGN STANDARDS AND GUIDELINES APPLICABILITY MATRIX									
Design Standard Category	Zoning/ Use Change	Building Permit	Sign Permit	Street and Sidewalk Construction Permit	Conditional Use Permit	Site Plan Review	Platting	Placement in the Public R.O.W. Permit	Temporary Use Permit
Architectural Style	X	O	O	X	O	O	X	X	O
Architectural Materials	X	O	O	X	O	O	X	O	O
Architectural Color	O	O	O	X	O	O	X	O	O
Architectural Features	X	O	O	X	O	O	X	O	O
Massing and Scale	X	O	X	X	O	O	X	X	O
Signage	X	O	O	O	O	O	X	O	O
Building Height	X	O	X	X	O	O	X	X	O
Setbacks	X	O	X	X	O	O	O	O	O
Landscaping	X	O	O	O	O	O	O	O	O
Lighting	O	O	O	O	O	O	X	O	O
Service Areas	X	O	O	O	O	O	O	O	O
Parking & Access	X	X	O	O	O	O	O	O	O
Drainage and Stormwater	X	X	X	X	O	O	O	O	O
Streetscape	X	X	X	X	O	O	O	O	O

O = Standards and Guidelines apply when relevant.*

X = Standards and Guidelines do not apply.

*The Standards and/or Guidelines shall apply to only the extent of construction or development under the purview of the permit, site plan, or zoning application.



DESIGN STANDARDS- BUILDING DESIGN

1. ARCHITECTURAL STYLE

Intent

Architectural style is the overall character or design of a building that makes it identifiable. The style is typically determined by the period when a building was built, and the culture that built it. The architecture in the Historic District can be defined as eclectic, with multiple techniques and styles throughout the area.

Historically, the settlers to the hills of central Texas brought their carpentry and stone mason skills to their buildings. The locally available white limestone and later brown sandstone were used with the local cedar to construct the well-crafted buildings throughout the region. The more rustic simple nature of Texas Hill Country style is also due to the lean times when the area was being settled, resulting in a simple style. The Hill Country style has a modern elegance because of its simplicity, materials and craftsmanship in construction.

The intent of the Architectural Style Standards are to:

- Create a uniform and cohesive corridor of development;
- Preserve the City’s historic and cultural resources, so that they contribute to the special character and quality of Fredericksburg;
- Encourage adaptive reuse, rehabilitation, and retrofitting of historic buildings in which the original use is no longer feasible;
- Maintain high quality design and craftsmanship of all architecture along the entry corridor; and
- Extend the authentic character of Fredericksburg beyond the Historic District.

Applicability

1.0 – Architectural Styles Design Standards apply to all redevelopment in the entry corridors.



Standards

- 1.1 – Adhere to the Historic District Guidelines when rehabilitating designated historic landmark buildings or potential historic buildings.
- 1.2 – The architectural style of the entry corridor should be reflective of the Texas Hill Country aesthetic.

Guideline

- 1.3 – New designs should be compatible with the design traditions of the established neighborhoods and regional Texas Hill Country aesthetic. It is not the intent of these guidelines to require that new buildings copy older building styles. Therefore, use traditional building forms and broader similarities of design in order to be compatible with existing buildings in the area that reflect the traditional context.
- 1.4 – The use of standardized “corporate” architectural designs associated with chain or franchise buildings (prevalent with restaurants, service stations and retail stores) is strongly discouraged and alternative designs consistent with this design manual may be required.

DESIGN STANDARDS- BUILDING DESIGN



- **Pioneer** - Split logs, rock facades, wide chinking, limestone additions, Sunday houses



- **Gothic Revival** - Steeply pitched roofs, arches, towers



- **Texas Regional (Not in Historic Guidelines)** - sophisticated, modern, local materials, regional design techniques, metal brackets with awnings



- **Commercial** - One to three story, three bay façade, recessed entrance, transom windows, decorative cornice



- **Italianate** - wide overhanging eaves, low pitched roof, grouped supports



- **Bungalow** - decorative beams, partial width, deep porches, exposed roof rafters, gabled roofs



- **Folk Victorian** - symmetrical façade, spindle work on supports and railings, one story

DESIGN STANDARDS- BUILDING DESIGN

2. ARCHITECTURAL MATERIALS

Intent

The materials used in construction are a primary element in the appearance of the building. Much of the newer construction along the entry corridors utilizes modern materials, including metal facades, tilt wall concrete, etc. These materials allow for more efficient and cost effective construction; however, they do not contribute to the overall character and appearance. Design guidelines for materials will address this to ensure new construction utilizes appropriate materials to enhance entryway appearance.

The intent of the Architectural Materials Standards are to:

- Adhere to the Historic District Guidelines when rehabilitating historic buildings;
- Ensure materials are fitting with the Texas Hill Country style prevalent in Fredericksburg;
- Utilize materials that have minimum environmental impacts (glare, SRI, excessive heat, etc.);
- Use materials that contribute to the visual interest of the structures; and
- Use efficient and cost effective construction.

Applicability

2.0 – Architectural Materials Design Standards apply to all redevelopment in the entry corridors.



Standards

2.1 – Buildings shall employ authentic, textured materials, compatible with the traditional Hill Country aesthetic. Highly reflective materials are unacceptable, because of their tendency to create uncomfortable glare conditions,

2.2 – Abide by Historic District Guidelines for preserving historic buildings.

2.3 – Use original materials, retain and preserve significant architectural features, ensure the maintenance of the building's historical character. (per Historic Design Guidelines).

2.4 – Do not create a false sense of era or appearance with replacement of metal details or features that are not based upon any historical evidence (per Historic Design Guidelines).

Guidelines

2.5 – Select materials native to the Hill Country, such as cedar, limestone and brown sandstone.

2.6 – New developments should choose materials that offer texture and avoid monotonous faces to add visual interest and reduce its apparent scale.

DESIGN STANDARDS- BUILDING DESIGN



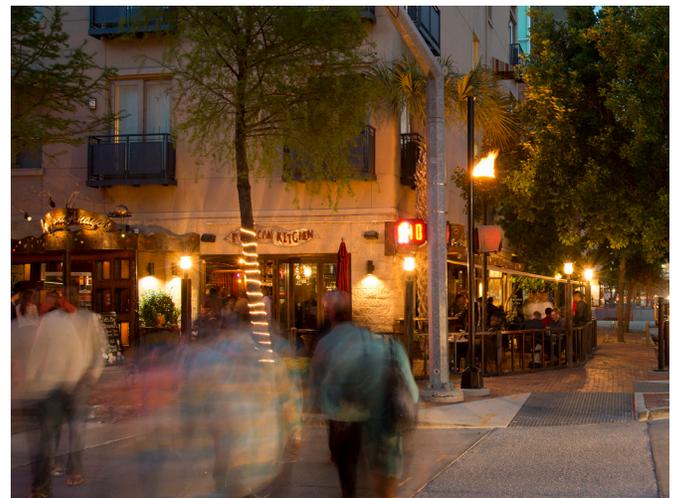
- Building materials of stone and wood are well preserved which maintain the historic character of the city.



- Common materials create the sense of a district and identity.
- Stone is a good example of material that is prevalent in Fredericksburg.



- The outdoor covered pavilion at 4.0 Cellars is made of wood and steel and balances the harmony of the architecture with the surrounding landscape.
- Modern materials such as steel creatively used with wood creates a contemporary Texas Hill County feel.



- The use of different materials on a building can break up the visual scale of the building, allowing for a more relaxed and comfortable pedestrian experience.

DESIGN STANDARDS- BUILDING DESIGN

3. ARCHITECTURAL COLOR

Intent

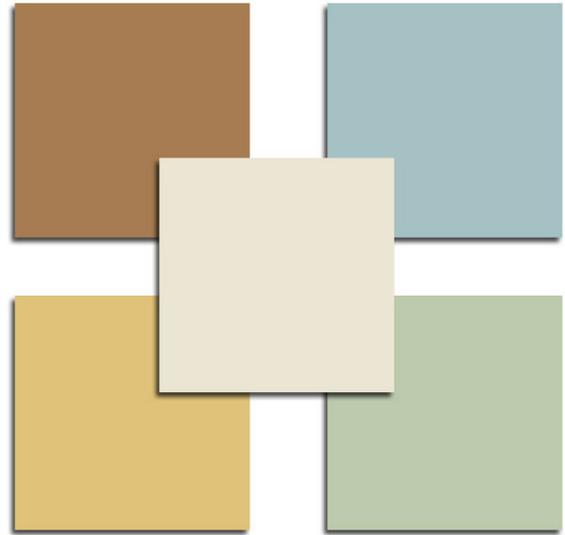
Color may seem a small element in overall community design, but it plays a significant role in appearance. Colors that would be perfectly appropriate in one community, such as the pastels found on homes and businesses in Port Aransas, would look wildly out of place in Fredericksburg. This section shouldn't limit landowners to four shades of beige; however, there should be consideration of what colors coordinate with existing development and the overall character of the community.

The intent of the Architectural Color Standards are to:

- Create a pleasing color scheme that preserves and highlights the heritage of Fredericksburg; and
- Create a robust color palette which allows enough variation to not seem repetitive, but still restrictive enough to keep outlandish color schemes from occurring.

Applicability

3.0 – Architectural Colors Design Standards apply to all redevelopment in the entry corridors.



Standards

3.1 – Choose colors used traditionally in Fredericksburg such as muted shades of greens, blues, and tans (Historic Design Guidelines).

3.2 – Use color to coordinate façade elements in an overall composition and tie all of the building elements together.

3.3 – Reserve bright colors for accents only. Limit the use of bright colors to no more than 15 percent of the overall exterior building façade.

Guidelines

3.4 – Predominate building colors should be of earth tones, but may be accented with brighter colors to provide color variation, punctuation, and eclecticism unique to Fredericksburg.

DESIGN STANDARDS- BUILDING DESIGN



- Architectural colors of light purple/gray are muted and fit nicely in the Hill Country.



- Bright, architectural colors are used with restraint and sophistication.



- The use of traditional colors against the historic limestone rock creates a visually appealing and eye-catching structure.



- The red roof is color coordinated with the signage font and provides visual interest to the building.
- Color is limited to four different colors- red, black, tan, and white, with the majority of the color coming from the natural limestone material.

DESIGN STANDARDS- BUILDING DESIGN

4. ARCHITECTURAL FEATURES

Intent

Architectural features are the specific elements that create the appearance of the building. These include the windows, canopies and awnings, roof, parapets, etc. To create a consistent look throughout an area, buildings should share common features and elements. It is not that they need to be uniform on every building, rather that there is a consistency to them.

The intent of the Architectural Features Standards are to:

- Use features on buildings to help promote not only historical aesthetic value, but also create strong social settings when applicable;
- Create retail and commercial spaces that feel open with use of large windows, and architectural features which promote a “human scale;”
- Maintain a feeling of historical character in architecture throughout the city;
- Provide detailed façade treatments on any elevation that is visible from streets/corridors or from any primary elevations of adjoining buildings; and
- Avoid use of unadorned blank walls on elevations facing entry corridors and side streets.

Applicability

4.0 – Architectural Features Design Standards apply to all redevelopment in the entry corridors.

Standards

4.1 – Blank or featureless walls will not be approved along parks, plazas, entry corridors or side streets.

4.2 – Design buildings with a “human scale” by using architectural enhancements. The building facade facing the parks, plazas, entry corridors or side streets shall have visible, clearly defined customer entrances that include at least three of the following elements: canopies or porticos, overhangs, recesses or projections, arcades, raised



cornice parapets over the entrance door, distinctive roof forms, arches, outdoor patios or plazas, display windows, or integral planters.

4.3 – Use original materials, retain and preserve significant architectural features, ensure the maintenance of the building’s historical character. (Historic Design Guidelines)

4.4 – Windows and doors shall be equally spaced and provide rhythm along the façade of the building.

4.5 – With exception of historic or potential historic landmarks, at least 40 percent of the ground floor façade facing parks, plazas, entry corridors or side streets shall be constructed of clear and non-tinted windows.

4.6 – For any multi-tenant commercial development, a covered arcade/structural canopy shall be provided along the front facade of the building. Arcades are covered walkways connected to the principal building. They should be a minimum of five feet in width and designed to provide covered areas for relief from the weather. Different arcade/structural canopy designs may be used for each individual tenant/business within a multi-tenant commercial development provided that they blend aesthetically with the front facade of the building.

Guidelines

4.7 – Choose features that fit the scale of the building and its surroundings.

4.8 – If a shed roof or flat roof design is used, add a parapet wall to screen the roof.

DESIGN STANDARDS- BUILDING DESIGN



- Window awnings and roof overhangs are not only visually appealing but also provide cover from the weather and give spaces definition and character.



- The covered arcade is provided along the front facade of the building and provides a comfortable space for relaxation.

DESIGN STANDARDS- BUILDING DESIGN

5. MASSING AND SCALE

Intent

The massing and scale of buildings helps preserve the historic and “small town” feel of the region. Residents and property owners identify with this character and would like to see it maintained, thus it is important for new development to be consistent.

The mass and scale of a development relates to the mass of the building and its scale of architectural features related to the structures size. If the mass of the building is too large, it will not properly integrate within the surrounding environment. If the scale is too large, the building will look disproportional and out of touch with standards in place within the community. Therefore the mass and scale of buildings built within the Historic District and entry corridors should encompass the ideas of size and location on lots relating to the architectural style already in place within the built environment.

The intent of the Massing and Scale Standards are to:

- Fit the mass and scale of the broader context of the landscape and surrounding development; and
- Break up larger building mass by varied façade treatments and articulated roof treatments to keep scale accurate.

Applicability

5.0 – Massing and Scale Design Standards apply to all redevelopment in the entry corridors except for single family residential.



Standards

- 5.1 – Break up the front of large retail buildings by dividing it into individual bays 25 to 40 feet wide.
- 5.2 – Use variation in materials, textures, patterns, colors, and details to break down the mass and scale of a building
- 5.3 – Building mass shall be used that is appropriate to the site. Buildings of the greatest footprint shall be located towards the center of a development where the impact on adjacent uses is the least.
- 5.4 – Each building shall have sufficient facade relief and interruption every 30 feet so as to provide visual architectural interest.

Guidelines

- 5.5 – When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings.
- 5.6 – Faux windows and similar details are not appropriate articulation.
- 5.7 – Buildings are encouraged to be contiguously arranged along the street face, and large breaks between buildings in identified development sites should be avoided.

DESIGN STANDARDS- BUILDING DESIGN



- Neighboring buildings are similar in mass and scale to maintain a visual flow along the street.
- The building scale maintains a pedestrian feel.



- By placing a setback between first and second floors, streets seem more approachable and open from the pedestrian level.



- Variation in architectural materials, textures, and patterns break down the mass and scale of the building.
- Buildings have facade relief and interruption every 30 feet to reduce monotony.



- By adding different textures and materials to different parts of the building, what is a large and expansive building to the eye looks properly sized and approachable.

DESIGN STANDARDS- BUILDING DESIGN

6. SIGNAGE

Intent

Signage is one issue that can create significant conflict between developers, business owners, and the City. This is because owners want to maximize their visibility to passersby, while the City wants to protect overall safety and appearance and not have a profusion of signs. Appropriate sign regulations balance the concerns of business owners with the public welfare concerns. Signs are effective in garnering attention, while not detracting from overall appearance. Signs should also be scaled to their environment. Signs along a highway will be different from those in a primarily pedestrian area.

The intent of the Signage Standards are to:

- Ensure preservation of historic heritage and atmosphere; and
- Improve aesthetic appeal around signage.

Applicability

6.0 – Signage Design Standards apply to all redevelopment in the entry corridors.



Standards

6.1 – A landscaped base area shall be provided for monument or ground signs appropriate to the mass and height of the sign. All areas within 5 feet of the base of any sign shall be landscaped. The landscaped area may include trees, shrubs, flowering perennials, ornamental tall grass, fountains, water features, decorative stonework, planters, sculpture and decorative paving.

Guidelines

6.2 – A minimal number of colors should be used per sign where possible. Bright colors should be reserved for accent only.

6.3 – Integrate signs into building and site design so they do not appear as an afterthought.

6.4 – Attached signs should be located above the building entrance, storefront opening, or at other locations that are compatible with the architectural features of the building

DESIGN STANDARDS- BUILDING DESIGN



- Signage is low to the ground and made of local materials such as stone.
- Signage fits within the landscape and doesn't detract from the surrounding environment.



- Signage is incorporated into building design.
- Fonts and text styles are incorporated into the color scheme and design of the building.

DESIGN STANDARDS- BUILDING DESIGN

7. BUILDING HEIGHT

Intent

Building height is important to maintain character of a place and to improve the general quality of the building environment, pedestrian spaces and pedestrian relationships to buildings. The goal is not uniformity, rather heights should be within a range that work well together. When buildings are too tall, they can create a canyon effect, making an area feel enclosed and unpleasant. Buildings that are too short lose definition and do not contribute to the character of an area. The key is to work with the existing streetscape and define heights that are appropriate to create a welcoming environment and consistency. The image shows how different heights can work together, with two story buildings (occasionally higher buildings are present at key intersections).

The intent of the Building Height Standards are to:

- Create a unique corridor and downtown feeling with consistent building heights which correspond to the historic streetscape feeling of central Fredericksburg;
- Ensure adherence to maximum building height so that the character is not lost or damaged; and
- Step roof down towards front of building to keep streetscape from becoming overbuilt and to form pedestrian gathering places.

Applicability

7.0 – Building Height Design Standards apply to all redevelopment in the entry corridors.



Standards

7.1 – Use existing height standards from the Zoning Ordinance.

Guidelines

7.2 – Work with the existing streetscape and define heights that are appropriate to create a welcoming environment and consistency.

7.3 – Use building height to define neighborhood and district edges, and to provide a “human scale.”

7.4 – Floor to floor heights of a building can have an impact on the mass of the building. Typical ceilings in a residence are 8-9 feet. First floors of office buildings or retail shops can range from 10-15 feet. Upper floors that include residential or office are generally 8-12 feet in height. Actual or implied floor-to-floor heights above 15-20 feet on the exterior should be avoided, as a building may begin to lose its “human scale” appearance.

DESIGN STANDARDS- BUILDING DESIGN



- By using different materials and heights, large sized buildings can appear to be separate and smaller in scale.



- With proper setbacks and landscaping, buildings of different but similar height can easily blend together and create a lively and varied streetscape.



- By using different building heights, downtown areas can add character and sense of place.



- An example of how one, two and three story buildings can mesh well in areas that have proper landscaping, setbacks, and material use.

DESIGN STANDARDS- SITE DESIGN

8. SETBACKS & FRONTAGE

Intent

Setbacks define the relationship of a building to the street frontage, and how far the building is from the ROW or sidewalk. Along highways, it may be appropriate for buildings to be set farther back away from the roadway; while in pedestrian areas, it is preferable to have buildings up to the sidewalk. In conventional development, buildings are setback from the road behind parking lots. This ensures adequate parking and high visibility for the business; however, it does not contribute to the aesthetics of an area. Much of the development within the entryways to Fredericksburg follows this pattern.

The intent of the Setbacks and Frontage Standards are to:

- Preserve characteristics of Fredericksburg's small town downtown heritage through the use of building setback.

Applicability

8.0 – Setback Design Standards apply to all redevelopment in the entry corridors except for single family residential.



Standards

8.1 – Doors and entryways shall be constructed facing the entry corridor and any side streets. Secondary entrances may be constructed to allow convenient access from secondary streets, adjacent buildings, sidewalks or parking.

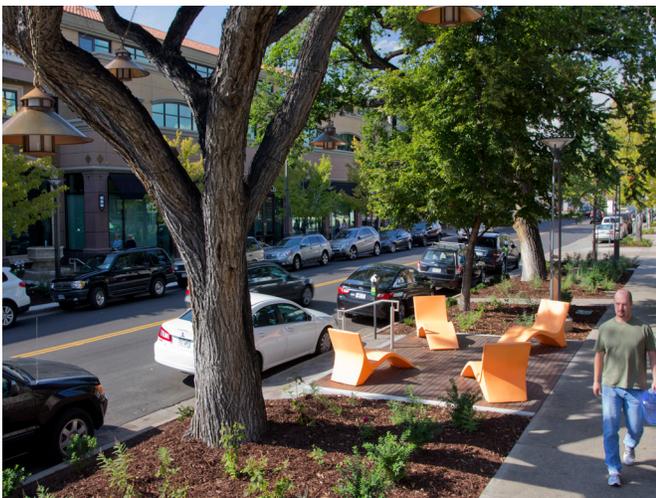
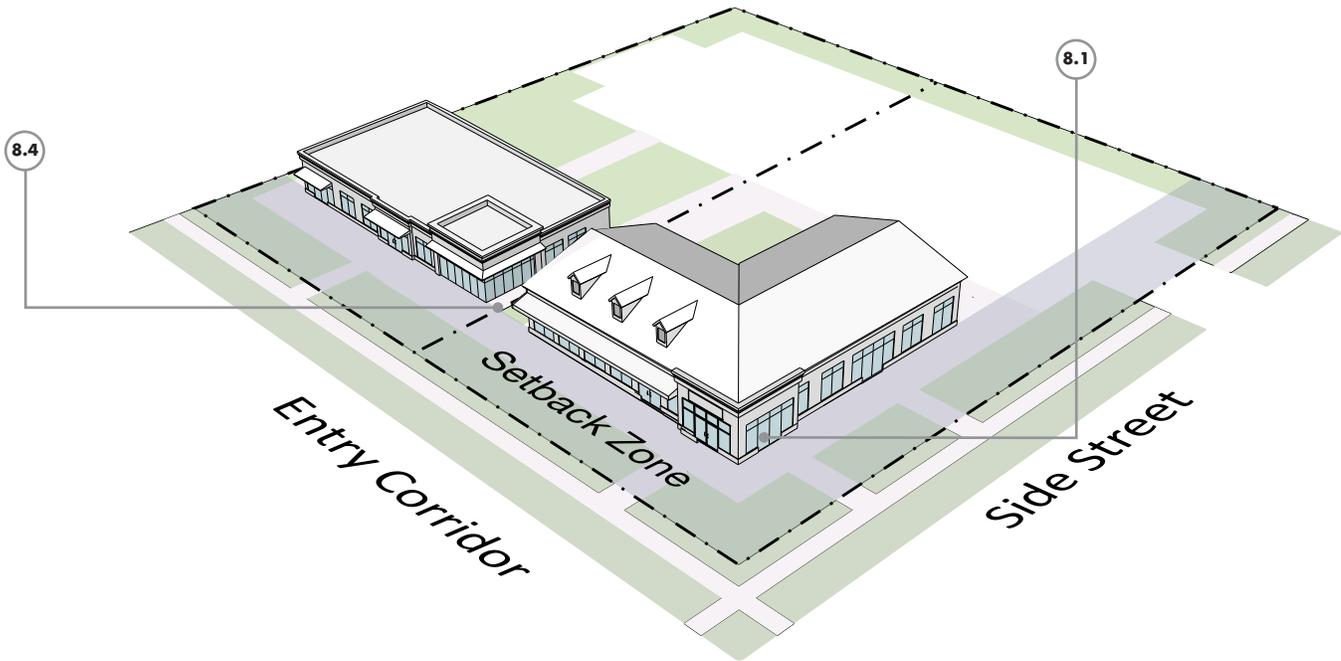
Guidelines

8.2 – The front door should connect to the sidewalk along the entry corridor.

8.3 – In areas adjacent to or near the Historic District, new buildings should match adjacent building setback in order to preserve the Historic District character and to encourage walkability.

8.4 – A contiguous building arrangement without large breaks between buildings along the street face is encouraged.

DESIGN STANDARDS- SITE DESIGN



- By encouraging building set back along entry corridors, the city will have room to provide not only landscaping but also areas of public social space along pathways and pedestrian walkways.



- Parking is not located between the building and creek
- Buildings should take advantage of adjacencies to Town Creek and Barons Creek by providing amenities between the building and the creek

DESIGN STANDARDS- SITE DESIGN

9. LANDSCAPING

Intent

Appropriate landscaping plays a significant role in the character and appearance of an area. Landscaping can be used as a buffer to disguise unappealing features, like utilities and parking. Landscaping can also enhance pedestrian areas, offering shade and a visual break from the built environment and serving as a buffer to the street. The challenge of landscaping is the on-going maintenance required to keep it attractive, as well as water usage. Low water landscaping should be utilized to ensure minimal water use and lower maintenance for landscape features. The City can work with property owners and civic organizations, such as the Garden Club, to adopt landscape features to provide on-going maintenance and care for them.

The intent of the Landscaping Standards are to:

- Create street-to-building buffering landscapes with native and drought resistant plant species for more pleasurable vehicular and pedestrian experience;
- Create a cohesive and consistent tree canopy along pedestrian pathways to create a pleasing and comfortable environment for non-vehicular traffic;
- Restore existing natural areas where possible; and
- Create public spaces and common areas that invite residents and tourists to visit with appealing and beautiful landscaping.

Applicability

9.0 – Landscaping Design Standards apply to all redevelopment in the entry corridors.

Standards

9.1 – Landscaping, including planting and trees, shall be provided as a buffer between the street and parking area.



Guidelines

9.2 – To create a cohesive tree canopy that provides for consistent shade, street trees should be planted a minimum of every 50 feet on center (centered between the curb and sidewalk). The same amount of trees may also be clustered in groups.

9.3 – Native, drought tolerant and adapted landscape species should be used to the greatest extent possible.

9.4 – A minimum of 50 percent of the plant species should be selected from the approved plant list.

9.5 – Minimize impervious coverage to reduce the need for energy and water consumption.

9.6 – Utilize parks, open spaces and natural areas as buffers between incompatible uses or as a means of maintaining natural viewsheds.

9.7 – Planting is preferable to turf within the right-of-way, including spaces between sidewalks and the street. Landscaping between the curb and sidewalk should be no taller than 24 inches tall and trees should be limbed up 7.5 feet above the sidewalk in the sight distance triangle.

9.8 – Every effort should be made to protect underground utilities such as water, sewer, phone and cable from tree or plant roots.

9.9 – Restoration of natural areas is strongly encouraged during new development and, to the extent possible, redevelopment.

9.10 – Wherever possible, parks should take advantage of existing mature vegetation by preserving it and

DESIGN STANDARDS- SITE DESIGN

incorporating it as a feature of the park to maximize use of shaded areas.

9.11 – Minimize grading and preserve existing vegetation whenever possible.

9.12 – Landscapes should be irrigated to establish planting and provide the correct water levels to support the long term growth of landscape. Irrigation systems should use efficient water methods, group planting by similar watering needs, and use moisture sensors to control the use of water.

9.13 – Root barriers should be used in planting areas between the sidewalk and street which are less than 10 feet in width.



- Native and drought tolerant plantings are encouraged.
- Planting is provided as a buffer between the sidewalk and street.



- Agaves, grasses, and cacti are appropriate plant materials that have low water requirements.



- Seasonal planting is provided between the street and the sidewalk, creating a buffer between automobile and pedestrian sidewalk, while keeping within the maximum height of 2 feet.

DESIGN STANDARDS- SITE DESIGN

Table 1: Recommended Street Trees (Planting Areas >10')

STREET TREES	
Common Name	Scientific Name
Shumard Oak	Quercus shumardii
Chinquapin Oak	Quercus muehlenbergii
Montezuma Cypress	Taxodium mucronatum
Lacey Oak	Quercus laceyi
River Birch	Betula nigra
Mexican Sycamore	Platanus mexicana

Table 2: Recommended Street Trees

SCREENING	
Common Name	Scientific Name
Red Maple	Acer rubrum
Sweetgum	Liquidambar styraciflua
Southern Magnolia	Magnolia grandiflora
American Sycamore	Platanus occidentalis
Mexican Sycamore	Platanus mexicana
Texas Red Oak	Quercus buckleyi
Shumard Oak	Quercus shumardii
Live Oak	Quercus virginiana
Bald Cypress	Taxodium Distichum

Table 3: Recommended Trees for Screening

SCREENING	
Common Name	Scientific Name
River Birch	Betula nigra
Bottlebrush	Callistemmon sp.
Texas Redbud	Cercis canadensis 'Texensis'
Possumhaw Holly	Ilex decidua
American Holly	Ilex opaca
Yaupon Holly	Ilex vomitoria
Little Gem Magnolia	Magnolia grandiflora 'Little Gem'

Table 4: Recommended Trees for General Landscaping

TREES	
Common Name	Scientific Name
Florida Maple	Acer barbatum
Red Maple	Acer rubrum
River Birch	Betula nigra
Bottlebrush	Callistemmon
Pecan	Carya illinoensis
Texas Redbud	Cercis canadensis 'Texensis'
Texas Persimmon	Diospyros texana
Possumhaw Holly	Ilex decidua
American Holly	Ilex opaca
Yaupon Holly	Ilex vomitoria
Savannah Holly	Ilex x 'Savannah'
Sweetgum	Liquidambar styraciflua
Southern Magnolia	Magnolia grandiflora
Little Gem Magnolia	Magnolia grandiflora 'Little Gem'
Sweetbay Magnolia	Magnolia virginiana
Slash Pine	Pinus elliotii
Loblolly Pine	Pinus taeda
Texas Pistache	Pistacia texensis
American Sycamore	Platanus occidentalis
Mexican Sycamore	Platanus mexicana
Mexican Plum	Prunus Mexicana
Sawtooth Oak	Quercus acutissima
Bur Oak	Quercus macrocarpa
Cow Oak	Quercus michauxii
Nuttall Oak	Quercus nuttallii
Live Oak	Quercus virginiana
Eve's Necklace	Sophora affinis
Bald Cypress	Taxodium Distichum
American Elm	Ulmus Americana

Table 5: Recommended Plants for General Landscaping

GROUND COVERS	
Common Name	Scientific Name
Ajuga	Ajuga sp.
Centipedegrass	Eremochloa ophiuriodes
Homestead Verbena	Glandularia canadensis
Daylily	Hemerocallis sp.
Red Yucca	Hesperaloe parvifolia
Trailing Juniper	Juniperus sp.
Trailing Lantana	Lantana sp.
Liriope	Liriope sp.
Dwarf Nandina	Nandina sp.
Katie Ruellia	Ruellia elegans
Yucca	Yucca sp.
Rain Lily	Zephyranthes sp.
ORNAMENTAL GRASSES	
Common Name	Scientific Name
Bluestem	Andropogon sp.
Sideoats Gamma	Bouteloua curtipendula
Weeping Lovegrass	Eragrostis curvala
Purple Lovegrass	Eragrostis spectabilis
Sand Lovegrass	Eragrostis trichocolea
Fiber Optic Grass	Isolepis cernua
Purple Autumn	Miscanthus sinensis
Zebra	Miscanthus sinensis 'Zebri'
Muhly	Muehlenbergia sp.
Little Bunny Fountain	Pennisetum alopecuriodes
Fountain	Pennisetum ruppellii
Mexican Feather	Stipa tenuissima
VINES	
Common Name	Scientific Name
Crossvine	Bignonia capriolata
Trumpet Creeper	Camsis radicans
Coral Honeysuckle	Lonicera sempervirens
Evergreen Wisteria	Melletia reticulata
Virginia Creeper	Parthenocissus quinquefolia
Lady Banks Rose	Rosa banksia
PLANTING BEDS	
Common Name	Scientific Name
Abelia	Abelia sp.
Agave	Agave sp.
Yarrow	Achillea sp.
Butterfly Bush	Buddleia davidii
Beautyberry	Callicarpa americana
Coreopsis	Coreopsis sp.
Coneflower	Echinacea sp.
Indian Blanket	Gaillardia sp.
Hummingbird Bush	Hamelia patens
Burford Holly	Ilex cornuta
Yaupon Holly	Ilex vomitoria
Dwarf Yaupon Holly	Ilex vomitoria 'nana'
Juniper	Juniperus sp.
Lantana	Lantana sp.
Texas Sage	Leucophyllum sp.
Gayfeather	Liatrus sp.
Turk's Cap	Malvaviscus arboreus
Blackfoot Daisy	Melampodium leucanthum
Wax Myrtle	Myrica cerifera
Blue Plumbago	Plumbago auriculata
Pomegranate	Punica granatum
Rosemary	Rosmarinus officianalis
Black-eyed Susan	Rudbeckia sp.
Dwarf Palmetto	Sabal minor
Mealy Blue Sage	Salvia farinacea
Autumn Sage	Salvia greggii
Mexican Sage	Salvia leucantha
TX Mountain Laurel	Sophora secundiflora
Bridal Wreath Spirea	Spirea cantoniensis
Yellow Bells	Tecoma stans
Viburnum	Viburnum sp.

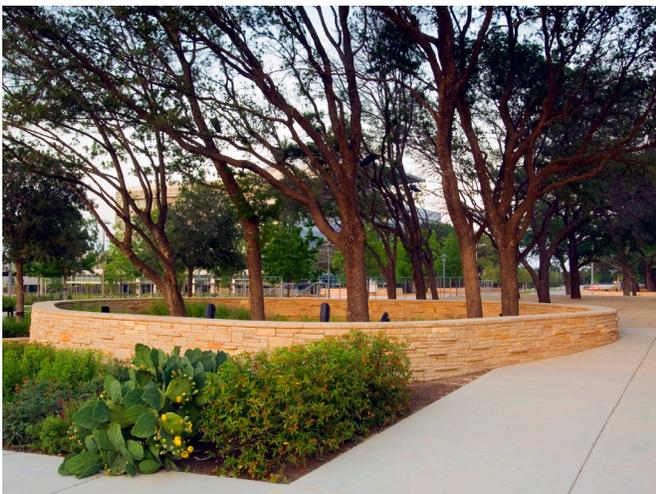
DESIGN STANDARDS- SITE DESIGN



- Seasonal color is thoughtfully incorporated into planting design.



- The park takes advantage of maintaining existing trees on site.
- The park maximizes the use of shaded areas by aligning paths underneath dense tree canopy.



- The use of a low stone seat wall is creatively incorporated into the landscape to preserve an existing stand of oak trees.
- Cactus and native plants fit the planting scheme of the larger context of central Texas.



- An allee of street trees planted 50 feet on center frames the sidewalk and provides comfort to pedestrians.
- A mix of tree species offers seasonal interest along the street.

DESIGN STANDARDS- SITE DESIGN

10. LIGHTING

Intent

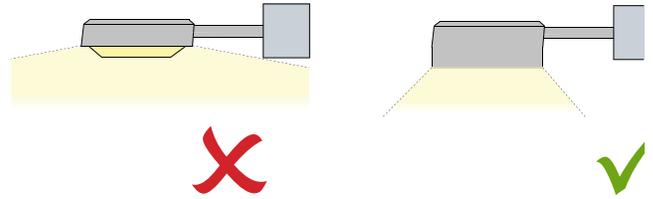
Lighting is necessary to make a building visible to passersby and for safety and security on site. However, lighting can also become a nuisance, as light spills onto adjacent property, distracts drivers and detracts from community appearance. Well-designed lighting focuses light where it is needed, with minimal glare and excess. Shielding and proper aiming can provide appropriate safety and security while having minimal impact on adjacent properties. Pole location, height, and design all affect how lighting will be seen, so thought should be given to all of these variables when designing a lighting system for a property.

The intent of the Lighting Standards are to:

- Provide continuity and high aesthetic value through the creation of a cohesive lighting strategy; and
- Create, safe, secure places with lighting strategies while protecting the night sky and nearby residential properties.

Applicability

10.0 – Architectural Lighting Design Standards apply to all redevelopment in the entry corridors. Please also refer to ordinance 24-014.



Standards

10.1 – Lighting fixtures should be selected from the International Dark-Sky Association Approved Fixtures.

Guidelines

10.2 – Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading/unloading, pedestrian pathways and working areas. Excessive use of lighting fixtures is prohibited.

10.3 – Fixture style and location should be compatible with the building’s architecture, site design and landscape design. Decorative fixtures are highly recommended and where warranted, may be required. Light fixture style should be consistent throughout the project.

10.4 – Light fixtures should be located facing away from adjacent sites (particularly residential parcels) so that the light does not spill-over onto abutting properties. Parking and building light fixtures should be cut-off luminaries that have less than 90 degree cut-off so that the light is not emitted horizontally or upward.

10.5 – Projects located near residential or open space areas should use low intensity/wattage lights and all lighting is to be extinguished or reduced in intensity 30 minutes after the close of business.

10.6 – Off-site street lighting may be required over driveways to provide safe entrances and exits.

10.7 – Decorative seasonal lighting encouraged.

LIGHTING SELECTION MATRIX	
Location	Fixture
Streetscape Pedestrian Lighting	Sternberg Lighting Omega Series or Approved Equal
Site Lighting	Strenberg Lighting Medterra BB or Approved Equal
Public Space Lighting	Strenberg Lighting Medterra BB or Approved Equal

DESIGN STANDARDS- SITE DESIGN



- The Sternberg Lighting Omega Series, Dark Sky light fixture is an example of an approved light fixture for Fredericksburg.



- Lighting can include planters and decorative features to fit within the context of Fredericksburg



- The Selux Beta Lantern, Dark Sky light fixture is an example of an approved light fixture for Fredericksburg.



- Lighting can be erected within the entry corridors and along paths and sidewalks.

DESIGN STANDARDS- SITE DESIGN

11. SERVICE AREAS

Intent

Every site plan needs to account for building facilities like HVAC systems, dumpsters, drainage, etc. These are necessary features that have to be located; however, they can present a challenge to balance needed access with aesthetics. It is appropriate to place these facilities in the back of the property, shielded by the building if possible. If that is not available, due to access issues, service areas should be shielded with fencing and landscaping to maintain the overall site appearance. Good site planning will ensure that needed facilities are incorporated on site, with minimal visibility from roadways and adjacent properties.

The intent of the Service Areas Standards are to:

- Use visually screened service areas to hide unsightly private space areas; and
- Use appropriate landscaping, fencing, and/or green screens around service areas for buffering.

Applicability

11.0 – Service Areas Design Standards apply to all redevelopment in the entry corridors.



Standards

11.1 – Loading/unloading areas shall be clearly identified by installing no parking signs and/ or striping of the space. The areas must be located in the rear or the sides of the building and shielded so that they are not visible from the street. The size and number of the loading/ unloading areas must be consistent with the requirements of the Zoning Ordinance.

Guidelines

11.2 – All trash, recycling and utilities facilities should be visually and acoustically screened from pedestrian rights of way.

11.3 – Screening should be achieved through the installation of a wall or fence six foot in height or a height sufficient to obscure the area or equipment, whichever is less.

11.4 – Screening may be provided by using a semi-opaque fence, solid vegetative surface or combination of both.

11.5 – The height of screening plants should be based on typical plant size within five growing seasons.

11.6 – All roof-top equipment should be screened from entry corridors, side streets, plazas and parks.

11.7 – It is encouraged to provide a separate waste and recycling unit to encourage environmental sustainability and support efforts to reduce, reuse, and recycle in Fredericksburg. The City of Fredericksburg Recycling Center provides recycling and safe disposal options. Fredericksburg Shines has compiled a list of items that can be recycled along with the location where that recycling occurs.

DESIGN STANDARDS- SITE DESIGN



- The use of wood softens the visual effect of the waste receptacle.
- The waste receptacle visually blends into the surrounding public space, and the wood material matches the adjacent bench.



- Waste receptacles are screened with vegetation.
- Waste is separated into trash and recycling units.



- Service areas are located to the rear of the site.
- Trees and landscaping screen views to dumpsters and service areas.



- Compost areas are hidden from view and designed in an esthetically pleasing manner.

DESIGN STANDARDS- SITE DESIGN

12. PARKING & ACCESS

Intent

Parking uses a significant portion of most conventional development. Developers typically have to provide sufficient parking for infrequent, high volume days like the day after Thanksgiving. This, combined with a desire for visibility and access, means most parking lots are put in front of the building. Adequate landscaping and buffering can improve the appearance of parking lots; however, having parking to the front detracts from pedestrian connectivity and appeal. Having parking to the rear of the property would allow the building to front onto the roadway. It would also allow for consolidation of driveways and access points. This can be a tremendous benefit for traffic flow, to reduce curb cuts and points of conflict along roadways.

The intent of the Parking and Access Standards are to:

- Conceal and beautify parking areas, such as parking located in the rear or side of buildings;
- Create parking spaces that flow smoothly and create logical connections between parking spot and destination; and
- Use landscaping to buffer parking lots from adjacent uses.

Applicability

12.0 – Parking Design Standards apply to all new development in the entry corridors.

Standards

12.1 – When a property abuts a creek, a 10 foot landscaped buffer shall be provided between the parking lot and the creek, where applicable. Utilize rain gardens and/or plant species that filter toxins between the parking lot and the creek.

12.2 – All parking shall comply with the most current American with Disabilities Act (ADA) standards and regulations.



12.3 – Whenever parking areas/drive aisles are connected to adjacent sites, the circulation must provide for similar direction of travel (both vehicular and pedestrian) and parking stalls to reduce conflict at points of connection.

12.4 – Pedestrian walkways connecting to adjacent development shall be provided.

12.5 – A minimum of a 4" diameter tree per 8 parking spaces shall be planted in planting beds located in the corners of parking lots and 'islands.'

12.6 – Continuous, 5' sidewalks must be provided along the full length of the building featuring customer entrances and along any façade facing public parking areas.

Guidelines

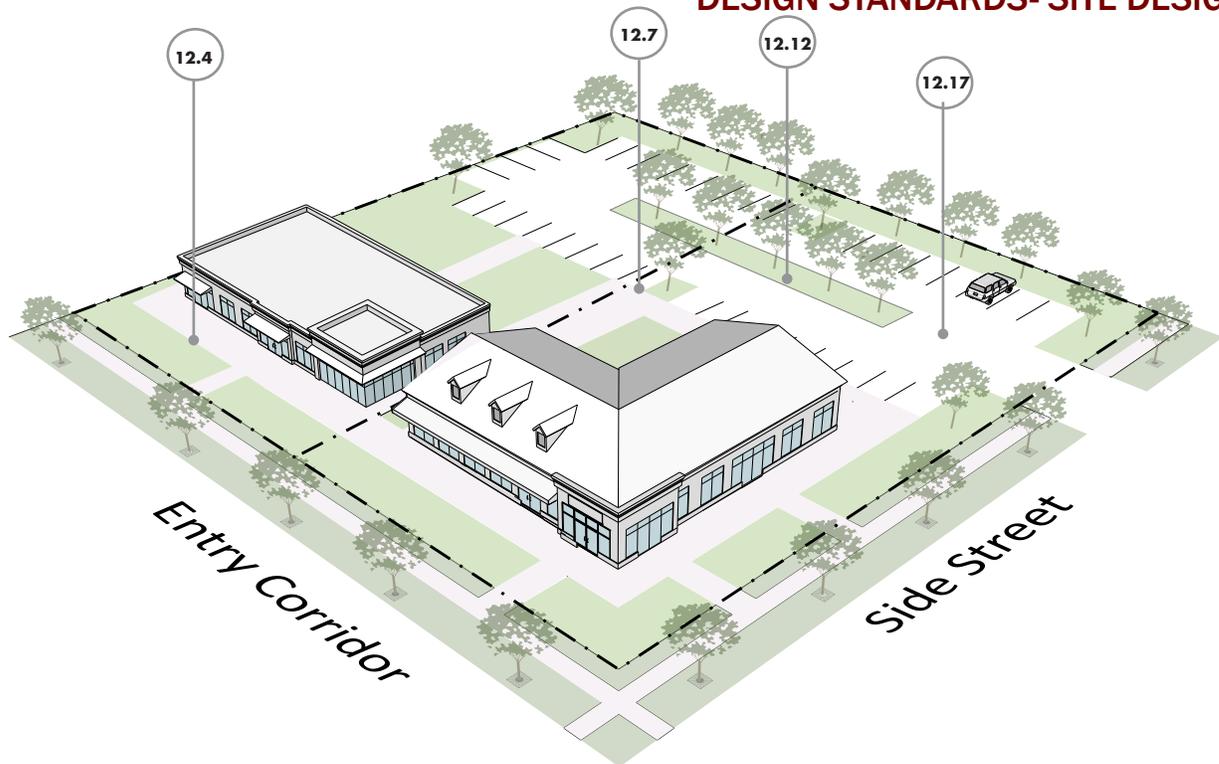
12.7 – Parking should be located behind buildings or on the side.

12.8 – Bicycle parking facilities should be provided at all new development that occurs on any street intersection. The design, color, and materials must coordinate with other site elements and must be well-lit for night time uses.

12.9 – Parking areas abutting properties residentially used or designated should be separated by a landscape buffer a minimum of 10 feet in width. In addition to landscaping, perimeter earth berms are recommended as an effective way to reduce the visual impact of surface parking lots.

12.10 – At least one drive aisle should be designed to provide sufficient emergency vehicle access and maneuverability.

DESIGN STANDARDS- SITE DESIGN



12.11 – Establishments that typically require or generate frequent passenger loading and unloading should provide specifically designated loading/unloading stopping bays. Direct ingress and egress should be provided so that vehicles are not directed into the on-site drive aisles.

12.12 – Parking lots should be located and designed with stormwater Best Management Practices to capture, treat and infiltrate storm water.

12.13 – The on-site circulation should be logical and provide convenient, safe and direct flow of pedestrians and vehicles.

12.14 – New surface parking areas are discouraged within view of US 290, US 87, SH 16, and FM 965. New parking areas should be situated behind buildings and screened from street views.

12.15 – Parking aisles should be arranged to direct pedestrians parallel to moving cars thereby minimizing the need for pedestrians to cross parking aisles and landscape areas. As an alternative, separated pedestrian walkways should be incorporated in the parking lot design.

12.16 – Detached parking structures should be architecturally compatible with their setting or be screened by other buildings or by landscaping. If a detached parking structure abuts a street or major pedestrian path, ground floor design should incorporate a façade with storefronts, display windows, bay divisions, and other pedestrian oriented features.

12.17 – Shared driveways are encouraged.



- Planting buffer is placed around parking.

DESIGN STANDARDS- SITE DESIGN

13. DRAINAGE AND STORMWATER

Intent

Development leads to increased stormwater runoff. Some communities manage drainage for larger areas, so developers put in facilities to convey water off the property to these larger drainage utilities. Other times, each property has to create on site facilities to manage stormwater. A fairly new direction in stormwater management is called low impact design. This utilizes natural features, such as rain gardens and swales, along with technology fixes like rainwater harvesting and pervious pavement, to manage stormwater. This type of development can be a lower maintenance and more aesthetic option for future development. It is important for stormwater to be managed in such a way to protect public health and safety.

The intent of the Drainage and Stormwater Standards are to:

- Create aesthetically pleasing detention and stormwater infrastructure;
- Use Best Management Practices to mitigate flooding and runoff backup;
- Capitalize upon the use of detention features to double as recreational elements where feasible;
- Use Low Impact Development (LID) techniques when possible; and
- Buffer detention ponds with native landscaping.

Applicability

13.0 – Drainage and Stormwater Design Standards apply to all redevelopment in the entry corridors. All designs should be compliant with current standards and requirements for stormwater detention, Code of Ordinances, Article XIII.



Standards

Not applicable.

Guidelines

13.1 – LID techniques such as rain barrels, cisterns, rain gardens, naturalized landscaping, porous pavement and roof gardens are encouraged.

13.2 – When possible, site stormwater management facilities in parks and open space if there is a benefit to the surrounding area and/or water quality is demonstrated.

13.3 – Existing drainage patterns and flows on site should be preserved to the greatest extent possible.

13.4 – Decorative or aesthetically pleasing stormwater mechanisms should be incorporated into stormwater designs to the greatest extent possible.

DESIGN STANDARDS- SITE DESIGN



- Bio-filtration areas slow stormwater runoff and absorb pollutants to encourage increased water quality.



- Decorative storm grates provide visual interest to otherwise unappealing design features.



- A rain water cistern captures water for re-use in the landscape.
- The materials on the rain water cistern match the architecture of the building and double as signage for the park.



- LID techniques such as rain gardens are aesthetically pleasing and contribute to an increase in water quality and reduce peak flows of stormwater runoff.
- Rain gardens are valuable Best Management Practices that mitigate flooding and stormwater runoff.

DESIGN STANDARDS- SITE DESIGN

14. STREETScape

Intent

Most of the streets being included for the entryways are state highways. This means that TxDOT has jurisdiction over the design of the streetscape and any elements to be included in them. The City has a productive relationship with TxDOT staff and can work with them to incorporate improvements to the streetscape over time as projects and upgrades are made to roads in the entryways.

The intent of the Streetscape Standards are to:

- Create a connected sidewalk system throughout the city to ensure safety and connectivity between destinations;
- Increase the mobility to persons walking throughout the city into all areas;
- Create a continuous street tree canopy and landscaping along roadways to create more visually pleasing thoroughfares and pedestrian pathways;
- Use ADA compliant ramp and pedestrian facilities throughout the network to ensure ease of movement; and
- Ensure that the ground floor creates comfort and interest for pedestrian use.

Applicability

14.0 – Streetscape Design Standards apply to all redevelopment in the entry corridors.

Standards

14.1 – Sidewalks along the street right of way must be a minimum of 5 feet wide.



Guidelines

14.2 – Sidewalks and pedestrian pathways should safely connect from the street to commercial buildings, surrounding residential areas, and parks and open spaces.

14.3 – Seating is encouraged in front of businesses, in public spaces and other instances where appropriate.

14.4 – All pedestrian areas should comply with the most current American with Disabilities Act (ADA) standards and regulations. Particular attention should be given to ramps, accessible paths of travel, level landings and handrails.

14.5 – Create a quality built environment with the inclusion of amenities such as street furnishing, plantings, art works, and water features to enhance the places that people will walk, gather, or recreate.

14.6 – Developments adjacent to multi-use trails should provide a direct connection from the trail to the development's internal pedestrian circulation system.

14.7 – Streetscape furnishing should be made of high quality materials and be coordinated with the architecture of the building.

14.8 – To create a cohesive tree canopy for consistent shade, street trees should be planted a minimum of every 50 feet on center (centered between the curb and sidewalk). The same amount of trees may also be clustered in groups.

DESIGN STANDARDS- SITE DESIGN



- A continuous canopy of street trees at 30 feet on center provides visual interest along the road.



- Benches, landscaping, street trees and seating provide a comfortable pedestrian environment.



- Street trees are provided every 30 feet on center along the street.
- Ample shade and seating are provided for a comfortable pedestrian environment.



- Streetscape furnishings are made of high quality materials and create a brand and identity.

IMPLEMENTATION

IMPLEMENTATION

Responsibility for the Design Standards will be with the Planning Commission. They will be tasked with incorporating the plan recommendations into the City's zoning ordinance. They will also serve as the design review board, once the new standards are adopted. In this role, they will be responsible for ensuring the standards are being met as new development and renovations occur in the entry corridors.

2014 Crawfish Festival, City of Fredericksburg



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The Comprehensive Plan Issues Update process is a reflection of the care and love that this community has for the City of Fredericksburg. The following individuals provided important and significant involvement in the planning process.

A. City Council

Linda Langerhans, Mayor
Jerry Luckenbach
Gary Neffendorf
Graham Pearson
Bobbie Watson
Chief of Police Steve Wetz

B. Planning and Zoning Commission

Janice Menking, Chairman
Brenda Segner, Vice-Chairman
Todd Willingham
Chris Kaiser
Charlie Kiehne
Bill Pipkin
Daryl Whitworth
Steve Thomas

C. Technical Advisory Committee

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Jimmy Alexander, Director of Parks and Recreation
Brian Jordan, Director of Development Services
Howard Lyons, TxDOT
Doyle Moellering, TxDOT
Donnie Schuch, Gillespie County Commissioner

D. Citizen Advisory Committee

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Mary Martinich, Design Workshop
Rachel Tepper, Design Workshop
Mike Piano, Design Workshop
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APPENDIX

EXISTING DESIGN STANDARDS AND GUIDELINES



**Lady Bird
Johnson
Municipal Park**

EXISTING DESIGN GUIDELINES AND STANDARDS

	1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Architectural Styles	<ol style="list-style-type: none"> 1. Architectural style in one word: Eclecticism. 2. Bring construction techniques from immigrants' homeland, adapt techniques to local climate and resources, and then add prominent decorative features. 3. Detailing styles are primarily Queen Anne, Victorian, or Classical Revival characteristics. 4. Style categories: Pioneer, Gothic Revival, Italianate, Queen Anne, Folk Victorian, Art Moderne, Bungalow, Commercial. 	Based on architectural style and other criteria, the city designates the Historic District, historic landmark and preservation priority rating. Building's general design, arrangement, texture, color, material and structure should consider conformity to the general character of the particular historic area involved.	Zoning Ordinance: N/A
Architectural Features	<ol style="list-style-type: none"> 1. Awnings. It can be operable or inoperable, should be visual attractive, fit the scale of building, use appropriate materials and color, easy to uninstall, and keep message simple. 2. Structural system and HVAC. Keep new amenities hidden, or well incorporated in the building with least alternation of the original building. 3. Doors. Retain, preserve and maintain the original door, make it unobtrusive to the visual appearance of the building, keep the historical integrity of the building. 4. Roofs. Preserve the original roof form and materials, design according to historical documentation. 5. Windows. Use same or similar materials, design and hardware to make new windows compatible with the old. 	Building's general design, arrangement, texture, color, material and structure should consider conformity to the general character of the particular historic area involved.	Zoning Ordinance: Fences: Maximum height for the front yard fence is [four feet] (4'). This includes any gates, arbors, entrances or other structures built into the fence.
Architectural Materials	<ol style="list-style-type: none"> 1. Glass. There are two forms of glass: decorative and structural, beveled glass is the most common one in Historic District. 2. Masonry. The majority of the buildings are constructed of rock walls. Essential elements: walls, brackets, door and window pediments, steps, columns, joint and brick unit size, bonding patterns, railings, cornices, coatings and colors. 4. Wood. Wood is used as structure, exterior construction, or functional or ornamental details such as doors, window jambs, molding, shutters and pediments. 5. For architectural materials, use original materials, retain and preserve significant architectural features, ensure the maintenance of the building's historical character. 	Building's general design, arrangement, texture, color, material and structure should consider conformity to the general character of the particular historic area involved.	Zoning Ordinance: N/A

EXISTING DESIGN GUIDELINES AND STANDARDS

	1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Signage	<ol style="list-style-type: none"> 1. Signage should be compatible with historical character by color, composition, lettering, materials and size. 2. Signage height is visible to pedestrians without obscuring the visibility of historical features. 3. Place signs in areas that accentuate architectural features of building without diminishing or damaging the detail of building. 4. Limit number of signs, make them durable. 	<ol style="list-style-type: none"> 1. Street signs shall be furnished and installed by the Developer for all intersections within or abutting the Subdivision. 2. Such signs shall be of a type approved by the City and include the block number. 3. Street signs shall be installed in accordance with the prescribed type currently in use by the Manual on Uniform Traffic Control Devices. 4. By districts, there are different requirement of signs, such as residential signs, wall signs, ground signs, banners, projecting signs, canopy signs, and freestanding signs. 	<p>Sec. 29-4. Permit required.</p> <p>Sec. 29-5. Signs exempted from certain regulations.</p> <p>Sec. 29-6. Prohibited signs.</p> <p>Sec. 29-7. Permanent signs permitted by district.</p>
Building height	1 or 2-story	<ol style="list-style-type: none"> 1. Building height varies from one to five stories for different zones. 2. Height limitations are established to ensure that buildings and structures shall not exceed heights generally compatible with purposes of the district and other uses therein, and shall not unnecessarily impact upon the privacy, views, or desirability of development of adjoining sites. 	Determined by Zoning Category – all districts have Maximum building height requirements.
Massing and Scale			



EXISTING DESIGN GUIDELINES AND STANDARDS

1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
<p>Setbacks</p>	<p>No requirement.</p>	<p>Approach and departure areas on both sides of a gated entrance must provide adequate setbacks and proper alignment to allow free and unimpeded passage of emergency vehicles through the entrance area.a</p> <p>Determined by Zoning Category – all districts have Minimum Setback requirements</p> <p>Front yard setback is determined by the recorded lot orientation, not by address or orientation of structure.</p> <p>Front Yard (FY) Street Side Yard (SSY) Interior Side Yard (ISY) Rear Yard (RY)</p> <p>C1: FY(25ft), SSY(25ft), ISY(5ft (10ft when adjacent to R1 or R5), RY(10ft) C2: FY(15ft), SSY(15ft), ISY(0ft* 10ft when adjacent to R1 or R5), RY(10ft) CBD: FY(0ft), SSY(0ft), ISY(0ft* 10ft when adjacent to R1 or R5), RY(0ft) M1: FY(10ft), SSY(10ft), ISY(10ft*), RY(10ft*) *25ft when adjacent to R1 or R5 M2: FY(10ft), SSY(10ft), ISY(10ft*), RY(10ft*) *25ft when adjacent to R1 or R5 M3: FY(25ft), SSY(25ft), ISY(10ft*), RY(10ft*) *25ft when adjacent to R1 or R5 PF: FY(Same as Most Restrictive Districts Adjacent to PF) SSY(Same as Most Restrictive Districts Adjacent to PF) ISY(O*) RY(O*) *5 feet when adjacent to a residential zone on side10 feet when adjacent to a residential zone on rear. R1: FY(25ft), SSY(15ft), ISY(5ft), RY(10ft) R2: FY(15ft), SSY(15ft), ISY(5ft), RY(10ft) R3: FY(25ft), SSY(15ft), ISY(5ft), RY(10ft) R3: FY(20ft), SSY(15ft), ISY(5ft), RY(10ft) R4: R3: FY(20ft), SSY(10ft), RY(10ft) R5: FY(15ft), SSY(15ft), ISY(10ft), RY(10ft)</p>

EXISTING DESIGN GUIDELINES AND STANDARDS

1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
<p>Landscaping</p>	<ol style="list-style-type: none"> 1. Use landscaping as a buffer between parking lots and streets or buildings. 2. Use landscaping in residences, highlight important features and obscure less attractive ones. 3. Use potted plants and flowers to accentuate buildings. 4. Design landscape simply; make them compatible with the character of the neighborhood. 	<ol style="list-style-type: none"> 1. All landscaping shall be installed in a good workmanship-like manner and according to accepted good planting procedures with specific quality of plant materials. 2. All elements of landscaping, except plant materials other than hedges, shall be installed so as to conform to all other applicable ordinances and city codes. 3. Landscaped areas require protection from vehicular encroachment. <p>Vegetation on or within the Right-of Way, overhanging the paved street area, shall be maintained at a vertical clearance of fourteen (14) feet.</p> <p>Trees. Trees shall be species having an average mature spread of crown of at least (15) feet and having a trunk(s) which can be maintained in a clean condition over five (5) feet of clear wood.</p> <p>Trees having an average mature spread crown less than fifteen (15) feet may be substituted by grouping the same so as to create the equivalent of a fifteen (15) foot crown spread. Tree species shall be a minimum of one and one-half (1½) inch diameter.</p> <p>Landscaping Adjacent to Public Right-of Way.</p> <ul style="list-style-type: none"> • Minimum of 5 ft. wide strip adjacent to Right-of-Way boundary with a hedge wall or other durable landscape barrier of at least 2 ft. height, plus one (1) tree per each 50 ft. of street frontage. • All other areas between Right-of-Way and off-street vehicular use area shall be grass or ground cover. <p>Perimeter Landscaping Related to Abutting Properties.</p> <ul style="list-style-type: none"> • A hedge or fence per specifications is required when abutting property is zoned for non-business use, and one (1) tree per 75 LF required. • A hedge or fence is not required when abutting property is zoned for business use, but one (1) tree per 125 LF required. <p>Parking Area Interior Landscaping.</p> <ul style="list-style-type: none"> • 10 sq. ft. per each interior parking space: 10 x 18 = 180 SF. • Other vehicular use area (20,000 total paved area) - (32 spaces x 400) = 8,000 less exclusion (5,000SF) = 3,000 SF ;div; 100 = 30 SF >> 180 SF + 30 SF = 210 SF Total. • Minimum landscaped area of 50 sq. ft. with one (1) tree. • Minimum number of trees = 1 per 100 sq. ft. of interior area (210 ;div; 100 = 2 Trees). <p>Tree Protection: No person or entity shall remove, contribute to the removal or endanger any tree having a trunk circumference of thirty inches (30") or more, measured four (4) feet above natural grade level which is situated within the boundaries of the area to which the landscape requirements apply as set out in Section 7.900 above, without a tree removal permit from the Director of Planning and Building.</p>



EXISTING DESIGN GUIDELINES AND STANDARDS

	1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Lighting	No requirement.	<ol style="list-style-type: none"> 1. Street lighting shall conform to the latest edition of the Illuminating Engineering Society Handbook. 2. Round tapered standards with bracket arms shall be used and lighting levels, as recommended, shall be provided for very light traffic in residential areas, medium traffic on Collector Streets, and heavy traffic on Arterial Streets. 3. The location of street lights shall follow the location criteria below. <ol style="list-style-type: none"> a. Street lights shall be placed at street intersections. b. Street lights shall be placed at the end of cul-de-sacs streets. c. Street lights shall be placed at bridges. d. Street lights shall be placed on street curves of 30 degrees or greater. 4. Full cut-off lights and fixtures shall be used and are subject to the approval of the Director of Public Works and Utilities. 	<p>Sec. 7.860. Design Standards.</p> <p>Lights provided to illuminate any parking facility or paved area shall, to the maximum extent feasible, be designed to reflect away from any residential use.</p>
Service areas	Locate service areas in the rear of the site.	Land must be served adequately by essential public facilities, including water facilities, wastewater facilities, roadway and pedestrian facilities, and drainage facilities.	<p>Sec. 7.860. Design Standards. Refuse Collection and Storage.</p> <p>All businesses shall provide suitable trash and refuse storage areas which are designed and constructed to prevent view from the street and to prevent refuse from being displaced about the site, into adjacent properties or public right-of-way and to permit safe, easy removal of refuse by truck or hand.</p>

EXISTING DESIGN GUIDELINES AND STANDARDS

	1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Access and Parking	<ol style="list-style-type: none"> 1. Locate off-street parking to the rear of the site. 2. Break large parking lots into smaller components to reduce the visual impact of large paved area. 3. Place new parking in areas least impact the street traffic flow. 4. Landscaping parking areas with medians or open spaces to maintain the character of the Historic District. 5. Design adequate water runoff to avoid erosion. 	<ol style="list-style-type: none"> 1. Off-street parking facilities shall be provided for any new building or enlargement of an existing building. Each standard parking space shall consist of a rectangular area not less than 8.5 wide and 18.5 feet long. Each parking space shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, and shall at all times have access to a public street or alley. 2. Driveway design has two categories. State maintained roadways should follow Texas Department of Transportation Access Management Manual. City maintained roadways should follow the Table Dimensions for Driveways along City Maintained Roadways. Driveway throat width varies from 10 to 48 feet for different street classification. 	<p>Each standard parking space shall consist of a rectangular area not less than 8.5 wide and 18.5 feet long. Each compact parking space shall consist of a rectangular area not less than 7.5 feet wide and 15.0 feet long. Each space shall have a vertical clearance of not less than 7.5 feet. Each space shall be independently accessible.</p> <p>Each parking space designated for use by the handicapped shall consist of a rectangular area not less than 12.5 feet wide and 18.5 feet long, shall have a vertical clearance not less than 7.5 feet, shall be located in an area not exceeding a two percent (2%) slope, and shall be located near and convenient to a level or ramp entrance accessible to handicapped persons. Parking spaces for the handicapped shall be signed and restricted for use by the handicapped only.</p> <p>Each parking space shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, and shall at all times have access to a public street or alley</p>



EXISTING DESIGN GUIDELINES AND STANDARDS

	1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Drainage & stormwater	No requirement.	<p>1. Drainage systems, including all conveyances, inlets, conduits, structures, basins, or outlets used to drain storm water, must be designed and constructed to promote the health, safety, and welfare of the property owner and the public.</p> <p>2. Adequate provision must be made for the acceptance, collection, conveyance, detention, and discharge of storm water runoff drainage onto, through and originating within the Subdivision.</p> <p>3. Surface runoff from residential lots shall cross no more than one additional lot before being directed toward the street or a dedicated drainage easement or public Right-of-Way.</p> <p>4. When the flow reaches the second lot, side lot swales shall be in place to direct the flows to the street or to a public Right-of-Way or dedicated drainage easement within the rear yard.</p> <p>5. Furthermore, no more than one lot may drain to a second lot before the flow is directed to the public Right-of-Way or dedicated drainage easement.</p> <p>6. Where lot to lot drainage occurs, the lot lines shall be aligned and a minimum of a 10' drainage easement shall be provided.</p>	Parking lot storm drainage shall be designed so as to direct water from paved areas to the landscaped areas to allow absorption into the permeable ground prior to discharge into the Public Street or storm drainage system. This should be accomplished in a manner not likely to result in erosion.
Streetscape	No requirement.	All dedicated streets shall conform to the Comprehensive Plan/Transportation Plan and the following Table 9: Minimum Street Design Criteria.	

EXISTING DESIGN GUIDELINES AND STANDARDS

1997 HISTORICAL DESIGN GUIDELINES	2014 SUBDIVISION ORDINANCE	CODE OF ORDINANCES
Sidewalks		<p>Sidewalk General Construction</p> <ol style="list-style-type: none"> 1. Sidewalks shall be constructed by Class "A" concrete and shall have a width of not less than five (5) feet and a minimum thickness of four (4) inches. 2. Sidewalks adjacent to screening walls shall be 5 feet in width and shall abut the wall, eliminating the landscape area found along the wall, thereby reducing maintenance. 3. Sidewalks shall be constructed one foot (1') from the property line within the street or Arterial Street Right-of-Way and shall extend along the street frontage including the side of corner lots and block ends. 4. Construction of sidewalks adjacent to curbs will be considered where driveway entrances are constructed from the rear of lots on each side of the street for the full length of the block or where Mountable Curbs are installed. In these instances, the sidewalks shall be five feet (5') wide. 5. Sidewalk construction may be delayed until development of lots, but in locations not adjacent to lots and across bridges and culverts, the sidewalk shall be constructed with the other improvements to the Subdivision.

