

3.4.1. Lot Coverage

Zoning as the Baseline for *Maximum Lot Coverage*

Fredericksburg’s zoning ordinance sets the baseline for the *maximum* allowable lot coverage. These standards require contextual assessment of lot coverage based on the surrounding historic properties. In many instances, the lot coverage permitted by these standards will be **less than the maximum permitted by the zoning ordinance**. The current zoning ordinance is available at https://library.municode.com/tx/fredericksburg/codes/code_of_ordinances?nodeId=PTIICOOR_APXBZOR.

Priority Rankings and Lot Coverage

If a property includes an existing historic building, lot coverage standards are affected by the property’s priority ranking. For the purposes of lot coverage standards, **previously empty lots are treated as Low Priority properties**.

Preservation

- (a) Avoid removing historic resources or landscape features in order to construct a parking area, new accessory building, or new landscape feature (SOI Standard 2).

High Priority	Medium Priority	Low Priority
Required	Required	Required

Site Layout

- (b) Consider the complex types prevalent among contributing properties on the block based on *Section 2.3*. Design the new site plan so that it generally reflects the character-defining features of the prevalent neighboring complex type(s).

High Priority	Medium Priority	Low Priority
Required	Required	Recommended

- (c) Consider maintaining historic-site development patterns for the relevant complex type discussed in *Section 2.3*; for example, residential rear yards should maintain a central open core for domestic and recreational use, and industrial complexes should maintain wide circulation paths historically needed for machinery.

High Priority	Medium Priority	Low Priority
Recommended	Recommended	Recommended

- (d) Appropriate setbacks from the property lines must be consistent with the surrounding context: for new residential construction, as well as commercial construction on Main Street west of Milam Street, front and side yard setbacks must be within 5 feet of the average setbacks of contributing buildings on the same block; on Main Street east of Milam Street, the front wall must be set flush with the property line. This may allow setbacks that are deeper or shallower than the base zoning. (Refer to the map in *Appendix C*.)

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (e) Maintain appropriate setbacks between new accessory buildings and historic primary buildings on the property, reflecting historic patterns within the district, unless granted an exception due to small lot size. (See fig. 3-58.)

High Priority	Medium Priority	Low Priority
Maintain at least a 15-foot setback	Maintain at least a 10-foot setback	Required if visible from the public ROW; maintain at least a 10-foot setback

- (f) The maximum lot coverage allowable will not exceed the base zoning. Maximum allowable lot coverage may be less than the base zoning after deducting the required setbacks from the property lines [standard 3.4.1(d)] and setbacks from historic primary buildings on the property [standard 3.4.1(e)].

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (g) In areas zoned R1 and R2, the footprint of any single accessory dwelling building (commonly referred to as “Accessory Dwelling Unit” or “ADU”) shall not cover a larger footprint of the lot than the primary building. (See zoning map in *Appendix C*.)

High Priority	Medium Priority	Low Priority
Required	Required	Recommended

- (h) All accessory buildings, except any accessory dwelling building subject to Section 3.4.1(g) above, shall not exceed 800 sf or 50% of the primary building square footage, whichever is greater.

High Priority	Medium Priority	Low Priority
Required	Required	Recommended

Service Areas and Parking

- (i) Locate service areas at the rear of the site, unless it will entail impacting a historic resource or landscape feature; the side of the property may be permitted in some instances.

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (j) Locate off-street parking to the rear of the site, unless it will entail impacting a historic resource or landscape feature; the side of the property may be permitted in some instances.

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (k) Always use landscaping as a buffer between service areas/parking lots and streets or buildings, as well as to break up the visual effect of a parking lot – regardless of the location of the service area or parking lot.

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (l) Design large parking lots to be broken into smaller components to reduce the visual impact of large, paved areas.

High Priority	Medium Priority	Low Priority
Required	Required	Required

- (m) Construct parking areas in accordance with City standards (*Appendix D*).

High Priority	Medium Priority	Low Priority
Required	Required	Required

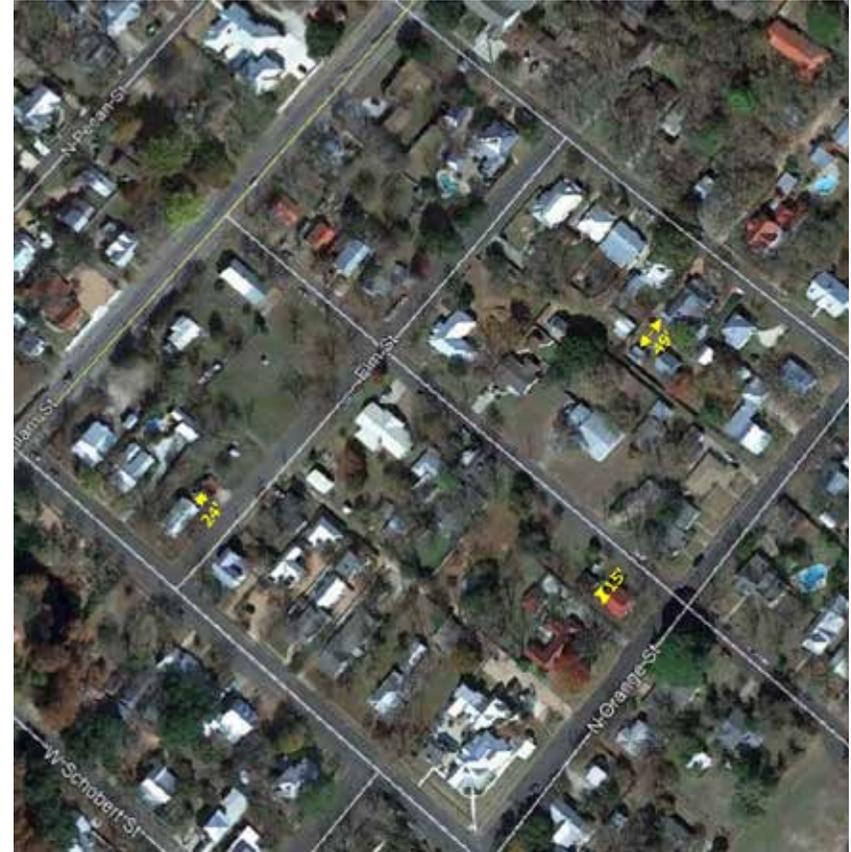


Figure 3-57. Aerial photograph showing a sampling of setback measurements between historic main houses and historic accessory buildings within the Fredericksburg Historic District. Note a range of setbacks between 15 feet and 66 feet. Source: Basemap and measurements from Google Earth Pro.

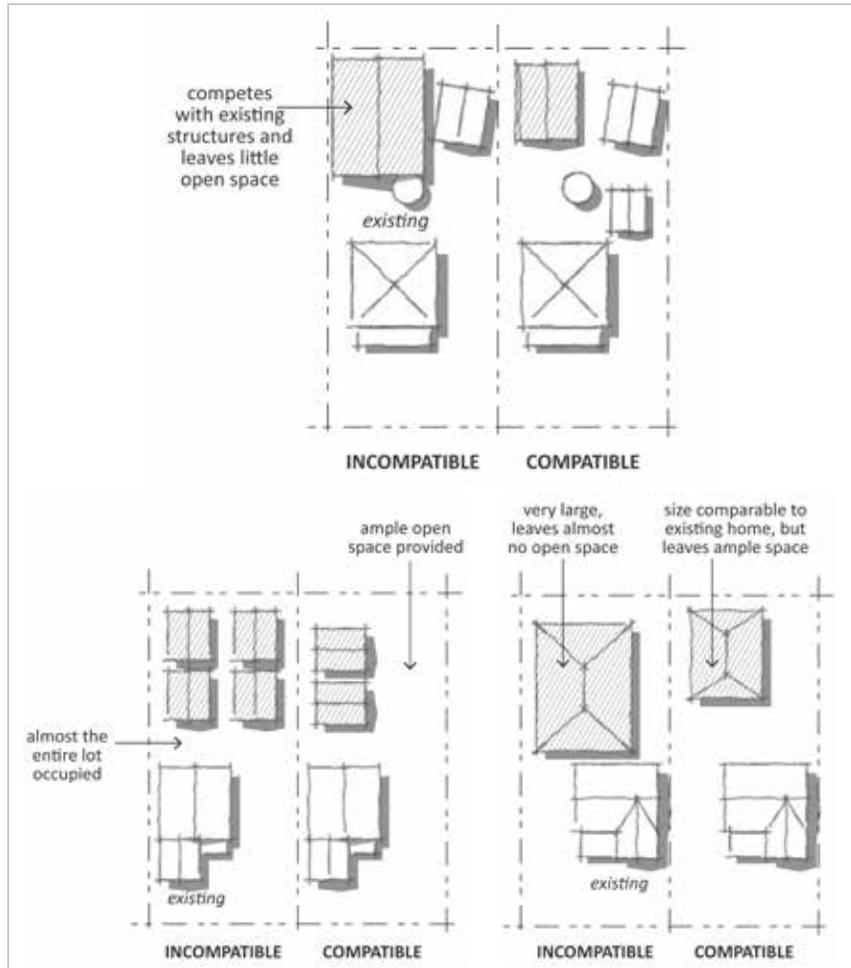


Figure 3-58. Examples of potential **appropriate** site plans that take into consideration historic patterns of lot coverage and open space prevalent among historic residential lots in Fredericksburg. (See *Section 2.3.1.*) Source: HHM archives.



Figure 3-59. Example of an **inappropriate** site plan on E. Travis Street that proposes lot coverage far denser than the surrounding neighborhood. Note the contrast in setbacks between the proposed buildings and the surrounding historic buildings. Note also the proposed inappropriate parking location on the main street, with no buffering or landscaping. Source: City of Fredericksburg Historic Preservation Office.



Figure 3-60. Example of locating parking at the side and using new fencing and landscaping to screen a new service area at 342 W. Main Street. Source: SKT Architects.