



CITY OF FREDERICKSBURG

REGULAR PLANNING AND ZONING AGENDA

WEDNESDAY, JANUARY 9, 2019 ~ 5:30 P.M.

LAW ENFORCEMENT CENTER ~ 1601 EAST MAIN STREET

Janice Menking, Chair
Jim Jarreau, Member
Daryl Whitworth, Member
Brenda Segner, Member
Chris Kaiser, Member

Polly Rickert, Member
Jim Warren, Member
Tim Dooley, Member
Steve Thomas, Member

The Planning and Zoning Commission will meet in a regular session on January 9, 2019 at 5:30 p.m. in the Law Enforcement Center, 1601 East Main Street, Fredericksburg, Texas. This is an open meeting, open to the public, subject to the Open Meetings Law of the State of Texas, and as required by law, notice is hereby posted on January 4, 2019 before 5:00 p.m., providing time, place, date and agenda thereof. The meeting facility is wheelchair accessible and accessible parking spaces are provided. Requests for accommodations or interpretative services must be made to the City Secretary 48 hours prior to this meeting.

(Please turn off all pagers and phones, except emergency on-call personnel.)

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MEETING MINUTES

December 2018 regular meeting minutes

4. PUBLIC HEARING

- A. Consider (Z-1818) Request by Kevin Spraggins on behalf of Chicken Express to change the Zoning from R3, Multi- Family Residential, to C2, Commercial and change the Land Use from High Density Residential to Mixed Use Corridor on approximately 1 acre and request a Conditional Use Permit for a drive through associated with a fast food restaurant at 1125 S. St Hwy 16

5. ACTION ITEMS

- A. Receive recommendation and consider (Z-1818)
- B. Consider (SP-1816) Request by Kevin Spraggins for a Site Plan related to a Multi-Family Development located at 1112 Thiele Ln.
- C. Consider (P-1825) Request by Mark Zupan for Final Plat for a 16.81-acre tract located North of Scarlet Oak Court, known as Oaks of Windcrest, Phase V.

6. MISCELLANEOUS

- A. Discuss Mixed Use Zoning District
- B. Receive Presentation on Draft Impact Fee Report

7. ADJOURN

This is to certify that I, Shelby Collier, posted this Agenda at 11:00 a.m. on January 4, 2019 on the entrance door and bulletin board at the City of Fredericksburg City Hall, 126 W. Main St., Fredericksburg, Texas.

Shelby Collier,
Development Coordinator

**STATE OF TEXAS
COUNTY OF GILLESPIE
CITY OF FREDERICKSBURG**

**PLANNING & ZONING COMMISSION
DECEMBER 5, 2018
5:30 P.M.**

On this the 5th day of December 2018 the PLANNING AND ZONING COMMISSION convened in regular Session at the Law Enforcement Center with the following members present to constitute a quorum:

PRESENT:

JANICE MENKING
JIM JARREAU
CHRIS KAISER
POLLY RICKERT
JIM WARREN
TIM DOOLEY
BRENDA SEGNER

ABSENT:

DARYL WHITWORTH
STEVE THOMAS

ALSO PRESENT:

BRIAN JORDAN – Director of Development Services
DANIEL JONES – City Attorney
SHELBY COLLIER – Development Coordinator

Janice Menking called the meeting to order at 5:30 P.M.

ACTION ITEM

Consider (Z-1815) Request by Michael Barnes to change the Zoning from M2, Medium Manufacturing, to C2, Commercial on property located at 1589 E. Main St

Michael Barnes, the applicant, is requesting his property at 1589 E. Main be rezoned from M2, Medium Manufacturing, to C2, Commercial. This property includes the RV park at the back of the retail building.

Receive recommendation and consider (Z-1815)

Brian Jordan, Director of Development Services, explained to the Commission that the property currently has a retail building fronting Main Street, with an RV Park on the rear portion of the property. The property is very long and narrow, with a width of approximately 240' and a depth of approximately 1300'. Land uses surrounding this property include the Law Enforcement Center, Jail and James Avery to the south, vacant land and Sutherlands to the north, the Wastewater Treatment Plant to the east and residential homes outside the city limits to the west. Surrounding zoning is PUD and Industrial Park to the north, Public Facilities to the east, Public Facilities and Medium Manufacturing to the south and un-zoned area outside the City Limits to the west

Brian stated he is unsure of the Zoning history on this property, but it appears that this property was zoned M2 when industrial loop was zoned. Given the compatibility with surrounding uses and zoning, we do not believe spot zoning is an issue. Approval is recommended.

Jim Jarreau asked if this included the RV park. Brian stated it did, as the RV park is an existing use it will not be required to obtain a Conditional Use Permit.

Motion to approve Application Z-1815 as presented by Jim Jarreau. Seconded by Tim Dooley. All voted in favor and the motion carried.

Consider (Z-1816) Request by HEB to amend the Planned Unit Development Zoning located at 407 S. Adams.

Kathy Strempel with HEB presented the application. She stated HEB wanted to make several improvements to its location such as enlarging the produce area, modify the signage, add a 2000 sq. ft building for deer corn storage, add a fence to enclose the outdoor display area and enlarge the business center under the front canopy. The application originally included fuel dispensers and a change in access but HEB has requested to remove those items from the application.

Receive recommendation and consider (Z-1816)

Brian Jordan stated the building proposed for storage of corn is to be located near the pharmacy drive-through. Several parking spaces will be removed to accommodate the building. The proposed outdoor display will be enclosed by fencing and will be in the northwest corner of the building where plants and outdoor items are typically displayed now. The produce expansion will occur on the northwest corner of the building. Signage changes are minor in nature and will include a new sign over the easternmost entrance to essentially match the other entrance sign (see attached site plan and elevations). The enlarged business center will be in front of the building under the existing canopy.

The original application included a request to add two diesel fueling dispensers under another canopy, closing of the drive between the fueling area and the parking lot, relocation of the existing driveway into the fueling area and the removal of the large pecan tree on the west side of the building.

Staff recommends approval of the PUD amendments as requested.

Tim Dooley asked for clarification regarding location of the corn storage building. Kathy stated the building will be located on the pharmacy side of the building and will take up a few parking spaces on that side.

Tim Dooley asked what the building would look like. Kathy stated it would be a metal building that would have a stucco like siding that will be painted to match the store.

Motion to approve Application Z-1816 as presented by Polly Rickert. Seconded by Jim Jarreau. All voted in favor and the motion carried.

Consider (P-1824) Request by Nancy Doyle to replat Town lot 368 into 2 lots at 615 W. Creek St.

Chris Kaiser abstained from this hearing due to a conflict of interest.

Nancy Doyle presented the application. She stated she wanted to make 2 lots because she is not using the land and could maybe sell it.

Receive recommendation and consider (P-1824)

Brian Jordan stated this is a straightforward request that triggers a public hearing based on our ordinance. The creation of an additional lot will require payment of \$500 to meet the Park Dedication Ordinance. Staff recommends approval, conditioned upon tap fees and park dedication fees being paid for the new lot prior to recordation of the Plat.

A citizen spoke asking if this property was in the Historic District. Brian Jordan replied that it was. The citizen asked if the Historic Review Board had any objections to the subdivision. Brian stated the Historic Review Board did not oversee subdivisions of property.

Motion to approve Amended Application P-1824 as presented by Jim Jarreau. Seconded by Tim Dooley. All voted in favor and the motion carried.

MISCELLANEOUS

Discuss Mixed Use Zoning District

Brian Jordan presented the Commission with forms including the Mixed-Use Zoning Matrix and Design Standards for review.

The Planning and Zoning Commission and staff have been discussing the creation of a C-1.5 Medium Commercial Zoning District, a MU-1 Mixed Use General District and a MU-2 Mixed Use Corridor District. Over the last several meetings we have discussed the permitted uses for each of the districts, along with the conditional uses for each district. A matrix is attached showing the proposed uses for each district. In addition, we discussed special regulations that could apply to the districts, including shared parking provisions, outdoor display of merchandise and seasonal items, hours of operation, height, special screening, special setbacks between certain uses, density credits, etc. Brian has provided a draft of the three districts for your review. The C-1.5 District would be another standard district. The MU-1 and MU-2 Districts would be new but would carry special provisions applicable only to these districts. At the end of each section is a list of special provisions for discussion and consideration. For clarification, the MU-2 District would be proposed primarily along major entry corridors, and the MU-1 District is intended for infill or along other major thoroughfares. While unintentional, the uses proposed for the MU-1 and MU-2 Districts turned out to be the same. Therefore, we will need to have some way of distinguishing between the district's, otherwise only one mixed use district will be necessary. At the end of the MU-1 and MU-2 District sections, a list of Special Site and Development Regulations was provided. We will be discussing these items for possible inclusion in the ordinance.

Another option for discussion is to create an overlay district. Rather than create a base district of MU-1 or MU-2, we would have a base zoning of perhaps C-2 or C-1.5, with an overlay district. The purpose would be to impose additional restrictions, permit additional uses, or implement density bonuses or incentive zoning to achieve community goals. Brian included the document entitled Mixed Use Zoning – A Planner's Guide, for review. This relatively basic document explains the mixed-use concept and many of the advantages.

Other items discussed included outdoor display of merchandise and seasonal items, hours of operation, screening and shared parking. No final decisions were made.

MINUTES

Jim Warren moved to approve the minutes of the November 2018 meeting and Jim Jarreau seconded the motion. All voted in favor and the motion carried.

ADJOURN

With nothing further to come before the Commission, Brenda Segner moved to adjourn. Seconded by Chris Kaiser. All voted in favor and the meeting was adjourned at 6:48 p.m.

PASSED AND APPROVED this 9th day of January 2019.

SHELBY COLLIER, Development Coordinator

JANICE MENKING, Chairman

CONDITIONAL USE PERMIT BRIEF

Request Z-1818

Applicant: Terry Hamilton, STS4K Group LLC

Location: 1125 S. State Highway 16

Existing Zoning: C-2 and Commercial and R-3 Multi-Family Residential

Request:

1. Change the Land Use Plan from High Density Residential to Mixed Use District, and zoning from R-3 Multi-family Residential to C-2 Commercial on approximately 0.25 acres, and
2. Conditional Use Permit for a drive-through associated with a Fast Food Restaurant on 0.91 acres at 1125 S. State Highway 16.

Site Plan Overview:

- The applicant is proposing to build a 3,120 square foot Chicken Express restaurant with a drive through.
- The site is currently vacant, and is currently un-platted.
- The property is presently part of the Knopp Nursing Home #2 property.
- Approximately 0.25 acres of the Luckenbach Apartments will be combined to create the subject site.
- The site will have access from S. State Highway 16, near the northeast corner of the property, and the driveway is intended to have two egress lanes and a single ingress lane.
- The pick-up window will be located on the east side of the building.
- Queuing for approximately 8 vehicles is provided, and a separate fire lane is provided around the perimeter of the building.
- Parking spaces are provided on the east, south and west side of the building.
- The surrounding zoning is C-2 to the west, north and east, and R-3 to the south.
- Surrounding land uses include Keller Construction to the north, office to the east, apartments to the south and undeveloped land to the west.

Review and Evaluation Criteria:

A. CONFORMANCE WITH APPLICABLE REGULATIONS:

- The site complies with applicable regulations.
- The site development and building have been reviewed for compliance with the Entry Corridor Design Guidelines and Standards. A copy of the applicant's proposal to address each of the relevant items is attached.

B. COMPATIBILITY WITH EXISTING OR PERMITTED USES IN ABUTTING SITES:

- The use of the property for a fast-food restaurant with a drive-through is compatible with existing and proposed uses on adjoining property.

C. POTENTIALLY UNFAVORABLE EFFECTS OR IMPACTS ON OTHER EXISTING OR PERMITTED USES ON ABUTTING PROPERTY:

- As required, a screening fence is proposed on the portion of the property adjoining R-3 zoned property.

D. MODIFICATIONS TO THE SITE PLAN WHICH WOULD RESULT IN INCREASED COMPATIBILITY AND WOULD MITIGATE POTENTIALLY UNFAVORABLE IMPACTS:

- None.

E. SAFETY AND CONVENIENCE OF VEHICULAR AND PEDESTRIAN CIRCULATION IN THE VICINITY:

- Drive access is being provided on S. State Highway 16. Service and deliveries will be accommodated within the site, and away from the public street. A sidewalk is being provided on S. State Highway 16. Fortunately, there is a center turn lane in S. State Highway 16 adjacent to this property.

F. PROTECTION OF PERSONS AND PROPERTY FROM EROSION, FLOOD OR WATER DAMAGE, FIRE, NOISE, GLARE:

- A storm water detention facility is proposed on the south side of the property. Said facility is subject to approval of the Civil Construction Plans by the Engineering Department.

G. LOCATION OF LIGHTING AND TYPE OF SIGNS; THE RELATION OF SIGNS TO TRAFFIC CONTROL AND ADVERSE EFFECTS OF SIGNS ON ADJACENT PROPERTIES:

- Lighting and signage will be ordinance compliant.

H. ADEQUACY AND CONVENIENCE OF OFF STREET PARKING AND LOADING FACILITIES:

- More than sufficient parking is provided based on the code. A Fire Lane loops around the building and provides access to all parking spaces. Sufficient queuing is provided for the drive-through based on information provided by the applicant.

I. DETERMINATION THAT THE PROPOSED USE IS IN ACCORDANCE WITH THE OBJECTIVES OF THESE ZONING REGULATIONS AND PURPOSES OF THE ZONE IN WHICH THE SITE IS LOCATED:

- The proposed restaurant fits within the Commercial zoning District and the site layout complies with ordinance regulations.

J. DETERMINATION THAT THE PROPOSED USE WILL COMPLY WITH EACH OF THE APPLICABLE PROVISIONS OF THE ZONING ORDINANCE:

- Affirmative.

K. DETERMINATION THAT THE PROPOSED USE AND SITE DEVELOPMENT, TOGETHER WITH ANY MODIFICATIONS APPLICABLE, THERETO, WILL BE COMPATIBLE WITH EXISTING OR PERMITTED USES IN THE VICINITY:

- Affirmative.

L. DETERMINATION THAT ANY CONDITIONS APPLICABLE TO APPROVAL ARE THE MINIMUM NECESSARY TO MINIMIZE POTENTIALLY UNFAVORABLE IMPACTS ON NEARBY USES AND TO ENSURE COMPATIBILITY OF THE PROPOSED USE WITH EXISTING OR PERMITTED USES IN THE SAME DISTRICT AND THE SURROUNDING AREA:

- Affirmative.

M. DETERMINATION THAT THE PROPOSED USE TOGETHER WITH THE CONDITIONS APPLICABLE THERETO, WILL NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, OR WELFARE OR MATERALLY INJURIOUS TO PROPERTIES OR IMPROVEMENTS IN THE VICINITY:

- Affirmative.

OPPOSITION/SUPPORT OF REQUEST: No comments received to date.

STAFF RECOMMENDATION: Staff recommends approval, subject to approval of a replat of the property, approval of the Civil Construction Plans prior to issuance of a building permit and approval of a Landscape Plan prior to issuance of a building permit..



VEI Consulting Engineers

Vordenbaum Engineering Inc. d/b/a

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Texas ♦ Arkansas ♦ Oklahoma ♦ Colorado ♦ Louisiana ♦ New Mexico

November 29, 2018

City of Fredericksburg, Planning & Development

126 W. Main Street

Fredericksburg, TX 78624

Re: Entry Corridor Design Guideline Narrative
Proposed Chicken Express, 1125 S. St. Hwy. 16, Fredericksburg, Gillespie County, Texas
VEI Job No. 18086

DESIGN STANDARDS NARRATIVE

This narrative was developed with contributions from:

- Shelby Shelton, Project Architect
(Project Summary; Architectural Style, Materials, Color, and Features; Massing & Scale; Signage; Building Heights; Setbacks & Frontage; Lighting; Service Areas)
- Terry Hamilton, Chicken Express Franchisee
(Fredericksburg Resident)
- Kevin Spraggins, PE, Project Civil Engineer
(Landscaping; Parking & Access; Drainage & Storm Water; Streetscape)

Project Summary

Chicken Express currently operates 248 franchise restaurants in Texas, Louisiana, Arkansas, and Oklahoma. We are modifying the regional chain's prototypical design to conform with the unique and historic Hill Country aesthetic of Fredericksburg yet retain a modicum of design elements which will characterize the building to familiar customers as being a Chicken Express.

The design features common to all Chicken Express projects are three red accent, curved tower roofs and turnbuckle canopies which will be reduced in scope to be below the allowable 15% accent coverage on each side of the building. Baselite 'Warehouse Shade' gooseneck, wall mounted, natural silver finish, dark-sky compliant, LED decorative lights comprise another prototypical design feature we wish to retain.

The copyrighted CE signage will hopefully meet Fredericksburg standards and three signs - each with an area of 16 sq. ft. - are proposed to be mounted below the 20 ft tall parapet on the north, east, and west limestone towers. All roof mounted HVAC and kitchen ventilation equipment will be hidden from view by minimum 4-ft tall roof parapets.

For customers wishing to dine indoors they will be greeted by a dining room with a tall open ceiling accentuated by exposed duct-work and decorative wood roof trusses with ample windows providing views to the north, east, and west. An outdoor dining area is located in front of the north wall facing S. St. Hwy. 16 and is protected by a shallow flat canopy supported by limestone columns.

A kitchen with open views to the public showcases the cleanliness of the establishment.

All of the proposed owners are residents of Fredericksburg and, as operators of the restaurant, will always be available to answer any questions and deal with problems that may arise.

A drawing showing the exterior elevations and a preliminary Site Plan are attached for your reference.

0. Specific Project Concerns

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

0.1 – A statement describing the nature and operating characteristics of the proposed use, including any data pertinent to the finding required for approval of the application.

0.2 – Specific information on the anticipated peak loads and peak use periods relative to industrial standards or substantiating the adequacy of proposed parking, loading, and circulation facilities.

0.3 – Compatibility with existing or permitted uses on abutting sites, in terms of building height, bulk, and scale, setbacks and open spaces, landscaping and site development access and circulation features.

0.4 – Information on potentially unfavorable affects or impacts on abutting sites, to the extent such impacts exceed those which reasonably may result from use of the site for a permitted use.

0.5 – Modifications to the site plan which would result in increased compatibility and/or would mitigate potentially unfavorable impacts, and/or would be necessary to conform to applicable regulations and standards and would protect the public health, safety, morals, and general welfare (e.g., odors, noise, trash, lighting, etc.).

0.6 – Protection from erosion, flood, or water damage, fire, noise, glare, and similar hazards and impacts.

0.7 – The proposed use and site development will be compatible with existing or permitted uses in the vicinity.

0.8 – Drive thru speaker volume

- 0.1 The proposed Chicken Express operation characteristics consist of carry-out, eat-in, and drive-thru dining. There would be a ±780 sq. ft. service and dining area with drive-thru lanes around the building. There will be perimeter parking for customers and employees at the side and rear of the building.
- 0.2 The restaurant's hours of operation will be 10:30 to 22:00. The drive thru area's peak hours will be from 12:00 to 13:00 and from 17:00 to 19:00. The peak number of cars anticipated through the drive-thru is approximately 30 cars per peak hour. On average, 100 cars per day will pass through the drive thru area.
- 0.3 The proposed design and site layout will conform to these guidelines and standards.
- 0.4 & 0.5 Steps have been taken to help reduce an unfavorable impact that the proposed Chicken Express will have on the surrounding area. These steps include:
- Used grease will be stored inside of the building until is it hauled away, per the Chicken Express owners;
 - No raw food products will be disposed of in the Dumpster, reducing the potential for offensive odors;
 - Trash containers will be screened and are located away from the perimeter of the site (please reference the attached Site Plan); and
 - Trash pick-up is planned to be three to four times per week according to the owners.
- 0.6 Please see section 13, Drainage & Storm Water
- 0.7 The subject tract is located adjacent to S. St. Hwy. 16. There are multiple commercial developments adjacent to the tract. Therefore, we feel the proposed use is compatible with the surrounding area.
- 0.8 According to testing performed by the owners at their location in Kerrville, the decibel reading taken from the front of the drive-thru speaker was 80 decibels. The reading from approximately 25-feet away from the speaker was 60 decibels. According to industry charts and guidelines, a normal speaking voice is approximately 72 decibels.

1. Architectural Style

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 1.0 This project is in an entry corridor.
- 1.1 Not applicable.
- 1.2 The architectural style of the building accentuates the articulation of the plan with offset projections on each of the four walls and reflects the surrounding historical Hill Country esthetic utilizing locally-sourced materials adapted to a human scale. Projecting limestone towers with curved, standing seam metal roofs provide juxtaposition to tan stucco veneer walls with articulated limestone wainscots. A pitched standing seam roof protects drive-thru patrons and the windows on the north, east, and west façades are shaded by 4-ft deep turnbuckle canopies. The outdoor dining patio is protected by a shallow flat canopy supported by limestone columns.
- 1.3 Noted.
- 1.4 The design feature common to all Chicken Express projects will be three red accent curved tower roofs and turnbuckle canopies which will be reduced in scope to be below the allowable 15% accent coverage on each side of the building.

2. Architectural Materials

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 2.0 This project is in an entry corridor.
- 2.1 Noted.
- 2.2 Not applicable.
- 2.3 Not applicable.
- 2.4 Not applicable.

- 2.5 The building exterior is primarily 20-ft tall tan stucco veneer walls with 3-ft tall articulated limestone wainscots accentuated by 24-ft tall limestone towers with curved standing seam metal roofs. The stone veneer is Cream Austin Limestone with buff mortar and a random pattern with various colors facing out. The parapet coping and all miscellaneous metals are medium bronze.
- 2.6 Noted.

3. Architectural Color

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 3.0 This project is in an entry corridor.
- 3.1 The primary material colors on the building are tan stucco and Cream Austin Limestone.
- 3.2 Noted.
- 3.3 Red roof accents and signage will be much less than 15% of the overall exterior building façade.
- 3.4 The primary material colors on the building are tan stucco and Cream Austin Limestone. Red roof accents and signage are less than 15% on each side of the building. Medium bronze miscellaneous metals provide earth tone compliance.

4. Architectural Features

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 4.0 This project is in an entry corridor.
- 4.1 There are no blank or featureless walls on this project.

- 4.2 The main public entrance facing S. St. Hwy. 16 features an outdoor patio covered by a flat shallow canopy supported by limestone columns, curved roof element on top of a projected limestone tower, and articulated limestone wainscot.
- 4.3 This is a new construction project; there are no materials to re-use.
- 4.4 Windows and doors are equally spaced along the north, east, and west façades providing a rhythmic effect.
- 4.5 The main public entrance facing north has approximately 40% glazing including the two storefront doors (separated use).
- 4.6 This is a single tenant commercial project; thus, this section does not apply.
- 4.7 It is our intention that the design features of this restaurant fit its scale and proportions as well as those of the surrounding buildings.
- 4.8 A screening parapet that is a minimum 4-ft is provided on all sides of the building.

5. Massing & Scale

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 5.0 This project is in an entry corridor and is not a single-family residential project.
- 5.1 The building is 44-ft, 10-in at the widest point and is 28-ft wide at the main public entrance facing S. St. Hwy. 16.
- 5.2 The building's mass and scale are broken down by footprint articulation and façade material juxtapositions.
- 5.3 The building is located as feasible toward the center of the site.
- 5.4 Façade relief and articulation is provided at 30-ft or less intervals.
- 5.5 The building height is an average 20-ft tall parapet with three curved-roof accent towers, at 24-ft tall each, which has the restaurant responsive to the neighboring uses.
- 5.6 There are no faux materials or architectural features utilized in this design.
- 5.7 There is no other building on this property except the service enclosure, which design will emulate the restaurant and comply with guidelines and standards.

6. Signage

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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

- 6.0 This project is in an entry corridor.
- 6.1 Landscaping will be designed to meet the criteria of this subsection.
- 6.2 The Chicken Express signage logo is copyrighted and tastefully designed. The signage logo is subdued in the use of color.
- 6.3 It is our intention to locate the monument sign and two building signs in as effective a manner as possible to advertise the business and located below the parapet.
- 6.4 Three signs, each with an area of 16-sq.ft., are proposed to be mounted below the 20-ft tall parapet on the north, east, and west limestone towers. Their locations are compatible with the overall design.

7. Building Height

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 7.0 This project is in an entry corridor.
- 7.1 Noted.
- 7.2 Noted.
- 7.3 Noted.
- 7.4 The building height is an average 20-ft tall parapet with three 10-ft, 8-in wide curved roof accent towers at 24-ft tall each, which has the restaurant responsive to the neighboring uses while providing a human scale. The physical constraints of housing restaurant equipment and shielding roof-mounted HVAC and kitchen ventilation equipment from public view preclude the building be designed lower.

8. Setbacks & Frontage

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 8.0 This project is in an entry corridor and is not a single-family residential project.
- 8.1 Noted.
- 8.2 The street-facing façade front door and west façade dining room entry door both will connect to the entry corridor sidewalk.
- 8.3 Not applicable.
- 8.4 Noted.

9. Landscaping

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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 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.

- 9.0 This project is in an entry corridor.
- 9.1 New landscaping will be installed to create the requested buffer between parking and the street.
- 9.2 The landscaping design will implement this guideline.
- 9.3 Native drought resistant species have been selected for most of the landscaped areas.
- 9.4 Most species that will be selected are from the approved list.
- 9.5 Impervious coverage has been minimized to 75%.

- 9.6 The landscaping design will implement this guideline.
- 9.7 Plantings and a conservative amount of turf will be utilized. Plants will conform with height and sight triangle requirements.
- 9.8 Coordination with subsurface utilities location and tree planting were considered during the design.
- 9.9 Noted.
- 9.10 Mature vegetation will remain on the site where possible.
- 9.11 Grading will be minimized as possible. Existing, mature vegetation will be used whenever possible.
- 9.12 Efficient irrigation plans will be used.
- 9.13 Root barriers will be implemented in sidewalk areas.

10. Lighting

EXCERPT FROM ENTRY CORRIDOR GUIDELINES: 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.

- 10.0 This project is in an entry corridor.
- 10.1 Baselite 'Warehouse Shade' gooseneck, wall-mounted, natural silver finish, dark sky compliant, LED decorative lights are utilized on the walls. LED, dark sky compliant downlights are mounted under the canopies.
- 10.2 A minimal number of fixtures are utilized to light the site beyond the pathways and parking.
- 10.3 Light fixtures have been chosen to blend with the architectural style of the building.
- 10.4 Light fixture selection and design meet these guidelines.
- 10.5 The project will implement a "night" setting that will be activated at night.
- 10.6 Noted.
- 10.7 Noted.

11. Service Areas

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

- 11.0 This project is in an entry corridor.
- 11.1 The south façade provides the service entrance/exit for product deliveries which occur at non-operational hours. A 4-ft tall limestone veneer screen wall shields this area. An enclosed, red accent, standing seam, pitched roof service area houses the water treatment system and storage tank for used cooking grease. Electrical service enters the building at the southeast corner. The trash enclosure is designed to match the building's image.
- 11.2 Noted.
- 11.3 A trash enclosure/service area is included in the project's design.
- 11.4 Noted.
- 11.5 Noted.
- 11.6 The roof access ladder is adjacent to the service door and is utilized monthly for servicing the 30-ton HVAC equipment keeping the restaurant operational.
- 11.7 Noted.

12. Parking & Access

EXCERPT FROM ENTRY CORRIDOR GUIDELINES:

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.

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 storm water 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.

- 12.0 This project is in an entry corridor.
- 12.1 No creek is present adjacent to the site.
- 12.2 All parking will comply with current ADA guidelines.
- 12.3 The adjacent site is not connected due to the rural nature of the current adjacent driveway.
- 12.4 Pedestrian walkways will be provided connecting adjacent development.
- 12.5 The parking and landscape designs will comply with these guidelines.
- 12.6 The building has conforming sidewalks and plaza areas around all entry and parking.
- 12.7 The parking design complies with this guideline.
- 12.8 The parking design complies with this guideline.
- 12.9 The parking design complies with this guideline.
- 12.10 The parking design complies with this guideline.
- 12.11 Noted.
- 12.12 The parking design complies with this guideline.
- 12.13 Noted.
- 12.14 Noted.
- 12.15 Noted.

- 12.16 This project does not use detached parking structures.
- 12.17 Due to the absence of development to the west, and a neighbor on the east side that chooses not to share a drive, there will be no shared driveway for this project.

13. Drainage & Storm Water

EXCERPT FROM ENTRY CORRIDOR GUIDELINES: Applicability 13.0 – Drainage and Storm water Design Standards apply to all redevelopment in the entry corridors. All designs should be compliant with current standards and requirements for storm water 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 storm water 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 storm water mechanisms should be incorporated into storm water designs to the greatest extent possible.
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- 13.0 This project is in an entry corridor.
- 13.1 Storm water detention is being designed for the site.
- 13.2 Noted.
- 13.3 Existing drainage patterns and flows on the site are preserved to the greatest extent possible.
- 13.4 Noted.

14. Streetscape

EXCERPT FROM ENTRY CORRIDOR GUIDELINES: 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.

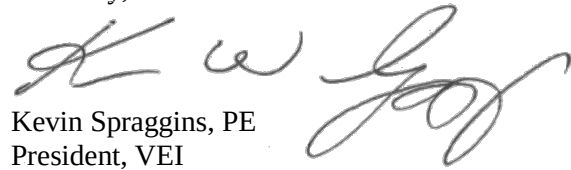
- 14.0 This project is in an entry corridor.
- 14.1 Sidewalks on the site will conform with this requirement.
- 14.2 Sidewalks and pedestrian pathways safely connect from the street to the restaurant building.
- 14.3 There will be an outdoor seating area at the front of the building.
- 14.4 All pedestrian areas will comply with the current ADA and Texas Accessibility Standards.
- 14.5 The streetscape design will comply with this guideline.
- 14.6 Not applicable.

14.7 The streetscape design will comply with this guideline.

14.8 The streetscape design will comply with this guideline.

If you have any further questions, please feel free to contact me at your convenience. I can be reached at the information on page 1 of this letter or at kspraggins@vei-tx.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'K W Spraggins', written in a cursive style.

Kevin Spraggins, PE
President, VEI

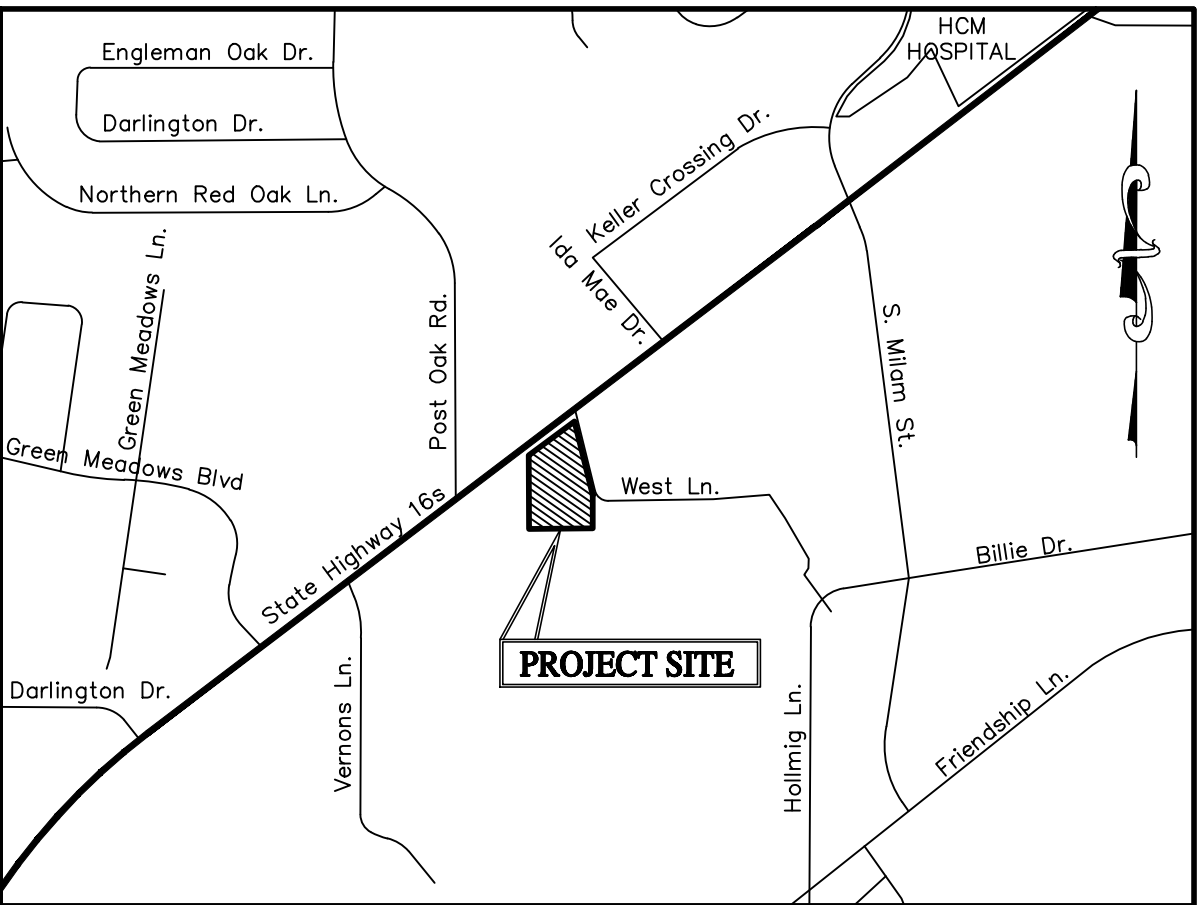
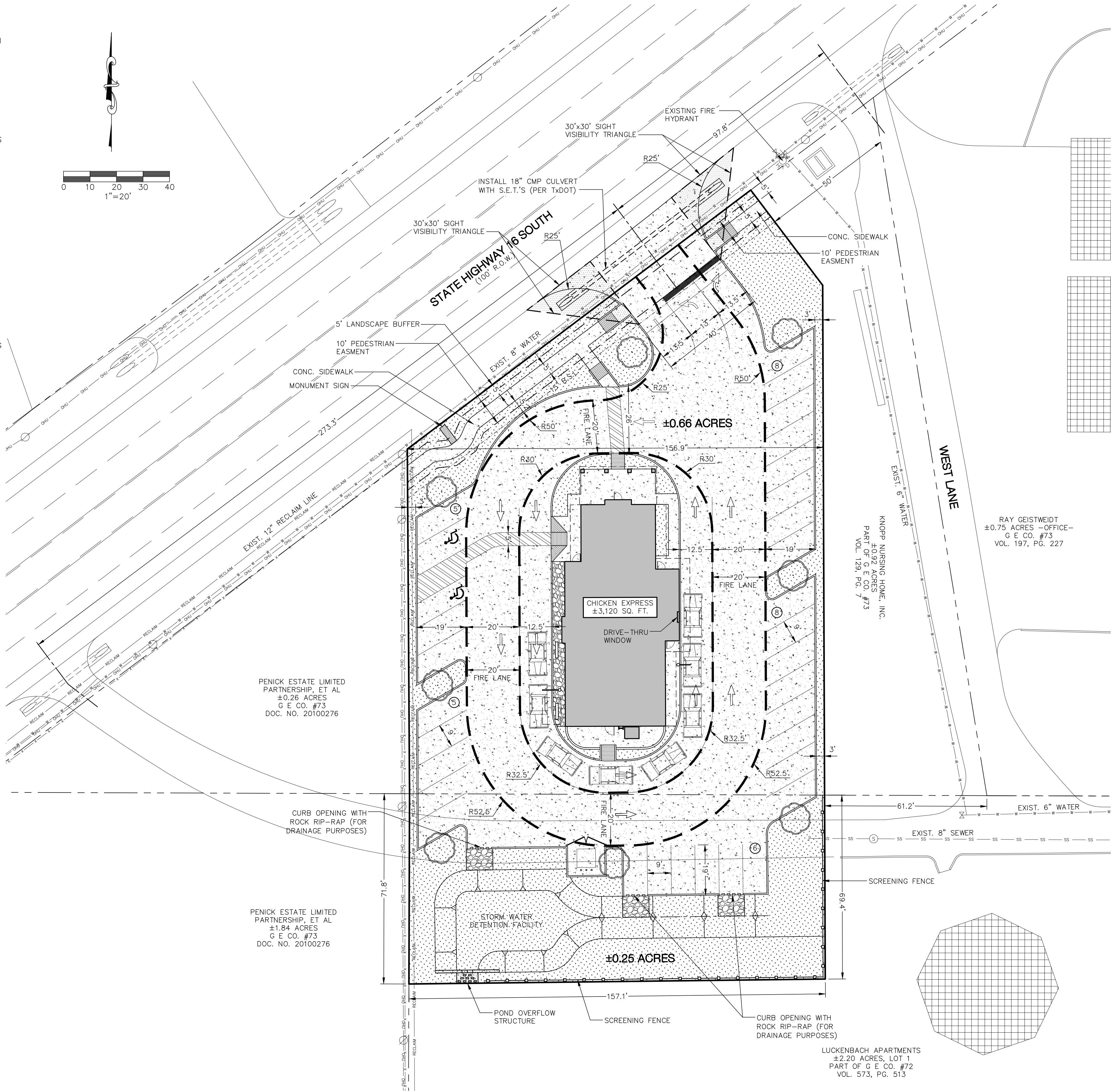
NOTES:

1. THIS DRAWING AND SERVICES BY VEI DO NOT INCLUDE SUBMISSION TO ARCHITECTURAL BARRIERS FOR ADA REVIEW. REVIEW, IF REQUIRED, IS BY OTHERS.
2. SIDEWALK FROM HANDICAP PARKING AREA TO BUILDING ENTRANCES MUST COMPLY WITH ALL ADA GUIDELINES.
3. THE DRAWING AND SERVICES BY VEI DO NOT INCLUDE "AS-BUILT" INSPECTIONS NOR SERVICES PAST DELIVERY OF THIS DRAWING.
4. ALL DIMENSIONS ARE MEASURED BACK TO BACK OF CURB UNLESS OTHERWISE NOTED.
5. ALL BUILDING DIMENSIONS DERIVED FROM ARCHITECTURAL DRAWINGS. DUE TO THE INHERENT INACCURACY OF REPRODUCTION, DO NOT SCALE FROM THESE DRAWINGS.
6. CONTRACTOR SHALL VERIFY ALL DIMENSIONS WITH ARCHITECT AND OWNER PRIOR TO START OF CONSTRUCTION.
7. REFER TO LANDSCAPE ARCHITECT PLANS FOR LANDSCAPE AREAS.
8. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE BASED ON AVAILABLE RECORDS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY OCCUR DURING CONSTRUCTION.
9. FIRE LANE SHALL BE MARKED PER CITY STANDARDS.
10. THIS IS NOT A PROPERTY SURVEY. ANY QUESTIONS CONCERNING PROPERTY CORNERS, PROPERTY LINES, PROPERTY BOUNDARIES AND/OR SET BACKS SHOULD BE DIRECTED TO AND/OR VERIFIED BY A REGISTERED PROFESSIONAL LAND SURVEYOR.
11. AN INTERNAL STORAGE (STACKING) LENGTH OF 25' IS REQUIRED FOR A NUMBER OF 49 PARKING SPACES AND A 5' LANDSCAPE EDGE WIDTH.
12. ALL SECURITY AND SAFETY LIGHTING SHALL COMPLY WITH THE CITY OF FREDERICKSBURG REQUIREMENTS.
13. LIGHTING AROUND THE PERIMETER OF THE BUILDING WILL BE PROVIDED BY WALL PACK LIGHTING.

LEGEND

EXISTING	
	EXISTING STRUCTURES
	PROPERTY BOUNDARY
	ADJACENT PROPERTY BOUNDARY
	EXISTING WATER LINE
	EXISTING SANITARY SEWER
	EXISTING OVERHEAD UTILITIES
	EXISTING WASTE WATER RECLAIM LINE
	EXISTING CONCRETE CURB
	BUILDING SETBACK LINE
	EXISTING FENCE LINE
	EXISTING CULVERT
	EXISTING UTILITY POLE
	EXISTING WATER METER
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING MANHOLE
	BUILDING SETBACK LINE

PROPOSED	
	PROPOSED BUILDING
	30'x30' SIGHT VISIBILITY TRIANGLE
	PROPOSED CONCRETE PAVEMENT
	PROPOSED GRASS SEEDING
	PROPOSED ROCK RIP-RAP
	PROPOSED FIRE LANE
	PROPOSED FLOWLINE
	PROPOSED EASEMENT
	PROPOSED SCREENING FENCE
	PROPOSED CONCRETE CURB
	PROPOSED CULVERT
	PROPOSED POND OVERFLOW STRUCTURE
	PROPOSED 4" TREE
	PROPOSED NUMBER OF PARKING SPACES
	PROPOSED MENU BOARD



LOCATION MAP

NOT TO SCALE

PARKING SUMMARY

PROPOSED FACILITIES	
PROPOSED DINING AREA	780 SQ. FT.
PARKING SPACES REQUIRED	
3 SPACES PER 100 SQ. FT. OF DINING AREA	23 SPACES
PARKING SPACES PROVIDED	
STANDARD PARKING SPACES	32 SPACES
REQUIRED NO. OF HANDICAP SPACES	1 VAN + 1 STANDARD
PROPOSED NO. OF HANDICAP SPACES	2 VAN

LOT SUMMARY TABLE

LOT AREA	39,999 sq. ft. / 0.91 Ac.
CURRENT ZONING	C2 - COMMERCIAL
ZONING REQUIREMENTS	
MINIMUM LOT AREA	5,000 sq. ft.
MINIMUM LOT WIDTH	50 ft.
BUILDING SETBACKS	
MINIMUM FRONT YARD SETBACK	15 ft.
MINIMUM STREET SIDE YARD SETBACK	15 ft.
MINIMUM SIDE YARD SETBACK (INTERIOR)	0 ft.
MINIMUM REAR YARD SETBACK	0 ft.
MAXIMUM BUILDING HEIGHT	3 STORIES, 38 ft.
MAXIMUM BUILDING COVERAGE	75%
MAXIMUM IMPERVIOUS COVERAGE	80%
PROPOSED LOT COVERAGES	
PROPOSED BUILDING HEIGHT (MAX.)	1 STORY, 24 ft.
PROPOSED BUILDING COVERAGE	8%
PROPOSED BUILDING AREA	3,120 sq. ft. / 0.07 Ac.
PROPOSED IMPERVIOUS PERCENTAGE	71%
IMPERVIOUS AREA	28,354 sq. ft. / 0.65 Ac.
PERVIOUS AREA	11,645 sq. ft. / 0.27 Ac.

A
SITE PLAN
FOR

CHICKEN EXPRESS

±1.16 ac
1125 S. STATE HIGHWAY 16, FREDERICKSBURG, GILLESPIE COUNTY, TEXAS.

STS4K GROUP LLC

DEVELOPER

CONTACT: TERRY HAMILTON
P.O. BOX 277
COMFORT, TX 78013

(830) 307-3064

VEI CONSULTING ENGINEERS

ENGINEER

ENGINEERING CONTACT: KEVIN W. SPRAGGINS
507-D E. HIGHWAY ST.
FREDERICKSBURG, TX 78624

(830) 997-4744
FAX: (830) 997-6967
Texas Registration # F-165

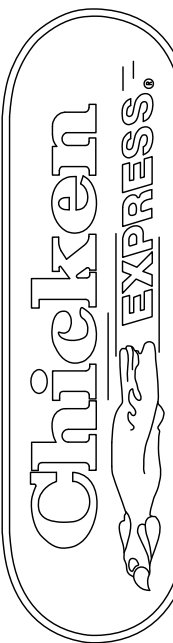
FILE NO: 18086

DATE: 12/17/2018

SHEET: SP (1 OF 3)

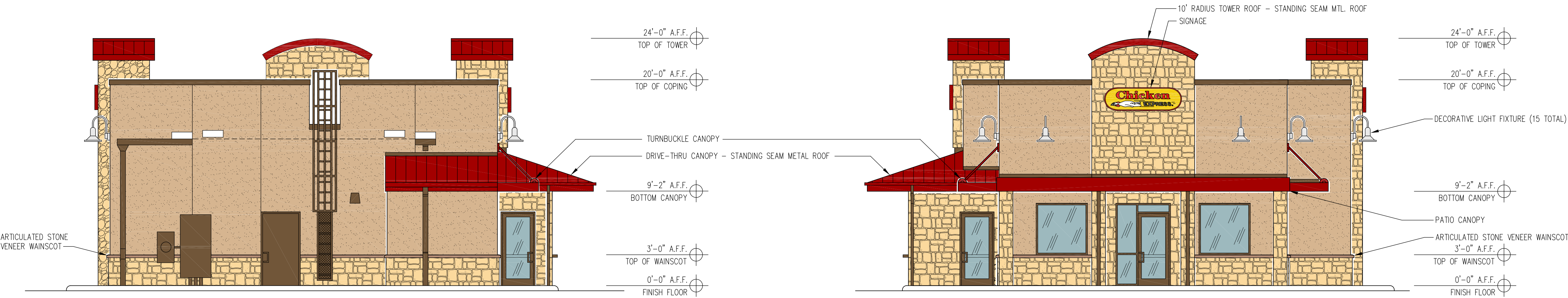
PRELIMINARY NOT FOR CONSTRUCTION

JAMES W.P. HOWARD
ARCHITECT N.C.A.R.B. A.I.A.
2416 STAGECOACH STREET
FORT WORTH, TEXAS 76133
(817) 377-3477



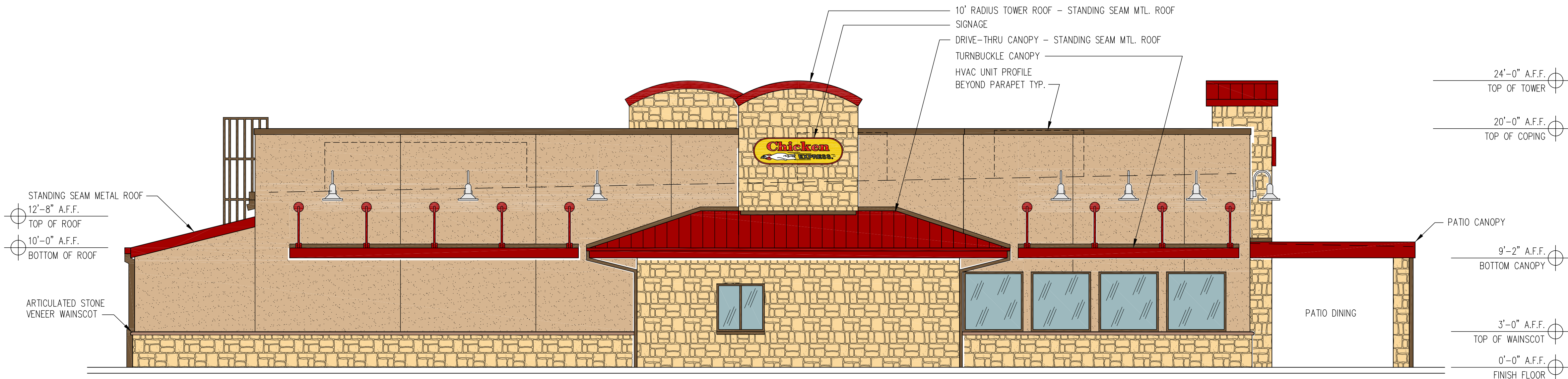
1125 SOUTH STATE HWY 16
FREDERICKSBURG, TX 78624

PROJECT:	CE201817
DATE:	11/26/18
DRAWN BY:	SS
CHECKED BY:	JH
FILE:	CE1817-A4
REVISIONS	
SHEET TITLE	EXTERIOR ELEVATIONS
SHEET	A4

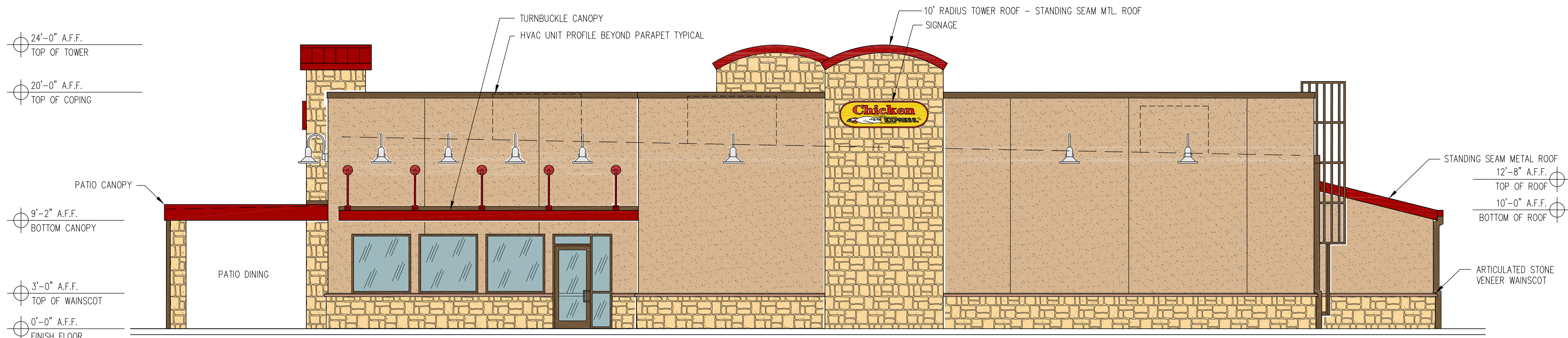


1 SOUTH EXTERIOR ELEVATION
0 5' 10' 15' 20' graphic scale
NOTE: 4' SCREEN WALL & CLEARANCE BAR NOT INDICATED FOR CLARITY

2 NORTH EXTERIOR ELEVATION
0 5' 10' 15' 20' graphic scale



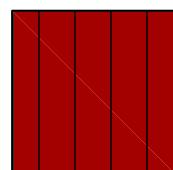
3 EAST EXTERIOR ELEVATION
0 5' 10' 15' 20' graphic scale



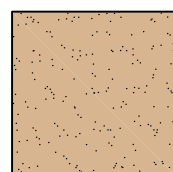
4 WEST EXTERIOR ELEVATION
0 5' 10' 15' 20' graphic scale
NOTE: 4' SCREEN WALL NOT INDICATED FOR CLARITY

MATERIAL LEGEND

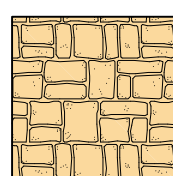
STANDING SEAM ROOFING
MUELLER, INC.
CRIMSON RED



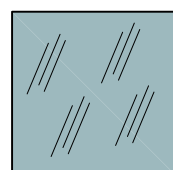
STUCCO VENEER
STO CORP OR EQUAL
AUTUMN WHEAT STO #10612



STONE VENEER
GUADO STONE OR EQUAL
CREAM AUSTIN LIMESTONE
RANDOM PATTERN

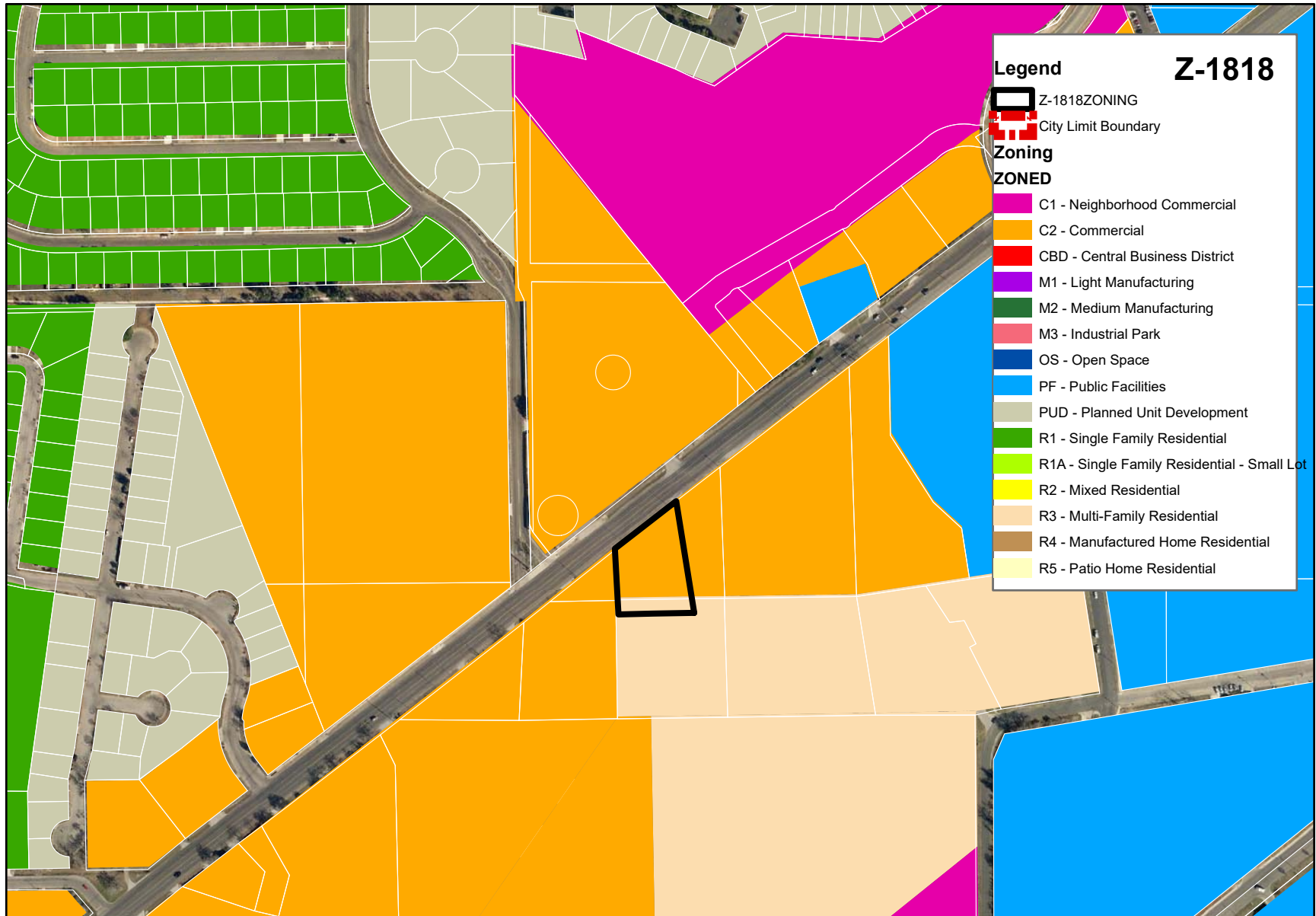


GLAZING - WINDOWS & DOORS
DOUBLE PANE LOW-E CLEAR
9% REFLECTANCE
OLDCASTLE GLASS



MISCELLANEOUS METALS
WINDOW & DOOR FRAMES
MEDIUM BRONZE





A. Project Information (Please complete all items.)

Project Name: Chicken Express

Project Address: 1125 S. St. Hwy 16, Fredericksburg, Gillespie County, Texas

Tax ID Number (s): 34231 (front parcel), 21691 (rear parcel)

Application Type (Check all items that apply.)

- | | | |
|--|--|---|
| ☒ Conditional Use Permit | ☐ Minor Plat* | ☐ Plat Vacation |
| ☒ Site Plan* | ☐ Replat* | ☐ Annexation* |
| ☒ Zoning Change | ☐ Amending Plat* | ☐ Other |
| ☒ Land Use Plan Change | ☐ Preliminary Plat* | ☐ Waiver of Right to |
| ☐ Variance Request | ☐ Final Plat* | 30-day action |
| | ☐ Development Plat | |

Revision of Approved Plan / Plat? ☐ Yes ☒ No Name:

Jurisdiction: ☒ City Limits ☐ ETJ Total Acres: ± 1.16 ac. No. of Lots: One (1)

Original Survey & Abstract No: Surv 114, M.Ruiz, Abs. 589

Legal Description: FRONT: ± 0.92 ac. out of Outlot 73: Approximately 40,000 square feet of land out of German Emigration Company Outlot No. 73 and Outlot No. 72, Fredericksburg, Gillespie County, Texas.

REAR: ± 0.24 ac. out of Outlot 71: ± 0.24 of an acre tract of land being a portion of Lot 1, Luckenbach Apartments, a part of German Emigration Company Outlot No. 72, of record in Volume 573, Page 513, of the Deed Records of Gillespie County, Texas.

Current Land Use Plan: FRONT: Mixed Use Corridor; REAR: High Density Residential

Proposed Land Use Plan: FRONT: Same; REAR: Mixed Use Corridor

Current Zoning: FRONT: C-2; REAR: R-3

Proposed Zoning: FRONT: Same;

REAR: C-2

Location: 1125 S. St. Hwy. 16

Proposed Use(s): Fast food restaurant w/ drive-thru & detention facility

Applicant's Signature

Applicant's Role: ☐ Owner ☐ Developer ☒ Other (note role): Engineer

I hereby certify that the information supplied with this application is true and correct, and that the paper and electronic copies of the materials submitted are consistent with each other, to the best of my knowledge. I also certify I have authorization from the owner to act on his / her behalf.

Signature: _____

Printed Name: Kevin W. Spraggins, PE Date: 11/30/2018

Staff Use Only

Application No.: _____ Date: _____

*Copy of current Title Search required with application.

B. Contact Information (Please complete all items. Attach additional pages as necessary.)**I. Property Owner(s)**

Firm Name (if applicable): STS4K Group LLC (under contract to)

Owner Name: Mr. Terry Hamilton

Address: P.O. Box 277, Comfort, TX 78013

Phone: 830-307-3064

Fax:

Email: terry.hamilton10@yahoo.com

II. Owner's Agent/Engineer/Surveyor (Main contact person responsible for application)Role: ☐ Agent ☒ Engineer ☐ Surveyor ☐ Other (note role):

Firm Name (if applicable): VEI Consulting Engineers

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

Primary Contact Name: Kevin Spraggins, PE

Phone: 830-997-4744

Fax: 830-997-6967

Email: kspraggins@vei-tx.com

Secondary Contact Name:

Phone: 830-997-4744

Fax: 830-997-6967

Email: gwells@vei-tx.com

III. Applicant

Firm Name (if applicable): VEI Consulting Engineers

Applicant Name (s): Kevin Spraggins, PE

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

Phone: 830-997-4744

Fax: 830-997-6967

Email: kspraggins@vei-tx.com

IV. Applicant's Agent/Engineer/Surveyor (Main contact person responsible for application)Role: ☐ Agent ☒ Engineer ☐ Surveyor ☐ Other (note role):

Firm Name (if applicable): VEI Consulting Engineers

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

C. Fee Schedule (Please attach appropriate fee to application.)

- ☒ Conditional Use Permit Application - \$400
- ☐ Site Plan Application Admin - \$300
- ☒ Site Plan Application P&Z - \$400
- ☒ Application for Zoning Change - \$400
- ☒ Application for Land Use Change - \$300
- ☐ Minor Plat - \$300
- ☐ Amending Plat - \$300
- ☐ Replat - \$300 plus \$20 per lot
- ☐ Preliminary Plat - \$400 plus \$20 per lot
- ☐ Final Plat - \$500 plus \$10 per lot

D. Recording Fee Schedule

For plats, a recording fee will be collected when mylars are presented. The check should be made payable to Gillespie County Clerk and the recording fees are \$121.00 for a single lot plat. Each additional lot will increase the recording fee by \$10.00.

**SITE PLAN
BACKGROUND INFORMATION
January, 2019**

File Number:	SP 1816
Address/Location:	1112 Thiele Lane (west side of Thiele Lane, south of Highway Street)
Owner:	Brian McDowell
Applicant:	Kevin Spraggins
Project Description:	Duplex and Bed and Breakfast complex.
Site Area:	Approximately 1.26acres
Zoning:	R-3 Multi-family Residential and R-2 – Mixed Residential
Setbacks:	Front Yard – 15’(20’ for garage), Side Yard – 5’, Rear Yard - 10’
Adjacent Land Uses/Zoning:	
North:	Single Family Residential uses, zoned R-2 and R-3
West:	Religious assembly, zoned R-3.
East:	Single Family Residential, zoned R-2
South:	Single Family Residential, zoned R-2 and R-3.
Building:	See Site Plan Summary Table for building breakdown.
Building Height:	1-story, (maximum allowed – 3-story)
Building Coverage:	21% (55% maximum)
Impervious Coverage:	40% (65% maximum)
Site Access:	Site access will be provided by a proposed looped drive extending between Thiele Lane and Highway Street. This drive will serve as a Fire Lane as well.
Parking Required:	Duplex – 1 space per unit (four units) Single Family Residence – 2 spaces per unit B&B Units – 1 space per unit (8 units) Total – 14 spaces
Parking Provided:	14 spaces provided

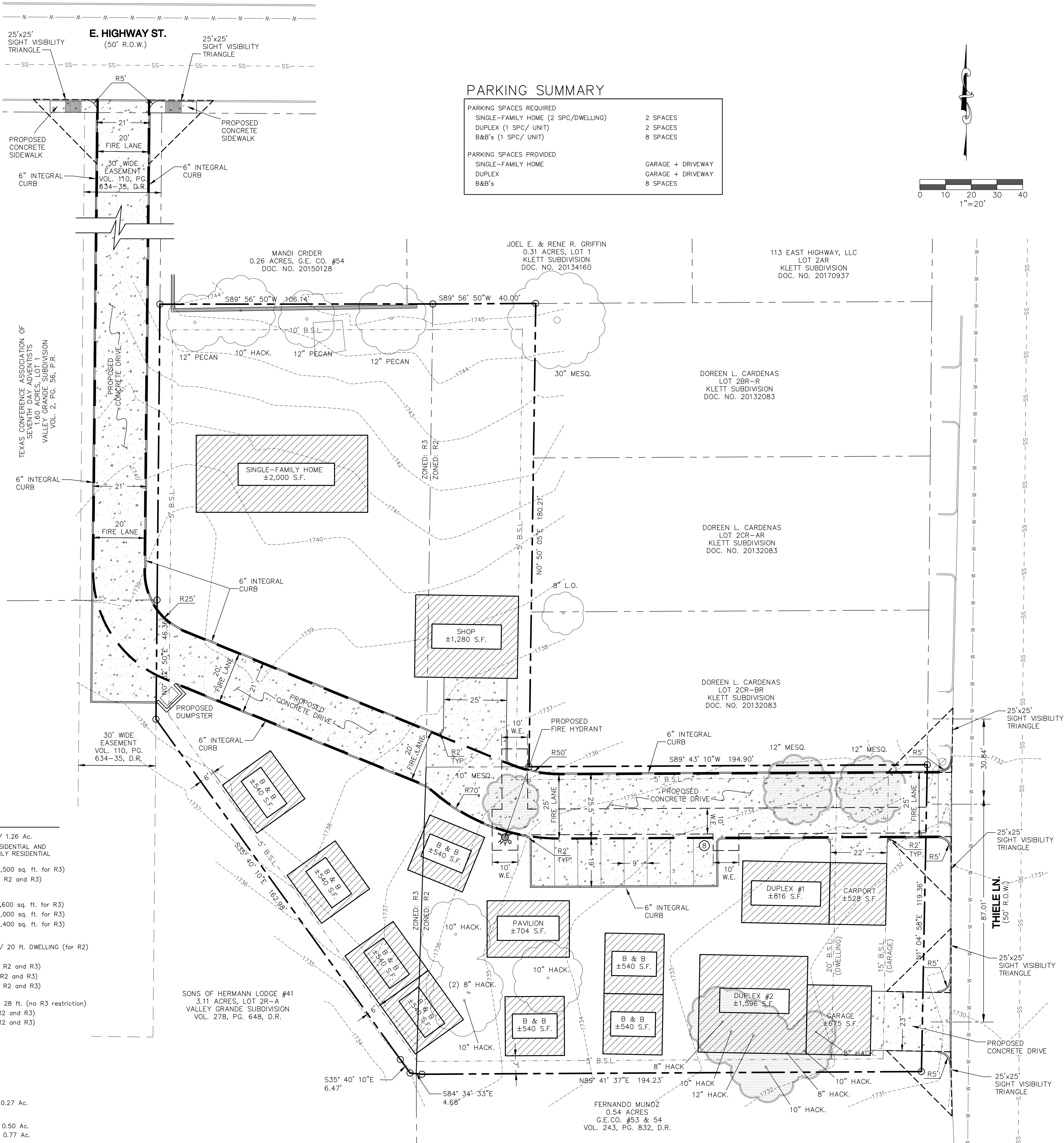
Landscaping:	A Landscape Plan shall be approved prior to issuance of a building permit.
Screening:	No perimeter screening is required. Interior screening will be provided around the trash dumpster.
Lighting:	Exterior lighting shall be ordinance compliant.
Utilities:	Water and sanitary sewer are available to the site from Thiele Lane. A public water line will be extended into the site to serve a fire hydrant. Other onsite water and sewer lines are private and are the responsibility of the developer. Utilities will be subject to approval of the civil construction plans.
Detention:	Storm water detention will be served by the regional system on Friendship Lane.
Drainage:	On-site drainage will be subject to approval of the civil construction plans.
Easements:	Not applicable.
Recommendation:	Approval, conditioned upon: 1) Approval of a Landscape Plan prior to issuance of a building permit. 2) Public Works and Engineering approval of civil construction plans prior to issuance of a building permit.

NOTES:

1. THIS DRAWING AND SERVICES BY VEI DO NOT INCLUDE SUBMISSION TO ARCHITECTURAL BARRIERS FOR ADA REVIEW. REVIEW, IF REQUIRED, IS BY OTHERS.
2. SIDEWALK FROM HANDICAP PARKING AREA TO BUILDING ENTRANCES MUST COMPLY WITH ALL ADA GUIDELINES.
3. THE DRAWING AND SERVICES BY VEI DO NOT INCLUDE "AS-BUILT" INSPECTIONS NOR SERVICES PAST DELIVERY OF THIS DRAWING.
4. ALL DIMENSIONS ARE MEASURED BACK TO BACK OF CURB UNLESS OTHERWISE NOTED.
5. ALL BUILDING DIMENSIONS DERIVED FROM OWNER. DUE TO THE INHERENT INACCURACY OF REPRODUCTION, DO NOT SCALE FROM THESE DRAWINGS.
6. CONTRACTOR SHALL VERIFY ALL DIMENSIONS WITH ARCHITECT AND OWNER PRIOR TO START OF CONSTRUCTION.
7. REFER TO LANDSCAPE ARCHITECT PLANS FOR LANDSCAPE AREAS.
8. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE BASED ON AVAILABLE RECORDS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY OCCUR DURING CONSTRUCTION.
9. FIRE LANE SHALL BE MARKED PER CITY STANDARDS.
10. THIS IS NOT A PROPERTY SURVEY. ANY QUESTIONS CONCERNING PROPERTY CORNERS, PROPERTY LINES, PROPERTY BOUNDARIES AND/OR SET BACKS SHOULD BE DIRECTED TO AND/OR VERIFIED BY A REGISTERED PROFESSIONAL LAND SURVEYOR.

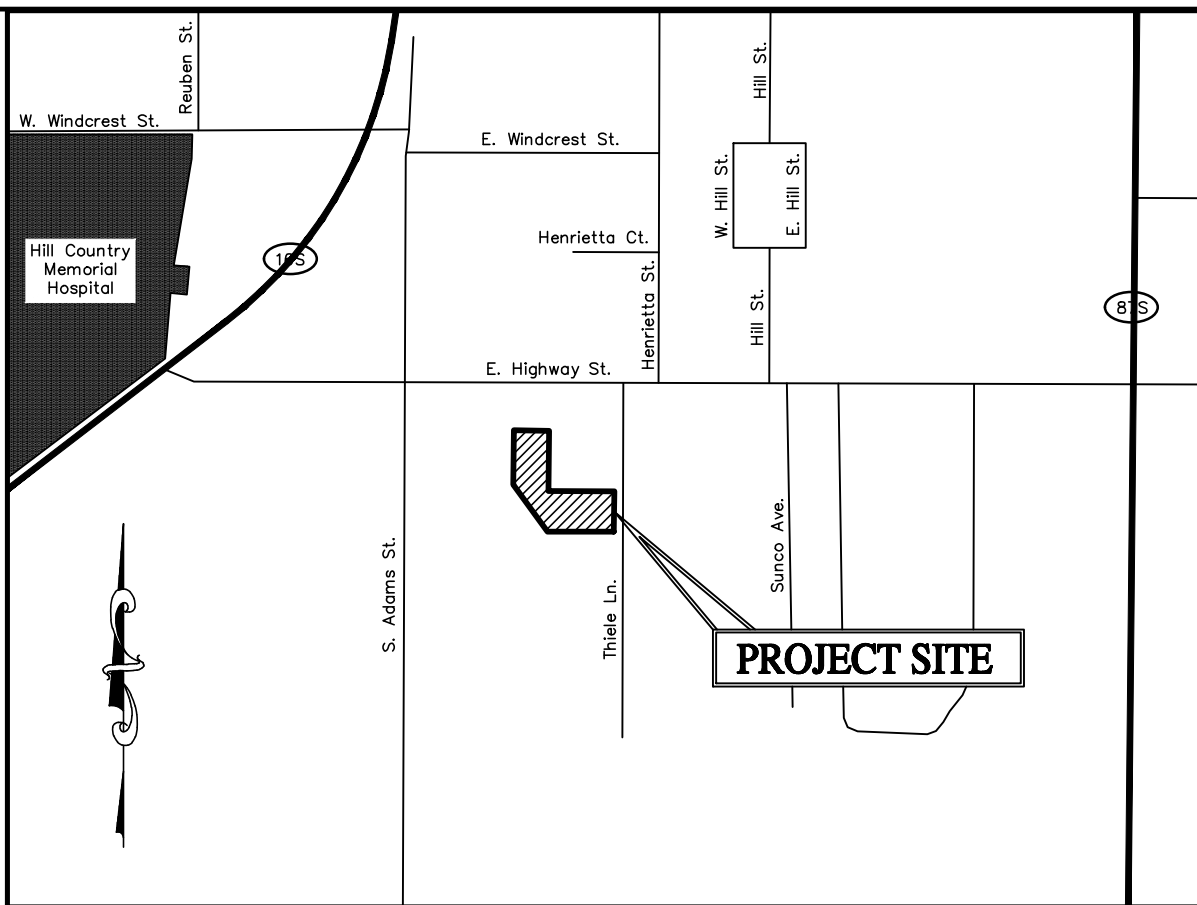
LOT SUMMARY TABLE

LOT AREA	55,075 sq. ft. / 1.26 Ac.
CURRENT ZONING	R2 - MIXED RESIDENTIAL AND R3 - MULTIFAMILY RESIDENTIAL
ZONING REQUIREMENTS	
MINIMUM LOT AREA	5,000 sq. ft. (7,500 sq. ft. for R3)
MINIMUM LOT WIDTH	50 ft. (for both R2 and R3)
RESIDENTIAL DENSITY (MIN. SITE AREA PER DWELLING)	
EFFICIENCY	2,500 sq. ft. (1,600 sq. ft. for R3)
1 BEDROOM	3,000 sq. ft. (2,000 sq. ft. for R3)
2 BEDROOM	3,500 sq. ft. (2,400 sq. ft. for R3)
BUILDING SETBACKS	
MINIMUM FRONT YARD SETBACK	15 ft. GARAGE / 20 ft. DWELLING (for R2) 25 ft. (for R3)
MINIMUM STREET SIDE YARD SETBACK	15 ft. (for both R2 and R3)
MINIMUM SIDE YARD SETBACK (INTERIOR)	5 ft. (for both R2 and R3)
MINIMUM REAR YARD SETBACK	10 ft. (for both R2 and R3)
MAXIMUM BUILDING HEIGHT	2-1/2 STORIES, 28 ft. (no R3 restriction)
MAXIMUM BUILDING COVERAGE	55% (for both R2 and R3)
MAXIMUM IMPERVIOUS COVERAGE	65% (for both R2 and R3)
PROPOSED LOT COVERAGES	
PROPOSED RESIDENTIAL DENSITY	
13 TOTAL DWELLINGS (1 S.F. HOME, 2 DUPLEX HOMES [2 UNITS EA.] AND 8 B&B's)	4,237 sq. ft.
PROPOSED BUILDING HEIGHT (MAX.)	1 STORY, 15 ft.
PROPOSED BUILDING COVERAGE	21%
PROPOSED BUILDING AREA	11,919 sq. ft. / 0.27 Ac.
PROPOSED IMPERVIOUS PERCENTAGE	40%
IMPERVIOUS AREA	21,669 sq. ft. / 0.50 Ac.
PERVIOUS AREA	33,406 sq. ft. / 0.77 Ac.



PARKING SUMMARY

PARKING SPACES REQUIRED	
SINGLE-FAMILY HOME (2 SPC/DWELLING)	2 SPACES
DUPLEX (1 SPC/ UNIT)	2 SPACES
B&B's (1 SPC/ UNIT)	8 SPACES
PARKING SPACES PROVIDED	
SINGLE-FAMILY HOME	GARAGE + DRIVEWAY
DUPLEX	GARAGE + DRIVEWAY
B&B's	8 SPACES



LOCATION MAP

NOT TO SCALE

LEGEND

---	EXISTING
---	PROPERTY BOUNDARY
---	ADJACENT PROPERTY BOUNDARY
W - W	EXISTING WATER LINE
-SS-	EXISTING SANITARY SEWER
---	EXISTING SANITARY SEWER
---	EXISTING CONCRETE CURB
---	BUILDING SETBACK LINE
-1500-	EXISTING CONTOURS
○	IRON ROD FOUND
○	EXISTING UTILITY POLE
B.S.L.	BUILDING SETBACK LINE
○	EXISTING TREES TO REMAIN
○	EXISTING TREES TO BE REMOVED
---	PROPOSED
---	PROPOSED BUILDING
---	PROPOSED CONCRETE PAVEMENT
---	PROPOSED FIRE LANE
---	PROPOSED EASEMENT
---	PROPOSED CONCRETE CURB
---	PROPOSED SIGHT VISIBILITY TRIANGLE
①	PROPOSED NUMBER OF PARKING SPACES
---	PROPOSED FIRE HYDRANT

A
SITE PLAN
FOR

THIELE LN.
MULTI-FAMILY

1.26 ACRES IN THE CITY OF FREDERICKSBURG, LOT 2R-B, VALLEY GRANDE SUBDIVISION RECORDED IN DOCUMENT NO. 20170439 OF THE DEED RECORDS OF GILLESPIE COUNTY, TEXAS.

OWNER

BRIAN MCDOWELL
1309 MALIBU DR.
KERRVILLE, TX 78028

(830) 496-0722

VEI CONSULTING ENGINEERS

ENGINEER

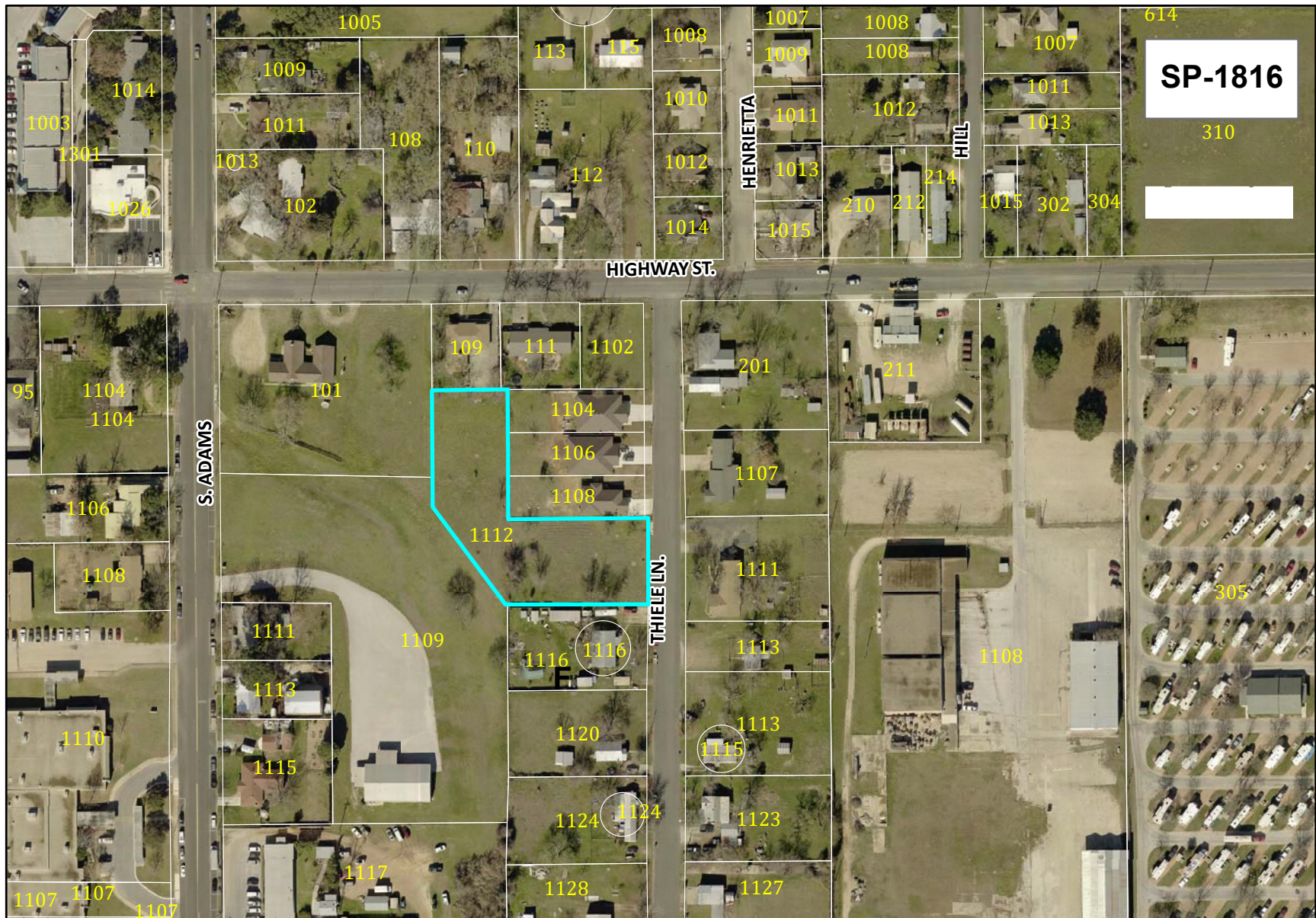
ENGINEERING CONTACT: KEVIN W. SPRAGGINS
507-D E. HIGHWAY ST.
FREDERICKSBURG, TX 78624

(830) 997-4744
FAX: (830) 997-6967
Texas Registration # F-165

FILE NO: 18082

DATE: 12/17/2018

SHEET: SP (1 OF 3)



A. Project Information (Please complete all items.)

Project Name: Thiele Lane Multi-Family

Project Address: 1112 Thiele Lane, Fredericksburg, Gillespie County, Texas

Tax ID Number (s): 8541381

Application Type (Check all items that apply.)

- | | | |
|---|--|---|
| ☐ Conditional Use Permit | ☐ Minor Plat* | ☐ Plat Vacation |
| ☒ Site Plan* | ☐ Replat* | ☐ Annexation* |
| ☐ Zoning Change | ☐ Amending Plat* | ☐ Other |
| ☐ Land Use Plan Change | ☐ Preliminary Plat* | ☐ Waiver of Right to |
| ☐ Variance Request | ☐ Final Plat* | 30-day action |
| | ☐ Development Plat | |

Revision of Approved Plan / Plat? ☐ Yes ☒ No Name:

Jurisdiction: ☒ City Limits ☐ ETJ Total Acres: ± 1.1 ac. No. of Lots: One (1)

Original Survey & Abstract No:

Legal Description: All of Tract No. 2R-B of a Resubdivision of Lot No. 2 and A NON-EXCLUSIVE ACCESS EASEMENT over and across that 30 foot wide roadway part of Lot No. 1 and Lot No. 2, of the Valley Grande Subdivision, as said shown on the plat recorded in Volume 4, Page 33, Plat Records of Gillespie County, Texas.

Current Land Use Plan: Medium Density Residential
Plan: same

Proposed Land Use

Current Zoning: West Portion: R-3, East Portion: R-2
same

Proposed Zoning:

Location: 1112 Thiele Lane, Fredericksburg, Gillespie County, Texas

Proposed Use(s): Multi-family Development & Short Term Rental Buildings

Applicant's Signature

Applicant's Role: ☐ Owner ☐ Developer ☒ Other (note role): Engineer

I hereby certify that the information supplied with this application is true and correct, and that the paper and electronic copies of the materials submitted are consistent with each other, to the best of my knowledge. I also certify I have authorization from the owner to act on his / her behalf.

Signature: _____

Printed Name: Kevin W. Spraggins

Date: 11/30/2018

Staff Use Only

Application No.: _____ Date: _____

*Copy of current Title Search required with application.

B. Contact Information (Please complete all items. Attach additional pages as necessary.)**I. Property Owner(s)**

Firm Name (if applicable):

Owner Name: Mr. Brian McDowell

Address: 1309 Malibu, Kerrville, TX 78028

Phone: 830-496-0722

Fax:

Email: bmc McDowell@gmail.com**II. Owner's Agent/Engineer/Surveyor** (Main contact person responsible for application)Role: ☐ Agent ☒ Engineer ☐ Surveyor ☐ Other (note role):

Firm Name (if applicable): VEI Consulting Engineers

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

Primary Contact Name: Kevin Spraggins, PE

Phone: 830-997-4744

Fax: 830-997-6967

Email: kspraggins@vei-tx.com**Secondary Contact Name:**

Phone: 830-997-4744

Fax: 830-997-6967

Email: gswells@vei-tx.com**III. Applicant**

Firm Name (if applicable): VEI Consulting Engineers

Applicant Name (s): Kevin Spraggins, PE

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

Phone: 830-997-4744

Fax: 830-997-6967

Email: kspraggins@vei-tx.com**IV. Applicant's Agent/Engineer/Surveyor** (Main contact person responsible for application)Role: ☐ Agent ☒ Engineer ☐ Surveyor ☐ Other (note role):

Firm Name (if applicable): VEI Consulting Engineers

Address: 507 E. Highway Street, Suite D, Fredericksburg, TX 78624

Primary Contact Name: Kevin Spraggins, PE

C. Fee Schedule (Please attach appropriate fee to application.)

- ☐ Conditional Use Permit Application - \$400
- ☐ Site Plan Application Admin - \$300
- ☒ Site Plan Application P&Z - \$400
- ☐ Application for Zoning Change - \$400
- ☐ Application for Land Use Change - \$300
- ☐ Minor Plat - \$300
- ☐ Amending Plat - \$300
- ☐ Replat - \$300 plus \$20 per lot
- ☐ Preliminary Plat - \$400 plus \$20 per lot
- ☐ Final Plat - \$500 plus \$10 per lot

D. Recording Fee Schedule

For plats, a recording fee will be collected when mylars are presented. The check should be made payable to Gillespie County Clerk and the recording fees are \$121.00 for a single lot plat. Each additional lot will increase the recording fee by \$10.00.

**FINAL PLAT
BACKGROUND INFORMATION
January, 2019**

File Number:	P-1825
Subdivision Name:	Oaks of Windcrest, Phase 5
Preliminary Plat:	The Preliminary Plat was approved by the Planning and Zoning Commission in 2005. While there are minor changes in the layout, the Final Plat conforms to the Preliminary Plat. This phase will represent the final phase of the Oaks of Windcrest.
Location:	West side of Post Oak Road, south of Windcrest Drive, and west of the extension of Northern Red Oak Lane (see attached map).
Zoning:	R-1, Single Family Residential
Tract Size:	15.38 acres
Number/Size of Lots:	60 lots, all of which are over the 7,500 square foot minimum.
Roadways:	The extension of Northern Red Oak Lane from the south in Phase 1 will serve as the primary access into this phase of development. In addition, Windcrest Drive, a collector street, located on the north side of this phase, will be constructed to the northwest corner of this project.
Right-of-way:	Internal streets will contain the minimum 50' of right-of-way. Windcrest Drive contains 60' of right-of-way.
Utilities:	Water and Sewer lines within the vicinity will be extended to serve the subdivision.
Easements:	Typical drainage and utility easements on each lot. Standard electric easements (CTEC), each lot
Easements Abandoned:	NA
Stormwater Detention:	Drainage will flow into existing detention ponds serving the Oaks of Windcrest subdivision.
Drainage:	See above.
Sidewalks:	The Sidewalk Plan calls for a sidewalk along W. Windcrest Drive. Said sidewalk should be constructed as part of this project.

Construction Plans:	Construction Plans have been reviewed by the Engineering Department. Initial comments have been returned to the Engineer. Approval of the Final Plat should be conditioned upon revisions being made to the plans.
Staff Comments:	NA
P&Z Action:	Final approval
Staff Recommendation:	Approval
Conditions:	Approval of the Construction Plans prior to the start of construction.



OAKS OF WINDCREST, PHASE V

LOCATION MAP



Google Earth

© 2018 Google



Project Application

City of Fredericksburg - Development Services Department
126 W. Main St., Fredericksburg, TX 78624 – (830)997-7521

A. Project Information (Please complete all items.)

Project Name: OAKS OF WINDCREST, PHASE V

Project Address: FREDERICKSBURG, GILLESPIE COUNTY, TX 78624

Tax ID Number (s): 28847 & 28851,

Application Type (Check all items that apply.)

- | | | |
|---|---|---|
| ☐ Conditional Use Permit | ☐ Minor Plat* | ☐ Plat Vacation |
| ☐ Site Plan* | ☐ Replat* | ☐ Annexation* |
| ☐ Zoning Change | ☐ Amending Plat* | ☐ Other |
| ☐ Land Use Plan Change | ☐ Preliminary Plat* | ☐ Waiver of Right to |
| ☐ Variance Request | ☒ Final Plat* | 30-day action |
| | ☐ Development Plat | |

Revision of Approved Plan / Plat? ☐ Yes ☒ No Name:

Jurisdiction: ☒ City Limits ☐ ETJ Total Acres: 16.81 No. of Lots: 60

Original Survey & Abstract No:

Legal Description: G E CO #700 MULTIPLE LOTS 24.144, GE108, GE110, GE111, GE114, GE115, GE116, & GE 117

Current Land Use Plan: SINGLE FAMILY RESIDENTIAL
Plan: SINGLE FAMILY RESIDENTIAL

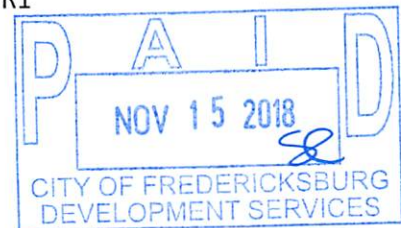
Proposed Land Use

Current Zoning: R1

Proposed Zoning: R1

Location: North of Scarlet Oak Ct. Fredericksburg, TX 78624

Proposed Use(s): RESIDENTIAL SUBDIVISION



Applicant's Signature

Applicant's Role: ☐ Owner ☐ Developer ☒ Other (note role): ENGINEER

I hereby certify that the information supplied with this application is true and correct, and that the paper and electronic copies of the materials submitted are consistent with each other, to the best of my knowledge. I also certify I have authorization from the owner to act on his / her behalf.

Signature: [Signature]

Printed Name: Shane Zepan Date: 11/15/18

Staff Use Only

Application No.: P-1825 Date: 11/15/18

*Copy of current Title Search required with application.

CH# 751



Project Application

City of Fredericksburg - Development Services Department
126 W. Main St., Fredericksburg, TX 78624 – (830)997-7521

B. Contact Information (Please complete all items. Attach additional pages as necessary.)

I. Property Owner(s)

Firm Name (if applicable): 10-8 PROPERTIES

Owner Name: JACOB GRANT

Address:

Phone: (432) 230-0259

Fax:

Email: jacob.grant@hotmail.com

II. Owner's Agent/Engineer/Surveyor (Main contact person responsible for application)

Role: ☒ Agent ☒ Engineer ☐ Surveyor ☐ Other (note role):

Firm Name (if applicable): TEXAS ENGINEERING SOLUTIONS

Address: 3815 S. CAPITAL OF TEXAS HIGHWAY, SUITE 300

Primary Contact Name: MARK ZUPAN, P.E.

Phone: 512-904-0505

Fax: 512-904-0509

Email: MZUPAN@TXENG.COM

Secondary Contact Name:

Phone:

Fax:

Email:

III. Applicant

Firm Name (if applicable): TEXAS ENGINEERING SOLUTIONS

Applicant Name (s): MARK ZUPAN, P.E.

Address: 3815 S. CAPITAL OF TEXAS HIGHWAY, SUITE 300

Phone: 512-904-0505

Fax: 512-904-0509

Email: MZUPAN@TXENG.COM

IV. Applicant's Agent/Engineer/Surveyor (Main contact person responsible for application)

Role: ☐ Agent ☐ Engineer ☒ Surveyor ☐ Other (note role):

Firm Name (if applicable): AUSTIN SPATIAL TECHNOLOGIES, LLC

Address:

Primary Contact Name: PAUL SAUVE, RPLS

Phone: 512-904-0505

Fax:

Email: paul@austinspatial.com



Project Application

City of Fredericksburg - Development Services Department
126 W. Main St., Fredericksburg, TX 78624 – (830)997-7521

C. Fee Schedule (Please attach appropriate fee to application.)

- ☐ Conditional Use Permit Application - \$200
- ☐ Site Plan Application - \$200
- ☐ Application for Zoning Change - \$200
- ☐ Application for Land Use Change - \$200
- ☐ Variance Request - \$100
- ☐ Minor Plat - \$200
- ☐ Replat - \$200
- ☐ Amending Plat - \$200
- ☐ Preliminary Plat - \$200 plus \$20 per lot
- ☒ Final Plat - \$500 plus \$10 per lot

D. Recording Fee Schedule

For plats, a recording fee will be collected when mylars are presented. The check should be made payable to Gillespie County Clerk and the recording fees are \$121.00 for a single lot plat. Each additional lot will increase the recording fee by \$10.00.

Memo

To: Planning and Zoning Commission
From: Brian Jordan, AICP
Date: 1/4/2019
Re: Discuss C-1.5, MU-1 and MU-2 Districts.

We have been discussing the creation of a C-1.5 Medium Commercial Zoning District, a MU-1 Mixed Use General District and a MU-2 Mixed Use Corridor District. Over the last several meetings we have discussed the permitted uses for each of the districts, along with the conditional uses for each district. A matrix is attached showing the proposed uses for each district. In addition, we discussed special regulations that could apply to the districts, including shared parking provisions, outdoor display of merchandise and seasonal items, hours of operation, height, special screening, special setbacks between certain uses, density credits, etc. I have provided a draft of the three districts for your review. The C-1.5 District would be another standard district. The MU-1 and MU-2 Districts would be new, but would carry special provisions applicable only to these districts. At the end of each section is a list of special provisions for discussion and consideration. For clarification, the MU-2 District would be proposed primarily along major entry corridors, and the MU-1 District is intended for infill or along other major thoroughfares. While unintentional, the uses proposed for the MU-1 and MU-2 Districts turned out to be the same. Therefore, we will need to have some way of distinguishing between the district's, otherwise only one mixed use district will be necessary. At the end of the MU-1 and MU-2 District sections, I have provided a list of Special Site and Development Regulations.

At the previous meeting in December, we reviewed the special site and development regulations and, while there was general agreement with the concepts, no final decisions were made. It was also suggested that we would look at the Entry Corridor Design Guidelines and Standards, and decide which items could be converted from guidelines to standards for the new mixed use zones. We propose using the time at the next meeting to go over these guidelines and standards.

I have suggested to the City Manager that we conduct a joint meeting with the City Council to discuss the proposals for the new Mixed Use Districts and the C-1.5 District, prior to actually holding a public hearing. The City Manager has agreed to schedule this meeting and we are looking for potential dates in February.

- **Sec. 3.210. – MU-1: MIXED USE – INFILL.**

[SHARE LINK TO SECTION PRINT SECTION DOWNLOAD \(DOCX\) OF SECTIONS EMAIL SECTION COMPARE VERSIONS](#)

Intent

This zone represents an effort to provide a zoning category for properties outside of the main commercial area, and are large enough and located in proximity to the core of the city to provide for a mix of uses and that is intended to be pedestrian and bicycle oriented. Features for consideration include a balanced mix of uses, connectivity of uses, compactness, compatibility with town character or traditional context, reduced parking, good pedestrian and bicycle access.

Principal Permitted Uses

Administrative and Business Office
Administrative Services
Arts and Crafts
Business Support Services
Club or Lodge
Cocktail Lounge
College or University Facilities
Community Recreation
Consumer Convenience Services
Consumer Repair Services
Convalescent Services
Cultural Services
Custom Manufacturing
Day Care Services
Financial Services
Food Sales (limit to the size)
Group Residential
General Retail Sales (limit to size)
Hotel/Motel (limit to square footage or number of rooms)
Hospital Services (Limited)
Indoor Entertainment
Indoor Sports and Recreation
Kennels
Laundry Services
Liquor Sales
Local Utility Services
Medical Offices
Mobile Food Establishments
Outdoor Sports and Recreation
Park and Recreation Services
Personal Improvement Services
Personal Services
Pet Services
Professional Offices

Religious Assembly
Restaurant - Drive-In/Fast Food
Restaurant
Restaurant – Limited
Retail Sales - Limited
Shopping Center
Single Family Residential (Detached)
Duplex Residential
Townhouse Residential
Condominium Residential
Multiple Family Residential

Buildings, structures and lands shall be used, and buildings and structures shall hereinafter be erected, altered or enlarged only for the following uses, plus such other uses as the City Council, by resolution, may deem to be similar to those uses listed and not obnoxious or detrimental to the public health, safety and welfare.

Uses Permitted Subject to Conditional Use Permit

The following uses may be permitted subject to a Conditional Use Permit as provided for in section 5.400.

Automobile Rentals
Business or Trade School
Convenience Storage
Outdoor Sports and Recreation
Drive through or Drive-in facilities associated with any use
Group Residential
Guidance Services
Private Primary Educational Facilities
Private Secondary Educational Facilities
Transportation Terminals

Property Development Regulations

Except as hereinafter provided, no building or structure or part thereof shall be erected, altered or converted for any use permitted in this district unless it is in conformity with all the standards and regulations herein specified for lot area, lot width, lot depth, dwelling unit area, lot coverage, yards and building height. The following standards shall apply except in cases where a lot does not meet the following standards herein required but was an official "lot of record" prior to the adoption of this ordinance. In such cases, the present dimension shall be maintained as a minimum standard until such time as the use is removed. The replacement shall meet the standards and regulations herein specified.

Site Development Regulations

Each site in the MU-1 District shall be subject to the following site development regulations.

Feature	Regulation
Lot Size	Minimum Lot Area, 7,500 Square feet
Lot Width	Minimum Lot Width, 75 feet
Height	Maximum Building Height, 3 stories, 38 feet
Front Yard	Minimum Required Setback, 15 feet
Street Side Yard	Minimum Required Setback, 15 feet
Interior Side Yard	Minimum Required Setback, 0 feet*
Rear Yard	Minimum Required Setback, 0 feet*
Maximum Impervious Coverage	80%
Maximum Building Coverage	Percent of Lot Area, 75%
Residential Density	Section 3.120
Nonconforming Uses	Section 6.100
Site Development Regulations	Section 7.000 and 7.100
Yard Regulations	Section 7.300
Height Regulations	Section 7.510
Fences, Walls and Visibility	Section 7.530
Parking	Section 7.800
Landscaping and Screening Regulations	Section 7.900
Temporary/Accessory Building	Section 8.100

Signs	Sign Ordinance
*25 feet when adjacent to Residential property	

Special Site and Development Regulations:

1. All Entry Corridor Standards and Guidelines shall apply to development within the MU-1 District.
2. Shared access for pedestrians and vehicles shall be provided between properties and uses.
3. Pedestrian circulation will be given priority over vehicular access.
4. Drive-thru's associated with any use shall be oriented away from any adjacent residential.
5. Exterior amplified sound associated with any use shall be prohibited when adjacent to single family residential use.
6. Required parking may be reduced by up to 25% if development can show the mix of uses do not conflict with one another .
7. Residential density for townhomes, condominiums and multi-family dwellings may be increased by 25% if utilized above ground floor level and combined with other permitted uses.
8. Outdoor storage shall be prohibited.
9. Outdoor display of merchandise shall be limited to ____% of the lot area, and shall be maintained in a neat and orderly manner.
10. Height may be increased to 4 stories if more than three different use types are included and structured parking is proposed within a single development.

Miscellaneous Provisions for Consideration:

1. Encourage biking and require bike parking.
2. Require screened parking adjacent to residential uses and along major thoroughfares.
3. Require parking to be located on the side or rear of buildings along public roadways or internal drives.
4. Reduced setbacks where a certain number or uses are included within a single development.

- **Sec. 3.210. – MU-2: MIXED USE – CORRIDOR**

[SHARE LINK TO SECTION PRINT SECTION DOWNLOAD \(DOCX\) OF SECTIONS EMAIL SECTION COMPARE VERSIONS](#)

Intent

This zone represents an effort to change the typical pattern of strips of underperforming commercial development that often line highways and arterials. Rather than limiting the properties along major entry corridors to commercial uses, this category offers a variety of higher density residential and mixed use opportunities. The policy of allowing this mix of uses along major roadways supports a change in development from a pattern of older commercial structures to new projects with a variety of uses, including mixed use within an individual building project or building.

Principal Permitted Uses

NON-RESIDENTIAL USES:
Administrative and Business Office
Administrative Services
Arts and Crafts
Business Support Services
Club or Lodge
Cocktail Lounge
College or University Facilities
Community Recreation
Consumer Convenience Services
Consumer Repair Services
Convalescent Services
Cultural Services
Custom Manufacturing
Day Care Services
Financial Services
Food Sales (limit to the size)
Group Residential
General Retail Sales (limit to the size)
Hotel/Motel (limit to square footage or number of rooms)
Hospital Services (Limited)
Indoor Entertainment
Indoor Sports and Recreation
Kennels
Laundry Services
Liquor Sales
Local Utility Services
Medical Offices
Mobile Food Establishments
Outdoor Sports and Recreation
Park and Recreation Services
Personal Improvement Services
Personal Services

Pet Services
Professional Offices
Religious Assembly
Restaurant - Drive-In/Fast Food
Restaurant
Restaurant – Limited
Retail Sales - Limited
Shopping Center (limit to the size)
RESIDENTIAL USES:
Single Family Residential (Detached)
Duplex Residential
Townhouse Residential
Condominium Residential
Multiple Family Residential

Buildings, structures and lands shall be used, and buildings and structures shall hereinafter be erected, altered or enlarged only for the following uses, plus such other uses as the City Council, by resolution, may deem to be similar to those uses listed and not obnoxious or detrimental to the public health, safety and welfare.

Uses Permitted Subject to Conditional Use Permit

The following uses may be permitted subject to a Conditional Use Permit as provided for in section 5.400.

Automobile Rentals
Business or Trade School
Convenience Storage
Outdoor Sports and Recreation
Drive through or Drive-in facilities associated with any use
Group Residential
Guidance Services
Private Primary Educational Facilities
Private Secondary Educational Facilities
Transportation Terminals

Property Development Regulations

Except as hereinafter provided, no building or structure or part thereof shall be erected, altered or converted for any use permitted in this district unless it is in conformity with all the standards and regulations herein specified for lot area, lot width, lot depth, dwelling unit area, lot coverage, yards and building height. The following standards shall apply except in cases where a lot does not meet the following standards herein required but was an official "lot of record" prior to the adoption of this ordinance. In such cases, the present dimension shall be maintained as a minimum standard until such time as the use is removed. The replacement shall meet the standards and regulations herein specified.

Site Development Regulations

Each site in the MU-2 District shall be subject to the following site development regulations.

Feature	Regulation
Lot Size	Minimum Lot Area, 10,000 Square feet
Lot Width	Minimum Lot Width, 100 feet
Height	Maximum Building Height, 3 stories, 38 feet
Front Yard	Minimum Required Setback, 20 feet
Street Side Yard	Minimum Required Setback, 15 feet
Interior Side Yard	Minimum Required Setback, 0 feet*
Rear Yard	Minimum Required Setback, 0 feet*
Maximum Impervious Coverage	75%
Maximum Building Coverage	Percent of Lot Area, 65%
Residential Density	Section 3.120
Nonconforming Uses	Section 6.100
Site Development Regulations	Section 7.000 and 7.100
Yard Regulations	Section 7.300
Height Regulations	Section 7.510
Fences, Walls and Visibility	Section 7.530
Parking	Section 7.800
Landscaping and Screening Regulations	Section 7.900

Temporary/Accessory Building	Section 8.100
Signs	Sign Ordinance
*25 feet when adjacent to Residential property	

Special Site and Development Regulations:

1. All Entry Corridor Standards and Guidelines shall apply to development within the MU-2 District.
2. Shared access for pedestrians and vehicles shall be provided between properties.
3. Pedestrian circulation will be given priority over vehicular access.
4. Drive-thru's associated with any use shall be oriented away from any adjacent residential.
5. Exterior amplified sound associated with any use shall be prohibited when adjacent to single family residential use.
6. Required parking may be reduced by up to 25% if development can show the mix of uses do not conflict with one another .
7. Residential density for townhomes, condominiums and multi-family dwellings may be increased by 25% if utilized above ground floor level and combined with other permitted uses.
8. Outdoor storage shall be prohibited.
9. Outdoor display of merchandise shall be limited to _____% of the lot area, and shall be maintained in a neat and orderly manner.
10. Height may be increased to 4 stories if more than three different use types are included and structured parking is proposed within a single development.

Miscellaneous Provisions for Consideration:

1. Encourage biking and require bike parking.
2. Require screened parking adjacent to residential uses and along major thoroughfares.
3. Require parking to be located on the side or rear of buildings along public roadways or internal drives.
4. Reduced setbacks where a certain number or uses are included within a single development.

- **Sec. 3.210. – C-1.5: MEDIUM COMMERCIAL**

[SHARE LINK TO SECTION PRINT SECTION DOWNLOAD \(DOCX\) OF SECTIONS EMAIL SECTION COMPARE VERSIONS](#)

Intent

This zone represents an effort to provide a district between the Neighborhood Commercial District and the Commercial District. Uses have been selected from each of the various districts, with the intent that the proposed uses could function as a transition between highway commercial and residential neighborhoods, but could also provide a lower impact zone along other major roadways.

Principal Permitted Uses

NON-RESIDENTIAL USES:
Administrative and Business Office
Arts and Crafts
Business Support Services
Communication Services
Consumer Repair Services
Convalescent Services
Cultural Services
Day Care Services
Financial Services
Guidance Services
Hospital Services (Limited)
Local Utility Services
Medical Offices
Personal Improvement Services
Personal Services
Pet Services
Professional Offices
Private Primary Educational Facilities
Private Secondary Educational Facilities
Religious Assembly
Restaurant – Limited
Retail Sales - Limited
RESIDENTIAL USES:
Single Family Residential (Detached)
Duplex Residential
Townhouse Residential
Condominium Residential
Multiple Family Residential

Buildings, structures and lands shall be used, and buildings and structures shall hereinafter be erected, altered or enlarged only for the following uses, plus such other uses as the City Council, by resolution, may deem to be similar to those uses listed and not obnoxious or detrimental to the public health, safety and welfare.

Uses Permitted Subject to Conditional Use Permit

The following uses may be permitted subject to a Conditional Use Permit as provided for in section 5.400.

Automotive Washing
Building Maintenance Services
Business or Trade School
Club or Lodge
Cocktail Lounge
Convenience Storage
Consumer Convenience Services
Custom Manufacturing
Food Sales
Outdoor Sports and Recreation
Drive through or Drive-in facilities associated with any use
Group Residential
General Retail Sales
Kennels
Laundry Services
Liquor Sales
Mobile Food Establishments
Single-Family Residential (detached)
Duplex residential
Condominium Residential
Townhouse Residential

Property Development Regulations

Except as hereinafter provided, no building or structure or part thereof shall be erected, altered or converted for any use permitted in this district unless it is in conformity with all the standards and regulations herein specified for lot area, lot width, lot depth, dwelling unit area, lot coverage, yards and building height. The following standards shall apply except in cases where a lot does not meet the following standards herein required but was an official "lot of record" prior to the adoption of this ordinance. In such cases, the present dimension shall be maintained as a minimum standard until such time as the use is removed. The replacement shall meet the standards and regulations herein specified.

Site Development Regulations

Each site in the C-1.5 District shall be subject to the following site development regulations.

Feature	Regulation
Lot Size	Minimum Lot Area, 7,500 Square feet

Lot Width	Minimum Lot Width, 70 feet
Height	Maximum Building Height, 3 stories, 38 feet
Front Yard	Minimum Required Setback, 20 feet
Street Side Yard	Minimum Required Setback, 20 feet
Interior Side Yard	Minimum Required Setback, 5 feet*
Rear Yard	Minimum Required Setback, 10 feet*
Maximum Impervious Coverage	75%
Maximum Building Coverage	Percent of Lot Area, 60%
Residential Density	Section 3.120
Nonconforming Uses	Section 6.100
Site Development Regulations	Section 7.000 and 7.100
Yard Regulations	Section 7.300
Height Regulations	Section 7.510
Fences, Walls and Visibility	Section 7.530
Parking	Section 7.800
Landscaping and Screening Regulations	Section 7.900
Temporary/Accessory Building	Section 8.100
Signs	Sign Ordinance
*25 feet when adjacent to Residential property	

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.

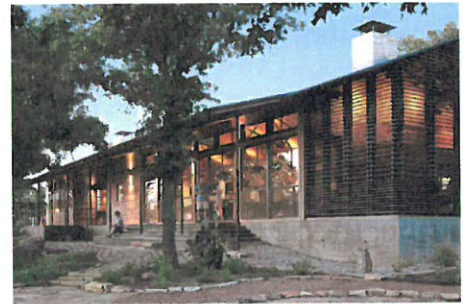
DESIGN STANDARDS- BUILDING DESIGN



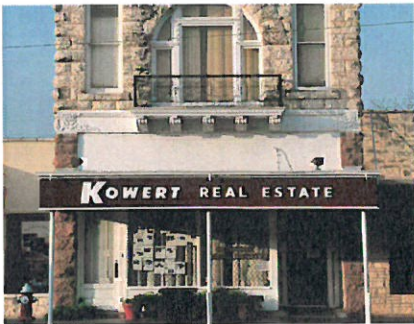
- **Pioneer** - Split logs, rock facades, wide chinking, limestone additions, Sunday houses



- **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

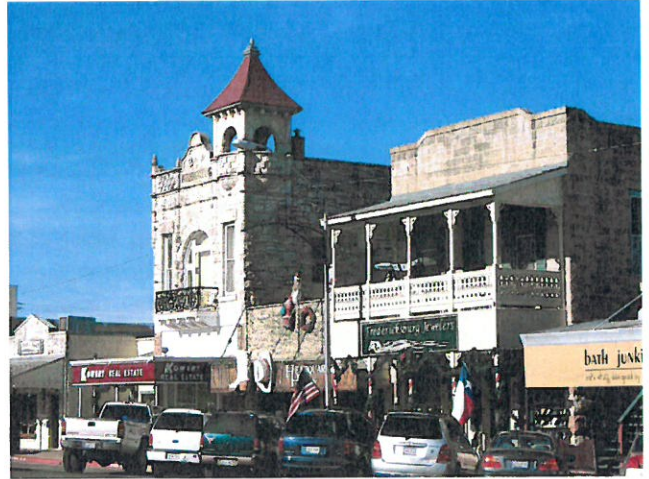
2.5 – Select materials native to the Hill Country, such as cedar, limestone and brown sandstone.

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 Country 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

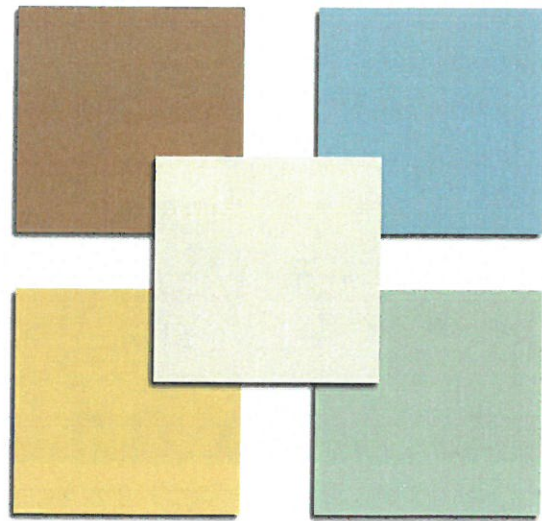
Color may seem a small element in overall community design, but it plays a significant role in appearance. Colors that would be perfectly appropriate in one community, such as the pastels found on homes and businesses in Port Aransas, would look wildly out of place in Fredericksburg. This section shouldn't 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.

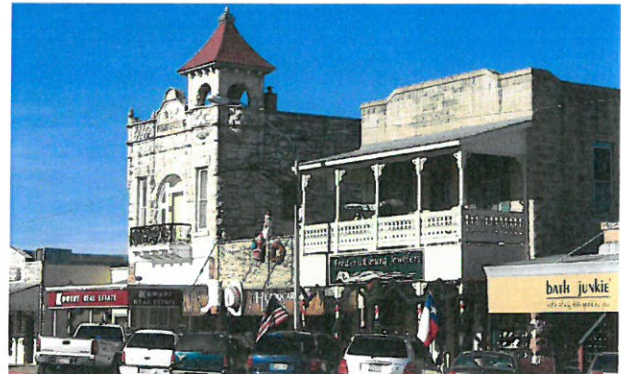
Applicability

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.

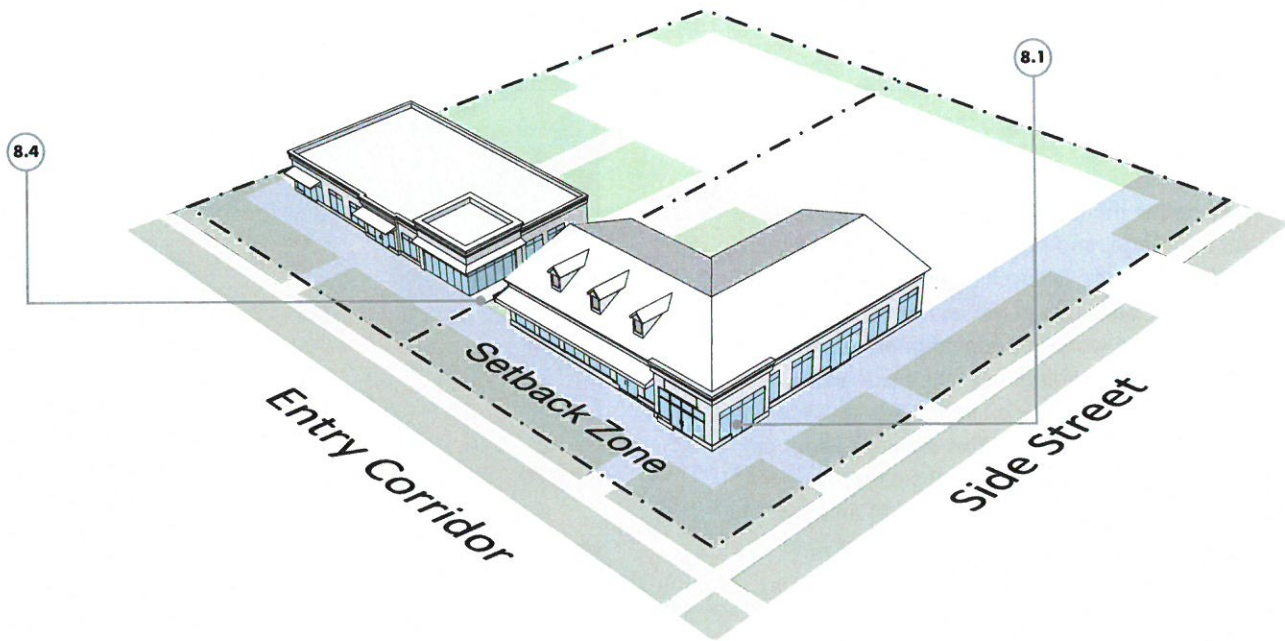
Guidelines

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.



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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	Callistemon 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	Callistemon
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 curvula
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 rupepelli
Mexican Feather	Stipa tenuissima
VINES	
Common Name	Scientific Name
Crossvine	Bignonia capriolata
Trumpet Creeper	Campsis radicans
Coral Honeysuckle	Lonicera sempervirens
Evergreen Wisteria	Melaleuca 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	Liatris sp.
Turk's Cap	Malvaviscus arboreus
Blackfoot Daisy	Melampodium leucanthum
Wax Myrtle	Myrica cerifera
Blue Plumbago	Plumbago auriculata
Pomegranate	Punica granatum
Rosemary	Rosmarinus officinalis
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.

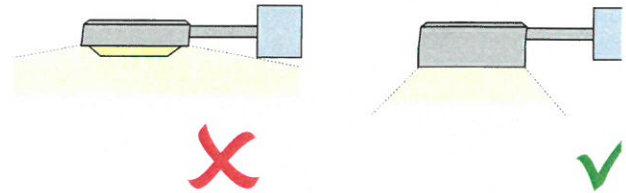
The intent of the Lighting Standards are to:

- 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.

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



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.

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

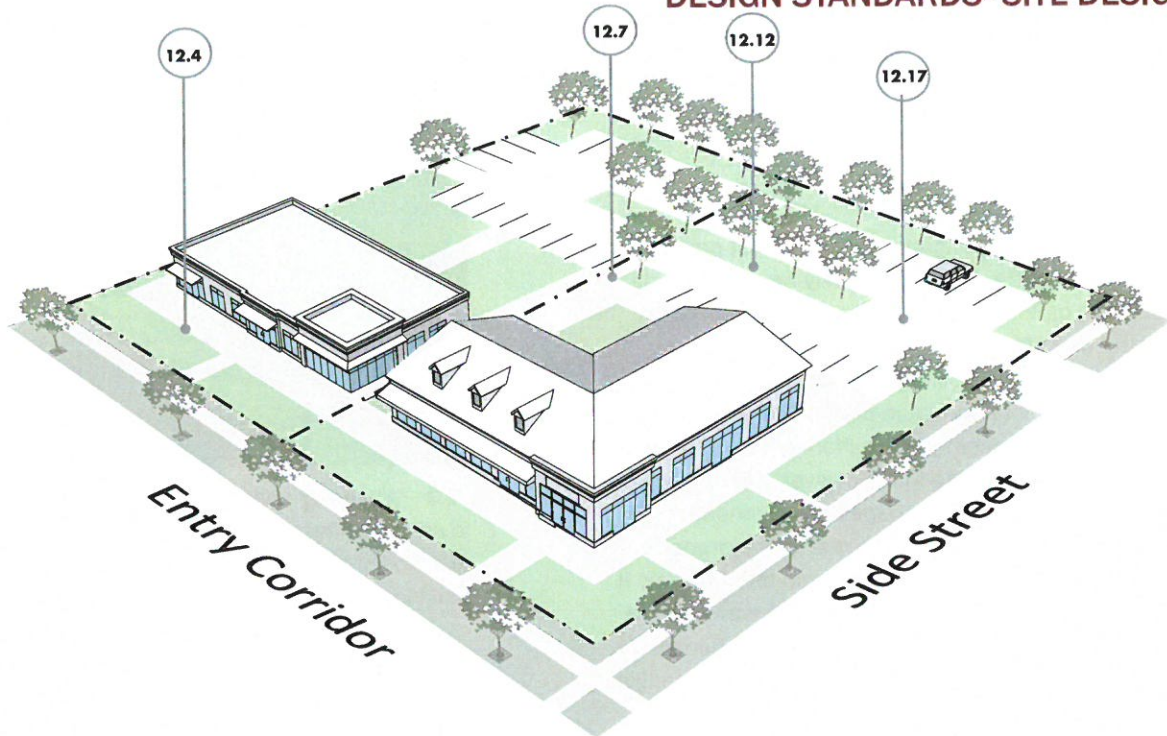
12.7 – Parking should be located behind buildings or on the side.

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.