



City of Fredericksburg

CITY COUNCIL RETREAT AGENDA TUESDAY, JANUARY 15, 2019 ~ 8:30 A.M. LADY BIRD GOLF COURSE – CARDINAL ROOM – 341 GOLFERS LOOP FREDERICKSBURG, TEXAS 78624

Linda Langerhans, Mayor
Jerry Luckenbach, Councilmember
Tom Musselman, Councilmember

Gary Neffendorf, Councilmember
Charlie Kiehne, Councilmember
Kent Myers, City Manager

The City of Fredericksburg City Council will meet in a workshop session on Tuesday, January 15, 2019 at 8:30 a.m. in the Cardinal Room of the Lady Bird Golf Course, 341 Golfers Loop, 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 11, 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

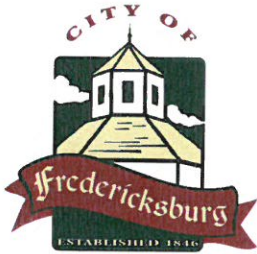
2. DISCUSSION AND POSSIBLE DIRECTIONS

- A. Sports Park**
(Agenda Packet Pages 5-10)
- B. Regulations regarding operation of Electric Scooters and Golf Carts.**
(Agenda Packet Pages 11-14)
- C. Regulations regarding sex offenders.**
(Agenda Packet Pages 15-26)
- D. Affordable Housing**
(Agenda Packet Page 27)
- E. Creation of Mixed-Use Zoning**
(Agenda Packet Pages 28-68)
- F. West Main Street Area Zoning and potential development regulations.**
(Agenda Packet Pages 69-73)
- G. Roadway extension priority projects related to City Transportation Master Plan.**
(Agenda Packet Pages 74-100)

3. ADJOURN

This is to certify that I, Shelley Goodwin, posted this Agenda at 11:10 p.m. on January 10, 2019 on the entrance door and bulletin board of the City of Fredericksburg City Hall, 126 W. Main St., Fredericksburg, Texas.

Shelley Goodwin, TRMC
City Secretary



Date: January 9, 2019

To: Mayor and City Council

From: Kent Myers, City Manager *KM*

Subject: City Council Retreat-January 15

The next City Council Retreat is scheduled for this Tuesday, January 15 at 8:30 a.m. in the Cardinal Room at Lady Bird Johnson Golf Course. We will provide breakfast starting at 8:00 a.m. and lunch starting at about noon. We hope to complete the discussion by 2:00 p.m.

I have attached the agenda along with backup information related to each agenda item. The agenda includes estimated times for discussion on each item. The Council discussion may take longer than anticipated so the agenda times can be adjusted as we proceed with the meeting.

We are looking forward to this opportunity to discuss important issues facing the City in an informal, relaxed and open format. Although no final actions or decisions will be made at this meeting, it is hoped that we can get clear guidance and direction from the Council on these topics. Following the meeting, I will prepare a listing of follow-up actions that will be taken in response to the Council discussion.

The first item scheduled for discussion is the Sports Park. Now that the County has decided on the amount of funding support that they will provide for the Park, we can discuss whether to proceed with a City bond election in May. We have invited our Financial Advisor, Dan Wegmiller, and representatives from the local sports associations to attend the meeting. If the Council decides to move forward with a May bond election, the election should be called at the February 4th Council meeting. Attached to the agenda are the following Sports Park related items which will be discussed at the Retreat:

1. Revised plans for Sports Park
2. Current Budget for Sports Park
3. Projected construction schedule

The City of Fredericksburg

126 W. Main St. • Fredericksburg, Texas 78624-3708 • (830) 997-7521 • Fax (830) 997-1861

4. Listing of items that have been removed from the Budget
5. Proposed bond election schedule
6. Annual debt payments and property tax impact from \$6.1 million GO bond issuance

The second item included on the Retreat agenda is a report and discussion on the regulation of electric scooters and golf carts. Daniel has prepared reports which are attached which cover (1) provisions of State law that apply to these modes of transportation; (2) how they are currently regulated by City ordinances; and (3) options for future regulation of scooters and golf carts. He will have additional information from other cities to provide you at the meeting.

The third item that is included for discussion at the Council Retreat is a new ordinance covering sex offenders that we would like for the City Council to consider next month. Attached to the agenda is a copy of the presentation summarizing the ordinance and a copy of the proposed ordinance. The purpose of this ordinance is to regulate the location of convicted sex offenders so that we can provide safe areas for children in our community.

The next item that is scheduled for the Council Retreat is an update on affordable housing. This agenda item will start with a brief status report on local affordable housing development activity. We also want to revisit the ordinance passed by the City Council last year that waives impact fees for affordable housing. A final item for discussion, that has been recommended by the Mayor, is to consider leasing City-owned property on Old San Antonio Road (see attached map) for development of affordable housing.

The next item listed on the agenda for discussion will be a report from Brian on the status of the discussion on mixed-use zoning (see attached report). Next month we plan on having a joint City Council/Planning and Zoning Commission meeting to discuss mixed-use zoning. It is important that you have this background information prior to this joint meeting.

Following a break for lunch, we plan on discussing possible new regulations for the W. Main Street area. This area is expected to realize some significant development activity over the next several years. The City has recently adopted new noise regulations that should help to address concerns in this area. The new mixed-use zoning regulations, if adopted, will also help address future development activity in this area. And, if it is decided to extend the standardized business ordinance to this area, it will help ensure quality commercial growth. One concern that still has not been addressed is parking in this area. In 2015 the City proposed parking regulations which were not approved (see attached staff report and proposed ordinance). The Council may want to revisit these regulations as well as other development regulations for the W. Main Street area.

The final item scheduled for next Tuesday's Council Retreat is a report and discussion on major roadway projects that were included in our recent Transportation Master Plan. Attached is information on these roadway improvements including the locations and costs estimates. At the Retreat we will discuss the City Council priorities for major roadway improvements, timing and financing options.

The City of Fredericksburg

126 W. Main St. • Fredericksburg, Texas 78624-3708 • (830) 997-7521 • Fax (830) 997-1861

City Council Retreat

January 15, 2019

8:30 A.M.

Cardinal Room-Lady Bird Johnson Golf Course

	<u>Estimated Time</u>
1. Call Meeting to Order	8:30 a.m.
2. Consider Report and Discussion on Proposed Sports Park	8:30-9:30 a.m.
3. Consider Report and Discussion on Regulation of Electric Scooters and Golf Carts	9:30-10:30 a.m.
4. Consider Report and Discussion on New Regulations Covering Sex Offenders	10:30-11:00 a.m.
5. Consider Report and Discussion on Affordable Housing	11:00-11:30 a.m.
6. Consider Report and Discussion on Mixed Use Zoning	11:30-Noon
7. Lunch Break	Noon-12:30 p.m.
8. Consider New Development Regulations Covering the W. Main Street Area	12:30-1:00 p.m.
9. Consider Report and Discussion on Future Roadway Extension Projects	1:00-2:00 p.m.
10. Adjournment	2:00 p.m.



OAK CREST SPORTS PARK

CITY OF FREDERICKSBURG, TEXAS

October 31 2018



MASTER PLAN A

Preliminary Cost Estimate
OAK CREST SPORTS PARK
Master Plan
OCTOBER 31, 2018



ITEM	Unit Cost	Quantity	Minimum requirements
1 INFRASTRUCTURE			
2 Effluent Line	\$125,000.00		Other City Funds
3 Water Line			Other City Funds
4 Sewer Line - 2 Lift Stations / Force			Other City Funds
5 Pond Excavation & Construction (1 Acre)	\$ 400,000.00		Other City Funds
6 Irrigation Wet Well	\$ 125,000.00		Other City Funds
7 Pump House	\$ 20,000.00		Other City Funds
8 Future Electrical Conduit			\$ 15,000.00
9 INFRASTRUCTURE TOTAL:			\$ 15,000.00
10 SOCCER FIELDS			
11 Soccer Fields (5 Unlighted)			\$ 585,000.00
12 30 FC Field Lighting (1)			\$ 150,000.00
13 Irrigation/ Hydromulch	\$27,000/00AC	7	\$ 189,000.00
14 Earthwork			\$ 75,000.00
15 Restroom Building (3 stalls per side)			\$ 265,000.00
16 Plaza/Food Truck Paving	\$8.00/SF	3,735/SF	\$ 29,880.00
17 Food Truck Elctrical	\$10,000/ea	2	\$ 20,000.00
18 Food Truck Area Lighting			\$ 10,000.00
19 Landscaping / Trees			\$ 5,000.00
20 SOCCER FIELDS TOTAL:			\$ 1,328,880.00
21 NEW BASEBALL / SOFTBALL FIELD COMPLEX			
22 Baseball - Softball Fields 225' (4)			\$ 650,000.00
23 Bleacher Shade Canopies (4)			\$ 90,000.00
24 Dugout Metal Roof (8)			\$ 40,000.00
25 50/30 Field Lighting (4)			\$ 600,000.00
26 Irrigation/ Hydromulch (Approximately 9 Acres)	\$27,000/00AC	9	\$ 243,000.00
27 Scoreboards (2)			\$ 50,000.00
28 Restroom Building (3 stalls per side)			\$ 265,000.00
29 Food Truck Plaza- Thickend Pavement	\$8.00/SF	4,200/SF	\$ 33,600.00
30 Food Truck Elctrical	\$10,000/ea	2	\$ 20,000.00
31 Food Truck/ 4 Plex Area Lighting			\$ 30,000.00
32 12' Sidewalk-Thickened to Food Truck Plaza Paving	\$8.00/SF	5,177/SF	\$ 41,416.00
33 4 Plex Plaza Paving	\$6.00/SF	31,705/SF	\$ 190,000.00
34 Sidewalks to 4 Plex Fields	\$6.00/SF	6,258/SF	\$ 37,548.00
35 Earthwork			\$ 250,000.00
36 Landscaping / Trees			\$ 6,000.00
37 NEW BASEBALL / SOFTBALL FIELD COMPLEX TOTAL:			\$ 2,546,564.00
38 OAK CREST BASEBALL / SOFTBALL FIELD COMPLEX			
39 Demo- Parking/Concrete			\$ 30,000.00
40 Baseball - Softball Fields 300' (1) Renovated			\$ 300,000.00
41 Renovated 300'-50/30 Field Lighting (1)			\$ 175,000.00
42 Renovated 300'-Bleacher Shade Canopies (1)			\$ 25,000.00
43 Renovated 300'-Dugout Metal Roof (2)			\$ 10,000.00
44 Sidewalks to Existing Fields/Restroom	\$6.00/SF	7,700/SF	\$ 46,200.00
45 Earthwork			\$ 20,000.00
46 OAK CREST BASEBALL / SOFTBALL FIELD COMPLEX TOTAL:			\$ 606,200.00
47 PARKING AREA			
48 Asphalt Parking + Entrance Drive (310 Spaces)	5.50/SF		\$ 625,000.00
49 Concrete Curb & Gutter	\$35.00/LF	4,110 L.F.	\$ 143,850.00
50 Parking Lot Lights	\$20,500.00/EA	10	\$ 205,000.00
51 Earthwork	\$5.00/CY		\$ 365,000.00
52 Irrigation (Common Areas)	\$27,00.00/AC	1.85	\$ 50,000.00
53 Landscaping / Trees	\$625.00/EA	32	\$ 20,000.00
54 PARKING AREA TOTAL:			\$ 1,408,850.00
55 OTHER			
56 Tennis Courts			\$ 380,000.00
57 Tennis Court Lights			\$ 120,000.00
58 Park Benches, Trash Receptacles, Soccer Goals, Bleachers			\$ -
59 Entry Feature with Sign			\$ 15,000.00
60 Top Soil Import	\$20.00/CY		\$ 175,000.00
61 Erosion Control	\$3.00/LF		\$ 60,000.00
62 Storm Sewer / Drainage			\$ 425,000.00
63 Electrical Complex Service			\$ 30,000.00
64 Construction Testing			\$ 50,000.00
65 Maintenance Area (Fenced/ Screened Outside Storage)			\$ 120,000.00
66 OTHER TOTAL:			\$ 1,375,000.00
67 SUB TOTAL:			\$ 7,280,494.00
68 Pre-Design Contingency (5%):			\$ 364,024.70
69 ESTIMATED CONSTRUCTION TOTAL:			\$ 7,644,518.70
70 A & E Fees: (10%):			\$ 764,451.87
71 CONSTRUCTION AND A&E TOTAL:			\$ 8,408,970.57

Proposed Project Schedule

OAK CREST COMMUNITY PARK

Fredericksburg, Texas

2-Nov-18



Month - Year	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20
Final Scope of Services														
Site Visit, Documentation / Base Map/Topo/Geotechnical														
Refine Master Plan and Project Budget														
Preliminary Cost Estimates, Design Development 30%														
Design Development 60%														
Design Development 90%														
Prepare Construction Documents & Specifications														
Bid and Qualify Contractor														
Present to City Council Bid & Contract Award														
Park Construction (Twelve Months)														
Turf Establishment Summer of 2020														



OAK CREST SPORTS PARK
Estimate of additional amenities/facilities
January 9, 2019

	ITEM	Unit Cost*
1	Soccer Field Lighting	\$150,000
2	Pavilions	\$75,000
3	Playgrounds with Shade Structure	\$125,000
4	Landscaping / Trees	\$25,000
5	Scoreboards	\$25,000
6	Sidewalks	\$6.00/SF
7	Area Lighting	\$6,250/EA
8	Earthwork	\$6.00/SF
9	Landscaping / Trees	\$625/EA
10	Asphalt Parking	\$5.50/SF
11	Concrete Curb & Gutter	\$35.00/LF
12	Parking Lot Lights	\$20,500/EA
13	Irrigation (Common Areas)	\$2,700/AC
14	10' Loop Trail	\$6.00/SF
15	Park Benches - 6' long steel	\$2,000
16	Trash receptacles (used 55 gallons drums are \$50 each)	\$1,300
17	Soccer goals (\$1,400 to \$3,500 plus netting, stakes)	\$2,500
18	Bleachers (\$1,500 to \$5,000 plus depending on size)	\$3,500
19	Entry Feature with Signage	\$30,000
20	Soccer Area Sign	\$15,000
21	Baseball Area Sign	\$15,000
22	General park signage (prices will vary per sign)	\$100
23	Top Soil Import	\$20.00/CY
24	Erosion Control	\$3.00/LF
25	6' High Chain-Link Fence	\$2,000/LF

*Prices for some items (i.e. benches, signs, trash receptacles, bleachers, goals, playgrounds, landscaping, pavilions) can vary greatly depending on size, material used, if concrete base will be needed, features included, etc.

**CITY OF FREDERICKSBURG, TEXAS BOND ELECTION
TIMETABLE OF EVENTS – SATURDAY, MAY 4, 2019**

Event	Time Required¹	Date	Done
City staff kick-off call with financial advisor and bond counsel	Recommended 4 weeks or more prior to calling the election	January 15, 2019 (Tues.)	
City staff explores polling locations and joint election agreement with election official	Recommended 2 weeks or more prior to calling the election	January 18, 2019 (Fri.)	
City Council adopts an ordinance calling the election	Not more than 90 days or less than 78 days prior to election ²	February 4, 2019 (Mon.)	
Bond counsel orders translations (Spanish, etc.)	Immediately after calling the election	February 5, 2019 (Tues.)	
Bond counsel delivers ballot language to county election official	determined by the election official	<i>estimated</i> February 18, 2019 (Mon.)	
Bond counsel delivers notice of election to the election official ³	Not later than 60 days before election	March 5, 2019 (Tues.)	
Last day to register to vote	30 days prior to election	April 4, 2019 (Thur.)	
City staff publishes first notice of election in English, Spanish, and other applicable languages	Not more than 30 days or less than 14 days prior to election ⁴	<i>submit by April 9, 2019</i> April 10, 2019 (Wed.)	
City staff posts notice of election (all applicable languages) prominently on the City's website	Not later than 21 days prior to election until after election day ⁵	April 12, 2019 (Fri.)	
City staff posts notice of election (all applicable languages) at City Hall on the bulletin board used for posting meeting notices	Not later than 21 days prior to election until after election day ⁵	April 12, 2019 (Fri.)	
City staff posts notice of election (all applicable languages) at three public places within the City ⁶	Not later than 21 days prior to election until after election day ⁵	April 12, 2019 (Fri.)	
City staff publishes second notice of election (all applicable languages)	Exactly one week after first publication	<i>submit by April 16, 2019</i> April 17, 2019 (Wed.)	
Early voting begins	12 days prior to election ⁷	April 22, 2019 (Mon.)	
Early voting ends	4 days prior to election	April 30, 2019 (Tues.)	
Election day	First Saturday in May	May 4, 2019 (Sat.)	
City Council canvasses election returns	Not later than 11 days after election and not earlier than the later of: (1) the 3rd day after election; (2) the date the provisional ballots have been counted; or (3) the date that all timely cast overseas ballot have been counted ⁸	May 7, 2019 (Tues.) through May 15, 2019 (Wed.) ⁹	
End of election contest period	30 days after canvassing	No later than June 14, 2019 (Fri.)	

¹ Unless noted otherwise, when the last day of a calculated period falls on a weekend or holiday, the date moves to the next business day.

² This window is February 3, 2019 to February 15, 2019. Notice of the meeting to call the election should be posted at least 72 hours prior to the meeting.

³ Bond Counsel will provide the election official with appropriate Notices of Election for each polling location.

⁴ The first day to publish the notice is Thursday, April 4, 2019, and the last day is Saturday, April 20, 2019. The second publication must occur one week after the first publication on the same day of the week as the first publication. Legal notices are published in the *Fredericksburg Standard* on Wednesdays. Notice must be submitted by 9:00 a.m. the day before publication. Payment may also be required at that time. The entire notice must be published in both languages.

⁵ Because this deadline falls on Saturday, April 13, 2019, the Secretary of State typically rolls this deadline forward to Monday, April 15, 2019. We recommend early compliance.

⁶ In home-rule cities, charter requirements for election notices must be followed. Ordinance reading requirements may be followed but need not be. Gov't Code § 1201.028.

⁷ This early voting period applies only to the May election date.

⁸ This canvassing time applies only to the May election date. Notice of the meeting to canvass the election should be posted at least 72 hours prior to the meeting.

⁹ Due to recent changes in state and federal law, final results including mailed and provisional ballots may not be available until the last two days of the canvassing period. An election with close results may be affected.

City of Fredericksburg, Texas

Preliminary \$6,100,000 Bond Election in May 2019

For Purposes of Illustration Only

FYE 9/30	Total Adjusted Taxable Value	Est. Growth	Existing Tax-Supp. D/S	\$6,100,000 Series 2019 8/15 3.65%	Projected Total Tax- Supp D/S	Less:		Projected Total Net Tax- Supp D/S	Projected I&S Tax Rate	Change
						Available Funds	Est. Frozen Tax Revs			
2019	\$ 1,549,401,776		\$ 875,947	\$ -	\$ 875,947	\$ -	\$ (138,929)	\$ 737,018	\$ 0.0376	\$ -
2020	1,595,883,829	3.00%	810,644	239,844	1,050,488	-	(200,666)	849,822	0.0543	0.0167
2021	1,643,760,344	3.00%	812,840	264,219	1,077,058	-	(200,867)	876,192	0.0544	0.0001
2022	1,693,073,154	3.00%	814,251	262,969	1,077,220	-	(196,111)	881,109	0.0531	(0.0013)
2023	1,743,865,349	3.00%	814,781	261,719	1,076,499	-	(191,286)	885,214	0.0518	(0.0013)
2024	1,796,181,310	3.00%	462,474	499,344	961,818	-	(166,793)	795,025	0.0452	(0.0066)
2025	1,841,085,842	2.50%	462,630	500,469	963,099	-	(163,634)	799,465	0.0443	(0.0009)
2026	1,887,112,988	2.50%	462,492	500,844	963,336	-	(160,346)	802,989	0.0434	(0.0009)
2027	1,924,855,248	2.00%	462,060	500,469	962,529	-	(157,585)	804,944	0.0427	(0.0007)
2028	1,963,352,353	2.00%	461,334	499,344	960,678	-	(154,895)	805,983	0.0419	(0.0008)
2029	1,992,802,638	1.50%	460,315	500,703	961,018	-	(152,826)	808,192	0.0414	(0.0005)
2030	2,022,694,678	1.50%	459,001	499,544	958,545	-	(150,534)	808,011	0.0408	(0.0006)
2031	2,042,921,625	1.00%	457,394	502,531	959,925	-	(149,490)	810,435	0.0405	(0.0003)
2032	2,063,350,841	1.00%	465,346	499,875	965,221	-	(149,057)	816,164	0.0404	(0.0001)
2033	2,063,350,841	0.00%	250,950	501,550	752,500	-	(116,207)	636,293	0.0315	(0.0089)
2034	2,063,350,841	0.00%	248,875	497,550	746,425	-	(115,269)	631,156	0.0312	(0.0003)
2035	2,063,350,841	0.00%	251,000	497,850	748,850	-	(115,643)	633,207	0.0313	0.0001
2036	2,063,350,841	0.00%	252,775	502,263	755,038	-	(116,599)	638,439	0.0316	0.0003
2037	2,063,350,841	0.00%	249,288	500,756	750,044	-	(115,827)	634,216	0.0314	(0.0002)
2038	2,063,350,841	0.00%	-	498,413	498,413	-	(76,969)	421,444	0.0208	(0.0105)
2039	2,063,350,841	0.00%	-	499,800	499,800	-	(77,183)	422,617	0.0209	0.0001
			\$ 9,534,395	\$ 9,030,053	\$ 18,564,448	\$ -	\$ (3,066,513)	\$ 15,497,936		

Assumptions

- (1) FY 2019 Total Adjusted Taxable Value provided by the City as of August 9, 2018. Projected future growth shown for purposes of illustration only.
- (2) Existing Tax-Supported D/S excludes the 2012 G.O. Refunding Bonds (W&S-supported) and the drainage portion of the 2010 G.O. Refunding Bonds.
- (3) All financing assumptions are as of January 4, 2019 for purposes of illustration only. Preliminary Series 2019 issue assumes a May 2019 election, August 2019 delivery and current market QTEO rates as of January 4, 2019 plus 0.40%. Preliminary, subject to change.
- (4) Est. Frozen Tax Revenues assume a pro rata share of estimated revenues (\$833,129 total for FY 2019 provided by the City as of August 9, 2018). Total frozen revenues assumed constant at \$833,129. Pro rata calculations assume the City maintains a total tax rate of \$0.2256. Preliminary, subject to change.
- (5) FY 2019 I&S tax rate of \$0.03762 and M&O tax rate of \$0.18798 provided by the Gillespie Central Appraisal District.
- (6) Est. I&S Tax collections rate: 98.00%

Regulation and Operation of Electric Scooters in the City



Current State Law	1. State law allows electric scooters to be operated on streets with a speed limit <35 mph 2. State law allows a person to operate a scooter on a dedicated bike pathway, and on a sidewalk 3. In the absence of specific regulation, the scooters are treated in same manner as bicycles under the Texas Transportation Code
Current local law (City ordinances)	1. City ordinance provides that “bicycles, skateboards, and roller skates shall not be operated on public or private property where signs are posted prohibiting such activity” – but not applicable to scooters as currently written. 2. City ordinance prohibits the use of skateboards and roller skates on any street, sidewalk, or public area in a downtown “zone” (boundaries are Creek to Travis, and Edison to Baron’s Creek bridge) – but not applicable to scooters as currently written. 3. City ordinance prohibits vending of goods or services from the “public way” in the downtown district a. District is defined as Milam to Elk, and Austin to San Antonio b. In said district, no goods/services can be offered or sold from public streets, sidewalks, areas in public ROW, alleys, or parks c. This ordinance, as written, would likely prohibit the business model used by the scooter companies in the “district” – Waco has utilized this approach

Council options for additional regulation	1. Adopt an ordinance prohibiting the operation of scooters in all or a part of the City a. State law allows the City to prohibit the operation of scooters on streets, highways, or sidewalks, if the City Council determines that the prohibition is necessary in the interest of safety 2. Adopt an ordinance allowing, but regulating, the leasing and operation of scooters in the City a. Austin and San Antonio have used this approach b. Create a permitting process, establish rules for operation, parking, insurance requirements, and require a local company contact to quickly remedy scooter issues 3. Take no action, and rely on the City's existing ordinance to prohibit the leasing/parking of scooters in the downtown district a. Would not prohibit leasing/parking of scooters in other areas of City, outside of downtown area b. Would not prohibit operation (riding) of scooters in downtown area
--	---

Operation of Golf Carts on City Streets



Current State Law	1. Except when expressly prohibited by a City ordinance, State law allows a golf cart to be operated: a. on City streets in a "master planned community" b. on a public or private beach c. on a public highway inside the City, if: i. the posted speed limit is not more than 35 miles per hour; ii. the cart is operated during the daytime and not more than two miles from the location where the golf cart is usually parked; and iii. the cart is operated for transportation to or from a golf course 2. State law allows a motor carrier (e.g. FedEx, UPS) to operate a golf cart for the
--------------------------	--

	purpose of retrieving or delivering packages on: a. a public highway if the posted speed limit is not more than 35 miles per hour; and b. on the property of certain subdivisions and condominiums (subject to HOA/POA rules) 3. In addition to the operation authorized above, the City Council may allow an operator to operate a golf cart on all or part of a public highway that: a. is in the corporate boundaries of the municipality; and b. has a posted speed limit of not more than 35 miles per hour. A golf cart may be driven across an intersection of any highway or street if the cart is being lawfully operated under one of the provisions above.
Current local law (City Ordinance)	The City has no ordinance regulating the operation of golf carts
Council options for future regulation	1. Take no action, and operation of golf carts will continue to be allowed in the limited circumstances under State law (in master planned community, to/from golf course, on a beach, and for package delivery). 2. Enact ordinance authorizing the operation of golf carts on some or all City streets <35 mph. (Ordinances adopted in Port Aransas, Corpus Christi, Galveston, and New Braunfels) 3. Enact ordinance to prohibit operation of golf carts in master planned community, to/from golf course, and/or on a beach, if the City Council determines that the prohibition is necessary in the interest of safety.

A Sex Offender Ordinance

Is to regulate the movement of convicted sex offenders in our community by providing safe areas for children where these predators are not allowed to be.

The Texas Legislation imposes sanctions on all convicted sex offenders by creating registration requirements. There are also restrictions on their residential locations and certain types of employment.

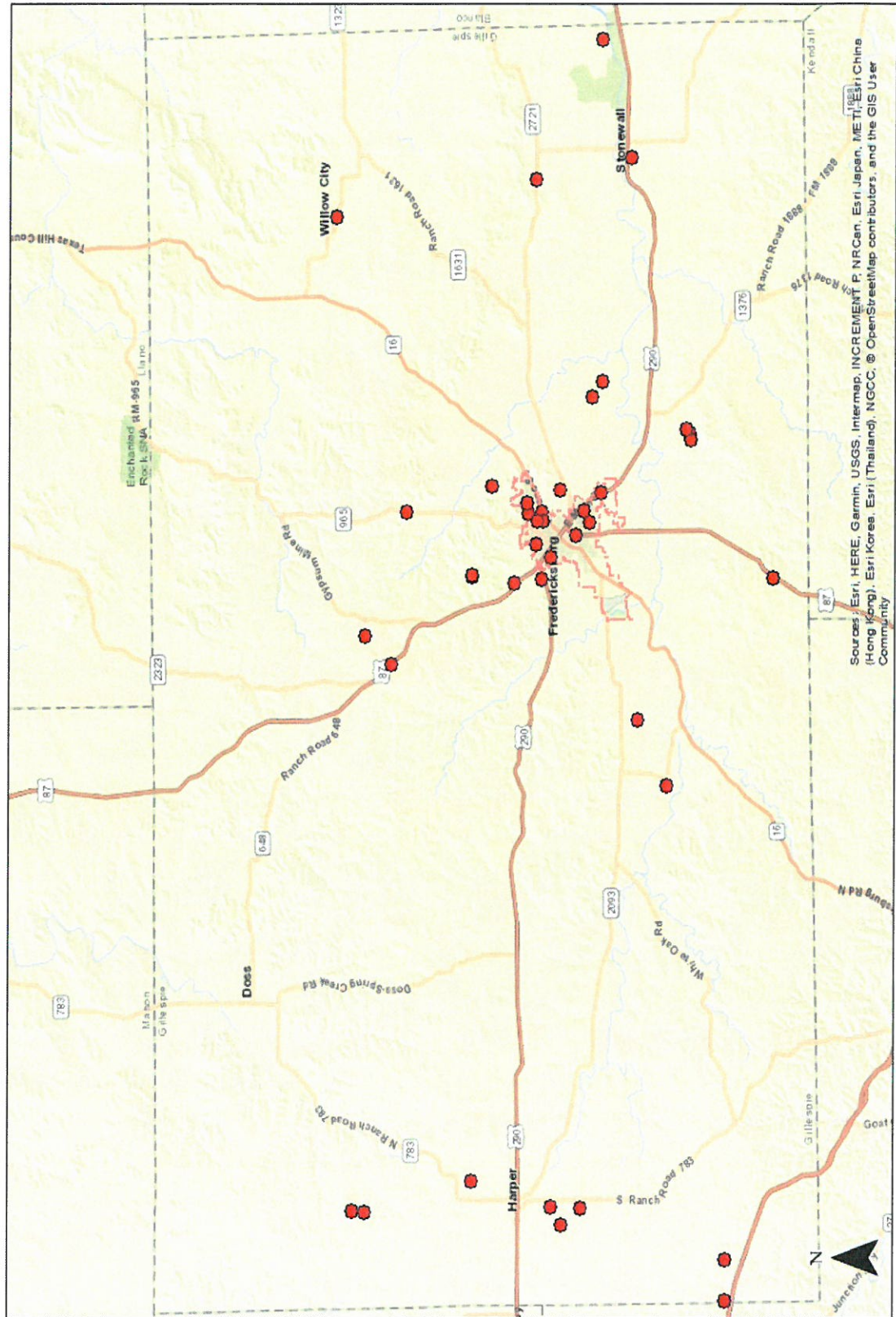
Restrictions include:

- Amusement rides
- Buss operator
- Taxi and Limousine services
- Residential services
- Education centers

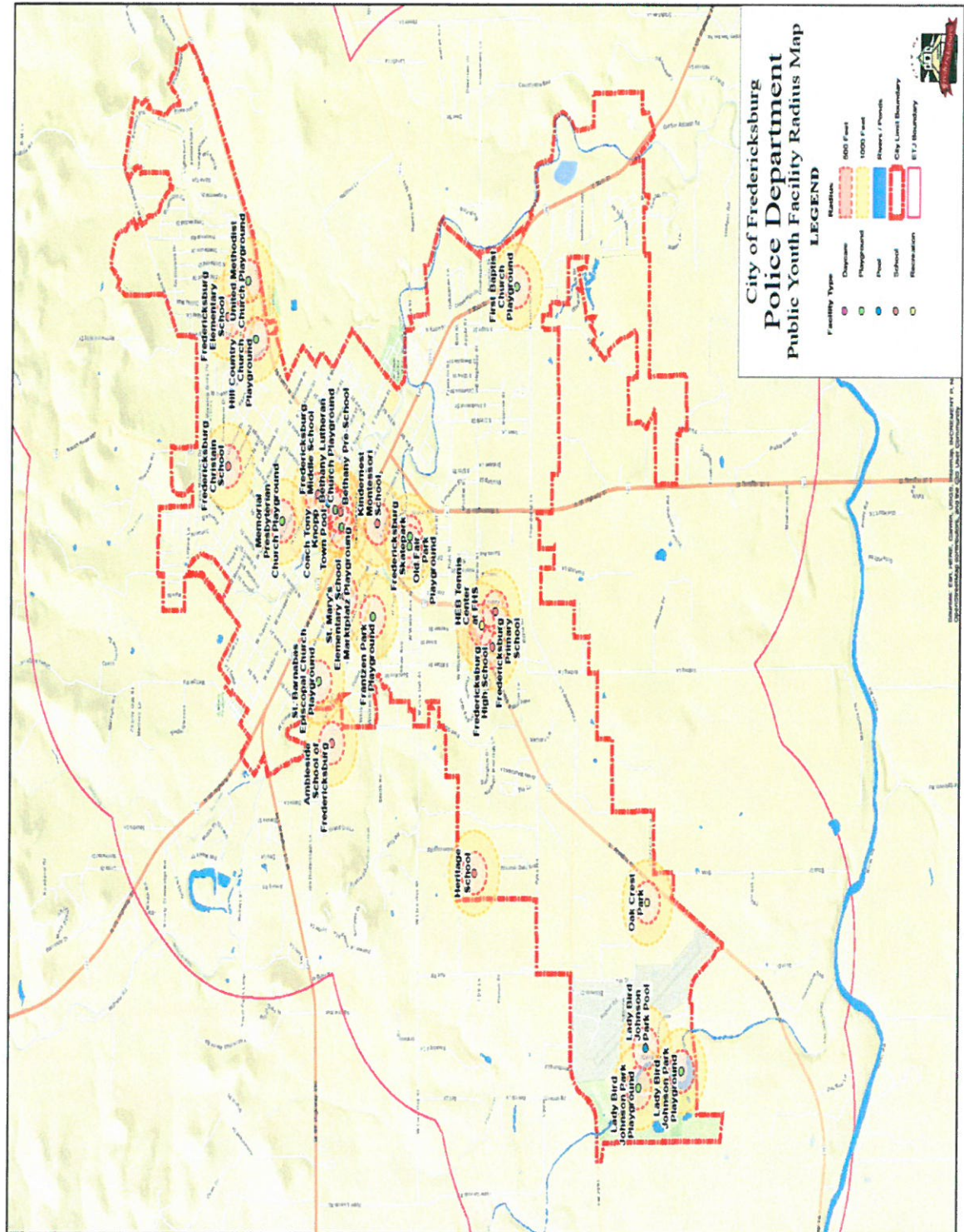
Number of Sex Offenders living in Gillespie County is **40** as of 12-11-2018.
11 city and **29** county

Number of Sexual Assaults reported in 2017-2018.
27 in the city and **19** in the county

Map of registered sex offender homes



Child safety zones effected by ordinance.



The goal of this Ordinance is to help regulate where Sex Offenders can go even after they are released from Probation or Parole.

Other communities in the Hill Country with this type of ordinance include Marble Falls, Boerne, and Burnet. In all 48 cities in Texas have enacted a sex offender ordinance.

An article in the ,San Angelo Live, in Jan 2016 talked about the greater number of registered sex offenders in communities that did not have Sex Offender Ordinances. See <https://sanangelolive.com/news/san-angelo/2016-01-09/lack-city-ordinance-equals-more-sex-offenders-san-angelo>

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FREDERICKSBURG, TEXAS, CREATING SECTION 20-3. - SEX OFFENDERS - OF CHAPTER 20 - OFFENSES AND MISCELLANEOUS PROVISIONS - OF THE CODE OF ORDINANCES, TO ESTABLISH REGULATIONS RELATED TO THE PROXIMITY OF CHILD SEX OFFENDERS TO AREAS COMMONLY UTILIZED BY CHILDREN, AND PROVIDING A PENALTY CLAUSE FOR VIOLATIONS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FREDERICKSBURG, TEXAS:

Section 1. That, SECTION 20-3. – SEX OFFENDERS, of Chapter 20 - OFFENSES AND MISCELLANEOUS PROVISIONS, of the Code of Ordinances, is hereby created and adopted as follows:

Sec. 20-3. - SEX OFFENDERS

A. Finding and intent.

The City Council finds that child sex predators, who are required to register as a sex offender under Ch. 62 of the Texas Code of Criminal Procedure, present a threat to the health, safety and welfare of children. The City Council further finds that children lack the ability to protect themselves from sexual predators, and additional safety measures are required to prevent certain registered sex offenders from having access to children in areas where children generally feel safe.

It is the intent of this Section 20-3 to serve the City's compelling interest to promote, protect and improve the health, safety and welfare of the citizens of the City, by creating areas around locations where children regularly congregate in concentrated numbers, wherein certain registered child sex offenders are prohibited from entering, loitering, or establishing temporary or permanent residency.

B. Definitions.

The following words, terms and phrases, when used in this Section 20-3, shall have the meanings ascribed to them in this Subsection, except where the context clearly indicates a different meaning, and terms not defined here shall be construed as in ordinary and common usage.

Child safety area shall mean all improved and unimproved areas of a lot or tract of land that is used as a private or public elementary or secondary school, a day-care center or facility, a private or public playground, a private or public youth center, a public swimming pool, a video arcade facility, an amusement park, a carnival or fair, a public park, and any children's section of a public library.

Child sex offender shall mean any person with a reportable conviction or adjudication, including an adjudication of delinquent conduct or a deferred adjudication, that, regardless of the pendency of an appeal, is a conviction for or an adjudication for or based on any of the following offenses:

- (1) Continuous sexual abuse of a young child or children (Texas Penal Code § 21.02);
- (2) Indecency with a child (Texas Penal Code § 21.11);
- (3) Sexual assault of a child (Texas Penal Code § 22.011);
- (4) Aggravated sexual assault of a child (Texas Penal Code § 22.021);
- (5) Online solicitation of a minor (Texas Penal Code § 33.021);
- (6) Sexual performance by a child (Texas Penal Code § 43.25);
- (7) Possession or promotion of child pornography (Texas Penal Code § 43.26); or
- (8) A violation of the laws of another state, federal law, laws of a foreign country, or the Uniform Code of Military Justice, if the violation contained elements substantially similar to the elements of the violations described (1) through (7) of this paragraph.

Day-care center or facility shall mean a facility licensed by the State of Texas, which provides care, training, education, custody, treatment, or supervision of children for less than 24 hours a day.

Loiter shall mean standing or sitting idly, whether or not in a motor vehicle, in and around an area.

Minor shall mean any person under 18 years of age.

Permanent residence shall mean a place where the person abides, lodges, or resides for 14 or more consecutive days.

Person in authority shall mean the owner, a person authorized by the owner, or a person or business with apparent authority to act for the owner, including but not limited to, a manager or a property management business.

Playground, Premises, School, Video arcade facility, and Youth center shall have the meanings assigned by Texas Health and Safety Code § 481.134.

Public park shall mean:

(1) any land, including improvements to said land, designated as a public park or public recreation area for use by the general public, including but not limited to City parks, water parks, conservation areas, jogging trails, and hiking trails; and

(2) any athletic field that is owned, leased, operated, managed, or maintained by the City, including but not limited to soccer fields, baseball fields, softball fields, basketball courts, and football fields.

Reportable conviction or adjudication shall have the meaning assigned by Texas Code of Criminal Procedure § 62.001(5).

Temporary residence shall mean:

(1) a place where a person abides, lodges, or resides for a period of 14 or more days in the aggregate during any calendar year and which is not the person's permanent residence; and

(2) a place where a person abides, resides, or lodges for a period of four or more consecutive or nonconsecutive days in any month and which is not the person's permanent residence.

C. Sex offender entry and loitering restriction.

(1) It shall be unlawful for a child sex offender to intentionally or knowingly enter a child safety area.

(2) It shall be unlawful for a child sex offender to intentionally or knowingly loiter within one thousand feet (1000') of a child safety area. Under this Subsection 20-3(C), any distance measurement is made in a straight line, without regard to intervening structures or objects, between the child sex offender's location and the nearest property line of the child safety area.

(3) It is an affirmative defense to prosecution under this Subsection 20-3(C) if at the time of the offense, a child sex offender has entered a child safety area for such time as is necessary to attend an regular, special, or called meeting of a governmental body that is open to the public pursuant to Chapter 551 of the Texas Government Code. The defense under this

Subsection 20-3(C)(3) shall only apply to those areas of the child safety area that are necessary for attendance at the meeting of a governmental body.

- (4) It is an affirmative defense to prosecution under this Subsection 20-3(C) if at the time of the offense, a child sex offender has entered a child safety area for such time as is necessary for the limited purpose of voting at an official polling place located within a child safety area, if the child sex offender qualifies to vote at such polling place. The defense under this Subsection 20-3(C)(4) shall only apply to those areas of the child safety area that are necessary for the limited purpose of voting.
- (5) It is an affirmative defense to prosecution under this Subsection 20-3(C) if at the time of the offense, a child sex offender has entered the premises of any school during the standard operating hours of the school and complied with Texas Code of Criminal Procedure Art. 62.064.

D. Sex offender Halloween restrictions.

- (1) On October 31st of each year, a child sex offender shall:
 - (a) Remain at their residence of registry between the hours of 4:00 p.m. and 11:59 p.m.;
 - (b) Not illuminate any exterior lights upon the premises at their residence of registry between the hours of 4:00 p.m. and 11:59 p.m.; and
 - (c) Not invite or entice trick-or-treaters to solicit the premises at their residence of registry.
- (2) It shall be unlawful for a child sex offender to fail to comply with this Subsection 20-3(D). A culpable mental state is not required for the commission of an offense under this Subsection 20-3(D), and need not be alleged or proved.
- (3) It is an affirmative defense to prosecution under this Subsection 20-3(D) that the child sex offender was required to report and did report to a specified location on October 31st between the hours of 4:00 p.m. and 11:59 p.m., as a condition of their probation or parole.
- (4) It is an affirmative defense to prosecution under this Subsection 20-3(D) that the child sex offender was at a location outside the City limits and remained outside the City limits, between the hours of 4:00 p.m. and 11:59 p.m. on October 31st.
- (5) It is an affirmative defense to prosecution under this Subsection 20-3(D) that the child sex offender was working at said offender's place of employment, or traveling directly to or

from said offender's place of employment, between the hours of 4:00 p.m. and 11:59 p.m. on October 31st.

E. Sex offender residence restriction.

- (1) It shall be unlawful for a child sex offender to establish a permanent residence or temporary residence within one thousand feet (1000') of a child safety area. Under this Subsection 20-3(E), any distance measurement is made in a straight line, without regard to intervening structures or objects, between the nearest property line of the premises of the child sex offender's residence and the nearest property line of the child safety area.
- (2) It is a defense to prosecution under this Subsection 20-3(E) if at the time of the offense, a child sex offender:
 - (a) has established the residence and complied with all the sexual offender registration laws of the State of Texas prior to the effective date of the ordinance from which this Section is derived; and
 - (b) has not received a reportable conviction or adjudication involving a minor victim after the effective date of the ordinance from which this Section is derived.
- (3) It is a defense to prosecution under this Subsection 20-3(E) if at the time of the offense, a child sex offender:
 - (a) has established the residence and complied with all sexual offender registration laws of the State of Texas prior to the date a new child safety area is established within five hundred (500) feet of the residence; and
 - (b) has not received a reportable conviction or adjudication involving a minor victim after the date the new child safety area is established within five hundred (500) feet of the residence.

{End of code text}

Section 2. Severability or Invalidity. If any provision of this ordinance or the application hereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without defeating the purpose or objective of the provisions, and to this end, the provisions of this ordinance are declared to be severable.

Section 3. Repealer. All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 4. Penalty. That any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine as provided in Section 1-6 of the Code of Ordinances.

Section 5. Effective Date. This ordinance shall be effective on and after the date of approval by the City Council.

PASSED AND APPROVED on this the ____ day of _____, 20____.

Linda Langerhans, Mayor
City of Fredericksburg, Texas

ATTEST:

Shelley Goodwin, City Secretary

APPROVED AS TO FORM:

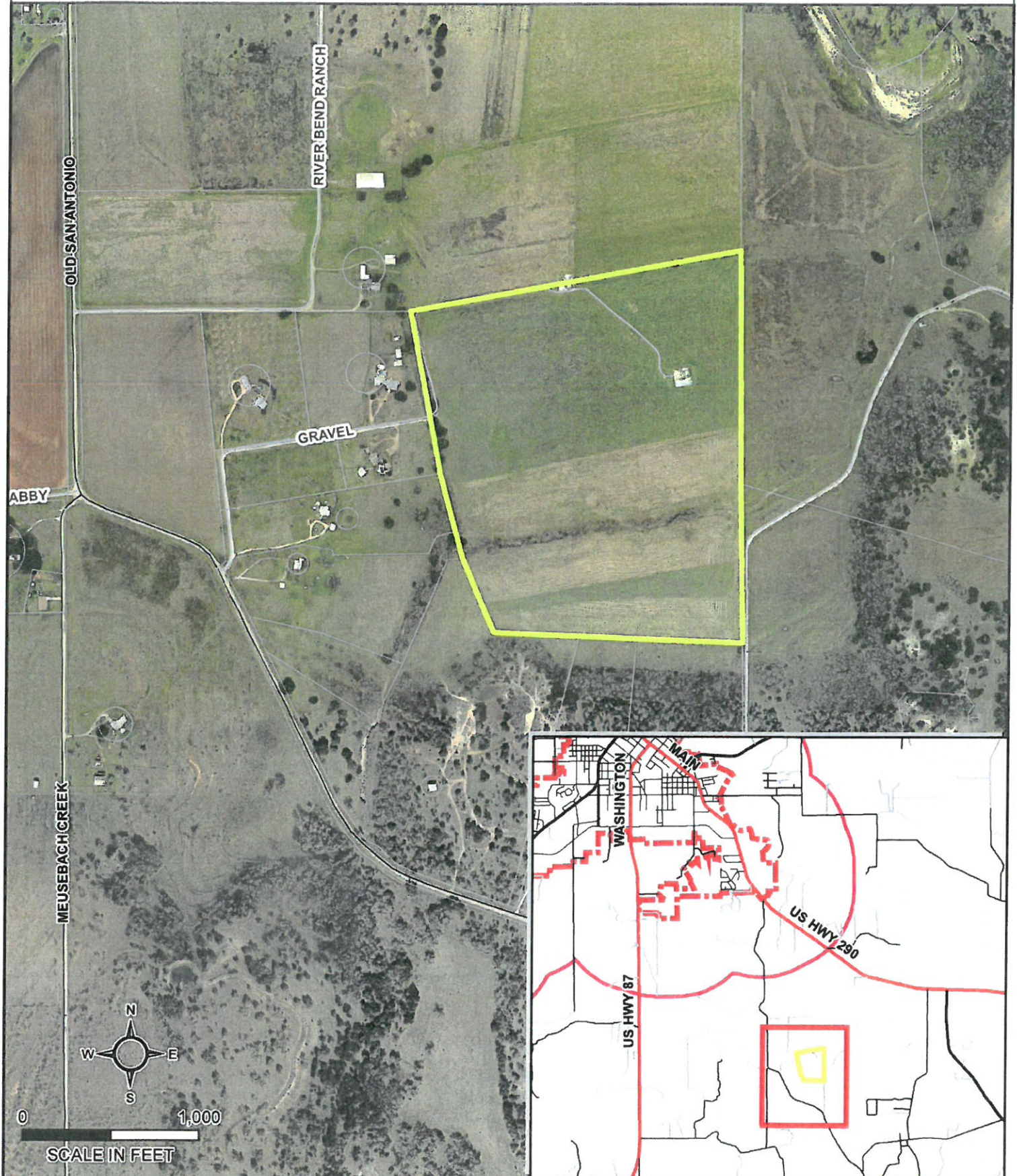
Daniel Jones, City Attorney



FIGURE 1
City of Fredericksburg
Wiemer Property

LEGEND

- | | |
|--|--|
|  Wiemer Property |  City Limit |
|  Property Line |  ETJ |



Memo

To: City Council
From: Brian Jordan, AICP, Director of Development Services
Date: 1/8/2019
Re: Discuss C-1.5, MU-1 and MU-2 Districts.

Staff and the Planning and Zoning Commission 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 for consideration.

At the Planning and Zoning Commission 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 January 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



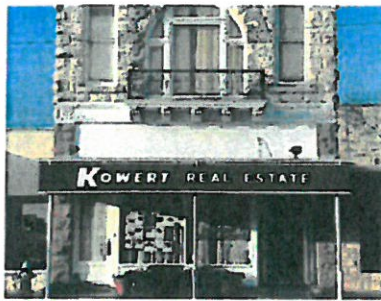
- **Pioneer** - Split logs, rock facades, wide chimneys, limestone additions, Sunday houses



- **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 facade, 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 facade, 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 O 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

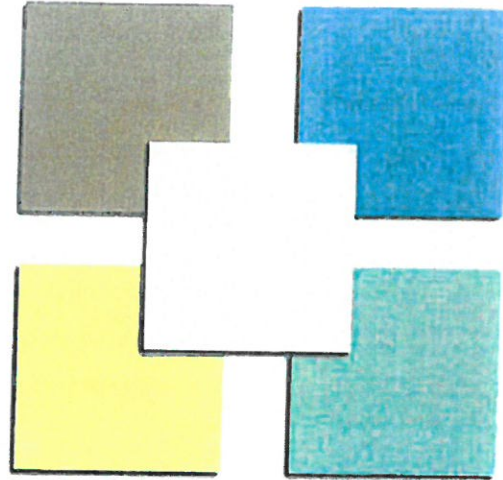
Color may seem a small element in overall community design, but it plays a significant role in appearance. Colors that would be perfectly appropriate in one community, such as the pastels found on homes and businesses in Port Aransas, would look wildly out of place in Fredericksburg. This section shouldn't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

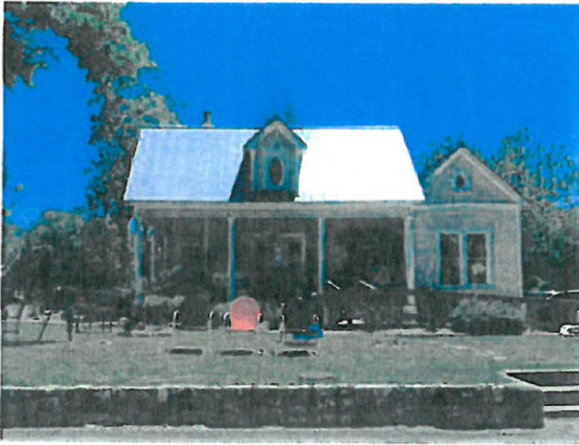
3.2 – Use color to coordinate façade elements in an overall composition and tie all of the building elements together.

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.

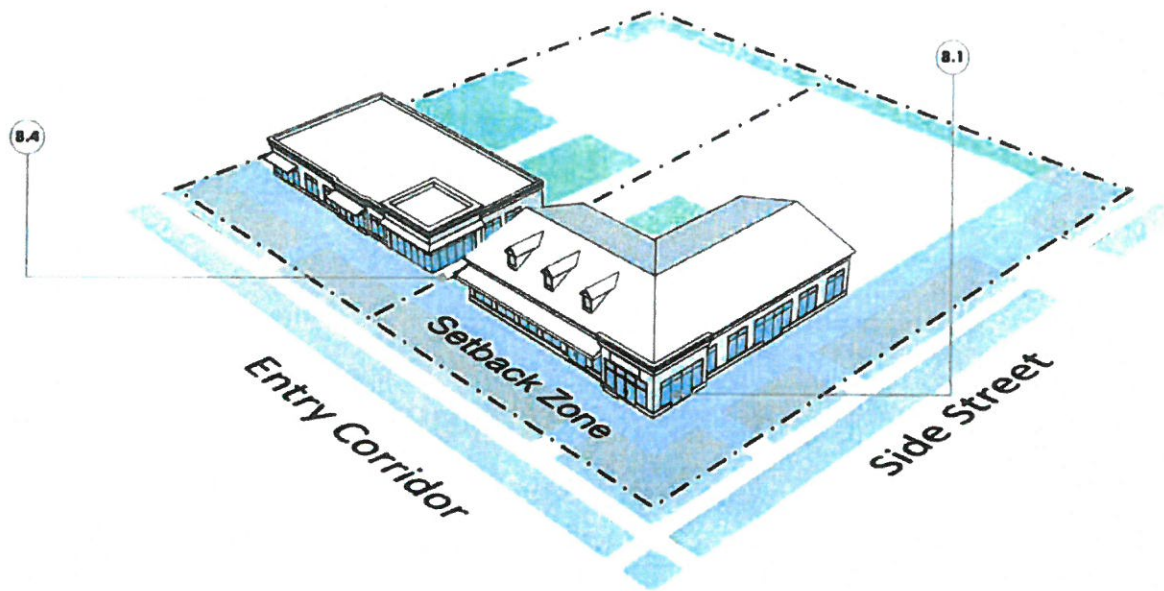
Guidelines

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

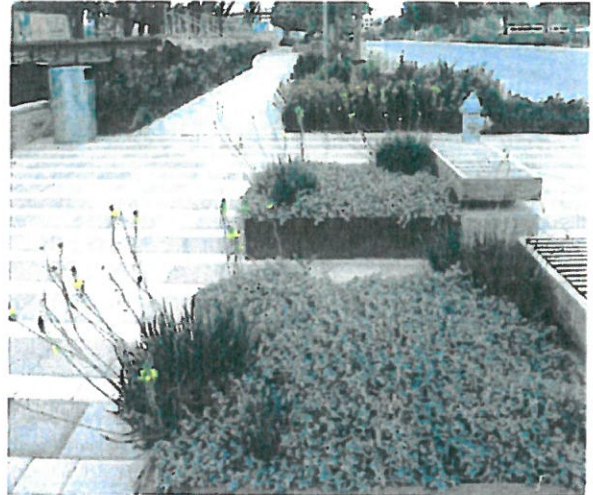
DESIGN STANDARDS- SITE DESIGN

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



DESIGN STANDARDS- SITE DESIGN

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

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

Table 2: Recommended Street Trees

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

Table 3: Recommended Trees for Screening

SCREENING	
Common Name	Scientific Name
River Birch	Betula nigra
Bottlebrush	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'

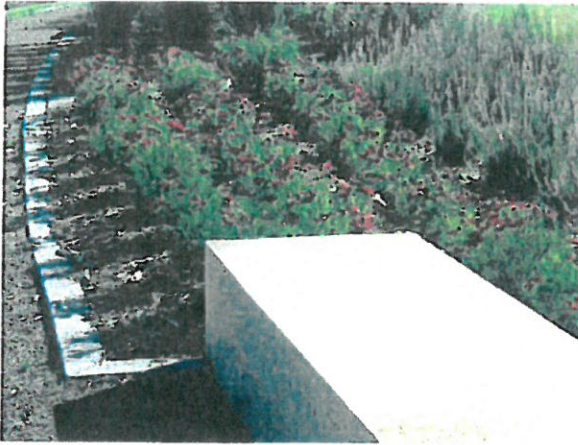
Table 4: Recommended Trees for General Landscaping

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	Eremachloa 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	Isoplepis cernua
Purple Autumn	Miscanthus sinensis
Zebra	Miscanthus sinensis 'Zebra'
Muhly	Muehlenbergia sp.
Little Bunny Fountain	Pennisetum alopecuroides
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



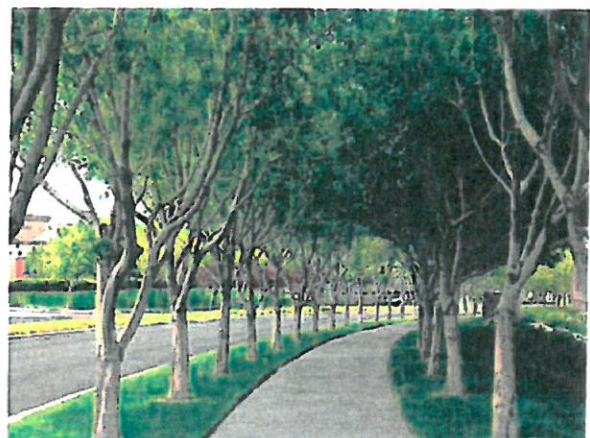
- Seasonal color is thoughtfully incorporated into planting design



- 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 retaining wall is creatively incorporated into the landscape to preserve an existing stand of oak trees
- Cacti and native plants fit the planting scheme of the larger context of central Texas



- An alley of street trees planted 50 feet on center frame 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.

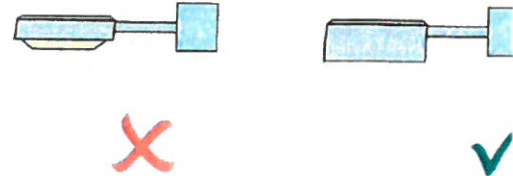
The intent of the Lighting Standards are to:

- 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	Sternberg Lighting Medterra BB or Approved Equal
Public Space Lighting	Sternberg 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.

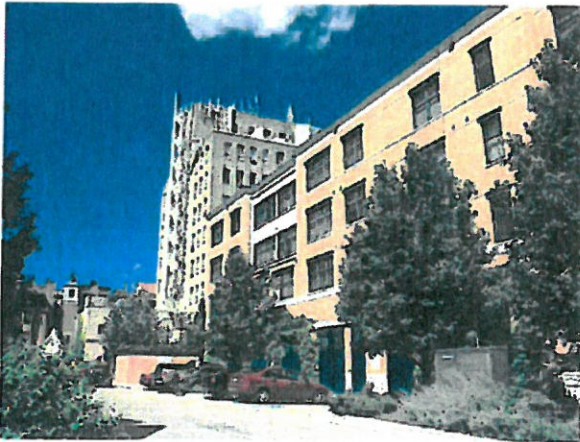
DESIGN STANDARDS- SITE DESIGN



- 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

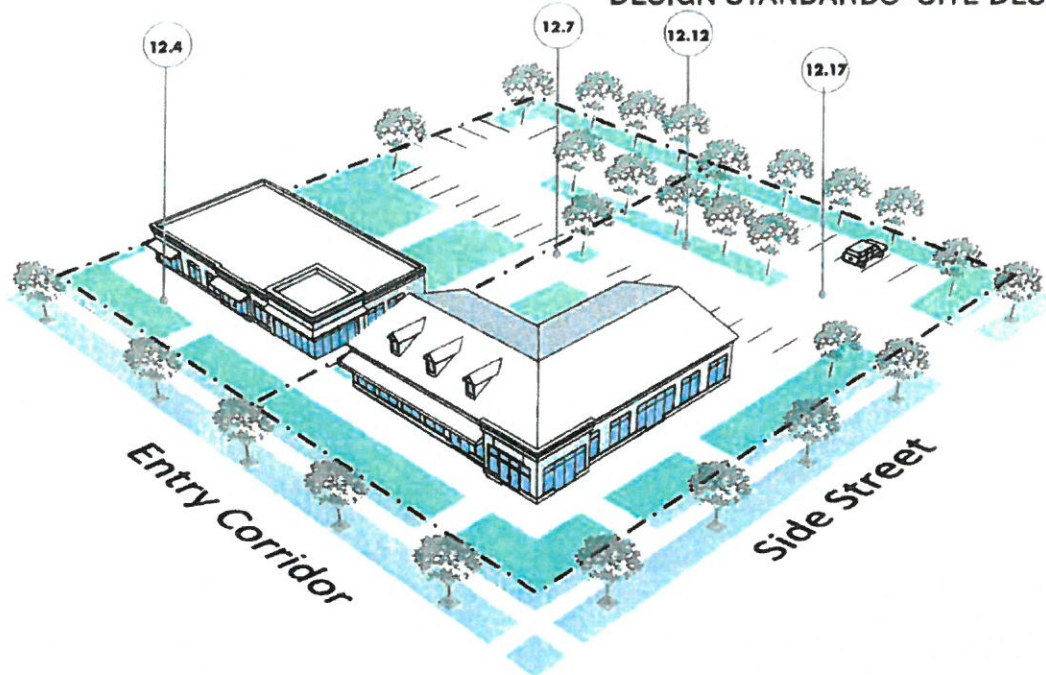
12.7 – Parking should be located behind buildings or on the side.

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

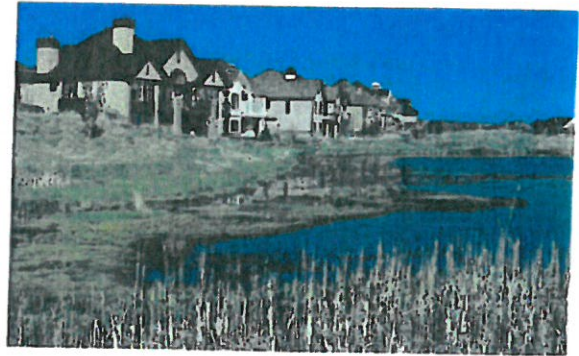
Development leads to increased stormwater runoff. Some communities manage drainage for larger areas, so developers put in facilities to convey water off the property to these larger drainage utilities. Other times, each property has to create on site facilities to manage stormwater. A fairly new direction 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.

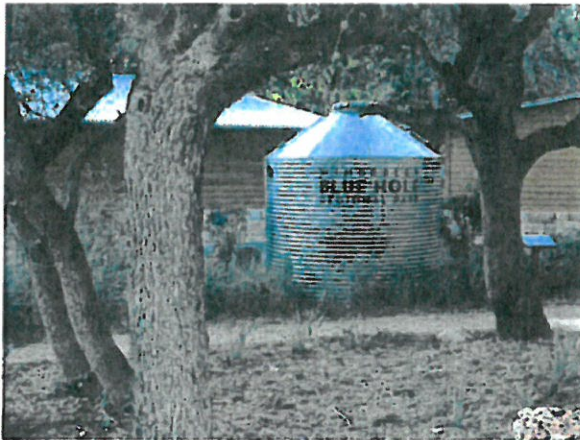
DESIGN STANDARDS- SITE DESIGN



- 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.



CITY COUNCIL MEMO

DATE: September 14, 2015

TO: Mayor and City Council

FROM: Brian Jordan, AICP Director of Development Services

SUBJECT: Extension of Special Parking Provisions west on Main Street

Summary:

Ben and Abigail Jones intend to open an Event Venue/Beer and Wine Bar at 607 West Main Street. This property is zoned C-2 and is located within the Historic District. The Zoning Ordinance for parking states that parking shall be provided for any change of occupancy or manner of operation that would result in additional parking spaces being required, provided that the additional parking shall be required only for such change and not for the entire building or use.

The previous use at this location was retail/storage, which would require 5 parking spaces. The proposed use of an event venue/bar would require 27 parking spaces based on the square footage of the interior lounge area. As such, the code would require parking for 22 spaces. There does not appear to be sufficient space or access on site to provide this many parking spaces. There is a provision in the code to allow for off-site parking as long as it is within 300' and meets certain requirements. Attempts to secure off-site parking have been unsuccessful.

When they originally attended the Development Review Committee (DRC) Meeting, there was some confusion on whether or not they were located within the area allowed for special parking provisions, as stated in the Zoning Ordinance. As it turns out, the special parking provisions end at Bowie Street,

The City of Fredericksburg

126 W. Main St. • Fredericksburg, Texas 78624-3708 • (830) 997-7521 • Fax (830) 997-1861

and this property is located in the next block. In summary, the special parking provisions state when any existing building is converted to another use without enlarging said building perimeter, then said building conversion or improvement shall not require additional parking. For new buildings or expanded building space, parking shall be provided at 50% of the normal requirement. After determining this, the Jones requested that they be placed on the Council's agenda, to request that consideration be given to extending the special parking provisions to include the 600 Block of West Main Street. On August 3, 2015, the Council considered their request and directed staff to initiate a zoning amendment to consider extending the special parking provisions west on Main Street.

Recommendation:

The Planning and Zoning Commission voted 4-1 to recommend that the special parking provisions be extended to correspond with the boundaries of the Historic District and the Historic Shopping District Overlay. This would extend the district to Acorn Street, including the lots fronting and on the west side of Acorn Street. The action taken by the Planning and Zoning Commission was suggested as a possible alternative. However, based on the factors listed in the Background/Analysis below, staff does not recommend extending the special parking provisions west of Bowie Street.

Background / Analysis:

In 2014, the City extended the special parking provisions to Elk Street on the east and Bowie Street on the west to correspond with the CBD, Central Business District zoning. The ordinance states that the special parking requirements apply in order to further enhance the unique historical character and discourage inharmonious parking facilities in such historical districts or on sites occupied by historic structures and to reduce intrusion on pedestrian-oriented street frontages by parking facility access.

Since the zoning west of Bowie Street transitions to C-2, Commercial, this special parking provision was not extended. By definition, the C-2 zone is intended to provide for businesses and services that serve persons throughout the city and area. These uses generally require frontages on major cross street intersections of highways or other major arterials, given their high visibility and traffic generation ability. The attached map shows the zoning along Main Street, as well as the boundaries of the Historic District.

There are several factors that should be considered as part of this evaluation. First of all, the speed limit along Main Street transitions from 30 MPH to 45 MPH at Bowie Street heading west. There are no cross-walks or traffic signals within the blocks west of Milam Street to protect pedestrians crossing the street. The zoning and uses of property adjacent to and behind the lots fronting on Main Street is single family residential. The potential negative affect of this would be if on street parking is not available, parking would likely extend into the residential areas.

In addition, most existing commercial uses within the blocks west of Bowie Street have provided on-site parking. Most residential structures that are utilized for commercial businesses or bed and breakfasts also have provided parking. While there are a few businesses with limited parking (Catfish Haven, Creative Awards and 609 W. Main Street), the only business west of Bowie on Main Street that has no on-site parking is the Cho Cho Trolley.

A handwritten signature in black ink, appearing to be 'Bry', with a long horizontal flourish extending to the right.

AN ORDINANCE AMENDING SECTION 7.800.- OFF-STREET PARKING PROCEDURES OF THE ZONING ORDINANCE OF THE CITY OF FREDERICKSBURG, SPECIFICALLY SECTION 7.825 SPECIAL PROVISIONS APPLICABLE TO CENTRAL FREDERICKSBURG, PROVIDING FOR SEVERABILITY/PARTIAL INVALIDITY, REPEAL OF INCONSISTENT PROVISIONS AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, because the development of the properties within the central part of the City as are identified below, occurred before the enactment of the parking regulations of the City, and

WHEREAS, because the properties within such area were not planned for public parking the lack of available parking on such properties inhibits the development of the same, and

WHEREAS, the City Council, based on the recommendation of the Planning and Zoning Commission, desires to encourage development in such areas, and

WHEREAS, extending the lowered parking requirements for such areas has been determined by the City Council to encourage such development, and the City Council enacts the following revisions to its parking requirements.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FREDERICKSBURG, TEXAS THAT THE FOLLOWING ORDINANCE BE AND IS HEREBY ENACTED AND THAT SECTION THE CODE OF ORDINANCES OF THE CITY OF FREDERICKSBURG BE AMENDED OR ADDED AS FOLLOWS:

Sec. 7.825. - Special Provisions Applicable To Central Fredericksburg.

- A. Special parking requirements shall apply within designated portions of Central Fredericksburg in order to further enhance the unique historical character and discourage inharmonious parking facilities in such historical districts or on sites occupied by historic structures and to reduce intrusion on pedestrian-oriented street frontages by parking facility access.
- B. Special Parking Requirements Area, including all of Blocks 9, 10, 28, 34, 68, 43, 48, 53, 52, 47, 42, 67, 33 and 27 of the Fredericksburg Addition further described as those blocks bordered by Austin Street, San Antonio Street, Elk Street, and Acorn Street, and including lots 127, 127R and 138 Block 4 and lots 271R and 282 Block 3 Fredericksburg Addition (lots fronting Acorn Street).
- C. Special Provisions
 - 1. For those businesses which construct their own off-street, off-premises parking, the distance to the parking lot may be extended fifty percent (50%) in addition to the provisions in Section 7.850.
 - 2. When any existing building is: (1) converted to another use; or (2) has the usable floor area within the existing building perimeter enlarged, rehabilitated or remodeled, without enlarging said building perimeter, then said building conversion or improvement shall not require additional off-street parking, other than the number of existing off-street parking spaces which are utilized by said building.

3. For new buildings or expanded building space, the following uses shall provide fifty percent (50%) of the off-street parking requirements of Table 7.863.
4. The provisions as provided herein shall not apply for sites where a historic structure is removed and a new building built.
5. The Special Parking Provisions shall not apply to properties utilized as Bed and Breakfasts, hotels, motels or other lodgings.

-----End of Code Text-----

Severability / Invalidity.

If any provision of this ordinance or the application hereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without defeating the purpose or objective of the provisions, and to this end, the provisions of this ordinance are declared to be severable.

Repealer

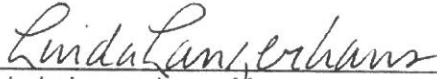
All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Penalties

Penalties provided for in the Code Ordinances of the city of Fredericksburg shall apply to violations hereof.

That this ordinance shall take effect from and after the date of its passage and publication in accordance with the law.

PASSED AND APPROVED this the 21ST day of September, 2015.



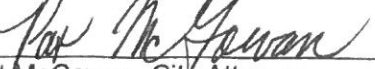
Linda Langerhans, Mayor
City of Fredericksburg

ATTEST:



Shelley Britton, City Secretary

APPROVED AS TO FORM:



Pat McGowan, City Attorney



Transportation Master Plan Roadway Extension Projects

City Council Retreat - January 15, 2019

Today's Discussion

1. **Transportation Master Plan (TMP)**
 - *Goals and objectives*
2. **Capital Improvement Plan Projects**
 - *Project ranking criteria*
 - *Overview of all projects*
 - *TMP top ranked projects*
 - *City Staff project ranking*

Transportation Master Plan

Capital Improvement Plan Projects

Project Ranking Criteria

1. Congestion Mitigation – prioritize projects that maximize the efficiency of vehicular travel within the roadway network
2. Safety and Welfare – Provide a transportation system safe for all users and secure against natural disasters
3. Connectivity – enhance access and connectivity across the community as well as to specific land uses along corridor for all modes of transportation
4. Mobility – maximize the mobility of all modes within the roadway network while maintaining access to key destinations
5. Implementation – prioritize projects that are shovel-ready and have demonstrated support among all project sponsors
6. Community Character – prioritize projects in areas where investments will enhance the existing unique community character and create new patterns for development

Transportation Master Plan



Overview of CIP Projects

- 27 projects/\$93.3M total cost
- Roadway Extension Projects
 - Local traffic vs Through traffic

Transportation Master Plan

TMP Top Ranked Roadway CIP Projects

1. Relief Route
2. South Cherry St Extension
3. Frederick Rd Extension
4. Friendship Ln Extension Phase 1
5. ~~US290/US87 Intersection (re-align "Y")~~
6. East Morse St Extension
7. Frederick Rd Extension Phase 2
8. Post Oak Rd Extension
9. Post Oak Rd/Cherry St Widening
10. S Washington/Longhorn/Walnut Intersection

Transportation Master Plan

City Staff CIP Project Ranking

1. East Morse St Extension
2. Lee St Extension
3. South Cherry St Extension
4. Post Oak Rd Extension
5. Post Oak Rd/Cherry St Widening
6. Frederick Rd Extension Phase 1
7. Frederick Rd Extension Phase 2

Transportation Master Plan



Relief Route Projects

1. TXDOT Relief Route
2. Interim local Relief Route (Friendship Ln Extension)

Transportation Master Plan

Questions Moving Forward

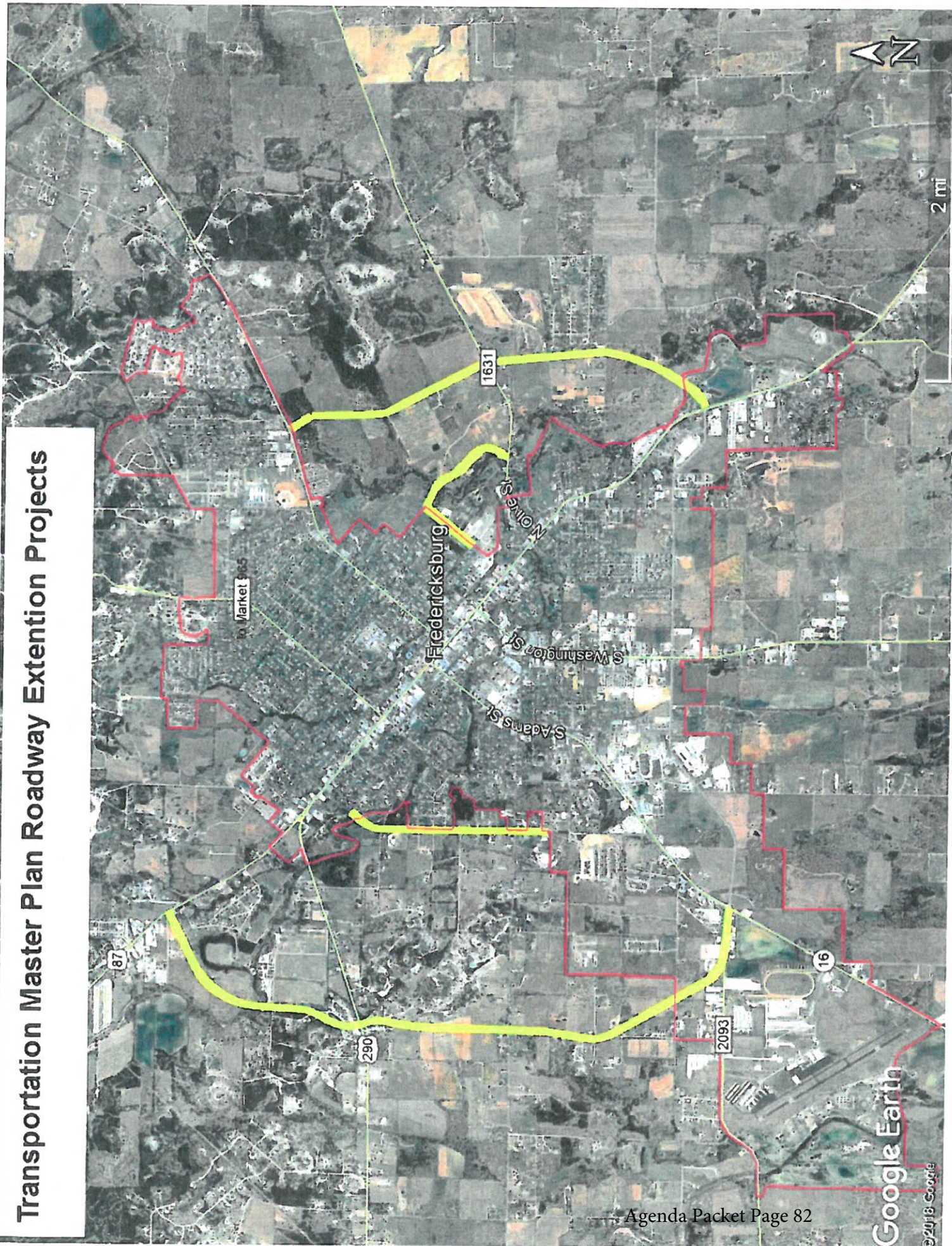
- City Council CIP Project Ranking?

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

- Project Construction Timing?

- Project Construction Funding?

Transportation Master Plan Roadway Extension Projects



Project	Name	Description	Limits	Project Type	Project Type Detail	Project Length	Total Cost	Other Contribution	City Cost
NEW3	Relief Route	Truck Relief Route on south and west side of City	US 290 East to US 87 North	New Street	4 Lane Divided Facility with 200' Right-of-Way	47,300'	\$200,000,000	\$160,000,000	\$40,000,000
S4	Main Street Sidewalk Repairs	Annual cost budgeted	Varies	Sidewalk	Sidewalk Repairs	-	\$500,000	-	\$500,000
S14	South Cherry Street Extension	New Street in ETJ	Creek St to Bowie St	New Street	New Collector 44'	1,100'	\$1,544,859	-	\$1,544,859
S16	Frederick Rd Extension	New Street in ETJ	Way 16 to RR 1631	New Street	New 64' Arterial	6,180'	\$5,557,962	-	\$5,557,962
NEW15	Friendship Lane Extension	Interim Local Relief Route	Trysdale Rd to US 87 North	New Street	Construct 64' Arterial	21,500'	\$20,070,346	-	\$20,070,346
NEW4	US 290 / US 87 Intersection Realignment "The Y"	Remove intersection skew by making 90 degree intersection to the west	Intersection	Intersection Improvement	Roadway Realignment and New Traffic Signal	750'	\$1,545,436	\$1,236,348	\$309,087
S11	East Morse Street & Bridge	Excludes ROW & Utility Cost	Lee Street to RR 1631	New Street	New Collector 44'	3,200'	\$1,646,601	-	\$1,646,601
S17	Frederick Rd Extension	New Street in ETJ	FM 1631 to US 290 East	New Street	New 64' Arterial	7,000'	\$9,336,533	-	\$9,336,533
S6	Post Oak Rd Extension	New Street in ETJ	Live Oak to Windcrest	New Street	New Collector 44'	1,106'	\$434,747	-	\$434,747
S2	Annual Sidewalk Improvements	Annual cost budgeted	Varies	Sidewalk	New Sidewalks	-	\$1,000,000	-	\$1,000,000
NEW2	Multi Use Trails	10' Multi-Use Trails along creeks, SH 16 and FM 965 - Annual cost budgeted	Varies	Multi-Use Path	~\$80/LF for concrete path, ~\$40/LF for crushed granite (assume 10' width)	-	\$500,000	-	\$500,000
NEW14	Bicycle Routes	Annual cost budgeted	Varies	Bicycle	Bicycle Routes	-	\$500,000	-	\$500,000
NEW1	Main Street Signal Timing	Re-time signals and consider pedestrian scatter phase	E Highway St to US 87 N	Signal	Signal Timing	-	\$58,500	-	\$58,500
NEW5	Friendship Lane Reconstruction	Resurfacing	US 290 E to SH 16	Mill and Overlay	Resurface 48' Arterial	15,250'	\$1,229,254	\$983,403	\$245,851
NEW10	S. Washington / Longhorn / Walnut Intersection	Intersection reconfiguration	Intersection	Intersection Improvement	See Description	-	\$750,000	\$600,000	\$150,000
NEW7	Post Oak Rd / Cherry St Widening	Widen to collector with curbs and sidewalks	Live Oak to S Bowie St	Widening	Widen from 24' to 44' Collector	3,816'	\$3,006,979	\$2,405,583	\$601,396
NEW6	SH 16 Widening	Widen to 4 lane undivided with shoulders	Ridgewood Dr to Kneese Rd	Widening	Widen from 28' to 64' Arterial	4,204'	\$4,161,502	-	\$4,161,502
NEW11	N Llano/Travis Improvements	Add left turn lanes	Intersection	Intersection Improvement	See Description	-	\$150,000	-	\$150,000
NEW9	Trysdale Road Widening	Widen to match Friendship Ln	SH 16 to 2100' W of Wierich Ln	Widening	Widen from 28' to 48' Arterial	8,600'	\$4,516,187	-	\$4,516,187
S7	East Ufer Sidewalks	S' Sidewalk	1040 LF (South Llano, East Ufer, and S Lincoln)	Sidewalk	New 5' Sidewalk	1,040'	\$50,336	-	\$50,336
NEW12	Hwy St/290 E Improvements	Add left turn lanes on 290	Intersection	Intersection Improvement	See Description	-	\$25,000	-	\$25,000
NEW13	Hwy St/S. Washington Improvements	Add left turn lanes	Intersection	Intersection Improvement	See Description	-	\$25,000	-	\$25,000
S15	Live Oak Street / Adams Street Intersection Re-alignment	Realign intersection to remove dangerous condition on E Live Oak St	Intersection	Intersection Improvement	Roadway Realignment and New Traffic Signal	-	\$562,340	-	\$562,340
S13	Morning Glory Drive Extension	New Street in City Limits	Lower Crabapple to Riley Ln	New Street	New Collector 44'	450'	\$207,123	-	\$207,123
S19	Sunrise Street Extension	New Street in City Limits	Mustang to Dawn	New Street	New Collector 44'	1,070'	\$420,596	-	\$420,596
S10	Sunrise Street Extension	New Street in City Limits	Columbus to Eagle	New Street	New Collector 44'	1,155'	\$574,435	-	\$574,435
NEW8	Lee Street Extension	New Street in City Limits	East Travis Street to East Morse Street	New Street	Construct 44' Collector	1,750'	\$783,086	-	\$783,086
TOTAL							\$259,156,822	\$165,225,340	\$93,931,488

E Morse Street Extension Project

Map labels include: Centre St, Washington St, Oakdale St, Travis St, Schwartz St, N Elm St, N Olive St, E Austin St, N Eagle St, Franklin St, Oakhaven Ln, Vestal Dr, Sylvan St, E Morse St, Halford Ln, Hwy 290, E Creek St, E San Antonio St.

Scale: 2000 ft
North Arrow pointing up-right.

Google Earth logo at bottom right.

Agenda Packet Page 84

2000 ft

Google Earth

95005 94776

Agenda Packet Page 84

City of Fredericksburg
Project Ranking Analysis Tool
Conceptual Level Project Cost Projection

9/7/2017

Project Information: East Morse St & Bridge

Description: New Road

Collector 44'

Name: East Morse St & Bridge

Limits: Lee St to RR 1631

Exist. Classification: none

Prop. Classification: Collector

Length (FT): 3,080

Width (FT): 44

Roadbeds (divided #): 1

Area (SY): 15,058

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl. Pavement Area (%): 0%

Addtl. Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 44' Collector Street and 120' span bridge.

2 Course surface treatment (asphalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
Street Excavation		10	4,753	CY	\$15.00	\$71,296
Earthwork/Topsoil		6	913	CY	\$15.00	\$13,689
Subgrade Stabilization		0	0	CY	\$35.00	\$0
Concrete Curb		n/a	6,160	LF	\$10.00	\$61,600
Concrete Sidewalks		n/a	30,800	SF	\$8.00	\$246,400
Asphalt (per course)		1	9,035	GAL	\$2.50	\$22,587
Grade 4 aggregate		1	125	CY	\$60.00	\$7,529
Grade 5 trap rock		1	125	CY	\$80.00	\$10,039
HMAC		0	0	Ton	\$100.00	\$0
Flexible Roadway Base		8	3,802	CY	\$55.00	\$209,136
Street Construction Cost Subtotal:						\$642,275

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$64,228
Drainage	Full Stormsewer System	0%	\$0
Signs, Pavement Markings		2%	\$12,846
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$19,268
Bridge Structure	120' span assumed		\$528,000
Construction Allowances Subtotal:			\$624,341

Street & ROW Construction Allowances Subtotal: \$1,266,616

Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$253,323
Contingency		10%	\$126,662
ROW / Easement Acquisition		0%	\$0
CIP Allowances Subtotal:			\$379,985

Project Cost Summary

Item	Notes	Item Cost
Roadway Construction Items		\$642,275
ROW Construction Items		\$624,341
Capital Improvement Costs		\$379,985
Grand Total:		\$1,646,601

E Morse and Lee Street Extension Projects

Agenda Packet Page 86

Agenda Packet Page 86

Google Earth

Digitized by Google

2000 #

Project Information: N Lee St Extension

Description: New Road

Collector 44'

Name: N Lee St

Limits: East Travis Street to East Morse Street

Exist. Classification: none

Prop. Classification: Collector

Length (FT): 1,750

Width (FT): 44

Roadbeds (divided #): 1

Area (SY): 8,556

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl. Pavement Area (%): 0%

Addtl. Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 44' Collector Street.

2 Course surface treatment (asphalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Assumes base 3 ft behind back of curb.

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
Street Excavation		10	2,701	CY	\$15.00	\$40,509
Earthwork/Topsoil		6	519	CY	\$15.00	\$7,778
Subgrade Stabilization		0	0	CY	\$35.00	\$0
Concrete Curb		n/a	3,500	LF	\$10.00	\$35,000
Concrete Sidewalks		n/a	17,500	SF	\$8.00	\$140,000
Asphalt (per course)		1	5,133	GAL	\$2.50	\$12,833
Grade 4 aggregate		1	71	CY	\$60.00	\$4,278
Grade 5 trap rock		1	71	CY	\$80.00	\$5,704
HMAC		0	0	Ton	\$100.00	\$0
Flexible Roadway Base		8	2,160	CY	\$55.00	\$118,827
Street Construction Cost Subtotal:						\$364,929

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$36,493
Drainage	Full Stormsewer System	30%	\$109,479
Signs, Pavement Markings		2%	\$7,299
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$10,948
Construction Allowances Subtotal:			\$164,218

Street & ROW Construction Allowances Subtotal: \$529,147

Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$105,829
Contingency		10%	\$52,915
ROW / Easement Acquisition	913 LF of 1,750 LF in Place	50%	\$95,194
CIP Allowances Subtotal:			\$253,938

Project Cost Summary

	Notes	Item Cost
Roadway Construction Items		\$364,929
ROW Construction Items		\$164,218
Capital Improvement Costs		\$253,938
Grand Total:		\$783,086

S Cherry Street Extension Project



Project Information: S Cherry St Extension **Description: New Road** **Collector 44'**

Name: S Cherry St

Limits: Creek St to Bowie St

Exist. Classification: none

Prop. Classification: Collector

Length (FT): 980

Width (FT): 44

Roadbeds (divided #): 1

Area (SY): 4,791

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl.Pavement Area (%): 0%

Addtl.Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 44' Collector Street and 200' span bridge.

2 Course surface treatment (asphalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
	Street Excavation	10	1,512	CY	\$15.00	\$22,685
	Earthwork/TopSoil	6	290	CY	\$15.00	\$4,356
	Subgrade Stabilization	0	0	CY	\$35.00	\$0
	Concrete Curb	n/a	1,960	LF	\$10.00	\$19,600
	Concrete Sidewalks	n/a	9,800	SF	\$8.00	\$78,400
	Asphalt (per course)	1	2,875	GAL	\$2.50	\$7,187
	Grade 4 aggregate	1	40	CY	\$60.00	\$2,396
	Grade 5 trap rock	1	40	CY	\$80.00	\$3,194
	HMAC	0	0	Ton	\$100.00	\$0
	Flexible Roadway Base	8	1,210	CY	\$55.00	\$66,543
Street Construction Cost Subtotal:						\$204,360

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$20,436
Drainage	Full Stormsewer System	30%	\$61,308
Signs, Pavement Markings		2%	\$4,087
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$6,131
Bridge Structure	200' span assumed		\$880,000
Construction Allowances Subtotal:			\$971,962

Street & ROW Construction Allowances Subtotal: \$1,176,322

Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$235,264
Contingency		10%	\$117,632
ROW / Easement Acquisition		8%	\$15,640
CIP Allowances Subtotal:			\$368,537

Project Cost Summary

Item	Notes	Item Cost
Roadway Construction Items		\$204,360
ROW Construction Items		\$971,962
Capital Improvement Costs		\$368,537
Grand Total:		\$1,544,859

Post Oak Road Extension Project



Project Information: Post Oak Road Extension **Description: New Road** **Collector 44'**

Name: Post Oak Rd Extension

Limits: Live Oak to Windcrest

Exist. Classification: none

Prop. Classification: Collector

Length (FT): 1,106

Width (FT): 44

Roadbeds (divided #): 1

Area (SY): 5,407

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl. Pavement Area (%): 0%

Addtl. Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 44' Collector Street

2 Course surface treatment (asphalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
	Street Excavation	10	1,707	CY	\$15.00	\$25,602
	Earthwork/Topsoil	6	328	CY	\$15.00	\$4,916
	Subgrade Stabilization	0	0	CY	\$35.00	\$0
	Concrete Curb	n/a	2,212	LF	\$10.00	\$22,120
	Concrete Sidewalks	n/a	11,060	SF	\$8.00	\$88,480
	Asphalt (per course)	1	3,244	GAL	\$2.50	\$8,111
	Grade 4 aggregate	1	45	CY	\$60.00	\$2,704
	Grade 5 trap rock	1	45	CY	\$80.00	\$3,605
	HMAC	0	0	Ton	\$100.00	\$0
	Flexible Roadway Base	8	1,365	CY	\$55.00	\$75,099
Street Construction Cost Subtotal:						\$230,635

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$23,064
Drainage	Full Stormsewer System	30%	\$69,191
Signs, Pavement Markings		2%	\$4,613
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$6,919
Construction Allowances Subtotal:			\$103,786

Street & ROW Construction Allowances Subtotal: \$334,421

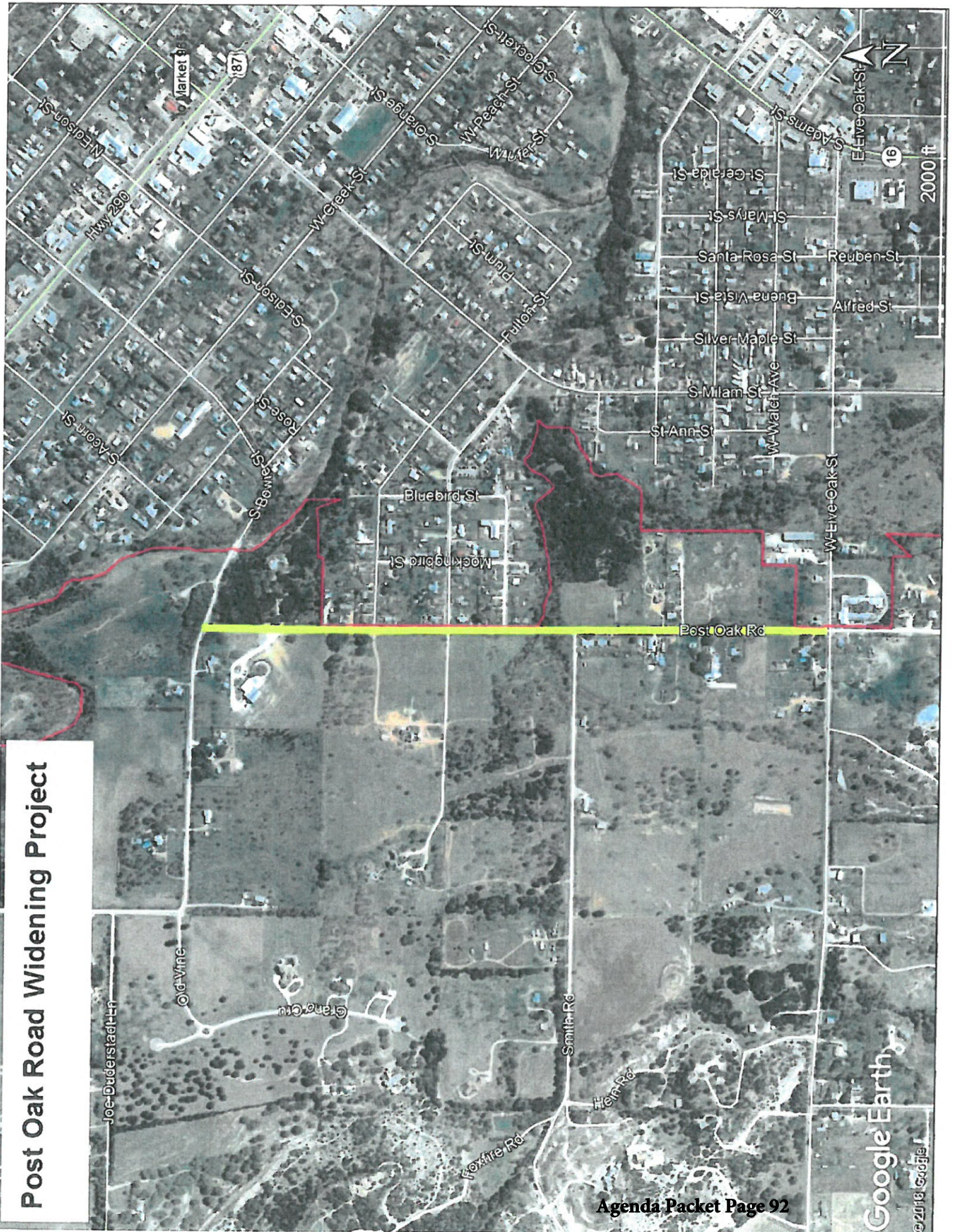
Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$66,884
Contingency		10%	\$33,442
ROW / Easement Acquisition	Already in Place	0%	\$0
CIP Allowances Subtotal:			\$100,326

Project Cost Summary

	Notes	Item Cost
Roadway Construction Items		\$230,635
ROW Construction Items		\$103,786
Capital Improvement Costs		\$100,326
Grand Total:		\$434,747

Post Oak Road Widening Project



Project Information: Post Oak Rd Widening		Description: Widening	Collector 44'
Name: Post Oak Rd / Cherry St			
Limits: Live Oak St to S Bowie St			
Exist. Classification:	none	Widen 28' street to 44' Collector Street with curb & sidewalk. 2" HMAC; 1 course surface treatment (asphalt with grade 4 aggregate); 8" Flexible Base	
Prop. Classification:	Collector		
Length (FT):	3,816		
Width (FT):	44		
Roadbeds (divided #):	1		
Area (SY):	18,656		
Parkway Width (FT):	8		
Width of Median (FT):	0		
Addtl. Pavement Area (%):	0%		
Addtl. Pavement Area (SY):	0		
Sidewalk Width (FT):	5		
Sidewalks (#):	2		

Roadway Construction Cost Projection						
Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
	Street Excavation	13	7,656	CY	\$15.00	\$114,833
	Earthwork/TopSoil	6	1,131	CY	\$15.00	\$16,960
	Subgrade Stabilization	0	0	CY	\$35.00	\$0
	Concrete Curb	n/a	7,632	LF	\$10.00	\$76,320
	Concrete Sidewalks	n/a	38,160	SF	\$8.00	\$305,280
	Asphalt (per course)	1	4,664	GAL	\$2.50	\$11,660
	Grade 4 aggregate	1	155	CY	\$60.00	\$9,328
	Grade 5 trap rock	0	0	CY	\$80.00	\$0
	HMAC	2	2,073	Ton	\$100.00	\$207,289
	Flexible Roadway Base	10	5,889	CY	\$55.00	\$323,889
Street Construction Cost Subtotal:						\$1,065,559

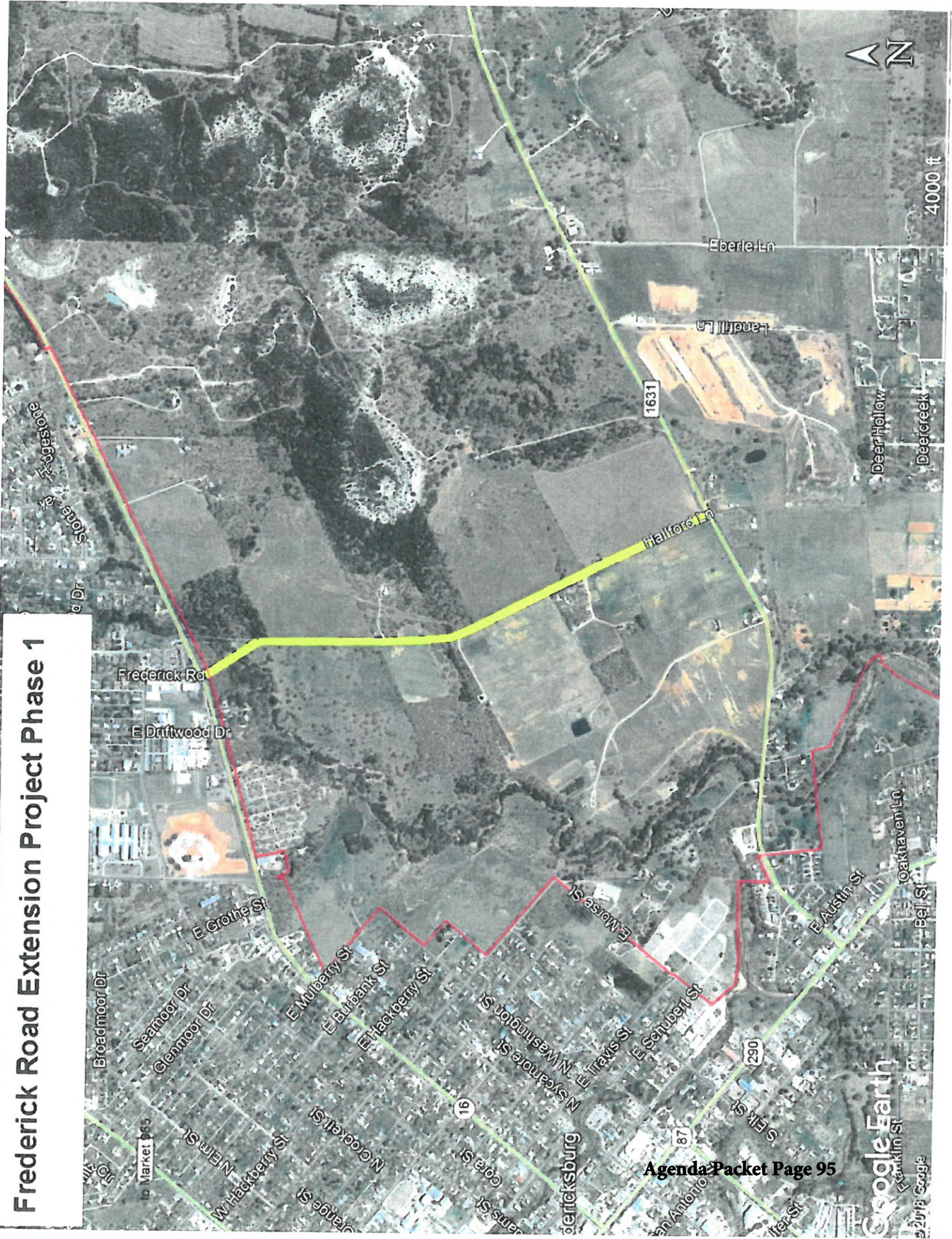
Major ROW Construction Component Allowances				
Description	Notes	Allowance	Item Cost	
Mobilization		10%	\$106,556	
Drainage	Full Stormsewer System	30%	\$319,668	
Signs, Pavement Markings		2%	\$21,311	
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$31,967	
Bridge Section	Assumes 120' span		\$768,000	
Construction Allowances Subtotal:			\$1,247,502	
Street & ROW Construction Allowances Subtotal:			\$2,313,061	

Capital Improvement Project (CIP) Allowances			
Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$462,612
Contingency		10%	\$231,306
ROW / Easement Acquisition	ROW in Place	0%	\$0
CIP Allowances Subtotal:			\$693,918

Project Cost Summary		
Item	Notes	Item Cost
Roadway Construction Items		\$1,065,559
ROW Construction Items		\$1,247,502
Capital Improvement Costs		\$693,918
Grand Total:		\$3,006,979

[illegible]

Frederick Road Extension Project Phase 1



Project Information: Frederick Rd Extension **Description: New Street** **Arterial 64'**

Name: Frederick Rd

Limits: Hwy 16 to RR 1631

Exist. Classification:	none
Prop. Classification:	Major Arterial
Length (FT):	6,060
Width (FT):	64
Roadbeds (divided #):	1
Area (SY):	43,093
Parkway Width (FT):	8
Width of Median (FT):	0
Addtl. Pavement Area (%):	0%
Addtl. Pavement Area (SY):	0
Sidewalk Width (FT):	5
Sidewalks (#):	2

Construction of 64' Arterial Street.

2" HMAc; 1 course surface treatment (asphalt with grade 4 aggregate); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
Street Excavation		13	17,020	CY	\$15.00	\$255,306
Earthwork/TopSoil		6	1,796	CY	\$15.00	\$26,933
Subgrade Stabilization		0	0	CY	\$35.00	\$0
Concrete Curb		n/a	12,120	LF	\$10.00	\$121,200
Concrete Sidewalks		n/a	60,600	SF	\$8.00	\$484,800
Asphalt (per course)		1	10,773	GAL	\$2.50	\$26,933
Grade 4 aggregate		1	359	CY	\$60.00	\$21,547
Grade 5 trap rock		0	0	CY	\$80.00	\$0
HMAc		2	4,788	Ton	\$100.00	\$478,815
Flexible Roadway Base		10	13,093	CY	\$55.00	\$720,093
Street Construction Cost Subtotal:						\$2,135,626

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$213,563
Drainage	Full Stormsewer System	30%	\$640,688
Signs, Pavement Markings		2%	\$42,713
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$64,069
Bridge Section	Assumes 120' span		\$768,000
Construction Allowances Subtotal:			\$1,729,032

Street & ROW Construction Allowances Subtotal: \$3,864,658

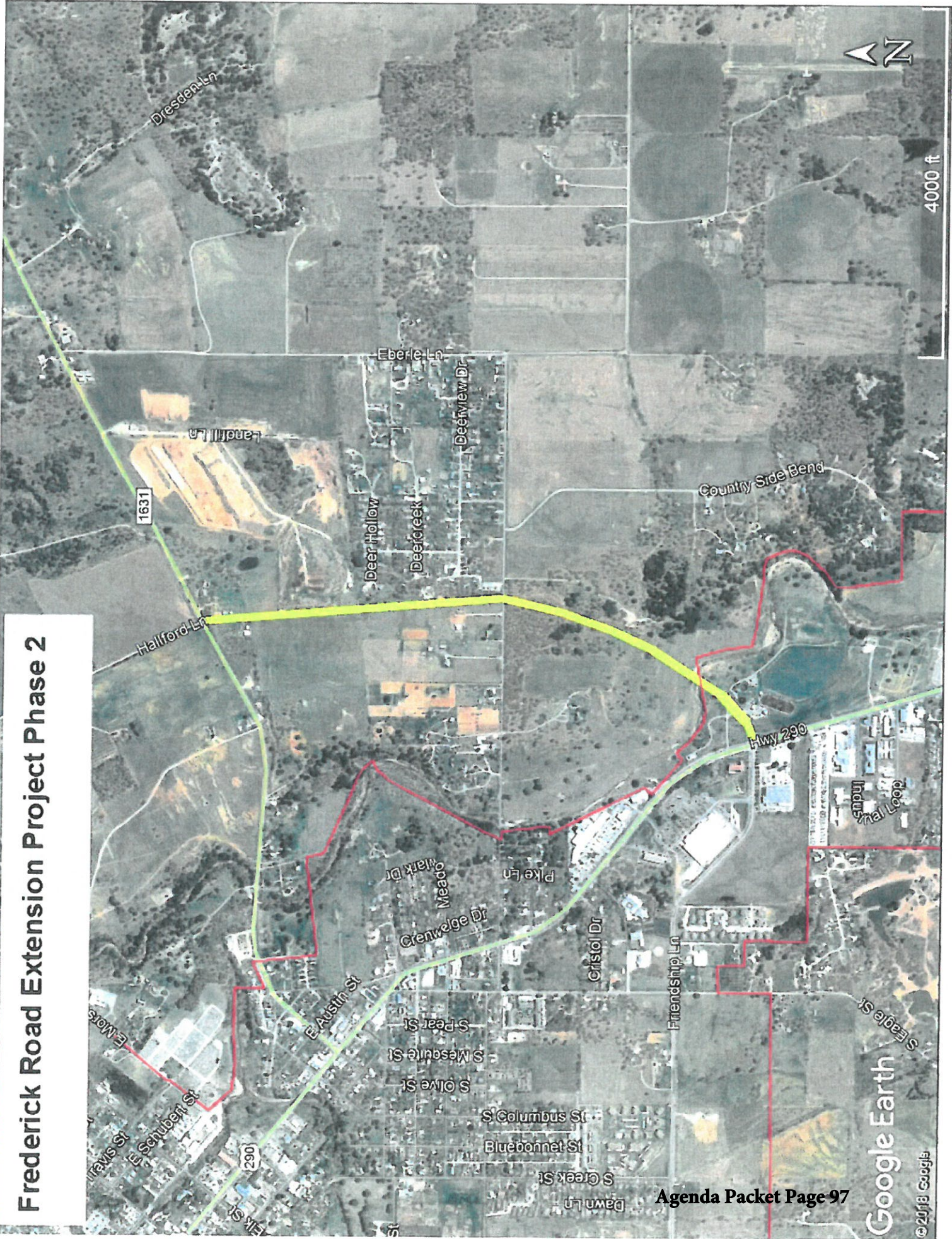
Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$772,932
Contingency		10%	\$386,466
ROW / Easement Acquisition		25%	\$533,907
CIP Allowances Subtotal:			\$1,693,304

Project Cost Summary

Item	Notes	Item Cost
Roadway Construction Items		\$2,135,626
ROW Construction Items		\$1,729,032
Capital Improvement Costs		\$1,693,304
Grand Total:		\$5,557,962

Frederick Road Extension Project Phase 2



Project Information: Frederick Rd Extension **Description:** New Street **Arterial 64'**

Name: Frederick Rd

Limits: RR 1631 to US 290

Exist. Classification: none

Prop. Classification: Major Arterial

Length (FT): 6,880

Width (FT): 64

Roadbeds (divided #): 1

Area (SY): 48,924

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl.Pavement Area (%): 0%

Addtl.Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 64' Arterial Street and 500' bridge span.

2" HMAC; 1 course surface treatment (asphalt with grade 4 aggregate); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
Street Excavation		13	19,323	CY	\$15.00	\$289,852
Earthwork/TopSoil		6	2,039	CY	\$15.00	\$30,578
Subgrade Stabilization		0	0	CY	\$35.00	\$0
Concrete Curb		n/a	13,760	LF	\$10.00	\$137,600
Concrete Sidewalks		n/a	68,800	SF	\$8.00	\$550,400
Asphalt (per course)		1	12,231	GAL	\$2.50	\$30,578
Grade 4 aggregate		1	408	CY	\$60.00	\$24,462
Grade 5 trap rock		0	0	CY	\$80.00	\$0
HMAC		2	5,436	Ton	\$100.00	\$543,605
Flexible Roadway Base		10	14,864	CY	\$55.00	\$817,531

Street Construction Cost Subtotal: \$2,424,605

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$242,461
Drainage	Full Stormsewer System	30%	\$727,382
Signs, Pavement Markings		2%	\$48,492
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$72,738
Bridge Section	Assumes 500' span		\$3,200,000

Construction Allowances Subtotal: \$4,291,072

Street & ROW Construction Allowances Subtotal: \$6,715,678

Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$1,343,136
Contingency		10%	\$671,568
ROW / Easement Acquisition		25%	\$606,151

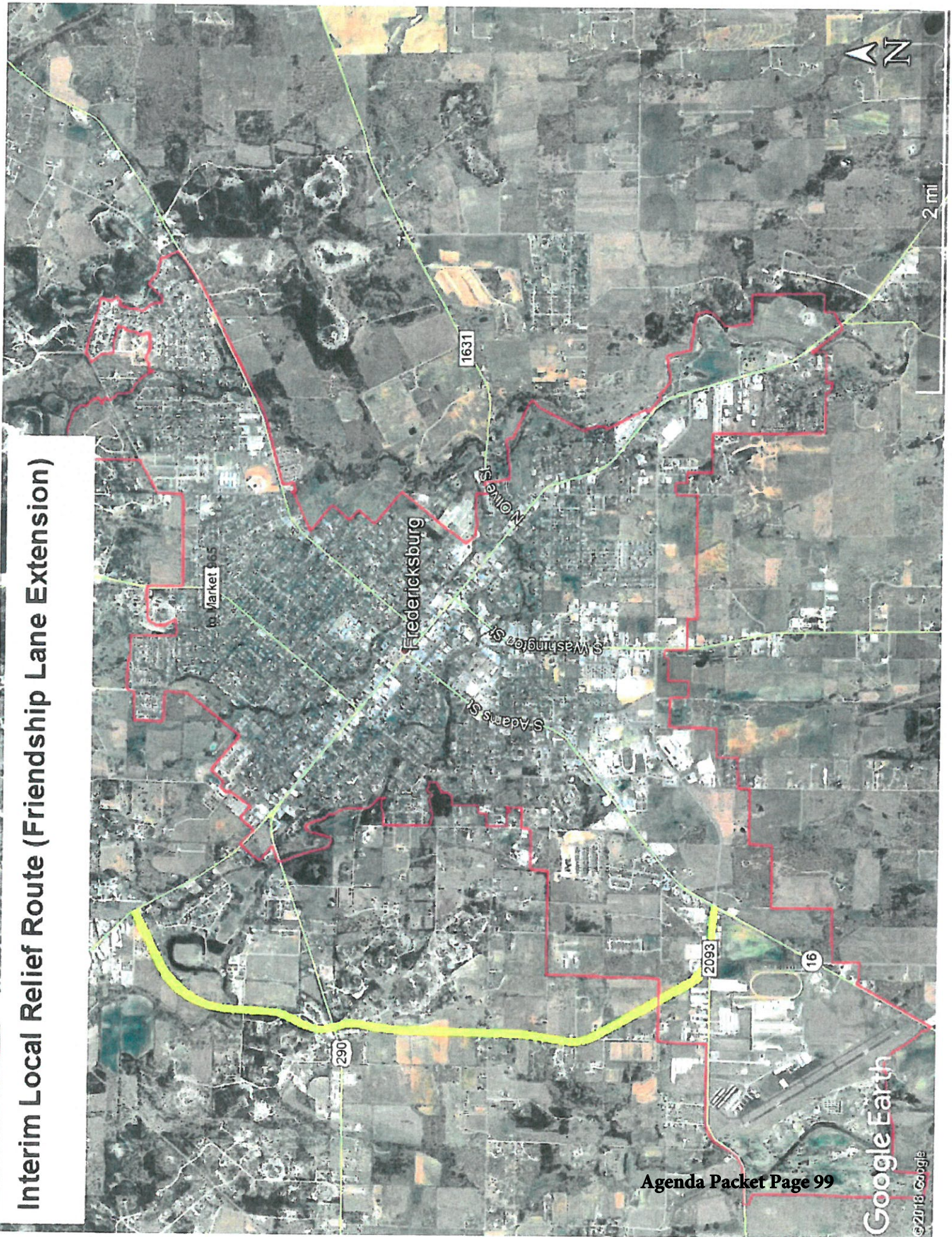
CIP Allowances Subtotal: \$2,620,855

Project Cost Summary

Item	Notes	Item Cost
Roadway Construction Items		\$2,424,605
ROW Construction Items		\$4,291,072
Capital Improvement Costs		\$2,620,855

Grand Total: \$9,336,533

Interim Local Relief Route (Friendship Lane Extension)



Project Information: Friendship Ln Extension **Description:** New Road **Arterial 64'**

Name: Friendship Ln

Limits: Tivydale Rd to US 87 N

Exist. Classification: none

Prop. Classification: Arterial

Length (FT): 21,500

Width (FT): 64

Roadbeds (divided #): 1

Area (SY): 152,889

Parkway Width (FT): 8

Width of Median (FT): 0

Addtl. Pavement Area (%): 0%

Addtl. Pavement Area (SY): 0

Sidewalk Width (FT): 5

Sidewalks (#): 2

Construction of 64' Arterial Street.

2" HMAC; 1 course surface treatment (asphalt with grade 4 aggregate); 8" Flexible Base

Roadway Construction Cost Projection

Item	Description	Depth in Inches	Quantity	Unit	Unit Cost	Extended Cost
Street Excavation		13	60,386	CY	\$15.00	\$905,787
Earthwork/Topsoil		6	6,370	CY	\$15.00	\$95,556
Subgrade Stabilization		0	0	CY	\$35.00	\$0
Concrete Curb		n/a	43,000	LF	\$10.00	\$430,000
Concrete Sidewalks		n/a	215,000	SF	\$8.00	\$1,720,000
Asphalt (per course)		1	91,733	GAL	\$2.50	\$229,333
Grade 4 aggregate		1	1,274	CY	\$60.00	\$76,444
Grade 5 trap rock		0	0	CY	\$80.00	\$0
HMAC		2	16,988	Ton	\$100.00	\$1,698,765
Flexible Roadway Base		10	46,451	CY	\$55.00	\$2,554,784
Street Construction Cost Subtotal:						\$7,710,670

Major ROW Construction Component Allowances

Description	Notes	Allowance	Item Cost
Mobilization		10%	\$771,067
Drainage	Full Stormsewer System	30%	\$2,313,201
Signs, Pavement Markings		2%	\$154,213
Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	\$231,320
Bridge Section	Assumes 120' span		\$3,072,000
Construction Allowances Subtotal:			\$6,541,801

Street & ROW Construction Allowances Subtotal: \$6,541,801

Capital Improvement Project (CIP) Allowances

Description	Notes	Allowance	Item Cost
Engineering / Surveying / Geotechnical		20%	\$1,308,360
Contingency		10%	\$654,180.14
ROW / Easement Acquisition		50%	\$3,855,335
CIP Allowances Subtotal:			\$5,817,875

Project Cost Summary

Item	Notes	Item Cost
Roadway Construction Items		\$7,710,670
ROW Construction Items		\$6,541,801
Capital Improvement Costs		\$5,817,875
Grand Total:		\$20,070,346