

# HISTORIC AND DESIGN REVIEW COMMISSION

December 05, 2018

**HDRC CASE NO:** 2018-195  
**ADDRESS:** 1603 BROADWAY  
**LEGAL DESCRIPTION:** NCB 964 BLK 18 LOT 6  
**ZONING:** IDZ RIO-2  
**CITY COUNCIL DIST.:** 1  
**APPLICANT:** Peter French/Graystreet Partners  
**OWNER:** Graystreet Partners  
**TYPE OF WORK:** Approval of a site plan for foundation and site work  
**APPLICATION RECEIVED:** November 16, 2018  
**60-DAY REVIEW:** January 15, 2019  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval perform site and foundation work for a proposed nineteen story, mixed-use tower. The proposed new construction will feature two levels of subgrade parking as well as two curb cuts on Broadway.

## APPLICABLE CITATIONS:

UDC Section 35-672. – Neighborhood Wide Design Standards

- (a) Pedestrian Circulation. Pedestrian access shall be provided among properties to integrate neighborhoods.
- (1) Provide sidewalks that link with existing sidewalks on adjoining properties. If no sidewalk currently exists on an adjoining property, the applicant will have discretion in the placement of the sidewalk provided the following criteria are met:
- A. Provide a sidewalk connection from one (1) side of the applicant's property to the other, parallel to the public right-of way, on the street sides of the property in all river improvement overlay districts
  - B. Provide a connection from the street level sidewalk to the Riverwalk at cross streets and bridges and other designated access points. This requirement may be waived if there is already a public connection from the street level to the Riverwalk.
  - C. In order to preserve the rural character of "RIO-6," the HPO, in coordination with the development services department, may waive the requirement of sidewalks.
    - In "RIO-3," the width of the pathway along the river shall match those widths established in the historic Hugman drawings. If there are no sidewalks in the Hugman drawings, the path will not exceed eight (8) feet in width.
- (2) Link the various functions and spaces on a site with sidewalks in a coordinated system. Provide pedestrian sidewalks between buildings, parking areas and built features such as outdoor plazas and courtyards.
- (3) Paving materials. Paving materials for pedestrian pathways shall use visually and texturally different materials than those used for parking spaces and automobile traffic.
- A. Paving materials for pedestrian pathways shall be either:
    - i. Broom-finished, scored, sandblasted or dyed concrete;
    - ii. Rough or honed finished stone;
    - iii. Brick or concrete pavers; or
    - iv. Other materials that meet the performance standards of the above materials.
  - B. Asphalt is permitted for pedestrian pathways that also are designated as multi-use paths by the City of San Antonio. The public works department will maintain the designated multi-use path locations.
- (4) Street Connections to River. Retain the interesting and unique situations where streets dead-end at the river, creating both visual and physical access to the river for the public.
- (5) Pedestrian Access Along the Riverwalk Pathway Shall Not Be Blocked.
- A. Queuing is prohibited on the Riverwalk pathway.

B. Hostess stations shall be located away from the Riverwalk pathway so as to not inhibit pedestrian flow on the Riverwalk pathway. That is, the hostess station shall not be located in such a manner to cause a patron who has stopped at the hostess stand to be standing on the Riverwalk pathway. Pedestrian flow shall be considered "inhibited" if a pedestrian walking along the pathway has to swerve, dodge, change direction or come to a complete stop to avoid a patron engaged at the hostess stand.

C. Tables and chairs shall be located a sufficient distance from the Riverwalk pathway so that normal dining and service shall not inhibit the flow of pedestrian traffic. See inhibited definition in subsection B. above.

(b) Automobile Access and Parking. Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.

(1) Curb Cuts.

A. Limit curb cuts to two (2) on parking areas or structures facing only one (1) street, and one (1) for each additional street face. The prohibition of additional curb cuts may be waived by the HDRC where the intent of the standards are clearly met and specific site circulation patterns require an additional curb cut, such as on long parcels or at nodes.

B. Curb cuts may be no larger than twenty-five (25) feet zero (0) inches. Continuous curb cuts are prohibited.

C. Sharing curb cuts between adjacent properties, such as providing cross property access easements, is permitted.

(2) Location of Parking Areas. Automobile parking in new developments must be balanced with the requirements of active environments. Large expanses of surface parking lots have a negative impact on street activity and the pedestrian experience. New commercial and residential structures can accommodate parking needs and contribute to a pedestrian-friendly streetscape.

A. Locate parking areas, that is any off-street, ground level surface used to park cars or any parking structure, toward the interior of the site or to the side or rear of a building.

B. The extent of parking area that may be located along the street edge or riverside shall be limited to a percentage of the lot line as per Table 672-1 as measured in a lineal direction parallel to the lot line. All parking within a thirty-foot setback from the above mentioned lot line shall comply with the requirements of the table. Where parking is located on corner sites only one (1) lot line has to meet the requirements of the table.

C. Parking lots should be avoided as a primary land use. Parking lots as a primary use are prohibited in RIO-3 and for all properties that fall within one hundred (100) feet of the river right-of-way in all RIO districts.

(3) Screen or Buffer Parking Areas From View of Public Streets, the River or Adjacent Residential Uses. (see Figure 672-2). Parking lots shall be screened with a landscape buffer as per the illustrations of bufferyards and Table 510-2 if the parking area meets one (1) of the following conditions:

A. Within a fifty-foot setback from the edge of the river ROW use, at a minimum, type E; or

B. Within a twenty-foot setback from a property line adjacent to a street use, at a minimum, type B; or

C. Within a twenty-foot setback of commercial or industrial property that abuts a residential property use, at a minimum, type C.

(4) Parking Structures Shall Be Compatible With Buildings in the Surrounding Area. Parking garages should have retail space on the ground floor of a parking structure provided the retail space has at least fifty (50) percent of its linear street frontage as display windows. Parking structures may be made visually appealing with a mural or public art component approved by the HDRC on the parking structure. A parking garage will be considered compatible if:

A. It does not vary in height by more than thirty (30) percent from another building on the same block face; and

B. It uses materials that can be found on other buildings within the block face, or in the block face across the street.

(5) Parking Structures Shall Provide Clearly Defined Pedestrian Access. Pedestrian entrances and exits shall be accentuated with directional signage, lighting or architectural features so that pedestrians can readily discern the appropriate path of travel to avoid pedestrian/auto conflicts.

(6) Parking lots, structures, and hardscape shall not drain directly into the river without installation of appropriate water quality best management practices (WQ BMPs). Acequias shall not be used for any type of drainage.

(c) Views. The river's course (both natural and manmade), and San Antonio's street pattern, creates unique views of certain properties from the public ROW. These properties often occur at prominent curves in the river or where a street changes direction and a property appears to be a terminus at the end of a street.

(1) Architectural Focal Point. When a property is situated in such a manner as to appear to be the terminus at the end of the street or at a prominent curve in the river, the building shall incorporate into its design an architectural

feature that will provide a focal point at the end of the view. (see Figure 672-3) An architectural feature will be considered to be a focal point through any of the following methods, but not limited to:

- A. Additional height.
  - B. Creation of a tower.
  - C. Variation in roof shape.
  - D. Change of color or materials.
  - E. Addition of a design enhancement feature such as:
    - i. Embellished entrance areas.
    - ii. Articulated corners, especially when entrance is at corner, rounded or chamfered corners ease the transitions from one street facade to the adjoining facade.
    - iii. Recessed or projecting balconies and entrances.
- Billboards, advertising and signage are expressly prohibited as appropriate focal points.

## **FINDINGS:**

- a. The applicant is requesting a Certificate of Appropriateness for approval perform site and foundation work for a proposed nineteen story, mixed-use tower. The proposed new construction will feature two levels of subgrade parking as well as two curb cuts on Broadway.
- b. **CONCEPTUAL APPROVAL** – Conceptual approval for the construction of the proposed nineteen story, mixed-use tower received conceptual approval from the Historic and Design Review Commission at the May 2, 2018, HDRC hearing with the following stipulations. At this time, the applicant has not provided staff with updated construction documents that address the stipulations of conceptual approval.
  - i. That the applicant reduce the number of curb cuts on Broadway to only one and make attempts to eliminate curb cuts on Broadway altogether. The driveway closest to Newell should be eliminated.
  - ii. Curb cuts may not exceed 25 feet in width. Changes in paving materials, limiting the flare of the driveway apron at the street, and inclusion of landscaped medians in double-lane driveways should be implemented at pedestrian conflict points to contribute to a safe and walkable environment. The applicant is responsible for coordinating with TCI regarding allowable curb cuts and obtaining all required permits.
  - iii. That the applicant must address parking challenges with surrounding property owners and submit a comprehensive parking plan prior to final approval. As part of the request for variance process, the Historic and Design Review Commission may make a recommendation regarding building height to the Board of Adjustment.
- c. **CURB CUTS** – The RIO design objectives outlined in the UDC include the creation of a “positive pedestrian experience” at the street edge. Standards related to curb cuts and interference with pedestrian traffic are also provided. The applicant has proposed two curb cuts on Broadway and one curb cut in a rear alley that feeds onto Avenue B. The UDC requires projects to limit curb cuts to two (2) on parking areas or structures facing only one (1) street, and one (1) for each additional street face. The project has access to Broadway Street, Avenue B, and a rear alley. If Broadway was the only accessible street for the development, then the proposed two curb cuts would be allowable. As noted in finding b, a stipulation of conceptual approval was the reduction of curb cuts on Broadway to only one. Given that there are other opportunities for vehicular access to the site, staff finds that curb cuts on Broadway, where there is a focus on providing pedestrian-friendly environment, should be limited to only one. The intent of the upcoming bond project for Broadway is to promote pedestrian and bicycle activity along Broadway. Minimizing the number of driveways (conflict points) would be important to enhance the pedestrian/cycling environment. In addition to HDRC approval of the site plan, the applicant is responsible for coordinating with TCI regarding allowable curb cuts and obtaining all required permits. In an early review, TCI staff has further recommended that the curb cut closest to Newell be completely eliminated, and that the overall development focus on a singular entry from Avenue B.
- d. **CURB CUTS** – The applicant has noted widths of the proposed curb cuts of approximately twenty-five (25) feet in width. The proposed widths are consistent with the UDC.
- e. **SUB GRADE PARKING** – The applicant has noted two levels of subgrade parking and three levels of parking above grade that are to be wrapped by architectural elements to include glass curtain wall systems, brick and screening elements. This is consistent with the UDC.

**RECOMMENDATION:**

Staff does not recommend approval based on findings b and c. A stipulation of conceptual approval was that one of the proposed curb cuts on Broadway be eliminated, which at this time, has not been met.

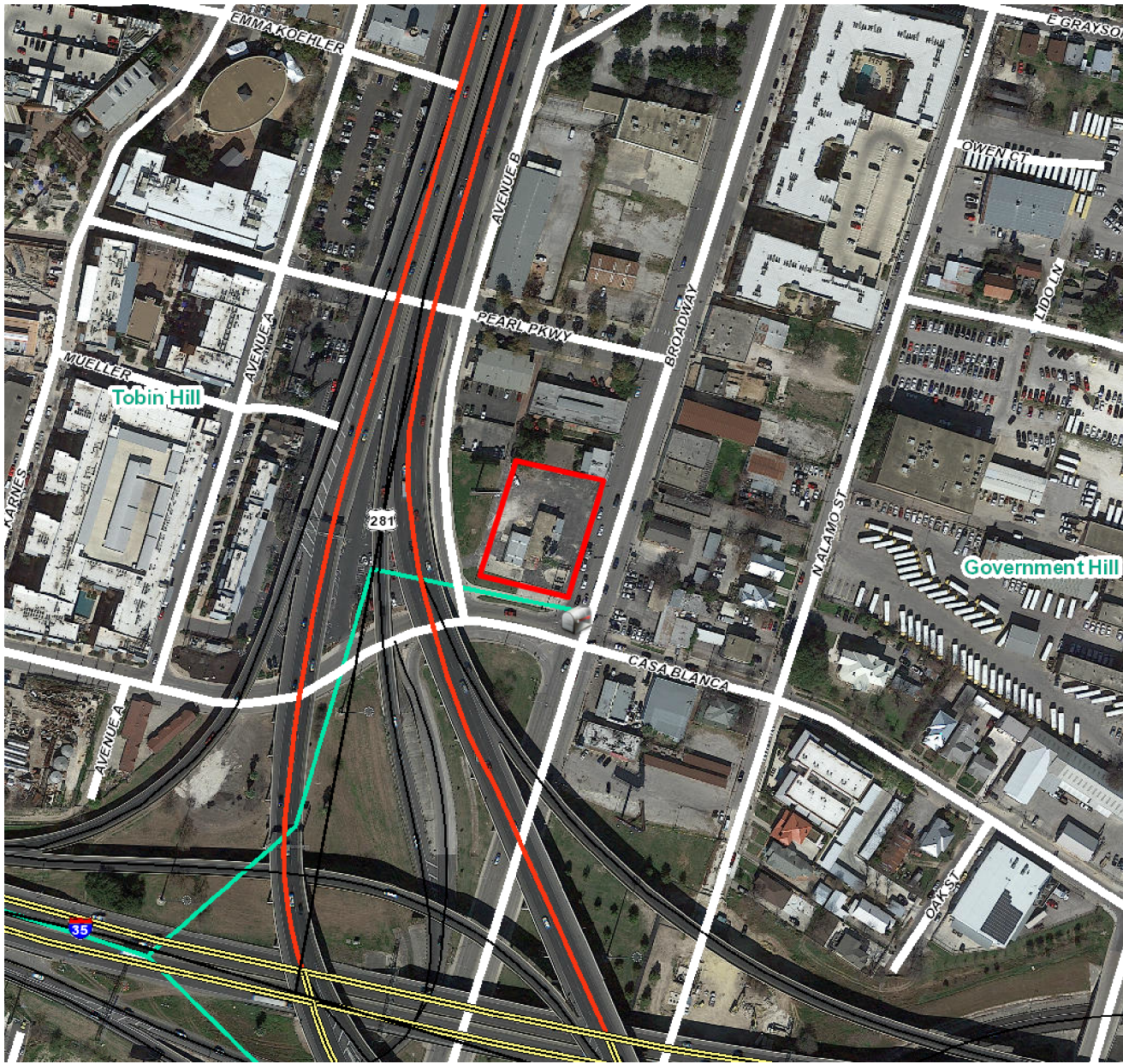
Staff recommends that the driveway closest to Newell should be eliminated. Additionally, changes in paving materials, limiting the flare of the driveway apron at the street, and inclusion of landscaped medians in double-lane driveways should be implemented at pedestrian conflict points to contribute to a safe and walkable environment.

Prior to returning to the HDRC, the applicant should provide information regarding the following:

- i. Parking challenges with surrounding property owners and as a result, submit a comprehensive parking plan prior to final approval.

**CASE MANAGER:**

Edward Hall



	<h2>Flex Viewer</h2>	<p>Printed: Nov 30, 2018</p>
	<p>Powered by ArcGIS Server</p>	

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11/16/2018

Common Name: 1603 Broadway

Applicant: GrayStreet Partners

Request for Final Approval of Site Plan:

Description of Project:

GrayStreet Partners is proposing to build a 19 story mixed-use building at the corner of Broadway and Newell Avenue. The building will include ground floor retail, one (1) level of underground parking, and three (3) levels of wrapped garage parking, four (4) floors of office, a shared amenity floor, nine (9) levels of hospitality, topped by an enclosed mechanical penthouse.

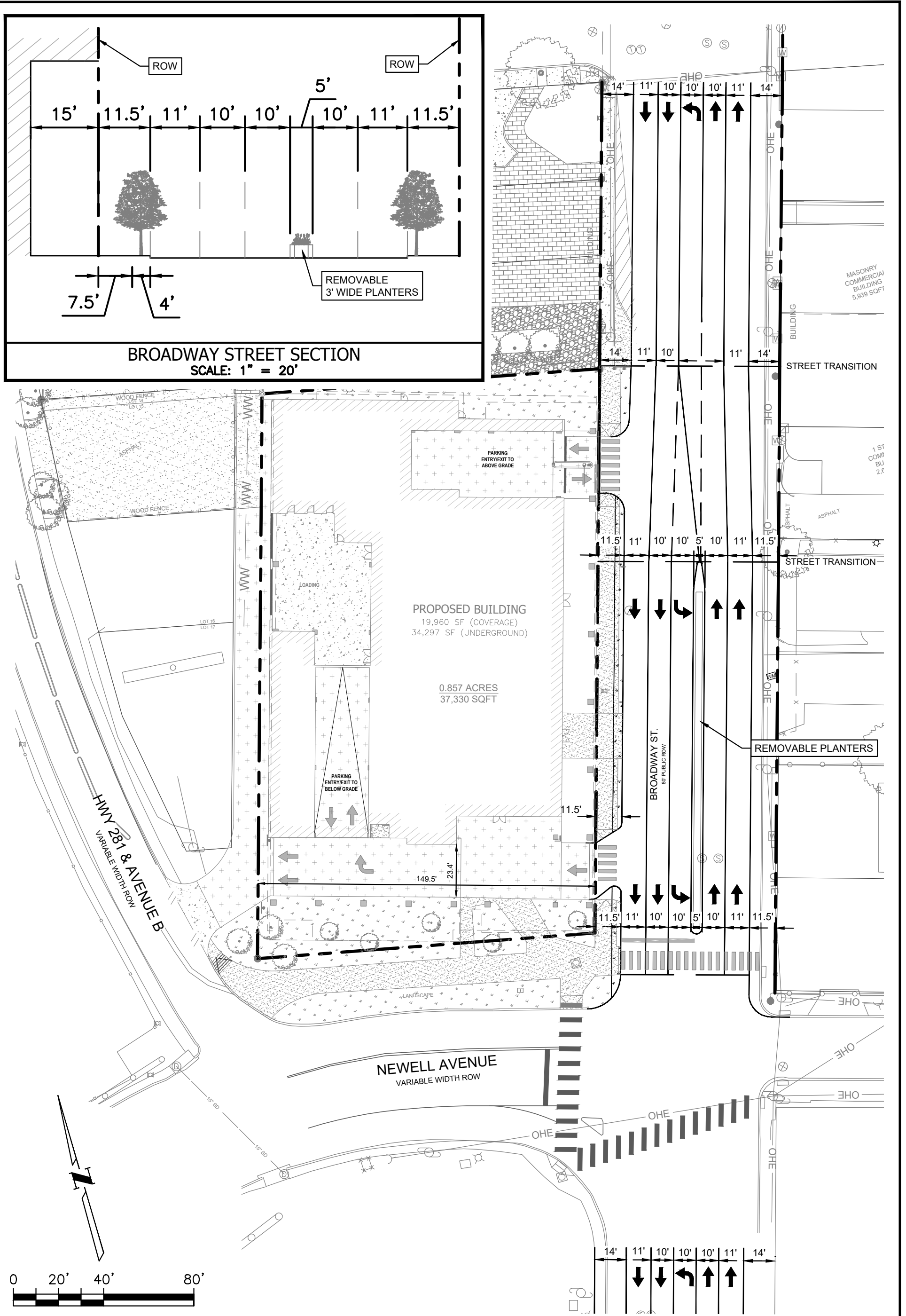
On the week of October 15<sup>th</sup> we submitted a foundation permit package to the City for review and approval. The foundation package work (described in detail below) was separated from the general building permit submittal to give our contractor additional time to perform the lengthy site excavation work needed to support the building. The work requested in this submittal is all below grade. No driveways, curb-cuts, or flatwork will be constructed as per the foundation permit.

With that said, our site plan, including sidewalks, driveway locations, and landscape planters has been reviewed and approved by TCI. TCI has approved our proposed design for the full width of the ROW in this section of Broadway as we own both sides of the street in this block. Our proposed design which includes pedestrian areas over 22' wide, far exceeds anything required by code and exceeds design requirements suggested by HDRC.

The scope of the foundation permit package for 1603 Broadway includes site clearing and excavation of the building footprint, under-slab grading, waterproofing & drainage, drilled concrete piers, slab and foundation walls including the lower level parking only. Any penetrations for plumbing, electrical and utilities into the lower level slab and foundation walls will be included. Civil work required for excavation and utilities required to penetrate the foundation walls and under the slab will be included.

Full permit for the construction of the overall building above the lower level, MEP, landscape and irrigation will be done separately. The ramp down to the lower level parking would be included as part of the foundation package permit, but the speed ramps up to the above grade parking would not be included. Level 1 and everything above will be part of the overall building permit.

Finished site work such as curbs, sidewalks and other site utilities will be completed as part of the overall building permit.

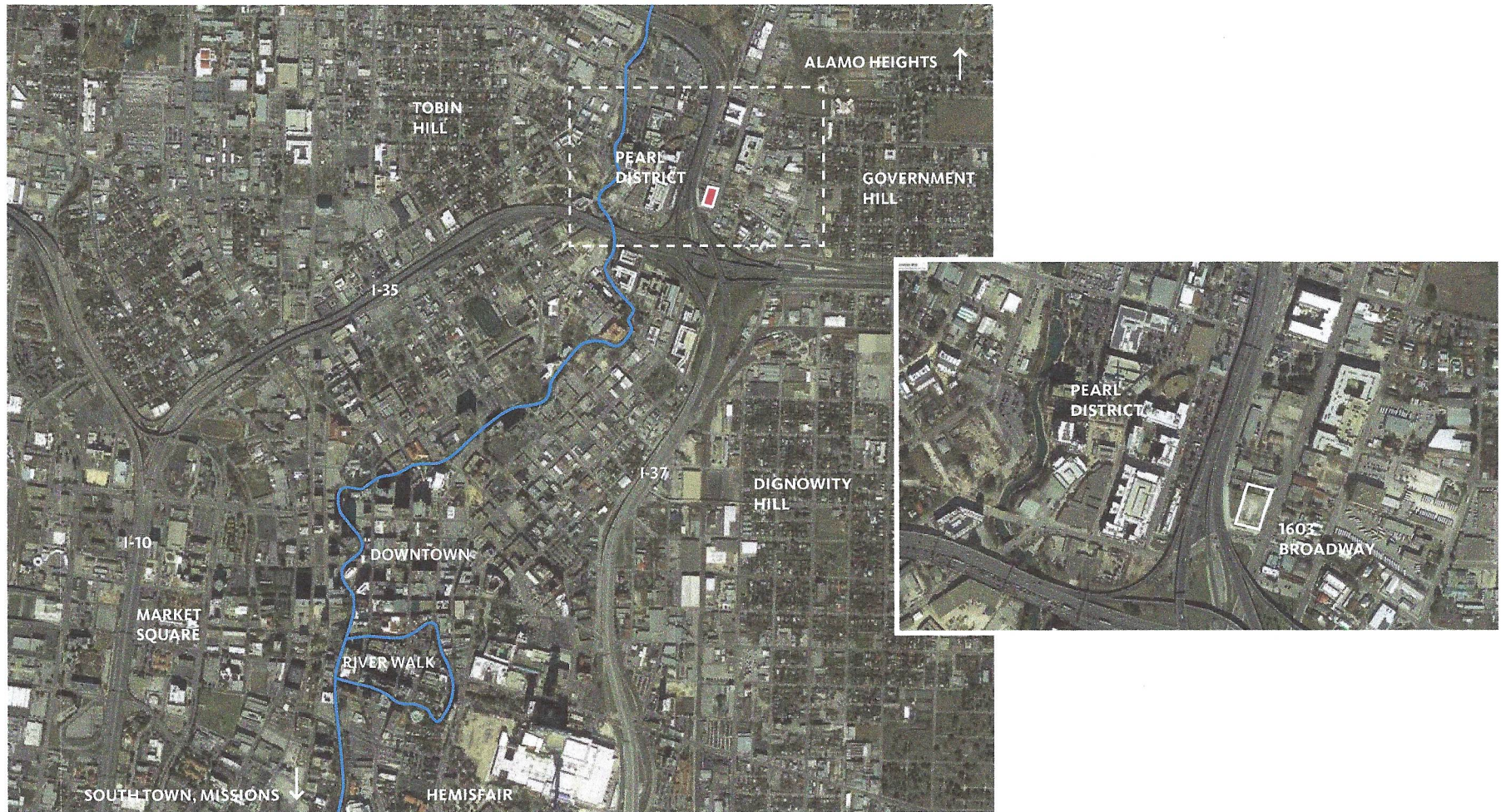




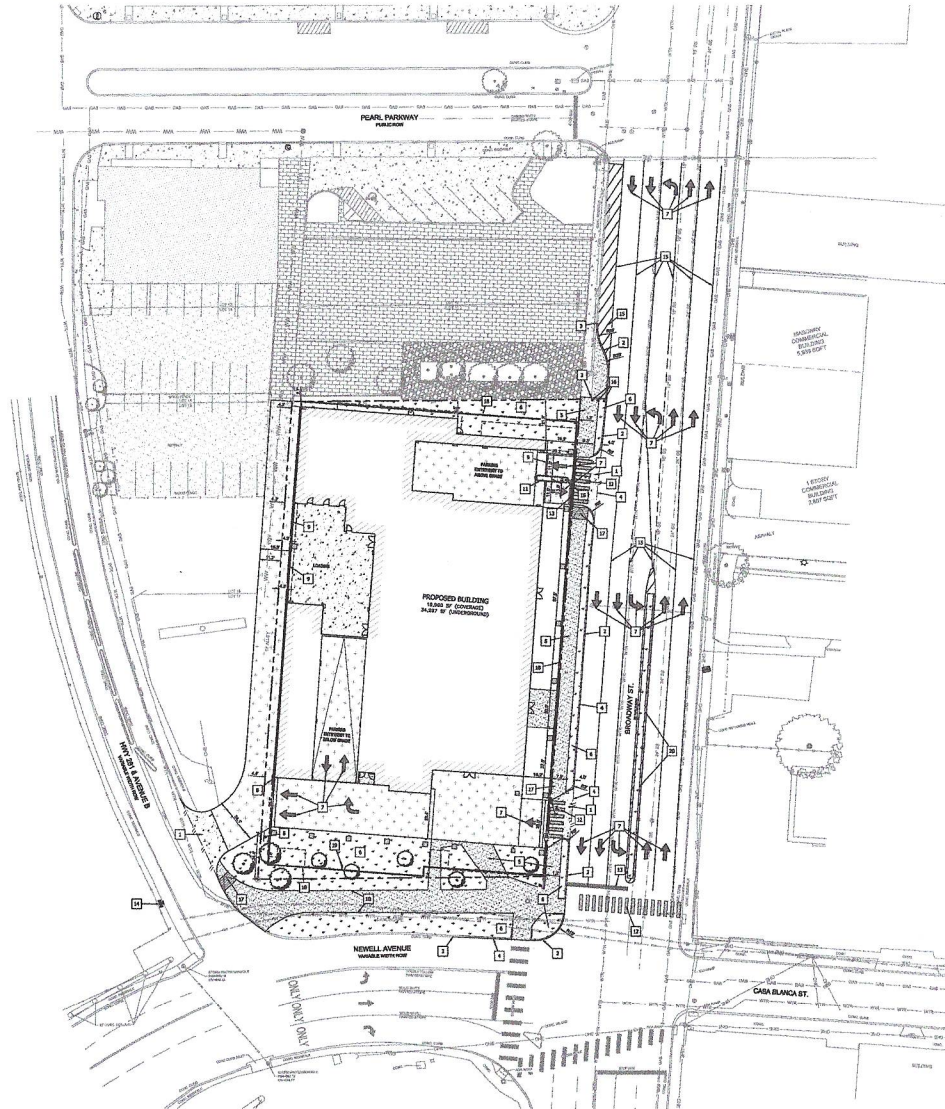
**1603 BROADWAY OFFICE + HOTEL**



# Location Map



# Site Plan



**LEGEND**

---	BOUNDARY / RIGHT OF WAY
---	BASEMENT / SETBACK
---	CURB / EDGE OF PAVEMENT
---	EXISTING SIDEWALK / FACE
---	BUILDING OVERHANG
---	BUILDING FOUNDATION
---	TOP / BOTTOM OF SLOPE
---	OVERHEAD UTILITY LINE
---	PERIMETER DRAIN
---	WARE FENCE
---	CHAIN LINK FENCE
---	BUILDING PAD AREA
---	LIGHT DUTY ASPHALT PAVT.
---	HEAVY DUTY CONCRETE PAVT.
---	CONCRETE BULK / PAVT.

**PARKING SUMMARY**

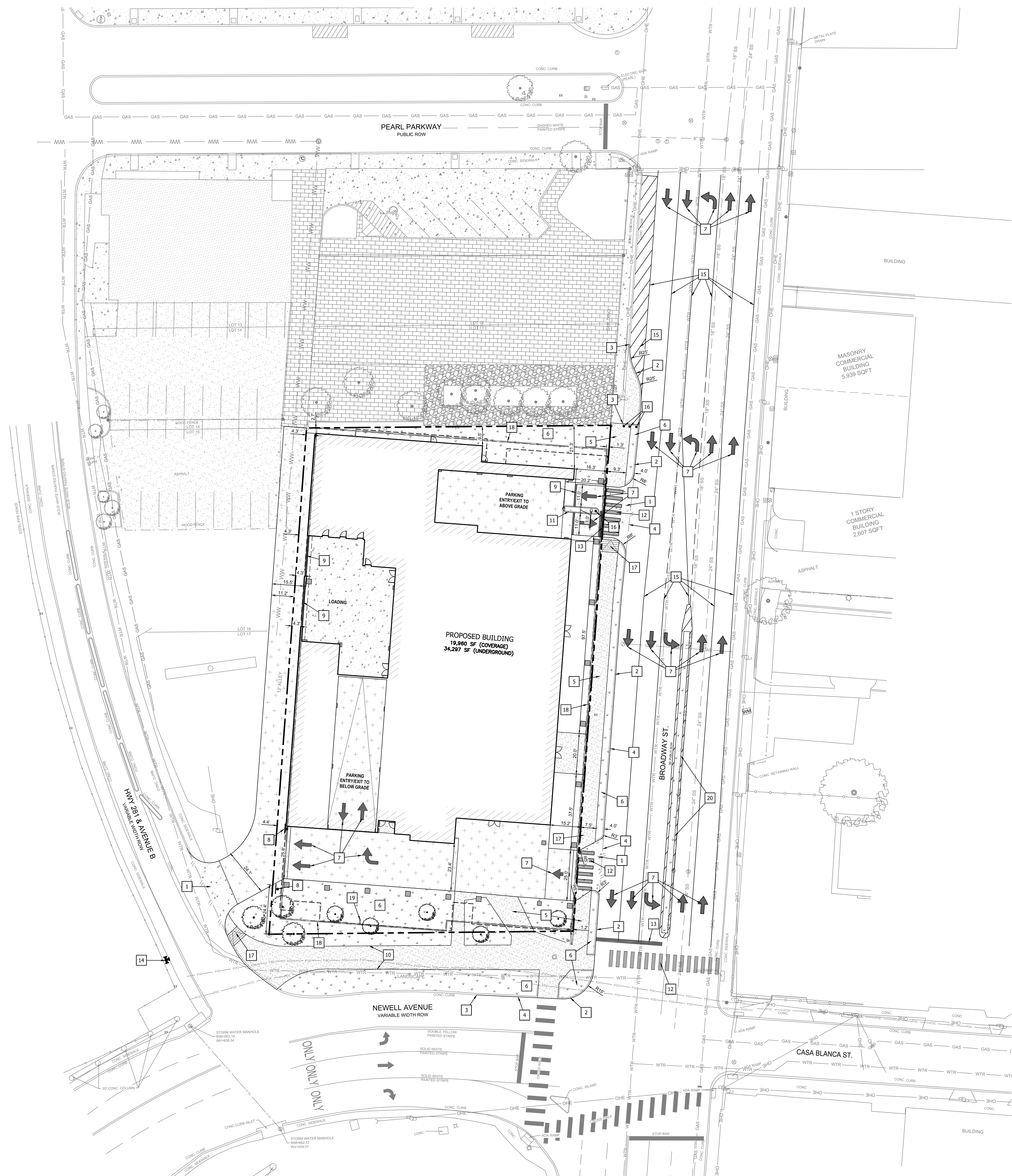
PROVIDED PARKING SPACES:	PARKING NOT REQUIRED PER ZONING, VEHICLE STORAGE PROVIDED
BIKE SPACES:	50'

**CONSTRUCTION KEYNOTES**

1	STD. COSA DRIVEWAY APPROACH. REFERENCE DETAIL SHEET C07.102.
2	7" COSA CURB. REFERENCE DETAIL SHEET C07.102.
3	TIE TO EXISTING CURB.
4	TIE TO EXISTING NONPAVING. MATCH EXISTING GRADE.
5	SIDEWALK. REFERENCE LANDSCAPE PLANS FOR DETAIL.
6	LANDSCAPING. REFERENCE LANDSCAPE PLANS.
7	PAINTED WHITE TRAFFIC ARROWS. REFERENCE DETAIL SHEET C07.101.
8	EXIT ONLY. DO NOT ENTER SIGN. REFERENCE ARCHITECTURAL PLANS FOR DETAIL.
9	TRENCH DRAIN. REFERENCE DETAIL SHEET C07.101.
10	COSA BIKE LANE.
11	STD. 6" CURB. REFERENCE DETAIL SHEET C07.101.
12	PEDESTRIAN CROSSWALK STRIPING. REFERENCE DETAIL SHEET C07.102.
13	STOP BAA STRIPING
14	PROPOSED FIRE HYDRANT
15	4" WHITE TRAFFIC STRIPING. REFERENCE DETAIL SHEET C07.101.
16	BOLLARDS
17	COSA STD. ADA RAMP. REFERENCE DETAIL SHEET C07.101.
18	PERIMETER DRAIN. REFERENCE DETAIL SHEET C07.102, REF. MEP, STRUCTURAL, AND GEOTECHNICAL PLANS.
19	PERIMETER DRAIN CONNECTION. REFERENCE MEP PLANS FOR CONTINUATION.
20	REMOVABLE CONCRETE BARRIERS/PLANTER. REFERENCE LANDSCAPE PLANS FOR DETAILS.

**NOTES:**

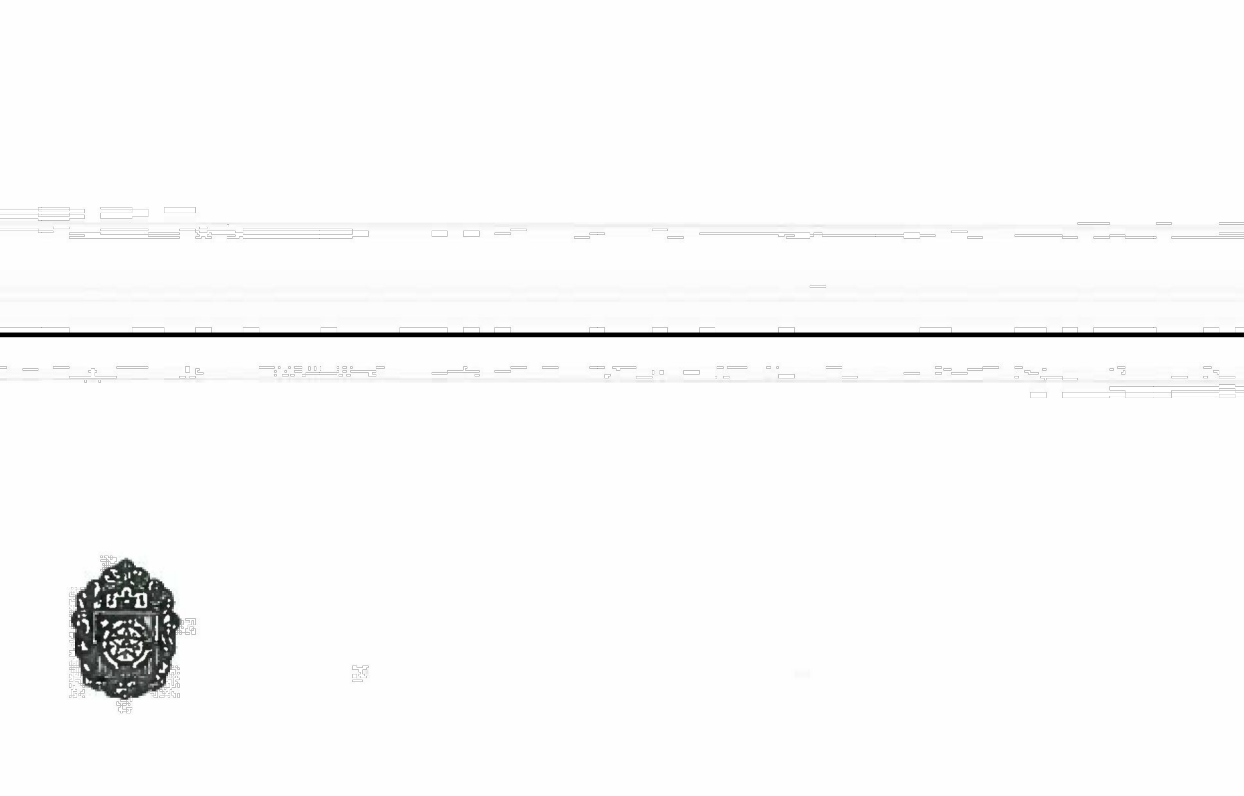
1. ALL ITEMS ARE TO BE FURNISHED & INSTALLED BY CONTRACTOR. REFERENCE CONSTRUCTION DETAILS SHEETS FOR ADDITIONAL INFORMATION.
2. ALL SITE DIMENSIONS ARE TO FACE OF CURB, CENTER OF STRIPING, AND PROPERTY LINES UNLESS OTHERWISE NOTED.
3. ALL SIDEWALK, CURB, STRIPS AND DRIVE APPROACHES IN THE RIGHT OF WAY SHALL BE IN COMPLIANCE WITH CURRENT TEXAS ACCESSIBILITY STANDARDS AND CITY OF SAN ANTONIO DESIGN STANDARDS PRIOR TO FINAL INSPECTION APPROVAL.



**RIGHT-OF-WAY MANAGEMENT DIVISION  
PAVEMENT CONDITION INDEX (PCI) REQUEST**

Date of Request: May 9th, 2018  
 Street: Newell Avenue  
 From: Broadway Street  
 To: Avenue B  
 Company Requesting PCI: BIG RED DOG, Inc. (Attn: Megan Ambrano, megan.ambrano@bigredog.com)  
 Company Telephone: (210) 860-9224 Company Fax:  
 Person Requesting: Megan Ambrano Project Name Number: Broadway East (0566.10.000)  
 PCI: 86-100 Inspector Providing PCI: Amey Contreras  
 Response Date: U.S. Mail Fax: Other:  
 Pavement Condition Index (PCI) is a measure of the condition of the Right-of-Way (Pavement) on a scale of 1-100. In determining the PCI, factors such as ride ability and asphalt distress, i.e., cracking, base failures, rutting and raveling are considered when assigning a rating.  
 Any excavation in a City street requires a permit and inspection. The type and extent of restoration of the pavement becomes the responsibility of the Right-of-Way User.

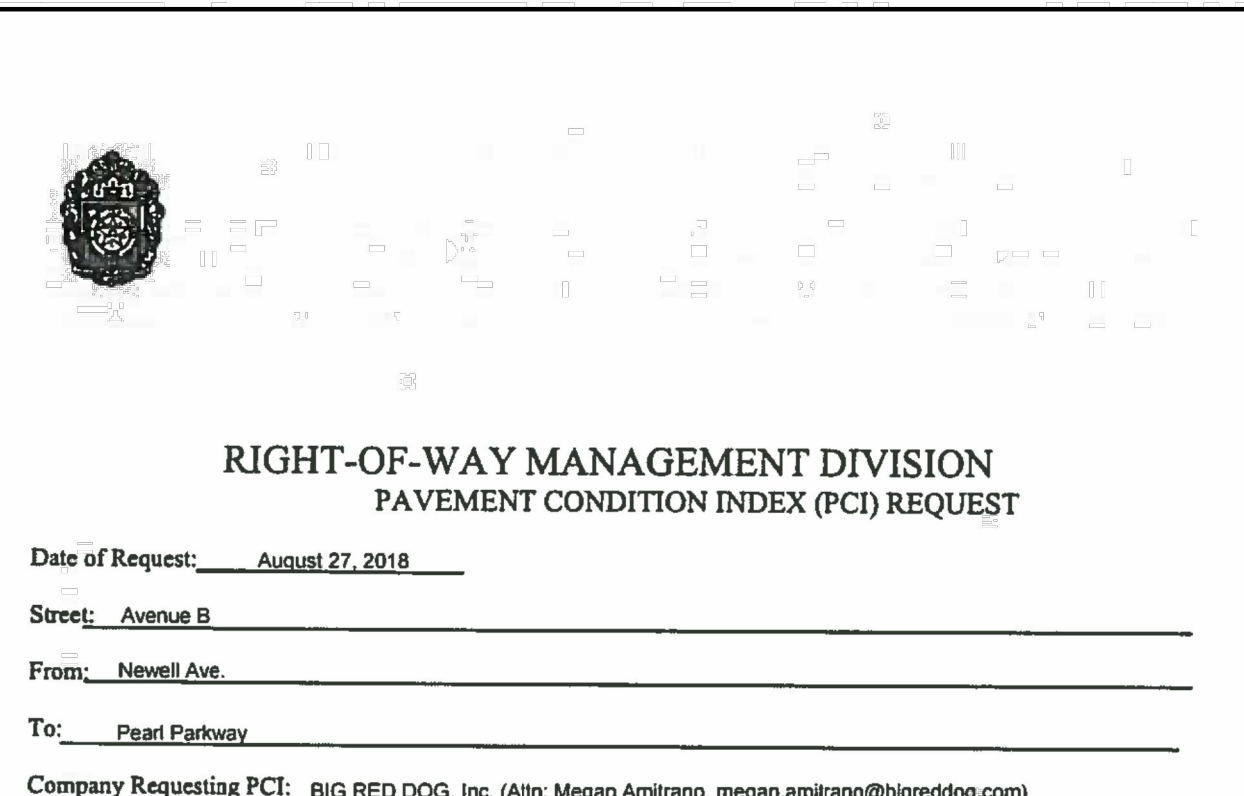
**Pavement Restoration Criteria:**  
 X **PCI OF 86-100**  
 Excavations in Streets and/or Right of Way with PCI values of 86 or greater shall be deemed 100% loss of pavement life. These Excavations require block-to-block and curb-to-curb Pavement reconstruction. Use of a "Hot Mix Asphalt Repeating Process" is an option, which requires approval by the Director of Public Works. Specifications are available in the Right-of-Way Management Office. In the event of any trench failure in the Street or Right of Way during the warranty period, the Right of Way User shall reimburse the City for its costs to repair the failure and pay the Pavement Degradation Recovery Fee, calculated as set forth in the Right-of-Way Management Ordinance.  
**PCI OF 51-85**  
 In the event of an Excavation in a Street or Right of Way having a PCI of 51-85, the Right of Way User excavator shall promptly repair the trench envelope and surface in accordance with the specifications set forth in the Right-of-Way Management Office. In the event of failure of the repair during the warranty period, the Right of Way User excavator shall reimburse the City for its pavement restoration cost and pay the Pavement Degradation Recovery Fee, calculated as set forth in the Right-of-Way Management Ordinance.  
**PCI OF 6-50**  
 Excavation in Streets and/or Right of Way with PCI values of 50 or less shall be deemed to be excavations in streets with nominal loss of life. The Right of Way User excavator shall promptly repair the trench envelope and surface in accordance with the specifications set forth in the Right-of-Way Management Office.



**RIGHT-OF-WAY MANAGEMENT DIVISION  
PAVEMENT CONDITION INDEX (PCI) REQUEST**

Date of Request: May 9th, 2018  
 Street: Broadway Street  
 From: Newell Avenue  
 To: E Grayson Street  
 Company Requesting PCI: BIG RED DOG, Inc. (Attn: Megan Ambrano, megan.ambrano@bigredog.com)  
 Company Telephone: (210) 860-9224 Company Fax:  
 Person Requesting: Megan Ambrano Project Name Number: Broadway East (0566.10.000)  
 PCI: TR Dot Inspector Providing PCI: John Galdy  
 Response Date: U.S. Mail Fax: Other: Email  
 Pavement Condition Index (PCI) is a measure of the condition of the Right-of-Way (Pavement) on a scale of 1-100. In determining the PCI, factors such as ride ability and asphalt distress, i.e., cracking, base failures, rutting and raveling are considered when assigning a rating.  
 Any excavation in a City street requires a permit and inspection. The type and extent of restoration of the pavement becomes the responsibility of the Right-of-Way User.

**Pavement Restoration Criteria:**  
 X **PCI OF 86-100**  
 Excavations in Streets and/or Right of Way with PCI values of 86 or greater shall be deemed 100% loss of pavement life. These Excavations require block-to-block and curb-to-curb Pavement reconstruction. Use of a "Hot Mix Asphalt Repeating Process" is an option, which requires approval by the Director of Public Works. Specifications are available in the Right-of-Way Management Office. In the event of any trench failure in the Street or Right of Way during the warranty period, the Right of Way User shall reimburse the City for its costs to repair the failure and pay the Pavement Degradation Recovery Fee, calculated as set forth in the Right-of-Way Management Ordinance.  
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**RIGHT-OF-WAY MANAGEMENT DIVISION  
PAVEMENT CONDITION INDEX (PCI) REQUEST**

Date of Request: August 27, 2018  
 Street: Avenue B  
 From: Newell Ave  
 To: Pearl Parkway  
 Company Requesting PCI: BIG RED DOG, Inc. (Attn: Megan Ambrano, megan.ambrano@bigredog.com)  
 Company Telephone: (210) 860-9224 Company Fax:  
 Person Requesting: Megan Ambrano Project Name Number: 1603 Broadway (0566.10.011)  
 PCI: 7-90 Inspector Providing PCI: Chris Tolson  
 Response Date: U.S. Mail Fax: Other:  
 Pavement Condition Index (PCI) is a measure of the condition of the Right-of-Way (Pavement) on a scale of 1-100. In determining the PCI, factors such as ride ability and asphalt distress, i.e., cracking, base failures, rutting and raveling are considered when assigning a rating.  
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**LEGEND**

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- EXISTING BUILDING FACE
- BUILDING OVERLAP
- BUILDING FOUNDATION
- TOP / BOTTOM OF SLOPE
- OVERHEAD UTILITY LINE
- PERMETER DRAIN
- WIRE FENCE
- CHAIN LINK FENCE
- BUILDING PAD AREA
- LIGHT DUTY ASPHALT PAVT.
- HEAVY DUTY CONCRETE PAVT.
- CONCRETE SWALK / PAVT.

**PARKING SUMMARY**

PROVIDED PARKING SPACES:	PARKING NOT REQUIRED PER ZONING. VEHICLE STORAGE PROVIDED.
BIKE SPACES:	30

**CONSTRUCTION KEYNOTES**

1	STD. COBA DRIVEWAY APPROACH. REFERENCE DETAIL SHEET C07.102.
2	7" COBA CURB. REFERENCE DETAIL SHEET C07.102.
3	TIE TO EXISTING CURB
4	TIE TO EXISTING ROW PAVING. MATCH EXISTING GRADE.
5	SIDEWALK. REFERENCE LANDSCAPE PLANS FOR DETAIL.
6	LANDSCAPING. REFERENCE LANDSCAPE PLANS.
7	PAINTED WHITE TRAFFIC ARROWS. REFERENCE DETAIL SHEET C07.101.
8	EXT. ONLY. DO NOT ENTER SIGN. REFERENCE ARCHITECTURAL PLANS FOR DETAIL.
9	TRENCH DRAIN. REFERENCE DETAIL SHEET C07.101.
10	COBA BIKE LANE.
11	STD. 6" CURB. REFERENCE DETAIL SHEET C07.101.
12	PEDESTRIAN CROSSWALK STRIPING. REFERENCE DETAIL SHEET C07.102.
13	STOP BAR STRIPING
14	PROPOSED FIRE HYDRANT
15	4" WHITE TRAFFIC STRIPING. REFERENCE DETAIL SHEET C07.101.
16	BOLLARDS
17	COBA STD. ADA RAMP. REFERENCE DETAIL SHEET C07.101.
18	PERMETER DRAIN. REFERENCE DETAIL SHEET C07.102. REF. MEP, STRUCTURAL, AND GEOTECHNICAL PLANS.
19	PERMETER DRAIN CONNECTION. REFERENCE MEP PLANS FOR CONNECTION.
20	REMOVABLE CONCRETE BARRIER/PLANTER. REFERENCE LANDSCAPE PLANS FOR DETAILS.

**NOTES:**

- ALL ITEMS ARE TO BE FURNISHED & INSTALLED BY CONTRACTOR. REFERENCE CONSTRUCTION DETAILS SHEETS FOR ADDITIONAL INFORMATION.
- ALL SITE DIMENSIONS ARE TO FACE OF CURB, CENTER OF STRIPING, AND PROPERTY LINE UNLESS OTHERWISE NOTED.
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Date	Description
4.11.16.18	DESIGN DEVELOPMENT

Seal / Signature

**PRELIMINARY**  
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.  
 PREPARED UNDER THE SUPERVISION OF  
 PETER RUSSELL GENSER,  
 P.E. #113399 ON  
 November 8, 2018

Project Name  
**1603 BROADWAY**

Project Number  
**25.1463.000**

Description  
**SITE PLAN**

Scale  
 0 10' 20' 40'

**CAUTION:**  
 CONTRACTOR TO VERIFY ALL EXISTING UTILITIES VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION. CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES BY CALLING DICTEES @ 1-800-DIG-TESS FOR LOCATION OF ALL UTILITIES, AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.

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