HISTORIC AND DESIGN REVIEW COMMISSION

April 20, 2016
Agenda Item No: 1

HDRC CASE NO:	**2016-D03**
IDENTIFIER:	N/A
ADDRESS:	The 300 Block of South Flores Street and the 400 Block of South Main Avenue
LEGAL DESCRIPTION:	NCB 173, Lots 5A, 6A, 7A, 8A, 9A, and 10A
ZONING:	"D AHOD"
PUBLIC PROPERTY:	No
COUNCIL DISTRICT:	1
DISTRICT:	Downtown Business District
LANDMARK:	No
APPLICANT:	Encore Multi-Family, LLC
OWNER:	BRT River Walk, LLC
TYPE OF WORK:	New Construction – Apartments with parking garage

REQUEST:
The applicant requests a Certificate of Appropriateness to build a new 338-unit, five-story multi-family residential development wrapped around a six-story parking garage, located in the 300 Block of South Flores Street and the 400 Block of South Main Avenue (property bound by South Flores Street, Stumberg, South Main Avenue, and Old Guilbeau Street). The proposal includes entirely new development of a full city block.

APPLICABLE CITATIONS: City of San Antonio Downtown Design Guide

Required Standards

Chapter 2. Sidewalks and Setbacks

A.1. Provide a minimum 72 inch wide continuous pedestrian path of travel as seen in Figure 2.1.

A.4. Provide continuous landscaped and hardscaped area, commonly referred to as "parkway," adjacent to the curb on predominantly non-commercial streets.

A.7. Trees shall be planted in tree wells within tree grates that are at least 5 feet long and a minimum of 5' feet wide.

Chapter 3. Ground Floor Treatment

A.1. Locate active uses along the street façade to enhance the building's relationship to the public realm. Uses include: lobbies, dining rooms, seating areas, offices, retail stores, community or institutional uses, and residences.

A.3. The primary entrance to each street- level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street or alley.

A.6. A building‘s primary entrance, defined as the entrance which provides the most direct access to a building‘s main lobby and is kept unlocked during business hours, shall be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street or the River Walk.

A.7. At least one building entrance/exit, which may be either a building or tenant and resident entrance, shall be provided along each street frontage.

A.14. Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building‘s architecture.

Chapter 4. Parking and Access

A.1. Locate off-street parking behind or below buildings as seen in Figure 4.2 and 4.3.

A.9. Vehicular access shall be from an alley, sidewalk or mid-block on a street as illustrated in Figure 4.5.

A.10. Curb cuts and parking and loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.

A.11. Where a vehicular exit from a parking structure is located within five (5) feet of the back of the property line, a visual and audible alarm and enhanced paving shall be installed to warn pedestrians and cyclists of exiting vehicles.

B.1. Parking structures shall have an external skin designed to improve visual character when exposed to prominent public view. Notwithstanding development standards incremental to Section 35-384: Parking Lots as Primary use, this can include heavy-gage metal screen, pre- cast concrete panels; live green wall (landscaped) laminated glass or photovoltaic panels.

Chapter 6. On-Site Open Space

A.6. Provide landscaping and seating in each open space type as follows: paseo, courtyards, plazas, roof terraces.

A.7. Ensure anti-skateboard and anti-graffiti design features, pedestrian-scaled signage that identifies uses and shops, site furniture, art work, or amenities such as fountains, seating, and kiosks.

A.9. Utilize buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas.

Chapter 7. Architectural Detail

A.1. Provide well-marked entrances to cue access and use. Enhance all public entrances to a building through the use of compatible architectural or graphic treatment. Main building entrances shall read differently from retail storefronts, restaurants, and commercial entrances.

C.1. San Antonio has strong sun conditions. Use deep reveals to get shadow lines.

C. Prohibited Exterior Materials: 1. Imitation stone (fiberglass or plastic); 2. Plywood or decorative exterior plywood; 3. “Lumpy” stucco, CMU; 4. Rough sawn or “natural” (unfinished) wood, EIFS; 5. Used brick with no fired face (salvaged from interior walls); 6. Imitation wood siding; 7. Plastic panels.

D.1. Reinforce a building‘s entry with one or more of the following architectural treatments: a. extra-height lobby space; b. distinctive doorways; c. decorative lighting; d. distinctive entry canopy; e. projected or deep recessed entry bay; f. building name and address integrated into the facade; g. artwork integrated into the facade or sidewalk; h. a change in paving material, texture, or color within the property line; i. distinctive landscaping, including plants, water features and seating.

E.1. Windows are to be as transparent as possible at the ground floor of the building, with preference given to grey, low-e glass (88 percent light transmission).

H.1. Exterior roll-down doors and security grills are not permitted in downtown.

I.1. Ventilation intakes and exhausts shall be located to minimize adverse pedestrian impacts along the sidewalk.

I.4. No fixture shall be directed at the window of a residential unit either within or adjacent to a project.

Chapter 8. Streetscape Improvements

B.1. Sidewalks shall be paved with a slip resistant surface such as medium broom finish concrete.

B.2. Asphalt is not permitted for public sidewalks in downtown.

C.1. Crosswalks are to be provided at all types of street intersection configurations, including Xs, Ts and Ls.

E.8. Obtain a permit prior to pruning and adhere to International Society of Arboriculture (ISA) Tree Pruning Guidelines and American National Standards Institute (ANSI) A300 standards. These guidelines prohibit “topping” and “heading.”

F.1. The street light pole shall be Valmont Tapered 16 Flat Fluting or similar. The pole shall be steel and be between 25 to 32 feet high. Pole base diameter shall be eight (8) inches. The mast arm shall be four (4) to six (6) foot “Windsor” or similar.

G.1. Site furniture must be well designed to encourage their use, be able to withstand the elements, and situated in appropriate locations and shaded, clustered in groupings near site features like fountains and in plazas, etc. Projects using these amenities should give consideration to minimize the cost of replacement. Site furniture on walkways and sidewalks shall maintain a clear passage for pedestrians and shall be placed to eliminate potential pedestrian and vehicular conflicts.

G.3. Design the lower portion of the buildings to support human-scaled streetscapes, open spaces and quality pedestrian environments. *This can be achieved with fine-grain architectural design and detailing, quality materials, and through the use of human-scaled elements such as landscaping, site furnishings, awnings, and canopies.*

Chapter 10. Signage

Projects involving new building construction must submit a conceptual signage plan with the building elevation plans for design review and approval before individual signs will be reviewed. The sign plan shall address: Proposed location of signage; General dimensions of signage area; and Design & materials guidelines, including colors, letter size, illumination method, etc.

C.1. All fascia signage shall be integrated into the architecture. The signage material will be weather proof and fade resistant.

C.7. No signs shall be located between 20 feet above sidewalk elevation and 40 feet above sidewalk elevation to avoid conflicts with the tree canopy, except where the applicant demonstrates that no conflict will occur.

C.8. Trees may not be topped or headed back on the sides to expose signs.

C.9. Signs shall use appropriate means of illumination. These include: neon tubes, fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures.

Chapter 11. Sustainable Design

D.1. All projects must comply with the City‘s green building ordinance, Build San Antonio Green (BSAG).

Preferred Guidelines

Chapter 2. Sidewalks and Setbacks

A.4. The continuous landscaped and hardscaped parkways should be designed to collect and retain or treat storm runoff.

A.5. In an ideal urban tree canopy, adjacent trees at street maturity generally touch one another. Therefore, typical tree spacing is generally 30 to 50 feet apart, depending upon the tree species.

A.6. Plant or replant street trees to shade and shelter the pedestrian from sun, rain and traffic, and to improve the quality of the air and storm water runoff.

A.11. All sidewalk improvements should be installed and maintained by the adjacent underlying property owners. For example, parkways and tree wells should be planted, irrigated and maintained by the adjacent property owners as described in Chapter 8.

B.2. Variation in the setbacks are encouraged to respond to building type and function in order to create visual interest as seen in Figure 2.2.

Chapter 3. Ground Floor Treatment

A.11. Residential units with separate entries should include windows or glass doors on the ground floor that look out onto the street.

A.12. If a residential unit’s individual entry along the street is the unit’s primary entry, it should be accessible from the sidewalk.

A.13. More public entrances than the minimum specified by code, including building and or tenant and resident entrances are highly encouraged.

A.15. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details should be used to promote pedestrian-scaled architecture along the street. (Fig 3.5).

A.16. Architectural features that reinforce the retail character of the ground-floor, street and river wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.

Chapter 4. Parking and Access

A.2. Parking areas should be integrated into the project it serves. Public parking may be either a freestanding structure, shared parking or integrated into a project, provided it is clearly signed as public parking.

A.6. Provide on-street parking for visitors and customers.

A.7. Drop-offs, including residential, hotel and restaurant drop-offs, should be provided either 1) within the off street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane with no sidewalk narrowing. Exception: where there is no curbside parking lane and off street drop-off is not feasible, a hotel may have a drop-off lane provided the required sidewalk width of 48inches is maintained as shown in Figure 4.4.

A.8. Provide secure bicycle parking space for residential, commercial and institutional building occupants.

C.5. Where there is no alley and the project includes frontage on a street, parking access should be located midblock or as far from a street intersection as possible.

Chapter 5. Massing and Street Wall

A.1. Divide large building facades into a series of appropriately scaled modules so that no building segment is more than 100 feet in length. Provide a passageway at least every 20 feet wide between buildings. Consider dividing a larger building into “modules” that are similar in scale.

A.2. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.

A.3. A new building should incorporate design elements that provide a base, middle and a top. Along all sides of elevations we try to emphasize the ground floor as the base.

A.4. A new building should, to the extent possible, maintain the alignment of horizontal elements along the block.

A.5. Floor-to-floor heights should appear to be similar to those seen in the area, particularly the window fenestration.

B.5. Vertical breaks should also be taken into account with fenestration, such as columns or bays.

Chapter 6. On-Site Open Space

A.1. Open space should be: Located at the ground level; Open to the public during daylight hours and it should be clear that all are encouraged to take advantage of the space – that they are not a private amenity, but rather a public one; At least 500 square feet in size; and Lined with ground floor spaces designed for retail, especially restaurants that include outdoor dining, and/or cultural uses, along at least 20 percent of its frontage.

A.3. At least 25 percent of the required trees should be canopy trees that shade open spaces, sidewalks and buildings as seen in Figure 6.2.

A.5. The common open spaces in downtown are comprised of the following features:

- Residential Setbacks: Residential building setbacks adjacent to buildings provide a transition between the public and private realm, allowing residents to have semi-private spaces with visual access to the public realm.
- Courtyards: Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.

A.10. Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted to provide the most comfortable access to sun and shade.

A.11. Furniture and fixtures should be selected with regard to maintenance considerations. Ample seating in both shaded and sunny locations should be provided in the plaza areas.

A.15. Landscape elements should support an easy transition between indoor and outdoor through spaces, well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc., as seen in Figure 6.5.

A.16. Landscape elements should establish scale and reinforce continuity between indoor and outdoor space. Mature canopy trees should be provided within open spaces, especially along streets and required setbacks.

A.17. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the development site’s identity is encouraged.

A.18. Landscaping should be used to screen or divide up blank wall massing. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.

Chapter 7. Architectural Detail

A.2. Avoid continuous massing longer than 150 feet not articulated with shadow relief, projections and recesses. If massing extends beyond this length, it needs to be visibly articulated as several smaller masses using different materials, vertical breaks, such as expressed bay widths, or other architectural elements.

A.3. Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure as seen in Figure 7.2.

A.4. Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.

B.1. Employ a different architectural treatment on the ground floor façade than on the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.

B.2. Vertically articulate the street wall façade, establishing different treatment for the building's base, middle and top; and use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.

B.5. On façades exposed to the sun, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest.

C.2. Feature long-lived and local materials such as split limestone, brick and stone. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.

C.3. Use especially durable materials on ground floor façades.

C.5. Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results.

C.6. To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements as seen in Figure 7.5 and 7.6 and not appear as surface pastiche.

C.7. Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.

C.10. Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.

C.11. Value-added materials, such as stone should be placed at the base of the building, especially at the first floor level. Select materials suitable for a pedestrian urban environment. Impervious materials such as stone, metal or glass should be used on the building exterior. Materials will be made graffiti resistant or be easily repainted.

C.12. Corner buildings at prominent intersections require a higher standard of articulation, detailing, and architectural treatment than other buildings within the middle of the block.

D.2. The primary entrance of all buildings will be off the public sidewalk as seen in Figure 7.7and not from a parking area.

D.3. Strong colors should emphasize architectural details and entrances.

D.4. Deep recessed entries into the building are encouraged.

E.2. Window placement, size, material and style should help define a building's architectural style and integrity as seen in Figure 7.8.

E.3. In buildings other than curtain wall buildings, windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plant-ons around the window.

E.4. Windows and doors should be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.

E.5. Windows on upper floors should be proportioned and placed in relation to grouping of storefront or other windows and elements in the base floor.

F.1. Ground-floor window and door glazing should be transparent and non-reflective.

F.2. Above the ground floor, both curtain wall and window and door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.

F.3. A limited amount of translucent glazing at the ground floor may be used to provide privacy.

G.1. Light fixtures less than 16 feet in height are considered pedestrian scale as seen in Figure 7.9.

G.2. All exterior lighting (building and landscape) should be integrated with the building design, create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.

G.3. Each project should develop a system or family of lighting layers that contribute to the night-time experience, including facade uplighting, sign and display window illumination, landscape, and streetscape lighting.

G.4. Architectural lighting should relate to the pedestrian and accentuate major architectural features as seen in Figure 7.10.

G.5. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features as seen in Figure 7.11.

G.6. Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.

G.7. In parking lots, a higher foot candle level should be provided at vehicle driveways, entry throats, pedestrian paths, plaza areas, and other activity areas.

G.8. Pedestrian-scale light fixtures should be of durable and vandal resistant materials and construction.

G.10. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.

I.1. Typically locating vents more than 20 feet vertically and horizontally from a sidewalk and directing the air flow away from the public realm will accomplish this objective.

I.2. Mechanical equipment should be either screened from public view or the equipment itself should be integrated with the architectural design of the building.

I.4. Lighting (exterior building and landscape) should be directed away from adjacent properties and roadways, and shielded as necessary.

I.5. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to not impact views nor result in measurable heat gain upon surrounding windows either within or adjacent to a project.

Chapter 8. Streetscape Improvements

A.2. The shared use of the public right of way is not only for moving vehicles, but equally as 1) the front door to businesses which provide an economic and fiscal foundation of the City and 2) outdoor open space for residents and workers.

A.3. All streets on which residential or commercial development is located are “pedestrian-oriented streets” and should be designed and improved accordingly.

D.2. Reinforce a building’s entry with a change in paving material as seen in Figure 8.3.

D.3. Paving surfaces must be chosen for easy rollability.

E.1. An owner should agree to maintain street trees so that the pedestrian light fixtures are accessible for maintenance purposes.

E.2. Tree spacing and placement must be coordinated with street light placement as seen in Figure 8.4. Street lights should generally be located midway between adjacent trees, and are commonly spaced every two (2) or three (3) trees, hence 60 to 100 feet on center.

E.4. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. Therefore, the typical tree spacing is generally 40 feet, plus or minus 10 feet depending upon the tree species.

E.5. Required street trees should perform as shade trees. However, if approved by the Development Services Department and Department of Planning and Community Development, palms may be planted between or in addition to required shade trees for vertical emphasis.

E.6. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrian access to the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of a space, so that they align with a fender rather than a door. Locating them on the line between two spaces tends to block access to the sidewalk and should be avoided.

E.7. Irrigate trees and landscaped parkways with an automatic irrigation system or Low Impact Development (LID) deep well. Deep root irrigation is preferred. Surface mounted spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

E.9. Plant a minimum 36 inch box tree wherever possible. Other sizes may be employed to add additional trees.

E.10. Where tree wells are installed, tree wells may be: 1) covered with a three (3) inch thick layer of stabilized decomposed granite, installed per manufacturer’s specifications, and level with the adjacent walkway; or 2) covered by an ADA compliant tree grate.

F.2. In other locations, pedestrian street light should be attached to each existing roadway light and a matching pedestrian light fixture specified by the City should be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet light spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by the HDRC.

F.4. All street light or pedestrian light should have a Color Rendering Index of 80 or higher.

F.6. Lighting fixtures should be designed to complement the architecture of the project and improve visual identification of residences and businesses.

F.7. Pedestrian street lights may be set back from the curb on wide sidewalks installed on private property as follows:

- Where sidewalks are wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building.
- Where the building is set back from the sidewalk, the pedestrian street lights may be installed directly adjacent to the front property line.
- All light sources should provide a warm white light. Care should be given to not overly illuminate the sidewalk thereby ruining the pedestrian ambiance.
- All lighting systems should be cut-off, so as not to "spillover" light into adjacent buildings.

G.5. Bicycle racks (e.g., "loop rack" and "ribbon bar") should be selected that are durable and consistent with other streetscape furnishings.

H.2. Power poles should have designated location and covers for transformers and conduit to provide vertical power and communication drops.

H.3. Light poles should be separate from power poles.

H.5. Organize power and communication cables so that they only cross at street intersections.

H.7. Mounting the power wires to the side of the pole instead of on a cross beam as seen in Figure 8.9 may help avoid conflicts with tree and buildings.

Chapter 10. Signage

B.6. Residential signage should reinforce the identity of a complex and be visible from the most prominent public corner or frontage.

B.7. All signs should be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.

B.8. Signage should identify the main and visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.

B.10. Signs for community facilities should be prominent and easily read by first time visitors.

C.1. Signs may be mounted to architectural canopies or painted or mounted directly onto building surfaces without a back plate.

C.2. Signs should be conceived as an integral part of the project design so as not to appear as an afterthought.

C.3. The location, size, and appearance of signs should complement the building and character of the Downtown districts in which they are located.

C.4. Signs should respect residential uses within and adjacent to a project. The intent is to promote a more peaceful living environment without undue impacts upon residential uses. Small signs, no animation, limited lighting and shorter operating hours are appropriate where signs are visible from residences.

C.6. Graphics and signage may be illuminated by indirect, internal, or bare-bulb sources, providing that glare is not produced; by indirect light sources concealed by a hood or diffuser; by internal illumination with standard opal glass or other translucent material or with an equal or smaller light transmission factor.

C.10. The following signs are strongly discouraged in downtown: Internally illuminated awnings; Conventional plastic faced box or cabinet signs (can signs); Formed plastic faced box or injection molded plastic signs; Luminous vacuum formed letters; Animated or flashing signs.

Chapter 11. Sustainable Design

A.1. Support walkability through sensitive design of the site, building and streetscape.

A.2. Since all of Downtown San Antonio is within walking distance of transit stops, design all projects as Transit- Oriented Developments (TODs) that encourage residents, tenants and visitors to use transit.

A.3. Orient projects to provide convenient access to the nearest transit options (bus, streetcar, trolley, bicycle), wherever possible.

A.4. New infill construction buildings should be certified as Green Buildings by LEED or other ratings systems.

B.1. Design sidewalks, including street trees, parkways, tree wells and paving, to collect storm water runoff, thereby contributing to sustainable Green Streets and enhancing the value of the project.

B.2. Design alleys, placitas and paseos to collect storm water where feasible.

C.1. Incorporate on-site landscape elements that reduce energy use and enhance livability. Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drains system as seen in Figure 11.2.

C.3. All new development should support a coordinated and comprehensive storm water management system strategy through the utilization of Low Impact Development (LID).

D.4. Integrate LID to include: roof water collection and reuse, cisterns, green roofs, living machines, inlet devices, deep mulching, structural soils, sand and organic and peat filters, bio-detention and bio-retention, meadow and pocket and gravel and shallow marsh wetlands, subsurface detention, filter-vertical recovery structures, rain gardens, bio-filtration, depressed parking lot islands, permeable concrete, open joint terrace and walk system, and green canopies.

E.2. Storm water can be routed into cisterns above or below ground to detain the water onsite. The storm water can then be used to irrigate landscaping or routed into other treatment features for water quality polishing before released offsite. Below grounds cisterns can be covered with parking lots, reducing the footprint of the site.

E.3. Tree box filters are very small bio-retention areas installed beneath trees that can be very effective at controlling runoff, especially when distributed throughout the site. Runoff is directed to the tree box, where it is cleaned by vegetation and soil before entering a catch basin. The runoff collected in the tree-boxes effectively irrigates the trees. The system consists of a container filled with a soil mixture, a mulch layer, under-drain system and a tree or shrub. Storm water runoff drains directly from impervious surfaces through a filter media. Treated water flows out of the system through an under-drain connected to a storm drainpipe and inlet or into the surrounding soil. Tree box filters can also be used to control runoff volumes and flows by adding storage volume beneath the filter box with an outlet control device. Typical landscape plants (shrubs, ornamental grasses, trees and flowers) are used as an integral part of the bio-retention and filtration system. They can fit into any landscape scheme, increasing the quality of life in urban areas by adding beauty, habitat value, and reducing urban heat island effects.

E.4. Porous pavement is a permeable pavement surface with a stone reservoir underneath. The reservoir temporarily stores surface runoff before infiltrating it into the subsoil. Runoff is thereby infiltrated directly into the soil and receives some water quality treatment. Porous pavement often appears the same as traditional asphalt or concrete but is manufactured without “fine” materials, and instead incorporates void spaces that allow for infiltration.

E.5. Planters can be designed in a variety of formats to serve as both as a storm water control as well as an amenity with trees and public interest.

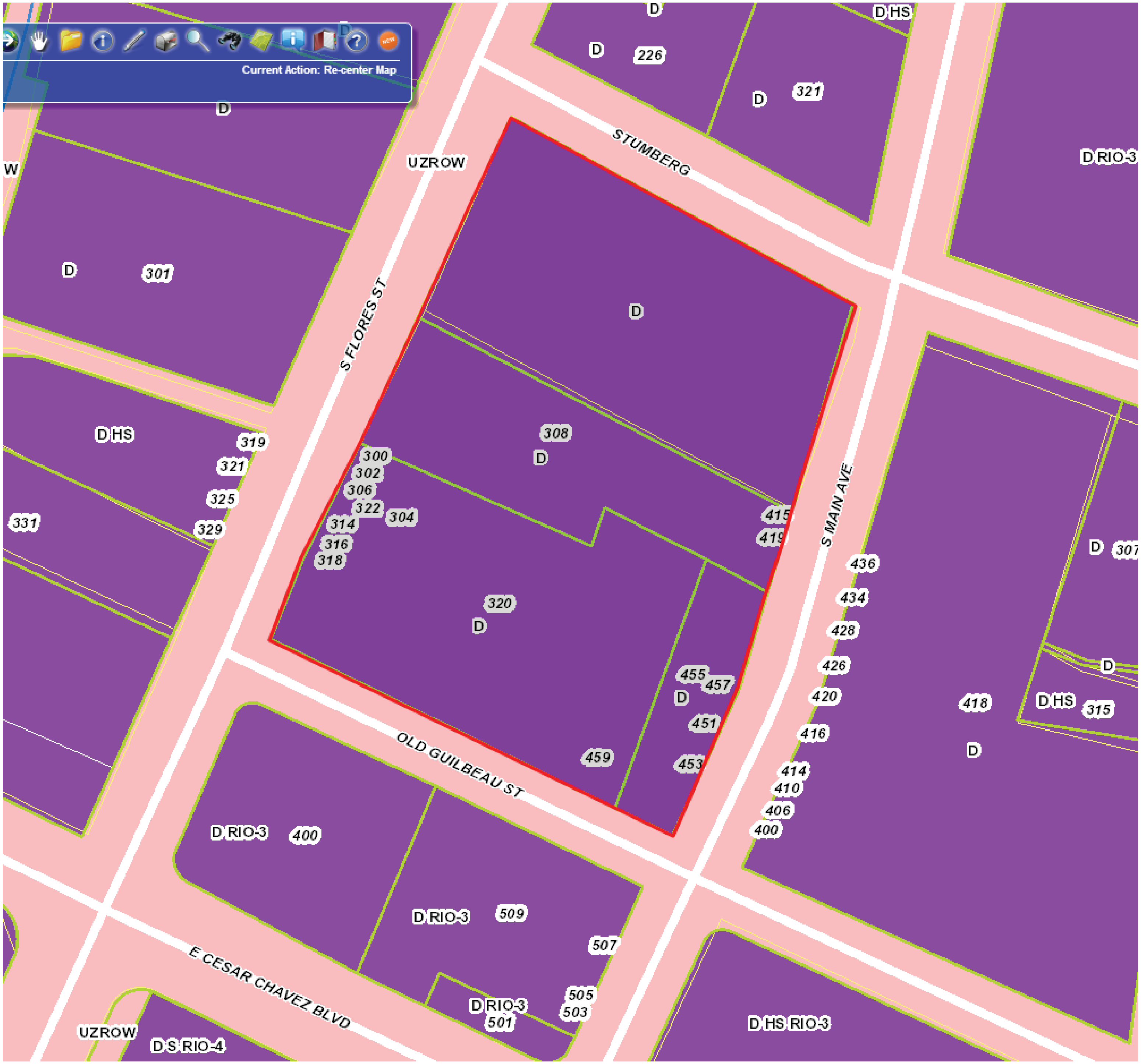
FINDINGS:
The proposed development and design meet the purpose and intent of the **Downtown Design Guide** required standards and encouraged guidelines.

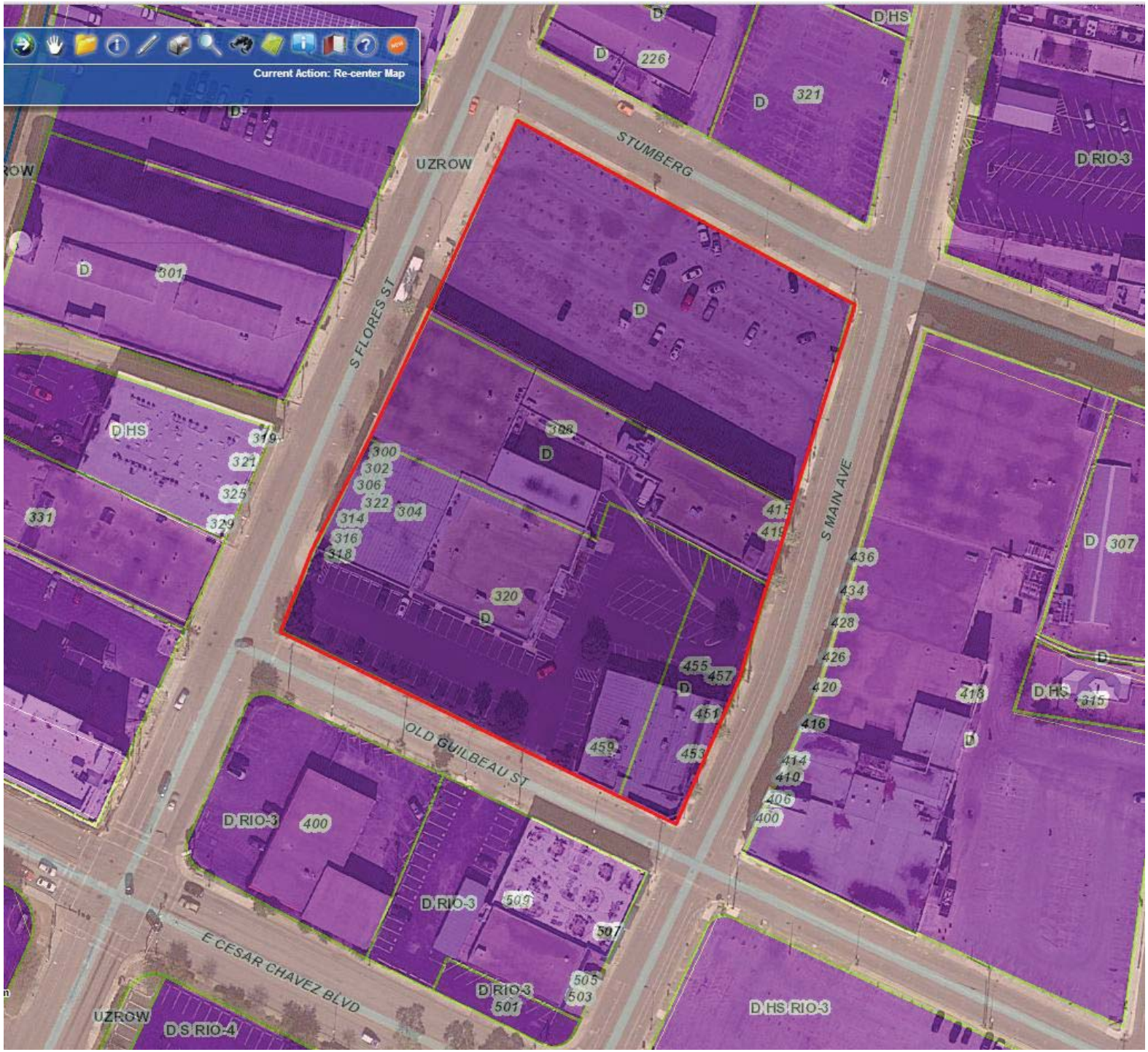
RECOMMENDATION:
Staff recommends approval of the proposal as submitted and as shown in the attached exhibits, with the understanding that the development name shown in the signage exhibits will change, and with the following stipulations:

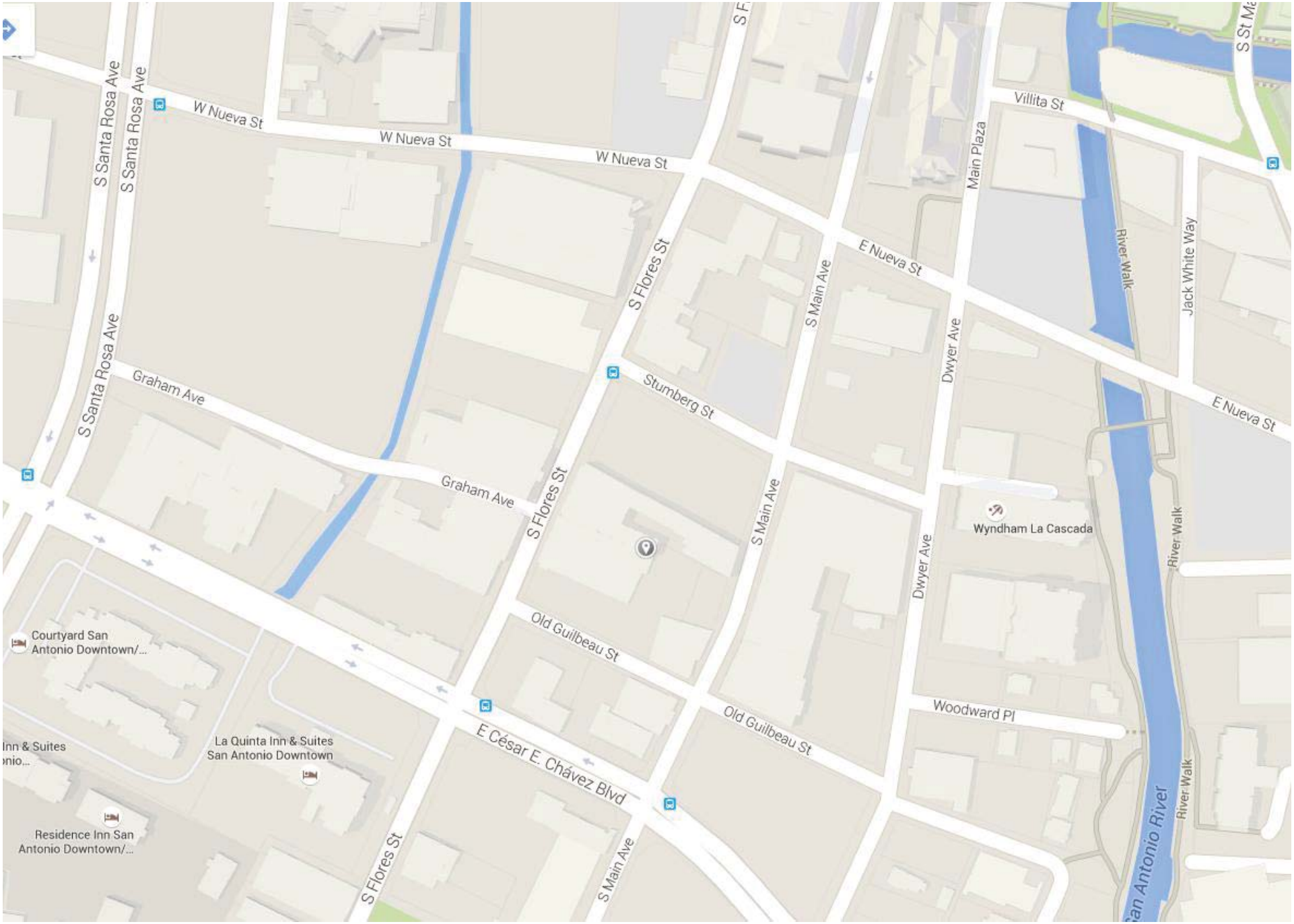
- If possible, the alignment or existing structural stone elements (if extant) of the acequia should be incorporated into the development design.
- As the project proceeds, and when parking is not an impediment to construction activities, backhoe trenching to locate and determine if the acequia is, in fact, extant throughout the property will be required in the southern parking lot.
- In order to facilitate the development of this project footprint, in regard to cultural resources, archaeological monitoring will be required.

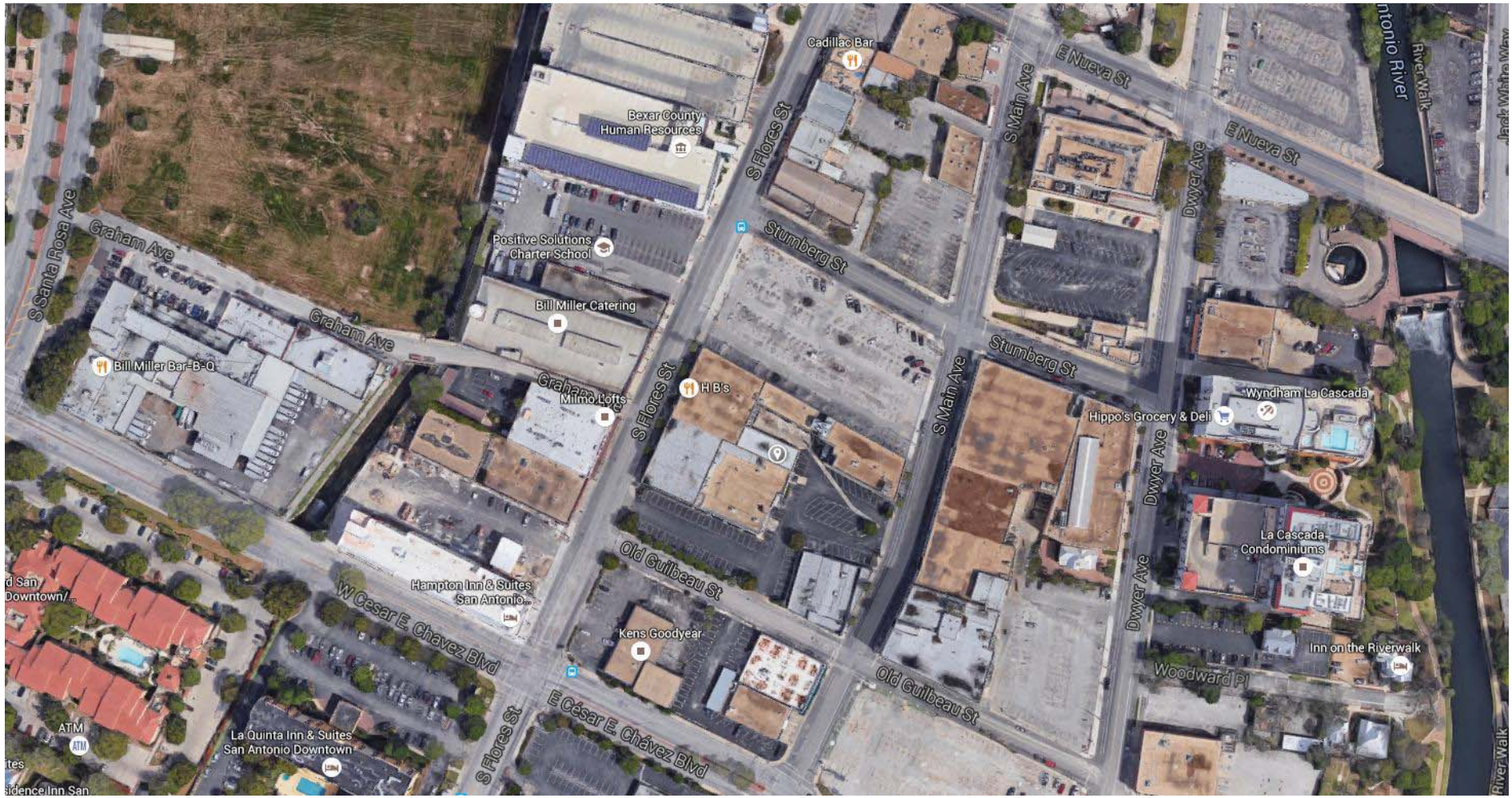
- Proactive testing may occur on the property in areas not currently occupied by standing structures (parking lots, open space). Archaeological monitoring is partially required during demolition, specifically if impacts exceed 1 foot or more below the surface level for the removal of structural elements or infrastructure-related utilities, and for new construction activities involving excavations.

CASE MANAGER:
Micah Diaz, Senior Planner, Department of Planning and Community Development


Current Action: Re-center Map
D
UZROW
STUMBERG
D
226
321
D HS
D RIO-3
301
S FLORES ST
D HS
319
321
325
329
331
308
300
302
306
322
304
314
316
318
320
415
419
S MAIN AVE
436
434
428
426
420
416
414
410
406
400
307
418
D HS
315
455
457
451
453
459
OLD GUILBEAU ST
D RIO-3
400
509
507
505
503
501
E CESAR CHAVEZ BLVD
D S RIO-4
D HS RIO-3


Current Action: Re-center Map
STUMBERG
UZROW
S FLORES ST
S MAIN AVE
OLD GUILBEAU ST
E CESAR CHAVEZ BLVD
D HS
D RIO-3
D HS RIO-3
D S RIO-4
226
321
301
319
325
331
329
300
302
306
322
304
314
316
318
320
415
419
436
434
428
426
420
418
416
414
410
406
400
307
315
455
457
451
459
453
509
507
505
503
501


W Nueva St
W Nueva St
W Nueva St
S Santa Rosa Ave
S Santa Rosa Ave
S Santa Rosa Ave
Graham Ave
Graham Ave
S Flores St
S Flores St
S Flores St
Stumberg St
S Main Ave
S Main Ave
S Main Ave
E Nueva St
E Nueva St
Dwyer Ave
Dwyer Ave
Main Plaza
Villita St
River Walk
Jack White Way
River Walk
River Walk
Wyndham La Cascada
Old Guilbeau St
Old Guilbeau St
Woodward Pl
E César E. Chávez Blvd
Courtyard San Antonio Downtown/...
La Quinta Inn & Suites San Antonio Downtown
Residence Inn San Antonio Downtown/...
San Antonio River


Cadillac Bar
Bexar County Human Resources
E Nueva St
S Main Ave
S Flores St
Dwyer Ave
Antonio River
River Walk
Jack White Way
Positive Solutions Charter School
Stumberg St
S Santa Rosa Ave
Graham Ave
Bill Miller Catering
Bill Miller Bar-B-Q
H B's
Milmo Lofts
Wyndham La Cascada
Hippo's Grocery & Deli
La Cascada Condominiums
Old Guilbeau St
Hampton Inn & Suites San Antonio...
W Cesar E. Chavez Blvd
Kens Goodyear
Inn on the Riverwalk
Woodward Pl
E César E. Chávez Blvd
ATM
La Quinta Inn & Suites San Antonio Downtown

View of Subject Property from S. Flores St. and Old Guilbeau St.

(looking north from the southwest corner of the property)

View of Subject Property from S. Flores St. and Old Guilbeau St.

(looking east from the southwest corner of the property)

View of Subject Property from Old Guilbeau St. and S. Main Ave.

(looking northwest at the southeast corner of the property)

View of Subject Property from S. Main Ave.

(looking northwest from the east side of the property)

View of Subject Property from S. Main Ave.

(looking southwest from the east side of the property)

View of Subject Property from S. Main Ave. and Stumberg St.

(looking south from the northeast corner of the property)

View of Subject Property from S. Main Ave. and Stumberg St.

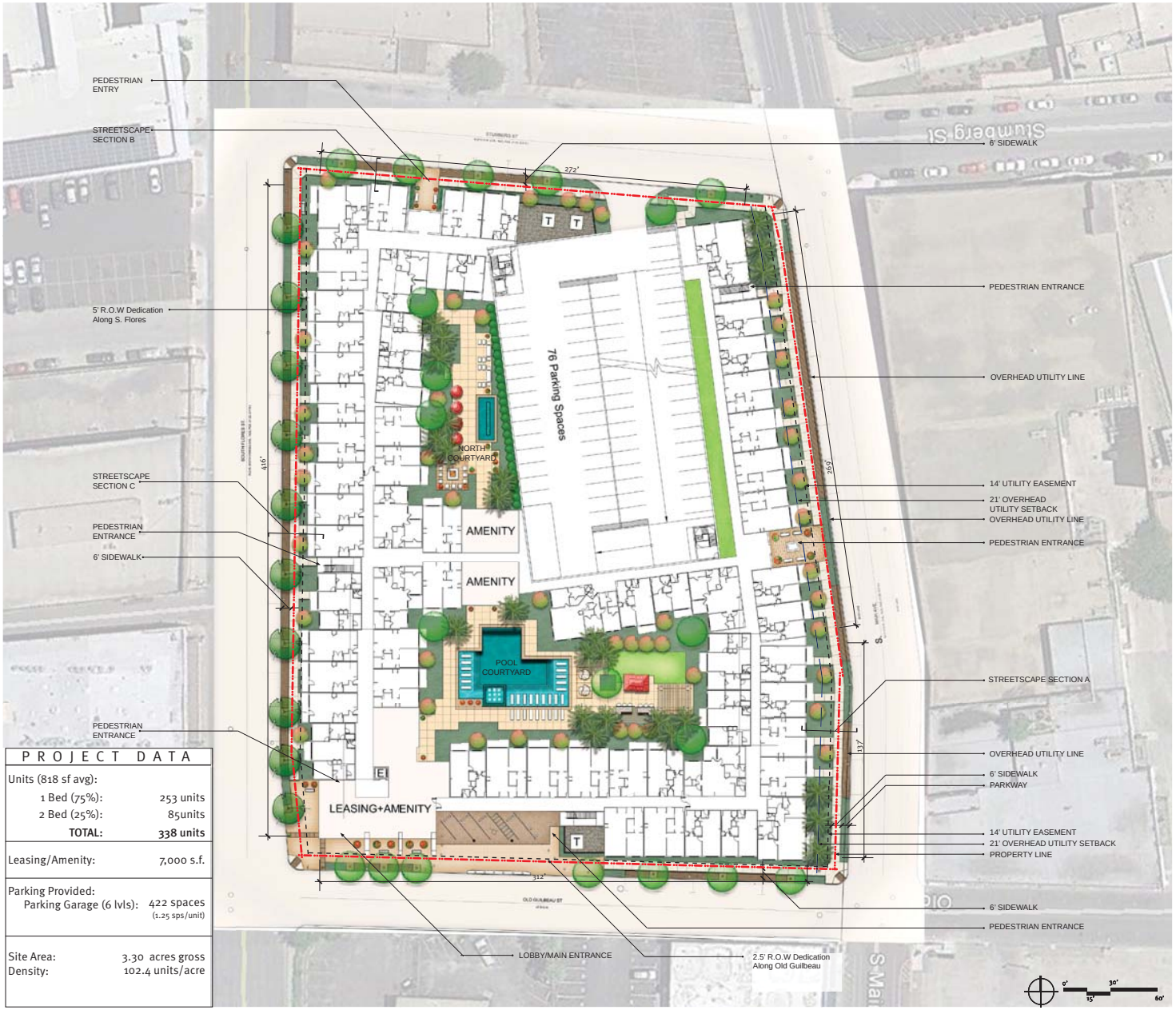
(looking southwest from the northeast corner of the property)

View of Subject Property from Stumberg St. and S. Flores St.

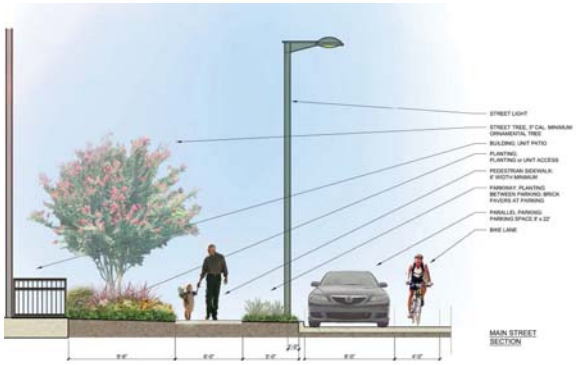
(looking southeast from the northwest corner of the property)

View of Subject Property from S. Flores St.

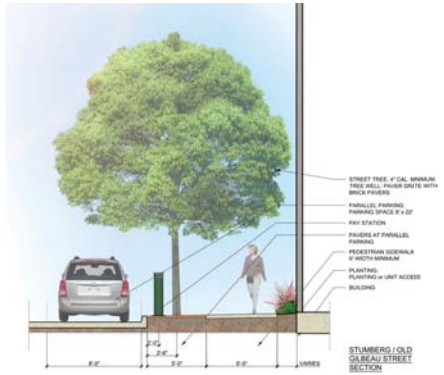
(looking southeast from the west side of the property)



PROJECT DATA	
Units (818 sf avg):	
1 Bed (75%):	253 units
2 Bed (25%):	85units
TOTAL:	**338 units**
Leasing/Amenity:	7,000 s.f.
Parking Provided:	
Parking Garage (6 lvls):	422 spaces (1.25 sps/unit)
Site Area:	3.30 acres gross
Density:	102.4 units/acre



SECTION A: S. MAIN STREET STREETSCAPE, TYP.



SECTION B: STUMBERG STREETSCAPE, TYP.

SECTION C: S. FLORES STREETSCAPE, TYP.

JHP MESA | ENCORE ENTERPRISES

ENCORE RIVERWALK
San Antonio, Texas

CONCEPTUAL SITE PLAN & STREET SECTION

04.08.2016 | 2015011.00 km mj

SCHEMATIC ELEVATION ALONG OLD GUILBEAU ST

SCHEMATIC ELEVATION ALONG S. MAIN AVE.

SCHEMATIC ELEVATION ALONG STUMBERG ST

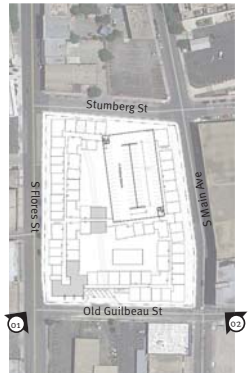
SCHEMATIC ELEVATION ALONG S. FLORES ST

01 OLD GUILBEAU ST [Leasing Corner]

02 S. MAIN AVE.

MATERIAL LEGEND

1. Storefront
2. Vinyl Windows
3. Brick
4. Stone
5. Cementitious Siding/Panels
6. Stucco
7. Metal Rail /Screening
8. Metal Awning



JHP | MESA | ENCORE ENTERPRISES

ENCORE RIVERWALK
San Antonio, Texas

CONCEPTUAL ELEVATION
N.T.S

04.08.2016 | 2015011.00 km mj

SCHEMATIC ELEVATION ALONG OLD GUILBEAU ST

SCHEMATIC ELEVATION ALONG S. MAIN AVE.

SCHEMATIC ELEVATION ALONG STUMBERG ST

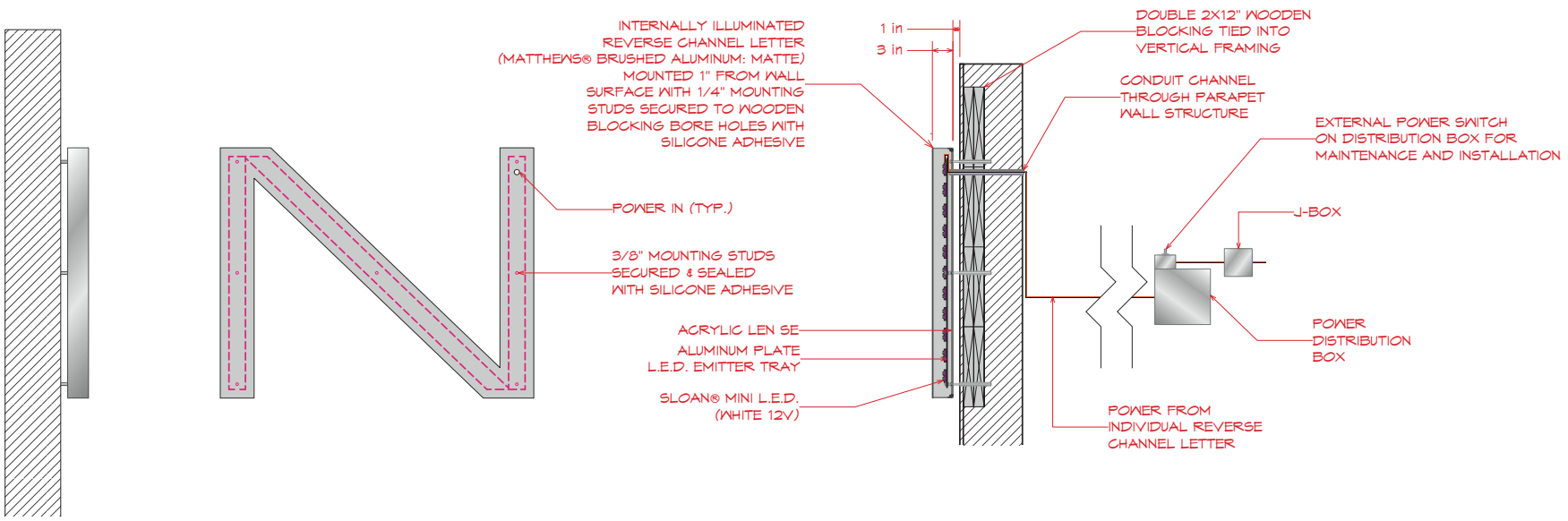
SCHEMATIC ELEVATION ALONG S. FLORES ST

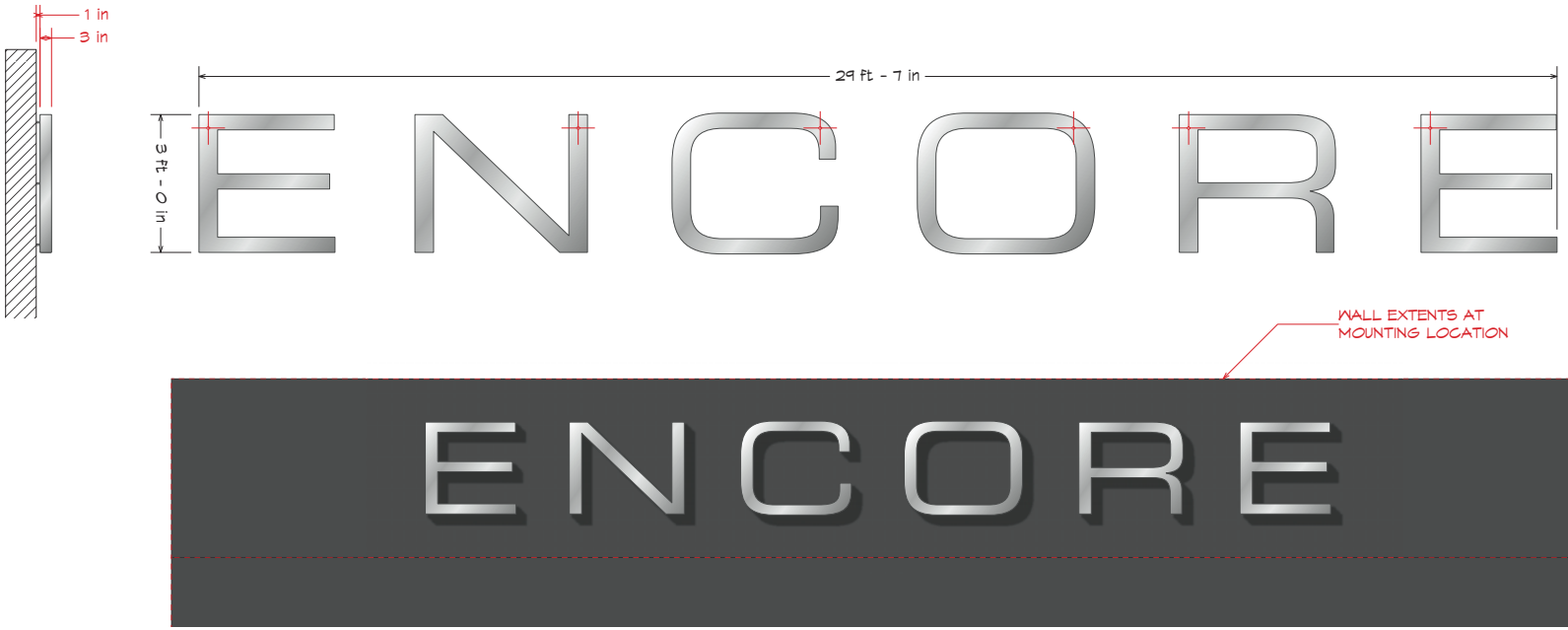
JHP MESA | ENCORE ENTERPRISES

ENCORE RIVERWALK
San Antonio, Texas

SIGNAGE
N.T.S

04.08.2016 | 2015011.00 km mj





FOURCE COMMUNICATIONS

JOB NO.
E-216-IS

Encore Riverwalk
Encore Enterprises
San Antonio, Texas

APPROVAL

Signature

Date

Your signature acknowledges full approval of the design layout and its content, releasing Fource Communications, Ltd. from any responsibility regarding incorrect information and design.

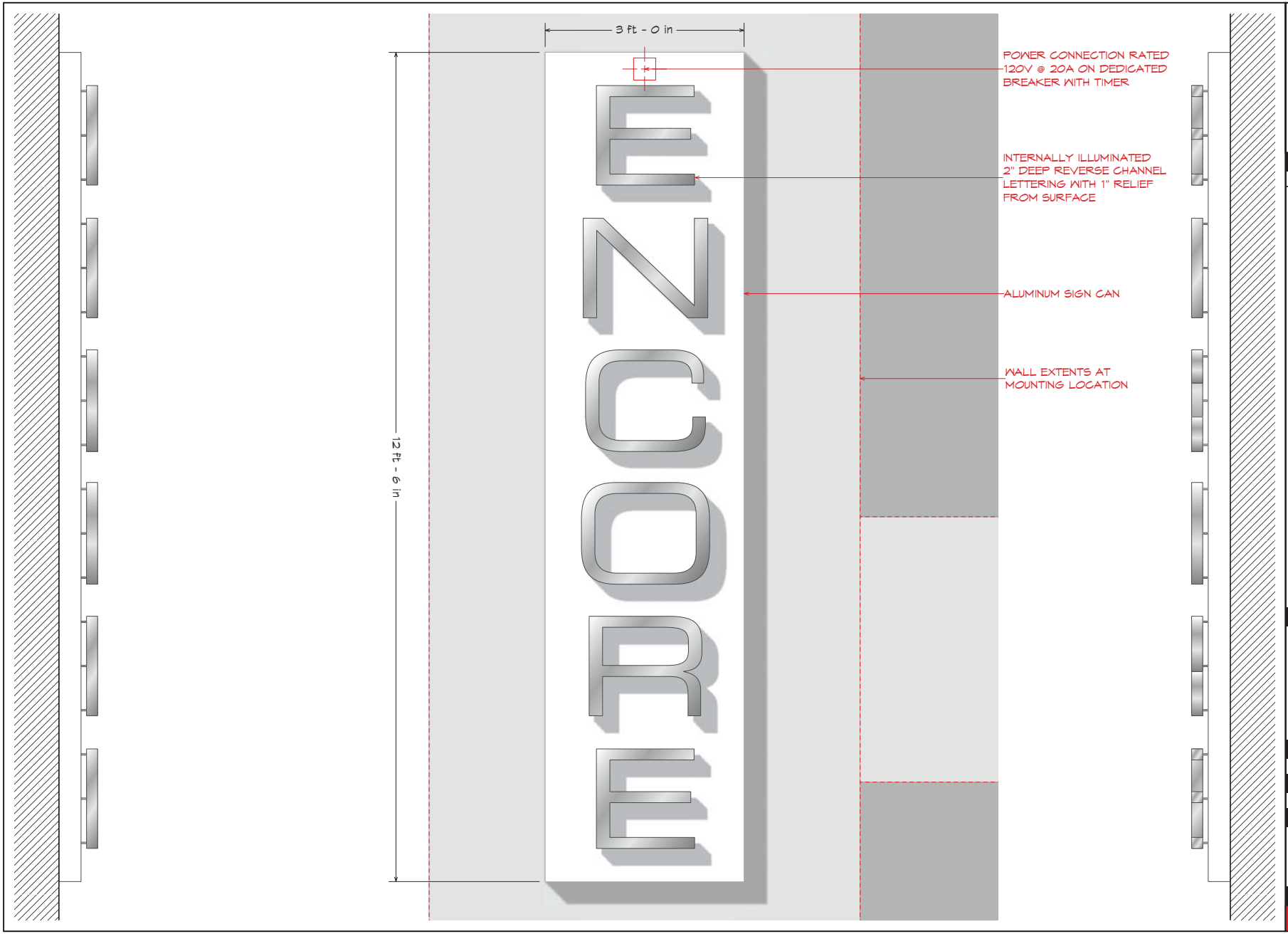
Any colors shown are only representative of actual colors to be used. Final colors will be matched as closely as possible. Colors shown tend to vary due to some materials used in the industry.

DESIGNER INITIALS
JEH

DATE
03/23/2016

SHEET TITLE
EXTERIOR
SIGNAGE

SHEET NO.
ES.01.00



FOURCE COMMUNICATIONS

JOB NO.

E-216-IS

Encore Riverwalk
Encore Enterprises
San Antonio, Texas

APPROVAL

Signature

Date

Your signature acknowledges full approval of the design layout and its content, releasing Fource Communications, Ltd. from any responsibility regarding incorrect information and design.

Any colors shown are only representative of actual colors to be used. Final colors will be matched as closely as possible. Colors shown tend to vary due to some materials used in the industry.

DESIGNER INITIALS

JEH

DATE

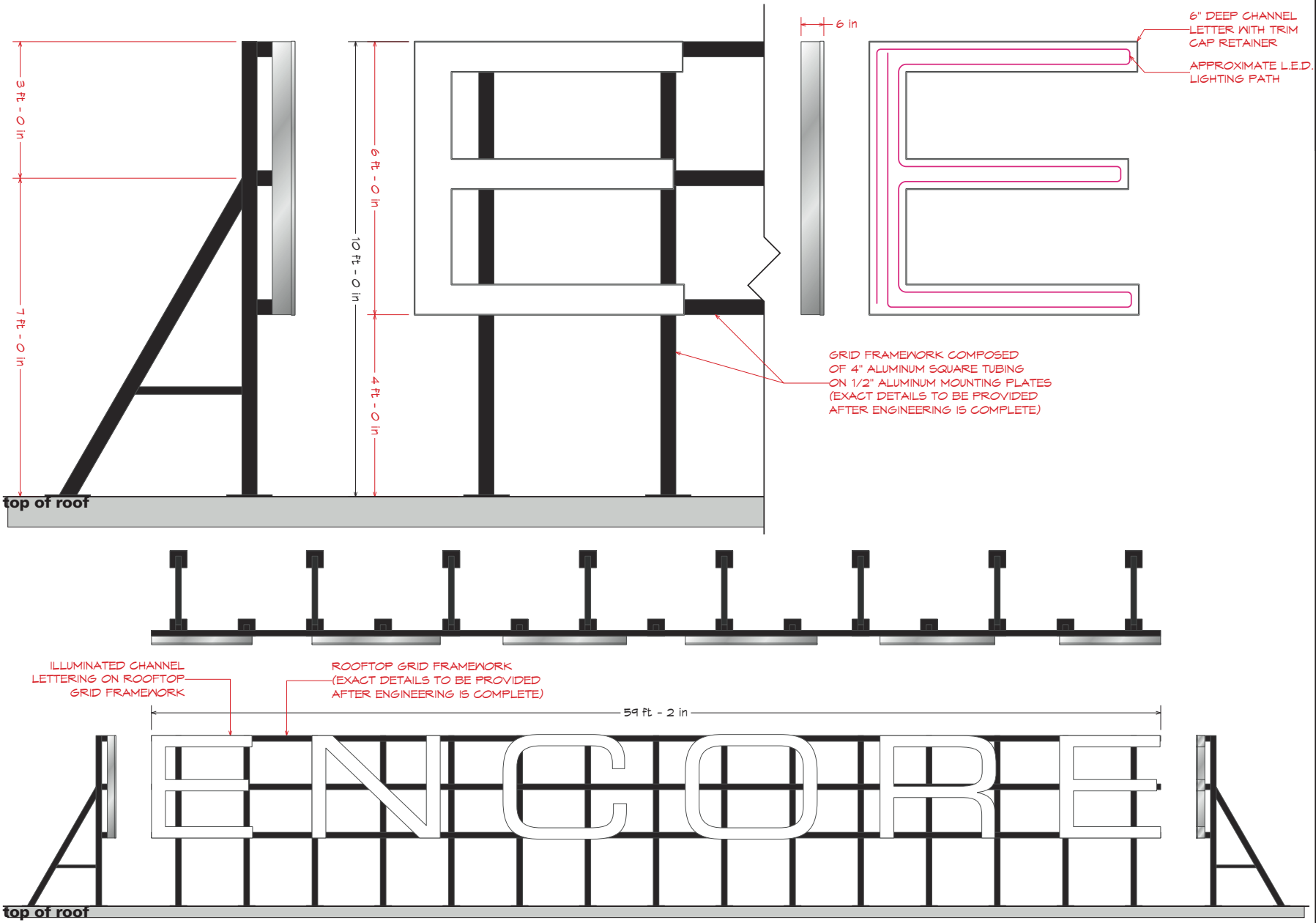
03/23/2016

SHEET TITLE

EXTERIOR SIGNAGE

SHEET NO.

ES.02.00



FOURCE COMMUNICATIONS

JOB NO.
E-216-IS

Encore Riverwalk
Encore Enterprises
San Antonio, Texas

APPROVAL

Signature

Date

Your signature acknowledges full approval of the design layout and its content, releasing Fource Communications, Ltd. from any responsibility regarding incorrect information and design.

Any colors shown are only representative of actual colors to be used. Final colors will be matched as closely as possible. Colors shown tend to vary due to some materials used in the industry.

DESIGNER INITIALS
JEH

DATE
03/23/2016

SHEET TITLE
EXTERIOR SIGNAGE

SHEET NO.
ES.03.00