



FREDERICKSBURG ROAD CORRIDOR

Strategic Design Plan



City of San Antonio
Department of Planning and
Community Development



CITY OF SAN ANTONIO

FREDERICKSBURG ROAD CORRIDOR

STRATEGIC DESIGN PLAN

INTRODUCTION

Fredericksburg Road is a well known thoroughfare in the history of San Antonio. The road was established in the 1840s as a route to the recently established town of Fredericksburg, a jumping-off point to the Texas Hill Country and the Fisher-Miller land grant. The thoroughfare has served as a route for the United States Army Camel Corps, as a path for troops during WWI, as an automotive link to the Old Spanish Trail highway, and in modern times, as one of the most traveled commercial arterials in the city. Today the road is a major arterial linking downtown San Antonio with urban neighborhoods, outlying employment centers, and has been established as the first Bus Rapid Transit corridor in the city.

The intent of the Fredericksburg Road Corridor Study is to:

- Strengthen property values,
- Improve physical appearance,
- Improve property upkeep and maintenance,
- Improve access for pedestrians, bicycles, and transit,
- Strengthen corridor and community identity, and
- Increase resident satisfaction.

Using these goals, and the policy guidance of the Near Northwest Neighborhood Plan as points of departure, our approach began with a clear understanding of the corridor. The study team examined the current and long-standing issues facing the corridor, including the regulatory environment affecting physical make-up of the study area. Given this information and background, the team:

- established a baseline of GIS data for mapping reference;
- examined and documented the existing conditions;
- identified and clearly defined economic and development opportunities and constraints;
- conducted a design workshop of interested residents, business owners, and project staff from the various governmental jurisdictions; and,
- developed a corridor-specific design strategy with implementing design standards and guidelines.

Understanding market forces at work in San Antonio, and those affecting the corridor, will be key to recommendations for future development. Where development is likely to occur and the configuration of that development was outlined in the strategies. The strategies are aimed at providing a framework for future investment in the corridor. For additional detail, please see the Reinvestment Strategy is in Appendix A of this plan.

Knowing who the key players and stakeholders are in the corridor, as well as learning the concerns and interests of businesses and adjacent neighborhoods, formed the basis for the public engagement efforts. The team coordinated efforts with public agencies that have jurisdiction and impact on the operations, character, and quality of the corridor including, but not limited to City of San Antonio, Bexar County, and VIA Transit.

Getting a clear sense of the physical configuration of the built environment - from design regulations to infrastructure - and understanding the limits and extent of development and design opportunities has culminated into this design strategy with implementing standards and guidelines for the corridor.

The consultant team also reviewed pertinent public documents addressing plans and regulations affecting the corridor, including, but not limited to:

Land Use Planning:

- Comprehensive Plans
 - Draft Comprehensive Plan, May 2, 2016 (SA Tomorrow)
 - Draft Sustainability Plan, April 2016 (SA Tomorrow)
- Ordinances/Policies
 - Use Patterns
 - Sec. 35-208. – Transit-Oriented Development
 - Sec. 35.341 - MXD District
 - Sec. 35.343 - IDZ District
 - Sec. 35.339.01 – Corridor Districts
 - Base Zoning Districts
 - Sec. 35-310. – Transit-Oriented Development
 - Overlay Districts
 - Sec. 35-335. - "NCD" Neighborhood Conservation District
 - Sec. 35-339. - Urban Corridor Districts (1987).
 - Development Standards
 - Sec. 35-506. – Transportation and Street Design
 - Sec. 35-512. – Streetscape Planting Standards
 - Sec. 35-526. – Parking and Loading Standards
- Community/Neighborhood plans
 - Near NW Community Plan, February 14, 2002
 - Jefferson Neighborhood Conservation District "NCD-7," August 16, 2009

Transportation Planning

- Major Thoroughfare Plan, September 12, 1978
- Draft Multimodal Transportation Plan, April 28, 2016 (SA Tomorrow)

- VIA Vision 2040 Plan
- Texas Transportation Plan
- Street Standard

CORRIDOR DESIGN STRATEGY – A Vision for Fredericksburg Road



The Fredericksburg Road Corridor Study area encompasses a 3 mile long portion of this major arterial. The area under consideration extends east and west of the arterial approximately 150 feet into the adjacent residential neighborhoods. The arterial is flanked by commercial land uses, both large and small, auto-oriented commercial and fast food outlets as well as light industrial and storage.

The Spanish Trails Park is a major recreation area on the corridor and the corridor is linked to the Martinez Creek greenway. There are multiple vacant, underutilized and neglected properties on the corridor providing many development or redevelopment opportunities. The zoning on the corridor is mainly for commercial and industrial uses, but with proximity to residential neighborhoods, a mixed use designation is a likely fit for this corridor. The residential neighborhoods are well established, and in some cases, have historic or preservation designations. The integrity of these neighborhoods, and well established connections with them must be enhanced or preserved.

Sidewalks, while existing in many places along the corridor, are after thoughts and often are “curb-tight”, meaning there is no buffer between the sidewalk and 40 mile per hour traffic. Pedestrians don’t feel very comfortable in this configuration and therefore often choose not to walk on these streets. Many also choose not to travel the corridor by bicycle because there are no safe, adequate bike facilities. Along with being narrow and curb-tight, there is a lack of vegetation that can often serve to soften the edge of a busy street. Street trees are few and far between, usually associated with development that has occurred over the last decade or so. Lawns and shrub plantings are in short supply as well, giving the corridor a harsh, unfriendly character, especially for pedestrians and bicyclists. Office developments generally landscape their properties greater than retail commercial, but the landscaping is in the form of foundation plantings and are rarely at the street edge of the property.

Large lot, low density development emphasizing parking lots and relying on large reader-board advertising and multiple curb-cuts is what dominates the Fredericksburg Road Corridor. It is reflective of an urban history dominated by the automobile and an era of vast petroleum

resources and an environment that could still tolerate unrestricted carbon emissions. An era when walking was replaced by the convenience store and the Sunday drive.

We've grown up with this scheme, but we know we have to change. We've seen and experienced urban environments that are compact and walk-able. We've taken pleasure in public markets and small scale, owner operated retail stores. We have seen the convenience inherent in having housing near or mixed in with commercial uses and we've witnessed places where the auto is subservient to alternate modes of transportation whether by foot, by bike, or by public transit.

As our land use planning policies recommend more compact development and greater connectivity between people and essential services, it is only reasonable to address the re-configuration of our streets and corridors. It is with these principles in mind that we develop a vision for this corridor that will take us deep into the 21st century and beyond. It is with these principles that we hope to reshape the surroundings in order to address some of the pressing concerns for community, environment, and sustainability.

In order to enhance the character and quality of the corridor, based upon the principles outlined, certain strategies are being proposed. A comprehensive approach to building location, land uses, parking management, and pedestrian and bike safety, and efficiency is being explored with an eye to identifying appropriate locations where to implement the necessary measures.

Building Placement



A well-defined street edge is a critical element in creating a sense of place. In the case of the Fredericksburg Road Corridor, wide streets are the norm. Large expanses of parking lots adjacent to the wide thoroughfare creates a vast, anonymous landscape. Bringing building mass up to the back edge of sidewalks creates a defined edge and provides easy access for pedestrians and easier identification of retail

establishments for passing motorists. Buildings can become their own advertising, thus eliminating the need for large reader-boards. Building mass close to the street edge also creates a refined pattern and character to the corridor.

The best streets encourage participation by all users. Left to an auto-dominated configuration the street becomes merely a facility to accommodate traffic. With buildings brought up to the street edge people interact with the street, participate in the activities provided by the buildings, and the place becomes enlivened. Contrast this with the existing scheme of large

anonymous parking lots bordered by a bit of landscaping and the potential for something better becomes a clear choice.



Land Use

Along with building placement and a revised approach to site planning, it is anticipated that land uses convert to a mix of retail, restaurants, commercial service, office and residential where appropriate. While every site cannot accommodate residential uses, those appropriate sites and locations

will be designated for a mix of uses. Locating housing close to, or integrating housing units with other commercial uses provides a level of convenience not always found in suburban locations. The purpose is to afford the opportunity to access essential services without major dependence on the auto and to create compact, efficient places with character and charm.

Another goal is to introduce multi-family residential and/or high-tech offices to help support the increased retail uses anticipated in this corridor. Internal design of streets will emphasize narrower street widths to provide building and pedestrian interaction with the streets and neighborhood. Improving the quality of the built environment and the character of the places will also encourage more restaurants and retail to locate in the corridor.

The over-arching goal of these land use strategies is to create identifiable places. Places where people congregate and places that are memorable. These places will supplant anonymous expanses of parking lots and monotonous building design.

Parking Management and Pedestrian Safety

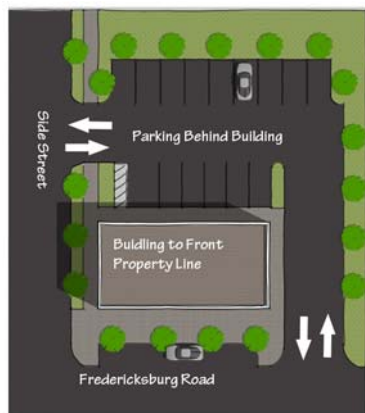


Congestion on the arterial is exacerbated by multiple curb-cuts inviting drivers in and dumping cars onto the main street.

Buildings placed at the street edge define a new pattern of parking access eliminating the need for multiple curb cuts.

With the elimination of multiple curb cuts, pedestrian safety is enhanced and traffic congestion on the arterial can be reduced. Side streets and internal drives will have a narrower

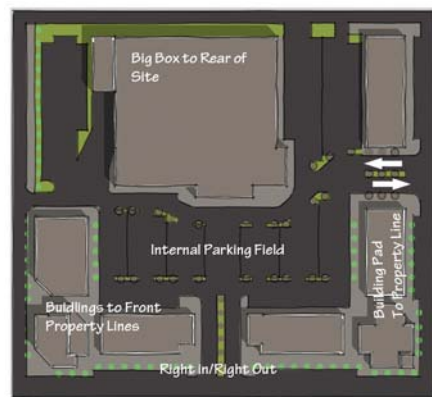
configuration and thus a traffic-calming (slow down) effect. With appropriate directional signs and well-marked access points, the visual clutter along the corridor can be managed and reduced.



Preferred Parking



Allowable Parking



Major Center

The intention of these strategies is to create safer pedestrian precincts within the existing environment. Making the environment more accessible for pedestrians and bicyclists will add to the sense of security and will thus encourage more people to walk and bike for their essential services and daily trips.

THE PROCESS

Before developing this design strategy and comprehensive design guidelines and standards for both the public realm and private property on and along Fredericksburg road, the design team undertook a thorough examination of existing conditions and developed focused opportunities and challenges lists.

These lists outlined the findings from the analysis and the results generated by a community workshop held on June 16 at the Jefferson United Methodist Church. This workshop attracted 107 participants from the neighborhoods within and surrounding the designated Fredericksburg Road Corridor study area as well as property and business owners along the corridor.



WORKSHOP

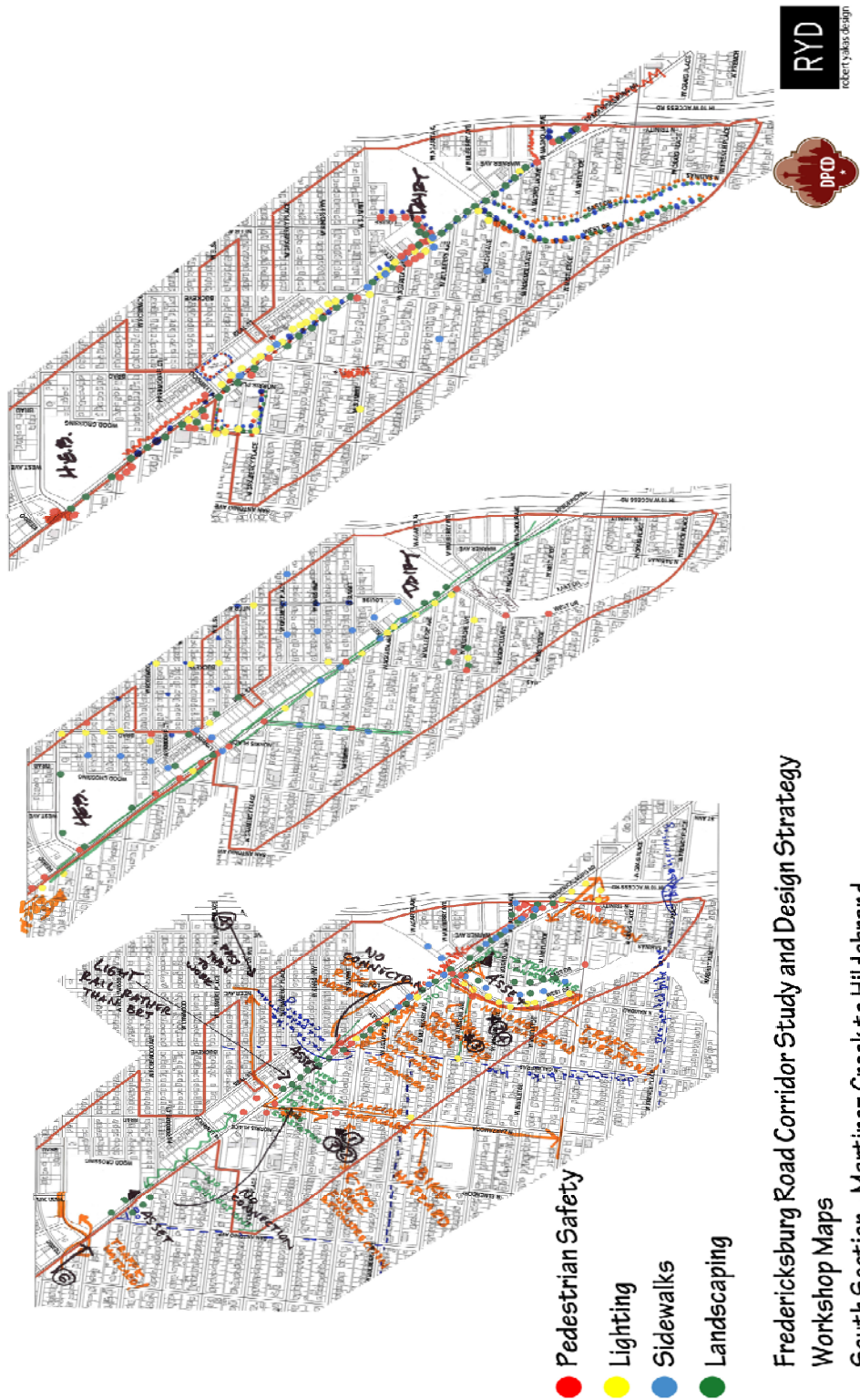
The workshop was held to solicit feedback from as many stakeholders as possible. The workshop divided the participants into groups focused on one of the four segments identified in the Design Strategy:

- South Segment – Martinez Creek to Hildebrand
- Middle Segment – Hildebrand to Vance-Jackson
- North Segment – Vance-Jackson to Balcones Heights Road
- Maverick Neighborhood

Each group was to note on maps their concerns and intentions for each area. With colored dots representing landscaping, lighting, safety concerns and sidewalks, the participants were asked to place the corresponding dot on those areas they deemed needed improvements. They were also asked to provide comments on an individual comment card. At the end of the work session, each group was asked to present one big idea for their respective segment. The maps and comments were then collected by the consulting team and compiled in a matrix and on composite maps.

In order to enhance the character and quality of the corridor, based upon the principles outlined, certain strategies are being proposed. A comprehensive approach to building location, land uses, parking management, and pedestrian safety and efficiency is being explored with an eye to identifying appropriate locations where to implement the necessary measures.

The following page has a representative composite map produced by the South Segment participants. This composite typifies the feed-back and design ideas collected in the workshop :



Fredericksburg Road Corridor Study and Design Strategy
Workshop Maps
South Section - Martinez Creek to Hildebrand

The over-arching goal of these land use strategies is to create identifiable places. Places where people congregate and places that are memorable. These places will take the place of anonymous expanses of parking lots and monotonous building design.

The findings from the workshop supplemented and corresponded with the strengths, weaknesses, opportunities and threats (SWOT) analysis conducted by the consultant team:

Strengths

1. Retail viability (low commercial vacancy rates)
2. Strong, walk-able, and historic neighborhoods
3. Transit access (Primo rapid bus and cross town bus routes); and future light rail (long term)
4. Identity (historic, well-known/used corridor)
5. Recent County investment in open space and parks/storm water detention
6. Direct trail access/connection with the linear creek trails network (south end of corridor)
7. Average daily traffic level of 18,000+; high visibility/well-traveled
8. Average daily VIA transit ridership level of 6,900+ riders
9. Proximity to major employment centers north (health care) and south (downtown)
10. HEB regional grocery store
11. Visible police presence
12. Significant household “buying power” within ½ mile of the corridor

Weaknesses

1. Discontinuous/poorly maintained sidewalks
2. Visual clutter (non-conforming signage, power poles, etc.)
3. Inadequate landscaping, lighting, and pedestrian amenities (i.e. shade structures, etc.)
4. Pedestrian safety (lack of mid-block crossings/refuge areas and signalization)
5. Lack of access management (multiple curb cuts/driveways)
6. Dis-harmonious built building structure form
7. Lack of street/sidewalk/building maintenance
8. Narrow/Inadequate right-of-way (Segment 1 from Martinez Creek to Hildebrand)
9. Zoning controls (i.e. lack of overlay districts to control drive thru use)
10. Unsafe parking controls
11. Lack of on and off-street parking
12. High speed limits (40+ mph)
13. Utility/power poles locations (i.e. in or adjacent to sidewalks)
14. Lack of storm water treatment/management
15. Multiple jurisdictional ownership of right-of-way
16. Limited and/or lack of high quality development
17. Limited investment by land owners

Threats

1. Increased vehicle traffic
2. No sign/visual design controls
3. Lack of development planning
4. Inconsistent zoning
5. Reported increases in vagrancy/homelessness and crime activity

COMPLETE STREETS



The design strategy being proposed is based on the principle of “complete streets” – *“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.”*

The City of San Antonio has adopted a Complete Street Policy which reflects the principle of Complete Streets:
*“Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to **routinely design and operate the entire right-of-way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.”*
(National Complete Streets Coalition)

Within the realm of traffic and transportation management, corridors, or those streets that function as major arterials carrying high volumes of traffic have been designed to rapidly move traffic through a community. Commercial development has been drawn to these corridors in order to capture the many thousands of trips each day, and this has created additional congestion, pollution, auto/pedestrian conflicts and a cluttered visual environment.

It is the aim of the Complete Street approach to the Fredericksburg Road Corridor to mitigate some of the more obvious conflicts, to create a more manageable multi-modal street, and to encourage development that will have a positive functional and visual affect throughout the corridor.

The significant challenges to implementing a “complete street” proposal in the Design Strategy are the institutionalized plans and design standards adopted by the City of San Antonio. Referencing the City’s Major Thoroughfare Plan (MTP):

“San Antonio currently faces dynamic issues in regards to right-of-way (ROW). Due to the age and historic nature of the City, many of the existing thoroughfares are constrained by limited right-of-way...”

Current design options are limited in San Antonio due in part to the lack of design requirements. Without this, it is difficult for City employees and developers to know the different ways they can design streets to fit within the ROW while optimizing multimodal options that benefit the entire network.

Little consideration is currently given to areas beyond the travel way (curb-to-curb). Historically, road construction focuses on one question, “How many lanes?” and proceeds from there to design the roadway. However, cross sections/road design is instead encouraged to think “right-of-way to right-of-way”. This means the focus should be put into how the land use context plays into the design of the corridor.”

The SA Tomorrow Multimodal Transportation Plan (MTP) characterizes the corridor:

“Fredericksburg is home to the VIA PRIMO line, a bus rapid transit service that runs from the Central Business District to the South Texas Medical Center.

Several areas along the corridor have a distinct style and land uses. The USAA Corporate Campus is located at the north end of the corridor and is a major traffic generator. The art deco portion of the corridor found between Hildebrand and IH 10 has a particularly tight right-of-way and is also located within a historic district.

Between the Deco District and Medical Center area the right-of-way is wide and from Hildebrand to Loop 410 a wide, paved shoulder is present.

The corridor has high pedestrian activity due to adjacent land use types. Sidewalks need to be improved by filling gaps and broken segments, particularly between Hildebrand and Loop 410. The pedestrian activity and heavy transit use make this corridor one of San Antonio’s most heavily utilized, which reinforces the need for improved pedestrian accommodations. There are no designated bike lanes on Fredericksburg Road.”

The SA Tomorrow MTP makes findings and recommendations for improvements not unlike what this design analysis has determined. Understanding the on-going planning process and acknowledging the current provisions of the SA Tomorrow Multimodal Transportation Plan, citizens in the Fredericksburg Corridor have identified and called out particular “wishes” and desires for treatments on the corridor addressing aesthetics, safety, and function. **It is therefore the recommendation of this plan that the design interventions suggested by this plan should be included in the 5 Year Action Plan of the SA Tomorrow MTP.**

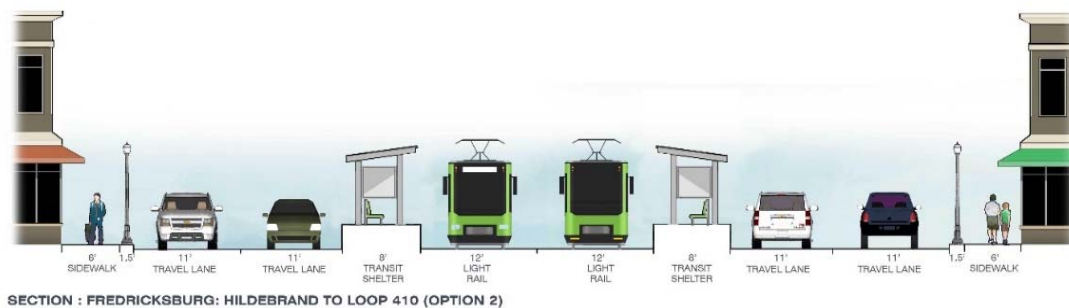
Referencing all the data and information from the various sources and analyses, the strategic design plan for the corridor was produced. The critical elements addressed by this plan include public and private realm considerations.

Public realm elements addressed are:

1. Sidewalks
2. Landscaping
3. Bicycle Facilities
4. Street furnishings
5. Pedestrian scaled street lighting
6. Pedestrian safety
7. Traffic calming devices
8. Traffic control signs
9. Public art

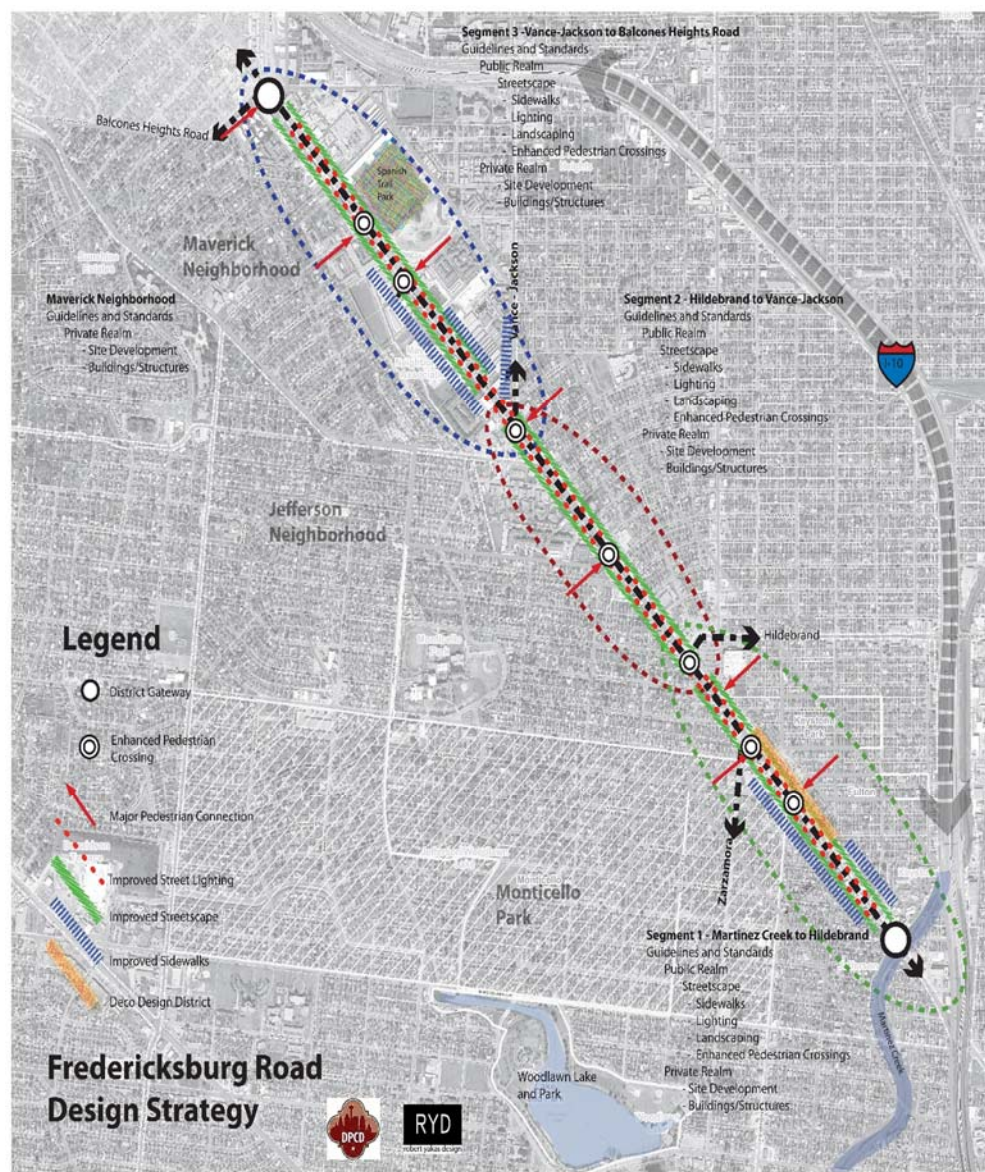
Private realm elements are generally addressed as to inform the guidelines and standards.

The right-of-way configurations proposed by the SA Tomorrow MTP offer some of the improvements requested by the workshop participants, but due to right-of-way limitations, fall far short of a desired outcome. The MTP provides the following street section configurations for portions of Fredericksburg Road, with and without a transit component:



Existing MTP street section illustrations “suggest” streetscape elements, but based on our findings and in-pur from the public workshop, this Design Strategy goes a bit further in recommending improvements for the entire length of the Fredericksburg Road Corridor from Martinez Creek to Balcones Heights Road. *While not contradicting recommendations made in the MTP for improvements to the streetscape of Fredericksburg Road, the Strategic Plan conceptual cross-sections supplement and support many of those outlined in the MTP.*

The Design Strategy breaks the corridor into 3 segments, and while most improvement recommendations generally apply to the entire corridor, each segment offers its own character and with it particular sets of conditions. The following Design Strategy map presents, in general terms, the streetscape and safety recommendations in graphical form:



Fredericksburg Road Design Strategy



South Segment: Martinez Creek to Hildebrand – This segment of the corridor is the oldest and most urban in character. It is also home to the designated historic Deco District. This segment has the potential of being the most pedestrian-friendly and transit-oriented segment of the study area. The strategy here is to acknowledge the urban character and enhance that character while emphasizing the pedestrian experience.

SOUTH SEGMENT - DESIGN INTERVENTIONS

Public Realm

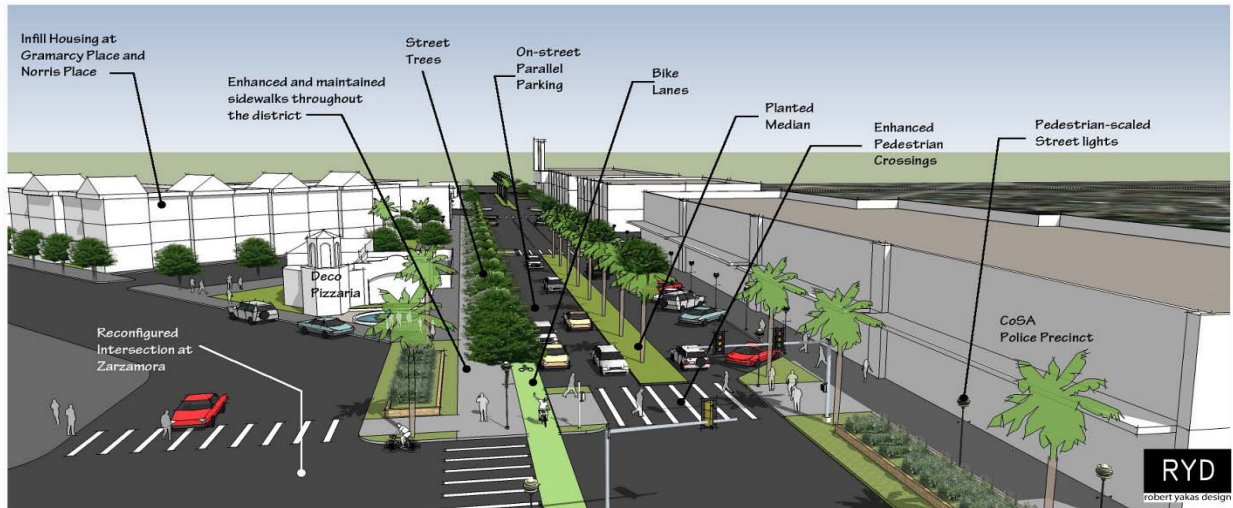
1. Sidewalk construction, repair, and maintenance
2. Landscaping – street trees and plantings where allowable – employ drought resistant/sustainability methods
3. New street furnishings – benches, trash bins, bus shelters to provide shade (Deco design in Deco District)
4. New pedestrian scaled street lighting (Deco design in Deco District)
5. Enhanced pedestrian crossings where recommended by the MTP
6. Traffic calming strategy - planted median
7. On-street parallel parking west side; parking re-configuration east side
8. Bi-directional bike lane west side only
9. Simplified, consistent traffic control signs
10. Installation of public art, sculpture, banners, and district identity signs

Private Realm

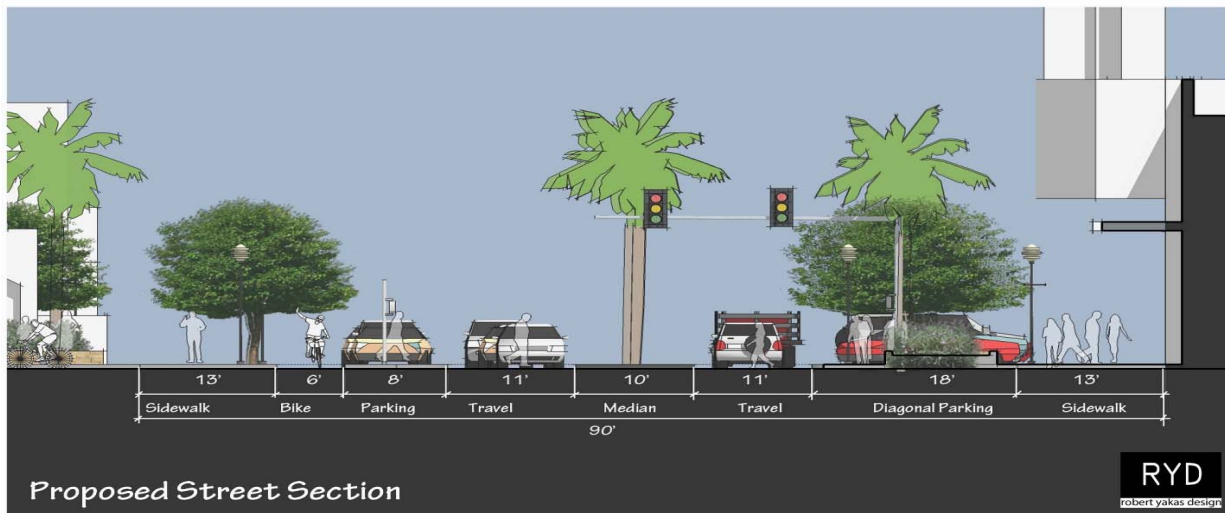
1. New buildings brought to back of sidewalk
2. Height limit set by underlying zone
3. Awnings and canopies on street side
4. Main entrances on street side
5. 50%+ area of any single building façade in window
6. Repair, install, and maintain planters and landscaped areas using drought resistant/sustainability methods
7. Screen utility areas and trash receptacles from street view where allowable
8. Installation of public art, murals, sculpture, banners, and district identity signs
9. Comply with sign ordinance
10. Manage parking locations and access.

Within the 90-foot right-of-way on Fredericksburg Road, through the Deco District, we believe the right-of-way can accommodate a more aesthetic and functional configuration than that provided in the MTP recommendation. It requires a commitment to calming traffic by eliminating two travel lanes, installing a planted median, bike lane, and parallel parking on the west side of the street. Our proposal does not eliminate diagonal parking on the east side of the street, but we recommend a re-design of this parking.

Reducing the number of travel lanes in this district slows traffic, while accommodating transit, and allows for a comfortable mix of pedestrian and vehicles. The result makes this portion of the road more of a “main street” rather than a heavily trafficked arterial. Enhanced pedestrian crossings present additional traffic-calming features and the inclusion of street trees, pedestrian-scaled lighting, and new street furniture ensembles contributes to the enhanced aesthetic and safety of the street.



Oblique view of Fredericksburg Road at Zarzamora



Street Section at Fredericksburg Road at Zarzamora



Middle Segment: Hildebrand to Vance-Jackson

– This segment is a transitional segment of the corridor. Suburban in nature, the street is lined with a variety of land uses and building types lacking visual continuity. The absence of street trees and landscaping and with discontinuous sidewalks in various states of repair, the pedestrian environment in this segment is severely lacking in aesthetic treatment and/or

pedestrian safety. There is continuous pedestrian movement across Fredericksburg Road without the benefit of a signalized pedestrian crossing except in two locations, at Pasadena and just north of Santa Ana. The right-of-way is 97-feet and can accommodate all modes of transportation, plus extensive streetscape improvements.

MIDDLE SEGMENT – DESIGN INTERVENTIONS

Public Realm

1. Sidewalk construction, repair, and maintenance
2. Landscaping – street trees and plantings where feasible – employ drought resistant/sustainability methods
3. New street furnishings – benches, trash bins, bus shelters to provide shade
4. New pedestrian scaled street lighting
5. Enhanced pedestrian crossings where recommended by MTP
6. Traffic calming strategy - planted median and on-street parallel parking where feasible when transit option is not implemented
7. Parking/drive-through access management strategies
8. Bike lanes both sides when transit option is not implemented
9. Simplified, consistent traffic control signs
10. Installation of public art, sculpture, banners, and district identity signs

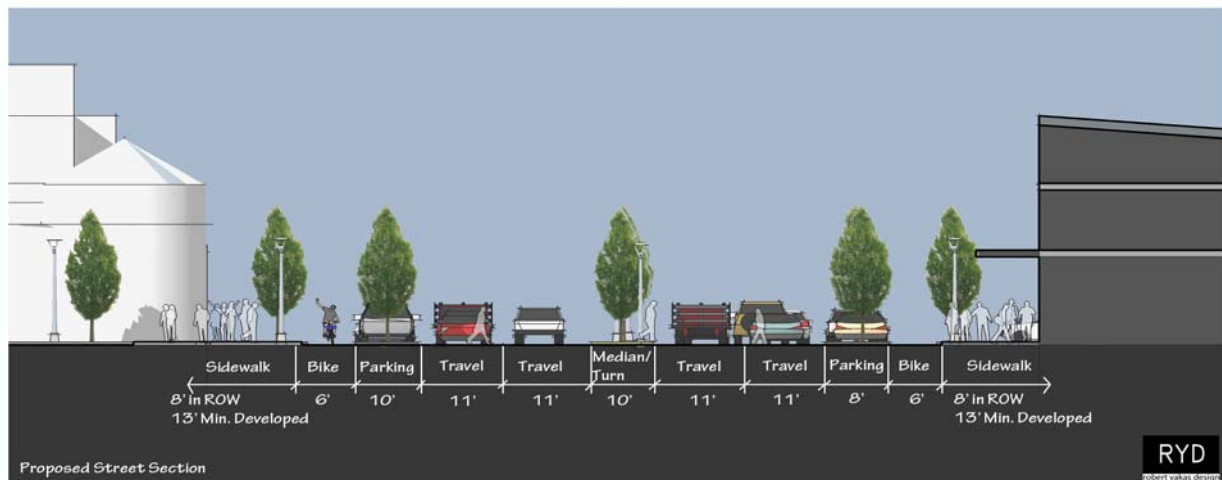
Private Realm

1. New site design standards
2. Height limit set by underlying zone (should this be zoning code/law?)
3. Awnings and canopies where buildings are brought to back of sidewalk on street side
4. Main entrances facing main street where feasible
5. 50%+ area of any single building façade in window
6. Repair, install, and maintain planters and landscaped areas – using drought resistant/sustainability practices
7. Screen utility areas and trash receptacles from street view
8. Installation of public art, murals, sculpture, banners, district identity signs
9. Comply with sign ordinance
10. Off-street parking to rear or side of buildings with access management

This 97-foot right-of-way in this segment can accommodate multiple functions as outlined in the SA Tomorrow MTP. The strategy to be used in this segment should allow for a comfortable mix of pedestrian and vehicles, by encouraging on-street parallel parking, bike lanes, and street edge aesthetic improvements. Enhanced pedestrian crossings present additional traffic-calming features, and the inclusion of street trees, pedestrian-scaled lighting and new street furniture ensembles will add to the improvements in this segment.



Oblique View of Fredericksburg Road at Quentin Drive



Street Section at Fredericksburg Road and Quentin Drive with Light Rail transit



North Segment: Vance Jackson to Balcones Heights Road – This segment of the corridor has the most potential for large master planned development and is closest to the major employment center in the corridor. The character here has a more suburban form, so the likelihood of mixed use, office campus configurations could easily be accommodated. The street can accommodate a

variety of transportation modes including transit and extensive streetscape improvements. Improving the streetscape will provide added value and attractiveness for development.

NORTH SEGMENT – DESIGN INTERVENTIONS

Public Realm

1. Sidewalk construction, repair, and maintenance
2. Landscaping – street trees and plantings where allowable – utilizing drought resistant/sustainability practices
3. New street furnishings – benches, trash bins, bus shelters to provide shade
4. New pedestrian scaled street lighting (Deco design in Deco District)
5. Enhanced pedestrian crossings where recommended by MTP
6. Traffic calming strategy - planted median and on-street parallel parking
7. Bike lanes both sides
8. Simplified, consistent traffic control signs
9. Installation of public art, sculpture, banners, and district identity signs

Private Realm

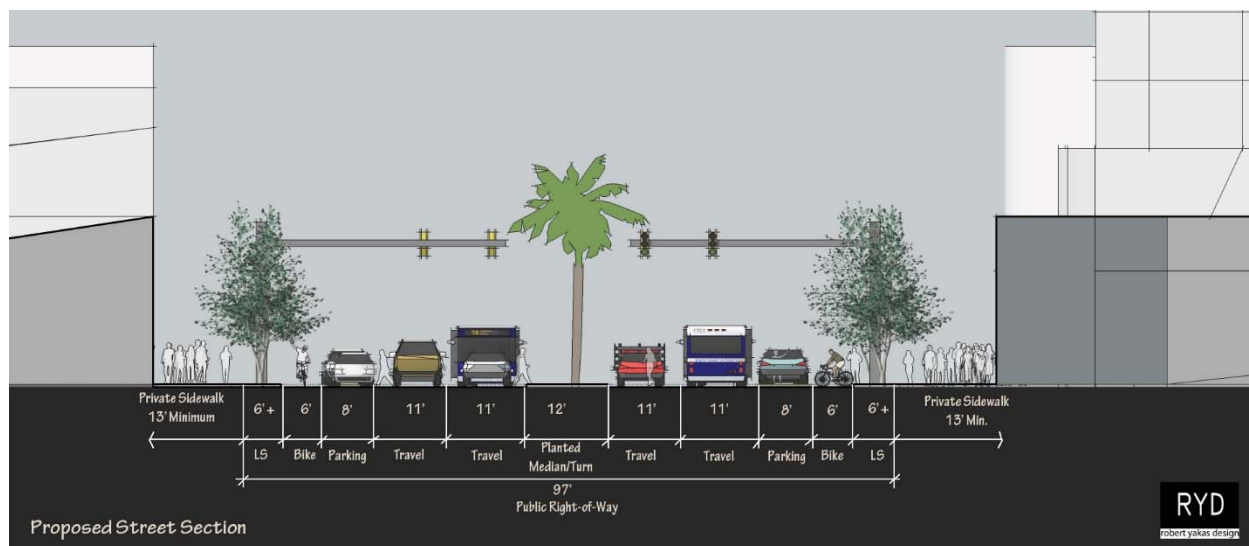
1. New buildings brought to back of sidewalk
2. Height limit set by underlying zone
3. Awnings and canopies on street side
4. Main entrances to face main street side
5. Window area comprises 50%+ area of any single building
6. Repair, install, and maintain planters and landscaped areas – employing drought resistant/sustainability methods
7. Screen utility areas and trash receptacles from street view where allowable
8. Installation of public art, murals, sculpture, banners, and district identity signs
9. Comply with sign ordinance
10. Off-street parking to rear of side of buildings; manage parking location and access

The 97-foot right-of-way on Fredericksburg Road can accommodate a more aesthetic and functional configuration than that provided in the SA Tomorrow MTP recommendations. It requires a commitment to calming traffic by enhancing the pedestrian crossings, integrating a planted median, bike lanes, and parallel parking on both sides of the street. Off-street parking is directed to the rear or side of buildings facing the street.

Maintaining four lanes of traffic here still allows for a planted median, parallel parking, and bike lanes on both sides of the road. High Capacity Transit can be accommodated by eliminating the median and on-street parking and still allow for a comfortable mix of pedestrian and vehicles. Enhanced pedestrian crossings present additional traffic-calming features and the inclusion of street trees, pedestrian-scaled lighting, and new street furniture ensembles contributes to the enhanced aesthetic and safety of the street.



Oblique View of Fredericksburg Road at just below Balcones Heights Road



Street Section at Fredericksburg Road just below Balcones Heights Road

Fredericksburg Corridor Design Element Examples

Along with the specific public and private realm strategies, it is important to offer design choices, or a palette of design element alternatives for the eventual implementation of the strategies over time. The following images have been taken from best examples in San Antonio

and other places similar to the Fredericksburg Road Corridor in the US and elsewhere. We offer these as references for design decisions to be taken by private development and for public agencies when adopting new infrastructure design standards for the Corridor:

Landscape Treatment – Employing drought resistant/sustainable methods using planting materials native to the San Antonio region.



Street Furniture – Installing architecturally consistent furniture ensembles



Lighting – Providing pedestrian-scaled lighting solutions throughout the corridor





Enhanced Pedestrian Crossings-Increasing safety measures and visibility at all crossings



Signs – Complying with the City of San Antonio sign ordinance and selecting well designed reasonably scaled signs





Public Art – Utilize community-based art programs and local artists



Strategic Design Plan Recommendations

In order to implement any plan, public agencies need to have mechanisms in place to assure that provisions of the plan can be realized. The City of San Antonio (COSA) has in place the sort of program, policies, and mechanisms that should be applied corridor-wide to achieve the kind of place the corridor is meant to be, and, to be sure, what the citizens living along and adjacent to the corridor want it to be. The COSA programs, plans, and policies most applicable to realizing the provisions of this plan are listed below.

Plans

- COSA's Comprehensive Plan
- COSA's SA Tomorrow Multimodal Transportation Plan
- COSA's Near Northwest Community Plan
- VIA BRT/LRT and VIA Vision 2040
- COSA's 2011 Bike Plan

Codes and Ordinances

- Zoning Code – this Design Strategy encourages the formation of a design overlay district for the length of the corridor.

Programs

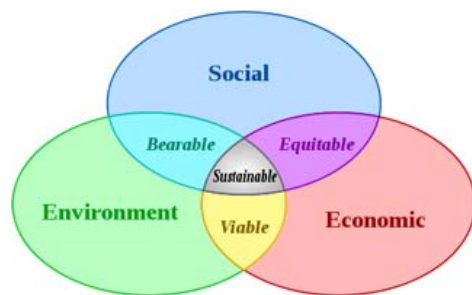
- Sidewalk Cost Sharing Program
- Graffiti Abatement
- Infrastructure Management Program (IMP)
- Vision Zero Initiative
- Business Retention and Expansion (BRE)
- Historic Preservation
- Community based arts programs
- Bexar County Regional Storm Water Management Program (RSWMP)

Grant/Financial Incentive Programs

- Real Property Tax Rebates (City ad valorem taxes only)
- City and San Antonio Water System Impact Fee Waivers
- Inner City Incentive Fund Loan
- Economic Development Grants

Sustainability

The three pillars of sustainability are Social, Environment, and Economic. These considerations are paramount in the era of dwindling resources and increased population pressure. The Design Strategy has to be implemented with an eye toward this sustainable paradigm otherwise we might just as well continue to develop the way we have for the last 50 years. The strategy only



works if we manage traffic, transportation, development, water and storm water resources, and the “heat island” effect of this heavily used corridor and the visual pollution brought about through the clutter of infrastructure, signs and architectural discontinuity.

The efforts to design the corridor contribute to the sustainability of the corridor as a whole and the special “places” that make up the corridor. Without careful attention to design, and all the elements addressed by a design strategy, the corridor will continue to be the hostile environment we have today. Design intervention can help mitigate the most notorious aspects of the current condition and provide incentive for further design treatments with an eye toward pedestrian comfort, safety and convenience, and for the successful operation of a multimodal facility in this part of San Antonio.

Design Strategies

1. **Create a Fredericksburg Road Corridor Design Overlay District the entire length of the corridor study area.**
2. **Explore alternatives to the proposed street sections for this corridor both interim and long-term.**

3. Coordinate this plan with the COSA's 2011 Bike Plan Tier 2 project for Fredericksburg Road.
4. Adopt the Guidelines and Standards developed for this corridor.
5. Create a demonstration project for street trees and pedestrian-scaled street lighting in a designated location(s) in the corridor.
6. Explore with COSA Transportation and Capital Improvements Department the pedestrian crossing configuration alternatives including locations for those outlined in this plan.
7. Design interventions suggested by this plan should be included in the 5-year Action Plan of the SA Tomorrow MTP.



Addenda

Fredericksburg Road Corridor

Design Strategy

- 1. June Workshop Summary**
- 2. August Meeting Summary**
- 3. Reinvestment Strategy**



Fredericksburg Road Corridor Study and Design Guidelines
Public Meeting #1 Summary Report
June 27, 2016
Jefferson United Methodist Church-Jackson Hall

Purpose and Outreach

The purpose of the public meeting was to introduce the corridor study and design strategy effort and the consultant team and to gather input on community needs and concerns. The corridor being studied is Fredericksburg Road from Martinez Creek to Balcones Heights. This is the first public meeting in the development of the design strategy and guidelines.

Several preliminary emails and bilingual (Spanish) meeting notices were sent to neighborhood associations along the corridor and the District 1 and District 7 City Council offices. Public meeting notices were mailed out to residents, homeowners, property owners, business owners, and stakeholders along the corridor. Maverick, Monticello Park, Los Angeles Heights, Keystone, and Jefferson neighborhood associations and the council districts advertised the meetings in their newsletters, and posted the information on their community calendars.

Attendance

There were 107 people who registered at the meeting. The attendees consisted of local residents, property owners, business owners, as well as representatives from Senator Menendez's Office, Councilman Cris Medina's office, and Councilman Roberto Treviño's office. Staff from the City's Planning Department, Transportation and Capital Improvements Department, and members of the consulting team including Robert Yakas Design and Ximenes & Associates was also present.

Meeting Summary

Welcome and Introductions

Bridgett White, City of San Antonio Interim Director of Planning and Community Development, welcomed and introduced the city staff, team members and Councilman Cris Medina. Councilman Cris Medina welcomed the public and gave them a brief overview of what his role will be and how he can best serve his constituents and assist with developing the best product for everyone affected by the road improvements study. The meeting was then turned over to the consultant team.

Process overview

Following the welcome and introductions, Robert Yakas, Project Manager with Robert Yakas Design, gave a presentation introducing the project team, the study area, goals, steps in the process, and an explanation of what design strategy and guidelines mean. He also presented information on the history of Fredericksburg Road, existing conditions including strengths, weaknesses, opportunities, threats, and challenges. Mr. Yakas concluded the presentation by informing the attendees of

the next steps and schedule. He then introduced Linda Ximenes with Ximenes & Associates.

Ms. Ximenes is the lead facilitator for the consultant team and advised the meeting attendees of the workshop process. Attendees were divided into table groups according to the corridor segment they were most interested. Each group had a map, a set of dots representing each inquiry about the corridor, markers, and pens. Participants were asked to step through each of the inquiries and respond with their opinions. They were encouraged to discuss their thoughts with the members of their table and asked to agree to one big idea to share with the rest of the group at the conclusion of the workshop portion of the meeting.

The inquiries posed, and the associated color dot, were as follows:

1. What do you consider to be crucial safety issues for this section of the corridor? (Red dot)
2. Where do you think the landscape and streetscape needs to be improved? (Green dot)
3. Where do you think sidewalk improvements are needed? (Yellow dot)
4. Where do you think lighting needs to be improved? (Blue dot)
5. What and where are other design issues that need to be addresses? (No dot – written on map)

Group Reports

Following the workshop portion, each table group selected a representative to report to the larger group one big idea. The following list represents each group's big idea (many shared more than one) for the respective segment of the corridor.

- Martinez Creek to Hildebrand
 - Lighting and sidewalks to serve area
 - Landscaping with medians
 - Zarzamora and Cool Crest Miniature Golf: Lack of connectivity, segregates neighborhoods
- Hildebrand to Vance Jackson
 - Roundabout at Zarzamora & Donaldson, Fulton, Fred, and 5-way street intersection
 - Traffic light at Club Drive, turn signal, and stripe street
 - Add Monticello neighborhood to study area and update sidewalks
 - Regulate or remove signage – too cluttered
 - More lighting
- Maverick Neighborhood
 - Median with bike lanes and street trees
- Vance Jackson to Balcones Heights
 - Landscaped medians
 - Utility conversion to underground

- Connectivity with green space (HEB, Spanish Trail) and add a landscaping greenbelt down Fredericksburg Road

Wrap-Up and Adjourn

Once the group reports were concluded, Mr. Yakas thanked the participants for their time and the meeting was adjourned. City staff and the consultants remained to answer any additional questions.

Next Steps

The planning team will take the input from the workshop into consideration as the design strategy and guidelines are developed. There will be another public meeting to present the recommendations and gather community feedback. The final strategic design plan, plan recommendations and guidelines will be developed and the team will take them to City Council for consideration and adoption.

Comment Card Returns

Every registered attendee was given a comment card and asked to identify which section of the project limits they were interested in or representing, and comment on the items indicated on the comment card. The items on the comment card included: Crucial safety issues, landscape and the streetscape, sidewalks, lighting, and any other design issues. Sixty comment cards were received. Fifty-seven comments were received the night of the meeting (comment cards), one was sent via email (post meeting comment within comment deadline), and one verbal comment (Spanish Speaker, was taken over the phone). The following indicates the number of comments for each corridor segment:

- 25-Martinez Creek to Hildebrand
- 15-Hildebrand to Vance Jackson
- 8-Maverick Park
- 9-Vance Jackson to Balcones Heights
- 3-Other comments (did not pertain to a specific area)

Comments received that are global to all segments of the corridor included the following based on each of the inquiries made during the workshop.

Crucial Safety Issues

- More and better lighting
- Cycling facilities with safe connectivity to the neighborhoods
- More and improved sidewalks and crosswalks with connectivity to transit stops and neighborhoods
- Concerns about the homeless people and The Bunk House being located at Woodlawn and Fredericksburg Road
- Lane stripping does not exist in some areas
- Head-in parking in Deco District, at Goodwill, and other locations is difficult to reverse

- Drive-thrus create back-ups on Fredericksburg (Donut Shop and potentially, the soon to be opened, Starbucks)
- Drivers not following rules of the road (use center turn lane as a travel lane).
- Pedestrians ignoring posted signage not to walk in certain areas and jaywalking are extremely dangerous.

Landscape and Streetscape Improvements

- Utility conversion to underground needed
- Signage needs to be reduced and regulated
- Landscaping, more green space, and shade trees needed throughout the corridor (VIA bus stops, HEB Training Center, Old Spanish Trail and in other floodplain areas)
- Funding for trees can be sought from private owners, CPS Energy, the State of Texas at the Old Spanish Trail facility, and the San Antonio River Authority at Martinez Creek
- Plant trees in large expansive parking lots
- Trash receptacles are needed
- Public art needed
- Use native plants that are drought resistant/low maintenance

Sidewalks

- More sidewalks on both sides of the street with connectivity to neighborhoods and various destinations (Martinez Creek, Starbucks, Cool Crest, HEB, Goodwill, bus stops)
- Improved, repaired, and wider sidewalks for strollers and wheelchairs
- Use public art inlays on sidewalks to tell the history of the area
- Sidewalks needed in areas that have on street parking
- Sidewalks that connect to street medians with landscaping that encourages where to cross the street

Lighting

- Pedestrian lighting on sidewalks, crosswalks, and proposed medians
- Bus stops
- Neighborhoods need better lighting at intersections and midblock
- Light needs to be well focused and directed; no light pollution
- Old Spanish Trail Park needs lighting

Other Issues

- Traffic signals need to be synchronized
- Reduce four-lane areas to only two lanes
- Add protected bicycle lanes
- Have art installations along the corridor that captures history of the area to give a sense of place
- Use empty buildings for "pop-up" stores

- Create a formal gateway to the area (“Gateway to the Hill Country” or Deco District)
- Post speed limit signs
- Bring light rail to this corridor
- Use green space at Old Spanish Trail Park for community sports fields
- Staff the SAPD substation
- Give local artists opportunity to propose on public art component
- Use zoning to prevent too many of the same types of businesses (automotive, pawn shops, taquerias)
- Better lit and more strategic parking
- Beyond the Deco District, the corridor should have a German theme
- The City should consider purchasing neglected, abandoned, and odd-shaped lots that front Fredericksburg to create pocket parks and landscaped areas



Fredericksburg Road Corridor Study and Design Strategies
Public Meeting #2 Summary Report
August 24, 2016
Woodlawn Theatre

Purpose and Outreach

This was the second and final public meeting in the development of the design strategy for the Fredericksburg Road corridor from Martinez Creek to Balcones Heights. The purpose of this public meeting was to present the proposed strategy before City Council consideration. The proposed strategy were developed from technical analysis of the corridor as well as the public input received at the initial public meeting held on June 27, 2016.

Outreach for the meeting included several emails being sent to neighborhood associations along the corridor, public meeting #1 participants, and the District 1 and District 7 City Council offices. Several neighborhood associations, city of Balcones Heights, and council districts advertised the meeting in their newsletters, and posted the information on their community calendars, and social media pages.

Attendance

Fifty members of the public signed in at the meeting. The attendees consisted of local residents, property owners, business owners, as well as representatives from Senator Menendez's Office, Councilman Cris Medina's office, Councilman Roberto Treviño's office. Staff from the City's Planning Department, Transportation and Capital Improvements Department, and members of the consulting team including Robert Yakas Design and Ximenes & Associates was also present.

Meeting Summary

Open House

An open house was set up for 30 minutes prior to the formal presentation. The open house included exhibits demonstrating the proposed design strategies with renderings of what the corridor may look like if the strategies are implemented. Staff and consultants were available to provide information and answer questions.

Presentation

Following the open house portion, attendees were invited to move into the auditorium for the formal presentation of the proposed design strategies. Linda Ximenes with Ximenes & Associates, moderated the meeting, Bob Yakas, study development lead with Robert Yakas Design presented the proposed strategy, and Councilman Cris Medina addressed the public.

Ms. Ximenes opened the formal portion of the meeting by allowing community members to make a couple of announcements. Clarrisa Lopez, Store Manager at Starbuck's on Fredericksburg Road at Hildebrand, introduced herself and notified everyone that she is from the community and invited the public to come to the

coffee shop. Bianca Maldonado, Monticello Park Neighborhood Association, made an announcement to solicit signatures for opposition to a zoning change to allow a car wash development on the 2800 block of Fredericksburg Road.

Ms. Ximenes reminded everyone to take advantage of the comment cards to submit any comments, concerns, or suggestions about the proposed design strategies. She then turned the meeting over to Bob Yakas. Mr. Yakas presented a summary of the input collected during the first public meeting/workshop as well as the proposed design strategy.

More specifically, Mr. Yakas reintroduced the project goals and project steps and did a recap of the information and input collected from the initial public workshop. Highlights from the public input included safety issues such as insufficient street lane markings, pedestrian amenities, bike safety, and lack of lighting; landscaping issues included lack of shade trees and no trees at Spanish Trail Park.

The proposed design strategy includes improved sidewalks, thoughtful and strategic landscaping, street furnishings, pedestrian scaled lighting along with safety elements and better connectivity. Additional proposed measures included traffic calming devices, traffic control signage, and public art. Private sector elements involved site planning, building placement, and parking access and management. The overall vision is have the corridor exist as a place using the complete streets approach. A complete streets approach integrates all transportation modes by providing a comfortable environment for the most vulnerable users. Namely, it would accommodate pedestrians, bike riders, autos, and transit in a functional and visually pleasing manner.

Mr. Yakas went on to present street section design alternatives. He began by showing the recently completed SA Tomorrow street section designs and then presented his concept. The new concept included a bike lane, wider sidewalks, mixed parallel and diagonal parking depending on context, planted medians, enhanced pedestrian crossings, street trees and furnishings, and pedestrian-scaled street lighting. The concepts are tailored for each of the corridor segments. For example, the lighting in the Deco District would have a distinctive Deco design.

In terms of a reinvestment strategy, Mr. Yakas proposed creating an overlay district for the corridor and design standards for Maverick neighborhood. He also suggested the City work more closely with property owners as they consider development/redevelopment, incentivizing private mixed use and structured parking, and leveraging existing City program funds for land assembly. Further, he proposed developing a strategic corridor housing investment program, creating a catalytic project fund, utilizing a non-profit developer for housing developments, and more public off-street parking facilities. He then provided reinvestment strategy specifics for each of the corridor segments along with a sample pro forma analysis (risk vs. reward).

The final portion of the presentation included specific strategic design plan recommendations. These recommendations consisted of 1) sustainable design including low impact development; 2) form a stakeholder coalition to oversee implementation; 3) create a corridor overlay district; 4) explore alternatives to the street sections (interim and long-term); 5) adopting guidelines and standards based on this effort; 6) create a demonstration project utilizing the complete street approach; 7) explore the pedestrian crossing configurations presented in the proposed designs; 8) incorporating design recommendations into the SA Tomorrow Multimodal Transportation 5-Year Action Plan.

Mr. Yakas concluded by informing the attendees that the design guidelines will be reviewed and revised based on feedback gathered at this second and final meeting. The draft document will then be presented to City Council for consideration.

Question and Answer Session

Councilman Cris Medina said a few words. He recognized the efforts of the Maverick Neighborhood Association for getting this effort underway and acknowledged the presence of Monticello Park and Jefferson Neighborhood Association's participation and all the other community members who have been involved. He stated the process is only beginning and he will continue to work with the community as the guidelines go through the formal council process. He also thanked the Woodlawn Theatre for hosting the event.

Ms. Ximenes then facilitated the question and answer session. Mr. Yakas answered the majority of the questions. Rudy Niño, city of San Antonio Planning and Development Department assisted with answers. Most importantly, he noted that the SA Tomorrow effort was a list of options and this effort is the next step in corridor redevelopment. This draft plan will be a recommendation to further the detail for what the community would like to see on the Fredericksburg Road corridor. The questions were mostly focused on clarifying questions about the concepts of complete streets, proposed development areas, changes to the proposed SA Tomorrow street concepts, palm trees not being native and should be reconsidered as well as specifics about proposed parking and bike facilities. Another suggestion was to include underground utilities as the plan progresses and to better protect historic structures. The importance of public art and continuing to develop this area as an art district was noted as crucial. Finally, making sure the corridor is senior friendly and accessible for all to the structures and the corridor. Overall, there were several compliments about the concepts and general support for the proposed guidelines and recommendations.

Wrap-Up and Adjourn

Mr. Yakas thanked the community for attending and participating in the effort. He noted that staff would be available to answer additional questions and the exhibits would remain for further viewing until the end of the evening.

Next Steps

The design strategies and recommendations will be reviewed and a final draft plan will be developed. The City Council will consider the recommendations in September 2016.

Comment Card Returns

Every registered attendee was given a comment card and asked to give their input on the meeting process and what they liked about the design strategy and their concerns.

First Name	Last Name	Was meeting Informative? Y=yes; N=no	Did my questions get answered? Y=yes; N=no	Liked?	Concerns?	Other
Manny	Uribe	Y	Y	What I liked is that our inputs were addressed and hope that the city pays attention	Signage and they are eye level would help, same for all the businesses.	
Gerard	Long			Slowing down traffic, adding safe walking and biking space	How long would the construction take? How much would existing business be disrupted?	
Margaret	Pedrotti	Y			What happens to existing businesses during construction of corridor improvements ?	
Scott	Gustafson	Y		Yeah! Bike lanes! Having design overlay will be very helpful!	The travel lanes at 11 feet are too wide. Please no palm trees	Deco district could be one of the most walkable and interesting places in the city. Right now, it is ugly, uninviting, and the road is deadly. This

First Name	Last Name	Was meeting Informative? Y=yes; N=no	Did my questions get answered? Y=yes; N=no	Liked?	Concerns?	Other
						plan changes that. I like where it is headed.
Bianca	Maldonado	Y		Swells-great for runoff from Fred Road, bike lane-much needed for connectivity to trails, narrowing of street, widening of sidewalk between Martinez Creek to Hildebrand, like the 2 options of profiles.	1. Narrowing to 2 lanes of traffic should be from Martinez Creek to Quentin. 2. Need recommendations to address drainage on Fredericksburg between HEB training center to Sonic.3. Interlocal agreements to protect ROW. 4. Buried utilities	Signage overlay for entire corridor, lighting guidelines-shields, LID low impact development especially near 100-year flood plain.
Jaclyn	Lieck	Y	Y	The focus of Fredericksburg Road as a destination for people and not solely a major thoroughfare for vehicles	I am concerned about the effects big development could have on this area. In areas like the Pearl, we have seen lack of affordable housing	Displacement and gentrification. I think this needs to somehow be addressed in planning strategy so that we can truly reflect the needs of existing residents and local business owners, many of which have resided here for decades.

First Name	Last Name	Was meeting Informative? Y=yes; N=no	Did my questions get answered? Y=yes; N=no	Liked?	Concerns?	Other
Raul	Barraza	Y	Y	Acknowledgement of all community vehicles	Proposed housing sold at market value will have an impact on the local community who cannot afford this, city should consider affordable housing to address demographic in this area.	
JoAnne	Walsh	Y	Y	Complete street approach is very good. Glad more emphasis on bikes and pedestrian safety.	Would like for these same strategies to be extended to portion of Fred Road south of Martinez Creek toward San Pedro Creek	Glad more diverse housing options outlined for redevelopment. Transit oriented development is good option for this heavily traveled transit corridor. Like inclusion of parking garage near Woodlawn Theatre.
Frank	Fonseca	Y	y	Over all development of Fred Road	1. Too high density, 2. Minimize public art-especially murals on building walls	1. I'd like to see a type of grand entrance at both north and south end of Fred Road, 2. Did not see accommodation for buses loading & unloading people
Benjamin	Juarez	Y	Y	Great job, love the median by	None	Thank you for looking at the Fredericksburg

First Name	Last Name	Was meeting Informative? Y=yes; N=no	Did my questions get answered? Y=yes; N=no	Liked?	Concerns?	Other
				the Woodlawn Theatre trees and complete street concept		Road Corridor
Madonna	Foley	Y		Complete street plan-yes!		
Tom	Dickens			Trees, walkways, parking. New housing	The presentation only gave a small nod to buses/public transportation. Fred Road is currently loaded with buses. Lower Fred Road shows one lane each way. Putting buses in that situation could be problematic. Also, VIA has to be very involved to ensure continued public transportation development while making Fred Road pedestrian friendly.	

To: Robert Yakas
Date: August 2, 2016
From: Todd Chase, AICP, LEED
RE: Fredericksburg Road Corridor Reinvestment Strategies

Introduction

This Memorandum recommends reinvestment strategies to encourage development opportunities identified along the Fredericksburg Road (Fred Road) Corridor segment located between I-10 to the south and the City of Balcones Heights to the north. In undertaking this assignment, FCS GROUP conducted interviews with City redevelopment officials and performed preliminary financial pro forma analyses based on current market assumptions. We also inventoried local and state development incentive programs to identify a path towards targeted redevelopment along the corridor.

Near Term Market Overview

Given the findings contained in our July memorandum, based on regional growth trends and projected capture rates, the Fred Road corridor is expected to attract 159 to 200 new households every 5 years between 2015 and 2040. Over the next 10 years, we would anticipate that the majority of this demand will consist of rental households and congregate care facilities in newly developed 3 to 4 story apartments.

To achieve this level of residential redevelopment, a combination of land assembly and rezoning will be required to create redevelopment parcels that provide economies of scale which will attract private debt and equity into housing, commercial and mixed use (housing over commercial) projects.

It is likely that attracting families to these multifamily developments will hinge upon the ability to provide outstanding services, such as quality day care centers, educational support services, job training, in-home care providers, and convenient high quality neighborhood markets. Such uses could be accommodated through adaptive building reuse, particularly if adequate parking is provided. Public policies and targeted investment should be aimed at creating new on or off-street parking areas in proximity to targeted adaptive reuse projects. Combining increased provision of parking with land use regulations that allow vertical or horizontal housing/service mixed use developments could lead to positive housing and job attraction for the Corridor.

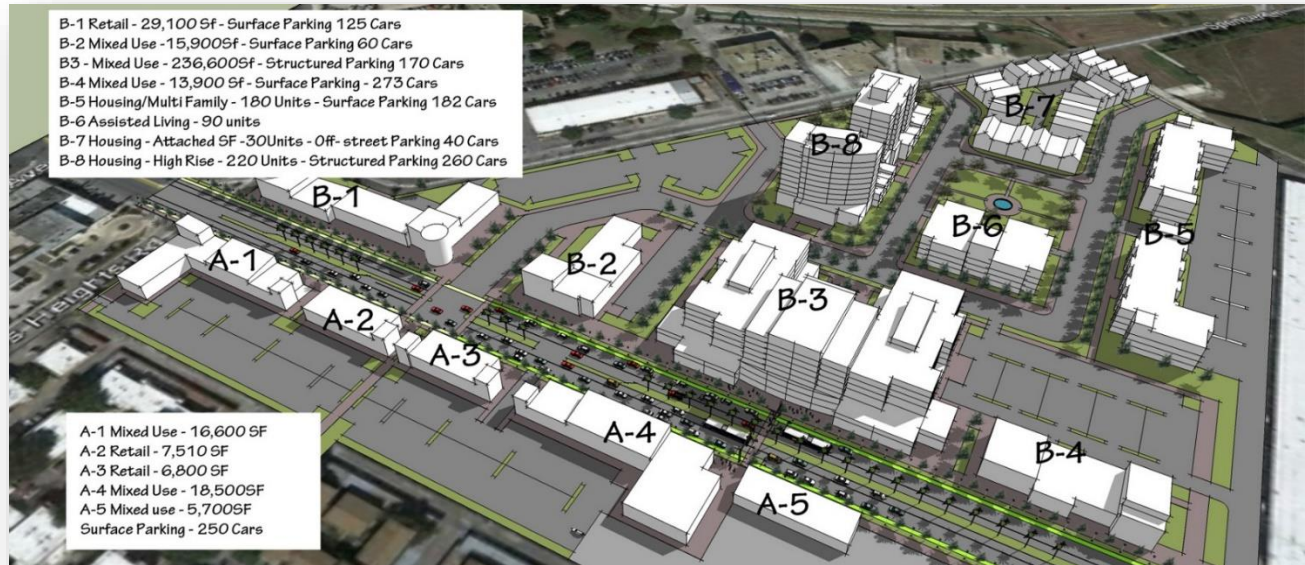
North Segment Reinvestment Analysis

The North Segment opportunity sites include several parcels that are currently occupied by low intensity light industrial uses, such as mini-storage and Class C single-level flex buildings. Over time, it is anticipated that the proximity to rapid transit and access to major amenities, such as access to the South Texas Medical Center campus, HEB grocery store and the Balcones Heights “The Wonderland of Americas” shopping mall, will attract a mix of young families and retirees to new housing developments. Also, with excellent access and visibility to/from I-10, the potential for a few “signature” high rise apartment and office buildings may attract private developers in the mid to long term (years 10-20).

A conceptual development program for the north segment is shown below in **Exhibit 1**, and includes several redevelopment projects that could occur over a 5 to 20 year time frame. As a northern gateway to

the Fred Road corridor, this northern anchor project is envisioned to include over 600 housing units and over 900 jobs distributed within 13 buildings.

Exhibit 1 North Segment Opportunity Sites



The development pro forma analyses contained in Appendix A and B, indicate that the near term market supportable land values for these defined conceptual redevelopment projects ranges from \$6 per SF of land area for townhomes to \$22 per SF of land area for apartments. Much higher supportable land values (approaching \$77+ per SF of land area) may be realized for high rise assisted living, apartments or office buildings (if single tenant/investors are forthcoming).

The potential for major commercial (office and assisted living) development within the Corridor is unlikely unless more flexible mixed use zoning is provided with greater height limits allowed in areas within 500 feet of the Fred Road corridor. The City should encourage taller buildings through bonus density incentives that allow up to a 2.5 floor to area ratio for projects that include structured parking and commercial elements as part of residential or office developments.

It is recommended that the City consider new policies that allow multifamily, office and commercial development by right within 500 feet of the Fred Road Corridor in a manner that's consistent with applicable design standards.

Initially, the City should work with current property owners to discuss their interest in marketing these sites for redevelopment. Property owners may also desire to participate or become active investors in redevelopment once they realize the potential for profits.

City investment in land assembly would likely require dedicated public funding through the ReNewSA "Catalytic Project Fund" or a "Strategic Corridor Housing Investment Program" aimed at incentivizing private investment in the Fred Road Corridor with a policy target limit of rents not to exceed 120% of the median household income levels. It may also be possible to access federal Transit Development Grants (offered by the FTA) for transit-oriented developments, if such developments result in measurable

increases in VIA transit ridership.

Middle Segment Reinvestment Analysis

The Middle Segment opportunity sites include a few vacant underutilized parcels on the south side of Fred Road and redevelopment/infill on the north side of Fred Road. These sites were identified based on the relatively low cost of redevelopment and proximity to the existing neighborhood park and established apartment buildings. With excellent access to rapid transit and proximity to the new County park/open space system, these sites may offer the most realistic near-term redevelopment within the Fred Road corridor.

A conceptual development program, for the middle segment is shown below in **Exhibit 2**, and includes three redevelopment projects that could occur over a 5 to 10 year time frame. This middle anchor project is envisioned to include over 80 housing units and over 20 jobs distributed within 3-4 buildings.

Exhibit 2 Middle Segment Opportunity Sites – SA Tomorrow Right-of-Way LRT Option 2 is shown



The development pro forma analyses contained in Appendix C indicates that the near term market supportable land values for the commercial and live/work conceptual redevelopment projects ranges from \$11to \$19 per SF of land area. Much higher supportable land values (approaching \$17+ per SF of land area) may be realized if this project is undertaken by a non-profit (501-c3 developer) which would lower the expected return on investment requirements for the project.

The apartment over podium concept shown in building A is not deemed feasible at this time given relatively low market rents in this area. However, if private or non-profit development occurs on

buildings B and C, those projects, once stabilized and successful, would serve as a catalyst to development on building A over the long-term (years 10 to 20).

Initially, the City should work with current property owners to discuss their interest in marketing these sites for redevelopment. Property owners may also desire to participate or become active investors in redevelopment once they realize the potential for profits. Additional examples of live/work projects may be required to strengthen the public and private support for the concept that entails living above a ground level commercial location, which is becoming an emerging trend around the U.S. for service oriented consultants, accountants, insurance agents, and the like.

South Segment Reinvestment Analysis

The South Segment opportunity sites include a few vacant underutilized parcels on the south side of Fred Road and redevelopment/infill on the north side of Fred Road. These sites were identified based on the high profile location for redevelopment and proximity to the Woodlawn theater building. With excellent access to rapid transit and proximity to historic Woodlawn park, these sites would be attractive to creating an entertainment district in the Deco District area. A conceptual development program, for the south segment is shown below in **Exhibit 3**, and includes three redevelopment projects that could occur over a 10 to 20 year time frame. This south anchor project is envisioned to include over 90 housing units and over 16 jobs distributed within 2 buildings.

A public parking facility is shown in building B, with parking for 130 cars. This facility may double as a police auto service/parking facility and would help create adequate public parking for the Deco District commercial establishments and may serve as a convenient location for a transit park and ride area.

Exhibit 3 South Segment Opportunity Sites



The development pro forma analyses contained in Appendix D indicates that the near term market supportable land values for the commercial and housing apartment conceptual redevelopment projects is marginal and ranges from \$3 per SF of land area with a private developer to \$8-13 per SF of land area with a non-profit developer.

The public parking facility would require a public investment of approximately \$3 to \$4 million. It is likely that some parking revenue would assist with meeting debt requirements for the parking facility. However, an annual subsidy would likely be required. City staff should work with the police department to ascertain their mutual interest in utilizing such a facility as envisioned.

Initially, the City should work with current property owners to discuss their interest in marketing these sites for redevelopment. Given the marginal nature of these identified projects (in the near term), the City may want to identify a non-profit development agency to initiate land assembly in the near term, with the long term goal of developing this site for attainable housing (e.g., 80% reserved for low to moderate income households).

APPENDIX TABLES

Appendix A Financial Pro forma Analysis, North Segment, Site A

Appendix A							
Fredericksburg Road Corridor							
North Segment Site A Opportunity Sites							
Financial Pro forma Analysis							
Particulars		Site A -1	Sites A-2 & A-3	Site A-4	Site A-5	Site A Public Parking	Total
		Mixed Use	Retail	Mixed Use	Mixed Use		
		3-4 Level Apts over Podium Commercial	1-Level Steel/ concrete	3-4 Level Apts over Podium Commercial	2 Level Apts over Podium Commercial	surface lot	
Construction Type							
Site Land Area (Acres)		0.824	1.10	0.879	0.192	1.2	4.14
Site Land Area (GSF) @0.3 FAR		35,901	47,700	38,295	8,377	50,094	
Commercial Floor Area (GSF)		1,000	14,310	1,500	1,000		
Residential Floor Area (GSF)		15,000		16,000	3,500		
Developed Common Area (GSF)	5%	600		1,000	500		
Avg. Dwelling Size (GSF)		650		650	650		
Dwellings (multifamily)		23		25	5		
Parking stalls							
Surface	135	46	29	49	11	115	
Structure							
Jobs Added		1	29	1	1	1	33
Households Added		23	0	25	5		53
Development Cost Assumptions (excluding land acquisition cost)							Units
Site Preparation/Demolition		\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	Land Area SF
Building Construction Cost		\$95.00	\$95.00	\$95.00	\$95.00		Floor Area SF
Parking / Landscaping Cost							
Surface		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	per stall
Structure							per stall
Soft Cost		10%	10%	10%	10%	10%	allowance
Overhead/Profit (private developer)		18%	18%	18%	18%		allowance
Overhead/Profit (non profit developer)		5%	5%	5%	5%	5%	allowance
Development Cost							
Site Preparation		\$323,110	\$429,300	\$344,651	\$75,392	\$450,846	
Building Construction		\$1,577,000	\$1,359,450	\$1,757,500	\$475,000	\$0	
Parking/Landscaping		\$230,769	\$143,100	\$246,154	\$53,846	\$575,000	
Subtotal		\$2,130,879	\$1,931,850	\$2,348,304	\$604,238	\$1,025,846	
Soft Cost (permitting, design, fees)		\$213,088	\$193,185	\$234,830	\$60,424	\$102,585	
Overhead/Profit (private developer)		\$383,558	\$347,733	\$422,695	\$108,763		
Overhead/Profit (non profit developer)		\$106,544	\$96,593	\$117,415	\$30,212	\$51,292	
Total Cost (private developer)		\$2,727,525	\$2,472,768	\$3,005,830	\$773,425		
Total Cost (non profit developer)		\$2,450,511	\$2,221,628	\$2,700,550	\$694,874	\$1,179,723	
Cost Per Dwelling Unit**							
with private developer		\$118,193		\$122,112	\$143,636		
with non-profit developer		\$106,189		\$109,710	\$129,048		
Cost Per SF (with private developer)		\$164	\$173	\$162	\$155		

** excludes land cost.

Appendix A Financial Pro forma Analysis, North Segment, Site A (continued)

Appendix A							
Fredericksburg Road Corridor							
North Segment Site A Opportunity Sites							
Financial Pro forma Analysis							
Particulars		Site A -1	Sites A-2 & A-3	Site A-4	Site A-5	Site A Public Parking	
		Mixed Use	Retail	Mixed Use	Mixed Use		Total
Revenue Analysis							
Dwelling Unit Rent Per Month (avg.)		\$700		\$700	\$700		
Commercial Rent Per SF (per year)		\$15	\$18	\$15	\$15		
Parking Stall Income Per Day						\$10	
Gross Revenue Per Year		\$208,846	\$257,580	\$229,269	\$60,231	\$419,750	
Vacancy Rate		7.0%	5.0%	7.0%	7.0%	40%	
Less Vacancy Allowance		\$14,619	\$12,879	\$16,049	\$4,216	\$167,900	
Less Operating Expenses							
Overhead/insurance/accounting	15.0%	\$31,327	\$38,637	\$34,390	\$9,035	\$62,963	
Marketing	2.0%	\$4,177	\$5,152	\$4,585	\$1,205	\$8,395	
Utilities	5.0%	\$10,442	\$12,879	\$11,463	\$3,012	\$20,988	
Taxes /Other	3.0%	\$6,265	\$7,727	\$6,878	\$1,807	\$12,593	
Total Expenses		\$66,831	\$77,274	\$73,366	\$19,274	\$272,838	
Net Operating Income		\$142,015	\$180,306	\$155,903	\$40,957	\$146,913	
Supportable Debt (15 year term)	6.5%	\$2,130,231	\$2,704,590	\$2,338,546	\$614,354	\$1,381,370	
Supportable Equity	35%	\$1,147,047	\$1,456,318	\$1,259,217	\$330,806	\$0	
Total Supportable Funding		\$3,277,278	\$4,160,908	\$3,597,763	\$945,160	\$1,381,370	
Residual Land Value or (Gap)*							
with private developer		\$549,753	\$1,688,140	\$591,934	\$171,735		
with non-profit developer		\$826,767	\$1,939,280	\$897,213	\$250,286	\$201,647	
Residual Land Value Per SF of Land							
with private developer		\$15	\$35	\$15	\$21		
with non-profit developer		\$23	\$41	\$23	\$30	\$4	
Near term Feasibility		good	good	good	good	fair	
Notes							
* excludes land acquisition cost.							
Analysis by FCS GROUP.							

Appendix B Financial Pro forma Analysis, North Segment, Site B

Appendix B									
Fredericksburg Road Corridor									
North Segment Site B Opportunity Sites									
Financial Pro forma Analysis									
Particulars		Site B-1	Sites B-2 & B-4	Site B-3	Site B-5	Site B-6	Site B-7	Site B-8	Total
		Retail	Mixed Use	Mixed Use	Housing	Assisted Living	Townhomes	High Rise Apts/Condo	
Construction Type		1-Level Steel/concrete	3-4 Level Apts over Podium Commercial	5-6 Level Office over Podium Commercial	3-4 Level Apts	3 Level Steel Frame	Attached Townhomes	7-9 Levels over Podium	
Site Land Area (Acres)		2.23	1.401	5.43	6.43	3.2	2.14	1.72	22.56
Site Land Area (GSF)		97,000	61,032	236,600	280,029	140,014	93,343	74,800	
Commercial Floor Area (GSF)		27,700	1,200	224,800					
Residential Floor Area (GSF)			25,500	-	135,000	76,500	30,000	187,000	
Developed Common Area (GSF)	5%	1,400	1,600	11,800	6,750	3,825			
Avg. Dwelling Size (GSF)			650		750	850	1000	850	
Dwellings (multifamily)			39		180	90	30	220	520
Parking stalls									
Surface		125	78	-	182	100	40		
Structure				170				260	
Jobs Added		55	2	836	1	8		2	905
Households Added		0	39	0	180	90	30	220	559
Development Cost Assumptions (excluding land acquisition cost)									Units
Site Preparation/Demolition		\$9.00	\$9.00	\$15.00	\$9.00	\$9.00	\$9.00	\$15.00	Land Area SF
Building Construction Cost		\$95.00	\$95.00	\$110.00	\$92.00	\$105.00	\$90.00	\$110.00	Floor Area SF
Parking / Landscaping Cost									
Surface		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	per stall
Structure				\$30,000				\$30,000	per stall
Soft Cost		10%	10%	10%	10%	10%	10%	10%	allowance
Overhead/Profit (private developer)		18%	18%	18%	18%	18%	18%	18%	allowance
Overhead/Profit (non profit developer)		5%	5%	5%	5%	5%	5%	5%	allowance
Development Cost									
Site Preparation		\$873,000	\$549,287	\$3,549,000	\$2,520,257	\$1,260,129	\$840,086	\$1,122,000	
Building Construction		\$2,631,500	\$2,688,500	\$26,026,000	\$13,041,000	\$8,032,500	\$2,700,000	\$20,570,000	
Parking/Landscaping		\$625,000	\$392,308	\$5,100,000	\$910,000	\$500,000	\$200,000	\$7,800,000	
Subtotal		\$4,129,500	\$3,630,095	\$34,675,000	\$16,471,257	\$9,792,629	\$3,740,086	\$29,492,000	
Soft Cost (permitting, design, fees)		\$412,950	\$363,009	\$3,467,500	\$1,647,126	\$979,263	\$374,009	\$2,949,200	
Overhead/Profit (private developer)		\$743,310	\$653,417	\$6,241,500	\$2,964,826	\$1,762,673	\$673,215	\$5,308,560	
Overhead/Profit (non profit developer)		\$206,475	\$181,505	\$1,733,750	\$823,563	\$489,631	\$187,004	\$1,474,600	
Total Cost (private developer)		\$5,285,760	\$4,646,521	\$44,384,000	\$21,083,209	\$12,534,565	\$4,787,310	\$37,749,760	
Total Cost (non profit developer)		\$4,748,925	\$4,174,609	\$39,876,250	\$18,941,946	\$11,261,523	\$4,301,099	\$33,915,800	
Cost Per Dwelling Unit**									
with private developer			\$118,441		\$117,129	\$139,273	\$159,577	\$171,590	
with non-profit developer			\$106,412		\$105,233	\$125,128	\$143,370	\$154,163	
Cost Per SF (with private developer)		\$191	\$164	\$188	\$149	\$156	\$160	\$202	

** excludes land cost.

Appendix B Financial Pro forma Analysis, North Segment, Site B (continued)

Appendix B								
Fredericksburg Road Corridor								
North Segment Site B Opportunity Sites								
Financial Pro forma Analysis								
Particulars		Site B-1	Sites B-2 & B-4	Site B-3	Site B-5	Site B-6 Assisted Living	Site B-7 Townhomes	Site B-8 High Rise Apts/Condo
		Retail	Mixed Use	Mixed Use	Housing			
Revenue Analysis								
Dwelling Unit Rent Per Month (avg.)			\$700		\$800	\$1,100	\$950	\$1,050
Commercial Rent Per SF (per year)		\$16	\$15	\$18				
Parking Stall Income Per Day								
Gross Revenue Per Year		\$443,200	\$347,538	\$4,046,400	\$1,728,000	\$1,188,000	\$342,000	\$2,772,000
Vacancy Rate		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Less Vacancy Allowance		\$31,024	\$24,328	\$283,248	\$120,960	\$83,160	\$23,940	\$194,040
Less Operating Expenses (non pass through)								
Overhead/insurance/accounting	15.0%	\$66,480	\$52,131	\$606,960	\$259,200	\$178,200	\$51,300	\$415,800
Marketing	2.0%	\$8,864	\$6,951	\$80,928	\$34,560	\$23,760	\$6,840	\$55,440
Utilities	5.0%	\$22,160	\$17,377	\$202,320	\$86,400	\$59,400	\$17,100	\$138,600
Taxes /Other	3.0%	\$13,296	\$10,426	\$121,392	\$51,840	\$35,640	\$10,260	\$83,160
Total Expenses		\$141,824	\$111,212	\$1,294,848	\$552,960	\$380,160	\$109,440	\$887,040
Net Operating Income		\$301,376	\$236,326	\$2,751,552	\$1,175,040	\$807,840	\$232,560	\$1,884,960
Supportable Debt (15 year term)	6.5%	\$4,520,640	\$3,544,892	\$41,273,280	\$17,625,600	\$16,450,560	\$3,488,400	\$28,274,400
Supportable Equity	35%	\$2,434,191	\$1,908,788	\$22,224,074	\$9,490,708	\$8,857,994	\$1,878,369	\$15,224,677
Total Supportable Funding		\$6,954,831	\$5,453,680	\$63,497,354	\$27,116,308	\$25,308,554	\$5,366,769	\$43,499,077
Residual Land Value or (Gap)*								
with private developer		\$1,669,071	\$807,160	\$19,113,354	\$6,033,099	\$12,773,989	\$579,460	\$5,749,317
with non-profit developer		\$2,205,906	\$1,279,072	\$23,621,104	\$8,174,362	\$14,047,031	\$1,065,671	\$9,583,277
Residual Land Value Per SF of Land								
with private developer		\$17	\$13	\$81	\$22	\$91	\$6	\$77
with non-profit developer		\$23	\$21	\$100	\$29	\$100	\$11	\$128
Near term Feasibility		good	good	excellent	good	excellent	fair	excellent
Notes								
* excludes land acquisition cost.								
Analysis by FCS GROUP.								

Appendix C Financial Pro forma Analysis, Middle Segment

Appendix C					
Fredericksburg Road Corridor					
Middle Segment Opportunity Sites					
Financial Pro forma Analysis					
Particulars		Site A Housing	Site B Commercial	Site C Live/Work	Total
Construction Type		3-Level Wood frame over Podium	1-Level Steel/ concrete	2 to 3 Level Wood frame	
Site Land Area (Acres)		1.33	0.24	0.46	2.03
Site Land Area (GSF)		58,000	10,600	20,000	
Commercial Floor Area (GSF)			4,500	note 1	
Residential Floor Area (GSF)		64,600		10,000	
Developed Common Area (GSF)	5%	3,230			
Avg. Dwelling Size (GSF)		850		1,000	
Dwellings (multifamily)		76		10	
Parking stalls					
Surface			15	20	
Structure		72			
Jobs Added		2	9	10	21
Households Added		76		10	86
Development Cost Assumptions (excluding land acquisition cost)					Units
Site Preparation/Demolition		\$3.00	\$3.00	\$3.00	Land Area SF
Building Construction Cost		\$92.00	\$95.00	\$56.00	Floor Area SF
Parking / Landscaping Cost					
Surface		\$5,000	\$5,000	\$5,000	per stall
Structure		\$20,000	\$20,000	\$20,000	per stall
Soft Cost		10%	10%	10%	allowance
Overhead/Profit (private developer)		18%	18%	18%	allowance
Overhead/Profit (non profit developer)		5%	5%	5%	
Development Cost					
Site Preparation		\$174,000	\$31,800	\$60,000	
Building Construction		\$5,943,200	\$427,500	\$560,000	
Parking/Landscaping		\$1,440,000	\$75,000	\$100,000	
Subtotal		\$7,557,200	\$534,300	\$720,000	
Soft Cost (permitting, design, fees)		\$755,720	\$53,430	\$72,000	
Overhead/Profit (private developer)		\$1,360,296	\$96,174	\$129,600	
Overhead/Profit (non profit developer)		\$377,860	\$26,715	\$36,000	
Total Cost (private developer)		\$9,673,216	\$683,904	\$921,600	
Total Cost (non profit developer)		\$8,690,780	\$614,445	\$828,000	
Cost Per Dwelling Unit**					
with private developer		\$127,279		\$92,160	
with non-profit developer		\$114,352		\$82,800	

** excludes land cost.

Appendix C Financial Pro forma Analysis, Middle Segment (continued)

Appendix C				
Fredericksburg Road Corridor				
Middle Segment Opportunity Sites				
Financial Pro forma Analysis				
Particulars		Site A Housing	Site B Commercial	Site C Live/Work
Revenue Analysis				
Dwelling Unit Rent Per Month (avg.)		\$800		\$1,100
Commercial Rent Per SF (per year)			\$18	
Gross Revenue Per Year		\$729,600	\$81,000	\$132,000
Less Vacancy Allowance	7.0%	\$51,072	\$5,670	\$9,240
Less Operating Expenses				
Overhead/insurance/accounting	15.0%	\$109,440	\$12,150	\$19,800
Marketing	2.0%	\$14,592	\$1,620	\$2,640
Utilities	5.0%	\$36,480	\$4,050	\$6,600
Taxes /Other	3.0%	\$21,888	\$2,430	\$3,960
Total Expenses		\$233,472	\$25,920	\$42,240
Net Operating Income		\$496,128	\$55,080	\$89,760
Supportable Debt (15 year term)	6.5%	\$4,664,927	\$517,899	\$843,984
Supportable Equity	35%	\$2,511,884	\$278,869	\$454,453
Total Supportable Funding		\$7,176,811	\$796,768	\$1,298,436
Residual Land Value or (Gap)*				
with private developer		(\$2,496,405)	\$112,864	\$376,836
with non-profit developer		(\$1,513,969)	\$182,323	\$1,215,636
Residual Land Value Per SF of Land				
with private developer		(\$43)	\$11	\$19
with non-profit developer		(\$26)	\$17	\$61
Near term Feasibility		poor	good	good
Notes				
* excludes land acquisition cost.				
Analysis by FCS GROUP.				

Appendix D Financial Pro forma Analysis, South Segment

Appendix D					
Fredericksburg Road Corridor					
South Segment Opportunity Sites					
Financial Pro forma Analysis					
Particulars		Site A	Site B Public Parking	Site C	Total
		Housing		Commercial	
		3-Level Wood frame over Podium Parking	3-level concrete structure	1-Level Steel/ concrete	
Construction Type					
Site Land Area (Acres)		3.46	0.28	0.46	4.2
Site Land Area (GSF)		150,904	12,188	20,000	
Commercial Floor Area (GSF)				6,000	
Residential Floor Area (GSF)		82,450			
Developed Common Area (GSF)	5%	4,123			
Avg. Dwelling Size (GSF)		850			
Dwellings (multifamily)		97			
Parking stalls					
Surface			130	12	
Structure		105			
Jobs Added		2	2	12	16
Households Added		97	0	0	97
Development Cost Assumptions (excluding land acquisition cost)					
					Units
Site Preparation/Demolition		\$9.00	\$9.00	\$9.00	Land Area SF
Building Construction Cost		\$92.00		\$95.00	Floor Area SF
Parking / Landscaping Cost					
Surface		\$5,000		\$5,000	per stall
Structure		\$20,000	\$20,000		per stall
Soft Cost		10%	10%	10%	allowance
Overhead/Profit (private developer)		18%		18%	allowance
Overhead/Profit (non profit developer)		5%	5%	5%	
Development Cost					
Site Preparation		\$1,358,139	\$109,688	\$180,000	
Building Construction		\$7,585,400	\$2,600,000	\$570,000	
Parking/Landscaping		\$2,100,000	\$0	\$60,000	
Subtotal		\$11,043,539	\$2,709,688	\$810,000	
Soft Cost (permitting, design, fees)		\$1,104,354	\$270,969	\$81,000	
Overhead/Profit (private developer)		\$1,987,837		\$145,800	
Overhead/Profit (non profit developer)		\$552,177	\$135,484	\$40,500	
Total Cost (private developer)		\$14,135,729		\$1,036,800	
Total Cost (non profit developer)		\$12,700,069	\$3,116,141	\$931,500	
Cost Per Dwelling Unit**					
with private developer		\$145,729			
with non-profit developer		\$130,929			

** excludes land cost.

Appendix D Financial Pro forma Analysis, South Segment (continued)

Appendix D				
Fredericksburg Road Corridor				
South Segment Opportunity Sites				
Financial Pro forma Analysis				
Particulars		Site A Housing	Site B Public Parking	Site C Commercial
Revenue Analysis				
Dwelling Unit Rent Per Month (avg.)		\$800		
Commercial Rent Per SF (per year)				\$18
Parking Stall Income Per Day			\$10	
Gross Revenue Per Year		\$931,200	\$474,500	\$108,000
Vacancy Rate		7.0%	20%	5%
Less Vacancy Allowance		\$65,184	\$94,900	\$5,400
Less Operating Expenses				
Overhead/insurance/accounting	15.0%	\$139,680	\$71,175	\$16,200
Marketing	2.0%	\$18,624	\$9,490	\$2,160
Utilities	5.0%	\$46,560	\$23,725	\$5,400
Taxes /Other	3.0%	\$27,936	\$14,235	\$3,240
Total Expenses		\$297,984	\$213,525	\$32,400
Net Operating Income		\$633,216	\$260,975	\$75,600
Supportable Debt (15 year term)	6.5%	\$9,498,240	\$650,141	\$710,842
Supportable Equity	35%	\$5,114,437	\$0	\$382,761
Total Supportable Funding		\$14,612,677	\$650,141	\$1,093,603
Residual Land Value or (Gap)*				
with private developer		\$476,948		\$56,803
with non-profit developer		\$1,912,608	(\$2,466,000)	\$162,103
Residual Land Value Per SF of Land				
with private developer		\$3		\$3
with non-profit developer		\$13	(\$202)	\$8
Near term Feasibility		marginal	poor	marginal
Notes				
* excludes land acquisition cost.				
Analysis by FCS GROUP.				

Fredericksburg Road Corridor Design Standards



Prepared for the City of San Antonio
Department of Planning and Community Development by:

Robert Yakas Design, LLC
Portland, Oregon



Index

Title Page.....	4
Boundary Map	5
Executive Summary	6-9
Administration of Standards	10
Design Standards Summary Tables	11-26
Design Standards & Guidelines	27-45
A. Building Orientation	27
B. Building Design	28-31
C. Landscaping	31-32
D. Off Street Parking and Loading	33-34
E. Lighting	34-35
F. Sidewalks and Driveways	36-37
G. Fences, Walls and Screening	38
H. Signs	39
I. Public Art	40

Appendix- Glossary

Title Page

Fredericksburg Road Corridor Study Design Standards and Guidelines



Consultant Team

Robert Yakas . **Robert Yakas Design LLC** . Portland, Oregon



Todd Chase, AICP . **FCS GROUP** . Portland, Oregon

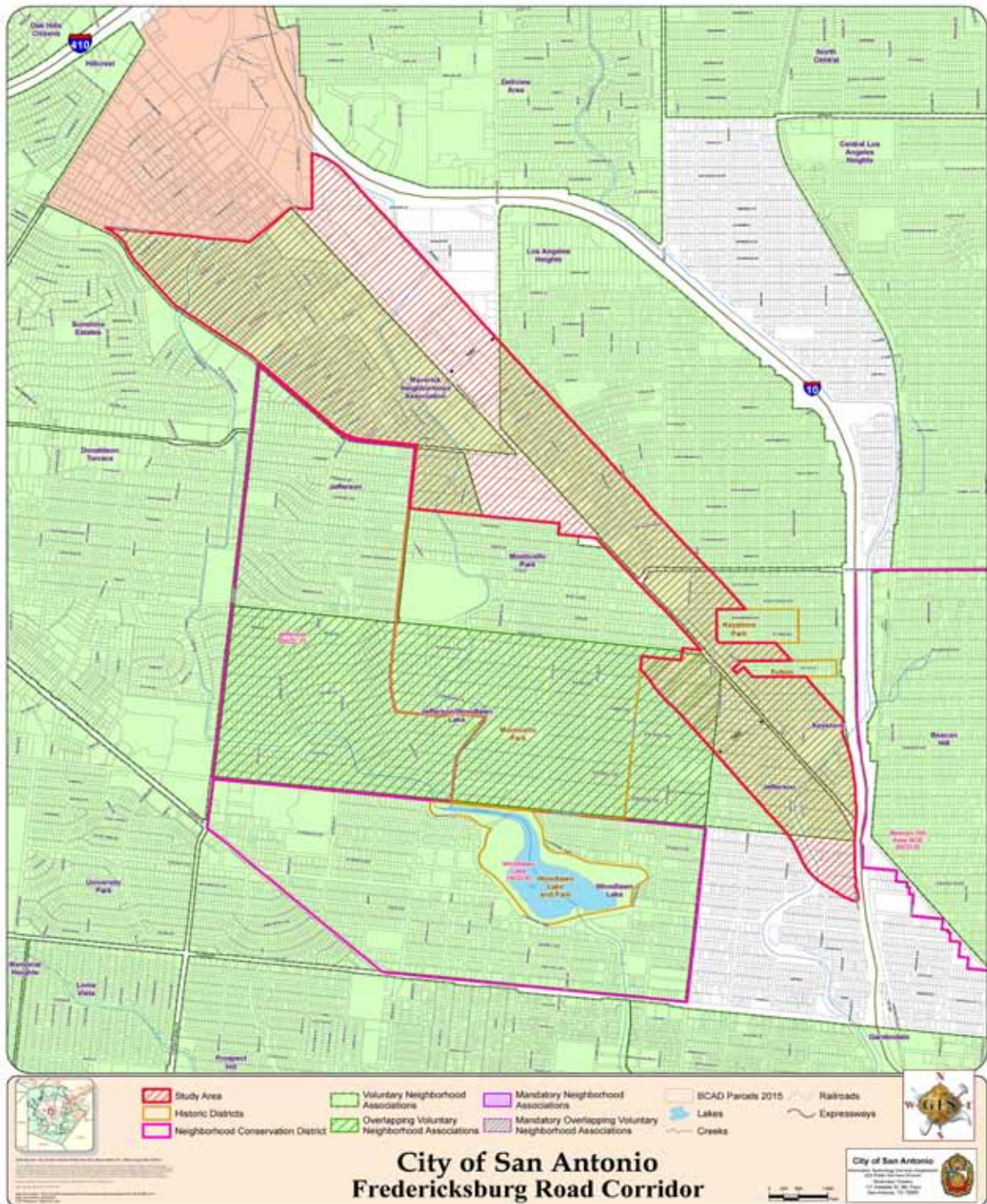


Ximenes Associates . San Antonio, Texas

Linda Ximenes
Sonia Jimenes
Laura Vasquez



Boundary Map



Executive Summary

Basic Corridor Information

Corridor length

Approximately 2.48 miles

(From Martinez Creek Bridge Crossing on the south to Balcones Heights Road intersection on the north. Includes those areas in the corridor not otherwise regulated by Neighborhood Conservation District designation, design overlays or design standards and guidelines.)

Approximate Land Area of Study Area

786 Acres (8,037 Parcels)

Existing Zoning Districts

C-1, C-2, C-3R and R-4, R4H, R-6H

Fredericksburg Road Major Thoroughfare Designation

Secondary Arterial Type B

Right of Way Width

90-97 Feet

VIA Bus BRT Corridor

Initiation

The Fredericksburg Road Corridor Study was initiated by the City City Council in 2015 and completed in Sep-tember of 2016. The RFP had the stated purpose to **"...enhance the attractiveness of a portion of the corridor for new investment and redevelopment."**

Planning Process

Robert Yakas Design, LLC, of Portland, Oregon was selected and began work in June of 2016. The process involved:

- Initial reconnaissance and background data, base mapping, photographs, staff and real-estate broker interviews
- Existing conditions and Opportunities Analysis
- Public workshop involving 107 residents from the corridor; presentation of background information and solicitation of issues, concerns and design ideas from the residents
- Development of a Strategic Design Plan outlining a vision and principles for design along the corridor
- Public meeting presenting the Strategic Plan as a response to the public workshop
- Development of Guidelines and Standards for the Corridor and for the Maverick Neighborhood

Criteria

Sec. 35-339.01. - Corridor Districts.

Within the City, there are many roadway corridors that have been and/or will continue to be very significant to the City of San Antonio. Many of these corridors have shaped the sense of neighborhood identity and their roles as historic districts, entryways to the City or as traditional commercial centers. San Antonio has designated Corridors with specific criteria and Corridor District classifications. Fredericksburg Road Corridor meets the following criteria set forth in this section of the City's Unified Development Code.

Executive Summary

Metropolitan Corridors

These corridors shall follow arterial streets or expressways in developed portions of the city and shall be directed toward reduction of existing visual clutter, improved design features, and preservation of developed areas of the city. Metropolitan Corridors:

- A. Must lie along a street in the city's adopted major thoroughfare plan; and
- B. Abut, traverse or link designated historic landmarks and/or districts; or
- C. Have a public or private commitment of resources for redevelopment or revitalization of the corridor's building or infrastructure; or
- D. Have historically served as a regional or neighborhood commercial center; or
- E. Provide primary access to one (1) or more major tourist attractions; or
- F. Abut, traverse or link the San Antonio River or its major tributaries including Leon and Salado Creeks; or
- G. Traverse residential areas where single-family and multi-family housing units exist in residentially zoned areas along at least fifty (50) percent of the corridor frontage.



Executive Summary

Corridor Design Strategy

The overall planning concept for the Fredericksburg Road Corridor was developed as the Corridor Design Strategy (Figure 2). The plan provides a vision and organizing principles for public and private development. The Corridor Design Strategy includes recommendations for the implementation of design interventions and improvement dealing with public streets, streetscape, lighting, sidewalks, landscaping, pedestrian safety, potential development sites, general character and image of the Corridor.

The Design Strategy provides the framework for the Design Standards. These Corridor Standards are intended to guide the planning, design and implementation of the plan recommendations, which will occur over time through a variety of actions by private property owners and public agencies, including the City of San Antonio, Bexar County and the State of Texas.

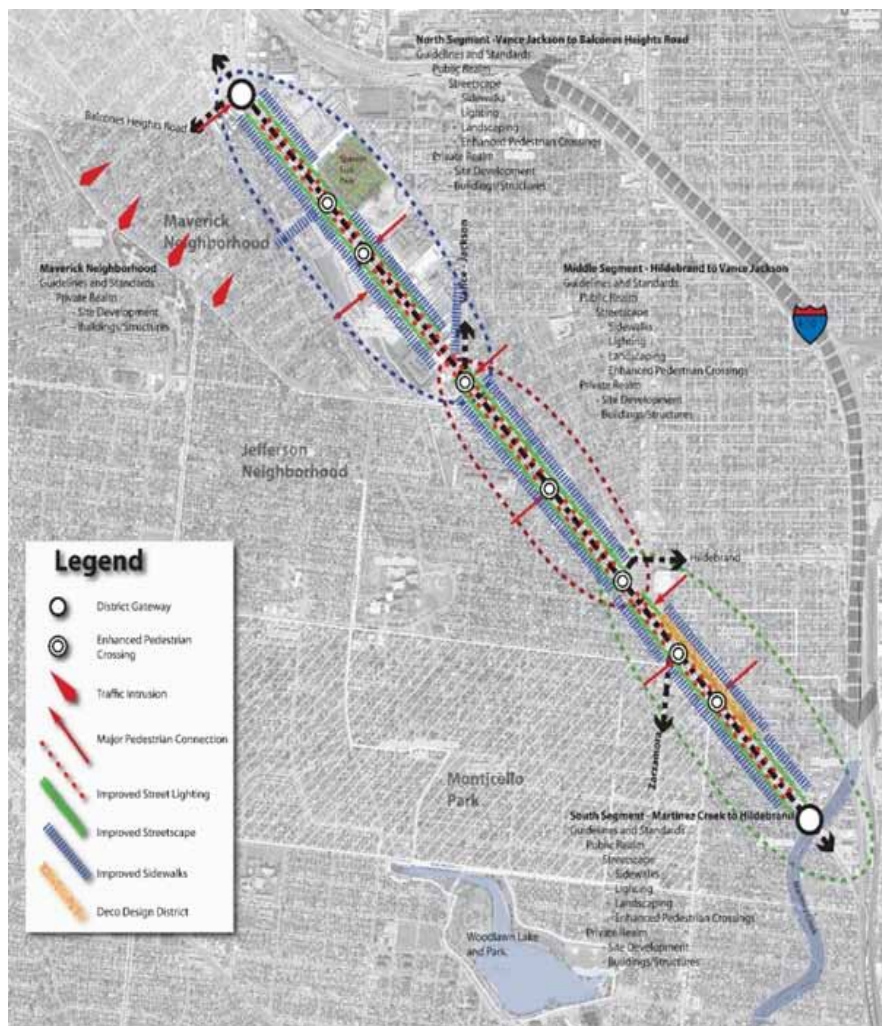


Fig 2
Strategic Plan Map

Executive Summary

Recommendations from the Strategic Design Plan

1. Create a Fredericksburg Road Corridor Design Overlay District the entire length of the corridor study area.
2. Explore alternatives to the proposed street sections for this corridor, both interim and long-term.
3. Coordinate this plan with the COSA's 2011 Bike Plan Tier 2 project for Fredericksburg Road.
4. Adopt the Standards developed for this corridor and for the Maverick Neighborhood as a result of this effort to implement the Near Northwest Community Plan objectives 2.1.5 and 3.3.3 pertaining to Neighborhood Conservation Districts (NCD).
5. Create a demonstration project for street trees and pedestrian-scaled street lighting in a designated location(s) in the corridor.
6. Explore with COSA Transportation and Capital Improvements Department the pedestrian crossing configuration alternatives including locations for those outlined in this plan.
7. Design interventions suggested by this plan should be included in the 5-year Action Plan of the Multi Modal Transportation Plan MTP.



Administration

Adherence to these Guidelines and Standards will ensure that public and private improvements in the Fredericksburg Road Corridor will be well planned and executed in a high quality manner, which were important goals established through the Fredericksburg Road Corridor Strategic Plan.

These Standards supplement City minimum regulations and may be more restrictive than other development regulations. All developments must adhere to the base development regulations set forth in Unified Development Code Supplement 15 City of SAN ANTONIO, TEXAS.

A process of design review is established by the City of San Antonio providing for the administration and enforcement of these Guidelines and Standards. It is the responsibility of the applicant to ensure compliance with all other local codes and regulatory issues concerning development within the Corridor. The submittal process and requirements are available from the City of San Antonio.



Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
A. Building Orientation (Pp. 27)	●	●	●		A-1 The street wall of all new buildings shall be built to the "build-to" line at back of sidewalk (public Right of Way) – zero setback on front and corner buildings.
	●	●		●	A-2 Orient buildings to front on streets in order to promote pedestrian activity.
	●		●		A-3 Buildings located at intersections should incorporate an entrance at corner.
	●	●	●		A-4 Locate the primary building entrance facing a public street. The primary entrance shall be more articulated and highlighted (size, material, recessed, lighting) than secondary entrances.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
A. Building Orientation (continued)	●	●		●	A-5 The street level floor of buildings within Commercial Mixed-Use zones shall have a minimum floor to floor height of 14'.
	●	●	●		A-6 When a development encompasses a site greater than 240 feet wide or deep, incorporate pedestrian access through the site to connect to alleys, streets or neighboring properties.
B. Building Design (Pp. 28-31)	●	●	●		B-1 Avoid blank facades. Modulate and articulate the front elevation of buildings utilizing vertical and horizontal breaks in the elevation. The use of offsets, bays, columns, pilasters and window arrangements in the vertical plane. Contrasting material bands, colors or structural features in the horizontal plane.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
B. Building Design (continued)	●	●	●		B-2 Provide clearly defined entries that face the street.
	●	●		●	B-3 Establish the building form and massing that responds to function, site characteristics, the context and the type and mix of uses - regardless of stylistic approaches. Respect the traditional mixed use pattern in the neighborhood.
	●	●	●		B-4 Commercial buildings shall be built with parapet and flat roof or shed roof elements. Gables, hip roof, Dutch gables or mansard roofs and dormers, are prohibited.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
B. Building Design (continued)	●			●	B-5 Emphasize Art Deco detailing where practicable – sculpted parapets, finials, columns, pilasters, rounded corners, step-backs, gargoyles and cartouches, in-set windows, decorative spandrel panels. Building elements may include towers on corners.
	●	●		●	B-6 Utilize materials that are compatible with climatic, cultural, and aesthetic conditions. Aesthetic and structural characteristics such as strength, mass, color texture, application and durability should be considered in selecting all materials.
	●	●	●		B-7 The use of durable materials, such brick, concrete, stone, steel, glass, metal, masonry units, stucco. EFIS is permitted on commercial structures.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
B. Building Design (continued)	●		●		B-8 Window areas in the street facing elevation shall comprise 40% of the total square foot area of the first floor.
	●	●		●	B-9 Materials should be sustainably rated acknowledging the environmental impact of obtaining raw materials, processing and fabricating building materials, transportation impact, and recycling issues.
	●		●		B-10 The scale, or perceived dimensional size of a building, should be in keeping with the physical context within which it is being built. The height of a commercial building in the Deco District shall be limited to a maximum of 4 stories or 45 feet, and a minimum of 2 Stories, 25 feet

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
C. Landscape (Pp. 31-32)	●	●	●		C-1 Plants utilized to fulfill the landscaping requirements must be selected from the CoSA approved list of native plants.
	●	●	●		C-2 Where there are commercial buildings, street trees planted in sidewalk areas shall have an ADA compliant tree grate no smaller than 5'x5' (or 30" Radius)(metal or polycarbonate)
	●	●		●	C-3 A 4' curb-tight continuous planting strip shall be maintained in non commercial areas. Street trees shall be located in the planting strip.
	●	●		●	C-4 Provide decorative landscape of shrubs, flowering shrubs and plants, lawn areas where practicable. Select drought resistant applications.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
C. Landscape (continued)	●	●		●	C-5 Storm water retention/ detention facilities located in the street yard shall be integrated as a landscape feature.
	●	●		●	C-6 All outdoor seating areas shall include landscaping features such as planter boxes, potted trees, flower baskets.
D. Off-Street Parking and Loading (Pp. 33-34)	●	●	●	●	D-1 No off-street parking shall be allowed between the main entrance and the street front.
	●	●	●		D-2 Where feasible, off-street parking shall be located to the rear or side of the building. Where parking is located to the side of the building, there shall be a 5 foot setback for landscape and trees between the parking and the sidewalk.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
D. Off-Street Parking and Loading (continued)	●	●	●		D-3 On side streets where rear parking is provided, there shall be a 5 foot setback for landscape and trees between the parking and the sidewalk.
	●	●	●		D-4 Parking lot access shall be from side streets or where parking is located to the side of a building, from a minimal (standard) curb-cut from Fredericksburg road.
	●	●	●		D-5 All parking circulation shall be contained within parking lot.
	●	●	●		D-6 All surface parking lots shall be screened from adjacent streets and buildings. This screening can be a fence or a wall along with trees and landscaping.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
D. Off-Street Parking and Loading (continued)		●	●		D-7 Link large parking lots internally between commercial uses to avoid additional traffic on Fred Road. Access Drive through uses from side streets only.
	●	●	●		D-8 Loading docks are prohibited on the street wall facade. Loading areas located on the side of a structure shall be screened.
E. Lighting (Pp. 34-35)	●	●		●	E-1 All sidewalks and pedestrian ways, including trails, shall be lighted with pedestrian-scaled lights.
	●	●	●		E-2 Exterior lighting fixtures shall include a cutoff angle of 90 degrees or less.
	●	●		●	E-3. Up lighting is permitted under a canopy or awnings.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
E. Lighting (continued)	●	●	●		E-4 All off-street parking lots shall be lighted. Lighting should not spill into adjacent residential parcels. (Cut-off angle 90 degrees or less).
	●			●	E-5 Decorative street lighting with an Art Deco motif should be installed in the Deco District from Hildebrand south to Martinez Creek.
F. Sidewalks and Driveways (Pp. 36-37)	●	●		●	F-1 A continuous pedestrian circulation system (sidewalks trails and paths) is desired throughout the corridor.
	●	●	●		F-2 When sidewalks are replaced they shall be repaired or built new to CoSA standards where needed.
	●	●		●	F-3 Special treatments and decorative materials are encouraged in special design districts or where enhanced pedestrian crossings are located.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
F. Sidewalks and Driveways (continued)	●	●	●		F-4A Driveways shall not exceed maximum widths (see page 37).
	●	●		●	F-4B Multiple curb cuts in a single block shall be discouraged.
	●	●	●		F-5 All sidewalks fronting commercial buildings shall meet current ADA standards with a 72 inch clear path of travel.
	●	●		●	F-6 Outdoor dining may occur on any portion of the paved sidewalk provided a minimum wide (72 inches) continuous clear path of public travel is maintained and obtain proper permits.
G. Fences, Walls and Screening (Pp. 38)	●	●	●		G-1 In Residential zones, no walls or fences shall be located on property lines or within setback areas.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
G. Fences, Walls and Screening	●	●	●		G -2 No raw metal chain-link fences shall be installed or maintained within the district.
	●	●		●	G- 3 The design of new fences and walls will be compatible with the style or period of building to which they are being added.
	●			●	G-4 Fences or walls on residentially zoned property may be wood (painted or stained). Vinyl fences are not allowed in this district.
	●	●	●		G-5 Refuse containment areas shall be enclosed in a building or a separate on-site structure. Separate structures shall be of similar architectural character to the major structures on the site (materials and details).

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
G. Fences, Walls and Screening	●	●	●		G-6 Walls and fences will be constructed of durable materials - brick, stone, cast stone, CMU, powder-coated steel, concrete and pressure-treated wood (painted or stained).
	●	●	●		G-7 Outside storage and service areas, storage tanks, refuse storage areas, dumpsters, compactors, and air conditioning/ heating equipment, shall be screened from public view. Materials shall be durable and not transparent.
	●	●	●		G-8 Utility boxes, utility pillars, utility cabinets, and other utility equipment including back-flow prevention equipment shall be screened.
H. Signs (Pp. 39)	●	●		●	H-1 Signs must be kept in good repair and must be in keeping with the architectural character of the neighborhood.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
H. Signs (continued)		●		●	H-2 Business names on monument signs should be the same as business names on building mounted signs.
	●	●	●		H-3 On-premises attached signs are permitted subject to restrictions.
	●	●		●	H-4 Attached Signs must be of a horizontal format and not exceed six (6) feet high by ten (10) feet wide. 1 sign per occupied space.
	●	●	●		H-5 Signs cannot be supported in trees, hung or nailed to other structures not designed for the display of Signs.
	●	●		●	H-6 All Free-standing signs shall be monument signs.

Design Standards Summary Tables

Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
H. Signs (continued)		●	●		H-7 Large scaled reader boards shall be replaced by monument signs when redevelopment occurs. Maximum height of monument signs is 15 feet for singal and dual tenants and 25' for multiple tenants.
		●	●		H-8 Each Site may have no more than one (1) monument Sign oriented to each street on which the Site has frontage with a maximum of two (2) Signs per Site.
		●	●		H-9 Monument Signs must be ground-mounted and structurally sound. Finish materials must extend to natural grade. The base must not be raised more than eighteen (18) inches above natural grade, unless restricted by the physical conditions of the Site

Design Standards Summary Tables

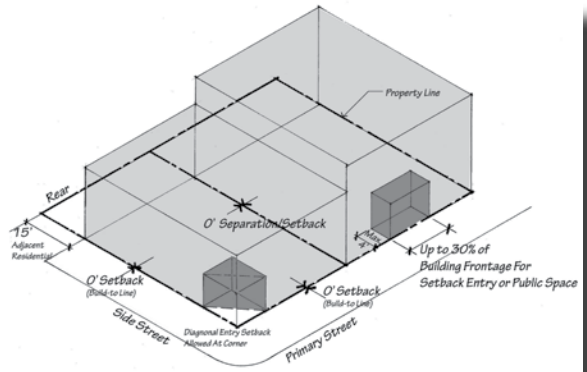
Element	South of Hildebrand	North of Hildebrand	Standards (Mandatory)	Guidelines (Voluntary)	Summary
H. Signs (continued)		●	●		H-10 A formal planting area, not more than eight (8) feet wide, must be installed, irrigated, and maintained around any new monument Sign.
	●	●	●		H-11 Moving signs, LED signs, blinking or flashing signs are not permitted. Portable, inflatable, and/or vinyl and changeable lettering signs are not permitted. Off- premise (billboard) signs are not permitted.
I. Public Art (Pp. 40)	●	●		●	I-1 Assure Public art shall be installed for all new developments and redevelopments in the public and private realms employing the CoSA Department of Culture and Creative Development Public Art San Antonio (PASA) program.
	●	●		●	I-2 Utilize local artists and art programs for all art installations in the public and private realms.

Design Standards & Guidelines

A. Building Orientation

All new buildings should help to create a street edge and face a major street. Locate new structures to contribute to a strong “building wall” edge to the street such that they align at the front lot line and built out to the full width of the parcel, to the side lot lines

A-1 The street wall of all new buildings shall be built to the “build-to” line at back of sidewalk (public Right of Way) – zero setback on front and corner buildings on all buildings facing Fredericksburg Road.



A-2 Orient buildings to front on streets in order to promote pedestrian activity.



A-3 Buildings located at intersections should incorporate an entrance at the corner.



Design Standards & Guidelines

A. Building Orientation

A-4 Locate the primary building entrance facing a public street. The primary entrance shall be more articulated and highlighted (size, material, recessed, lighting) than secondary entrances.



A-5 The street level floor of buildings within Commercial Mixed-Use zones shall have a minimum floor to floor height of 14'.



A-6 When a development encompasses a site greater than 240 feet wide or deep, incorporate pedestrian access through the site to connect to alleys, streets or neighboring properties.



Design Standards & Guidelines

B. Building Design

Establish the building form and massing that responds to function, site characteristics, the context, and the type and mix of uses-regardless of stylistic approaches. Respect the traditional mixed use pattern in the neighborhood.



B-1 Avoid blank facades. Modulate and articulate the front elevation of buildings utilizing vertical and horizontal breaks in the elevation. The use of offset, bays, columns, pilasters and window arrangements in the vertical plane. Contrasting material bands, colors or structural features in the horizontal plane.



B-2 Provide clearly defined entries that face the main street.



B-3 Establish the building form and massing that responds to function, site characteristics, the context and the type and mix of uses - regardless of stylistic approaches. Respect the traditional mixed use pattern in the neighborhood.



B-4 Commercial buildings shall be built with parapet and flat roof or shed roof elements. Gables, hip roof, Dutch gables or mansard roofs and dormers, are prohibited.

Design Standards & Guidelines

B. Building Design

B-5 Emphasize Art Deco (Deco District) detailing where practicable – sculpted parapets, finials, columns, pilasters, rounded corners, step-backs, gargoyles and cartouches, in-set windows, decorative spandrel panels. Building elements may include towers on corners.



B-6 Utilize materials that are compatibility with climatic, cultural, and aesthetic conditions. Aesthetic and structural characteristics such as strength, mass, color texture, application and durability should be considered in selecting all materials.



B-7 The use of durable materials, such brick, concrete, stone, steel, glass, metal, masonry units, stucco. EFIS is permitted on commercial structures.



B-8 Window areas in the street facing elevation shall comprise 40% of the total square foot area of the first floor.



B-9 Materials should be sustainably rated acknowledging the environmental impact of obtaining raw materials, pro-cessing and fabricating build-ing materials, transportation impact, and recycling issues.



Design Standards & Guidelines



B. Building Design

B-10 The scale, or perceived dimensional size of a building, should be in keeping with the physical context within which it is being built. The height of a commercial building in the Deco District shall be limited to a maximum of 4 stories or 45 feet, and a minimum of 2 Stories, 25 feet

C. Landscape

Trees and landscape treatment help to create a pleasant pedestrian environment and tend to mitigate the harsher elements in a corridor like Fredericksburg Road. Not only do they create aesthetic appeal, but they also serve to handle storm water run-off, control erosion and reduce the heat-island effect.

Street trees and landscape treatment should be included in every new project and retrofitted where there is an absence of green, sustainable plantings.



C-1 Plants utilized to fulfill the landscaping requirements must be selected from the CoSA approved list of native plants.

C-2 Street trees planted in sidewalk areas shall have an ADA compliant tree grate no smaller than 5'x5' (or 30" Radius)(metal or polycarbonate).



C-3 A 4' curb-tight continuous planting strip shall be maintained in non commercial areas. Street trees shall be located in the planting strip.

Design Standards & Guidelines

C. Landscape

C-4 Provide decorative landscape of shrubs, flowering shrubs and plants, lawn areas where practicable. Select drought resistant applications.



C-5 Storm water retention/detention facilities located in the street yard shall be integrated as a landscape feature.



C-6 All outdoor seating areas shall include landscaping features.



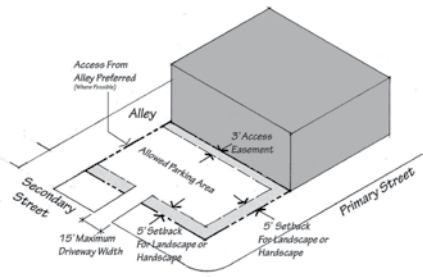
Design Standards & Guidelines

D. Parking and Loading

Parking accounts for up to 60% of the land in urban areas. Most of the parking on Fredericksburg Road is accommodated by large surface parking lots usually in front of the building. To create a more urban streetscape and to improve the pedestrian experience, parking should be located behind or to the side of buildings built on the street. Access should be from side streets or fewer curb cuts along the road. Adequate landscaping should screen parking lots, loading and service areas from the street, and all parking circulation should be contained within the parking lot.



D-1 No off-street parking shall be allowed between the main entrance and the street front unless grandfathered diagonal parking as in the Deco District.



D-2 Where feasible, off-street parking shall be located to the rear or side of the building. Where parking is located to the side of the building, there shall be a 5 foot setback for landscape and trees between the parking and the sidewalk.



D-3 On side streets where rear parking is provided, there shall be a 5 foot setback for landscape and trees between the parking and the sidewalk.

D-4 Parking lot access shall be from side streets or where parking is located to the side of a building, from a minimal (standard) curb-cut from Fredericksburg road.

Design Standards & Guidelines

D. Off-Street Parking and Loading

D-5 All parking circulation shall be contained within parking lot.

D-6 All surface parking lots shall be screened from adjacent streets and buildings. This screening can be a fence or a wall along with trees and landscaping.



E. Lighting

Safety and visibility are essential on heavily travelled streets, sidewalks, paths, bike lanes and trails. Adequate lighting and illumination are not only functional, but serve an aesthetic purpose as well. Pedestrian scaled lighting, for sidewalks, paths and trails should be installed on every sidewalk in the corridor and should be considered a design feature of the streetscape. Buildings, parking lots and landscaped areas should be lighted as well.

E-1 All sidewalks and pedestrian ways, including trails shall be lighted with pedestrian-scaled lights.

E-2 Exterior lighting fixtures shall include a cutoff angle of 90 degrees or less.



Design Standards & Guidelines



E. Lighting

E-3. Up lighting is permitted under a canopy or awnings.



E-4 All off-street parking lots shall be lighted. Lighting should not spill into adjacent residential parcels. (Cut-off angle 90 degrees or less).



E-5 Decorative street lighting with an Art Deco motif should be installed in the Deco District from Hildebrand south to Martinez Creek.

Design Standards & Guidelines

F. Sidewalks and Driveways

Pedestrian connections throughout the corridor are essential elements promoting activity and access to services. Sidewalks are the main component of a connected pedestrian system and should be provided in a continuous path on all streets. Maintenance, repair and replacement, where they are missing, is critical to assure safe and convenient pedestrian movement. Multiple curbs cuts and driveways create obstacles and hazards to pedestrians and should be either eliminated or limited on each block facing Fredericksburg Road.

F-1 A continuous pedestrian circulation system (sidewalks, trails and paths) is required throughout the corridor.



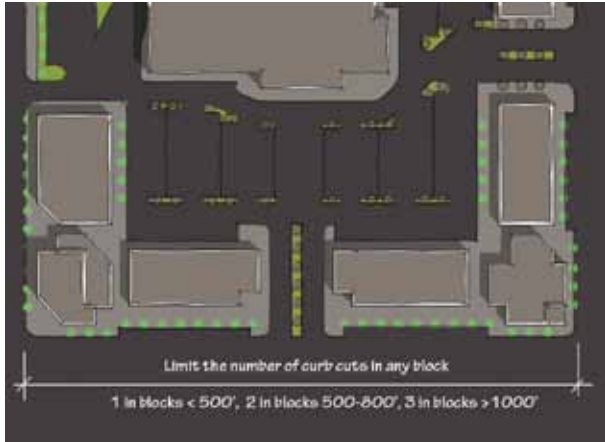
F-2 Sidewalks will be replaced, repaired or built new to current CoSA standards where needed.



F-3 Special treatments and decorative materials are encouraged in special design districts or where enhanced pedestrian crossings are located.



Design Standards & Guidelines



F. Sidewalks and Driveways

F-4 Reduce the number of driveways and/ or the width of driveways. (no larger than 25' for two direction circulation, or 50' for driveways with turn lanes) Multiple curb cuts in a single block shall be discouraged.



F-5 All sidewalks and paths shall meet current ADA standards with a 72 inch clear path of travel.



F-6 Outdoor dining may occur on any portion of the paved sidewalk provided a minimum wide (72 inches) continuous clear path of public travel is maintained and obtain proper permits.

Design Standards & Guidelines

G. Fences and Walls

Fences and walls are to be used to screen various uses and activities such as parking lots, service areas, trash and recycling areas, ramps and loading docks from adjacent streets and sidewalks. Fences and walls, coupled with landscape treatments provide visual screening, but can also be a design statement in and of themselves. Fences and walls shall be built of durable materials such as CMU, stone, cast stone, brick, concrete, pressure treated wood and (painted or stained) and powder-coated steel. No raw metal chain-link or vinyl fencing should be used in the corridor.

G-6 Walls and fences will be constructed of durable materials - brick, stone, cast stone, CMU, powder-coated steel, concrete and pressure-treated wood (painted or stained).



G-7 Outside storage and service areas, storage tanks, refuse storage areas, dumpsters, compactors, and air conditioning/ heating equipment, shall be screened from public view. Materials shall be durable and not transparent.



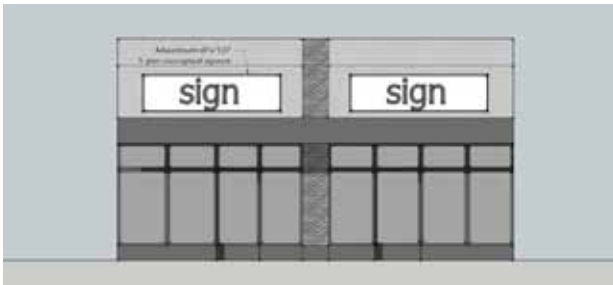
G-8 Utility boxes, utility pillars, utility cabinets, and other utility equipment including backflow prevention equipment shall be screened.



Design Standards & Guidelines

H. Signs

Signs, in a commercial setting, help to identify businesses and places. They also serve directional purposes and control activities like pedestrian circulation and traffic. Signs can be appropriately sized to be seen at 35 mph on a busy street, and can scaled to the pedestrian. Signs add to or subtract from the visual cohesion of a place depending on their design, size, color and placement. It is important that signs be well designed, appropriately placed and lighted and that they do not distract from the over-all design of the environment in which they are used.



H-4 Attached Signs must be of a horizontal format and not exceed six (6) feet high by ten (10) feet wide. 1 per occupied space.



H-7 Large scaled reader boards shall be replaced by monument signs when redevelopment occurs. Maximum height of monument signs is 20 feet.



H-11 Moving signs, LED signs, blinking or flashing signs are not permitted. Portable, inflatable, and/or vinyl and changeable lettering signs are not permitted. Off- premise (billboard) signs are not permitted.

Design Standards & Guidelines

I. Public Art

"Art is language and public art is public speech" Art inspires us, amuses us, entertains us and often makes us think deeply about important things. Public art belongs to everyone and all public projects should devote some portion of the budget to an art installation. Utilizing local artists makes the installations that much more meaningful to the community and is encouraged by various art programs in the City of San Antonio. Where feasible, public art should also become part of private development and projects as well.

I-1 Assure Public art shall be installed for all new developments and redevelopments in the public and private realms employing the CoSA Department of Culture and Creative Development Public Art San Antonio (PASA) program.



I-2 Utilize local artists and art programs for all art installations in the public and private realms.



Appendix - Glossary

Alley - A minor public right-of-way not intended to provide the primary means of access to the abutting lots, which is used for vehicular service access to the back or sides of properties otherwise abutting on a public street.

Articulation - refers to design elements, both horizontal and vertical, that help break up the massing of a structure in order to create an interesting building façade and streetscape.

Attached Sign: any sign attached to, applied on or supported by any part of a building or accessory structure.

Awnings – A roof-like cover, often of fabric, metal, or glass, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, door, or the like.

Base Zoning District - Any of the zoning districts established pursuant to § 35-302(a) of the UDC.

Building - A structure designed, built or occupied as a shelter or roofed enclosure for persons, animals or property. For the purpose of this definition, “roof” shall include an awning or other similar coverings, whether or not permanent in nature.

Building Articulation – Refers to the many street frontage design elements both horizontal and vertical that help create a streetscape of interest. The appropriate scale of articulation is often a function of the size of the building and the adjacent public spaces including sidewalks, planting zones, and roadways.

Building Elevation - The view of any building or other structure from any one of four sides showing features such as construction materials, design, height, dimensions, windows, doors, other architectural features, and the relationship of grade to floor level.

Commercial Property - A building, site, or structure whose use after rehabilitation or restoration (for ad valorem tax exemption) will be for other than residential use, i.e., for a single family, duplex, three or four family dwelling or greater for the purposes of this zoning overlay only.

Common lot line – a boundary of two adjacent parcels owned by the same person(s) or entity.

Development - Any man-made change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or, drilling operations or storage of equipment or materials.

Appendix - Glossary

District - A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of buildings, objects, sites, or structures united by past events or aesthetically by plan or physical development which may also comprise individual elements separated geographically but thematically linked by association or history.

Driveway - Entrance to and exit from premises where it is possible to park completely off the street, and which is not open for vehicular traffic except by permission of the owner of such private property.

Durable Materials - Concrete, brick, CMU, glass, stone, cast stone, steel, metal

Easement - A grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation, or another person or entity.

EIFS – (Exterior Insulation and Finish Systems) provides exterior walls with as insulated finished surface, and waterproofing in an integrated composite material. EIFS is often referred to as “synthetic stucco.”

Façade - is the front facing portion of the building. For calculation purposes, the horizontal façade is the total distance of the building line. The vertical façade is the total height of the façade.

Flat Roof – Roof with no slope and may terminate with or without eaves. A parapet is often present, providing a small “wall” around the perimeter of the roof line.

Fenestration - Window treatment in a building or façade.

Impervious Cover - Roads, parking areas, buildings, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface; this shall include, but not [be] limited to, all streets and pavement within the subdivision.

Infill – Development occurs on vacant or underused lots in otherwise built-up sites or areas. In-fill projects can take several forms, such as a small addition in a residential backyard, or a single or multi-parcel development.

Landscape-Trees, shrubs, vegetative ground cover, vines, or grass.

Landscape Area-The area (greater than one foot in width) within the boundary of a lot or parcel that is comprised of pervious surface integrated with living plant material, including but not limited to trees, shrubs, flowers, grass, or other living ground cover or native vegetation. Undeveloped portions of the site cannot be considered landscaped area.

Appendix - Glossary

Monument Sign – A freestanding sign supported primarily by an internal framework or integrated into landscaping or other solid structural features other than support poles.

Offset - is the recession or break-up of the building façade.

Off-Premise (billboard) Sign - a sign which does not exclusively refer to the name, location, products, persons, services or activities of or on the premises where it is located.

Ordinary repair and maintenance (2) - Any work, the purpose and effect of which is to correct any deterioration or decay of or damage to a building, object or structure or any part thereof and to restore the same, as nearly as may be practicable, to its condition prior to such deterioration, decay or damage, using the same materials or those materials available which are as close as possible to the original.

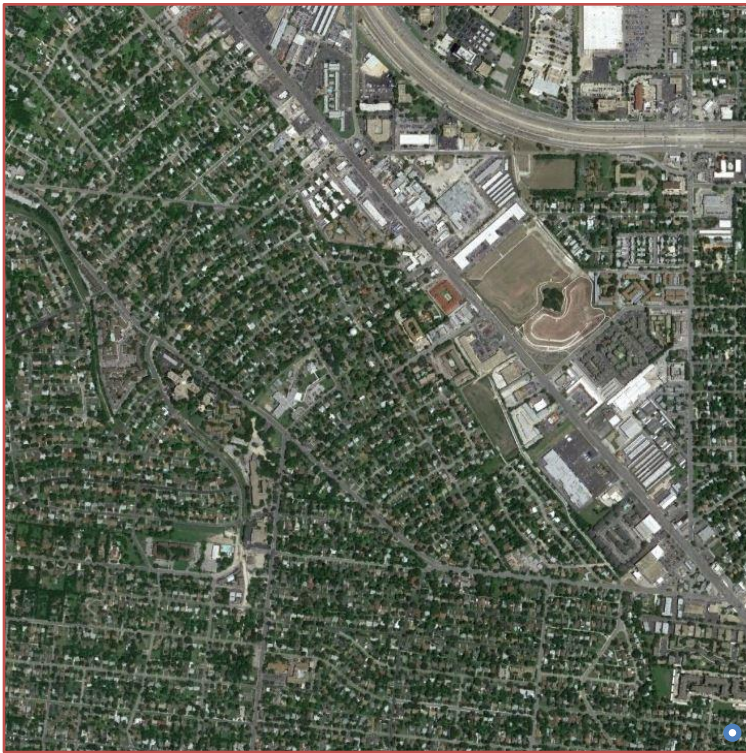
Ornamental Cornices - A horizontal molded projection that crowns or completes a building or wall.

Overlay District - A zoning district established by this chapter prescribing regulations to be applied to a site in combination with a base zoning district.

Pole Sign (free-standing) - any sign affixed to the ground or mounted on a fence or wall which is not an integral part of a building or accessory structure.

Projecting Sign - a sign projecting horizontally from a building or accessory structure.

Reader Board - a visual display board that conveys information about a wide variety of subjects, including advertising for products or services, travel, news or event information.



Maverick

Neighborhood Conservation District

August 2016

TABLE OF CONTENTS

Executive Summary.....	i
Neighborhood Boundary Area	ii
Acknowledgements	iii
Residential Design Matrix	2
Residential Design Standards.....	7

APPENDIX

Appendix A – Glossary	A-21
Appendix B – Neighborhood Conservation District Enabling Ordinance	A-35

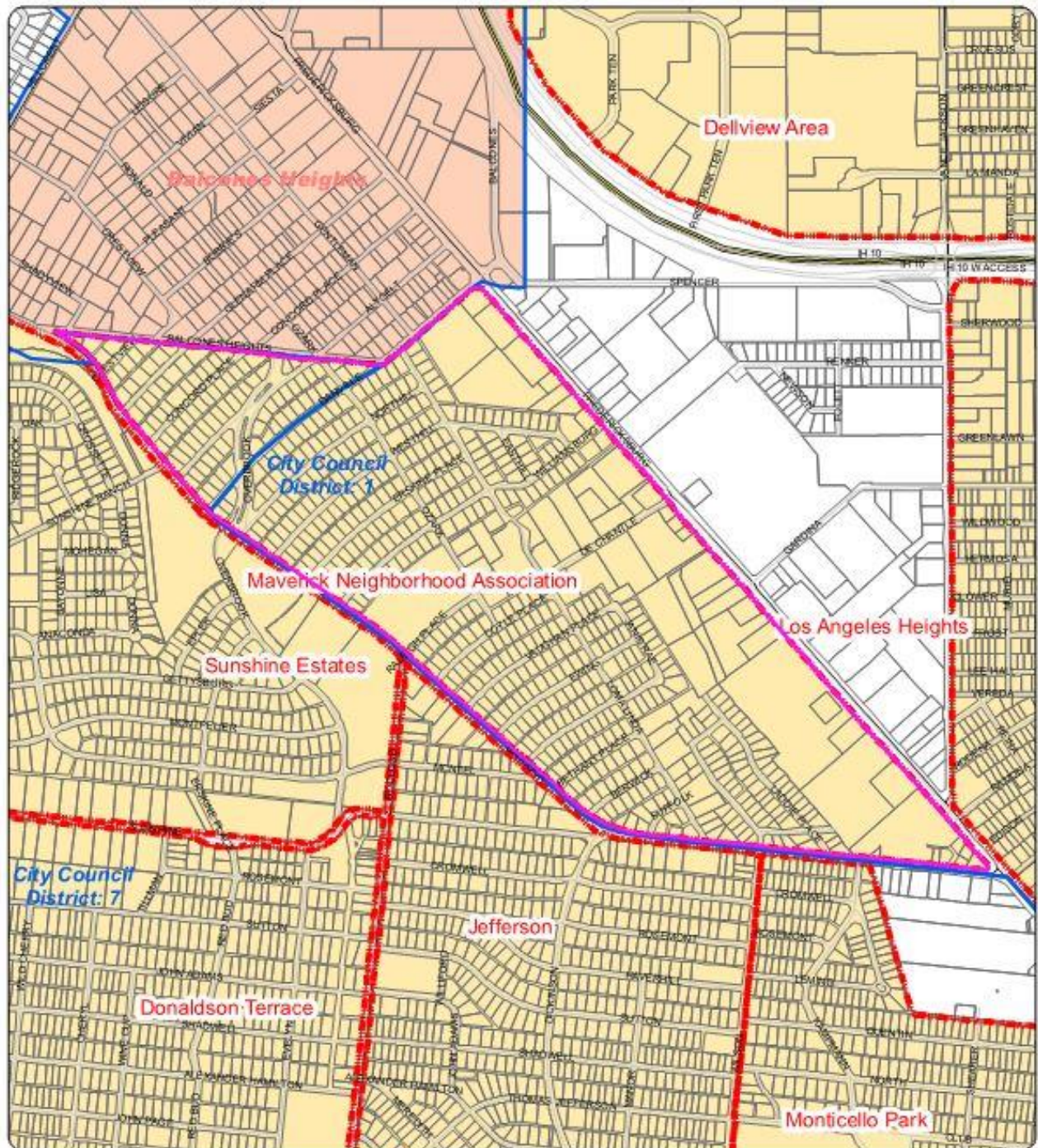
EXECUTIVE SUMMARY

There are approximately 276.1 acres of land and 671 parcels within the district.

The residential architecture is dominated by one-story suburban houses built prior and after World War II. While some of the houses include design features reminiscent of Tudor, Mediterranean, and other eclectic styles, most of the area's houses are considered production tract houses. These homes were designed and built by housing developers who dominated the development of residential subdivisions in San Antonio during this time.

While the architecture of the area is an important feature, the design standards found in this plan are not intended to enforce architectural style, but rather to perpetuate historical arrangements of buildings, celebrate and prevent concealment of the original character of buildings, de-emphasize and conceal spaces designed for the automobile, increase the number and quality of spaces designed for interaction between neighbors and improve the visual appeal of the entire area. The design standards expressed in this document are not intended to make building improvements or development financially burdensome.

The adoption of these design standards is intended to preserve the unique character of the Maverick neighborhood. It is assumed that this document will also provide the foundation for future planning and urban design associated with a potential neighborhood conservation district (NCD) designation for this area.



Map Created by:
Mapfile Location:
Map Creation Date:

Mandatory	City Council Boundary	San Antonio City Limits
Mandatory/Voluntary	BCAD Parcels	Cities and Towns
Voluntary	San Antonio ETJ	Bexar County

City of San Antonio
Planning and Community
Development Department

David J. Pflieger
Mayor (2016-2020)

San Antonio
1404 N. Nueces St., 2nd Floor
San Antonio, TX 78205

City of San Antonio
Maverick Neighborhood Association

© 2016 Planning & Community Development Department. All rights reserved.

HOW TO USE THIS DOCUMENT

The Maverick Neighborhood Conservation District document consists of Residential Design Matrix/Design Standards.

The Residential Design Matrix provides a concise reference summary for each of the design standards. The Residential Design Standards specifically address design related requirements for properties that contain residential uses ranging from single- family residential uses up to high density residential uses. In many areas within the Design Standards section, the design intent of specific standards is discussed. This helps represent and explain the neighborhood's values of appropriate design solutions which is intended to further the cause of preserving the neighborhood character.

Each section attempts to explain the intent behind the design standard. The intent has been gathered from neighborhood representatives and a public meeting. In some cases, illustrations are used to clarify concepts and ideas. The glossary also provides specific definitions intended to clarify potentially ambiguous terminology and concepts.

RESIDENTIAL DESIGN MATRIX

CATEGORY	ISSUE	DESIGN STANDARD
BUILDING HEIGHT / NUMBER OF STORIES	Height of Primary Dwelling	Not to exceed 2 ½ stories or 35' (height is measured from grade to the highest point or pitch of the roof). <i>Refer to page 7 for further information.</i>
	Height of Accessory Structures	Not exceed 12 feet or 80% of the height of the primary dwelling, whichever is greater. No accessory structure may be taller than the primary dwelling. <i>Refer to page 7 for further information.</i>
BUILDING SIZE / MASSING	Floor to Area Ratio (FAR)	The Floor Area Ratio (FAR) uses a Floor Space Index (FSI) to determine the ratio of total living space allowed on a lot or parcel relative to the size of the lot or parcel. Square footage shall be calculated by using the most current data provided by the Bexar County Appraisal District. Formula for calculating FAR: (total lot size) X (.25) = max floor area (sq. ft.). <i>Refer to page 8 for further information.</i>
	Accessory Structures	Any accessory structure or detached building shall not exceed 40% of the existing square footage of the primary dwelling structure. <i>Refer to page 9 for further information.</i>
	Lot Size and Coverage	The lot size shall not be increased or decreased by 20% or more of the total lot size. Minimum lot width standards apply. <i>Refer to page 10 for further information.</i>
	Front and Side yard Setbacks	Front yard: Between 20' and 35', or within 20% of the median structures within one block face. Side Yard: 5' from the property line and at least 10' from adjacent structures (eave to eave). <i>Refer to page 11 for further information.</i>

CATEGORY	ISSUE	DESIGN STANDARD
SIDEWALKS AND FRONT WALKS	<p>There are sidewalk requirements governing: placement, width, material, connectivity, and separation.</p> <p><i>Refer to page 12 for further information.</i></p>	
PRINCIPAL ELEVATION FEATURES	Wall Openings and Fenestrations	<p>The sum of the first floor glazing, doors, and other fenestrations shall be at least 20% and not more than 50% of the first floor front elevation's surface area.</p> <p><i>Refer to page 13 for further information.</i></p>
	Front Entry	<p>Front entries shall be placed so that the dwelling is accessed from the primary street and is on the first floor.</p> <p><i>Refer to page 13 for further information.</i></p>
	Windows	<p>For additions or renovations to existing structures, windows shall match the height to width dimensional proportion configuration, and appearance of existing windows. Windows must have a 2:1 ration dimension. Shutters, blinds, screens, awnings, and wood framing material are permitted.</p> <p>Not permitted: Decorative windows (bay windows, stained glass, glass block, palladium, etc.), tint, aluminum foil, and similar coating materials. Glass sliding doors or similar entries are not permitted on the primary front facade.</p> <p><i>Refer to page 13 for further information.</i></p>
	Mailboxes	<p>Freestanding mailbox structures on or near the primary street are not permitted.</p> <p><i>Refer to page 14 for further information.</i></p>
	Refuse Containers	<p>Free standing waste containers or recycle bins, should be stored 5 feet behind the front façade and screened from the public right-of-way.</p> <p><i>Refer to page 14 for further information.</i></p>

CATEGORY	ISSUE	DESIGN STANDARD
PRINCIPAL ELEVATION FEATURES	Façade Materials	<p>Non-permitted facade cladding: Aluminum, vinyl, EIFS, and faux siding materials.</p> <p>Permitted siding materials: Brick, stone, wood, hard board, and stucco/ plaster.</p> <p><i>Refer to page 14 for further information.</i></p>
	Front Porch	<p>Porches may not be reduced in size. Porches may be enclosed with certain materials and certain materials are prohibited. There are new construction and rehabilitation requirements. No appliances or similar items may be used or stored on the front porch.</p> <p><i>Refer to page 15 for further information.</i></p>
	Fencing	<p>New front yard fences and free standing wall materials shall not include chain link (metal or vinyl covered), deformed reinforcing (steel bar) mats, razor or barbed wire, pre-cast concrete systems (e.g. fence-crete), exposed CMU with visible joints, or unfinished concrete.</p> <p>New front yard fences and walls shall not be more than forty-two inches (42") in height and separated from existing sidewalk by not less than two feet (2'-0"). There are additional fence/wall placement requirements.</p> <p><i>Refer to page 16 for further information.</i></p>
ROOF LINE AND PITCH	<p>Pitch, material, and configuration apply for additions or renovations). Configuration (e.g. gable, hip or flat) and style (e.g. open eaves) of the existing structure. V-crimp or similar roofing material is not permitted.</p> <p><i>Refer to page 17 for further information.</i></p>	
GARAGES AND CARPORTS	Garage Entrance Location	<p>New construction, garage entrances must be located at least five feet (5' – 0") from front the front façade, or recessed five feet (5' – 0") within the front façade if attached.</p> <p><i>Refer to page 18 for further information.</i></p>
	Carports	<p>Carport design standards for height, setbacks, materials, and profile apply. page 28</p> <p><i>Refer to page 18 for further information.</i></p>

CATEGORY	ISSUE	DESIGN STANDARD
COVERING	Impervious Cover	<p>Impervious cover for all residential lots must not exceed 50% of the total lot area. Impervious cover includes non-permeable surfaces such as roads, parking areas, driveways, buildings, pools, patios, sheds, sidewalks, and other impermeable construction covering the natural land surface.</p> <p><i>Refer to page 19 for further information.</i></p>
	Landscaping	<p>The provisions of the UDC §35-523 (version in use at the time of adoption of this zoning overlay district, included for reference) shall be upheld as minimum landscaping standards for all new projects.</p> <p><i>Refer to page 19 for further information.</i></p>
WALLS	<p>Retaining walls must be 6" above highest grade. Railroad ties are not permitted.</p> <p><i>Refer to page 20 for further information.</i></p>	
UTILITIES	<p>All utility boxes, HVAC equipment, and other utility services must be screened from public right-of-way.</p> <p><i>Refer to page 20 for further information.</i></p>	
SOLAR DEVICES	<p>Solar Panel Systems shall match and blend with the character and profile of the existing roof or structure.</p> <p><i>Refer to page 20 for further information.</i></p>	
RECEPTION / ANTENNA DEVICES	<p>Reception, antenna devices satellite dishes, TV and radio antennas, and other devices shall be installed and placed to the rear of the structure. Other standards apply.</p> <p><i>Refer to page 20 for further information.</i></p>	

CATEGORY	ISSUE	DESIGN STANDARD
RAMPS AND OTHER SIMILAR STRUCTURES	Ramps and other similar structures shall be built parallel to the front wall of the structure, if feasible, and must meet the most recent City of San Antonio building codes and engineered to meet American with Disabilities guidelines. <i>Refer to page 20 for further information.</i>	
LIGHTING	Lighting for new area lighting fixtures mounted over-head or on poles apply. Other lighting requirements apply. <i>Refer to page 20 for further information.</i>	
	Glare	New outdoor fixtures having a total output of more than 1800 lumens must be full-cut-off- fixtures. <i>Refer to page 20 for further information.</i>
	Light Trespass	Light trespass is prohibited. <i>Refer to page 20 for further information.</i>

RESIDENTIAL DESIGN STANDARDS

The Maverick Neighborhood design standards apply to new construction projects and to improvements or renovations to existing structures where the work may or may not require a building permit. In the case of ordinary repair and maintenance, existing non-compliant structures or conditions will not be required to conform to the design standards, although any modifications shall not increase the non-conforming condition.

BUILDING ELEVATION/NUMBER OF STORIES

DESIGN INTENT:

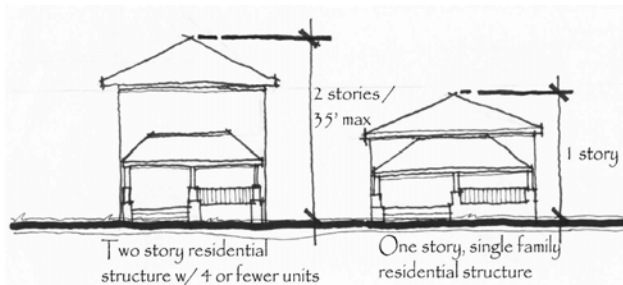
Infill structures should not be significantly shorter or taller than adjacent buildings. This ensures that the height of new buildings reinforces and enhances the existing character of the streetscape and neighborhood.

Furthermore, accessory structures should be proportionate in height and scale to the main/ primary dwelling.

- ❖ **Elevation of Primary Building/ Number of Stories**
 2 ½ stories not to exceed 35 feet in height.* Height is measured from grade to the highest point or pitch of the roof.
- ❖ **Elevation of Accessory Structures**
 Height of accessory structures (garages, carports, sheds, and other structures) shall not exceed 12 feet or 80% of the height of the primary dwelling, whichever is greater. No accessory structure may be taller than the primary dwelling. Formula for calculating maximum height of accessory structure:

$$(0.80) \times (\text{primary structure height}) = \text{maximum height}$$

Primary Structure Elevation 80%			Maximum
35	X	0.8	= 28 feet
30	X	0.8	= 24 feet
25	X	0.8	= 20 feet



Definition:

Infill - Development occurs on vacant or underused lots in otherwise built-up sites or areas. Infill projects can take several forms, such as a small addition in a residential backyard, or a single or multi-parcel development project.

Building elevation - The view of any building or other structure from any one of four sides showing features such as construction materials, design, height, dimensions, windows, doors, other architectural features, and the relationship of grade to floor level



Sample calculations for three (3) different heights, yielding the maximum height allowed for accessory structure.

BUILDING SIZE / MASSING

DESIGN INTENT:

The Maverick Area has a wide range of structure and lot sizes. To protect the character of the neighborhood, it is important to maintain the scale of the structures in it.

❖ Floor to Area Ratio (FAR)

A Floor-Area ratio ensures appropriately scaled structures accommodate the size and type of a particular residential lot.

Floor Space Index (FSI) = .25

The Floor Area Ratio (FAR) uses a Floor Space Index (FSI) to determine the ratio of total living space allowed on a lot or parcel relative to the size of the lot or parcel. This ratio protects the character of the neighborhood by ensuring appropriately scaled structures. The Maverick Neighborhood Conservation District has a **0.25** FSI multiplier to be used to calculate the maximum living space (square footage) of the principal dwelling structure.

Square footage will be calculated by using the most current data provided by the Bexar County Appraisal District. Bexar County Appraisal data supersedes any and all other property and building information. It is the responsibility of the applicant to address any discrepancy with the County Appraisal office.

Formula for calculating FAR:

(total lot size) X (.25) = max floor area (sq. ft.)

Definition:

Floor to Area Ratio (FAR) – The Floor to Area Ratio (FAR) uses a Floor Space Index (FSI) to determine the ratio of total living space allowed on a lot or parcel relative to the size of the lot or parcel. This ratio protects the character of the neighborhood by ensuring appropriately scaled structures. The Maverick Neighborhood Conservation District has a 0.25 FSI multiplier to be used to calculate the maximum living space (square footage) of the principal dwelling.

Living Space- the total square footage of livable space. Living space excludes covered porches, patios, stoops, and other areas distinctly separate from the primary living area.

Total living space includes all levels and stories of the principal dwelling structure.

		Floor Space Index Sample lot size (FSI)	
Lots	(sq. ft.)		0.25
Lot #1	12,000 sf	.....	3,000 sf
Lot #2	11,000 sf	.....	2,750 sf
Lot #3	9,000 sf	.....	2,250 sf
Lot #4	7,500 sf	.....	1,875 sf
Lot #5	6,500 sf	.....	1,625 sf
Lot #6	6,000 sf	.....	1,500 sf

Six (6) sample lot sizes illustrating maximum square footage based on the .25 FSI multiplier.

Maximum floor square footage based on **0.25** FSI index. Lot size multiplied by the FSI Index produces the maximum building square footage.

(Lot Size) X (FSI) = maximum floor space permitted

❖ Accessory Structures Size

DESIGN INTENT:

Accessory Structures are prominent throughout the Maverick Neighborhood. However, accessory structures should not dominate the principal/ primary dwelling structure.

Size

The purpose of managing square footage of accessory structures is to ensure that new and modified accessory structures are built to scale and proportion of the primary dwelling structure.

These standards are determined by the existing square footage of the primary dwelling structure. The combined square footage for all detached accessory structures (garages, carports, detached dwelling) shall not exceed 40% of the square footage of the living space of the primary dwelling.

The living space square footage of the primary dwelling is determined by the most recent Bexar County tax records.

The table below demonstrates the square footage allowed for accessory dwellings based on the existing square footage of the primary structure.

Primary Structure (actual sf)	Permitted Accessory Structures (sf of primary structure X .40)
1,000 sf	400 sf
1,100 sf	440 sf
2,100 sf	840 sf

Definition:

Accessory Structure: A subordinate building customarily incident to and located on the same lot with the main building.

Accessory Detached Dwelling Unit: A dwelling unit that is accessory, supplementary, and secondary to the principal dwelling that may be constructed as an addition to the principal structure or as an accessory to the principal structure. An accessory dwelling unit is detached from the principal dwelling. *(See Section 35-371 of the UDC for additional dwelling unit criteria.)*

Principal Building or Principal Structure: A building or structure in which the principal use of a lot or parcel is conducted. This shall include any buildings which are attached to the principal structure by a commonly shared roof or covered structure.

Principal Dwelling: A dwelling unit which constitutes the principal structure on a lot or parcel.

❖ Lot Size and Coverage

DESIGN INTENT:

The FAR calculation is intended to manage the massing and lot coverage of a particular parcel. When parcels are assembled and/or subdivided, this allows an opportunity to influence the FAR calculation. To ensure an appropriately scaled neighborhood streetscape and building configuration, the process for replatting, subdividing, and assembling parcels must be reasonably maintained.

Lot Size

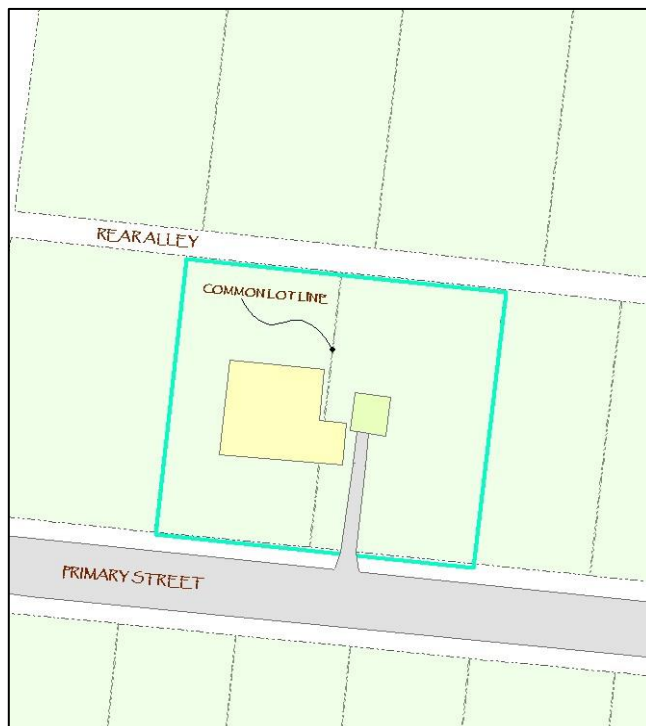
The lot size of any re-platted residential parcel shall not be increased or decreased by 20% or more of the total lot size. Minimum lot width for any single-family residential use shall be twenty-five (25) feet. All replatted lots must have a minimum of twenty-five feet (25') of right-of-way (ROW) primary street frontage.

Structures built over a common lot line are not permitted.

Definition:

Lot - A designated parcel or area of land established by plat to be used, developed, or built upon as a unit.

Coverage – Percentage of designated parcel or area of land occupied by a structure (primary or accessory).



Example of structure built on common lot line.

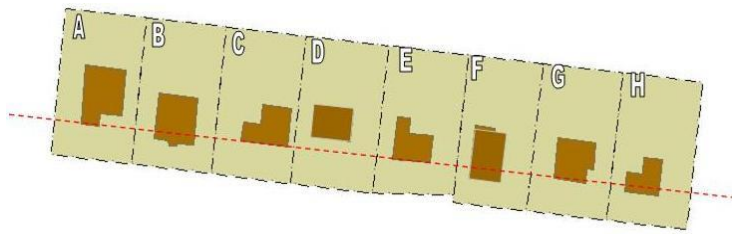
❖ Front and Sit Setbacks

DESIGN INTENT:

To ensure uniformity of the neighborhood streetscape and building placement in relation to the parcel.

Front Yard Setback

Front yard setback shall be between 20 feet and 35 feet, and/ or within 20% of the mean of the structures within one block face.



The above block face illustration shows a mean setbackline of 31 feet. To calculate the mean (average) block face setback, add all setback distances of the block face and divide by the total number of lots.

In the block face sample above:

Lot A = 31 feet	Lot E = 32 feet
Lot B = 18 feet	Lot F = 20 feet
Lot C = 32 feet	Lot G = 30 feet
Lot D = 38 feet	Lot H = 23 feet

224 divided by 8 = 28 feet mean block face setback

The setback for new construction on this sample block face may be within 20% of 28 feet. This equates to +/- 5.6 from 28 feet.

Maximum setback: 33.6 feet

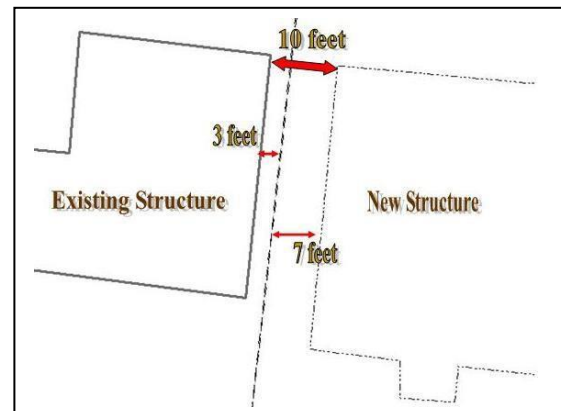
Minimum setback: 22.4 feet

Front setbacks shall not exceed 35', and must be a minimum of at least 20'.

Side Yard Setback

5 feet from the property line and at least 10 feet, eave to eave, from adjacent structures.

The sample illustration to the right shows the setback for a new structure (7 feet). Although 5 feet is the standard side setback, for cases in which an existing legally non-conforming structure is closer than 5', new adjacent structures must maintain a distance of at least 10 feet from the existing structure.



Definition:

Front Yard: The area from the front façade of the principal structure to the street or public right-of-way.

Side Yard: The area extending the depth of a lot from the front yard to the rear yard between the side lot line and the nearest principal structure.

Back Yard: The area from the rear façade of the principal structure to the back (away from primary public right-of-way) property line.

SIDEWALKS AND FRONT WALKS

DESIGN INTENT:

Public sidewalks are not currently prevalent in the Maverick Neighborhood. However, as new sidewalks are constructed, the sidewalk standards will be applied to protect the existing character and aesthetic of the neighborhood streetscape.

❖ Sidewalks/Walks

Where an adjacent sidewalk is wider than required by the UDC, new sidewalks shall match adjacent sidewalks in width. Existing sidewalks may be repaired and/or replaced within the original footprint.

Sidewalks shall be located such that:

- New sidewalks shall match distance from curb and green strip configurations of adjoining sidewalks, where they exist, or;
- If no adjoining sidewalk exists, the edge of sidewalk closest to the structure shall be placed on the property line, and the paving for sidewalks shall be a maximum of three feet (3' – 0") wide.
- A mandatory front walk shall be separated from the driveway by at least four feet (4' – 0"). This walk shall connect the front entry(s) of the primary structure to the back of curb. A path may be made between the front walk and the driveway.
- Asphalt and decorative materials are not permitted. Sidewalk material must match adjacent or connecting sidewalk connecting sidewalks.

Definition:

Sidewalk - The portion of a municipal street between the curb lines or lateral lines of a roadway and the adjacent property lines that is improved and designed for or is ordinarily used for pedestrian travel. [Source: VTCA Transportation Code § 316.001]

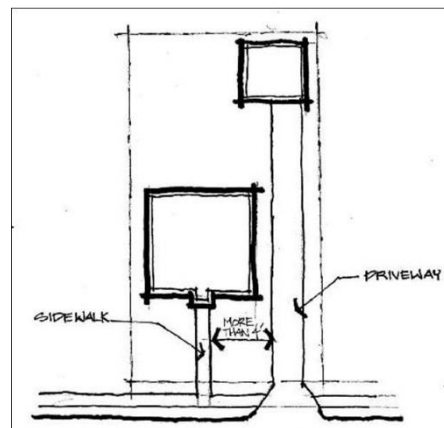


Diagram of separation distance of front walk and Driveway.



Example of discontinuous sidewalk system.

PRINCIPAL ELEVATION FEATURES**DESIGN INTENT:**

Windows, openings, and front entry- ways are significant architectural features. The Maverick neighborhood has a variety of fenestration types, and it is the intent of this standard to preserve the existing fenestration styles currently found throughout the neighborhood.

❖ **Wall openings / fenestration:**

The sum of the first floor glazing, doors, and other fenestrations shall be at least 20% and not more than 50% of the first floor front elevation's surface area.

❖ **Front Entry:**

For all new dwelling units, the front entry shall be on the first floor and shall be placed so that the dwelling is accessed from the primary street.

❖ **Windows:**

For additions or renovations to existing structures, windows on the façade(s) fronting a primary street (and secondary street in the case of corner lots) shall match the height to width dimensional proportions, configuration and appearance of existing windows. For new construction, front façade windows shall have a 2:1 ratio dimension.

Decorative windows (bay windows, stained glass, glass block, palladium, etc.) are not permitted. Windows are to be free from film, tint, aluminum foil, and similar coating materials. Glass with embedded tinting is permitted.

Shutters, blinds, screens, awnings, and wood framing material are permitted. Glass sliding doors or similar entries are not permitted on the primary front façade.

Definition:

Principal Elevation: The primary front façade area of the main structure; usually fronting or facing the public right-of-way (ROW).

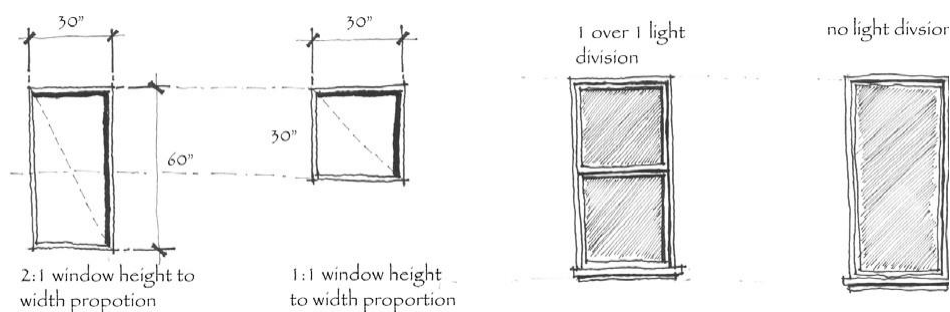


Diagram of window proportions and light division

❖ Mailboxes:

Subject to Federal regulations, freestanding mailbox structures on or near the primary street are not permitted. Mailboxes may be attached to the primary structure.

❖ Refuse Containers:

Free standing waste containers or recycle bins should be stored 5 feet behind the front façade and screened from the public right of way. Vegetation (shrubs, bushes, etc.) can be used as appropriate screening materials.

❖ Façade materials:

Aluminum, vinyl, EIFS, and faux siding materials are not permitted for primary façade cladding.

Permitted siding materials include brick, stone, wood, hardi-board, and stucco/ plaster. Replacement siding, including rehabilitations, remodels, and additions, must match the remaining siding, or a different (permitted) material must be selected.

No more than three (3) different façade materials, excluding windows, doors, shutters, and other fenestrations shall be permitted.

Building materials for additions and/or renovations shall match those of the existing structure in scale, proportion, placement and profile.



Example of exposed waste containers.

Definition:

EIFS: (Exterior Insulation and Finish Systems) provides exterior walls with an insulated finished surface, and waterproofing in an integrated composite material.

EIFS is often referred to as “synthetic stucco”.

❖ **Front Porch**

DESIGN INTENT:

Across the various styles and variations of residential architecture, the front porch remains a common architectural element that defines the entry to residential structures and promotes social interaction of people along the street.

There are a number of porch styles in the Maverick area. The porch design standards are intended to preserve the architectural character of the existing front façade while allowing reasonable and appropriate methods for enclosures.

Porch

Porches may not be reduced in size, but may be enclosed with woven/open wire mesh (no chicken wire or similar screen materials), and must maintain a transparency ratio of 80%. Wrought iron, chicken wire, burglar bars, tarps, glass, or obstructions such as blinds, curtains, or coverings are not permitted.

For new construction and rehabilitation of existing structures, the front porch may not exceed 50% of the front façade plane of the structure. A porch or stoop is required for all new construction. A porch may extend up to 12 feet beyond the primary front façade, not to encroach the permitted front setback. A stoop may extend a maximum of six feet beyond the primary front façade, not to encroach the front permitted setback requirement.

Metal or decorative doors are not appropriate for front porches and are not permitted, except that an enclosed front porch may have a screen door.

No appliances or similar items may be used or stored on the front porch. Appliances (wash machines, refrigerators, etc.) shall not be visible from the primary street public right-of-way.

Definition:

Porch: A roofed area, which may be screened, attached to or part of and with direct access to or from a structure and usually located on the front or side of the structure, not to extend 50% of front façade.

Stoop: A small open porch or platform with steps leading up to the entrance of a building and may extend up to 6 feet from the front façade.

Transparency percentage refers to the amount of surface area of a porch enclosure (walls or vertical surfaces) that must be constructed of transparent materials compared to the total surface area of the enclosure.

❖ Fencing:

New front yard fences and free standing wall materials shall not include chain link (metal or vinyl covered), deformed reinforcing (steel bar) mats, razor or barbed wire, pre-cast concrete systems (e.g. fence-crete), exposed CMU with visible joints, or unfinished concrete.

Paint shall not be considered a finished surface.

New front yard fences and walls shall be not more than forty-two inches (42") in height and separated from existing sidewalk by not less than two feet (2'-0"). For corner lots, new front and side yard fences shall match in construction materials and proportion. The height of side yard fencing shall match the front yard fence height (maximum of 42") to a point of ten feet (10' – 0") behind the vertical plane of the front façade of the principal dwelling structure. From the point ten feet (10' – 0") behind the vertical plane of the front façade, side yard fencing and rear yard fencing shall comply with UDC 35-314 Fences and Walls requirements.

All front fences and walls shall be recessed 5 feet behind the vertical plane of the front façade.

In some instances there may be two vertical front façade planes (see graphic). In this case, the front fence setback is determined from the closest façade corner. The fence must be recessed 5' behind the vertical front plane in which it is attached. Retaining walls must be 6 inches above highest grade. Railroad ties and similar materials are not permitted



Front fencing shall be recessed at the plane of the primary façade structure. The front façade of a primary structure does not include the front façade of a porch

ROOF LINE AND PITCH**DESIGN INTENT:**

There are many different types of roof lines, roof materials, and roof pitches within the Maverick Neighborhood. Each is a distinct architectural feature contributing to the character and scale of the neighborhood. The roof standards are intended to protect and maintain the architectural character and scale of the block face of the streetscape.

❖ Roofs:

Roofs for additions or renovations are required to match the pitch, configuration (e.g. gable, hip or flat) and style (e.g. open eaves) of the existing structure.

Roofs may be entirely replaced with materials other than the original material and must comply with all UDC and NCD standards (height, materials, configuration, etc.) However, no V-crimp or similar roofing material is permitted.

Roofs for accessory structures must match the primary or principal structure in pitch and materials, and must not exceed the height standards for accessory structures.

All existing non-conforming roofs that don't match the primary or principle structure in pitch and materials may be maintained and repaired, but cannot be expanded or structurally modified without meeting the roof NCD design standards.

Roof Pitch: The degree of slope/steepness of the roof from ridge to or valley.

- Low Slope: a roof angle or pitch that is less than 30 degrees
- Normal Slope: a roof whose angle or pitch is from 30 to 45 degrees
- Steep Slope: a roof whose angle is more than 45 degrees

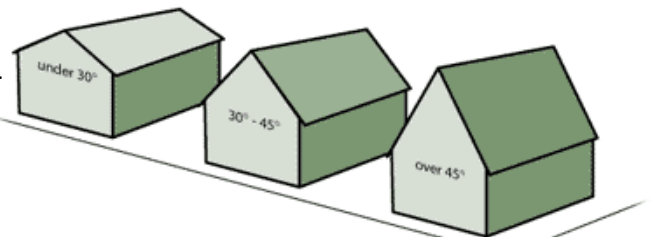
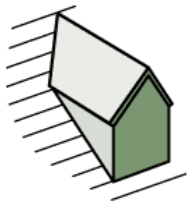
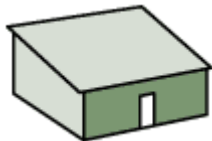


Illustration of sample roof slopes



Dormers rise up out of the roof and are often separate from the roof-to-wall junction. Dormers are classified by their roof shape (shed, Hipped, gabled, flat, etc.)



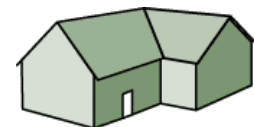
Flat roof with no slope and may terminate with or without eaves. A parapet is often present, providing a small "wall" around the perimeter of the roof line.



Side Gabled
Locates the front door on the non-gabled façade.



Front Gabled
The peak or gable faces the front façade.



Cross Gabled
May have a combination of front and side gables on primary façade.

GARAGES AND CARPORTS:

DESIGN INTENT:

Design standards for these structures are intended to provide appropriate placement and form in order to maintain the existing character of the neighborhood. Structures that dominate the streetscape of residential streets or those structures with inappropriate massing and/or materials are discouraged.

❖ **Garage Entrance Location:**

For new construction, garage entrances must be recessed at least five feet (5' – 0") behind the front façade plane, or recessed five feet (5' – 0") from the front façade plane if attached.

❖ **Carports:**

A carport is a space for the housing or storage of motor vehicles and must be open on all four (4) sides unless attached to a maximum of two sides of the primary residential structure. Carports must be accessible from the public right-of-way (driveway). Prohibited carports include: temporary carports, vinyl, clothed, or canvassed coverings, PVC or similar piping support structure. The support structure for all carports must have engineered footings based on the IBC (International Building Code) adopted by the City of San Antonio.

Carports shall not be the dominating feature of a residential structure and not occupy more than 30% of the façade plane along the front yard facing the street.

Detached Side Yard Carports:

Must be recessed at least five feet behind the primary façade plane of the residential structure. Many carports in the Maverick neighborhood are an integral element of the primary residential structure and share the same roof. **Attached carports** shall be constructed of the same building materials with the same scale, proportion, and/or profile and maintain the same roof line as the primary structure.

Front Yard Carports:

Shall be entirely within the front yard setback and may not exceed 10 feet in total height. Detached front yard carports shall have a flat roof with base-board screening of the roofing material.



Example of Front Yard Carport

COVERING**DESIGN INTENT:**

The mature vegetative streetscape and tree canopy within the Maverick Neighborhood is arguably the primary character defining feature of the area. Landscape and tree standards are intended to ensure that these natural features, particularly the tree canopy and mature vegetation, are preserved. It is intended that new development respect this important neighborhood character defining feature.

❖ **Impervious Cover**

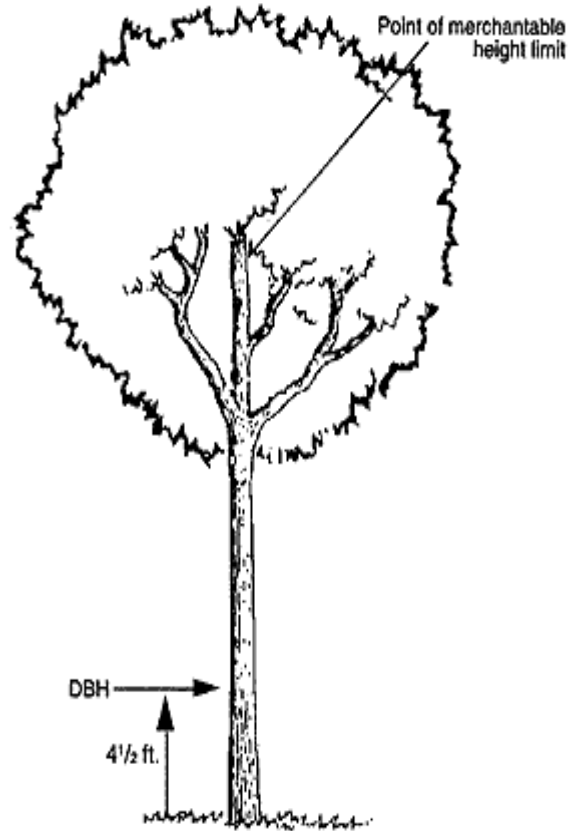
For all residential lots must not exceed 50% of the total lot area. Impervious cover includes non-permeable surfaces such as roads, parking areas, driveways, buildings, pools, patios, sheds, sidewalks, and other impermeable construction covering the natural land surface.

❖ **Landscaping and Tree Preservation**

The provisions of the UDC §35-523 (version in use at the time of adoption of this zoning overlay district, included for reference) shall be upheld as minimum landscaping standards for all new projects. City staff shall review tree preservation and help to propose alternative site and building arrangements prior to any degree of mitigation.

In addition to the standards noted in UDC Section 35-523, a tree survey (noting tree species and size) is required for all new construction or rehabilitation (if enlarging building footprint), noting location, canopy and caliper of all trees 6: DBH and over. If the proposed area of a new construction necessitates the removal of any Significant, Heritage and Historic trees that are more than 20" DBH, an alternative site plan review will be required. This site plan review, conducted by the City Arborist, will determine and offer suggestions for alternative building areas, and/or satisfaction of mitigation requirements. Significant Heritage and Historic Trees shall not be removed unless no other site plan alternative is feasible.

Artificial material, including turf grass, is not a permitted landscape surface.



Common Tree-trunk diameters are measured at breast height (termed diameter at breast height or DBH), defined as the diameter of the tree 4-1/2 feet above ground on the uphill side of the tree. If a tree forks below breast height, each trunk is treated as a separate tree

❖ **Walls:**

Retaining walls must be 6 inches above highest grade. Railroad Ties and similar materials are not permitted.

❖ **Utilities**

All utility boxes, HVAC equipment, and other utility services shall be screened from public right-of-way. Vegetation (shrubs, bushes, etc.) can be used as appropriate screening materials.



Example of Railroad Tie Wall.

❖ **Solar Devices**

The use of non-reflective solar shingles and/ or similarly discreet materials shall match and blend with the character and profile of the existing roof or structure.

❖ **Reception and Antenna Devices:**

Satellite dishes, TV and radio antennas, and other devices shall be installed and placed to the rear of the primary structure and away from the public right of way unless the property owner or tenant can demonstrate: (1) placement causes an unreasonable delay or prevention of installation, maintenance or use; (2) placement causes 50% increase in the cost of installation, maintenance or use; or (3) precludes reception of quality signal. Reception devices shall not extend more than 6 feet past the roof ridge of the primary structure.

❖ **Ramps and Other Similar Structures**

Non-wooden structures (metal aluminum, plastic, etc.) are not permitted.

❖ **Lighting**

New area lighting fixtures mounted over-head on poles, mounting height shall not exceed fifteen feet (15' – 0"), and the axis of illumination shall be adjusted to an angle not more than twenty (20) degrees from the vertical line between the fixture and the ground.

For new area lighting using fixtures having an output of more than 1800 lumens, mounted at or near ground level and used to light a structure or other object, the axis of illumination shall be adjusted to minimize the amount of light escaping above, below and to the sides of the illuminated object

Definition:

Glare - reduction in visibility caused by intense **light** sources in the field of view.

Light Trespass - control of lighting that crosses property lines and detracts from property values and our quality of life.

Wall packs shall be adjusted to minimize the amount of light emitted above the horizontal placement of the fixture.

New outdoor lighting fixtures having a total output of more than 1800 lumens must be full cut-off fixtures. All new lighting shall be aimed, located, designed, shielded, fitted and maintained so as not to project light onto a neighboring use or property.

Appendix A

GLOSSARY

Appendix A

GLOSSARY

Accessory detached dwelling unit - A dwelling unit that is accessory, supplementary, and secondary to the principal dwelling that may be constructed as an addition to the principal structure or as an accessory to the principal structure. An accessory dwelling unit is detached from the principal dwelling.

Accessory dwelling - An accessory detached dwelling unit or an accessory apartment. Accessory dwelling standards - See § 35-371 of the UDC.

Accessory use or building - A subordinate use or building customarily incident to and located on the same lot with the main use or building addition - A completely new structure or new component to an existing structure.

Adjacent - Two (2) properties, lots or parcels are “adjacent” where they abut, or where they are nearby and are separated by a dissimilar type of manmade or geologic feature including but not limited to a Roadway or Street, Right-of-Way, or railroad line, or any stream, river, canal, lake, or other body of water. Adjacent may or may not imply contact but always implies absence of anything of the same kind in between.

Alley - A minor public right-of-way not intended to provide the primary means of access to the abutting lots, which is used for vehicular service access to the back or sides of properties otherwise abutting on a public street.

Alteration - (Generally, as applied to a building or structure): A change or rearrangement in the structural parts or an enlargement, whether by extending on a side or by increasing in height, or the moving from one (1) location or position to another.

Alteration - For purposes of Historic Preservation & Urban Design, Article 6, any construction or change of the exterior of a building, object, site, or structure, or of an interior space designated as a landmark. For buildings, objects, sites or structures, alteration shall include, but is not limited to, the changing of roofing or siding materials; changing, eliminating, or adding doors, door frames, windows, window frames, shutters, fences, railings, porches, balconies, signs, or other ornamentation; the changing of paint color; regrading; fill; imploding, or exploding, or other use of explosives or external forces. Alteration shall not include ordinary repair and maintenance.

Apartment - See Dwelling, multi-family.

Awnings – A roof-like cover, often of fabric, metal, or glass, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, door, or the like.

Back yard – The area from the rear façade of the principal structure to the back (away from primary public right-of-way) property line.

Base zoning district - Any of the zoning districts established pursuant to § 35-302(a) of the

UDC.

Block face - The properties abutting one (1) side of a street and laying between the two (2) nearest intersecting or intercepting streets, or nearest intersection or intercepting street and/or railroad right-of-way, undivided land, water course or city boundary.

Building - A structure designed, built or occupied as a shelter or roofed enclosure for persons, animals or property. For the purpose of this definition, "roof" shall include an awning or other similar coverings, whether or not permanent in nature. Without limiting the generality of the foregoing, the following shall be considered a "building": a house, barn, church, hotel, warehouse, or similar structure, or a historically related complex, such as a courthouse and jail or a house and barn.

Building Articulation – Refers to the many street frontage design elements both horizontal and vertical that help create a streetscape of interest. The appropriate scale of articulation is often a function of the size of the building and the adjacent public spaces including sidewalks, planting zones, and roadways.

Building elevation - The view of any building or other structure from any one of four sides showing features such as construction materials, design, height, dimensions, windows, doors, other architectural features, and the relationship of grade to floor level.

Building footprint - The horizontal area measured within the outside of the exterior walls of the ground floor of the main structure.

Building mass – See Mass.

Building setback line - See Setback line.

Carport - Space for the housing or storage of motor vehicles and enclosed on not more than two (2) sides by walls.

Civic buildings - Any type of public buildings including: offices, libraries, playgrounds, parks, assembly halls, police stations, fire stations.

Commercial property - A building, site, or structure whose use after rehabilitation or restoration (for ad valorem tax exemption) will be for other than residential use, i.e., for a single family, duplex, three or four family dwelling or greater for the purposes of this zoning overlay only.

Common lot line – a boundary of two adjacent parcels owned by the same person(s) or entity.

Construction - The act of adding an addition to an existing building or structure, or the erection of a new principal or accessory building or structure on a lot or property, or the addition of walks, driveways or parking lots, or the addition of appurtenances to a building or structure.

Courtyard - A space, open and unobstructed to the sky, located at or above grade level on a lot and bounded on three or more sides by the walls of a building.

Cross gabled – May have a combination of front and side gables on primary façade.

Cutoff angle - The angle formed by a line drawn from the direction of light rays at the light source and a line perpendicular to the ground from the light source, above which no light is emitted.

Demolition - The complete or partial removal of a structure from a site.

Detached structure - A structure having no party wall or common wall with another structure unless it is an accessory structure.

Development - Any man-made change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or, drilling operations or storage of equipment or materials.

District - A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of buildings, objects, sites, or structures united by past events or aesthetically by plan or physical development which may also comprise individual elements separated geographically but thematically linked by association or history.

Dormers – Rise up out of the roof and are often separate from the roof-to-wall junction. Dormers are classified by their roof shape (shed, hipped, gabled, flat, etc.).

Driveway - Entrance to and exit from premises where it is possible to park completely off the street, and which is not open for vehicular traffic except by permission of the owner of such private property.

Driveway approach - A way or place including paving and curb returns between the street travel lanes and private property which provides vehicular access between the roadway and such private property.

Driveway, front-loaded - A driveway which begins at, or abuts, the front property line of a lot or parcel.

Duplex - See dwelling two-family.

Dwelling, Single-Family Attached (Townhouse) - A building that has one-family dwelling units erected in a row as a single building on adjoining lots, each being separated from the adjoining unit or units by a fire wall (constructed in accordance with city codes and ordinances), along the dividing lot line, and each such building being separated from any other building by space on all sides. Each unit maintains a separate lot.

Dwelling, Single-Family Detached - A one-family dwelling that is not attached to any other dwelling by any means and is surrounded by open space or yards.

Dwelling, two-family (duplex) - A detached house (on a platted single lot) designed for and occupied exclusively as the residence of not more than two (2) families, each living as an independent housekeeping unit.

Dwelling, three-family (triplex) - A detached house (on a platted single lot) designed for and occupied exclusively as the residence of not more than three (3) families, each living as an independent housekeeping unit.

Dwelling, four-family (quadraplexes) - A detached house with common walls between the units, designed for and occupied exclusively as the residence of not more than four (4) families, each living as an independent housekeeping unit.

Dwelling, multi-family - A dwelling or group of dwellings on one (1) lot containing separate living units for five (5) or more families, but which may have joint services or facilities.

Dwelling unit - One (1) or more rooms providing complete living facilities for one (1) family, including kitchen facilities or equipment for cooking or provisions for the same, and including room or rooms for living, sleeping, bathing and eating.

Easement - A grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation, or another person or entity.

EIFS – (Exterior Insulation and Finish Systems) provides exterior walls with as insulated finished surface, and waterproofing in an integrated composite material. EIFS is often referred to as “synthetic stucco.”

(*)Façade - The exterior wall(s) of a building exposed to public view or that wall viewed by persons not within the building.

(*)Façade Surface Area - the measure of the exposed area of front wall(s) calculated by geometric area formula of the shapes of those exposed wall(s).

Flat roof – Roof with no slope and may terminate with or without eaves. A parapet is often present, providing a small “wall” around the perimeter of the roof line.

Fenestration - Window treatment in a building or façade.

Floor area - The sum of the gross horizontal areas of all floors of a structure, including interior balconies and mezzanines, measured from the exterior face of exterior walls, or from the centerline of a wall separating two (2) structures. The floor area shall include the area of roofed porches having more than one (1) wall and of accessory structures on the same lot. Stairwells and elevator shafts shall be excluded.

Floor to Area Ratio (FAR) – The Floor to Area Ratio (FAR) uses a Floor Space Index (FSI) to determine the ratio of total living space allowed on a lot or parcel relative to the size of the lot or parcel. This ratio protects the character of the neighborhood by ensuring appropriately scaled structures. The Maverick Neighborhood Conservation District has adopted a 0.25 FSI multiplier to be used to calculate the maximum living space (square footage) of the principal dwelling.

Floor Space Index (FSI) - Floor Space Index (FSI) determines the ratio of total living space allowed on a lot or parcel relative to the size of the lot or parcel. The Maverick Neighborhood Conservation District has adopted a 0.25 FSI multiplier to be used to calculate the maximum living space (square footage) of the principal dwelling.

Front gabled – The peak or gable faces the front façade.

Front yard – The area from the front façade of the principal structure to the street or public right-of-way.

(*) Frontage - The frontage of a parcel of land or building is that distance where a property line is common with a street right-of-way line.

Garage, private - A building or part thereof accessory to a main building and providing for the storage of automobiles and in which no occupation or business for profit is carried on, enclosed on all four (4) sides, and pierced only by windows and customary doors.

Glare - The sensation produced by luminance within the visual field that is sufficiently greater than the luminance to which the eyes are adapted to cause annoyance, discomfort, or loss in visual performance and visibility.

(*)Glazing - the clear translucent material through which light can pass into a building through an opening in a building's exterior wall (usually a door or window), typically glass but can be made of other similar materials.

Green space - Land shown on an urban corridor site plan which may be improved or maintained in a natural state and which is reserved for preservation, recreation, or landscaping.

Half story - An uppermost story usually lighted by dormer windows, in which a sloping roof replaces the upper part of the front wall, and habitable areas on the uppermost story do not exceed a floor area derived by multiplying the floor area of the ground floor by fifty percent (50%).

Height, building - The vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the highest point of ceiling of the top story in the case of a flat roof; to the deckline of a mansard roof; and to the average height between the plate and ridge of a gable, hip or gambrel roof.

Impervious cover - Roads, parking areas, buildings, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface; this shall include, but not [be] limited to, all streets and pavement within the subdivision.

Infill – Development occurs on vacant or underused lots in otherwise built-up sites or areas. Infill projects can take several forms, such as a small addition in a residential backyard, or a single or multi-parcel development.

“Percent impervious cover” is calculated as the area of impervious cover within a lot, tract, or parcel or within the total site being developed, divided by the total area within the

perimeter of such lot, tract, parcel or development. Vegetated water quality basins, vegetated swales, other vegetated conveyances for overland drainage, and public sidewalks shall not be calculated as impervious cover.

Porch – A roofed area, which may be screened, attached to or part of and with direct access to or from a structure and usually located on the front side of the structure, not to extend 50% of the front façade.

Land use category - A classification of uses as set forth in the use matrix (see key to use matrix for rules of interpretation)

Landscaping - The process or product of site development including grading, installation of plant materials and seeding of turf or ground cover.

Lot - A designated parcel or area of land established by plat to be used, developed, or built upon as a unit.

Lot, corner - A lot or parcel of land abutting upon two (2) or more streets at their intersection, or upon two (2) parts of the same street forming an interior angle of less than one hundred thirty-five (135) degrees.

Lot depth - The mean horizontal distance between the front and rear lot lines.

Lot design standards - See Residential Design Standards of this document and § 35-603 of the UDC.

Lot, reversed corner - A corner lot, the rear of which abuts upon the side of another lot whether across an alley or not.

Lot width - The width of a lot at the front setback line.

Lumens – A unit used to measure the actual amount of visible light which is produced by a lamp as specified by the manufacturer. A unit of measure of the quantity of light that falls on an area of one square foot every point of which is one foot from the source of one candela. A light source of one candela emits a total of 12.57 lumens.

Manufactured home or manufactured housing - A HUD-code manufactured home. For purposes of the floodplain ordinance, a “manufactured home” means a structure transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. The term “manufactured home” does not include a “recreational vehicle”.

Mass - The size, height, symmetry and overall proportion of a structure in relation to the original style and/or to surrounding structures.

Monument sign – A freestanding sign supported primarily by an internal framework or integrated into landscaping or other solid structural features other than support poles.

New construction - For the purpose of determining insurance rates, structures for which the “start of construction” commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such

structures. For floodplain management purposes, “new construction” means structures for which the “start of construction” commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

New development - Any new demand which increases the number of equivalent dwelling units including, but not limited to, the subdivision and/or resubdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land, any of which increases the number of equivalent dwelling units. [Commentary: The subdivision and/or resubdivision of land, the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land which does not increase the number of equivalent dwelling units is not considered new development and is not subject to payment of additional impact fees. However, the previous applicable impact fees must have been paid.]

Non-conforming structure - Any existing structure which was erected according to all applicable city ordinances at the time, but which does not now comply with all the regulations applicable to the district in which the structure is located.

Ordinary repair and maintenance (2) - Any work, the purpose and effect of which is to correct any deterioration or decay of or damage to a building, object or structure or any part thereof and to restore the same, as nearly as may be practicable, to its condition prior to such deterioration, decay or damage, using the same materials or those materials available which are as close as possible to the original.

Ornamental cornices - A horizontal molded projection that crowns or completes a building or wall.

Overlay district - A zoning district established by this chapter prescribing regulations to be applied to a site in combination with a base zoning district.

Permit - A license, certificate, approval, registration, consent, permit, or other form of authorization required by law, rule, regulation, order, or ordinance that a person must obtain to perform an action or initiate, continue, or complete a project for which the permit is sought. (Source: VTCA Local Government Code § 245.001). A “development permit” includes any of the following: a subdivision plat, a conditional use permit, a building permit, or a certificate of occupancy. A “development permit” does not include a certification of completeness, a letter of certification, an amendment to the text of this chapter, or a rezoning. A determination of property status, including but not limited to, utility availability, zoning, rights under Article VII of this chapter, etc., is not a permit.

Permit rights - The right of a property owner or developer to complete a project under the rules, regulations and ordinances in effect at the time the project was initiated through a permit as herein defined. When permit rights exist for property within the boundaries of a project, ordinances passed after the date the project is initiated shall not apply to the project except as specifically provided within this section.

Pervious pavement - A pavement system with traditional strength characteristics, but which

allows rainfall to percolate through it rather than running off. A permeable pavement system utilizes either porous asphalt, pervious concrete, or plastic pavers interlaid in a running bond pattern and either pinned or interlocked in place. Porous asphalt consists of an open graded course aggregate held together by asphalt with sufficient interconnected voids to provide a high rate of permeability. Pervious concrete is a discontinuous mixture of Portland cement, coarse aggregate, admixtures, and water which allow for passage of runoff and air. Examples of permeable pavement systems include Grasspave2®, Gravelpave2®, Turfstone®, and UNI Eco-stone®. (See Watershed Management Institute, Inc. and U.S. Environmental Protection Agency, Office of Water, Operation, Maintenance & Management of Stormwater Management (Aug. 1997), at 2-32; Booth & Leavitt, Field Evaluation of Permeable Pavement Systems for Improved Stormwater Management, 65 J. Am. Planning Ass'n 314 (Summer 1999), at 314-325.

Pitch - The slope of a roof as determined by the vertical rise in inches for every horizontal twelve inch (12") length (called the "run"). Pitch is expressed with the rise mentioned first and the run mentioned second. For instance, a roof with a four inch (4") rise for every horizontal foot has a 4:12 pitch.

Pedestrian walkway – Any sidewalk or walkway that is intended and suitable for pedestrian use. Any paved public or private route intended for pedestrian use, including a bicycle/pedestrian path regardless of use by other transportation.

Porch - A roofed area, which may be glazed or screened, attached to or part of and with direct access to or from a structure and usually located on the front or side of the structure.

Principal building or principal structure - A building or structure or, where the context so indicates, a group of buildings or structures, in which the principal use of a lot or parcel is conducted. This shall include any buildings which are attached to the principal structure by a covered structure.

Principal dwelling - A dwelling unit which constitutes the principal building or principal structure on a lot or parcel.

Principal elevation – The primary front façade area of the main structure; usually fronting or facing the public right-of-way (ROW).

Principal structure - See Principal building or principal structure.

Property owner - The person, entity, corporation, or partnership in whose name a certificate of occupancy issued, or the current owner of the property if a certificate of occupancy is no longer valid, or, if the current owner cannot be contacted after due diligence, the lessee/occupant of the property who is in apparent control of such property.

(*) Proportion: The relationship of the size, shape, and location of a building element to all the other building elements.

Proposed development - The uses, structures, buildings, and/or other development proposed by an application for development approval.

Public right-of-way - A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and used or intended to be used, wholly or in part, as a public street, alley, walkway, drain or public utility line.

Public right-of-way (2) - An area or strip of land, either public or private, occupied or intended to be occupied by a street, walkway, railroad, utility line, drainage channel, or other similar uses.

Quadrplexes - See Dwelling four-family.

Reconstruction - The act or process of reassembling, reproducing, or replacing by new construction, the form, detail, and appearance of property and its setting as it appeared at a particular period of time by means of the removal of later work, or by the replacement of missing earlier work, or by reuse of original materials.

Rehabilitation - The act or process of returning a building, object, site, or structure to a state of utility through repair, remodeling, or alteration that makes possible an efficient contemporary use while preserving those portions or features of the building, object, site, or structure that are significant to its historical, architectural, and cultural values.

Relocation - Any change of the location of a building, object or structure in its present setting or to another setting.

Residential development - All areas zoned as "R-3", "R-4", "R-5", "R-6", "R-20", "RE", "RM-4", "RM-5", "RM-6", "MF-24", "MF-33", "MF-40" or "MF-50", or otherwise zoned or devoted primarily to residential use, and shall include all other areas not zoned or used primarily for commercial or industrial use.

Residential district or residential zoning district - Any of the following zoning districts: "R-3", "R-4", "R-5", "R-6", "R-20", "RE", "RM-4", "RM-5", "RM-6", "MF-18", "MF-24", "MF-33", "MF-40" or "MF-50".

Residential driveway approach - A driveway which provides access to property on which a single-family residence, duplex, or multifamily building containing five or fewer dwelling units is located.

Residential property - A building, site, or structure whose use after rehabilitation or restoration (for ad valorem tax exemption) will be for residential uses, i.e., for single family, duplex, three, or four family dwelling or more dwellings for the purposes of this zoning overlay plan only.

Residential streets - Street routes that provide access to local property owners and which connect property to the major thoroughfare or other collector street networks.

Residential structure - A single-family home, apartment house, townhouse, condominium or any type of dwelling unit.

Right-of-way - Property that is publicly owned or upon which a governmental entity has an express or implied property interest (e.g. fee title, easement, etc.) held for a public purpose. Examples of such public purpose include, by way of example and not limitation, a highway, a street, sidewalks, drainage facilities, sewerage and water facilities.

Screen - Vegetation, fence, wall, berm or a combination of any or all of these which partially or completely blocks the view of and provides spatial separation of a portion or all of a site from an adjacent property or right-of-way.

Setback - A line within a lot parallel to and measured from a corresponding lot line, establishing the minimum required yard and governing the placement of structures and uses on the lot.

Side gabled – locates the front door on the non-gabled façade.

Side yard - An area extending the depth of a lot from the front yard to the rear yard between the side lot line and the nearest principal structure.

Sidewalk - The portion of a municipal street between the curb lines or lateral lines of a roadway and the adjacent property lines that is improved and designed for or is ordinarily used for pedestrian travel. [Source: VTCA Transportation Code § 316.001]

Single-family dwelling - See Dwelling, one-family.

Single-family residential development - A development consisting of a lot or lots, containing only one dwelling unit. The dwelling unit may be detached or attached, townhouse, small lot, home, manufactured home, or mobile home.

Site - The location of a significant event, a prehistoric or historic occupation or activity, or a building, structure, or cluster, whether standing, ruined, or vanished, where the location itself maintains historical, architectural, archaeological, or cultural value regardless of the value of any existing structure.

Story - That part of a building between the surface of a floor and the ceiling immediately above.

***Street-facing façade** - That portion or portions of a wall of any permanent structure that is visible from and oriented parallel to a dedicated public right of way. For a structure that is not oriented parallel to the right of way, the street wall façade shall include all of the facades visible from the right of way and oriented at an angle greater than zero degrees but less than 60 degrees to the right of way.

Streetscape - The general appearance of a block or group of blocks with respect to the structures, setbacks from public rights-of-way, open space and the number and proportion of trees and other vegetation.

Structure - A walled and roofed building, including a gas or liquid storage tank, which is principally above ground, as well as a manufactured home.

Substantial improvement - Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before “start of construction” of the improvement. This includes structures which have incurred “repetitive loss” or “substantial damage”, regardless of the actual repair work

performed. The term does not, however, include either: (1) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary conditions or

(2) Any alteration of a “historic structure,” provided that the alteration will not preclude the structure’s continued designation as a “historic structure.”

Subject property - The property subject to an application for development approval.

Substantial rehabilitation - Certified improvements to a historic building in which the cost of the project is equal to or greater than fifty (50) percent of the appraised pre- rehabilitation improvement value of the property and which constitutes major work on enhancing existing mechanical or structural systems that preserve the historical integrity, while extending the life of the building.

Stoop – A small open porch or platform with steps leading up to the entrance of a building and may extend up to 6 feet from the front façade.

Transparency percentage – refers to the amount of surface area of a porch enclosure (walls or vertical surfaces) that must be constructed of transparent materials compared to the total surface area of the enclosure.

Transparent - Capable of transmitting light in a manner which permits a person standing outside of a building to view shapes, tones, and objects inside a building. A tinted window is considered “transparent” if it meets the requirements recited herein.

Use - The purpose for which land or structures thereon is designed, arranged or intended to be occupied or used, or for which it is occupied, maintained, rented or leased.

Vertical/Height – See Building height

Window - An opening constructed in a wall and which admits light or air to an enclosure, is framed and spanned with glass, and which may be mounted to permit opening and closing.

Yard - An area on a lot between the lot line and the nearest principal structure, unoccupied and unobstructed by any portion of a structure from the ground upward, except as otherwise provided in the UDC.

Appendix B

ENABLING ORDINANCE

Appendix B

ENABLING ORDINANCE

Section 35-335 of the San Antonio Unified Development Code provides the framework for establishing Neighborhood Conservation Districts.

35-335 Neighborhood Conservation District (NCD)

(a) Purpose.

- (1) Within the City of San Antonio there are many unique and distinctive residential neighborhoods or commercial districts which contribute significantly to the overall character and identity of the City. They are worthy of preservation and protection, but may lack sufficient historical, architectural or cultural significance at the present time to be designated as historic districts. As a matter of public policy, the City Council aims to preserve, protect, enhance, and perpetuate the value of these residential neighborhoods or commercial districts through the establishment of Neighborhood Conservation Districts.
- (2) The purposes of a Neighborhood Conservation District in residential neighborhoods or commercial districts are as follows:
 - A. to protect and strengthen desirable and unique physical features, design characteristics, and recognized identity and charm;
 - B. to promote and provide for economic revitalization;
 - C. to protect and enhance the livability of the City;
 - D. to reduce conflict and prevent blighting caused by incompatible and insensitive development, and to promote new compatible development;
 - E. to stabilize property values;
 - F. to provide residents and property owners with a planning tool for future development;
 - G. to promote and retain affordable housing;
 - H. to encourage and strengthen civic pride; and
 - I. to ensure the harmonious, orderly and efficient growth and redevelopment of the City.
- (3) The Neighborhood Conservation District planning tool implements the following policies of the Master Plan:
 - A. Neighborhoods, Policy 2b (1): Establish a zoning classification such as a Conservation District or a Planned Development District for neighborhood specific plans.
 - B. Urban Design, Policy 1b (1): Create and adopt urban design guidelines and standards that will enhance the quality of life in San Antonio, and which specifically encourage the following...preservation and enhancement of the City's important historic and cultural characteristics, including architectural styles and historic districts, as well as existing residential and commercial districts, and neighborhood centers.

- C. Urban Design, Policy 1d (1): Involve neighborhoods in developing neighborhood- specific plans that define the character and pattern of development for their neighborhood, and that establish infill development guidelines.

(b) Designation Criteria.

To be designated as a Neighborhood Conservation District, the area must meet the following criteria:

- (1) contain a minimum of one block face (all the lots on one side of a block);
- (2) at least 75% of the land area in the proposed district was improved at least 25 years ago, and is presently improved; and
- (3) possess one or more of the following distinctive features that create a cohesive identifiable setting, character or association:
 - A. scale, size, type of construction, or distinctive building materials;
 - B. spatial relationships between buildings;
 - C. lot layouts, setbacks, street layouts, alleys or sidewalks;
 - D. special natural or streetscape characteristics, such as creek beds, parks, greenbelts, gardens or streetlandscaping;
 - E. land use patterns, including mixed or unique uses or activities; or
 - F. abuts or links designated historic landmarks and/or districts.

(c) Zoning Authority.

- (1) Separate ordinances are required to designate each Neighborhood Conservation District. Ordinances designating each district shall identify the designated boundaries, applicable Designation Criteria and design standards for that district, and be consistent with any existing Neighborhood and/or Community plans.
- (2) Overlay district. Neighborhood Conservation Districts are designed as overlays to the regular zoning districts. Property designated within these districts must also be designated as being within one or more of the regular base zoning classifications. Authorized uses must be permitted in both the regular zoning district and the overlay district. Property designated as a Neighborhood Conservation District may have additional designations. Such property shall comply with all applicable use restrictions.
- (3) Zoning designation. The zoning designation for property located within a Neighborhood Conservation District shall consist of the base zone symbol and the overlay district symbol (NCD) as a suffix. Neighborhood Conservation Districts shall be numbered sequentially to distinguish among different districts, i.e., R-6 (NCD-1), C-1 (NCD-2), etc.
 - A. The designation of property within a Neighborhood Conservation District places such property in a new zoning district classification and all procedures and requirements for zoning/rezoning must be followed.
 - B. In the event of a conflict between the provisions of a specific Neighborhood Conservation District ordinance and the regular base zoning district

regulations, the provisions of the Neighborhood Conservation District ordinance shall control.

- C. Except as modified by this section, the procedures for zoning changes set forth in § 35-3024 shall otherwise apply to the designation of an area as a Neighborhood Conservation District.
- D. Upon designation of an area as a Neighborhood Conservation District, the City Council shall cause notice of such designation to be recorded in the official public records of real property of Bexar County, the tax records of the City of San Antonio and the Bexar Appraisal District, and the House Numbering section of the City of San Antonio's Development Services Department.

(Ord. No. 98697 § 5)

(d) Initiation Procedures.

- (1) A zoning change application for designation as a Neighborhood Conservation District shall be initiated at the direction of the:
 - A. request of owners representing 51% of the land area within the proposed district, or
 - B. request of 51% of the property owners within the proposed district, or
 - C. Director of Planning, pursuant to a Neighborhood or Community Plan adopted by City Council, or City or community revitalization program.
- (2) Following initiation for designation of a Neighborhood Conservation District, the Planning Department shall develop a Neighborhood Conservation Plan for the proposed district that includes:
 - A. maps indicating boundaries, age of structure and existing land use within the proposed district,
 - B. maps and other graphic and written materials identifying and describing the distinctive neighborhood and building characteristics of the proposed district;
 - C. a list of all property owners (with legal addresses), neighborhood associations and/or other organizations representing the interests of property owners in the proposed district; and
 - D. design standards.
- (3) All property owners within the proposed district shall be afforded the opportunity to participate in drafting the Neighborhood Conservation Plan, which will be approved as part of the zoning ordinance creating a Neighborhood Conservation District.

(e) Design Standards.

- (1) The conservation plan approved as part of the zoning ordinance creating a Neighborhood Conservation District shall include Design Standards for new construction of any building or structure, or the relocation or rehabilitation to the street façade of an existing building or structure.

- (2) The Neighborhood Conservation Plan, and requisite Design Standards shall not apply to those activities which constitute ordinary repair and maintenance, i.e., using the same or similar material and design.
- (3) The Design Standards for the Neighborhood Conservation District must include at a minimum (or note the inapplicability), the following elements governing the physical characteristics and features of all property (public or private) within the proposed district:
 - A. building height, no. of stories;
 - B. building size, massing;
 - C. principal elevation features;
 - D. lot size, coverage;
 - E. front and side yard setbacks;
 - F. off-street parking and loading requirements;
 - G. roof line and pitch;
 - H. Paving, hardscape covering;
- (4) In addition, the Design Standards may include, but shall not be limited to, the following elements:
 - A. building orientation;
 - B. general site planning (primary, ancillary structures);
 - C. density;
 - D. floor area ratio;
 - E. signage;
 - F. architectural style and details;
 - G. building materials;
 - H. garage entrance location;
 - I. window/dormer size and location;
 - J. landscaping;
 - K. fences and walls;
 - L. entrance lighting;
 - M. driveways, curbs and sidewalks;
 - N. utility boxes, trash receptacles;
 - O. street furniture;
 - P. solar systems, components;
 - Q. building relocation;
 - R. right-of-way (exceeding Public Works standards)

(f) Neighborhood Ordinance Administration

- (1) No building permit shall be issued by the Department of Development Services for new construction or an alteration or addition to the street façade of an existing building or structure within a designated Neighborhood Conservation District without the submission and approval of design plans and the issuance of a Certificate of Compliance by the Director of Development Services.

- (2) The Director of Development Services shall forward a copy of a building permit application to the Director of Planning for review and comment.

(Ord. No. 98697 § 1)

(g) Violation of Provisions.

- (1) The violation of any provision of this section shall constitute a violation of this Chapter and may be prosecuted in municipal court regardless of whether civil or administrative action is taken against the permit holder. Upon conviction, the permit holder shall be subject to the penalties prescribed in Article 1, Division 2 of this Chapter.
- (2) The Director of Planning may request the City Attorney to institute a civil action as prescribed in Article 1, Division 2, regardless of whether a criminal action has been taken.