HISTORIC AND DESIGN REVIEW COMMISSION

November 07, 2018

HDRC CASE NO:	**2018-533**
COMMON NAME:	355 TRAIL
LEGAL DESCRIPTION:	NCB 6078 BLK 2 LOTS 9 THRU 14 & 17 THRU 20
ZONING:	MF-33, RIO-1
CITY COUNCIL DIST.:	1
DISTRICT:	River Road Historic District
APPLICANT:	Katie Bingham, AIA/Mark Odom Studio
OWNER:	Robert Price
TYPE OF WORK:	Construction of twenty-three, residential units
APPLICATION RECEIVED:	October 12, 2018
60-DAY REVIEW:	December 11, 2018

REQUEST:

The applicant is requesting conceptual approval to construct twenty-three condominium units on the vacant lot located at 355 Trail. The property features lots that are located within the River Improvement Overlay only, as well as those that are located within both the River Improvement Overlay and the River Road Historic District. The applicant has proposed for the condominium units to feature three stories in height. Access to the site will be provided from Trail Street and Huisache Street.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Building and Entrance Orientation

A. FAÇADE ORIENTATION
i. Setbacks—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
ii. Orientation—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.
B. ENTRANCES
i. Orientation—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

2. Building Massing and Form

A. SCALE AND MASS
i. Similar height and scale—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
ii. Transitions—Utilize step-downs in building height , wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
iii. Foundation and floor heights—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.

B. ROOF FORM
i. Similar roof forms—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on

nonresidential
building types are more typically flat and screened by an ornamental parapet wall.
ii. Façade configuration—The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

D. LOT COVERAGE
i. Building to lot ratio—New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

3. Materials and Textures

A. NEW MATERIALS
i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.
ii. Alternative use of traditional materials—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.
iii. Roof materials—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.
iv. Metal roofs—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.
v. Imitation or synthetic materials—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

4. Architectural Details

A. GENERAL
i. Historic context—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.
ii. Architectural details—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
iii. Contemporary interpretations—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

5. Garages and Outbuildings

A. DESIGN AND CHARACTER
v. Garage doors—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING
i. Visibility—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly

visible from the public right-of-way.
ii. Service Areas—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING
i. Building-mounted equipment—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.
ii. Freestanding equipment—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.
iii. Roof-mounted equipment—Screen and set back devices mounted on the roof to avoid view from public right-of-way.
Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

B. NEW FENCES AND WALLS
i. Design—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
ii. Location—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
iii. Height—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.
iv. Prohibited materials—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.
v. Appropriate materials—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

3. Landscape Design

A. PLANTINGS
i. Historic Gardens— Maintain front yard gardens when appropriate within a specific historic district.
ii. Historic Lawns—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.
iii. Native xeric plant materials—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.
iv. Plant palettes—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.
v. Maintenance—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

B. ROCKS OR HARDSCAPE
i. Impervious surfaces —Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
ii. Pervious and semi-pervious surfaces—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.

iii. Rock mulch and gravel - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings should be incorporated into the design.

D. TREES

i. Preservation—Preserve and protect from damage existing mature trees and heritage trees. See UDC Section 35-523 (Tree Preservation) for specific requirements.

ii. New Trees – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.

5. Sidewalks, Walkways, Driveways, and Curbing

A. SIDEWALKS AND WALKWAYS

i. Maintenance—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.

ii. Replacement materials—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.

iii. Width and alignment—Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.

iv. Stamped concrete—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.

v. ADA compliance—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

B. DRIVEWAYS

i. Driveway configuration—Retain and repair in place historic driveway configurations, such as ribbon drives. Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.

ii. Curb cuts and ramps—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

7. Off-Street Parking

A. LOCATION

i. Preferred location—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards.

ii. Front—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.

iii. Access—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

B. DESIGN

i. Screening—Screen off-street parking areas with a landscape buffer, wall, or ornamental fence two to four feet high—or a combination of these methods. Landscape buffers are preferred due to their ability to absorb carbon dioxide. See UDC Section 35-510 for buffer requirements.

ii. Materials—Use permeable parking surfaces when possible to reduce run-off and flooding. See UDC Section 35-526(j) for specific standards.

iii. Parking structures—Design new parking structures to be similar in scale, materials, and rhythm of the surrounding historic district when new parking structures are necessary.

UDC Section 35-672. – Neighborhood Wide Design Standards

(a) Pedestrian Circulation. Pedestrian access shall be provided among properties to integrate neighborhoods.

(1) Provide sidewalks that link with existing sidewalks on adjoining properties If no sidewalk currently exists on an adjoining property, the applicant will have discretion in the placement of the sidewalk provided the following criteria are met:

A. Provide a sidewalk connection from one (1) side of the applicant's property to the other, parallel to the public right-of way, on the street sides of the property in all river improvement overlay districts

B. Provide a connection from the street level sidewalk to the Riverwalk at cross streets and bridges and other designated access points. This requirement may be waived if there is already a public connection from the street level to the Riverwalk.

C. In order to preserve the rural character of "RIO-6," the HPO, in coordination with the development services department, may waive the requirement of sidewalks.

- In "RIO-3," the width of the pathway along the river shall match those widths established in the historic Hugman drawings. If there are no sidewalks in the Hugman drawings, the path will not exceed eight (8) feet in width.

(2) Link the various functions and spaces on a site with sidewalks in a coordinated system.

Provide pedestrian sidewalks between buildings, parking areas and built features such as outdoor plazas and courtyards.

(3) Paving materials. Paving materials for pedestrian pathways shall use visually and texturally different materials than those used for parking spaces and automobile traffic.

A. Paving materials for pedestrian pathways shall be either:

i. Broom-finished, scored, sandblasted or dyed concrete;

ii. Rough or honed finished stone;

iii. Brick or concrete pavers; or

iv. Other materials that meet the performance standards of the above materials.

B. Asphalt is permitted for pedestrian pathways that also are designated as multi-use paths by the City of San Antonio. The public works department will maintain the designated multi-use path locations.

(4) Street Connections to River. Retain the interesting and unique situations where streets dead-end at the river, creating both visual and physical access to the river for the public.

(5) Pedestrian Access Along the Riverwalk Pathway Shall Not Be Blocked.

A. Queuing is prohibited on the Riverwalk pathway.

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

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

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

(1) Curb Cuts.

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

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

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

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

A. Locate parking areas, that is any off-street, ground level surface used to park cars or any parking structure,

toward the interior of the site or to the side or rear of a building.

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

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

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

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

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

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

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

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

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

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

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

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

(1) Architectural Focal Point. When a property is situated in such a manner as to appear to be the terminus at the end of the street or at a prominent curve in the river, the building shall incorporate into its design an architectural feature that will provide a focal point at the end of the view. (see Figure 672-3) An architectural feature will be considered to be a focal point through any of the following methods, but not limited to:

A. Additional height.

B. Creation of a tower.

C. Variation in roof shape.

D. Change of color or materials.

E. Addition of a design enhancement feature such as:

i. Embellished entrance areas.

ii. Articulated corners, especially when entrance is at corner, rounded or chamfered corners ease the transitions from one street facade to the adjoining facade.

iii. Recessed or projecting balconies and entrances.

Billboards, advertising and signage are expressly prohibited as appropriate focal points.

UDC Section 35-673. – Site Design Standards

(a) Solar Access. The intent of providing and maintaining solar access to the San Antonio River is to protect the river's specific ecoclimate. The river has a special microclimate of natural and planted vegetation that requires certain levels and balanced amounts of sunlight, space and water. Development must be designed to respect and protect those natural requirements, keeping them in balance and not crowding or altering them so that vegetation does not receive more or less space and water, but particularly sunlight, than is required for normal expected growth.

(1) Building Massing to Provide Solar Access to the River. Building massing shall be so designed as to provide direct sunlight to vegetation in the river channel as defined:

A. The area to be measured for solar access shall be a thirty-foot setback from the river's edge or from the river's edge to the building face, which ever is lesser, parallel to the river for the length of the property.

B. The solar calculations shall be measured exclusive to the applicant's property; that is, shades and shadows of

other buildings shall not be included in the calculations. The solar calculations shall only measure the impact of new construction and additions. The shading impact of historic buildings on the site may be excluded from the calculations.

C. The defined area shall receive a minimum of 5.5 hours of direct sunlight, measured at the winter solstice, and 7.5 hours of direct sunlight, measured at the summer solstice.

D. Those properties located on the south side of the river (whose north face is adjacent to the river) shall only be required to measure the sunlight in the 30-foot setback on the opposite bank of the river.

E. Those properties within the river improvement overlay district not directly adjacent to the river are still subject to the provisions of this section. To determine the solar access effect of these buildings on the river the applicant must measure the nearest point to the river of an area defined by a thirty-foot setback from the river's edge, parallel to the river for the length of their property that would be affected by their building. For those buildings on the south side of the river, the 30-foot setback shall be measured only on the opposite bank.

F. However, in those cases where the above conditions cannot be met due to the natural configuration of the river, existing street patterns, or existing buildings, the HDRC may approve a buildings mass and height as allowed by table 674-2.

G. If there is a conflict with this section and another section of this chapter this section shall prevail.

(2) Prohibition of Structures, Buildings, Roofs or Skywalks Over the River Channel. No structure, building, roof or skywalk may be constructed over the river channel, or by-pass channel with the exception of structures for flood control purposes, open air pedestrian bridges at ground or river level, and street bridges. The river channel is the natural course of the river as modified for flood control purposes and the Pershing-Catalpa ditch.

(b) Building Orientation. Buildings should be sited to help define active spaces for area users, provide pedestrian connections between sites, help animate the street scene and define street edges. Consideration to both the street and riverside should be given. The placement of a building on a site should therefore be considered within the context of the block, as well as how the structure will support the broader design goals for the area.

(1) Two or More Buildings on a Site.

A. Cluster buildings to create active open spaces such as courtyards along the street and river edges. Site plazas and courtyards, if possible, so that they are shaded in the summer and are sunny in the winter.

(2) Primary and Secondary Entrances

A. Orient a building's primary entrance toward the street with subordinate entrances located on the riverside and/or the interior of the property. On a major thoroughfare street it is acceptable to provide the primary entrance through a common courtyard and then to a street.

B. The primary entrance shall be distinguished by architectural features such as, but not limited to: an entry portal; change in material or color; change in scale of other openings; addition of columns, lintels or canopies.

C. Secondary entrances shall have architectural features that are subordinate to the primary entrance in scale and detail. For purposes of this division subordinate means that the entrance is smaller in height and width, and has fewer or simpler architectural elements.

(c) Topography and Drainage. The natural contours of occasional hillsides and riverbanks contribute to the distinct character of the San Antonio River and shall be considered in site designs for new development. Site plans shall minimize the need for cut and fill. It should be considered as an opportunity for positive enhancements through the creative use of terraces and retaining walls.

(1) Visual Impacts of Cut and Fill. Divide a grade change of more than ten (10) vertical feet into a series of benches and terraces. Terrace steep slopes following site contours. When creating site benches, using sloped "transitional areas" as part of the required landscaping is appropriate.

(2) Minimize the Potential for Erosion at the Riverbank. Grade slopes at a stable angle not to exceed four to one (4:1) and provide plant material that will stabilize the soil such as vigorous ground covers, vines or turf planting that are native and noninvasive species as found on the permissible plant list maintained by the parks and recreation department. Use of stabilizing materials such as geo-web or geo-grid is permitted as long as plant material is used to conceal the grid.

Use of terraced walls is permitted when there is a slope of more than four to one (4:1).

(3) Retaining Walls. Limit the height of a retaining wall to less than six (6) feet. If the retaining wall must exceed six (6) feet, a series of six-foot terrace walls is acceptable. Walls at dams and locks are excluded from this requirement. If in the opinion of the historic preservation officer a higher wall is consistent with the adopted conceptual plan of the river, a higher wall (not to exceed twelve (12) feet) is allowed. Materials used for the walls may include limestone, stucco, brick, clay, tile, timber, or textured concrete. (see Figure 673-2)

(4) Enhance or Incorporate Acequias Into The Landscape Design and Drainage Scheme of the Site. Where archeological evidence indicates a site contains or has contained a Spanish colonial acequia, incorporate the original

path of the acequia as a natural drainageway or a landscape feature of the site by including it as part of the open space plan, and a feature of the landscape design.

(5) Design of Stormwater Management Facilities to be a Landscape Amenity. Where above ground stormwater management facilities are required, such facilities shall be multi-purpose amenities. For example, water quality features can be included as part of the site landscaping and detention facilities can be included as part of a hardscape patio. Using an open concrete basin as a detention pond is prohibited.

(6) Walls and Fences at Detention Areas.

A. When the topography of the site exceeds a four to one (4:1) slope and it becomes necessary to use a masonry wall as part of the detention area, use a textured surface and incorporate plant materials, from the plant list maintained by the parks department, that will drape over the edge to soften the appearance of the structure.

B. The use of solid board or chain link fence with or without slats is prohibited. A welded wire, tubular steel, wrought iron or garden loop is permitted.

(7) Roof Drainage into the River.

A. All roof drainage and other run-off drainage shall conform to public works department standards so that they \ drain into sewer and storm drains rather than the river. Drainage of this type shall not be piped into the river unless the outlet is below the normal waterline of the river at normal flow rates.

B. All downspouts or gutters draining water from roofs or parapets shall be extended underground under walks and patios to the San Antonio River's edge or stormwater detention facility so that such drainage will not erode or otherwise damage the Riverwalk, landscaping or river retaining walls.

C. All piping and air-conditioning wastewater systems shall be kept in good repair. Water to be drained purposely from these systems, after being tested and adjudged free from pollution, shall be drained in the same manner prescribed in subsection (7)A. above.

(d) Riverside Setbacks. Riverside setbacks for both buildings and accessory structures are established to reinforce the defined character of the specific river improvement overlay district and help to define an edge at the river pathway that is varied according to the relationship of the river and the street. In the more urban areas, buildings should align closer to the river edge, while in more rural areas the buildings should be set farther away.

(1)Minimum setback requirements are per the following Table 673-1.

Description	RIO-1	RIO-2	RIO-3	RIO-4	RIO-5	RIO-6
Riverside Setback	20 FT	15 FT	0 FT	20 FT	50 ft	100 FT

(2)Designation of a development node district provides for a minimum riverside setback of zero (0) feet.

(e)Landscape Design. Lush and varied landscapes are part of the tradition of the San Antonio River. These design standards apply to landscaping within an individual site. Additional standards follow that provide more specific standards for the public pathway along the river and street edges.

(1)Provide Variety in Landscape Design. Provide variety in the landscape experience along the river by varying landscape designs between properties. No more than seventy-five (75) percent of the landscape materials, including plants, shall be the same as those on adjacent properties. (see Figure 673-4).

(2) Planting Requirements in Open Space Abutting the River. On publicly-owned land leased by the adjoining property owner, if applicable, and/or within privately owned setbacks adjacent to the river, a minimum percentage of the open space, excluding building footprint, lease space under bridges and parking requirements, are required to be planted according to Table 673-2.

A. Planting requirements in RIO-4, RIO-5, and RIO-6 should continue the restoration landscape efforts along the river banks. Planting in these RIO districts is to be less formal so as to maintain the rural setting of the river.

B. In "RIO-3," if existing conditions don't meet the standards as set out in Table 673-2, the owner or lessee will not have to remove paving to add landscaping in order to meet the standards until there is a substantial remodeling of the outdoor area. Substantial remodeling will include replacement of seventy-five (75) percent of the paving materials, or replacement of balcony and stair structures.

(f) Plant Materials. A number of soil conditions converge in the San Antonio area to create unique vegetation ecosystems. Along the route of the San Antonio River, the soil conditions vary greatly from the northern boundary near Hildebrand to the city limits near Mission San Francisco de la Espada (Mission Espada) and therefore native and indigenous plants will vary accordingly. Landscaping should reflect the unique soil characteristics of the specific site.

(1) Incorporate Existing Vegetation. Extend the use of landscape materials, including plants, shrubs and trees that are used in the public areas of the river onto adjacent private areas to form a cohesive design.

(2) Use indigenous and noninvasive species characteristic of the specific site as found on the permissible plant list maintained by the parks and recreation department or the Unified Development Code Plant List found in Appendix

E. In "RIO-3," plantings of tropical and semi-tropical plants with perennial background is permitted.

(3) Install Trees to Provide Shade and to Separate Pedestrians From Automobile Traffic. Install street trees along the property line or in the ROW abutting all streets according to minimum requirement standards established in subsection 35-512(b), except where this conflicts with existing downtown Tri-Party improvements in "RIO-3." In "RIO-3" the owner has the option of placing trees at the property line, or along the street edge.

(g) Paving Materials. An important San Antonio landscape tradition is the use of decorative surfaces for paving and other landscape structures. Paving materials and patterns should be carefully chosen to preserve and enhance the pedestrian experience.

(1) Vary Walkway, Patio and Courtyard Paving to Add Visual Interest on the Riverside of Properties Abutting the River. Pervious paving is encouraged where feasible and appropriate to the site.

A. A maximum of six hundred (600) square feet is allowed for a single paving material before the paving material must be divided or separated with a paving material that is different in texture, pattern, color or material. A separation using a different material must be a minimum of twenty-four (24) inches wide, the full width of the pathway.

B. A maximum of one hundred (100) lineal feet is allowed in a walkway before the pattern must change in districts "RIO-2," "RIO-3," and "RIO-4." A maximum of five hundred twenty-eight (528) lineal feet is allowed before the pattern must change in districts "RIO-1," "RIO-5" and "RIO-6." The change of material at five hundred twenty-eight (528) lineal feet will define and delineate one-tenth-mile markers.

C. In "RIO-3," the Riverwalk pathway shall be delineated by using a separate material that is clearly distinguished from the adjacent patio paving materials. If the historic Hugman drawings indicate a sidewalk width and pattern on the site, that paving pattern and material shall be replicated.

(h) Site Walls and Fences. Site walls and fences are used to help divide spaces, screen unsightly objects and provide privacy. However, the character of the San Antonio River is such that walls shall not be erected in such a way as to block views of the river from public spaces.

(1) Use of Site Walls to Define Outdoor Spaces.

A. Use of low scale walls (twenty-four (24) inches to forty-eight (48) inches) to divide space, create a variety in landscaping and define edges is permitted.

B. Solid walls (up to seventy-two (72) inches) are permitted to: screen mechanical equipment, garbage receptacles and other unsightly areas; and provide privacy at the back of lots up to the front building face.

(2) Site Wall and Fence Materials.

A. On properties abutting the river, site walls and fence materials may be constructed of: stone, block, tile, stucco, wrought iron, tubular steel, welded wire or a combination of masonry and metal, cedar posts and welded wire or garden loop or other materials having similar characteristics. All other properties, not abutting the river may use the above listed materials plus wood fencing.

B. All chain link fences are prohibited for properties abutting the river. For properties that do not abut the river chain link is only allowed in the rear yard if not readily visible from the right-of-way. Barbed wire, razor wire, and concertina are prohibited in all RIO districts.

(i) Street Furnishings. Street furnishings are exterior amenities, including but not limited to, tables, chairs, umbrellas, landscape pots, wait stations, valet stations, bicycle racks, planters, benches, bus shelters, kiosks, waste receptacles and similar items that help to define pedestrian use areas. Handcrafted street furnishings are particularly important in San Antonio, and therefore this tradition of craftsmanship and of providing street furniture is encouraged.

(1) Prohibited Street Furnishings in Riverwalk Area. The following street furnishings are prohibited within the publicly owned portion of the Riverwalk area, whether or not the property is leased, and on the exterior of the riverside of buildings directly adjacent to the publicly owned portion of the river:

A. Vending machines.

B. Automatic teller machines.

C. Pay phones.

D. Photo booths.

E. Automated machines such as, but not limited to, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other machines that are internally illuminated, or have moving parts, or make noise, or have flashing lights.

F. Inanimate figures such as horses, kangaroos, bears, gorillas, mannequins or any such animal, cartoon or human figure. This section does not affect public art as defined in Appendix "A" of this chapter.

G. Monitors (i.e., television screens, computer screens).

H. Speakers.

(2) Street Furnishing Materials.

A. Street furnishings shall be made of wood, metal, stone, terra cotta, cast stone, hand-sculpted concrete, or solid surfacing material, such as Corian or Surell.

B. Inexpensive plastic resin furnishings are prohibited.

(3) Advertising on Street Furnishings.

A. No commercial logos, trademarks, decals, product names whether specific or generic, or names of businesses and organizations shall be allowed on street furnishings.

B. Product or business advertising is prohibited on all street furnishings.

C. Notwithstanding the restrictions above, applications may be approved for purposes of donor or non-profit recognition.

(4) Street furnishings, such as tables and chairs may not be stored (other than overnight storage) in such a way as to be visible from the river pathway.

(j) Lighting. Site lighting should be considered an integral element of the landscape design of a property. It should help define activity areas and provide interest at night. At the same time, lighting should facilitate safe and convenient circulation for pedestrians, bicyclists and motorists. Overspill of light and light pollution should be avoided.

(1) Site Lighting. Site lighting shall be shielded by permanent attachments to light fixtures so that the light sources are not visible from a public way and any offsite glare is prevented.

A. Site lighting shall include illumination of parking areas, buildings, pedestrian routes, dining areas, design features and public ways.

B. Outdoor spaces adjoining and visible from the river right-of-way shall have average ambient light levels of between one (1) and three (3) foot-candles with a minimum of 0.5-foot candles and a maximum of six (6) foot-candles at any point measured on the ground plane. Interior spaces visible from the river right-of-way on the river level and ground floor level shall use light sources with no more than the equivalent lumens of a one hundred-watt incandescent bulb. Exterior balconies, porches and canopies adjoining and visible from the river right-of-way shall use light sources with the equivalent lumens of a sixty-watt incandescent bulb with average ambient light levels no greater than the lumen out put of a one hundred-watt incandescent light bulb as long as average foot candle standards are not exceeded. Accent lighting of landscape or building features including specimen plants, gates, entries, water features, art work, stairs, and ramps may exceed these standards by a multiple of 2.5. Recreational fields and activity areas that require higher light levels shall be screened from the river hike and bike pathways with a landscape buffer.

C. Exterior light fixtures that use the equivalent of more than one hundred-watt incandescent bulbs shall not emit a significant amount of the fixture's total output above a vertical cut-off angle of ninety (90) degrees. Any structural part of the fixture providing this cut-off angle must be permanently affixed.

D. Lighting spillover to the publicly owned areas of the river or across property lines shall not exceed one-half (½) of one (1) foot-candle measured at any point ten (10) feet beyond the property line.

(2) Provide Lighting for Pedestrian Ways That is Low Scaled for Walking. The position of a lamp in a pedestrian-way light shall not exceed fifteen (15) feet in height above the ground.

(3) Light Temperature and Color.

A. Light temperature and color shall be between 2500° K and 3500° K with a color rendition index (CRI) of eighty (80) or higher, respectively. This restriction is limited to all outdoor spaces adjoining and visible from the river right-of-way and from the interior spaces adjoining the river right-of-way on the river level and ground floor level. Levels shall be determined by product specifications.

(4) Minimize the Visual Impacts of Exterior Building Lighting.

A. All security lighting shall be shielded so that the light sources are not visible from a public way.

B. Lighting (uplighting and downlighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated, not pointed into the sky.

C. Fixtures shall not distract from, or obscure important architectural features of the building. Lighting fixtures shall be a subordinate feature on the building unless they are incorporated into the over-all design scheme of the building.

(5) Prohibited Lighting on the Riverside of Properties Abutting the River.

A. Flashing lights.

B. Rotating lights.

C. Chaser lights.

D. Exposed neon.

E. Seasonal decorating lights such as festoon, string or rope lights, except between November 20 and January 10.

F. Flood lamps.

(6) Minimize the visual impacts of lighting in parking areas in order to enhance the perception of the nighttime sky and to prevent glare onto adjacent properties. Parking lot light poles are limited to thirty (30) feet in height, shall have a 90° cutoff angle so as to not emit light above the horizontal plane.

(k) Curbs and Gutters.

(1) Construct Curb and Gutter Along the Street Edge of a Property.

A. Install curbs and gutter along the street edge at the time of improving a parcel.

B. In order to preserve the rural character of RIO-5 and RIO-6, the HPO in coordination with public works and the development services department may waive the requirement of curbs and gutters.

(l) Access to Public Pathway Along the River. These requirements are specifically for those properties adjacent to the river to provide a connection to the publicly owned pathway along the river. The connections are to stimulate and enhance urban activity, provide path connections in an urban context, enliven street activity, and protect the ambiance and character of the river area.

(1) A stair, ramp or elevator connecting the publicly owned pathway at the river to private property along the river is allowed by right at the following locations:

A. At all street and vehicular bridge crossings over the river.

B. Where publicly owned streets dead end into the river.

C. Where the pedestrian pathway in the Riverwalk area is located at the top of bank and there is a two-foot or less grade change between the private property and the pathway.

(2) If there is a grade change greater than two (2) feet between the private property and the publicly owned pathway at the river then the following conditions apply:

A. Access to the publicly owned pathway is limited to one (1) connection per property, with the exception that connections are always allowed at street and vehicular bridge crossings. For example if one (1) property extends the entire block face from street crossing to street crossing the owner would be allowed three (3) access points if the distance requirements were met.

B. The minimum distance between access points shall be ninety-five (95) feet. Only street and vehicular bridge connections are exempted. Mid-block access points must meet this requirement.

C. Reciprocal access agreements between property owners are permitted.

(3) Clearly define a key pedestrian gateway into the site from the publicly owned pathway at the river with distinctive architectural or landscape elements.

A. The primary gateway from a development to the publicly owned pathway at the river shall be defined by an architectural or landscape element made of stone, brick, tile, metal, rough hewn cedar or hand-formed concrete or through the use of distinctive plantings or planting beds.

(m) Buffering and Screening. The manner in which screening and buffering elements are designed on a site greatly affects the character of the river districts. In general, service areas shall be screened or buffered. "Buffers" are considered to be landscaped berms, planters or planting beds; whereas, more solid "screens" include fences and walls. When site development creates an unavoidable negative visual impact on abutting properties or to the public right-of-way, it shall be mitigated with a landscape design that will buffer or screen it.

(1) Landscape Buffers Shall be Used in the Following Circumstances: To buffer the edges of a parking lot from pedestrian ways and outdoor use areas, (such as patios, and courtyards), and as an option to screening in order to buffer service areas, garbage disposal areas, mechanical equipment, storage areas, maintenance yards, equipment storage areas and other similar activities that by their nature create unsightly views from pedestrian ways, streets, public ROWs and adjoining property.

(2) Screening Elements Shall be Used in the Following Circumstances: To screen service areas, storage areas, or garbage areas from pedestrian ways.

(3) Exceptions for Site Constraints. Due to site constraints, in all RIOs and specifically for "RIO-3" where there is less than ten (10) feet to provide for the minimum landscape berm, a screen may be used in conjunction with plantings to meet the intent of these standards. For example a low site wall may be combined with plant materials to create a buffer with a lesser cross sectional width.

(4) Applicable Bufferyard Types. Table 510-2 establishes minimum plant materials required for each bufferyard type. For purposes of this section, type C shall be the acceptable minimum type.

(5) Applicable Screening Fence and Wall Types. Screening fences and walls shall be subject to conditions of subsection 35-673(h), Walls and Fences.

(n) Service Areas and Mechanical Equipment. Service areas and mechanical equipment should be visually unobtrusive and should be integrated with the design of the site and building. Noise generated from mechanical equipment shall not exceed city noise regulations.

(1) Locate service entrances, waste disposal areas and other similar uses adjacent to service lanes and away from

major streets and the river.

A. Position utility boxes so that they cannot be seen from the public Riverwalk path, or from major streets, by locating them on the sides of buildings and away from pedestrian and vehicular routes. Locating them within interior building corners, at building offsets or other similar locations where the building mass acts as a shield from public view is preferred.

B. Orient the door to a trash enclosure to face away from the street when feasible.

C. Air intake and exhaust systems, or other mechanical equipment that generates noise, smoke or odors, shall not be located at the pedestrian level.

(2) Screening of service entrance shall be compatible with the buildings on the block face.

A. When it would be visible from a public way, a service area shall be visually compatible with the buildings on the block face.

B. A wall will be considered compatible if it uses the same material as other buildings on the block, or is painted a neutral color such as beige, gray or dark green or if it is in keeping with the color scheme of the adjacent building.

(o) Bicycle Parking. On-site bicycle parking helps promote a long term sustainable strategy for development in RIO districts. Bicycle parking shall be placed in a well lit and accessible area. UDC bicycle parking requirements in UDC 35-526 can be met through indoor bicycle storage facilities in lieu of outdoor bike rack fixtures.

Sec. 35-674. Building Design Principles

(a) Architectural Character. A basic objective for architectural design in the river improvement overlay districts is to encourage the reuse of existing buildings and construction of new, innovative designs that enhance the area, and help to establish distinct identities for each of the zone districts. At the same time, these new buildings should reinforce established building traditions and respect the contexts of neighborhoods.

When a new building is constructed, it shall be designed in a manner that reinforces the basic character-defining features of the area. Such features include the way in which a building is located on its site, the manner in which it faces the street and its orientation to the river. When these design variables are arranged in a new building to be similar to those seen traditionally, visual compatibility results.

(b) Mass and Scale. A building shall appear to have a "human scale." In general, this scale can be accomplished by using familiar forms and elements interpreted in human dimensions. Exterior wall designs shall help pedestrians establish a sense of scale with relation to each building. Articulating the number of floors in a building can help to establish a building's scale, for example, and prevent larger buildings from dwarfing the pedestrian.

(1) Express facade components in ways that will help to establish building scale.

A. Treatment of architectural facades shall contain a discernible pattern of mass to void, or windows and doors to solid mass. Openings shall appear in a regular pattern, or be clustered to form a cohesive design. Architectural elements such as columns, lintels, sills, canopies, windows and doors should align with other architectural features on the adjacent facades.

(2) Align horizontal building elements with others in the blockface to establish building scale.

A. Align at least one (1) horizontal building element with another horizontal building element on the same block face. It will be considered to be within alignment if it is within three (3) feet, measured vertically, of the existing architectural element.

(3) Express the distinction between upper and lower floors.

A. Develop the first floor as primarily transparent. The building facade facing a major street shall have at least fifty (50) percent of the street level facade area devoted to display windows and/or windows affording some view into the interior areas. Multi-family residential buildings with no retail or office space are exempt from this requirement.

(4) Where a building facade faces the street or river and exceeds the maximum facade length allowed in Table 674-1 divide the facade of building into modules that express traditional dimensions.

A. The maximum length of an individual wall plane that faces a street or the river shall be as shown in Table 674-1.

Table 674-1

Description	RIO-1	RIO-2	RIO-3	RIO-4	RIO-5	RIO-6
Maximum Facade Length	50 ft.	50 ft.	30 ft.	75 ft.	75 ft.	50 ft.

B. If a building wall plane facing the street or river and exceeds the length allowed in Table 674-1, employ at least two (2) of the following techniques to reduce the perceived mass:

- Change materials with each building module to reduce its perceived mass; or
- Change the height with each building module of a wall plane. The change in height shall be at least ten (10) percent of the vertical height; or
- Change the roof form of each building module to help express the different modules of the building mass; or
- Change the arrangement of windows and other facade articulation features, such as, columns, pilasters or strap work, which divides large planes into smaller components.

(5) Organize the Mass of a Building to Provide Solar Access to the River.

A. One (1) method of doing so is to step the building down toward the river to meet the solar access requirements of subsection 35-673(a).

B. Another method is to set the building back from the river a distance sufficient to meet the solar access requirements of subsection 35-673(a).

(c) Height. Building heights vary along the river corridor, from one-story houses to high-rise hotels and apartments. This diversity of building heights is expected to continue. However, within each zone, a general similarity in building heights should be encouraged in order to help establish a sense of visual continuity. In addition, building heights shall be configured such that a comfortable human scale is established along the edges of properties and views to the river and other significant landmarks are provided while allowing the appropriate density for an area.

(1) The maximum building height shall be as defined in Table 674-2.

A. Solar access standards subsection 35-673(a), and massing standards subsection 35-674(b) also will affect building heights.

Table 674-2

Description	RIO-1	RIO-2	RIO-3	RIO-4	RIO-5	RIO-6
Maximum # of Stories	5	10	None	7	5	4
Maximum Height in Feet	60 ft.	120 ft.	None	84 ft.	60 ft.	50 ft.

(3)On the street-side, the building facade shall appear similar in height to those of other buildings found traditionally in the area.

If fifty (50) percent of the building facades within a block face are predominantly lower than the maximum height allowed, the new building facade on the street-side shall align with the average height of those lower buildings within the block face, or with a particular building that falls within the fifty (50) percent range. However, the remainder of the building may obtain its maximum height by stepping back fifteen (15) feet from the building face.

(4) Designation of a development node provides for the ability to increase the building height by fifty (50) percent from the requirements set out in article VI.

(d) Materials and Finishes. Masonry materials are well established as primary features along the river corridor and their use should be continued. Stucco that is detailed to provide a texture and pattern, which conveys a human scale, is also part of the tradition. In general, materials and finishes that provide a sense of human scale, reduce the perceived mass of a building and appear to blend with the natural setting of the river shall be used, especially on major structures.

(1) Use indigenous materials and traditional building materials for primary wall surfaces. A minimum of seventy-five (75) percent of walls (excluding window fenestrations) shall be composed of the following:

A. Modular masonry materials including brick, stone, and rusticated masonry block, tile, terra-cotta, structural clay tile and cast stone. Concrete masonry units (CMU) are not allowed.

B. Other new materials that convey the texture, scale, and finish similar to traditional building materials.

C. Stucco and painted concrete when detailed to express visual interest and convey a sense of scale.

D. Painted or stained wood in a lap or shingle pattern.

(2) The following materials are not permitted as primary building materials and may be used as a secondary material only:

A. Large expanses of high gloss or shiny metal panels.

B. Mirror glass panels. Glass curtain wall buildings are allowed in RIO-3 as long as the river and street levels comply with 35-674(d)(1) above.

(3) Paint or Finish Colors.

A. Use natural colors of indigenous building materials for properties that abut the Riverwalk area.

B. Use matte finishes instead of high glossy finishes on wall surfaces. Wood trim and metal trim may be painted

with gloss enamel.

C. Bright colors may highlight entrances or architectural features.

(e) Facade Composition. Traditionally, many commercial and multi-family buildings in the core of San Antonio have had facade designs that are organized into three (3) distinct segments: First, a "base" exists, which establishes a scale at the street level; second a "mid-section," or shaft is used, which may include several floors. Finally a "cap" finishes the composition. The cap may take the form of an ornamental roof form or decorative molding and may also include the top floors of the building. This organization helps to give a sense of scale to a building and its use should be encouraged.

In order to maintain the sense of scale, buildings should have the same setback as surrounding buildings so as to maintain the street-wall pattern, if clearly established.

In contrast, the traditional treatment of facades along the riverside has been more modest. This treatment is largely a result of the fact that the riverside was a utilitarian edge and was not oriented to the public. Today, even though orienting buildings to the river is a high priority objective, it is appropriate that these river-oriented facades be simpler in character than those facing the street.

(1) Street Facade. Buildings that are taller than the street-wall (sixty (60) feet) shall be articulated at the stop of the street wall or stepped back in order to maintain the rhythm of the street wall. Buildings should be composed to include a base, a middle and a cap.

A. High rise buildings, more than one hundred (100) feet tall, shall terminate with a distinctive top or cap. This can be accomplished by:

i. Reducing the bulk of the top twenty (20) percent of the building by ten (10) percent.

ii. By stepping back the top twenty (20) percent of the building.

iii. Changing the material of the cap.

B. Roof forms shall be used to conceal all mechanical equipment and to add architectural interest to the structure.

C. Roof surfaces should include strategies to reduce heat island effects such as use of green roofs, photo voltaic panels, and/or the use of roof materials with high solar reflectivity.

(2) Fenestration. Windows help provide a human scale and so shall be proportioned accordingly.

D. Curtain wall systems shall be designed with modulating features such as projecting horizontal and/or vertical mullions.

(3) Entrances. Entrances shall be easy to find, be a special feature of the building, and be appropriately scaled.

A. Entrances shall be the most prominent on the street side and less prominent on the river side.

B. Entrances shall be placed so as to be highly visible.

C. The scale of the entrance is determined by the prominence of the function and or the amount of use.

D. Entrances shall have a change in material and/or wall plane.

E. Entrances should not use excessive storefront systems.

(4) Riverside facade. The riverside facade of a building shall have simpler detailing and composition than the street facade.

A. Architectural details such as cornices, sills, lintels, door surrounds, water tables and other similar details should use simple curves and handcrafted detailing.

B. Stone detailing shall be rough hewn, and chiseled faced. Smooth faced stone is not permitted as the primary building material, but can be used as accent pieces.

C. Facades on the riverside shall be asymmetrical, pedestrian scale, and give the appearance of the back of a building. That is, in traditional building along the river, the backs of building were designed with simpler details, and appear less formal than the street facades.

(g) Awnings, Canopies and Arcades. (See Figure 674-2) The tradition of sheltering sidewalks with awnings, canopies and arcades on commercial and multi-family buildings is well established in San Antonio and is a practice that should be continued. They offer shade from the hot summer sun and shelter from rainstorms, thereby facilitating pedestrian activity. They also establish a sense of scale for a building, especially at the ground level. Awnings and canopies are appropriate locations for signage. Awnings with signage shall comply with any master signage plan on file with the historic preservation officer for the property. Awnings and canopies installed at street level within the public right-of-way require licensing with the city's capital improvements management services (CIMS) department. Canopies, balconies and awnings installed at river level within the public right-of-way require licensing with the city's downtown operations department.

(1) If awnings, arcades and canopies are to be used they should accentuate the character-defining features of a building.

A. The awning, arcade or canopy shall be located in relationship to the openings of a building. That is, if there are a series of awnings or canopies, they shall be located at the window or door openings. However awnings, canopies and arcades may extend the length of building to provide shade at the first floor for the pedestrian.

B. Awnings, arcades and canopies shall be mounted to highlight architectural features such as moldings that may

be found above the storefront.
C. They should match the shape of the opening.
D. Simple shed shapes are appropriate for rectangular openings.
E. Odd shapes and bubble awnings are prohibited except where the shape of an opening requires a bubble awning, or historic precedent shows they have been previously used on the building.
F. Canopies, awnings and arcades shall not conflict with the building's proportions or with the shape of the openings that the awning or canopy covers.
G. Historic canopies shall be repaired or replaced with in-kind materials.

(2) Materials and Color.
A. Awnings and canopies may be constructed of metal, wood or fabric. Certain vinyl is allowed if it has the appearance of natural fiber as approved by the HDRC.
B. Awning color shall coordinate with the building. Natural and earth tone colors are encouraged. Fluorescent colors are not allowed. When used for signage it is appropriate to choose a dark color for the canopy and use light lettering for signage.

(3) Incorporating lighting into the design of a canopy is appropriate.
A. Lights that illuminate the pedestrian way beneath the awning are appropriate.
B. Lights that illuminate the storefront are appropriate.
C. Internally illuminated awnings that glow are prohibited.

UDC Section. 35-675. Archaeology.

When an HDRC application is submitted for commercial development projects within a river improvement overlay district the city archeologist shall review the project application to determine if there is potential of containing intact archaeological deposits utilizing the following documents/methods:

(1)The Texas Sites Atlas for known/recorded sites, site data in the files of the Texas Archeological Research Laboratory and the Texas Historical Commission;
(2)USGS maps;
(3)Soil Survey maps;
(4)Distance to water;
(5)Topographical data;
(6)Predictive settlement patterns;
(7)Archival research and historic maps;
(8)Data on file at the office of historic preservation.

If after review the city archeologist determines there is potential of containing intact archaeological deposits, an archaeological survey report shall be prepared and submitted. If, after review by the city archeologist, a determination is made that the site has little to no potential of containing intact archaeological deposits, the requirement for an archaeological survey report may be waived.

Upon completion of a survey, owners of property containing inventoried archaeological sites are encouraged to educate the public regarding archaeological components of the site and shall coordinate any efforts with the office of historic preservation.

FINDINGS:

a. The applicant is requesting conceptual approval to construct twenty-three condominium units on the vacant lot located at 355 Trail. The property features lots that are located within the River Improvement Overlay only, as well as those that are located within both the River Improvement Overlay and the River Road Historic District. The applicant has proposed for the condominium units to feature three stories in height. Access to the site will be provided from Trail Street and Huisache Street.
b. CONCEPTUAL APPROVAL –Conceptual approval is the review of general design ideas and principles (such as scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness for final approval.
c. DESIGN REVIEW COMMITTEE – This request was first reviewed by the Design Review Committee on

September 26, 2018, where the committee asked questions regarding the width and height of each unit, noted that three stories may be too tall and noted that the Guidelines should be adhered to. Members from the River Road Neighborhood Association attended this meeting.

d. DESIGN REVIEW COMMITTEE – This request was reviewed a second time by the Design Review Committee on October 23, 2018. At that meeting, the committee asked questions regarding tree preservation, noted that the historic acequia should be protected, noted that the elimination of unit(s) at the end of Trail would facilitate more efficient automobile access and circulation and would ensure protection of the acequia, noted that variations in height should occur, commented on materials, noted that ribbon driveways on Trail were appropriate and that garage doors fronting Trail were not a concern and noted that the applicant should consider additional roof forms. Members from the River Road Neighborhood Association attended this meeting.
e. SETBACKS – Both the UDC Section 35-672(b)(A) and the Guidelines for New Construction note that front facades on new construction are to align with the front facades of adjacent buildings where a consistent setback has been established along the street frontage. On Trail, the applicant has proposed a setback that per the submitted site plan features setbacks that are appropriate; however, on Huisache, the applicant has proposed setbacks that are less than those of the existing structures on Huisache. To mitigate, the applicant has proposed for the westernmost structure to feature a setback that matches that of the structure to the west. Staff finds that the applicant should incorporate additional setback depth on Huisache. Setbacks should be consistent throughout the development and consistent with the existing setbacks on the block.
f. ENTRANCES – Both the UDC Section 35-672(b)(A) and the Guidelines for New Construction note that a structure's primary entrance is to be orientated toward the street. The proposed new construction is consistent with the Guidelines and the UDC in regards to entrance orientation.
g. SCALE & MASS – The applicant has proposed for each unit of the new construction to feature three stories in height. Per the Guidelines for New Construction 2.A.i., a height and massing similar to historic structures in the vicinity of the proposed new construction should be used. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. The UDC Section 35-673(c) notes that the maximum construction height for RIO-1 is 5 stories, or sixty (60) feet in height. Additionally, the UDC notes that within each RIO District, a general similarity in building heights should be encouraged in order to help establish a sense of visual continuity and that building heights shall be configured such that a comfortable human scale is established along edges of properties. The River Road Historic District is composed mainly of single family residential structures. Multi-family residential structures that exist within the District often feature two stories in height. For the lot in question, staff finds that multiple stories in height are appropriate; however, height transitions should be incorporated into the design. Structure's addressing Trail should feature a reduced height to transition from one story structures to the south. The westernmost structure addressing Huisache should be reduced in height to feature a transition from the adjacent, one story residential structures. Staff finds that an appropriate transition would be the removal of a full floor in height from the proposed heights at these locations.
h. FOUNDATION & FLOOR HEIGHTS – According to the Guidelines for New Construction 2.A.iii., foundation and floor height should be aligned within one (1) foot of neighboring structure's foundation and floor heights. The UDC Section 35-674(a)(2)(D)(ii) notes that floor-to-floor heights should appear similar to those seen in the area. Foundation heights found on Huisache and Trail feature between one (1) and two (2) feet in height. The applicant should ensure that the proposed slab on grade foundations feature heights that are comparable to those found within the District and consistent with the Guidelines.
i. ROOF FORM – The applicant has proposed roof forms that include front and rear facing, open gabled roofs. Gabled roofs are found commonly throughout the River Road Historic District. Generally, staff finds the use of gabled roofs to be appropriate. Any flat roofs or parapet walls that are incorporated into the design should feature elements that will minimize their visibility from the right of way at Trail and Huisache.
j. WINDOW & DOOR OPENINGS – Per the Guidelines for New Construction 2.C.i., window and door openings with similar proportions of wall to window space as typical with nearby historic facades should be incorporated into new construction. Per the UDC Section 35-674(e)(5), fenestration should be well-detailed to add depth and scale to a building's façade. Additionally, window placement, size, material and style should help define a building's architectural style and integrity. Generally, the applicant has proposed windows that are grouped in an appropriate manner and feature contemporary interpretations of window fenestration found historically within the district.
k. LOT COVERAGE – Per the Guidelines for New Construction, the building footprint for new construction should be no more than fifty (50) percent of the size of the total lot area. The proposed footprint exceeds that which is recommended by the Guidelines. Staff finds that a lot coverage that is more consistent with what is found in the

historic district should be proposed.

l. ARCHITECTURAL DETAILS – The applicant has proposed architectural elements that present the proposed new construction in a contemporary and commercial light. While staff finds that contemporary interpretations of traditional architectural elements are appropriate, such as the proposed gabled roofs, staff finds that additional relationships between historic forms and the proposed new construction should occur, such as the further implementation of porches and balcony recessions into the front façade massing. Within the submitted exhibits, the applicant has provided photos for precedent of historic structures located within the River Road Historic District. The majority of the houses photographed feature front facades that include porch recessions and varying wall planes within each front façade. Staff finds that the applicant should work to incorporate addition architectural elements that will produce façade depth and variation in wall planes.

m. ARCHITECTURAL DETAILS (GARAGE DOORS) – The applicant has proposed for the structures on Trail to feature front loaded garages. This is inconsistent with the historic development pattern found within the River Road Historic District. Detached parking structures located to the rear of each structure follows the historic development pattern and would be more appropriate for the River Road Historic District.

n. MATERIALS – The applicant has proposed materials that include dark colored brick with stacked bonds, stucco, cement board siding with a four (4) inch exposure, and cement board shingles. Staff finds the use of stucco, cement board siding and cement board shingles to be appropriate for the River Road Historic District and consistent with the Guidelines and UDC. While the proposed brick is consistent with the UDC, staff finds that a more traditional bond, such as a running bond or a common bond may be more appropriate for the River Road Historic District. Brick is not found commonly throughout the District; however, where it is found, these bonds are present.

o. WINDOW MATERIALS – At this time, the applicant has not provided a specific proposal for windows. Staff finds that a double-hung, aluminum-clad wood window should be used. Meeting rails must be no taller than 1.25" and stiles no wider than 2.25". White manufacturer's color is not allowed, and color selection must be presented to staff. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening. The recessing of windows at least two inches within walls is also a requirement of the UDC Section 35-674.

p. MECHANICAL EQUIPMENT – Per the UDC and Historic Design Guidelines, all mechanical and service equipment, to include trash enclosures are to be screened from view at the public right of way.

q. AUTOMOBILE ACCESS – The applicant has proposed units to be constructed on Trail to the easternmost extent of the lot. As proposed, automobile access would dead end, as currently existing on Trail. The applicant is responsible for all compliance with Transportation and Capital Improvements in regards to access for emergency vehicles and automobile traffic.

r. AUTOMOBILE ACCESS – The applicant has proposed for a common, central drive to provide automobile access from Huisache to the interior of the site. Generally, staff finds this location to be appropriate; however, staff finds that additional automobile access should be added to the eastern side of the site to accommodate the circulation of automobiles from Trail, north to Huisache.

s. LANDSCAPING – The applicant has provided a site plan noting the locations of proposed landscaping elements. While conceptual in nature, staff finds that additional incorporation of pervious paving materials should be studied.

t. TREE PRESERVATION – The applicant has proposed to remove many of the existing trees on site. Staff finds that the applicant should attempt to preserve the existing, heritage caliper trees. A tree preservation plan should be included with landscaping documents.

u. ARCHAEOLOGY- The project area is within the River Improvement Overlay District and partially within the River Road Local Historic District. The Upper Labor Acequia, constructed in 1776, is located on, or adjacent to, the east side of the property. This Spanish Colonial water feature is a designated National Historic Civil Engineering Landmark and previously recorded archaeological site. The Upper Labor Acequia shall be preserved and shall not be impacted by new construction. In addition, the project area is located in close proximity to previously recorded archaeological site 41BX2125. Thus, an archaeological investigation is required. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

v. ARCHAEOLOGY – Staff has general concern about the sensitivity of the site and the impacts of construction to the acequia. Detailed construction management plans should be developed and provided prior to final approval

that includes the limits of construction in proximity to the historic acequia and measures taken to mitigate potential impacts during construction.

RECOMMENDATION:

Staff does not recommend conceptual approval at this time. Staff recommends that the applicant reduce the amount of the proposed units. This would reduce potential damage to the acequia as well as promote efficient traffic flow and emergency vehicle flow throughout the property. Additionally, the reduction of units would produce an overall site plan that features a lot coverage that is consistent with the Guidelines and the historic development pattern found throughout the River Road Historic District.

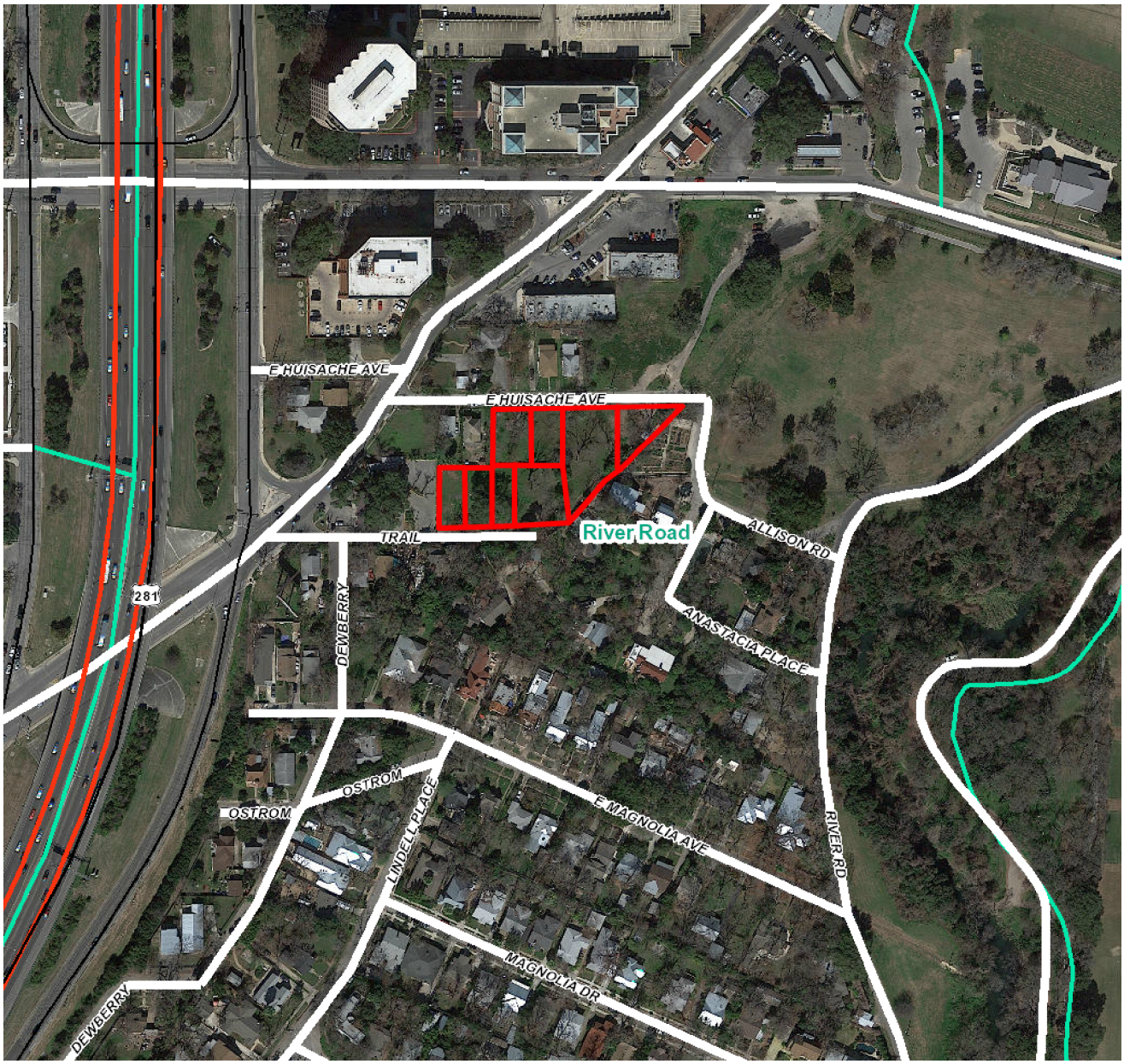
Additionally, staff recommends that the applicant reduce the height of the proposed units on Trail by one story as well as the westernmost unit on Huisache by one story. This would provide height and massing transitions from the proposed taller structures at the center of the site to shorter structures that exist currently on Huisache and south of Trail.

In addition to the above recommendations, staff finds that the applicant should address the following items prior to receiving conceptual approval:

i. That the applicant incorporate additional setback depth on Huisach as noted in finding e.
ii. That foundation heights that are comparable to those found within the district and consistent with the Guidelines be proposed as noted in finding h.
iii. That the proposed front loaded garages be eliminated.
iv. That the applicant incorporate architectural details that are more consistent with the historic precedent found in the district, including roof profiles, porch profiles and façade depth.
v. That the applicant incorporate additional front porch detailing and massing as noted in finding l.
vi. That a double-hung, aluminum-clad wood window should be used. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. White manufacturer’s color is not allowed, and color selection must be presented to staff. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening. The recessing of windows at least two inches within walls is also a requirement of the UDC Section 35-674.
vii. That all mechanical and service equipment be screened from view at the public right of way.
viii. That additional landscaping materials be incorporated into the design as noted in finding s.
ix. ARCHAEOLOGY- An archaeological investigation is required. The archaeological scope of work should be submitted to the OHP archaeologists for review and approval prior to beginning the archaeological investigation. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.
x. That a detailed construction management plan should be developed and provided prior to final approval that includes the limits of construction in proximity to the historic acequia and measures taken to mitigate potential impacts during construction.

CASE MANAGER:

Edward Hall



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Flex Viewer

Powered by ArcGIS Server

Printed:Nov 02, 2018


Excalibur Dr
N St Mary's St
Dewberry
E Magnolia Ave
Anastacia Pl

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Historic and Design Review Commission
Design Review Committee
Report & Recommendation

DATE: SEPTEMBER 26, 2018 HDRC Case# ———

ADDRESS: 335 TRAIL Meeting Location: 1901 S ALAMO

APPLICANT: KATIE BINGHAM / MOAM

DRC Members present: ANNE-MARIE GRUBE

Staff present: EDWARD HALL

Others present: BARBARA-WITTE HOWELL, PATRICA PEATCHETT, JENNA KENNEDY

REQUEST: CONSTRUCTION OF TWENTY-FOUR TOWNHOME UNITS

COMMENTS/CONCERNS: VB: OVERVIEW OF PROPOSAL. AMG: QUESTIONS REGARDING DRIVEWAY WIDTH, VEHICULAR ACCESS. QUESTIONS REGARDING HOME WIDTHS [18 TO 25 FEET]; GENERALLY NARROWER THAN WHAT'S FOUND HISTORICALLY IN THE AREA. QUESTIONS REGARDING HEIGHT / OVERALL SCALE. PROJECT SHOULD FOLLOW CLOSELY TO THE HISTORIC DESIGN GUIDELINES. THREE STORIES MAY BE TOO TALL. WORK WITH NEIGHBORHOOD ASSOCIATION

COMMITTEE RECOMMENDATION: **APPROVE [ ] DISAPPROVE [ ]**
APPROVE WITH COMMENTS/STIPULATIONS:

NO QUORUM

Committee Chair Signature (or representative) Date

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Historic and Design Review Commission
Design Review Committee
Report & Recommendation

DATE: OCTOBER 23, 2018 HDRC Case# 2018 -

ADDRESS: 355 TRAIL Meeting Location: 1901 S ALAMO

APPLICANT: KATIE BINGHAM/MOAM

DRC Members present: JEFF FETZER, JOHN LAFFOON, SANDI WOLFF

Staff present: EDWARD HALL

Others present: BARBARA WITTE-HOWELL, GEMMA KENNEDY, DAVID MORIN

REQUEST: CONSTRUCTION OF TWENTY-FOUR RESIDENTIAL STRUCTURES; REVIEW OF SITE PLAN, MASSING, ELEVATIONS + MATERIALS

COMMENTS/CONCERNS: DM: OVERVIEW OF PROPERTY AND PROPOSED NEW CONSTRUCTION. ALL: QUESTIONS REGARDING TREE PRESERVATION, ARCHAEOLOGY AND PROTECTION OF THE ACEQUIA. DM: CRUSHED GRANITE WALKING TRAIL WILL RUN PARALLEL WITH ACEQUIA. SIXTEEN FOOT SETBACKS FROM TRAIL. JF: QUESTIONS REGARDING PARKING, ON-STREET PARKING. JF: POSSIBLE TO ELIMINATE UNIT AT THE END OF TRAIL (DUE TO ACEQUIA AND PROXIMITY TO ZAMBRANO HOUSE)? DM: WILL CONSIDER REMOVAL OF UNIT. JF: CONSIDER VARIATIONS IN HEIGHT.

COMMITTEE RECOMMENDATION: **APPROVE [ ] DISAPPROVE [ ]**
APPROVE WITH COMMENTS/STIPULATIONS:

Committee Chair Signature (or representative)

10.23.18
Date

JF: QUESTIONS / CONCERNS REGARDING TRAFFIC FLOW TO/FROM AND WITHIN THE SITE.

JF: THE PROPOSED AMOUNT OF METAL SIDING/ROOFING APPEARS TOO COMMERCIAL. ADDITIONAL PENETRATION TO SIDE FACADES. ADD STREET LEVEL AWNINGS/ CANOPIES ABOVE GARAGES RATHER THAN PUNCHED OPENINGS. CONSIDER SOME 2 + 2.5 STORY UNITS RATHER THAN A 3 + 3.5 STORIES.

JL: QUESTIONS REGARDING HERITAGE TREES.

GK: NA REQUESTS THAT DESIGN RELATE MORE TO THE STRUCTURES FOUND HISTORICALLY WITHIN THE DISTRICT. CONCERNS REGARDING PARKING (LACK OF OFFSITE FOR VISITORS), CONCERNS REGARDING PROXIMITY TO THE ACEQUIA.

JF: RIBBON DRIVES ON TRAIL ARE APPROPRIATE. NOT A CONCERN OF JF'S THAT GARAGE DOORS ARE ON TRAIL.

JF: CONSIDER ADDITIONAL ROOF FORMS: HIPPED, GABLE FOR VARIETY. STUDY BRICK COLORS IN DISTRICT (TANS / REDS RATHER THAN BLACK + GRAY).

AM: MONEY BUDGETED FOR IMPROVEMENTS / REPAIR OF ACEQUIA.

__Trail Street Townhomes

HDRC Submittal for Conceptual Approval
Resubmitted: October 31, 2018
Originally Submitted: October 12, 2018

For: MNO Partners
335 Trail Street
San Antonio, TX 78212

By: Katie Bingham, AIA
Mark Odom Studio
201 Groveton Street
San Antonio, TX 78210

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Mark Odom Studio

Austin
1009 W. 6th St, Suite 50
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San Antonio
201 Groveton Street
San Antonio, TX 78210

__Table of Contents

01__Scope of Project

Scope of Proposed Project

Trail Street Townhomes is intended to be a 24-unit condo project with the following general programmatic requirements: Type V Construction, Slab-On-Grade, 3-Story, 24 units with 3 unit types, all featuring a 2-car garage (side-by-side and tandem). Organized in three rows with a single drive, owners and guests will have access to amenities such as communal picnic and seating areas, pedestrian pathways, and an intimate community pool, all integrated into the site using a variety of vegetation for a more natural atmosphere. The project will also feature a 6' wide, crushed granite walking trail running from Trail Street to the River Road Community Garden and Huisache. This feature hopes to give something back to the neighborhood while simultaneously celebrate the historical Acequia de Labor.

The proposed design aims be sensitive to the historical and residential nature of the neighborhood through minimizing the overall height of the project, including materials found within the surroundings, and incorporating individual front and back yards, porches, and patios, to promote neighbor engagement and community interaction. Overall, the project prioritizes a scenic atmosphere, residential neighborhood feel, and communal attitude to best align with the goals of both the Historic (H) and the River Improvement Overlay districts (RIO-1).

History of Site

The historical nature of the neighborhood can be seen through scale, community, and vegetation -- all characteristics this project hopes to embrace. However, today Trail Street in particular is mostly populated with fences and detached garages opening onto the street front. The dead-end street functions mostly as a back alley, now that most of the homes have been demolished. There are only three (3) houses which still front Trail Street, and a working car wash on the corner of Trail and St. Mary Street. Our project wants to help reactivate this historic location by bringing back a pleasant residential street edge and most of all, treat Trail Street as a vibrant addition to the historic neighborhoods rather than a forgotten back alley.

Design Intent

While the zoning allowance of the project is primarily MF-33, the development doesn't aim to maximize the allowed density, heights, or easements, but instead prioritizes integrating into the current neighborhood through scale, materiality, and vegetation.

Density Allowed: 33 units / 1 acres	:	Density Proposed: 24 units / 1.01 acres
Height Allowed: 45'-0"	:	Height Proposed: 35'-0" (min) 38'-6" (max)
Front Minimum Setback: N/A	:	Proposed Front Minimum Setback: 10'-0"-15'-0"
On-Site Parking: 1.5 spaces / 1 unit	:	On-Site Parking Provided: 2 spaces / 1 unit

To accomplish these proposed variation, the shape of the townhomes utilizes an a-frame roof line to bring the roof closer to the ground and help the project feel more like a 2-2.5 story home. Additionally, to better connect to the neighborhood, the project sits back from the street along both Huisache (10'-0") and Trail Street (15'-0") and utilize porches on each level to face the street.

The units along Trail Street will be of a more sensitive width and height, the majority of which will step the third floor back 8'-0" from the front facade, allowing those units to appear as 2 story units. Each unit will have front yards to add to the neighborhood quality and community of the current block. The design purposely integrates the garages with the overall massing (rather than having them protrude outward) and blends the garage door using the same color and material palette of the facade, allowing the garages to disappear from view. Additionally, the main entries on Trail rather than an interior drive will encourage the use of Trail Street for pedestrian life.

01__Scope of Project (cont.)

Design Intent (cont.)

Vehicular Drive:
The internal vehicular drive will utilize a hybrid of pervious and impervious cover, aiming to have as minimal impact on the current site as possible. The communal areas will have plenty of shade and vegetation, both to help seamlessly blend the project into the immediate neighborhood and also to relate to the natural features at nearby Davis Park. The central drive of the project provides access from Huisache for the first two rows of housing, and thus 2/3 of the project's residents. Having two-car garages provided for each unit is not only a unique amenity, but also provides ample space to tuck the cars away, internally to the development.

Inserting an additional drive through the project would add a large amount of impervious cover and in turn, sacrifice the added green space and vegetation opportunities which we believe negatively impacts the site and the natural environment surrounding it. While the street facing garages along Trail are not ideal, we do believe the benefits outweigh the addition of a secondary internal drive and/or a longer internal driveway from Huisache. Through successful design elements, these garages can easily blend into the townhome facades and be overshadowed by vegetated and well landscaped front yards.

Materiality
After surveying the surrounding neighborhood, most homes use brick, stucco, shingle or lap siding material (see page 10-11) as the primary exterior facade, as well as the gable roof lines (a-frame) as an architectural feature — either covering front porches or across the entire home. These are the elements and features we looked towards when generating the material palette and formal architectural features of our project and feel that these specific materials have the human scale needed to reestablish this site as part of a larger residential community.

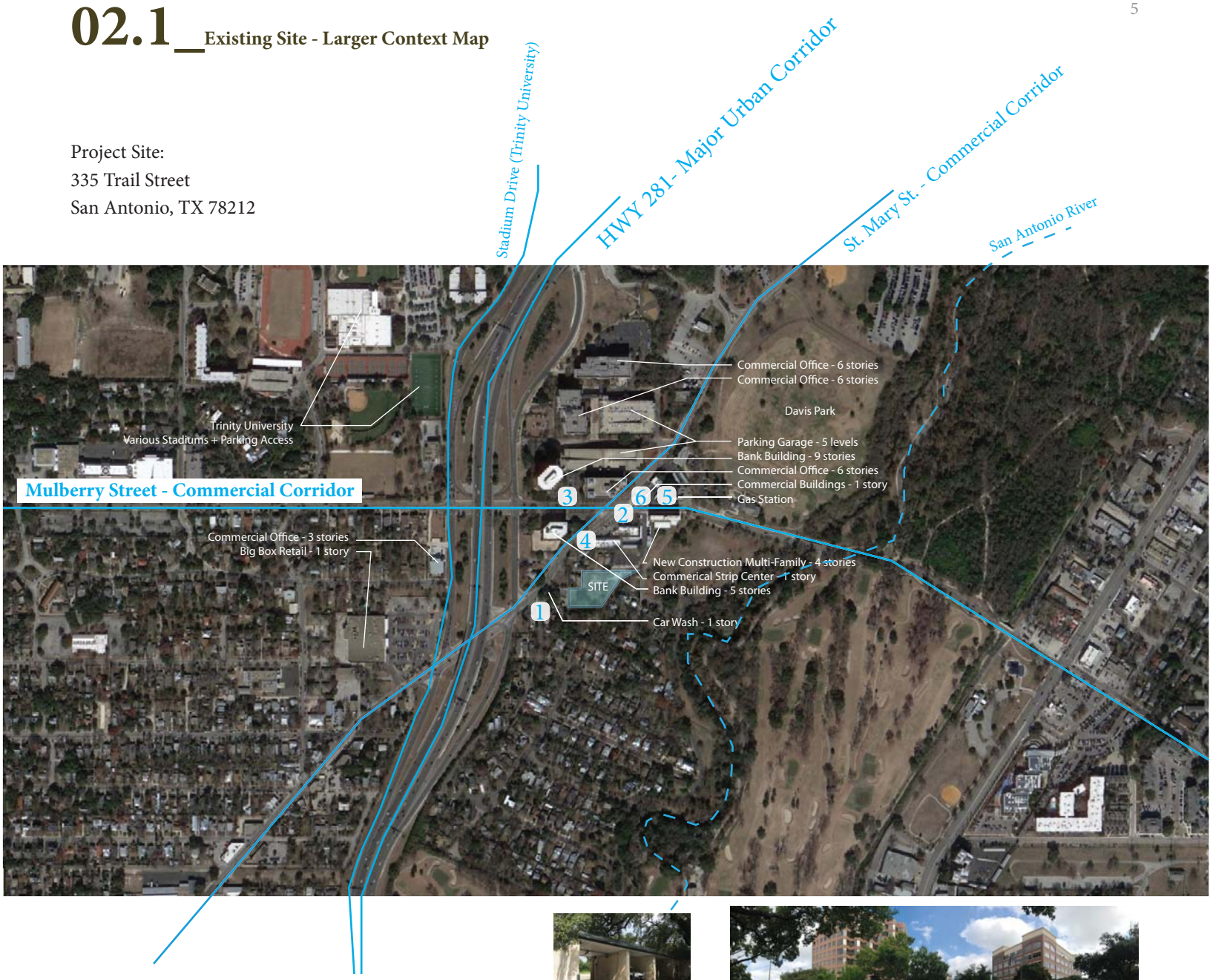
Lighting and Noise
The project will aim to keep a "dark sky" environment, with minimal exterior lighting in all locations. Additionally, utilities will be located so as to not add unneeded noise to the neighborhood and be well hid behind walls or sound buffers.

HDRC and Neighborhood comments which have been implemented:

- Removing balconies from the 3rd floor of Trail Street Units (to retain privacy for neighbors)
- Stepping back the 3rd floor 8'-0" from the front facade of wider Trail Street units, to allow them to appear as a 2-story unit overall.
- Reducing the minimum height to 35'-0"
- Proposed site improvements, including public access,and visibility to the historic Acequia de Labor via a developed walking trail from Trail St. to Huisache St. along the eastern edge of the property
- Defining vegetation palette which will fit into the existing neighborhood and act as a natural buffer to the existing neighborhood
- Widened the SE corner unit to allow the garage to sit further away from property line to give more space to the proposed walking trail along the Acequia.
- Expanding the community areas on site
- Moved the driveway to center of Huisache to give more space to the Heritage Tree at the corner of the property
- Added side windows to end units

02.1__Existing Site - Larger Context Map

Project Site:
335 Trail Street
San Antonio, TX 78212

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_The site is situated in a very complex surrounding neighborhood, sitting at the intersection of major commercial corridors, state highways, and access/frontage road traffic. Large commercial buildings, up to 9-stories tall, sit directly north and towards the east of the project site, many of which can be seen from eye-level on site. The shifting scale and material palette have little cohesion along the street front and certainly provide a large variety of traffic flows in terms of time, quantity, and frequency.

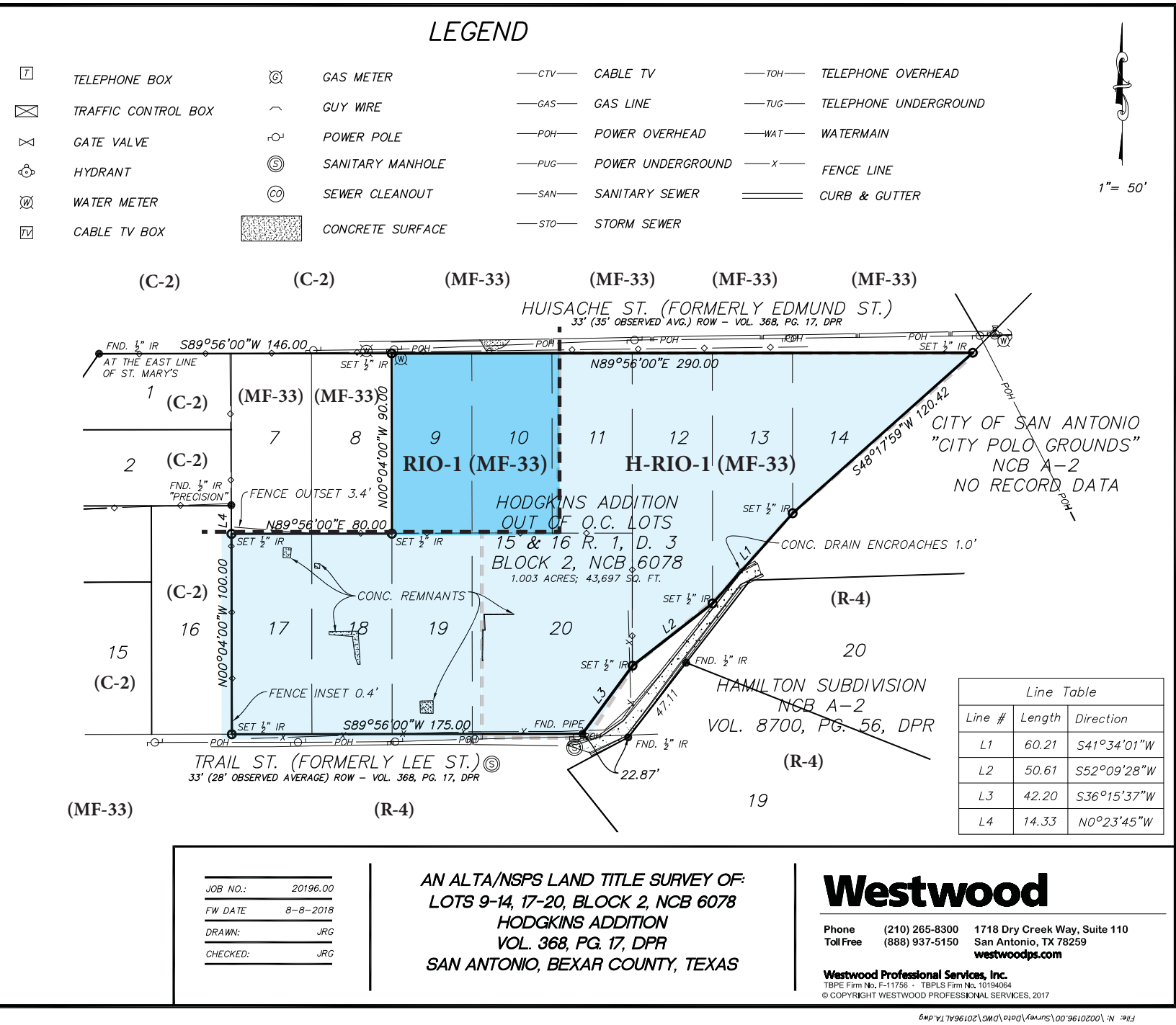
02.2__Existing Site - Immediate Context

_The site is situated in a very eclectic immediate neighborhood. The bounding streets include Trail Street, which currently has very little street front occupation and is host to a public car wash on the corner of St. Mary. Huisache Street includes small 1-story homes with uncovered drive-way parking. The front yards and front porches are elements we aim to include in the project to more sensitively integrate into the neighborhood, as well as maintaining a small lot width (20'-30' wide) to hold a residential scale (neighbor lots are 30'-40' wide). A community garden sits at the end of the street, which is a huge design driver for the Acequia Walking Trail we will develop to the east side of the project property line.

02.3__Existing Site - Survey + Zoning

H-RIO-1 (MF-33)

RIO-1 (MF-33)



_The site is zoned MF-33, and has two (2) separate overlays: RIO-1 and H-RIO-1. The surrounding lots are mostly MF-33 of C-2, with residential zones located directly east and south of the property lines.

02.4__Existing Site Images - TRAIL STREET

02.5__Existing Site Images - HUISACHE STREET

02.6__Surrounding Neighborhood Images

_The neighborhood is host to many different materials and architectural features. Our project would aim to employ similar brick, siding, shingles, front porches, recessed entries, and gable (or a-frame) roof lines seen throughout, as well as find proportional window sizes and window patterning along the front facades to keep the same scale and rhythm of surrounding residential streets.

02.6__Surrounding Neighborhood Images









_The neighborhood is host to many different materials and architectural features. Our project would aim to employ similar brick, siding, shingles, front porches, recessed entries, and gable (or a-frame) roof lines seen throughout, as well as find proportional window sizes and window patterning along the front facades to keep the same scale and rhythm of surrounding residential streets.

02.7 _Existing Acequia de Labor

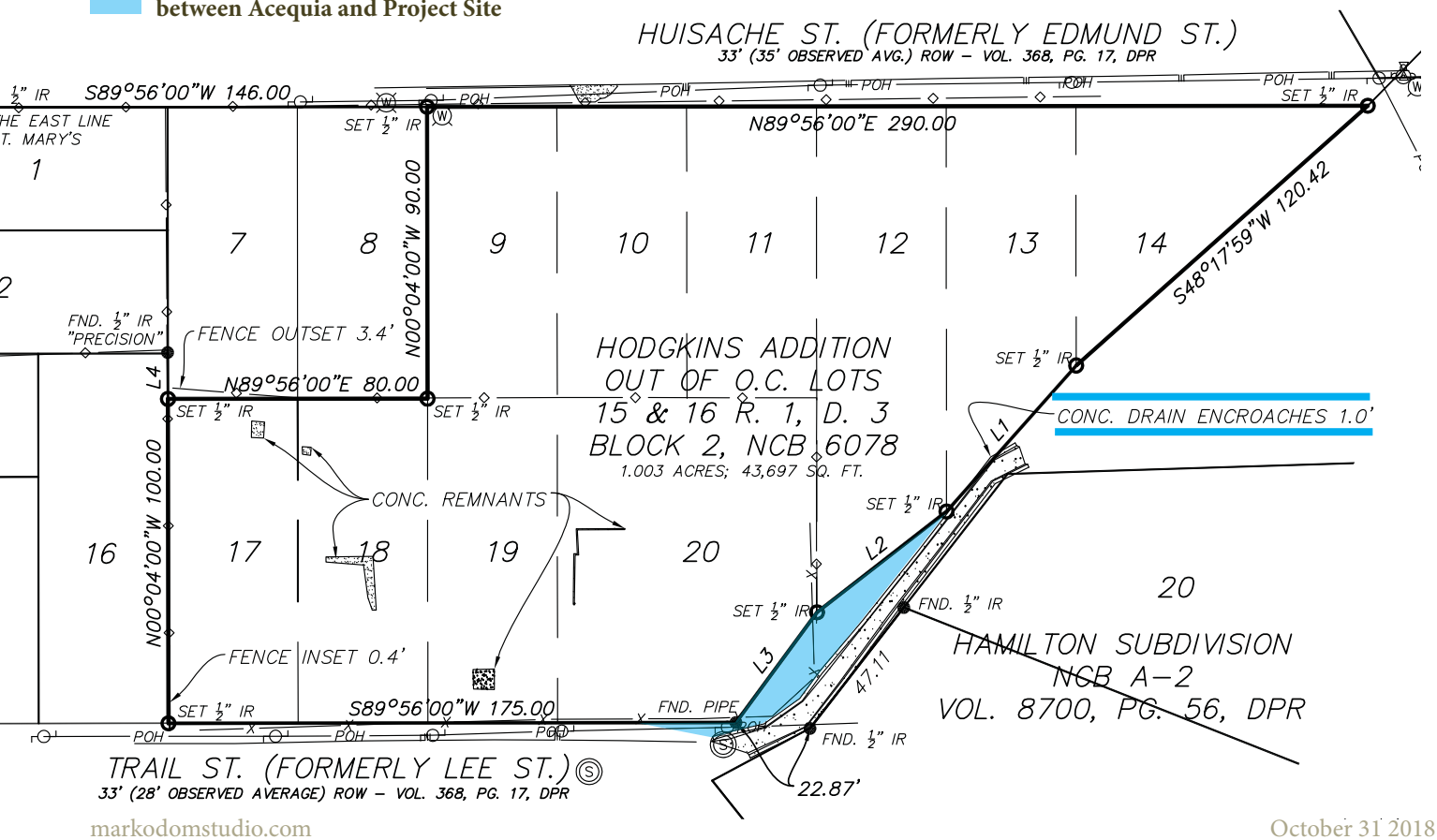
_The Acequia sits along the eastern edge of the property, but only touches the actual property line for a short distance. There is a large space (indicated below) between the existing Acequia and the site.

However, the project would like to take advantage of this historical artifact and make improvements to the eastern edge of the site which celebrate the Acequia -- including adding a 6'-0" wide, public walking trail from Trail St. to Huisache to bring access and visibility. *(see page 14, 2.8 Proposed Acequia de Labor Improvements)*

The current state of the Acequia as seen in the included images, is mostly disrepair and not at all celebrated.

*Current condition of the Acequia de Labor as seen from project site.

Current Buffered Zone/Space between Acequia and Project Site



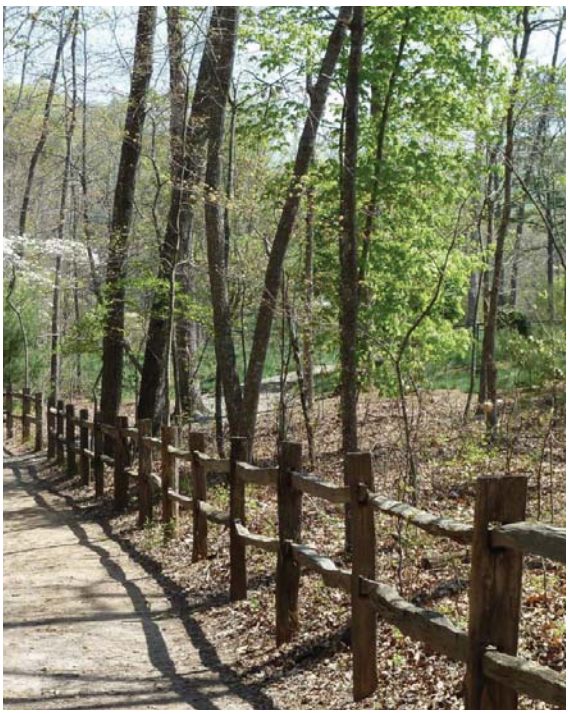
02.7__Existing Acequia de Labor

*Current condition of the Acequia de Labor as seen from project site.

02.8_Proposed Acequia de Labor Improvements

_The project would dramatically improve the existing Acequia, by developing a walking trail along the eastern edge of the property. This trail would celebrate the historic nature as well as give something back to the neighborhood as a quick and public route to the River Road garden situated at the northeast corner of our site.

- Improved public access to the Acequia via public walking trail from Trail St. to Huisache St.
- Improved walking surface
- Improved and added vegetation
- Celebrating the Acequia with markers
- Improved demarcation of walking area versus the historic Acequia



02.9__Existing Neighborhood Buffers

Current Residential Buffers
(as seen in images to the right)

- Fences line most of Trail Street *(top)*
- 10'-0" fence along eastern edge located on adjacent existing property, provides a tremendous buffer along with existing vegetation *(center)*
- Zambrano House as seen from Trail Street offers a large privacy fence and large trees *(bottom)*

Proposed Natural Buffers

- Large setbacks (16' @ Trail and 10' @ Huisache)
- Acequia Walking Trail (eastern edge)
- Privacy fence around pool area and against western edge of property

02.9__Existing Neighborhood Buffers

Current Natural Buffers
(as seen in images to the right)

- Extensive natural vegetation along all property lines, but especially the eastern edge - as seen from backyard of Zambrano House *(top)*
- River Road garden to the northeast corner of the site provides a natural buffer (center) *Project aims to connect this amenity to Trail Street via Acequia Walking Trail along eastern property line.*
- Large trees in eastern property *(bottom)*

Proposed Natural Buffers

- Front Yard Trees (all units)
- Acequia Walking Trail (eastern edge)
- Front and Back yard planting
- Amenity space planting and landscaping

**more details of vegetation palette can be found on pg. 25 (3.4_Planting Palette)*

03.1__Proposed - Site Plan (zoomed out)

_The site plan includes three (3) unit types of varied widths: Unit A (20’ wide), Unit B (22’ wide), Unit C (30’ wide).
_Ground materials will aim to introduce a residential scale and softness throughout the communal areas and individual front yards.
_The internal vehicular drive will utilize a hybrid of pervious and impervious cover, aiming to have as minimal impact on the current site as possible. The central drive of the project provides access from Huisache for the first two rows of housing, and thus 2/3 of the project’s residents. Having two-car garages provided for each unit is not only a unique amenity, but also provides ample space to tuck the cars away, internally to the development.

Inserting an additional drive through the project would add a large amount of impervious cover and in turn, sacrifice the added green space and vegetation opportunities which we believe negatively impacts the site and the natural environment surrounding it. While the street facing garages along Trail are not ideal, we do believe the benefits outweigh the addition of a secondary internal drive and/or a longer internal driveway from Huisache. Through successful design elements, these garages can easily blend into the townhome facades and be overshadowed by vegetated and well landscaped front yards.

Density Allowed: 33 units / 1 acres	:	Density Proposed: 24 units / 1.01 acres
Height Allowed: 45’-0”	:	Height Proposed: 35’-0” (min) 38’-6” (max)
Front Minimum Setback: N/A	:	Proposed Front Minimum Setback: 10’-0” - 15’-0”
On-Site Parking: 1.5 spaces / 1 unit	:	On-Site Parking Provided: 2 spaces / 1 unit

03.1a_Proposed - Site Plan (zoomed in)

_The site plan includes three (3) unit types of varied widths: Unit A (20’ wide), Unit B (22’ wide), Unit C (30’ wide).
_Ground materials will aim to introduce a residential scale and softness throughout the communal areas and individual front yards.
_The internal vehicular drive will utilize a hybrid of pervious and impervious cover, aiming to have as minimal impact on the current site as possible. The central drive of the project provides access from Huisache for the first two rows of housing, and thus 2/3 of the project’s residents. Having two-car garages provided for each unit is not only a unique amenity, but also provides ample space to tuck the cars away, internally to the development.

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Front Minimum Setback: N/A	:	Proposed Front Minimum Setback: 10’-0” - 15’-0”
On-Site Parking: 1.5 spaces / 1 unit	:	On-Site Parking Provided: 2 spaces / 1 unit

03.2__Proposed - Exterior Elevations (see 3.3 for more details on proposed materials)

_3 Color Palette OPTION

_2 Color Palette OPTION

- Density Allowed: 33 units / 1 acres
- Density Proposed: 24 units / 1.01 acres
- Height Allowed: 45'-0"
- Height Proposed: 35'-0" (min) 38'-6" (max)

03.3_Proposed - Exterior Materials

22' Unit @ Cement Board Lap Siding

22' Unit @ Stack Bond Brick

22' Unit @Cement Board Shingle Siding

Huisache Street

20' wide Unit @ Stack Bond Brick

30' wide Unit @ Stack Bond Brick

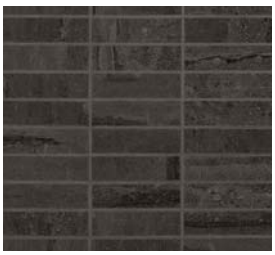
Trail Street

_The proposed exterior material palette utilizes facade materials which are small scale, and similar to the surrounding context. The window size and lite module will reflect those used in the immediate neighbors and be a way to create a stronger connection to the street and user.

- Density Allowed: 33 units / 1 acres
- Density Proposed: 24 units / 1.01 acres
- Height Allowed: 45'-0"
- Height Proposed: 35'-0" (min) 38'-6" (max)

The three (3) major materials to be used are found in the surrounding neighborhood -- as illustrated in the following pages:

Stack Bond Brick



4" Cement Board Lap Siding

Cement Board Shingle

03.3a__Proposed - Exterior Materials: LAP SIDING LOCAL EXAMPLES

4” Cement Board Lap Siding

*all images taken from surrounding neighborhood.

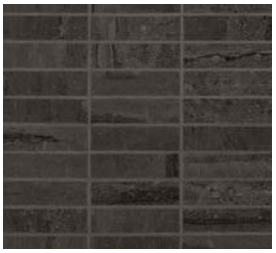
03.3b__Proposed - Exterior Materials: SHINGLE LOCAL EXAMPLES

Cement Board Shingle

*all images taken from surrounding neighborhood.

03.3c__Proposed - Exterior Materials: BRICK - RESIDENTIAL LOCAL EXAMPLES

Stack Bond Brick

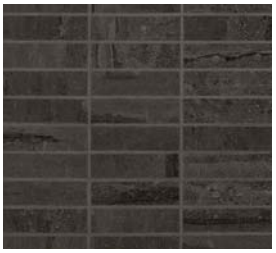


Trail Street Car Wash

*all images taken from surrounding neighborhood.

03.3d__Proposed - Exterior Materials: BRICK - COMMERCIAL LOCAL EXAMPLES

Stack Bond Brick



*all images taken from surrounding neighborhood.

03.4__Proposed Planting Palette

_Vegetations is a huge priority for this project. In addition to preserving two (2) Heritage Trees and two (2) Significant trees already existing on site, the project aims to utilize the above palette in the following locations:

- Front Yards
- Community Areas / Pedestrian Areas
- Proposed Acequia Walking Trail
- Buffer zones between neighbors
- Pool and Amenity Areas

335 TRAIL STREET

PRELIMINARY PLANTING PALETTE (to be expanded)

TREES


CEDAR ELM


CHINQUAPIN OAK


MONTERREY OAK


RED BUD


TEXAS MOUNTAIN LAUREL

NATIVE SHRUBS & GRASSES


GULF-MUHLY


SALVIA INDIGO SPIRES


DWARF MEXICAN PETUNIA


PLUMBAGO


TRAILING ROSEMARY


ESPERANZA


MEXICAN FEATHER GRASS


LINDHEIMER MUHLY


LANTANA


SMOOTH AGAVE


DWARF MEXICAN SAGE

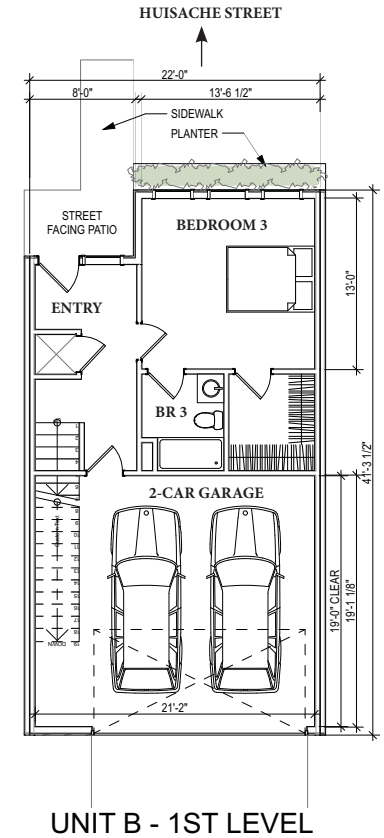

BICOLOR IRIS


TURK'S CAP


SOFT-LEAF YUCCA

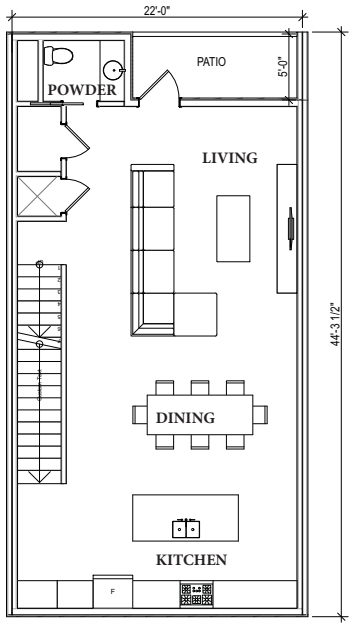

MEXICAN BUSH SAGE

03.5__Proposed - Typical (22' wide) Unit Floor Plan



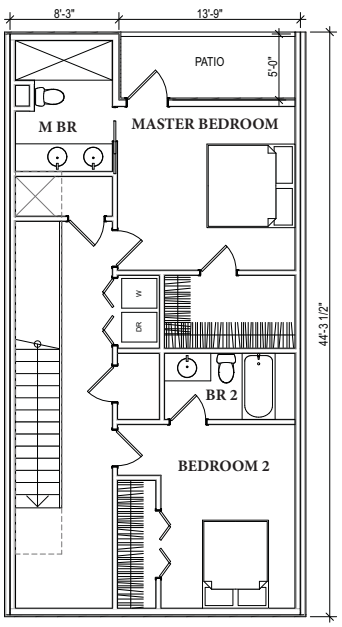
UNIT B - 1ST LEVEL

SCALE: 1/8" = 1'-0"



UNIT B - 2ND LEVEL

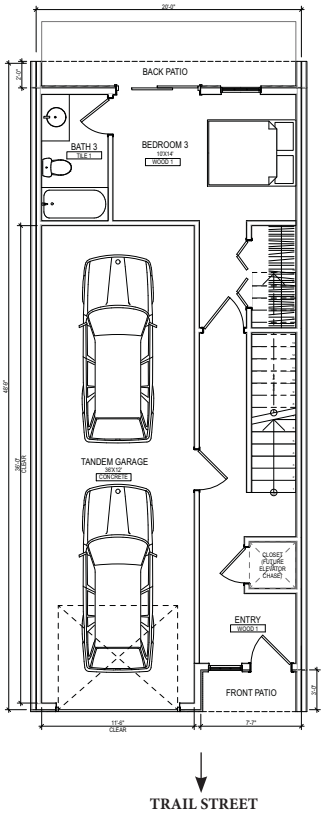
SCALE: 1/8" = 1'-0"



UNIT B - 3RD LEVEL

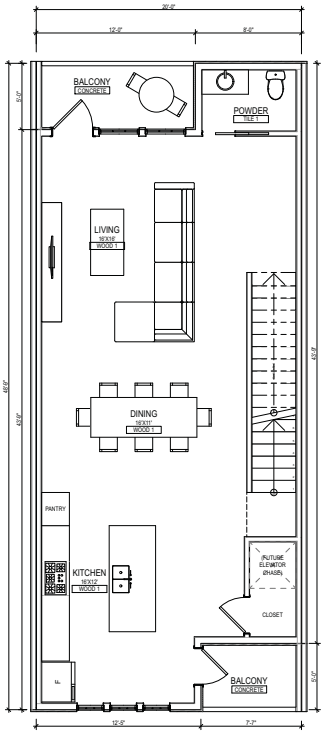
SCALE: 1/8" = 1'-0"

03.5a_Proposed - 20’ wide Unit Floor Plans (Fronting Trail Street)



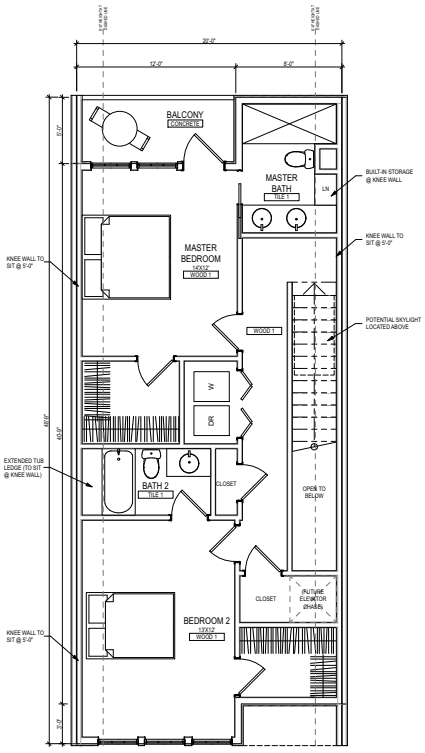
UNIT A - 1ST LEVEL

SCALE: 1/8" = 1'-0"



UNIT A - 2ND LEVEL

SCALE: 1/8" = 1'-0"

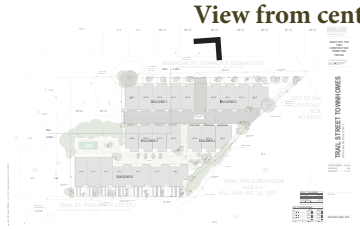


UNIT A - 3RD LEVEL

SCALE: 1/8" = 1'-0"

03.6__Proposed - Perspective View from Huisache St.

View from center of Huisache St.



03.6__Proposed - Perspective View from Huisache St.

View from Huisache, near corner at St. Mary's St.

03.6__Proposed - Perspective View from Trail St.

View from Trail St., near corner car wash

03.6__Proposed - Perspective View from Mulberry St.

View from Mulberry St., near the St. Mary's intersection

thank you.