

HISTORIC AND DESIGN REVIEW COMMISSION

July 15, 2020

HDRC CASE NO: 2020-201
COMMON NAME: 335 TRAIL
LEGAL DESCRIPTION: NCB 6078 BLK 2 LOTS 9 THRU 14 & 17 THRU 20
ZONING: MF-33, RIO-1, H
CITY COUNCIL DIST.: 1
DISTRICT: River Road Historic District
TYPE OF WORK: Consideration and action of an application for a multi-unit residential development:

A. Waiver of the one-year waiting period of subsequent application for multi-unit residential development as provided for by Section 35-451(f) of the Unified Development Code, and if approved;

B. Consideration of a request of a Certificate of Appropriateness for Construction

APPLICATION RECEIVED: June 26, 2020
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Edward Hall
REQUEST:

Item A: Consideration and approval of a waiver pursuant to City Code Section 35-451 (f) to accept and review the application submitted for the request described below.

Item B: The applicant is requesting a Certificate of Appropriateness for approval to construct a multi-unit residential development (23 units) on the vacant lot located at 335 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 residential structures to feature two and three stories in height. Access to the site will be provided from Trail Street and Huisache Street. A revised parking proposal is included in this request.

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

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.

Standard Specifications for Windows in Additions and New Construction

Consistent with the Historic Design Guidelines, the following recommendations are made for windows to be used in new construction:

- GENERAL: Windows used in new construction should be similar in appearance to those commonly found within the district in terms of size, profile, and configuration. While no material is expressly prohibited by the

Historic Design Guidelines, a high quality wood or aluminum-clad wood window product often meets the Guidelines with the stipulations listed below.

- SIZE: Windows should feature traditional dimensions and proportions as found within the district.
- SASH: Meeting rails must be no taller than 1.25". Stiles must be no wider than 2.25". Top and bottom sashes must be equal in size unless otherwise approved.
- DEPTH: There should be a minimum of 2" 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. All windows should be supplied in a block frame and exclude nailing fins which limit the ability to sufficiently recess the windows.
- TRIM: Window trim must feature traditional dimensions and architecturally appropriate casing and sloped sill detail.
- GLAZING: Windows should feature clear glass. Low-e or reflective coatings are not recommended for replacements. The glazing should not feature faux divided lights with an interior grille. If approved to match a historic window configuration, the window should feature true, exterior muntins.
- COLOR: Wood windows should feature a painted finish. If a clad or non-wood product is approved, white or metallic manufacturer's color is not allowed and color selection must be presented to staff.

Sec. 35-451. - Certificate of Appropriateness.

(a) Applications proposing work or changes to the exterior of a landmark, in a historic district, in a river improvement overlay district, viewshed protection or mission protection overlay district, or a property identified as an eligible resource or recommended for historic designation in accordance [with] subsection 35-453(a) shall require review for appropriateness with the provisions of this article, and any adopted design guidelines. In addition, the demolition or relocation of any structure designated historic shall also require review for appropriateness in the same manner. Such applications may include, but are not limited to:

- (1) Construction and reconstruction,
- (2) Alteration, additions, restoration and rehabilitation,
- (3) Relocation,
- (4) Stabilization,
- (5) Signage,
- (6) Landscaping,
- (7) Construction or reconstruction of a parking lot,
- (8) Construction or reconstruction of an appurtenance,
- (9) Acquisition or deaccessioning of artwork,
- (10) Demolition, and
- (11) Lighting, furniture and seating plan, and awnings and umbrellas within the Riverwalk area and in the public right-of-way.

Subsequent Applications. In the case of disapproval of an application by the board of adjustment, a new application for the same work shall not be resubmitted for consideration until one (1) year has elapsed from the date of disapproval unless the indicated changes in the plans and specifications required to meet the conditions have been incorporated into the new application. The commission, by a majority of its membership, may waive the aforementioned time limitation if the application presents new substantial evidence. If such waiver is granted, a new application shall be filed with the historic preservation officer.

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.
 - B. 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, whichever 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.

B. 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.

C. 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.

D. 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.

D. 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 output 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.

E. 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 a Certificate of Appropriateness for approval to construct a multi-unit residential development on the vacant lot located at 335 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 residential structures to feature two and three stories in height. Access to the site will be provided from both Trail Street and Huisache Street.

- b. **PREVIOUS REQUESTS** – A previous application which consisted of five, 3-story buildings and one, 2-story building (total of 24 units) was approved with stipulations by the HDRC on December 18, 2019. An appeal of this approval was submitted by a neighboring property owner and by the Board of Adjustment (BOA) on February 17, 2020. The UDC 35-451 (f), *In the case of disapproval of an application by the board of adjustment, a new application for the same work shall not be resubmitted for consideration until one (1) year has elapsed from the date of disapproval unless the indicated changes in the plans and specifications required to meet the conditions have been incorporated into the new application. The commission, by a majority of its membership, may waive the aforementioned time limitation if the application presents new substantial evidence. If such waiver is granted, a new application shall be filed with the historic preservation officer.* Accordingly, HDRC is expressly authorized to review subsequent applications for consideration of waiver of the one-year time limitation if the application presents substantial new evidence. A revised request, heard on June 19, introduced several revisions to the previous proposal including a reduction of units by 1, reduction of building height on Trail Street, elimination of front-loading garages facing Trail Street, and reduced lot coverage to preserve an existing heritage oak. The overall architectural character was also revised with updated porch and column details and material specifications. A motion to approve a waiver based on these revisions failed at the June 19 hearing. Applicant submitted a new request for waiver and revised subsequent application on June 24, 2020. In the current proposal, the applicant has updated the parking plan, which respond to staff's previous recommendations related to parking on Trail. Minor alterations to the street-facing elevations of Buildings 5 and 6 have also been included in the current request. Staff recommends approval of waiver and consideration of a Certificate of Appropriateness based on revisions submitted.
- c. **DESIGN REVIEW COMMITTEE** – This request was reviewed by the Design Review Committee on April 8, 2020, and again on May 5, 2020. At those meetings, the committee reviewed updated application documents and discussed front yard parking, density, roof profiles and massing.
- d. **SETBACKS (Trail)** – 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. The applicant has noted setbacks of twenty (20) feet on Trail for both buildings 5 and 6. Generally, staff finds the proposed setbacks to be appropriate.
- e. **SETBACKS (Huisache)** – The applicant has noted per the site plan that setbacks on Huisache will match those of the adjacent, one story structures. The site plan notes porch foundations that protrude past the setbacks of the adjacent structures. Staff finds that the applicant should confirm that no portion of the
- f. structures' massing will feature a setback that is less than those of the adjacent, one story structures.
- g. **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.
- h. **SCALE & MASS** – The applicant has proposed for both structures on Trail Street (buildings 5 and 6) to feature two (2) stories in height, while the other structures (buildings 1 through 4) will feature three (3) 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 comprised mainly of single family residential structures. Multi-family residential structures that exist within the District often feature two stories in height. Generally, staff finds the proposed massing throughout to be appropriate. The proposed massing on Trail Street provides an appropriate transition in height as structures to the immediate south feature one story in height.

- i. **ROOF FORM** – The applicant has proposed roof forms that include both front and side facing gabled roofs as well as shed roofs over porch elements. The applicant has also proposed mansard roof forms; however, these forms will be located on the interior of the site, and on Huisache. Generally, staff finds the proposed roof forms to be appropriate.
- 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 window openings that relate to those found historically within the River Road Historic District in regards to both the locations and profiles. Staff finds that the applicant should ensure that all ganged windows are separated by a mullion of at least six (6) inches in width.
- 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. Per the application documents, the applicant has proposed a total lot coverage of forty-seven (47) percent within the historically designated portion of the site. This is consistent with the Guidelines.
- l. **PROXIMITY TO ACEQUIA** – The applicant has proposed a setback of fifteen (15) feet from building 4 to the acequia, as well as a setback of more than fifteen (15) feet from building 6. While staff finds the increased setbacks to be appropriate; staff finds that additional steps must be taken to further protect the acequia. Staff finds that the applicant must submit a construction management plan. The construction management plan should outline the steps taken to protect the acequia throughout the course of construction. Moreover, the formal construction plans should identify no subsurface work (utilities, grading, etc.) within 5 feet of the extant acequia. In-field protection of the acequia should include orange construction fencing and silt fencing at a buffer distance of 5 feet from the feature. No construction activities will occur within the buffer area. This fencing should be present on-site until construction is completed. As stated previously, the acequia shall not be used for storm water drainage. Furthermore, the acequia shall not be used for storage, equipment cleaning, or any other use during development that could impact the feature.
- m. **ARCHITECTURAL DETAILS** – The applicant has proposed a number of architectural details that are found historically within the River Road Historic District, including roof forms and materials. As noted in finding j, all ganged windows should be separated by a mullion of at least six (6) inches in width. Additionally, staff finds that appropriate foundation heights should be incorporated. The Guidelines note that foundations in new construction should be within one (1) foot of those found historically on the block.
- n. **MATERIALS** – The applicant has proposed materials that include standing seam metal roofs, composite siding with both board and batten and lap details, and brick. Generally, staff finds the proposed materials to be appropriate. The proposed standing seam metal roofs should feature panels that are 18 to 21 inches wide, seams that are 1 to 2 inches in height, crimped ridge seams or low profile ridge caps and a standard galvalume finish. If a low profile ridge cap is to be used, it must be submitted to OHP staff for review and approval. The applicant has noted a four inch exposure and smooth finish for lap siding; however, staff finds that board and batten siding should feature boards that are approximately twelve (12) inches wide, with batten that are approximately 1 ½ inches wide.
- o. **WINDOW MATERIALS** – Per the applicant's submitted documents, an aluminum clad wood window is to be installed. Additionally, the applicant has submitted a window installation detail noting that windows will be sufficiently recessed within openings, per staff's standards for windows in new construction. Staff finds that all standards for windows in new construction should be followed. These standards are found above in the applicable citations.
- 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. The applicant is responsible for complying with this requirement.
- 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. **PARKING ON TRAIL** – For units on Trail, the applicant has proposed parking spaces in front of the proposed units, as well as parking within the landscaped courtyard between buildings 5 and 6. The Guidelines for Site Elements discourage the addition off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape. They also indicate that access to parking areas should utilize alleys or secondary streets. The predominant parking configuration in this residential district is a single driveway located to one side of the primary structure. Traditional front lawn spaces are also a distinctive characteristic of the district. This portion of Trail Street features two homes with a traditional driveway configuration, one commercial parking lot, and one street-facing overhead garage door. The remainder of the street consists of privacy fences. As proposed, the parking configuration responds to previous recommendations and creates the appearance of traditional front yard spaces for each unit. The Guidelines for Site Elements 3.D.i. notes that mature trees and heritage trees should be preserved and protected. The addition of new spaces in the landscaped courtyard should be further evaluated to avoid impacts to the existing heritage oak which is proposed to be retained.
- s. **LANDSCAPING** – The applicant has submitted landscaping information that notes the locations of various landscaping materials, as well as the locations of existing, and heritage trees. Generally, staff finds the proposed landscaping plan to be appropriate.
- t. **SITE DESIGN** - The applicant has submitted a drainage plan to include an on-site rainwater catchment system (cisterns) and permeable pavers within driveways to handle rooftop and pavement drainage. The cisterns and pavers will be designed to capture a two year (2-yr) storm event, or approximately the first four (4) inches of rainfall. Rainfall in excess of the 2-yr storm or in areas that do not drain to the pavers would be captured by drains throughout the site and conveyed to the proposed on-site detention pond at the northeast corner of the site. The detention pond will release water along Huisache. Additionally, the applicant has proposed a small wall/curb to deter runoff from entering the acequia from the site. Public Works Stormwater Review staff has determined that the overall drainage plan would result in a reduction of runoff entering the acequia adjacent to the site when compared to existing conditions. Public Works staff also concurs that the design is generally compliant with storm water code requirements and does not use the acequia as part of the proposed drainage infrastructure.
- u. **SIDEWALKS** – The UDC requires that a pedestrian sidewalk be provided across properties. The applicant has received an administrative variance to not install sidewalks from Development Services Department. The applicant and neighborhood are in agreement on not installing sidewalks.
- v. **TREE PRESERVATION** – The applicant has submitted a tree preservation plan noting percentages of trees, including heritage trees that have been preserved.
- w. **ARCHAEOLOGY** – The archaeological investigation has been completed. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.
- x. **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 permitting that includes the limits of construction in proximity to the historic acequia and measures taken to mitigate potential impacts during construction. The UDC Section 35-672 does not allow drainage into the acequia.

RECOMMENDATION:

Item A: Staff recommends that the proposal has been sufficiently revised to warrant approval of a waiver of the one-year time limitation. Previously, the HDRC did not approve such a waiver based on the documented revisions, and the current request has not been substantially modified from the date of this previous action.

Item B: Staff recommends approval of a Certificate of Appropriateness with the following stipulations:

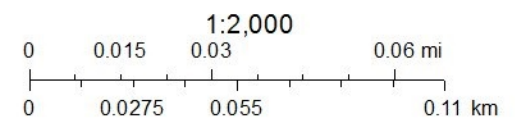
- i. That the proposed parking spaces in the heritage oak courtyard be eliminated or designed to avoid any negative impacts to the preserved tree. The parking design should be developed with a licensed arborist and coordinated between OHP and the City Arborist.
- ii. That front setbacks along Huisache be accurately represented and that all portions of Buildings 1 or 2 meet or exceed the front setback established by the primary wall planes of the existing homes on Huisache per finding e.
- iii. That all windows follow staff's standards for windows in new construction as noted in finding n.
- iv. That all ganged windows be separated by a mullion of at least six (6) inches in width as noted in the findings.

- v. That the proposed standing seam metal roofs feature panels that are 18 to 21 inches wide, seams that are 1 to 2 inches in height, a crimped ridge seam or a low profile ridge cap, and a standard galvalume finish. If a low profile ridge cap is used, it must be submitted to OHP staff for review and approval. Additionally, all other materials are to adhere to the specifications outlined in finding m.
- vi. That the applicant use a foundation height that is within one (1) foot of those found historically on Trail, as noted in finding l.
- vii. That all mechanical equipment be screened from view at the public right of way as noted in finding o.
- viii. That the applicant comply with all Transportation and Capital Improvements department requirements regarding emergency vehicle access, automobile access, storm water management and parking.
- ix. ARCHAEOLOGY – The archaeological investigation has been completed. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology. The Upper Labor Acequia shall be preserved and shall not be impacted by new construction. 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. The UDC Section 35-672 does not allow drainage into the acequia. Moreover, the formal construction plans should identify no subsurface work (utilities, grading, etc.) within 5 feet of the extant acequia. In-field protection of the acequia should include orange construction fencing and silt fencing at a buffer distance of 5 feet from the feature. No construction activities will occur within the buffer area. This fencing should be present on-site until construction is completed. As stated previously, the acequia shall not be used for storm water drainage. Furthermore, the acequia shall not be used for storage, equipment cleaning, or any other use during development that could impact the feature. (The applicant has noted that they will comply with this stipulation.)

City of San Antonio One Stop



July 9, 2020





Site Plan

Project - 5488 Site Plan Modification

A-01

A-01



BUILDING 1 - NORTH ELEVATION



BUILDING 1 - EAST ELEVATION

STANDING SEAM METAL ROOFING TYPICAL

TRIM BAND

PAINTED BOARD & BATTEN SIDING TYPICAL

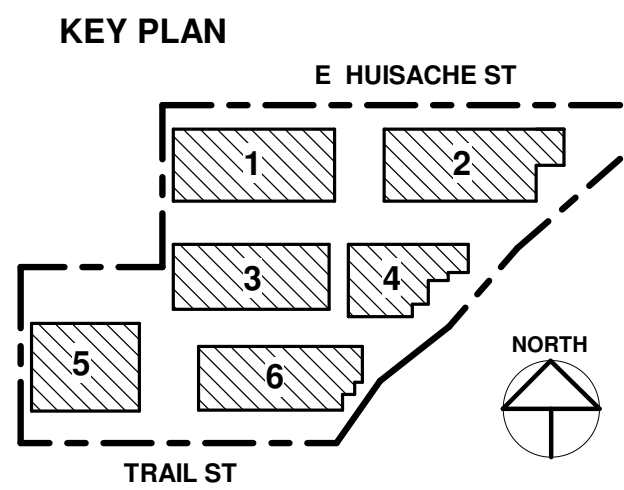
2/2 DOUBLE HUNG WINDOWS

TRIM BAND

BRICK VENEER BASE



BUILDING 1 - WEST ELEVATION



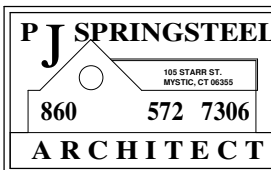
BUILDING 1 ELEVATIONS

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

NOTES:
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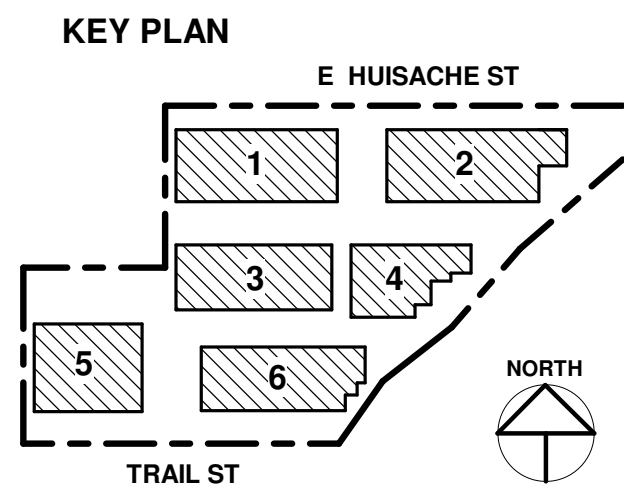
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DATE: 26 JUNE 2020

A-101



BUILDING 1 - SOUTH ELEVATION

BUILDING 1 - REAR ELEVATION



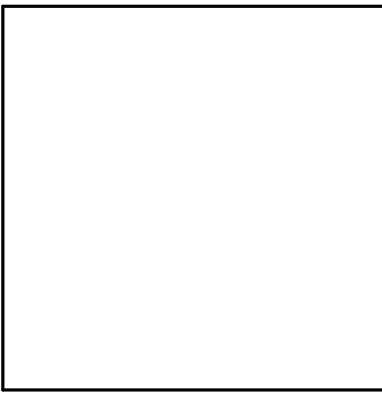
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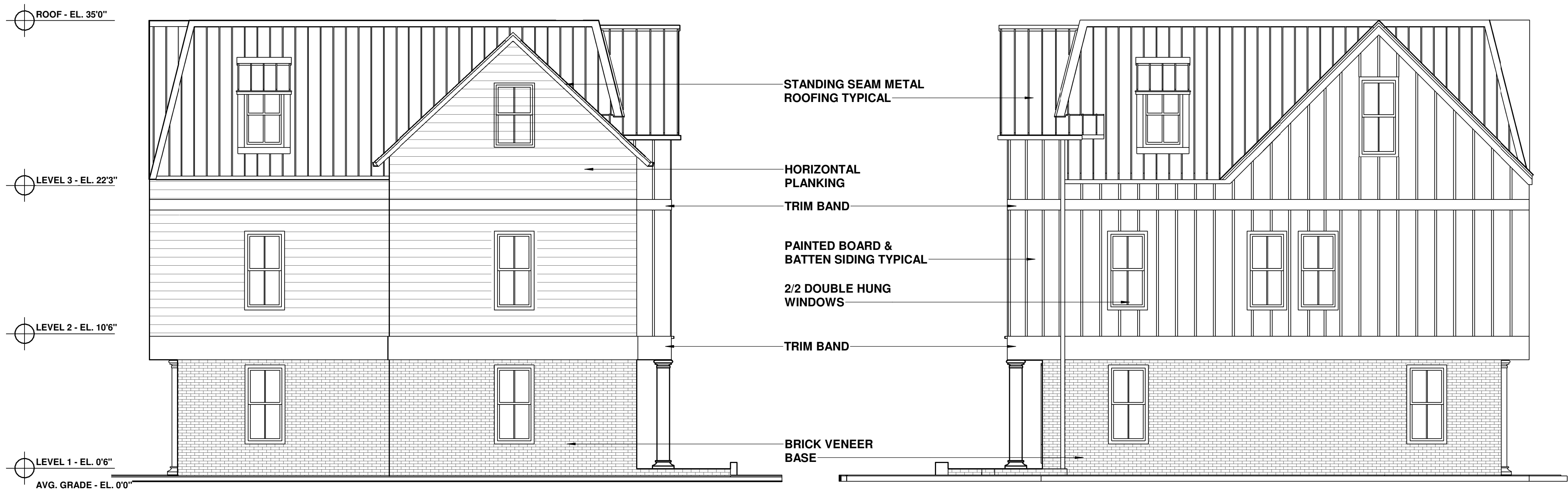
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A-101A

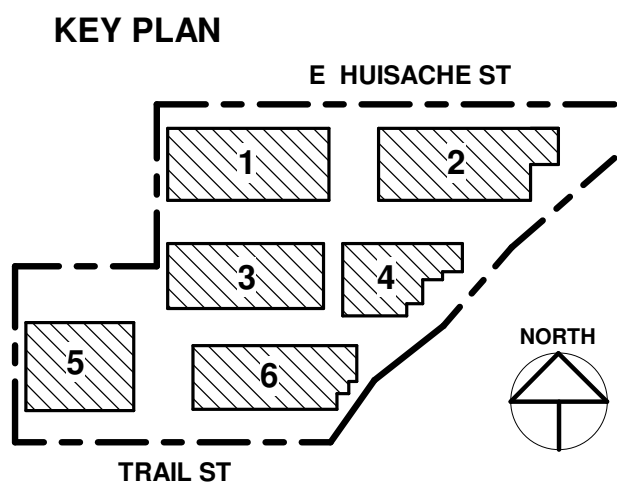


BUILDING 2 - NORTH ELEVATION



BUILDING 2 - EAST ELEVATION

BUILDING 2 - WEST ELEVATION



BUILDING 2 ELEVATIONS

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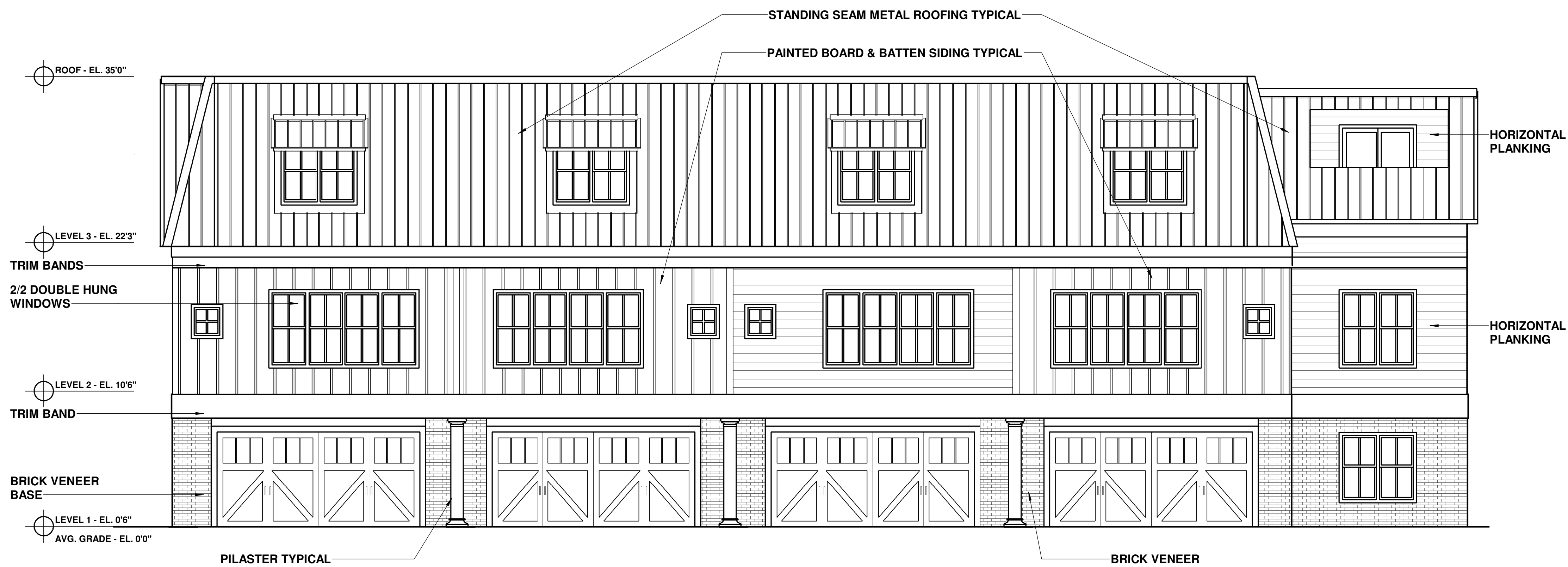
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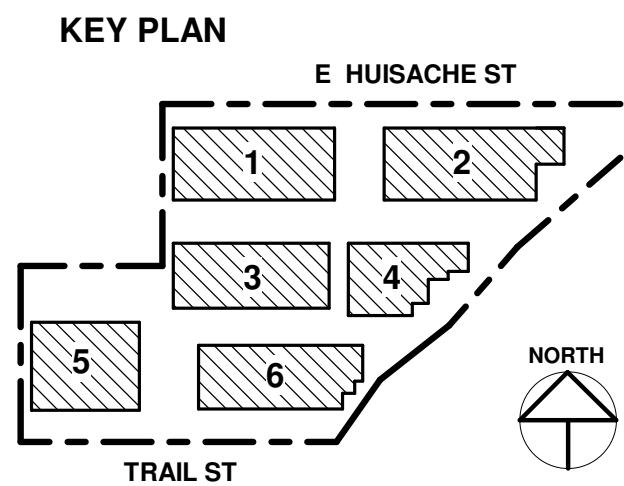
TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212



BUILDING 2 - SOUTH ELEVATION

BUILDING 2 - REAR ELEVATION

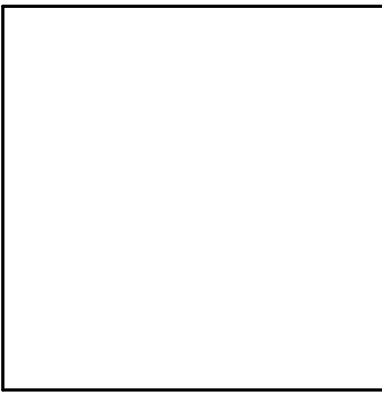


TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

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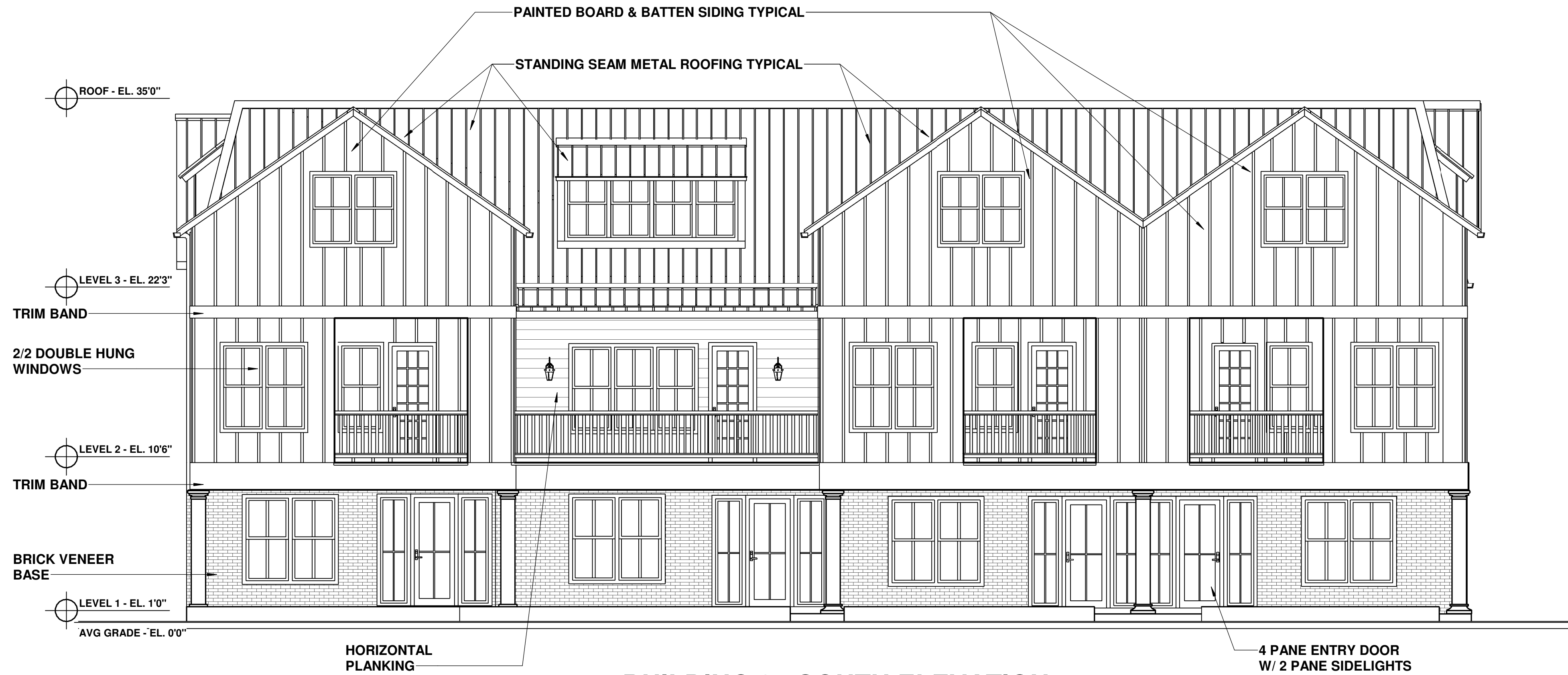


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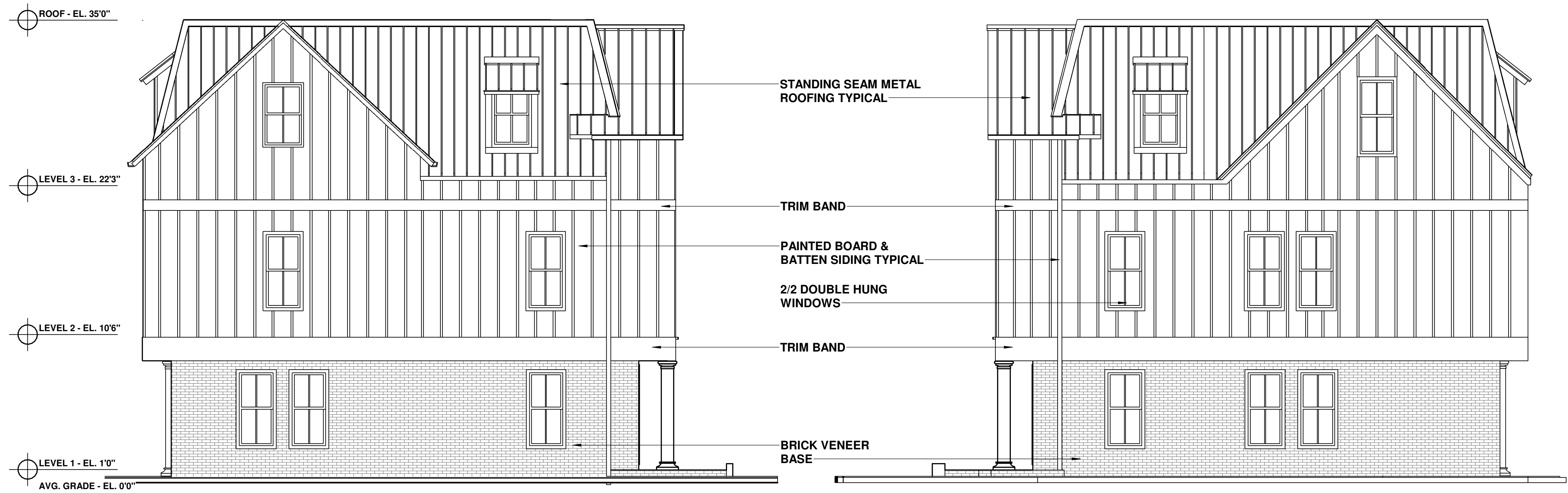
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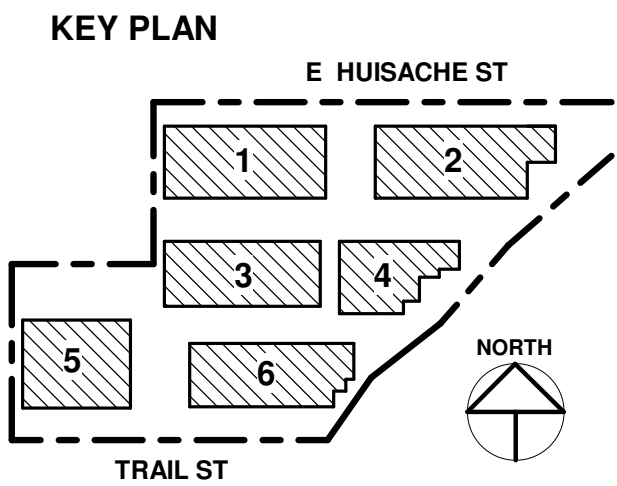


BUILDING 3 - SOUTH ELEVATION



BUILDING 3 - WEST ELEVATION

BUILDING 3 - EAST ELEVATION



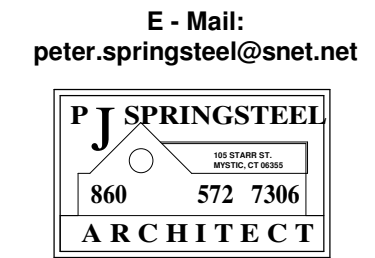
BUILDING 3 ELEVATIONS

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

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SCALE: As indicated
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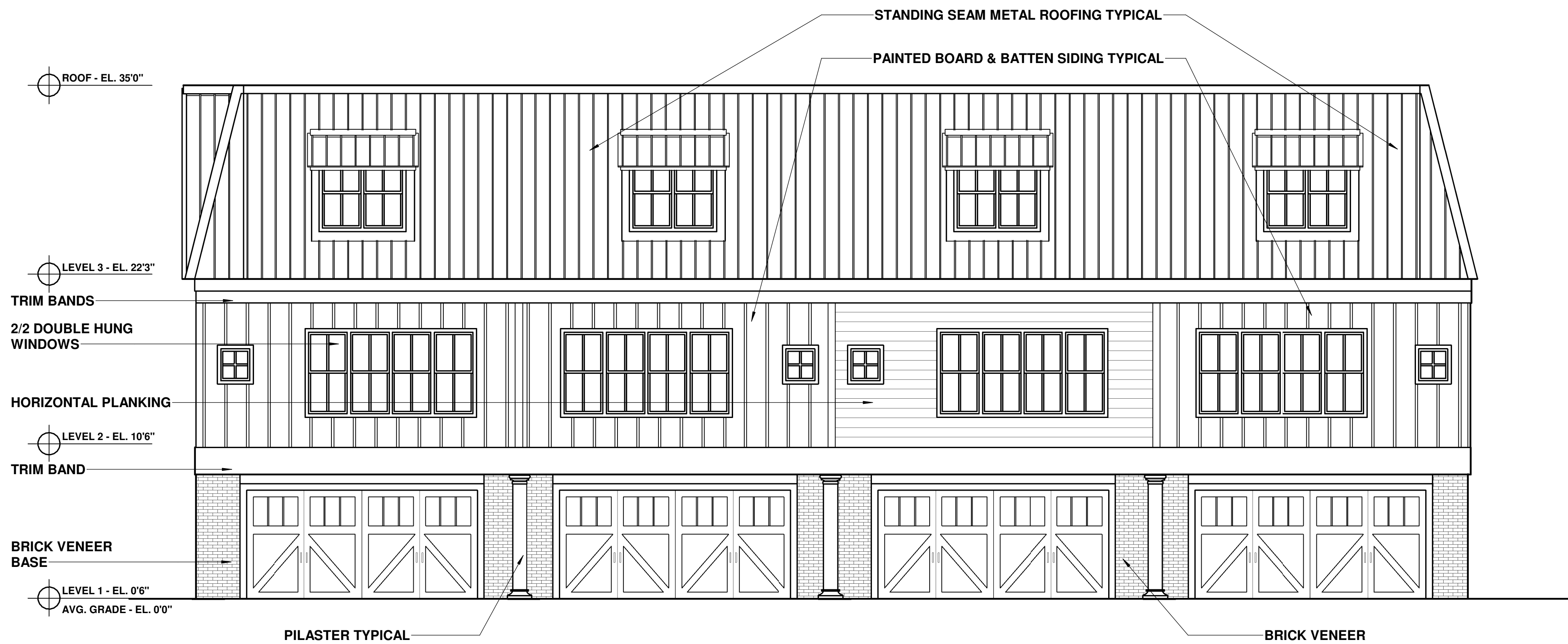
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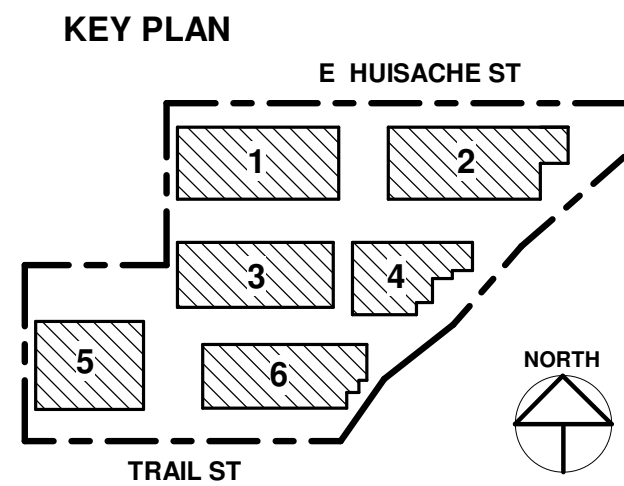
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A-103



BUILDING 3 - NORTH ELEVATION

BUILDING 3 - REAR ELEVATION



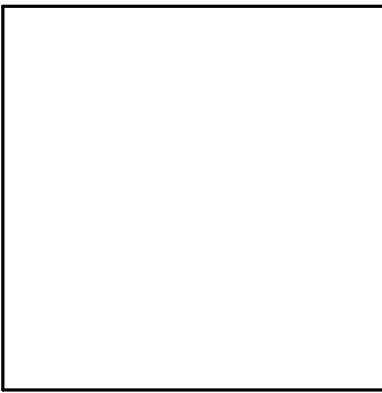
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DATE: 26 JUNE 2020

A-103A



BUILDING 4 - SOUTH ELEVATION



BUILDING 4 - WEST ELEVATION

STANDING SEAM METAL
ROOFING TYPICAL

TRIM BAND

PAINTED BOARD &
BATTEN SIDING TYPICAL

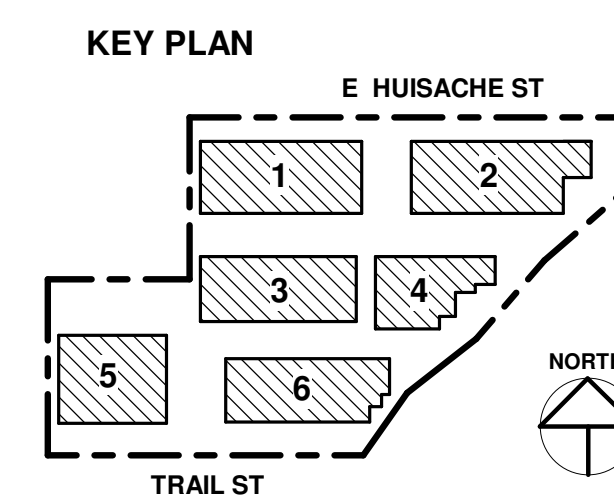
2/2 DOUBLE HUNG
WINDOWS

TRIM BAND

BRICK VENEER
BASE



BUILDING 4 - EAST ELEVATION



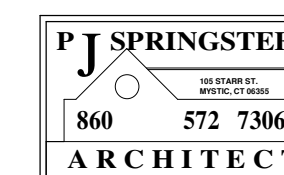
BUILDING 4 ELEVATIONS

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

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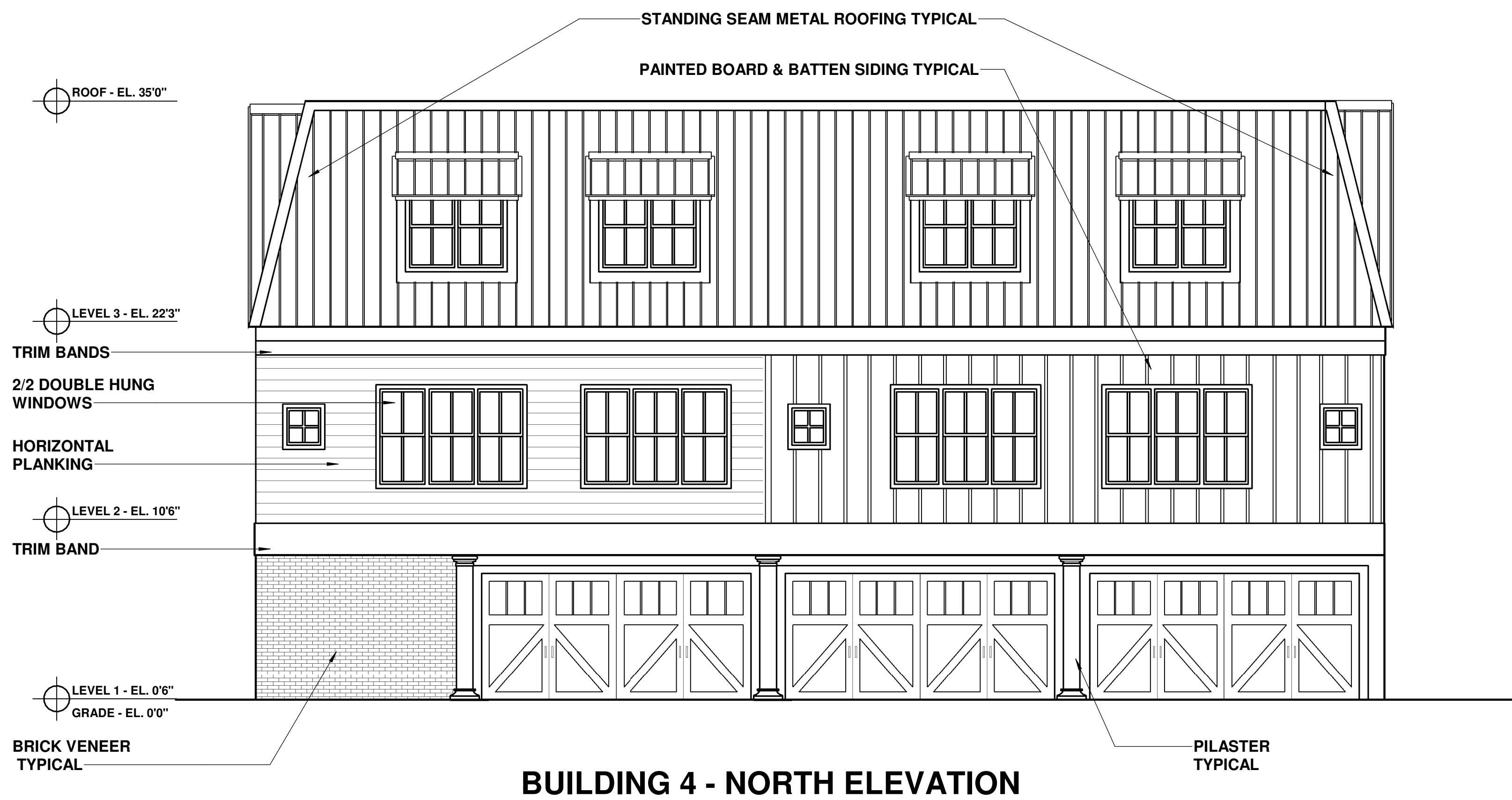


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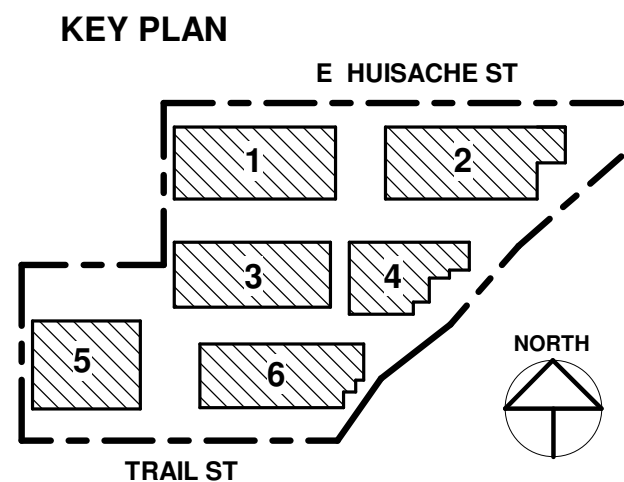
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A-104



BUILDING 4 - REAR ELEVATION

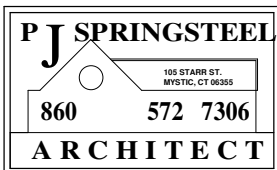


TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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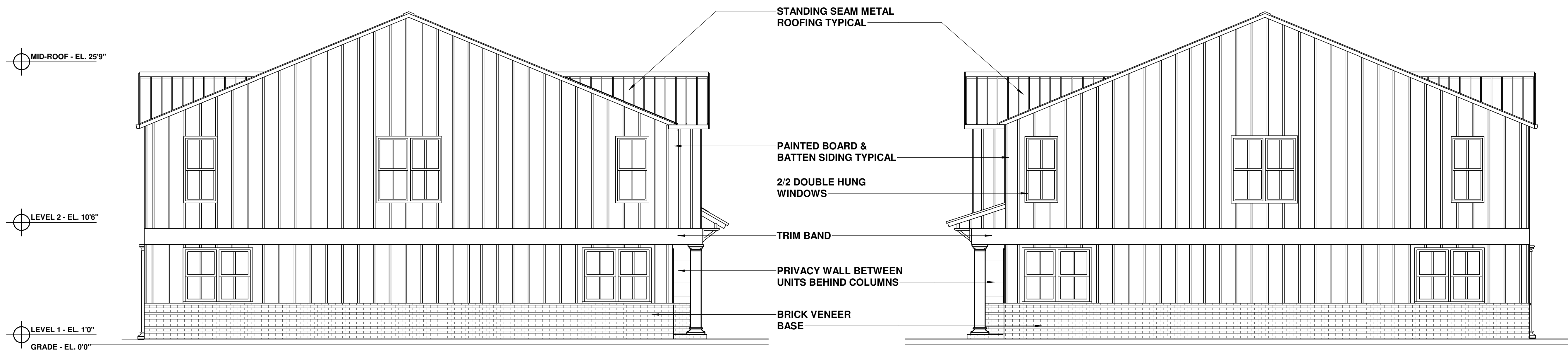
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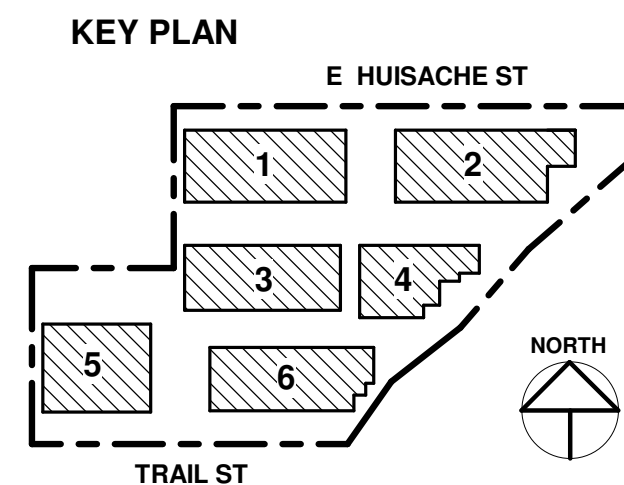


BUILDING 5 - SOUTH ELEVATION



BUILDING 5 - WEST ELEVATION

BUILDING 5 - EAST ELEVATION



BUILDING 5 ELEVATIONS

SCALE: As indicated
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TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT
355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

NOTES:
THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING ALL DIMENSIONS IN THE FIELD. THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE ARCHITECT WITH ANY DISCREPANCIES FROM THE DRAWINGS.
DO NOT SCALE THE DRAWINGS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS OR SAFETY PRECAUTIONS.

E - Mail:
peter.springsteel@snet.net
P J SPRINGSTEEL
860 572 7306
ARCHITECT

OWNER

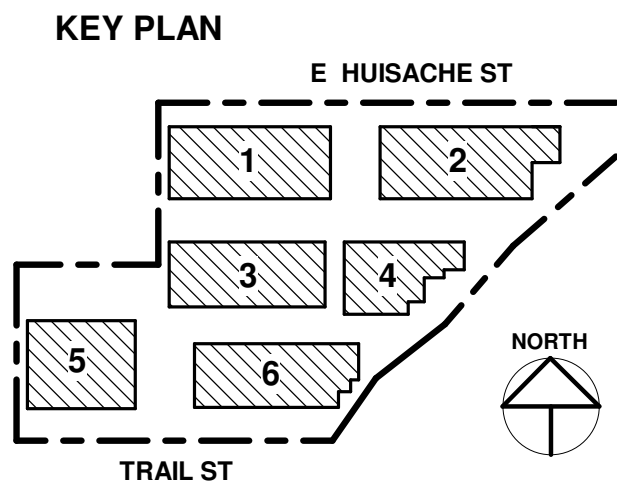
ARCHITECT
PETER J. SPRINGSTEEL
ARCHITECT LLC
105 STARR STREET
MYSTIC, CT 06355
T:(860)572-7306

DATE: 15 MAY 2020
DATE: 26 JUNE 2020

A-105



BUILDING 5 - NORTH ELEVATION



BUILDING 5 - REAR ELEVATION

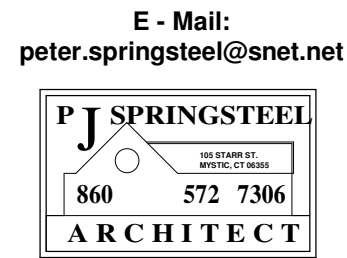
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OWNER

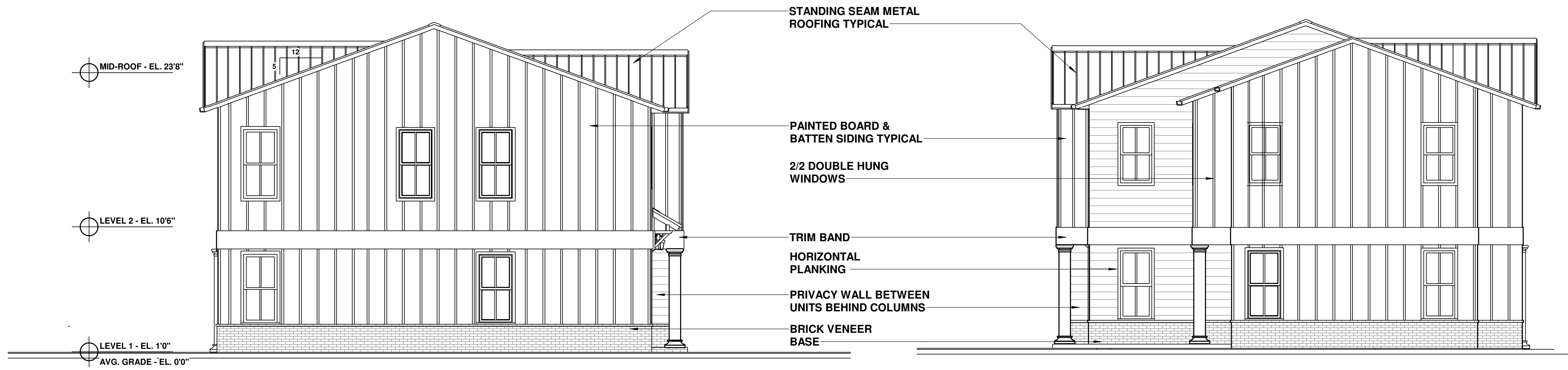
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DATE: 26 JUNE 2020

A-105A

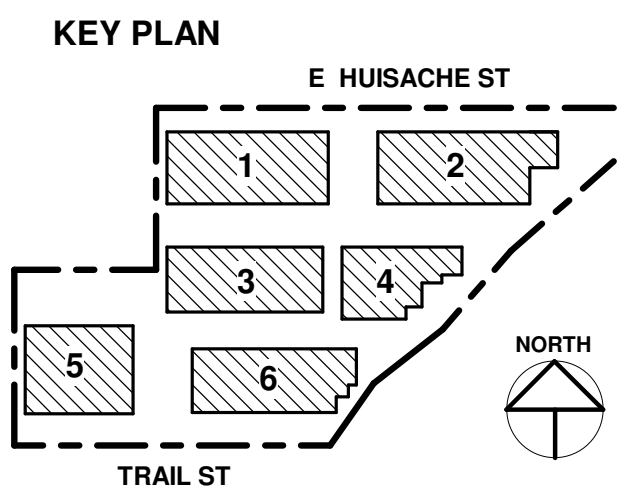


BUILDING 6 - SOUTH ELEVATION



BUILDING 6 - WEST ELEVATION

BUILDING 6 - EAST ELEVATION



BUILDING 6 ELEVATIONS

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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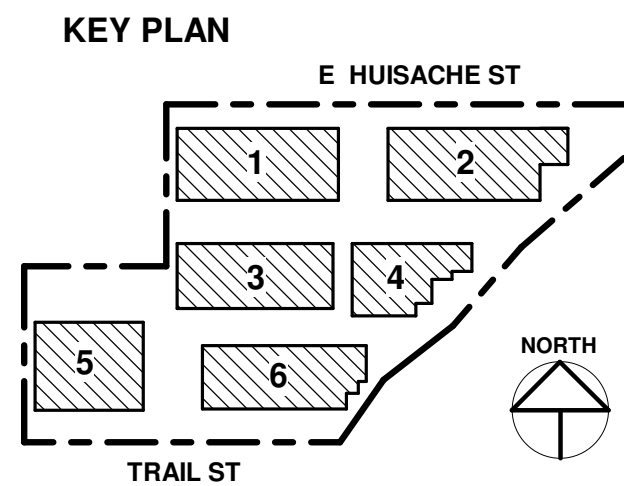
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ARCHITECT LLC
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MYSTIC, CT 06355
T:(860)572-7306

DATE: 15 MAY 2020
DATE: 26 JUNE 2020

A-106



BUILDING 6 - REAR ELEVATION



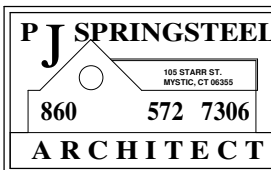
TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

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peter.springsteel@snet.net



OWNER

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PETER J. SPRINGSTEEL
ARCHITECT LLC
105 STARR STREET
MYSTIC, CT 06355
T:(860)572-7306

DATE: 15 MAY 2020
DATE: 26 JUNE 2020

A-106A

THE OAKS AT RIVER ROAD



Section 1

Site Context

SITE CONTEXT

Historic Design Guidelines for New Construction

4. Guidelines for New Construction

City of San Antonio Historic Design Guidelines
Office of Historic Preservation



Page 1: Guidelines for New Construction

General Principles:

"As such, each new construction project will be reviewed within the context of its individual block and the surrounding historic district, as applicable."

Principle #1:

"Carefully consider the historic context of the block and surrounding district when designing a new structure."

SITE CONTEXT

Historic Design Guidelines for Site Elements

5. Guidelines for Site Elements

City of San Antonio Historic Design Guidelines
Office of Historic Preservation



Page 1: Guidelines for Site Elements

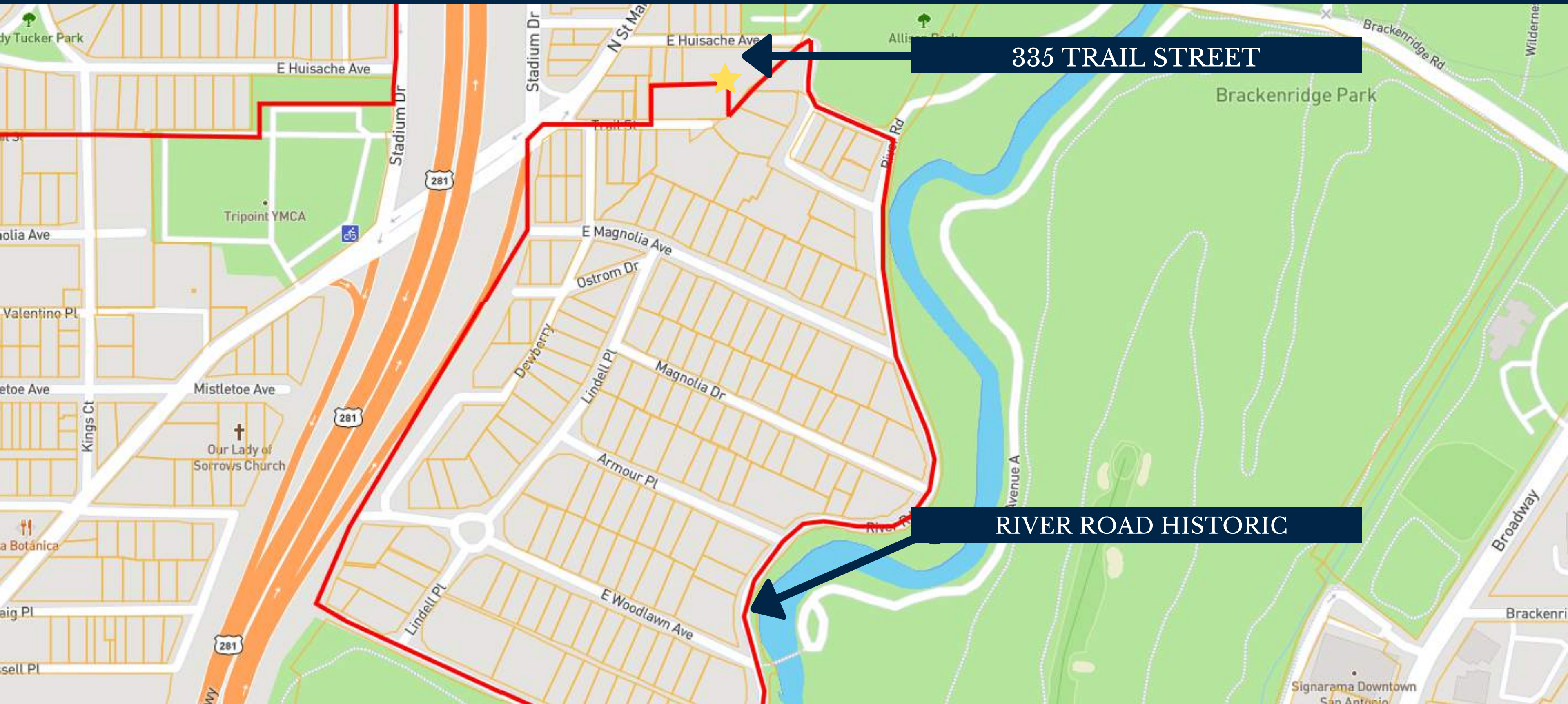
Principle #1:

"When considering specific site elements (e.g. streetscape, topography) the surrounding context is important, since the integrity of various elements varies from block-to-block."



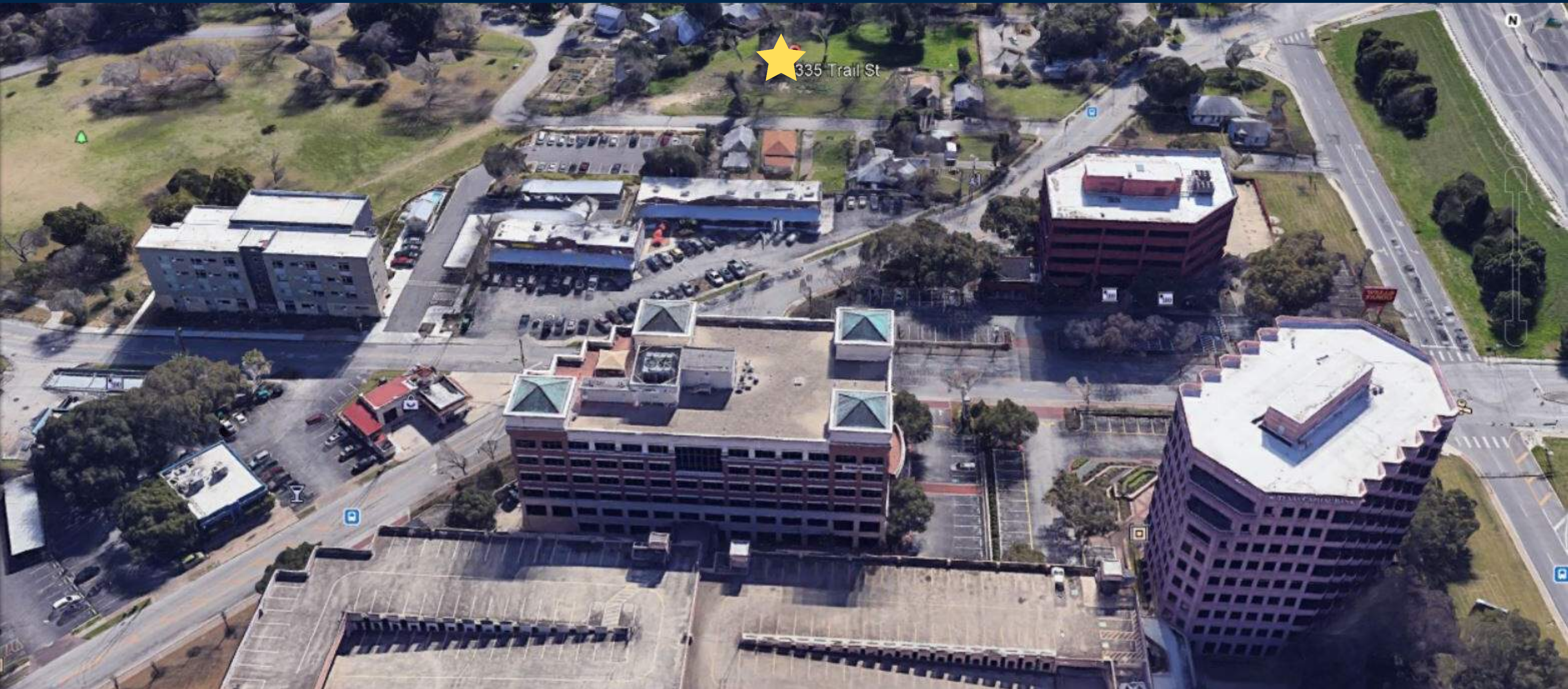
SITE CONTEXT

The northern tip of the River Road historic district



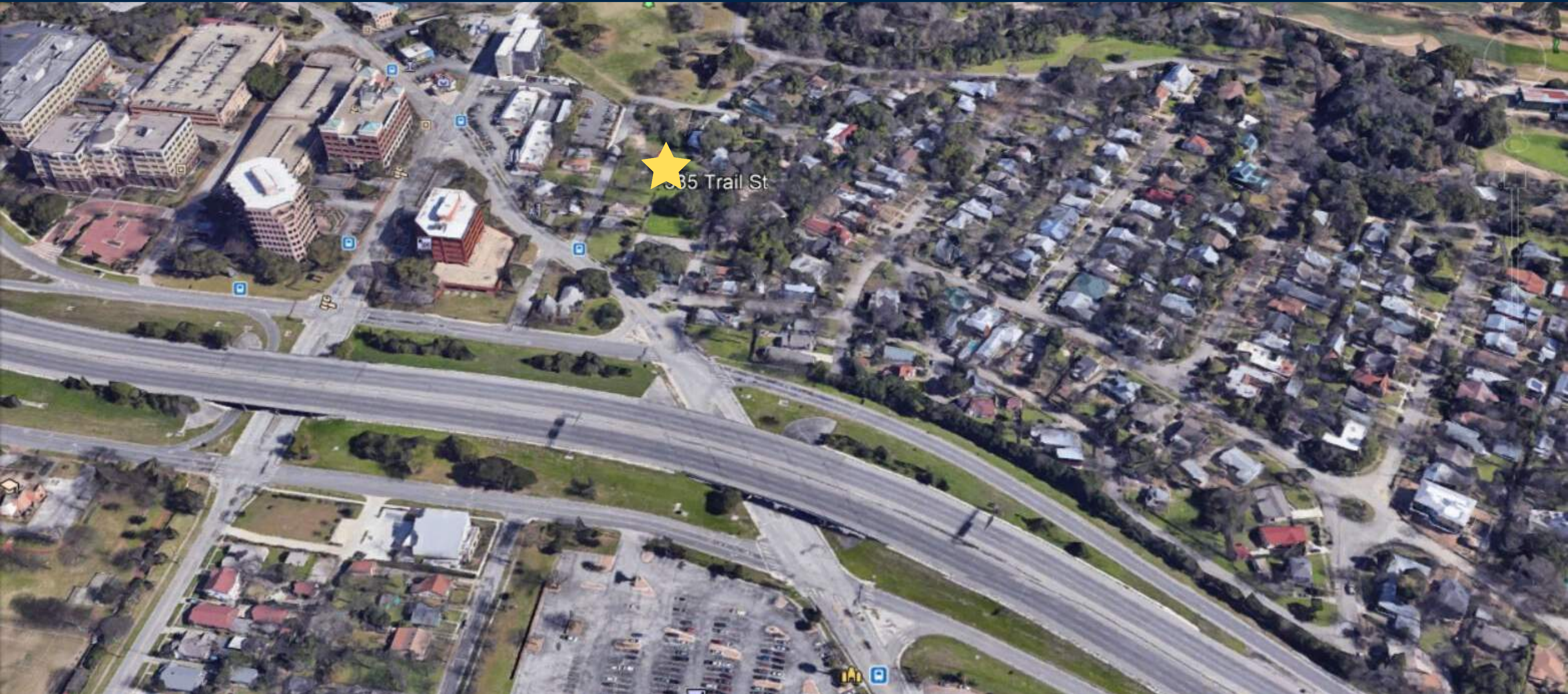
SITE CONTEXT

The northern tip of the River Road historic district



SITE CONTEXT

The northern tip of the River Road historic district



SITE CONTEXT

Zoning

- Site has been zoned for apartments since 1938
- Site has been zoned MF-33 since 2001

For more information, please see the Zoning Confirmation attachment that is part of the HDRC application



CITY OF SAN ANTONIO
DEVELOPMENT SERVICES DEPARTMENT
P.O. BOX 839966 | SAN ANTONIO TEXAS 78283-3966



October 5, 2018

David Morin
4600 Monterey Oaks Boulevard, #1226
Austin, Texas 78749

SUBJECT: ZV2018679: Lots 9 – 14 & 17 - 20, Block 2, NCB 6078 / 335 Trail Street San Antonio, TX

To Whom It May Concern:

As of the date of this letter, the above-referenced property is zoned **"MF-33 H RIO-1 AHOD" Multi-Family River Road Historic River Improvement Overlay Airport Hazard Overlay District**. The property was originally zoned "C" Apartment District by the City's original zoning ordinance, O.I. 191, dated November 3, 1938. The property was converted from the previous "C" Apartment District to the current "MF-33" Multi-Family District with the adoption of the 2001 Unified Development Code (UDC), established by Ordinance 93881, on May 3, 2001.

The current zoning permits multi-family density up to 33 units per acre. Per BCAD records, the property is 1.0105 acres. As such, a total of 33 total units are allowed, and may be permitted as a townhome community.

Please note that the property is located in both the "RIO-1" River Improvement Overlay District and the "H" River Road Historic District. Any proposed development will need approval from the City's Historic and Design Review Commission.

Please further reference Section 35-373 "Attached Dwellings" for a complete list of associated regulations for townhome development.

Please reference Articles III and V of San Antonio's Unified Development Code (UDC) for lot dimension and building criteria, including outside storage and display standards, height limitations, buffer requirements, building setbacks, and minimum and maximum parking requirements. If you wish to ensure compliance with the current building code, development standards and other regulations which may require the review of building/site plans, please contact a Development Services Department Engineer at (210) 227-2224 to discuss any associated requirements.

SITE CONTEXT

Craftsman, Minimal Traditional, International Style, Tudor Revival, Spanish Eclectic, Monterey, Ranch, Modern/Contemporary, Mid-Century



SITE CONTEXT

- River Road has an eclectic style and there are many large 2 story homes



SITE CONTEXT

- River Road has an eclectic style and there are many large 2 story homes



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- River Road has an eclectic style and there are many large 2 story homes



SITE CONTEXT

- River Road has an eclectic style and there are many large 2 story homes



SITE CONTEXT

- The River Road neighborhood is dominated by a combination of front-facing garages, driveways, carports, and off-site street parking



SITE CONTEXT

- The River Road neighborhood is dominated by a combination of front-facing garages, driveways, carports, and off-site street parking



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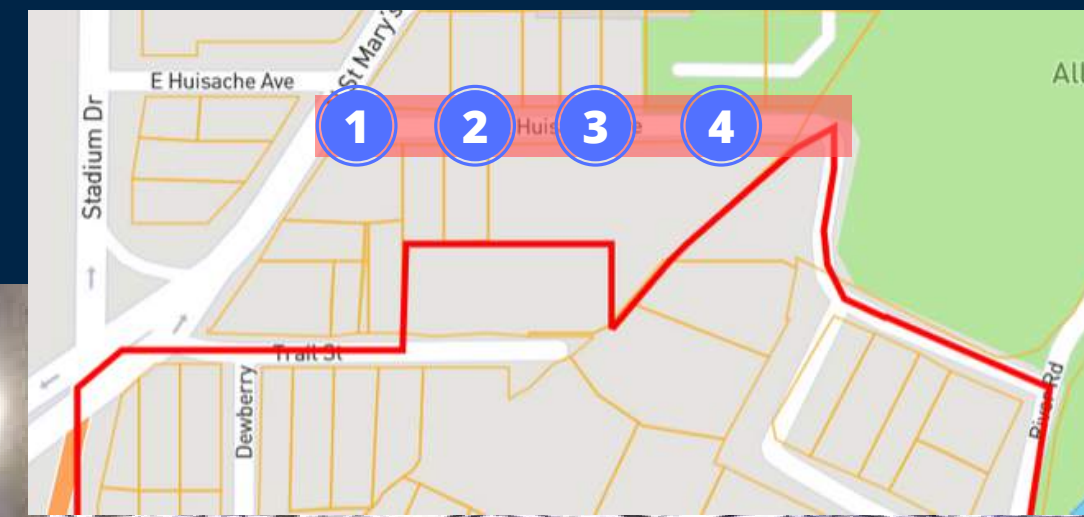


SITE CONTEXT

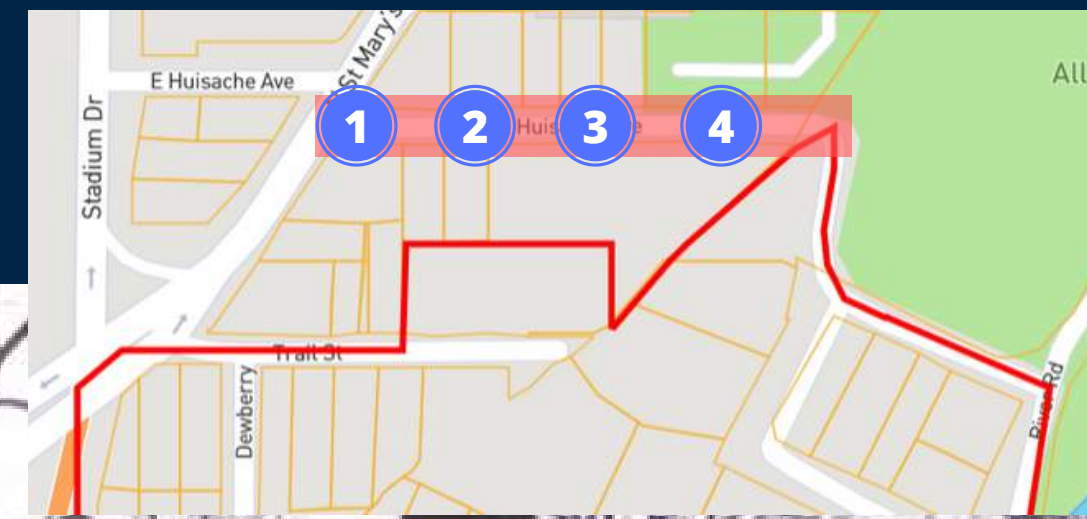
Trail & Huisache

Unique and different from other streets in River Road

SITE CONTEXT - HUISACHE

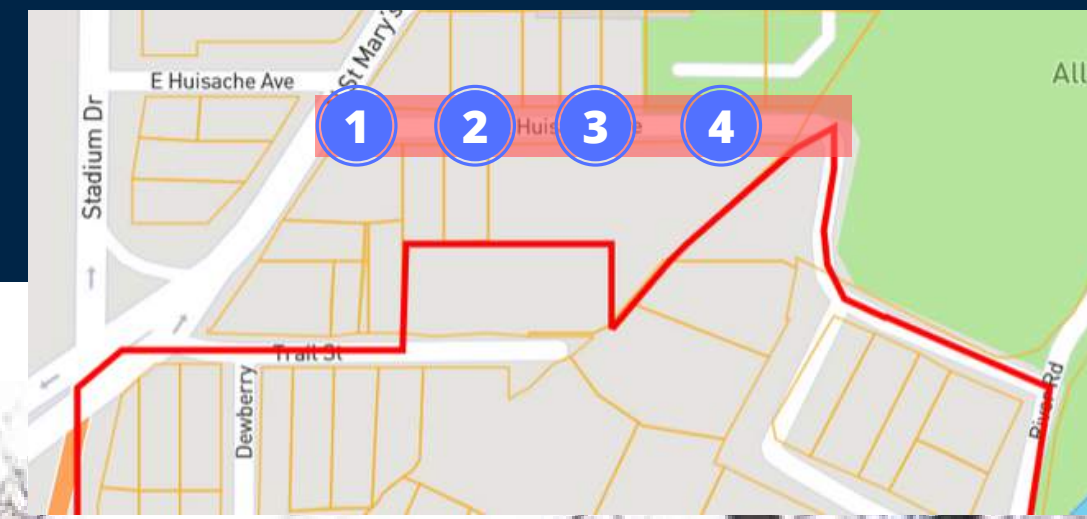


SITE CONTEXT - HUISACHE



2

SITE CONTEXT - HUISACHE



3

SITE CONTEXT - HUISACHE



SITE CONTEXT - TRAIL STREET



Dumpster

Car Wash

Parking Lot

Subject Property

Car in Driveway

1

SITE CONTEXT - TRAIL STREET



**Subject
Property**

**Zero Setback
Fence**

**Boarded up
Home**

Parking Lot

Parking Lot

**Chain Link
Fence**

2

SITE CONTEXT - TRAIL STREET



**Subject
Property**

Fence

**"Front"-Facing
Garage**

**Zero Setback
Fence**

Parking Lot

3

SITE CONTEXT - TRAIL STREET



**Subject
Property**

**Fenced Dead-
End**

**Zero Setback
Structure**

**Zero Setback
Fence**

4

SITE CONTEXT - TRAIL STREET

Elements visible on Trail Street

"Front"-Facing Garage



Carwash Building



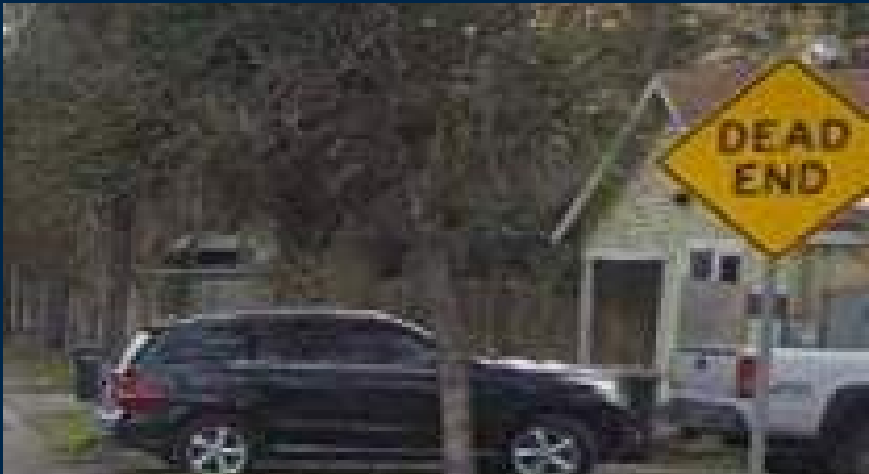
Zero-Setback Structure



Zero Setback Chain Link Fence



(1) Single-Family Home



(1) Boarded Up Home



Dumpster



Zero-Setback Fence



Parking Lot

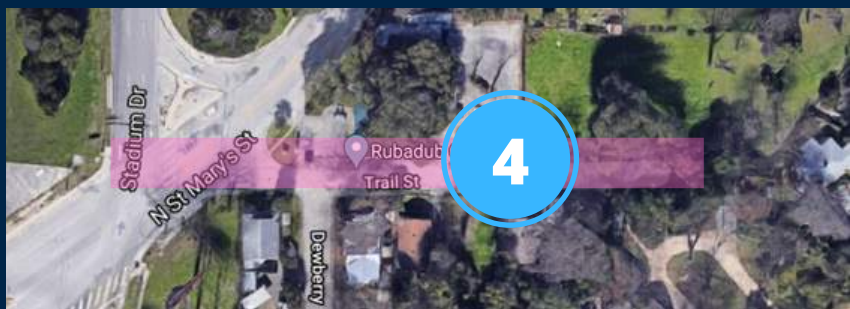
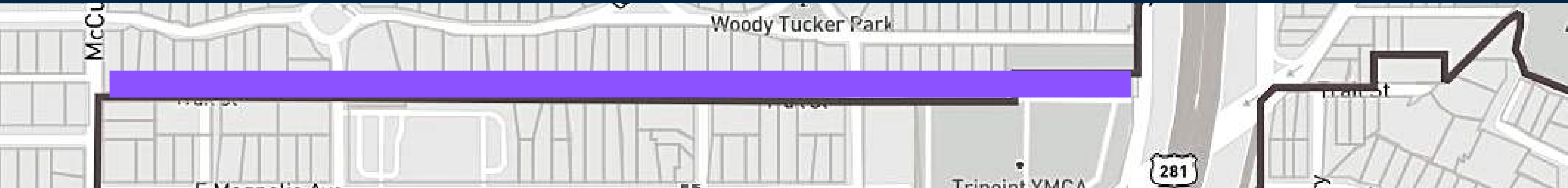


An aerial photograph of a winding road or trail that curves through a dense, dark forest. The road is lighter in color than the surrounding trees, creating a clear path. The text "Trail Street has an interesting history" is overlaid in white on a semi-transparent dark rectangular background in the center of the image.

Trail Street has an interesting history

SITE CONTEXT

Trail Street West of 281 functions as an alleyway.



SITE CONTEXT



East Magnolia Drive



A typical River Road Street

SITE CONTEXT



Trail Street

 NOT a typical River Road Street

SITE CONTEXT



Magnolia Drive



A typical River Road Street

SITE CONTEXT



Trail Street

 NOT a typical River Road Street

SITE CONTEXT



Armour Place



A typical River Road Street

SITE CONTEXT

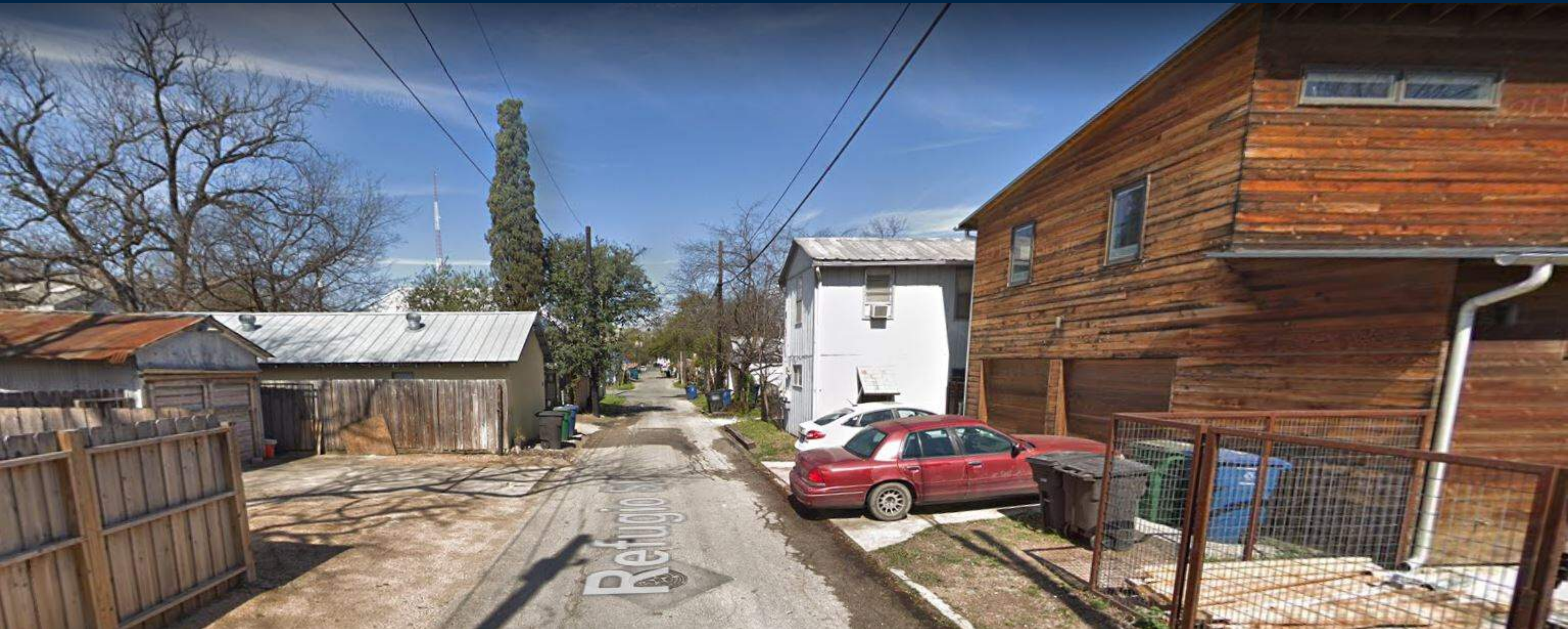


Trail Street

 NOT a typical River Road Street

SITE CONTEXT

Lavaca



Refugio Street

SITE CONTEXT

Monte Vista



East Hollywood

SITE CONTEXT

Monte Vista



East Hollywood

SITE CONTEXT

King William



Wickes Street



Section 2

New Life

NEW LIFE

Huisache View



NEW LIFE

Huisache View #2



NEW LIFE

Trail Street View



NEW LIFE

Trail Street View



NEW LIFE - ABOUT US

David Morin

- Born and raised in San Antonio, TX (District 1)
- Proud grandson of former city councilman and Rey Feo
- Founded San Antonio's firstkayak rental company: Mission Kayak
- Volunteer with Big Brothers Big Sisters



NEW LIFE - ABOUT US

Frank Navarro

- United States Army Ranger
- Texas National Guard: Hurricane Harvey rescue mission
- Texas National Guard: Covid-19 response mission
- Not originally from Texas but moved here as quickly as he could



NEW LIFE

- River Road is a great neighborhood
- Convenient access to Brackenridge Park
- The residents love living there!
- We want to bring more families to enjoy the numerous public amenities



NEW LIFE

- Only 124 parcels in River Road -- very few multi-family zoned parcels
- Very difficult to build on multi-family parcels

2019 River Road Zoning



112 Lindell

River Road fighting plans for apartments

Hearing on tearing down 1940s house to build complex is postponed.

By **Scott Huddleston** Updated 10:59 pm CDT, Wednesday, July 6, 2011



840 E Mulberry

Multi-family proposal in River Road under scrutiny

By **Edmond Ortiz** Updated 2:17 pm CDT, Wednesday, October 8, 2014



Residents in a Brackenridge Park neighborhood are planning to reconvene to review a developer's review of an apartment complex.

335 Trail Street

HDRC Gives Final Approval to River Road Townhome Project

by **Jackie Wang**
December 19, 2019



NEW LIFE

- Allows 23 new families to access the beautiful Brackenridge Park
- Lets other people in San Antonio into the neighborhood



GOV & POLITICS

San Antonio Sees Improvement In Park Access But Still Ranks Low Among Large Cities



by Brendan Gibbons
May 25, 2019



Sgt. Matthew E. Mendoza Park is between two top-priority areas for a park in SA, according to Trust for Public Lands. Credit: Bonnie Arbittier / Rivard Report.

Even as the City and other local governments expand public parks across San Antonio, the city continues to rank near the bottom of the Top 100 U.S. cities for parks, according to the Trust For Public Land.

NEW LIFE

- The Trust for Public Land ranks San Antonio #71 out of 100 big cities for park access
- Access to parks was the number one factor in San Antonio's low ranking

Our analysis is based on four characteristics of an effective park system:
access, investment, acreage, and amenities.

How we calculated San Antonio's ParkScore rating:

ACCESS ⓘ

15 out of 100



ACREAGE ⓘ

75 out of 100



INVESTMENT ⓘ

45 out of 100



AMENITIES ⓘ

30 out of 100



NEW LIFE

- Creates new jobs and bolsters neighborhood retail





Section 3

We Listened

WE LISTENED



WE LISTENED

Site Elements -- Inspired by River Road



WE LISTENED

Inspired by River Road -- Inviting Front Porches



WE LISTENED

Inspired by River Road -- Gabled Roofs



WE LISTENED

Inspired by River Road -- Porch/Balcony Rails



WE LISTENED

Inspired by River Road -- Fencing



WE LISTENED

Inspired by River Road -- Variety



WE LISTENED

Inspired by River Road -- Variety



Every building is different and each building has 2-3 different unit types

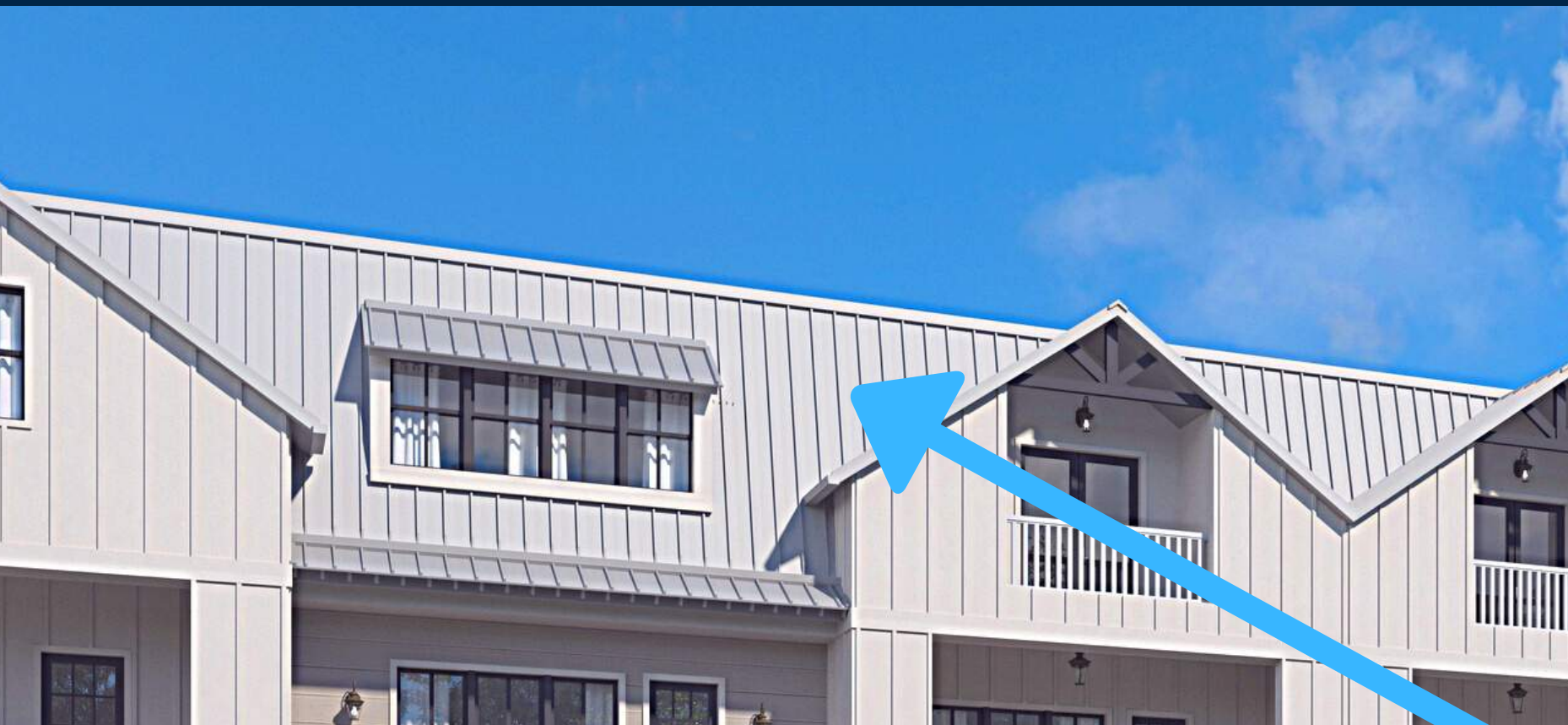
WE LISTENED

Inspired by River Road -- Columns



WE LISTENED

Inspired by River Road -- Shed Dormers



WE LISTENED

Inspired by River Road -- Metal Overhangs



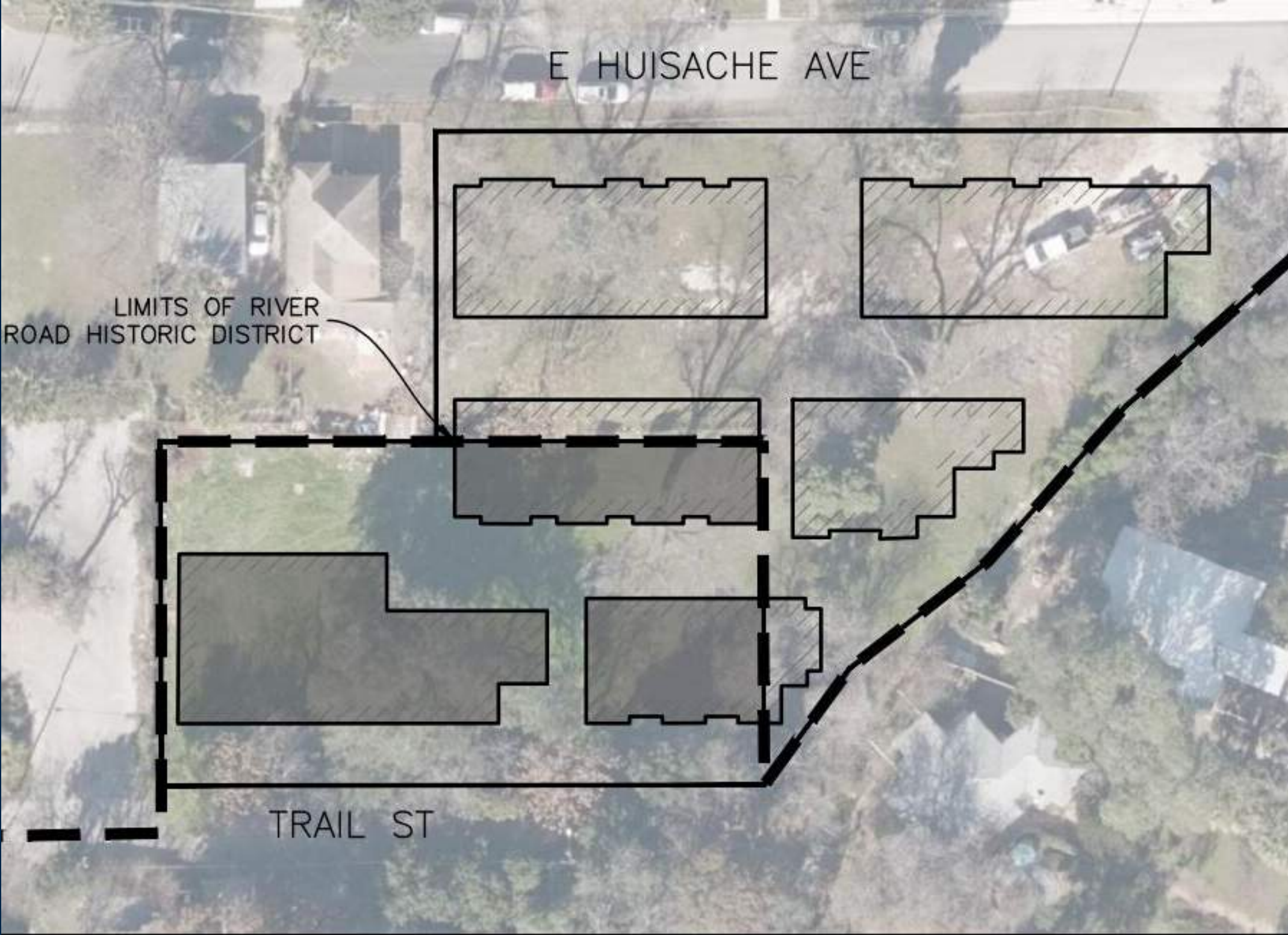
WE LISTENED

Building Lot Coverage

- Less than 44% overall
- Less than 47% in historic area
- 41% in non-historic area

These numbers were before we reduced an additional unit and saved the heritage oak tree.

For more information, please see the exhibit in our HDRC Application.



Total Land Area	43,681 SF	100%
River Road Historic District SF	17,388 SF	40%
Non-River Road Historic District SF	26,293 SF	60%
Total Building Footprint	19,077 SF	100%
River Road Historic District Building Footprint	8,208 SF	43%
Non-River Road Historic District Building Footprint	10,869 SF	57%
Percentage of Building Footprint in Historic District <i>(Historic District Building Footprint/Historic District Land Area)</i>		47%
Percentage of Building Footprint in Non- Historic District <i>(Non-Historic District Building Footprint/Non-Historic District Land Area)</i>		41%
Overall Percentage of Building Footprint on Site <i>(Total Building Footprint/Total Land Area)</i>		44%

WE LISTENED

- ~10% Reduction in square footage
- Reduced all units to two-stories on Trail Street
- Reduction of 1 unit on Trail Street



~4,500 SF of total density reduction

WE LISTENED

- Preserving Heritage Oak w/ Tree Warranty



58" Heritage Oak will add character to the project

WE LISTENED

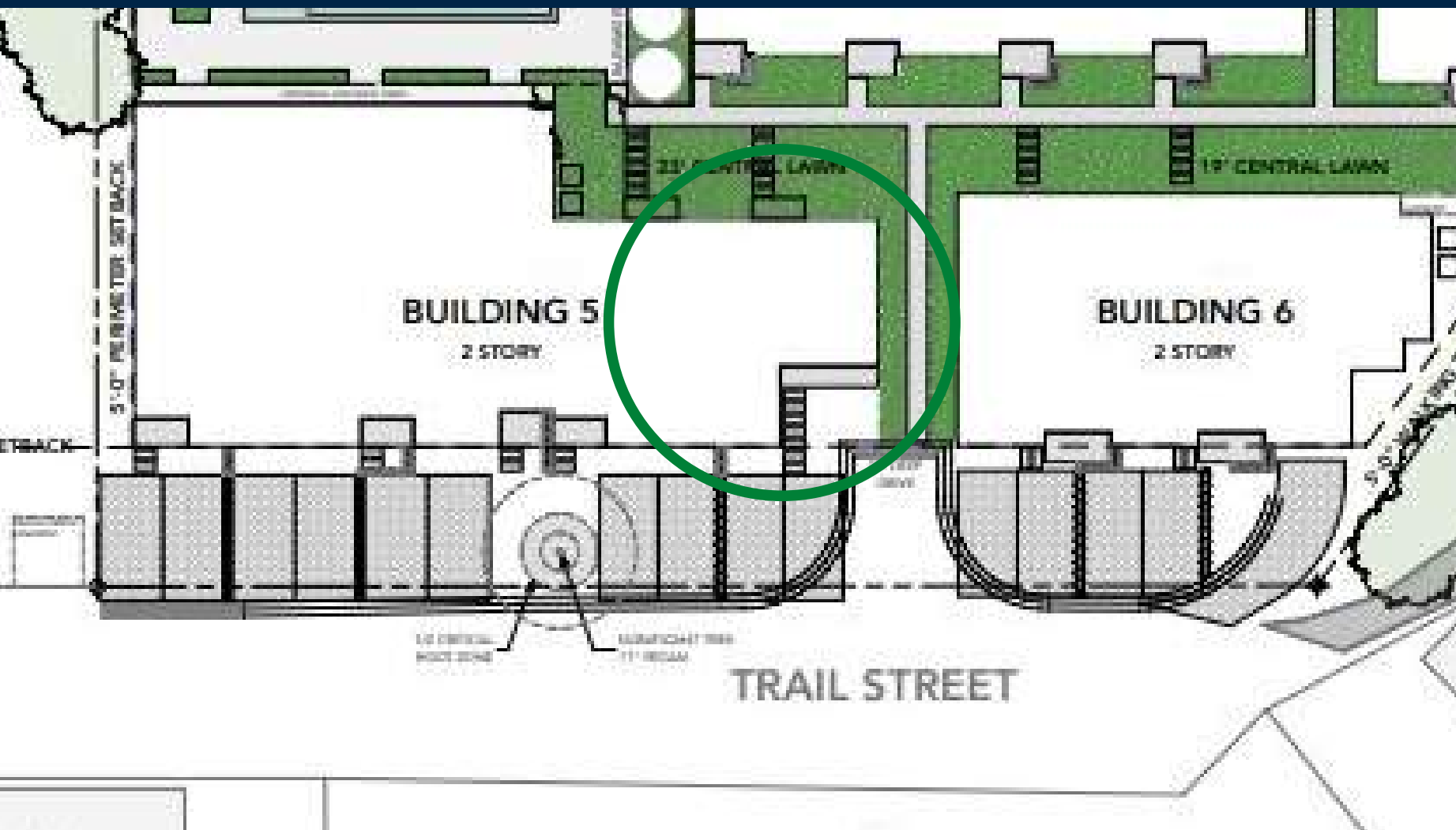
- Increased setbacks on Trail Street



Increased setback from 18 feet to 20 feet

WE LISTENED

- Decreased building footprint



Reduction of unit on Trail Street and the Heritage Oak Courtyard reduces building footprint

WE LISTENED

- Traditional Front Porches

BEFORE



AFTER

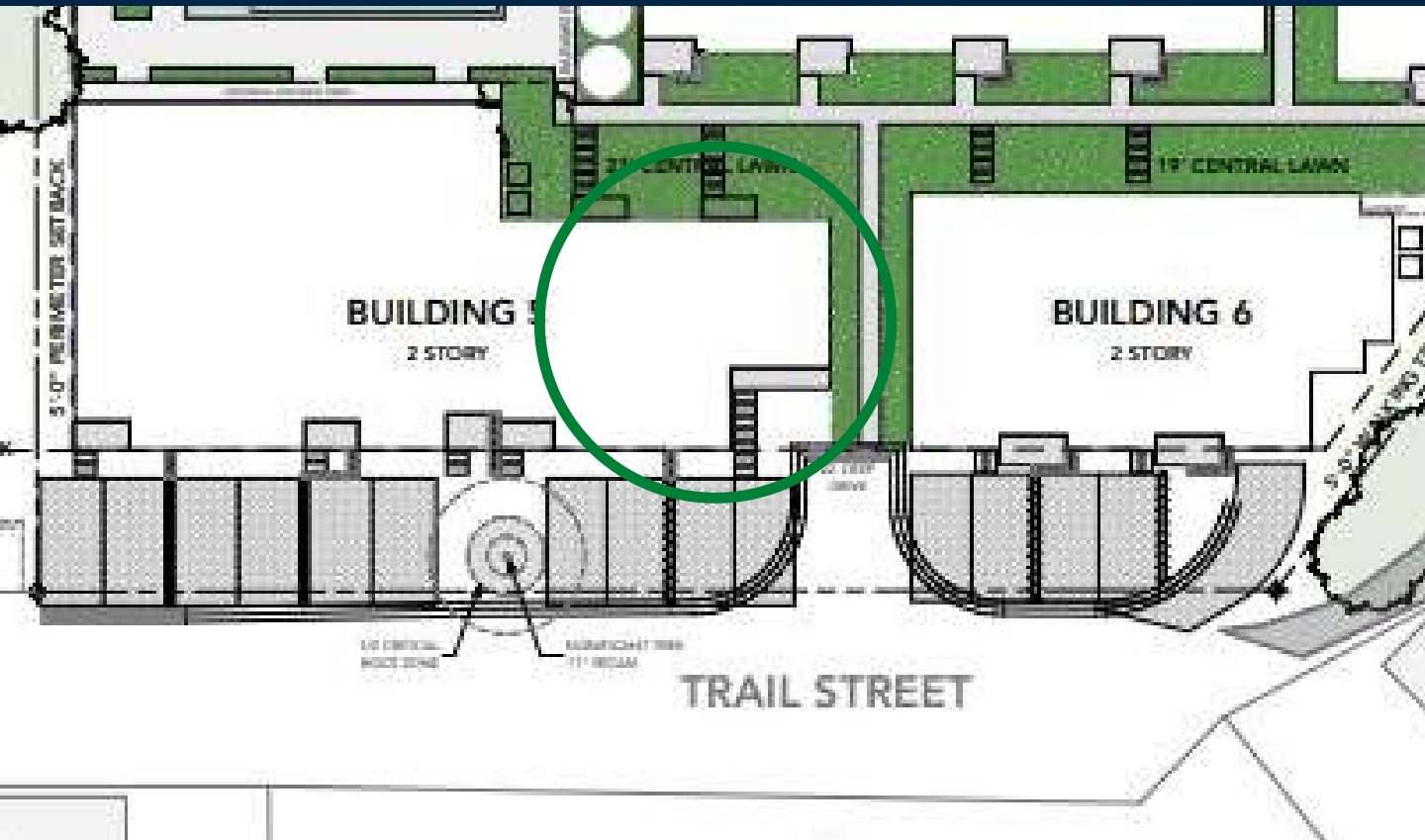


Inviting front porches contribute to the community fabric

WE LISTENED

Design Review Committee Meetings

- March 10th, 2020 -- Commissioner Fetzer and Commissioner Carpenter
- April 8, 2020 -- Commissioner Carpenter, Commissioner Gibbs, and Commissioner Grube



Because of the Commissioners' recommendations we were able to reduce density, parking, and save the heritage oak tree

WE LISTENED

New plan meets every previous request made by the neighborhood

Proposed Trail Street Development - Possible Compromise Inbox x

Jed Maebius (City Council) <Jed.Maebius@sanantonio.gov>

to me, Raleigh, Roberto, Jay, Sydel ▾

David:

I am also sorry that you and the River Road representatives did not reach a compromise the other day. I think that your assessment is correct – that they want to reach some kind of agreement, just as you do. Based on my knowledge, the bottom line for the neighborhood is:

1. Only 2-story units on Trail Street, but not necessarily on Huisache;
2. Adequate drainage and protection of the acequia; and
3. Design adjustment of front porches and windows.

If you are able to accept these “givens,” I believe a compromise can be reached. Our meeting the other day was not a true mediation. I know that the River Road neighbors would like to reach an agreement with you. They understand that this Trail Street property will be developed, one way or another. As you know, however, they are very protective of their historic neighborhood designation, and also their neighborhood’s character.

I am available to talk to you about proposals or compromises you might want to suggest so that a compromise can be reached before next Wednesday’s HDRC meeting. Call me any time day or night over the weekend or early next week on my cell phone.

Thanksgiving blessings, also, to you and your family.

Jed Maebius

Senior Policy Advisor

Wed, Nov 27, 2019, 9:04 PM



WE LISTENED

Staff Stipulations - May 29th, 2020

i. That the parking configuration on Trail Street be revised to preserve front lawn or garden space within the front yard setback of each unit directly in front of each primary entrance facing Trail.

Before



WE LISTENED

Staff Stipulations - May 29th, 2020

i. That the parking configuration on Trail Street be revised to preserve front lawn or garden space within the front yard setback of each unit directly in front of each primary entrance facing Trail.



After

WE LISTENED

Current Design



Oaks at River Road

Neighborhood



109 Lindell

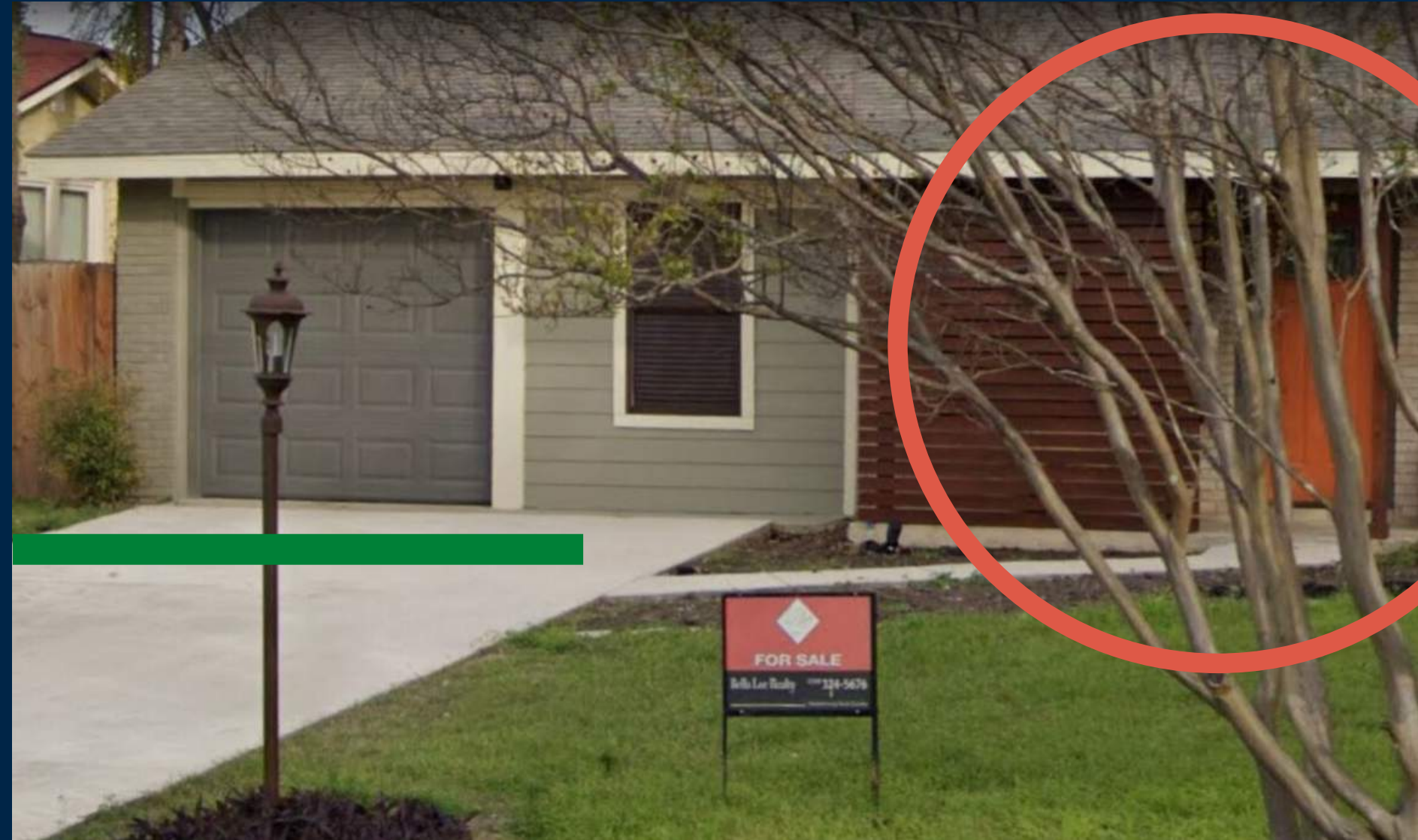
WE LISTENED

Current Design



Oaks at River Road

Neighborhood



677 E Woodlawn

WE LISTENED



- 1 Front doors
- 2 Front Porches
- 3 Lawn and Walkways
- 4 Screening / Landscaping
- 5 Heritage Oak Courtyard

WE LISTENED



WE LISTENED

Holistic approach to dealing with the conditions on Trail Street



WE LISTENED

Neighborhood Requests

- 1) Reduce Unit Count
- 2) Two Stories on Trail Street
- 3) Stormwater Plan that Respects Acequia
- 4) Preserve Heritage Oak Tree
- 5) High Parking Ratio to min. On-Street Parking
- 6) Design Enhancements / Changes
- 7) Ordered Windows
- 8) Traditional Front Porches
- 9) Tree Warranties for Heritage Trees Saved
- 10) Building Lot Ratio
- 11) Pier and Beam for Heritage Oak
- 12) Screening from single-family to townhomes
- 13) Questions about tree preservation

HDRC Commission and Staff's Requests

- 1) 15' Setback from Acequia
- 2) Switch Hammerhead Location
- 3) No Front-Facing Garages
- 4) Two Stories on Trail Street
- 5) Reduce Building Lot Coverage
- 6) Clear walkway / lawn to front doors
- 7) Lawn for every unit

