

HISTORIC AND DESIGN REVIEW COMMISSION

October 07, 2020

HDRC CASE NO: 2020-416
ADDRESS: 514 W QUINCY
LEGAL DESCRIPTION: NCB 16821 BLK 1 LOT 3 (SAISD CENTRAL OFFICE)
ZONING: D,RIO-7A
CITY COUNCIL DIST.: 1
APPLICANT: Liz Hurd/RVK Architects
OWNER: Kamal ElHabr/SAN ANTONIO ISD
TYPE OF WORK: Construction of a multi-story parking garage, signage
APPLICATION RECEIVED: September 18, 2020
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Stephanie Phillips
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Construct a new 4-story parking garage, to total 206,882 square feet.
2. Modify the master signage plan, to include amendments to a 2018 signage approval for the primary administration building and signage for the proposed parking garage.

APPLICABLE CITATIONS:

UDC DIVISION 6. – “RIO” DISTRICTS.

Sec. 35-670. - Criteria for Certificate of Appropriateness—Generally.

STATEMENT OF PURPOSE

In reviewing an application for a certificate of appropriateness for properties in the seven (7) river improvement overlay districts, the HDRC shall consider the character and design objectives for each river improvement overlay district, as well as the design standards set forth below. The commission also shall view the river or creek and their improvements as important natural, cultural, and historic resources. A building design or alteration shall recognize and acknowledge its relationship to the river or creek in its entirety. Sensitivity in design and an overall harmonious blending cannot be overemphasized.

Policy Manuals Adopted. The San Antonio River improvements project concept design guidelines, the Riverwalk policy guidelines, as amended, and the design guidelines for development of properties along the San Antonio River, prepared for the City of San Antonio, and the San Pedro Creek Design Guide are hereby adopted as policy guides for use by the commission and property owners. Copies are available from the historic preservation office.

(b) Design Objectives for River Improvement Overlay Districts.

1. Enhance the pedestrian experience with high quality streetscape designs.
2. Design buildings to relate to the pedestrian scale.
3. Low impact development (LID) features such as engineered swales, engineered infiltration storm sewer systems, bio-retention, and engineered wetlands are encouraged in all RIO districts. These features may be considered on-site detention features to the extent that they reduce the stormwater runoff expected downstream as a result of such developments.
4. Encourage neighborhood and cultural tourism uses as well as infill housing and rehabilitation of existing structures.

Sec. 35-674.02. - Building Design Principles in RIO-7.

This section provides policies and standards for the design of commercial, multi-family developments in excess of eight (8) units, and single-family developments in excess of five (5) units, institutional developments, and industrial buildings within the river improvement overlay districts. In general, principles align with the standards and guidelines established for the Downtown Business District.

(a) 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) Reduce large floor plates and varying a building's height through the creation of smaller structures or facades when designing large projects that consume half a block or more. Sculpt a building's mass to avoid large bulky structures, which provide more visual monotony than variety. It is the well-balanced variety of building massing and textures of shadow, light and materials that in total adds to the richness of the built environment. (2) Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context. A. Divide large building facades into a series of appropriately scaled modules so that no building segment is more than ninety (90) feet in length. Consider dividing a larger building into "modules" that are similar in scale. B. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged. C. New buildings over seventy-five (75) feet tall should incorporate design elements that provide a base, middle and a top. Buildings less than seventy-five (75) feet should have a pedestrian scaled base with a cornice, eave, or other architectural element that gives the building a discernable edge at the top story. D. Where a new building is infilled between an existing historic buildings on a block: i. The new building should, to the extent possible, maintain the alignment of horizontal elements along the block. ii. Floor-to-floor heights should appear to be similar to those seen in the area, particularly the window fenestration. iii. 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. (b) Height. Building heights vary along the creek corridor, from one-story houses to high-rises. This diversity of building heights is expected to continue. Building heights shall be configured such that a comfortable human scale is established along the edges of properties and views to the creek and other significant landmarks are provided while allowing the appropriate density for an area. A. The maximum building height and creek-side building step-backs shall be as defined in Table 674-3. B. Building step-backs shall be at least fifteen (15) feet. C. Buildings may be built to the height allowed without stepping back by aligning the lower floors with step-back-line creating more street level open space between the building and the creek.

Table 674-3

DescriptionRIO-7aRIO-7bRIO-7cRIO-7dRIO-7e

Maximum # of StoriesUnlimitedUnlimited. In the Main and Military Plaza Historic District comply with the Guide for New Construction in Historic Districts864

Maximum Height in FeetNANA96 ft.72 ft.48 ft.

First Creek side building step-backNATowers over 75 feet must step back 20' from the creek ROW or easement line.5 stories5 storiesNA

(1) High-rise towers above ten (10) stories are encouraged in RIO-7a and allowed in RIO-7b when not in conflict with the Historic Design Guidelines. Towers are not allowed to form a continuous wall along the creek but shall be carefully sited to provide both views and privacy. Tower forms should be simple yet elegant and add a sculptural quality to the Downtown San Antonio skyline. A. Towers should be combined with other building forms along the creek including townhouses, stacked flats, and mid-rise mixed-use buildings to create a variety of residential and office opportunities. B. Towers should have their massing designed to reduce overall bulk and to appear slender as they ascend higher. C. Towers may extend directly up from the property line at the street and are not required to be setback. D. Tower siting and massing should maintain key views toward important natural or man-made features. E. Design the middle segment or tower of the building to break up the overall bulk into smaller segments and address impacts such as shadowing and views. Reduce the perception of mass through architectural detailing such as changes of materials and color. F. Design the top of buildings to be a "fifth facade" that may be distinctive against the skyline when looked up to or viewed from above. A well-designed roofline creates opportunities for sky views and views to distinctive landmarks; creates opportunities for sunlight to reach the ground, and orients the public when wayfinding. Design the top of the building and/or the top of its podium to include opportunity for communal outdoor amenity space and/or a place for environmental innovation such as green roofs, rainwater recovery and solar panels. G. Towers should be designed to achieve a simple faceted geometry and large vertical plane movement. They should not appear overwrought or to have over-manipulated elements. H. Towers that emulate a more streamline modern style should provide variation through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level. I. If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach. J.

Generally, buildings over one hundred fifty (150) feet tall should not be historicized. They should represent contemporary interventions in the skyline. K. A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked. L. A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered point. Unarticulated, flat-topped buildings are not desired in Downtown San Antonio's skyline. M. Mechanical Penthouses should be integrated into the tower design and should not appear as a separate element, as shown in Figure 5.7.

(2) Low-rise and mid-rise buildings are encouraged in RIO-7c, RIO-7d, and RIO-7e. (3) In RIO 7-d, organize the mass of the building to step back from established residential neighborhoods. Where a commercial, mixed-use residential, multi-family or industrial use abuts a single-family residential development, or is across the street from a single-family residential development, the following standards shall apply:

A. The massing of the building shall not exceed twenty-five (25) feet in height at the setback line. The building mass can continue upward within a 45-degree building envelope for a distance of fifty (50) feet measured horizontally from the building face, at which point the building massing may continue vertically to the height established in subsection 35-674(c). (c) Materials and Finishes. After establishing a new building's overall massing and vertical and horizontal variation, it is important to develop a building's visual character at the level of material choices and detailing. The interplay of materials, windows and other elements should support the larger design principles as articulated by the architect. Ensure that buildings have architecturally detailed facades, where publicly visible, with no blank or featureless sides in anticipation of abutting to potential development in later phases or on adjacent land.

(1) Buildings are supposed to aim for a "timeless design" and employ sustainable materials and careful detailing that have proven longevity.

A. San Antonio has strong sun conditions. Use deep reveals to get shadow lines and if colors are desired, saturated colors and evaluate these outside on site.

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

C. Use especially durable materials on ground floor facades.

D. Generally, stucco is not desirable on the ground floor as it is not particularly durable. Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guild the built results.

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

F. Layering can also be achieved through extension of two (2) adjacent building planes that are extended from the primary facade to provide a modern sculptural composition.

G. Cut outs (often used to create sky gardens) should be an appropriate scale and provide a comfortable, usable outdoor space.

H. Design curtain walls with detail and texture, while employing the highest quality materials.

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

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

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

L. RIO-7e is a mixed-use transition area with single family houses, some masonry commercial buildings, concrete warehouses, and long metal sheds built next to railroad sidings. In this district, the historic preservation officer may approve non-traditional building materials, like corrugated metal siding and concrete panels, if well detailed and compatible with the traditional building forms and scale of the district.

(2) Prohibited Exterior Materials.

A. Imitation stone (fiberglass or plastic);

B. Plywood or decorative exterior plywood;

- C. "Lumpy" stucco, CMU;
- D. Rough sawn or "natural" (unfinished) wood, EIFS;
- E. Used brick with no fired face (salvaged from interior walls);
- F. Imitation wood siding;
- G. Plastic panels.

(e) Pedestrian Orientation. New buildings should follow the principles of good urban design, creating active street and creek facades and focusing on enhancing the public realm of the streets and the creek.

(1) Buildings ought to create a familiar rhythm relative to the overall street. The rhythm and pattern helps to tie the street together visually and provides the pedestrian with a standard measurement of progress. Reinforcement of this facade rhythm is encouraged in new buildings, even if a singular structure (see Figure 7.1 in the Downtown Design Guide).

(2) New development ought to respect the existing fabric of the community by reflecting historic mixed-use development patterns, through the use of building indentations, relationship to the street, first floor plate height, breaks in buildings for open space, and changes in color to avoid monolithic and monochromatic developments.

(3) Horizontal Variation. Vary the horizontal plane of a building to provide visual interest and enrich the pedestrian experience, while contributing to the quality and definition of the street wall.

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

B. Avoid continuous massing longer than ninety (90) feet not articulated with shadow relief, projections and recessed. If massing extends beyond the is length, it needs to be visibly articulated as several smaller masses using different material, vertical breaks, such as expressed bay widths, or other architectural elements.

C. Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure as seen in Figure 7.2.4 of the Downtown Design Guide.

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

E. While blank street wall facades are discouraged, there is usually one side of the building that is less prominent (often times called "back of house").

(4) Vertical Variation. Both classical and modern buildings can exhibit basic principles of visual order in the vertical plane—often with a distinct base (street and pedestrian lower levels), a middle (core mid-section, and often consistent for multiple floors of a mid- to high-rise building), and a top (the upper level that distinguishes a building and defines how it "meets the sky") as seen in Figure 7.3 of the Downtown Design Guide. A. Modern or contemporary building designs often layer this principle with more variation and syncopation to create interesting architectural composition as seen in Figure 7.4 of the Downtown Design Guide. Whenever a new infill building is proposed between two (2) existing structures, every attempt should be made to maintain the characteristic rhythm, proportion, and spacing of existing door and window openings. B. Variation in the vertical plane of a building ought to define the building's uses and visually differentiate ground floor uses, from core functions and how the building "meets the sky." i. Employ a different architectural treatment on the ground floor facade than on the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level. ii. Vertically articulate the street wall facade, establishing different treatment for the building's base, (middle and top) and use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses. iii. Provide an identifiable break between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means. iv. In order to respect existing historic datums, the cornice or roof line of historic structures should be reflected with a demarcation on new infill structures whenever possible. v. On facades exposed to the sun, employ shade and shadow created by reveals, surface changes, overhangs, and sunshades to provide sustainable benefits and visual interest. vi. Buildings taller than seventy-five (75) feet should employ at least two (2) vertical breaks or reveals greater than three (3) feet in depth to divide the bulkiness of the mass.

(5) Fenestration. Provide high-performance, well-detailed windows and doors that add to the depth and scale of a building's facade. A. Windows are to be as transparent as possible at the ground floor of the building, with preference given to grey, low-e glass (eighty-eight (88) percent light transmission). B. Window placement, size, material and style should help define a building's architectural style and integrity. C. In buildings other than curtain wall buildings, windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plantings around the

window. D. Windows and doors should be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line. E. Windows on upper floors should be proportioned and placed in relation to grouping of storefront or other windows and elements in the base floor. Windows should have a vertical emphasis. F. Glazing. Incorporate glazing that contributes to a warm, inviting environment for interior spaces. i. Ground-floor window and door glazing should be transparent and non-reflective. ii. Above the ground floor, both curtain wall and window and door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred. iii. A limited amount of translucent glazing at the ground floor may be used to provide privacy.

(6) Street Wall. In order to support a pedestrian-oriented public realm, retail or commercial streets should be framed by buildings uniformly placed at the sidewalk with no setback as seen in Figure 5.5 of the Downtown Design Guide. The height of the street wall is an important element in shaping the character of the public realm. Design building walls along the sidewalk (Street Walls) to define the street and to provide a comfortable scale for pedestrians. A. Street walls should be located against the back of sidewalk. B. Walls above the ground floor that step back from the ground floor street wall are considered to be part of the street wall. C. Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-through, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs. D. An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means. E. Vertical breaks should also be taken into account with fenestration such as columns or bays. F. When a property is situated in such a manner as to appear to be the terminus at the end of a street or at a prominent curve in the creek, buildings should incorporate an architectural feature that will provide a focal point at the end of the view. These features may include: i. Enhanced building facade. ii. Enhanced garden or landscape in an open space. iii. Variation in roof shape. iv. Change material and color. v. Tower element.

(7) In contrast to the design of buildings along the sidewalks described in (b)(9) the creek side of buildings should not establish a uniform, aligned wall but rather a series of related and connected gardens, plazas, and patios. These On-site Open Spaces (see subsection 35-673(q)) should be integrated with the San Pedro Creek Improvements Project. Where a building facade faces the creek it should recognize the historic proportions of lots and resulting building forms. Lots were generally seventy (70) to ninety (90) feet wide along the creek but several hundred feet deep. The resulting building forms are long bar-shapes running perpendicular to the creek. A. The best views of the creek are generally perpendicular to the creek not parallel to the creek. Rectangular buildings should have the narrow face parallel to the creek and the long face perpendicular to the creek. See Figure 674-1.

i. Bends in the creek provide a unique opportunity for siting buildings to maximize views and may provide unique challenges. The Historic Preservation Officer may consider different building orientations for these sites if the overall goals for RIO-7 are met. B. Buildings are not allowed to have a continuous, flat facade lot-line to lot-line along the creek property line. Building massing should turn perpendicular to the creek and form gardens, courts, patios, paseos, and plazas between buildings and/or different building masses. Windows, balconies, or other ways of viewing these publically accessible open spaces is high encouraged. The following On-Site Open Spaces required by building length may be used as one of the On-Site Open Spaces required by Table 673-3. i. The maximum length of a building wall plane is ninety (90) feet. Buildings with facades longer than ninety (90) feet must use side-yard courts, courtyards, or forecourts to divide the facade into modules less than ninety (90) feet long.

ii. Buildings or a collection of buildings built concurrently with a creek-face longer than two hundred seventy (270) feet are required to have a forecourt, courtyard, creek-side plaza, garden, paseo, or pedestrian-oriented service drive to divide the mass of the building and provide publicly accessible open space. iii. Single developments with three hundred (300) linear feet of creek frontage or greater should have at least two (2) distinct building types or building heights along the creek property line with no more than seventy (70) percent of any one building type. Building types are defined in Downtown Design Guidelines. iv. Buildings that setback more than thirty (30) feet from the creek-side setback line and provide publicly accessible gardens, patios, plazas, or terraces are not required to provide additional publicly accessible open spaces. v. Sites that are five hundred fifty (550) feet or longer should provide mid-block paseos, pedestrian oriented mid-block service drives and fire lane, or pedestrian friendly public access and should connect from a public street to another public street, public alley, or the San Pedro Creek. Where San Antonio Public Works and/or Texas Department of Transportation (TxDOT) has provided approval, per Chapter 8 Section C of the Downtown Design Guide, connections should try to align within one hundred (100) feet of the mid-block connection. (8) Develop the first floor to activate the creek paseos and street sidewalks.

A. In mixed-use buildings, retail buildings, or office buildings the creek side facade should be primarily transparent with seventy-five (75) percent of the length of the facade devoted to display windows and/or windows affording some view into the interior areas or offices. Facades facing Primary and Secondary Pedestrian Streets listed in subsection 35-672(b)(1)D Curb Cuts should have at least fifty (50) [percent] of the facade devoted to windows. Facades facing side streets should have at least twenty-five (25) percent of the facade devoted to windows. Side-street facades should contribute to the pedestrian friendly environment and activate the street when possible. These facades are important in activating the connections from the surrounding neighborhoods to the creek.

B. In multi-family residential buildings with no retail, arrange support facilities, management offices, and building amenities along the creek and streets with a minimum of seventy-five (75) percent of the exterior facade associated with these spaces. Provide building and ground floor residential unit entrances to pedestrian paths that connect to the high-bank paseo or publicly accessible path at the top-of-bank along the low-bank paseo.

C. Institutional and civic buildings should arrange functions and entrances to provide access and views to internal functions.

D. Alternate arrangements that provide creek and street activation may be approved by the historic preservation officer.

(9) Design ground floor space for retail or other active uses, orienting tenant spaces to the street and creek and maximizing storefronts and entries along the sidewalks to sustain street level interest and promote pedestrian traffic. A. Locate active uses along the street and creek facade to enhance the building's relationship to the public realm. Uses include: lobbies, dining rooms, seating areas, offices, retail stores, community or institutional uses, and residences. B. Ground floor retail space shall be provided to a depth of at least twenty-five (25) feet from the front facade and shall include an average fourteen (14) foot to zero (0) inch floor-to-ceiling height, with heights above fourteen (14) feet being very desirable. C. The primary entrance to each street level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street, creek, or alley. D. Wall openings, such as storefront windows and doors, shall comprise at least seventy (70) percent of a commercial building's street and creek level facade as seen in Figure 3.2. of the Downtown Design Guide.

E. Clear glass for wall openings, i.e., doors and windows, shall be used along all street-level commercial facades for maximum transparency, especially in conjunction with retail and hotel uses as illustrated in Figure 3.3 of the Downtown Design Guide. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along commercial street level facades.

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

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

H. Use clear windows and doors to make the pedestrian level facade highly transparent and accessible. Along retail streets, provide a nearly continuous band of windows. Ensure doorways in glass walls exhibit sufficient contrast to be clearly visible.

I. The facades on downtown commercial streets should be detailed as storefronts, except where the proposed ground floor use is live and work units, residential units or other non-commercial building types as seen in Figure 3.1.10 of the Downtown Design Guide. Where non-residential streets intersect, the ground floor retail space should wrap the corner onto the intersecting streets wherever possible.

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

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

L. More public entrances than the minimum specified by code, including building and or tenant and resident entrances are highly encouraged. Incorporate a pedestrian-oriented scale at the street and river level.

(10) Incorporate a pedestrian-oriented scale at the street and creek level. A. Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building's architecture B. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details should be used to promote pedestrian-scaled architecture along the street. C. Architectural features that reinforce the retail character of the ground floor street and creek wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building. D. The design of the ground floors of hotels should exhibit a series of public space and entries that equally welcome the general public as well as guests. The first floor should be as transparent as possible. Hotel uses such as bars, lounges, restaurants, cafes, spas and other uses open to the public should exhibit a direct pedestrian connection from the public right-of-way whenever possible Don't waste valuable street frontage on "back of house" uses. E. Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall. Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented should not be located within one hundred (100) feet of the corner property line as seen in Figure 3.6 of the Downtown Design Guide or visible from public right-of-way.

(11) Street Entrances. Design building entries to be clearly visible from the street as well as to promote pedestrian comfort, safety, orientation and accessibility. In order to increase personal safety, entries and associated open spaces should be designed to avoid the creation of isolated areas and to maintain lines of sight into and out of a space. A. Reinforce a building's entry with one or more of the following architectural treatments: i. Extra height lobby space; ii. Distinctive doorways; iii. Decorative lighting; iv. Distinctive entry canopy; v. Projected or deep recessed entry; vi. Building name and address integrated into the facade; vii. Artwork integrated into the facade or sidewalk; viii. A change in paving material, texture, or color within the property line; ix. Distinctive landscaping, including plants, water features and seating. B. The primary street entrance of single buildings will be off the public sidewalk in RIO-7a, RIO-7b, and RIO-7c as seen in Figure 7.7 of the Downtown Design Guide. i. In RIO-7d and RIO-7e, entrances may be off of a walkway connected to both the public sidewalk and the parking area as shown in Figure 673-1. ii. In projects with multiple buildings arranged on one site, building entrances may be off of pedestrian paths connecting streets with the creek or courtyards and plazas within a site similar to Figure 672-2. C. Strong colors should emphasize architectural details and entrances. D. Deep recessed entries into the building are encouraged. (12) Creek Side Facade and Entrances. The Creekside of buildings should be responsive to the park-side of an urban building. Materials may be less formal, trellises and pergolas may be used in place of more traditional street side canopies and formal entries.
35-674.02-01.png

(Ord. No. 2016-10-13-0798 , § 1(Att. A), 10-13-16)

Sec. 35-678. - Signs and Billboards in the RIO.

(a) General Provisions.

(1) This section governs all exterior signs and all interior signs hung within ten (10) feet of an exterior fenestration, or those signs intended to be read by exterior patrons.

A. All signage within an RIO district shall conform to all city codes and must have approval of the historic preservation officer prior to installation.

B. Permits must be obtained following approval of a certificate of appropriateness.

C. No sign shall be painted, constructed, erected, remodeled, refaced, relocated, expanded or otherwise altered until it has been approved and a permit has been obtained from the development services department in accordance with the provisions of this section and applicable city code.

D. Signs, visual displays or graphics shall advertise only the business on the premises unless otherwise allowed in this section.

E. Temporary displays for permitted events are authorized if in accordance with chapter 28 of the City Code of San Antonio, Texas.

(2) When reviewing applications for signage the historic preservation officer and the historic and design review commission shall consider the visual impact on nearby historic resources.

A. Signs should respect and respond to the environment and landmark or district character in which constructed.

B. Signs should respect and respond to the river improvement overlay districts character and the historic Riverwalk.

C. The content or advertising message carried by permitted signs shall pertain to the business located on the same premises as the sign or to any otherwise lawful noncommercial message that does not direct attention to a business operated for profit, or to a commodity or service for sale, provided that signs erected on buildings with multiple businesses within shall pertain to any such business within.

(3) For signs with changeable message panels, the changeable message area of the sign shall not exceed twenty-five (25) percent of the total sign area, except for gasoline price signs which shall not exceed seventy-five (75) percent of the total sign area. Electronic changeable message boards shall be prohibited.

(4) The name of a business may be changed through the administrative approval process if the sign conforms to the provisions of this section, and if the color, size, and style of lettering, and illumination of the sign remain the same.

(5) Provisions under this section shall comply with chapter 28 of the City Code of San Antonio, Texas. In cases where provisions under this section are stricter or a sign is designated as a contributing structure, then this section shall control.

(6) Special consideration should be given to the character of the sign itself proposed in the application, and whether the proposed sign has inherently historic characteristics which may fall outside of the guidelines presented below but which would contribute to the historic district, landmark or area for which it is being proposed. Additionally, when reviewing applications for signage the historic preservation officer and the historic and design review commission shall consider the visual impact on nearby historic resources.

(7) Memorials, markers, naming rights of public property, and recognition of charitable donations given to the City of San Antonio shall be additionally governed by any formal action passed by city council.

(b) Sign Definitions. For signage definitions, refer to subsection 35-612(b) and chapter 28 of the City Code.

(c) Standards for Sign Design and Placement. In considering whether to recommend approval or disapproval of an application to construct or alter signage on a building, object, site, or structure in a river improvement overlay district, review shall be guided by the following standards in addition to any specific design guidelines approved by city council.

(1) Primary sign design considerations shall be identification and legibility. Size, scale, height, color and location of signs shall be harmonious with, and properly related to, the overall character of the district and structure. Sign materials shall be compatible with that of the building facade. Highly reflective materials that will be difficult to read are not permitted.

(2) Signs which describe, point, or direct the reader to a specific place or along a specific course, such as "entrance," "exit," and "disabled persons access," as well as government signs, shall be reviewed but shall not be included in total allowable signage area. Emergency signs shall be exempt from historic and design review commission approval.

(3) All graphic elements shall reinforce the architectural integrity of any building. Signs shall not disfigure, damage, mar, alter, or conceal architectural features or details and shall be limited to sizes that are in scale with the architecture and the streetscape. Emblems and symbols of identification used as principal structural or architectural design elements on a facade shall not be included in the total allowable signage per facade per structure when approved. Review shall be guided by the building's proportion and scale when such elements are incorporated.

(4) Graphics and signage may be illuminated by indirect, internal, or bare-bulb sources, providing that glare is not produced; by indirect light sources concealed by a hood or diffuser; by internal illumination with standard opal glass or other translucent material or with an equal or smaller light transmission factor. All illumination shall be steady and stationary. Neon lighting shall be permitted when used as an integral architectural element or artwork appropriate to the site. For purposes of this subsection, "Glare" shall mean an illumination level of six (6) Lux or greater at the property boundary. If internal illumination is used, it shall be designed to be subordinate to the overall building composition. Light fixtures should reflect the design period of the building on which they are placed. The use of ambient light from storefront or streetlights is encouraged.

(5) Signage requests for multi-tenant buildings must complement existing signage with regards to size, number, placement and design, unless such existing signage is not in conformity with regulations in this article. It is recommended that the building owner or their agent develop a master signage plan or signage guidelines for the total building or property. If a property has an approved master signage plan on file with the historic preservation officer, then applications for signage may be approved administratively at the discretion of the historic preservation officer.

provided that they comply with such master signage plan. Notwithstanding the above, signs may not exceed the maximum size and height limitation of signage contained in chapter 28, article 9.

(d) Proportion of Signs. For all signage, signage width and height must be in proportion to the facade, respecting the size, scale and mass of the facade, building height, and rhythms and sizes of window and door openings. The building facade shall be considered as part of an overall sign program but the sign shall be subordinate to the overall building composition. Additionally, signs shall respect and respond to the character and/or period of the area in which they are being placed.

(e) Number and Size of Signs.

(1) Number and Size. The historic and design review commission shall be guided in its decisions by the total number of businesses or services per building and the percentage of visible storefront occupied by each business or service. Applicants may apply for up to three (3) signs total. Total signage for all applicants shall not exceed fifty (50) square feet unless additional signs and/or additional total footage is approved. Additional square footage may be approved provided that the additional signage is in conformity with, and does not interfere with, the pedestrian experience on the Riverwalk. The additional square footage shall be based upon the size and scope of the site. Signs should reflect the type and speed of traffic they are meant to attract. Signs designed for pedestrians and drivers of slow moving cars should not be the same size as signs designed for highway traffic.

(2) Sign Area. The sign area shall be determined in the following manner:

A. Sign Areas. The area of a sign shall be computed on the actual area of the sign. Sign area shall be calculated as the area within a parallelogram, triangle, circle, semicircle or other regular geometric figure including all letters, figures, graphics or other elements of the sign, together with the framework or background of the sign. The supporting framework of the sign shall not be included in determining sign area unless such supporting framework forms an integral part of the sign display, as determined by the historic preservation officer. If the sign is located on a decorative fence or wall, when such fence or wall otherwise meets these or other ordinances or regulations and is clearly incidental to the display itself, the fence or wall shall not be included in the sign area. In the cases of signs with more than one (1) sign face, including but not restricted to double-faced signs, back-to-back signs, overhanging signs, and projecting signs, each side of the sign shall be included in total allowable signage area.

B. Channel Letter Signs. For channel letter signs, the sign area shall be the smallest rectangle that will encompass the limits of the writing, including spaces between the letters. Each advertising message shall be considered separately.

(3) Building Identification Signs. An additional building identification sign may be placed on a building with multiple tenants, if the building name is not the same as the business(s) housed within and such sign is recommended for approval by the historic and design review commission. This type of sign is to identify a building as a destination, shall not exceed thirty-two (32) square feet, shall not be included in the total allowable signage area, and shall not include names of individual businesses.

(4) Freestanding Signs. Freestanding signs are allowed provided the sign does not interfere with pedestrian or vehicular traffic. Freestanding signs shall be perpendicular to the street, two-sided and no taller than six (6) feet. Freestanding signs shall not be located in the right-of-way.

A. Projecting Arm Signs. Signs hung from poles are allowed. Pole height shall not exceed six (6) feet and the pole diameter shall not exceed three (3) inches. Blade signs are not allowed to project over a sidewalk or other right-of-way.

(f) Allowable Signs Not Included in the Total Signage Area.

(1) Parking lot signs identifying entrances and exits to a parking lot or driveway, but only when there is one-way traffic flow. No more than one (1) sign shall be permitted for each driveway entrance or exit, and no corporate or business logos shall be permitted. Additionally, parking lot signs to identify divisions of the parking lot into sections and to control vehicular traffic and pedestrian traffic within the lot provided that no corporate or business logos shall be permitted. Signs approved under this category shall not be included in the total allowable signage per structure.

(2) Dates of erection, monumental citations, commemorative tablets, insignia of local, state or federal government, and like when carved into stone, concrete or similar material or made of bronze, aluminum or other permanent type construction and made an integral part of the structure. Signs approved under this category shall not be included in the total allowable signage per structure.

(3) Information signs of a public or quasi-public nature identifying or locating a hospital, public building, college, publicly-owned parking area, historic area, major tourist attraction or similar public or quasi-public activity; and also including signs identifying restrooms or other facilities relating to such places or activities. Signs approved under this category shall not be included in the total allowable signage per structure.

(4) Incidental signs, including signs designating business hours, street numbers, credit card acceptance and the like provided that the signs are not freestanding, the total of all such signs shall not exceed four (4) square feet for each

business, and the signs are non-illuminated. Incidental signs shall not be included in the total allowable signage per structure.

(5) Real estate signs, advertising the sale, rental or lease of the premises or part of the premises on which the signs are displayed. The maximum sign area shall be eight (8) square feet. Only one (1) sign will be permitted for each building for sale or lease that is adjacent to the Riverwalk. The sign is permitted to remain only while that particular building is for sale or the lease space is available.

(g) Pedestrian Menu Boards.

(1) Pedestrian menu boards shall not exceed two (2) square feet.

(2) Permanently displayed menus may be properly installed inside the business' window or in an approved wall-mounted or freestanding display case adjacent to the business entrance.

(3) The name of the establishment may not be displayed on the menu board if the business has other signage installed on the premises. It is permissible for the name of the restaurant to be placed on the actual menu. The established logo of a business is considered a sign.

(4) All items listed on a menu board must be placed within the border of the menu board or within the display case.

(5) There may be no more than one (1) pedestrian menu board per establishment unless there are two (2) primary entrances to a building on different facades, in which case a pedestrian menu board for each entrance may be approved.

(h) Sandwich Boards. Notwithstanding provisions of chapter 28-17, sandwich boards are permitted in river improvement overlay districts as on-premises signs provided permitting requirements of chapter 28, section 28-17 are met. A sandwich board shall:

(1) Mean an A-frame or single panel double sided design for placement in front of the place of business.

(2) Be no larger than two (2) feet wide and three (3) feet tall when extended.

(3) Be prohibited on the pedestrian Riverwalk pathway

(4) Count towards overall signage and must be included in any signage requests

(i) Noncommercial Speech Signs. Noncommercial speech signs including but not limited to public service announcements may be erected in river improvement overlay districts following approval provided all regulations in this article are met. The maximum size of a noncommercial speech sign shall be eight (8) square feet, and shall not be illuminated. However, political signs, and the regulation thereof, shall not violate Section 216.903 (Regulation of Political Signs by Municipality) of the Texas Local Government Code.

(k) Prohibited Signs. The following signs are prohibited:

(1) Billboards, junior billboards, portable signs, and advertising benches;

(2) Any sign placed upon a building, object, site, or structure in any manner so as to disfigure, damage, or conceal any window opening, door, or significant architectural feature or detail of any building;

(3) Any sign or sign spinner which advertises commercial off-premises businesses, products, activities, services, or events unless otherwise allowed in this article;

(4) Any sign which does not identify a business or service within the river improvement overlay district unless otherwise allowed in this article;

(5) Any non-contributing sign which is abandoned or damaged beyond fifty (50) percent of its replacement value, including parts of old or unused signs. All remnants such as supports, brackets and braces must also be removed;

(6) Any attachment to an already affixed sign which does not meet the provisions of the City Code;

(7) Roof mounted signs, except in the cases of landmark signs or unless approved in accordance with standards set forth in subsections (b) and (c) of this section. Contributing roof mounted signs may be resurfaced with an approved certificate of appropriateness. The square footage of roof mounted signs shall be included in the total allowable signage for the building;

(8) Pole-mounted cabinet signs and pylon signs;

(9) Digital displays, digital and/or LED lighted signs, not to include LED light sources that do not meet the definition of a sign, with or without rotating, flashing lettering, icons or images.

Except as provided below:

A. A public transportation agency may incorporate transit information signage into transit shelters, utilizing LED or digital technology, provided the signage is contained within or under the transit shelter, and is limited to five (5) square feet of signage area, and one (1) sign per thirty (30) linear feet of pedestrian shelter.

B. A public transportation agency may incorporate transit information signage into a monument sign at transit stops, utilizing LED or digital technology, provided it is limited to five (5) square feet of signage area.

C. A public transportation agency may incorporate transit information signage into a monument sign at transit facilities (other than transit stops), utilizing LED or digital technology, provided it is limited to seven (7) square feet of signage area.

D. The historic preservation officer may impose additional restrictions on illumination to ensure that the character of signs are harmonious with the character of the structures on which they are to be placed and designated landmarks or districts in the area, provided that such restrictions are reasonably related to other conforming signs and conforming structures in the area, do not unreasonably restrict the amount of signage allowed by this section, and are in keeping with the intent of this section. Among other things, consideration shall be given to the location and illumination of the sign in relation to the surrounding buildings, the use of appropriate materials, the size and style of lettering and graphics, and the type of lighting proposed.

E. Digital displays, digital and/or LED lighted signs are authorized in conjunction with a temporary display for a permitted event if in accordance with chapter 28 of the City Code of San Antonio, Texas.

(10) Revolving signs or signs with a moving component.

(11) Any sandwich board which conflicts with the Americans with Disabilities Act, or which disrupts or interferes with pedestrian or other traffic.

(12) Any sign that obscures a sign display by a public authority for the purpose of giving instructions or directions or other public information.

(13) Any sign which consists of pennants, ribbons, spinners or other similar moving devices.

(14) Any sign, except official notices and advertisements, which is nailed, tacked, posted or in any other manner attached to any utility pole or structure or supporting wire, cable, or pipe; or to any tree on any street or sidewalk or to public property of any description.

(15) Moored balloons, wind jammers or other floating or inflated signs that are tethered to the ground or to a structure.

(16) Any permanent or temporary sign affixed to, painted on, or placed in or upon any parked vehicle, parked trailer or other parked device capable of being towed, which is parked so as to advertise the business to the passing motorist or pedestrian; and whose primary purpose is to provide additional on-site signage or is to serve the function of an outdoor advertising sign. Excluded from this are vehicles or equipment that are in operating condition, currently registered and licensed to operate on public streets with a valid inspection sticker, and actively used in the daily function of the business to which such signs relate; vehicles/equipment engaged in active construction projects; vehicles or equipment offered for rent to the general public and stored on-premises and otherwise allowed under applicable city ordinance.

Notwithstanding the above, signs designated as a contributing sign or structure by the historic preservation officer shall not be prohibited unless or until such designation is revoked.

(I) Installation. Signs, posters, decals or advertisements may not be affixed, tacked, nailed, pasted, or taped to any portion of a building, object, site or structure in a manner that will cause irreversible damage or loss, or is considered inappropriate under any applicable guidelines utilized by the office of historic preservation. Signs installed on masonry structures shall be installed in the mortar, not in the masonry unit.

FINDINGS:

- a. The property located at 514 W Quincy (formerly addressed 727 N Flores St) is the site of the SAISD consolidated administration building, which is nearing construction completion. The building received final approval from the Historic and Design Review Commission (HDRC) on July 17, 2019. The applicant is requesting approval to construct a new 4-story, approximately 207,000 square foot parking garage to the north of the existing administration building. The garage will be located on an existing surface parking lot. The garage was indicated as a Phase II project on the documents submitted for the July 2019 approval and was noted in staff's recommendation. The property is located within RIO-7A.
- b. SCALE AND MASS – UDC standards for RIO-7 stipulate that buildings under 75 feet in height should have a pedestrian scaled base with a cornice, eave, or other architectural element that gives the building a discernable edge at the top story. The applicant has proposed to accentuate the ground floor through fenestration, material details, and roof projections and overhangs, with a cap defined as a thin horizontal band. Staff finds the proposed massing and scale appropriate for the site.
- c. EXTERIOR DETAILING – The standards for RIO-7A stipulate that a building should have human scale and facades should be broken down visually, as to not exceed 90 feet in continuous length per segment. The applicant has proposed to articulate the facades of the parking structure primarily through perforated metal

panels installed at various angles to give the visual impression of water, inspired by the adjacent San Pedro Creek. The internal façade facing south towards the SAISD administration building will be articulated via layered metal panels in the colors of SAISD's districts, which mimics the panel detailing on the administration building. Staff generally finds the broad design approach consistent with RIO-7A.

- d. **PEDESTRIAN ACCESS** – The standards for RIO-7A state that building entries should be designed to be clearly visible from the street or creek, as well as to promote pedestrian comfort, safety, orientation and accessibility. A building's entry should be reinforced with one or more of the following architectural treatments: i. Extra height lobby space; ii. Distinctive doorways; iii. Decorative lighting; iv. Distinctive entry canopy; v. Projected or deep recessed entry; vi. Building name and address integrated into the facade; vii. Artwork integrated into the facade or sidewalk; viii. A change in paving material, texture, or color within the property line; ix. Distinctive landscaping, including plants, water features and seating. The primary street entrance of single buildings will be off the public sidewalk. As currently proposed, primary pedestrian access to the parking garage is from an internal location on the site, facing the administration building, and there is no defined pedestrian entrance from either W Quincy or S Flores. The pedestrian access point internally faces the Creek, but the building's design does not feature a reinforced design element beyond a simple opening on the ground level. Staff finds that the applicant should modify the proposed design facing San Pedro Creek to clearly feature a defined pedestrian access point that complies with RIO-7A standards, including but not limited to: a distinctive entry canopy, extra height space, artwork integrated into the façade or sidewalk, or projected or deep recessed entry; or reconfiguring the access point into the currently proposed tower element. Staff finds that the applicant should also incorporate a clearly defined pedestrian access point from either W Quincy or S Flores using these design standards.
- e. **GROUND FLOOR USES** – According to RIO-7 standards, ground floor space should be designed for retail or other active uses, orienting tenant spaces to the street and creek and maximizing storefronts and entries along the sidewalks to sustain street level interest and promote pedestrian traffic. Active uses should be located along the street and creek facade to enhance the building's relationship to the public realm. Uses include: lobbies, dining rooms, seating areas, offices, retail stores, community or institutional uses, and residences. Ground floor retail space shall be provided to a depth of at least twenty-five (25) feet from the front facade and shall include an average fourteen (14) foot to zero (0) inch floor-to-ceiling height, with heights above fourteen (14) feet being very desirable. The primary entrance to each street level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street, creek, or alley. Wall openings along the ground floor, such as storefront windows and doors, shall comprise at least seventy (70) percent of a commercial building's street and creek level facade as seen in Figure 3.2. of the Downtown Design Guide. As proposed, the parking garage does not feature any ground floor uses. Staff finds that the applicant should incorporate ground floor uses and a design that reflects that utility to comply with RIO standards.
- f. **CREEK FAÇADE** – According to RIO-7 standards, Creekside facades should be responsive to the park-side of an urban building. The adjacent administration building has a patio element on the façade facing the creek, including stepped limestone boulder walls leading to a small amphitheater, native shrubbery, and trees to align with RIO-7 standards for Creekside activation. The façade of the proposed parking garage is treated with perforated metal panels to give the visual impression of water as noted in finding c. The south façade that features the vertical metal panels in SAISD district colors will be partially visible from the creek. The parking garage's location is also significantly set back from the creek entrance and pedestrian pathways. Staff finds the treatment of the creek façade to be generally consistent with RIO guidelines and standards.
- g. **MATERIALITY** – The façade of the structure is proposed to be concrete with multiple cladding techniques, including angled metal panels, vertical metal panels, and a green wall facing W Quincy. According to RIO-7A standards, the integration of long-lived and local materials is encouraged. Corner buildings at prominent intersections require a higher standard of articulation, detailing, and architectural treatment. Staff finds that the materiality as it relates to the overall design is consistent with the UDC.
- h. **LANDSCAPING** – Per the submitted site plan, the applicant has proposed a significant landscape buffer at the intersection of W Quincy St and N Flores St, with additional buffers proposed along Camaron St facing San Pedro Creek and along additional public rights-of-way, in concert with the landscaping proposal for the administration building. The applicant is responsible for complying with required planting percentages along the creek as outlined in UDC Table 673-2.
- i. **SIGNAGE** – The applicant has submitted comprehensive signage information. According to RIO standards for signage, primary sign design considerations are identification and legibility. Size, scale, height, color and location of signs shall be harmonious with, and properly related to, the overall character of the area and

structure. Applicants may apply for up to three (3) signs total. Total signage for all applicants shall not exceed fifty (50) square feet unless additional total footage is approved, provided that the additional signage is in conformity with, and does not interfere with, the pedestrian experience on the Riverwalk. The additional square footage shall be based upon the size and scope of the site and should reflect the type and speed of traffic they are meant to attract. The applicant originally received approval for signage for the SAISD administration building, but has requested some signage amendments to that package, in addition to signage for the proposed parking garage. The signage requested includes five signs total: (1) an illuminated sign fronting S Flores, to read “SAISD”, set within a green wall to total 87 square feet; (2) a “PARK” corner sign on the parking garage fronting W Quincy St, totaling 16 square feet for the letters only; (3) two wall signs to read “PARKING” above each garage entrance, one facing the Creek and one facing S Flores St, at 15 square feet each, to total 30 square feet; (4) a Quincy St logo and address for the garage, to front W Quincy St, totaling 49.3 square feet for the letters only; and (5) a sign to read “SAISD” on a limestone wall, to face Kingsbury St at a secondary entrance to the SAISD administration building, totaling 40 square feet. At present, the requested 5 signs exceeds the UDC by two signs. The overall square footage requested is 222.3 square feet, though the total sign area for signs (2) and (4) are substantially larger than the square footage of the letters. Additionally, the HDRC approval in 2019 included a stipulation to reduce the N Flores SAISD sign to a maximum of 3’-0” to be more consistent with the UDC. There is currently no signage that clearly indicates pedestrian entries to the garage. Staff does not find the overall signage package consistent with RIO standards as proposed due to the number of signs and overall square footage.

- j. ARCHAEOLOGY – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

RECOMMENDATION:

Item 1, Staff does not recommend approval of the parking garage based on findings a through h. Staff recommends that the applicant addresses the following items prior to returning to the HDRC:

- i. That the applicant provides clear pedestrian walkway access from the Creek and from S Flores St as noted in findings d and i.
- ii. That the applicant articulates the building design in a manner that clearly defines pedestrian access from the Creek and street public right-of-way as noted in finding d.
- iii. That the applicant proposes a design that incorporates ground floor uses as noted in finding e.
- iv. ARCHAEOLOGY – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

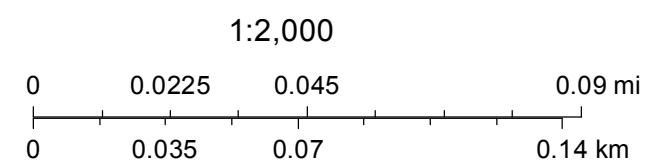
Item 2, Staff recommends approval of the proposed signage package based on finding g with the following stipulations:

- i. That the applicant reduces the height of the N Flores SAISD sign to a maximum of 3’-0” to be more consistent with the UDC, and to align with the previous HDRC approval from 2019.
- ii. That the applicant reduces the overall signage for the site, including building signage and monument signage for both structures, be limited to no more than 3 signs and a maximum of 50 square feet to comply with RIO standards for signage.

City of San Antonio One Stop



October 2, 2020





745 E. Mulberry Avenue, Suite 601
San Antonio, TX 78212
210.733.3535

September 25, 2020

Stephanie Phillips
Office of Historic Preservation
1901 South Alamo Street
San Antonio, TX 78204

Re: Bexar County – Quincy Street Parking Garage
HDRC Review

Bexar County Commissioners Court (BCCC) is funding this 600 space parking garage under a ground lease and development agreement with San Antonio Independent School District (SAISD) in order to meet the parking requirements for the office building during business hours and the public during non-business hours. The facility is being constructed on SAISD Central Office Building's site. The application is for the final review of the signage for the Central Office Building (HDRC Case No. 2018-597), final review of the signage for the parking garage, and final review for the parking garage facility.

Central Office Building Signage

There are two SAISD signs located at the Central Office Building. They are referenced in the attached rendering package as signs 1 and 5. The size of each sign was reduced to a maximum of 3 feet high as indicated in the HDRC Case No. 2018-597 under staff recommendations dated July 17, 2019.

Parking Garage Facility

The design of the parking garage's exterior enhancements follow the character and design objectives for the river improvement overlay district as well as the design standards set forth in Division 6 of Article VI of "RIO" River Improvement Overlay Districts. The parking structure is located between the SAISD Central Office Building and the elevated Highway. It allows for a green space / pedestrian buffer along Flores and Camaron. By setting the garage back from Flores and Camaron it allows the Central Office Building to be the focus and the garage becomes secondary. The buffer along Camaron creates a large green space transition area from the Central Office / garage to San Pedro Creek and ranges in width from 200' to 75'. This buffer provides a park setting with shade trees, sidewalks, an amphitheater, and an open field for the community. The exterior of the parking garage is comprised of perforated and bent metal panels that mimic the flow of water in the creek. These wave panels encompass the **West** and East facades and engage the North façade where large green screen panels spring from the creek. The South façade (which faces the Central Office Building) is internal to the site and responds to the Central Office Building's design. The colors on the panels represent the various schools in SAISD's district. These panels provide a screening element that blocks the views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalks. The pedestrian entrances and exits are accentuated with directional signage and lighting to avoid pedestrian/auto conflicts. There is not a vehicular entrance to the property off of Camaron Street to ensure it stays as a pedestrian focused, urban street that expands the perceived boundary of the San Pedro Creek Improvements Project. In the preliminary design review, there were two comments that the Commissioners recommended that the design team address (the design team's response is bolded):

RVK

1. Study the Flores Street elevation with not just surface treatment, but also study the plane of that facade and whether canting a portion of it (south of the parking entry) perpendicular to the admin bldg. (basically parallel to Flores).

The design team reviewed this condition with our client and our general contractor to angle the Flores Street façade to make it parallel with Flores Street. It was determined that by introducing angles it created an inefficiency in the parking garage layout, circulation, and added cost that was outside of the current GMP. The design team feels strong on keeping the original design intent of creating exterior enhancements that concentrate on the movement of the creek while maintaining a unified outward facing facades.

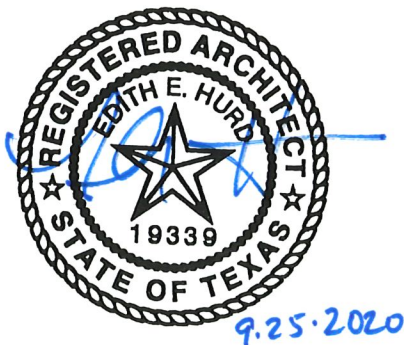
2. Also, the orientation/height of the stair tower - rotating it to relate it more to the admin bldg. rather than just a square corner of the garage

The design team did study this request and any rotation of the stair reduces the pedestrian landing area outside of the stair, as well as sight lines, in relation to the internal drive and creates a potential unsafe condition between pedestrians and vehicles. In addition, the angle and / or rotation does not work within the rhythm and boundaries of the structural systems creating an inefficiency that is outside of the current GMP.

Parking Garage Signage

The parking garage signage is located at the main Quincy Street entrance. We reduced the amount of signage as recommended by the HDRC commissioners during the preliminary design review meeting. The attached renderings indicate the location of the signage. As discussed by the HDRC Commissioners, the signage is secondary to the overall design of the parking garage enhancements. The signage height and width are in proportion to the entire façade.

Please let me know if there are any additional items that need further clarification.

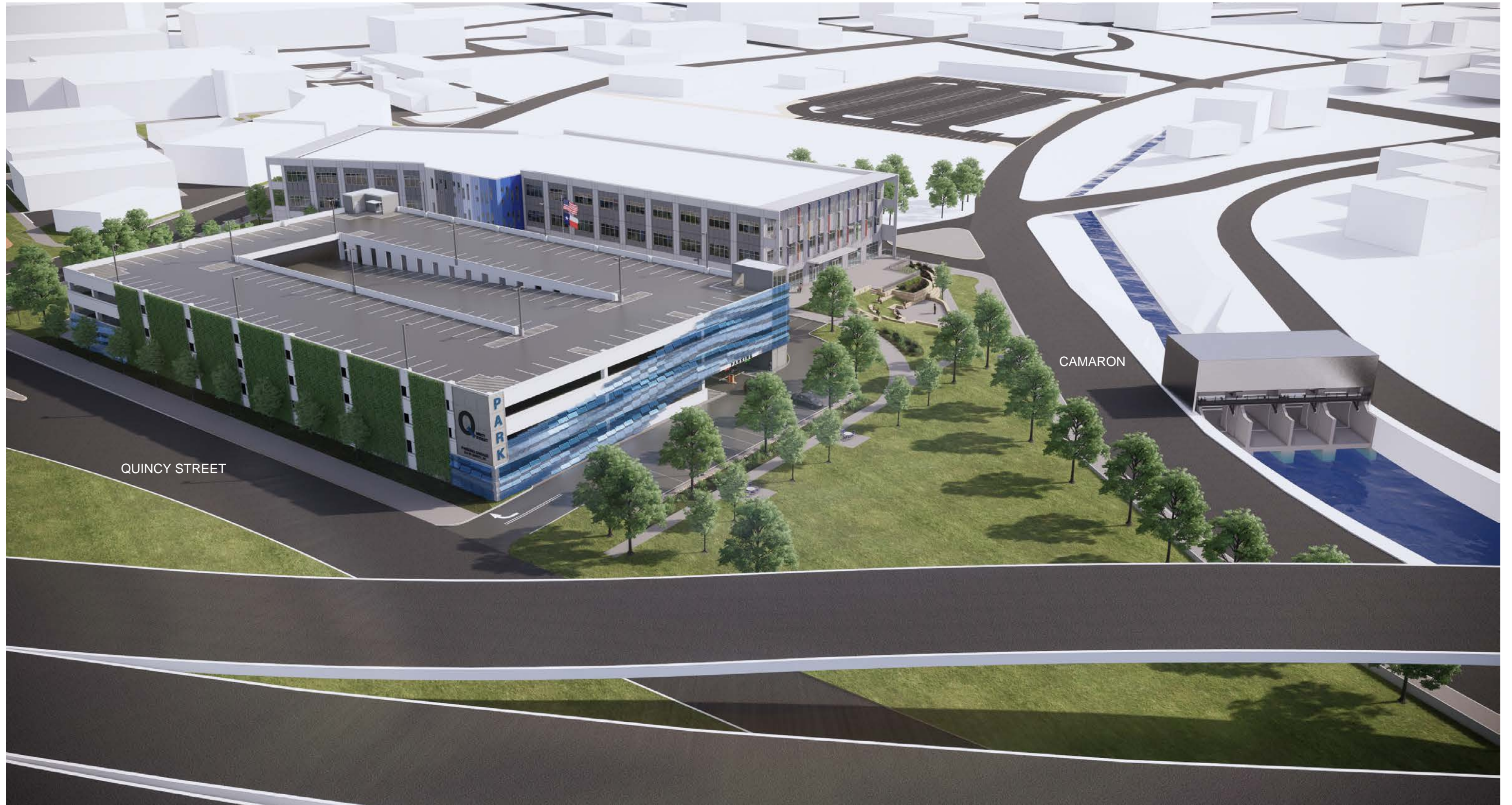


Elizabeth Hurd, AIA
Principal

Enclosures









VIEW FROM QUINCY STREET



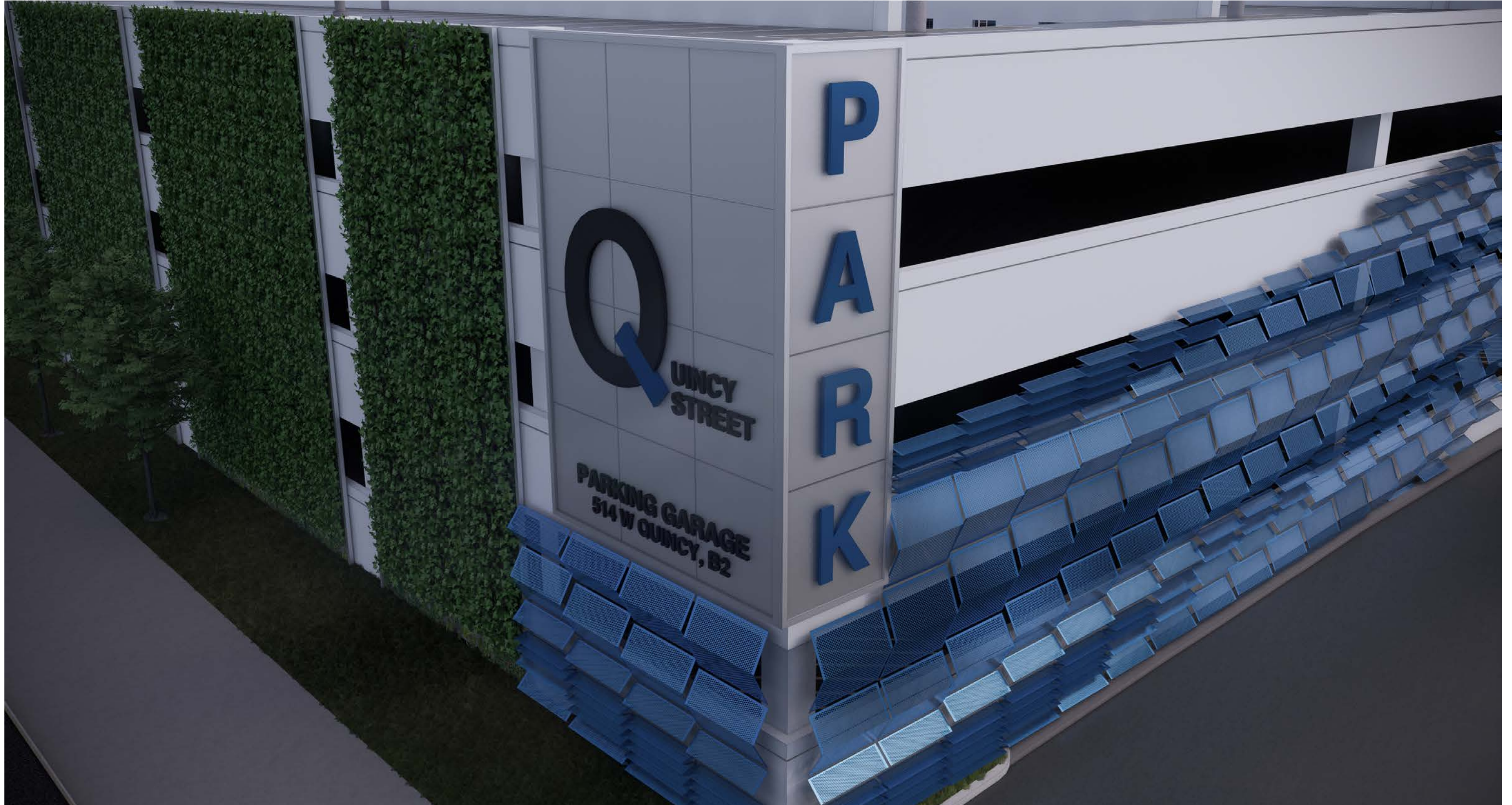
2020.09.22 | SCHEMATIC DESIGN

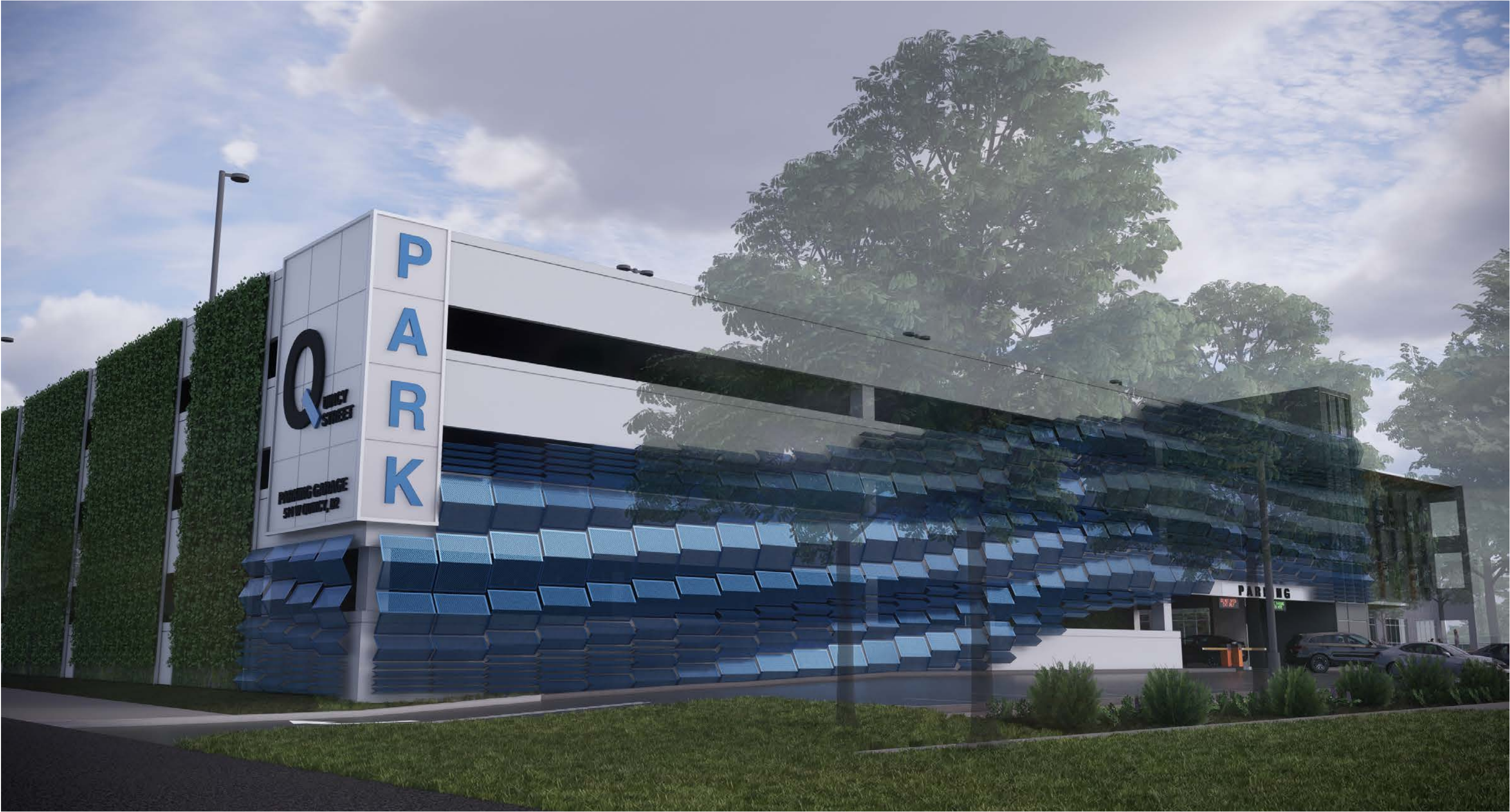
Bexar County - Quincy Street Parking Garage

San Antonio, TX

745 E. Mulberry Avenue Suite 601
San Antonio, Texas 78212
Office: 210.733.3535
www.rvk-architects.com
Registered Architect: Heath J. Wenrich, 18706

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positively **impact** the daily lives
of **people** and their environments.





ENTRANCE OFF QUINCY STREET



2020.09.22 | SCHEMATIC DESIGN

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VIEW FROM CAMARON - SAN PEDRO CREEK

JOERIS

General Contractors

+

RVK

2020.09.22 | SCHEMATIC DESIGN

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VIEW FROM N. FLORES

JOERIS + *RVK*
General Contractors

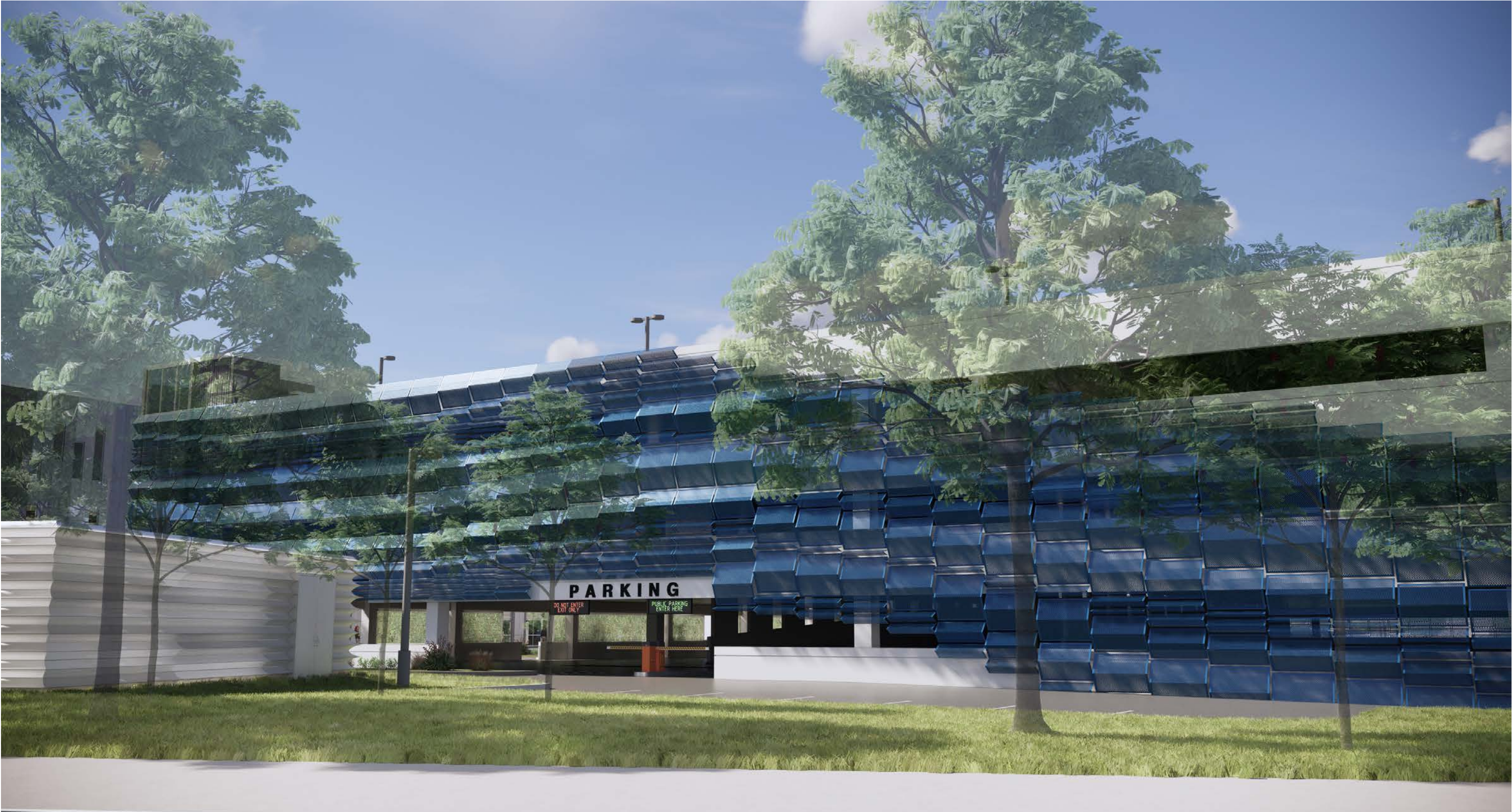
2020.09.22 | SCHEMATIC DESIGN

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VIEW FROM N. FLORES



2020.09.22 | SCHEMATIC DESIGN

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VIEW FROM INTERSECTION OF N. FLORES AND QUINCY STREET

JOERIS

General Contractors

+

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2020.09.22 | SCHEMATIC DESIGN

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positively **impact** the daily lives

of **people** and their environments.

















2020.09.22 | SCHEMATIC DESIGN

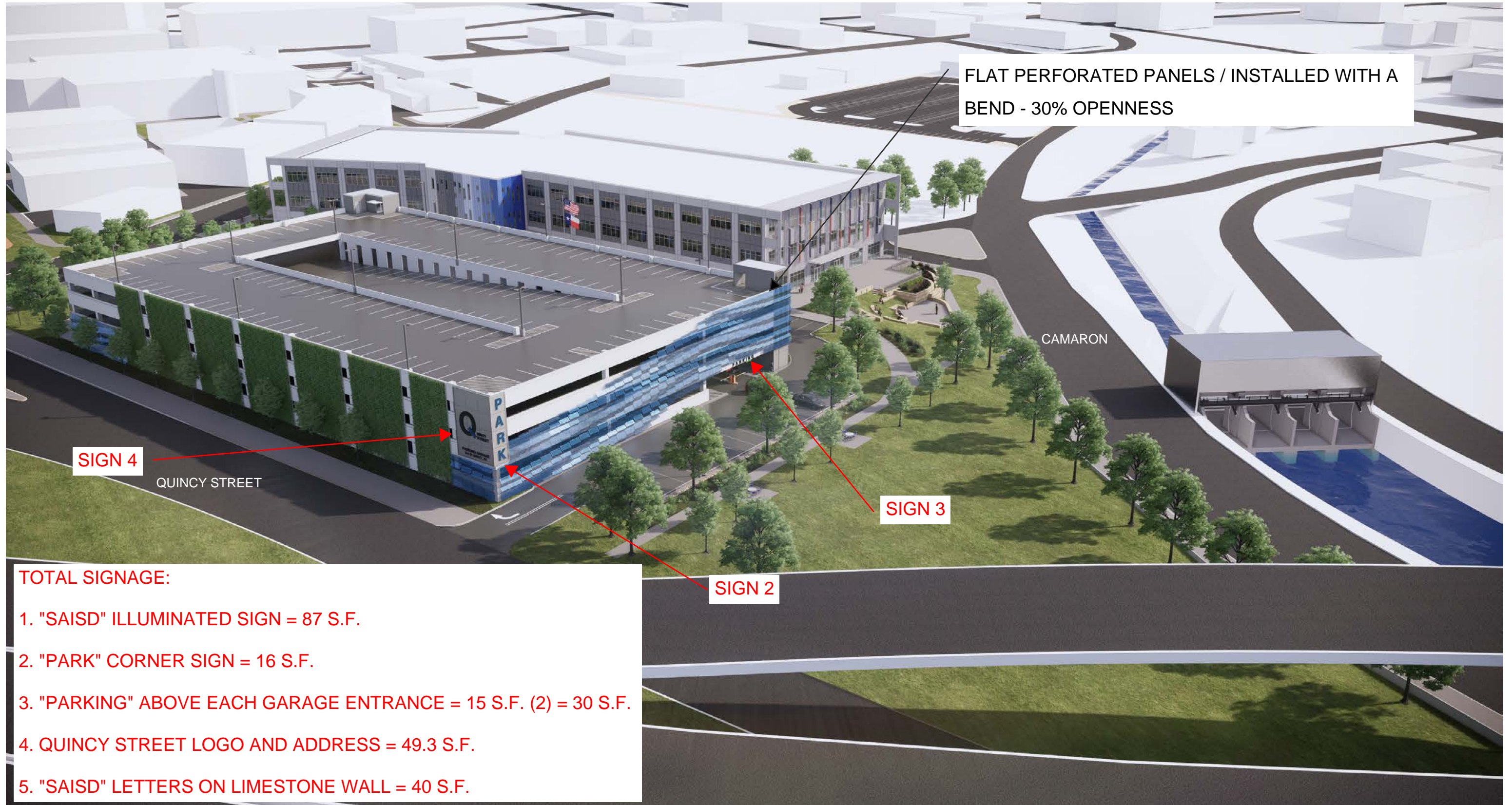
Bexar County - Quincy Street Parking Garage

San Antonio, TX

745 E. Mulberry Avenue Suite 601
San Antonio, Texas 78212
Office: 210.733.3535
www.rvk-architects.com
Registered Architect: Heath J. Wenrich, 18706

RVK **designs** and delivers
exceptional solutions that
positively **impact** the daily lives
of **people** and their environments.





TOTAL SIGNAGE:

1. "SAISD" ILLUMINATED SIGN = 87 S.F.
2. "PARK" CORNER SIGN = 16 S.F.
3. "PARKING" ABOVE EACH GARAGE ENTRANCE = 15 S.F. (2) = 30 S.F.
4. QUINCY STREET LOGO AND ADDRESS = 49.3 S.F.
5. "SAISD" LETTERS ON LIMESTONE WALL = 40 S.F.



VIEW FROM N. FLORES



2020.09.17 | SCHEMATIC DESIGN

Bexar County - Quincy Street Parking Garage

San Antonio, TX

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VIEW FROM FOX TECH

(KINGSBURY STREET)

RVK

2019.06.21 | RENDERED PERSPECTIVES

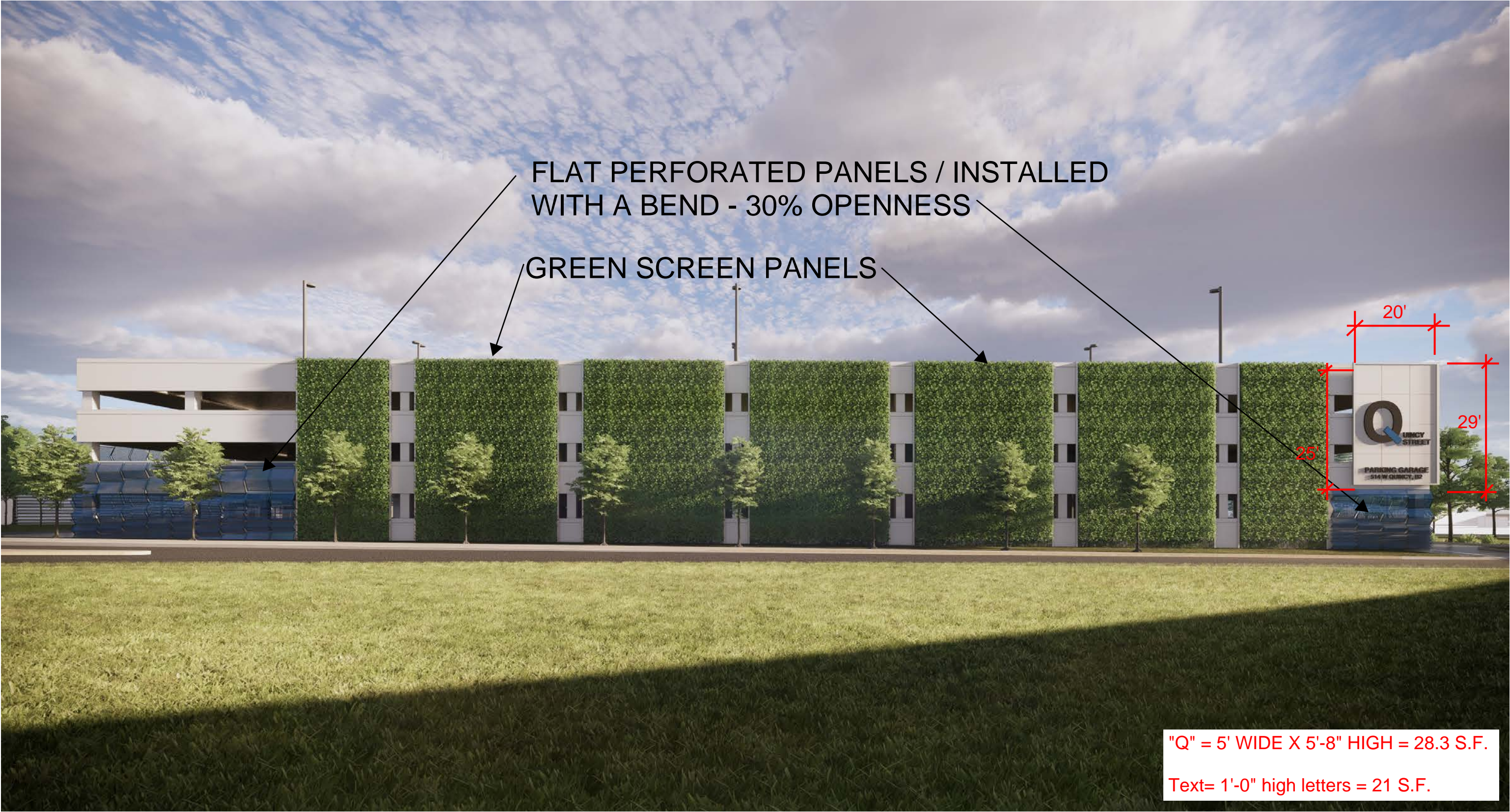
SAISD Administrative Building

727 N. Flores Street, San Antonio, TX, 78212

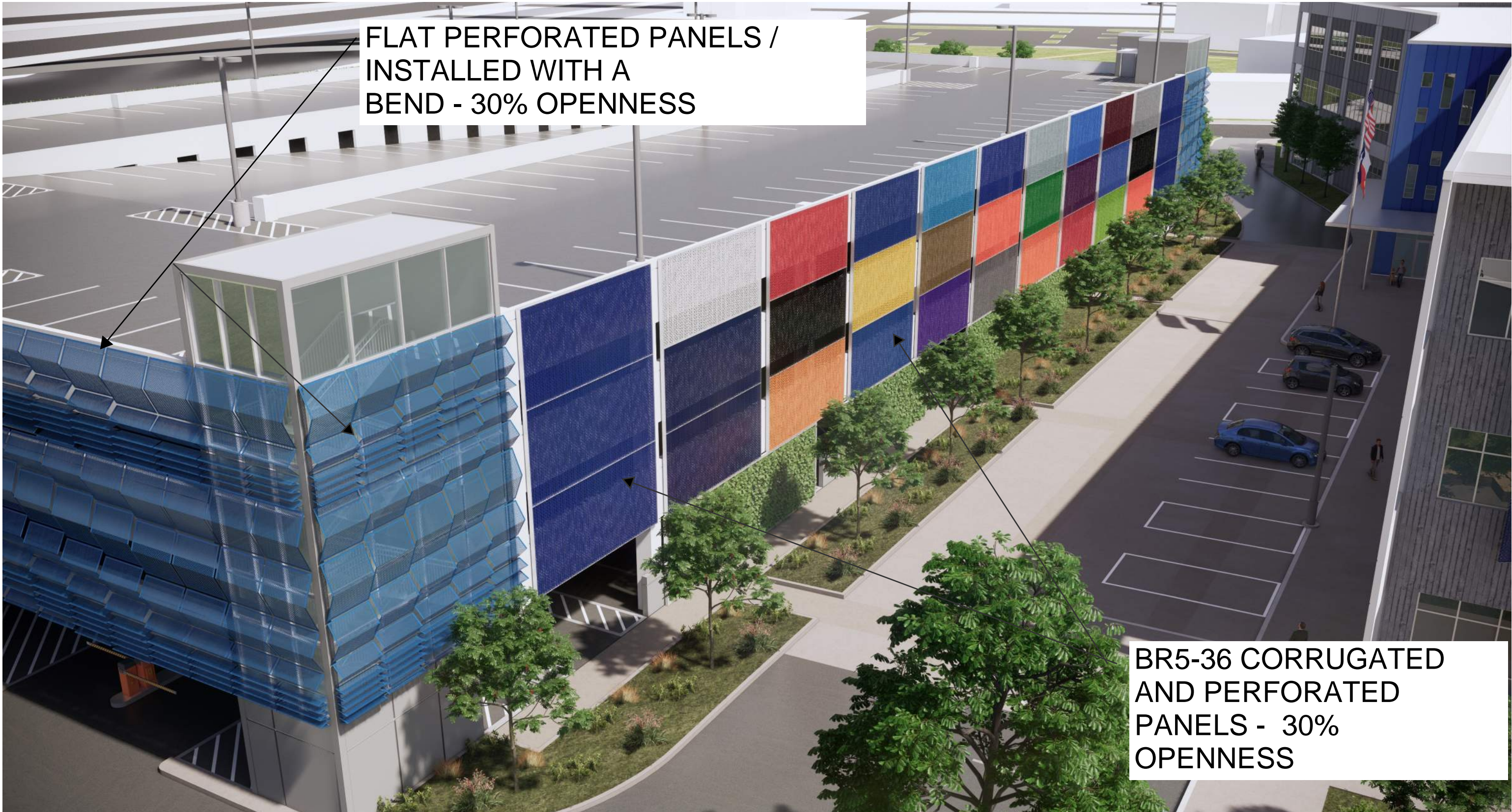
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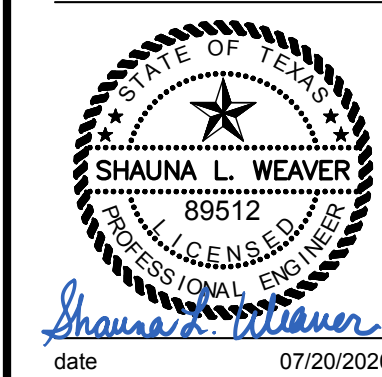
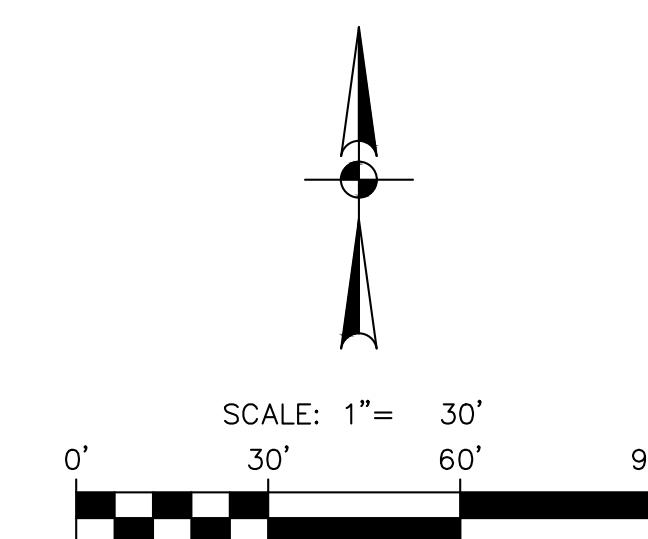


FLAT PERFORATED PANELS /
INSTALLED WITH A
BEND - 30% OPENNESS

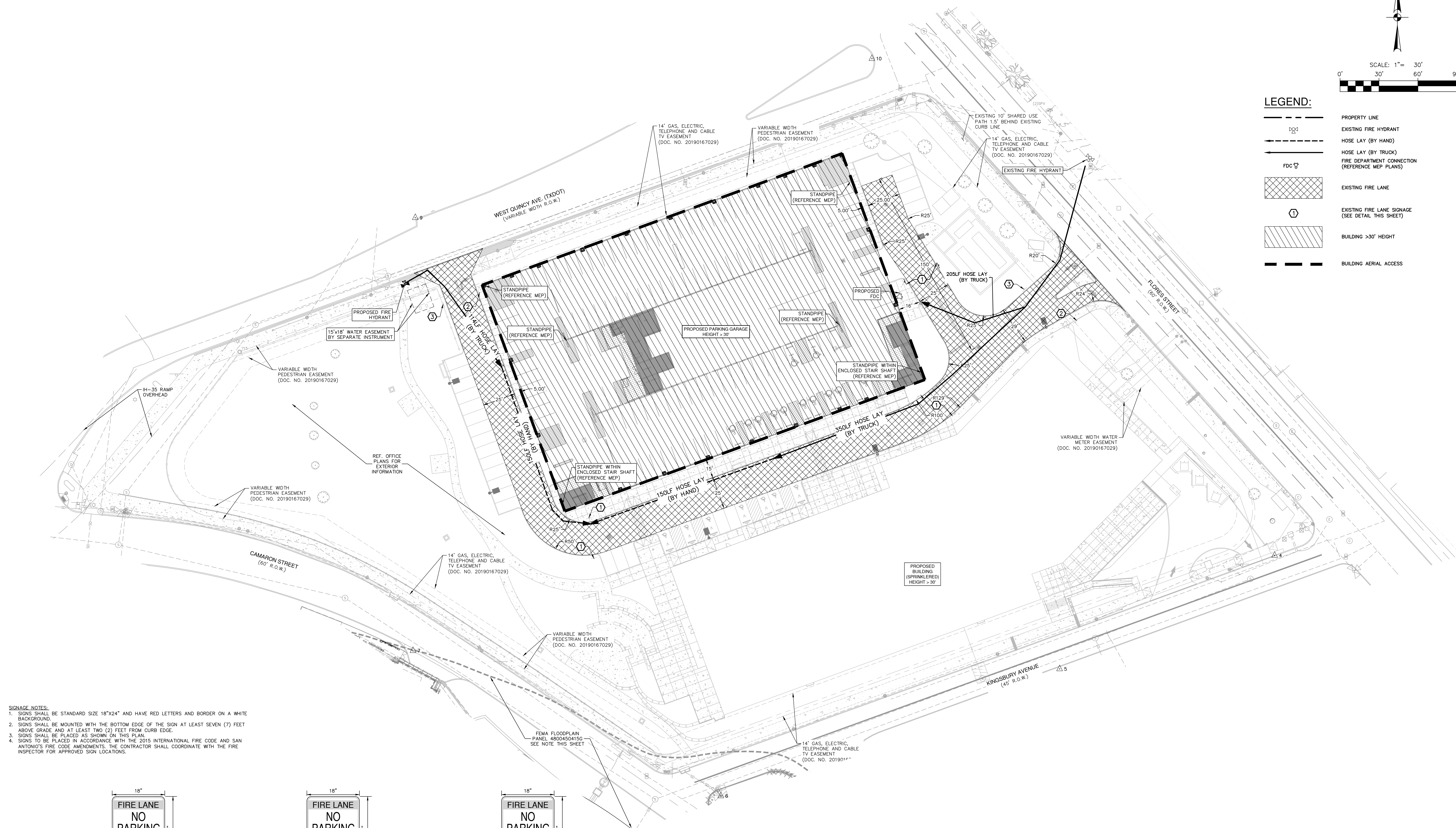
The image is an architectural rendering of a modern parking garage. The building's facade is composed of various panels: blue corrugated panels on the left, followed by a section of flat perforated panels in blue, white, and grey, and then a colorful grid of flat perforated panels in red, yellow, blue, green, and purple. The building is situated next to a parking lot with several cars and a sidewalk with trees. Callout boxes with arrows point to specific parts of the facade.

BR5-36 CORRUGATED
AND PERFORATED
PANELS - 30%
OPENNESS

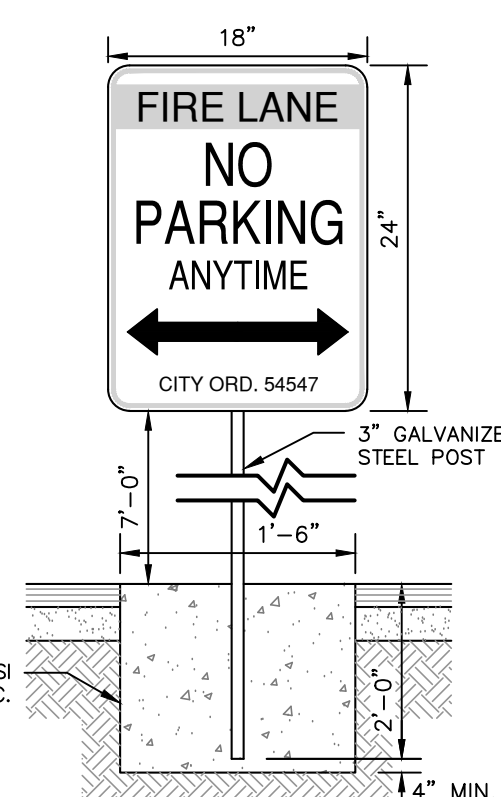


**ADDRESS:**514 WEST QUINCY AVENUE, BUILDING 2
SAN ANTONIO, TX 78205**LEGAL DESCRIPTION:**LOT 3, BLOCK 1, NCB 16821
(PLAT NO. 18-900650)**LEGEND:**

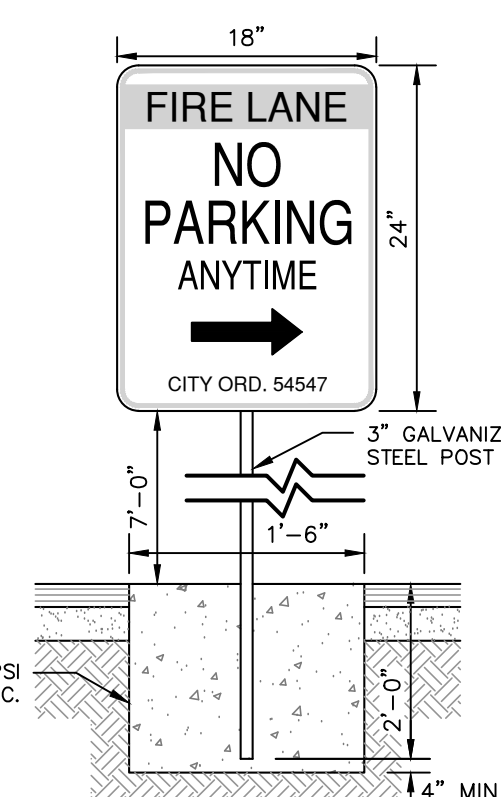
	PROPERTY LINE
	EXISTING FIRE HYDRANT
	HOSE LAY (BY HAND)
	HOSE LAY (BY TRUCK)
	FIRE DEPARTMENT CONNECTION (REFERENCE MEP PLANS)
	EXISTING FIRE LANE
	EXISTING FIRE LANE SIGNAGE (SEE DETAIL THIS SHEET)
	BUILDING >30' HEIGHT
	BUILDING AERIAL ACCESS

**SIGNAGE NOTES:**

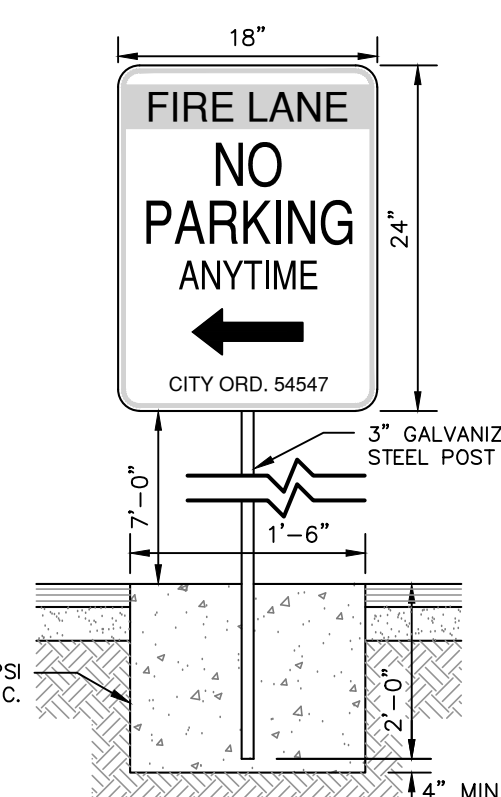
1. SIGNS SHALL BE STANDARD SIZE 18"x24" AND HAVE RED LETTERS AND BORDER ON A WHITE BACKGROUND.
2. SIGNS SHALL BE MOUNTED WITH THE BOTTOM EDGE OF THE SIGN AT LEAST SEVEN (7) FEET ABOVE GRADE AND AT LEAST TWO (2) FEET FROM CURB EDGE.
3. SIGNS SHALL BE PLACED AS SHOWN ON THIS PLAN.
4. SIGNS TO BE PLACED IN ACCORDANCE WITH THE 2015 INTERNATIONAL FIRE CODE AND SAN ANTONIO'S FIRE CODE AMENDMENTS. THE CONTRACTOR SHALL COORDINATE WITH THE FIRE INSPECTOR FOR APPROVED SIGN LOCATIONS.



① FIRE LANE SIGNAGE DETAIL
NOT-TO-SCALE



② RIGHT ONLY FIRE LANE
SIGNAGE DETAIL
NOT-TO-SCALE



③ LEFT ONLY FIRE LANE
SIGNAGE DETAIL
NOT-TO-SCALE

FIRE PROTECTION NOTES:

1. FIRE LANES SHALL HAVE A MINIMUM 2-WAY TRAFFIC WIDTH OF 25 FT. WITH A MINIMUM OUTSIDE TURNING RADIUS OF 50 FT., UNLESS OTHERWISE NOTED.
2. FIRE LANES SHALL BE DESIGNATED IN ACCORDANCE TO THE LATEST INTERNATIONAL FIRE CODE AND APPLICABLE LOCAL AMENDMENTS.

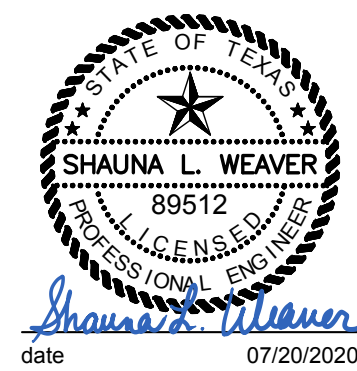
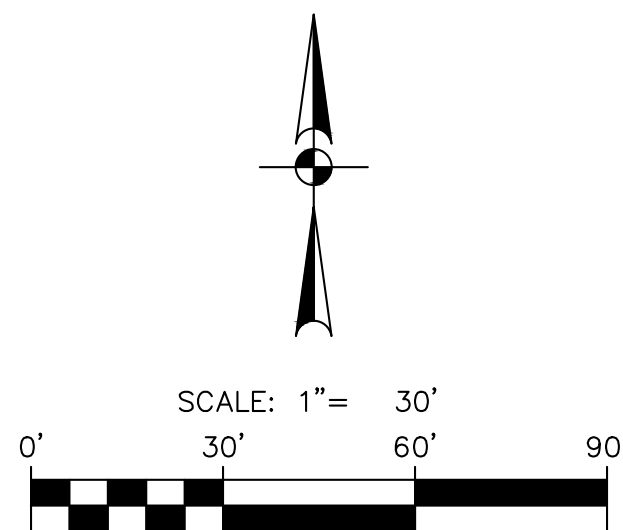
BEXAR COUNTY

QUINCY STREET GARAGE514 W. Quincy Building 2
San Antonio, Texas 78205

revisions:

745 e mulberry ave suite 601
san antonio texas 78212
telephone: 210.733.3535
web: www.rvk-architects.comCONSTRUCTION
DOCUMENTS**C1.10**

FIRE PROTECTION PLAN

**ADDRESS:**514 WEST QUINCY AVENUE, BUILDING 2
SAN ANTONIO, TX 78205**LEGAL DESCRIPTION:**LOT 3, BLOCK 1, NCB 16821
(PLAT NO. 18-000050)**LEGEND:**

---	PROPERTY LINE
---	LIMIT OF CONSTRUCTION
[Pattern]	ELEVATED SLAB (REF. STRUCTURAL PLANS)
[Pattern]	GROUND FLOOR CONCRETE SLAB (REF. STRUCTURAL PLANS)
[Pattern]	STAIRWELLS/OCCUPIED SPACES (REF. STRUCTURAL PLANS)
---	EXISTING CURB TO REMAIN
—	PROPOSED WHEEL STOP (SEE DETAIL SHEET C3.10)
—	PROPOSED ACCESSIBLE PARKING AND VAN ACCESSIBLE PARKING (SEE DETAIL SHEET C3.10)

KEYED NOTES

- ① 6" CURB
- ② FLUSH CURB
- ③ RAISED CONCRETE WALKWAYS
(REF. STRUCTURAL PLANS)
- ④ CONCRETE PAVEMENT
(REF. STRUCTURAL PLANS)
- ⑤ VEHICULAR RAMP
(REF. STRUCTURAL PLANS FOR CONTINUATION)
- ⑥ CONCRETE ISLAND/KIOSK — REF. ARCHITECT
- ⑦ WALKWAY ELEVATED EDGE WITH HANDRAIL/GUARDRAIL
(REF. STRUCTURAL AND ARCHITECTURAL PLANS)
- ⑧ RAMP WITH HANDRAIL
(MAX 1:12, SEE ARCH FOR HANDRAIL DETAIL)
- ⑨ LANDSCAPE AREA/PLANTING AREA
(REF. LANDSCAPE ARCH PLANS)
- ⑩ CURB RAMP
(6' LONG, MAX 1:12)
- ⑪ PAVEMENT MARKING
(SEE DETAIL SHEET C3.10)

PARKING SUMMARY**REQUIRED PARKING**

USE	MIN RATIO	MAX RATIO	UNITS	MIN	MAX
OFFICE	1/200 SF	1/140 SF	140,208 SF	467	1001
TOTAL REQUIRED				467	1001

PROVIDED PARKING:

SURFACE	29 STANDARD
7 VAN ACCESSIBLE	
32 TOTAL	
STRUCTURE (INCLUDING GROUND LEVEL)	613 STANDARD
4 COMPACT	
11 ACCESSIBLE	
2 VAN ACCESSIBLE	
630 TOTAL	

TOTAL SITE PARKING: 662

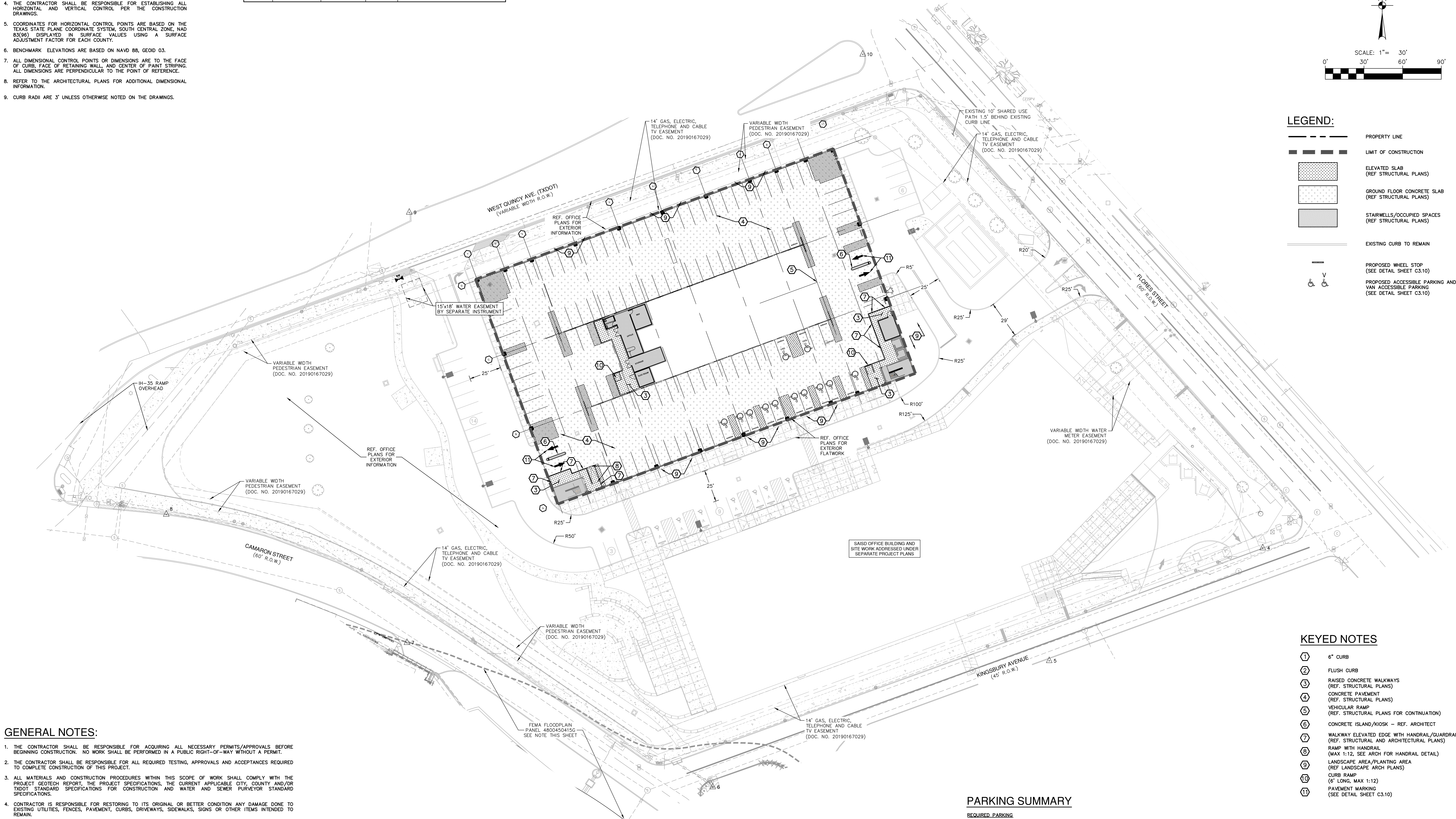
NOTE:PARKING SUMMARY UPDATED FOR
ADDITION OF GARAGE STRUCTURE.
NO CHANGE TO ASSOCIATED USE.**STRIPING/SIGNAGE NOTES:**

- ALL PAINT SHALL BE 4" WIDE REFLECTIVE PAINT UNLESS NOTED OTHERWISE. WHITE ON ASPHALT PAVING AND ON CONCRETE UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- ALL PAVEMENT MARKINGS SHALL RECEIVE TWO COATS OF PAINT.
- ALL SIGNS SHALL CONFORM TO MUTCD, LATEST EDITION.

DIMENSIONAL CONTROL NOTES:

- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY ARISE CONCERNING THE INTENT, PLACEMENT OR LIMITS OF DIMENSIONS NECESSARY FOR CONSTRUCTION OF THE PROJECT.
- THE CONTRACTOR SHALL PRESERVE ALL CONTROL POINTS, PROPERTY PINS, BENCH MARKS, HUBS OR OTHER KEY CONTROL POINTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO RE-ESTABLISH ANY SUCH POINTS AT THEIR OWN EXPENSE IN THE EVENT THEY ARE REMOVED.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO THE START OF CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING ALL HORIZONTAL AND VERTICAL CONTROL PER THE CONSTRUCTION DRAWINGS.
- COORDINATES FOR HORIZONTAL CONTROL POINTS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD 83(06) DISPLAYED IN SURFACE VALUES USING A SURFACE ADJUSTMENT FACTOR FOR EACH COUNTY.
- BENCHMARK ELEVATIONS ARE BASED ON NAVD 88, GEOID 03.
- ALL DIMENSIONAL CONTROL POINTS OR DIMENSIONS ARE TO THE FACE OF CURB, FACE OF RETAINING WALL, AND CENTER OF PAINT STRIPING. ALL DIMENSIONS ARE PERPENDICULAR TO THE POINT OF REFERENCE.
- REFER TO THE ARCHITECTURAL PLANS FOR ADDITIONAL DIMENSIONAL INFORMATION.
- CURB RADII ARE 3' UNLESS OTHERWISE NOTED ON THE DRAWINGS.

SURFACE VALUES				
HORIZONTAL AND VERTICAL CONTROL POINTS				
Point #	Northing	Easting	Elevation	Full Description
4	13,707,330.02	2,129,182.99	651.61	SET MAG NAIL (TRAV)
5	13,707,242.55	2,129,017.35	648.45	SET MAG NAIL (TRAV)
6	13,707,144.64	2,128,756.31	644.93	SET MAG NAIL (TRAV)
7	13,707,256.62	2,128,519.18	645.12	SET MAG NAIL (TRAV)
8	13,707,356.08	2,128,332.47	645.72	SET MAG NAIL (TRAV)
9	13,707,590.36	2,128,520.94	648.84	SET MAG NAIL (TRAV)
10	13,707,713.02	2,128,872.75	653.38	SET MAG NAIL (TRAV)
11	13,707,642.00	2,129,026.93	653.50	SET MAG NAIL & WASHER (TRAV)

**GENERAL NOTES:**

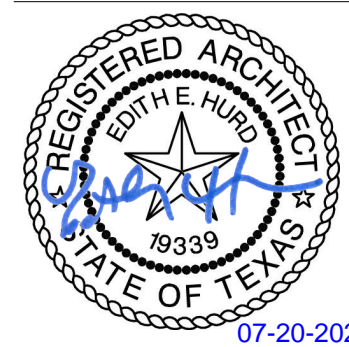
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL NECESSARY PERMITS/APPROVALS BEFORE BEGINNING CONSTRUCTION. NO WORK SHALL BE PERFORMED IN A PUBLIC RIGHT-OF-WAY WITHOUT A PERMIT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED TESTING, APPROVALS AND ACCEPTANCES REQUIRED TO COMPLETE CONSTRUCTION OF THIS PROJECT.
- ALL MATERIALS AND CONSTRUCTION PROCEDURES WITHIN THIS SCOPE OF WORK SHALL COMPLY WITH THE PROJECT GEOTECH REPORT, THE PROJECT SPECIFICATIONS, THE CURRENT APPLICABLE CITY, COUNTY AND/OR TxDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION AND WATER AND SEWER PURVEYOR STANDARD SPECIFICATIONS.
- CONTRACTOR IS RESPONSIBLE FOR RESTORING TO ITS ORIGINAL OR BETTER CONDITION ANY DAMAGE DONE TO EXISTING UTILITIES, FENCES, PAVEMENT, CURBS, DRIVEWAYS, SIDEWALKS, SIGNS OR OTHER ITEMS INTENDED TO REMAIN.
- ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE REVEGETATED AFTER CONSTRUCTION IS COMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING VEGETATION IN ALL DISTURBED AREAS. REFERENCE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES INCLUDING BUT NOT LIMITED TO: WATER, SEWER, TELEPHONE, AND FIBER OPTIC LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRICAL DUCT BANKS, LANDSCAPE IRRIGATION FACILITIES, AND GAS LINES. ANY UTILITY CONFLICTS THAT ARISE SHALL BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND THE REPAIR SHALL BE AT THE CONTRACTORS SOLE EXPENSE WHETHER THE UTILITY IS SHOWN ON THESE PLANS OR NOT.
- DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.181, ACCESS MUST BE PROVIDED TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
- CONTRACTOR SHALL PRESERVE ALL PROPERTY CORNER MONUMENTATION, CONTROL POINTS & BENCHMARKS. IF ANY ARE DESTROYED OR REMOVED BY THE CONTRACTOR OR HIS SUBS OR EMPLOYEES, THEY SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.

BEXAR COUNTY

QUINCY STREET GARAGE514 W. Quincy Building 2
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revisions:

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DOCUMENTS**C3.00**DIMENSIONAL CONTROL &
PAVING PLAN



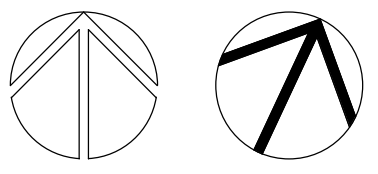
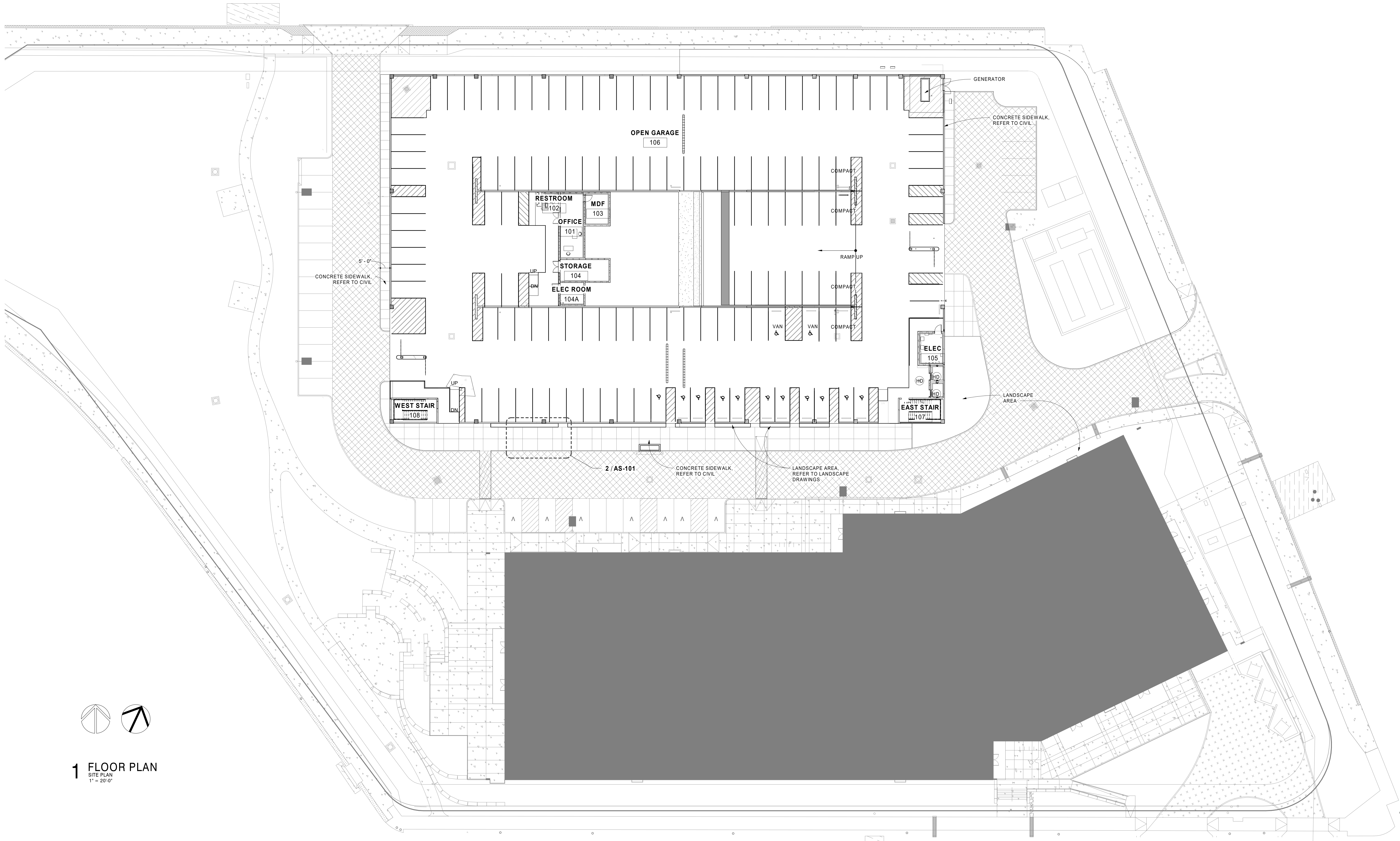
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JOERIS
General Contractors

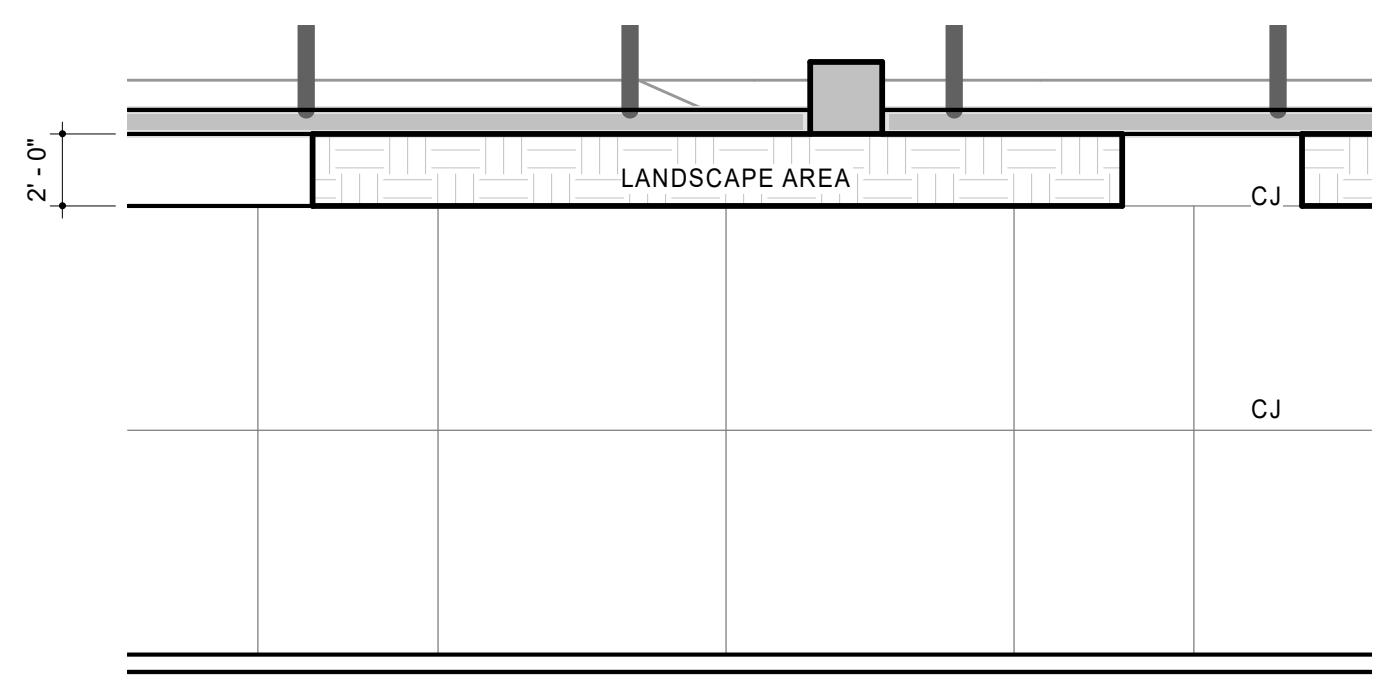
BEXAR COUNTY
QUINCY STREET GARAGE
514 W. Quincy Building 2
San Antonio, Texas 78205

revision date

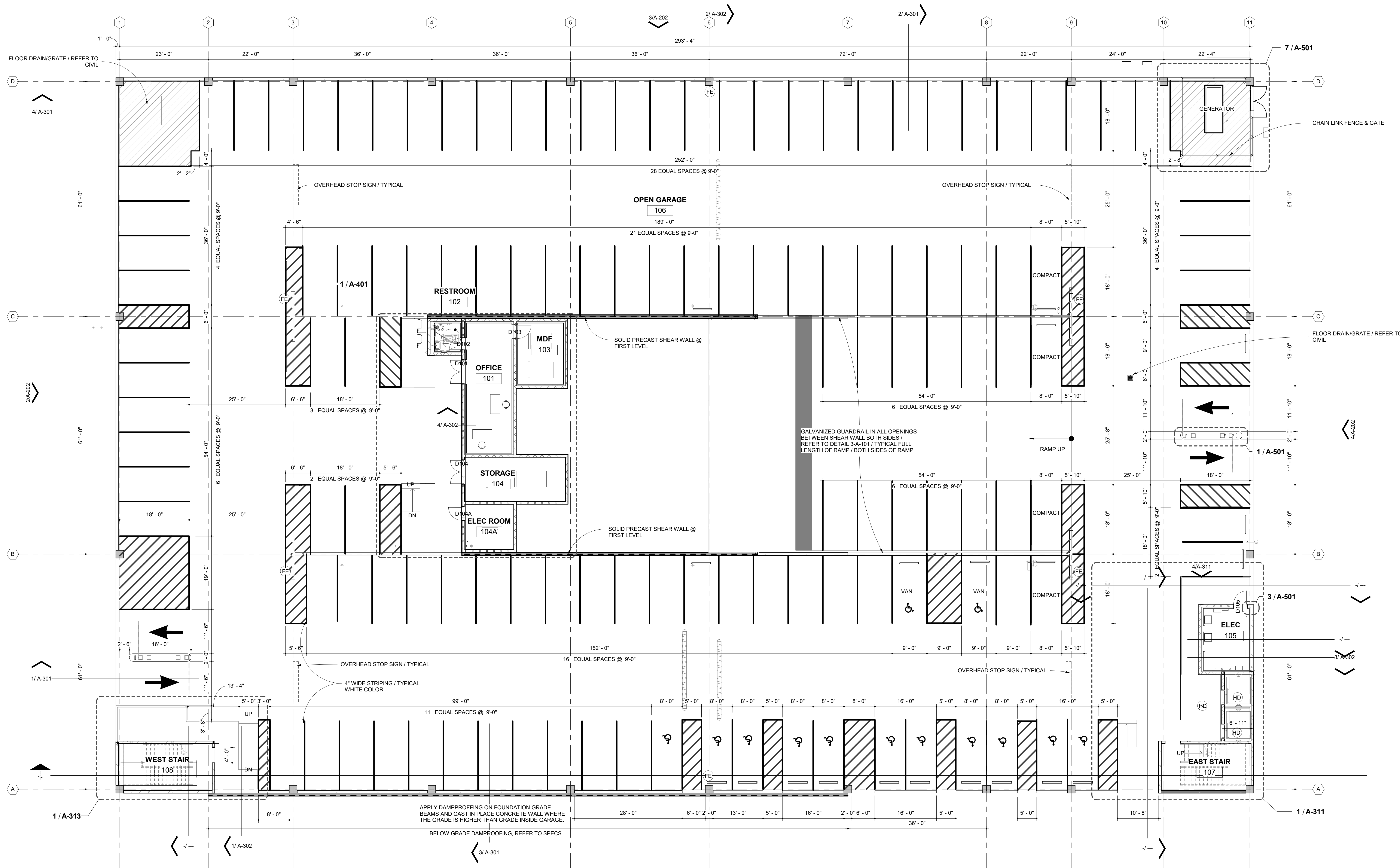
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web: www.rvk-architects.com
CONSTRUCTION
DOCUMENTS
AS-101
ARCHITECTURAL SITE
PLAN



1 FLOOR PLAN
SITE PLAN
1" = 20'-0"



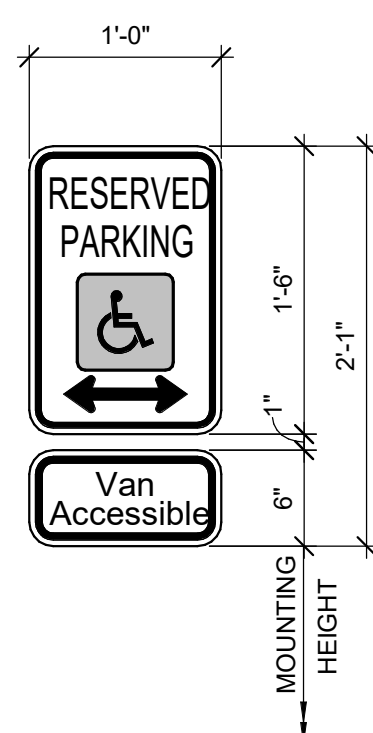
2 FLOOR PLAN
SIDE WALK PATTERN
3/16" = 1'-0"



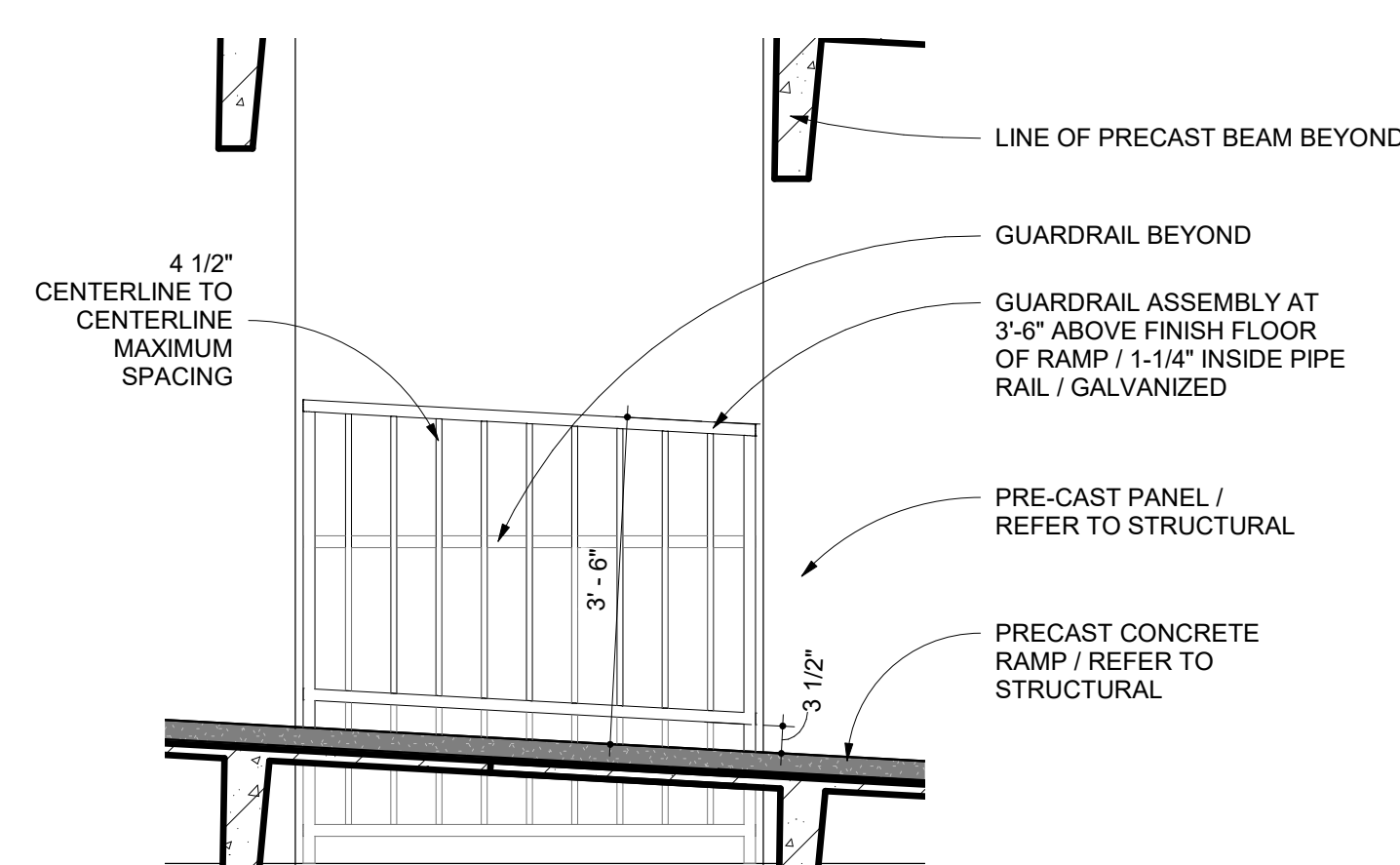
PARKING TABULATIONS

LEVEL 1	ACCESSIBLE PARKING	11
	ACCESSIBLE VAN PARKING	2
	COMPACT PARKING	2
	STANDARD PARKING	98
	TOTAL	113
LEVEL 2	ACCESSIBLE PARKING	-
	ACCESSIBLE VAN PARKING	-
	COMPACT PARKING	2
	STANDARD PARKING	169
	TOTAL	171
LEVEL 3	ACCESSIBLE PARKING	-
	ACCESSIBLE VAN PARKING	-
	COMPACT PARKING	-
	STANDARD PARKING	170
	TOTAL	170
LEVEL 4	ACCESSIBLE PARKING	-
	ACCESSIBLE VAN PARKING	-
	COMPACT PARKING	-
	STANDARD PARKING	170
	TOTAL	170
GARAGE TOTAL	ACCESSIBLE PARKING	11
	ACCESSIBLE VAN PARKING	2
	COMPACT PARKING	4
	STANDARD PARKING	609
	TOTAL	626 SPACES

2 DETAIL



3 ELEVATION



1 FLOOR PLAN




FIRST FLOOR
3/32" = 1'-0"

PARKING LEGEND

- CONCRETE WHEEL STOP
- FIRE EXTINGUISHER CABINET
- LOCATION OF TRAFFIC COATING / TO BE INSTALLED OVER OFFICE/STORAGE AREAS ON FIRST FLOOR



PARKING LEGEND

-  CONCRETE WHEEL STOP
-  FIRE EXTINGUISHER CABINET
-  LOCATION OF TRAFFIC COATING / TO BE INSTALLED OVER OFFICE/ STORAGE AREAS ON FIRST FLOOR

LEVEL 1	
ACCESSIBLE PARKING	11
ACCESSIBLE VAN PARKING	2
COMPACT PARKING	2
STANDARD PARKING	98
TOTAL	113
LEVEL 2	
ACCESSIBLE PARKING	-
ACCESSIBLE VAN PARKING	-
COMPACT PARKING	2
STANDARD PARKING	169
TOTAL	171
LEVEL 3	
ACCESSIBLE PARKING	-
ACCESSIBLE VAN PARKING	-
COMPACT PARKING	-
STANDARD PARKING	170
TOTAL	170
LEVEL 4	
ACCESSIBLE PARKING	-
ACCESSIBLE VAN PARKING	-
COMPACT PARKING	-
STANDARD PARKING	170
TOTAL	170
GARAGE TOTAL	
ACCESSIBLE PARKING	11
ACCESSIBLE VAN PARKING	2
COMPACT PARKING	4
STANDARD PARKING	609
TOTAL	
	626 SPACES

