

HISTORIC AND DESIGN REVIEW COMMISSION

November 04, 2020

HDRC CASE NO: 2020-471
COMMON NAME: 335 TRAIL
LEGAL DESCRIPTION: NCB 6078 BLK 2 LOTS 9 THRU 14 & 17 THRU 20
ZONING: MF-33, H, RIO-1
CITY COUNCIL DIST.: 1
DISTRICT: River Road Historic District
APPLICANT: David Morin/MNO Investments
OWNER: David Price
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: October 16, 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 (21 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, two and one half, and three stories in height. Access to the site will be provided from Trail Street and Huisache Street. This request includes revised parking, building design and building massing.

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, which ever is lesser, parallel to the river for the length of the property.
- B. The solar calculations shall be measured exclusive to the applicant's property; that is, shades and shadows of other buildings shall not be included in the calculations. The solar calculations shall only measure the impact of new construction and additions. The shading impact of historic buildings on the site may be excluded from the calculations.
- 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 (21 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, two and one half, and three stories in height. Access to the site will be provided from Trail Street and Huisache Street. This request includes revised parking, building design and building massing.
- 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. The applicant submitted a new request for waiver and revised subsequent application on June 24, 2020. In that request, the applicant had updated the parking plan, which responded to staff's previous recommendations related to parking on Trail. Minor alterations to the street-facing elevations of Buildings 5 and 6 were included in the current request. A waiver to consider that application was denied by the HDRC on July 29, 2020.
- c. **CURRENT REQUEST** – The applicant submitted a new request for waiver and revised application on October 16, 2020. This request is similar in nature to a previous request which was withdrawn by the applicant in September 2020. The current request features modified massing on all buildings, reduction in building footprint and separation of buildings facing Trail, and a revised parking plan.
- d. **DESIGN REVIEW COMMITTEE** – This request was most recently reviewed by the Design Review Committee on September 8, 2020. At that meeting, Committee members commented on the updates,

noted that many of the revisions were appropriate, and provided feedback on updated exhibits that the applicant should include in the application to better inform the review.

- e. **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 a setback on Trail of approximately twelve (12) feet from the street and ten (10) feet from the property line. Given the lack of an established residential setback on Trail, staff finds the proposed setback to be appropriate.
- f. **SETBACKS (Huisache)** – The applicant has proposed for the new construction on Huisache to feature setbacks that are greater than those found on the two single-family residential structures to the immediate west. Staff finds this to be appropriate. Placement of building foundations are field-verified by staff prior to construction.
- 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 modified the massing on Trail in this updated application. At this time, the applicant is proposing to construct five, 2-story, single-family structures on Trail. Structures located on the perimeter of the site will feature 2.5 stories in height, while structures on the interior and along Huisache (excluding the far east and west) will feature 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 applicant has utilized a step down in height and massing on Huisache adjacent to the one story residential structures. Additionally, staff finds that the updated massing on Trail is more appropriate for new construction within a historic district in regards to footprint, width, and configuration.
- 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. The applicant

has noted a total building footprint of 40% within the historic district boundaries of the site. This is consistent with the Guidelines. The overall building footprint coverage for the site is 41%.

- 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. The installation sections that the applicant has submitted are not consistent with staff’s standards in regards to installation depth, sill profiles, and trim profiles.
- 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. **HUISACHE (Street widening)** – The applicant has proposed to widen Huisache Street by approximately four (4) feet within the public right of way and approximately two (2) feet on the vacant lot. The widening of the street will facilitate on street, parallel parking on Huisache; however, the widening of the street will also increase to total amount of impervious cover on site. Staff finds that all

areas of impervious pavement be considered for an alternative paving material that is consistent with Public Works standards.

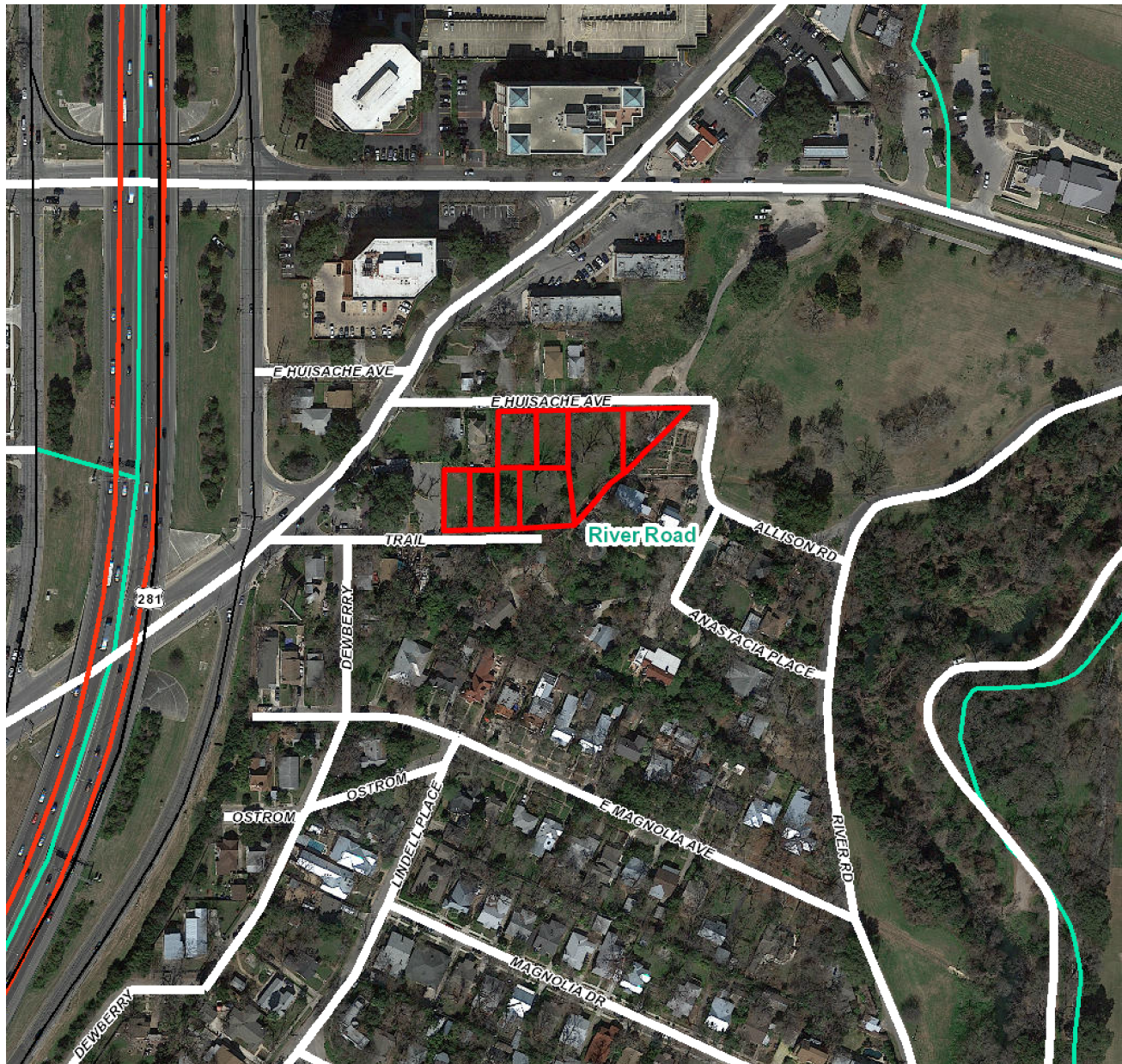
- s. **PARKING ON TRAIL** – For units on Trail, the applicant has proposed driveways and parking to the west of each structure, comparable to the driveway configuration found historically throughout the River Road Historic District. The applicant has proposed ribbon strip driveways, but has not specified an exact width. Staff finds that a width of ten (10) feet should not be exceeded, per the Guidelines for Site Elements. The Guidelines for Site Elements 3.D.i. notes that mature trees and heritage trees should be preserved and protected. Staff finds that the driveway for third structure on Trail should be installed in a manner that does not negatively impact the heritage tree to the immediate north.
- t. **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.
- u. **SITE DESIGN (Stormwater Drainage)** - The applicant has submitted a drainage plan to include an on-site rainwater catchment system (cisterns) and permeable pavement on site 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 previously 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 previously concurred that the design is generally compliant with storm water code requirements and does not use the acequia as part of the proposed drainage infrastructure. Public Works will review the proposal during permitting to ensure compliance with the UDC. Any resulting changes to the proposed site plan as a result of the stormwater review shall be submitted to staff for review and a Certificate of Appropriateness. Substantial an approved site plan may also require future HDRC review.
- v. **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.
- w. **WALKWAYS** – The applicant has proposed walkways leading from the front porch of each unit on Trail to the street. Staff finds that these should be consistent with the Guidelines in profile and material – continuous concrete with a width of approximately three to four feet.
- x. **TREE PRESERVATION** – The applicant has submitted a tree preservation plan noting percentages of trees, including heritage trees that have been preserved.
- y. **ARCHAEOLOGY** – The archaeological investigation has been completed. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding 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.

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

- i. That the proposed driveway for the third building on Trail be developed with a licensed arborist and coordinated between OHP and the City Arborist. The proposed driveway should not negatively impact the adjacent heritage tree.
- ii. That all windows follow staff's standards for windows in new construction as noted in finding o. Proper installation depths and trim and sill details must be incorporated into the design.
- iii. That all ganged windows be separated by a mullion of at least six (6) inches in width as noted in the findings.
- iv. 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 n.
- v. That the applicant use a foundation height that is within one (1) foot of those found historically on Trail, as noted in finding m.
- vi. That all mechanical equipment be screened from view at the public right of way as noted in finding p.
- vii. That the applicant comply with all Public Works Department traffic requirements regarding emergency vehicle access, automobile access, storm water management and parking. Any resulting changes to the proposed site plan as a result of these reviews shall be submitted to staff for review and a Certificate of Appropriateness. Substantial an approved site plan may also require future HDRC review. New areas of pavement on Huisache must be pervious materials as allowable within Public Works standards.
- viii. That all walkways be consistent with the Guidelines in profile and material – continuous concrete with a width of approximately three to four feet, as noted in finding w.
- 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. No construction activities will occur within the buffer area, **including but not limited to, a proposed walking trail and pergola**. In-field protection of the acequia should include orange construction fencing and silt fencing at a buffer distance of 5 feet from the feature. 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.



Flex Viewer

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CITY OF SAN ANTONIO
**OFFICE OF HISTORIC
PRESERVATION**

Historic and Design Review Commission
Design Review Committee Report

DATE: August 11, 2020

HDRC Case #:

ADDRESS: 335 Trail

Meeting Location: WebEx

APPLICANT: David Morin

DRC Members present: Jeff Fetzer, Matt Bowman, Curtis Fish

Staff Present: Shanon Miller, Cory Edwards, Edward Hall

Others present: Frank Navarro, James McKnight, Chad Carey, Robert Price

REQUEST: Construction of a multi-family, multi-unit development

COMMENTS/CONCERNS:

DM: Overview of project, past changes, overview of proposal and site conditions

DM: Overview of reduced massing for westernmost structure on Huisache.

CF: Questions about updated massing, ridge height and roof profile. Updated design has a dramatic impact on the massing (reduced massing on Huisache for westernmost structure). MB finds to be appropriate as well.

JF: Massing has improved next to the one story structures on Huisache. Still has concerns regarding the parking on Trail and underneath the tree (parking under the tree is not a good solution)

JF: Ideas for reducing parking on Trail (repositioning structures on Trail to allow for parking between structures), and relocating three story structures further away from one story structure on Huisache.

DM: Parking beneath the oak tree could be eliminated.

CF: Questions about parking: What is the parking requirement? (1.5 spaces per unit, per DM). Is adequate parking proposed? (1.95 per unit, per DM; 23 units, 45 parking spaces). Where is guest/visitor parking (DM: Huisache will be expanded, visitor parking on Huisache/street parking; 8 to 10 vehicles). Is there on site parking for guests? (No, per DM). How developed is the discussion with COSA for street parking on Huisache?

CF: Some updates have been lacking substance. Shift on Trail (previous) was not a dramatic change.

Concerned about the parking configuration on Trail and Huisache. Can interior parking court be created?

MB: Driveway off of Huisache, there's not parking at that location, if inlet from Huisache and Trail were connected, it would allow for interior parking (guest parallel parking).

OVERALL COMMENTS:



CITY OF SAN ANTONIO
**OFFICE OF HISTORIC
PRESERVATION**

Historic and Design Review Commission
Design Review Committee Report

DATE: September 8, 2020

HDRC Case #: 2020-402

Address: 335 Trail

Meeting Location: WebEx

APPLICANT: David Morin

DRC Members present: Jeff Fetzer, Scott Carpenter, Curtis Fish, Andi Rodrigues (Centro), Daniel Lazarine

Staff Present: Edward Hall, Cory Edwards

Others present:

REQUEST:

Construction of a multi-structure residential development

COMMENTS/CONCERNS:

DM: Overview of proposed new construction, modifications to the design

CF: Comments regarding the proposed parking

CF: Did buildings on Trail get deeper? (DM: Yes, buildings on Trail are deeper, two units have been eliminated, buildings were extended towards Trail by ten feet) - Current setback is ten feet from property line, setback is twelve feet from the edge of the pavement.

SC: Supportive of the proposed pattern of parking on Trail

JF: Elimination of front yard parking and separation of massing on Trail is appropriate.

Deeper porches would make them more usable and pedestrian friendly (porches currently only 3 feet deep)

DM: Would brick bases at columns be appropriate? (SC: personally finds that to be appropriate)

ALL: Discussions regarding heights of buildings 3 and 4.

DL: Has communication with the neighborhood been ongoing?

DL: Questions regarding neighborhood's concerns and how they've been addressed.

SC: Confirm the required fire separation

CF: The site plan should show clear setbacks.

CF: If the lot coverage has improved, it's important to know how much. The drainage documents should also be included.

JF: Questions regarding future timeline for returning to the Commission

JF: Include setback measurements

OVERALL COMMENTS:







- Written Support
- Verbal Support
- Has not responded
- Written Against
- Possibly Against

Huisache Ave

N St Mary's St

E Huisache Ave

Stadium

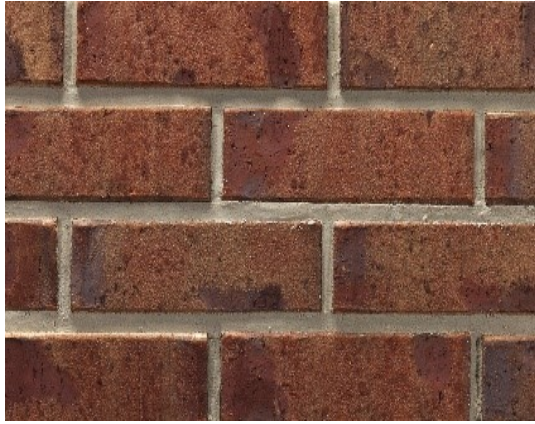
Subject Property

Trail St

Dewberry



STANDING SEAM METAL ROOF -
GALVALUME 18" FLAT PANELS



ACME KING SIZE BRICK OR SIM
BATTLE CREEK OR SIM



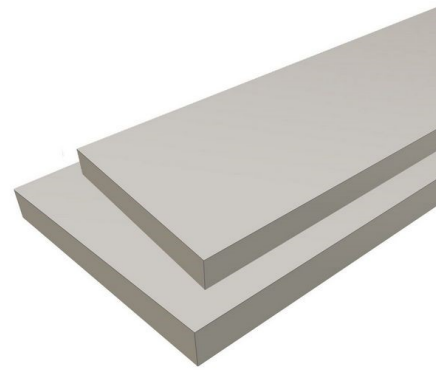
FIBER CEMENT LAP SIDING
SMOOTH - 4" REVEAL
SANDSTONE BEIGE OR SIM



FIBER CEMENT VERTICAL BOARD
AND BATTEN SIDING SMOOTH
ARCTIC WHITE OR SIM



PELLA LIFESTYLE
BLACK EXTERIOR



BORAL TRIM OR SIM
ARCTIC WHITE OR SIM

EXTERIOR COLORS



ARCTIC WHITE

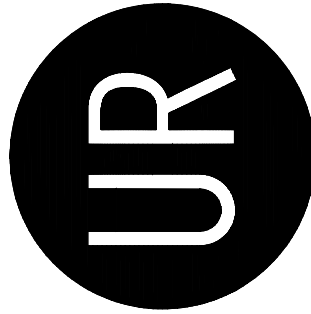


SANDSTONE BEIGE



BATTLE CREEK

Final color selections and specific materials will be chosen by the architect and contractor, but will be similar with the material palette presented. All materials will meet the historic design guidelines, unless otherwise decided by the HDRC.



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Site Plan

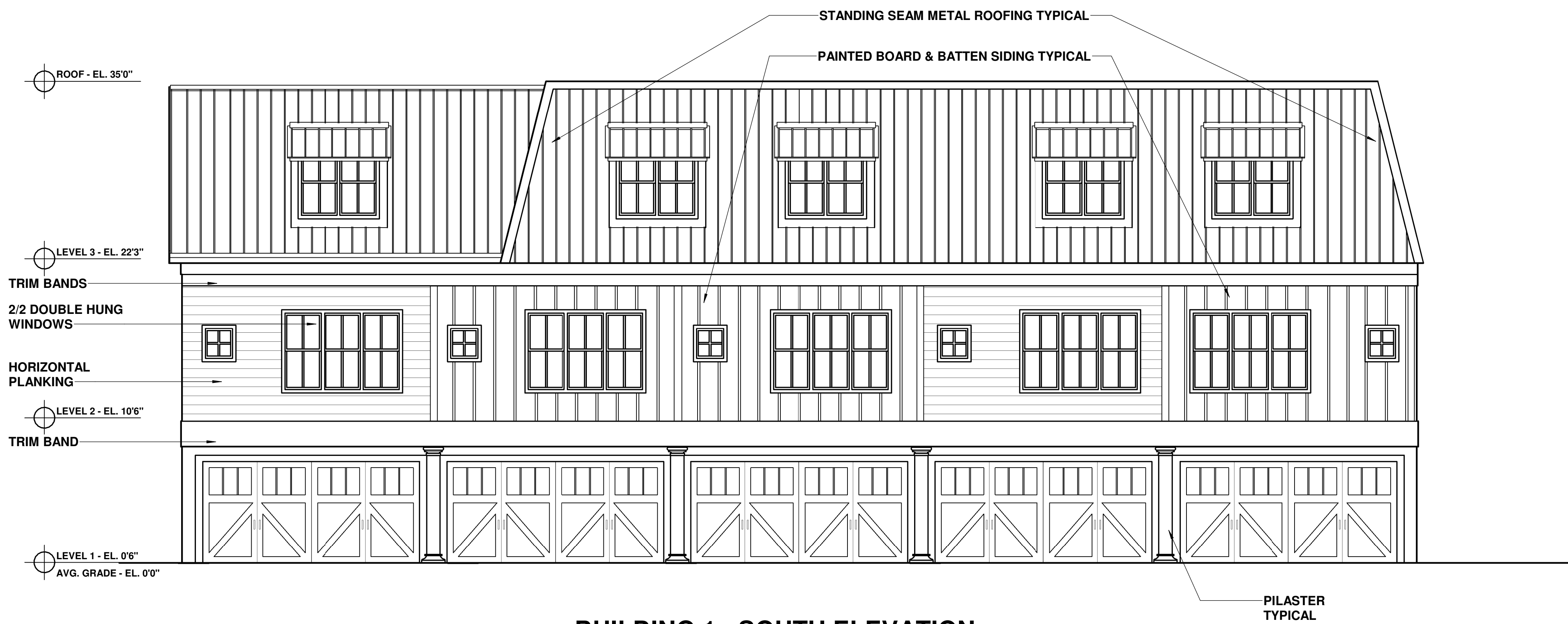
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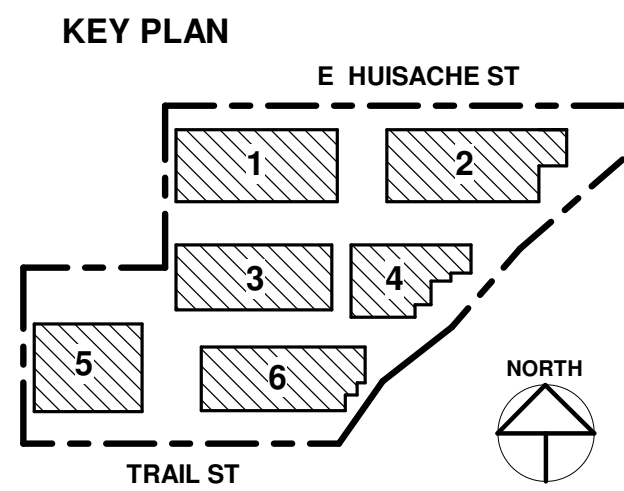
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A-01



BUILDING 1 - SOUTH ELEVATION

BUILDING 1 - REAR ELEVATION



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
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
DATE: 3 SEPTEMBER 2020

A-101A



BUILDING 1 - NORTH ELEVATION



BUILDING 1 - EAST ELEVATION

SCALE: 3/16" = 1'0"

STANDING SEAM METAL ROOFING TYPICAL

TRIM BAND

PAINTED BOARD & BATTEN SIDING TYPICAL

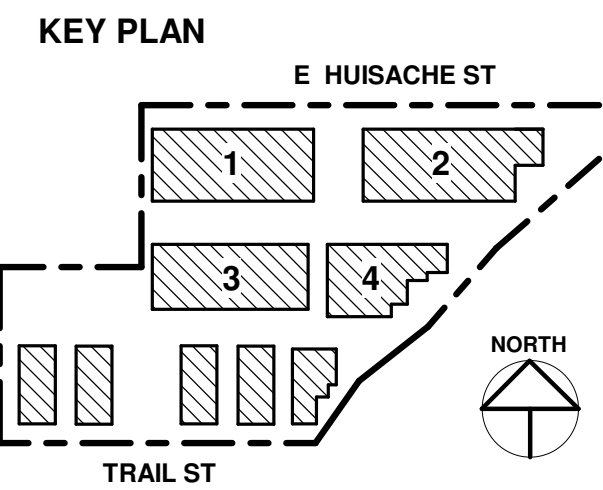
2/2 DOUBLE HUNG WINDOWS

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

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peter.springsteel@snet.net

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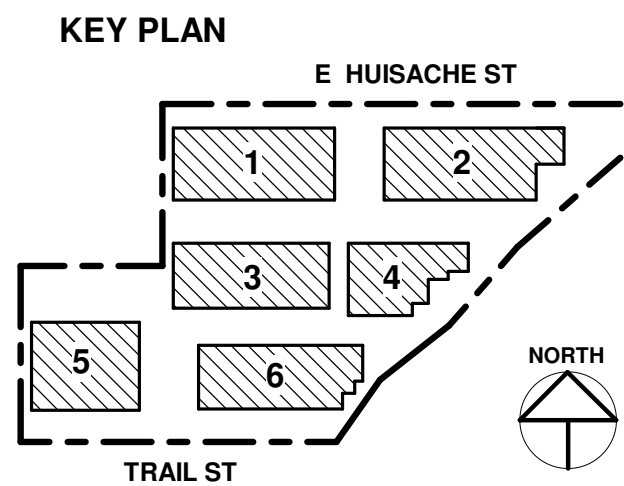
ARCHITECT
PETER J. SPRINGSTEEL
ARCHITECT LLC
105 STARR STREET
MYSTIC, CT 06355
T:(860)572-7306

DATE: 15 MAY 2020
DATE: 26 JUNE 2020
DATE: 3 SEPTEMBER 2020

A-101



BUILDING 2 - SOUTH ELEVATION



BUILDING 2 - REAR ELEVATION

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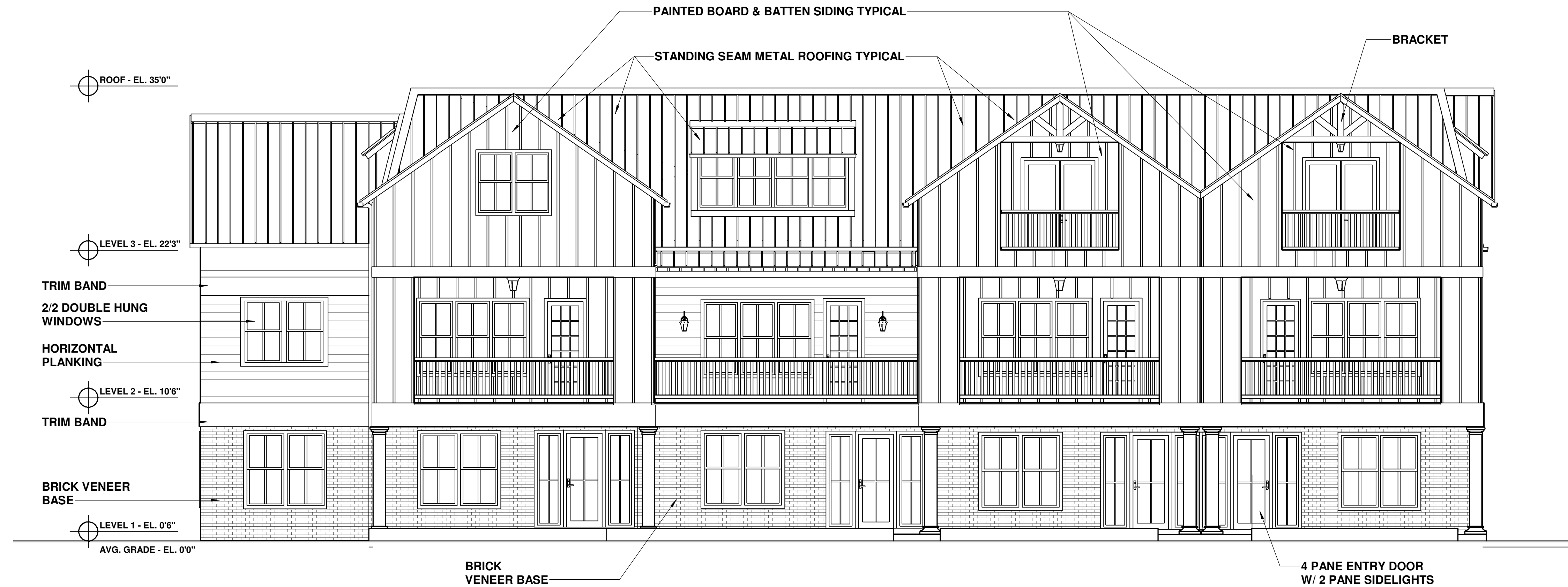
E - Mail:
peter.springsteel@snet.net
P J SPRINGSTEEL
ARCHITECT
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ARCHITECT
PETER J. SPRINGSTEEL
ARCHITECT LLC
105 STARR STREET
MYSTIC, CT 06355
T:(860)572-7306

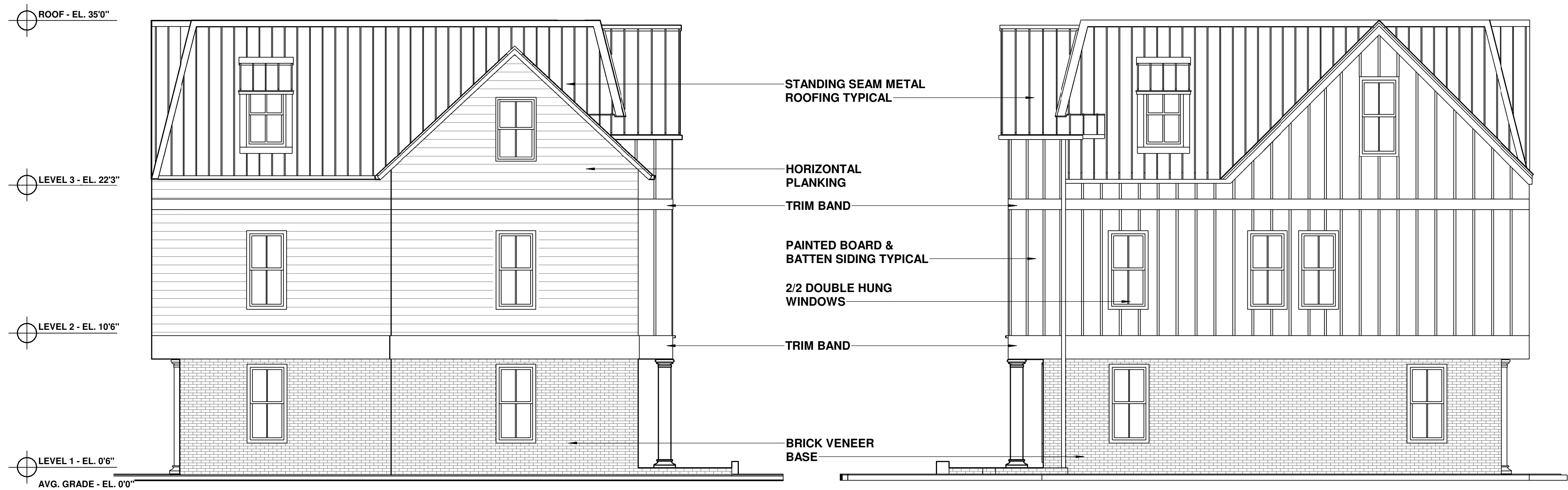
DATE: 15 MAY 2020
DATE: 26 JUNE 2020
DATE: 3 SEPTEMBER 2020

A-102A

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT
355 TRAIL STREET - SAN ANTONIO, TEXAS 78212



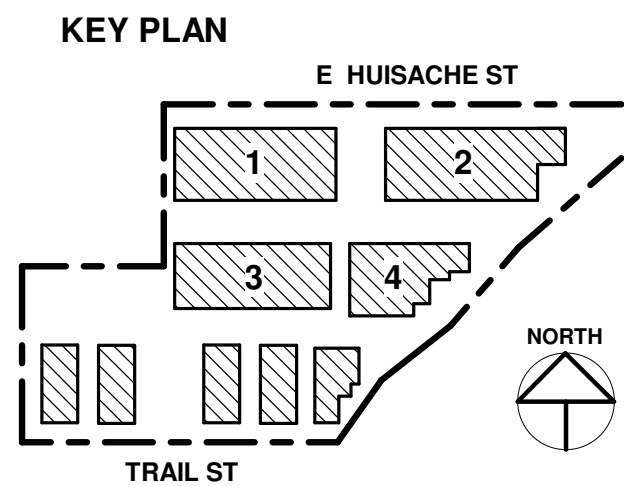
BUILDING 2 - NORTH ELEVATION



BUILDING 2 - EAST ELEVATION

SCALE: 3/16" = 1'0"

BUILDING 2 - WEST ELEVATION



BUILDING 2 ELEVATIONS

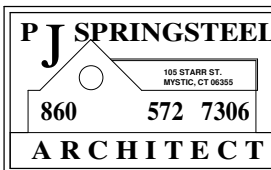
TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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THE ARCHITECT SHALL NOT BE
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MEANS, METHODS OR SAFETY
PRECAUTIONS.

SCALE: As indicated
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E - Mail:
peter.springsteel@snet.net



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

DATE: 15 MAY 2020
DATE: 26 JUNE 2020
DATE: 3 SEPTEMBER 2020

A-102



BUILDING 3 - NORTH ELEVATION

BUILDING 3 - REAR ELEVATION

NOTES:
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E - Mail:
peter.springsteel@snet.net

P J

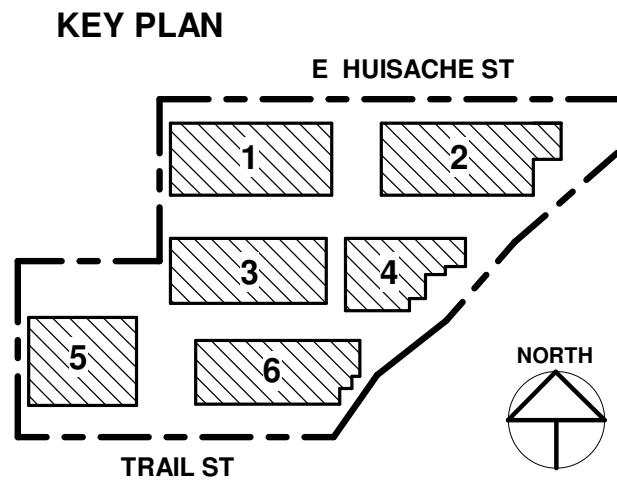
ARCHITECT

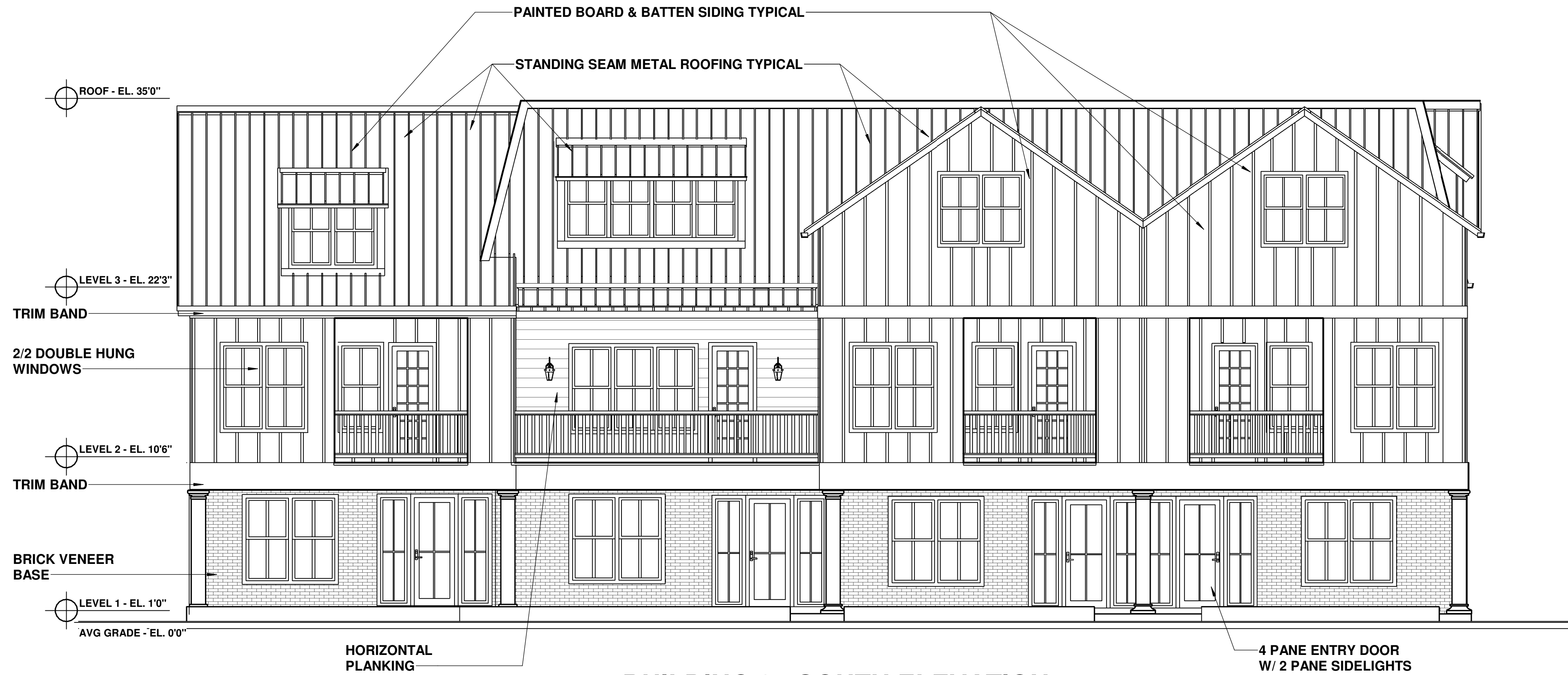
860 572 7306

OWNER

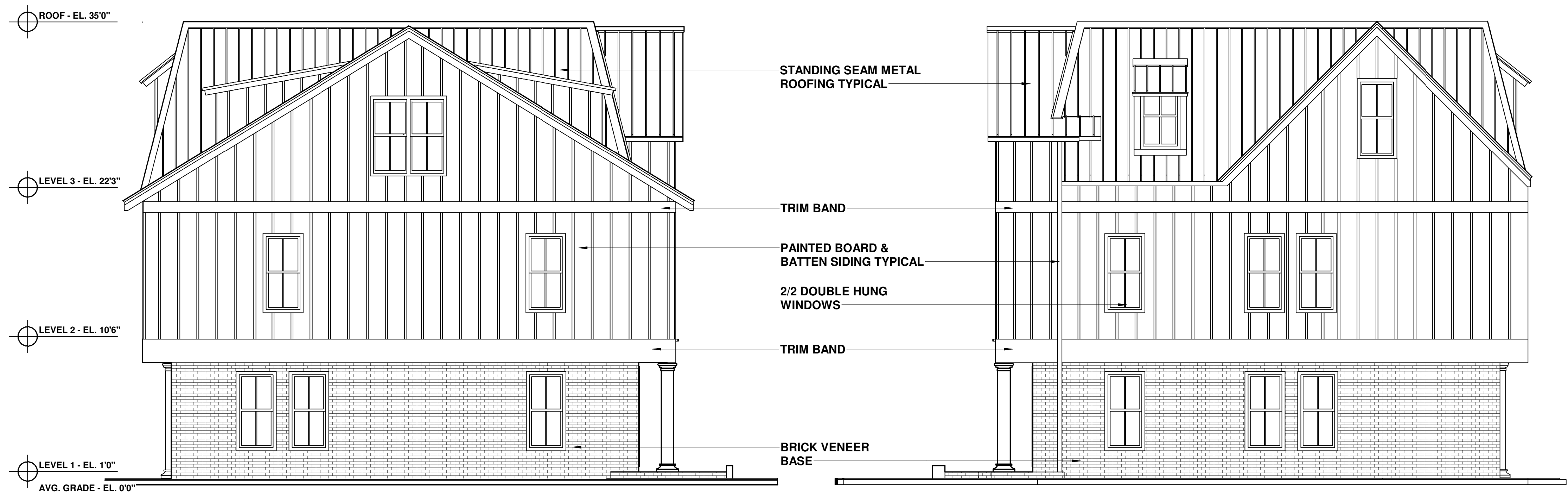
ARCHITECT
PETER J. SPRINGSTEEL
ARCHITECT LLC
105 STARR STREET
MYSTIC, CT 06355
T:(860)572-7306

DATE:	15 MAY 2020
DATE:	26 JUNE 2020
DATE:	3 SEPTEMBER 2020
A-103A	





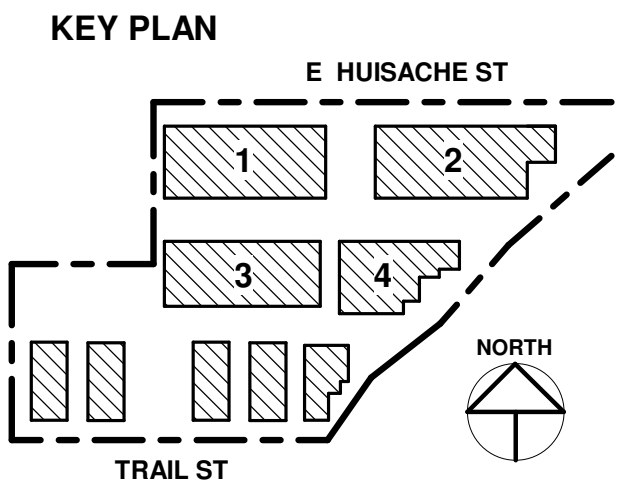
BUILDING 3 - SOUTH ELEVATION



BUILDING 3 - WEST ELEVATION

SCALE: 3/16" = 1'0"

BUILDING 3 - EAST ELEVATION



BUILDING 3 ELEVATIONS

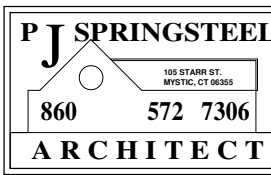
TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

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.

SCALE: As Indicated
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E - Mail:
peter.springsteel@snet.net

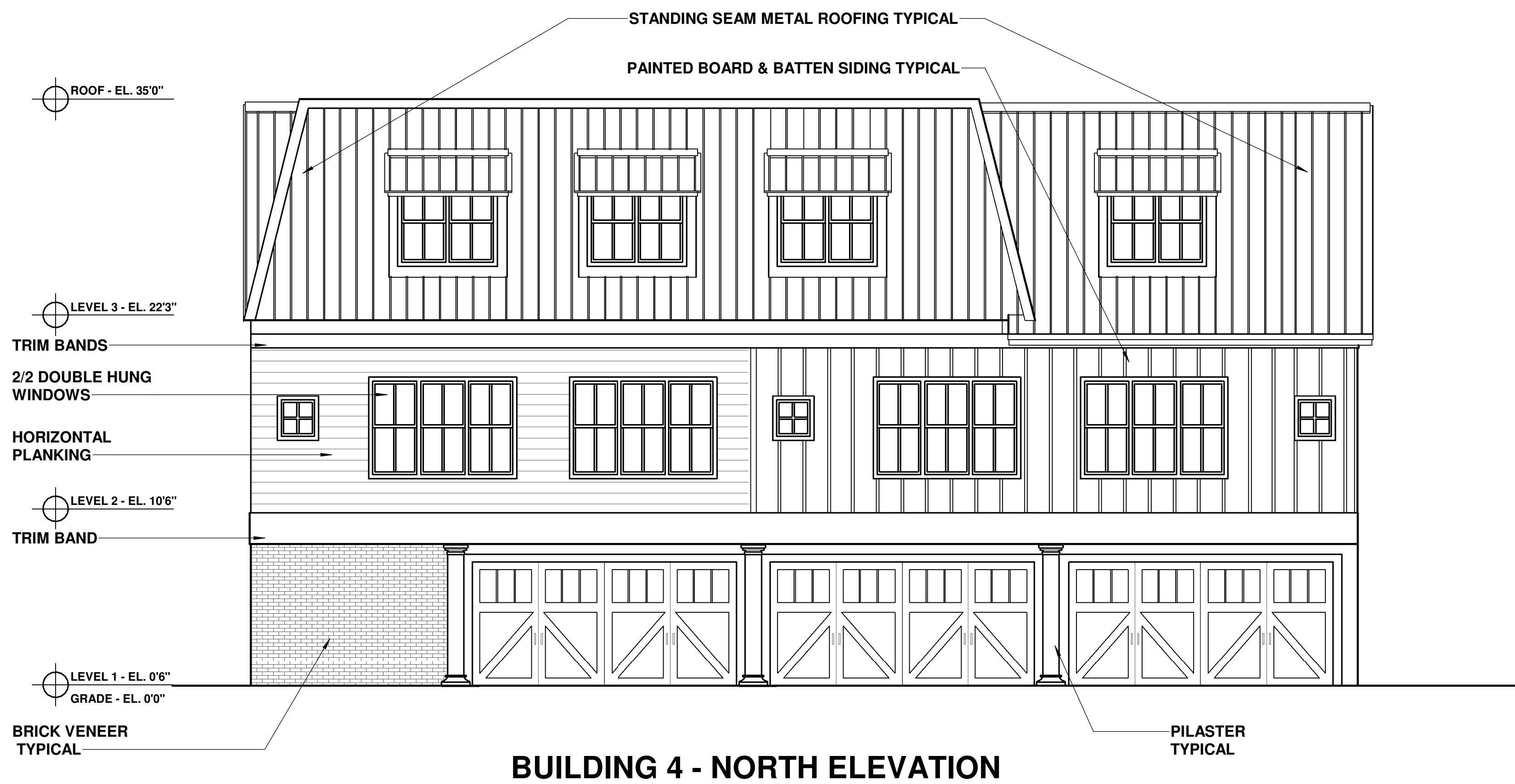


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A-103



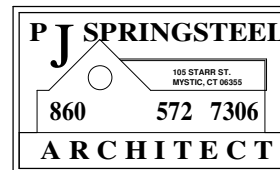
BUILDING 4 - REAR ELEVATION

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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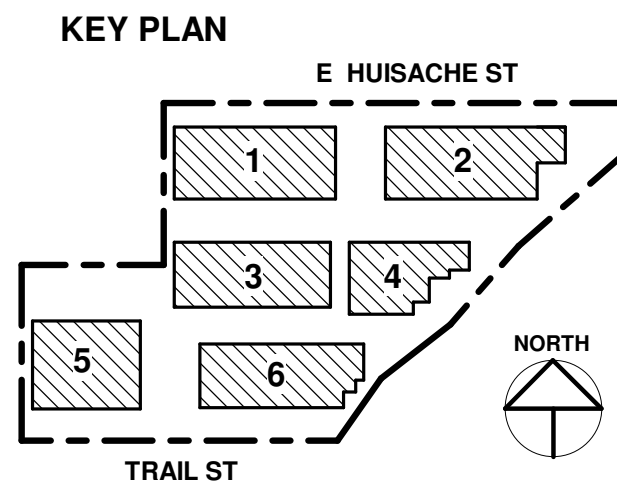


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A-104A





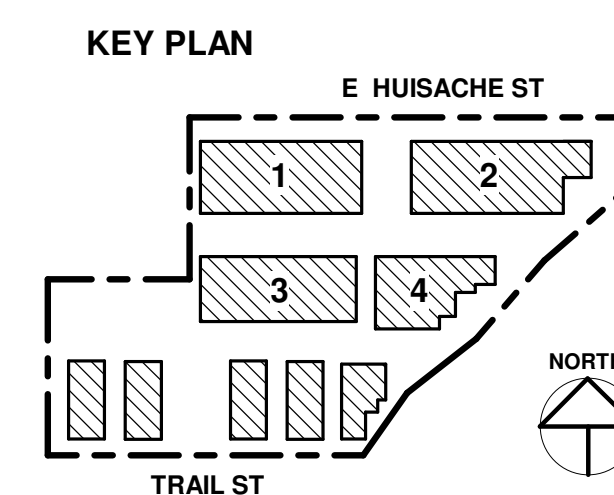
BUILDING 4 - SOUTH ELEVATION



BUILDING 4 - WEST ELEVATION
SCALE: 3/16" = 1'0"



BUILDING 4 - EAST ELEVATION



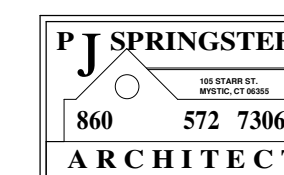
BUILDING 4 ELEVATIONS

TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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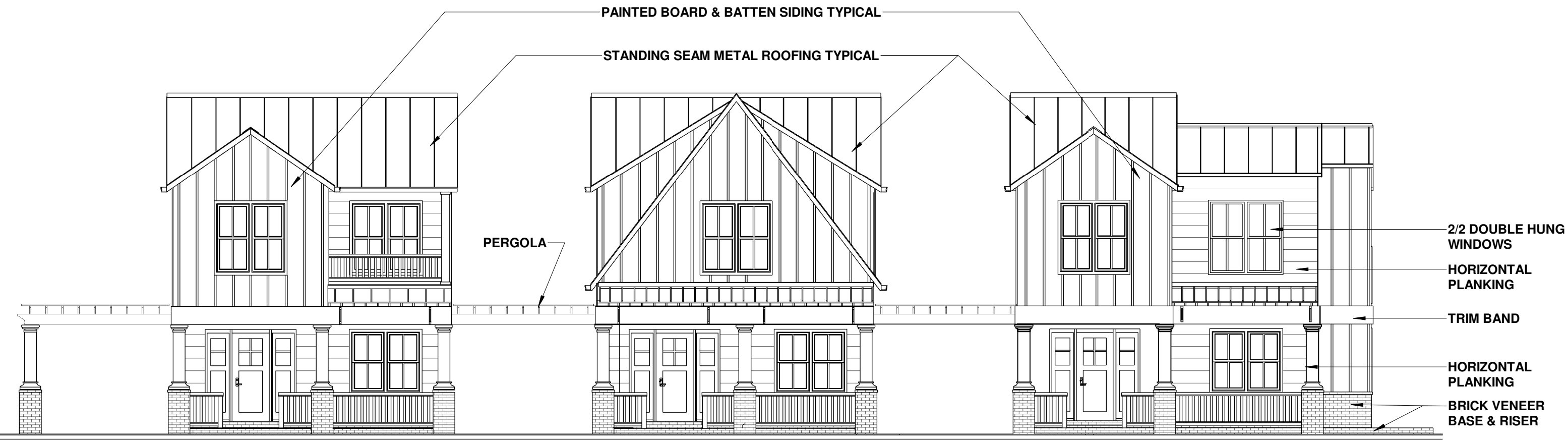


OWNER

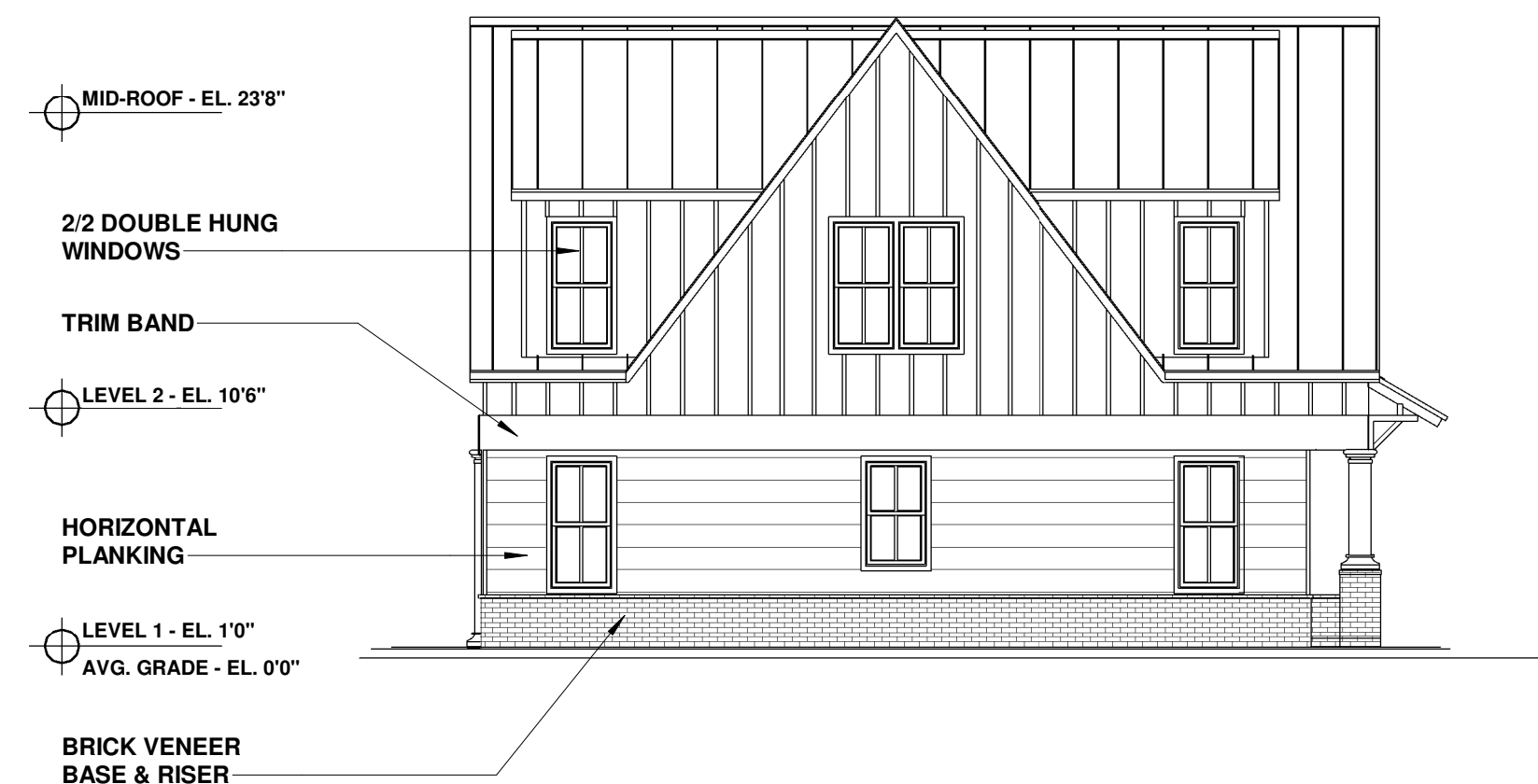
ARCHITECT
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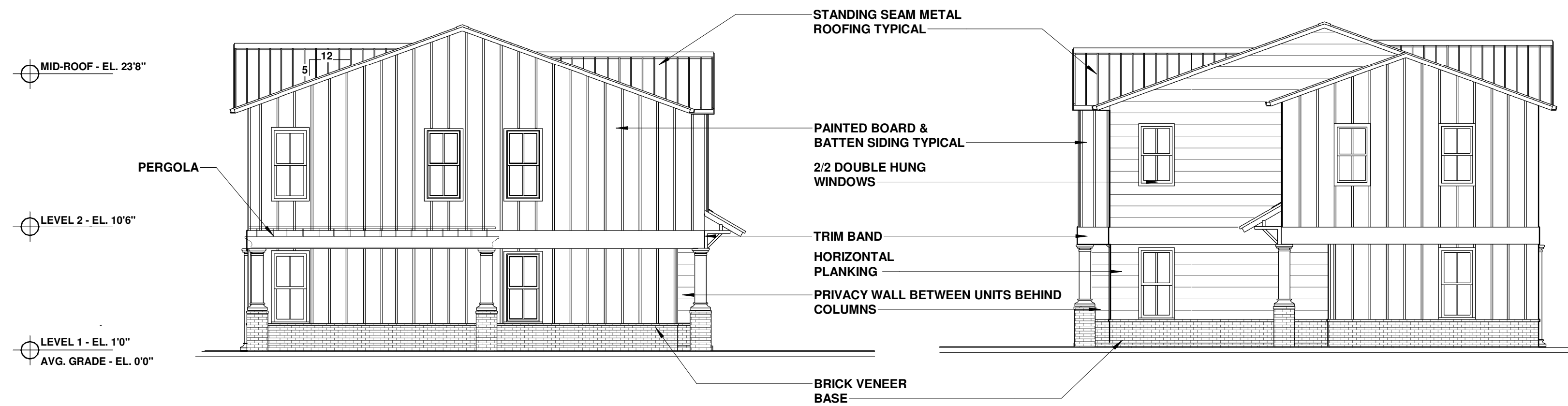
A-104



TRAIL STREET - SOUTH ELEVATION
SCALE: 1/8" = 1'0"

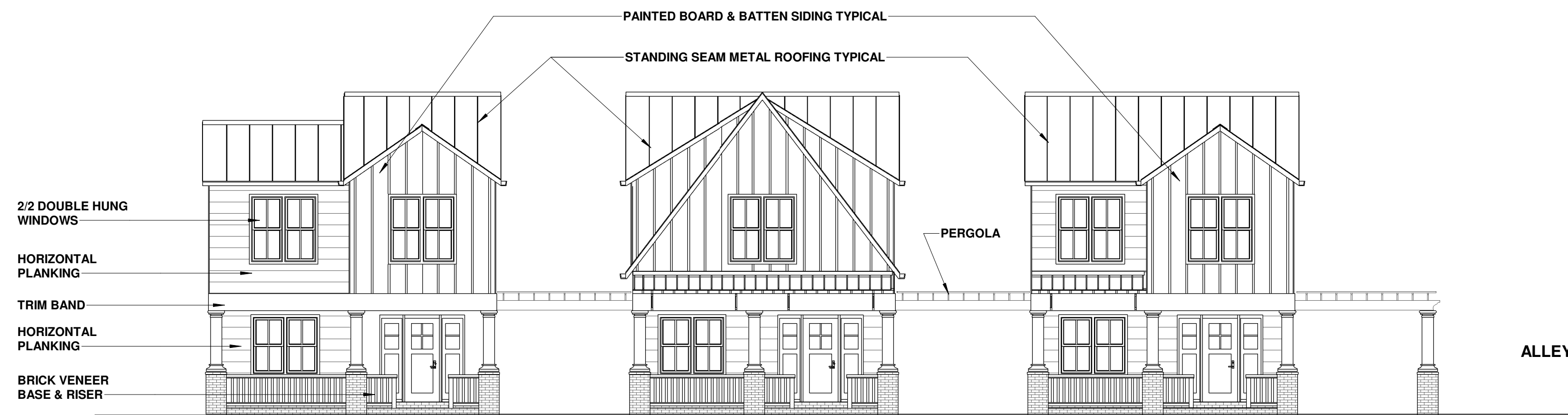


TRAIL STREET - EAST ELEVATION @ ALLEY
SCALE: 1/8" = 1'0"

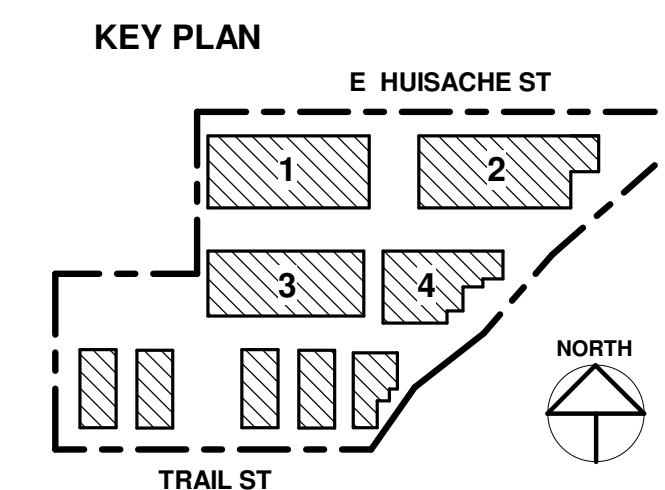


TRAIL STREET - WEST ELEVATION
SCALE: 1/8" = 1'0"

TRAIL STREET - EAST ELEVATION



TRAIL STREET - NORTH ELEVATION



TRAIL STREET TOWNHOMES
NEW MULTI-SINGLE FAMILY DEVELOPMENT

355 TRAIL STREET - SAN ANTONIO, TEXAS 78212

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A-105



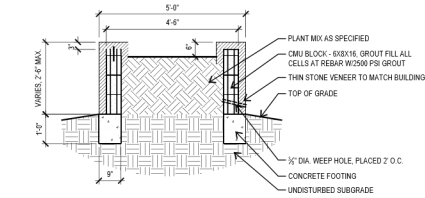
HAWES
335 Trail Street San Antonio TX 78212

PROJECT NUMBER	2019-004
ISSUED SETS	DATE
PERMIT SET	09/26/19
ADDENDUM#1	10/31/19

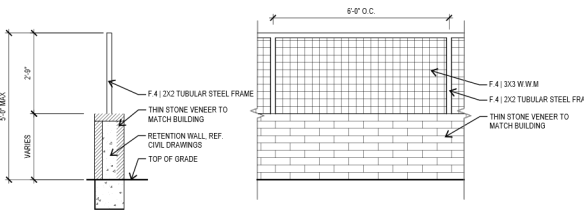
LS 2.4



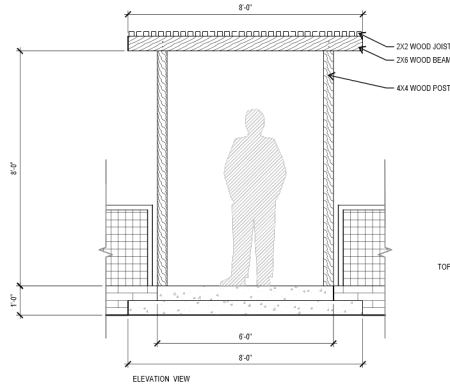
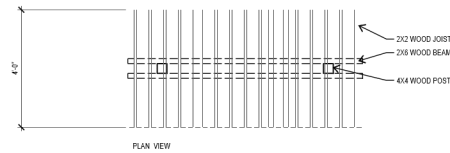
SCALE: 3/8"=1'-0"



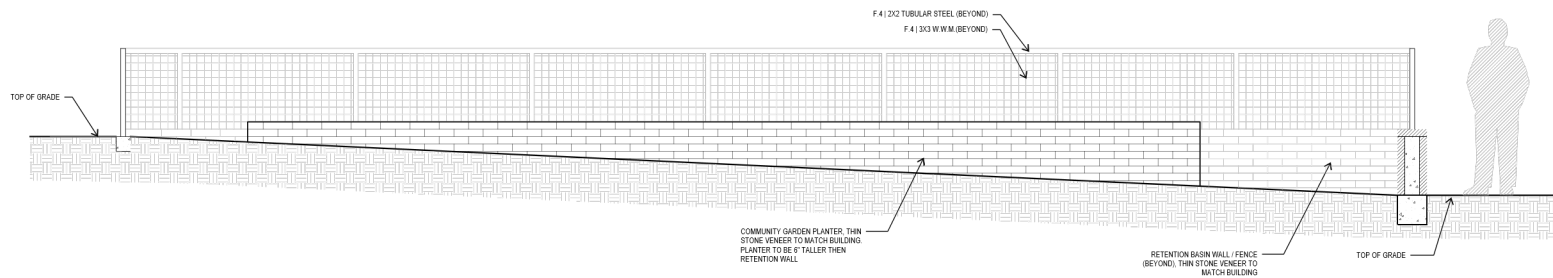
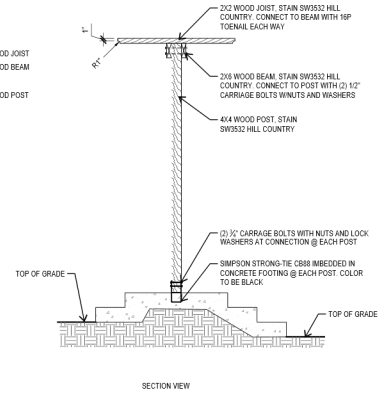
1 COMMUNITY GARDEN PLANTER
SECTION SCALE: 1/2"=1'-0"



2 RETENTION WALL / FENCE
SECTION / ELEVATION SCALE: 1/2"=1'-0"



3 TRELLIS @ COMMUNITY GARDEN PLANTER
PLAN / ELEVATION / SECTION SCALE: 1/2"=1'-0"



4 COMMUNITY GARDEN PLANTER
ELEVATION SCALE: 1/2"=1'-0"

ACEQUIA NOTES:

1. NO SUBSURFACE WORK (UTILITIES, GRADING, ETC.) SHALL BE ALLOWED WITHIN FIVE FEET OF THE EXISTING ACEQUIA.
2. CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCING AND SILT FENCING AT A BUFFER DISTANCE OF 5 FEET FROM THE FEATURE.
3. NO CONSTRUCTION ACTIVITIES WILL OCCUR WITHIN THE BUFFER AREA.
4. THIS CONSTRUCTION AND SILT FENCING SHALL BE PRESENT ON-SITE UNTIL CONSTRUCTION IS COMPLETED.
5. THE ACEQUIA SHALL NOT BE USED FOR STORM WATER DRAINAGE. FURTHERMORE, THE ACEQUIA SHALL NOT BE USED FOR STORAGE, EQUIPMENT CLEANING OF ANY OTHER USE THAT COULD IMPACT THE FEATURE.

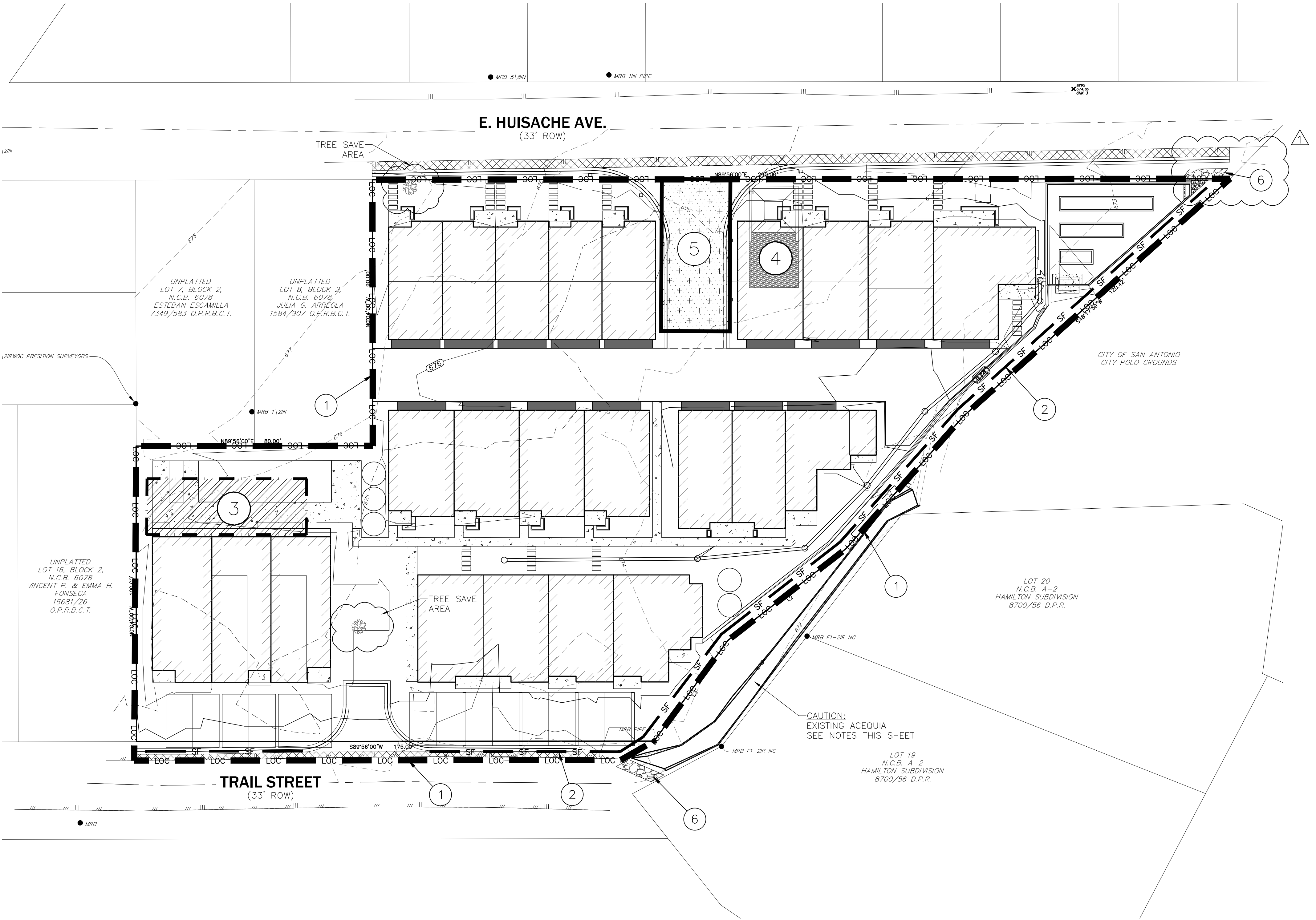
NOTES:

1. FOR THE PROTECTION OF NATURAL AREAS, NO EXCEPTIONS TO INSTALLING FENCES AT THE LIMIT OF CONSTRUCTION LINE WILL BE PERMITTED (SEE NOTE #6).
2. INSPECTOR HAS THE AUTHORITY TO ADD AND OR MODIFY EROSION/SEDIMENTATION CONTROLS ON SITE TO KEEP PROJECT IN COMPLIANCE WITH CITY RULES AND REGULATIONS.
3. THE CONTRACTOR MAY NOT BLOCK, DIRECT, IMPEDE, OR REROUTE PEDESTRIAN AND VEHICULAR TRAFFIC, NOR PLACE A BARRICADE OR OTHER TRAFFIC CONTROL DEVICE IN A RIGHT-OF-WAY, WITHOUT FIRST OBTAINING A TEMPORARY USE OF RIGHT-OF-WAY PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION.
4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS THAT ARE REQUIRED TO COMPLY WITH THE CITY CODE REGARDING EXCAVATION IN PUBLIC RIGHT-OF-WAY.
5. CONTRACTOR SHALL CLEAN UP SPOILS THAT MIGRATE INTO EXISTING RIGHT-OF-WAY A MINIMUM OF ONCE PER DAY.
6. CONTRACTOR TO INSTALL CHAIN LINK FENCE AT ALL POINTS WHERE LIMITS OF CONSTRUCTION IS SHOWN.
7. ALL STORM WATER LEAVING THE SITE DURING CONSTRUCTION ACTIVITIES MUST PASS THROUGH THE SILT FENCE OR ROCK BERMS.
8. IF DISTURBED AREA IS NOT TO BE WORKED ON FOR MORE THAN 14 DAYS, DISTURBED AREA NEEDS TO BE STABILIZED BY REVEGETATION, MULCH, TARP OR REVEGETATION MATTING.

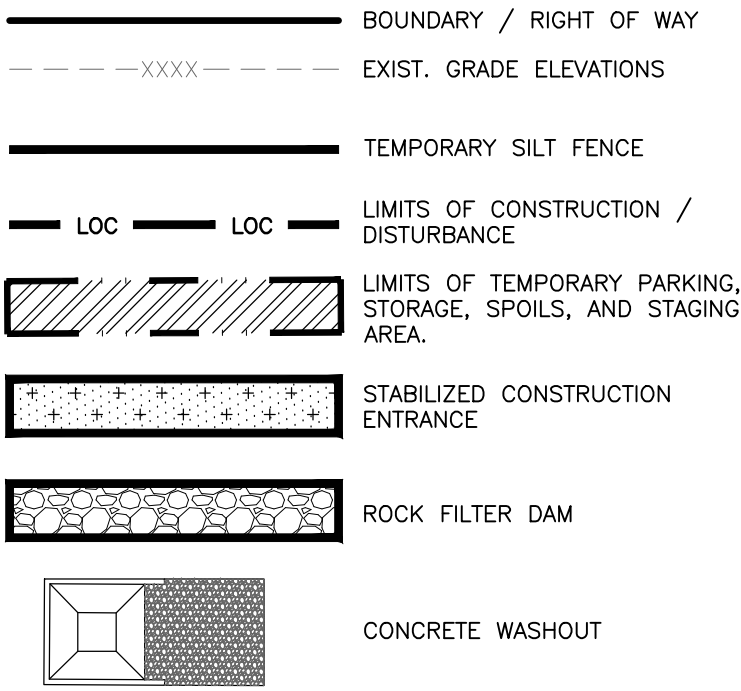
LINE TABLE		
LINE	BEARING	LENGTH
L1	S41°34'01"W	60.21'
L2	S52°09'28"W	50.61'
L3	S36°15'37"W	42.20'

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LEGEND



NOTES:

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EROSION CONTROL MEASURES

1	LIMITS OF CONSTRUCTION
2	INSTALL SILT FENCE (2' FROM PROPERTY LINE) - SEE DETAIL SHEET C9
3	STAGING AREA
4	CONCRETE WASHOUT PIT - SEE DETAIL SHEET C9
5	STABILIZED CONSTRUCTION ENTRANCE - SEE DETAIL SHEET C9
6	ROCK FILTER DAM - SEE DETAIL SHEET C9
7	INLET PROTECTION - SEE DETAIL SHEET C9

PROPERTY ADDRESS:
535 TRAIL STREET
LOT 1, BLOCK 2, N.C.B. 6078

PLAT NO. 19-11800095
TRAIL STREET TOWNHOMES

STORM WATER POLLUTION
PREVENTION PLAN

MNO INVESTMENTS, LLC
4010 GREYSTONE DRIVE
AUSTIN, TX 78731

PRELIMINARY
NOT FOR CONSTRUCTION,
BIDDING, OR PERMIT
PURPOSES.
PREPARED UNDER THE
SUPERVISION OF
RAYMOND L. MCDONALD,
P.E. #111640, ON
May 27, 2020

UP
ENGINEERING
1270 N. LOOP 1604, E. SUITE 1310
SAN ANTONIO, TX 78232 TEL 210-774-5504
WWW.UPENGINEERING.COM TEXAS REG. NO. F-17992

REV	DATE	DESCRIPTION	BY
1	11/07/19	ADDENDUM 01	
1	11/05/19	REVISION TO ADDENDUM 01	

DESIGNED BY: WPF
DRAFTED BY: JWH
CHECKED BY: NFU

SHEET

C8

OF C12



ETTER TREE CARE



MNO Partners
Attn: Mr. David Morin
201 Groveton Street
San Antonio, Texas 78210
(210) 469-5950
david@mnoinvestments.com

September 10, 2020

In response to our discussions regarding low impact alternative construction methods for driveways and walking paths, I provided some general guidance below. As we discussed, there is not a singular best solution.

Low impact solutions should be engineered to minimize negative impacts to significant tree roots ($\geq 2''$ diameter), reduce risk of soil compaction by spreading the load of vehicles to a larger surface area, and allowing for soil gas exchange and water infiltration through and below the engineered driveway. Low impact designs include bridging over tree roots (placing materials on the soil surface with no to minimal soil excavation), the use of pavers, crusher run materials, geo-cells, ribbon driveways, and more.

The area of specific interest for low impact solutions for driveway construction is underneath the canopy of the 58-inch diameter live oak (*Quercus virginiana*) labeled 1817 on your tree survey (refer to the May 2020 assessment regarding the condition of the tree). In this particular instance, it is recommended that a method of bridging combined with permeable materials such as clean crusher runs (or some alternative) be utilized. This will keep the significant roots intact, allow adequate soil gas exchange and infiltration of water (good for trees and stormwater control), and will reduce the risk of long-term soil compaction. All of this will lead to less stress on the tree so that it will continue to be an asset into the future.

Please contact me should you have any questions and/or would like to further discuss low impact options for construction around trees.

Michael Nentwich
Certified Arborist: TX-3441A



ETTER TREE CARE



MNO Partners

Attn: Mr. David Morin

201 Groveton Street

San Antonio, Texas 78210

(210) 469-5950

david@mnoinvestments.com

April 7, 2020

As requested, an assessment was performed from the ground in March, 2020 of the Significant and Heritage trees documented as part of the tree survey at 335 Trail Street, San Antonio, TX 78212. The protected species assessed included anaqua (*Ehretia anacua*), Texas palmetto (*Sabal mexicana*), hackberry (*Celtis occidentalis*), pecan (*Carya illinoensis*), bald cypress (*Taxodium distichum*), live oak (*Quercus virginiana*), and Arizona ash (*Fraxinus velutina*).

In addition to the protected species, an additional 10 paper mulberries (*Broussonetia papyrifera*) were on the tree survey. The paper mulberries are listed as tree numbers 102, 103, 104, 105, 1808, 1809, 1810, 1811, 1814, and 1821 on the survey. As paper mulberries are not protected by the San Antonio tree ordinance [Sec.35-523.-Tree Preservation. (f) Minimum Tree Preservation Requirements. (1) Protected Tree Designations. C. Non-Native Trees. viii. Paper Mulberry], they should be omitted from the tree survey. As the non-native invasive paper mulberries are to be omitted from the tree preservation survey, this report only covers the remaining protected species.

Furthermore, a brief review of the proposed site plan revealed additional opportunities to plant small species along the west side of the walking trail that runs along acequia on the east side of the property. To tie the historic nature of acequias used to provide irrigation, it is recommended that citrus trees be planted. In addition to honoring the history of acequias, the fruit trees would also tie the River Road community garden on the northeast side of the property to the neighborhood entrance on the south/west side of the property. In addition to increasing the projected canopy, the citrus trees would also create a sense of place, reduce food insecurity, and generate a greater understanding of where food comes from.

General assessments of each protected tree on the survey are provided below. More specific notes were provided for those trees showing to be preserved on the proposed site plan.

- Tree 100: The 7-inch diameter (measured at 4.5 feet above the ground surface) anaqua is in generally good health, but has an imbalanced canopy leaning heavily to the south. The imbalanced canopy is due to being overtopped by the 58-inch diameter live oak (tree 1817) to the north. Other factors that led to and will continue to negatively impact the canopy into the future are street and overhead utility clearance pruning requirements. Due to the location of the tree (large species under overhead utilities and need for street clearance that will remove the bulk of the canopy) and being overtopped by the large live oak, the tree is not considered a viable long-term specimen and should not be protected.

P.O. Box 17748 San Antonio, Texas 78217

Fax (210)946-6779

Office (210)654-8733



ETTER TREE CARE



- Palm 101: The 14.5-inch diameter palm is in good health and condition, and the skirt is intact.
- Tree 1804: The 21-inch diameter hackberry appears in generally good health, but there are significant structural and decay concerns at the base. Decay is present within the buttress on the northeast and west sides. It was also noted that the tree canopy is imbalanced/leaning to the north toward East Huisache Avenue. The imbalanced canopy is due to the 30-inch diameter pecan (tree 1805) to the south. Hackberries are known to be susceptible to extensive decay from minor injuries. The decay within the buttress coupled with the imbalanced canopy and hackberries being particularly susceptible to extensive decay from even minor injuries, makes this tree of particular risk for failure. Therefore, the hackberry is not considered a long-term viable tree and should not be considered for protection.
- Tree 1805: The 30-inch diameter pecan has experienced several large limb failures in the past with progressive decay at the wounds. As expected, there is extensive re-sprouting in the upper canopy where past limbs failed. The re-sprouting around old limb failures with progressive decay leads to future concerns for breakage as the new branches grow and increase weight and torsional loads where xylem wood is continuing to rot and reduce structural integrity. It is due to these conditions that additional significant limb failure is expected within the next 2-3 years. Based on the condition and associated risks, it is recommended that the poorly pecan with poor structure and progressive decay within old wounds not be considered a long-term viable tree and not be protected.
- Tree 1806: The 27-inch diameter pecan originally grew within a small space surrounded by concrete infrastructure. This included a driveway on the east and a patio on the north and east sides. The inadequate growing space for a large tree species led to inclusions of concrete where the pecan grew around the slabs. The slabs have mostly been removed leaving a structurally weak point at the base and an increased risk of failure. It is due to the structurally weak area at the base and risk of failure that the pecan should not be considered viable long-term and should not be protected.
- Tree 1807: The 29-inch diameter bald cypress' dominant leader leans somewhat to the south but is balanced by branching on the north. While there is some deadwood on the south side of the tree in the upper canopy, the tree appeared to be in overall reasonable health and structural integrity. Clearance pruning will likely be required on the south side to ensure there is no contact with the new structure to be built. It is suggested that root pruning at the extent of the excavated area for the foundation be utilized to reduce potential root impacts within the critical root protection zone. Root pruning prior to excavation will ensure the remaining roots are intact post excavation. It is also recommended that at least 8 inches of mulch (applied by hand) topped with 3/4-inch plywood be utilized within the critical root zone where any equipment will need to access the protected area. It is also recommended that 2x4s (wire around the 2x4s) be tied around the tree to ensure there is no accidental damage to the trunk.



ETTER TREE CARE



- Tree 1812: The 10-inch diameter hackberry appeared to be in good health and condition.
- Tree 1813: The 28-inch diameter pecan has several structural concerns that include old cavities within the main limbs that are experiencing progressive decay and are increased risk for failure within the next 5 years. Particular progressive decay areas of concern are on the south limb where a branch failed and on the east side where a 10-inch limb failed. The past limb failures also created an imbalanced canopy with extending limbs and excessive weight on the ends. While there is some tip dieback on the east side, there is extensive dieback on the lowest west growing limb. Poor structure combined with excessive weight, wounds that have not compartmentalized and showing progressive decay, and extensive dieback on the west side leads to increased risk of loss of structural integrity and failure over the next 2-3 years. Based on the condition and associated risks, it is recommended that the pecan not be considered a long-term viable tree and not be protected.
- Tree 1815: The 8-inch diameter anaqua appeared to be in good health and condition.
- Tree 1817: The 58-inch diameter live oak had a large limb in the north side fail in the past (between 2007 and 2014 as seen by Google Street View) and has a large cavity in the trunk with an old crumbling concrete patch. The tree appears to be in good overall health as witnessed by the dense and dark green canopy and vigorous and strong re-sprouting on the north side of the trunk where the large limb broke in the past. The remaining trunk and branches were free of any visible structural concerns, but pruning may be required on the east and west sides to provide clearance for the new development. An existing footer from a previous house is still present on the west side of the tree. It is recommended that new construction encroach no closer to the tree than the existing foundation footer and remain at least 20 feet away on the east side.

In addition, it is suggested that root pruning at the extent of the excavated area for the foundation be utilized to reduce potential root impacts within the critical root protection zone. Root pruning prior to excavation will ensure the remaining roots are intact post excavation. To protect as many of the roots on the south side of the tree where the pervious surface hammerhead turnaround is proposed, it is suggested that every attempt be made to limit excavation (raise pervious materials as much as possible) and utilize alternative construction methods such as pour in place pavers where large shallow roots could be protected.

It is also recommended that at least 8 inches of mulch (applied by hand) topped with 3/4-inch plywood be utilized within the critical root zone where any equipment will need to access the protected area. It is also recommended that 2x4s (wire around the 2x4s) be tied around the tree to ensure there is no accidental damage to the trunk. With the suggested distances and alternative construction practices to protect the roots, clearance pruning for new structures, and cleaning of large deadwood from the canopy, the tree is expected to be an asset to the site into the future.



ETTER TREE CARE



- Tree 1818: The 16-inch diameter pecan is in poor health and condition. It had extensive canopy reduction performed in the past (between 2007-2014 as seen on Google Street View), and has never fully recovered. There is progressive decay at the old reduction cuts, and there is significant dieback in the canopy on the south and north sides. As evidenced by the lack of growth response and dieback within the canopy, the pecan is in decline and is not considered a viable tree. Therefore, the tree should not be protected.
- Tree 1819: The 8.5-inch diameter pecan has a significant lean to the southwest as it is overtopped by the 58-inch diameter live oak to the north and outcompeted for space by the adjacent 7-inch diameter anaqua. The poor structure is compounded by a cavity with progressive decay on the east side of the trunk approximately 1-foot up from the ground. Providing adequate street and overhead utilities is a compounding issue. As there is inadequate space for the large species, it has poor structure, and progressive decay at the base, it is not considered a viable long-term tree. Therefore, it should not be protected.
- Tree 1820: The 22" pecan has a slight lean and imbalanced canopy to the south due to the 58-inch diameter live oak to the northwest. The tree appeared to be in good health, but there is a major structural concern at the base of the tree on the east side where the tree has grown around an old portion of concrete slab. This significant inclusion of concrete coupled with the imbalanced canopy and lean toward the road, overhead utilities, and neighboring structures creates an increased level of risk, a tree that is not viable long-term. Based on the conditions, the tree should not be protected.
- Tree 1822: The 12-inch diameter hackberry appeared to be in good health, but further assessment revealed structural concern from decay within the base of the tree. The volunteer tree appears to have been lifted when the adjacent pecan (currently a stump) fell over. This is evidenced by the buttress roots appearing to grow straight down and decay within the roots that is likely from fractures when the tree was heaved upward. The poor root structure coupled with decay at the base and an imbalanced canopy to the east (toward the community garden) are indicators of elevated risk of failure, and the tree should not be considered viable long-term. Therefore, it should not be protected.
- Tree 1823: The 24-inch diameter ash has a significant structural failure (3-inch crack) and will fail. In addition to the imminent failure from the radial crack, there is a dead central lead, and progressive decay within a cavity. The tree is not viable and should be removed as soon as possible to mitigate the risk to the adjacent community garden.

Michael Nentwich
Certified Arborist: TX-3441A

P.O. Box 17748 San Antonio, Texas 78217
Fax (210)946-6779
Office (210)654-8733

Cultural Resources Survey Report

335 Trail Street
San Antonio
Bexar County, Texas

November 6, 2018

Terracon Project No. 90187483

David Yelacic, RPA, Principal Investigator



Prepared for:

MN&O Investment Group, LLC.
Austin, Texas

Prepared by:

Terracon Consultants, Inc.
San Antonio, Texas

6911 Blanco Road (210)641-2112
San Antonio, TX 78216 terracon.com

Terracon

Environmental



Facilities



Geotechnical



Materials

November 6, 2018



David Morin
MN&O Investment Group, LLC.
2028 East Ben White Blvd #240-4700
Austin, Texas 78741

Telephone: 210-303-7858
E-mail: dmorin@siteidentify.com

RE: **Report for Cultural Resources Services**
335 Trail Street
San Antonio, Bexar County, Texas
Terracon Proposal No. P90187483

Dear Mr. Morin:

Terracon is pleased to submit this report of findings from archaeological monitoring of backhoe trenching and shovel testing to investigate the subsurface for buried archaeological remains in an area suspected to be part of the historic San Antonio acequia system. Terracon understands the client is seeking the above-mentioned services regarding a site that consists of a one acre vacant lot located in between Trail Street and Huisache Avenue on the north end of the River Road Neighborhood Local Historic District in central San Antonio, Bexar County, Texas.

Considering our findings of relatively recent materials and the lack of evidence pertaining to the Upper Labor acequia, as well as the land use history of the parcel, it is Terracon's opinion that no further archaeological investigations would be necessary. The Upper Labor acequia is projected to have once flowed approximately northeast to southwest following the eastern boundary of the project area, near the present-day drainage feature that flows through the adjacent community garden and the property boundary. Please let David Yelacic know if you have questions or concerns about the archaeological investigation.

Sincerely,

Terracon Consultants, Inc.

A blue ink signature of David M. Yelacic.

David M. Yelacic, RPA
Principal Investigator Archaeologist

A blue ink signature of Jeremy E. Hanzlik.

Jeremy E. Hanzlik, P.E.
Natural/Cultural Resources Group Manager

Attachments

Terracon Consultants, Inc. 6911 Blanco Road, San Antonio, Texas 78216
P [210] 641-2112 F [210] 641-2124 terracon.com Texas Professional Engineers No. 3272

Environmental

Facilities

Geotechnical

Materials

ABSTRACT

In compliance with the City of San Antonio Unified Development Code for the redevelopment of an approximately one-acre vacant lot in the northern portion of the River Road Historic District and River Improvement Overlay District 2 in central San Antonio, Terracon was contracted to carry out archaeological investigations. Accordingly, Terracon archaeologists coordinated an appropriate scope of work with the Assistant City Archaeologist in the Office of Historic Preservation and performed desktop review, archaeological backhoe trenching, and shovel testing within the vacant lot. Archaeological fieldwork was carried out with consideration of the potential to encounter vestiges of the Upper Labor acequia and materials associated with the adjacent Zapata House historic site.

Backhoe Trench (BHT) 1 was excavated in the southeast portion of the project area as near to the acequia as we could considering tree canopies and other vegetation, and BHT 2 was excavated near the extant drainage feature in the northeastern portion of the project area. The trenches each presented a similar soil profile, and in each, we observed a mixture of modern/20th century materials in the upper 30 cm, as well as few possibly burned rock fragments at about 75-100 cm below the modern surface. We also excavated four shovel tests across the west side of the property. These test pits corroborated the findings of 20th century domestic debris scattered across the project area in the upper 30 cm of sediment. No prehistoric or historic features were encountered over the course of excavations.

Considering our findings of relatively recent materials and the lack of evidence pertaining to the Upper Labor acequia, as well as the land use history of the parcel, it is Terracon's opinion that no further archaeological investigations would be necessary. The Upper Labor acequia is projected to have once flowed approximately northeast to southwest following the eastern boundary of the project area, near the present-day drainage feature that flows through the adjacent community garden and the property boundary. We are not confident that the existing rock-lined channel is Colonial-age, but the footprint may be overlapping.

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Appendix A: Exhibits

Appendix B: Photographs

**Cultural Resources Survey Report:
335 Trail Street
San Antonio, Bexar County, Texas**

Terracon Project No. 90187483
November 6, 2018

1.0 INTRODUCTION

Under contract with MN&O Investment Group, LLC, Terracon carried out archaeological investigations within a vacant lot in between Trail Street and Huisache Avenue on the edge of the River Road Neighborhood Local Historic District in central San Antonio, Bexar County, Texas (Appendix A, Exhibit 1 and 2). The landowner intends to construct a multifamily residential complex atop the one-acre lot, and the proposed project was identified as having potential to impact previously unrecorded cultural resources through the permitting review process by the City of San Antonio Office of Historic Preservation (OHP). Permit conditions, such as archaeological investigations, are under purview of the Unified Development Code (UDC) and typically identified through review by archaeologists and/or historic preservationists in OHP or by the Historic Design and Review Commission (HDRC). Permitted development projects located within River Improvement Overlay Districts (RIO), Mission Protection Overlay Districts, and/or Local Historic Districts are reviewed by OHP and/or HDRC, and the current project area is situated within RIO 2, just a block north of the San Antonio River.

Work was carried out on October 5, 2018 in coordination with the COSA Assistant City Archaeologist. In accordance with reporting requirements set forth by the Council of Texas Archeologists and adopted by the Texas Historical Commission (THC), the following sections describe the project area, natural and cultural contexts, methodology, and results, which are followed by conclusions and recommendations.

2.0 AREA OF POTENTIAL EFFECT

The proposed project will take place on an approximately one-acre area in between Trail Street and Huisache Avenue on the edge of the River Road Neighborhood Local Historic District in central San Antonio, Bexar County, Texas. Terracon does not have knowledge of accurate horizontal and vertical impacts at this time, and so the entire one-acre parcel down to pre-Holocene deposits is considered the Area of Potential Effect (APE).

3.0 ENVIRONMENTAL SETTING

Environments are composed of such interconnected elements as underlying bedrock geology, soil, biology (i.e., plants and animals), and climate. Environmental conditions are also connected to the initial patterning and subsequent preservation of materials left behind by humans, the

culmination of which is referred to as site formation processes. Understanding site formation processes aids in assessing the presence and preservation of cultural resources. It is, therefore, important to consider environmental conditions of the past and present when assessing cultural resources of all ages. Cultural factors also play a role in the patterning of cultural resources, and these factors may be most apparent with historic sites. These factors may include, but are certainly not limited to, distances from transportation corridors and/or trade nodes, as well as suitability of land to economic/sustenance strategy.

In general terms, the project area is located within the Northern Blackland Prairie (Griffith et al. 2007). This ecoregion is distinguished by a unique combination of physical and biological properties. The Northern Blackland Prairie is characterized topographically by nearly flat to rolling plains. The Northern Blackland Prairie was at one point a diverse, productive grassland with wooded stream bottoms, but most of it has been converted to agricultural purposes or urban sprawl.

3.1 Geology

Bedrock geology of the APE is primarily mapped as Quaternary Fluvatile Terrace Deposits (Qt), however it is near the interface of mapped Qt and Navarro Group-Marlbrook Marl (Kknm) deposits. The Qt deposits are generally composed of gravel, sand, silt, and clay with slight variations depending on location. The Kknm deposits are characteristically calcareous clay with variable amounts of silt; carbonate concretions common.

3.2 Soils

Soil formation is a function of local climate, biology, parent material, topography, and time, and so it is clearly tied to environment as defined above. Accordingly, soil can serve as a proxy for environmental conditions of the present and past. Defining soils as they are relevant to investigations of cultural resources, however, is useful because of how they are characterized and mapped by the Natural Resources Conservation Service, formerly Soil Conservation Service. Though agricultural in nature, county soil surveys provide a description of soil characteristics, including depth, color, inclusions, etc., which can be used to elucidate site formation processes.

The Branyon Clay and Lewisville Silty Clay series are the only soils mapped within the direct APE for the project. The Branyon Clay series is characteristically very dark gray to gray from surface to approximately 183cmbs (subsoil shallow at approximately 10cmbs). The soils generally lighten in color with depth to light gray to bedrock at approximately 203cmbs. The Lewisville Silty Clay Series is comprised of very deep, well drained, moderately permeable soils originating in ancient loamy and calcareous deposits.

4.0 CULTURAL HISTORY

Generally, the cultural chronology of Texas can be divided into two periods, Prehistoric and Historic. The boundary between the two periods is marked by the introduction of Europeans into the Western Hemisphere. The following description of Texas' cultural history is a gross compilation of a vast suite of data and interpretations (cf. Collins 1995, 2004).

4.1 Prehistoric

The Prehistoric people of Texas were primarily hunter-gatherers. Through the last 75-plus years of archaeological research in the region, identifiable and repeated patterns in artifact assemblages have indicated major shifts in subsistence strategies and technology through time. As a result, the Prehistoric period now has three subdivisions: Paleoindian, Archaic, and Late Prehistoric.

The Paleoindian period (ca. 12,500-8,800 years ago) includes the earliest human occupation of North America, which extends back into the late Pleistocene. During this period of time, people hunted large game, but they generally had a broad diet and consumed much of what they could. This included small game and aquatic creatures all the way up to mega fauna that went extinct with the close of the Pleistocene (i.e., mammoth, mastodon, bison, horse, camel, etc.). Technological traditions further subdivide the Paleoindian period into Early and Late.

The Archaic period (ca. 8,800-1,250 years ago) of Texas was the longest period in prehistory, and it is generally marked by the introduction of hot rock cooking in addition to the proliferation of a wide variety of diagnostic projectile points. Cooking with fire-heated rocks developed with increased reliance on plant foods, which may have been a response to diminishing game resources and ultimately climatic change/variation. This is not to say that human agency, and ultimately culture, did not play an important role in the shift of economic and subsistence strategies. The Archaic period is subdivided into Early-, Middle-, and Late-Archaic periods, each with a slight variation in response to cultural shifts and ambient conditions.

The Late Prehistoric (ca. 1,250-250 years ago) was a relatively brief period, but it was marked by a shift in weapon technology: the introduction of the bow-and-arrow. Like the Archaic, the Late Prehistoric people utilized hot rock cooking to process plants to edible forms. There also appeared to be increasing contact among groups, which resulted in increased trade of materials and evident competition over resources.

Sometimes referred to as the Protohistoric, Spanish Entradas, or expeditions, mark the onset of western influence in the New World. These explorations effectively scouted the new land and resulted in the settlement and establishment of missions spread throughout what has become northern Mexico and Texas. Through the Historic period, European populations and influence steadily increased as native populations steadily diminished.

4.2 Historic

In San Antonio, a complex and expansive system of irrigation canals were constructed beginning as early as 1718, and sections of the system were used well into the early 20th century. This system was termed an *acequia* system, which consisted of dams, gates, and canals, connecting the missions and farm lands with water from the San Antonio River and its tributaries. Sections of the acequias have been located through historic research and the continual development of central San Antonio and the Missions. Most relevant to this project is the Upper Labor Acequia constructed in the late 18th century (ca.1776) (McKenzie and Smith 2015: 26), which was estimated to irrigate up to 100 acres near presidio Villa San Fernando (COSA 2018). Previous cultural resource projects have identified portions of the Upper Labor ditch and dam site. The acequia is estimated to run along the west side of the San Antonio River from Hildebrand Avenue, generally following St. Mary's Street through Tobin Hill, and eventually meeting up with San Pedro Creek below the Five Points Intersection. These previous locales of identification, characterize the open sections of acequia as a stone-lined channel, however the buried portions of the channel are unconfirmed as such.

5.0 PREVIOUS INVESTIGATIONS

The following information is taken from archaeological site forms and survey information available on the Texas Archeological Sites Atlas, unless otherwise cited. The Upper Labor Ditch (Acequia de Labores Arriba) was recorded as a site (41BX2043) in 2013, by UTSA's Center for Archaeological Research archaeologists under Antiquities Permit 6449. This project included investigation of the open segments of the acequia, as well as backhoe trenches, meter-squared test units, and hand excavated trenches to identify and characterize buried sections. Work focused on two APEs that were identified as potential locales during an initial pedestrian survey completed at the beginning of the project. In 2014, SWCA conducted archaeological survey along a suspected segment of the Upper Labor (41BX2043) located near San Pedro Avenue and West Poplar Street. Two of the four trenches contained evidence of the acequia and were documented.

The APE is in an area that has seen lots of previous archaeological work in the vicinity but never within the property boundaries. This work includes surveys starting as far back as 1979 and as recently as 2014. There are four recorded archaeological sites in the immediate vicinity of the project area, they are; 41BX264, 41BX293, 41BX1396, and 41BX2125. All of these are prehistoric archaeological sites except 41BX2125, which is a mixed historic and prehistoric site. Site 41BX2125, which is situated immediately north of the current project area, consists of various 20th century historic debris, as well as a very low number of prehistoric stone artifacts. Notably, also according to the archaeological site forms, the investigation that lead to recording 41BX2125 failed to encounter portions of the Upper Labor. The project area is also sits just west of the Brackenridge Park NRHP Historic District.

Historic aerial imagery of the project area is available as far back as 1955. It appears to have been improved at that time, but large trees obscure most of the APE. It should be noted that Terracon Archaeologists observed several concrete building foundations within the APE.

6.0 METHODS

Fieldwork consisted of the excavation of two backhoe trenches, the locations of which were determined in coordination with the Assistant City Archaeologist to target the Upper Labor Acequia. Trenches were carefully excavated by backhoe and bladed bucket. Excavations were monitored, and excavated sediment was inspected for artifacts. At completion of excavation, portions of trench walls were cleaned to make observations of stratigraphy. Trenches were documented through notes, photographs, and handheld global positioning system unit. In addition, Terracon Archaeologists excavated four shovel tests approximately evenly spaced across the remainder of the APE. Shovel tests were excavated in arbitrary 20-centimeter levels and documented by photographs, field notes, and geolocation.

6.1 Artifact Analysis

Artifacts encountered through the course of investigations were described and photographed on-site, and then returned to their respective places. The importance of the artifacts is in their capacity to relate temporal and other information about the former occupants of the site, and as such they are categorized according to their material and subdivided by unique or diagnostic characteristics.

Bottle glass has many diagnostic traits that offer varying amounts of information that depends upon the preservation of a given vessel (Lindsey 2017). Most glass artifact encountered during the current project were small fragments, and so color was the most diagnostic characteristic when maker's marks were not present. Various colorless and brown bottle glass fragments present at the sites indicate early-twentieth century manufacture (Lindsey 2017). A low number of ceramic artifacts were encountered: whiteware and earthenware characteristic of the nineteenth and twentieth centuries (Stelle 2001).

6.2 Evaluation Criteria

Once identified, cultural resources are evaluated for their importance or significance under federal and state law. For a cultural resource to be deemed eligible for inclusion in the NRHP, the resource must be at least 50 years old and must possess significance and integrity. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location design, setting, materials, workmanship, feeling, and association and:

- a. That are associated with the events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of persons significant in our past; or

- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That have yielded, or may likely to yield, information important in our prehistory or history (36 CFR 60.4).

Additionally, the State of Texas affords important cultural resources a level of protection beyond that of NRHP status if the resource meets the criteria for listing as a State Antiquities Landmark (SAL). SAL criteria are divided into four categories based on the type of resource: archaeological site (13 TAC 26.10), shipwreck (13 TAC 26.11), cache and collection (13 TAC 26.12), and historic structure (13 TAC 26.19). Under each category is a short list of eligibility requirements that mirror NRHP criteria with a few notable inclusions; the concept of integrity is explicitly built into the criteria for archaeological sites and historical structures, potential looting and vandalism is considered for archaeological sites, and historic structures must already be listed on the NRHP.

7.0 RESULTS

7.1 Mechanical Prospection

Backhoe Trench (BHT) 1 was excavated in the southeastern corner of the project area; the location was partly determined by careful consideration of the root masses of significant trees, as well as other vegetation. The trench was excavated perpendicular to the projected alignment of the Upper Labor Acequia, and BHT 1 measured approximately two meters wide, eight meters long, and up to 1.9 meters at deepest. The soil profile consisted of a zone of fill (Ap) which contained a variety of 20th century historic debris atop an apparently intact A-Bk-Cr soil (Table 1). Historic-age artifacts observed in the upper 30 centimeters of the profile included colorless and brown bottle glass, wire nail, concrete pier footing, plastic, red brick fragment, and miscellaneous metal fragments. At a depth of approximately 90 to 110 centimeters below the modern surface, as many as six pieces of burned rock were observed. These presumed prehistoric artifacts were floating in matrix and not associated with other prehistoric artifacts or features.

The north-south alignment of BHT 2 also targeted the projected Upper Labor Acequia. This trench was excavated approximately 10 meters southwest of the Community Garden Entrance near where the extant drainage channel bends along the property line. The trench was approximately 1.5 meters wide, 10 meters long, and as deep as 1.5 meters. The excavation of BHT 2 revealed a nearly identical, yet more compact, soil and artifact profile to BHT 1. BHT 2 yielded a mixture of 20th century debris in the upper 30 centimeters, as well as two pieces of burned rock at a depth of approximately 75 to 100 centimeters below the modern surface.

Table 1. Backhoe trench profile exposure descriptions

BHT #	Zone #	Color	Description
1	1	Very Mottled Soil	Mottled gravelly historic/modern. Irregular, Clear Lower Boundary
1	2	10YR 3/2	Clay, blocky structure, diffuse, smooth lower boundary.
1	3	10YR 4/3	Clay, blocky structure, irregular/wavy, clear lower boundary.
1	4	10YR 6/6	Clay, greater than 50% CF gravel and CaCO ₃
2	1	Very Mottled Soil	Mottled gravelly historic/modern. Irregular, Clear Lower Boundary
2	2	10YR 3/2	Clay, blocky structure, diffuse, smooth lower boundary.
2	3	10YR 4/3	Clay, blocky structure, irregular/wavy, clear lower boundary.
2	4	10YR 6/6	Clay, greater than 50% CF gravel and CaCO ₃

7.2 Shovel Testing

A total of four shovel tests were excavated within the APE, in areas west of the backhoe trenching to provide coverage of the project area beneath the sensitive root masses of legacy pecan and oak trees. All four shovel tests failed to yield materials aside from modern trash, and the soil profiles are detailed in the following Table 2.

Table 2. Shovel test descriptions

Test No.	Depth	Result	Munsell/Color	Texture	Comments
01	60 cmbs	-	10YR 2/2 Very Dark Brown	Clayey Loam	Root bioturbation and CaCO ₃ gravels near surface with gravels decreasing in frequency with depth.
02	50 cmbs	-	10YR 2/1 Black	Clayey Loam	Root bioturbation throughout, granite countertop fragments at surface.
03	50 cmbs	-	Fill: 10YR 8/1 – White 10YR 2/1 – Black	Clayey Loam	Root bioturbation near surface; also, appx. 15cmbs encountered layer of possible road base/CaCO ₃ heavy fill, lots of CaCO ₃ flecks below that. Plastic debris.
04	50 cmbs	-	10YR 2/1 Black	Clayey Loam	Roots near surface, lots of poorly sorted gravels, perhaps construction fill? Fill: ~5cmbs-25cmbs Bottle glass frags.

8.0 CONCLUSIONS AND RECOMMENDATIONS

In compliance with the City of San Antonio Unified Development Code for the redevelopment of an approximately one-acre vacant lot in the northern portion of the River Road Historic District and River Improvement Overlay District 2 in central San Antonio, Terracon was contracted to carry out archaeological investigations. Accordingly, Terracon archaeologists coordinated an appropriate scope of work with the Assistant City Archaeologist in the Office of Historic Preservation and performed desktop review, archaeological backhoe trenching, and shovel testing within the vacant lot. Archaeological fieldwork was carried out with consideration of the potential to encounter vestiges of the Upper Labor acequia and materials associated with the adjacent Zapata House historic site.

Backhoe Trench (BHT) 1 was excavated in the southeast portion of the project area as near to the acequia as we could considering tree canopies and other vegetation, and BHT 2 was excavated near the extant drainage feature in the northeastern portion of the project area. The trenches each presented a similar soil profile, and in each, Terracon archaeologists observed a mixture of modern-20th century materials in the upper 30 cm, as well as few possibly burned rock fragments at about 75-100 cm below the modern surface. We also excavated four shovel tests across the west side of the property. These test pits corroborated the findings of 20th century domestic debris scattered across the project area in the upper 30 cm of sediment. No prehistoric or historic features were encountered over the course of excavations.

Considering findings of relatively recent materials and the lack of evidence pertaining to the Upper Labor acequia, as well as the land use history of the parcel, it is Terracon's opinion that no further archaeological investigations would be necessary. The Upper Labor acequia is projected to have once flowed approximately northeast to southwest following the eastern boundary of the project area, near the present-day drainage feature that flows through the adjacent community garden and the property boundary. The existing rock-lined channel could not be determined to be Colonial-age, but the current and historical channels may overlap.

9.0 REFERENCES CITED

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Cultural Resources Assessment

335 Trail Street ■ Bexar County, Texas

November 6, 2018 ■ Terracon Project No. 90187483



APPENDIX A

Maps



Path: N:\Projects\2018\90187483\Working Files\Maps-Topos\90187483_335TrailSt_01TOPO.mxd

Legend

335 Trail St. APE

1,000 500 0 1,000
Feet



Project Mngr:	JH
Drawn By:	JM
Checked By:	DY
Approved By:	DY

Project No.	90187483
Scale:	1 in = 528 ft
TBPE Firm No.	F-3272
Date:	10-19-18

Terracon	
Consulting Engineers & Scientists	
6911 Blanco Road	San Antonio, TX 78216
PH (210) 641-2112	Fax (210) 641-2124

Topographic Map
Cultural Rseource Survey
335 Trail Street
San Antonio, Bexar County, TX

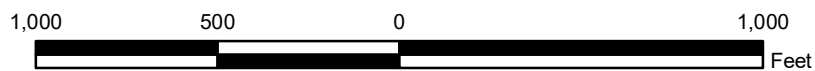
Appendix
1



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Legend

335 Trail St. APE



Project Mngr:	JH
Drawn By:	JM
Checked By:	DY
Approved By:	DY

Project No.	90187483
Scale:	1 in = 528 ft
TBPE Firm No.	F-3272
Date:	10-19-18

Terracon
Consulting Engineers & Scientists
6911 Blanco Road San Antonio, TX 78216
PH (210) 641-2112 Fax (210) 641-2124




Aerial Map
Cultural Rseource Survey 335 Trail Street San Antonio, Bexar County, TX

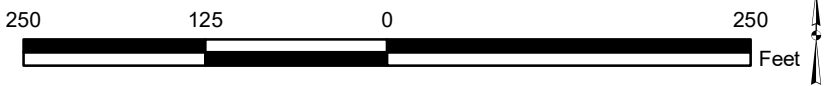
Appendix
2



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

-  Backhoe Trenches
-  Shovel Tests
-  335 Trail St. APE



Project Mngr:	JH
Drawn By:	JM
Checked By:	DY
Approved By:	DY

Project No.	90187483
Scale:	1 in = 132 ft
TBPE Firm No.	F-3272
Date:	10-19-18

Terracon
Consulting Engineers & Scientists
6911 Blanco Road San Antonio, TX 78216
PH (210) 641-2112 Fax (210) 641-2124

Survey Map
Cultural Rseource Survey
335 Trail Street
San Antonio, Bexar County, TX

Appendix
3

Cultural Resources Assessment

335 Trail Street ■ Bexar County, Texas

November 6, 2018 ■ Terracon Project No. 90187483



APPENDIX B

Photographs



Photo #1: View East from central part of project area.



Photo #2: Shovel Test 01.



Photo #3: Shovel Test 02.



Photo #4: Shovel Test 03.



Photo #5: Detail photo of fill layer in Shovel Test 03.



Photo #6: Shovel Test 04.



Photo #8: Clearing ground for BHT 1.



Photo #9: Large limestone chunk removed during excavation of BHT 1.



Photo #10: BHT 1.



Photo #11: Profile of BHT 1.



Photo #12: BHT 1.



Photo #13: BHT 1.



Photo #14: Modern debris from BHT 1.



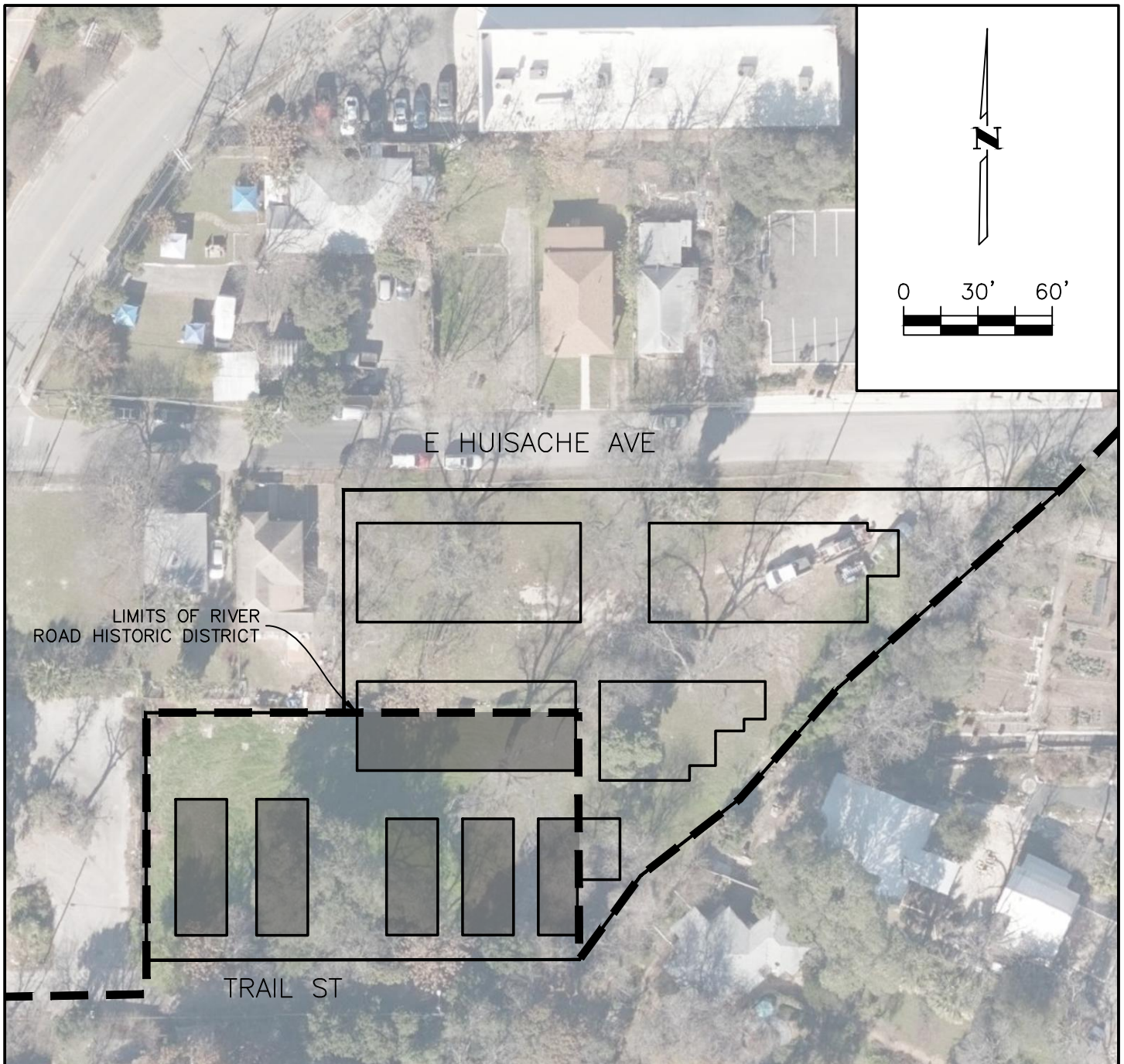
Photo #15: BHT 2 profile.



Photo #16: BHT 2.



Photo #17: Modern Debris from BHT 2.



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	17,906 SF	100%
River Road Historic District Building Footprint	7,037 SF	39%
Non-River Road Historic District Building Footprint	10,869 SF	61%
Percentage of Building Footprint in Historic District (Historic District Building Footprint/Historic District Land Area)		40%
Percentage of Building Footprint in Non- Historic District (Non-Historic District Building Footprint/Non-Historic District Land Area)		41%
Overall Percentage of Building Footprint on Site (Total Building Footprint/Total Land Area)		41%

EXHIBIT

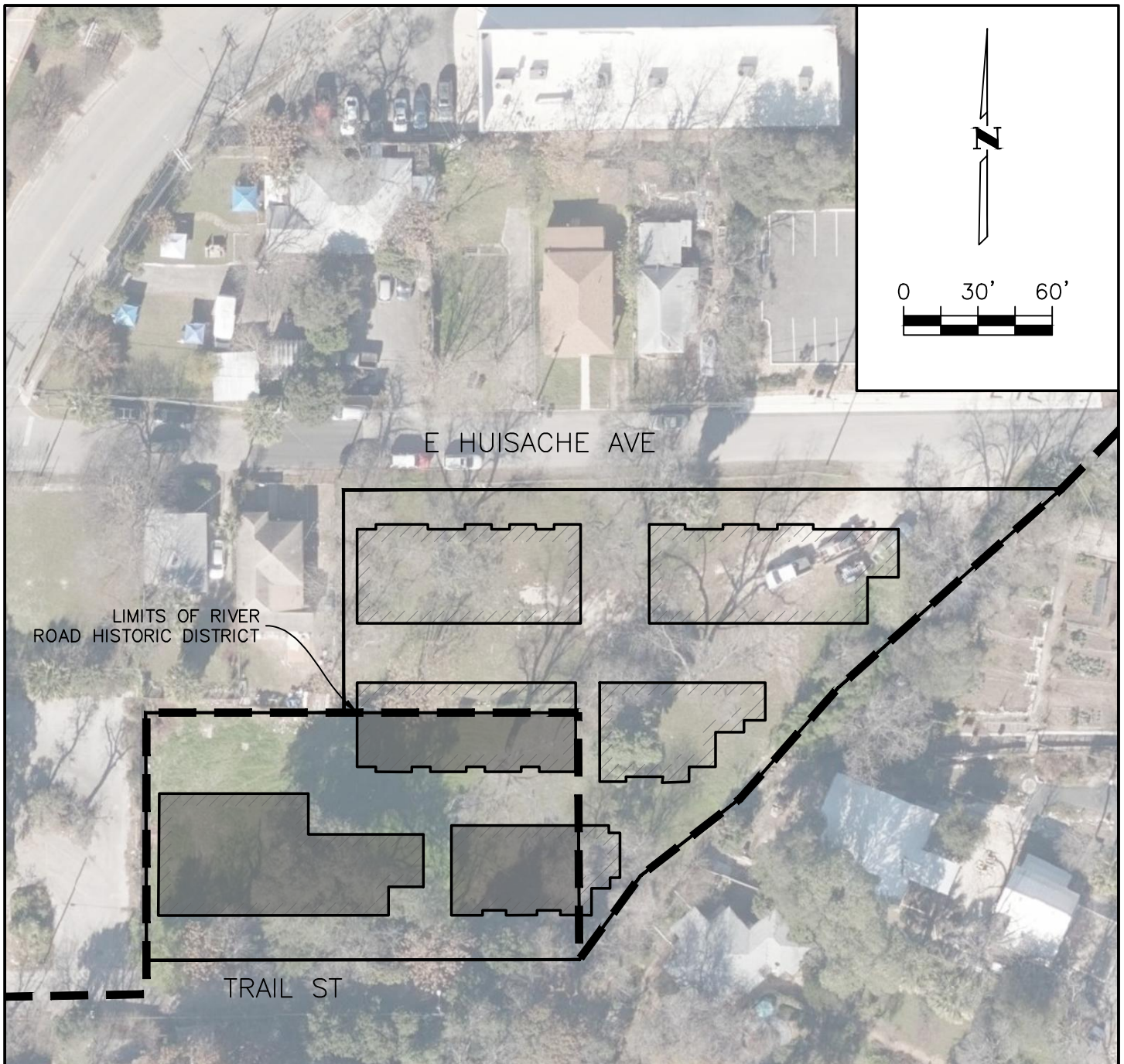
A

TRAIL STREET TOWNHOMES
PLAT # 19-11800095
335 TRAIL STREET
SAN ANTONIO, TX 78212

RIVER ROAD
HISTORIC DISTRICT

UP
ENGINEERING

1270 N LOOP 1604 E, SUITE 1310
SAN ANTONIO, TX 78232 TEL 210-774-5504
WWW.UPENGINEERING.COM TEXAS REG. NO. F-17992



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 <small>(Historic District Building Footprint/Historic District Land Area)</small>		47%
Percentage of Building Footprint in Non- Historic District <small>(Non-Historic District Building Footprint/Non-Historic District Land Area)</small>		41%
Overall Percentage of Building Footprint on Site <small>(Total Building Footprint/Total Land Area)</small>		44%

EXHIBIT

A

TRAIL STREET TOWNHOMES
PLAT # 19-11800095
335 TRAIL STREET
SAN ANTONIO, TX 78212

RIVER ROAD
HISTORIC DISTRICT

UP
ENGINEERING

1270 N LOOP 1604 E, SUITE 1310
SAN ANTONIO, TX 78232 TEL 210-774-5504
WWW.UPENGINEERING.COM TEXAS REG. NO. F-17992

September 10, 2020

City of San Antonio – HDRC
1901 South Alamo, 2nd Floor
San Antonio, Texas 78204

RE: Trail Street – Supplemental Stormwater Letter
A/P #2532986 / Plat # 19-11800095
UP Engineering Project # 27.01
San Antonio, TX

To Whom it May Concern:

The above-mentioned project is located within the City of San Antonio, Texas, along E Huisache Ave near the intersection of N St Mary's St. A drainage report was previously submitted and approved with the subdivision plat (Plat No. 19-11800095). The approved report addressed initial sizing and analysis of on-site detention facilities and deferred the final detention design to the permitting phase.

Recent changes to the site plan include a reduction in the height of the buildings along Trail Street and a reduction in the total building footprint from 19,077 square feet to 17,906 square feet. Onsite mitigations are necessary to reduce any increases in runoff immediately downstream of the site. Two measures are proposed to account for this mitigation, which include two forms of Low Impact Development (LID) and detention. These proposed methods reduce both the higher frequency events (i.e. 2-year event) and lower frequency/high flow events using a combination of LID and onsite detention. Stormwater runoff from both of these areas are directed to either the pond, garden area or E Huisache Ave (or a combination thereof). There is no direct discharge towards or into the acequia.

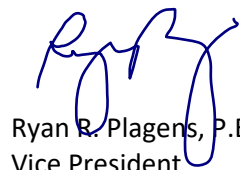
As mentioned above, runoff produced by the development of the site is accounted for utilizing two methods: detention and low impact development. Development of the site does not increase the runoff to the acequia. The proposed methods will reduce the overall stormwater runoff seen by the properties immediately downstream of the site with no discharge directly to the acequia.

Please let me know if you should have any questions or require additional information regarding the site.

Sincerely,

UP ENGINEERING, LLC.

Texas Engineering Firm No. F-17992



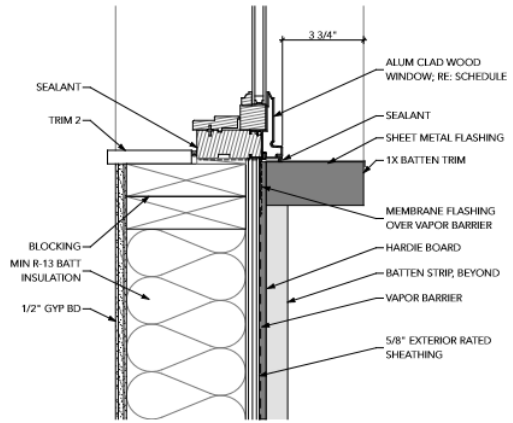
Ryan R. Plagens, P.E., CFM
Vice President
ryan@upengineering.com

UP ENGINEERING, LLC.

HDRC Stormwater Letter | Trail Street Townhomes | September 10, 2020

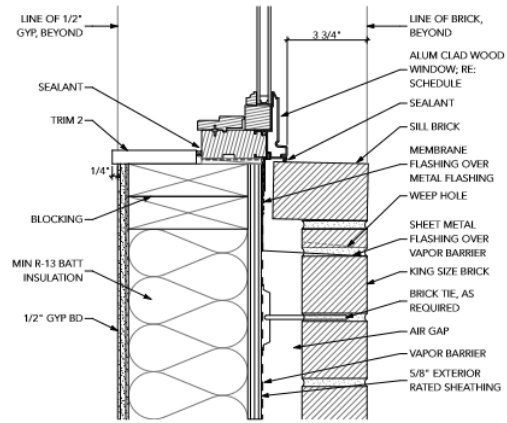
335 Trail Street – Application Supplementary Information

1. Window Section – Please see below. Windows will comply with historic design guidelines for trim, sill details, and installation depths.



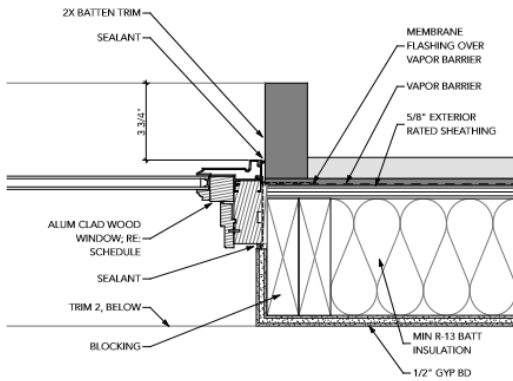
WINDOW SILL @ HARDIE

SCALE: 3" = 1'-0" A2



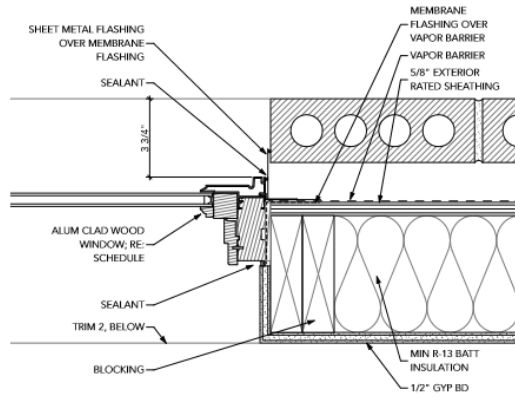
WINDOW SILL @ BRICK

SCALE: 3" = 1'-0" A1



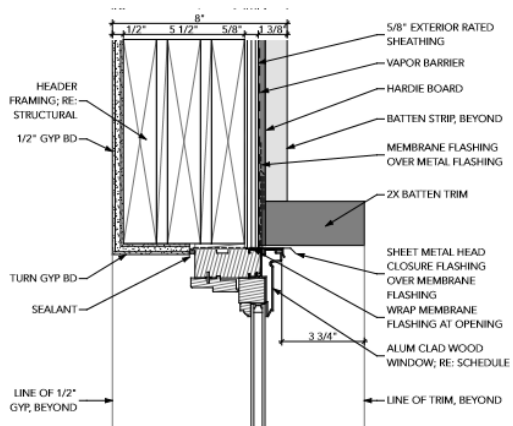
WINDOW JAMB @ HARDIE

SCALE: 3" = 1'-0" B2



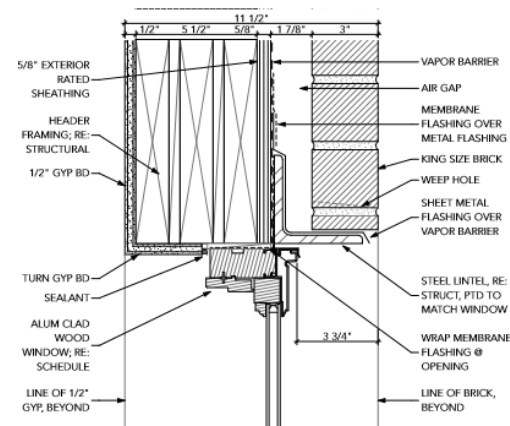
WINDOW JAMB @ BRICK

SCALE: 3" = 1'-0" B1



WINDOW HEADER @ HARDIE

SCALE: 3" = 1'-0" C2



WINDOW HEADER @ BRICK

SCALE: 3" = 1'-0" C1

2. Foundation Heights – finish floor elevations will be approximately 6” above grade. The 2.5 story buildings show a peak height of 35’, but the actual roof height as measured by ordinance is ~33’. The roof heights above grade will comply with the zoning ordinance.

3. Please see the below materials palette. Final color selections will be verified with architect.

TAG	ITEM	DESCRIPTION	NOTES
BRICK VENEER	KING SIZE BRICK	QUARTER BOND	RED BLEND
HORIZONTAL PLANKING	HARDIE LAP SIDING	HARDIE OR SIM - LAP SIDING	BEIGE
BOARD AND BATTEN	HARDIE VERTICAL SIDING	HARDIE OR SIM - BOARD AND BATTEN, SMOOTH	WHITE
STANDING SEAM METAL ROOF	STANDING SEAM METAL ROOF	2" DOUBLE LOCK, NON-STRIATED 18" FLAT PANELS	METAL/UNFINISHED
STANDING SEAM METAL SIDING	STANDING SEAM METAL SIDING	2" DOUBLE LOCK, NON-STRIATED 18" FLAT PANELS	METAL/UNFINISHED

4. Construction Management Plan –Attached is an exhibit showing the limits of construction, silt fence lines, and rock berms. The site plan shows the previous building layout. The new plan will incorporate the same locations of the limits of construction, silt fence lines, and rock berms. Please only use the exhibit to determine the locations of these items and not to determine the location of the buildings.
5. Attached is an exhibit showing the location of the trees, tree tags, and chart of trees that are expected to be preserved or removed.

Dear Historic Design and Review Commission,

I am the property owner of 3314 St. Mary's Street, which is less than 100' from the Trail Street townhouse project. I believe that the new development respects the history of the area, enhances this section of the neighborhood, and will be a wonderful asset for San Antonio. I am excited about the prospect of new families living near Brackenridge Park and enjoying the rich cultural amenities the neighborhood offers.

The developer's proposed project is beautiful. I can think of no better project for that piece of property. The design takes inspiration from the neighborhood and the new plan even saves a large oak tree. The development appropriately respects the acequia, and in fact enhances it with a 5' walking trail. The developer has listened to neighborhood and has gone above and beyond in using low impact development techniques such as permeable pavers and rainwater cisterns to heavily improve the stormwater drainage from the existing conditions. I have had my eye on this development for a few years. I have attended HDRC hearings. I am shocked that this development continues to be scrutinized. It delivers everything we could possibly want on this parcel and in this area.

Our section of the neighborhood is different in character from the River Road neighborhood. To the north of our properties are a string of large commercial office buildings. Wells Fargo, Red McCombs, Texas Capital Bank, and San Antonio Water Services are some of the more well-known tenants. Traffic is heard from highway 281 and the area is composed of commercial properties and billboards. Adjacent to my property is a self-serve car wash. Trail Street is home to a boarded-up house, parking lots, and privacy fences. It is confusing to me that the Trail Street townhouse project has received so much pushback and protest. To the owners in this section of the neighborhood, it is a welcome addition.

San Antonio would be glad to have this development. Our City's cultural and recreational center, Brackenridge Park, provides so much joy to our citizens. For more people to be able share this area with their families and friends is only desirable. This project, and what it will do to this area, will be an asset to all of us.

Sincerely,

Blair Davis

Blair Davis

3314 St. Mary's Street

San Antonio, TX 78212

To whom It may concern,

My name is Daniel Harvey and I own a house at 611 Sumner Drive in the Terrell Hills neighborhood of San Antonio. I am writing this letter to express my support for the proposed development at 335 Trail Street in San Antonio in its current form as submitted to the San Antonio Historic and Design Review Commission in April of 2020.

I currently serve as an officer in the US Army where I teach military science to our nation's future leaders who are progressing through Army ROTC while they complete their college degrees. I will be looking to upsize and relocate over the next few years as my military career comes to a close.

I was specifically attracted to the River Road neighborhood due to its close proximity to an abundance of community amenities including The Pearl and Breckenridge Park. For a career oriented young professional such as myself, the low maintenance nature of townhome living combined with one of the most appealing residential locations in the city is ideal for me as I look toward balancing my career with eventually starting a family.

Although I am aware of the exclusive nature of this neighborhood, I believe that the public amenities and beautiful green space surrounding it were meant for the citizens of San Antonio to enjoy and not just a specific group of individuals. Furthermore, I believe this low impact project serves as a highly appropriate transition between the high-density office park to the North and the low-density residential neighborhood to the South. Lastly, I am hopeful that the taxes, fees and jobs contributed by this project and other developments will provide the city with a much-needed economic boost during a time of recession. I hope to see this project finally move forward and am excited at the prospect of being able to purchase one of these units

Sincerely,

Daniel Harvey

Captain Daniel Harvey

Professor of Military Science

Bowie State University

Dear Historic Design Review Commission,

We moved our small business to 3408 N Saint Marys Street several years ago because we anticipated that the immediate area was going to be improved. We are so close to the Zoo, the park and golf course, and so many other great amenities. The area immediately surrounding us is begging to see more people, and when we heard about the Trail Street townhouse project, we were very excited. However, we are sad to see that the development has taken so long to get approval.

More families on Huisache and Trail would be so great for the neighborhood. The land between Huisache and Trail Street is in bad shape. Trail Street is an eyesore. The new development looks beautiful and would heavily improve this area. Retail and restaurants would have more customers, and more families could enjoy the beauty of Brackenridge Park. We love having a business here, and we hope more people can live here. We look forward to meeting our new neighbors and seeing how our business can serve their needs.

Sincerely,

Jessica Cervantez

Jessica Cervantez
Dollface Den Boutique
3408 N Saint Marys
San Antonio, TX 78212

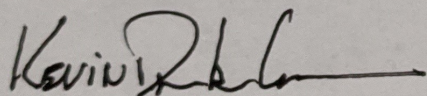
To the members of the Historic Design and Review Commission,

I am writing in support of the 335 Trail St townhouse development in the Brackenridge Park neighborhood. I am a property owner, directly across the street from the townhouse project. I believe that the townhouses will breathe much needed life into the area. I purchased a home in this area due to its amazing proximity to Brackenridge Park, the Zoo, the Pearl Brewery, Trinity University, and the St. Mary's strip, and my business. It is exciting to see a project that will give other people the opportunity to live in a walkable, vibrant, area.

The developer has proposed a project that respects the needs of the neighborhood, while also providing comfort and security to the future townhouse buyers. The developer adequately steps down the height of the townhouses from three stories on Huisache to two stories on Trail. Trail Street in its current condition is unattractive. There is a boarded-up house, a parking lot, and a carwash. The street dead-ends. The developer is sensibly allowing residents to access their homes on Trail Street, and I am excited that the developer is providing ample parking for residents and guests. I believe that Trail Street will dramatically improve due to this development.

These are trying times. The coronavirus has affected the livelihoods of many people and many small business owners. As a business owner that has been present in the Broadway corridor for over twenty five years, I am excited to support this project and the economic growth that it will bring.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin De La Garza", with a long horizontal flourish extending to the right.

Kevin De La Garza
717 E Huisache
San Antonio, TX 78212

Dear Historic Design and Review Commission,

My name is Rosemary Martinez and I own the property at 314 Trail Street. This was my grandmother's home and while it is vacant at the time, I grew up in this area including Huisache and Woodlawn Streets and appreciate the uniqueness and beauty of the River Road area and surrounding amenities. Currently, Trail Street has just a few homes and is far from the quaint neighborhood that I remember; however, Trail Street at one time, also carried the same historic significance and charm, and stories of families lives of days gone by, just as the River Road neighborhoods still do today.

I support the Oaks at River Road Townhouse project as a means to bring vitality to this neglected corner of the community. Whether we agree or not, just knowing that this 1-acre greenspace between Trail and Huisache would someday develop, I can appreciate the developer's effort to capture the beauty & character of this unique area.

Initially, I was not in support of the development due to the developer's previous design, but as of its latest changes, it seems that the developer has taken the 'voice' of River Road residents into consideration, by meeting all recommendations/requests to include, protection and preserving the old oak tree, as well as replanting more trees and ensuring Trail Street will only have two story units. Also, the addition of metal roofs, inclusion of balconies, walking trail accessing to Huisache and Allison Park, water conservation methods and a garden area, enhances the natural character of the surrounding area. As mentioned before, it was just a matter of time before this greenspace would develop; I find it fortunate that the developer is listening to the people.

Based on the enhancements made, it seems the developer is working with the community to come to an amicable solution which would enrich the area, both businesses and residential alike.

I hope the Historic Design Review Commission will take these things into consideration and I hope that they approve the townhouse project and help to make Trail Street home again.

Sincerely,

Rosemary Martinez

314 Trail Street



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Tue, Jul 21, 2020 at 8:49 AM

Reply-To: f [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Frank Garrison

Email

[REDACTED]

Address

[300 Convent Street](#)
[Suite 1330](#)
[San Antonio, Texas United States 78205](#)

Comment

It would be nice to see townhomes and smaller multifamily sites in the area, not a big box apartment complex.



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Sat, Jul 25, 2020 at 1:56 PM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Jana Sullivan

Email

[REDACTED]

Address[310 Trail St.](#)[San Antonio, TX 78212](#)**Comment**

I had a very concerns about the project. Mr. Morin took the time to correspond with me and explain his solutions. I am in support of this development.



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Mon, Jul 20, 2020 at 10:09 PM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Jim Young

Email

[REDACTED]

Address

704 rolling green
Lakeway , Tx 78734

Comment

These developers have worked tirelessly to provide housing options in an area that really needs it. San Antonio can benefit greatly from appropriate density like this, which serves a variety of income levels.



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Tue, Jul 21, 2020 at 3:20 PM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Kristi Marmorstein

Email

[REDACTED]

Address

606 N Presa #809
San Antonio, TX 78205

Comment

I am excited to see this project come to life as there is a lack of new quality housing in this area. The chance to bring together a small infill project like this and attract more families closer to the downtown area is visionary. I fully support this project. I commend the developer and the city for addressing these needs of bringing housing closer to the inner city.



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Thu, Jul 23, 2020 at 5:53 PM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Trayce Cerwick

Email

[REDACTED]

Address

[18 Champion Trail](#)
[San Antonio, TX USA 78258](#)

Comment

We are in favor of this as this property is located centrally to our business, the airport and downtown. The site looks very well thought out and attractive.

Trayce Cerwick
VP Racing Fuels



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Sat, Jul 25, 2020 at 1:54 PM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Austin Walker

Email

[REDACTED]

Address

537 E Craig Pl
San Antonio, TX United States 78212

Comment

I am in support of the property at the end of trail st being developed into something that works in the river road neighborhood. I believe that this developer is working toward a solution that works for all.



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Tue, Jul 21, 2020 at 8:13 AM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Benjamin Sanders

Email**Address**

6727 Cougar Vlg
San Antonio , Tx US 78242

Comment

It's clear that the developer values the community impact of this development, and the thoughtful growth of the area. Developments like this are what San Antonio, and specifically this area, need more of. This is sure to be a highlight of the area when completed, addressing the city's clear housing shortage.

My name is Charles Morin and I own a small business on the corner of North Saint Mary's and Trail. I am in full support of tasteful development in or near the River Road neighborhood. I was actually on the River Road Neighborhood association board for a total of three years. Although the board members were extremely nice, lovely people they were typically anti-development to the area. Every time a potential development in or near the neighborhood arose they were ready for battle. They sued developers at least twice while I was on the board. One of those was the apartment complex near the corner of N. St. Mary's and Mulberry. The owner developer was extremely kind and let the association utilize his undeveloped property on several occasions to raise money. I don't remember all of the information about that property but if I remember correctly the developer bent over backwards to appease the association. Again the people on the board and from the neighborhood are very nice folks except when it comes to development.

The proposed project "The Oaks at River Road", judging by the renderings and map lead me to believe that this project would greatly enhance the neighborhood. Very low key and tasteful in my opinion. I am all for it and more.

Charles Morin Rub a Dub Car Wash.

1020 Austin Hwy

Unit 1020 Austin Hwy



David Morin <davidmorin7224@gmail.com>

New Form Entry: Contact Form

no-reply@weebly.com <no-reply@weebly.com>

Tue, Jul 21, 2020 at 10:45 AM

Reply-To: [REDACTED]

To: davidmorin7224@gmail.com

You've just received a new submission to your [Contact Form](#).

[Mark as Spam](#)

Submitted Information:

Name

Dr. Sandi Wolff

Email

[REDACTED]

Address

938 E. Josephine
San Antonio, TX United States 78208

Comment

Thank you for working with the HDRC so diligently, listening to the suggestions and adjusting your design and plans to fit the neighborhood. As a former HDRC Commissioner, I appreciated your willingness and patience to reach out to the neighborhood and work with all parties involved to create a beautiful and appropriate solution. Your ability to thoughtfully develop this area and create new revenue for the taxing districts is a welcomed boost to the economy. It is a wonderful area and a great project for the community.