HISTORIC AND DESIGN REVIEW COMMISSION

September 20, 2023

HDRC CASE NO:	**2023-367**
ADDRESS:	146 NAVARRO ST 203 S PRESA ST
LEGAL DESCRIPTION:	NCB 125 BLK LOT 13 (CPS ENERGY NAVARRO)
ZONING:	D, H, RIO-3
CITY COUNCIL DIST.:	1
DISTRICT:	La Villita Historic District
APPLICANT:	Humberto Aguillon/GarzaEMC
OWNER:	Clay Bain/BH 146 NAVARRO STREET LLC
TYPE OF WORK:	Construction of a parking lot
APPLICATION RECEIVED:	August 30, 2023
60-DAY REVIEW:	October 29, 2023
CASE MANAGER:	Edward Hall

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct a surface parking lot at 146 Navarro. The proposed surface parking lot will feature approximately 14 parking stalls and will be located in an existing, pedestrian plaza feature.

APPLICABLE CITATIONS:

UDC Section 35-672 – Neighborhood Wide Design Standards

(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.

D. In RIO-7, block dimensions along San Pedro Creek pose unique challenges in developing pedestrian friendly site plans. The following guidelines should be used in designing site access and circulation.

i. Primary Pedestrian Frontage Streets—Houston, Commerce, and north side of Nueva St.

a. New curb cuts are not allowed except:

I. Lots with no other access.

II. Lots with block faces over three hundred (300) feet long along Houston, Commerce St., or Nueva St. where the curb cut is part of through block circulation that includes shade trees with an arcade, sidewalk, pedestrian oriented street, or parking street.

ii. Secondary Pedestrian Frontage Streets—Flores and Camaron.

a. New curb cuts are only allowed where:

I. Lots front on Houston, Commerce Street, or the north side of Nueva St.

II. Lots have no other access.

III. Lots with block faces over three hundred (300) feet long along Camaron or Flores St. where the curb cut is part of through block circulation that includes shade trees with an arcade, sidewalk, pedestrian oriented street, or parking street.

iii. All other streets:

a. Curb cuts are allowed when placed consistent with the Unified Development Code and the Downtown Design Guidelines.

(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, river, or creek edge 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 30-foot setback from the above mentioned lot line shall comply with the requirements of the table. Where parking is located on corner sites only the lot line along the primary street 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 RIO-7 for all properties that fall within one hundred (100) feet of the river or creek right-of-way in all RIO districts.

(3) **Screen or Buffer Parking Areas from View of Public Streets, the River, Creek, 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 50-foot setback from the edge of the river or creek ROW use, at a minimum, type E; or

B. Within a 20-foot setback from a property line adjacent to a street use, at a minimum, type B; or

C. Within a 20-foot setback of commercial or industrial property that abuts a residential property use, at a minimum, type C

Table 672-1a

Description	RIO-1	RIO-2	RIO-3	RIO-4	RIO-5	RIO-6
Max. % Coverage of Lot Line*	50%	40%	N/A	40%	40%	30%
Buffering Required?	Yes	Yes	Yes	Yes	Yes	Yes

Table 510-2
Minimum Plant Materials Required for Each Bufferyard Type

Bufferyard Type	Minimum Width (in feet)	Trees [1]		Shrubs [3]			Fence (F), Berm (B) or Wall (W) [7]
		Canopy	Understory [2]	Large [3]	Medium [5]	Small [6]	
A	10	2	2	-	-	16	-
Option	10	2	2	-	8	-	-

B	15	2	2	8	12	-	-
Option	15	2	2	6	8	6	-
C	15	2	4	9	8	-	F or W
Option	15	2	3	10	10	-	F or W
D	25	2	4	9	8	-	F or W
Option	25	2	3	10	10	-	B
E	30	2	4	14	4	4	F or W
Option	30	2	3	12	8	4	B
F	40	2	4	9	5	-	B & W

Unified Development Code Section 35-673, Neighborhood Wide Design Standards

(m) 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 or creek.

A. Position utility boxes so that they cannot be seen from the public Riverwalk or San Pedro Creek 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.

Downtown Design Guide, Chapter 4, Parking and Access

A. ALL PARKING AND ACCESS
Locate parking areas, loading and vehicular circulation to minimize its visibility.

1. Locate off-street parking behind or below buildings as seen in Figure 4.2 and 4.3.
2. Parking areas should be integrated into the project it serves. Public parking may be either a freestanding structure, shared parking or integrated into a project, provided it is clearly signed as public parking.
3. Except for the minimum ground-level frontage required to access parking and loading areas, no parking or loading should be visible on the ground floor of any building façade that faces a street as seen in Figure 4.1.
4. Drive-through aisles for fast food or similar should be placed to the rear of the building.
5. On-street parking lanes may be converted to travel lanes during rush hour.
6. Provide on-street parking for visitors and customers.

Locate drop-off zones along the curb or within parking facilities to promote sidewalk and street wall continuity and reduce conflicts with pedestrians.

7. Drop-offs, including residential, hotel and restaurant drop-offs, should be provided either 1) within the off street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane with no sidewalk narrowing. Exception: where there is no curbside parking lane and off street drop-off is not feasible, a hotel may have a drop-off lane provided the required sidewalk width of 48inches is maintained as shown in Figure 4.4.

Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use.

8. Provide secure bicycle parking space for residential, commercial and institutional building occupants.

Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians. See Figure 4.4

9. Vehicular access shall be from an alley, sidewalk or mid-block on a street as illustrated in Figure 4.5.
10. Curb cuts and parking and loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.
11. Where a vehicular exit from a parking structure is located within five (5) feet of the back of the property line, a visual and audible alarm and enhanced paving shall be installed to warn pedestrians and cyclists of exiting vehicles.
12. Parking and loading access should be shared with adjacent properties where feasible.

FINDINGS:

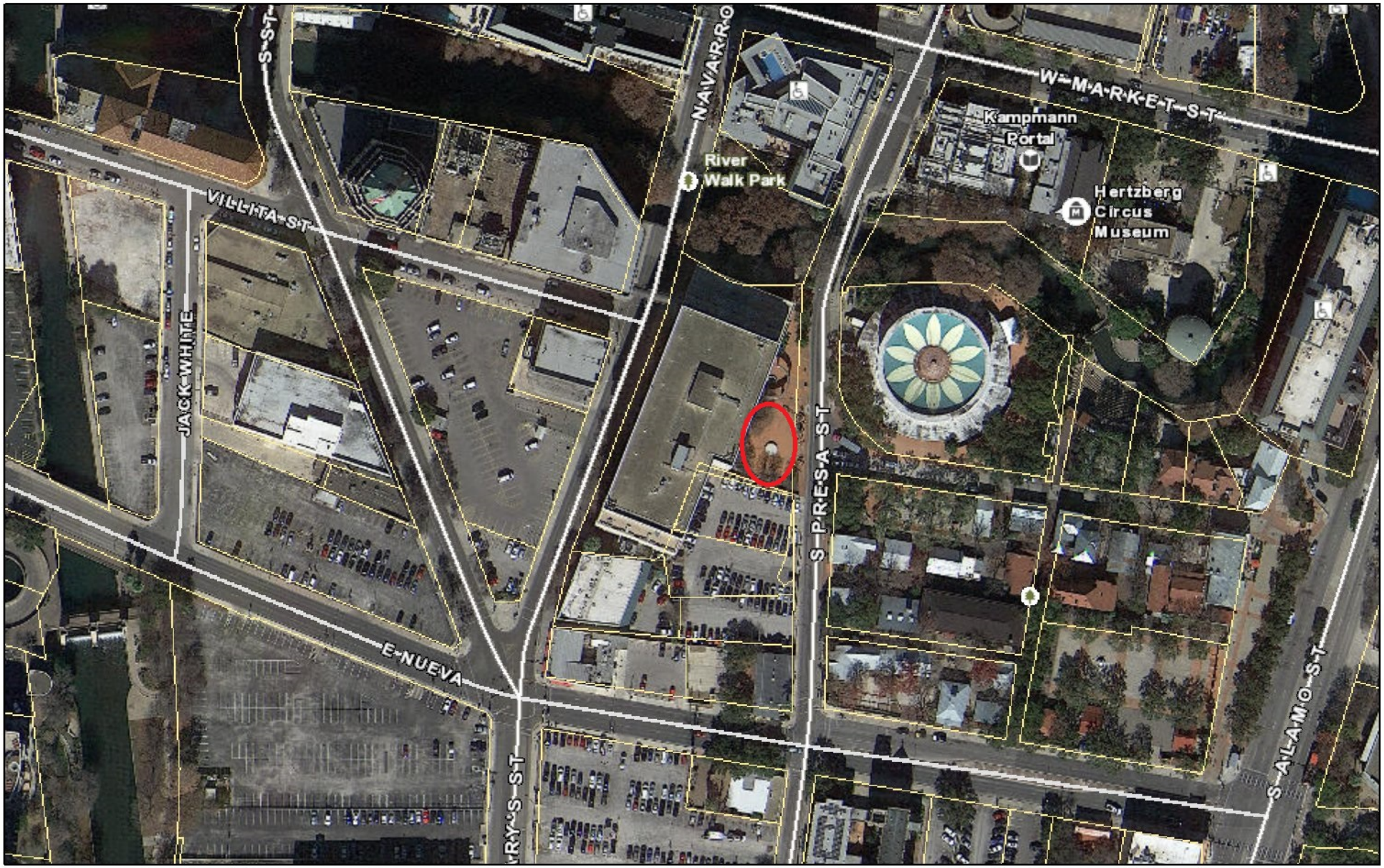
a. The applicant is requesting a Certificate of Appropriateness for approval to construct a surface parking lot at 146 Navarro. The proposed surface parking lot will feature approximately 14 parking stalls and will be located in an existing, pedestrian plaza feature.
b. PARKING – The Downtown Design Guide Chapter 4 notes that off-street parking should be located below or behind buildings, should be integrated into the project that it serves and should not be visible on the ground floor of any building façade that faces a street. Per the UDC Section 35-672, the extent of parking area that may be located along the street, river, or creek edge 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. The UDC notes that the lot line parking percentage for RIO-3 is not applicable; therefore it is not recommended in RIO-3/downtown, adjacent to the street. Staff finds the proposed parking to be inconsistent with the Downtown Design Guide and the UDC.
c. BUFFERING – For RIO-3, parking that is within a twenty (20) foot setback from a property line adjacent to a street must be screened with a landscape buffer that at minimum features the following (Type B from Table 510-2, Section 35-510). This requirement would include a buffer yard that is at minimum fifteen (15) feet wide, features at least two canopy trees, two understory trees, at minimum six large shrubs, eight medium shrubs, and six small shrubs. Staff finds that the UDC's standards regarding buffering should be met.
d. DUMPSTER ENCLOSURE – The applicant has proposed a dumpster to be located adjacent to the property line and public right of way. Per the UDC Section 35-672(m), service areas should be visually unobtrusive, should be integrated into the design of a building or site, should be located away from major streets, and doors of trash enclosures should be oriented to face away from the street. Staff finds the proposed dumpster enclosure's location to be inconsistent with the UDC. Staff finds that the on-site dumpster enclosure should be located and design to be appropriate and consistent with the UDC.
e. ARCHAEOLOGY – The project area is located within the La Villita Local Historic District, River Improvement Overlay, La Villita National Register of Historic Places District, and is likely traversed by the Pajalache or Concepcion Acequia, a previously recorded archaeological site and designated National Historic Civil Engineering Landmark. In addition, the property is adjacent to the historical alignment of the San Antonio River, an area known to contain significant historic and prehistoric archaeological deposits. Furthermore, previously recorded archaeological sites 41BX2385 and 41BX369 are located near to the project area. Therefore, an archaeological investigation is required. The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

RECOMMENDATION:

Staff does not recommend approval based on findings b through d. Staff recommends the applicant amend the proposed site and parking design to be consistent with the Downtown Design Guide and the UDC. This would include the relocation and screening of the proposed dumpster enclosure, buffering and screening of parking consistent with the Downtown Design Guide and the UDC and would likely result in a significant reduction in surface parking. Additionally, staff recommends the applicant relocate and amend the proposed dumpster enclosure to be consistent with the UDC.

ARCHAEOLOGY – An archaeological investigation is required. The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

City of San Antonio One Stop



September 14, 2023

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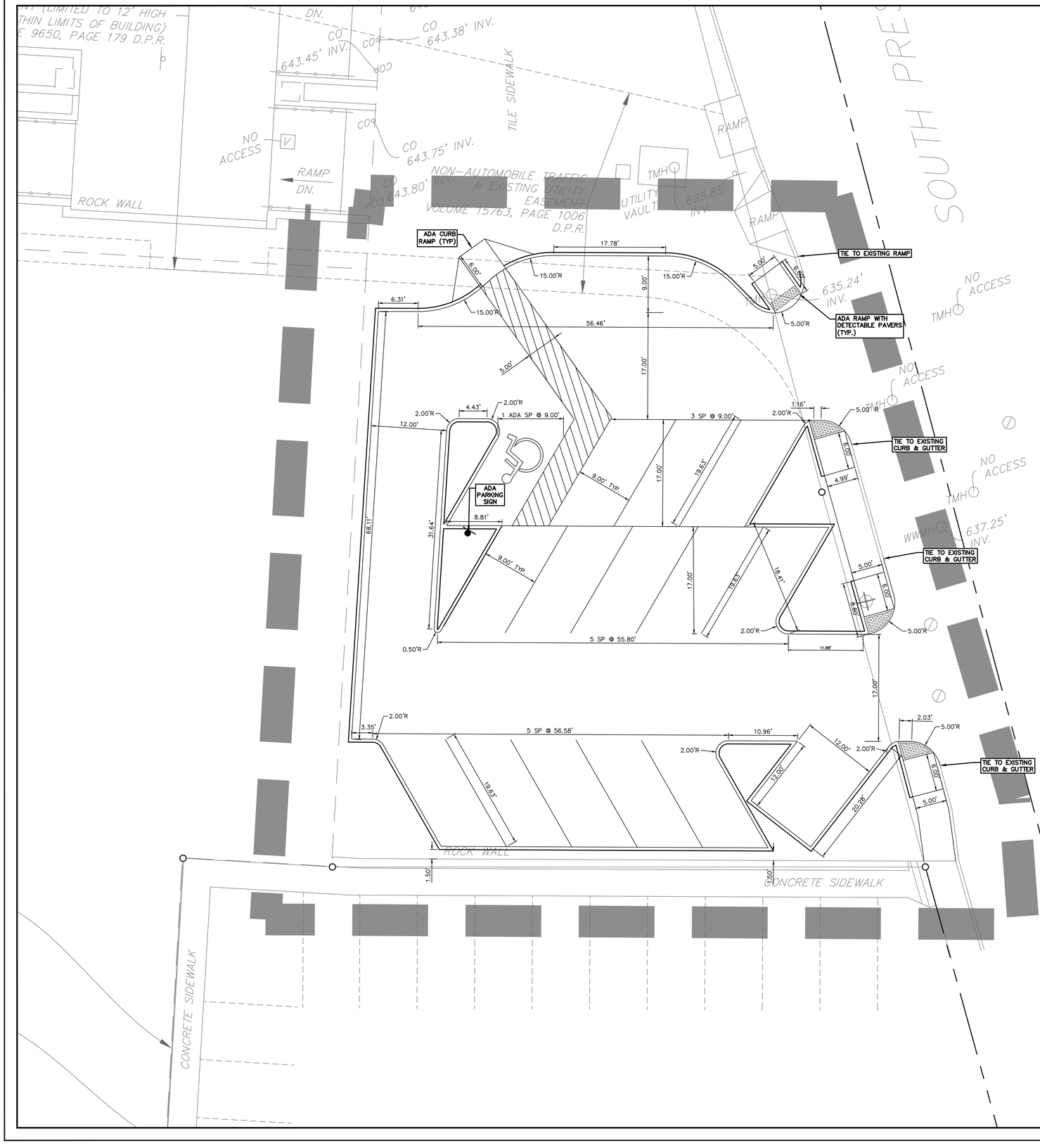

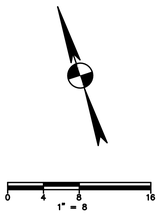

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / R.O.W. LINE
(XXXX)		RECORD INFORMATION
		LIGHT POLE
		GROUND LIGHT
		POWER POLE
		DOWN GUY
WTMH		WATER MANHOLE
		WATER LINE MARKER
UGCB		UNDERGROUND CABLE MARKER
UGGB		UNDERGROUND GAS LINE MARKER
UGTM		UNDERGROUND TELEPHONE MARKER
GSR		GAS RISER
TSR		TELEPHONE RISER
SPC		SPRINKLER CONTROL BOX
	SW	SWITCH GEAR & PAD
	T	TRANSFORMER (SIZE VARIES)
		FIRE HYDRANT
		WATER VALVE
		WATER METER
	W	WATER METER VAULT (SIZE VARIES)
		CABLE TV RISER
	E	ELECTRIC BOX
	E	ELECTRIC METER
	G	GAS METER
	G	GAS VALVE
TCB	TCB	TRAFFIC CONTROL BOX
TSP	TSP	TRAFFIC SIGNAL POST
		GRATE INLET
		CURB INLET (SIZE VARIES)
	G	GREASE TRAP (SIZE VARIES)
EMH		ELECTRIC MANHOLE (SIZE VARIES)
WWMH		WASTEWATER MANHOLE (SIZE VARIES)
SSMH		STORMSEWER MANHOLE (SIZE VARIES)
TMH	TMH	TELEPHONE MANHOLE (SIZE VARIES)
CO	CO	WASTEWATER CLEANOUT
X	X	WIRE FENCE
//	//	WOOD FENCE
		CHAIN LINK FENCE
	D	DUMPSTER
		CURB & GUTTER
		EDGE OF PAVEMENT
		FIRE LANE DESIGNATION
		HANDICAP ACCESS ROUTE
		CONCRETE SIDEWALKS
		WALL
		SIGN
		WHEELSTOP
		BOLLARD
	FFE	FINISH FLOOR ELEVATION
_R @ 9.0'	_R @ 9.0'	PARKING COUNT (REGULAR SPACES)
_HC @ 9.0'	_HC @ 9.0'	PARKING COUNT (HANDICAP SPACES)
_P @ 9.0'	_P @ 9.0'	PARKING COUNT (PARALLEL SPACES)
		HANDICAP SPACE
	EXCESS / HILLSIDE	BIKE PARKING
		BARRICADE
		LIMITS OF CONSTRUCTION

ACCESSIBILITY NOTES:

1. SLOPES ON ACCESSIBLE ROUTES SHALL COMPLY WITH TAS SECTION 402 INCLUDING A MAXIMUM CROSS SLOPE OF 1:48 AND MAXIMUM RUNNING SLOPE OF 1:20.
2. RAMPS ON ACCESSIBLE ROUTES SHALL COMPLY WITH TAS SECTION 405.
3. WALKING SURFACES THAT ARE A PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH TAS SECTION 403.
4. PAVERS IN ACCESSIBLE ROUTE SHALL BE NON-BEVELED TO MINIMIZE WHEELCHAIR VIBRATIONS.

GENERAL NOTES:

1. ALL DIMENSIONS TO THE CURBS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL SITE PLAN NOTES ARE ON THE SITE PLAN DETAILS SHEET, SHEET 9 & 10.
3. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE RELEASED SITE PLAN. ANY ADDITIONAL IMPROVEMENTS WILL REQUIRE SITE PLAN REVISION OR CORRECTION AND APPROVAL OF THE DEVELOPMENT SERVICES DEPARTMENT.
4. ALL EXISTING STRUCTURES SHOWN TO BE REMOVED WILL REQUIRE A DEMOLITION PERMIT FROM THE CITY OF SAN ANTONIO DEVELOPMENT SERVICES DEPARTMENT.
5. SCREENING FOR SOLID WASTE COLLECTION AND LOADING AREAS SHALL BE THE SAME AS, OR OF EQUAL QUALITY TO, PRINCIPAL BUILDING MATERIALS.

PAVEMENT DESIGN:

1. CONTRACTOR TO REFER TO GEOTECHNICAL RECOMMENDATIONS FOR PAVEMENT DESIGN, BY _____, DATED _____.
2. CONTRACTOR IS ALSO RESPONSIBLE TO VERIFY THAT THE REPORT HAS NOT BEEN MODIFIED PRIOR TO CONSTRUCTION.

garza EMC
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Austin, Texas 78735
Tel. (512) 298-2284 Fax (512) 298-2592
TBPE #F-14469 TBPLS #10194462

NO	DATE	REVISION

STATE OF TEXAS
BRANDON MATTHEW TODD
133049
LICENSED PROFESSIONAL ENGINEER

SITE PLAN

146 NAVARRO PARKING
146 NAVARRO STREET

BH PROPERTIES

DRAWN BY: ETR
DESIGNED BY: BT
QA / QC:
PROJECT NO.: 114010-00001

SHEET 7 OF 10


SPEED
Public Parking
Google


Cypress St
Google


PARK
WORK AHEAD
O'BRIEN HOTEL