

HISTORIC AND DESIGN REVIEW COMMISSION

May 01, 2024

HDRC CASE NO: 2024-157
ADDRESS: 146 NAVARRO 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: Jessica Milligan/GarzaEMC
OWNER: BH 146 NAVARRO STREET LLC
TYPE OF WORK: Construction of a surface parking lot
APPLICATION RECEIVED: April 15, 2024
60-DAY REVIEW: June 14, 2024
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 thirteen (13) parking stalls and will be located in the location of a previous pedestrian plaza. Within this request the applicant has proposed hardscaping, landscaping, site paving and brick façade repair on the commercial structure on site.

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 48 inches 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:

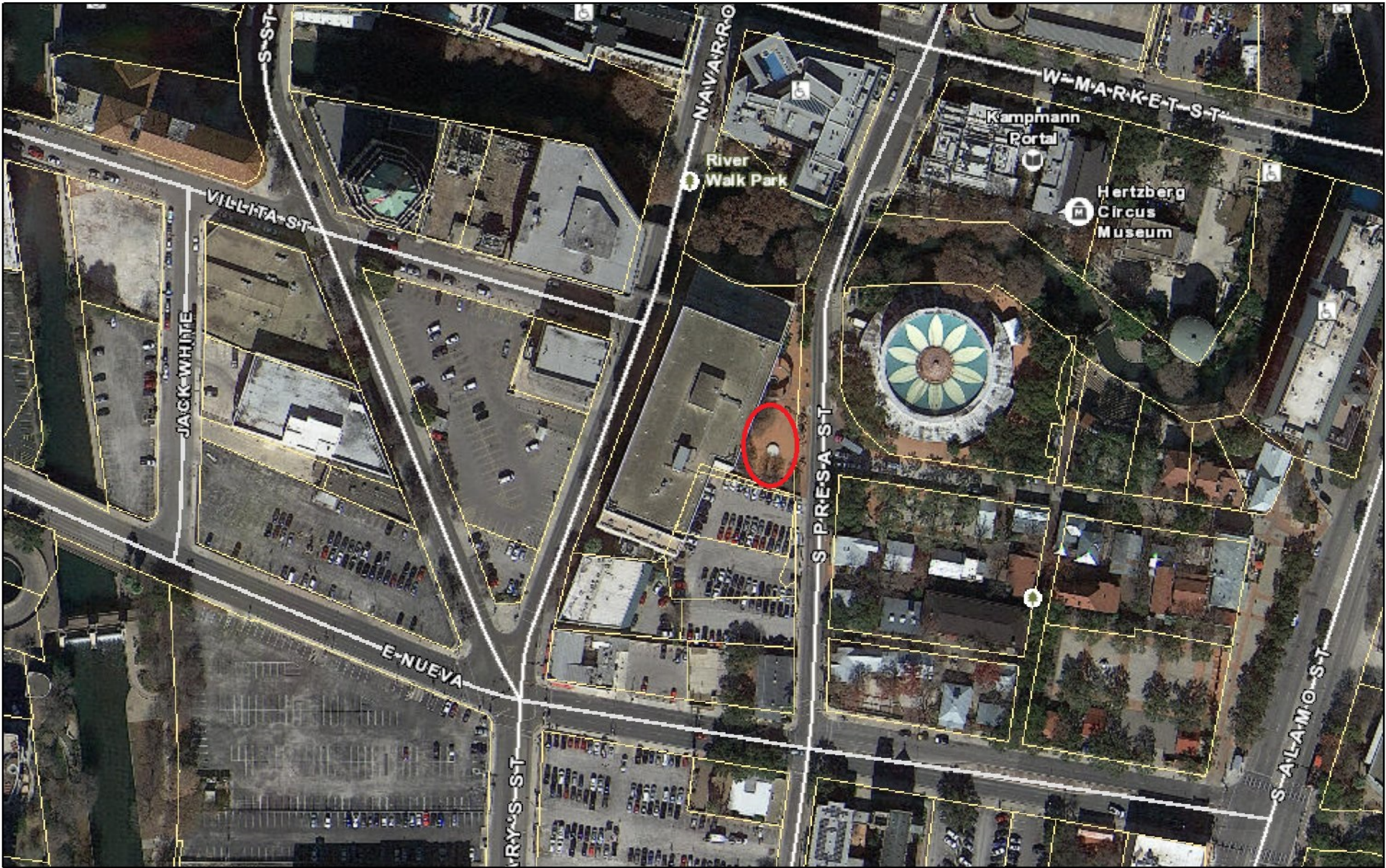
- a. The applicant is requesting a Certificate of Appropriateness for approval to construct a surface parking lot at 146 Navarro. The proposed surface parking lot will feature thirteen (13) parking stalls and will be located in the location of a previous pedestrian plaza.
- b. PREVIOUS REVIEW – The construction of a surface parking lot was previously reviewed by the Historic and Design Review Commission on September 20, 2023. The request was denied at that hearing. The previous request lacked both landscaping and buffering elements.
- c. DESIGN REVIEW COMMITTEE – This request was reviewed by the Design Review Committee on March 12, 2024, and April 9, 2024. At those meetings, Commissioners asked questions regarding the proposed landscaping and planting materials. Generally, Commissioners were supportive of the revised plan.
- d. PARKING & BUFFERING – 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. 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. Generally, staff finds the applicant has met the required buffering depth. Staff finds that the applicant should confirm that all planting requirements are met.
- e. LANDSCAPING ELEMENTS – In addition to the landscaping buffer, the applicant has also proposed limestone seating blocks and hardscape pavers in pedestrian areas. Staff finds these installations to be appropriate. Final paver materials should be submitted to OHP staff for review and approval.
- f. BRICK REPAIR – The applicant has proposed to repair and install brick on the commercial structure on site where brick is currently not installed, at locations previously covered by plaza elements. Staff finds this to be appropriate as the applicant has noted that brick will match the existing.
- g. 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:

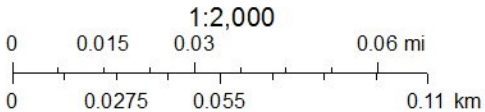
Staff recommends approval based on findings a through e with the following stipulations:

- i. That the applicant submits a planting scheme that addresses each of the UDC's requirements for plantings; at least two canopy trees, two understory trees, at minimum six large shrubs, eight medium shrubs, and six small shrubs.
- ii. That final paver materials should be submitted to OHP staff for review and approval.
- iii. 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











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

Historic and Design Review Commission
Design Review Committee Report

DATE: March 12, 2024

HDRC Case #:

Address: 146 Navarro

Meeting Location:

APPLICANT: Jessica Milligan

DRC Members present: Jeff Fetzer, Monica Savino, Jason Vasquez, Roland Mazuca

Staff Present: Edward Hall

Others present:

REQUEST: Construction of a surface parking lot

COMMENTS/CONCERNS:

MS: What is the proposed plan in the buffer areas? JM: Landscaping; a landscape architect has been engaged and native landscaping elements will be incorporated.

MS: Questions regarding the existing plaza's construction date. Concern regarding the removal of pedestrian elements for vehicular ones.

JF: The removal of the dumpster goes a long way in addressing concerns. Comments on landscaping elements. Trees should be incorporated.

JV: Finds that shading elements should be incorporated. At least three trees within the planting areas.

MS: Consider low stone walls to create height and elevation on site/to be incorporated into landscaping.

RM: Agrees with JF and JV regarding the incorporation of trees.

JF: Consider unique paving within pedestrian access areas.

OVERALL COMMENTS:



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

Historic and Design Review Commission
Design Review Committee Report

DATE: April 9, 2024

HDRC Case #: -----

Address: 146 Navarro

Meeting Location: Webex

APPLICANT: Jessica Milligan, Brandon Todd

DRC Members present: Jeff Fetzer, Roland Mazuca, Michael Pollog

Staff Present: Edward Hall

Others present:

REQUEST:

Construction of a surface parking lot

COMMENTS/CONCERNS:

BT: Overview of proposed revisions to site and parking plan, overview of landscaping elements

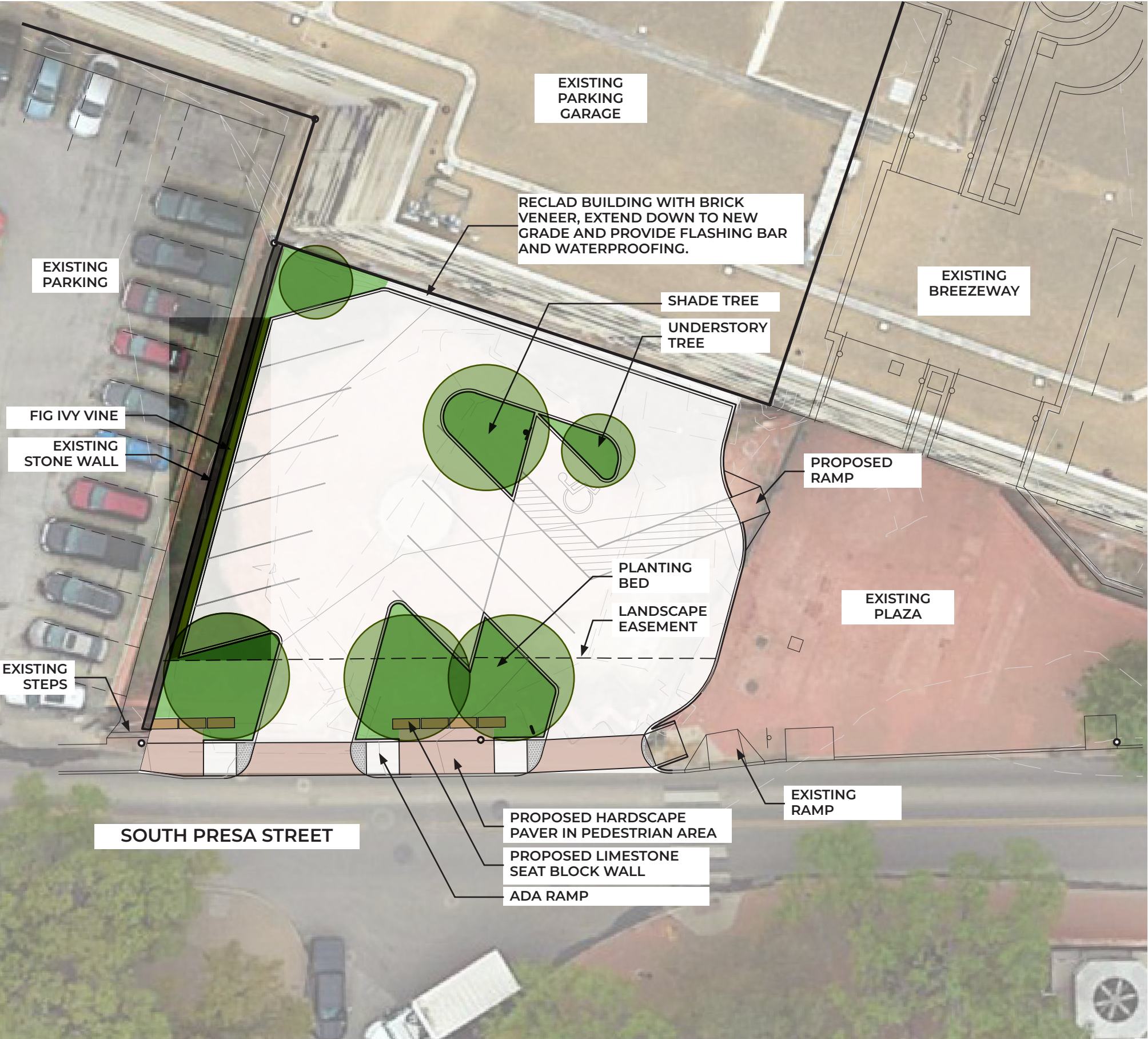
JF: Questions regarding note to reclad building in brick veneer. BT: Brick will be installed where existing plaza elements are removed and exposing area.

JF: Will any additional landscaping be added to other areas (not within landscaped area). Consider linking new landscaping with existing landscaping to the north.

MP: Will pedestrian seating be proposed? BT: Yes, seating will be provided under the shade trees for pedestrians.

JF: Plan to show the existing plaza to the north with existing trees.

OVERALL COMMENTS:













SKATEBOARDING
BA
ROLLERBOARDING
PROHIBITED

