



VICINIA



A TRANSIT
ORIENTED
DEVELOPMENT
GUIDING PRINCIPLES

PREPARED FOR PMI 2016, LLC

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The **VICINIA** design charrette took place September 24-29th, 2017 in downtown San Antonio at Hotel Valencia. The illustrations in this document are intended to convey the conceptual strategies of land development for **VICINIA**.

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THE FUNDAMENTALS OF NEW URBANISM

The method in which so many of our local ordinances are actualized affects every aspect of our daily lives and, therefore, directly affects our human behavior. **VICINIA** believes that our built environment not only affects the visual aspects of our life, but also the patterns and types of choices we make as a result. This direct interdependence to the access of our daily, individual “life essentials” is worthy of monumental consideration.

Human response has been conditioned over the last fifty years to revolve around the automobile. While this has afforded great convenience, it has also managed to take the “humanness” out of our communities and civility out of our lives.

The Transit Oriented Development (TOD), is the creation of compact, walkable, pedestrian-oriented, mixed-use community centered around high quality transit systems. This vibrant, livable, sustainable community makes it possible to live a lower-stress life without complete dependence on a car for mobility and survival.

THE TRADITIONAL NEIGHBORHOOD DEVELOPMENT

1. The traditional neighborhood shares the following conventions:

- The neighborhood is physically understood and limited in scale.
- Residences, shops, workplaces and civic buildings are located in the neighborhood all in close proximity.
- A hierarchy of streets serve the needs of the pedestrians and the automobile equitably.
- Physically defined squares and parks provide places for formal social activity and recreation.

- Private buildings on a clear edge delineate the public space from the block interior.
- Civic buildings and squares reinforce the elements of the neighborhood becoming symbolic of community identity and providing places of purposeful assembly for social, cultural, and religious activities.

2. Traditional neighborhoods promote social objectives.

- By bringing within walking distances most of the activities of daily living, including dwelling, shopping and working; the elderly and the young gain independence of movement.
- By reducing the number and length of automotive trips, traffic congestion is minimized and road construction is limited.
- By organizing appropriate building densities public transit becomes a viable alternative to the automobile.
- By providing defined public spaces such as streets and squares, citizens come to know each other and to watch over their collective security.
- By providing a full range of housing types and work places, age and economic class are integrated and the bonds of an authentic community are formed.
- By providing suitable civic buildings, democratic initiatives are encouraged and the balanced evolution of society is secured.

DESIGN PRINCIPLES

The best examples of developments that offer a sense of security, human relevance and comfort to the resident are found in older towns. The way these towns developed more than one hundred years ago were a matter of what made sense: what best accommodated the daily life of the individual. These towns were not concerned with the demands of the automobile but with the simple needs of the person.

Public gathering places, front porches, balconies, and tree lined sidewalks emerged not from zoning ordinances but as obvious

needs to be fulfilled. There were no case studies or paradigms to guide our fore-fathers in the planning of their community; they used common sense. They sought to find direct solutions to address the daily life functions of the people as well as to find relief from the climatic conditions of the region. They then constructed these structures in such a fashion to remain timeless pleasing to the eye.

THE MASTER PLAN

The Master Plan and Guiding Principles of **VICINIA** seeks to define the community by means of strategies, drawings, and covenants. The Master Plan and Guiding Principles is the framework from which all growth shall be defined and nurtured. The purpose for such documents is to ensure that the original intent of the community is maintained throughout its construction, thereby stabilizing the historical integrity and functional continuity of the town.

The drawings will illustrate the standardized governing architectural styles and scale for the different types of structures. Generous variations will be allowed but only upon review by an architectural Design Review Board. The intent is not to create “cookie cutter” housing by any means, but rather to reflect a regional and historical benchmark.

Street sections and utility requirements will also be addressed in the drawings and in the covenants. Street sections refer to the spatial relationships of the buildings to the sidewalk, the trees to the road and ultimately to the pedestrian.



THE CODE

This Document, as a guideline, is intended to outline the requirements for a Transit Oriented Development community as defined in the San Antonio UDC. The San Antonio UDC can be found at: <http://www.sanantonio.gov/DSD/Resources/Codes#154541587-unified-development-code>

To the extent these guidelines do not specifically address components or requirements of the zoning and/or land use ordinances of the city of San Antonio, the existing ordinances shall control. To the extent there is a conflict, the San Antonio UDC shall control.

The codes adopted for the neo-traditional community are specific to the indigenous character of this development ensuring continuity and harmony. Most municipalities have utility and setback regulations based on the old subdivision models of the 1940's and 50's. These regulating standards will not support the neo-traditional model and must be revised.

Some of the elements that are universally addressed in the master planning phase are the control of building techniques, materials, on street parking and utility line placement. Equally as important is the flow of traffic through a network of interconnecting street grids. The idea is to eliminate dead-end roads and cul-de-sacs which limit access and breed confusion.

MISSION STATEMENT

VICINIA TOD is envisioned to be a 97-acre, mixed-use project consisting of a mix of affordable and market rate housing, retail, senior housing, office and community facilities. Located in a suburban infill area of San Antonio, Texas. Utilizing the city of San Antonio's VIA Metropolitan Transit System, **VICINIA** can connect it's residents to all the offerings and attractions of the city of San Antonio at large.

The site is a greenfield site that the developer has pieced together to realize the vision for development. The project is envisioned as a walkable, mixed-use community, with street oriented retail, and shared parking.

The master plan design features a robust town square, which will be the center of community life featuring events, recreation space, farmers market, etc. The new transit center, which is at the heart of the Transit Oriented Development, is strategically located near the town center providing transit riders direct access to all the amenities that **VICINIA** has to offer.

DESIGN VISION

The City of San Antonio has developed a significant vision for its future development patterns, specifically around components incorporating mixed-use, which has been memorialized in various Statement of Purpose narratives supported by specific strategies incorporated in the form of use policies to help achieve the envisioned results.

The Transit-Oriented Development district encourages a mixture of residential, commercial, and employment opportunities within identified light rail station or other high capacity transit areas. The district allows for a more intense and efficient use of land at increased densities for the mutual re-enforcement of public investments and private development. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, to provide a density and intensity that is transit supportive. The development standards of the district also are designed to encourage a safe and pleasant pedestrian environment near transit stations by encouraging an intensive area of shops and activities, by encouraging amenities such as benches, kiosks, and outdoor cafes, and by limiting conflicts between vehicles and pedestrians. It is the intent of this section that a "TOD" district be restricted to areas within one-half of a mile of a transit station, which is equivalent to a typical ten-minute walking distance

SPECIAL DEFINITIONS

Where definitions in the Guiding Principles vary from the San Antonio UDC, both are included if one offers more detail or clarity. In all cases, the UDC definitions will govern (shown in italics and located in appendix A).

ALLEY: *ALLEY SA UDC Definition: A minor public right-of-way not intended to provide the primary means of access to the abutting lots, which is used for vehicular service access to the back or sides of properties otherwise abutting on a public street.*

A traditional thoroughfare serving access needs at the rear of residential units in other than the town center. Other functions include trash removal and utility service. Pavement is two way “yield street” traffic flow at 15 mph. Windows facing the lane help maintain security. Garage apartments can help provide this added security. (HPE).

ALLEY ZONE: The Alley Zone includes the areas between the alley pavement and the rear garden wall or other structure. Part of the Alley Zone is in the public right-of-way and the rest is on the Private Lot. Landscape improvements in the Alley Zone are an important part of the community and are subject to the requirements of the Landscape Code. Maintenance of landscaping in the Alley Zone is the responsibility of the adjacent Homeowner.

APARTMENTS: *APARTMENT SA UDC Definition: See Dwelling Multi-family*

A dwelling not coinciding with an individual lot such that the lot is shared with other apartments and/or another use category.

AUXILIARY STRUCTURE: Buildings used for uses other than housing; i.e. greenhouses, garden structures, sheds, etc. The architectural character including colors, details, and materials shall match that of the principle structure.

BACK YARD: (Private Yard) The area(s) that are at the back of a building, normally separated by building and/or garden wall from the street and alley. These areas are generally landscaped for the enjoyment of the individual landowner and as such, when garden walls are present, are not subject to all of the requirements imposed on the more public landscapes in the community. (Landscape Code)

BALUSTRADE: *BALUSTRADE SA UDC Definition: A rail or row of posts that support it, as along the edge of a staircase.*

An entire railing system along the edge of a balcony, including a top rail and its balusters and sometimes a bottom rail.

BAY: A part of a structure as a building that is marked off by vertical elements.

BAY WINDOW: A window or series of windows forming a bay in a room and projecting out from the wall.

BIKEWAYS: Thoroughfares dedicated specifically to, or available for, bicycle use. The general network of thoroughfares, if correctly dimensioned, is generally usable by cyclists sharing lanes with motor vehicles moving slowly. Specialized accommodation is required only where the speed of traffic precludes sharing. (Duany Plater-Zyberk & Company, F2)

BLOCK: *BLOCK SA UDC Definition: The properties abutting both sides of a street and lying between the two nearest intersecting or intercepting streets; a molding or projecting course running horizontally along the face of a building, such as a continuous row or layer of stones or brick in a wall.*

The aggregate of lots and allies circumscribed by public use tracts, generally streets.

BOULEVARD/AVENUE: A principal traditional thoroughfare designed to encourage pedestrian mobility and connecting centers within communities. Avenues and boulevards generally serve multiple land uses and have center medians, street trees, sidewalks and parallel parking.

Buildings are placed at or near the sidewalk to optimize pedestrian access and mobility. Auto mobility is secondary. (HPE)

BUILDING COVER: The horizontal land area occupied by a building at finished grade, excluding open porches, loggia, and projections.

BTL: Built-to-line. Mandatory setback unless otherwise indicated.

Also See SA UDC: Building setback line and Build to zone

CHAMFERED: A right angle corner cut symmetrically at forty-five degrees.

CIVIC BUILDING RESERVATION: The systematic reservation of sites for civic buildings. Civic sites should be associated with honored locations at plazas or squares, or at the termination of vistas. (Duany Plater-Zyberk & Company, M4.4)

CIVIC USES: *SEE SA UDC.*

Premises used by organizations considered to support the common good and therefore accorded special treatment within traditional neighborhood developments. Civic Uses include educational, cultural, social, service, and religious not-for-profit organizations. (Duany Plater-Zyberk & Company, M4.4)

CLADDING: Exterior surface material of a building.

COLONNADE: A roofed structure supported by columns.

COMMERCIAL STREET: Appropriate for commercial buildings at Center and Core Zones. Trees are confined by individual planters, creating a sidewalk of maximum width, with areas accommodating street furniture. (Duany Plater-Zyberk & Company, G1.2)

COMMERCIAL USE: A general category of building use which includes office, and retail uses but excludes

residential, lodging, and civic. (Duany Plater-Zyberk & Company, M4.4)

CORNER LOT: A lot situated at the juncture of two or more streets.

COURTYARD: *COURTYARD SA UDC Definition: A space, open and unobstructed to the sky, located at or above grade level on a lot and bounded on three (3) or more sides by the walls of a building*

An open space surrounded by walls and/or buildings measured 12'-0" at its minimum depth.

COURTYARD APARTMENT BUILDING: A pedestrian oriented equivalent to conventional garden apartments, either for rent or for sale. A courtyard building is three or more stories, and can be combined with nonresidential uses on the ground floor. The building can be configured in a U-shape or open square, with parking integral to the building, below grade, or in an open lot to the rear. The courtyard apartment building has a relatively shallow setback from the street; in town center or urban locations, the structure is built to the sidewalk edge and, to provide privacy and a sense of security, the first living floor is elevated significantly above grade. (Zimmerman/Volk Associates, Inc.)

CURB RADIUS: The curved edge of the street at an intersection measured at the inner edge of the outermost curb.

DECK: Any wooden platform without a solid roof structure.

DOORYARD: An elevated yard outside the front or rear door of a house.

DORMERS: *SA UDC Definition: A vertically set window on a sloping roof, also the roofed structure housing such a window.*

DRIVE: A special traditional thoroughfare serving pedestrian mobility, similar to a Street, with developed, urban character on one side and natural area on the other (such as a Playa, wetland or wooded area). Auto mobility is secondary. (HPE)

DRIVEWAY: *Driveway SA UDC Definition: Entrance to and exit from premises where it is possible to park completely off the street, and which is not open for vehicular traffic except by permission of the owner of such private property.*

A vehicular access way within a private lot connecting a garage to a thoroughfare. (Duany Plater-Zyberk & Company, F6.1)

DRB: Design Review Board created by **VICINIA** and administered through the HOA.

EAVES: The lowest overhanging part of sloping roof.

FACADE: *FACADE SA UDC Definition: The exterior wall of a building exposed to public view or that wall viewed by persons not within the building, an exterior wall.*

The foremost component of a building which includes porches, galleries, arcades, etc. used to establish the edge of a setback parallel to a frontage line.

FAR (FLOOR AREA RATIO): *Floor Area Ratio SA UDC Definition: The ratio of the total building floor area in square feet to the total land area in square feet.*

FENCE: *See FENCE SA UDC Definition*

A semi-transparent property edging, 2'-6" to 3'-6" high, made of painted wood, ornamental iron, masonry, a combination of the above, or a hedge generally used to separate the front yard (semi-public) from sidewalk (public) area.

FOOTPRINT: The total area of structure as measured at the ground level. When enclosed space is located above a porch or cantilevered out from the lower floor, the footprint of heated and cooled space shall include the enclosed space on the upper level.

FRONTAGE LINE: *FRONTAGE SA UDC Definition: The frontage of a parcel of land is that distance where a property line is common with a street right-of-way line.*

GABLE: The vertical triangular portion of the end of a

building having a double sloping roof from the level of the cornice or eaves to the ridge of the roof.

GARDEN STRUCTURE: Pavilions, gazebos, harbors, pergolas, and other similar structures no more than one story in height.

GARDEN WALL: An opaque fence or wall 6 to 8 feet in height, made of natural stained wood, masonry, stucco, and/or ornamental steel, or a combination of the above, generally used to separate sideyards or a back yard (private) from the street or alley (public) area.

GREEN: A medium sized public space available for unstructured recreation, circumscribed by building facades, its landscape consisting of grassy areas and trees, naturalistically disposed and requiring only limited maintenance. Green could include any amenities that support recreational use intended. (Duany Plater-Zyberk & Company, E1)

HIPPED ROOF: A roof which slopes upward from all four sides of a building requiring a hip rafter at each corner.

LIGHT: An aperture through which daylight is admitted into the interior of a building. A pane of glass, a window, or compartment of a window.

LIVE WORK UNIT: *LIVE-WORK UNIT SA UDC Definition: A building in which offices, studios, or other commercial uses are located on or above the first floor. (VICINIA: where living is included)*

A rear yard, fully mixed-use building type with dwellings above or behind a commercial space. (Duany Plater-Zyberk & Company J2)

LOGGIA: A roofed but open gallery or arcade along the front or side of a building often at an upper level.

LOT: *LOT UDC: A designated parcel or area of land established by plat to be used, developed, or built upon as a unit.*

A separately platted portion of land containing a use held privately.

LOT LINE: The boundaries that legally and geometrically demarcate the edges of parcels held in private ownership and intended primarily for the construction of buildings. (Duany Plater-Zyberk & Company, H2.2)

LOT WIDTH: *LOT WIDTH SA UDC Definition: The width of a lot at the front setback line.*

The dimension of the frontage line (the lot boundary that coincides with the principal fronting thoroughfare). (Duany Plater-Zyberk & Company, H2.2)

MAIN BODY: The largest part of the front facade. It includes the front door of the house.

MAIN STREET: A traditional, pedestrian serving thoroughfare with features that encourage pedestrian movement, serving a compact mix of land uses, potentially including retail, office and residential. Main Streets have parallel parking on both sides and, where the uses are more compact and activity is more intense, angle (or diagonal) parking is specified. Buildings front the sidewalk to optimize pedestrian access to commercial establishments. Motor vehicle mobility is important, but subordinate to pedestrian mobility. (HPE)

MANSION CONDO / APARTMENT BUILDING: A small scale, two to four story apartment building, often with a street façade resembling a large detached house. Apartment allows for rental product while condo allows for-sale units.

MEETING HALL: A building equipped by design for public assembly.

MULTIFAMILY RESIDENTIAL: Any dwelling structure consisting of more than one dwelling unit.

NEIGHBORHOOD PROPER: The built-up area of a TND including blocks, streets, squares, and parks.

O Gee GUTTERS: A double curve formed by a union of a convex and concave line resembling an S-shape.

OPEN SPACE: *See OPEN SPACE SA UDC Definition*

OUT BUILDING: A separate or attached building additional to the principal building, adjacent with the rear lot line of a maximum of two stories, and having a maximum building footprint of 450 square feet (s.f.). The architectural character shall match that of the principle structure.

OUT LOOKER: A member which projects and supports that part of the roof construction beyond the face of gable.

OVERHEAD CONNECTOR: A walk, deck, or similar structure that connects the house with an outbuilding or garden structure at any level other than the first floor.

PARK: *See PARK SA UDC*

PARKWAY: *PARKWAY SA UDC Definition:*
a. The portion of the streets right-of-way between the edge of the curb, or the edge of the curb, or the edge of the roadway where no curb exists, and the property line.

b. the area located within public ROW between the outer curbline and the adjacent property line.

(Tree Lawn) The area between the property line and back of street curb along all streets, this zone is typically located in public right-of-way and is not part of the lot. This area generally consists of regularly spaced canopy-type street trees, sodded lawn, street lighting, signage, monumentation and utilities where required. These provide a consistent edge treatment, shade and enhancement for the public streets in the community. Maintenance of the Parkway/Tree Lawn Zone shall be the responsibility of the adjacent landowner, except as otherwise determined by the Developer.

PATIO: A hard surfaced area without a solid roof structure.

PERGOLA: An open air garden structure with a trellis roof.

PORCH, GALLERY, VERANDA: *PORCH SA UDC Definition: A roofed area, which may be glazed or screened, attached to or part of and with direct access to*

or from a structure and usually located on the front or side of the structure; a covered entrance or semi-enclosed space projecting from the facade of a building; may be open sided, screened, or glass enclosed.

PORTAL: A large and imposing doorway entrance or gate.

PORTICO: A walkway or porch with a roof supported by columns, often at the entrance of a building.

PRESERVE: *See PRESERVE SA UDC Definition.*

A designation applied to areas intended to never be urbanized.

PRIMARY RESIDENCE: The primary dwelling structure on a lot.

PRIVACY FENCE: *See Garden Wall.*

PRIVATE: That which is neither public nor civic.

RESERVE: *See RESERVATION SA UDC Definition*

SETBACK: *SETBACK SA UDC Definition: A line within a lot parallel to and measured from a corresponding lot line, establishing the minimum required yard and governing the placement of structures and uses on the lot; the open space between the property line of the lot and the nearest projection of a structure.*

SHARED PARKING: Where day, night, or weekday/holiday schedules allow for the use of parking spaces by more than one user such as with meeting halls, religious buildings, and dwelling retail combinations.

SIDE YARD SETBACK: The minimum distance from the side property line adjacent to another lot or public right-of-way to any part of the house or ancillary structure.

SQUARE: *SQUARE SA UDC Definition: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed.*

Squares shall be located at major intersections. The minimum size shall be 1/2 acre and the maximum shall be 5 acres. Squares may be linear following the trajectories of the built environment. (Table 209-9A)

An outdoor public tract spaciouly defined by its surrounding buildings as a room that is defined by its walls, and adjacent to streets on at least two sides. Squares shall be partially paved and surrounded by a mix of uses ranging from commercial, retail, to living on at least sixty percent of its perimeter.

STAIRS: A flight of steps for the purpose of accessing floors or levels beyond the first floor.

STOOPS / STEPS: A short flight of steps for the purpose of accessing the first floor or level.

STORY: *STORY SA UDC Definition: That part of a building between the surface of a floor and the ceiling immediately above.*

STREET: *STREET SA UDC Definition: Any vehicular way which: (1) is an existing state, county or municipal roadway; or (2) is shown upon a plat approved pursuant to law; or (3) is approved by other official action; and includes the land between the street lines, whether improved or unimproved.*

A general, traditional thoroughfare serving pedestrian mobility, with two or four travel lanes and parking generally on one or two sides. Motor vehicle mobility is vital, but subordinate to pedestrian mobility. In low volume areas requiring very distinct speed control, yield streets are specified where two opposing vehicles meeting would require one to slow and pull aside. Green Streets have added separation via wider planting strips. (HPE)

STREET EDGE: A masking structure stretching along the frontage line or coplanar with the facade, designed to remedy a gap of spatial definition or to mask parking. A street edge shall consist of one or a combination of the following: a solid masonry wall, matching the finish of the principal structure; a fence not less than 50% opaque; or a dense hedge (Duany Plater-Zyberk & Company)

STREET LAMPS: A light standard between eight and fourteen feet in height equipped with an LED or metal halide light source.

STREET VISTA: The view framed by buildings at the termination of the axis of a street.

STREET WALL: *See STREET WALL FACADE SA UDC Definition*

A masonry or wood wall no less than seventy-five percent opaque built along the frontage line and between seven and fourteen feet in height. Any opening must be gated. The percent opaqueness shall be calculated including all openings.

TERRACE: An upper level outdoor living area without a solid roof.

THROUGH STREET: Through streets may provide primary access to and/or border but not pass through a neighborhood proper. In the event through streets border or pass through a neighborhood proper, there shall be between the frontage line and the street lanes a sidewalk of not less than six feet, at least one lane of parking, at least one ten foot travel lane and a planted area with trees planted no further than fifty feet apart. Through streets will generally be constructed in accordance with the existing City road and street regulations as supplemented by the **VICINIA** street plat.

TOWER: A small room, porch, or deck which protrude from the maximum height allowed for a residence.

TOWNHOUSE: *TOWNHOUSE SA UDC Definition: A building that has one-family dwelling units erected in a row as a single building on adjoining lots, each being separated from the adjoining unit or units by a fire wall (to be constructed in accordance with city codes and ordinances), along the dividing lot line, and each such building being separated from any other building by space on all sides.*

A residential dwelling attached to a similar dwelling held in fee simple ownership.

TRACT: A separately platted portion of land containing a use held in common.

TRANSOM: A small hinged window above another window or door. The horizontal cross piece to which such a window is hinged.

TRANSOM SA UDC Definition: A horizontal window over a door or window.

TREE (SHADE): *TREE SHADE SA UDC Definition: A large tree growing to a height of forty (40) feet or more at maturity.*

A deciduous tree of wide canopy resistant to root pressure of proven viability in the region no less than four inch caliper and eight foot vertical clear trunk at the time of planting.

TREE (STREET): *TREE STREETSCAPE SA UDC Definition: A tree planted in the public ROW and may be used to meet the streetscape standards within the form based zoning district and within section 35-512, Streetscape Planting Standards.*

A deciduous tree resistant to root pressure of proven viability in the region no less than four inch caliper and eight foot vertical clear trunk at the time of planting.

TREE LAWN: See definition of Parkway.

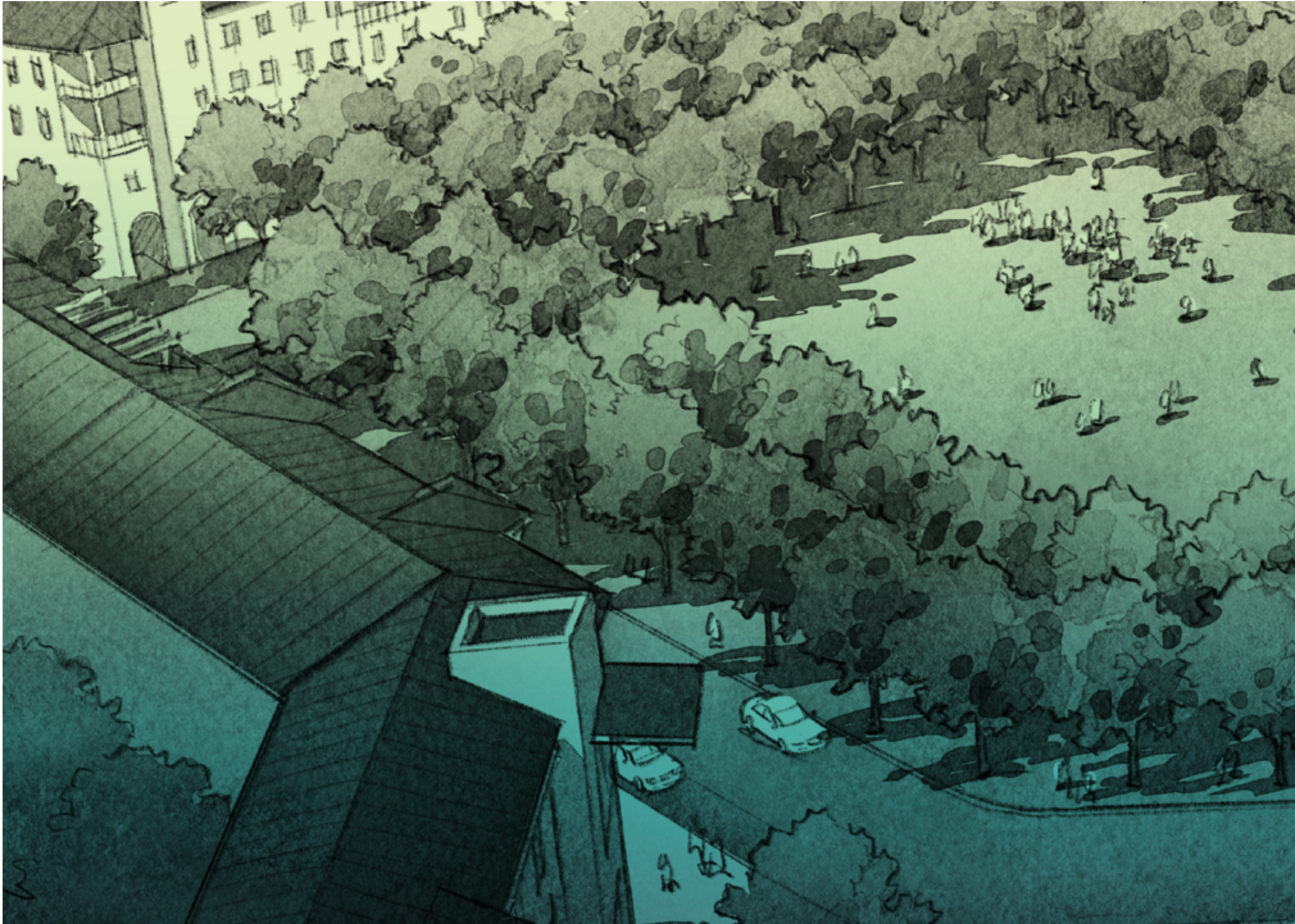
UTILITY ALCOVE: A utility niche located on lots, intended for use by public utilities (see plat).

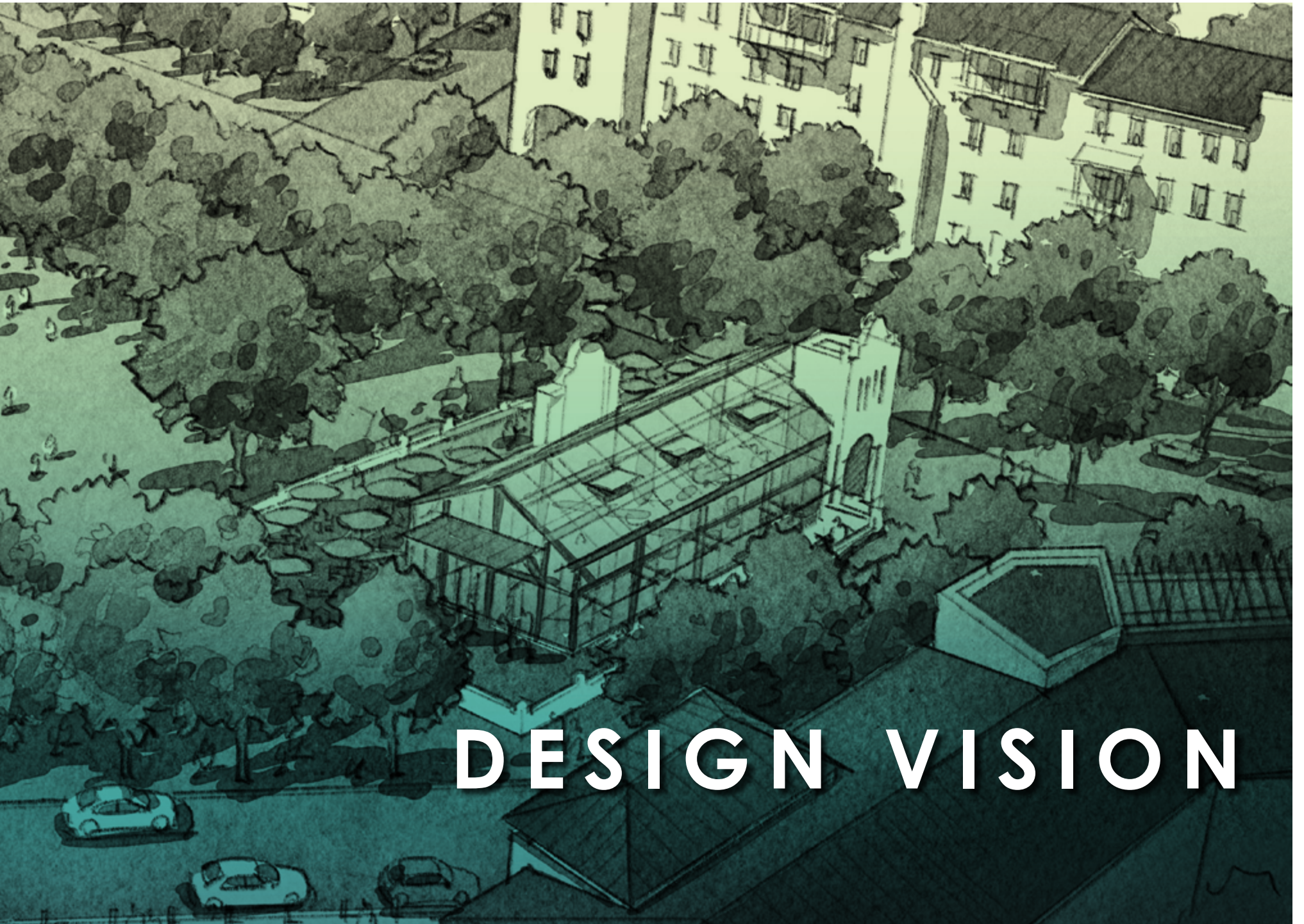


VICINIA site in relation to Downtown San Antonio.



- VEGETATION
- DRAINAGE
- STRUCTURES





DESIGN VISION

MASTER PLAN





An aerial view from the Northeastern corner of **VICINIA**.



Looking down W Military Drive towards the town plaza.



Aerial view of the **VICINIA** town plaza.



A view down one of the pedestrian passages.

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URBAN REGULATING STANDARDS

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LAND USE CLASSIFICATIONS

The Design Code for **VICINIA** is developed around The Transect, a system of land classifications described in The Lexicon of the New Urbanism, which incorporates a fine-grained network of lot distinctions. These characteristics follow the natural internal structure of an authentic neighborhood and serve to create the structure of the community of **VICINIA**. This structure is expressed as three urban sectors: Urban Center (T5), General Urban zone (T4) and Reserve/Preserve.

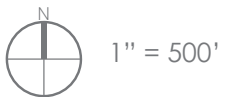


REGULATING PLAN









The Urban Center Zone (T5) is the focus of the neighborhood's civic buildings and social activity. It incorporates retail, workplaces, and more dense residential units, and it connects directly to other parts of the neighborhood through a network of carefully articulated vehicular and pedestrian thoroughfares. As such, it is the densest graining of land subdivision in the neighborhood. The streets are generally designed with formalized on street parking characterized by avenues and main streets. Buildings placed either at or near the right-of-way line, further reinforce the streets edge and public character.

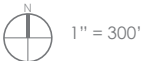
The General Urban Zone (T4) is that element of the transect which focuses principally on residential use with a minimum of other potential uses. Streets and boulevards generally characterize the thoroughfare makeup within the General Urban Zone.

- T5
- T4
- CIVIC USE
- RESERVE
- PRESERVE





-  FRONTAGE BUILDOUT
-  MANDATORY COMMERCIAL / RETAIL
-  RECOMMENDED SHOP FRONT
-  RECOMMENDED ARCADE / GALLERY
-  RECOMMENDED BALCONIES
-  MANDATORY DOORYARD
-  MANDATORY STOOPS
-  TERMINATED VISTA



Vicinia

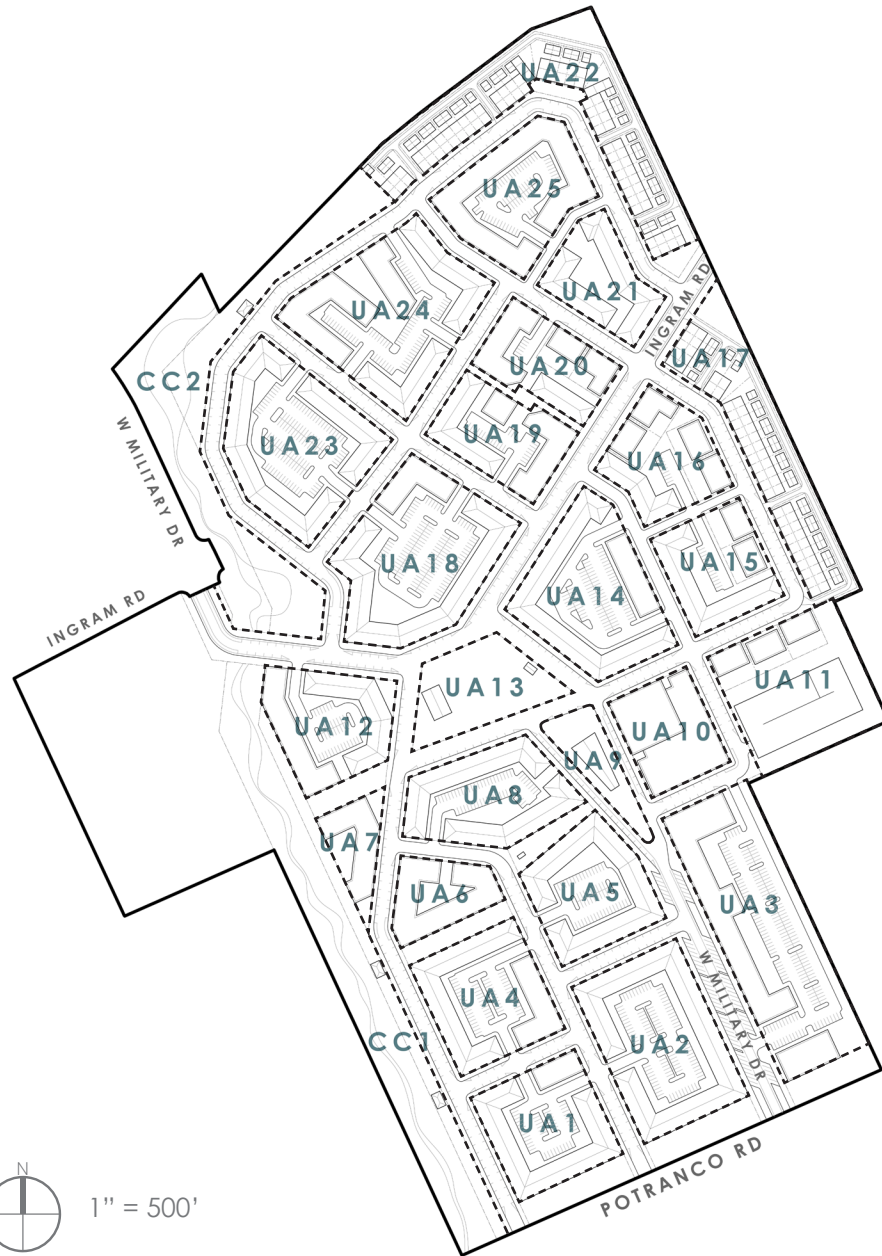
URBAN REGULATION INSTRUCTIONS

URBAN REGULATION INSTRUCTIONS		Village Context		Horizontal Placement
Land Classifications	T5	(Intentionally Left Blank)	T4	BTL : Build to Line (Mandatory)
Architectural (Building) Typologies	Commercial/Retail	0-5 0 10		Frontage Non-street Frontages Rear
	Mixed Use (Multifamily)	0-5 0 10	0-5 0 10	Frontage Non-street Frontages Rear @ Non-Alley
General Instructions	Mansion Condos	3-5 5 min 10 BTL		Frontage Minimum Side (Left & Right) Rear @ Non-Alley
	Rowhouses/Townhouses (Single Family Attached)		3-5 0 BTL 0 or 10 BTL 0 BTL	Frontage Non-street Frontages Rear @ Alley @ Back-out Parking Rear @ Alley @ All other Structures Outbuilding/Garage @ Termin. Alley
General Instructions	Building Use	All types shall permit residential or commercial use at all stories except for townhouses and mansion condos; see land use classifications above.		
	Building Configuration	Buildings exceeding 2 stories shall incorporate a base, middle, and cap per UDC 204(O)-1		
	Civic Uses	Civic buildings designed specifically for civic functions (see civic buildings definition), shall not be subject to the requirements described in the urban regulating instructions. The particulars of civic building design shall be immune from this specificity. As animators of the public realm, these exceptions serve to allow architecture that accents and celebrates the community's life in its more public and civic goings-on. In order to support this civic worth, it is of utmost importance, that the private built environment, which serves primarily to define the public realm, maintain strict compliance with the restrictions described in the urban regulating instructions.		
	Corner Lots	Buildings occurring on corner lots shall be treated as a principal elevation on both frontages.		
	Outbuilding/Garage	Allowed only at townhouses. Outbuildings shall permit living and limited office use (a maximum size of 900 SF).		
	Parking	Automobile storage of adequate size and access shall be provided within the lot in accordance with the city of San Antonio, or as defined in the city of San Antonio UDC and amendments thereafter. Follow UDC 35-208-2.		
	Facade	The placement of the facade at the front setback line shall be mandatory unless otherwise shown, showing no more than two corners to the facade. Follow UDC 35-204 (O)(1)-(4)		
	Fences and Garden Walls	In the absence of building, garden walls and gates shall be built from 0 - 8' from the applicable setback line in accordance with the setback. Follow UDC 35-510 (H)(1)-(4)		
	Dooryard	Dooryards shall be provided as indicated on the urban regulating opportunities and constraints plan. The wall shall be located @ the frontage line in accordance with the "corner lots" view triangle and shall be a height of 2'-6" above the leading edge of the sidewalk @ the frontage line. The first floor shall be elevated above the leading edge of the dooryard a min. of 3'-0" .		
	Corner Lots	Buildings on corner lots shall hold clear a view triangle as approved in the San Antonio UDC. See street sections and details.		
Horizontal Placement Instructions	Parking	There shall be a minimum 15' proscenium from the property line per UDC 35-208(P). Parking should be located in the center of the block. The parking and sidewalk system shall be landscaped to provide shade and shelter the street edge. Provide through-block connectors to provide accessibility between parking and building frontages @ intervals not to exceed 150 feet.		
	Outbuilding/Garage @ Terminated Alley Parking	Outbuilding/garage occurring at terminated alley lots can be built @ the frontage line of the terminated lot. Rear alley access @ backout parking and side		
Vertical Placement Instructions	Porches, Balconies, and Stoops	Porches, balconies, and stoops shall be provided in any one of the combinations shown in the building placement guidelines and in accordance with the Urban Regulating Plan.		
	Main Floor	The first floor level shall be elevated above the grade at the porch or stoop a minimum of 2'-6", except that commercial uses shall be near sidewalk grade.		
	Floor Heights	The first story interior clear height shall be no less than 12' nor more than 16'. All others shall be 9'-10' clear height min.		
	Corner Lots	All lots occurring at block corners shall be a minimum of 4 stories. All lots occurring at block corners shall be 2.5 stories minimum.		
	Roofs	Buildings may have flat roofs enclosed by parapets or sloped roofs in accordance with the architectural guidelines.		



URBAN AREA CALCULATIONS

The spreadsheet on the following pages forms a block by block analysis of **VICINIA**. Each block, identified in the diagram to the left, corresponds to a row in the adjacent spreadsheet. Among other information, the spreadsheet provides overall block area, building footprint area, an approximate residential unit count, and an estimate for the available retail area.



Blocks / Bldg	Block Area SF	Block Perimeter	Bldg Frontprint	Stories	Total SF	Efficiency	Rentable SF	Unit SF		Total Units		Unit SF		Total Units		Percentage of Commercial Retail Ground Level	On-Street Parking +/-	Commercial / Retail SF
CC1																		9
CC2																		71
CC3																		11
UA1	111,720	1,358'																31
1			64,308	5	321,540	0.85	273,309	850		321.5		1000		273.3		0		0
UA2	131,845	1,486'																58
1			71,999	4.5	323,996	0.85	275,396	850		324.0		1000		275.4		0.5		36,000
UA3	201,527	1,068'																39
1			51,700	4.75	245,575	0.85	208,739	1250	167.0 Senior Living			1000		208.7		0.25		12,925
2			12,000	2	24,000	0.85	20,400	850	24.0			1000		20.4		1		12,000
UA4	169,500	1,678'																34
1			39,664	4	158,656	0.85	134,858	850		158.7		1000		134.9		0		0
18 Lots @			1,750	2.5			Townhomes											
UA5	92,399	1,200'																40
1			55,268	4.5	248,706	0.85	211,400	850		248.7		1000		211.4		0.5		27,634
UA6	56,372	661'																36
20 Lots @			1,750	2.5			Townhomes											
UA7	72,169	762'																9
1			36,696	2.75	100,914	0.85	85,777	850		100.9		1000		85.8		0.25		9,174
				3.75	137,610	0.85	116,969	850		137.6		1000		117.0		0		0
UA8	75,415	1,153'																28
1			19,177	4	76,708	0.85	65,202	850		76.7		1000		65.2		0		0
2			30,479	3	91,437	0.85	77,721	850		91.4		1000		77.7		1		30,479
				4	121,916	0.85	103,629	850		121.9		1000		103.6		0		0
UA9	32,269	964'																3
1			7,436				Iconic Bldg											
UA10	61,152	994'																36
1			59,267	5	296,335	0.85	251,885											251,885
UA11	124,632	644'																17
1			5,400	3	16,200	0.85	13,770	850		16.2		1000		13.8		0		0
				4	21,600	0.85	18,360	850		21.6		1000		18.4		0		0
2			5,400	3	16,200	0.85	13,770	850		16.2		1000		13.8		0		0
				4	21,600	0.85	18,360	850		21.6		1000		18.4		0		0
3			5,400	3	16,200	0.85	13,770	850		16.2		1000		13.8		0		0
				4	21,600	0.85	18,360	850		21.6		1000		18.4		0		0
UA12	52,354	919'																23
1			16,340	3	49,020	0.85	41,667	850		49.0		1000		41.7		1		16,340
				4	65,360	0.85	55,556	850		65.4		1000		55.6		0		0
2			20,358	3	61,074	0.85	51,913	850		61.1		1000		51.9		0		0
UA13	69,397	1,144'																0
1			4,000	1			Iconic Bldg											
UA14	123,242	1,412'																34
1			20,314	3	60,942	0.85	51,801	850		60.9		1000		51.8		1		20,314
				4	81,256	0.85	69,068	850		81.3		1000		69.1		0		0
2			18,540	3	55,620	0.85	47,277	850		55.6		1000		47.3		0		0
				4	74,160	0.85	63,036	850		74.2		1000		63.0		0		0
3			32,083	3.5	112,291	0.85	95,447	850		112.3		1000		95.4		0.5		16,042
UA15	71,503	1,071'																20
1			31,483	3	94,449	0.85	80,282	850		94.4		1000		80.3		0		0
				4	125,932	0.85	107,042	850		125.9		1000		107.0		0		0
2			5,400	3	16,200	0.85	13,770	850		16.2		1000		13.8		0		0
				4	21,600	0.85	18,360	850		21.6		1000		18.4		0		0
3			5,400	3	16,200	0.85	13,770	850		16.2		1000		13.8		0		0
				4	21,600	0.85	18,360	850		21.6		1000		18.4		0		0

Blocks / Bldg	Block Area SF	Block Perimeter	Bldg Frontprint	Stories	Total SF	Efficiency	Rentable SF	Unit SF	Total Units	Unit SF	Total Units	Percentage of Commercial Retail Ground Level	On-Street Parking +/-	Commercial / Retail SF
UA16	73,031	1,082'											22	
1			16,321	3	48,963	0.85	41,619	850	49.0	1000	41.6	0	0	0
				4	65,284	0.85	55,491	850	65.3	1000	55.5	0	0	0
2			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
3			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
4			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
5			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
UA17	70,000	1,015'											24	
28 Lots @			2,375	2.5	Townhomes									
UA18	149,970	1,554'											44	
1			32,984	3	98,952	0.85	84,109	850	99.0	1000	84.1	1	32,984	0
				4	131,936	0.85	112,146	850	131.9	1000	112.1	0	0	0
2			32,873	3	98,619	0.85	83,826	850	98.6	1000	83.8	0	0	0
				4	131,492	0.85	111,768	850	131.5	1000	111.8	0	0	0
3			13,244	4	52,976	0.85	45,030	850	53.0	1000	45.0	0	0	0
UA19	69,750	1,110'											27	
1			18,600	4	74,400	0.85	63,240	850	74.4	1000	63.2	0	0	0
				3	14,700	0.85	12,495	850	14.7	1000	12.5	0	0	0
2			4,900	4	19,600	0.85	16,660	850	19.6	1000	16.7	0	0	0
				3	62,820	0.85	53,397	850	62.8	1000	53.4	0	0	0
3			20,940	4	83,760	0.85	71,196	850	83.8	1000	71.2	0	0	0
UA20	64,725	1,080'											25	
1			18,240	3	54,720	0.85	46,512	850	54.7	1000	46.5	0	0	0
				4	72,960	0.85	62,016	850	73.0	1000	62.0	0	0	0
2			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
3			5,400	3	16,200	0.85	13,770	850	16.2	1000	13.8	0	0	0
				4	21,600	0.85	18,360	850	21.6	1000	18.4	0	0	0
4			10,050	3	30,150	0.85	25,628	850	30.2	1000	25.6	0	0	0
				4	40,200	0.85	34,170	850	40.2	1000	34.2	0	0	0
UA21	58,594	1,021'											23	
1			9,289	3	27,867	0.85	23,687	850	27.9	1000	23.7	0	0	0
				4	37,156	0.85	31,583	850	37.2	1000	31.6	0	0	0
2			16,265	3	48,795	0.85	41,476	850	48.8	1000	41.5	0	0	0
				4	65,060	0.85	55,301	850	65.1	1000	55.3	0	0	0
3			15,488	2	30,976	0.85	26,330	850	31.0	1000	26.3	0	0	0
				3	46,464	0.85	39,494	850	46.5	1000	39.5	0	0	0
UA22	97,500	1,356'											26	
40 Lots @			2,375	2.5	Townhomes									
UA23	136,385	1,463'											52	
1			17,064	4	68,256	0.85	58,018	850	68.3	1000	58.0	0	0	0
				4	89,056	0.85	75,698	850	89.1	1000	75.7	0	0	0
2			22,264	3	84,378	0.85	71,721	850	84.4	1000	71.7	0	0	0
				3	84,378	0.85	71,721	850	84.4	1000	71.7	0	0	0
UA24	152,492	1,596'											39	
1			19,674	4	78,696	0.85	66,892	850	78.7	1000	66.9	0	0	0
				3	81,048	0.85	68,891	850	81.0	1000	68.9	0	0	0
2			27,016	3	9,228	0.85	7,844	850	9.2	1000	7.8	0	0	0
				3	9,228	0.85	7,844	850	9.2	1000	7.8	0	0	0
3			3,076	3	69,447	0.85	59,030	850	69.4	1000	59.0	0	0	0
				3	69,447	0.85	59,030	850	69.4	1000	59.0	0	0	0
UA25	99,050	1,266'											24	
1			7,120	3	21,360	0.85	18,156	850	21.4	1000	18.2	0	0	0
				4	28,480	0.85	24,208	850	28.5	1000	24.2	0	0	0
2			15,562	3	46,686	0.85	39,683	850	46.7	1000	39.7	0	0	0
				4	62,248	0.85	52,911	850	62.2	1000	52.9	0	0	0
3			34,865	2	69,730	0.85	59,271	850	69.7	1000	59.3	0	0	0
				3	104,595	0.85	88,906	850	104.6	1000	88.9	0	0	0
Grand Totals			1,065,872		3,761,285 Min Story		3,197,092		3,386 Min		2,945 Min		805	465,776 Min
					3,997,802 Max Story		3,281,105		3,782 Max		3,281 Max			

Block Area 2,416,993 SF
 Acres 55 ACRES
 Townhomes 106 LOTS

Note: .25 increments in the Stories means a portion would be dedicated to Retail. Round up to the next highest number for total stories.

TOD CLASSIFICATION

The TOD shall consist of two (2) subdistricts known as the “TOD Core” (TOD-C”) AND THE “TOD Periphery” (“TOD-P”).

TOD-C

All areas within one-quarter (1/4) of a mile of a transit station or major bus boarding location shall be classified as “TOD-C.” The transit station is identified with a red circle in the illustration to the left.

TOD-P

All areas between one-quarter (1/4) of a mile and one-half (1/2) of a mile from a transit station or a major bus boarding location shall be classified as “TOD-P.” No land area shall be zoned “TOD-P” unless it adjoins an area zoned “TOD-C.”



BUILDING TYPES

The majority of structures within **VICINIA** are identified as being mixed-use buildings. These are generally comprised of predominately residential units with the possibility of ground-floor retail. In addition to the mixed-use buildings, sites have been identified for both a senior living component as well as an office building, both along the W Military Dr. extension. There are several civic structures throughout the community and a commercial structure located within the town plaza. Mansion condos and townhouses are located along the outer edge of **VICINIA** to transition the development into the surrounding neighborhoods.

-  TOWNHOUSE
-  MANSION CONDO
-  MIXED-USE
-  COMMERCIAL
-  OFFICE
-  SENIOR LIVING
-  CIVIC



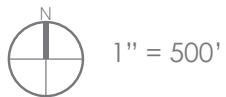
BUILDING HEIGHTS

The illustration to the left conveys the conceptual ideas for building heights in **VICINIA**. Buildings immediately surrounding the town square, as well as those fronting Potranco Rd., have the greatest height within the project. As you move both north and east through **VICINIA**, building heights are gradually reduced in order to better fit within the surrounding neighborhood context.

The concepts presented in this illustration do not relieve the developers from compliance with the mandatory FAR calculations listed within the San Antonio UDC.



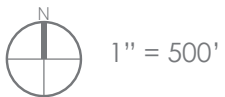
- SPECIAL
- 1 FLOOR
- 1-2 FLOORS
- 2 FLOORS
- 2-3 FLOORS (TOWNHOUSES 2.5 TYPICAL)
- 3 FLOORS
- 3-4 FLOOR
- 4 FLOORS
- 4-5 FLOORS
- 5 FLOORS

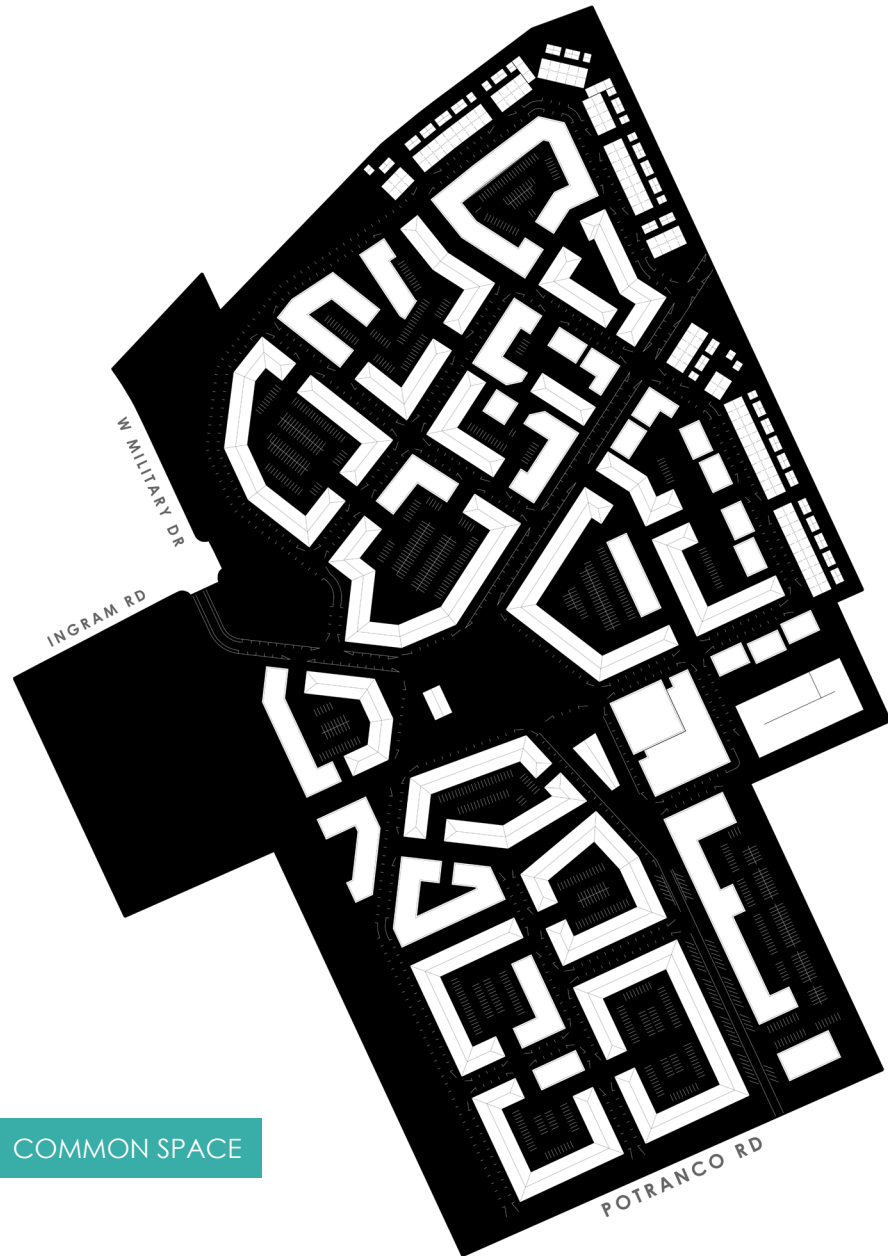


CIVIC SPACE

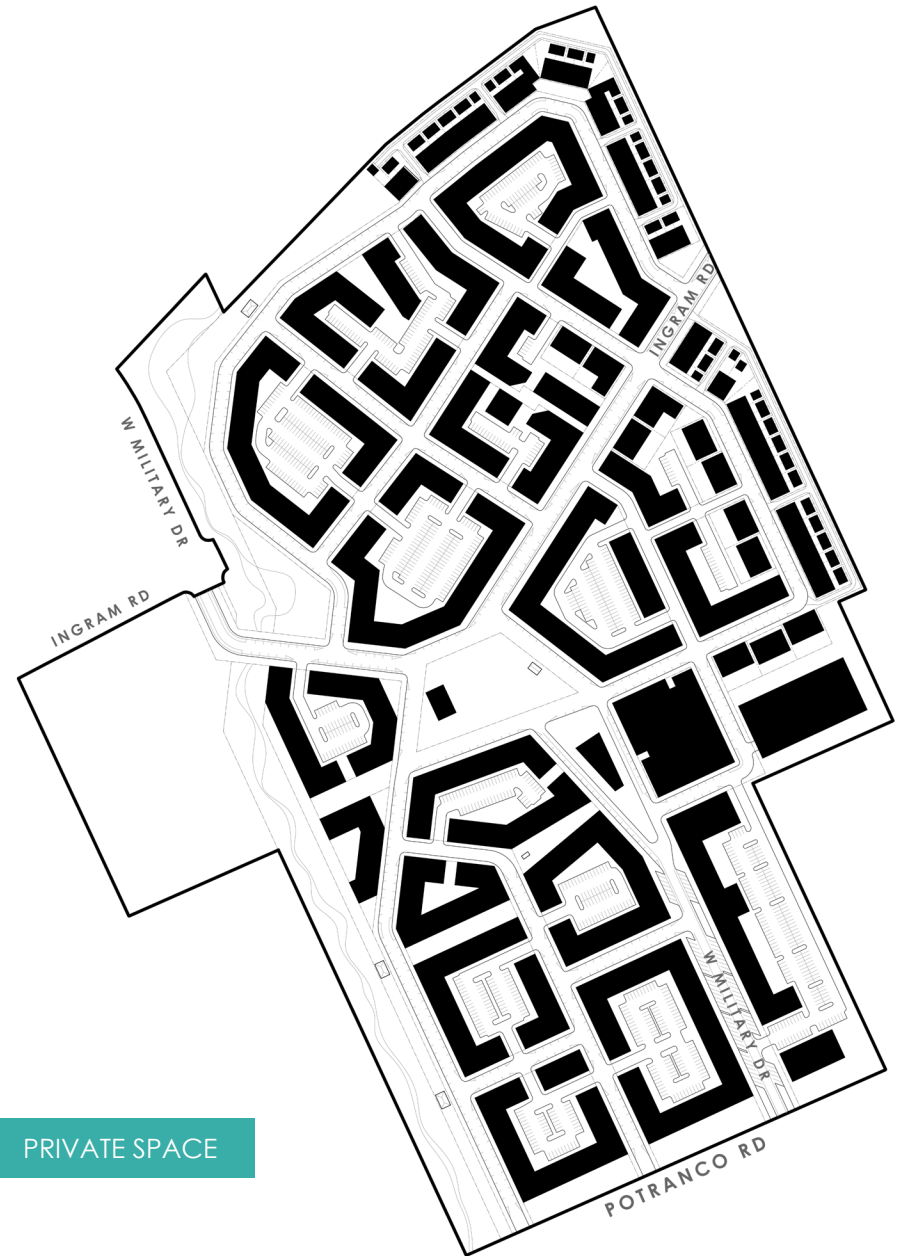
VICINIA includes an assortment civic spaces dispersed throughout the community. The civic spaces in **VICINIA** are all pedestrian oriented, outdoor spaces that are accessible to and designed for the use of the general public. The designated areas are of various sizes and uses. They range from intimate hardscaped pedestrian plazas to expansive green spaces with recreational opportunities.

- PARK
- PLAZA
- POCKET PLAZA
- PLAYGROUND
- PEDESTRIAN PASSAGE












COMMON SPACE

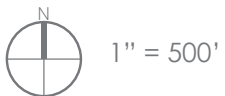


PRIVATE SPACE

CHARACTER DISTRICTS

VICINIA is about a great new place. A place envisioned as sensitive to its distinctive indigenous Texas context. A place that achieves mobility without dependence solely on the automobile, but within a variety of modes including pedestrian, bicycles, and intermodal transit; inhabited by a diverse, social, economic, and age-varied citizenry. A place to be experienced. A place that relies on a new paradigm, built essentially from scratch. A place structured through an architecture of enduring interest and beauty that assembles the public realm through the incorporation of plazas, parks and active engaging street life, with uses above the ground floor punctuated by a mix of uses including residential lofts for sale and for rent. The village is circumscribed by six character districts each with its own distinct attractiveness. An architecture that demands excellence in its design and is uniquely suited to the character defined in each district, each enhanced with a distinct color palette, materials, smells, sounds and interactions.

-  ENTRY SEQUENCE DISTRICT
-  PLAZA DISTRICT
-  CIVIC CONSERVATION DISTRICT
-  MEWS DISTRICT
-  THE FINE GRAINED MULTIUSE DISTRICT
-  THE EDGE DISTRICT
-  RESERVED





ENTRY SEQUENCE DISTRICT

The Entry Sequence role is that of greeting visitors to **VICINIA** at existing adjacent arterials Potranco Road, Military Drive, and the extension of Ingram. As gateways, it is important to announce the interest-creating activity that enhances an engaging experience to all where residents and visitors informally meet. The uses along this sequence will include commercial, retail and living of all sorts, primarily on the ground floor. It is, however, likely that a complete mix of uses will occur above the street. Each district should reflect uniqueness. In particular, this district may identify with a series of architectural elements including towers, arcades, landscaping that enhances the function of the urban space, along with outdoor engagement such seating kiosks etc. As such, it will share some of the highest densities experienced in **VICINIA**.

PLAZA DISTRICT

The Plaza district is the heart of **VICINIA** where everything comes and goes. It is the social corridor with similar densities to the Entry District. It will be the liveliest and most engaging in all of **VICINIA**, situated within a five-minute walk of the entire village where transit systems will embark and disembark 24-7. With all of these uniqueness's, it is the most appropriate place for the positioning of civic uses.



CIVIC CONSERVATION DISTRICT

Of all the predevelopment conditions presented by the site, perhaps the most significant is the drainage way located on the north and west of **VICINIA**. In its place will be a bio swale with trails, bridges, engaging structures, fountains and of course indigenous plantings which will add context to **VICINIA**. Views toward this naturalist swale will help to celebrate the uniqueness of San Antonio and benefit the residents of **VICINIA**.

MEWS DISTRICT

Breaking down blocks into more sensitive scaled urban areas is done in part by the introduction of a series of passages referred to here as "Mews". Historically, mews were used as service corridors and later converted into rich spines of special lofts, shops and restaurants. These have become some of the best places in older settlements. In **VICINIA** these are strictly pedestrian and intended to support artisan activities. The at-grade promenade is intended to support, in addition to living; dining, vending, and artist engagement. Intended to be intimately scaled and serving to reinforce vistas both from outside in, and inside out.

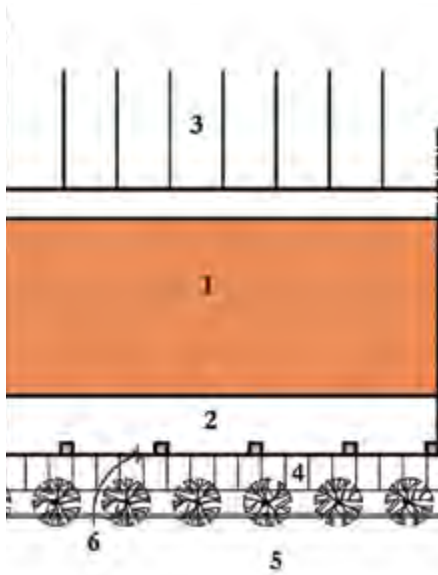


THE FINE GRAINED MULTIUSE DISTRICT

The fine grained multiuse district is intended to accommodate the general housing for **VICINIA** and as such will include product for all levels of the social spectrum represented by the richness of various price points, sensitively mixed. The mix will include various types of parks for use by all ages. The scale will begin the transition from the edges of lower buildings into the much more dense centers encouraged in the Plaza and Entry Districts.

THE EDGE DISTRICT

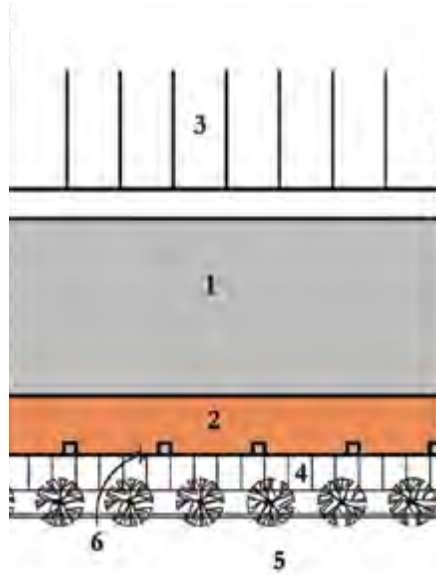
To be responsive to the land adjacent to **VICINIA**, the Edge district intentionally positions along its edge housing of similar ownership and scale. With townhouses, and mansion condos characterizing the building types, the Edge district is the finest grained neighborhood space offered in **VICINIA** with building heights lowered to 2 to 2.5 stories. While still physically connected to all aspects of **VICINIA** through a network of pedestrian friendly streets, passages and parks, its character is intentionally more informal and quaint.



BUILDING PLACEMENT

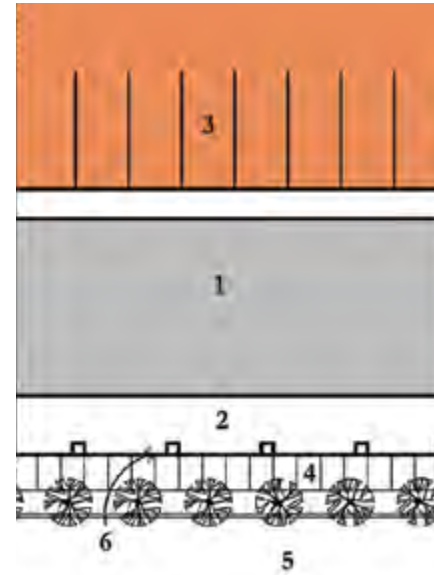
Buildings shall be placed with the shaded area as shown in the above diagram and urban regulation.

See urban regulation for setback notes on Facade, Fences and Garden Walls, Corner Lot, and Parking



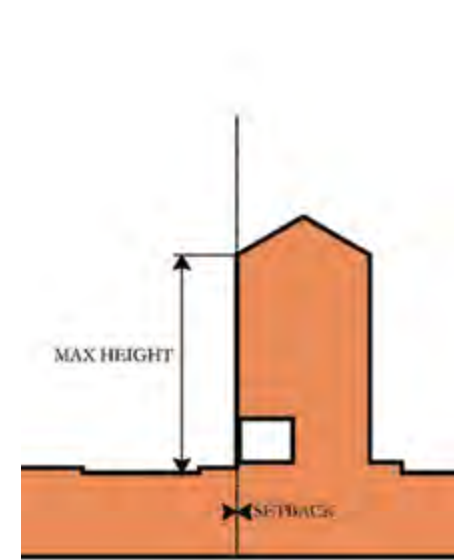
BUILDING FRONTAGE

Porches, Balconies, and Stoops shall be provided in any one of the combinations shown on Architectural Typologies.



PARKING PLACEMENT

On-site parking is allowed only in the shaded area as shown above. Vehicular access will be provided in urban regulation.



HEIGHT REQUIREMENTS

Building height shall be measured in number of stories. See Urban Regulation for heights of Porches, Balconies, Stoops, Main Floor Height, and Maximum Building Height.

Min Stories: See Urban Regulation
Max Stories: See Urban Regulation

LEGEND

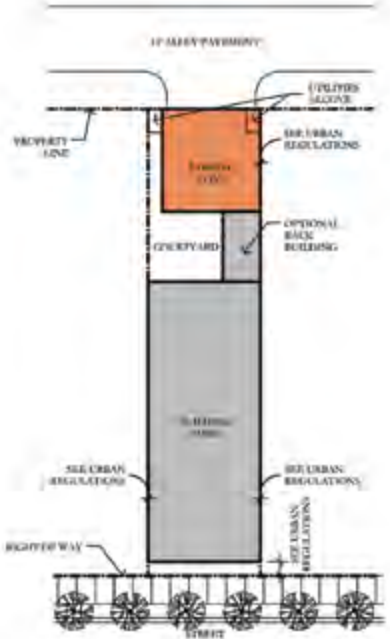
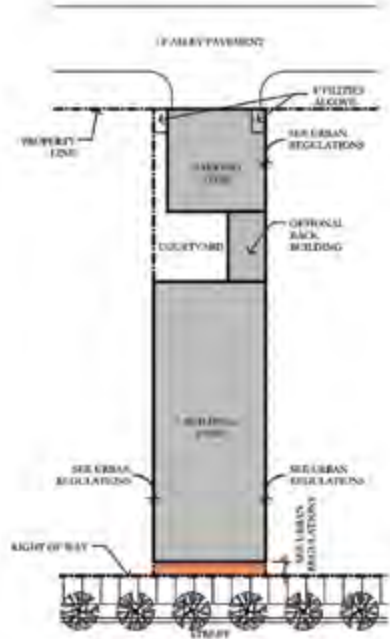
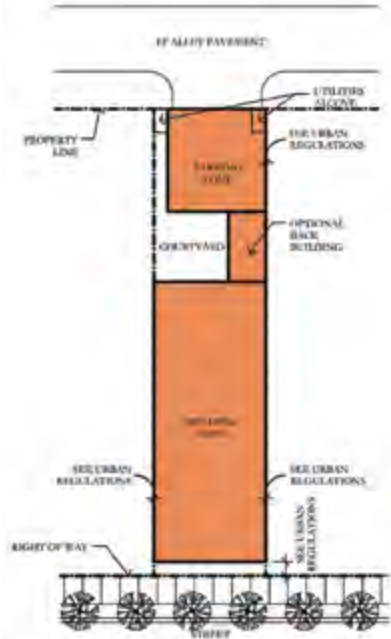
1. Building Zone
2. Optional Front Gallery or Awning Covering
3. Rear Parking Zone
4. Sidewalk
5. Street
6. See Urban Regulations

URBAN CENTER (T5)

The Urban Center (T5) is the focus of the neighborhood's civic buildings and social activity. It incorporates retail, workplaces, and more dense residential units in accordance with the specific use plan, and it connects directly to other parts of the neighborhood through a network of carefully articulated vehicular and pedestrian thoroughfares. As such, it is the densest graining of land subdivision in the district. The streets are generally designed with formalized on-street parking characterized by avenues and main streets. Buildings placed either at or near the right-of-way line, further reinforce the streets edge and public character.

TOWNHOUSES (T4)

The General Urban Zone (T4) is the least dense part of the community and includes townhomes, *VICINIA's* only single-family product.



BUILDING PLACEMENT

Buildings shall be placed with the shaded area as shown in the above diagram and urban regulation.

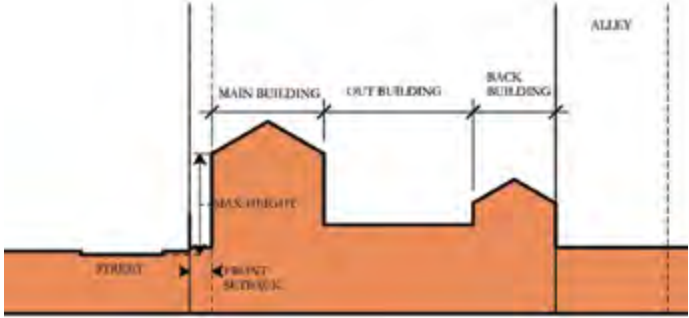
See urban regulation for setback notes on Facade, Fences and Garden Walls, Corner Lot, and Parking

ENCROACHMENTS

Porches, Balconies, and Stoops shall be provided in any one of the combinations shown on Architectural Typologies.

PARKING PLACEMENT

On-site parking is allowed only in the shaded area as shown above. Vehicular access will be provided in urban regulation.



HEIGHT REQUIREMENTS

Building height shall be measured in number of stories. See Urban Regulation for heights of Porches, Balconies, Stoops, Main Floor Height, and Maximum Building Height.

Min Stories: See Urban Regulation
Max Stories: See Urban Regulation





THOROUGHFARE STANDARDS

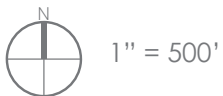
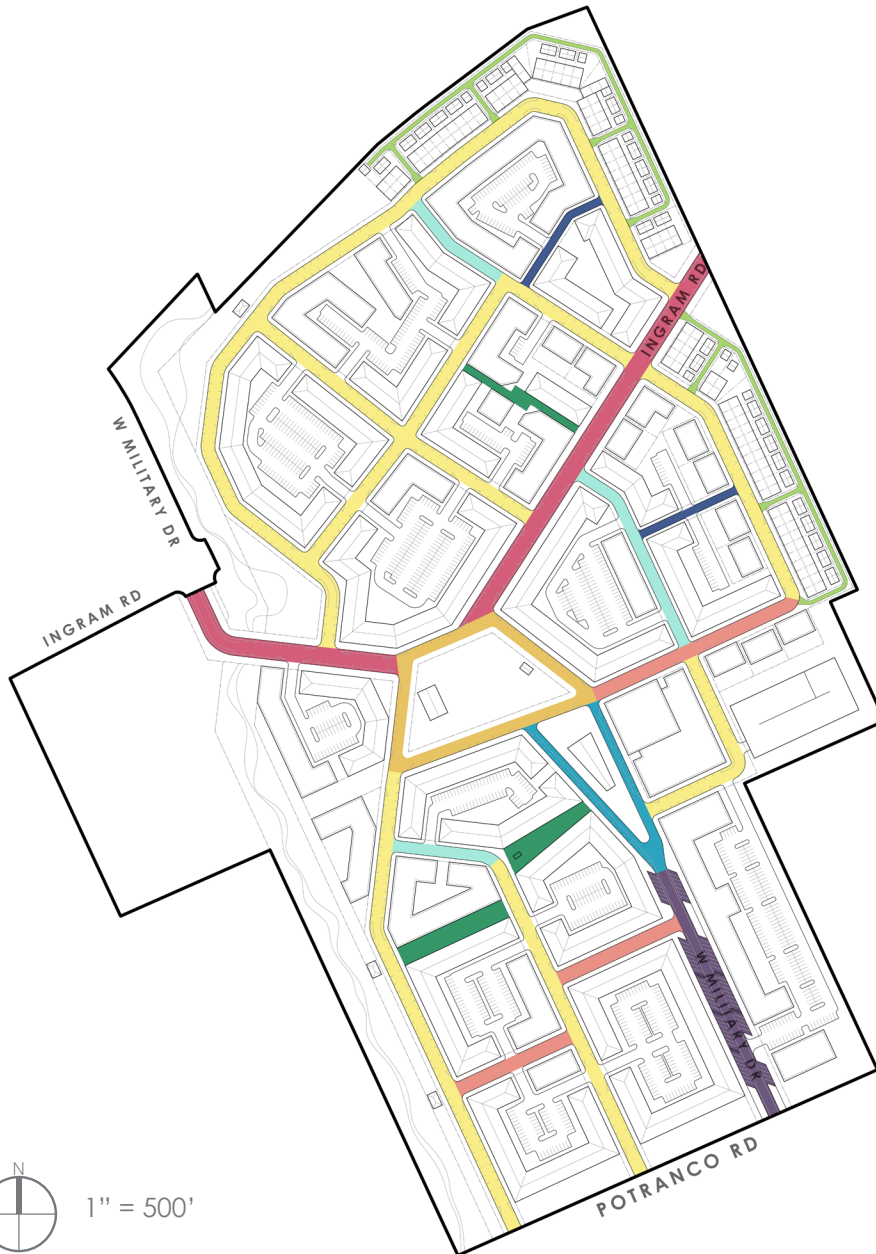
THOROUGHFARE PLAN

Based on the T4 and T5 context classifications, transportation facilities are planned to help achieve the mixed-use, walkable patterns essential to the TOD community vision. The function of these streets goes beyond the typical suburban arterial and collector streets which emphasize vehicle mobility and land access respectively. Both mobility and access are vital to all streets in the **VICINIA** TOD.

Mobility for all modes is the fundamental design assumption. Pedestrian, bicycle and transit modes are as vital as motor vehicle movement. Generous sidewalks, narrow lanes, curbside parking, street trees and build to lines for structures are all important to achieving greater walkability, primarily through vehicular speed management. Although the Boulevards and Commercial Streets are larger than the Streets, Yield Streets and Lanes, all streets are almost equal in their functions of providing mobility and access.

Access to all land uses from the edge of each street is also important. Parallel parking on most street edges allows drivers to park, and, within a reasonable walk, reach the building doors connecting them to their destinations. Pedestrians, given much greater advantage in the network, can move more easily and safely on multiple paths and gain essential access to buildings at the back of sidewalks that line all streets.

- | | |
|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  PL |  ST 60-36 |
|  LA 30-14 |  CS 60-36 |
|  NS 36-20 |  CS 60-36 |
|  BV 39-24 |  CS86-48 |
|  YS 50-30 |  BV 98-68 |

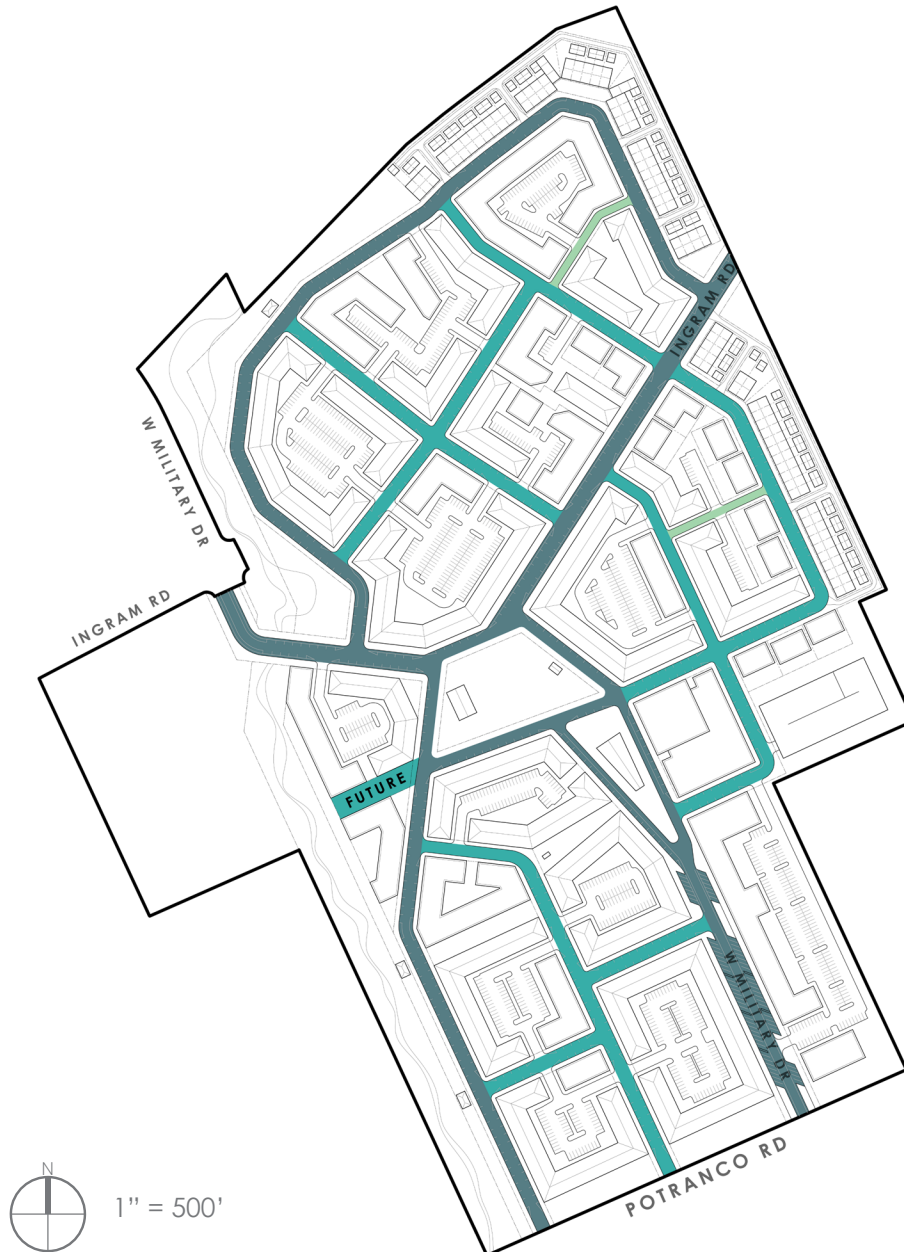


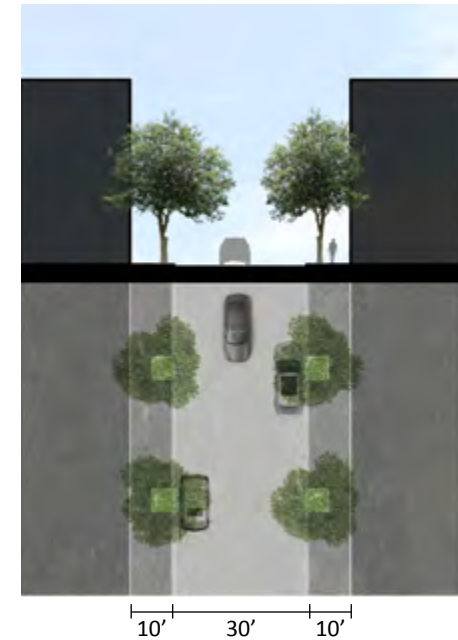
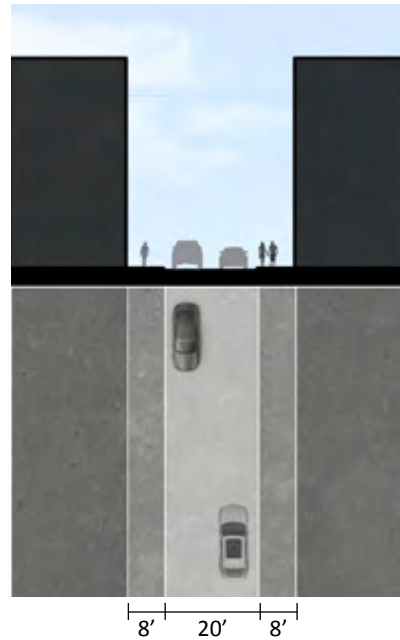
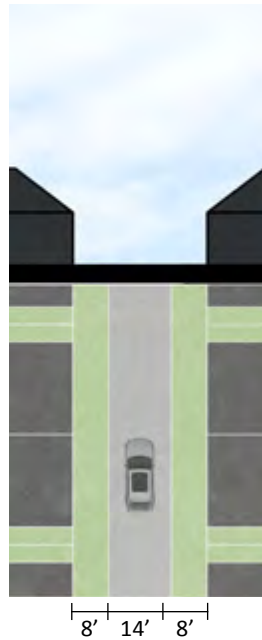
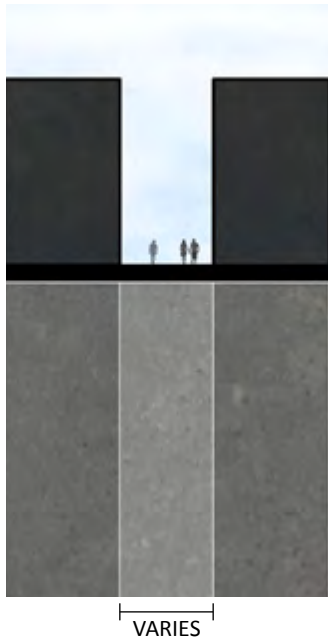
THOROUGHFARE CLASSIFICATIONS

The street network is essential to effective multi-modal travel within, to and through the town. Streets fulfill the vision urban designers begin as plans emerge. One classification for streets emphasizes the highly walkable, bikeable and transit friendly streets. These are deemed “A” Streets. The most commercial and residential are mixed via great urban design. The “B” streets are still walkable and mixed use, but fewer urban design features are applied to their design. They are simpler and less expensive to construct. Finally, the “C” Streets form vital but smaller pedestrian ways and may even be simple alleys.

The primary street design planning step is to place the correct streets in the correct location to facilitate the overall future town vision. Tree planting is more formal, in tree grates/planters at the town center (T5), less so at the edges (T4). Sidewalks in T5 are wider to accommodate the larger pedestrian volumes. All of the dozen features change based on context envisioned by experienced urban designers. The map to the left shows conceptually where each unique street will be constructed. Design will be refined as details emerge, but walkability will remain a primary design policy, thus requiring speed management.

-  A STREETS
-  B STREETS
-  C STREETS





PL

Transect	T5
Type	Pedestrian Lane
Movement	Pedestrian
Traffic Lanes	None
Parking Lanes	None
Bike Facility	Shared
Total Pavement Width	None
Median	None
Sidewalk Width	20 ft. Minimum
Planter	None
Total R.O.W.	20 ft. Minimum
Curb Radius	NA
Design Speed	None
Road Edge Treatment	None

LA 30-14

Transect	T4
Type	Lane
Movement	Yield
Traffic Lanes	Yield @ 14 ft.
Parking Lanes	None
Bike Facility	Shared
Total Pavement Width	14 ft. Plus 8 ft. Pervious Base Per Side
Median	None
Sidewalk Width	None
Planter	None
Total R.O.W.	30 ft.
Curb Radius	Apron
Design Speed	15 MPH
Road Edge Treatment	Inverted Crown with Header Curb

(A combination of single and double-loaded conditions may exist)

NS 36-20

Transect	T4, T5
Type	Narrow Street
Movement	Slow
Traffic Lanes	Two @ 10 ft.
Parking Lanes	None
Bike Facility	Shared
Total Pavement Width	20ft.
Median	None
Sidewalk Width	8 ft.
Planter	None
Total R.O.W.	36 ft.
Curb Radius	9 ft.
Design Speed	15 MPH
Road Edge Treatment	Curb

YS 50-30

Transect	T4, T5
Type	Yield Street
Movement	Yield
Traffic Lanes	Yield @ 15 ft.
Parking Lanes	Both Sides Informal
Bike Facility	Shared
Total Pavement Width	30 ft.
Median	None
Sidewalk Width	10 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	50 ft.
Curb Radius	9 ft.
Design Speed	15 MPH
Road Edge Treatment	Curb

Transect	T4, T5
Type	Yield Street
Movement	Yield
Traffic Lanes	Yield @ 15 ft.
Parking Lanes	Both Sides Informal
Bike Facility	Shared
Total Pavement Width	30 ft.
Median	None
Sidewalk Width	10 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	50 ft.
Curb Radius	9 ft.
Design Speed	15 MPH
Road Edge Treatment	Curb



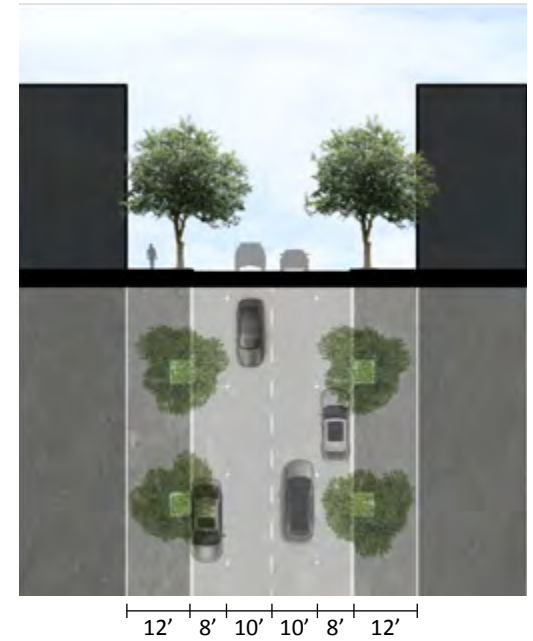
ST 60-36

Transect	T4, T5
Type	Street
Movement	Free Movement
Traffic Lanes	Two @ 10 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	6 ft.
Planter	6 ft. Green Strip
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



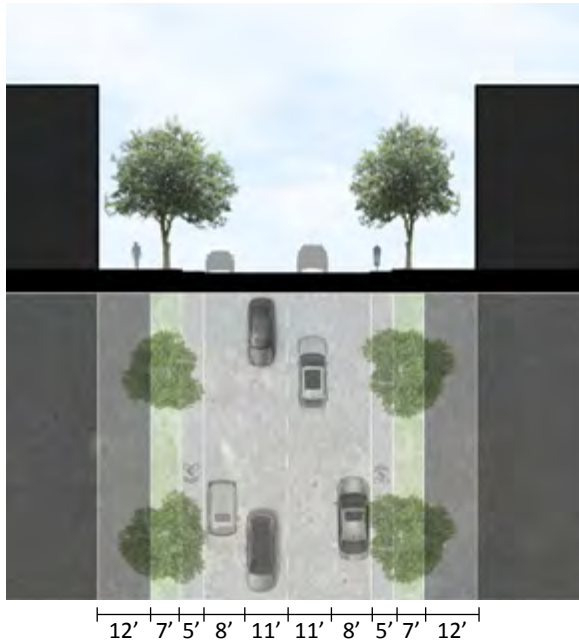
CS 60-30

Transect	T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	One-Way, Two @ 11 ft.
Parking Lanes	One Side @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	30 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb @ Parking, No Curb at Plaza



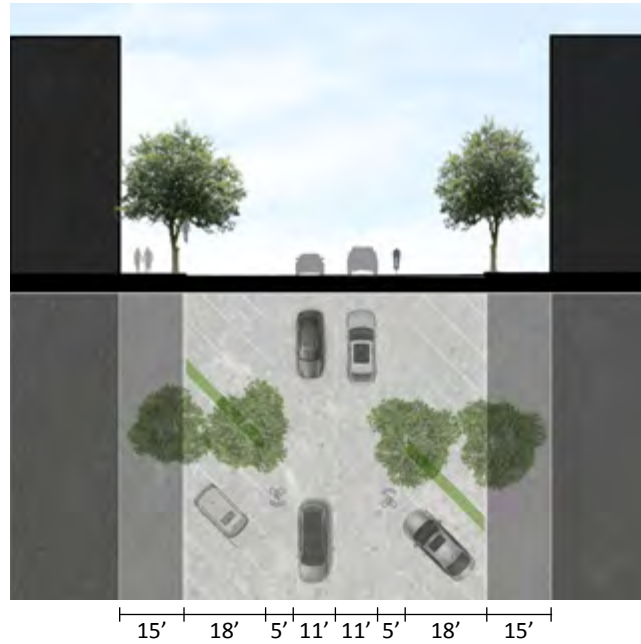
CS 60-36

Transect	T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	Two @ 10 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Shared
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	12 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	60 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



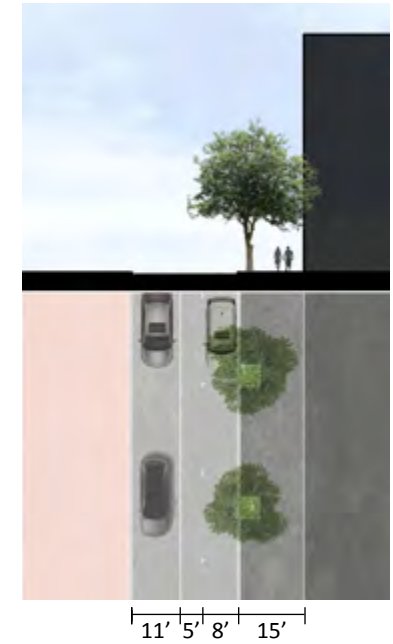
CS 86-48

Transect	T4, T5
Type	Commercial Street
Movement	Free Movement
Traffic Lanes	Two @11 ft.
Parking Lanes	Both Sides @ 8 ft. Marked
Bike Facility	Two Bike Lanes @ 5 ft. Marked
Total Pavement Width	48 ft.
Median	None
Sidewalk Width	12 ft.
Planter	7 ft. Green Strip
Total R.O.W.	86 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



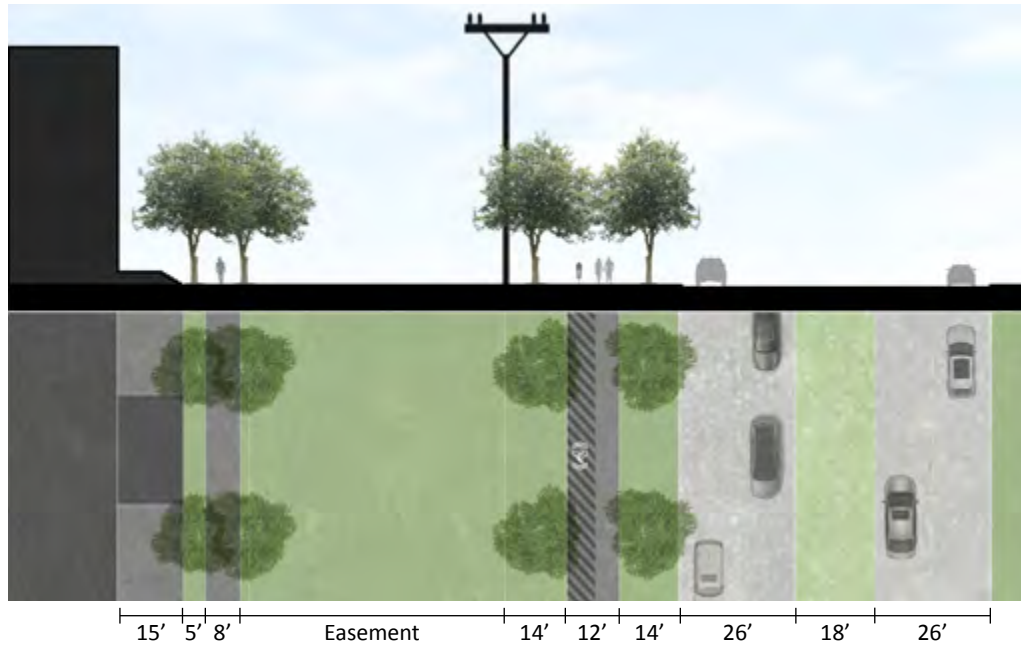
BV 98-68

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	Two @11 ft.
Parking Lanes	Both Sides @ 18 ft. Angled
Bike Facility	Two Bike Lanes @ 5 ft. Marked
Total Pavement Width	68 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	98 ft.
Curb Radius	14 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



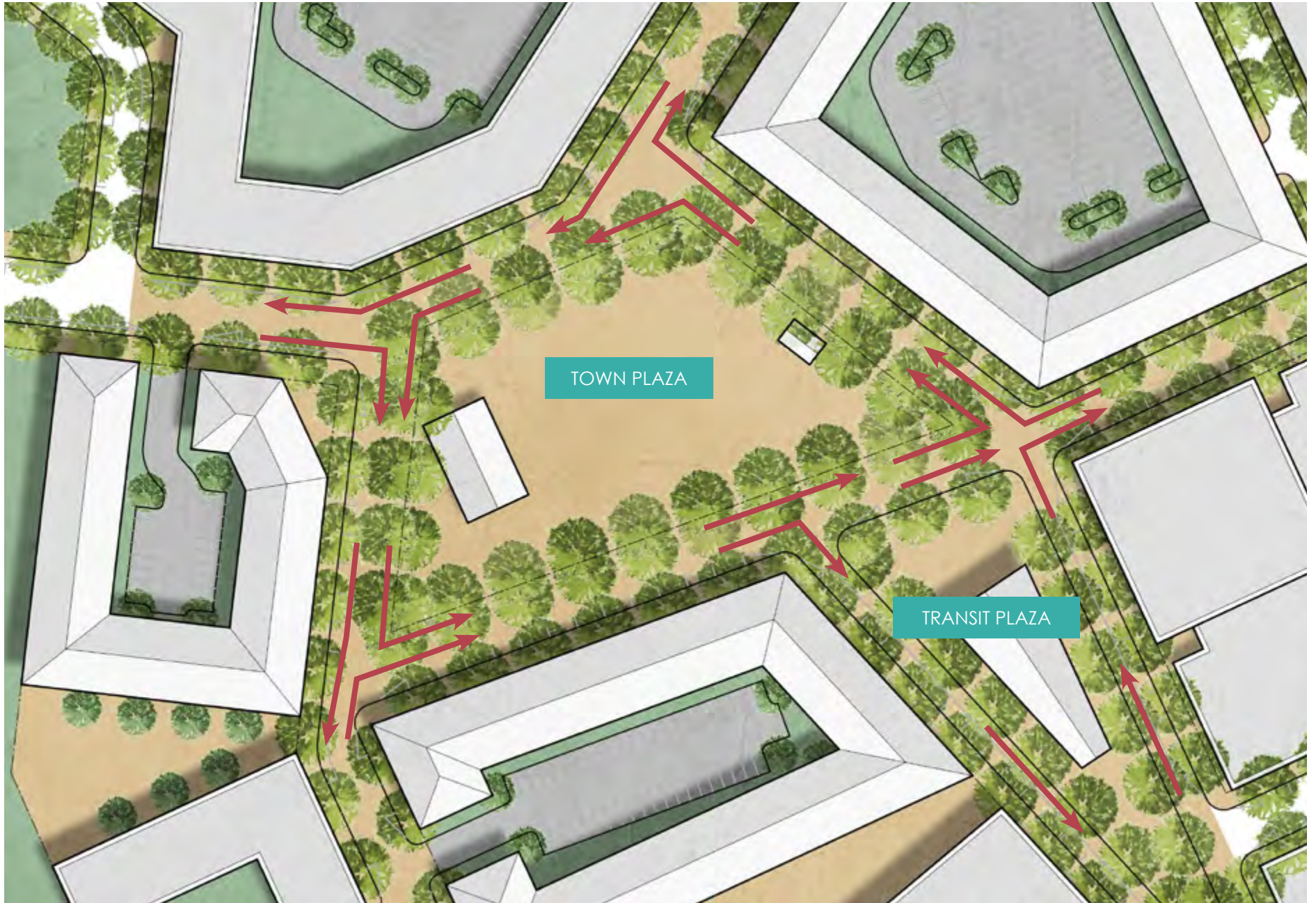
BV 39-24

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	One @11 ft.
Parking Lanes	One Side 8 ft. Marked
Bike Facility	One Lane @ 5 ft. Marked
Total Pavement Width	24 ft.
Median	None
Sidewalk Width	15 ft.
Planter	5x5 ft. Tree Well
Total R.O.W.	39 ft.
Curb Radius	9 ft.
Design Speed	25 MPH
Road Edge Treatment	Curb



POTRANCO (PROPOSED)

Transect	T5
Type	Boulevard
Movement	Free Movement
Traffic Lanes	Four @13 ft.
Parking Lanes	None
Bike Facility	Path
Total Pavement Width	70 ft.
Median	18 ft.
Sidewalk Width	12 ft.
Planter	14 ft. Green Strip
Total R.O.W.	-
Curb Radius	14 ft.
Design Speed	30 MPH
Road Edge Treatment	Curb





Aerial view of the **VICINIA** town plaza.

THE TURBINE

The vibrant core of **VICINIA** lies within the centrally located town plaza. This town center will be enclosed by dense residential and bustling commercial activity. Commercial streets will be utilized to frame the town center. The configuration of these streets will create what is referred to as a turbine.

The turbine is composed of an eight foot strip of formal parallel parking along the commercial building frontages. Adjacent to the on-street parking are two, one-way travel lanes. Both travel lanes move vehicles in a counter-clockwise direction around the town plaza. The turbine plaza at the town center is designed to have all vehicles pause before entering. This design feature helps manage speeds to levels comfortable for pedestrians. Scale is also set to suit the walkers and cyclists and keep the drivers moving at reasonable flow rates.

An urban bosque in conjunction with bollards is being utilized around the perimeter of the town plaza. This urban bosque will create a distinct separation between the turbine traffic flow and the pedestrian-only component of the plaza.



An urban bosque at the Christian Science Center in Boston. A design similar to this is intended to surround the perimeter of the **VICINIA** town plaza.

PEDESTRIAN NETWORK



Within the more urban transect zones (T4 through T6), pedestrian comfort shall be a primary consideration of the thoroughfares. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

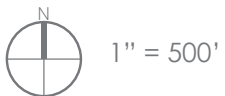
Trees provide many functions to aid the mobility and safety of travelers. Cooler shaded places for walking, dining and other gathering activity are greatly enhanced by street trees. The silent uptake of CO2 helps cleanse the air along street edges and the town in general. Visual sensations of regularly spaced tree trunks passing the driver's eye afford a clear, rhythmic feedback on vehicle speed, allowing drivers to adjust speed to match urban conditions. Trees also shade parked vehicles and surrounding pavement, countering the heat effect of urban hardscapes.



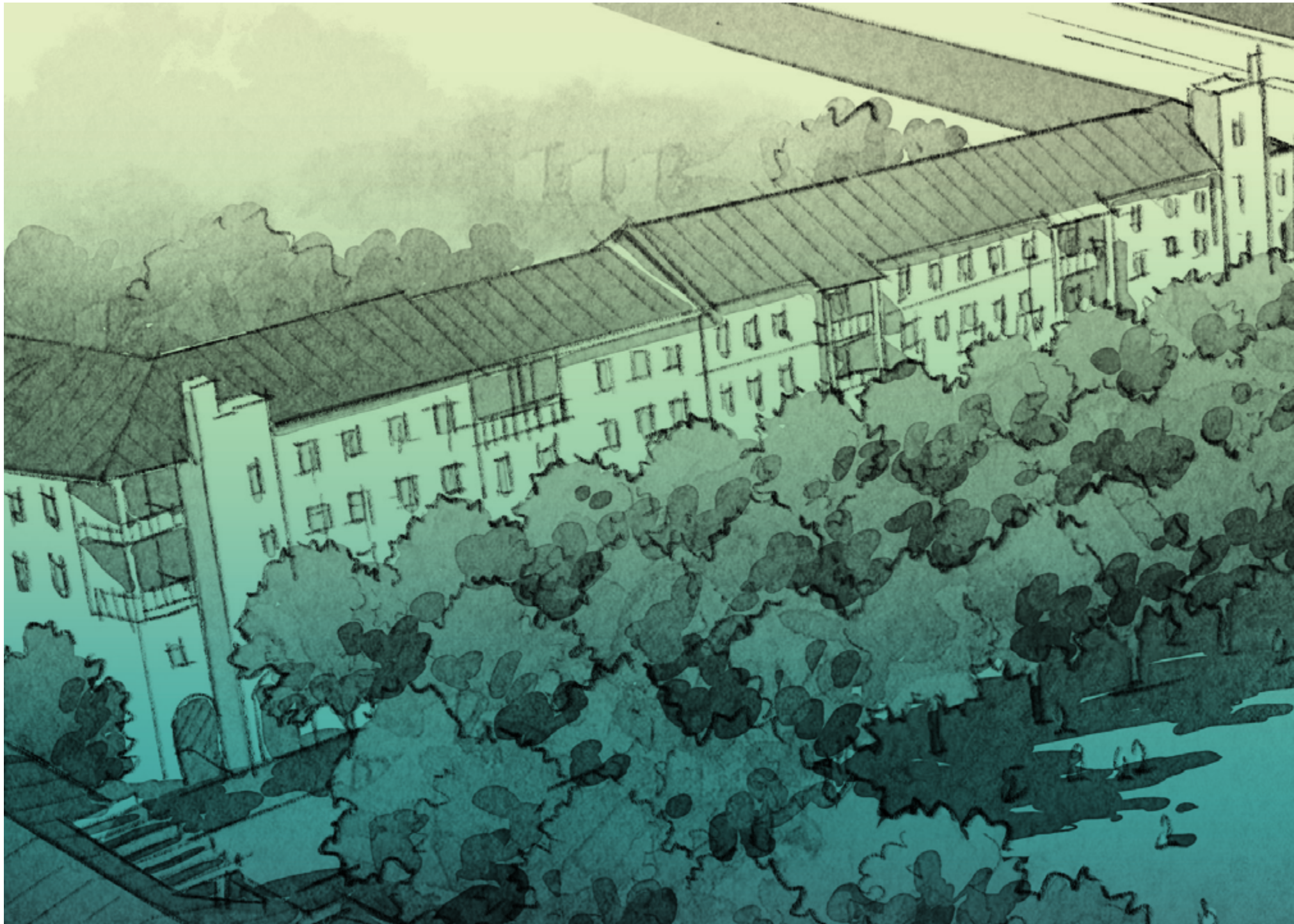
FORMAL/INFORMAL PARKING

Parking is designed for almost every street in walkable places. For individuals not able to live within town boundaries, a short or long drive is accommodated with sufficient spaces in one of the many on-street spaces or in eventual garages. Both sides of most streets are parked, based on the planned combination of mobility and access. The thoroughfares adapted and designed for **VICINIA** are drawn from streets we have designed and built in the past. We know they work.

-  FORMAL PARKING
-  INFORMAL PARKING



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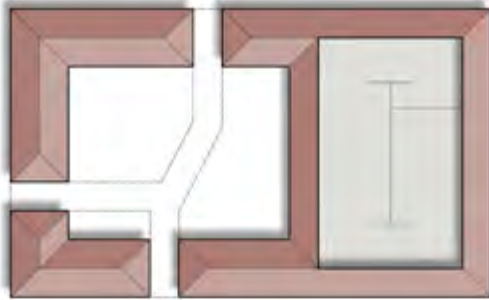


ARCHITECTURAL
& LANDSCAPE
STANDARDS

ARCHITECTURAL INTENT

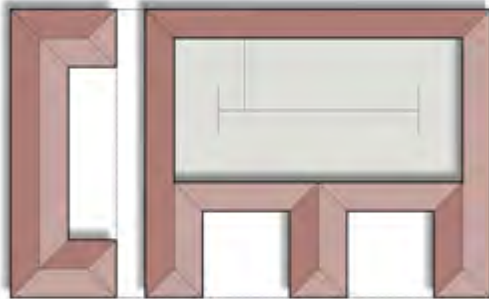
Respecting the city's vision, as the first "TOD" Transit-Oriented Development to be realized in San Antonio, **VICINIA**, encourages a walk-able, pedestrian scaled public domain built within more intense densities that help define interest and comfort to its residents and to the overall citizens of San Antonio. The architectural design standards and guidelines are built around the fundamental importance arrived at through the application of these principles. While the Architectural Vision does not assume or prescribe any particular architectural style beyond the goal of creating a place, it does intend to reflect the richness of San Antonio and respect its climate and unique sense-of-place. Each building contributing to the larger vision of **VICINIA** must leverage: being transit oriented; walkable; engaging the public realm; and support a mix of uses. Buildings should also demonstrate a spirit of progressive creativity, cultural connectivity and ecological sustainability.



**TYPE 2**

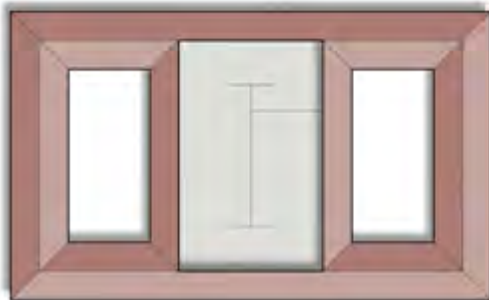
67,100 SF Footprint (Minus Parking Garage)
 67,100 SF x 4 Stories = 268,400 SF
 283,200 SF / 850 SF = 315 Units

Garage: 150' x 240' = 36,000 SF
 36,000 SF x 4 Stories = 144,000 SF
 144,000 SF / 400 SF = 360 Spaces
 360 Spaces / 315 Units = 1.1 Spaces to the Unit

**TYPE 1**

70,800 SF Footprint (Minus Parking Garage)
 70,800 SF x 4 Stories = 283,200 SF
 283,200 SF / 850 SF = 333 Units

Garage: 150' x 300' = 45,000 SF
 45,000 SF x 4 Stories = 180,000 SF
 180,000 SF / 400 SF = 450 Spaces
 450 Spaces / 333 Units = 1.4 Spaces to the Unit

**BASE BLOCK**

83,400 SF Footprint (Minus Parking Garage)
 83,100 SF x 4 Stories = 333,600 SF
 333,600 SF / 850 SF = 392 Units

Garage: 150' x 240' = 36,000 SF
 36,000 SF x 4 Stories = 144,000 SF
 144,000 SF / 400 SF = 360 Spaces
 360 Spaces / 392 Units = .92 Spaces to the Unit

BLOCK CONFIGURATIONS

The Master Plan presented in this Guiding Principles document represents just one example of how each block may be configured. It should be noted that buildings may be reconfigured in a multitude of ways on a per block basis. The diagrams to the left show just a few ways in which a standard block may be developed. Each option has its own set of pros and cons which must be weighed.

A. ENVELOPE

MATERIALS

A.1 - TYPES PROHIBITED

Vinyl siding - per UDC 35-204 (O) (4AB); UDC 35-809 (7-10)

A.2 - WOOD

Exterior wood, including but not limited to siding, trim, columns, balustrades, porch decks, decks, fascias, and shutters must be capable of withstanding the elements and be resistant to rot materials such as cedar, redwood, mahogany or cement board, then sealed with paint or stain. Horizontally applied boards (beveled or drop siding) and wooden shingles are permitted.

A.3 - STUCCO

Stucco is allowed over wood, metal frame or masonry construction. EIFS is discouraged but is prohibited below 12'. (Stucco shall be considered masonry for aesthetic purposes.)

A.4 - MASONRY

Masonry shall be from pre-approved palette of tumbled brick, natural stone, molded stone, or molded cast stone.

A.5 - METALS

Metal elements shall be screen, corrugated metal, copper, terne coated, natural-colored galvanized steel, painted steel, stainless steel, anodized or ESP aluminum or marine grade aluminum.

A.6 - CAST-IN-PLACE CONCRETE

Natural formed concrete shall incorporate face treatment with board texture or steel plate with exposed wall ties.

A.7 - Exterior wood, including but not limited to siding, trim, columns, railings, and decks must be capable of resisting the elements and be resistant to rot.



Figure A.6
Examples of concrete treatment.

CONFIGURATION & TECHNIQUES

A.8 - Building envelopes shall be held to two materials.

A.9 - Material changes which occur in a vertical line should occur only at an offset of no less than 12" or where coplanar material assemblies are utilized must pay careful attention to the juncture of two materials.

A.10 - Garden Walls shall generally be constructed of the same material as the first floor of the primary building. Masonry piers with wood pickets may replace solid masonry walls. Wood may replace masonry at the rear property line. Masonry walls shall be made of stucco or brick while gates shall be wood or steel. Walls may be perforated.

A.11 - Siding shall be horizontal, maximum 4" to 12" to the weather.

A.12 - Stucco or Plaster coating may be applied to concrete block, poured concrete, or brick. Stucco must have a smooth, trowel applied and sand finish or lightly textured finish. Swirl or other heavily textured patterns are discouraged. Lintels: Stone, Wood, Brick, or Steel. Stucco or plaster may not be applied on elements or surfaces less than 10".

A.13 - In traditional applications, where used, trim shall not exceed 6" in width at corners and 4" in width around openings, except at front doors.

A.14 - Building walls shall be one color per material used. Colors of stucco shall be white or warm in tone and paints for masonry applications shall have a flat finish. All exterior wood siding shall be painted or stained. Trim (balcony and porch posts, rails, window trim, rafter tails, etc) shall be painted to compliment the columns and overall value of the building. Walls and fences shall

be in a range of colors approved for their respective materials. All paint selections shall be "premium grade" or better.

A.15 - Masonry, brick can be painted, natural, or parged (sack washed)

A.16 - The following shall NOT be permitted: Stucco covered foam moldings below the second floor, curved windows, window air-conditioning units, exposed exterior fluorescent lights, exposed exterior flood lights, antennas, flags and flagpoles (except official flags of countries, states, counties and cities flown from 6' poles mounted at a 45 degree angle to building walls), direct vent fireplaces, external alarm systems, and skylights.

A.17 - Buildings should attempt to optimize natural light whenever possible, while keeping in mind proper building orientations to reduce solar heat gain and unnecessarily increase energy consumption.

A.18 - Buildings should use cool exterior siding with high solar reflective index to minimize heat gain whenever possible.

A.19 - The first 35 feet of the building facade above grade facing the public right of way must include a level of architectural detailing that will relate to the pedestrian. This may include but is not limited to, architectural elements such as canopies, awnings, overhangs, projections, recesses, signage, lighting, greater dimensional depth of facade elements, material surface changes & texture, and/or active uses.

A.20 - Buildings with facades longer than 50 feet should modulate and articulate the facade to



Figure A.9
An example of a vertical material change that occurs on an alternate or offset plane.



Figure A.20
Here, projecting balconies are used to modulate the facade of building longer than 50 feet.

CONFIGURATION & TECHNIQUES

add visual interest to the street. This can include a change of material, texture, or fenestration. Modulation of the facade can include but is not limited to:

- Covered pass-throughs and recessed building entries up to 2 stories in height.
- Recessed or projecting balconies
- Vertical recesses
- Enclosed building area encroachments and projections

A . 21 - A building’s architectural treatment should be varied and articulated to create interest and diversity along the public ways. Building facades should share features and architectural character with adjacent buildings, yet not be repetitive and redundant.

A . 22 - Entrances shall be appropriately scaled for building’s scale and use.

A . 23 - The scale and rhythm of the facade should express the height and configuration of the residential unit within through architectural detail, color, massing and fenestration.

A . 24 - Where a substantial blank or windowless wall is unavoidable, some combination of eye level displays, contrasts in wall treatment, offset wall lines, outdoor seating, and/or engaging landscaping should be employed. False windows are prohibited.

A . 25 - Residential units that occupy a corner location should have the primary living spaces located in this corner.

A . 26 - A variety of geometric approaches to the building corners is encouraged.

A . 27 - Heavier appearing materials shall be located below lighter appearing materials. One primary material is encouraged.

A . 28 - Material changes should occur at inside corners. Outside corner material changes are not permitted. No more than two envelope material changes shall be allowed. Changes in material shall be rational to building function & massing. (no hyphenated buildings)

A . 29 - Various building facades should share features with their neighbor yet be individualized and not unnecessarily redundant.

A . 30 - Careful attention should be paid to material continuity at sloped conditions including stairs. The material should vary with the slope and not continue at a horizontal line if the change in slope is greater than 12” vertically. (should not emulate masonry)

A . 31 - Buildings should be oriented with the long axis, east-west whenever possible for optimal solar orientation. Buildings or building segments may be oriented north-south to achieve urban design objectives such as framing a street or reinforcing views, however it should be minimized as much as possible. If it is unavoidable to orient the building in an appropriate solar orientation, proper solar strategies and control should be utilized in accordance with prior guidelines.

A . 32 - Exterior shared activity spaces should be coordinated and located in predetermined positions to allow for the establishment of nodes and focal points for pedestrians and residents.

A . 33 - Any structure in a park or open space must be designed with the same level of detail and refinement of material selection on all sides of the building.

B. FENESTRATION

- B.1** - Windows, doors, and storefronts shall be wood, anodized aluminum, or cladwood. Doors shall be painted, stained or anodized. Glass shall be no greater than 10% reflectivity.
- B.2** - Shutters shall be wood, steel, or cellular PVC.
- B.3** - Glazing should be non-reflective and less than 10% tinted with a light transmittance of at least 86%.



Figure B.7
An example of a lobby open to and entered from the street.

- B.4** - In multi-family residential and townhome style units a minimum of 40% of the facade facing the public right-of-way must be transparent.
- B.5** - All other building types not previously listed, must have 60% of the facade facing the public right-of-way must be transparent.
- B.6** - Fenestration should be simple, human-scale, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are discouraged.
- B.7** - Primary building entrances and lobbies should be oriented towards the main public way and any secondary entrances should be open to public or private courtyards. Lobbies should be inviting and open to and entered from the street. Multi-unit building should be designed with prominent entry lobbies that provide visual interest, orientation, and a sense of invitation and welcome from adjacent streets or public ways.
- B.8** - A higher percentage of glazing than is used in other locations should be employed at building or block corners.
- B.9** - In residential areas with ground floor entries care should be taken to have a high frequency of entries to activate the street fronts and encourage communication between building occupants and pedestrians.
- B.10** - Security doors and window grilles are not allowed.
- B.11** - Shutters that are not sized to cover their openings are not allowed.

- B.12** - Windows shall be square or rectangular, vertically proportioned, and fixed or operable. Transoms may be oriented horizontally with panes which match other configurations. Multiple windows in the same rough openings shall be separated by a 4" minimum post (which shall be of like material of window). The window sash shall be located interior to the centerline of the wall. Window sills in masonry construction shall project a minimum of 1 inch from the face of the building. Stucco shall be treated as masonry.
- B.13** - All vertically superimposed openings shall be aligned and centered along the vertical axis.
- B.14** - Window muntins are encouraged and shall be true divided light and shall create panels or square or vertical proportion that are consistent from window to window. (unless rational to building style)
- B.15** - Shutters when used shall be operable, sized and shaped to match the openings. Shutters in accordance with the specific architectural typologies is encouraged.

C. ROOFS & ROOFSCAPES

MATERIALS

- C.1** - Sloped roofs shall be clad in one of the following materials: Synthetic concrete, or natural clay Spanish tile in red or natural buff color, synthetic or natural slate, wood or asphalt shingles (in one color to be determined by the design review board) galvanized steel or copper.
- C.2** - Asphalt roof ridges shall be clad in a like asphalt shingle or terra cotta, concrete, slate or stone.
- C.3** - Copper roofs, flashing, gutters and downspouts shall be allowed to age naturally (not painted or sealed).
- C.4** - Awnings shall be structurally supported by brackets, tapered beams or columns. Canvas awnings are not allowed.
- C.5** - Flat roofs shall be made of material which will be a gray or light tone in color.
- C.6** - Trellis and arbors shall be made of wood, steel, or glass.



Figure C.7

A rooftop terrace greatly improves the aesthetics of the community and increases values.

CONFIGURATION & TECHNIQUES

- C.7** - Rooftops that are overlooked by adjacent properties should treat the roof as another primary facade. This should be studied so as to give the most impressionable view possible for the neighboring buildings while still maintaining proper functionality.
- C.8** - Principle roof on all freestanding buildings shall be flat, shed, symmetrical hip or gable with a slope of 3:12 to 8:12. Also allowed are gabled hips, hipped gables, and flared hips. Where garages meet in a party wall condition, gabled ends are allowed.
- C.9** - Buildings are encouraged to provide solar ready capabilities, however they should not be visible from primary frontages.
- C.10** - Roof light sources should be a full cutoff type.
- C.11** - Roof gardens are encouraged as an option for buildings to provide additional living and recreational space for occupants and to provide visual interest from street level. Attention should be paid to wind direction to assure that provided spaces are usable.
- C.12** - Expressive roof forms which may include deep overhangs where orientation dictates, are encouraged, to provide visual interest on the street level and to the skyline.
- C.13** - Mechanical equipment greater than 4 feet in height shall be screened. Screening shall be compatible and integrated into the overall character of the building in which it resides. The screening device shall be of at least equal height to the mechanical equipment that it screens.
- C.14** - Rooftop equipment should be minimized to the greatest extent possible, both economically and programmatically.
- C.15** - Gutters and downspouts are encouraged for rainwater collection and when used shall be made of galvanized steel, copper (not copper-coated), anodized or aluminum. Downspouts shall be placed at the corner of the building least visible from nearby streets unless made an integral part of the design solution.
- C.16** - Ancillary roofs (attached to walls or roofs) may be flat or sheds sloped no less than 3:12
- C.17** - Eaves shall be continuous, unless overhanging a balcony or porch. Eaves shall have an overhang from 12" to 32". Overhanging eaves may have exposed rafters. Eave height shall not exceed 10".
- C.18** - No through roof penetration for mechanical or electrical devices shall be allowed to penetrate the roof at the building's frontage. Penetrations of these devices at approved locations will be of color to match the roof.
- C.19** - The following shall not be permitted: metal finishes in any color other than those indicated in this document.
- C.20** - Excessively complicated roofs are not allowed.

D. BUILDING ELEMENTS

MATERIALS

D.1 - DOORYARDS

Dooryards shall be brick, stone, stucco, or cast in place concrete.

D.2 - STOOPS

Stoops shall be wood, brick, concrete, or stone. If concrete, a stoop shall have brick accents.

D.3 - CHIMNEYS

Chimneys shall be stucco, brick, or decorative metal.

D.4 - FENCES / GARDEN WALLS

Fences shall be wood, iron, brick, stucco, stone, or cast in place concrete. All wood shall be finished in an approved full bodied paint/stain. (See Special Definitions)

D.5 - Railings are permitted to be of any material, however preference is given to railings of high transparency.

D.6 - The following shall be subject to approval from the Design Review Board: Brick, mortar colors and patterns, fence designs and exterior light fixtures.



Figure D.5

An example of a metal railing with a higher transparency level to see activity beyond and maintain interest from the street.

CONFIGURATION & TECHNIQUES

D.7 - Columns or posts shall be no smaller than 6" x 6".

D.8 - Awnings shall be made up of metal, wood or glass.

D.9 - Awnings, canopies, marquees, signs, shading devices, cornices, lighting and other similar architectural building elements may only encroach into the public right-of-way and/or project into the setback above ten feet (10') from grade, if approved by the City of San Antonio.

D.10 - Awnings shall be attached directly to building walls with or without use of columns. Canopies requiring columns or supports on sidewalks are to be approved by the city.

D.11 - Trellis and arbors shall enhance the pedestrian thoroughfare and provide shade.

D.12 - Ground floor residential units fronting a dedicated right-of-way, dedicated open space, or pedestrian walkway shall be raised between 24 to 36 inches above adjacent grade to provide a sense of separation and privacy for building occupants.

D.13 - Awnings and signage should be incorporated into storefronts to provide shade.

D.14 - Mechanical or service/utility related equipment should be screened and/or concealed by vegetated or architectural screens. Architectural screens should respond to and be similar to adjacent buildings in materials and color. The height of screens or vegetation should at a minimum be equal in height to the equipment being screened.

D.15 - Utility or maintenance structures servicing a park or open space shall to the greatest extent possible be integrated into the landscape and complement the concept of the adjacent park or open space.

D.16 - Physical barriers are prohibited except where required for public health and safety.

D.17 - Elements such as stairs, railings, low walls, and planters should integrate similar materials and details as employed on the associated building vocabulary. Planters should generally be the same material as the first floor building they are attached to.

D.18 - Entry doors which face the public right-of-way should either be recessed into the building face or have an awning or deck element project over the entry for appropriate weather protection.

D.19 - Building projections are encouraged above the ground floor and such projections shall be at least 12 feet above the adjacent grade. These may project up to 4 feet into the required setbacks, over drive courts, paths, or stairways or in accordance with the San Antonio UDC. The extent of the building projections shall be limited to a maximum of 1/3 the overall area of the dominant building facade.

D.20 - Recesses or projections are encourage to have a material or color change to denote or signify a change in the building form.

D.21 - Loading and service areas, including trash and recycle dumpsters should be located where they will not impact the pedestrian environment.



Figure D.22

Horizontal shading devices integrated into the overall design and material palette of the building.

D.22 - The use of exterior shading devices including, but not limited to vertical and horizontal louvers above the base level to enhance proper solar design is recommended. This should be appropriately incorporated into the overall design of the building and should be of a material appropriate for this environment.

D.23 - East, west and south facing facades should be designed with a combination of overhangs, horizontal sun shades and vertical shading. This can include but is not limited to louvers and fins. Any shading devices should be incorporated into the holistic design of the building and not be a tacked on or a solely additive feature.

D.24 - The following shall be permitted only in rear yards and where not easily visible from streets or paths: HVAC equipment (silent models preferred), utility meters satellite dishes, permanent grills, permanent play equipment, hot tubs, and garbage collection equipment.

D.25 - Building addresses shall be posted as required by local requirements on the main building. In addition, the building address shall be posted on the alley above the garage door or otherwise visible from the alley in the absence of a garage door.

E. PARKING/PARKING STRUCTURES



Figure E.1
Examples of parking garage screening strategies.



Figure E.4
An example of a parking garage shielded by housing and mixed use building liners.

E.1 - Parking is encouraged to be along street frontages or in parking structures that should be screened per the guidelines in this section.

E.2 - Exposed structured parking at street level is not permitted on any facade facing a public right-of-way across from any residential development.

E.3 - The facade of above-grade parking structures shall not be considered “exposed” if it meets either of the following criteria:

It is lined by usable building space that is a minimum of 18 feet deep from the street level to the first 35’ of facade elevation.

It has a maximum exterior wall length along the street of 100 linear feet and is treated in one of the following methods:

- It is set back a minimum of five feet (5’) from the public right of way and have an exterior vegetated wall that screens 50% of the surface within three years; or
- It is set back a minimum of ten feet (10’) from the public right of way with landscaping in that setback that screens the exterior wall length of the parking structures within three years for 50% of height of the parking levels and 90% of length (excluding entries and exits).

E.4 - Any parking structures attached to or related to a particular project should have facades screened and designed to be compatible with the language of the building it is attached to.

E.5 - All parking structures are encouraged to be wrapped with townhouse style housing, building lobbies, community uses, retail and commercial uses, and parking podium access stairs and elevators to screen the parking garages from view.

E.6 - Garages accessed directly from the street should have sufficient street frontage and/or design characteristics to assure that the unit entry and other ground level residential activities establish the prominent image for the townhouse while limiting the visual presence of garage doors.

E.7 - If residential units or townhomes are to have garage doors, these doors should not dominate the primary facade. They should be recessed to not call attention to the doors from the street view. The materials and color should be consistent with the associated building or units.

E.8 - No exposed parking, service, mechanical, auto circulation, or loading is permitted within 60 feet of any block corners.

F. SIGNAGE

MATERIALS

F. 1 - Materials that match or compliment the building or area are required. Materials may include metal, wood, stone, glass, or other materials with prior approval. Canvas and plastic are not allowed.

F. 2 - Acceptable materials for window signage is vinyl or paint applied to the inside face of the glass.



Figure F.4
An example of consistent architectural awnings for signage adding interest to the street while bringing the scale to a pedestrian level.



Figure F.3
An example of appropriate projecting signage located above 8'-0" and supported from above by architecturally consistent awnings.

CONFIGURATION & TECHNIQUES

F. 3 - Commercial signs are intended to identify a business in an attractive and functional manner and help customers find the specific business location. They are not intended to serve as general advertising.

F. 4 - Signage should be integrated with the building design and compatible with their surroundings.

F. 5 - Signage should not detract from the overall quality of the architecture in which it is placed. Every effort should be made to ensure the quality of the signage is in tune with the intent of the building character. If signage is added after the building is constructed it should be approved and follow the original intent of the signage it is replacing.

F. 6 - Sign proportions should be proportionate to the street frontage but in no case larger than:

- 20 square feet for individual businesses
- 50 square feet for joint business directories
- 5' in height or height of wall it is applied to, whichever is less.

F. 7 - Signage may not extend above the building parapet, soffit, eave line of the roof, or the window sill of the second story.

F. 8 - One sign per storefront maximum.

F. 9 - A maximum of one projecting sign is allowed per every 25 linear feet of parallel street frontage.

F. 10 - Projecting signs must be placed a minimum of 8' above the sidewalk.

F. 11 - Signs on awnings or marquees are permitted in lieu of wall and projecting signage.

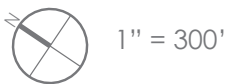
F. 12 - Permanent or temporary window sign extents are limited to 1/3 of the total window area of the storefront.

F. 13 - Exposed junction boxes, lamps, tubing, conduits or raceways are not permitted.

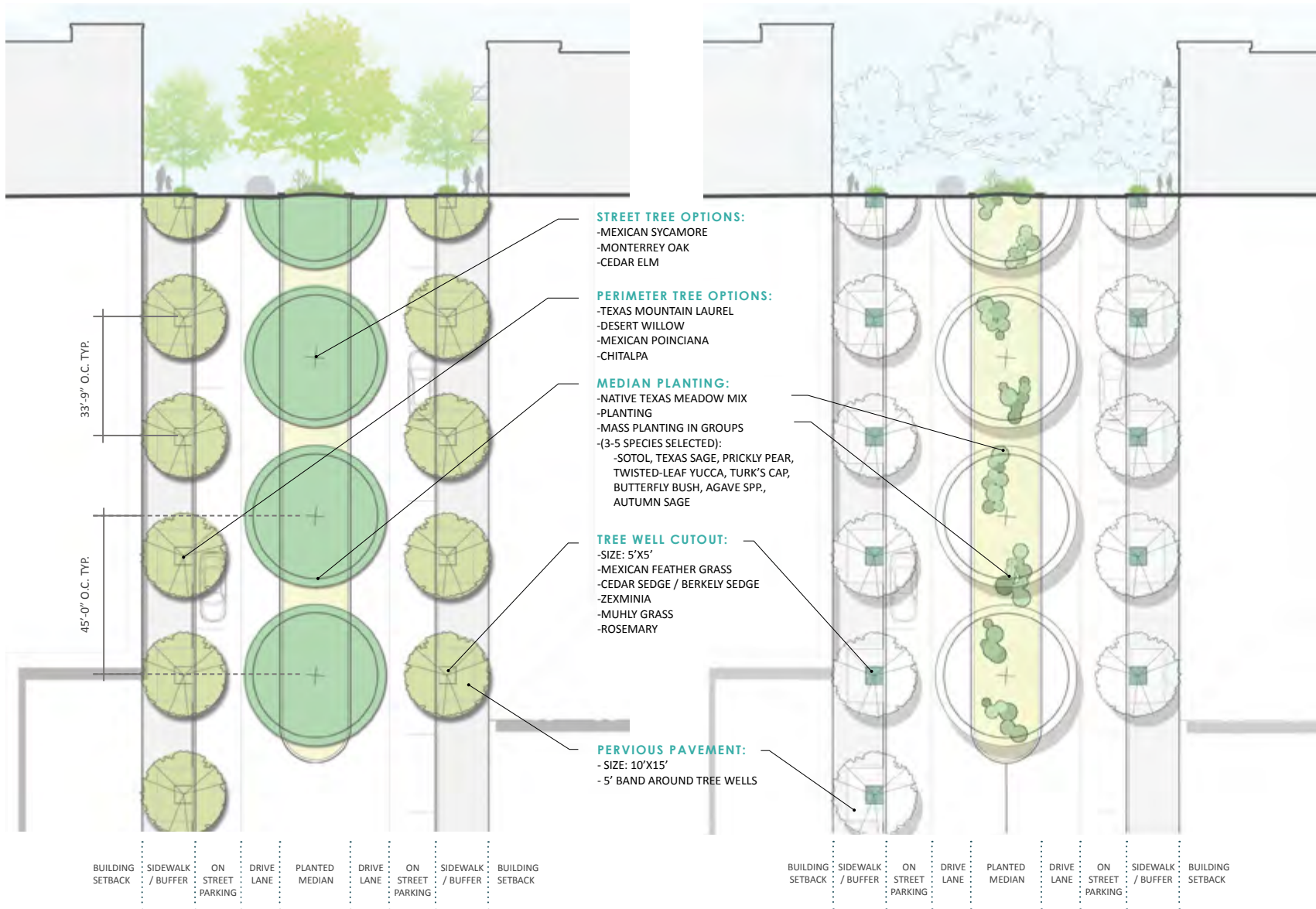
F. 14 - Neon signage is not permitted.

F. 15 - Roof mounted signage is prohibited.

LANDSCAPE INTENT



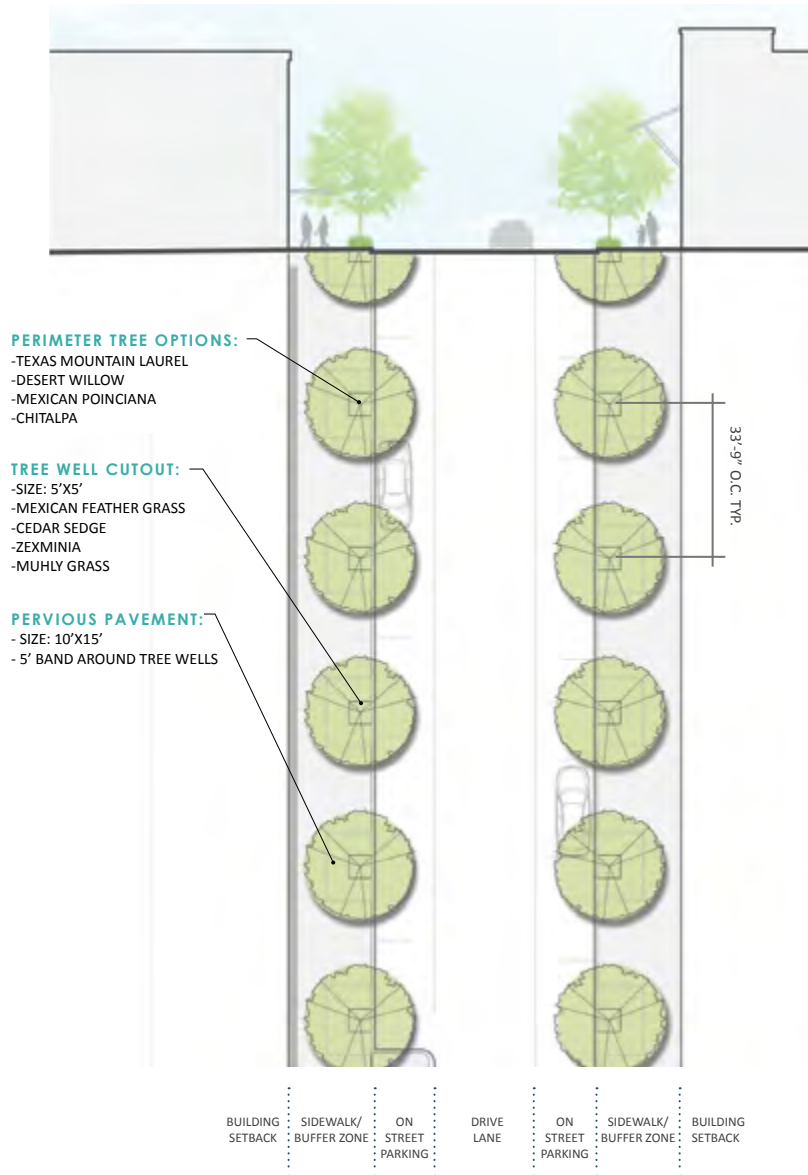




SECTION A-1: TREE PLANTING

SECTION A-2: UNDERSTORY PLANTING

TYPICAL STREET SECTIONS



SECTION B



STREET TREE OPTIONS:



MEXICAN SYCAMORE



CEDAR ELM



MONTERREY OAK

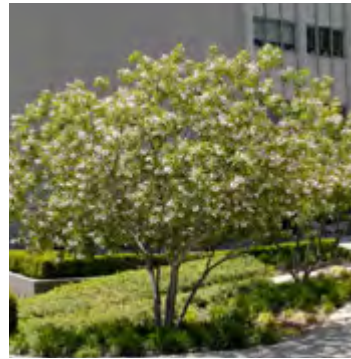
PERIMETER TREE OPTIONS:



MEXICAN POINCIANA



TEXAS MOUNTAIN LAUREL



CHITALPA (HYBRID OF DESERT WILLOW)

TREE WELL PLANTING:



DEER MUHLY



BERKLEY SEDGE



MEXICAN FEATHER GRASS



ROSEMARY



CEDAR SEDGE



ZEXMINIA

MEDIAN PLANTING:



TEXAS SOTOL



AGAVE SPP.



SPINELESS PRICKLY PEAR



YUCCA



TEXAS SAGE



BUTTERFLY BUSH



AUTUMN SAGE



TURK'S CAP

MEADOW MIX PLANTING:



NATIVE ANNUALS AND PERENNIALS THAT PROVIDE COLOR THROUGHOUT THE SUMMER.



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