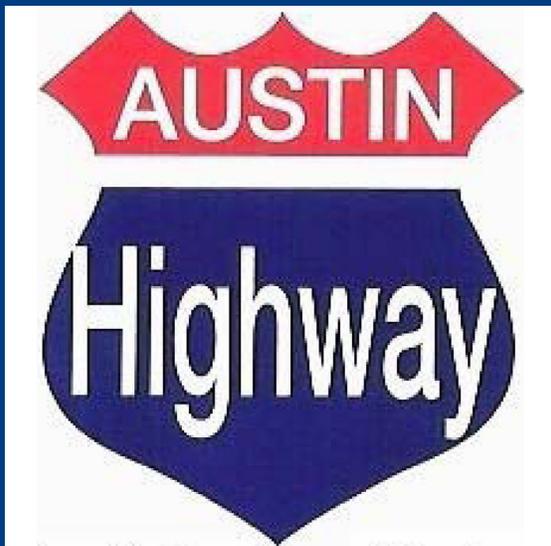


AUSTIN HIGHWAY HARRY WURZBACH

(TAPS MEMORIAL BOULEVARD)
METROPOLITAN CORRIDOR OVERLAY DISTRICT



DESIGN STANDARDS MANUAL
MARCH 15, 2012

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Overview

The Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor Overlay District (MC-3) was created in order to:

- Encourage continued redevelopment of the area;
- Assist the Base Realignment and Closure (BRAC) related efforts to revitalize and manage growth at Fort Sam Houston and the surrounding communities;
- Protect federal investment being made at Fort Sam Houston; and
- Advance the efforts of the Austin Highway Revitalization Project, Inc.

Basic Statistics

Size	<p>Length: Approximately 8.0 miles total</p> <ul style="list-style-type: none"> • 3.9 miles along Austin Highway • 4.1 miles along Harry Wurzbach <p>Area: 657.4 acres</p> <p>Parcels: 582 parcels, 484.1 acres</p>
Affected Area	<p>Non-single family residential properties within the municipal boundary of the City of San Antonio:</p> <ol style="list-style-type: none"> 1. Within 200 feet of Austin Highway from the municipal boundary of the City of San Antonio to the west and West Meadowlane Drive to the east; 2. Within 300 feet of Austin Highway from West Meadowlane Drive to the west and Loop 410 to the east; and 3. Within 300 feet of Harry Wurzbach from Loop 410 to the north and Fort Sam Houston to the south

Designation Criteria

In order to be designated as a Metropolitan Corridor, Austin Highway and Harry Wurzbach must meet the criteria detailed in the Unified Development Code (UDC), §35-339.01.

In meeting the first criteria for designation, the Major Thoroughfare Plan identifies Austin Highway as a Secondary Arterial Type B from the municipal boundary of the City of San Antonio to West Meadowlane Drive and as a Primary Arterial Type A from West Meadowlane Drive to Loop 410. Austin Highway is also known as Loop 368, and is under the jurisdiction of Texas



Fort Sam Houston Federal Cemetery, Harry Wurzbach (left); Bun N' Barrel, an Austin Highway landmark since 1950 (right)

Department of Transportation. Harry Wurzbach is designated as a Secondary Arterial Type A from Loop 410 to Fort Sam Houston.

In addition to the Major Thoroughfare designation, each thoroughfare must meet one or more additional criteria. Austin Highway meets three (C, D, and E) of the six additional criteria. Austin Highway historically served as a regional and neighborhood commercial center. It also served as the primary access from cities north of San Antonio to downtown San Antonio, a major tourist attraction. Additionally, Austin Highway traverses Salado Creek between Ira Lee Road and Holbrook Road.

Harry Wurzbach qualifies for Metropolitan Corridor District designation because it meets two (A and C) of the six additional criteria. Harry Wurzbach abuts the Fort Sam Houston National Cemetery, a historic landmark. Harry Wurzbach has also historically served as a neighborhood commercial center near its intersection with Austin Highway.

**UDC §35-339.01
CORRIDOR DISTRICTS DESIGNATION CRITERIA**

Metropolitan Corridors must lie along a street in the city's adopted major thoroughfare plan; and

- A. Abut, traverse or link designated historic landmarks and/or districts; or
- B. Have a public or private commitment of resources for redevelopment or revitalization of the corridor's building or infrastructure; or
- C. Have historically served as a regional or neighborhood commercial center; or
- D. Provide primary access to one (1) or more major tourist attractions; or
- E. Abut, traverse or link the San Antonio River or its major tributaries including Leon and Salado Creeks; or
- F. Traverse residential areas where single-family and multi-family housing units exist in residentially zoned areas along at least fifty (50) percent of the corridor frontage.

Initiation and Adoption

The Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor designation process was initiated by City Council Resolution 2011-04-07-009R, which was adopted on April 7, 2011. The Zoning Commission recommended approval of the overlay district zoning and design standards at their XX public hearing. City Council adopted the Austin Highway/Harry Wurzbach Metropolitan Corridor Overlay District at their XX public hearing.

Public Involvement

The initial public meeting was held in August 2011 to inform the public about the planning program for the Austin Highway/Harry Wurzbach Metropolitan Corridor and to invite them to become part of the Planning Team. The Planning Team consisted of thirty representatives including



Photo of attendees at the first public meeting held August 2, 2011, at St. Pius X Catholic Church.

property owners, business owners, residents, and neighborhood association representatives. Six Planning Team work sessions were conducted from August 2011 through November 2011. Mid-way through the planning process, a second public meeting was held to inform the public about the work of the Planning Team. One final public meeting, in open house format, was held on January 24, 2012.

Applicability

The Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor Overlay District (MC-3) design standards shall only apply to properties located within the municipal boundary of the City of San Antonio. Design standards apply to new construction and certain types of renovations. The standards will be enforced when an improvement or new construction plans are submitted for site plan review. Single-family residential structures in platted subdivisions shall not be subject to the design standards of this overlay district. The width of MC-3 varies depending on the designation of the thoroughfare in the Major Thoroughfare Plan. The boundaries of the corridor overlay district are shown in the boundary map on page 2 and described below.

AUSTIN HIGHWAY/HARRY WURZBACH METROPOLITAN CORRIDOR OVERLAY DISTRICT (MC-3) BOUNDARIES

Thoroughfare	Location¹	Major Thoroughfare Designation	Scope²
Austin Highway	From the municipal boundary of the City of San Antonio to the west to West Meadowlane Drive to the east	Secondary Arterial Type B	200 feet
	From West Meadowlane Drive to the west to Loop 410 to the east	Primary Arterial Type A	300 feet
Harry Wurzbach	From Loop 410 to the north to Fort Sam Houston to the south	Secondary Arterial Type A	300 feet

¹ For areas that are located within 300 feet of the outer right-of-way boundary line of Austin Highway and within 300 feet of the outer right-of-way boundary line of Harry Wurzbach, the standards for Austin Highway shall take precedence.

² Scope is measured from the outer right-of-way boundary line of each thoroughfare. All properties within the designated scope are within the boundaries of the corridor overlay district.

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
A. SITE & BUILDING DIMENSIONS	■	■	■		A.1. Building setbacks, height, and maximum percent of impervious cover are established. p. 13
	■	■	■		A. 2. If the building façade length is greater than 50 ft, 1 or more technique shall be employed to reduce the perceived mass. p. 14
B. PARKING & OFF-STREET LOADING	■	■	■		B.1. All parking areas shall include landscaped areas (pods). p. 14
	■	■	■		B.2. Loading areas shall be located a minimum of 20 ft from any residentially zoned property. The recommended placement for off-street loading areas is at the rear of the building. p. 15
	■	■	■		B.3. Off-street loading areas shall be screened. p.15
	■	■	■		B.4. Off-street loading areas that abut a single-family residential zoning district shall be screened from view. p. 15
C. BUILDING MATERIALS	■	■	■		C.1. Permitted primary materials defined. p. 15
	■	■	■		C.2. Permitted accent materials defined. p. 15
	■	■	■		C.3. Allowed uses of metal as an accent building material defined. p. 15
	■	■	■		C.4. Highly reflective or glossy materials are prohibited. p. 16
	■	■	■		C.5. Concrete finishes must be profiled, sculpted, fluted, exposed aggregate, or other architectural finish. p. 16
	■	■	■		C.6. Building materials (primary and accent) shall include only earth tone colors, muted colors, or chosen from the color palette of abutting properties. p. 16
	■	■	■		C.7. Elevations shall include transparent glass and at least 2 other building materials. p. 16
	■	■	■		C.8. Transparent glass shall not represent more than 60% of a building façade or elevation. p. 16

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
C. BUILDING MATERIALS (CONT.)	■	■		■	C.9. Security bars (burglar bars) are not recommended on the street wall façade. p. 16
	■	■		■	C.10. Metal overhead doors and security gates on the street wall façade are recommended to be internally mounted and shall fully retract during business hours. p. 16
	■	■	■		C.11. At least 75% of the pedestrian circulation system that adjoins the street wall facade shall be shaded. p. 17
	■	■		■	C.12. Awnings are recommended to be constructed of high quality materials and shall be only made of permitted materials. p. 17
	■	■		■	C.13. Balconies and awnings may encroach into the building setback. p. 17
	■	■	■		C.14. Balconies shall not be fully enclosed. p. 17
	■	■	■		C.15. 1 or more building material or landscaping element shall be provided in order to incorporate a pedestrian scale. p. 17
	■	■	■		C.16. A cornice shall be provided. p. 18
	■	■		■	C.17. Street furniture, bicycle parking space and trash receptacles are encouraged, and where provided, should be located within 25 ft of building entrances. <i>(eligible for 5 landscaping points)</i> p. 18
	■	■		■	C.18. The use of public art is encouraged. <i>(eligible for 5 landscaping points)</i> p. 18
D. FENCES/WALLS	■	■	■		D.1. Fences within the street yard are permitted, but shall comply with height and materials standards. p. 19
E. SCREENING OF LIGHTING	■	■	■		E.1. Exterior lighting fixtures shall include a cutoff angle of 90 degrees or less. p. 19

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
E. SCREENING OF LIGHTING (CONT.)	■	■	■		E.2. Lighting of building exteriors that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated. p. 19
	■	■	■		E.3. A fixture that allows for indirect up lighting is permitted under an awning. p. 19
	■		■		E.4. The requirements of Section E for the screening of lighting fixtures shall not apply to neon lighting along Austin Highway. p. 19
F. ON-PREMISES FREE STANDING SIGNS	■	■	■		F.1. Maximum permitted message area and height are established. p. 20
	■	■	■		F.2. Bases and supports for freestanding on-premises signage shall be clad in a masonry finish. p. 20
	■	■	■		F.3. The base of the sign shall be landscaped with native plants and shall be irrigated. p. 20
	■	■		■	F.4. The restoration and installation of non-conforming vintage or historic on-premises freestanding signs is recommended. p. 20
G. ON-PREMISES ATTACHED SIGNS	■	■	■		G.1. On-premises attached signs are permitted, subject to restrictions. p. 21
	■	■		■	G.2. Window signs that obstruct the view in or out are discouraged. p. 21
	■	■		■	G.3. The restoration and installation of non-conforming of vintage or historic on-premises attached signs is recommended. p. 21
H. OFF-PREMISES SIGNS	■	■	■		H.1. Installation of new, off-premises signs (billboards) shall not be permitted. p. 21
	■	■		■	H.2. A variance request that results in the continued use of an existing off-premises sign is not recommended. p. 21
I. SITING, GRADING	■	■		■	I.1. It is recommended that the natural topography of the site and swelling clay soils be respected and low impact development (LID) practices be implemented. p. 21

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
J. LANDSCAPING & BUFFERYARDS	■	■	■		J.1. Plants utilized to fulfill the landscaping requirements shall be selected native Texas plants. p. 21
	■	■	■		J.2. Landscape plans shall earn a minimum of 85 points for elective criteria. Up to 15 points may be earned through elective criteria specified in this document not otherwise allowed by UDC 35-511. p. 21
	■	■	■		J.3. Surface parking lots shall include canopy trees which shade a minimum of 35% of any individual parking lot at maturity. <i>(eligible for 25 landscaping points)</i> p. 22
	■	■	■		J.4. Landscaping shall be arranged in such a manner to minimize the mass of a building, fence, or wall. p. 22
	■	■	■		J.5. Storm water retention/ detention facilities shall be integrated as a landscape feature using native Texas plants. p. 22
	■	■		■	J.6. Outdoor seating areas are encouraged and shall incorporate landscaping features. <i>(eligible for 5 landscaping points)</i> p. 23
	■	■		■	J.7. The integration of outdoor space for passive or active use is recommended. <i>(eligible for 5 landscaping points)</i> p. 23
	■	■		■	J.8. Water features are encouraged. <i>(eligible for 5 landscaping points)</i> p. 23
	■	■	■		J.9. Bufferyards shall be located along the front, side, and rear of the property subject to conditions. p. 24
	■	■		■	J.10. Boulders may be incorporated as part of the landscape design. p. 24
	■	■	■		J.11. No less than 3 different species of plant materials shall be used within the landscape design. p. 24

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
K. TREE PRESERVATION	■	■	■		K.1. All healthy or non-diseased and native non-invasive existing vegetation within the street yard shall be preserved. <i>(eligible for up to 40 landscaping points)</i> p. 25
L. DRIVEWAY SIZE & SIDEWALKS	■	■	■		L.1. A minimum 5 ft wide continuous pedestrian circulation system shall be provided, constructed of approved materials, and at least 50% shaded. <i>(eligible for up to 5 landscaping points)</i> p. 26
		■	■		L.2. For Harry Wurzbach, the number of driveways and/ or the width of driveways on existing developed properties shall be minimized. p. 27
M. SCREENING	■	■	■		M.1. Parking areas shall be screened. <i>(eligible for 25 landscaping points)</i> p. 27
		■	■		M.2. For Harry Wurzbach, the first story parking areas within parking structures shall be screened. p. 27
	■	■	■		M.3. Outside storage and service areas, storage tanks, mechanical equipment, refuse storage areas, dumpsters, compactors, and air conditioning/heating equipment, shall be screened. p. 28
	■	■	■		M.4. Preferred and permitted location of trash collection areas or dumpsters defined. p. 28
	■	■	■		M.5. Drive through windows and menu boards/ordering stations shall be screened. Drive through queuing lanes shall be located in the side or rear yards. p. 28
	■	■	■		M.6. Satellite dishes and components shall be screened. p. 28
N. SOLAR ENERGY SYSTEMS	■	■	■		N.1. Solar energy systems and components shall not be visible from the public right-of-way except if used as an awning to shade the pedestrian circulation system. p. 29

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
N. SOLAR ENERGY SYSTEMS (CONT.)	■	■	■		N.2. Free standing solar energy systems and components are prohibited unless they are incorporated as shading or lighting devices over parking areas or pedestrian circulation systems. p. 29
O. UTILITIES	■	■	■		O.1. On-site utilities shall be located underground unless required by the utility to be otherwise located. p. 29
	■	■	■		O.2. Utility boxes, utility pillars, utility cabinets, and other utility equipment shall be screened. p. 29
P. RIGHT-OF-WAY	■			■	P.1. Utilize the "Awesome Highway" logo. p. 29
	■	■		■	P.2. The preferred right-of-way design is defined. p. 30
	■	■		■	P.3. A shared, bi-directional left turn lane or a continuous center turn lane is not recommended. p. 30
	■	■		■	P.4. On-street parking is not recommended. p. 30
	■	■		■	P.5. Landscaped, 16 ft wide center medians with left turn lanes are preferred. p. 30
	■	■		■	P.6. Sidewalks are recommended to be at a minimum 5 ft wide, and maintain a minimum 4 ft wide planting strip between the curb and the sidewalk. p. 31
	■	■		■	P.7. Marked crosswalks and left turn lanes should be marked with reflective materials. p. 31
	■	■		■	P.8. A minimum 10 ft wide multi-use or shared path may be installed and shall be separated from the roadway. p. 31
		■		■	P.9. On Harry Wurzbach, on-road bicycle lanes are recommended. p. 31
	■	■		■	P.10. Generally, vehicle lanes shared with bicycles are not recommended. p. 32
	■	■		■	P.11. Integrate contextual public art elements into any new bus shelter design program. p. 32

ELEMENT	AUSTIN HIGHWAY	HARRY WURZBACH	STANDARDS (MANDATORY)	GUIDELINES (VOLUNTARY)	SUMMARY
P. RIGHT-OF-WAY (CONT.)	■	■		■	P.12. Maximize the potential for shade and/or weather protection at bus stops. p. 32
	■	■		■	P.13. Bus shelters are recommended to be constructed or clad with materials similar to adjacent structures. Materials should utilize a color palette similar to adjacent structures. Earth tone colors are preferred. p. 32
	■	■		■	P.14. Solar energy systems at bus shelters are recommended to follow the standards for solar energy systems. p. 32
	■	■		■	P.15. It is recommended that amenities such as newspaper stands, bicycle parking spaces, and trash receptacles be clustered at or near bus stops. p. 32

A. Site & Building Dimensions

A.1. Building setbacks, height, and maximum percent of impervious cover are established in Table A-1 below.

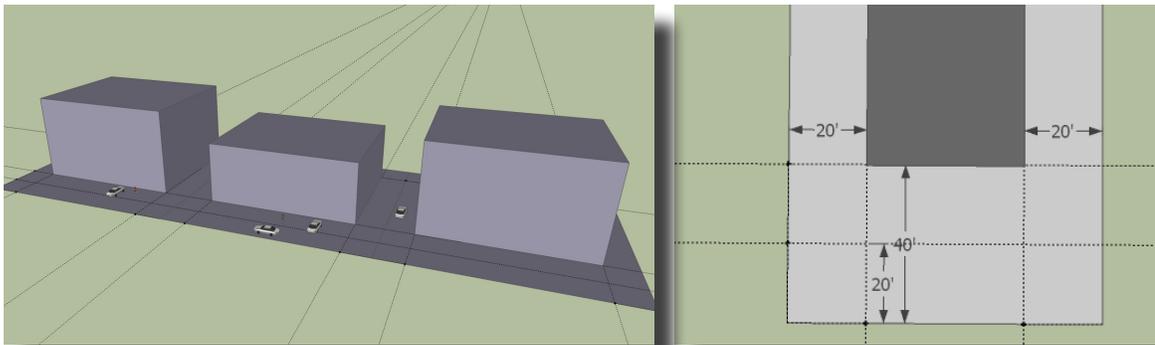
TABLE A-1: SITE & BUILDING DIMENSIONS

	Front Setback (ft)		Minimum Side Setback (ft)		Maximum Building Height (ft)	Maximum Percent of Impervious Cover
	Minimum	Maximum	Lots less than 80 feet wide	Lots 80 feet wide or more		
Austin Highway	20	40	10	20	40 ²	80% ³
Harry Wurzbach	NA ¹	NA ¹				

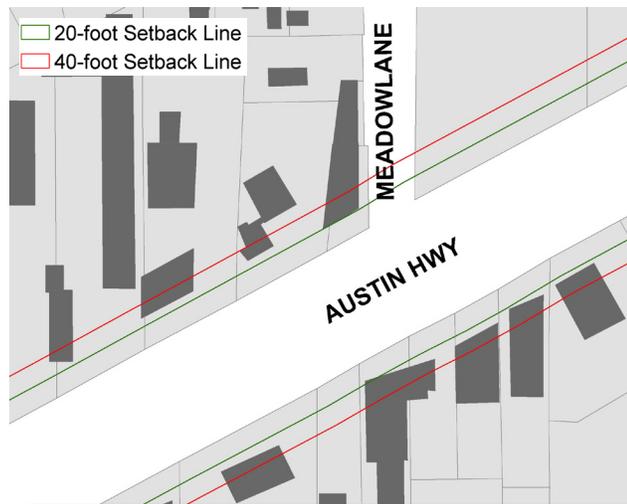
1 Not applicable (NA) - The permitted dimensions are set as per the base zoning district

2 The provisions of UDC §35-517(d) to exceed the maximum building height shall not apply.

3 Outdoor seating areas with landscape features, outdoor space for passive or active use, or water features shall not be included as impervious cover.



Demonstrates front and side rear setbacks (left). Example of an eighty (80) foot wide property with side setbacks of twenty (20) feet on both sides and forty (40) foot front setback (right).



Demonstrates a twenty (20) foot and forty (40) foot setback line along Austin Highway with the current footprint of existing buildings.

A.2. If a street wall building façade exceeds fifty (50) feet in length, one (1) or more of the following techniques to reduce the perceived mass shall be employed:

- Change in façade height of each building module of a wall plane. The change in height shall be at least ten percent (10%) of the vertical height. A change in the roof form of the building module is recommended to accentuate the change in the façade height; and/or
- Change of building materials with each building module to reduce its perceived mass. It is recommended that a change in building materials include facade articulation features such as the use of columns, pilasters or strap work of different materials. Additionally, a change in the articulation of windows may be employed to complement the use of different building materials.



Example of a change in roof form and height (top) and a change in the window arrangement (bottom).

B. Parking & Off-Street Loading

B.1. All parking areas, regardless of placement, shall be interrupted with landscaped areas (pods) at a ratio of 16.2 square foot landscaped area for every one (1) vehicle parking space.

- Pods shall be used to meet the requirements for tree and understory preservation and shading requirements for parking lot canopy trees and/or the pedestrian circulation system.
- Pods must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers.
- Use of LID features is recommended and where LID features are provided in pods shall be eligible for five (5) landscaping points for elective criteria in the landscape plan as required by J.2.



Example of landscaped pods in parking areas.

- B.2. Loading areas shall be located a minimum of twenty (20) feet from any residentially zoned property. The recommended placement for off-street loading areas is at the rear of the building. However, off-street loading areas may also be located on the sides of a structure.
- B.3. Off-street loading areas shall be screened from view by an architectural building feature or other permanent structure.
- B.4. Off-street loading areas that abut a residential zoning district shall be screened from view of the abutting residential zoning district with a minimum six (6) foot tall fence or wall in addition to applicable bufferyard requirements specified in UDC §35-510.

C. Building Materials

- C.1. Primary building materials shall be selected from the list of permitted primary building materials and shall comprise no less than seventy-five percent (75%) of a single elevation. The following materials are permitted for use as a primary material:

- Masonry consisting of stone, cultured or cast stone;
- Brick or brick veneer;
- Architecturally finished block;
- Architecturally finished pre-cast or poured-in-place concrete wall (i.e. tilt-up wall or tilt wall);
- Stucco or EIFS;
- Transparent glass; and/or
- Tile.



Examples of primary building materials: (left to right) cast stone, brick veneer, architecturally finished block, stucco with transparent glass, and tile.

- C.2. The following materials are permitted for use as an accent material on any exterior structure surface that are located within the corridor district:

- Painted wood;
- Glass block;
- Fiber cement siding (i.e. hardiplank) and/or
- Metal subject to the requirements of C.3.

- C.3. Metal shall not be counted as an accent material where it is used for awnings, railings and/or fences. For Harry Wurzbach, metal for use as an accent material shall not be permitted.



Example of glass block as an accent material with cultured stone and brick veneer.

C.4. Highly reflective or glossy materials are prohibited. This does not apply to roofing or paving materials used to lower the urban heat island effect.

C.5. Concrete finishes must be profiled, sculpted, fluted, exposed aggregate, or other architectural finish.



Example of a fluted concrete finish

C.6. Building materials (primary and accent) shall include only earth tone colors (beiges, grays, browns, greens), muted colors, or chosen from the color palette of abutting properties regardless of whether the color is applied or integral to the material.

C.7. Elevations shall include transparent glass and at least two (2) other building materials.

- No more than four (4) materials are recommended.
- Two shades of body color are recommended to delineate between the first and upper floors.
- A trim or accent color is recommended to be used on doors, framing, windows, handrails, shutters, ornamentation, fences, and similar features. Trim colors are best in a shade lighter than the body color. Accent colors should be used to highlight special features such as doors, shutters, gates, ornamentation, storefront frames, and awnings.



Examples of two or more materials with trim color

C.8. Transparent glass shall not represent more than sixty percent (60%) of a building façade or elevation.

C.9. The installation of security bars (burglar bars) are not recommended within the street wall façade.

C.10. Metal overhead doors and security gates on the street wall façade are recommended to be internally mounted and fully retract so that they are not visible during normal business hours.



Examples of two store fronts after business hours that utilize internally mounted security gates that fully retract during business hours.

C.11. A minimum of seventy-five percent (75%) of the street wall facade that adjoins a pedestrian circulation system shall be shaded by awnings, balconies, colonnades or arcades.

C.12. Awnings are recommended to be constructed of high quality, durable, fade resistant, and flame retardant materials, and shall be only made of one or more of the following materials:

- Canvas;
- Concrete;
- Stainless, painted, galvanized or enameled metals;
- Wood;
- Glass;
- Plastic; and/or
- Fiberglass.



Example of more than 75% shading provided by awnings.



Examples of different styles and materials for awnings.

C.13. Balconies and awnings may encroach up to five (5) feet from the building face into the building setback.

C.14. Balconies may have roofs, but shall not be fully enclosed.

C.15. In order to incorporate a pedestrian scale and to provide relief to untreated portions of building facades, one (1) or more of the following building materials or landscaping element shall be provided:

- Ornamental building materials such as tile, stone, marble. Ornamental building materials may be used to provide architectural elements such as overhand eaves, pilasters, string courses, window sills, lintels or rustication;
- Decorative lighting elements (e.g. light sconce); and/or
- Landscaping such as wall insets with plantings, planters, or trellises.



Example of ornamental building materials (left) and a trellis (right).

C.16. A cornice shall delineate the top of every façade on all principal buildings.



A cornice delineates the top of this building.

C.17. Street furniture, bicycle parking spaces and trash receptacles are encouraged, and where provided, should be located within twenty-five (25) feet of building entrances.

- The landscape plan shall be eligible to obtain five (5) landscaping points for elective criteria required by J.2. where street furniture, bicycle parking spaces and a trash receptacle are provided within twenty-five (25) feet of the building entrance.



The entrance to this building includes a bicycle rack, trashcan, and a seating area.

C.18. The use of public art is encouraged and is recommended to be placed as focal points within a site that are visible from the public right-of-way.

- The landscape plan shall be eligible to obtain five (5) landscaping points for elective criteria required by J.2. per each public art focal point within the site that is visible from the public right-of-way.



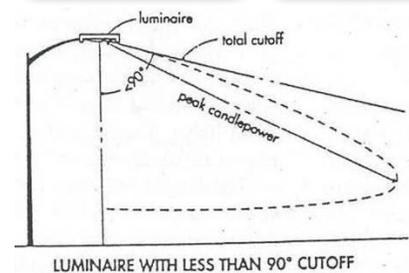
Examples of public art. Public art used as a focal point does not have to include a water feature.

D. Fences/Walls

- D.1. Fences within the street yard are permitted, but are subject to the following standards:
- The tallest element of any front yard fence/wall shall not exceed four (4) feet in height with no more than three (3) feet in height being constructed of a solid permitted building material;
 - Fences/walls shall only be constructed of or fully clad with brick, rock, stucco or ornamental metal;
 - Fences constructed of or clad with chain link, wooden rails, concrete, or cedar pickets are prohibited;
 - Fence/wall materials shall include only earth tone colors (beiges, grays, browns, greens) or muted colors regardless of whether the color is applied or integral to the material;
 - Fences may utilize a decorative metal gate; and
 - Any fence/wall placed in the clear vision area must comply with the restrictions contained in UDC 35-506,

E. Screening of Lighting

- E.1. All exterior lighting fixtures shall employ a permanent cutoff angle of ninety (90) degrees or less and be positioned so as to not emit light above the horizontal plane of the fixture. Any structural part of the fixture providing this cut-off angle shall be permanently affixed.
- E.2. Lighting of building exteriors that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated.
- E.3. A fixture that allows for indirect up lighting is permitted under an awning, provided the awning is opaque and no portion of the lamp or any part of the lens or diffuser is visible from beyond the awning and no up-light is emitted beyond the awning.
- E.4. The requirements of Section E (above) for the screening of lighting fixtures shall not apply to neon lighting along Austin Highway.



Examples of lighting that features the 90 degree cutoff angle from a parking lot (top left) and a walkway (top right). Illustration of how the 90 degree cutoff angle is measured (bottom).



Example of permitted lighting under an opaque awning (left) and an example of an awning with lighting that is not permitted (right).

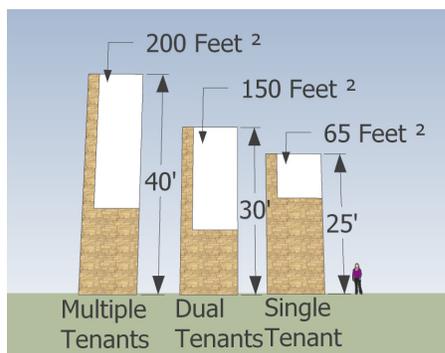
Example of unscreened neon lighting that would be permitted on Austin Highway.

F. On-Premises Free Standing Signs

F.1. Maximum permitted message area and height are established in Table F.1. below.

TABLE F.1: ON-PREMISES FREE STANDING SIGNS PERMITTED DIMENSIONS

Area	Maximum Message Area (Square Feet)	Maximum height (feet)
Austin Highway from the municipal boundary of the City of San Antonio to the west to Meadow Lane to the east	Single or dual tenants: 64 Multiple tenants: 96	Single or dual tenants: 10 Multiple tenants: 15
All other areas in the metropolitan corridor	Single tenant: 65 Dual tenants: 150 Multiple tenants: 200	Single tenant: 25 Dual tenants: 30 Multiple tenants: 40



*Example of permitted on-premises free standing sign message area and height (left).
Example of a permitted on-premises freestanding sign (right).*

- F.2. Bases and supports for freestanding on-premises signage shall be clad in a masonry finish matching the primary structure.
- F.3. The base of the sign shall be landscaped to include plants from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E and shall be irrigated.
- F.4. The restoration and installation of non-conforming vintage or historic on-premises freestanding signs is recommended.



Examples of restored signs found on Austin Highway.

G. On-Premises Attached Signs

G.1. On-premises attached signs are permitted, subject to the following restrictions:

- Attached signs shall be designed as integral elements of the building design.
- Attached signs that project beyond the face of a building shall be located a minimum of eight (8) feet above grade.
- Maximum allowable sign area as a percentage of the area of each building elevation is fifteen percent (15%).



Examples of on-premises attached signs: channel letters (left) and a blade sign (right).

G.2. Window signs that obstruct the view in or out are discouraged. Window signs are recommended not to exceed fifteen (15) square feet or fifteen percent (15%) of any window, whichever is the smaller.

G.3. The restoration and installation of non-conforming vintage or historic on-premises attached signs is recommended.

H. Off-Premises Signs

H.1. Installation of new, off-premises signs (billboards) shall not be permitted.

H.2. A variance request that would result in the continued use of an existing off-premises sign is not recommended.

I. Siting, Grading

I.1. It is recommended that the natural topography of the site and swelling clay soils be respected to the maximum extent possible and low impact development (LID) practices be implemented.



Example of an off-premises sign (billboard).

J. Landscaping & Bufferyards

J.1. Plants utilized to fulfill the landscaping requirements shall be selected from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E.

J.2. In addition to the mandatory landscaping requirements established by UDC §35-511, landscape plans shall earn a minimum of eighty-five (85) points for elective criteria. Points are awarded based on the criteria specified in UDC §35-511. Up to fifteen (15) points may be earned through elective criteria specified in this document not otherwise allowed in UDC §35-511.

- J.3. Surface parking lots shall include canopy trees, as defined in UDC Appendix A, which shade a minimum of thirty-five percent (35%) of any individual parking lot at maturity.
- Twenty-five (25) landscaping points for elective criteria shall be awarded in accordance with UDC §35-511.



Examples of canopy trees to shade surface parking lots.

- J.4. Landscaping shall be arranged in such a manner to minimize the mass of a building, fence, or wall. Landscaping around fences/walls and foundation plantings shall be provided within the street yard. Plantings may be placed in containers in lieu of foundation plantings.



Foundation planting (left) and planting in containers (right) used to minimize the mass of a building.

- J.5. Storm water retention/ detention facilities shall be integrated as a landscape feature using plants selected from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E.



Examples of storm water facilities integrated as landscape features.

J.6. Outdoor seating areas are encouraged and shall incorporate landscaping features.

- Where outdoor seating areas are provided, the landscape plan shall be eligible to obtain five (5) landscaping points for elective criteria specified in J.2.



Examples of outdoor seating areas with some landscaping through canopy trees and plantings placed in containers.

J.7. The integration of outdoor space for passive or active use is recommended.

- Where provided, the landscape plan shall be eligible to obtain five (5) landscaping points for elective criteria required by J.2.

J.8. Water features are encouraged. If water features are included, site design details shall include a maintenance plan and the use of recycled water.

- The landscape plan shall be eligible to obtain five (5) landscaping points for elective criteria required by J.2. per each water feature provided in accordance with this standard.



Examples of water features or fountains.

J.9. Bufferyards shall be located within the property line along the front, side, and rear of the property line and shall be:

- Type B in the front yard;
- Type A in the side yard; and
- As specified in UDC §35-510 for rear yards.
- Table J.9. shows the minimum width and number of trees and/or plants required for each one hundred (100) lineal feet for each bufferyard type.
- New planting or preservation of existing trees or plants within the required buffer may be used to meet the requirements of this standard.
- The bufferyard requirements shall be reduced where a bufferyard exists on an abutting property, and the net bufferyard satisfies the minimum bufferyard requirements of this standard.
- The planting strip provided between the sidewalk and the curb as recommended by P.6. may be counted toward meeting the minimum bufferyard requirements of this standard only for that portion that is located within the property line.
- No part of the bufferyard shall be located within the public right-of-way.
- A recorded shared access easement that provides connectivity through the sideyard of adjoining parcels shall be exempt from the side bufferyard requirements.
- Sites that demonstrate LID features or principles are exempt from the side bufferyard requirements.
- Driveways and access easements may cross through the bufferyard. These areas that provide a driveway or access easement shall be exempt from the bufferyard requirements.
- Trails/sidewalks may be located within the bufferyard.



Illustration showing a bufferyard in the front and sides, and a minimal bufferyard in the rear.



Examples of a trail through the bufferyard



Examples of a boulders as part of the landscape design

J.10. Boulders may be incorporated as part of the landscape design but should not be located within the public right-of-way as it may pose a safety hazard.

J.11. No less than three (3) different species of native plant materials shall be used within the landscape design.



Examples of a mix of more than three different plant species

TABLE J.9.: MINIMUM PLANT MATERIALS REQUIRED FOR EACH BUFFERYARD TYPE

Bufferyard Type	Minimum Width	Trees		Shrubs		
		Canopy	Understory ¹	Large ²	Medium ³	Small ⁴
A	10	2	2	-	-	16
Option	10	2	2	-	8	-
B	15	2	2	8	12	-
Option	15	2	2	6	8	6

1 An understory tree is a small to medium deciduous tree, with a mature height of 15 to 25 feet.

2 A large shrub is no more than 25 feet in height at maturity and may be either deciduous or evergreen.

3 A medium shrub is between 5 and 10 feet in height at maturity and may be deciduous or evergreen.

4 A small shrub is no more than 5 feet in height at maturity and may be either deciduous or evergreen.

K. Tree Preservation

K.1. All healthy or non-diseased and native non-invasive existing vegetation within the street yard shall be preserved, unless the removal of vegetation is necessary to provide utilities or to provide pedestrian and/or vehicular access to the site.

- Whenever there is a conflict with siting of utilities, pedestrian access, or driveways, non-diseased or healthy trees shall be relocated on-site.
- Preserved trees and understory within this area shall be eligible to obtain landscaping points for elective criteria in accordance with UDC §35-511 and count toward the tree preservation and canopy requirements in UDC §35-523.



Examples of a tree stand to be preserved during development of a site.

L. Driveway Size & Sidewalks

L.1. A minimum five (5) foot wide continuous pedestrian circulation system (sidewalk) shall connect all publicly accessible buildings, the public right-of-way, and any existing or planned pedestrian circulation systems to the site.

- For developments with multiple vehicular ingress/egress drives, there shall be at least one (1) pedestrian ingress/egress connection from the right-of-way to the pedestrian circulation system on the site for each vehicular ingress/egress drive provided.
- The pedestrian circulation system shall be constructed of concrete, pavers, crushed aggregate, brick inlays, or a combination thereof.
- The pedestrian circulation system shall meander to preserve existing trees and understory and other natural landscape features.
- The continuous pedestrian circulation system shall be separated from parking stalls, streets, and drives with a combination of landscaping and edging, and must be protected from vehicular traffic through the use of concrete curbs, car stops, or other permanent barrier.
- The pedestrian circulation system may cross loading areas, streets, and drives, but in such cases shall include high visibility pavement markings and brick inlays or textured surface.
- A minimum 50% of the pedestrian circulation system shall be shaded using shade trees at maturity and/or an awning, colonnade, or balcony.
- The landscape plan shall be eligible to obtain one (1) landscaping point, not to exceed five (5) landscaping points, for elective criteria required by J.2. per every additional width of one foot in excess of the five (5) foot minimum required.
- Pedestrian circulation systems should be wider in higher commercial and residential intensity areas or when adjacent to walls or other built elements.
- Pedestrian circulation systems shall not be installed in such a manner that they conflict with or are obstructed by utility poles, fire hydrants, light poles, signs, pullboxes, mailboxes, powerlines, or any other fixed object.

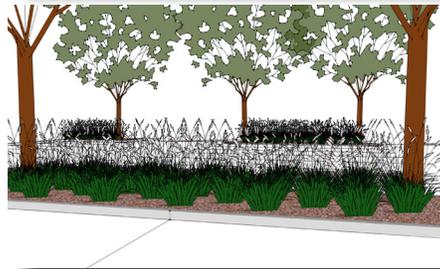


Example of pedestrian circulation systems with brick inlays (left), with an awning and canopy trees (center), and curb stops and visible pavement markings (right)

- L.2. For Harry Wurzbach, the number of driveways and/ or the width of driveways on existing developed properties shall minimize the potential for conflict between pedestrians, bicyclists, and vehicles.
- Driveway widths shall not exceed twenty-four (24) feet in width, unless the driveway is located at a signalized intersection or is utilized as a shared driveway.
 - Where shared driveways are utilized but are not at a signalized intersection, the driveway width shall not exceed thirty (30) feet.

M. Screening

- M.1. Parking areas shall be screened from view of the public right-of-way and internal or private streets from grade to a minimum height of three (3) feet by dense native vegetation, fence/wall, and/or earthen berm, and screened from the top with trees and large shrubs.



Examples of parking lot screening.

- Planted screens are encouraged to utilize a variety of native plant species that will vary in height and density but where installed shall form a visual barrier at maturity.
 - Tree and understory preservation may be utilized to satisfy the parking lot screening requirement and shall count toward the tree preservation and canopy requirements in UDC §35-523.
 - Parking lot screening installed to satisfy this requirement shall be eligible to obtain landscaping points for elective criteria in accordance with UDC §35-511.
 - Any screening placed in the clear vision area must comply with the restrictions contained in UDC 35-506.
- M.2. For Harry Wurzbach, the first story parking areas within parking structures shall be screened from view of the public right-of-way and private streets. Screening may be achieved by dense vegetation or combination of vegetation and/or earthen berm.



An example of first level parking lot screening with dense vegetation.

M.3. Outside storage and service areas, storage tanks, mechanical equipment, refuse storage areas, dumpsters, compactors, and air conditioning/heating equipment, shall be screened from view of the public right-of-way, all accessible areas within the site, and adjacent properties.



Example of a screened condenser unit.

- Screening may be achieved by construction of a solid walled enclosure with materials that match the building materials on the primary structure or masonry walls constructed or clad with approved building materials with ornamental metal or wooden gates.
- Sites that include multiple screening enclosures shall utilize a consistent design for all enclosures.
- Rooftop mounted equipment shall be screened through the use of parapet walls, mansard roof forms, or other permanently affixed, solid, opaque building materials.

M.4. Trash collection areas or dumpsters are preferred to be incorporated into the building envelope. Where the trash collection area or dumpster cannot be incorporated into the building envelope, trash collection area or dumpsters shall be located in the rear yard or side yard and shall be located a minimum of twenty (20) feet from any residentially zoned property.



Example of a dumpster located within the building envelope (left) and an enclosed screened dumpster with a wooden gate (right).

M.5. Drive through windows and menu boards/ordering stations shall be screened from view of adjoining properties and from view of the public right-of-way from grade to a minimum height of three (3) feet by dense native vegetation, fence/wall, and/or earthen berm and shall be located a minimum of twenty (20) feet from any residentially zoned property.

- Drive through queuing lanes shall be located in the side or rear yards.

M.6. Satellite dishes and components shall be screened from view of the public right-of-way, all publicly accessible areas on site, and adjacent properties, to the extent permitted by federal law. Screening may be achieved by:

- Construction of a solid walled enclosure with approved building materials (see section C of this document);
- Evergreen plant materials or landscaped earthen berm.
- Roof top mounted satellite dishes and components shall be screened through the use of parapet walls, mansard roof forms, or other permanently affixed, solid, opaque building materials.

N. Solar Energy Systems

N.1. Solar energy systems and components shall not be visible from the public right-of-way. Solar energy systems and components shall be:

- Mounted to the roof and maintain a low profile; and
- Screened through the use of parapet walls, mansard roof forms, or other permanently affixed, solid, opaque permitted building materials (see section C of this document).
- Attached solar energy systems used as an awing which provides shade over the pedestrian circulation system shall be exempt from this screening requirement.



Example of a roof mounted solar energy system (top) and solar energy systems used as a shading device (bottom).

N.2. Free standing solar energy systems and components are prohibited unless they are incorporated as shading or lighting devices over parking areas or pedestrian circulation systems. Solar energy systems and components, if used to shade or light parking areas, pedestrian circulation systems, or bus shelters, shall not require screening from public view.

O. Utilities

O.1. On-site utilities shall be located underground unless required by the utility to be otherwise located. This requirement does not apply to electrical transmission or distribution lines.

O.2. Utility boxes, utility pillars, utility cabinets, and other utility equipment shall be screened from view of the public right-of-way and private streets. Screening may be achieved by:

- Construction of a solid walled enclosure with approved building materials (see section F of this document); or
- Evergreen plant materials or landscaped earthen berm with irrigation.

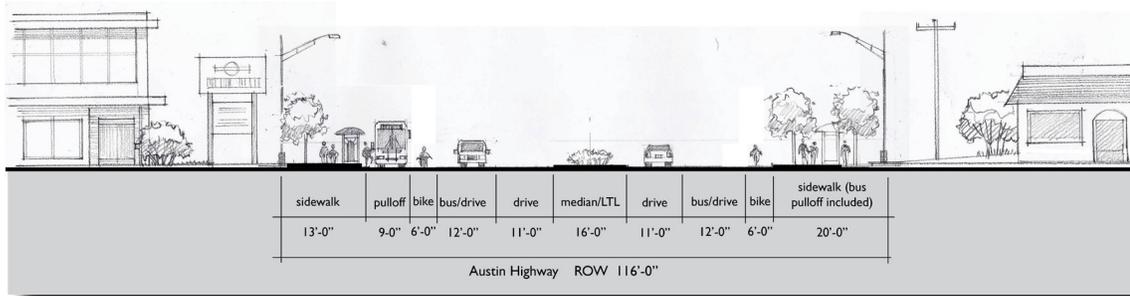
P. Right-of-Way

P.1. Utilize the "Awesome Highway" logo as much as possible along Austin Highway.

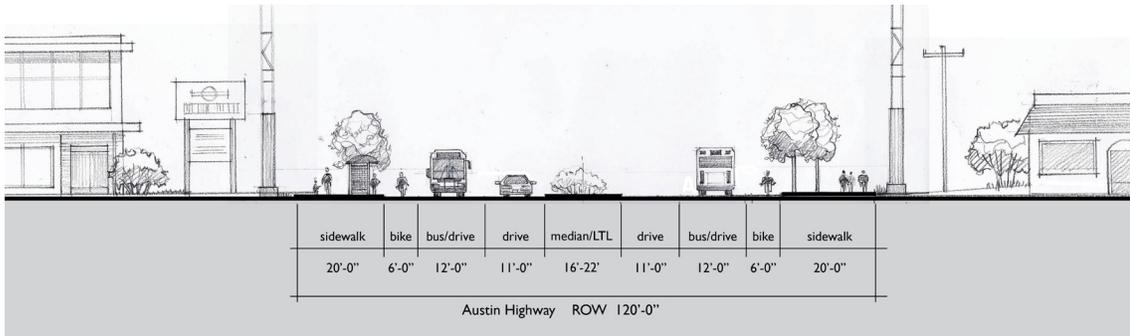


The Austin Highway logo (left) and the "Awesome Highway" logo as utilized at a bus shelter on Austin Highway (middle and right).

- P.2. The preferred roadway cross-section includes a four to five lane roadway section with a landscaped center median and left turn lane, bicycle lanes separated from the roadway, wide sidewalks, and a bus pull off lane.



Example of the desired roadway design which includes bicycle lanes, wide sidewalks, landscaped center median and bus pull off lane with a bus stop.



Cross-section example of the desired right-of-way design which includes bicycle lanes, wide sidewalks, landscaped center median and wide outer lane to accommodate transit vehicles.

- P.3. A shared, bi-directional left turn lane or a continuous center turn lane is not recommended.
- P.4. On-street parking is not recommended.
- P.5. Landscaped, sixteen (16) foot wide center medians with left turn lanes are preferred. Landscaping in the center median, where permitted, should include shade trees that are drought tolerant.



Example of a landscaped center median.

P.6. Sidewalks are recommended to be at a minimum five (5) feet wide, and maintain a minimum four (4) foot wide planting strip between the curb and the sidewalk, except where it is necessary to preserve existing trees and/or understory.



Example of a sidewalk buffered by a four foot wide planting strip.

P.7. Marked crosswalks and left turn lanes should be marked with reflective materials visible in heavy rain and other adverse weather conditions. Decorative crosswalks at key intersections are also encouraged.



Example of a raised, brick enlay crosswalk (left) and an example of cautionary painting to indicate where the crosswalk crosses a bicycle lane (right).

P.8. A minimum ten (10) foot wide multi-use or shared path may be installed in lieu of separate sidewalks and bicycle lanes, and shall be separated from the roadway by a minimum four (4) foot wide open space or barrier.



Example of a multi-use path separated from the roadway with an open space.

P.9. On Harry Wurzbach, on-road bicycle lanes separated with a physical barrier for exclusive use of bicyclists (designated by striping, signage, and markings located outside the vehicle lane) are recommended.

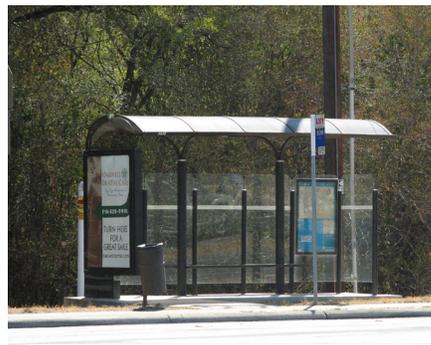


Examples of bicycle lanes with a raised curb and paint (left) and with a painted buffer (right).

- P.10. Generally, vehicle lanes shared with bicycles are not recommended.
- P.11. Integrate contextual public art elements which make reference to Fort Sam Houston, TAPS Memorial Boulevard, or the Austin Highway Revitalization Program into any new bus shelter design program.
- P.12. Maximize the potential for shade and/or weather protection at bus stops.
- P.13. Bus shelters are recommended to be constructed or clad with materials similar to adjacent structures. Materials should utilize a color palette similar to adjacent structures. Earth tone colors are preferred.
- P.14. Solar energy systems at bus shelters should follow the standards for solar energy systems in Section N of these standards.
- P.15. It is recommended that amenities such as newspaper stands, bicycle parking spaces, and trash receptacles be clustered at or near bus stops.



Elements from the TAPS Memorial Boulevard sign such as the bugler, American flag, or Fort Sam Houston Tower may be utilized as artistic features to bus shelter designs on Harry Wurzbach.



Examples of existing bus shelters along the Austin Highway and Harry Wurzbach that provide shading and trash receptacles near the bus shelter. The example on the right also includes a bicycle rack at the bus stop.

A. Definitions..... 35

B. City Council Ordinance 39

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Appendix A: Definitions

Abut or abutting – Having property lines in common

Accent material – Material covering twenty-five percent (25%) or less of the wall elevation.

Awning – A non-load bearing roof-like cover, designed and intended for protection from the weather which projects from a wall of a structure over a window, walk, door, or the like supported entirely from the exterior wall of a building.

Best management practices (BMP) – An effective integration of storm water management systems, with appropriate combinations of landscape conservation, enhancement, structural controls, impervious cover, schedules of activities, prohibitions of practices, maintenance procedures and other management practices which provide an optimum way to convey, store and release runoff, so as to reduce peak discharge, remove pollutants, and enhance the environment.

Bicycle lane – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.

Bicycle parking – A bicycle rack or bicycle locker used to store bicycles when not in use.

Block face – The properties abutting one (1) side of a street and located between the two (2) nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and/or railroad right-of-way, unsubdivided land, water course or city boundary.

Buffer – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and beams as well as shrubbery and trees.

Bufferyard – A unit of yard together with enough planting to eliminate or minimize potential negative impacts such as dirt, litter, noise, glare of lights, signs and unsightly buildings between different land use intensity classes.

Building elevation – A two dimensional view of any building or other structure from any one (1) of four (4) sides showing features such as construction materials, design, height, dimensions, windows, doors, other architectural features, and the relationship of grade to floor level.

Bus stop bulb or bulbout– A portion of the sidewalk that extends out to the lane of traffic at a bus stop providing wider sidewalk space and more room for waiting bus passengers and street furniture. This provides a minimum loss of on-street parking by allowing buses to pick up and drop off passengers while stopped in the traffic lane next to the bulbout. Buses do not have to re-enter the flow of traffic, thus saving valuable transit time.

Bus only lanes – Curb lane segments on high-volume arterials that are dedicated exclusively to buses and other high-occupancy vehicles in order to help the speed and reliability of bus travel.

- Bus pullout/turnout – A section of pavement at a bus stop that allows buses to leave the flow of traffic while stopped to load and unload passengers.
- Bus shelter – A roofed structure located on or adjacent to the right-of-way of a street, and which is designed and used primarily for the weather protection and convenience of waiting bus passengers.
- Bus stop – A fixed location where passengers board and alight, usually identified by a sign.
- Bus zone landing pad – A paved area between the sidewalk and the curb (interrupting a planting strip) that allows bus riders to board and alight entirely on a paved surface.
- Cornice - A horizontal molded projection or overhang that crowns or completes a building.
- Earth tone colors – Colors that are predominant in the surrounding landscape including desert and woodlands and shall be low reflectance, subtle, or neutral colors. Earth tone colors shall not include primary colors, black, metallic, or fluorescent colors. Earth tone is a color scheme that draws from a color palette of browns, brownish-reds, brownish-oranges, tans, grays, and greens. The colors in an earth tone scheme are muted and flat and emulate the colors found in native soil, trees, and rocks.
- Impervious cover – Roads, parking areas, buildings, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface; this shall include, but not [be] limited to, all streets and pavement within a subdivision. "Percent impervious cover" is calculated as the area of impervious cover within a lot, tract, or parcel or within the total site being developed, divided by the total area within the perimeter of such lot, tract, parcel or development. Vegetated water quality basins, vegetated swales, other vegetated conveyances for overland drainage, and public sidewalks shall not be calculated as impervious cover.
- Lintels – A horizontal architectural component that supports the weight above an opening such as a portal, door, or window.
- Low impact development (LID) – A stormwater management approach that is modeled after nature such that stormwater runoff is managed at the source with the goal of mimicing a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and/or detain runoff close to its source.
- Mansard roof – A four-sided hip roof characterized by two slopes on each of its sides with the lower slope at a steeper angle than the upper that may look like a vertical wall that is punctured by dormer windows. The roof creates an additional floor of habitable space. The upper slope has a low pitch and is not easily seen from the ground. A mansard roof has no gables.
- Module – A distinct component or a repetitive dimensional or functional unit forming part of an ordered system or standardized pattern of dimensions used in constructing buildings or other structures.
- Multi-use path – An access route, usually scenic, for the exclusive use of bicycles and pedestrians, physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.

- Native plants and trees – The species listed in Appendix E of the Unified Development Code, Chapter 35.
- Pedestrian circulation system – Improved trails, sidewalks, and/or crosswalks that facilitate pedestrian movement within a site.
- Pedestrian scale - The proportional relationship between the dimensions of a building or building element, street, outdoor space, or streetscape element and the average dimensions of the human body taking into account the perceptions and walking speed of a typical pedestrian to provide a sense of comfort and security.
- Pilaster – An architectural element of low-relief or flattened against the wall used to give the appearance of a supporting column and to articulate an extent of a wall, with a capital and entablature.
- Principal building – A building, structure or group of buildings or structures, in which the principal use of a lot or parcel is conducted. This shall include any buildings which are attached to the principal structure by a covered structure.
- Publicly accessible – A building or area accessible to the public, including residents, customers, and employees. Maintenance, service, and outdoor storage yards/ areas are not considered publicly accessible if they are completely enclosed by solid walls so as to not be visible from beyond the maintenance, service, or outdoor storage yard/ area.
- Right-of-way – Property that is publicly owned or upon which a governmental entity has an express or implied property interest (e.g. fee title, easement, etc.) held for a public purpose. Examples of such public purpose include, by way of example and not limitation, a highway, a street, sidewalks, drainage facilities, sewerage and water facilities.
- Rustication – An architectural feature or finish with relatively large blocks of masonry, that are usually left with a rough outer surface separated by deep joints, that provides a textural contrast. This is best used to emphasize the scale of the ground floor or to provide visual interest in the building facade.
- Screen – Any material used to partially or completely block the view of and provide spatial separation from an adjacent property or right-of-way.
- Setback – 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.
- Strap work – A type of ornamentation imitating pierced and interlaced straps or bands, usually forming a geometric pattern. The whole design is usually formed of connected units, all on the same plane, as though made by an elaborately cut and pierced strap that has been applied to a flat surface. Strapwork is usually done in wood, metal, or plaster, although stone has been used occasionally.
- Street wall façade – That portion or portions of a wall or any permanent structure that is visible from and oriented parallel to a dedicated public right-of-way. For a structure that is not oriented parallel to the right-of-way, the street wall façade shall include all of the facades visible from the right-of-way and oriented at an angle greater than zero degrees but less than sixty (60) degrees to the right-of-way.

Street yard – The area of a lot or parcel which lies between the property line along a dedicated street and the actual wall line of the building or, if no building exists, to the rear property line. Such building wall lines extend outward from the corners of the buildings.

String course – A decorative horizontal band, either plain or molded, on the exterior wall of a building often used as a line of demarcation between the stories of a multistoried building.

Unified Development Code (UDC) - Chapter 35 of the Code of Ordinances of the City of San Antonio. The UDC establishes standards and procedures for new development in the city. The purpose of the UDC is to implement the city's adopted masterplan and to provide clear rules about what is expected of applicants in order to gain approval to develop land in the city.

Understory – Assemblages of natural low level woody, herbaceous, and ground cover species.

Vintage or historic sign – An existing sign that does not conform to the design standards being over forty (40) years old.

Appendix B. City Council Ordinance

SG/cla
03/15/2012
#Z-2

CASE NO. Z2012059

AN ORDINANCE 2012-03-15-0200

AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SAN ANTONIO BY AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, SECTION 35-304, OF THE CITY CODE OF SAN ANTONIO, TEXAS BY CHANGING THE ZONING DISTRICT BOUNDARY OF CERTAIN PROPERTY.

* * * * *

WHEREAS, Austin Highway historically served as a regional and neighborhood commercial center and primary access to downtown San Antonio and traverses Salado Creek; and

WHEREAS, Harry Wurzbach abuts Fort Sam Houston National Cemetery, a historic landmark, and has served as a neighborhood commercial center near; and

WHEREAS, the Northeast Inner Loop Neighborhood Plan, adopted March 22, 2001 as a component of the City's Comprehensive Master Plan and updated August 7, 2008, identified goals to redevelop Austin Highway which include: create a unique character for Austin Highway; address visual clutter; and encourage landscaping; and

WHEREAS, the San Antonio International Airport Vicinity Land Use Plan, adopted May 20, 2010 as a component of the City's Comprehensive Master Plan, recommends the redevelopment of Austin Highway and the adoption of a Metropolitan Corridor Overlay District for Austin Highway in order to promote quality development and urban design; and

WHEREAS, the San Antonio Master Plan Polices adopted May 29, 1997 recommended that the City review and strengthen urban corridor regulations; and

WHEREAS, on December 19, 2002 the City Council amended the Unified Development Code by adding section 35-339.01, Corridor Districts, to establish overlay zoning districts for gateway, metropolitan, and preservation corridors; and

WHEREAS, the Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Municipal Corridor Overlay District (MC-3) was initiated pursuant to City Council resolution 2011-04-07-0009R, passed and approved on April 4, 2011; and

WHEREAS, a Corridor Plan was developed, and all property owners within the proposed corridor district and adjacent areas were afforded the opportunity to participate in drafting the proposed regulations which shall be included as part of the zoning ordinance creating the Corridor District; and

WHEREAS, a public hearing was held regarding this amendment to the Official Zoning Map at which time parties in interest and citizens were given an opportunity to be heard; and

WHEREAS, the Zoning Commission has submitted a final report to the City Council regarding this amendment to the Official Zoning Map of the City of San Antonio; **NOW THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. Chapter 35, Unified Development Code, Section 35-304, Official Zoning Map, of the City Code of San Antonio, Texas is amended by adopting the Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor Overlay District (MC-3) and adding the zoning classification "Metropolitan Corridor Overlay District 3 (MC-3)" to the following properties within the municipal boundary of the City of San Antonio: 1) multiple properties located within 200 feet of the outer right-of-way boundary line of Austin Highway, between said municipal boundary to the west and West Meadowlane Drive to the east; 2) multiple properties within 300 feet of the outer right-of-way boundary line of Austin Highway, between West Meadowlane Drive to the west and Loop 410 to the east; and 3) multiple properties within 300 feet of the outer right-of-way boundary line of Harry Wurzbach Road, between Loop 410 to the north and Fort Sam Houston to the south. The property is more particularly described in **ATTACHMENT "A"** attached hereto and incorporated herein for all purposes.

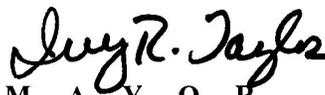
SECTION 2. The Corridor Plan for Metropolitan Corridor Overlay District 3 (MC-3) is hereby approved. The Corridor Plan for Metropolitan Corridor Overlay District 3 (MC-3) is attached hereto and incorporated herein for all purposes as **ATTACHMENT "B"**.

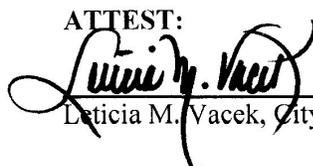
SECTION 3. All other provisions of Chapter 35 except those expressly amended by this ordinance shall remain in full force and effect including the penalties for violations as made and provided for in Section 35 -491.

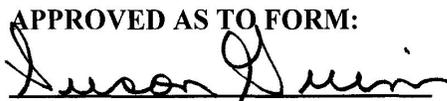
SECTION 4. The Director of Development Services shall change the zoning records and maps in accordance with this ordinance and the same shall be available and open to the public for inspection.

SECTION 5. This ordinance shall become effective March 25, 2012.

PASSED AND APPROVED this 15th day of March, 2012.


M A Y O R
for Julián Castro

ATTEST:

Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:

for Michael Bernard, City Attorney

ATTACHMENT A

The Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor Overlay District (MC-3), being along two intersecting highways, is described as follows:

Beginning at a point on the westernmost intersection of Rittiman Road and Austin Highway;

Thence, northerly to a point a distance of 200 feet north of the northern right-of-way line of Austin Highway;

Thence, in an easterly direction following a line parallel to and 200 feet north of the northern right-of-way line of Austin Highway to its intersection with the centerline of West Meadowlane Drive;

Thence, northerly on the centerline of West Meadowlane Drive to a point 300 feet north of the northern right-of-way line of Austin Highway;

Thence northeasterly following a line 300 feet north of and parallel to the northern right-of-way line of Austin Highway to the intersection of the right-of-way of Austin Highway with a point 300 feet west of the western right-of-way line of Harry Wurzbach;

Thence, in a northerly and northwesterly direction following a line located a distance of 300 feet west of and parallel to the western right-of-way line of Harry Wurzbach to a point on the northern boundary of a parcel described as being NCB 11837 BLOCK 37 LOT 16 and EAST 48.95 FEET of LOT 17;

Thence, in an easterly direction to the intersection of Dalewood Place and Harry Wurzbach;

Thence, continuing in an easterly direction to the northern property line of a parcel described as being NCB 12160 WEST IRREGULAR 466.76 FEET of LOT 4, to a point 300 feet east of the eastern right-of-way line of Harry Wurzbach;

Thence in a southerly direction following a line 300 feet parallel to and east of the eastern right-of-way line of Harry Wurzbach to the intersection of the right-of-way of Harry Wurzbach with a point 300 feet north of the northern right-of-way line of Austin Highway;

Thence, in a northeasterly direction, following a line 300 feet north of and parallel to the northern right-of-way line of Austin Highway to the intersection of the NE Loop 410 right-of-way;

Thence, following the southern right-of-way line of said Loop 410 to its intersection with a point on the northwest boundary line of a parcel described as being NCB 12168 LOT 10 AND EAST 389.91 FEET OF IRREGULAR LOT 11;

Thence, following the south right-of way line of said Loop 410 right-of-way south to the intersection with the southeastern right-of-way line of Austin Highway;

Thence, in an easterly direction and along the northern line of a parcel described as being NCB 12179 TR-1 ARBITRARY LOT P-104A, to a point 300 feet east of the intersection of the south right-of-way line of said Loop 410 and Austin Highway;

Thence, in a southwesterly direction following a line located parallel to and at a distance of 300 feet south of the south right-of-way line of Austin Highway to a point at the intersection of Austin Highway 300 feet east of the eastern right-of-way line of Harry Wurzbach;

Thence, continuing in a southerly and southwesterly direction following a line located a distance of 300 feet south of and parallel to the south right-of-way line of Harry Wurzbach to its intersection with the centerline of Scott Road;

Thence, in a northerly direction to a point on north right-of-way line of Harry Wurzbach;

Thence in a westerly direction to a point at the southwestern corner of a parcel described as being NCB 9131 BLOCK 2 NE IRR 275.5 FT of Lot 2, on the boundary line of Fort Sam Houston;

Thence, northerly along the eastern boundary line of Fort Sam Houston to a point 300 feet north of the northern right-of-way line of Harry Wurzbach;

Thence, in a generally northeasterly direction following a line located 300 feet west of and parallel to the western right-of-way line of Harry Wurzbach to the municipal boundary line of the City of San Antonio and the City of Terrell Hills;

Thence, continuing in a northerly direction along Harry Wurzbach following the municipal boundary line of the City of San Antonio and City of Terrell Hills to the centerline of Rittiman Road;

Thence, in a westerly direction to a point 300 feet west of the western right-of-way line of Harry Wurzbach;

Thence, in a northerly direction following a line located parallel to and 300 feet west of Harry Wurzbach to the intersection of the right-of-way of Rittiman Road with a point 300 feet west of the western right-of-way line of Harry Wurzbach;

Thence, continuing in a northerly direction following a line located parallel to and at a distance of 300 feet west of the west right-of-way line of Harry Wurzbach to the intersection of the right-of-way of Harry Wurzbach with a point 300 feet south of the south right-of-way line of Austin Highway;

Thence, in a southwesterly direction following a line located parallel to and at a distance of 300 feet south of the south right-of-way line of Austin Highway to a point on the easternmost intersection of Austin Highway and Rittiman Road;

Thence in a westerly direction, following along the south municipal boundary line of the City of San Antonio and the north municipal boundary line of the City of Terrell Hills, to the westernmost intersection of Austin Highway and Rittiman Road, and the point of beginning.

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FOR ADDITIONAL INFORMATION CONTACT:
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