HISTORIC AND DESIGN REVIEW COMMISSION

October 07, 2020

HDRC CASE NO: 2020-382

ADDRESS: 403 GILLESPIE

LEGAL DESCRIPTION: NCB 1745 BLK 8 S 51.5 FT OF 5 & 6 ARB A7

ZONING: R-6, H

CITY COUNCIL DIST.: 1

DISTRICT: Tobin Hill Historic District

APPLICANT: San Antonio San Antonio/EICHER DANIEL **OWNER:** San Antonio San Antonio/EICHER DANIEL

TYPE OF WORK: Installation of a rear shed structure and installation of a permeable parking

pad

APPLICATION RECEIVED: August 24, 2020

60-DAY REVIEW: Not applicable due to City Council Emergency Orders

CASE MANAGER: Rachel Rettaliata

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Install a rear 10'x12' replacement shed structure.

2. Install a permeable crushed gravel parking area.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Building and Entrance Orientation

A. FAÇADE ORIENTATION

- i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
- ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.

B. ENTRANCES

i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

2. Building Massing and Form

A. SCALE AND MASS

- i. Similar height and scale—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
- ii. *Transitions*—Utilize step-downs in building height, wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
- iii. Foundation and floor heights—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.

B. ROOF FORM

i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.

C. RELATIONSHIP OF SOLIDS TO VOIDS

- i. Window and door openings—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.
- ii. Façade configuration— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

D. LOT COVERAGE

i. *Building to lot ratio*— New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

3. Materials and Textures

A. NEW MATERIALS

- i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.
- ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.
- iii. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.
- iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.
- v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

B. REUSE OF HISTORIC MATERIALS

Salvaged materials—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

4. Architectural Details

A. GENERAL

- i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.
- ii. Architectural details—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
- iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

5. Garages and Outbuildings

A. DESIGN AND CHARACTER

- i. *Massing and form*—Design new garages and outbuildings to be visually subordinate to the principal historic structure in terms of their height, massing, and form.
- ii. *Building size* New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint.

- iii. *Character*—Relate new garages and outbuildings to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details.
- iv. Windows and doors—Design window and door openings to be similar to those found on historic garages or outbuildings in the district or on the principle historic structure in terms of their spacing and proportions.
- v. Garage doors—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

B. SETBACKS AND ORIENTATION

- i. *Orientation*—Match the predominant garage orientation found along the block. Do not introduce front-loaded garages or garages attached to the primary structure on blocks where rear or alley-loaded garages were historically used.
- ii. *Setbacks*—Follow historic setback pattern of similar structures along the streetscape or district for new garages and outbuildings. Historic garages and outbuildings are most typically located at the rear of the lot, behind the principal building. In some instances, historic setbacks are not consistent with UDC requirements and a variance may be required.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

- i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.
- ii. Service Areas—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING

- i. *Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.
- ii. *Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.
- iii. *Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

7. Designing for Energy Efficiency

A. BUILDING DESIGN

- i. Energy efficiency—Design additions and new construction to maximize energy efficiency.
- ii. *Materials*—Utilize green building materials, such as recycled, locally-sourced, and low maintenance materials whenever possible.
- iii. *Building elements*—Incorporate building features that allow for natural environmental control such as operable windows for cross ventilation.
- iv. *Roof slopes*—Orient roof slopes to maximize solar access for the installation of future solar collectors where compatible with typical roof slopes and orientations found in the surrounding historic district.

B. SITE DESIGN

- i. *Building orientation*—Orient new buildings and additions with consideration for solar and wind exposure in all seasons to the extent possible within the context of the surrounding district.
- ii. Solar access—Avoid or minimize the impact of new construction on solar access for adjoining properties.

C. SOLAR COLLECTORS

- i. *Location*—Locate solar collectors on side or rear roof pitch of the primary historic structure to the maximum extent feasible to minimize visibility from the public right-of-way while maximizing solar access. Alternatively, locate solar collectors on a garage or outbuilding or consider a ground-mount system where solar access to the primary structure is limited.
- ii. *Mounting (sloped roof surfaces)*—Mount solar collectors flush with the surface of a sloped roof. Select collectors that are similar in color to the roof surface to reduce visibility.
- iii. *Mounting (flat roof surfaces)*—Mount solar collectors flush with the surface of a flat roof to the maximum extent feasible. Where solar access limitations preclude a flush mount, locate panels towards the rear of the roof where visibility from the public right-of-way will be minimized.

Standard Specifications for Windows in Additions and New Construction

O GENERAL: New windows on additions should relate to the windows of the primary historic structure in terms of materiality and overall appearance. Windows used in new construction should be similar in

appearance to those commonly found within the district in terms of size, profile, and configuration. While no material is expressly prohibited by the Historic Design Guidelines, a high-quality wood or aluminum-clad wood window product often meets the Guidelines with the stipulations listed below. Whole window systems should match the size of historic windows on property unless otherwise approved.

- O SIZE: Windows should feature traditional dimensions and proportions as found within the district.
- o SASH: Meeting rails must be no taller than 1.25". Stiles must be no wider than 2.25". Top and bottom sashes must be equal in size unless otherwise approved.
- o DEPTH: There should be a minimum of 2" in depth between the front face of the window trim and the front face of the top window sash.
- o This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness.
- o TRIM: Window trim must feature traditional dimensions and architecturally appropriate casing and sloped sill detail. Window track components such as jamb liners must be painted to match the window trim or concealed by a wood window screen set within the opening.
- o GLAZING: Windows should feature clear glass. Low-e or reflective coatings are not recommended for replacements. The glazing should not feature faux divided lights with an interior grille. If approved to match a historic window configuration, the window should feature real exterior muntins.
- o COLOR: Wood windows should feature a painted finished. If a clad product is approved, white or metallic manufacturer's color is not allowed, and color selection must be presented to staff.
- o INSTALLATION: Wood windows should be supplied in a block frame and exclude nailing fins. Window opening sizes should not be altered to accommodate stock sizes prior to approval.
- o FINAL APPROVAL: If the proposed window does not meet the aforementioned stipulations, then the applicant must submit updated window specifications to staff for review, prior to purchase and installation. For more assistance, the applicant may request the window supplier to coordinate with staff directly for verification.

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

5. Sidewalks, Walkways, Driveways, and Curbing

A. SIDEWALKS AND WALKWAYS

- i. *Maintenance*—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.
- ii. *Replacement materials*—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.
- iii. Width and alignment— Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.
- iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.
- v. *ADA compliance*—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

B. DRIVEWAYS

- i. *Driveway configuration*—Retain and repair in place historic driveway configurations, such as ribbon drives. Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.
- ii. *Curb cuts and ramps*—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

C. CURBING

- i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.
- ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original. Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

7. Off-Street Parking

A. LOCATION

i. *Preferred location*—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards. ii. *Front*—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.

iii. Access—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

B. DESIGN

- i. *Screening*—Screen off-street parking areas with a landscape buffer, wall, or ornamental fence two to four feet high—or a combination of these methods. Landscape buffers are preferred due to their ability to absorb carbon dioxide. See UDC Section 35-510 for buffer requirements.
- ii. *Materials*—Use permeable parking surfaces when possible to reduce run-off and flooding. See UDC Section 35-526(j) for specific standards.
- iii. *Parking structures*—Design new parking structures to be similar in scale, materials, and rhythm of the surrounding historic district when new parking structures are necessary.

FINDINGS:

- a. The primary structure located at 403 Gillespie is a 2-1/2 story, single-family residence constructed circa 1910 in the Craftsman style. The property first appears on the 1912 Sanborn Map. The home is situated on the corner of Gillespie and E Myrtle and features a hipped roof with a hipped front dormer, a full-width 1-story porch with square columns, a prominent cream brick chimney on the south façade, and several paired or ganged windows. The property features a rear accessory structure constructed of a variety of wood cladding and a metal roof. The structure is contributing to the Tobin Hill Historic District.
- b. DEMOLITION OF NONCONTRIBUTING REAR ACCESSORY STRUCTURE The applicant has requested approval for the demolition of a noncontributing rear accessory structure only. The structure is a 1-story, one-bay auto structure constructed after 1950. An original rear accessory structure appears on the 1912 Sanborn Map. The original rear accessory structure was 1-story and was a smaller footprint than the existing rear accessory structure. The original rear accessory structure was located at the northwest corner of the property and featured a composition shingle roof. The same rear accessory structure appears on the 1951 Sanborn Map; therefore, staff finds that the existing rear accessory structure was constructed after 1951. On September 28, 2020, staff conducted a site visit to evaluate the condition of the property. The structure appears to have undergone many ill-executed modifications over the years, including incorrectly placed support beams. The vertical elements have experienced significant deterioration and the support elements are water damaged and show evidence of rot. Staff finds that the structure is not original to the property and has significantly deteriorated. Staff does not find the structure contributing to the district. The demolition of the rear accessory structure is eligible for administrative approval and does not require review by the HDRC.
- c. NEW REAR ACCESSORY STRUCTURE The applicant has proposed to construct a 10-foot by 12-foot hip roof shed in the northwest corner of the property. The applicant has proposed to construct the shed using any salvaged historic material from the demolition of the existing rear accessory structure. The proposed rear accessory structure will feature wood siding and an asphalt shingle roof. The applicant has proposed to paint the proposed rear accessory structure to match the primary structure. At this time, applicant has not submitted material specifications for the proposed windows and doors on the rear accessory structure. Any final plans must represent accurate setback conditions and demonstrate compliance with the Unified Development Code prior to any request for a Certificate of Appropriateness. Staff finds the proposal appropriate.
- d. PERMEABLE PARKING AREA The applicant has proposed to replace the existing garage footprint with a permeable 20-foot by 25-foot crushed gravel parking area. The parking area will be bordered with paving stones or landscape timber. Guideline 7.B.ii for Site Elements states that applicants should use permeable parking surfaces when possible to reduce run-off and flooding. Staff finds the proposal consistent with the Guidelines.

RECOMMENDATION:

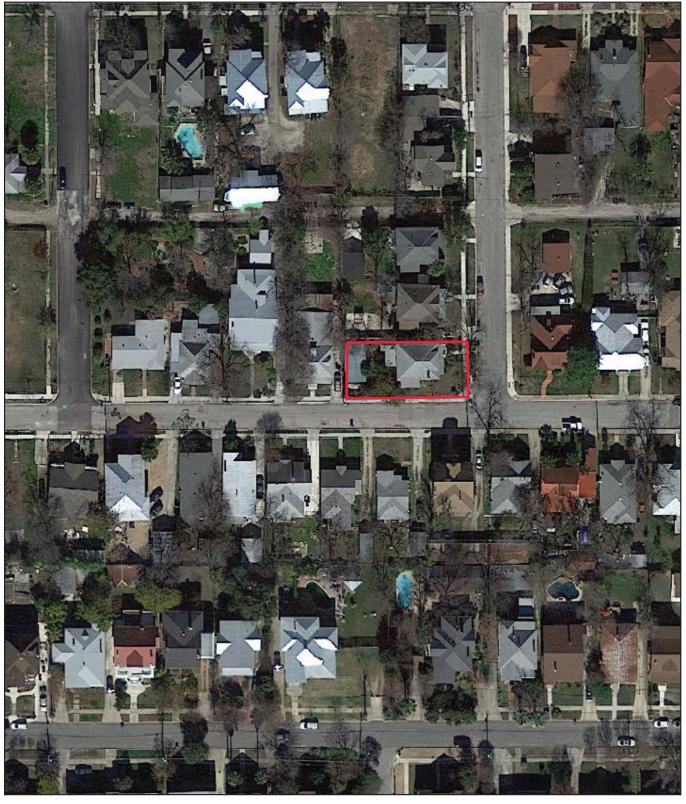
Item 1, Staff recommends approval of the installation of a new rear shed structure based on findings a through c with the following stipulation:

- i. That the applicant complies with all development and setback requirements as required by the Development Services Department and obtains a variance from the Board of Adjustment if applicable.
- ii. That the applicant submits final material specifications for fully wood windows and doors to staff for review and approval prior to the issuance of a Certificate of Appropriateness.

Item 2, Staff recommends approval of the installation of a permeable parking area based on finding d with the following stipulation:

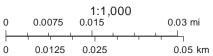
i. That the applicant installs natural-colored gravel in the permeable parking area.

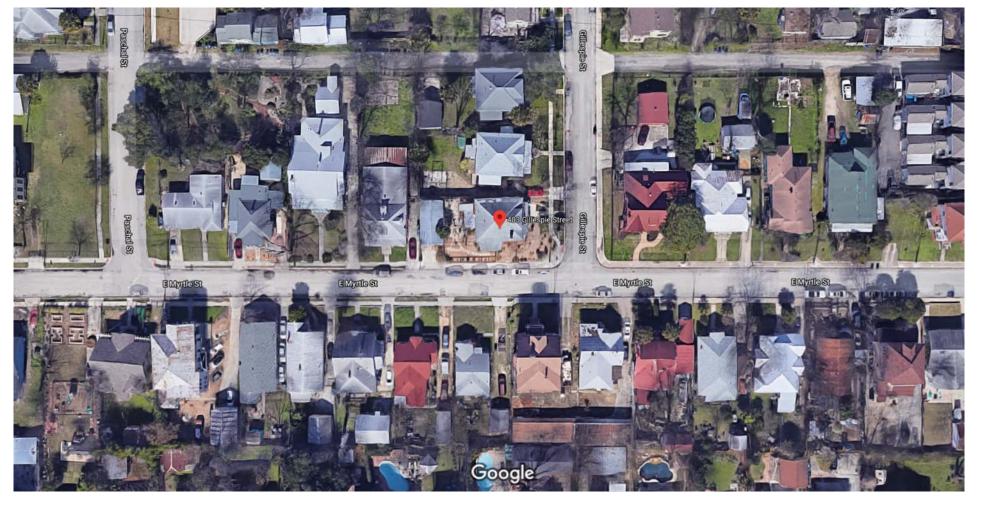
City of San Antonio One Stop



September 29, 2020

User drawn lines

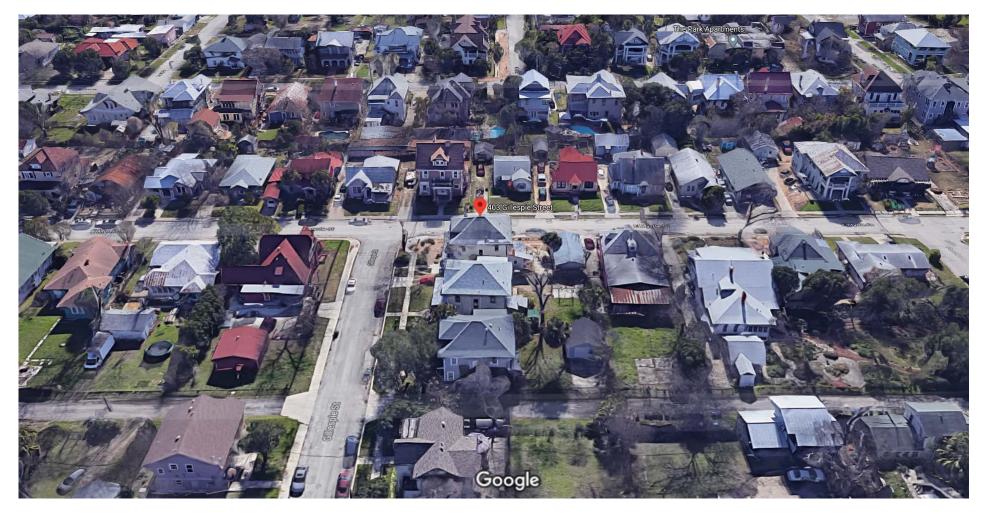




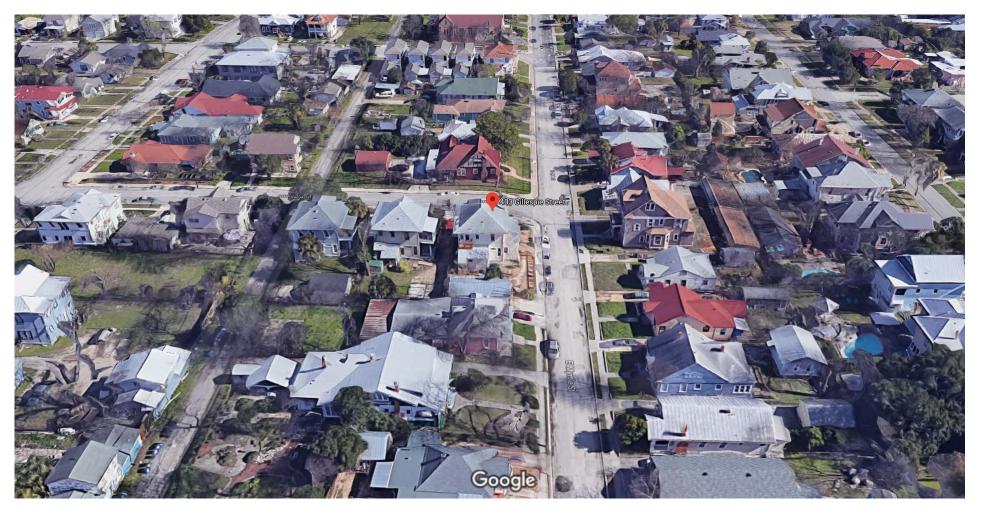
Imagery ©2020 Google, Imagery ©2020 CNES / Airbus, Maxar Technologies, Map data ©2020



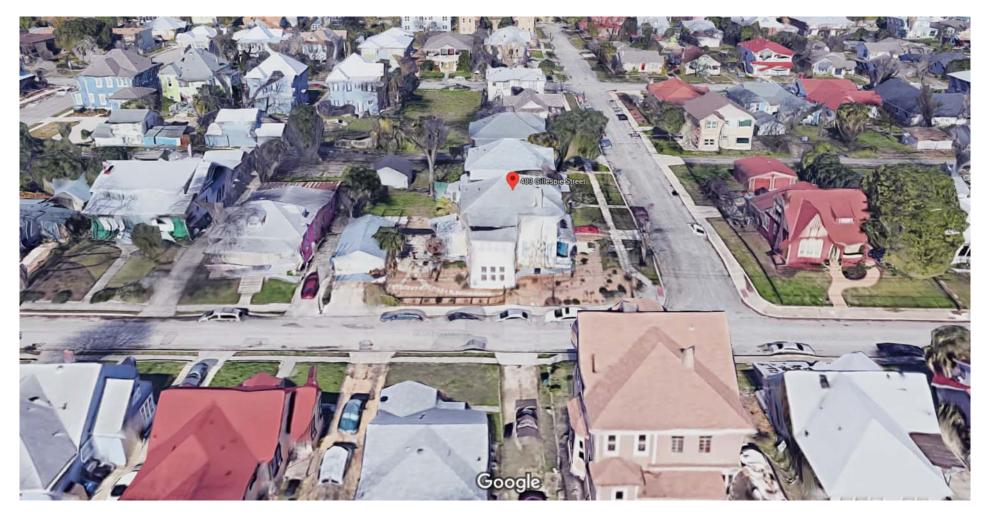
Imagery ©2020 Google, Map data ©2020 , Map data ©2020 20 ft ∟



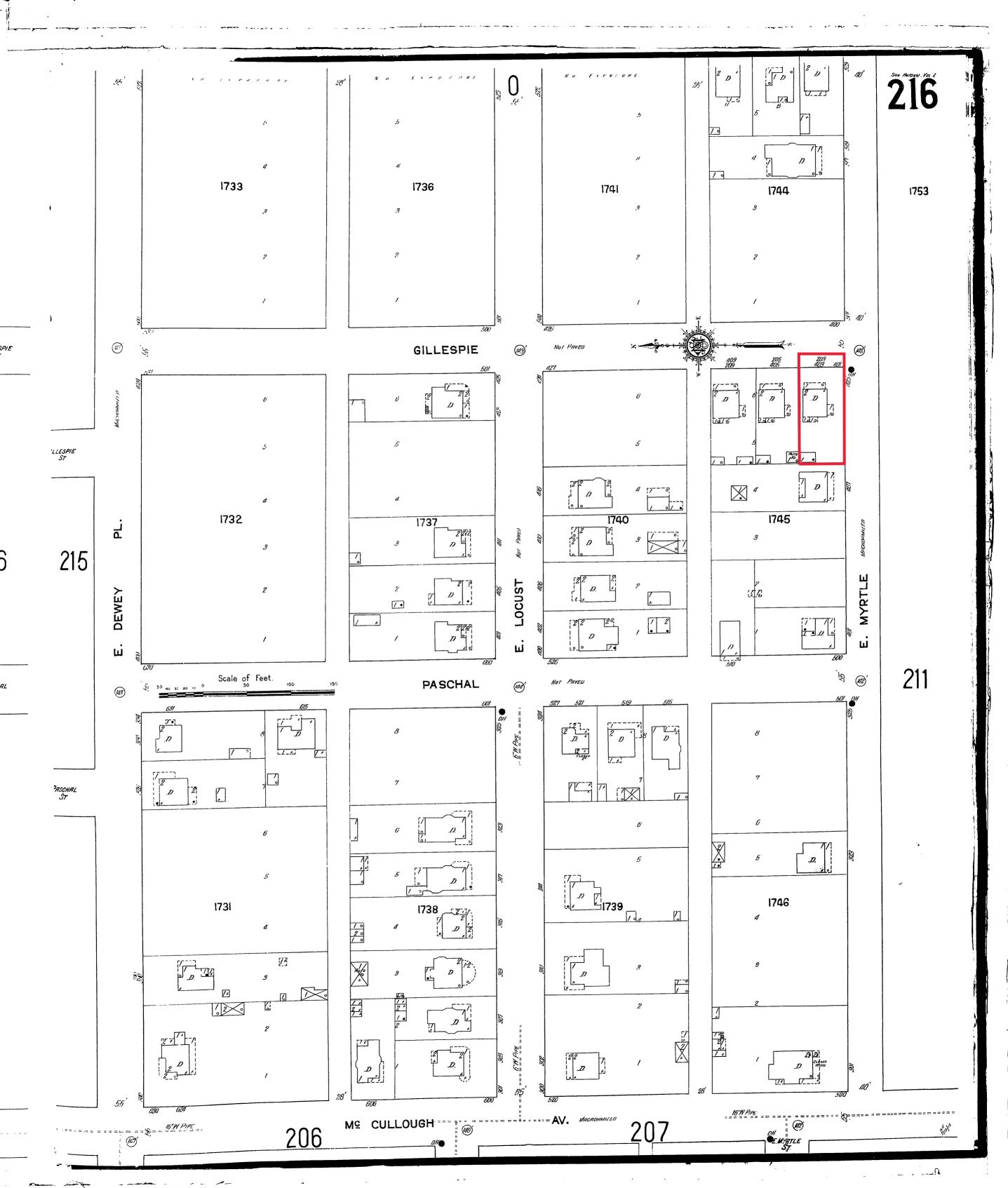
Imagery ©2020 Google, Map data ©2020 , Map data ©2020 20 ft ∟

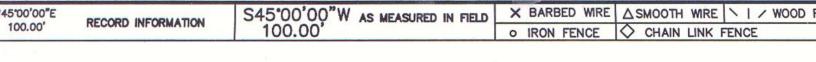


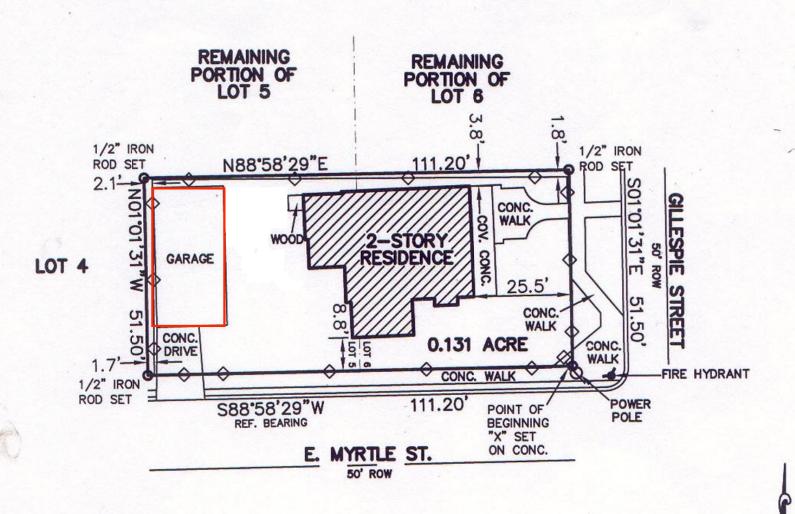
Imagery ©2020 Google, Map data ©2020 , Map data ©2020



Imagery ©2020 Google, Landsat / Copernicus, Map data ©2020 , Map data ©2020 20 ft 🛚







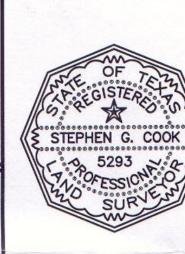
0.131 ACRE PORTION OF LOTS 5 AND 6

A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT HE ABOVE PLAT IS TRUE AND CORRECT ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND NDER MY SUPERVISION, OF THE PROPERTY DESCRIBED HEREON. I FURTHER CERTIFY THAT ENCROACHMENTS, ASEMENTS AND RIGHT-OF-WAYS VISIBLE ON SITE ARE SHOWN HEREON. SETBACKS AND EASEMENTS HOWN ARE FROM RECORDED COUNTY DOCUMENT RECORDS. MUNICIPAL RESTRICTIONS ARE NOT SHOWN.

Am Soh

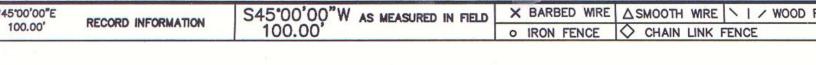
EPHEN G. COOK, R.P.L.S.

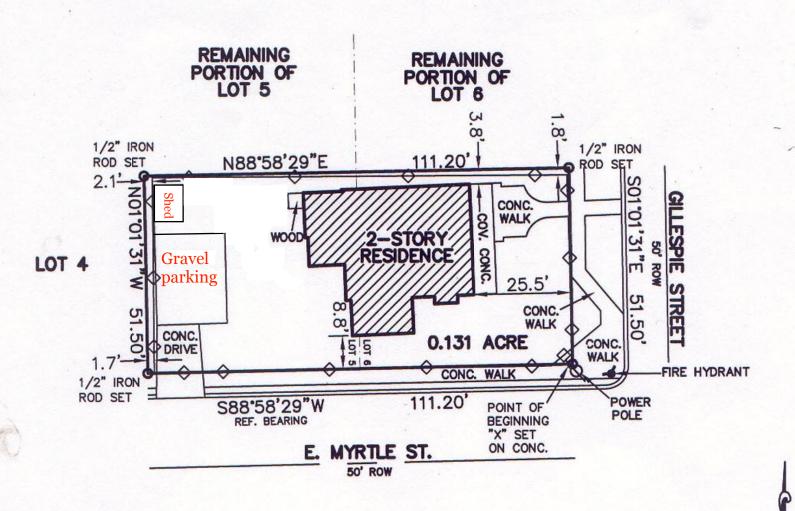
	to see that the property of the second	Market Street St			THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN 2 IN COLUMN
OT(S)_	*		вьоск 8	N.C.B.	1745
		ANTONIO		VOLUME_ 7623	
OF THE	DEED		RECORDS OF	BEXAR	COUNTY, TEXAS.
NTNESS	MY HAND	AND SEAL THIS	DAY O	F_JULY	20 UZ
BUYER_	BARBA	RA LAMAR		TV00 00070	CAI
DDRESS	403 (GILLESPIE STR	EETGF NO	1802-20930	5-5A1
TEPHEN	G. COOK, IN	IC. JOB NO. 133-	-414-000 DRAWN B	Y: PV DISK: CA	AD/S SURV. BY HL





12000 STARCREST, SUITE 107



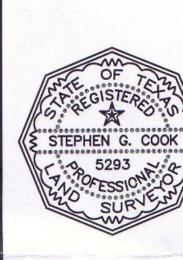


0.131 ACRE PORTION OF LOTS 5 AND 6

A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT HE ABOVE PLAT IS TRUE AND CORRECT ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND NDER MY SUPERVISION, OF THE PROPERTY DESCRIBED HEREON. I FURTHER CERTIFY THAT ENCROACHMENTS, ASEMENTS AND RIGHT-OF-WAYS VISIBLE ON SITE ARE SHOWN HEREON. SETBACKS AND EASEMENTS HOWN ARE FROM RECORDED COUNTY DOCUMENT RECORDS. MUNICIPAL RESTRICTIONS ARE NOT SHOWN.

2002 STEPHEN G. COOK ENGINEERING, INC. ALL RIGHTS RESERVED

District Lines of the last lin	THE RESERVE AND PARTY OF THE PARTY OF		THE RESERVE OF THE PARTY OF	A 10 10 10 10 10 10 10 10 10 10 10 10 10						THE RESERVE AND DESCRIPTION OF THE PERSON OF	
OT(S)	*				BLOCK	8		N.C	.в	1745	77 7-230
	OF SAI	N ANT	ONIO							PAGE 58	
OF THE	DEE)			RECORDS	OF _		BEXAR		COUNTY,	TEXAS.
NTNESS	MY HAI	ND AND	SEAL	THIS _	31	DAY	OF	JULY	-	20 _	02
BUYER_	BAR	CILLE	LAMA	CTDEE	Т			TX02-26	938	S-SA1	
DDRESS	3_403	GILLE	SFIL	177_/	14-000	GF	NO	DV DIEV	. CA	D/S SURV.	ev HI
TEPHEN	G. COOK,	INC. J	OB NO	100-4	14-000	DRAWN	BI:	DISK	: _0/	SURV.	DI





12000 STARCREST, SUITE 107

SAN ANTONIO, TEXAS 78247-4117

210/481-2533 * FAX: 210/481-215











Little General Repair Service

Jaro Lopez (owner) (210) 204-9424

Customer Name: Daniel Eicher

Customer Address: 403 Gillespie St. 78212

Assessment: After a careful instpeciton of the garage structure, we have determined that it is unstable and unsafe. Below are our specific findings.

- Exterior walls are warped and loose
- Wall studs are 36 in off center (not to code)
- Walls are sitting on cinderblocks
- Ceiling houses are at 6' at center
- Rafters are at 36" at center
- No roof ridge blocks
- No windows and door headers
- Concrete floor crack is a tripping hazard

Estimate: To **repair structure** and bring back to code, **\$15,500.00** for labor and materials To **demolish** structure and concrete slab, **\$5,700.00**

403 Gillespie Street Garage Demolition Description

The existing garage will be demolished and the concrete foundation will be removed. Any salvageable historic material will be kept for use in the construction of the replacement 10x12 shed.

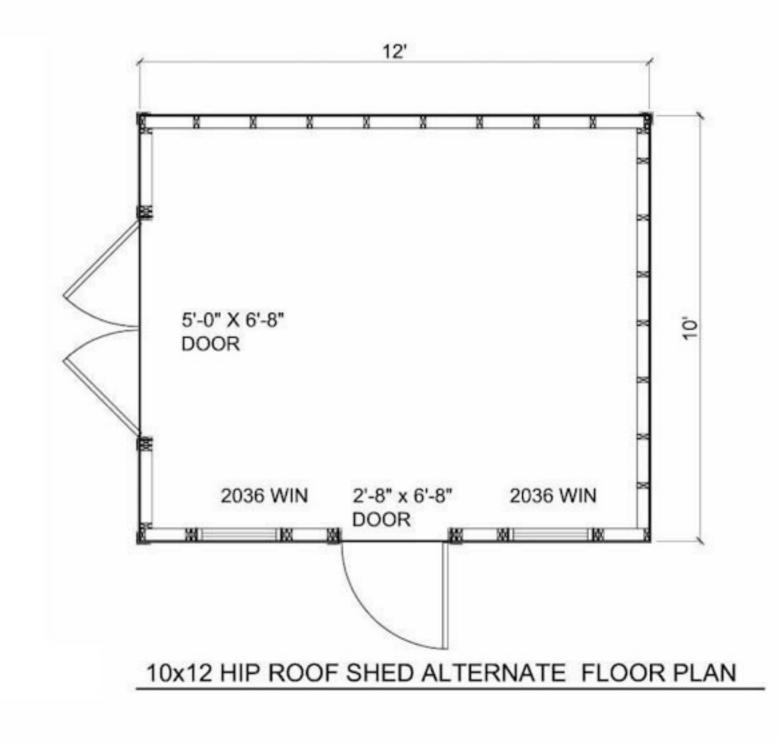
403 Gillespie Street Gravel Parking Area Description

The existing footprint of the garage will be replaced with a permeable 20x25 ft crushed gravel parking area. The parking area will be bordered with paving stones or landscape timber.

403 Gillespie Street Shed Construction

A 8x10 shed will be constructed in the NW corner of the area currently occupied by the garage. The shed will be painted to match the house with yellow walls, white trim, wood siding and an asphalt shingle roof.

Wherever possible salvaged material from the demolished garage will be used in construction of the new shed. The new shed will consist of wood siding and trim and an asphalt shingle roof.

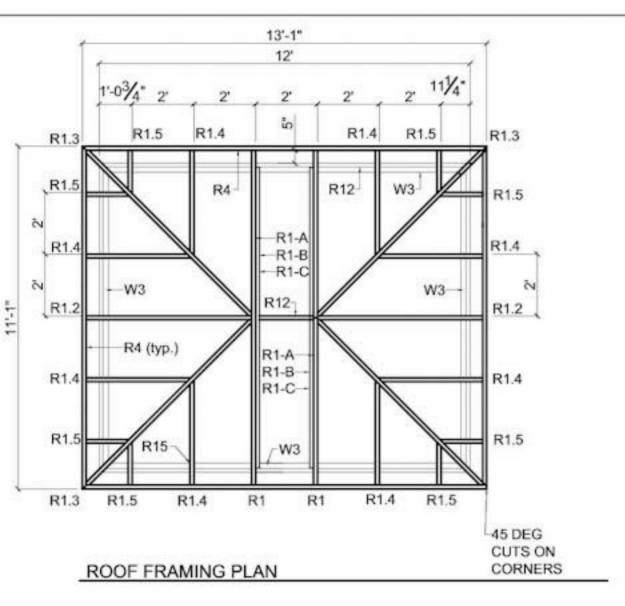


Build Your Own Backyard Shed! Treatables.com



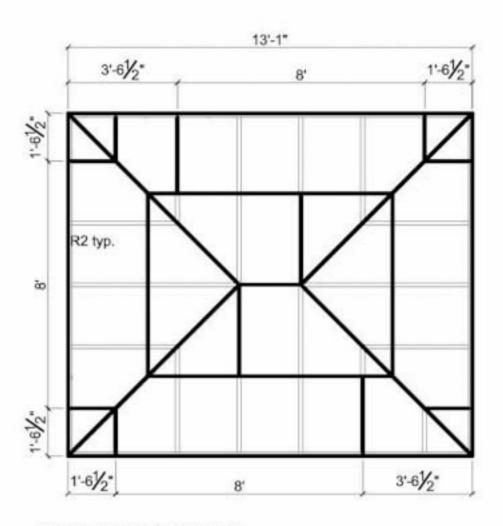






ROOF FRAMING MATERIALS

CODE	DESCRIPTION	LENGTH	QTY
R1-A	2x6 Truss Top Chord	8'-0"	4
R1-B	2x4 Truss Bottom Chord	10'-0"	2
R1-C	2x4 Truss Collar Beam	8'-0"	2
R1.2	2x6 Rafter	8'-0"	2
R1.3	2x6 Hip Rafter	10'-0"	4
R1.4	2x6 Jack Rafter	12'-0"	3
R1.5	2x6 Jack Rafter	12'-0"	1
R2	Roof Decking	4'x8'x 7" O.S.B.	10
R4	2x6 Fascia	14'-0"	2
R4	2x6 Fascia	12'-0"	2
R12	2x6 Blocking	12"-0"	4
R15	Hurricane tie	H2.5	14



ROOF SHEETING PLAN

ROOF FRAMING STEPS

(SEE RAFTER PLANS FOR CUT LENGTHS)

Step 1: Build R1 Truss and install on top plates.

Step 2: Cut R1.2 rafters and attach to R1 rafter.

Step 3: Cut R1.3 hip rafters and attach to R1 and R1.2 rafters.

Step 4: Cut 1.4 and 1.5 jack rafters and attach to R1.3 rafters.

Step 6: Install fascia boards.

Jack rafters are spaced at 2'-0" on center.

TIP: Use straight board laid perpendicular to rafters to check that top edge of rafters are flush with each other when installing each rafter to ensure that roof is flat.

Roof Framing Plan 7



