

HISTORIC AND DESIGN REVIEW COMMISSION

June 06, 2018

HDRC CASE NO: 2018-272
ADDRESS: 1305 E HOUSTON ST
LEGAL DESCRIPTION: NCB 567 BLK 4 LOT 1 THRU 14
ZONING: D
CITY COUNCIL DIST.: 2
APPLICANT: Lyndsay Thorn/ThornGraves Architects
OWNER: Merchants Ice, LLC
TYPE OF WORK: Exterior modifications, fenestration modifications, site modifications
APPLICATION RECEIVED: May 30, 2018
60-DAY REVIEW: July 29, 2018
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to perform exterior, site and fenestration modifications as well as construct a second level addition to the existing one story warehouse structure located at 1305 E Houston, in the Merchants Ice complex.

APPLICABLE CITATIONS:

City of San Antonio Downtown Design Guide
Required Design Standards

Chapter 4: Parking and Access

A.1. Locate off-street parking behind or below buildings as seen in Figure 4.2 and 4.3.

A.9. Vehicular access shall be from an alley, sidewalk or mid-block on a street as illustrated in Figure 4.5.

A.10. Curb cuts and parking and loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.

A.11. Where a vehicular exit from a parking structure is located within five (5) feet of the back of sidewalk, a visual and audible alarm and enhanced paving shall be installed to warn pedestrians and cyclists of exiting vehicles.

B.1. Parking structures shall have an external skin designed to improve visual character when exposed to prominent public view. This can include heavy-gage metal screen, pre-cast concrete panels; live green wall (landscaped) laminated glass or photovoltaic panels. Figure 4.6 illustrates an unacceptable external skin.

Chapter 6: On-site Open Space

Ch.6.other. Outdoor Amenities: Provide landscaping and seating in each open space type as follows: paseo, courtyards, plazas, roof terraces.

Ch.6.other. Outdoor Amenities: Ensure anti-skateboard and antigraffiti design features, pedestrian scaled signage that identifies uses and shops, site furniture, art work, or amenities such as fountains, seating, and kiosks.

Ch.6.other. Outdoor Amenities: Utilize buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas.

Chapter 7: Architectural Detail

A.1. Provide well-marked entrances to cue access and use. Enhance all public entrances to a building through the use of compatible architectural or graphic treatment. Main building entrances shall read differently from retail storefronts, restaurants, and commercial entrances.

C.1. San Antonio has strong sun conditions. Use deep reveals to get shadow lines.

C.12. Prohibited Exterior Materials

1. Imitation stone (fiberglass or plastic);
2. Plywood or decorative exterior plywood;
3. Lumpy stucco, CMU;

4. Rough sawn or natural (unfinished) wood, EIFS;
5. Used brick with no fired face (salvaged from interior walls);
6. Imitation wood siding;
7. Plastic panels.

D.1. Reinforce a building's entry with one or more of the following architectural treatments:

- extra-height lobby space;
- distinctive doorways;
- decorative lighting;
- distinctive entry canopy;
- projected or deep recessed entry bay;
- building name and address integrated into the facade;
- artwork integrated into the facade or sidewalk;
- a change in paving material, texture, or color within the property line;
- distinctive landscaping, including plants, water features and seating.

E.1. Windows are to be as transparent as possible at the ground floor of the building, with preference given to grey, low-e glass (88 percent light transmission).

E.9. Parking and security lights shall not provide spillover to neighboring residential properties.

H.1. Exterior roll-down doors and security grills are not permitted in downtown

I.1. Ventilation intakes and exhausts shall be located to minimize adverse pedestrian impacts along the sidewalk.

I.4. No fixture shall be directed at the window of a residential unit either within or adjacent to a project.

Chapter 11: Sustainable Design

D.1. All projects must comply with the City's green building ordinance, Build San Antonio Green (BSAG).

Encouraged Design Guidelines

Chapter 2: Sidewalks and Setbacks

A.4. The continuous landscaped and hardscaped parkways should be designed to collect and retain or treat storm runoff.

A.5. In an ideal urban tree canopy, adjacent trees at street maturity generally touch one another. Therefore, typical tree spacing is generally 30 to 50 feet apart, depending upon the tree species.

A.6. Plant or replant street trees to shade and shelter the pedestrian from sun, rain and traffic, and to improve the quality of the air and storm water runoff.

A.8. Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated the tree well and parkway design should be modified by the design to eliminate such conflicts. Parking meters and sign posts or signage are examples of existing features that can be easily relocated.

A.9. Where existing sidewalks are narrow, the reviewing body may determine that a canopy or similar shading device be provided, in lieu of street trees.

A.10. Install streetscape improvements as specified in Chapter 8--Streetscape Improvements.

A.11. All sidewalk improvements should be installed and maintained by the adjacent underlying property owners. For example, parkways and tree wells should be planted, irrigated and maintained by the adjacent property owners as described in Chapter 8.

A.12. New development should be landscaped or paved to match the adjacent public frontage.

B.1. Adjacent to retail, the setback, if any, should be used primarily for sidewalk widening and may be used for outdoor dining and other commercial activities.

B.2. Variations in the setback are encouraged to respond to building type and function in order to create visual interest.

Chapter 3: Ground Floor Treatment

A.11. Residential units with separate entries should include windows or glass doors on the ground floor that look

out onto the street.

A.12. If a residential unit's individual entry along the street is the unit's primary entry, it should be accessible from the sidewalk.

A.13. More public entrances than the minimum specified by code, including building and or tenant and resident entrances are highly encouraged.

B.2. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details should be used to promote pedestrian-scaled architecture along the street.

B.3. Architectural features that reinforce the retail character of the ground floor street and river wall and/ or help to define the pedestrian environment along the sidewalk, such as canopies, awning, and overhangs are encouraged and should be integral to the architecture of the building.

B.5. Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall.

Chapter 4: Parking and Access

A.2. Parking areas should be integrated into the project it serves. Public parking may be either freestanding structure, shared parking, or integrated into a project, provided it is clearly signed as public parking.

A.3. Except for the minimum ground-level frontage required to access parking and loading areas, no parking or loading should be visible on the ground floor of any building façade that faces a street as seen in Figure 4.1.

A.5. On-street parking lanes may be converted to travel lanes during rush hour.

A.6. Provide on-street parking for visitors and customers.

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

B.4. Treat the ground floor along active pedestrian oriented public streets as specified in Chapter 3: to provide active ground floor uses along the street frontage of the garage; on all other streets the ground floor treatment should provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk. Additional treatments such as "live" green walls similar to a chia pet provides for a more aesthetic and pleasing facade.

B.7: Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.

C.5. Where there is no alley and the project includes frontage on a street, parking access should be located midblock or as far from a street intersection as possible.

Chapter 7: Architectural Detail

A.2. Avoid continuous massing longer than 150 feet not articulated with shadow relief, projections and recesses. If massing extends beyond this length, it needs to be visibly articulated as several smaller masses using different materials, vertical breaks, such as expressed bay widths, or other architectural elements.

A.3. Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.

A.4. Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.

A.5. While blank street wall façades are discouraged, there is usually one side of the building that is less prominent (often times called "back of house").

B.1 Employ a different architectural treatment on the ground floor façade than on the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.

B.2. Vertically articulate the street wall façade, establishing different treatment for the building's base, middle and top) and use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.

B.4. In order to respect existing historic datums, the cornice or roof line of historic structures should be reflected with a demarcation on new infill structures whenever possible.

B.5. On façades exposed to the sun, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest.

C.2. Feature long-lived and local materials such as split limestone, brick and stone. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.

C.3. Use especially durable materials on ground floor façades.

C.4. Generally, stucco is not desirable on the ground floor as it is not particularly durable.

C.5. Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of

quality to guide the built results.

C.6. To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements as seen in Figure 7.5 and 7.6 and not appear as surface pastiche.

C.7. Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.

C.8. Cut outs (often used to create sky gardens) should be an appropriate scale and provide a comfortable, usable outdoor space. C.10. Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.

C.11. Value-added materials, such as stone should be placed at the base of the building, especially at the first floor level. Select materials suitable for a pedestrian urban environment. Impervious materials such as stone, metal or glass should be used on the building exterior. Materials will be made graffiti resistant or be easily repainted.

D.2. The primary entrance of all buildings will be off the public sidewalk as seen in Figure 7.7 and not from a parking area.

D.3. Strong colors should emphasize architectural details and entrances.

D.4. Deep recessed entries into the building are encouraged.

E.2. Window placement, size, material and style should help define a building's architectural style and integrity.

E.3. In buildings other than curtain wall buildings, windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plant-ons around the window.

E.4. Windows and doors should be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.

E.5. Windows on upper floors should be proportioned and placed in relation to grouping of storefront or other windows and elements in the base floor.

F.1. Ground-floor window and door glazing should be transparent and non-reflective.

F.2. Above the ground floor, both curtain wall and window and door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.

F.3. A limited amount of translucent glazing at the ground floor may be used to provide privacy.

G.1. Light fixtures less than 16 feet in height are considered pedestrian scale.

G.2. All exterior lighting (building and landscape) should be integrated with the building design, create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.

G.3. Each project should develop a system or family of lighting layers that contribute to the night-time experience, including facade uplighting, sign and display window illumination, landscape, and streetscape lighting.

G.4. Architectural lighting should relate to the pedestrian and accentuate major architectural features.

G.5. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.

G.6. Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.

G.7. In parking lots, a higher foot candle level should be provided at vehicle driveways, entry throats, pedestrian paths, plaza areas, and other activity areas.

G.8. Pedestrian-scale light fixtures should be of durable and vandal resistant materials and construction.

G.10. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.

I.1. Typically locating vents more than 20 feet vertically and horizontally from a sidewalk and directing the air flow away from the public realm will accomplish this objective.

I.2. Mechanical equipment should be either screened from public view or the equipment itself should be integrated with the architectural design of the building.

I.3. Penthouses should be integrated

.4. Lighting (exterior building and landscape) should be directed away from adjacent properties and roadways, and shielded as necessary.

I.5. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to not impact views nor result in measurable heat gain upon surrounding windows either within or adjacent to a project.

Chapter 8: Streetscape Improvements

A.2. The shared use of the public right of way is not only for moving vehicles, but equally as 1) the front door to businesses which provide an economic and fiscal foundation of the City and 2) outdoor open space for residents and workers.

A.3. All streets on which residential or commercial development is located are “pedestrian-oriented streets” and should be designed and improved accordingly.

C.2. Mid-block crosswalks should be provided on all blocks 550 feet or longer, subject to approval by San Antonio Public Works and/or Texas Department of Transportation (TxDOT), if State ROW.

C.4. Crosswalks should be clearly marked with high contrast “zebra” striping, unless some alternative design is provided as part of an integrated urban design for a specific street.

D.1. Decorative paving used in plaza and courtyard areas should complement the paving pattern and color of the pavers used in the public right-of-way.

D.3. Paving surfaces must be chosen for easy rollability.

E.2. Tree spacing and placement must be coordinated with street light placement as seen in Figure 8.4. Street lights should generally be located midway between adjacent trees, and are commonly spaced every two (2) or three (3) trees, hence 60 to 100 feet on center.

E.3. Street trees should be planted adjacent to a project when they cannot be accommodated on-site.

E.4. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. Therefore, the typical tree spacing is generally 40 feet, plus or minus 10 feet depending upon the tree species.

E.6. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrian access to the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of a space, so that they align with a fender rather than a door. Locating them on the line between two spaces tends to block access to the sidewalk and should be avoided.

E.7. Irrigate trees and landscaped parkways with an automatic irrigation system or Low Impact Development (LID) deep well. Deep root irrigation is preferred. Surface mounted spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

E.10. Where tree wells are installed, tree wells may be: 1) covered with a three (3) inch thick layer of stabilized decomposed granite, installed per manufacturer’s specifications, and level with the adjacent walkway; or 2) covered by an ADA compliant tree grate.

F.4. All street light or pedestrian light should have a Color Rendering Index of 80 or higher.

F.6. Lighting fixtures should be designed to complement the architecture of the project and improve visual identification of residences and businesses.

F.7. Pedestrian street lights may be set back from the curb on wide sidewalks installed on private property as follows:

- Where sidewalks are wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building.
- Where the building is set back from the sidewalk, the pedestrian street lights may be installed directly adjacent to the front property line.
- All light sources should provide a warm white light. Care should be given to not overly illuminate the sidewalk thereby ruining the pedestrian ambiance.
- All lighting systems should be cut-off, so as not to “spillover” light into adjacent buildings.

G.5. Bicycle racks (e.g., “loop rack” and “ribbon bar”) should be selected that are durable and consistent with other streetscape furnishings.

G.6. Street furnishings should be made of metal, stone, cast stone, hand sculpted concrete, or solid surfacing material, such as Corian or Surell. Recycled plastic will be considered on a case by case basis.

G.7. Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one storefront nor at passing traffic or sides of parked cars.

H.1. Utility service to each building should be provided underground. If undergrounding utilities is not possible, install metal power poles at a consistent spacing that are located in bulb-outs to maintain an unobstructed sidewalk.

H.3. Light poles should be separate from power poles.

Chapter 11: Sustainable Design

A.3. Orient projects to provide convenient access to the nearest transit options (bus, streetcar, trolley, bicycle), wherever possible.

C.1. Incorporate on-site landscape elements that reduce energy use and enhance livability.

FINDINGS:

- a. The applicant is requesting a Certificate of Appropriateness for approval to perform exterior, site and fenestration modifications as well as construct a second level addition to the existing one story warehouse structure located at 1305 E Houston, in the Merchants Ice complex. The property is zoned Downtown and is subject to the Downtown Design Guide only. The structures were previously designated as historic landmarks, but that designation was removed in 2015.
- b. GROUND FLOOR TREATMENT – The applicant has proposed to modify the existing facades to create fenestration patterns and openings that will promote an active use of the space. This is consistent with the Downtown Design Guide.
- c. MASSING – The applicant has proposed a second story addition; however, the proposed massing is still appropriate for the area. A human scale will be present in both the proposed addition and through the exterior modifications proposed which will create fenestration along the currently blank facades.
- d. ARCHITECTURAL DETAIL – Through material changes and solids and voids, the applicant has provided horizontal and vertical variation in the design and a variation in materials. Additionally, the applicant has incorporated a visual break between the ground and upper floors.
- e. MATERIALS – The applicant has proposed materials that include brick, aluminum storefront systems, glazing, metal siding and metal façade panels.
- f. BUILDING ENTRANCES – The proposed building entrances are distinguished in a primary sense by the proposed steel canopy, a recessed entry bay and signage. Additionally, the primary entrance is adjacent to the sidewalk and not the parking locations.
- g. WINDOWS – The applicant has proposed windows which feature an overall profile and design that complement the architecture of the existing, industrial structure. Windows should feature metal frames and be recessed within walls at least two inches.
- h. MECHANICAL EQUIPMENT – The applicant has noted that mechanical equipment will be integrated into the architectural design of the building. Staff finds that all mechanical equipment should be screened from view.
- i. SUSTAINABLE DESIGN – Staff finds the reuse of the existing structure an appropriate example of adaptive reuse as well as the redevelopment of an underutilized property.

RECOMMENDATION:

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

- i. That all windows feature metal or dark colored frames and be recessed at least two inches within walls.
- ii. That all mechanical equipment be screened from view at the public right of way.

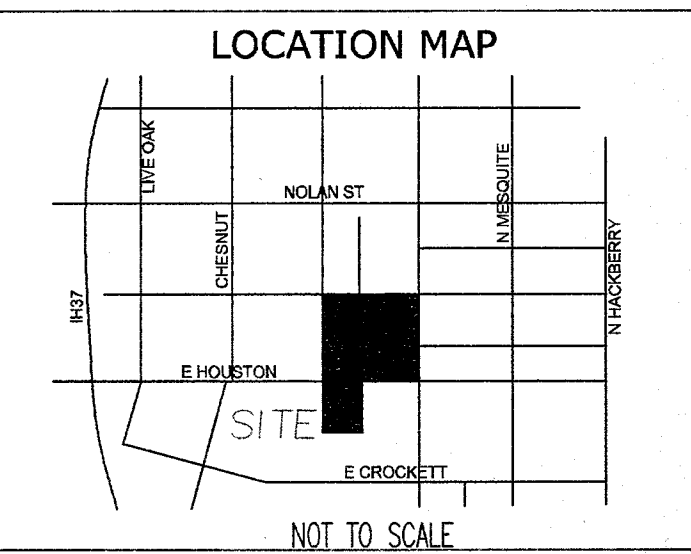
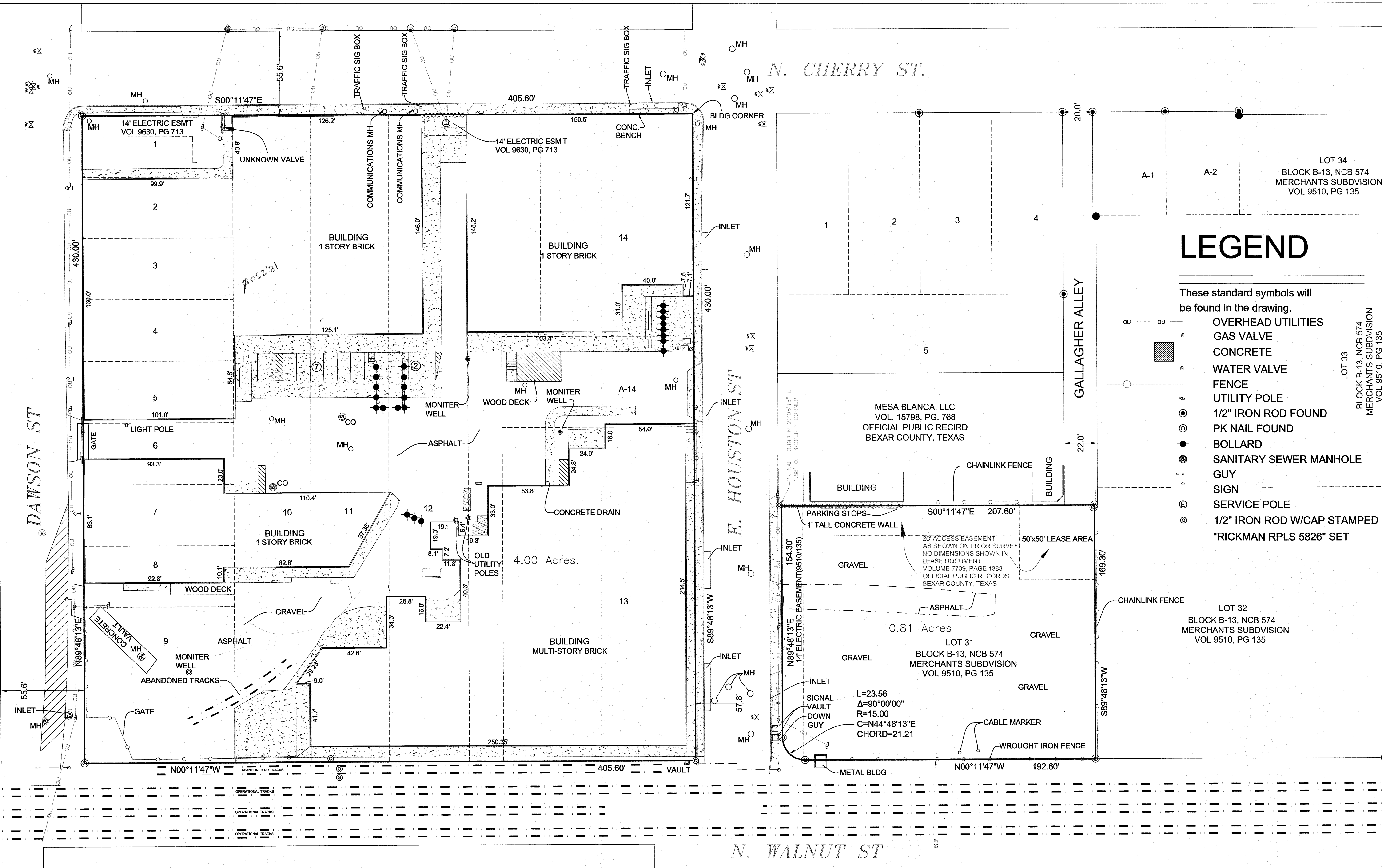
CASE MANAGER:

Edward Hall







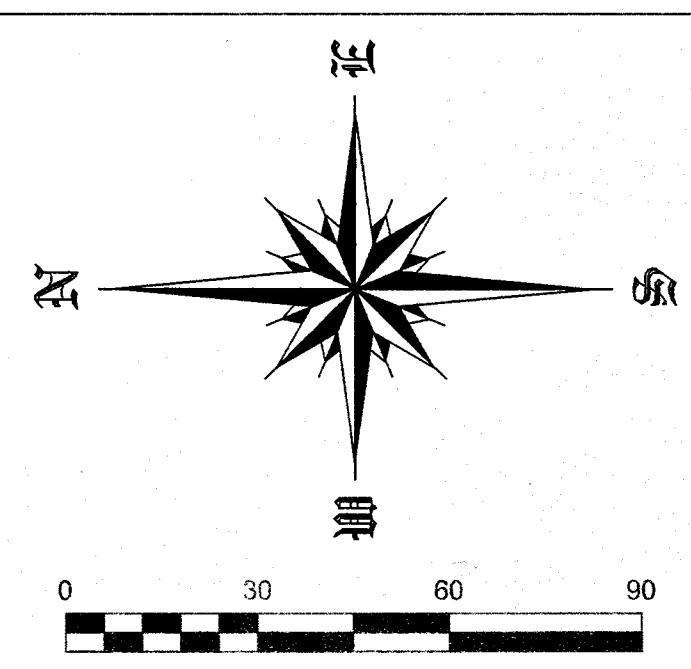


ADDRESS:
1304 & 1305 E. HOUSTON ST.
and 430 DAWSON ST.
SAN ANTONIO, TEXAS

FLOOD STATEMENT:
ACCORDING TO FLOOD INSURANCE
RATE MAP 48029C0415G, DATED
SEPTEMBER 29, 2010, PROPERTY IS
LOCATED IN ZONE X: AREAS
DETERMINED TO BE OUTSIDE THE 0.2%
ANNUAL CHANCE FLOODPLAIN.

PARKING COUNT:
9 - REGULAR SPACES

Survey Notes:
1. Bearings Based on NAD83, Texas South
Central Zone (4204).
2. Surveyor has not investigated the existence
of Design Guidelines or other unrecorded
documents as may be promulgated by an
Architectural Control Committee.



Rickman Land Surveying
TBPLS Firm # 101919-00
419 Big Bend, Canyon Lake, Texas 78133
PHONE: (830) 534-2539
WWW.RICKMANLANDSURVEYING.COM
derrick@rickmanlandsurveying.com

SIGNATURE/SEAL
TO URBAN ICE, LTD., TEXAS RESEARCH AND TECHNOLOGY
FOUNDATION AND MARATHON TITLE COMPANY:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE
SURVEY ON WHICH IT IS BASED WERE MADE IN
ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL
REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS,
JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS,
AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, AND 9 OF
TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON
MAY 18, 2017.
DATE OF PLAT OR MAP: MAY 18, 2017

BY: *[Signature]*
NAME: J. DERRICK RICKMAN, RPLS NO. 5826
RICKMAN LAND SURVEYING



PROJECT DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY
Lots 1 through 14, Block 4,
NCB 567, and Lot 31, Block
13, NCB 574, Merchants
Subdivision

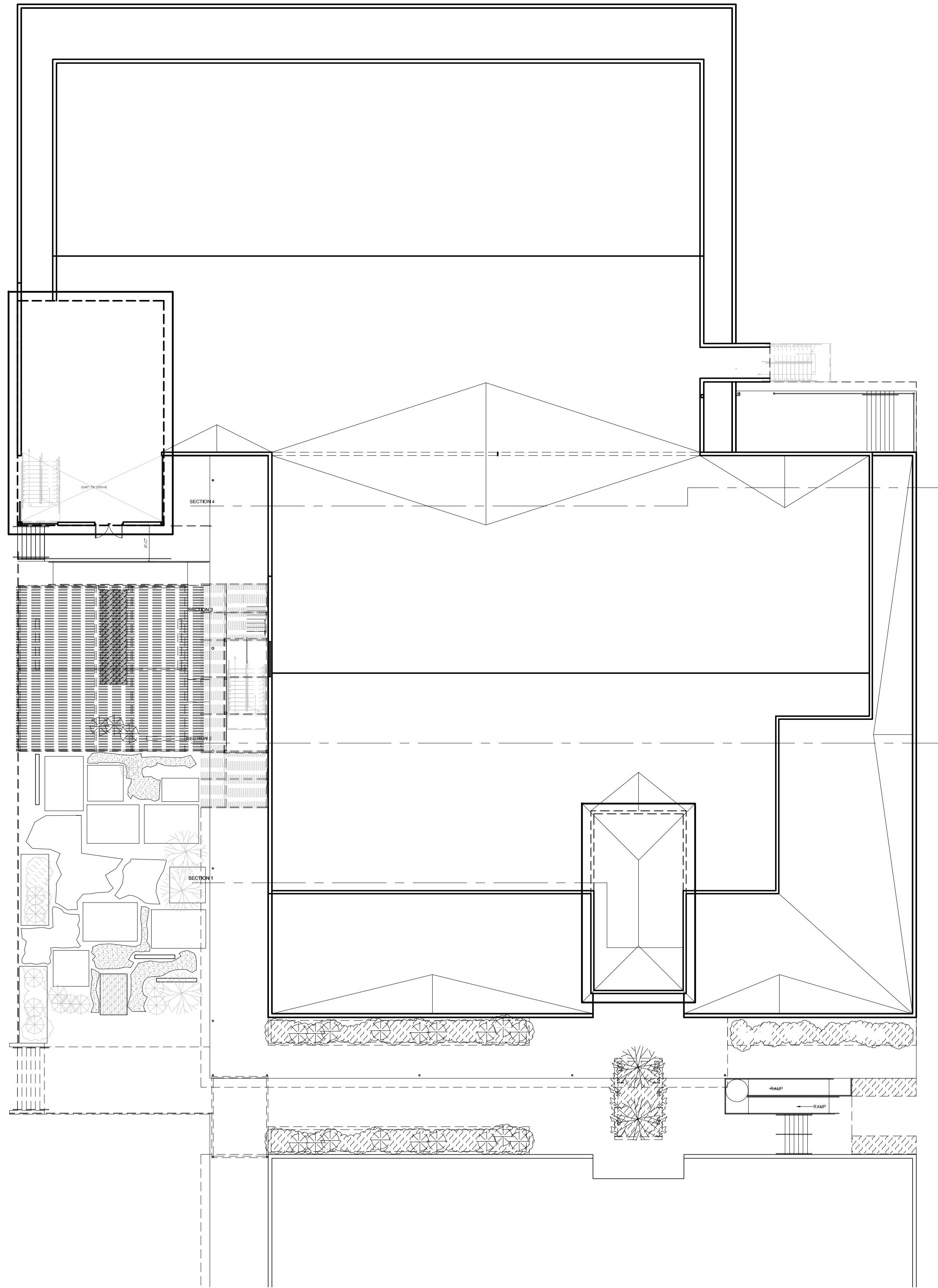
DRAWING
MERCHANTS ICE HOUSE
SAN ANTONIO, TEXAS

DATE 05/18/2017 JOB NO.
SCALE 1" = 30' DRG NO.
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CHECKED BY

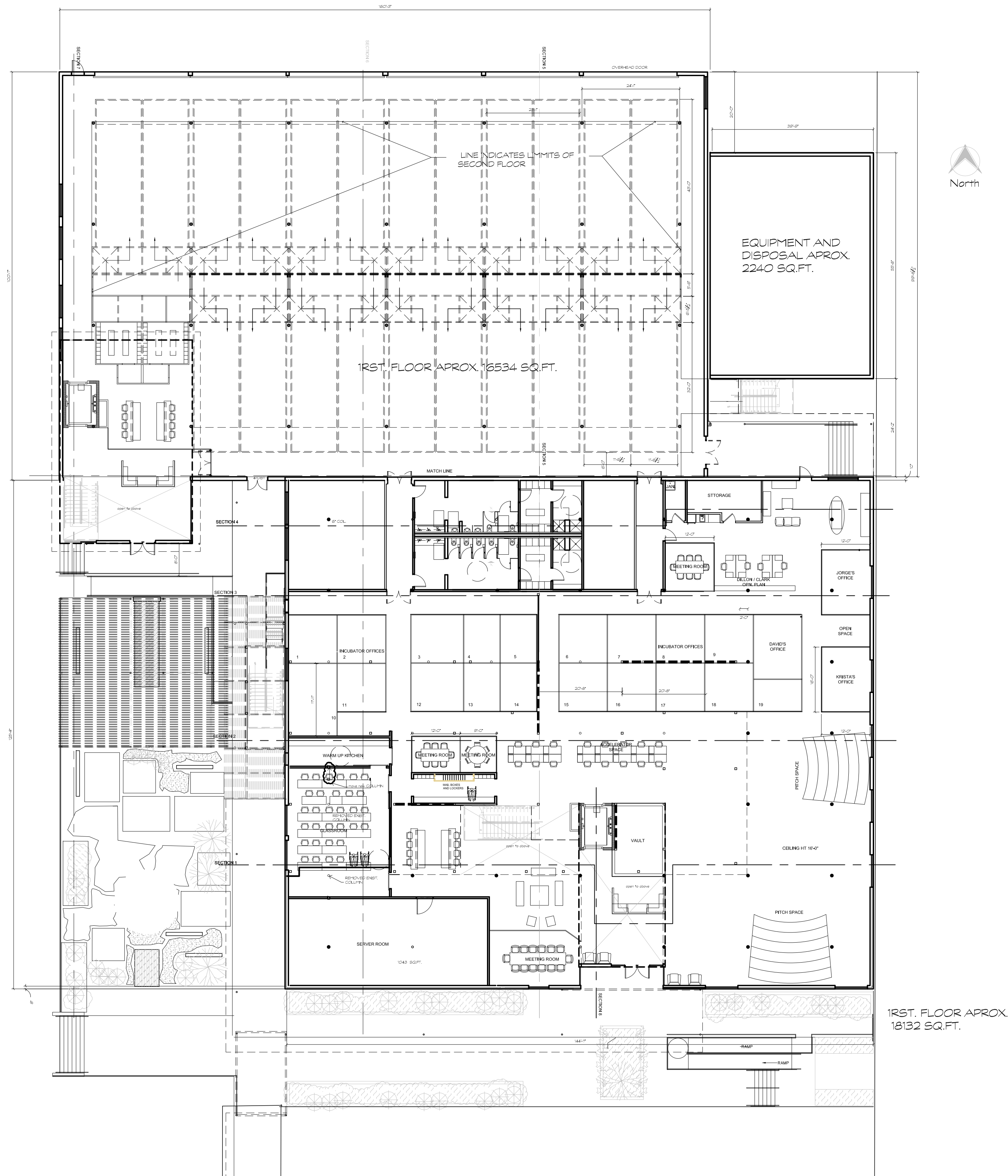
ALTA/NSPS LAND TITLE SURVEY OF LOTS 1 THROUGH 14,
BLOCK 4, NCB 567 OF THE CITY OF SAN ANTONIO AND LOT
31, BLOCK B-13, NCB 574, MERCHANTS SUBDIVISION, A
SUBDIVISION OF RECORD IN VOLUME 9510, PAGE 135 OF
THE DEED AND PLAT RECORDS OF BEXAR COUNTY, TEXAS
AND BEING THE SAME TRACT OF LAND CONVEYED TO
URBAN ICE, LTD. OF RECORD IN VOLUME 8201, PAGE 1357
OF THE OFFICIAL PUBLIC RECORD OF BEXAR COUNTY,
TEXAS.

COMMITMENT FOR TITLE INSURANCE:
COMMONWEALTH LAND TITLE INSURANCE COMPANY COMMITMENT NO. 17159
ISSUED: MAY 18, 2017 EFFECTIVE DATE: MAY 03, 2017

1. Restrictive Covenants: Historical Designation Certification recorded in Volume 16817, Page 1967, Official Public Records, Bexar County, Texas.
10a. All Easements, Building Setback Lines and other Matters as shown on plat recorded in Volume 9510, Page 135, Deed and Plat Records, Bexar County, Texas.
14' Electric Easement, as shown
10b. Electric Line Right-of-Way Agreement recorded in Volume 9630, Page 713, Official Public Records, Bexar County, Texas, does apply and is shown.
10c. Historical Designation Certification record in Volume 16817, Page 1967, Official Public Records, Bexar County, Texas, applies to Lots 2 through 14, Block 4, NCB 567
10d. Notice of Abandoned Well by Edwards Aquifer Authority recorded in Volume 15508, Page 1947, Official Public Records, Bexar County, Texas, does apply. Well not located.



1 ARCH. ROOF PLAN
SCALE: 1/16" = 1'-0"



1 ARCH. 1ST. FLOOR PLAN
SCALE: 1/16" = 1'-0"



THE VELOCITY CENTER
Address
San Antonio, TX

THORN GRAVES
ARCHITECTS PLANNERS INTERIORS
105 MONTCLAIR • ALAMO HEIGHTS, TX 78205 • PHONE: 210-222-9194 • FAX: 210-222-9195

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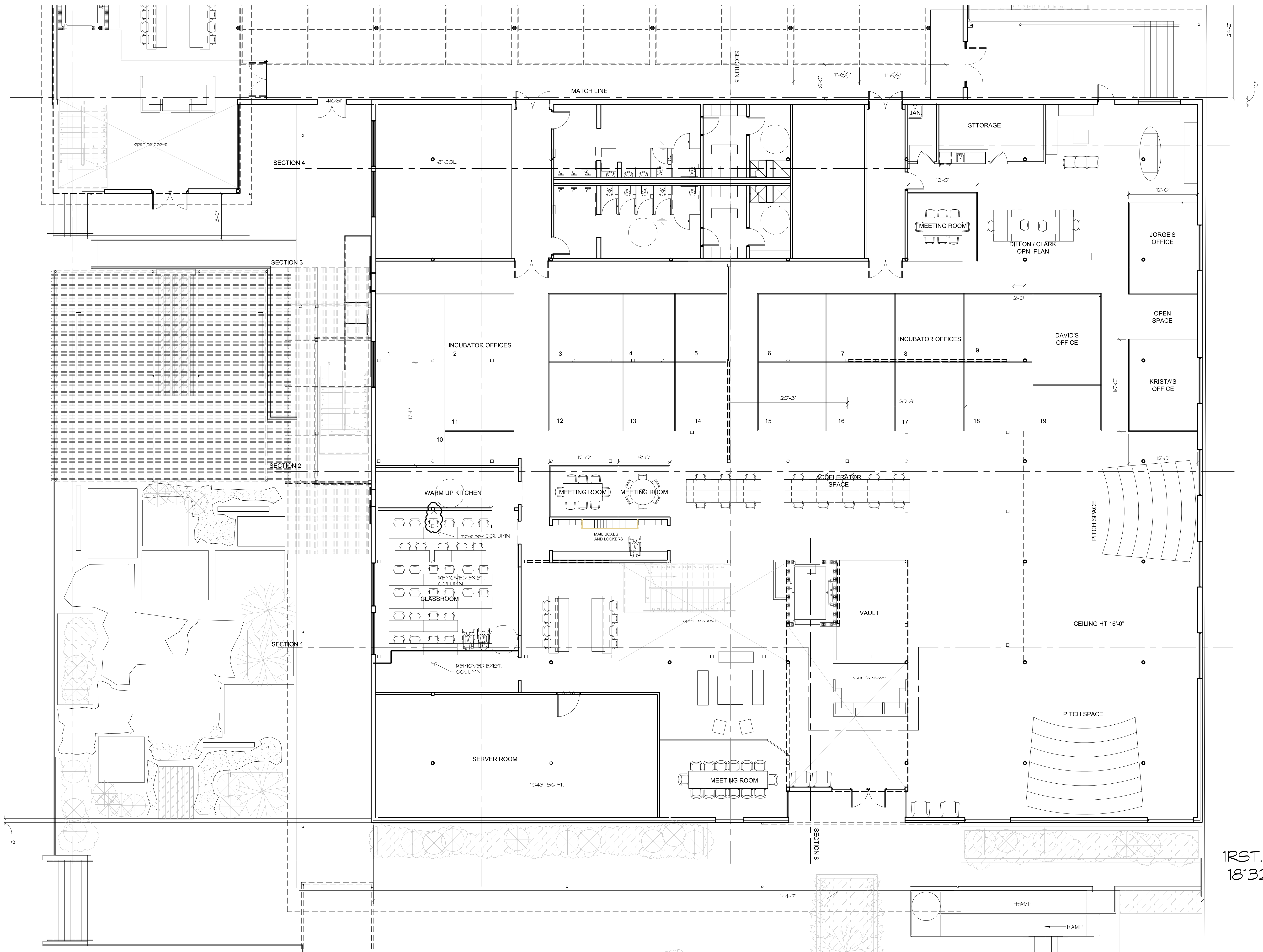
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FLOOR PLAN

SHEET NO.:

A1



1ST. FLOOR APROX.
18132 SQ.FT.

1ARCH. 1ST. FLOOR PLAN
SCALE: 1/8" = 1'-0"



THE VELOCITY CENTER
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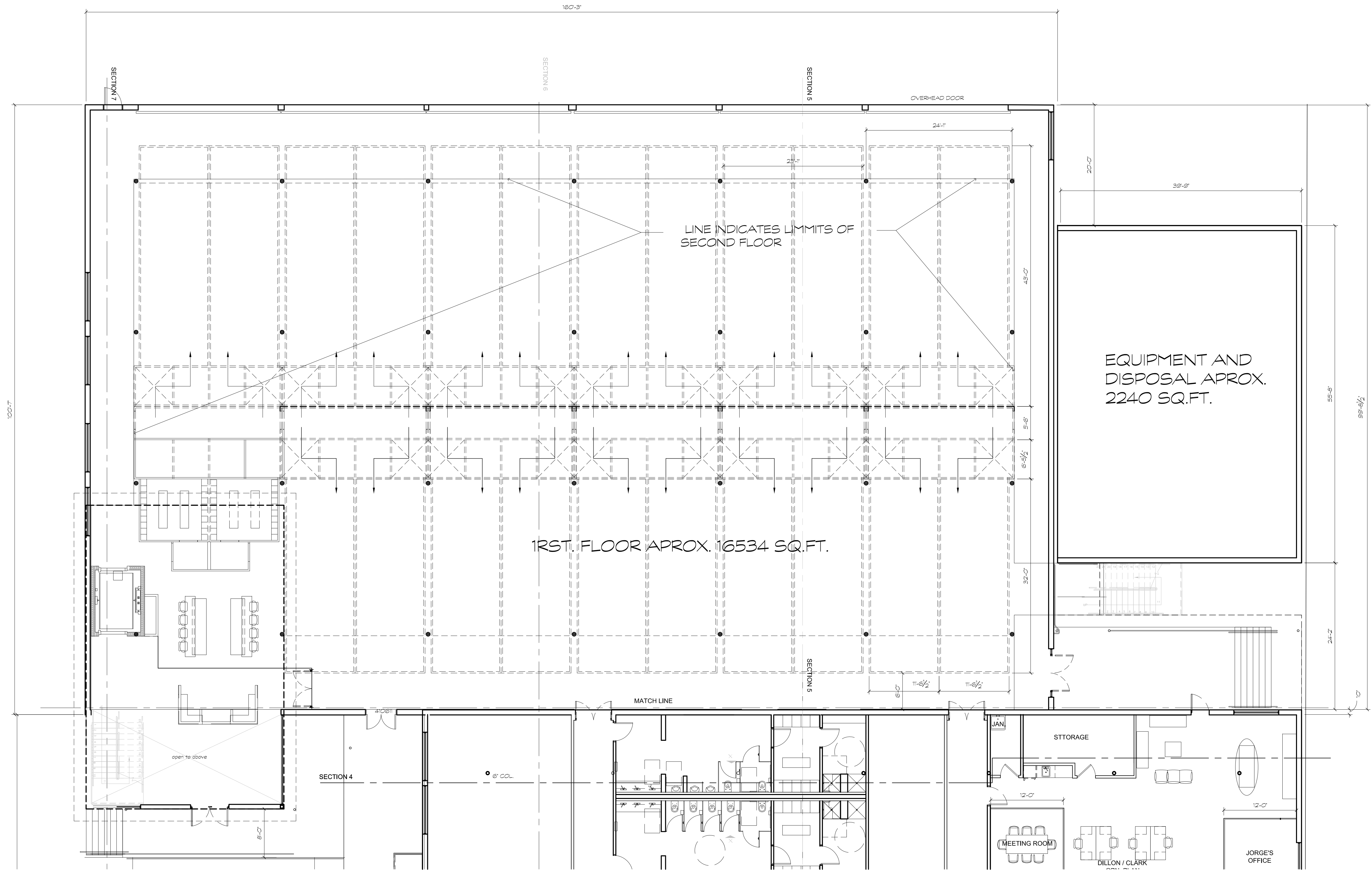
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FLOOR PLAN

SHEET NO.:

A2



1 ARCH. FLOOR PLAN
SCALE: 1/8" = 1'-0"



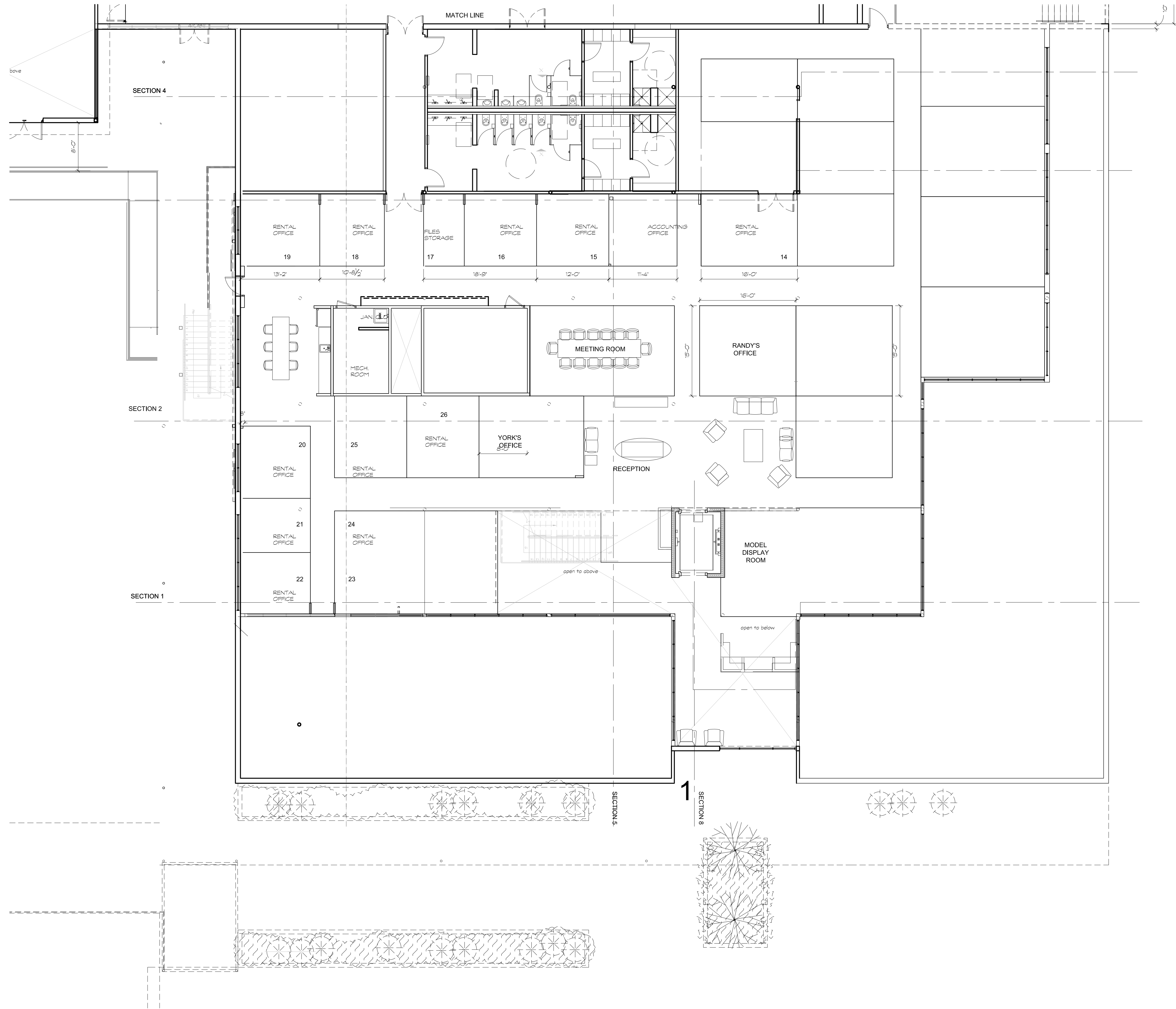
THE VELOCITY CENTER
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| DRAWING TITLE: FLOOR PLAN | |
| SHEET NO.: A3 | |



ARCH. 2ND. FLOOR PLAN
SCALE: 1/8" = 1'-0"



THE VELOCITY CENTER
Address
San Antonio, TX

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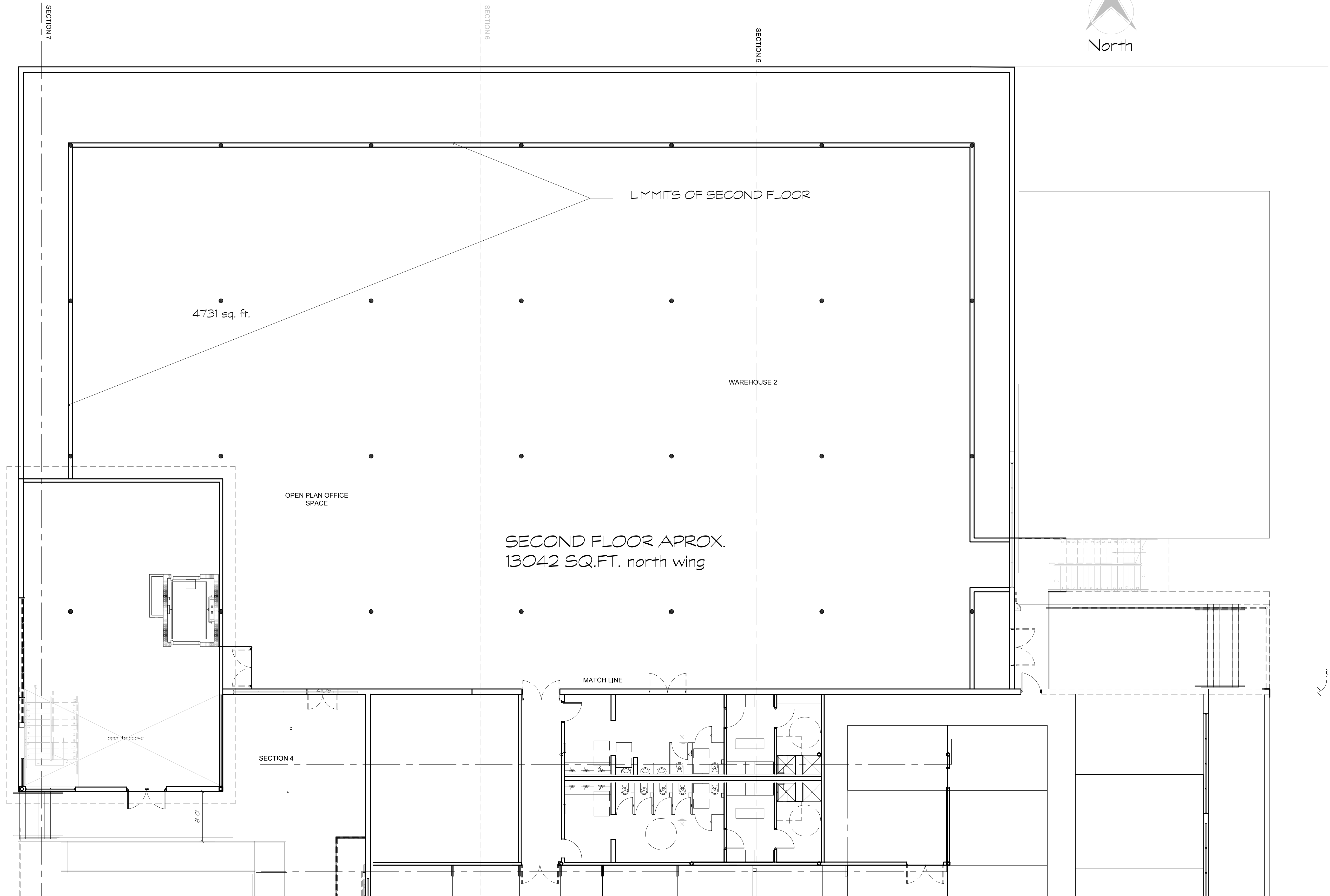
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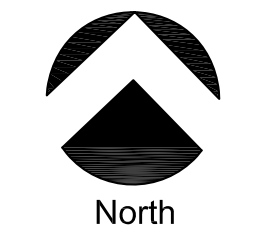
DRAWING TITLE:
MEZZANINE
FLOOR PLAN

SHEET NO.:

A4



1 ARCH. 2ND. FLOOR PLAN
SCALE: 1/8" = 1'-0"



THE VELOCITY CENTER
Address
San Antonio, TX

THORN GRAVES
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NOT FOR
CONSTRUCTION

| | |
|-----------------|----------------------|
| DRAWN: | PROJECT NO.: 1719 |
| CHECKED: LAT | DATE: 05.15.2018 |

SCALE:
AS NOTED

DRAWING TITLE:
ROOF PLAN

SHEET NO.:
A5



THE VELOCITY CENTER
Address
San Antonio, TX

THORN GRAVES
ARCHITECTS PLANNERS INTERIORS
105 MONTCLAIR • ALAMO HEIGHTS, TX 78208 • PHONE: 210-222-9194 • FAX: 210-222-9195

| NO. | REVISIONS / DATE |
|-----|------------------|
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PRELIMINARY-
NOT FOR
CONSTRUCTION

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|-----------------|----------------------|
| DRAWN: | PROJECT NO.: 1719 |
| CHECKED: LAT | DATE: 05.15.2018 |

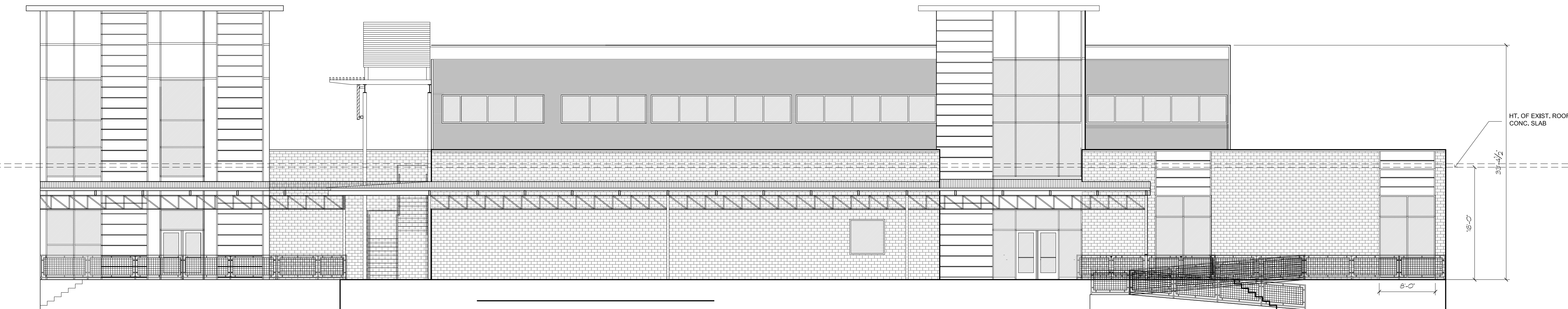
SCALE:
AS NOTED

DRAWING TITLE:

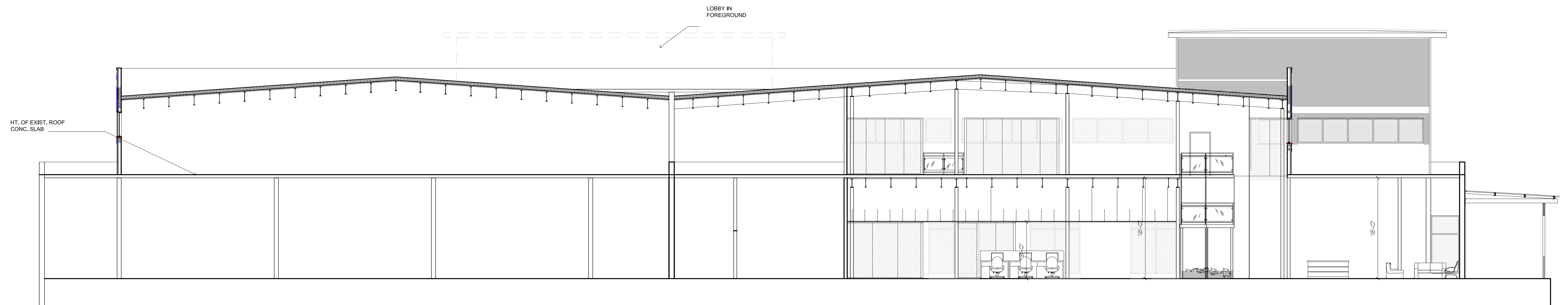
ELEVATIONS

SHEET NO.:

A5a



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1 BLDG. SECTION 5
SCALE: 1/8" = 1'-0"













NO
STOPPING
STANDING
OR
PARKING
ANYTIME



NO
STOPPING
STANDING
OR
PARKING
←→







3351

metro

GMC

KSN-5687

Ryde













