

## HISTORIC AND DESIGN REVIEW COMMISSION

January 02, 2019

**HDRC CASE NO:** 2018-522  
**ADDRESS:** 255 BRAHAN BLVD  
259 BRAHAN BLVD  
**LEGAL DESCRIPTION:** NCB 3856 (255 BRAHAN {AMENDING}), BLOCK 2 LOT 26 & 27  
**ZONING:** RM-4,NCD-9, H  
**CITY COUNCIL DIST.:** 2  
**APPLICANT:** Ricardo Turrubiates/Terramark  
**OWNER:** PEP Capital LP  
**TYPE OF WORK:** Review of a site plan for four residential structures and two accessory structures featuring parking for automobiles and living space  
**APPLICATION RECEIVED:** October 12, 2018  
**60-DAY REVIEW:** December 11, 2018 (postponed by applicant to January 2, 2019)  
**REQUEST:**

The applicant is requesting conceptual approval of a site plan featuring a total of four residential structures at the corner of Brahan Boulevard and Haywood Avenue. The applicant has proposed for one, multi-family residential structure to front Brahan and two, single-family residential structures to front Haywood. In addition to the three, primary residential structures, the applicant has proposed two, detached accessory structures to include automobile parking and living space on the lot addressed to Haywood.

### 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 nonresidential

building types are more typically flat and screened by an ornamental parapet wall.

*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.

### 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

*v. Garage doors*—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

### 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.
- Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

## B. NEW FENCES AND WALLS

- i. Design*—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
- ii. Location*—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
- iii. Height*—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.
- iv. Prohibited materials*—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.
- v. Appropriate materials*—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

## 3. Landscape Design

### A. PLANTINGS

- i. Historic Gardens*—Maintain front yard gardens when appropriate within a specific historic district.
- ii. Historic Lawns*—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.
- iii. Native xeric plant materials*—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.
- iv. Plant palettes*—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.
- v. Maintenance*—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

## B. ROCKS OR HARDSCAPE

- i. Impervious surfaces*—Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
- ii. Pervious and semi-pervious surfaces*—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.
- iii. Rock mulch and gravel* - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings should be incorporated into the design.

## D. TREES

- i. Preservation*—Preserve and protect from damage existing mature trees and heritage trees. See UDC Section 35-523 (Tree Preservation) for specific requirements.
- ii. New Trees* – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.

## 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.

## 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

## **FINDINGS:**

- a. The applicant is requesting conceptual approval of a site plan featuring a total of four residential structures at the corner of Brahan Boulevard and Haywood Avenue. The applicant has proposed for one, multi-family residential structure to front Brahan and two, single-family residential structures to front Haywood. In addition to the three, primary residential structures, the applicant has proposed two, detached accessory structures to include automobile parking and living space on the lot addressed to Haywood.
- b. **CONCEPTUAL APPROVAL** – Conceptual approval is the review of general design ideas and principles (such as scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness for final approval.
- c. **CASE HISTORY** – Two previous requests, one for the construction of four, single family residential structures and one for two, residential structures were denied by the Historic and Design Review Commission on April 18, 2018, and May 16, 2018.
- d. **DESIGN REVIEW COMMITTEE** – This request was reviewed by the Design Review Committee on October 23, 2018. At that meeting, committee members noted that the site plan included on-site parking that was excessive for what is commonly found in the district and noted that information regarding the proposed massing should be included within this request. The Design Review Committee reviewed new construction at this address on December 11, 2018. At that meeting, the Committee asked questions regarding setbacks, noted that the demolished historic structure should not be duplicated, that massing should be reduced and that a large, primary structure and a smaller, secondary structure should be proposed.
- e. **DESIGN UPDATE** – Since the Design Review Committee meeting on December 11, 2018, the applicant has modified the proposed site plan.
- f. **SITE PLAN** – The applicant has provided a site plan that notes the construction of one, multi-family residential structure and two, single family residential structures. One structure is proposed to be constructed on the lot addressed to Brahan and two structures are proposed to be constructed on the lot addressed to Haywood. The applicant has noted one curb cut to be located on Haywood to feature ten (10) feet in width. The applicant has also noted two access points for rear parking to be located from the alley on the north side of the site.
- g. **SETBACKS (BRAHAN)** – Per the Guidelines for New Construction 1.A.i., the front facades of new construction should be aligned with the front facades of adjacent buildings where a consistent setback has been established along the street frontage. Where a variety of setbacks exist, the median setback of buildings should be used. The surrounding structures, many of which are not historic, feature varying setbacks. The applicant has provided a chart noting setbacks on the 200 block of Brahan, as measured from the curb to be 26', 45', 45', 60', 35', and 40'. At this time, the applicant has proposed a setback of forty-three (43) feet on Brahan. Staff finds that a setback that is consistent or greater than that of the contributing properties on the block (45') would be appropriate.
- h. **SETBACKS (HAYWOOD)** – The applicant has proposed a setback of twenty (20) feet from the curb on Haywood Avenue. Haywood Avenue does not feature structures with front setbacks addressing the street; however, a two story historic structure's side setback does address Haywood. Staff finds that new construction that features a front setback that is deeper than that of the neighboring historic structure's side setback would be appropriate.
- i. **SETBACKS (ALLEY)** – Zoning regulations allow for a structure to include half of an adjacent alley's width for zoning setbacks. The applicant has proposed for the structure addressing Haywood to feature a side setback that includes the alley. This unnamed alley that runs parallel to Brahan and perpendicular to Haywood features a number of accessory structures that vary in size. While a primary structure is not located adjacent to the alley, staff finds the proposed alley setback to be appropriate.
- j. **BUILDING SPACING** – The applicant has noted building spacing on Haywood of twelve (12) feet. The applicant has noted spacing between the structure proposed on Brahan and the southernmost structure on Haywood of twenty-seven (27) feet. The applicant has not noted spacing between the proposed structures on Haywood and the rear accessory structures. Staff finds that dimensions for building spacing should be provided. Staff finds that a minimum spacing of twenty-five (25) feet should be featured between each structure. As proposed, the spacing between structures is not consistent with the historic development pattern in the district.
- k. **SITE DESIGN** – The applicant has provided a conceptual site plan noting the locations of driveways, sidewalks, curb cuts, parking, mechanical equipment, service equipment and landscaping elements such as trees and fencing. At this time, the applicant has proposed vehicular access to the site from Haywood and a rear alley.

- l. WALKWAYS – The applicant has proposed walkways leading from the sidewalk at the public right of way to the front porch of both structures. Generally, the proposed width and location of both sidewalks are appropriate and consistent with the Guidelines.
- m. DRIVEWAYS – As noted in finding i, the applicant has proposed a driveway and curb cut on Haywood Avenue. The applicant has noted the width of this driveway to be ten (10) feet in width, consistent with the Guidelines. No driveway has been proposed on Brahan Boulevard. From the alley, the applicant has proposed two access points that feature a continuous curb cut. Staff finds this inappropriate and that a reduction in width of this alley access point and well as a reduction of rear yard hardscaping should be considered by the applicant.
- n. PARKING – The applicant has provided a site plan noting parking to accommodate at least eleven vehicles on site. Staff finds that the amount of on-site parking as well as hardscaping materials to accommodate on-site parking to be inconsistent with what is found historically in the district.
- o. GARAGE/STUDIO – As noted previously in staff’s findings, the applicant has proposed two, rear accessory structures. The proposed accessory structures feature building spacing that is not found historically in the district.
- p. CARPORTS – The applicant has proposed to construct two carport structures, one to the side (west) of the structure proposed on Brahan and one to the rear (west) of the structure proposed on Haywood. Staff finds the location of the carport at the rear of the structure fronting Haywood to be appropriate; however, the carport to the side of the structure fronting Brahan is located in a position that is not consistent with the Guidelines, which notes that accessory structures should be located where found historically within a district. In the Westfort Historic District, accessory structures are found at the rear of lots.
- q. ARCHITECTURAL DETAILS – At this time, the applicant has not provided staff with information regarding massing, materials or architectural style.

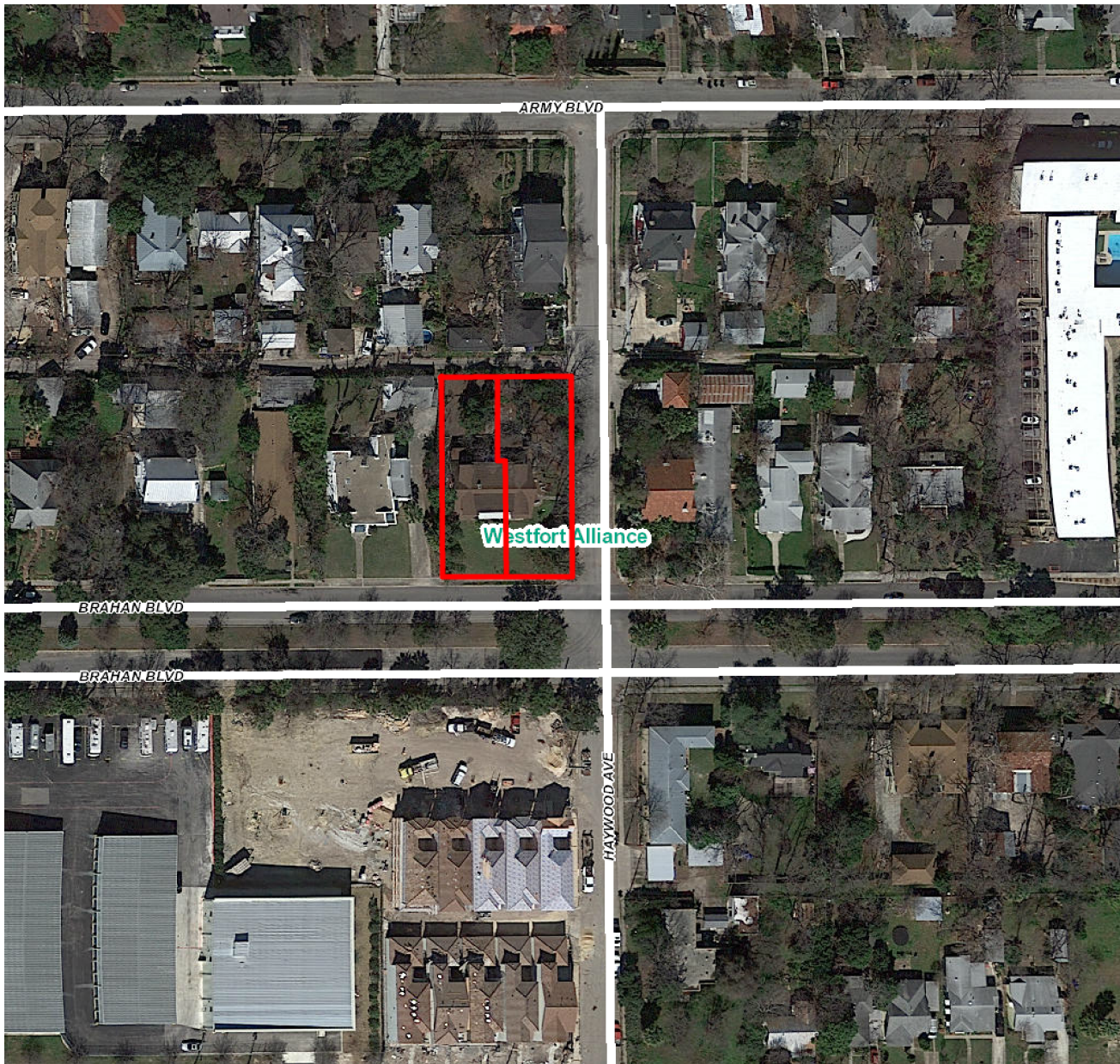
#### **RECOMMENDATION:**

Staff does not recommend approval at this time. Staff recommends that the applicant address the following items prior to receiving a recommendation of conceptual approval from staff.

- i. That the applicant provide information regarding front yard setbacks on Brahan, and that that setback feature a depth of at least 45 feet as noted in finding g.
- ii. A minimum spacing of 25 feet between the proposed homes should be maintained as noted in finding j.
- iii. That the applicant propose a setback on Haywood that is greater than the side setback of the adjacent historic structure (at the corner of Haywood and Army Blvd.) for both the front setback of the structure that fronts Haywood and the side setback of the structure that fronts Brahan.
- iv. That the proposed garage/studio structures feature lot locations and massing that are consistent with the historic development pattern found in the district as noted in finding o.
- v. That the proposed carport to the side (west) of the structure fronting Brahan be repositioned to a location that is consistent with the locations of accessory structures found historically throughout the district (rear yard) as noted in finding p.
- vi. That the applicant reduce the amount of hardscaping found on site or reduce the proposed width of the alley
- vii. access point as noted in findings m and n.

#### **CASE MANAGER:**

Edward Hall



## Flex Viewer

Powered by ArcGIS Server

Printed: Nov 02, 2018

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

**Historic and Design Review Commission  
Design Review Committee  
Report & Recommendation**

DATE: NOVEMBER 27, 2018 HDRC Case# 2018-522

ADDRESS: 265 BRAHAN Meeting Location: 1901 S ALAMO

APPLICANT: RICARDO TURRUBIATES / TERRAMAR

DRC Members present: JEFF FETZER

Staff present: EDWARD HALL

Others present: CHARLES TURNER, WESTFORT NEIGHBOR

REQUEST: CONSTRUCTION OF TWO, MULTI-FAMILY RESIDENTIAL STRUCTURE

COMMENTS/CONCERNS: RT: OVERVIEW OF PROJECT / PROJECT HISTORY,

NEIGHBORHOOD: SUPPORTIVE OF DUPLEXES, BUT NOT A TOTAL OF 8 UNITS,

SINGLE FAMILY OR DUPLEXES (NEIGHBORHOOD ASSOCIATION FINDS THIS

APPROPRIATE). JE: WOULD SINGLE-FAMILY OR DUPLEXES BE CONSIDERED?

LT: YES, JE: LESS AMOUNT OF UNITS WOULD BE MORE APPROPRIATE -

TWO, TWO STORY SINGLE FAMILY RESIDENTIAL STRUCTURES WOULD BE

MORE APPROPRIATE FOR THE DISTRICT. SETBACK THAT'S GREATER THAN

NEIGHBORING HOUSE IS MOST APPROPRIATE. JE: IF TWO STORY MASSING,  
BEHIND PORCH FEATURES A SETBACK GREATER THAN ADJACENT HOUSE

COMMITTEE RECOMMENDATION: APPROVE [ ] DISAPPROVE [ ]

APPROVE WITH COMMENTS/STIPULATIONS:

NO QUORUM

Committee Chair Signature (or representative)

Date

IT MAY BE APPROPRIATE. TWO, TWO STORY SINGLE FAMILY RESIDENTIAL STRUCTURES.





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

**Historic and Design Review Commission  
Design Review Committee  
Report & Recommendation**

DATE: DECEMBER 11, 2018 HDRC Case# 2018 -

ADDRESS: 255 BRAHAN Meeting Location: 1901 S ALAMO

APPLICANT: DILARA TORREBIATES / CHARLES TURNER - TERRAMARK

DRC Members present: JEFF PETZER / CURTIS FISH


Staff present: EDWARD HALL

Others present:

REQUEST: CONSTRUCTION OF TWO, MULTI-FAMILY RESIDENTIAL  
STRUCTURE

COMMENTS/CONCERNS: PT. OVERVIEW OF PROJECT, CF: QUESTIONS  
REGARDING PROPOSED SETBACKS. CONVERSATION REGARDING PROPOSAL  
MOVING FORWARD, JF: COMMENTS REGARDING OPTIONS MOVING  
FORWARD - DO NOT DUPLICATE HISTORIC STRUCTURE, REARCE MASSING,  
PROPOSE LARGE AND SMALLER STRUCTURE. SUGGESTIONS FOR NEXT  
STEPS.

**COMMITTEE RECOMMENDATION:** APPROVE [ ] DISAPPROVE [ ]  
APPROVE WITH COMMENTS/STIPULATIONS:

  
Committee Chair Signature (or representative)

12.11.18  
Date





Army Blvd

255 Brahan Blvd

Brahan Blvd

Haywood Ave





255 Brahan Blvd

Brahan Blvd

Haywood Ave



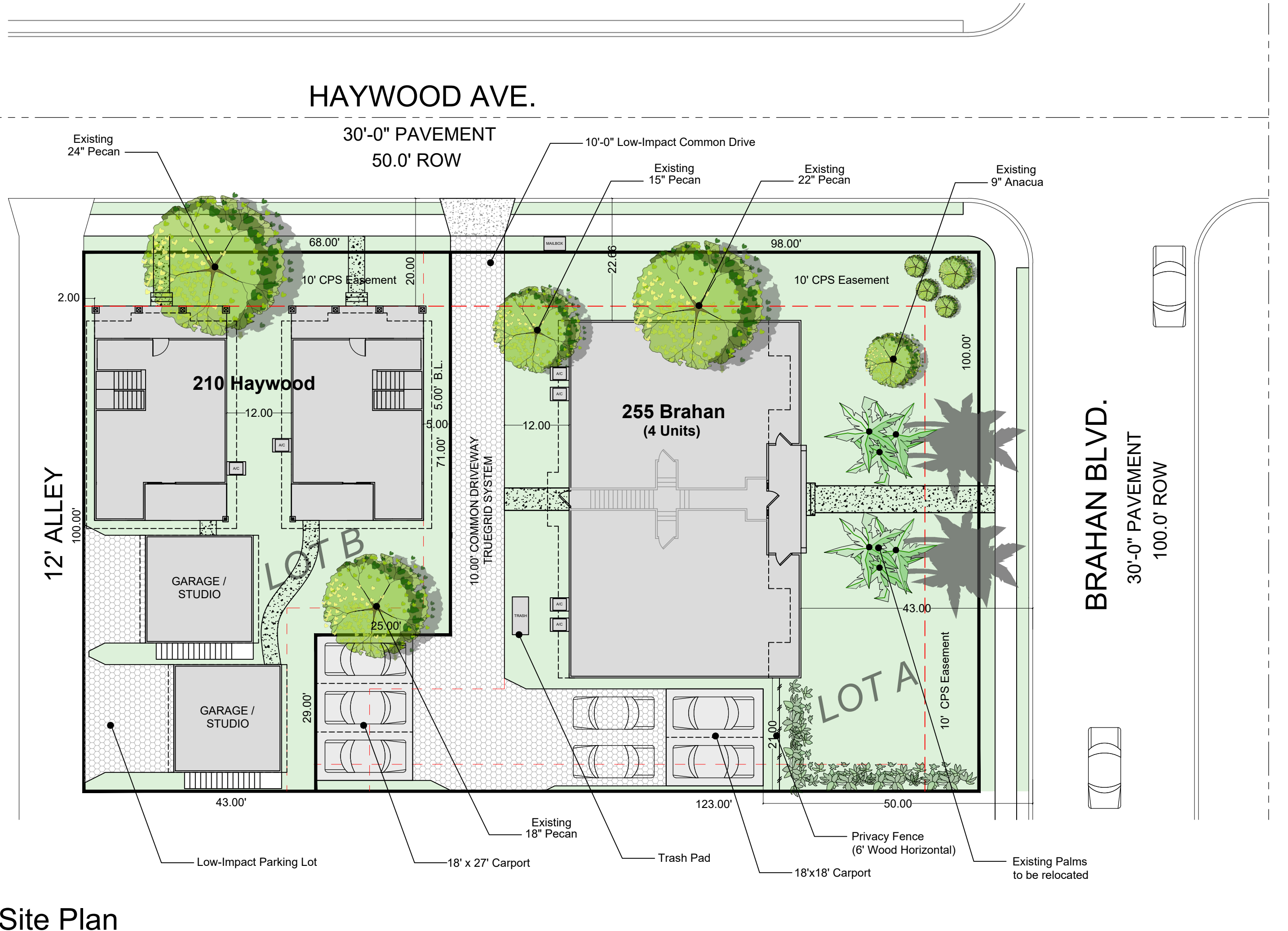


PRECEDENT ELEVATION - 255 / 259 BRAHAN PREVIOUS HOME

255 BRAHAN - LOT A (QUADPLEX) PROJECT DATA	
LOT A AREA:	9,759
TOTAL UNIT:	4
UNIT DESCRIPTION:	3 BED/2 BATH
ON SITE PARKING:	7
UNIT SQ. FOOTAGE:	
UNIT 1 (1ST FLOOR)	1,250
UNIT 2 (1ST FLOOR)	1,250
UNIT 3 (2ND FLOOR)	1,250
UNIT 4 (2ND FLOOR)	1,250
TOTAL SQ. FOOTAGE:	5,000

210 HAYWOOD - LOT B (SINGLE-FAMILY) PROJECT DATA	
LOT B AREA:	6,069
TOTAL UNIT:	2
UNIT DESCRIPTION:	3 BED/2-1/2 BATH
ON SITE PARKING:	4
UNIT SQ. FOOTAGE:	
UNIT 1 (1ST FLOOR)	1,975
UNIT 2 (1ST FLOOR)	1,975
TOTAL SQ. FOOTAGE:	3,950

DATE	CHANGE	INI.
12/17/18	CONCEPT SITE PLAN	RT



**S** Site Plan  
Scale 1:16 = 1'-0"



DEC. 17, 2018 - CONCEPTUAL SITE PLAN D



WESTFORT  
COMMONS

CONCEPT SITE  
PLAN  
SCALE 1:16 = 1'-0"

SHEET 01



# Westfort Commons

255 & 259 Brahan Blvd - Property Street Views



Brahan Blvd. & Haywood Ave. - Corner Street View



Haywood Ave. - Steet View



Brahan Blvd. Street View





## Westfort Historic District Boundary - Context Research

	Address	Use	Zoning	Units	Stories	Lot Dimensions	Front Setback
BRAHAN BLVD (Adjacent Block)	223	Multi-Family	RM-4 CD (UC-2)	Multi-Fam (8)	2	100 x 166	26
	225	Multi-Family	RM-4 CD (UC-2)	2	2	50 x 166	45
	227	Single-Family	R-6	1	1	50 x 166	45
	231	Single-Family	R-6	1	2	150 x 166	60
	239	Multi-Family	RM-4 CD	4	1	50 x 166	35
	251	Single-Family	RM-4 CD	1	2	100 x 166	40
	255 259	Subject Property					
BRAHAN BLVD (Haywood to N Pine St)	301	Multi-Family	RM-4 CD	3	2	50 x 166	45
	305	Multi-Family	RM-4 CD	4	1	50 x 166	32
	311	Single-Family	R-6	1	1	50 x 166	35
	315	Single-Family	R-6	1	1	50 x 166	38
	321	Single-Family	RM-4	1	1	100 x 166	50
	333	Multi-Family	RM-4	Multi-Fam (?)	w	100 x 166	35
	337	Single-Family	R-6	1	2	73 x 166	125
BRAHAN BLVD (N Pine - N Pine)	345	Single-Family	R-6	1	2	125 x 166	53
	353	Multi-Family	R-6	2	2	50 x 166	40
	359	Single-Family	R-6	1	1	45 x 166	40
	363	Single-Family	R-6	1	1	45x166	
BRAHAN BLVD (South Block)	367	Single-Family	R-6	1	1	55 x 166	37
	302	Multi-Family	RM-4 CD	Multi-Fam (4)	2	75 x 150	33
	306	Single-Family	R-6	1	1	75 x 150	47
	310	Single-Family	R-6	1	1	125 x 150	30
	312	Multi-Family	RM-4	2	2	75 x 150	42
	316	Single-Family	R-6	1	1	50 x 150	32
	318	Multi-Family	RM-4	2	2	75 x 150	34
	320	Religious Inst.	R-6	Religious Inst.	2	125 x 150	48
	322	Single-Family	RM-4	1	1	50 x 150	36
	324	Single-Family	RM-4 CD	1	1.5	50 x 150	38
ARMY BLVD (North Block)	330	Multi-Family	RM-4 CD	2	2	60 x 150	25
	221	Single-Family	R-6 (UC-2)	1	1	100 x 163	40
	235	Single-Family	RM-4 (UC-2)	1	2	150 x 163	36
	237	Single-Family	R-6	1	1	50 x 163	39
	239	Single-Family	RM-4	1	2	100 x 163	46
	247	Single-Family	R-6	1	1.5	60 x 163	36
	305	Single-Family	R-6	1	2	90 x 163	23
	309	Single-Family	RM-4 CD	1	2	100 x 163	36
	315	Single-Family	RM-4 CD	1	2	50 x 163	31
	319	Multi-Family	RM-4 CD	8	2	100 x 163	30
	327	Single-Family	RM-4 CD	1	2	75 x 163	36
	331	Single-Family	RM-4 CD	1	1	50 x 163	32
	335	Single-Family	RM-4	1	1	75 x 163	32
	337	Single-Family	R-6	1	1	50 x 163	32
ARMY BLVD (South Block)	339	Multi-Family	RM-4	4	2	50 x 163	32
	214	Multi-Family	RM-4 CD (UC-2)	4	2	50 x 166	43
	218	Multi-Family	RM-4 CD (UC-2)	4	2	50 x 166	42
	220	Single-Family	R-6	1	1	50 x 166	50
	226	Single-Family	R-6	1	2	50 x 166	45
	230	Single-Family	RM-4	1	2	50 x 166	50
	238	Single-Family	RM-4 CD	1	2	50 x 166	50
	240	Single-Family	RM-4 CD	1	2	50 x 166	56
	242	Single-Family	R-6	1	2	50 x 166	56
	262	Single-Family	R-6	1	2	100 x 166	50
	302	Single-Family	R-6	1	1	70 x 166	50
	306	Single-Family	R-6	1	1	70 x 166	50
	316	Single-Family	R-6	1	2	85 x 166	67
	320	Single-Family	RM-4	1	2	75 x 166	50
	330	Multi-Family	RM-4	Multi-Fam (?)	3	200 x 166	25
	336	Single-Family	RM-4	1	1	55 x 166	32
	338	Multi-Family	RM-4	4	2	75 x 166	50

### 17 Multi-Family Tracts in Historic District

\* NOTE: SETBACKS MEASURED FROM CURB



# Westfort Commons

## Brahan Blvd. & Haywood Ave. - Setback Study





**Westfort Commons**

**Brahan Blvd. (Adjacent Block)**



**2 Stories                      223 Brahan**



**2 Stories                      225 Brahan**



**1 Story                              227 Brahan**



**2 Stories                      231 Brahan**



**1 Story                              239 Brahan**



**2 Stories                              251 Brahan**



# Westfort Commons

Brahan Blvd. (Haywood to N Pine St)



2 Stories 303 Brahan



1 Story 305 Brahan



1 Story 311Brahan



1 Story 315 Brahan



1 Story 321 Brahan



2 Stories 333 Brahan



2 Stories 337 Brahan



2 Stories 345 Brahan



2 Stories 353 Brahan



1 Story 359 Brahan



1 Story 367 Brahan



# Westfort Commons

Brahan Blvd. (South Block)



2 Stories 330 Brahan



1 Story 324 Brahan



1 Story 322 Brahan



2 Stories 320 Brahan



2 Stories 318 Brahan



1 Story 316 Brahan



2 Stories 312 Brahan



1 Story 310 Brahan



2 Stories 306 Brahan



2 Stories 302 Brahan