

HISTORIC AND DESIGN REVIEW COMMISSION

October 02, 2019

HDRC CASE NO: 2019-551
COMMON NAME: 1943 N INTERSTATE 35 aka Pan Am Expressway
LEGAL DESCRIPTION: NCB 1276 BLK 8 LOT 11 & S IRR 140.6FT OF 12
ZONING: IDZ, R-5, H
CITY COUNCIL DIST.: 2
DISTRICT: Government Hill Historic District
APPLICANT: Joseph Smith/JMS Architects
OWNER: Carlos Mendoza/SARJENSTE LLC
TYPE OF WORK: New construction
APPLICATION RECEIVED: September 13, 2019
60-DAY REVIEW: November 12, 2019
CASE MANAGER: Edward Hall

REQUEST:

The applicant is requesting conceptual approval to construct two, 2-story residential structures on the vacant lot addressed as 1943 N Interstate Highway 35. The lot is bounded to the south by Interstate 35 Frontage Road, N Palmetto to the west and Gloucester Street to the north. The proposed new construction will feature an overall height of 25' – 0".

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

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 applicant is requesting conceptual approval to construct two, 2-story residential structures on the vacant lot addressed as 1943 N Interstate Highway 35. The lot is bounded to the south by Interstate 35 Frontage Road, N Palmetto to the west and Gloucester Street to the north. The proposed new construction will feature an overall height of 25' – 0".
- 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. **DESIGN REVIEW COMMITTEE** – This request was reviewed by the Design Review Committee on August 13, 2019. At that meeting, committee members asked questions regarding materials, noted that the inclusion of eaves and overhang details was appropriate, that the IH-35 (south) facades should more closely relate to the existing structures on the block, that additional information should be provided regarding porch elements, that the massing and setbacks appeared to be appropriate, that the general massing and forms were appropriate and that coordination should occur regarding street improvements. This meeting was attended by individuals from the neighborhood.
- d. **SETBACKS & ORIENTATION (Frontage Road)**– According to the Guidelines for New Construction, the front facades of new buildings are to align with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Additionally, the orientation of new construction should be consistent with the historic examples found on the block. The applicant has proposed a setback that matches the depth of the shallowest historic setback on the block; however, there are two existing historic structure to which the proposed new construction will have a shallower setback than. Staff finds that the proposed new construction should feature setbacks that are greater than each historic structure's setback on the block, especially in relationship to the proposed new construction's massing, or stagger the proposed setbacks so that the eastern most portion of the structure features a setback that is comparable to the adjacent historic structure.
- e. **SETBACKS & ORIENTATION (N Palmetto)** – The applicant has proposed a setback on N Palmetto that is greater than that of the adjacent historic structure. Staff finds this to be appropriate; however, the applicant should continue to provide block context and relate the proposed setback to all structures on this block on N Palmetto.
- f. **ENTRANCES** – According to the Guidelines for New Construction 1.B.i., primary building entrances should be oriented towards the primary street. The applicant has proposed front entrance elements to address both the Frontage Road and N Palmetto. Staff finds this to be appropriate; however, staff finds that the applicant should continue to develop the massing and architectural details of both entrances.
- g. **SCALE & MASS** – Per the Guidelines for New Construction 2.A.i., a height and massing similar to historic structures in the vicinity of the proposed new construction should be used. 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. The applicant has proposed for the massing of both structures to feature 25' – 0" in height. The applicant has provided street elevations of both the frontage road and N Palmetto, and has provided heights for the adjacent historic structures. Generally, per this diagram, the applicant has proposed a scale and mass that is generally consistent with the Guidelines.
- h. **FOUNDATION & FLOOR HEIGHTS** – According to the Guidelines for New Construction 2.A.iii., foundation and floor height should be aligned within one (1) foot of neighboring structure's foundation and floor heights. Staff finds that the applicant should incorporate foundation heights that are consistent with the Guidelines.
- i. **ROOF FORM** – The applicant has proposed roof forms that include both front and side gabled roofs and shed roofs. Generally, staff finds the proposed roof forms to be appropriate and consistent with those found historically throughout the Government Gill Historic District and the Guidelines.
- j. **WINDOW & DOOR OPENINGS** – Per the Guidelines for New Construction 2.C.i., window and door openings with similar proportions of wall to window space as typical with nearby historic facades should be incorporated into new construction. The applicant has generally proposed window openings that are contemporary in nature and are not consistent with the Guidelines. However, staff finds that the window groupings, although contemporary in style,

provide façade separation and define bays that are of traditional scale and dimension.

- k. LOT COVERAGE – Per the Guidelines, the building footprint for new construction should be no more than fifty (50) percent of the size of the total lot area. The proposed lot coverage is consistent with the Guidelines.
- l. MATERIALS – The applicant has proposed materials that include shiplap siding, composite board and batten siding, composition shingle roofs, and Western Red Cedar fences. Generally, staff finds the proposed materials to be appropriate; however, staff finds that the board and batten siding should feature boards that are twelve inches in width and battens that are 1 – ½” in width.
- m. WINDOW MATERIALS – The applicant has noted the installation of “wood look” fiberglass or vinyl windows that will be recessed within walls to the installation depths found on adjacent historic structure. Staff finds that a double-hung, one-over-one wood windows or aluminum-clad wood windows be used. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. White manufacturer’s color is not allowed, and color selection must be presented to staff. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening. An alternative window material may be considered provided that it meets the aforementioned specifications.
- n. ARCHITECTURAL DETAILS – Generally, staff finds the overall architectural details, such as massing and roof form to be appropriate; however, staff finds that the applicant should continue to develop the proposed front porches on both the Frontage Road and N Palmetto, and that the applicant should revise the proposed fenestration patterns to more closely relate to those found historically within the district.
- o. MECHANICAL EQUIPMENT – Per the Guidelines for New Construction 6., all mechanical equipment should be screened from view at the public right of way. The applicant is responsible for screening all mechanical equipment where it cannot be viewed from the public right of way.
- p. DRIVEWAY – The applicant has proposed an interior drive to be accessed from N Palmetto to feature pervious paving. The Guidelines for Site Elements note that driveways should not exceed ten (10) feet in width. The applicant has not specified the width of the proposed driveway; however, it appears to be wider than recommended by the Guidelines.
- q. LANDSCAPING PLAN – The applicant has provided a site plan that includes the locations of fences, lawn elements and sidewalks. Generally, the proposed locations of fences, walkways and lawn areas is appropriate and consistent with the Guidelines. A detailed landscaping plan should be submitted when requesting final approval.
- r. TREE SURVEY – Existing trees on site are to be removed. The applicant should submit a tree survey noting all trees that are to be removed.

RECOMMENDATION:

Staff recommends that the applicant address the following items prior to receiving conceptual approval:

- i. That the applicant increase the setback on the Frontage Road so that the proposed new construction features setbacks that are greater than each historic structure’s setback on the block, especially in relationship to the proposed new construction’s massing, or stagger the proposed setbacks so that the eastern most portion of the structure features a setback that is comparable to the adjacent historic structure, as noted in finding d.
- ii. That the applicant continue to develop entrance and porch massing for both street elevations as noted in finding f and n.
- iii. That the applicant propose foundation heights that are consistent with the Guidelines as noted in finding h.
- iv. That wood or aluminum clad wood windows be used and feature an inset of two (2) inches within facades and feature profiles that are found historically within the immediate vicinity. An alternative window material may be proposed provided that the window features meeting rails that are no taller than 1.25” and stiles no wider than 2.25”. White manufacturer’s color is not allowed, and color selection must be presented to staff. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening.
- v. That the applicant ensure that all mechanical equipment is screened from view at the public right of way, that the drive feature a width consistent with the Guidelines or include additional design elements to reduce its perceived

width, that a landscaping plan be developed and submitted when returning to the Commission, and that a tree survey be provided.



Flex Viewer

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

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

DATE: AUGUST 13, 2019

HDRC Case#

ADDRESS: 1943 N IH-35

Meeting Location: 1901 S ALAMO

APPLICANT: JOSEPH SMITH / JMS ARCHITECT.

DRC Members present: SCOTT CARPENTER, JEFF FETZER, CURTIS FISH

Staff present: EDWARD HALL

Others present: DENISE HOMER, MARLENE HAWKINS, LINAY TOWER, GILLEY MENAOZA

REQUEST: CONSTRUCTION OF A MULTI-FAMILY RESIDENTIAL DEVELOPMENT

COMMENTS/CONCERNS: JS: OVERVIEW OF PROJECT AND UPDATES; LOWER
HEIGHTS, NARROWER DRIVES, PORCH ELEMENTS, DH: CONCERNS
REGARDING PARKING, TRASH PICKUP, CJ: GENERAL CONCERNS.
MA: REDUCED HEIGHT AND MASSING IS MUCH BETTER, JF: QUESTIONS
REGARDING MATERIALS, JMS: SLANG / CEMENT BOARD, JF: INCLUSION
OF EAVES / OVERHANG DETAILS IS APPROPRIATE. CJ: EXISTING
FRONTAGE ROAD PROFILE FEATURES A RELATIVELY INTACT
PROFILE. CAN THE PROPOSED DESIGN CLOSER RELATE, D

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


Committee Chair Signature (or representative)

8/13/19
Date

JS! PORCH DEPTHS ARE CURRENTLY AT EIGHT FEET.

CF! PROVIDE ADDITIONAL INFORMATION REGARDING PORCH ELEMENTS,

CF! MASSING AND SETBACKS APPEAR APPROPRIATE. CONTINUE TO IMPROVE ENTRANCE ELEMENTS,

SC! WORK ON POROSITY; GENERAL MASSING + FORMS ARE APPROPRIATE.

JF! COORDINATE W/ TXDOT + TCI REGARDING STREET IMPROVEMENTS,

09.13.2019



Project Description: The Palmetto Townhomes – Joseph M. Smith, Applicant

NAME: The Palmetto Townhomes

ADDRESS: 1939-1943 N. Pan Am EXPY., San Antonio, Texas 78208

LEGAL DESCRIPTION:

NCB 1276 Block 8 Lot 11 and south Part of 12

ADDRESS 1939-1943 N. Pan Am EXPY.

ZONING –

Current: IDZ- H AHOD for 8 Residential Units (Pending City Council Approval)

DISTRICT 3

APPLICANT – JOSEPH M. SMITH, ARCHITECT, **JMS**architects

OWNER – Urban City Developers

Type of work – Construction of Eight two-story attached Townhouses with associated site development on a currently vacant lot. All units to have an attached Two vehicle garage. Improvements are to include new landscaping, fencing, sidewalks, and a TBD Community Park adhering to the HDRC guidelines. The intent of the design is to take careful consideration of the surrounding existing historic structures and to provide a buffer as a transition from N I-35 to the Historic Government Hill Neighborhood.

Below is a narrative as to how the project demonstrates compliance with the *City of San Antonio Historic Design Guidelines: 4. Guidelines for New Construction by understanding the principles of what makes a historic neighborhood interpreted in a modern building.*

1. Building and Entrance Orientation

Guidelines

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.

ii. Orientation—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.

1. A.i.

The project design proposes a varying front setback along I-35 of approximately 11'-0" to 13'-0" to the front porch. The block varies in setback from approximately 15'-0" to approximately 10'-0" at the existing neighboring properties along N I-35. The units are intentionally stepped to mimic the varying setback of the frontage road setbacks. The predominant pattern of sidewalks extending from the N I 35 Access road to the property is to be maintained.

1.A.ii.

The main façade of the south units are oriented towards N I- 35 consistent with the area.

Corner units are oriented towards Palmetto.

North units are oriented towards Gloucester.

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.

1. B.i.

The main entrance of the south units are oriented towards N I- 35 consistent with the area.

Corner units are oriented towards Palmetto.

North units are oriented towards Gloucester.

2. Building Massing and Form

Guidelines

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.

2.A.i.

The units are designed with varied heights to respond to the site conditions. Along N I35 there is not a fixed pattern of heights- buildings range from 16'-0" to over 40'-0" in height. The proposed units along N I 35 are taller, the height and scale step down as the design transitions into the Historic District. The proposed height of the peak of the roof on all units are 25'-0" The height allows for views of Downtown and serves as a buffer to the Historic neighborhood to the north .

2.A.ii.

The proposed units incorporate setbacks and a break down in scale and massing of the structure as the units transition into the Historic District. In addition, building setbacks, step downs and change of materials designate and provide variety and massing for each of the residence's elevations.

The units facing N. Palmetto step down to be in scale with the adjacent existing structures and predominant pattern of the street.

2.A.iii. The lot slopes gently and the floor plates at the first and second levels approximately align with the heights of the floor plates of the existing historical residences in the district.

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.

2.B.i. The roof is proposed to be a sloped shed and gable forms similar to the roofs on many of the adjacent and surrounding residential and commercial structures in the district.

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.

2.C.i. Windows and door openings are based on historic residential structures located throughout the area. Vertical proportioned windows vertically penetrate the structure on all sides to allow maximum light to the interior spaces.

2.C.ii. Windows will be “wood look” style windows and recessed into the wall plane where applicable which is similar to other historic homes in the area. The exterior will have bump outs and various siding installed. Generous openings and fenestration provide detail for all sides of the structure.

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.

2.D.i. The residence units are proposed to have a proposed footprint of approximately 8,000 s.f. footprint of Living and Garage space which is a 41% % lot coverage, consistent with the District. The Lot coverage accommodates outdoor entertainment areas and buffering between adjacent structures. The overall lot ratio is less than the 50% recommended.

3. Materials and Textures Guidelines

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

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

3.A.i. The materials proposed are materials used throughout Government Hill. Government Hill incorporates a wide swath of uses including Historic homes, Industrial uses, commercial, and retail uses. Specifically, the material palette is intended to mimic materials used throughout the District. The materials selected are predominant materials used in the district:

Structure:

Wood framed structure

Painted wood framed porches and exposed canopies accented with decorative braces

Exterior Wall Finishes:

Pre-finished wood shiplap siding with varying color schemes

Roof:

Composition shingle

Fences:

Western Red Cedar and galvanized heavy gauge wire

Windows:

Wood loul fiberglass or vinyl windows and doors

3.B.i. Not Applicable.

4. Architectural Details Guidelines

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.

4.A.i. The proposed residences are imagined as a modern interpretation in form and massing of the structures throughout the District. The design takes cues from nearby traditional single-family, multi-family homes and commercial structures in the area. As this property is in the Government Hill Historic District, it is on the edge of the District. It is imagined as buffer in scale to protect the district to the north, and to reflect the architecture of the time it is being developed as to not blur and diminish the significance of the Historic structures in the District.

4.A.ii. The proposed architectural detailing of the building looks to properly implement and traditionally incorporate the materials utilized.

4.A.iii. The proposed materials and form are a modern interpretation of materials and forms used throughout Government Hill Historic District. The materials used are sustainable materials requiring minimal long-term maintenance and chosen to be subtle in palette as to not attract attention from the historic residences located in the District.

5. Garages and Outbuildings

Guidelines

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.

5.A.i.

The units are oriented to create a center drive that hides the garages from the rest of the neighborhood. The entry to the private street is accessed by an entry portal along N. Palmetto.

ii. Buildings Size-New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint.

5.A.ii. Not Applicable.

iii. Character-Relate new garages and outbuildings to the period of construction of the principal building on the lot using complementary materials and simplified architectural details.

5.A.iii. Not Applicable.

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.

5.A.iv. Not Applicable..

B. SETBACKS AND ORIENTATION

i. Orientation-Match the predominant garage orientation found along the block. Do not introduce frontloaded 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.

5.B.i. Not Applicable.

6. Mechanical Equipment and Roof Appurtenances

Guidelines

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.

There will not be any roof mounted equipment and the HVAC units will be positioned in the common area at the rear of the building, screened by fence and plantings.

7. Designing for Energy Efficiency Guidelines

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.

7.A.i. Building will be designed to maximize energy efficiency and will exceed the 2018 IECC requirements.

7.A.ii. Building will utilize green building materials and to include reclaimed brick and metal components (recycled materials).

7.A.iii. Building will incorporate operable windows on all sides.

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.

7.B. i. Buildings are oriented on an east/west access- this allows a predominant south easterly breeze designed to provide cross ventilation to the units and the roof deck. Windows are maximized on the north, south and east facades. The south façade incorporates porches and shade structures to minimize solar gain and provide privacy for the residence and the adjacent property. The west side openings are limited.

7.B. ii. Building is oriented on an east/west access and steps down to the property to the immediate south to minimize sun exposure impact from the west. - note that the buildings will minimize the exposure of the adjacent east property.

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.

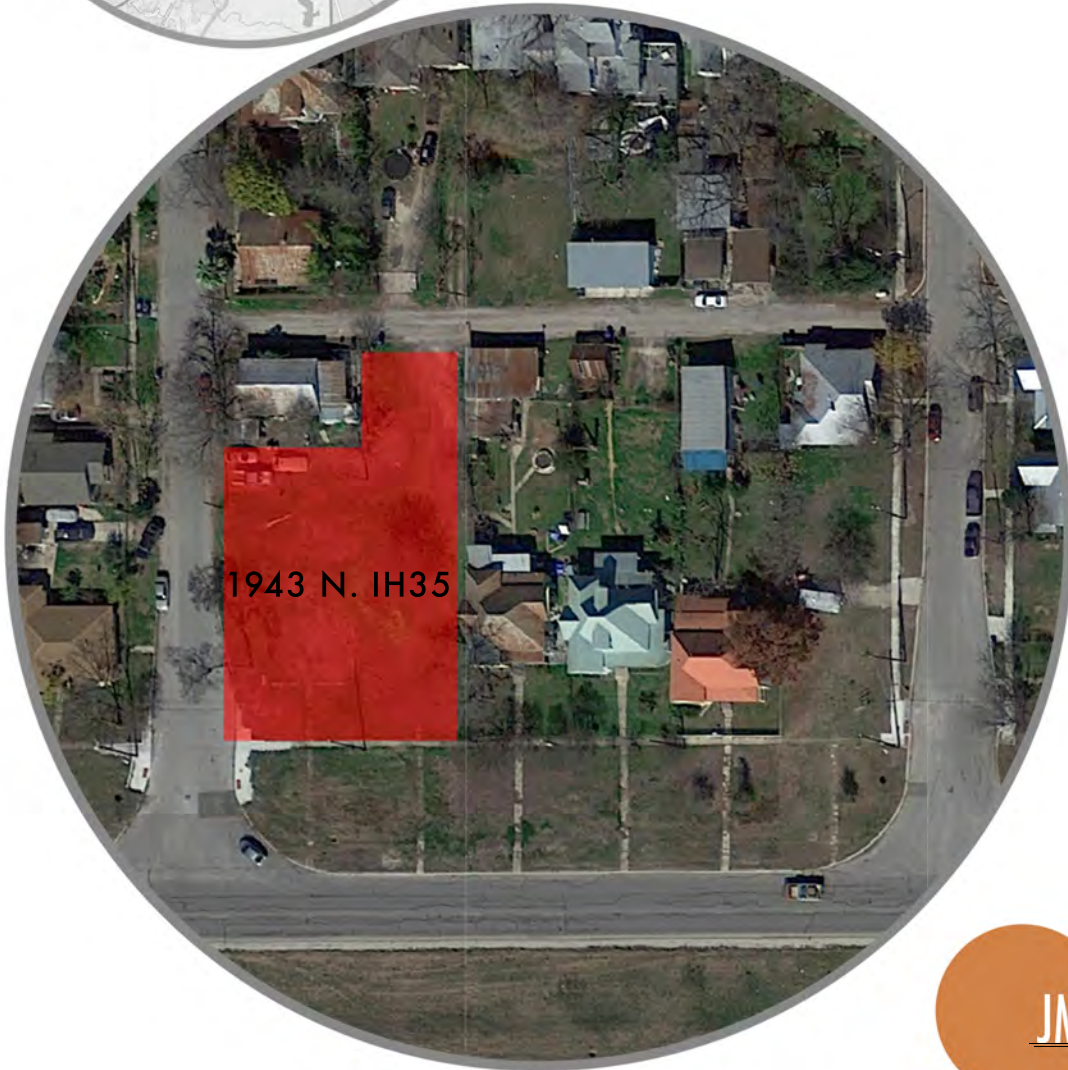
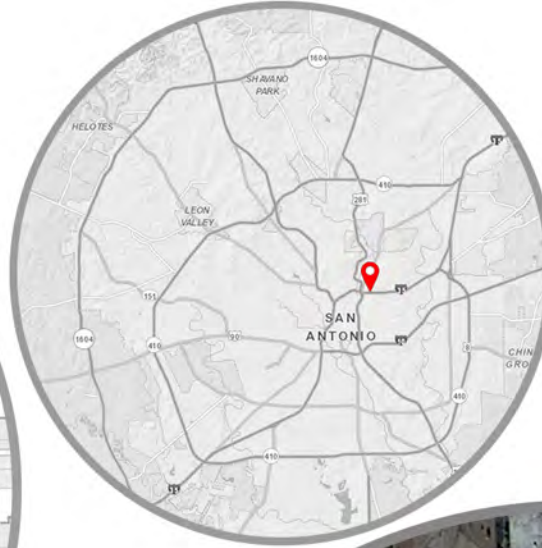
ii. Mounting (sloped roof surfaces)- Mount solar collectors flush with the surface of a sloped roof. Select collectors that are similar in color to the roof surface to reduce visibility.

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.

No solar arrays are planned for this project.



JMSarchitects



City Council Districts

District 2

Historic District

Government Hill

Zoning

IDZ for (8) Residential Units.

Building to Lot Ratio

Lot Size - 17958 Sq. Ft

Building Footprint - 7,376 Sq. Ft

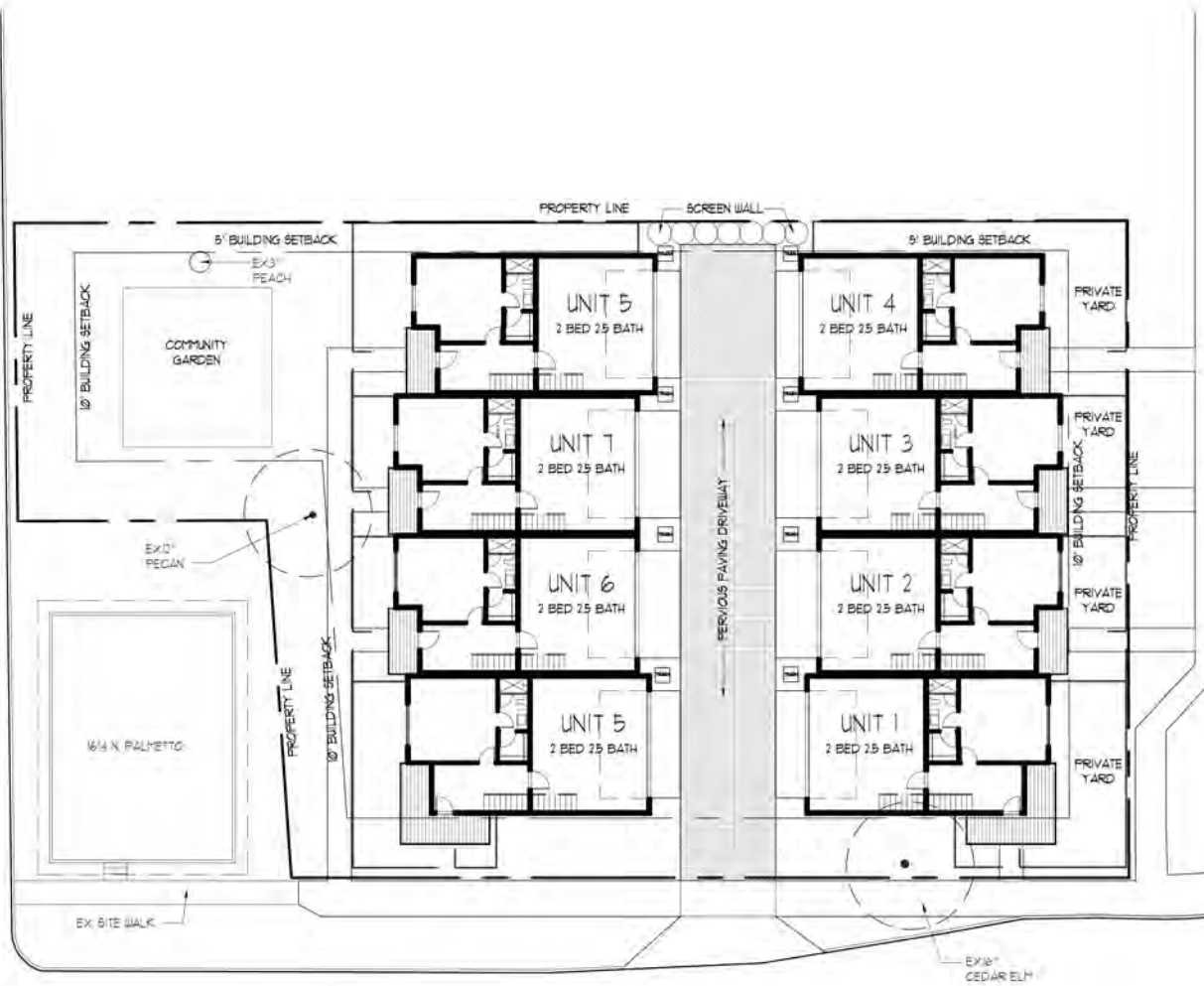
Ratio - 41 % LOT COVERAGE

SITE MAP

PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS

GLoucester St.



INTERSTATE 35 FRONTAGE RD.

N. PALMETTO

01. sitePLAN
SCALE: 1/32" = 1'-0"

SITE PLAN

PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS



N.T.S.

INTERSTATE 35 FRONTAGE RD.

OVERALL SETBACK PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS

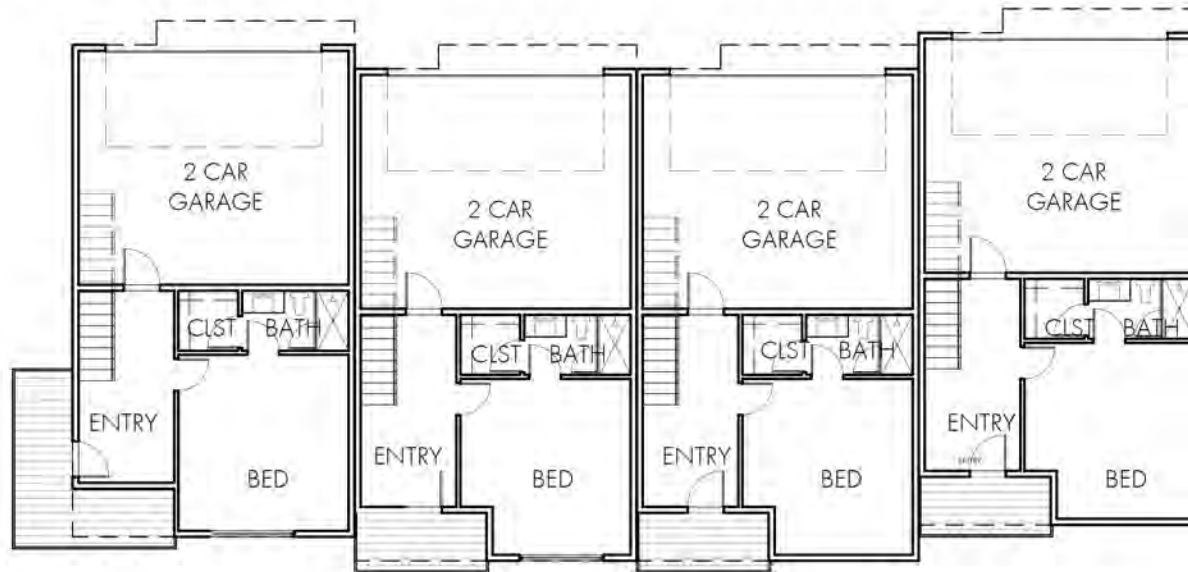


INTERSTATE 35 FRONTAGE RD.

The setback distance varies greatly across the properties facing interstate 35 Frontage Road, there is no predominant setback to follow. However we did staggered the facades of the 4 units to continue the varied setback pattern presently found.



02. second floor PLAN
SCALE: 1/4" = 1'-0"



01. first floor PLAN
SCALE: 1/4" = 1'-0"

PAINTED CEMENT
BOARD AND BATTEN



Ø4. east ELEVATION
SCALE: 1/4" = 1'-0"



Ø3. parkway ELEVATION
SCALE: 1/4" = 1'-0"

PRE FIN WOOD
SIDING - COLOR 2



Ø2. west ELEVATION
SCALE: 1/4" = 1'-0"

PRE FIN WOOD
SIDING - COLOR 1



Ø1. south Elevation
SCALE: 1/4" = 1'-0"

ELEVATIONS PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS



NORTH PALMETTO



INTERSTATE 35 FRONTAGE ROAD

BLOCK ELEVATIONS PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS



RENDERING PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS



RENDERING
PALMETTO TOWN HOMES
1943 N. IH35 SAN ANTONIO, TEXAS



RENDERING
PALMETTO TOWN HOMES
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RENDERING
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RENDERING
PALMETTO TOWN HOMES

1943 N. IH35 SAN ANTONIO, TEXAS