

HISTORIC AND DESIGN REVIEW COMMISSION

August 16, 2023

HDRC CASE NO: 2023-321
ADDRESS: 327 E KINGS HWY
LEGAL DESCRIPTION: NCB 6327 BLK 2 LOT 50
ZONING: R-5, H
CITY COUNCIL DIST.: 1
DISTRICT: Monte Vista Historic District
APPLICANT: Oscar Flores/Oscar Flores Design Studio
OWNER: Patrick Moloney/MALONEY JOHN PATRICK JR
TYPE OF WORK: New construction of a 2-story single-family structure and a 1-story rear accessory structure
APPLICATION RECEIVED: July 28, 2023
60-DAY REVIEW: September 26, 2023
CASE MANAGER: Rachel Rettaliata

REQUEST:

The applicant is requesting conceptual approval to construct one 2-story, single-family structure and one 1-story detached garage at 327 E Kings Hwy.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Building and Entrance Orientation

A. FAÇADE ORIENTATION

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

B. ENTRANCES

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

2. Building Massing and Form

A. SCALE AND MASS

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

B. ROOF FORM

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

C. RELATIONSHIP OF SOLIDS TO VOIDS

- i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall

be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. *Façade configuration*— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

D. LOT COVERAGE

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

3. Materials and Textures

A. NEW MATERIALS

i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.

ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.

iii. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.

iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.

v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

B. REUSE OF HISTORIC MATERIALS

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

4. Architectural Details

A. GENERAL

i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.

ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.

iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

5. Garages and Outbuildings

A. DESIGN AND CHARACTER

i. *Massing and form*—Design new garages and outbuildings to be visually subordinate to the principal historic structure in terms of their height, massing, and form.

ii. *Building size* – New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint.

iii. *Character*—Relate new garages and outbuildings to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details.

- iv. *Windows and doors*—Design window and door openings to be similar to those found on historic garages or outbuildings in the district or on the principle historic structure in terms of their spacing and proportions.
- v. *Garage doors*—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

B. SETBACKS AND ORIENTATION

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

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

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

B. SCREENING

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

7. Designing for Energy Efficiency

A. BUILDING DESIGN

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

B. SITE DESIGN

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

C. SOLAR COLLECTORS

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

8. Medium-Density and Multifamily

A. SITE SELECTION & DEVELOPMENT

- i. *Location & Context* – The size, depth, and accessibility of lots varies from district to district, and block to block. Regardless of allowable density by zoning, the existing development pattern will inform what building forms and sizes are achievable under the Historic Design Guidelines. Consider lots that historically featured higher density or commercial uses as opportunities for multifamily infill, or lots that allow for the addition of larger building forms or groupings away from the public realm.

ii. *Building Separation & Groupings* – Incorporate multiple dwelling units into historically-common building sizes and forms within the established context area. For example, in context areas having larger buildings, four units may be appropriately combined into a single, two-story building form. In context areas with smaller buildings, a more appropriate response would be to separate the units into smaller, individual building forms.

iii. *Preservation of Open Space* – As multiple buildings are proposed for a site, they should be separated and scaled in a manner that preserves open space consistent with the established context area. For example, if the context area predominately consists of a primary structure separated from a rear accessory structure by a common distance, then the proposed development should follow a similar pattern. Preserved open space may be used for common areas, amenity space, or uncovered parking.

B. FACADE ORIENTATION & ENTRANCES

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 front setback of buildings within the established context area 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. Street-facing facades that are void of fenestration or a street-facing entrance are strongly discouraged.

C. SCALE, MASSING, AND FORM

i. *Building footprint* - new construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Using the established context area as reference, limit the total 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. Similarly, individual building footprints should not exceed the average building footprint of primary structures in the established context area by more than 50%.

ii. *Impervious Cover* – In addition to building footprints, other areas of impervious lot coverage (such as parking pads or driveways) should be minimized. Developments with building footprints that meet or exceed 50% of the total lot area should utilize pervious and semi-pervious paving materials and stormwater retention strategies wherever possible.

iii. *Building Height*—Design new construction so that its height and overall scale are consistent with historic buildings in the established context area. In residential districts, the overall height of new construction should not exceed the height of adjacent or nearby historic buildings by more than 50% when measured from similar elevation points such as the ground plane and the highest ridge line of the roof regardless of roof pitch or form. Buildings that exceed the height of immediately adjacent historic buildings by any amount should utilize the following strategies:

(a). *Half Stories* - Incorporating additional height into half stories or fully within traditional sloped roof forms is strongly encouraged.

(b). *Transitions* - Utilize step-downs in building height, wall-plane offsets, and other variations in building massing to provide a visual transition to the neighboring properties.

(c). *Roof Form* – Utilize roof forms that reduce visual prominent when viewed from the street such as hip, side gable, or hip-on-gable (jerkinhead).

iv. *Traditional Forms and Spatial Relationships* – In residential districts, there is often an established pattern of a larger, primary structure facing the street with smaller, accessory structures located at the rear of the property. Design and site new buildings to be consistent with this development pattern where evident within the established context area.

v. *Foundation and Floor Heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on historic buildings within the established context area.

D. ARCHITECTURAL FORMS

i. *Primary Roof Forms* - Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those found in the established context area. Flat or shed roofs are not typical of primary structures in San Antonio’s residential historic districts and should be avoided.

ii. *Porches* – Utilize traditional front porch depths and forms to establish a pedestrian scale along the street frontage. Porch designs should be similar in dimension and form as those found on historic buildings within the established context area.

iii. *Bays* – Separate building massing into distinguishable architectural bays consistent with historic buildings within the established context area. This is best accomplished through a change in wall plane or materials, or by aligning appropriately-scaled fenestrations.

E. 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 found within the established context area. 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. *Window Specifications* – All windows used in new construction should adhere to adopted guidelines and policy for windows in terms of type, materials, proportions, profile, and installation details. A summary is provided on this page for reference.

F. PARKING AND ACCESS

i. *Location* – Site parking areas centrally within a development or to one side of the proposed structures. Limiting on-site parking to the traditional front yard space is strongly discouraged.

ii. *Parking Surfaces & Design* – Pervious or semipervious surfaces are strongly encouraged. Incorporate parking opportunities into a comprehensive landscaping and hardscaping plan that is consistent with the Historic Design Guidelines.

iii. *Garages* - Attached garages, especially front-loading garages, are strongly discouraged. Detached garages designed to be consistent with this chapter may be considered where lot coverage allows. Uncovered surface parking is encouraged when the recommended building-to-lot ratio has been exceeded.

iv. *Driveways and Curb Cuts* – A single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. Do not introduce wide, shared driveways that appear visually similar to a street.

Standard Specifications for Windows in Additions and New Construction

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

FINDINGS:

General findings:

- a. The property located at 327 E Kings Hwy is currently a vacant lot located within the Monte Vista Historic District. The property is located on the north side of E Kings Hwy between McCullough Ave to the east and Shook Ave to the west. This portion of E Kings Hwy is predominately defined by 1- and 2-story single family and multifamily residences in various architectural styles ranging from Craftsman to Spanish Eclectic to Tudor Revival. The property is located across the street from San Antonio Academy and Lang Field.
- 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 or final approval. The request was previously reviewed by the HDRC for conceptual approval on April 19, 2023, and the request was referred to the Design Review Committee. The applicant has returned to the HDRC to request conceptual approval.
- c. DESIGN REVIEW COMMITTEE – The applicant first attended a Design Review Committee on September 13, 2022. The discussion focused on massing, materials, site work, parking, the massing and location of the proposed rear accessory structure, and the garage door size and material. The Design Review Committee requested that the applicant return with a setback diagram to show the relationship between the proposed new construction and the existing adjacent structures. The applicant returned to the DRC on March 29, 2023, and the discussion addressed the previous topics as well as the proposed fenestration, window operations, the front walkway, and the proposed future elevator shaft. The applicant updated the application materials, and the request was reset by the HDRC to the next available hearing. The applicant attended the April 19, 2023, HDRC hearing and was referred to the Design Review Committee. The applicant attended another DRC meeting on April 26, 2023. The DRC discussion focused on the proposed setbacks, cladding materials, the design of the garage door, fenestration pattern, and landscaping. The applicant is requesting conceptual approval of the updated application materials.

Findings for the primary structure:

- d. SETBACK & ORIENTATION – According to the Guidelines for New Construction, the front facades of new buildings should align with the 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 to construct one 2-story, single-family residence at 327 E Kings Hwy. The residence will be oriented toward E Kings Hwy. The applicant has noted that the proposed setback from E Kings Hwy will be 26'-1." The Historic Design Guidelines for New Construction stipulate that primary building entrances should be oriented towards the primary street and that front facades should be aligned with the front facades of adjacent buildings. The applicant has provided a setback diagram showing that the setbacks of adjacent structures are over 21 feet. Staff finds that the proposed setback is consistent with the Guidelines.
- e. ENTRANCES – According to Guideline 1.B.i for New Construction, primary building entrances should be oriented towards the primary street. The applicant has proposed to orient the front entrance toward E Kings Hwy. Staff finds the proposed orientation to be appropriate.
- f. SCALE & MASSING – According to Guideline 2.A.i for New Construction, new structures should feature a height and massing that is similar to historic structures in the vicinity. 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. This immediate block of E Kings Hwy features 1- and 2-story single family and multifamily residences. Additionally, the property is located across the street from San Antonio Academy and Lang Field. The proposed new construction will total 29'-4 ½" at the ridge height. The applicant has provided a study showing that, based on other residential structures in the district, a ridge height of up to approximately 32' is appropriate. Staff finds that the applicant should provide a height study that includes the neighboring 2-story structure for review.
- g. FOUNDATION & FLOOR HEIGHTS – Guideline 2.A.iii for New Construction stipulates that foundation and floor heights should be aligned within one (1) foot of the neighboring structure's foundation and floor heights. At this time, the applicant has not provided a diagram showing the foundation and floor heights of neighboring structures. The applicant is responsible for complying with the Guidelines.
- h. ROOF FORM – The applicant has proposed a hip roof form with projecting front and rear volumes. According to Guideline 2.B.i for New Construction, new construction should feature roof forms that are consistent with those predominantly found on the block. This immediate block of E Kings Hwy predominately features hip and side gable roof forms. Staff finds the proposal consistent with the Guidelines.
- i. LOT COVERAGE – Guideline 2.D.i for New Construction stipulates that building to lot ratio for new construction should be consistent with adjacent historic buildings. 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. The total square footage for the primary and accessory structures is approximately 3,272 square feet. Per the Bexar County Appraisal District, the total lot is 6,600 square feet. Staff has calculated that the total lot coverage for the primary structure and the rear accessory structure is approximately 49 percent. Staff finds the proposal consistent with the Guidelines.

- j. MATERIALS AND TEXTURES – The applicant has proposed to clad the proposed structure in stucco with Alpine ledge stone accents. The applicant has proposed to install a metal roof. Guideline 3.A.i for New Construction stipulates that new construction should 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. Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility. Staff finds that the applicant should simplify the material palette and incorporate materials that are in keeping with the historic character of the block.
- k. WINDOW & DOOR MATERIALS – The applicant has proposed to install aluminum-clad wood windows and doors with walnut and ebony finishes. The applicant has proposed a divided lite entry door and full-lite sliding doors and casement and awning windows. Wood or aluminum-clad wood windows are recommended and should feature an inset of two (2) inches within facades and should feature profiles and proportions 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 be concealed by a wood window screen set within the opening. Staff finds that windows with traditional operations are most appropriate and that the window and door materials proposed are generally appropriate.
- l. RELATIONSHIP OF SOLIDS TO VOIDS – The applicant has proposed to install fixed and casement windows of various proportions and the proposed windows do not appear to be in keeping with those historically found in the district. Guideline 2.C.i for New Construction states that window and door openings should be incorporated into new construction 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. The proposed bay of windows on the projecting staircase volume is not a fenestration pattern typically found in the district and the proportions of the proposed fixed windows are not similar to those found on nearby historic facades. Staff finds that the proposed fenestration should be updated to be more in keeping with the Guidelines.
- m. ARCHITECTURAL DETAILS – Guideline 4.A.i for New Construction states that new buildings should be designed 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. The proposed bay of windows on the projecting staircase volume is a detail that is not typically found on historic structures in the district. Staff finds that the proposed new construction should incorporate architectural details that are respectful of the historic context and are consistent with the Guidelines.
- n. FRONT PORCH – The applicant has proposed to construct a front entry area that will be covered by a second-story front balcony. The proposed entry area will feature one set of wood balcony post supports and will not be raised from the proposed front walkway. The front balcony will feature a wood fascia and metal handrailing. Guideline 2.A.iii for New Construction states that foundation and floor-to-floor heights, including porches and balconies, should be aligned within one foot of floor-to-floor heights on adjacent historic structures. Staff finds that product specifications for the proposed porch columns should be submitted to staff for review.
- o. DRIVEWAYS – Guideline 5.B.i for Site Elements notes that new driveways should be similar to those found historically within the district in regard to their materials, width, and design. Additionally, the Guidelines note that driveways should not exceed ten (10) feet in width. According to Guideline 8.F.iv for New Construction, a single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. The applicant has proposed to install a 10-foot-wide, fully concrete driveway on the east property line, extending the full length of the property and terminating in a 23-foot-wide parking pad at the rear accessory structure. Staff finds the proposed driveway to be consistent with the Guidelines.

- p. FRONT WALKWAYS – The Guidelines for Site Elements note that front yard sidewalk should appear similar to those found historically within the district in regard to their materials, width, alignment and configuration. The applicant has proposed to install a 4-foot-wide fully concrete front walkway with control joints with a hexagonal paver border from the front of the property to the covered porch and from the driveway to the covered porch. Staff finds that the proposed front walkway is consistent with the Guidelines.
- q. MECHANICAL EQUIPMENT – Per Guideline 6.B.ii for New Construction, all mechanical equipment should be screened from view at the public right-of-way. The applicant has proposed to install a 5-foot-tall limestone-clad garden wall to the west of the proposed driveway to screen the mechanical equipment.
- r. LANDSCAPING PLAN – The applicant has submitted a landscaping plan featuring the installation of a front lawn and native plantings including Yucca Recurvifolia, Gulf Muhly, Mexican Feather Grass, Dwarf Yaupon Holly, and Red Yucca. The applicant has proposed to install a pool at the rear of the primary structure and has not provided landscaping or hardscaping plans for the rear of the property. Staff finds that a comprehensive landscaping plan should be submitted to staff for review.

Findings for the rear accessory structure:

- s. SETBACK & ORIENTATION – According to the Guidelines for New Construction, new garages should follow the predominant garage orientation found on the block. Do not introduce front-loading garages or garages attached to primary structures on blocks where rear or alley-loaded garages were historically used. Additionally, historic setbacks should be followed. Per the site plan, the garage will be located at the rear of the primary structure and will be setback 5’-1” from the west property line and will feature a zero setback from the rear property line. The applicant has proposed to construct a 1-story detached garage that will be oriented toward the east and will not be visible from the front of the property or the public right-of-way. Staff finds the proposal generally appropriate and finds that the applicant is responsible for complying with setback regulations as required by Zoning and obtaining a variance from the Board of Adjustment, if applicable.
- t. SCALE & MASSING – According to Guideline 2.A.i for New Construction, garages and outbuildings should be visually subordinate to the principal structure in terms of their height, massing, and form. The applicant has proposed to construct a 1-story detached garage with a ridge height of approximately 12 feet. The ridge height of the proposed primary structure is approximately 29’-5”. Staff finds the scale and massing of the rear accessory structure to be consistent with the Guidelines.
- u. ROOF FORM – The applicant has proposed a hip roof form with a shed roof volume facing the interior of the rear yard. According to Guideline 2.B.i for New Construction, new construction should feature roof forms that are consistent with those predominantly found on the block. The proposed primary structure will feature hip roof forms. Staff finds the proposal to be generally appropriate and finds that the shed roof form will not be visible from the public right-of-way.
- v. MATERIALS AND TEXTURES – The applicant has proposed to clad the proposed garage structure in stucco with an Alpine ledge stone-accent volume on the south elevation. The applicant has proposed to install a metal roof to match the primary structure. Guideline 3.A.i for New Construction stipulates that new construction should 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. Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility. Staff finds the proposal generally appropriate for a rear accessory structure.
- w. WINDOW & DOOR OPENINGS– The applicant has not proposed to install any window or pedestrian door openings on the rear garage structure. Guideline 5.A.iv for New Construction states that window and door openings should 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. Generally, the Guidelines require that openings are installed on elevations so that blank walls to done exceed 40 linear feet. Due to the size of the garage structure, staff finds the proposal generally appropriate.
- x. GARAGE DOORS – Guideline 5.A.v for New Construction states that garage doors should be incorporated with similar proportions and materials as those traditionally found in the district. The applicant has proposed to install one 2-car garage door. The proposed garage door is an insulated steel garage door with

top lites. Staff finds that a garage door with a design that mimics wood construction and features a smooth finish without a faux wood grain texture is appropriate.

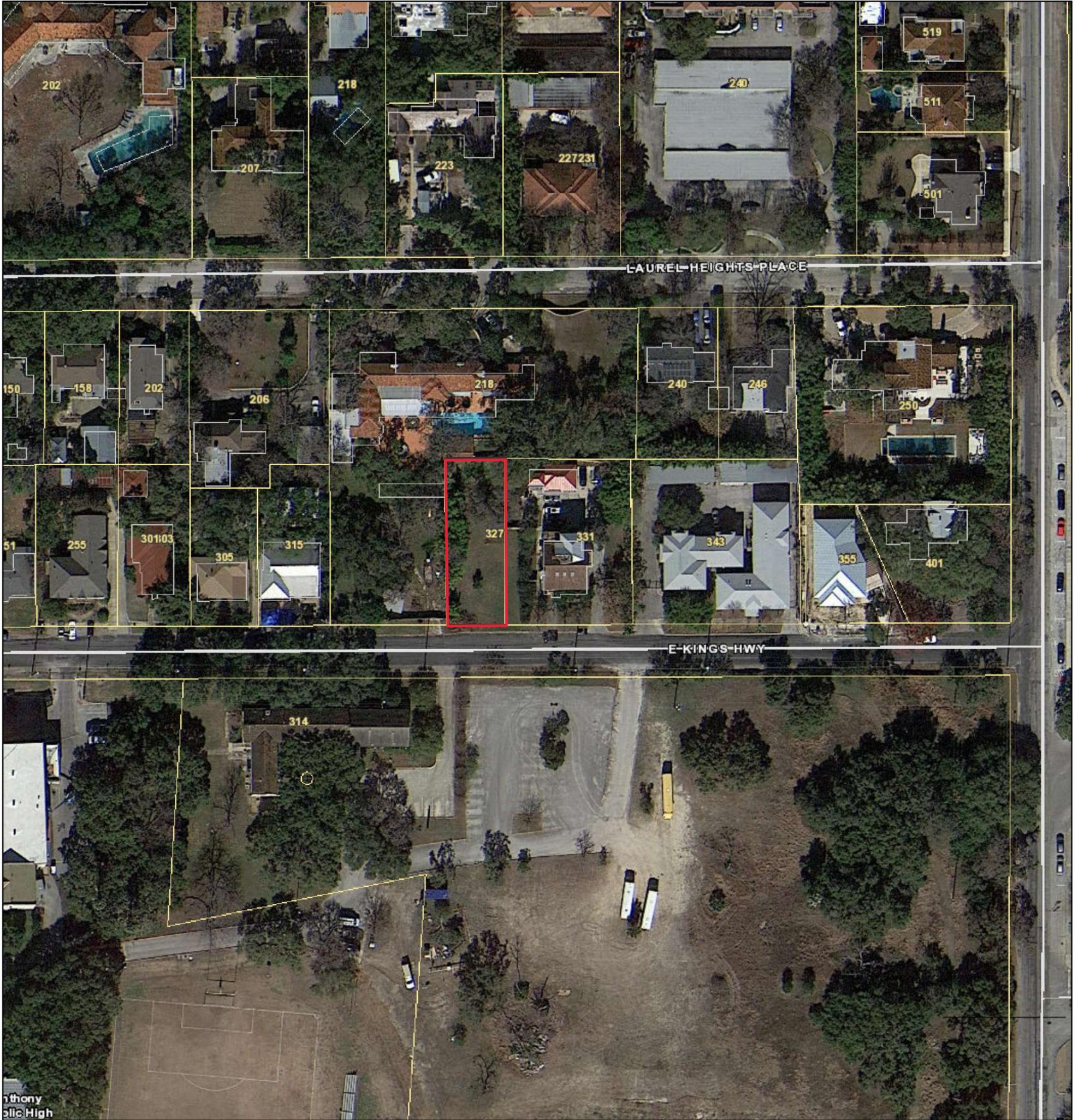
- y. ARCHITECTURAL DETAILS – New rear accessory structures should relate to the principal structure with simplified architectural details and complementary materials. Staff finds the proposal generally appropriate.

RECOMMENDATION:

Staff does not recommend conceptual approval based on findings a through y. Staff recommends that the applicant address the following items prior to receiving a recommendation for conceptual approval:

- i. That the applicant provides a diagram showing the height of the proposed structure in relation to the neighboring 2-story structure, including proposed foundation and floor heights based on findings f and g.
- ii. Staff finds that the applicant should simplify the proposed material palette and incorporate materials that are in keeping with the historic character of the block based on finding j.
- iii. That the applicant submits final product details for the windows and doors to staff prior to returning to the HDRC based on finding k. Wood or aluminum-clad wood windows are recommended and should feature an inset of two (2) inches within facades and should 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” for one-over-one windows. 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. Faux divided lites are not permitted.
- iv. That the applicant proposes window sizes, patterns, proportions, and trim and sill detailing that are consistent with the Guidelines and historic precedents in the district as noted in finding l.
- v. That the new construction incorporates architectural details that are respectful of the historic context and are consistent with the Guidelines based on finding m.
- vi. That the applicant submits product specifications for the proposed porch columns to staff for review based on finding n.
- vii. That the applicant installs landscape elements that are consistent with those found historically in the district and submits a comprehensive landscaping plan to staff prior to returning to the HDRC based on finding r.
- viii. That the applicant installs a garage door with a design that mimics wood construction and features a smooth finish without a faux wood grain texture. Final garage door specifications must be submitted to staff for review and approval prior to returning to the HDRC based on finding x.
- ix. That the applicant meets all setback standards as required by city zoning requirements and obtains a variance from the Board of Adjustment if applicable.

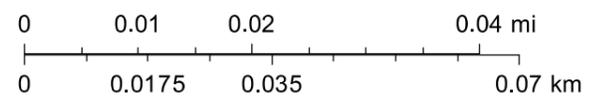
City of San Antonio One Stop



March 30, 2023

— User drawn lines

1:1,000

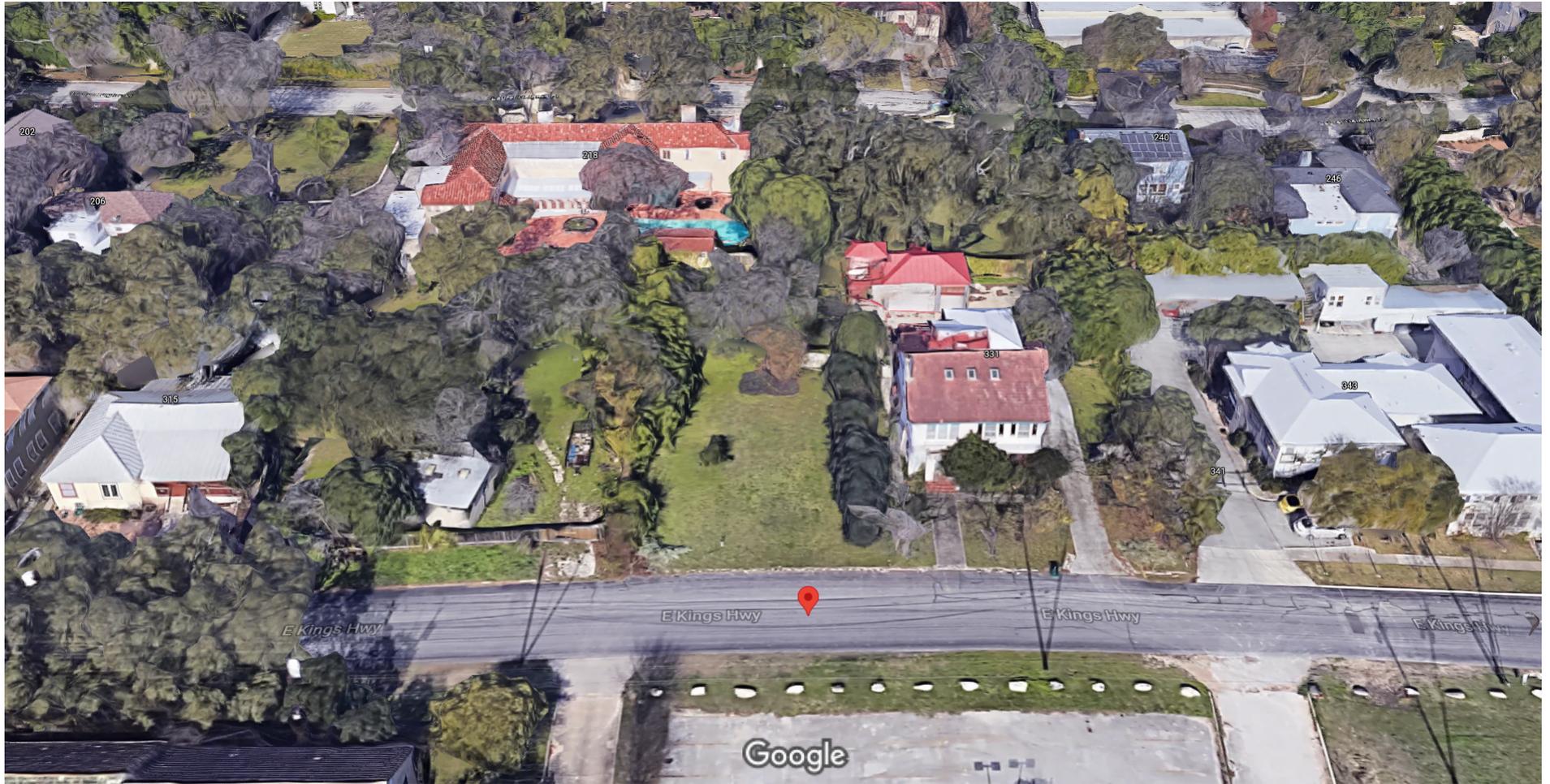


Google Maps 327 E Kings Hwy



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NOT FOR CONSTRUCTION

MALONEY RESIDENCE

327 EAST KINGS HIGHWAY
LOT 50, MONTEVISTA
SAN ANTONIO, TEXAS 78212

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MALONEY
RESIDENCE
327 EAST KINGS HIGHWAY
LOT 50, MONTEVISTA
SAN ANTONIO, TEXAS 78212

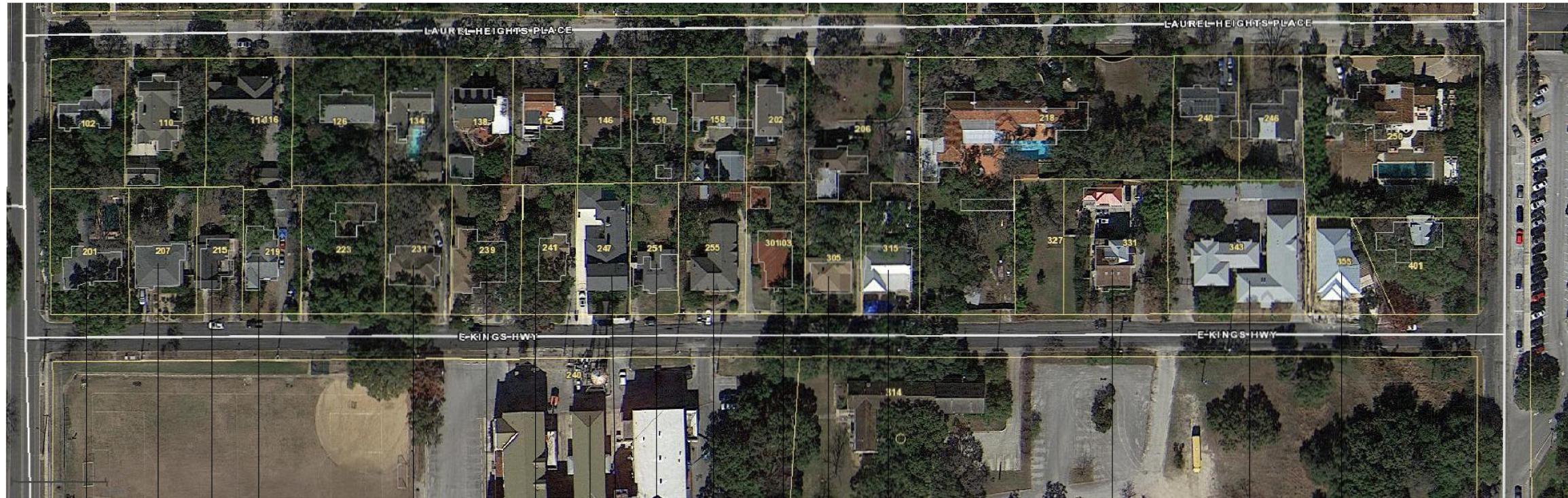
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CURRENT DATE:	MARCH 10, 2023
EXPIRATION DATE:	MARCH 01, 2023
DRAWN / CHECKED BY:	O.E.F.

SHEET TITLE
COVER SHEET

A.1
SHEET 1 OF 12

FINAL SET

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13.00' PLUS 2.0 SLAB TOTAL HT. APROX. 207 E. KINGS HWY
 13.00' PLUS 2.0 SLAB TOTAL HT. APROX. 207 E. KINGS HWY
 13.00' PLUS 2.5' SLAB TOTAL HT. APROX. 215 E. KINGS HWY
 13.00' PLUS 2.5' SLAB TOTAL HT. APROX. 219 E. KINGS HWY

13.00' PLUS 3.5' SLAB TOTAL HT. APROX. 231 E. KINGS HWY

13.00' TOTAL HT. APROX. 239 E. KINGS HWY
 13.00' TOTAL HT. APROX. 241 E. KINGS HWY

36.00' TOTAL HT. APROX. UNIVERSITY

13.00' PLUS 2.5' SLAB TOTAL HT. APROX. 289 E. KINGS HWY

29.00' PLUS 5.00' SLAB TOTAL HT. APROX. 303 E. KINGS HWY

13.00' PLUS 2.0' SLAB TOTAL HT. APROX. 301 E. KINGS HWY

23.00' PLUS 3.5' SLAB TOTAL HT. APROX. 305 E. KINGS HWY

13.00' PLUS 2.5' SLAB TOTAL HT. APROX. 315 E. KINGS HWY

28.00' PLUS 2' SLAB TOTAL HT. APROX. 331 E. KINGS HWY

22.00' PLUS 3' SLAB TOTAL HT. APROX. 355 E. KINGS HWY

26.00' PLUS 2' SLAB TOTAL HT. APROX. 355 E. KINGS HWY

HIGHEST EXISTING RESIDENCE 29' APROX.
 LOWEST EXISTING RESIDENCE 13' APROX.

HIGHEST EXISTING SLAB OF ABOVE GROUND LEVEL 5.0' APROX.
 AVERAGE EXISTING SLAB OF ABOVE GROUND LEVEL 2.5' TO 3.0' APROX.



UNIVERSITY



RESIDENT



RESIDENT

OTHER RESIDENCE DOWN E. KINGS HWY STREET



100 W.KINGS HWY



426 W.KINGS HWY



334 W.KINGS HWY



334 W.KINGS HWY

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MALONEY
 RESIDENCE
 327 EAST KINGS HIGHWAY
 LOT 50, MONTEVISTA
 SAN ANTONIO, TEXAS 78212

JOB No.:	MAL-OFDS-C-H-2022
CURRENT DATE:	MARCH 10, 2023
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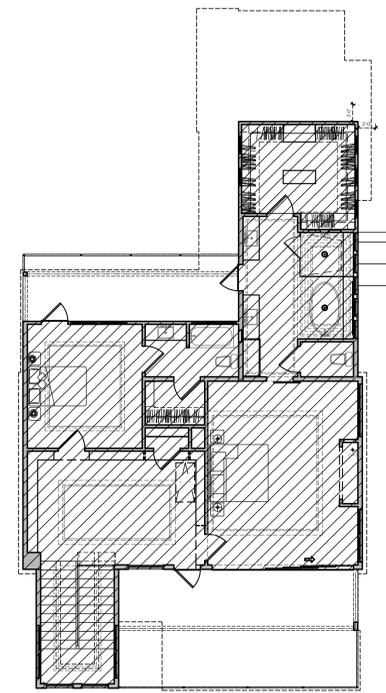
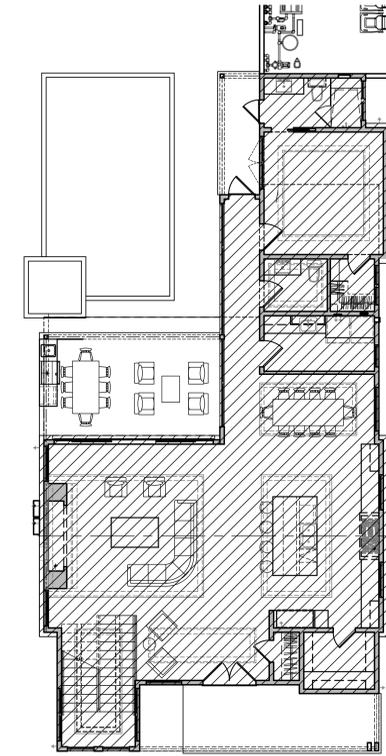
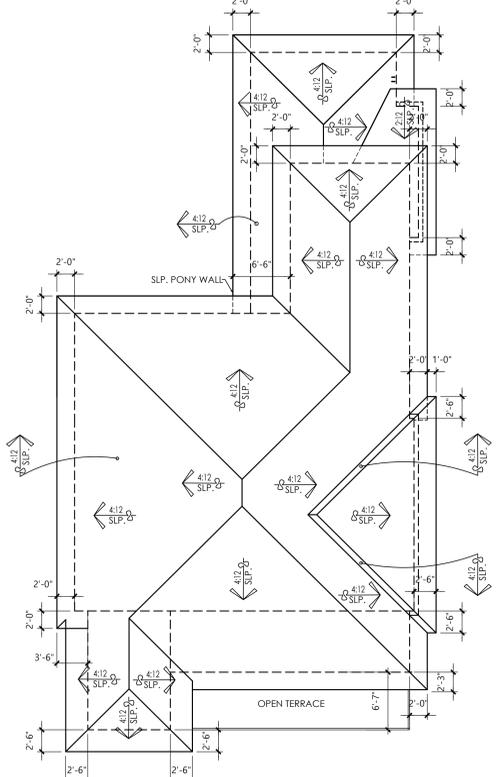
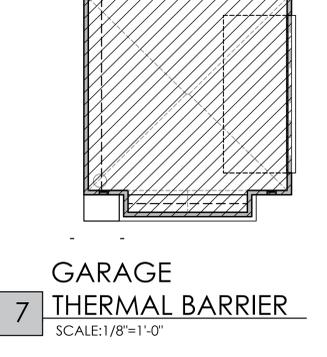
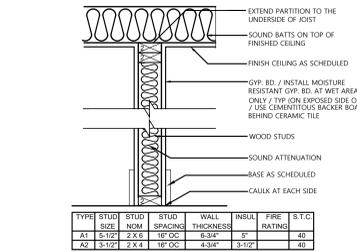
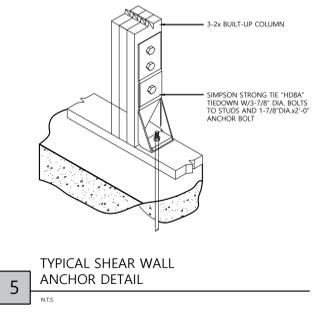
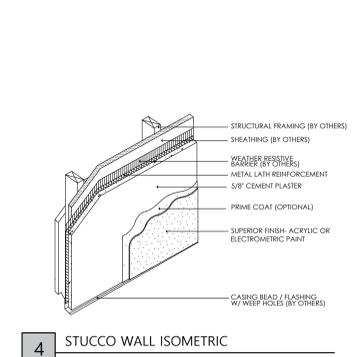
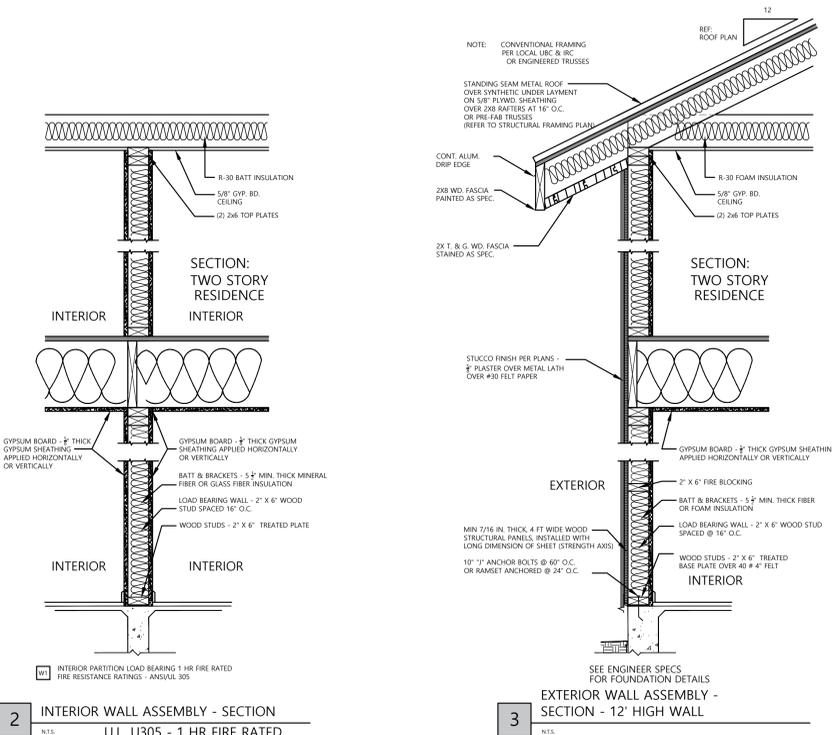
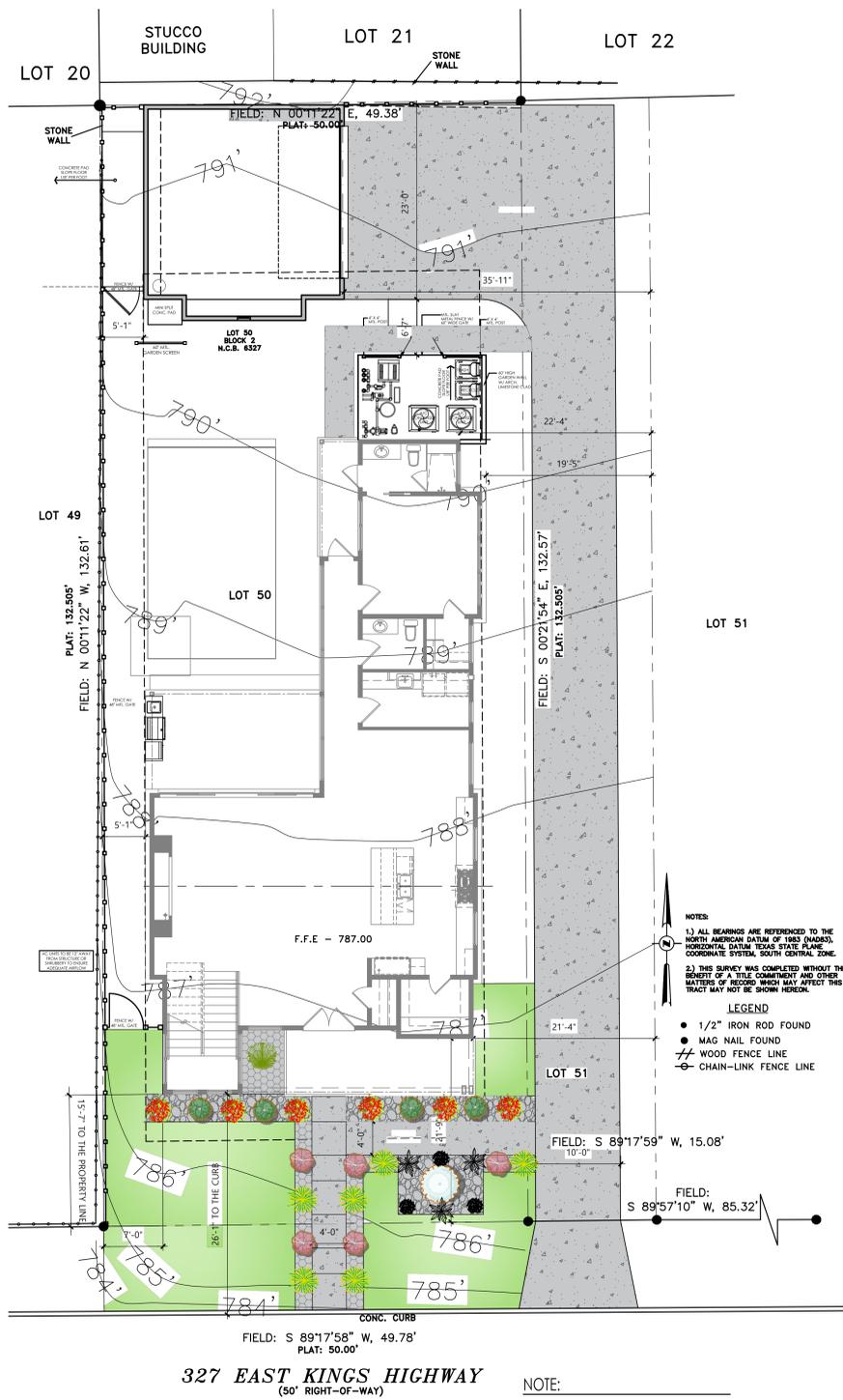
SHEET TITLE
 SITE ANALYSIS

A.3.2

SHEET OF 12

FINAL SET

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LOT 50, MONTEVISTA
SAN ANTONIO, TEXAS 78212

MALONEY RESIDENCE

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SHEET TITLE: SITE PLAN

A.3

SHEET 3 OF 12

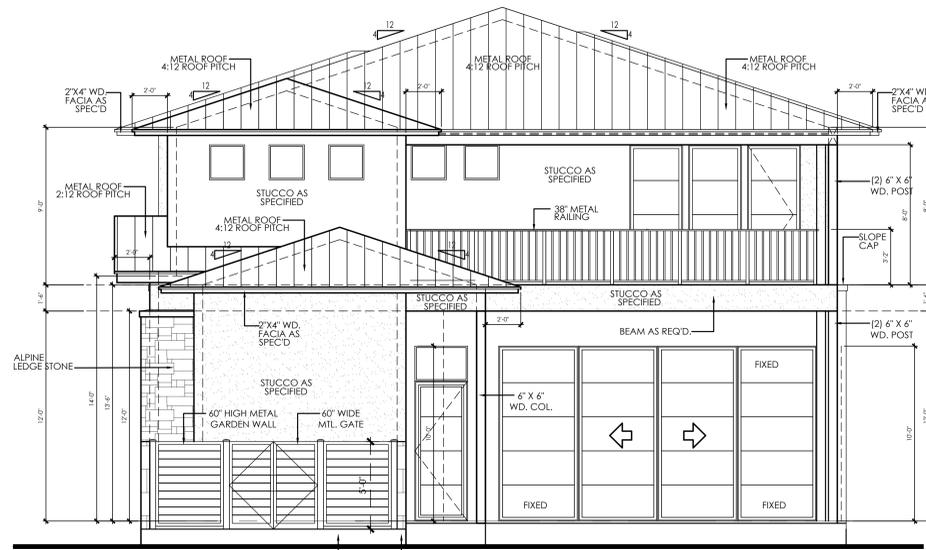
FINAL SET



1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

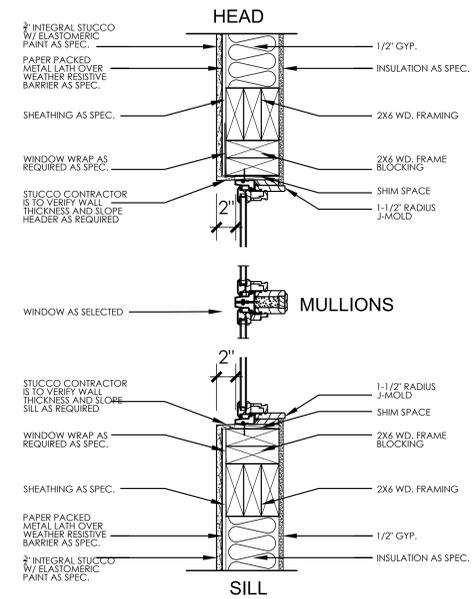
NOTE: DOORS & WINDOWS TO BE RECESSED FROM EXTERIOR TWO (2) INCHES AS FOLLOWING HISTORIC GUIDELINES.

- **NOTE****
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 3. 12" MAXIMUM EXPOSED FOUNDATION.
 4. PROVIDE SLOPED METAL CAP AT ALL WING WALLS/GARDEN WALLS AND PARAPET WALLS. BUILDER VERIFY.
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2 REAR ELEVATION
SCALE: 1/4" = 1'-0"

NOTE: DOORS & WINDOWS TO BE RECESSED FROM EXTERIOR TWO (2) INCHES AS FOLLOWING HISTORIC GUIDELINES.



3 WINDOW HEADER & SILL DETAIL
SCALE: 1-1/2" = 1'-0"

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SAN ANTONIO, TEXAS 78212

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SHEET TITLE
FRONT & REAR ELEVATIONS

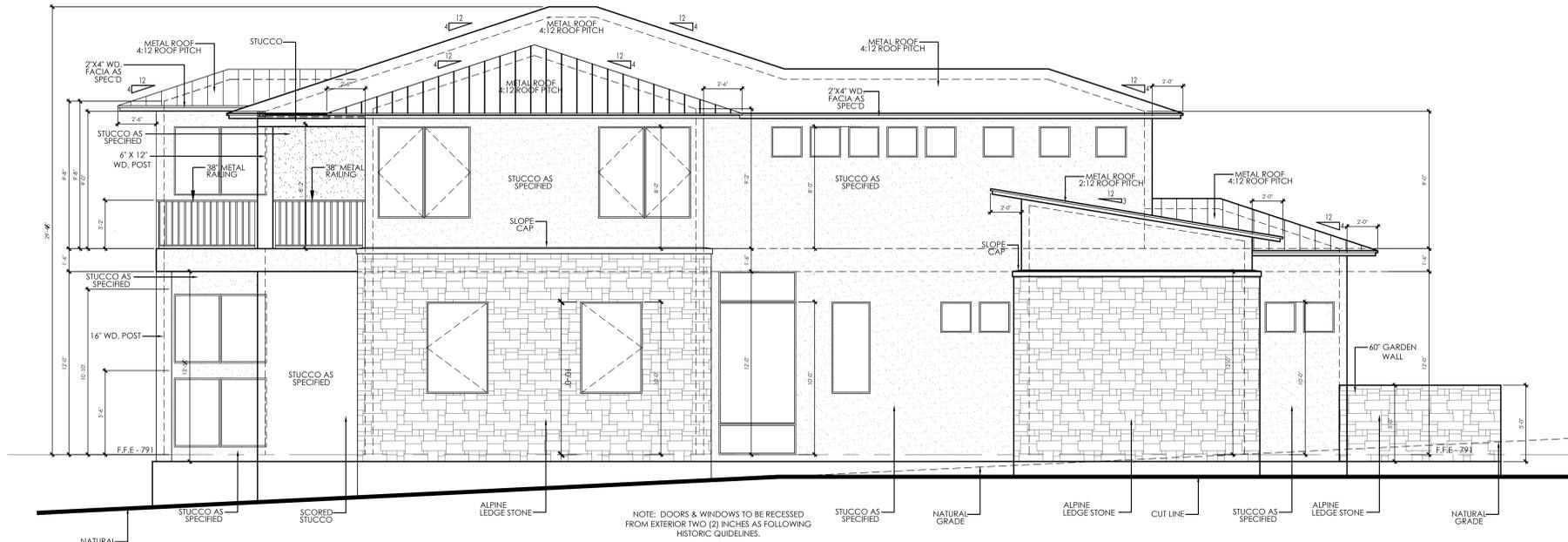
A.7

SHEET 7 OF 12

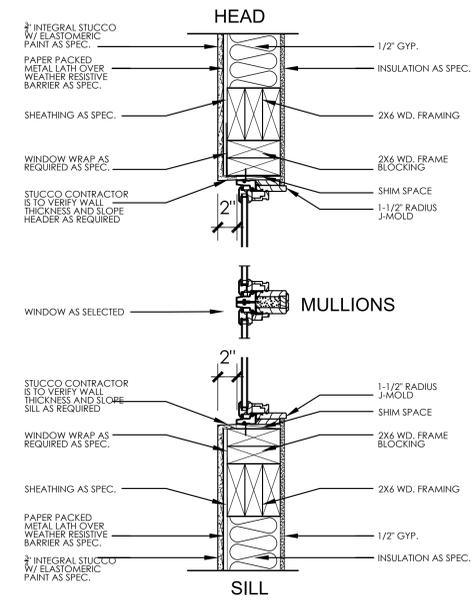
FINAL SET

REVISION 06.20.2023

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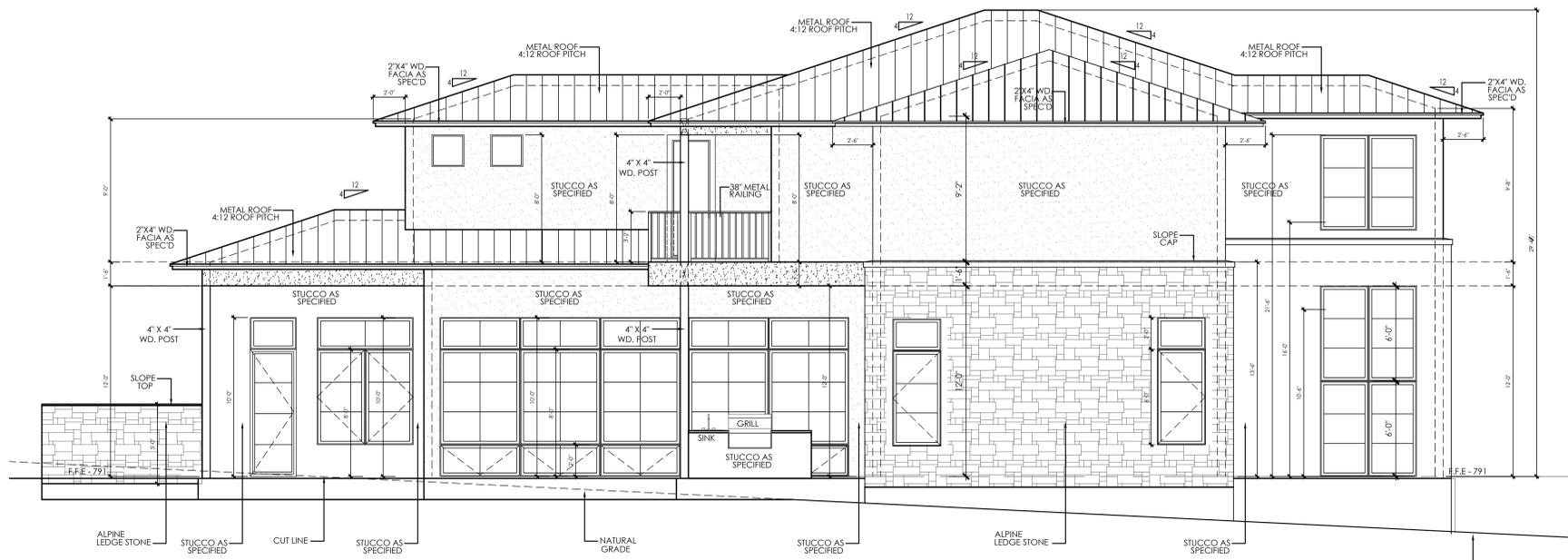


1 RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



3 WINDOW HEADER & SILL DETAIL
SCALE: 1-1/2" = 1'-0"

- **NOTE****
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 3. 12" MAXIMUM EXPOSED FOUNDATION.
 4. PROVIDE SLOPED METAL CAP AT ALL WING WALLS/GARDEN WALLS AND PARAPET WALLS. BUILDER VERIFY.
 5. BUILDER VERIFY PROPER LOCATION AND EFFECTIVE DRAINAGE OF ALL GUTTERS AND OUTLET W/ RAINCHAIN WITH ROOFING COMPANY.



2 LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

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JOB No.:	MAL-OFDS-C.H.2022
CURRENT DATE:	MARCH 10, 2023
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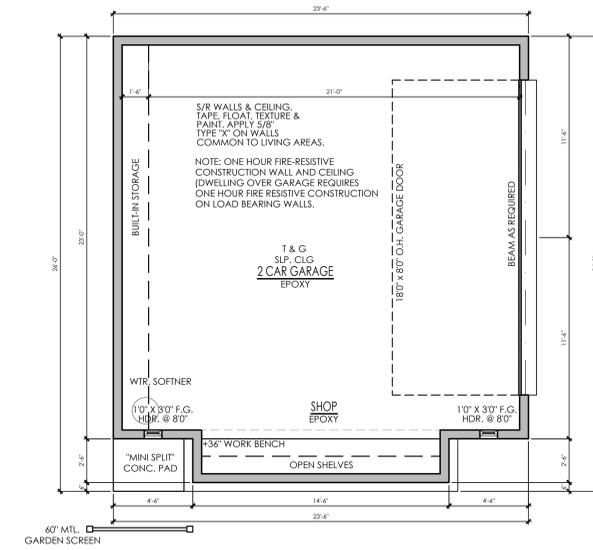
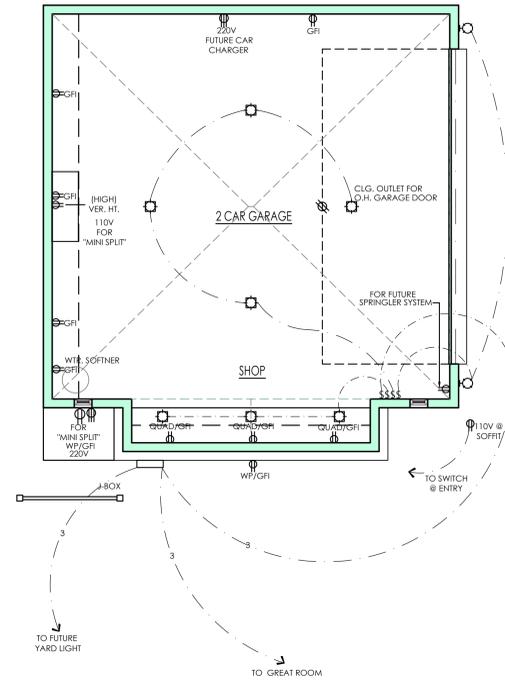
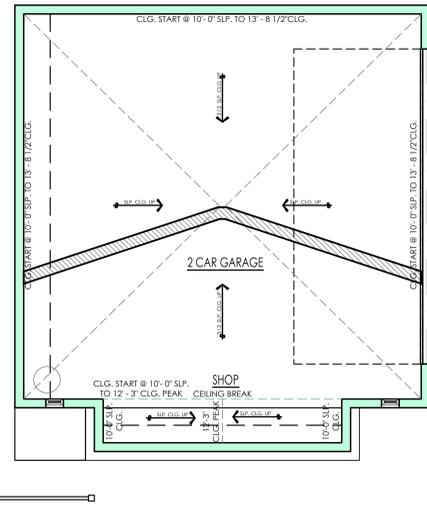
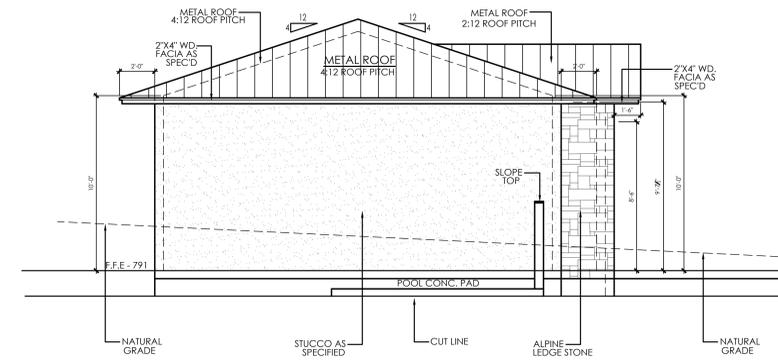
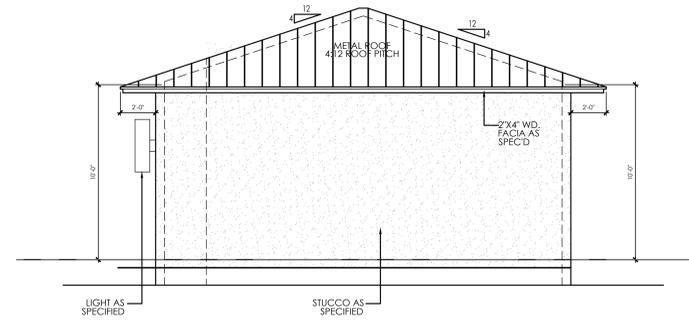
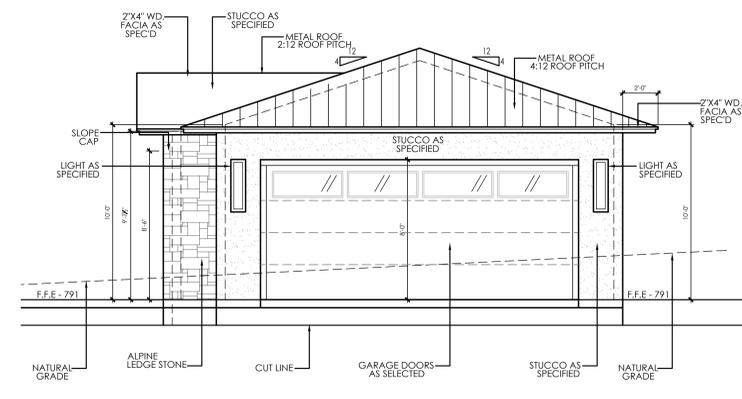
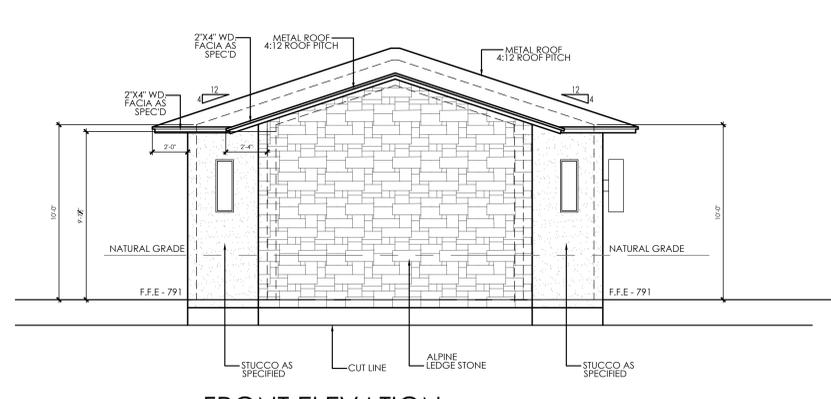
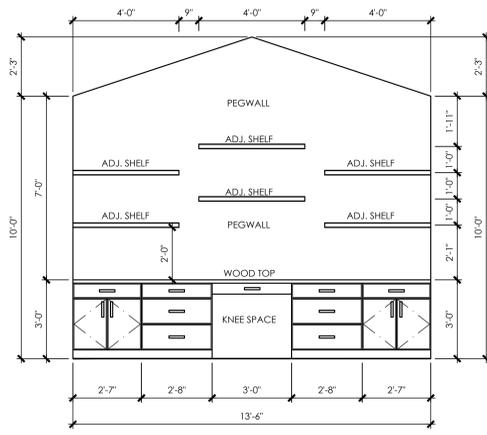
SHEET TITLE
RIGHT & LEFT SIDE ELEVATIONS

A.8

SHEET 8 OF 12

FINAL SET

REVISION 06.20.2023



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MALONEY
RESIDENCE
327 EAST KINGS HIGHWAY
LOT 50, MONTEVISTA
SAN ANTONIO, TEXAS 78212

JOB No.:	MAL-OFDS-C.H.2022
CURRENT DATE:	MARCH 10, 2023
EXPIRATION DATE:	MARCH 01, 2023
DRAWN / CHECKED BY:	O.E.F.

SHEET TITLE
GARAGE FLOOR PLAN
GARAGE ELECTRICAL FLOOR PLAN
GARAGE CEILING FLOOR PLAN

A.11
SHEET 11 OF 12
FINAL SET



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

Historic and Design Review Commission
Design Review Committee Report

DATE: 4/26/2023

HDRC Case #: 2023-099

Address: 327 E Kings Hwy

Meeting Location: WebEx

APPLICANT: Raul Saldivar

DRC Members present: Jeffrey Fetzer, Roland Mazuca, Monica Savino

Staff Present: Rachel Rettaliata

Others present: Rick Wilson

REQUEST: Construction of one 2-story, single-family structure and one 1-story detached garage at 327 E Kings Hwy.

COMMENTS/CONCERNS:

Raul – We updated the average setback from the curb. Average setback is 24' feet from the curb and we are at 26' from the curb itself. We added landscaping that is reflective of the area. We updated the exterior cladding materials. We updated a limestone edge product that is more earthy. We changed the design of the garage door, it is no longer all glass. The windows are aluminum-clad windows and there is a detail showing the exterior of the windows, similar to windows in the histori district. We added more awning and casement windows on the project itself. The front door will be a divided lite panels clad with a walnut finish. On the elevations, we substituted the metal posts for wood posts and we stuccoed the header on the balcony. The window next to the front door is a casement with an awning window. The door width is reduced and we incorporated a transom window. We added more operable windows on the side. We have a 3-foot foundation height at the grade and

we are within the height averages for the neighborhood. The garage shed roof was changed as well.

JF: Can you maintain the treeline at the rear, or can you mitigate those? Could you add additional rear notes to indicate the landscaping for the remainder of the structure.

RS: The total lot coverage is 34%.

AMG: What did you find in the neighborhood to make you chose that garage door? Is there a way that you can pick a garage door that has windows at the top as opposed to the side door?

RS: We can discuss that with the client.

AMG: We are trying to respect the historic district.

RS: Instead of the scored stucco at the front, it is now a flat stucco finish.

MS: Can some of us get clarification on the window modifications?

RS: Door reduction, operable windows.

MS: I look for the ratio of window relative to wall space. Your front elevation has a high ratio of window-to-wall space. Can you explain that?

RS: The clients want to have visibility in the staircase tower and they want to accessibility for the second story. The width of the house is smaller than some of the other properties in the neighborhood.

AMG: I think we are looking for justification for the design. Are there elements in the neighborhood that can justify the design.

JF: On Google Earth, there are some fairly large 2-story structures nearby, like 303 E Kings, which may be multi-family. I would recommend looking at those to see what kind of window-to-wall ratios they have to compare.

AMG: I think that the first floor and second floor are not talking to each other.

RS: We can make an adjustment to the upper sliding doors to work on the symmetry.

RS: On the rear elevation you have the bathroom and the vanity, so that is the area with no windows.

RS: What I can do I guess is try to align the upstairs door with the sliding door downstairs.

MS: There are 2 smaller hip roofs on the east side, it looks like those are projections. Is there a reason why we don't have any windows on the second floor or on the first floor?

RS: The first floor we have a walk-in closet, the downstairs is a guest bathroom. I can put a transom on both those areas.

MS: I think they need fenestration of some sort to fill in the void in the large expanse of stucco, how that happens is your decision. But I do think it needs something. I'm not a fan of the higher clerestory windows, and it would be preferential to put a real window in. The large stucco expanses look odd.

AMG: Transom windows are not usually found in historic districts. Usually, what we will suggest will be smaller one-over-one windows or square windows. Eliminating some of these transoms on the side elevations will be helpful.

RS: I just want to make sure that when we come next that there are no new issues that arise.

JF: On the right side and left side, you have smaller square and longer windows, you may want to look at minimizing the variety of sizes in windows. As you study that, something to consider.

OVERALL COMMENTS: