

# HISTORIC AND DESIGN REVIEW COMMISSION

May 16, 2018

**HDRC CASE NO:** 2018-227  
**ADDRESS:** 255 BRAHAN BLVD  
**LEGAL DESCRIPTION:** NCB 3856 (255 BRAHAN {AMENDING}), BLOCK 2 LOT 26 & 27  
**ZONING:** RM-4, NCD-9, H  
**CITY COUNCIL DIST.:** 2  
**APPLICANT:** Ricardo Turrubiates/Terramark TX  
**OWNER:** PEP Capital LP  
**TYPE OF WORK:** Site plan approval for the construction of two single family residential structures  
**APPLICATION RECEIVED:** April 30, 2018  
**60-DAY REVIEW:** June 29, 2018  
**REQUEST:**

The applicant is requesting conceptual approval of a site plan for two, single family residential structure to be located at the corner of Brahan Boulevard and Haywood Avenue in the Westfort Historic District. As currently proposed, two structures are to address Brahan.

## 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 of a site plan for two, single family residential structure to be located at the corner of Brahan Boulevard and Haywood Avenue in the Westfort Historic District. As currently proposed, two structures are to address Brahan.
- b. **CONCEPTUAL APPROVAL** –Conceptual approval is the review of general design ideas and principles (such as

scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness for final approval.

- c. **CASE HISTORY** – A request for the approval of four, single family residential structures was heard by the Historic and Design Review Commission on April 18, 2018, where the commission denied the request for conceptual approval. That request featured two structures addressing Brahan and two structures addressing Haywood. At this time, the applicant has removed the structures on Haywood from the request and is only requesting approval of the proposed new construction on Brahan. Staff finds it most appropriate that all proposed structures are reviewed concurrently, rather than separately. The Design Review Committee reviewed this request on May 8, 2018. At that meeting, commissioners noted that the setbacks and spacing between the houses should be increased and detached garages would be more appropriate. One commissioner noted that attached garages might be appropriate if not visible from the street.
- d. **SITE PLAN** – The applicant has provided a site plan that notes the construction of two, two story residential structures. Two structures are proposed to be constructed on each lot. The applicant has noted one curb cut on Haywood Avenue that is to provide vehicular access to the rear of the lot.
- e. **SETBACKS (BRAHAN)** – Per the Guidelines for New Construction 1.A.i., the front facades of new construction should be aligned with the front facades of adjacent buildings where a consistent setback has been established along the street frontage. Where a variety of setbacks exist, the median setback of buildings should be used. The surrounding structures, many of which are not historic, feature varying setbacks. The applicant has provided a diagram noting the existing setbacks on this block of Brahan which include setbacks of 44', 57' 34' and 43'. East of Haywood Avenue, houses feature setbacks of 46', 32', 42', 39' and 60'. The applicant has proposed setbacks on Brahan Blvd of approximately 38'. Staff finds that a setback that is more consistent with the contributing properties on the block (45') would be more appropriate. An increased setback on Brahan would likely reduce the feasibility of constructing houses on the rear lot (on Haywood).
- f. **BUILDING SPACING** – The applicant has proposed building spacing of 10' – 0" between the proposed structures. Building on this block of Brahan feature predominately open yards with building spacing ranging from 10 to 59 feet historically. A minimum building spacing of 25 feet would be more appropriate. Additionally, staff finds that detached garages are more typical of the historic development pattern in the area and should be implemented.
- g. **SITE DESIGN** – The applicant has provided a conceptual site plan noting the locations of driveways, walkways, existing trees, proposed trees, fencing and open space. The applicant is proposing to avoid the addition of curb cuts on Brahan by providing vehicular access from Haywood and the rear alley. This is consistent with the historic development pattern of the block. Generally the proposed locations and design of site elements are appropriate.
- h. **WALKWAYS** – The applicant has proposed sidewalks to extend between the proposed new construction's front porches to the sidewalks at the public right of way. Staff finds that the profile and width of the proposed sidewalks and walkways should match those found historically in the district.
- i. **DRIVEWAYS** – The applicant has noted the installation of a driveway with access to the lot from Haywood and a driveway with access to the lot from the rear alley. The Guidelines for Site Elements 5.B. notes that new driveways should not exceed ten (10) feet in width. Additionally, the Guidelines note that new curbcuts and driveways should not be added where they did not previously exist. While not historically found in the district, staff finds the proposed curbcut and driveway on Haywood appropriate; however, the initial approach should to exceed ten (10) feet in width.
- j. **ARCHITECTURAL DETAILS** – At this time the applicant has provided staff with elevations noting proposed height, massing and architectural details. The applicant has provided two main conceptual design, Craftsman and Tudor. Staff finds that the applicant should continue to develop the proposed design to include architecturally appropriate proportions, façade arrangement and materials for future review by the HDRC.

## **RECOMMENDATION:**

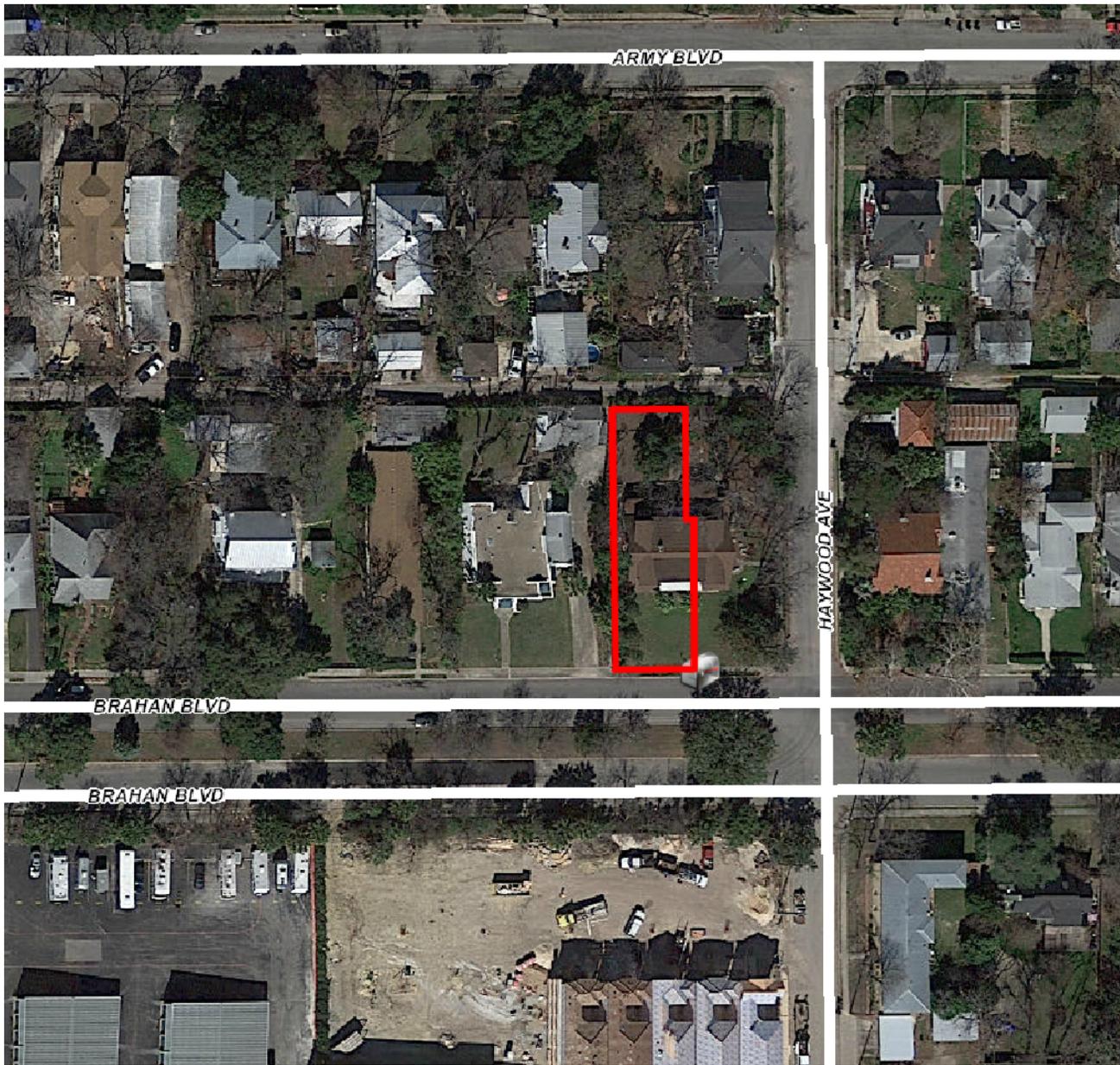
Staff does not recommend conceptual approval of the proposed site plan at this time. Staff recommends that the proposed site plan be revised to address the following:

- i. That the applicant increase the proposed setbacks from Brahan to be a minimum of 45 feet based on finding e.
- ii. A minimum spacing of 25 feet between the proposed homes should be maintained based on finding f.
- iii. That detached parking be incorporated instead of rear-loading attached garages based on finding f.
- iv. That the applicant develop sidewalks, walkways, and driveways to match those found historically in the district

based on findings h and i.

**CASE MANAGER:**

Edward Hall



255 Brahan

Powered by ArcGIS Server

Printed: May 11, 2018

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# Westfort Bungalows

## PROPOSED BRAHAN SITE PLAN

APRIL 30, 2018

### PROJECT DATA - LOT A

TOTAL LAND AREA:	0.38 Ac.
LOT A AREA:	0.22 Ac.
LOT B AREA:	0.16 Ac.
UNITS PER LOT A:	2
UNITS PER ACRE - LOT A:	9.09
UNIT A S.F.:	2485 s.f.
RESIDENT PARKING:	4

# HAYWOOD AVE.

50.0' ROW



# BRAHAN BLVD.

100.0' ROW



NORTH

Scale: 1" = 20'

# Brahan Blvd. Setback Calculation

<b>Median Street Setback Calculation</b>
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<b>Median</b>	<b>+/- 5'</b>
<b>38.5</b>	<b>33.5</b>
	<b>43.5</b>

Street Name	Setback	
233 Brahan	26'	
330 Brahan	26'	<b>11.53%</b>
310 Brahan	30'	
316 Brahan	31'	
305 Brahan	32'	<b>15.38%</b>
333 Brahan	32'	
302 Brahan	33'	33.5' Setback
239 Brahan	34'	
318 Brahan	35'	
367 Brahan	36'	
359 Brahan	37'	
322 Brahan	38'	
324 Brahan	38'	<b>42.31%</b>
315 Brahan	39'	
353 Brahan	39'	
311 Brahan	42'	
251 Brahan	43'	
312 Brahan	43'	43.5' Setback
225 Brahan	44'	
227 Brahan	44'	
303 Brahan	46'	<b>19.23%</b>
306 Brahan	47'	
320 Brahan	48'	
321 Brahan	50'	
345 Brahan	52'	<b>11.53%</b>
231 Brahan	57'	

# Westfort Bungalows

## Street Views



345 Brahan



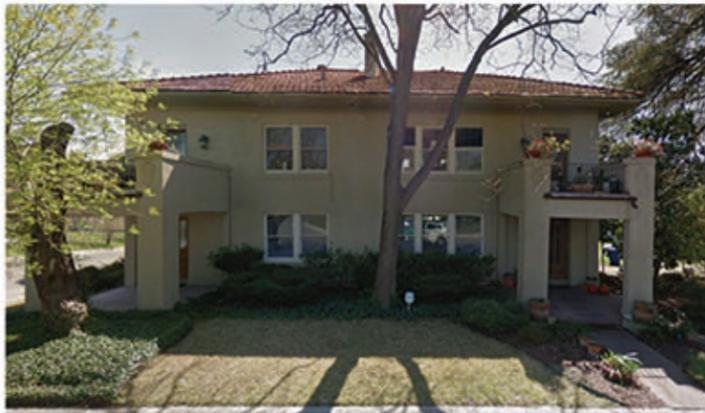
353 Brahan



359 Brahan



367 Brahan



330 Brahan



324 Brahan



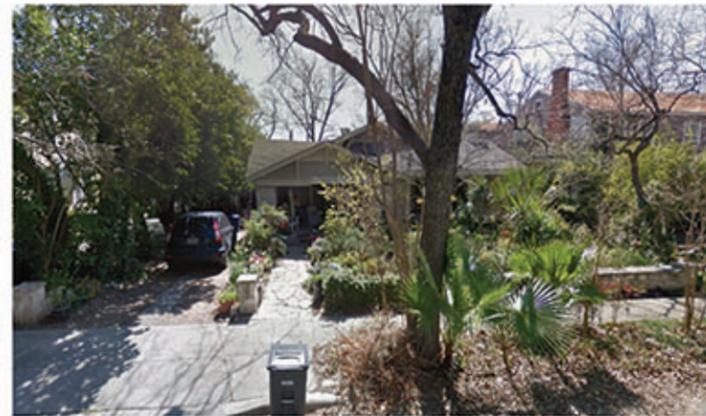
322 Brahan



320 Brahan



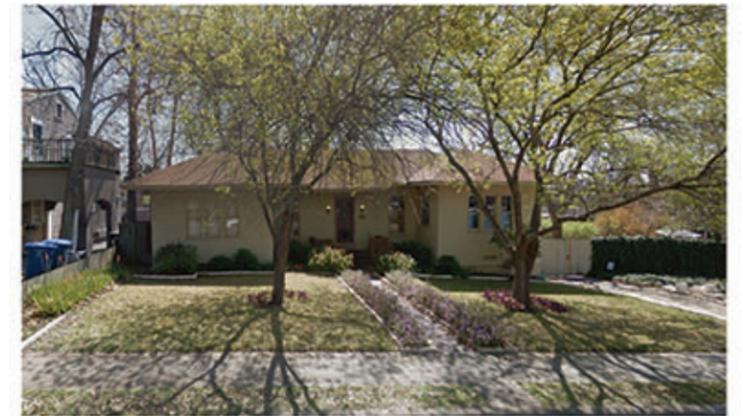
318 Brahan



316 Brahan



312 Brahan



310 Brahan

# Westfort Bungalows

## Street Views



223 Brahan



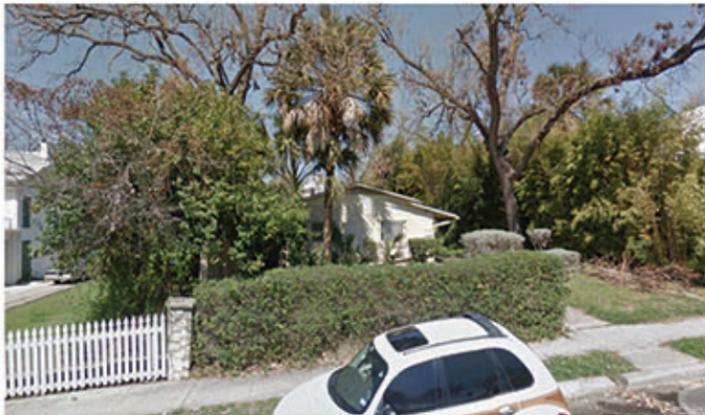
225 Brahan



227 Brahan



231 Brahan



239 Brahan



251 Brahan



303 Brahan



305 Brahan



311 Brahan



315 Brahan



321 Brahan



333 Brahan



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

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

DATE: MAY 8, 2018 HDRC Case# \_\_\_\_\_

ADDRESS: JES BRAHAN Meeting Location: 1901 S ALAMO

APPLICANT: RICARDO TORREBIATES/TERRAMARK

DRC Members present: MICHAEL GUARDINO, CURTIS FISH

Staff present: EDWARD HALL

Others present: ERIK MCCLOPPE/TERRAMARK

REQUEST: CONSTRUCTION OF TWO, SINGLE FAMILY RESIDENTIAL STRUCTURES

COMMENTS/CONCERNS: BT: OVERVIEW OF PROJECT UPDATES, CF:  
QUESTIONS REGARDING PROPOSED SETBACKS, CF: SETBACKS  
SHOULD BE INCREASED - CURRENT SETBACK IS PROUA OF EXISTING  
SETBACKS. MG: SUBSTANTIAL BUFFER CURRENTLY EXISTS - A MITIGATING  
BUFFER. CF: QUESTIONS AND CONVERSATION REGARDING EXISTING  
SETBACKS. CF: SPACING IS A CONCERN (BETWEEN STRUCTURES) - SHOULD  
BE MORE THAN 10 FEET. CF: PATTERN SUGGESTS PEAR, DETACHED  
GARAGES ARE APPROPRIATE, MG: IF ATTACHED GARAGES AGEN'T SEEN  
FROM STREET, THEY MAY BE OKAY.

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

[Signature]  
 Committee Chair Signature (or representative)

5/8/18  
 Date

CF NO CONCERN OVER LOCATION OF DRIVEWAY.

CF: NO CONCERN ON SEEING BRAHMAN LOT ONLY.

[The following text is extremely faint and illegible, appearing to be a series of lines of text or a list of items.]

May 10, 2018 at 2:25:59 PM  
255 Brahan Blvd  
San Antonio TX 78215  
United States

 **CITY of SAN ANTONIO**   
**NOTICE of HEARING**  
HISTORIC & DESIGN  
REVIEW COMMISSION

**ADDRESS:** 255 BRAHAN BLVD  
**REQUEST:** Site plan approval for the  
construction of two single family  
residential structures

**HEARING DATE:** May 16, 2018 at 3:00 PM

**ALL HDRC MEETINGS TAKE PLACE AT 1901 S. ALAMO**  
If you have any questions or concerns, please call (210) 207-0035 or email info@preservation.com  
or prefer to be contacted in Spanish, please call (210) 207-0035 or email info@preservation.com