

HISTORIC AND DESIGN REVIEW COMMISSION

April 01, 2015

Agenda Item No: 13

HDRC CASE NO: 2015-109
ADDRESS: 1115 S ST MARYS
LEGAL DESCRIPTION: NCB 2963 BLK 11 LOT S 95 FT OF A19
ZONING: C2 H HS
CITY COUNCIL DIST.: 1
DISTRICT: King William Historic District
APPLICANT: Arturo Rivera
OWNER: Roberto Medrano
TYPE OF WORK: Construction of a semi-circular driveway and fence replacement
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Install three parking spaces in the front yard of the property.
2. Install a semi-circular driveway in the front yard of the property.
3. Replace the existing fence with a white picket fence.
4. Install entrance and exit signage.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

2. Fences and Walls

A. HISTORIC FENCES AND WALLS

- i. *Preserve*—Retain historic fences and walls.
- ii. *Repair and replacement*—Replace only deteriorated sections that are beyond repair. Match replacement materials (including mortar) to the color, texture, size, profile, and finish of the original.
- iii. *Application of paint and cementitious coatings*—Do not paint historic masonry walls or cover them with stone facing or stucco or other cementitious coatings.

5. Sidewalks, Walkways, Driveways, and Curbing

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 house located at 1115 S St Mary's includes the designation of Historic Significant, is a contributing structure to the King William Historic District and is currently zoned Commercial 2. Currently, the property features a concrete driveway located on its north side which leads to the rear of the house where there is currently parking for approximately eight (8) vehicles. Along the front (east) of the property at the side walk and along the drive way on the north side, there is an existing wrought iron fence.
- b. The applicant has proposed to install a circular drive and three additional parking spots that will be on the southern side of the front yard. The applicant will use the exiting curb cut on the north side of the site and will add one (1) new curb cut on the south side of the site for exiting vehicles. The existing curb cut is approximately ten (10) feet in width. The applicant has proposed for the new curb cut and driveway to be approximately twelve (12) feet in width. Circular driveways are not typically found in historic districts, are not consistent with the Guidelines for Site Elements and disrupt the existing front of lot pattern found along S St Mary's at other historic structures. Staff Does not recommend approval of the circular driveway. The new driveway should be straight and should be ten (10) feet wide.
- c. According to the Guidelines for Site Elements 7.A. regarding off-street parking, parking areas for non-residential and mixed-use structures should be located at the rear of the site, behind the primary structure to be hidden from the public right of way and should be accessed by secondary street or alleys. The applicant has proposed to place three parking spaces in the front yard of the property to be accessed by the proposed circle drive that provides access to the site from S St Mary's. Front parking is not recommended by the Design Guidelines, but if approved given the circumstances, staff recommends that the applicant utilize a pervious paving system.
- d. Along the front (east) of the property at the side walk and along the drive way on the north side, there is an existing wrought iron fence. The applicant has proposed to remove the wrought iron fence from the front of the property at the side walk and replace it with a white, wood picket fence. The Guidelines for Site Elements 2.A.ii. states that only deteriorated sections of fences that are beyond repair should be replaced. If the existing wrought iron fence along the front of the property were replaced, the applicant would have the new, wood picket fence in the front and the existing wrought iron fence on the side along the existing driveway. Staff recommends that the applicant modify the existing wrought iron fence to accommodate the proposed semi-circular drive.
- e. The applicant has noted that entrance and exit signage is to be installed with the proposed circular driveway, but has not specified the design of these signs nor the location. The applicant should provide staff with more information regarding the proposed signage to ensure that it is consistent with the Guidelines for Signage.

RECOMMENDATION:

Staff does not recommend approval of item #1 based on finding c. If the HDRC approves the proposed front yard parking, staff recommends the following stipulations:

- i. That the applicant screen the proposed three front yard parking spots with landscaping that will make them less noticeable from the public right of way. The applicant should refer to the Guidelines for Site Elements and

- coordinate with staff on the landscaping materials that are to be installed.
- ii. That a semi-pervious material such as river rock or decomposed granite be installed at the location of the three parking spots.

Staff does not recommend approval of item #2 based on finding b. Staff recommends that the applicant install a straight driveway to be ten (10) feet wide.

Staff does not recommend approval of item #3 based on finding d. Staff recommends that the applicant have one continuous fencing material on the site.

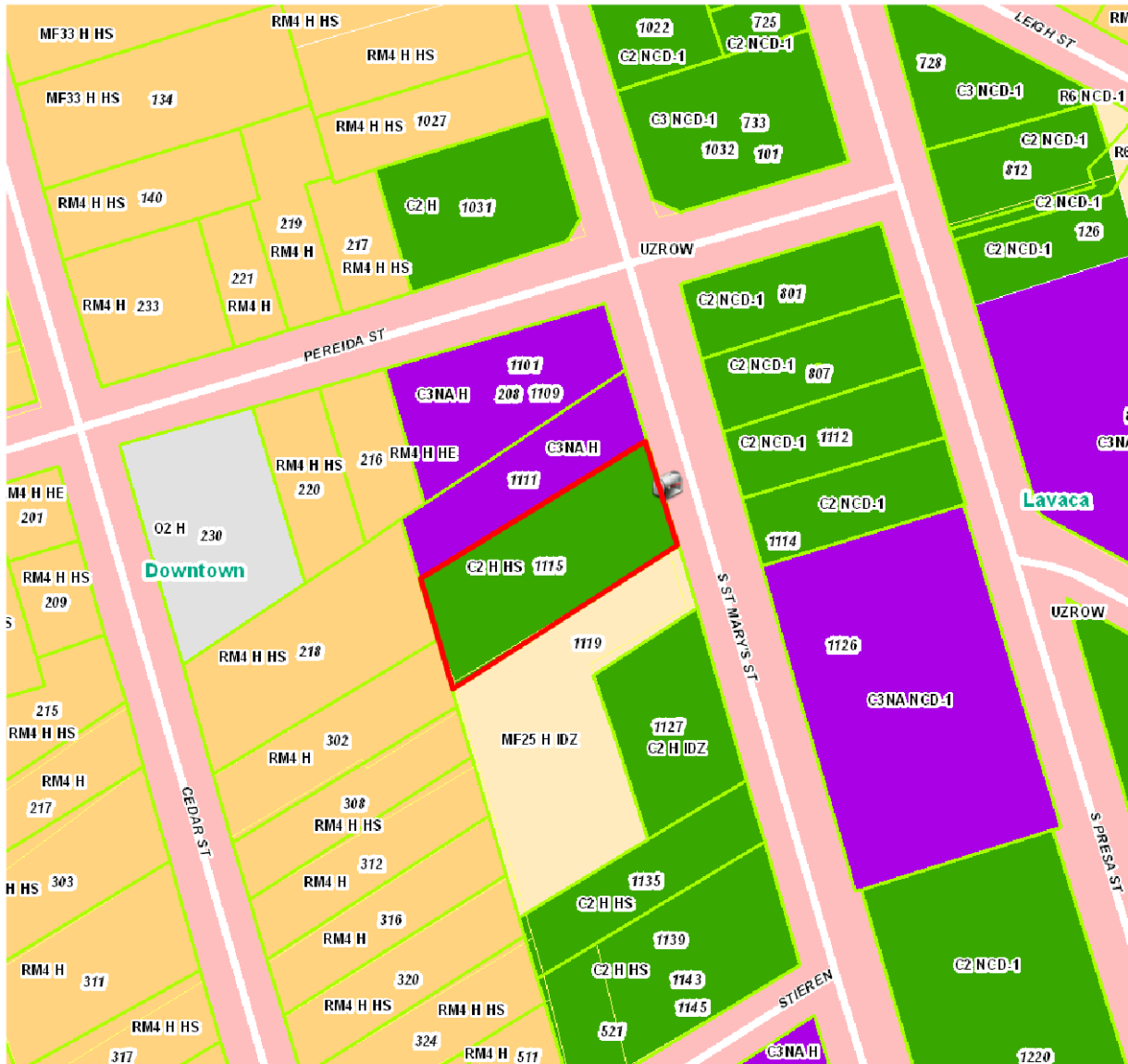
Staff does not recommend approval of item #4 at this time. The applicant should provide staff with more information regarding the proposed signage to ensure that it is consistent with the Guidelines for Signage.

CASE COMMENT:

The final construction height of an approved fence may not exceed the maximum height as approved by the HDRC at any portion of the fence. Additionally, all fences must be permitted and meet the development standards outlined in UDC Section 35-514.

CASE MANAGER:

Edward Hall



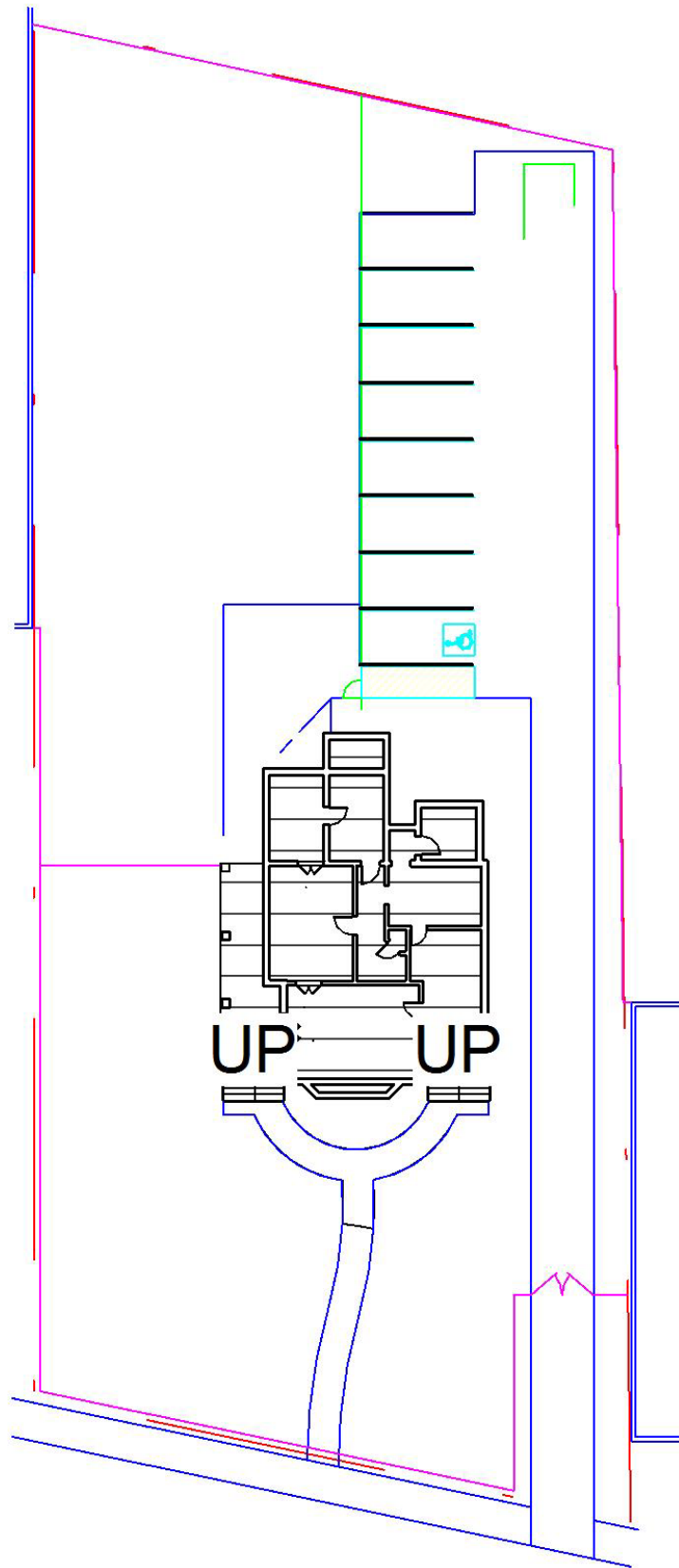


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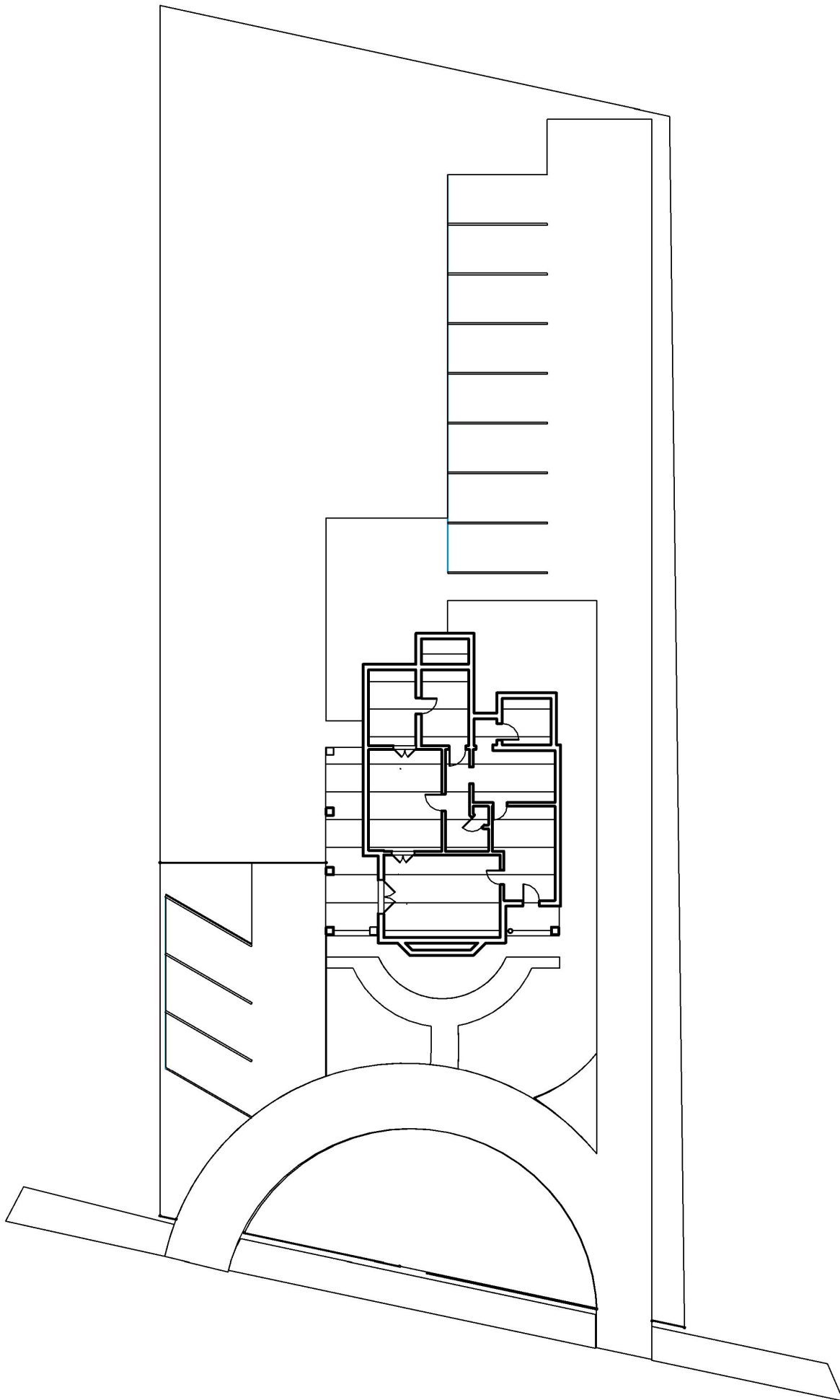
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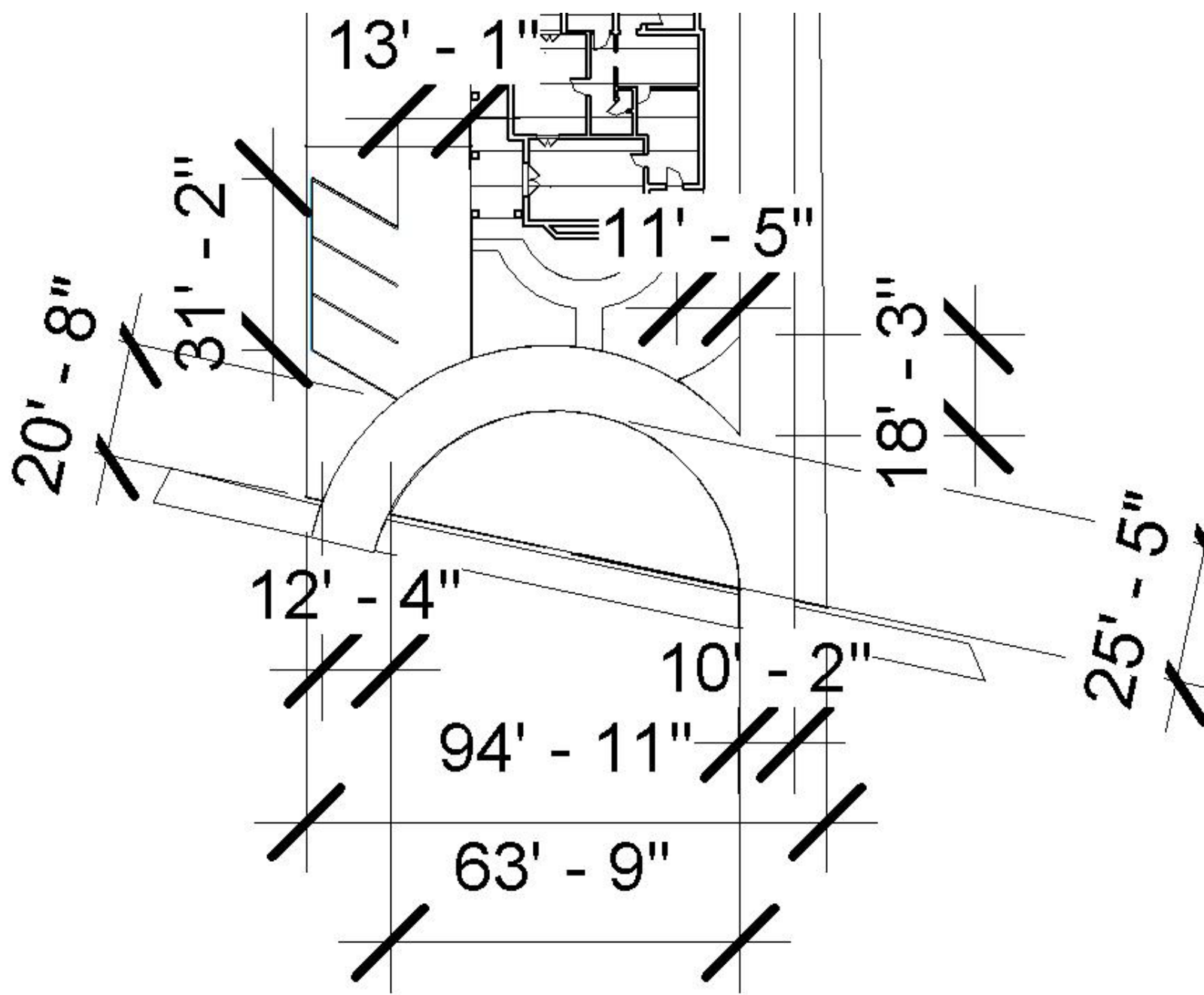
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Existing







Concrete



White Picket Fence

