

HISTORIC AND DESIGN REVIEW COMMISSION

May 06, 2015

Agenda Item No: 10

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
LANDMARK: House
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 a new driveway that is to lead from an existing parking lot at the rear of the property to S St Mary's Street. The applicant will also create an additional curb cut.
2. Replace the existing wrought iron fence with a new, white picket fence.
3. 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. This request was heard by the HDRC on April 1, 2015, where it was referred to the Design Review Committee. This request was reviewed by the Design Review Committee on April 7, 2015, where committee members stated that the proposal of a straight driveway with no front yard parking was an appropriate solution.
- c. The applicant has proposed to construct a driveway of crushed granite that is to extend from the existing rear parking lot to the front yard where an additional curb cut will be needed for access to S St Mary's. The applicant has proposed for the new curb cut to be ten (10) feet in width to match the existing. The Guidelines for Site Elements 5.B.i. states that historic driveways are typically no wider than 10 feet and that a similar driveway configuration regarding materials, width and design should be used that would be historically found on the site. The applicant has proposed a paving system of crushed granite for the proposed driveway. The applicant's proposal for an additional driveway is consistent with the Guidelines for Site Elements. Staff's recommendation for approval of the proposed driveway as well as curb cut is in regards to the historic context of the property, not zoning. The applicant is responsible for complying with all zoning regulations regarding the proposed additional curb cut.
- 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 this existing wrought iron fence and to install a new, white picket fence along the east and north sides to match the existing white picket fence that exists on the south side of the property. This request is consistent with the Guidelines for Site Elements 2.B.
- 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 recommends approval of items #1 through #3 based on findings a through e with the following stipulations:

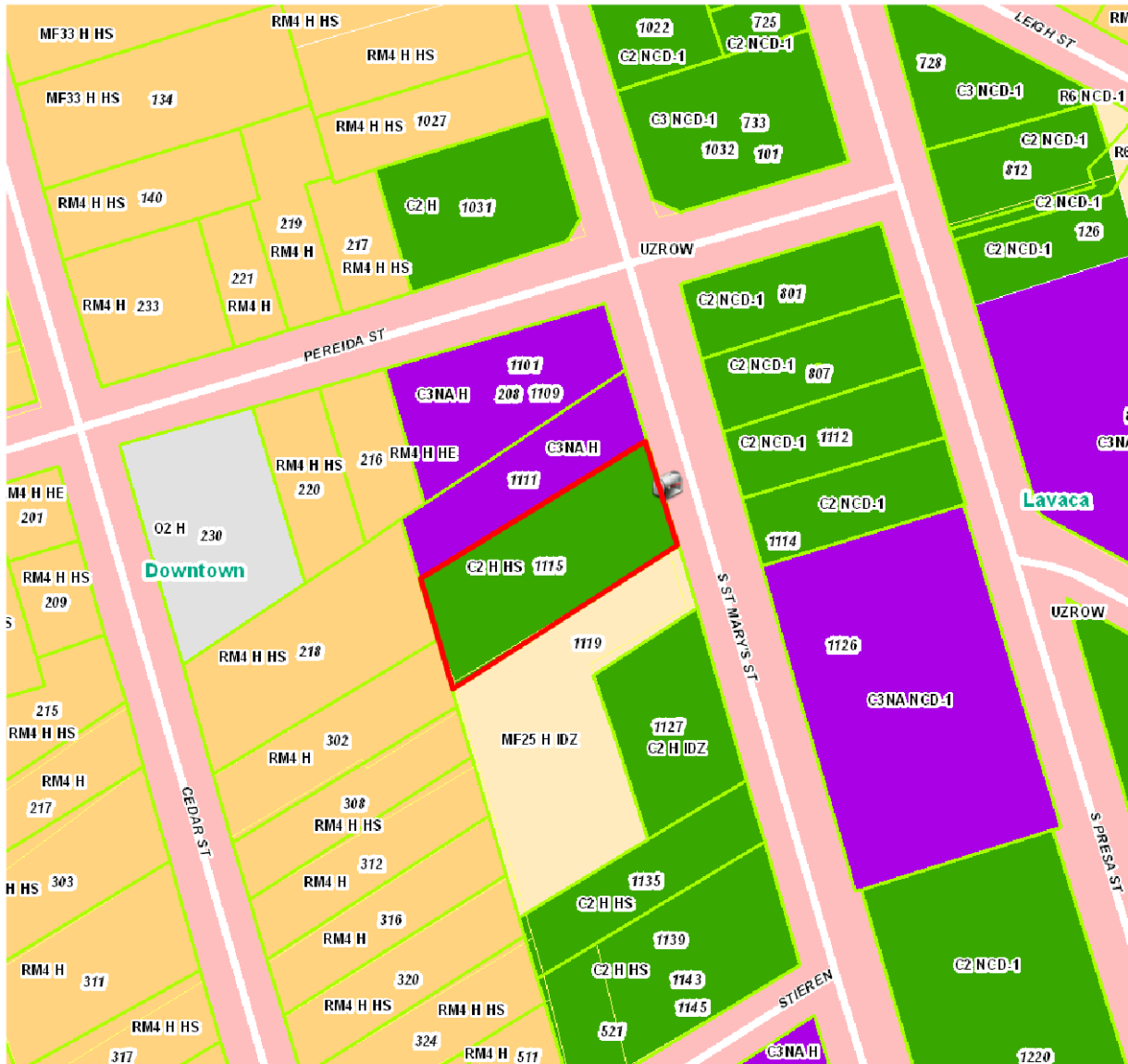
- i. That the applicant provide staff and the HDRC with more information regarding the proposed signage.
- ii. That the proposed white picket fence is no taller than four (4) feet tall at any location.

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





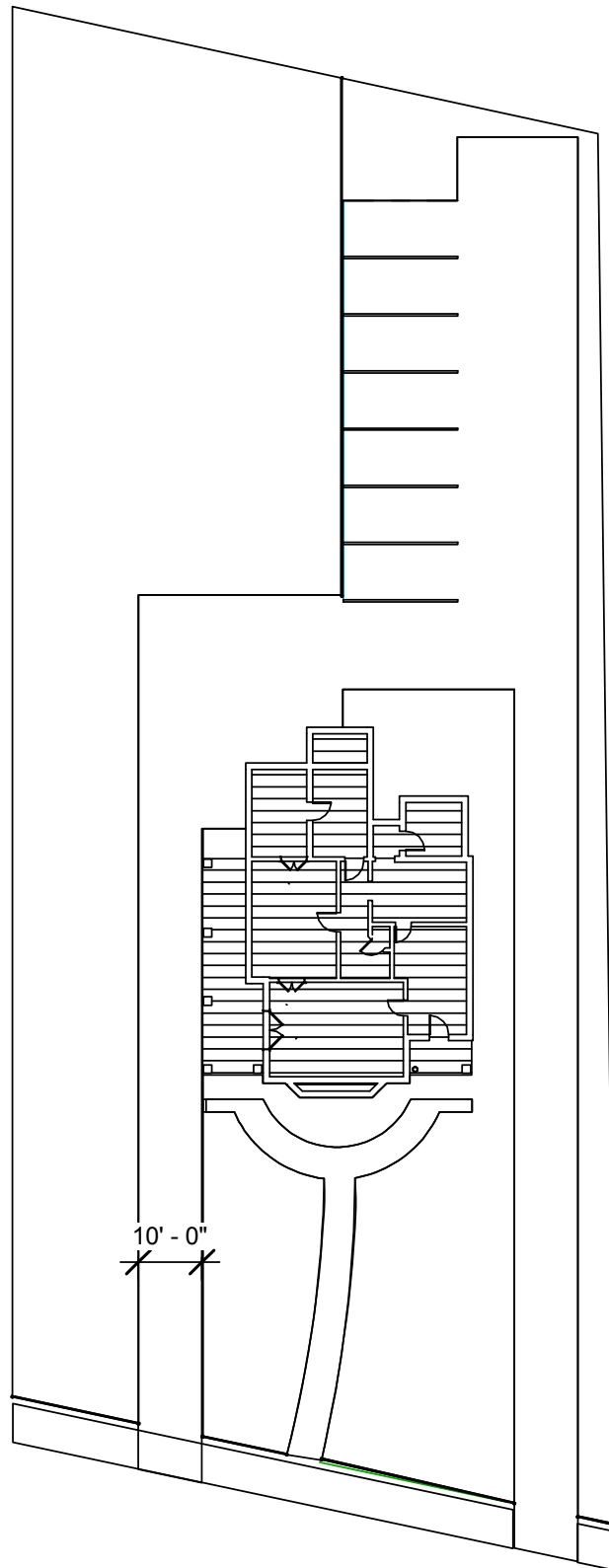
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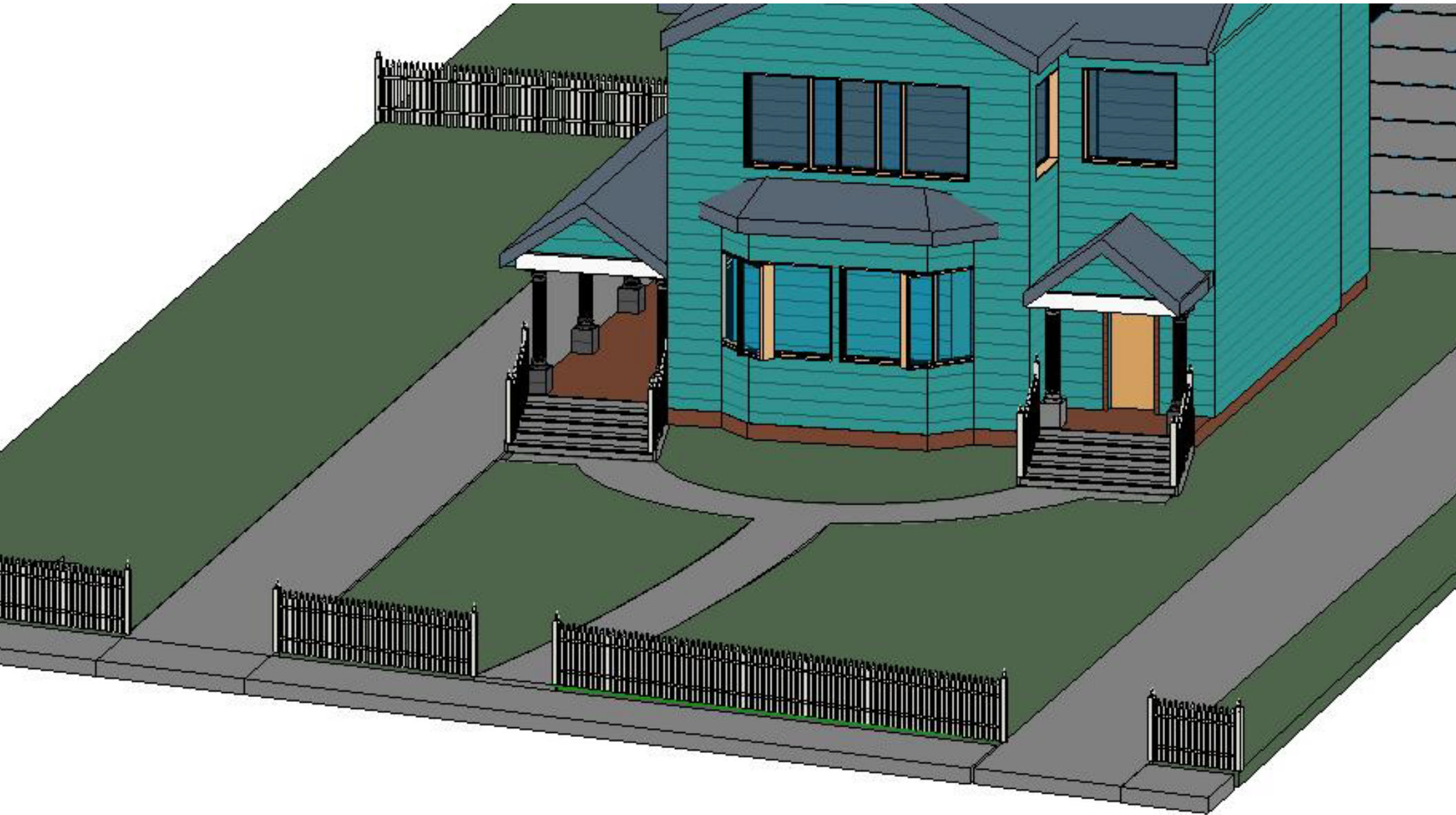
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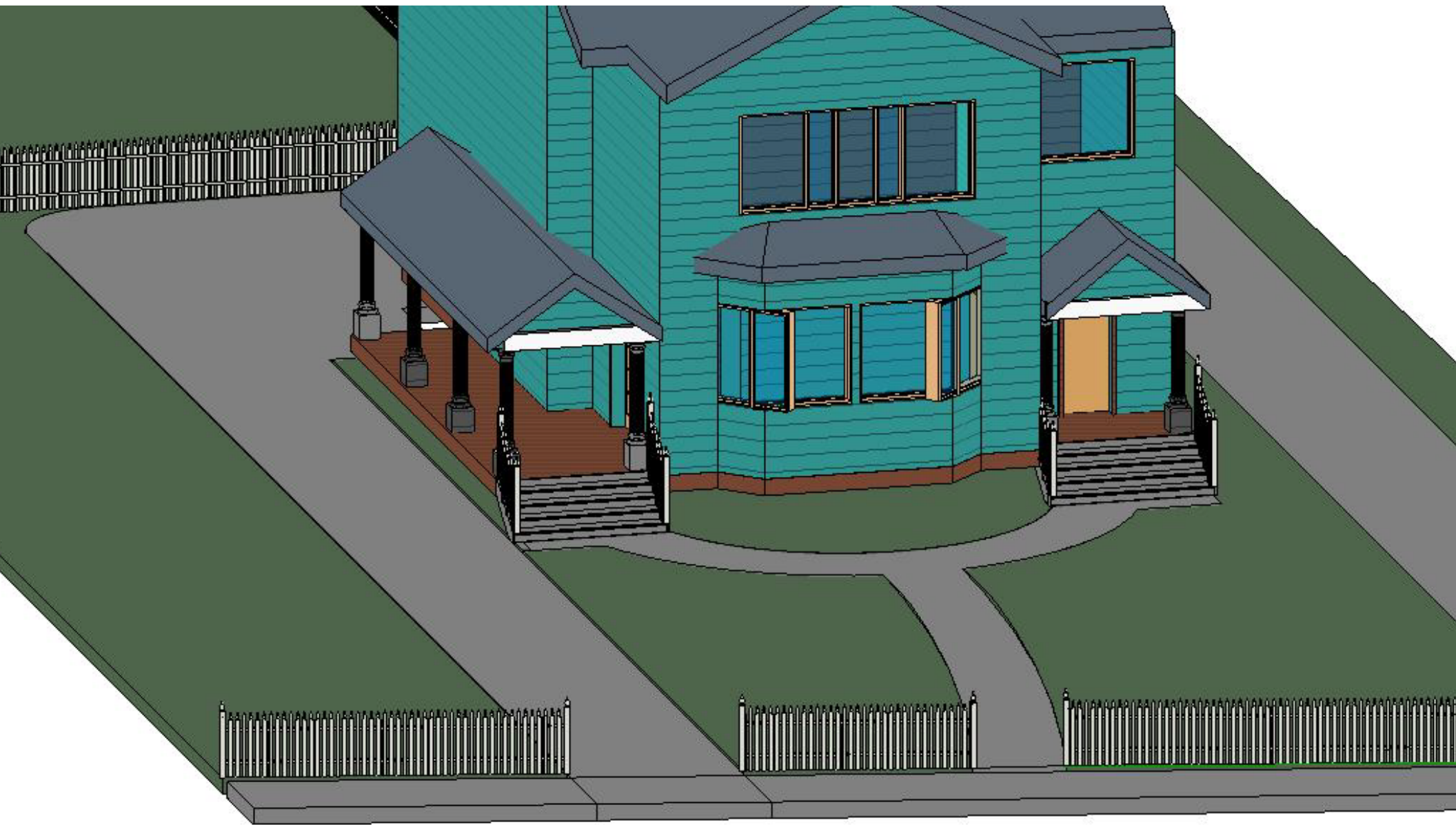
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Proposal





Proposed material: Crushed granite



