

## HISTORIC AND DESIGN REVIEW COMMISSION

June 15, 2016

Agenda Item No: 24

**HDRC CASE NO:** 2016-199  
**ADDRESS:** 127 CALLAGHAN AVE  
**LEGAL DESCRIPTION:** NCB 924 BLK 2 LOT 13 & E 10 FT OF 12  
**ZONING:** RM4 H HS  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** Lavaca Historic District  
**LANDMARK:** Marshall, J F - House  
**APPLICANT:** Irvin Hernandez  
**OWNER:** Penelope Boyer  
**TYPE OF WORK:** Accessory structure installation - shipping container  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to place a new, twenty (20) foot long shipping container in the rear yard behind both the primary historic structure and an accessory structure at 127 Callaghan.

### APPLICABLE CITATIONS:

*Historic Design Guidelines, Chapter 4, Guidelines for New Construction*

#### 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.

### FINDINGS:

- a. **MASSING & FORM** – The applicant has proposed to locate a pre-engineered shipping container in the rear yard at 127 Callaghan to the rear of both the primary historic structure and an accessory structure. According to the Guidelines for New Construction 5.A.i and ii. in regards to accessory structures, the design of accessory structures should be visually subordinate to the primary historic structure in terms of height, massing and form and should feature a footprint of no more than forty (4) percent of that of the primary historic structure. At approximately twenty (20) feet in length, eight (8) feet in width and eight (8) feet in height, the applicant’s proposal is consistent with the Guidelines.
- b. **CHARACTER** – The Guidelines for New Construction 5.A.iii. states that new accessory structures should relate to the period of construction of the primary historic structure through the use of complementary materials and

simplified architectural details. Staff finds that the simple, contemporary features of the proposed structure are appropriate. Staff recommends the applicant paint the shipping container to match the colors of the primary historic structure.

- c. **WINDOWS & DOORS** – According to the Guidelines for New Construction, window and door openings should be similar in design to those found on historic accessory structures in the district or on the primary historic structure in terms of their spacing and proportions. The applicant has proposed four sliding glass doors and narrow horizontally oriented windows that span more than half of the structures rear façade. Given the contemporary, industrial nature of the shipping container, staff finds these openings appropriate given that the applicant match window and door colors with those of the primary historic structure.
- d. **ORIENTATION & SETBACKS** – The applicant has proposed to locate the accessory structure at the rear of the lot set back 18’ – 9” from the west property line. The structure is placed immediately adjacent to the existing accessory structure. Generally, accessory structures in the Lavaca Historic District are located along a side and rear property line. The applicant’s proposal to locate an accessory structure in the rear middle of the lot is not typical and generally is not consistent with the Guidelines in terms of setback from the property line. However, staff finds that this location is appropriate in this situation because the applicant is essentially proposing to place the structure in a way that reads as an addition to the existing accessory structure. Given this relationship to the existing structure, staff finds this placement appropriate.

**RECOMMENDATION:**

Staff recommends approval based on findings a through d with the stipulations that the shipping container, windows and doors feature colors that are matching to those of the primary historic structure.

**CASE MANAGER:**

Edward Hall



## Flex Viewer

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Printed: Jun 03, 2016

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127 Callaghan Ave

Callaghan Ave

Callaghan Ave

Canal St

Canal St

Canal St



Callaghan

Callaghan Ave

Callaghan Ave

127 Callaghan Ave

Canal St

Written Narrative of proposed work

127 Callaghan Ave.

San Antonio, TX 78210

A new 20'x8' shipping container (no dents, new paint,) is proposed to be set on the back of the 160 foot long property. Existing pool house (12 feet tall) will be in front of proposed container (9 feet tall). Container will be painted to match existing residence and interior is to be furred out and finished out with sheetrock and white paint. Per code, plugs and switches will be installed. One A/C window unit is to be installed. Sliding door opening to the pool and one window will be custom made to satisfaction. Space is to be used as an art studio and storage for art tools. Shipping container comes pre-engineered and will be set on concrete columns which will be poured before container is set in place.













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