HISTORIC AND DESIGN REVIEW COMMISSION

March 15, 2017

HDRC CASE NO:	**2017-112**
ADDRESS:	4715 HOWARD ST
LEGAL DESCRIPTION:	NCB 9013 BLK 7 LOT 43 THRU 47
ZONING:	R-4
CITY COUNCIL DIST.:	1
DISTRICT:	Olmos Park Terrace Historic District
APPLICANT:	Joseph Calderoni
OWNER:	Joseph Calderoni
TYPE OF WORK:	Installation of new driveways

REQUEST:

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

1. Install two new gravel driveways.
2. Install concrete approach for the portion of the new driveway that is in the city right-of-way.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

1. Topography
A. TOPOGRAPHIC FEATURES
i. *Historic topography*—Avoid significantly altering the topography of a property (i.e., extensive grading). Do not alter character-defining features such as berms or sloped front lawns that help define the character of the public right-of-way. Maintain the established lawn to help prevent erosion. If turf is replaced over time, new plant materials in these areas should be low-growing and suitable for the prevention of erosion.
ii. *New construction*—Match the historic topography of adjacent lots prevalent along the block face for new construction. Do not excavate raised lots to accommodate additional building height or an additional story for new construction.
iii. *New elements*—Minimize changes in topography resulting from new elements, like driveways and walkways, through appropriate siting and design. New site elements should work with, rather than change, character-defining topography when possible.

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.
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.
C. CURBING

i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.
ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original. Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

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.

FINDINGS:

a. The lot at 4715 Howard Street features a cluster of three structures with varying stylistic features. The primary structure and its detached garage are designed in the Spanish Eclectic style. The third structure is located in the rear of the property and is a simplified shed design. The property is located within the Olmos Park Terrace Historic District.
b. According to the Guidelines for Site Elements, driveway configurations should be historically similar to those found on site in terms of materials, width, and design, and be no wider than 10 feet in width. Driveways of the proposed width are common in the district and staff finds request 1 consistent with these guidelines.
c. Additionally, concrete approaches are common in the district and an element of almost every property along W Mariposa, where the driveway to the third structure is proposed. Staff finds this proposal acceptable.
d. Traditionally, primary driveways in the Olmos Park Terrace Historic District are concrete. While staff finds that gravel is a good, non-permanent solution for secondary driveways, paving materials located at the primary entrance should be high quality and feature compatible materials. The addition of pavers or a more permanent, semi-permeable system would be more appropriate for the front driveway.

RECOMMENDATION:

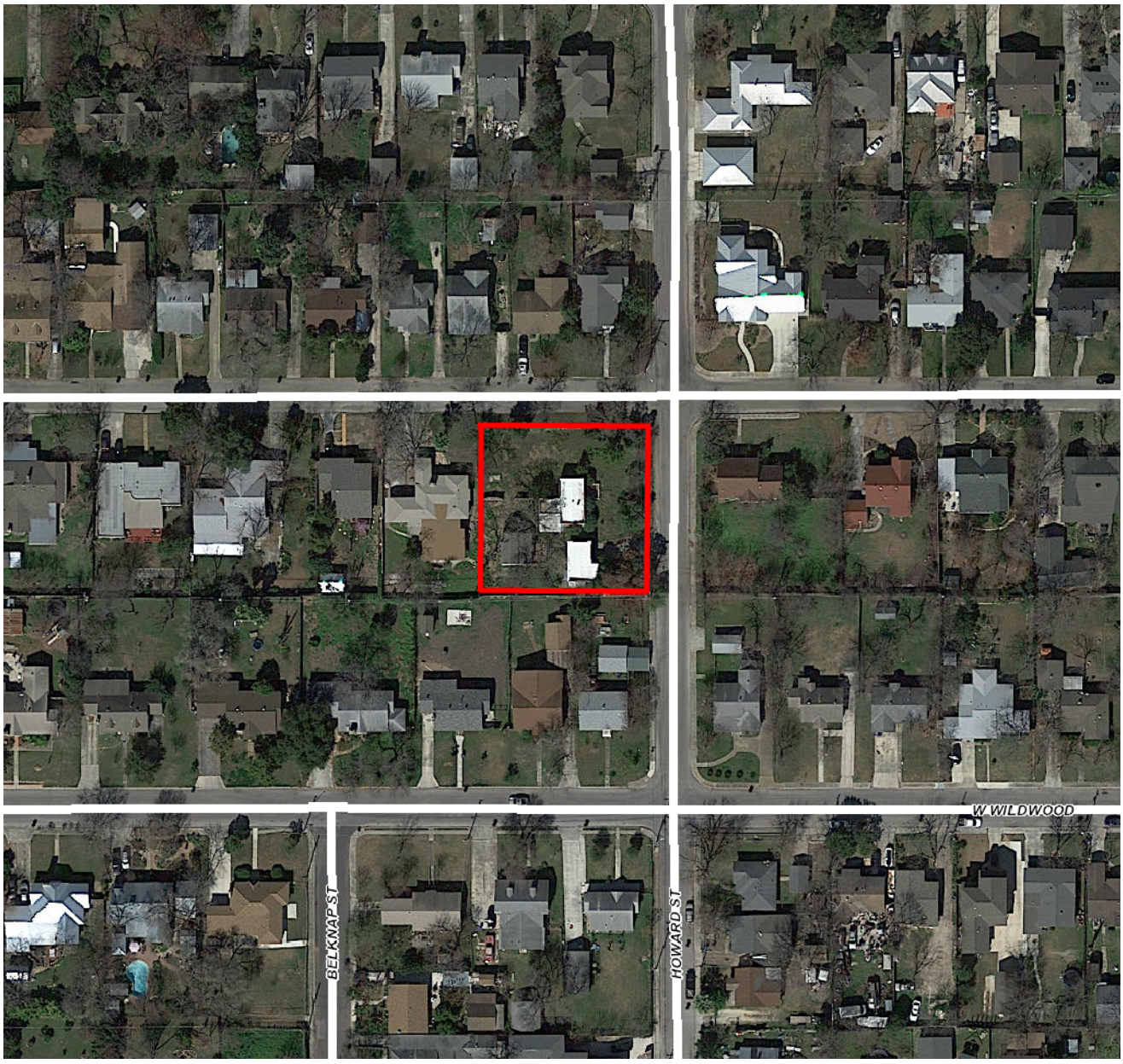
Staff recommends approval based on findings a through d with the stipulation that the primary driveway off Howard St utilizes alternative paving materials instead of the gravel. A proposal for pavers or a similar material may be submitted to staff for approval.

CASE MANAGER:

Stephanie Phillips

CASE NOTES:

- There is a Certificate of Appropriateness on file for 1) repairing existing stucco on primary and secondary structure; 2) replacing rotted siding that cannot be repaired; 3) replacing glass in broken windows; and 4) repairing exterior doors.



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Printed:Mar 09, 2017

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WRITTEN NARRATIVE FOR:
Historic & Design Review Commission Application
Dated 02/10/2017
4715 Howard Street

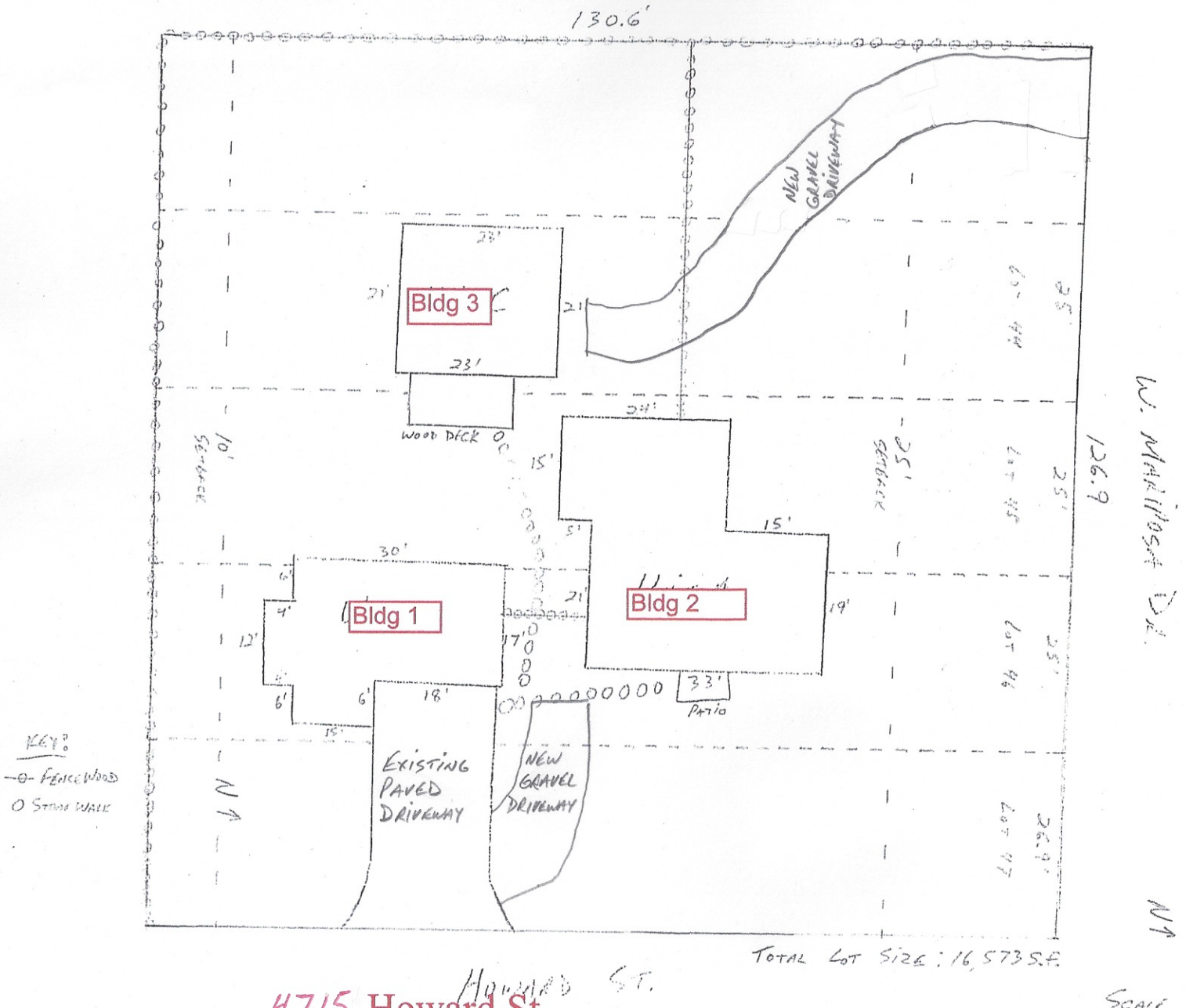
I have already installed two gravel driveways at this property. One is accessible from W. Mariposa Dr. and will provide off street parking for Building #3. The driveway is 10' or less in width. The gravel material used for the driveway is consistent with other driveways in Olmos Park Terrace. Specifically, the driveway consists of 1-1/2" or smaller crushed limestone base. If approved by the commission, I will be getting a permit from the city and installing a 10' wide concrete approach for the portion of the driveway that is in the city right of way (approx. 8' in length from the curb).

The other driveway is accessible from Howard Street and will provide off street parking for Building #2. The same concrete approach that is used for the previously existing driveway that serves Building #1 will be used to access the gravel driveway for Building #2. The existing paved driveway for Buidling #1 is 15' wide and the approach at the widest point where it meets the curb is 19'-10". This provides plenty of width to access the new gravel driveway from the existing paved driveway and not interfere with parking on the existing paved driveway. The material for this new driveway is the same crushed limestone mentioned above and is consistent with other driveway material used in Olmos Park Terrace.

Please see attached pictures and site plan for further explanation.

Parcel Key 172951

4715 HOWARD ST. SITE PLAN



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