HISTORIC AND DESIGN REVIEW COMMISSION

August 02, 2017

HDRC CASE NO:	**2017-378**
ADDRESS:	423 MISSION ST
LEGAL DESCRIPTION:	NCB 946 BLK 2 LOT 24
ZONING:	RM-4,HS
CITY COUNCIL DIST.:	1
DISTRICT:	King William Historic District
LANDMARK:	House
APPLICANT:	Fernando Morales
OWNER:	Pamela McClain
TYPE OF WORK:	Installation of front gravel driveway

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to install a new front yard gravel driveway to be approximately 10-feet wide and 22-feet long. The proposal includes a new concrete curb cut to measure 13'-0" at the base of the apron.

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.

3. Landscape 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.

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.
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.
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:

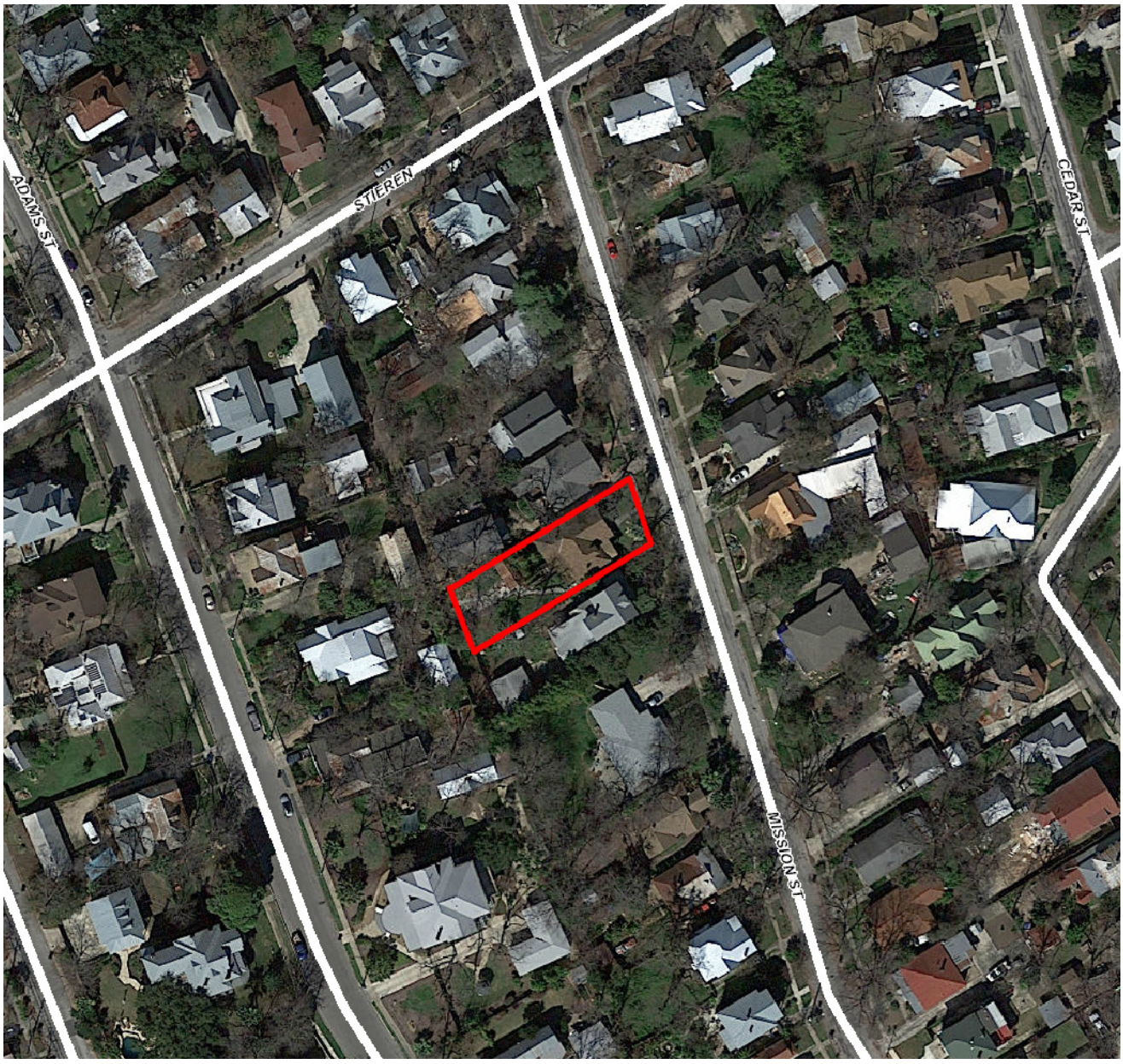
a. The primary structure located at 423 Mission St is a 1-story single family brick home constructed in approximately 1910. The home is designed in the Queen Anne style with Neoclassical elements, and and features a pedimented front porch with fluted composite capitals, turned balustrades, and a front door with transoms and sidelights. The house is an individual local landmark and a contributing structure in the King William Historic District. The applicant is requesting approval to install a new front yard gravel driveway and concrete apron.
b. LOCATION AND CONFIGURATION – The applicant has proposed to install a gravel driveway on the southwestern edge of the property. The driveway will be confined to the front yard and will not extend the full depth of the lot due to the placement of the primary structure relative to the property's side lot lines. The driveway will measure 10'-0" in width and 22'-0" in length. According to the Historic Design Guidelines, new site elements should work with the existing character-defining topography. Driveways should be limited to 10 feet in width to maintain consistency with historic driveway configurations. The proposed width and location of the driveway is consistent with historic locations on nearby blocks and the within the district, including its confinement to the front yard only and its materiality. Additionally, its placement will not obscure the character-defining elements of the primary historic structure. Staff finds the proposal consistent with the Guidelines based on site and district-specific considerations.
c. CURB CUT – The proposed driveway will also contain a new curb cut. The curb cut will be poured concrete and measure 13'-5" at its widest point adjacent to the street. The apron will taper to the 10'-0" width of the driveway where it meets the existing sidewalk. According to the Historic Design Guidelines, new curb cuts should not be introduced where historically found; however, curb cuts and aprons of the proposed configuration can be found along this block of Mission St. New or replacement curbing should match the historic curbing configuration of the block and district. Staff finds the proposal consistent with the Guidelines.
d. EXISTING TREES – The driveway will be poured between three existing trees on the property. Two are directly adjacent to the side lot line, and a palm tree is located approximately 15 feet from the side lot line. According to Guideline 3.D.i, existing mature and heritage trees should be preserved. The location of the driveway will not require the removal of any of these trees. Staff finds the proposal consistent with the Guidelines.

RECOMMENDATION:

Staff recommends approval based on findings a through d.

CASE MANAGER:

Stephanie Phillips



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Flex Viewer

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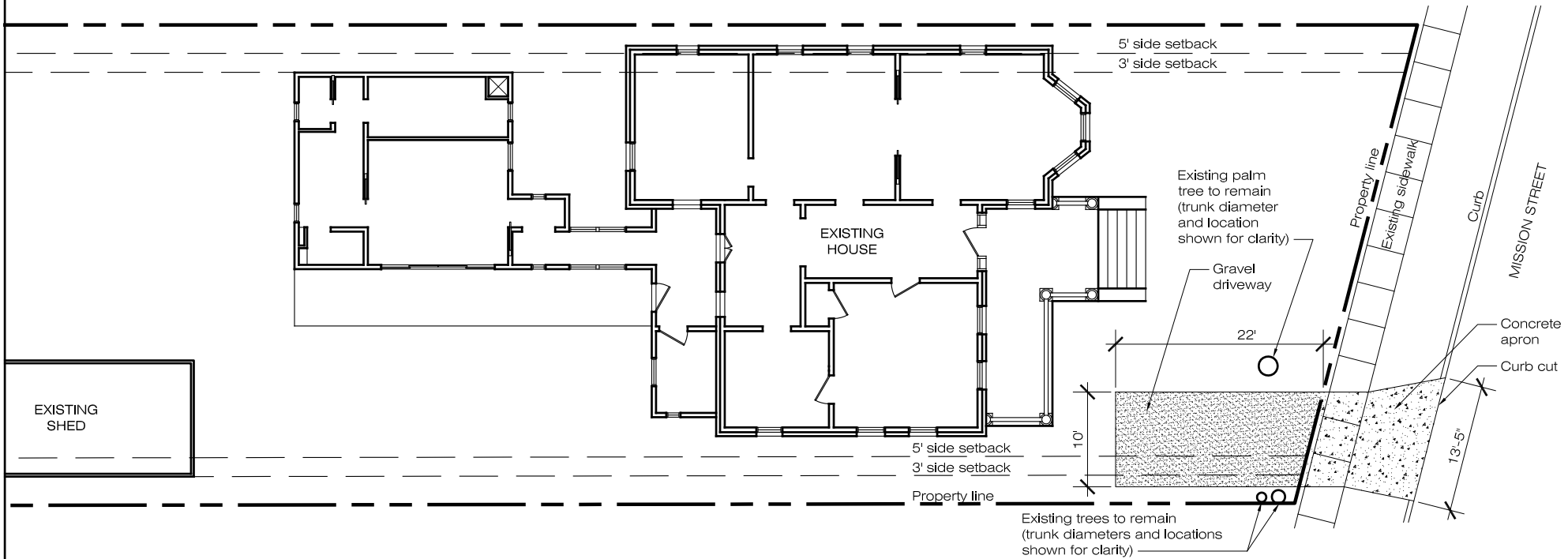
Printed:Jul 23, 2017


CITY of SAN ANTONIO
NOTICE of HEARING
HISTORIC & DESIGN
REVIEW COMMISSION
ADDRESS:
REQUEST:
HEARING DATE: 201 Time: 3:00 PM
FOR MORE INFORMATION CONTACT
(210) 207-0035
ALL HDRC MEETINGS TAKE PLACE AT 1901 S. ALAMO
423
ADT



1 SITE PLAN
Scale: 1/16"=1'-0"

Project:

Mission Street Residence

423 Mission St.

San Antonio, TX 78210

Candid Rogers Architect, LLC
215-1 Groveton Street
San Antonio, TX 78210
Office: 210.444.1051
candid@candidstudio.net

Sheet:

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Figure 1: 423 Mission St. - Address requesting new driveway approval. New drive would be at left of image between palm tree and property line.

Figure 2: 417 Mission St. - Neighbor to the north of 423 Mission St. Example of tight side yard drive not providing full access to rear of lot.

Figure 3: 611 Mission St. - Example of side yard drive that, functionally, is really only a front yard drive due to protrusion of house into drive path.

Figure 4: 515 Mission St. - Example of side yard drive that, functionally, is only a front yard drive due to fence blocking path to rear.

Figure 5: 320 Cedar St. - Example of front yard parking in neighborhood.

Figure 6: 308 Cedar St. - Example of front yard parking. Driveway is partially in front does not reside entirely within side yard and does not provide access to rear.

Figure 7: 209 Cedar St. - Example of front yard driveway. Driveway does not reside in side yard and does not provide access to rear.