

HISTORIC AND DESIGN REVIEW COMMISSION

August 02, 2017

HDRC CASE NO: 2017-380
ADDRESS: 220 PEREIDA ST
LEGAL DESCRIPTION: NCB 948 BLK 4 LOT 3
ZONING: RM-4,HS
CITY COUNCIL DIST.: 1
DISTRICT: King William Historic District
LANDMARK: Holtz House
APPLICANT: Carlos Quintenilla
OWNER: Amanda Strickland
TYPE OF WORK: Installation of new concrete driveway
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to pour a new solid concrete driveway to measure 9'-8" in width and 22'-0" in length.

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 220 Pereida St is a 1-story single family home constructed in approximately 1910. The home is designed in the Craftsman style and features a primary hipped roof with deep overhanging eaves and exposed rafter tails, a central gable on the symmetrical front façade, deep front porch with square columns, 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 pave the existing front yard gravel driveway with concrete.
- b. **LOCATION** – The applicant has proposed to install a concrete driveway where a gravel driveway currently exists. The driveway will be confined to the front yard and will not extend the full depth of the lot. The driveway will measure 9’-8” 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 the block, as evidenced by the presence of gravelly driveways along the block. Staff finds the location consistent with the Guidelines.
- c. **MATERIAL AND CONFIGURATION** – The applicant has proposed to construct the driveway of solid poured concrete. The color and finish will match the existing concrete apron. According to the Historic Design Guidelines, new driveways should incorporate a similar configuration—materials, width, and design—to that historically found on the site. On this block of Pereida between S St Marys and Cedar St, none of the driveways of the historic residential properties are paved. There is precedent on surrounding blocks for historic ribbon driveways. Based on the fact that none of the driveways on this block have been paved by impervious coverage, and that there is precedent for ribbon driveways historically in the vicinity, a solid driveway of impervious material should be avoided. Staff does not find the proposal as submitted consistent with the Guidelines.

RECOMMENDATION:

Staff recommends approval based on findings a through c with the stipulation that the applicant install a ribbon driveway with either grass or gravel between the two concrete ribbons as noted in finding c.

CASE MANAGER:

Stephanie Phillips



Flex Viewer

Powered by ArcGIS Server

Printed: Jul 23, 2017

The City of San Antonio does not guarantee the accuracy, adequacy, completeness or usefulness of any information. The City does not warrant the completeness, timeliness, or positional, thematic, and attribute accuracy of the GIS data. The GIS data, cartographic products, and associated applications are not legal representations of the depicted data. Information shown on these maps is derived from public records that are constantly undergoing revision. Under no circumstances should GIS-derived products be used for final design purposes. The City provides this information on an "as is" basis without warranty of any kind, express or implied, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.



220 Pereida Street

Pereida St

Pereida St

Pereida St

Cedar St

Cedar St

Massey St

Pereida St

FAMILY DOLLAR

Casa
San Antonio
Independent



220

CITY OF SAN ANTONIO
NOTICE OF HEARING
HISTORIC & DESIGN
REVIEW COMMISSION
ADDRESS: 220 FAIR LA
REQUEST: PAVING OF DRIVEWAY
HEARING DATE: WEDNESDAY, 2018, 11/14 Time: 3:00 PM
FOR MORE INFORMATION CONTACT:
(210) 207-0035
ALL HDRC MEETINGS TAKE PLACE AT 1801 S. ALAMO











