

HISTORIC AND DESIGN REVIEW COMMISSION

February 07, 2018

HDRC CASE NO: 2018-006
ADDRESS: 16 LEDGE LANE
LEGAL DESCRIPTION: NCB 3094 BLK 10 LOT 21
ZONING: R-4 H
CITY COUNCIL DIST.: 1
DISTRICT: Monte Vista Historic District
APPLICANT: Albert Encinia
OWNER: Patrick O'Neill
TYPE OF WORK: Construction of a carport, driveway modifications
APPLICATION RECEIVED: January 24, 2018
60-DAY REVIEW: March 25, 2018
REQUEST:

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

1. Construct a new carport with a footprint measuring approximately 300 square feet.
2. Remove an existing concrete driveway and install a new concrete driveway in a modified configuration. The driveway will maintain the original apron width and will measure a width of twelve feet towards the rear of the lot.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Building and Entrance Orientation

A. FAÇADE ORIENTATION

- i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
- ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.

B. ENTRANCES

- i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

3. Materials and Textures

A. NEW MATERIALS

- i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.
- ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.
- iii. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.
- iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.
- v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

B. REUSE OF HISTORIC MATERIALS

Salvaged materials—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

4. Architectural Details

A. GENERAL

- i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.
- ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
- iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

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 principal 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.

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.
- iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.
- 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.

FINDINGS:

- a. The primary structure located at 16 Ledge Lane is 1-story single family home constructed in 1940 in the Colonial Revival style. The structure is contributing to the Monte Vista Historic District.
- b. **FOOTPRINT** – The applicant has proposed to construct a carport at the southwestern edge of the property. The overall footprint of the structure is approximately 25'-0" by 12'-0" for a total of 300 square feet. The Historic Design Guidelines for New Construction stipulate that new outbuildings should be less than 40% the size of the primary structure in plan. Staff finds the proposal consistent with the Guidelines.
- c. **ORIENTATION AND SETBACK** – The applicant has proposed to orient the new accessory structure at an angle towards the street. Guidelines 5.B.i and 5.B.ii for new construction stipulate that new garages and outbuildings should follow the historic orientation and setbacks common in the district. While this lot features an irregular shape, staff generally finds the proposal for orientation consistent with the Guidelines. The rear setback also appears to be consistent with historic precedents in the Monte Vista Historic District, but the drawings indicate the setbacks as approximate. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- d. **SCALE AND MASS** – The applicant has proposed a 1-story carport with a hipped roof. The structure will measure approximately 14 feet from ground level to the top of the ridgeline. The Historic Design Guidelines state that new construction should be consistent with the height and overall scale of nearby historic buildings and rear accessory structures. Staff finds the scale and mass consistent with the Guidelines.
- e. **ROOF** – The proposed carport will feature a hipped roof form with composition shingles to match the primary historic structure. Staff finds this appropriate.
- f. **MATERIALS** – The proposed carport structure will feature six simple wood posts. The posts will measure 4x6 and will feature metal bases. According to the Historic Design Guidelines, new construction should feature materials that are reflective of the primary historic structure and the district. Staff finds the proposal consistent with the Guidelines.
- g. **ARCHITECTURAL DETAILS** – Generally, new buildings in historic districts should be designed to reflect their time while representing the historic context of the district. Architectural details should also not visually compete with the historic structure. Staff finds the proposal consistent with the Guidelines.
- h. **DRIVEWAY MODIFICATIONS** – The applicant has proposed to modify the driveway configuration. The original configuration featured a concrete driveway terminating at the front of the historic structure, which originally led to a one stall garage according to the applicant. This stall was enclosed to create new conditioned interior space some time ago. The new driveway configuration will maintain the width and materiality of the driveway, but will angle towards the southwestern edge of the property. The width is proposed to be twelve feet beyond the bend. According to the Historic Design Guidelines, changes in topography resulting from new elements, like driveways, should be minimized through appropriate siting and design. New site elements should

work with, rather than change, character-defining topography when possible. New driveways should also follow historic precedents. This street is unique relative to many others in the Monte Vista Historic District, as it features a steep slope and driveway aprons that are significantly wider than 10 feet in width. The lot is also irregularly shaped. The driveway addition will not bring the total impervious coverage of the lot to over 50% and will not require the removal of significant landscaping, including trees. Additionally, the proposal is more appropriate than the original configuration, as parking in front of a historic structure is not recommended by the Guidelines. Staff finds the proposal acceptable given these site and context-specific considerations.

RECOMMENDATION:

Staff recommends approval as submitted based on findings a through h.

CASE MANAGER:

Stephanie Phillips

CASE COMMENTS:

The driveway modifications occurred prior to obtaining a Certificate of Appropriateness.



Flex Viewer

Powered by ArcGIS Server

Printed: Jan 09, 2018

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Project Description H.D.R.C Case No: 2018-006

The proposed carport aims to shade and protect one vehicles on an existing concrete driveway in the front side yard of 16 Ledge Ln. The proposed carport will be visible from the street.

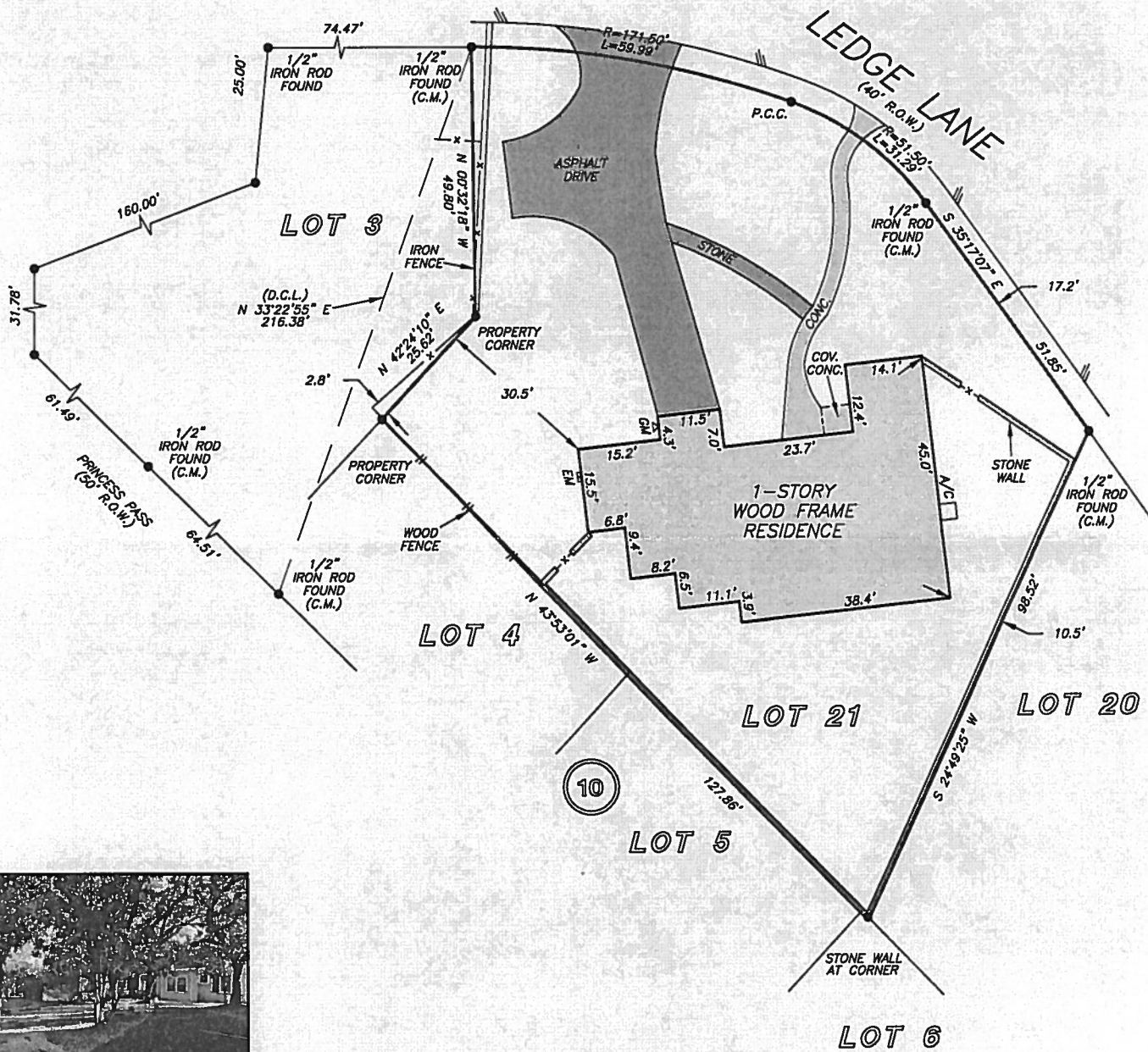
The existing driveway accommodates one vehicle in width and one in depth (see photos). The proposed carport will be located at the northern end of the driveway. It will span the same width as the driveway (10 feet), but will cover only one car in depth (25 feet). No major changes will be made to the drive way besides those necessary for the foundation of the posts of the carport. The height of the structure will meet that if the carport of the house south of the property (approximately 9 feet).

The carport will be a wood structure, with wood posts beams. The roof will be made to maintain the same roofing aesthetic as the existing house.

GF NO. 17029035846 STEWART TITLE
ADDRESS: 16 LEDGE LANE
SAN ANTONIO, TEXAS 78212
BORROWER: PATRICK M. O'NEILL AND
BARBARA N. O'NEILL

LOT 21, BLOCK 10
NEW CITY BLOCK 3094
LAUREL HEIGHTS TERRACE
CITY OF SAN ANTONIO, BEXAR COUNTY, TEXAS
ACCORDING TO THE MAP OR PLAT THEREOF RECORDED
IN VOLUME 105, PAGE 170, DEED AND PLAT RECORDS
OF BEXAR COUNTY, TEXAS

SCALE: 1" = 30'



THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD PLAIN AS PER FIRM
PANEL NO. 48029C 0405 G
MAP REVISION: 09/29/2010
ZONE X
BASED ONLY ON VISUAL EXAMINATION OF MAPS.
INACCURACIES OF FEMA MAPS PREVENT EXACT
DETERMINATION WITHOUT DETAILED FIELD STUDY

A SUBSURFACE INVESTIGATION
WAS BEYOND THE SCOPE OF THIS SURVEY

D.C.L. = DIRECTIONAL CONTROL LINE
RECORD BEARING: VOL. 105, PG. 170, B.C.D.P.R.

DRAWN BY: AC

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE
ON THE GROUND, THAT THIS PLAT CORRECTLY
REPRESENTS THE FACTS FOUND AT THE
TIME OF SURVEY AND THAT THERE ARE NO
ENCROACHMENTS APPARENT ON THE GROUND,
EXCEPT AS SHOWN HEREON. THIS SURVEY IS
CERTIFIED FOR THIS TRANSACTION ONLY AND
ABSTRACTING TITLE COMMITMENT WAS RELIED
UPON IN PREPARATION OF THIS SURVEY.

GEORGE GALE
PROFESSIONAL LAND SURVEYOR
NO. 4678
JOB NO. SA2017-01201
FEBRUARY 20, 2017



KWSAN ANTONIO
KELLER WILLIAMS REALTY

MARSHALL O'NEILL
830-491-9537



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FAX 281-496-1867

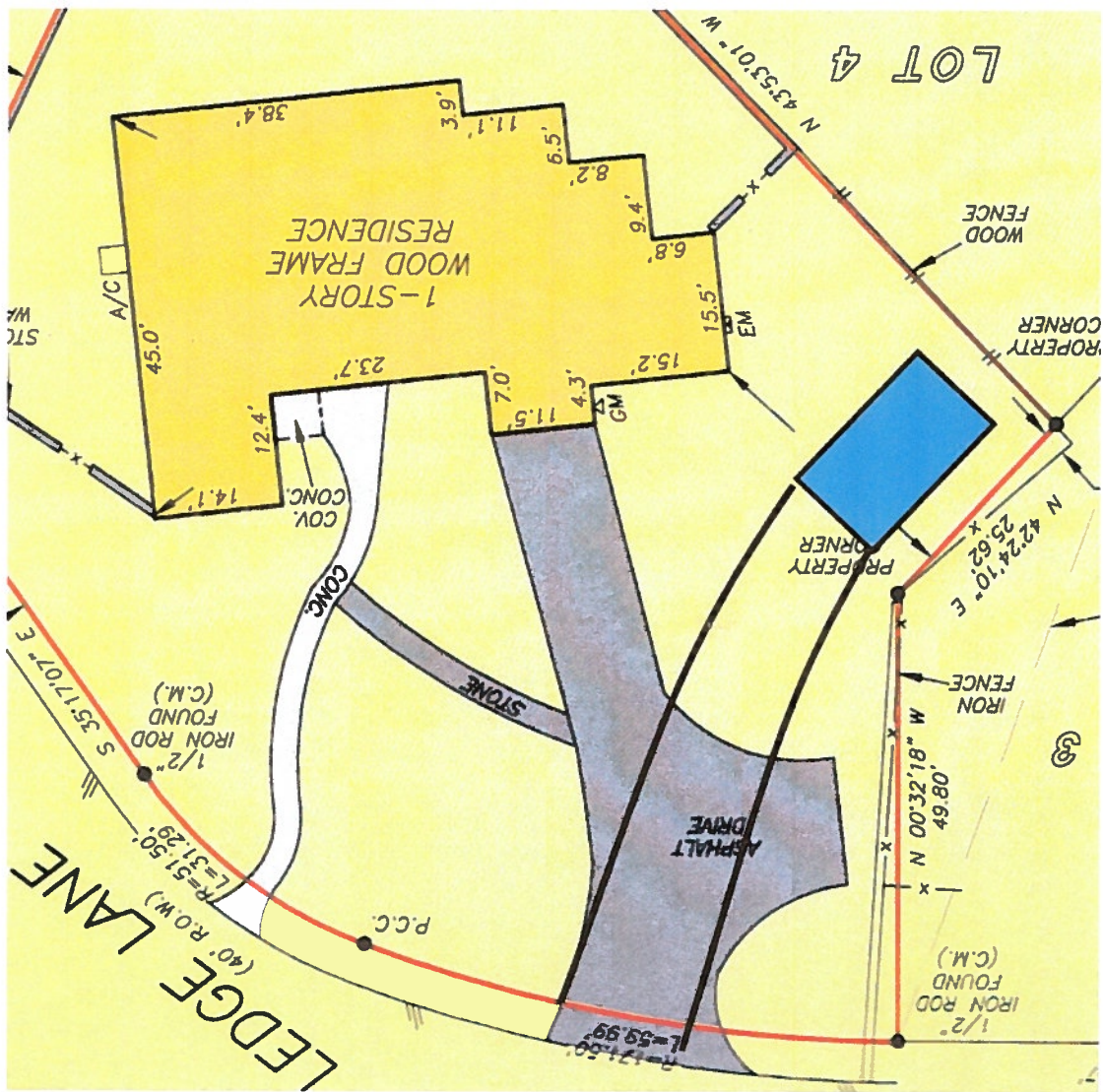
210-829-4941

FAX 210-829-1555

950 THREADNEEDLE STREET SUITE 150 HOUSTON, TEXAS 77079

1777 NE LOOP 410 SUITE 600 SAN ANTONIO, TEXAS 78217

FIRM NO. 10063700



PLOT PLAN FOR BUILDING PERMITS

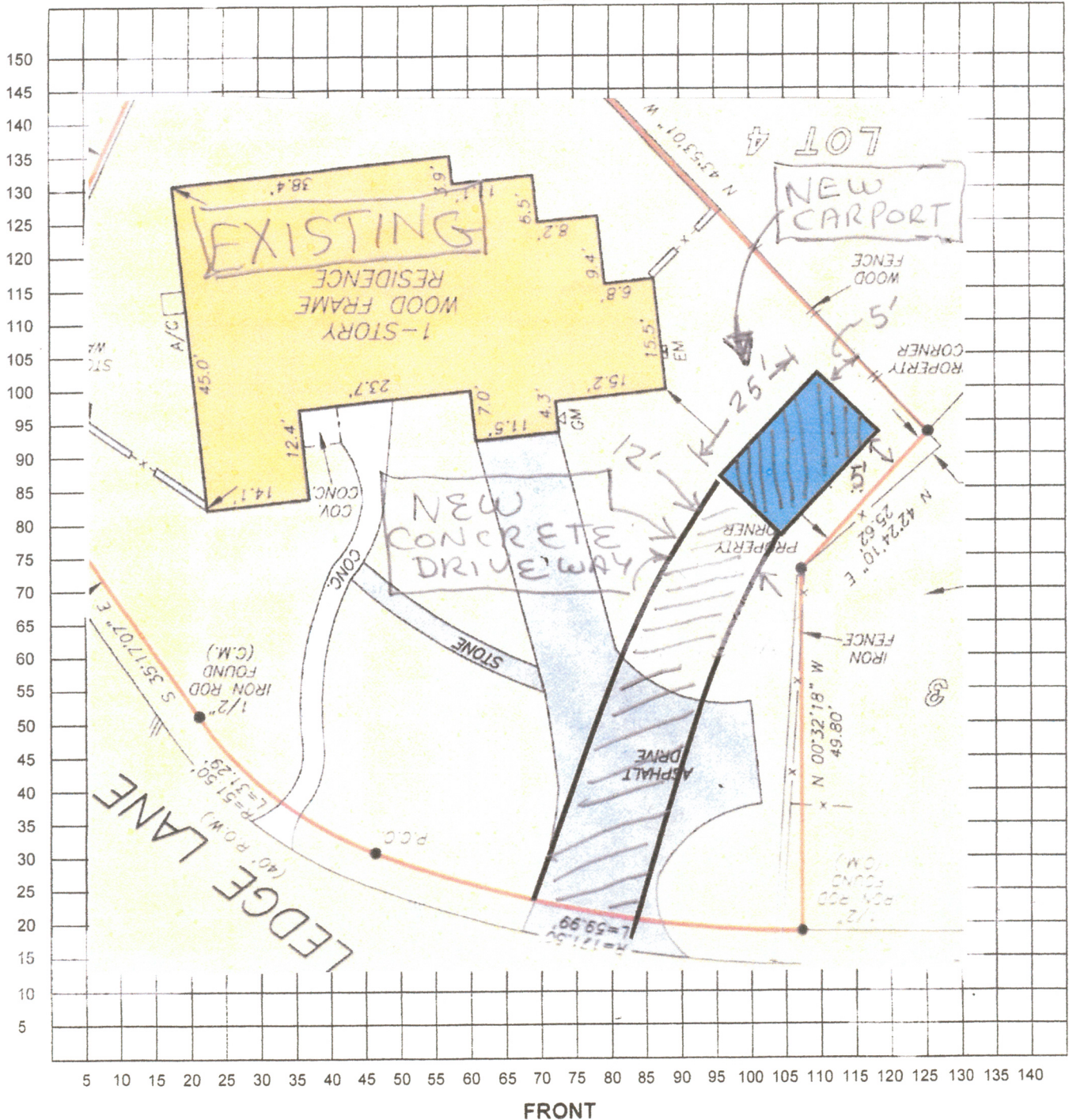
Address: 16 LEDGE LANE

Lot: 21

Block: 10

NCB: 3094

REAR



I certify that the above plot plan shows all improvements on this property and that there will be no construction over easements. I also certify that I will build in compliance with the UDC and the 2015 IRC.

Date: 21 Sept 2017

Signature of Applicant: Pat O'Neill



5 LEFT SIDE ELEVATION SCALE: 1/4" = 1'-0"

A1

MATERIAL SPECIFICATIONS

STRUCTURE

- 1) 4 X 6 PRESSURE TREATED POST
- 2) 2- 2X 12 YELLOW PINE BEAMS WITH PLYWOOD
- 3) METAL POST BASE SITTING ON CONCRETE SLAB
- 4) 25 YEAR SHINGLES