

HISTORIC AND DESIGN REVIEW COMMISSION

November 07, 2018

HDRC CASE NO: 2018-389
ADDRESS: 102 LOVERA BLVD
LEGAL DESCRIPTION: NCB 9006 BLK 14 LOT 38 39 & E 12.5 FT OF 37
ZONING: R-4 H
CITY COUNCIL DIST.: 1
DISTRICT: Olmos Park Terrace Historic District
APPLICANT: Mayes White
OWNER: Mayes White
TYPE OF WORK: Installation of a new curb cut and driveway
APPLICATION RECEIVED: October 24, 2018
60-DAY REVIEW: December 23, 2018
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to install a new 10 foot wide driveway and curb cut in the front yard of 102 Lovera Blvd.

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.

4. Residential Streetscapes

A. PLANTING STRIPS

- i. *Street trees*—Protect and encourage healthy street trees in planting strips. Replace damaged or dead trees with trees of a similar species, size, and growth habit as recommended by the City Arborist.
- ii. *Lawns*—Maintain the use of traditional lawn in planting strips or low plantings where a consistent pattern has been retained along the block frontage. If mulch or gravel beds are used, low-growing plantings should be incorporated into the design.
- iii. *Alternative materials*—Do not introduce impervious hardscape, raised planting beds, or other materials into planting strips where they were not historically found.

B. PARKWAYS AND PLANTED MEDIANS

- i. *Historic plantings*—Maintain the park-like character of historic parkways and planted medians by preserving mature vegetation and retaining historic design elements. Replace damaged or dead plant materials with species of a like size, growth habit, and ornamental characteristics.
- ii. *Hardscape*—Do not introduce new pavers, concrete, or other hardscape materials into parkways and planted medians where they were not historically found.

C. STREET ELEMENTS

- i. *Site elements*—Preserve historic street lights, street markers, roundabouts, and other unique site elements found within the public right-of-way as street improvements and other public works projects are completed over time.
- ii. *Historic paving materials*—Retain historic paving materials, such as brick pavers or colored paving, within the public

right-of-way and repair in place with like materials.

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.

FINDINGS:

- a. The primary structure located at 102 Lovera Blvd is a 1-story single family structure constructed in approximately 1940 in the Minimal Traditional style. The home features a stone façade, a standing seam metal roof, and steel casement windows. The home is contributing to the Olmos Park Terrace Historic District. The property also features a 2-story rear accessory structure with garage access off McCullough Ave. The rear accessory structure is contributing to the Olmos Park Terrace Historic District.
- b. CURB CUT AND DRIVEWAY EXPANSION – The applicant has proposed to install a new concrete driveway and curb cut to accommodate front yard parking. The new driveway will be installed directly adjacent to the neighbor’s driveway to the east. According to the Historic Design Guidelines, historic driveways were typically no larger than 10 feet in width. The Guidelines also state that new curb cuts and driveways should not disrupt the continuity of the streetscape and should follow the driveway development pattern that characterizes the street and the district. The proposed new curb cut and driveway are a significant departure from residential front yard configurations in the Olmos Park Terrace Historic District. Typically in the district, corner lots feature rear parking with access to a rear accessory structure. This is the current parking configuration of 102 Lovera Blvd. There is no evidence of the proposed front parking configuration in the district when rear parking present off a side street. Staff does not find the proposal consistent with the Guidelines.

RECOMMENDATION:

Staff does not recommend approval based on findings a through b.

CASE MANAGER:

Stephanie Phillips



Flex Viewer

Powered by ArcGIS Server

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McCullough Ave

