

HISTORIC AND DESIGN REVIEW COMMISSION

May 01, 2019

HDRC CASE NO: 2019-169
ADDRESS: 314 E ROSEWOOD AVE
LEGAL DESCRIPTION: NCB 6728 BLK 4 LOT 35, 36 AND 37
ZONING: MF-33,H
CITY COUNCIL DIST.: 1
DISTRICT: Monte Vista Historic District
APPLICANT: Gordon Lee/Exxell Exxteriors
OWNER: Michael White
TYPE OF WORK: Construction of two rear accessory structures
APPLICATION RECEIVED: March 27, 2019
60-DAY REVIEW: May 26, 2019
CASE MANAGER: Stephanie Phillips
REQUEST:

The applicant is requesting conceptual approval to:

1. Construct a 1-story rear garage and storage structure to be accessed from E Hollywood Ave.
2. Construct a 1-story rear carport to be accessed from E Hollywood Ave.

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.

2. Building Massing and Form

A. SCALE AND MASS

- i. *Similar height and scale*—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
- ii. *Transitions*—Utilize step-downs in building height, wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
- iii. *Foundation and floor heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.

B. ROOF FORM

- i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.

C. RELATIONSHIP OF SOLIDS TO VOIDS

- i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be

considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. *Façade configuration*—The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

D. LOT COVERAGE

i. *Building to lot ratio*—New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

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.

FINDINGS:

- a. The structure located at 314 E Rosewood Ave is a 1-story home constructed in 1927 in the Tudor Revival style. The structure was designed by the Bugsby Building Corporation. The home features many elements that are characteristic of the Tudor Revival style, including decorative vergeboarding in the gables, arched openings, and a stone façade. The house is a contributing structure in the Monte Vista Historic District. The property also includes a rear accessory structure constructed in 1927 as maids quarters that is also contributing to the district. The applicant is requesting approval to construct a rear accessory structure to be used as a garage and carport. The structure will be accessed from E Hollywood Ave.
- b. Conceptual approval is the review of general design ideas and principles (such as scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness for final approval.
- c. GARAGE: FOOTPRINT – The applicant has proposed to construct a new 1-story garage structure in the rear of the lot. The garage will be accessed off of E Hollywood Ave. 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.
- d. GARAGE: ORIENTATION AND SETBACK – The applicant has proposed to orient the new accessory structure towards E Hollywood Ave, which functions as a street alley. 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. Staff finds the proposal for orientation consistent with the Guidelines. The rear setback is also consistent with historic precedents in the Monte Vista Historic District. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- e. GARAGE: SCALE & MASS – The applicant has proposed a 1-story garage structure with a gable roof. The structure will measure approximately fifteen feet in height. 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. The scale of the proposed structure does not impact or visually compete with primary structure on the lot or nearby historic structures, and will visually match the height of other garage structures along E Hollywood Ave. Staff finds the proposal consistent with the Guidelines.
- f. GARAGE: ROOF – The applicant has proposed a gable roof form for the structure. The roof will be constructed of shingles to closely match the materiality of the primary structure. Staff finds the proposal appropriate.
- g. GARAGE: MATERIALS – The Guidelines for New Construction state that materials should complement the type, color, and texture of those found in the historic district. The primary façade materials are not indicated in the application. The applicant has indicated that an existing non-original stone wall will be reused to frame the sides of the garage and that additional stone will be used to partially reconstruct the wall in a different location. Staff generally finds this approach consistent but requires all material information for final approval.
- h. GARAGE: FENESTRATION – The applicant has proposed several openings on the proposed garage structure, including an overhead garage door facing E Hollywood Ave and several openings on the west façade towards the interior of the lot. Based on the conceptual sketches, the openings appear to be generally proportionate and consistent with the Guidelines. However, staff finds that the long blank facade on the east (left) elevation is not consistent with the Guidelines. Staff finds that fenestration should be added to this elevation to be more in keeping with fenestration patterns in the district.
- i. GARAGE: 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.
- j. CARPORT: FOOTPRINT – The applicant has proposed to construct a new 1-story carport structure in the rear of the lot to match the footprint of an existing concrete pad. The carport will measure approximately 360 square feet and will be accessed off of E Hollywood Ave. 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.

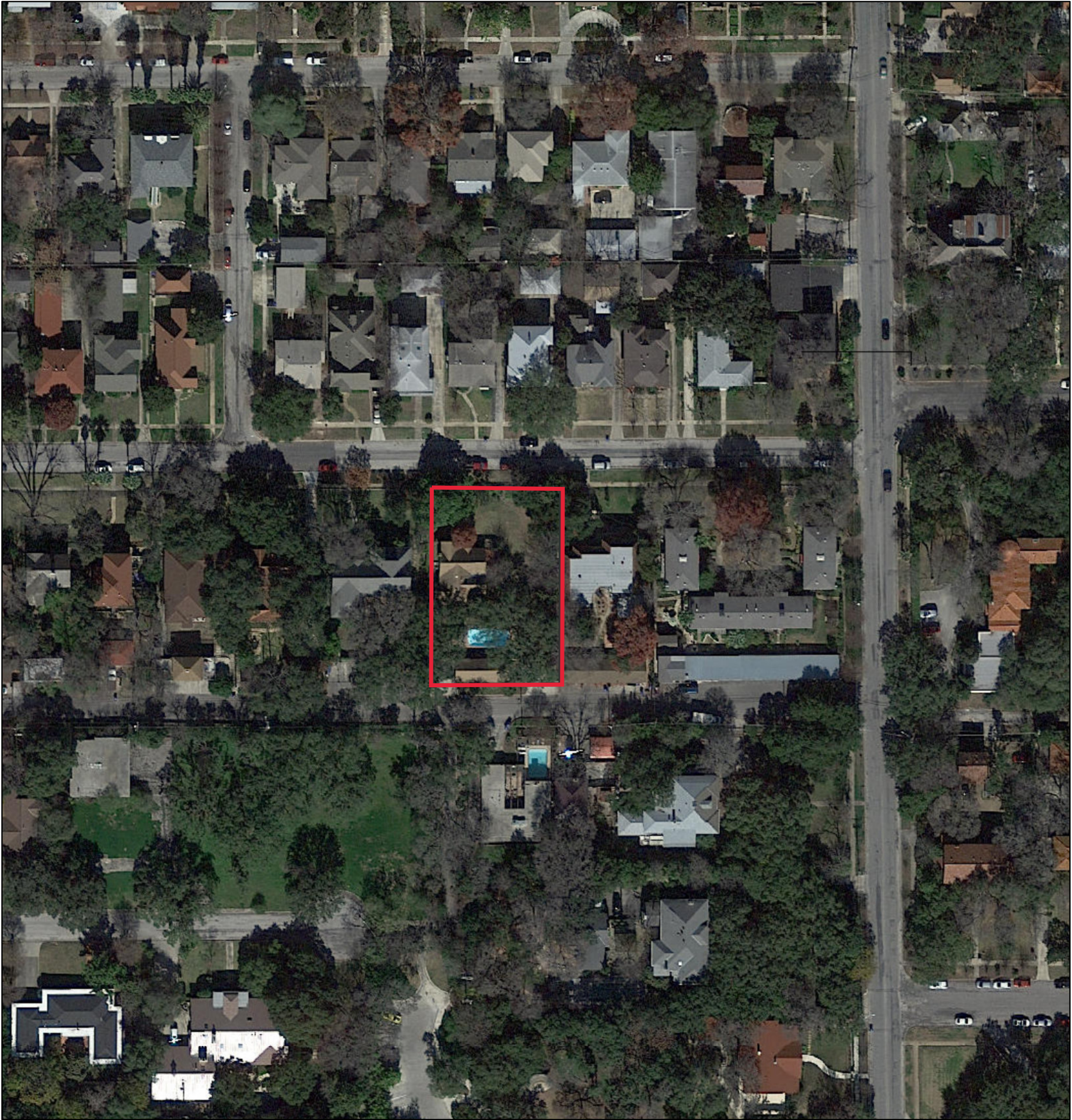
- k. CARPORT: ORIENTATION AND SETBACK – The applicant has proposed to orient the new carport structure towards E Hollywood Ave, which functions as a street alley. Guidelines 5.B.i and 5.B.ii for new construction stipulate that new garages and outbuildings should follow the historic orientation and setbacks common in the district. Staff finds the proposal for orientation consistent with the Guidelines. The rear setback is also consistent with historic precedents in the Monte Vista Historic District. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- l. CARPORT: SCALE & MASS – The applicant has proposed a 1-story carport structure with a gable roof. The structure will measure approximately fifteen feet in height. 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. The scale of the proposed structure does not impact or visually compete with primary structure on the lot or nearby historic structures, and will visually match the height of other garage structures along E Hollywood Ave. Staff finds the proposal consistent with the Guidelines.
- m. CARPORT: ROOF – The applicant has proposed a gable roof form for the structure with a decorative gable detail. The roof will be constructed of shingles to closely match the materiality of the primary structure. Staff finds the proposal appropriate.
- n. CARPORT: MATERIALS –The Guidelines for New Construction state that materials should complement the type, color, and texture of those found in the historic district. The primary façade materials are not indicated in the application. Staff requires all material information for final approval.
- o. CARPORT: 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.

RECOMMENDATION:

Staff recommends conceptual approval based on findings a through o with the following stipulation:

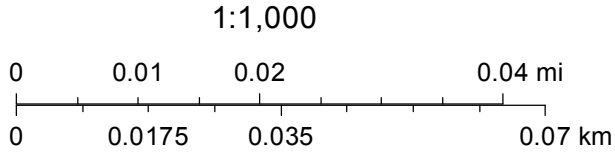
- i. That the applicant integrates fenestration on the left elevation of the proposed garage structure as noted in finding h.
- ii. That the applicant provides a final and comprehensive site plan for final approval. The site plan should clearly indicate the locations of both proposed rear structures relative to existing lot lines and other existing structures.
- iii. That the applicant submits final construction drawings for final approval that clearly indicate final dimensions and material specifications.
- iv. That the applicant provides final door and window specifications for final approval. The doors should be wood and the windows should meet the following stipulations: Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening.
- v. That the applicant meets all setback standards as required by city zoning requirements, and obtains a variance from the Board of Adjustment, if applicable.

City of San Antonio One Stop



April 23, 2019

— User drawn lines



Description of the project at 314 E. Rosewood Ave., San Antonio, TX 78212

Build a stand alone two car garage at the left rear of the property. The design will be consistent with the existing structure and will incorporate some salvaged materials to further aide in the historic appearance.

The garage will be 20' X 22' and the height will be consistent with the surrounding buildings. It will have a single 16' X 8' roll up door for car entry and a standard 36" exterior door toward the back of the garage for access.

The existing stone wall will be used to frame the sides around the garage door and a secondary stone wall will rebuilt to meet the garage just in front of the rear door.

The concrete pad will be raised to eliminate water entry.

Behind but attached to the garage will be a storage area of 10' X 15' and a workout area of 17' X 15'. The storage room can be accessed from the garage but each will have entry doors.

The storage and workout rooms will be narrower in width to insure proper offset from an existing tree.

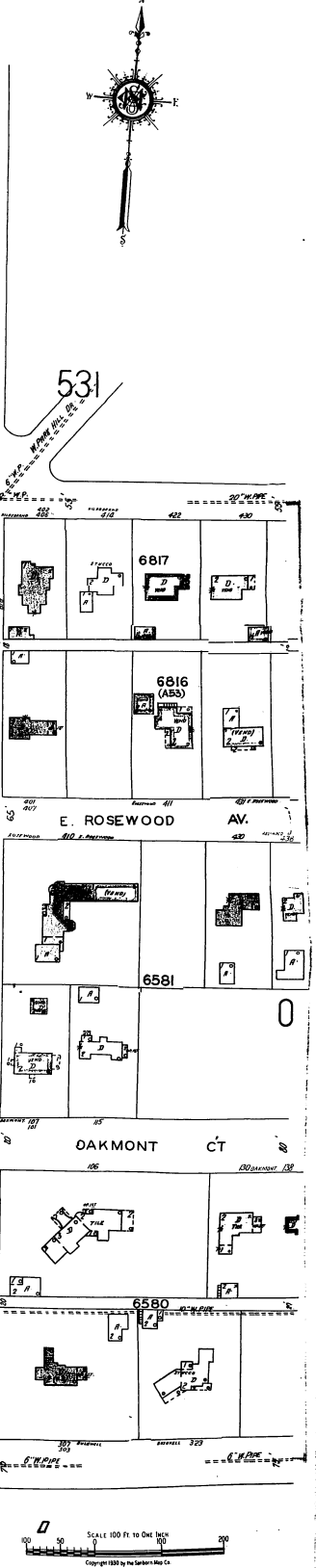
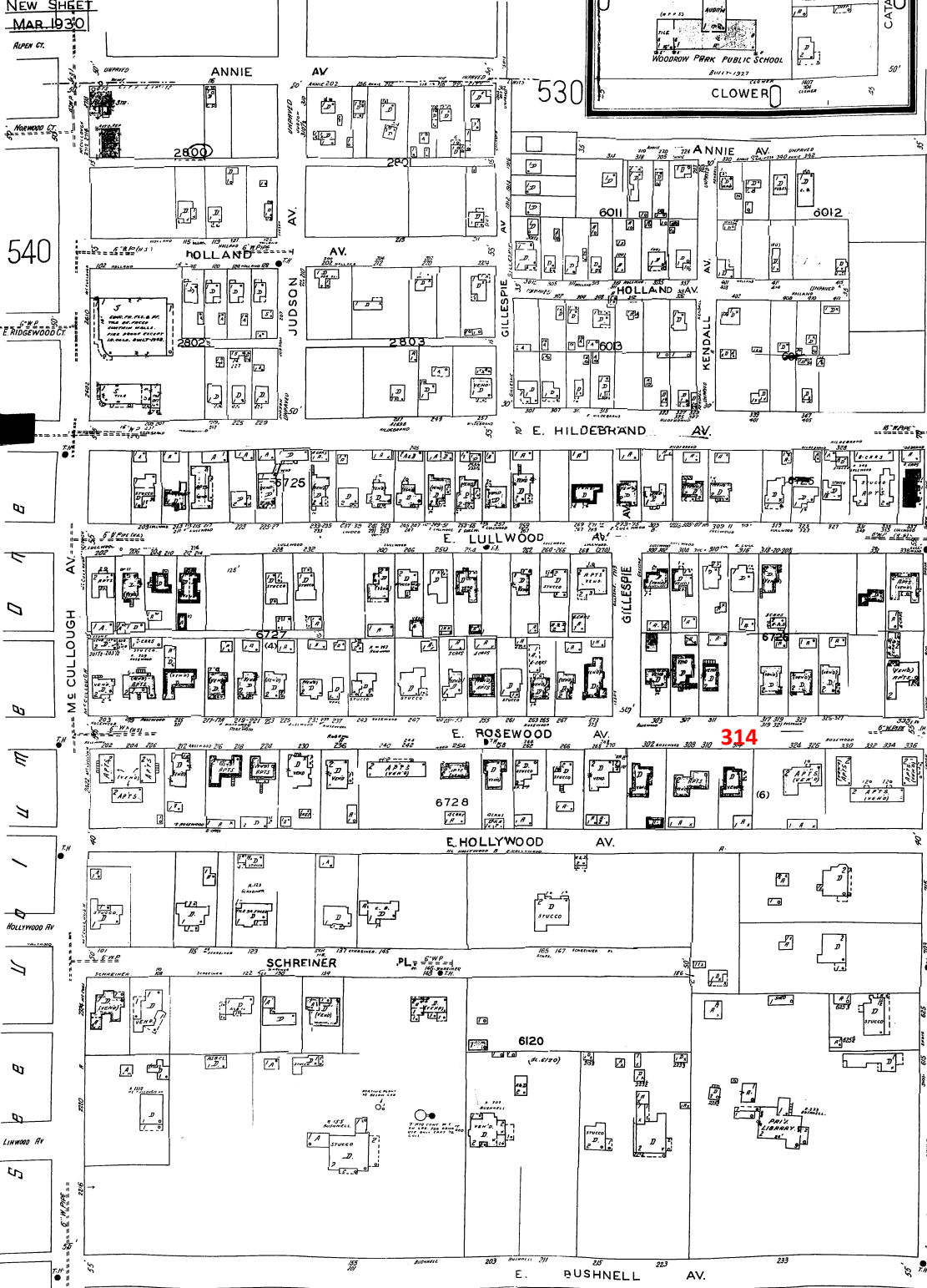
The roof will be shingled to match existing.

On the right rear corner of the property a stand alone open carport will be built that will fit the existing pad. The roof height will be consistent with the surrounding structures and will be designed to reflect the historic image.

Orientation and setbacks will follow the historic pattern of similar structures along the streetscape.

SANBORN MAP 1911 - 1951

(540)
SAN ANTONIO, TEXAS
515
NEW SHEET
MAR. 1930
RUPA CT.



S E E I O I U M E T W

SCALE 100 FEET TO ONE INCH
Copyright 1930 by the Sanborn Map Co.



Google Earth

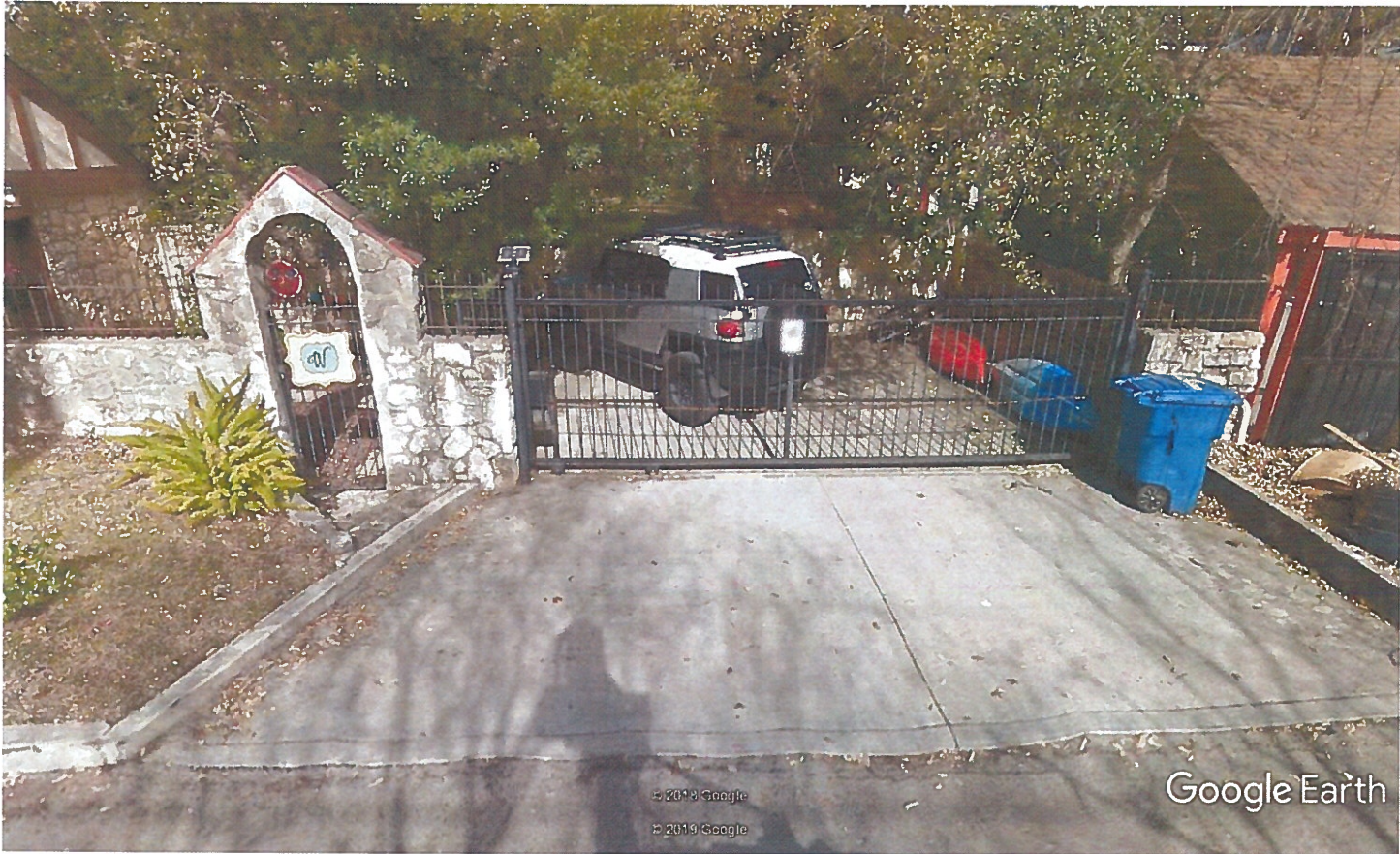






Google Earth



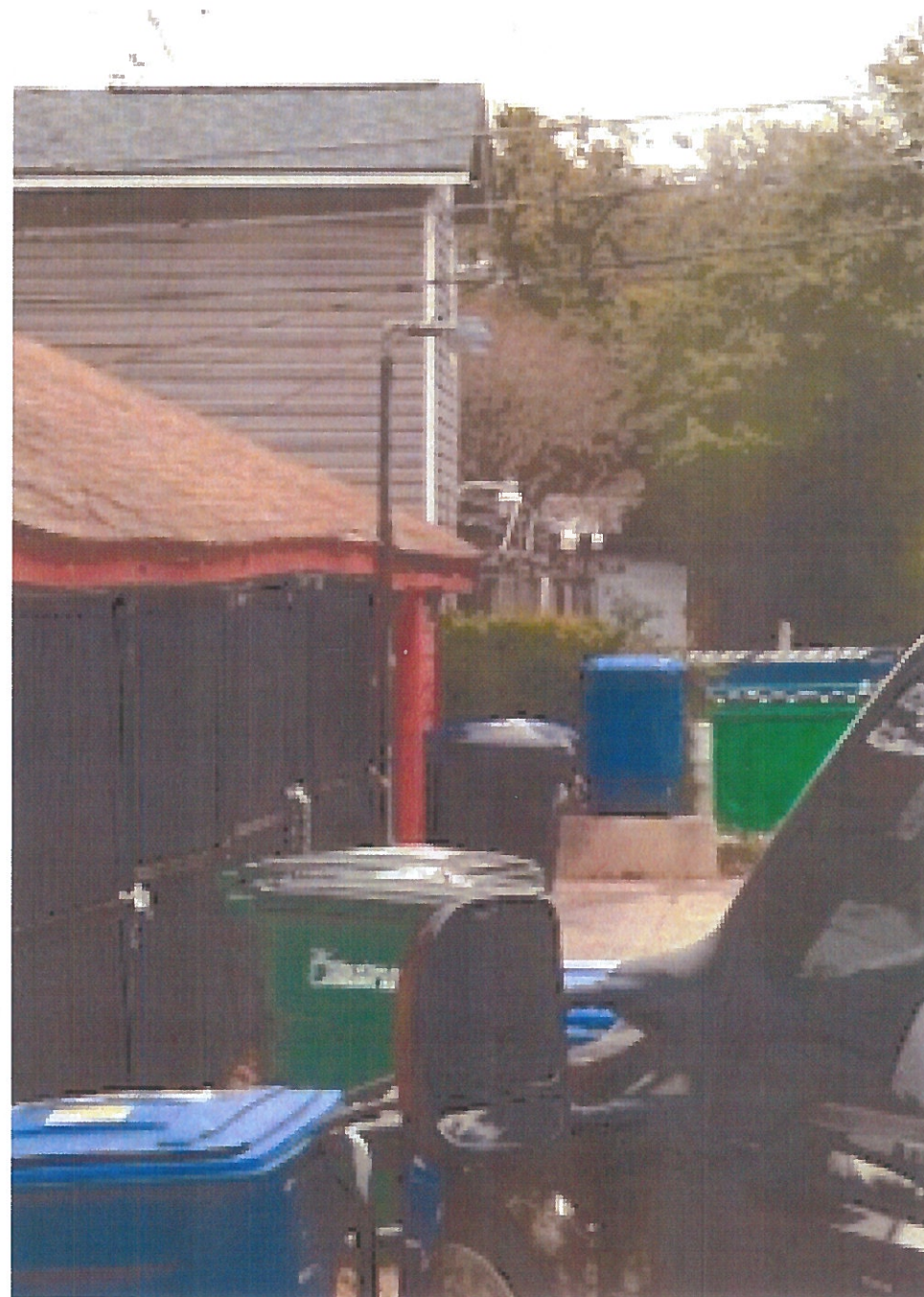


Google Earth





Looking left



Looking right



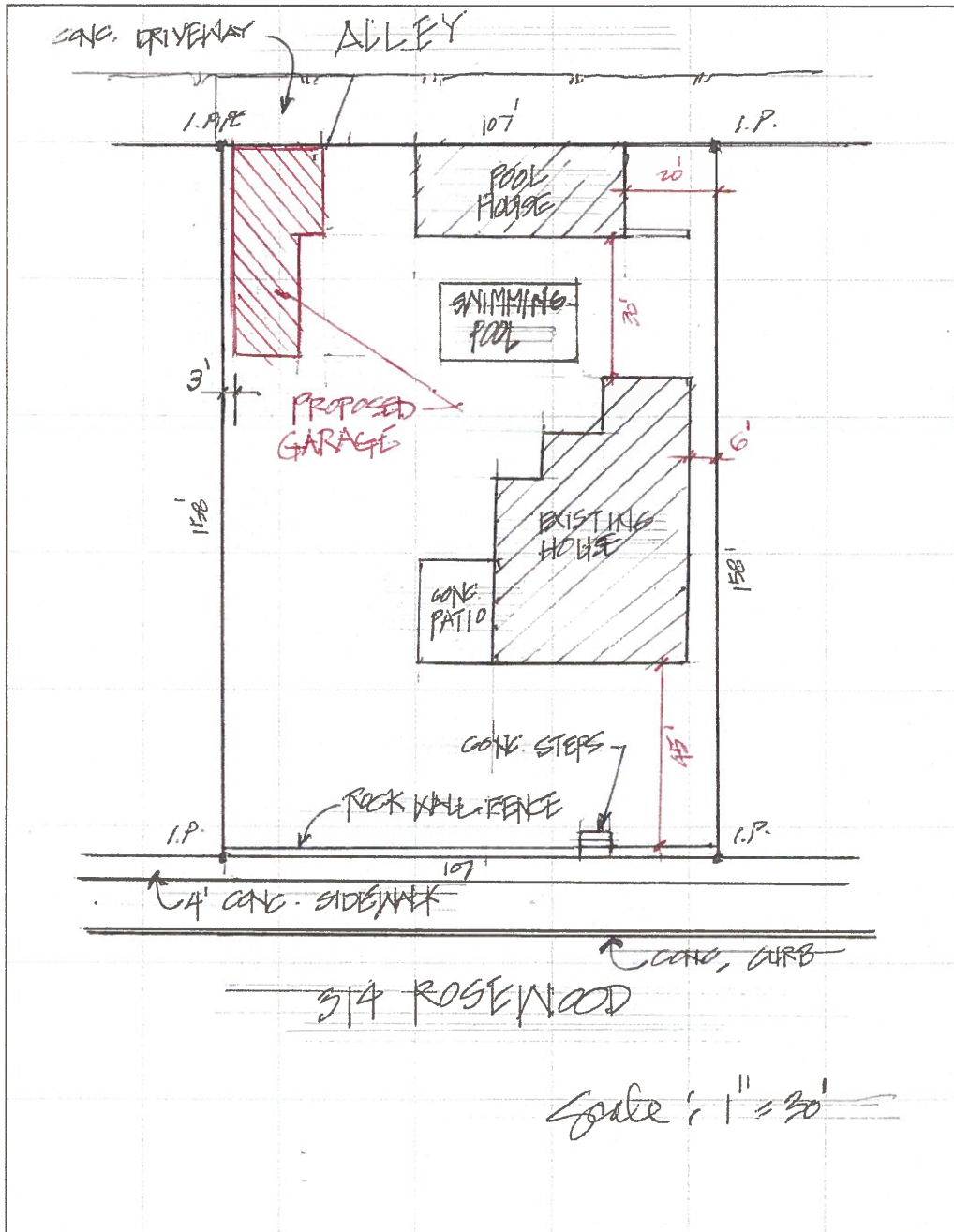
Right side property



Left side property



YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER





DATE _____ SHEET _____ OF _____
PROJECT _____
LOCATION _____
BY _____

YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER

PROPOSE SKETCHES

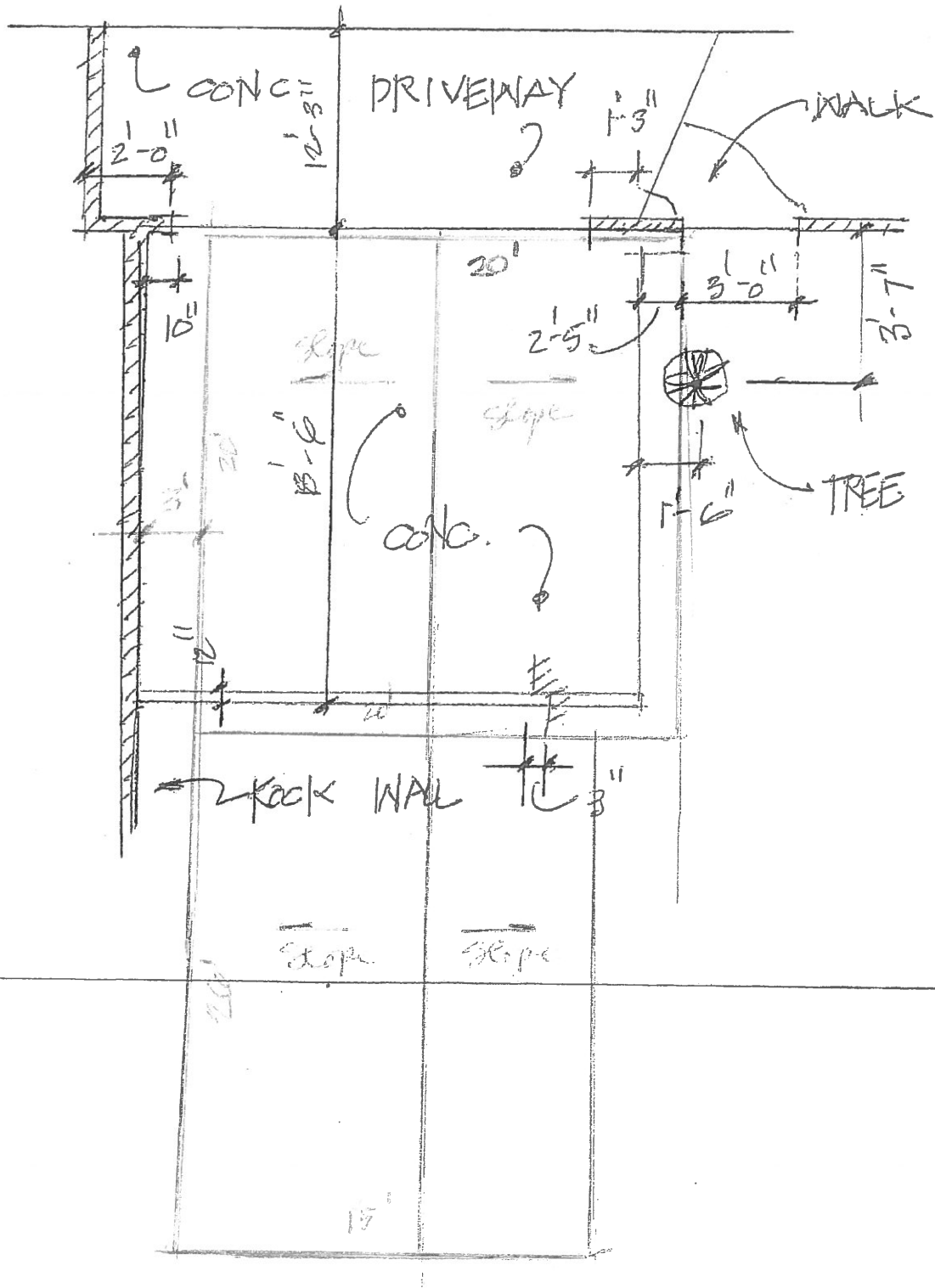
FOR

314 ROSENDOD

GARAGE

ALLEY

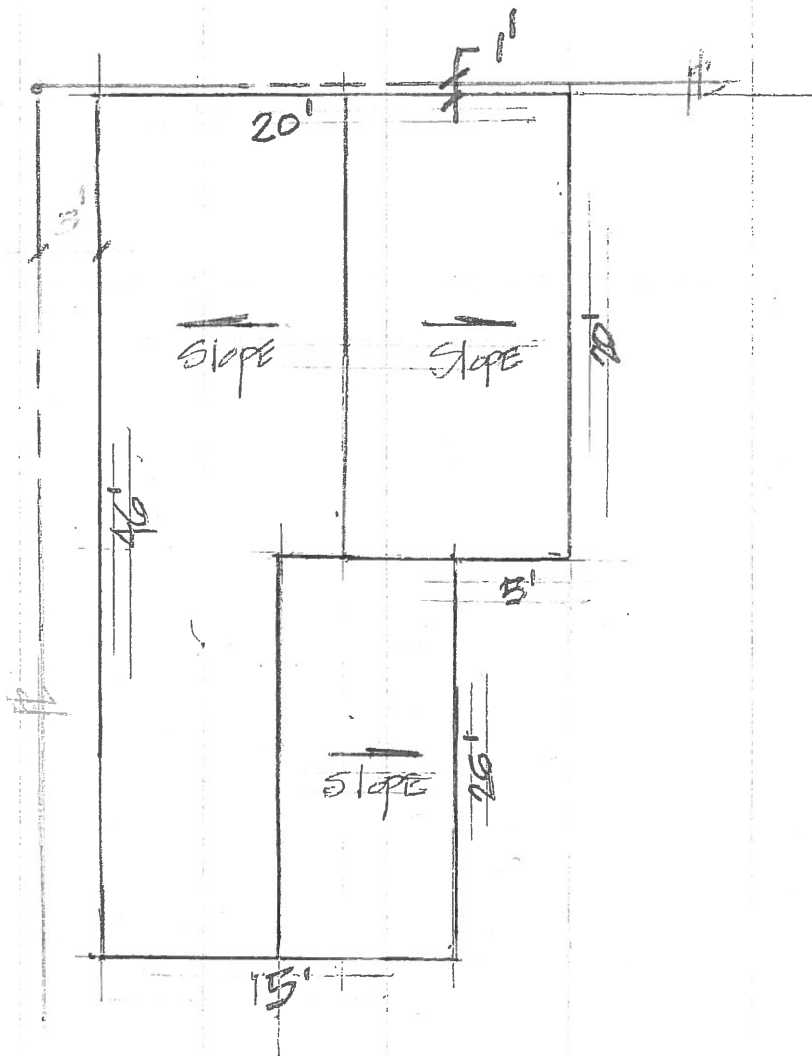
SHEET 1 OF 10



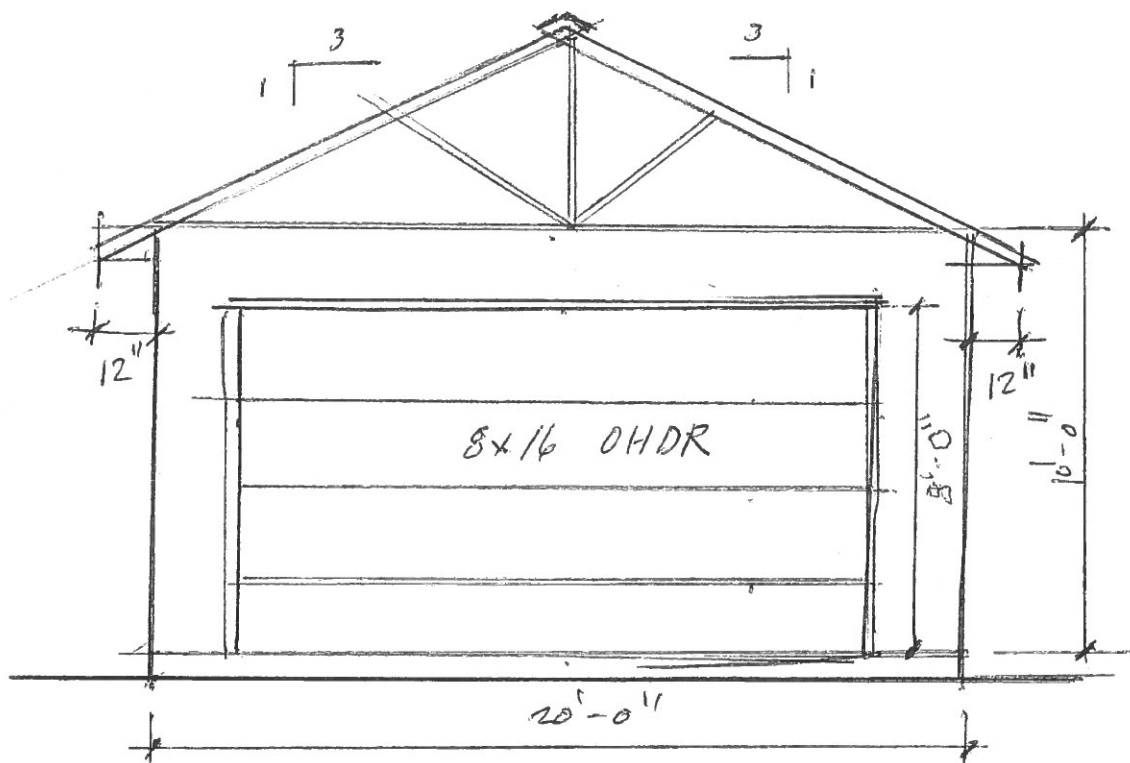
ROCK FLAT

SCALE: N.T.S.

YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER



FOOT PRINT OF GARAGE
Scale: 1/8" = 1'-0"

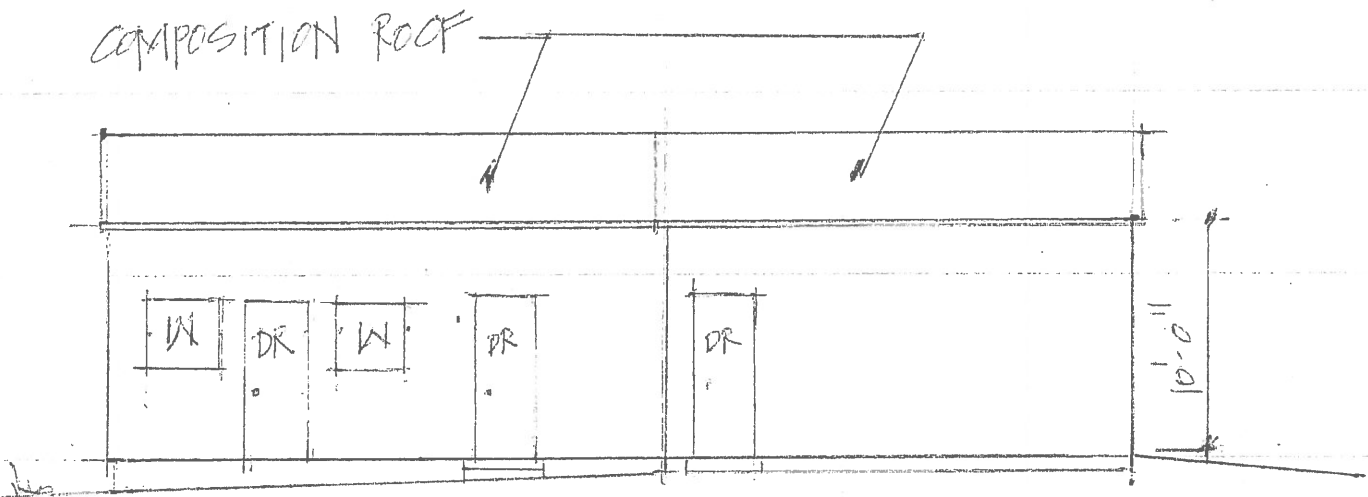


FRONT ELEVATION
Scale: Not to Scale

3/10

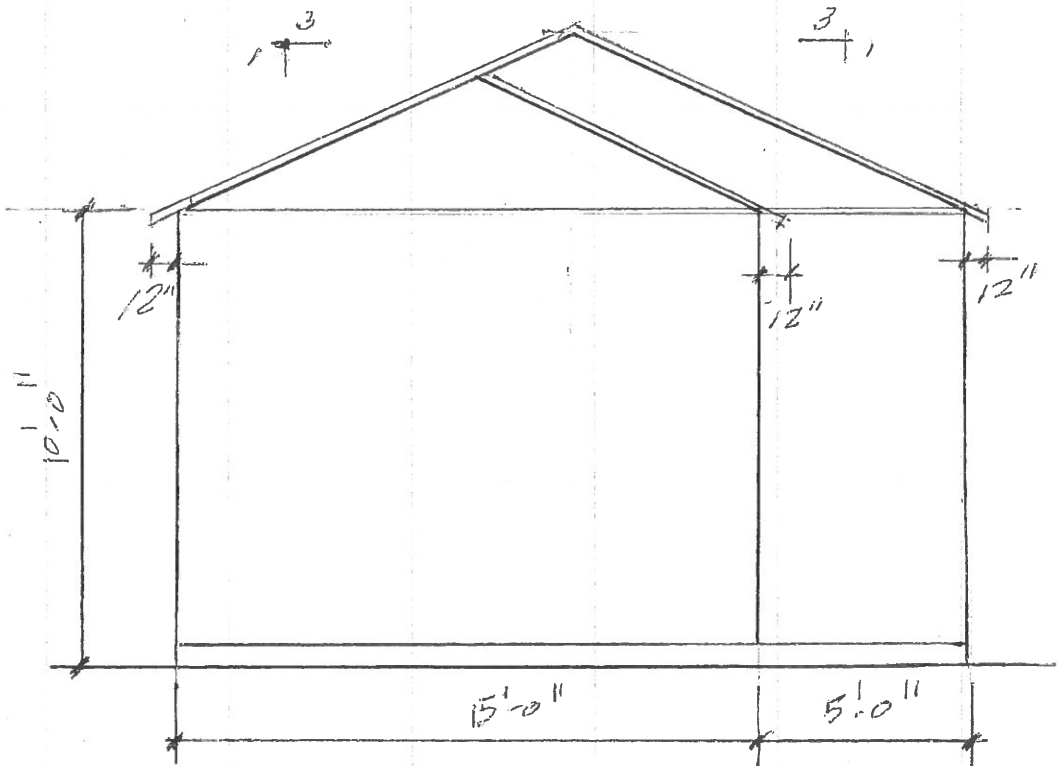
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DATE 3-13-14 SHEET 4 OF 10
PROJECT CHRYSLER
LOCATION 314 COOPER ROAD
BY AKR/PLS/PE



RIGHT SIDE ELEVATION
Scale: NOT TO SCALE

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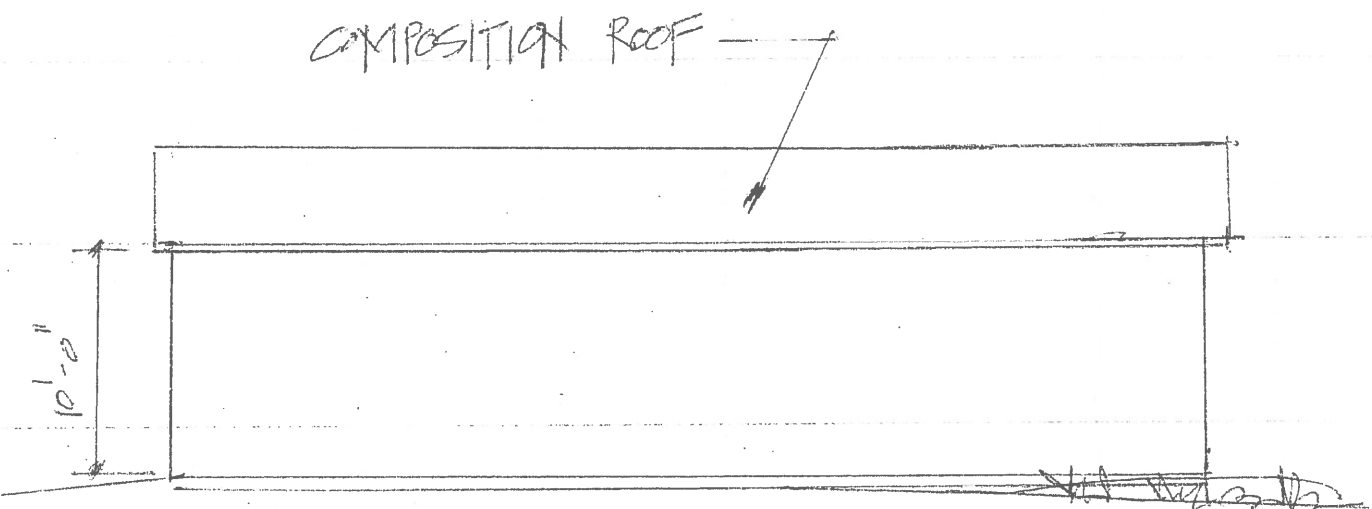


REFR ELEVATION

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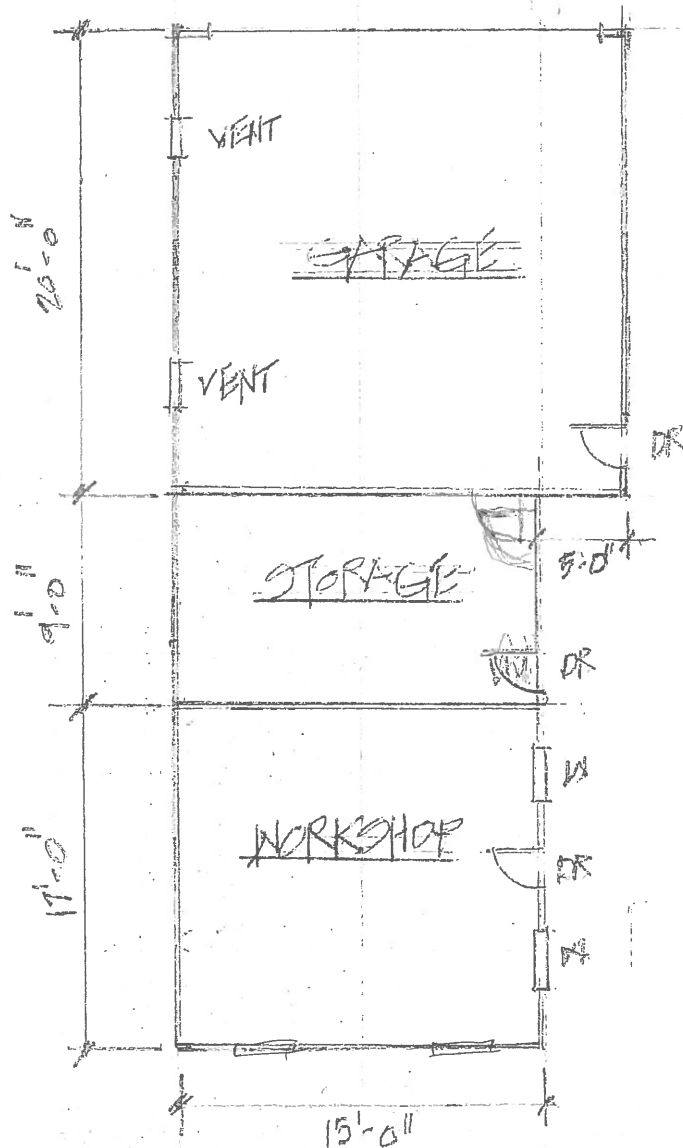
YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER

DATE 3-13-19 SHEET 6 OF 10
PROJECT GARAGE
LOCATION 314 ROSEWOOD
BY J.A. TERRAZAS, PE



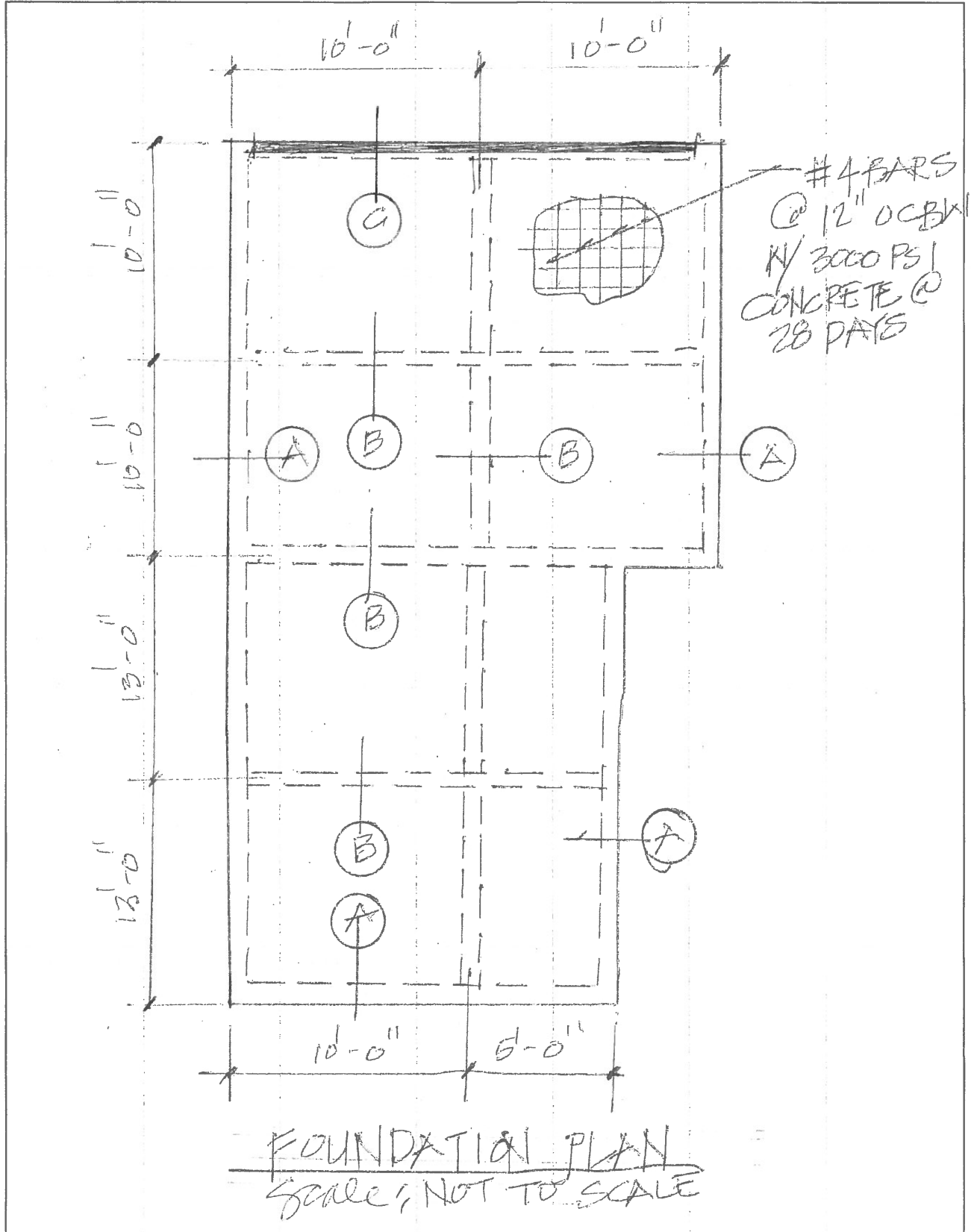
LEFT SIDE ELEVATION
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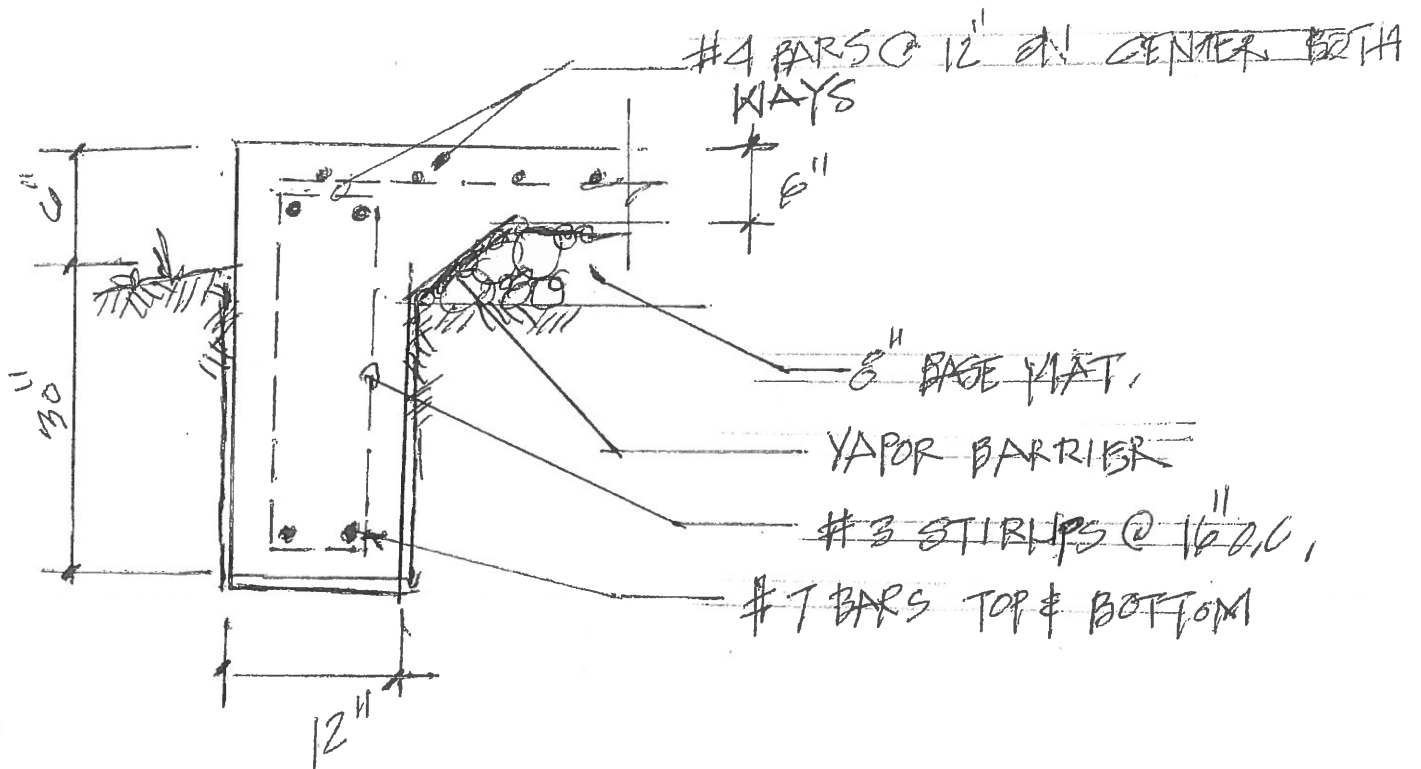
YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER



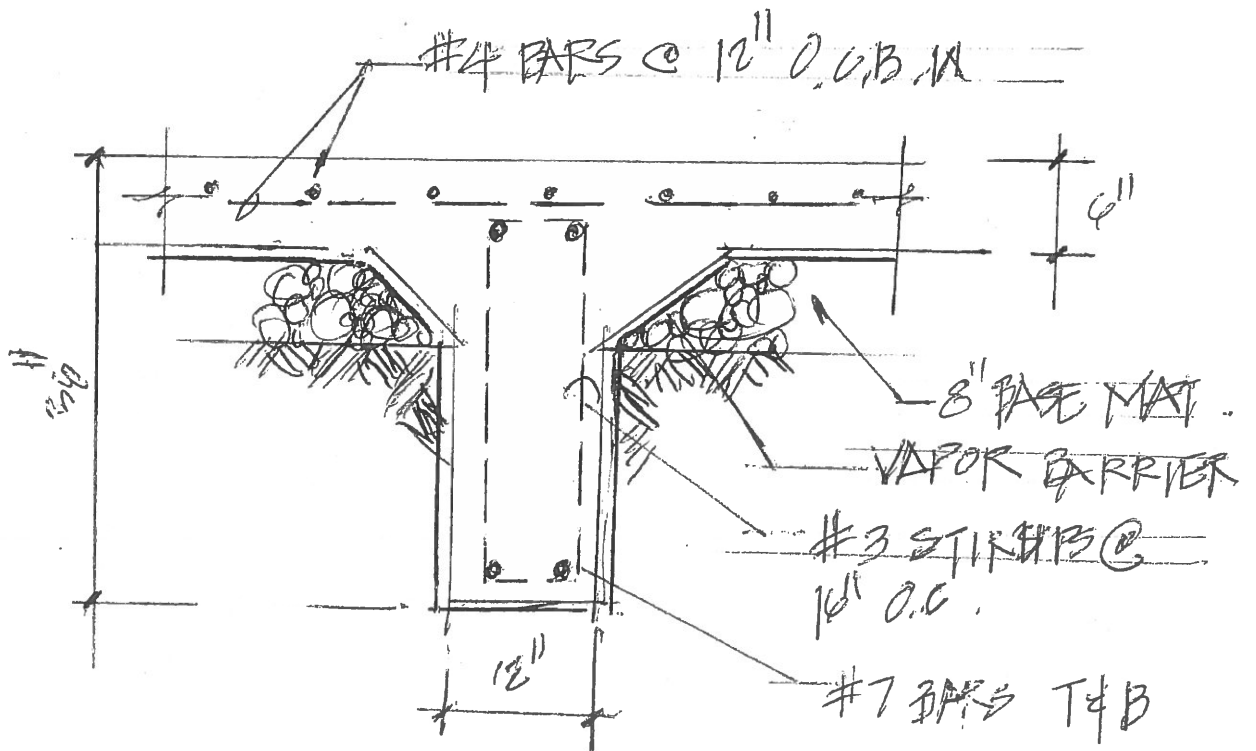
PROPOSED FLOOR PLAN
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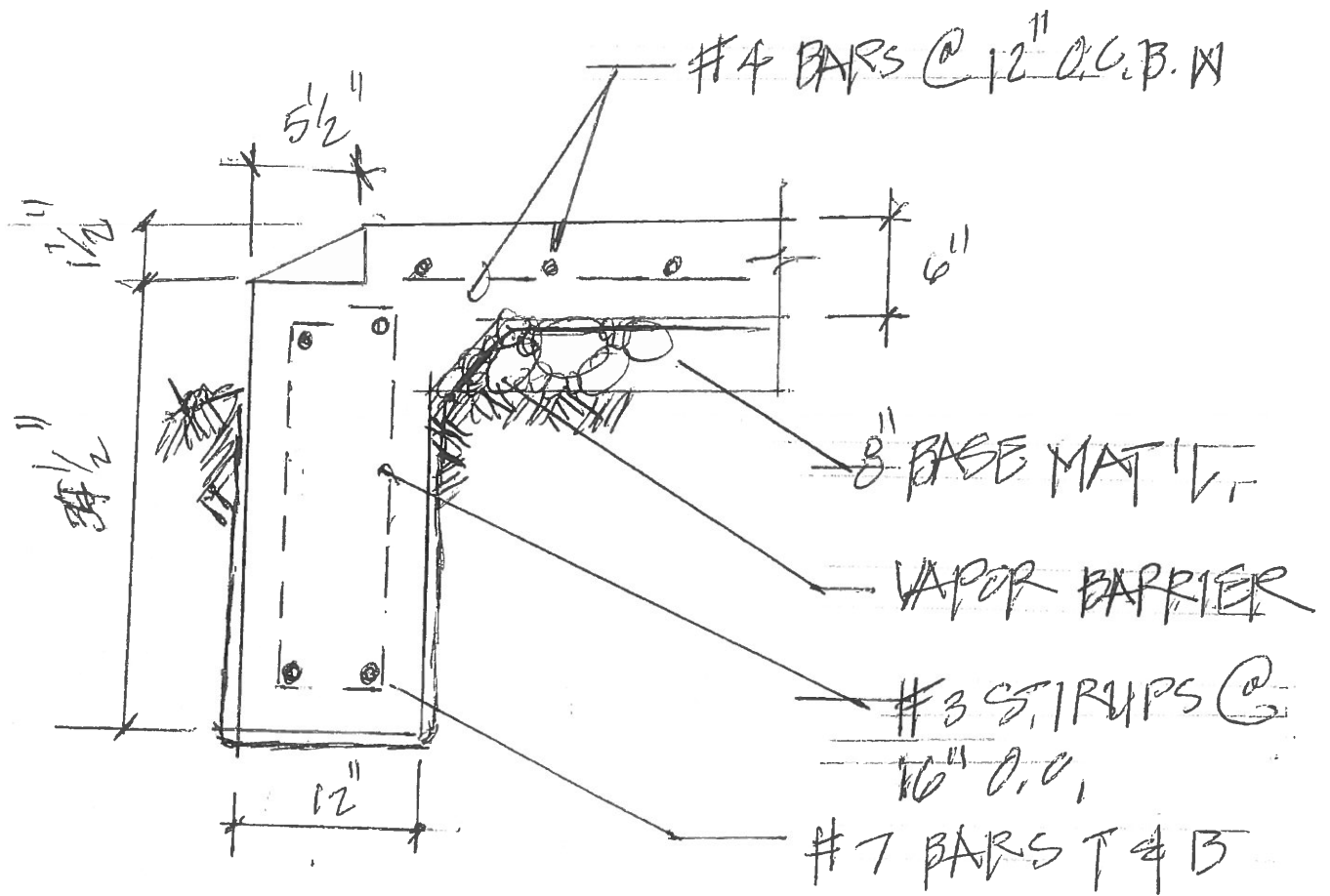




X-SECTION (A)
Scale: NTS

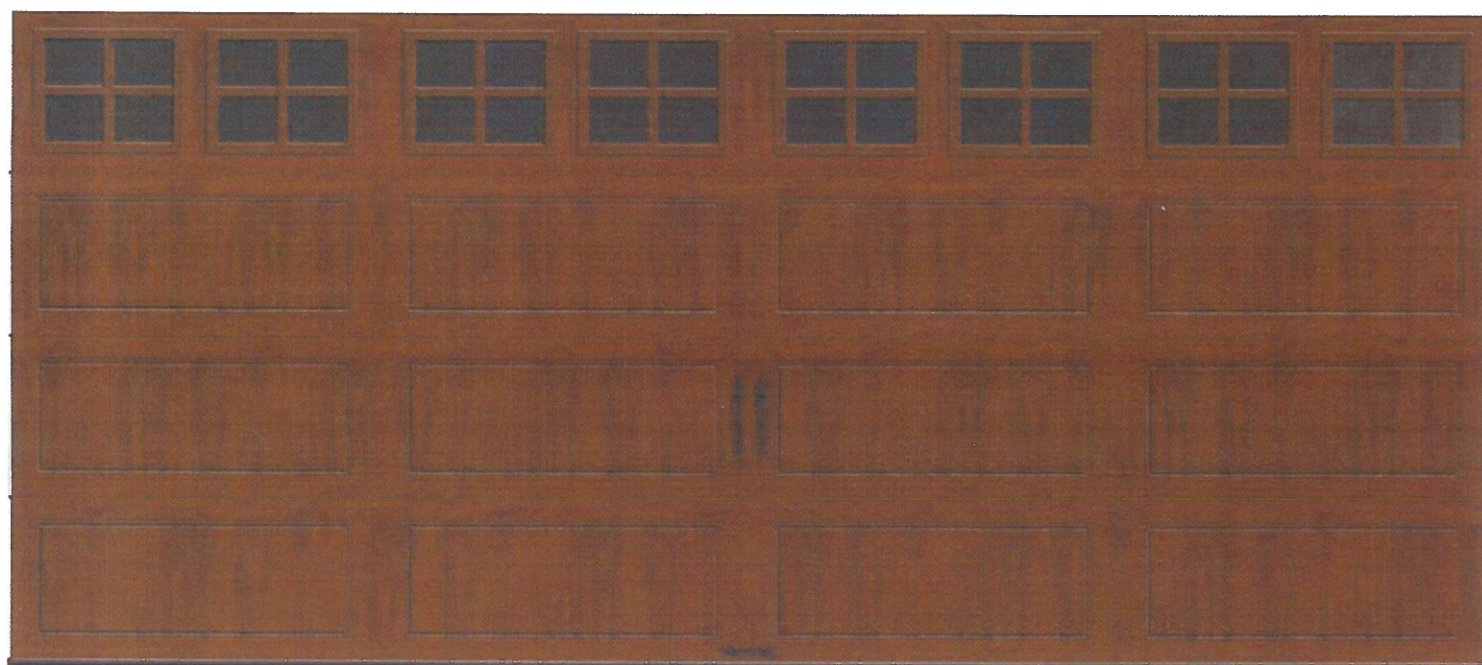


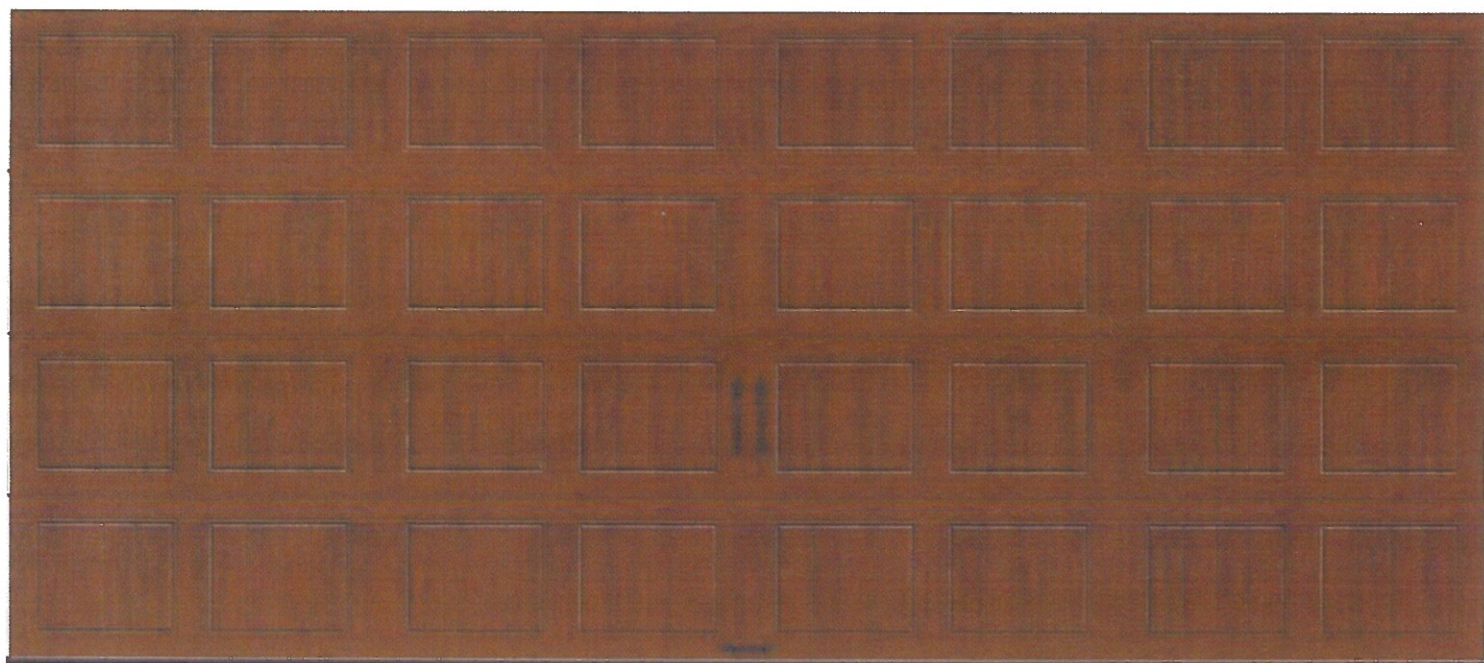
X-SECTION (B)
Scale: NTS



X-SECTION (O)
 Scale: NTS

10/10



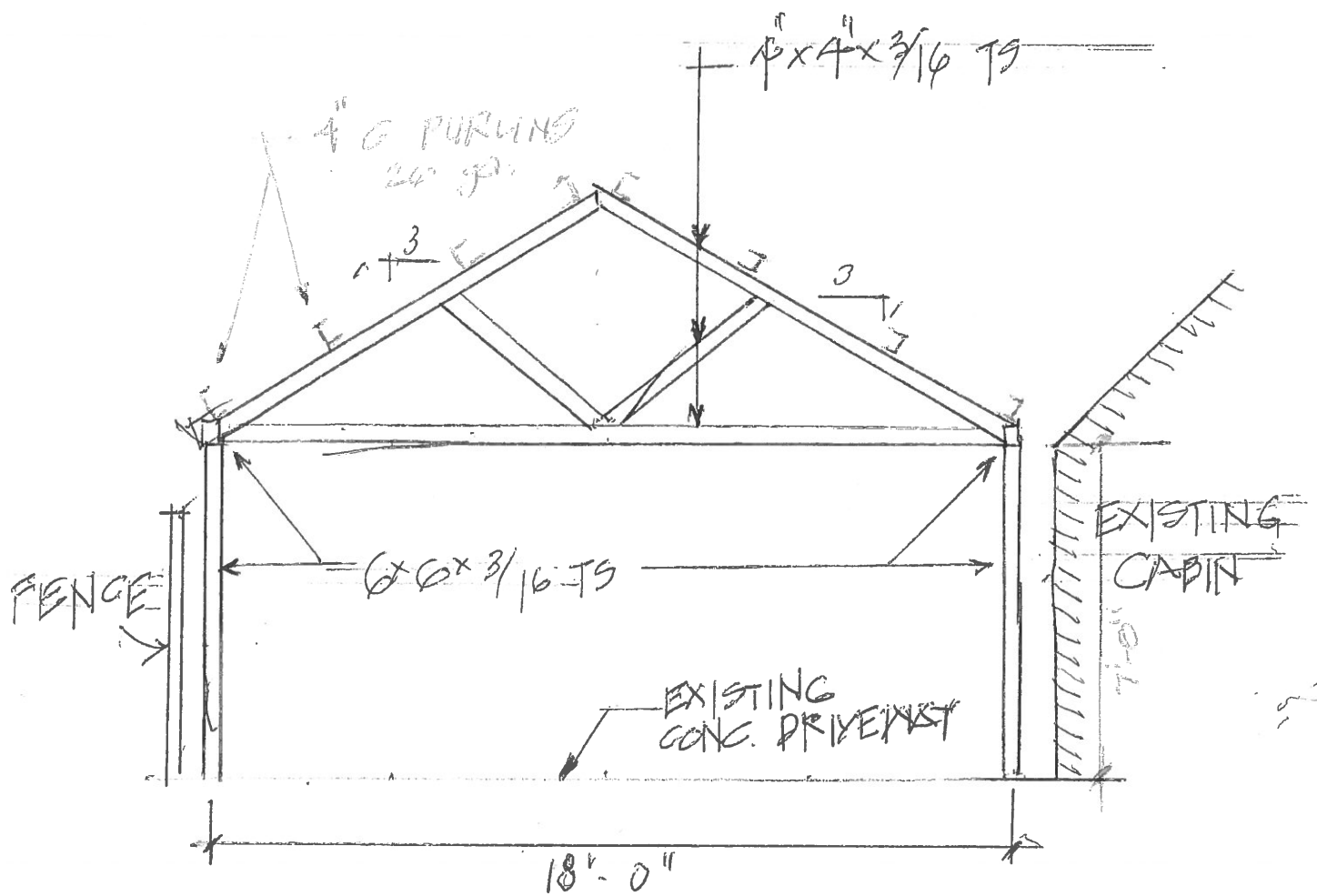




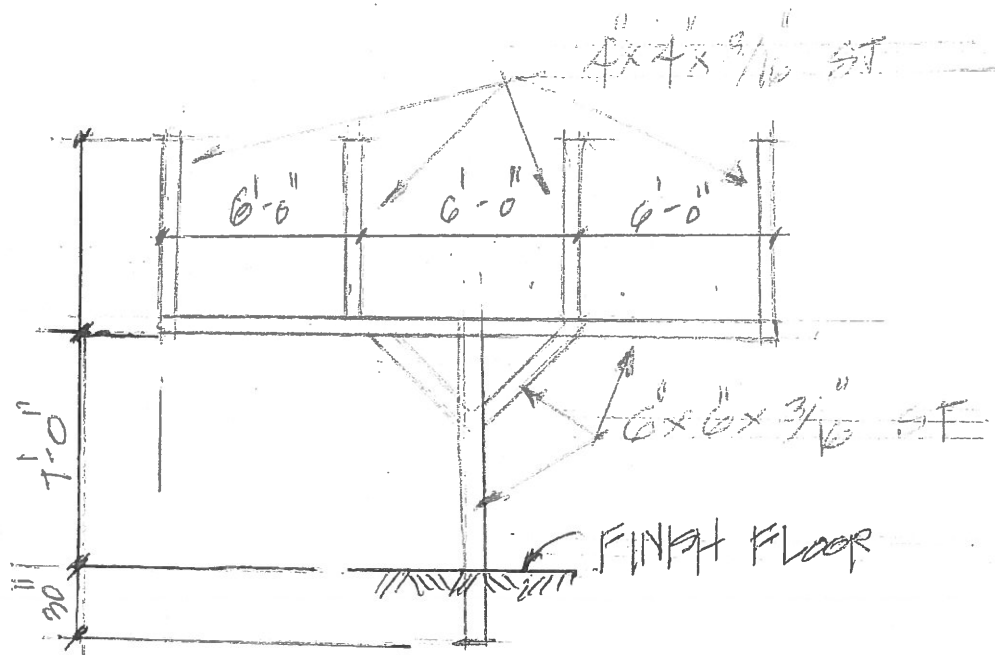
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PROJECT _____
LOCATION _____
BY _____

YOUR TOTAL WATER MANAGEMENT SOLUTIONS PROVIDER

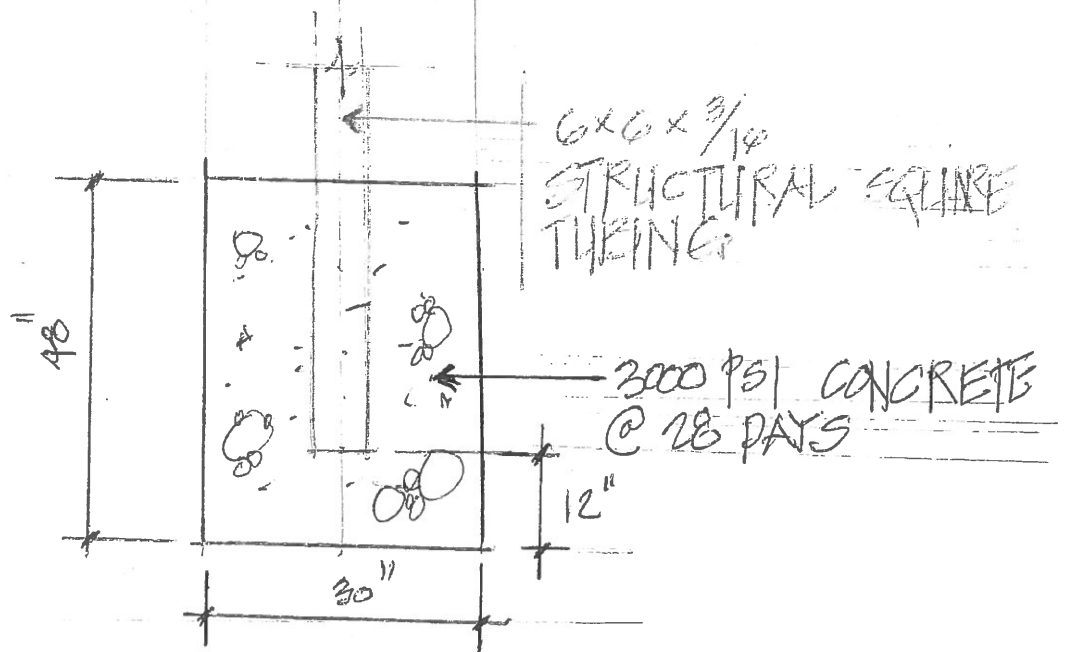
PROPOSE SKETCHES
FOR
314 ROSEWOOD
GARPORT



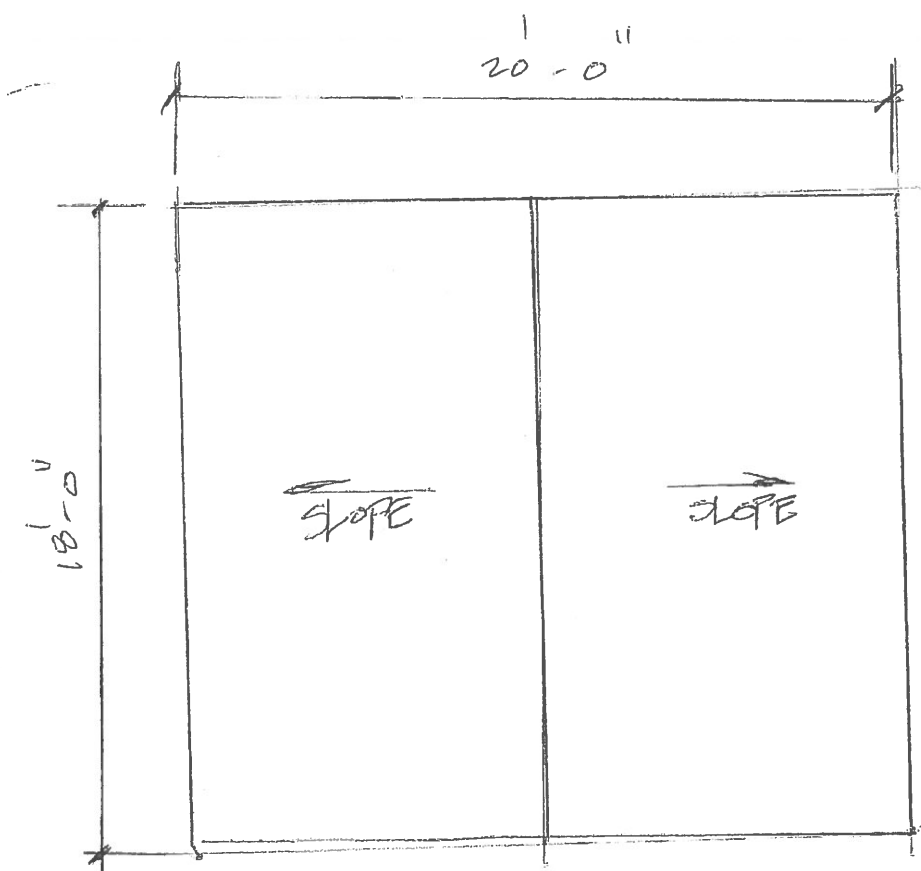
DETAIL OF STRUCTURAL MATH
FRAME FRONT ELEVATION
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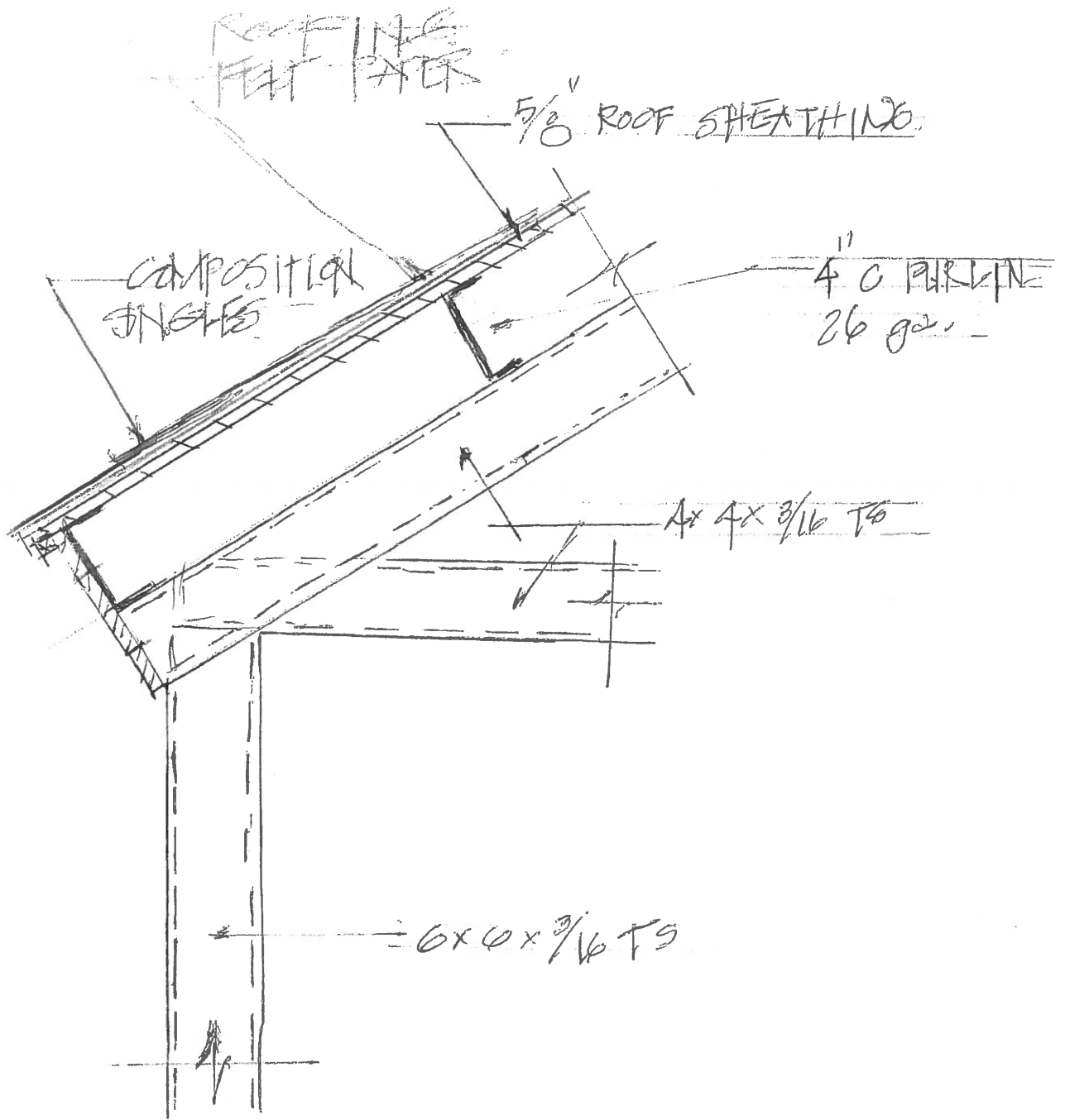
DETAIL OF STRUCTURAL MAIN
FRAME SIDE ELEVATION
 Scale: Not to Scale



PIER DETAIL
 Scale: Not to Scale



ROOF PLAN
Scale: Not to Scale



TYPICAL ROOF ASSEMBLY
DETAIL
 SCALE: NOT TO SCALE