

# HISTORIC AND DESIGN REVIEW COMMISSION

September 18, 2019

**HDRC CASE NO:** 2019-521  
**ADDRESS:** 204 E ARSENAL  
**LEGAL DESCRIPTION:** NCB 930 BLK LOT W 47.15 FT OF A5  
**ZONING:** RM-4,HS  
**CITY COUNCIL DIST.:** 1  
**LANDMARK:** Shardein House  
**APPLICANT:** Michael Rodriguez  
**OWNER:** Arthur Rodriguez  
**TYPE OF WORK:** Installation of new curb cut and driveway  
**APPLICATION RECEIVED:** August 29, 2019  
**60-DAY REVIEW:** October 28, 2019  
**CASE MANAGER:** Stephanie Phillips  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to create a new concrete curb cut and driveway to the west of the primary structure.

## 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.
- 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.

## 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 204 E Arsenal is a 2-story single family structure constructed circa 1920 in the Neoclassical style. The home features a full-width 1-story porch with Corinthian columns and exposed brackets, a primary hipped roof with a front gable, a side brick chimney, and a second story rear addition. The structure is an individually listed local landmark with the common name Shardein House.
- b. CURB CUT AND DRIVEWAY – The applicant has proposed to install a new concrete curb cut and driveway on the western edge of the property line. The driveway will curve slightly and extend towards the rear of the lot along the west façade of the historic structure. No portion of the driveway will result in parking in the front yard.

According to the Historic Design Guidelines, new driveways and curb cuts should match existing patterns in the district or vicinity. Along the southern portion of E Arsenal, which is largely in-tact with historic residential structures, all other properties feature a side driveway with a width of 10 feet or less. The properties also do not abut a rear alley, so parking access is limited to access from the primary street. Based on these specific conditions, staff finds the proposal appropriate with the stipulations listed in the recommendation.

- c. TREE – The property features a large Pecan tree along the western property line. Based on the site plan, the driveway may impact this tree. Staff finds that the tree is significant and should be retained. Staff finds that driveway material should be pervious in lieu of the proposed concrete. The driveway configuration and width should be modified if necessary to accommodate the existing tree.

## **RECOMMENDATION:**

Staff recommends approval of the installation of a new driveway and curb cut based on findings a through c with the following stipulations:

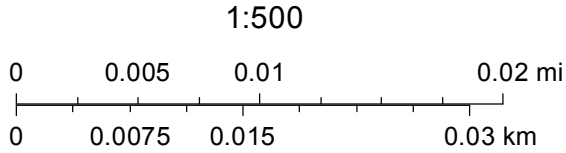
- i. That the existing tree be retained and that the driveway configuration and width be modified if necessary to accommodate the existing tree.
- ii. That the driveway be crushed gravel, decomposed granite, or another pervious material to minimize the impact on the root system of the tree. The applicant is required to submit an updated site plan prior to receiving a Certificate of Appropriateness.
- iii. That the concrete curb cut match the driveway width and flare to no wider than 12 feet at the public right-of-way.



City of San Antonio One Stop



September 12, 2019  
—— User drawn lines



CoSA

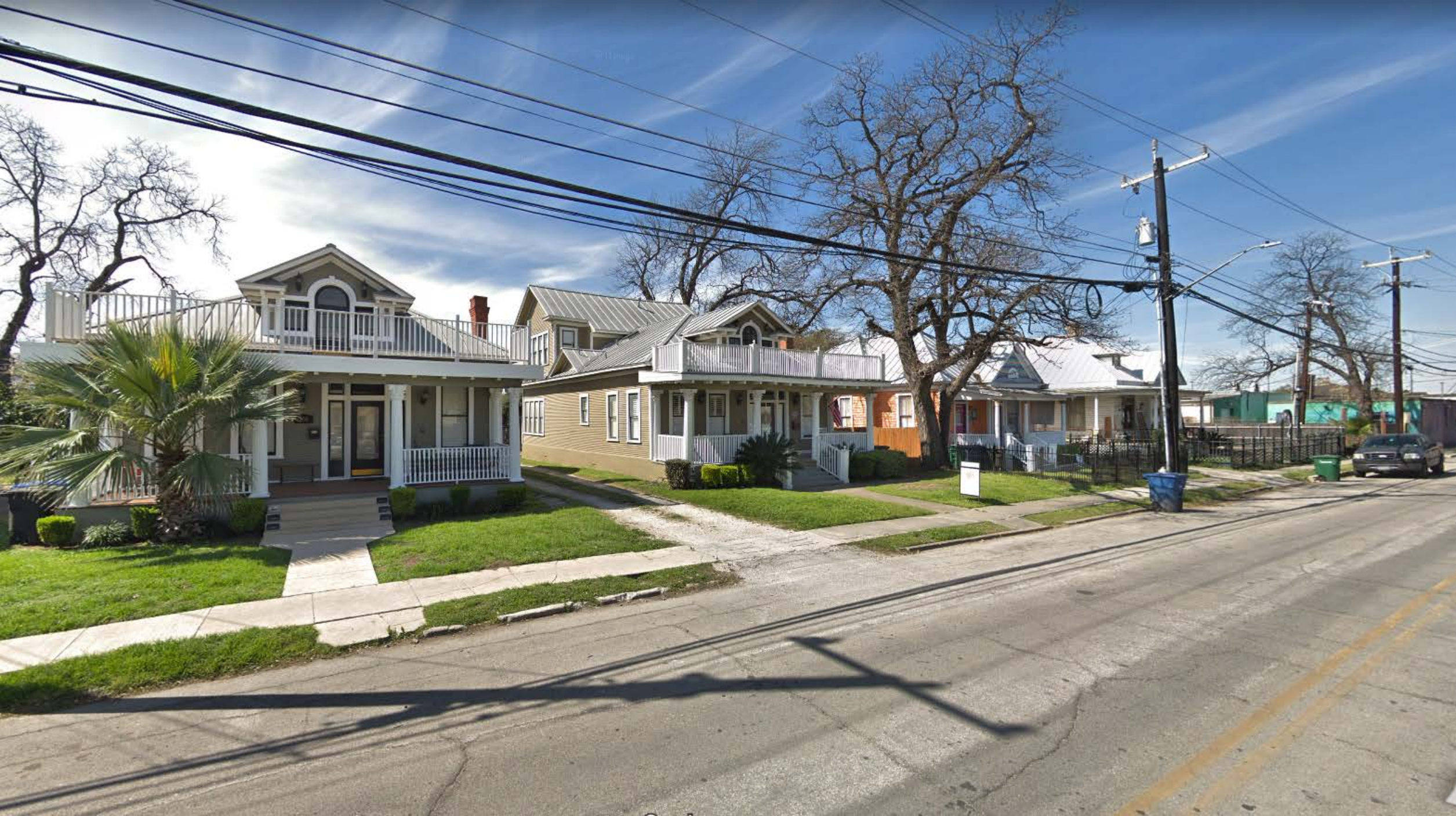






















E. ARSENAL ST.

NORTH  
SCALE: 1"=20'

EXIST. FH

±10'

±4'

47.15'

±55'

111.01'

10' WIDE PRIVATE DRIVEWAY

204 E Arsenal St

111.01'

47.15'

PRIVATE RESIDENTIAL  
DRIVEWAY NOTE:  
OWNER TO COMPLY WITH  
CITY OF SAN ANTONIO'S  
STANDARD RESIDENTIAL  
DRIVEWAY CONSTRUCTION  
DETAILS AND  
SPECIFICATIONS.

PROPOSED RESIDENTIAL DRIVEWAY

EXHIBIT 8-29-19

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TBPE FIRM REGISTRATION NO. F-10402