

HISTORIC AND DESIGN REVIEW COMMISSION

November 20, 2019

HDRC CASE NO: 2019-650
ADDRESS: 909 N HACKBERRY ST
LEGAL DESCRIPTION: NCB 529 BLK 2 LOT N 92.5 FT OF 13 & 14
ZONING: IDZ, H
CITY COUNCIL DIST.: 2
DISTRICT: Dignowity Hill Historic District
APPLICANT: Michael Garansuay
OWNER: Michael Garansuay/GARANSUAY MICHAEL S & TERESA P
TYPE OF WORK: Approval of a site plan for the construction of three primary residential structures and three rear accessory structures
APPLICATION RECEIVED: October 28, 2019
60-DAY REVIEW: December 27, 2019
CASE MANAGER: Edward Hall
REQUEST:

The applicant is requesting conceptual approval of a site plan containing three, primary residential structures and three rear accessory structures to contain residential units.

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 nonresidential

building types are more typically flat and screened by an ornamental parapet wall.

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.

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

v. Garage doors—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

i. Visibility—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.

ii. *Service Areas*—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING

i. *Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.

ii. *Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.

iii. *Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way. Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

B. NEW FENCES AND WALLS

i. *Design*—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.

ii. *Location*—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.

iii. *Height*—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.

iv. *Prohibited materials*—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.

v. *Appropriate materials*—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

3. Landscape Design

A. PLANTINGS

i. *Historic Gardens*—Maintain front yard gardens when appropriate within a specific historic district.

ii. *Historic Lawns*—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.

iii. *Native xeric plant materials*—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.

iv. *Plant palettes*—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.

v. *Maintenance*—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

B. ROCKS OR HARDSCAPE

i. *Impervious surfaces*—Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.

ii. *Pervious and semi-pervious surfaces*—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.

iii. *Rock mulch and gravel* - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings

should be incorporated into the 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.

ii. New Trees – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.

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.

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.

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 principle 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 applicant is requesting conceptual approval of a site plan containing three, primary residential structures and three rear accessory structures to contain residential units.
- b. **CONCEPTUAL APPROVAL** – 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. **DESIGN REVIEW COMMITTEE** – This request was reviewed by the Design Review Committee on October 22, 2019. At that meeting committee members asked
- d. **CONTEXT & DEVELOPMENT PATTERN** – This block on N Hackberry features a commercial structure constructed circa 1960 and one story historic structures. On the west side of N Hackberry, there are currently no residential structures that address N Hackberry.
- e. **CURRENT LOT** – The current lot is void of any structures, and is bounded to the east by N Hackberry and to the north by Fayn Way, which is used as an alley.
- f. **SETBACKS & ORIENTATION** – According to the Guidelines for New Construction, the front facades of new buildings are to align with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Additionally, the orientation of new construction should be consistent with the historic examples found on the block. The applicant has submitted a setback diagram noting that all three primary structures will feature orientations toward N Hackberry and setbacks that are greater than or equal to the side setback of the adjacent historic structure (527 Hays). Staff finds the proposed setbacks and orientation to be appropriate and consistent with the Guidelines.
- g. **ENTRANCES** – According to the Guidelines for New Construction 1.B.i., primary building entrances should be oriented towards the primary street. Per the submitted documents, the entrance of each primary structure will face N Hackberry. This is consistent with the Guidelines.
- h. **SCALE & MASSING** – The Guidelines for New Construction 2.A. notes that the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. The applicant at this time has not provided information regarding massing. Generally, staff finds that the proposed massing, width, and height of new construction should be similar to those found historically within the district. A two story structure may be appropriate for this block; however, the applicant should provide street elevations on both N Hackberry and Fayn Way to note how the proposed new construction relates to nearby historic structures.
- i. **ROOF FORMS** – At this time, the applicant has not specified a roof form. Both gabled and hipped roofs are found historically within the Dignowity Hill Historic District. Staff finds that the applicant should incorporate roof forms and proportions that are found historically within the district. Additionally, staff finds that the applicant should utilize roof forms that will minimize the overall perceived height of the proposed new construction, but that are found historically within the district such as gabled and hipped roofs. Flat roofs, or contemporary shed roofs should not

be used.

- j. FOUNDATION & FLOOR HEIGHTS – According to the Guidelines for New Construction 2.A.iii., foundation and floor height should be aligned within one (1) foot of neighboring structure’s foundation and floor heights. The applicant is responsible for complying with this requirement.
- k. LOT COVERAGE – Per the Guidelines, the building footprint for new construction should be no more than fifty (50) percent of the size of the total lot area. Per the submitted site plan, the proposed footprints total less than fifty (50) of the existing lot area.
- l. DRIVEWAYS – The applicant has proposed for vehicular access into the site from Fayn Way. The applicant has noted a driveway width of ten (10) feet; however, the applicant has noted an apron profile that is inconsistent with those found throughout the district. Staff finds that the applicant should modify the proposed apron profile to be consistent with those found throughout the district.
- m. PARKING – The applicant has proposed parking for nine vehicles at the rear of the primary structures. The applicant has proposed pervious pavement; however, staff finds that a parking area of this size is atypical for the Dignowity Hill Historic District. Staff finds that the applicant should amend the proposed parking to feature a more typical profile.
- n. PARKING – The Guidelines for Site Elements 7.B.i. notes that off-street parking areas should be screened with a landscape buffer, wall, or ornamental fence two to four feet in height, or a combination of these methods.
- o. ACCESSORY STRUCTURES – The applicant has proposed to construct three, rear accessory structures on the lot. The proposed accessory structures are to each feature a footprint of 483 square feet. The Guidelines for New Construction 5.A. notes that accessory structures should be designed to be visually subordinate to the principal structures in terms of their height, massing and form; should be no larger in plan than forty (40) percent of the primary structure’s footprint; should feature complementary materials and simplified architectural details; and should feature similar window and door openings. At this time the applicant has only provided a site plan noting the proposed footprints; however, per that site plan, the proposed accessory structures will feature a footprint that is larger than forty (40) percent of those of the primary structures. Staff finds that a reduction in width of the proposed accessory structures would relate in accessory structures that feature a footprint and massing that is subordinate to that of the proposed primary structures.
- p. ACCESSORY STRUCTURES – The Guidelines for New Construction 5.B. notes that new accessory structures should match the predominant orientation of accessory structures found along the block, and should follow historic setback patterns of similar structures along the streetscape or within the district. The applicant has proposed to locate the accessory structures at the rear of the lot, a location that is generally appropriate for the Dignowity Hill Historic District.
- q. ARCHITECTURAL DETAILS – While the applicant has not submitted architectural elevations, staff finds that architectural details should be in keeping with those found historically within the district. A single lot with three primary structures, and three accessory structures is atypical for the historic development pattern within the district. Additionally, staff finds that each structure should feature varying materials, architectural elements and massing. Six, uniform structures should not be a result of the proposed new construction.
- r. ARCHITECTURAL ELEMENTS (MATERIALS, WINDOWS, & DETAILS) – At this time, the applicant has not provided information regarding materials, windows and architectural details. Staff finds that all materials and windows should meet staff’s standard specifications, and that architectural details should be both consistent with the Guidelines for New Construction and complementary of the Dignowity Hill Historic District. Horizontal siding should feature an exposed profile of four inches and a thickness of approximately ¾”. A composite siding should feature smooth finishes and mitered corners. Window and door trim should feature thicknesses that are appropriate for the thickness of the siding; at least 1 inch, and should be installed abutting the siding. Additionally, staff finds that double-hung, one-over-one wood windows or aluminum-clad wood windows be used. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. White manufacturer’s color is not allowed, and color selection must be presented to staff. 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.

RECOMMENDATION:

Staff does not recommend conceptual approval at this time. Staff recommends that the applicant address the following elements prior to receiving a recommendation for conceptual approval:

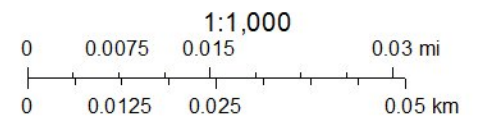
- i. That the applicant provide street elevations on both N Hackberry and Fayn Way to note how the proposed new construction relates to nearby historic structures in regards to massing and height as noted in finding h.

- ii. That the applicant utilize roof forms that will minimize the overall perceived height of the proposed new construction, but that are found historically within the district such as gabled and hipped roofs as noted in finding i. Flat roofs, or contemporary shed roofs should not be used.
- iii. That the proposed new construction features foundation and floor heights that are consistent with the Guidelines as noted in finding j.
- iv. That the applicant modify the proposed apron profile to be consistent with those found throughout the district as noted in finding l.
- v. That the applicant amend the proposed parking area to feature parking that is more typical and consistent with that found within the Dignowity Hill Historic District, and install buffering and screening as noted in findings m and n.
- vi. That the applicant reduce the width of the proposed accessory structures, as well as the overall footprint to present accessory structures that are less than forty (40) percent of the footprint of the primary structures and feature a subordinate massing as noted in finding o.
- vii. That each proposed structure feature varying forms, massing and architectural details to provide a unique design as noted in finding q.
- viii. That the applicant adhere to the materials specifications outlines in finding r as the proposed design progresses.

City of San Antonio One Stop



May 7, 2019







CITY OF SAN ANTONIO
**OFFICE OF HISTORIC
 PRESERVATION**

**Historic and Design Review Commission
 Design Review Committee
 Report & Recommendation**

DATE: OCTOBER 21, 2019 HDRC Case# _____

ADDRESS: 909 N HACKBERRY Meeting Location: 1901 S ALAMO

APPLICANT: MILHAEL GUARDANSUAY

DRC Members present: JEFF FETZER, ANNE-MARIE GRUBE

Staff present: EDWARD HALL

Others present: _____

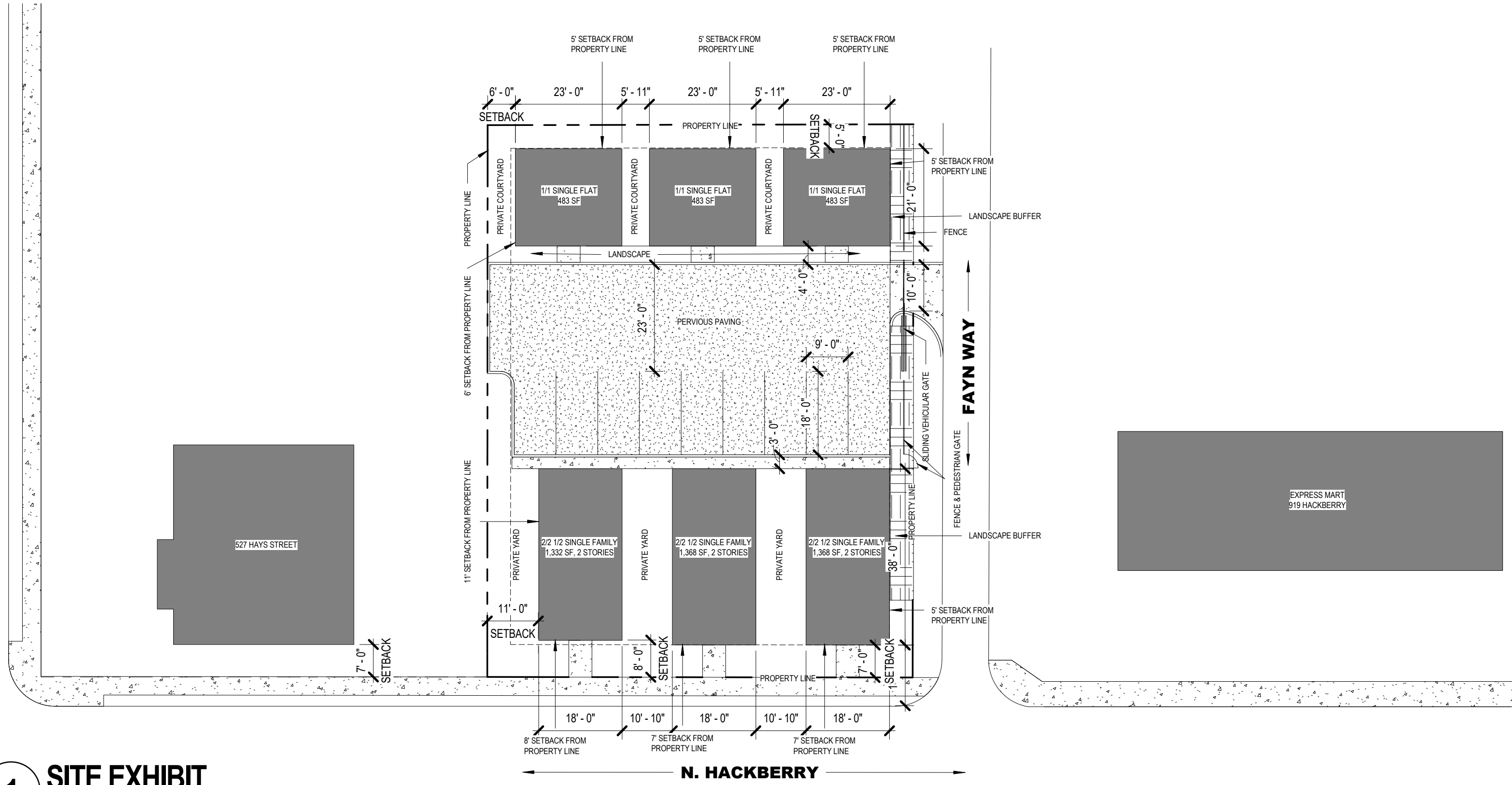
REQUEST: CONSTRUCTION OF 3, 2-STORY RESIDENTIAL STRUCTURES WITH
 REAR ACCESSORY STRUCTURES

COMMENTS/CONCERNS: ALL: DISCUSSION REGARDING CONTEXT / EXISTING
 CONDITIONS. AMG: QUESTIONS REGARDING SETBACKS ON N HACKBERRY.
 MG: REAR ACCESSORIES ARE ONE STORY, MAY BE DENIED IN FOOTPRINT.
 AMG/JE: SETBACKS ON N HACKBERRY ARE APPROPRIATE, AMGL PARKING
 AREA NEEDS TO BE DEVELOPED TO LOOK LESS PARKING LOT - LIKE.
 AMGL BUILDING TO LOT RATIO APPEARS APPROPRIATE, CONFIRM, JE!
 HEIGHTS MAY BE UN-PROPORTIONATE TO HEIGHT - TO LONG AND
 NARROW FOR THE PROPOSED HEIGHT. JE! INCORPORATE 3 INDIVIDUAL
 SIDEWALKS TO PRESENT 3 INDIVIDUAL RESIDENCES,
COMMITTEE RECOMMENDATION: APPROVE [] DISAPPROVE []
APPROVE WITH COMMENTS/STIPULATIONS:

 Committee Chair Signature (or representative)

10/22/19
 Date

AMG/JF: A SITE PLAN (CONCEPTUAL) CAN BE REVIEWED W/OUT MASSING.

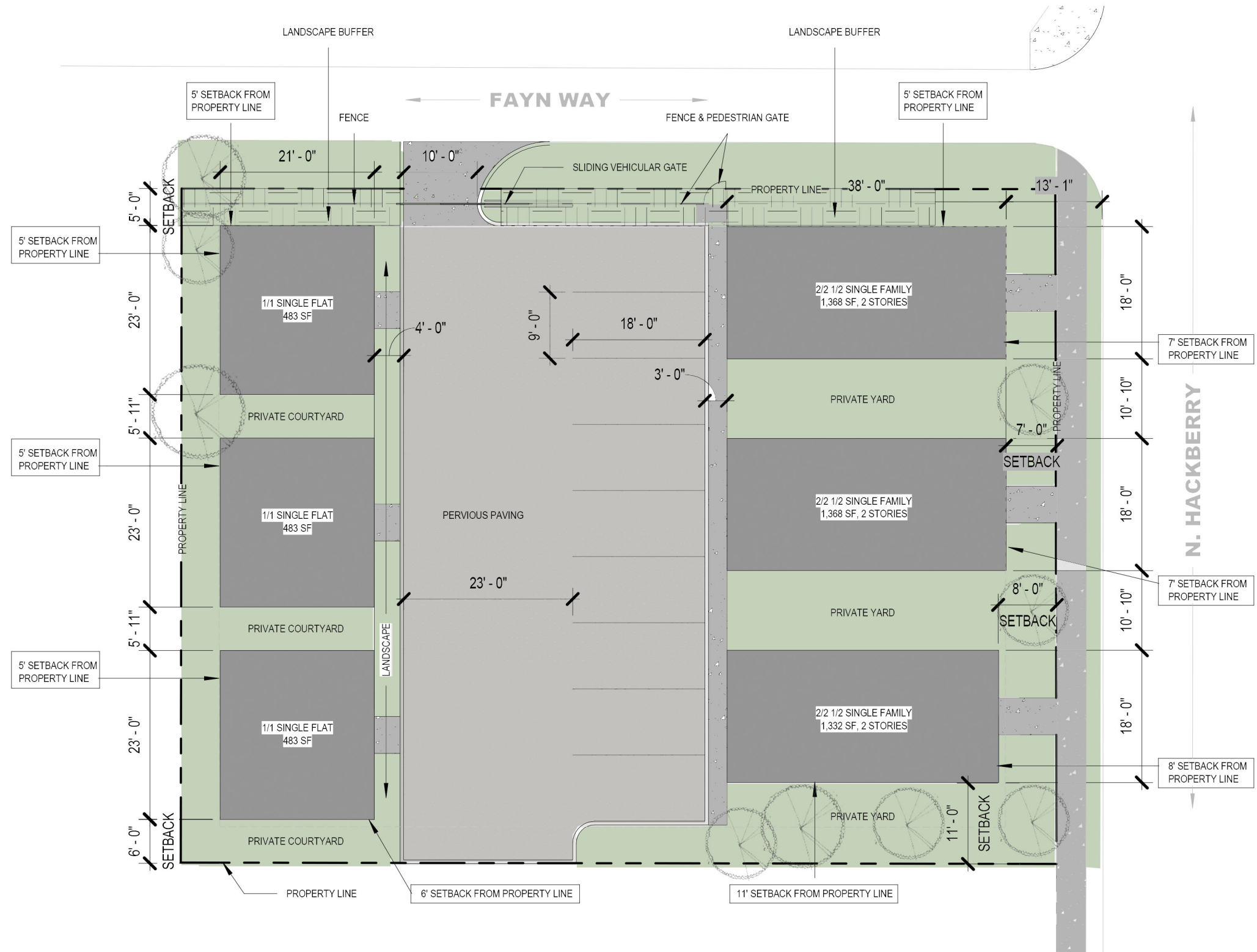


1 SITE EXHIBIT
SCALE: 1" = 20'-0"



909 N. HACKBERRY
SAN ANTONIO, TEXAS

SCHEMATIC SITE
project #: 19.010
10.28.19
A1.1



1 SITE PLAN

SCALE: 1/16" = 1'-0"



909 N. HACKBERRY
SAN ANTONIO, TEXAS

SCHEMATIC SITE - ENLARGED

project #: 19.010
10.28.19

A1.2

**EXAMPLE OF
BIOSWALE/PARKING
BUFFERING**





**EXAMPLE OF
BIOSWALE/PARKING
BUFFERING**