HISTORIC AND DESIGN REVIEW COMMISSION

January 15, 2020

HDRC CASE NO:	**2019-732**
ADDRESS:	2616 N MAIN AVE 2620 N MAIN AVE
LEGAL DESCRIPTION:	NCB 1704 BLK 12 S 62.5 FT OF 1, 2 & 3 ARB A2 NCB 1704 BLK 12 LOT N 62.5 FT OF 1, 2 & 3 ARB A1
ZONING:	O-2,H
CITY COUNCIL DIST.:	1
DISTRICT:	Monte Vista Historic District
APPLICANT:	John Speegle/speegle & KIM davis Architecure
OWNER:	Sheri Mumme/MUMME SHERI ANN
TYPE OF WORK:	Installation of rear fencing, hardscaping, construction of a rear accessory structure
APPLICATION RECEIVED:	December 03, 2019
60-DAY REVIEW:	February 01, 2020
CASE MANAGER:	Stephanie Phillips

REQUEST:

The applicant is requesting conceptual approval to:

1. Construct a new fence around the rear and side yards of the property at 2620 N Main. The fencing is requested to be wrought iron stone, varying in height from 5'-6" to 6'-6". In addition, rolling wrought iron gates are proposed for rear vehicular parking along E Magnolia Ave and the alley off N Main Ave. A wrought iron privacy fence is requested between the two houses.
2. Remove an existing ribbon driveway off the alley behind 2616 N Main Ave.
3. Add rear concrete cover behind 2616 N Main to accommodate three parking spaces.
4. Construct a 1-story carport structure with a flat roof behind 2616 N Main 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 material*s—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 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.

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.

2. Fences and Walls
A. HISTORIC FENCES AND WALLS
i. *Preserve*—Retain historic fences and walls.
ii. *Repair and replacement*—Replace only deteriorated sections that are beyond repair. Match replacement materials (including mortar) to the color, texture, size, profile, and finish of the original.
iii. *Application of paint and cementitious coatings*—Do not paint historic masonry walls or cover them with stone facing or stucco or other cementitious coatings.
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.
C. PRIVACY FENCES AND WALLS
i. *Relationship to front facade*—Set privacy fences back from the front façade of the building, rather than aligning them

with the front façade of the structure to reduce their visual prominence.
ii. *Location* – Do not use privacy fences in front yards.

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 proposed project encompasses two parcels at 2616 and 2620 N Main. The primary structure located at 2620 N Main Ave is a 2-story multifamily structure constructed in 1909 in the Neoclassical style. The structure sits on a corner lot at the intersection of N Main Ave and E Magnolia Ave. The home features a full-height front porch with fluted Corinthian columns, a broken transom light front door configuration, and prominent front and side-facing dormers with wide trim. The primary structure at 2620 N Main is a 2-story structure constructed circa 1910 in the Craftsman style. Both structures are contributing to the Monte Vista Historic District. The applicant is requesting conceptual approval of the requested items.
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. FENCING – The applicant is requesting the installation of a privacy fence around the rear and side yards of the properties addressed 2616 and 2620 N Main. The fencing is requested to be a total of 5'-6" to 6'-6" feet tall and constructed of a stone base with wrought iron fencing. Rolling wrought iron gates are proposed for rear vehicular parking along E Magnolia Ave and the alley off N Main Ave. The fencing is requested for aesthetic reasons and will not function as a retaining wall for a slope or grade change. Wrought iron privacy fencing is also requested between the two houses, set back from the front facades. A previous request included front yard fencing; this request has been removed. According to the Historic Design Guidelines for Site Elements, new fences and walls should appear similar to those used historically within the district in terms of their scale and location. Staff finds that the proposed general locations for the privacy fencing qualify the request for administrative approval; however, staff finds that the fencing along W Magnolia should be set back from the front façade as far as possible and should not impact any character defining features of the historic structure, such as windows. Staff also does not find the height consistent with the Guidelines or the UDC. Privacy fencing should be a maximum of 6 feet in height in accordance with UDC Section 35-514.
d. REAR HARDSCAPING MODIFICATIONS – The applicant has proposed to remove a concrete ribbon driveway behind the primary structure addressed 2616 N Main and pour a new concrete parking pad to accommodate three parking spaces. The parking area is accessible from a paved side alley. Staff finds that the ribbon driveway is not a character defining feature and its removal will not impact the context of the vicinity.
e. REAR CARPORT – The applicant has proposed to construct a rear carport structure to cover the proposed rear concrete parking spaces. The proposed carport will be approximately 10 feet in height and feature a flat roof and simple square post design. Staff finds the request conceptually consistent based on the one elevation provided, but requires dimensioned elevations of all four sides of the structure, as well as complete material specifications, for final approval.

RECOMMENDATION:

Staff recommends approval of the proposed request items based on findings a through e with the following stipulations:

i. That the applicant submits elevation drawings for all four sides of the proposed rear carport structure for review and approval. Staff may issue a Certificate of Appropriateness for final approval administratively provided that the final submitted drawings match those presented for conceptual approval and adhere to an action for approval from the HDRC.

ii. That the privacy fencing along W Magnolia be set back from the front façade as far as possible and not impact any character defining features of the historic structure, such as windows. An updated site plan that illustrates how the fencing will interact with the façade of the historic structures is required prior to the issuance of a Certificate of Appropriateness.

iii. That the proposed rear privacy fencing be no taller than 6 feet, including any proposed base, and meets the development standards outlined in UDC Section 35-514.

City of San Antonio One Stop

December 13, 2019

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STOP

speegle & KIM-davis: Architecture

6 January 2020

COSA Historic, Design & Review Commission

Applicant's Project:

Fencing and Driveway Improvements to 2616 and 2620 North Main Street

Monte Vista Historic District

Applicant's Name: Sheri Mumme

Our architectural firm was contracted by Ms. Mumme to design the improvements to 2616 and 2620 North Main Street. She has the permission of the owner at 2620 North Main Street to represent her in the design and construction of any proposed improvements.

Detailed Description of the Scope of Work:

2616 North Main: we are proposing building a fence that extends down the side alley to the rear of the property at the southeast corner. There will also be an automatic gate along the driveway that also extends, when opened, to the same southeast corner. We are also proposing to build a carport over two of the three parking spaces, which will consist of stained 6x6 cedar posts, stained laminated beams, and a flat, stained laminated roof decking. The parking area will consist of a textured concrete surface with curbs, slope to drain to the alley. The existing concrete ribbon driveway will be removed since it is disrepair and doesn't fit the parking area of the three proposed parking spaces. Although it is historic-in-nature, it does not drain to the alley way. At the east elevation, in the rear yard, a doorway from the house, was covered up in the past and is going to be reopened. We are proposing to install a single panel glass door installed, with a deck, at the finish floor of the main house, and connect into the existing deck to the northeast corner of the rear of the residence. The fence will start at the southeast corner of the residence, and will be 6' tall, with a black-painted wrought iron vertical picket design, as drawn. We propose installing limestone paving at the southeast corner of the house,

We also proposed installing a textured, concrete surface sidewalk along Main Street. Our design illustrates removing the damaged corner of the sidewalk at the southwest corner of the property, and installing an ADA sidewalk curb ramp. Along Main Street, we propose installing five crepe myrtles trees, along with stone banding along the sidewalk and to the front steps to Main Street, at the center of the

339 East Hildebrand Avenue **San Antonio, Texas 78212** **210 219-0445**

property. The sidewalk will also be installed up to the front existing steps, to remain, and have stone banding and paving as drawn. We also propose removing the stone sidewalk limestone paving that was installed years past, in the front yard along to the alley side of the residence.

A limestone wall exists at the southwest corner of the property and has been damaged by autos and the adjacent tree roots. The wall is not on our property and we are going to discuss with the appropriate COSA department on its restoration.

2620 North Main: we have permission to submit the design work and will be paying for any improvements of the proposed design work on this property.

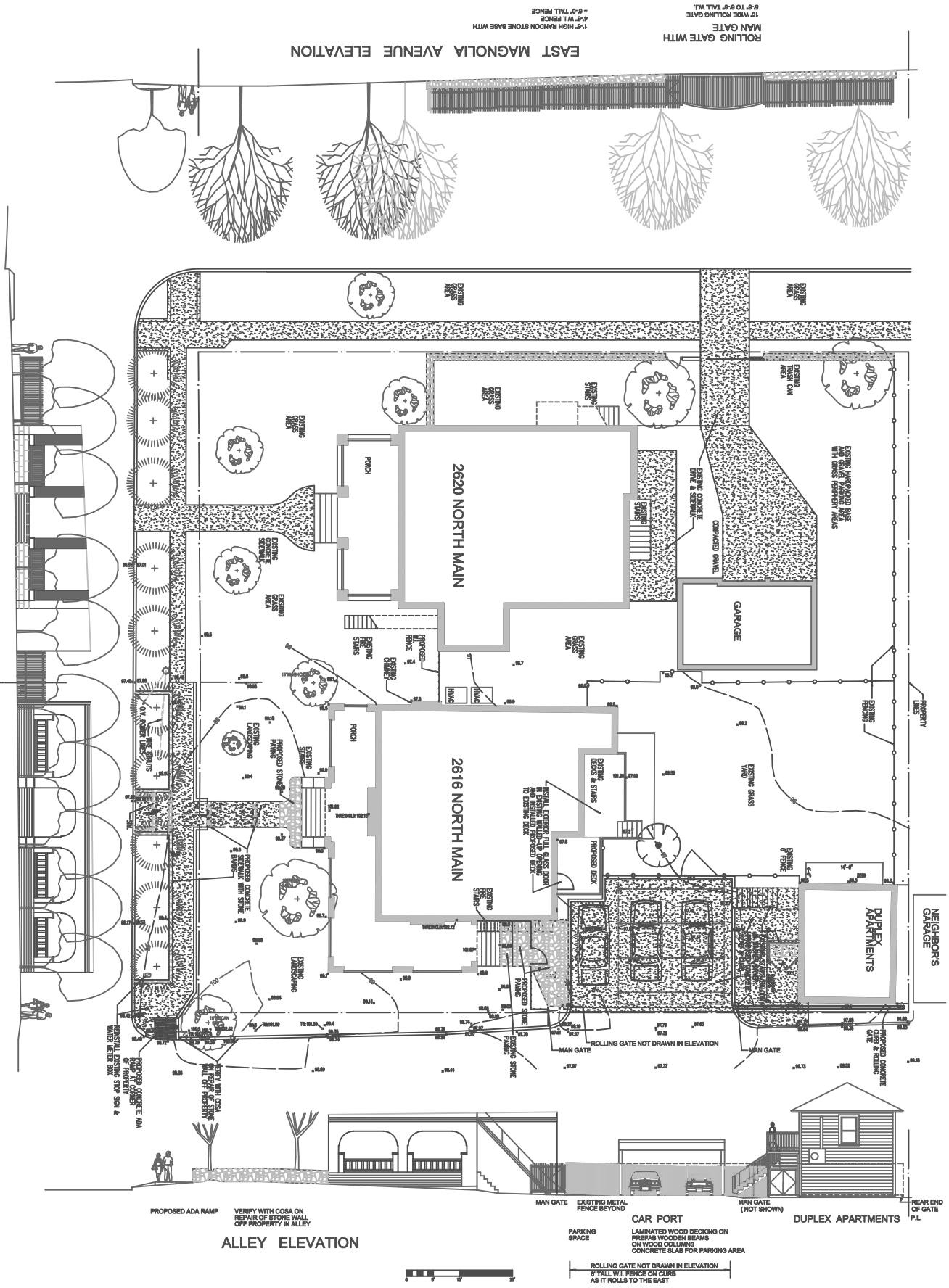
At the front elevation, we are proposing a 6' tall, black painted vertical picket, wrought iron fence be installed between the houses as drawn. It starts at the masonry fireplace at 2616 N. Main and extends to the corner of the house at 2620 N. Main.

At Magnolia Street, which is the side yard of 2616 N., Main, we propose installing a 6' fence, consisting of an 18" limestone wall with a 4'-6" tall, black painted vertical picket fence, from just back of the northwest corner of the residence, down to the northeast corner to the north east of this property. An automatic gate will be installed at the existing concrete driveway, approximately 15' wide.

We propose landscaping along Main Street, of removing the existing yucca plants and installing five crepe myrtle trees. The existing concrete sidewalk shall remain along Main and Magnolia Streets.

There will no proposed front yard fencing on either property.

We are submitting our revised site plan for our proposed meeting on the 15th of January. We are not submitting any photographs since the previous application contained the photographic files.



2616 & 2620 NORTH MAIN AVENUE

speegle & KIM-davis: Architecture
339 EAST HILDEBRAND AVENUE 210 228-9921
San Antonio, Texas 78212 10/02/19 11/25/19 REV 1/03/2020