

HISTORIC AND DESIGN REVIEW COMMISSION

August 05, 2020

HDRC CASE NO: 2020-317
ADDRESS: 210 CALLAGHAN AVE
LEGAL DESCRIPTION: NCB 720 BLK 2 LOT 9 (N & J COBB SUBD)
ZONING: RM-4, H
CITY COUNCIL DIST.: 1
DISTRICT: Lavaca Historic District
APPLICANT: Darryl Ohlenbusch
OWNER: Jim Johnson Jr./JOHNSON JAMES R JR & NADINE L
TYPE OF WORK: Conceptual review for a new carport/ pergola
APPLICATION RECEIVED: July 17, 2020
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Rachel Rettaliata

REQUEST:

The applicant is requesting a Certificate of Appropriateness for conceptual approval to:

1. Construct a rear carport.
2. Construct a rear pergola.
3. Install a fully concrete rear driveway to replace the existing ribbon driveway.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Materials: Woodwork

A. MAINTENANCE (PRESERVATION)

- i. *Inspections*—Conduct semi-annual inspections of all exterior wood elements to verify condition and determine maintenance needs.
- ii. *Cleaning*—Clean exterior surfaces annually with mild household cleaners and water. Avoid using high pressure power washing and any abrasive cleaning or stripping methods that can damage the historic wood siding and detailing.
- iii. *Paint preparation*—Remove peeling, flaking, or failing paint surfaces from historic woodwork using the gentlest means possible to protect the integrity of the historic wood surface. Acceptable methods for paint removal include scraping and sanding, thermal removal, and when necessary, mild chemical strippers. Sand blasting and water blasting should never be used to remove paint from any surface. Sand only to the next sound level of paint, not all the way to the wood, and address any moisture and deterioration issues before repainting.
- iv. *Repainting*—Paint once the surface is clean and dry using a paint type that will adhere to the surface properly. See *General Paint Type Recommendations* in Preservation Brief #10 listed under Additional Resources for more information.
- v. *Repair*—Repair deteriorated areas or refasten loose elements with an exterior wood filler, epoxy, or glue.

B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)

- i. *Façade materials*—Avoid removing materials that are in good condition or that can be repaired in place. Consider exposing original wood siding if it is currently covered with vinyl or aluminum siding, stucco, or other materials that have not achieved historic significance.
- ii. *Materials*—Use in-kind materials when possible or materials similar in size, scale, and character when exterior woodwork is beyond repair. Ensure replacement siding is installed to match the original pattern, including exposures. Do not introduce modern materials that can accelerate and hide deterioration of historic materials. Hardiboard and other cementitious materials are not recommended.
- iii. *Replacement elements*—Replace wood elements in-kind as a replacement for existing wood siding, matching in profile, dimensions, material, and finish, when beyond repair.

3. Materials: Roofs

A. MAINTENANCE (PRESERVATION)

i. *Regular maintenance and cleaning*—Avoid the build-up of accumulated dirt and retained moisture. This can lead to the growth of moss and other vegetation, which can lead to roof damage. Check roof surface for breaks or holes and flashing for open seams and repair as needed.

B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)

i. *Roof replacement*—Consider roof replacement when more than 25-30 percent of the roof area is damaged or 25-30 percent of the roof tiles (slate, clay tile, or cement) or shingles are missing or damaged.

ii. *Roof form*—Preserve the original shape, line, pitch, and overhang of historic roofs when replacement is necessary.

iii. *Roof features*—Preserve and repair distinctive roof features such as cornices, parapets, dormers, open eaves with exposed rafters and decorative or plain rafter tails, flared eaves or decorative purlins, and brackets with shaped ends.

iv. *Materials: sloped roofs*—Replace roofing materials in-kind whenever possible when the roof must be replaced. Retain and re-use historic materials when large-scale replacement of roof materials other than asphalt shingles is required (e.g., slate or clay tiles). Salvaged materials should be re-used on roof forms that are most visible from the public right-of-way. Match new roofing materials to the original materials in terms of their scale, color, texture, profile, and style, or select materials consistent with the building style, when in-kind replacement is not possible.

v. *Materials: flat roofs*—Allow use of contemporary roofing materials on flat or gently sloping roofs not visible from the public right-of-way.

vi. *Materials: metal roofs*—Use metal roofs on structures that historically had a metal roof or where a metal roof is appropriate for the style or construction period. Refer to Checklist for Metal Roofs on page 10 for desired metal roof specifications when considering a new metal roof. New metal roofs that adhere to these guidelines can be approved administratively as long as documentation can be provided that shows that the home has historically had a metal roof.

vii. *Roof vents*—Maintain existing historic roof vents. When deteriorated beyond repair, replace roof vents in-kind or with one similar in design and material to those historically used when in-kind replacement is not possible.

4. Materials: Metal

A. MAINTENANCE (PRESERVATION)

i. *Cleaning*—Use the gentlest means possible when cleaning metal features to avoid damaging the historic finish.

Prepare a test panel to determine appropriate cleaning methods before proceeding. Use a wire brush to remove corrosion or paint build up on hard metals like wrought iron, steel, and cast iron.

ii. *Repair*—Repair metal features using methods appropriate to the specific type of metal.

iii. *Paint*—Avoid painting metals that were historically exposed such as copper and bronze.

B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)

i. *Replacement*—Replace missing or significantly damaged metal features in-kind or with a substitute compatible in size, form, material, and general appearance to the historical feature when in-kind replacement is not possible.

ii. *Rust*—Select replacement anchors of stainless steel to limit rust and associated expansion that can cause cracking of the surrounding material such as wood or masonry. Insert anchors into the mortar joints of masonry buildings.

iii. *New metal features*—Add metal features based on accurate evidence of the original, such as photographs. Base the design on the architectural style of the building and historic patterns if no such evidence exists.

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.

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.

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.

C. MULCH

Organic mulch – Organic mulch should not be used as a wholesale replacement for plant material. Organic mulch with appropriate plantings should be incorporated in areas where appropriate such as beneath a tree canopy.

- i. *Inorganic mulch* – Inorganic mulch should not be used in highly-visible areas and should never be used as a wholesale replacement for plant material. Inorganic mulch with appropriate plantings should be incorporated in areas where appropriate such as along a foundation wall where moisture retention is discouraged.

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.

iii. *Maintenance* – Proper pruning encourages healthy growth and can extend the lifespan of trees. Avoid unnecessary or harmful pruning. A certified, licensed arborist is recommended for the pruning of mature trees and heritage trees.

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.

FINDINGS:

- a. The structure located at 210 Callaghan is a one-story, single-family residence constructed circa 1910 in the Folk Victorian style. It first appears on the Sanborn Maps in 1912. The house features a metal cross hip roof, brick cladding, wood one-over-one windows, a wrap-around porch, and a rear addition circa 1990 featuring two pyramidal metal roofs, one-over-one wood windows, and stucco cladding. The property fronts Callaghan Avenue, but the lot extends from Callaghan Avenue to Leigh Street. The property is contributing to the Lavaca Historic District.
- b. **CONCEPTUAL REVIEW** – 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 or final approval.
- c. **CARPORT: FOOTPRINT** – The applicant has proposed to construct a new rear carport structure in the rear of the lot. The carport will shade a total of two vehicles on an existing concrete pad. The proposed footprint is approximately 530 square feet. 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 based on the open-air nature of the structure and the large size of the site.
- d. **CARPORT: ORIENTATION AND SETBACK** – The applicant has proposed to orient the new accessory structure towards Leigh Street, the rear access for the property. 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. The carport will be setback 5 feet from the west property line and 36 feet from the rear property line, 10 feet behind the front façade wall plane of the neighboring house facing Leigh Street to the west of the property. The neighboring properties along this block front Leigh Street; however, this property exhibits unique site conditions in that the property extends from Callaghan Avenue to Leigh Street and Leigh Street is the rear access for the property. Staff finds the proposal for orientation appropriate. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- e. **CARPORT: SCALE & MASS** – The applicant has proposed a 1-story carport structure with a hip roof. The structure will measure approximately fourteen 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. Staff finds the proposal consistent with the Guidelines.

- f. CARPORT: ROOF – The applicant has proposed a hip roof form for the carport. The roof will be a galvanized steel standing seam roof to closely match the materiality of the primary structure. Staff finds the proposal appropriate.
- g. CARPORT: MATERIALS – The proposed carport will be constructed on a new concrete slab with a decorative flagstone surface to match the existing flatwork in the front and side yard. The carport will be constructed of stained rough cedar posts, cedar beams, and galvanized steel standing seam roof panels. The Guidelines for New Construction state that materials should complement the type, color, and texture of those found in the historic district. Staff finds the proposal consistent with the Guidelines.
- h. 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.
- i. PERGOLA: FOOTPRINT – The applicant has proposed to construct a new rear pergola structure in the rear of the lot. The proposed footprint is approximately 81 square feet. 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 based on the open-air nature of the structure and the large size of the site.
- j. PERGOLA: ORIENTATION AND SETBACK – The applicant has proposed to orient the new pergola next to the proposed carport. The pergola will be setback 6 feet from the east property line and 36 feet from the rear property line, 10 feet behind the front façade wall plane of the neighboring house facing Leigh Street to the west of the property. 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 appropriate. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- k. PERGOLA: SCALE & MASS – The applicant has proposed a 1-story open-air pergola structure with a pyramidal roof. The structure will measure approximately ten feet and nine inches 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. Staff finds the proposal consistent with the Guidelines.
- l. PERGOLA: ROOF – The applicant has proposed a pyramidal roof form for the pergola. The roof will be a galvanized steel standing seam roof to match the materiality of the primary structure and the proposed rear carport. Staff finds the proposal appropriate.
- m. PERGOLA: MATERIALS – The proposed pergola will be constructed on a new concrete slab with a decorative flagstone surface to match the existing flatwork in the front and side yard. The pergola will be constructed of stained rough cedar posts, cedar beams, and galvanized steel standing seam roof panels. The Guidelines for New Construction state that materials should complement the type, color, and texture of those found in the historic district. Staff finds the proposal consistent with the Guidelines.
- n. PERGOLA: 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. The applicant has proposed to install a 30-inch steel trellis around the pergola structure. Staff finds the proposal consistent with the Guidelines.
- o. DRIVEWAY CONFIGURATION – The applicant has proposed to install a fully concrete slab driveway where a ribbon driveway currently exists. The Historic Design Guideline 5.B.i. for Site Elements states that historic driveway configurations should be retained and repaired in place. The property features a fully concrete front driveway front Callaghan Avenue and the properties that front Leigh Street feature both fully-concrete and ribbon driveways. The 1912 Sanborn Map shows that the property historically featured a rear accessory structure and most likely featured a rear driveway. The existing concrete ribbons connect a full concrete apron and a concrete parking slab. The proposed driveway will be 11 feet wide at the apron and 22 feet wide at the carport. Due to the property's unique site condition, staff finds the proposal appropriate.

RECOMMENDATION:

Item 1, staff recommends conceptual approval to construct a rear carport based on findings a through h.

Item 2, staff recommends conceptual approval to construct a rear pergola based on findings i through n.

Item 3, staff recommends conceptual approval to install a fully concrete rear driveway based on finding o.

City of San Antonio One Stop

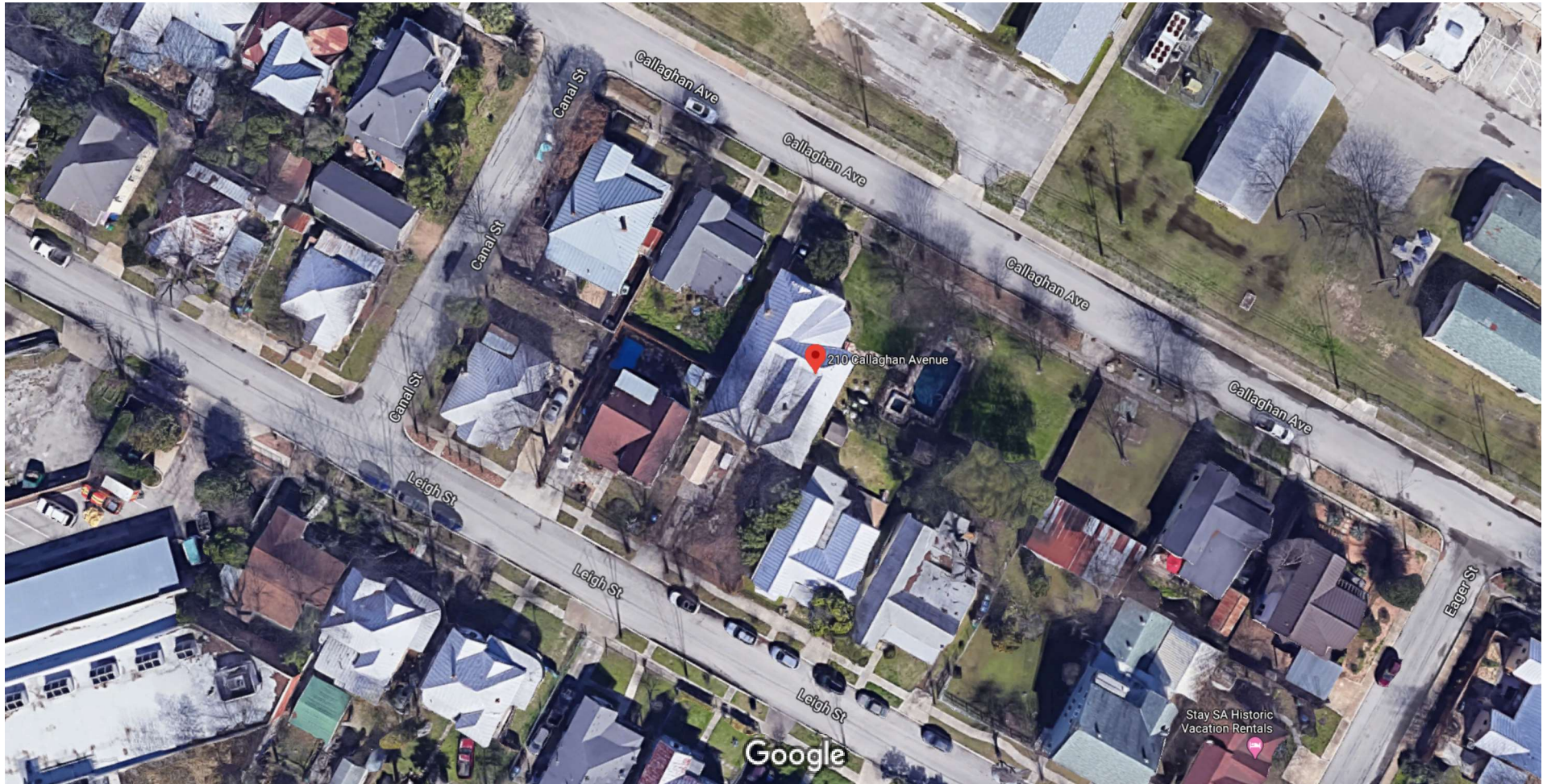


July 27, 2020

— User drawn lines

1:2,000
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0 0.0275 0.055 0.11 km

Google Maps 210 Callaghan Ave



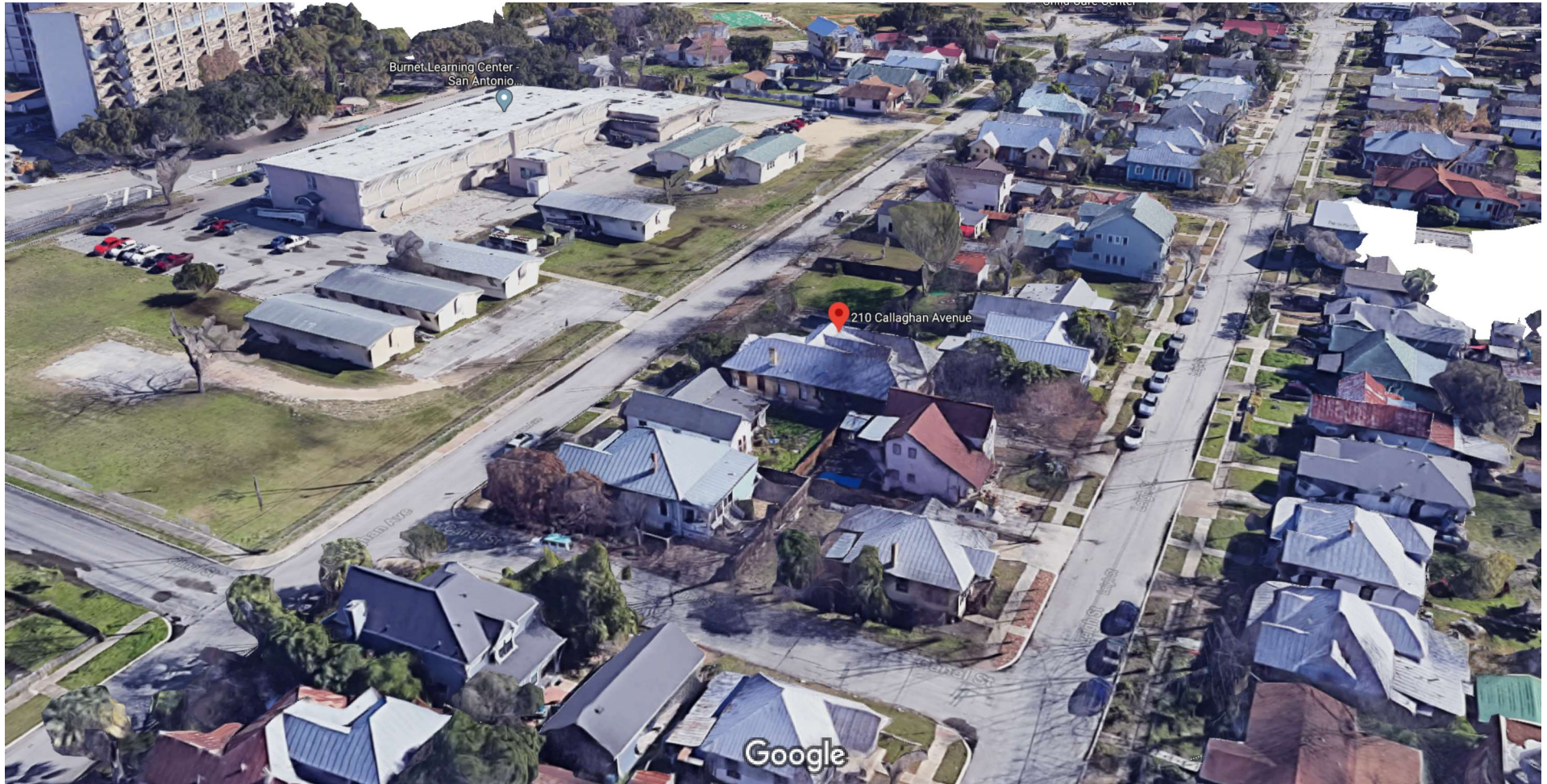
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Google Maps 210 Callaghan Ave



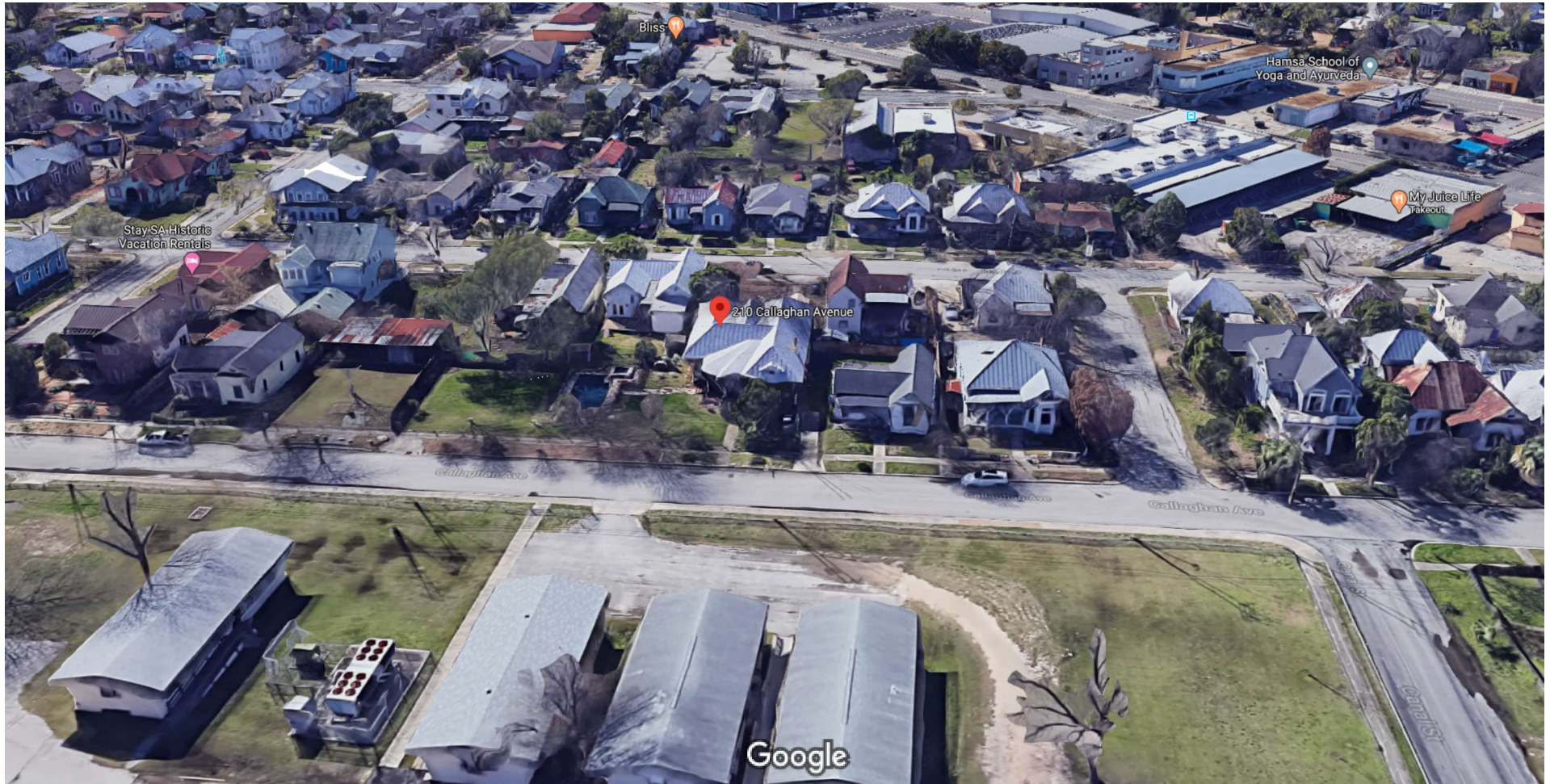
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Google Maps 210 Callaghan Ave



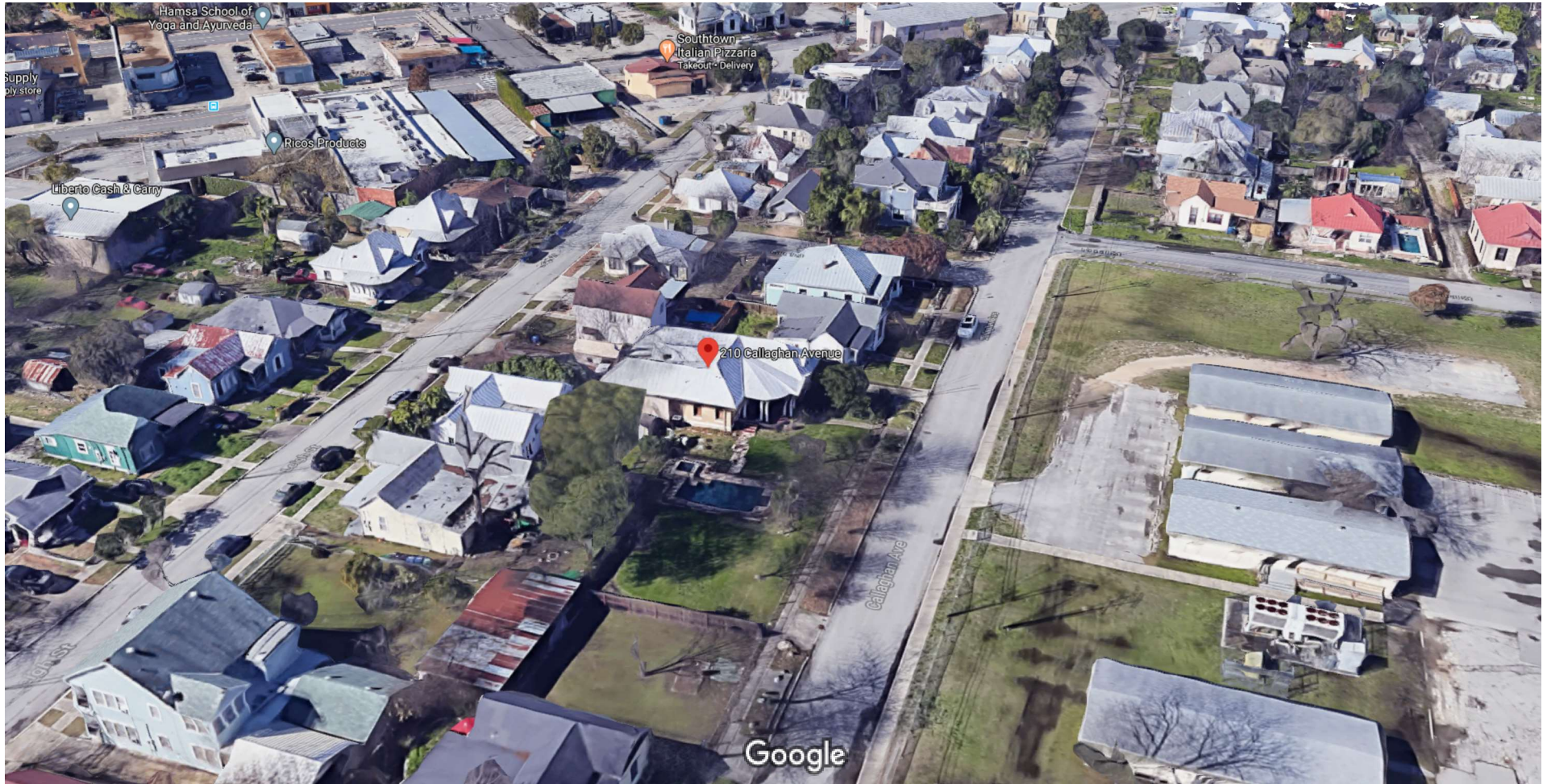
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Google Maps 210 Callaghan Ave

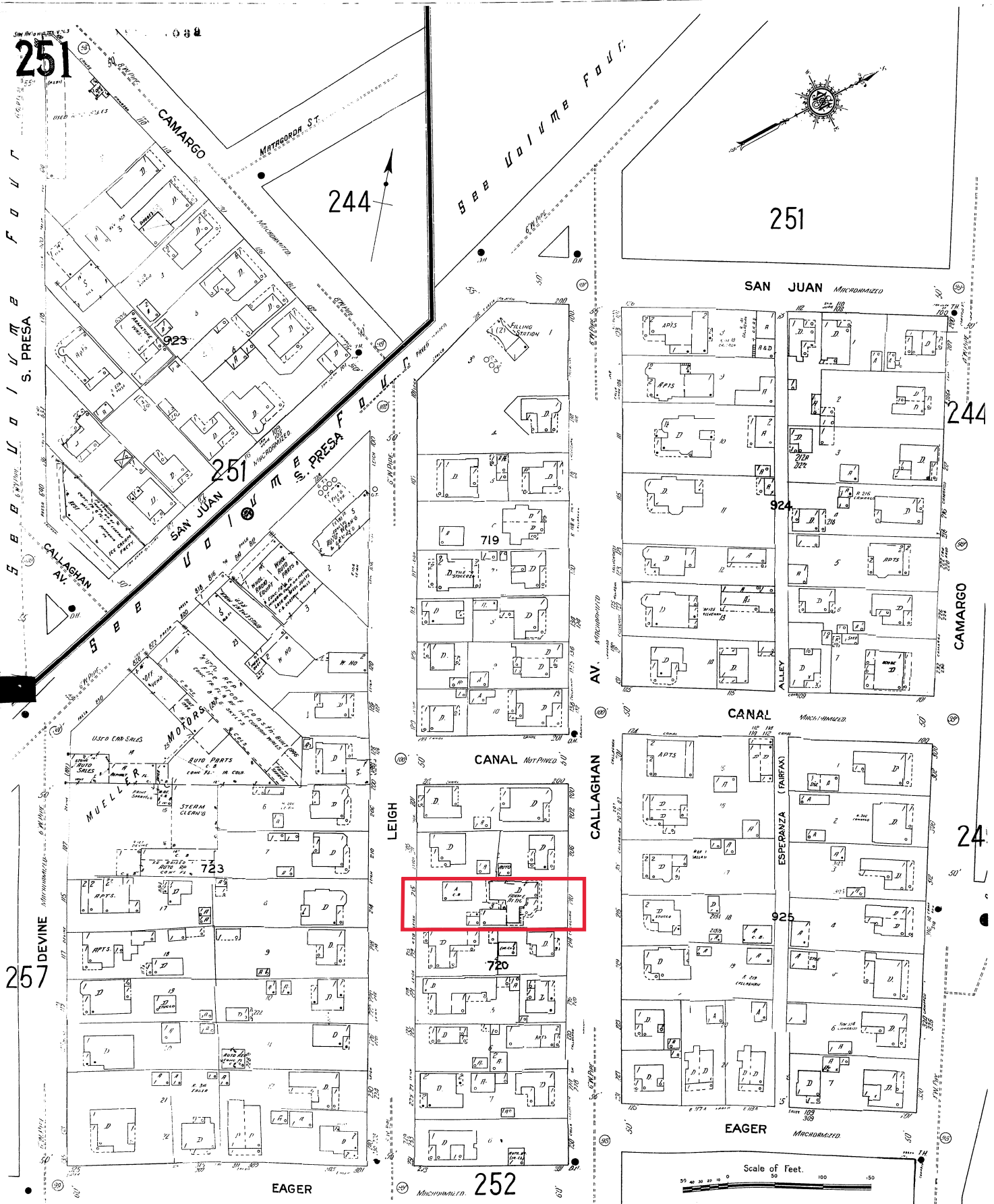


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Google Maps 210 Callaghan Ave



Imagery ©2020 Google, Map data ©2020, Map data ©2020 20 ft



EXISTING HOUSE - 210 CALLAGHAN

STORAGE CLOSET
STORAGE CLOSET

PROPOSED
TWO-CAR GARPORT
PROPOSED PERGOLA

+/- 22'-0"

+/- 36'-0"

FRONT OF
ADJOINING
HOUSE @
211 LEIGH ST.



SITE PLAN
SC: 1/8" = 1'-0"

210 CALLAGHAN AVE.
NEW GARPORT +
PERGOLA

DARRYL OHLENBUSCH,
ARCHITECT

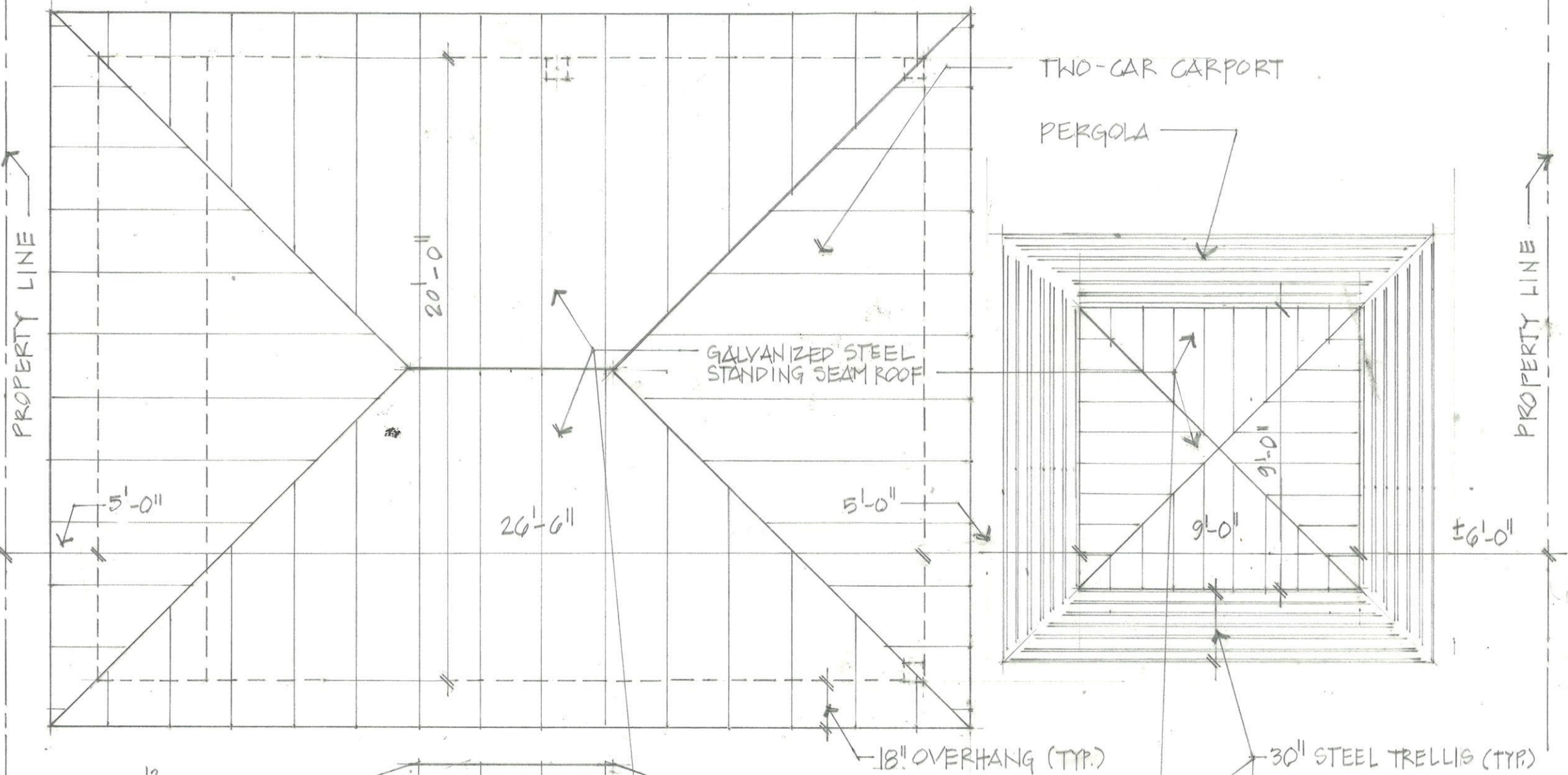
+/- 11'-0"

EXISTING
CURB CUT
@ LEIGH ST.

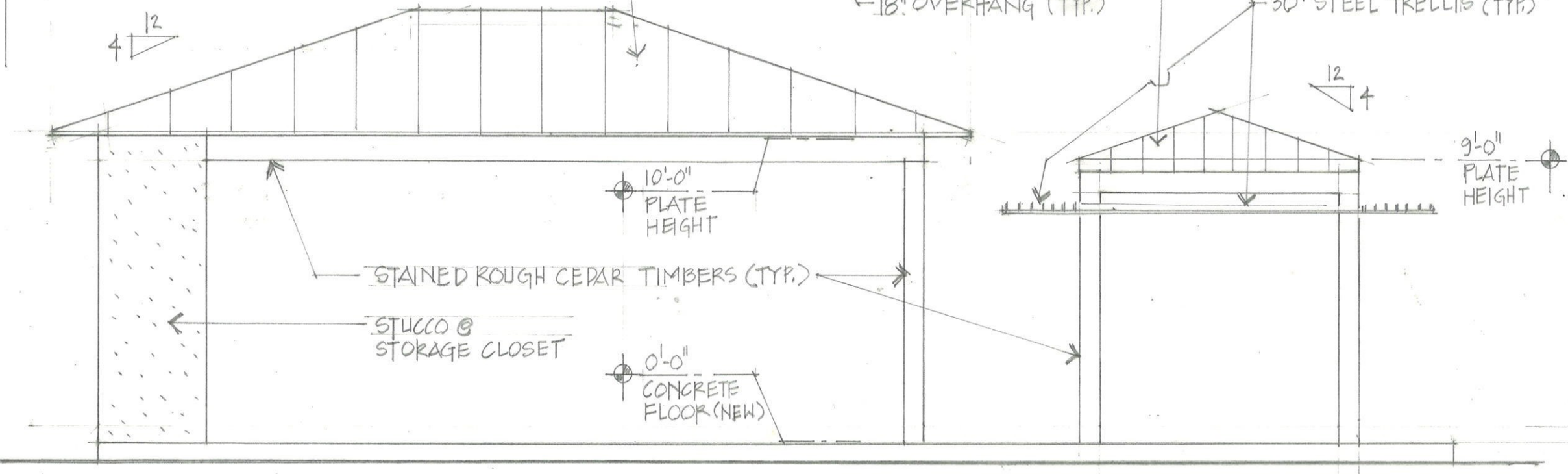
210 CALLAGHAN AVE.
SA, TX 78210

NEW CARPORT
+
PERGOLA

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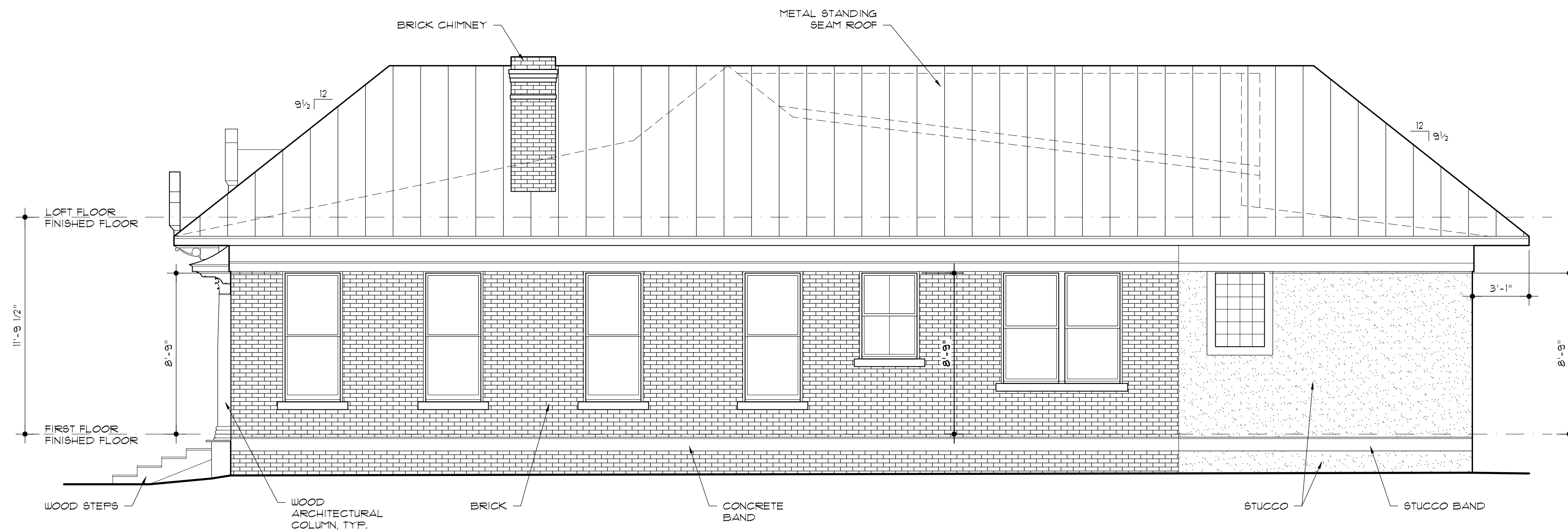


ROOF PLAN
SC: 1/4" = 1'-0"

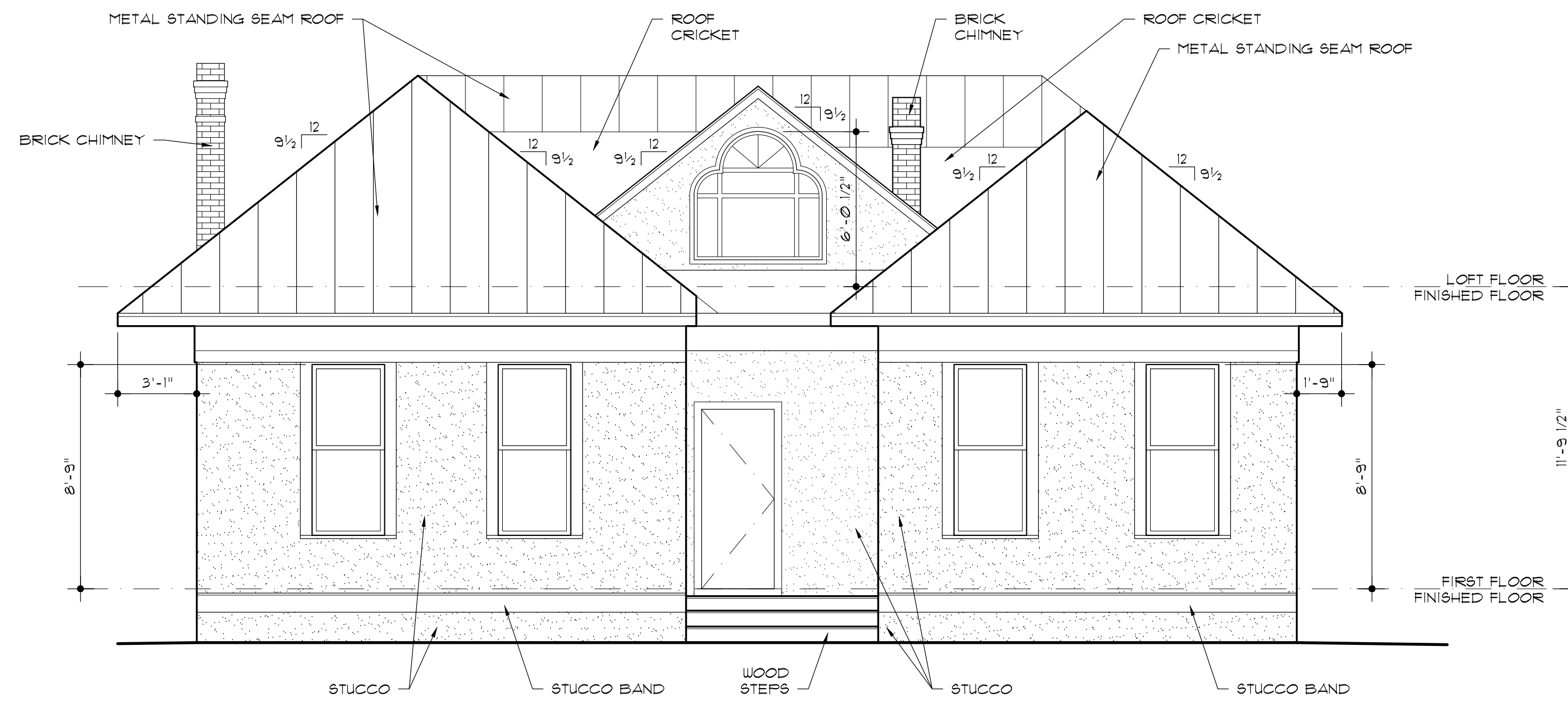


SOUTH ELEVATION (LEIGH STREET)
SC: 1/4" = 1'-0"





1 RIGHT ELEVATION
A-21 1/4"=1'-0"



2 REAR ELEVATION
A-21 1/4"=1'-0"

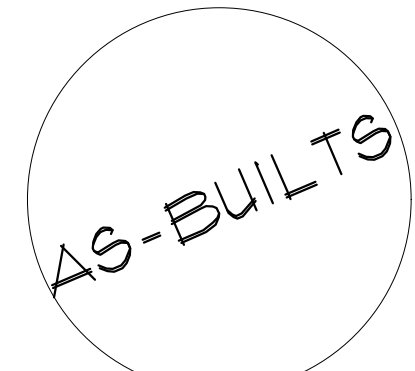


JODY BAKER 210.705.4101
jody@alamoasbuilds.com AlamoAsBuilds.com

210 CALLAGHAN AVE
SAN ANTONIO, TX

ELEVATIONS

DATE: 04.17.20



Sheet Number

A-21













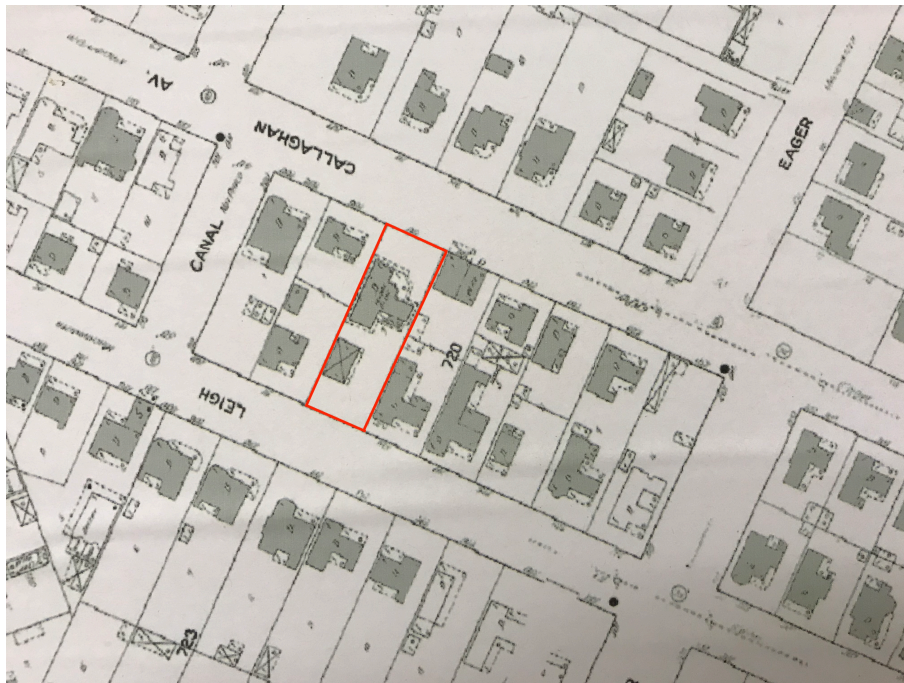




210 Callaghan Ave. (Lavaca Historic District)
Proposed back yard carport and pergola.

Narrative:

The owner of this property is requesting Preliminary Approval for a new carport and pergola in their back yard. The property is unusual in the Lavaca Historic District as the lot extends from Callaghan Ave. at the front, to Leigh Street in the back. As such, access to the carport would be from Leigh Street, using the existing curb cut. The 1912 Sanborn Fire Insurance Map for this area shows that the lot at that time already spanned between Callaghan Ave. and Leigh St., and that there was some manner of accessory structure behind the main house at that time, in the approximate location of the proposed carport.



Detail of 1912 Sanborn Fire Insurance Map

The precise date of construction of the rear addition to the historic house is unknown, but is obviously recent (early 1990's was suggested by the real estate agent who sold the house to the current owner). The rear addition shares roof pitches and materials with the historic house, but the walls are stucco as compared with brick in the historic house. As such, the proposed carport and pergola will not in any way negatively impact any views of any historic building or façade. Also, the carport and pergola are a minimum of 10 feet behind the house facing Leigh St. to the west of the property, so the visual impact on the streetscape along Leigh St. will be minimal.

The new carport and pergola will be constructed on a new concrete slab that will have a decorative flagstone surface that matches flatwork done in the front yard at some date in the

recent past. A new concrete drive will extend from the existing curb cut on Leigh St. (which will not be widened) to the new concrete pad. The structures will both be composed of stained rough cedar timbers with galvanized steel standing seam roofs.



View of rear (south) facade from Leigh St.



Closer view of rear (south) facade

EXISTING HOUSE - 210 CALLAGHAN

STORAGE CLOSET
STORAGE CLOSET

PROPOSED
TWO-CAR GARPORT
PROPOSED PERGOLA

20'-0"

9'-0"

5'-0" ±10'-0" 26'-6" 9'-0" ±6'-0"



FRONT OF
ADJOINING
HOUSE @
211 LEIGH ST.

SITE PLAN
SC: 1/8" = 1'-0"

210 CALLAGHAN AVE.
NEW GARPORT +
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CURB CUT
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