

HISTORIC AND DESIGN REVIEW COMMISSION

February 17, 2021

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
LANDMARK: Individual Landmark
APPLICANT: Darryl Ohlenbusch
OWNER: Jim Johnson Jr./JOHNSON JAMES R JR & NADINE L
TYPE OF WORK: Final approval of rear carport, pergola, and concrete driveway installation
APPLICATION RECEIVED: January 28, 2021
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 final 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)

- Inspections*—Conduct semi-annual inspections of all exterior wood elements to verify condition and determine maintenance needs.
- 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.
- 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.
- 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.
- Repair*—Repair deteriorated areas or refasten loose elements with an exterior wood filler, epoxy, or glue.

B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)

- Facade 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.
- 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.
- 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 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.

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. CASE HISTORY – The applicant received conceptual approval from the Historic and Design Review Commission (HDRC) for the request to construct a rear carport, construct a rear pergola, and install a fully concrete rear driveway on August 5, 2020. 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 carport will feature stucco cladding on the walls enclosing the proposed storage rooms. 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 final approval to construct a rear carport based on findings a through h.

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

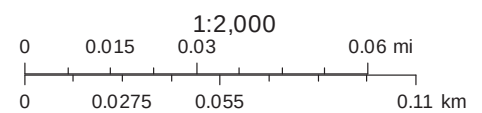
Item 3, staff recommends final approval to install a fully concrete rear driveway based on finding o.

City of San Antonio One Stop

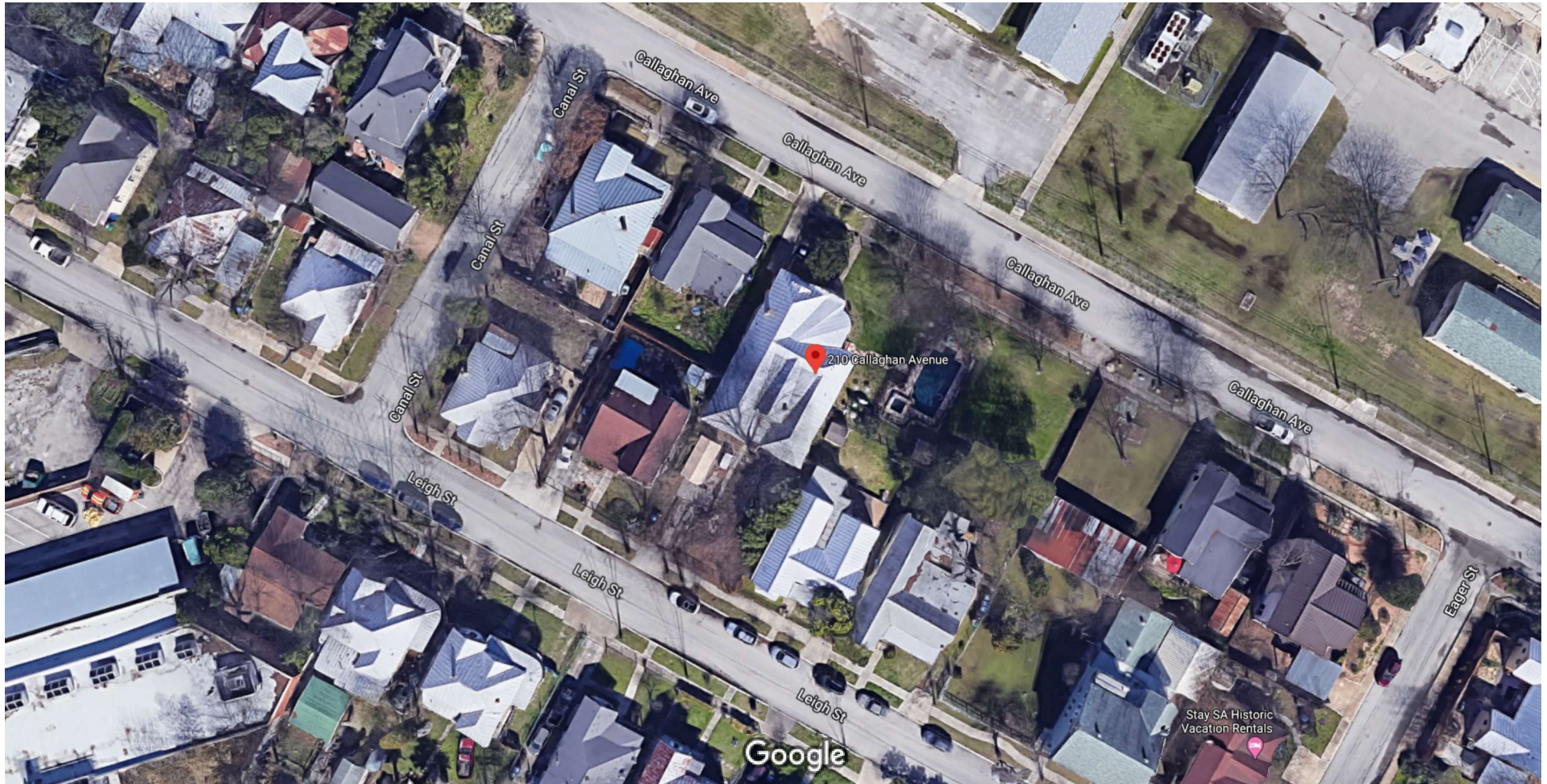


July 27, 2020

— User drawn lines



Google Maps 210 Callaghan Ave



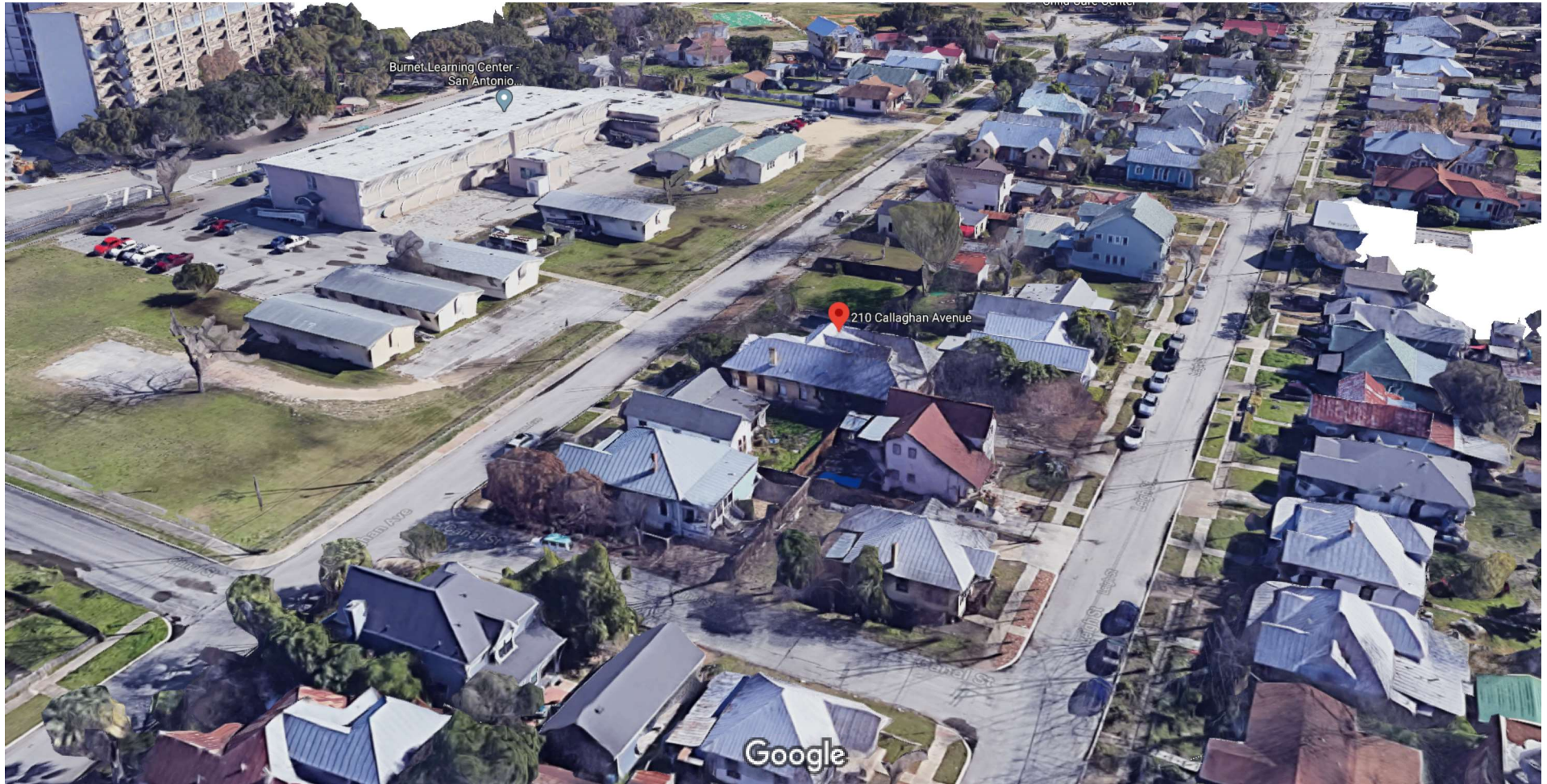
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Google Maps 210 Callaghan Ave



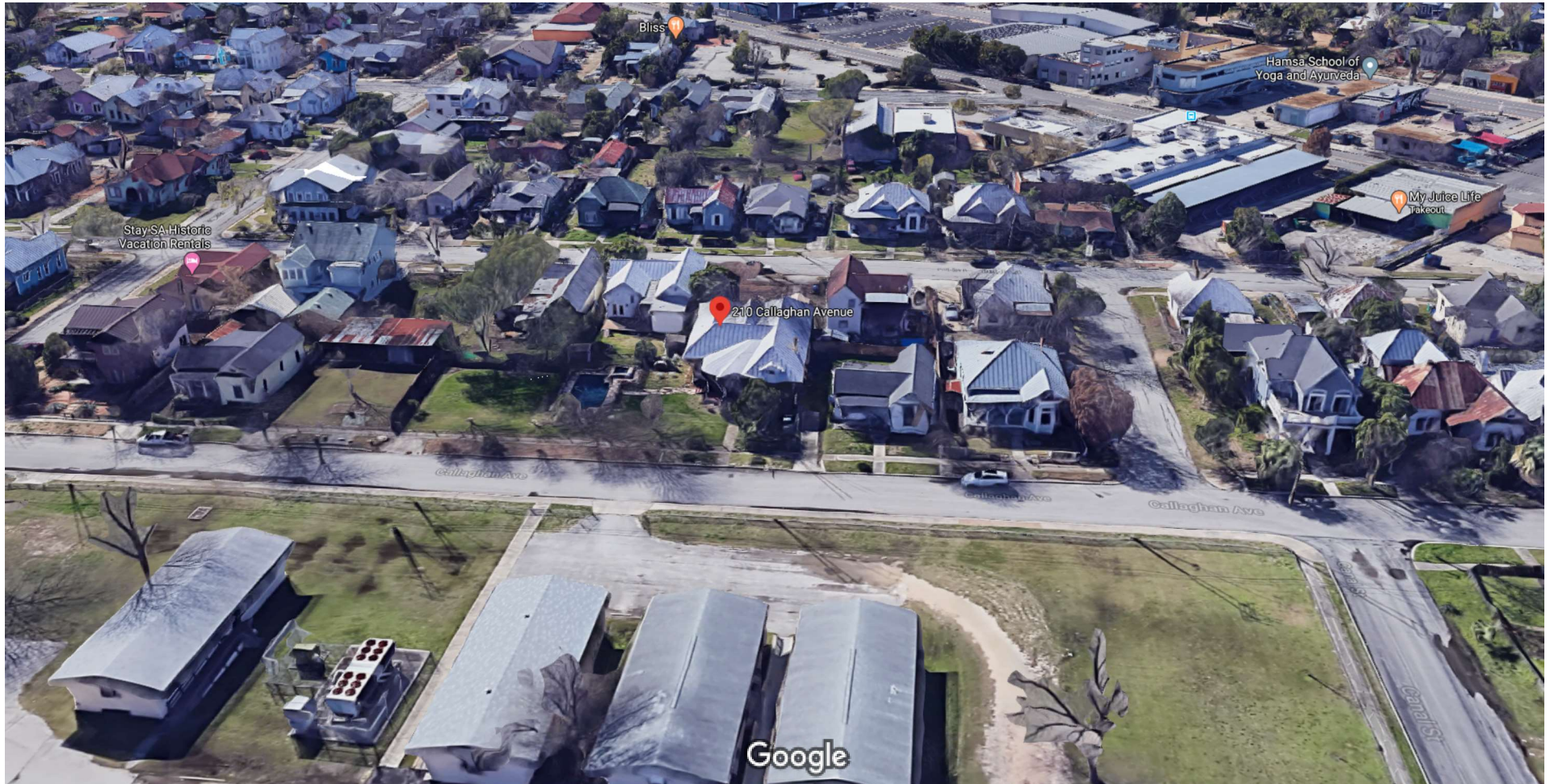
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Google Maps 210 Callaghan Ave



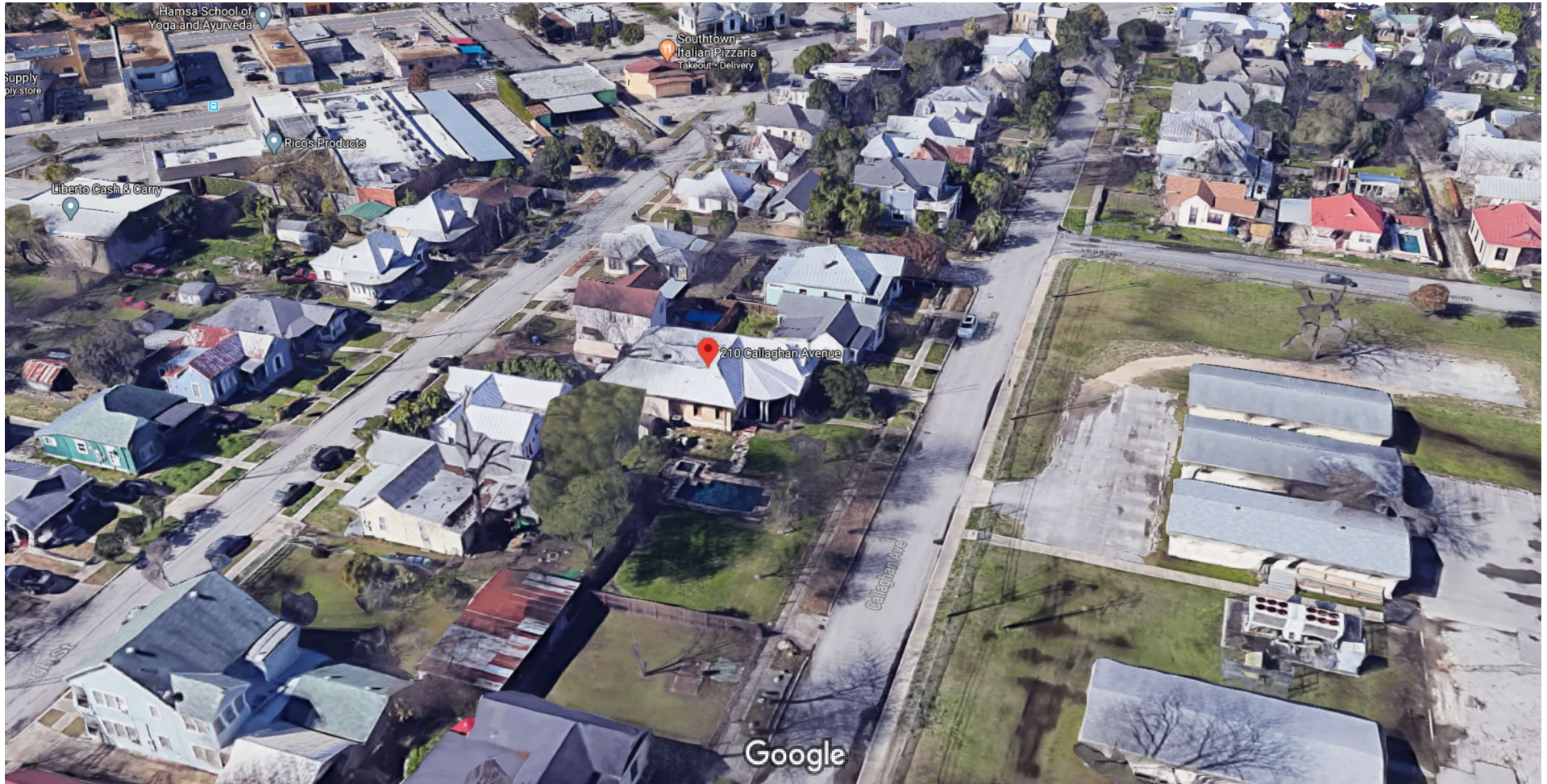
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Google Maps 210 Callaghan Ave

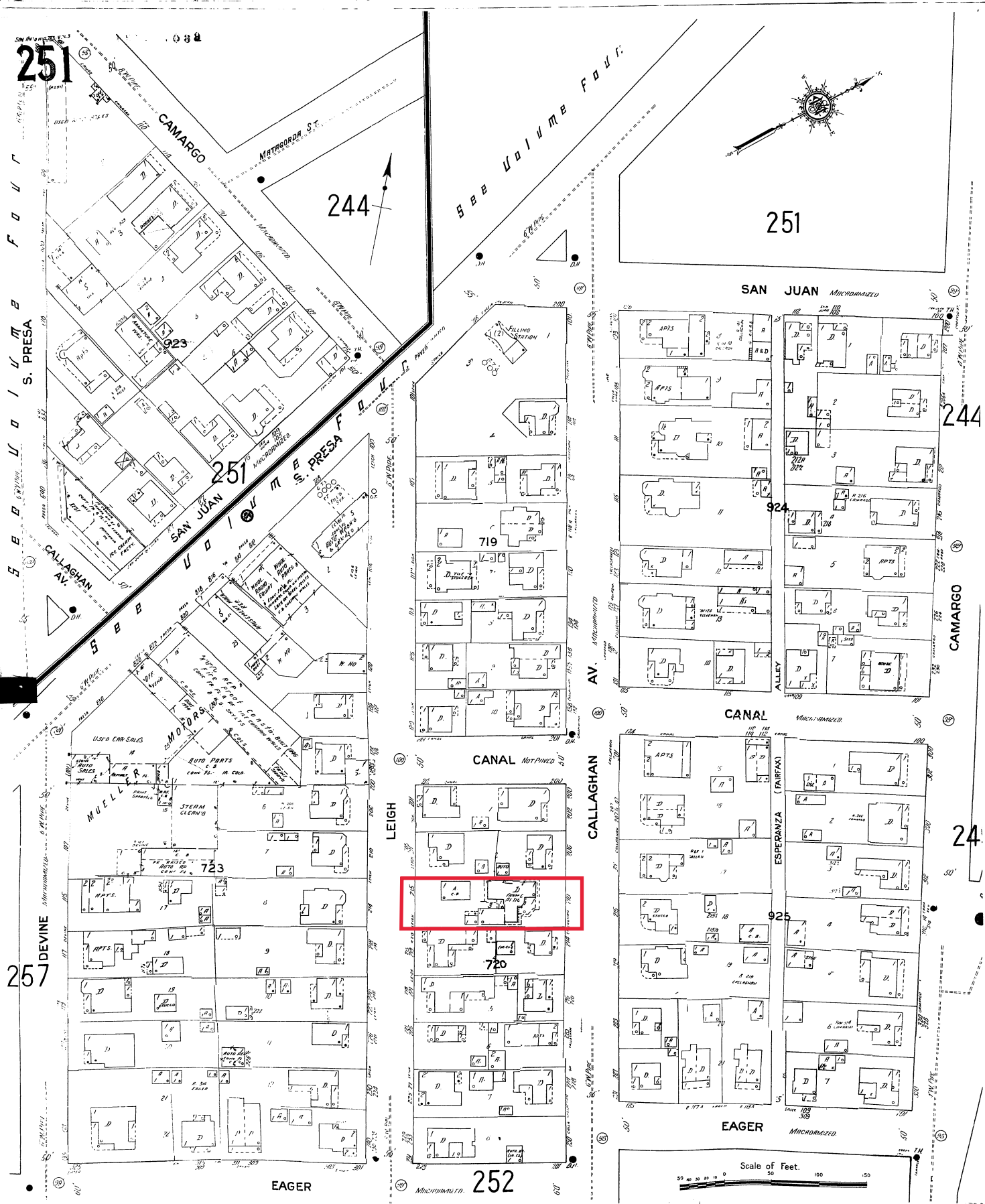


Imagery ©2020 Google, Map data ©2020, Map data ©2020 20 ft

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
SCALE: 1/8" = 1'-0"

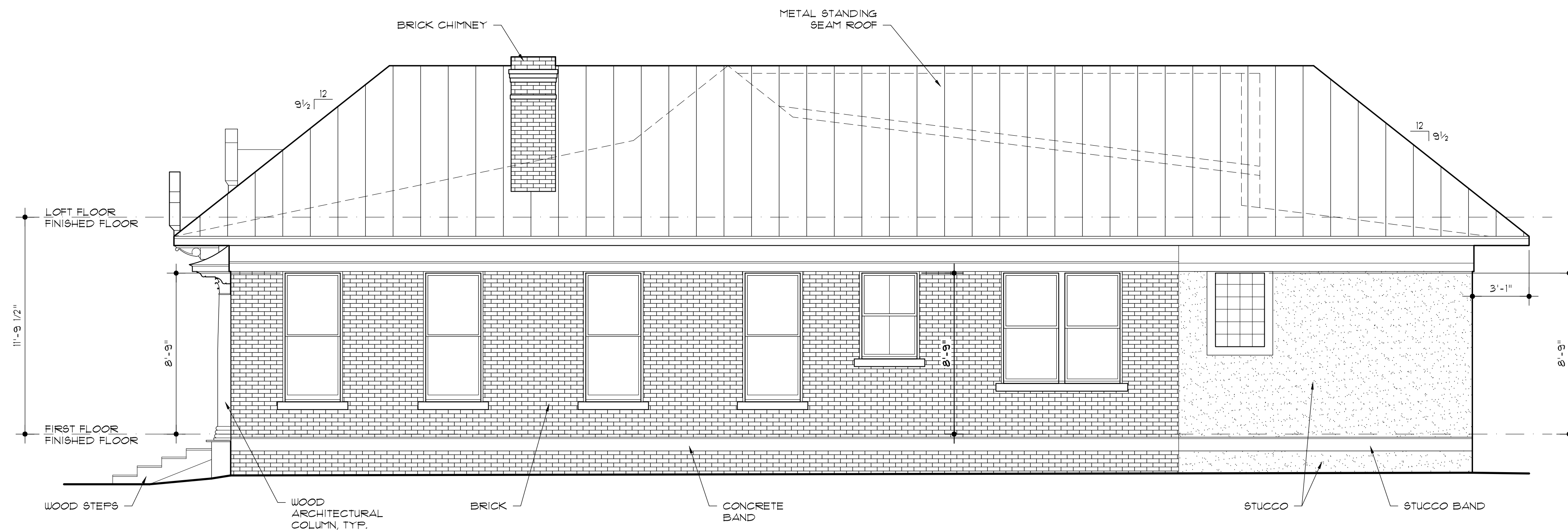
210 CALLAGHAN AVE.
NEW GARPORT +
PERGOLA

DARRYL OHLENBUSCH,
ARCHITECT

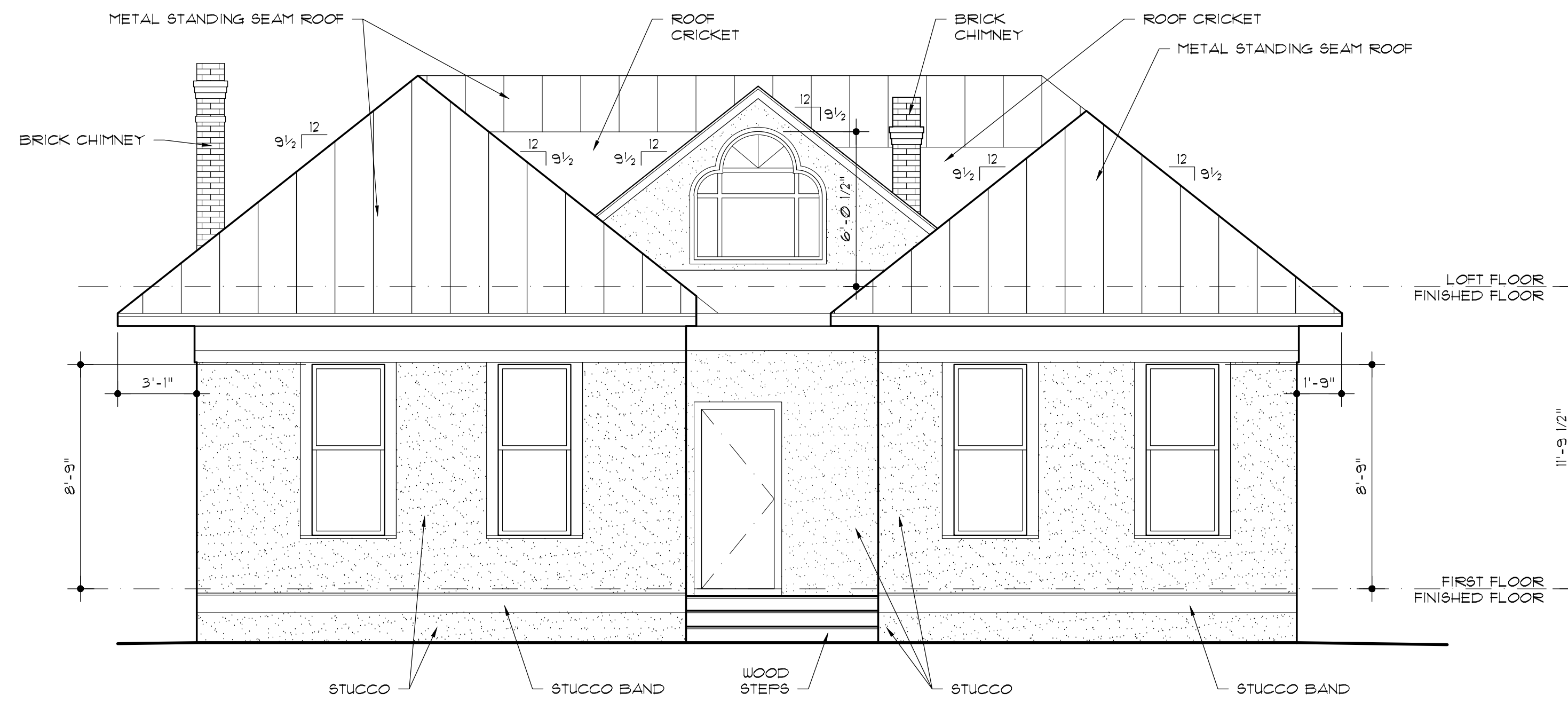
+/- 11'-0"

EXISTING
CURB CUT
@ LEIGH ST.





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



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

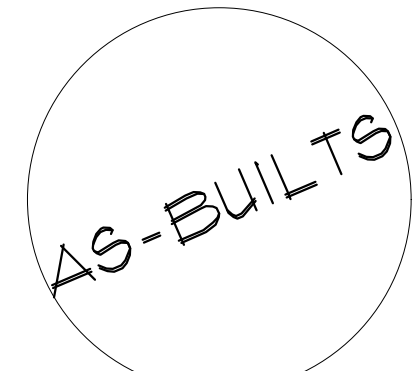


JODY BAKER 210.705.4101
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210 CALLAGHAN AVE
SAN ANTONIO, TX

ELEVATIONS

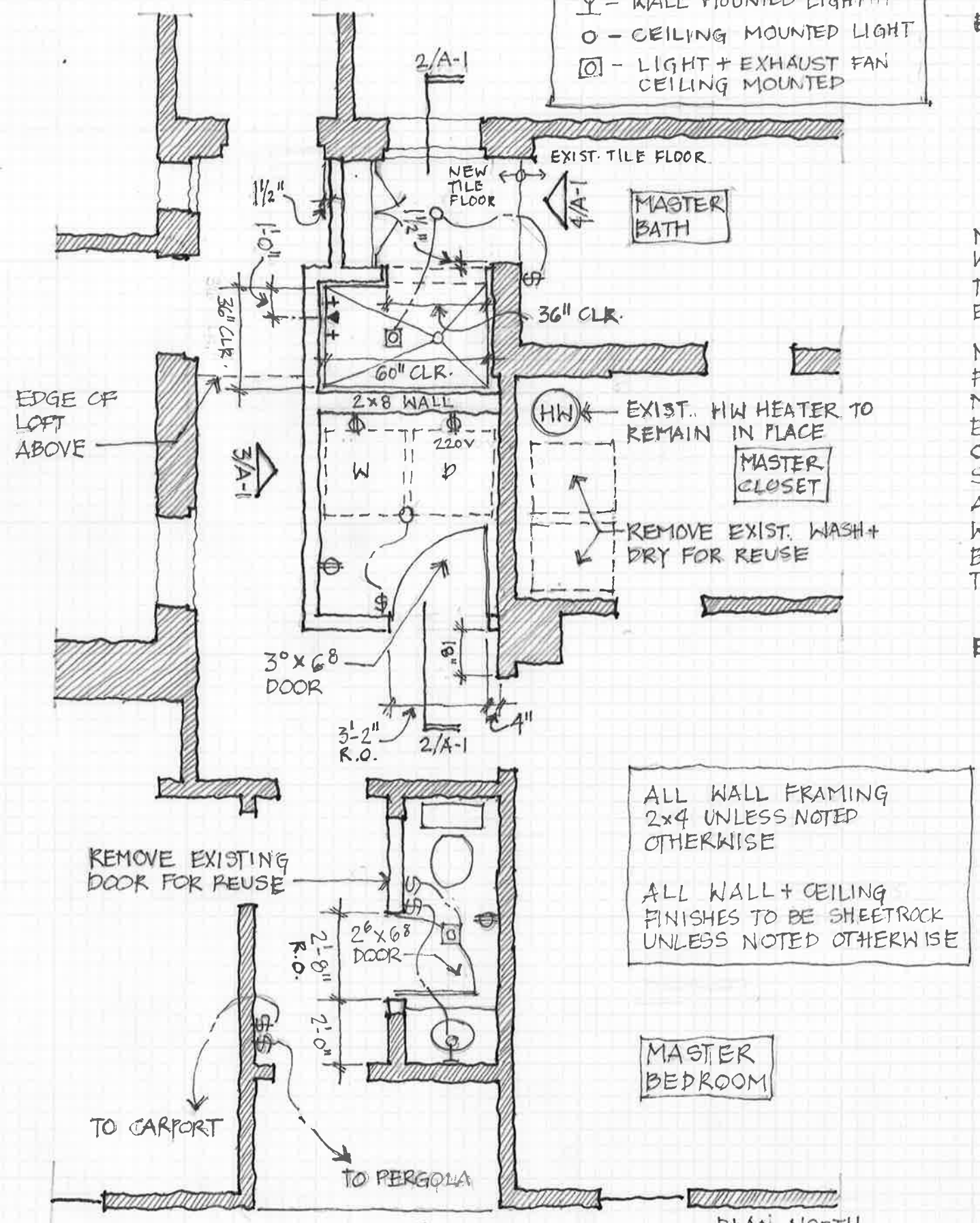
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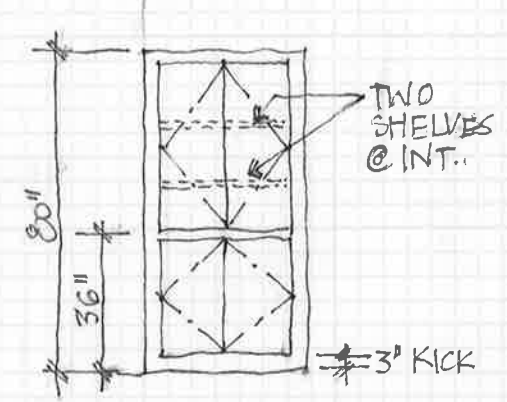
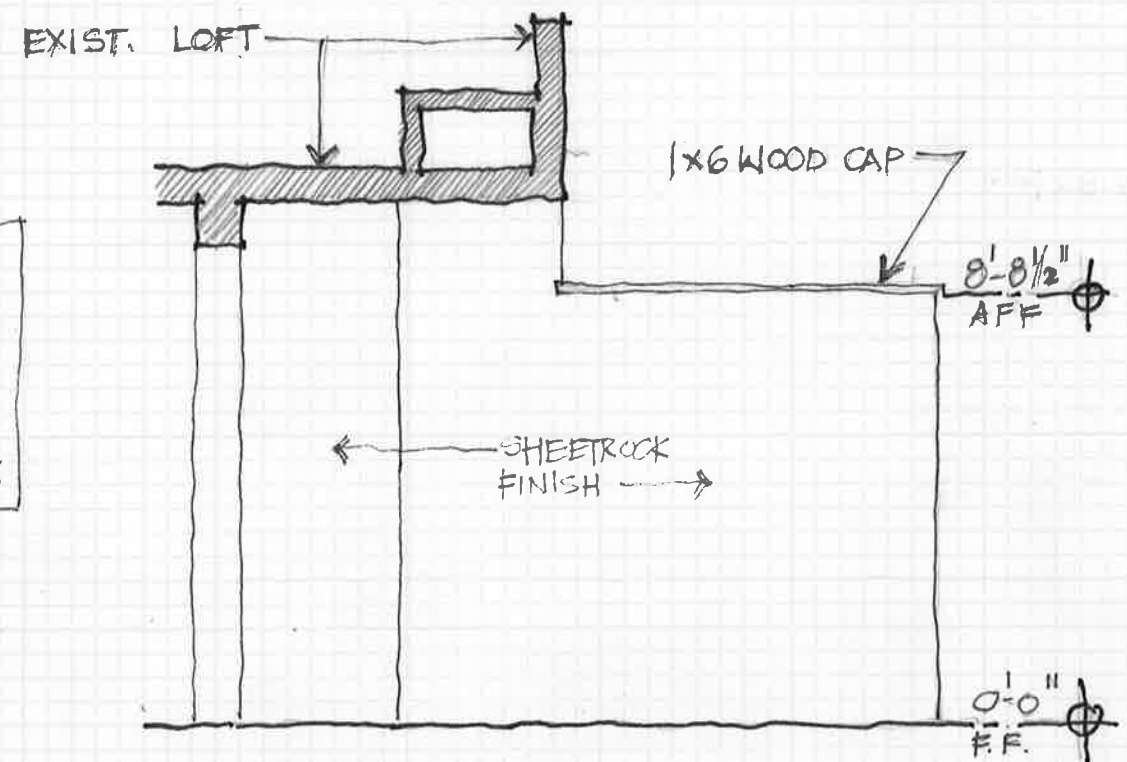
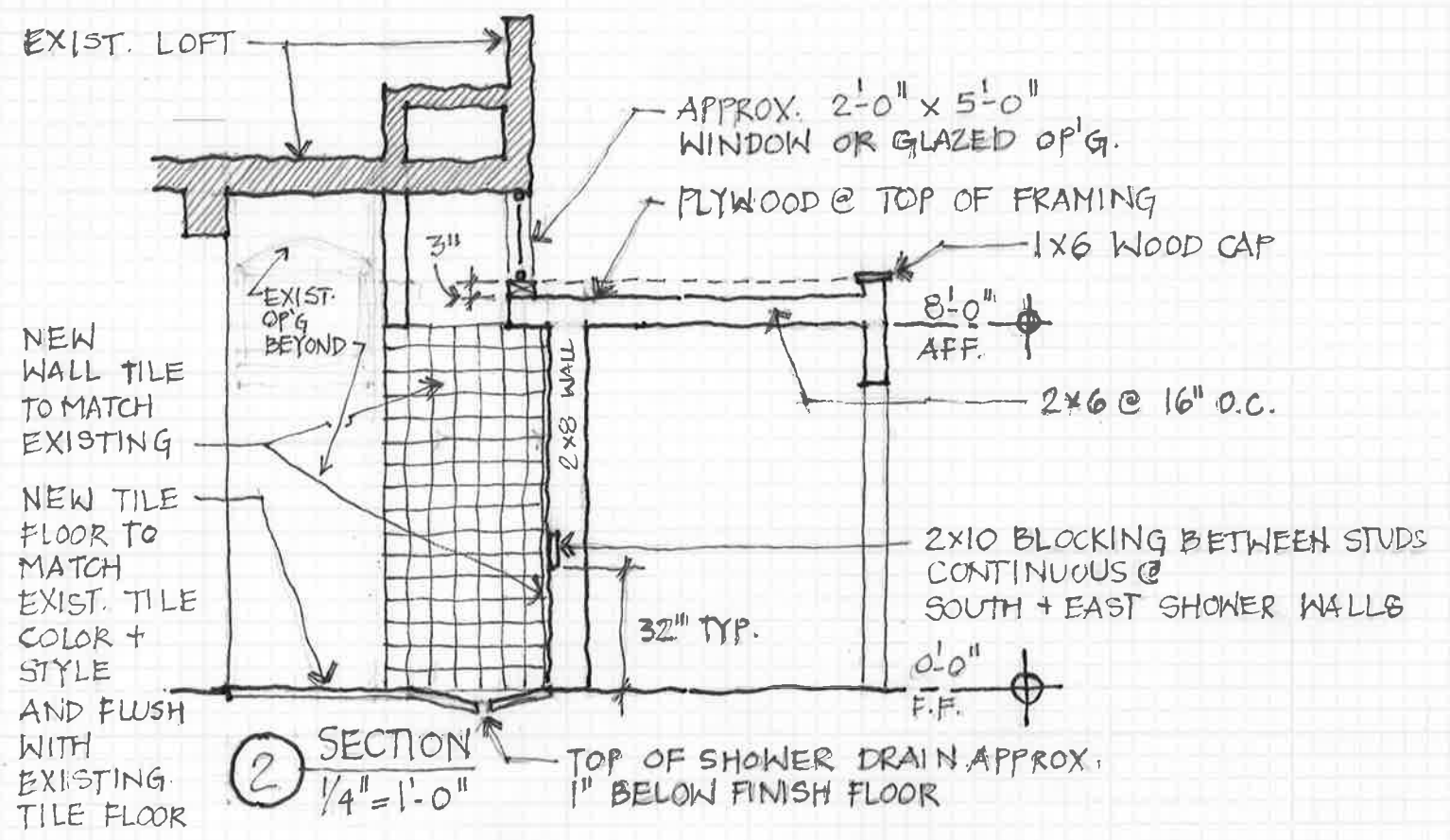
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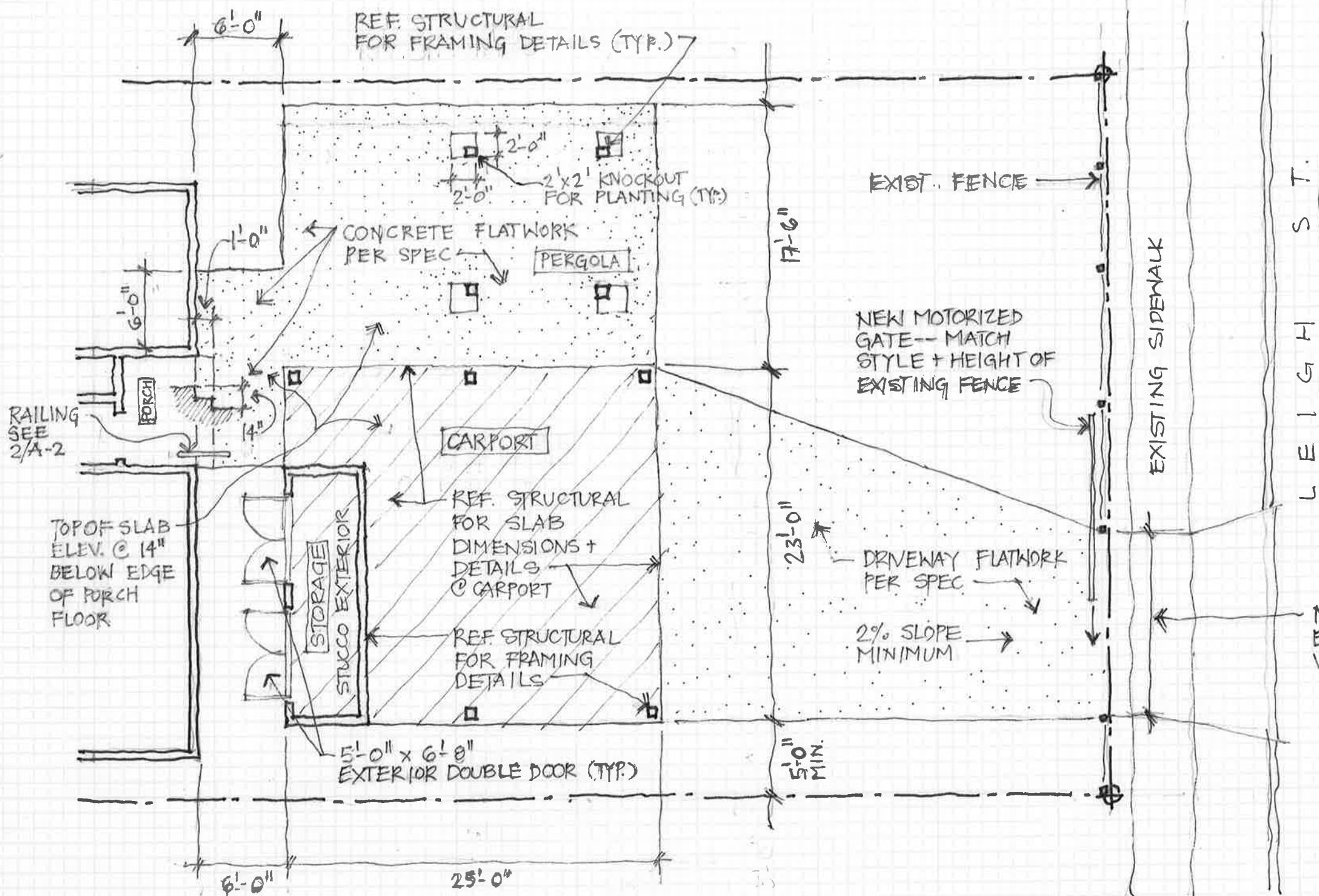
A-21

- SYMBOL LEGEND**
- ⊕ - DUPLEX OUTLET
 - ⊙ - WALL MOUNTED LIGHT
 - - CEILING MOUNTED LIGHT
 - ⊞ - LIGHT + EXHAUST FAN CEILING MOUNTED



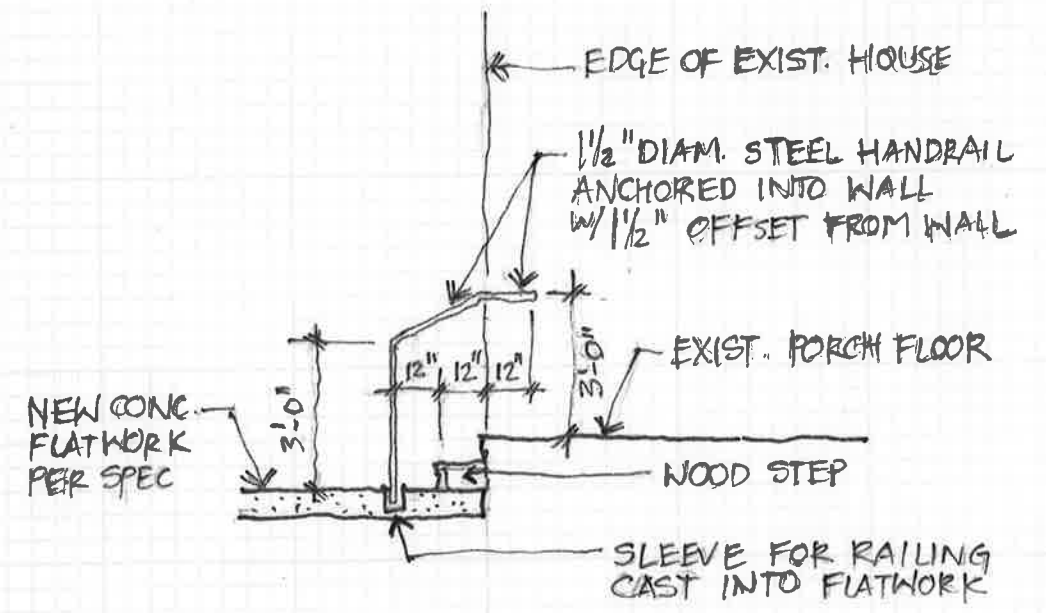
① FLOOR PLAN
1/4" = 1'-0"





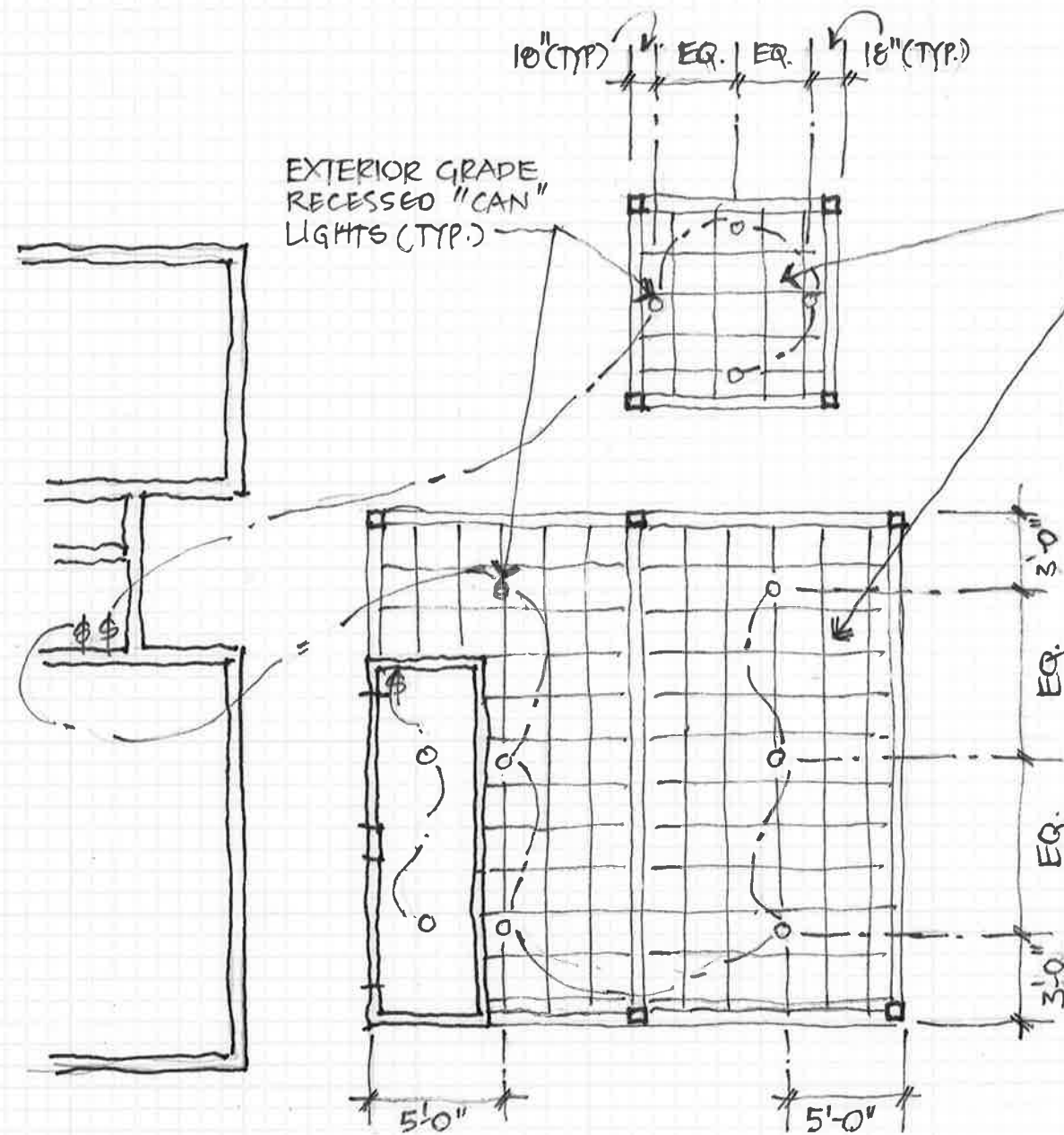
① SITE PLAN
1/8" = 1'-0"

PLAN NORTH



② HANDRAIL DET'L (LOOKING WEST)
1/4" = 1'-0"

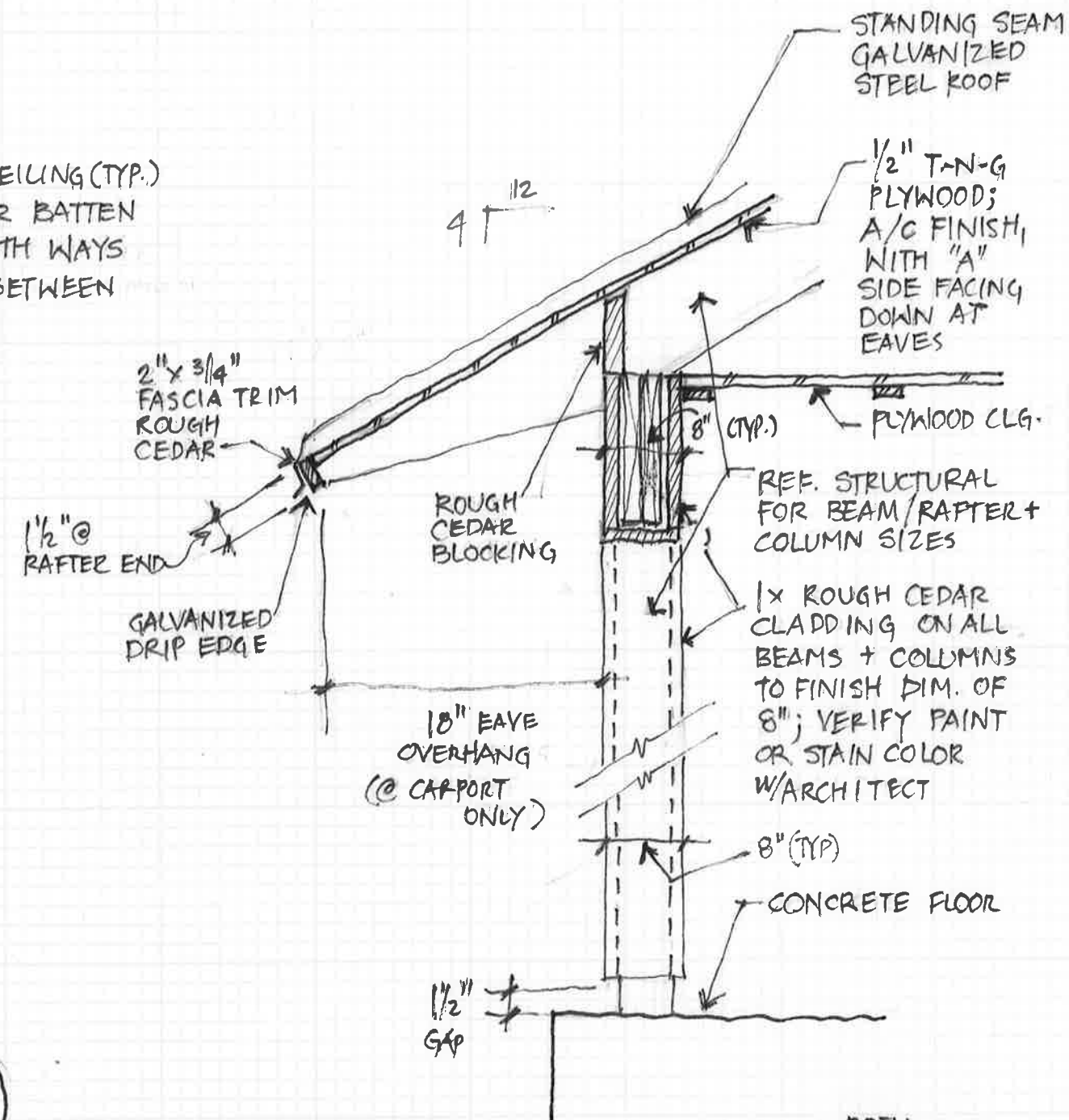
MATCH DIMENSION + ELEV. OF EXIST. CURBCUT -- VERIFY W/ ARCHITECT



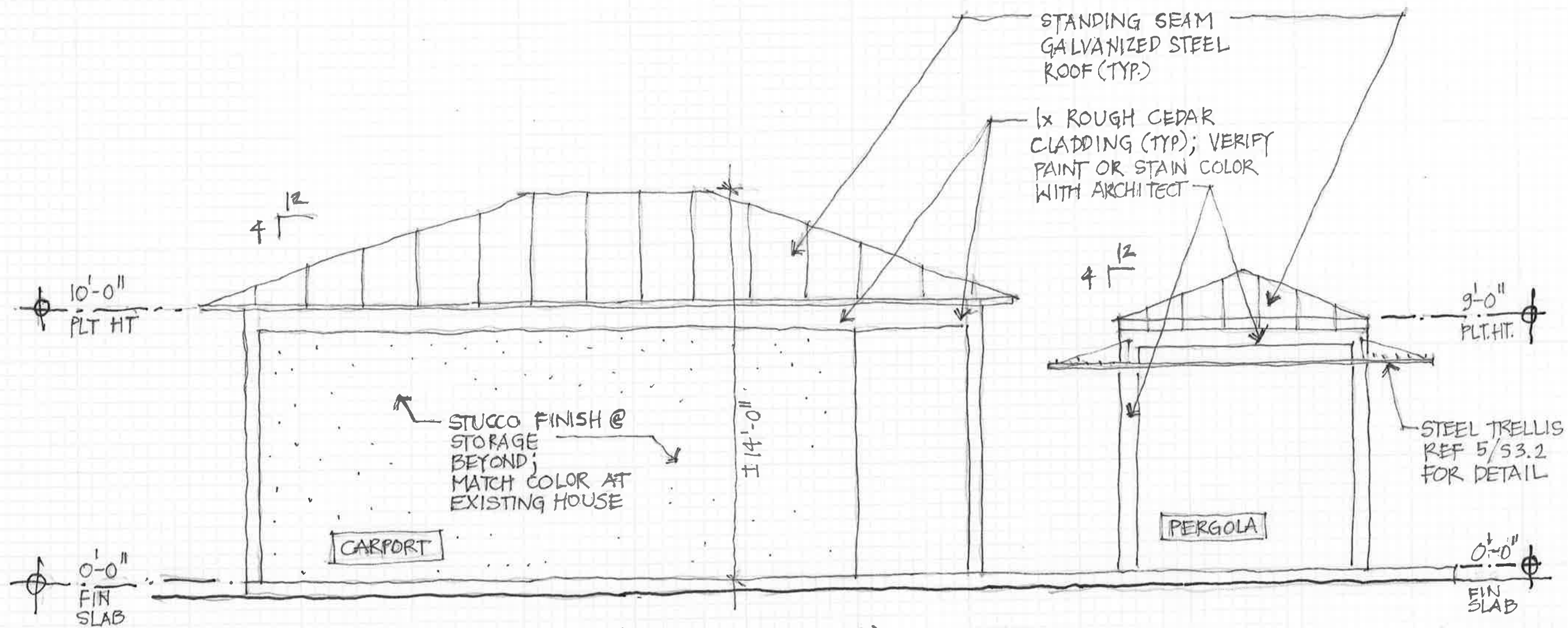
① REFLECTED CEILING PLAN/ELECTRICAL PLAN
1/8" = 1'-0"



1/2" T-N-G PLYWOOD CEILING (TYP.)
W/ 1x2 ROUGH CEDAR BATTEN
STRIPS @ 16" O.C. BOTH WAYS
COVERING JOINTS BETWEEN
PLYWOOD SHEETS



② EAVE + FINISH DETAILS (BOTH CARPORT + PERGOLA)
N.T.S.



① SOUTH ELEVATION (OTHERS SIMILAR)
1/4" = 1'-0"

GENERAL NOTES

DESIGN CRITERIA

1.

Design Loads,

structural analysis and proportioning of structural members is based upon the International Building Code 2018 Edition and ASCE 7-16: American Concrete Institute (ACI) Building Code Requirements for Reinforced Concrete, ACI 318-19: and American Institute of Timber Construction (AITC), Timber Construction Manual, Fifth Edition.
2.

Foundation Design

based on General Geotechnical Information for the area and visual observation of existing structure and adjoining area.
- Maximum Allowable Bearing Pressure:

1,000 PSF
3.

Design Live Loads:
- Roof

20 PSF
- Foundation Slab

50 PSF
4.

Design Snow Load

5 PSF
5.

Design Wind Loads

based on ASCE 7-10:
- Wind Speed:

115 MPH
- Wind Exposure:

B
- Importance Factor

II
6.

Seismic Design:
- Design Category:

A
- Site Class:

B
- Ss

0.098g
- S1

0.029g
- Seismic Use Group

II

SITE PREPARATION FOR BUILDING FOUNDATION

1.

Strip top soil a minimum of six (6) inches and remove all organic material, roots, grass, loose fill, debris, etc. from within the building pad site prior to starting foundation work.
2.

Excavate subgrade to an elevation eighteen (18) inches below **finished floor**. Any soft areas in the exposed subgrade after stripping or after removal of any existing facilities shall be removed and replaced with suitable material under controlled conditions.
3.

Exposed subgrade should be scarified just prior to structural fill placement to a minimum depth of six (6) inches and recompactd for structural fill.
4.

Structural fill shall have a Liquid Limit of 37 or less and a Plasticity Index of less than 18. The fill shall contain no organic or other perishable material, and no stones larger than six (6) inches.
5.

All fill shall be free of organics and debris. On site soils may not meet structural fill requirements.
6.

Structural Fill Placement:
- a.

Moisture Control:

The moisture content of the fill material shall be distributed uniformly throughout each layer of the material. The allowable range of moisture content during compaction shall be within plus two (+2) and minus two (-2) percentage points of the optimum moisture content. The contractor may be directed to add necessary moisture to the material either in the borrow area or upon the fill surface or to dry the material, as directed by the soils engineer. The drying of cohesive soils between lifts to moisture contents less than seventy percent (70%) of optimum before the placement of subsequent lifts shall be avoided or the fill reworked at the proper moisture content.
- b.

Compaction:

The material in each layer shall be compacted to obtain proper densities. Compaction by the hauling equipment alone will not be considered sufficient. Structural fills, including pavement subgrade, subbase and base, shall be compacted to a minimum of ninety-five percent (95%) of Standard Proctor (ASTM D-698) or the Modified Proctor (ASTM D-1557) maximum dry density. The Texas Department of Highways and Public Transportation Method TEX-113-E compaction test, which varies the compactive effort with soil type, may be substituted for the Standard or Modified Proctor methods and the same percentages used.
7.

Structural fill shall be 18 inches thick minimum.

VAPOR RETARDER MEETING ASTM & ACI STANDARDS

1.

Vapor retarder (Under Slab) shall conform to ASTM E1745, Class C or better and shall have a maximum water vapor permeance of 0.01 perms when tested in accordance with ASTM E96. Vapor retarder component no less than 10 mils thick in accordance with ACI 302.1R-96. Approved products:

a.

Stego Wrap Vapor Barrier (10 mil) by Stego Industries, LLC. (877) 464-7834.

b.

Vapor Block 10 Under slab Vapor Retarder (10 mil) by Raven Industries. (800) 635-3456.

c.

Griffolyn (10mil) by Reef Industries, Inc.800-231-6074.

d.

Perminator 10 Under slab Barrier/Retarder by W.R. Meadows. (800)-342-5976.
2.

The vapor retarder should be installed according to the ASTM E 1634, “Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill Under Concrete Slabs.” All joints and seams, both lateral and butt, shall be overlapped 6 inches and taped using vapor retarder manufacturer's recommended tape system. All penetrations must be sealed using specified vapor retarder and tape. Any damaged area after installation of vapor retarder shall be repaired using manufacturer's product and tape. Cover any damage by a minimum overlap of 6 inches in all directions and tape carefully around entire perimeter of repair.



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CARPORT + PERGOLA
GENERAL NOTES

No.	Revision/Issue	Date

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Project	Sheet
200037	
Date	
11.25.2020	
Scale	S1.1
AS NOTED	

GENERAL NOTES

RIGID BEAM, CAST-IN-PLACE CONCRETE FOUNDATON

1. Verify all dimensions. Coordinate with specifications and architectural plans prior to construction and notify Architect and/or Engineer of any discrepancies.
2. Concrete work shall be in accordance with the American Concrete Institute Specifications, ACI 318 and ACI 301, Latest Edition.
3. Detailing, fabrication and erection of reinforcing bars, and all accessories unless otherwise noted, shall be in accordance with the ACI “Manual of Standard Practice for Detailing Reinforced Concrete”, ACI 315 latest edition.
4. Concrete shall develop 3000 psi in compression in 28 days but not less than 4-1/2 sacks of cement shall be used per cubic yard of concrete regardless of strength obtained. Slump shall not exceed five (5) inches.
5. Concrete shall contain a water-reducing admixture as per the manufacturer's specifications, in accordance with ASTM C494. No calcium chloride will be permitted in concrete.
6. No horizontal construction joints will be permitted in slabs or beams.
7. Reinforcing bars shall be new domestic billet steel and shall conform to ASTM A-615, grade 60 specifications.
8. Provide corner bars top and bottom at all beam corners and dead end beam intersections. Bars to be of equal size and quantity as the noted beam steel. Bars shall lap beam reinforcement 48 bar diameters.
9. Bars detailed as continuous shall be lapped 48 bar diameters at splices.
10. Extend the slab reinforcing steel, perpendicular to beam, to the top outside reinforcing bar of perimeter beams. Start the slab reinforcing steel, parallel to beam, not more than 6” from the top inside reinforcing bar of perimeter beams.
11. All conduit and plumbing lines in slab shall be placed below slab reinforcing. Do not bundle conduits or plumbing lines; provide 1 1/2" clear between each member.
12. The vapor retarder below all foundation areas shall be a minimum 10-mil polyethylene with all joints lapped 12” continuous and sealed. Drop vapor retarder down the sides of all beam trenches. Do not place vapor retarder across trench bottom.
13. Clay masonry brick is not acceptable for chairs. Solid concrete brick may be used as chairs providing they are large enough and spaced to distribute construction traffic weights without damaging the Vapor Retarder.
14. Concrete shall not be placed on soils that have been disturbed by rainfall or seepage.
15. If bearing soils are softened by surface water intrusions during exposure or by desiccation, the unsuitable soils must be removed from the foundation excavation prior to placement of concrete.
16. In all instances minimum slab thickness shall be maintained. Coordinate slab finishes with architectural plans.
17. Backfill around perimeter to provide positive drainage away from the foundation.

LAMINATED VENEER LUMBER BEAMS

1. The laminated veneer lumber beams shall be manufactured from parallel laminated veneer lumber utilizing 1/10" thickness Douglas Fir veneer glued up in a continuous process with all grain parallel with the length of the member. Laminated veneer lumber shall be of single one-piece length, free of finger joints, scarf joints or mechanical connections in full length members. Veneers shall be dried as required. After drying, each veneer sheet shall be graded by an ultrasonic or other approved nondestructive test method. Adhesive used to laminate the veneer shall be waterproof, meeting the requirements of ASTM D-2559-Latest, uniformly applied to the veneer at the required spread rate. Moisture Content shall be between 7 and 16 percent. Laminated veneer lumber must be manufactured in a plant approved by the International Building Code, 2012 Edition, and under the supervision of a third party inspection agency and shall have approval of the National Evaluation Report (NER) or National Research Board (NRB).
2. The laminated veneer lumber is to be identified with a stamp or stamps noting the name and plant location of the manufacturer, the grade, the product name, date of manufacture, the NES Report number or National Research Board report number, and the quality control agency.
3. The laminated veneer lumber beams shall be protected from the weather while in storage. Care shall be exercised during handling to prevent damage to the beams.
4. The laminated veneer lumber beams are to be installed in accordance with plans and drawings. Temporary construction loads which cause stresses beyond design limits are not permitted. Holes, cuts or notches not previously approved by Engineer shall not be made. The final erection of the laminated veneer lumber beams shall be under the direction of a qualified construction supervisor.
5. Specific approval is required for other than nailed and bolted connections.

WOOD FRAMING NOTES

1. All framing lumber shall be **#2 Southern Pine** or better and shall comply with DOC PS 20 or equivalent
2. Provide solid blocking between roof rafters, ceiling joists at bearing locations and at midspan of spans greater than 8'-0". Size to match framing member.
3. All exterior stud walls to be 2X6 @ 16" o.c.
4. All stud walls to be connected to foundation with 1/2" diameter Hex-Head ASTM A-307 bolts with 6 inch minimum embedment spaced at 30” o.c. maximum. Provide one each side of an opening, one each side of a splice, and two at each corner.
5. All stud walls to have horizontal blocking at 4'-0" o.c. vertically; of size equal to studs unless noted otherwise on plans.
6. All headers to be as noted on plans.
7. Provide joist or beam hanger where joists, rafters, or beams frame together or to each other at the same elevation. All hangers to be as manufactured by Simpson Strong Tie.
8. Connect roof rafters to bearing plates with type H2.5, H5 or H1 clip as manufactured by Simpson Strong Tie.
9. Multi-member beams shall be attached together by gluing and nailing with 16d nails at 6" o.c. staggered top and bottom.

PLYWOOD PANELS

1. All panels shall comply with the requirements for their type in DOC PS 1 or PS 2, in addition to all applicable identification verifying testing and inspection compliance.
2. Roof panels to be APA Rated Sheathing, Exterior, 3/4" thick plywood.
3. Exterior wall sheathing to be APA Rated Sheathing, Exterior, 1/2" thick plywood.
4. Place panels with end joints staggered. All panels to be placed perpendicular to framing members.
5. Secure roof panels over firm bearing with 8d common nails at 6" o.c. at panel edges, at 12" o.c. at intermediate supports.
6. Leave 1/8" space at all panel edge joints and end joints of roof deck unless otherwise recommended by manufacturer.
7. Secure wall sheathing over firm bearing with 8d common nails at 6” o.c. at panel edges and at edges and at 10” o.c. at intermediate supports.
8. Butt wall sheathing end and edges to a close but not tight fit (allow 1/32”).



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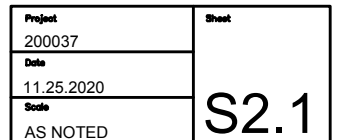
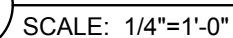
CARPORT + PERGOLA
GENERAL NOTES

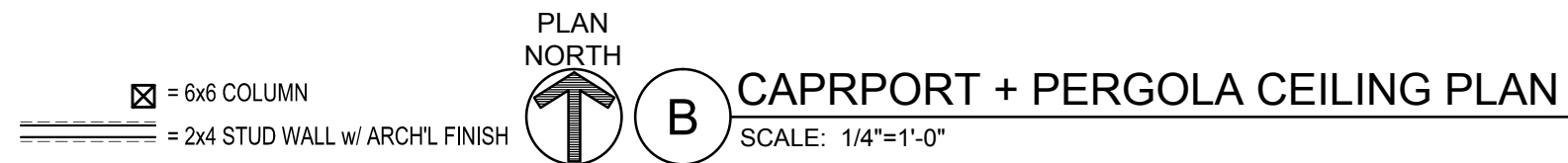
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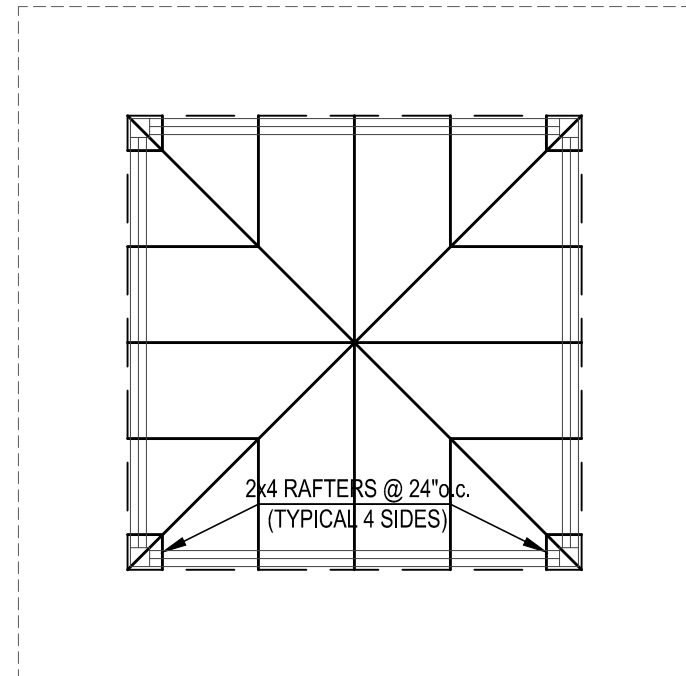
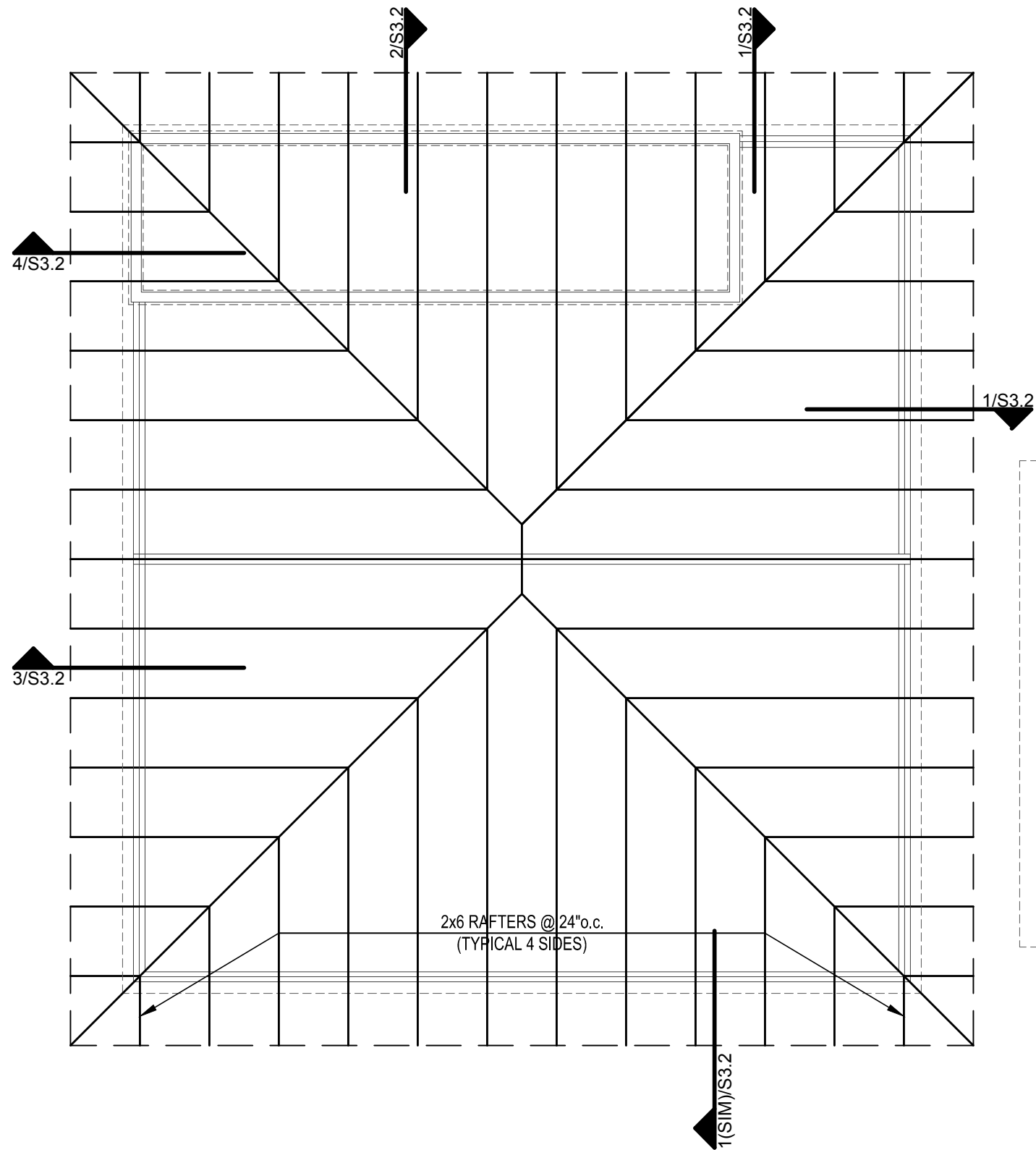
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Project 200037	Sheet S1.2
Date 11.25.2020	
Scale AS NOTED	







PLAN NORTH

— — = ROOF EDGE

C CAPRPORT + PERGOLA ROOF PLAN

SCALE: 1/4"=1'-0"



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ROOF FRAMING PLAN

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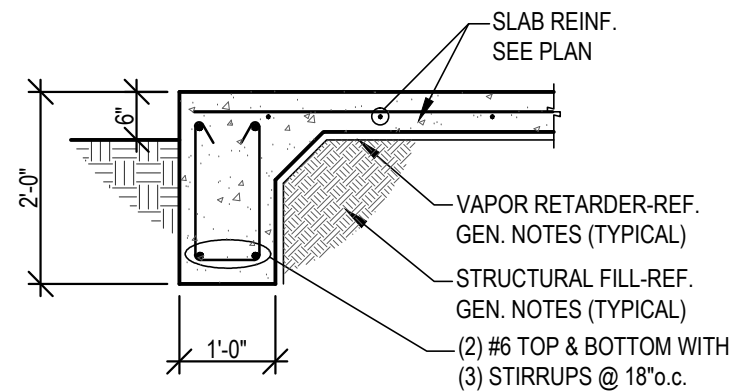
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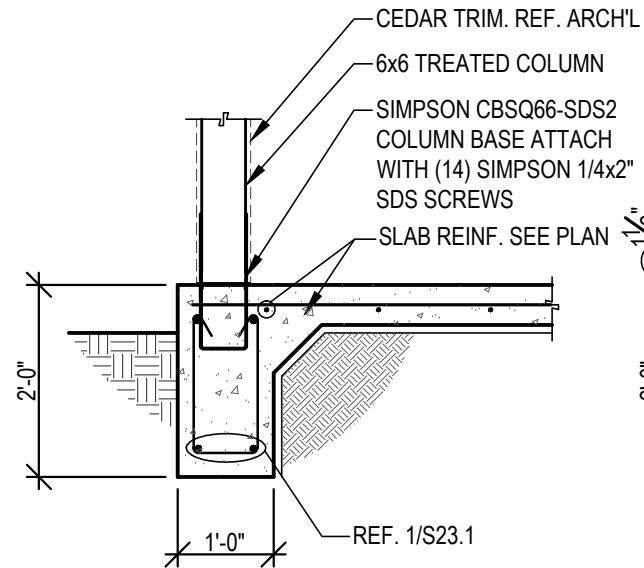
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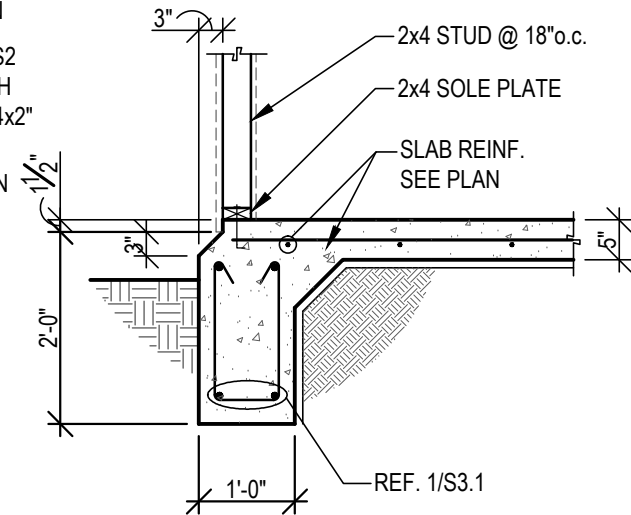
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Date 11.25.2020	
Scale AS NOTED	



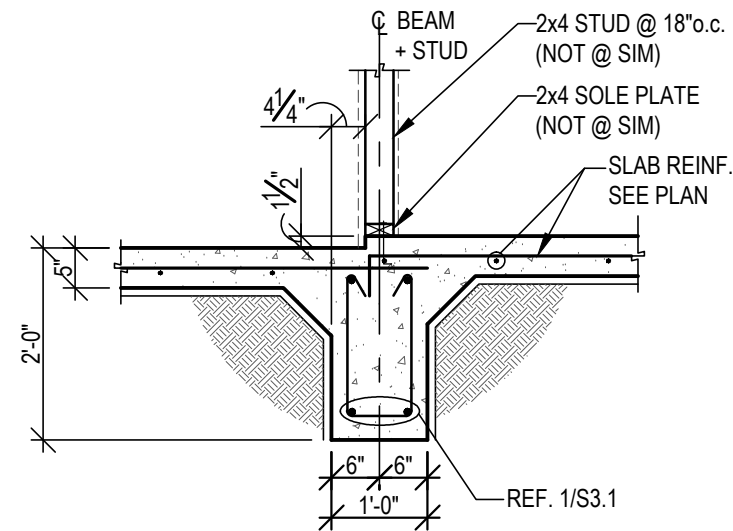
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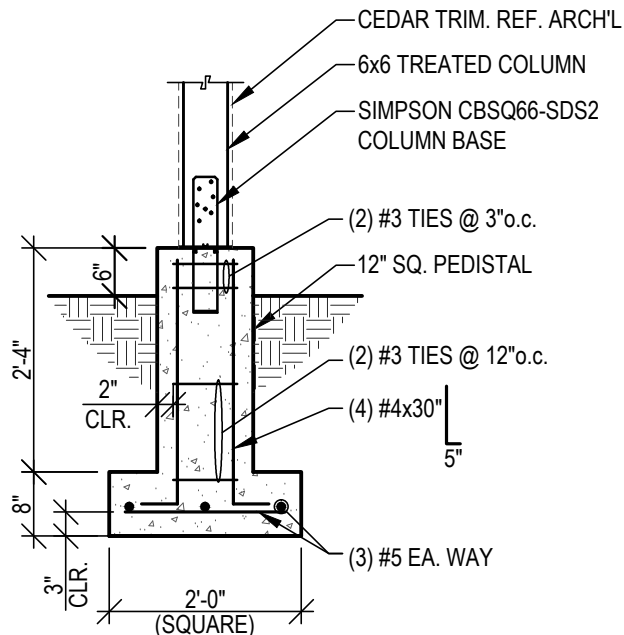
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SCALE: 1/2"=1'-0"



3 CARPORT SECTION
SCALE: 1/2"=1'-0"



4 CARPORT SECTION
SCALE: 1/2"=1'-0"



5 PERGOLA SECTION
SCALE: 1/2"=1'-0"



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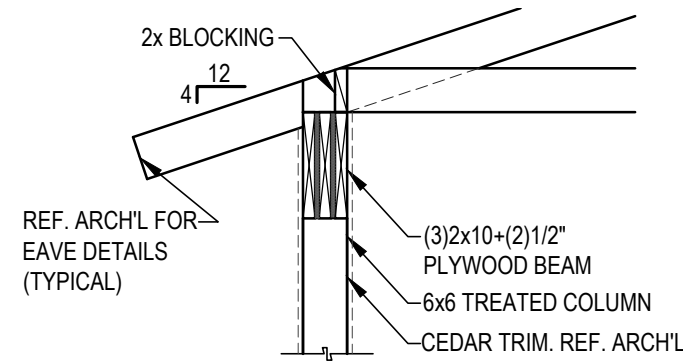
CARPORT + PERGOLA
FOUNDATION SECTIONS

No.	Revision/Issue	Date

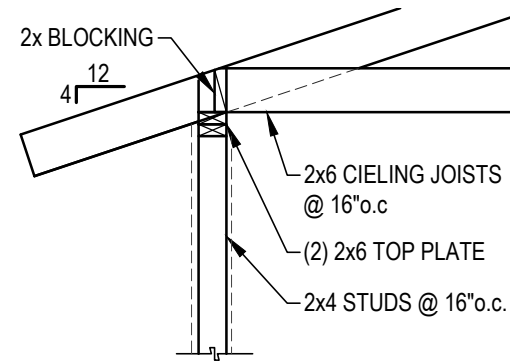
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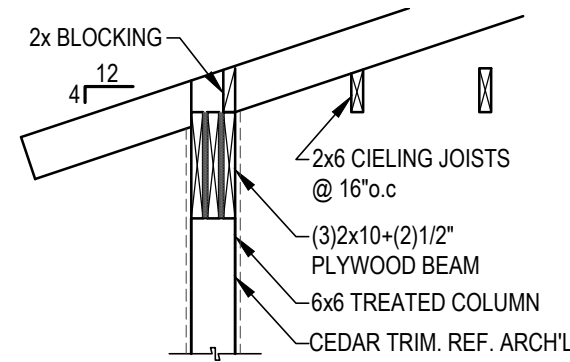
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Date 11.25.2020	
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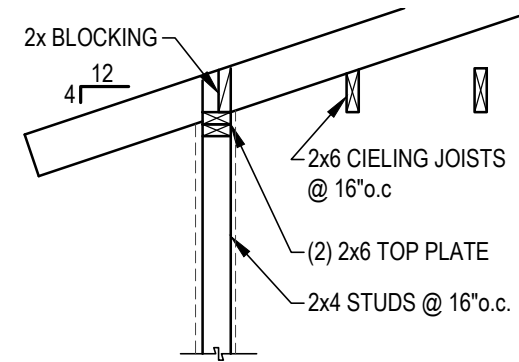
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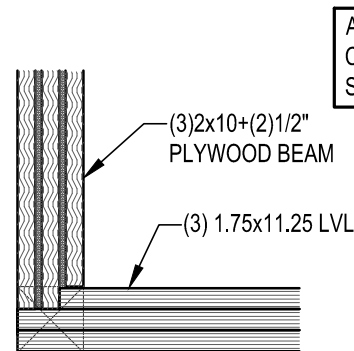
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SCALE: 1/2"=1'-0"



3 SECTION
SCALE: 1/2"=1'-0"

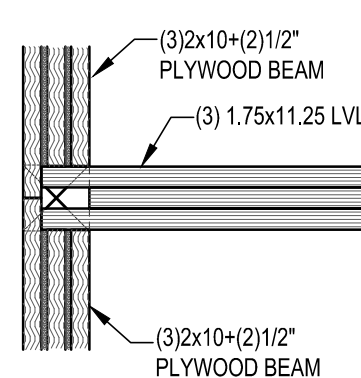


4 SECTION
SCALE: 1/2"=1'-0"



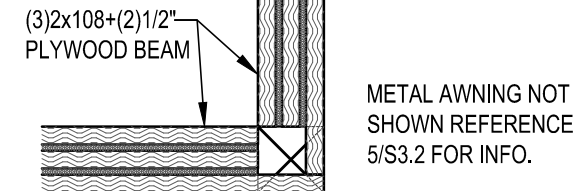
B1 DETAIL: PLAN AT CORNER CARPORT COLUMN
SCALE: 3/4"=1'-0"

ATTACH TO BEAMS AND NOTCHED COLUMNS WITH SIMPSON 0.220x3 SDWS TIMBER SCREWS



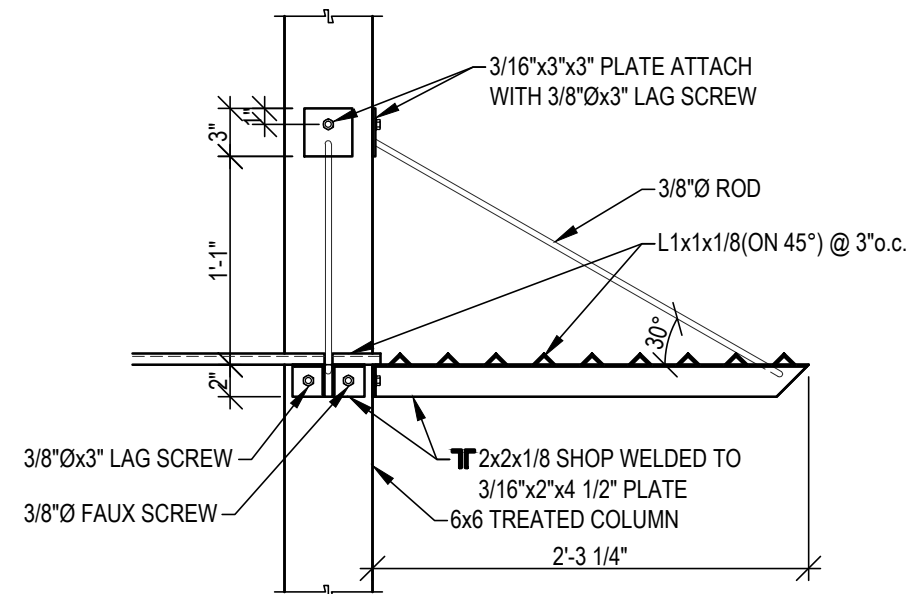
B2 DETAIL: PLAN AT MID CARPORT COLUMN SPLICE
SCALE: 3/4"=1'-0"

ATTACH TO BEAMS AND NOTCHED COLUMNS WITH SIMPSON 0.220x3 SDWS TIMBER SCREWS



B3 DETAIL: PLAN AT CORNER PERGOLA COLUMN
SCALE: 3/4"=1'-0"

METAL AWNING NOT SHOWN REFERENCE 5/S3.2 FOR INFO.



5 METAL AWNING @ PERGOLA SECTION
SCALE: 1"=1'-0"



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CARPORT + PERGOLA FRAMING SECTIONS

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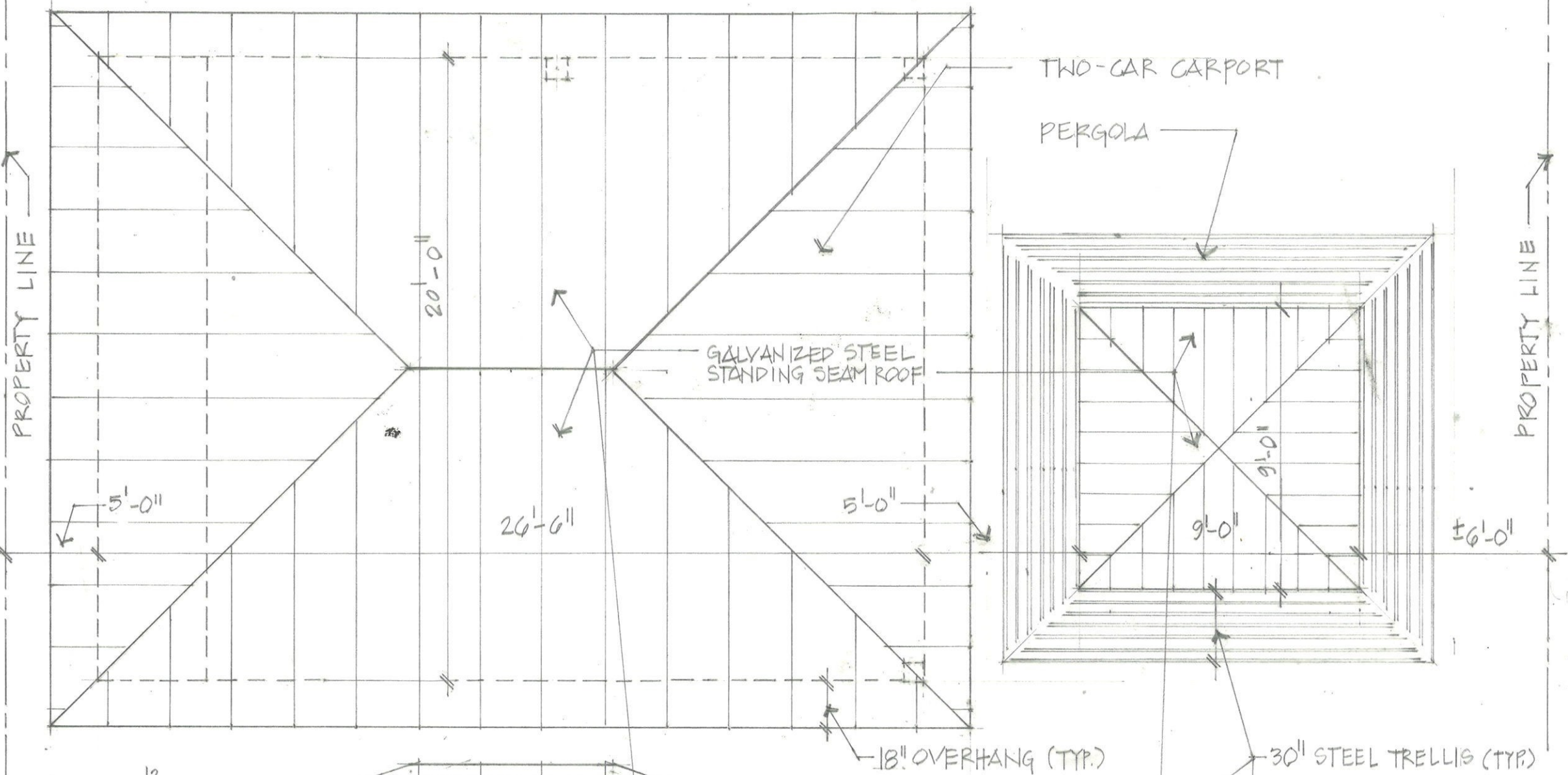
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NEW CARPORT + PERGOLA
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Project 200037	Sheet
Date 11.25.2020	
Scale AS NOTED	S3.2

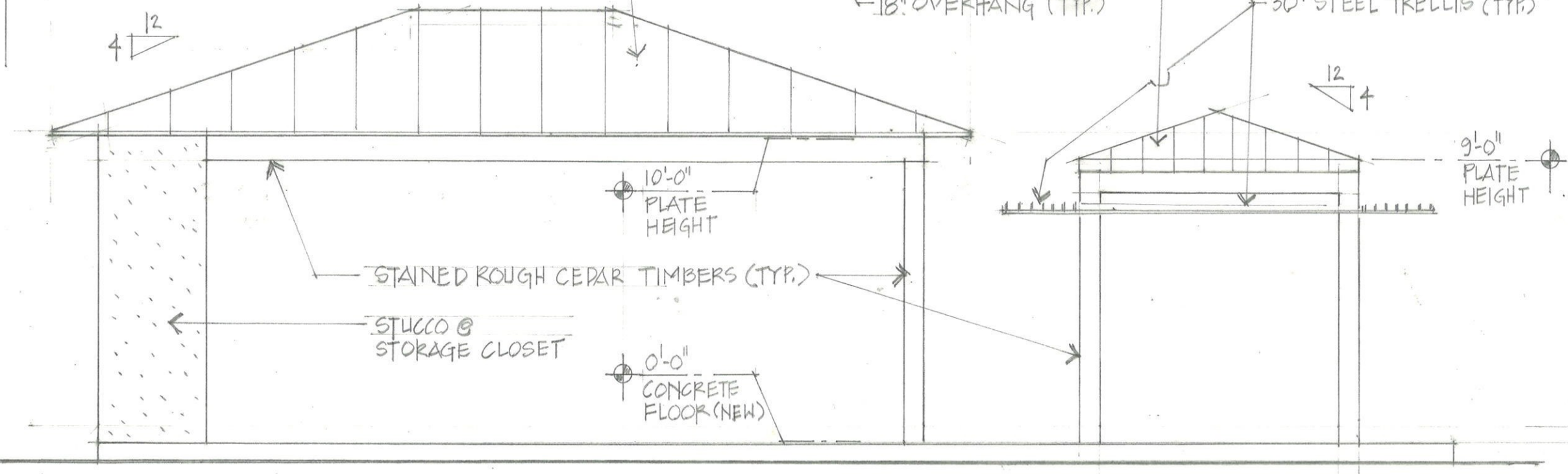
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NEW CARPORT
+
PERGOLA

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



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



JOHN E
210.8
PORT
210.8











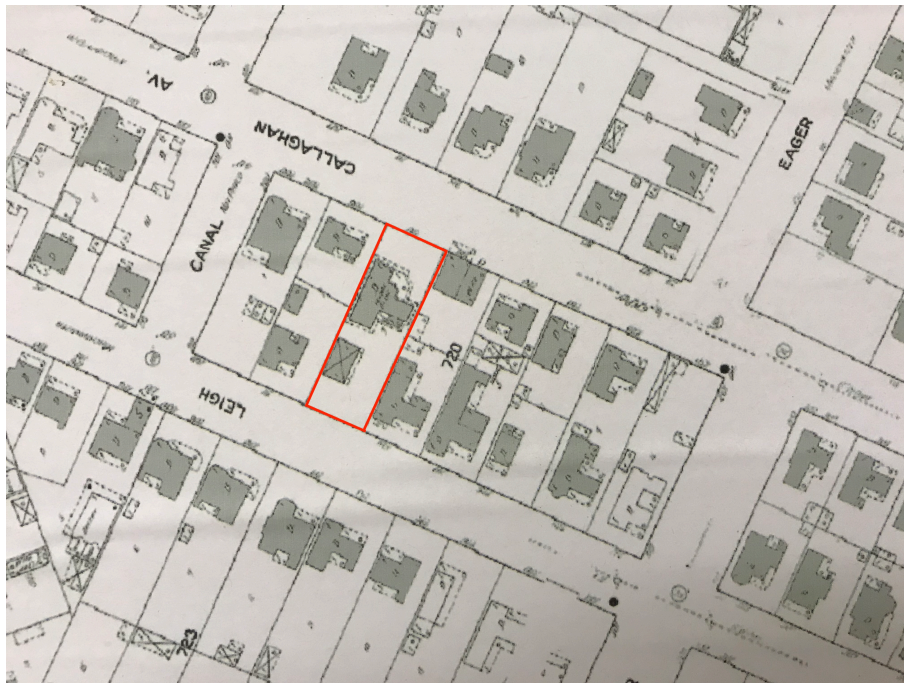




210 Callaghan Ave. (Lavaca Historic District)
Proposed back yard carport and pergola.

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.

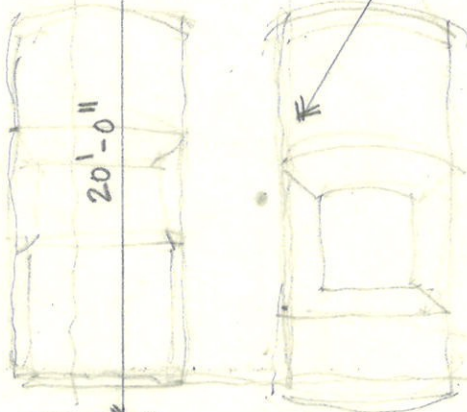


Closer view of rear (south) facade

EXISTING HOUSE - 210 CALLAGHAN

STORAGE CLOSET
STORAGE CLOSET

PROPOSED
TWO-CAR GARPORT
PROPOSED PERGOLA



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 +
PERGOLA

DARRYL OHLENBUSCH,
ARCHITECT

EXISTING
CURB CUT
@ LEIGH ST.