

# HISTORIC AND DESIGN REVIEW COMMISSION

April 07, 2021

**HDRC CASE NO:** 2021-162  
**ADDRESS:** 414 BARRERA  
**LEGAL DESCRIPTION:** NCB 926 (EIM LAVACA), BLOCK 4 LOT 33  
**ZONING:** IDZ,H  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** Lavaca Historic District  
**APPLICANT:** Nathan Manfred/French & Michigan  
**OWNER:** EIM LV LLC  
**TYPE OF WORK:** Installation of a driveway, exterior modifications  
**APPLICATION RECEIVED:** March 18, 2021  
**60-DAY REVIEW:** Not applicable due to City Council Emergency Orders  
**CASE MANAGER:** Stephanie Phillips  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness to:

1. Remove the original decorative detailing from the front gable, including fish scale siding, a circular gable vent, and decorative gingerbread.
2. Install a new decomposed granite, single-car parking pad and concrete curb cut in the front yard of the property addressed 414 Barrera.

## APPLICABLE CITATIONS:

*Historic Design Guidelines, Chapter 5, Guidelines for Site Elements*

### 1. Topography

#### A. TOPOGRAPHIC FEATURES

- i. *Historic topography*—Avoid significantly altering the topography of a property (i.e., extensive grading). Do not alter character-defining features such as berms or sloped front lawns that help define the character of the public right-of-way. Maintain the established lawn to help prevent erosion. If turf is replaced over time, new plant materials in these areas should be low-growing and suitable for the prevention of erosion.
- ii. *New construction*—Match the historic topography of adjacent lots prevalent along the block face for new construction. Do not excavate raised lots to accommodate additional building height or an additional story for new construction.
- iii. *New elements*—Minimize changes in topography resulting from new elements, like driveways and walkways, through appropriate siting and design. New site elements should work with, rather than change, character-defining topography when possible.

### 4. Residential Streetscapes

#### A. PLANTING STRIPS

- i. *Street trees*—Protect and encourage healthy street trees in planting strips. Replace damaged or dead trees with trees of a similar species, size, and growth habit as recommended by the City Arborist.
- ii. *Lawns*—Maintain the use of traditional lawn in planting strips or low plantings where a consistent pattern has been retained along the block frontage. If mulch or gravel beds are used, low-growing plantings should be incorporated into the design.
- iii. *Alternative materials*—Do not introduce impervious hardscape, raised planting beds, or other materials into planting strips where they were not historically found.

#### B. PARKWAYS AND PLANTED MEDIANS

- i. *Historic plantings*—Maintain the park-like character of historic parkways and planted medians by preserving mature vegetation and retaining historic design elements. Replace damaged or dead plant materials with species of a like size, growth habit, and ornamental characteristics.

ii. *Hardscape*—Do not introduce new pavers, concrete, or other hardscape materials into parkways and planted medians where they were not historically found.

#### C. STREET ELEMENTS

i. *Site elements*—Preserve historic street lights, street markers, roundabouts, and other unique site elements found within the public right-of-way as street improvements and other public works projects are completed over time.

ii. *Historic paving materials*—Retain historic paving materials, such as brick pavers or colored paving, within the public right-of-way and repair in place with like materials.

### 5. Sidewalks, Walkways, Driveways, and Curbing

#### A. SIDEWALKS AND WALKWAYS

i. *Maintenance*—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.

ii. *Replacement materials*—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.

iii. *Width and alignment*—Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.

iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.

v. *ADA compliance*—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

#### B. DRIVEWAYS

i. *Driveway configuration*—Retain and repair in place historic driveway configurations, such as ribbon drives.

Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site.

Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.

ii. *Curb cuts and ramps*—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

#### C. CURBING

i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.

ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original.

Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

### 7. Off-Street Parking

#### A. LOCATION

i. *Preferred location*—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards.

ii. *Front*—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.

iii. *Access*—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

#### B. DESIGN

i. *Screening*—Screen off-street parking areas with a landscape buffer, wall, or ornamental fence two to four feet high—or a combination of these methods. Landscape buffers are preferred due to their ability to absorb carbon dioxide. See UDC Section 35-510 for buffer requirements.

ii. *Materials*—Use permeable parking surfaces when possible to reduce run-off and flooding. See UDC Section 35-526(j) for specific standards.

iii. *Parking structures*—Design new parking structures to be similar in scale, materials, and rhythm of the surrounding historic district when new parking structures are necessary.

## FINDINGS:

- a. The primary structure at 414 Barrera is a 1-story residential structure constructed circa 1910 in the Folk Victorian style. The structure features woodlap siding, one over one wood windows, a cross gable roof configuration with a front gable, and an asymmetrical front porch. The structure is contributing to the Lavaca Historic District.
- b. **GABLE ALTERATIONS** – The applicant received approval for a comprehensive remodel and addition from the Historic and Design Review Commission (HDRC) on December 19, 2018. Based on the current photographs of the structure submitted with the driveway application, original decorative detailing has been removed from the gable without a Certificate of Appropriateness since the approval was granted. This detailing includes fish scale siding, a round gable vent, and Folk Victorian-style gingerbreading. Staff does not find the removal of these elements appropriate or consistent with approvals on file. The current property is in violation based on its existing condition. Staff finds that the original gable configuration should be restored in order to bring the property into compliance, which is required in order for the property to be eligible for additional Certificates of Appropriateness.
- c. **DRIVEWAY AND CURB CUT** – The applicant has proposed to install a new decomposed granite driveway and concrete curb cut to accommodate front yard parking. The driveway will accommodate a single car and is proposed to be 10 feet in width. According to the Historic Design Guidelines, historic driveways were typically no larger than 10 feet in width. The Guidelines also state that new curb cuts and driveways should not disrupt the continuity of the streetscape and should follow the historic development pattern that characterizes the street and the district. The proposed new curb cut and driveway would be a departure from front yard residential configurations in the Lavaca Historic District; however, based on the current property lines, there is no viable alternative location option for parking on site. Staff finds the new driveway request appropriate based exclusively on the specific site conditions of this lot, along with the impervious nature of the driveway material which will minimize the visual impact on the site.

## **RECOMMENDATION:**

Item 1, Staff does not recommend approval of the gable alterations based on finding b. Staff finds that the original gable detailing should be returned or replicated in accordance with previous approvals on file. The applicant cannot obtain a Certificate of Appropriateness for additional work, including request item #2, until the original gable configuration is restored or the Historic and Design Review Commission (HDRC) approves its removal.

Item 2, Staff recommends approval of the driveway based on finding c. As noted above, a Certificate of Appropriateness for the driveway will be withheld until the original gable configuration is restored or the applicant obtains an action from the HDRC for its removal.



# City of San Antonio One Stop



April 1, 2021





410 & 414 Barrera - Current Site Photos



Front of 410 Barrera  
Application Request for Parking Pad at Front Left of House



410 & 414 Barrera - Current Site Photos



410 Barrera - Existing Drive Approach to "Front Yard"



## 410 & 414 Barrera - Current Site Photos



Property Line Between 410 Barrera and 406 Barrera SAISD Offices



410 & 414 Barrera - Current Site Photos



Property Line Between 410 & 414 Barrera

## 410 & 414 Barrera - Current Site Photos



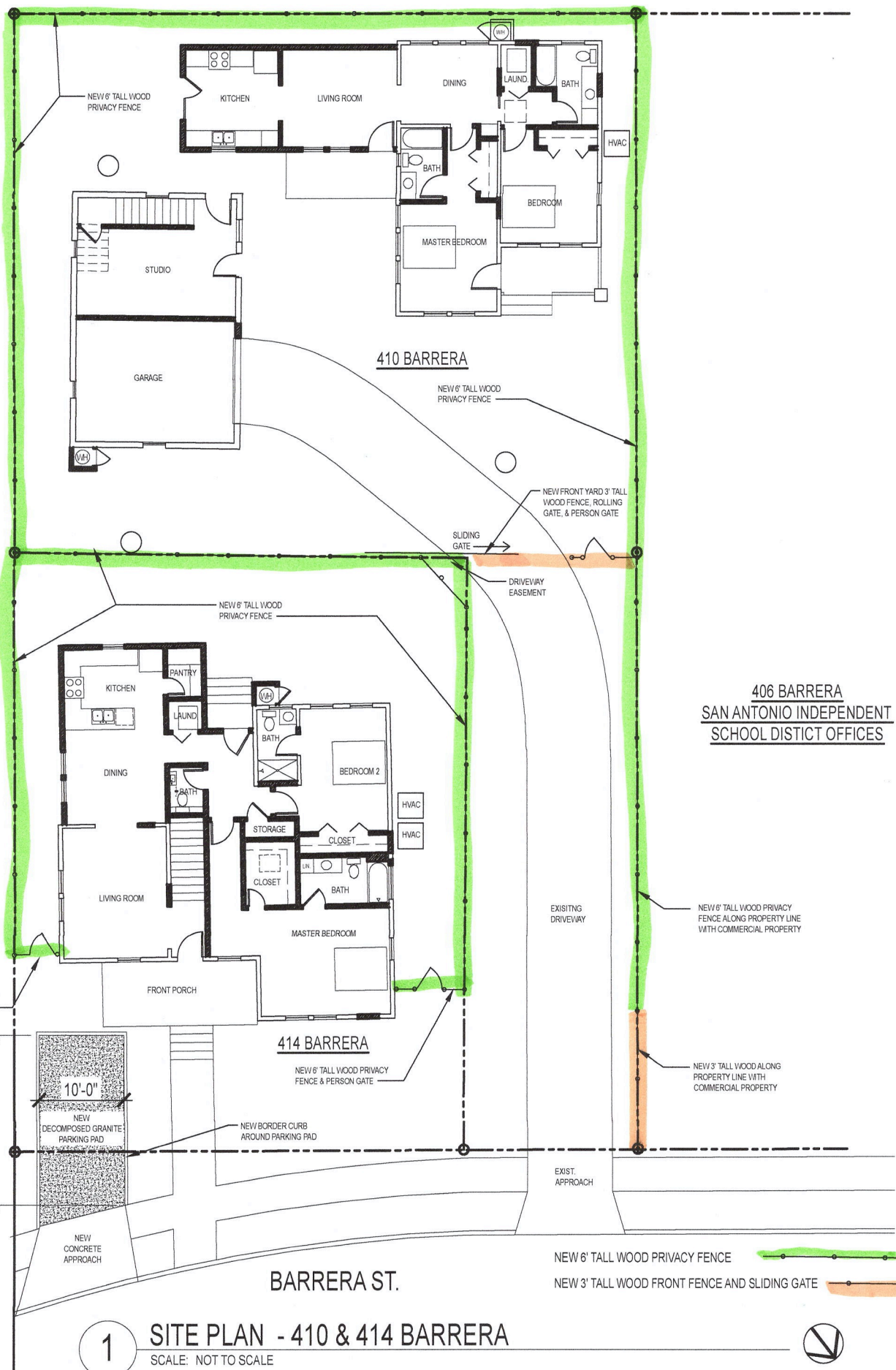
410 & 414 Side Property Line  
Existing Fence to be Replaced with Proposed Design in Application



## 410 & 414 Barrera - Current Site Photos



Existing Apartments Across Barrera



1 SITE PLAN - 410 & 414 BARRERA  
SCALE: NOT TO SCALE



410 Barrera St  
San Antonio, Texas

Google

Street View



GABLE CONFIGURATION PRIOR TO ALTERATIONS