

HISTORIC AND DESIGN REVIEW COMMISSION

June 16, 2021

HDRC CASE NO: 2021-253
ADDRESS: 297 LOVERA BLVD
LEGAL DESCRIPTION: NCB 9004 BLK 2 LOT 105, 106 & E 20.5 FT OF 107
ZONING: NC,H
CITY COUNCIL DIST.: 1
DISTRICT: Olmos Park Terrace Historic District
APPLICANT: CHERYL PALOMO/INSURANCE ANALYTICS GROUP, INC.
OWNER: CHERYL PALOMO/INSURANCE ANALYTICS GROUP, INC.
TYPE OF WORK: Installation of a rear parking pad, construction of a rear ADA ramp
APPLICATION RECEIVED: May 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. Install a decomposed granite parking pad in the rear yard to accommodate 4 cars.
2. Construct a rear wooden ADA ramp.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

1. Topography

A. TOPOGRAPHIC FEATURES

- 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.
- 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.
- 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.

7. Off-Street Parking

A. LOCATION

- 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.
- Front*—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.
- Access*—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

B. DESIGN

- 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.
- 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.

8. Americans with Disabilities Act (ADA) Compliance

A. HISTORIC FEATURES

- i. *Avoid damage*—Minimize the damage to the historic character and materials of the building and side walk while complying with all aspects of accessibility requirements.
- ii. *Doors and door openings*—Avoid modifying historic doors or door openings that do not conform to the building and/or accessibility codes, particularly on the front façade. Consider using a discretely located addition as a means of providing accessibility.

B. ENTRANCES

- i. *Grade changes*—Incorporate minor changes in grade to modify sidewalk or walkway elevation to provide an accessible entry when possible.
- ii. *Residential entrances*—The preferred location of new ramps is at the side or rear of the building when convenient for the user.
- iii. *Non-residential and mixed use entrances*—Provide an accessible entrance located as close to the primary entrance as possible when access to the front door is not feasible.

C. DESIGN

- i. *Materials*—Design ramps and lifts to compliment the historic character of the building and be visually unobtrusive as to minimize the visual impact, especially when visible from the public right-of-way.
- ii. *Screening*—Screen ramps, lifts, or other elements related to ADA compliance using appropriate landscape materials. Refer to Guidelines for Site Elements for additional guidance.
- iii. *Curb cuts*—Install new ADA curb cuts on historic sidewalks to be consistent with the existing sidewalk color and texture while minimizing damage to the historical sidewalk.

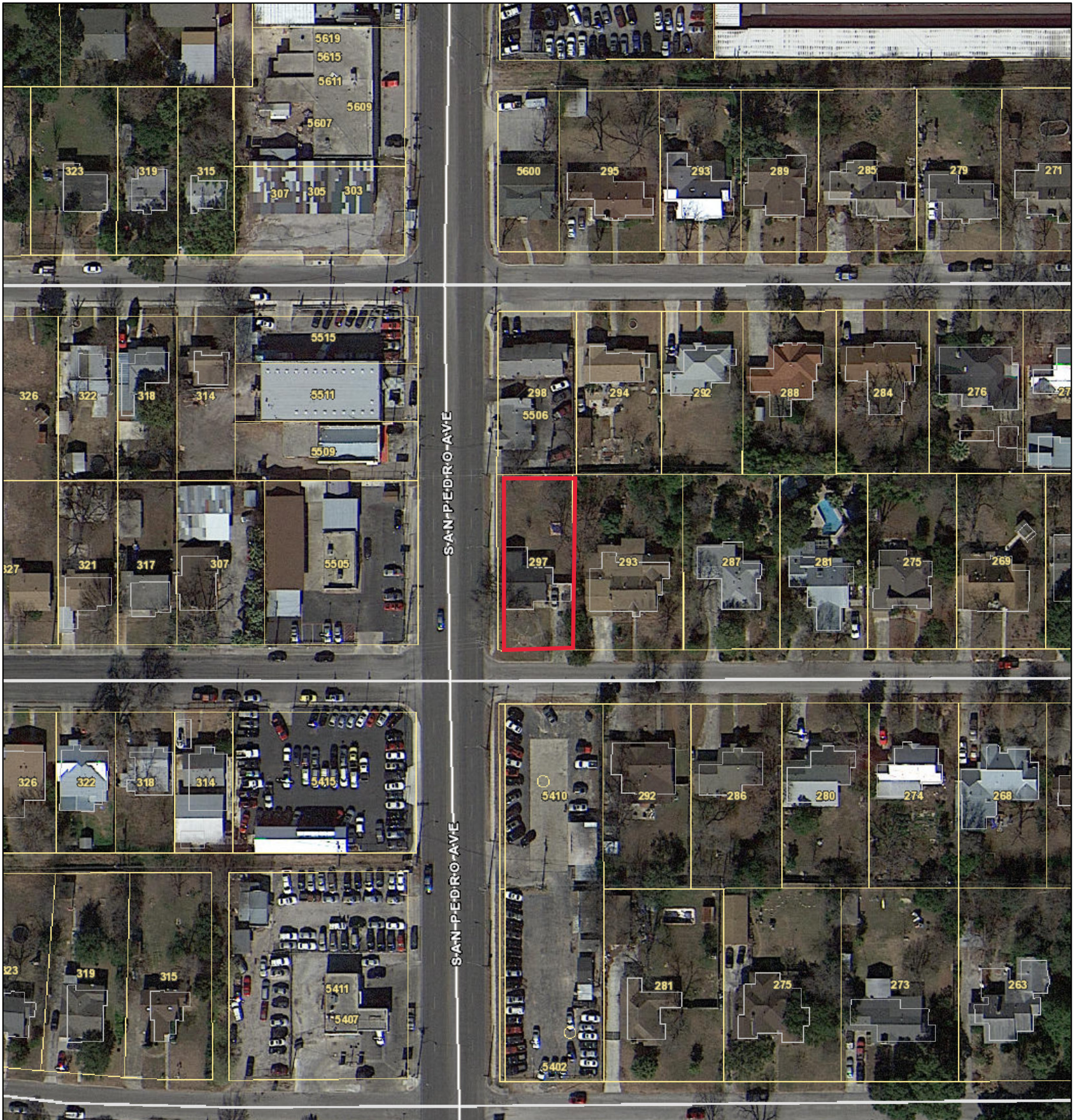
FINDINGS:

- a. The primary structure located at 297 Lovera Blvd is a 1-story residential-form structure constructed circa 1940 in the Minimal Traditional style. The structure is located on a corner lot at the intersection of Lovera Blvd and San Pedro and features a cross gable roof configuration, lap siding, and a central front porch. The structure is contributing to the Olmos Park Terrace Historic District.
- b. **PARKING AREA** – The applicant has proposed to install a new surface parking pad in the rear of the lot to accommodate parking for 4 cars. The lot will be located fully behind the primary structure and a privacy fence and will be accessed via the existing concrete driveway fronting Lovera Blvd. According to the Guidelines, parking areas on corner lots should be located behind the primary structure and set back as far as possible from the side streets. The parking area will utilize an existing driveway for access and will be decomposed granite, minimizing the added impervious cover on the site. Staff finds the request appropriate based on location, materiality, limited visibility, and the site-specific conditions of the request.
- c. **ADA RAMP** – The applicant has proposed to construct a rear wooden ADA ramp to provide access to the structure from the proposed rear parking area. Staff finds the request eligible for administrative approval.

RECOMMENDATION:

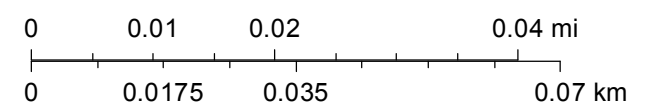
Staff recommends approval of the request items based on findings a through c.

City of San Antonio One Stop



June 9, 2021

1:1,000







San Pedro Ave

5/18/2021

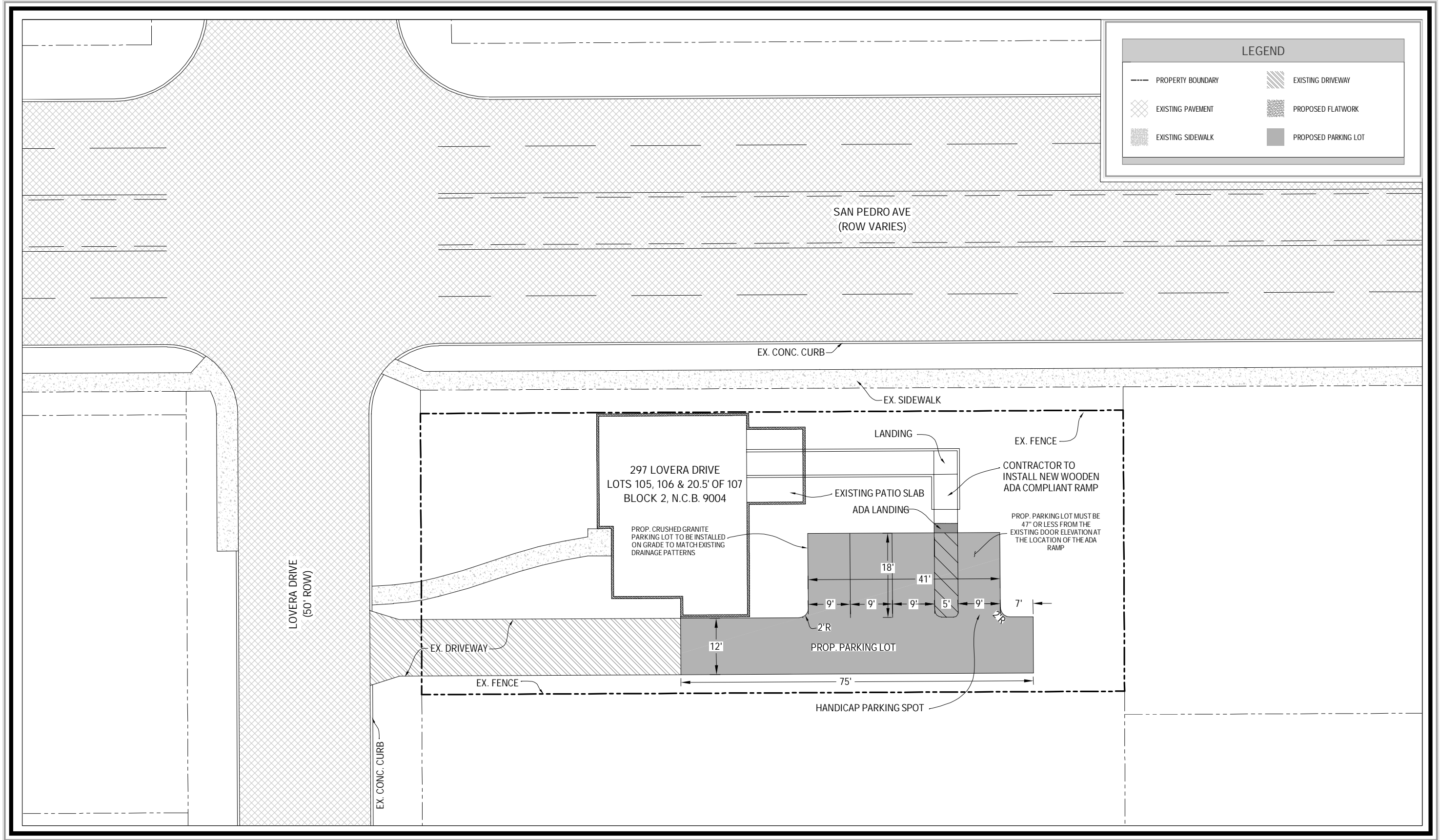
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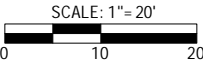


PROPOSED OWNER:
CONTACT: CHERYL PALOMO
PHONE: 210.623.0447

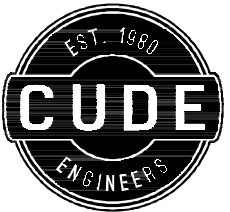
297 LOVERA DRIVE / PROPOSED SITE PLAN

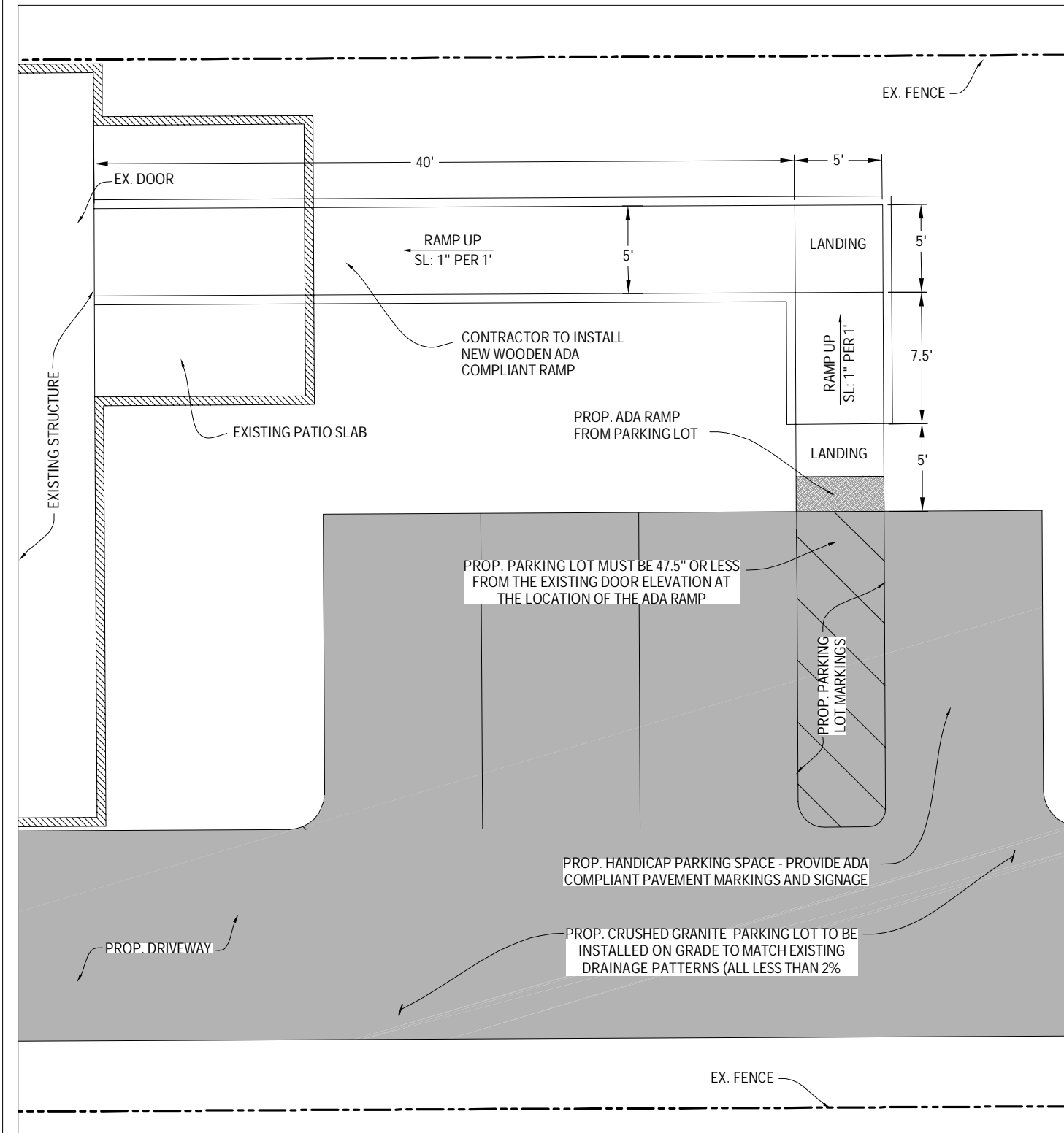
San Antonio, Texas

June 2021

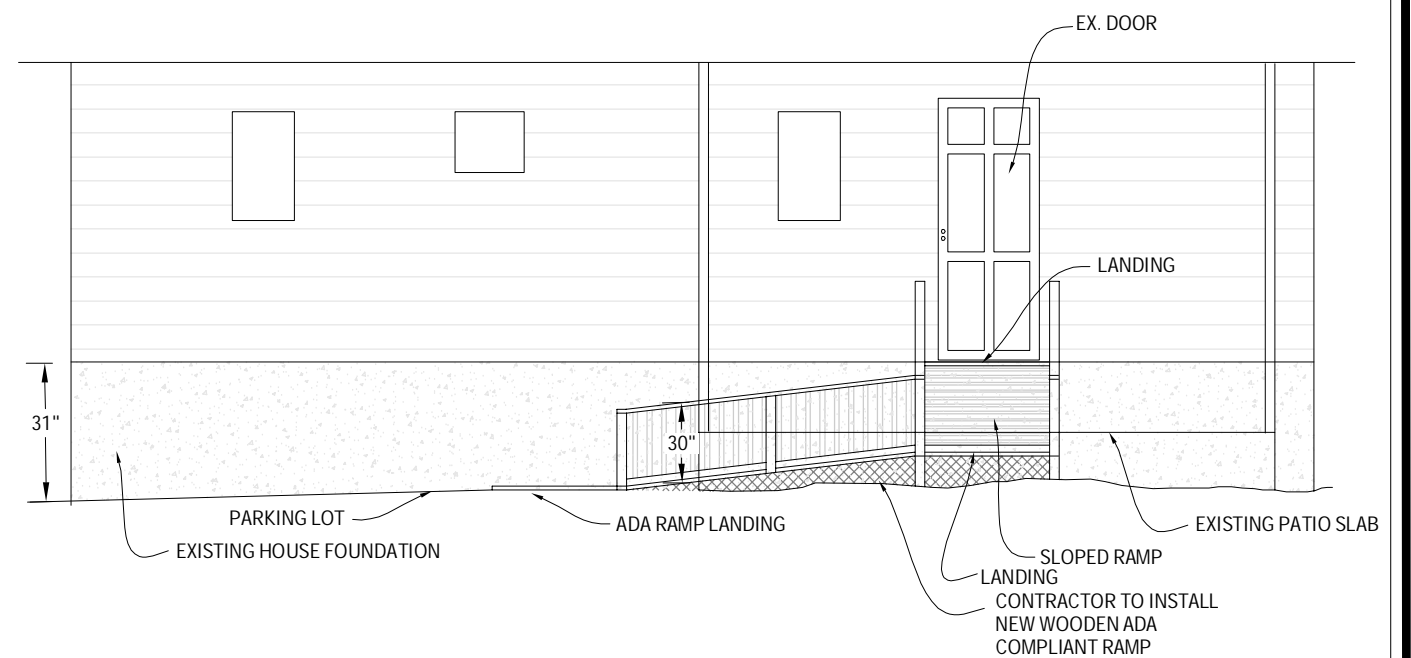


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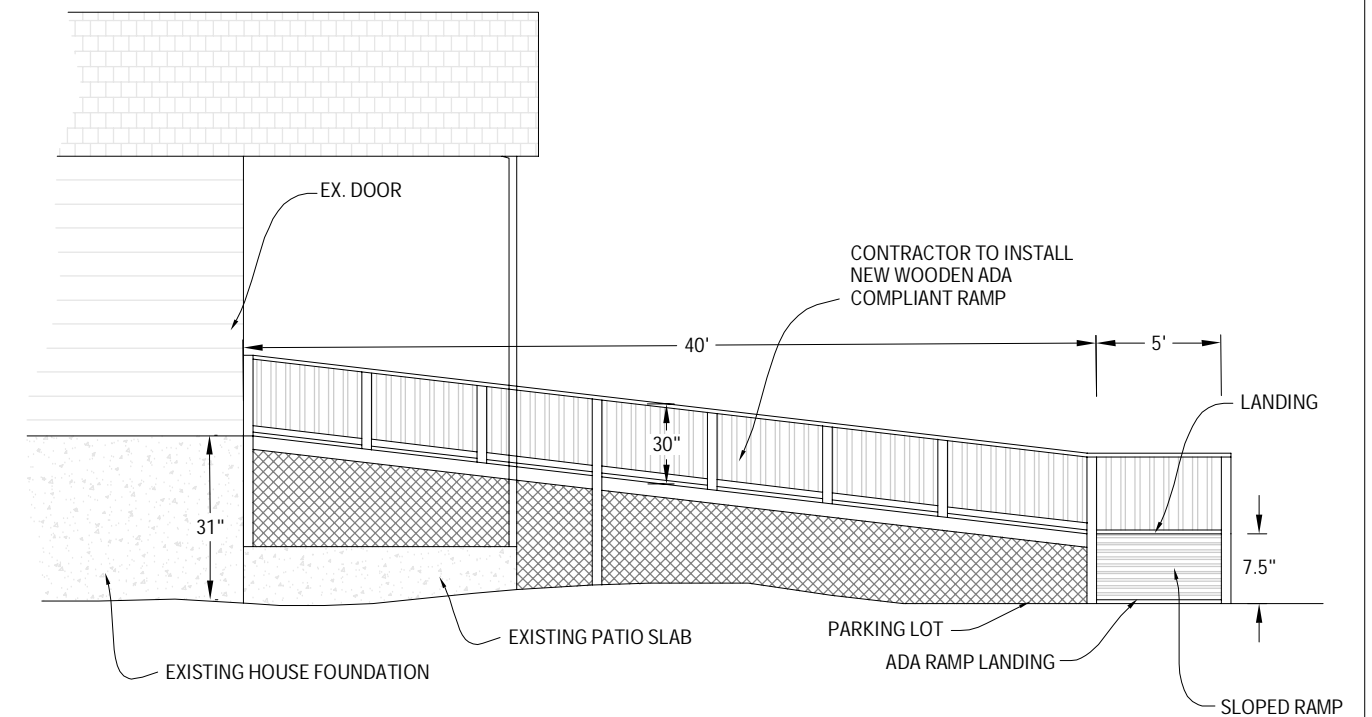




ADA RAMP PLAN VIEW
SCALE: 1"= 8'



BACK (NORTH SIDE) ELEVATION
N.T.S.



SIDE (EAST SIDE) ELEVATION
N.T.S.

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297 LOVERA DRIVE / ELEVATION DETAILS

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