

**HISTORIC AND DESIGN REVIEW COMMISSION
COMPLIANCE AND TECHNICAL ADVISORY BOARD**

May 17, 2024

HDRC CASE NO: 2024-174
ADDRESS: 226 CLUB DR
LEGAL DESCRIPTION: NCB 6702 BLK 12 LOT 22, E 25 FT OF 21
ZONING: R-6, H
CITY COUNCIL DIST.: 7
DISTRICT: Monticello Park Historic District
APPLICANT: Brian Sparks/SPARKS BRIAN C & ALYSON L
OWNER: Brian Sparks/SPARKS BRIAN C & ALYSON L
TYPE OF WORK: Front yard parking area installation
APPLICATION RECEIVED: April 10, 2024
60-DAY REVIEW: June 09, 2024
CASE MANAGER: Rachel Rettaliata

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to install a 641-square-foot decomposed granite parking area to the east of the driveway in the front yard.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

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.

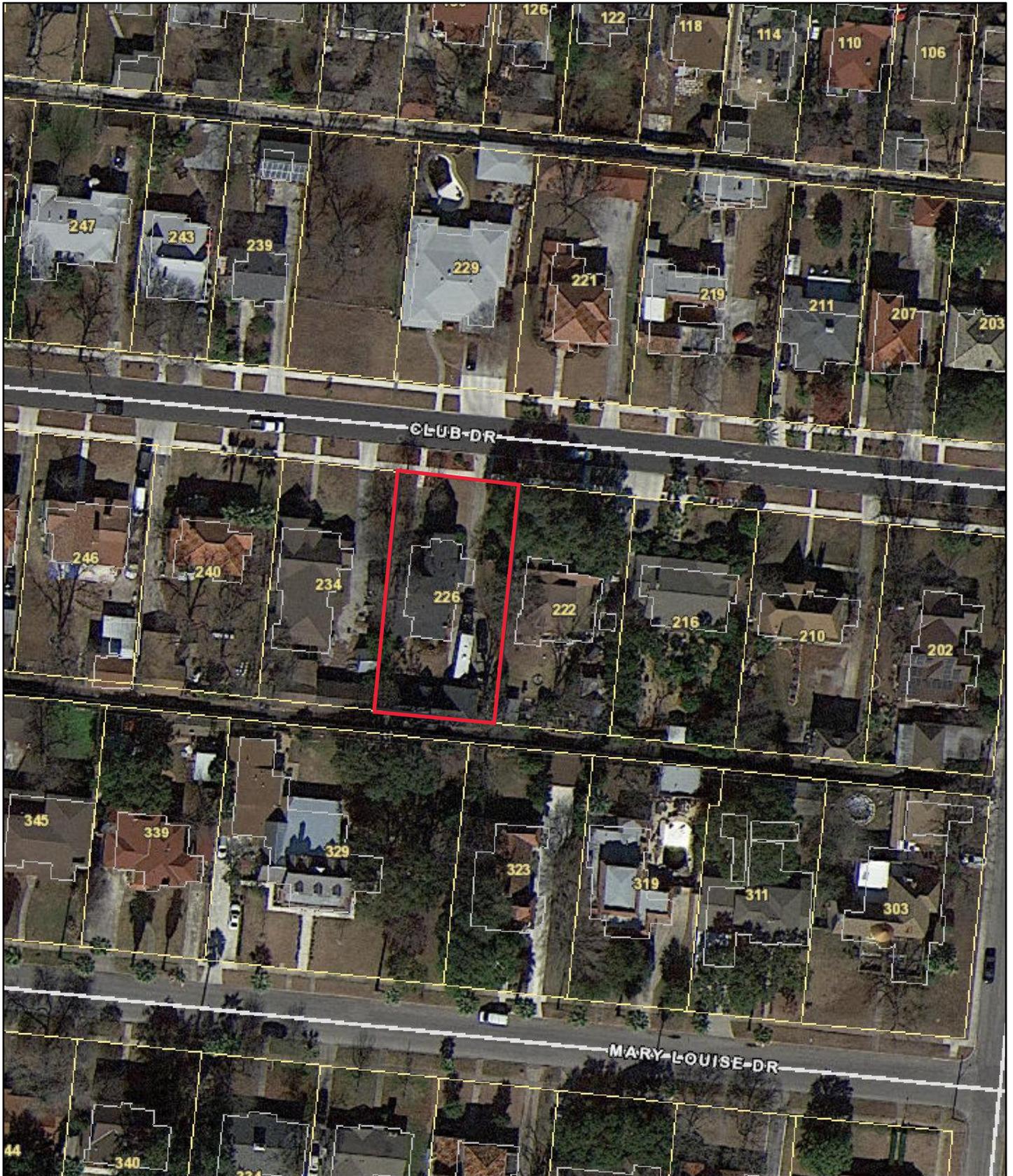
FINDINGS:

- a. The primary structure at 226 Club is a 2-story, single-family residence constructed circa 1930 in the Tudor Revival style. The property is first listed in the 1931 City Directory and the primary structure first appears on the 1934 Sanborn Map. The primary structure features a gable-on-hip composition shingle roof with a steeply pitched projecting front gable volume featuring wood cladding and a faux fachwerk bay. The primary structure features brick cladding, a decorative wing wall, a masonry arched front door surround, and decorative window screens. The property is contributing to the Monticello Park Historic District.
- b. FRONT YARD PARKING INSTALLATION – The applicant has proposed to install a 641-square-foot decomposed granite parking area to the east of the existing driveway, extending from the public sidewalk and terminating in line with the front façade wall plane of the house. Guideline 5.B.i for Site Elements states that historic driveway configurations should be retained and repaired. Similar driveway configurations – material, width, and design – should be incorporated to that historically found on the site. Historic driveways are typically no wider than 10 feet. Additionally, Guideline 7.A.ii for Site Elements advises applicants not to add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape. Staff finds the request inconsistent with the Guidelines.

RECOMMENDATION:

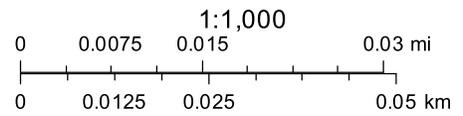
Staff does not recommend approval of the front yard parking area installation based on findings a through b.

City of San Antonio One Stop



May 8, 2024

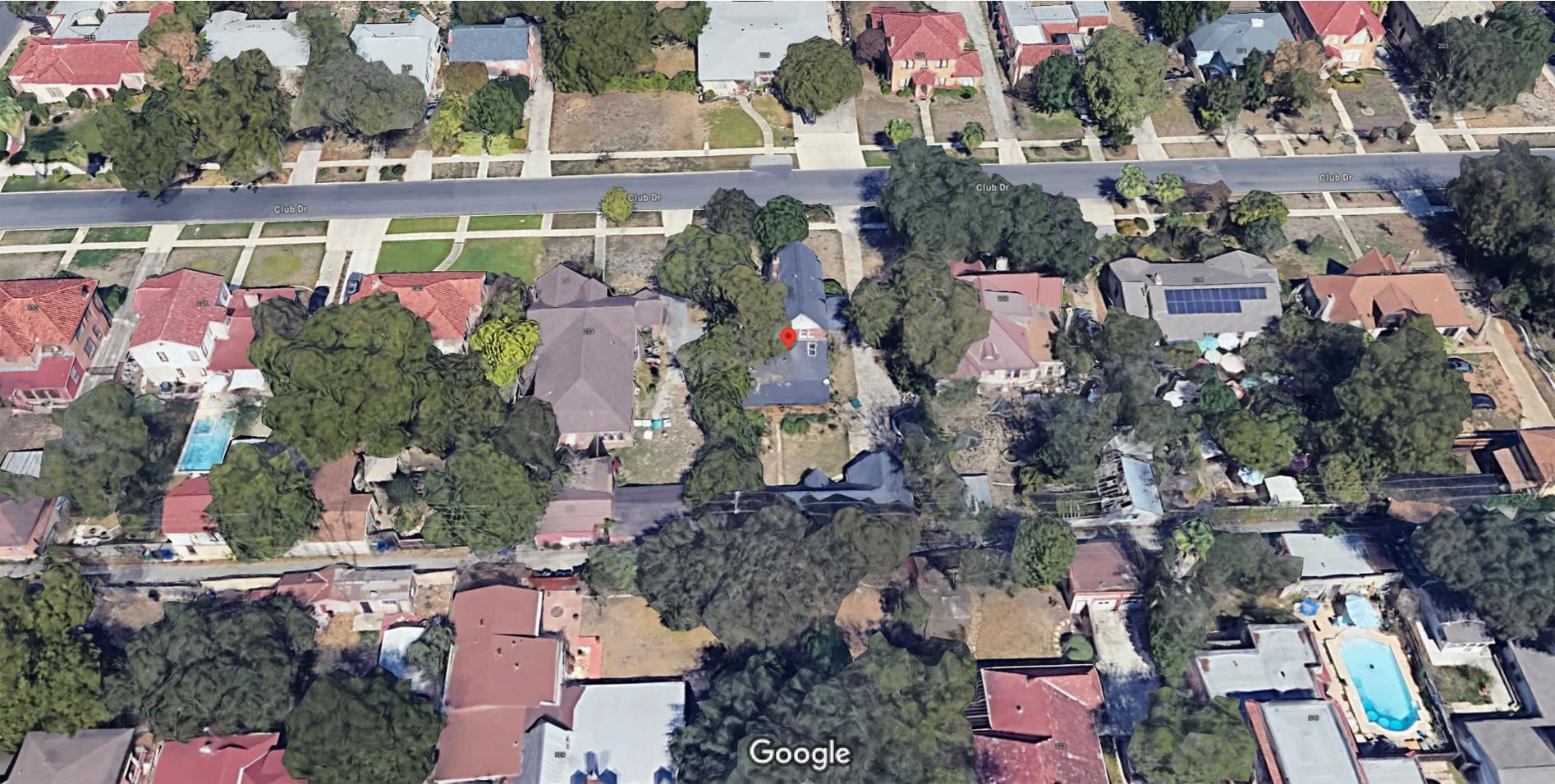
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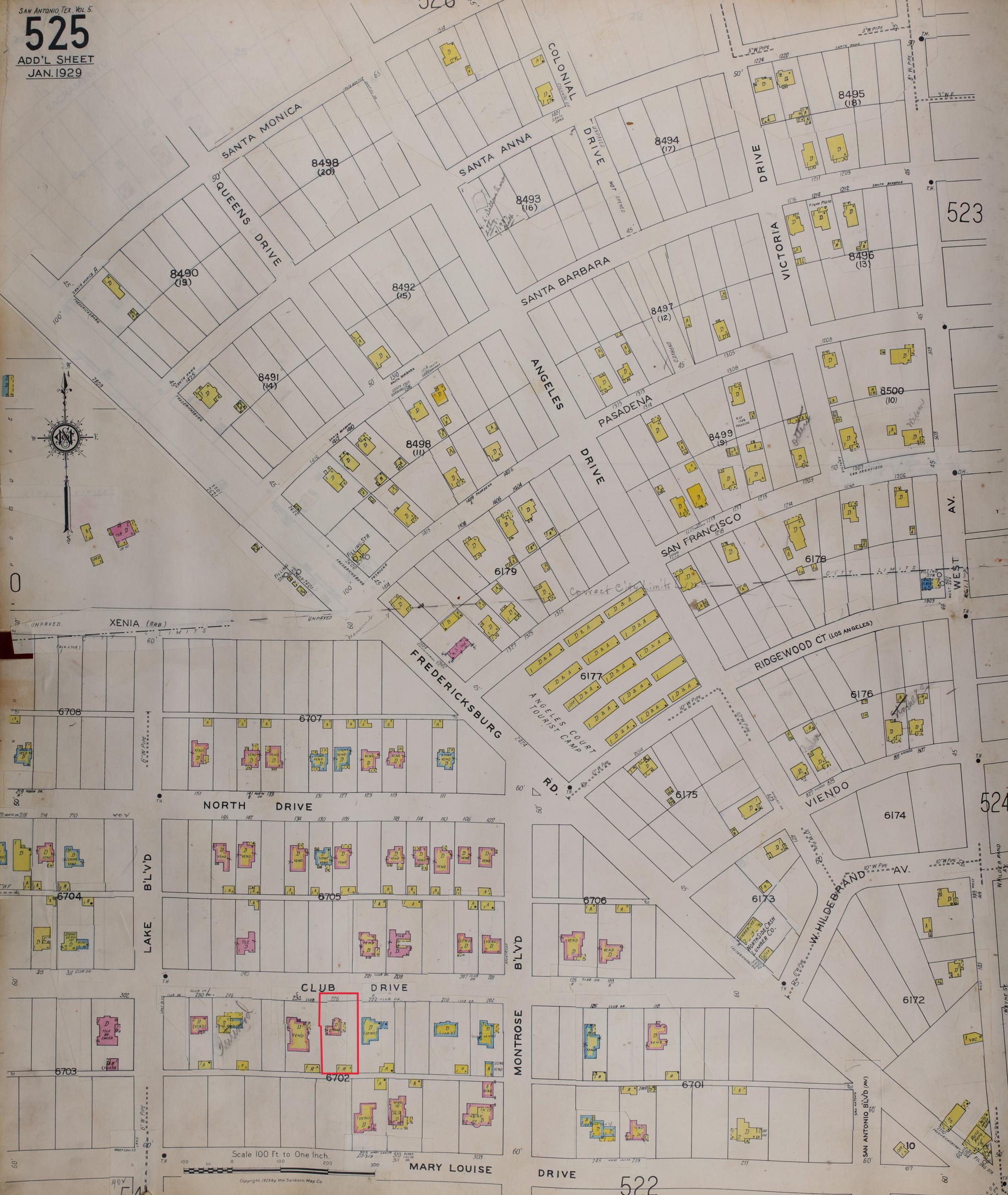


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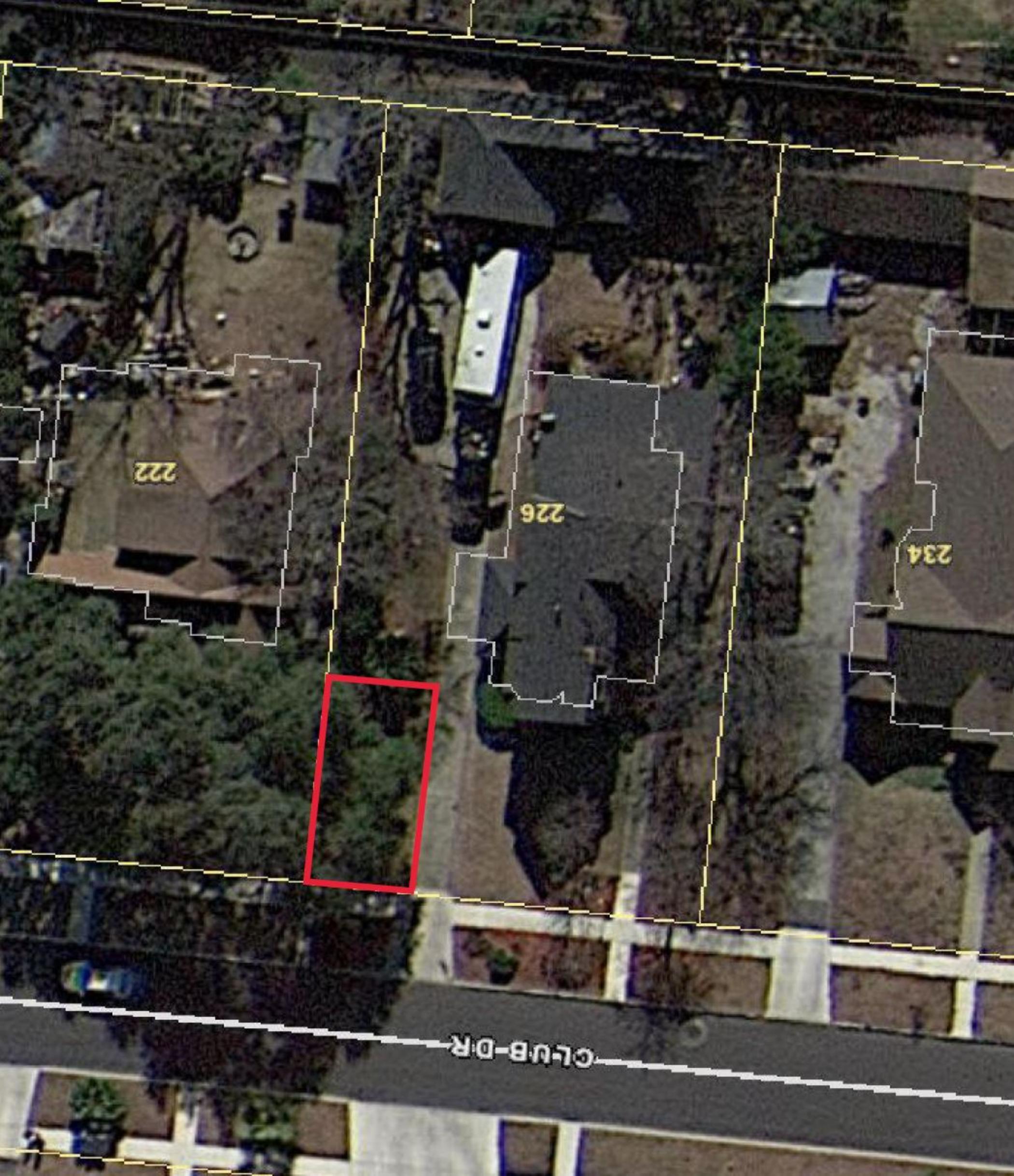
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522



House





222

226

234

CLUB-DR





CR-V

TIGER PRIDE







DECOMPOSED GRANITE



- New Earth Decomposed Granite is harvested from in and around Marble Falls, TX.
- This product is less than 1 inch and perfect for walkways, parking lots, and various decorative cover within your landscape.