

HISTORIC AND DESIGN REVIEW COMMISSION

September 6, 2023

HDRC CASE NO: 2023-305
ADDRESS: 421 SPOFFORD
LEGAL DESCRIPTION: NCB 1266 BLK 2 LOT C
ZONING: R-6, H
CITY COUNCIL DIST.: 2
DISTRICT: Government Hill Historic District
APPLICANT: Shail Patel
OWNER: Shail Patel and Blake McCall Bratcher
TYPE OF WORK: Concrete installation, curb cut modification, and carport construction
APPLICATION RECEIVED: July 25, 2023
60-DAY REVIEW: September 23, 2023
CASE MANAGER: Bryan Morales

REQUEST:

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

1. Construct a carport at the rear of the property.
2. Increase the width of the rear concrete driveway and curb cut connected to Colita Street.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, New Construction

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

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 421 Spofford was constructed c. 1920 in the Craftsman style. The one-story single-family structure features a primary hipped roof with gable dormers on each of the four slopes with red standing seam metal roofing material, an off-set front porch with tapered wood columns on brick bases. The structure contributes to the Government Hill Historic District.
- b. **CASE HISTORY** – A request for a 22x22' driveway at the rear of the property came to the HDRC on May 1, 2019, by a previous homeowner. The HDRC approved the request with the stipulation that the curb cut cannot exceed twelve feet in width and the driveway not exceed ten feet in width. The previous applicant submitted to staff an updated site plan that met the HDRC's stipulation, and the concrete work installed currently matches the approved Certificate of Appropriateness on file.
- c. **CARPORT** – The applicant is requesting to construct a 17'4" by 16'2" carport at the rear of the property. The Historic Design guidelines for New Construction 5.A.iii. stipulates that new garages and outbuildings must relate to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details. Additionally, New Construction 5.A.ii. states that new structures should be no larger in plan than 40 percent of the principle historic structure footprint. Staff finds that the proposed carport generally appropriate.
- d. **CARPORT (MATERIALS)** – The applicant is requesting to construct a carport at the rear of the property using 4x4" wood posts and a corrugated metal roof. Guidelines for New Construction 5.A.iii. stipulates that new garages and outbuildings must relate to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details. Staff finds the installation of a corrugated roof generally appropriate; however, the carport should feature posts measuring 6x6" rather than the proposed 4x4" posts.

- e. DRIVEWAY & CURB CUT – The applicant is requesting to increase the rear driveway and curb cut width from 9’10” to 23’10” on Colita Street. The Historic Design Guidelines for Site Elements 5.B.i. states to retain and repair in place historic driveway configurations, to incorporate a similar driveway configuration – materials, width, and design – to that historically found on the site, and that historic driveways are typically no wider than ten feet. Guidelines for Site Elements 5.B.ii. states to maintain the width and configuration of original curb cuts when replacing historic driveways and to avoid introducing new curb cuts where not historically found. Staff finds the width increase for the driveway and curb cut does not conform to guidelines.

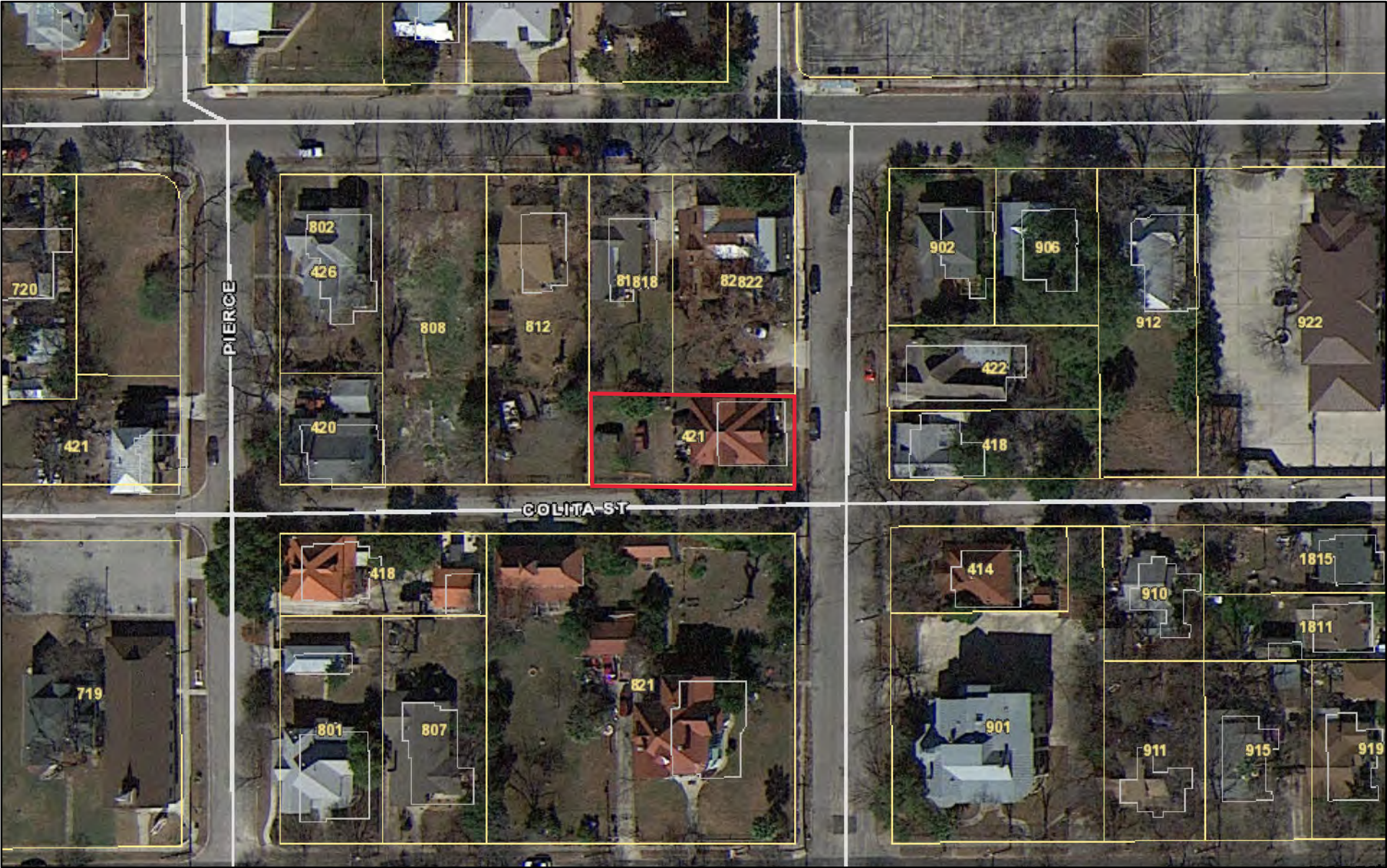
RECOMMENDATION:

Staff recommends approval of item 1, based on findings a through d, with the following stipulation:

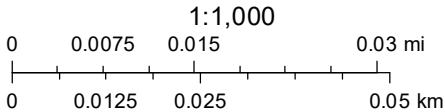
- i. That the applicant uses 6x6” wood posts rather than the proposed 4x4” wood posts.

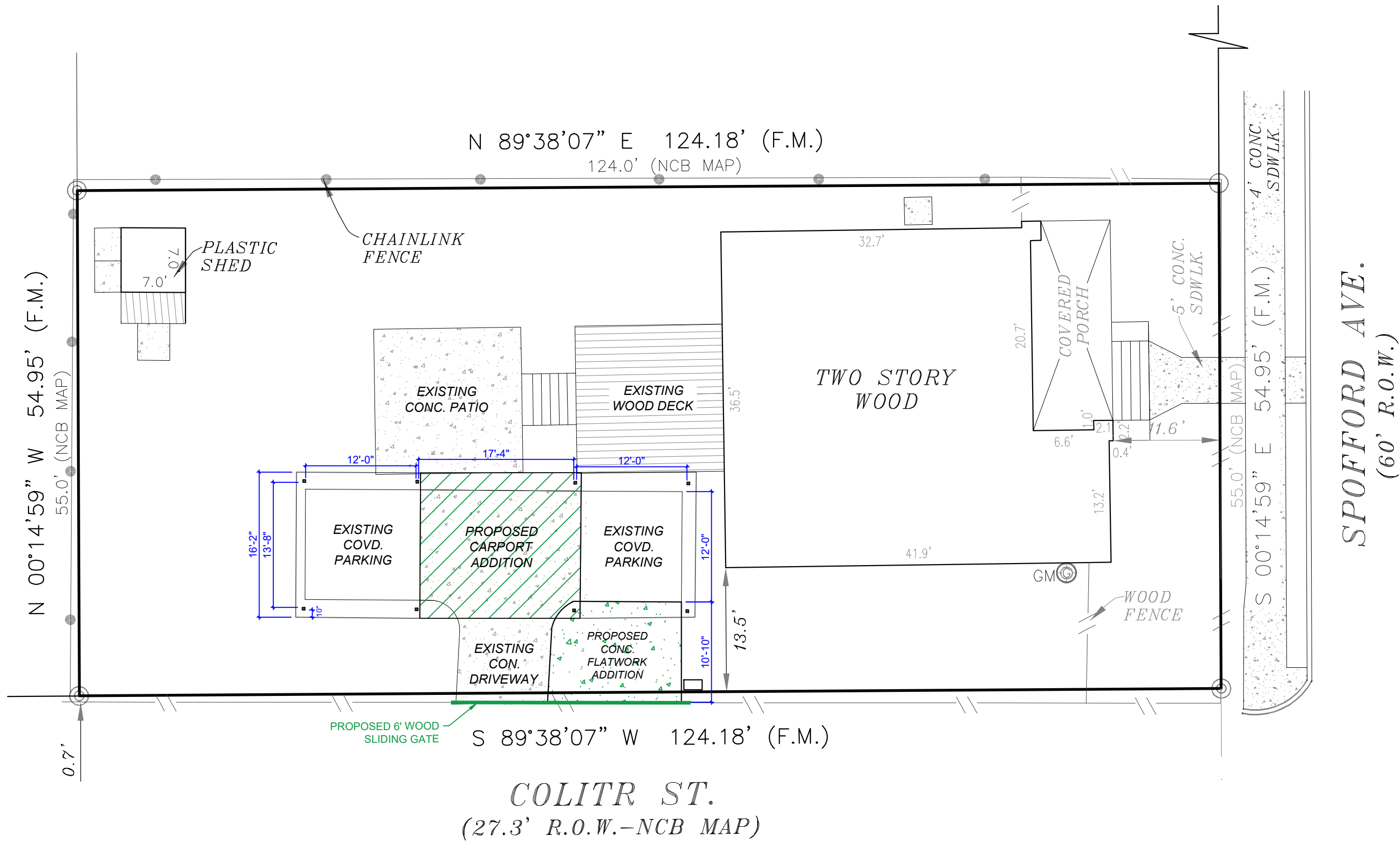
Staff does not recommend approval of item 2, based on findings a through e, consistent with the previous HDRC decision on May 1, 2019. Staff recommends that the applicant retain the current driveway and curb cut configuration.

City of San Antonio One Stop



September 1, 2023





1 M. SITE PLAN - CARPORT ADDITION
3/32" = 1'=0" @ 11x17



421 SPOFFORD - CARPORT ADDITION

08/16/23 REVISED CARPORT SET

REVISIONS

Carport	08/11/23
REV	08/16/23

SHEET TITLE

MASTER
SITE PLAN

DATE	08/16/23
DRAWN BY	RA

SHEET NO.

1



421 SPOFFORD - CARPORT ADDITION

08/16/23 REVISED CARPORT SET

REVISIONS

Carport	08/11/23
REV	08/16/23

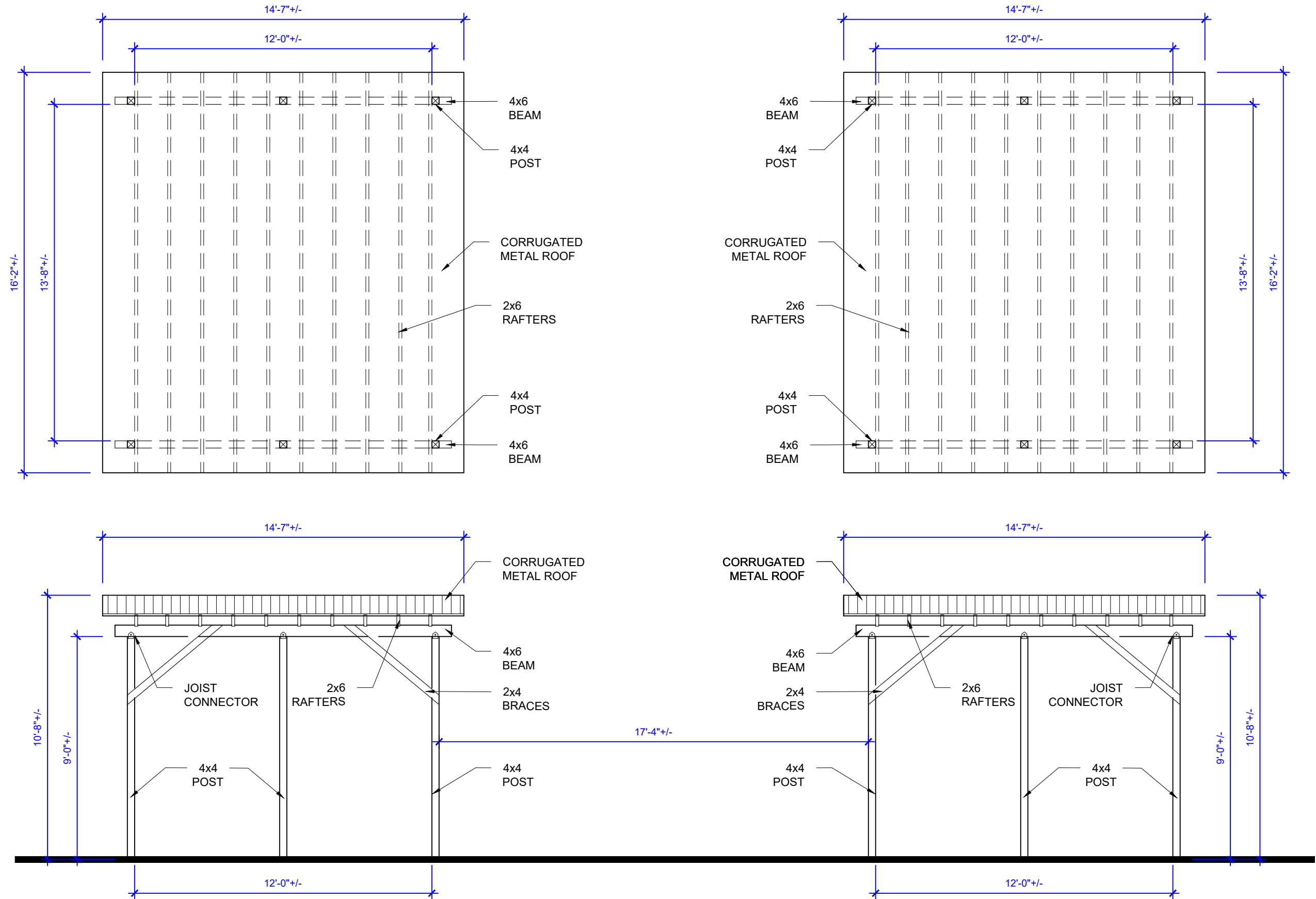
SHEET TITLE

EXISTING
CARPORT
PLAN &
ELEVATIONS

DATE	08/16/23
DRAWN BY	RA

SHEET NO.

2



1

EXISTING CARPORT PLAN & ELEVATIONS

1/4" = 1'=0" @ 11x17



421 SPOFFORD - CARPORT ADDITION

08/16/23 REVISED CARPORT SET

REVISIONS

Carport	08/11/23
REV	08/16/23

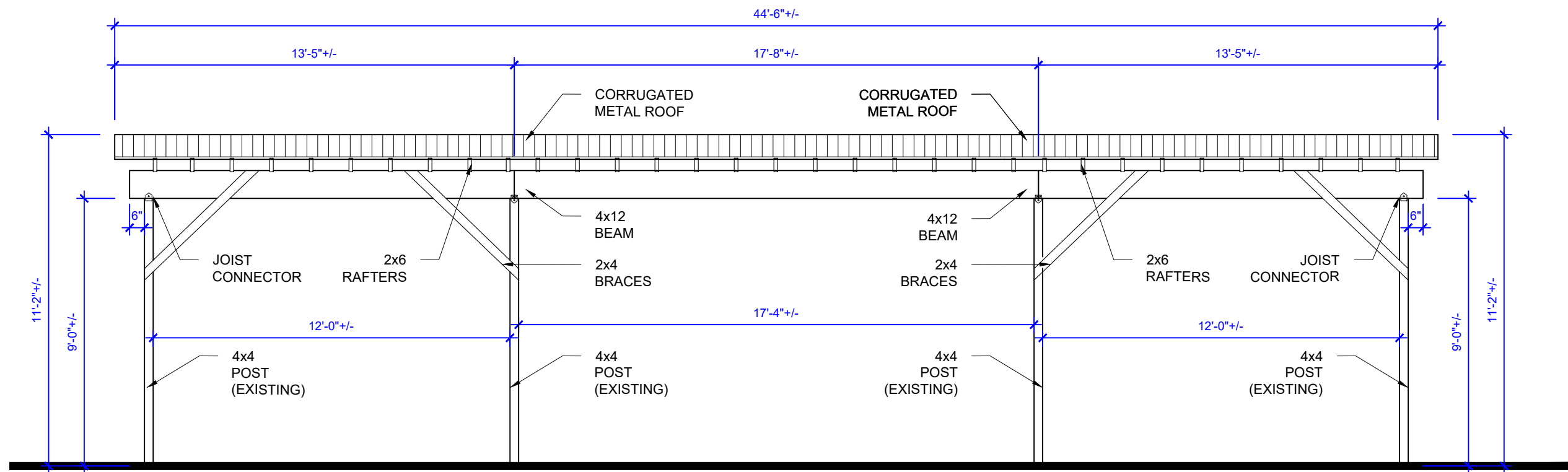
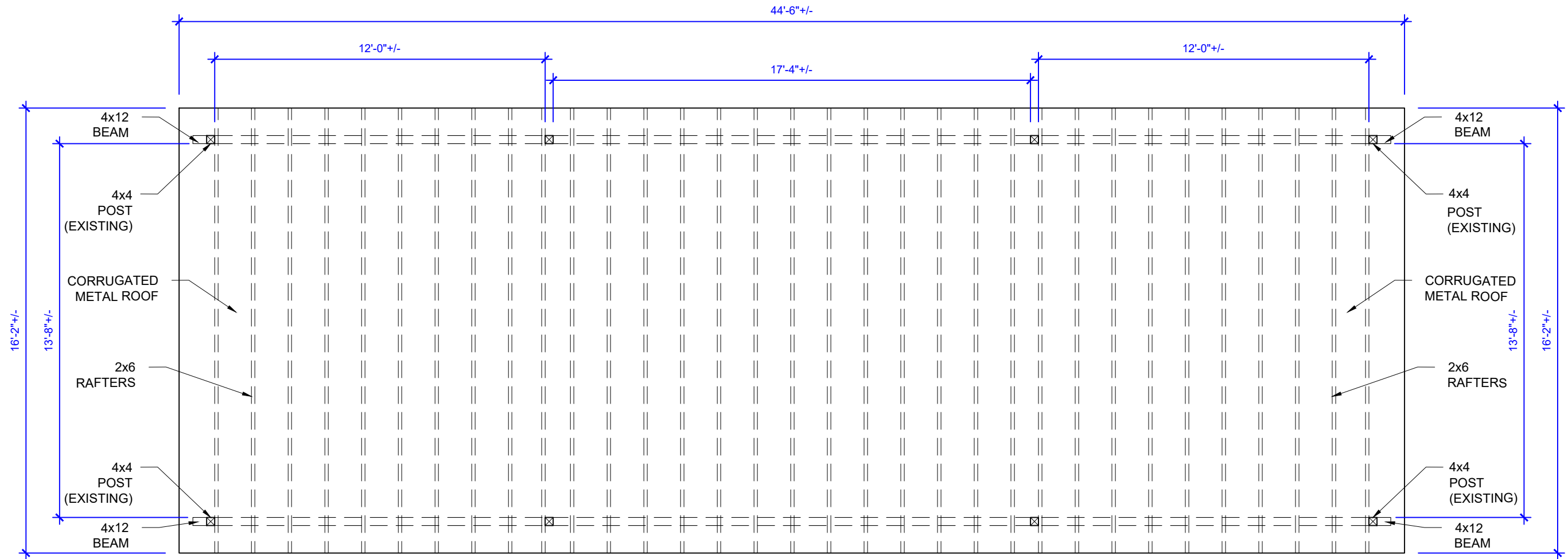
SHEET TITLE

**CARPORT
PLAN &
ELEVATIONS**

DATE	08/16/23
DRAWN BY	RA

SHEET NO.

3



1 PLAN & ELEVATIONS - CARPORT ADDITION
1/4" = 1'=0" @ 11x17



421 SPOFFORD - CARPORT ADDITION

08/16/23 REVISED CARPORT SET

REVISIONS

Carport	08/11/23
REV	08/16/23

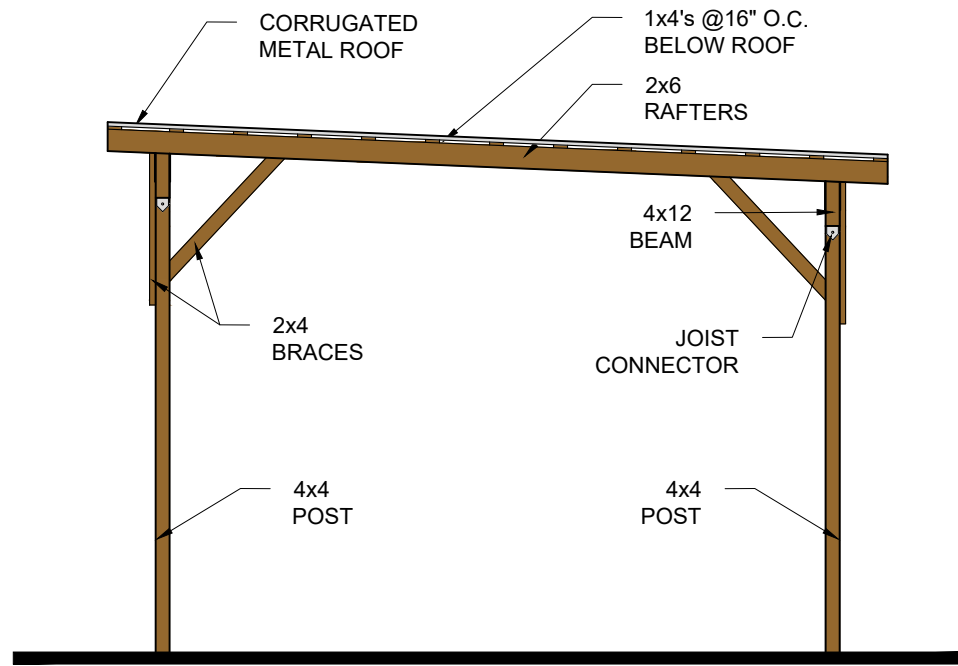
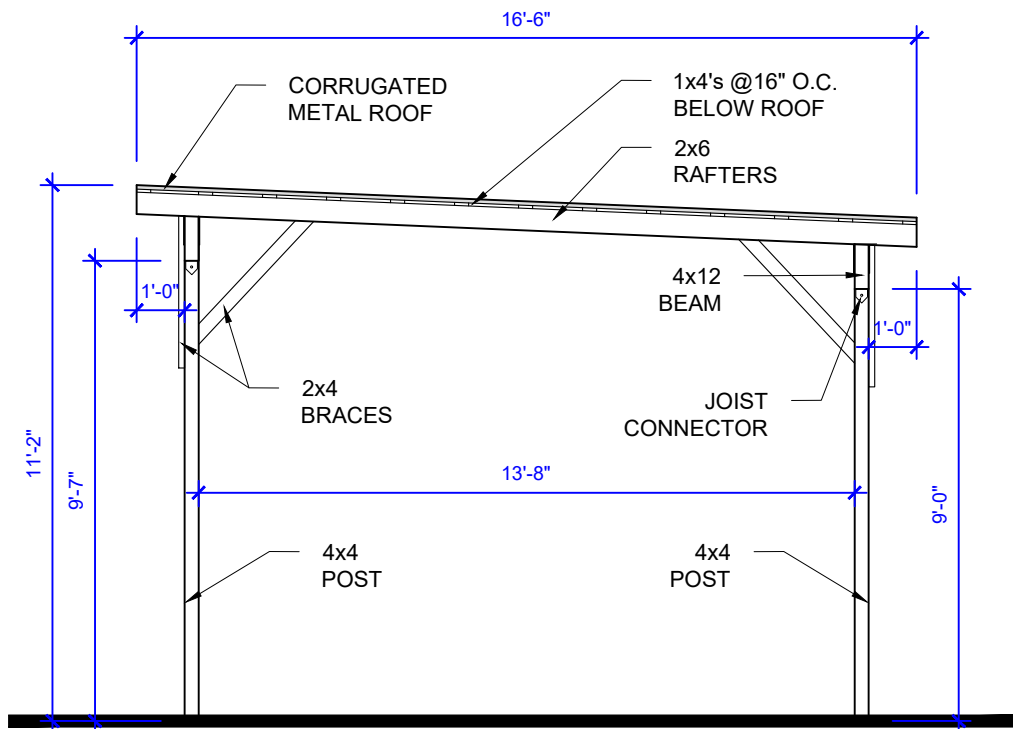
SHEET TITLE

COLORED
CARPORT
ELEVATIONS

DATE 08/16/23
DRAWN BY RA

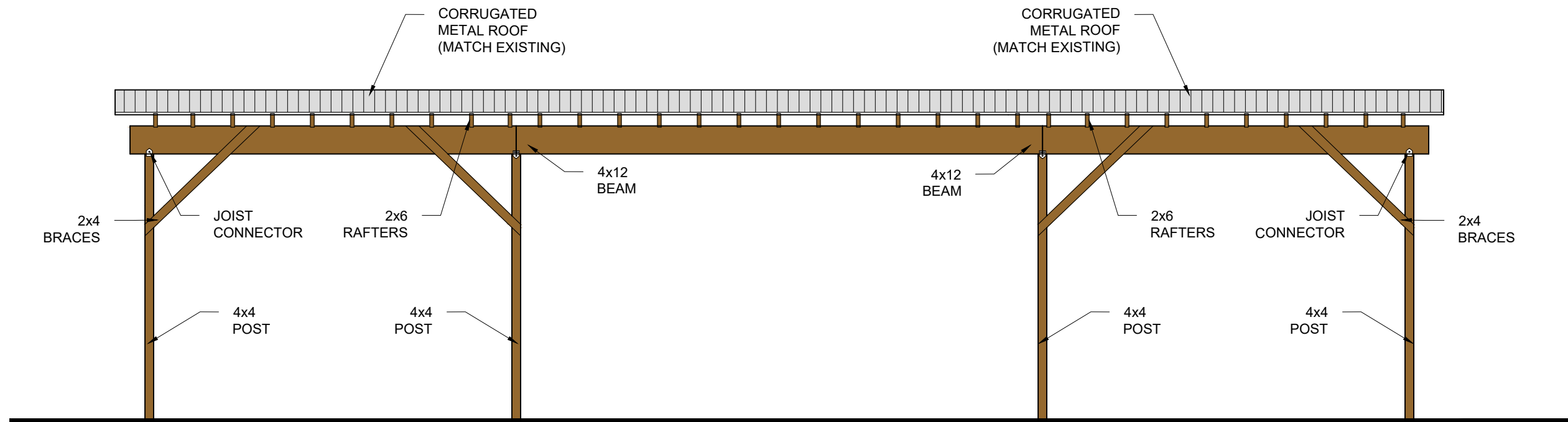
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4



EXISTING CARPORT AT 421 SPOFFORD

- WE WILL BE MATCHING ALL MATERIALS AND CONSTRUCTION METHOD TO THE NEW CARPORT DESIGN BASED ON WHAT IS ALREADY EXISTING ON THE PROPERTY. (REF. IMAGE)



1 COLORED CARPORT ELEVATIONS
1/4" = 1'=0" @ 11x17











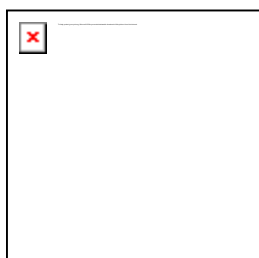


Bryan Morales (OHP)

From: Shail Patel [REDACTED]
Sent: Friday, August 18, 2023 3:18 PM
To: Bryan Morales (OHP)
Subject: Re: [EXTERNAL] Re: 421 Spofford - Gate Installation



Hi Brian, the existing drive way is 9ft10 inches. The proposed addition is 14ft.



On Aug 18, 2023, at 2:59 PM, Bryan Morales (OHP) <Bryan.Morales@sanantonio.gov> wrote:

Hello Shail,