

# HISTORIC AND DESIGN REVIEW COMMISSION

December 15, 2021

**HDRC CASE NO:** 2021-633  
**ADDRESS:** 130 CROFTON  
**LEGAL DESCRIPTION:** NCB 940 BLK 3 LOT 21  
**ZONING:** RM-4, H  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** King William Historic District  
**APPLICANT:** Anne Gaynor/GAYNOR ANNE C  
**OWNER:** Anne Gaynor/GAYNOR ANNE C  
**TYPE OF WORK:** Fence and accessory structure replacement, site work  
**APPLICATION RECEIVED:** November 10, 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 approval to:

1. Replace the existing ribbon driveway with a fully concrete driveway.
2. Replace existing chain link driveway gate with a new wood driveway gate aligned with the front façade wall plane.
3. Replace existing shed with a new 122-square-foot shed.

## APPLICABLE CITATIONS:

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

### 2. Fences and Walls

#### A. HISTORIC FENCES AND WALLS

- i. *Preserve*—Retain historic fences and walls.
- ii. *Repair and replacement*—Replace only deteriorated sections that are beyond repair. Match replacement materials (including mortar) to the color, texture, size, profile, and finish of the original.
- iii. *Application of paint and cementitious coatings*—Do not paint historic masonry walls or cover them with stone facing or stucco or other cementitious coatings.

#### B. NEW FENCES AND WALLS

- i. *Design*—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
- ii. *Location*—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
- iii. *Height*—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.
- iv. *Prohibited materials*—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.
- v. *Appropriate materials*—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

#### C. PRIVACY FENCES AND WALLS

- i. *Relationship to front facade*—Set privacy fences back from the front façade of the building, rather than aligning them with the front façade of the structure to reduce their visual prominence.

ii. *Location* – Do not use privacy fences in front yards.

## 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.

## *Historic Design Guidelines, Chapter 4, Guidelines for New Construction*

## 3. Materials and Textures

### A. NEW MATERIALS

i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.

ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.

iii. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.

iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.

v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

### B. REUSE OF HISTORIC MATERIALS

*Salvaged materials*—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

## 4. Architectural Details

### A. GENERAL

i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.

- ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
- iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

## 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

## FINDINGS:

- a. The primary structure located at 130 Crofton is a 1-story residential structure constructed circa 1915 in the Folk Victorian style. The structure features a full-width front porch, a front dormer with fish scale shingles, one-over-one wood windows, and a concrete ribbon driveway. The property is contributing to the King William Historic District.
- b. **DRIVEWAY REPLACEMENT** – The applicant has proposed to install a fully concrete driveway to replace the existing ribbon driveway. Guideline 5.B.i for Site Elements states that historic driveway configurations should be retained and repaired in place. The 100 block of Crofton features fully concrete driveways, pervious driveways, brick paver driveways, and modified ribbon driveways. Staff finds that the request to modify the configuration of the existing ribbon driveway is inconsistent with the Guidelines.
- c. **DRIVEWAY GATE REPLACEMENT** – The applicant has proposed to replace the existing chain link driveway gate located behind the side carport with a fully wood driveway gate located at the front façade wall plane. Guideline 2.B.i. for Site Elements states that new fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure. Additionally, Guideline 2.B.ii. for Site Elements recommends that applicants avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or walls should not be introduced within historic districts that have not historically had them. The Draft Policy Guide for Fences in Historic Districts states that vehicle gates should be set behind the front façade wall plane. Staff finds that replacement of the noncompliant chain link driveway gate with a wood driveway gate set behind the front façade wall plane is appropriate.
- d. **SHED REPLACEMENT** – The applicant has proposed to replace the existing contemporary rear shed with a new 122-square-foot wood shed structure located at the rear along the south property line. The existing contemporary shed is a similar footprint and is located at the rear along the north property line. Staff finds the removal of the contemporary shed appropriate. The applicant has proposed to install a fully-wood shed featuring

a side gable roof, faux divided lite French doors, and faux divided lite windows. The applicant has proposed to paint the shed white. Guideline 5.A.iii. for New Construction states that applicants should 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. As the proposed structure is not permanent, staff finds that the installation of the proposed shed without window grilles or faux divided lites is appropriate.

- e. ADMINISTRATIVE APPROVAL – The applicant has proposed to replace the existing rear chain link fence with a rear wood picket fence in the same location as existing, to replace the existing concrete sidewalk and driveway apron to match existing, and to replace the existing curbing. The driveway apron will not exceed 10 feet in width. The curbing and sidewalk must be replaced in kind and match the existing footprint. The curbing must duplicate the color, texture, durability, and profile of the original. This scope of work is eligible for administrative approval and does not require review by the HDRC.

### **RECOMMENDATION:**

Item 1, staff does not recommend approval of the driveway modification based on finding b. The replacement of the ribbon driveway to match the existing configuration is eligible for administrative approval.

Item 2, staff recommends approval of the driveway gate replacement based on finding c with the following stipulations:

- i. That the applicant installs a fully wood or metal driveway gate and fence. The applicant is required to submit final material specifications for the driveway gate and fence to staff for review and approval prior to the issuance of a Certificate of Appropriateness.
- ii. That the applicant installs the driveway gate and fence behind the front façade wall plane. The applicant is required to submit an updated site plan to staff for review and approval prior to the issuance of a Certificate of Appropriateness.
- iii. That the final construction height of the approved driveway gate may not exceed the maximum height of 4 feet as approved by the HDRC at any portion of the fence. Additionally, gates and fencing must be permitted and meet the development standards outlined in UDC Section 35-514.

Item 3, staff recommends approval of the rear shed replacement based on finding d with the following stipulations:

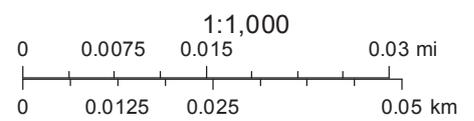
- i. That the windows and doors on the proposed rear shed do not feature window grilles or faux divided lites.
- ii. That the applicant submits the proposed roofing material to staff for review and approval prior to the issuance of a Certificate of Appropriateness.
- iii. That the applicant meets all setback standards as required by city zoning requirements and obtains a variance from the Board of Adjustment if applicable.

# City of San Antonio One Stop



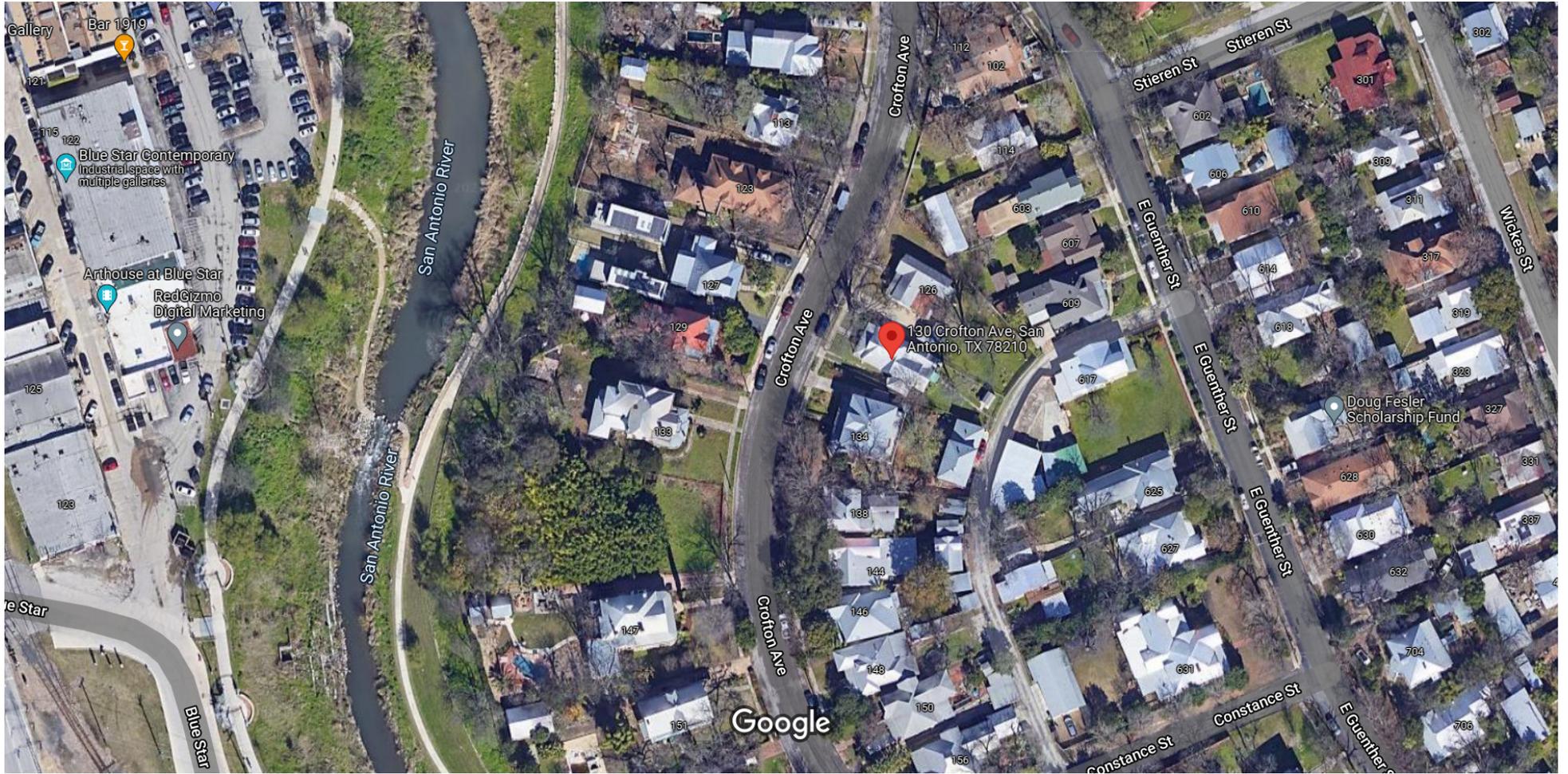
December 8, 2021

 User drawn lines



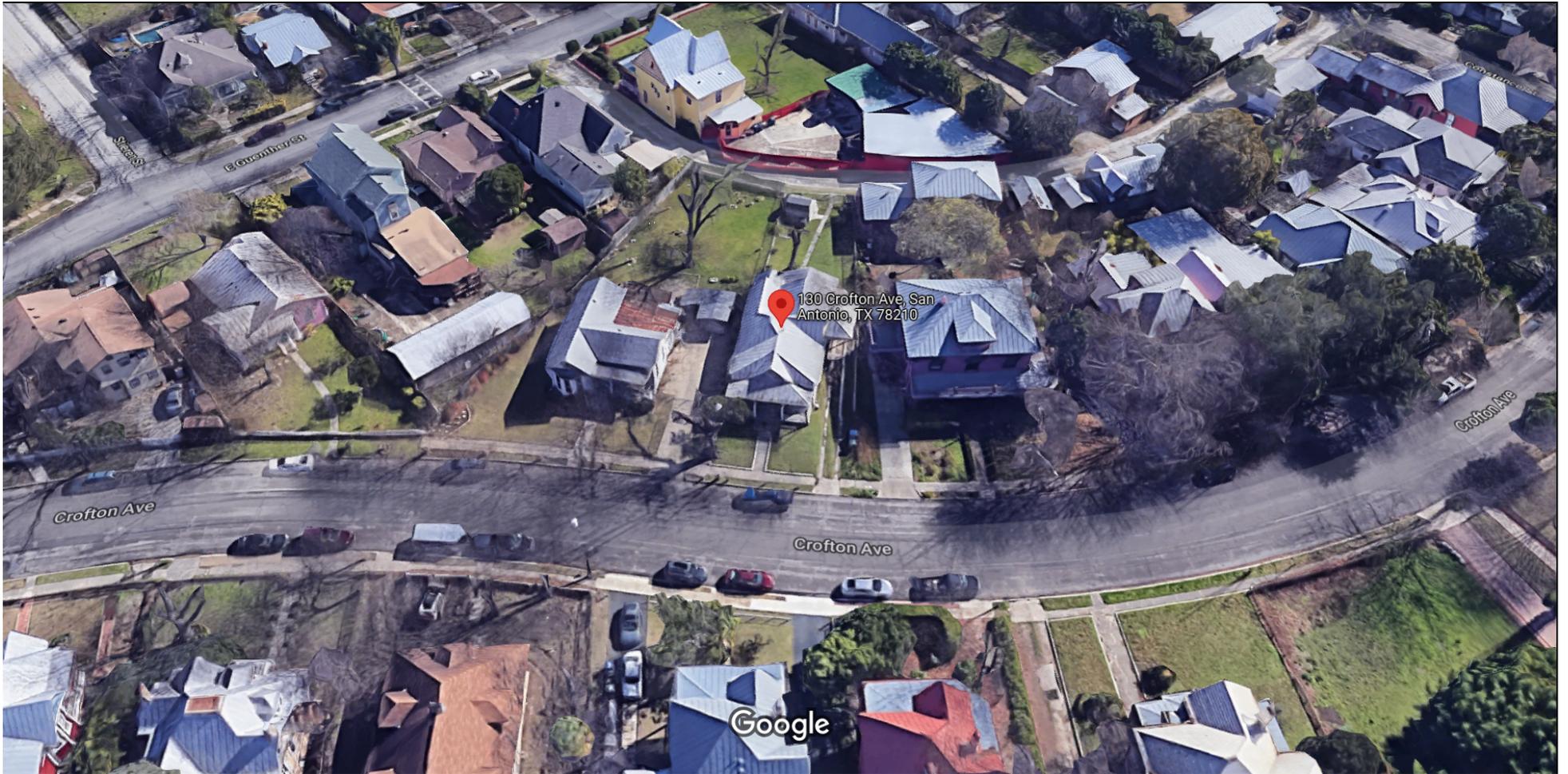


130 Crofton Ave



Imagery ©2021 CNES / Airbus, Maxar Technologies, Map data ©2021 50 ft

Google Maps 130 Crofton Ave



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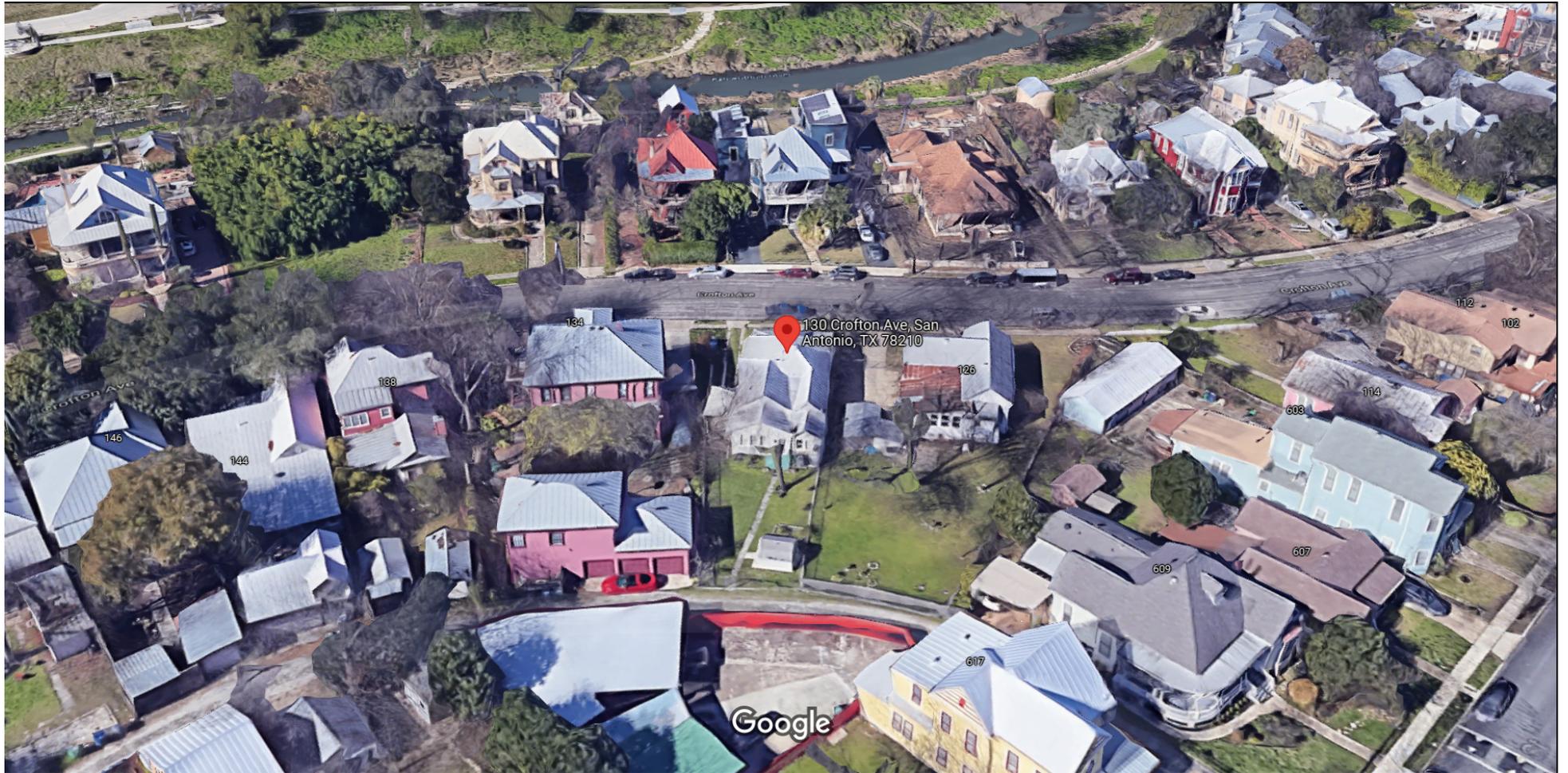
Google Maps 130 Crofton Ave



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130 Crofton Ave



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130 Crofton Ave



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Service Road  
30'

ONE STORY WOOD HOUSE

TREE  
CHAIN LINK  
FENCE +  
GATE

CAR  
PORT

L-75' x  
W-10'  
DRIVEWAY

PATIO

WALK-WAY

CRACKED  
+ UNEVEN

SIDE WALK  
50' x 4'

medium

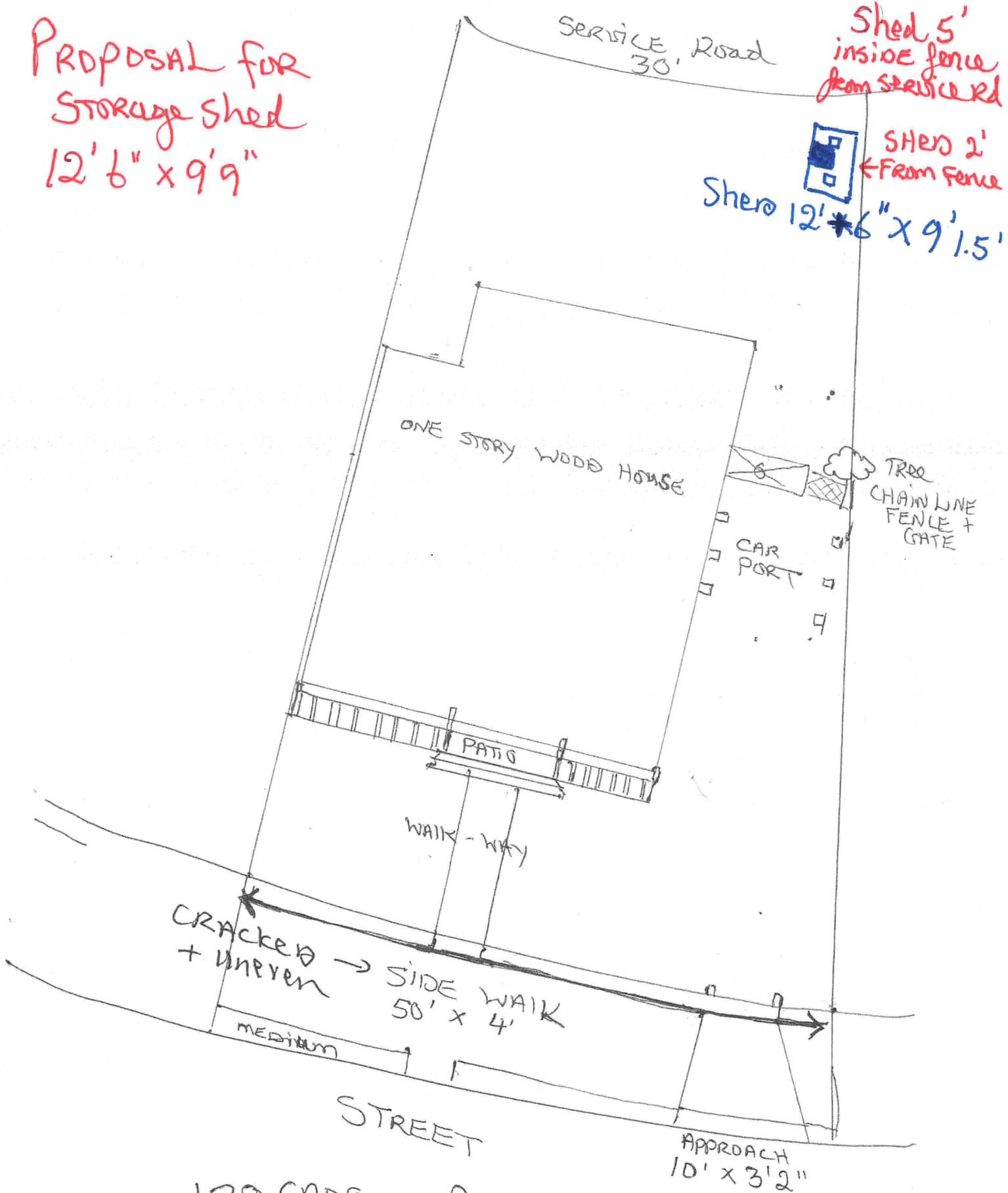
STREET

APPROACH  
10' x 3'2"

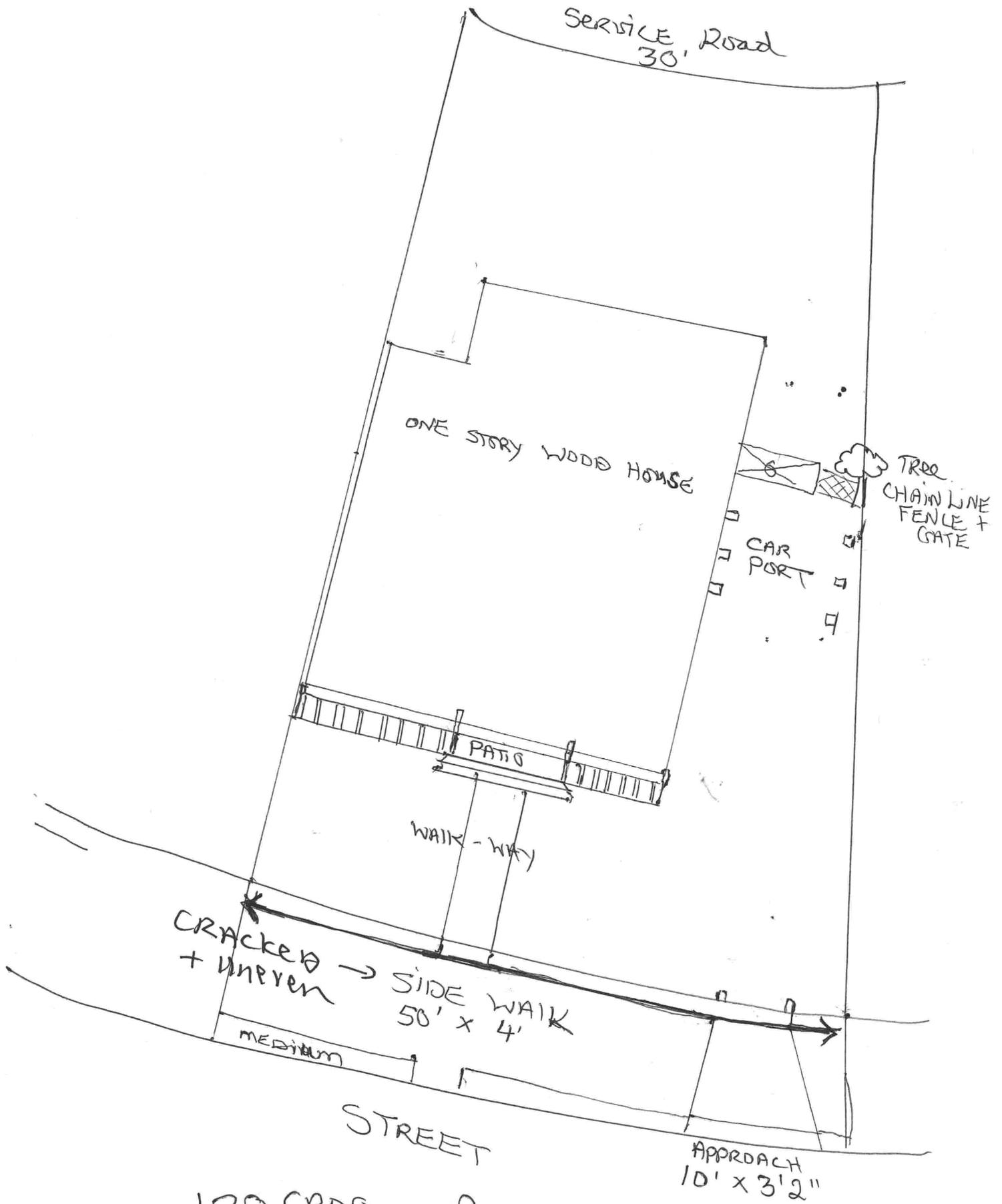
10' W x 75' L  
PROPOSAL FOR  
DRIVEWAY concrete w/ rebar

130 CROFTON AVENUE  
AS IS CURRENTLY

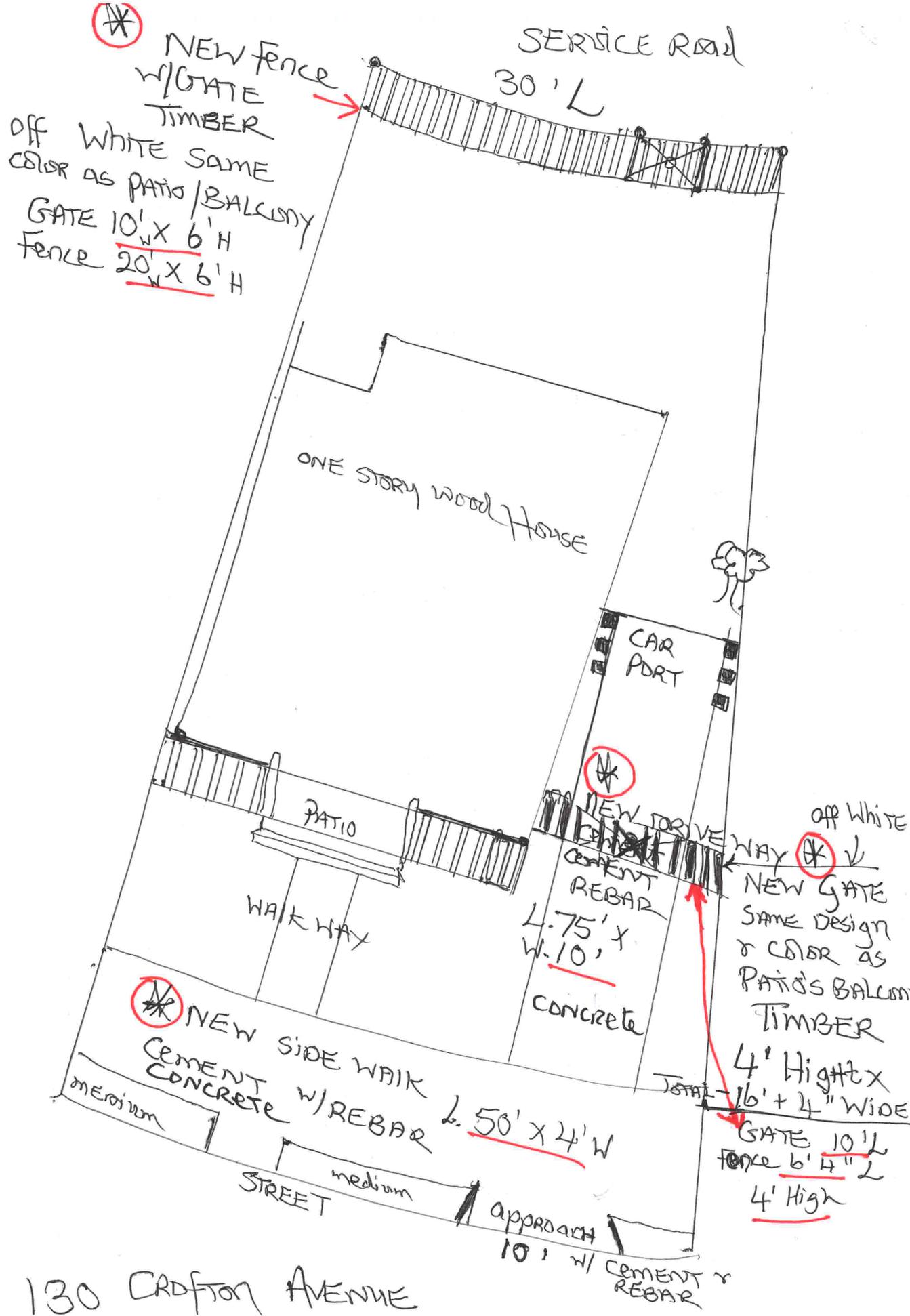
PROPOSAL FOR  
Storage shed  
12'6" x 9'9"



130 CROFTON AVENUE  
AS IS CURRENTLY

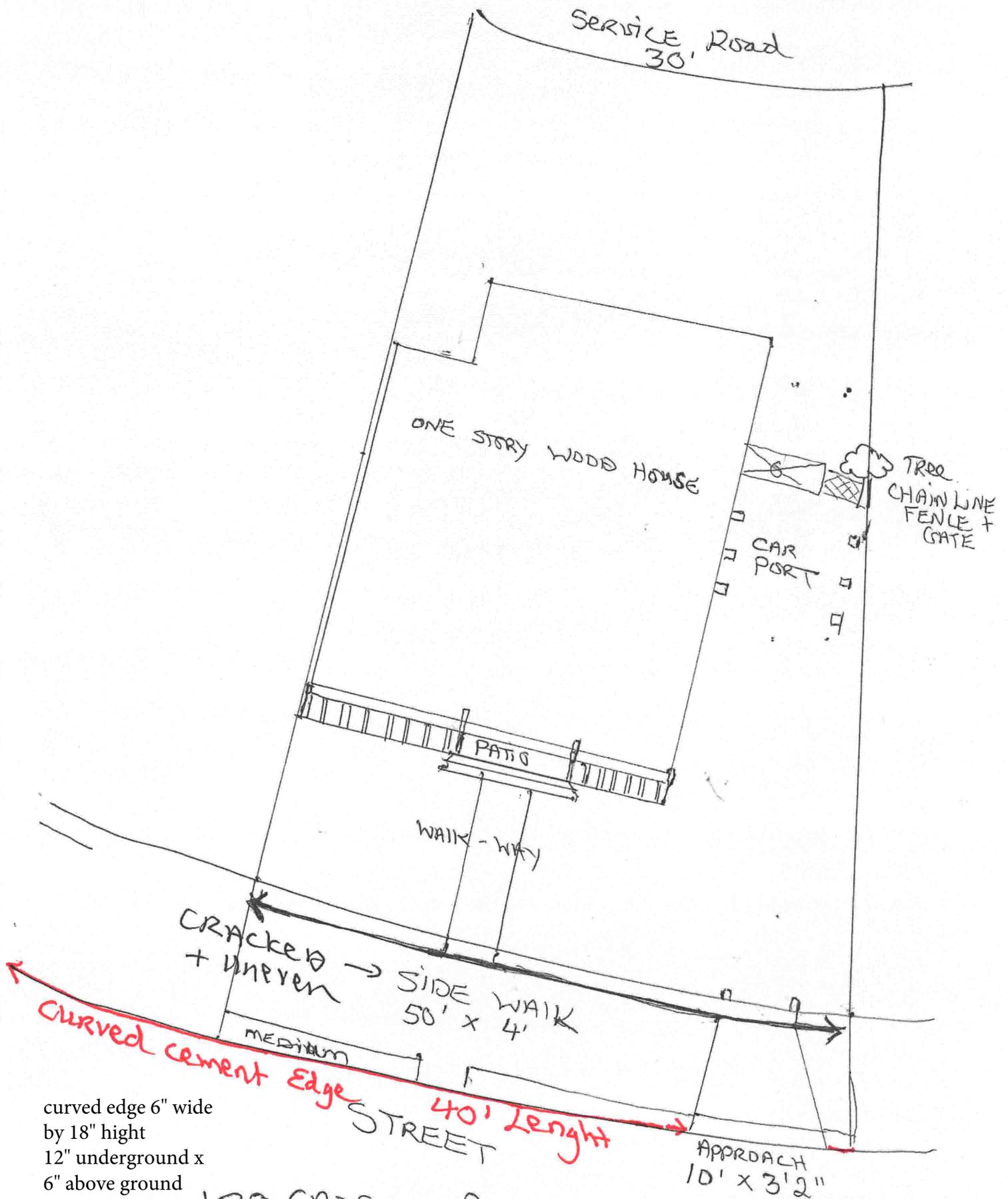


130 CROFTON AVENUE  
 AS IS CURRENTLY



130 CRAFTER AVENUE

\* PROPOSAL



curved edge 6" wide  
 by 18" high  
 12" underground x  
 6" above ground

130 CROFTON AVENUE  
 AS IS CURRENTLY











Remove  
chainlink  
fence









- 103 sq ft indoor floor area;
- 52-inch wide, and 6 ft tall double door with double-pane glass;
- Window grilles on the door and windows are removable for a more modern shed look;
- 2 tilt & turn style functional windows;
- Premium double Tongue & Groove wood construction;
- Assemble in 1 - 2 days;

Outside size:

**12'6" x 9'9"**

Inside size:

**11'7" x 8'10"**

Recommended foundation:

**11'10" x 9'1.5"**

Height of the wall:

**7'4"**

Height overall:

**8'5"**

Roof slope:

**14 °**

Roof load rating:

**24 lbs/sq ft**

Roof area:

**133 sq ft**

UPDATED! Double doors:

**4'3" x 6' with double pane glass**

Single window in front:

**2'6.5" x 3' 4.5" with double pane glass, tilt & turn style**

Double side window:

**4'7" x 3' 4.5" with double pane glass, tilt & turn style**