

HISTORIC AND DESIGN REVIEW COMMISSION

June 29, 2022

HDRC CASE NO: 2022-333
ADDRESS: 250 MARY LOUISE
LEGAL DESCRIPTION: NCB 6699 BLK 8 LOT 14& 15
ZONING: R-6
CITY COUNCIL DIST.: 7
DISTRICT: Monticello Park Historic District
APPLICANT: Gary Hudman/HUDMAN GARY S
OWNER: Gary Hudman/HUDMAN GARY S
TYPE OF WORK: Construction of rear accessory structure
APPLICATION RECEIVED: June 07, 2022
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Hannah Leighner
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct a 1170 square-foot rear accessory structure, and to modify the existing parapet wall to extend it to the new structure.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

1. Building and Entrance Orientation

A. FAÇADE ORIENTATION

- i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
- ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.

B. ENTRANCES

- i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

2. Building Massing and Form

A. SCALE AND MASS

- i. *Similar height and scale*—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
- ii. *Transitions*—Utilize step-downs in building height, wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
- iii. *Foundation and floor heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.

B. ROOF FORM

- i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.

C. RELATIONSHIP OF SOLIDS TO VOIDS

- i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. *Façade configuration*—The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

D. LOT COVERAGE

i. *Building to lot ratio*—New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

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.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

- i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.
- ii. *Service Areas*—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING

- i. *Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.
- ii. *Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.
- iii. *Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

7. Designing for Energy Efficiency

A. BUILDING DESIGN

- i. *Energy efficiency*—Design additions and new construction to maximize energy efficiency.
- ii. *Materials*—Utilize green building materials, such as recycled, locally-sourced, and low maintenance materials whenever possible.
- iii. *Building elements*—Incorporate building features that allow for natural environmental control – such as operable windows for cross ventilation.
- iv. *Roof slopes*—Orient roof slopes to maximize solar access for the installation of future solar collectors where compatible with typical roof slopes and orientations found in the surrounding historic district.

B. SITE DESIGN

- i. *Building orientation*—Orient new buildings and additions with consideration for solar and wind exposure in all seasons to the extent possible within the context of the surrounding district.
- ii. *Solar access*—Avoid or minimize the impact of new construction on solar access for adjoining properties.

C. SOLAR COLLECTORS

- i. *Location*—Locate solar collectors on side or rear roof pitch of the primary historic structure to the maximum extent feasible to minimize visibility from the public right-of-way while maximizing solar access. Alternatively, locate solar collectors on a garage or outbuilding or consider a ground-mount system where solar access to the primary structure is limited.
- ii. *Mounting (sloped roof surfaces)*—Mount solar collectors flush with the surface of a sloped roof. Select collectors that are similar in color to the roof surface to reduce visibility.
- iii. *Mounting (flat roof surfaces)*—Mount solar collectors flush with the surface of a flat roof to the maximum extent feasible. Where solar access limitations preclude a flush mount, locate panels towards the rear of the roof where visibility from the public right-of-way will be minimized.

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.

FINDINGS:

- a. REAR ACCESSORY STRUCTURE – The applicant is proposing to construct a rear accessory structure (garage) to feature approximately 1170 square feet. The garage will be connected to the primary structure by a covered walkway with features a continuous parapet wall.
- b. MASSING AND FORM – Per the Guidelines for New Construction 5.A.i., applicants should design new garages and outbuildings to be visually subordinate to the principal historic structure in terms of their height, massing, and form. The applicant has proposed to construct a single-story accessory structure that is located behind the primary structure and fronting Vollum Ave. The structure will feature a flat roof that is consistent in height with the parapet wall of the adjacent addition. The proposed height is generally consistent with the Guidelines.
- c. BUILDING SIZE – Per the Guidelines for New Construction 5.A.ii., new outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint. The accessory structure will feature a footprint of 1170 square feet, and the historic structure exceeds 3000sqft; the proposed accessory structure’s footprint is consistent with these guidelines.
- d. CHARACTER – Per the Guidelines for New Construction 5.A.iii., 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 architectural details. The proposed structure will feature a flat roof that continues a modified parapet wall. The historic structure features architecturally defining details including crenellations and Spanish-eclectic influences such as a sloped, terracotta roof which are visible from the west elevation. The applicant has proposed a simple, continuous parapet that is consistent with the appearance of an existing accessory found at this location. While generally consistent with the guidelines, the overall appearance of the garage is more modern and lacks relief in scale when compared to the historic primary structure. Staff finds the proposed roof form could be more consistent with the guidelines by incorporating additional articulation or variation in parapet height which would also help to provide relief in scale and achieve a more compatible appearance.
- e. WINDOWS AND DOORS – Per the Guidelines for New Construction 5.A.iv., applicants should 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. The applicant has proposed to install one double, carriage-style garage door of wood construction on the west elevation and a single metal garage door with a smooth texture on the east elevation to face the interior yard. The addition will also feature one

Spanish-Colonial style, paneled, solid wood exterior door. The Guidelines for New Construction 5.A.iv note to incorporate garage doors with similar proportions as those traditionally found in the district, and to feature similar materials, i.e., wood or smooth metal panel painted to look like wood. Staff find that the proposed garage doors and exterior door are appropriate.

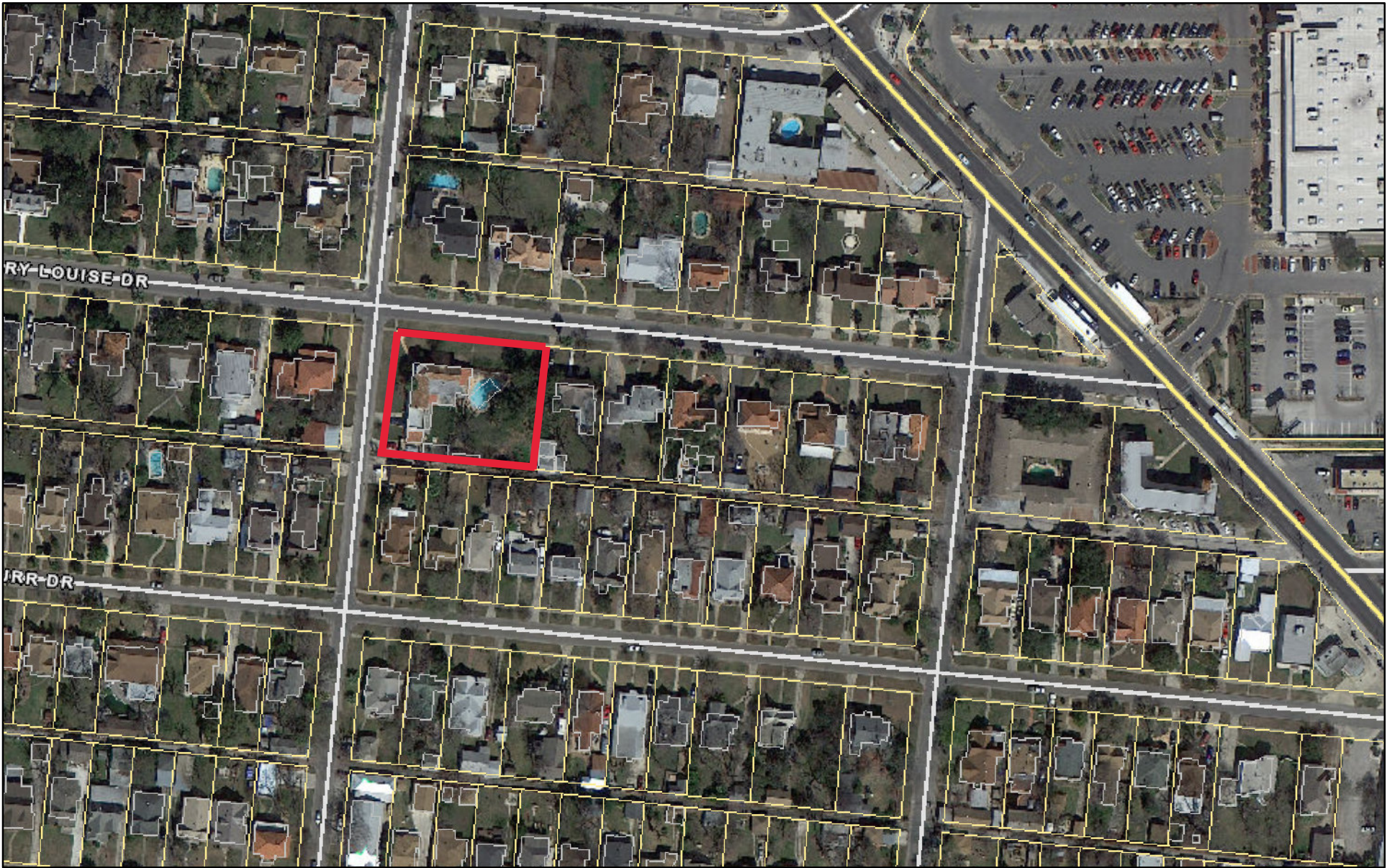
- f. **SETBACK & ORIENTATION** – Per the Guidelines for New Construction 5.B.i., applicants should match the predominant garage orientation found along the block. Per the Guidelines for New Construction 5.B.ii., applicants should follow historic setback pattern of similar structures along the streetscape or district for new garages and outbuildings. The applicant has proposed to construct the accessory structure behind the existing structure and addition. Staff finds the orientation and setback to be appropriate.

RECOMMENDATION:

Staff recommends approval of construction of the proposed garage, to include modification of the existing parapet wall, with the following stipulation:

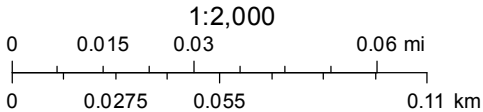
1. That the applicant incorporate additional articulation or variation in parapet height to provide relief in scale and achieve a more compatible appearance with the historic primary structure based on finding d.

City of San Antonio One Stop



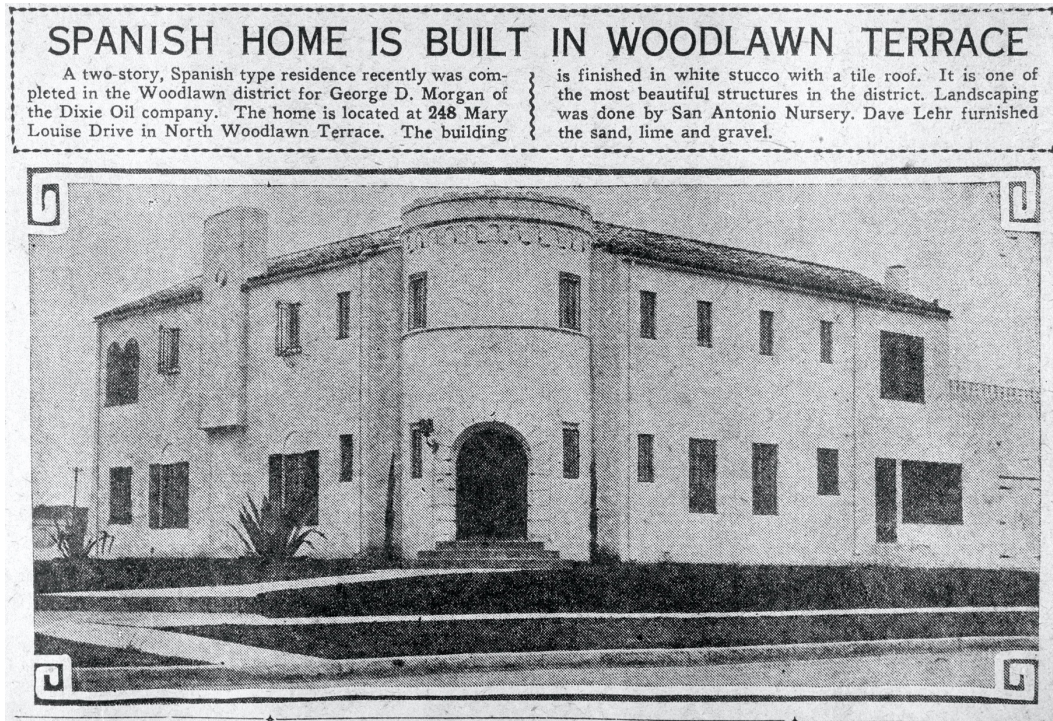
June 23, 2022

— User drawn lines



250 Mary Louise Drive

Final Detailed Plans for New Garage



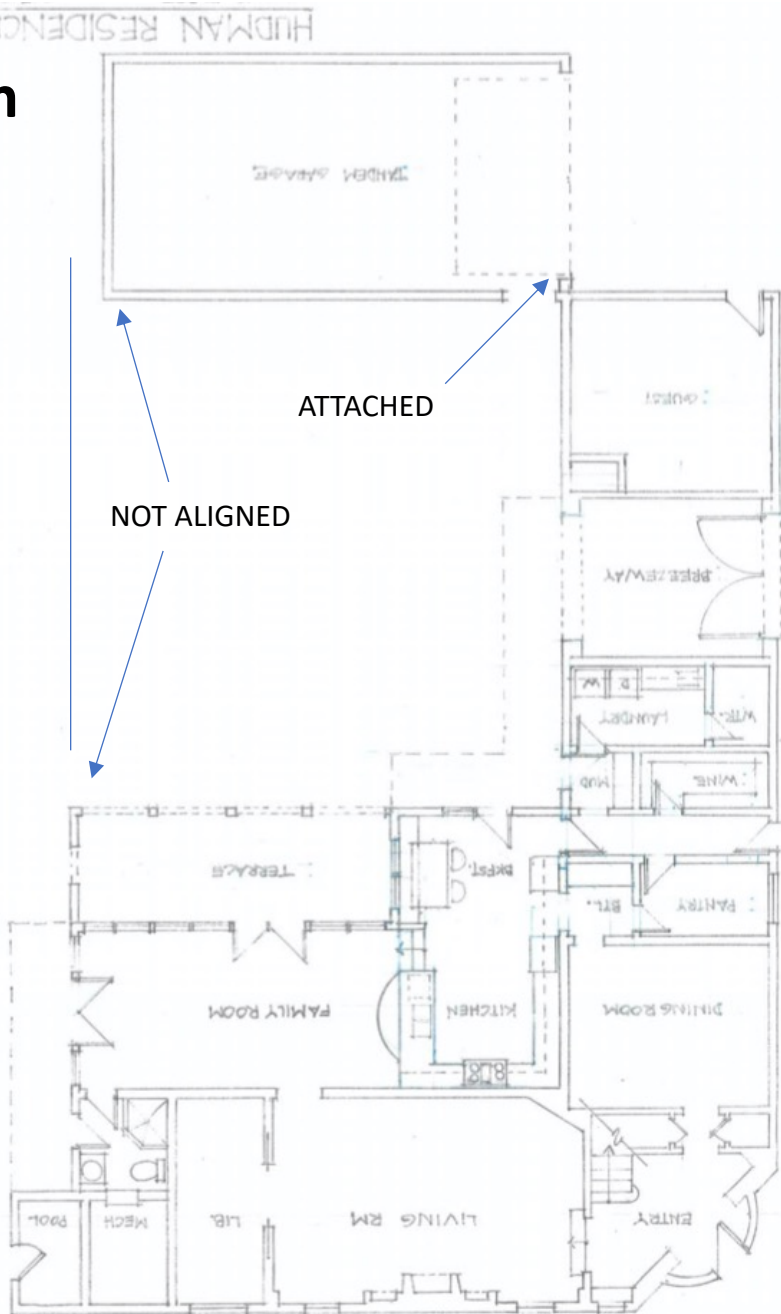




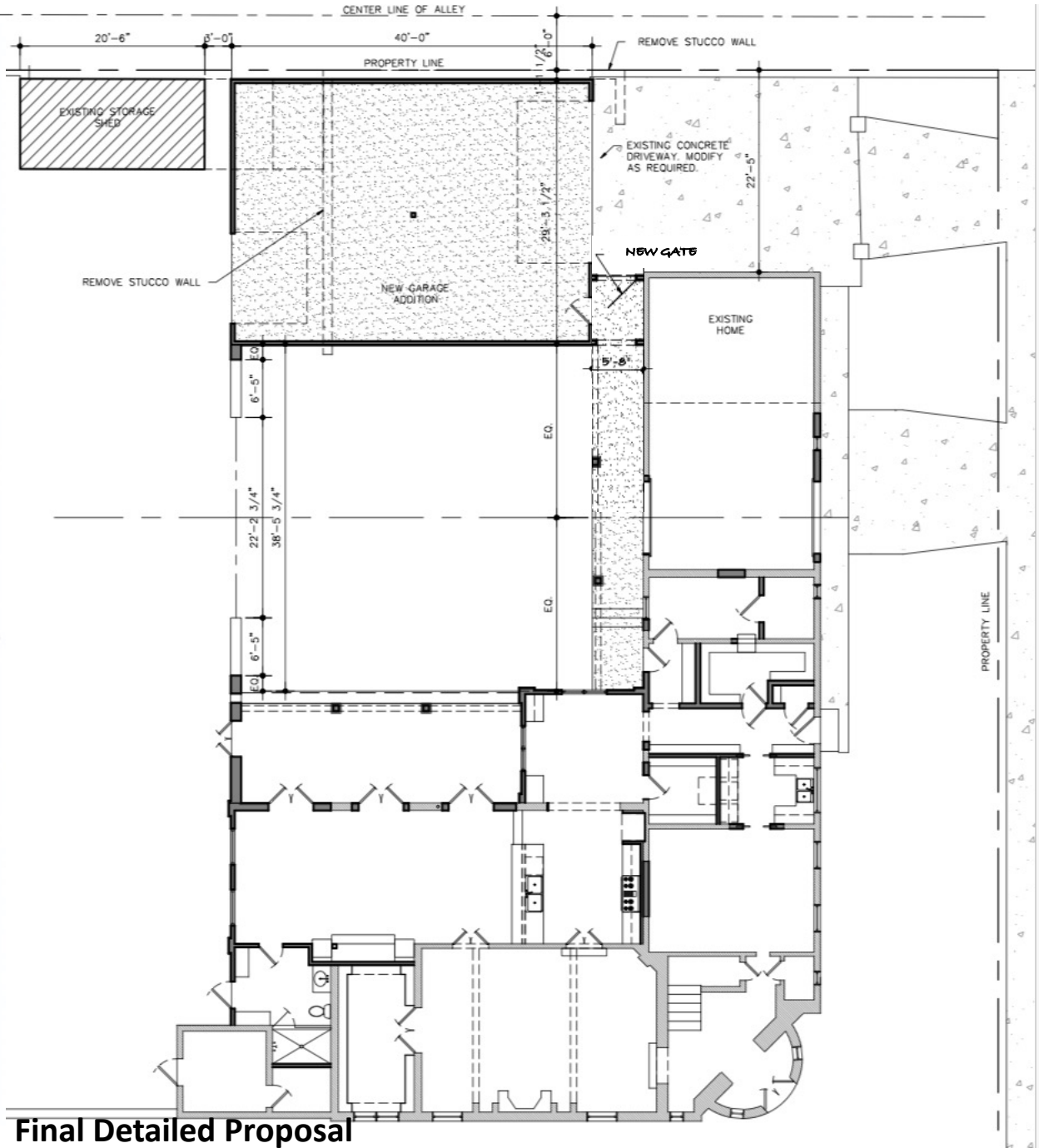


Garage Site Plan

- 1) Semi-attached tandem garage (4 cars) approved by HDRC in 2012. Approx. 43' x 22'
- 2) Final Garage Plan: 40' x 29'3.5" Pushed away from house to allow pedestrian access to courtyard from driveway, wider overall to accommodate egress into backyard thru overhead door and now aligned with house to cap off courtyard, so esthetically more pleasing. The courtyard is symmetrical to the breezeway arch.



Original Approved

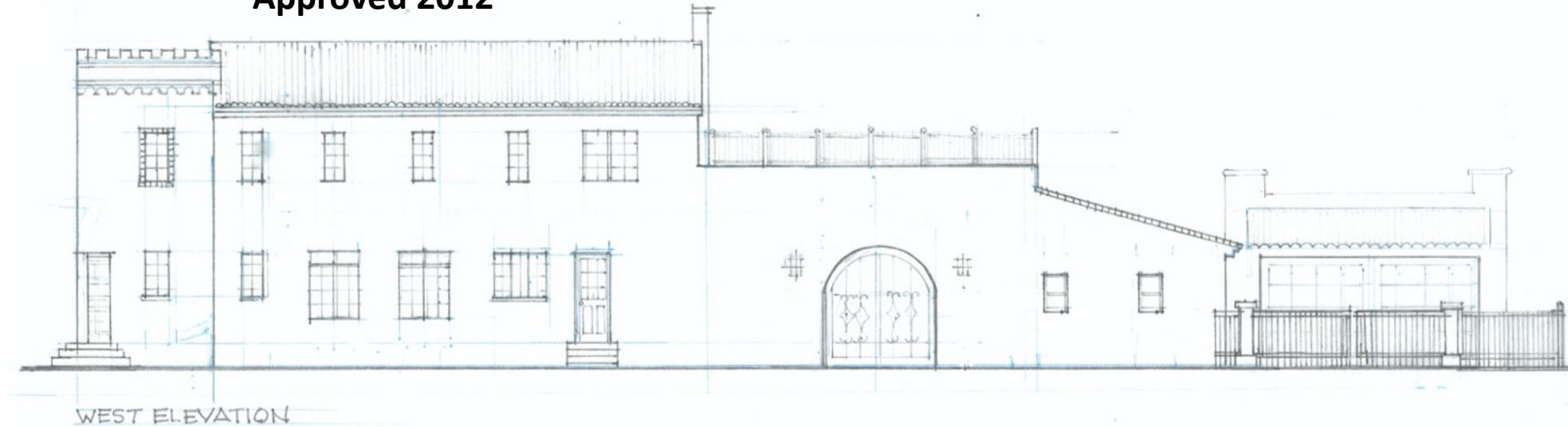


Final Detailed Proposal

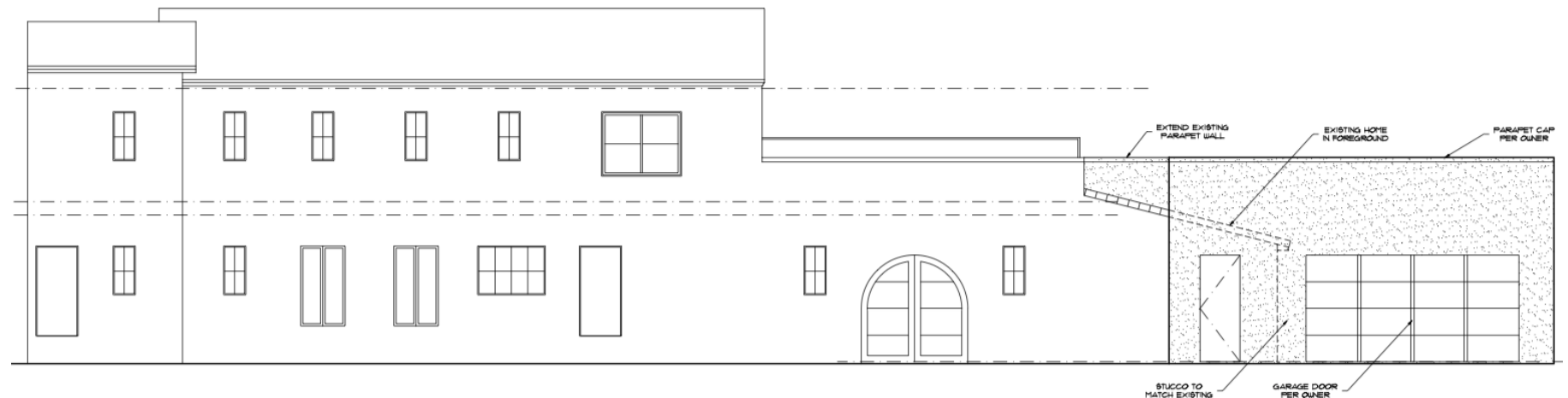
Garage Proposal Elevation

- 1) Proposed has parapet wall to match current house (exact same height as breezeway parapet)
- 2) Parapet allows future solar array to be hidden from street
- 3) Proposed continues to use wood carriage-style overhead doors.
- 4) Garage remains behind wood gate as in 2012

Approved 2012

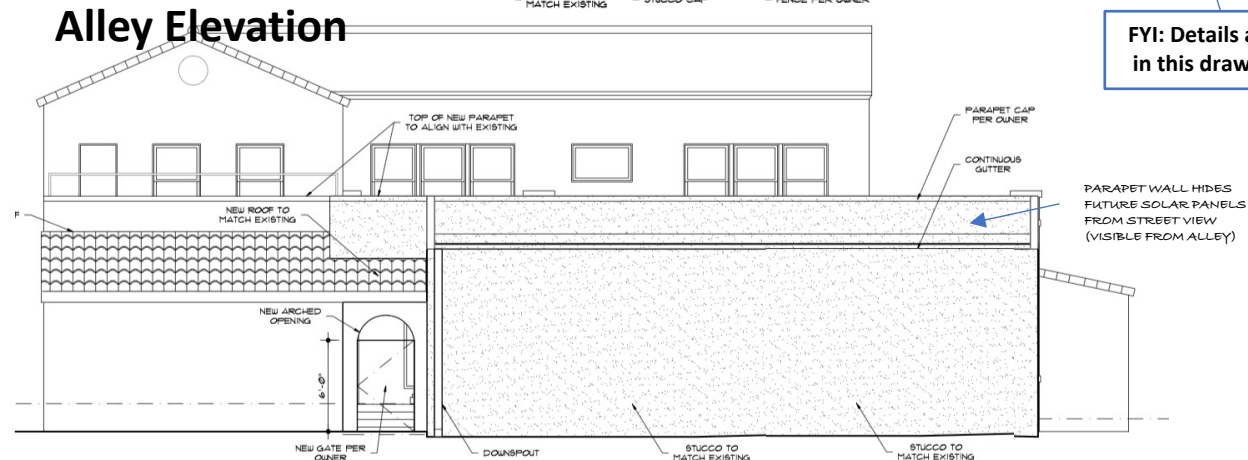
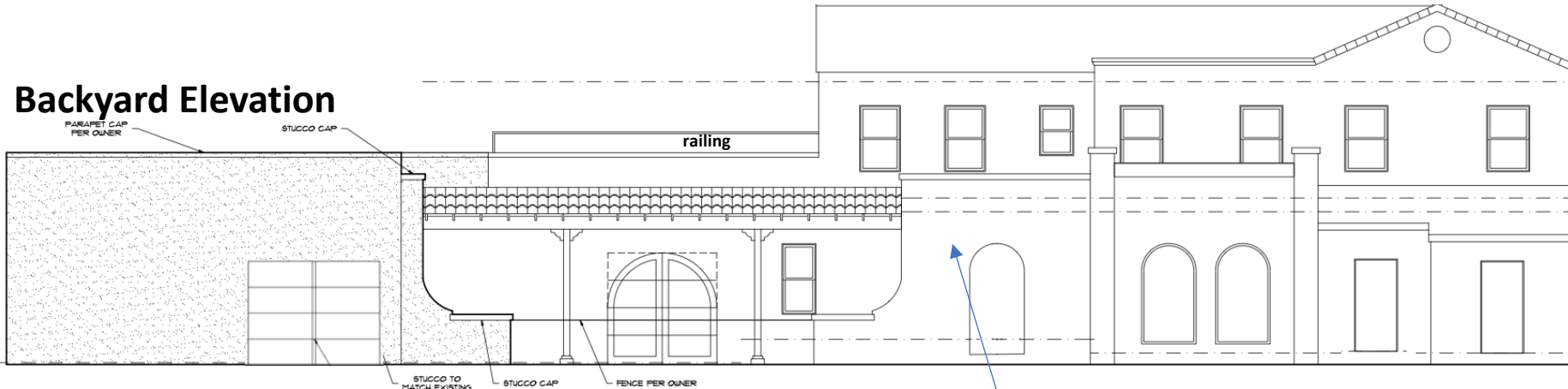
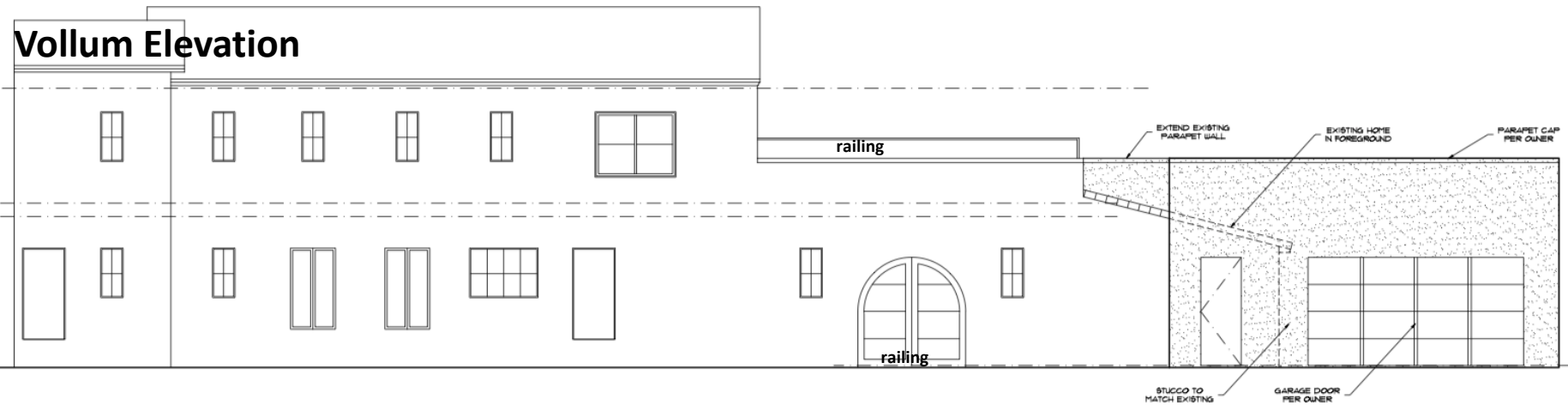


Proposed

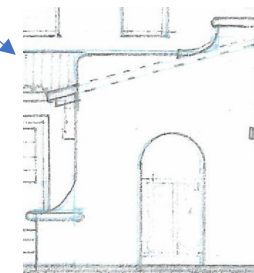


Detailed Garage Elevations

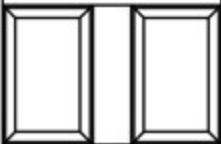
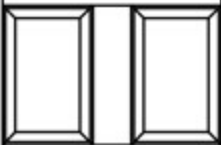
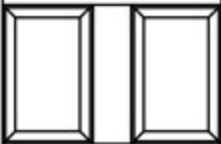
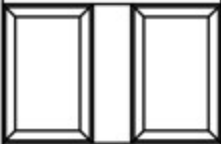
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- 3) Proposed continues to use wood carriage-style overhead garage door.
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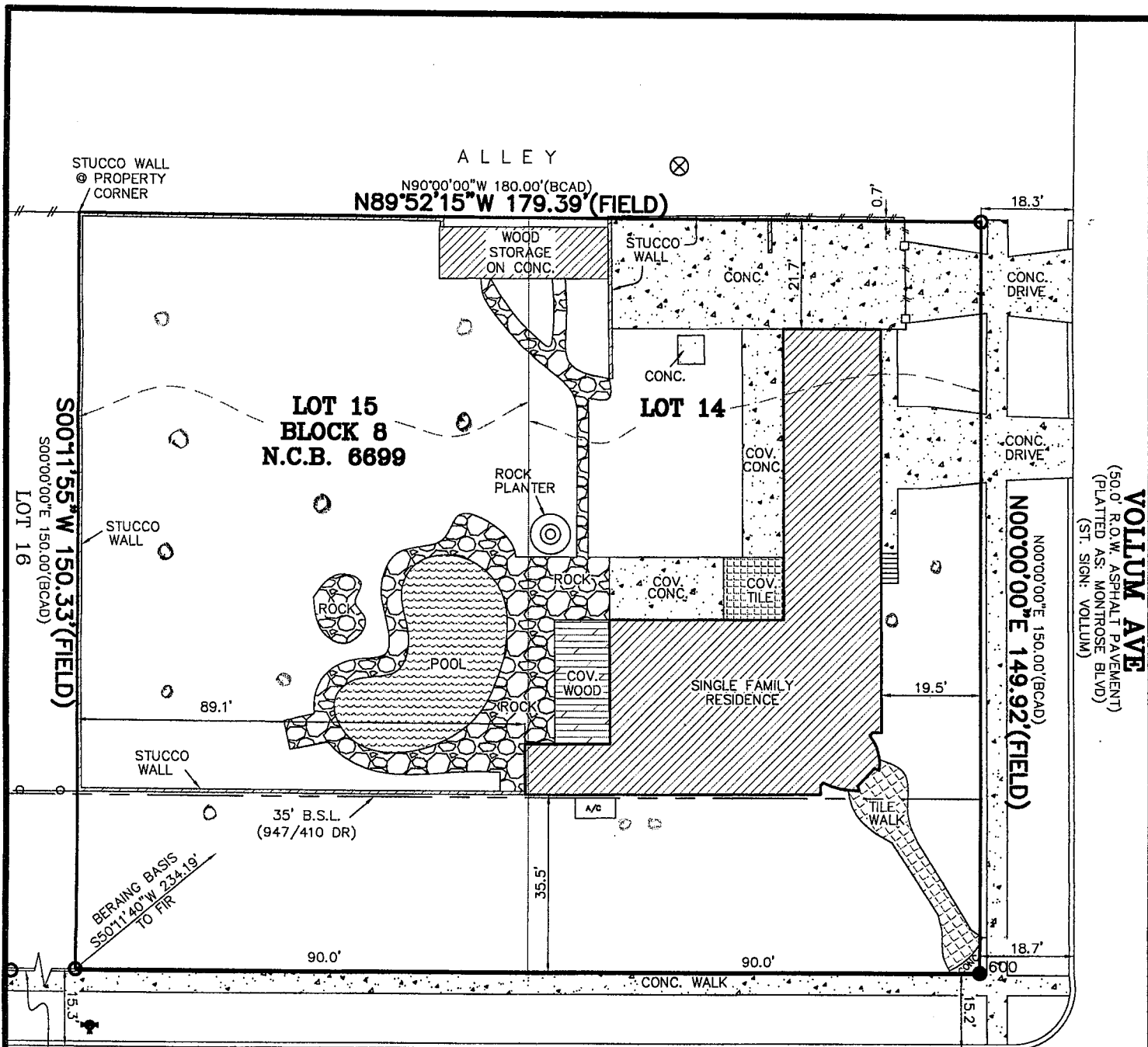
FYI: Details are rounded as in this drawing and photo











75.00' BCAD
74.77' TO FIR

N90°00'00"E 179.91'(FIELD)
N90°00'00"E 180.00'(BCAD)

CONC. CURB

BUYER: GARY S. HUDMAN

ADDRESS: 250 MARY LOUISE DR

TITLE COMPANY: ALAMO TITLE

G.F. NO.: 09-10012927

LOT: 14 AND 15

BLOCK: 8

N.C.B.: 6699

SUBDIVISION: NORTH WOODLAWN TERRACE

CITY: SAN ANTONIO

COUNTY: BEXAR

STATE: TEXAS

SPANISH HOME IS BUILT IN WOODLAWN TERRACE

A two-story, Spanish type residence recently was completed in the Woodlawn district for George D. Morgan of the Dixie Oil company. The home is located at 248 Mary Louise Drive in North Woodlawn Terrace. The building

is finished in white stucco with a tile roof. It is one of the most beautiful structures in the district. Landscaping was done by San Antonio Nursery. Dave Lehr furnished the sand, lime and gravel.

