

HISTORIC AND DESIGN REVIEW COMMISSION

August 03, 2021

HDRC CASE NO: 2022-390
ADDRESS: 930 HAYS ST
LEGAL DESCRIPTION: NCB 1657 BLK E LOT N 141 FT OF 8 & N 141 FT OF E 16.2 FT OF 7
ZONING: RM-6, H
CITY COUNCIL DIST.: 2
HIST. DIST. NAME: Dignowity Hill
APPLICANT: Melinda Saldana / 930 HAYS ST
OWNER: Melinda Saldana / 930 HAYS ST
TYPE OF WORK: Construction of a carport
APPLICATION RECEIVED: July 13, 2022
60-DAY REVIEW: Not applicable due to City Council Emergency Orders
CASE MANAGER: Jessica Anderson

REQUEST:

The applicant is requesting a Certificate of Appropriateness for final approval to construct a rear carport with white gravel parking pad.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for 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

1. Topography

A. TOPOGRAPHIC FEATURES

- i. *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.
- ii. *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.

- iii. *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.

3. Landscape Design

A. PLANTINGS

- i. *Historic Gardens*—Maintain front yard gardens when appropriate within a specific historic district.
- ii. *Historic Lawns*—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.
- iii. *Native xeric plant materials*—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.
- iv. *Plant palettes*—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.
- v. *Maintenance*—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

B. ROCKS OR HARDSCAPE

- i. *Impervious surfaces*—Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
- ii. *Pervious and semi-pervious surfaces*—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.
- iii. *Rock mulch and gravel* - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings should be incorporated into the design.

C. MULCH

- i. *Organic mulch* – Organic mulch should not be used as a wholesale replacement for plant material. Organic mulch with appropriate plantings should be incorporated in areas where appropriate such as beneath a tree canopy.
- ii. *Inorganic mulch* – Inorganic mulch should not be used in highly-visible areas and should never be used as a wholesale replacement for plant material. Inorganic mulch with appropriate plantings should be incorporated in areas where appropriate such as along a foundation wall where moisture retention is discouraged.

D. TREES

- i. *Preservation*—Preserve and protect from damage existing mature trees and heritage trees. See UDC Section 35-523 (Tree Preservation) for specific requirements.
- ii. *New Trees* – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.
- iii. *Maintenance* – Proper pruning encourages healthy growth and can extend the lifespan of trees. Avoid unnecessary or harmful pruning. A certified, licensed arborist is recommended for the pruning of mature trees and heritage trees.

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.

FINDINGS:

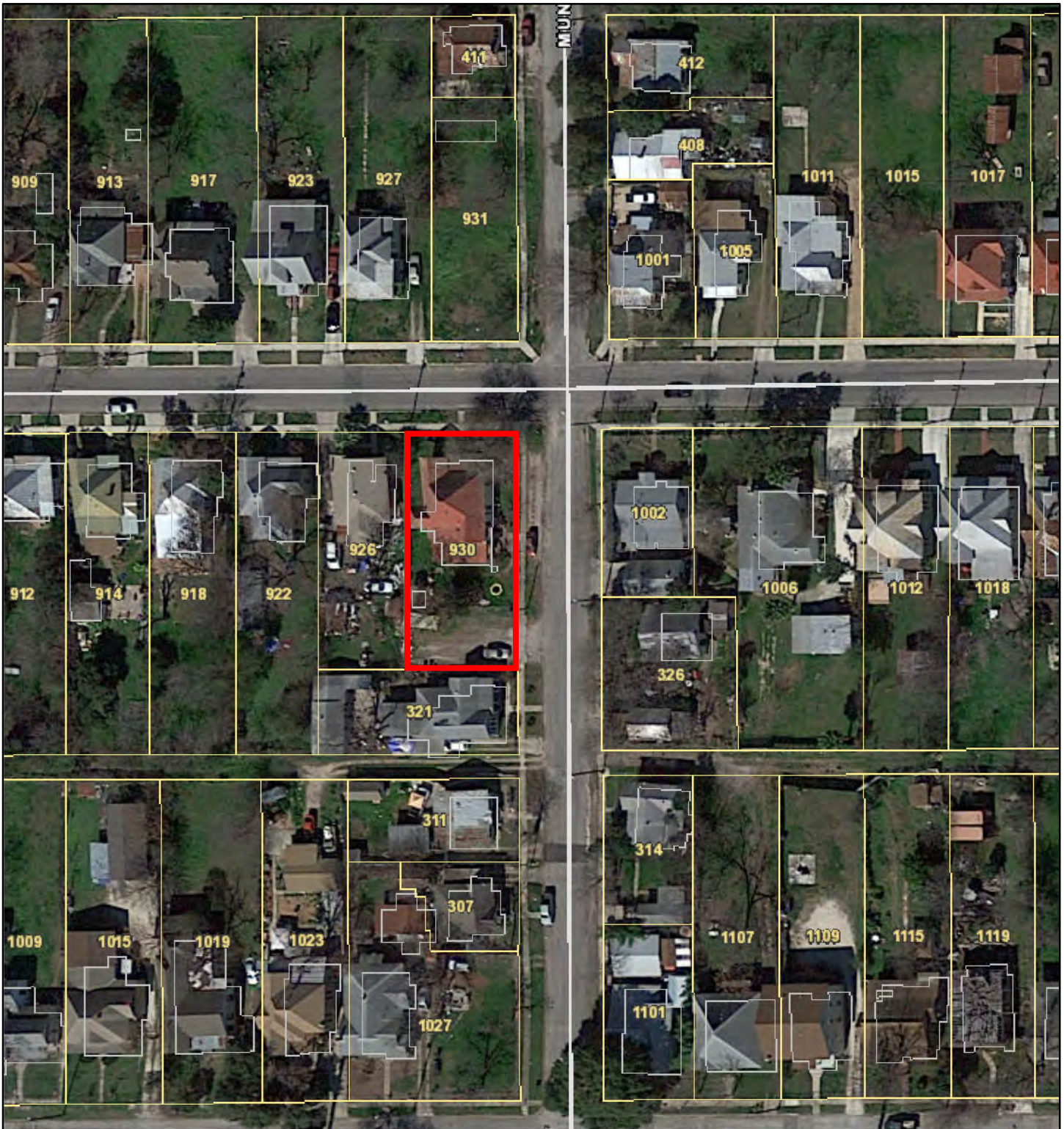
- a. The structure located at 930 Hays St is a one-story, single-family Folk Victorian-style residence constructed c. 1910. It first appears on a Sanborn Fire Insurance Map in 1912 Sanborn Map. The structure features a hipped roof with a front facing gabled roof and a standing seam metal roof. The structure features modifications including rear and side additions, a concrete front porch, wrought iron porch columns, replacement windows and other non-original elements that reflect the structure's time as a multi-family residential structure. The property contributes to the Dignowity Hill historic district.
- b. **FOOTPRINT** – The applicant proposed to construct a new rear carport structure with gravel drive that opens onto Muncey St. The carport will shade a total of two vehicles on a new gravel pad. The proposed footprint is 400 square feet. The Historic Design Guidelines for New Construction stipulate that new outbuildings should be less than 40% the size of the primary structure in plan. Staff finds the proposal consistent with the Guidelines based on the open-air nature of the structure and the large size of the site.
- c. **ORIENTATION AND SETBACK** – The applicant has proposed to orient the new accessory structure toward Muncey St, the rear access for the property. Guidelines 5.B.i and 5.B.ii for new construction stipulate that new garages and outbuildings should follow the historic orientation and setbacks common in the district. The carport will be setback 15.5 feet from the east property line, 8 feet behind the east façade wall plane of the primary structure that faces Hays St. Staff finds the proposal for orientation appropriate. The applicant is responsible for complying with all zoning setback standards and filing for a variance with the Board of Adjustment if applicable.
- d. **SCALE & MASS** – The applicant has proposed a 1-story carport structure with a front-gabled roof. The structure will measure 13 feet in height. The Historic Design Guidelines state that new construction should be consistent with the height and overall scale of nearby historic buildings and rear accessory structures. The scale of the proposed structure does not impact or visually compete with primary structure on the lot or nearby historic structures. Staff finds the proposal consistent with the Guidelines.
- e. **ROOF** – The applicant has proposed a composition shingle front-gabled roof form for the carport. The primary structure has a standing-seam metal roof. Guideline 5.A.iii states that new garages and outbuildings should relate to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details. The proposed materials are compatible with materials found in the district. Staff finds the proposed composition shingle roof conforms to guidelines.
- f. **MATERIALS** – The proposed carport will be constructed over a new white gravel parking pad the same dimensions as the proposed carport, 20 feet x 20 feet. The carport will be constructed of wood posts and wood beams. The Guidelines for New Construction state that materials should complement the type, color, and texture of those found in the historic district. Staff finds the proposed wood carport and gravel appropriate.
- g. **ARCHITECTURAL DETAILS** – Generally, new buildings in historic districts should be designed to reflect their time while representing the historic context of the district. Architectural details should also not visually compete with the historic structure. Staff finds the proposal consistent with the Guidelines. Staff finds the proposal generally consistent with the Guidelines based on the open-air nature of the structure.

- h. DRIVEWAY CONFIGURATION – The applicant has proposed to install a 20’-wide gravel parking pad and driveway, to match the width of the existing Muncey St-facing gate. The property currently lacks any driveway, and there is no discernable curb cut along Muncey. The 1912 Sanborn Map shows that the property historically did not feature any rear accessory structures. The proposed driveway will be 20 feet wide at the existing gate as well as at the carport. Staff finds the proposal appropriate.

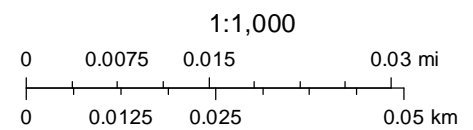
RECOMMENDATION:

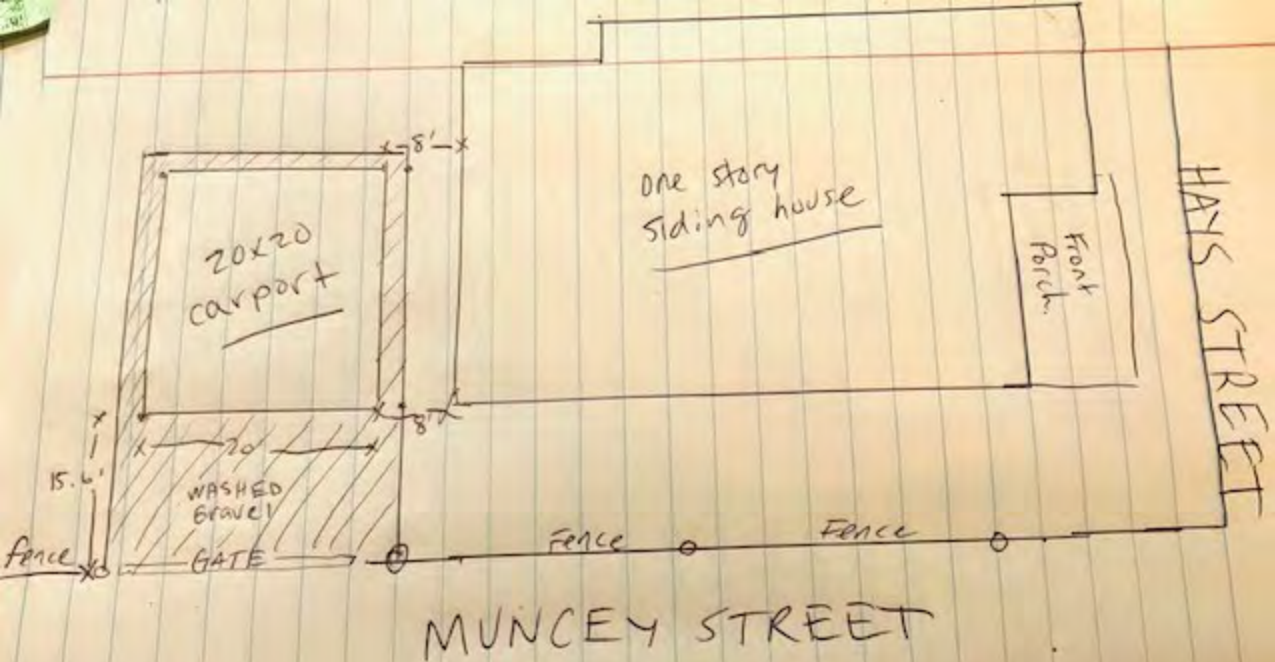
Staff recommends approval to construct a rear carport with white gravel parking pad based on findings a through h.

City of San Antonio One Stop



July 28, 2022









OWENS CORNING

Supreme 33.33-sq ft Aspen Gray 3-tab
Roof Shingles



















