

# HISTORIC AND DESIGN REVIEW COMMISSION

October 05, 2022

**HDRC CASE NO:** 2022-456  
**ADDRESS:** 902 E GRAYSON ST  
**LEGAL DESCRIPTION:** NCB 992 BLK 1 LOT 15  
**ZONING:** R-6, H  
**CITY COUNCIL DIST.:** 2  
**DISTRICT:** Government Hill Historic District  
**APPLICANT:** ERIN OSHAUGHNESSY/OSHAUGHNESSY ERIN E  
**OWNER:** ERIN OSHAUGHNESSY/OSHAUGHNESSY ERIN E  
**TYPE OF WORK:** Construction of a carport, driveway modification  
**APPLICATION RECEIVED:** September 09, 2022  
**60-DAY REVIEW:** Not applicable due to City Council Emergency Orders  
**CASE MANAGER:** Jessica Anderson

## REQUEST:

The applicant requests a Certificate of Appropriateness for approval to extend the driveway and install a carport.

## APPLICABLE CITATIONS:

*Historic Design Guidelines, Chapter 3, Guidelines for Additions*

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.

#### **FINDINGS:**

- a. 902 E Grayson is a single-story Craftsman-style residence built c. 1922. It first appears in city directories in 1922-23. It has a cross-gabled composition shingle-clad roof form with clipped gables and exposed rafter tails. It is clad in wood waterfall siding and has triangular braces below the eaves and an inset front porch.
- b. **VIOLATION:** OHP staff learned through a citizen report that an attached metal carport was constructed and the full-width concrete driveway extended without a Certificate of Appropriateness. Staff posted a Notice of Investigation on site August 16, 2022. The report is included in this case file.
- c. **DESIGN REVIEW COMMITTEE:** The Historic and Design Review Commission referred the case to the Design Review Committee (DRC) at the hearing on September 5, 2022, and suggested the applicant remove at least 3' from the front of the existing carport. The applicant met with the DRC on Tuesday, September 27, 2022, and provided updated site plans and elevations that incorporate the commission's suggestion. Notes from that meeting are included in the case file.
- d. **DRIVEWAY:** The applicant extended the existing full-width driveway to meet the far end of the carport. Historic Design Guidelines for Site Elements 5.B.i states that a similar driveway configuration—materials, width, and design—to that historically found on the site should be used when modifying existing driveways. Staff finds the extended driveway conforms to guidelines.
- e. **CARPORT: DESIGN AND CHARACTER:** The applicant installed an attached metal carport. Attached vehicular parking (including carports) is not found historically within the Government Hill historic district. Staff finds that the carport should be detached and set back from the front façade of the historic structure.
- f. **CARPORT: MATERIALS:** The applicant installed a metal carport on the east side of the house. Guideline 5.A.iii states additions 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 primary structure on the lot is clad entirely in wood. Staff finds the use of metal for the carport does not conform to guidelines.

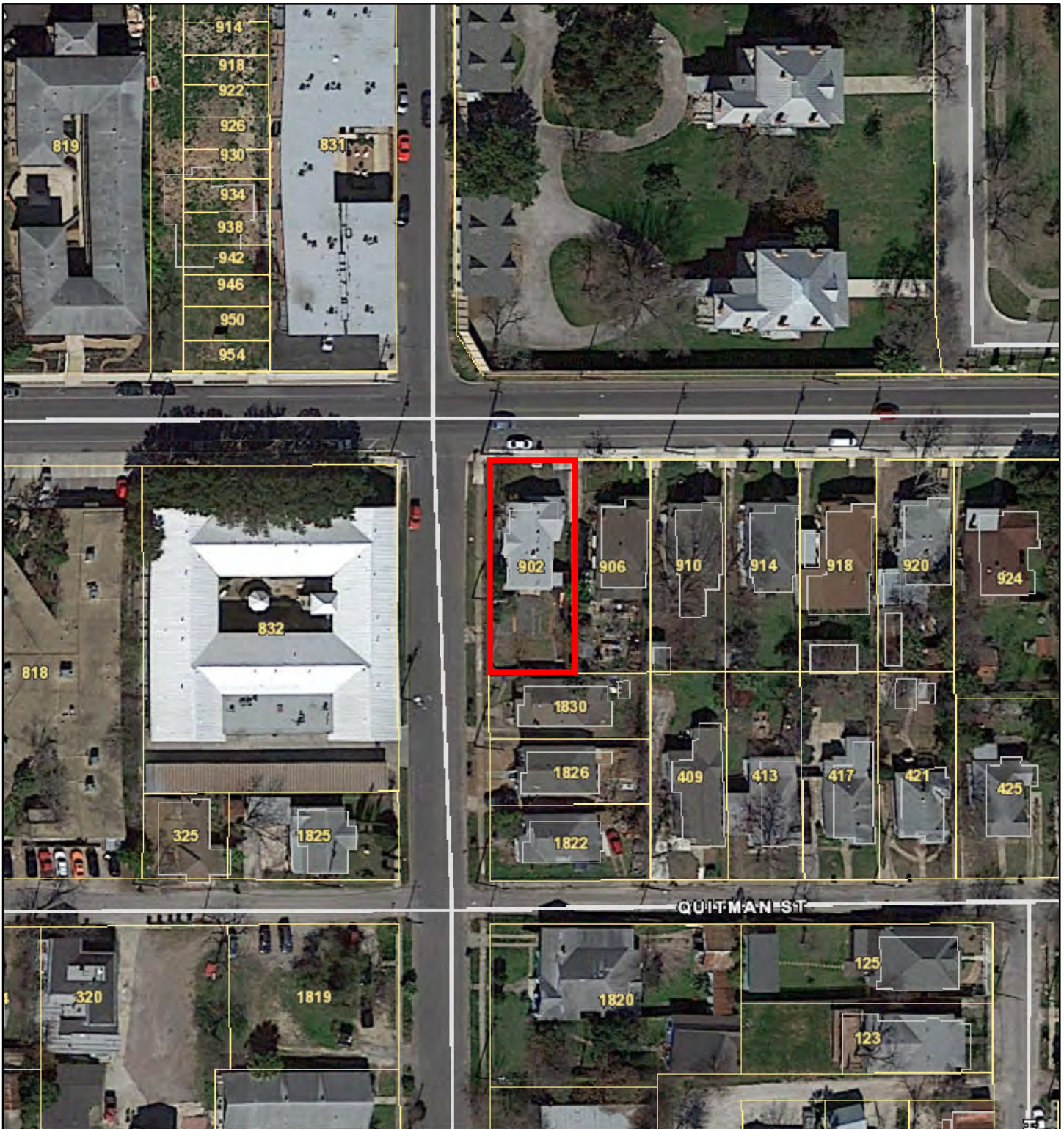
#### **RECOMMENDATION:**

Staff recommends approval of the driveway extension based on finding d.

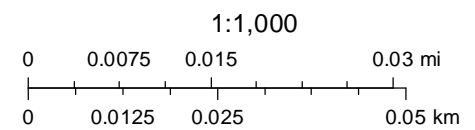
Staff recommends approval of the installation of a carport based on findings e and f, with the following stipulation:

- i. That the applicant propose a detached carport.
- ii. That the applicant propose a carport constructed of wood so that it relates to the period of construction of the principal building.

# City of San Antonio One Stop



August 31, 2022





CITY OF SAN ANTONIO  
**OFFICE OF HISTORIC  
PRESERVATION**

**Historic and Design Review Commission**  
***Design Review Committee Report***

DATE: 27 Sept 2022

HDRC Case #: 2022-456

Address: 902 E Grayson

Meeting Location: Webex

APPLICANT: Erin O'Shaughnessy

DRC Members present: Monica Savino, Jimmy Cervantes, Roland Mazuca, Lisa Garza  
(Conservation Society)

Staff Present: Jessica Anderson

Others present: none

**REQUEST:** The applicant requests a Certificate of Appropriateness for approval to extend the driveway and install a carport.

**COMMENTS/CONCERNS:**

Savino: Hoped contractor would join.

O'Shaughnessy: Unable to join due to conflicting job. Spoke with him about design. He did confirm that the modifications proposed today are possible. Will incur additional cost for labor.

Savino: Did contractor say what that cost would be relative to disassembling, detaching, and moving back from façade?

O'Shaughnessy: He said this is the cheaper option. \$2500 for mods. Would have to cut down a tree to accommodate moving carport to detached location.

Savino: Did contractor pull permit?

O'Shaughnessy: He did not pull a permit. As I mentioned, I didn't know I was in an HD. Contractor is not in favor of modifying the existing structure.

Savino: Because the contractor did the work, he is ultimately responsible for working within the city norms. I would hope he could take responsibility and do you right by giving you the product that you would expect to get.



O'Shaughnessy: Agree. He has made comments about selective enforcement. My home is the most well-kept on the street. He keeps pointing out other houses with boarded up windows and thinking, "Why are they picking on you?" But I understand we didn't do right. I originally wanted to do a wooden carport to match the house.

Savino: You're losing out—you're not getting the product you deserve because of his actions. Your house faces Fort Sam, but the pattern of parking beyond face of house is consistent along block, including attached coverings a little further back. Hope these contractors put the client first.

O'Shaughnessy: My original intention was to build of wood, make it match the house. Couldn't find a contractor to give me a bid.

Cervantes: Agree with Monica regarding the contractor. Looked at it in Google earth at street level, and I don't think it's that bad. But getting into compliance is important. Is there a rendering? At some point, you may want to look at getting wood, something nicer.

O'Shaughnessy: I'm already in \$8000 on this.

Cervantes: Necessity takes over. You need something there. We're trying to preserve history, trying to keep it within guidelines, but you gotta get a carport out there.

Mazuca: Agree—sorry you got a contractor who was lax about code and the requirements of the neighborhood. Next time around, built it out of wood, or bite the bullet and redo it now.

O'Shaughnessy: If asked to take it down, I wouldn't rebuild. Contractor also told me there wouldn't be any resale options. It would be a total loss. Hoping you'll approve with the adjusted design.

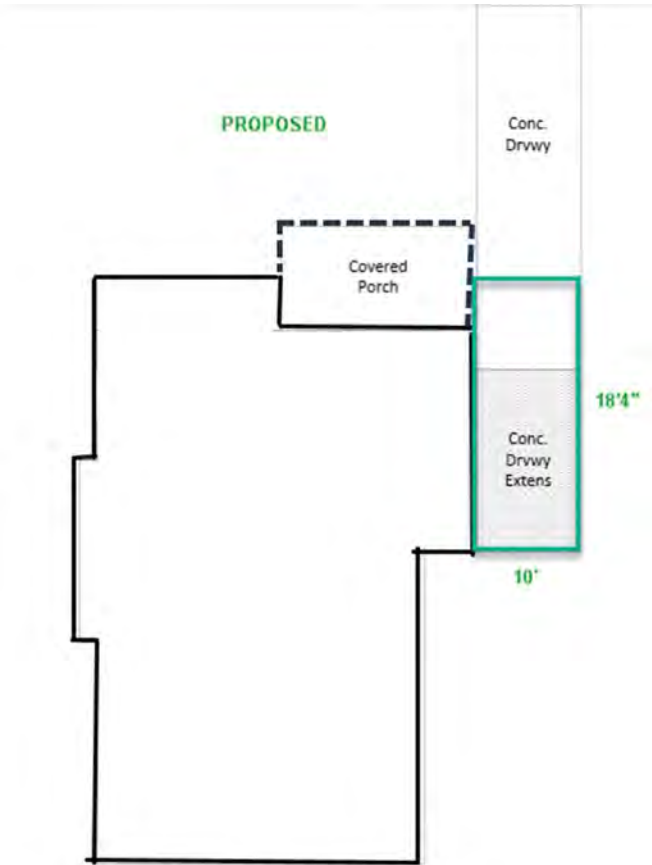
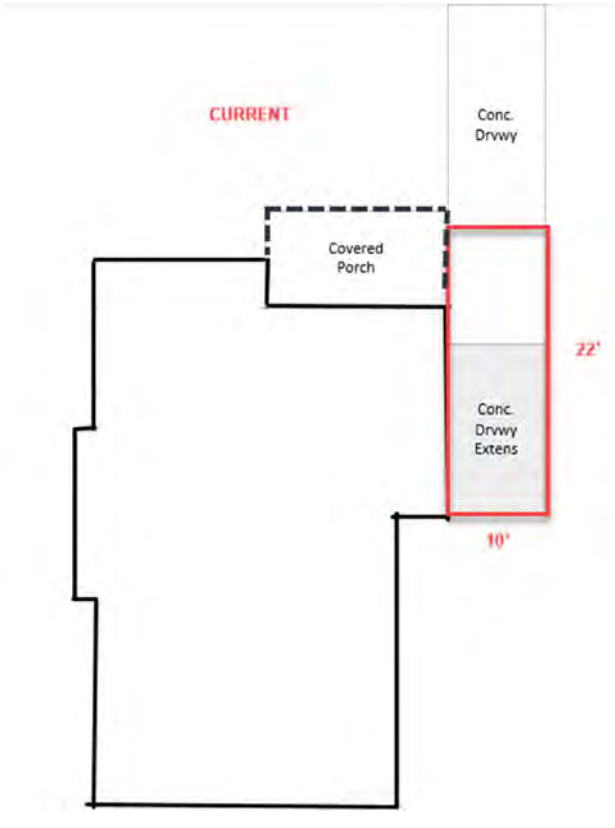
Cervantes: You'll get an answer at the hearing. I think at least a few commissioners were on board with reducing the size.

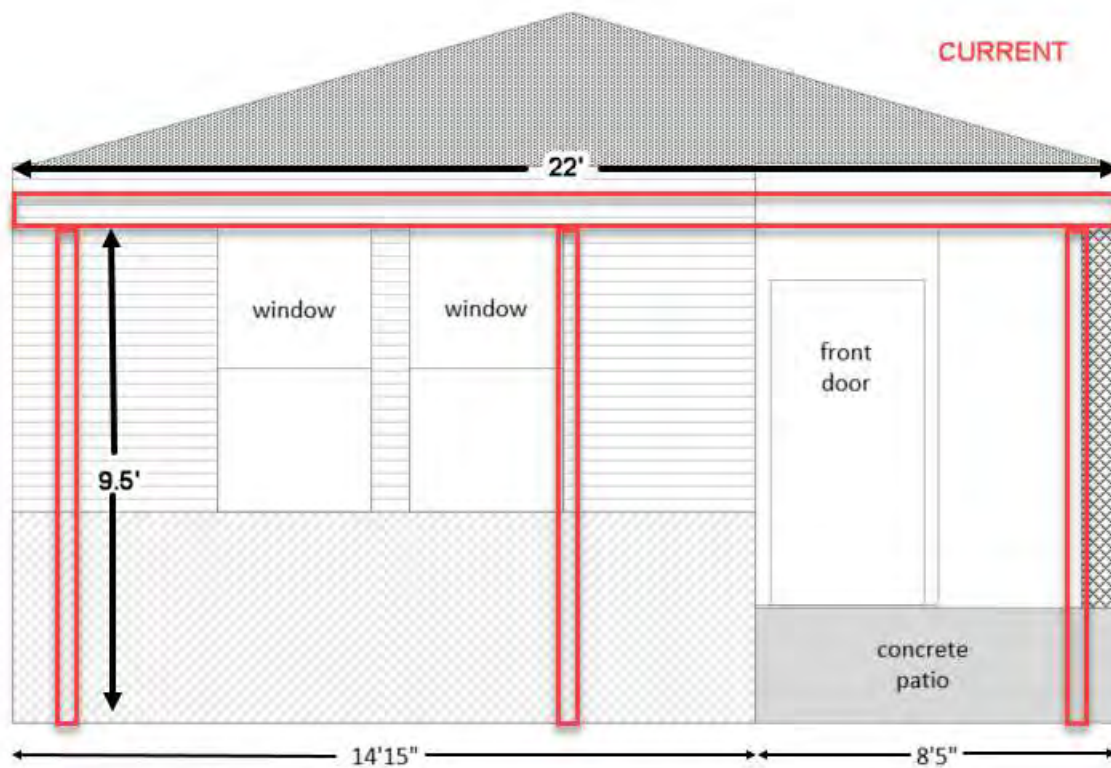
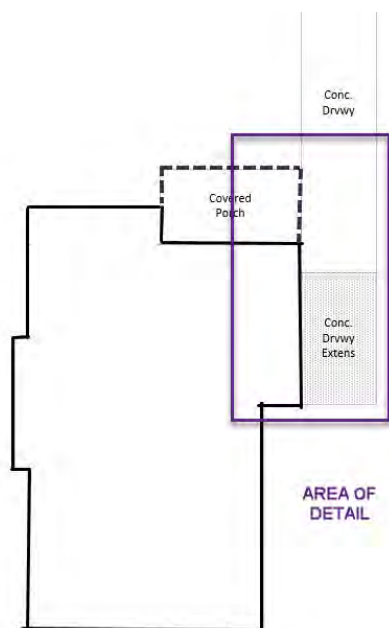
O'Shaughnessy: We gave it a lot of thought, didn't just throw it up there. But I do think it will look better if it's not all the way to the front. But I can't take it back too much farther or it won't cover my car.

Savino: We can't speak for any other commissioners. Placement, material, lack of permit, placement with historic house—everyone has their concerns in different places.

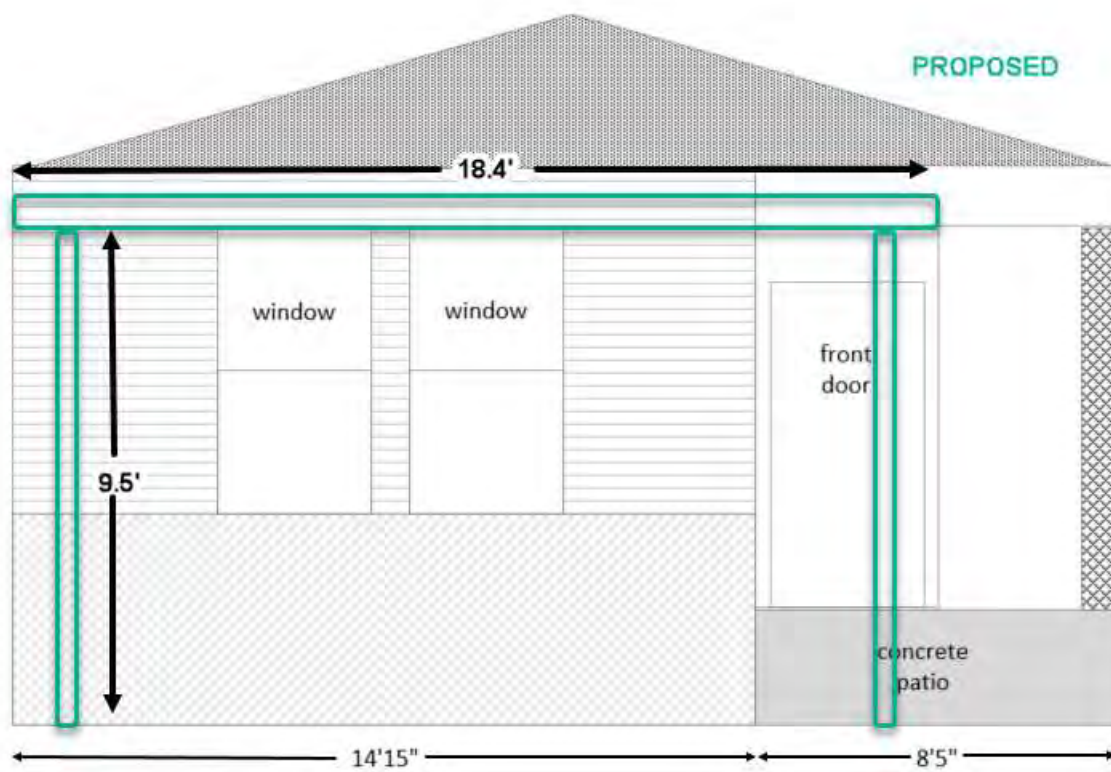
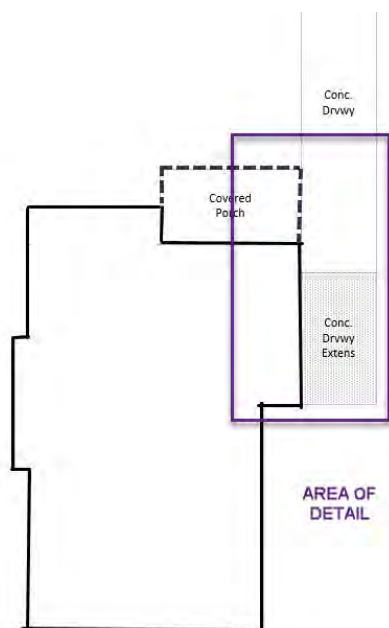
Cervantes: It's going to be difficult to get an answer now. Your doors aren't closed.

PROPOSED MODIFICATION OF EXISTING LEAN-TO CARPORT – 902 E. GRAYSON:  
REMOVE 44” FROM FRONT OF CARPORT.





Current carport size = 22' x 10' x 9.5'



Proposed carport size = 18'4" x 10' x 9.5'



902 E Grayson St. - 10' x 22' lean-to carport

Material to be used:

Manufacturer: Structall

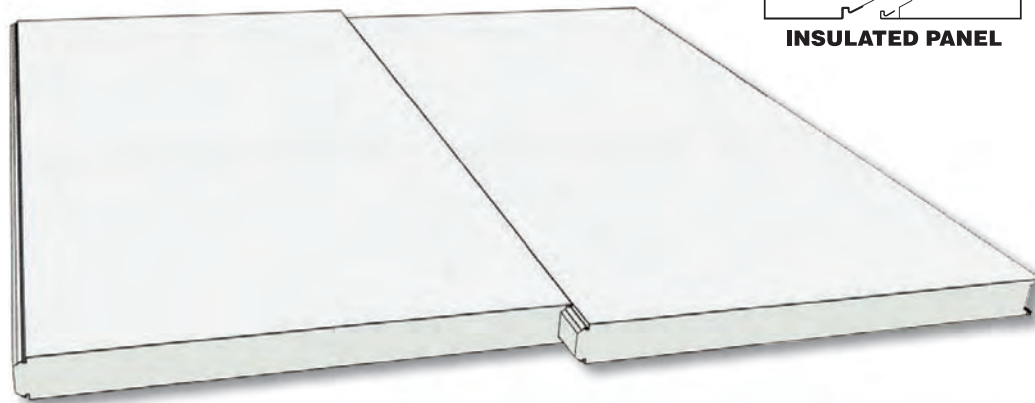
- Snap-N-Lock Structural Insulated Panels (see product detail pages provided) – White Stucco Embossed
  - 5 full panels (4' x 10')
  - 2 partial panels (1 – 9.5" x 10'; 1 – 12" x 10')
- 3 - 4" x 4" x 9.5' aluminum square posts
- 1 – 4" x 22' aluminum gutter
- 2 – 4" x 3" x 9.5' aluminum downspout tubes
- 2 – 4" x 3" x 9" aluminum downspout elbows

10' x 10' driveway extension

## Snap-N-Lock™ Structural Insulated Panel - SIP

- Internal Snap-Lock fastening feature.
- Snaps together in header.
- No rocking of panels required.
- Metal is chemically bonded to foam.
- Continuous Insulation.
- Quick and easy to install.
- Foam thicknesses from 2" to 8".
- Panels come in 48" or 23-1/8" widths.
- Eliminates condensation problems.
- Skylights and fans installed with ease.

THE ORIGINAL  
**SNAP-N-LOCK**  
INSULATED PANEL



.024 Smooth Mill Finish Aluminum  
.024 Stucco Embossed Aluminum  
.024 Cedar Embossed Aluminum  
.030 Stucco Embossed Aluminum  
.26 ga Stucco Embossed G90 Galvanized Steel  
.26 ga Smooth G90 Galvanized Steel

Insulated Foam Interface

Sealant Press

Sealant Reservoir

Expanded Polystyrene Core (EPS)  
Thicknesses - 2", 3", 4", 6", 8"  
Density - 1lb, 1.5lb, 2lb  
R-Value - 4.0 per inch of thickness

### • Florida Product Approved (HVHZ)

Approval #: FL-15491-R5

Approval #: FL21443.1 & .2 - R4

Approval #: FL-19974-R2

### • California FBH Approved

CALRP2410 and CALRP026g

### • Texas Department of Insurance Approved

Approval #: RC-247

### • International Code Council - ICC

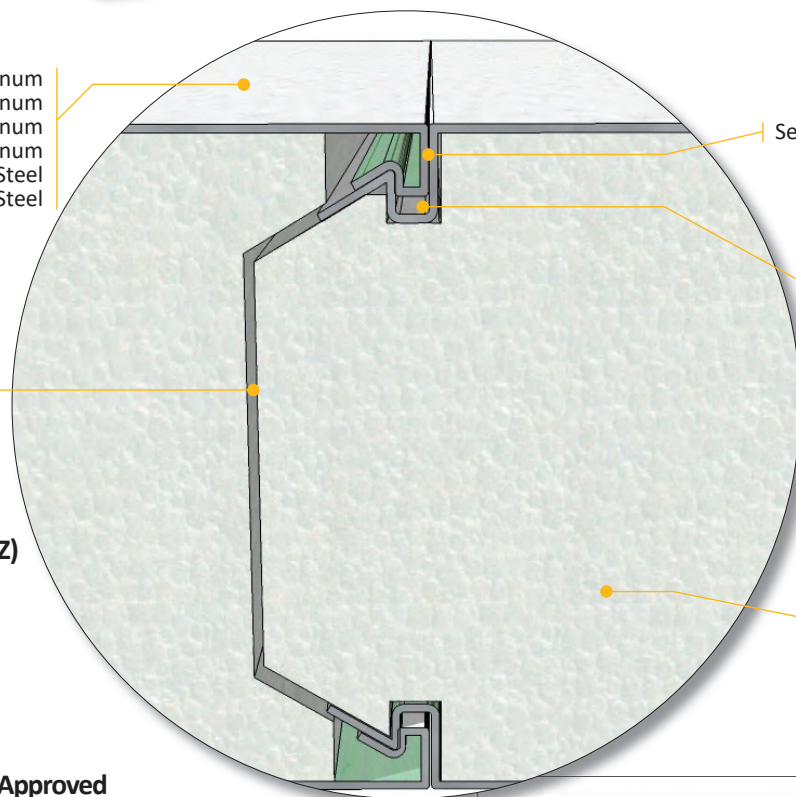
The Snap-N-Lock™ Panel is recognized by ICC-ES  
# ESR- 2488 and # ESR-3152

### • ENERGY STAR® Certified

.024 & .030 Aluminum Snap-N-Lock™ Composite Roof Panels with White Tuff-Kote Gold Dual Layer Paint Finish meet or exceed the requirements set forth by ENERGY STAR®.

### • Aluminum Association of Florida

The Florida Building Commission has formally adopted the AAF Guide Book into the Florida Building Code.



### Fan Beam

- Cont. 1.5" x 3" x .050" Alum. Fan Beam Extrusion.
- Fasten fan or light using self-tapping screws.
- Surrounded on all sides by foam for better lamination as well as to reduce telegraphing and condensation within fan beam.

# More Sizes. More Colors. More Options.

## What is Tuff-Kote Gold?

Tuff-Kote Gold is a dual-layer paint finish with a base color layer, and a clear protective top layer. The top coat is fused to the base coat during the baking cycle. The result is a paint finish that is more resistant to damage than standard paint finishes.

- Durable satin matte finish.
- More resistant to weather and alkalines.
- Requires less maintenance than other finishes.
- Resists scratching, marring, corrosion and fading.
- Protects against surface damage during installation process.

**White**  
*Smooth*  
26ga G90 Galvanized Steel  
Ceram-A-Star 1050 Coating

**White**  
*Stucco Embossed*  
26ga G90 Galvanized Steel  
Ceram-A-Star 1050 Coating

**White**  
*Stucco Embossed*  
.024 & .030 Aluminum



**White**  
*Cedar Embossed*  
.024 Aluminum



**Ivory**  
*Stucco Embossed*  
.024 Aluminum



**Ivory**  
*Cedar Embossed*  
.024 Aluminum



**Mill Finish**

*Smooth*  
.024 Aluminum  
Clearcoat

**Desert Sand**  
*Cedar Embossed*  
.024 Aluminum



**Sandstone**  
*Stucco Embossed*  
.024 Aluminum



**Sandstone**  
*Cedar Embossed*  
.024 Aluminum



**Adobe**  
*Stucco Embossed*  
.024 Aluminum



**Bronze**  
*Stucco Embossed*  
.024 Aluminum



























## Investigation Report

### Property

Address	902 E Grayson
District/Overlay	Government Hill
Owner Information	OSHAUGHNESSY ERIN E

### Site Visit

Date	08/16/2022
Time	04:15 PM (-5 GMT)
Context	citizen report
Present Staff	Edward Hall
Present Individuals	None
Types of Work Observed	New Construction
Amount of Work Completed	Completed
Description of work	Construction of an attached carport.

### Action Taken

Violation Type	No Certificate of Appropriateness (Code 35-451a)
OHP Action	Posted "Notice of Investigation"
Will post-work application fee apply?	To be determined

### Documentation

Photographs	
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## Investigation Report

	<p>August 16, 2022 at 4:23 PM 902 E Grayson St San Antonio TX 78208 United States</p> 
	<p>August 16, 2022 at 4:23 PM N Pine St San Antonio TX 78208 United States</p> 
	08/17/2022 08:26 AM
Additional photos were taken on another device.	No