

## HISTORIC AND DESIGN REVIEW COMMISSION

March 01, 2017

**HDRC CASE NO:** 2017-072  
**ADDRESS:** 504 KING WILLIAM  
**LEGAL DESCRIPTION:** NCB 749 BLK 8 LOT 9,10, NW IRR 28.2FT OF 1 & NW 61.2 FT OF 2  
**ZONING:** RM-4, H HS RIO 4  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** King William Historic District  
**LANDMARK:** Steves, Albert - House  
**APPLICANT:** Jim Poteer/Poteet Architects, LP  
**OWNER:** Laurel Heights Family Irrevocable Trust  
**TYPE OF WORK:** Construction of a rear accessory structure  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to construct a rear accessory structure at 504 King William to front E Johnson Street, on the east side of the property.

### 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*

##### 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.

## **FINDINGS:**

- a. The structure at 504 King William was constructed circa 1883 and per an April 25, 1883 article, was design by Alfred Giles. The structure features stuccoed and scored limestone, a recessed paneled first story, decorative friezes, quoins and double height columns. The property features two rear accessory structures and a rear addition that was constructed circa 1950.
- b. **MASSING & FORM** – The applicant has proposed to construct a rear accessory structure at the eastern corner of the property to front E Johnson Street. Per the Guidelines for New Construction 5.A.i., new garages and outbuildings should be visually subordinate to the principal historic structure in terms of their height, massing and form. Additionally, new outbuildings should be no larger than forty (40) percent in plan of the primary historic structure’s footprint. The applicant has proposed an overall footprint of approximately 485 square feet and an overall height of approximately fifteen (15) feet. The proposed accessory structure is subordinate to both the primary historic structure and the two historic accessory structures on the lot. Staff finds this appropriate and consistent with the Guidelines.
- c. **CHARACTER & MATERIALS** – The applicant has proposed materials to include wood siding, wood carriage door, a wood pedestrian door and a standing seam metal roof. The proposed standing seam metal roof is to feature specifications that are consistent with those outlined in the Guidelines for Exterior Maintenance and Alterations. The proposed materials are consistent with the Guidelines.
- d. **ORIENTATION** – Many structures along E Johnson feature primary facades that are oriented toward other streets, such as King William and Madison. Many of these structures also feature accessory structures that feature access to E Johnson. The applicant has proposed an orientation that is consistent with the example set along E Johnson.
- e. **SETBACKS** – The applicant has proposed a setback of five (5) feet from the rear property line and 8’ – 1” from the public right of way along E Johnson. This setback is generally consistent with the setbacks of other structures along E Johnson.
- f. **DRIVEWAY** – The applicant has proposed for the accessory structure to feature access for two vehicles and has proposed to install a curb cut and concrete driveway to feature an overall width of approximately 21’ – 0”. The Guidelines for Site Elements 5.B. notes that new driveways should feature similar proportions to those found historically throughout the district. Historically, driveways in the King William Historic District feature a width of no more than ten (10) feet. Staff finds the installation of a new curb cut and driveway on E Johnson appropriate; however, staff finds that the applicant should install a landscaping element centered on the proposed garage to extend to the sidewalk at the public right of way to split the proposed driveway into two separate driveways. Staff finds that the installation of two ribbon strip driveways would also be appropriate. While this width is not typical in historic districts, there is an established pattern along E Johnson for additional driveway width.

## **RECOMMENDATION:**

Staff recommends approval based on findings a through f with the following stipulation:

- i. That the applicant install a landscaping element centered on the proposed garage to extend to the sidewalk at the public right of way to split the proposed driveway into two separate driveways.

## **CASE MANAGER:**

Edward Hall



## Flex Viewer

Powered by ArcGIS Server

Printed: Feb 16, 2017

The City of San Antonio does not guarantee the accuracy, adequacy, completeness or usefulness of any information. The City does not warrant the completeness, timeliness, or positional, thematic, and attribute accuracy of the GIS data. The GIS data, cartographic products, and associated applications are not legal representations of the depicted data. Information shown on these maps is derived from public records that are constantly undergoing revision. Under no circumstances should GIS-derived products be used for final design purposes. The City provides this information on an "as is" basis without warranty of any kind, express or implied, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.









504 King William Street

King William St

King William St

E Johnson St

E Johnson St

E Johnson St

E Johnson St

E Johnson St

Madison St





Steves Homestead  
Museum

E Johnson St

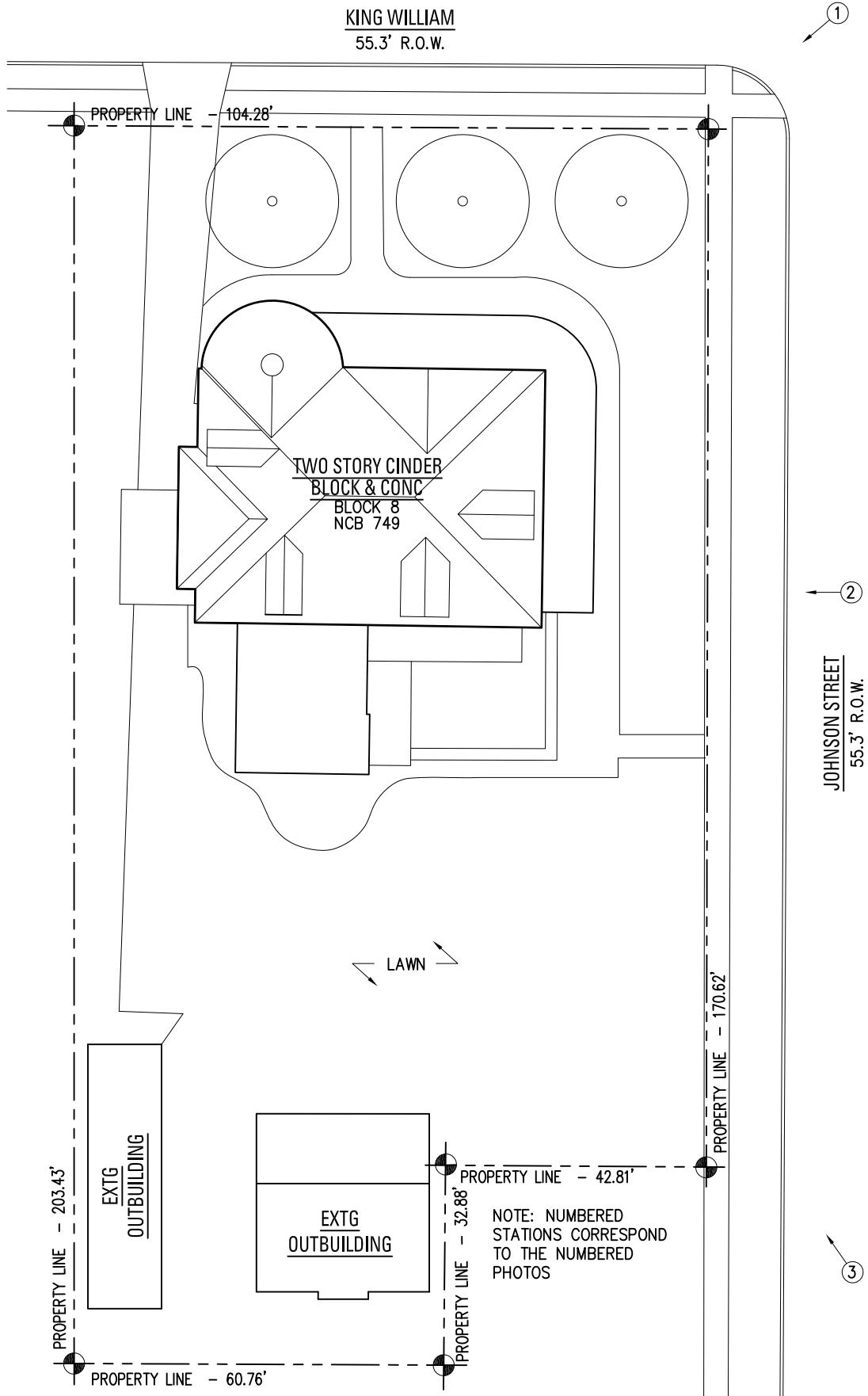
King William St

504 King William Street

E Johnson St

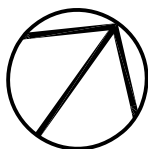
Madison St





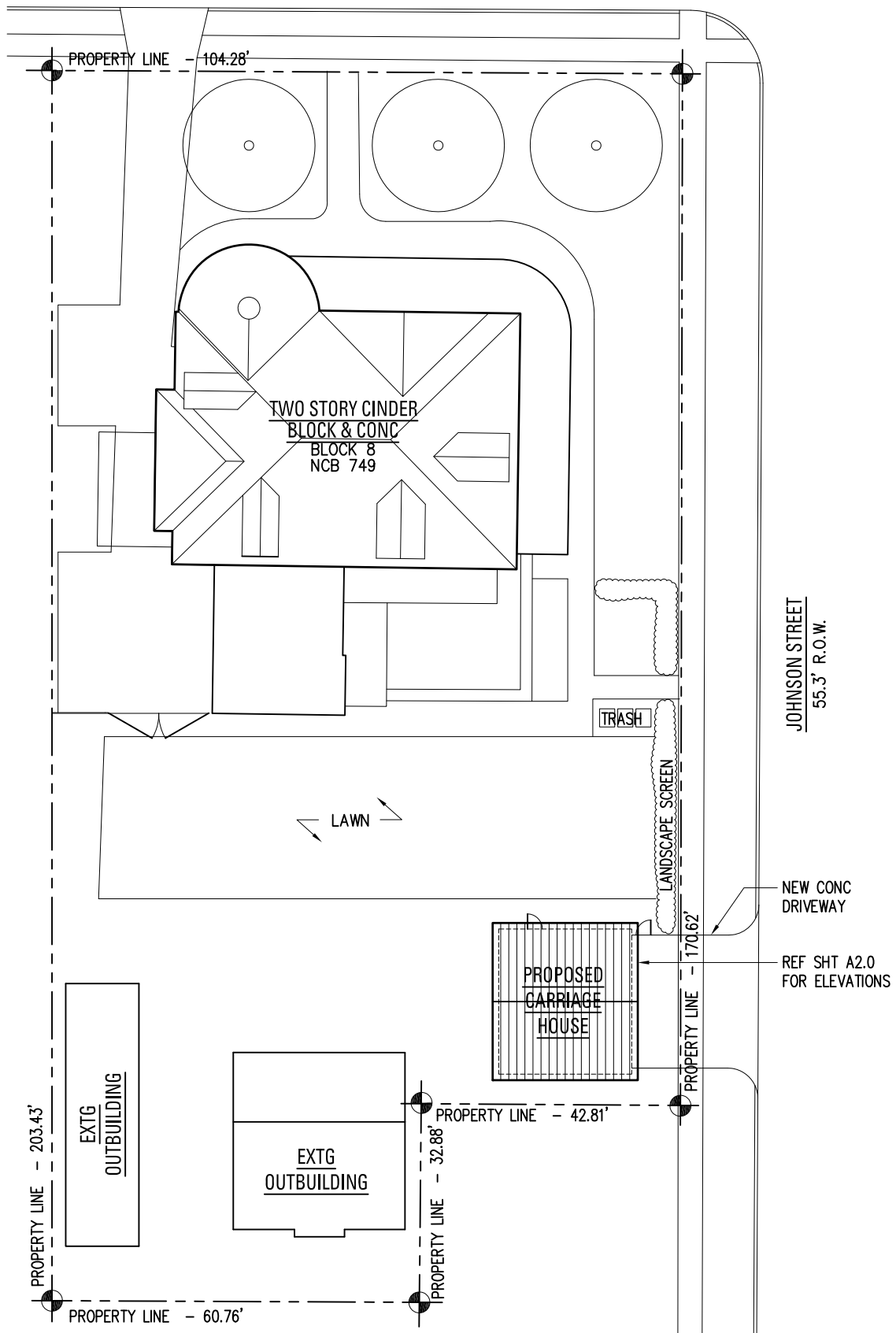
# **SITE PLAN:** EXTG

SCALE: 1" = 25'-0"

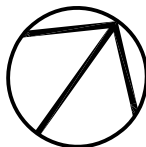


504 KING WILLIAM	<b>A0.1</b> SHT 1 OF 5
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS, LP	

KING WILLIAM  
55.3' R.O.W.

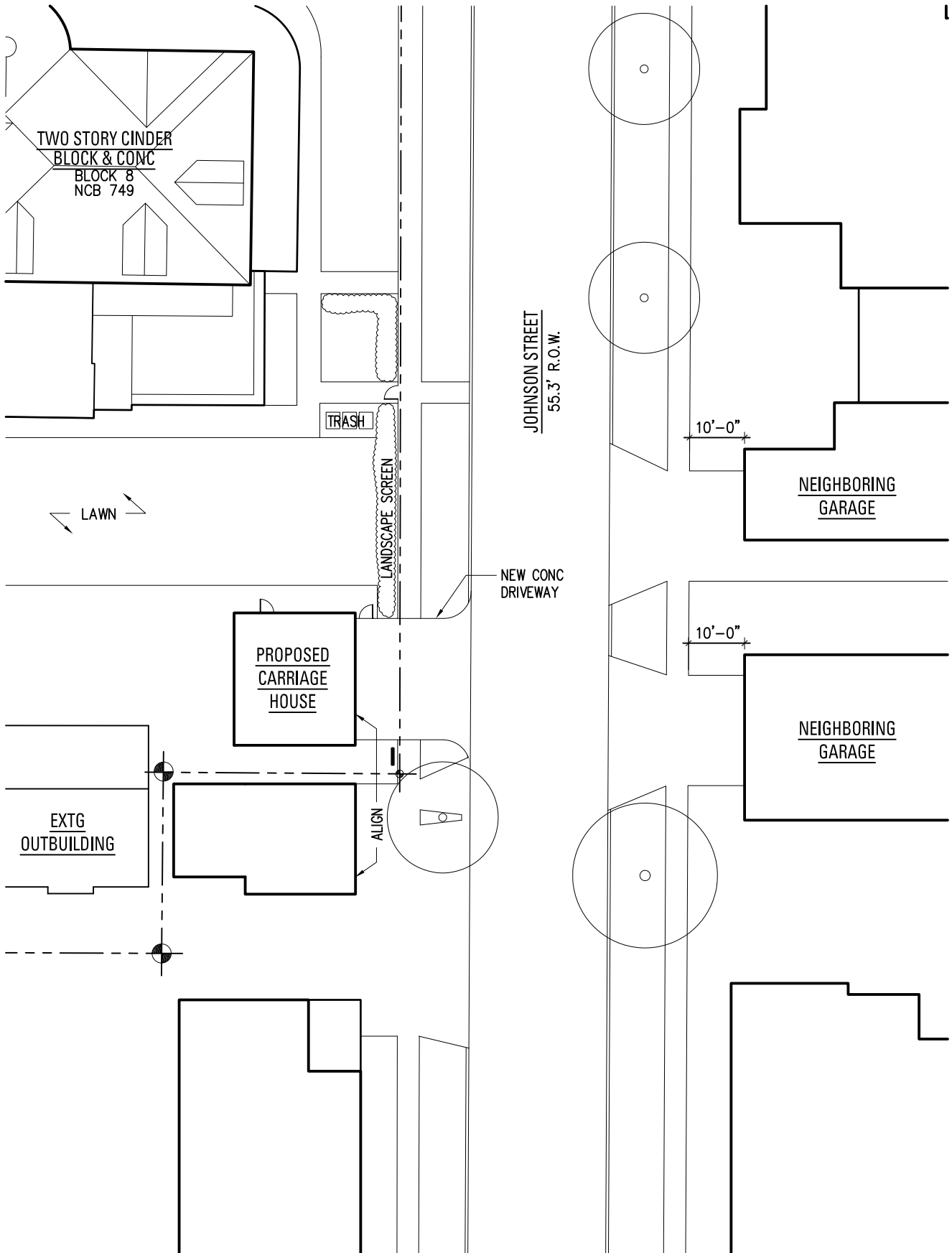


**SITE PLAN:** PROPOSED  
SCALE: 1" = 25'-0"



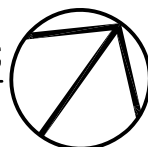
504 KING WILLIAM	A0.2 SHT 2 OF 5
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS, LP	





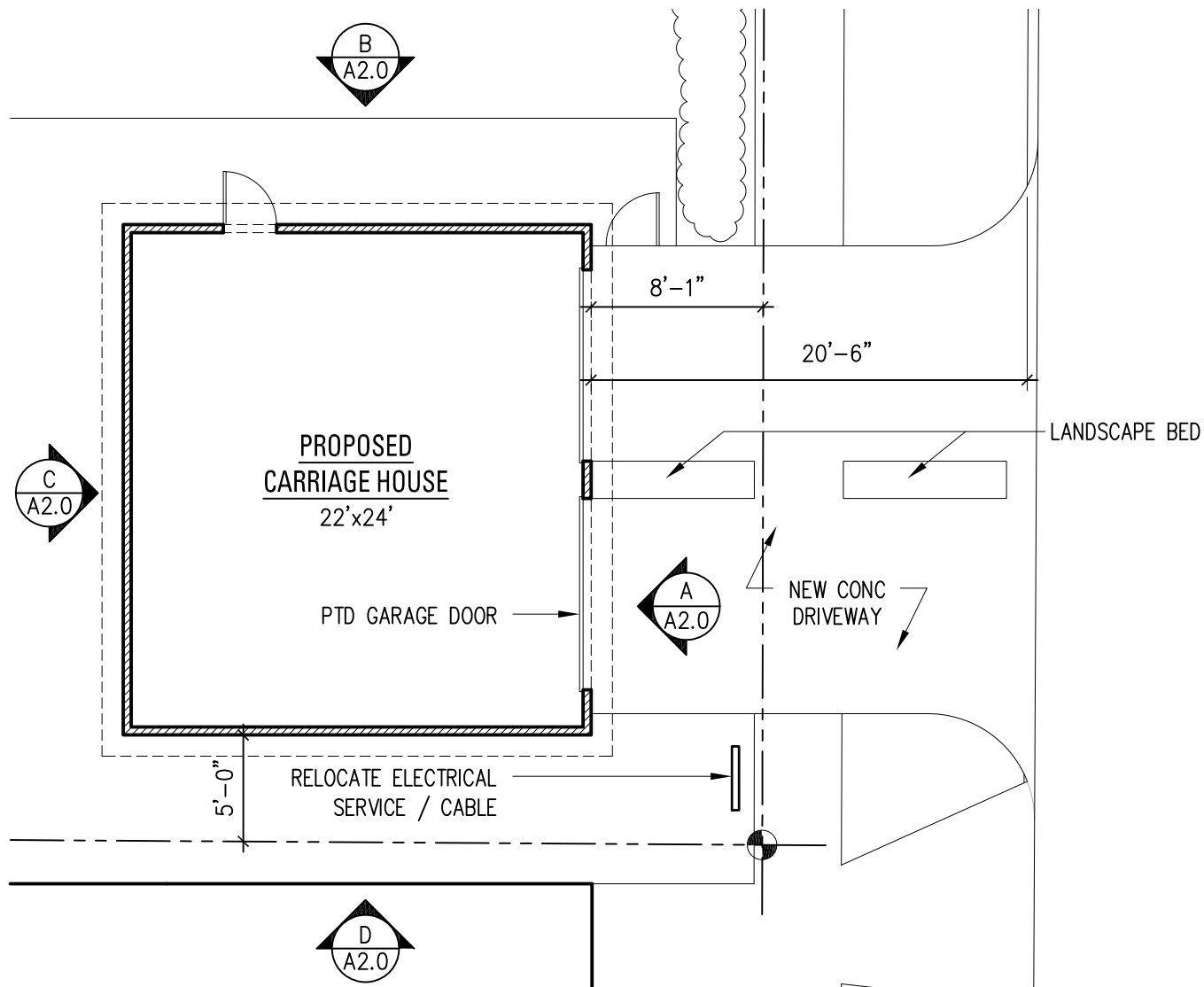
# SITE PLAN: NEIGHBORHOOD CONDITIONS

SCALE: 1" = 25'-0"



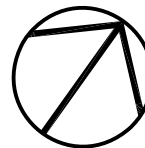
504 KING WILLIAM	A0.3 SHT 3 OF 5
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS, LP	





## FLOOR PLAN: PROPOSED CARRIAGE HOUSE

SCALE: 1/8" = 1'-0"



504 KING WILLIAM

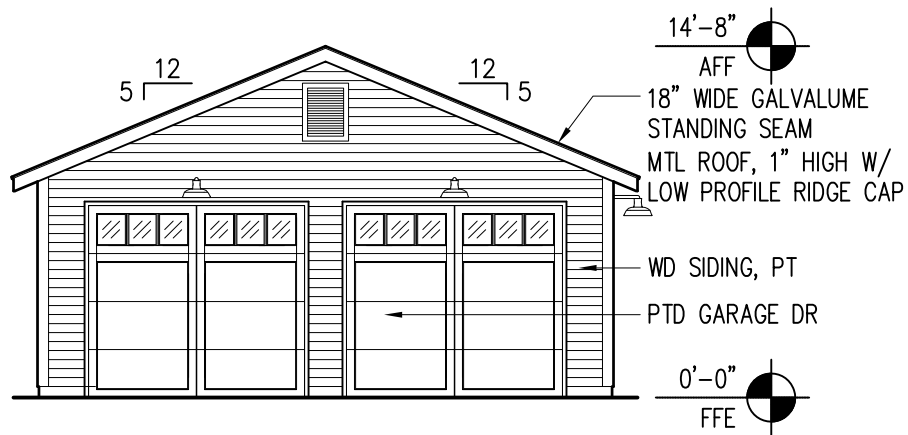
DATE: FEBRUARY 10, 2017

POTEET ARCHITECTS, LP

A1.0

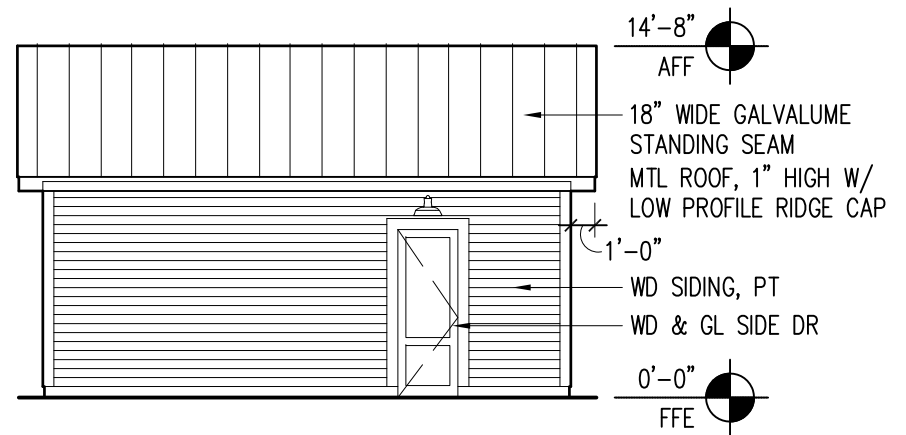
SHT 4 OF 5





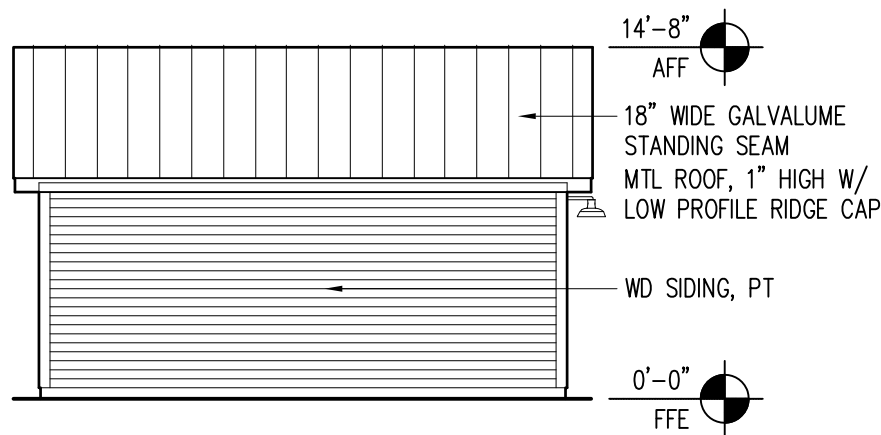
**ELEVATION:** LOOKING WEST

SCALE: 1/8" = 1'-0"



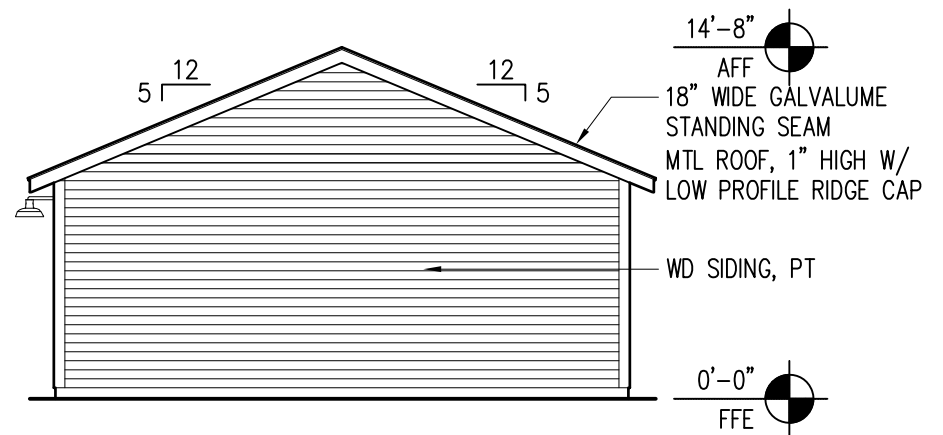
**ELEVATION:** LOOKING SOUTH

SCALE: 1/8" = 1'-0"



**ELEVATION:** LOOKING NORTH

SCALE: 1/8" = 1'-0"



**ELEVATION:** LOOKING EAST

SCALE: 1/8" = 1'-0"

504 KING WILLIAM	<b>A2.0</b> SHT 5 OF 5
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS, LP	





① 504 KING WILLIAM  
View looking south

504 KING WILLIAM ST	<b>VIEW</b> PAGE 1 OF 3
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS	





② 504 KING WILLIAM  
View looking west

504 KING WILLIAM ST	<b>VIEW</b> PAGE 2 OF 3
DATE: FEBRUARY 10, 2017	
POTEET ARCHITECTS	





③ 504 KING WILLIAM  
View looking northwest

504 KING WILLIAM ST

DATE: FEBRUARY 10, 2017

POTEET ARCHITECTS

**VIEW**

PAGE 3 OF 3