HISTORIC AND DESIGN REVIEW COMMISSION

August 21, 2019

HDRC CASE NO:	**2019-471**
ADDRESS:	222 ADAMS ST
LEGAL DESCRIPTION:	NCB 943 BLK 1 LOT 14
ZONING:	RM-4,H
CITY COUNCIL DIST.:	1
DISTRICT:	King William Historic District
APPLICANT:	William Lambert/French & Michigan
OWNER:	LECHOLOP STEPHEN K & CHRISTINA K
TYPE OF WORK:	Demolition and reconstruction of a rear carriage house with addition and exterior alterations
APPLICATION RECEIVED:	August 02, 2019
60-DAY REVIEW:	September 01, 2019
CASE MANAGER:	Stephanie Phillips

REQUEST:

The applicant is requesting conceptual approval to:

1. Demolish the existing rear carriage house.
2. Reconstruct the rear carriage house in the same footprint to feature a raised roof, addition measuring approximately 144 square feet, and new garage doors. The existing siding is proposed to be reused on the interior with new vertical cedar boards on the exterior.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 2, Exterior Maintenance and Alterations

1. Materials: Woodwork
A. MAINTENANCE (PRESERVATION)
i. *Inspections*—Conduct semi-annual inspections of all exterior wood elements to verify condition and determine maintenance needs.
ii. *Cleaning*—Clean exterior surfaces annually with mild household cleaners and water. Avoid using high pressure power washing and any abrasive cleaning or striping methods that can damage the historic wood siding and detailing.
iii. *Paint preparation*—Remove peeling, flaking, or failing paint surfaces from historic woodwork using the gentlest means possible to protect the integrity of the historic wood surface. Acceptable methods for paint removal include scraping and sanding, thermal removal, and when necessary, mild chemical strippers. Sand blasting and water blasting should never be used to remove paint from any surface. Sand only to the next sound level of paint, not all the way to the wood, and address any moisture and deterioration issues before repainting.
iv. *Repainting*—Paint once the surface is clean and dry using a paint type that will adhere to the surface properly. See *General Paint Type Recommendations* in Preservation Brief #10 listed under Additional Resources for more information.
v. *Repair*—Repair deteriorated areas or refasten loose elements with an exterior wood filler, epoxy, or glue.
B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)
i. *Façade materials*—Avoid removing materials that are in good condition or that can be repaired in place. Consider exposing original wood siding if it is currently covered with vinyl or aluminum siding, stucco, or other materials that have not achieved historic significance.
ii. *Materials*—Use in-kind materials when possible or materials similar in size, scale, and character when exterior woodwork is beyond repair. Ensure replacement siding is installed to match the original pattern, including exposures. Do not introduce modern materials that can accelerate and hide deterioration of historic materials. Hardiboard and other cementitious materials are not recommended.
iii. *Replacement elements*—Replace wood elements in-kind as a replacement for existing wood siding, matching in profile, dimensions, material, and finish, when beyond repair.

Historic Design Guidelines, Chapter 3,Guidelines for Additions

1. Massing and Form of Residential Additions
A. GENERAL
i. *Minimize visual impact*—Site residential additions at the side or rear of the building whenever possible to minimize views of the addition from the public right-of-way. An addition to the front of a building would be inappropriate.
ii. *Historic context*—Design new residential additions to be in keeping with the existing, historic context of the block. For example, a large, two-story addition on a block comprised of single-story homes would not be appropriate.
iii. *Similar roof form*—Utilize a similar roof pitch, form, overhang, and orientation as the historic structure for additions.
iv. *Transitions between old and new*—Utilize a setback or recessed area and a small change in detailing at the seam of the historic structure and new addition to provide a clear visual distinction between old and new building forms.
B. SCALE, MASSING, AND FORM
i. *Subordinate to principal facade*—Design residential additions, including porches and balconies, to be subordinate to the principal façade of the original structure in terms of their scale and mass.
ii. *Rooftop additions*—Limit rooftop additions to rear facades to preserve the historic scale and form of the building from the street level and minimize visibility from the public right-of-way. Full-floor second story additions that obscure the form of the original structure are not appropriate.
iii. *Dormers*—Ensure dormers are compatible in size, scale, proportion, placement, and detail with the style of the house. Locate dormers only on non-primary facades (those not facing the public right-of-way) if not historically found within the district.
iv. *Footprint*—The building footprint should respond to the size of the lot. An appropriate yard to building ratio should be maintained for consistency within historic districts. Residential additions should not be so large as to double the existing building footprint, regardless of lot size.
v. Height—Generally, the height of new additions should be consistent with the height of the existing structure. The maximum height of new additions should be determined by examining the line-of-sight or visibility from the street. Addition height should never be so contrasting as to overwhelm or distract from the existing structure.

2. Massing and Form of Non-Residential and Mixed-Use Additions
A. GENERAL
i. *Historic context*—Design new additions to be in keeping with the existing, historic context of the block. For example, additions should not fundamentally alter the scale and character of the block when viewed from the public right-of-way.
ii. *Preferred location*—Place additions at the side or rear of the building whenever possible to minimize the visual impact on the original structure from the public right of way. An addition to the front of a building is inappropriate.
iii. *Similar roof form*—Utilize a similar roof pitch, form, and orientation as the principal structure for additions, particularly for those that are visible from the public right-of-way.
iv. *Subordinate to principal facade*—Design additions to historic buildings to be subordinate to the principal façade of the original structure in terms of their scale and mass.
v. *Transitions between old and new*—Distinguish additions as new without distracting from the original structure. For example, rooftop additions should be appropriately set back to minimize visibility from the public right-of-way. For side or rear additions utilize setbacks, a small change in detailing, or a recessed area at the seam of the historic structure and new addition to provide a clear visual distinction between old and new building forms.
B. SCALE, MASSING, AND FORM
i. *Height*—Limit the height of side or rear additions to the height of the original structure. Limit the height of rooftop additions to no more than 40 percent of the height of original structure.
ii. *Total addition footprint*—New additions should never result in the doubling of the historic building footprint. Full-floor rooftop additions that obscure the form of the original structure are not appropriate.

3. Materials and Textures
A. COMPLEMENTARY MATERIALS
i. *Complementary materials*—Use materials that match in type, color, and texture and include an offset or reveal to distinguish the addition from the historic structure whenever possible. Any new materials introduced to the site as a result of an addition must be compatible with the architectural style and materials of the original structure.
ii. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alternations and Maintenance section for additional specifications regarding metal roofs.
iii. *Other roofing materials*—Match original roofs in terms of form and materials. For example, when adding on to a

building with a clay tile roof, the addition should have a roof that is clay tile, synthetic clay tile, or a material that appears similar in color and dimension to the existing clay tile.
B. INAPPROPRIATE MATERIALS
i. *Imitation or synthetic materials*—Do not use imitation or synthetic materials, such as vinyl siding, brick or simulated stone veneer, plastic, or other materials not compatible with the architectural style and materials of the original structure.
C. REUSE OF HISTORIC MATERIALS
i. *Salvage*—Salvage and reuse historic materials, where possible, that will be covered or removed as a result of an addition.

4. Architectural Details
A. GENERAL
i. *Historic context*—Design additions to reflect their time while respecting the historic context. Consider character-defining features and details of the original structure in the design of additions. These architectural details include roof form, porches, porticos, cornices, lintels, arches, quoins, chimneys, projecting bays, and the shapes of window and door openings.
ii. *Architectural details*—Incorporate architectural details that are in keeping with the architectural style of the original structure. Details should be simple in design and compliment the character of the original structure. Architectural details that are more ornate or elaborate than those found on the original structure should not be used to avoid drawing undue attention to the addition.
iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for additions. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the addition is new.

FINDINGS:

a. The structure at 222 Adams was constructed circa 1895 and features a double height wrap around porch, turned columns and balusters, jigsaw brackets, stone lintels and sills and a red brick façade. The structure is contributing to the King William Historic District. The property also features a 1-story rear carriage structure with vertical cedar siding, a standing seam metal roof, exposed rafter tails, and a sliding carriage door, also contributing to the King William Historic District.
b. RECONSTRUCTION – The applicant has proposed to demolish the existing, rear carriage structure. As noted in finding a, staff finds this rear structure to be contributing to the King William Historic District and finds its full demolition to be inappropriate; however, staff finds the demolition and reconstruction of the rear structure to match the existing footprint and architectural details to be generally appropriate.
c. EXTERIOR MODIFICATIONS – As part of the reconstruction, the applicant has requested to perform various exterior modifications to the carriage house structure. The existing footprint will be retained. Changes proposed include the raising of the overall height to 14’ to accommodate a new header so the structure can be repurposed into a garage, and the installation of two metal single bay garage doors facing the alley. The original sliding door will be repaired and reinstalled on the structure. The existing vertical cedar siding is proposed to be repurposed on the interior of the structure and new exterior vertical painted cedar siding of a similar profile will be installed on the exterior. The applicant has indicated that the existing windows will be reused if possible. Staff finds that the overall proposal is generally appropriate, but finds that the garage doors facing the alley should be wood and feature a design that is similar to existing historic carriage doors in the district. Staff also finds that the exterior siding should be reused on the exterior if possible. A comprehensive deconstruction and reuse plan is required for final approval.
d. ADDITION – The applicant has proposed to construct an addition to the reconstructed accessory structure to measure approximately 144 square feet. The addition will face the interior of the lot and Adams St and will be subordinate in height to the reconstructed building. The form will be a simple lean-to with a low-sloping standing seam metal roof with exposed rafter tails. A vertical trim board will be installed at the seams of the addition and the reconstructed structure. The addition will include a new door, a new wooden overhead garage door, and the reinstallation of the sliding carriage door that currently exists on the structure. Staff finds the proposal generally appropriate.

RECOMMENDATION:

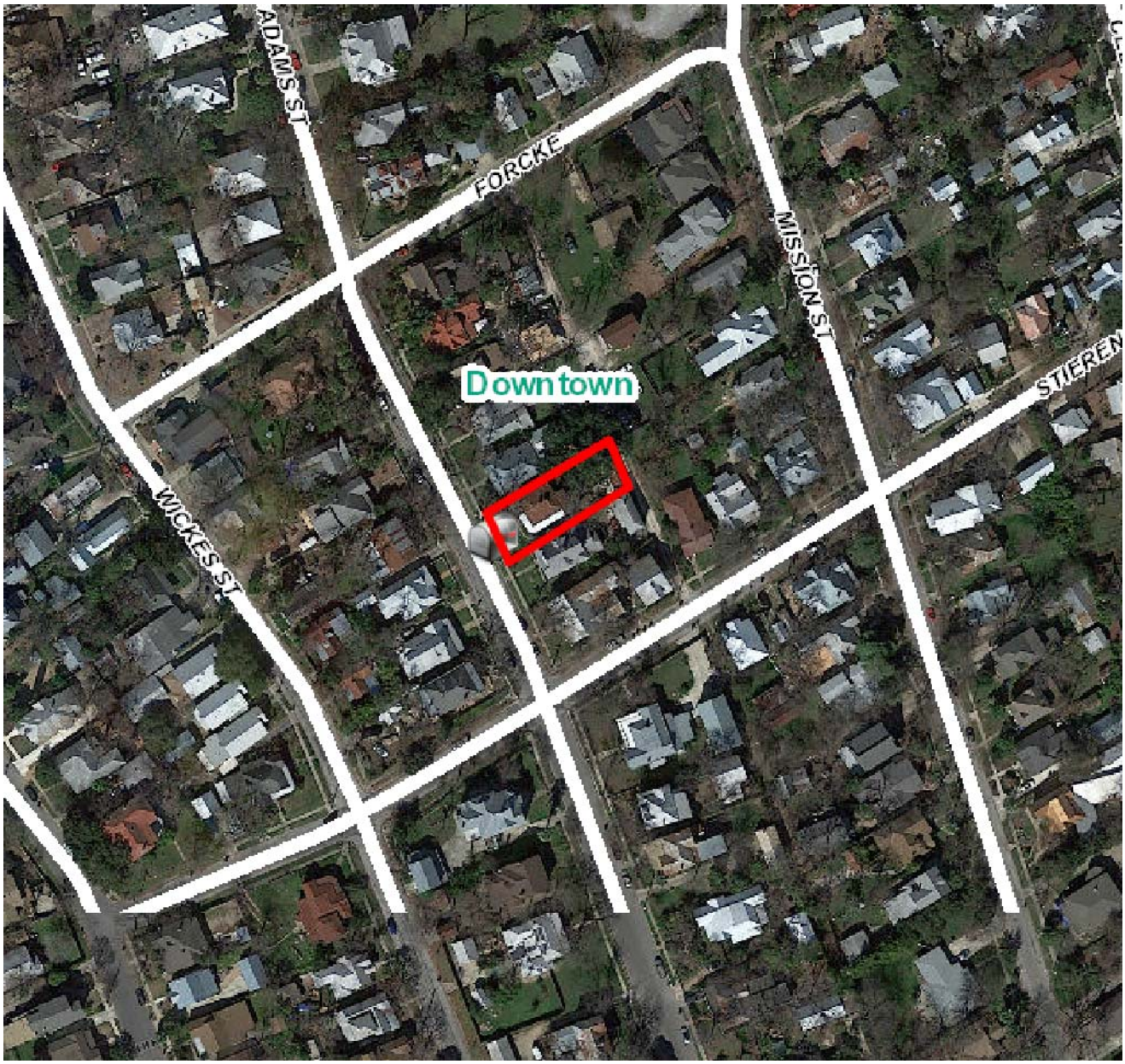
Staff recommends conceptual approval based on findings a through d with the following stipulations:

i. That the existing structure is deconstructed versus demolished and that the existing siding is salvaged where possible to be reused in the reconstruction. A deconstruction and reuse plan should be submitted to staff as part of a package for final approval that clearly indicates the items to be salvaged and their proposed locations in the new structure.

ii. That all existing wood windows be repaired and reinstalled within the proposed structure to match their existing locations where possible. If reuse is not feasible, the applicant must submit evidence to that effect as part of final approval.

iii. That all proposed garage doors be wood and feature a door design that is consistent with historic carriage structures in the district.

iv. That the standing seam metal roof features panels that are 18 to 21 inches wide, seams that are 1 to 2 inches tall, a crimped ridge seam and a standard galvalume finish. Ridges are to feature a double-munch or crimped ridge configuration.



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PRIVATE
PROPERTY
NO TRESPASSING
EVER

POSTED

EVERBILT

WHEN THEY POOP
PLEASE SCOOP


EVERBILT
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18'
4'
11'
4.5'
GRASS AREA
4.75'
NEW GARAGE DOOR
5'
ORIG. STRUCT
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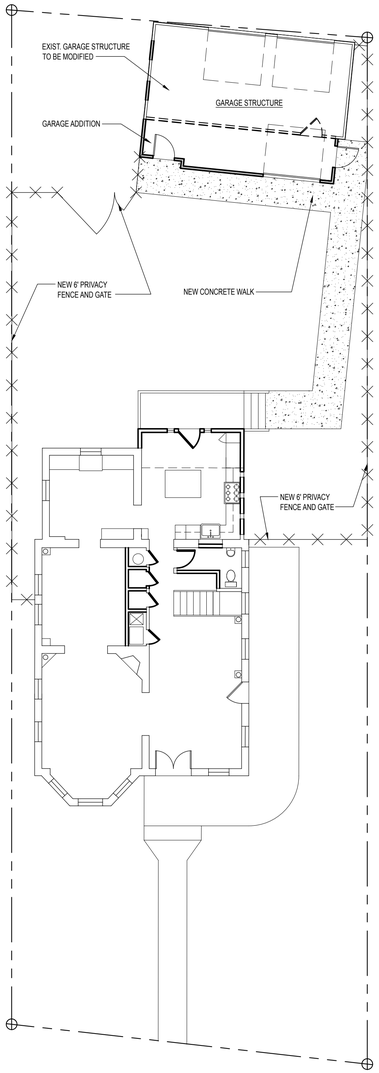
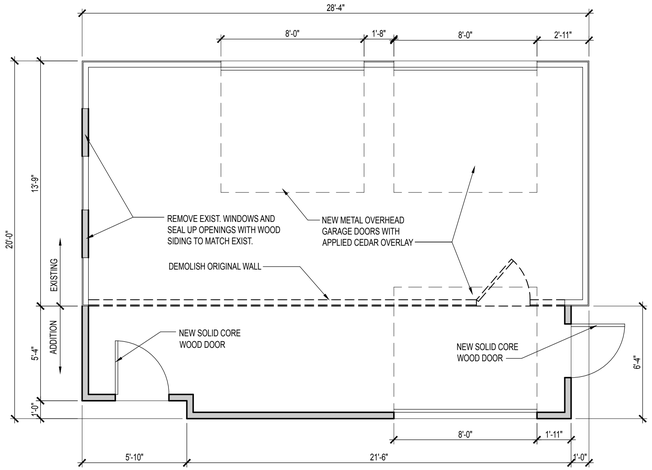
STORAGE
19'
NEW GARAGE DOORS
30'



222 ADAMS - SITE PLAN

SCALE: 1" = 10'-0"

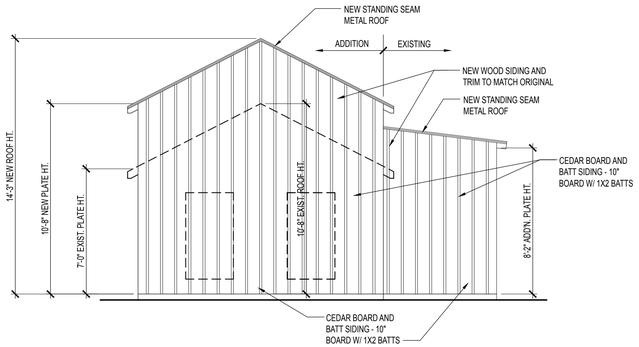
NORTH



222 ADAMS - GARAGE REMODEL PLAN

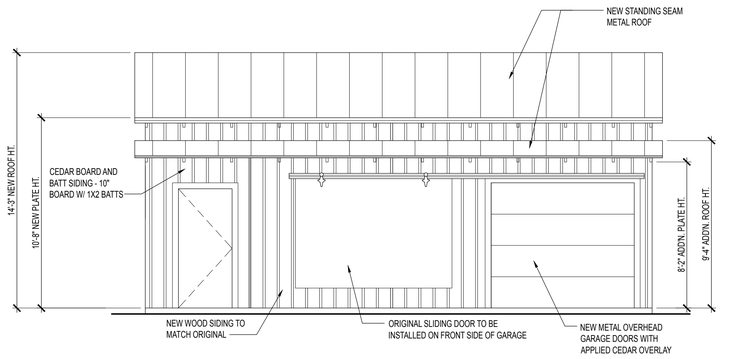
SCALE: 1/4" = 1'-0"

NORTH



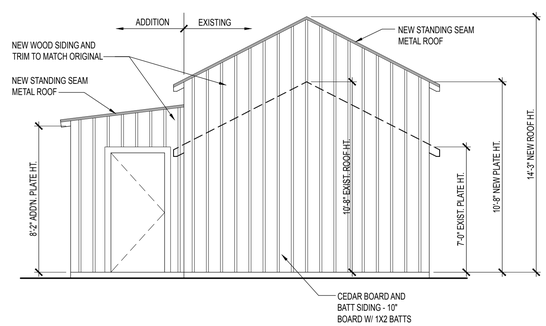
222 ADAMS - GARAGE NORTH ELEVATION

SCALE: 1/4" = 1'-0"



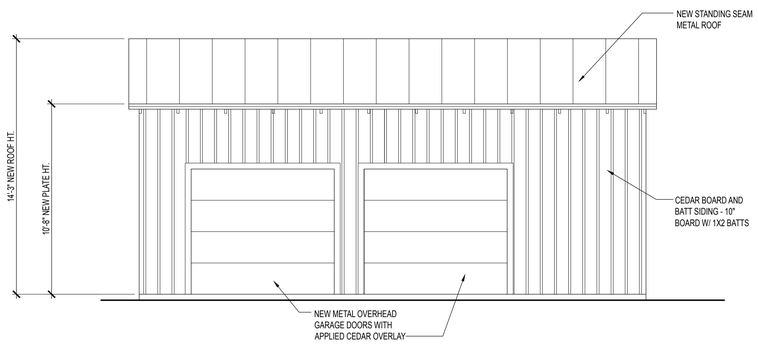
222 ADAMS - GARAGE WEST ELEVATION

SCALE: 1/4" = 1'-0"



222 ADAMS - GARAGE SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



222 ADAMS - GARAGE EAST ELEVATION

SCALE: 1/4" = 1'-0"

AUGUST 12, 2019	222 ADAMS ST. GARAGE REMODEL SAN ANTONIO, TEXAS 78210	FRENCH & MICHIGAN 1200 S. PRESA ST. SAN ANTONIO, TEXAS 78210