

HISTORIC AND DESIGN REVIEW COMMISSION

November 15, 2023

HDRC CASE NO: 2023-419
ADDRESS: 712 LAMAR ST
LEGAL DESCRIPTION: NCB 1653 BLK A LOT E 50 FT OF 1&2
ZONING: R-5, H
CITY COUNCIL DIST.: 2
DISTRICT: Dignowity Hill Historic District
APPLICANT: Konda W Pulley
OWNER: Konda W Pulley
TYPE OF WORK: Carport construction
APPLICATION RECEIVED: October 13, 2023
60-DAY REVIEW: December 12, 2023
CASE MANAGER: Bryan Morales

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Install a permeable gravel driveway ranging from 8 to 10 feet to the west of the primary structure.
2. Construct an attached carport on the western façade of the primary structure measuring between 11' to 8'-4" in width, 55'-4" in length, and a maximum height of 13'-4".

APPLICABLE CITATIONS:

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.

5. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

- i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, cable lines, 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. Where service areas cannot be located at the rear of the property, compatible screens or buffers will be required.

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.

Historic Design Guidelines, Chapter 4, 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

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 property located at 712 Lamar St is a one-story, single-family Folk Victorian structure built c. 1910 and first appears on the 1912 Sanborn Maps. The structure features a bay window area, one-over-one wood windows, a composition shingle roof, a front facing gable roof form, and a decorative white metal front yard fence. This property contributes to the Dignowity Hill Historic District.
- b. **SETBACKS AND ORIENTATION** – The applicant has proposed both an orientation and setback for the carport that are not consistent with the Guidelines for New Construction 5.B. If approved by the HDRC, the applicant may be required to obtain a variance regarding the location of the proposed structure on the property line.
- c. **MASSING AND FORM** – The applicant is requesting to construct an attached carport on the western façade of the primary structure. The Historic Design Guidelines for Additions 1.A.i. states to 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. Additions 1.B.i. states to design residential additions to be subordinate to the principal façade of the original structure in terms of their scale and mass. Additions 1.B.v. states the height of new additions should be consistent with the height of the existing structure and that the height should never be so contrasting as to overwhelm or distract from the existing structure. Staff finds the attached side carport on the western façade of the primary structure does not conform to guidelines.
- d. **ARCHITECTURAL FEATURES** – The proposed carport features 6x6 wood columns, a shed roof form, and wood siding that matches what is currently on the primary structure. Additions 4.A.ii. states to 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, and that 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. Staff finds the proposed architectural features of the proposed carport generally appropriate.
- e. **MATERIALS** – The applicant is requesting approval to construct an attached carport on the western façade of the primary structure to feature wood columns and a composition shingle roof. Additions 3.A.i. states to 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 and that 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. Staff finds the proposed materials generally conforms to guidelines.
- f. **SKYLIGHTS** – The applicant has proposed to incorporate four skylights on the requested carport. Guidelines for Additions 5.A.i. states to not locate skylights 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. Staff finds the proposed skylight installation on the requested carport generally appropriate.
- g. **DRIVEWAY** – The applicant is requesting approval to install a permeable gravel driveway ranging from 8 to 10 feet in width. Guidelines for Site Elements 5.B.i. states historic driveways are typically no wider than 10 feet and pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration. Staff finds the proposed driveway width conforms to guidelines.

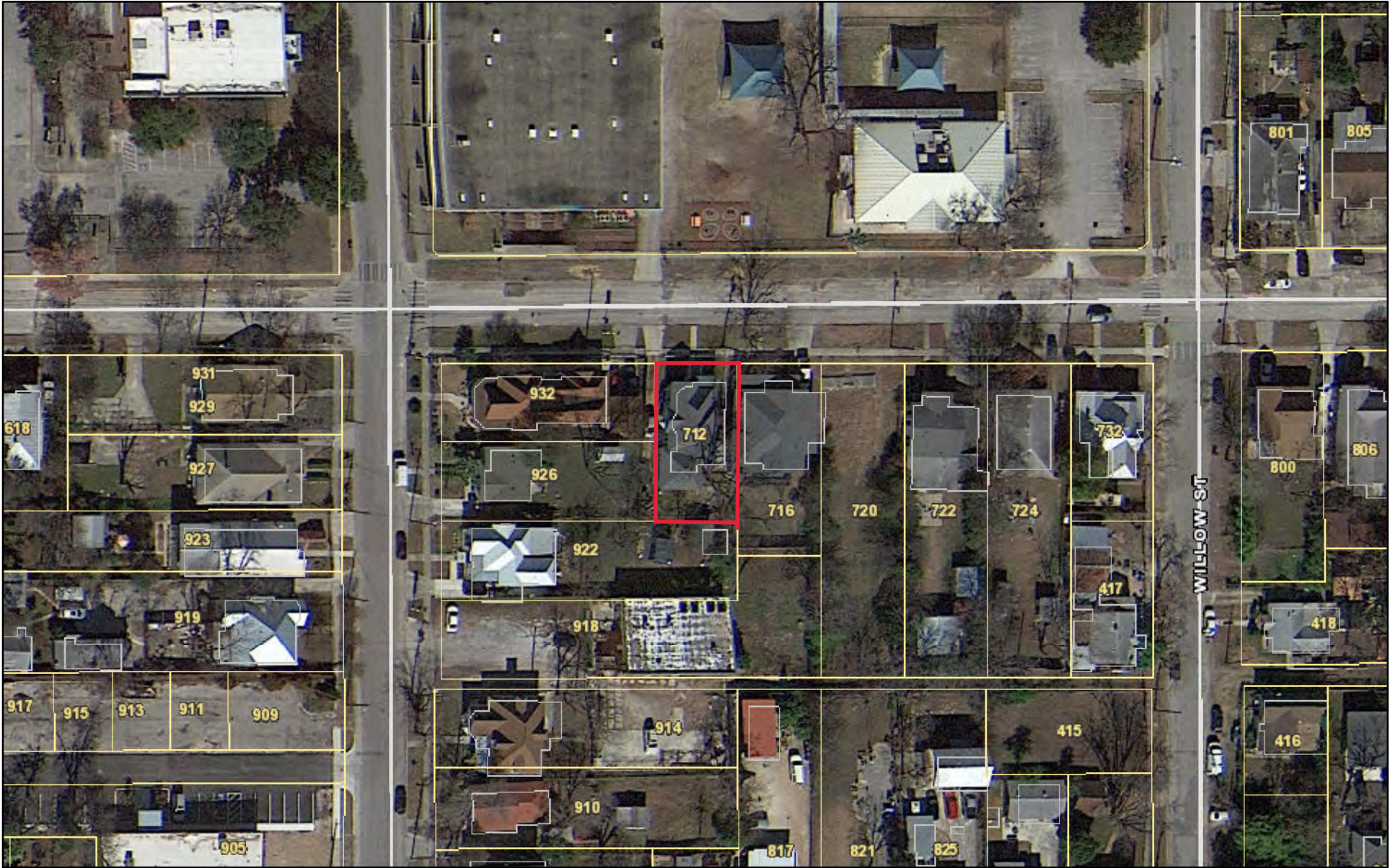
RECOMMENDATION:

Staff recommends approval of item 1, based on findings a and g, with the following stipulations:

- i. That the applicant submit an updated measured site plan confirming the placement and width of the proposed permeable driveway.
- ii. That the applicant meet all setback standards as required by city zoning requirements and obtain a variance from the Board of Adjustment if applicable.

Staff does not recommend approval of item 2 based on findings a through f. Staff recommends that the applicant submit a request for a carport detached from the primary structure and set further back from the front façade.

City of San Antonio One Stop



October 17, 2023



October 13, 2023

Office of Historic Preservation City of San Antonio Texas
The Historic & Design Review Commission (HDRC)
Zoning Board of Adjustment (BOA)

A proposed Covered Carport Addition for 712 Lamar Street – Owner Konda Pulley

I am requesting approval from the OHP and HDRC so that I can obtain permits from the city of San Antonio to build a single car covered carport.

The proposed carport will not meet the current setback requirements. I will not be able to build the proposed carport unless the requirements are waived for the new construction. Currently the space between the house and the property line at the greatest point is 13 feet and 11 feet at the narrowest point. The owner needs a carport for the following reasons:

1. The owner is over 70 years old and needs a place to enter and exit the car in inclement weather.
2. Parking on Lamar in front of the owner's house is prohibited because of the school across the street.
3. Due to the configuration of the property this is the only place available for the

In constructing the proposed covered carport, the latest international residential codes, the UDC and all city codes and ordinances of the city of San Antonio.

Project Description

The proposed carport will consist of 6X6 treated wood posts columns that will support 2X12 wood beams. The 6X6 wood columns will be reinforced by concrete footings and be anchored with Simpson strong tie aba-zmax galvanized adjustable standoff post base. The roof joists will be 2X6. The roof rafters spaced at 16 inches. The roof rafters will be anchored with Simpson strong-tie Hi-trus/viga. The decking will be ¾ plywood. The roof finish will consist of asphalt shingle roof and will match the color finish of the home. The ground under the carport in the storage area will consist of base gravel. The ground under the carport where the car is parked will be cement.

If more information is needed or I can assist you in any matter, please feel free to contact me.

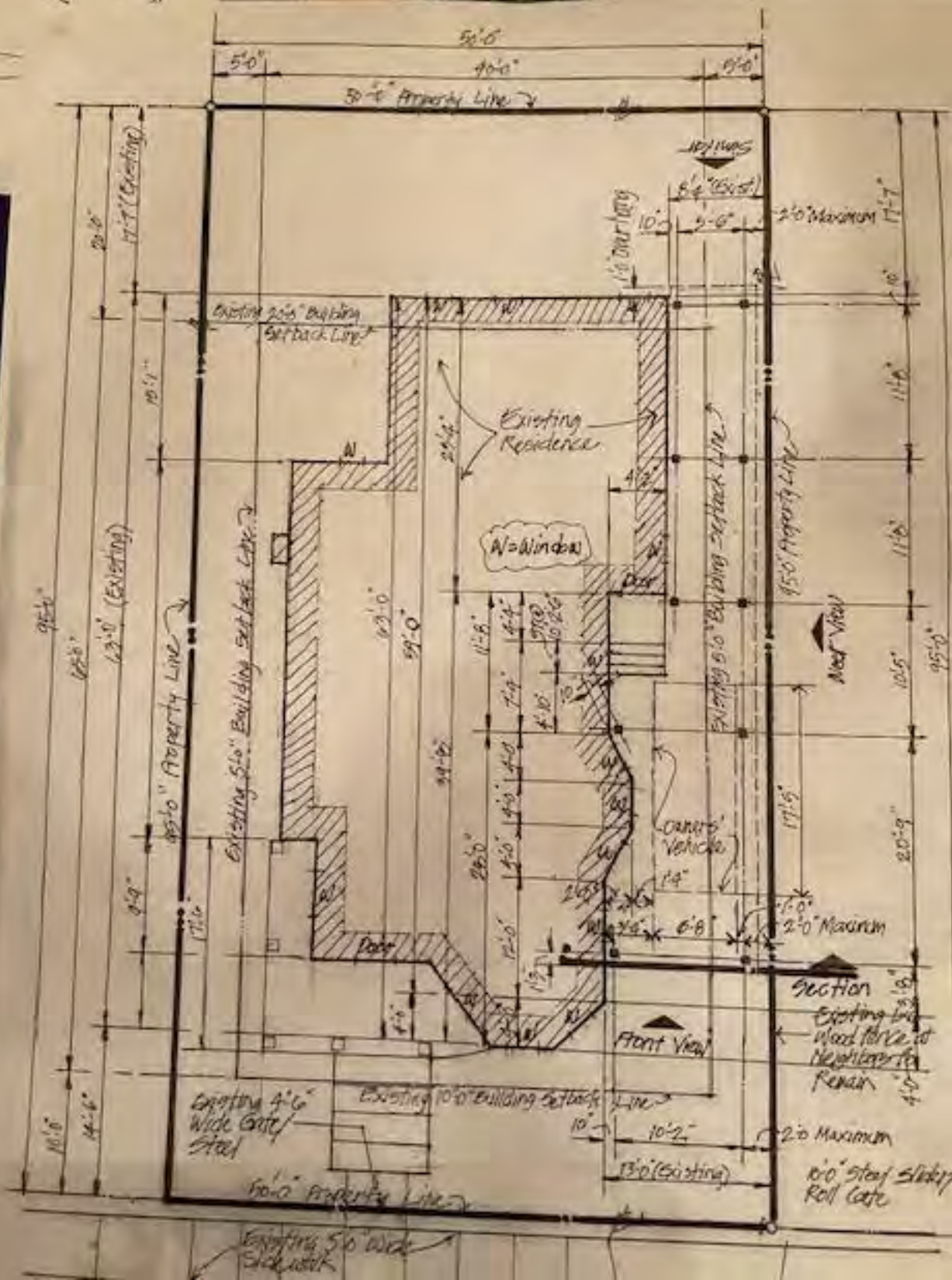
Respectfully,

Konda Pulley
(210) 265-9921
Konda@kondapulley.com

Description of materials

1. 6X6 post treated columns to be #2 pressure treated ground contact southern pine
2. All 2x framing members to be #2 kiln dried southern yellow pine dimensional lumber
3. The decking will be $\frac{3}{4}$ ' x 4' x 8' ground contact pressure treated pine performance rated sheathing plywood.
4. Roofing felt paper to be TARA# astm 4869, type 1, roll saturated felt underlayment
5. Roof shingles to be Owens Corning Supreme Driftwood Algae resistant 3-tab roofing shingles, color to match existing roof's shingles.
6. Steel drip edge flashing to be Gibraltar Building products galvanized steel painted to match Fascia.
7. Structural connections to be Simpson strong-tie-BCS ZMAX Galvanized post caps for double (2) 2x beams at parallel and perpendicular connections (br equal) Exposed members to be painted to match existing.
8. Post base anchors to be Simpson Strong-Tie=ABAZMAX galvanized adjustable standoff post base for 6x6 nominal lumber.

Note: All stainless-steel connections to be ZMAX and ASTM A153 per specifications.



Existing 20'0" Building Setback

2.

Existing Residence
Construction to
Remain

2x8 Roof Rafter @
16' o.c.

Simpson Strong-Tie
H-1 Rafter Anchor

(2) 2x12 Wood Beam
Support

4x4 Wood Stub-Up
Column Support
(Typical)

(2) 2x12 Wood Beam
Supports (Typical)

Simpson Strong-Tie
Gal. Steel Supports
(Typical)

(2) 2x12 Wood Beam
Bearing

Simpson Strong-Tie ABA
2MAX Adjustable
Post Base Anchor for (2x6
Wood Column (Typical)

2" to 3" Landscape
Rock (other select)
@ 10'

14'6" x 10'0" Deep
Conc. Footings
Rein. w/ (3) #6
Bars Each Way

Scarify Min. 6"
if Existing Grade
to receive 3 min.
Gravel Bot. Base

13'0" (Existing)

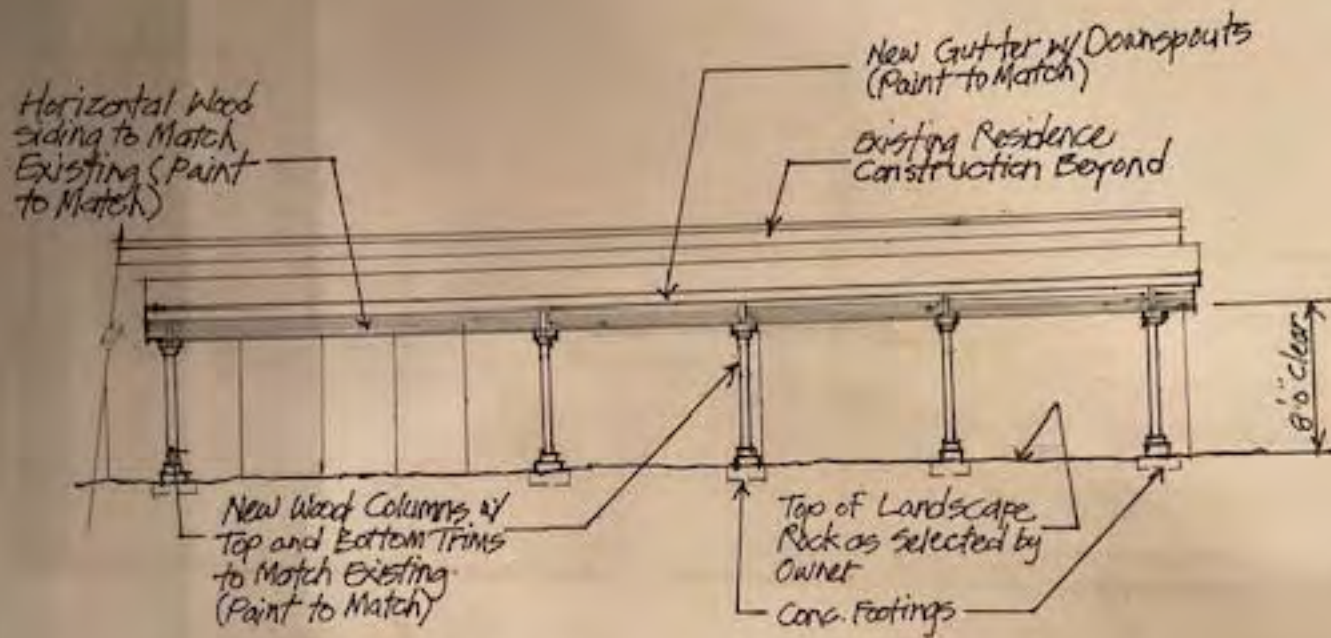
4" Gravel Base
under Conc.
Footings

6'0" Wide
Steel

Oct. 10, 2023

Section

Scale: 3/16" = 1'-0"



West View

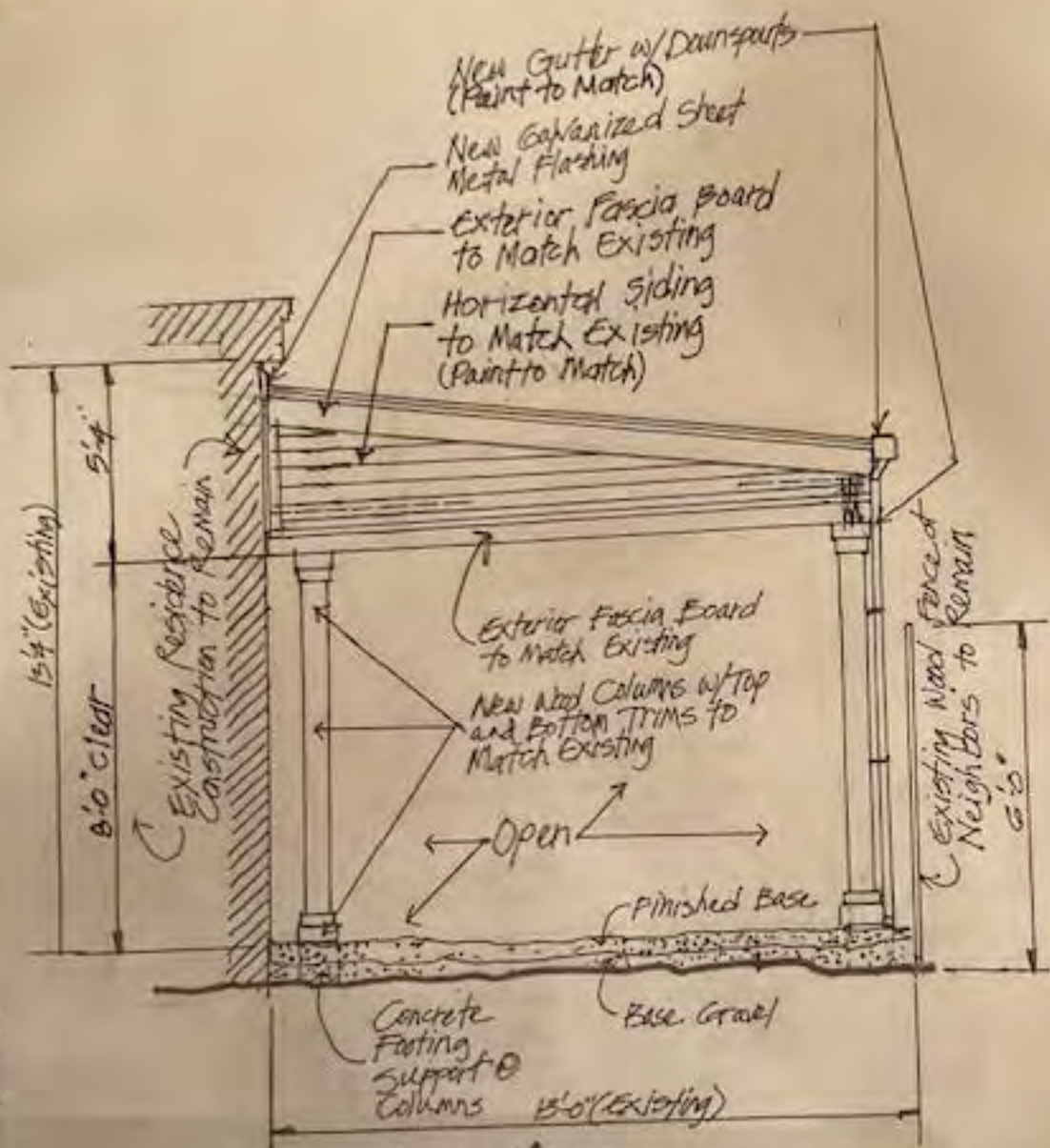
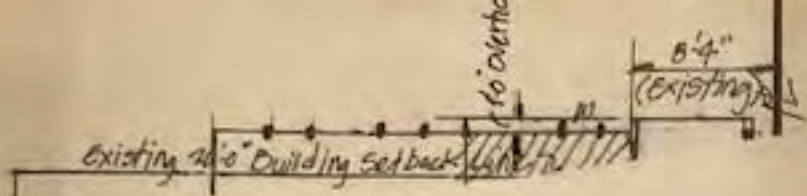
scale: 1/8" = 1'-0"

Oct. 10, 2023



Oct. 10

(10/10)



Front View (Rear View Similar)
 scale 3/8" = 1'-0"

Oct. 10, 2023

50'-0" Property Line →

93'0" Property Line →

Existing 5'0" Building Setback Line

Existing 20'0" Building Setback

to overtone

8'-4"
(Existing)

New Galvanized
Roof Gutter
by painted to
New Finish

New Galvanized
Roof Downspout
to Drain on Site

Existing Residence

59.4

cut through building, 0.5 miles

95-0-Property

- Curb Mounted Glass Skylights (typical)

New Asphalt Shingle
Roof (Color to match
existing Neighbor
Finish)

Existing 1x6
- Wood fence at
Neighbors to
Remain

Existing 14'0" existing setbacks line

13'0" (Existing)

Existing 4'0"
Wide Gate -
Steel

44' High steel
Pier

10'0" Steel Slick
Roll Gate

50.0 Property Lines

Exposure 5' 6" wide



Existing West Side photo



Existing Back Photo



Existing East Side Photo

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| 816—M & Bridget Moore (r) 5. | 314—John C & Bettie Herren (h) 3. |
| 817—J H & Emma Schroeder (r) 2. | 315—A G & Emma Englis (r) 3. |
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| 1002—H & Maggie Wagner jr (h) 3. | 500—J R & Nellie Webb (h) 5. |
| 1003—A I & Emma Worley (h) 6; J & Mattie Greenfield. | 503—Wm T & Clara Panoast (h) 4. |
| 1006—H C & Hulda Garrett (h) 8. | 509—T W & Elizabeth Beck (h) 2. |
| 1007—J W & Euda Sims (r) 4; M B & Blanche Butler (r) 4. | 512—Ben & Ollie Osgood (h) 5. |
| 1011—Mrs Meda Gillett (h) 4. | 620—F & Jane Piedras (r) 4. |
| 1014—C F & Mary Russi jr (h) 2. | 712—Fred E & Pearl Sommers (r) 2. |
| 1015—Arthur S & Maggie Jones (h) 5. | 718—Vacant. |
| 1019—Mrs M E Lindsey (r) 6. | 720—John & Minnie Haberbusch (r) 6. |
| 1020—Chas F & Lizzie McDonald (h) 6. | 722—Vacant. |
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| 1027—H C & Edna Rumpke (h) 4. | 728—W S & Annie Fraser (r) 2. |
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| 1037—Hugo & Regina ZumBerge (h) 5. | 806—M & Margarite Olsson (r) 2. |
| 1041—J M & Carrie Lindsay (r) 4. | 809—Mrs E Wueste (h) 2. |
| 1045—Z L & Pauline Lifshetz (r) 9. | 814—John J & Parthenia Ketchum (c) (h) 2. |

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| 1105—Carl Haerberle (r) 2. | 902—Otto & Lena Graf (h) 5. |
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| 1725—J P Gilliam (h) 2. | 1002—Vacant. |
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| 2611—W & Pauline Kumpf (h) 7. | 1109—Mrs A Postert (h) 2. |
| LAMAR | 1110—Pat & Agnes Cox (h) 3. |
| (6 w) b 402 Austin, at Chestnut, exte to N Gevers. | 1111—Adelaide Aucion (h) 5. |
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| 118—Adolph & Lizzie Loop (r) 4. | 1126—Geo G & Marion Burger (h) 3. |
| 119—Mrs N Clements (r) 3. | 1227—M & Josephine Sepulveda (h) 10. |
| 120—W M & Lettie Crehan (r) 4. | 1230—Nellie Jackson (c) (h) 5. |
| 125—D B & Lelia Howard (r) 5. | 1239—Romaldo & Maria Lopez (r) 4. |
| 127—Harry & Pearl Bell (r) 6; H & Alma Lewis. | 1301—C & Antonia Truer sr (h) 5. |
| 130—Sunset Wood Co. | 1316—Arthur E & Kate Juelg (r) 6. |
| 229—R P Lewis (r) 3. | 1318—Bertha Loef (h) 5. |
| 301—Lillie Wright (h) 2. | 1324—S & Josephine Slomchinski (h) 3. |
| 302—Ada Rippe (h) 14; Wm E & Fannie Pearson. | 1406—Solon & Donnie Henderson (r) 5. |
| 305—J D & Dorothy Stephenson (h) 4. | 1408—Vacant. |
| 305, rear—Grant & Mahalie Mitchell (c) (r) 7. | 1527—Evaristo & Jesusa Galindo (h) 6. |
| 306—G E & Lalah Harris (h) 4. | 1529—Vacant. |
| | 1533—Vacant. |

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