HISTORIC AND DESIGN REVIEW COMMISSION

October 18, 2023

HDRC CASE NO:	**2023-322**
ADDRESS:	506 STIEREN
LEGAL DESCRIPTION:	NCB 2966 (STIEREN STREET REPLAT), BLOCK 1 LOT 18
ZONING:	RM-4, H
CITY COUNCIL DIST.:	1
DISTRICT:	King William Historic District
APPLICANT:	IDOWU NTOKA/ION HOMES AND RESORT USA LLC
OWNER:	IDOWU NTOKA/ION HOMES AND RESORT USA LLC
TYPE OF WORK:	New construction of two, 2-story duplex structures
APPLICATION RECEIVED:	October 03, 2023
60-DAY REVIEW:	December 12, 2023
CASE MANAGER:	Rachel Rettaliata

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct two, 2-story duplex structures on the lot addressed 506 Stieren.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4,Guidelines for New Construction

1. Building and Entrance Orientation
A. FAÇADE ORIENTATION
i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.
B. ENTRANCES
i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

2. Building Massing and Form
A. SCALE AND MASS
i. *Similar height and scale*—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
ii. *Transitions*—Utilize step-downs in building height , wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
iii. *Foundation and floor heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.
B. ROOF FORM
i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.
C. RELATIONSHIP OF SOLIDS TO VOIDS
i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall

be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.
ii. *Façade configuration*— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.
D. LOT COVERAGE
i. *Building to lot ratio*— New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

3. Materials and Textures
A. NEW MATERIALS
i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.
ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.
iii. *Roof material*s—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.
iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.
v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.
B. REUSE OF HISTORIC MATERIALS
Salvaged materials—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

4. Architectural Details
A. GENERAL
i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.
ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

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.

6. Mechanical Equipment and Roof Appurtenances
A. LOCATION AND SITING
i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, 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.
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.

7. Designing for Energy Efficiency
A. BUILDING DESIGN
i. *Energy efficiency*—Design additions and new construction to maximize energy efficiency.
ii. *Materials*—Utilize green building materials, such as recycled, locally-sourced, and low maintenance materials whenever possible.
iii. *Building elements*—Incorporate building features that allow for natural environmental control – such as operable windows for cross ventilation.
iv. *Roof slopes*—Orient roof slopes to maximize solar access for the installation of future solar collectors where compatible with typical roof slopes and orientations found in the surrounding historic district.
B. SITE DESIGN
i. *Building orientation*—Orient new buildings and additions with consideration for solar and wind exposure in all seasons to the extent possible within the context of the surrounding district.
ii. *Solar access*—Avoid or minimize the impact of new construction on solar access for adjoining properties.
C. SOLAR COLLECTORS
i. *Location*—Locate solar collectors on side or rear roof pitch of the primary historic structure to the maximum extent feasible to minimize visibility from the public right-of-way while maximizing solar access. Alternatively, locate solar collectors on a garage or outbuilding or consider a ground-mount system where solar access to the primary structure is limited.
ii. *Mounting (sloped roof surfaces)*—Mount solar collectors flush with the surface of a sloped roof. Select collectors that are similar in color to the roof surface to reduce visibility.
iii. *Mounting (flat roof surfaces)*—Mount solar collectors flush with the surface of a flat roof to the maximum extent feasible. Where solar access limitations preclude a flush mount, locate panels towards the rear of the roof where visibility from the public right-of-way will be minimized.

8. Medium-Density and Multifamily
A. SITE SELECTION & DEVELOPMENT
i. *Location & Context* – The size, depth, and accessibility of lots varies from district to district, and block to block. Regardless of allowable density by zoning, the existing development pattern will inform what building forms and sizes are achievable under the Historic Design Guidelines. Consider lots that historically featured higher density or commercial uses as opportunities for multifamily infill, or lots that allow for the addition of larger building forms or groupings away from the public realm.

ii. *Building Separation & Groupings* – Incorporate multiple dwelling units into historically-common building sizes and forms within the established context area. For example, in context areas having larger buildings, four units may be appropriately combined into a single, two-story building form. In context areas with smaller buildings, a more appropriate response would be to separate the units into smaller, individual building forms.
iii. *Preservation of Open Space* – As multiple buildings are proposed for a site, they should be separated and scaled in a manner that preserves open space consistent with the established context area. For example, if the context area predominately consists of a primary structure separated from a rear accessory structure by a common distance, then the proposed development should follow a similar pattern. Preserved open space may be used for common areas, amenity space, or uncovered parking.

B. FACADE ORIENTATION & ENTRANCES

i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median front setback of buildings within the established context area where a variety of setbacks exist.
ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage. Street-facing facades that are void of fenestration or a street-facing entrance are strongly discouraged.

C. SCALE, MASSING, AND FORM

i. *Building footprint* - new construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Using the established context area as reference, limit the total building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio. Similarly, individual building footprints should not exceed the average building footprint of primary structures in the established context area by more than 50%.
ii. *Impervious Cover* – In addition to building footprints, other areas of impervious lot coverage (such as parking pads or driveways) should be minimized. Developments with building footprints that meet or exceed 50% of the total lot area should utilize pervious and semi-pervious paving materials and stormwater retention strategies wherever possible.
iii. *Building Height*—Design new construction so that its height and overall scale are consistent with historic buildings in the established context area. In residential districts, the overall height of new construction should not exceed the height of adjacent or nearby historic buildings by more than 50% when measured from similar elevation points such as the ground plane and the highest ridge line of the roof regardless of roof pitch or form. Buildings that exceed the height of immediately adjacent historic buildings by any amount should utilize the following strategies:

(a). *Half Stories* - Incorporating additional height into half stories or fully within traditional sloped roof forms is strongly encouraged.
(b). *Transitions* - Utilize step-downs in building height , wall-plane offsets, and other variations in building massing to provide a visual transition to the neighboring properties.
(c). *Roof Form* – Utilize roof forms that reduce visual prominence~~t~~ when viewed from the street such as hip, side gable, or hip-on-gable (jerkinhead).

iv. *Traditional Forms and Spatial Relationships* – In residential districts, there is often an established pattern of a larger, primary structure facing the street with smaller, accessory structures located at the rear of the property. Design and site new buildings to be consistent with this development pattern where evident within the established context area.
v. *Foundation and Floor Heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on historic buildings within the established context area.

D. ARCHITECTURAL FORMS

i. *Primary Roof Forms* - Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those found in the established context area. Flat or shed roofs are not typical of primary structures in San Antonio's residential historic districts and should be avoided.
ii. *Porches* – Utilize traditional front porch depths and forms to establish a pedestrian scale along the street frontage. Porch designs should be similar in dimension and form as those found on historic buildings within the established context area.
iii. *Bays* – Separate building massing into distinguishable architectural bays consistent with historic buildings within the established context area. This is best accomplished through a change in wall plane or materials, or by aligning appropriately-scaled fenestrations.

E. RELATIONSHIP OF SOLIDS TO VOIDS

i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as found within the established context area. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. *Window Specifications* – All windows used in new construction should adhere to adopted guidelines and policy for windows in terms of type, materials, proportions, profile, and installation details. A summary is provided on this page for reference.
F. PARKING AND ACCESS
i. *Location* – Site parking areas centrally within a development or to one side of the proposed structures. Limiting on-site parking to the traditional front yard space is strongly discouraged.
ii. *Parking Surfaces & Design* – Pervious or semipervious surfaces are strongly encouraged. Incorporate parking opportunities into a comprehensive landscaping and hardscaping plan that is consistent with the Historic Design Guidelines.
iii. *Garages* - Attached garages, especially front-loading garages, are strongly discouraged. Detached garages designed to be consistent with this chapter may be considered where lot coverage allows. Uncovered surface parking is encouraged when the recommended building-to-lot ratio has been exceeded.
iv. *Driveways and Curb Cuts* – A single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. Do not introduce wide, shared driveways that appear visually similar to a street.

Standard Specifications for Windows in Additions and New Construction

- GENERAL: New windows on additions should relate to the windows of the primary historic structure in terms of materiality and overall appearance. Windows used in new construction should be similar in appearance to those commonly found within the district in terms of size, profile, and configuration. While no material is expressly prohibited by the Historic Design Guidelines, a high-quality wood or aluminum-clad wood window product often meets the Guidelines with the stipulations listed below. Whole window systems should match the size of historic windows on property unless otherwise approved.
- SIZE: Windows should feature traditional dimensions and proportions as found within the district.
- SASH: Meeting rails must be no taller than 1.25". Stiles must be no wider than 2.25". Top and bottom sashes must be equal in size unless otherwise approved.
- DEPTH: There should be a minimum of 2" in depth between the front face of the window trim and the front face of the top window sash.
- This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness.
- TRIM: Window trim must feature traditional dimensions and architecturally appropriate casing and sloped sill detail. Window track components such as jamb liners must be painted to match the window trim or concealed by a wood window screen set within the opening.
- GLAZING: Windows should feature clear glass. Low-e or reflective coatings are not recommended for replacements. The glazing should not feature faux divided lights with an interior grille. If approved to match a historic window configuration, the window should feature real exterior muntins.
- COLOR: Wood windows should feature a painted finished. If a clad product is approved, white or metallic manufacturer's color is not allowed, and color selection must be presented to staff.
- INSTALLATION: Wood windows should be supplied in a block frame and exclude nailing fins. Window opening sizes should not be altered to accommodate stock sizes prior to approval.
- FINAL APPROVAL: If the proposed window does not meet the aforementioned stipulations, then the applicant must submit updated window specifications to staff for review, prior to purchase and installation. For more assistance, the applicant may request the window supplier to coordinate with staff directly for verification.

FINDINGS:

a. The property at 506 Stieren is currently vacant, but originally featured a complex of commercial structures constructed circa 1910. They first appear on the Sanborn Map in 1912. The block consists of 1-story and 2-story single-family and multi-family residences and infill construction. The property is contributing to the King William Historic District.
b. CONCEPTUAL APPROVAL – Conceptual approval is the review of general design ideas and principles (such as scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness or final approval. The applicant received conceptual approval from the HDRC on September 6, 2023, with the following stipulations:

iii. That the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f. ***This stipulation has been met.***

iv. That the roof plane on the front and rear facades is reduced to be more consistent with the established context area based on finding h. Updated drawings must be submitted to staff for review and approval prior to returning to the HDRC. ***This stipulation has been met.***

v. That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25" and stiles no wider than 2.25". There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to retuning to the HDRC based on finding j. ***This stipulation has been met but will remain through final review.***

vi. That the applicant submits material specifications for the proposed porch columns, railings, and garage trellises to staff for review prior to returning to the HDRC based on finding k. ***This stipulation has been met; however, an additional stipulation has been added for the porch columns.***

vii. That detached garages or parking areas be utilized instead of attached garages and that the applicant proposes a driveway configuration that is consistent with the Guidelines as noted in finding m. ***This stipulation has been met.***

viii. That the applicant submits an updated site plan featuring a comprehensive landscaping plan with increased green space and reduces the impervious cover to staff prior to returning to the HDRC based on finding o. ***This stipulation has been met.***

ix. That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable. ***This stipulation has been met.***

c. DESIGN REVIEW COMMITTEE – The applicant attended a Design Review Committee on August 8, 2023, prior to conceptual review by the HDRC. The discussion focused on massing, the heights of neighboring structures, the commercial and residential context of the area, the proposed building orientation, parking, lot coverage, and hardscaping. The applicant is received conceptual approval with stipulations at the HDRC hearing on September 6, 2023, and has returned to the HDRC for final approval of the updated plans.

d. DEVELOPMENT PATTERN – The applicant has proposed to construct two, 2-story duplex structures. The front of the units will be oriented toward Stieren Street and the second unit will be oriented toward Stieren Street, facing the rear of the unit 1. According to Guideline 8.A.i for Medium-Density and Multifamily, regardless of allowable density by zoning, the existing development pattern will inform what building forms and sizes are achievable under the Historic Design Guidelines. Consider lots that historically featured higher density or commercial uses as opportunities for multifamily infill, or lots that allow for the addition of larger building forms or groupings away from the public realm. Cedar Street is historically and presently a residential street and retains a high degree of architectural integrity. The predominant development pattern includes 1-story residential structures along Stieren and Cedar with a few larger, 2 to 2-½ story structures with deeper setbacks on Cedar. There is a 2-story commercial structure to the east at the corner of Stieren and N St Mary's that features the largest footprint and lot coverage in the vicinity.

e. LOT COVERAGE – Per the submitted site plan, the project will feature a total building footprint of 2,835 square feet and 890 square feet of impervious cover. The lot will feature 3,138 square feet of green space and 1,740 square feet of permeable cover. Per these figures, the percentage of total lot coverage is 43% and the building lot coverage is 32%. According to the Historic Design Guidelines, new construction should respond to the existing development pattern of the district and buildings and impervious coverage should not exceed 50% of the lot. Staff finds the proposal consistent with the Guidelines.

f. SCALE & MASSING – The applicant has proposed to construct two, 2-story duplex structures. The structures will total 29'-7" in height. According to the Historic Design Guidelines, new construction should not exceed the height of the majority of existing structures by more than 1-story. The predominant surrounding residential context features 1-story residential and one 2-story commercial structure, which range in height from 14 feet to 32 feet. The average height of structures in the immediate context is approximately 21 feet. Guideline 8.A.ii for Medium-Density and Multifamily states that multiple dwelling units should be incorporated into historically common building sizes and forms within the established context area. For example, in context areas having larger buildings, four units may be appropriately combined into a single, two-story building form. In context areas with smaller buildings, a more appropriate response would be to separate the units into smaller, individual building forms. Additionally, Guideline 8.D.iii for Medium-Density and Multifamily states that applicants should separate building massing into distinguishable architectural bays consistent with historic buildings within the established context area. This is best accomplished through a change in wall plane or materials, or by aligning appropriately scaled fenestrations. Staff finds the proposal generally consistent with the Guidelines.

g. FRONT SETBACK – According to the Historic Design Guidelines, setbacks for new construction should respond to the predominant setback established on the block by contributing historic structures. The applicant has proposed to construct the building 10 feet from the front property line at the minimum and 26'-1 ¼" maximum. Staff finds that the frontmost setback generally consistent with the Guidelines.

h. ROOF FORM – The applicant has proposed to install a modified Dutch gable composition shingle roof featuring front gable detailing and front gable porch roofs on the front façade, with side gables. Guideline 8.D.i for Medium-Density and Multifamily states that projects should incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those found in the established context area. Flat or shed roofs are not typical of primary structures in San Antonio's residential historic districts and should be avoided. Staff finds the proposal generally appropriate.

i. ENTRANCES & PORCHES – The applicant has proposed two central double-height front porches as entrances on Unit 1, facing Stieren, and two flanking double-height porches as entrances on Unit 2, facing Stieren and oriented toward the rear elevation of Unit 1. Per the Guidelines for New Construction, the primary façade of new buildings should be in keeping with established patterns in terms of porches, entrances, orientation, and setbacks. Additionally, Guideline 8.D.ii for Medium-Density and Multifamily states that traditional front porch depths and forms should be utilized to establish a pedestrian scale along the street frontage. Porch designs should be similar in dimension and form as those found on historic buildings within the established context area. Staff generally finds the front setback and porch design to be consistent with the Guidelines.

j. FENESTRATION PATTERN – The applicant has proposed fully wood one-over-one windows of varying proportions, slider windows on the rear elevations, and fiberglass divided lite and full lite doors. According to the Historic Design Guidelines, window and door openings with a similar proportion of wall to window space as typical with nearby historic facades should be incorporated. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades. The proportions of the openings generally appear consistent with neighboring precedents. Staff finds that the windows should meet standard window stipulations for new construction in terms of material, inset, sill and trim profile, and installation method and that windows should feature true divided lites in lieu of faux grid patterns. Staff finds the proposed fenestration pattern to be generally appropriate but finds that the applicant should install traditionally sized windows in lieu of the proposed sider windows and should submit material specifications for the proposed windows and doors to staff for review.

k. ARCHITECTURAL ELEMENTS – According to the Historic Design Guidelines, architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists should be incorporated. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. The applicant has proposed to install wood porch supports, metal handrailings, gable end detailing, entry transoms and side lites, and rear door awnings. Staff finds the proposal generally appropriate but finds that the proposed wood columns should be no wider than 6" square, feature both capital and base trim and chamfered corners.

l. MATERIALS – Based on the submitted elevations, the applicant has proposed materials that include composition shingle roofing, Hardie plank siding, Hardie shingle cladding, Pella Reserve wood windows, and

Pella fiberglass doors. Per Guideline 3.A.i for New Construction, materials should be incorporated that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding. Staff finds the materials generally appropriate but finds that the applicant should install fully wood doors.

m. DRIVEWAY AND PARKING – The applicant has proposed to install a shared common drive along the western edge of the property and a shared parking area between the two structures, at the rear of the property, and along the west side of the property. The applicant has proposed to install metal carport structures at parking spaces 2 & 3 and spaces 4 & 5. Guideline 8.F.iv for Medium-Density and Multifamily states that a single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. Do not introduce wide, shared driveways that appear visually similar to a street. Staff finds that wood or wood-look carports would be most appropriate and finds that the applicant should submit updated material specifications and an updated site plan showing the locations of the proposed carports, along with dimensions for the proposed driveway apron and driveway throat.

n. MECHANICAL EQUIPMENT – The applicant is required to comply with the Historic Design Guidelines related to equipment location and screening.

o. LANDSCAPING AND HARDSCAPING – The applicant has submitted a site plan showing the proposed hardscaping, including a concrete apron and paving along the western side of the property, grass pavers in the parking areas, greenspace in the front and rear yard, and a front paver walkway from the sidewalk to the front entry oriented toward Stieren, and a paver entry in front of Unit 2. Guideline 8.A.iii for Medium-Density and Multifamily states that as multiple buildings are proposed for a site, they should be separated and scaled in a manner that preserves open space consistent with the established context area. For example, if the context area predominately consists of a primary structure separated from a rear accessory structure by a common distance, then the proposed development should follow a similar pattern. Preserved open space may be used for common areas, amenity space, or uncovered parking. Staff finds the proposal generally appropriate but finds that the applicant should install a fully concrete walkway in lieu of the proposed paver walkway.

RECOMMENDATION:

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

i. That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to the issuance of a Certificate of Appropriateness based on finding j.

ii. That the applicant installs traditionally sized windows in lieu of the proposed slider windows on the rear elevations based on finding j. The applicant must submit updated elevation drawings to staff for review and approval prior to the issuance of a Certificate of Appropriateness.

iii. That the applicant installs fully wood porch columns the proposed that are no wider than 6” square and feature both capital and base trim and chamfered corners. The applicant is required to submit final material specifications for the porch columns to staff for review and approval prior to the issuance of a Certificate of Appropriateness based on finding k.

iv. That the applicant installs fully wood doors based on finding l. The applicant must submit updated material specifications to staff for review and approval prior to the issuance of a Certificate of Appropriateness.

v. That the applicant installs Hardie or composition siding that features a reveal no more than 6 inches and a smooth texture based on finding l.

vi. That the applicant submits updated material specifications for fully wood or wood-look carports and an updated site plan showing the location of the carports to staff for review and approval prior to the issuance of a Certificate of Appropriateness based on finding m.

vii. That the applicant installs a fully concrete walkway in lieu of the proposed paver walkway based on finding o. The applicant is required to submit an updated site plan to staff for review and approval prior to the issuance of a Certificate of Appropriateness.

viii. That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable.

City of San Antonio One Stop

July 13, 2022

User drawn lines

1:1,000

0 0.0075 0.015 0.03 mi

0 0.0125 0.025 0.05 km

360

357

STIEREN

MACADAMIZED

D.H.

5'W. PIPE

Auto. Ho.

IRON CLAD

JOSKE BROS CO.

STORAGE

FURN. WARE HO

CLOSED 2ND

FURN. WARE HO

(IRON CLAD)

2966

CEDAR

FIR

MACADAMIZED

Baker

2967

359

2876

CLAUDIA

MACADAMIZED

GARDEN

MACADAMIZED

791

CLAUDIA PASS

Auto Ho.

VEND

S. PRESA

MACADAMIZED

SADIE ST.

F. AGER ST.

VANCE ST.

RIDDLE ST.

HENRIETTA

2877

Auto Ho.

STGE

BARBE

MACADAMIZED

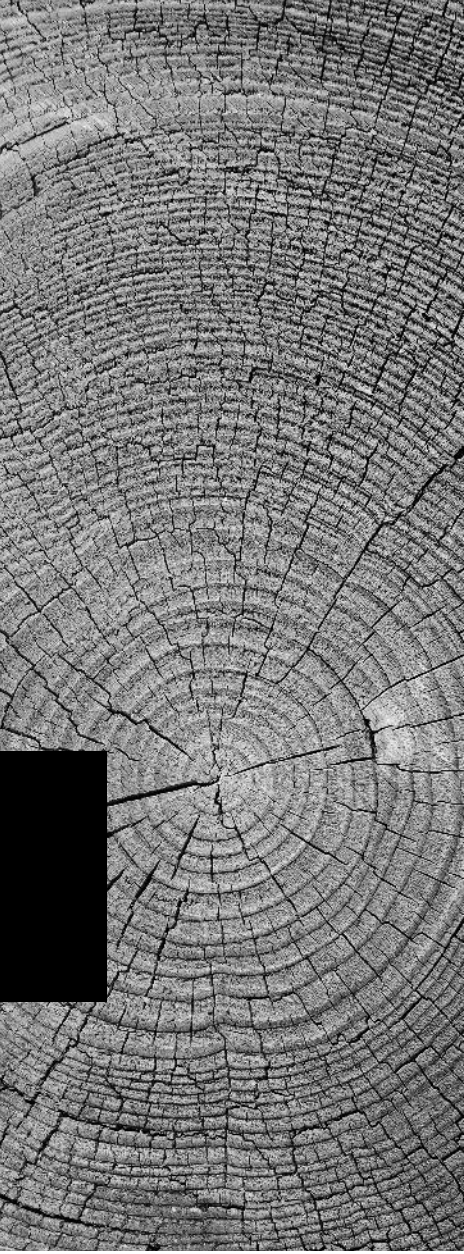
2962

VEND FR CHAIRS

Scale of Feet.

50 40 30 20 10 0 50 100 150

363



ROYAL SHEREN

EST. 2023

RS

Town Homes

iON HOMES ™ AND RESORT

ABOUT US

Woman-owned, Family oriented , Tradition Inspired, Real Estate Investment and Management Company

TEAM

IDOWU NTOKA: Founder & Owner

DAVID NTOKA: Development Co-Owner

JAVIER YU (MAYU GROUP): Architect

URBANE ENGINEER: Civil Engineer

iOn HOMES™ AND RESORT

INTRODUCTION

ION HOMES AND RESORT is a woman owned real estate company which strives to become a leader in the investment, development and management of affordable luxury residential, commercial and student housing communities.

- **Founder & Owner**: Idowu Ntoka, mother of 2 and wife to David Ntoka – Global Risk & Safety Engineer, is a seasoned Banker & Change Management executive with over 2 decades experience across financial services, project management, real estate and consumer goods.

- **Humble Beginning**: She comes from an entrepreneurial background - daughter to a farmer turned real estate investor & industrialist, born to a teacher turned business owner. Idowu has multiple educational qualifications and work experience across USA, UK, CANADA & AFRICA.

iOn HOMES ™ AND RESORT

OUR PROMISE

Tradition Matters

- Honour Tradition
- Seek Collaboration
- Communicate Effectively
- Appreciate Engagement
- Celebrate Success
- Become Part of Your Community
- Repeat

iOn HOMES ™ AND RESORT

GOALS

BUILD AFFORDABLE LUXURY HOMES FOR SAN ANTONIO RESIDENTS

- **Dump To Glam**: Show attention to long forgotten infill lands by building fit for purpose homes which will allow residents have a place to rest their heads and integrate seamlessly with the community.
- **Transit Oriented Housing**: Enable residents access city's transit system with ease.
- **Business Empowerment**: Support local businesses by encouraging residents to patronize existing and new business owners surrounding the development.
- **Housing Shortage Mitigation**: Make housing available to families, students, veterans and workers.

iOn HOMES ™ AND RESORT

Distinction

Claded in Elegance

Elevated in Historic Opulence

Royal Stieren is envisioned as a Modern Victorian infill development, curated to elevate existing historic look, feel and vibrancy of the

King William Community.

“**ADDITION NOT DISTRACTION**”

iON HOMES™ AND RESORT

Current State

ROYAL STIEREN

EST.2023

RS

iOn HOMES ™ AND RESORT

Before Acquisition

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Neighborhood

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Neighborhood

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HDRC CONCEPTUAL APPROVAL

iOn HOMES ™ AND RESORT

REQUEST: The applicant is requesting conceptual approval to construct one multifamily structure on the lot addressed 506 Stieren. The structure will feature five 2.5-story attached units.

COMMISSION ACTION: Conceptual approval with the following stipulations:

iii.That the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f.

iv.That the roof plane on the front and rear facades is reduced to be more consistent with the established context area based on finding h. Updated drawings must be submitted to staff for review and approval prior to returning to the HDRC.

v.That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to retuning to the HDRC based on finding j.

vi.That the applicant submits material specifications for the proposed porch columns, railings, and garage trellises to staff for review prior to returning to the HDRC based on finding k.

vii.That detached garages or parking areas be utilized instead of attached garages and that the applicant proposes a driveway configuration that is consistent with the Guidelines as noted in finding m.

viii.That the applicant submits an updated site plan featuring a comprehensive landscaping plan with increased green space and reduces the impervious cover to staff prior to returning to the HDRC based on finding o.

ix.That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable.

APPROVAL STIPULATION

iON HOMES ™ AND RESORT

REQUEST: The applicant is requesting conceptual approval to construct one multifamily structure on the lot addressed 506 Stieren. The structure will feature **four 2-story units**.
COMMISSION ACTION: Conceptual approval with the following stipulations:
iii. That the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f.

RESPONSE: DONE. The building has been reduced from 2.5 story to 2 story with building height…. And wider setback.

iii. That the roof plane on the front and rear facades is reduced to be more consistent with the established context area based on finding h. Updated drawings must be submitted to staff for review and approval prior to returning to the HDRC.

RESPONSE: DONE. Building roof plane has been updated to be consistent with established context area.

iii. That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25" and stiles no wider than 2.25". There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to retuning to the HDRC based on finding j.

RESPONSE: DONE. Material specifications have been submitted.

iii. That the applicant submits material specifications for the proposed porch columns, railings, and garage trellises to staff for review prior to returning to the HDRC based on finding k.

RESPONSE: DONE. Material specifications have been submitted.

iii. That detached garages or parking areas be utilized instead of attached garages and that the applicant proposes a driveway configuration that is consistent with the Guidelines as noted in finding m.

RESPONSE: DONE. Detached parking areas utilized and driveway configuration updated.

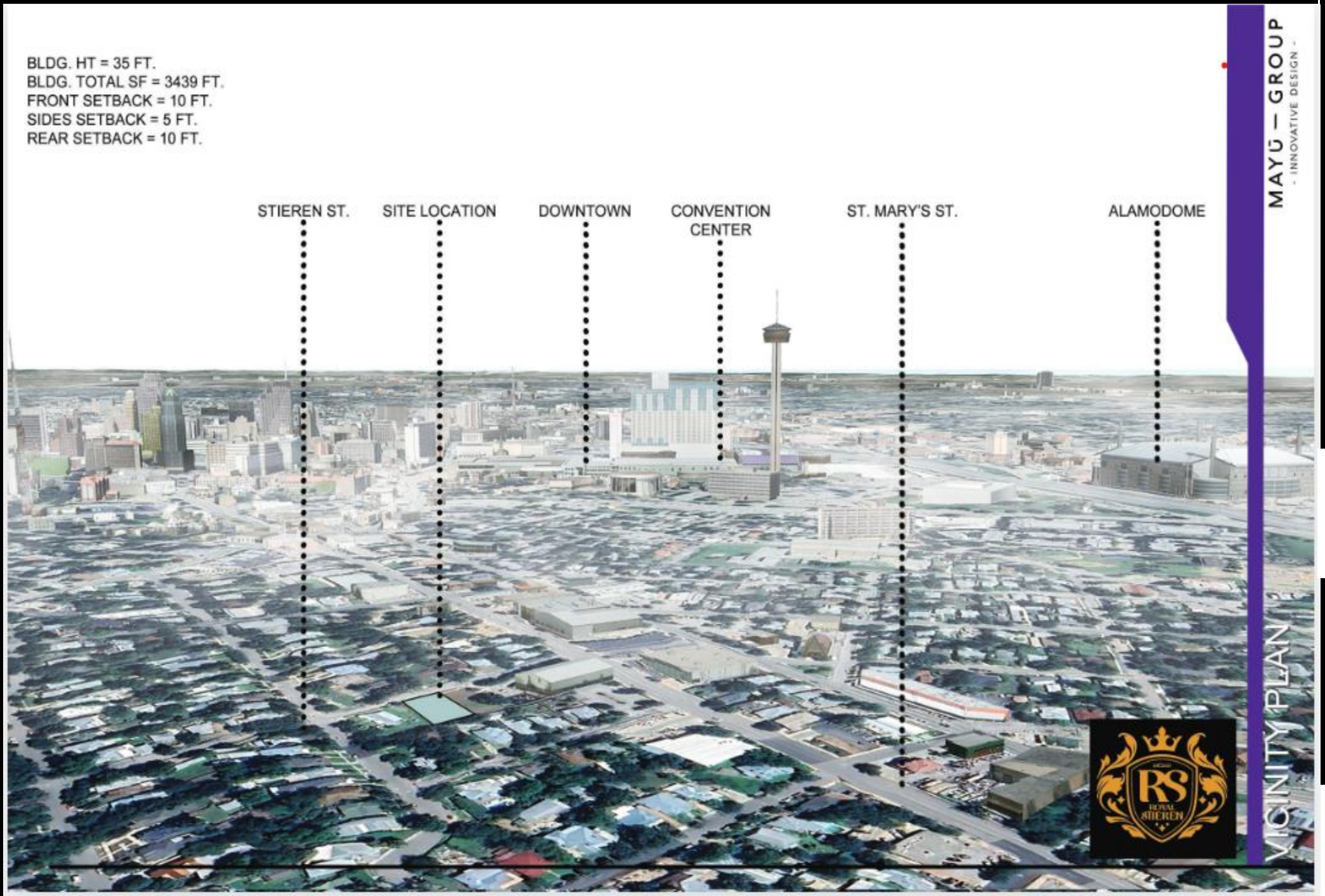
iii. That the applicant submits an updated site plan featuring a comprehensive landscaping plan with increased green space and reduces the impervious cover to staff prior to returning to the HDRC based on finding o.
RESPONSE: DONE. Design updated with Pervious pavers and increased green space
iii. That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable. **RESPONSE: Not required.**

ION UPDATE

iON HOMES ™ AND RESORT

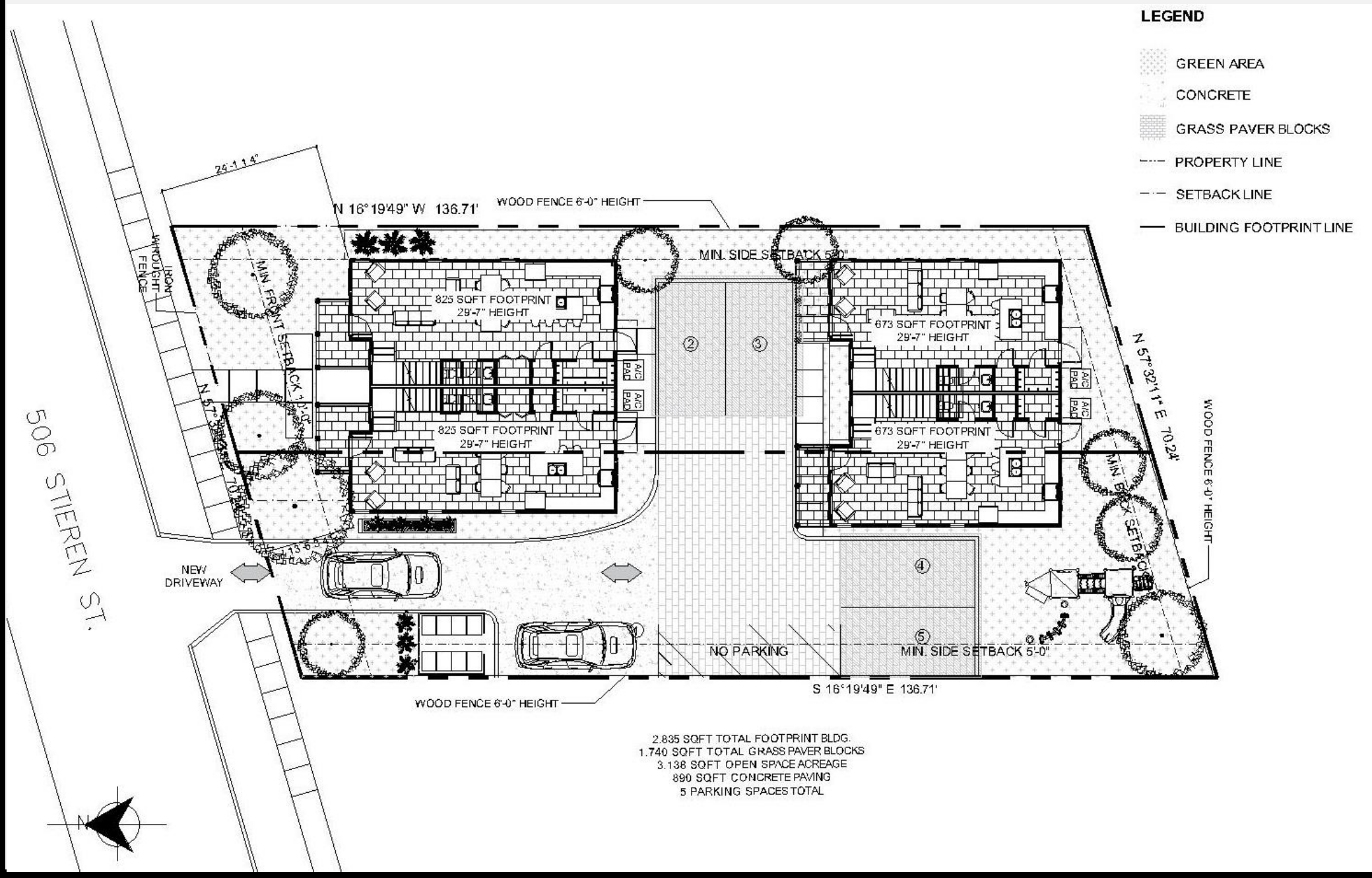
The Future

iOn HOMES ™ AND RESORT



The View

iOn HOMES ™ AND RESORT



The Site Plan

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Development View

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Stieren Street View

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Side View

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Side View

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Rear View

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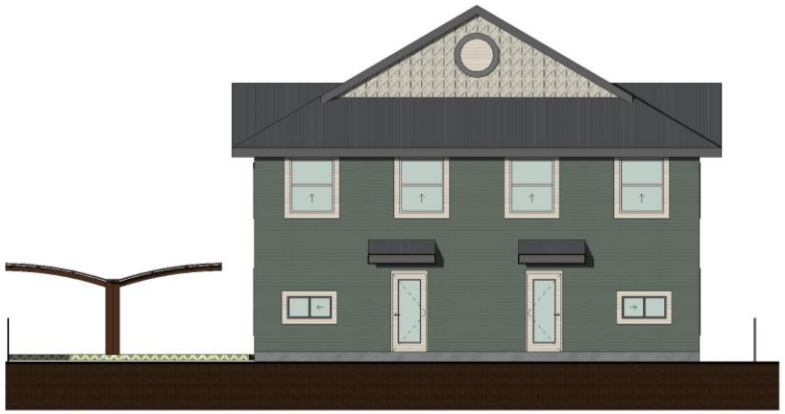
1 FIRST BLDG FRONT ELEVATION
3/16" = 1'-0"

2 FIRST BLDG REAR ELEVATION
3/16" = 1'-0"

3 SECOND BLDG FRONT ELEVATION
3/16" = 1'-0"



4 SECOND BLDG REAR ELEVATION
3/16" = 1'-0"

The Elevation

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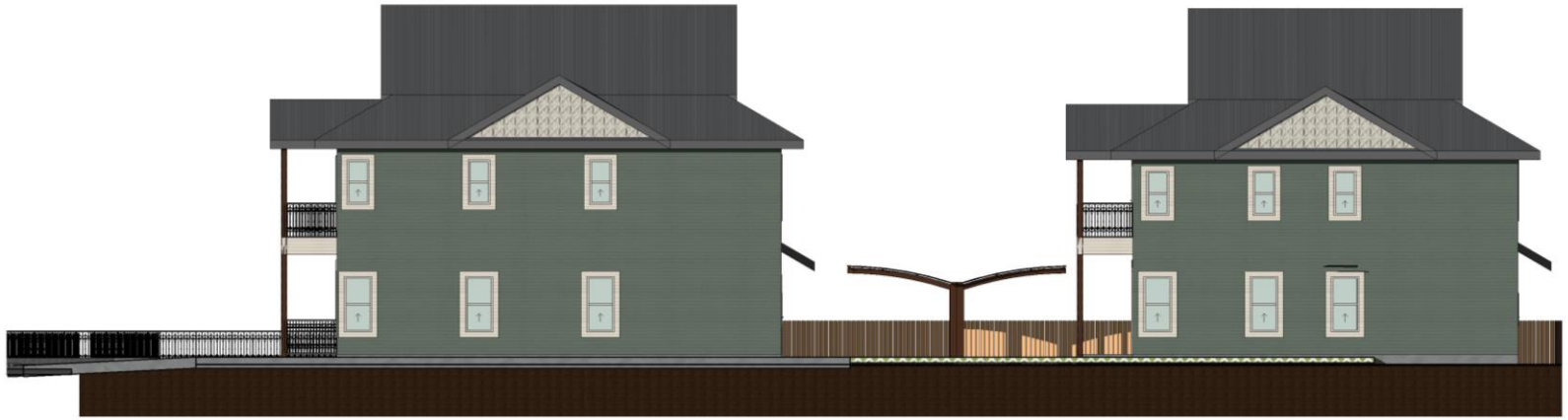
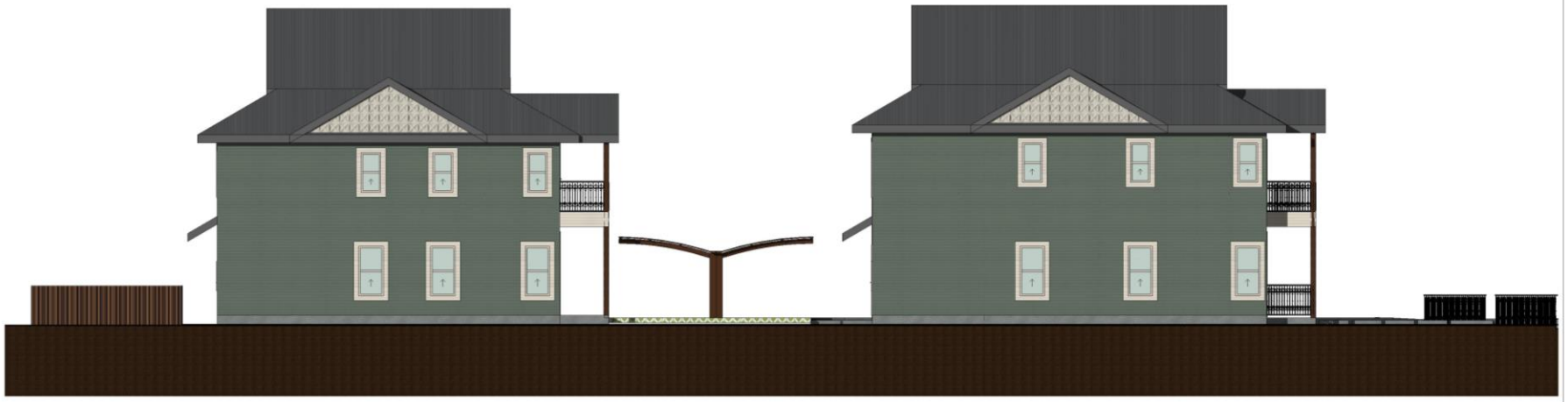


1 RIGHT ELEVATION

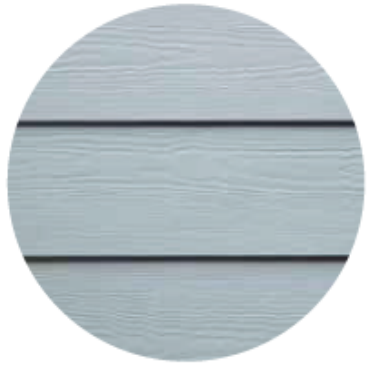


2 LEFT ELEVATION

The Elevation

iON HOMES ™ AND RESORT

Hardie® Plank



Select Cedarmill®

Select Cedarmill® & Smooth **Thickness** 5/16 in **Length** 12 ft planks

Width	5.25 in	6.25 in	7.25 in	8.25 in	9.25 in	12 in
Exposure	4 in	5 in	6 in	7 in	8 in	10.75 in
Prime Pcs/Pallet	360	308	252	230	190	152
ColorPlus® Pcs/Pallet	324	280	252	210	—	—
Pcs/Sq.	25.0	20.0	16.7	14.3	12.5	9.3

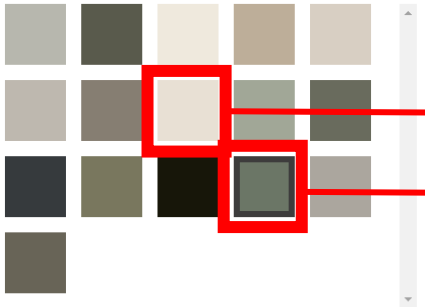
Magnolia Home | James Hardie Collection

Tell the story of your home with beautiful colors, styles and textures you love- all curated by Joanna Gaines. This collection was inspired by earthy and neutral tones and created to help simplify the process of re-siding your home, so you can design with confidence. All products come with ColorPlus® Technology finishes for added beauty with lower maintenance.

Colors shown may vary due to screen resolution. Please see actual product sample for true color.

SIDING COLORS

Chiseled Green



Request a Quote › Request a Sample ›

WEATHERED CLIFFS

CHISELED GREEN

EXTERIOR SIDING

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PELLA® RESERVE™ – TRADITIONAL

Wood Single-Hung Window

3.57 ★★★★☆ 374 Reviews

With a single, movable sash, Pella Reserve – Traditional wood single-hung windows exude authentic traditional style. Their design features through-stile construction, authentic spoon-lock window hardware and intricate putty profiles. Customize these windows with beautiful stains or exceptionally durable extruded aluminum-clad exteriors available in a wide variety of colors, including custom.

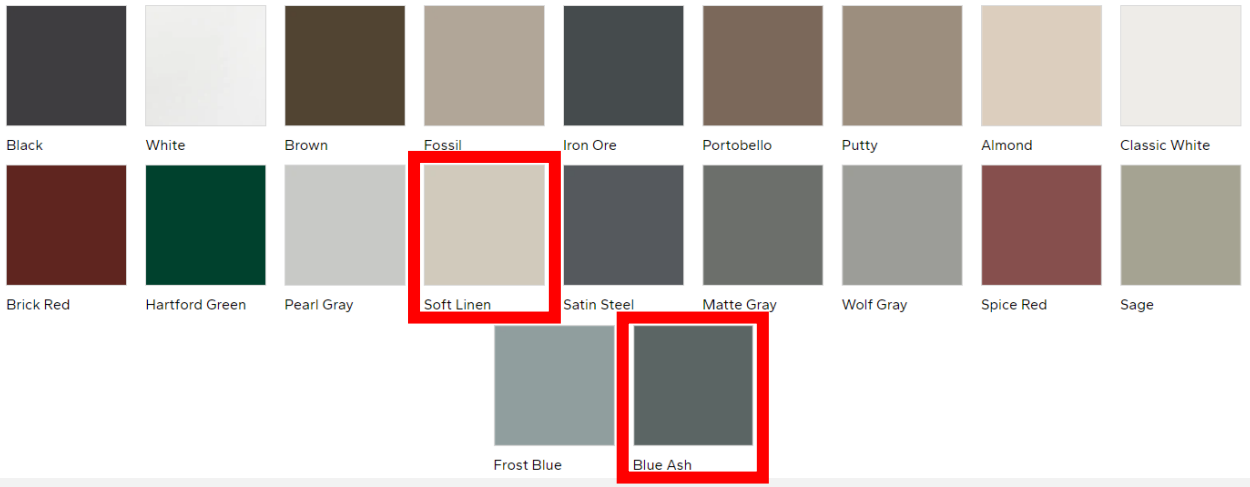
- Featuring the revolutionary Integrated Rolscreen®, a screen that appears when you open the window, and rolls away, out of sight, when you close it.
- For added strength and durability, our three-way corner joints are made up of mortise-and-tenon, metal fasteners and commercial adhesive.
- Reviewed and approved on a case-by-case basis by the National Park Service for use on projects with historic tax credits.

Talk to a Pella Rep for Pricing

CONTACT A PELLA REP

Exterior Finishes

Our low-maintenance, aluminum-clad exteriors with EnduraClad® resist chalking and fading and are available in a wide variety of colors plus virtually unlimited custom options. Take durability further with EnduraClad Plus protective finish, which meets the industry's highest exterior coating standard to defend against chalking and fading.[26]



Windows

iON HOMES ™ AND RESORT

4 Light Equal Fiberglass Entry Door

Make your entryway pop with a 4 Light Equal fiberglass front door. This door features four equal windows of glass for a modern look with clean lines. A composite frame and fiberglass panel will never rot, dent or corrode, providing years of lasting performance.

- Optional obscure glass for more privacy.
- Exceptionally energy efficient frame that resists drafts and leaks.
- Available in a curated collection of stunning colors created in collaboration with the Sherwin-Williams DesignHouse for Performance Coatings.

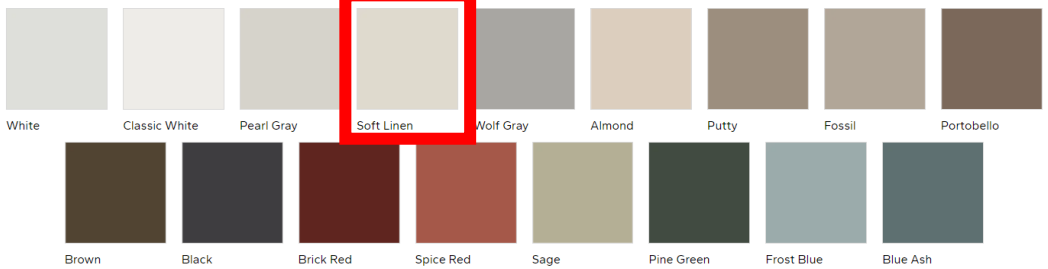
Talk to a Pella Rep for Pricing

CONTACT A PELLA REP

Choose a low-maintenance fiberglass entry door with an energy-efficient frame for years of dependable performance. Our rigid frame is strong and will not absorb moisture or rot. Durable, fiberglass entry doors will not rust or dent, ensuring long-lasting beauty. Stains are not available on smooth fiberglass or steel entry doors.

Prefinished Stain | Prefinished Paint

Prefinished Paint



Entry Door

ION HOMES ™ AND RESORT

Full Light Fiberglass Entry Door

Fill your home with light with a stunning Full Light fiberglass front door. Featuring a large square window, this door provides maximum natural light. Choose decorative or obscure glass for a contemporary home or traditional grille patterns for a classic home.

- Full glass front door for the maximum amount of natural light.
- Long-lasting frame resists warping, dents and rotting for years of dependable performance.
- Available in realistic wood-grain or smoothly textured options to meet your desired aesthetic.

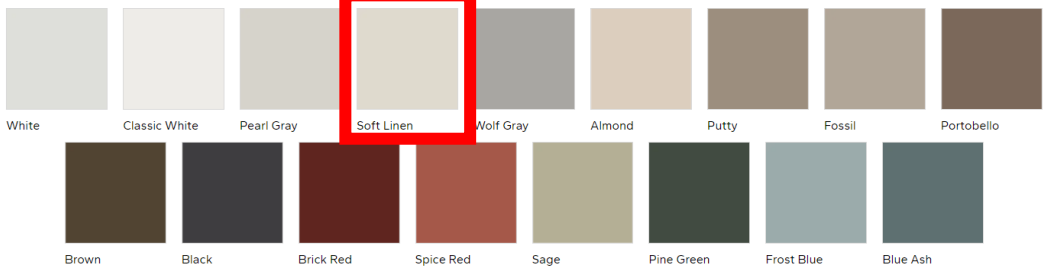
Talk to a Pella Rep for Pricing

CONTACT A PELLA REP

Choose a low-maintenance fiberglass entry door with an energy-efficient frame for years of dependable performance. Our rigid frame is strong and will not absorb moisture or rot. Durable, fiberglass entry doors will not rust or dent, ensuring long-lasting beauty. Stains are not available on smooth fiberglass or steel entry doors.

Prefinished Stain | Prefinished Paint

Prefinished Paint



Patio Door

iON HOMES ™ AND RESORT

WESTERN STATES METAL ROOFING

Finishes You've Never Seen Before®

STANDARD PVDF STOCK COLORS

METAL ROOF & WALL PANELS

PBR/R- PANEL

PBR/R-Panel is the most economical roofing exposed fastener panel.
Available Materials: Aluminum, Copper, Corten/A606-4, Steel
Available Finishes: Bare Steel, Galvalume®/Zincalume®, Galvanized, PVDF, SMP Painted

SPECIFICATIONS:

Profile Type:	PBR Panel (Purlin Bearing R Panel)
Rib Height:	1.25″
Rib Distance (Pitch):	12″ Pitch
Overall Width:	36″
Coil Feed:	43″
Warranty:	30 year limited*
Coverage Area	
Roof:	36″
Wall:	36″
Available Gauges:	24, 22
Substrate:	AZ 50 Minimum (Galvalume®/Zincalume®)
Finish:	Cool Tech® 500 - PVDF
Fasteners:	Exposed
Panel Length:	1′ to 52′
Recommended Minimum Roof Slope:	1/12
Installation:	Can be installed over an open purlin system or a solid substrate. Use bead mastic on the overlap if used for a roofing application.

**Limited warranty. Please review prior to purchase.*

TESTING AND APPROVALS:

- **UL 2218A Impact Resistance – Class 4**
- **UL 790 Fire Resistance Rating – Class A, per building code**
- **UL 580 Wind Uplift Resistance – Class 90 Construction**

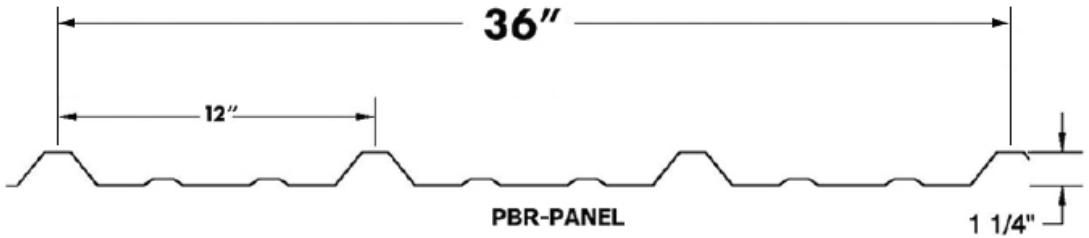
APPLIES TO THE FOLLOWING COLORS/FINISHES:

- Almond
- Ash Gray
- Bone White
- Burnished Slate
- Charcoal Gray†
- Classic Green
- Colonial Red
- Copper Penny
- Dark Bronze†
- Desert Tan
- Dove Gray
- Mansard Brown
- Matte Black†
- Medium Bronze
- Regal Blue
- Regal Red
- Regal White†
- Sandstone
- Slate Blue
- Slate Gray
- Terracotta
- Zinc Metallic*

† Also available in 22 gauge

Shown in Zinc Mettalic®

PROFILE:



Standard Colors (PVDF)

Colors represented on this chart may not exactly match actual material. All colors should be verified using actual metal samples.

† This material is batch sensitive and directional. Do not mix batches or coil lots. Premium color. Slightly higher prices.

Click the dropdown menu to explore more color options for this panel type.

Standard Colors (PVDF)

DOWNLOAD COLOR CARD →

Roof Metal Deck

ION HOMES ™ AND RESORT

CANOPIA by PALRAM

Greenhouses | Gazebos | Storage Sheds | Patio Covers | Door Awnings | Carports | Enclosed Gazebos | Pool Enclosure | Accessories

Home / Carports / Arizona Single Carport

Arizona 10ft. x 16 ft. Breeze Single Carport Kit - Grey Structure & Twin Wall Panels

4.94 ★★★★★ (12 Reviews)

SIZE (ft / cm / m^2)

10 x 16

STRUCTURE COLOR

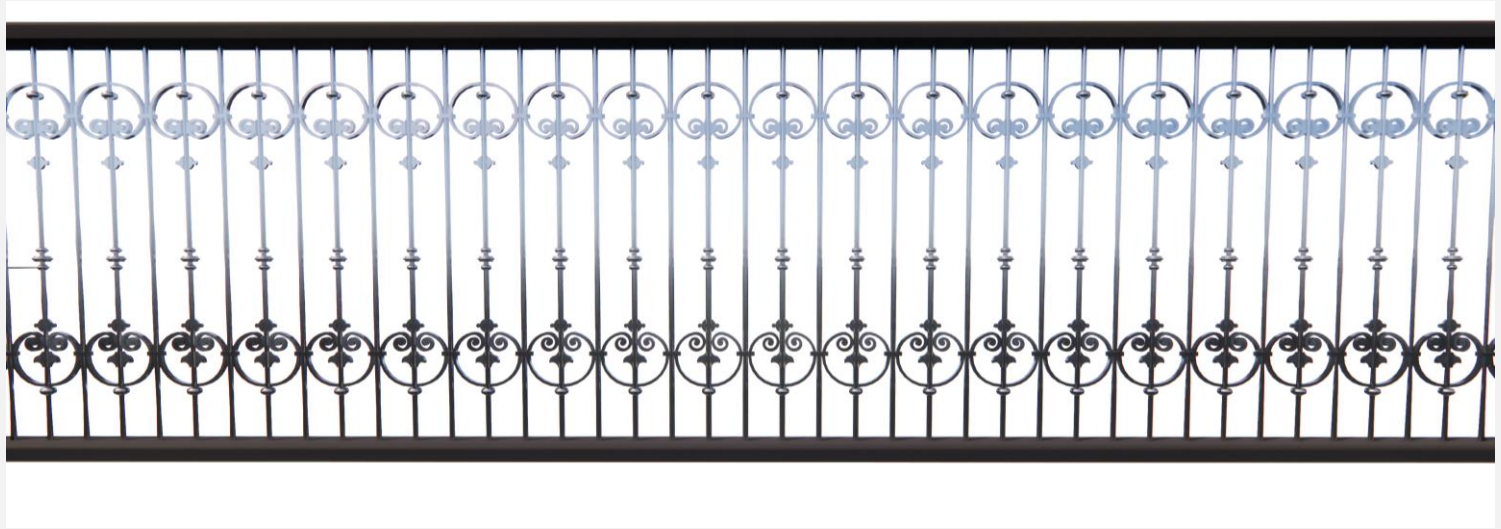
Grey

GLAZING

Corrugated Solar Grey | Solid Solar Grey

Carport

iON HOMES ™ AND RESORT



3’-0” Iron Fence
by design

Cedar Wood 6”x6”
porch columns

Porch Column

iOn HOMES ™ AND RESORT

THANK YOU

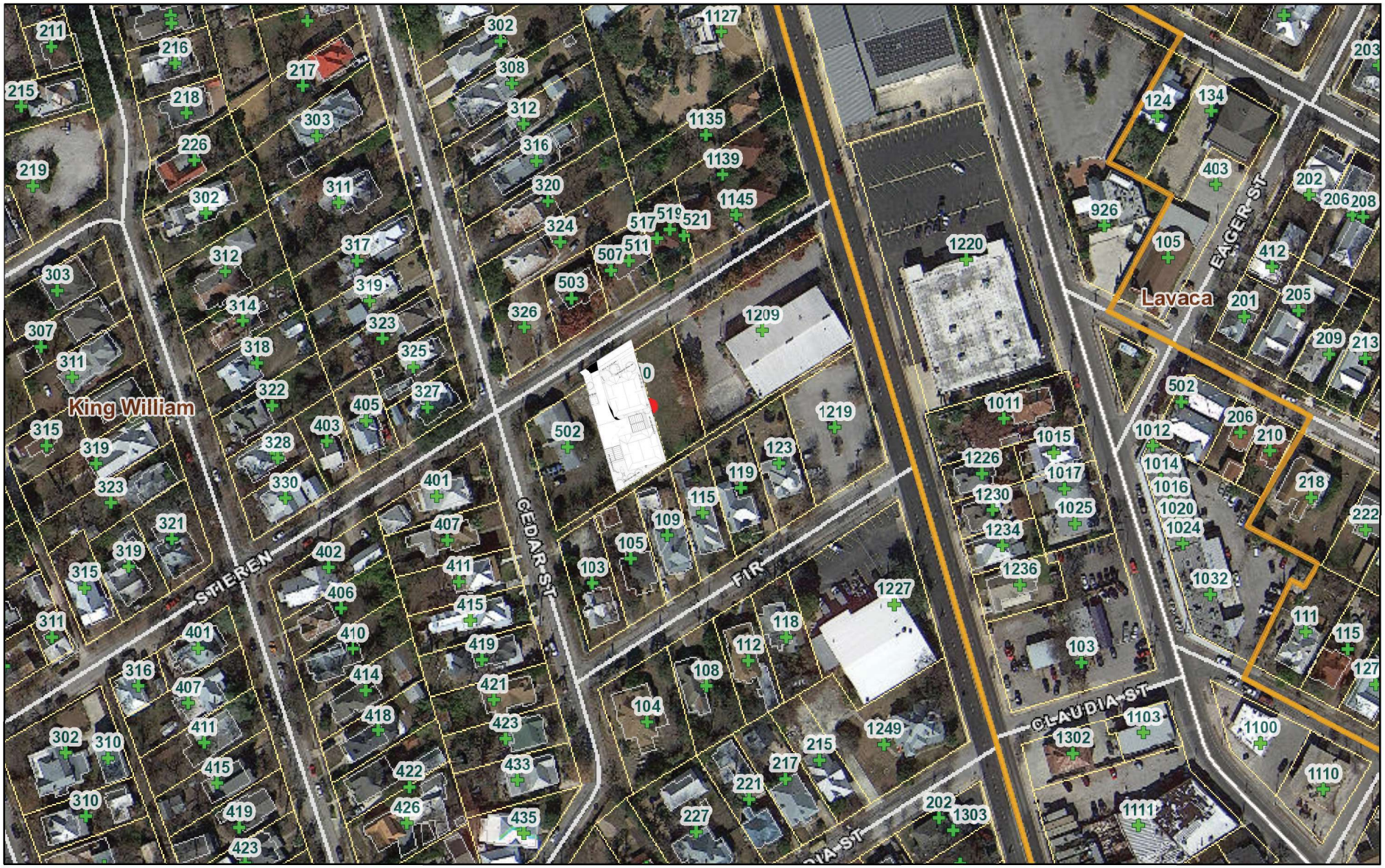
Idowu Ntoka

210-540-6000

info@ionhomesandresort.com

www.ionhomesandresort.com

Print Map



July 27, 2023

pointLayer

- Override 1
- COSA Address

Historic Districts

1:2,000

0 90 180 360 ft

0 25 50 100 m

City of San Antonio, Information Techology Services Dept, Office of Historic Preservation

Print Map

July 27, 2023

pointLayer

- Override 1
- COSA Address

Historic Districts

1:1,000

0 45 90 180 ft

0 12.5 25 50 m

City of San Antonio, Information Technology Services Dept, Office of Historic Preservation

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Lot Number	407
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	DRIVEWAY+CARPOT
Approximate Building Height	24′-0″
Front Setback (from sidewalk or street)	36′-0″
Rear Setback	55′-0″
Left Setback	11′-0″
Right Setback	10′-0″
Approximate Lot Size (Area)	7945 SQFT
Approximate Building Footprint (Area)	1605 SQFT

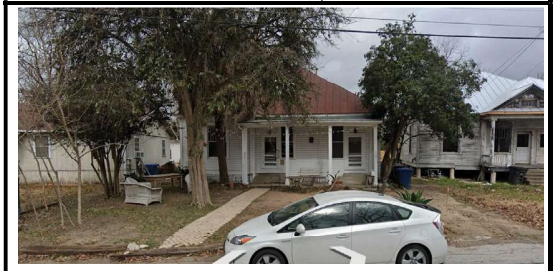
Lot Number	502
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	CARPORT + DRIVEWAY
Approximate Building Height	14′-0″
Front Setback (from sidewalk or street)	17′-0″
Rear Setback	25′-0″
Left Setback	4′-0″
Right Setback	56′-0″
Approximate Lot Size (Area)	11,511 SQFT
Approximate Building Footprint (Area)	2417 SQFT

Lot Number	411
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	CARPORT + DRIVEWAY
Approximate Building Height	32′-0″
Front Setback (from sidewalk or street)	24′-0″
Rear Setback	65′-0″
Left Setback	10′-0″
Right Setback	6′-0″
Approximate Lot Size (Area)	7232 SQFT
Approximate Building Footprint (Area)	1760 SQFT

Lot Number	105
Driveway Location	LEFT
Entry Location	FRONT
Parking Location	
Approximate Building Height	18′-0″
Front Setback (from sidewalk or street)	28′-0″
Rear Setback	58′-0″
Left Setback	12′-0″
Right Setback	5′-0″
Approximate Lot Size (Area)	7587 SQFT
Approximate Building Footprint (Area)	1693 SQFT

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Lot Number	1145
Driveway Location	REAR
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	21′-0″
Front Setback (from sidewalk or street)	24′-0″
Rear Setback	79′-0″
Left Setback	53′-0″
Right Setback	16′-0″
Approximate Lot Size (Area)	16,546 SQFT
Approximate Building Footprint (Area)	1,428 SQFT



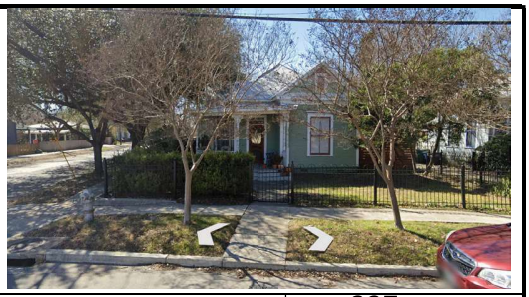
Lot Number	519
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	21′-0″
Front Setback (from sidewalk or street)	26′-0″
Rear Setback	28′-0″
Left Setback	0′-0″
Right Setback	12′-0″
Approximate Lot Size (Area)	5,069 SQFT
Approximate Building Footprint (Area)	1,584 SQFT

Lot Number	521
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	21′-0″
Front Setback (from sidewalk or street)	23′-0″
Rear Setback	30′-0″
Left Setback	0′-0″
Right Setback	0′-0″
Approximate Lot Size (Area)	16,546 SQFT
Approximate Building Footprint (Area)	1,686 SQFT

Lot Number	511
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	15′-0″
Front Setback (from sidewalk or street)	26′-0″
Rear Setback	14′-0″
Left Setback	
Right Setback	0′-0″
Approximate Lot Size (Area)	5738 SQFT
Approximate Building Footprint (Area)	1440 SQFT

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Lot Number	511
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	15′-0″
Front Setback (from sidewalk or street)	27′-0″
Rear Setback	14′-0″
Left Setback	
Right Setback	0′-0″
Approximate Lot Size (Area)	5842 SQFT
Approximate Building Footprint (Area)	1448 SQFT



Lot Number	327
Driveway Location	REAR
Entry Location	FRONT (PORCH)
Parking Location	CARPORT + DRIVEWAY
Approximate Building Height	18′-0″
Front Setback (from sidewalk or street)	16′-0″
Rear Setback	22′-0″
Left Setback	10′-0″
Right Setback	9′-0″
Approximate Lot Size (Area)	5111 SQFT
Approximate Building Footprint (Area)	1546 SQFT

Lot Number	405
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	17′-0″
Front Setback (from sidewalk or street)	13′-0″
Rear Setback	46′-0″
Left Setback	5′-0″
Right Setback	20′-0″
Approximate Lot Size (Area)	5696 SQFT
Approximate Building Footprint (Area)	1181 SQFT

Lot Number	403
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	15′-0″
Front Setback (from sidewalk or street)	21′-0″
Rear Setback	45′-0″
Left Setback	5′-0″
Right Setback	15′-0″
Approximate Lot Size (Area)	5081 SQFT
Approximate Building Footprint (Area)	788 SQFT

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Lot Number	330
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	GARAGE
Approximate Building Height	22′-0″
Front Setback (from sidewalk or street)	18′-0″
Rear Setback	5′-0″
Left Setback	5′-0″
Right Setback	5′-0″
Approximate Lot Size (Area)	5339 SQFT
Approximate Building Footprint (Area)	2900 SQFT

Lot Number	406
Driveway Location	RIGHT
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	20′-0″
Front Setback (from sidewalk or street)	20′-0″
Rear Setback	80′-0″
Left Setback	6′-0″
Right Setback	9′-0″
Approximate Lot Size (Area)	7348 SQFT
Approximate Building Footprint (Area)	638 SQFT

Lot Number	402
Driveway Location	REAR
Entry Location	FRONT (PORCH)
Parking Location	CARPORT + DRIVEWAY
Approximate Building Height	30′-0″
Front Setback (from sidewalk or street)	9′-0″
Rear Setback	70′-0″
Left Setback	8′-0″
Right Setback	3′-0″
Approximate Lot Size (Area)	7850 SQFT
Approximate Building Footprint (Area)	2280 SQFT

Lot Number	401
Driveway Location	REAR
Entry Location	FRONT (PORCH)
Parking Location	
Approximate Building Height	27′-0″
Front Setback (from sidewalk or street)	31′-0″
Rear Setback	53′-0″
Left Setback	8′-0″
Right Setback	7′-0″
Approximate Lot Size (Area)	7596 SQFT
Approximate Building Footprint (Area)	1937 SQFT

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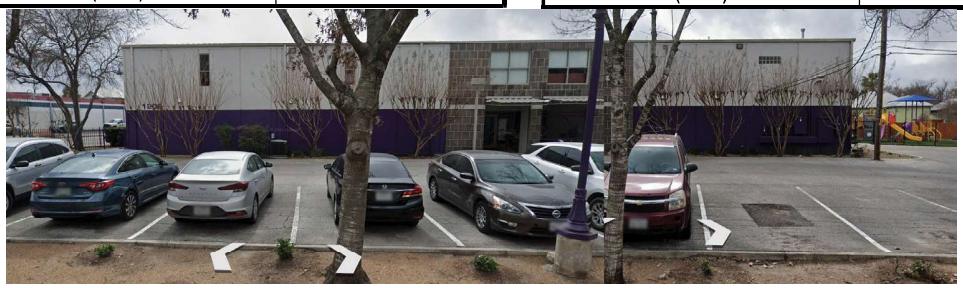
Lot Number	109
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	DRIVEWAY+CARPOT
Approximate Building Height	18′-0″
Front Setback (from sidewalk or street)	36′-0″
Rear Setback	52′-0″
Left Setback	10′-0″
Right Setback	4′-0″
Approximate Lot Size (Area)	6826 SQFT
Approximate Building Footprint (Area)	2183 SQFT

Lot Number	115
Driveway Location	LEFT
Entry Location	FRONT (PORCH)
Parking Location	CARPORT + DRIVEWAY
Approximate Building Height	18′-0″
Front Setback (from sidewalk or street)	22′-0″
Rear Setback	47′-0″
Left Setback	8′-0″
Right Setback	5′-0″
Approximate Lot Size (Area)	6,923 SQFT
Approximate Building Footprint (Area)	1,938 SQFT



Lot Number	1209
Driveway Location	FRONT
Entry Location	FRONT (PORCH)
Parking Location	DRIVEWAY
Approximate Building Height	26′-0″
Front Setback (from sidewalk or street)	57′-0″
Rear Setback	0′-0″
Left Setback	0′-0″
Right Setback	55′-0″
Approximate Lot Size (Area)	28,459 SQFT
Approximate Building Footprint (Area)	10,544 SQFT

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

HISTORIC AND DESIGN REVIEW COMMISSION

COMMISSION ACTION

This is not a Certificate of Appropriateness and cannot be used to acquire permits

September 6, 2023

HDRC CASE NO:	**2023-322**
ADDRESS:	506 STIEREN
LEGAL DESCRIPTION:	NCB 2966 (STIEREN STREET REPLAT), BLOCK 1 LOT 18
HISTORIC DISTRICT:	King William
APPLICANT:	IDOWU NTOKA/ION HOMES AND RESORT USA LLC - 22906 HWY 281 YS 281 N STE 1
OWNER:	IDOWU NTOKA/ION HOMES AND RESORT USA LLC - 22906 HWY 281 YS 281 N STE 1
TYPE OF WORK:	New construction

REQUEST:

The applicant is requesting conceptual approval to construct one multifamily structure on the lot addressed 506 Stieren. The structure will feature five 2.5-story attached units.

FINDINGS:

a. The property at 506 Stieren is currently vacant, but originally featured a complex of commercial structures constructed circa 1910. They first appear on the Sanborn Map in 1912. The block consists of 1-story and 2-story single-family and multi-family residences and infill construction. The property is contributing to the King William Historic District.

b. CONCEPTUAL APPROVAL – Conceptual approval is the review of general design ideas and principles (such as scale and setback). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness or final approval.

c. DESIGN REVIEW COMMITTEE – The applicant attended a Design Review Committee on August 8, 2023, prior to conceptual review by the HDRC. The discussion focused on massing, the heights of neighboring structures, the commercial and residential context of the area, the proposed building orientation, parking, lot coverage, and hardscaping. The applicant is requesting conceptual approval for the proposal.

d. DEVELOPMENT PATTERN – The applicant has proposed to construct one multifamily structure featuring five (5) 2.5-story units. The front of the unit will be oriented toward Stieren Street. According to Guideline 8.A.i for Medium-Density and Multifamily, regardless of allowable density by zoning, the existing development pattern will inform what building forms and sizes are achievable under the Historic Design Guidelines. Consider lots that historically featured higher density or commercial uses as opportunities for multifamily infill, or lots that allow for the addition of larger building forms or groupings away from the public realm . Cedar Street is historically and presently a residential street and retains a high degree of architectural integrity. The predominant development pattern includes 1-story residential structures along Stieren and Cedar with a few larger, 2 to 2-½ story structures with deeper setbacks on Cedar. There is a 2-story commercial structure to the east at the corner of Stieren and N St Mary's that features the largest footprint and lot coverage in the vicinity.

e. LOT COVERAGE – Per the submitted conceptual site plan, the project will feature a total building footprint of 3,460 square feet and 3,750 square feet of impervious cover. The lot will feature 2,525 square feet of green space. Per these figures, the percentage of total lot coverage is 74%. According to the Historic Design Guidelines, new construction should respond to the existing development pattern of the district and buildings and impervious coverage should not exceed 50% of the lot. Historic lots in the district do not traditionally feature structures of this building volume. The predominant development pattern for residential lots is a larger primary structure and a smaller detached accessory structure in footprint. Staff does not find the proposed percentage of lot coverage consistent with the Guidelines. Staff finds that the applicant should greatly reduce the massing and building volume so that it is more consistent with historic development patterns and lot coverage found in the neighborhood.

f. SCALE & MASSING – The applicant has proposed to construct one multifamily structure consisting of five (5) attached 2.5 -story units. The structure will total 33'-10" in height. According to the Historic Design Guidelines, new construction should not exceed the height of the majority of existing structures by more than 1-story. The predominant surrounding residential context features 1-story residential and one 2-story commercial structure. While there is a presence of 2- and 2.5-story historic structures

peppered along Cedar St, these taller structures typically feature a deeper setback than the 1-story structures. Guideline 8.A.ii for Medium-Density and Multifamily states that multiple dwelling units should be incorporated into historically common building sizes and forms within the established context area. For example, in context areas having larger buildings, four units may be appropriately combined into a single, two-story building form. In context areas with smaller buildings, a more appropriate response would be to separate the units into smaller, individual building forms. Additionally, Guideline 8.D.iii for Medium-Density and Multifamily states that applicants should separate building massing into distinguishable architectural bays consistent with historic buildings within the established context area. This is best accomplished through a change in wall plane or materials, or by aligning appropriately scaled fenestrations. Staff does not find the proposed height and massing consistent with the Guidelines.

g. FRONT SETBACK – According to the Historic Design Guidelines, setbacks for new construction should respond to the predominant setback established on the block by contributing historic structures. The applicant has proposed to construct the building 12 feet from the front property line. Staff finds that the frontmost setback may be consistent, but finds that the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f.

h. ROOF FORM – The applicant has proposed to install a modified hip composition shingle roof featuring front gable detailing on the front façade, a tall roof plane on the front façade, and five (5) gable dormers on each of the side elevations. Guideline 8.D.i for Medium-Density and Multifamily states that projects should incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those found in the established context area. Flat or shed roofs are not typical of primary structures in San Antonio's residential historic districts and should be avoided. Staff finds that the roof plane on the front and rear facades should be reduced to be more consistent with the established context area.

i. ENTRANCES & PORCHES – The applicant has proposed a front porch entrance on the unit facing Stieren Street. The front unit along Stieren will feature an asymmetrical 2-story front porch with a shed roof. The remaining interior units will feature recessed entries that are covered with shed-style roofs beside the garage door openings. Per the Guidelines for New Construction, the primary façade of new buildings should be in keeping with established patterns in terms of porches, entrances, orientation, and setbacks. Additionally, Guideline 8.D.ii for Medium-Density and Multifamily states that traditional front porch depths and forms should be utilized to establish a pedestrian scale along the street frontage. Porch designs should be similar in dimension and form as those found on historic buildings within the established context area. Staff generally finds the front setback and porch design conceptually consistent, but as noted in finding f, staff finds the scale and massing inconsistent with the Guidelines. The height of the front building when combined with the narrow setback is also incongruous with overarching development patterns, which typically feature 1-story structures closer to the street and taller structures (2- to 2-½ stories) set further back from the street as noted in finding d.

j. FENESTRATION PATTERN – The applicant has proposed one-over-one windows of varying proportions and divided lite, full lite, and sliding doors. According to the Historic Design Guidelines, window and door openings with a similar proportion of wall to window space as typical with nearby historic facades should be incorporated. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades. The proportions of the openings generally appear consistent with neighboring precedents. Staff also finds that the windows should meet standard window stipulations for new construction in terms of material, inset, sill and trim profile, and installation method and that windows should feature true divided lites in lieu of faux grid patterns. Staff finds the proposed fenestration pattern to be generally appropriate but finds that the applicant should submit material specifications for the proposed windows and doors to staff for review.

k. ARCHITECTURAL ELEMENTS – According to the Historic Design Guidelines, architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists should be incorporated. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. The applicant has proposed trellis structure surrounds at the garage door openings, gable detailing, and second-story balconies on the east elevation. Staff finds that the applicant should submit material specifications for the proposed porch columns, railings, and garage trellises for review.

l. MATERIALS – Based on the submitted elevations, the applicant has proposed materials that include composition shingle roofing, Hardie plank siding, Hardie shingle cladding, and Pella Reserve aluminum-clad wood windows. Per Guideline 3.A.i for New Construction, materials should be incorporated that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding. Staff finds the materials generally appropriate.

m. DRIVEWAY AND PARKING – The applicant has proposed to install a shared common drive along the western edge of the property. The west elevation of the multi-family structure will feature one, 1-car garage for each unit and the hardscaping will feature four (4) parking spaces along the west and the south (rear) property lines. Per the Guidelines, the predominant garage orientation found along the block should be matched. Do not introduce front-loaded garages or garages attached to the primary structure on blocks where rear or alley-loaded garages were historically used. Additionally, Guideline 8.F.iv for Medium-Density and Multifamily states that a single, 10-foot driveway at one street frontage is recommended. Projects should first attempt to utilize historic curb cuts where extant. Additional entry points may be considered where there is alley access. The addition of driveways should not confuse or alter the historic development pattern. Do not introduce wide, shared driveways that appear visually similar to a street. Staff finds the proposal inconsistent with the Guidelines.

n. MECHANICAL EQUIPMENT – The applicant is required to comply with the Historic Design Guidelines related to equipment location and screening.

o. LANDSCAPING AND HARDSCAPING – The applicant has submitted a site plan showing the proposed hardscaping, including a concrete apron and paving along the western side of the property and a front paver walkway from the sidewalk to the front entry oriented toward Stieren. The applicant has not submitted a comprehensive landscaping plan at this time. Guideline 8.A.iii for Medium-Density and Multifamily states that as multiple buildings are proposed for a site, they should be separated and scaled in a manner that preserves open space consistent with the established context area. For example, if the context area predominately consists of a primary structure separated from a rear accessory structure by a common distance, then the proposed development should follow a similar pattern. Preserved open space may be used for common areas, amenity space, or uncovered parking. The proposal features minimal open space that is not hardscaped. Staff finds the proposal inconsistent with the Guidelines.

RECOMMENDATION:

Staff does not recommend conceptual approval based on findings a through o. The applicant should address the following stipulations prior to returning to the HDRC:

i. That the applicant greatly reduces the massing and building volume so that it is more consistent with historic development patterns and lot coverage found in the neighborhood as noted in finding d, e, and f.

ii. That the applicant increases the setback of the front unit to be more consistent with the development pattern of the district as noted in findings d and g.

iii. That the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f.

iv. That the roof plane on the front and rear facades is reduced to be more consistent with the established context area based on finding h. Updated drawings must be submitted to staff for review and approval prior to returning to the HDRC.

v. That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to retuning to the HDRC based on finding j.

vi. That the applicant submits material specifications for the proposed porch columns, railings, and garage trellises to staff for review prior to returning to the HDRC based on finding k.

vii. That detached garages or parking areas be utilized instead of attached garages and that the applicant proposes a driveway configuration that is consistent with the Guidelines as noted in finding m.

viii. That the applicant submits an updated site plan featuring a comprehensive landscaping plan with increased green space and reduces the impervious cover to staff prior to returning to the HDRC based on finding o.

ix. That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable.

COMMISSION ACTION:

Conceptual approval with stipulations:

iii. That the height of the building should be reduced to align with predominant height-setback patterns and relationships as noted in findings d, e, and f.

iv. That the roof plane on the front and rear facades is reduced to be more consistent with the established context area based on finding h. Updated drawings must be submitted to staff for review and approval prior to returning to the HDRC.

v. That the windows are wood or aluminum-clad wood and feature an inset of two (2) inches within facades and should feature profiles that are found historically within the immediate vicinity. White color is not allowed, and color selection should be presented to staff. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. There should be a minimum of two inches in depth between the front face of the window trim and the front face of the top window sash. This must be accomplished by recessing the window sufficiently within the opening or with the installation of additional window trim to add thickness. Window trim must feature traditional dimensions and an architecturally appropriate sill detail. Window track components must be painted to match the window trim or be concealed by a wood window screen set within the opening. The windows should feature true divided lites, faux grids are not permitted. The applicant must submit material specifications for the proposed windows and doors to staff prior to retuning to the HDRC based on finding j.

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ix. That the applicant complies with zoning setback requirements a obtains a variance from the Board of Adjustment if applicable.

Shanon Shea Miller
Historic Preservation Officer

CITY OF SAN ANTONIO
OFFICE OF HISTORIC PRESERVATION

Historic and Design Review Commission
Design Review Committee Report

DATE: 8/8/2023

HDRC Case #: 2023-28574

Address: 506 Stieren

Meeting Location: WebEx

APPLICANT: Idowu Ntoka, Javier Yu, David G

PSC Members present: Monica Savino, Roland Mazuca, Jeffrey Fetzer

Staff Present: Rachel Rettaliata

Others present: Lisa Garza

REQUEST: New construction of a 3-story multi-family development

COMMENTS/CONCERNS:

IN: Our location is 506 Stieren but we have observed the community, based on the dimension of our lot we are looking to combine 2 lots and build 5 homes on the lots. Our design is similar to 136 Cedar and 145 Cedar Street. They are multi-family units as well. Each of our units come with dedicated garage space and extra parking spaces. What we are seeking is helping us to go through the design. We have gone through the review process with KWA and we have received their support so far. And we have gone through the first Zoning meeting.
IN: The front unit will face Stieren Street, this is similar to 136 Cedar. The units have access from the parking lot. KWA has asked us to make changes, there are additional changees that will be added later. The unit in the rear was requested to be reduced per KWA to a 2-story unit.
LG: I want to ask about the height of the structure. The ceiling height is 30 feet but the real roof is 37 feet or so.
MS: What were some of the comments that you received from KWA?

IN: We started with initial drawings and they commented to move the canopies to be in line with the third floor, they asked that the fencing is veritical, they have requested that the side facing St Mary's that the canopies are adjusted so that the windows are below the awnings, they have requested that the front gable pitch is modified to match similar pitches.
IN: Regarding zoning, each lot is zoned RM-4. We are re-platting to combine and re-zoning to IDZ-2. The current plot is 3 lots and we only want 2.
MS: What is the impervious coverage that you have with this design and parking?
IN: The lot coverage is listed on the site plan, essentially one full lot will be parking.
JY: If you can see on this site plan, on the back, the two corner units are offset. KWA recommended to break that back façade into different facades. This is still not showing on the elevations. We tried to keep as much green area as possible. We are showing optional parking spaces if necessary and there is one garage per unit.
LG: Have you considered using a pervious material for this parking area?
JY: Yes, that would be ideal. That would depend on what would be allowed. If we get the rezoning, we can have one parking space per unit but the community would like there to be additional parking.
LG: The concern with IDZ is that you need 50% of the parking that you would need for RM-4. I like the 4 extra spots, that is a real improvement. The development pattern is not traditional. Perhaps a big unit at the front and smaller units at the rear. The CSoSA tends to defer to the local neighborhood associations and if KWA is approving this design, they are most familiar with the neighborhood and has the most at stake.
JY: We had our first zoning hearing and they recommended a continuance because of the new district council person. We do have the KWA support for the zoning change.
IN: Basically, that is why we designed this to be Victorian in essence and it fits more into the overall architectural features of the district. We are not trying to copy another design but we are trying to elevate it. This is transitional from the commercial on St Mary's Street to the residential structures on Cedar. So we are looking to design a transitional development.
LG: Traditionally, King William is a residential 1 or 2 structures on a lot. Having an internal street is not traditional. The size of this is overwhelming and the neighboring structure is just a 1-story structure. Lowering the height or stepping back the height may be helpful. A major concern is the development pattern and the height. I appreciate the use of the Victorian elements and it is successful in breaking up the façade into smaller components.
IN: We will try to look into the height as you mentioned. 146 Cedar has a similar height, we are trying not to do something different from what is already in the community.
LG: A 9-foot-tall ceiling is still a very nice space. You generally won't see a 10-foot ceiling.
JY: This is also why we located the structures next to the commercial lot instead of the residential lot.
MS: These 2 lots that you have, those are the ones that you are re-platting. So there is another lot next to it that is next to it?
MS: I do agree with Lisa's comments about massing and height. Something to be mindful of is where that massing is in the neighborhood. Having the massing closest to commercial may make more sense.

JY: There is not an empty lot next to us and the commercial, there is just commercial.
MS: There is something to be said for the massing in relation to the historic structures. It would be helpful to show a google map and outline where you find those examples in the district to show what you are referencing and the context. I would not recommend using other new construction as a precedent. That will give you the most successful results.
RM: I think that Lisa encapsulated my thoughts in terms of different developmental planning. I appreciate the fact that you have incorporated Victorian elements into the design.
JF: I have looked at the drawings and heard a bit of the discussion. My first impression of the development is, where is the outdoor space for these homes? There seems to be a front yard on Stieren, there may be a bit of backyard, there does not seem to be outdoor living space for these residences. That is my initial thought.
IN: We picked the layout from the existing development at 136 and 145 Cedar Street. We will definitely have landscaping but we want to make sure that every department lets us know what they want to see. We will incorporate as much horticulture as we can.
JF: Have you worked with KWA?
IN: Yes, we have been working closely with KWA. They have asked us to make amendments and they have given us their support so far.
LG: I want to go back to the development pattern one more time. We are discussing the Cedar Street development. Historically, you would not see an interior street, you would have more than one building on the lot with rear units in the back and you could have rear units.
IN: To start over again would be a greater cost and would not be a great use of time.
LG: This is a full two stories above the adjacent one story structure.
IN: The commercial building is actually 2 full stories and we are literally next to them.
JY: We are also 30 feet or more from the residential lot.
MS: Are all of the units 3-bedroom units?
IN: The last unit is 2-bedroom, 2 ½ bathroom as requested by KWA.
MS: Changing the layouts helps with breaking up the massing and diversifying housing in the neighborhood. We value variety of housing types.
JF: I know that you are trying to maximize square footage for costs but as Stieren is 1-story, have you considered making the unit facing Stieren only 2 stories or 2 ½ stories.
IN: KWA asked us to reduce the unit in the back and not the unit in the front.
LG: Lowering the roofline in the front may help and lowering the height of the 38-foot tower wold be helpful for scale.
IN: The nearby residents are excited about this development and we will be happy to consider your comments.

OVERALL COMMENTS: