HISTORIC AND DESIGN REVIEW COMMISSION

December 19, 2018

HDRC CASE NO:	**2018-617**
COMMON NAME:	100 LABOR STREET
ADDRESS:	600 E CESAR E CHAVEZ BLVD
LEGAL DESCRIPTION:	NCB 708 BLK 8 LOT 29
ZONING:	RM-4, H
CITY COUNCIL DIST.:	1
DISTRICT:	Lavaca Historic District
APPLICANT:	Jim Bailey/Alamo Architects
OWNER:	San Antonio Housing Authority
TYPE OF WORK:	Construction of a multi-family residential development
APPLICATION RECEIVED:	November 20, 2018
60-DAY REVIEW:	January 29, 2019

REQUEST:

The applicant is requesting conceptual approval to construct a 4.5 story, multi-family residential structure on the vacant lot located at 600 E Cesar E Chavez Boulevard as well as four, two-story townhouse structures. The proposed development will feature ground floor retail space, approximately 216 residential units and approximately 260 off-street parking spaces.

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 nonresidential

building types are more typically flat and screened by an ornamental parapet wall.
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 materials—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.

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
v. Garage doors—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

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.
Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

B. NEW FENCES AND WALLS
i. Design—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
ii. Location—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
iii. Height—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.
iv. Prohibited materials—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.
v. Appropriate materials—Construct new fences or walls of materials similar to fence materials historically used in the district. Select materials that are similar in scale, texture, color, and form as those historically used in the district, and that are compatible with the main structure. Screening incompatible uses—Review alternative fence heights and materials for appropriateness where residential properties are adjacent to commercial or other potentially incompatible uses.

3. Landscape Design

A. PLANTINGS
i. Historic Gardens— Maintain front yard gardens when appropriate within a specific historic district.
ii. Historic Lawns—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.
iii. Native xeric plant materials—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.
iv. Plant palettes—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.
v. Maintenance—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

B. ROCKS OR HARDSCAPE
i. Impervious surfaces —Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
ii. Pervious and semi-pervious surfaces—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.
iii. Rock mulch and gravel - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings

should be incorporated into the design.

D. TREES
i. Preservation—Preserve and protect from damage existing mature trees and heritage trees. See UDC Section 35-523 (Tree Preservation) for specific requirements.
ii. New Trees – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.

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.

7. Off-Street Parking

A. LOCATION
i. Preferred location—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards.
ii. Front—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.
iii. Access—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

B. DESIGN
i. Screening—Screen off-street parking areas with a landscape buffer, wall, or ornamental fence two to four feet high—or a combination of these methods. Landscape buffers are preferred due to their ability to absorb carbon dioxide. See UDC Section 35-510 for buffer requirements.
ii. Materials—Use permeable parking surfaces when possible to reduce run-off and flooding. See UDC Section 35-526(j) for specific standards.
iii. Parking structures—Design new parking structures to be similar in scale, materials, and rhythm of the surrounding historic district when new parking structures are necessary.

FINDINGS:

a. The applicant is requesting conceptual approval to construct a 4.5 story, multi-family residential structure on the vacant lot located at 600 E Cesar E Chavez Boulevard as well as four, two-story townhouse structures. The proposed development will feature ground floor retail space, approximately 216 residential units and approximately 260 off-street parking spaces.
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 for final approval.
c. SETBACKS (Chavez) – The Guidelines for New Construction 1.A.i. notes that front setbacks of new buildings should be aligned with front facades of adjacent buildings where a consistent setback has been established. The applicant has proposed a setback that is generally consistent with the setback of the existing multi-family residential structures that front Cesar E Chavez. This is consistent with the Guidelines.
d. SETBACKS (Garfield) – Garfield Alley features both primary and accessory structures of modest size. All of these structures are located on the south side of the block and feature setbacks from the paved right of way of between approximately five (5) and ten (10) feet. The applicant has proposed setbacks on the north side of the alley that are consistent with these.
e. SCALE & MASS – The applicant has proposed a number of alternating and transitioning heights throughout the proposed new construction. Structures on Chavez will feature between four and five stories in height, consistent with the heights of neighboring structures. Structures fronting Labor and Santos Streets will feature heights between three and four stories. Structures along Garfield Alley will feature two stories in height. The proposed development transitions from heights comparable to those found within the Central Business District to those of two stories, consistent with heights found within the Lavaca Historic District.
f. TRANSITIONS – As noted in finding e, the applicant has proposed various massing elements and reduced heights to transition from multiple stories to only two stories in height. This is consistent with the Guidelines.
g. ROOF FORM – The applicant has proposed a number of roof elements including parapet walls with shed roof elements to provide height transitions. The applicant has also proposed side gabled roofs for the townhouse structure. Staff finds the proposed roof forms to be appropriate.
h. WINDOW & DOOR OPENINGS – The applicant has proposed window and door openings that share proportions and arrangements comparable to both historic and contemporary structures in the immediate vicinity. Staff finds the proposed window and door openings to be appropriate.
i. FAÇADE CONFIGURATION – The applicant has proposed a number of façade elements that separate the structure, including a defined base, midsection and cap, vertical and horizontal elements, recessed and projecting façade bays and balconies and various recesses in building form. Staff finds that the proposed façade configuration is appropriate and consistent with the Guidelines.
j. MATERIALS – The applicant has proposed materials that include patterned blended brick, lap siding, stucco, metal and standing seam metal roofs. Generally, staff finds each of the proposed materials to be appropriate in the context of this proposal.
k. ARCHITECTURAL DETAILS – The applicant has proposed architectural details that feature window openings that are comparable in size and proportion to those found historically in the district and general massing profiles, found in the proposed two story townhouses that are consistent with those found historically in the district. Staff finds the proposed materials and façade arrangement to be appropriate as well.
l. WINDOW MATERIALS – At this time, the applicant has not provided a specific proposed for windows. Staff finds that a double-hung, aluminum-clad wood window should be used. Meeting rails must be no taller than 1.25” and stiles no wider than 2.25”. White manufacturer’s color is not allowed, and color selection must be presented to staff. 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 architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening. Another window material may be considered provided it feature dimensions and characteristics consistent with those previously mentioned.
m. MECHANICAL EQUIPMENT – Per the Guidelines, all mechanical and service equipment, to include trash enclosures are to be screened from view at the public right of way. The applicant is responsible for complying with this.
n. AUTOMOBILE PARKING – The applicant has proposed parking in two, separate locations. The applicant has proposed a wrapped parking structure to feature access from the existing drive that connect Cesar E Chavez to

Santos Street. The proposed parking structure will only be exposed on this façade. The applicant has also proposed surface parking to be accessed from Garfield Alley. This parking will be screened from the right of way at Garfield, Labor Street and Cesar E Chavez by the proposed new construction. On the west side of the site, the proposed surface parking is proposed to be adjacent to an existing surface parking lot.

o. PARKING GARAGE (Screening) – As noted in finding n, the proposed parking structure will be visible from the existing drive that connects Cesar E Chavez with Santos Street. On this elevation, the applicant has proposed to clad the parking structure's columns and beams with brick and other architectural elements that are consistent with the materials found throughout the proposed new construction. The applicant has also noted the installation of landscaping elements to provide additional screening. Given its location on a non-primary access way, staff finds this to be appropriate.

p. LANDSCAPING – At this time, the applicant has provided a conceptual landscaping plan that appears to be appropriate for the context of this site and consistent with the Guidelines. When returning to the HDRC, the applicant is to submit a detailed landscaping plan.

q. ARCHAEOLOGY – The project area is likely traversed by the Acequia del Alamo, a previously recorded archaeological site and designated National Historic Civil Engineering Landmark. In addition, a review of historic archival maps shows structures within, or in close proximity to, the property as early as 1873. Therefore, an archaeological investigation is required. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

RECOMMENDATION:

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

i. That a double-hung, aluminum-clad wood window should be used. Meeting rails must be no taller than 1.25" and stiles no wider than 2.25". White manufacturer's color is not allowed, and color selection must be presented to staff. 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 architecturally appropriate sill detail. Window track components must be painted to match the window trim or concealed by a wood window screen set within the opening. Another window material may be considered provided it feature dimensions and characteristics consistent with those previously mentioned.

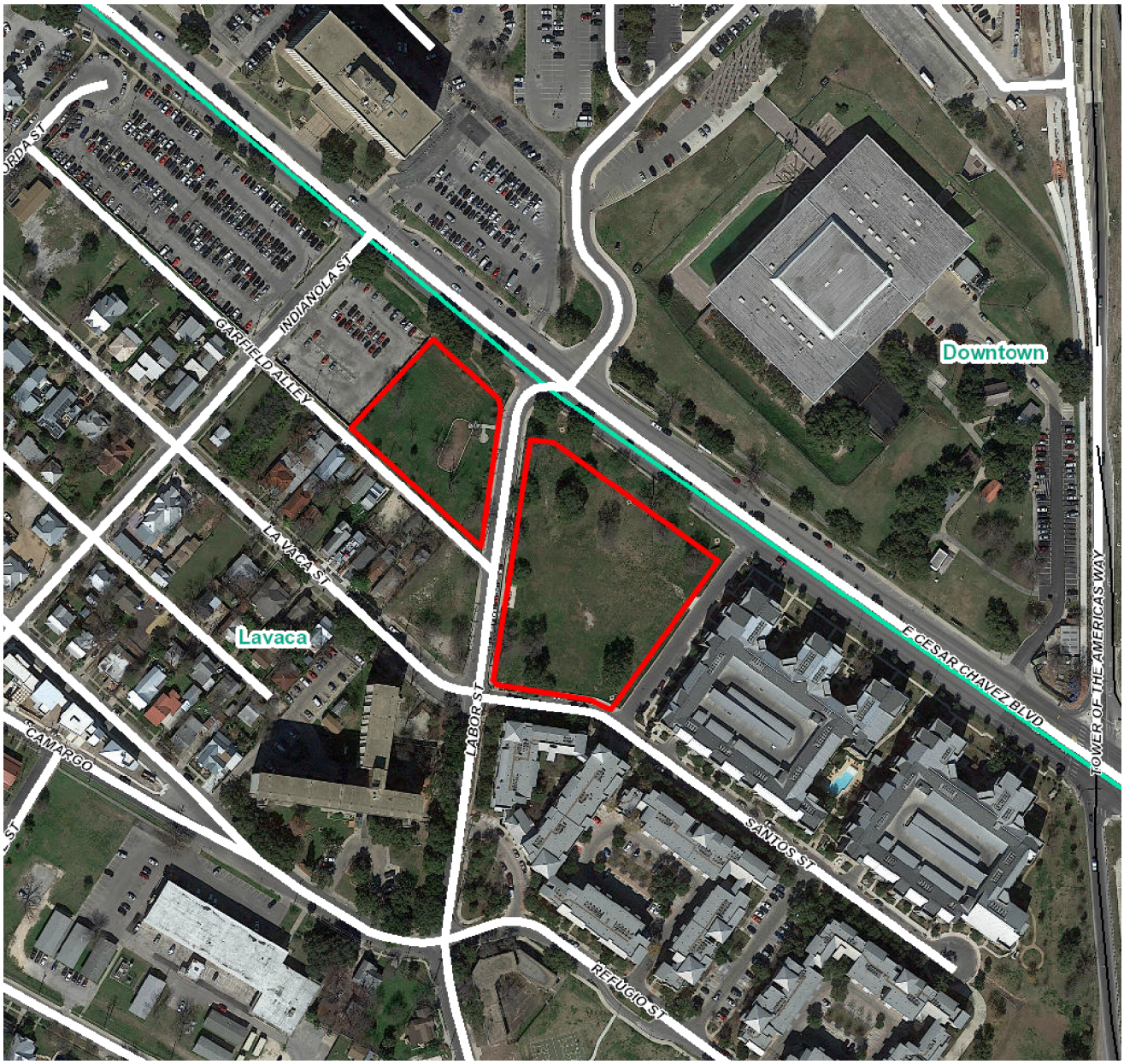
ii. That a detailed landscaping and lighting plan be submitted when returning for final approval as noted in finding p.

iii. That all mechanical equipment be screened from view as noted in finding m.

iv. ARCHAEOLOGY – An archaeological investigation is required. The archaeological scope of work should be submitted to the OHP archaeologists for review and approval prior to beginning the archaeological investigation. The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

CASE MANAGER:

Edward Hall



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Garfield Alley
Lavaca St
Catherine S
Santa Clara Walk

100 LABOR

Contents

PROJECT NARRATIVE 2
PROJECT VICINITY 3
PHOTOS OF EXISTING CONDITIONS - EAST PARCEL 4
PHOTOS OF EXISTING CONDITIONS - WEST PARCEL 5
EXISTING SITE 6
PRECEDENT STUDY 7
SITE PLAN 8
PERSPECTIVE FROM CESAR E. CHAVEZ BLVD. 9
PERSPECTIVE FROM CESAR E. CHAVEZ BLVD. 10
PERSPECTIVE FROM LABOR ST. LOOKING NORTH 11
PERSPECTIVE FROM LABOR ST. LOOKING NORTH 12
PERSPECTIVE FROM LABOR ST. LOOKING NORTH 13
AERIAL OF BUILDING COURTYARDS 14
AERIAL OF RETAIL COURTYARD 15
AERIAL VIEW FROM LABOR ST. LOOKING NORTHWEST 16
AERIAL FROM CESAR E. CHAVEZ BLVD. 17
GARFIELD ALLEY 18
EAST PARCEL - EAST AND SOUTH ELEVATIONS 19
MATERIAL STUDY 20
LANDSCAPE - SITE ANALYSIS 21
CONCEPTUAL LANDSCAPE PLAN 22
CONCEPTUAL LANDSCAPE PLAN 23

Project Narrative

The 100 Labor project is a 4.5 story multi-family project that is to be constructed on two undeveloped parcels located at the corner of Cesar E. Chavez Blvd. and Labor St. There are an estimated 216 residential units, 6,000 sf of ground floor light retail and commercial space, 11,000 sf of amenity space, public courtyards, a private courtyard with a pool, and a 4.5 story pre-cast parking garage that will be wrapped with residential buildings on three sides. The project also includes four two-story townhouses that border Garfield Alley.

The development is meant to serve as a gateway into the Lavaca neighborhood with a prominent 4.5 story façade that borders Cesar E. Chavez Blvd. The façade along the boulevard will be clad in brick masonry and treated in a variety of ways as to relate to traditional brick architecture that is prevalent around downtown San Antonio. At the corner of Cesar E. Chavez, there are light retail and commercial spaces that are meant to activate the corners of the development and further emphasize a gateway into the neighborhood.

Traveling down Labor Street, the buildings begin to scale down to three- and two-story volumes that are more appropriately scaled to the buildings in the Lavaca neighborhood. Furthermore, the brick masonry that is so prominent along Cesar E. Chavez, begins to transition to fiber cement siding and is introduced in the courtyards and the buildings that border Santos St. and Garfield Alley. Townhouses are introduced along Garfield Alley to mitigate the scale of the project and respect the houses across the street.

The development provides an average of 1.2 parking spaces per residence which totals to 258 spaces for both parcels. The west parcel offers 40 off-street parking spaces on a surface parking lot that is accessed from Garfield Alley and 8 on-street parallel spaces along Labor St. The east parcel offers 218 off-street parking spaces housed in a pre-cast parking garage that is accessed from the dedicated drive along Hemisview Village and 15 on-street spaces along Labor and Santos St.

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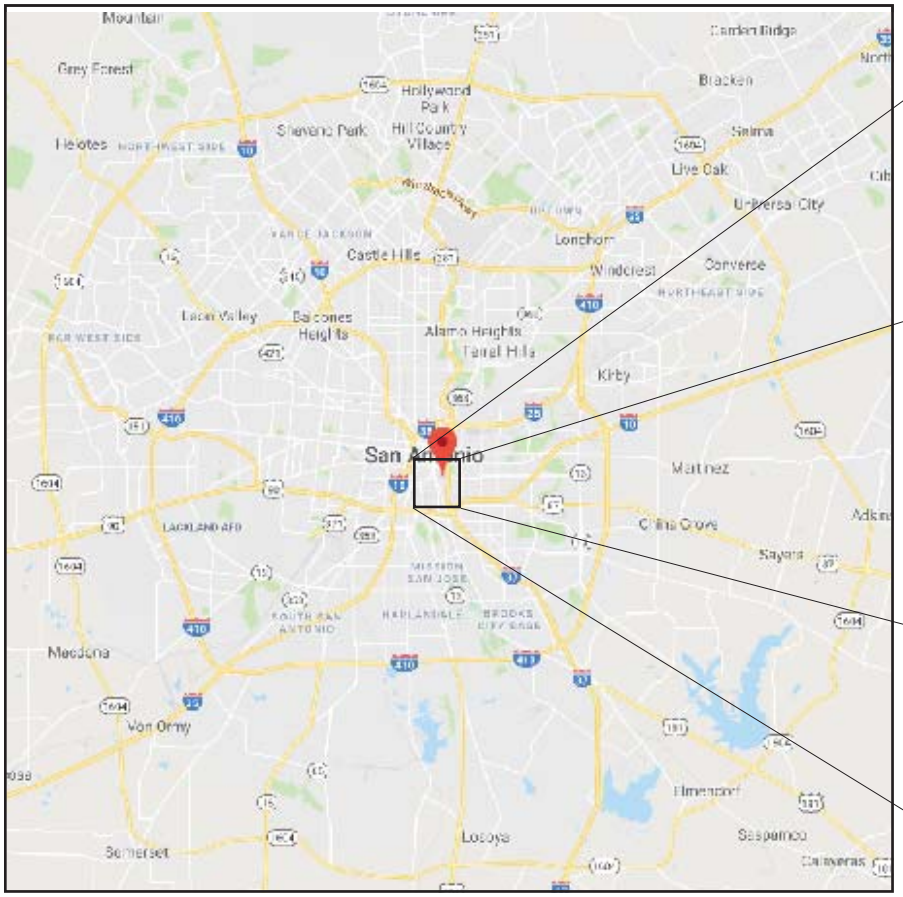

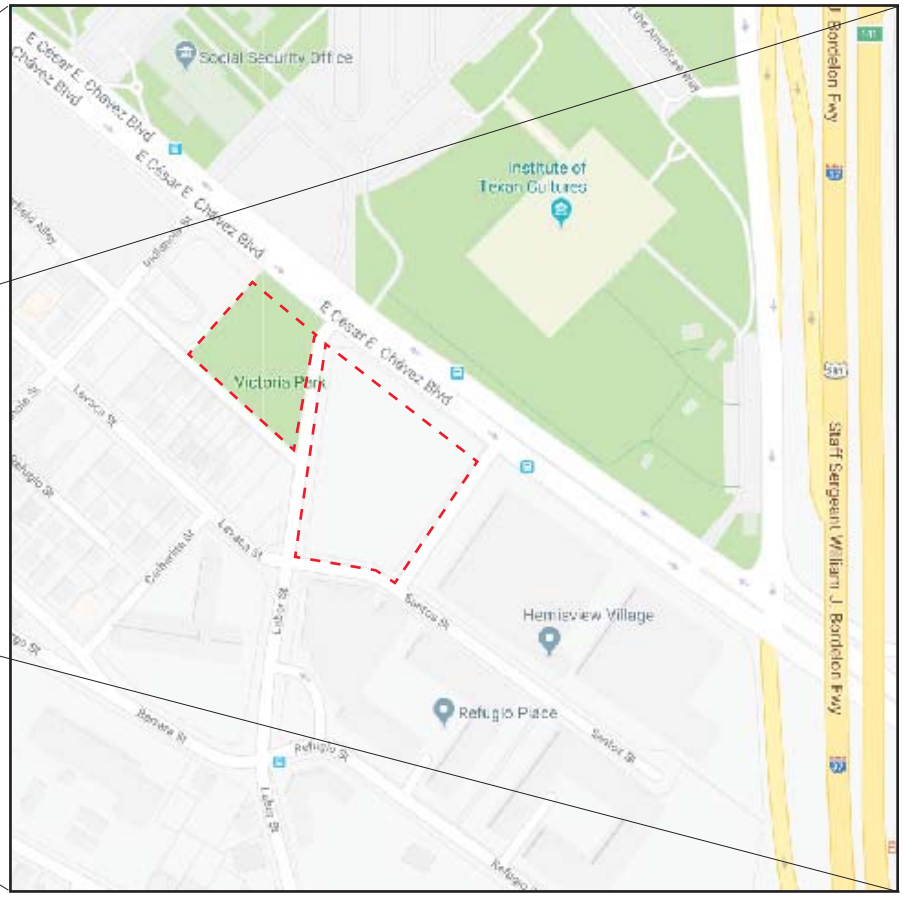

PROPERTY LINE

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100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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LOOKING NORTHEAST

LOOKING NORTHWEST

LOOKING SOUTHEAST

LOOKING SOUTHWEST

PHOTOS OF EXISTING CONDITIONS - EAST PARCEL

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LOOKING NORTHEAST

LOOKING NORTHWEST

LOOKING SOUTHEAST

LOOKING SOUTHWEST

PHOTOS OF EXISTING CONDITIONS - WEST PARCEL

EXISTING SITE

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100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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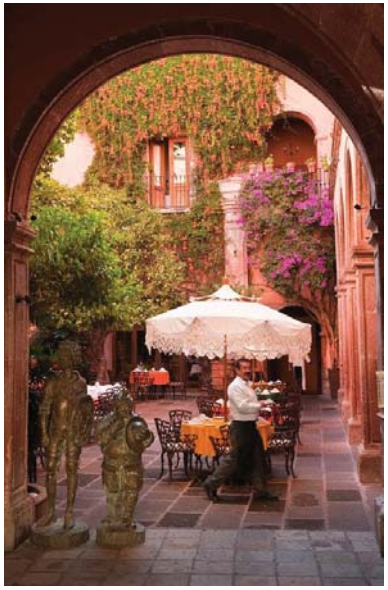
Site Due Diligence

Diagram

Scale: 1" = 100'-0"

0 50 100 150



PRECEDENT STUDY

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Lavaca Historic District/San Antonio, Texas

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SITE PLAN

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PERSPECTIVE FROM CESAR E. CHAVEZ BLVD.

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PERSPECTIVE FROM LABOR ST. LOOKING NORTH

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PERSPECTIVE FROM LABOR ST. LOOKING NORTH

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PERSPECTIVE FROM LABOR ST. LOOKING NORTH

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Lavaca Historic District/San Antonio, Texas

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AERIAL OF BUILDING COURTYARDS

Alamo
ARCHITECTS

100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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AERIAL OF RETAIL COURTYARD

Alamo
ARCHITECTS

100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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AERIAL VIEW FROM LABOR ST. LOOKING NORTHWEST

Alamo
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100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

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AERIAL FROM CESAR E. CHAVEZ BLVD.

Alamo
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GARFIELD ALLEY

Alamo
ARCHITECTS

100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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PARKING GARAGE ELEVATION

BUILDING ELEVATION FROM SANTOS ST.

EAST PARCEL - EAST AND SOUTH ELEVATIONS

LAVACA NEIGHBORHOOD STREETS

PATTERNED BLENDED BRICK IN MULTIPLE COLORS, PAINTED LAP SIDING, STUCCO, METAL, STANDING SEAM ROOFS WHERE ROOFS ARE VISIBLE.

MATERIAL STUDY

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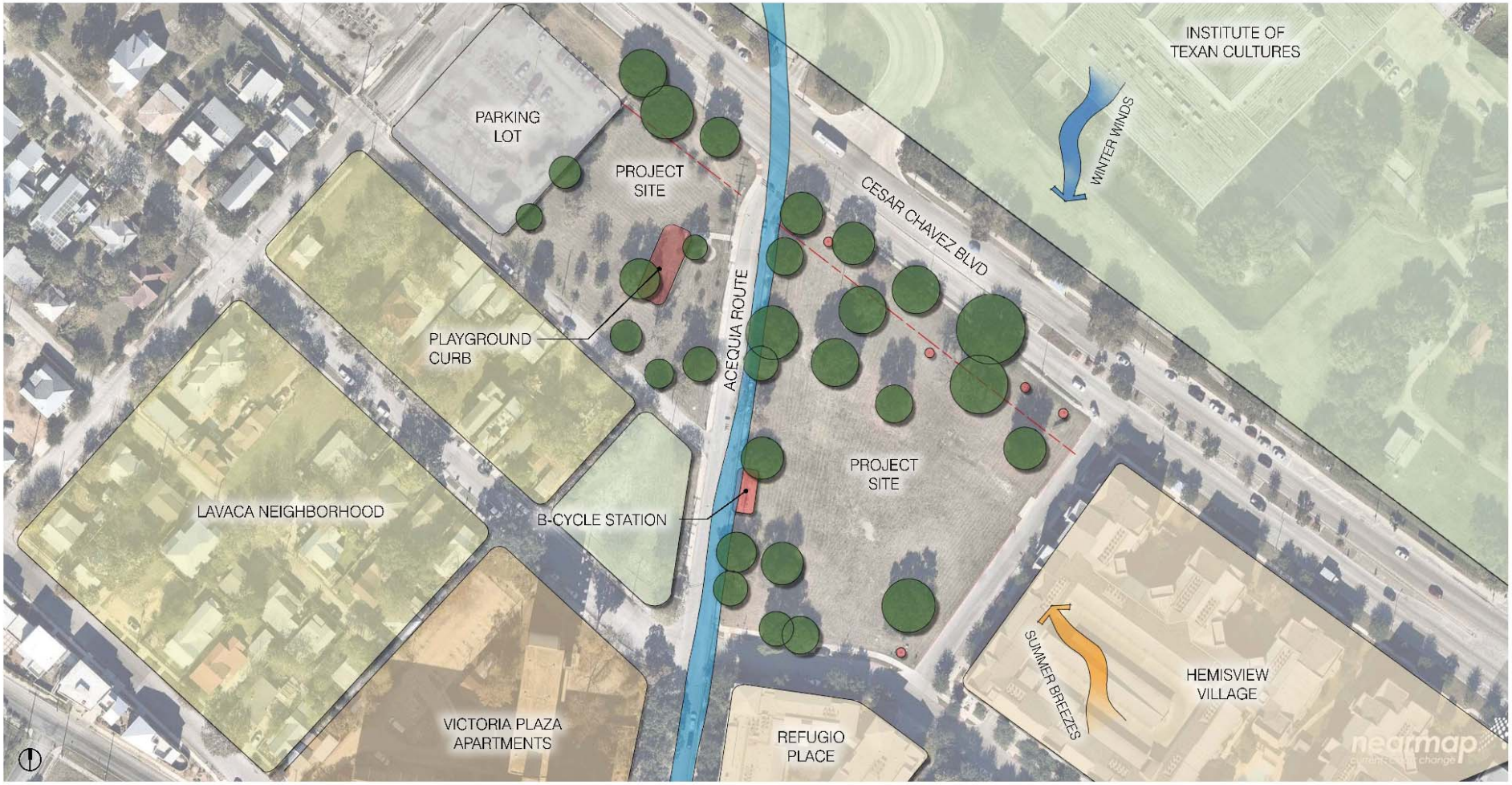

OPPORTUNITIES AND CONSTRAINTS

01. LOCATION *close up views of the tower and great views to city skyline provide potential for strong sightlines and pedestrian connections*

02. GREEN INFRASTRUCTURE *wide setback along Cesar Chavez Blvd and precedent of Acequia along Labor Street provide opportunities for Low Impact Development ; lack of onsite storm inlets*

03. LAVACA GATEWAY *by tying a single development across both sides of Labor Street, it gives the opportunity to activate the street corner and create a gateway to the neighborhood*

C1. CESAR CHAVEZ BLVD AND LABOR STREET *vehicular dominated roads with speeding cars make crossing into Hemisfair and Lavaca a challenge; potential to provide parallel parking and trees on all streets can help calm traffic throughout the area*

C2.. EXISTING POWER LINES *existing overhead power lines along west side of Labor Street create a costly visual nuisance to address*

ACEQUIA MAP showing the route of original Spanish acequias throughout downtown

HERITAGE TREE 1 great opportunity for internal courtyard around existing oak

HERITAGE TREE 2 oak tree adjacent to Labor Street provides shading for potential plaza

STREETSCAPE POTENTIAL wide setback and large trees allow for greenspace options

Alamo
ARCHITECTS

100 Labor/Multifamily

Lavaca Historic District/San Antonio, Texas

November 30, 2018

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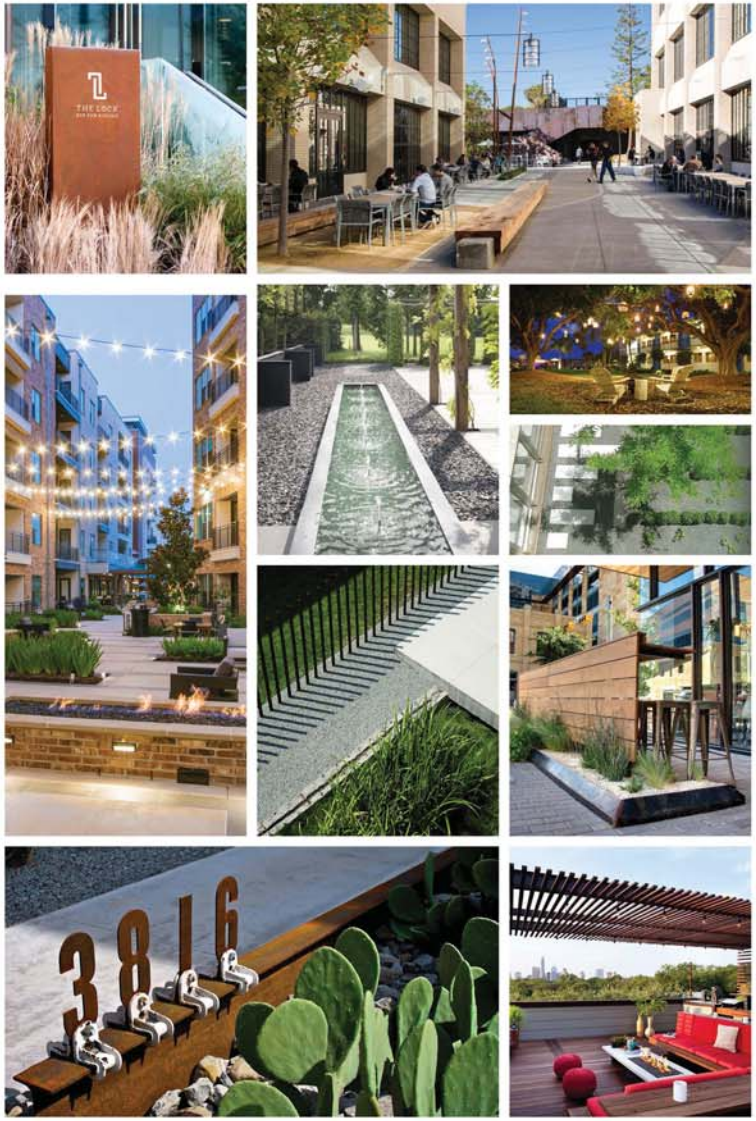

CONCEPTUAL LANDSCAPE PLAN

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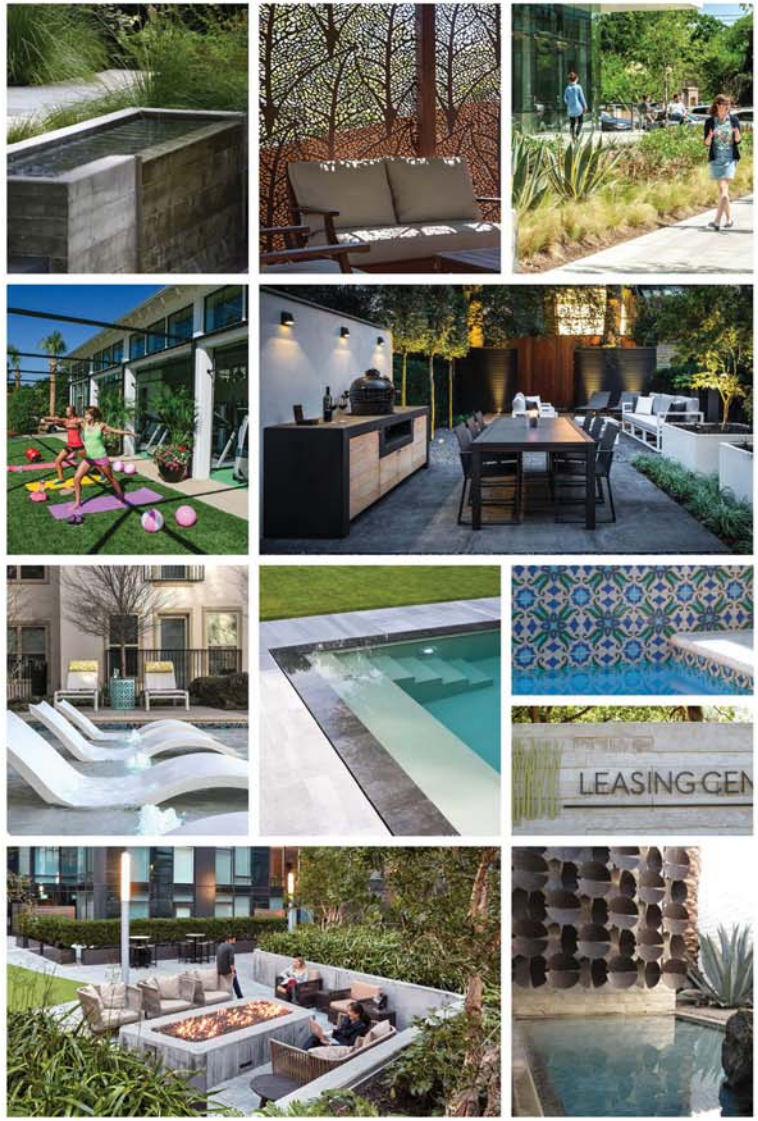

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