

# HISTORIC AND DESIGN REVIEW COMMISSION

February 19, 2020

**HDRC CASE NO:** 2020-067  
**COMMON NAME:** 100 LABOR  
**ADDRESS:** 600 E CESAR E CHAVEZ BLVD  
**LEGAL DESCRIPTION:** NCB 708 BLK 8 LOT 29  
NCB 709 BLK 4 LOT 1 - 11, P-100 (0.455 AC); NCB 1024 BLK LOT NW  
IRR PT OF BLK  
**ZONING:** IDZ-3, H  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** Lavaca Historic District  
**APPLICANT:** George Torres/Alamo Architects  
**OWNER:** Lucila Diaz/San Antonio Housing Authority  
**TYPE OF WORK:** Amendments to a previously approved design for new construction  
**APPLICATION RECEIVED:** January 31, 2020  
**60-DAY REVIEW:** March 31, 2020  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to amend a previously approved design for new construction. Within this amendment, the applicant has proposed the following:

1. Reduce the overall height of buildings 1 and 4 from 5-stories to 4-stories.
2. Reduce the proposed amount of brick cladding from previous locations with the exception of elevations fronting Cesar E Chavez and Labor Street.
3. Eliminate the townhouse building on Garfield Alley to accommodate for additional surface parking as a result of the removal of tuck-under parking.
4. Increase the height of the proposed structured parking from 4 to 5 stories.
5. Install aluminum windows in lieu of the previously proposed fiberglass windows.

## 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.

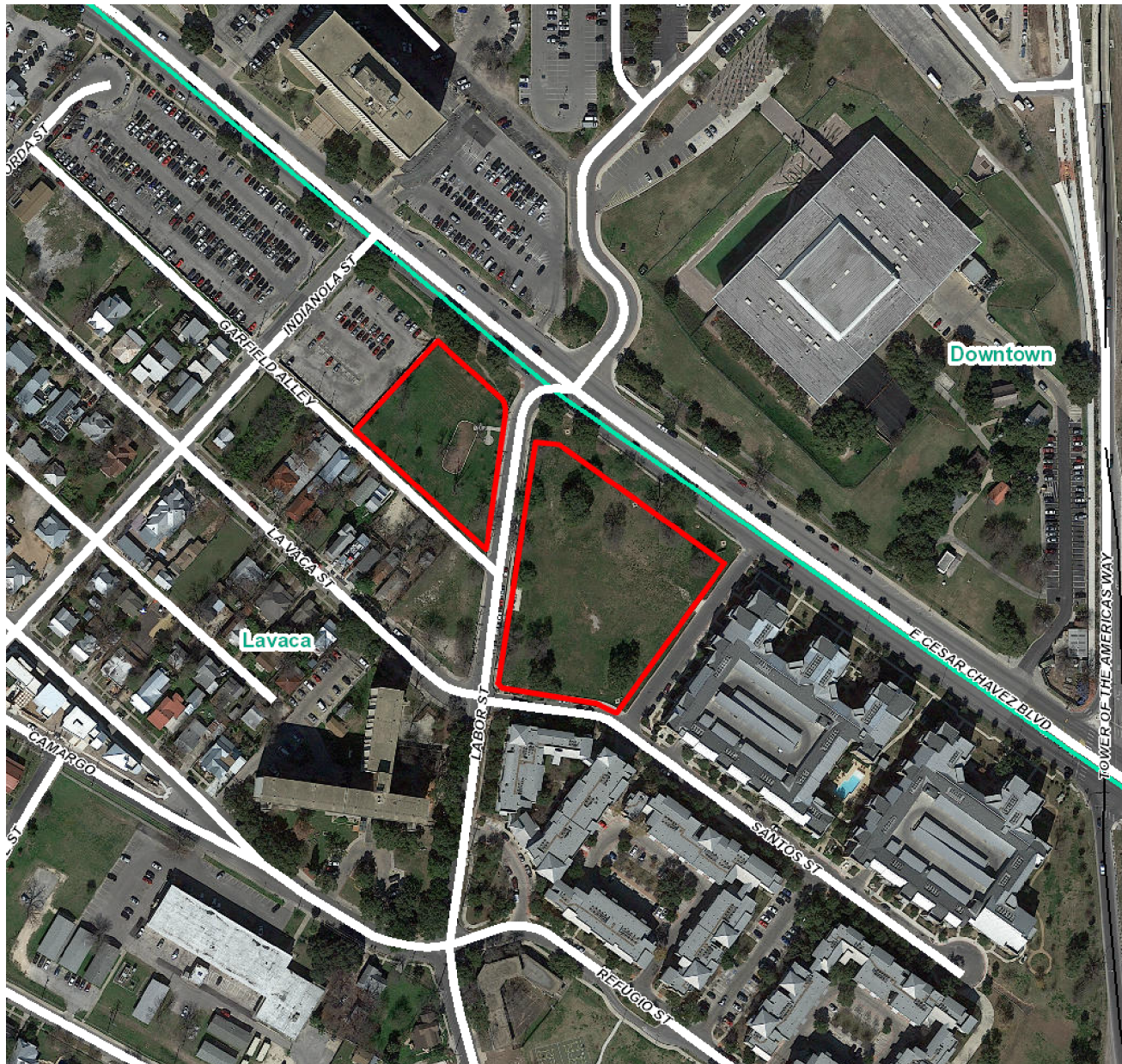
## **FINDINGS:**

- a. The applicant is requesting a Certificate of Appropriateness for approval to amend a previously approved design for new construction. Within this request, the applicant has proposed to reduce the overall height of the proposed new construction, modify the amount of brick cladding, window materials and parking locations.
- b. **PREVIOUS APPROVAL** – The applicant received final approval from the Historic and Design Review Commission on August 7, 2019. Stipulations of that approval included the following:
  - i. That the applicant incorporate façade elements that are comparable to those used throughout the proposed new construction at the location of the exposed precast garage panels. At minimum, staff finds that screening panels be installed to create a visual separation for this façade.
  - ii. That the applicant ensure that all windows are recessed within walls at least two inches.
  - iii. **ARCHAEOLOGY** – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.
- c. **HEIGHT REDUCTION** – The applicant has proposed to reduce the overall height of buildings 1 and 4 from 5-stories to 4-stories. Staff finds the proposed reduction in height to be appropriate.
- d. **BRICK CLADDING** – The applicant has proposed to reduce the previously approved amount of brick to only the Cesar E Chavez and Labor Street elevations. Previously, brick was proposed on other elevations, including those that are interior to the site, in addition to lap siding and stucco. The applicant has proposed lap siding and stucco exclusively at those locations now. The applicant has noted lap siding with an exposure of six (6) inches. Generally, staff finds the proposed modifications to be appropriate; however, staff finds that the proposed lap siding should feature a smooth finish.
- e. **SURFACE PARKING** – The applicant has eliminated the previously proposed townhouse structure on Garfield Alley in order to accommodate additional surface parking. Staff finds this proposal to be appropriate; however, staff finds that the surface parking should be buffered and screened from the right of way with both fencing and landscaping elements.
- f. **STRUCTURED PARKING** – The applicant has proposed to increase the overall height of structured parking from 4 to 5 stories. Staff finds the proposed structured parking to be appropriate as it will primarily be screened from view at the right of way; however, staff finds that additional consideration to given the cladding of the parking structure. Currently, the structure has been proposed to feature to exposed precast panels.
- g. **WINDOWS** – The applicant has proposed to install aluminum windows, doors, and storefront systems to feature a dark bronze color. Staff finds the proposed windows to be appropriate; however, staff finds that all windows should feature a recess in their installation.
- h. **ARCHAEOLOGY** – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

## **RECOMMENDATION:**

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

- i. That the applicant incorporate screening elements into the design of the proposed parking structure's exposed precast panels. Visual separation should be created on this façade.
- ii. That all windows feature a recess within walls.
- iii. That the proposed surface parking on Garfield feature both buffering and screening elements including fencing and landscaping materials.
- iv. **ARCHAEOLOGY** – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.



## Flex Viewer

Powered by ArcGIS Server

Printed: Dec 11, 2018

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H. Rector L. Chavez Blvd

Garfield Alley

Lavaca St

Catherine St

Santa Clara Walk



## 100 LABOR

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## Summary of Design Changes

The 100 Labor project underwent a significant redesign due to budgetary concerns. The following is a summary of the changes:

1. Main buildings 1 and 4 have been lowered from 5-stories to 4-stories. The reduction in floors has resulted in the removal of the roof deck that was once on the 5th floor of Building 1 overlooking Cesar E. Chavez.
2. As a result of the reduction in stories, the unit count has changed from 220 to 213 apartments units. There is no longer tuck under parking being provided at Building 4, only a surface parking lot.
3. The townhouse component along Garfield Alley has been removed to accomodate additional parking spaces.
4. The amount of brick masonry around the project has been reduced and limited to along Cesar E. Chavez and Labor St. elevations.
5. Windows are thermally broken aluminum windows and storefronts have been limited to ground floor commercial spaces and amenity spaces.

## Project Narrative

The 100 Labor project is a 4 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 213 residential units, 5,450 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 5 story pre-cast parking garage that will be wrapped with residential buildings on three sides.

The development is meant to serve as a gateway into the Lavaca neighborhood with a prominent 4 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. T

The development provides an average of 1.5 parking spaces per residence which totals to 324 spaces for both parcels. The west parcel offers 36 off-street parking spaces on a surface parking lot that is accessed from Garfield Alley and 6 on-street parallel spaces along Labor St. The east parcel offers 273 off-street parking spaces housed in a pre-cast parking garage that is accessed from the dedicated drive along Hemisview Village and 9 on-street spaces along Labor and Santos St.



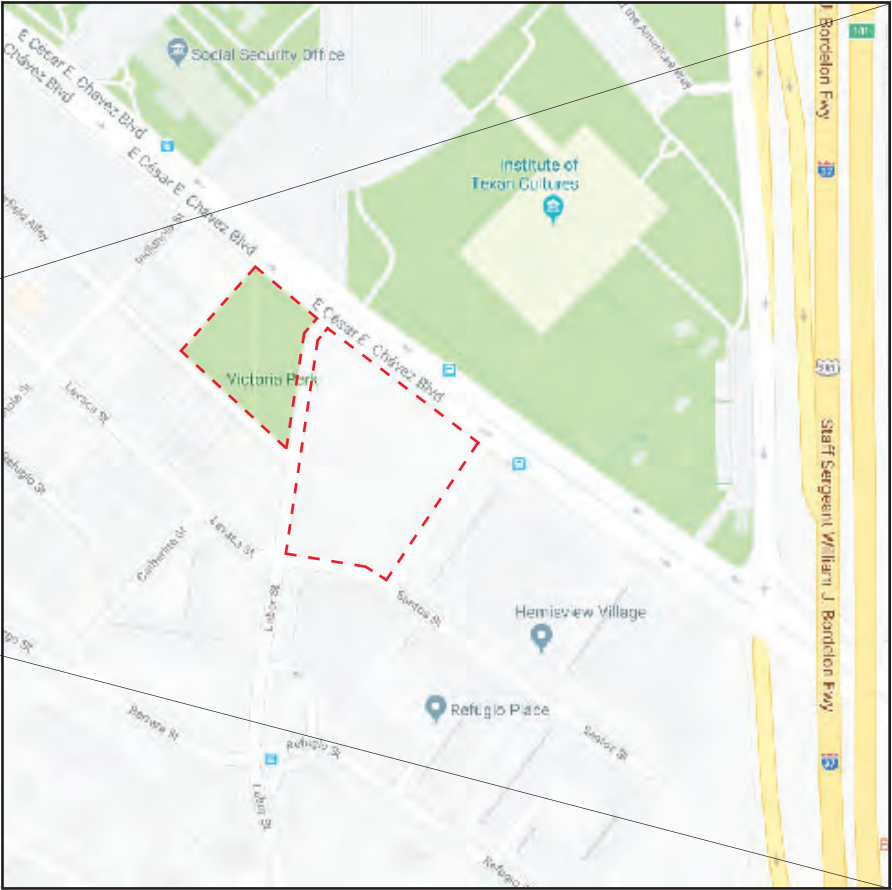
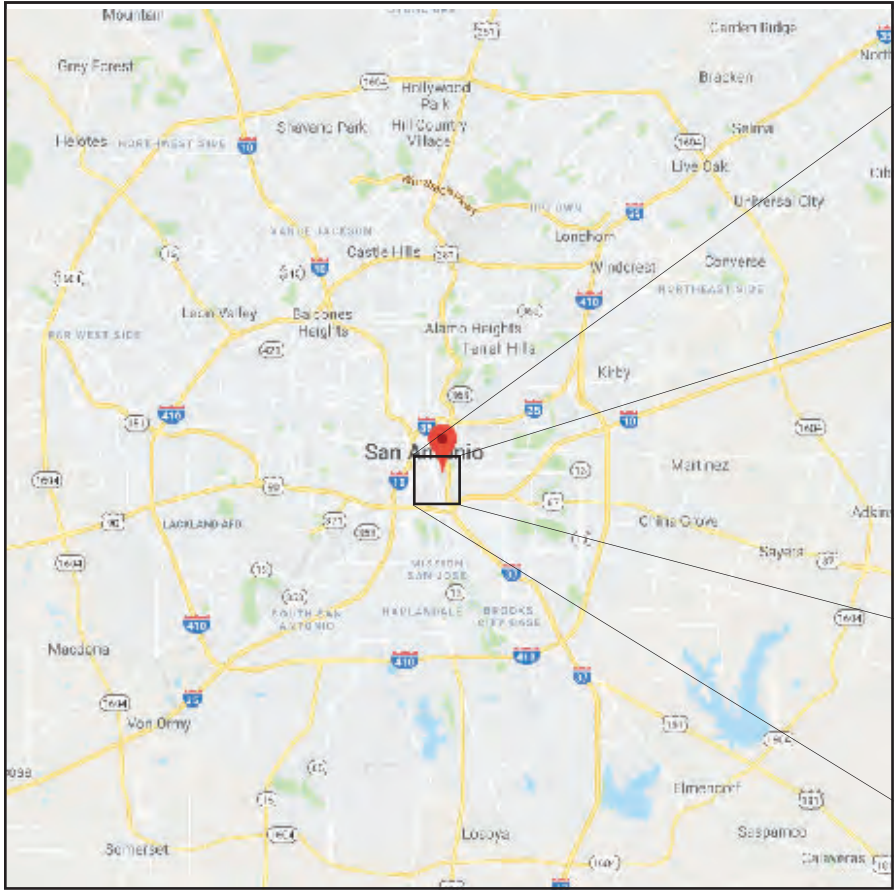
OVERVIEW OF DESIGN CHANGES - AERIAL FROM CESAR E. CHAVEZ BLVD.





OVERVIEW OF DESIGN CHANGES - AERIAL FROM LABOR ST.





PROJECT VICINITY

--- PROPERTY LINE





LOOKING NORTHEAST



LOOKING NORTHWEST



LOOKING SOUTHEAST



LOOKING SOUTHWEST

PHOTOS OF EXISTING CONDITIONS - EAST PARCEL





LOOKING NORTHEAST



LOOKING NORTHWEST



LOOKING SOUTHEAST



LOOKING SOUTHWEST

PHOTOS OF EXISTING CONDITIONS - WEST PARCEL





EXISTING SITE





PRECEDENT STUDY

Alamo  
ARCHITECTS

**100 Labor/Multifamily**  
Lavaca Historic District/San Antonio, Texas  
January 31, 2020

NOTICE: DRAWINGS ARE TO BE USED FOR EXHIBIT PURPOSES ONLY NOT TO BE USED FOR PLAN REVIEW OR FOR CONSTRUCTION.

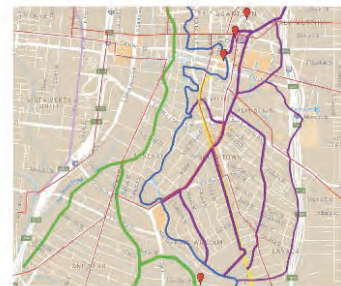




#### OPPORTUNITIES AND CONSTRAINTS

- 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

January 31, 2020

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SITE PLAN





PERSPECTIVE FROM CESAR E. CHAVEZ LOOKING SOUTH

PERSPECTIVES



PERSPECTIVE FROM LABOR ST. LOOKING NORTH - BUILDING 1 & 2 (EAST PARCEL)



PERSPECTIVE FROM SANTOS ST. LOOKING NORTH - BUILDING 1 (EAST PARCEL)

PERSPECTIVES







PERSPECTIVE FROM CESAR E. CHAVEZ LOOKING SOUTH - BUILDING 4 (WEST PARCEL)



PERSPECTIVE FROM GARFIELD ALLEY LOOKING NORTH - BUILDING 4 (WEST PARCEL)

PERSPECTIVES



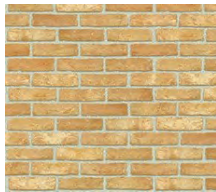




LAVACA NEIGHBORHOOD STREETS



PRECEDENT BRICK STUDIES



RUSTIC BLEND



CHEROKEE BLEND



CORDOVA BLEND

MATERIALS



PAINTED FIBER CEMENT  
LAP SIDING



STANDING SEAM METAL  
ROOF WHERE VISIBLE



WOOD TRELLISES



FABRIC AWNING



ALUMINUM WINDOWS  
AND DOORS - DARK  
BRONZE

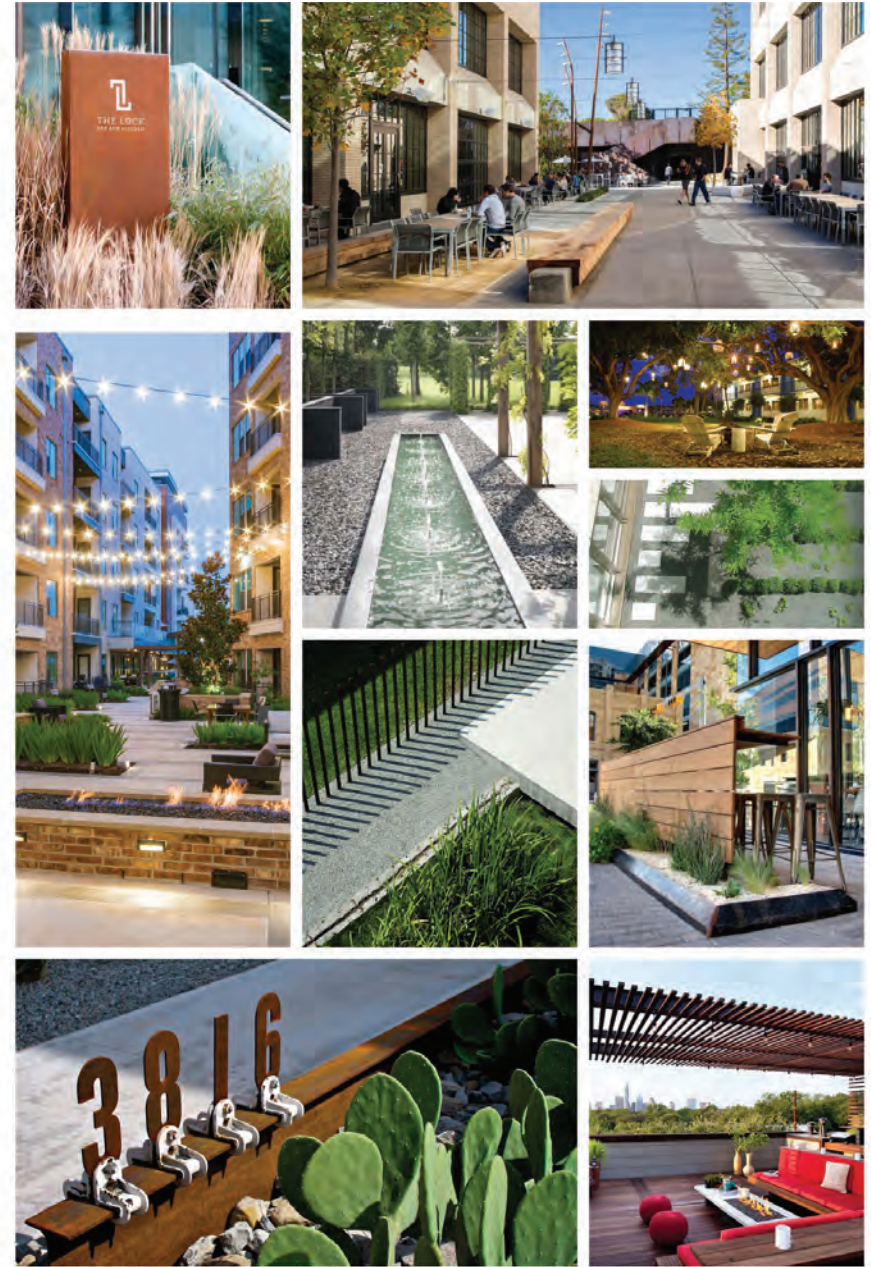


ALUMINUM STORE-  
FRONT - DARK BRONZE





LANDSCAPE PLAN







LANDSCAPE PLAN

