

HISTORIC AND DESIGN REVIEW COMMISSION

June 28, 2024

HDRC CASE NO: 2024-219
ADDRESS: 1012 NAVARRO ST
LEGAL DESCRIPTION: NCB 180 LOTS 13 & 14 ARB A14
ZONING: D, H
CITY COUNCIL DIST.: 7
DISTRICT: RIO-3; Downtown Design Area
LANDMARK: Individual Landmark
APPLICANT: Ramiro Zapata | ZDA Architecture
OWNER: Jeffrey Jaffe | 1012 Navarro LLC
TYPE OF WORK: Replacement of character-defining feature
APPLICATION RECEIVED: June 18, 2024
60-DAY REVIEW: August 13, 2024

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to replace the existing character-defining cast stone feature that reads "HAGNER BUILDING."

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 2, Exterior Maintenance and Alterations

2. Materials: Masonry and Stucco

A. MAINTENANCE (PRESERVATION)

- i. *Paint*— Avoid painting historically unpainted surfaces. Exceptions may be made for severely deteriorated material where other consolidation or stabilization methods are not appropriate. When painting is acceptable, utilize a water permeable paint to avoid trapping water within the masonry.
- ii. *Clear area*—Keep the area where masonry or stucco meets the ground clear of water, moisture, and vegetation.
- iii. *Vegetation*—Avoid allowing ivy or other vegetation to grow on masonry or stucco walls, as it may loosen mortar and stucco and increase trapped moisture.
- iv. *Cleaning*—Use the gentlest means possible to clean masonry and stucco when needed, as improper cleaning can damage the surface. Avoid the use of any abrasive, strong chemical, sandblasting, or high-pressure cleaning method.

B. ALTERATIONS (REHABILITATION, RESTORATION, AND RECONSTRUCTION)

- i. *Patching*—Repair masonry or stucco by patching or replacing it with in-kind materials whenever possible. Utilize similar materials that are compatible with the original in terms of composition, texture, application technique, color, and detail, when in-kind replacement is not possible. EIFS is not an appropriate patching or replacement material for stucco.
- ii. *Repointing*—The removal of old or deteriorated mortar should be done carefully by a professional to ensure that masonry units are not damaged in the process. Use mortar that matches the original in color, profile, and composition when repointing. Incompatible mortar can exceed the strength of historic masonry and results in deterioration. Ensure that the new joint matches the profile of the old joint when viewed in section. It is recommended that a test panel is prepared to ensure the mortar is the right strength and color.
- iii. *Removing paint*—Take care when removing paint from masonry as the paint may be providing a protectant layer or hiding modifications to the building. Use the gentlest means possible, such as alkaline poultice cleaners and strippers, to remove paint from masonry.
- iv. *Removing stucco*—Remove stucco from masonry surfaces where it is historically inappropriate. Prepare a test panel to ensure that underlying masonry has not been irreversibly damaged before proceeding.

FINDINGS:

- a. The property located at 1012 Navarro St is a one-story, commercial Spanish-style structure constructed in 1926 and first appears on the 1931 Sanborn Map. The structure features cast stone detailing, brick exterior, and originated as a automotive repair center. This property is an individual landmark.
- b. **CAST STONE REPLACEMENT** – The applicant is requesting approval to replace the existing cast stone character-defining feature with a natural stone replacement that will replicate the existing features including the building name. The Historic Design Guidelines for Exterior Maintenance and Alterations 2.B.i. states to repair masonry by patching

or replacing it with in-kind materials whenever possible. Utilize similar materials that are compatible with the original in terms of composition, texture, application technique, color, and detail, when in-kind replacement is not possible. Staff finds the replacement generally appropriate.

RECOMMENDATION:

Staff recommends approval of the request, based on findings a and b, with the following stipulations:

- i. That the applicant submit to staff a rendering that will reflect a one-to-one recreation to verify the replacement will be exact prior to the issuance of a Certificate of Appropriateness.
- ii. That the applicant use natural stone that mimics the appearance of the cast stone. Final material specifications and photos must be provided to staff prior to the beginning of work.
- iii. That the applicant utilize the same style of font for the portion that reads "HAGNER BUILDING".
- iv. That the applicant provide staff a photo of the final product prior to installation to verify the replacement will match the feature as installed.



Narrative for Signage Replacement at 1012 Navarro

6-18-202

Project: Signage Replacement for
1012 Navarro
San Antonio, Texas

Owner: Jaffe
Jeffrey Jaffe (Representative)

General Contractor: I-10 Materials
Mr. Pat Wilson
Comfort, Tx

Architect: ZDA Architecture, Inc.
2902 North Flores
San Antonio, Texas 78212
210-734-7371

Signage Replacement:

We sincerely request permission to replace the existing signage at 1012 Navarro:

Background:

The existing signage on the brick façade on the building located at 1012 Navarro is made of cast concrete and is in a severely deteriorated condition as is posing a danger to the pedestrians passing by the building. (See photograph of present condition) Parts of the concrete have fallen and the rusted reinforcing bar is exposed.

Request:

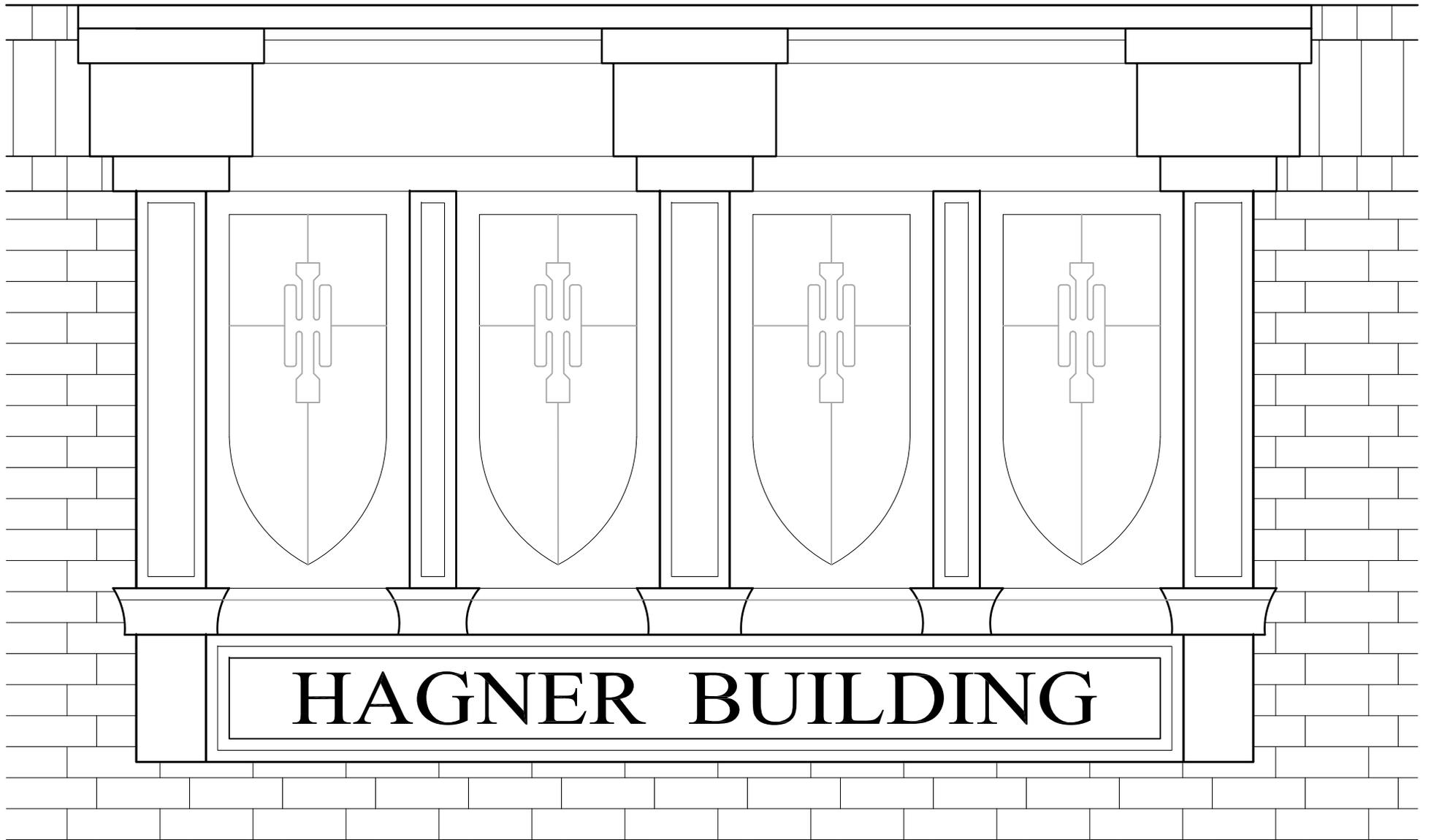
The Ownership of the building (Jaffe Company) is requesting permission from the HDRC to carefully remove the exiting (cast concrete) signage and replace it with natural stone. The shape and detail of the existing signage will be maintained to the greatest extent possible. The stone masons will carefully remove the existing signage and transport it to their facility where it will be reassembled and make a reproduction of it.

The new signage will match the existing signage in shape and size and will be constructed out of natural stone. Lueders with a honed finish Color: "Powder Grey". Please see a picture of the sample provided by the masons. The Owners have agreed to let the original name of "Hagner Building" remain on the signage as per our previous conversation. The masons will then re-install the signage in its original location on the building. This process will take approximately 30 to complete. Please contact me with any questions. 210-844-3911.

Respectfully Submitted:
Ramiro O. Zapata, AIA



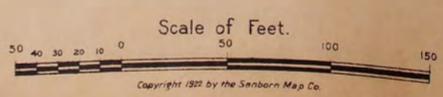
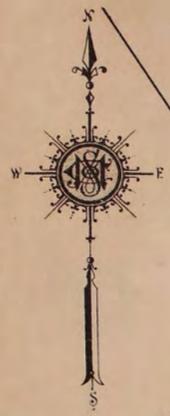
HAGNER BU

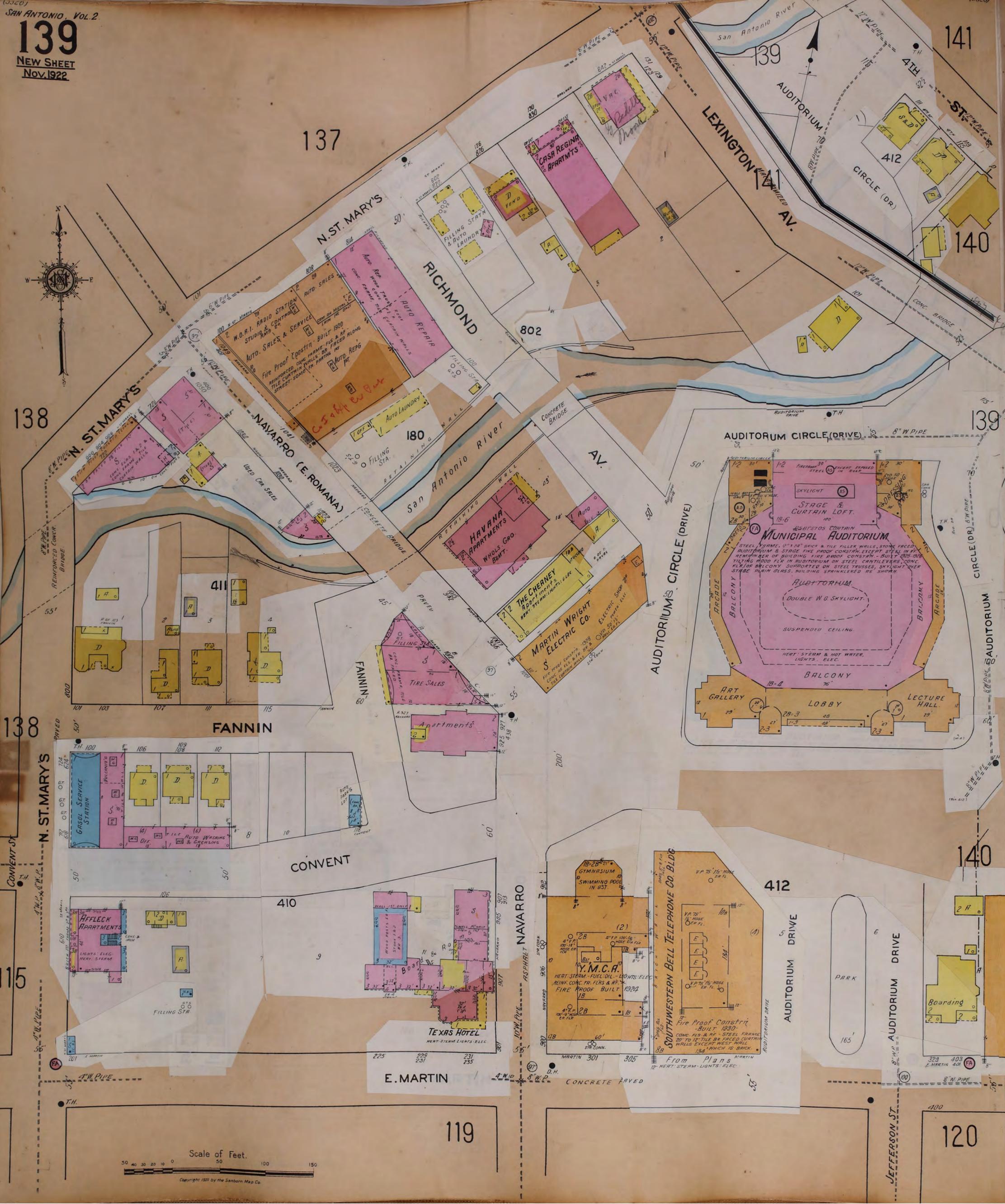


1 SIGNAGE ELEVATION
SCALE: 1" = 1'-0"

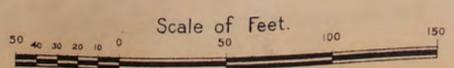
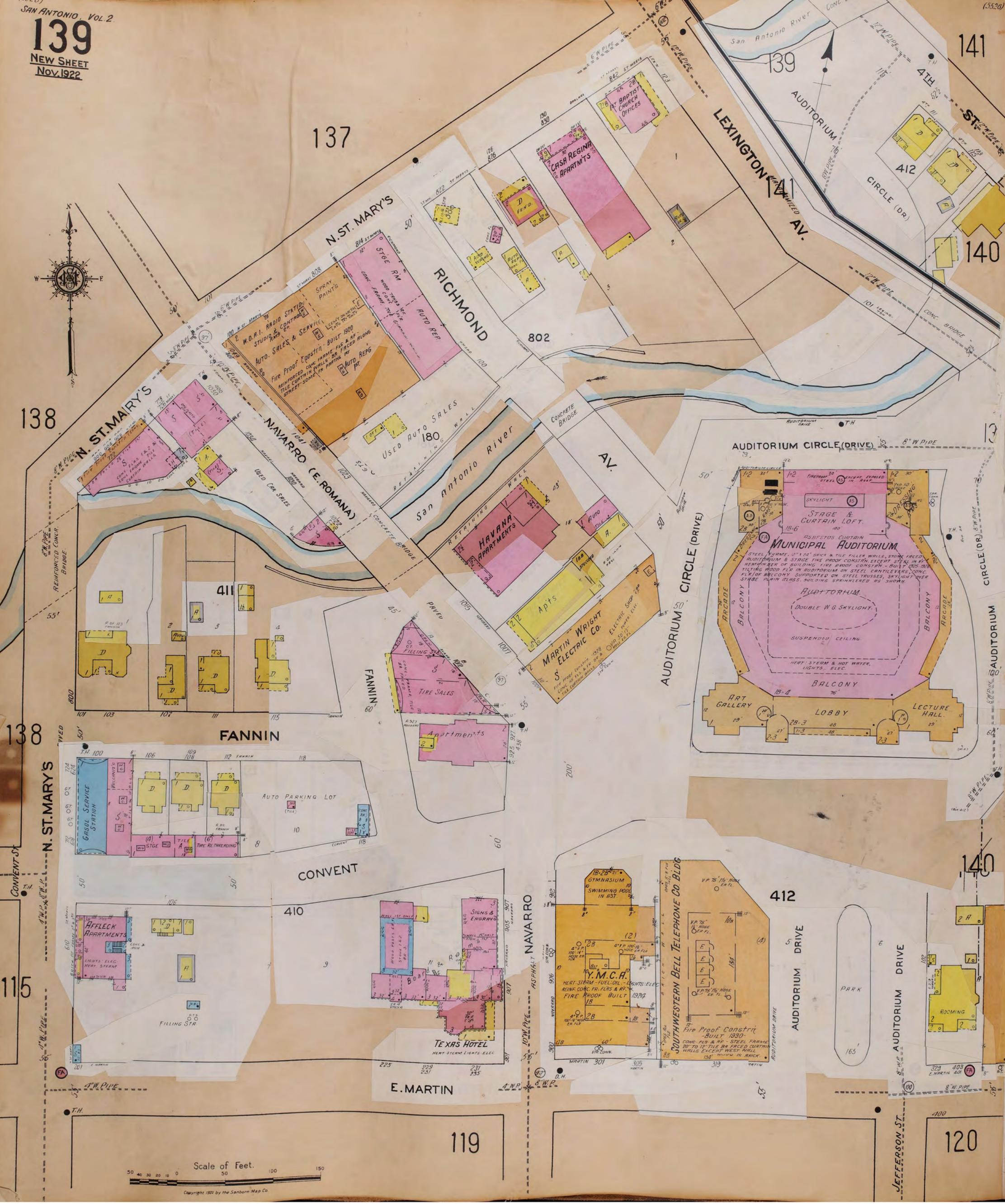


1 EXTERIOR ELEVATION
SCALE: N.T.S.





Original located at University of Texas at San Antonio Special Collections



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State: Texas

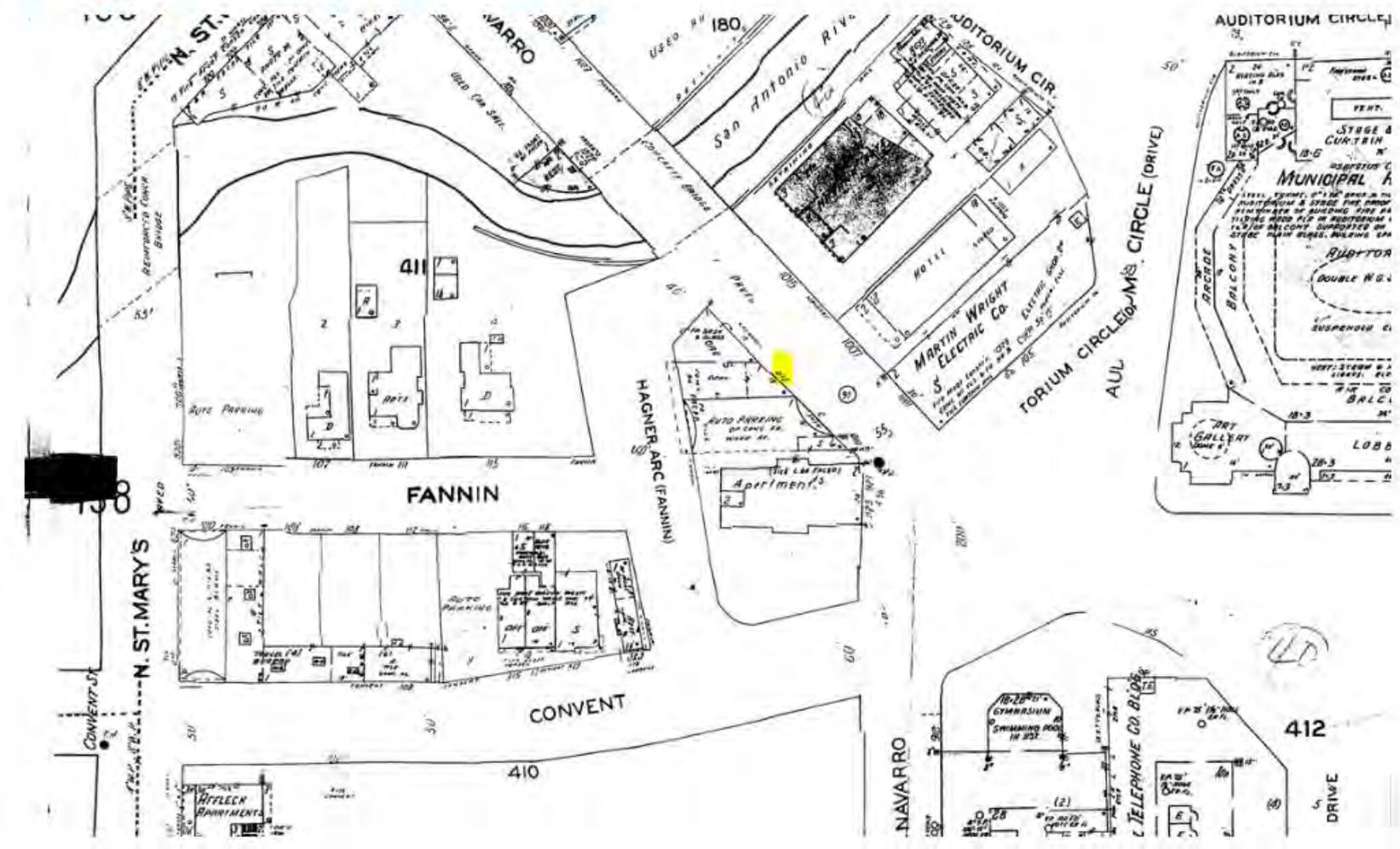
City: San Antonio

Date: 1911-Mar. 1951 *

Volume: vol. 2, 1912-Jan. 1951



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HAGNER STORE FORMAL OPENING MONDAY

NEW HAGNER TIRE STORE BEAUTIFUL AS WELL AS CONVENIENT
Its architecture harmonizing with that of the new Municipal auditorium, directly across Navarro street from it, the new Hagner Tire Store, which formally opens Monday, easily is one of the most

beautiful places of its kind in the country. It also is one of the most convenient stations and the only one in the city having separate drive-throughs for tire and battery service and gasoline and oil. The floor

plan, shown below, the picture of the store will show you that the place was designed for efficiency. F. H. Hagner, himself, designed the "efficiency store," a building far from ordinary.

NEW HOME OF GENERAL IS SHOW PLACE FOR S. A.

Architecture Harmonizes With That of Auditorium, Across Street.

The new Hagner Tire Store, on Navarro street, opposite the new Municipal Auditorium, opens formally Monday.

The opening will be celebrated with a week's "housewarming" beginning Monday and extending through Saturday. A set of four famous General puncture-sealing inner tubes will be given away as a souvenir, and the entire establishment will be open for inspection.

The design of the station was conceived by Mr. F. H. Hagner, the owner. Its architecture harmonizes with that of the new Municipal Auditorium directly across Navarro street. The place is one of the most beautiful and unique tire stations in the country. It is built for convenience, and efficient, rapid service. It is the only place in San Antonio to have separate drive-throughs for gasoline and oil and tires and battery service.

BELIEVES IN HIS LINE.

Mr. Hagner has an efficient organization, headed by "Bub" Northrup. He is a man thoroughly convinced of the value of the line he sells, the General. This faith has helped him put the line over and build up one of the biggest tire businesses in the Southwest. Taking over the line at a time when business was very poor, he "put it over" and guided his firm to its present enviable position.

He declares that his building is none too good for the class of merchandise he handles, pointing out that tests by the United States Bureau of Standards show that the General tire has a smaller amount of internal friction than any of the 72 tires tested.

DISTRIBUTES U. S. L.

In addition to handling the General line, the Hagner distributor for U. S. L. batteries. Its battery department is well equipped for fast and efficient service and is in charge of a veteran at the business, Hugh Mannes. U. S. L. batteries are stock equipment in the Willys-Knight Overland, Star, Flint, Durant and many other popular makes of automobiles.

The basement, under the structure, has been specially treated to make it moisture proof and the huge line of stock stored there is safe from deterioration.

WELL EQUIPPED.

The gas-line station is well equipped with many lubricating pumps and five gasoline pumps. Gulf products are handled exclusively. The pumps have dials that show just how much gasoline will cost.

The tire drive through has six air lines and six water lines. The air hose are equipped with gauges so that one can easily tell how much air is being put into his tire.

Offices and the show room is in the central enclosed section of the store. Only sample tires are displayed in the show room and these are placed in a beautiful walnut rack that would do credit to furniture in any office.

Accessories are neatly displayed in glass show cases. The new building is a "show place" for San Antonio and an excellent addition to Automobile Row.



NASH MOTORS ENLARGES PLANT

In line with the production expansion program of the Nash Motors company, made necessary by the greatest demand for Nash cars in the history of the company, a large addition to the plant of the Seaman Body Corporation of Milwaukee, has just been completed. The Seaman business, owned in half by Nash Motors, is devoted entirely to the building of enclosed bodies for the Nash advanced six, special six and light six series.

The addition to the Seaman plant is a five-story building of steel and concrete construction, 173 by 100 feet. It is identical in construction and design to the other Seaman buildings of which it has been made an integral part.

INSTALLATION OF EQUIPMENT. Installation of equipment to be used in the various departments in the new building is well under way and when this has been completed the plant will rank as one of the most modern and finest equipped automobile body factories in the world.

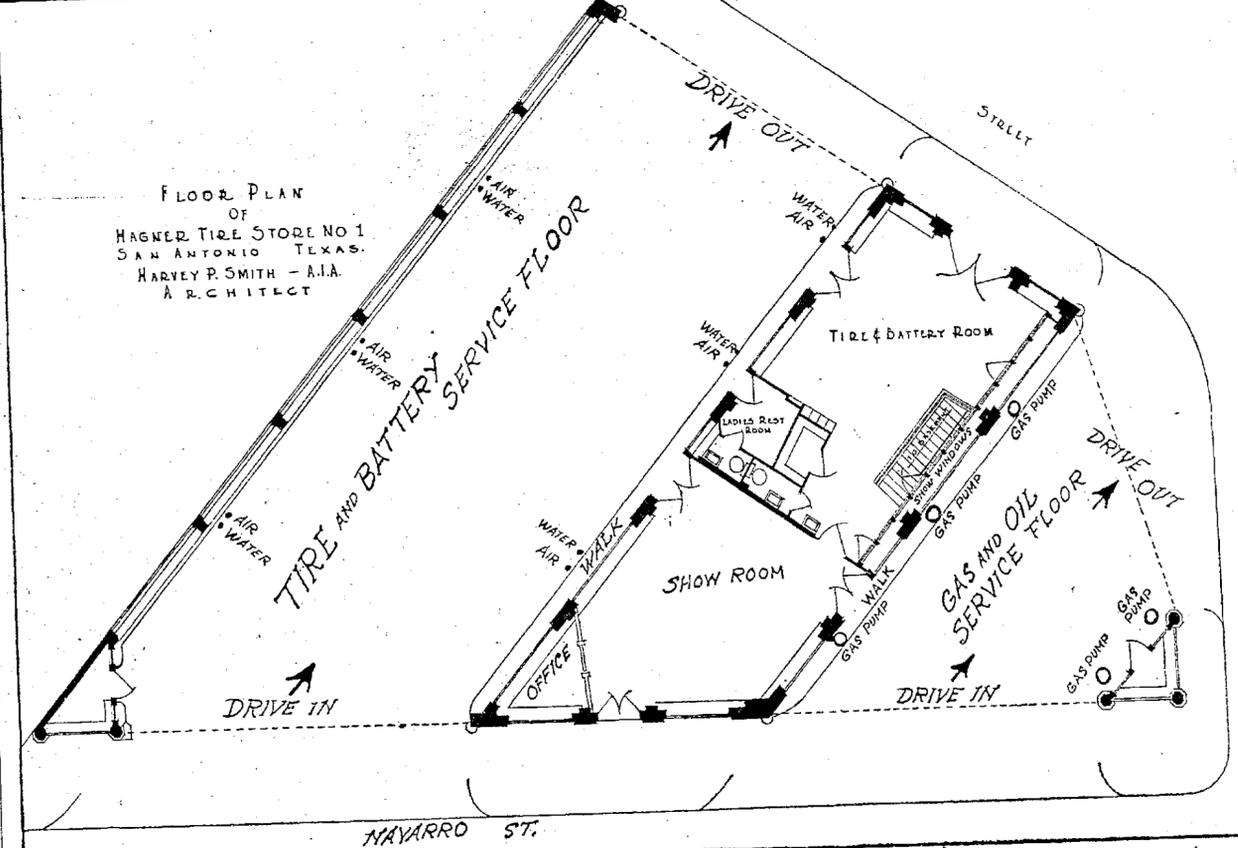
Immediately adjoining the new building is a side track and long, covered platform for the unloading of steel.

The entire first floor of the building will be devoted to departments for steel storage, square shearing and rotary shearing; on the second floor will be machinery for stamping of small metal parts while the third floor departments will be a continuation of similar metal processes. The fourth and fifth floors will be devoted to the enlargement of upholstery and trimming departments.

October Is Called Top Repair Month

"If the top of a car is in poor condition and in need of renovation, how will it look when the rains fall upon it?" asks the proprietor of the Top Top Body and Fender company, top and body reconditioners.

"October is a good month in which to be prepared for which, as everybody knows, descends upon the just and the unjust alike."



General Motors Earnings For Last 9 Months Record

NEW YORK, Oct. 30.—According to an official summary of the income account and balance sheet issued this afternoon, the earnings of General Motors for the nine months ended September 30, 1926, not only exceeded any nine months in its history but also were greater than the earnings of any previous entire calendar year.

Net earnings, including the corporation's equity in subsidiary companies were \$149,317,553, compared with \$80,921,018 for the corresponding period of 1925. After deducting \$5,733,325 on account of dividends on the senior securities there remains \$143,584,228 applicable to the common stock.

This is equivalent to \$17.77 net share on the common stock which compares with \$9.71 per share for the corresponding period of 1925, after making allowance for the difference in the number of shares outstanding. It will be recalled that on June 30, 1926, the 10 per cent Community interest in Fisher Body Corporation was acquired, and in September a 50 per cent stock dividend was paid. The earnings per share are therefore calculated on the basis of 8,700,000 shares outstanding subsequent to June 30, and prior to June 30 on the basis of 7,742,339 shares of stock, or the equivalent of the 5,101,799 shares then outstanding after giving effect to the 50 per cent stock dividend.

WEYNAND VISITS. A. E. Weynand, Star dealer at Hondo, was a recent business visitor at the Straus-Frank Company's sales room.

MACHINES CUT REPAIR COST

Automobiles are cheaper today and better than ever before because of the fact that so much less labor is required to make them. Automatic machinery has reduced the human labor required in making a car to one-sixth of the amount it took 15 years ago, according to recent surveys made in Detroit.

"Something of the same efficiency has been achieved in modern repair shop equipment," says T. D. Ormsby, of the Ormsby Chevrolet company. "We have in our shop, for example, a main bearing and alignment machine which will turn out a complete main bearing job in about one hour. The same operation used to require 10 hours when it was done by hand, and the machine does a far more satisfactory job. That is typical of the efficiency that has been achieved to date in the caring for cars as well as in their original manufacture."

MARMON ADOPTS FEDCO NUMBER SYSTEM; BEGINS ON '75'

From all over the country police departments, automobile associations and insurance companies are reporting an increase in the number of stolen automobiles. Chicago reports the total number of car stolen since January 1 as 7500 as compared with \$200 for the whole of 1925. Massachusetts reports 19,000 stolen in the year 1925 as compared with 9500 in 1924.

"Automobile thievery has become an organized business involving a loss of three hundred million dollars a year—a bill which the motoring public pays either directly or indirectly," says H. H. Brooks, general sales director of the Marmon Motor Car company.

Buick Adds Open Coupe to Its 1927 Extensive Line

Buick has added another model, and an unusually smart one, to its already extensive line of 1927 cars with the introduction this week of the model 54CC, an open coupe on the series 128 chassis.

This newest addition to the Buick line provides every convenience and comfort of the coupe plus the advantage of a top which folds into a small pack when the weather makes an open car desirable. Previous to its introduction by Buick, this popular body style has not been available outside the custom class on a chassis of the size and power of the 1927 Buick.

Like other Buick roadster and coupe models, the new job carries a low swung diekey seat in the rear deck. There is also a side door for easy access to the rear deck compartment.

DETROIT GETS FIFTY GRAHAMS

Fifty more Graham Brothers street car type motor coaches were ordered this month for the department of street railway of the city of Detroit, to supplement the highly satisfactory service now being given by 148 Graham Brothers coaches purchased during the last year and a half, according to word received by R. V. Coover, manager of the truck department of the Wrotten-Hundley Motor Co.

This new order is an unusual testimony to the stamina, adaptability, and profit making qualities of these 2-passenger units. It is based on the experience gained through the operation of Graham Brothers motor coaches a total of 6,917,792 miles in Detroit, from January 1, 1925, to July 1 of this year. Day in and day out, these motor coaches are run an average of 16 to 20 hours out of every 24. A total of 19,871,111 revenue passengers were carried the last 18 months.

CALLS ON DEALERS. E. W. Schumke, Wrotten-Hundley Motor company's road man, spent the week calling on Dodge dealers in the San Antonio territory.

No Future Tire Price Cuts Are Seen by Officials

WASHINGTON, Oct. 30.—Despite the slump in crude rubber quotations, no further price cuts on automobile tires are foreseen by the Department of Commerce, which bases its opinion on advices received from American manufacturers, who anticipate higher prices not later than next spring.

Present low prices for automobile tires are due to unseasonable conditions abroad and a wave of economy measures by domestic autoists. Things now offered for sale were produced from crude rubber bought before the new low quotations became effective. Labor costs and manufacturing overhead have remained virtually the same during the fluctuations of the market. The Department of Commerce has been advised.

Gas vs. Gasoline, Italian Experiment

Investigations looking to the use of gas instead of gasoline for the driving of automobiles have latterly been made under the direction of the ministries of war and public works of Rome, Italy. It was found that a run normally requiring approximately one and one-half gallons of gasoline could be covered with 106 cubic feet of gas.