

# HISTORIC AND DESIGN REVIEW COMMISSION

June 17, 2015

Agenda Item No: 8

**HDRC CASE NO:** 2015-246  
**COMMON NAME:** HWY 90 W/W Military Dr.  
**ZONING:** UZROW  
**CITY COUNCIL DIST.:** 4  
**APPLICANT:** Alma Nunez/RVK  
**OWNER:** TXDOT ROW  
**TYPE OF WORK:** Lackland Corridor Streetscape Project  
**REQUEST:**

The applicant is requesting conceptual approval for the streetscape/site development plan of the Lackland Corridor Gateway.

## APPLICABLE CITATIONS:

### (a)Site and Setting.

- (1)Building sites should be planned to take into consideration existing natural climatic and topographical features. The intrusive leveling of the site should be avoided. Climatic factors such as sun, wind, and temperature should become an integral part of the design to encourage design of site-specific facilities which reinforces the individual identity of a neighborhood and promotes energy efficient facilities.
- (2)Special consideration should be given to maintain existing urban design characteristics, such as setbacks, building heights, streetscapes, pedestrian movement, and traffic flow. Building placement should enhance or create focal points and views. Continuity of scale and orientation shall be emphasized.
- (3)Accessibility from streets should be designed to accommodate safe pedestrian movement as well as vehicular traffic. Where possible, parking areas should be screened from view from the public right-of-way by attractive fences, berms, plantings or other means.
- (4)Historically significant aspects of the site shall be identified and if possible incorporated into the site design. Historic relationships between buildings, such as plazas or open spaces, boulevards or axial relationships should be maintained.

### (b)Building Design.

- (1)Buildings for the public should maintain the highest quality standards of design integrity. They should elicit a pride of ownership for all citizens. Public buildings should reflect the unique and diverse character of San Antonio and should be responsive to the time and place in which they were constructed.
- (2)Buildings shall be in scale with their adjoining surroundings and shall be in harmonious conformance to the identifying quality and characteristics of the neighborhood. They shall be compatible in design, style and materials. Reproductions of styles and designs from a different time period are not encouraged, consistent with the secretary of the interior's standards. Major horizontal and vertical elements in adjoining sites should be respected.
- (3)Materials shall be suitable to the type of building and design in which they are used. They shall be durable and easily maintained. Materials and designs at pedestrian level shall be at human scale, that is they shall be designed to be understood and appreciated by someone on foot. Materials should be selected that respect the historic character of the surrounding area in texture, size and color.
- (4)Building components such as doors, windows, overhangs, awnings, roof shapes and decorative elements shall all be designed to contribute to the proportions and scale of their surrounding context. Established mass/void relationships shall be maintained. Patterns and rhythms in the streetscape shall be continued.
- (5)Colors shall be harmonious with the surrounding environment, but should not be dull. Choice of color should reflect the local and regional character. Nearby historic colors shall be respected.
- (6)Mechanical equipment or other utility hardware should be screened from public view with materials compatible with the building design. Where possible, rooftop mechanical equipment should be screened, even from above. Where feasible, overhead utilities should also be underground or attractively screened. Exterior lighting shall be an integral part of the design. Interior lighting shall be controlled so that the spillover lighting onto public walkways is not annoying to pedestrians.
- (7)Signs which are out of keeping with the character of the environment in question should not be used. Excessive size and inappropriate placement on buildings results in visual clutter. Signs should be designed to relate harmoniously to

exterior building materials and colors. Signs should express a simple clear message with wording kept to a minimum. (8)Auxiliary design. The site should take into account the compatibility of landscaping, parking facilities, utility and service areas, walkways and appurtenances. These should be designed with the overall environment in mind and should be in visual keeping with related buildings, structures and places.

(c)**Multiple Facades.** In making recommendations affecting new buildings or structures which will have more than one (1) important facade, such as those which will face two (2) streets or a street and the San Antonio River, the historic and design review commission shall consider the above visual compatibility standards with respect to each important facade.

**FINDINGS:**

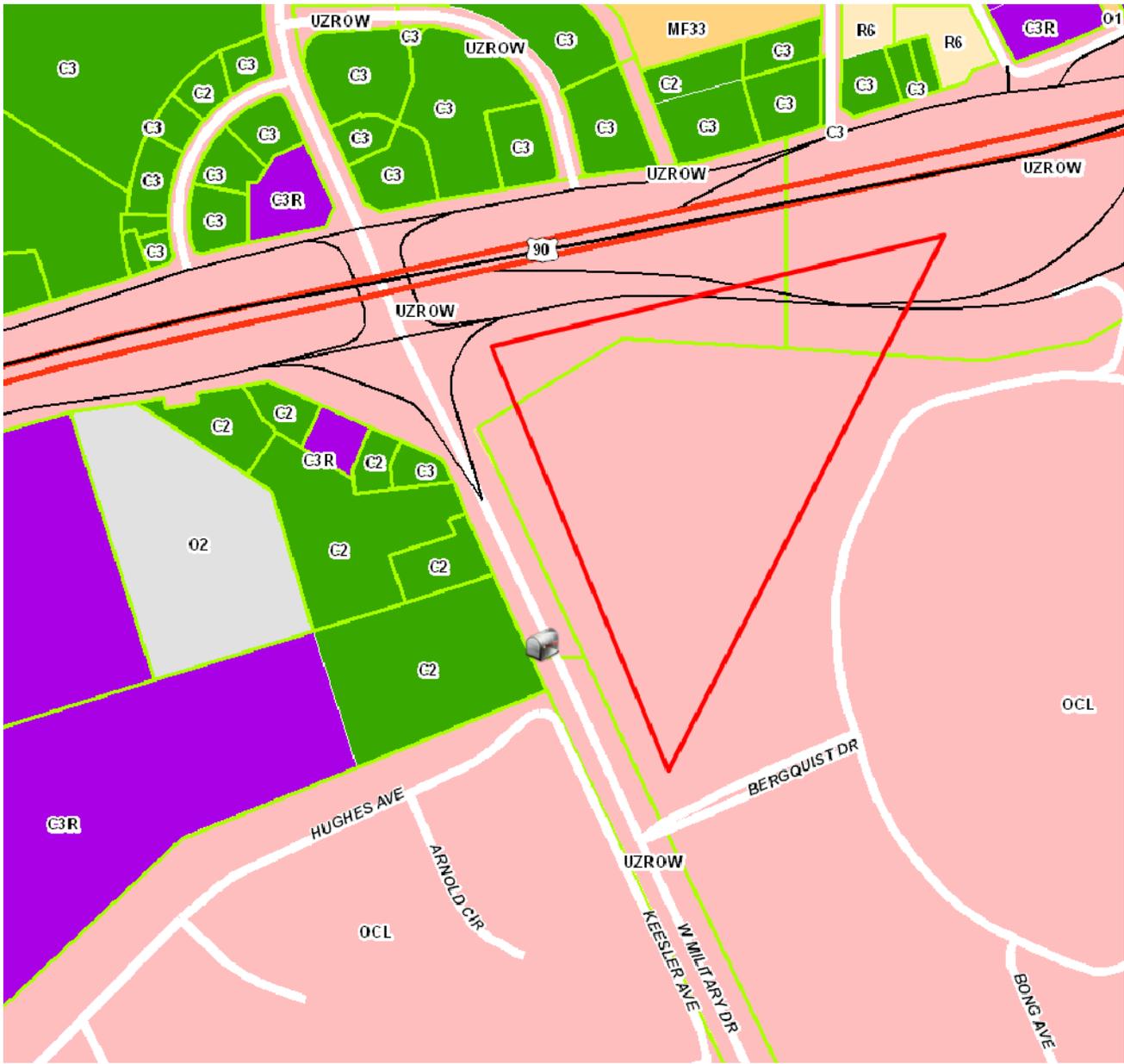
- a. The proposed site development plan is the first phase of the Lackland Corridor Streetscape conceptual master plan. This phase will begin at the intersection of SW Military and US 90 W, and will cover five acres.
- b. Consistent with the UDC Section 35-A.1-3, the site and setting of the proposed streetscape plan is compatible within the historically significant military context of the Lackland corridor.
- c. Consistent with the UDC Section 35-642.b.1 in terms of maintaining high design quality standards for public infrastructure, the proposed plan is appropriate to integrate vehicular traffic into an efficient and complete street that supports pedestrians, bicyclists, and users of public transit more accessible and inviting to users.
- d. Consistent with UDC Section 35-642(b), the proposed site improvements are of exceptional quality and respond to the character of the site and the time and place of which it will respond to.

**RECOMMENDATION:**

Staff recommends conceptual approval based on items a through d.

**CASE MANAGER:**

Alyson Smith





## HWY 90 W / W Military Dr.

### Lackland Corridor

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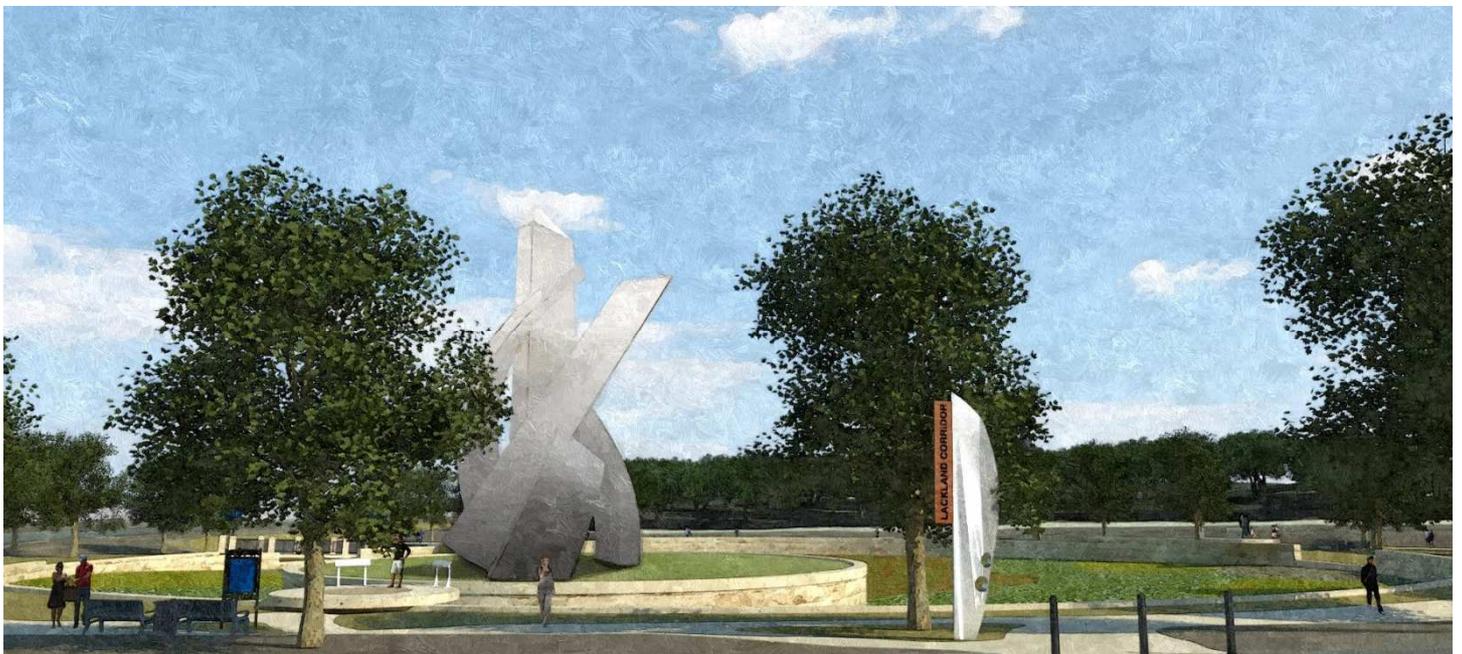


CITY OF SAN ANTONIO  
TRANSPORTATION & CAPITAL IMPROVEMENTS



CAMACHO-HERNANDEZ  
& ASSOCIATES, LLC  
Engineering - Planning - Transportation - Related Services

*RVK*



*RVK*

Lackland Corridor Gateway  
Conceptual Site Development Submittal

# Introduction

This submittal is seeking Conceptual Approval for the **site development plan** of the Lackland Corridor Gateway

This **site development plan** is the first phase of the Lackland Corridor Streetscape Conceptual Master Plan

*RVK*



**LACKLAND CORRIDOR**  
A STREETScape CONCEPTUAL MASTER PLAN  
City of San Antonio  
October 10, 2014



Subject area –  
Lackland Corridor  
Gateway

Lackland Corridor Conceptual  
Streetscape Master Plan – 3.7  
miles of SW Military Drive. Begins  
at US90W and ends at Pearsall  
Road

*RVK*

Lackland Corridor Gateway  
Conceptual Site Development

# Lackland Corridor Conceptual Streetscape MP

## Concept Statement:

To leave a **lasting first impression** on the thousands of family members of freshly minted **Airmen**; and to **integrate** vehicular traffic into an **efficient** and **complete street** that **supports** pedestrians, bicyclists and users of public transit.

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LACKLAND CORRIDOR  
A STREETScape CONCEPTUAL MASTER PLAN  
City of San Antonio  
October 10, 2014

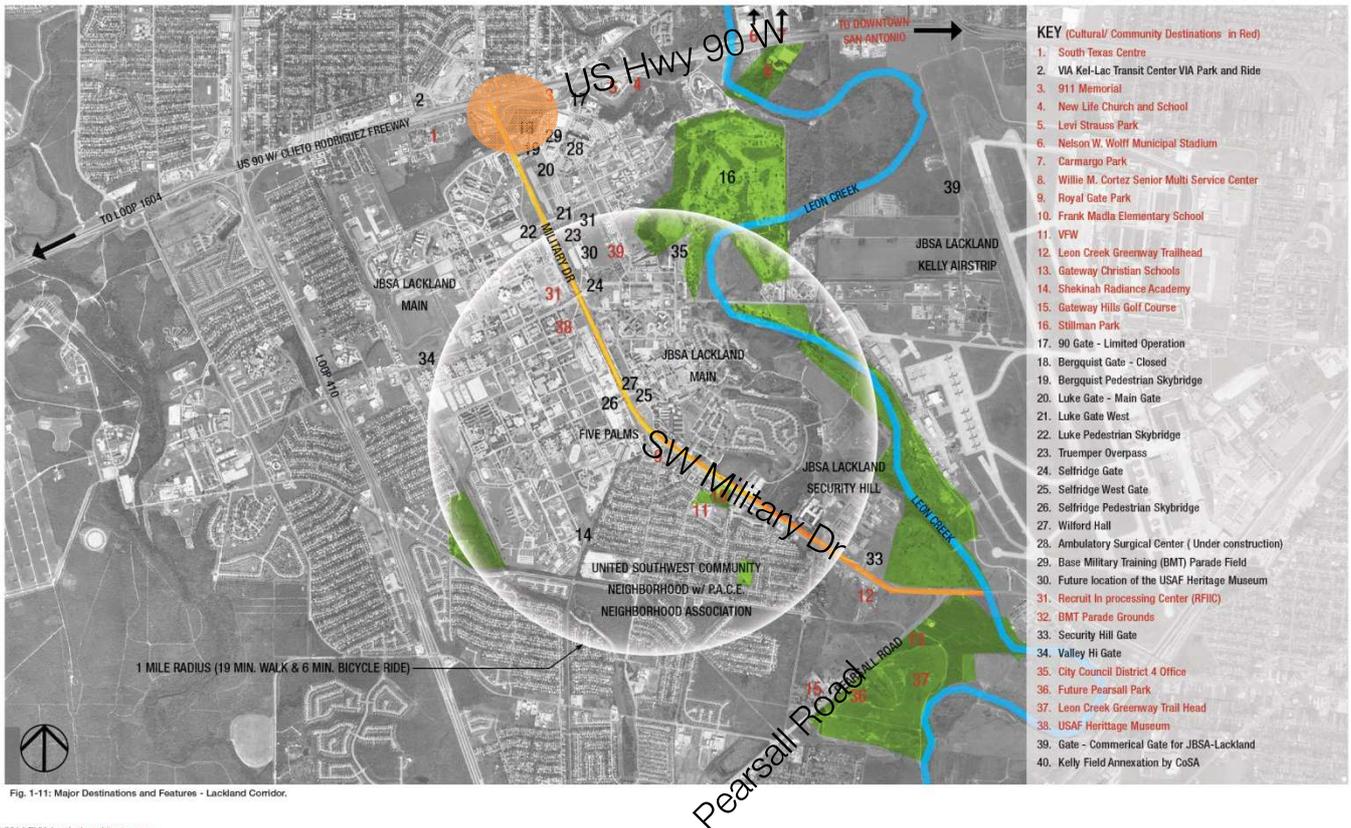


- Approved by City Council August 7, 2014
- Located in City Council District 4 and Councilmember Rey Saldana
- Cost Opinion to complete the concepts presented: \$55 million

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Lackland Corridor Gateway  
Conceptual Site Development

# Lackland Corridor Conceptual Streetscape MP



## Lackland Corridor Gateway site development plan area

- Phase 1 of the MP
- 5 Acre site at the intersection of SW Military and US 90 W



## Lackland Corridor Gateway Conceptual Site Development

## Existing Site



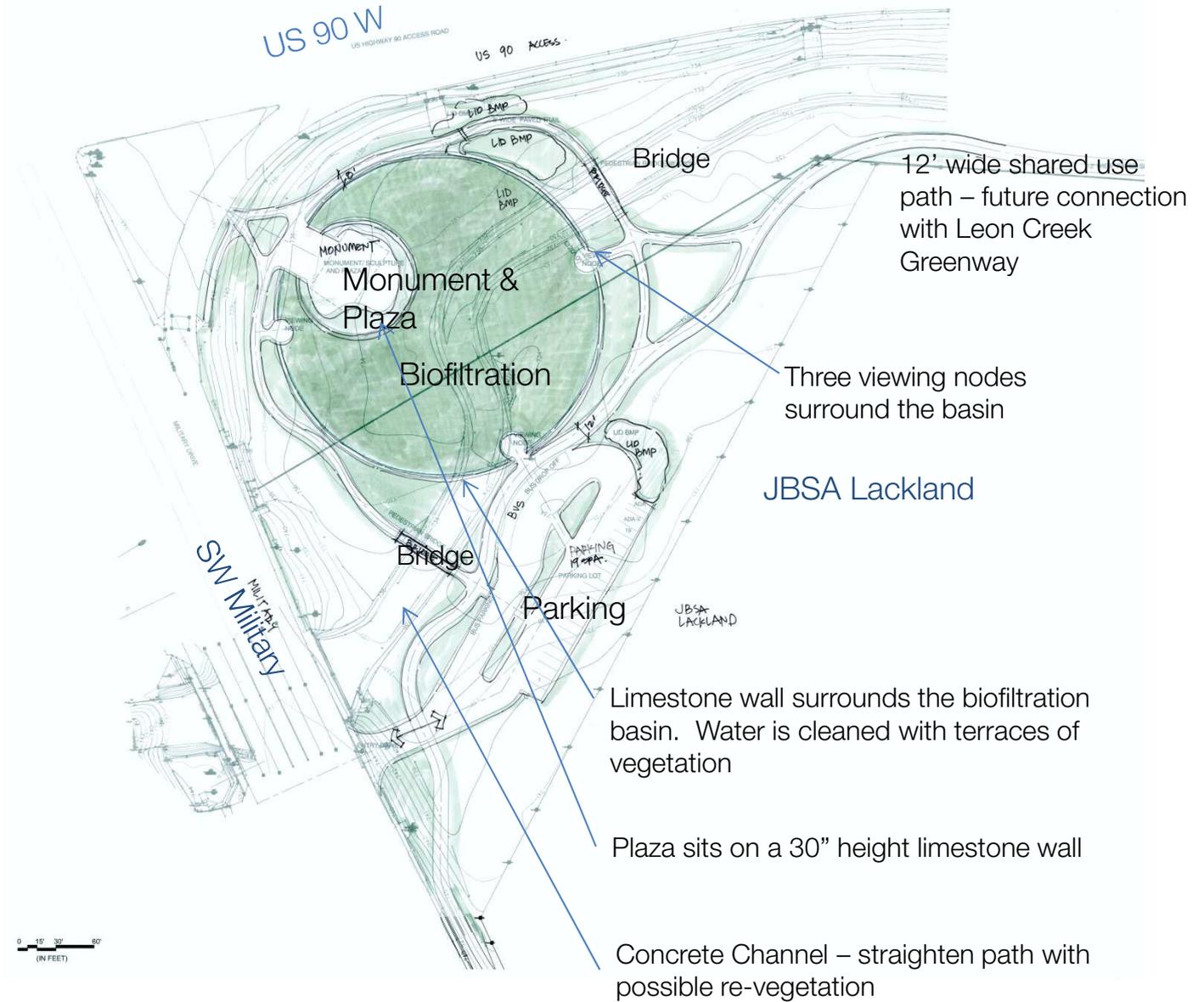
Fig. 2-34: Photo of Military Drive at the US 90 W interchange. Bergquist Gate Shown.  
Source: Google Maps (Retrieved May, 2014).

- Property ownership: TXDoT and JBSA - Lackland
- Maintained by the City of San Antonio

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Lackland Corridor Gateway  
Conceptual Site Development

# Site Development Plan



## Lackland Corridor Gateway Conceptual Site Development Plan

# Conceptual Design presented within the Master Plan

Monument concepts presented within the MP



Fig. 3-6: Monument Aerial

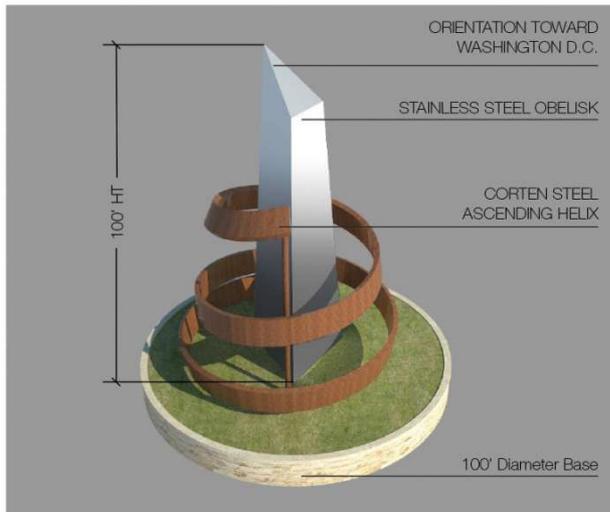


Fig. 3-7: Monument Design

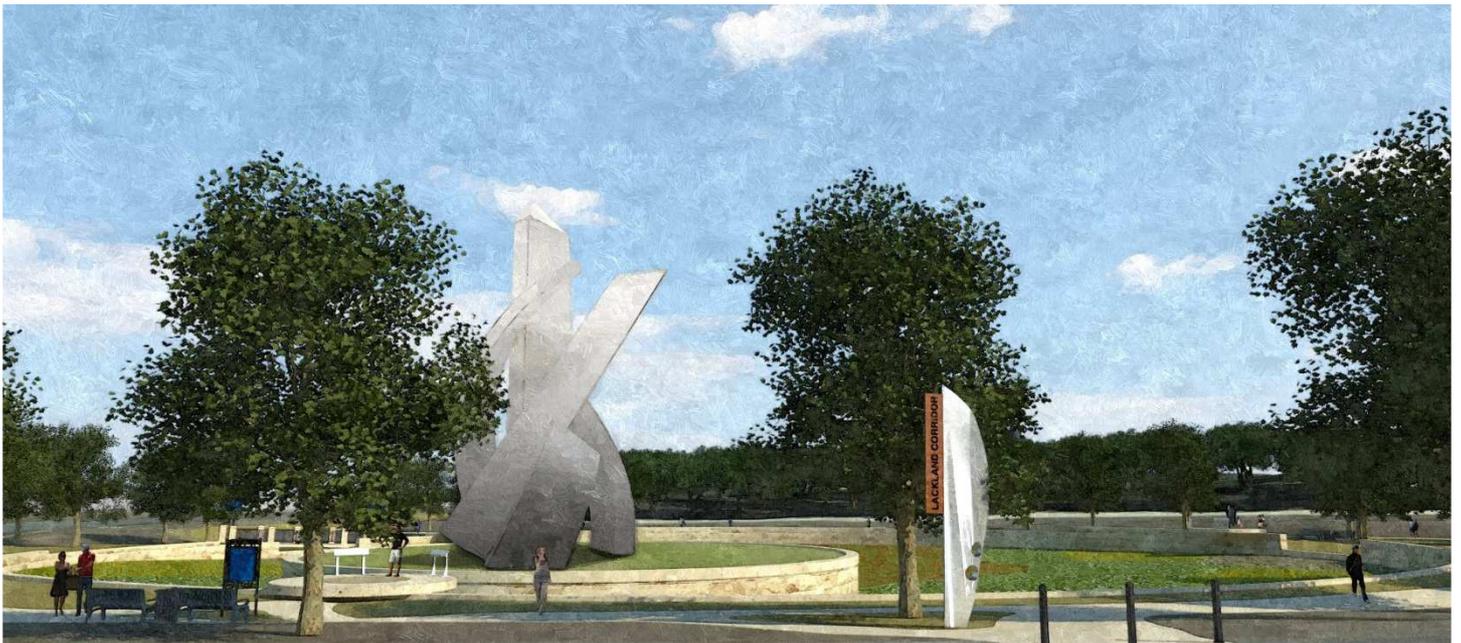


Fig. 3-8: Monument from Military looking east

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Lackland Corridor Gateway  
Conceptual Site Development

## Current Design



- Aluminum cladding over a steel structure
- Lighting from within one of the pieces and up lighting onto the monument

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Conceptual Site Development

# The PASA approved Sculptor/ Artist

## Introduction to George Schroeder

The screenshot shows the UrbanArt website interface. At the top, a yellow banner contains the tagline "Enhancing the cultural vibrancy of our community through the development of public art." and a "LOGIN" link. Below this is a navigation menu with links for Home, About Us, Opportunities, Artists, Gallery, Blog, News, Events, Support, and Contact Us. The UrbanArt logo is on the left. A search bar is located on the right. The main content area features a profile for George Schroeder, including a large image of a sculpture at night, a "View Resume" link, a "View Artist's Website" link, and a list of mediums: Bronze, Sculpture, Steel. Below this is a section titled "Artist's Work" with a grid of smaller images showing various sculptures. On the left side of the page, there is a sidebar menu with the heading "Artists" and links for "Artist Profiles", "Artists' Toolkit", "Career Resources", and "Join the Registry".

### Artist's Bio

George Schroeder began his development as an artist early on, being the grandson of professional artists he was exposed to various disciplines of art. Also important, was being introduced to the medium of steel while working in a machine shop during the summers of his teenage years. In 1989, after receiving his BBA, Schroeder worked in the manufacturing industry, managing various production operations. However, at night he was able to borrow the company metal shop facility to create his metal sculptures. Schroeder learned many of his techniques from lifelong metalworkers, blacksmiths and welders that were intrigued and willing in sharing their knowledge.

In 1992, Schroeder opened his studio in the old machine shop that he worked in as a teenager. For the next several years he continued his outside studies in painting, drawing, and large scale metal fabrication design; while also maintaining his studio and receiving various private and public commissions. A major expansion of the studio occurred in 1999, a 6,000 square foot addition provided an overhead crane and the needed space to produce large scale sculptures.

Schroeder's work is known for its physicality, rawness and remarkable elegance. The artist's primary interests are to create abstract sculptures that evoke tension within form; for the sculptures to ultimately to change the space into a definitive visual experience.



## Lackland Corridor Gateway

Conceptual Site Development

# Gateway Monument/ Sculpture Size Comparison

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An initial height restriction study limits the size of the monument to 72 feet. FAA places this restriction.

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Lackland Corridor Gateway  
Conceptual Site Development

## Gateway Monument/ Sculpture



This scaled model was presented to the Public Arts Subcommittee of the Public Arts Commission on May 5, 2015 and received Conceptual Approval

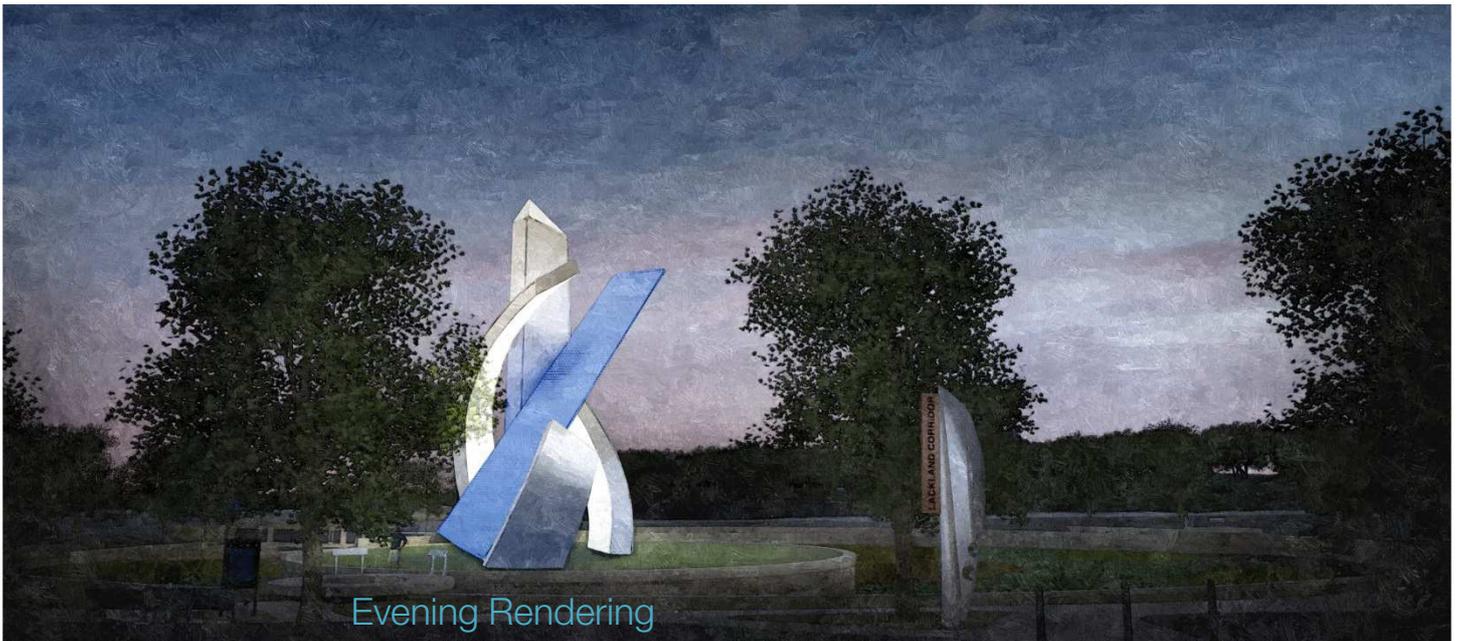
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Lackland Corridor Gateway  
Conceptual Site Development

# Gateway Monument/ Sculpture



Evening Rendering



Evening Rendering



Lackland Corridor Gateway  
Conceptual Site Development

## Project timeline

Schematic Design	April and May 2015
Design Development	May and June 2015
Construction Documents	July, August and September 2015
Bidding & Negotiation	October 2015
Construction Begins	November 2015
Monument Installation	September 2016
Ribbon Cutting	October 2016

