HISTORIC AND DESIGN REVIEW COMMISSION

April 15, 2015

Agenda Item No: 12

HDRC CASE NO:	**2015-143**
ADDRESS:	8514 MISSION RD
LEGAL DESCRIPTION:	NCB 11175 BLK LOT NW IRR 862.87 FT OF TR 12 (ARB 12C)
ZONING:	R6 H RIO-6
CITY COUNCIL DIST.:	3
DISTRICT:	Mission Historic District
APPLICANT:	Clay Hagendorf
OWNER:	City of San Antonio, Aviation Department
TYPE OF WORK:	Parking lot improvements

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to:

Construct a new parking lot at the Stinson Airport to replace an existing informal parking lot.

APPLICABLE CITATIONS:

UDC Section 35-672, Neighborhood Wide Design Standards

(b) Automobile Access and Parking. Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.

(1) Curb Cuts.

A. Limit curb cuts to two (2) on parking areas or structures facing only one (1) street, and one (1) for each additional street face. The prohibition of additional curb cuts may be waived by the HDRC where the intent of the standards are clearly met and specific site circulation patterns require an additional curb cut, such as on long parcels or at nodes.

B. Curb cuts may be no larger than twenty-five (25) feet zero (0) inches. Continuous curb cuts are prohibited.

C. Sharing curb cuts between adjacent properties, such as providing cross property access easements, is permitted.

(2) Location of Parking Areas. Automobile parking in new developments must be balanced with the requirements of active environments. Large expanses of surface parking lots have a negative impact on street activity and the pedestrian experience. New commercial and residential structures can accommodate parking needs and contribute to a pedestrian-friendly streetscape.

A. Locate parking areas, that is any off-street, ground level surface used to park cars or any parking structure, toward the interior of the site or to the side or rear of a building.

B. The extent of parking area that may be located along the street edge or riverside shall be limited to a percentage of the lot line as per Table 672-1 as measured in a lineal direction parallel to the lot line. All parking within a thirty-foot setback from the above mentioned lot line shall comply with the requirements of the table. Where parking is located on corner sites only one (1) lot line has to meet the requirements of the table.

C. Parking lots should be avoided as a primary land use. Parking lots as a primary use are prohibited in RIO-3 and for all properties that fall within one hundred (100) feet of the river right-of-way in all RIO districts.

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

3. Landscape Design

A. PLANTINGS

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.

B. ROCKS OR HARDSCAPE
i. *Impervious surfaces* —Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
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.

FINDINGS:

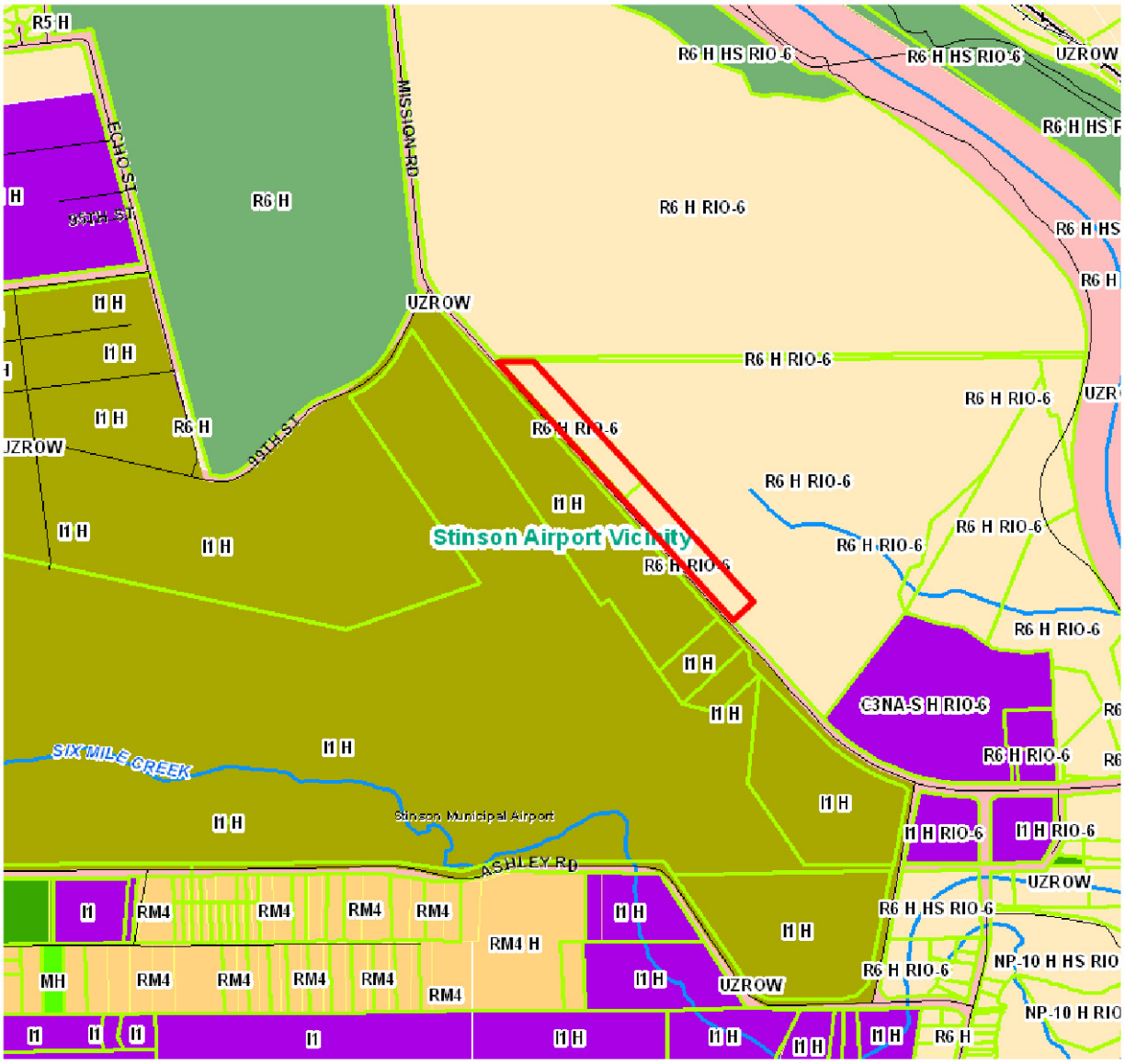
a. The applicant is proposing to construct a new parking lot to serve the Stinson Municipal Airport that will replace an informal lot in the same location. The applicant has proposed materials of asphalt, concrete, various shrubs, trees and other planting materials, decomposed granite and river rock.
b. The applicant has proposed two curb cuts to provide automobile access to the proposed parking lot. This is consistent with the UDC Section 35-672(b)(1) regarding automobile parking and curb cuts.
c. The applicant has provided a landscaping plan which includes a tree preservation plan, specifics on planting materials and information regarding the buffering and screening of parking from the public right of way. This is consistent with the UDC Section 35-672(b)(3).
d. According to the Historic Design Guidelines, Chapter 5, Guidelines for Site Elements, planting should be incorporated into the design when rock or gravel is used in place of a lawn area. The applicant has proposed to provide xeriscape planting at locations shown in the provided site plan including decomposed granite and river rock at various curb locations. This is consistent with the Guidelines for Site Elements. In regards to appropriate plant a material, the applicant is to comply with the UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods.
e. The UDC Section 35-675 states that an HDRC application for commercial development projects within a river improvement overlay district shall be reviewed by the city archaeologist to determine if there is potential of containing intact archaeological deposits. The applicant is responsible for complying with this section of the UDC.

RECOMMENDATION:

Staff recommends approval as submitted based on findings a through e.

CASE MANAGER:

Edward Hall



N

Flex Viewer

Powered by ArcGIS Server

Printed:Apr 08, 2015

Site Photo 1

Site Photo 2

Site Photo 3

Site Photo 4

Site Photo 5

Site Photo 6

Parking Lot Renovation
At Stinson Municipal Airport
8535 Mission Road, San Antonio, Texas

City of San Antonio

Mayor
Ivy Taylor

City Manager
Sheryl L. Sculley

City Council

District 1 Roberto C. Trevino

District 2 Alan Warrick, II

District 3 Rebecca J. Viagran

District 4 Rey Saldana

District 5 Shirley Gonzales

District 6 Ray Lopez

District 7 Cris Medina

District 8 Ron Nirenberg

District 9 Joe Krier

District 10 Mike Gallagher

80% CONSTRUCTION DOCUMENTS

1427

BEATY PALMER ARCHITECTS

CONSTRUCTION DRAWINGS ORGANIZATION

A. CONSULTANT DRAWINGS ORGANIZATION: Drawings prepared by separate consultants occur after the architectural drawings in the following sequence, if and as applicable:
IR. LANDSCAPE IRRIGATION
C. CIVIL
S. STRUCTURAL
M. MECHANICAL
E. ELECTRICAL
P. PLUMBING

Refer to each individual Consultant's document package for information regarding the internal organization, keying and symbol systems for each Consultant's documents.

B. ARCHITECTURAL DRAWINGS SHEET NUMBERING: Architectural drawings are numbered in the lower right hand corner of each sheet, first by Section, then by Sheet Number within the Section:

A2.5 (indicates the 5th sheet in Section A2).

C. ARCHITECTURAL DRAWING NUMBERING: Architectural drawings are numbered sequentially (1,2,3, etc.)on each sheet within the Section:

3 DETAIL
sc. 1" = 1'-0"

(indicates the 3rd drawing on this sheet).

D. ARCHITECTURAL DRAWING KEYS: Architectural drawings are keyed by Number and Sheet, as follows:

2/A3.4 (indicates the 2nd drawing on sheet A3.4.)

The following keying symbols may be used:
This symbol is a key to a Section taken along the straight line of the symbol. The arrow points in the direction of the view for the symbol.

2/A83

This symbol is a key to a Detail of the area within the circle.

3/A4.2

This symbol is a key to an Elevation drawing. The arrow points in the direction of the view for the elevation.

1/A61

E. ARCHITECTURAL ROOM KEYS: Individual spaces in the floor plan/s are keyed sequentially on the plan drawing/s, first by floor, then by room number, as in the example below:

CONFERENCE
203

F. ARCHITECTURAL DOOR KEYS: Doors are keyed on the floor plans with a prefix "D" followed by the adjoining room number. If multiple doors occur in a single room, each additional door key contains an alphabetical suffix (A, B, C, etc.) after the room number, as in the example below:

D203

G. ARCHITECTURAL GLAZING/WINDOW KEYS: Windows/Glazing are keyed by type on the floor plans with a pre-fix "W" followed by a numerical suffix (1, 2, 3, etc.), as in the example below:

W4

H. ARCHITECTURAL PARTITION KEYS: Partitions are keyed by type on the floor plans alphabetically (A, B, C, etc.), as in the example below:

B

I. ARCHITECTURAL "NORTH ARROW" SYMBOLS: Two North Arrow symbols may be utilized on Architectural drawings.

The symbol below denotes "true" (magnetic) north. The outer square is parallel/perpindicular to the main axis of the building/project and the inner arrow points in the direction of north.

NORTH

The symbol below denotes "project" north. The outer square is parallel/perpindicular to the main axis of the building/project and the inner arrow points in the direction closest to true north that is parallel/perpindicular to the building/project.

NORTH

J. ARCHITECTURAL GRADE ELEVATION SYMBOLS: Two grade elevation symbols may be utilized on architectural drawings.

The symbol below denotes an existing spot grade elevation to remain.

+ 682.50

The symbol below indicates a new spot grade elevation.

682.50

K. ARCHITECTURAL NOTES: Three types of notation may be utilized on architectural drawings.

GENERAL NOTES describe general information regarding the project work related to the drawings of a particular sheet. General notes are labeled alphabetically (A, B, C, etc.) on each sheet.

KEYNOTES describe specific items on the drawings of a particular sheet. Keynotes are listed numerically (1, 2, 3, etc.) in a column and correspond to keyed symbols on the appropriate drawing of a particular sheet, as in the example below. Keynote numbering is specific to each sheet: a given keynote number may or may not refference the same item on different sheets.

4

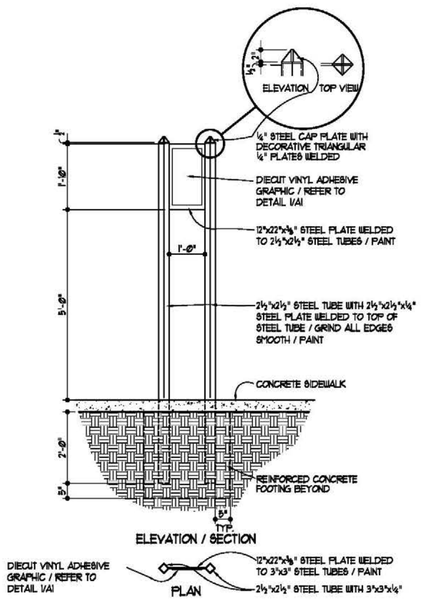
DRAWING NOTES describe specific items on a specific drawing, as in the example below, and may be utilized in combination with or in lieu of Keynotes.

PLASTIC LAMINATE

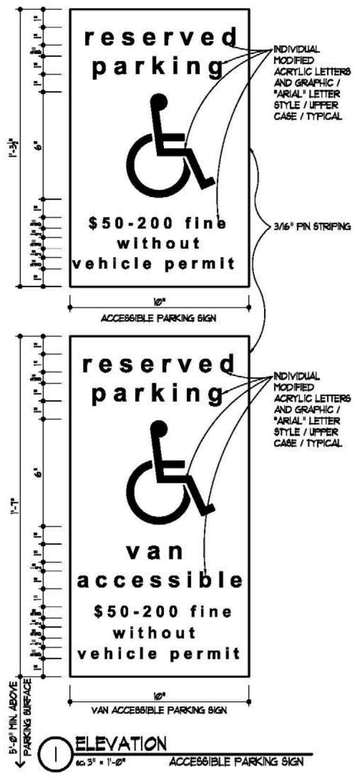
L. DIMENSIONS:
1. PLAN DIMENSIONS are to face of wall finish or face of masonry unless specifically noted otherwise.
2. SECTION/DETAIL/CABINETWORK DIMENSIONS are actual finish dimensions, unless specifically noted otherwise.
3. INTERIOR ELEVATION DIMENSIONS are nominal and assume a level floor condition. Run all horizontal reveals and trim level and all vertical reveals plumb.

ACCESSIBILITY STANDARDS

ALL ASPECTS OF THIS PROJECT SHALL COMPLY WITH THE 2012 TEXAS ACCESSIBILITY STANDARDS OF THE ELIMINATION OF ARCHITECTURAL BARRIERS TEXAS GOVERNMENT CODE, CHAPTER 469, ADMINISTERED BY THE TEXAS DEPARTMENT OF LICENSING AND REGULATION EFFECTIVE MARCH 15, 2012, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:



2 ACCESSIBLE PARKING SIGN
sc. 1/2" = 1'-0"



1 ELEVATION
sc. 3" = 1'-0" ACCESSIBLE PARKING SIGN

CODE ANALYSIS / SITE DATA

ADDRESS: 8514 MISSION ROAD, SAN ANTONIO, TEXAS 78214

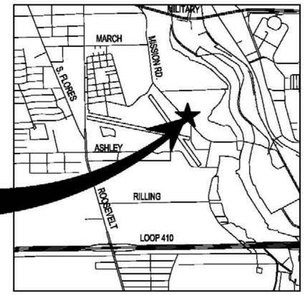
BUILDING CODE:
2012 IBC
2012 NATIONAL ELECTRIC CODE

UDC HISTORIC DISTRICT:	RIO 6
STREET FRONTAGE LENGTH	200'
STREET FRONTAGE OF NEW PARKING LOT	272'
% COVERAGE OF LOT LINE	73.52%

PARKING SPACES:
100 TOTAL ADDITIONAL SPACES

VICINITY MAP

PROJECT SITE



INDEX OF DRAWINGS

Beaty Palmer Architects, Inc.
110 Broadway
Suite 600
San Antonio, Texas 78205
voice 210.212.8022
fax 210.212.8018
www.beatypalmer.com

ARCHITECT

PRELIMINARY DRAWING

These preliminary drawings indicate the general scope of project and design concept. They do not necessarily describe all the work required for full performance of the final Contract Documents and may not be used for regulatory approval, permit, or construction.

Clayton Barrett Hagendorf #23968

ENGINEER

CONSULTANT

REVISIONS

PROJECT

Parking Lot - At Stinson Municipal Airport

LOCATION
San Antonio, Texas

CLIENT
City of San Antonio

PROJECT NUMBER
1437

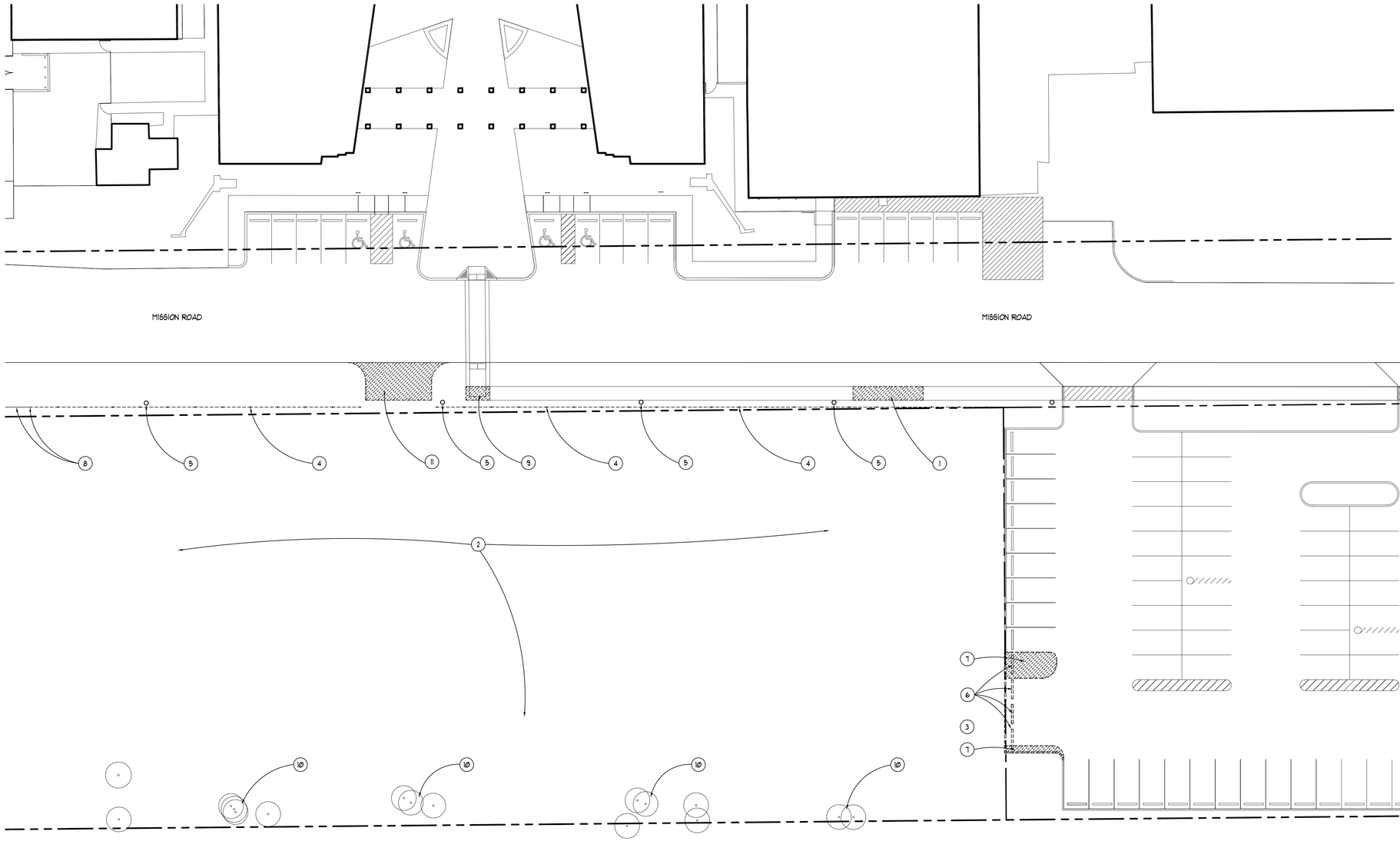
DRAWN BY
NF

REVIEWED BY
CBH

DATE
03.27.15

SHEET NUMBER
A1

BEATY PALMER ARCHITECTS



NORTH

1 SITE PLAN
SCALE: 1" = 20'-0" EXISTING CONDITIONS / SELECTIVE DEMOLITION

GENERAL NOTES

A. SELECTIVE DEMOLITION DRAWINGS ARE DIAGRAMMATIC AND ILLUSTRATE ONLY THE GENERAL SCOPE OF WORK TO BE DEMOLISHED. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND EXTENT OF WORK REQUIRED FOR SELECTIVE DEMOLITION.

B. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND EXTENT OF WORK REQUIRED FOR SELECTIVE DEMOLITION.

C. CAREFULLY PROTECT EXISTING ADJACENT CONSTRUCTION AND NATURAL FEATURES FROM DAMAGE CAUSED BY SELECTIVE DEMOLITION ACTIVITIES. REPAIR OR REPLACE CONSTRUCTION AND/OR NATURAL FEATURES TO A "LIKE NEW" CONDITION.

D. PATCH AND REPAIR EXISTING ADJACENT CONSTRUCTION AND NATURAL FEATURES ADJOINING DEMOLISHED WORK TO MATCH EXISTING ADJACENT CONDITIONS TO REMAIN.

E. VERIFY WITH OWNER'S REPRESENTATIVE DISPOSITION OF ANY ITEMS REMOVED DURING SELECTIVE DEMOLITION WORK. CONTRACTOR SHALL STORE ANY ITEMS WHICH THE OWNER DESIRES TO RETAIN IN A LOCATION AS DIRECTED BY OWNER'S REPRESENTATIVE. ITEMS NOT DESIRED TO BE RETAINED BY THE OWNER BECOME THE PROPERTY OF THE CONTRACTOR AND ARE TO BE REMOVED FROM THE SITE.

F. CONTINUOUSLY COORDINATE SELECTIVE DEMOLITION ACTIVITIES WITH OWNER'S REPRESENTATIVE TO MINIMIZE INCONVENIENCE TO OWNER AND THE GENERAL PUBLIC.

G. PROVIDE CONSTRUCTION SITE FENCING AS REQUIRED BY THE OWNER AND/OR AS NECESSARY FOR LIFE SAFETY, SECURITY, AND THE ORDERLY PROGRESS OF THE WORK.

KEYNOTES

1. REMOVE EXISTING CONCRETE SIDEWALK
2. REMOVE EXISTING ASPHALT PAVING
3. REMOVE PORTION OF EXISTING CONCRETE CURB AS INDICATED
4. REMOVE EXISTING BOLLARDS AND FENCE AS INDICATED
5. EXISTING LIGHT POLE TO REMAIN / PROTECT
6. REMOVE EXISTING CONCRETE WHEEL STOPS / TYPICAL
7. SAWCUT EXISTING PAVING FOR NEW LANDSCAPED ISLAND
8. EXISTING BOLLARDS AND FENCE TO REMAIN
9. SAWCUT EXISTING SIDEWALK
10. SELECTIVELY REMOVE EXISTING PLANT MATERIAL PER LANDSCAPE DRAWINGS
11. REMOVE EXISTING ASPHALT DRIVEWAY

LEGEND

EXISTING TO REMAIN
EXISTING TO BE REMOVED

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CLIENT
City of San Antonio

PROJECT NUMBER
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DRAWN BY
NF

REVIEWED BY
CBH

DATE
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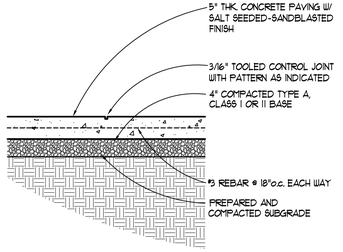
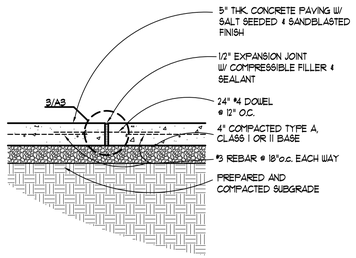
SHEET NUMBER
A2

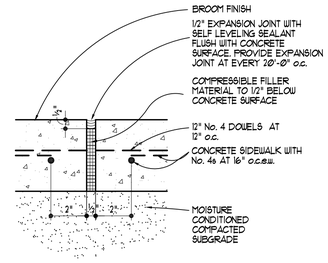
BEATY PALMER ARCHITECTS



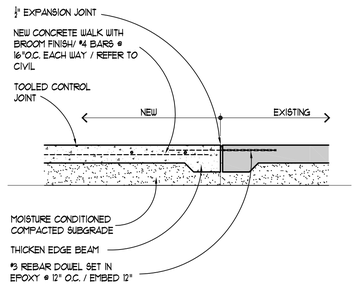
5 SECTION DETAIL
sc. 16" = 1'-0" CONCRETE CONTROL JOINT



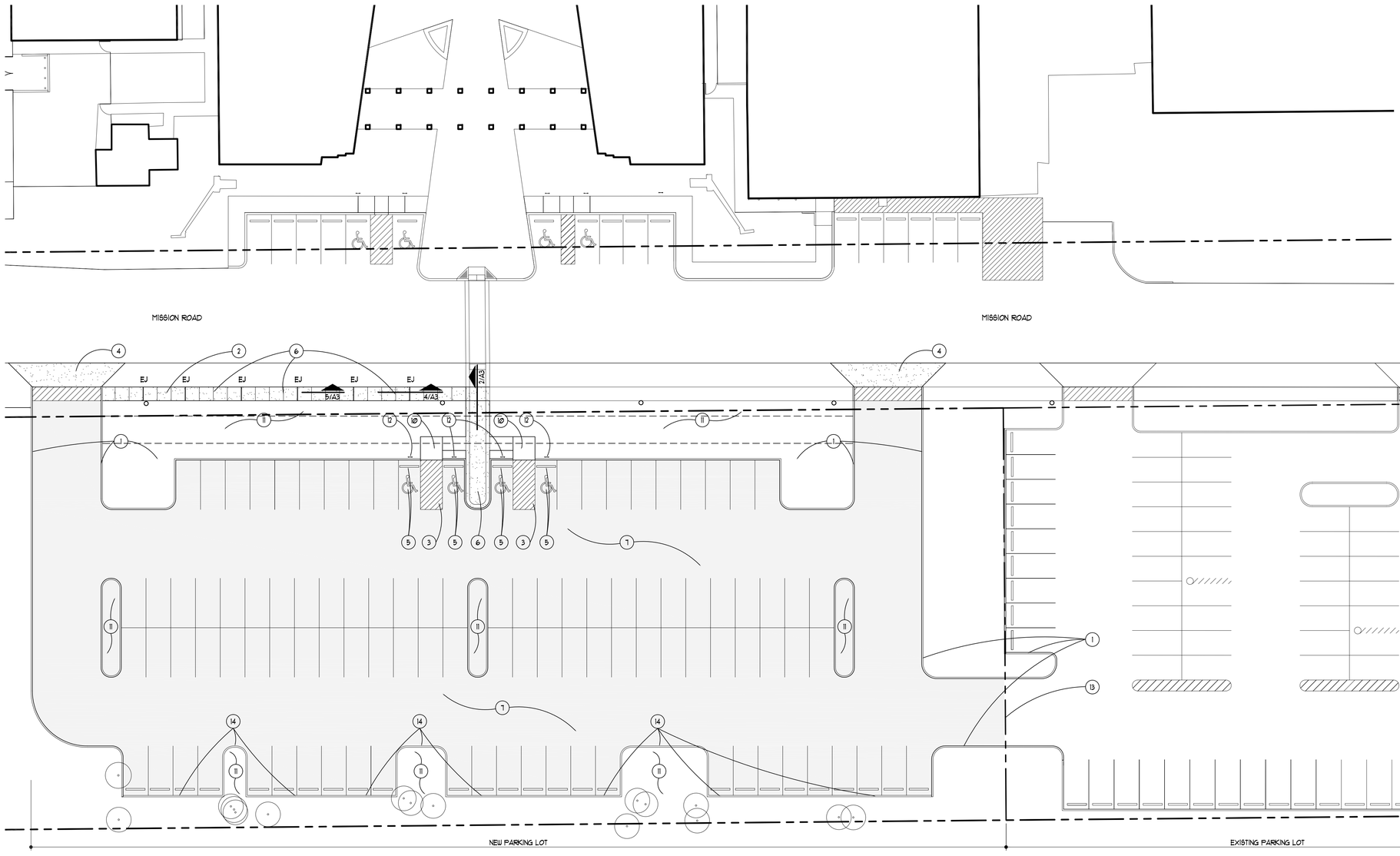
4 SECTION DETAIL
sc. 16" = 1'-0" CONCRETE EXPANSION JOINT



3 EXPANSION JOINT DETAIL
sc. 3" = 1'-0" CONCRETE SIDEWALK



2 PAVING DETAIL
sc. ¾" = 1'-0" NEW WALK AT EXISTING WALK



NORTH

1 SITE PLAN
sc. 1" = 20'-0" NEW CONSTRUCTION

GENERAL NOTES

A. REFER TO CIVIL DWGS FOR DIMENSIONAL CONTROL, SITE DETAILS, GRADING, AND ALL SITE INFORMATION.

B. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND EXTENT OF WORK REQUIRED FOR SELECTIVE DEMOLITION

C. CONTINUOUSLY COORDINATE SELECTIVE CONSTRUCTION ACTIVITIES WITH OWNER'S REPRESENTATIVE TO MINIMIZE INCONVENIENCE TO OWNER AND THE GENERAL PUBLIC.

D. SELECTIVE DEMOLITION DRAWINGS ARE DIAGRAMMATIC AND ILLUSTRATE ONLY THE GENERAL SCOPE OF WORK TO BE DEMOLISHED. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND EXTENT OF WORK REQUIRED FOR SELECTIVE DEMOLITION.

E. CAREFULLY PROTECT EXISTING ADJACENT CONSTRUCTION AND NATURAL FEATURES FROM DAMAGE CAUSED BY SELECTIVE DEMOLITION ACTIVITIES. REPAIR OR REPLACE CONSTRUCTION AND/OR NATURAL FEATURES SO DAMAGED TO A "LIKE NEW" CONDITION.

F. PATCH AND REPAIR EXISTING ADJACENT CONSTRUCTION AND NATURAL FEATURES ADJOINING DEMOLISHED WORK TO MATCH EXISTING ADJACENT CONDITIONS TO REMAIN.

G. NEW CONCRETE WALKS SHALL BE LESS THAN 5% SLOPE ALONG DIRECTION OF TRAVEL AND LESS THAN 2% CROSS SLOPE.

KEYNOTES

1. NEW CONCRETE CURB / REFER TO CIVIL
2. NEW 6' CONCRETE SIDEWALK PER CITY OF SAN ANTONIO STANDARDS / REFER TO CIVIL
3. PAINTED WHITE PARKING STRIPES AND ACCESSIBLE GRAPHICS / TYPICAL
4. NEW CONCRETE DRIVE APPROACH / REFER TO CIVIL
5. ACCESSIBLE PARKING SPACE WITH CONCRETE WHEEL STOP AND ACCESSIBLE PARKING SIGN/ REFER TO SHEET A1
6. BROOM FINISH CONCRETE WALK WITH TOOLED CONTROL JOINTS AT 5'-0" O.C. AND EXPANSION JOINTS AT 20'-0" MAX. / PROVIDE LESS THAN 5% SLOPE ALONG DIRECTION OF TRAVEL AND LESS THAN 2% CROSS SLOPE.
7. NEW ASPHALT PAVING / REFER TO CIVIL
8. EXPANSION JOINT WITH COMPRESSIBLE FILLER MATERIAL / TYP.
9. ACCESSIBLE CURB RAMP NOT TO EXCEED 8.3% PER CITY OF SAN ANTONIO AND TAS/ADA REQUIREMENTS/ PROVIDE INTEGRAL COLORED CAST IN PLACE PAVERS WITH TRUNCATED DOMES FULL WIDTH AND DEPTH OF RAMP IN AREAS NOT IN THE RIGHT OF WAY / TYPICAL / REFER TO CIVIL
10. ACCESSIBLE CURB RAMP NOT TO EXCEED 8.3% PER CITY OF SAN ANTONIO AND TAS/ADA REQUIREMENTS
11. PLANTING AREA / REFER TO LANDSCAPE DRAWINGS
12. ACCESSIBLE PARKING SIGN REFER TO DRAWING 2 / A1
13. EXPANSION JOINT BETWEEN NEW PAVING AND EXISTING PAVEMENT
14. NEW FLUSH CURB / REFER TO CIVIL

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PROJECT

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CLIENT
City of San Antonio

PROJECT NUMBER
1437

DRAWN BY
NF

REVIEWED BY
CBH

DATE
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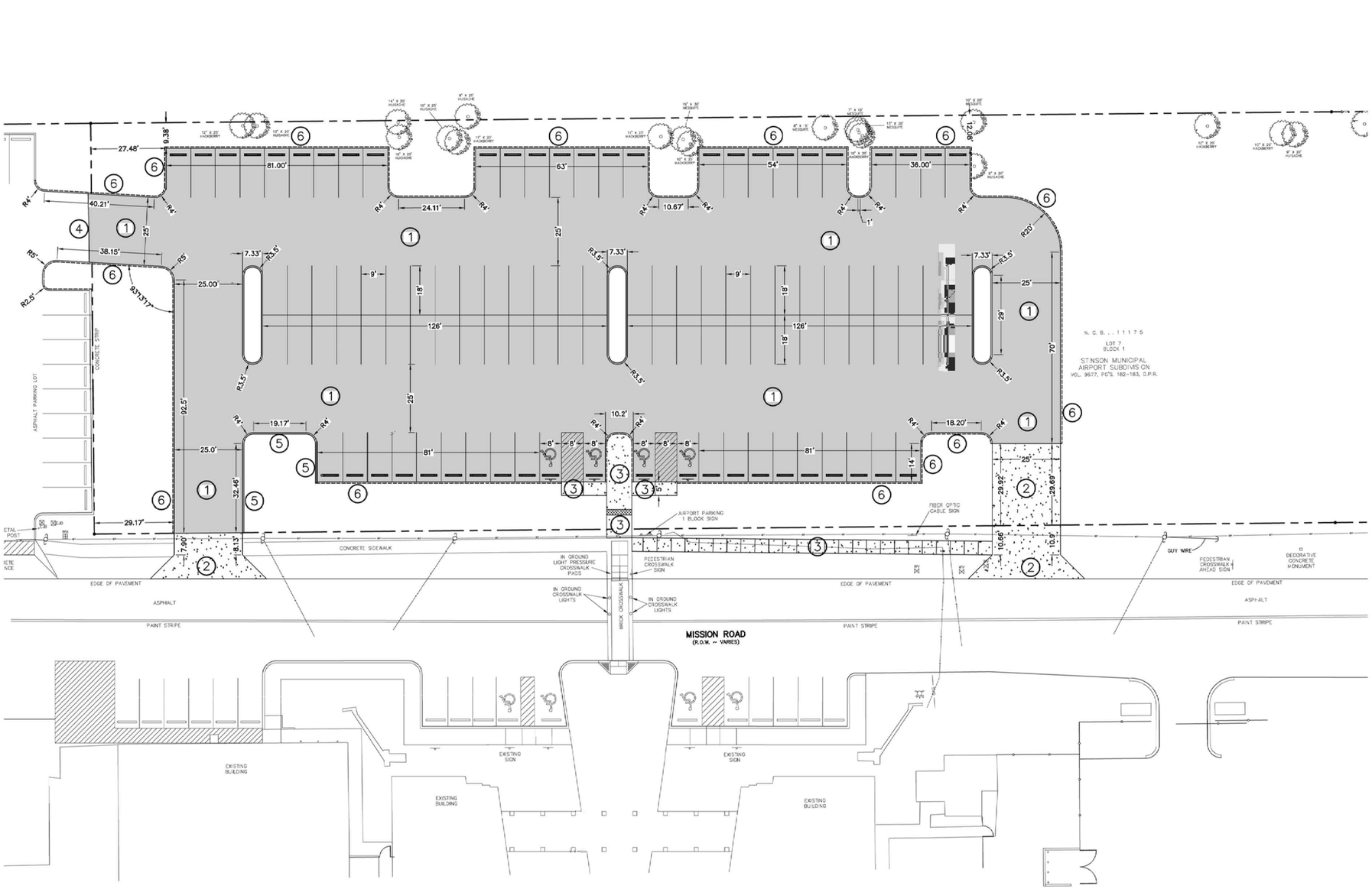
SHEET NUMBER
A3

BEATY PALMER ARCHITECTS



LEGEND

- EXISTING CLEANOUT
- PROPOSED CLEANOUT
- EXISTING ELECTRICAL MANHOLE
- EXISTING COMMUNICATION MANHOLE
- EXISTING LIGHT STANDARD
- EXISTING GRATE INLET
- EXISTING JUNCTION BOX
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING WATER VALVE
- PROPOSED WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING ELECTRIC PANEL
- ELECTRICAL JUNCTION BOX
- ELECTRICAL PULL BOX
- BENCHMARK
- EXISTING FIRE HYDRANT
- EXISTING STORM DRAIN OR PIPE CULVERT
- PROPOSED STORM DRAIN OR FRENCH DRAIN PIPE
- EXISTING SWALE
- PROPOSED GRADE BREAK
- 904 EXISTING CONTOURS
- 904 PROPOSED CONTOURS

KEYED NOTES

1. ASPHALT PAVEMENT
2. CONCRETE DRIVE
3. CONCRETE SIDEWALK
4. SAWCUT AND MATCH EXISTING PAVEMENT.
5. 6" CURB
6. HEADER CURB

DIMENSION PLAN

DESIGNED BY: ADL
DRAWN BY: VV
DATE: 04/01/15
JOB NO.: E0416005

CIVIL ENGINEERING CONSULTANTS
DON DURDEN, INC.
11550 I.H. 10 WEST, SUITE 395
SAN ANTONIO, TEXAS 78230
P) 210.641.9999
F) 210.641.6440
Email: cecoscotexas.com

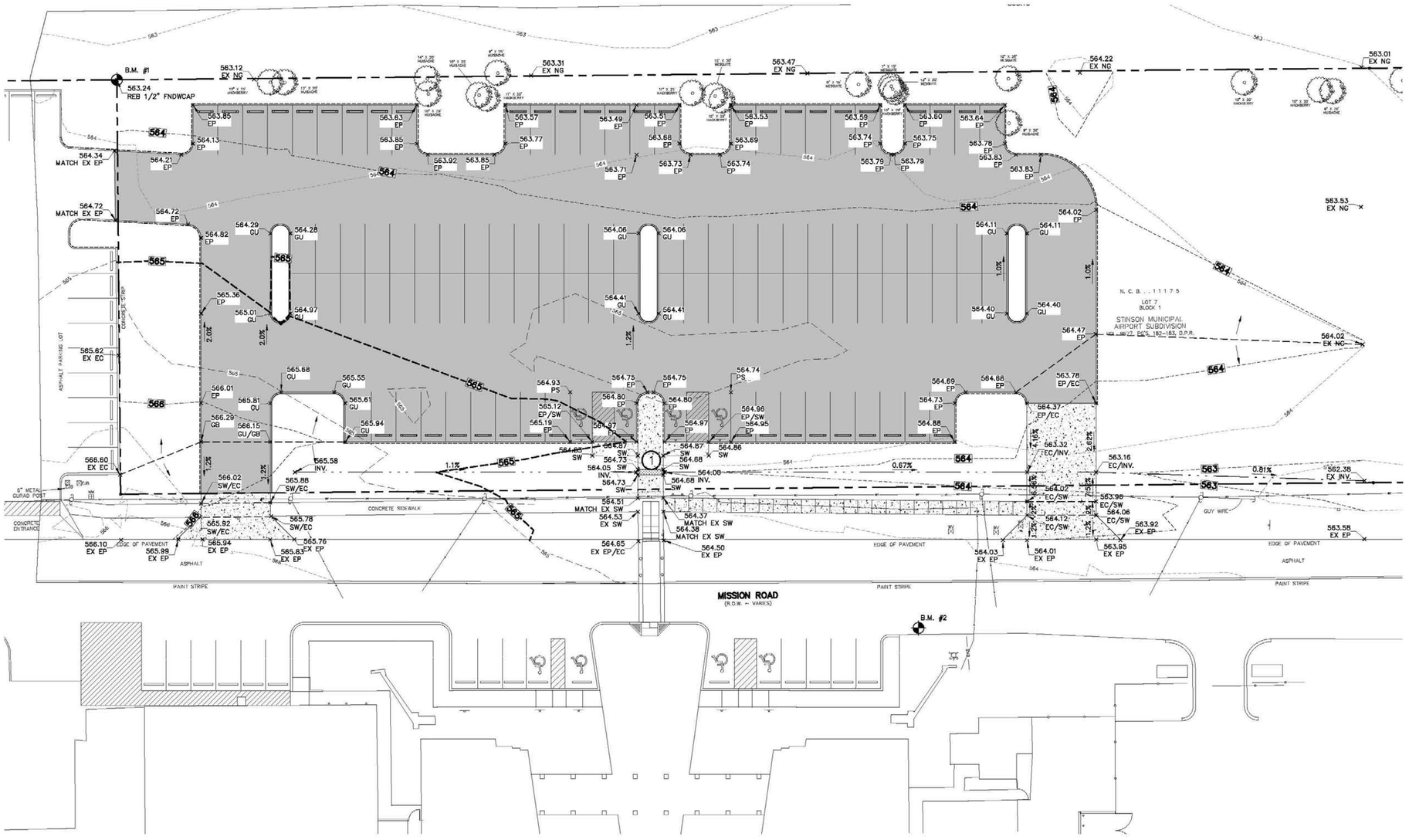
ISSUED FOR REVIEW PURPOSES ONLY NOT FOR CONSTRUCTION OR PERMITTING

REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

SHEET NO.
C1.0

X:\data\develop\Proj_2015\E0416005_Stinson Parking\cadd\E0416005 C1.0 DIMENSION PLAN.dwg Wed, Mar/25/15 10:38:23am Lindskog



SCALE: 1" = 20'

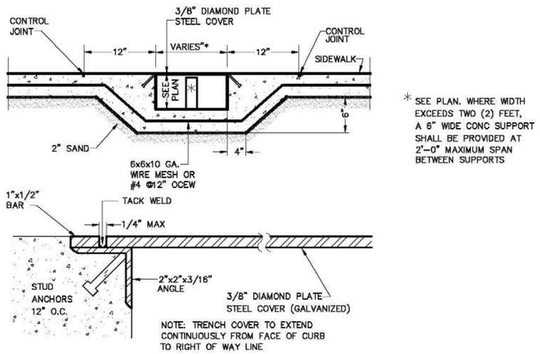
CONTROL POINT INFO

	NAME	DESCRIPTION	ELEVATION	POINT NUMBER
⊕	BM# 1	1/2" REBAR W/ CAP	563.24'	2001
⊕	BM# 2	MAGNESIUM NAIL	564.60'	901

NOTE:
CONTRACTOR SHALL USE A MINIMUM OF TWO CONTROL POINTS TO ESTABLISH ELEVATIONS. ENGINEER TO BE NOTIFIED OF ANY DISCREPANCY PRIOR TO SETTING OF FORMS OR LAYING OF PIPE.

LEGEND

⊙	EXISTING CLEANOUT
⊙	PROPOSED CLEANOUT
Ⓔ	EXISTING ELECTRICAL MANHOLE
ⓒⓘ	EXISTING COMMUNICATION MANHOLE
☼	EXISTING LIGHT STANDARD
▦	EXISTING GRATE INLET
▣	EXISTING JUNCTION BOX
⊗	EXISTING IRRIGATION CONTROL VALVE
⋈	EXISTING WATER VALVE
⋈	PROPOSED WATER VALVE
Ⓢ	EXISTING SANITARY SEWER MANHOLE
ⓓ	EXISTING STORM DRAIN MANHOLE
▣	EXISTING ELECTRIC PANEL
▣	ELECTRICAL JUNCTION BOX
▣	ELECTRICAL PULL BOX
◆	BENCHMARK
⊗	EXISTING FIRE HYDRANT
50	EXISTING STORM DRAIN OR PIPE CULVERT
	PROPOSED STORM DRAIN OR FRENCH DRAIN PIPE
	EXISTING SWALE
	PROPOSED GRADE BREAK
904	EXISTING CONTOURS
904	PROPOSED CONTOURS
EX	EXISTING
EP	EDGE OF PAVEMENT
EC	EDGE OF CONCRETE
INV.	INVERT
NG	NATURAL GROUND
GB	GRADE BREAK
GU	GUTTER
PS	PAINT STRIPE
SW	SIDEWALK
RBR FNDWCAP	REBAR FOUND WITH CAP



* SEE PLAN. WHERE WIDTH EXCEEDS TWO (2) FEET, A 6" WIDE CONC SUPPORT SHALL BE PROVIDED AT 2'-0" MAXIMUM SPAN BETWEEN SUPPORTS

SIDEWALK DRAIN
NTS

KEYED NOTES

(1) 2' SIDEWALK DRAIN. SEE DETAIL THIS SHEET. PROVIDE 12" x 6" TOE DOWN ON SIDEWALK FOR 4' EITHER SIDE OF DRAIN.

GRADING PLAN

DESIGNED BY. ADL
DRAWN BY. VV
DATE. 04/01/15
JOB NO. E0416005

CIVIL ENGINEERING CONSULTANTS
DON DURDEN, INC.
11550 I.H. 10 WEST, SUITE 396
SAN ANTONIO, TEXAS 78230
P) 210.641.9999
F) 210.641.6440
Email: cecsectexas.com

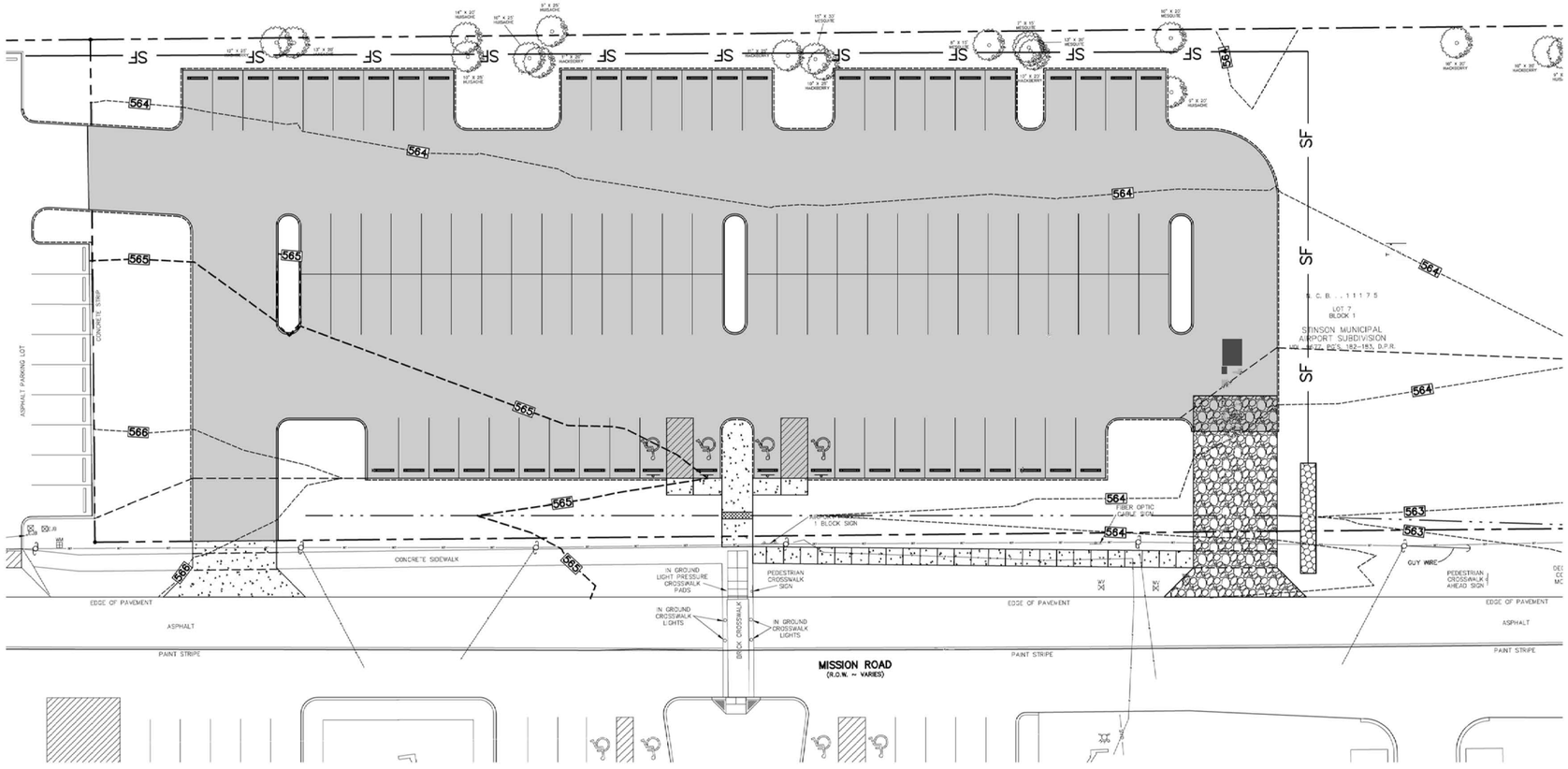
ISSUED FOR REVIEW PURPOSES ONLY NOT FOR CONSTRUCTION OR PERMITTING

REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

SHEET NO.
C2.0

X:\cata\develop\Proj_2015\E0416005_Stinson Parking\cadd\E0416005 C2.0 GRADING PLAN.dwg Wed, Mar/25/15 10:40:14am Lindskog



SCALE: 1" = 20'

SWPPP LEGEND

- SF — SILT FENCE
- ROCK BERM
- GRAVEL FILTER BAGS
- CONSTRUCTION ENTRANCE/EXIT

SITE DESCRIPTION

PROJECT LOCATION:
STINSON AIRPORT

PROJECT DESCRIPTION:
PARKING LOT ADDITION

MAJOR SOIL DISTURBING ACTIVITIES:
SITE GRADING AND PAVING.

TOTAL PROJECT AREA: 1.75 Acres

TOTAL AREA TO BE DISTURBED: 1.62 Acres

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.95

EXISTING CONDITION OF SOIL AND VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:
SITE IS COVERED WITH TREES AND GRASS.

NAME OF RECEIVING WATERS:
SAN ANTONIO RIVER.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:
- ___ TEMPORARY SEEDING
- X PERMANENT PLANTING, SODDING, OR SEEDING
- ___ MULCHING
- ___ SOIL RETENTION BLANKET
- ___ BUFFER ZONES
- ___ PRESERVATION OF NATURAL RESOURCES

OTHER:

STRUCTURAL PRACTICES:
- X SILT FENCES
- ___ HAY BALES
- X ROCK BERMS
- ___ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- ___ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- ___ DIVERSION DIKE AND SWALE COMBINATIONS
- ___ PIPE SLOPE DRAINS
- ___ PAVED FLUMES
- ___ ROCK BEDDING AT CONSTRUCTION EXIT
- ___ TIMBER MATTING AT CONSTRUCTION EXIT
- ___ CHANNEL LINERS
- ___ SEDIMENT TRAPS
- ___ SEDIMENT BASINS
- ___ STORM INLET SEDIMENT TRAP
- ___ STONE OUTLET STRUCTURES
- X CURBS AND GUTTERS
- ___ STORM SEWERS
- ___ VELOCITY CONTROL DEVICES
- ___ GRAVEL FILTER BAGS

OTHER:

NARRATIVE – SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

PHASE I:
1. Site grading

PHASE II:
1. Site Paving

PHASE III:
1. Landscaping

PHASE IV:

PHASE V:

OTHER EROSION & SEDIMENT CONTROLS:

MAINTENANCE:
All erosion and sediment controls will be maintained in good working order. If a repair is necessary, it will be done at the earliest date possible, but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to drainageways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION:
An inspection will be performed by the owner or contractor's representative every week as well as after every half inch or more of rain (as recorded on a non-freezing rain gauge to be located at the Project Site). An Inspection and Maintenance Report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report.

WASTE MATERIALS:
All waste materials will be collected and stored in a securely lidded metal dumpster. The dumpster will meet all state and local city solid waste management regulations. All trash and construction debris from the site will be deposited in the dumpster. The dumpster will be emptied as necessary or as required by local regulations and the trash will be hauled to a local dump. No construction waste material will be buried on site.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):
At a minimum, any products in the following categories are considered to be hazardous: paints, acids for cleaning, masonry surfaces, cleaning solvents, asphalt products, chemical additives for soil stabilization or concrete curing compounds & additives. In the event of a hazardous material spill, the spill coordinator shall be contacted immediately.

SANITARY WASTE:
All sanitary waste will be collected from portable units as necessary, or as required by local regulations by a Licensed Sanitary Waste Management Contractor.

OFFSITE VEHICLE TRACKING:
- ___ HAUL ROADS DAMPENED FOR DUST CONTROL
- X EXCESS DIRT ON ROAD REMOVED ON A REGULAR BASIS.
- ___ STABILIZED CONSTRUCTION ENTRANCE

OTHER:

REMARKS:
Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to

LEGEND

- EXISTING CLEANOUT
- PROPOSED CLEANOUT
- EXISTING ELECTRICAL MANHOLE
- EXISTING COMMUNICATION MANHOLE
- EXISTING LIGHT STANDARD
- EXISTING GRATE INLET
- EXISTING JUNCTION BOX
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING WATER VALVE
- PROPOSED WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING ELECTRIC PANEL
- ELECTRICAL JUNCTION BOX
- ELECTRICAL PULL BOX
- BENCHMARK
- EXISTING FIRE HYDRANT
- EXISTING STORM DRAIN OR PIPE CULVERT
- PROPOSED STORM DRAIN OR FRENCH DRAIN PIPE
- EXISTING SWALE
- PROPOSED GRADE BREAK
- 904 EXISTING CONTOURS
- 904 PROPOSED CONTOURS

SWPPP NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO POST A SITE NOTICE IN ACCORDANCE WITH THE REQUIREMENTS OF THE TEXAS NPDES GENERAL PERMIT PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL INSTALL SWPPP MEASURES PRIOR TO THE START OF WORK.
3. THE CONTRACTOR SHALL MAINTAIN RECORDS OF THE INSTALLATION, MODIFICATION AND REMOVAL OF SWPPP MEASURES.
4. THE CONTRACTOR MAY UTILIZE OTHER MEASURES TO LIMIT EROSION AND TRANSPORT OF SEDIMENT AND OTHER ITEMS FROM THE SITE.
5. SWPPP MEASURES SHALL BE INSTALLED SO AS NOT TO INTERFERE WITH NORMAL OPERATIONS OF THE FACILITY.

SWPPP PLAN

DESIGNED BY: ADL
DRAWN BY: VV
DATE: 04/01/15
JOB NO.: E0416005

CIVIL ENGINEERING CONSULTANTS
D O N D U R D E N , I N C .
11550 I.H. 10 WEST, SUITE 395
SAN ANTONIO, TEXAS 78230
P) 210.641.9999
F) 210.641.6440
Email: cecoscotexas.com

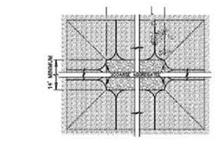
ISSUED FOR REVIEW PURPOSES ONLY NOT FOR CONSTRUCTION OR PERMITTING

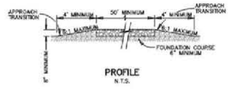
REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

SHEET NO.
C3.0

X:\data\develop\Proj_2015\E0416005_Stinson Parking\cadd\E0416005 C3.0 SWPPP PLAN.dwg Wed, Mar/25/15 10:41:06am Lindskog

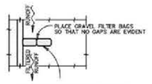




GENERAL NOTES

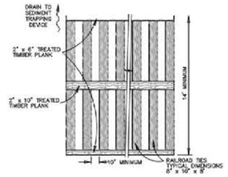
1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6 : 1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT – TYPE 1



NOTE:
STRADDLE GRAVEL FILTER BAGS WITH TYPE 1 BARRICADES MOUNTED WITH TYPE "A" FLASHING WARNING LIGHT. SEE BARRICADE CONSTRUCTION SIGN DETAILS. PLACE FLASHING LIGHTS AWAY FROM GUTTER, FLUSH WITH OUTSIDE EDGE OF BAG CONFIGURATION.

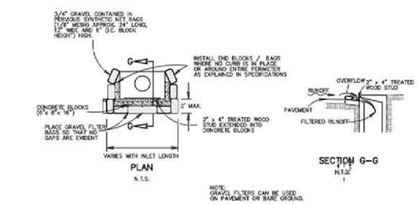
GRAVEL FILTER BAGS



GENERAL NOTES

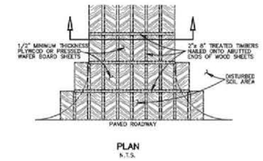
1. THE LENGTH OF THE TYPE 2 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE TREATED TIMBER PLANKS SHALL BE ATTACHED TO THE RAILROAD TIES WITH 1/2" x 6" MIN. LAG BOLTS. OTHER FASTENERS MAY BE USED AS APPROVED BY THE ENGINEER.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN., AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6 : 1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
6. THE CONSTRUCTION EXIT SHOULD BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
7. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

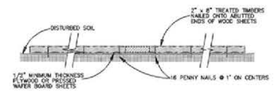
CONSTRUCTION EXIT – TYPE 2



NOTE:
GRAVEL FILTERS CAN BE USED ON PAVEMENT OR BARE GROUND.

CURB INLET GRAVEL FILTER

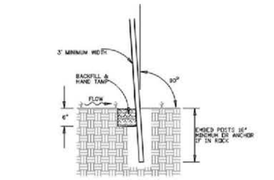


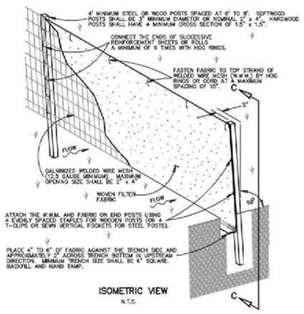


GENERAL NOTES

1. THE LENGTH OF THE TYPE 3 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE TYPE 3 CONSTRUCTION EXIT MAY BE CONSTRUCTED FROM OPEN GRADED CRUSHED STONE WITH A SIZE OF 2 TO 4 INCHES SPREAD A MINIMUM OF 4 INCHES THICK TO THE LIMITS SHOWN ON THE PLANS.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN., AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT – TYPE 3





SEDIMENT CONTROL FENCE USAGE GUIDELINES

A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

SEDIMENT CONTROL FENCE SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 100 GPM / FT SQUARED. SEDIMENT CONTROL FENCE IS NOT RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA LARGER THAN 2 ACRES.

GENERAL NOTES

1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

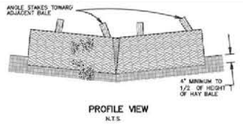
TEMPORARY SEDIMENT CONTROL FENCE

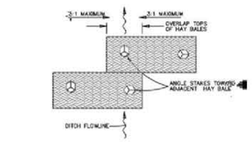
JANUARY 2005

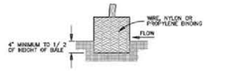
STANDARD PLANS
CITY OF SAN ANTONIO, TEXAS
DEPARTMENT OF PUBLIC WORKS

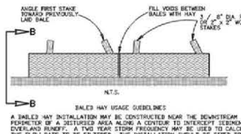
TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES, PART 1

DRAWN BY: V. VASQUEZ	DATE	REVISIONS	SCALE: SEE ABOVE
CHECKED BY: MAT HARDY, P.E.			DATE:
			SHEET: OF









BALED HAY USAGE GUIDELINES

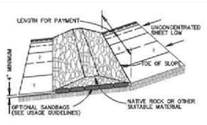
A BALED HAY INSTALLATION MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED. THE INSTALLATION SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 5 GPM / FT SQUARED OF CROSS SECTIONAL AREA. BALED HAY MAY BE USED AT THE FOLLOWING LOCATIONS:

1. WHERE THE RUNOFF APPROACHING THE BALED HAY FLOWS OVER DISTURBED SOIL FOR LESS THAN 100'. IF THE SLOPE OF THE RESTRAINED SOIL EXCEEDS 10 X, THE LENGTH OF SLOPE UPSTREAM OF THE BALED HAY SHOULD BE LESS THAN 50'.
2. WHERE THE INSTALLATION WILL BE REQUIRED FOR LESS THAN 3 MONTHS. 3. WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 1/2 ACRE. FOR BALED HAY INSTALLATIONS IN SMALL DITCHES, THE FOLLOWING ADDITIONAL CONDITIONAL CONSIDERATIONS APPLY:
   A. THE DITCH SIDESLOPES SHOULD BE GRADED AS FLAT AS POSSIBLE TO MAXIMIZE THE DRAINAGE FLOW RATE THRU THE HAY.
   B. THE DITCH SHOULD BE GRADED LARGE ENOUGH TO CONTAIN THE OVERLAPPING DRAINAGE WHEN SEDIMENT HAS FILLED TO THE TOP OF THE BALED HAY. BALES SHOULD BE REPLACED USUALLY EVERY 2 MONTHS OR MORE OFTEN WITH WET WEATHER WHEN LEVEL OF STRUCTURAL I INTEGRITY IS ACCELERATED.

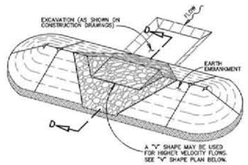
GENERAL NOTES

1. HAY BALES SHALL BE A MINIMUM OF 36" IN LENGTH AND WEIGH A MINIMUM OF 50 LBS.
2. HAY BALES SHALL BE BOUND BY EITHER WIRE OR NYLON OR POLYPROPYLENE STRING. THE BALES SHALL BE COMPOSED ENTIRELY OF VEGETABLE MATTER.
3. HAY BALES SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4" AND, WHERE POSSIBLE, ONE-HALF THE HEIGHT OF THE BALE.
4. HAY BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
5. HAY BALES SHALL BE SECURELY ANCHORED IN PLACE WITH 3/8" DIA. REBAR OR 2" x 2" WOOD STAKES DRIVEN THROUGH THE BALES. THE FIRST STAKE SHALL BE ANGLED TOWARDS THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

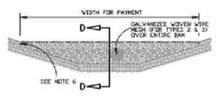
BALED HAY FOR EROSION CONTROL



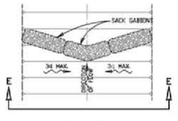
TYPE 1 FILTER DAM AT TOE OF SLOPE



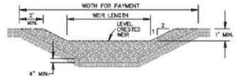
TYPE 1 & 2 FILTER DAM AT SEDIMENT TRAP

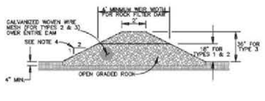


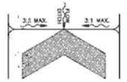
TYPE 1, 2 & 3 FILTER DAM AT CHANNEL SECTIONS

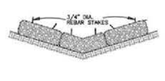


TYPE 4 FILTER DAM AT DITCHES & SMALLER CHANNELS PLAN VIEW









ROCK FILTER DAMS

ROCK FILTER DAM USAGE GUIDELINES

ROCK FILTER DAMS SHOULD BE CONSTRUCTED DOWNSTREAM FROM DISTURBED AREAS TO INTERCEPT SEDIMENT FROM OVERLAND RUNOFF AND / OR CONCENTRATED FLOW. THE DAMS SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 65 GPM / FT SQUARED OF CROSS SECTIONAL AREA. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE.

1. TYPE 1 (18" HIGH WITH NO WIRE MESH) :
   TYPE 1 MAY BE USED AT THE TOE OF SLOPES, AROUND INLETS, IN SMALL DITCHES AND AT END OF SWALE OUTLETS. THIS TYPE OF DAM IS RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA OF 5 ACRES OR LESS. TYPE 1 MAY NOT BE USED IN CONCEN- TRATED FLOW VELOCITY FLOWS (APPROXIMATELY 5 FT. / SEC. OR MORE) IN WHICH AGGREGATE WASH OUT MAY OCCUR. SANDBAGS MAY BE USED AT THE EMBEDDED FOUNDATION (4" DEEP MIN.) FOR BETTER FILTERING EFFICIENCY OF LOW FLOWS IF CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. TYPE 2 (18" HIGH WITH WIRE MESH) :
   TYPE 2 MAY BE USED IN DITCHES AND AT DIKE OR SWALE OUTLETS.
3. TYPE 3 (36" HIGH WITH WIRE MESH) :
   TYPE 2 MAY BE USED IN STREAM FLOW AND SHOULD BE SECURED TO THE STREAM BED.
4. TYPE 4 (SACK GABIONS) :
   TYPE 4 MAY BE USED IN DITCHES AND SMALLER CHANNELS TO FORM AN EROSION CONTROL DAM.

GENERAL NOTES

1. IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND /OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
2. MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE SPECIFICATION FOR ROCK FILTER DAMS FOR EROSION AND SEDIMENTATION CONTROL.
3. THE ROCK FILTER DAM DIMENSIONS SHALL BE AS INDICATED ON THE STORM WATER POLLUTION PREVENTION PLANS.
4. SIDE SLOPES SHOULD BE 3:1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDE SLOPES OF 6:1 OR FLATTER.
5. MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WOR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
6. FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO THE EXISTING GROUND.
7. THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
8. ROCK FILTER DAM TYPES 2 & 3 SHALL BE SECURED WITH 20 GAUGE GALVANIZED WOVEN WIRE MESH WITH 1" DIAMETER HEXAGONAL OPENINGS. THE AGGREGATE SHALL BE PLACED ON THE MESH TO THE HEIGHT AND SLOPES SPECIFIED. THE MESH SHALL BE FOLDED AT THE UPSTREAM SIDE OVER THE AGGREGATE AND TIGHTLY SECURED TO ITSELF ON THE DOWNSTREAM SIDE USING WIRE TIES OR HOG RINGS. IN STREAM USE, THE MESH SHOULD BE SECURED OR STAKED TO THE STREAM BED PRIOR TO AGGREGATE PLACEMENT.
9. SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4" DIA. REBAR STAKES.
10. FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
11. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

JANUARY 2005

STANDARD PLANS
CITY OF SAN ANTONIO, TEXAS
DEPARTMENT OF PUBLIC WORKS

TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES, PART 2

DRAWN BY: V. VASQUEZ	DATE	REVISIONS	SCALE: SEE ABOVE
CHECKED BY: MAT HARDY, P.E.			DATE:
			SHEET: OF

DESIGNED BY: ADL
DRAWN BY: VV
DATE: 04/01/15
JOB NO.: E0416005

CIVIL ENGINEERING CONSULTANTS
DON DURDEN, INC.
11550 I.H. 10 WEST, SUITE 395
SAN ANTONIO, TEXAS 78230
P) 210.641.9999
F) 210.641.6440
Email: cecesetexas.com

ISSUED FOR REVIEW PURPOSES ONLY NOT FOR CONSTRUCTION OR PERMITTING

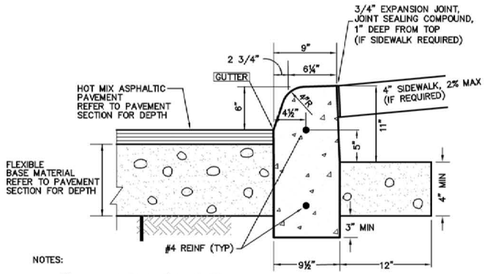
REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

SHEET NO.
C3.1

SWPPP DETAILS

X:\data\develop\Proj_2015\E0416005_Stinson Parking\cadd\E0416005 C3.1 SWPPP DETAILS.dwg Wed, Mar/25/15 10:43:24am Lindskog



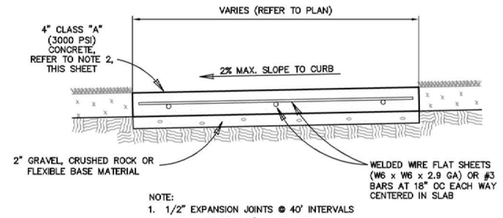
NOTES:

1. 1/2" DUMMY JOINTS @ 10' ON CENTER
2. 1/2" EXPANSION JOINT @ 40' ON CENTER (TYP) OR WHEN CURB ABUTS A CONCRETE STRUCTURE
3. CONCRETE SHALL BE f'c = 3,000 PSI, MAX 4" SLUMP (CLASS A)
4. IF NO SIDEWALK REQUIRED AT BACK OF CURB BACKFILL/SLOPE AS SHOWN ON PLANS
5. EXPOSED SURFACES TO BE CURED AS PER TXDOT "DMS-4650"; REFER TO TXDOT APPROVED SUPPLIER MATERIALS PRODUCER LIST, CURRENT VERSION.
6. REINFORCING STEEL SHALL COMPLY WITH TXDOT ITEM 440.

MACHINE LAID CURB

COMMERCIAL USE

NTS

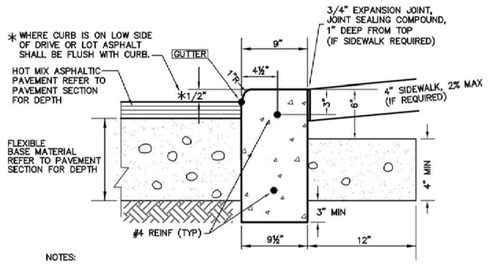


NOTE:

1. 1/2" EXPANSION JOINTS @ 40' INTERVALS
2. DUMMY JOINTS @ 5' ON CENTER

CONCRETE SIDEWALK

NTS



NOTES:

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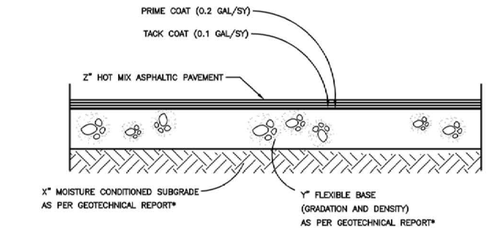
6. REINFORCING STEEL SHALL COMPLY WITH TXDOT ITEM 440.

MACHINE LAID FLUSH CURB

COMMERCIAL USE

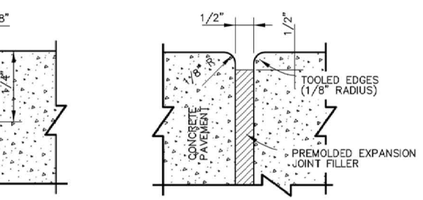
NTS



TRAFFIC TYPE	X" MOISTURE CONDITIONED SUBGRADE	X" MODIFIED SUBGRADE	Y" FLEXIBLE BASE	Z" HOT MIX ASPHALTIC PAVEMENT	
				TYPE "C"	TYPE "D"
LIGHT DUTY PAVEMENT	6"		10"	–	2"

ASPHALTIC PAVEMENT SECTION

N.T.S.



CONTROL JOINT

NTS

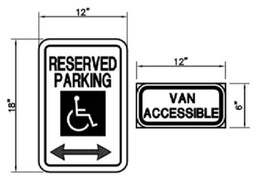
EXPANSION JOINT

NTS

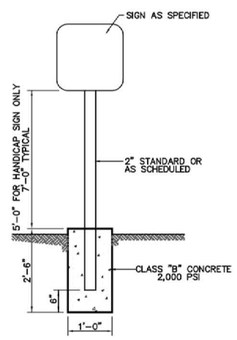
1. EXPANSION JOINTS AT BUILDING AND WHERE NOTED IN DETAILS.
2. CONTROL JOINTS PER NOTES ON C8.0.
3. DOWEL BARS @ EXPANSION JOINTS ¾", 18" LONG SMOOTH BARS @ 12" O.C.

JOINT DETAILS

NTS

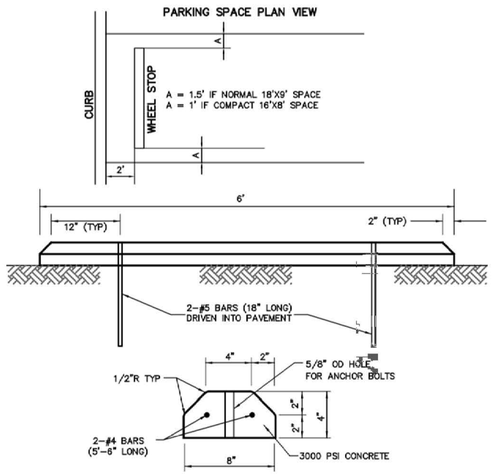


NOTE: "VAN ACCESSIBLE" REQUIRED AT SPACES ADJACENT TO 8' AISLE



HANDICAP SIGN

N.T.S.



CONCRETE WHEEL STOP

NTS

CIVIL DETAILS

DESIGNED BY: ADL
DRAWN BY: VV
DATE: 04/01/15
JOB NO.: E0416005

CIVIL ENGINEERING CONSULTANTS
DON DURDEN, INC.
11550 I.H. 10 WEST, SUITE 395
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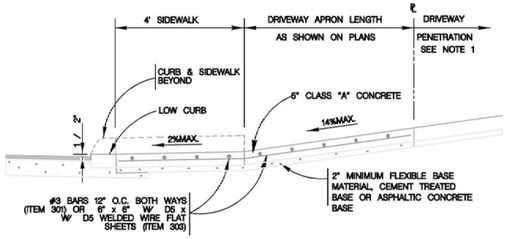
REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

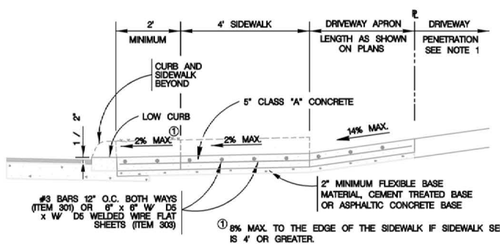
SHEET NO.
C4.0

X:\data\develop\Proj_2015\E0416005_Stinson Parking\cadd\E0416005 C4.0 CIVIL DETAILS.dwg Wed, Mar/25/15 10:46:37am Lindsko



TYPICAL RESIDENTIAL DRIVEWAY SECTION

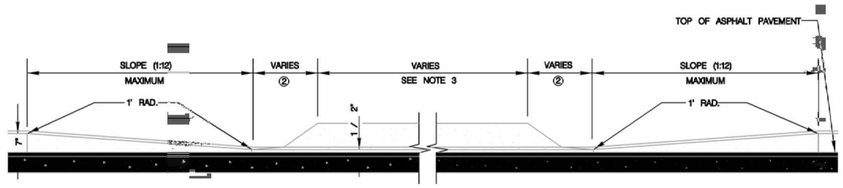
WITH SIDEWALK ABUTTING CURB
ITEM 503.1



TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1

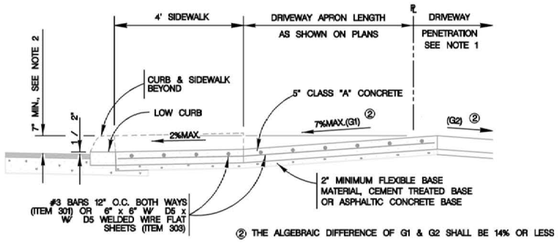
① 8% MAX. TO THE EDGE OF THE SIDEWALK IF SIDEWALK SEPARATION IS 4' OR GREATER.



② RESIDENTIAL : 2' MAXIMUM; COMMERCIAL: SEE PLAN VIEW

CURB PROFILE AT DRIVEWAY

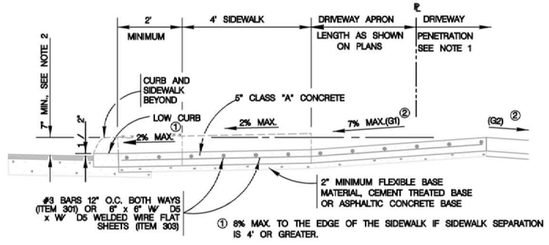
WITH SIDEWALK ABUTTING CURB



② THE ALGEBRAIC DIFFERENCE OF G1 & G2 SHALL BE 14% OR LESS

TYPICAL RESIDENTIAL DRIVEWAY SECTION

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS ABUTTING CURB
ITEM 503.1



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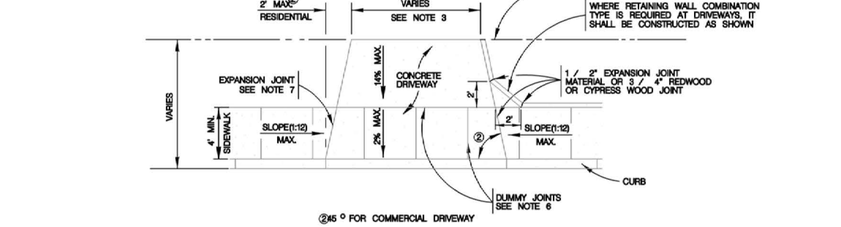
② THE ALGEBRAIC DIFFERENCE OF G1 & G2 SHALL BE 14% OR LESS

TYPICAL RESIDENTIAL DRIVEWAY SECTION

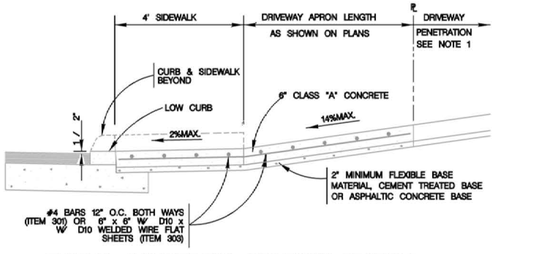
WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB
ITEM 503.1



②45 ° FOR COMMERCIAL DRIVEWAY

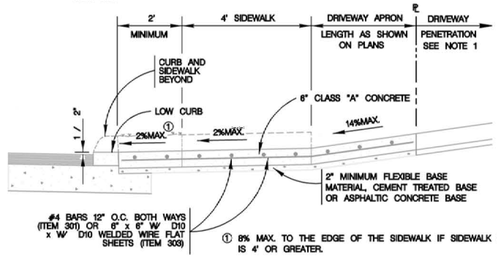
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK ABUTTING CURB



TYPICAL COMMERCIAL DRIVEWAY SECTION

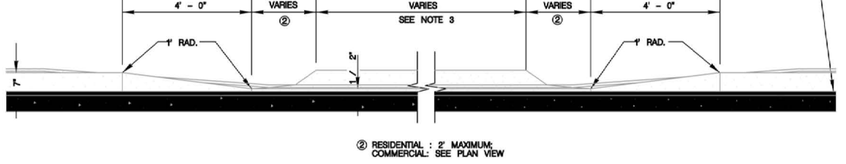
WITH SIDEWALK ABUTTING CURB
ITEM 503.2



① 8% MAX. TO THE EDGE OF THE SIDEWALK IF SIDEWALK SEPARATION IS 4' OR GREATER.

TYPICAL COMMERCIAL DRIVEWAY SECTION

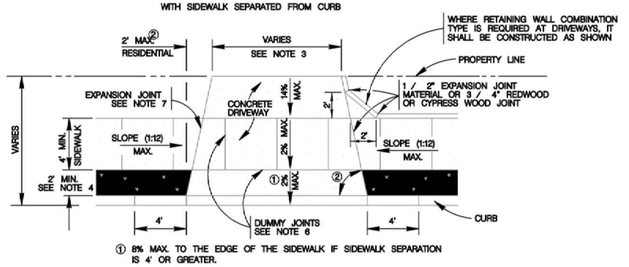
WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.2



② RESIDENTIAL : 2' MAXIMUM; COMMERCIAL: SEE PLAN VIEW

CURB PROFILE AT DRIVEWAY

WITH SIDEWALK SEPARATED FROM CURB



① 8% MAX. TO THE EDGE OF THE SIDEWALK IF SIDEWALK SEPARATION IS 4' OR GREATER.

② 45 ° FOR COMMERCIAL DRIVEWAY

TYPICAL DRIVEWAY PLAN VIEW

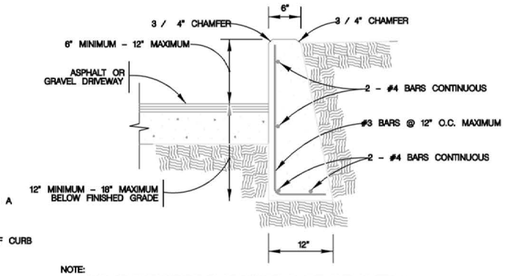
WITH SIDEWALK SEPARATED FROM CURB

CONCRETE DRIVEWAY NOTES

1. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY:
   A.) CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.1 OR 503.2.
   B.) ASPHALTIC CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.4 AND SHALL INCLUDE A MINIMUM OF 1" ASPHALT TYPE 'D' & 6" FLEXIBLE BASE
   C.) GRAVEL DRIVEWAY PAID FOR UNDER ITEM NO. 503.5 AND SHALL INCLUDE A MINIMUM OF 6" FLEXIBLE BASE
2. 7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
3. THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE BUT UNLESS AUTHORIZED BY THE CITY TRAFFIC ENGINEER, THE WIDTH SHALL BE WITHIN THE FOLLOWING VALUES:

TYPE	MINIMUM	MAXIMUM
RESIDENTIAL	10'	20'
COMMERCIAL – ONE WAY	12'	20'
COMMERCIAL – TWO WAY	24'	30'

4. FOR LOCAL TYPE "A" STREETS, SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
5. FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
6. DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY. DUMMY JOINTS PERPENDICULAR TO THE CURB, AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
7. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3 /8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
8. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
9. SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



NOTE:
1. COST OF REINFORCEMENT TO BE INCLUDED IN UNIT COST OF ITEM 307.1.
2. CONCRETE RETAINING WALL COMBINATION TYPE SHALL BE USED FOR CONCRETE DRIVEWAYS.

DRIVEWAY – CONCRETE RETAINING WALL

ON COMPACTED SUBGRADE
ITEM 307.1

MAY 2009

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS

____% SUBMITTAL	PROJECT NO.:____	DATE:____
DRWN. BY V. VASQUEZ	DSGN. BY:____	CHKD. BY R.S. HOSSEINI, P.E.	SHEET NO.:____OF__

CIVIL DETAILS

DESIGNED BY: ADL
DRAWN BY: VV
DATE: 04/01/15
JOB NO.: E0416005

CIVIL ENGINEERING CONSULTANTS
DON DURDEN, INC.
11550 I.H. 10 WEST, SUITE 395
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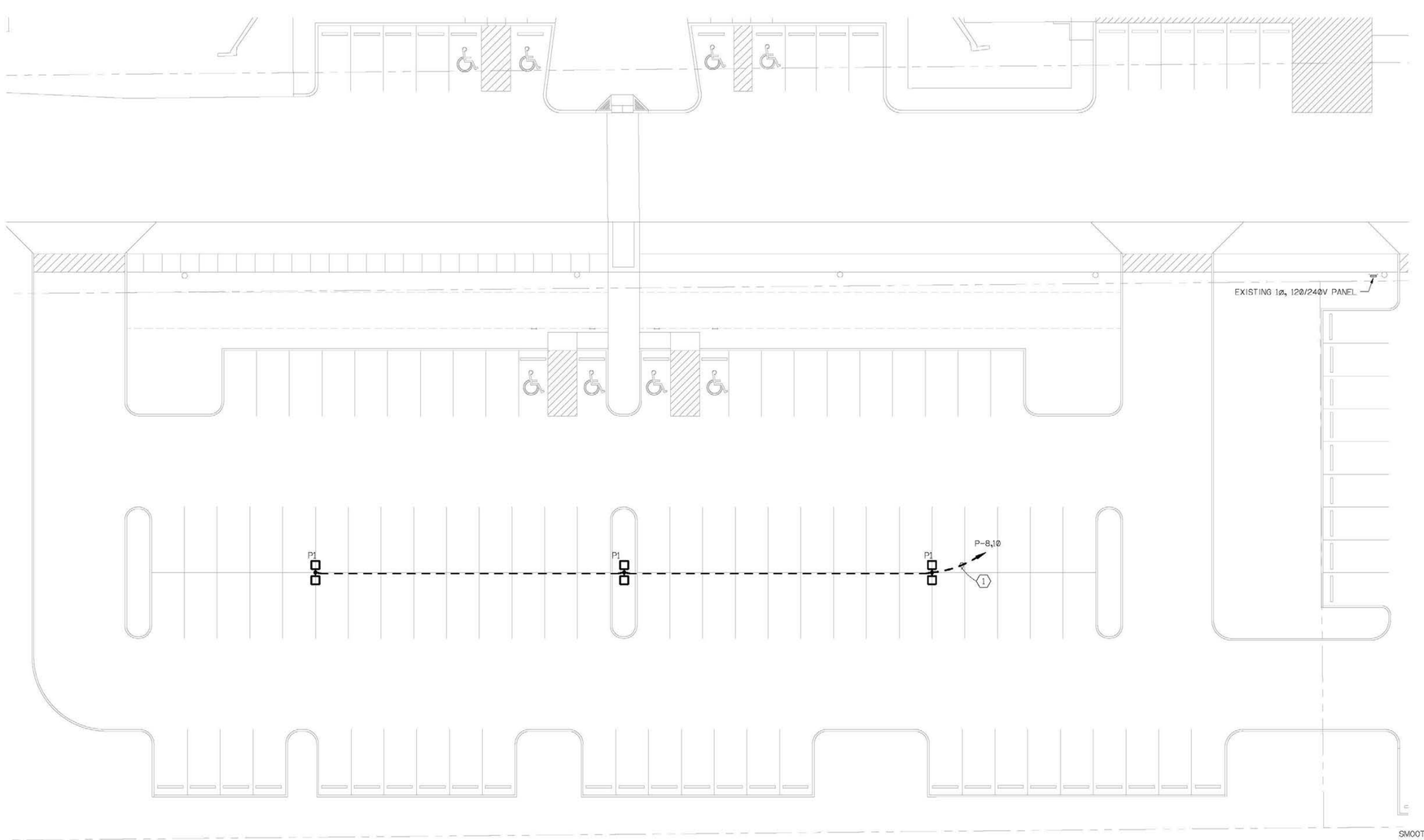
ISSUED FOR REVIEW PURPOSES ONLY NOT FOR CONSTRUCTION OR PERMITTING

REV	DATE	DESCRIPTION

STINSON AIRPORT
STINSON AIRPORT PARKING LOT ADDITION
SAN ANTONIO, TEXAS

SHEET NO.
C4.1



ELECTRICAL KEYED NOTES:

1. (1) 3/4" CONDUIT WITH (2) #10 AWG, (1) #10 GND AWG, 18" UNDERGROUND BRANCH CIRCUIT TO EXISTING 1ø, 120/240V RACK MOUNTED PANEL. PROVIDE 20AMP 2-POLE BREAKER TO MATCH EXISTING (SQUARE D).

NORTH

1 SITE PLAN - LIGHTING
SCALE: 1/16"=1'-0"

LIGHT FIXTURE SCHEDULE

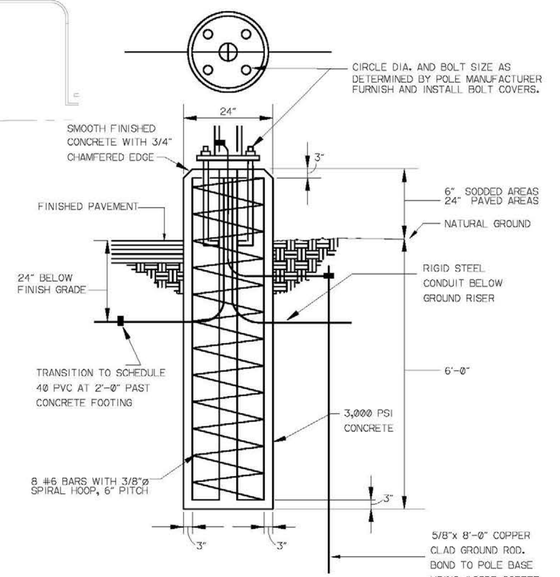
TYPE	DESCRIPTION	BALLAST	LAMP TYPE	LAMP QTY.	LAMP COLOR	LAMP LUMEN	VOLTS	MOUNTING	MANUF.	CATALOG NUMBER	NOTES
P1	DUAL HEAD POLE MOUNTED PULSE START MEATAL HALIDE FIXTURE. R4 RELECTOR, FULL CUTOFF MEETS 'NIGHTTIME FRIENDLY' CRITERIA.	PULSE START	400W MH	2		38000	208	34'-0"	LITHONIA	KAD 400M R4	
P1 ALT.	DUAL HEAD POLE MOUNTED LED FIXTURE. TYPE T5W OPTTICS.	ELECTRONIC	LED	2	4000	26000	MVOLT	32'-0"	LITHONIA	DSX2 LED 80C 1000 40K T5W MVOLT	

EXISTING PANEL P

PROJECT: Stinson Parking Lot
PROJECT #: 52573.00
LOCATION: PARKING LOT
MOUNTING: RACK
ENCLOSURE: NEMA 3R
VOLTAGE: 240/120V., 1Ph., 3W
BUSSING: 60 A., 10 KAIC
MAINS: 60 A. MCB
CODES: 0=RCPT 1=EQPT 2=LTG 3=A/C 4=HTG 5=LGST MTR
BREAKER MTG.: BOLT-ON
ACCESSORIES: GROUND BUSS
DATE: 3/23/2015

CODE	BRKR	CIRCUIT USE	CKT		LOAD	LOAD	CKT		CIRCUIT USE	BRKR	CODE
	20/2	EXISTING	1	A			A	2	EXISTING PARKING LOT LIGHT FIXTURES	20/2	
	----		3	B			B	4	----	---	
	20/1	EXISTING	5	A			A	6	EXISTING	20/1	
	/1	SPACE	7	B		456	B	8	**NEW PARKING LOT LIGHT FIXTURES**	20/2	
	/1	SPACE	9	A		456	A	10	----	---	
	/1	SPACE	11	B			B	12	SPACE	/1	

	FTL VA	LTG VA	RCPT VA	EQPT VA	CONN VA	CONN A	PNL VA	PNL A	DIST VA	DIST A
PHASE A	-	-	456	-	456	4	456	4	228	2
PHASE B	-	-	456	-	456	4	456	4	228	2
TOTAL	-	-	912	-	912	N/A	912	N/A	456	N/A



2 POLE FOOTING DETAIL
NOT TO SCALE

80% CONSTRUCTION DOCUMENTS

Beaty Palmer Architects, Inc.
110 Broadway
Suite 600
San Antonio, Texas 78205
voice 210.212.8022
fax 210.212.8018
www.beatypalmer.com

ARCHITECT

ENGINEER

INTERIM REVIEW ONLY
Document Incomplete; Not Intended for permit, bidding or construction.
Engineer: DAVID O. BRANTLEY
P.E. Reg. No. 109118
03.27.15

CONSULTANT

MS2 CONSULTING ENGINEERS
8200 IH-10 West, Suite 312
San Antonio, Texas 78230
Ph: 210 736-4285 Fx: 210 482-4907
Texas Registration No. F-465

REVISIONS

PROJECT
Parking Lot - At Stinson Municipal Airport

LOCATION
San Antonio, Texas

CLIENT
City of San Antonio

STINSON MUNICIPAL AIRPORT

PROJECT NUMBER
1437

DRAWN BY
BB

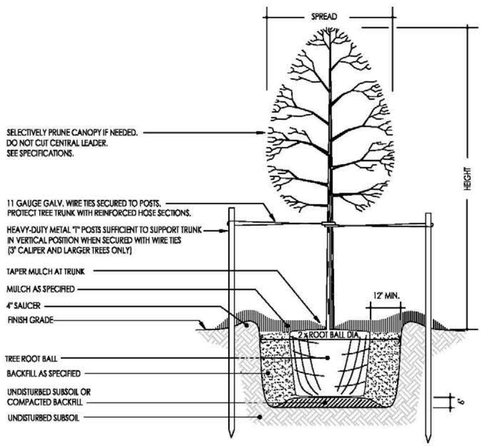
REVIEWED BY
DOB

DATE
03.27.15

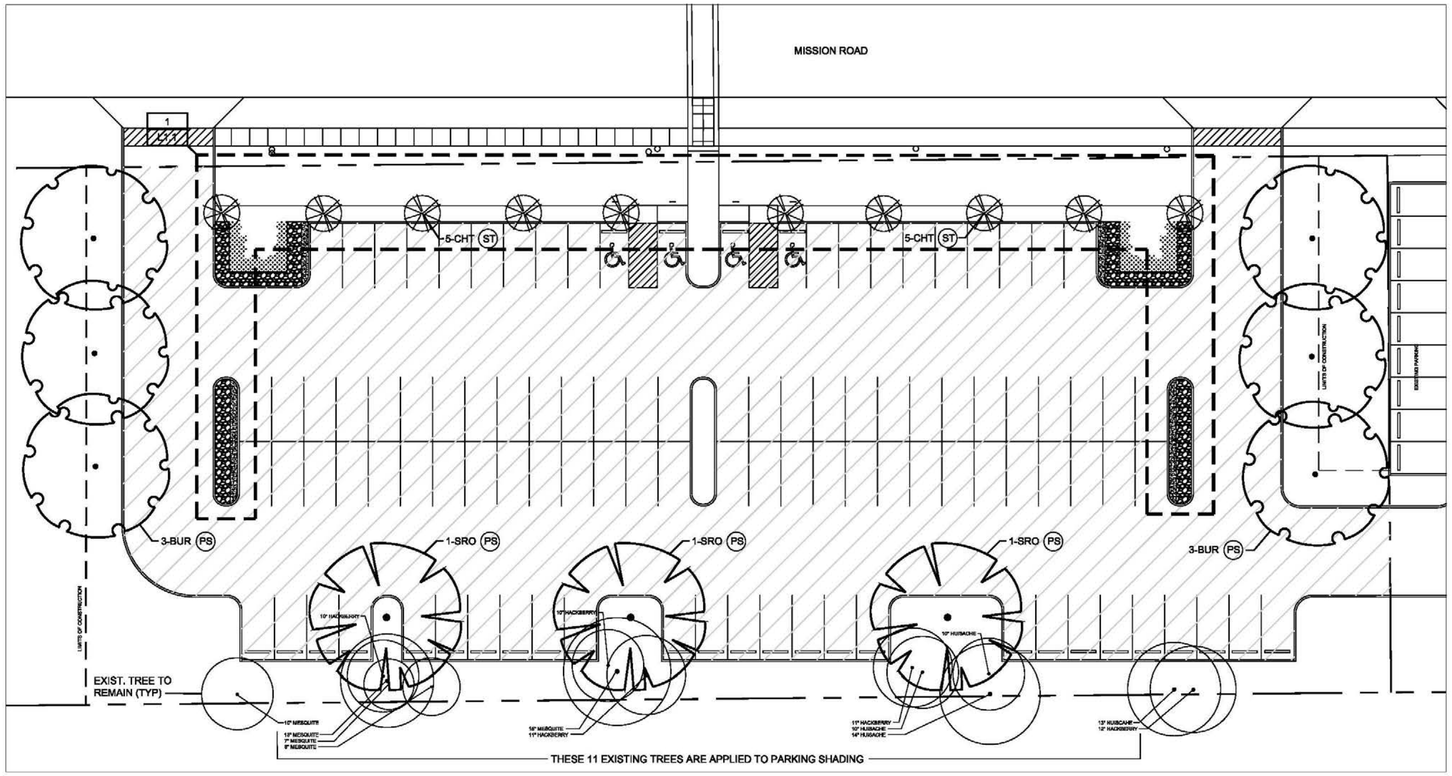
SHEET NUMBER
E1

BEATY PALMER ARCHITECTS

FILENAME: 52573S01 LTSCALE: 192 PLOT TIME: 3/23/2015 5:04 PM BY: bbailey



2 TREE PLANTING
NOT TO SCALE



1 LANDSCAPE SITE PLAN
SCALE: 1" = 20'-0"

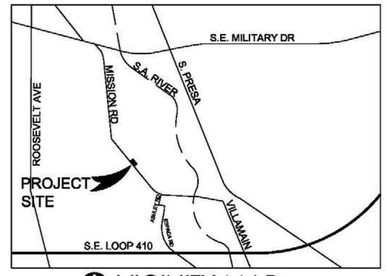
PARKING LOT SHADING					
Total parking lot area =				37,514	
Shade percentage =				25%	
Shade coverage area =				9,379	
No. Trees	Shade Value				
0	1200	@	100%	0	s.f.
4	1200	@	75%	3600	s.f.
5	1200	@	50%	3000	s.f.
0	875	@	100%	0	s.f.
0	875	@	75%	0	s.f.
3	875	@	50%	1312.5	s.f.
0	550	@	100%	0	s.f.
0	550	@	75%	0	s.f.
3	550	@	50%	825	s.f.
0	275	@	100%	0	s.f.
0	275	@	75%	0	s.f.
5	275	@	50%	687.5	s.f.
Total Shading Coverage Provided =				9,425.00	s.f.
Total Shade Percentage Provided =				25.12%	

100% shade value for existing trees meeting RPZ criteria
75% shade value for trees in islands or peninsulas
50% shade value for trees within 12' of parking surface

LANDSCAPE ORDINANCE DATA		
POINTS REQUIRED		70
POINTS ACHIEVED		
	PARKING SHADING	20
	STREET TREES	25
	PARKING SCREENING	25
		70

TREE KEY

- (ST) STREET TREE
- (PS) PARKING SHADING TREE
- (MT) MITIGATION TREE
- (PR) PRESERVATION TREE



VICINITY MAP

Beaty Palmer Architects, Inc.
110 Broadway
Suite 600
San Antonio, Texas 78205
voice 210.212.8022
fax 210.212.8018
www.beatypalmer.com

ARCHITECT

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Clayton Barrett Hagendorf #23968

ENGINEER

CONSULTANT

LANDSCAPE ARCHITECTURE
MASTER PLANNING
URBAN DESIGN

LAFFOON ASSOCIATES

319 HARMON DR, SUITE 100
SAN ANTONIO, TEXAS 78209
210.828.0455 laffoon@sbcglobal.net

REVISIONS

PROJECT

Parking Lot - At Stinson Municipal Airport

LOCATION
San Antonio, Texas

CLIENT
City of San Antonio

PROJECT NUMBER
1437

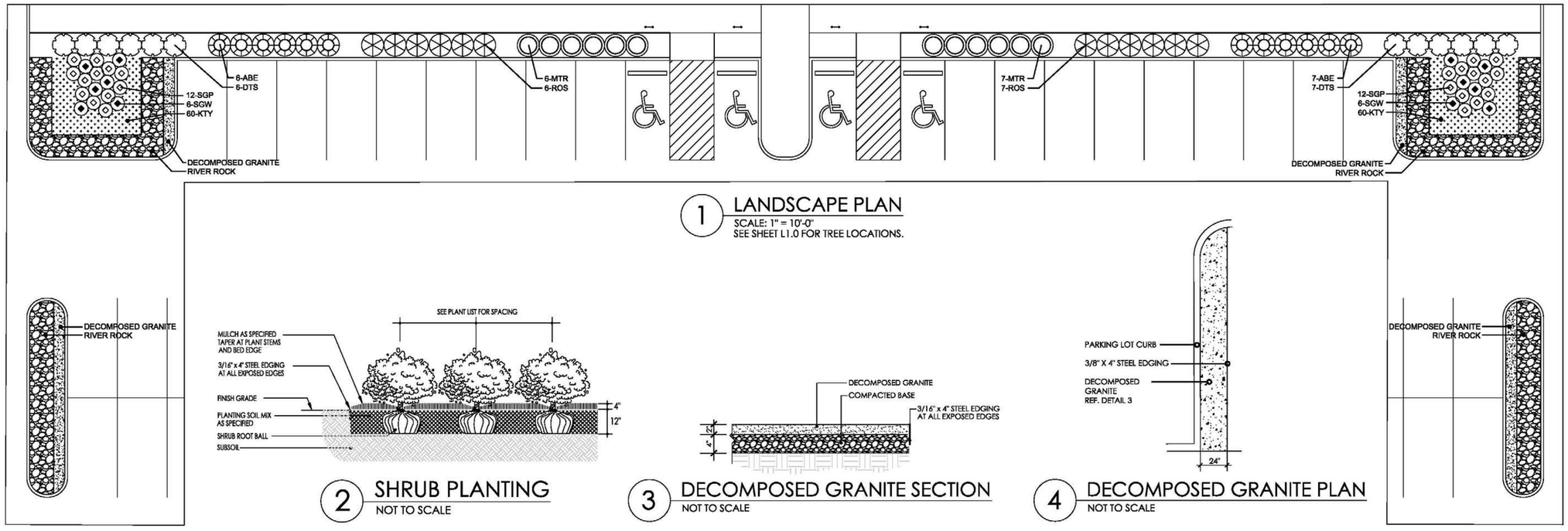
DRAWN BY
JL

REVIEWED BY
JL

DATE
03.26.15

SHEET NUMBER
L1.0

BEATY PALMER ARCHITECTS



1 LANDSCAPE PLAN

SCALE: 1" = 10'-0"
SEE SHEET L1.0 FOR TREE LOCATIONS.

2 SHRUB PLANTING

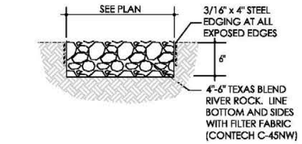
NOT TO SCALE

3 DECOMPOSED GRANITE SECTION

NOT TO SCALE

4 DECOMPOSED GRANITE PLAN

NOT TO SCALE



5 RIVER ROCK DETAIL

NOT TO SCALE

PLANT LIST			Trees are single trunk unless noted otherwise
KEY	QUANTITY	COMMON NAME, BOTANICAL NAME	MINIMUM SIZE, CONDITION, SPACING
TREES			
BUR	6	Bur Oak, Quercus macrocarpa	4 1/2" caliper, 16' height, 6' spread
SHU	3	Shumard Red Oak, Quercus shumardi	4 1/2" caliper, 15' height, 7' spread
CHT	10	Chitalpa, Chilopsis x Catalpa	15 gallon, 6' height, 3' spread
SHRUBS & PERENNIALS			
ABE	12	Edward Goucher Abelia, Abelia grandiflora 'Edward Goucher'	3 gallon, 16" height, 16" spread, space 48" O.C.
DTS	12	Dwarf Texas Sage, Leucophyllum frutescens 'Silverado'	3 gallon, 18" height, 18" spread, space 48" O.C.
ROS	12	Upright Rosemary, Rosmarinus officinalis	3 gallon, 18" height, 18" spread, space 36" O.C.
MTR	12	Mutabilis Rose, Rosa chinensis 'Mutabilis'	3 gallon, 18" height, 18" spread, space 60" O.C.
TURF			
SOD	See Note	Common Bermuda, Cynodon dactylon	Solid sod - Contractor to determine quantity.
HYD	As Needed	Common Bermuda, Cynodon dactylon	Hydromulch as specified, all areas disturbed by construction, including where the surface grade has been changed or existing vegetation has been damaged. Contractor to determine quantity.

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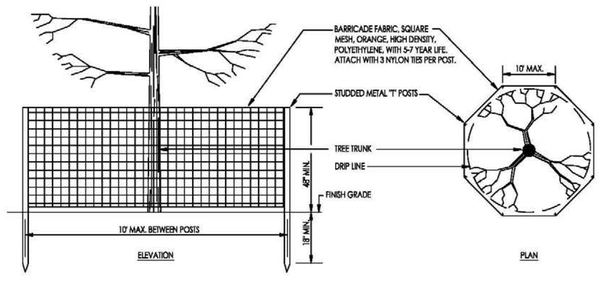
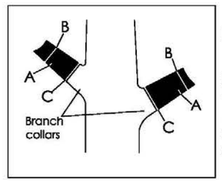
BEATY PALMER ARCHITECTS

TREE PROTECTION NOTES

1. ALL EXISTING TREES INDICATED ON THIS PLAN TO BE PRESERVED SHALL BE PROTECTED BY A ROOT PROTECTION ZONE (RPZ). EACH RPZ SHALL BE DETERMINED BY THE INDIVIDUAL TREE SIZE, WITH THE RADIUS BEING ONE FOOT (1') FOR EVERY ONE INCH (1") DIAMETER OF THE TRUNK, MEASURED FOUR AND ONE HALF FEET (4.5') FROM THE GROUND, WITH A MINIMUM OF ONE-HALF (1/2) THE ROOT PROTECTION ZONE RADIUS.
2. A BARRIER (CHAIN LINK OR ORANGE MESH FABRIC) SHALL BE ERECTED AROUND THE RPZ AND MAINTAINED UNTIL CONSTRUCTION IS COMPLETED.
3. THE RPZ SHALL BE SUSTAINED IN A NATURAL STATE AND SHALL BE FREE FROM VEHICULAR OR MECHANICAL TRAFFIC; NO FILL, EQUIPMENT, LIQUIDS, OR CONSTRUCTION DEBRIS SHALL BE PLACED INSIDE THE PROTECTIVE BARRIER.
4. THE RPZ SHALL BE COVERED WITH A 6" LAYER OF MULCH TO REDUCE STRESS DUE TO MOISTURE LOSS.
5. ANY DAMAGE DONE TO EXISTING TREE CROWNS OR ROOT SYSTEMS SHALL BE REPAIRED IMMEDIATELY. ROOTS EXPOSED OR DAMAGED DURING CONSTRUCTION OPERATIONS WILL BE CUT CLEANLY. ALL WOUNDS TO LIVE OAKS SHALL BE PAINTED WITH PRUNING PAINT WITHIN 30 MINUTES OF DAMAGE.
6. THE PROPOSED FINISH GRADE OF LAND WITHIN THE RPZ OF ANY TREE TO BE PRESERVED SHALL NOT BE RAISED OR LOWERED MORE THAN 3". WELLING AND RELATED METHODS ARE ALLOWED OUTSIDE THE RPZ.
7. THE RPZ SHALL REMAIN PERVIOUS, WITH TURF OR GROUNDCOVER AT COMPLETION OF CONSTRUCTION.
8. ALL WOUNDS TO TRUNKS, LIMBS AND ROOT SYSTEM OF OAK TREES SHALL BE PAINTED WITHIN 30 MINUTES OF THE WOUND WITH ASPHALTIC OR EXTERIOR OIL OR LATEX PAINT.
9. TREE ARMOR SHALL BE PLACED AT LOCATIONS WHERE BARRICADE FENCING INTERFERES WITH CONSTRUCTION ACCESS, AS APPROVED BY THE LANDSCAPE ARCHITECT. PROTECT TREE TRUNK TO A HEIGHT OF EIGHT (8) FEET OR TO THE LIMITS OF LOWER BRANCHING (WHEN EXPOSED TO CONSTRUCTION ACTIVITY WITHIN THE DRIP LINE) WITH 2x4's BUTTED SIDE TO SIDE COMPLETELY AROUND THE TRUNK. SECURE 2x4's TO TRUNK BY SECURELY WRAPPING WITH 16 GAUGE ANNEALED STEEL WIRE (DO NOT NAIL).



2 TREE BARRICADE FENCING
NOT TO SCALE

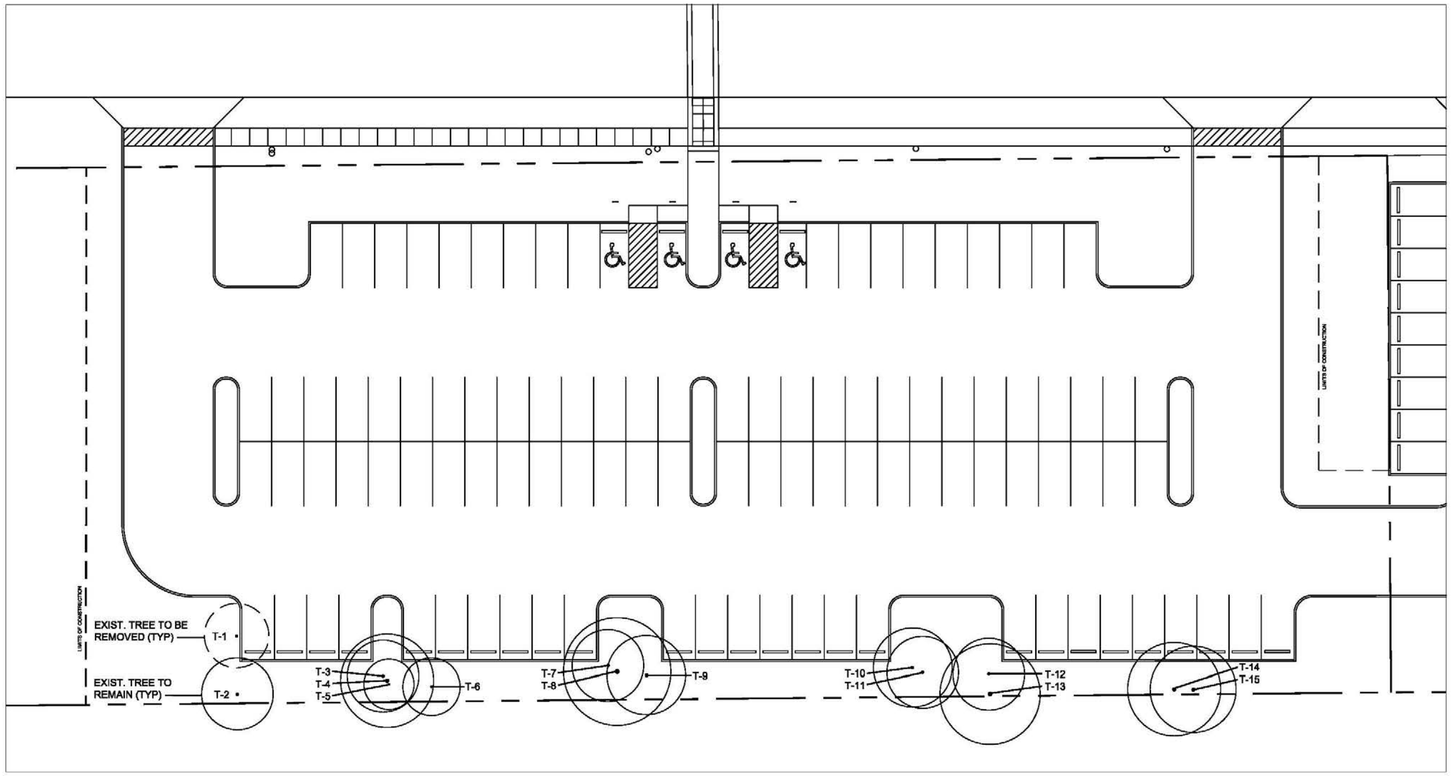


PROPER PRUNING

- Pruning should be a part of the preconstruction activities
- All Oak wounds are to be painted within 30 minutes

A - First cut. To prevent the bark from peeling when the branch falls.
B - Second cut. To reduce the weight of branch.
C - Final cut. Allow for healing collar but no stubs which are site for decay.

3 TREE PRUNING DETAIL
NOT TO SCALE



1 TREE PRESERVATION PLAN
SCALE: 1" = 20'-0"

TREE INVENTORY

Tag #	Species	Understory Species* 5.0" - 11.5" Removed	Understory Species* 5.0" - 11.5" Preserved	Significant Tree 6" - 23.5" Removed	Significant Tree 6" - 23.5" Preserved	Significant Tree** 10.0" - 23.5" Removed	Significant Tree** 10.0" - 23.5" Preserved	Heritage 3:1 Removed	Heritage 3:1 Preserved	Heritage 1:1 Removed	Heritage 1:1 Preserved	Additional Inches Preserved for Mitigation *** Preserved
T-1	Huisache					Undersize						
T-2	Mesquite						10					
T-3	Hackberry*					10	10					
T-4	Mesquite						13					
T-5	Mesquite						Undersize					
T-6	Mesquite						Undersize					
T-7	Hackberry*					10	10					
T-8	Mesquite						15					
T-9	Hackberry						11					
T-10	Hackberry						11					
T-11	Huisache						10					
T-12	Huisache*					10	10					
T-13	Huisache						14					
T-14	Huisache						13					
T-15	Hackberry						12					
Sub. Tot. inches=		0	0	0	0	30	139	0	0	0	0	0
Total inches by category=			0		0		169		0		0	
Preservation percentage=		#DIV/0!		Significant		82%		Heritage Preservation		#DIV/0!		0
Mitigation required (Commercial)		0		Commercial (inches)		-71.4						
Mitigation required (Residential)		0		Residential (inches)		-79.85		Heritage Mitigation (inches)		0		

No category to fall below 10% preservation.
Preserved- Tree to remain that meets root protection zone requirements described in section 35-523 of the UDC.
Mitigation 1:1 for significant trees below minimum preservation requirements; 3:1 for heritage trees below 100% preservation
** Small species: Condalia, Redbud, Tx. Mountain Laurel, Tx. Persimmon, Hawthorn, Possumhaw - these are mitigated at 1:1 for H*
*** Ashe Juniper, Huisache, Mesquite, Arizona Ash, Hackberry protected at 10" dbh and mitigated at 1:1 for heritage trees*
**** Mitigation Trees: Unprotected-sized trees to be used for mitigation calculations; subtract inches from mitigation owed*

NOTE: TREES #T-3, #T-7, #T-12 ARE TO REMAIN IN PLACE BUT ARE SHOWN TO BE REMOVED DUE TO THE CLOSE PROXIMITY OF NEW CONSTRUCTION.

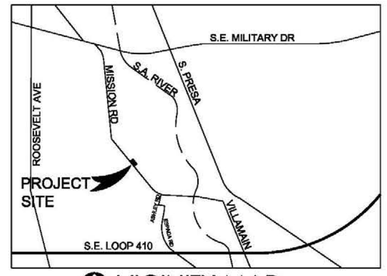
TREE CANOPY CALCULATIONS

TOTAL SITE - 52,893 x 0.25 = 13,223 s.f.

EXISTING TREES
3 HACKBERRY @ 875 2,625
3 HUISACHE @ 550 1,650
5 MESQUITE @ 275 1,375

NEW TREES
3 RED OAKS @ 1080 3,240
6 BUR OAKS @ 1080 6,480

TOTAL 15,370



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