

HISTORIC AND DESIGN REVIEW COMMISSION

June 03, 2015

Agenda Item No: 17

HDRC CASE NO: 2015-217
COMMON NAME: 1283 E Ashley
LEGAL DESCRIPTION: NCB 7464 BLK LOT SW IRR 738.0FT OF STINSON FIELD REF:07464-000-0030
ZONING: I1 H
CITY COUNCIL DIST.: 3
DISTRICT: Mission Historic District
APPLICANT: Marris Martin
OWNER: City of San Antonio
TYPE OF WORK: Construction of an air traffic control tower
REQUEST:

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

1. Construct a 100 foot tall air traffic control tower at Stinson Municipal Airport. The proposed tower will include onsite parking, an access drive and an emergency generator. The tower's shaft will be constructed of precast concrete. The applicant has noted that the proposed tower will incorporate architectural features relating to the missions including arches, a wood portico and timber structure. The applicant has also noted that this project has undergone a preliminary environmental review as well as an environmental assessment.
2. Install a 30" x 20" plaque sign to be attached to the wall at the base entrance of the tower.
3. Install a facility number sign with 6" tall numbers that are to be bronze with concealed fasteners.
4. Install two exterior, back lit aluminum signs reading "STINSON" to be mounted approximately 50' above the surface on the east and west side of the proposed tower.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

2. Building Massing and Form

A. SCALE AND MASS

i. Similar height and scale—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.

C. RELATIONSHIP OF SOLIDS TO VOIDS

i. Window and door openings—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. Façade configuration— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

3. Materials and Textures

A. NEW MATERIALS

i. Complementary materials—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.

4. Architectural Details

A. GENERAL

i. Historic context—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.

ii. Architectural details—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.

iii. Contemporary interpretations—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

i. Visibility—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.

ii. Service Areas—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING

i. Building-mounted equipment—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.

ii. Freestanding equipment—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.

iii. Roof-mounted equipment—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

2. Fences and Walls

B. NEW FENCES AND WALLS

i. Design—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.

ii. Location—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.

iii. Height—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.

iv. Prohibited materials—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.

7. Off-Street Parking

A. LOCATION

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

FINDINGS:

- a. The applicant has proposed to construct a 100 foot tall air traffic control tower that is to be located to the immediate south of Stinson Municipal Airport. At a height of 100 feet, the proposed tower does not feature a similar height or scale to structures traditionally found throughout historic districts, however given its proposed location and the rural aspect of the Mission Historic District near Stinson Municipal Airport, staff finds that the tower's proposed height is appropriate.
- b. According to the Guidelines for New Construction C. i. in regards to the relationship of solids to voids, window and door openings that relate to nearby historic structures are to be used in the facades of new construction. The applicant has proposed appropriately sized doors at the base of the tower as well as appropriately sized and designed windows along the tower's shaft. This is consistent with the Guidelines.
- c. The applicant has proposed a distinct base, midsection and cap for the tower through the transition of materials, slight overhangs and the incorporation of an entire glass façade at the cap. This is consistent with the Guidelines for New Construction C.ii.
- d. According to the Guidelines for New Construction 3.A., complementary materials that complement the type, color and texture of materials traditionally found in the district should be used. The applicant has proposed materials of stucco, precast concrete panels, a wood entry featuring a cedar shake roof and at the tower cab, catwalk handrails, aluminum mullion and glazing. In this setting and on a structure of this use, these materials are consistent with the Guidelines.
- e. The applicant has also proposed Mission Style light fixtures to be suspended and hung near the base and under the wood canopy entrance of the proposed tower. Staff recommends that the applicant ensure that the fixtures are made out of a durable material such as aluminum or steel.
- f. The site currently features a chain link fence that runs along E Ashley that the applicant has proposed to slightly alter to include a 24 foot long automatic gate and security fence that will set back approximately 10 feet from the current fence line. Given that the current chain link fence is existing, the applicant's proposal to modify and incorporate additional chain link sections are appropriate.
- g. Regarding the placement of onsite mechanical equipment, the applicant has proposed to locate the proposed emergency generator to the rear of the proposed tower. This is consistent with the Guidelines for New Construction 6.A.i.
- h. While the Guidelines for Site Elements 7.A. states that off street parking for non residential and commercial projects be located at the rear of the site, staff finds that given the location of this proposed tower as well as its setback from E Ashley, that the proposed front parking is appropriate, however, the applicant is responsible for screening the proposed parking per 7.B.i.
- j. The applicant has proposed signage that is to include a 30" x 20" plaque sign to be attached to the wall at the base entrance of the tower. This plaque is to be a cast bronze plaque. This is consistent with the Guidelines.
- k. The applicant has proposed a facility number sign with 6" tall numbers that are to be bronze with concealed fasteners. The applicant's proposed materials are consistent, however the applicant has not noted a location for the number sign.
- l. The applicant has proposed to install two exterior, back lit aluminum signs reading "STINSON" to be mounted approximately 50' above the surface on the east and west side of the proposed tower. According to the Guidelines for Signage 1.A., each structure is allowed one major and two minor signs that should not exceed 50 square feet. The applicant has stated that the proposed signage will be indirectly lit and has been designed and placed in the manner proposed in order to be visible to aircraft in the near vicinity. Given the materials that have been proposed for the signage, the proposed lighting and the unique need for visibility at this location, staff finds the proposed signage appropriate.

RECOMMENDATION:

Staff recommends final approval of items #1 through #4 based on findings a through i with the following stipulations:

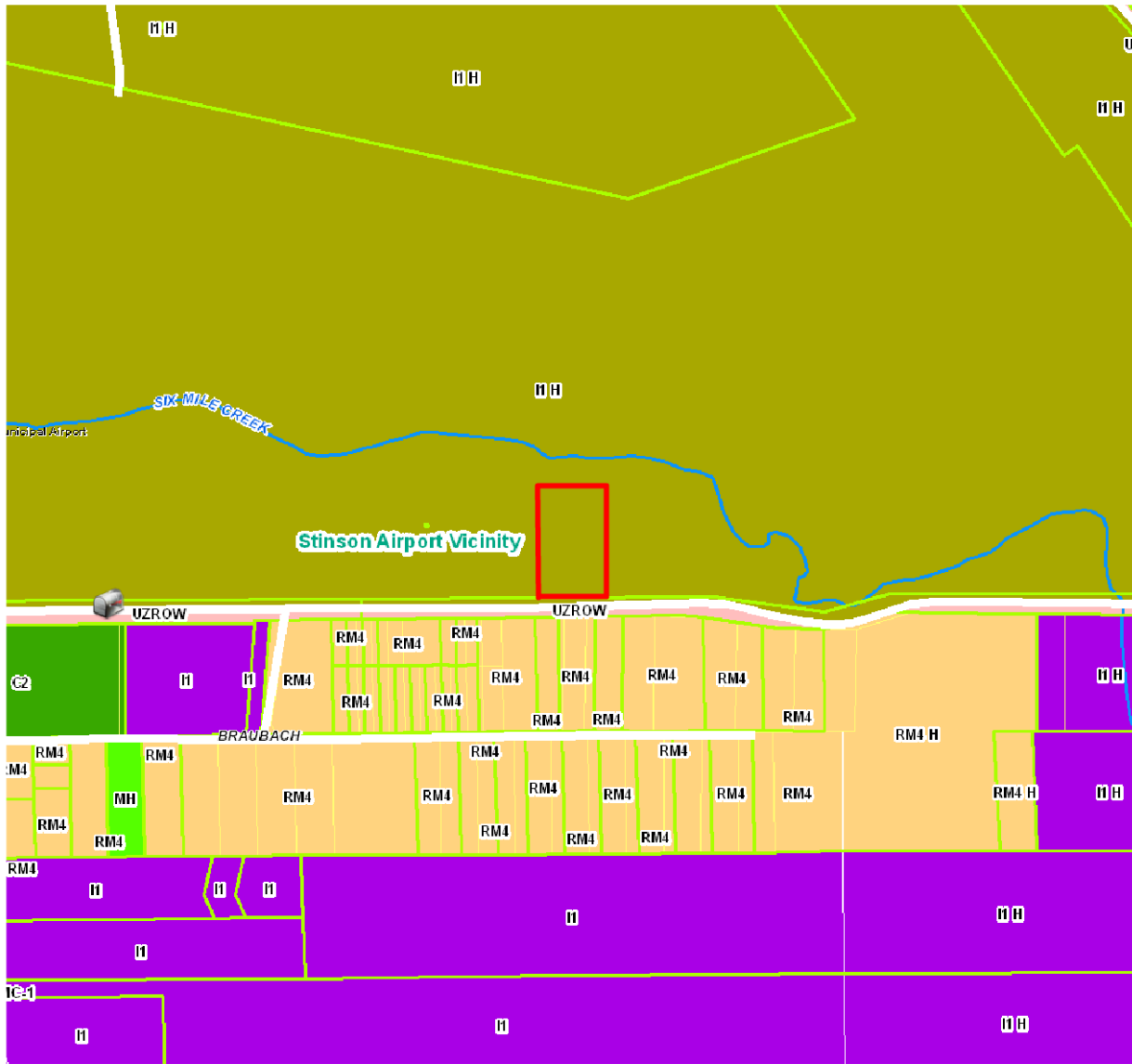
- i. That the applicant screen the proposed front parking from the public right of way at E Ashley.
- ii. That the proposed “STINSON” tower signage remain indirectly lit.
- iii. That the proposed Mission Style light fixtures be constructed of durable materials.

CASE COMMENT:

The final construction height of an approved fence may not exceed the maximum height as approved by the HDRC at any portion of the fence. Additionally, all fences must be permitted and meet the development standards outlined in UDC Section 35-514.

CASE MANAGER:

Edward Hall





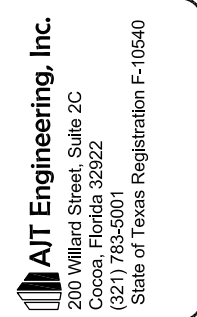
Flex Viewer

Powered by ArcGIS Server

Printed: May 21, 2015

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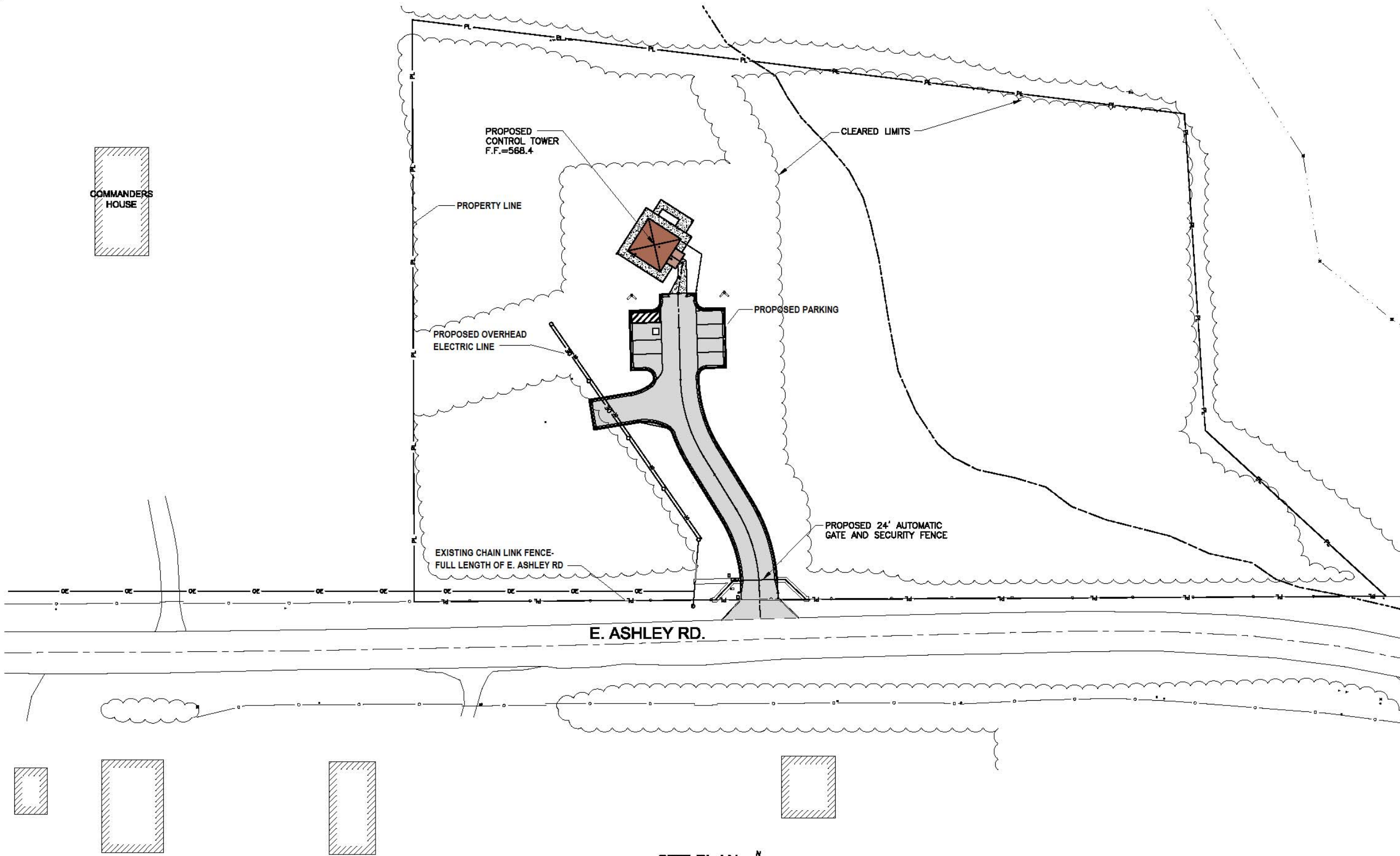
DATE	REVISION		BY
TITLE			

COVER SHEET

ENGINEER P.D.	CHECKED BY K.F.
DRAWN BY STINSON	R.C.
AS NOTED	DATE 5/12/15
-	
NOTED	
A1	

[illegible]

C:\Users\Robert\OneDrive\AJT Engineering, Inc\Tower\Stinson\Habitat\Sheet 3.dwg Plotted on: May 11, 2015 - 2:54pm by Robert



SITE PLAN
SCALE: 1"=30'



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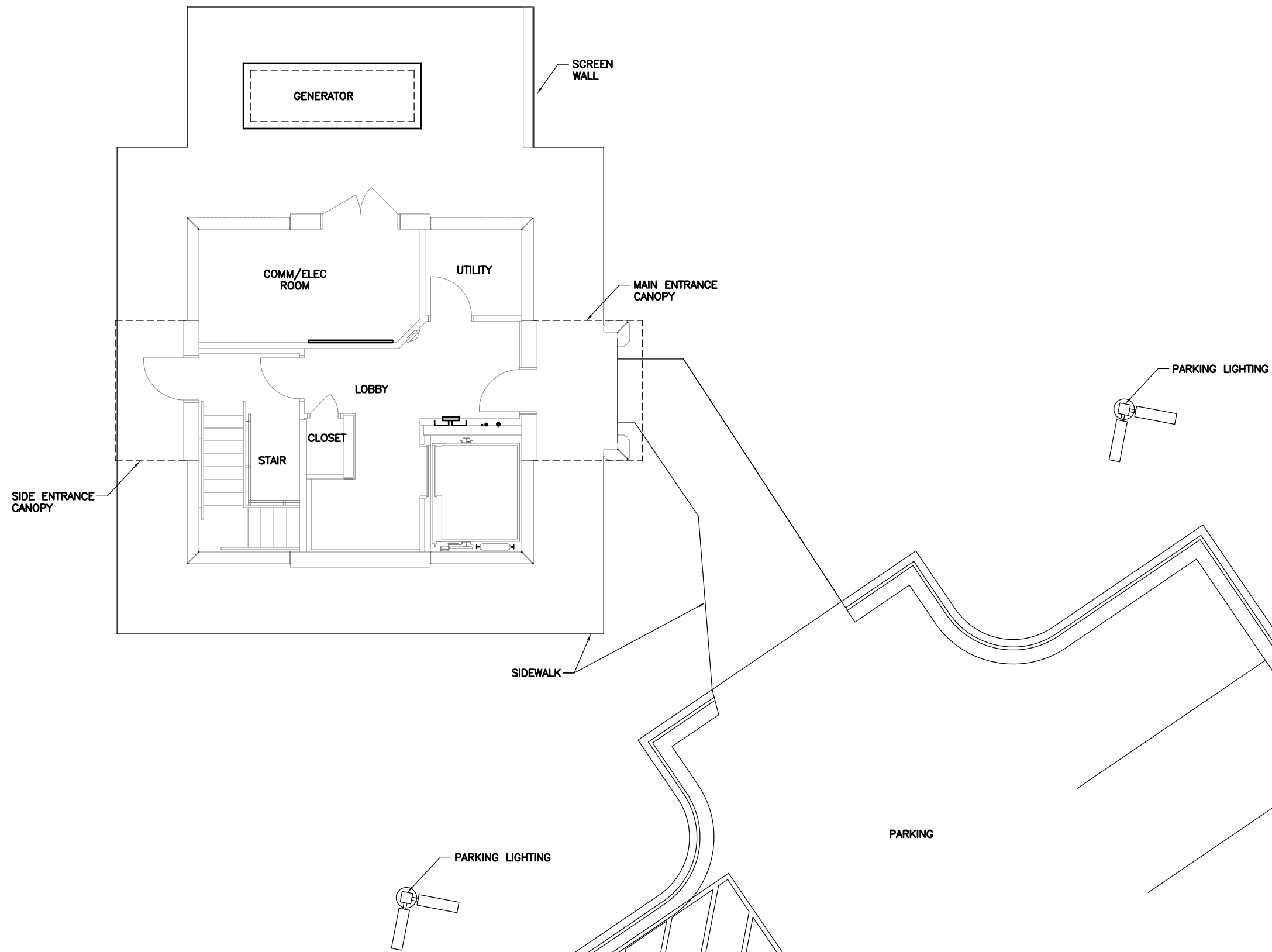


AJT Engineering, Inc.
200 Willard Street, Suite 2C
Cocoa, Florida 32922
(321) 783-9001
State of Texas Registration F-10540

STINSON MUNICIPAL AIRPORT
REPLACEMENT AIRPORT TRAFFIC
CONTROL TOWER
1283 E. ASHLEY RD, SAN ANTONIO, TEXAS 78214
TxDOT CSJ NO. 15CTSTSTON

NO.	DATE	REVISION	BY
001	5/12/15		
SITE PLAN			
DESIGNED BY	P.D.	CHECKED BY	K.F.
DRAWN BY	STINSON	DATE	R.C.
SCALE	AS NOTED	DATE	5/12/15
DWG NO.	-		
SHEET NO.	A3		

NO.	DATE	REVISION	BY
DWG TITLE			
<h1 style="margin: 0;">DETAILED BUILDING SITE PLAN</h1>			
ENGINEER		CHECKED BY	
P.D.		K.F.	
JOB NO.		DRAWN BY	
STINSON		R.C.	
SCALE		DATE	
AS NOTED		5/12/15	
DWG NO.			
-			
SHEET NO.			
A4			



DATE	REVISION	BY
TITLE		

ELEVATIONS

NEER	P.D.	CHECKED BY K.F.
NO. STINSON	DRAWN BY R.C.	
S NOTED	DATE	5/12/15
NO		

—

IT NO _____



Area

Walls

Main Covered Entry

Heavy Wood Structure	Rough Sawn Timber Beams
Cedar Shake Roof	
Precast Arched Column/Wall	Integral Color

Rear Covered Entry
Heavy Wood Structure
Cedar Shake Roof

Rough Sawn Timber Beams

Glass in Tower Shaft Dark Tinted Glass, Bronze Anodized Aluminum Frame

Tower Cab	
Cab Catwalk Handrails	Decorative Stainless Wire Rope System
Cab Parapet	Stucco
Aluminum Mullions	Bronze Anodized Vertical Columns
Glazing	Large FAA Conforming Glass



EXTERIOR LIGHT FIXTURES
N.T.S.

N.T.S.

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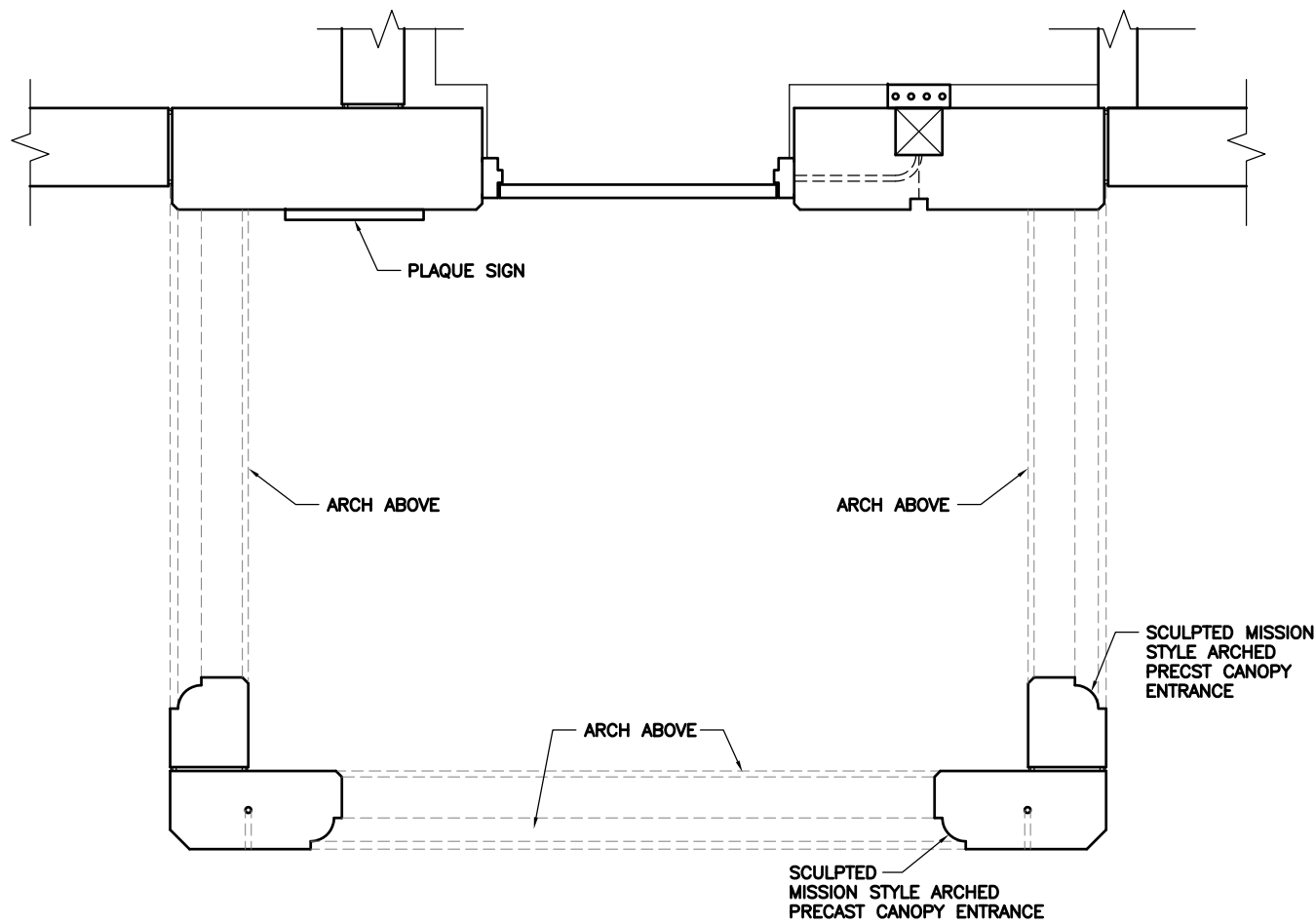


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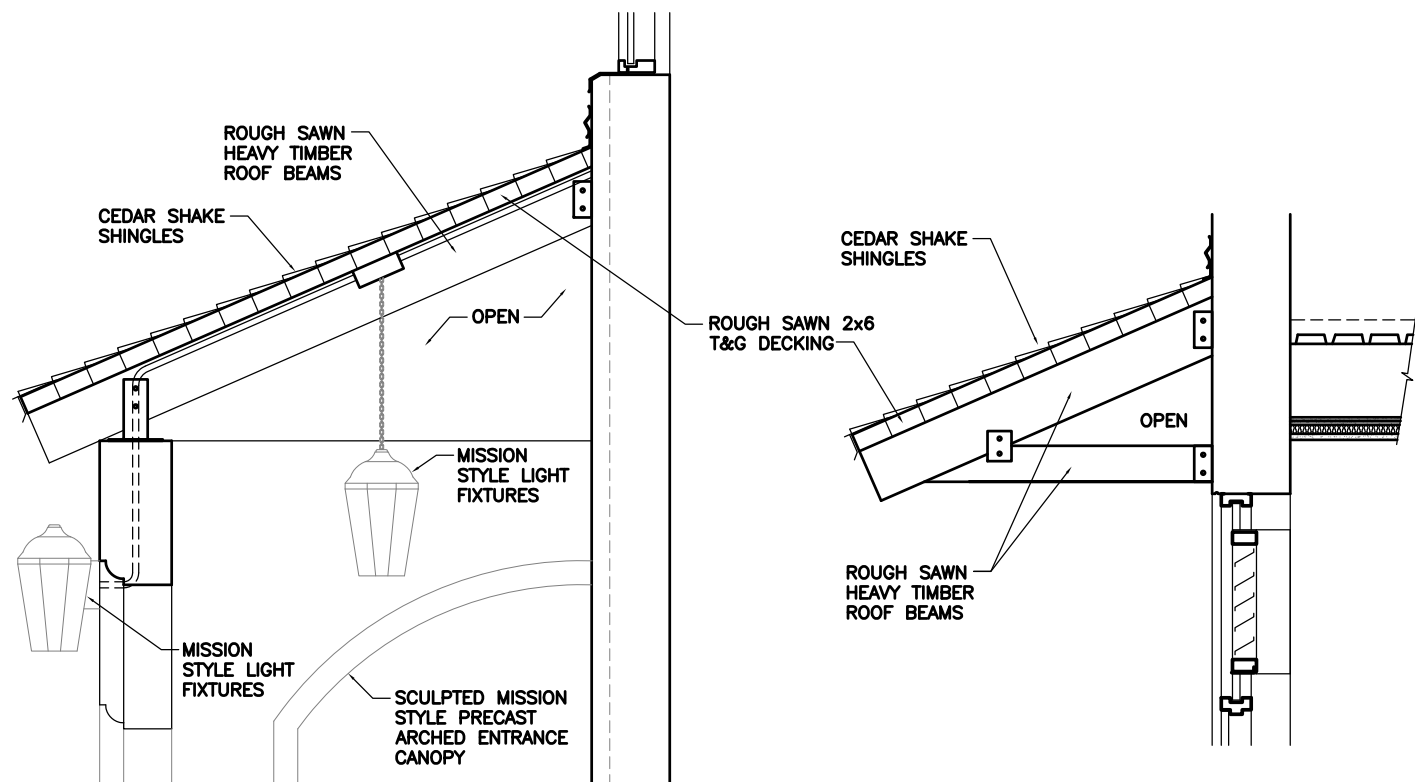
STINSON MUNICIPAL AIRPORT
REPLACEMENT AIRPORT TRAFFIC CONTROL TOWER
HISTORIC & DESIGN REVIEW COMMISSION APPLICATION
1283 E. ASHLEY RD, SAN ANTONIO, TEXAS 78214
TXDOT CSJ NO. 15CTSTSTON

NO.		DATE		REVISION				BY	
WG TITLE									
SPECIFICATION TABLE AND CATALOG CUTS									
ENGINEER P.D.						CHECKED BY K.F.			
JOB NO. STINSON						DRAWN BY R.C.			
SCALE AS NOTED						DATE 5/12/15			
WG NO									
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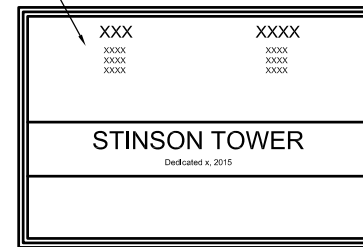


MAIN ENTRANCE CANOPY PLAN



MAIN ENTRANCE CANOPY SECTION
SCALE: 3/4"=1'-0"

SIDE ENTRANCE CANOPY SECTION
SCALE: 3/4"=1'-0"

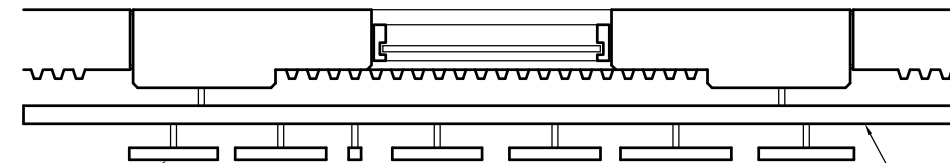


PLAQUE SIGN 30"x20"
SCALE: 1 1/2"=1'-0"
EXTERIOR

1283

6" HIGH NUMBERED
SURFACE MOUNTED DARK
BRONZE WITH
CONCEALED FASTENERS

FACILITY NUMBER SIGN
SCALE: 1 1/2"=1'-0"
EXTERIOR



EXTERIOR SIGN PLAN VIEW
SCALE: 1"=1'-0"

STINSON

EXTERIOR SIGN ELEVATION VIEW
SCALE: 1"=1'-0"

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TXDOT CSJ NO. 15CTSTSTON

NO.	DATE	REVISION	BY
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SIGNS AND DETAILS

ENGINEER	P.D.	CHECKED BY	K.F.
OB NO	STINSON	DRAWN BY	R.C.
SCALE	AS NOTED	DATE	5/12/15
WG NO			

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SHEET NO

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