

HISTORIC AND DESIGN REVIEW COMMISSION

April 05, 2017

HDRC CASE NO: 2017-121
ADDRESS: 8514 MISSION RD / STINSON MUNICIPAL AIRPORT
LEGAL DESCRIPTION: NCB 11175 BLK LOT NW IRR 862.87 FT OF TR 12 (ARB 12C)
ZONING: R-6
CITY COUNCIL DIST.: 3
DISTRICT: Mission Historic District
APPLICANT: Rodney Fontana/RVK Architects
OWNER: City of San Antonio
REQUEST:

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

1. Install three monument signs for Stinson Municipal Airport to be located at Mission Road at 99th Street, Mission Road at Acequia Road and Roosevelt Avenue at 96th Street.
2. Install one directional sign at the parking and plaza area of the plaza area of the Terminal Building. \
3. Install thirteen directional signs throughout the airport property.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 6, Guidelines for Signage

1. General

A. GENERAL

- i. Number and size*—Each building will be allowed one major and two minor signs. Total requested signage should not exceed 50 square feet.
- ii. New signs*—Select the type of sign to be used based on evidence of historic signs or sign attachment parts along the building storefront where possible. Design signs to respect and respond to the character and/or period of the area in which they are being placed. Signs should identify the tenant without creating visual clutter or distracting from building features and historic districts.
- iii. Scale*—Design signage to be in proportion to the facade, respecting the building's size, scale and mass, height, and rhythms and sizes of window and door openings. Scale signage (in terms of its height and width) to be subordinate to the overall building composition.

B. HISTORIC SIGNS

- i. Preservation*—Preserve historic signs, such as ghost signs or other signs characteristic of the building's or district's period of significance, whenever possible.
- ii. Maintenance*—Repair historic signs and replace historic parts in-kind when deteriorated beyond repair.

C. PLACEMENT AND INSTALLATION

- i. Location*—Place signs where historically located and reuse sign attachment parts where they exist. Do not erect signs above the cornice line or uppermost portion of a facade wall, or where they will disfigure or conceal architectural details, window openings, doors, or other significant details.
- ii. Obstruction of historic features*—Avoid obscuring historic building features such as cornices, gables, porches, balconies, or other decorative elements with new signs.
- iii. Damage*—Avoid irreversible damage caused by installing a sign. For example, mount a sign to the mortar rather than the historic masonry.
- iv. Pedestrian orientation*—Orient signs toward the sidewalk to maintain the pedestrian oriented nature of the historic districts.

D. DESIGN

- i. Inappropriate materials*—Do not use plastic, fiberglass, highly reflective materials that will be difficult to read, or other synthetic materials not historically used in the district.

- ii. Appropriate materials*—Construct signs of durable materials used for signs during the period of the building's construction, such as wood, wrought iron, steel, aluminum, and metal grill work.
- iii. Color*—Limit the number of colors used on a sign to three. Select a dark background with light lettering to make signs more legible.
- iv. Typefaces*—Select letter styles and sizes that complement the overall character of the building façade. Avoid hard-to-read or overly intricate styles.

E. LIGHTING

- i. Lighting sources*—Use only indirect or bare-bulb sources that do not produce glare to illuminate signs. All illumination shall be steady and stationary. Internal illumination should not be used.
- ii. Neon lighting*—Incorporate neon lighting as an integral architectural element or artwork appropriate to the site, if used.

4. Freestanding Signs

A. GENERAL

- i. Appropriate usage*—Freestanding signs are most appropriate in locations where building forms are set back from the street, such as in areas where historic residences have been adapted for office or retail uses, or in commercial districts where they may be used to identify parking areas or other accessory uses.
- ii. Placement*—Place freestanding signs near the public right-of-way where they are clearly visible to passing pedestrians and motorists, a minimum of five feet from the street right-of-way and ten feet from all interior side lot lines. No freestanding sign should be placed in a manner that obstructs the pedestrian walkway.
- iii. Number*—Limit the number of freestanding signs per platted lot to one, unless the lot fronts more than one street, in which case, one sign is allowed on each street on which the lot has frontage.
- iv. Monument signs*—Do not use —suburban-style monument signs or electronic messaging signs not historically found in San Antonio's historic districts.

B. DESIGN

- i. Height*—Limit the height of freestanding signs to no more than six feet.
- ii. Area*—The size of new signs should be appropriate within the historic context, and should not exceed 25 square feet on either side, for a total of 50 square feet. Appropriate size shall be determined by considering historic precedent, sign patterns within historic districts, and conditions specific to individual properties.
- iii. Structural supports*—Use subtle structural elements (in terms of their scale and mass) with historically compatible materials to support a freestanding sign.

FINDINGS:

- a. The applicant has proposed to install signage at Stinson Municipal Airport in various locations to improve the identification of the airport as well as to identify the airport's extents and assist the movement of the public throughout the property. To accomplish this, the applicant has proposed to install three monument signs to be located at the intersections of Mission Road and 99th Street, Mission Road and Acequia Road and Roosevelt Avenue and 96th street.
- b. **MONUMENT SIGNS** – At the intersection of Mission Road and 99th Street, Mission Road and Acequia and Roosevelt and 96th Street, the applicant has proposed monument signs to feature a combination of sandstone and aluminum panels to reflect the materials found throughout the airport property. The proposed sandstone will form a vertical column sitting on top of a low sandstone wall. On top of the low sandstone wall, the applicant has proposed to install aluminum panels which will feature signage to read "Stinson Municipal Airport". A low curved sandstone wall will surround the proposed monument signs to screen ground mounted lighting. The proposed total square footage for each is 102 square feet. Each sign will feature an overall height of twelve (12) feet with an overall length of approximately sixteen (16) feet. While the proposed signage exceeds the recommended fifty (50) square feet, staff finds that given the size of the proposed property in addition to the proposed design, that the proposed size and placement of the signage is appropriate.
- c. **DIRECTORY SIGN** – At the parking and plaza area of the Terminal Building on the east side of Mission Road, the applicant has proposed to install a directional sign to feature both sandstone and aluminum, lettering consistent with that found on the Terminal Building and a map of the airport property highlighting points of interest and leaseholder locations. The map will be installed on an aluminum panel. This sign will feature an overall height of six (6) feet and an overall length of approximately seven (7) feet. Staff finds the proposed signage appropriate in regards to location, size and design.

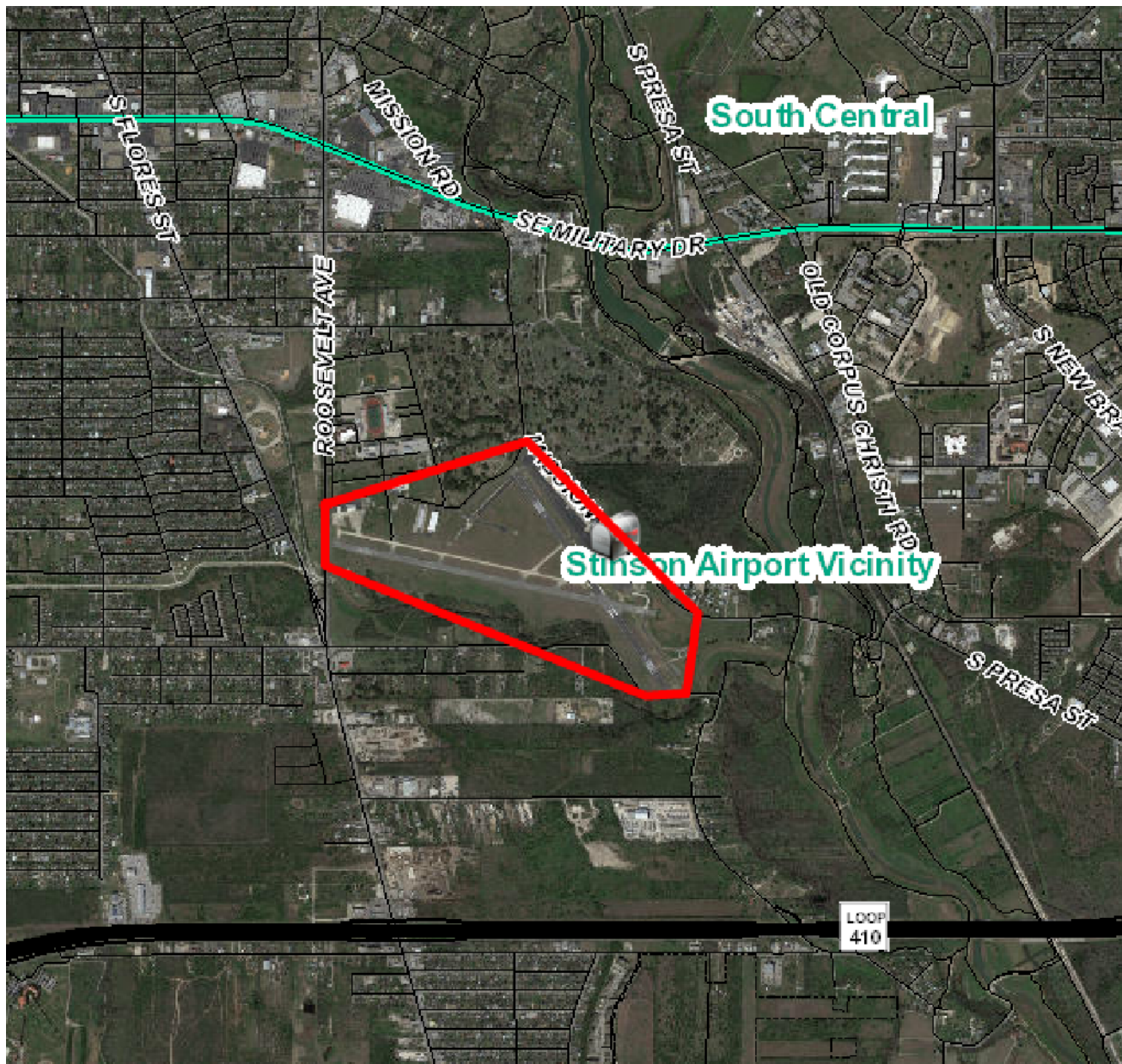
- d. WAYFINDING SIGNS – The applicant has proposed to install thirteen (13) wayfinding signs throughout the airport property that are to be non-illuminated, feature aluminum panels and feature an overall height of six (6) feet in height and an overall width of four (4) feet in height. Staff finds these proposed signs appropriate.
- e. ARCHAEOLOGY – Archaeological monitoring is required for all excavations near the intersection of Mission Road and 99th Street (Cadmus Street). The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

RECOMMENDATION:

Staff recommends approval as based on findings a through e with the stipulation that archaeological monitoring is required for all excavations near the intersection of Mission Road and 99th Street (Cadmus Street). The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

CASE MANAGER:

Edward Hall



Flex Viewer

Powered by ArcGIS Server

Printed: Mar 27, 2017

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Historic & Design Review Commission
Description of Work
Stinson Airport Monument and Directional Signs

Stinson Municipal Airport is improving their wayfinding and image on the Mission Trail. As a major entity on the trail, the airport feels it is in the public interest to define the airport property extents and assist in the movement of the public in and through the property. As such, 3 monument sign locations have been identified at the property boundaries. One is proposed at the intersection of Mission Road and 99th Street along the primary route most patrons use to get to the airport from the north and east. The second is at the intersection of Mission Road and Acequia to define the southern entrance to the airport property. A third location proposed is at Roosevelt Avenue and 96th Street to define the entrance to the airport from the west.

The monument signs are proposed to be a blend of the local historic stone in the district and express the aviation nature of the property by using a combination of sandstone and aluminum panels. The sandstone will form a vertical column sitting on a low sandstone wall. The sandstone will be capped by cast stone to shed water. The sandstone material has been selected to resemble the stone on the original Stinson Terminal Building both in color and pattern. The original quarry for the stone for the terminal is no longer operational, however a quarry that has been used for restoration efforts in the Mission District has been located and samples procured. Adjacent to the column will be a vertical panel of aluminum resembling the form of a wing. Sitting on top of the low wall will be a similar but smaller form in a horizontal position. The aluminum panels will be fastened to internal structure with screws that are countersunk to flush out with the face. This method of fastening is similar to the method the skin of an aircraft would be applied to the airframe. The horizontal panel will have metal letters applied to the face in the same art deco font that is used at the entrance to the Terminal Building simply stating the name of the airport. Monument signs on the Mission Trail may have a plaque added to the column with the Mission Trail logo. We are proposing a low curved sandstone wall in front of the sign to allow a landscaped zone and screen the ground mounted lighting to illuminate the sign face. The size of these monument signs is 102 square feet total surface area which is greater than the allowable size in a historic district. We are requesting a variance to allow the larger area due to the size of the property and the speed at which the traffic will be travelling while observing the sign.

At the parking and plaza area of the Terminal Building on the east side of Mission Road, a directory sign is proposed to provide pedestrians and cyclists a map of the airport property highlighting points of interest and leaseholder locations. This map will be installed on an aluminum panel that is supported by two forms used on the monument sign. One will be the sandstone column and cast stone cap. The other support will be the aluminum panel in the form of a wing. The two supports will be set in the paving of the plaza proposed by a different project. The graphics on the map will have lettering in the same art deco font that is used at the entrance to the Terminal Building.

Any existing signs on the campus will remain and will not be modified by this work. No signs will be added to any buildings as part of this work. All of the monument signs and the directory sign will fully comply with the regulations of Section 35.612 and Chapter 28 of the UDC.



EXISTING CONDITION AT
CORNER OF MISSION ROAD AND
99TH STREET



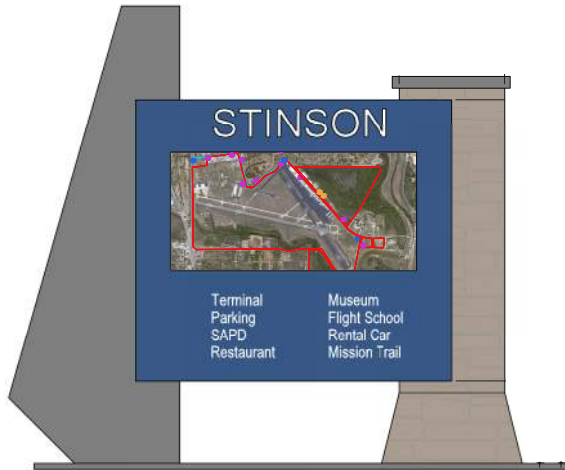
PROPOSED MONUMENT SIGN
AT CORNER OF MISSION ROAD
AND 99TH STREET



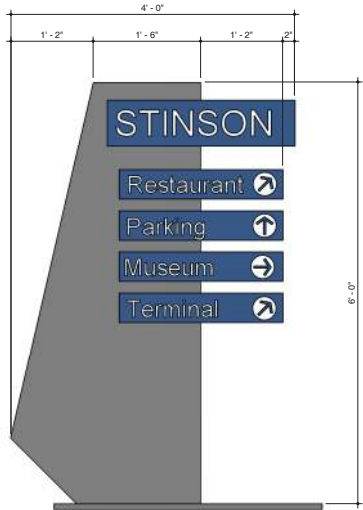
ELEVATION - MONUMENT SIGN
1" = 1'-0"



PERSPECTIVE - MONUMENT SIGN



ELEVATION - DIRECTORY SIGN
1" = 1'-0"



ELEVATION - DIRECTIONAL SIGN SCHEME 1
1" = 1'-0"



STINSON

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MUNICIPAL AIRPORT
8535

HELICOPTER
TOURS
←

FRONT OF HISTORIC TERMINAL
BUILDING



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8535

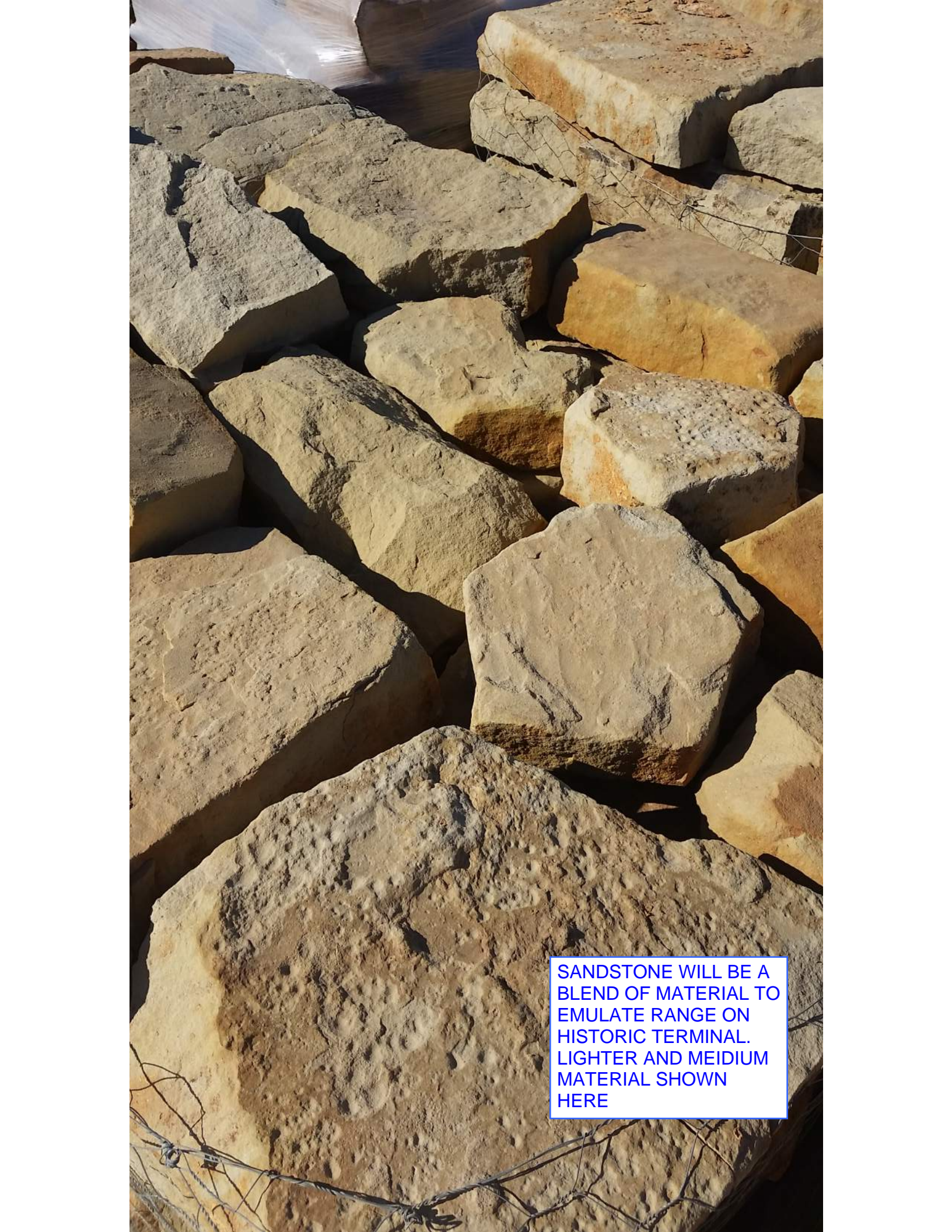
FRONT OF HISTORIC TERMINAL
BUILDING WITH SANDSTONE



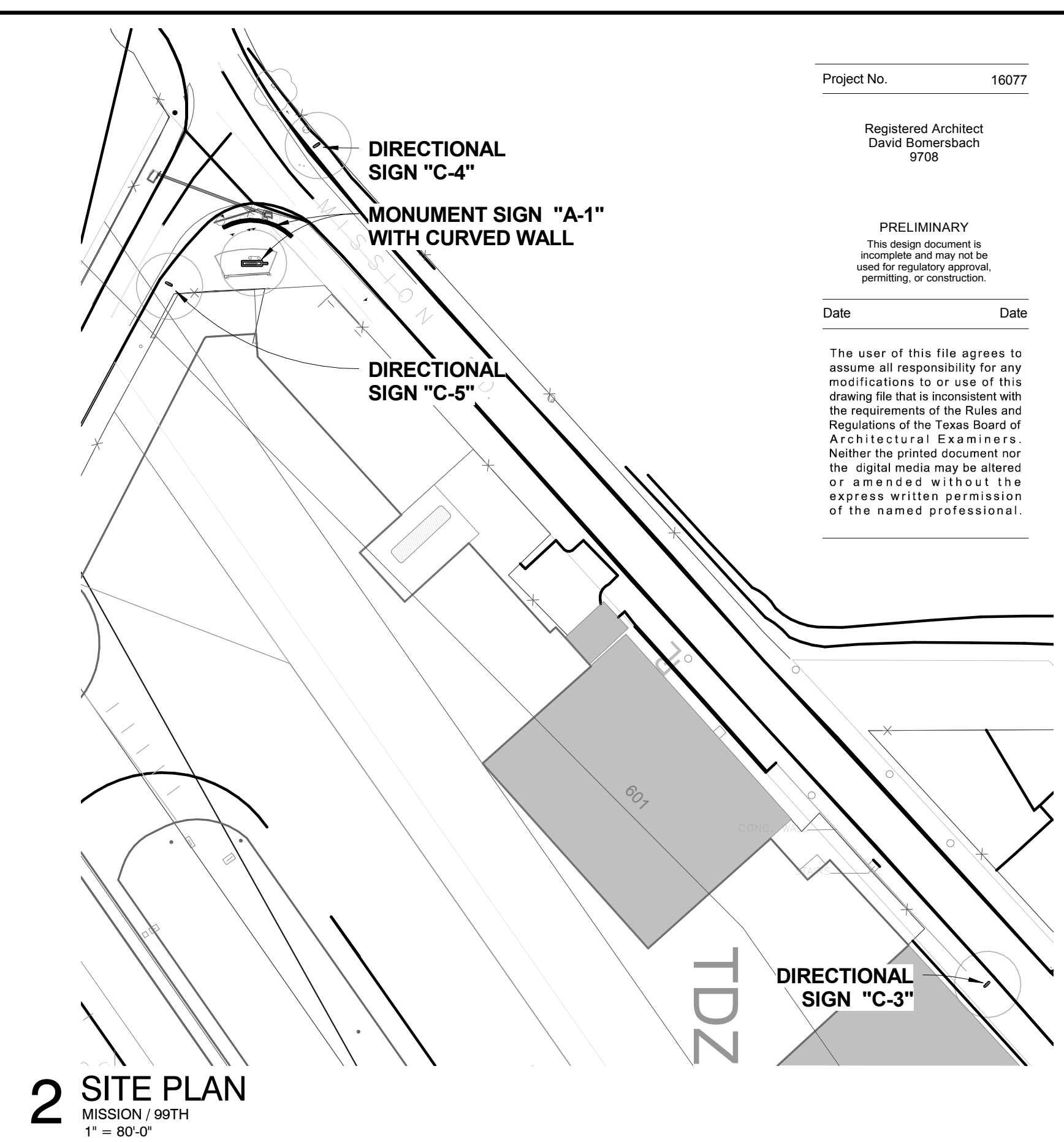
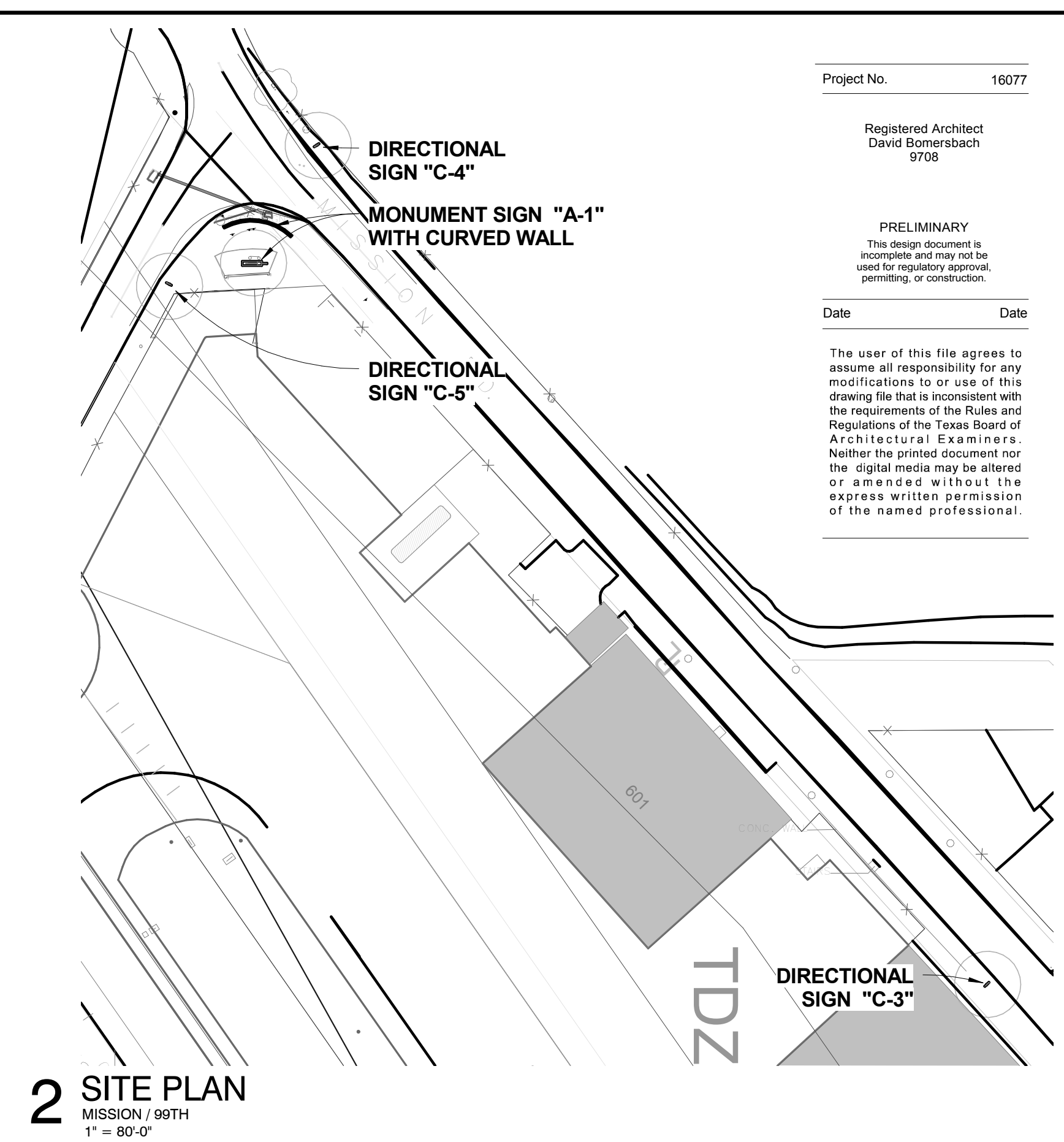
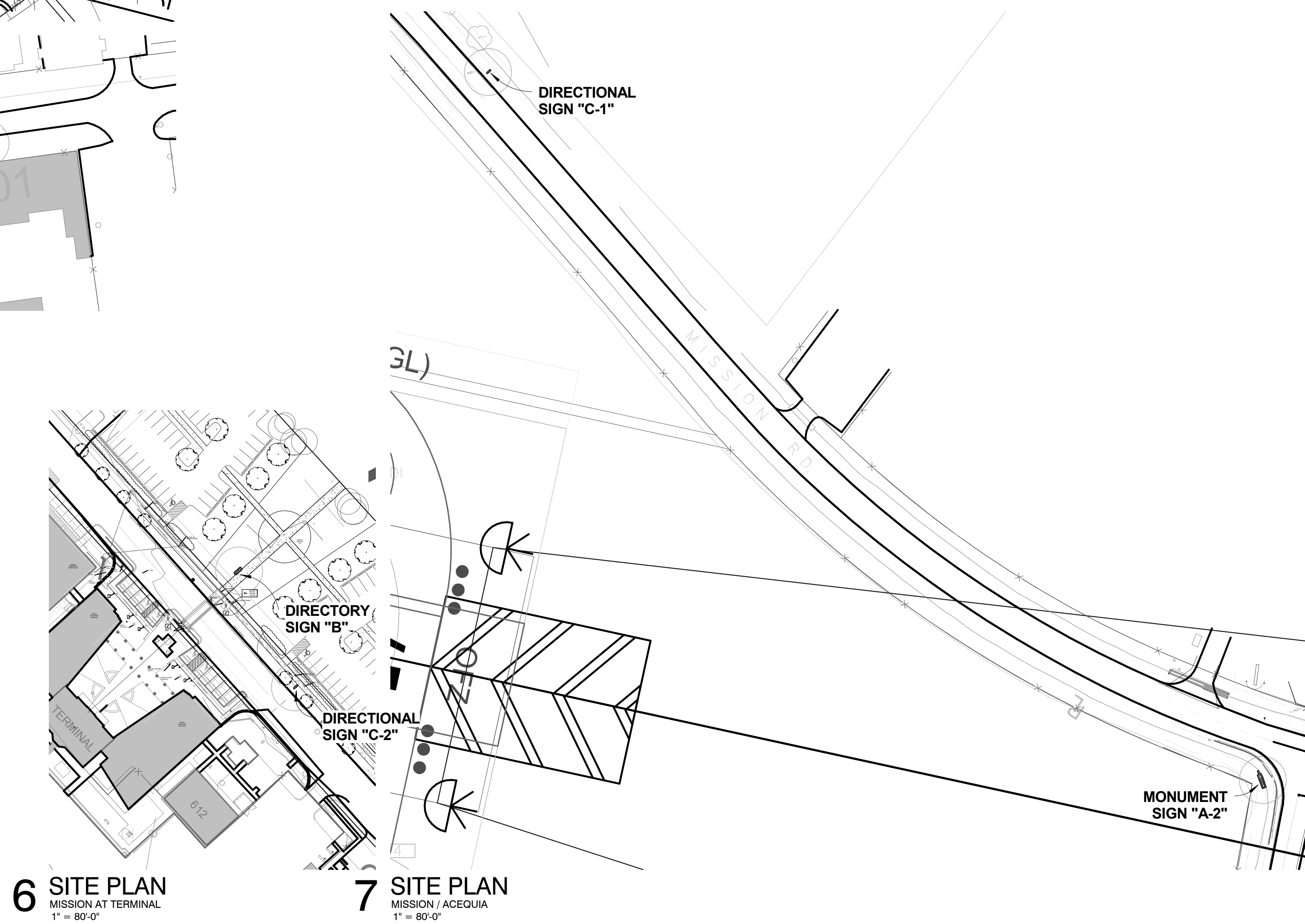
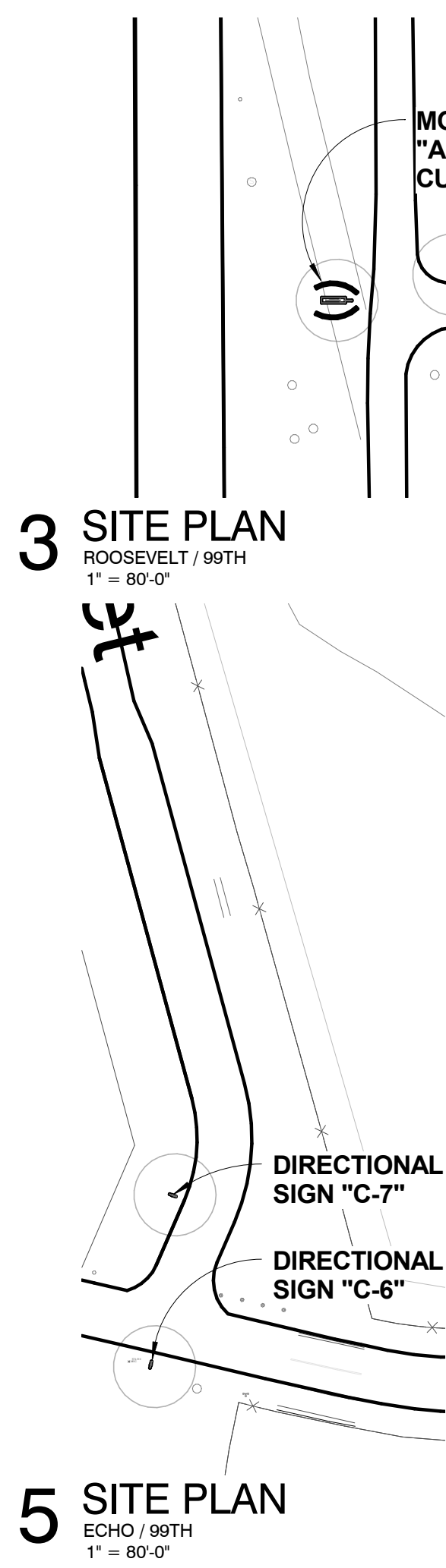
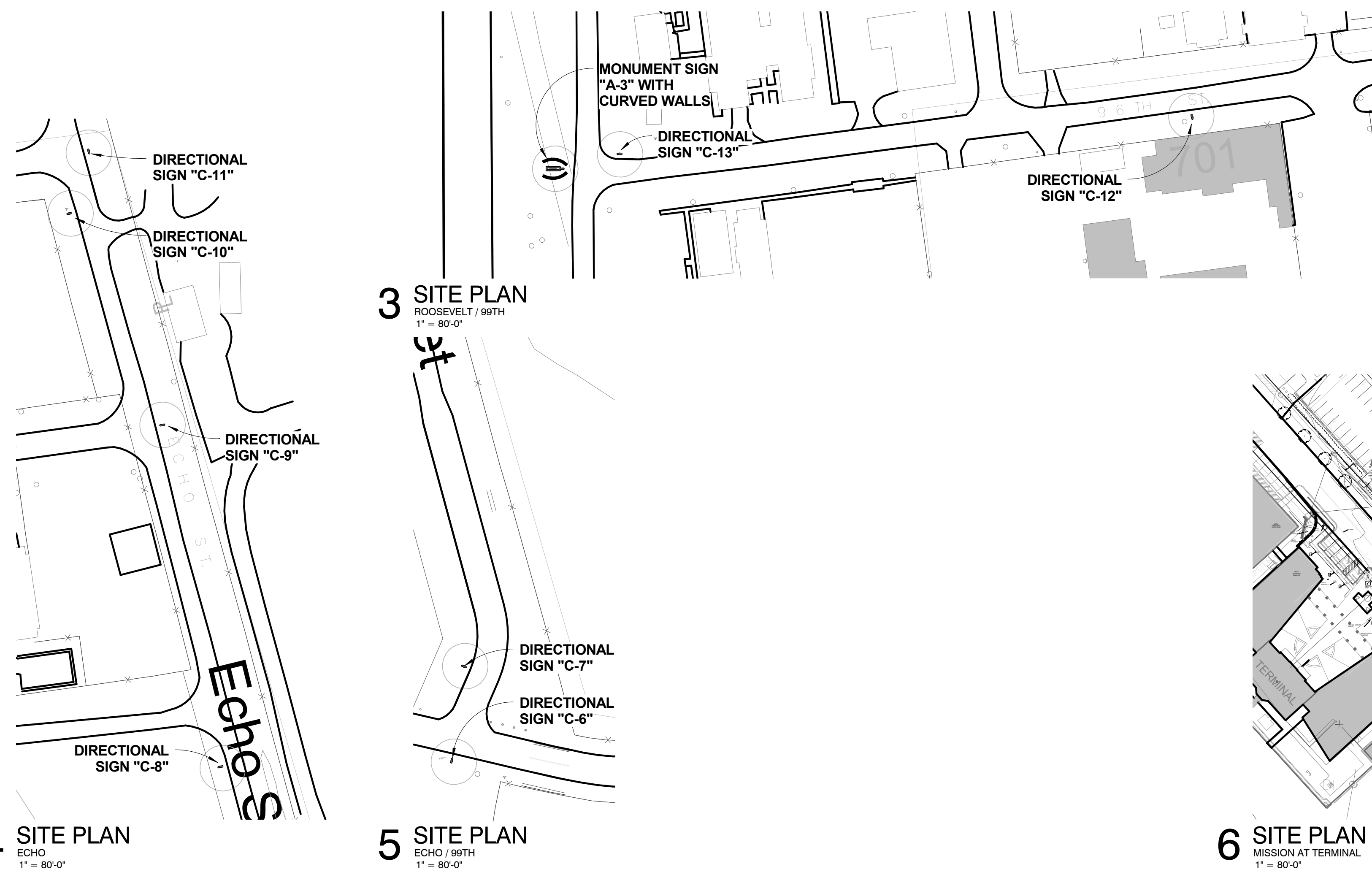
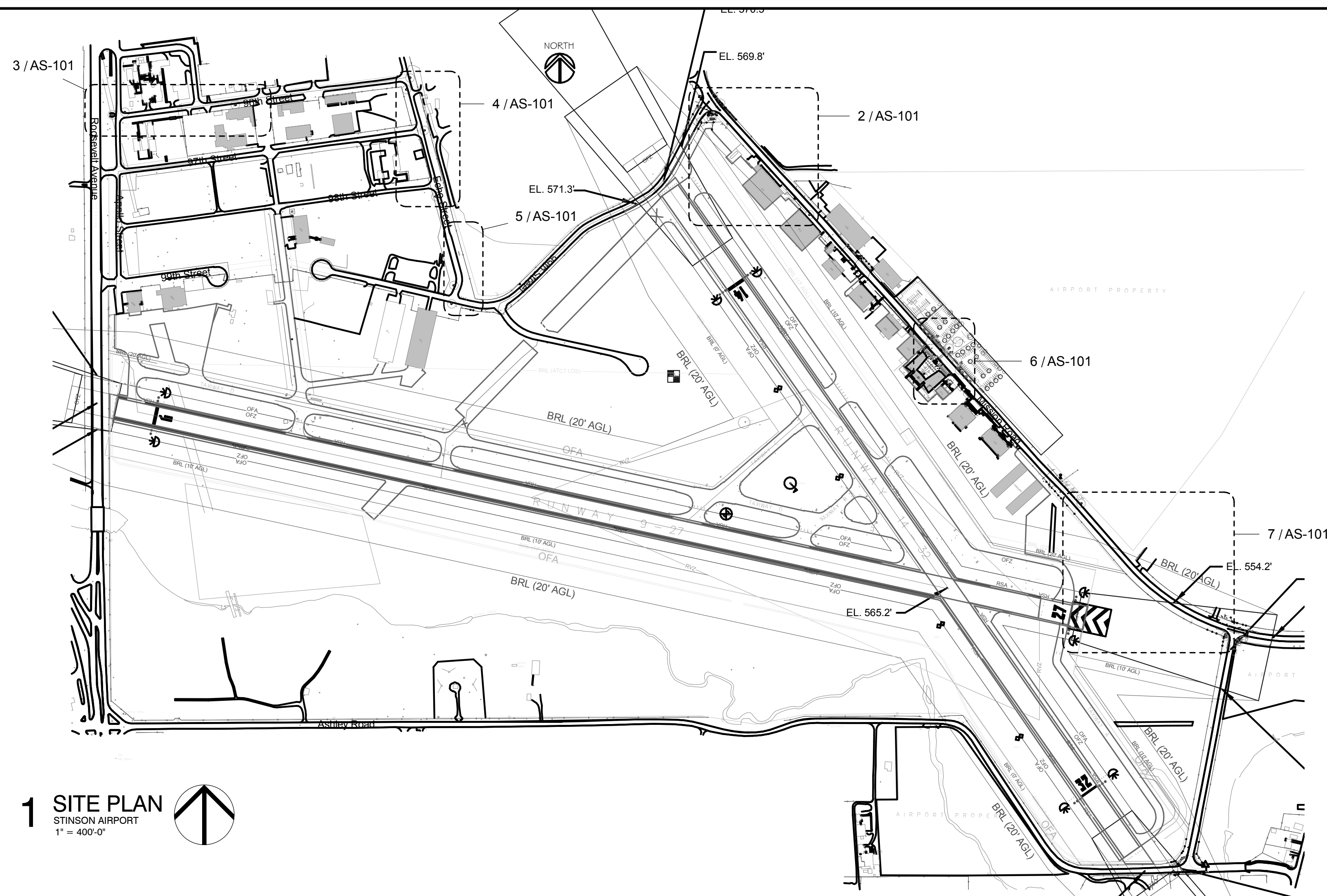
SANDSTONE WILL BE A
BLEND OF MATERIAL TO
EMULATE RANGE ON
HISTORIC TERMINAL.
DARKER MATERIAL
SHOWN HERE



SANDSTONE WILL BE A
BLEND OF MATERIAL TO
EMULATE RANGE ON
HISTORIC TERMINAL.
LIGHTER MATERIAL
SHOWN HERE



SANDSTONE WILL BE A
BLEND OF MATERIAL TO
EMULATE RANGE ON
HISTORIC TERMINAL.
LIGHTER AND MEIDIUM
MATERIAL SHOWN
HERE



Project No.	16077
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Registered Architect
David Bomersbach
9708

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STINSON MONUMENT & DIRECTIONAL SIGNAGE

RVK

PRELIMINARY REVIEW

REVISIONS

[illegible]

DATE ISSUED: February 28, 2017

REVIEWED BY: RF

DRAWN BY: LC

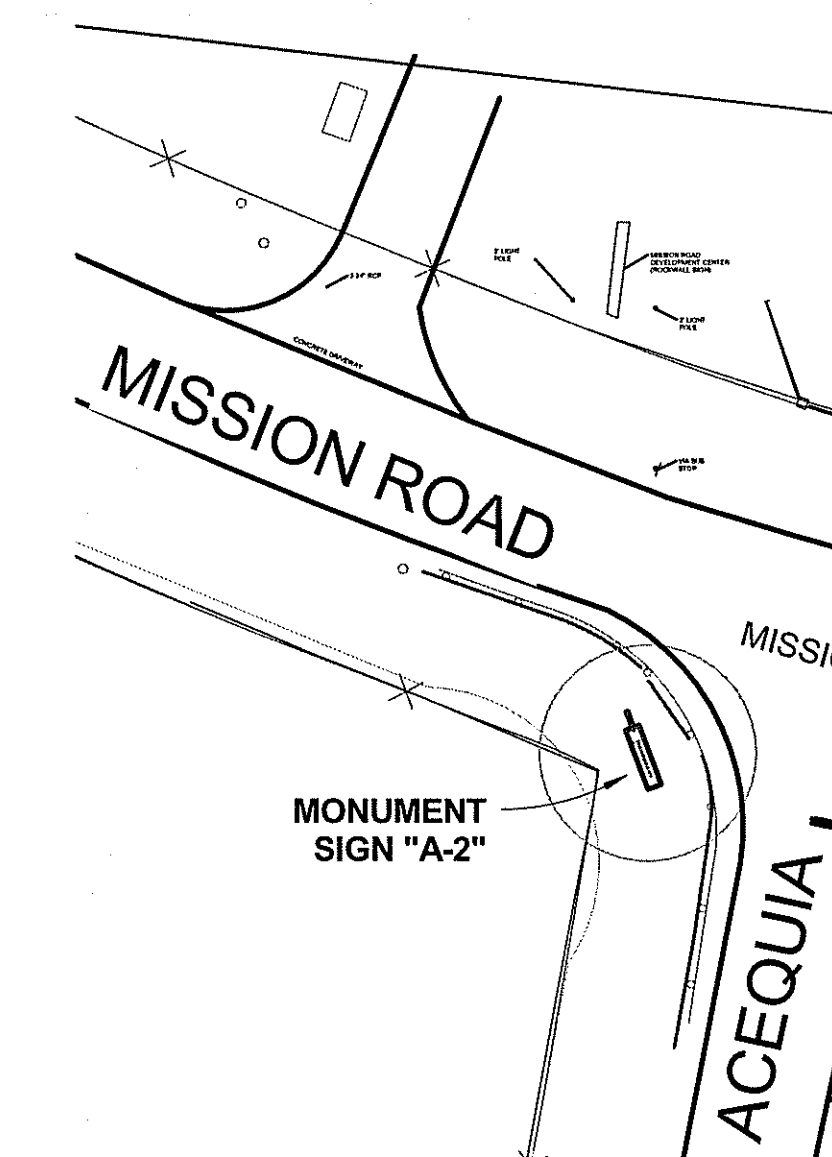
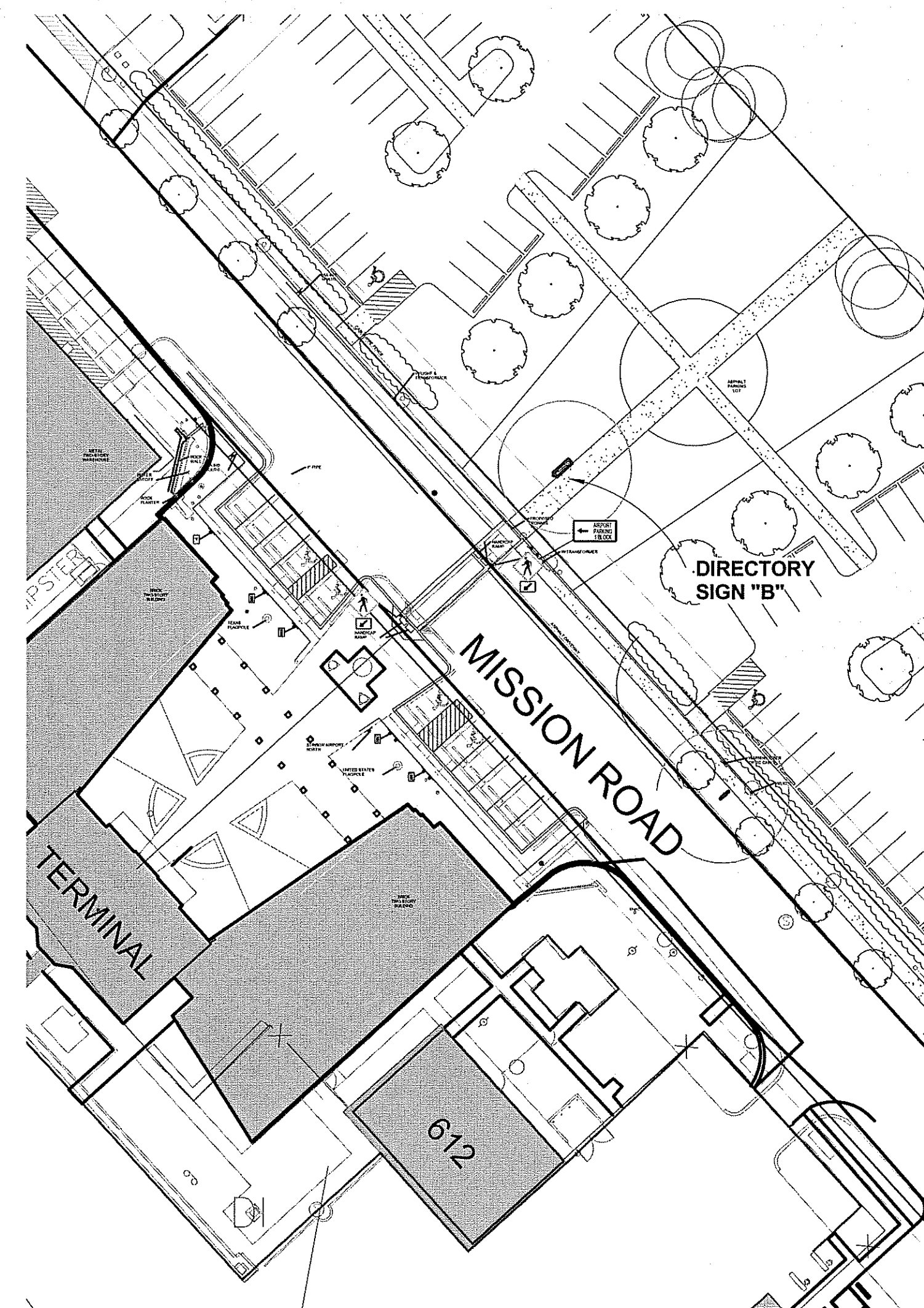
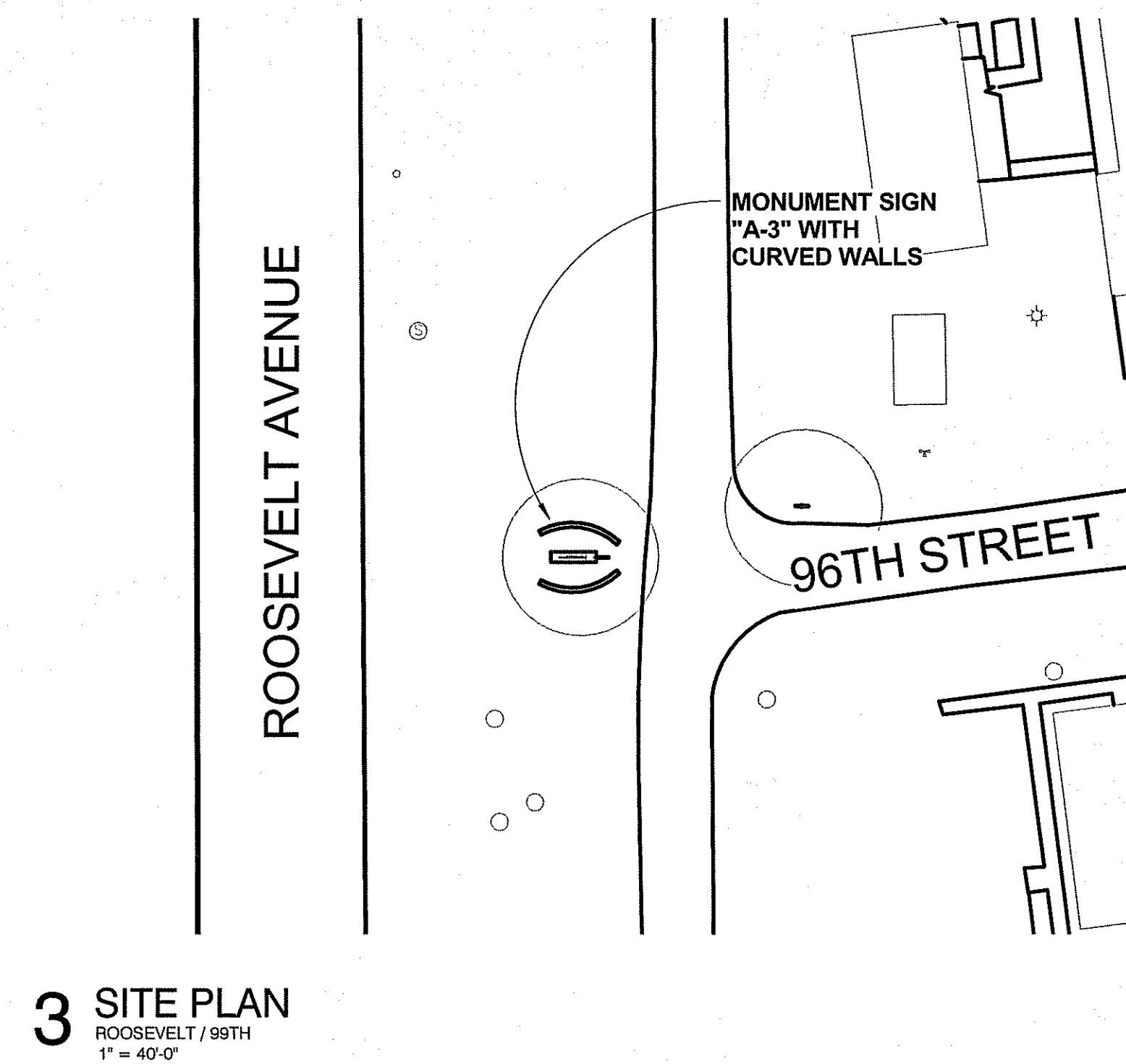
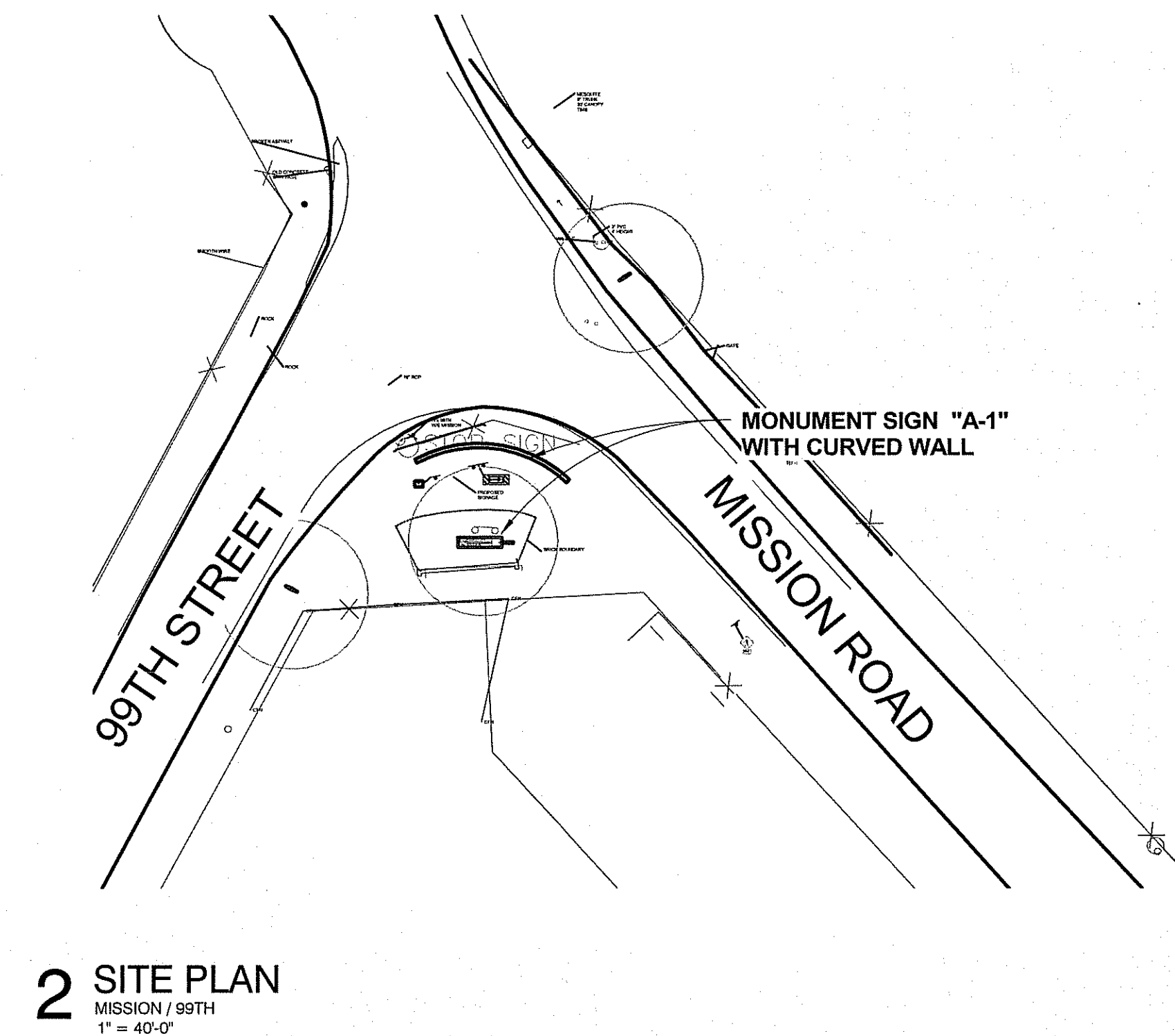
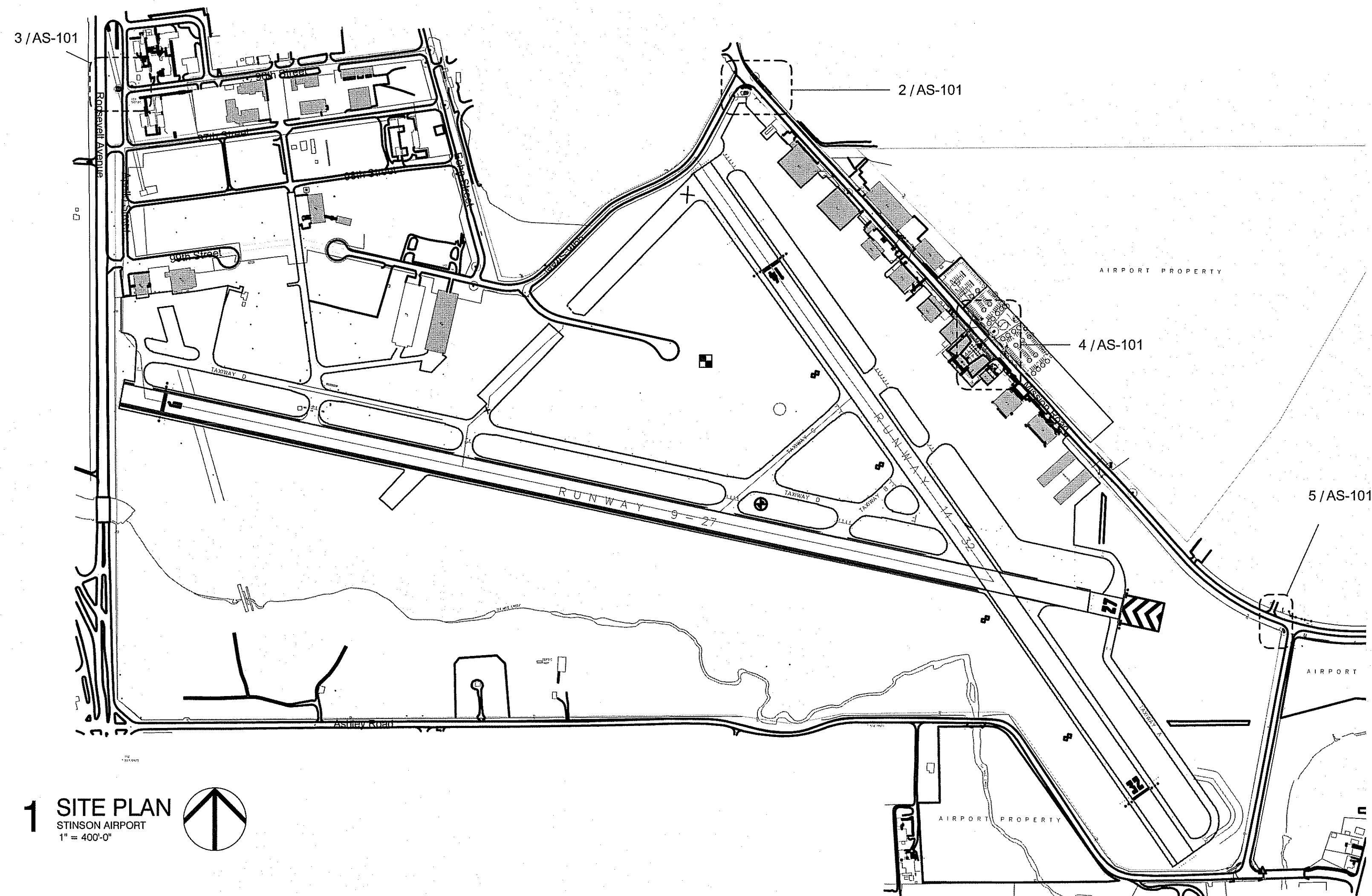
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SHEET TITLE

ARCHITECTURAL
SITE PLAN

SHEET NUMBER

AS-101



Project No. 16077

Registered Architect
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SIGNAGE**

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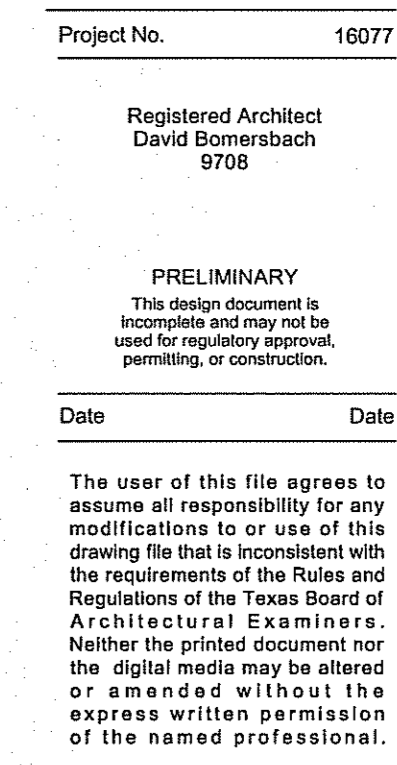
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ARCHITECTURAL
SITE PLAN

SHEET NUMBER

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1 FLOOR PLAN
MONUMENT SIGN
1" = 1'-0"



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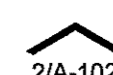
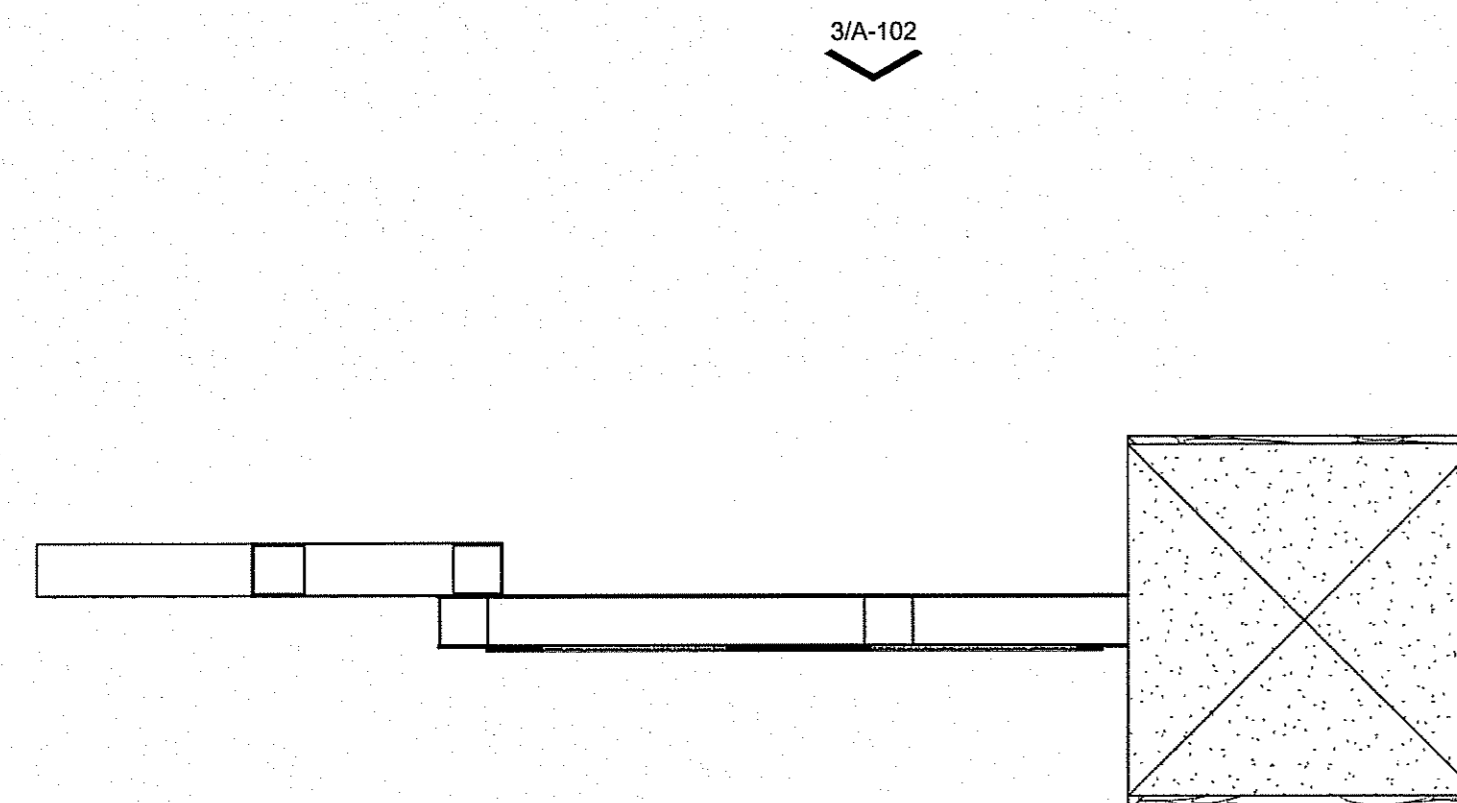
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DIRECTORY SIGN

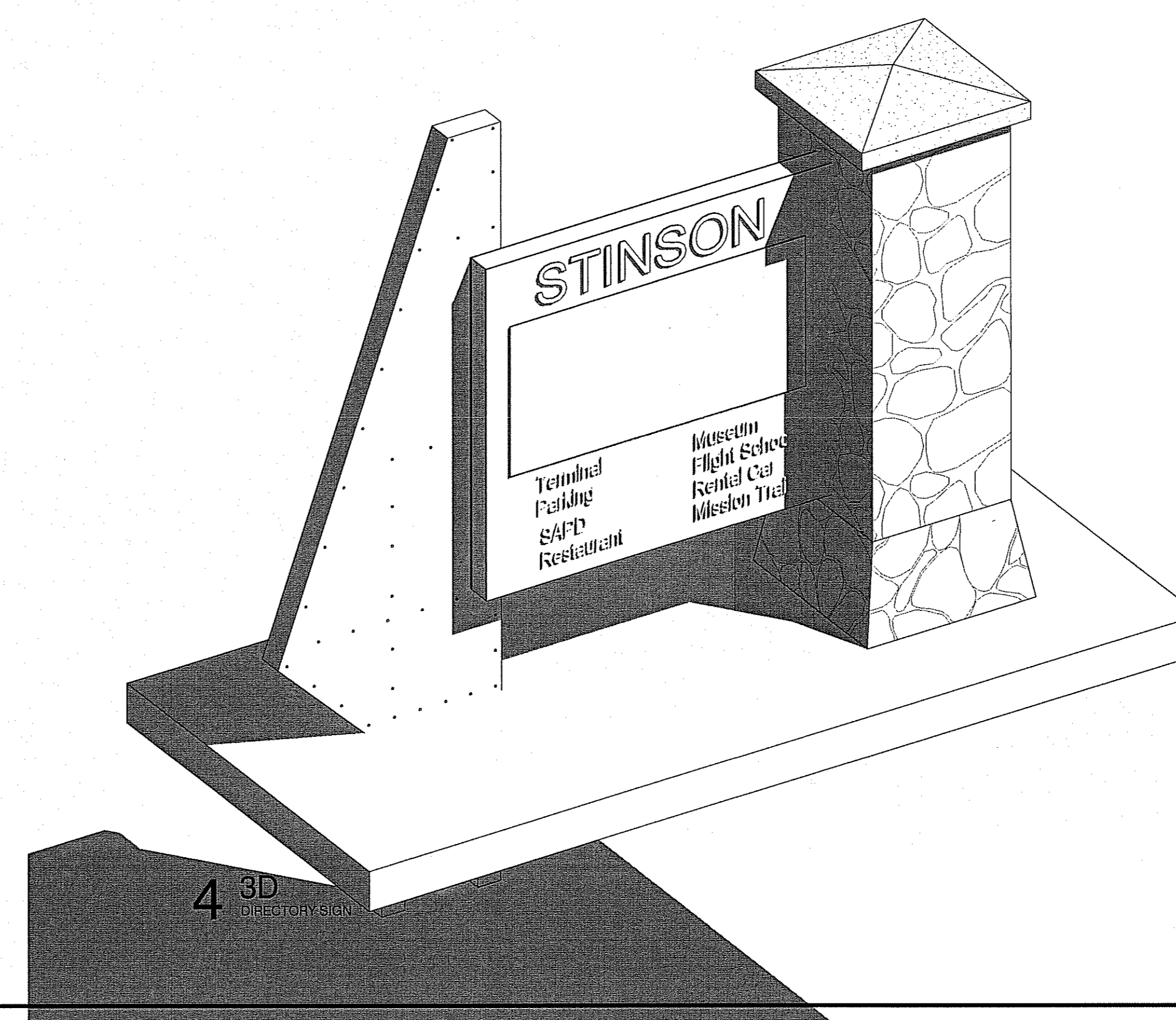
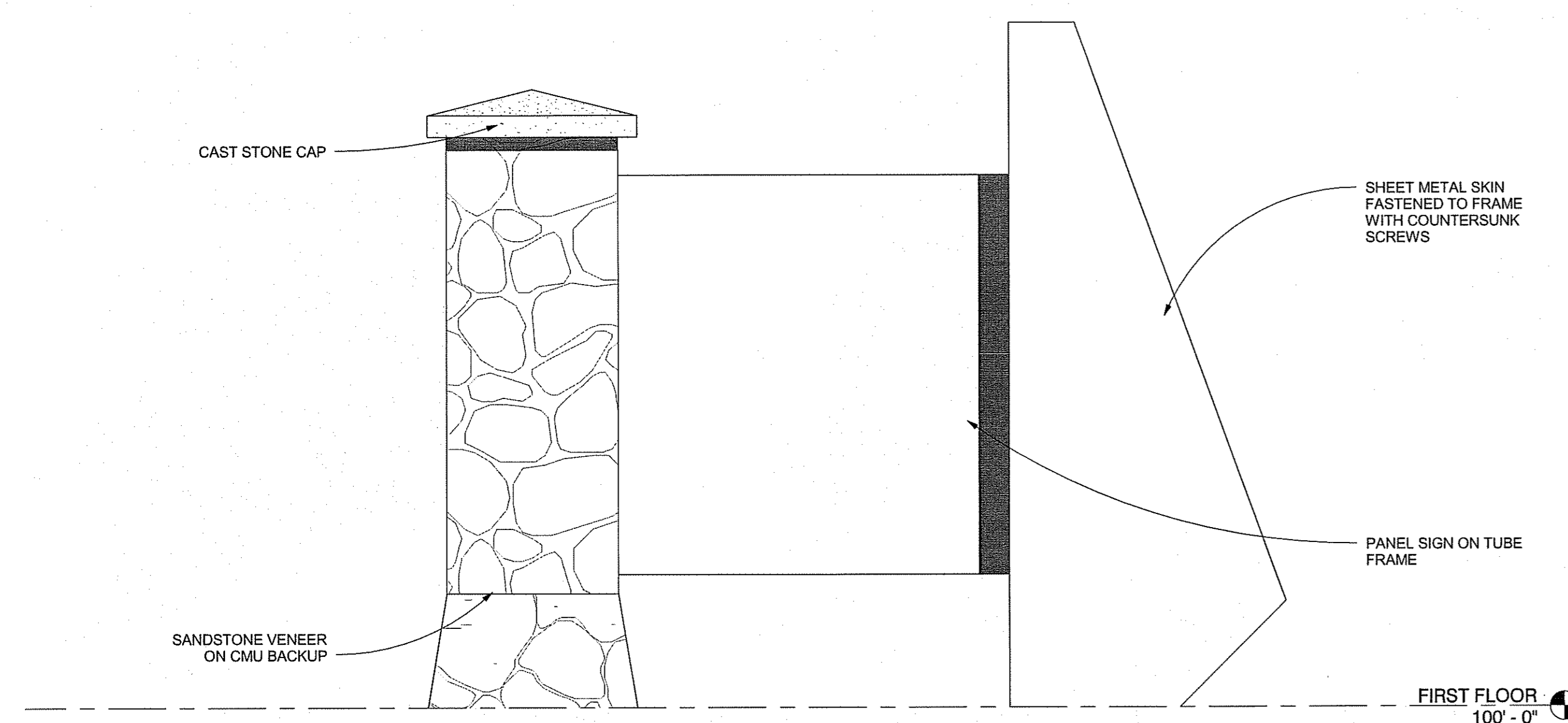
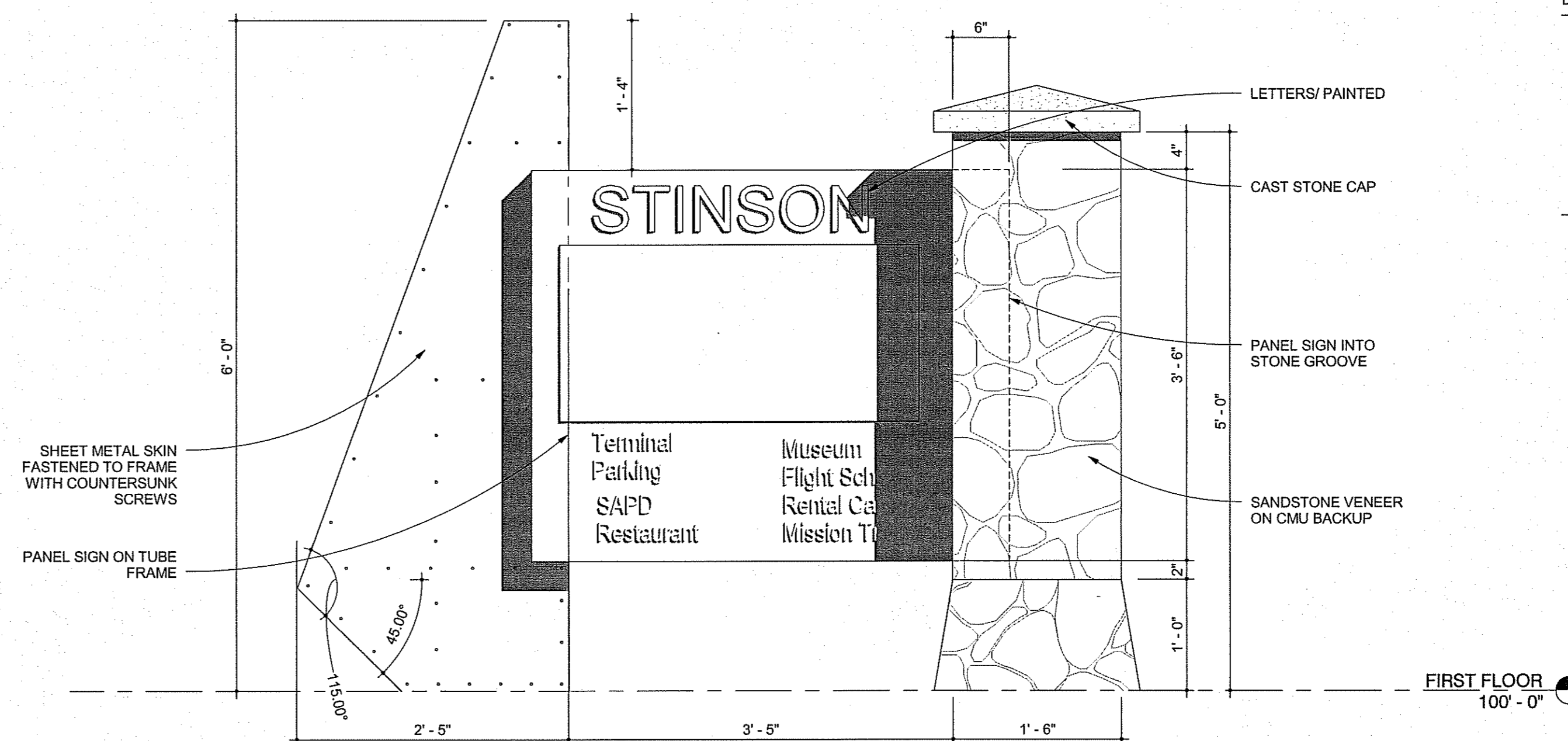
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A-102



1 FLOOR PLAN

DIRECTORY SIGN
1" = 1'-0"



Registered Architect
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DIRECTIONAL
SIGNAGE**

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SHEET TITLE

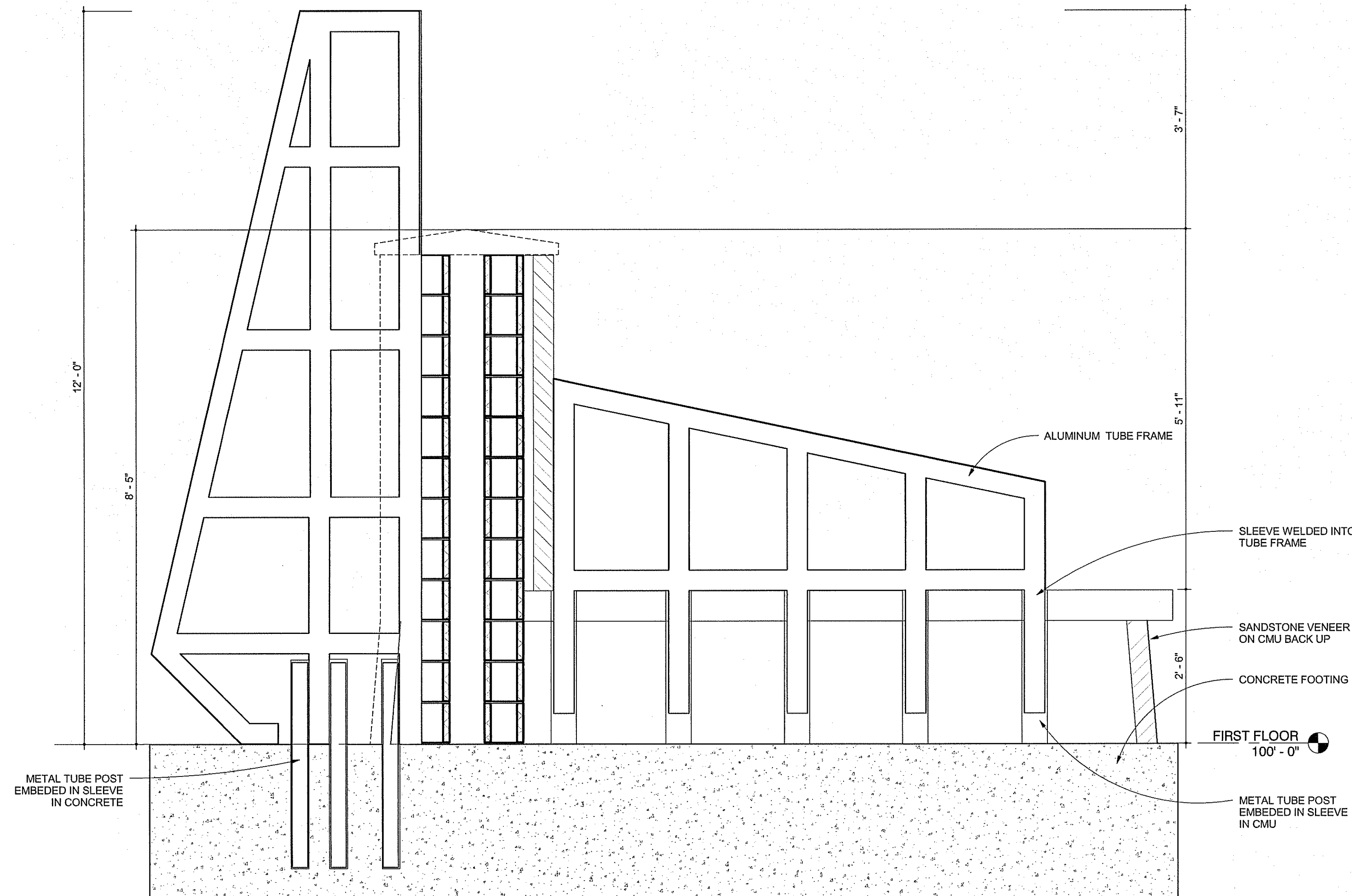
MONUMENT SIGN DETAILS

SHEET NUMBER

A-104

1 SECTION

THROUGH MONUMENT SIGN
3/4" = 1'-0"



2 SECTION THROUGH BASE 3/4" = 1'-0"

