

HISTORIC AND DESIGN REVIEW COMMISSION

July 02, 2025

HDRC CASE NO: 2025-152
ADDRESS: 9800 AIRPORT BLVD
LEGAL DESCRIPTION: NCB 16435 BLK 1 LOT 6 S A INTERNATL AIRPORT UT-12
ZONING: R-5, PUBLIC PROPERTY
CITY COUNCIL DIST.: 9
APPLICANT: John Trupiano/Corgan
OWNER: Tim O'Krongley/CITY OF SAN ANTONIO
TYPE OF WORK: Construction of an airport terminal, site work
APPLICATION RECEIVED: May 30, 2025
60-DAY REVIEW: July 29, 2025
CASE MANAGER: Edward Hall

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct a new terminal facility at San Antonio International Airport. The construction of the proposed terminal facility would result in the addition of up to eighteen narrow body gates, three of which would be cable of hosting widebody aircraft, the reconfiguration of the existing Terminal A, the construction of a connector between terminals A and B, the reconfiguration of Terminal B, airport roadway improvements, curbside improvements and the construction of various other support and safety infrastructure, and demolition of several buildings to support the new terminal structure.

APPLICABLE CITATIONS:

Unified Development Code Section. 35-642. New Construction of Buildings and Facilities.

In considering whether to recommend approval or disapproval of a certificate, the historic and design review commission shall be guided by the following design considerations. These are not intended to restrict imagination, innovation or variety, but rather to assist in focusing on design principles, which can result in creative solutions that will enhance the city and its neighborhoods. Good and original design solutions that meet the individual requirements of a specific site or neighborhood are encouraged and welcomed.

(a) Site and Setting.

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

(b) Building Design.

- (1) Buildings for the public should maintain the highest quality standards of design integrity. They should elicit a pride of ownership for all citizens. Public buildings should reflect the unique and diverse character of San Antonio and should be responsive to the time and place in which they were constructed.

- (2) Buildings shall be in scale with their adjoining surroundings and shall be in conformance to the identifying quality and characteristics of the neighborhood. They shall be compatible in design, style and materials. Reproductions of styles and designs from a different time period are not encouraged, consistent with the secretary of the interior's standards. Major horizontal and vertical elements in adjoining sites should be respected.
- (3) Materials shall be suitable to the type of building and design in which they are used. They shall be durable and easily maintained. Materials and designs at pedestrian level shall be at human scale, that is they shall be designed to be understood and appreciated by someone on foot. Materials should be selected that respect the historic character of the surrounding area in texture, size and color.
- (4) Building components such as doors, windows, overhangs, awnings, roof shapes and decorative elements shall all be designed to contribute to the proportions and scale of their surrounding context. Established mass/void relationships shall be maintained. Patterns and rhythms in the streetscape shall be continued.
- (5) Colors shall be harmonious with the surrounding environment, but should not be dull. Choice of color should reflect the local and regional character. Nearby historic colors shall be respected.
- (6) Mechanical equipment or other utility hardware should be screened from public view with materials compatible with the building design. Where possible, rooftop mechanical equipment should be screened, even from above. Where feasible, overhead utilities should also be underground or attractively screened. Exterior lighting shall be an integral part of the design. Interior lighting shall be controlled so that the spillover lighting onto public walkways is not annoying to pedestrians.
- (7) Signs which are out of keeping with the character of the environment in question should not be used. Excessive size and inappropriate placement on buildings results in visual clutter. Signs should be designed to relate harmoniously to exterior building materials and colors. Signs should express a simple clear message with wording kept to a minimum.
- (8) Auxiliary design. The site should take into account the compatibility of landscaping, parking facilities, utility and service areas, walkways and appurtenances. These should be designed with the overall environment in mind and should be in visual keeping with related buildings, structures and places.

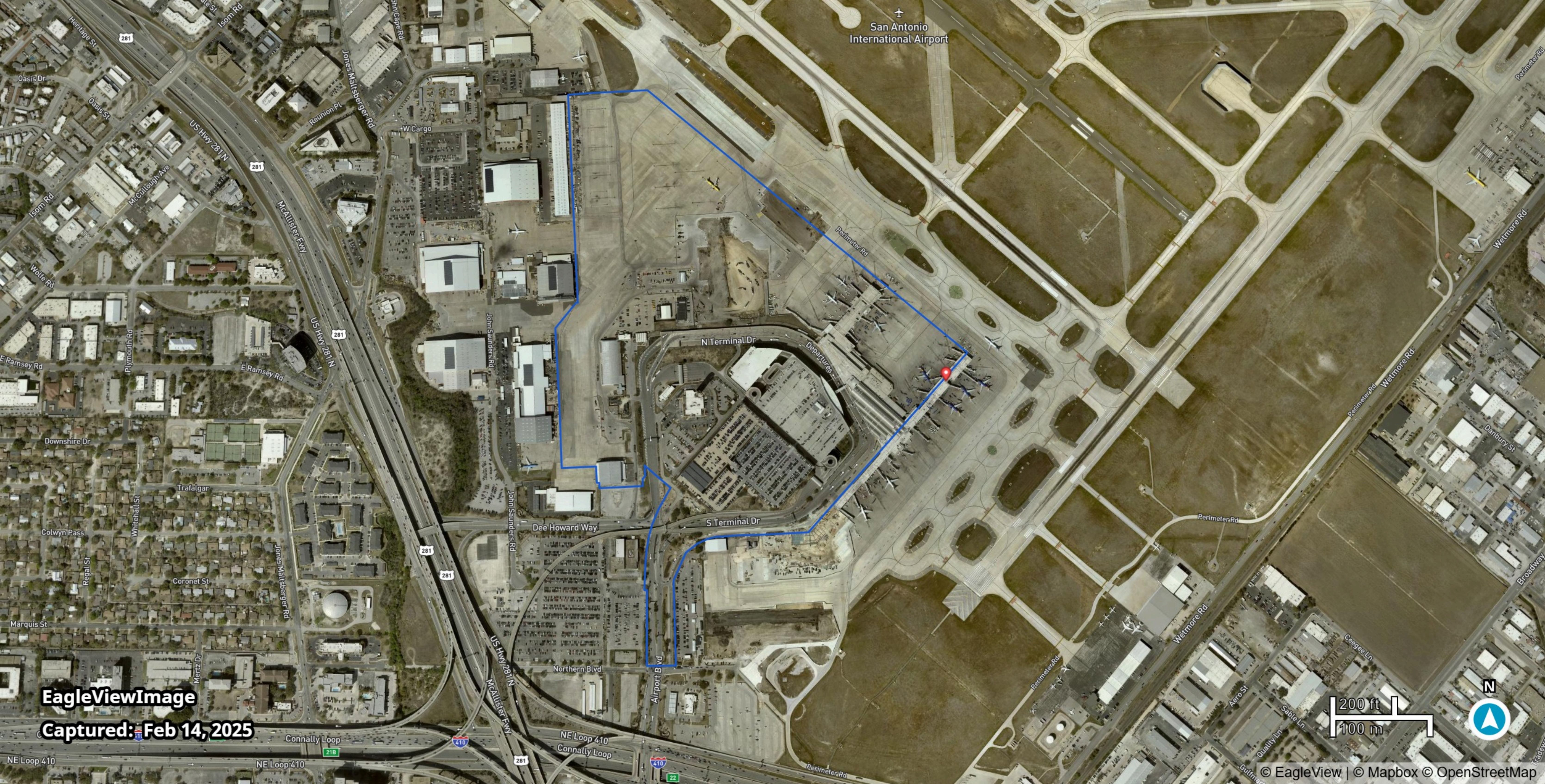
FINDINGS:

- a. The applicant is requesting a Certificate of Appropriateness for approval to construct a new terminal facility at San Antonio International Airport. The construction of the proposed terminal facility would result in the addition of up to eighteen narrow body gates, three of which would be capable of hosting widebody aircraft, the reconfiguration of the existing Terminal A, the construction of a connector between terminals A and B, the reconfiguration of Terminal B, airport roadway improvements, curbside improvements and the construction of various other support and safety infrastructure, and demolition of several buildings to support the new terminal structure.
- b. **CONCEPTUAL APPROVAL** – This request received conceptual approval from the Historic and Design Review Commission at the June 28, 2024, Historic and Design Review Commission with the following stipulations. These stipulations are directly related to the demolition of Building 1322, commonly known as the Badge and ID Building. Building 1322 is not requested for demolition at this time, and these stipulations as they relate to the design of the new pedestrian walkway will be submitted for HDRC review at a future hearing.
 - i. Documentation of Building 1322 to meet modified Historic American Building Survey (HABS) Level I standards. Modified Level I documentation will include: Archival-quality prints of photographs documenting Building 1322's present appearance and major structural and decorative details taken using large-format black and white film and processed following the National Park Service guidelines for prints; Written report, including history and physical description, following the outline format for HABS Level I documentation; U.S. Geological Survey topographic map identifying the location of Building 1322; and Preparation of 3D documentation using drone technology to produce digital documentation in lieu of measured drawings of Building 1322, because the original drawings do not exist.
 - ii. SAAS will design and install an interpretive sign detailing the history of Building 1322 as well as the history of San Antonio International Airport.
 - iii. Time-Lapsed Videography of Demolition of Building 1322.

- iv. SAAS will prepare a historic context for posting to the SAAS website. The historic context will discuss the development of Building 1322 and the relationship of the company who constructed Building 1322 to SAAS.
- v. SAAS will prepare an entry for posting to the Texas State Historical Association (TSHA) Handbook of Texas.
- vi. Preparation of 3D Modeling on Building 1322 for Posting to SAAS Website linked to QR Code and as Attachment to HABS Documentation
- vii. That every effort be made to salvage and reuse materials and design elements from Building 1322. At a minimum this includes travertine cladding and the reinforced concrete Y columns. If salvage and reuse is determined to not be possible, then the new pedestrian walkway should include design elements that reference the demolished structure which may include Y columns and / or a curvilinear roof form.
- c. EXISTING SITE – The development of the new terminal will require the demolition of a number of existing elements, including both structures and site/circulation elements. Included in these are Buildings 1322 (existing Badge and ID Office Building), Building 1316 (Hangar 4), Building 1320 (Police Department Building), Building 1312 (Hangar 6), Building 1039 (Airside Operations Building), Building 1290 (FlightSafety International Facility), and parking lot barriers and fencing.
- d. BUILDING 1322 DEMOLITION – As noted in finding b, the applicant has proposed to demolish building 1322, the existing Badge and ID Office Building. This structure was constructed in 1965 and designed by Clarence W Mayhew, in the New Formalism style. The structure originally was designed for transportation related services for private aircraft and is eligible for listing on the National Register of Historic Places. The stipulations of conceptual approval, noted in finding b, are required for this structure’s demolition.
- e. TERMINAL FACILITY – The applicant has provided a conceptual level site plans and floor plans noting general placement and layout of the new terminal facility. Additionally, the applicant has provided conceptual elevations noting building massing and general design elements. OHP staff finds the proposed terminal placement and façade design and arrangement to be appropriate and consistent with the UDC.
- f. MATERIALS – The applicant has proposed materials that include stone cladding, curtain wall systems, CMU block, steel, metal façade panels and metal roofing elements. Staff finds the proposed materials and their application to be appropriate and consistent with the UDC.
- g. LANDSCAPING – The applicant has proposed a number of landscaping elements and has provided a landscaping material palette. Staff finds the proposed landscaping elements to be appropriate and consistent with the UDC.
- h. ARCHAEOLOGY – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

RECOMMENDATION:

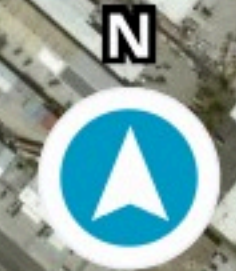
Staff recommends approval based on findings a through g.



San Antonio
International Airport

EagleViewImage
Captured: Feb 14, 2025

200 ft
100 m



San Antonio International Airport Terminal Development Program

Historic and Design Review Commission

02 July 2025



The background is a solid dark blue. On the left side, there are several light blue airplane silhouettes flying towards the right. These are interspersed with numerous light blue dots of varying sizes, some of which are arranged in diagonal lines, suggesting flight paths or data points.

Project Description

Project Description - Overview

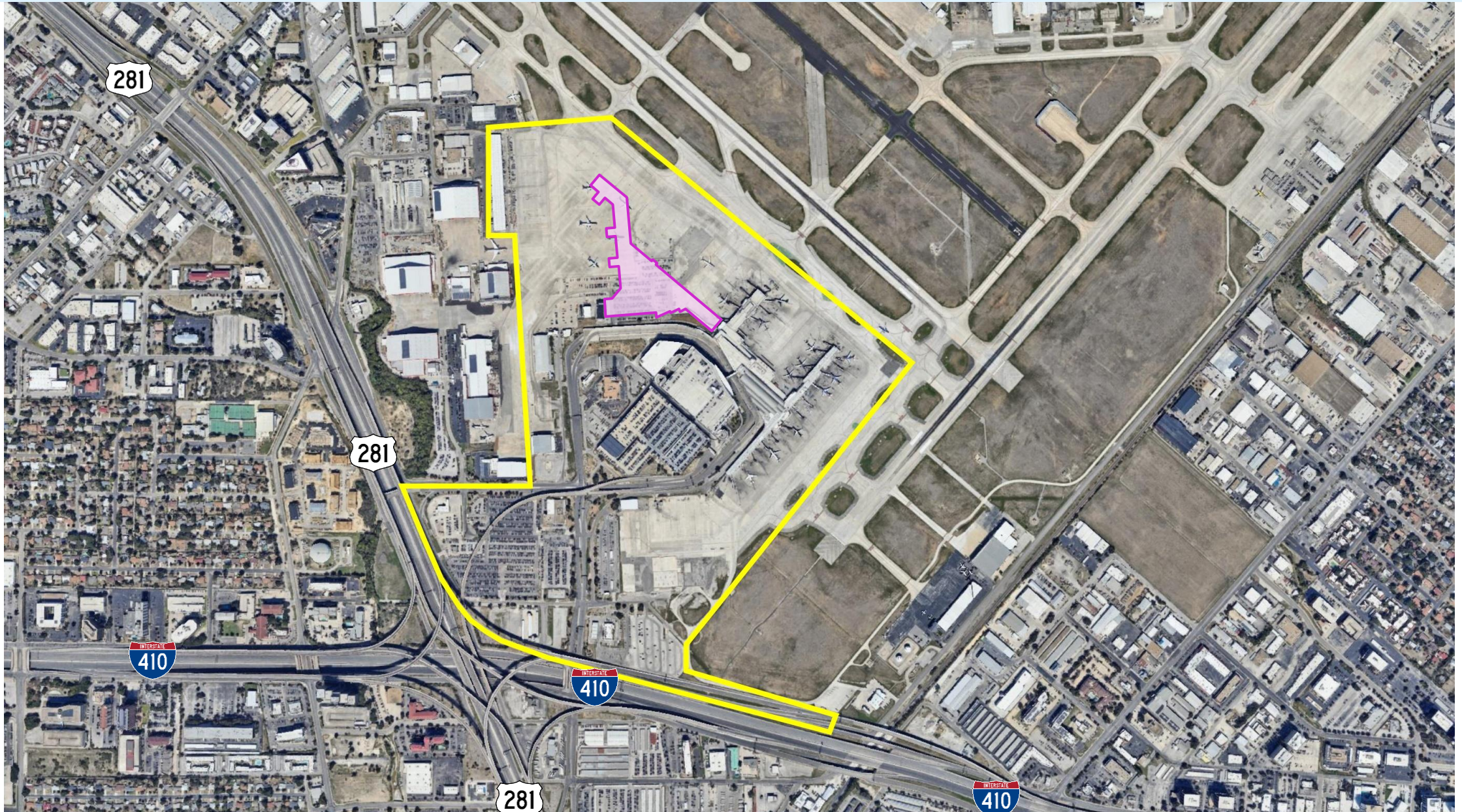
San Antonio International Airport has launched the **Terminal Development Program (TDP)** to expand capacity, enhance convenience, and elevate the passenger experience in response to growing demand. The centerpiece of this initiative is the design and construction of the new **Terminal C**.

- Spanning over **900,000 square feet**, Terminal C will offer up to 18 gates in a design that reflects the unique identity of San Antonio. Inspired by the **Texas Hill Country** and the vibrant spirit of the Riverwalk, the terminal features natural materials, warm earth tones, and design elements drawn from the regional landscape—creating a **distinctly San Antonio experience** for travelers.
- Upon arrival, visitors are welcomed by a **60-foot landscaped Paseo**, evoking the shaded cypress walks and bridges of the Riverwalk. Inside, the wood framing and ceilings reflect natural light from clerestory windows above.
- The **Welcome Plaza** acts as a grand reception hall, with a two-story glass curtain wall overlooking the Paseo, seamlessly blending indoor and outdoor spaces. This bright, plantscaped area is crossed by all arriving and departing passengers and serves as a communal space at the heart of the airport.
- From there, departing passengers move through the **Mercado**—an immersive dining and retail environment inspired by the winding paths of local outdoor markets.
- The state-of-the-art facility features concourses with expansive airside views and **The Porch**, a covered outdoor terrace where travelers can watch aircraft activity while enjoying world-class concessions.
- **International Arrivals** are processed through a dedicated third-level sterile corridor with sweeping views across the airfield and into the departures hall, creating a shared sense of anticipation and excitement for all travelers.

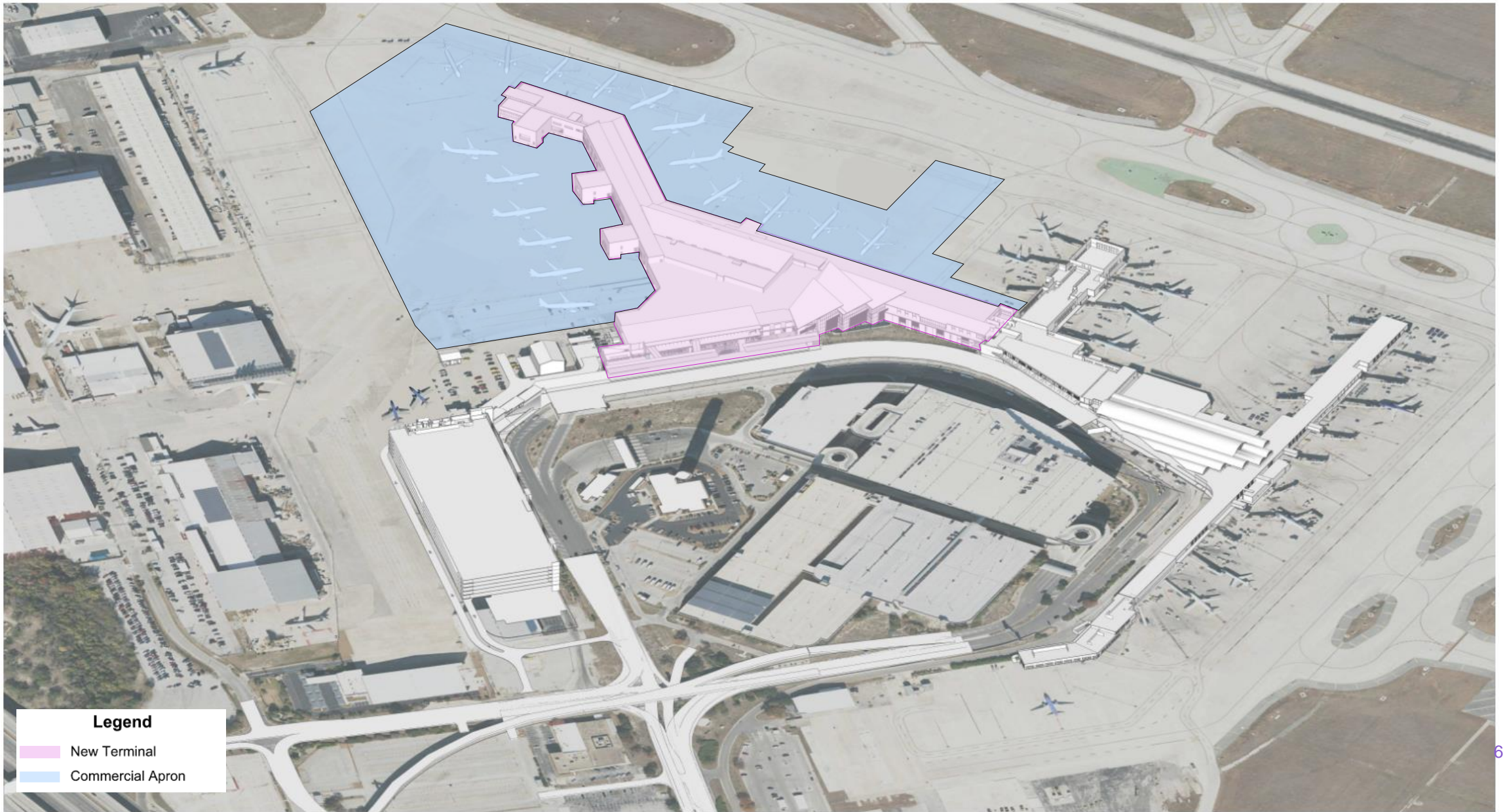
The background of the slide is a solid dark blue. On the left side, there are several light blue silhouettes of airplanes in flight, moving from the top-left towards the bottom-right. These airplanes are interspersed with numerous small, light blue dots of varying sizes, creating a sense of movement and depth.

Property and Site Context

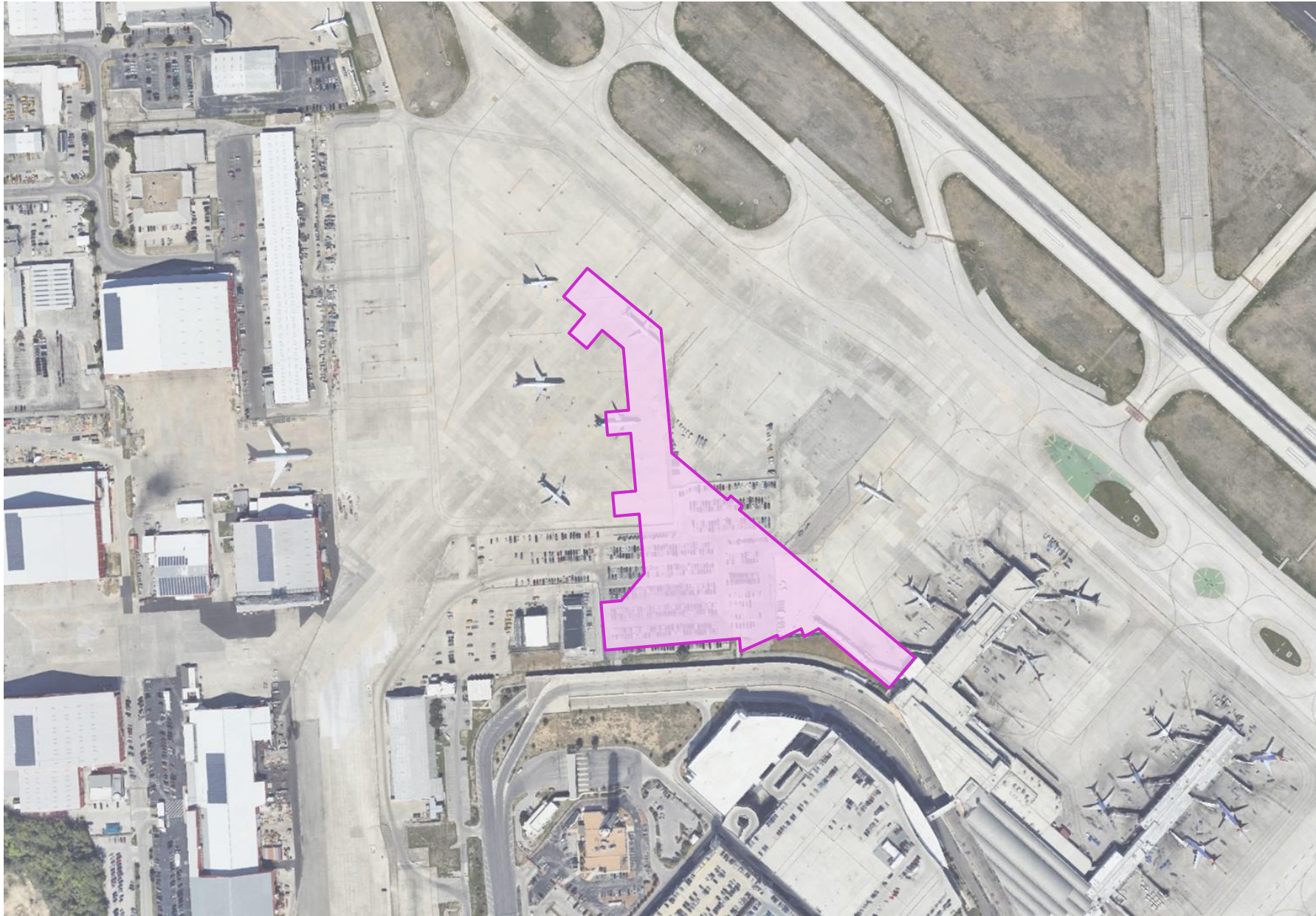
SAT Airport Property Map



SAT Site Plan



SAT Site Plan Enlargement



SAT Photos – Curbside Approach



Terminal A Approach



Terminal A Approach



Terminal A



Terminal A

SAT Photos – Curbside Approach



Bridge to Rental Cars



Terminal B

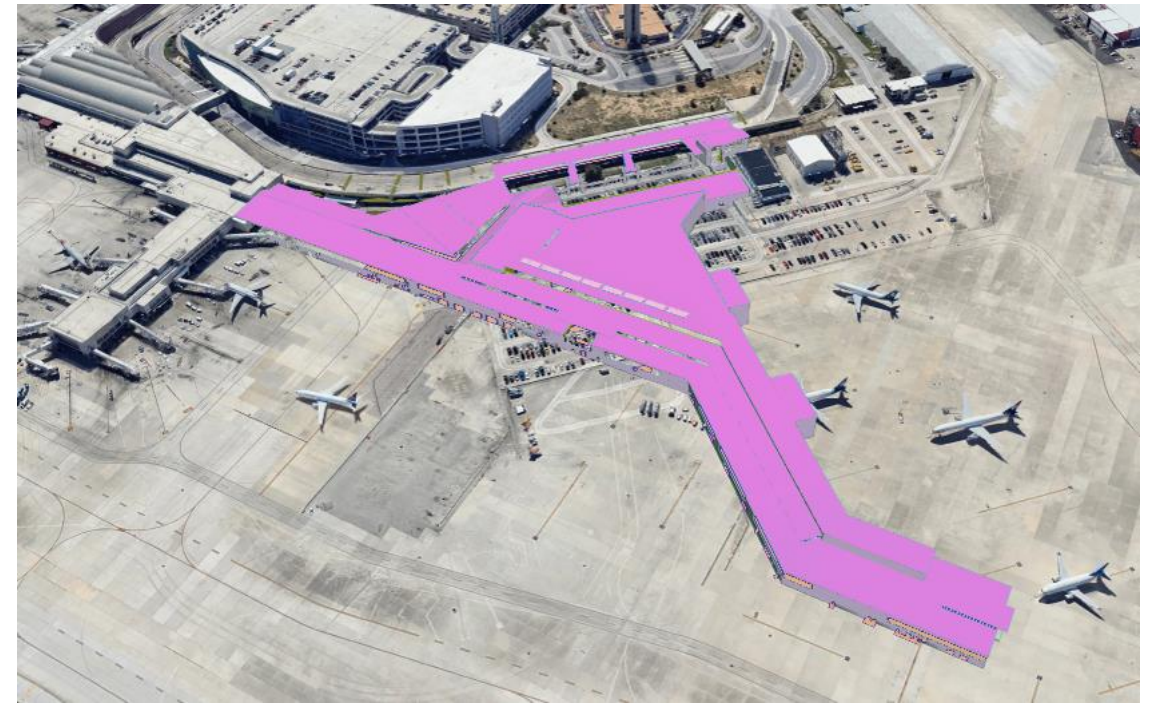
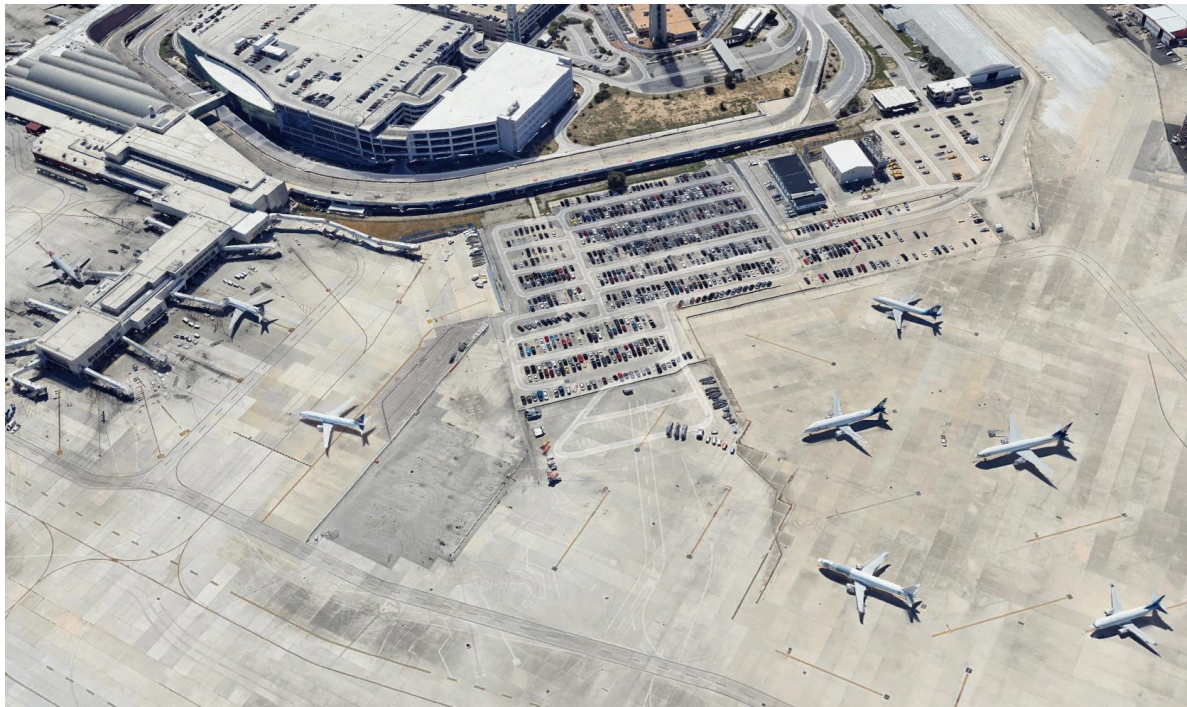


Terminal B



Terminal C Site

SAT Photos – Existing Car and RON Parking



Source: Google Earth / Model From: Corgan

SAT Photos – Terminal A and B

Terminal A



Source: San Antonio Express-News



Source: KENS 5



Source: Corgan

Terminal B



Source: Google Earth

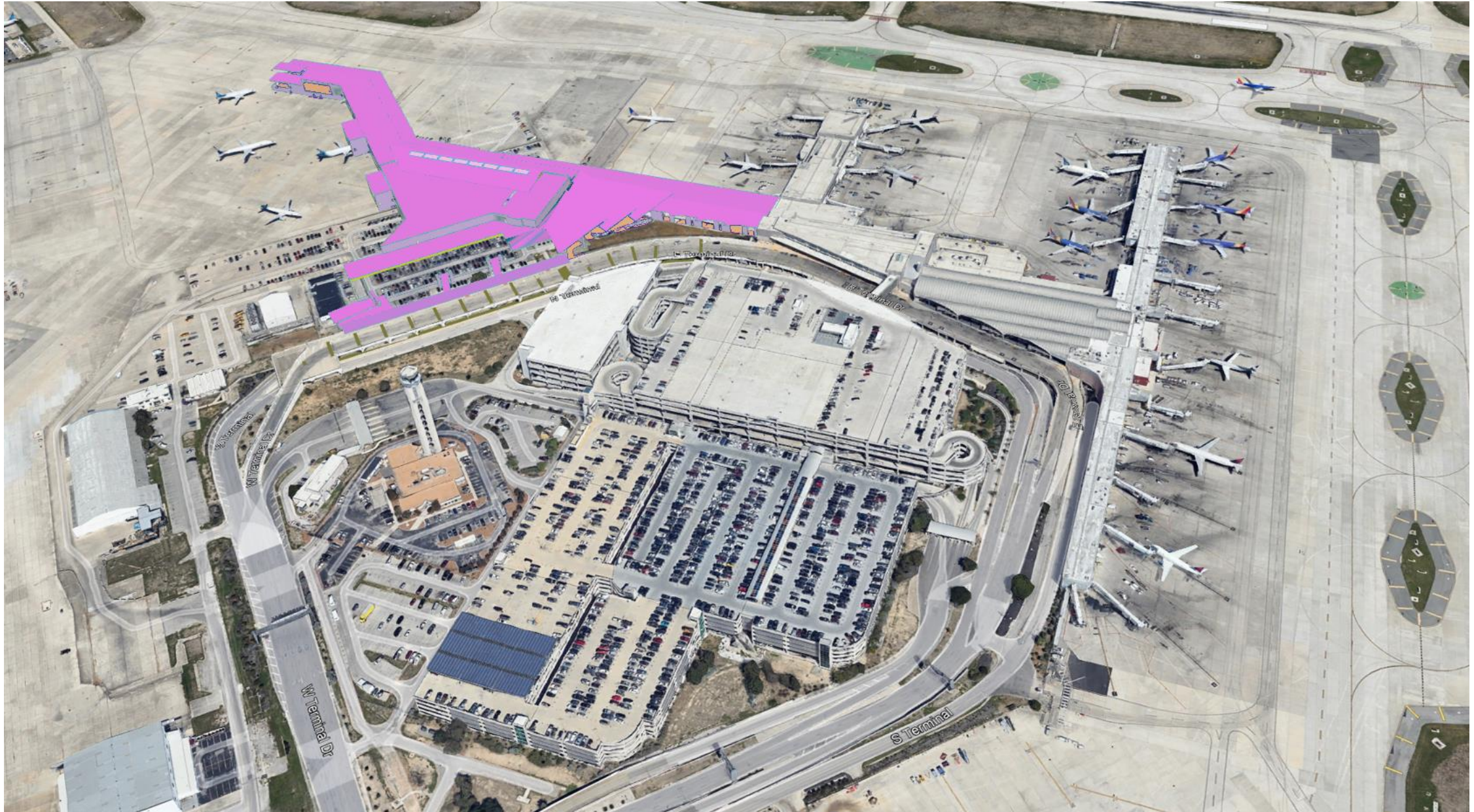


Source: Google Earth



Source: Corgan

SAT Terminal A and B + Terminal C

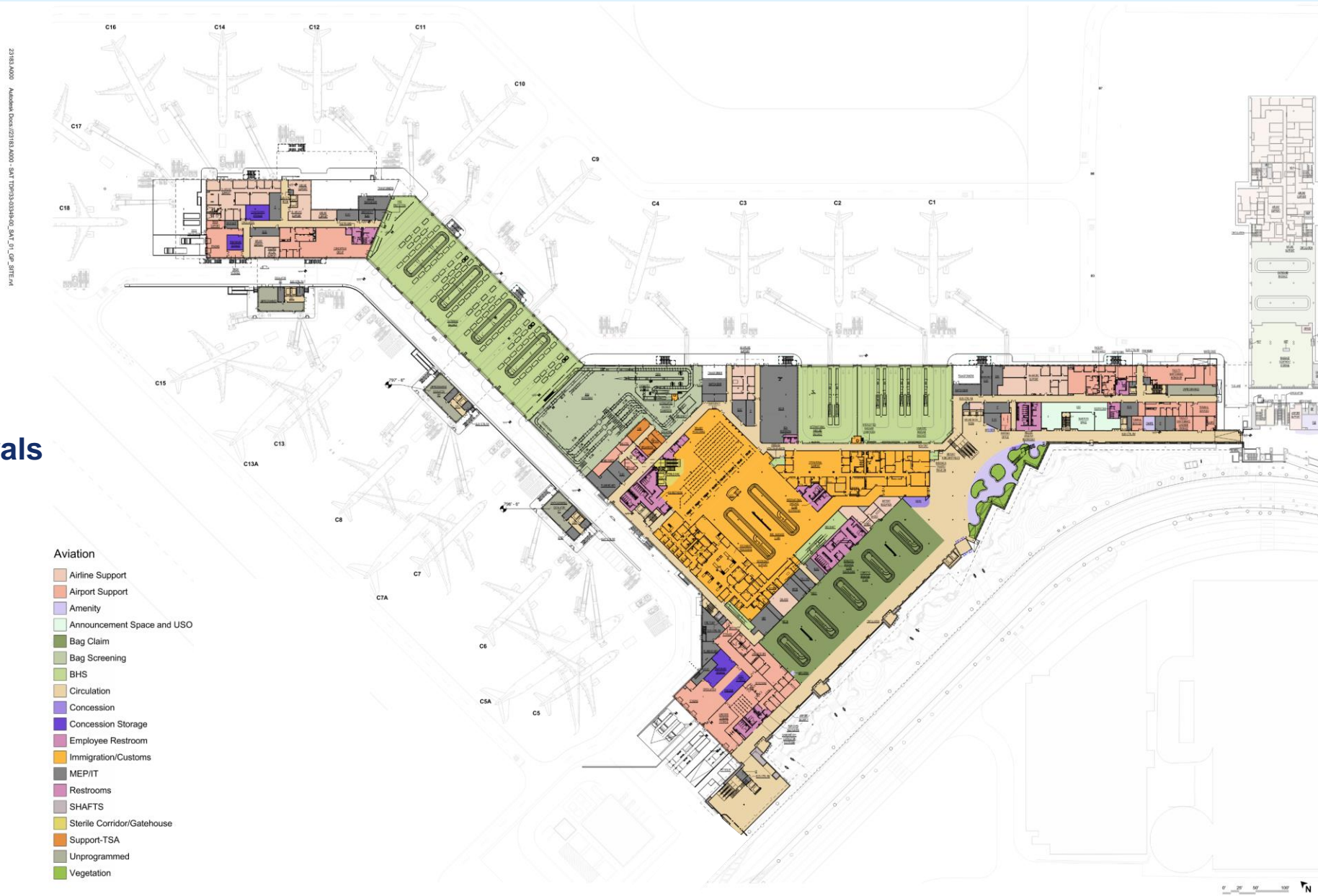


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Architectural Plans

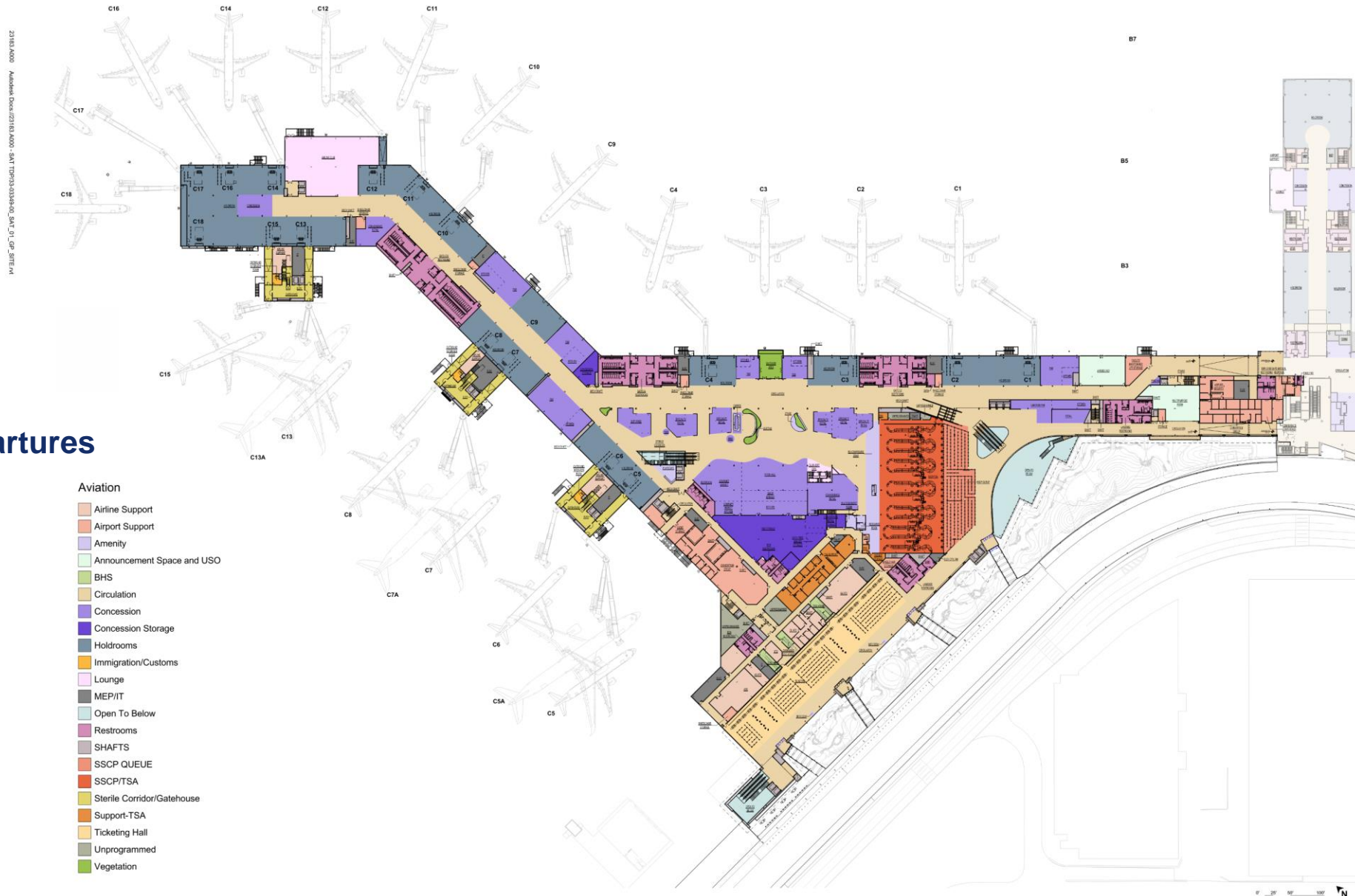
Floor Plans

Level 1 - Arrivals



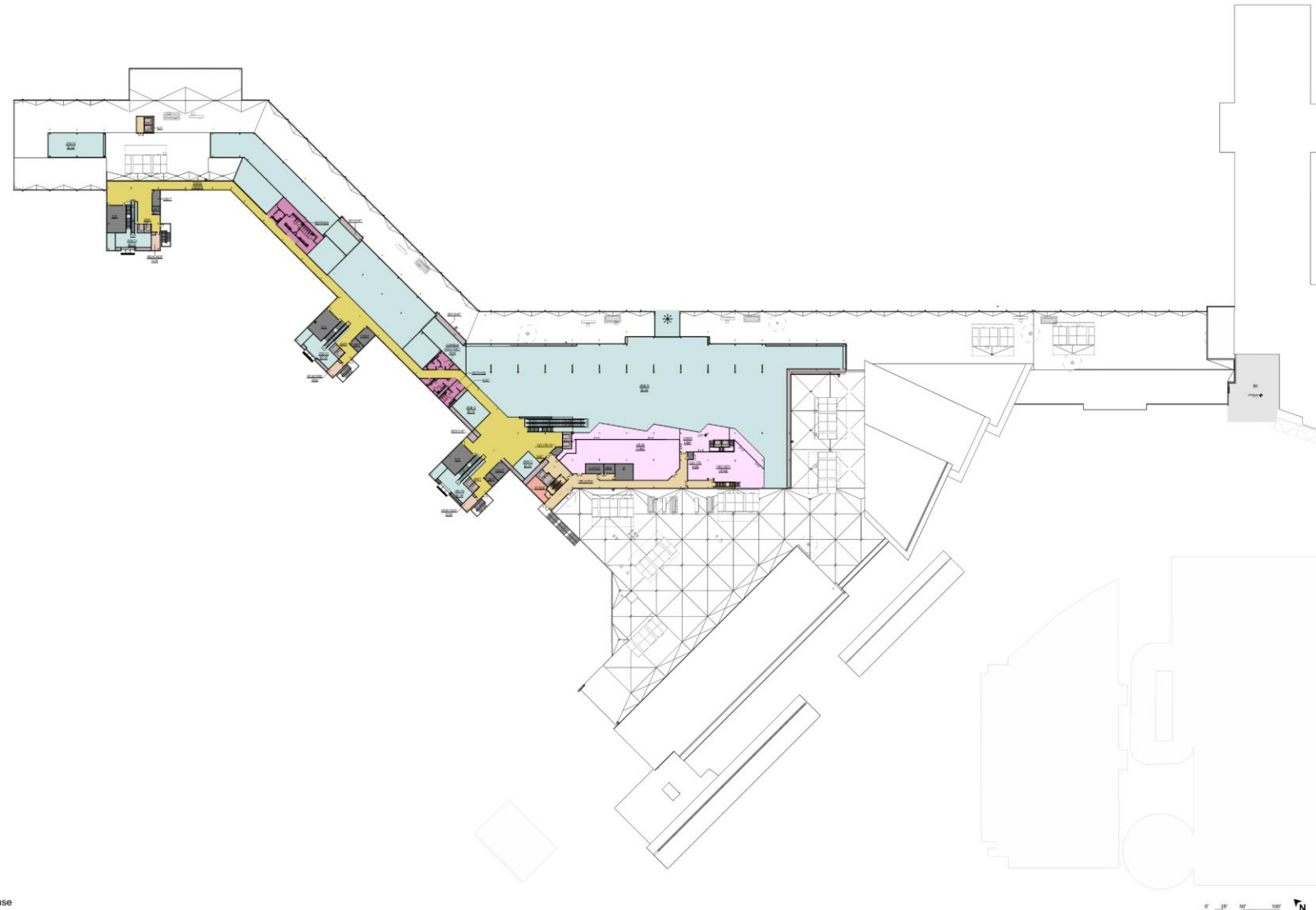
SAT Floor Plans

Level 2 - Departures



SAT Floor Plans

2018.0000 - Aviation Deck (2018.0000 - SAT TPO13.0318-02_SAT_01_GP_STE14)



Level 3 - Mezzanine

Aviation

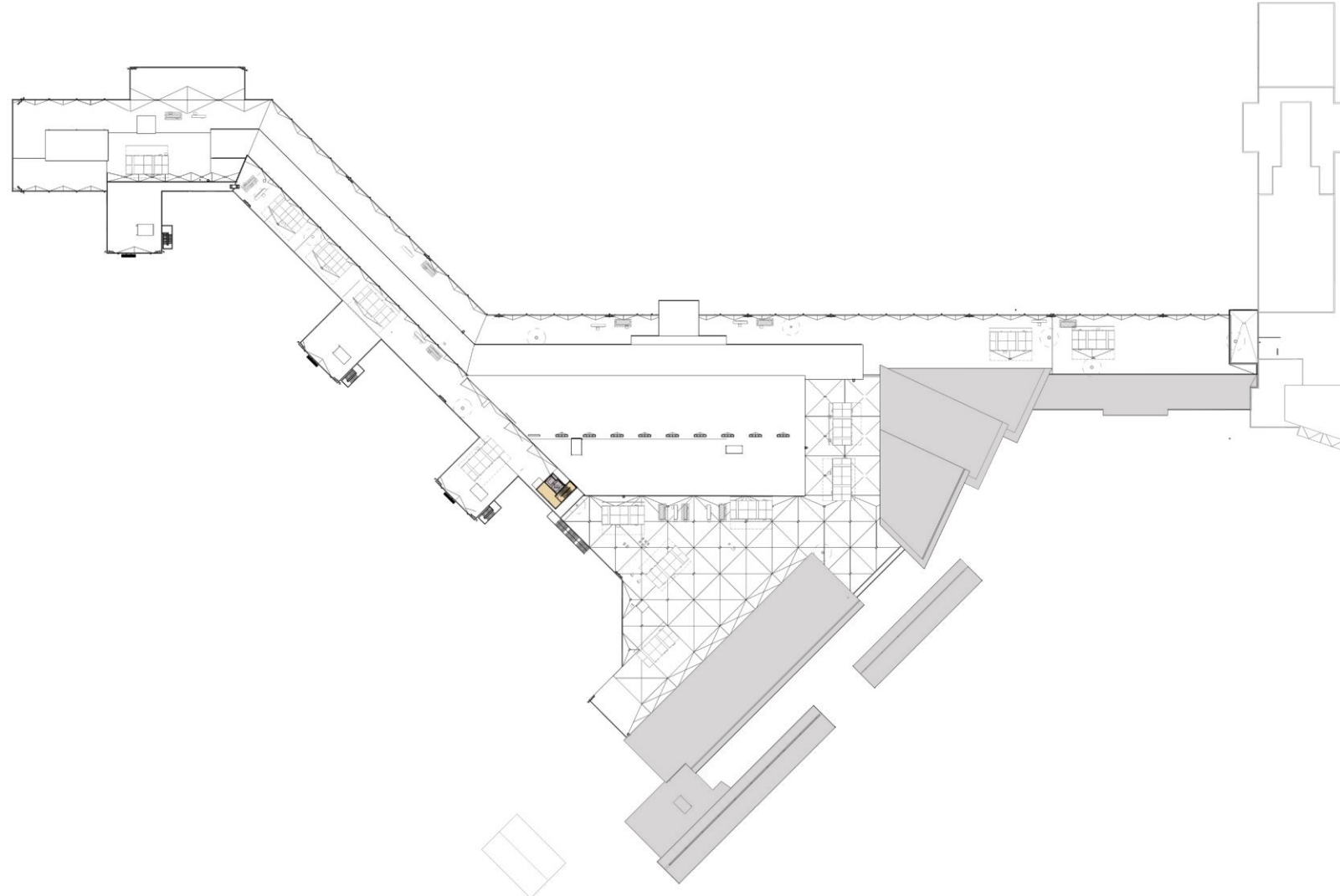
- Airline Support
- Airport Support
- Circulation
- Lounge
- MEP/IT
- Open To Below
- Restrooms
- SHAFTS
- Sterile Corridor/Gatehouse

SAT Floor Plans

Roof Level

23183.A000 - Aviation Deck (23183.A000 - SAT TYPICAL) SAT_01_GIP_SITE.M

Aviation
Circulation
SHAFTS



The background is a solid dark blue. On the left side, there are several light blue silhouettes of airplanes in flight, moving from the top-left towards the bottom-right. Interspersed among these are numerous light blue dots of varying sizes, some of which form a faint, curved path following the trajectory of the airplanes.

Renderings, Materials, and Elevations



















SAT Exterior Materials



STONE CLADDING



CURTAIN WALL



FRIT



CMU BLOCK



PAINTED STEEL



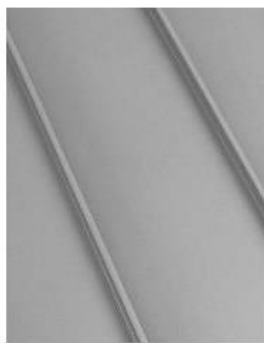
DECORATIVE RAIL



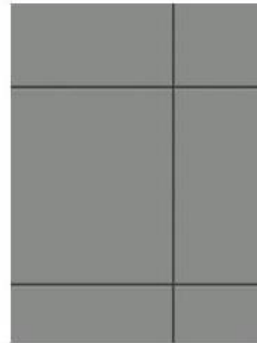
STONE TEXTURE



GLULAM & CLT DECK



METAL ROOF

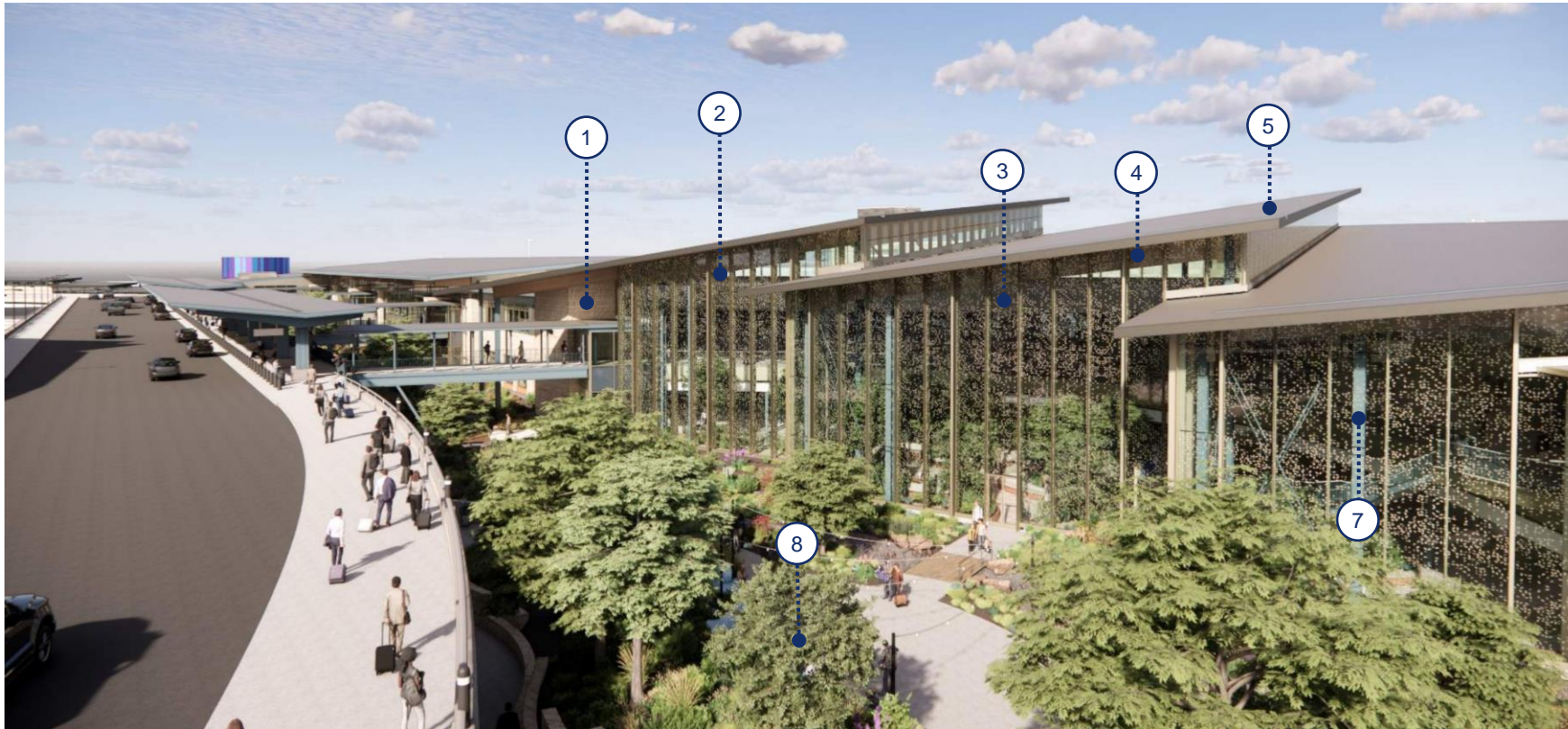


INSULATED METAL PANEL



VEGETATION

SAT Exterior Materials: South Perspective



1.Stone Cladding



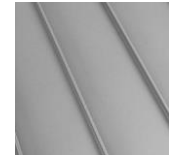
2.Curtain Wall



3.Frit



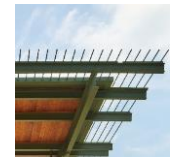
4.Glulam + CLT deck



5.Metal Roof



6.Rain Chain



7.Painted Steel



8.Vegetation

SAT Exterior Materials: SW Perspective



1.Stone Cladding



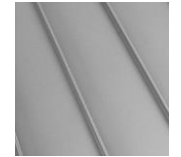
2.Curtain Wall



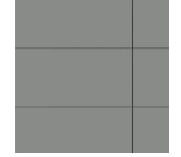
3.Frit



4.Glulam + CLT deck



5.Metal Roof



6.Insulated Metal Panel



7.CMU Block



8.Decorative Rail

SAT Exterior Materials: NE Perspective



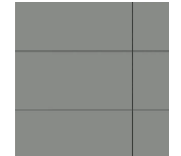
1.Stone Cladding



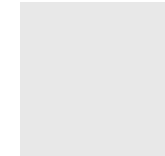
5.Metal Roof



2.Curtain Wall



6.Insulated Metal Panel



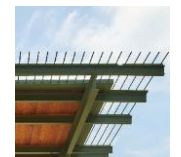
3.Single Ply Roof



7.CMU Block

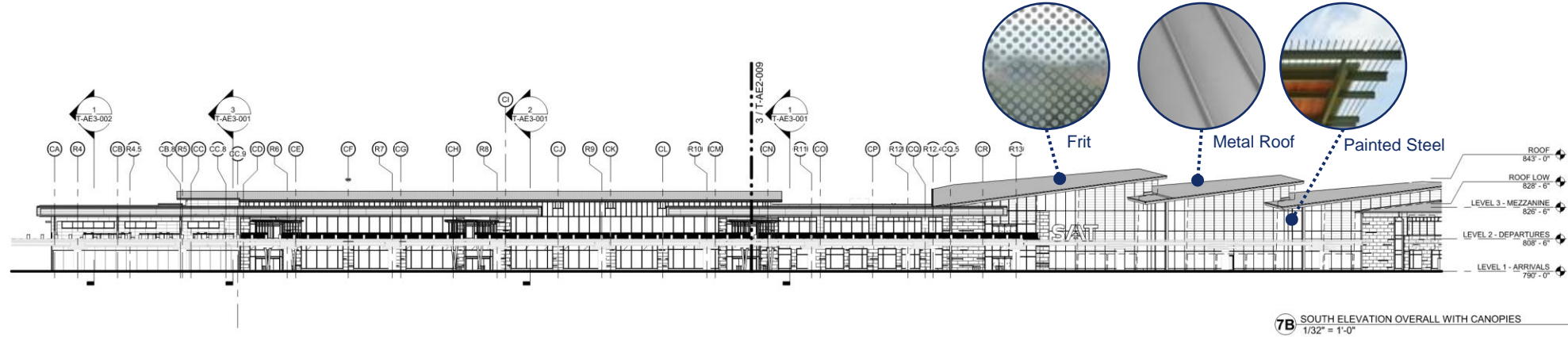
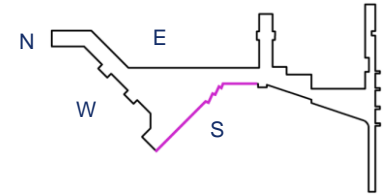


4.Glulam + CLT deck

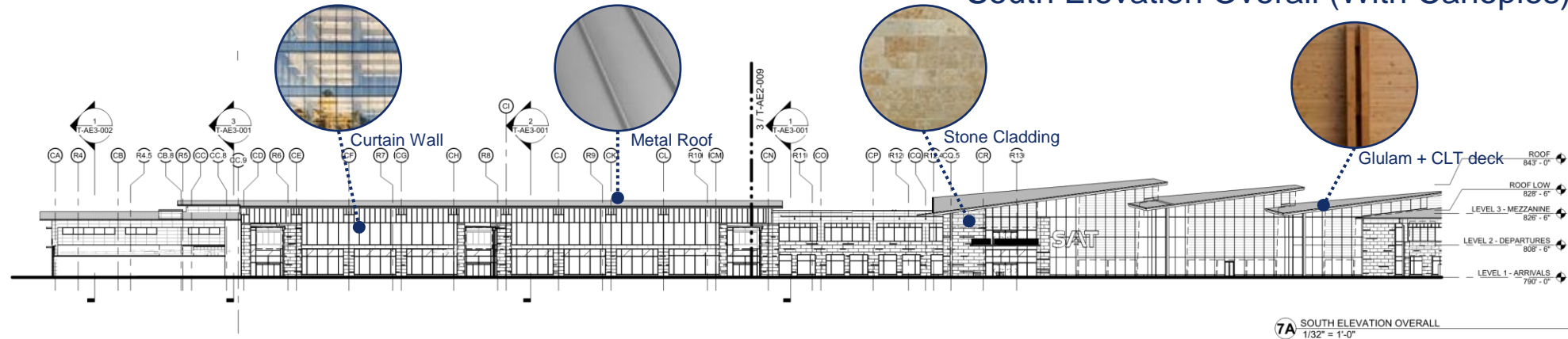


8.Painted Steel

SAT Elevations - South

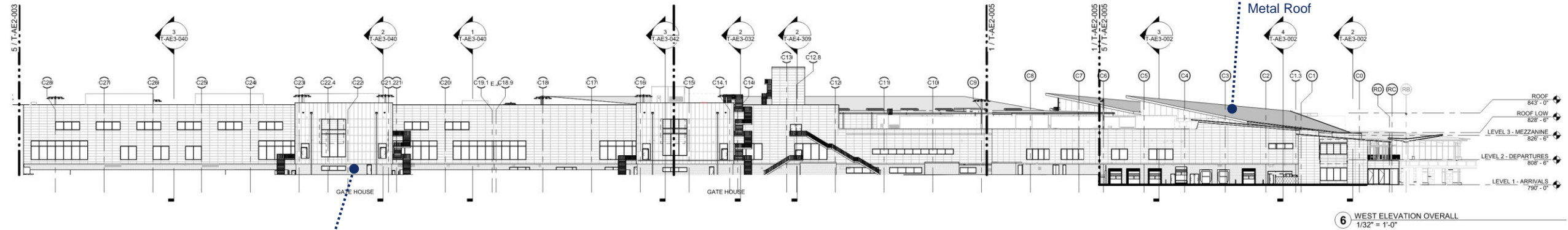
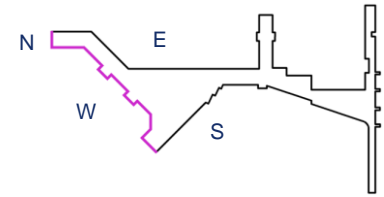


South Elevation Overall (With Canopies)

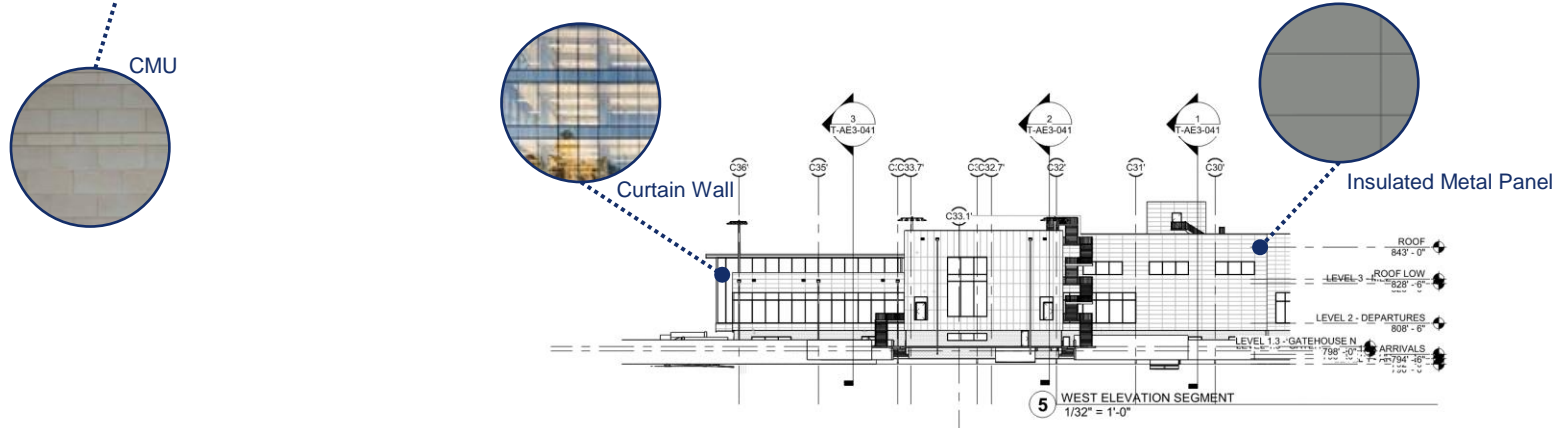


South Elevation Overall

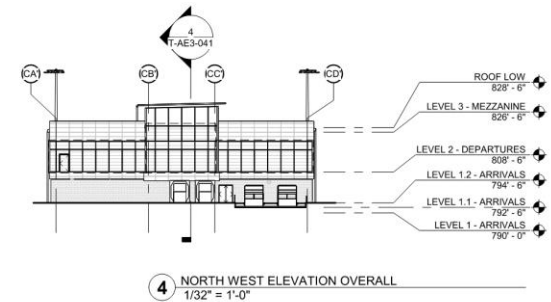
SAT Elevations – West & North



West Elevation Overall

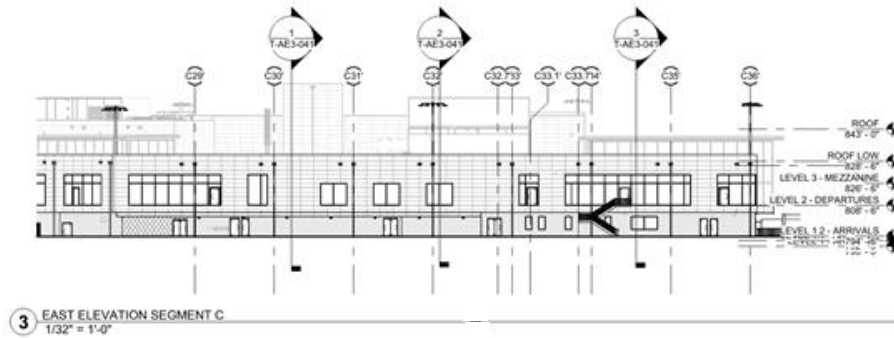
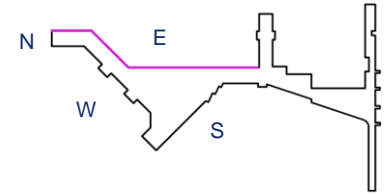


West Elevation Segment

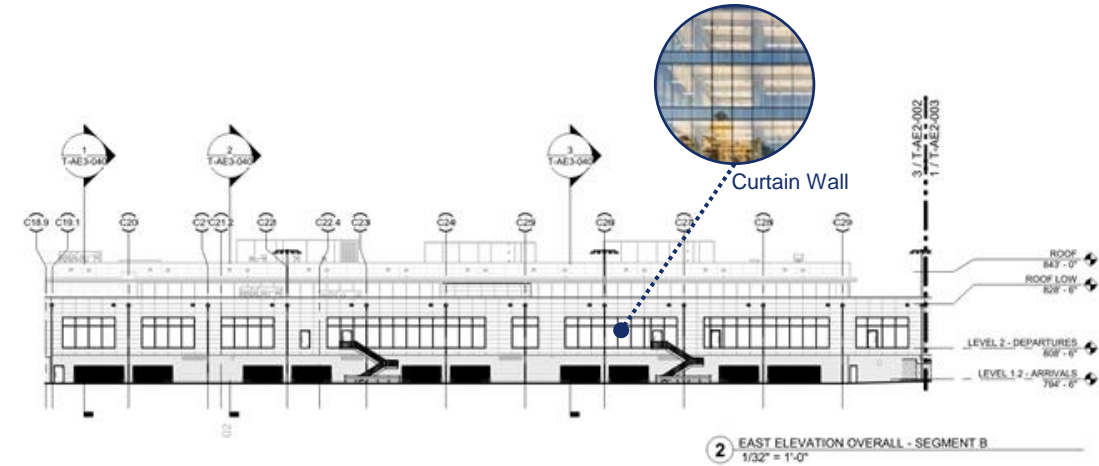


Northwest Elevation Overall

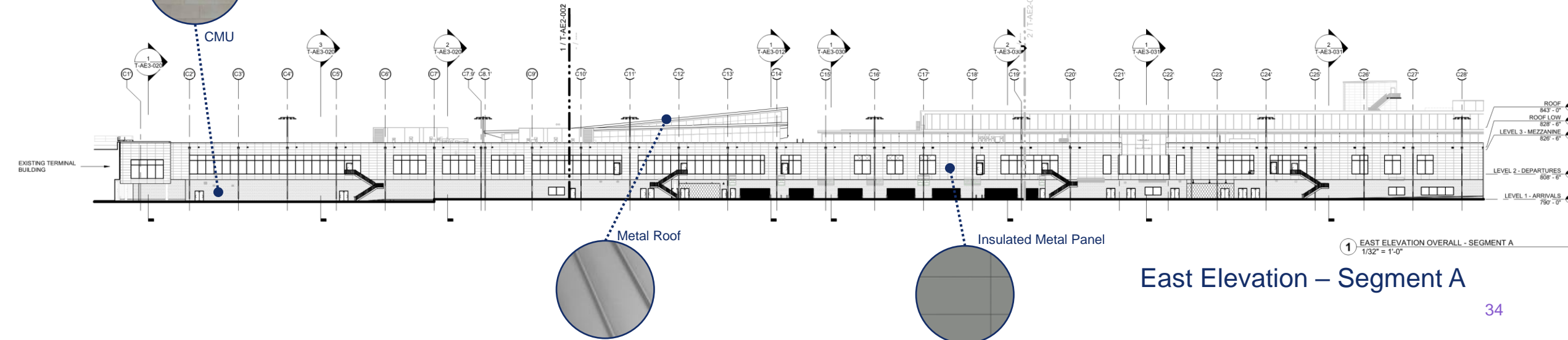
SAT Elevations - East



East Elevation – Segment C



East Elevation – Segment B



SAT Planting Material



Autumn Sage (*Salvia greggii*)

(TX) DFW



Indigo Spires (*Salvia 'Indigo Spires'*)

DFW



Splitleaf Philodendron (*Philodendron selloum*)



Cast Iron Plant (*Aspidistra elatior*)



Spineless Prickly Pear (*Opuntia cactusnana 'Ellisiana'*)

SAAS (TX) DFW



Red Yucca (*Hesperaloe parviflora*)

(TX) DFW



Dwarf Yaupon Holly (*Ilex vomitoria*)

(TX) DFW



Asparagus Fern (*Asparagus densiflorus*)



Holly Fern (*Cyrtomium falcatum*)



Upright Rosemary (*Rosmarinus officinalis*)

(TX) DFW



Purple Heart (*Setcreasea pallida*)



Gulf Muhly (*Muhlenbergia capillaris*)

(TX) DFW



Crossvine (*Bignonia capreolata*)

(TX) DFW



Firecracker Fern (*Russelia equisetiformis*)



Dwarf Ruellia (*Ruellia brittoniana 'Katie'*)

DFW



Dwarf Palmetto (*Sabal minor*)

(TX)

SAT Planting Material



Retama (*Parkinsonia aculeata*)

SAAS TX



Cedar Elm (*Ulmus crassifolia*)

TX DFW



Anacacho Orchid (*Bauhinia congesta*)

TX



Dry Creek Bed and Planting - Typical Planting with varying sized Stone and Rocks



Mountain Laurel (*Sophora secundiflora*)

SAAS TX DFW

Wildlife Note: Produces Beans But Not Desired By Wildlife



Bald Cypress (*Taxodium distichum*)

TX DFW



Tree Bubbler



Tree Bubbler



Spray Head



Spray Head



Drip Irrigation



Drip Irrigation

SAAS

San Antonio Airport Systems
Approved Plant List

TX

Texas Native

DFW

Dallas Fort Worth Int. Airport Development
Design Guidelines Approved Plant List

The background is a solid dark blue. On the left side, there are several light blue airplane silhouettes flying towards the right. These are accompanied by numerous light blue dots of varying sizes, some of which are arranged in diagonal lines, suggesting flight paths or data points.

Thank you