HISTORIC AND DESIGN REVIEW COMMISSION

June 28, 2024

HDRC CASE NO:	**2024-217**
ADDRESS:	9800 AIRPORT BLVD
LEGAL DESCRIPTION:	NCB 16435 BLK 1 LOT 6 S A INTERNATL AIRPORT UT-12
ZONING:	R-5, Public Property
PUBLIC PROPERTY:	Yes
CITY COUNCIL DIST.:	9
APPLICANT:	Steven Southers/CITY OF SAN ANTONIO
OWNER:	CITY OF SAN ANTONIO
TYPE OF WORK:	Conceptual review of an airport terminal
APPLICATION RECEIVED:	June 07, 2024
60-DAY REVIEW:	August 06. 2024
CASE MANAGER:	Edward Hall

REQUEST:

The applicant is requesting conceptual 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 b 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 conceptual 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, aircraft parking locations, curbside improvements and the construction of various other support and safety infrastructure.
b. CONCEPTUAL REVIEW – Conceptual approval is the review of general design ideas and principles (such as scale and massing). Specific design details reviewed at this stage are not binding and may only be approved through a Certificate of Appropriateness for final approval.
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 Badging 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. SUB-COMMITTEE REVIEW – A sub-committee review was held on June 14, 2024, on site at Building 1322, the existing Badging ID Office Building. At that meeting, Committee members asked questions regarding the construction of Building 1322, mitigation for its demolition, and questions regarding space planning and attempts to design around the existing structure.
e. BUILDING 1322 DEMOLITION – As noted in finding c, the applicant has proposed to demolish building 1322, the existing Banding 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.
f. FEDERAL REVIEW – The FAA requires that the project be reviewed under Section 106 of the National Historic Preservation Act which seeks to avoid or mitigate adverse impacts to identified historic and eligible resources. Building 1322 has been determined eligible for listing on the National Register of Historic Places

under Criterion C. In consultation with the FAA, THC, and COSA, a draft MOA with required mitigation strategies has been developed which include the following:

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.

g. 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.
h. MATERIALS – At the time the applicant has not specified materials for the proposed terminal. Staff finds that all materials should be consistent with the UDC and should be of high quality to convey both a strong architectural presence and a lasting appearance.
i. LANDSCAPING & FENCING – The applicant has provided general information regarding site fencing. Given the unique security requirements of San Antonio International Airport, high security fencing is required. The proposed options are consistent with those submitted as part of the previously approved Ground Loading Facility. Staff finds these fencing options to be appropriate. Additionally, staff finds that the landscaping elements should be designed in a manner that is consistent with those previously approved at the Ground Loading Facility.

RECOMMENDATION:

Staff recommends conceptual approval based on findings a through i with the stipulation that the mitigation strategies outlined in the MOA are followed as noted in finding f.

City of San Antonio One Stop

June 24, 2024

1:8,000

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0 0.1 0.2 0.4 km

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June 7, 2024

Shanon Shae Miller, AICP
City Historic Preservation Officer and
Director of Office of Historic Preservation (OHP)
City Tower, 100 W. Houston St.
San Antonio, TX 78205

Subject: San Antonio International Airport, San Antonio, TX
Historic and Design Review Commission (HDRC) Application
Conceptual Design SAT Terminal Development Program

Dear Shanon,

Please find attached for your review the San Antonio Airport System's (SAAS) application for the Historic Design Review Committee (HDRC) consideration. We greatly appreciate the HDRC focus on this very important project. As we have previously discussed, this Terminal Development Program (TDP) is the largest capital program undertaken by the City of San Antonio and is of critical importance to the Community, the Airport, the City of San Antonio, the Region, and its economic growth, development, vitality, as well as the National Airspace System.

The TDP encompassed dozens of cores and enabling projects that will:

1. Improve the customer experience and level of service by right sizing the terminal complex.
2. Provide much-needed critical infrastructure improvements to aging terminals to increase their useful life and provide renewed vitality to the facilities; and
3. Add a new terminal that provides parking positions for larger aircraft to further serve international destinations, while offering sustainable, resilient, and efficient facilities to the Airport and City to meet future demand.

The proposed project has evolved throughout the advanced planning and design phases. The current Proposed Project concept is presented in the application packet on Slide 8, for your reference.

City of San Antonio Aviation Department | 9800 Airport Boulevard, San Antonio, Texas 78216 | FLYSANANTONIO.COM

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We appreciate the collaboration to date on this critical program between our departments. Please do not hesitate to call or reach out with any questions.

Sincerely,

Tim O'Krongley, A.A.E., IAP, IACE
Aviation Deputy Director

City of San Antonio Office of Historic Preservation (OHP). Historic and Design Review Commission (HDRC) Application

Conceptual Design SAT Terminal Development Program

June 2024

RS&H CORGAN LAKE | FLATO

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June 7, 2024

City of San Antonio
Office of Historic Preservation
100 W. Houston St.
San Antonio, TX 78205

RE: San Antonio Airport System
San Antonio International Airport, Terminal Development Program
Historic and Design Review Commission (HDRC) Application

This application supplement provides information to support the HDRC in their review of the Conceptual Design for the Terminal Development Program (TDP) at the San Antonio International Airport (SAT).

This supplement provides the vision and design theme for the SAT TDP, project description for the SAT TDP (Proposed Project), Proposed Project exhibit, and following appendices:

- Appendix A – Airport Property Map, TDP Site Plans, RON Parking and TDP Site Photos
- Appendix B – TDP Conceptual Development and Architectural Drawings
- Appendix C – Historic Resources Survey
  - Attachment A – SAT Historic Survey Report
  - Attachment B – Peer Review
- Appendix D – Structural Engineer Assessment of Building 1322

Project Description - Overview

The San Antonio International Airport (SAT) is a major economic engine and critical transportation hub for the San Antonio region. Over the years, San Antonio International Airport has experienced substantial continued growth in passenger demand and operational activity. To meet the existing and future needs of the greater San Antonio area, SAAS is embarking on a program that provides facilities that will efficiently accommodate forecast increases in enplanements and airport operations at an adequate level of service.

The future development of SAT creates a gateway for passengers into a world-class airport that exemplifies the unique sense of place manifesting the heritage and history of the City of San Antonio while creating a human-centric passenger experience and efficient operations to meet the demand of 21st century air travel.

Project Description - Overview

The City of San Antonio (CoSA) and the San Antonio Airport System (SAAS) recognized the need to create a long-term strategic plan to guide the growth of the airport. This plan, named the Advanced Terminal Planning Program (ATPP) provided a strategic approach to implementing a series of projects to expand and improve SAT facilities and enhance the overall user experience.

In 2022, SAAS staff along with aviation partners developed a Project Design Manual (PDM) to provide an overview of the capital investment program, including its goals, objectives, recommended design criteria, preferred development options, expected costs, and schedule for implementation. The final PDM was issued to SAAS on June 9, 2023.

Project Description - Design

A key component of the New Terminal project is the entry sequence from the Terminal Drive to the building itself called ‘The Paseo’, which directly translated means ‘a slow, idle, or leisurely walk or stroll; a public place or path designed for walking.’ San Antonio is uniquely known for its Paseo del Rio, also commonly known as the River Walk, which has transformed the urban fabric with lush greenery and a vibrance of people and culture. The story of the River Walk and its cultural significance to the people of San Antonio is encompassed in the terminal’s Paseo which serves as an introduction and glimpse for those arriving to the city.

There are multiple key themes that the terminal building itself encompasses which include the representation of the San Antonio culture and history with its vibrant expression of colors, materiality that reflects the rich texture and neutral tonality of the Central Texas landscape, and the curation of a cohesive, yet unique experience at each level of the terminal.

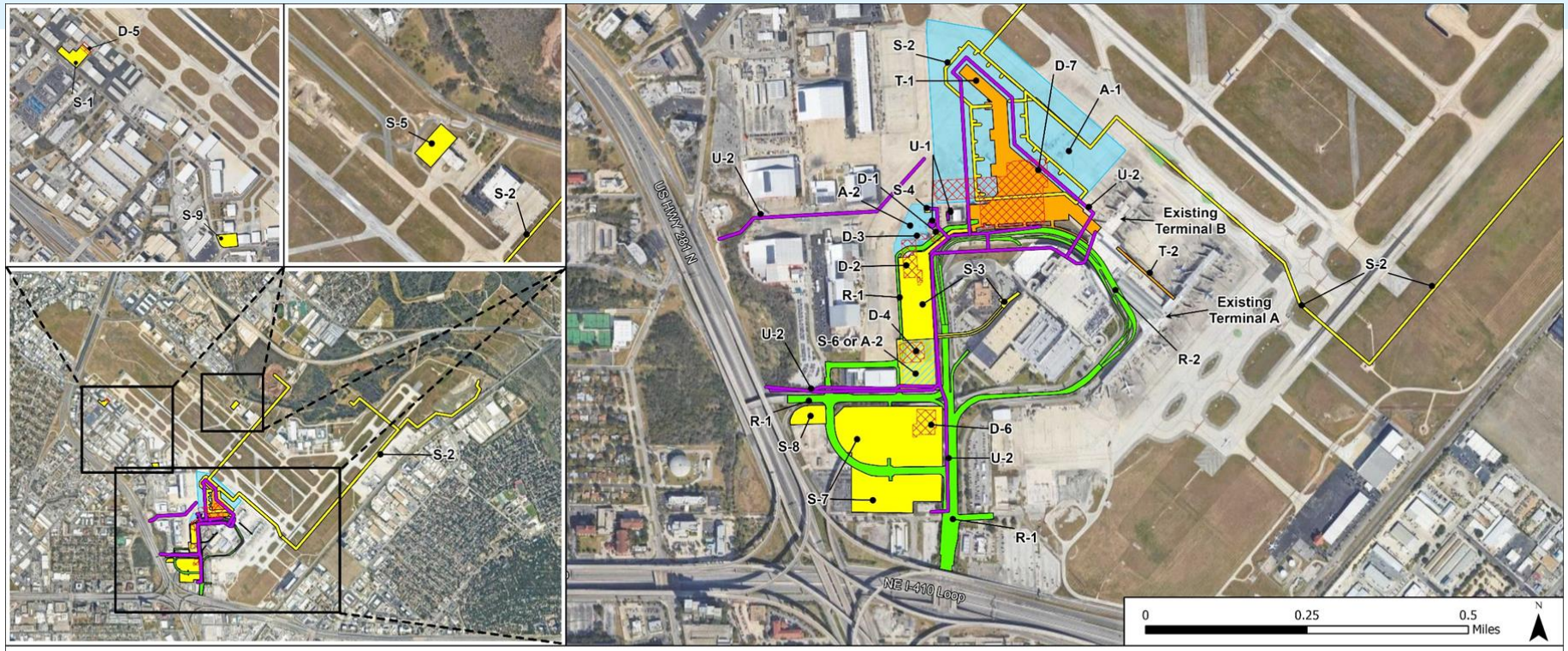
Project Description - Design

To elaborate, the first level is known as the Rio (River), in conjunction with the Paseo landscape concept, and is a highly textured experience with deep colors and tones such as dark wood, deeper green hues, and limestone cladding on feature walls. The second level, called the Calle (Street), exhibits a refined aesthetic with finer textures and vibrant materiality and color. Departing passengers begin their journey curbside, passing through a high-volume space with ample natural light that shines on the finishes, icons, colors, and artwork that reflects the local area. As they enter the airside through security, they encounter the Mercado, representing the pinnacle of the experience with its display of colorful, energized collection of spaces with a neutral, textural material backdrop. The third level, the Terraza (Terrace), possesses a light and airy feel, with a subdued look that is expressed through reduced texture and lighter-colored materials, such as blue tones. The cohesive look and feel of the building is maintained throughout, with tie-ins to the planting and natural material palette.

SAT Terminal Development Program

Environmental Assessment: Description of Proposed Project

The Proposed Project includes 26 project components. These project components are associated with demolition, airfield, terminal, roadway, support, and utility projects. In addition to the specific utility improvement project components, each airfield, terminal, roadway, and support project component would have improvements to the utilities that provide service to that project component. The proposed project has evolved throughout the advanced planning and design phases. The current Proposed Project concept is presented in the application packet on Slide 8, for your reference.



Legend

Demolition Projects

- D-1: Demolition of Existing Badging and ID Office (Building 1322)
- D-2: Demolition of Hangar 4 (Building 1316)
- D-3: Demolition of San Antonio Police Department Building (Building 1320)
- D-4: Demolition of Hangar 6 (Building 1312)
- D-5: Demolition of Airside Operations Building (Building 1039)
- D-6: Demolition of Existing FlightSafety International Facility (Building 1290)
- D-7: Demolition of "Purple" Lot Parking Barriers, Fencing, and Controls

Airfield Projects

- A-1: Construction of New Terminal Commercial Aircraft Apron
- A-2: Relocation of Remain Overnight (RON) Aircraft Parking Positions

Terminal Projects

- T-1: Construction of New Terminal
- T-2: Construction of Terminal A / B Connector

Roadway Projects

- R-1: Construction of Airport Access Roadway Improvements
- R-2: Construction of Terminal Curbside Roadway Improvements

Utility Projects

- U-1: Upgrade to Central Utility Plant (CUP)
- U-2: Upgrade to Utility Corridor

Support Projects

- S-1: Construction of New Public Safety Building
- S-2: Construction of Fuel Hydrant System and Transmission Lines
- S-3: Construction of New Parking Structure and Ground Transportation Center (GTC)
- S-4: Construction of New Triturator
- S-5: Construction of Office Support Building
- S-6 or A-2: Construction Staging Area or Remain Over Night Aircraft Parking
- S-7: Expansion of Economy Parking Lot
- S-8: Temporary Trailer Farm
- S-9: Construction of New Badging Office

RS&H *Environmental Assessment*
San Antonio International Airport

Proposed Project

SAT Terminal Development Program

Facility Demolition Projects

The following seven project components are enabling projects that must be completed to allow for construction of other project components.

Project D-1: Demolition of Existing Badging ID Office (Building 1322)

The existing badging office would be demolished to provide space for a new parking garage structure, the Ground Transportation Center (GTC) for taxi, shuttles, Uber and Lyft and the loading dock access road (Project S-3). A new Badging ID Office would be constructed as a supporting project (Project S-9).

Project D-2: Demolition of Hangar 4 (Building 1316)

The existing Hangar 4 would be demolished to provide space for the expansion of Remain Over Night (RON) aircraft parking positions (Project A-2), construction of a new parking garage structure and Ground Transportation Center (Project S-3), and airport access roadway improvements (Project R-1). Hangar 4 is mostly empty. The remaining equipment would be moved to a new Public Safety Building (Project S-1).

Project D-3: Demolition of San Antonio Police Department Building (Building 1320)

The existing San Antonio Police Department Building would be demolished to provide space for the expansion of Remain Over Night (RON) aircraft parking positions (Project A-2) and airport access roadway improvements (Project R-1). New Police Department offices would be constructed within a new Public Safety Building (Project S-1).

SAT Terminal Development Program

Project D-4: Demolition of Hangar 6 (Building 1312)
The existing Hangar 6 would be demolished to provide space for airport access roadway improvements (Project R-1) and either a construction staging area (Project S-6) or expanded Remain Over Night (RON) aircraft parking positions (Project A-2). Hangar 6 is currently vacant and would not be replaced.

Project D-5: Demolition of Airside Operations Building (Building 1039)
The existing airside operations building would be demolished to provide space for its reconstruction to include the new public safety building (Project S-1).

Project D-6: Demolition of Existing FlightSafety International Facility (Building 1290)
The existing FlightSafety International facility would be demolished to provide space for the expansion of the economy parking lot (Project S-7). The existing facility is vacant and would not be replaced.

Project D-7: Demolition of "Purple" Lot Parking Barriers, Fencing, and Controls
The existing parking barriers, fencing, and parking control structures in the abandoned former employee parking "purple" lot would be demolished for the construction of the new terminal (Project T-1).

SAT Terminal Development Program

Airfield Projects

The following two project components are associated with improvements to airfield pavements for the purpose of aircraft parking and movement.

Project A-1: Construction of New Terminal Commercial Aircraft Apron

The commercial aircraft apron would be constructed to support the new terminal (Project T-1) and provide pavement for aircraft arriving to, parking at, and departing from the new terminal.

Project A-2: Relocation of Remain Overnight (RON) Aircraft Parking Positions

Existing RON aircraft parking positions would be relocated to the west side of the existing terminal complex to provide space for the construction of the new terminal.

SAT Terminal Development Program

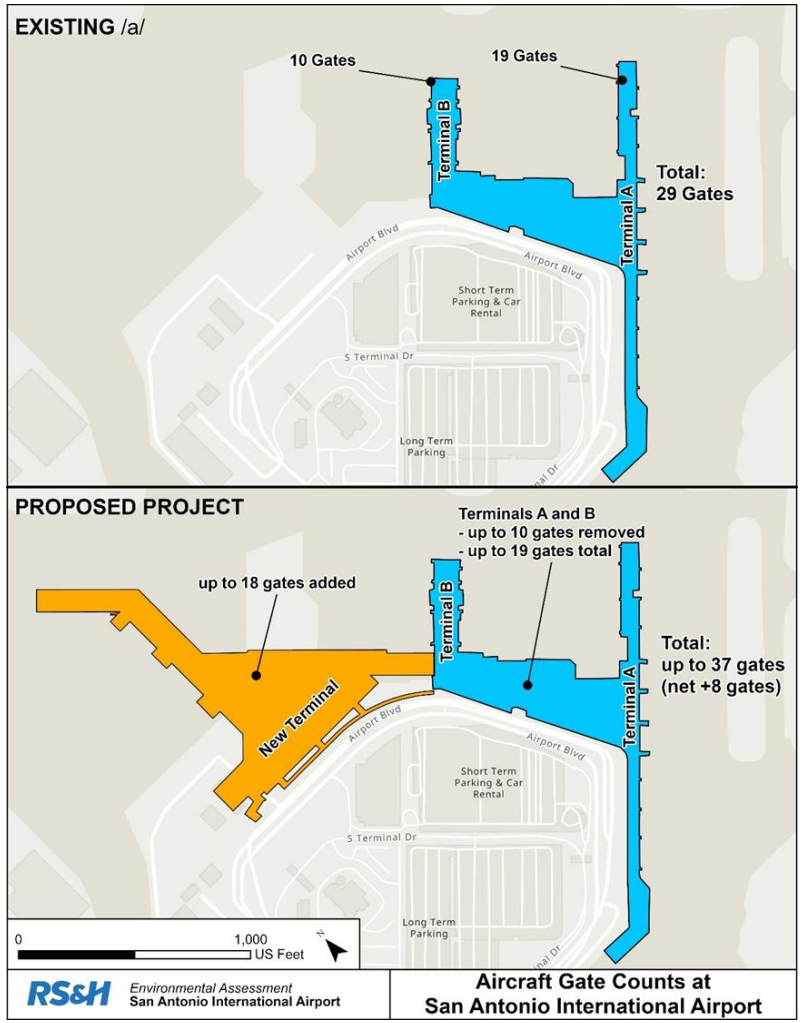
Terminal Projects

The following four project components are associated with the construction of the new terminal and improvements to other terminals at SAT.

Project T-1: Construction of New Terminal

The construction of the new terminal would result in up to an additional 18 narrowbody gates at the Airport, three of which would be swing gates capable of use by widebody aircraft. The new terminal would be constructed northwest of the existing Terminal B. Refer to **Exhibit 2** for changes in aircraft gates and new gate locations.

EXHIBIT 2



SAT Terminal Development Program

Project T-2: Construction of the Terminal A / B Connector
This connector would be a bridge that provides secure access between the existing Terminal A and Terminal B on the Departures level (Level 2).

Project T-3: Reconfiguration of Terminal A
Terminal A would be reconfigured in order to accommodate the relocation of the Security Screening Check Point (SSCP) and removal of up to 8 gates within the Terminal to improve airside concessions and circulation.

Project T-4: Reconfiguration of Terminal B
Terminal B would be reconfigured to accommodate the new Terminal A and B connector, additional concession space, and new baggage handling system conveyors to connect Terminal B to the new terminal. Up to two gates would be removed to accommodate the new terminal.

SAT Terminal Development Program

Roadway Projects

The following two project components are enabling projects that are associated with supporting the construction of the new terminal.

Project R-1: Construction of Airport Access Roadway Improvements

The Airport access roadway would be reconfigured to increase roadway efficiency, reduce congestion, improve access points into the existing parking lots, and create a central flow of inbound traffic to the Airport terminals.

Project R-2: Construction of Terminal Curbside Roadway Improvements

In conjunction with the improvements to the Airport access roadway (Project R-1), this project component would include the construction of the new terminal curbside roadway on both the departure and arrival levels.

SAT Terminal Development Program

Support Projects

The following eight project components are enabling projects that are associated with supporting the construction of the new terminal.

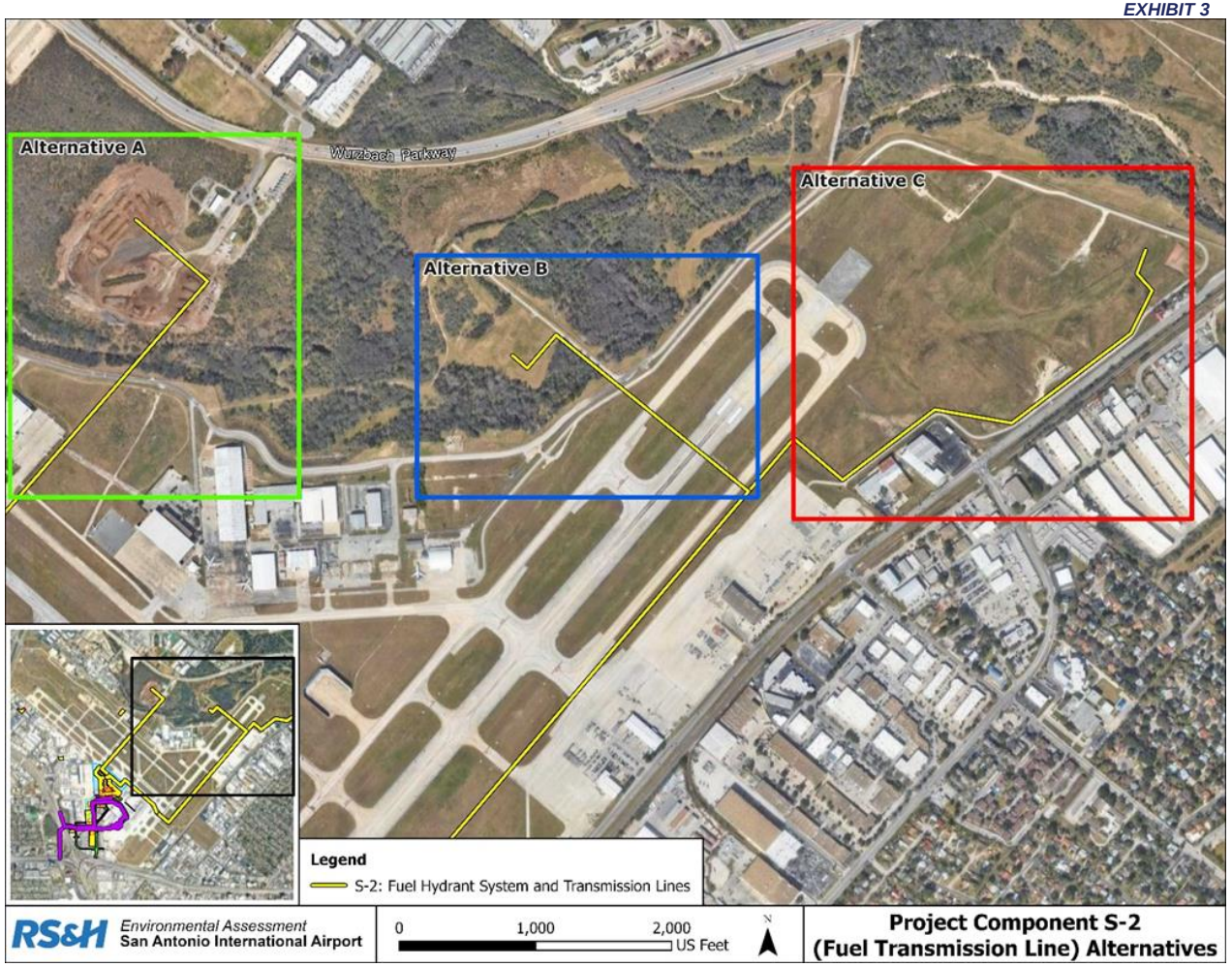
Project S-1: Construction of New Public Safety Building

A new public safety building would be constructed in order to support the expansion of functions and facilities necessary to accommodate the new terminal.

Project S-2: Construction of New Hydrant Fuel System and Transmission Line

A new hydrant fuel system would be constructed to support the operation of aircraft at the new terminal. Hydrant fuel transmission lines would connect the system to a new fuel storage facility. The SAAS is conducting a siting analysis to initiate design, and for the purposes of this EA, three alternatives for the transmission line routes will be considered, identified as Alternatives “A”, “B”, and “C” on **Exhibit 3**.

EXHIBIT 3



SAT Terminal Development Program

Project S-3: Construction of New Parking Structure and Ground Transportation Center (GTC)
A new parking structure and GTC would be constructed north of Dee Howard Way and west of Airport Boulevard. A ramp would be constructed to connect the existing parking area to the upper level of the GTC. The new parking structure and GTC would connect passengers to the new terminal with a covered extended walkway.

Project S-4: Construction of New Triturator
A new triturator would be constructed to accommodate the additional demand in the new terminal and be located west of the existing Central Utility Plant.

Project S-5: Construction of Office Support Building
A new building would be constructed to accommodate space needed for office operations at the Airport during the demolition of the existing badging office (Project D-1) and airside operations building (Project D-5) and construction of the new public safety building (Project S-1).

Project S-6: Use of Construction Staging Area
A construction staging area is proposed that could be used for staging any of the other project components of the Proposed Project. This construction staging area would be located north of Dee Howard Way and west of Airport Boulevard and later be converted into RON aircraft parking positions (Project A-2). In addition, it is likely for there to be construction staging areas set up within the vicinity of each project component during their prospective construction periods.

SAT Terminal Development Program

Project S-7: Expansion of Economy Parking Lot

The economy parking lot would be expanded and reconfigured to support the construction of the new terminal and airport access roadway improvements, and to accommodate forecasted demand.

Project S-8: Temporary Trailer Farm

A temporary trailer farm would be constructed to accommodate space needed for office operations at the Airport during the demolition of the existing badging office (Project D-1) and airside operations building (Project D-5) and construction of the new public safety building (Project S-1).

Project S-9: Construction of New Badging Office

A new badging office would be constructed in order to support the expansion of functions and facilities necessary to accommodate the new terminal. The project would renovate an existing building and add necessary parking.

SAT Terminal Development Program

Utilities and Infrastructure Projects

The following two project components are enabling projects that support the operation of the new terminal.

Project U-1: Upgrade to Central Utility Plant (CUP)

The CUP would be upgraded to support the increased capacity load from the construction of the new terminal and continued service to Terminal A and B.

Project U-2: Upgrade to Utility Corridor

The utility corridor would be upgraded to increase the capacity/size and location of existing utility infrastructure so it may accommodate the increased demand from the addition of the new terminal. Upgrades would be focused on sanitary, storm, and water utility infrastructure.

Appendix A

Airport Property Map, TDP Site Plans, RON Parking and TDP Site Photos

TDP Terminal Area Airport Property Map

The image on the right shows the limits of the TDP Terminal Area scope of work and location for the proposed development site”

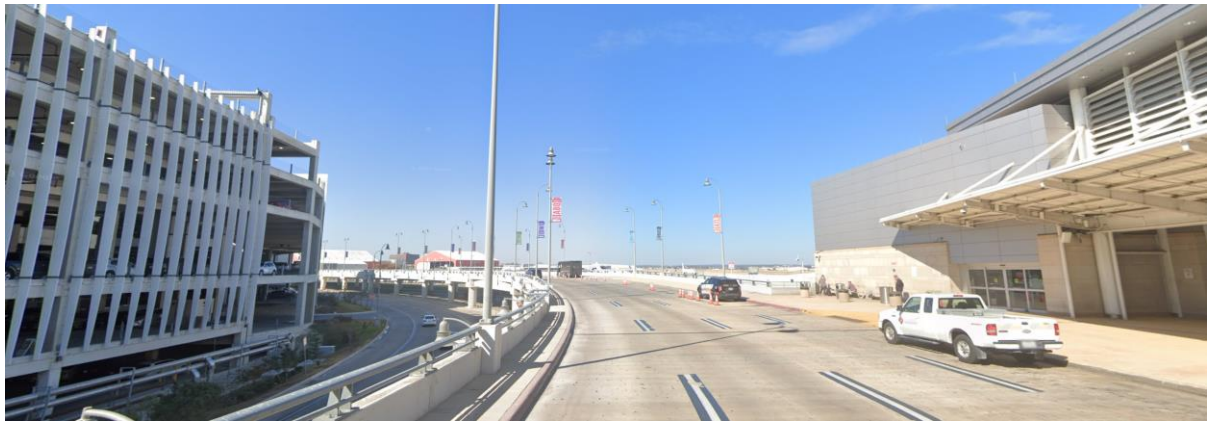
Conceptual Site Plan

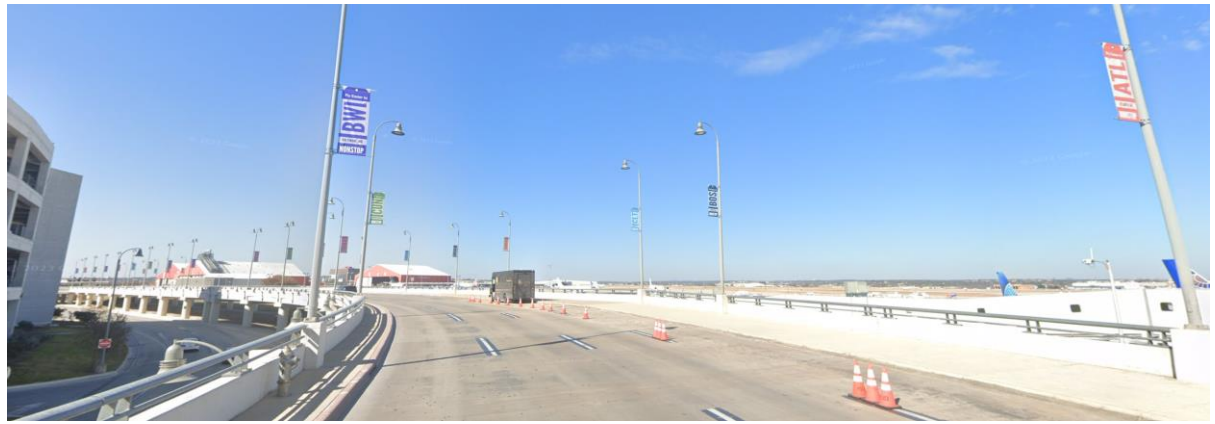
This image provides the general conceptual locations of various TDP early work and core project scope components.

Photos – Curbside Approach

All Images Sourced From: *Google Street View*

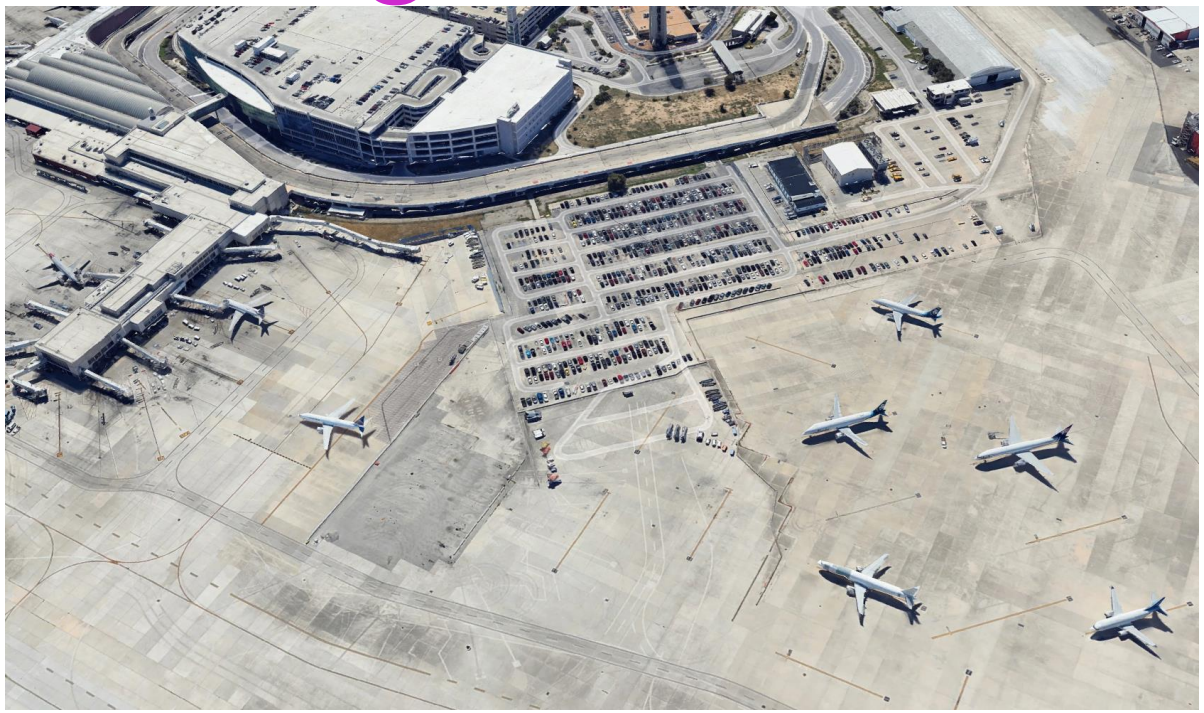
Photos – Curbside Approach

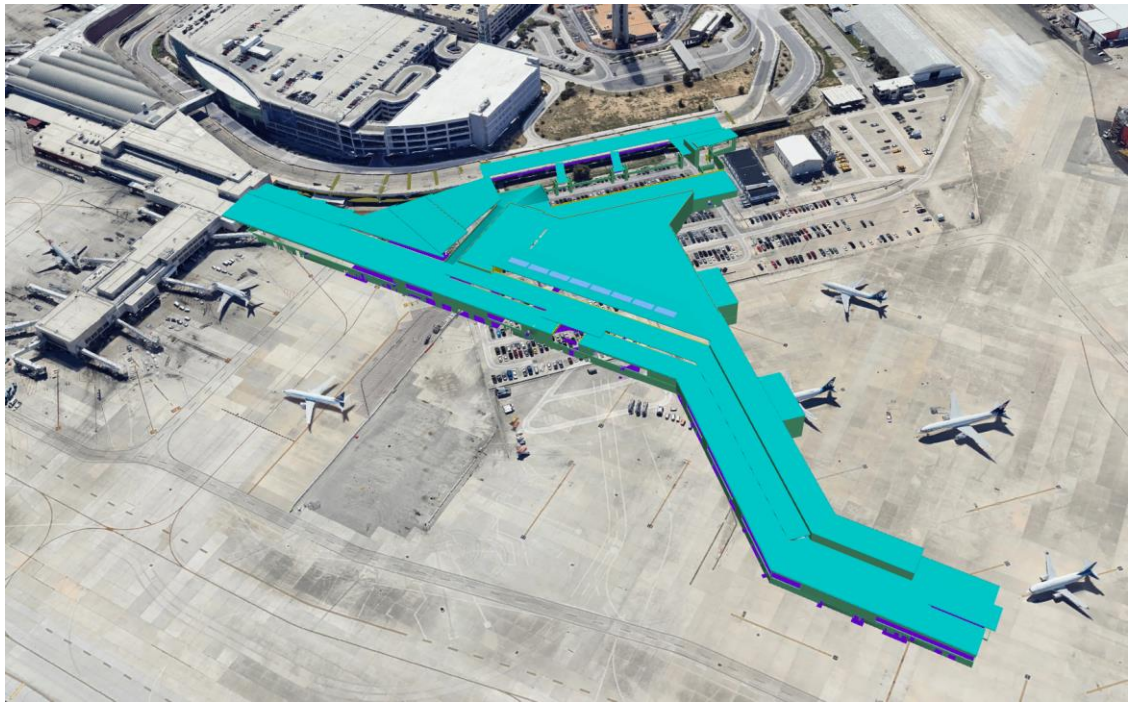




All Images Sourced From: *Google Street View*

Photos–Existing Vehicle & Existing RON Parking

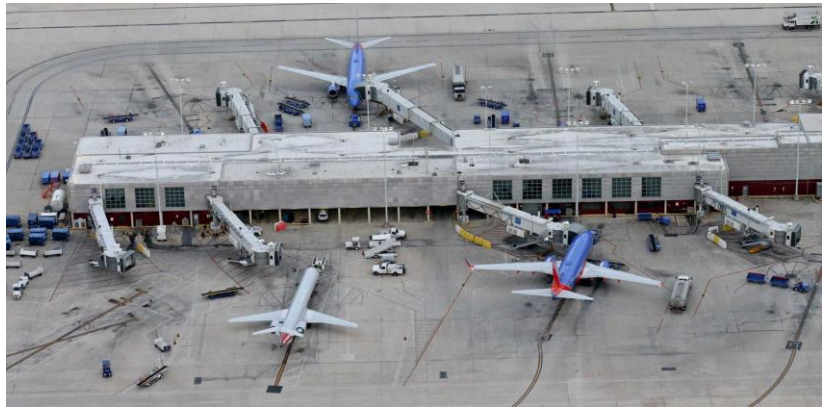




Source: *Google Earth / Model From: Corgan*

Photos – Terminal A and B

Terminal A



Source: *San Antonio Express-News*

Source: *KENS 5*

Source: *Corgan*

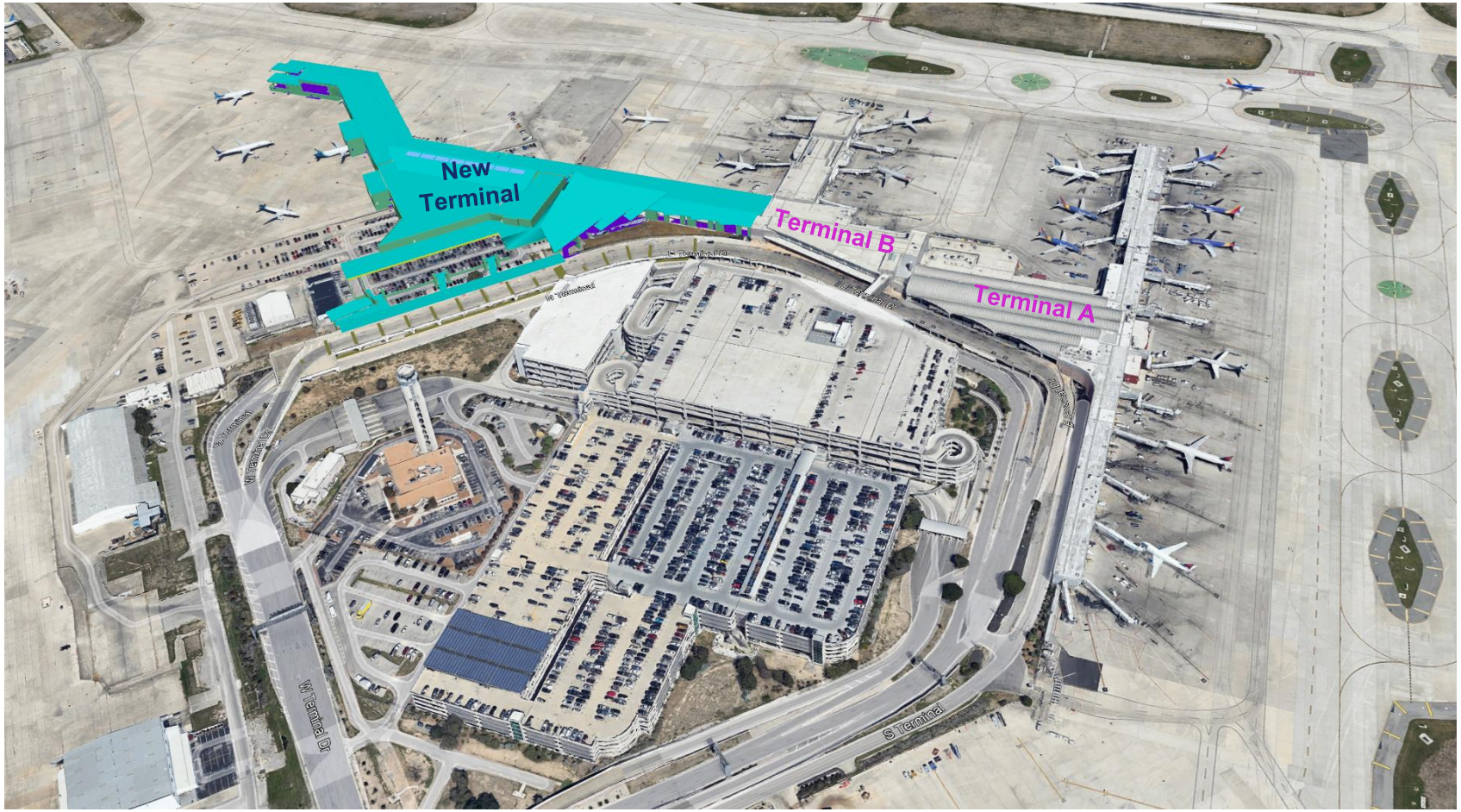
Terminal B

Source: *Google Earth*

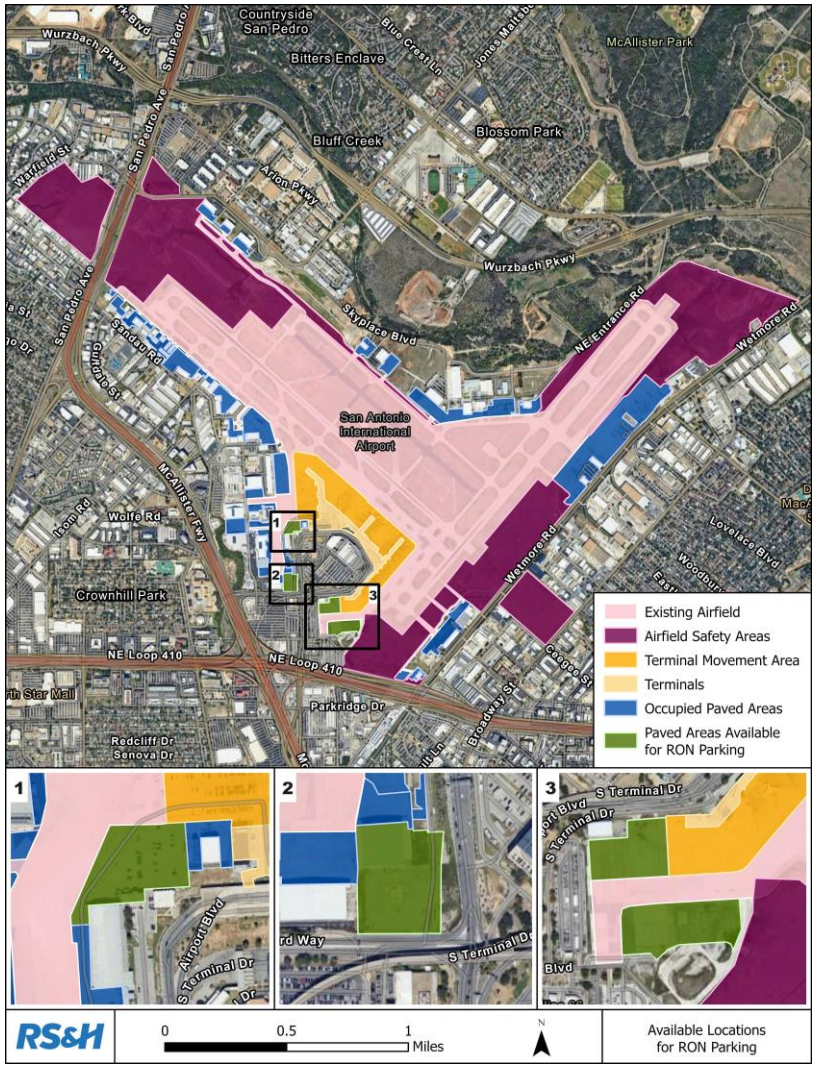
Source: *Google Earth*

Source: *Corgan*

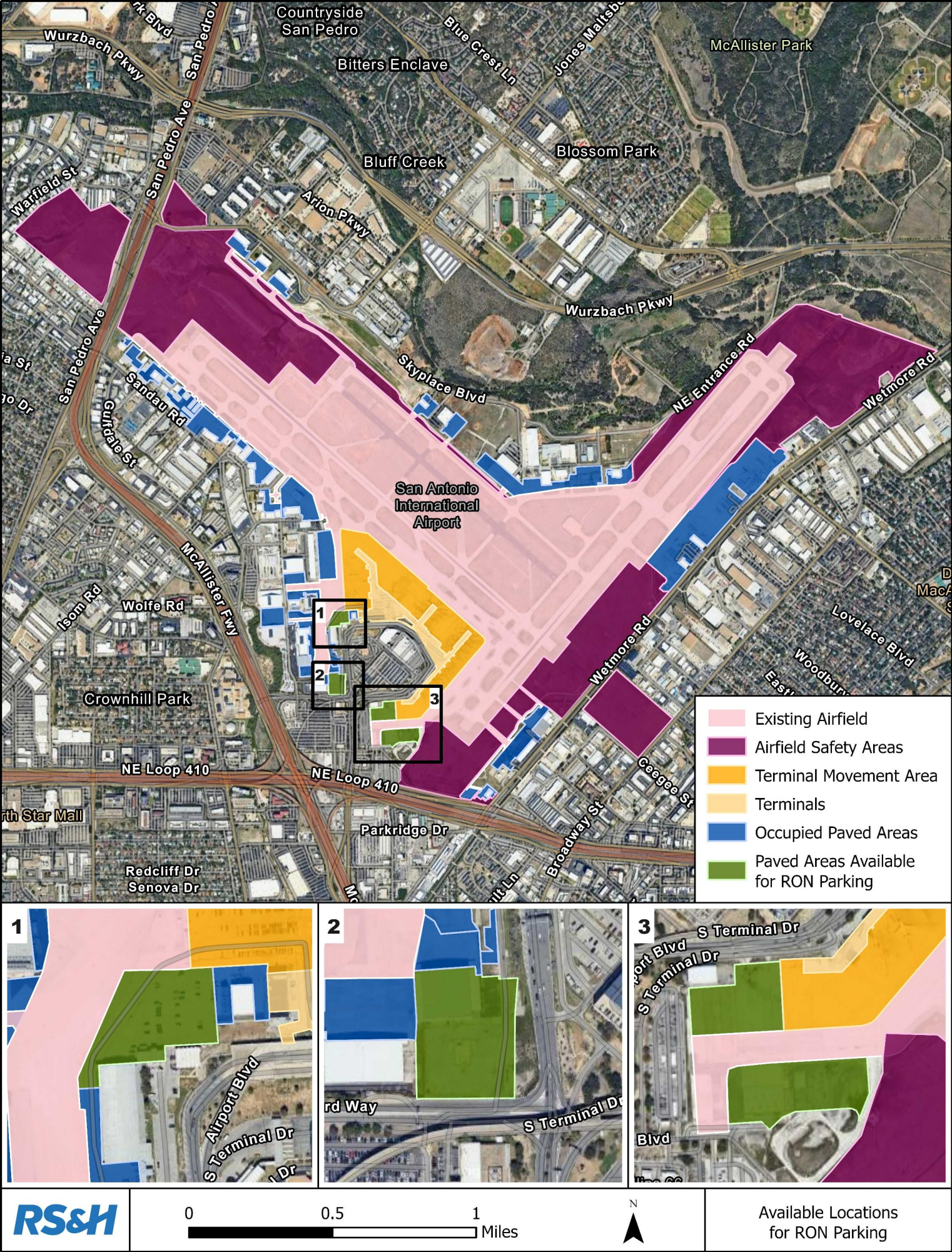
Terminal A and B + New Terminal



Remain Overnight (RON) Parking



- The paved areas for Remain Overnight (RON) aircraft parking are best located close to the terminals and the terminal movement areas, which are shown in yellow and gold, respectively, to allow for the efficient towing of aircraft to and from the gates.
- The majority of the pavement at SAT, shown in pink and purple, is dedicated to airfield use and the associated safety areas and dedicated RON aircraft parking would not be allowed per Federal Aviation Administration regulations.
- The paved areas shown in blue are already occupied by other aviation and aircraft-related uses.
- Additionally, use of any paved areas to the north and west would require towing aircraft across active runways, which is a safety issue, would not provide efficient access to the terminals, and would negatively affect the efficiency of the operation of the airfield. It also leads to increased congestion as runway usage would stop while slow moving aircraft are towed across. This location places the RONs too far away for timely towing the aircraft into place to use their departure slot.
- The paved areas available for RON parking shown in green to the north and south of the terminals and terminal movement areas are the only areas that provide efficient RON aircraft parking.

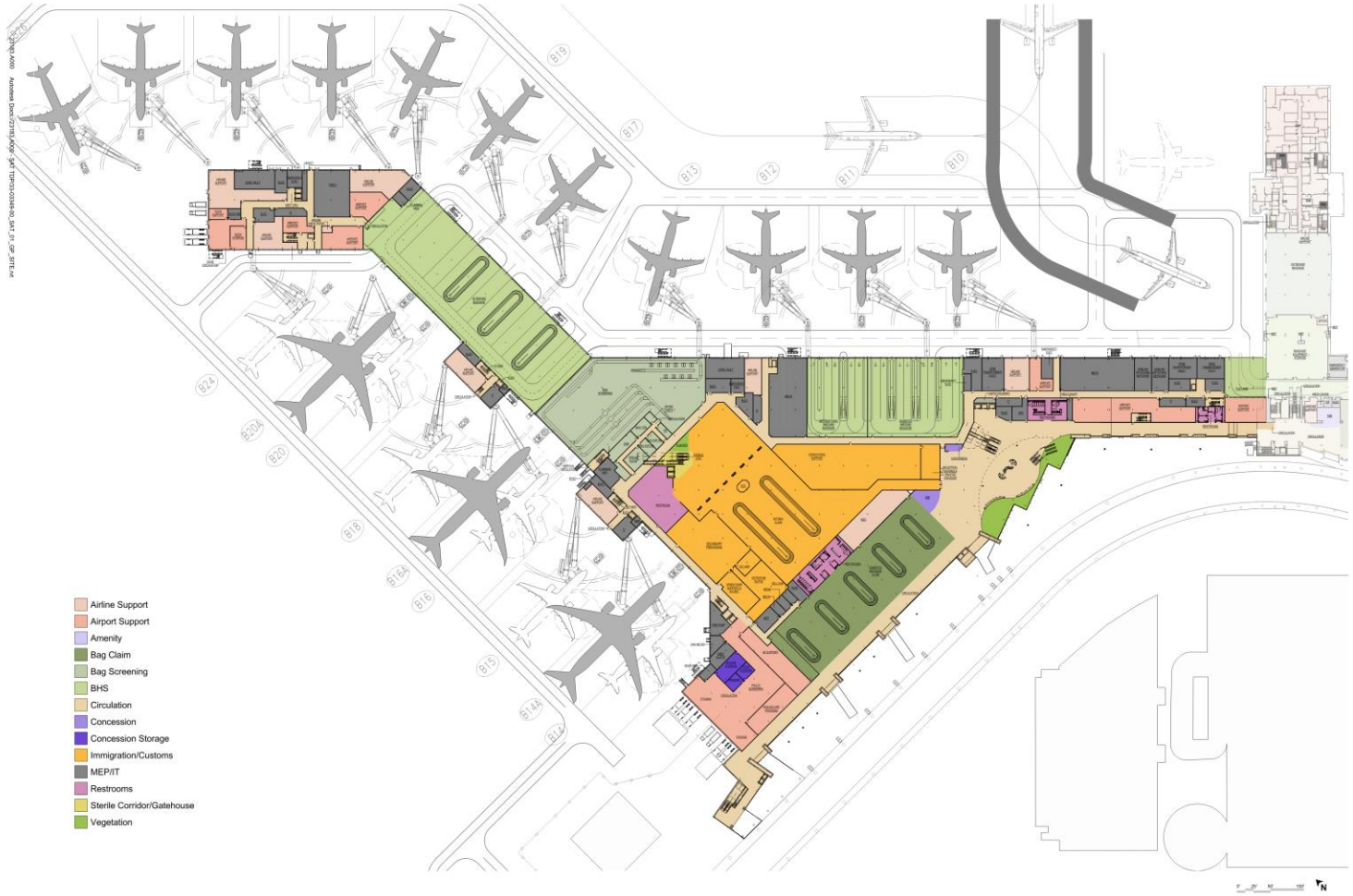

Countryside San Pedro
Wurzbach Pkwy
Bitters Enclave
Blue Crest Ln
Jones Maltsb
McAllister Park
San Pedro Ave
Bluff Creek
Blossom Park
Warfield St
Arion Pkwy
Wurzbach Pkwy
Skyplace Blvd
NE Entrance Rd
Wetmore Rd
Sandau Rd
Guilfdale St
San Antonio International Airport
McAllister Fwy
Isom Rd
Wolfe Rd
Lovelace Blvd
Crownhill Park
NE Loop 410
Parkridge Dr
Broadway St
Ceegee St
Redcliff Dr
Senova Dr
1
2
3
Existing Airfield
Airfield Safety Areas
Terminal Movement Area
Terminals
Occupied Paved Areas
Paved Areas Available for RON Parking
Airport Blvd
S Terminal Dr
Blvd
0
0.5
1
Miles
N
Available Locations for RON Parking

Appendix B

TDP Conceptual Development and Architectural Drawings

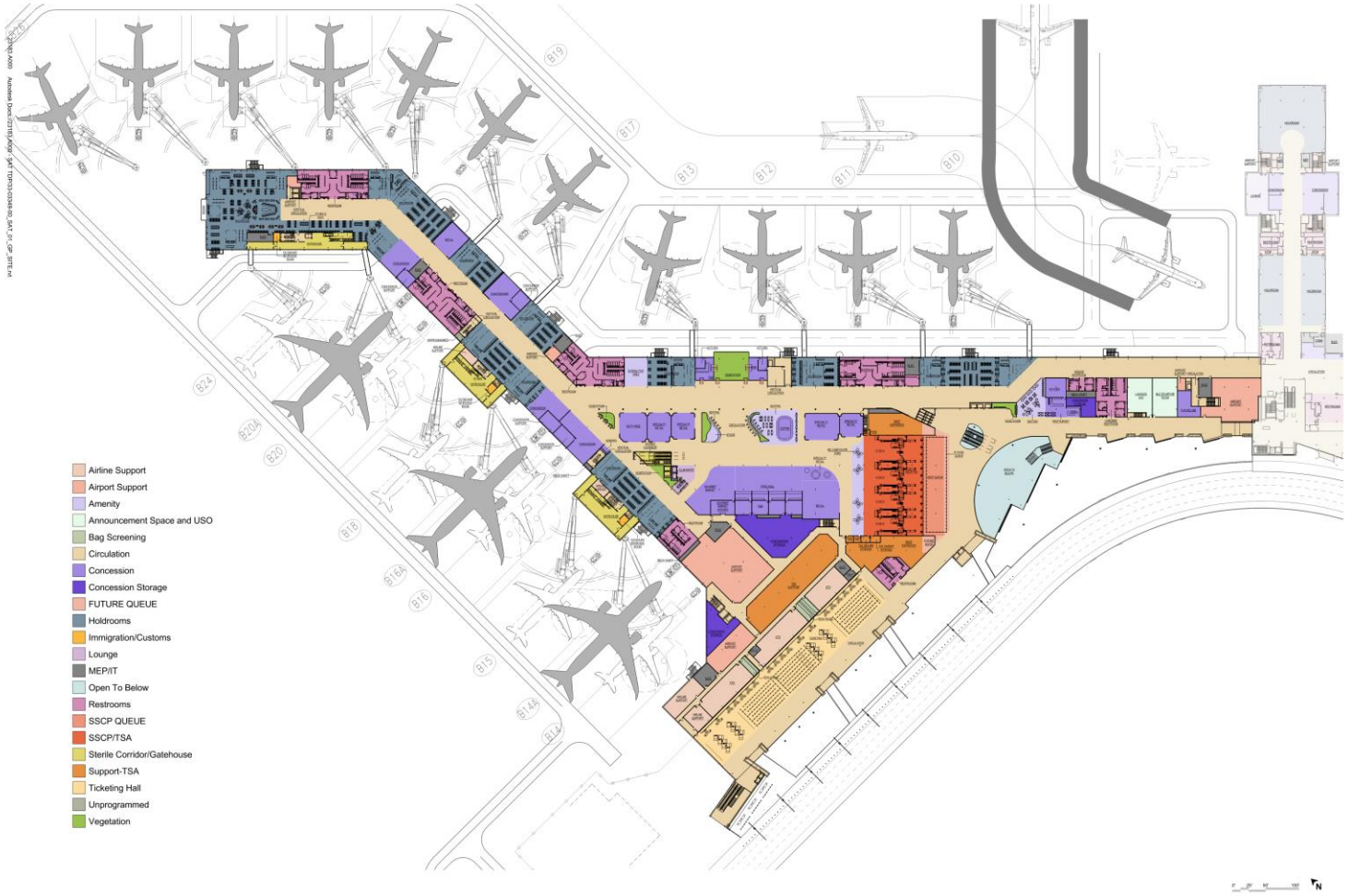
Conceptual Floor Plans

Level 1 - Arrivals



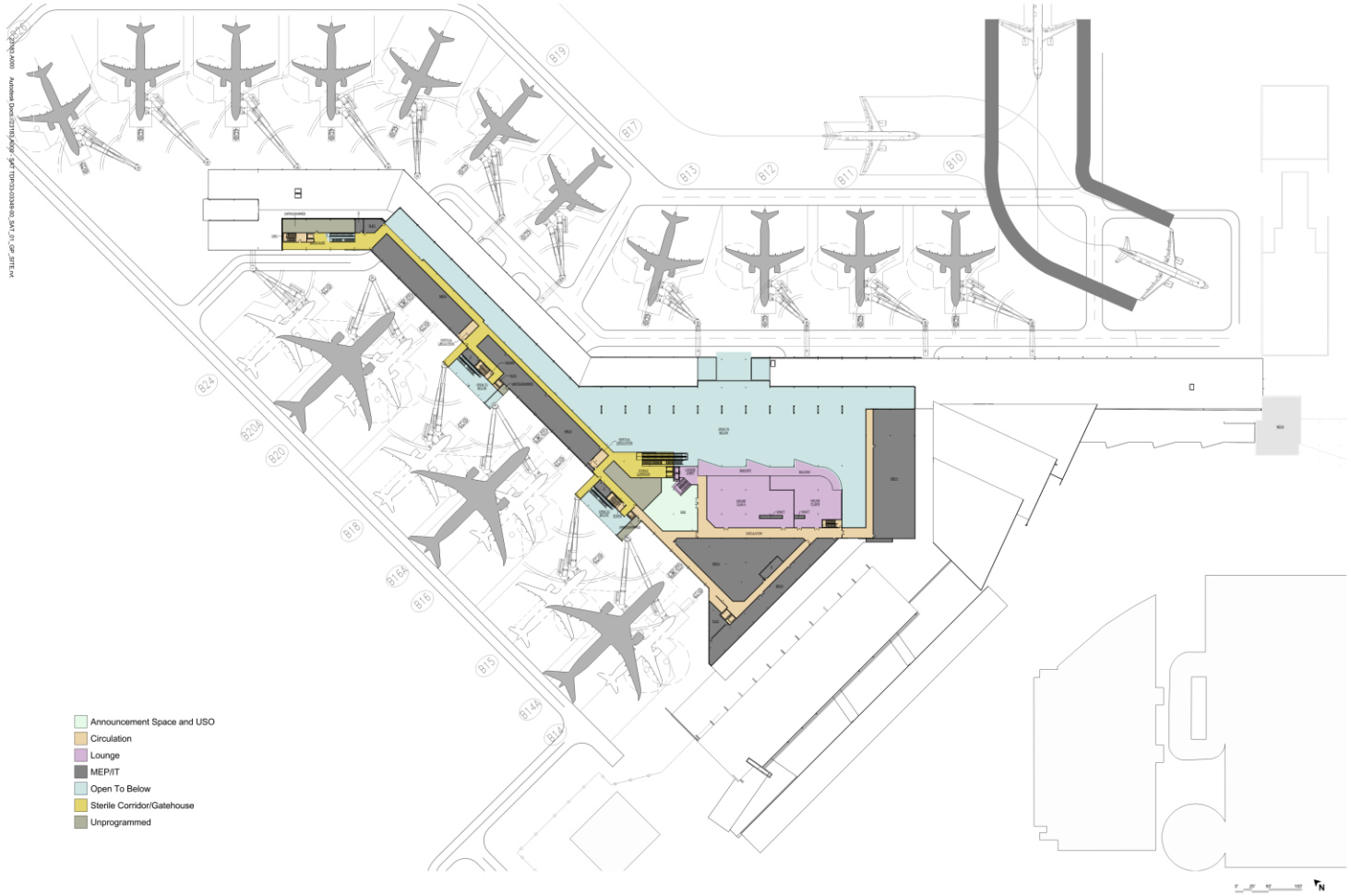
Conceptual Floor Plans

Level 2 - Departures

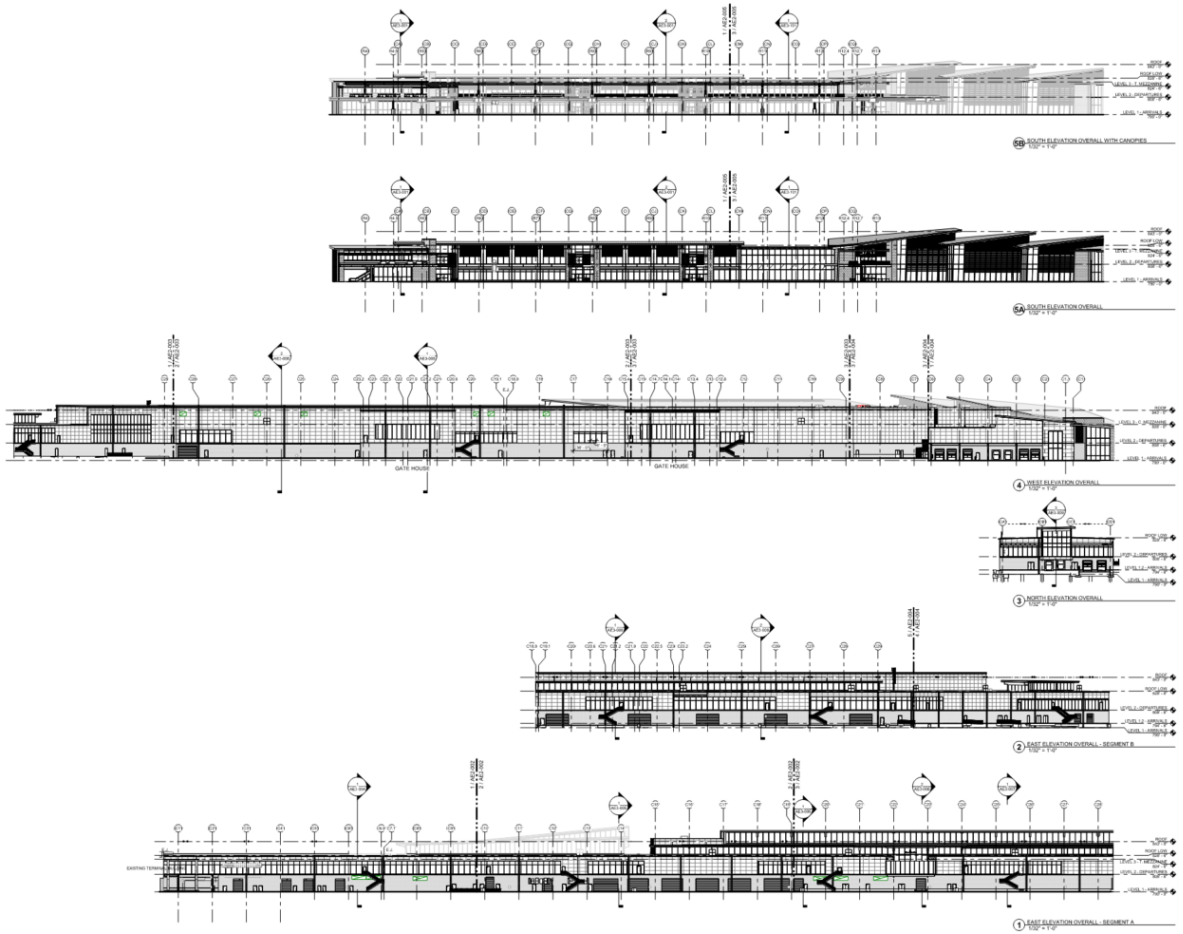


Conceptual Floor Plans

Level 3 - Mezzanine



Conceptual Elevations



South Elevation Overall (With Canopies)

South Elevation Overall

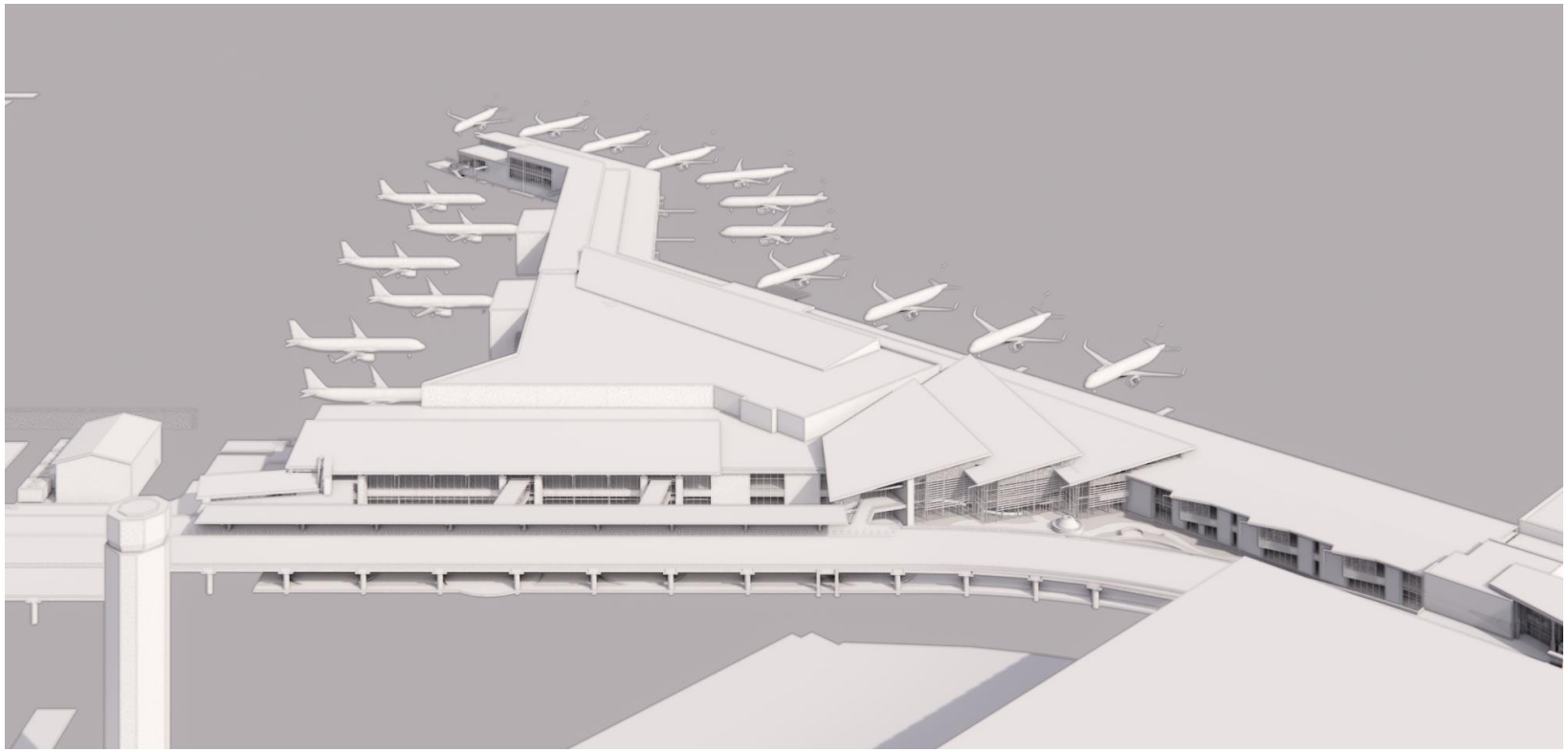
West Elevation Overall

North Elevation Overall

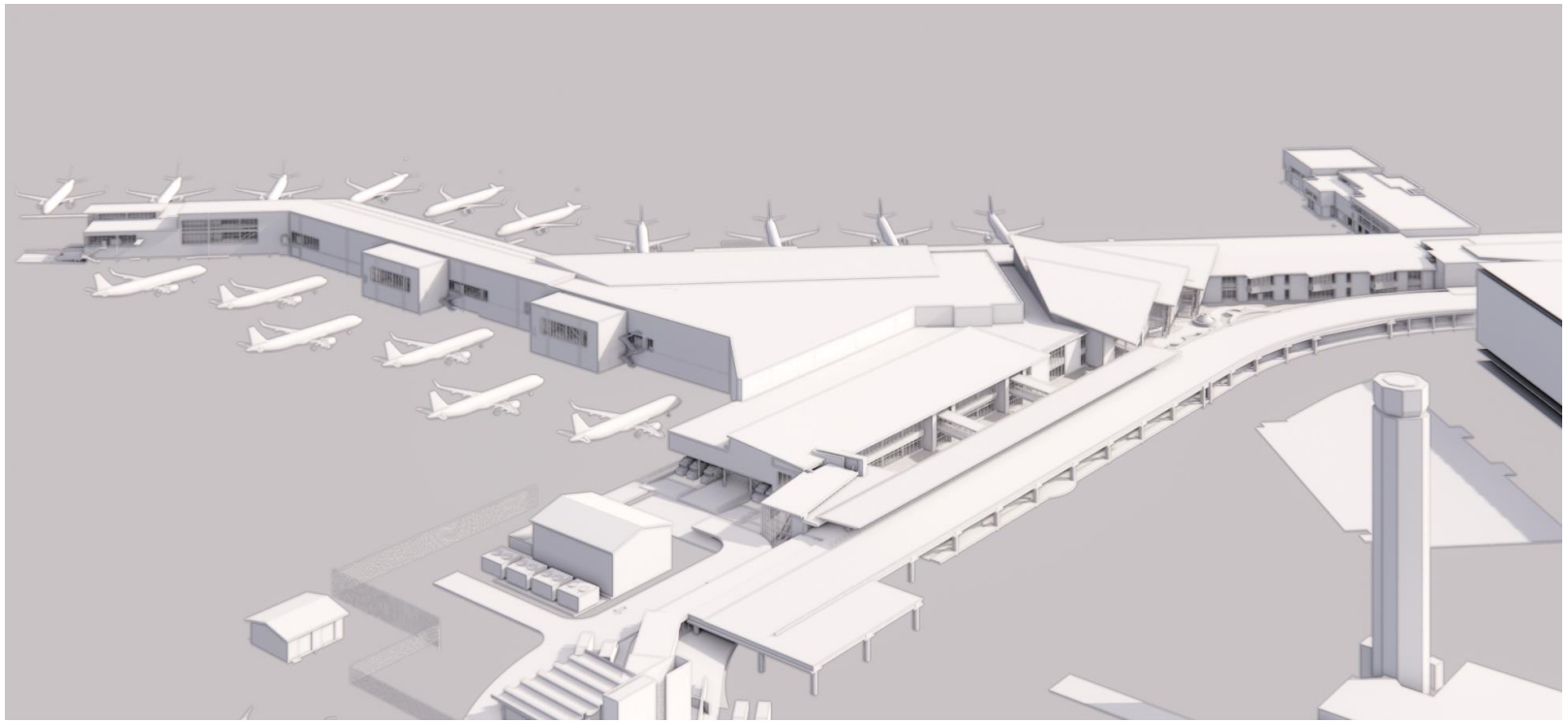
East Elevation Overall – Segment B

East Elevation Overall – Segment A

Exterior Materials: South Perspective



Exterior Materials: SW Perspective



Site Fencing

Aircraft Operations Area (AOA)
High Security Fence Options

Ameristar – Impasse II & WireWorks Anti-Climb

Appendix C

FAA Section 106 Consultation Documents for TDP Proposed Project

SAT Historic Survey

Attachment A

SAT Historic Survey Report

By:

AmaTerra Environmental, Inc.
December 2023

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
October 25, 2022
Surveyed by Cherise Bell and Erica Koteras

Resource No.	D-1	Address:	Building 1322, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	1963	References:	S.A. Express News articles, The Johnson Partnership 2007, www.DAHP.wa.gov
NRHP Eligibility:	Eligible under Criterion A representing the first development phase of the San Antonio International Airport, the rise of private aviation travel, and the need of terminals and hangars for private pilots and travelers. Eligible under Criterion C as a rare example of master architect Clarence W. Mayhew's design aesthetic applying the New Formalism and Googie style to a commercial building.		

Description: The Business Aircraft Corporation (BAC) Terminal cost $250,000 to build in 1965 (Express News 1965: 6B). San Francisco architect Clarence W. Mayhew designed the building (Ashburn 1963). A news article announcing the opening states it was a modern design, with generous use of marble on the interior and exterior. The upright pillars were precast and supported a vaulted reinforced concrete roof. A glass wall, the entire length of the building, face the runway (Express 1965: 6B). The remaining exterior walls and some interior walls use the travertine marble from Steen's New Mexico quarry. Steen wanted to use the building as a showcase to market his marble nationally (Ashford 1963). General contractor was Forgy Construction Company. The new article recording the groundbreaking ceremony stated the building was designed to be a "focal point for Howard Aero's executive aircraft operations" (San Antonio Light 1963: 5-B).

Building 1322 is an excellent example of the New Formalism style with Googie style influence. The curved accordion roof exploits the plastic-like quality of concrete and extends beyond the columns providing shading. The "Y" shaped columns are symmetrically placed allowing the roof to cover a single volume of space. The walls are set back from the columns. Innovative use of the Googie style is evident in the tile and glass pagoda at the northeast corner and the curved roof. The building is unique as small-scale commercial buildings in the New Formalism style are not common (Michelson).

Clarence W. Mayhew studied architecture at the Ecole des Beaux Arts, Paris, France from 1923-1925 then returned to the U.S. to study architecture at University of California Berkeley (Fahey 2009). Upon graduating he worked for the firm of Miller and Pflueger. Around 1935 he went into private practice. He is best known for designing high-end residential buildings in the 1940s and 1950s, especially the Alumni House on the Berkeley campus and a Manor house in Orinda, California. He designed the Charles Steen Mansion in Reno, Nevada (The Johnson Partnership 2007: 11, 12).

Camera direction: northeast

Resource No.	D-1	Address:	Building 1322, 9611 Terminal Dr

Camera direction: northwest

Camera direction: east

Resource No.	D-1	Address:	Building 1322, 9611 Terminal Dr

Camera direction: southeast

Camera direction: west, plaque on interior wall of lobby

Resource No.	D-1	Address:	Building 1322, 9611 Terminal Dr

Camera direction: southwest

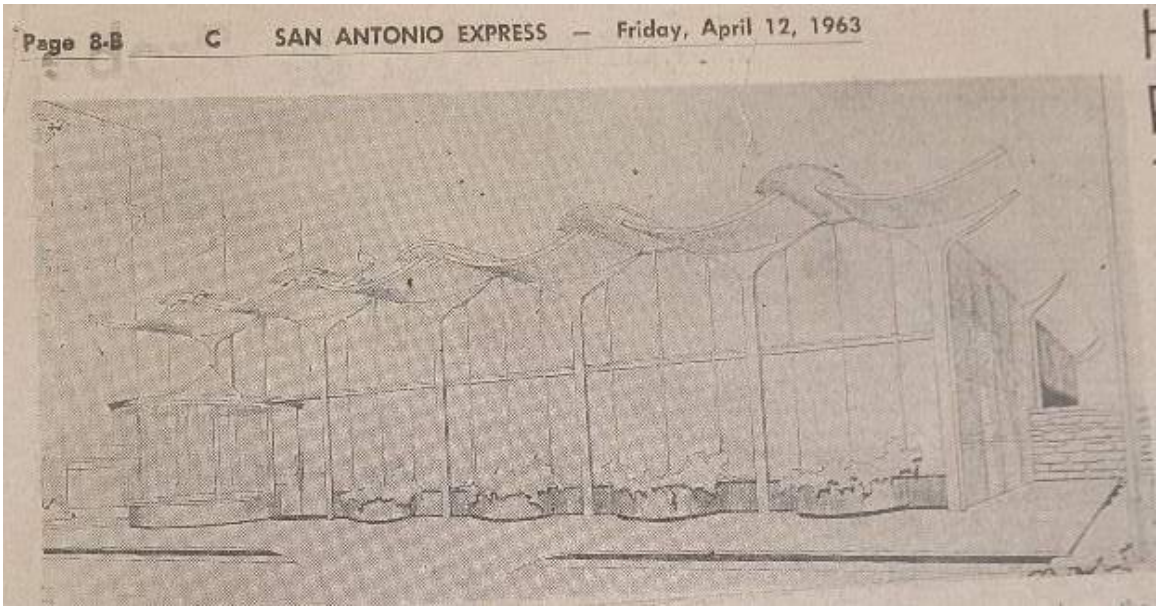


Image of Mayhew's drawing in newspaper (Ashford 1963)

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
October 25, 2022
Surveyed by Cherise Bell and Erica Koteras

Resource No.	D-2	Address:	1316, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	1950	References:	NETROnline, Gunstream 1950
NRHP Eligibility:	Eligible under Criterion A: represents the first development phase of the San Antonio International Airport, the rise of private aviation travel, and the need of terminals and hangars for private pilots and travelers.		

Description: Building 1316, Hangar 4, is a barreled roof, steel framed hangar with corrugated metal siding and roof constructed in 1950. One-story, corrugated metal shed roof additions flank both the east and west facades. The north and south facades have outrigger sliding hangar doors. Windows are metal framed and vary in configuration with many painted over. A portion of the east façade addition has been upgraded with stucco siding and fixed, picture windows. Seams show small patches indicating replacement of original corrugated metal with similar material. A review of aerial photographs shows the word "Beechcraft" on the roof in 1955, not visible in 1966 or 1973, visible in 1983, and not visible from 1986 and thereafter (www.historicaerials.com).

Buildings 1316 and 1320 were constructed in 1950 by a private company, Alamo Aviation Inc., for small private planes. The two buildings were constructed during the period of significance (1941-1968) and represent the first development phase of the SAIA, the rise of private aviation travel, and the need of terminals and hangars for private pilots and travelers. It is estimated that Buildings 1316 and 1320, plus Building 1322, are three of four remaining buildings from the first phase of construction of commercial aviation at the SAIA (SAAS 2022). Buildings 1316 and 1320 are recommended eligible under Criterion A representing the first development phase of the SAIA, the rise of private aviation travel, and the need of terminals and hangars for private pilots and planes,

Camera direction: northeast

Resource No.	D-2	Address:	Building 1316, 9611 Terminal Dr

Camera direction: southeast

Camera direction: northwest

Resource No.	D-2	Address:	Building 1316, 9611 Terminal Dr

Camera direction: southwest

Camera direction: northwest

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
October 25, 2022
Surveyed by Cherise Bell and Erica Koteras

Resource No.	D-3	Address:	Building 1320, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	1950	References:	NETROnline, Gunstream 1950
NRHP Eligibility:	Eligible under Criterion A representing the first development phase of the San Antonio International Airport, the rise of private aviation travel, and the need of terminals and hangars for private pilots and travelers.		

Description: Building 1320, constructed in 1950, is a two-story concrete structure with a suspended concrete floor system, concrete columns, and concrete flat slabs for the second floor and roof (MASA 2003). Exterior walls are stucco with accents of permastone, including an integrated plant box at the main entrance. A concrete marquee wall extends beyond the roof on the east facade. The awning windows have metal-frames and a horizontal emphasis. The International Style is evident in the stucco walls, the marquee wall, the flat eaves of the first floor and roof, and the integrated plant box. The northeast corner has picture windows in both corners to allow a 180-degree view of the tarmac.

Buildings 1316 and 1320 were constructed in 1950 by a private company, Alamo Aviation Inc., for small private planes. The two buildings were constructed during the period of significance (1941-1968) and represent the first development phase of the SAIA, the rise of private aviation travel, and the need of terminals and hangars for private pilots and travelers. It is estimated that Buildings 1316 and 1320, plus Building 1322, are three of four remaining buildings from the first phase of construction of commercial aviation at the SAIA (SAAS 2022). Buildings 1316 and 1320 are recommended eligible under Criterion A representing the first development phase of the SAIA, the rise of private aviation travel, and the need of terminals and hangars for private pilots and planes,

Camera direction: northwest

Resource No.	D-3	Address:	Building 1320, 9611 Terminal Dr

Camera direction: southwest

Camera direction: southeast

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
October 25, 2022
Surveyed by Cherise Bell and Erica Koteras

Resource No.	D-4	Address:	Building 1312, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	C. 1983	References:	NETROnline, Google Earth
NRHP Eligibility:	Not Eligible: Not significant under Criteria A, B, or C		

Description: This hangar has a corrugated metal gable roof and siding. The sliding hangar door has eight panels supported by an A-frame outrigger. It has two fixed metal doors and six metal-framed windows on the east façade and a metal door on the west facade. There are shed-roof additions on the west and east facades. A small hangar was removed from the west façade between 2006 and 2008. The hangar lacks integrity of material, design, and workmanship. The hangar does not meet the minimum threshold of 50 years and does not display exceptional significance under Criteria Consideration G.

Camera direction: southwest

Resource No.	D-4	Address:	Building 1312, 9611 Terminal Dr

Camera direction: northeast

Camera direction: northwest

Resource No.	D-4	Address:	Building 1312, 9611 Terminal Dr

Camera direction: southwest

Image oriented north showing smaller hangar on West facade (NETROnline 1983)

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
December 2023
Surveyed by Cherise Bell

Resource No.	D-5	Address:	Building 1039, 457 Sandau Road
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	C. 1978	References:	NETROnline, Google Earth
NRHP Eligibility:	Not Eligible: Not significant under Criteria A, B, or C		

Description: Resource D-5 is a single-story, flat roof commercial office building, clad in stucco. The front façade has eight narrow, vertical windows with metal framing. Cubic forms extend from the roof line over the windows. The glass entry door is recessed. A large, gable roof metal building (c. 1996) is attached on the rear elevation by with a small, enclosed walkway. Although intact, the building has no distinctive style or innovative features, and the building does not rise to the level of significance necessary for inclusion in the NRHP and therefore is recommended not eligible.

Camera direction: southwest

Resource No.	D-5	Address:	Building 1039, 457 Sandau Road

Camera direction: southwest

Image oriented north showing attached (c. 1996) metal warehouse (Google Earth Pro 4/2022).

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
December 2023
Surveyed by Cherise Bell

Resource No.	D-6	Address:	Building 1290, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	C. 1974	References:	NETROnline, Google Earth
NRHP Eligibility:	Not Eligible: Lacks integrity of material, design, workmanship, and setting.		

Description: Single story brick and metal building of no particular style constructed between 1973 and 1983 in a rectangular plan. The building is clad in beige brick and metal siding. The front entrance, on the east façade has a flat-roof metal canopy and a horizontal band of metal-framed windows. A single glass door with full length sidelight is on the south façade. A two-story height addition on the west façade, circa 1995, is clad in brick. There are no windows as the addition contains equipment for flight safety simulation. The addition has metal pedestrian door and a metal roll-up oversized garage door. By 2002 a small patio with a flat metal roof was added to the north elevation. A two-story addition, circa 2004, to the southwest corner is clad in brick, concrete, and metal, and has one set of metal-framed, coupled windows. The nearby fly over from US 281 to the terminal added in 2004 changed the integrity of setting. The additions changed integrity of material, design, workmanship, and setting. Based on the additions, loss of integrity, and lack of any identifiable design style BLDG 1290 is recommended not eligible for the NRHP.

Camera direction: northwest

Resource No.	D-6	Address:	Building 1290, 9611 Terminal Dr

Camera direction: southeast with overpass visible at top of photo

Camera direction: northeast

Resource No.	D-6	Address:	Building 1312, 9611 Terminal Dr

Image oriented north showing current building footprint (Google Earth Pro 2023)

Image oriented north showing original building footprint (NETROnline 1983)

San Antonio International Airport
Historic Resources Survey (cut-off date 1979)
December 2023
Surveyed by Cherise Bell

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr
Resource Type:	Building	Function/Use:	Transportation/air-related
Estimated Year built:	C. 1984	References:	NETROnline, Google Earth,
NRHP Eligibility:	Not Eligible: due to loss of integrity of materials, design, workmanship, setting, and feeling.		

Description: Terminal A was opened in 1984 as Terminal 1 and is a restrained example of the Postmodernism style with the geometric shape of round tubes as inspiration. A series of metal barrel roofs sit on a metal truss system that allows for a clerestory at the eave lines. The main barrel ceiling is 50-ft high and 500-ft long. Skylights in the roof and the clerestory allow for illumination by natural light and the reduction of energy use. The front facade on the upper road is composed of three, barrel roofs that have been truncated at a severe angle to denote the departing passenger entrance. Traffic and passenger flow resulted in the design of an upper and lower roadways at the terminal to facilitate drop-off and pick-up of passengers plus construction of an underground tunnel between the three-story parking garage and the terminal (Burr 1984: 1B). Terminal A received eight awards: an AIA award from the South Atlantic Regional Council and Georgia Chapter plus a regional award for the interior lighting from The Illuminating Engineering Society of North America to name a few (Progressive Architecture 1985, Burr 1984: 1B).

When constructed Terminal A was separate and distinct from the existing "banjo-style" terminal by 100 yards of concrete apron. In the 1990s the city added square footage to the concourses by adding exterior walls to infill the nooks of the original design and covered the exterior in metal siding squares to match the existing material. In 2010, the new Terminal B was attached to the northwest elevation. Both Terminal A and B have exterior walls of "pink granite" CMU. The size and pattern of the CMU vary greatly and is evident where the buildings connect. The walls of the southwest corner of Terminal A were removed then replaced by a recessed wall using the pattern of Terminal B and creating an inset curbside check-in thus changing the material, design, feeling, and association of this elevation. Additions were added to the north elevation that faces the tarmac. The proposed second-story pedestrian walkway would be above the additions.

Texas architect James "Jim" Foster (Marmon Mok Partnership) is credited as the master planner and architect along with his partners Steve Souter and Bill Hays. The terminal was designed and constructed by Heery & Heery, the Marmon Mok Partnership, W. E. Simpson Company, and Day & Zimmerman Construction Managers (Rosenblum 1985: 19). Foster graduated from Texas A&M in 1969 with a master's in architecture. He started at Marmon Mok in 1972 and became a partner in 1977. The American Institute of Architects (AIA) named him a Fellow in 1990 (ArchOne 2009: Class Acts). Desktop research did not find any additional projects associated with Foster.

The construction of airports and airplane terminals has been an ongoing event throughout the United States due to the innovation and increased sizes of aircraft, the increase in cargo aircraft traffic, and the changes in technology and security measures. San Antonio's response to these factors is not exceptional nor exemplary and therefore Terminal A is recommended not eligible under Criteria A or B. Terminal A underwent a multi-million-dollar interior renovation in 2014. The removal of some of the recessed nooks, the rear addition, and the connection to Terminal B removes integrity of materials, design, workmanship, setting, and feeling under Criterion C.

Criteria Consideration G states a resource under 50 years of age must of "exceptional importance." Due to its award-winning design the terminal was significant at the time of construction, but the alterations have impacted the building's architectural integrity to the degree that it no longer coveys that significance. The building does not rise to the level of exceptional significance required under Criteria Consideration G.

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr

Camera direction east showing connections to Terminal B.

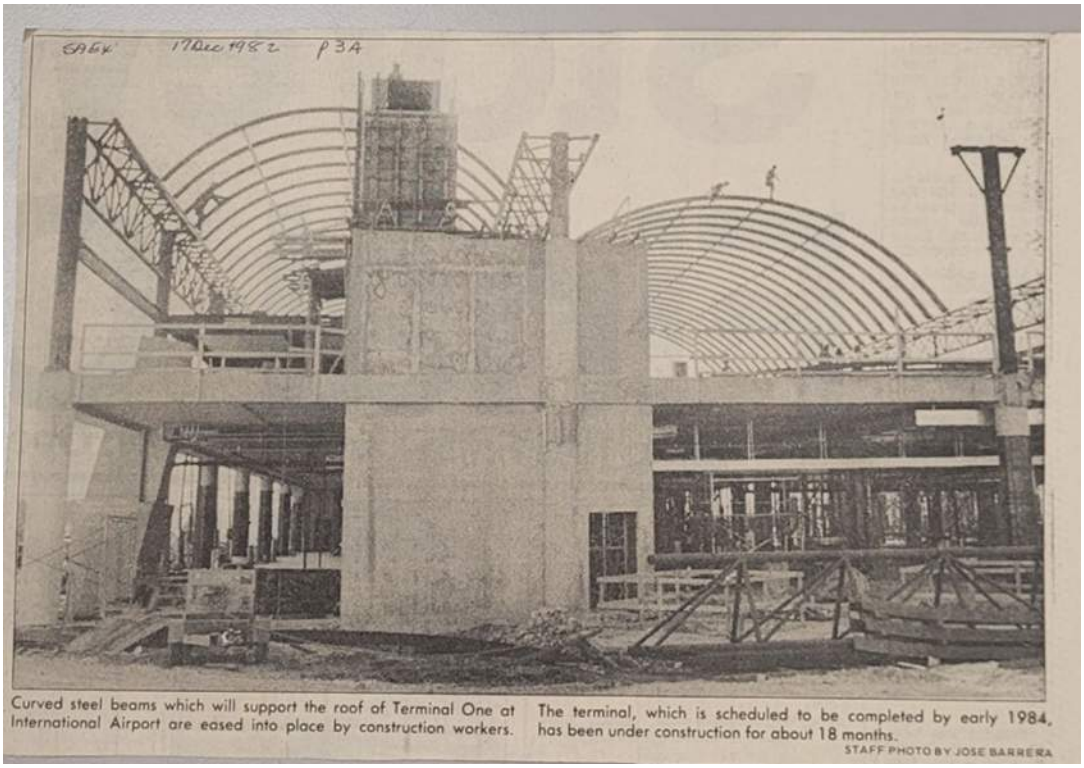
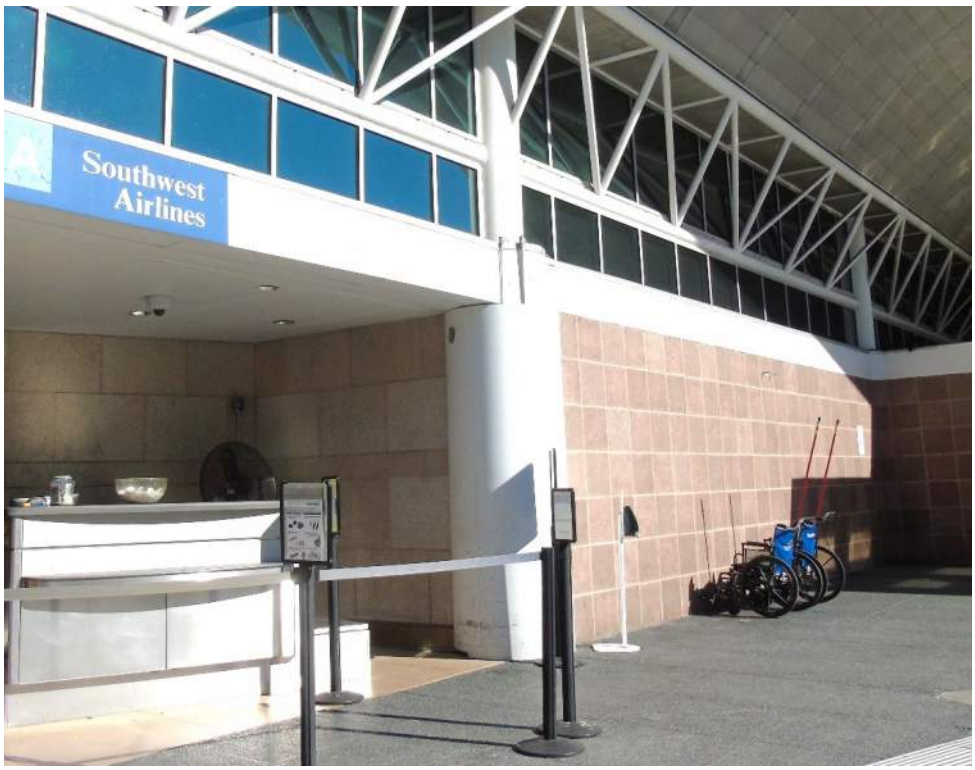


Image showing construction of Terminal A (Barrera 1983)

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr

Camera direction east showing removal of original wall for curbside check-in and Terminal B connection.



Camera direction northeast showing detail of integration of Terminal B CMU scale and pattern at Terminal A.

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr

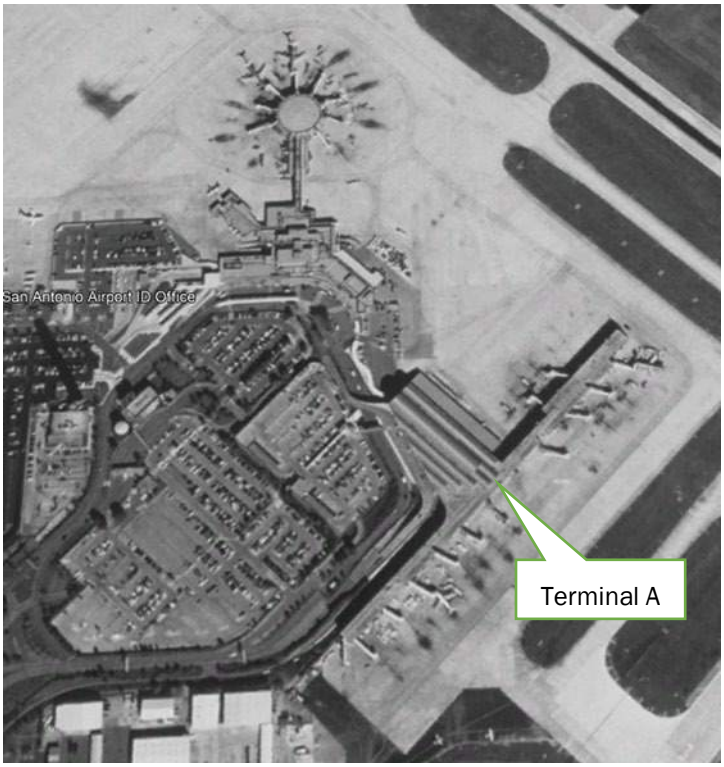


Image oriented north shows “banjo terminal” separate from Terminal A (Google Earth Pro 1995).

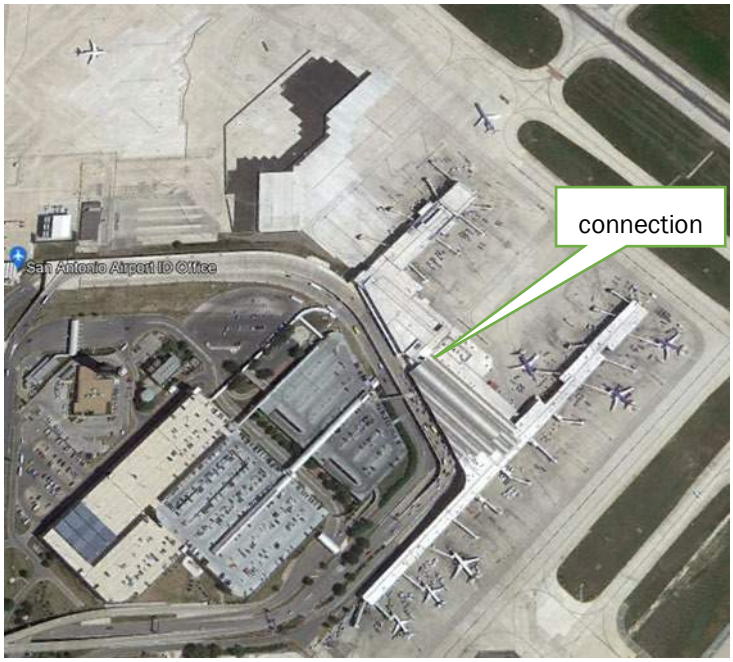
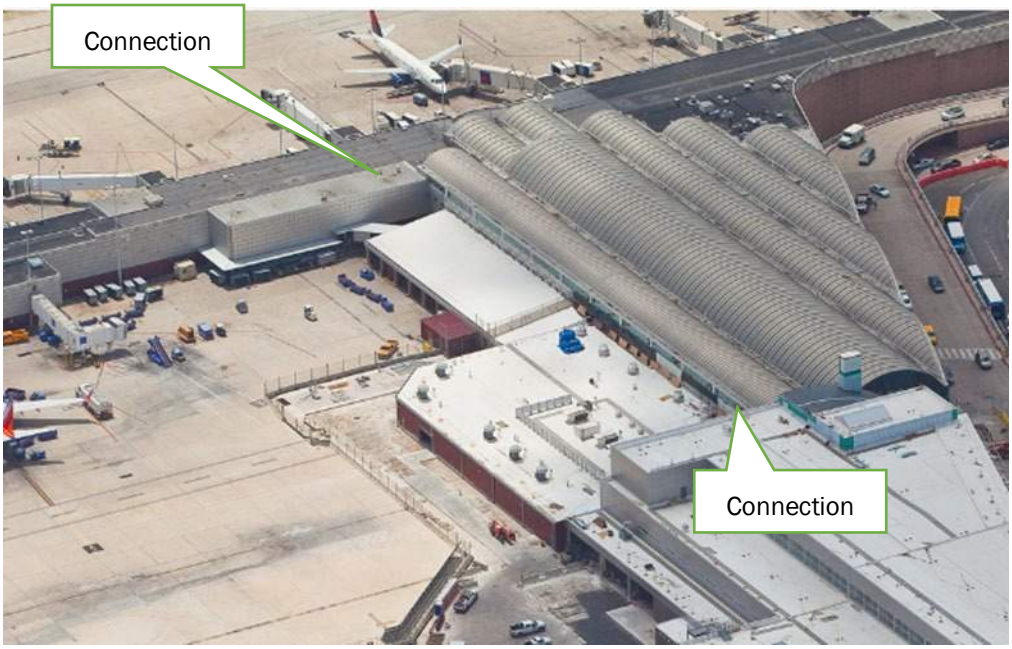


Image oriented north shows Terminal B attached to Terminal A (Google Earth Pro 2012).

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr

Image oriented north showing dates of changes to Terminal A (RS&H 2023).



Camera direction south showing additions and proposed connection (SAAS photo taken 7/2010).

Resource No.	T-2	Address:	Terminal A, 9611 Terminal Dr

Camera direction south showing additions and proposed area for Terminal A and B walkway connection.

Camera direction west showing additions and proposed area for Terminal A walkway connection.

Attachment B

Peer Review

By:

LSA
January 19, 2024

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: January 19, 2024

TO: Jon Erion, RS&H

FROM: Casey Tibbet, M.A., Historian/Architectural Historian

SUBJECT: Peer Review of Historic Resources Survey for the Proposed New Terminal at San Antonio International Airport, City of San Antonio, Bexar County, Texas (LSA Project Number 20241470)

LSA Associates, Inc. (LSA) under contract to RS&H, conducted a peer review of Historic Resources Survey for the Proposed New Terminal at San Antonio International Airport, City of San Antonio, Bexar County, Texas (Survey). The Survey was prepared in December 2023 by AmaTerra Environmental to comply with federal regulations for the preservation of historic properties as mandated by the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 (36 Code of Federal Regulations [CFR] 800) and the National Environmental Policy Act (NEPA). The Survey recommended that three buildings in the undertaking's Area of Potential Effects (APE) are individually eligible for listing in the National Register of Historic Places (National Register). Since all three are proposed for demolition, the Survey also recommended a finding of adverse effect for the proposed undertaking.

LSA was asked to review the Survey for compliance with Section 106 of the NHPA, NEPA, and standard best practices, such as adherence to the guidance provided in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*. LSA's review does not include independent research, field surveys, or evaluations of the resources. The purpose of this review is to identify weaknesses in the Survey that could make the document or its recommendations and conclusions vulnerable to regulatory challenges.

Based on our review, the Survey does not fully comply with the requirements of Section 106 or provide strong arguments for the evaluations of significance. LSA recommends revising the Survey to include additional context information to support the evaluations under Criteria A and C and to include evaluations under Criterion D. The Survey must address these issues to fully comply with Section 106 and best practices. We also recommend that our other comments (see attached Comment Matrix) be addressed to improve the overall content and quality of the document.

Attachment: Comment Matrix

COMMENTS MATRIX

Page(s)	Heading	LSA Comment
Historic Resources Survey for the Proposed New Terminal at San Antonio International Airport (December 2023)		
All		The report would benefit from a careful proofreading to correct typos, grammatical errors, run-on sentences, missing words, and consistency issues (e.g. dates, citation format, and the use of acronyms). Also, Secretary of the Interior, Secretary of Interior's guidelines, National Park Service, and the Code of Federal Regulations all seem to be used interchangeably, which is a bit confusing. In general, these types of issues are only called out in the comments below when they make a difference in the information being conveyed. Several of the comments below recommend changes that are not necessarily substantive, but would improve the clarity of the report and, thereby, make it easier for the reader to understand.
2	Abstract	First paragraph: Suggest changing "historic-age" to "historic-age (pre-1979)". Next to last line: Recommend changing "the project boundaries" to "the project Area of Potential Effects (APE)" to be consistent with the regulatory language.
3 and 4	Project Summary	Figure 1: Since the text referencing this figure is talking about the SAIA as a whole, recommend revising the figure to include a boundary for the SAIA as a whole, a legend, the project footprint/APE, and enlarging the figure to make it more legible. Page 4, first paragraph: It is unclear what is meant by "the property boundary is the entire airport." Does that relate to the address or the project?
7	Area of Potential Effects	For regulatory compliance, this paragraph should include a statement about direct and indirect effects and why the project footprints are adequate boundaries for the APE. Is there no potential for indirect effects outside the footprints? If so, briefly explain why.

Page(s)	Heading	LSA Comment
		This paragraph should reference Figure 1, rather than Figure 2.
8	Figure 2	This figure is misnumbered. Consider enlarging this figure to make it easier to read.
9	Objective and Methods	First paragraph, second line: Change "project area" to "project APE"
9	Literature Review and Research	2nd bullet: The statement "There is no non-archaeological SAL within the SAIA boundaries" makes it sound like there are archaeological sites within the airport boundaries. Since this report does not appear to address archaeology, recommend revising this to state "There is no built environment SAL within the SAIA boundaries."
12	Application of the Four NRHP Criteria for Evaluation	First paragraph: This appears to be a direct quote from National Register Bulletin 15 and should be cited. Criteria A and B are slightly misworded and should be corrected. Since two non-historic-age resources are evaluated, at least a brief discussion regarding the Criteria Considerations and specifically Criteria Consideration G should be included here.
12	Evaluation of the Seven Aspects of Integrity	In this section or after it, it would also be appropriate to state that per the National Park Service (National Register Bulletin 15, page 46) the "essential physical features" (aka character-defining features [CDFs]) need to be identified when a property is evaluated as significant.
12	Stinson Municipal Airport (1915-1942)	The information about Stinson Municipal Airport is interesting, but it is unclear how it relates to the SAIA. The SAIA does not appear to be located where Stinson was or to have any specific relationship to it. If this section is intended to give an overview of the development of airports in the San Antonio area, it should include more information about the others such as Kelly and Brooks Fields. Otherwise, it seems irrelevant.
13 and 14	Initial Development and growth (1941-1968)	This section needs to be strengthened if it is going to be used as the basis for significance under Criterion A. As written, it does not identify the historic context (event or trend) that the airport is associated with or describe how the airport is important within that

Page(s)	Heading	LSA Comment
		context. Simply being associated with the context is not enough for significance under Criterion A. Refer to National Register Bulletin 15 for guidance. Page 13, 1st paragraph: Why did San Antonio leaders want an international airport? Why was a new location needed for it? 2nd paragraph: Where in relation to the city, Stinson, Kelly Field, and/or Brooks were the 827 acres and what was the general setting? Why did 300 acres require condemnation? What was the purpose of Alamo Field? What allowed it to get international status? Largest commercial airport in terms of what – passengers, airlines, acreage? Page 14, 1st paragraph: Provide more detail about the 10% annual increase in passengers. When did this occur? What were the causes for the increase? It would be helpful to note that the Mayhew terminal is Building 1322. Why did BAC need a terminal and what services did BAC offer? Who were their customers? Aside from showcasing the marble, why did BAC want an eye-catching terminal? 2nd paragraph: What did the grant match? Does "banjo style" actually mean banjo-shaped? Need to clarify that this terminal is different from the BAC terminal. This statement: "Both terminals were eventually demolished and replaced by new terminals" sounds like the BAC/Mayhew terminal and the banjo-style terminal were both demolished, however, later in the report it is clear that at least as of 1995 neither were demolished. Please clarify.
15	Figure 6	Great photo! This really illustrates the need for expansion.
17	Historic Resources Survey Results, Architectural Styles and Property Types	1st paragraph: It would be helpful to reiterate what "historic-age" means in terms of this project (refer to APE, page 7). Also, the first sentence is confusing – "five historic-age resources, and one resource, BLDG 1312-Hangar 6)". Suggest revising the introductory paragraph similar to the following: In November 2023, an architectural historian conducted a historic-age resources survey of the project APE at the SAIA. During

Page(s)	Heading	LSA Comment
		the survey, a total of seven buildings were documented. These include five historic-age buildings and two modern buildings. One of the modern buildings (BLDG 1312-Hangar 6) was evaluated pursuant to the request of SAAS. The other modern building (T-2) has won several awards for design and, therefore, was evaluated as a resource that may have gained significance within the past 50 years (NRHP Criteria Consideration G). A summary of eligibility for the evaluated resources is provided in Table 2 and the project/resource locations are shown in Figure 8. It would be very helpful to the reader if photographs and brief architectural descriptions were provided after Table 2.
18-23	NRHP Eligibility Assessments of Historic-Age Resources	Throughout this section, it is stated that the resources do or do not date to the period of significance. However, to this point in the report, the period of significance has not been defined and no justification has been provided for whatever the period of significance is. Without that information, it cannot be ascertained if the resource conveys a meaningful association with its period of significance.
18-20	Project D-1/BLDG 1322 (Business Aircraft Corporation Terminal)	1st paragraph: Although the primary architectural style has been identified as New Formalism, very little information about that style is provided. The CDFs of the style should be discussed. Is Mayhew considered a master architect? If so, why? What style(s) or design philosophy is he best known for? Are those evident in this building? How does this building compare to his other work? Were Dee Howard's inventions designed and/or produced at the SAIA? If so, when and where? Presumably not in building 1322. Page 19, Criterion A discussion: The determination of significance under Criterion A is not well supported. It is not clear why the first phase of development of the SAIA is significant or how this building contributed to that significance.

Page(s)	Heading	LSA Comment
		Page 20, Criterion C discussion: The determination of significance under Criterion C is not well supported. Although it states that this building is an excellent example of the New Formalism style, the CDFs of the style have not been discussed and the CDFs of Building 1322 have not been clearly identified. In addition, the Googie influence that was discussed in some detail earlier, is not mentioned here. Finally, it has not been explained why Mayhew is considered a master and it is not clear how it was determined that this is a rare example of New Formalism by him. Criterion D needs to be addressed.
20-21	Project D-2 and D-3/BLDG 1316 and BLDG 1320 (Alamo Aviation, Inc.)	The first two paragraphs are examples of the types of architectural descriptions that could be used in the Historic Resources Survey Results, Architectural Styles and Property Types after the table. Suggest saying that the building has "elements of" the International Style. Should also consider briefly listing the CDFs of the style. This will help support the discussion under Criterion C. Page 21, Criterion C discussion: innovate should be innovative. To strengthen this determination, consider revising the statement that Building 1320 is a good example of the International Style, but does not possess significant architectural features or innovative elements to something like: Although Building 1320 incorporates elements of the International Style, it does not epitomize the design principals of the style more fully than others of its type and does not rise to a level beyond the ordinary. Criterion D needs to be addressed.
21	Project D-4/BLDG 1312 (Hangar 6)	1st line: Include a brief explanation for why SAAS requested that this modern resource be evaluated. Criterion D needs to be addressed.
21	Project D-5/BLDG 1039	Paragraph 1: Is it c. 1978 or c. 1974 as it says in Table 2? If this resource retains a high degree of integrity, explain why it does not convey an association with the

Page(s)	Heading	LSA Comment
		period of significance and is not eligible under Criterion A. Address Criterion D.
22	Project D-6/BLDG 1290 (Flight Safety)	Suggest changing the date of construction to c. 1974 to be consistent with Table 2 on page 17. Recommend strengthening the significance determination by rewording to say "diminished the integrity" or "significantly diminished the integrity" rather than saying the integrity has changed.
22-23	Projects T-2/Terminal A	State the date of construction in the first sentence. Note that the building is not yet 50 years old, is not of historic-age (pre-1980) for purposes of this report, and was not built during the period of significance (XXXX-XXXX) for the SAIA. Then explain why it is being evaluated anyway. 3rd paragraph: Is the banjo-style terminal extant? If not, please note when it was demolished. Page 23, 1st paragraph, last sentence: To strengthen this, recommend revising to say, "Due to the lack of well-known projects, Foster and his team do not appear to be master architects or builders." 2nd paragraph: The information in this paragraph only addresses Criterion A. Either add a sentence about the people or remove the statement regarding Criterion B and write a separate paragraph to address that. 3rd paragraph: This would be strengthened by stating that the alterations/additions have "severely diminished the integrity of…" and "the building is recommended as not eligible under Criterion C." 4th paragraph, 1st sentence: Missing word – "must <u>be</u> of …" 4th paragraph: Suggest strengthening this by stating something like: "Due to its award-winning design, the terminal may have been significant prior to the alterations and additions. However, it now lacks the requisite level of integrity of design, materials,

Page(s)	Heading	LSA Comment
		workmanship, feeling, and association to rise to a level of exceptional significance as required under Criteria Consideration G. It is recommended not eligible under this criterion."
24	National Register of Historic Places Effect Assessments	Recommend changing heading to, "National Register of Historic Places Assessment of Effects" or just, "Assessment of Effects" List of examples: Please list all 7 of the examples in 800.5(a)(2). Last 3 paragraphs: Move the first paragraph to the end and replace it with an introductory paragraph before the two adverse effects paragraphs. The new paragraph should say something like, "This report has identified three NRHP-eligible historic properties, BLDGs 1322, 1316, and 1320. All three are proposed to be demolished, therefore, the first criteria of adverse effect listed above is applicable to this assessment." In the last sentences of the two assessment paragraphs, tie the assessment back to the regulations by stating that demolition would remove all of the CDFs and integrity and would therefore be an adverse effect. In the last paragraph (former first paragraph), remove the last sentence (The survey effort…) and replace it with a statement something like, "Since demolition typically cannot be mitigated, no recommendations for mitigation are included in this report."
31-53	Appendix A: Historic Resources Survey Forms	Please incorporate revisions made to the body of the report into the survey forms as appropriate.

Texas Historical Commission Concurrence Letter

TEXAS HISTORICAL COMMISSION
REAL PLACES TELLING REAL STORIES

P.O. Box 12276
Austin, Texas 78711-2276
512-463-6100
thc.texas.gov

March 14, 2024

Sana Drissi
Federal Aviation Administration
Texas Airports District Office
10101 Hillwood Parkway
Fort Worth, Texas 76177

Re: Project Review Under Section 106 of the National Historic Preservation Act, Terminal Development Project, San Antonio International Airport, Bexar County (FAA/106, THC #202406302 & 202400727)

Ms. Drissi:

Thank you for your correspondence regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

The THC History Programs Division staff, led by Justin Kockritz, has completed its review and concurs with your determination that **Building 1322** (formerly the Business Aircraft Corporation Terminal, now the Badging ID Office) is eligible for listing in the National Register of Historic Places under Criterion C for its architectural significance as a unique example of the New Formalism style with Japanese-inspired influences. THC also concurs that, based on all available information, the other five (5) resources evaluated—Building 1316 (Hangar 4), Building 1320 (formerly the Alamo Aviation building, now the San Antonio Police Department Building), Building 1312, Building 1039, and Building 1290—are *not* eligible for listing in the National Register.

Buildings 1316 and 1320 were built in 1950, shortly after the airport opened and after the first master plan was adopted. However, these early plans emphasize the need for a new airport in San Antonio to support an international port, to serve commercial aviation, and to avoid the flightpath conflicts that constrained Stinson Municipal Airport. A 1947 newspaper article on the airport master plan notes that the priorities are first to develop terminal facilities, followed by the development of a "revenue zone" of freight operators and warehouses to the northeast of the passenger terminal, and then to provide operational space for flights such as aprons and loading areas.[1] General aviation, fixed based operators, and private aircraft operations do not appear to be historically significant to the establishment, growth, or development of San Antonio International Airport (SAT). Today, general aviation makes up a small component of the overall SAT operations, and the general aviation flights to do operate at SAT are only a small percentage of all general aviation flights in the San Antonio area. Instead, Stinson Municipal Airport, by far, remains the leading general aviation airport in the region. Thus, THC concurs that resources related to those non-commercial operations at SAT would not be eligible for listing in the National Register under Criterion A for historic associations with aviation history.

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[1] "City Officials Peer Into Future in Drawings Plans for Co-Ordinated Expansion of Airport." *San Antonio Express*, 27 April 1947: p. 1-A.

Although Building 1320 does appear to have some International Style influences, it does not embody the distinctive characteristics of the style and THC concurs that it would not be eligible for listing in the National Register under Criterion C for any architectural significance. Designed by the father-son firm Atlee and Robert Ayres (who would later design the terminal building at SAT), it is notable that in an early rendering the building *does* exhibit several characteristic International Style elements such as long, horizontal bands of windows meeting at the corners and a double-height glass entryway highlighting the building's volume.[2] Instead, an early photograph shows the building much as it is today, with discrete window openings in lieu of bands, and the revised façade where the once-planned double-height glass entryway has been eliminated.[3] Enclosed please find copies of newspaper articles with these early renderings and photographs.

The Division of Architecture review staff, led by Sheena Cox, thanks the client for the opportunity to provide feedback on this project. We concur that the proposed scope of work will adversely affect the historic resource, Building 1322. As such, the Section 106 mitigation process must proceed as per 36CFR800. An analysis of the project under Section 4(f) of the Department of Transportation Act will also be necessary. This will require further consultation with our office and any identified stakeholders or consulting parties as part of the Section 106 process to minimize and mitigate the adverse effect on the historic property through the development of a Memorandum of Agreement (MOA). Please notify the Advisory Council on Historic Preservation (ACHP) to determine if they will participate in consultation, as provided by the aforementioned statutory regulations.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation.

Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments on the National Register evaluations, please contact Justin Kockritz at justin.kockritz@thc.texas.gov or 512-936-7403; or, if you have any questions regarding our comments on the assessment of effects to historic properties, please contact Sheena Cox at sheena.cox@thc.texas.gov or 512-463-6083.

Sincerely,

Justin Kockritz, Lead Project Reviewer, Federal Programs
For: Edward G. Lengel, PhD, State Historic Preservation Officer

Enclosure

2 "Addition to Airport." *San Antonio Express*, 1 January 1950: p. 6-B.
3 "It's Our Pleasure…" (H.B. Zachry Company Advertisement). *San Antonio Light*, 27 September 1959: p. 11-G.

Terminal Development Program
Building 1322 Consultation Presentation

Terminal Development Program (TDP) Environmental Assessment

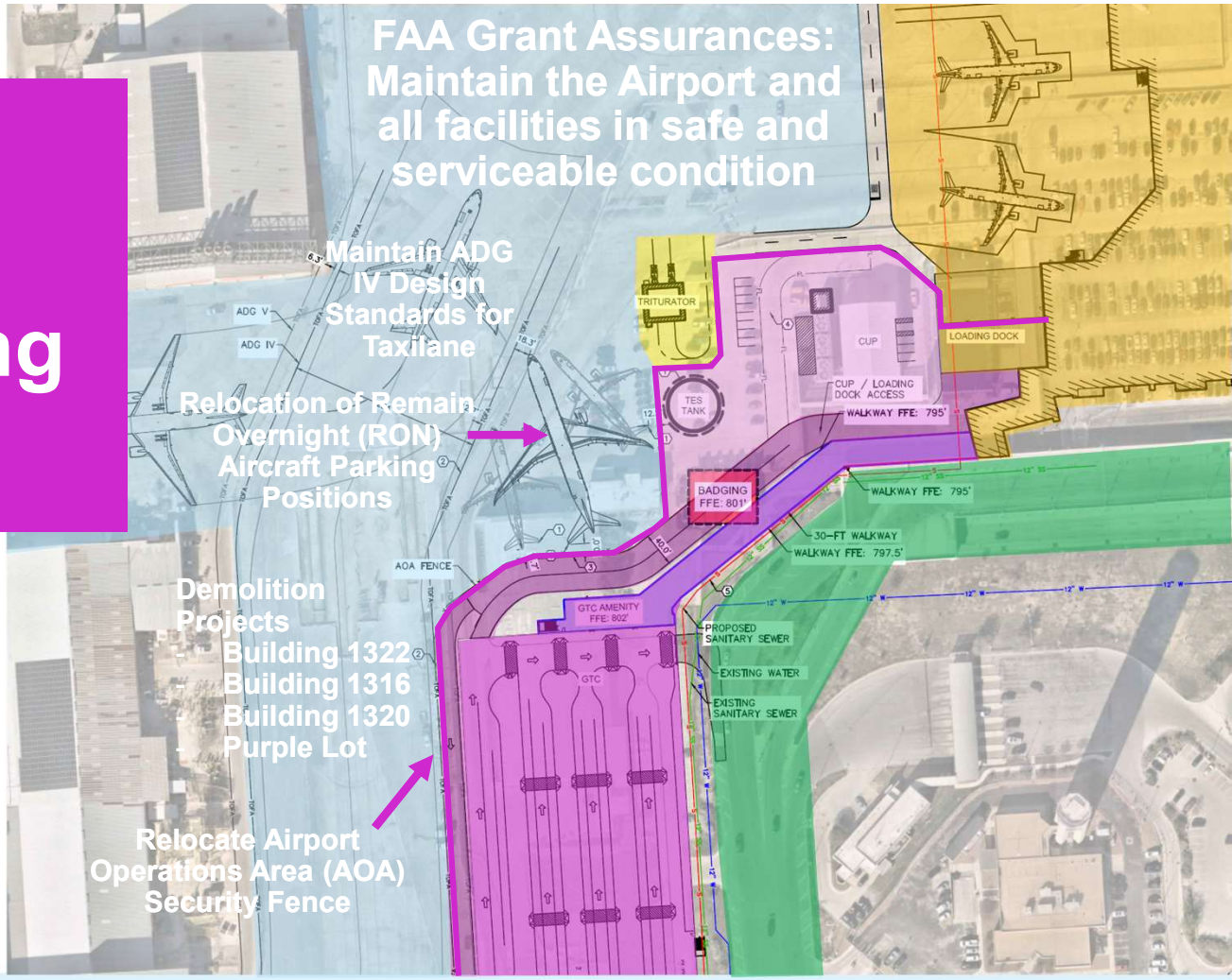
Building1322

MAY 28, 2024

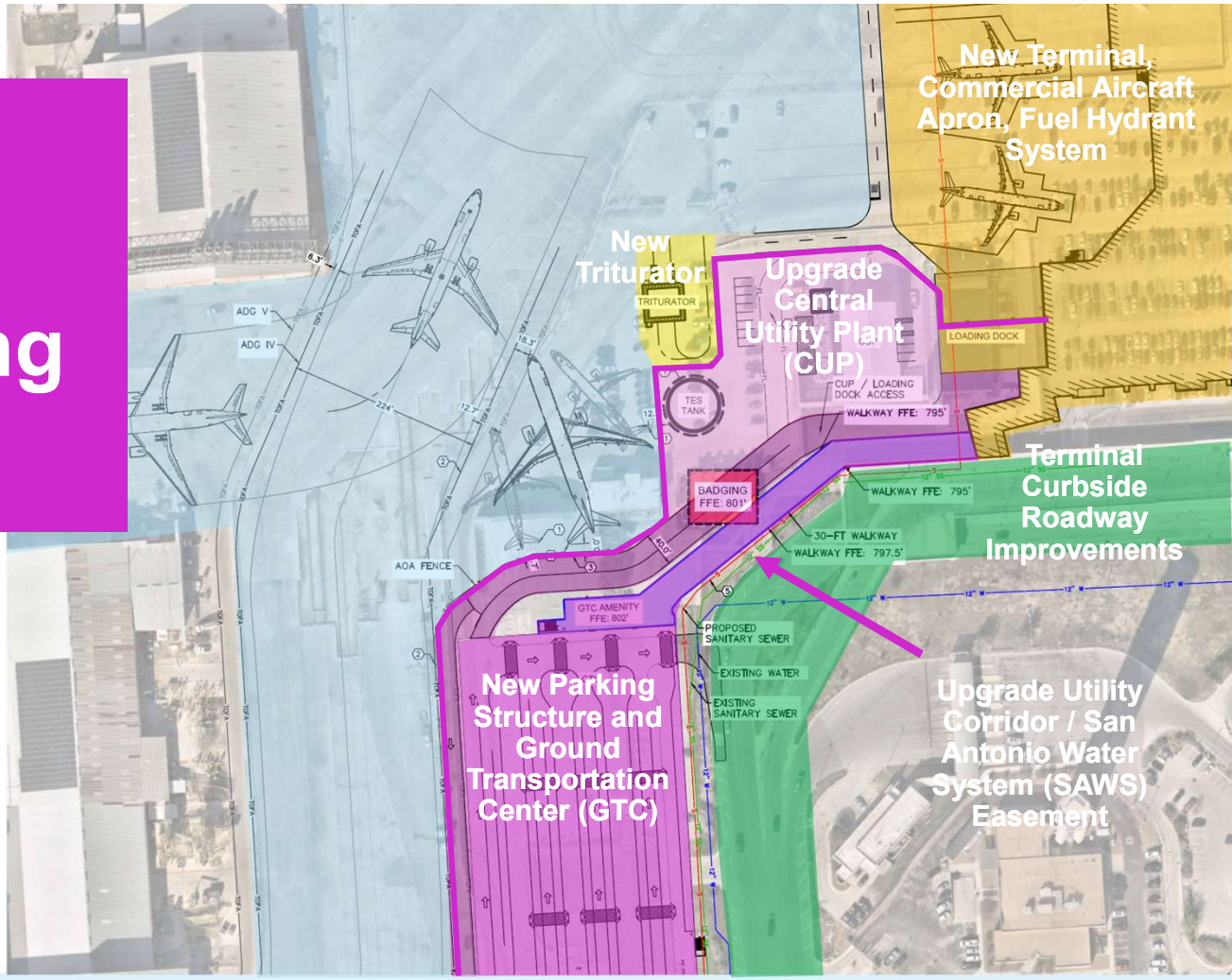
RS&H

SAT™
SAN ANTONIO
INTERNATIONAL AIRPORT

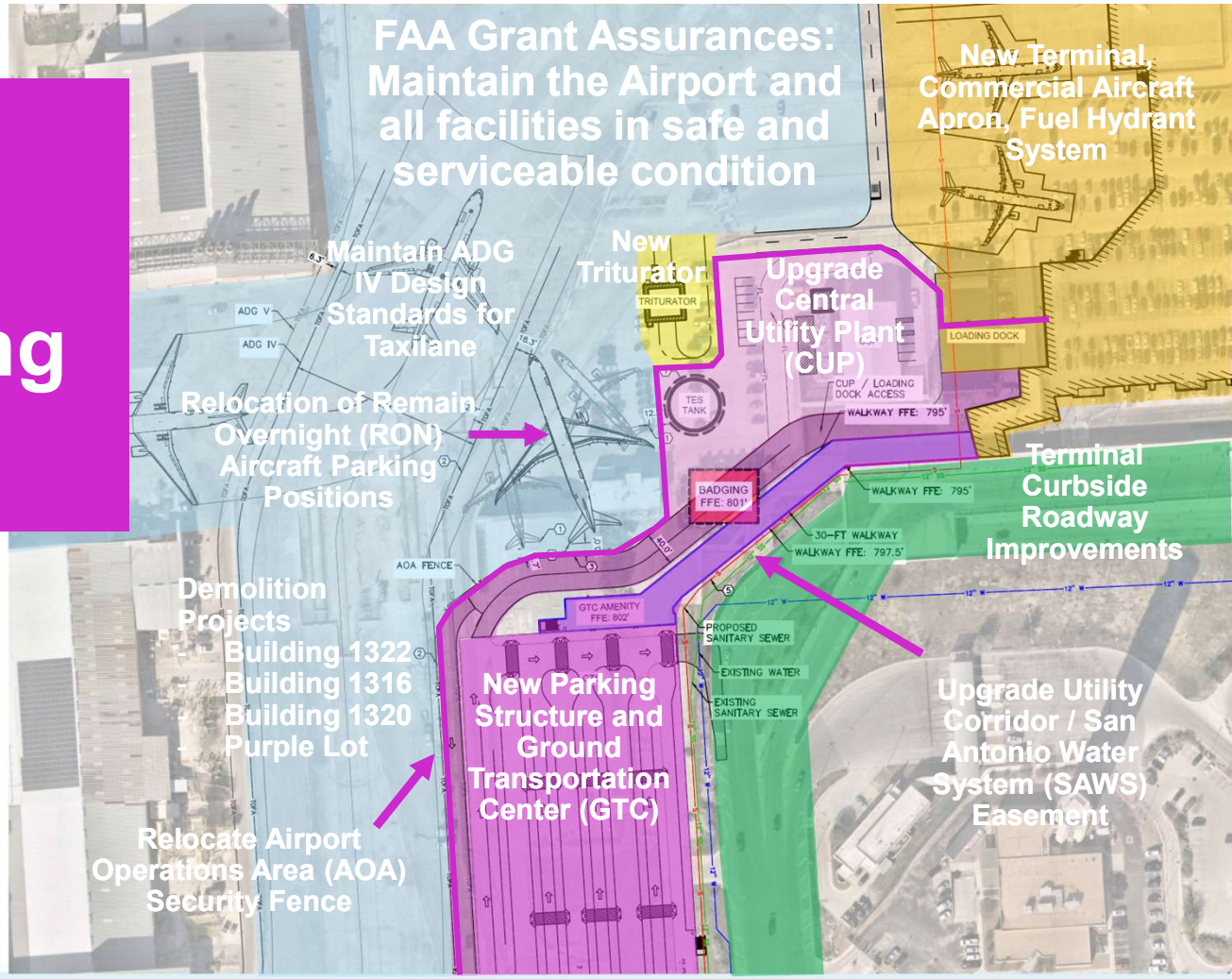
Project Components Affecting Building 1322



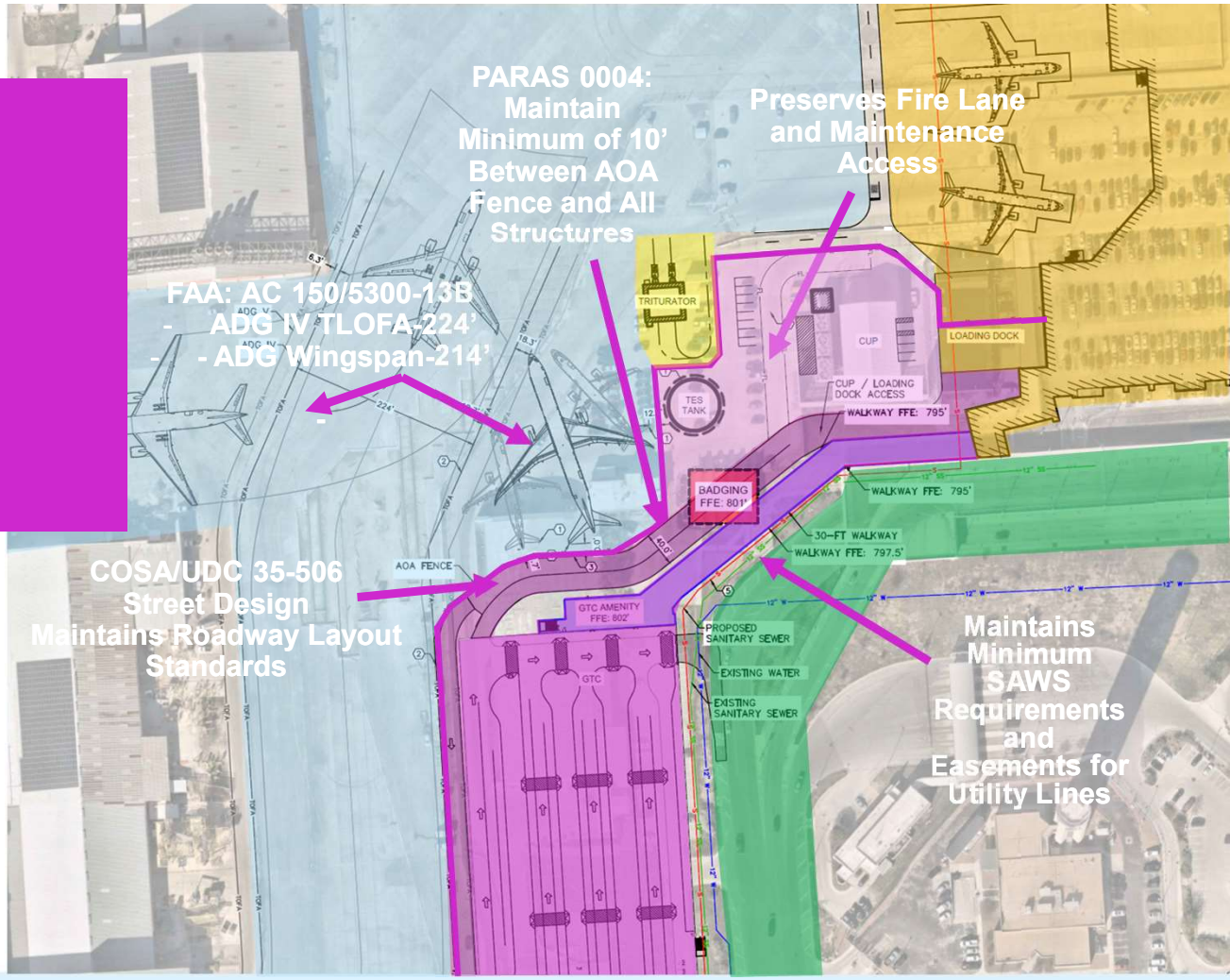
Project Components Affecting Building 1322



Project Components Affecting Building 1322



Design Standards



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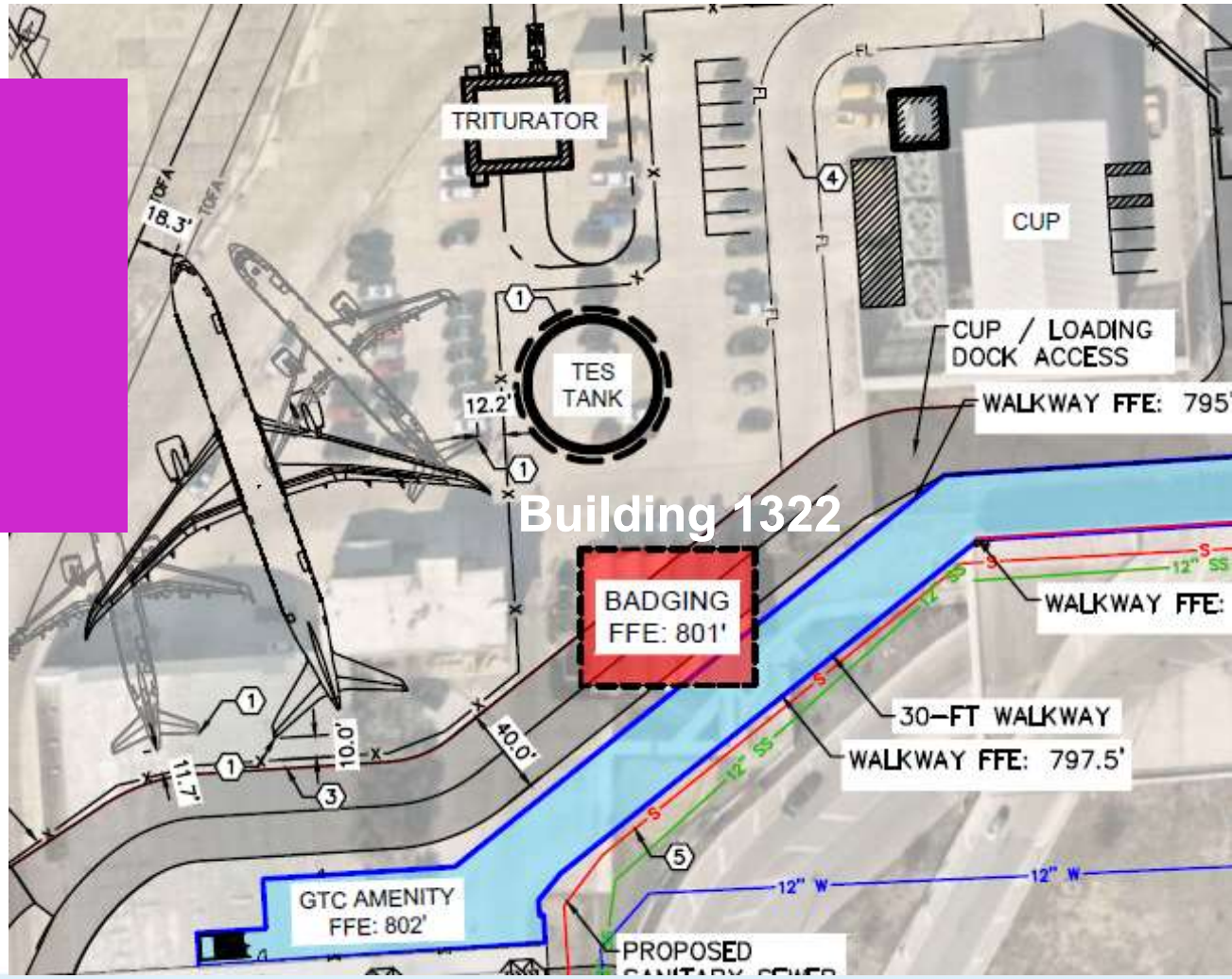
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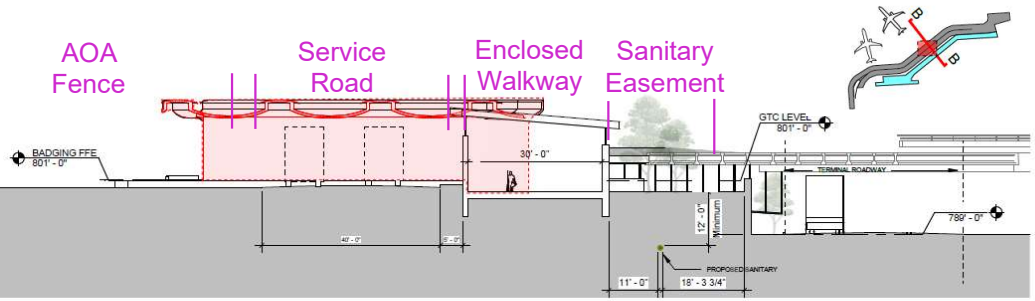
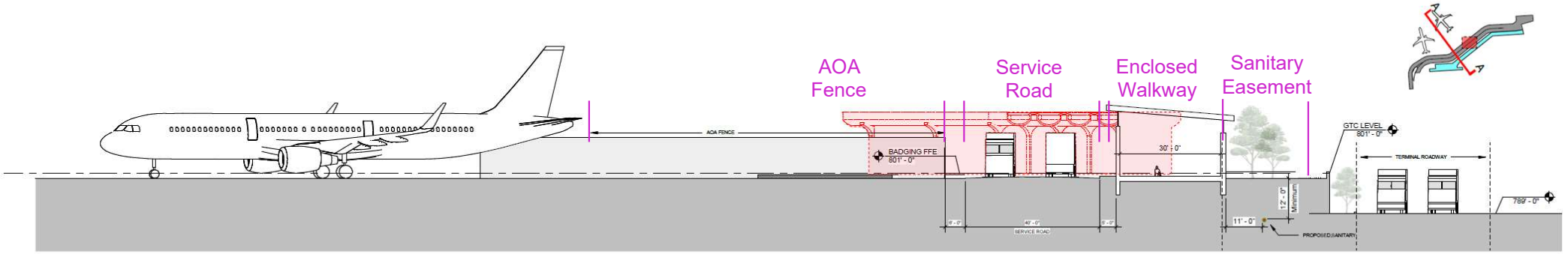
18.3'
TOFA
TOFA
CUP
CUP / LOADING DOCK ACCESS
WALKWAY FFE: 795'
TES TANK
12.2'
Building 1322
BADGING FFE: 801'
WALKWAY FFE:
30-FT WALKWAY
WALKWAY FFE: 797.5'
40.0'
10.0'
11.7'
GTC AMENITY FFE: 802'
12" W
12" W
PROPOSED

Sections



SECTION B - B



SECTION A - A

Alternatives Specific to Building 1322

Alternative A:
Incorporate Building 1322 into Terminal Design

Alternative B:
Relocate Building 1322

Alternative C:
Demolish Building 1322

Building 1322 Alternatives Screening Process

STEP 1

Would the Alternative Meet the Purpose and Need?			
Screening Criteria	**Alternative A: Incorporate Building 1322 into Terminal Design**	**Alternative B: Relocate Building 1322**	**Alternative C: Demolish Building 1322**
Meets Purpose and Need of the Proposed Project	No	Yes	Yes
Move to Level 2 Screening?	No	Yes	Yes

STEP 2

Would the Alternative be Feasible and Prudent?		
Screening Criteria	**Alternative B: Relocate Building 1322**	**Alternative C: Demolish Building 1322**
Feasible to Implement	No	Yes
Prudent to Implement	No	Yes
Retain for Implementation?	No	Yes

Lake Flato Site Visit

- Site Visit Goals:
  - Identify signature elements of Building 1322
  - Determine feasibility of incorporating elements into the GTC design
- Distinct Architectural Features:
  - Concrete curved roof panels
  - Expressive “Y” – columns
  - Natural stone wall cladding (Travertine marble)


Concrete Curved Roof Panel


Expressive “Y” Columns


Natural Stone Wall Cladding

Concrete Curved Roof Panels

- Roof panels show elements of site-cast
- Challenges for salvaging:
  - Panels appear to have water intrusion issues
  - If site-cast, salvaging, and reuse would not be practical

NOTE: Structural Engineer site visit on May 30th confirmed these were cast in place (See Appendix E)


Typical Roof Panel


Typical Edge Condition


South Façade Roof Line

Expressive “Y” Columns

- “Y” Columns appear poured in place
- Challenges for salvaging:
  - It would not be practical to salvage and re-use “Y” columns in existing form.
  - Feasible re-use option would include cut and salvage of upper section into a railing or a decorative (non-structural) feature of the GTC amenity space design.

NOTE 06/04/2024: The Structural Engineer's site visit on May 30th confirmed that the concrete “Y” columns are cast in place. Salvage is possible, but it will require significant demolition of the roof to isolate the columns and focused demolition to prevent the bases from being damaged (See Appendix E).

Typical “Y” Column

Natural Stone – Travertine

- Wall cladding consists of natural large format book-matched travertine stone panels
- Challenges for salvaging:
  - Removal and re-use dependent on installation method.
  - Panels could potentially be removed in their original format or cut into smaller sections and used in a decorative (non-structural) feature of the GTC amenity space design.

Typical Wall Cladding Panel

Appendix D

Structural Engineer Assessment of Building 1322

RS&H

13750 San Pedro
Suite 300
San Antonio, TX 78232

O 210-301-4800
rsandh.com

Building 1322 - Historical Items Site Visit

On Thursday May 30, 2024, Chris Rhoades (RS&H) visited the badging and ID office, Building 1322, at San Antonio International Airport. The purpose of the visit was to ascertain the feasibility of salvaging historically significant portions of the building to be incorporated in other design projects happening at the airport. The items in question are the large travertine panels on most of the building, the large concrete "Y" columns that support the building, and the concrete barrel roof.

At approximately 2:30pm, Chris met Steven Southers at the building to be escorted and observe various parts of the building. During the observation, accessible travertine was investigated to determine the ease of removal from the portions of the building it was adhered to. From this limited observation, panels appear to be attached to the building with a thin mortar. If an appropriate method of demolition is used, a significant portion of the travertine could be salvaged. Due to the large size of the panels, proper handling will be critical to the success of the salvage.

The concrete "Y" columns are cast in place concrete structures that are integrally tied to the cast in place concrete roof system. Salvage of the "Y" columns is possible but will require significant demolition of the roof to isolate the columns and will require focused demolition to prevent the bases of the "Y" columns from being damaged during removal and facilitate installation in a new location.

Since the concrete barrel roof is integrally connected to the columns due to the cast in place nature of the building, the salvage of the roof structure itself is likely not possible without significant knowledge of the planned use/future intentions of the roof structure.

In summary, RS&H believes that portions of the travertine panels and the concrete "Y" columns could be salvaged and reused in later projects. RS&H does not believe that the concrete roof system is a good candidate for salvage and reuse.

Sincerely,

Chris Rhoades, PE, SE

STATE OF TEXAS
CHRISTOPHER RHOADES
111868
LICENSED
PROFESSIONAL ENGINEER
6/4/24

Thank you