

**ZONING CHANGE REVIEW SHEET****CASE NUMBER:** C14H-2018-0010**HLC DATE:**

December 11, 2017

February 26, 2018

**PC DATE:****APPLICANT:** Historic Landmark Commission**HISTORIC NAME:** Robert Mueller Airport Control Tower**WATERSHED:** Harper's Branch**ADDRESS OF PROPOSED ZONING CHANGE:** 3952 Berkman Drive**ZONING FROM:** PUD to PUD-H

**SUMMARY STAFF RECOMMENDATION:** Staff recommends the proposed zoning change from planned unit development (PUD) district to planned unit development – Historic Landmark (PUD-H) combining district zoning.

**QUALIFICATIONS FOR LANDMARK DESIGNATION:**

Architecture, historical associations, and community value.

**HISTORIC LANDMARK COMMISSION ACTION:** **December 11, 2017:** Initiated historic zoning. Vote: 9-0. **February 26 2018:** Recommend historic zoning for the control tower and the associated tract identified in the metes and bounds description and survey. Vote: 8-0 (Reed, Brown, and Hudson absent).

**PLANNING COMMISSION ACTION:**

**DEPARTMENT COMMENTS:** The control tower is beyond the bounds of any City survey to date.

**CITY COUNCIL DATE:****ACTION:****ORDINANCE READINGS:** 1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>**ORDINANCE NUMBER:****CASE MANAGER:** Steve Sadowsky**PHONE:** 974-6454**NEIGHBORHOOD ORGANIZATION:** Mueller**BASIS FOR RECOMMENDATION:****Architecture:**

The tower has a concrete frame, with aluminum and glass panels on the exterior. The original structure had alternating light blue and dark blue porcelain panels set in vertical bands; much of this was covered by glass in a renovation, but restored to its original materials and configuration today. The control tower is 18 feet by 18 feet at its base, and 9 stories tall, rising 83 feet, 10 inches to the top of the roof. It begins to flare at the 3<sup>rd</sup> floor, eventually to a space that is 30 feet, 7 inches square at the control room on the 9<sup>th</sup> floor of the structure.

**Historical Associations:**

Austin's municipal airport dates back to 1928, when local voters authorized bonds to purchase property on the northeastern edge of the city. The airport opened in October, 1930, and was named for Robert Mueller, a city commissioner who died unexpectedly in 1927. The first

facilities at the airport were very basic – small wooden buildings and gravel runways. The airport improved its facilities in the 1930s with the introduction of commercial air travel to Austin in 1936, paving runways and constructing facilities for passengers. By the mid-1950s, the airport had expanded considerably with additional runways to handle the increasing air traffic; propeller planes offered service to most other cities in Texas and beyond. However, Austin's airport was wholly inadequate to handle the jet traffic that began to dominate the skies in the late 1950s. In an effort to maintain the city's status as a progressive, modern place, new bonds were passed in the late 1950s to construct a new airport terminal and control tower, and expand the runways necessary for jet aircraft to serve Austin.

Local architects Fehr and Granger were chosen to design the new airport facilities, which won a runner-up award from Progressive Architect in 1959. Fehr and Granger were noted for their mid-century Modern designs throughout the city, and proposed a very modern design for the new airport terminal and control tower. The new facilities embodied the aesthetics of mid-century Modern style in its long, low profile and horizontal configuration, with ample glass at the entries and a series of continuous extruded lozenge-shaped motifs along the cornice of the entry promenade. Rising from the terminal building was the airport control tower, which was designed to have a dramatic and modern presence, pleasing to the eye whether in the air or on the ground. It had a flared top and observation deck, and was covered with alternating bands of vertical light and dark blue porcelain panels. The new terminal and control tower opened in late May, 1961; Vice-President Lyndon Baines Johnson as well as Austin mayor Lester Palmer attended the celebrations.

The airport continued to be expanded over the next few decades as air traffic in Austin continued to increase. However, the city also grew up around the airport, with many residents of new subdivisions complaining of the noise from the nearby airport. In 1999, the city decided to close Robert Mueller Municipal Airport in favor of the current facilities at the old Bergstrom Air Force Base, southeast of the city. The airport terminal was demolished in 2002, leaving the distinctive control tower as the iconic symbol of the airport's past.

**PARCEL NO.:** See attached field notes for the 1,024-square foot tract for historic zoning.

**LEGAL DESCRIPTION:** See attached field notes for the portion of Lot 1, Block 94B, Mueller Sec VII-C Subd Amended proposed for historic zoning.

**ESTIMATED ANNUAL TAX ABATEMENT:** N/A (public property).

**APPRAISED VALUE:** N/A

**PRESENT USE:** Vacant

**CONDITION:** Good

**PRESENT OWNERS:** City of Austin

**DATE BUILT:** ca. 1961

**ALTERATIONS/ADDITIONS:** The control tower remains as an artifact on the site; the rest of the airport terminal building was demolished in 2002.

**ORIGINAL OWNER(S):** City of Austin

**OTHER HISTORICAL DESIGNATIONS:** None.

## LOCATION MAP



SUBJECT TRACT



PENDING CASE



ZONING BOUNDARY

1" = 250'

## NOTIFICATIONS

CASE#: C14H-2018-0010

LOCATION: 3952 BERKMAN DR

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.







**NORTH ELEVATION**





MAYOR LEESTER PALMER, ROBER MUELLER MUNICIPAL AIRPORT DEDICATION, 1961  
[http://airportjournals.com/wp-content/uploads/0811008\\_1-1024x659.jpg](http://airportjournals.com/wp-content/uploads/0811008_1-1024x659.jpg)





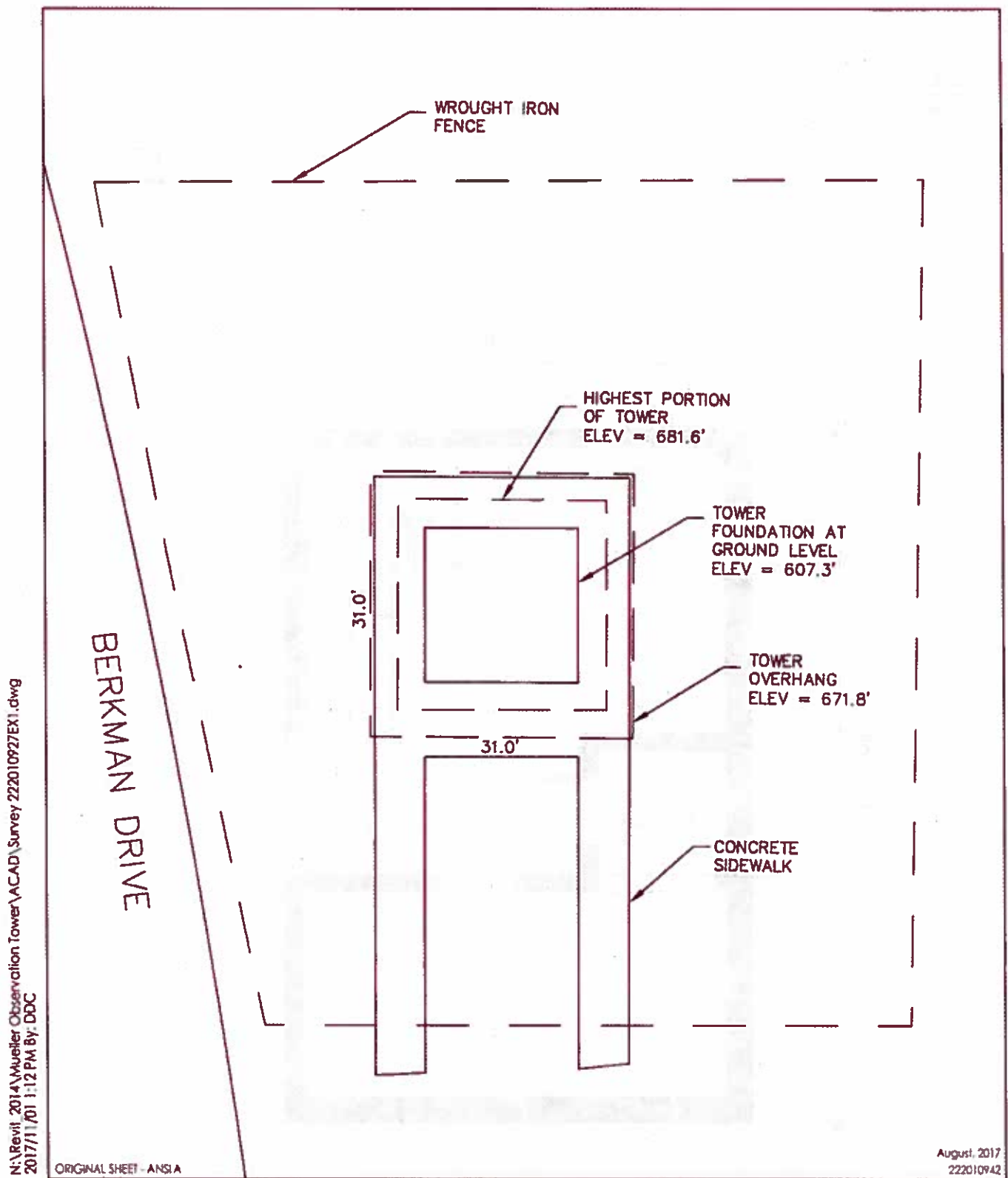
PICA 37129 AUSTIN MUNICIPAL AIRPORT 1961, BILL MALONE, PHOTOGRAPHER  
AUSTIN HISTORY CENTER <http://library.austintexas.gov/ahc/favorite-35-344512>



ROBERT MUELLER MUNICIPAL AIRPORT, UNDATED

[http://www.statesman.com/rf/image\\_lowres/Pub/p5/Statesman/2014/08/29/Images/photos.medleyphoto.59993335.jpg](http://www.statesman.com/rf/image_lowres/Pub/p5/Statesman/2014/08/29/Images/photos.medleyphoto.59993335.jpg)





221 West Sixth Street, Suite 600  
Austin, TX 78701  
TBPE # F-6324 TBPLS # 10194230  
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Client/Project

Catellus  
Mueller Control Tower  
As-Built Survey

Figure No.

1.0

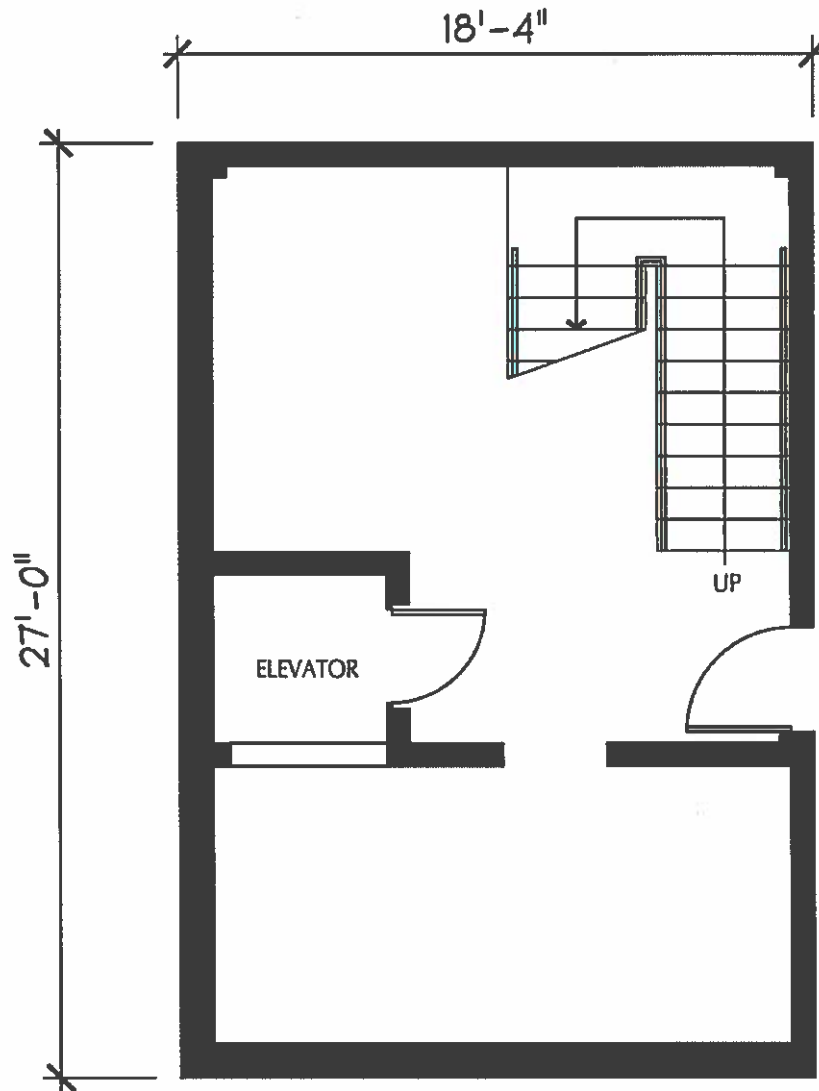
Title

As-built Survey

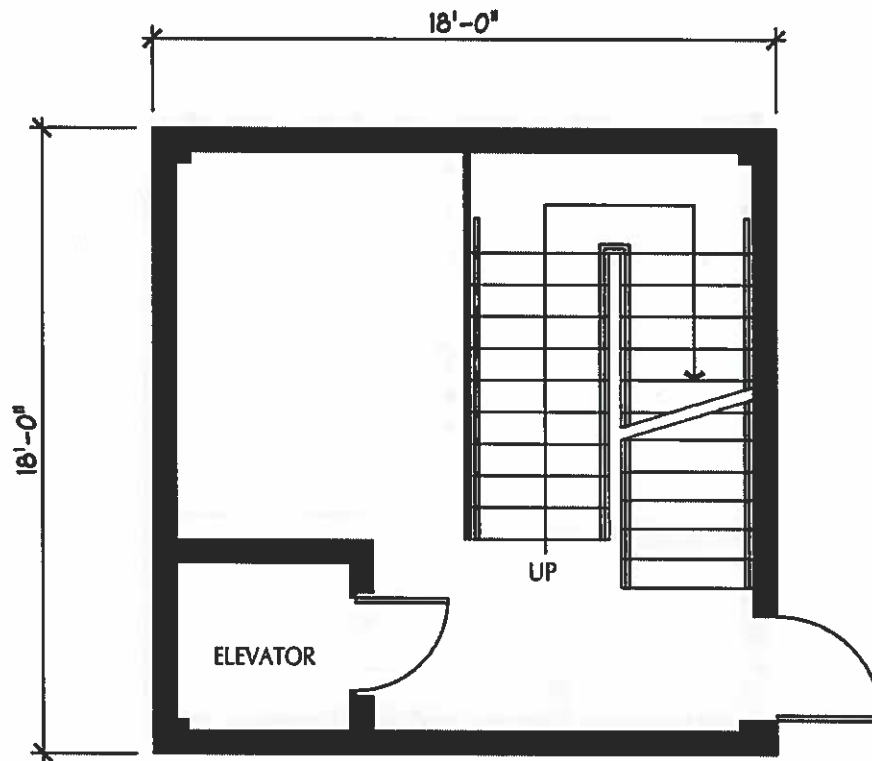


## Basement

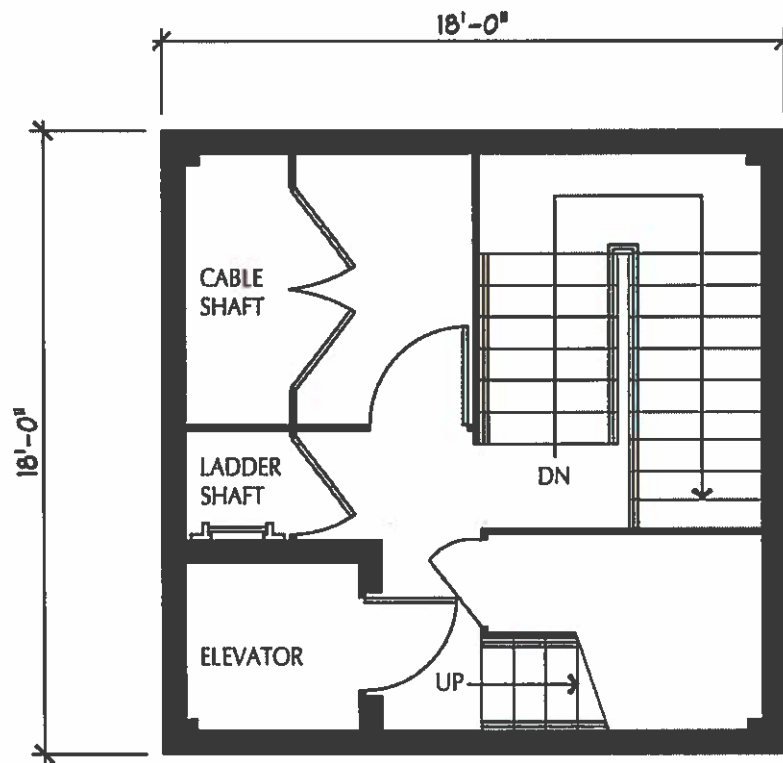
$\frac{3/16" = 1'-0"$



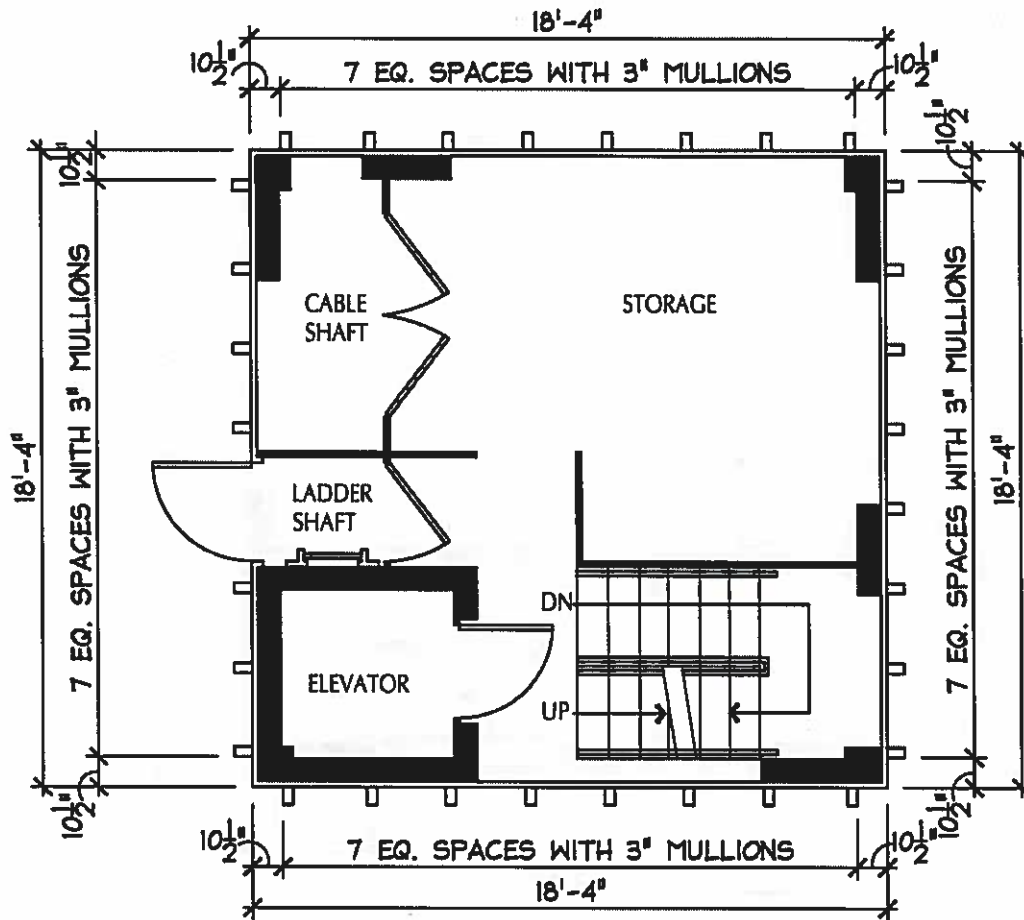
## 2 Cad Documentation

1st Floor $\frac{3}{16}'' = 1'-0''$ 

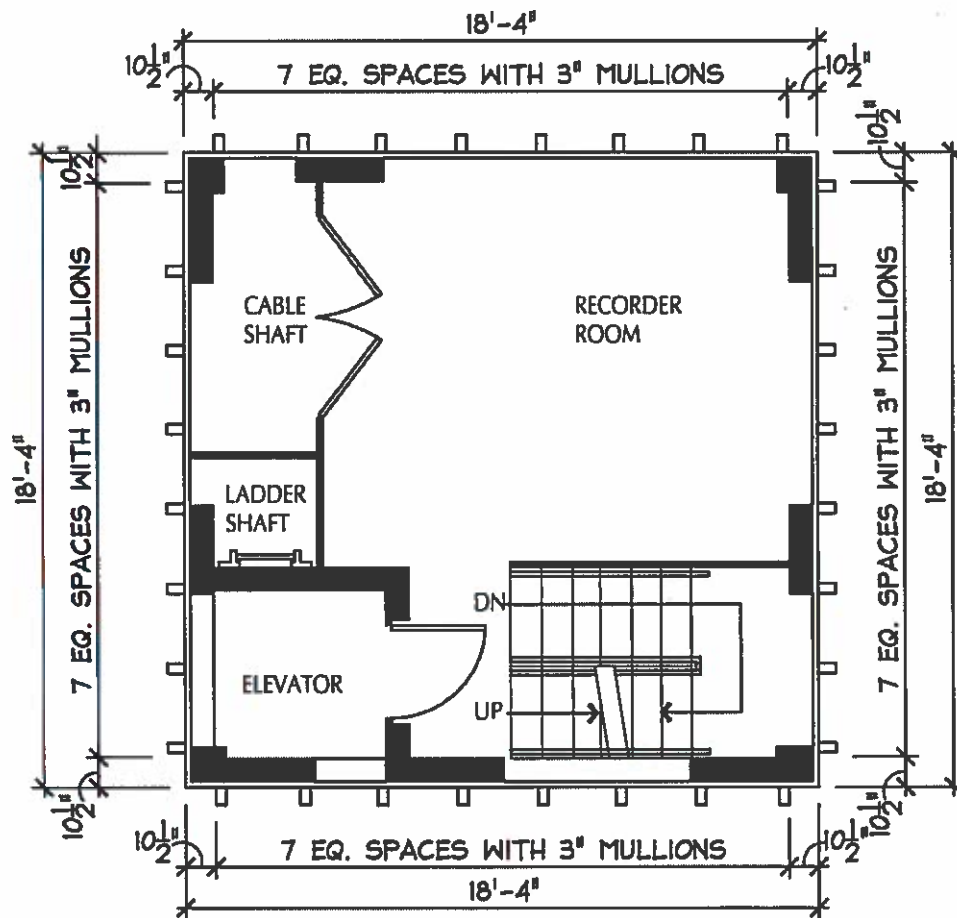


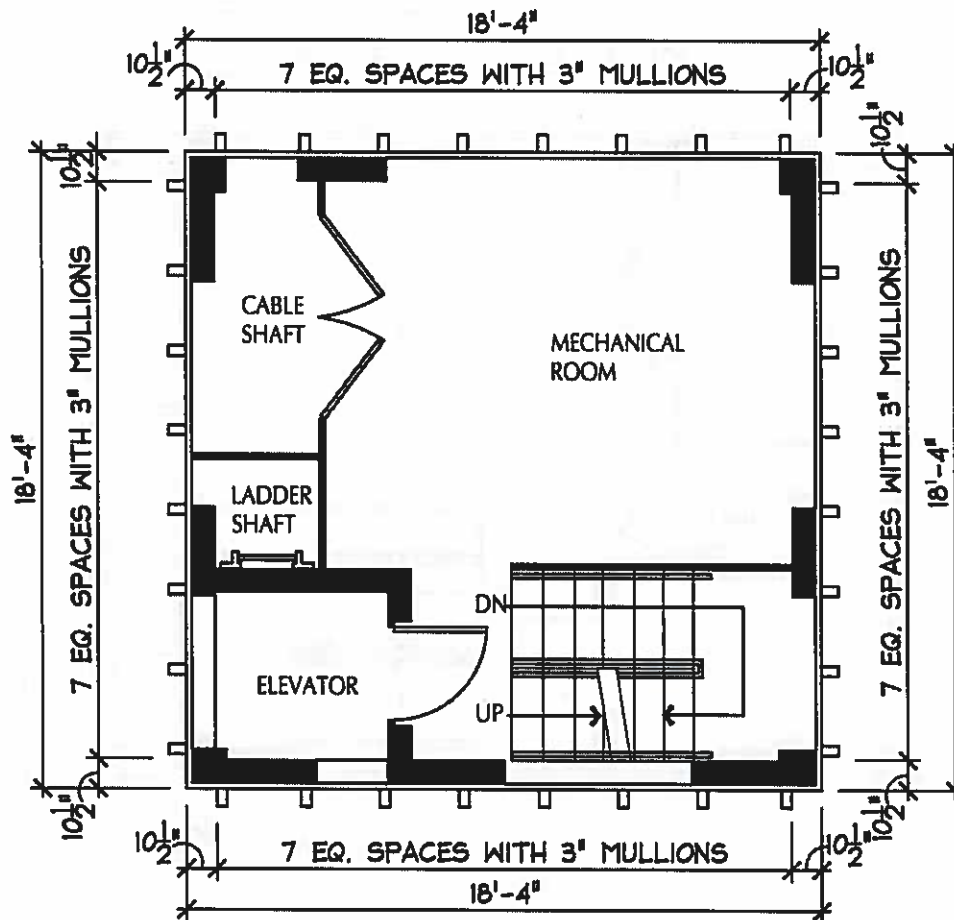
2nd Floor $\frac{3}{16}'' = 1'-0''$ 

## 2 Cad Documentation

3rd Floor $\frac{3}{16}'' = 1'-0''$ 

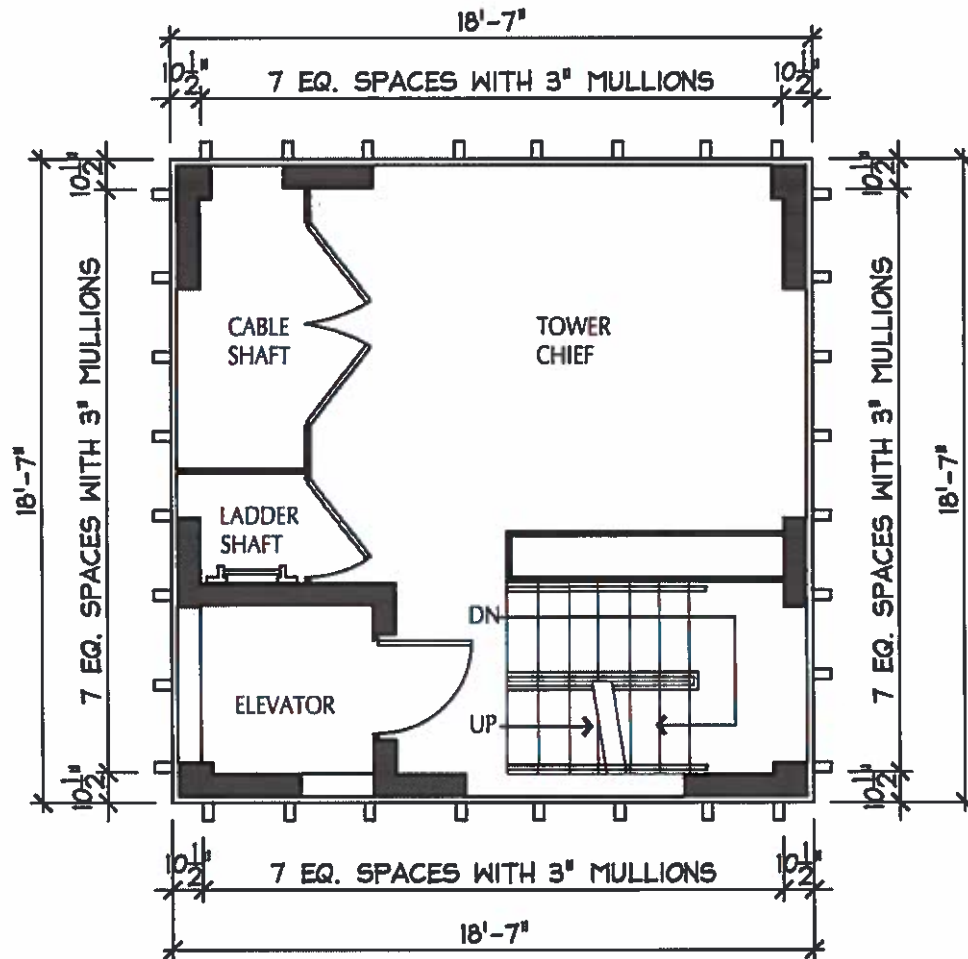


4th Floor $\frac{3}{16}'' = 1'-0''$ 

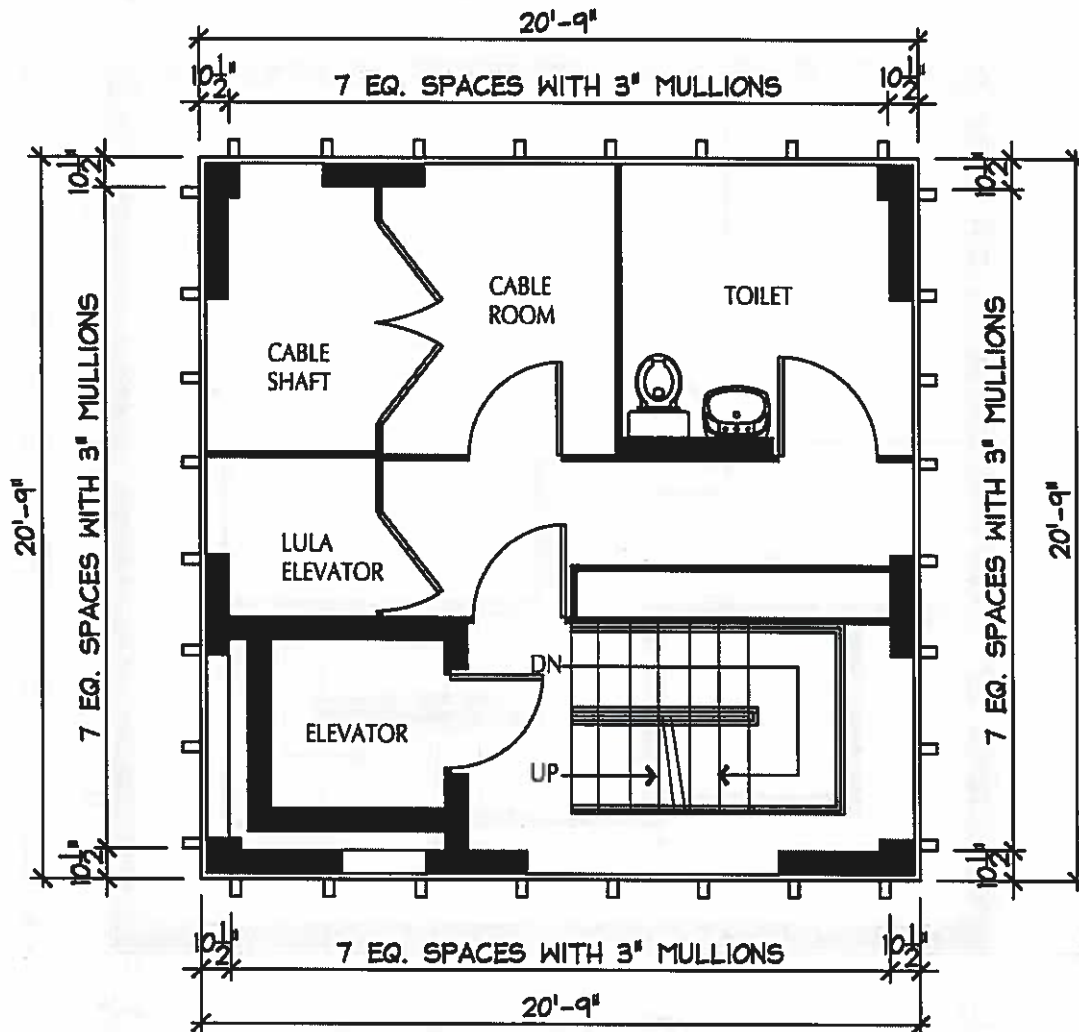
5th Floor $\frac{3}{16}" = 1'-0"$ 



## 6th Floor

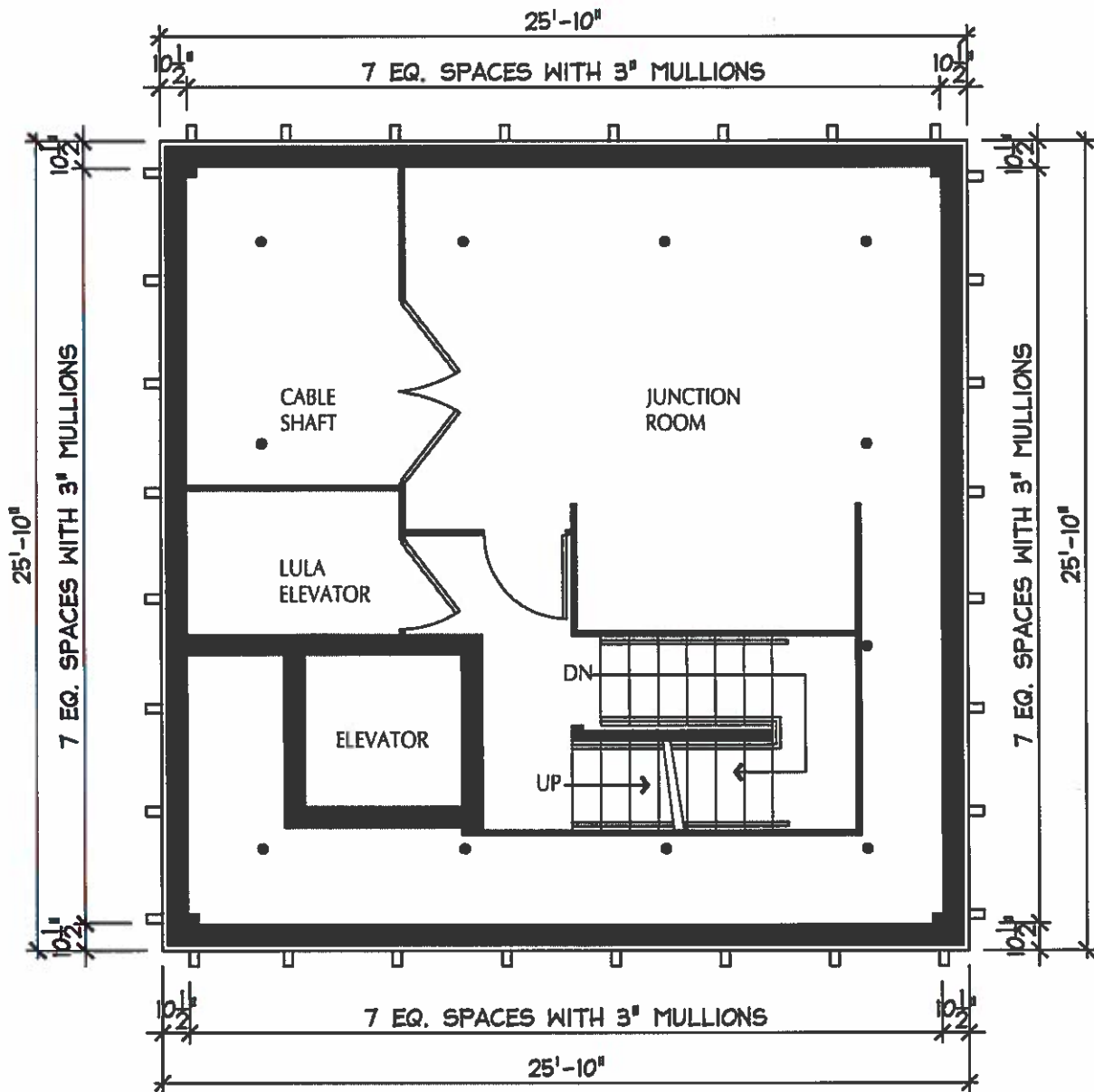
 $\frac{3}{16}" = 1'-0"$ 

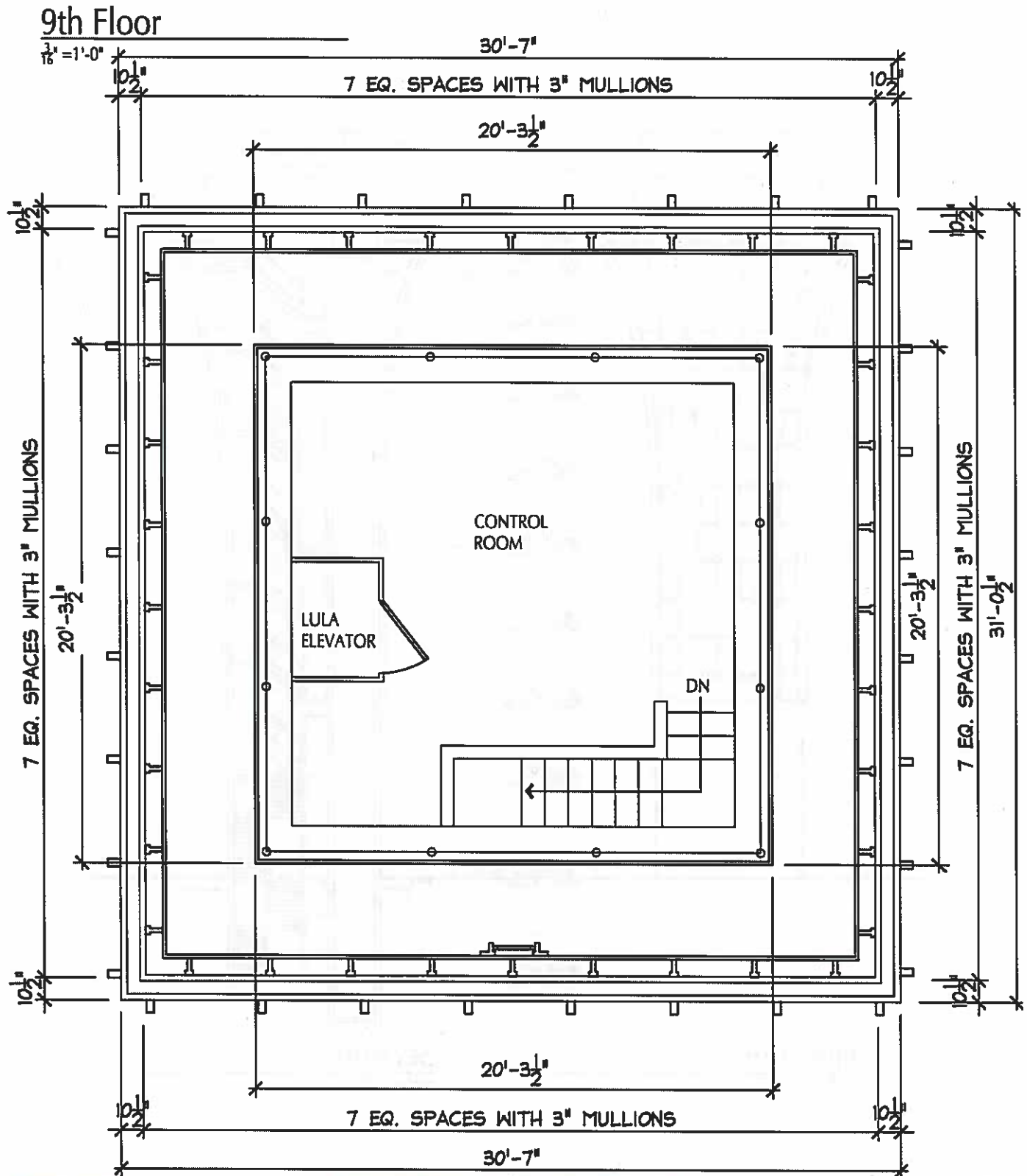
## 7th Floor

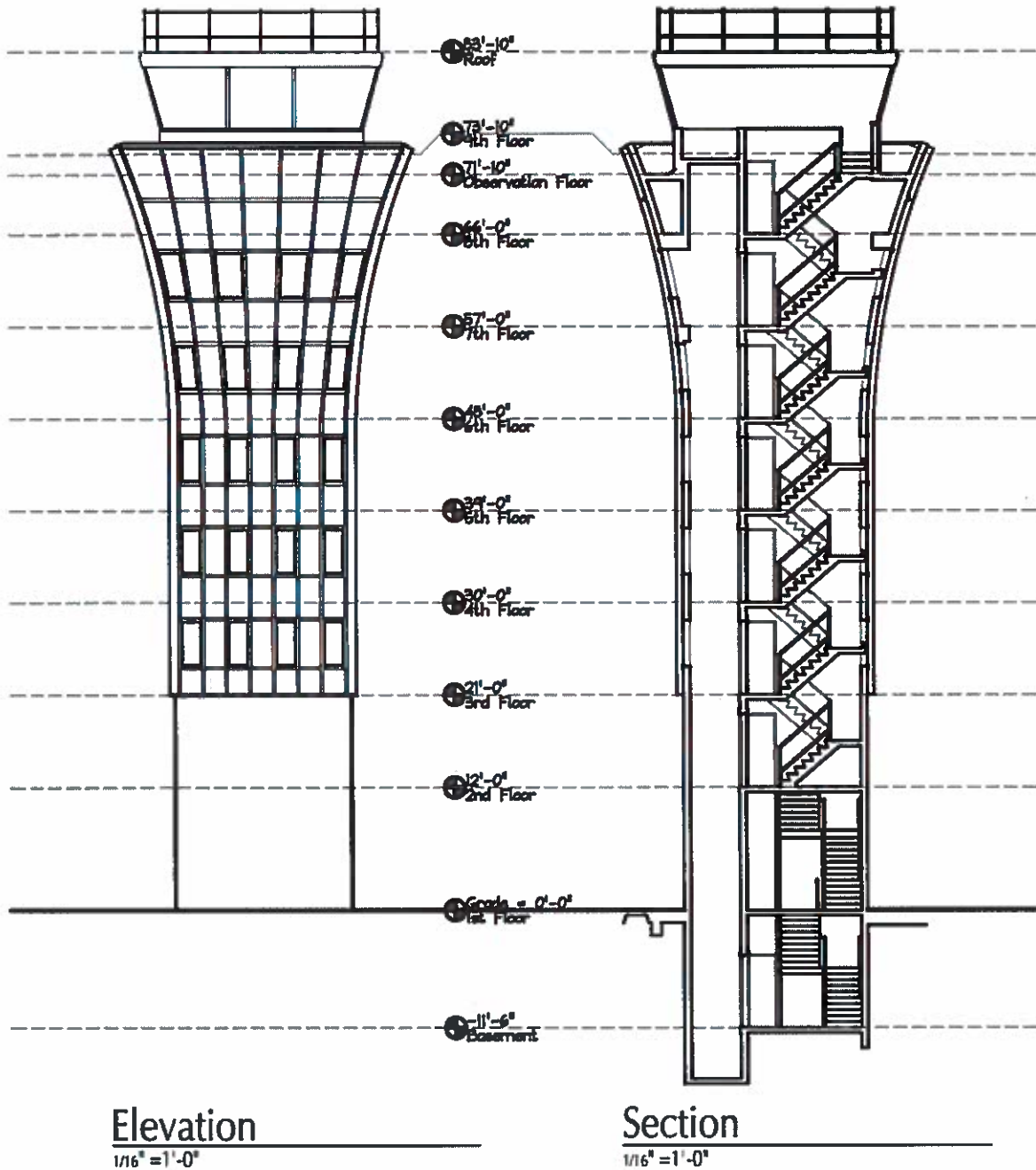
 $\frac{3}{16}" = 1'-0"$ 



## 8th Floor

 $\frac{3}{16}'' = 1'-0''$ 





1,024 SQUARE FEET  
CATELLUS - RMMA  
MUELLER CONTROL TOWER

FN NO. 17-261(MJJ)  
AUGUST 29, 2017  
JOB NO. 222010927

### DESCRIPTION

OF 1,024 SQUARE FEET OF SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, BEING A PORTION OF LOT 1, BLOCK 94 AMENDED PLAT OF MUELLER SECTION VII-C SUBDIVISION, A SUBDIVISION OF RECORD IN DOCUMENT NO. 201400036 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS; SAID 1,024 SQUARE FEET ALSO BEING A PORTION OF THAT CERTAIN TRACT OF LAND CONVEYED TO THE CITY OF AUSTIN BY DEED OF RECORD VOLUME 1964, PAGE 397 OF THE DEED RECORDS OF TRAVIS COUNTY, TEXAS; SAID 1,024 SQUARE FEET BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

**COMMENCING**, at a 1/2 inch iron rod with "BURY" cap found in the curving southerly right-of-way line of Sorin Street (60' R.O.W.), being the northerly line of said Lot 1, from which a 1/2 inch iron rod with "BURY" cap found in the southerly right-of-way line of Sorin Street, being the northerly line of said Lot 1 bears, N74°13'39"E, a chord distance of 119.38 feet;

**THENCE**, S06°00'25"E, leaving the southerly right-of-way line of Sorin Street, over and across said Lot 1, a distance of 274.79 feet to a 1/2 inch iron rod with "STANTEC" cap set for the **POINT OF BEGINNING**, and northeasterly corner hereof;

**THENCE**, continuing over and across said Lot 1, for the easterly, southerly, westerly and northerly lines hereof, the following four (4) courses and distances:

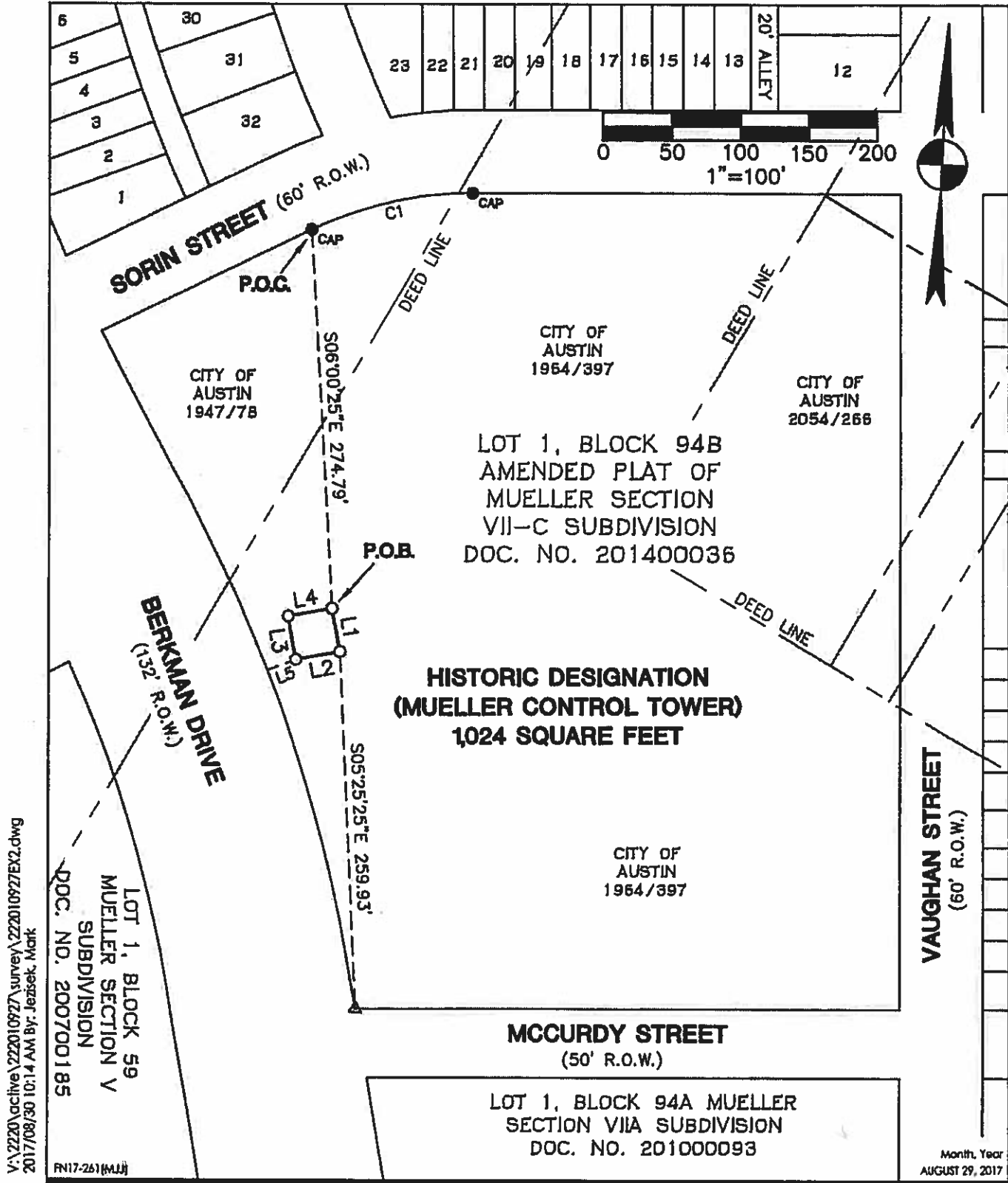
- 1) S13°09'19"E, a distance of 32.00 feet to a 1/2 inch iron rod with "STANTEC" cap set for the southeasterly corner hereof, from which the intersection of the easterly right-of-way line of Berkman Drive (132' R.O.W.) with the northerly right-of-way line of McCurdy Street (50' R.O.W.), same being the southwesterly corner of said Lot 1 bears, S05°25'25"E, a distance of 259.93 feet;
- 2) S76°50'41"W, a distance of 32.00 feet to a 1/2 inch iron rod with "STANTEC" cap set for the southwesterly corner hereof;
- 3) N13°09'19"W, a distance of 32.00 feet to a 1/2 inch iron rod with "STANTEC" cap set for the northwesterly corner hereof;
- 4) N76°50'41"E, a distance of 32.00 feet to the **POINT OF BEGINNING**, containing an area of 1,024 square feet of land, more or less, within these metes and bounds.

STANTEC CONSULTING  
SERVICES INC.  
221 WEST SIXTH ST.  
SUITE 600  
AUSTIN, TEXAS 78701

*Mark J. Jezisek*  
MARK J. JEZISEK  
R.P.L.S. NO. 5267  
STATE OF TEXAS  
TBPLS # F-10194230  
mark.jezisek@stantec.com







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Client/Project

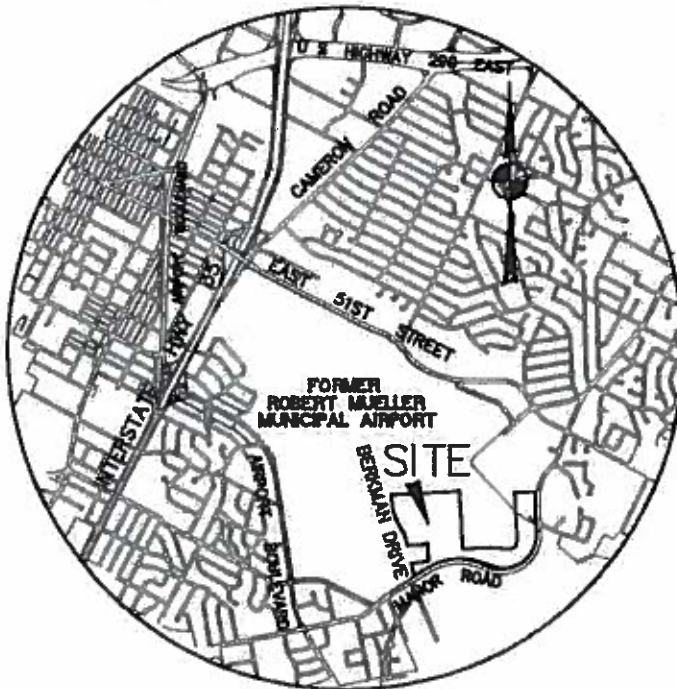
CLIENT  
CAPELLUS  
RMMA

Figure No.

SHEET 1 OF 2

Title

MUELLER CONTROL TOWER  
AUSTIN, TEXAS



VICINITY MAP  
N.T.S.

### BEARING BASIS:

TEXAS COORDINATE SYSTEM, NAD 83(93), CENTRAL ZONE, UTILIZING CITY OF AUSTIN PROVIDED RMMA GPS CONTROL MONUMENTS RM01-RM10.

### LINE TABLE

NO.	BEARING	DISTANCE
L1	S13°09'19"E	32.00'
L2	S76°50'41"W	32.00'
L3	N13°09'19"W	32.00'
L4	N76°50'41"E	32.00'
L5	S65°57'05"W	22.10'

### LEGEND

- CAP 1/2" IRON ROD WITH "BURY" CAP FOUND
- 1/2" IRON ROD WITH "STANTEC" CAP SET
- △ CALCULATED CORNER
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT

### CURVE TABLE

NO.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	120.38'	270.00'	25°32'42"	N74°13'39"E	119.38'

V:\2220\active\222010927\survey\222010927EX2.dwg  
2017/08/30 10:14 AM By: Jezisek, Mark

FN17-261 (MJJ)

Month, Year  
AUGUST 29, 2017



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Client/Project

CLIENT  
CATELLUS  
RMMA

Figure No.

SHEET 2 OF 2

Title

MUELLER CONTROL TOWER  
AUSTIN, TEXAS

**TAX CERTIFICATE**  
**Bruce Elfant**  
**Travis County Tax Assessor-Collector**  
**P.O. Box 1748**  
**Austin, Texas 78767**  
**(512) 854-9473**

NO 9015

---

**ACCOUNT NUMBER:** 02-1516-2601-0000

**PROPERTY OWNER:**  
 CITY OF AUSTIN  
 2110-A COSA RATON DR STE 103  
 AUSTIN, TX 78747

**PROPERTY DESCRIPTION:**  
 LOT 1 BLK 94B MUELLER SEC VII-C  
 SUBD AMENDED

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**SITUS INFORMATION:** 3925 BERKMAN DR 78723

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This is to certify that after a careful check of tax records of this office, the following taxes, delinquent taxes, penalties and interest are due on the described property of the following tax unit(s):

YEAR	ENTITY	TOTAL
2016	AUSTIN ISD	* EXEMPT *
	CITY OF AUSTIN	* EXEMPT *
	TRAVIS COUNTY	* EXEMPT *
	TRAVIS COUNTY HEALTHCARE DISTRICT	* EXEMPT *
	AUSTIN COMMUNITY COLLEGE	* EXEMPT *

<b>TOTAL TAX:</b>	* EXEMPT *
<b>UNPAID FEES:</b>	* NONE *
<b>INTEREST ON FEES:</b>	* NONE *
<b>COMMISSION:</b>	* NONE *
<b>TOTAL DUE = &gt;</b>	* EXEMPT *

---

**ALL TAXES ABOVE ARE EXEMPT FOR TAX YEAR 2016.**


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The above-described property may be subject to special valuation based on its use, and additional rollback taxes may become due. (Section 23.55, State Property Tax Code).

Pursuant to Section 31.08 of the State Property Tax Code, there is a fee of \$10.00 for all Tax Certificates.

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GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS DATE OF SEPTEMBER 1, 2017.

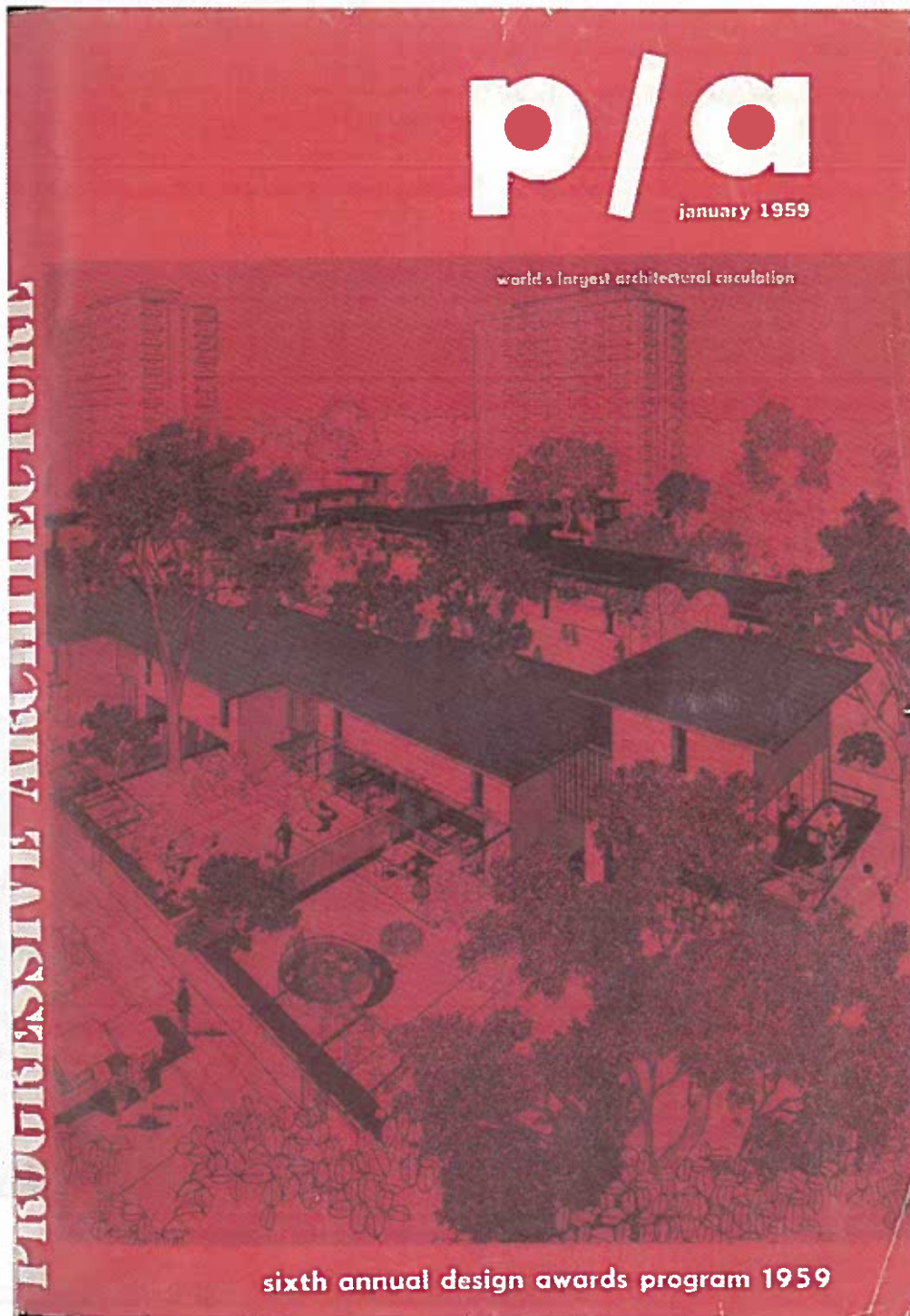
**Fee Paid: \$10.00**

BRUCE ELFANT  
 Tax Assessor-Collector

By: \_\_\_\_\_



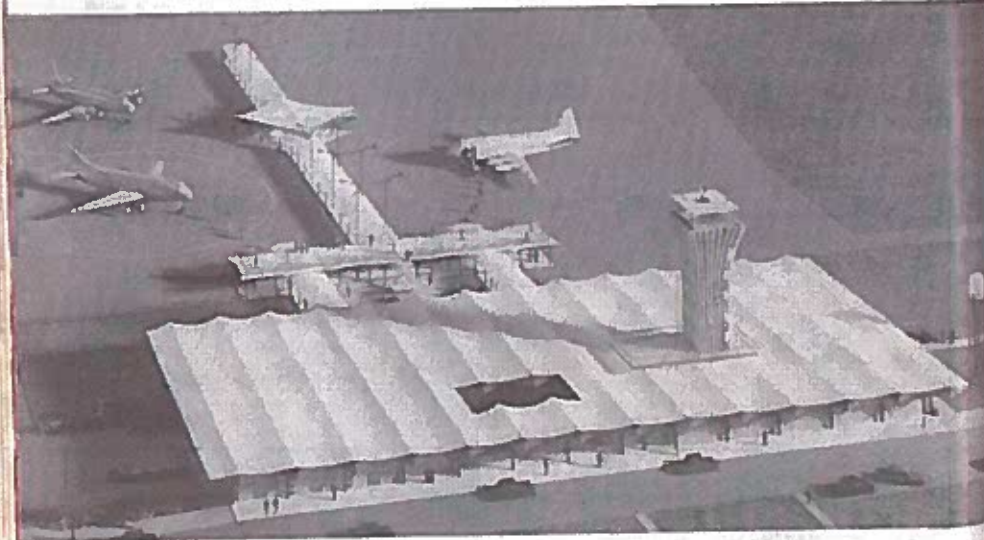
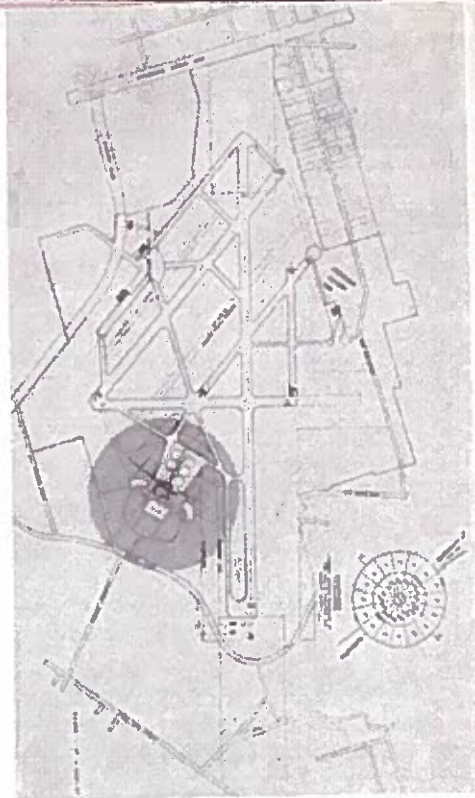
Progressive Architecture 1959 Jan., v. 40, p. 114-115.

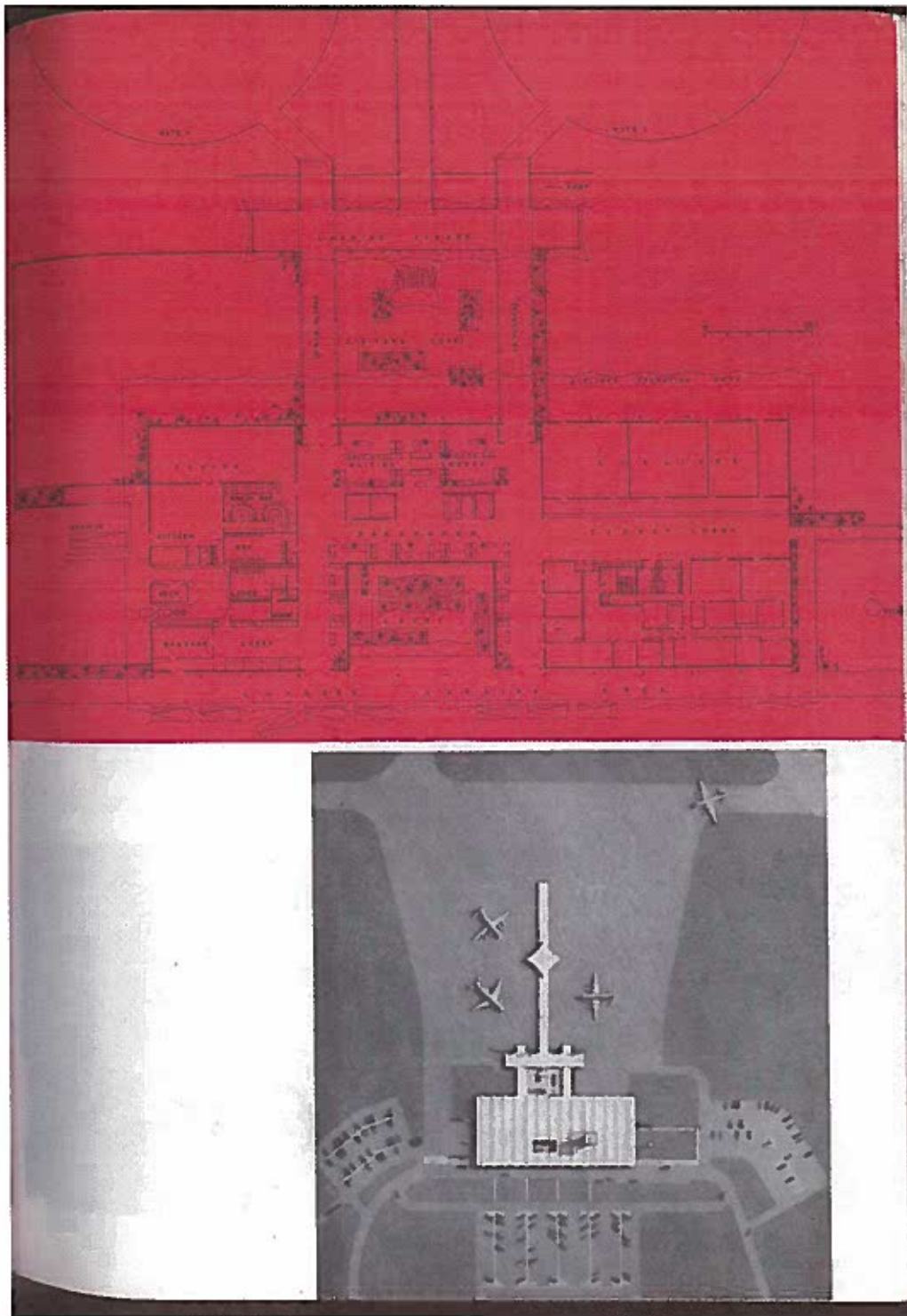




## commerce: *Design Award*

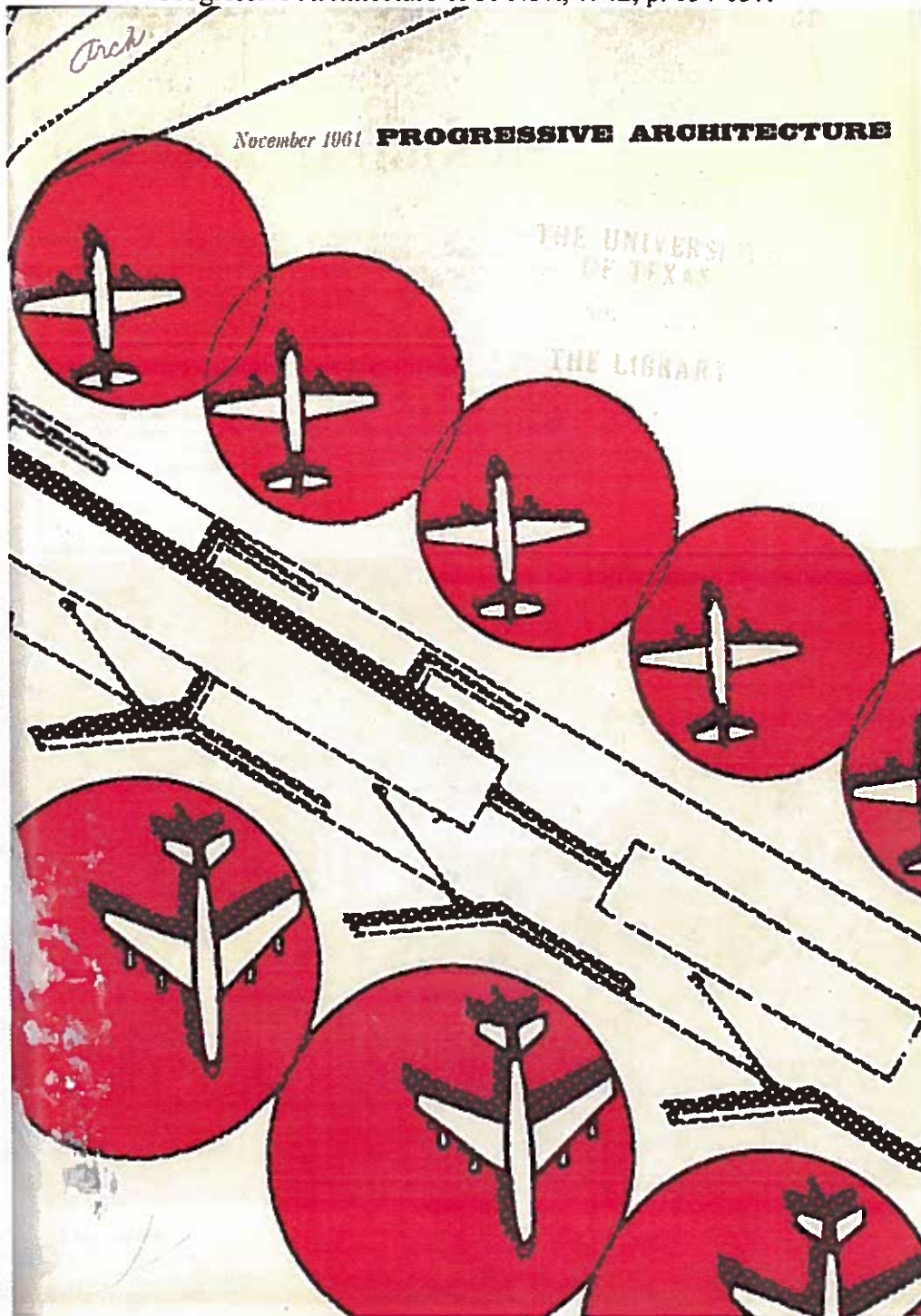
**Terminal Building, Robert Mueller Municipal Airport for City of Austin, Texas:** Fehr & Granger, Architects; Herbert Cruse, Associated Architects; W. Clark Grogg, Structural Engineer; Herman Mum, Consulting Engineer. "There was no desire on the part of the city to build a massive monument." Instead, say the architects, "the design was conceived as a large unified shelter providing flexibility and openness." The greatest importance in the planning of the terminal was the smooth flow of circulation—pedestrian as well as vehicular. Second, it was essential, in anticipation of the rapid growth of commercial air travel, that the building be planned for expansion without destroying its unity, and without disrupting operations during future construction. A third and equally important consideration was economy. The construction is to be concrete. The roof will employ steel trusses 24' o.c. and 5' deep. Carved diamond-shaped trusses will form cantilevers on either side of main trusses. Roof and ceiling surfacing is to be of lightweight concrete. The tower will have a concrete frame, using aluminum and glass on the exterior. "The roof structure and control tower shape," explain the architects, "are a conscious effort to get away from a static silhouette and create a dynamic structure which would be pleasing from the air as well as the ground. It is hoped the building will express something of the spirit of progress which exists in air travel today." The Jury considered this building an excellent solution in planning, as well as design expression, and wished to distinguish it as Runner-up to the First Design Award.







Progressive Architecture 1961 Nov., v. 42, p. 154-157.



## MUNICIPAL AIRPORT

TERMINAL BUILDING • ROBERT MUELLER  
MUNICIPAL AIRPORT • AUSTIN, TEXAS •  
OFFICE OF YEHR & CHANCER, ARCHITECTS  
• W. CLARK CRAIG, STRUCTURAL ENGINEER

The air traffic at Austin is not great enough to require the latest mechanical advances in passenger and baggage handling, but the planning of the new terminal is based on the same factors that govern the design of larger air terminals. The master plan is projected for two 10-year stages of expansion; the present terminal will be able to handle the maxi-

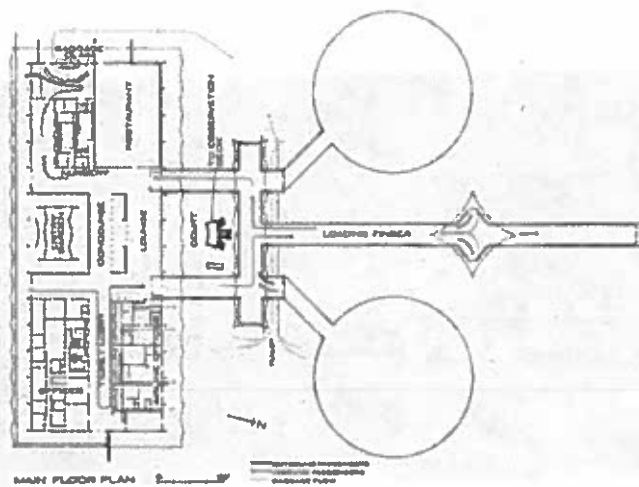
mum traffic volume of 162 passengers per hour predicted for 1970.

The terminal is a one-story rectangular building with a field-level finger extending out onto the apron; three aircraft parking positions are accommodated on each side of the finger. The control tower rises above the terminal building and is a distinctive landmark both from the ground and from the air. All passenger, baggage, and administrative operations are contained in the terminal building, as well as several facilities, such as mail, express, and cargo, that

Photos: Dewey C. Meigs









*The airlines check-in counters (top) are to the east of the terminal's main concourse (middle). Covered passageways for inbound and outbound passengers connect the concourse with the loading finger. A broad canopy over the middle of the finger (below) shelters two boarding gates. This canopy will be repaired when the finger is extended.*





*The undulating curves of the terminal complex were adopted to "express the spirit of progress in air travel today."*

are often housed in separate buildings.

Inbound and outbound passengers and baggage are separated by means of a one-way counterclockwise route. Outbound passengers check in on the east side of the building and proceed to the finger by way of a passage on the east side of the concourse. Inbound passengers enter the terminal by a passageway on the west side of the concourse.

Baggage collected at the airlines counters is carried by short conveyors to the apron side of the building, where it is loaded onto trucks that take it to waiting aircraft. A ramp, which tunnels under the building end of the finger, permits the trucks to pass from the east side of the apron to the west side without having to go around the finger. Inbound baggage is deposited at the claim counter at the west end of the terminal.

The terminal building has a steel structure with a roof system of 5-ft-deep steel trusses running between the long sides. Diamond-shaped trusses with concave chords are cantilevered on both sides of the main trusses. The curved fascia is of porcelain-enameled steel; lightweight concrete is used for the roof and ceiling surfacing. A minimum of bearing members is used on the interior to facilitate alterations.

The finger is an open walkway sheltered by a steel-framed canopy. The control tower has a concrete frame and an aluminum and glass exterior.

The design of the terminal won a P/A Design Award in 1959, at which time the jury distinguished it as a runner-up for the First Design Award. As a finished project, the terminal closely adheres to the original design.