

## HISTORIC AND DESIGN REVIEW COMMISSION

March 16, 2016

### Agenda Item No: 21

**HDRC CASE NO:** 2016-109  
**COMMON NAME:** VIA Metropolitan Transit - Next Gen  
**ADDRESS:** Various Locations  
**LEGAL DESCRIPTION:** Public Right-of-Way  
**PUBLIC PROPERTY:** Yes  
**APPLICANT:** Abigail Rodriguez/VIA Metropolitan Transit  
**OWNER:** City of San Antonio  
**TYPE OF WORK:** Installation of bus shelters in various locations  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to place 4 prototypes of the Next Gen Shelters at various existing bus stop locations throughout the VIA system. There are no specific locations for installation requested at this time.

#### APPLICABLE CITATIONS:

*UDC Section 35-640 - Public Property and Rights-of-Way.*

b. Public Rights-of-Way. Generally, the historic and design review commission will consider applications for actions affecting public rights-of-way whose construction or reconstruction exceeds in quality of design or materials standards of the design manual of the public works department.

*UDC Section 35-646 – Construction in Public Rights-of-Way*

a. General Provisions. All construction in the public right-of-way shall conform to all city codes. In considering an application, the historic and design review commission shall be guided by the following:

1. Sidewalk Zones. Pedestrian movement should be pleasant, allowing for store browsing, comfortable transit waiting and easy accessibility for disabled people. Where possible, sidewalks should at least five (5) feet in width. Existing sidewalks should not be narrowed when replaced.

3. Street Features and Arrangements. Historic districts and the downtown, as well as other distinct areas of the city have diverse character and any street furniture selected for these areas should complement these differences. In addition, the clustering of street furniture in one (1) place is recommended. Trash receptacles, seating, telephones and other street furniture should be grouped together.

A. Circulation. A clear path-of-travel of thirty-six (36) inches wide shall be maintained in and around street features and arrangement.

B. Seating. Seating should be physically comfortable and inviting, durable and attractive. Plaza and open space seating should also be socially comfortable by offering a variety of choices such as in the sun or shade, near traffic and activity or not, and alone or in groups.

#### FINDINGS:

- a. Consistent with UDC Section 35-640(b), a Certificate of Appropriateness shall be required for actions affecting the public right-of-way where the design of the proposed construction exceeds typical City standards. A Certificate of Appropriateness shall also be required for all actions located within a historic district. The prototype of the Next Gen Bus shelter modular design received HDRC approval on February 15, 2012. Following a public comment period, VIA requested approval to install Next Gen shelters at 38 locations in the downtown area. The HDRC approved these initial locations on October 2, 2013.
- b. Subsequent installations of the previously-approved prototype have been approved administratively by staff. In some instances, a shelter installation has been referred to the HDRC for review and approval. For example, a

proposed shelter at Pedro Huizar Park was referred to the HDRC due to the neighborhood association's preference for the traditional shelter design.

- c. The current request is for approval for four final configurations of the Next Gen prototype. If approved, a Certificate of Appropriateness will be required for each future installation of the approved shelter designs in accordance with the Unified Development Code. OHP staff will continue to review future installation requests for administrative approval on a case-by-case basis and will reserve the right to refer a specific installation to the HDRC should there be concerns about the proposed location and its potential impact to a historic district or historic feature in the right-of-way.
- d. The flexibility of the proposed shelters makes them very functional for locations within the urban core where sidewalk widths and available open space vary greatly. The installation of these shelters will create more uniformity among VIA stops, helping to reduce the amount of visual clutter in the urban core, consistent with the UDC Section 35-646(a).

**RECOMMENDATION:**

Staff recommends approval as submitted based on these findings. The applicant is responsible for submitting future requests for installations at specific locations to staff for review and issuance of a Certificate of Appropriateness.

**CASE MANAGER:**

Lauren Sage

# Next Generation Shelter examples



2 module



3 module



4 module



6 module

# NEXT GENERATION SHELTER PROGRAM

## GOALS

**49% INCREASE**  
IN SHELTERED BOARDING

SEATING FOR  
**99%**  
OF PASSENGERS

**IMPROVE**  
STOP ACCESSIBILITY  
AND COMFORT

**ENHANCE**  
INSTALLATION FLEXIBILITY WITH  
CHALLENGING SITES

**UNIFORM**  
SHELTER DESIGN

**REPLACE**  
AGING SHELTERS

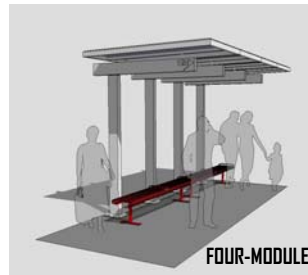
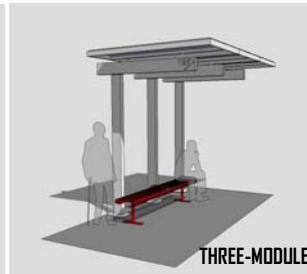
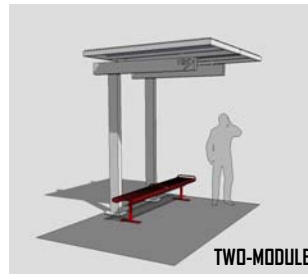
**REDUCE**  
MAINTENANCE COSTS

**USE**  
LOCAL CONTRACTORS



OVERALL SHELTER  
PROJECT PROGRESS:

**376** SHELTERS  
COMPLETE



PROGRAM DURATION  
**2.5 YEARS**

PROGRAM BUDGET  
**\$12 MILLION**

SHELTER STOPS  
**900-1,000**

BEFORE



AFTER



BROADWAY OPPOSITE FUNSTON



BANDERA IN FRONT OF 1171  
(under construction)



# NEXT GENERATION SHELTER PROGRAM



2 module



3 module



4 module



2 module – parallel



# CITY OF SAN ANTONIO OFFICE OF HISTORIC PRESERVATION

HISTORIC AND DESIGN REVIEW COMMISSION  
CERTIFICATE OF APPROPRIATENESS  
October 02, 2013

**HDRC CASE NO:** 2013-327  
**ADDRESS:** Various locations downtown  
**PUBLIC PROPERTY:** Yes  
**APPLICANT:** VIA Metropolitan Transit, Abigail Kinnison 800 W. Myrtle  
**TYPE OF WORK:** Installation of bus shelters downtown

## REQUEST:

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

Install 38 'Next Gen' bus shelters at various locations downtown. The proposed shelters are modular, constructed of metal with translucent roof panels to be minimal in design and flexible for tight urban locations. The shelters consist of rectangular metal posts and a flat, projecting roof. Some of them will have benches and maps attached to the posts. Of the 38 proposed locations, all function as VIA bus stops. Some currently have older shelters and some currently have no shelter.

## FINDINGS:

- a. A prototype of this shelter was given conceptual approval by the HDRC for installation at the intersection of Commerce and Navarro Streets on December 7, 2011. At that time, VIA planned to install a shelter at this location and elicit public feedback on the design. This request received final HDRC approval on February 15, 2012.
- b. This 'Next Gen' shelter was reviewed by one member of the Design Review Committee on February 12, 2013, for placement at the intersection of St. Mary's and Commerce Streets. At that time, the Commissioner present had no major concerns about the proposed design and indicated that renderings of the modules at their proposed locations would be helpful in understanding the impact the shelters will have on the streetscape. Since that meeting, the location in question has been removed from the proposed installation due to other potential modifications.
- c. The proposed shelters are minimal and light in terms of design and construction. Therefore, their installation will not significantly impact views of existing historic buildings in the downtown core.
- d. The flexibility of the proposed shelters makes them very functional for locations within the urban core where sidewalk widths and available open space vary greatly.
- e. Staff agrees with the findings of the Design Review Committee in 2011 that the installation of these shelters will create more uniformity among VIA stops, helping to reduce the amount of visual clutter in the urban core, consistent with the UDC Section 35-646.a.

## RECOMMENDATION:

Staff recommends final approval of the 38 proposed locations as submitted based on these findings.

## COMMISSION ACTION:

Approved as submitted based on findings a through e.

  
Shanon Shea Miller  
Historic Preservation Officer





# CITY OF SAN ANTONIO

## HISTORIC AND DESIGN REVIEW COMMISSION CERTIFICATE OF APPROPRIATENESS

February 15, 2012

**HDRC CASE NO:** 2011-253  
**ADDRESS:** Commerce & Navarro  
**LEGAL DESCRIPTION:** Public Right of Way – sidewalk  
**PUBLIC PROPERTY:** Yes  
**APPLICANT:** VIA Metropolitan Transit - John Seymore; Christine Vina 800 W. Myrtle St.  
**OWNER:** COSA  
**TYPE OF WORK:** Placement of Exterior Accessories; New Construction - Transit Stop

### REQUEST:

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

1) Construct new prototype transit stop at Commerce and Navarro. The concept transit stop will include a new transit shelter, seating, signage and other new technologies.

### RECOMMENDATION:

This project received conceptual approval on December 7, 2011

VIA is requesting approval to install a single prototype transit stop at the northeast corner of Commerce and Navarro Streets. The proposed project will be for a single location only. Additional locations, noted in the exhibits, will be pursued once the prototype is installed and further reviewed. The prototype unit will serve a way for VIA to obtain community and stakeholder input once implemented. A program will be used to elicit patron comments. After the comment period has been completed, VIA will present the prototype transit stop again with any revisions to the HDRC.

On September 13, 2011, VIA met with the Design Review Committee to review the proposed project. The committee noted that the proposed project would address many of the current conflicting transit stop shelter designs. The proposed project will create an uniform design which will aid in the "branding" of VIA and character of the downtown streetscape. The committee noted that the design and placement of the future stop should consider the following:

- The transit stops should consider their location near and in front of historic landmark buildings with regard to massing and scale.
- Public art may be used at the proposed transit stops. The committee suggests public art component should be placed in unique areas and respond to the existing context.
- Trash receptacle locations should be considered: It was noted by VIA that trash receptacles may not be made available at the proposed stops.

Staff recommends approval of the prototype transit stop as submitted. The proposed design will enhance a heavily used and outdated transit stop. Staff finds the proposed design aesthetically appropriate.

This recommendation is consistent with Sec. 35-646.

### COMMISSION ACTION:

Approved as submitted.

Shanon Peterson  
Historic Preservation Officer