

HISTORIC AND DESIGN REVIEW COMMISSION

October 05, 2016

Agenda Item No: 7

HDRC CASE NO: 2016-388
COMMON NAME: VIA Metropolitan Transit - Next Gen Plus
CITY COUNCIL DIST.: 4
APPLICANT: John Seymore/VIA Metropolitan Transit
OWNER: Christine Vina/VIA Metropolitan Transit
TYPE OF WORK: Installation of bus shelters at various locations; Next Gen Plus design

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to place 'Next Gen Plus' bus shelters, a new prototype, at 46 various locations along Zarzamora and Military Drive, and future locations.

APPLICABLE CITATIONS:

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. This proposal was reviewed by the Design Review Committee on September 13, 2016. The members present had no major concerns about the design, but had concerns about maintenance. The members also supported the absence of advertisement space on the structure.
- b. The applicant is proposing approval of the “Next Gen Plus” shelter. The proposed prototype is minimal and light in terms of design and construction. Therefore, their installation will not significantly impact views of existing historic buildings. The proposed prototype design is also flexible, in that there are several variations to accommodate to narrow right-of-ways. The installation of these shelters will create more uniformity among VIA stops, helping to reduce the amount of visual clutter, consistent with the UDC Section 35-646(a).
- c. The applicant at this time is proposing to install 46 “Next Gen Plus” shelters at existing stops along Zarzamora and Military Drive. These are not located in any Historic Districts and do not impact any historic structures. Staff finds the proposal appropriate and consistent with the UDC Section 35-646.
- d. ARCHAEOLOGY- The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

RECOMMENDATION:

Staff recommends approval of the design as submitted based on findings a through d with the following stipulations:

1. ARCHAEOLOGY- The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.
2. 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



South/West Corridor Transit Improvements

ZARZAMORA AND MILITARY PRIMO BRT PROJECTS

REVISED BRT SHELTER DESIGN

*Historic & Design Review Commission
Design Review Committee*





HDRC FINAL APPROVAL APPLICATION

NARRATIVE



Background

San Antonio's South/West corridor was identified during VIA's 2035 Long-Range Transportation Planning process as a key part of the city's transportation network, due to high current ridership and potential for future growth. The corridor is responsible for 20 percent of transit trips in the VIA Metropolitan Transit service area and links four major transit centers: Medical Center, Kel-Lac, Madla, and Brooks City-Base. A needs assessment of the area's transit network identified existing needs for improvement in the areas of service quality, safety, pedestrian access, efficiency, integration with land use, connection to affordable housing, and environmental and social impacts. The assessment identified the need for high-quality transit service along the L-shaped corridor that could be met by expansion of VIA's high-capacity Primo bus service that currently serves the Fredericksburg Road corridor. VIA's Primo service is differentiated from standard bus service by the use of more frequent and reliable service; high quality, accessible stations; and special, visually distinctive buses.

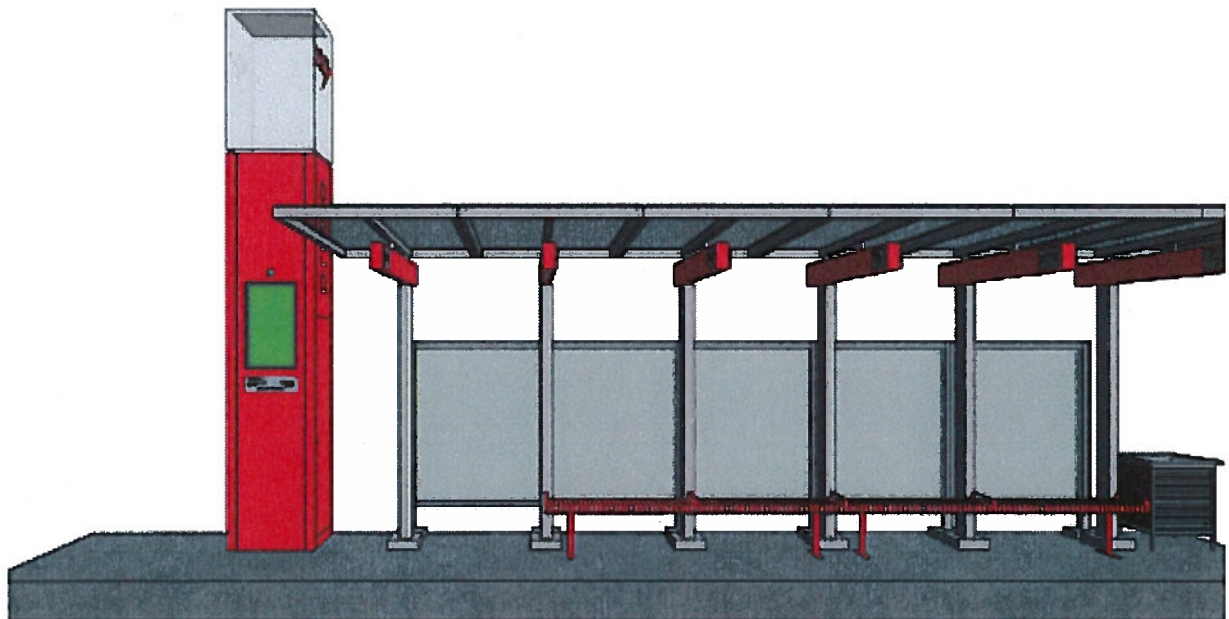
Southwest Corridor – Primo Service

The new Southwest Corridor Primo routes along Zarzamora Street and Military Drive will have peak-hour headways of 15 minutes, with the underlying local service arriving approximately every 20-30 minutes. The routes will utilize Transit Signal Priority (TSP) technology to allow transit vehicles to minimize time spent stopped at traffic signals and to improve reliability; use of TSP will allow for peak-hour travel time savings of up to 16% on SW Military Drive, and 8% on Zarzamora Street, with minimal disruption to other vehicles on the road network. New Primo stations will enhance access to the routes by minimizing boarding times and providing 'real time' information on vehicle arrival. Associated improvements to pedestrian infrastructure, including coordinated projects with the City of San Antonio's REnewSA initiative, will ensure safe access to the system. Improvements to transit centers at the termini of the two routes will enhance the convenience and multimodal connectivity of the system, allowing transfers to other parts of the network. The vehicle mix will include 40- and 60-foot vehicles in the same style as those in use on the current Primo 100 (Fredericksburg Rd) route; both the new Primo stops and vehicles will be equipped with Wi-Fi connectivity.

Primo Shelter Design Concept

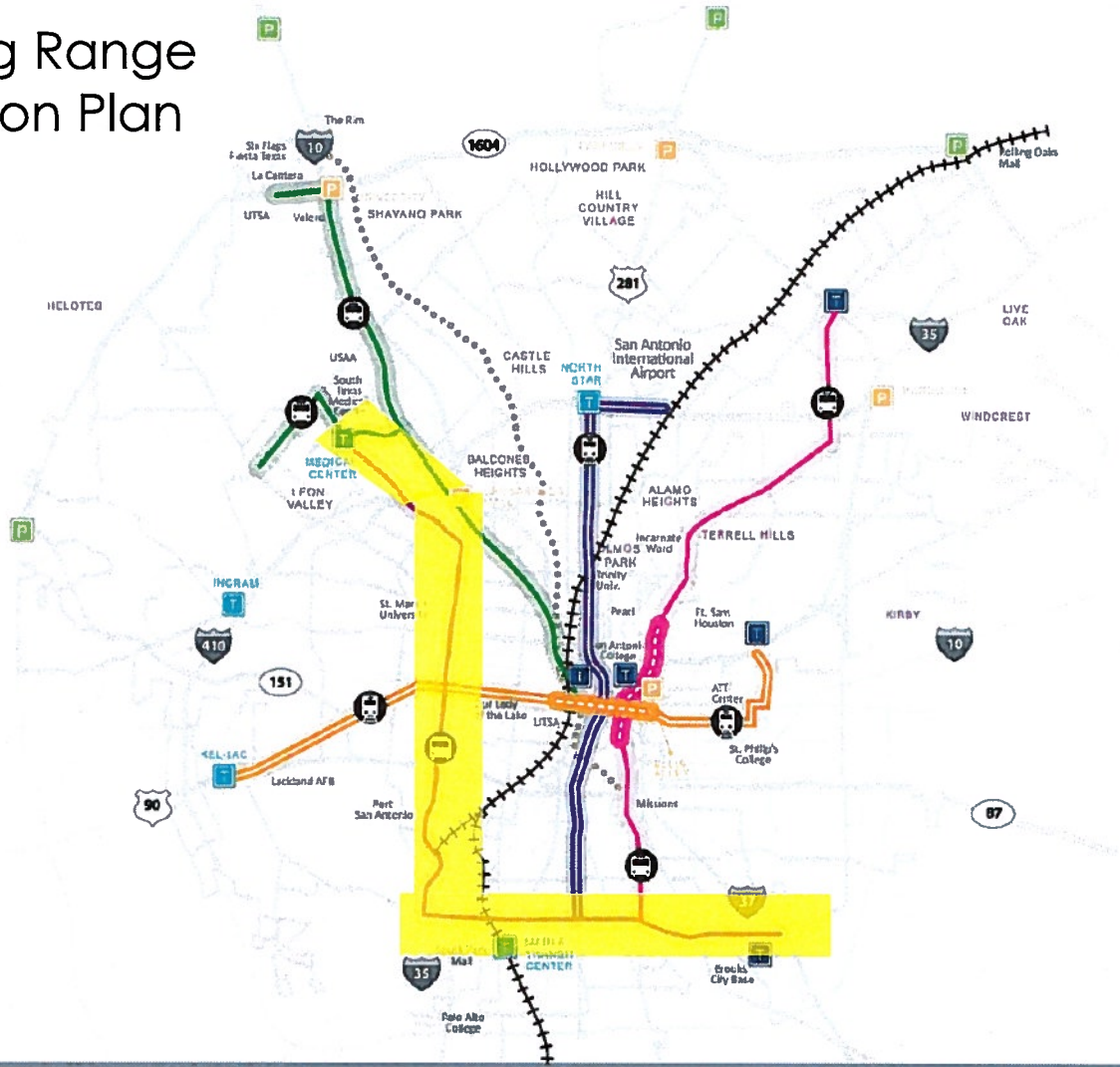
As part of the development of the Primo shelter design concept, it was determined that with 15 minute service, and narrow right of way conditions, large shelters - like those used along the Fredericksburg Road corridor - were not conducive for the Southwest Corridor. However, the enhanced passenger amenities such as real time signage, wifi connectivity, lighting, and security were determined as important feature to be maintained. To address budget issues and enhance the ability to provide additional Primo service and amenities on other corridors in the service area, VIA developed a Primo stop concept referred to as the 'Next Gen Plus,' which utilized the current VIA 'Next Gen' local bus stop program.

The Next Gen Plus shelter is a six (6) module prefabricated shelter, approximately 30 feet in length and 8'-6" in depth. It also includes a 2'6" x 2'6" red 'wayfinding' pylon, that is 15'-6" in height (with an integral 4' tall signage lantern), that will replicate those found along the Fredericksburg Road Primo shelters. The pylon will incorporate the real time signage monitor component, as well as contain the required electrical, communications and camera equipment.



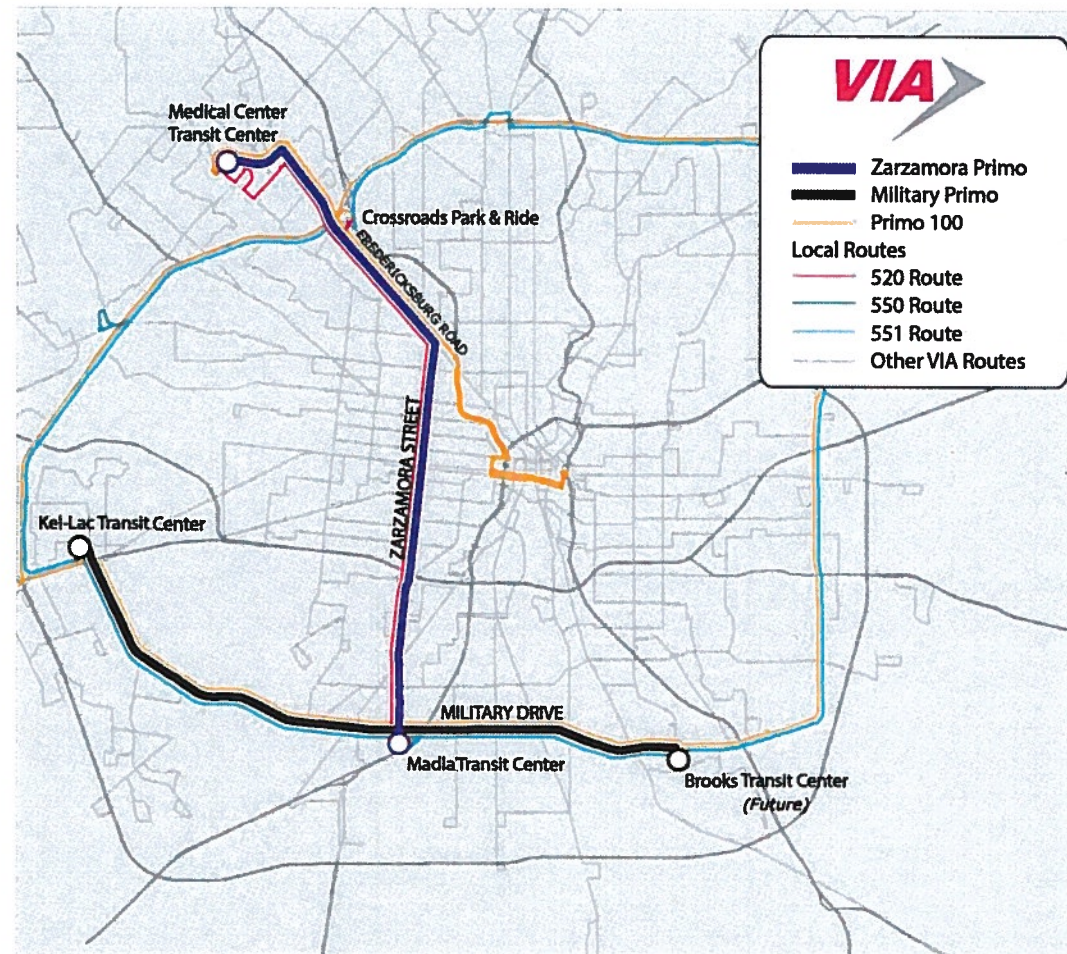
Project Background

- Recommended in 2011 Long Range Comprehensive Transportation Plan
- Primo service launched on Fredericksburg Rd: December 2012
- Alternatives Analysis: Spring-Summer 2014
- Implementation Plan: Fall 2014-Fall 2015
- Environmental Process: Initiated Fall 2015



Primo Service Plans

- **CONNECTS** to Primo 100 on Fredericksburg Road:
 - » **Military Drive:** overlays Route 550/551
 - » **Zarzamora Street:** overlays Route 520
- **FREQUENCY** Primo: 15 min
Local: 20 min (Military)
30 min (Zarzamora)
- **MAJOR TRANSIT CENTERS**
Madla, Kel-Lac, South Texas Medical Center Transit Center, and the **new** Brooks



Bus Stop Accessibility & Amenities

- ▶ Sidewalk rehab and replacement
 - » Approx. 1 mile of enhanced sidewalk



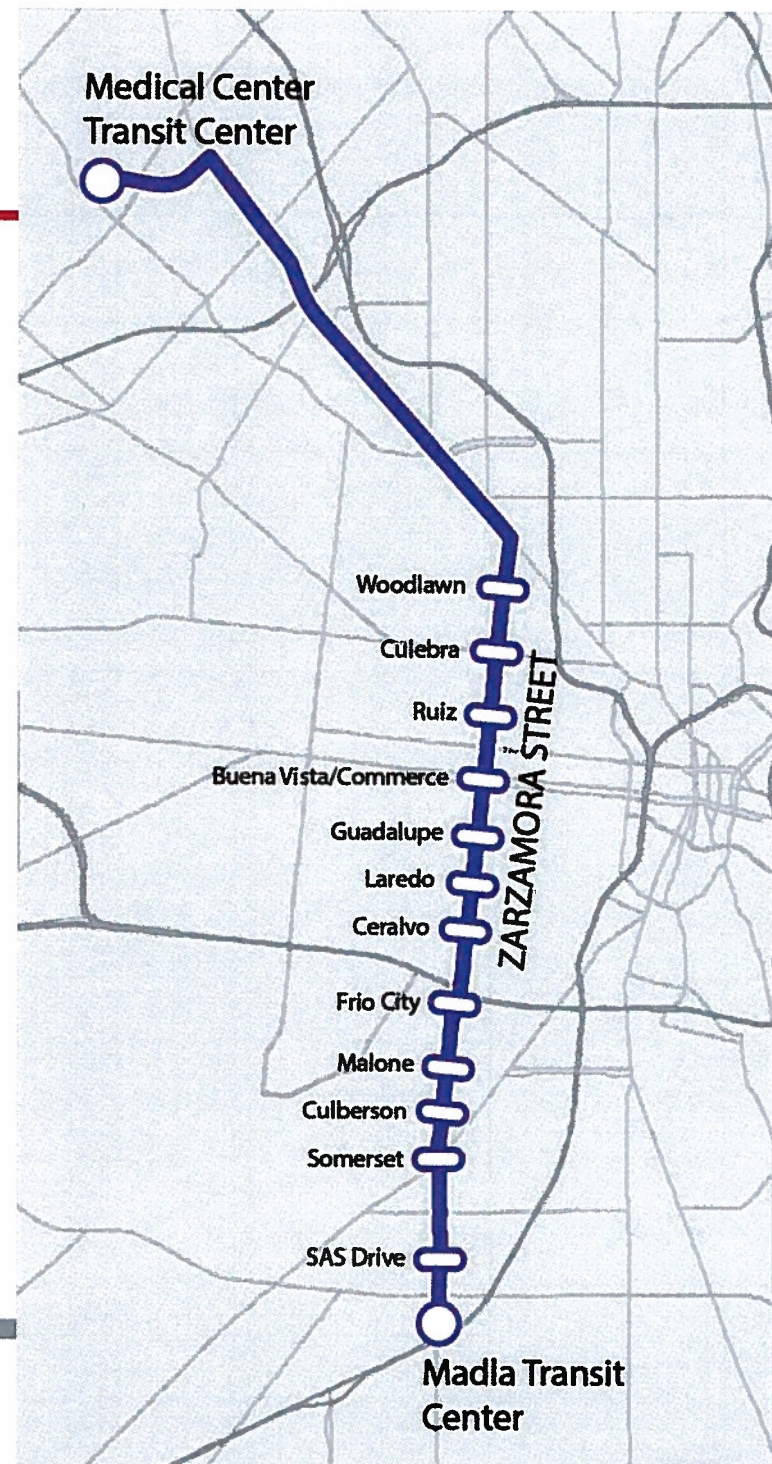
- ▶ Curb cuts/ramps
- ▶ Crosswalks



Zarzamora Primo

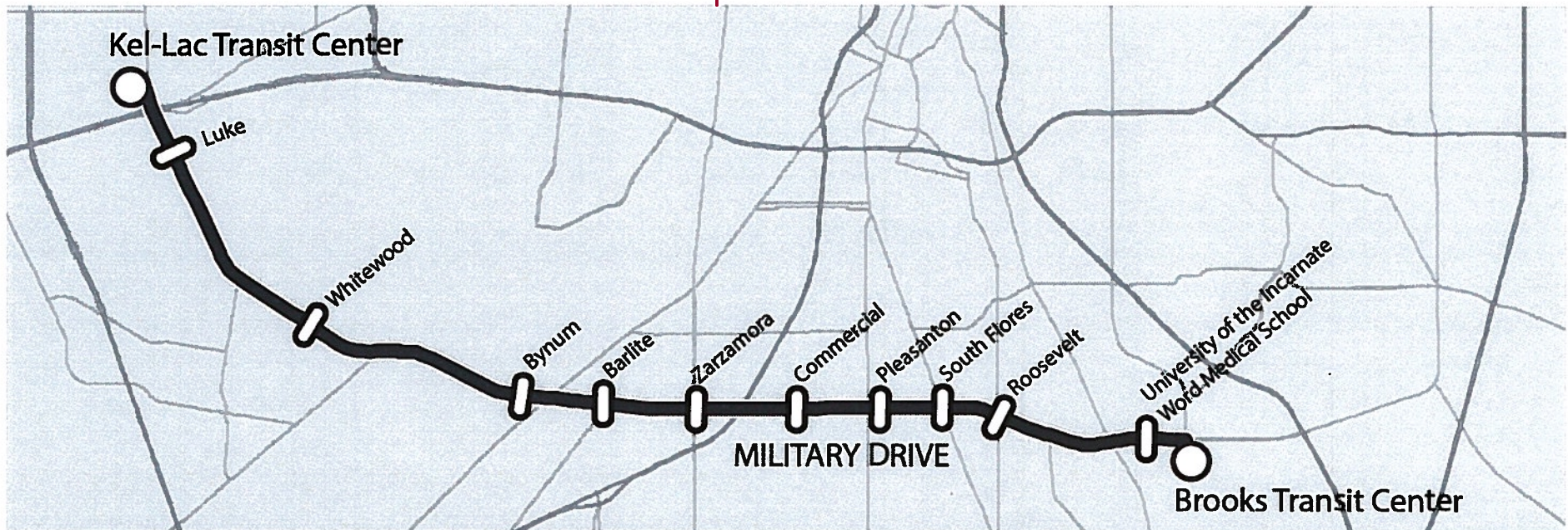
► Project elements

- » Frequent & limited stop service from Fredericksburg Rd. to Madla Transit Center
- » Connects with east-west proposed Military Primo BRT project and all local service
- » Primo Shelters: Public art, Wi-Fi, Cameras



Military Primo

- ▶ Top performing route today – improvements needed for:
 - » Service quality
 - » Faster travel times
 - » Connections to economic opportunity
 - » Pedestrian access and safety
 - » Support reinvestment and redevelopment
 - » Minimize environmental impact



Environmental Review & Potential Impacts

- ▶ Historic & Cultural Resources review underway
- ▶ Zarzamora: Protected karst spider caves at two stops at Ruiz Street will be monitored during construction
- ▶ Compatible with Community Character
 - » Provide access to opportunities for south/west communities
 - » No impacts to low-income and minority residents
 - » Consideration of Military culture and history for shelter design



Local Bus Stop Improvements



- ▶ New NextGen
 - » Zarzamora
 - » Military
- ▶ Solar Lighting
- ▶ Static Info Signage
- ▶ Art specific to neighborhood

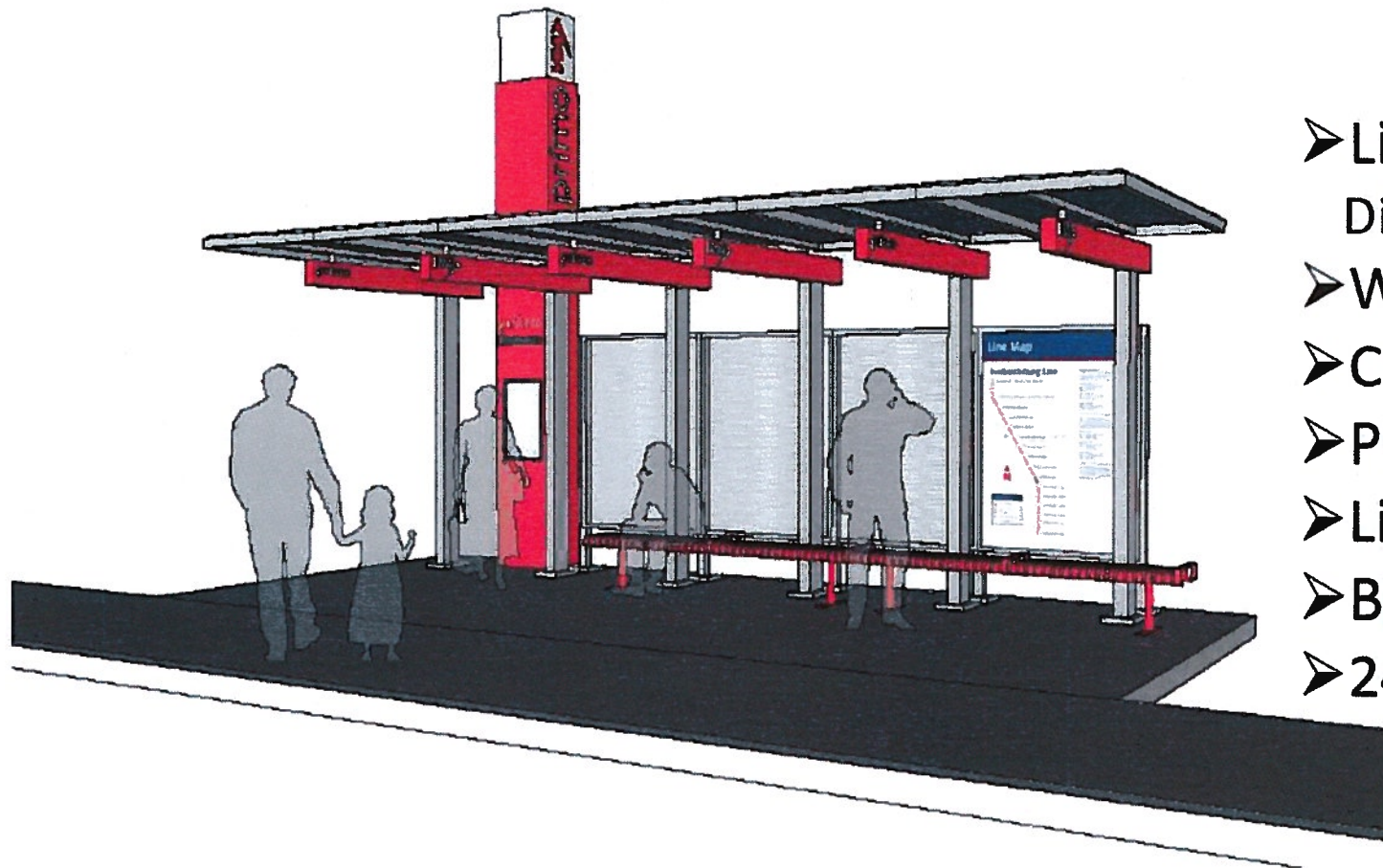


Primo Shelter Design (Former Design)



DRAFT CONCEPT DESIGN

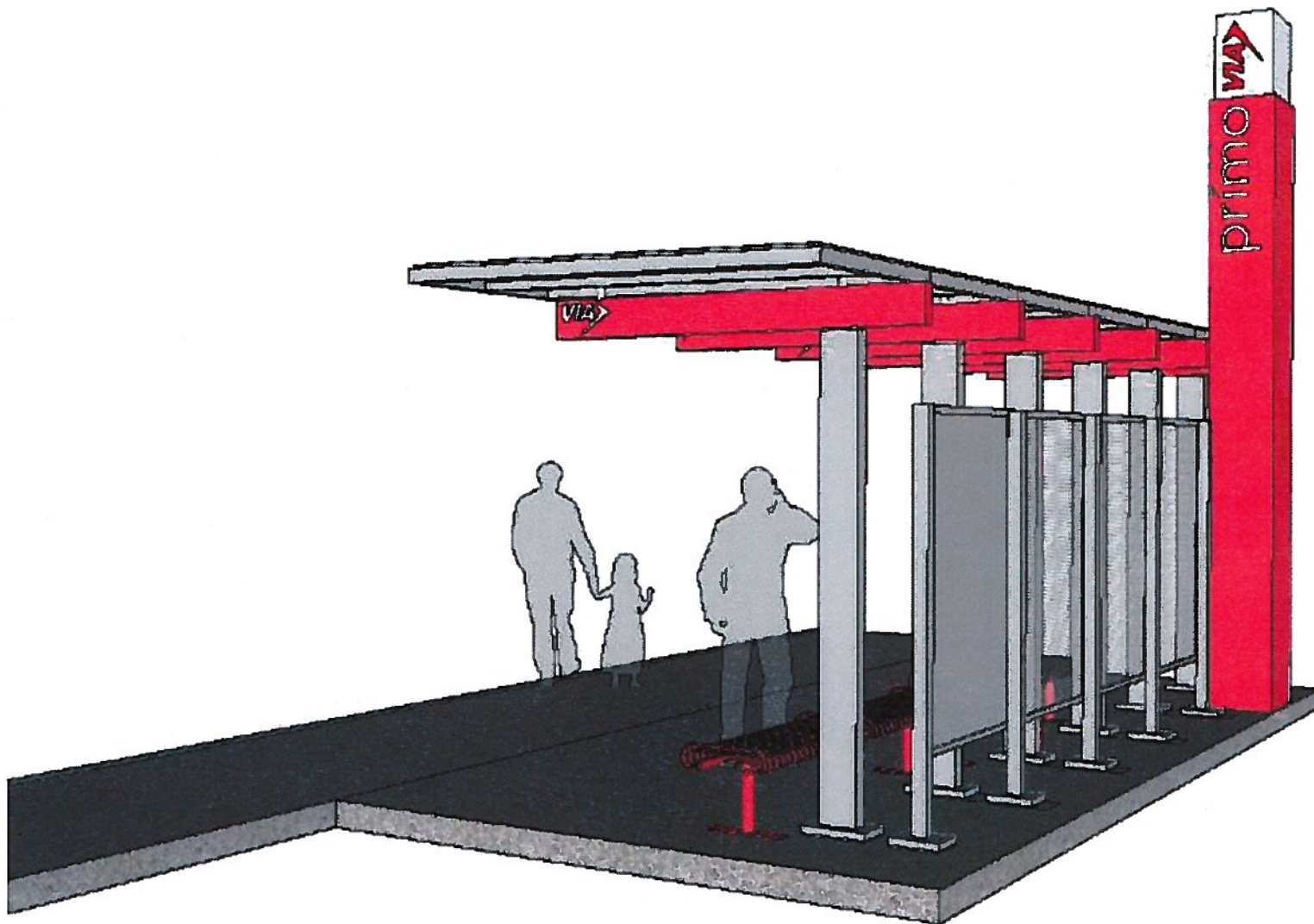
NextGen+ (REVISED Shelter Design)

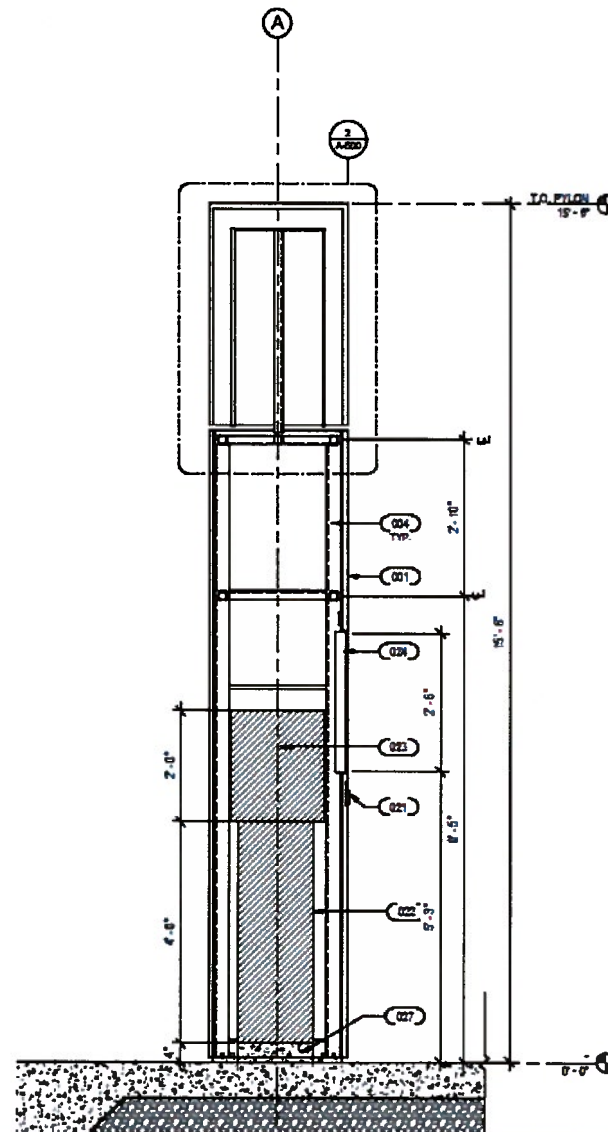


NG+

- Lighted Beacon w/
Digital Message Board
- Wi-Fi
- Cameras
- Public Art
- Lighting
- Branding
- 24' x 8'

NextGen+

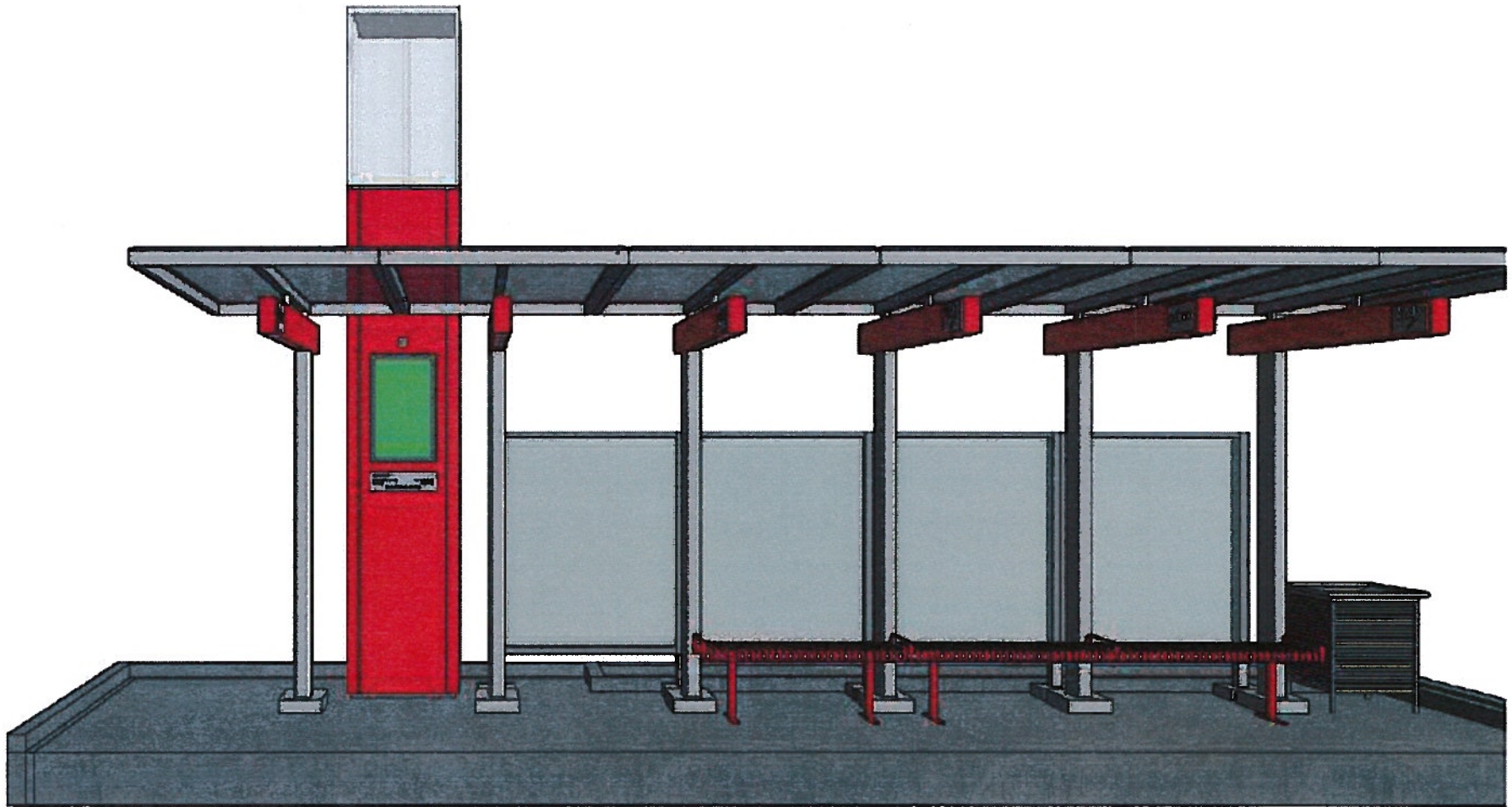




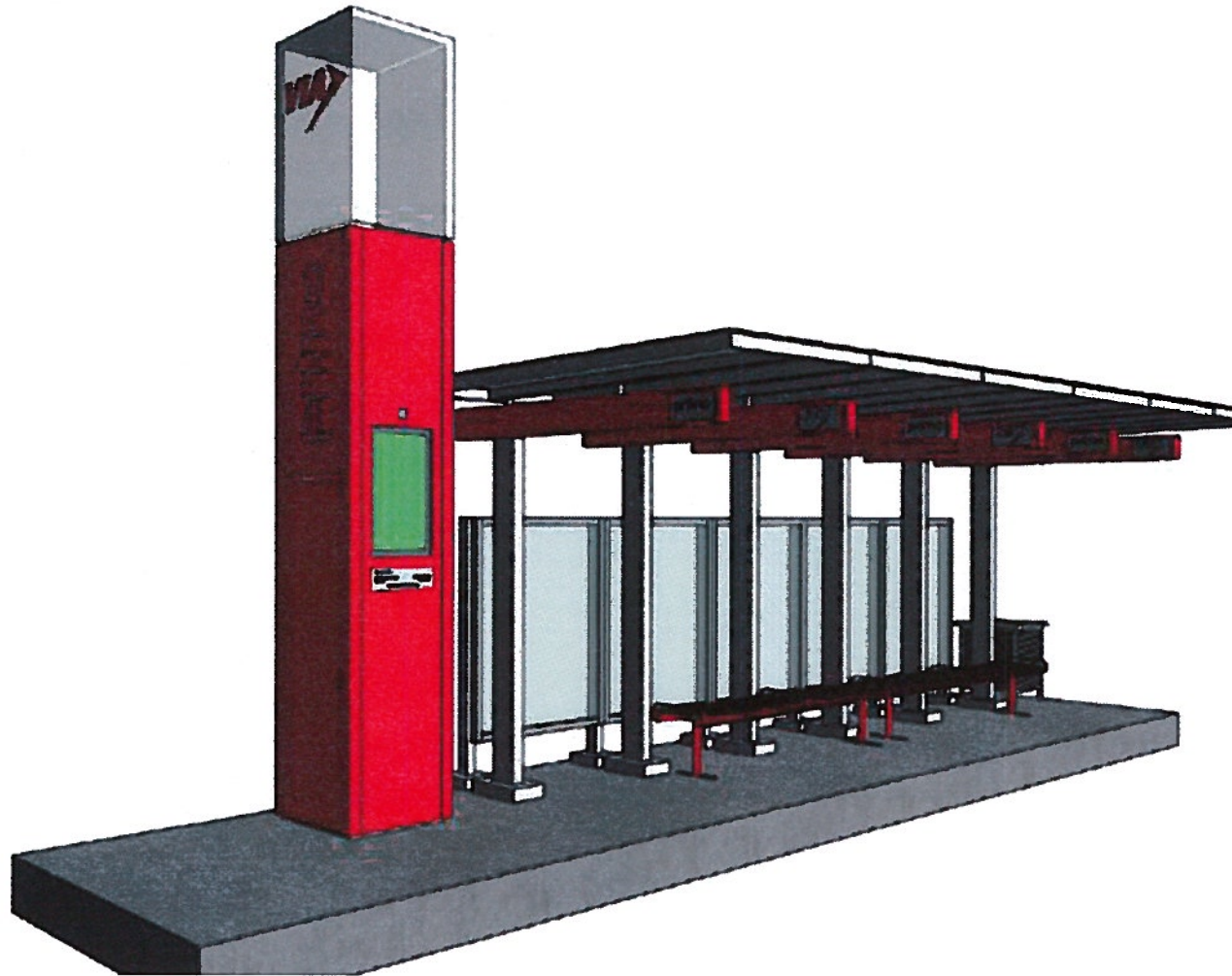
NextGen+ (Standard)



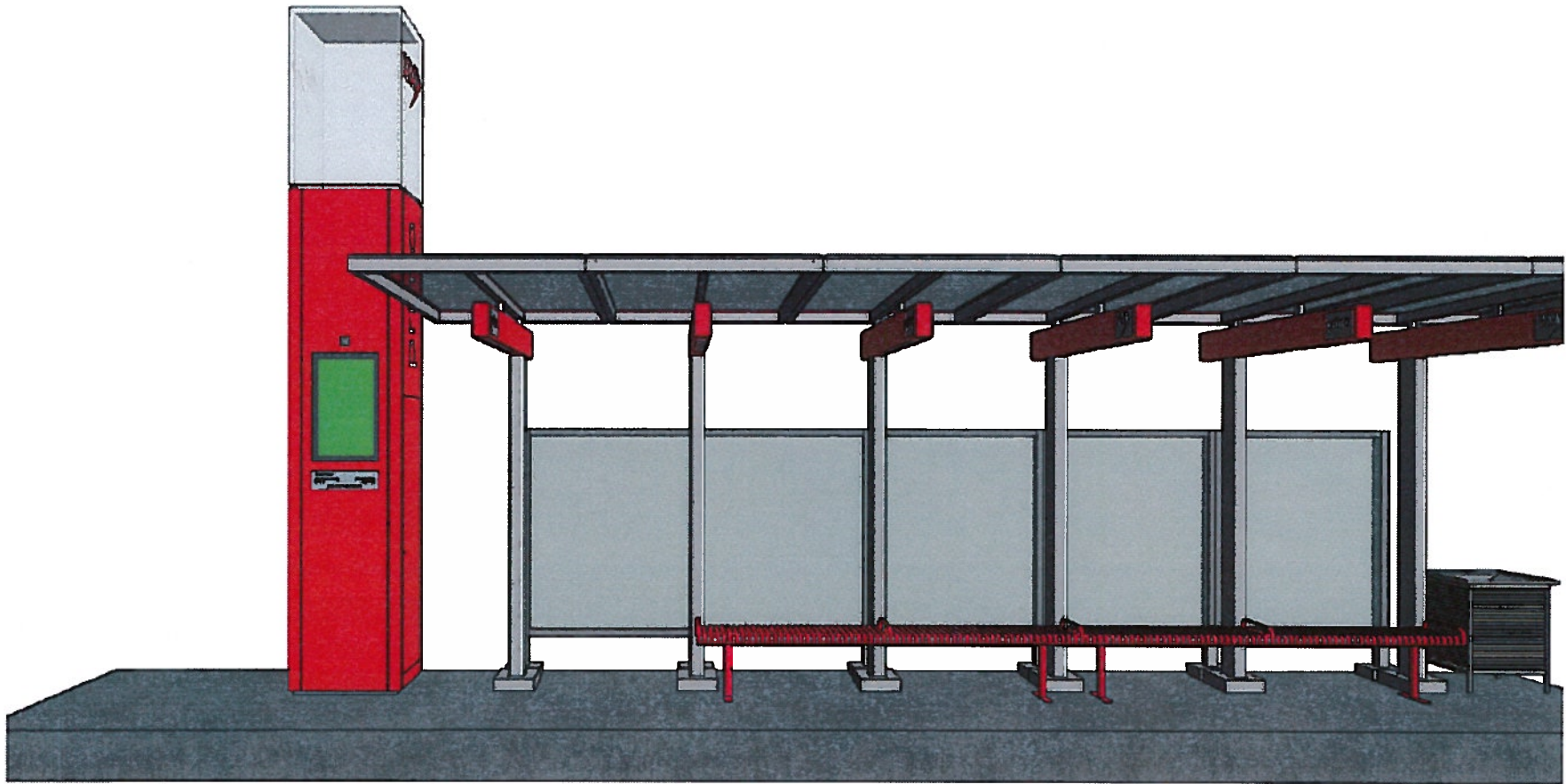
NextGen+ (Standard)



NextGen+ (Narrow)



NextGen+ (Narrow)



Next Steps

Prepare Final
Design and
Right of Way
Documents

Acquire Right
of Way

Construction
2017

Start Service
Late 2018

Continuous Public Engagement

Military Drive

1. **LUKE BLVD STATION - WB:** Located on SW Military Dr., between Luke Blvd. and Bergquist Dr., approximately 149 feet west of the centerline of SW Military Dr. / Luke Blvd. intersection. The proposed bus stop will be located behind the north side sidewalk, approx. 35 feet east of the existing VIA bus stop (Stop ID: 69536 / SW Military Dr. & Luke Blvd.).
2. **LUKE BLVD STATION - EB:** Located on Military Dr., between Luke Blvd. and Truemper St., approximately 177 feet east of the centerline of SW Military Dr. / Luke Blvd. intersection. The proposed bus stop will be located behind the south side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 69537 / SW Military Dr. & Luke Blvd.).
3. **WHITEWOOD ST STATION - WB:** Located on Military Dr., between Whitewood St. and Old Pearsall Rd., approximately 80 feet east of the centerline of SW Military Dr. / Whitewood St. intersection. The proposed bus stop will be located behind the north side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 26569 / SW Military Dr. & Whitewood).
4. **WHITEWOOD ST STATION - EB:** Located on Military Dr., between Whitewood St. and Old Pearsall Rd., approximately 110 feet east of the centerline of SW Military Dr. / Whitewood St. intersection. The proposed bus stop will be located behind the south side sidewalk. Note that this future bus stop will be at approx. 175 feet east of the existing VIA bus stop (Stop ID: 26563 / SW Military Dr. & Whitewood).
5. **BYNUM AVE STATION - EB:** Located on Military Dr., between Bynum Ave. and Holder Ave., approximately 3010 feet west of the centerline of SW Military Dr. / Bynum Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, at approx. 205 feet west of the existing VIA bus stop (Stop ID: 48723 / SW Military Dr. & Bynum).
6. **BYNUM AVE STATION - WB:** Located on Military Dr., between Bynum Ave. and Holder Ave., approximately 220 feet west of the centerline of SW Military Dr. / Bynum Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 310 feet west of the existing VIA bus stop (Stop ID: 48729 / SW Military Dr. & Bynum).
7. **BARLITE BLVD STATION - EB:** Located on Military Dr., between Barlite Ave. and Somerset Rd., approximately 140 feet west of the centerline of SW Military Dr. / Barlite Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, at approx. 40 feet west of the existing VIA bus stop (Stop ID: 53153 / SW Military Dr. & Barlite).
8. **BARLITE BLVD STATION - WB:** Located on Military Dr., between Barlite Ave. and Otto St., approximately 110 feet east of the centerline of SW Military Dr. / Barlite Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 50 feet east of the existing VIA bus stop (Stop ID: 43979 / SW Military Dr. & Barlite).
9. **ZARZAMORA ST STATION - WB:** Located on Military Dr., at the northwest quadrant of Military Dr /Zarzamora Street intersection., at the same location of the existing VIA bus stop (Stop ID: 56187 / S. Zarzamora & SW Military Dr.).
10. **ZARZAMORA ST STATION - EB:** Located on Military Dr., at the southeast quadrant of Military Dr /Zarzamora Street intersection, at the same location of an existing VIA bus stop, in front of Firestone parking lot.
11. **COMMERCIAL AVE STATION - WB:** Located on Military Dr., between Commercial Ave. and Tacoma Ave., approximately 220 feet west of the centerline of SW Military Dr. / Commercial Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 275 feet west of the existing VIA bus stop (Stop ID: 42989 / SW Military Dr. & Commercial Ave).
12. **COMMERCIAL AVE STATION - EB:** Located on Military Dr., between Commercial Ave. and Burton Ave., approximately 145 feet east of the centerline of SW Military Dr. / Commercial Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, in front of "Bud Jones" restaurant).
13. **PLEASANTON RD STATION - WB:** Located on Military Dr., between Pleasanton Rd. and Boswell St., approximately 120 feet east of the centerline of SW Military Dr. / Pleasanton Rd. intersection. The proposed bus stop will be located behind the north side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 46949 / SW Military Dr. & Pleasanton).

14. **PLEASANTON RD STATION - EB:** Located at the southeast corner of SW Military Dr. / Pleasanton Rd. intersection. The proposed bus stop will be located approx. 10 feet northeast of the existing VIA bus stop (Stop ID: 56136 / Pleasanton Rd. & SW Military Dr.).
15. **S FLORES ST STATION - WB:** Located on Military Dr., between S Flores St. and Briar Pl., approximately 210 feet west of the centerline of SW Military Dr. / S Flores St. intersection. The proposed bus stop will be located behind the north side sidewalk, in front of CVS pharmacy parking lot.
16. **S FLORES ST STATION - EB:** Located on Military Dr., between S Flores St. and Snyder St., approximately 190 feet east of the centerline of SE Military Dr. / S Flores St. intersection. The proposed bus stop will be located behind the south side sidewalk, and approx. 290 feet east of the existing VIA bus stop (Stop ID: 59173 / SW Military Dr. & S Flores).
17. **ROOSEVELT AVE STATION - WB:** Located on Military Dr., between Roosevelt Ave. and Quintard St., approximately 280 feet west of the centerline of Military Dr. / Roosevelt Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, in front of Exxon gas station.
18. **ROOSEVELT AVE STATION - EB:** Located on Military Dr., between Roosevelt Ave. and Mission Rd., approximately 235 feet east of the centerline of Military Dr. / Roosevelt Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, in front of McDonald's parking lot.
19. **KENNEDY CIR STATION - WB:** Located on Military Dr., between Kennedy Cir. and Corpus Christi Hwy., approximately 260 feet west of the centerline of Military Dr. / Kennedy Cir. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 150 feet west of the existing VIA bus stop (S.E. Military Dr. Opposite Kennedy Hill).
20. **KENNEDY CIR STATION - EB:** Located on Military Dr., between Kennedy Cir. and S. New Braunfels Ave., approximately 260 feet east of the centerline of Military Dr. / Kennedy Cir. intersection. The proposed bus stop will be located behind the south side sidewalk.

Zarzamora Street

1. **SB SAS DR STATION:** Located on Zarzamora Street, between Sas Dr. and W Mayfield Blvd., approximately 450 feet south of Zarzamora Street/W Mayfield Blvd. intersection; the bus stop will be located behind the west side sidewalk, just north of a pedestrian crossing (approx. 35 feet), in front of a concrete median, and across the street from HEB grocery store.
2. **NB SAS DR STATION:** Located on Zarzamora Street, between Sas Dr. and W Mayfield Blvd., approximately 450 feet south of the centerline of Zarzamora Street/W Mayfield Blvd. intersection; the bus stop will be located behind the east side sidewalk, just north of a pedestrian crossing (approx. 35 feet), in front of a concrete median, and just in front of an HEB grocery store. Currently there is a VIA bus stop at this location (Stop ID: 46386/S. Zarzamora Opposite 6815).
3. **SB SOUTHCROSS STATION:** Located on Zarzamora Street, between W Southcross Blvd. and Linden Ave., approximately 175 feet south of the centerline of Zarzamora Street/W Southcross Blvd. intersection; the bus stop will be located behind the west side sidewalk.
4. **NB SOUTHCROSS STATION:** Located on Zarzamora Street, between Berlin Ave. and W Southcross Blvd., approximately 125 feet north of the centerline of Zarzamora Street/W Southcross Blvd. intersection; the bus stop will be located behind the east side sidewalk.
5. **SB NOGALITOS ST STATION:** Located on Zarzamora Street, between Stonewall St. and Somerset Rd., approximately 200 feet north of the centerline of Zarzamora Street/ Stonewall St. intersection, and approx. 120 feet south of an existing VIA bus stop (Stop ID: 16487 / S. Zarzamora & Somerset) located behind the west side sidewalk . The proposed bus stop will be located behind the west side sidewalk.
6. **NB NOGALITOS ST STATION:** Located on Zarzamora Street, between Elks Dr. and Flanders Ave., approximately 55 feet north of the centerline of Zarzamora Street/ Elks Dr. intersection. The proposed bus stop will be located behind the east side sidewalk. Note that there is an existing VIA bus stop between Stonewall St and Elks Dr. (Stop ID: 16496 / S. Zarzamora & Elks). This proposed bus stop will be located approx. 90 feet north of the existing one.
7. **SB CULBERSON AVE. STATION:** Located on Zarzamora Street, between Burke Ave. and Culberson Ave., approximately 50 feet north of the centerline of Zarzamora Street/ Culberson Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, approx. 40 feet south of the existing VIA bus stop (stop ID: 87817 S. Zarzamora & Culberson).
8. **NB CULBERSON AVE. STATION:** Located on Zarzamora Street, between Burke Ave. and Culberson Ave., approximately 125 feet north of the centerline of Zarzamora Street/ Culberson Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 220 feet north of the existing VIA bus stop (Stop ID: 87816 /S. Zarzamora & Culberson).
9. **SB MALONE AVE. STATION:** Located on Zarzamora Street, between W Malone Ave. and Royston Ave., approximately 75 feet north of the centerline of Zarzamora Street/ Royston Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 77727 /S. Zarzamora & Royston).
10. **NB MALONE AVE. STATION:** Located on Zarzamora Street, between W Malone Ave. and Royston Ave., approximately 210 feet north of the centerline of Zarzamora Street/ Royston Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 77536 /S. Zarzamora & Malone).
11. **SB FRIO CITY RD. STATION:** Located on Zarzamora Street, at the intersection between Zarzamora Street and Barret Pl. The proposed bus stop will be located behind the west side sidewalk, approx. 75 feet south of the existing VIA bus stop (Stop ID: 57957 /S. Zarzamora Opposite Barrett).
12. **NB HARRIMAN PL STATION:** Located on Zarzamora Street, between Frio City Rd. and Harriman Pl. approximately 275 feet north of the centerline of Zarzamora Street/ Frio City Rd. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 57476 /S. Zarzamora Opposite Harriman), and in front of a gas station.

13. **SB CERALVO ST. STATION:** Located on Zarzamora Street, between Ceralvo St. and Silverman Way, approximately 120 feet south of the centerline of Zarzamora Street/ Ceralvo St. intersection. The proposed bus stop will be located behind the west side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 38517 /S. Zarzamora & Ceralvo).
14. **NB CERALVO ST. STATION:** Located on Zarzamora Street, between Ceralvo St. and Silverman Way, approximately 60 feet south of the centerline of Zarzamora Street/ Ceralvo St. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 38516 /S. Zarzamora & Ceralvo).
15. **SB LAREDO ST. STATION:** Located on Zarzamora Street, between S Laredo St. and Potosi St. approximately 160 feet south of the centerline of Zarzamora Street/ Potosi St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a swimming pool.
16. **NB LAREDO ST. STATION:** Located on Zarzamora Street, between S Laredo St. and Potosi St. approximately 170 feet south of the centerline of Zarzamora Street/ Potosi St. intersection. The proposed bus stop will be located behind the east side sidewalk, between a parking lot and a walkway.
17. **SB GUADALUPE ST. STATION:** Located on Zarzamora Street, between Montezuma St. and Colima St. approximately 50 feet south of the centerline of Zarzamora Street/ Montezuma St. intersection. The proposed bus stop will be located behind the west side sidewalk.
18. **NB GUADALUPE ST. STATION:** Located on Zarzamora Street, between Guadalupe St. and Montezuma St. approximately 75 feet south of the centerline of Zarzamora Street/ Guadalupe St. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 35 feet north of the existing VIA bus stop (Stop ID: 98956 /S. Zarzamora & Guadalupe).
19. **SB BUENA VISTA ST. STATION:** Located on Zarzamora Street, between W Commerce St. and Buena Vista St., approximately 60 feet north of the centerline of Zarzamora Street/ Buena Vista St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a parking lot.
20. **NB COMMERCE ST. STATION:** Located on Zarzamora Street, between W Commerce St. and Buena Vista St., approximately 60 feet south of the centerline of Zarzamora Street/ W Commerce St. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 20 feet north of the existing VIA bus stop (Stop ID: 88286 /N. Zarzamora & W. Commerce).
21. **SB RUIZ ST. STATION:** Located on Zarzamora Street, between Ruiz St. and Leal St., approximately 135 feet south of the centerline of Zarzamora Street/ Ruiz St. intersection. The proposed bus stop will be located behind the west side sidewalk, just north of a driveway.
22. **NB RUIZ ST. STATION:** Located on Zarzamora Street, between Ruiz St. and Camada St., approximately 80 feet north of the centerline of Zarzamora Street/ Ruiz St. intersection. The proposed bus stop will be located behind the east side sidewalk.
23. **SB CULEBRA RD. STATION:** Located on Zarzamora Street, between Culebra Rd. and Carter St., approximately 85 feet north of the centerline of Zarzamora Street/ Carter St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a Walgreens pharmacy.
24. **NB CULEBRA RD. STATION:** Located on Zarzamora Street, between Culebra Rd. and Carter St., approximately 125 feet south of the centerline of Zarzamora Street/ Culebra Rd. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 49646 /N. Zarzamora & Culebra).
25. **SB WOODLAWN AVE. STATION:** Located on Zarzamora Street, between W Woodlawn Ave. and W Mistletoe Ave., approximately 60 feet north of the centerline of Zarzamora Street/ W Woodlawn Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a church.
26. **NB WOODLAWN AVE STATION:** Located on Zarzamora Street, between W Woodlawn Ave. and W Craig Pl., approximately 60 feet south of the centerline of Zarzamora Street/ W Woodlawn Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 29766 /N. Zarzamora & Woodlawn).

\$PLOT_INFO\$

NOTE:
NOT ALL OF THESE ARCHITECTURAL ABBREVIATIONS
MAY BE USED, AND MAY NOT BE THE SAME AS USED
BY THE OTHER DISCIPLINES.

CITY MAP

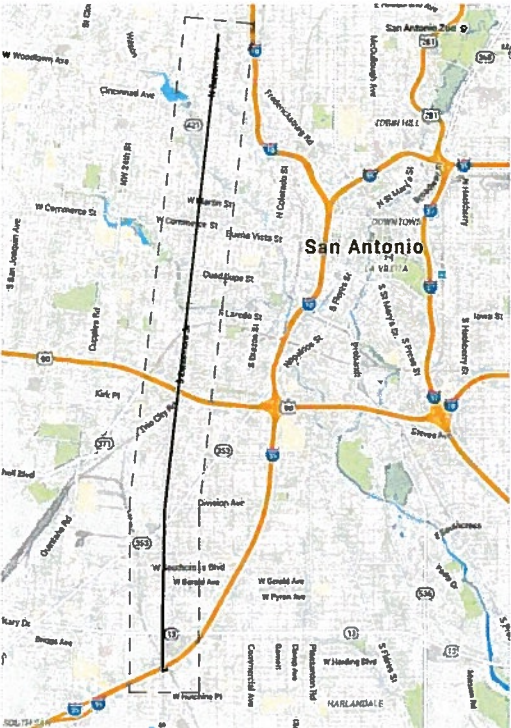
The map shows the city of San Antonio with various neighborhoods and landmarks. A dashed line indicates the proposed light rail route, running north-south through the city center. Key features include the Alamogordo Expressway (I-37), the San Antonio River, and the proposed line passing through the city center. The map also shows major highways like I-10 and I-83, and landmarks such as the Alamogordo Expressway and the San Antonio River.

12. REFERENCE CV-SERIES SHEETS FOR SITE PLAN INFORMATION SPECIFIC TO EACH STATION LOCATION.

13. REFERENCE CG-SERIES SHEETS FOR GRADING INFORMATION SPECIFIC TO EACH STATION LOCATION.

CITY MAP

1984-1985 Field Survey

ECT LOCATION

NOT FOR CONSTRUCTION
FOR REVIEW ONLY. NOT FOR
PERMITTING, BIDDING, OR CONSTRUCTION.
Prepared by or under the
direct supervision of
PARSONS, TBPE Reg No. F-1481
DAMIEN JACKSON, RA, LEED AP #25657
06/28/2016



VIA Metropolitan Transit
San Antonio, Texas

TBPE Registration No. F-1481

ARCHITECTURAL GENERAL NOTES

% SUBMITTAL		PROJECT NO.	DATE	DWG No.
90		648615	6/28/16	A-010
DRWN	DSGN	CHKD	APPR	SHEET NO.
SB	SB	DJ	BD	-

ACCESSIBILITY GENERAL NOTES:

1. MINIMUM CLEAR WIDTH OF ACCESSIBLE ROUTE SHALL BE 36" WIDE.
2. RUNNING SLOPE NOT TO EXCEED 1:20. CROSS SLOPE SHALL NOT EXCEED 1:50.
3. 1/4" TO 1/2" CHANGES IN LEVEL. REQUIRE EDGE SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1:2.
4. PROVIDE SOLID BLOCKING AT ALL WALL MOUNTED ACCESSORIES.

SPACE ALLOWANCES AND REACH RANGES

1. MINIMUM CLEAR WIDTH FOR SINGLE WHEELCHAIR PASSAGE SHALL BE 32" AT A POINT AND 36" CONTINUOUSLY.
2. MINIMUM WIDTH FOR TWO WHEEL CHAIRS TO PASS SHALL BE 60".
3. MINIMUM SPACE REQUIRED FOR A STANDARD WHEELCHAIR TO MAKE A 180-DEGREE TURN SHALL BE A CLEAR SPACE OF 60" IN DIAMETER OR A T-SHAPED SPACE.

CLEAR FLOOR OR GROUND SPACE FOR WHEELCHAIRS

1. THE MINIMUM CLEAR FLOOR OR GROUND SPACE REQUIRED TO ACCOMMODATE A SINGLE, STATIONARY WHEELCHAIR AND OCCUPANT SHALL BE 30"X48".
2. IF THE CLEAR FLOOR SPACE ONLY ALLOWS FORWARD APPROACH TO AN OBJECT, THE MAXIMUM HIGH FORWARD REACH ALLOWED SHALL BE 48". THE MINIMUM LOW FORWARD REACH SHALL BE 15".
3. IF THE CLEAR FLOOR SPACE ALLOWS PARALLEL APPROACH BY A PERSON IN A WHEELCHAIR, THE MAXIMUM HIGH SIDE REACH ALLOWED SHALL BE 54" AND THE LOW SIDE REACH SHALL BE NO LESS THAN 9" ABOVE THE FLOOR.

PROTRUDING OBJECTS

1. OBJECTS PROJECTING FROM WALLS (FOR EXAMPLE, TELEPHONES) WITH THEIR LEADING EDGES BETWEEN 27" AND 80" ABOVE THE FINISHED FLOOR SHALL PROTRUDE NO MORE THAN 4" INTO WALKS, HALLS, CORRIDORS, PASSAGEWAYS, OR AISLES. OBJECTS MOUNTED WITH THEIR LEADING EDGES AT OR BELOW 27" ABOVE THE FINISHED FLOOR MAY PROTRUDE ANY AMOUNT. FREE-STANDING OBJECTS MOUNTED ON POSTS OR PYLONS MAY OVERHANG 12" MAXIMUM FROM 27" TO 80" ABOVE THE GROUND OR FINISHED FLOOR. PROTRUDING OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH OF AN ACCESSIBLE ROUTE OR MANEUVERING SPACE.
2. WALKS, HALLS, CORRIDORS, PASSAGEWAYS, AISLES, OR OTHER CIRCULATION SPACES SHALL HAVE 80" MINIMUM CLEAR HEAD ROOM.

GROUND AND FLOOR SURFACES

1. GROUND AND FLOOR SURFACES ALONG ACCESSIBLE ROUTES AND IN ACCESSIBLE ROOMS AND SPACES INCLUDING FLOORS, WALKS, RAMPS, STAIRS, AND CURB RAMPS, SHALL BE STABLE, FIRM, & SLIP-RESISTANT. SOFT OR LOOSE MATERIALS SUCH AS SAND, GRAVEL, BARK, MULCH OR WOOD CHIPS MAY NOT BE USED. COBBLESTONE AND OTHER IRREGULAR SURFACES HAVING A TEXTURE THAT CONSTITUTES AN OBSTACLE OR HAZARD, SUCH AS IMPROPERLY LAID FLAGSTONE, SHALL NOT BE A PART OF ACCESSIBLE ROUTES, SPACES AND ELEMENTS.
2. CHANGES IN LEVEL UP TO 1/4" MAY BE VERTICAL AND WITHOUT EDGE TREATMENT. CHANGES IN LEVEL BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1:2. CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE ACCOMPLISHED BY MEANS OF A RAMP THAT COMPLIES.
3. IF GRATINGS ARE LOCATED IN WALKING SURFACES OR ALONG ACCESSIBLE ROUTES, THEY SHALL HAVE SPACES NO GREATER THAN 1/2" WIDE IN ONE DIRECTION. IF GRATINGS HAVE ELONGATED OPENINGS, THEY SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

RAMPS

1. MAXIMUM SLOPE OF A RAMP IN NEW CONSTRUCTION SHALL BE 1:12. THE MAXIMUM RISE FOR ANY RUN SHALL BE 30".
2. MINIMUM CLEAR WIDTH OF A RAMP 30 FEET OR LESS IN LENGTH SHALL BE 36". RAMPS MORE THAN 30 FEET IN LENGTH SHALL HAVE A MINIMUM CLEAR WIDTH OF 48".
3. RAMPS SHALL HAVE LEVEL LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP AND EACH RAMP RUN. LANDINGS SHALL HAVE THE FOLLOWING FEATURES:
 - A. THE LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP RUN LEADING TO IT.
 - B. THE LANDING LENGTH SHALL BE A MINIMUM OF 60" CLEAR.
 - C. IF RAMPS CHANGE DIRECTION AT LANDINGS, THE MINIMUM LANDING SIZE SHALL BE 60" BY 60".
 - D. IF A DOORWAY IS LOCATED AT A LANDING, THE AREA IN FRONT OF THE DOORWAY SHALL COMPLY WITH REQUIREMENTS UNDER THE DOOR SECTION.
4. IF A RAMP RUN HAS A RISE GREATER THAN 6" OR A HORIZONTAL PROJECTION GREATER THAN 72", IT SHALL HAVE HANDRAILS ON BOTH SIDES. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS OR ADJACENT TO SEATING IN ASSEMBLY AREAS. HANDRAILS SHALL HAVE THE FOLLOWING FEATURES:
 - A. HANDRAILS SHALL BE PROVIDED ALONG BOTH SIDES OF RAMP SEGMENTS. THE INSIDE HANDRAIL ON SWITCHBACK OR DOGLEG RAMPS SHALL BE CONTINUOUS.
 - B. IF HANDRAILS ARE NOT CONTINUOUS, THEY SHALL EXTEND AT LEAST 12" BEYOND THE TOP AND BOTTOM OF THE RAMP SEGMENT AND SHALL BE PARALLEL WITH THE FLOOR OR GROUND SURFACE.
 - C. CLEAR SPACE BETWEEN THE HANDRAIL AND THE WALL SHALL BE 1-1/2".
 - D. GRIPPING SURFACES SHALL BE CONTINUOUS.
 - E. TOP OF HANDRAIL GRIPPING SURFACES SHALL BE MOUNTED BETWEEN 34" TO 38" ABOVE RAMP SURFACES.
 - F. ENDS OF HANDRAILS SHALL BE EITHER ROUNDED OR RETURNED SMOOTHLY TO FLOOR, WALL, OR POST.
 - G. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.

CURB RAMPS

1. CURB RAMPS SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.
2. SLOPE OF CURB RAMP SHALL COMPLY WITH ACCESSIBILITY REQUIREMENTS FOR RAMPS.
3. MINIMUM WIDTH OF A CURB RAMP SHALL BE 36" EXCLUSIVE OF FLARED SIDES.
4. SURFACES OF CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

HANDRAILS AND GRAB BARS

1. NOMINAL DIAMETER OR WIDTH OF THE GRIPPING SURFACES OF A HANDRAIL OR GRAB BAR SHALL BE 1-1/4" TO 1-1/2", OR THE SHAPE SHALL PROVIDE AN EQUIVALENT GRIPPING SURFACE. IF HANDRAILS OR GRAB BARS ARE MOUNTED ADJACENT TO A WALL, THE SPACE BETWEEN THE WALL AND THE GRAB BAR SHALL BE 1-1/4" AT RAMPS AND 2-1/4" AT STAIRS. HANDRAILS MAY BE LOCATED IN A RECESS IF THE RECESS IS A MAXIMUM OF 3" DEEP AND EXTENDS AT LEAST 18" ABOVE THE TOP OF THE RAIL.
2. STRUCTURAL STRENGTH OF GRAB BARS, FASTENERS, AND MOUNTING DEVICES SHALL MEET THE FOLLOWING SPECIFICATIONS:
 - A. BENDING STRESS IN A GRAB BAR OR SEAT INDUCED BY THE MAXIMUM BENDING MOMENT FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE STRESS FOR THE MATERIAL OF THE GRAB BAR OR SEAT.
 - B. SHEAR STRESS INDUCED IN A GRAB BAR OR SEAT BY THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS FOR THE MATERIAL OF THE GRAB BAR OR SEAT. IF THE CONNECTION BETWEEN THE GRAB BAR OR SEAT AND ITS MOUNTING BRACKET OR OTHER SUPPORT IS CONSIDERED TO BE FULLY RESTRAINED, DIRECT AND TORSIONAL SHEAR STRESSES SHALL BE TOTALED FOR THE COMBINED SHEAR STRESS, WHICH SHALL NOT EXCEED THE ALLOWABLE SHEAR STRESS.
 - C. SHEAR FORCE INDUCED IN A FASTENER OR MOUNTING DEVICE FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE LATERAL LOAD OF EITHER THE FASTENER OR MOUNTING DEVICE OR THE SUPPORTING STRUCTURE, WHICHEVER IS THE SMALLER ALLOWABLE LOAD.
 - D. TENSILE FORCE INDUCED IN A FASTENER BY A DIRECT TENSION FORCE OF 250 LBF PLUS THE MAXIMUM MOMENT FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE WITHDRAWAL LOAD BETWEEN THE FASTENER AND THE SUPPORTING STRUCTURE.
 - E. GRAB BARS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
3. A HANDRAIL OR GRAB BAR AND ANY WALL OR OTHER SURFACE ADJACENT TO IT SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE A MINIMUM RADIUS OF 1/8".

LEANING RAIL

1. NOMINAL DIAMETER OR WIDTH OF THE GRIPPING SURFACES OF A LEANING RAIL SHALL BE 1-1/4" TO 1-1/2", OR THE SHAPE SHALL PROVIDE AN EQUIVALENT GRIPPING SURFACE. IF LEANING RAILS ARE MOUNTED ADJACENT TO A WALL, THE SPACE BETWEEN THE WALL AND THE LEANING RAIL SHALL BE 1-1/2" AT RAMPS AND 2-1/4" AT STAIRS.
2. STRUCTURAL STRENGTH OF LEANING RAILS, FASTENERS, AND MOUNTING DEVICES SHALL MEET THE FOLLOWING SPECIFICATIONS:
 - A. BENDING STRESS IN A LEANING RAIL OR SEAT INDUCED BY THE MAXIMUM BENDING MOMENT FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE STRESS FOR THE MATERIAL OF THE LEANING RAIL OR SEAT.
 - B. SHEAR STRESS INDUCED IN A LEANING RAIL OR SEAT BY THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS FOR THE MATERIAL OF THE LEANING RAIL OR SEAT. IF THE CONNECTION BETWEEN THE LEANING RAIL OR SEAT AND ITS MOUNTING BRACKET OR OTHER SUPPORT IS CONSIDERED TO BE FULLY RESTRAINED, DIRECT AND TORSIONAL SHEAR STRESSES SHALL BE TOTALED FOR THE COMBINED SHEAR STRESS, WHICH SHALL NOT EXCEED THE ALLOWABLE SHEAR STRESS.
 - C. SHEAR FORCE INDUCED IN A FASTENER OR MOUNTING DEVICE FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE LATERAL LOAD OF EITHER THE FASTENER OR MOUNTING DEVICE OR THE SUPPORTING STRUCTURE, WHICHEVER IS THE SMALLER ALLOWABLE LOAD.
 - D. TENSILE FORCE INDUCED IN A FASTENER BY A DIRECT TENSION FORCE OF 250 LBF PLUS THE MAXIMUM MOMENT FROM THE APPLICATION OF 250 LBF SHALL BE LESS THAN THE ALLOWABLE WITHDRAWAL LOAD BETWEEN THE FASTENER AND THE SUPPORTING STRUCTURE.
 - E. LEANING RAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
3. A LEANING RAIL AND ANY WALL OR OTHER SURFACE ADJACENT TO IT SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE A MINIMUM RADIUS OF 1/8".

ENTRANCES

1. ENTRANCES SHALL BE CONNECTED BY AN ACCESSIBLE ROUTE TO PUBLIC TRANSPORTATION STOPS, TO ACCESSIBLE PARKING AND PASSENGER LOADING ZONES, AND TO PUBLIC STREETS OR SIDEWALKS IF AVAILABLE. THEY SHALL ALSO BE CONNECTED BY AN ACCESSIBLE ROUTE TO ALL ACCESSIBLE SPACES OR ELEMENTS WITHIN THE BUILDING OR FACILITY.

DETECTABLE WARNINGS

1. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.
 2. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
- DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CAKE CONTACT.

SIGNAGE

1. LETTERS AND NUMBERS ON SIGNS SHALL HAVE A WIDTH-TO-HEIGHT RATIO BETWEEN 3:5 AND 1:1 AND A STROKE-WIDTH-TO-HEIGHT RATIO BETWEEN 1:5 AND 1:10 USING AN UPPER-CASE "X" FOR MEASUREMENT. LOWER CASE LETTERS ARE PERMITTED. MINIMUM CHARACTER HEIGHT IS 3 INCHES.
2. CHARACTERS AND NUMBERS ON OVERHEAD SIGNS SHALL BE SIZED ACCORDING TO THE VIEWING DISTANCE FROM WHICH THEY ARE TO BE READ. THE MINIMUM HEIGHT IS MEASURED USING AN UPPER CASE X. LOWER CASE CHARACTERS ARE PERMITTED.
3. LETTERS AND NUMERALS SHALL BE RAISED 1/32" UPPER CASE, SANS SERIF OR SIMPLE SERIF TYPE AND SHALL BE ACCOMPANIED WITH GRADE 2 BRAILLE. RAISED CHARACTERS SHALL BE AT LEAST 5/8" HIGH, BUT NO HIGHER THAN 2". PICTOGRAMS SHALL BE ACCOMPANIED BY THE EQUIVALENT WRITTEN DESCRIPTION PLACED DIRECTLY BELOW THE PICTOGRAM. BORDER DIMENSION OF THE PICTOGRAM SHALL BE 8" MINIMUM IN HEIGHT.
4. CHARACTERS AND BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. CHARACTERS AND SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND - EITHER LIGHT CHARACTERS ON A DARK BACKGROUND OR DARK CHARACTERS ON A LIGHT BACKGROUND.
5. WHERE PERMANENT IDENTIFICATION IS PROVIDED FOR ROOMS AND SPACES, SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO THE LATCH SIDE OF THE DOOR, WHERE THERE IS NO WALL SPACE TO THE LATCH SIDE OF THE DOOR, INCLUDING AT DOUBLE LEAF DOORS, SIGNS SHALL BE PLACED ON THE NEAREST ADJACENT WALL. MOUNTING HEIGHT SHALL BE 60" ABOVE THE FINISHED FLOOR TO THE CENTERLINE OF THE SIGN. MOUNTING LOCATION FOR SUCH SIGNAGE SHALL BE SO THAT A PERSON MAY APPROACH WITHIN 3' OF SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR.
6. SYMBOLS OF ACCESSIBILITY.
 - A. FACILITIES SHALL USE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE SYMBOL SHALL BE DISPLAYED AS SHOWN IN DRAWING 2/A-020

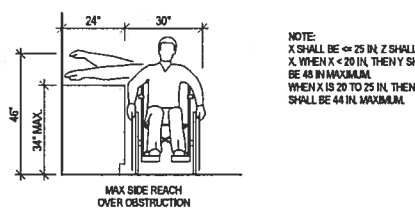
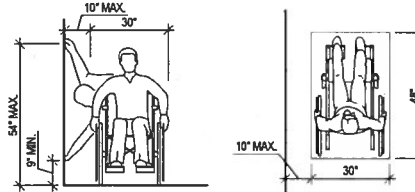
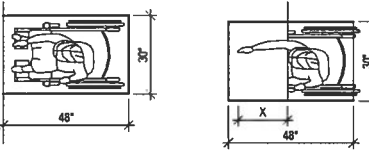
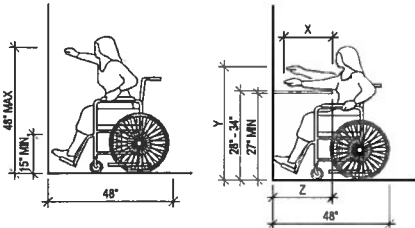
BUS STOPS AND TERMINALS

1. WHERE LIFT OR RAMP IS TO BE DEPLOYED, BUS STOP PADS SHALL HAVE A FIRM, STABLE SURFACE; A MINIMUM CLEAR LENGTH OF 86" (MEASURED FROM CURB TO VEHICLE OR ROADWAY EDGE) AND A MINIMUM CLEAR WIDTH OF 60" (MEASURED PARALLEL TO THE VEHICLE ROADWAY), AND SHALL BE CONNECTED TO STREETS, SIDEWALK, OR PEDESTRIAN PATHS BY AN ACCESSIBLE ROUTE.
2. NEW BUS SHELTERS SHALL BE POSITIONED TO PERMIT A WHEELCHAIR OR MOBILITY AID USER TO ENTER FROM THE PUBLIC WAY AND TO REACH A LOCATION HAVING A MINIMUM CLEAR FLOOR AREA OF 30" BY 48" ENTIRELY WITHIN THE PERIMETER OF THE SHELTER. SUCH SHELTERS SHALL BE CONNECTED BY AN ACCESSIBLE ROUTE TO THE BOARDING AREA.
3. ELEMENTS SUCH AS RAMPS, FARE VENDING, OR OTHER TICKETING AND FARE COLLECTING AREAS SHALL BE PLACED TO MINIMIZE THE DISTANCE WHICH WHEELCHAIR USERS AND OTHER USERS WHO CANNOT NEGOTIATE STEPS MAY HAVE TO TRAVEL COMPARED TO THE GENERAL PUBLIC. CIRCULATION PATH FOR PERSONS WITH DISABILITIES SHALL, TO THE MAXIMUM EXTENT PRACTICABLE, COINCIDE WITH THE CIRCULATION PATH FOR THE GENERAL PUBLIC. WHERE THE CIRCULATION PATH IS DIFFERENT, ADA COMPLIANT SIGNAGE SHALL BE PROVIDED TO INDICATE THE ROUTE.
4. PLATFORM EDGES BORDERING A DROP-OFF AND NOT PROTECTED BY PLATFORM SCREENS OR GUARD RAILS SHALL HAVE A DETECTABLE WARNING. SUCH DETECTABLE WARNINGS SHALL BE 24" WIDE RUNNING THE FULL LENGTH OF THE PLATFORM DROP-OFF.
5. STATION IDENTIFICATION SIGNS SHALL BE PLACED AT FREQUENT INTERVALS AND SHALL BE CLEARLY VISIBLE FROM WITHIN THE VEHICLE ON BOTH SIDES WHEN NOT OBSTRUCTED BY ANOTHER VEHICLE. WHEN STATION IDENTIFICATION SIGNS ARE PLACED CLOSE TO VEHICLE WINDOWS (I.E. ON THE SIDE OPPOSITE FROM BOARDING) EACH SHALL HAVE THE TOP OF THE HIGHEST LETTER OR SYMBOL BELOW THE TOP OF THE VEHICLE WINDOW AND THE BOTTOM OF THE LOWEST LETTER OR SYMBOL ABOVE THE HORIZONTAL MID-LINE OF THE VEHICLE WINDOW.
6. A MINIMUM OF ONE ADA COMPLIANT SIGN IDENTIFYING THE SPECIFIC STATION SHALL BE PROVIDED ON EACH PLATFORM OR BOARDING AREA.

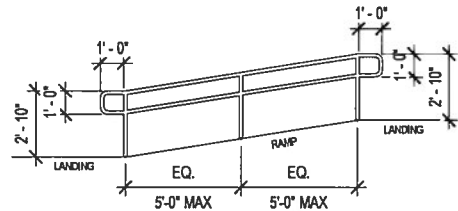
CONTROLS AND OPERATING SYSTEMS

1. CLEAR FLOOR SPACE THAT ALLOWS A FORWARD OR A PARALLEL APPROACH BY A PERSON USING A WHEELCHAIR SHALL BE PROVIDED AT CONTROLS, DISPENSERS, RECEPTACLES, AND OTHER OPERABLE EQUIPMENT. PROVIDE ADDITIONAL MANEUVERING AREA AT CONTROLS AND OPERATING MECHANISMS LOCATED IN ALCOVES DEEPER THAN 24".
2. HIGHEST OPERABLE PART OF CONTROLS, DISPENSERS, RECEPTACLES, AND OTHER OPERABLE EQUIPMENT SHALL BE PLACED WITHIN AT LEAST ONE OF THE REACH RANGES SPECIFIED. ELECTRICAL AND COMMUNICATIONS SYSTEM RECEPTACLES ON WALLS SHALL BE MOUNTED NO LESS THAN 15" ABOVE THE FLOOR.

EXCEPTION: THESE REQUIREMENTS DO NOT APPLY WHERE THE USE OF SPECIAL EQUIPMENT DICTATES OTHERWISE OR WHERE ELECTRICAL AND COMMUNICATIONS SYSTEMS RECEPTACLES ARE NOT NORMALLY INTENDED FOR USE BY BUILDING OCCUPANTS.
3. CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 LBF.

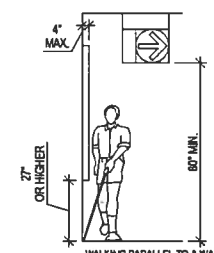
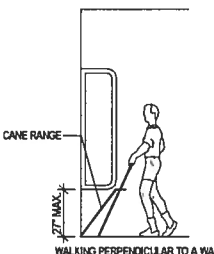


NOTE:
X SHALL BE <= 25 IN. Z SHALL BE <= X WHEN X < 20 IN. THEN Y SHALL BE 48 IN. MAXIMUM.
WHEN X IS 20 TO 25 IN. THEN Y SHALL BE 44 IN. MAXIMUM.



5 HANDRAIL @ RAMP

SCALE: 1/4" = 1'-0"

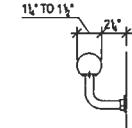


1 REACH RANGE / CLEAR FLOOR SPACE

SCALE: 1/4" = 1'-0"



INTERNATIONAL SYMBOL OF ACCESSIBILITY

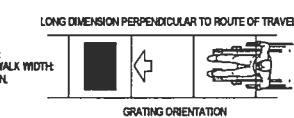


2 SIGNAGE

SCALE: 1/4" = 1'-0"

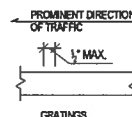
3 LEANING RAIL

SCALE: 1/4" = 1'-0"

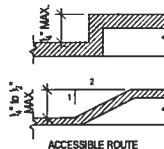


NOTE:
SIDEWALK WIDTH:
36" MIN.

GRATING ORIENTATION



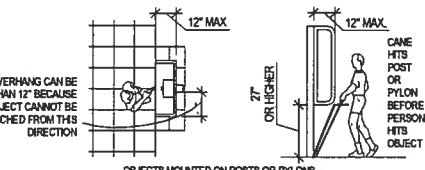
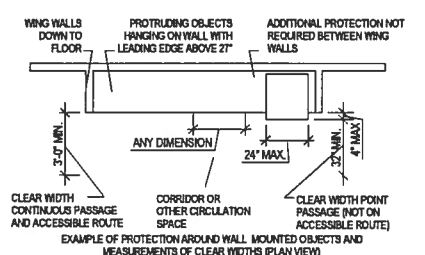
GRATINGS



ACCESSIBLE ROUTE

4 GROUND AND FLOOR SURFACES

SCALE: 1/4" = 1'-0"



THIS OVERHANG CAN BE GREATER THAN 12" BECAUSE THE OBJECT CANNOT BE APPROACHED FROM THIS DIRECTION

6 PROTRUDING OBJECTS

SCALE: 1/4" = 1'-0"

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
B	60% PRELIMINARY DESIGN	10MAY16
C	90% SUBMITTAL	28JUN16

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Prepared by or under the direct supervision of
PARSONS, TBPE Reg No. F-1481
DAMIEN JACKSON, RA, LEED AP #25657
06/28/2016



VIA Metropolitan Transit
San Antonio, Texas

PARSONS

TBPE Registration No. F-1481

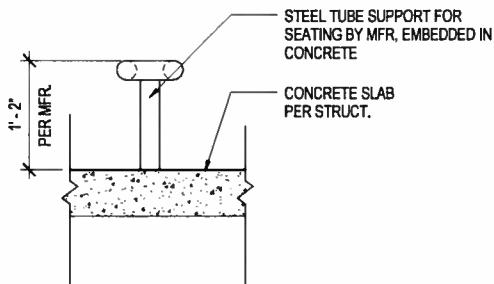
VIA ZARZAMORA BRT

ARCHITECTURAL ACCESSIBILITY GENERAL NOTES AND DIAGRAMS

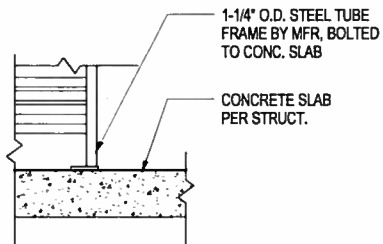
% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-020
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD

\$PLOT_INFO\$

3 SEAT BENCH MOUNTING DETAIL
A-030 SCALE: 1" = 1'-0"

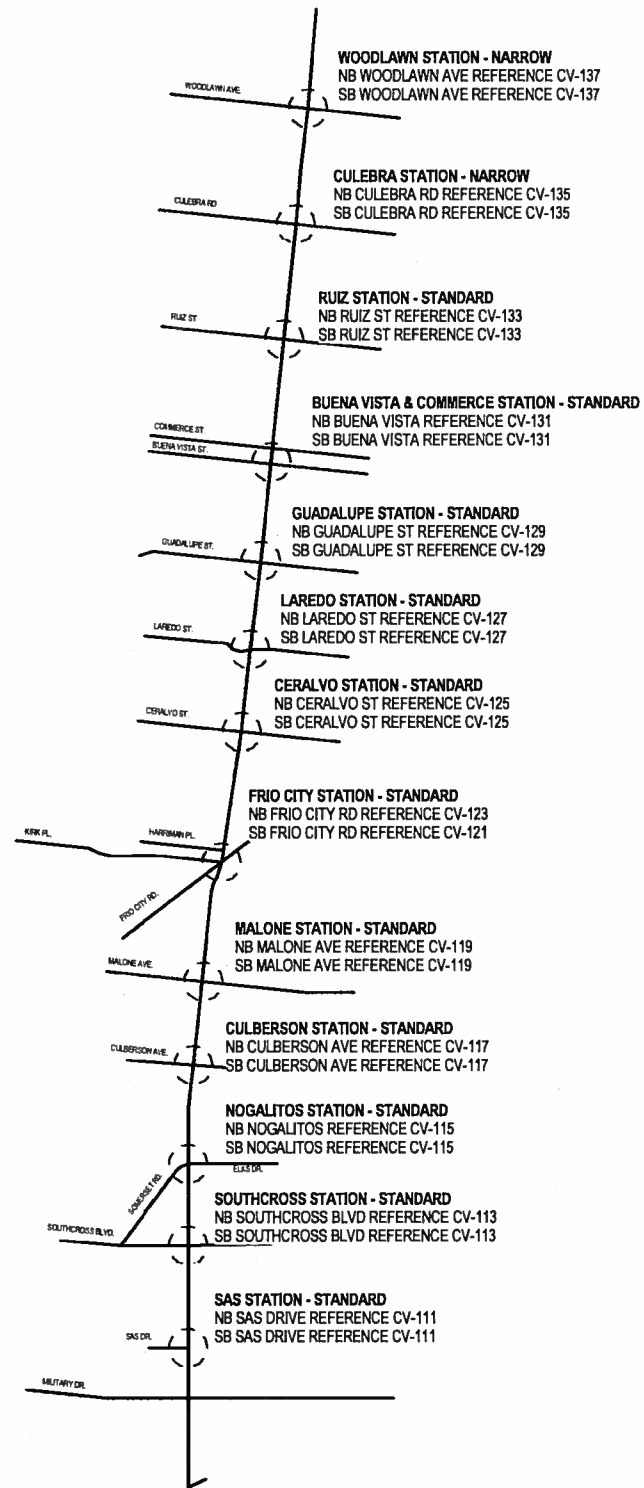


2 TRASH RECEPTACLE MOUNTING DETAIL
A-030 SCALE: 1" = 1'-0"



PRIMO RIDERSHIP PROJECTIONS CALCULATION				
BUSIEST STATION (NB & SB COMBINED)	TOTAL BOARDINGS PE...	PEAK HOUR PERCENTAGE	PEAK HOURS	BUS TIMES
GUADALUPE ST	154 PEOPLE	30%	AM - 3 HRS	12 MINUTES
CALCULATION				
154 / 2 = 77 PEOPLE AT ONE STATION				
77 * 0.3 = 23.1 = 24 PEOPLE OVER 3-HR PEAK PERIOD				
24 / 3 HRS = 8 PEOPLE PER HR				
8 / 5 = 1.6 = 2 PEOPLE EVERY 12 MINUTES				

STATION TYPES SCHEDULE		
DIRECTION...	STATION NAME	STATION TYPE
NB	WOODLAWN STATION	NARROW STATION
SB	WOODLAWN STATION	NARROW STATION
NB	CULEBRA STATION	NARROW STATION
SB	CULEBRA STATION	NARROW STATION
NB	RUIZ STATION	STANDARD STATION
SB	RUIZ STATION	STANDARD STATION
NB	COMMERCE STATION	STANDARD STATION
SB	BUENA VISTA STATION	STANDARD STATION
NB	GUADALUPE STATION	STANDARD STATION
SB	GUADALUPE STATION	STANDARD STATION
NB	LAREDO STATION	STANDARD STATION
SB	LAREDO STATION	STANDARD STATION
NB	CERALVO STATION	STANDARD STATION
SB	CERALVO STATION	STANDARD STATION
NB	FRIO CITY STATION	STANDARD STATION
SB	FRIO CITY STATION	STANDARD STATION
NB	MALONE STATION	STANDARD STATION
SB	MALONE STATION	STANDARD STATION
NB	CULBERSON STATION	STANDARD STATION
SB	CULBERSON STATION	STANDARD STATION
NB	NOGALITOS STATION	STANDARD STATION
SB	NOGALITOS STATION	STANDARD STATION
NB	SOUTHCROSS STATION	STANDARD STATION
SB	SOUTHCROSS STATION	STANDARD STATION
NB	SAS STATION	STANDARD STATION
SB	SAS STATION	STANDARD STATION



1 VICINITY PLAN
A-030 SCALE: N.T.S.



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NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
B	60% PRELIMINARY DESIGN	10MAY16
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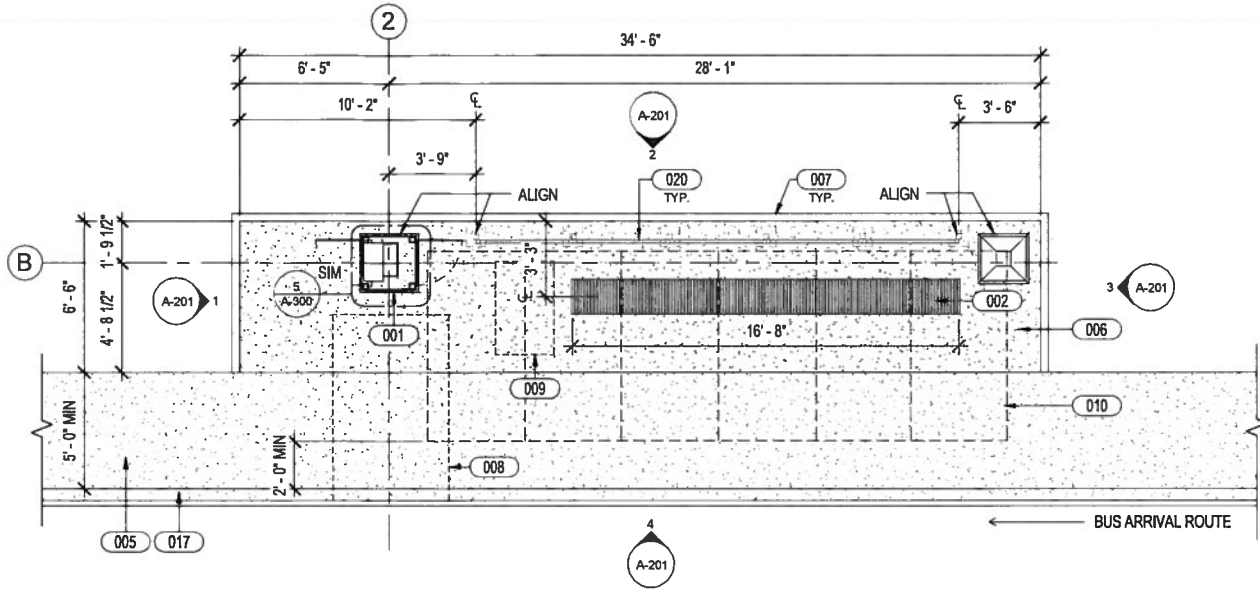


VIA ZARZAMORA BRT

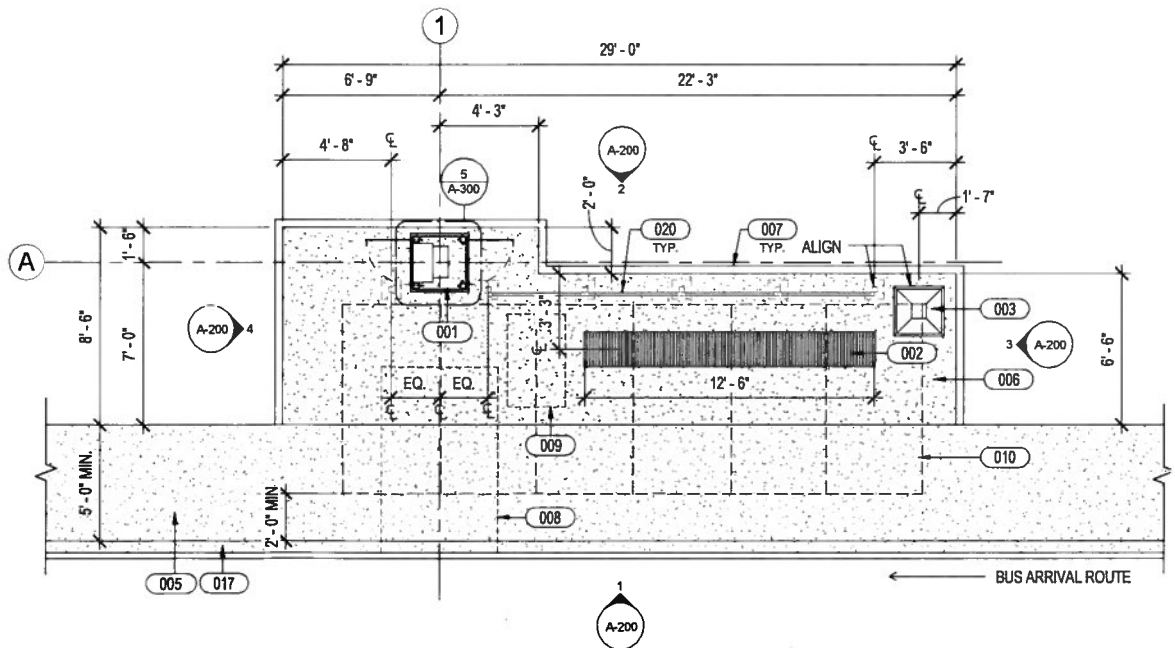
ARCHITECTURAL VICINITY PLAN AND SITE INFORMATION/DETAILS

% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-030
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD
SHEET NO.			
-			

\$PLOT_INFO\$



2 NARROW STATION - FLOOR PLAN
A-100 SCALE: 1/4" = 1'-0"



1 STANDARD STATION - FLOOR PLAN
A-100 SCALE: 1/4" = 1'-0"

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KEYNOTE LEGEND	
001	STATION PYLON W/ RAINSCREEN METAL PANELS, BOLTED TO SLAB
002	FIXED BENCH, BOLTED TO SLAB
003	TRASH RECEPTACLE, BOLTED TO SLAB
005	BYPASS SIDEWALK - SEE CV-SERIES SHEETS
006	CONCRETE SLAB, ACID-ETCHED FINISH, SEE S-201. SEE CG-SERIES SHEETS FOR SLOPES AT EACH STATION
007	SHELTER RETAINING CURB, WHERE OCCURS - SEE CIVIL DWGS
008	60" x 96" ACCESSIBLE BOARDING AREA
009	30" x 48" ACCESSIBLE WAITING AREA
010	BUS SHELTER, REFERENCE DWGS
017	9" W. CURB - SEE CIVIL DRAWINGS
020	SCREEN WALL, REFERENCE DWGS

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PARSONS, TBPE Reg No. F-1481
DAMIEN JACKSON, RA, LEED AP #25657
06/28/2016

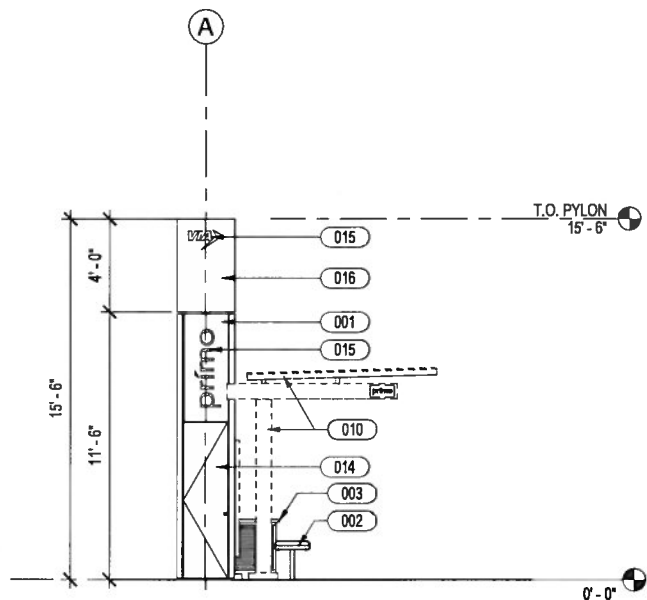


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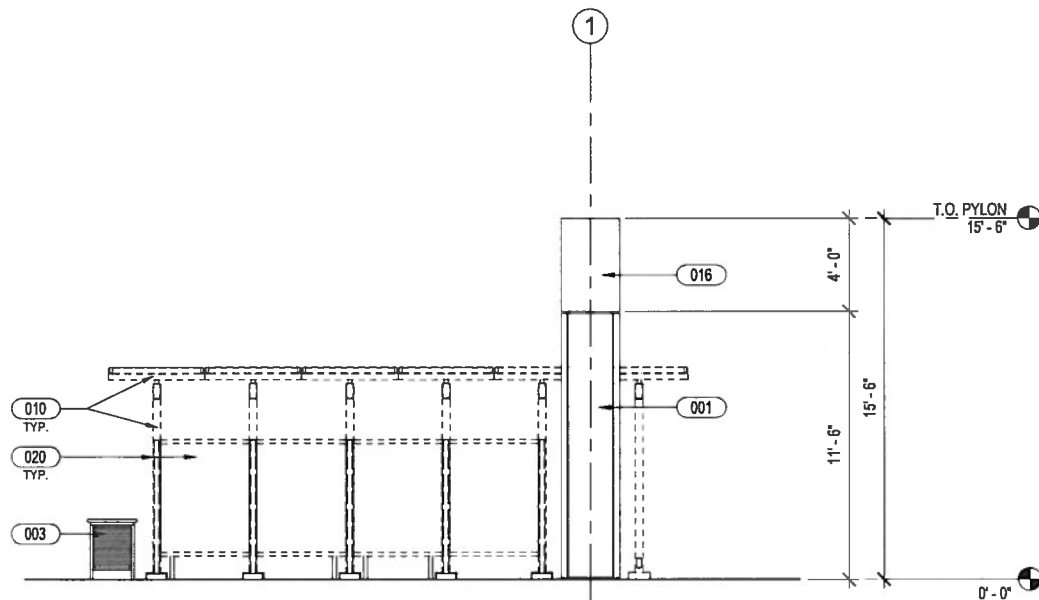
VIA ZARZAMORA BRT

STATION PLANS

% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-100
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD



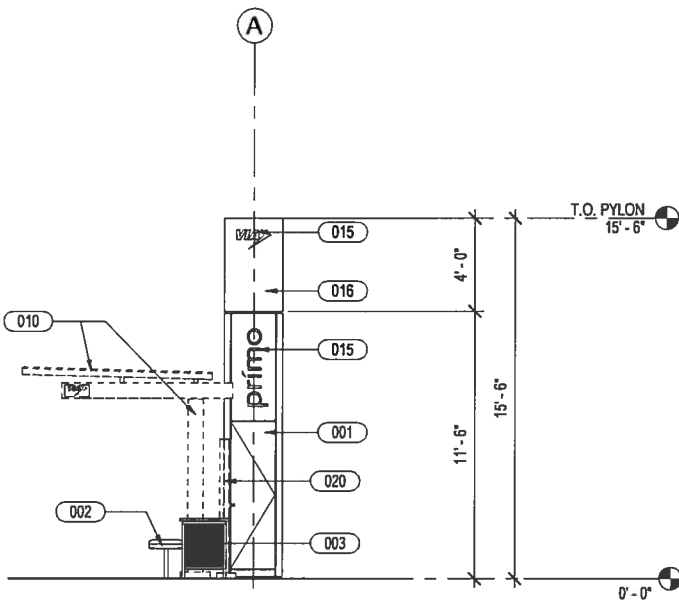
4 STANDARD STATION - DEPARTURE SIDE ELEVATION
A-200 SCALE: 1/4" = 1'-0"



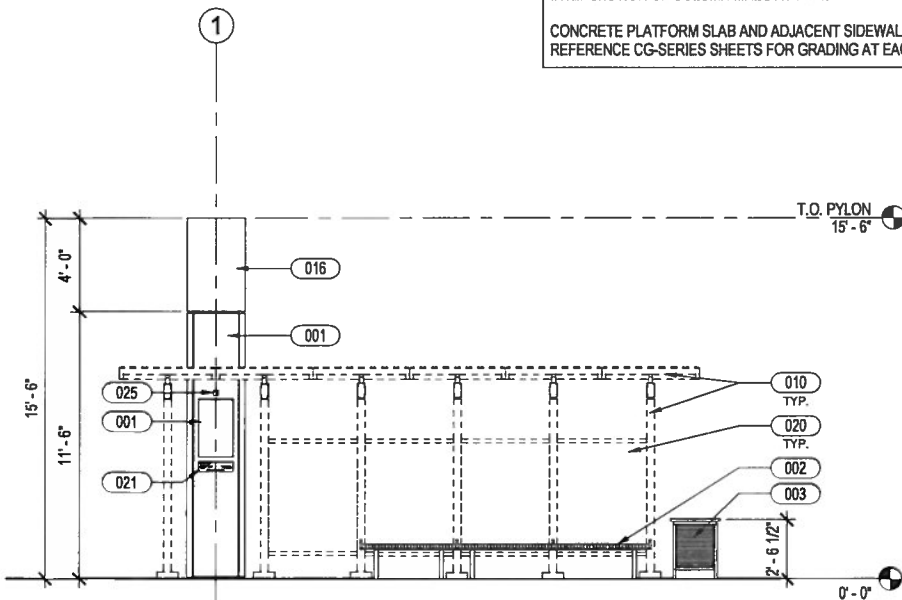
2 STANDARD STATION - REAR ELEVATION
A-200 SCALE: 1/4" = 1'-0"

NOTE:
REFERENCE POINT 0.0 IS GIVEN AT THE T.O. CONCRETE AT THE
INTERSECTION OF COLUMN LINES A AND 1.

CONCRETE PLATFORM SLAB AND ADJACENT SIDEWALK SLOPE:
REFERENCE CG-SERIES SHEETS FOR GRADING AT EACH STATION.



3 STANDARD STATION - ARRIVAL SIDE ELEVATION
A-200 SCALE: 1/4" = 1'-0"



1 STANDARD STATION - FRONT ELEVATION
A-200 SCALE: 1/4" = 1'-0"

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
B	60% PRELIMINARY DESIGN	10MAY16
C	90% SUBMITTAL	28JUN16



KEYNOTE LEGEND	
001	STATION PYLON W/ RAINSCREEN METAL PANELS, BOLTED TO SLAB
002	FIXED BENCH, BOLTED TO SLAB
003	TRASH RECEPTACLE, BOLTED TO SLAB
010	BUS SHELTER, REFERENCE DWGS
014	ACCESS PANEL
015	RECESSED PUSH THROUGH LETTERING, ENGINEERED RESIN BY LIGHT CAP MFR.
016	PYLON LIGHT CAP
020	SCREEN WALL, REFERENCE DWGS
021	BRAILLE STATION SIGNAGE
025	CCTV CAMERA - FIXED, INSIDE STATION PYLON

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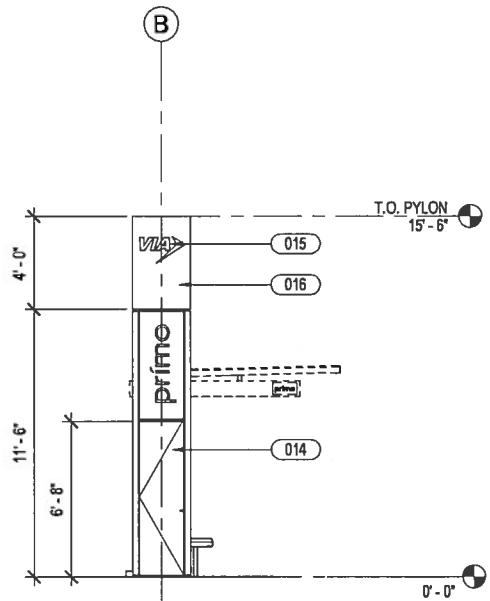
TBPE Registration No. F-1481

VIA ZARZAMORA BRT

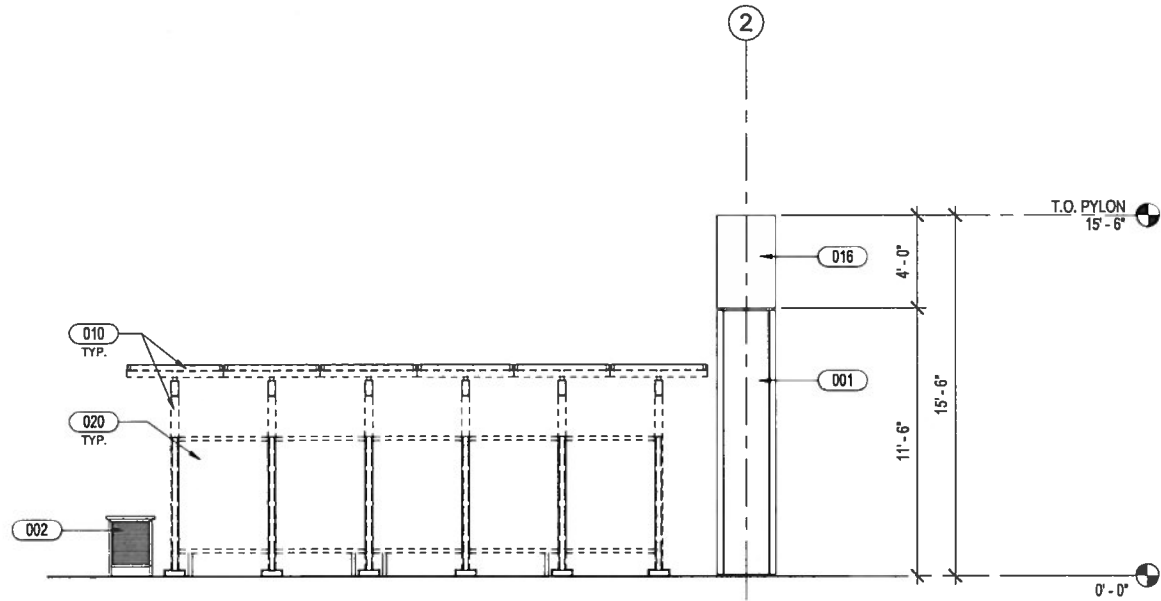
STANDARD STATION ELEVATIONS

% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-200
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD
SHEET NO.			
-			

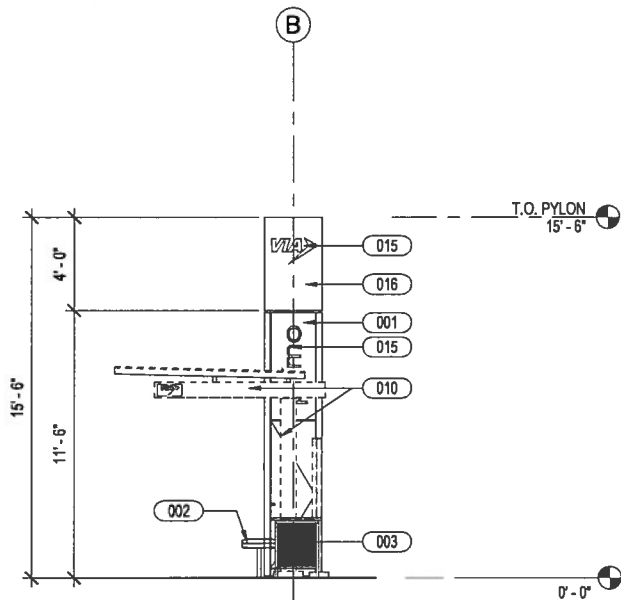
\$PLOT_INFO\$



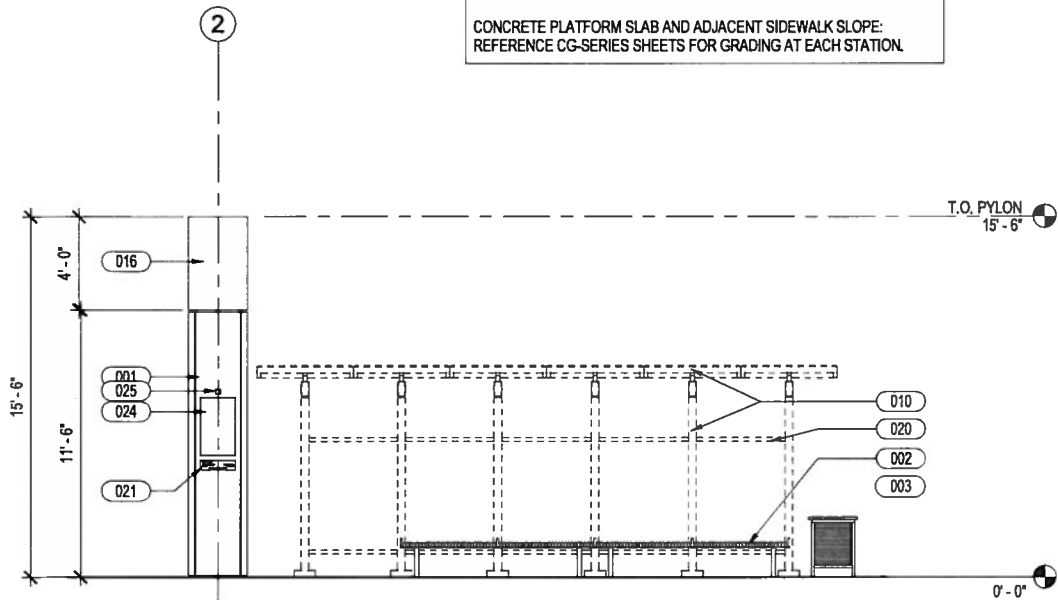
1 NARROW ELEVATION - END ELEVATION A
A-201 SCALE: 1/4" = 1'-0"



2 NARROW ELEVATION - REAR ELEVATION
A-201 SCALE: 1/4" = 1'-0"



3 NARROW ELEVATION - END ELEVATION B
A-201 SCALE: 1/4" = 1'-0"



4 NARROW ELEVATION - FRONT ELEVATION
A-201 SCALE: 1/4" = 1'-0"

NOTE:
REFERENCE POINT 0.0 IS GIVEN AT THE T.O. CONCRETE AT THE
INTERSECTION OF COLUMN LINES A AND 1.

CONCRETE PLATFORM SLAB AND ADJACENT SIDEWALK SLOPE:
REFERENCE CG-SERIES SHEETS FOR GRADING AT EACH STATION.

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
B	60% PRELIMINARY DESIGN	10MAY16
C	90% SUBMITTAL	28JUN16



KEYNOTE LEGEND	
001	STATION PYLON W/ RAINSCREEN METAL PANELS, BOLTED TO SLAB
002	FIXED BENCH, BOLTED TO SLAB
003	TRASH RECEPTACLE, BOLTED TO SLAB
010	BUS SHELTER, REFERENCE DWGS
014	ACCESS PANEL
015	RECESSED PUSH THROUGH LETTERING, ENGINEERED RESIN BY LIGHT CAP MFR.
016	PYLON LIGHT CAP
020	SCREEN WALL, REFERENCE DWGS
021	BRAILLE STATION SIGNAGE
024	DIGITAL MESSAGE SIGN, INSIDE STATION PYLON
025	CCTV CAMERA - FIXED, INSIDE STATION PYLON

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06/28/2016

VIA VIA Metropolitan Transit
San Antonio, Texas

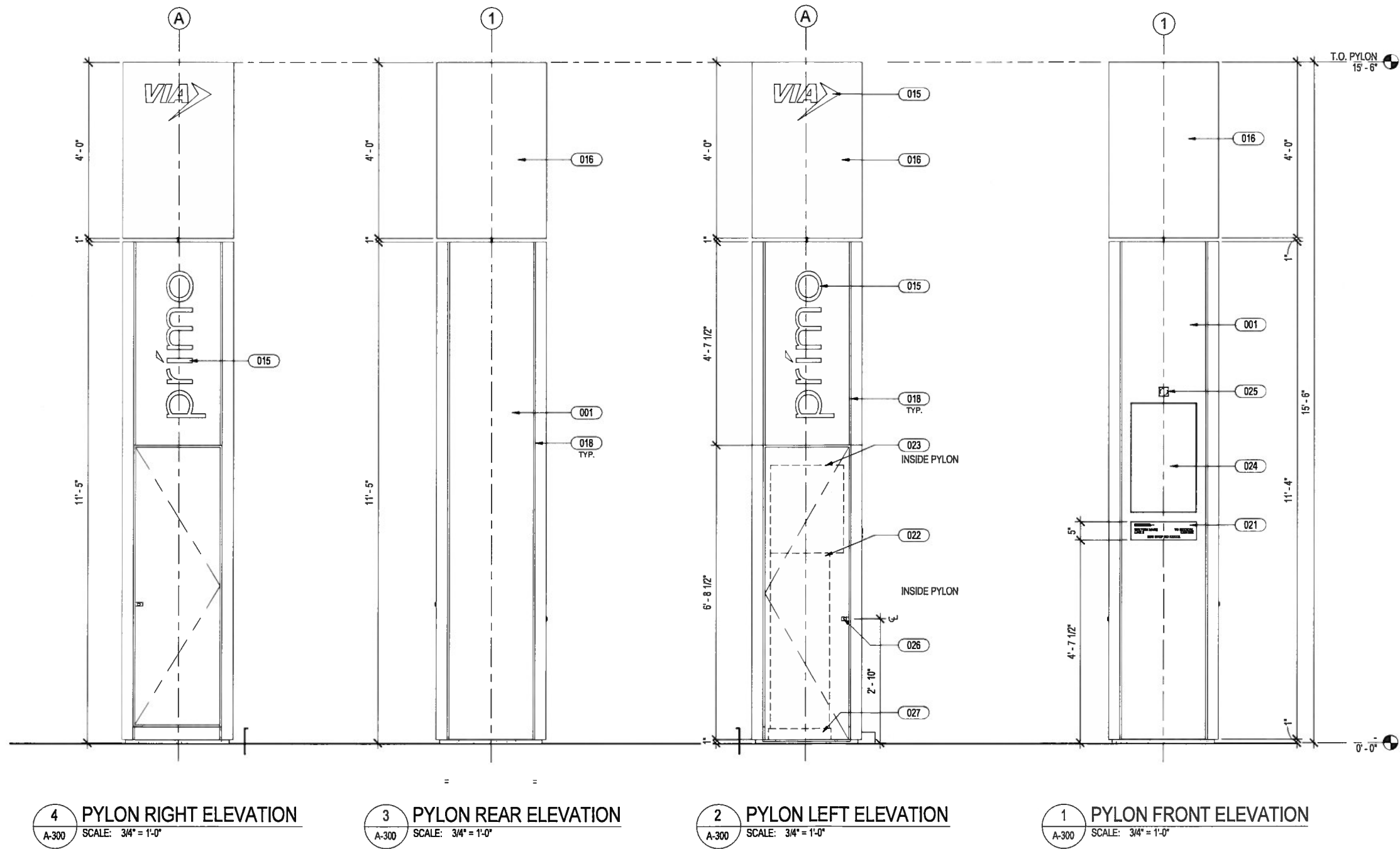
PARSONS
TBPE Registration No. F-1481

VIA ZARZAMORA BRT

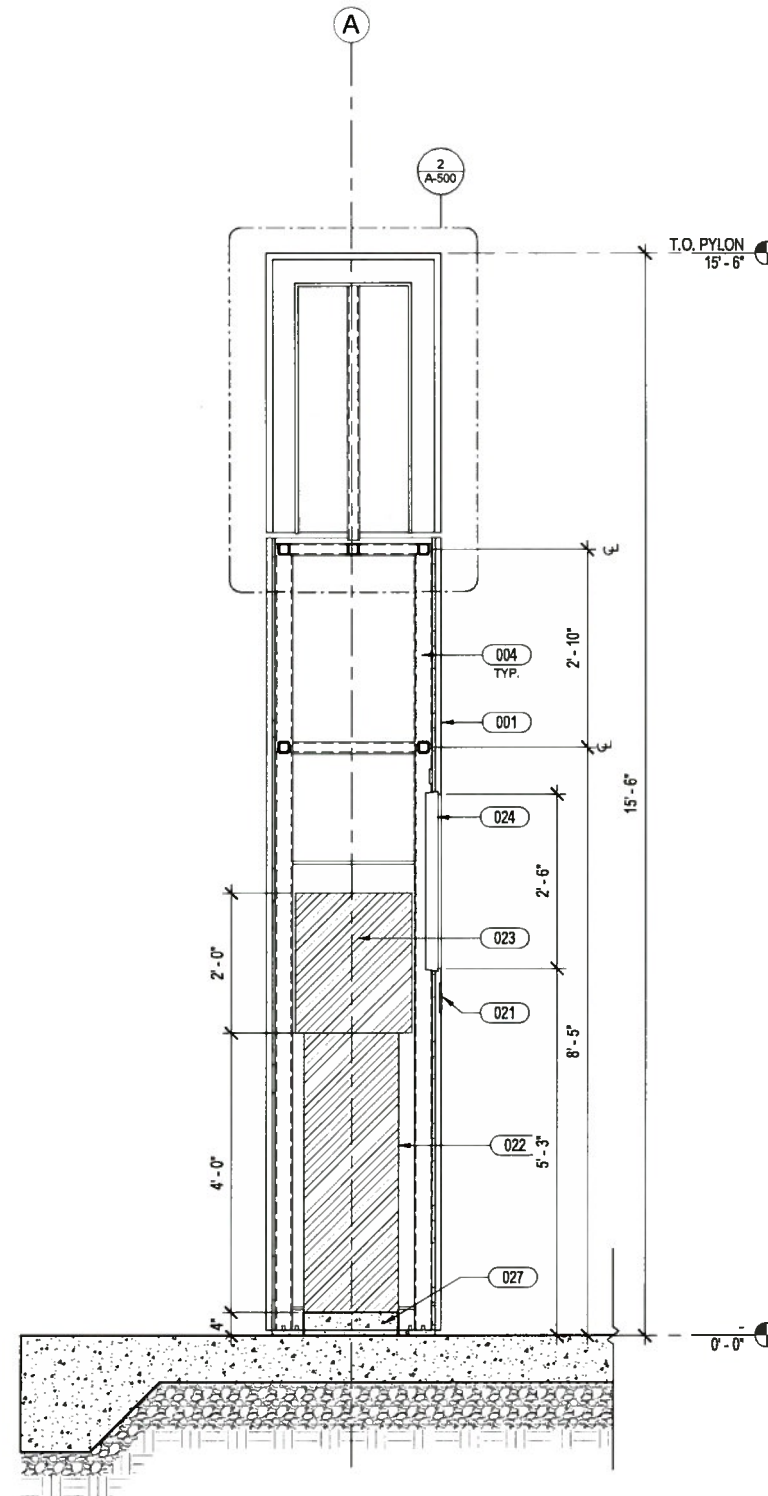
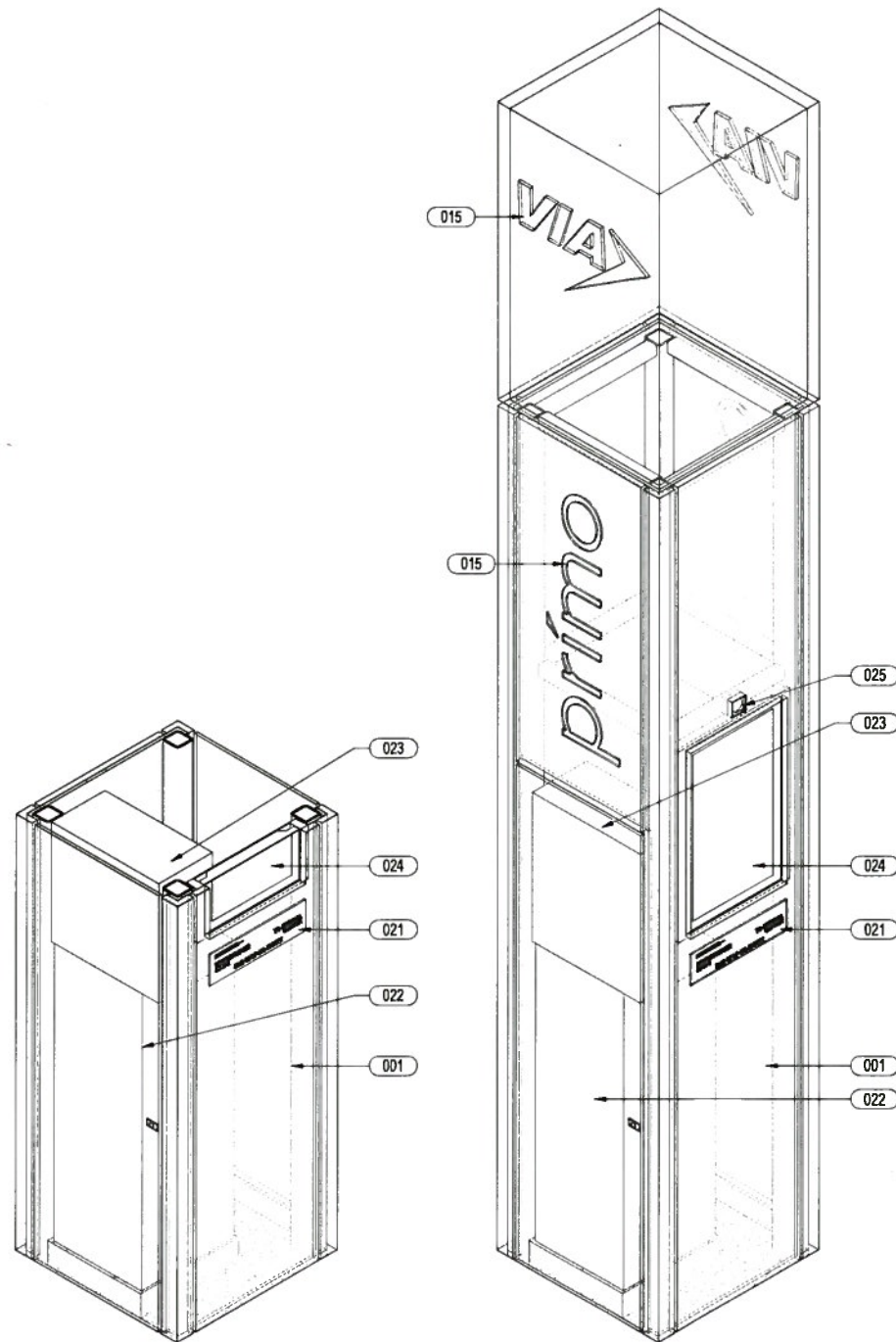
NARROW STATION ELEVATIONS

% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-201
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD
SHEET NO.			
-			

\$PLOT_INFO\$



ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
B	60% PRELIMINARY DESIGN	10MAY16
C	90% SUBMITTAL	28JUN16



1 TYPICAL PYLON SECTION
A-400 SCALE: 3/4" = 1'-0"

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	60% PRELIMINARY DESIGN	10MAY16
B	90% SUBMITTAL	28JUN16

KEYNOTE LEGEND	
001	STATION PYLON W/ RAINSCREEN METAL PANELS, BOLTED TO SLAB
004	STRUCTURAL HSS COLUMN
015	RECESSED PUSH THROUGH LETTERING, ENGINEERED RESIN BY LIGHT CAP MFR.
021	BRAILLE STATION SIGNAGE
022	ELECTRICAL METER/ENCLOSURE - SEE ELECTRICAL DWGS
023	COMMUNICATION CABINET - SEE ELECTRICAL DWGS
024	DIGITAL MESSAGE SIGN, INSIDE STATION PYLON
025	CCTV CAMERA - FIXED, INSIDE STATION PYLON
027	4" RAISED CONCRETE BASE FOR ELECTRICAL BOX

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06/28/2016



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TBPE Registration No. F-1481

VIA ZARZAMORA BRT

TYPICAL PYLON SECTION & AXONOMETRIC VIEWS

% SUBMITTAL	PROJECT NO.	DATE	DWG No.
90	648615	6/28/16	A-400
DRWN	DSGN	CHKD	APPR
SB	SB	DJ	BD
SHEET NO.			
-			

\$PLOT_INFO\$

SIGN SCHEDULE					
ITEM	SIGN TYPE	DESCRIPTION	SIZE	MOUNTING LOCATION	GRAPHICS APPLICATION
1	A1	BRaille IDENTIFICATION SIGN	1' - 6" W X 5" H	PYLON - FRONT	CUTOUT IN METAL PANEL, RAISED LETTERING FLUSH
2	A2	PRIMO LOGO	3' - 4" H	PYLON - FRONT	PUSH THROUGH LETTERING, ENGINEERED RESIN - WHITE
3	A3	VIA LOGO	2' - 0" H	PYLON LIGHT CAP - LFT/RT. SIDES	PUSH THROUGH LETTERING, ENGINEERED RESIN - RED

STATION MESSAGING
SCHEDULE INFORMATION TO BE
PROVIDED BY VIA

DIGITAL MESSAGING SCHEDULE			
DIRECTION TRAVELING	BUS STOP NUMBER	STATION MESSAGE	DIRECTION OF TRAVEL MESSAGE
NB		WOODLAWN STATION	
SB		WOODLAWN STATION	
NB		CULEBRA STATION	
SB		CULEBRA STATION	
NB		RUIZ STATION	
SB		RUIZ STATION	
NB	60029	COMMERCE STATION	TO MEDICAL CENTER
SB		BUENA VISTA STATION	
NB		GUADALUPE STATION	
SB		GUADALUPE STATION	
NB		LAREDO STATION	
SB		LAREDO STATION	
NB		CERALVO STATION	
SB		CERALVO STATION	
NB		FRIO CITY STATION	
SB		FRIO CITY STATION	
NB		MALONE STATION	
SB		MALONE STATION	
NB		CULBERSON STATION	
SB		CULBERSON STATION	
NB		NOGALITOS STATION	
SB		NOGALITOS STATION	
NB		SOUTHCROSS STATION	
SB		SOUTHCROSS STATION	
NB		SAS STATION	
SB		SAS STATION	

3 SIGN TYPE A3 DETAIL
A-600 SCALE: 1 1/2" = 1'-0"

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	60% PRELIMINARY DESIGN	10MAY16
B	90% SUBMITTAL	28JUN16

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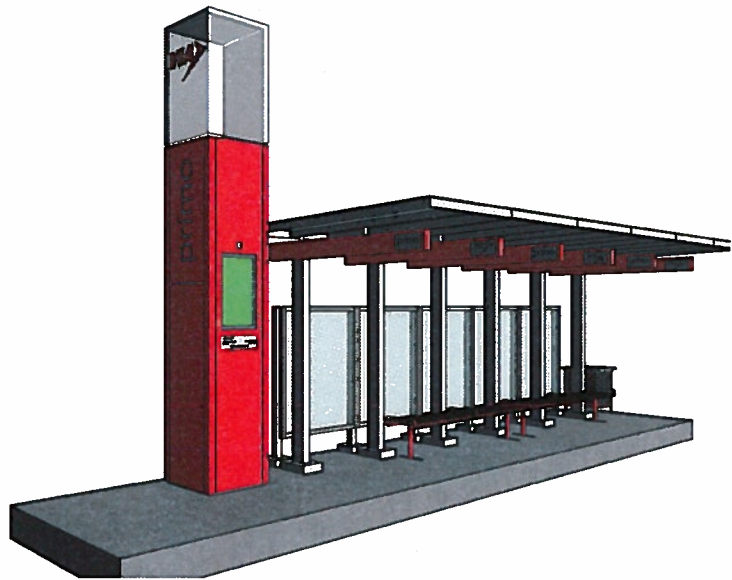


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SIGNAGE DETAILS

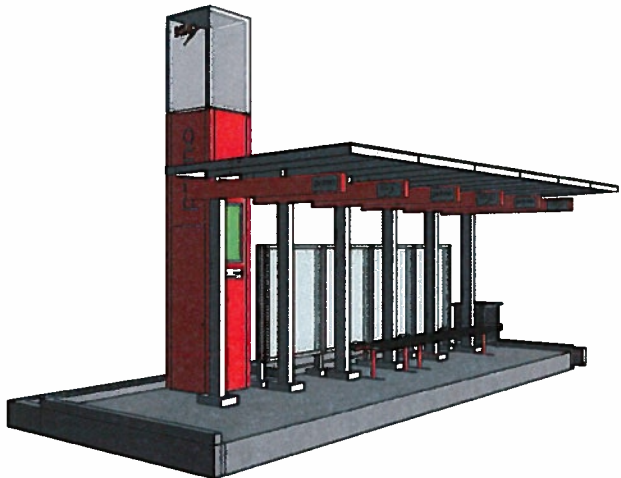
% SUBMITTAL		PROJECT NO.	DATE	DWG No.
90		648615	6/28/16	A-600
DRWN	DSGN	CHKD	APPR	SHEET NO.
SB	SB	DJ	BD	-



3
A-900

NARROW STATION VIEW - DESIGN INTENT & CCTV
COVERAGE

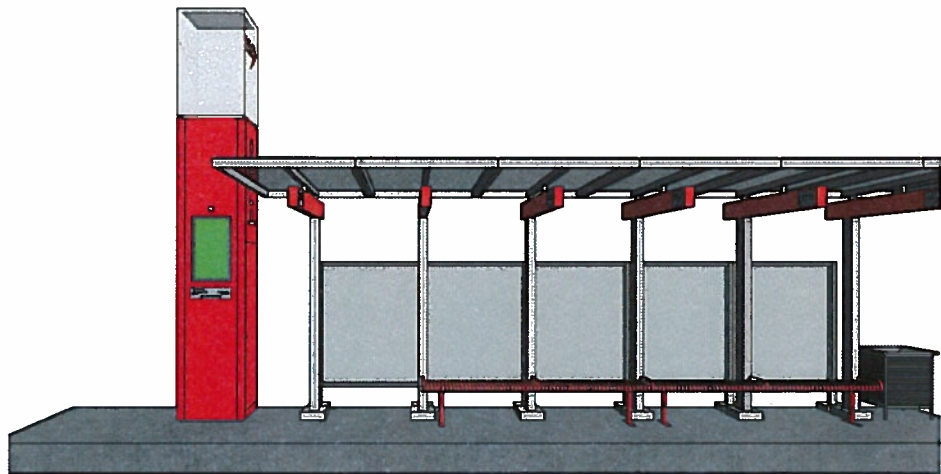
SCALE:



4
A-900

STANDARD STATION VIEW - DESIGN INTENT & CCTV
COVERAGE

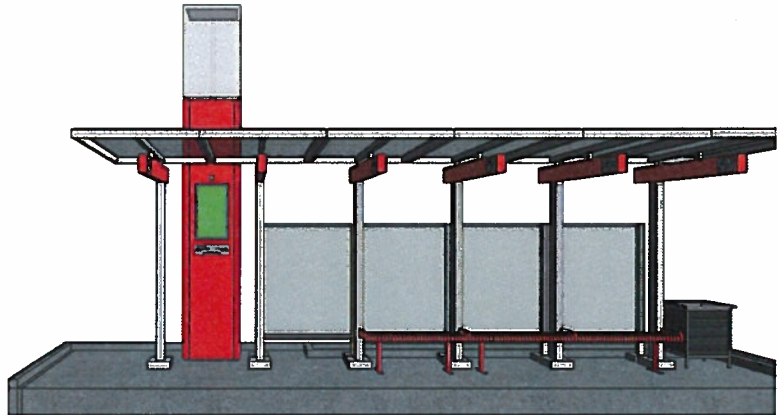
SCALE: N.T.S.



5
A-900

NARROW STATION VIEW - DESIGN INTENT

SCALE: N.T.S.



6
A-900

STANDARD STATION VIEW - DESIGN INTENT

SCALE: N.T.S.

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	60% PRELIMINARY DESIGN	10MAY16
B	90% SUBMITTAL	28JUN16

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PERSPECTIVES

% SUBMITTAL		PROJECT NO.	DATE	DWG No.
90		648615	6/28/16	A-900
DRWN	DSGN	CHKD	APPR	SHEET NO.
SB	SB	DJ	BD	