

HISTORIC AND DESIGN REVIEW COMMISSION

June 07, 2017

HDRC CASE NO: 2017-269
ADDRESS: 2322 BUENA VISTA ST
LEGAL DESCRIPTION: NCB 2332 BLK 18 LOT 6 & W 30 FT OF 5
ZONING: C-2,HL
CITY COUNCIL DIST.: 5
LANDMARK: Historic Structure
APPLICANT: Abigail Rodriguez/VIA Metropolitan Transit
OWNER: VIA Metropolitan Transit c/o City of San Antonio
TYPE OF WORK: Installation of new VIA bus shelter
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to install a Nex Gen local VIA shelter at 2322 Buena Vista. The lot contains a local historic landmark. The stop will feature a new concrete slab, ADA accessible ramp, and a Next Gen modular prototype shelter design previously approved by the HDRC.

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.

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

1. Topography

A. TOPOGRAPHIC FEATURES

i. *Historic topography*—Avoid significantly altering the topography of a property (i.e., extensive grading). Do not alter character-defining features such as berms or sloped front lawns that help define the character of the public right-of-way. Maintain the established lawn to help prevent erosion. If turf is replaced over time, new plant materials in these areas should be low-growing and suitable for the prevention of erosion.

ii. *New construction*—Match the historic topography of adjacent lots prevalent along the block face for new construction. Do not excavate raised lots to accommodate additional building height or an additional story for new construction.

iii. *New elements*—Minimize changes in topography resulting from new elements, like driveways and walkways, through appropriate siting and design. New site elements should work with, rather than change, character-defining topography when possible.

5. Sidewalks, Walkways, Driveways, and Curbing

A. SIDEWALKS AND WALKWAYS

- i. *Maintenance*—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.
- ii. *Replacement materials*—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.
- iii. *Width and alignment*—Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.
- iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.
- v. *ADA compliance*—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

B. DRIVEWAYS

- i. *Driveway configuration*—Retain and repair in place historic driveway configurations, such as ribbon drives. Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.
- ii. *Curb cuts and ramps*—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

C. CURBING

- i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.
- ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original. Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

8. Americans with Disabilities Act (ADA) Compliance

A. HISTORIC FEATURES

- i. *Avoid damage*—Minimize the damage to the historic character and materials of the building and sidewalk while complying with all aspects of accessibility requirements.
- ii. *Doors and door openings*—Avoid modifying historic doors or door openings that do not conform to the building and/or accessibility codes, particularly on the front façade. Consider using a discretely located addition as a means of providing accessibility.

B. ENTRANCES

- i. *Grade changes*—Incorporate minor changes in grade to modify sidewalk or walkway elevation to provide an accessible entry when possible.
- ii. *Residential entrances*—The preferred location of new ramps is at the side or rear of the building when convenient for the user.
- iii. *Non-residential and mixed use entrances*—Provide an accessible entrance located as close to the primary entrance as possible when access to the front door is not feasible.

C. DESIGN

- i. *Materials*—Design ramps and lifts to compliment the historic character of the building and be visually unobtrusive as to minimize the visual impact, especially when visible from the public right-of-way.
- ii. *Screening*—Screen ramps, lifts, or other elements related to ADA compliance using appropriate landscape materials. Refer to Guidelines for Site Elements for additional guidance.
- iii. *Curb cuts*—Install new ADA curb cuts on historic sidewalks to be consistent with the existing sidewalk color and texture while minimizing damage to the historical sidewalk.

FINDINGS:

- a. The applicant has proposed to install a Next Gen Local VIA shelter at 2322 Buena Vista, a parcel tied to a historic landmark structure. This is a new location for an existing bus stop number and will feature a new concrete slab, ADA accessible ramp, and Next Gen shelter prototype design previously approved by the HDRC. The Next Gen bus shelter prototype received HDRC approval on February 15, 2012. This particular shelter will feature a 6-unit design. Since HDRC approval for the prototype, many have been installed downtown, in historic districts, and at other locations throughout the VIA system.

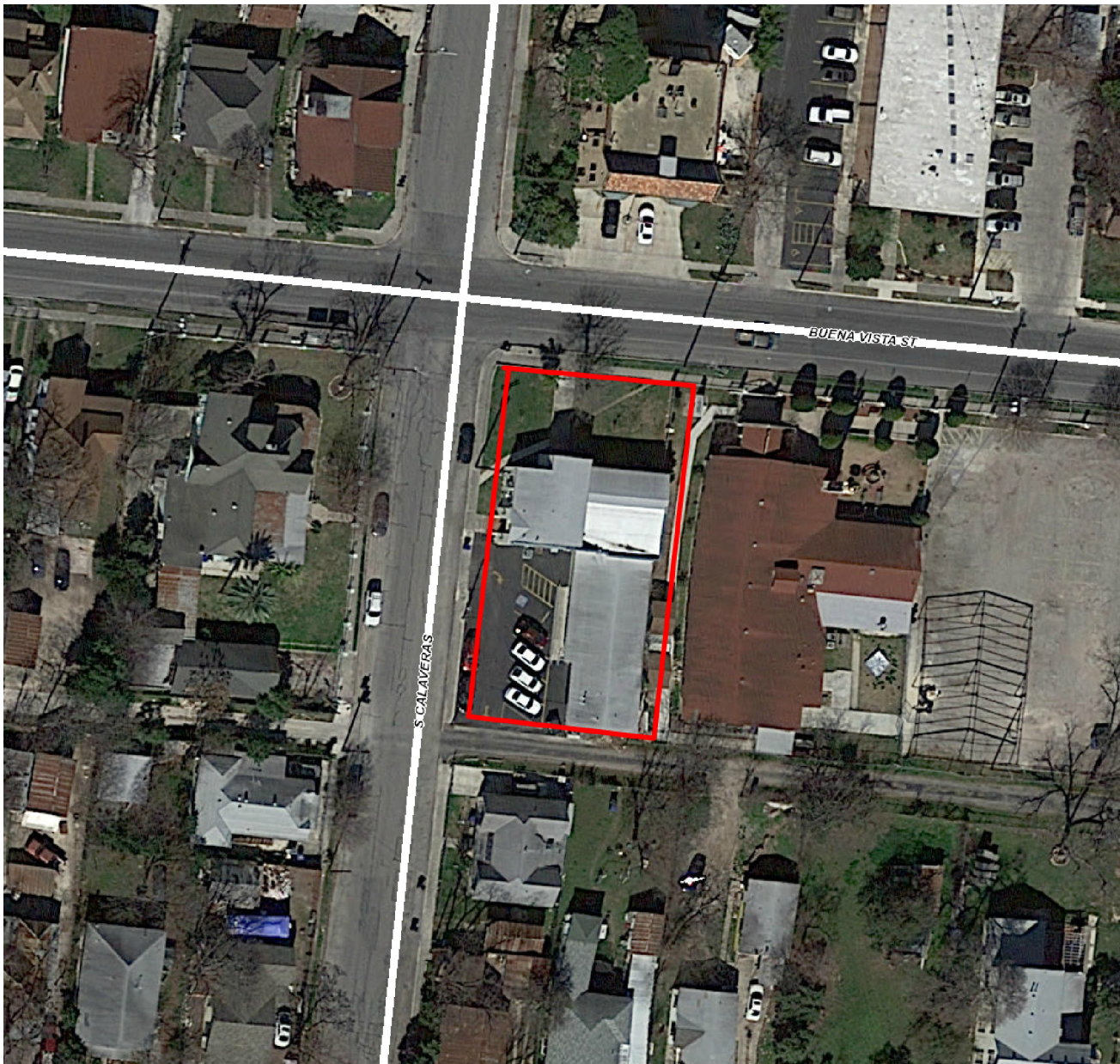
- b. The proposed shelter is a relocation of an existing bus stop. Previously, stop number 89443 was located to the west along Buena Vista St, on the opposite side of Calaveras St. VIA staff has noted that the relocation was a result of poor sidewalks, poor curbing, and limited right-of-way at the previous location. The new stop location is located directly in front of a clinic, which is a major ridership generator, and is also in a high-traffic area. The new stop also includes an ADA accessible ramp and 6-unit shelter design to accommodate the anticipated increased traffic without obstructing the right-of-way. Per previous HDRC findings for the same VIA shelter prototype, the installation of these shelters as a whole will create more uniformity among VIA stops, helping to reduce the amount of visual clutter in the urban core and increase functionality for urban areas where sidewalk width and available open space vary greatly, consistent with the UDC Section 35-646(a).
- c. HISTORIC LANDMARK – The proposed installation requires a new concrete slab to be installed beyond the public right-of-way and into the lot of 2322 Buena Vista St. The landmark structure is owned by the city. According to the Historic Design Guidelines for Site Elements, new site construction should minimally alter the existing typography. Guideline 8.A.i also states that damage to the historic character of any site elements should be minimized while complying with modern accessibility standards and requirements. While the new slab and shelter are historically incongruent with the site, the shelter’s minimal and light structural design does not negatively impact the context or integrity of this particular historic structure.
- d. ARCHAEOLOGY- The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

RECOMMENDATION:

Staff recommends approval based on findings a through d with the stipulation that the development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

CASE MANAGER:

Stephanie Phillips



Flex Viewer

Powered by ArcGIS Server

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Sonic Drive-In

Buena Vista Discount Pharmacy

Mangum Susan P

2322 Buena Vista Street
WIC Administrative Office

Little Caesars Pizza

Fred Loya Insurance

Cricket Wireless
Authorized Retailer

Payless ShoeSource



2322

Bus Stop 89443

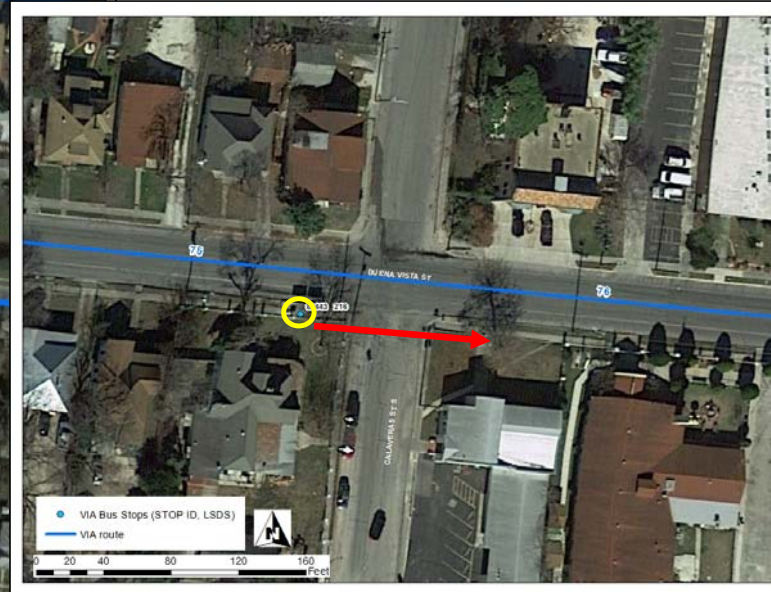
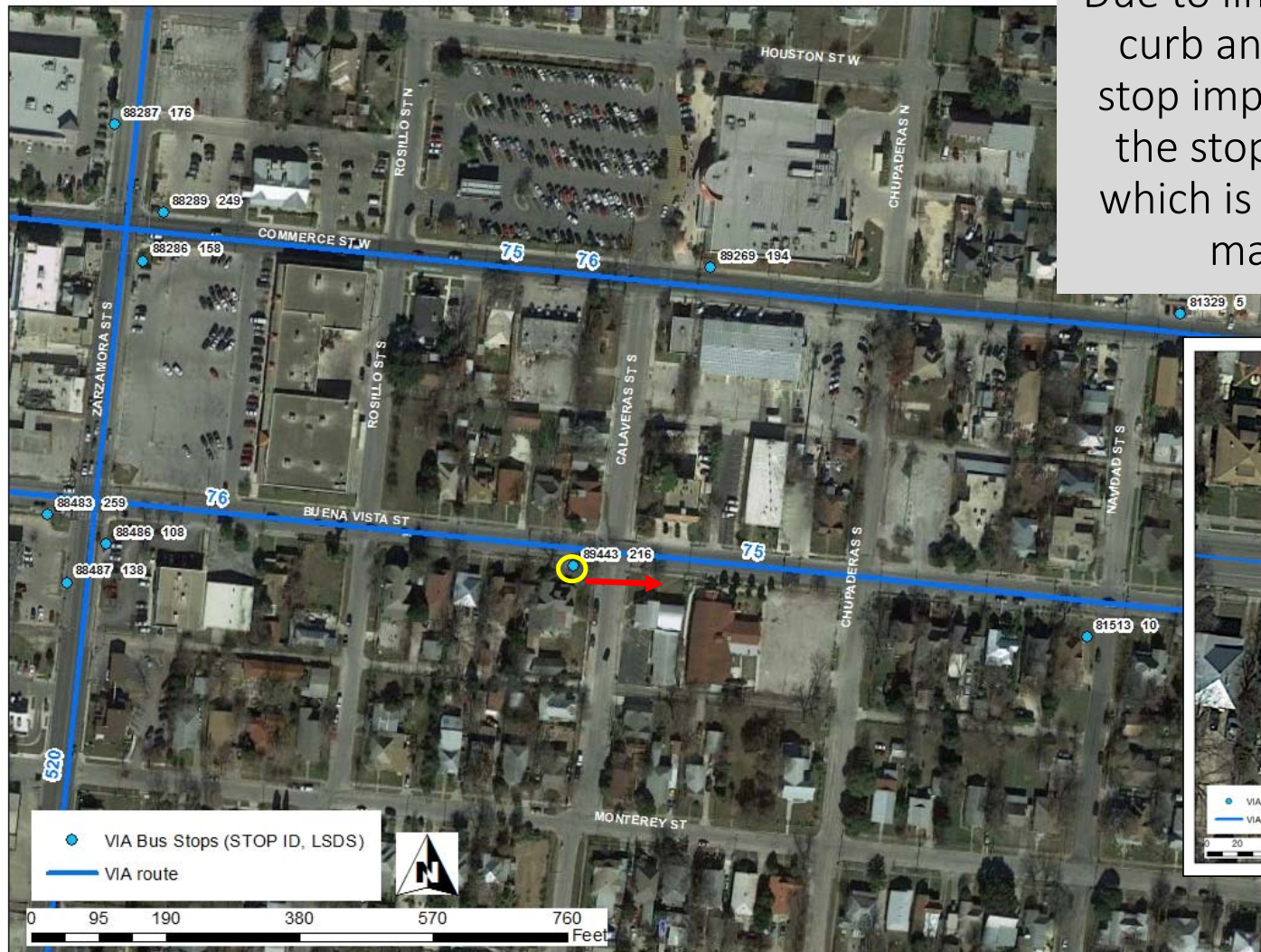
Buena Vista & Calaveras



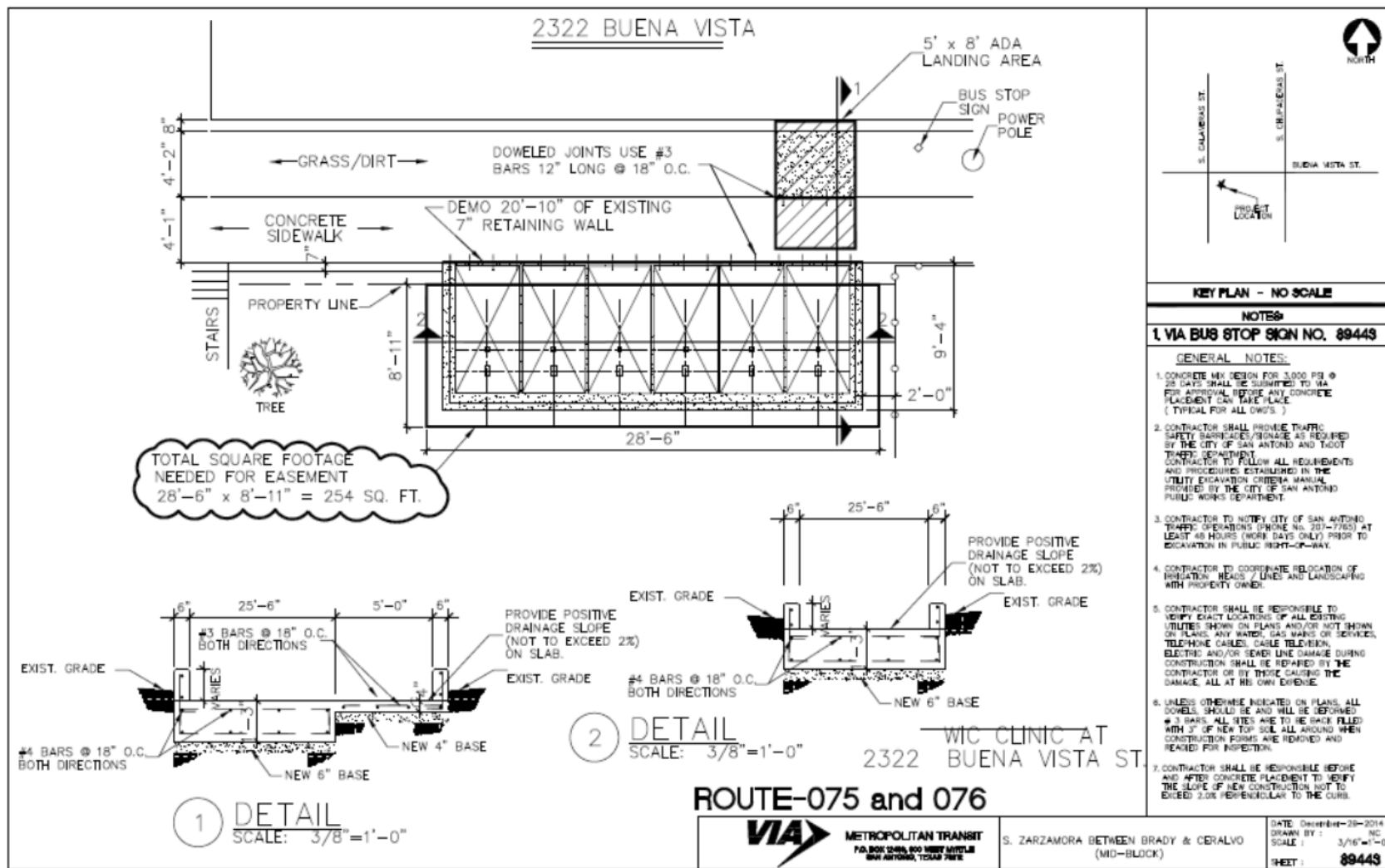
Previous Bus Stop



Due to limited ROW and poor sidewalk, curb and connectivity the proposed stop improvements include relocating the stop to the far side of Calaveras, which is also directly in front of Clinic, major ridership generator.



Site Plan of Improvements



Relocated Stop with Improvements



Other 6 unit Next Gen Shelters

