

HISTORIC AND DESIGN REVIEW COMMISSION

December 03, 2025

HDRC CASE NO: 2025-325
COMMON NAME: VIA Green Line Bus Shelters
ADDRESS: 339 W ELSMERE PLACE; 2402 SAN PEDRO;
339 W WOODLAWN AVE; 925 S ST MARYS ST;
311/331 ROOSEVELT AVE
LEGAL DESCRIPTION: RIGHT OF WAY
ZONING: RIGHT OF WAY, H, D, RIO
CITY COUNCIL DIST.: 1, 5
DISTRICT: Monte Vista, King William, Mission Historic District
LANDMARK: Individual Landmark
APPLICANT: Christine Vina, AIA/VIA Metropolitan Transit
OWNER: Christine Vina, AIA/VIA Metropolitan Transit
TYPE OF WORK: VIA Bus Stop improvements, bus shelter construction, signage, landscaping, exterior and site modifications at various locations
APPLICATION RECEIVED: October 31, 2025
60-DAY REVIEW: December 30, 2025
CASE MANAGER: Edward Hall
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval for bus station designs related to the VIA Rapid Green Line. Six new stations will be located within historic districts (Monte Vista, King William, and Mission) and require approval.

APPLICABLE CITATIONS:

Unified Development Code Section 35-640 – Public Property and Rights-of-Way

- (a) Public Property. Generally, the historic and design review commission will consider applications for actions affecting the exterior of public properties except in the case of building interiors that are the sites of major public assemblies or public lobbies. The historic and design review commission will also consider applications for actions affecting public properties such as city parks, open spaces, plazas, parking lots, signs and appurtenances.
- (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.

Unified Development Code 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.
 - (2) Sidewalk Paving and Surfaces. Materials should complement stylistic differences of individual buildings, particularly when related to historic buildings.
 - A. Materials. Materials should be chosen for beauty, strength, longevity, easy maintenance and traction when dry or wet.

- B. Color and Texture. To ensure the safety of pedestrians, all changes in surfaces should be defined by contrasting color, texture or materials.
- (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.
 - C. Drinking Fountains. Placing drinking fountains in new development is encouraged. Fountains should be placed within general areas of pedestrian traffic and located on accessible surfaces.
 - D. Trash Receptacles. Trash receptacles should blend visually with their surroundings and their design and location should make use as convenient as possible.
 - E. Vending Machines. Vending machines will not dispense items other than newspapers and periodicals. Vending machines shall be clustered together and away from intersection corners.
 - F. Vending Carts and Kiosks. Vending carts and kiosks are encouraged in locations that do not impede normal pedestrian traffic.
 - G. Outdoor Dining. Lease of public right-of-way for outdoor dining is encouraged in appropriate locations. Lease of sidewalk space for outdoor dining shall be managed through the department of parks and recreation and shall comply with all city codes. It is recommended that at least eight (8) feet of sidewalk be retained between the curb and the leased or licensed space to provide an uninterrupted public walkway.
 - H. Street Objects. Utility boxes, vending machines and so on should not be located in sidewalk zones. Their design and color should be compatible with character of their surroundings.
- (4) Streetscape Landscaping. Landscaping, particularly streets trees, are an important addition to the streetscape because of the hot Texas climate. Appropriate application along sidewalks strengthens the visual quality of public streets. Careful selection of plant materials, using native and low-water use plants, is recommended.
- (b) Skywalks and Underground Walkways. Skywalks and underground walkways between buildings but over (or under) public right-of-way shall be integral design elements of a total development, not merely passageways.
 - (1) Skywalks. Skywalks should avoid impeding vistas and views, particularly in the downtown, of historic landmarks, the river, and other important buildings. Construction shall be considered on an individual basis but shall not occur over the river. Skywalks shall facilitate interoffice communication and traffic rather than serve as a public walkway.
 - (2) Underground Walkway. Underground walkways or tunnels shall facilitate interoffice communication rather than serve as a public walkway. Underground walkways should include light wells, skylights, landscaping, and fresh air ventilation.
- (c) Awnings and Canopies. The primary purpose of an awning shall be to provide shade and weather protection to pedestrians.
 - (1) Size and Shape. Awnings shall be proportionate in shape and size to the scale of the building facade to which it will be attached. On historic landmarks or on older buildings, awnings shall be historically appropriate in design and materials.
 - (2) Materials and Lettering. Preferred materials for fabric awnings are fire resistant canvas. Metal canopies may also be appropriate. Lettering on fabric awnings shall be permitted on the front flap only of the awning in a manner proportional to the awning size, but not to exceed one-half ($\frac{1}{2}$) the area of the front flap. Symbols or logos may be allowed on the top of the awning not to exceed one-sixth ($\frac{1}{6}$) of the square footage of the top of the awning.

FINDINGS:

- a. **BACKGROUND** - The proposed Green Line will run north and south along San Pedro Avenue, from the San Antonio International Airport to downtown, and south through downtown along S St Mary to Roosevelt and south to the Brooke Transit Center. This request includes new and repaired sidewalks, intersection upgrades, and 26 new bus stations, 6 of which require HDRC review as they are located within historic districts. Existing stations to be replaced downtown are eligible for administrative approval.
- b. **PUBLIC ENGAGEMENT** – VIA held meetings with leadership from neighborhood associates within historic districts in July and August 2025.
- c. **NEW STATIONS (Locations)** – The applicant has proposed a total of twenty-six (26) new bus stations, six (6) of which will be located within historic districts (Monte Vista, King William, and Mission). These stations will be located at the following locations:
 - i. At W Elsmere Place and W Lynwood Avenue, on the east side of San Pedro Avenue.
 - ii. At W Mulberry Avenue and W Agarita Avenue, on the east side of San Pedro Avenue.
 - iii. At W Woodlawn Avenue and W Mistletoe Avenue, on the east side of San Pedro Avenue.
 - iv. At Pereida Street and S Alamo Street, on the east side of S St Mary’s Street.
 - v. A Roosevelt Park Drive and W Whittier Street, on the east side of Roosevelt Avenue.
 - vi. At Roosevelt Park Drive and W Whittier Street, on the west side of Roosevelt Avenue.
- d. **NEW STATIONS (Types)** – The applicant has proposed a total of three station designs; a center station to be located within the middle of the roadway; curbside stations, which will feature single platforms on each side of the roadway; and a narrow curbside station featuring smaller, single platforms on each side of the roadway.
- e. **NEW STATIONS (Materials)** – The applicant has proposed materials that include aluminum columns and canopies, stainless steel beams, aluminum gutters, acrylic canopy covers, stainless steel and aluminum panels and windscreens, painted steel guardrails, steel seating and concrete paving surfaces. Staff finds the proposed materials to be appropriate.
- f. **NEW STATIONS (Art Component)** – The applicant has noted the installation of art panels to serve as wind screens. These will be installed parallel to the sidewalk and roadway and will feature an approximately size of four (4) feet square.
- g. **NEW STATIONS (Signage)** – The applicant has noted the installation of signage noting line maps, passenger info, neighborhood information and regulatory information. Staff finds the proposed signage panels to be appropriate.

RECOMMENDATION:

Staff recommends approval as submitted based on findings a through i.



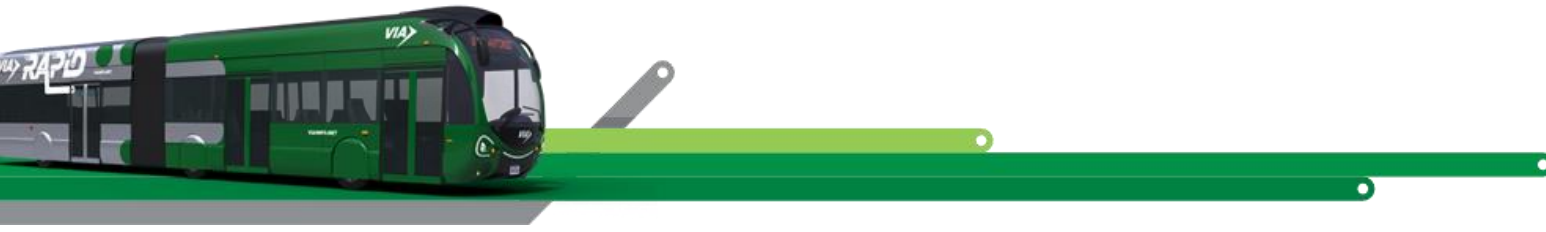
VIA Rapid Green Line

Historic District Station Locations/Design

COSA HDRC Submittal

October 31, 2025



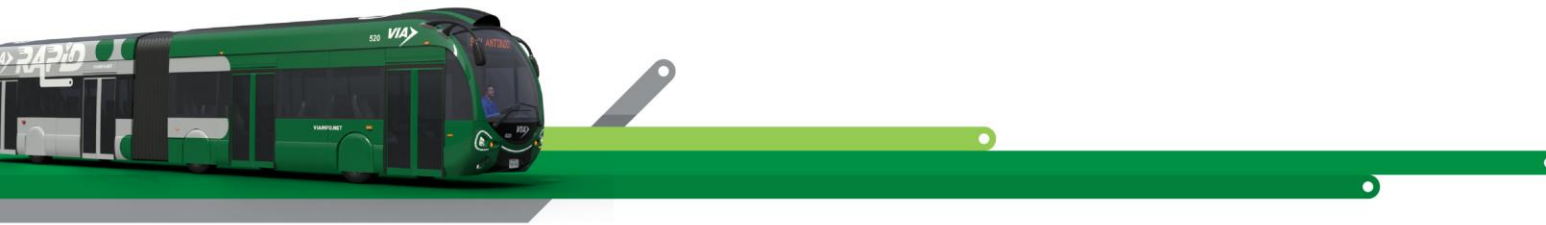


HDRC APPLICATION

Final Design Request:

VIA Advanced Rapid Transit (ART): Rapid Greenline Stations

- ART Overview
- Station Design Components
- Historic District Station Locations, Context Illustrations



VIA RAPID SERVICE IS DESIGNED TO:



Connect to schools/
jobs/training



Help with
traffic flow



Improve
safety

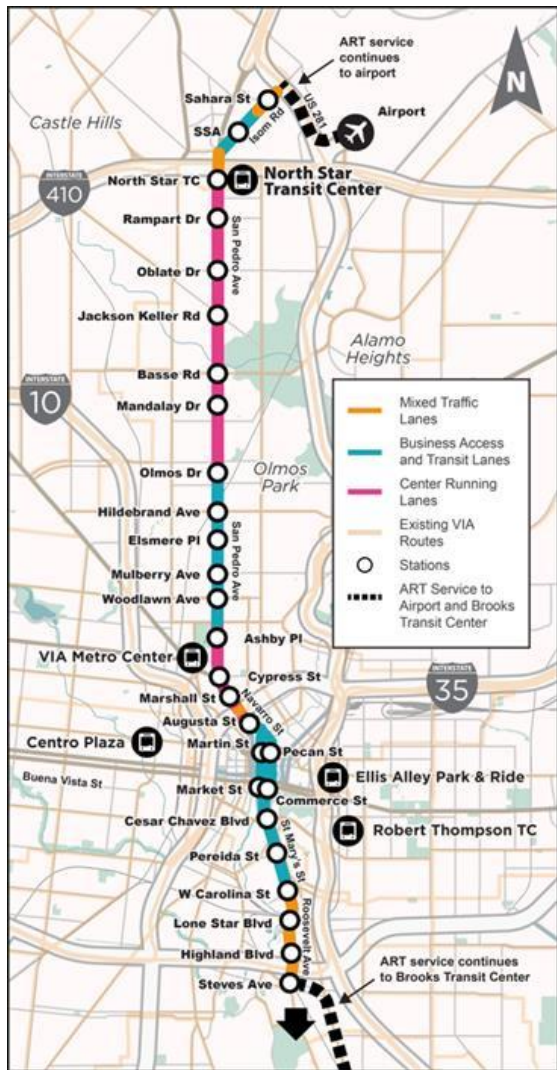


Connect to
goods/services



Support economic
development





GREEN LINE OVERVIEW



Length:
10.35 Miles
(Construction*)



Frequency:
10-Minute on
Weekdays and
15-Minute on
Weekends



Transit Lanes:
Center Running,
Business Access and
Transit, Mixed Traffic

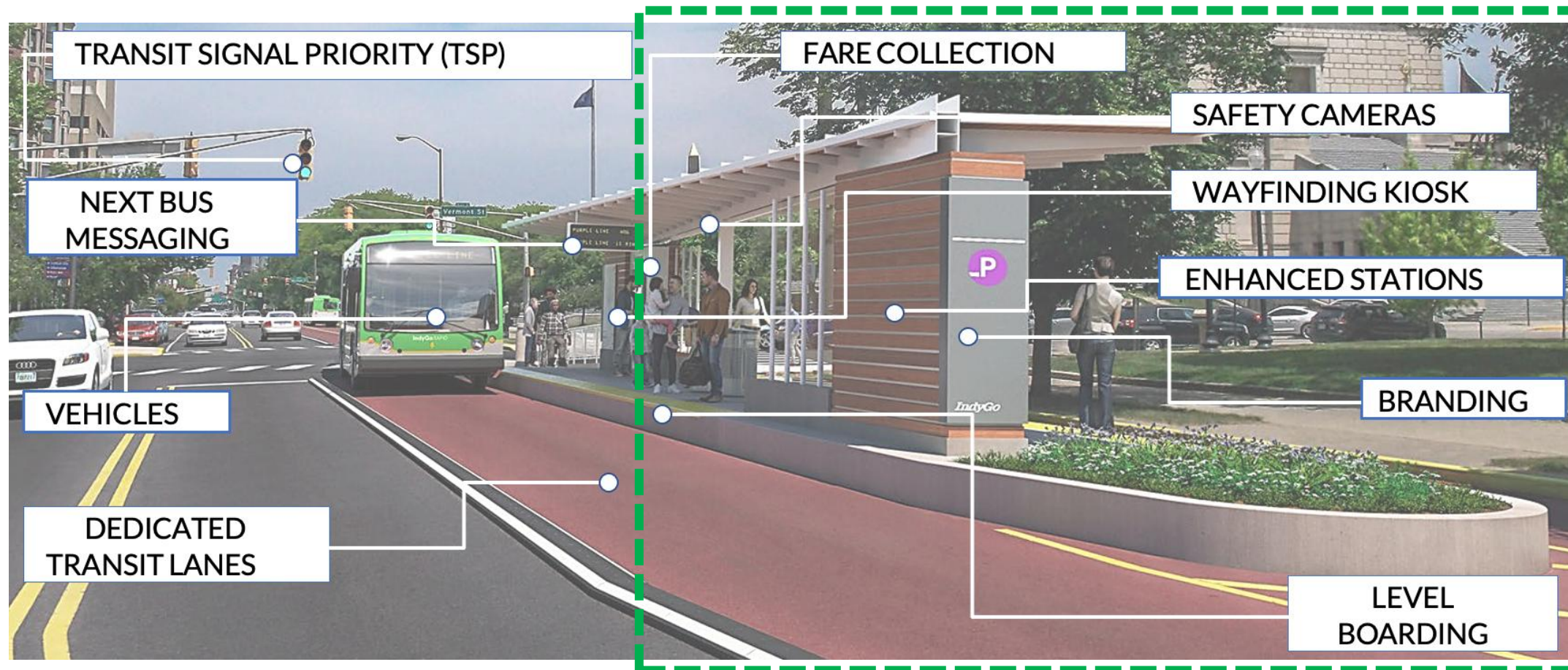


Stations:
25 New Stations

*ART transit service: Airport to Brooks
Construction Limits: Isom Rd/US-281 to Steves Avenue



ART STATION CHARACTERISTICS, ELEMENTS








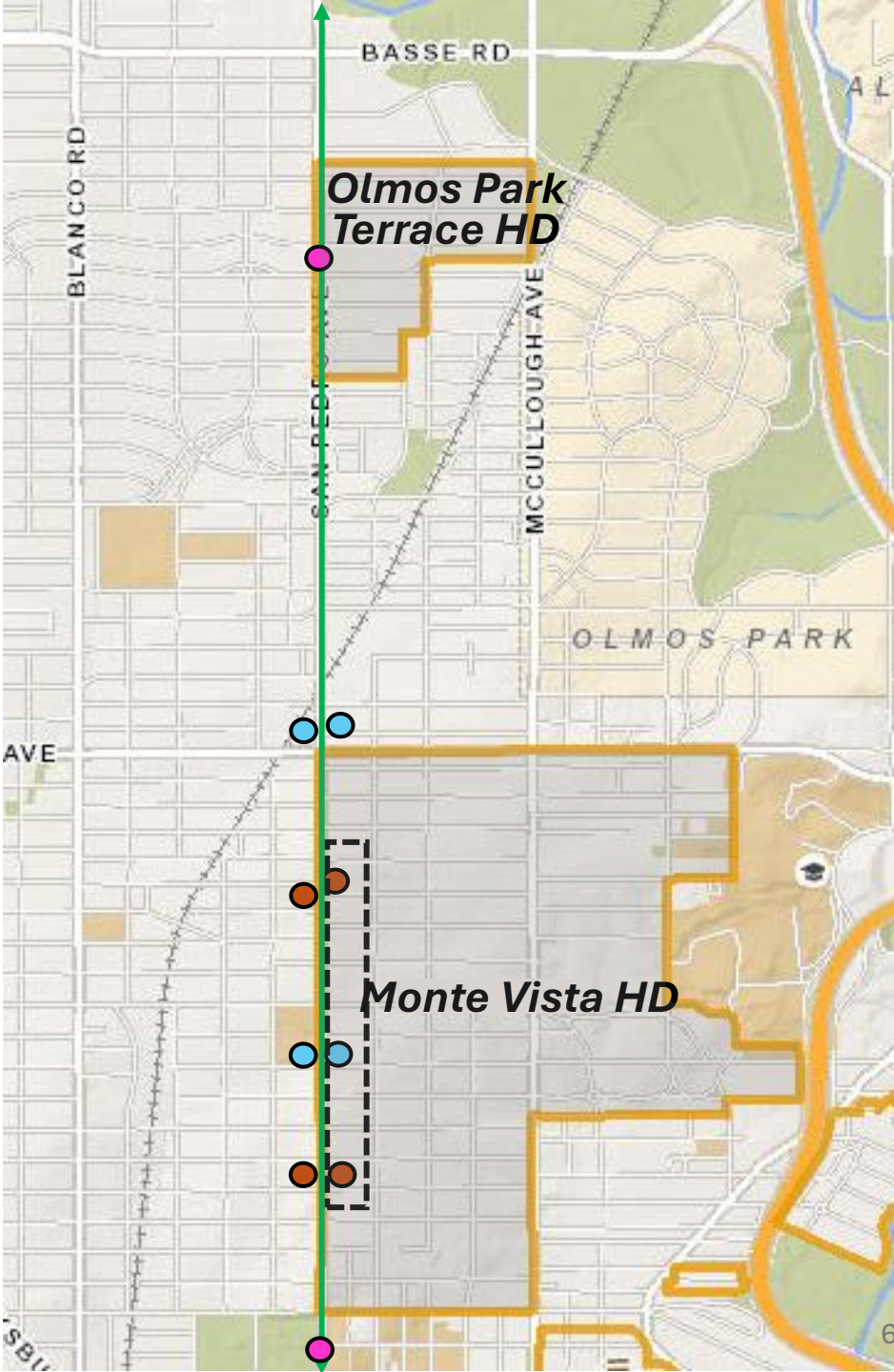
Current as of September 2024: Example is based on a center running a dedicated lane; shelter image is for illustration purposes only.



HISTORIC DISTRICTS

Olmos Park Terrace
Monte Vista






-  *Historic District Boundary*
-  *Center Station*
-  *Curbside Station*
-  *Curbside Narrow Station*
-  *ART Stations located in Historic District*

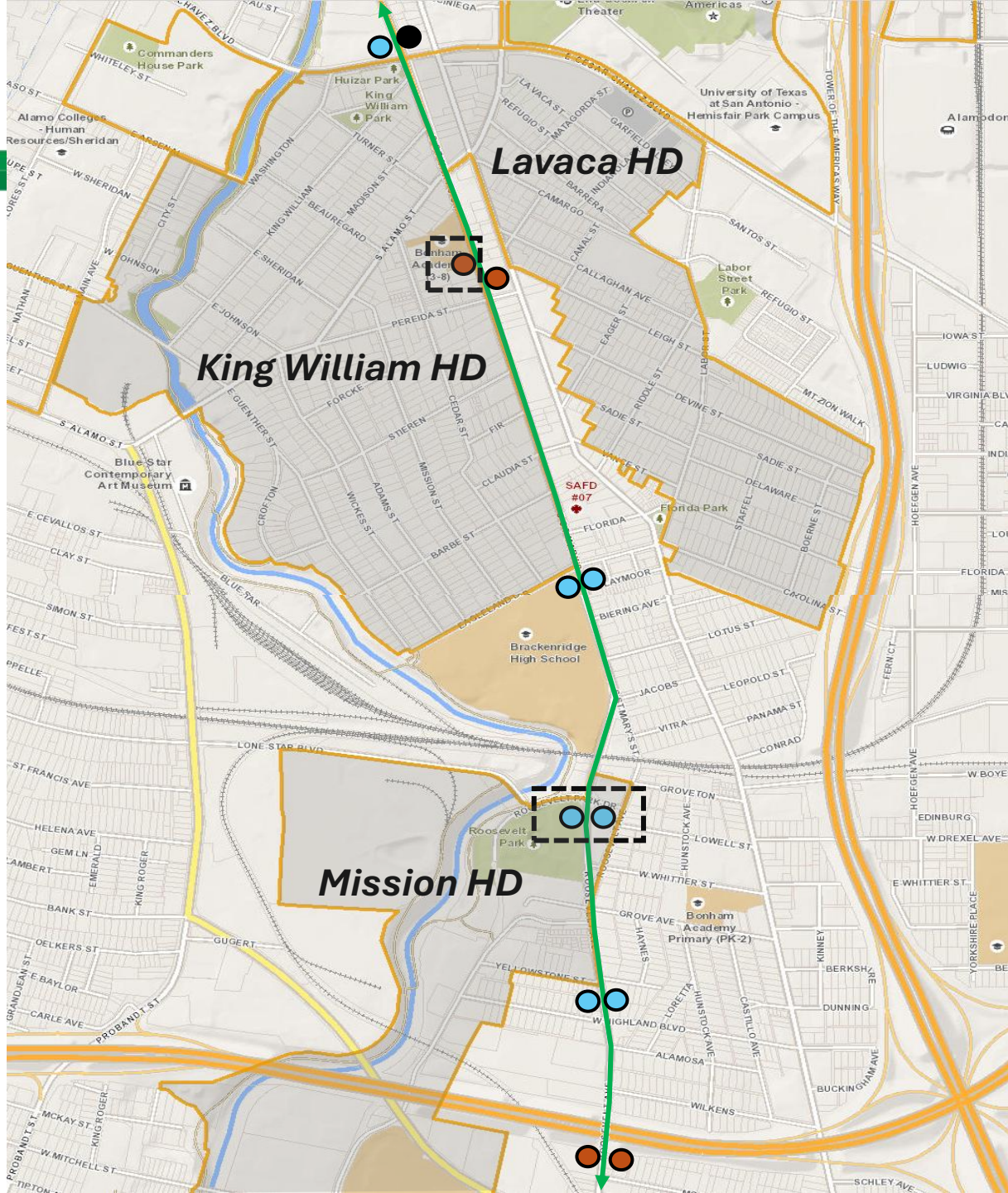


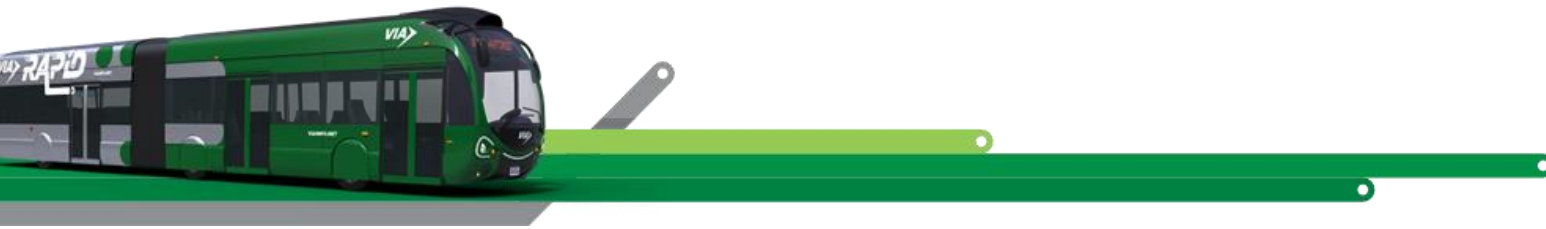


HISTORIC DISTRICTS (cont'd)

King William
Lavaca
Mission

-  **Historic District Boundary**
-  **Center Station**
-  **Curbside Station**
-  **Curbside Narrow Station**
-  **ART Stations located in Historic District**







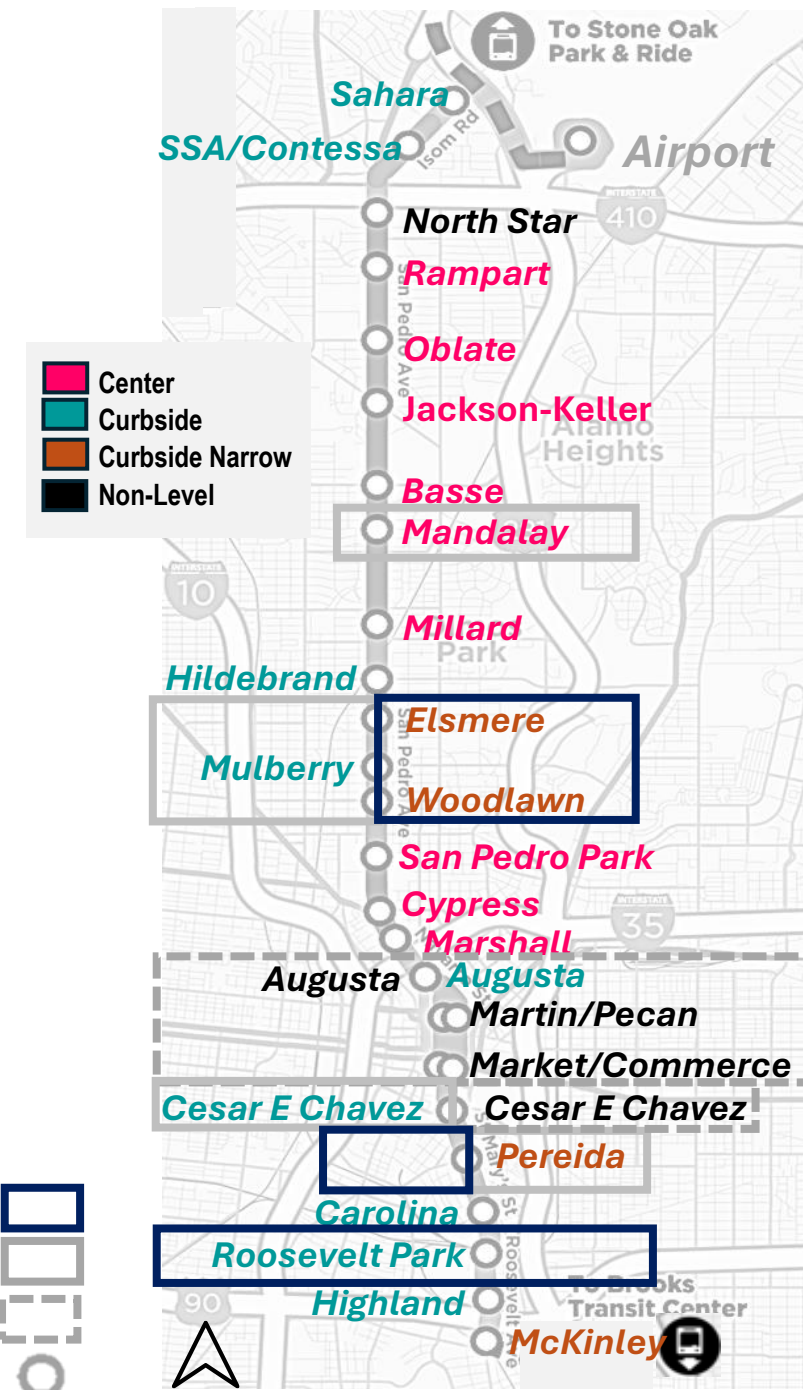


HISTORIC DISTRICT STATIONS

- **Olmos Park Terrace**
 - None (Mandalay Station – Center Station in roadway ROW)
- **Monte Vista**
 - NB Elsmere Station - Curbside Narrow Station
 - NB Mulberry Station - Curbside Station
 - NB Woodlawn Station - Curbside Narrow Station
- **King William**
 - SB Pereida Station - Curbside Narrow Station
- **Lavaca**
 - None (NB Pereida Station - Curbside Narrow Station not in HD)
- **Mission**
 - NB/SB Roosevelt Park Station – Curbside Station

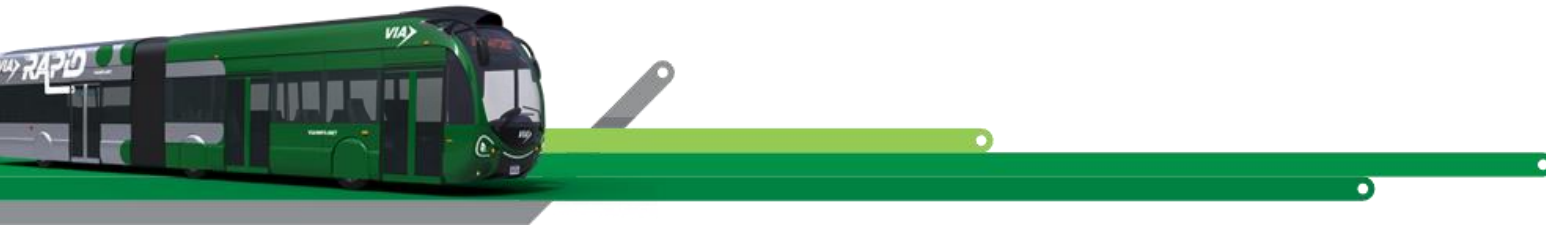
NB, SB = Northbound, Southbound

- Stations adjacent to Historic Districts** (in HDRC application) 
- Stations in Roadway ROW adjacent to Historic District** (separate OHP application) 
- Station Enhancements in Downtown/RIO Districts** (separate OHP application) 
- Other Stations in public ROW - Center or Curbside** (separate OHP application) 





ART Station Design



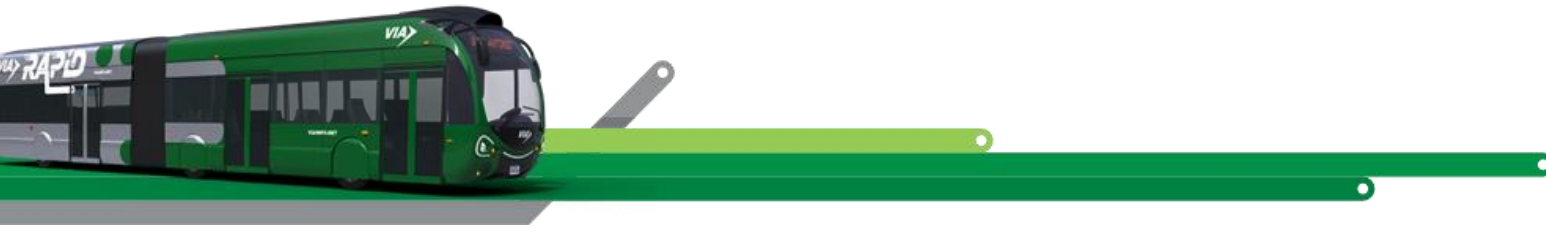
DESIGN CONSIDERATIONS

- **Overall Design**

- Simplicity (ability to respond to variety of settings)
- Consistent station branding for quick reference
- Complementary to existing NextGen and Primo shelters for branding across system, and maintenance
- Cost
- Minimal passenger disorientation
 - Transfer interchange
 - Pedestrian movement efficiency
 - Service (real time schedule info, fare collection)

- **Protection**

- Weather (extended canopy to accommodate three bus doors)
- Security (cameras, blue light phones, public address, Wi-Fi)
- Platform and access integration, right-of-way signage
- Tactile warning strip at loading area
- Passenger information system
- Security cameras
- CPTED Principles for surveillance, access control, maintenance



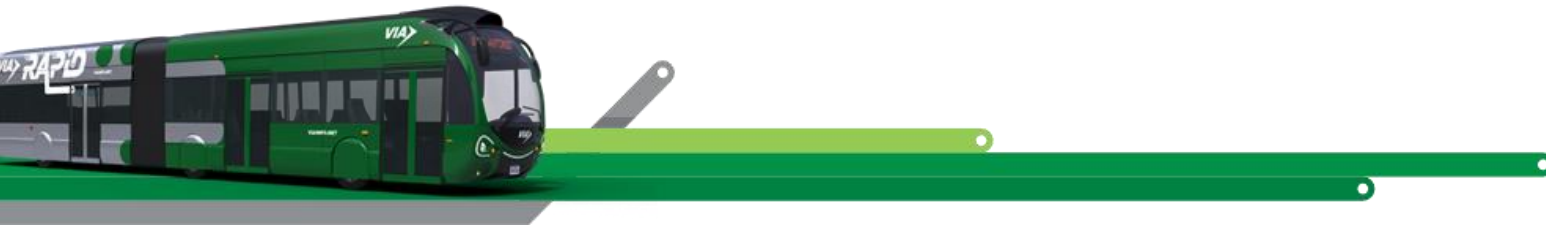
DESIGN CONSIDERATIONS

- **Amenities**

- Seating, Leaning rails
- Ticket Vending Machines (TVM)
- Ticket Validators
- Passenger information system
- Level boarding
- Bicycle storage, where feasible
- Landscaping, when feasible
- Passenger signage (reference, vicinity, regulatory, connections)
- Public Art

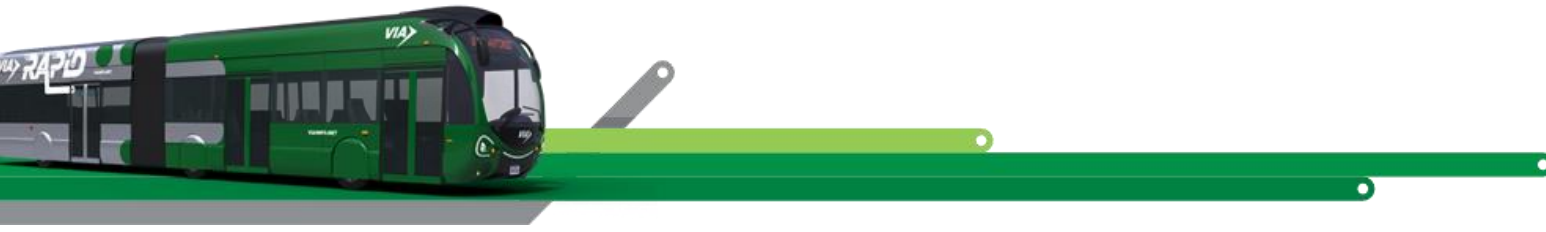
- **Maintenance**

- Routine cleaning of materials
- Replacement part inventory
- Vandalism opportunities



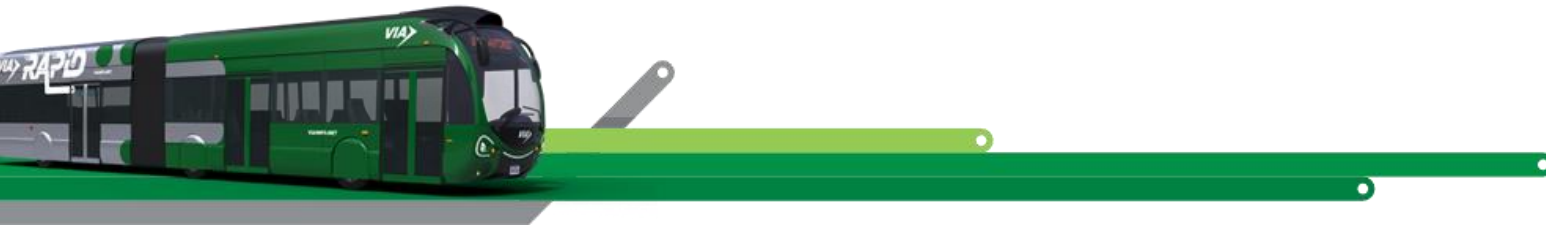
DESIGN CONSIDERATIONS

- **Neighborhood Interface**
 - Limit traffic impacts
 - Minimize construction disruption
 - Provide access to community facilities
 - Sense of ownership by community
 - Recognition of station locale, historic district on signage
- **Design Elements**
 - Impacts to Historic Districts
 - Views
 - Pedestrian circulation
 - Access
 - **Complementary station design:**
 - Other VIA facilities
 - Modern structure - local context
 - Comfort level to increase ridership



HISTORIC DISTRICT INTERFACE

- **Held individual Meetings with Historic District leadership (July/August 2025)**
 - Olmos Park Terrace – *N/A: Center Station only (held previous Community Engagement meetings)*
 - Lavaca - *Curbside Station in Neighborhood (outside Historic District)*
 - Mission, via Roosevelt Park Neighborhood Assn
 - Monte Vista
 - King William
- **Issues: *Response to Issues***
 - Color
 - Prefer the use of the Dark Green color for Canopy (Monte Vista):
 - *Station canopy changed to Dark Green*
 - Prefer that station be all Silver color to highlight school behind shelter (King William):
 - *Station changed to all Silver*



HISTORIC DISTRICT INTERFACE

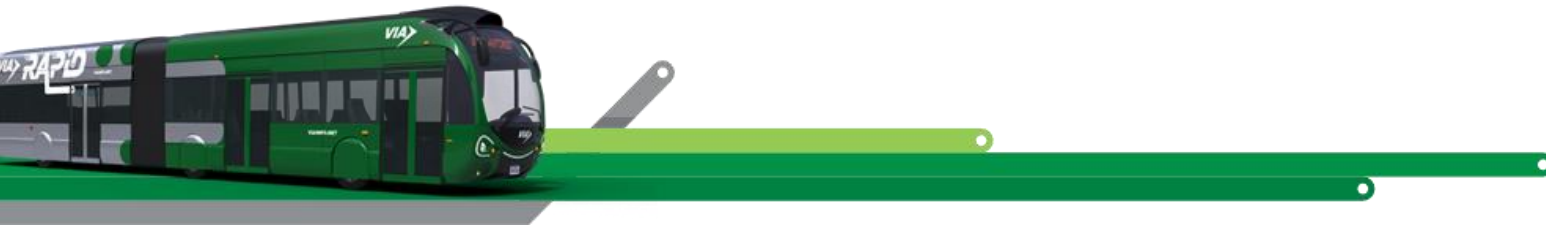
- Issues: *Response to Issues*

- Neighborhood Graphic on horizontal beam: Variety of issues
 - Neighborhood Assn desire for specific Assn logo
 - Neighborhood preference to remove beam graphic
 - Open to graphics

Response: previously proposed graphic was removed, due to spacing, allowance for VIA only advertising, response to modern vs. historic concerns, potential for issues at non-historic locations. A consideration for incorporation of Historic District boundary and contact information (e.g., QR code) will be made on the Signage Panel component.

- Communications/Utility Box location
 - Prefer to have located where less visible

Response: where feasible, utility box locations were moved to lesser visible locations



STATION PLATFORM TYPES

• Center Station

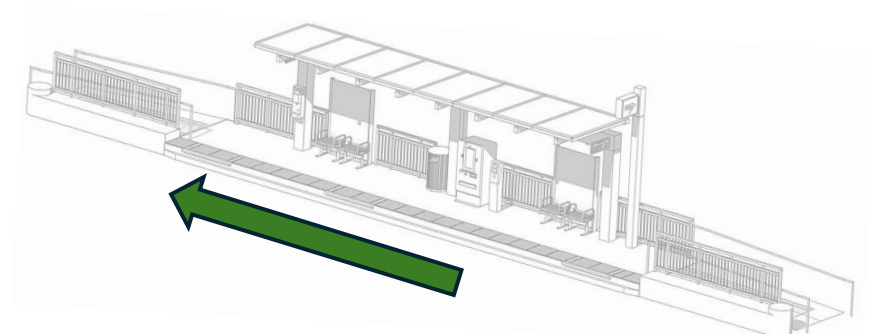
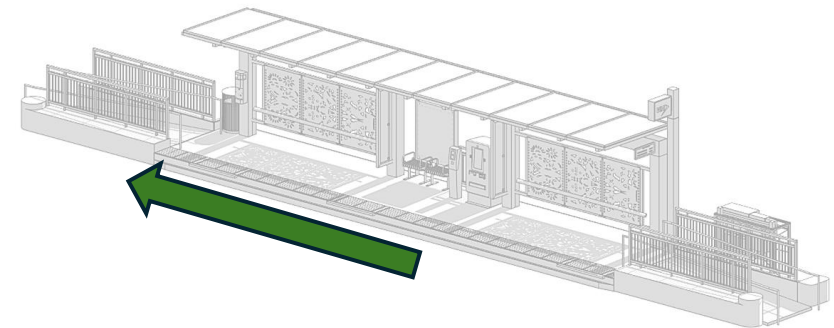
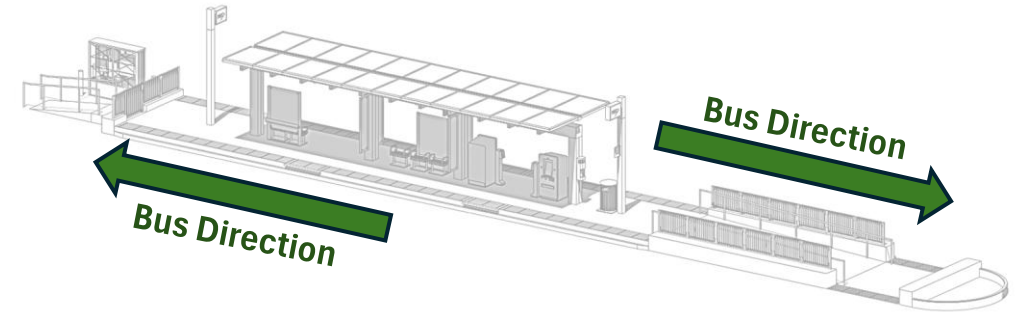
- Single Platform (14' wide)
 - Located in middle of roadway
 - Access – ½ width of roadway from sidewalk on either side of street

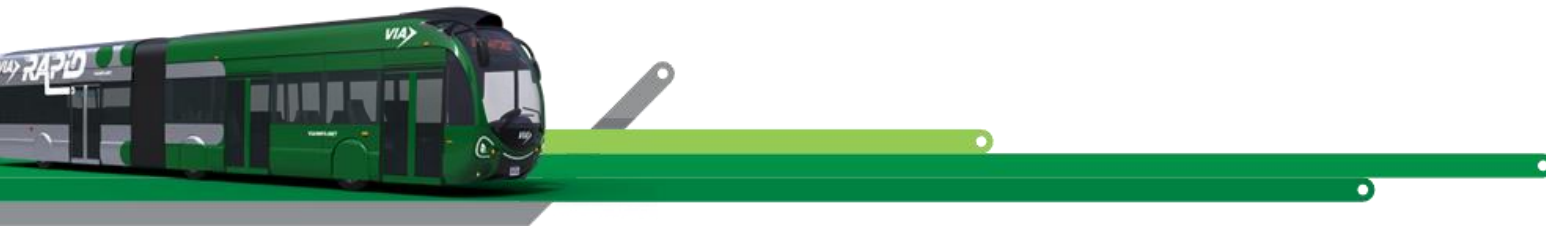
• Curbside Station

- Two Platform Pair (10' wide each)
 - Located on both sides of roadway
 - Access – adjacent to/along sidewalk

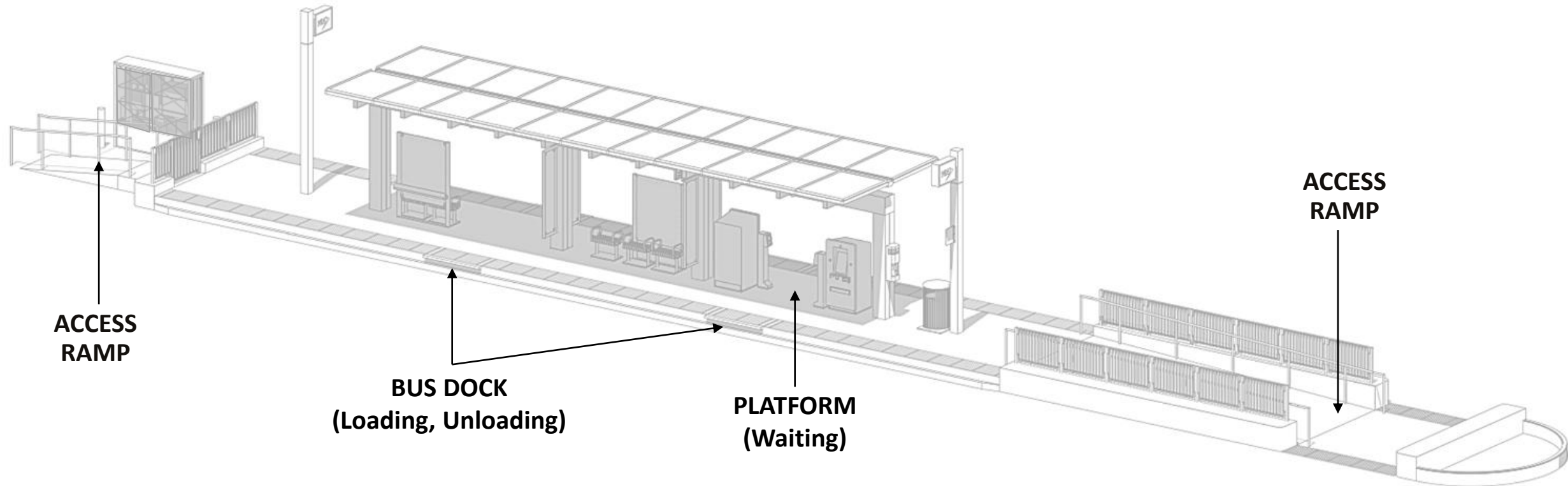
• Curbside Narrow Station

- Two Platform Pair (8.5' wide each)
 - Used in locations where ROW is narrow
 - Located on both sides of roadway
 - Access – adjacent to/along sidewalk





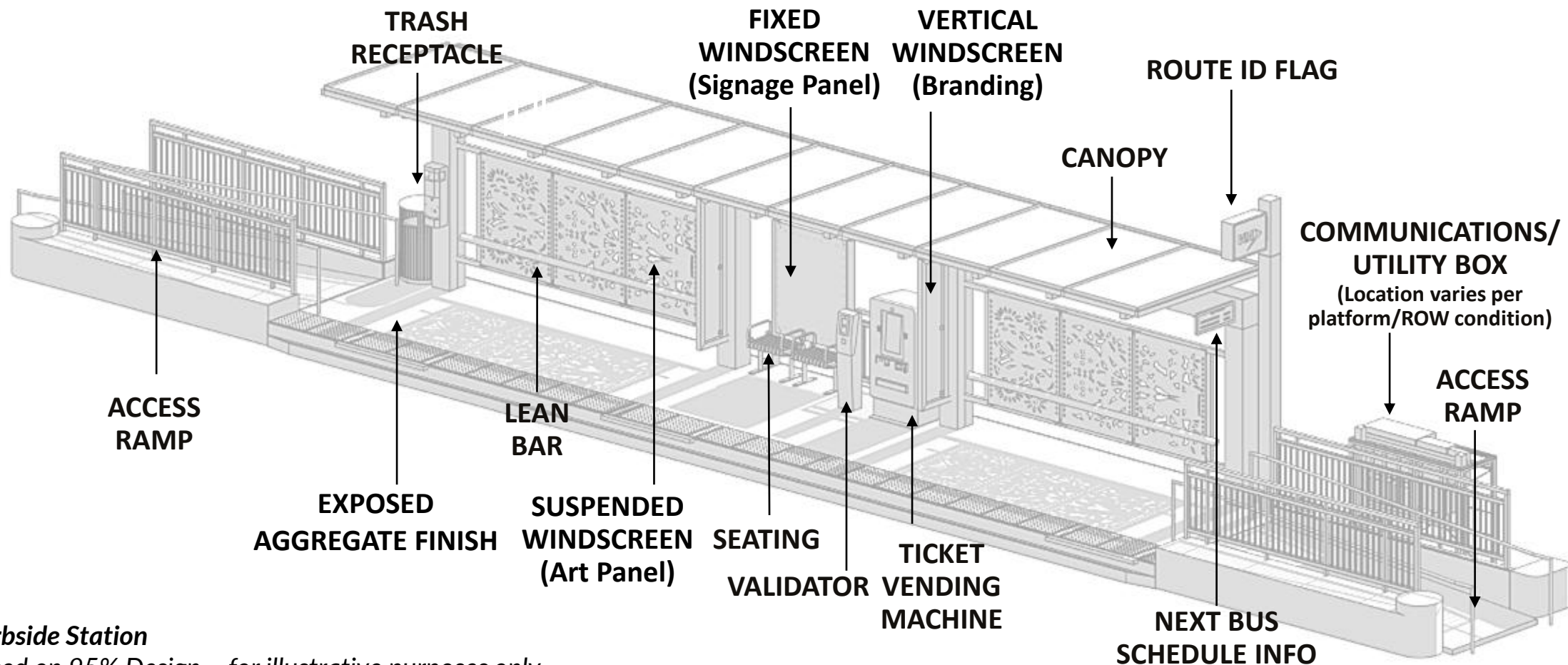
BASIC STATION DESIGN *(Example: Curbside Station)*



Center Station
Based on 95% Design – for illustrative purposes only



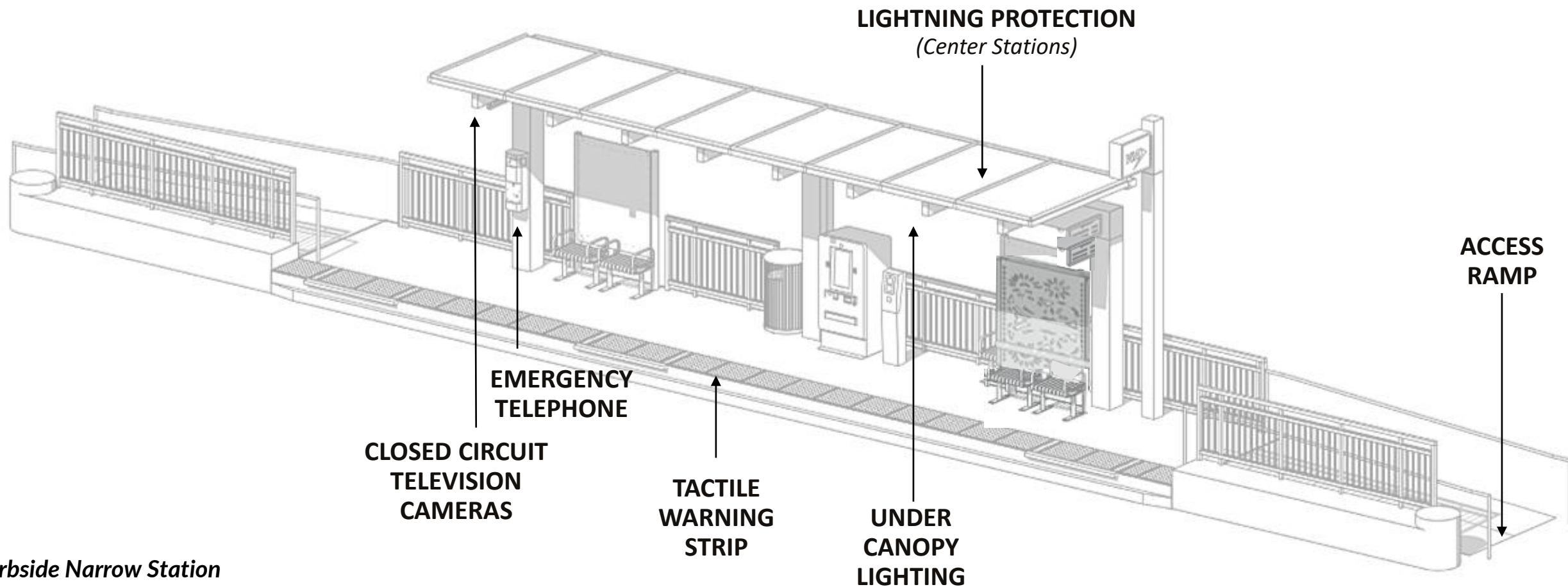
STATION DESIGN ENHANCEMENTS *(Example: Curbside Station)*



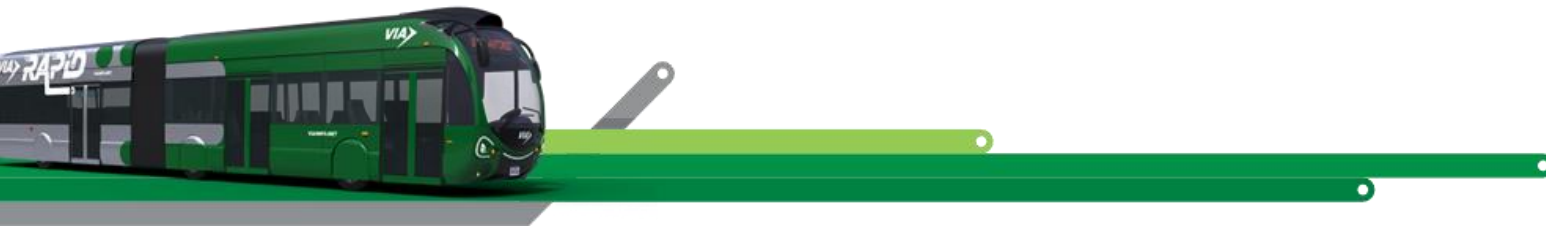
Curbside Station
Based on 95% Design – for illustrative purposes only



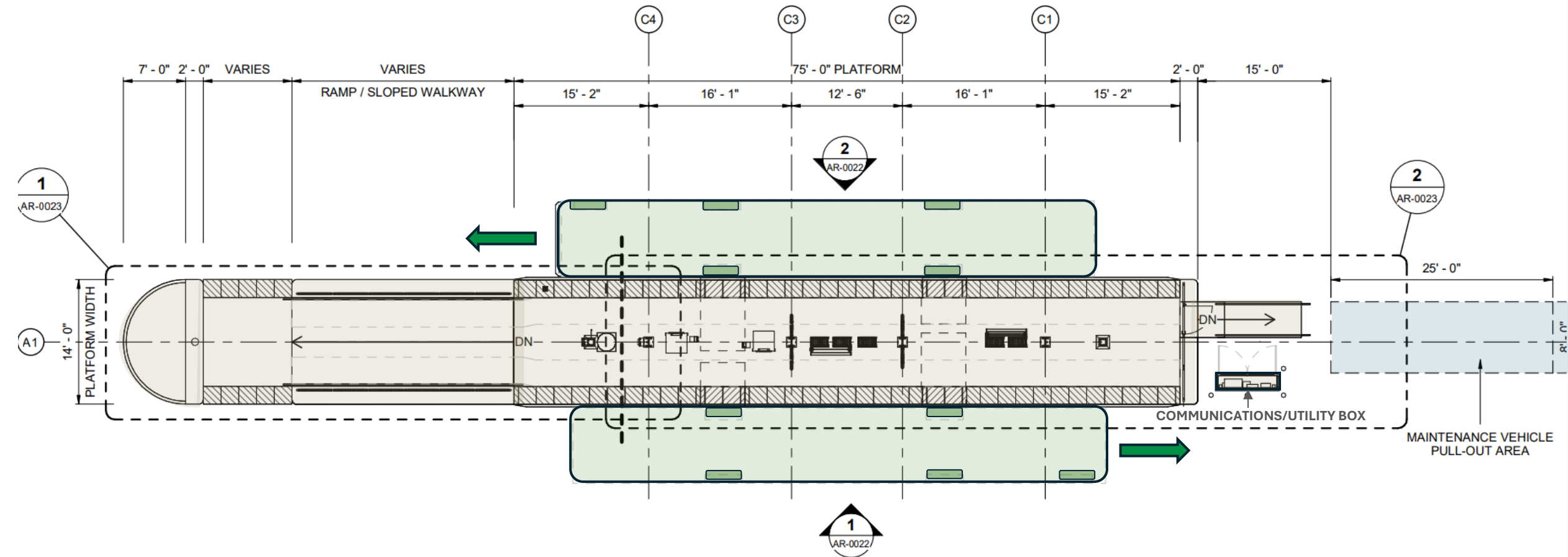
STATION SAFETY ELEMENTS *(Example: Curbside Narrow Station)*



Curbside Narrow Station
Based on 95% Design – for illustrative purposes only

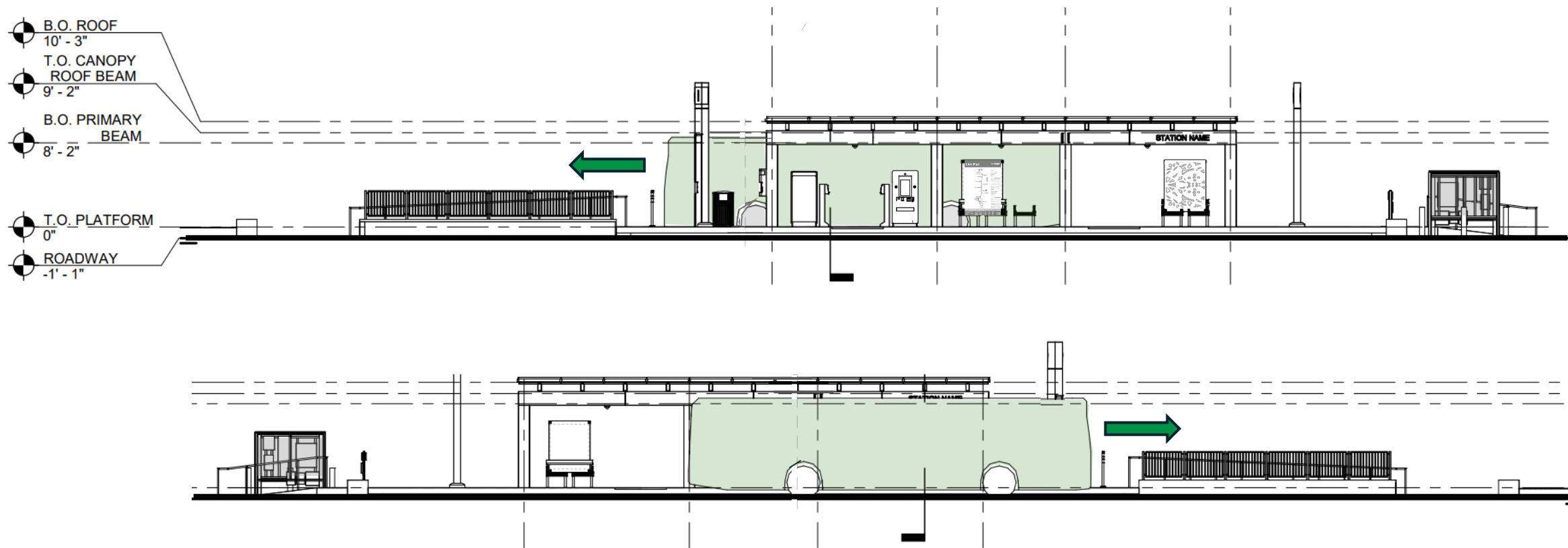


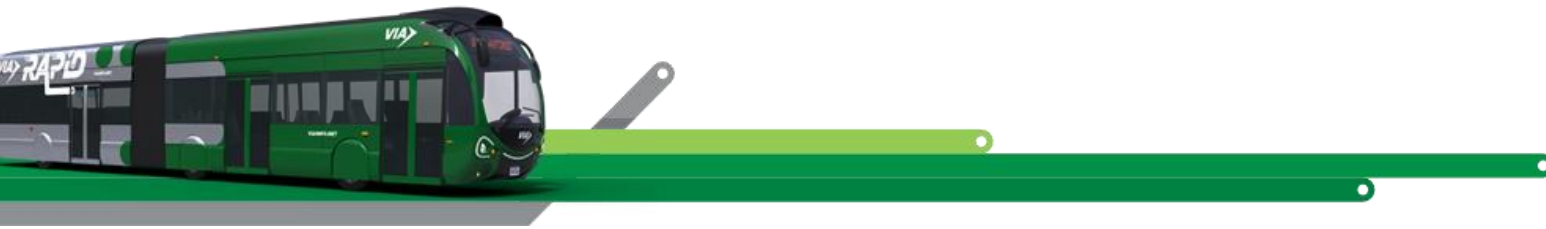
CENTER STATION: PLAN (Typical Condition)



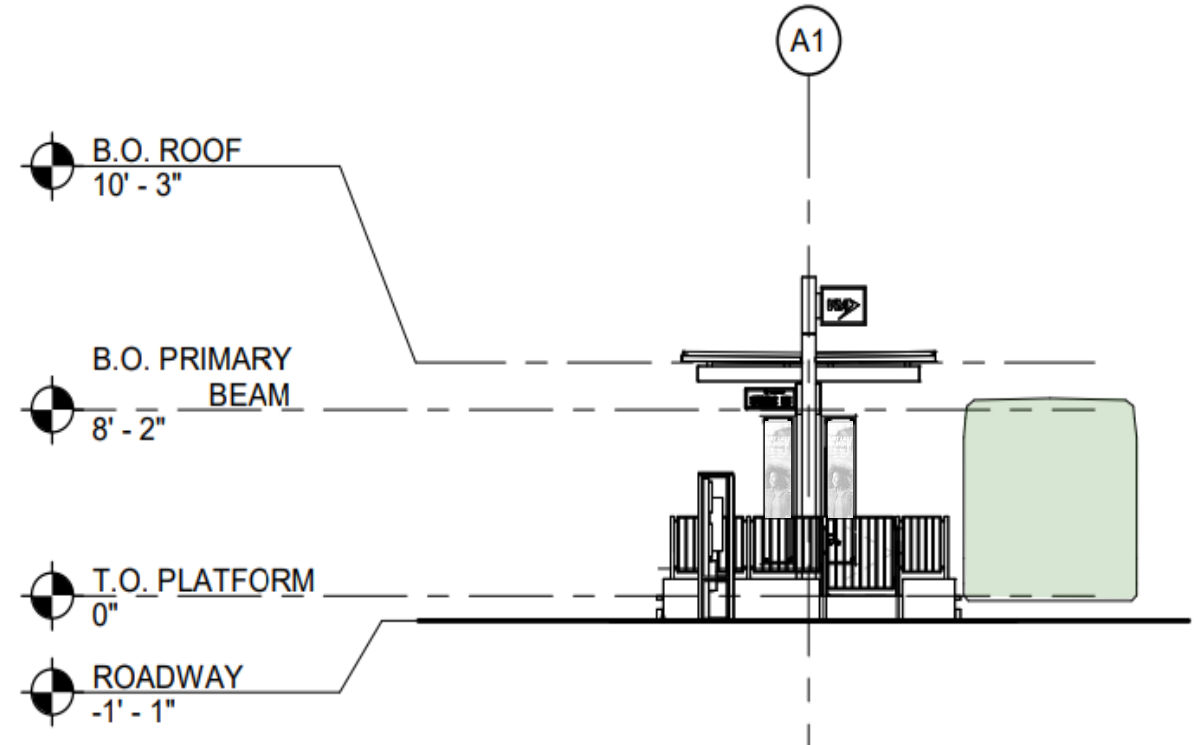
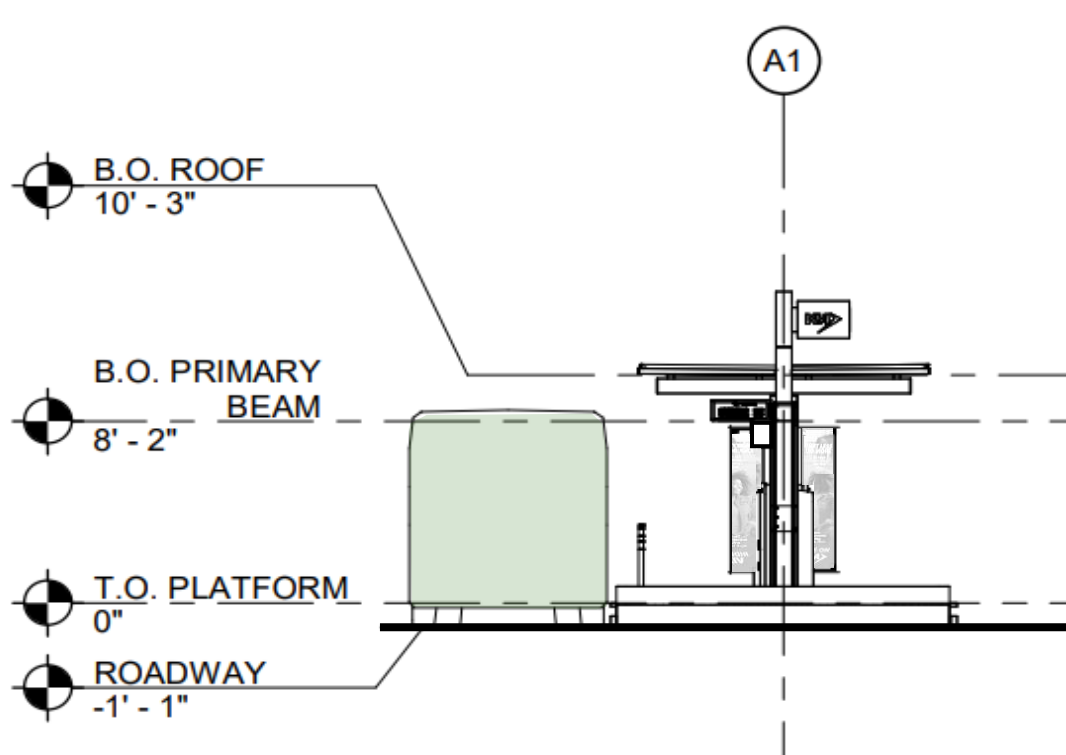


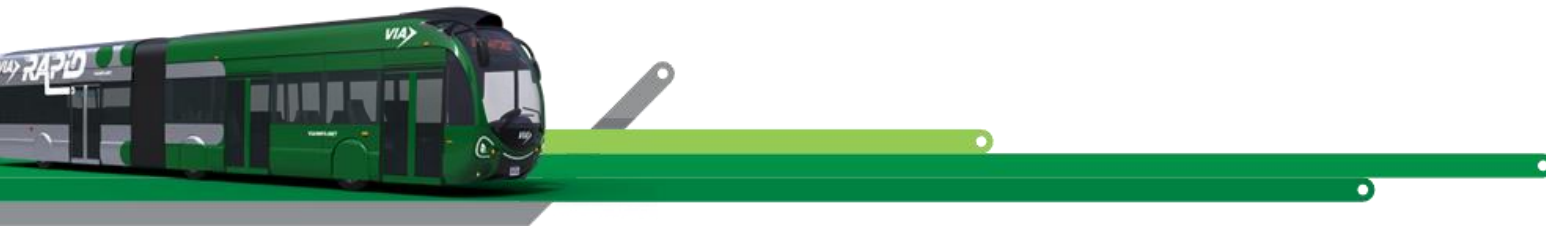
CENTER STATION: SIDE ELEVATIONS



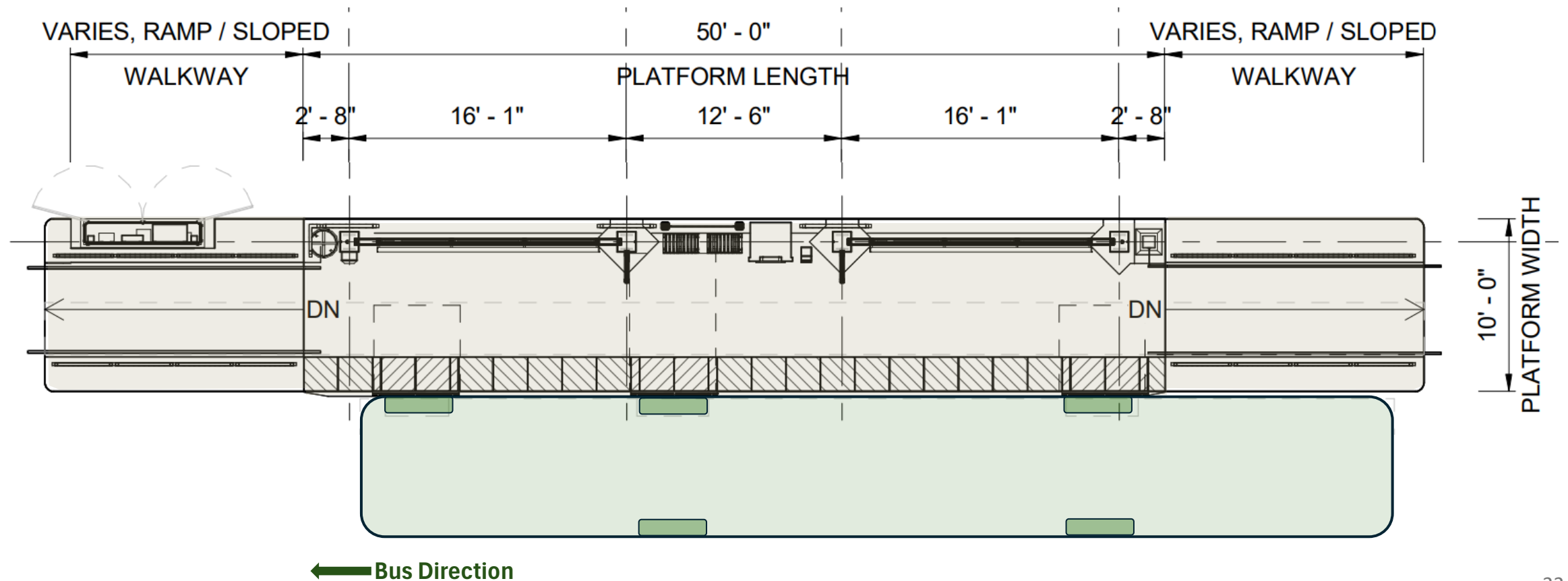


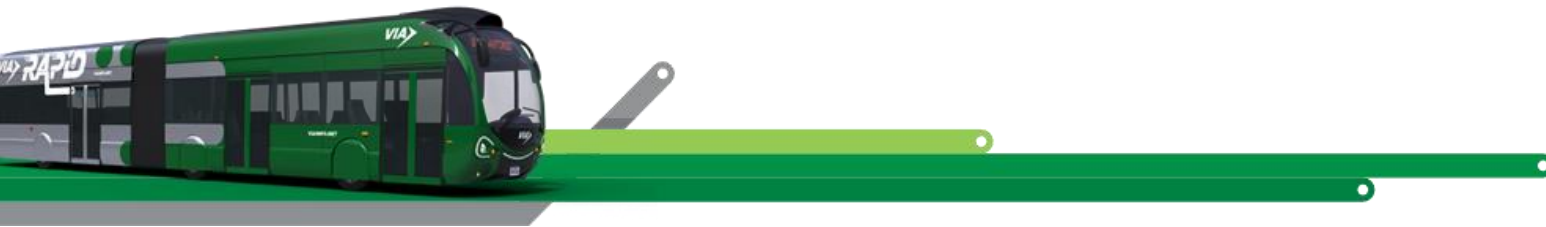
CENTER STATION: END ELEVATIONS



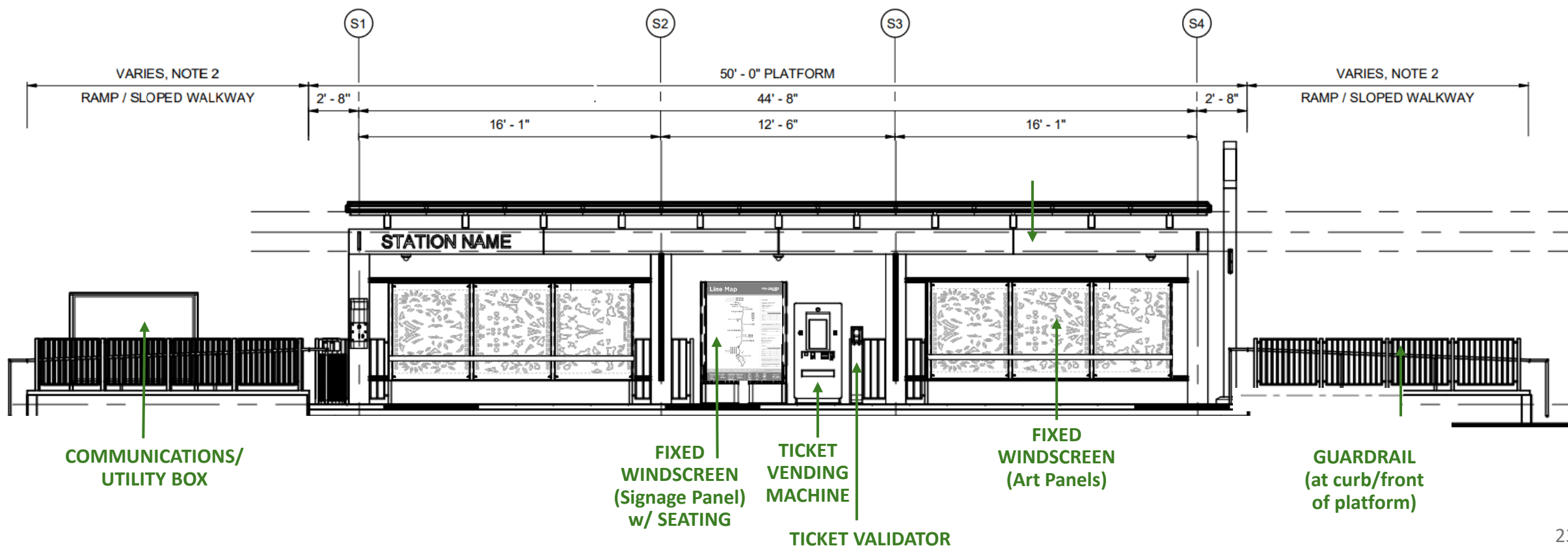


CURBSIDE STATION: PLAN *(Typical Condition)*



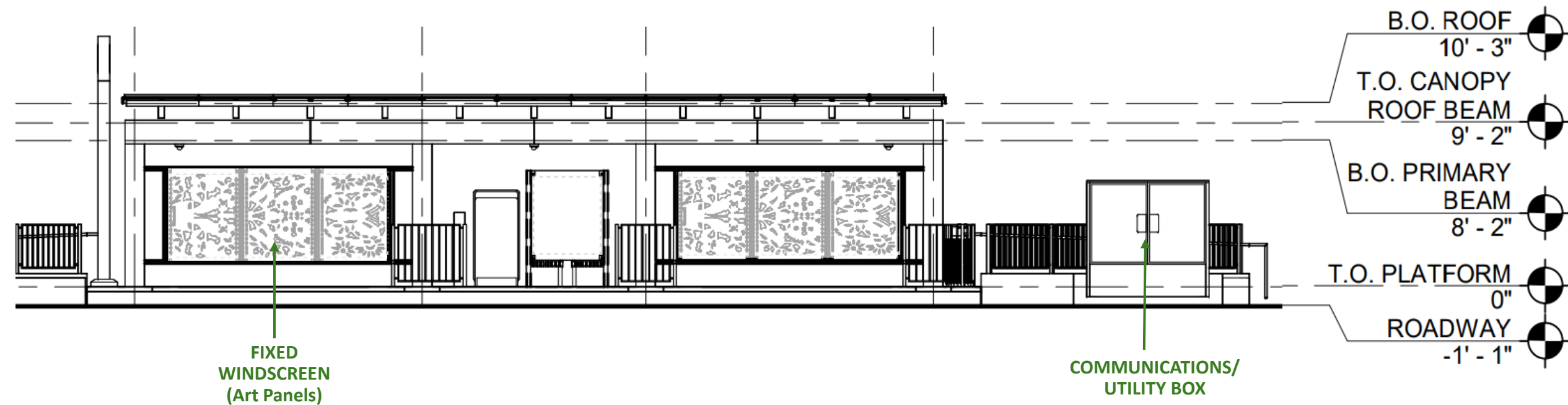


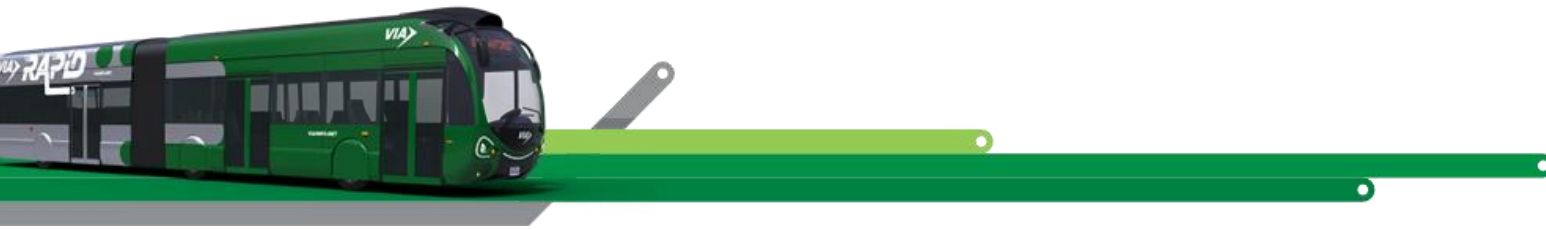
CURBSIDE STATION: FRONT ELEVATION *(Typical)*



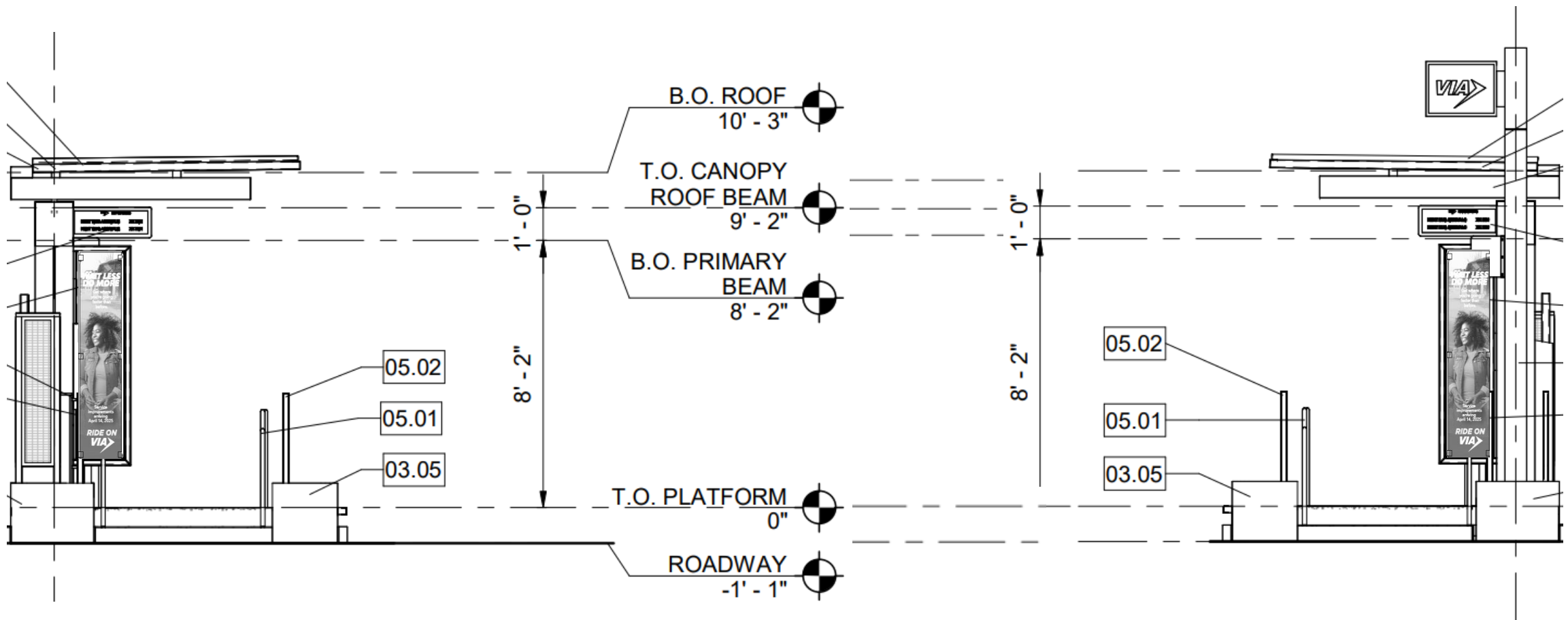


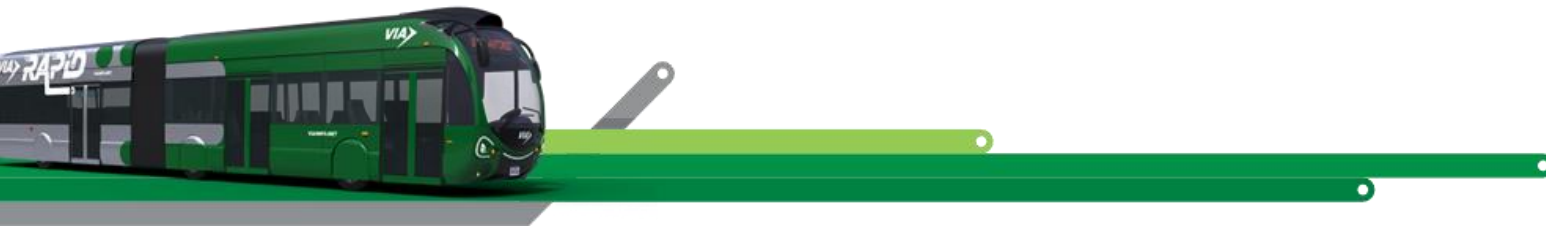
CURBSIDE STATION: REAR ELEVATION *(Typical)*



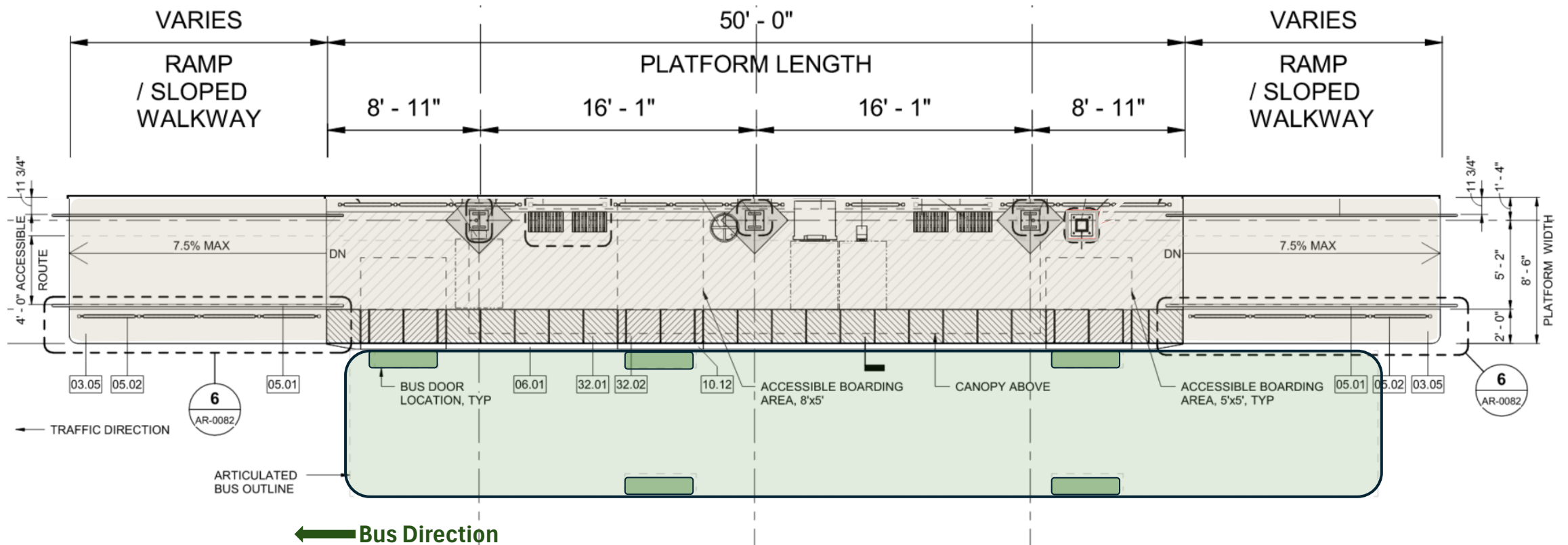


CURBSIDE STATION: SIDE ELEVATIONS *(Typical, with Branding Panel mock-up)*

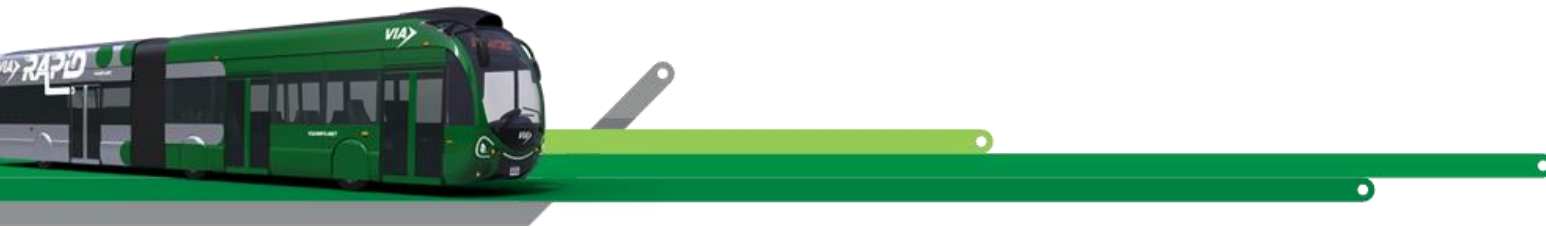




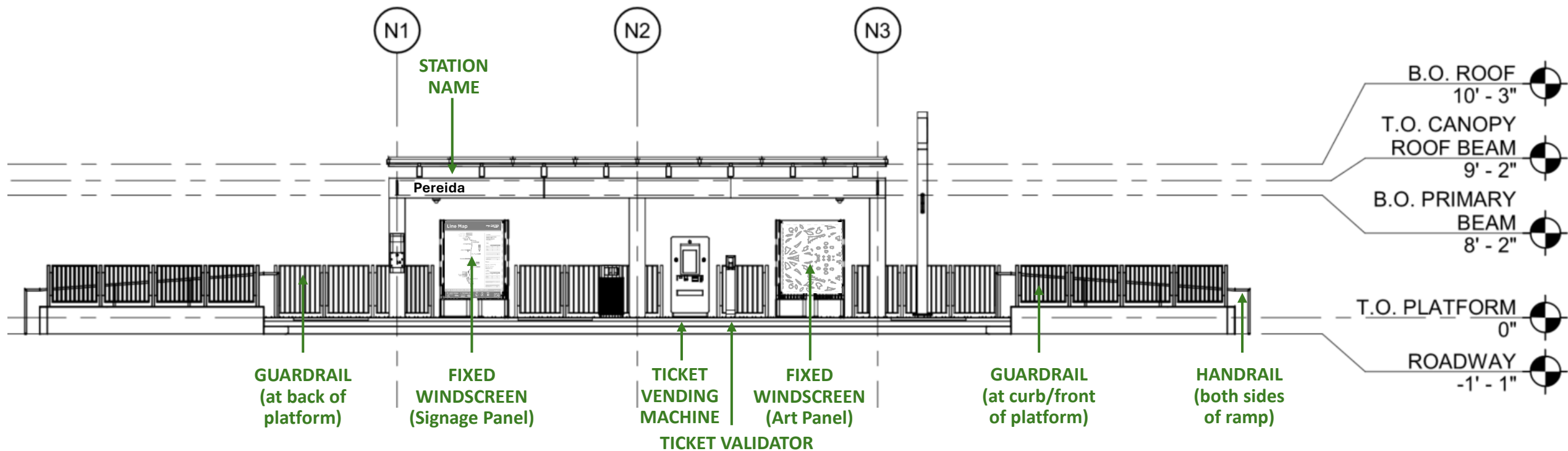
CURBSIDE NARROW: PLAN *(Typical Condition)*



Center Station
 Based on 95% Design – for illustrative purposes only

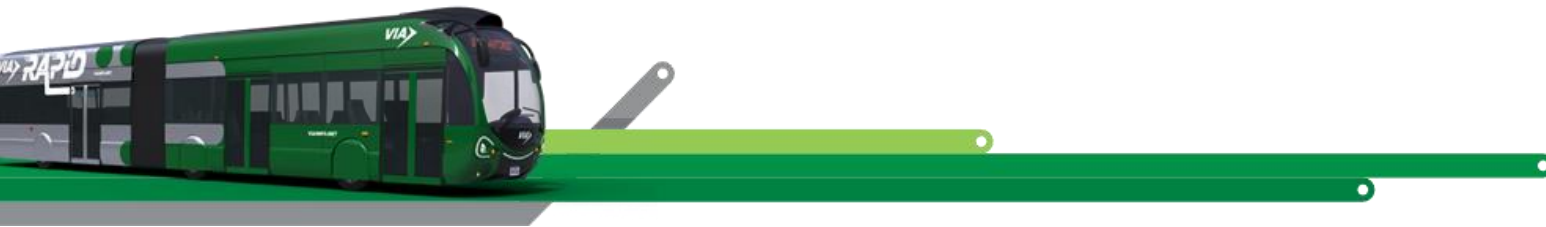


CURBSIDE NARROW: FRONT ELEVATION *(Typical)*

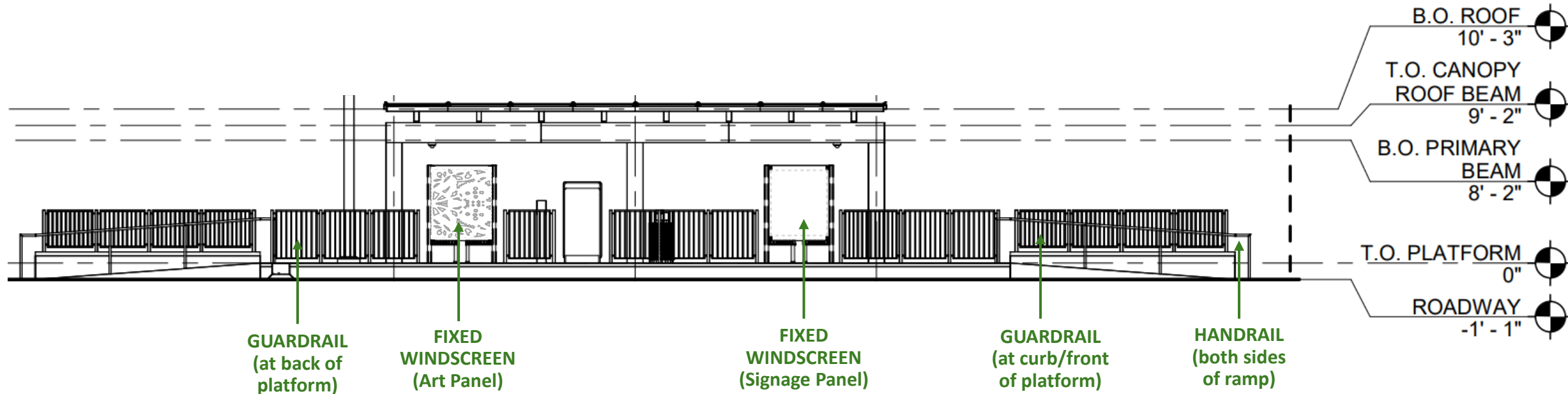


Center Station

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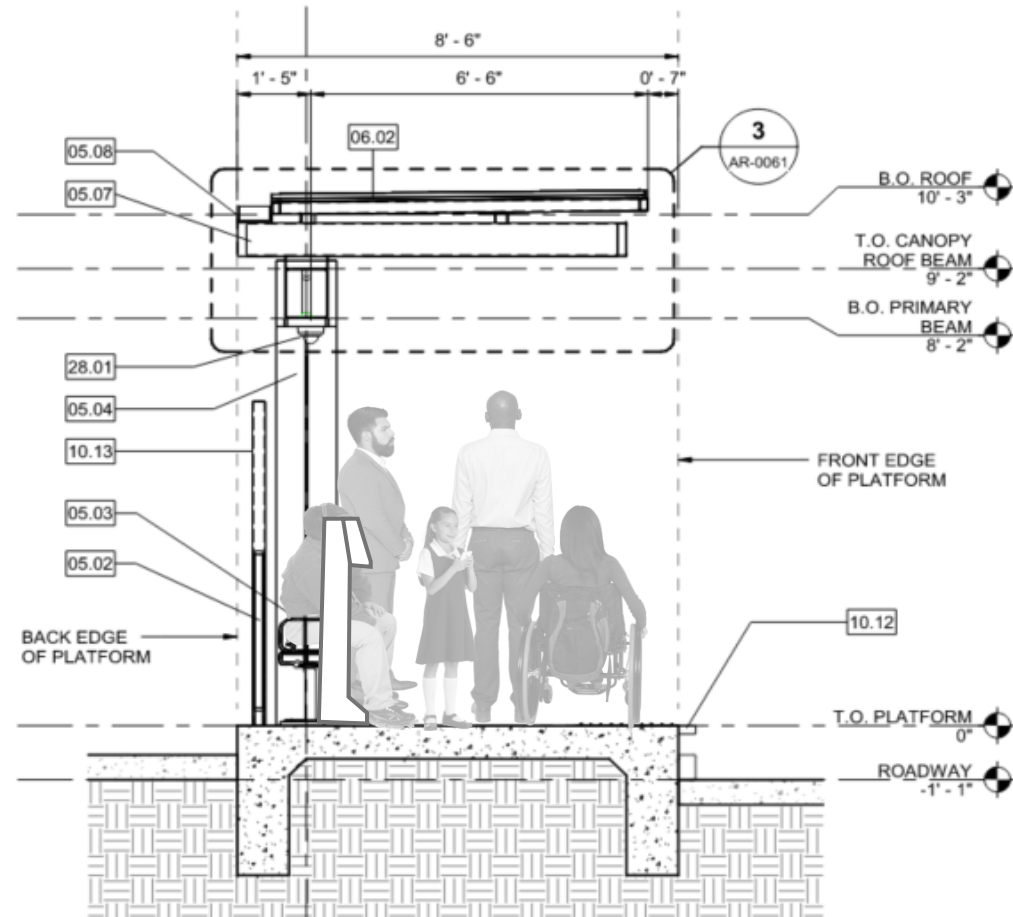


CURBSIDE NARROW: REAR ELEVATION *(Typical)*





CURBSIDE NARROW: SECTION *(Typical)*

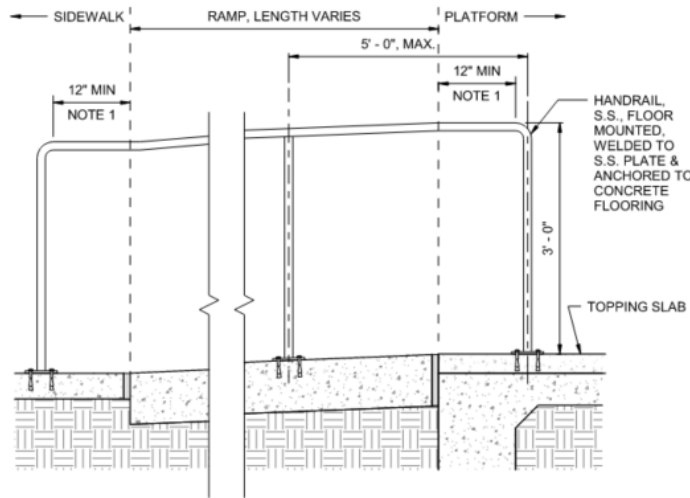


Center Station

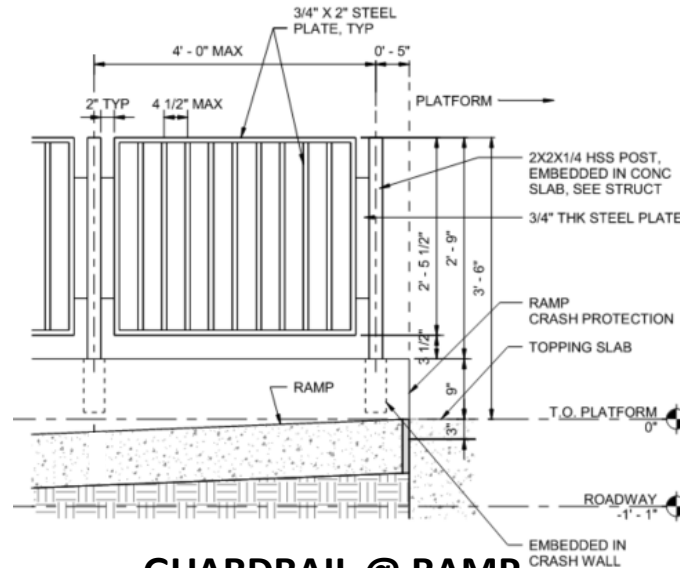
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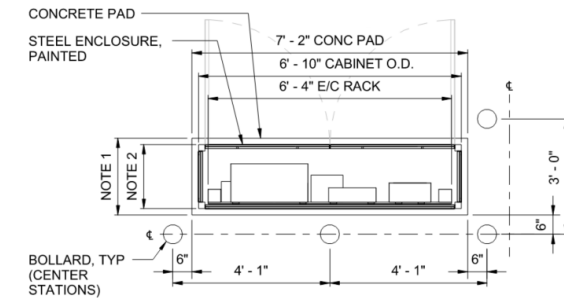
TYPICAL DETAILS *(Handrail, Guardrail, Communications/Utility Box)*



HANDRAIL DETAIL

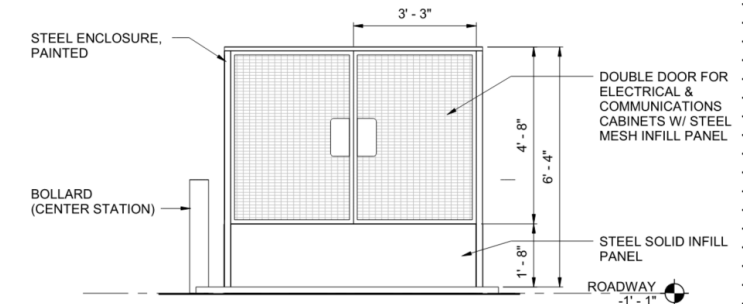


**GUARDRAIL @ RAMP
CRASH PROTECTION WALL**

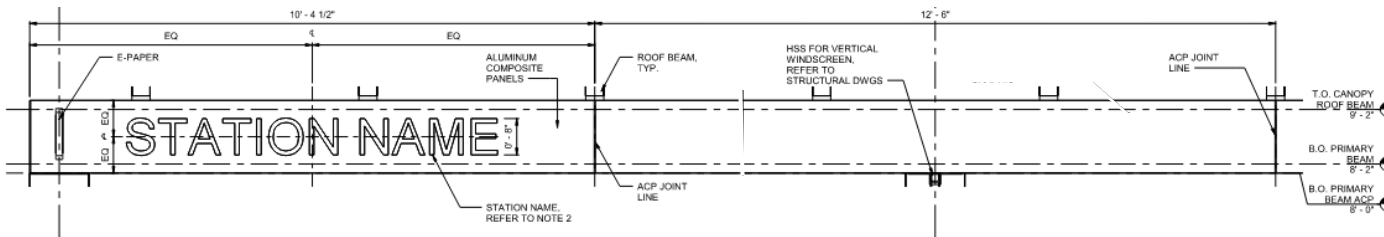


NOTES:

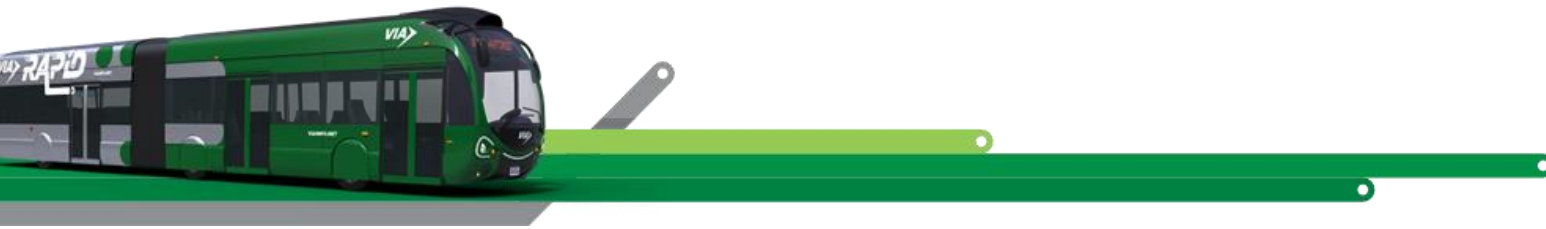
- CONCRETE PAD WIDTH
 - 2'-0" @ CENTER STATIONS
 - 1'-8" @ CURBSIDE, NARROW, & BASIC STATIONS
- CABINET ENCLOSURE OUTSIDE DIMENSION
 - 1'-8" @ CENTER STATIONS
 - 1'-4" @ CURBSIDE, NARROW, & BASIC STATIONS



COMMUNICATIONS/UTILITY BOX



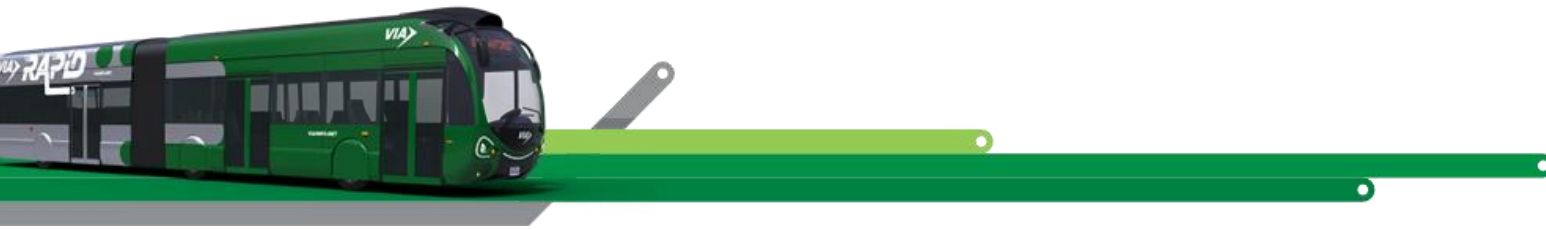
STATION NAME SIGNAGE



GREEN LINE STATION MATERIALS, COLOR PALETTE

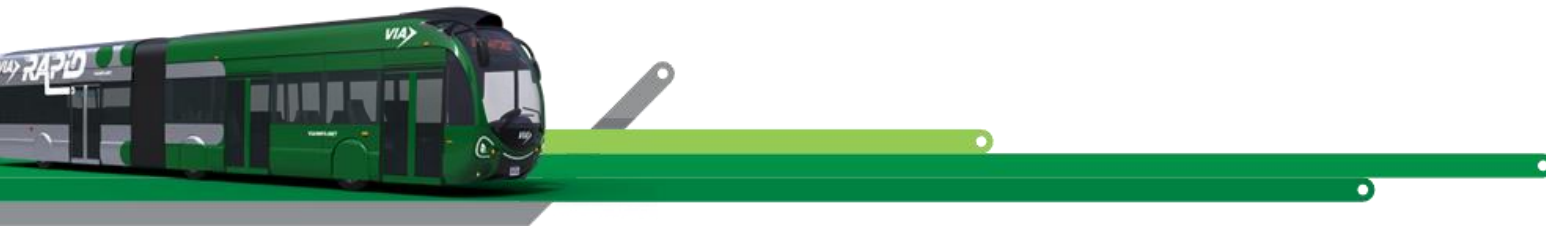
- **Station Armature**
 - Columns/Canopy (Aluminum Composite Panels)
 - Beams (Stainless Steel)
 - Gutter (Aluminum)
- **Canopy Cover**
 - Acrylic Glazing
- **Windscreens**
 - Stainless Steel 'Papel Picado' style (Art Panels)
 - Aluminum (Signage Panels)
- **Guardrail**
 - 1.5" Painted Steel Square Tube
- **Seating**
 - Slatted Steel Flat Bars
- **Platform Surface**
 - Exposed Aggregate Concrete





TYPICAL ART STATION (Curbside)





STATION WINDSCREEN ELEMENTS *(Signage Panel, Art Panel)*

• Signage/Map Panel

- ART Line Map
- Passenger Info (*Schedule, Payment, etc.*)
- Neighborhood Reference Info
- Regulatory Info

• Art Panel(s)

- ‘Papel Picado’ style panels (approx. 4’x4’)
- Artwork selected from VIA Art Contest
 - *Art Contest offered to Middle/High School students from schools approximately one mile of ART Corridor*



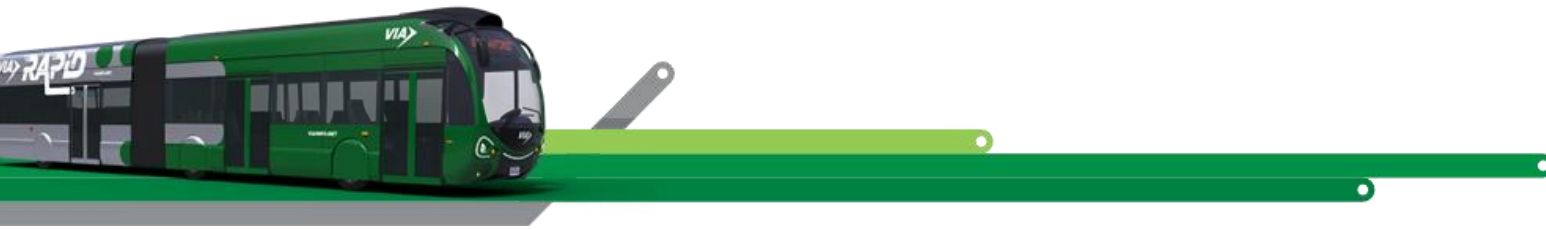
Example image only



Art Panel excerpt images



Historic District Station Locations



HISTORIC DISTRICT STATIONS (6)

Station Name/ Platform Type	Property Address (per electric svcs)	Location	Historic District	Historic District Name	Public Property	Property Type	RIO District	Zoning	Adjacent Parcel Address	Adjacent Zoning District
NB Elsmere Curbside Narrow	2902 San Pedro Ave	East side of San Pedro Ave between W Elsmere Pl & W Lynwood Ave	YES	MONTE VISTA	YES	Public Property	N/A	UZROW	339 W Elsmere Pl	R-5 H
NB Mulberry Curbside	2900 San Pedro Ave	East side of San Pedro Ave between W Mulberry Ave & W Agarita Ave	YES		YES	Public Property	N/A	UZROW	2402 San Pedro Ave	C-2 H
NB Woodlawn Curbside	2000 San Pedro Ave	East side of San Pedro Ave between W Woodlawn Ave & W Mistletoe Ave	YES		YES	Public Property	N/A	UZROW	339 W Woodlawn Ave	R-4 CD H
SB Pereida Curbside Narrow	1021 S St Mary's St	East side of S. St. Mary's St. between Pereida St & S. Alamo St	YES	KING WILLIAM	YES	Public Property	N/A	UZROW	925 S St Mary's St	RM-4 H HE HS
NB Roosevelt Park Curbside	301 Roosevelt Ave	East side of Roosevelt Ave between Roosevelt Park Dr & W. Whittier St	YES	MISSION	YES	Public Property	RIO-4	UZROW	311 Roosevelt Ave	C-2 H RIO-4 MC-1
SB Roosevelt Park Curbside	307 Roosevelt Ave	West side of Roosevelt Ave between Roosevelt Park Dr & W. Whittier St	YES		YES	Public Property	RIO-4	UZROW	118 Mission Rd	R-6 H RIO-4 MC-1



NB Elsmere Station

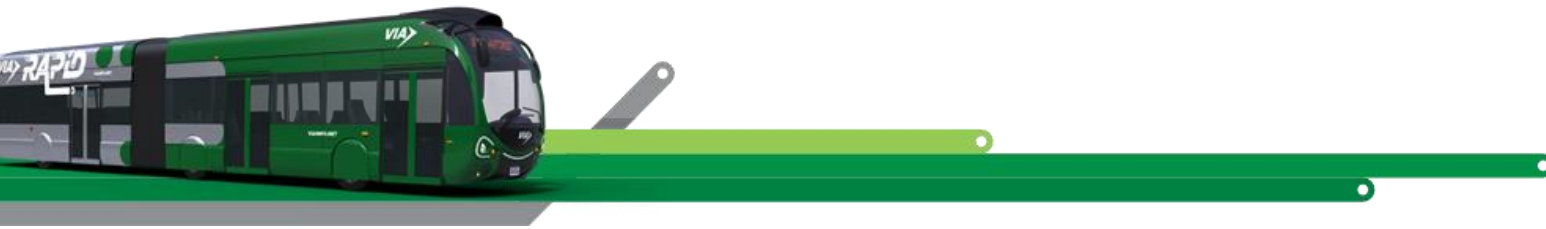
(Monte Vista Historic District)



ELSMERE STATION – Curbside Narrow



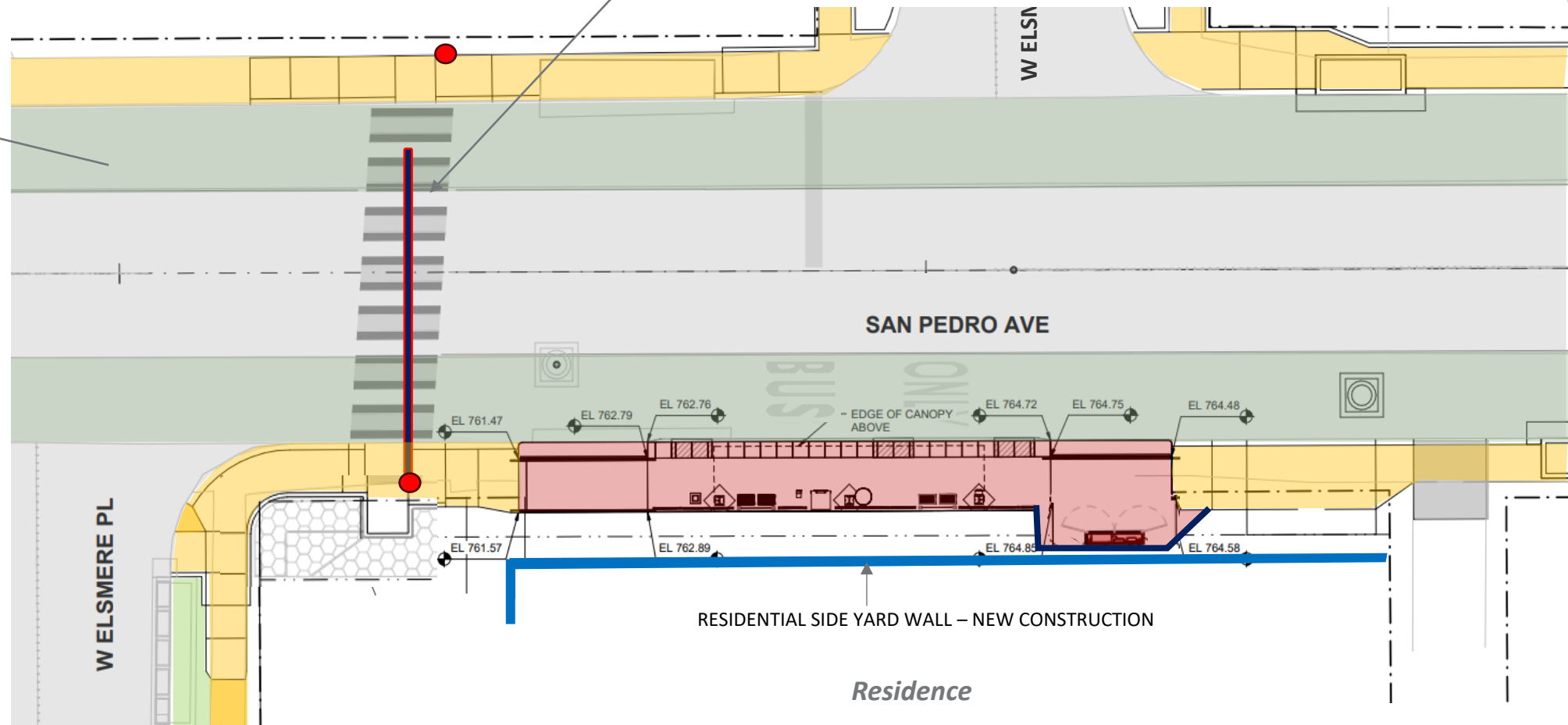
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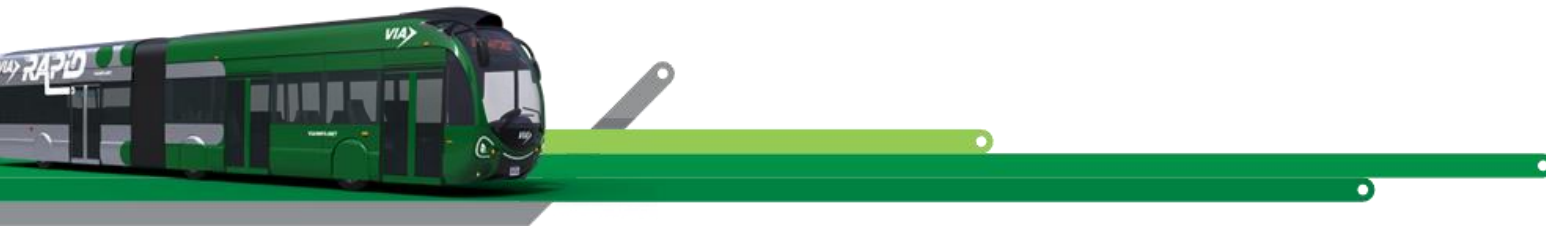
NB ELSMERE STATION

To SB Elsmere Platform

New pedestrian signal at crosswalk



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NB ELSMERE PLATFORM



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NB ELSMERE PLATFORM



Draft rendering for illustrative purpose only



NB ELSMERE PLATFORM

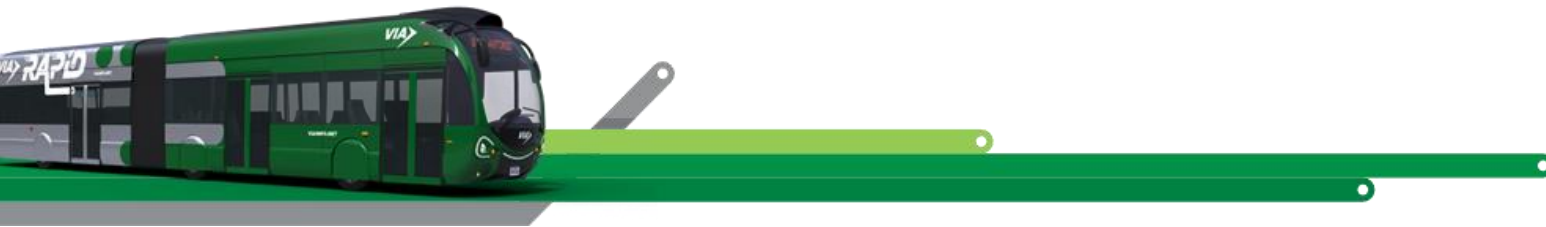


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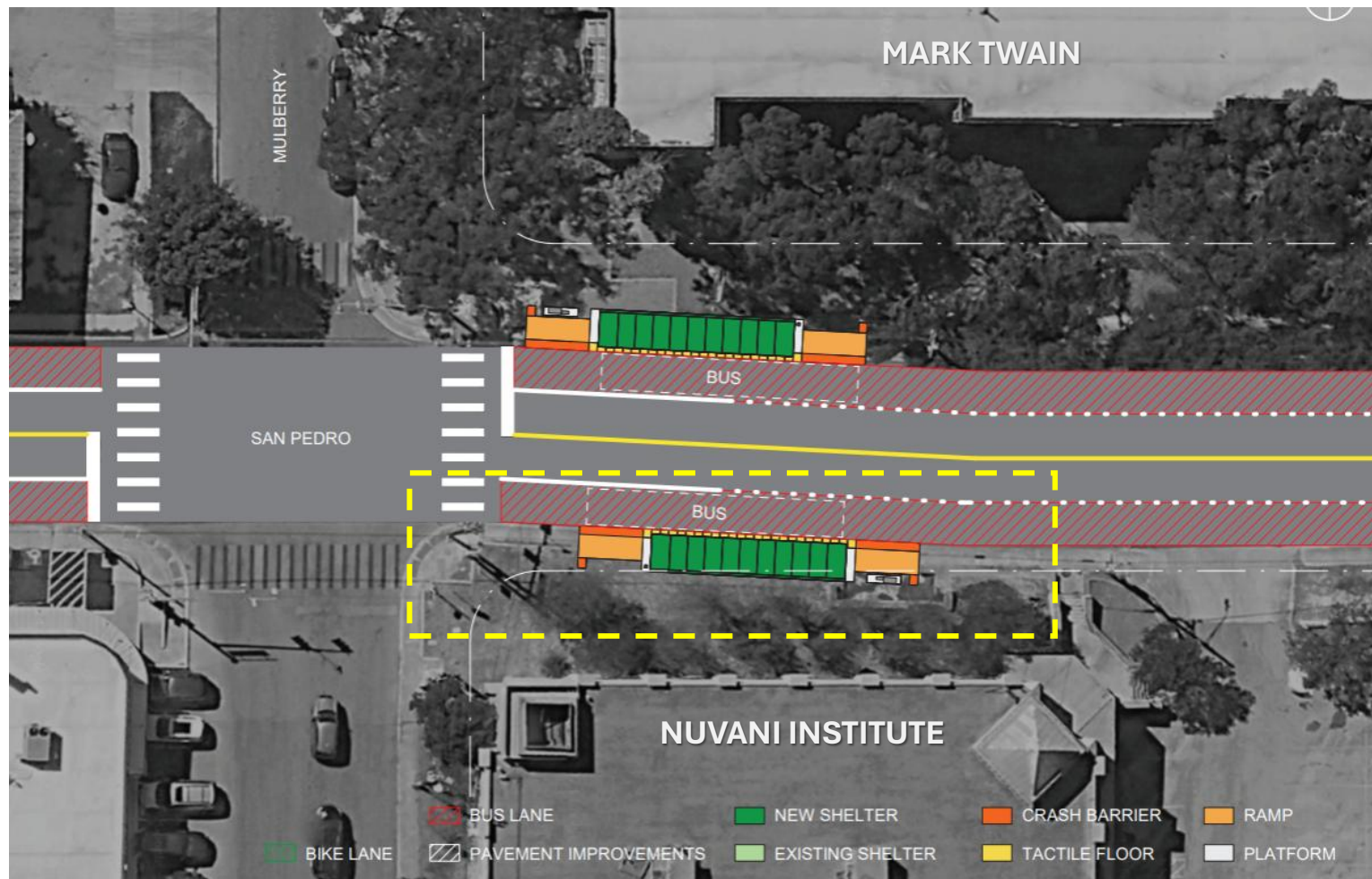


NB Mulberry Station

(Monte Vista Historic District)



NB MULBERRY STATION – Curbside

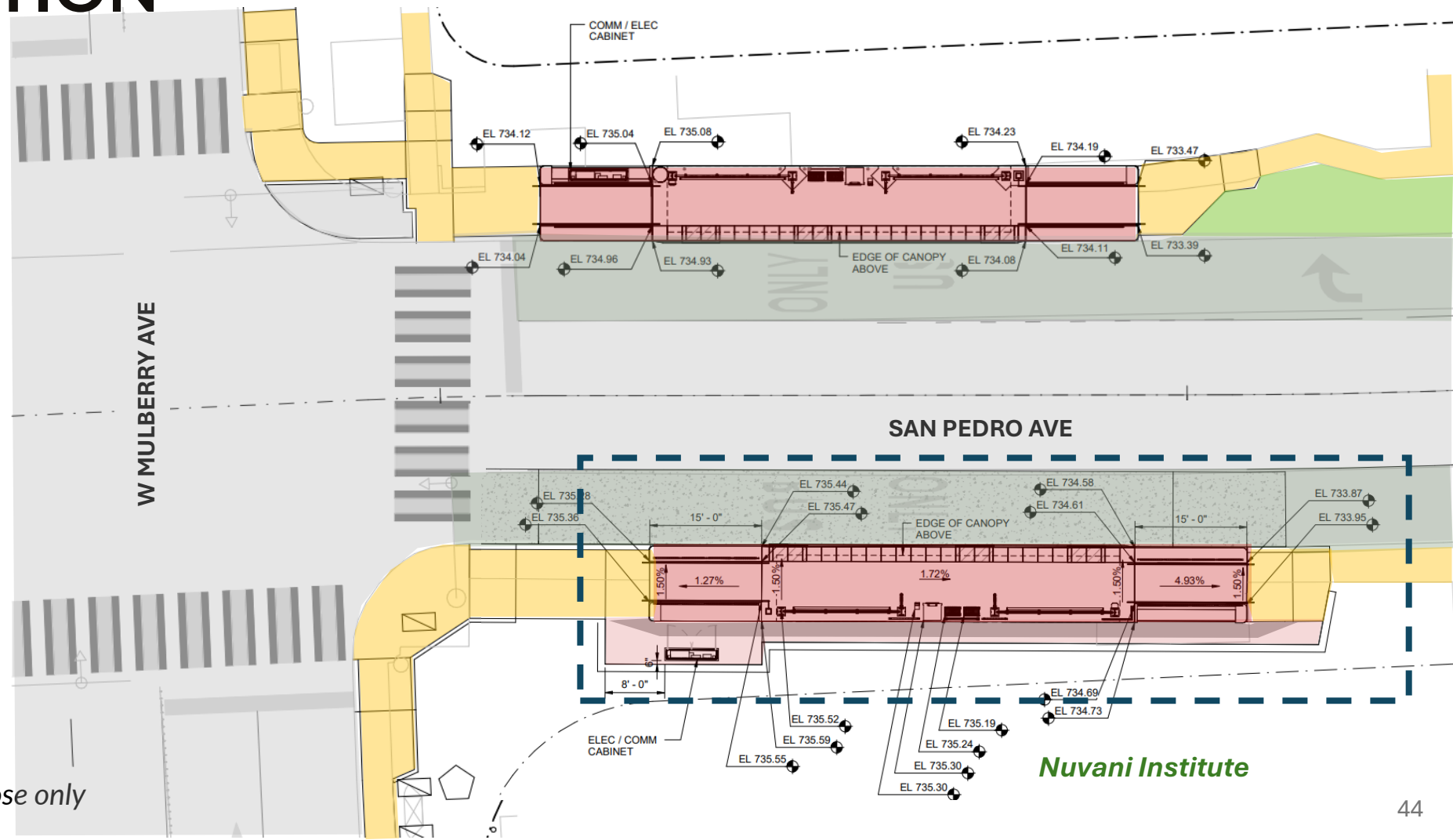


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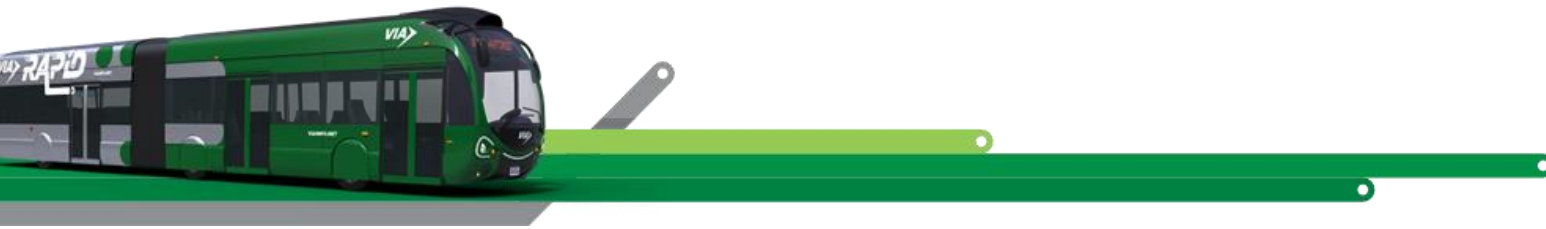
MULBERRY STATION

Mark Twain



Nuvani Institute

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NB MULBERRY PLATFORM



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NB MULBERRY PLATFORM



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NB MULBERRY PLATFORM



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SB MULBERRY PLATFORM *(Alta Vista)*



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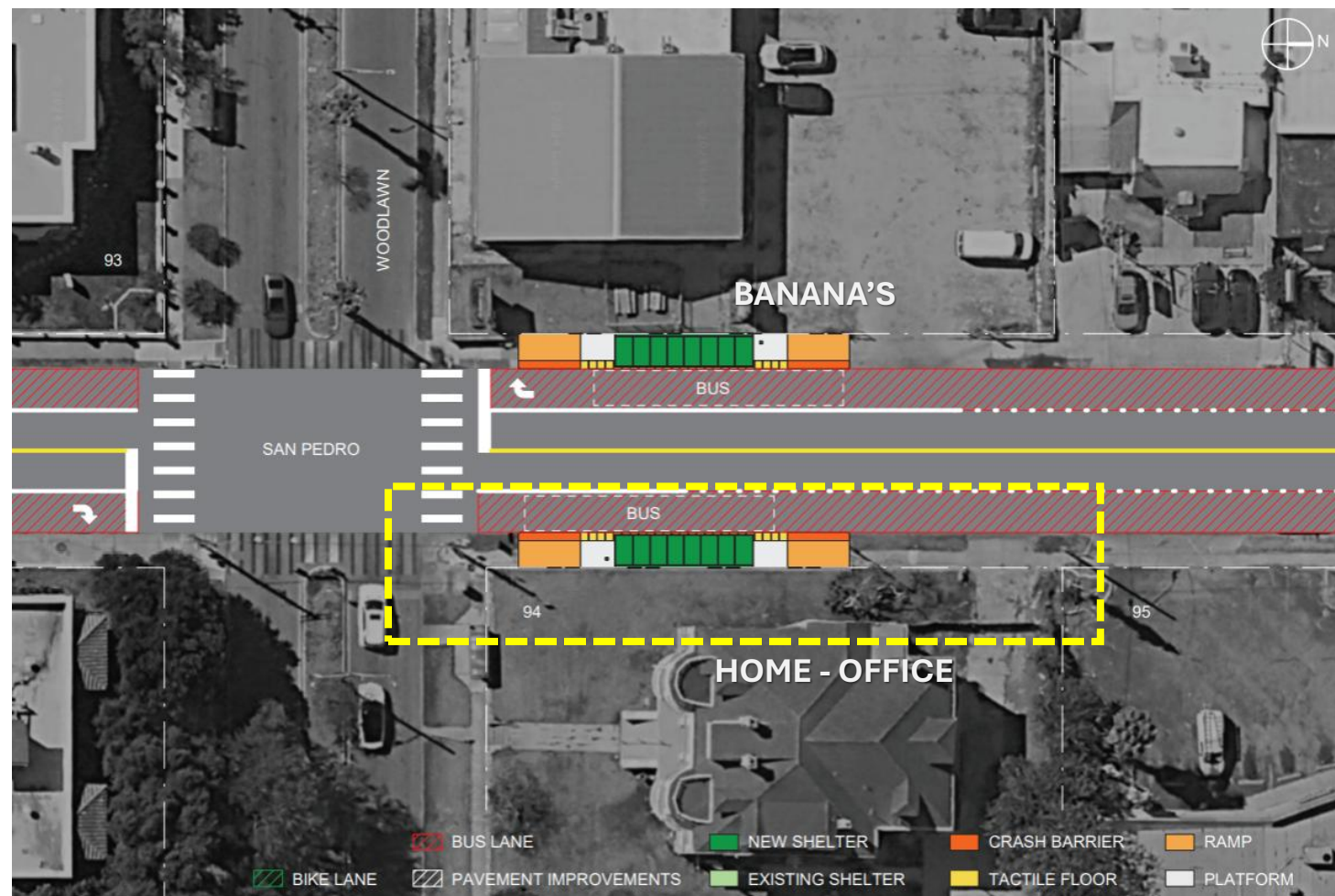


NB Woodlawn Station

(Monte Vista Historic District)



WOODLAWN STATION – Curbside Narrow



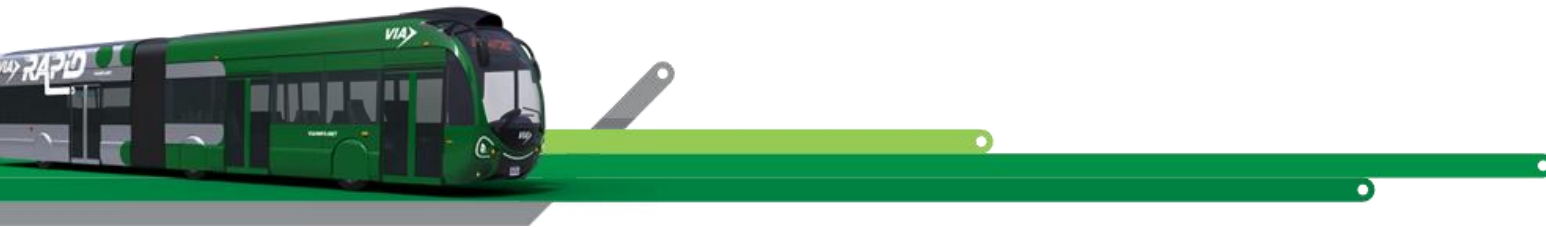
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NB WOODLAWN PLATFORM



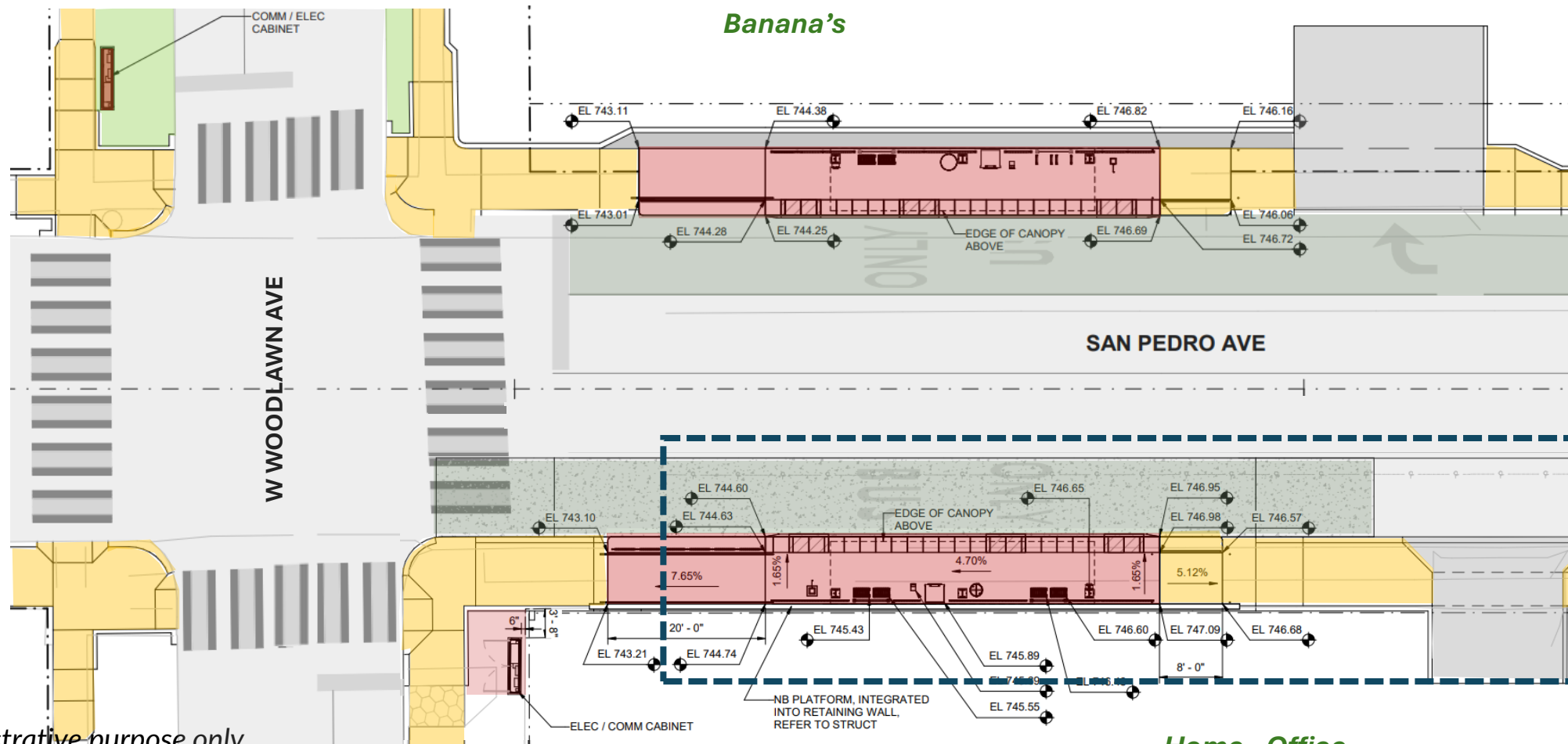
Draft rendering for illustrative purpose only



WOODLAWN STATION

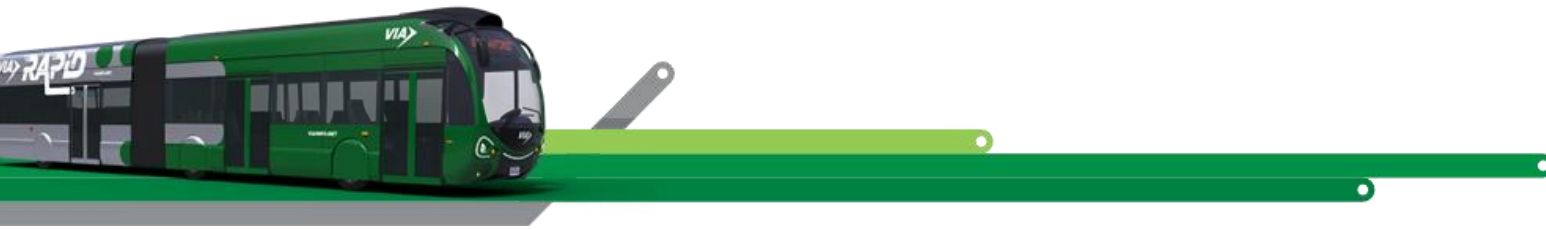
Law Offices

Banana's

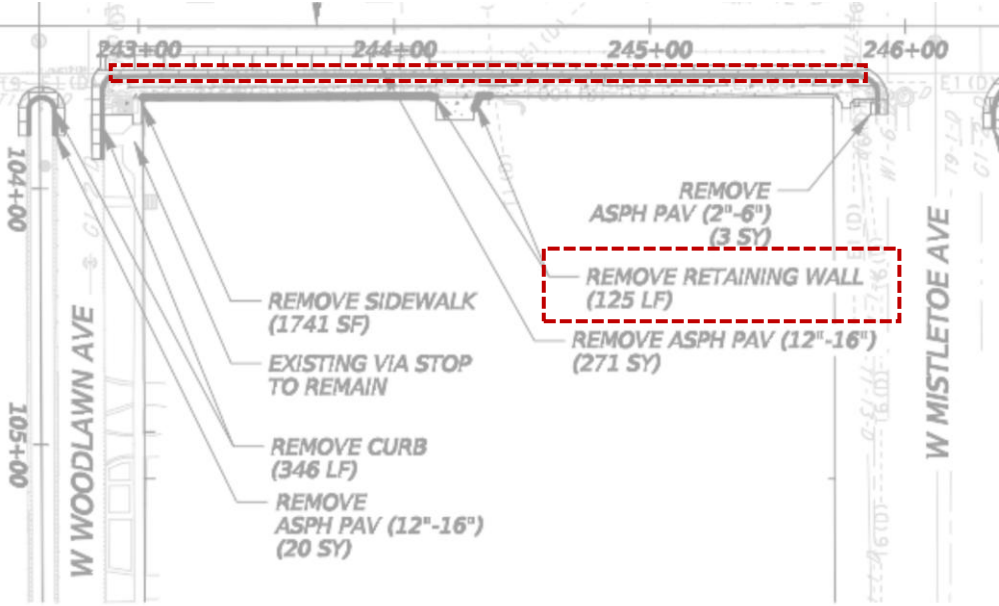


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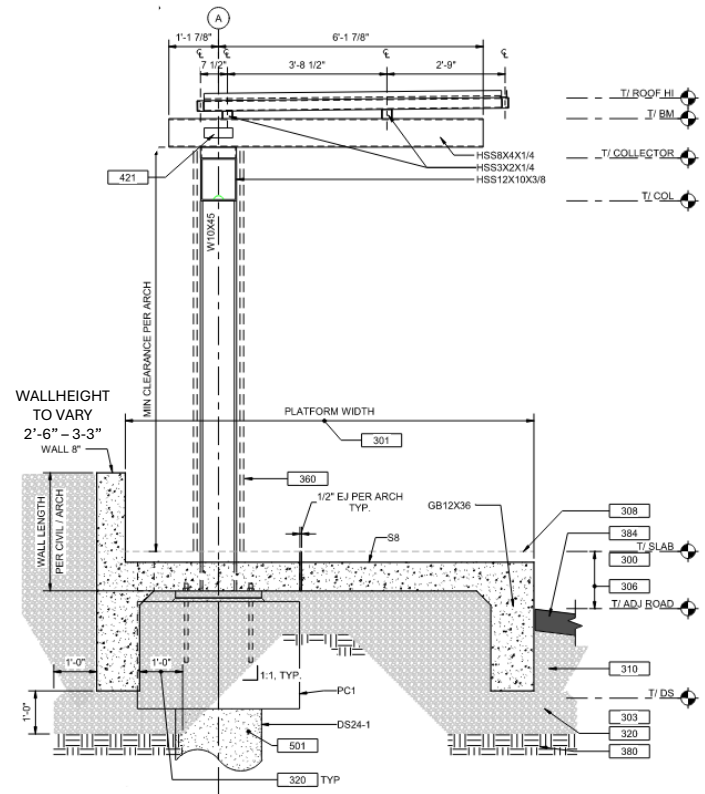
Home - Office



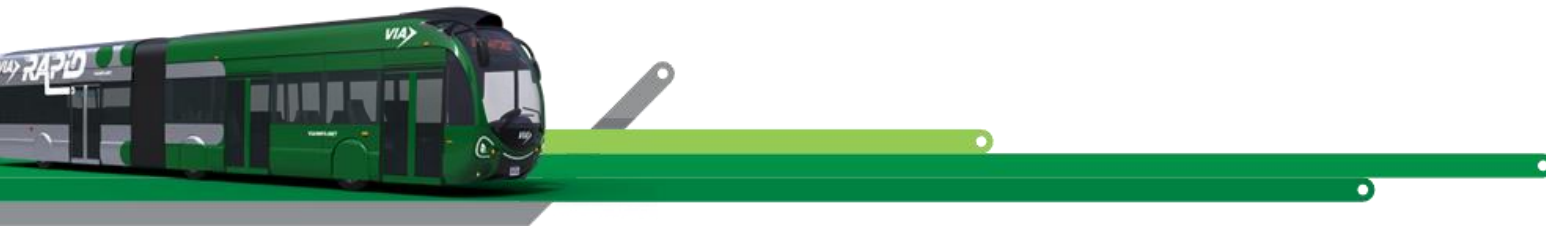
NB WOODLAWN RETAINING WALL



EXISTING RETAINING WALL



NEW RETAINING WALL



NB WOODLAWN PLATFORM



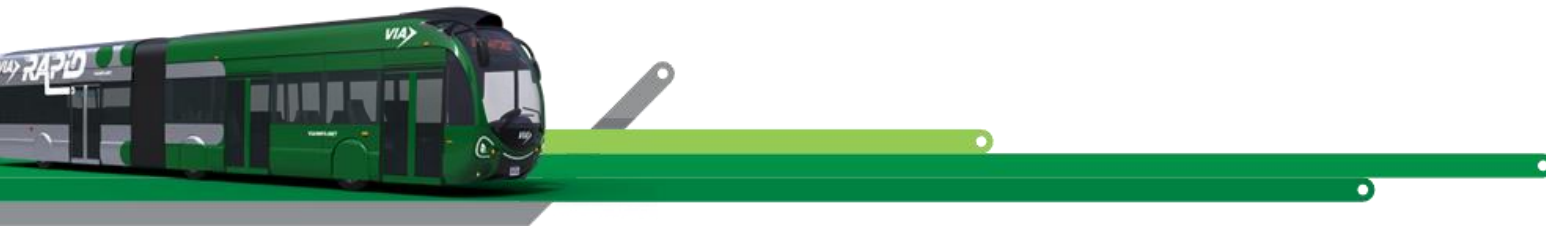
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NB WOODLAWN PLATFORM



Draft rendering for illustrative purpose only



SB WOODLAWN PLATFORM *(Alta Vista)*



Draft rendering for illustrative purpose only

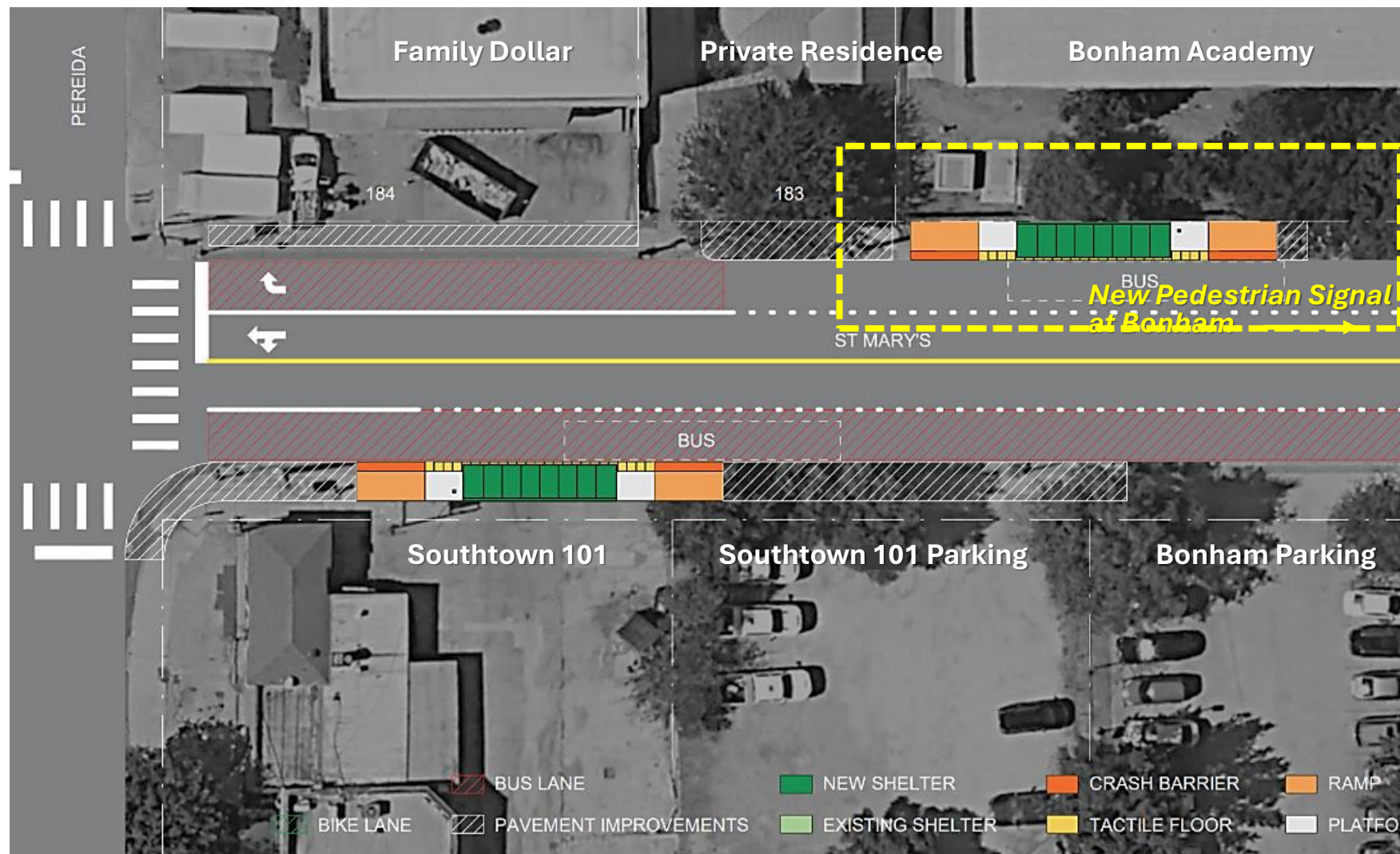


SB Pereida Station

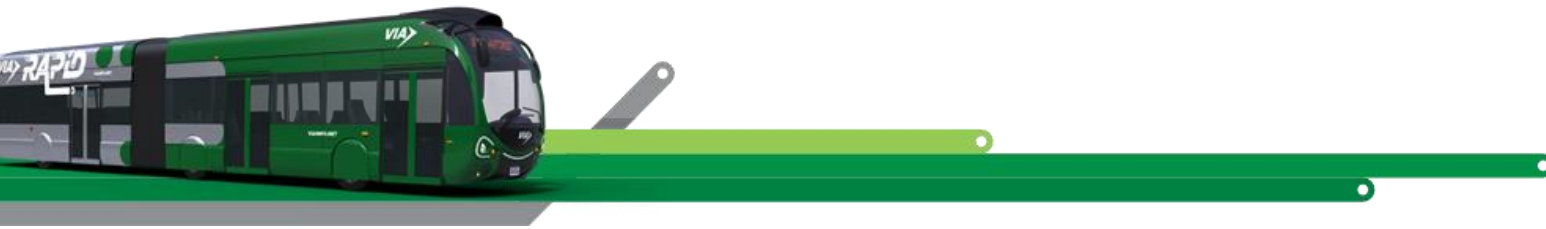
(King William Historic District)



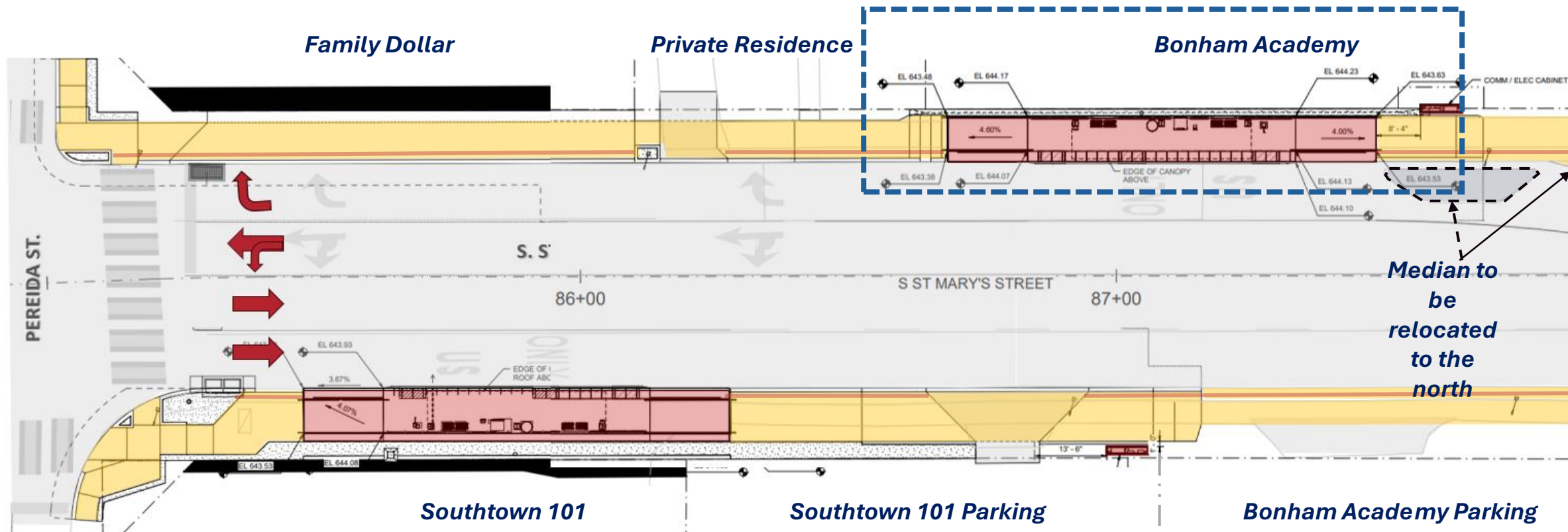
PEREIDA STATION – Curbside Narrow



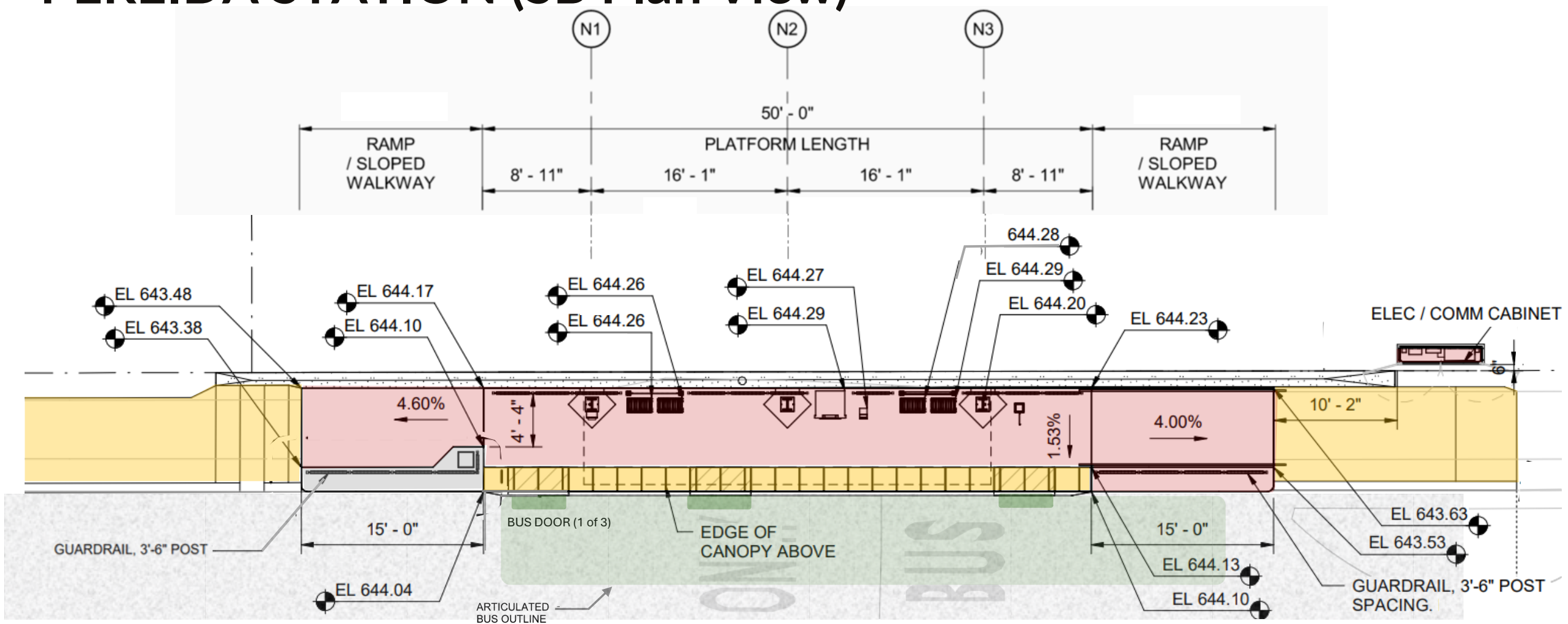
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PEREIDA STATION



 Draft rendering for illustrative purpose only





SB PEREIDA PLATFORM



Draft rendering for illustrative purpose only



SB PEREIDA PLATFORM



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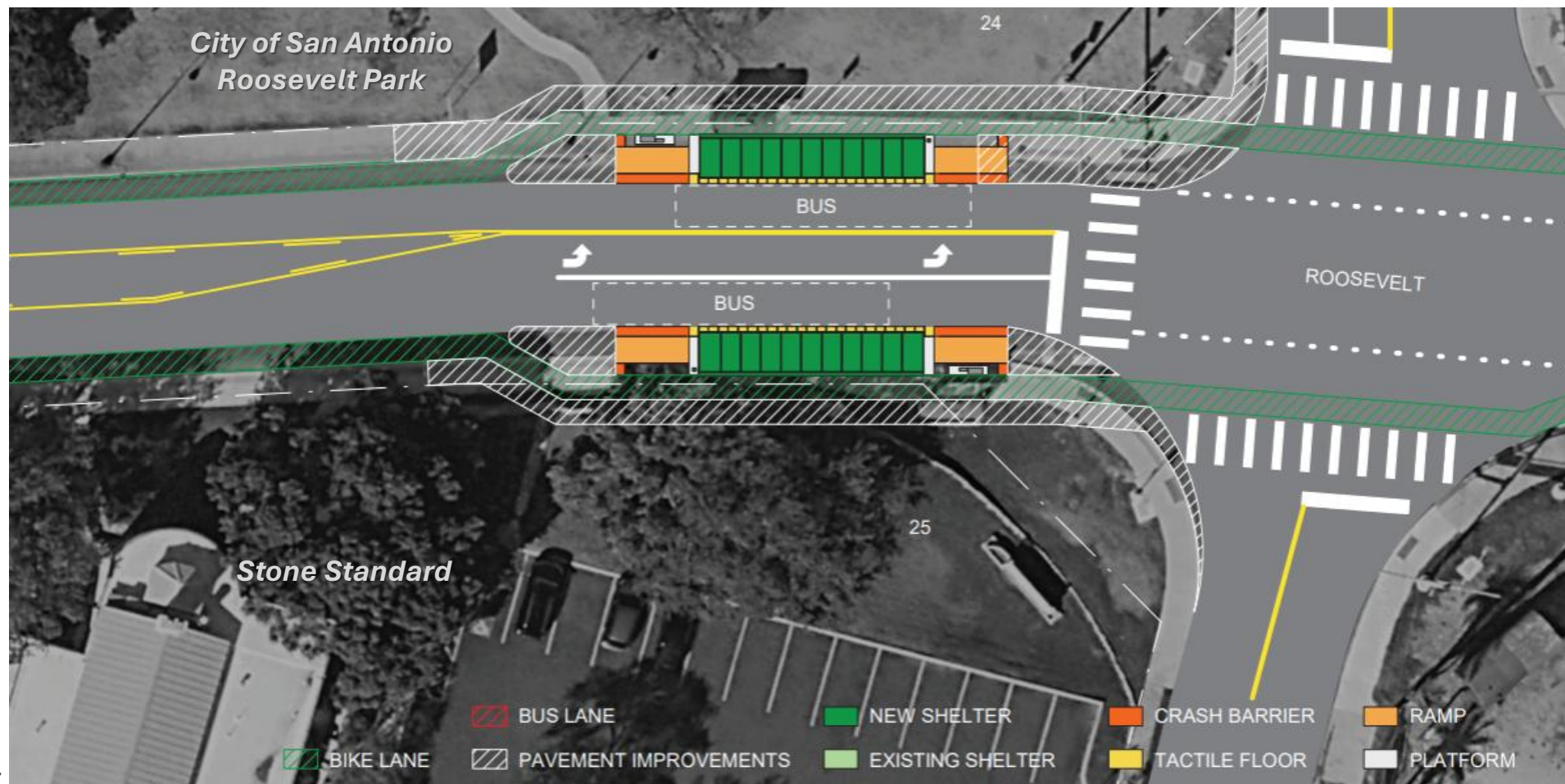


Roosevelt Park Station

(Mission Historic District)



ROOSEVELT PARK STATION – Curbside

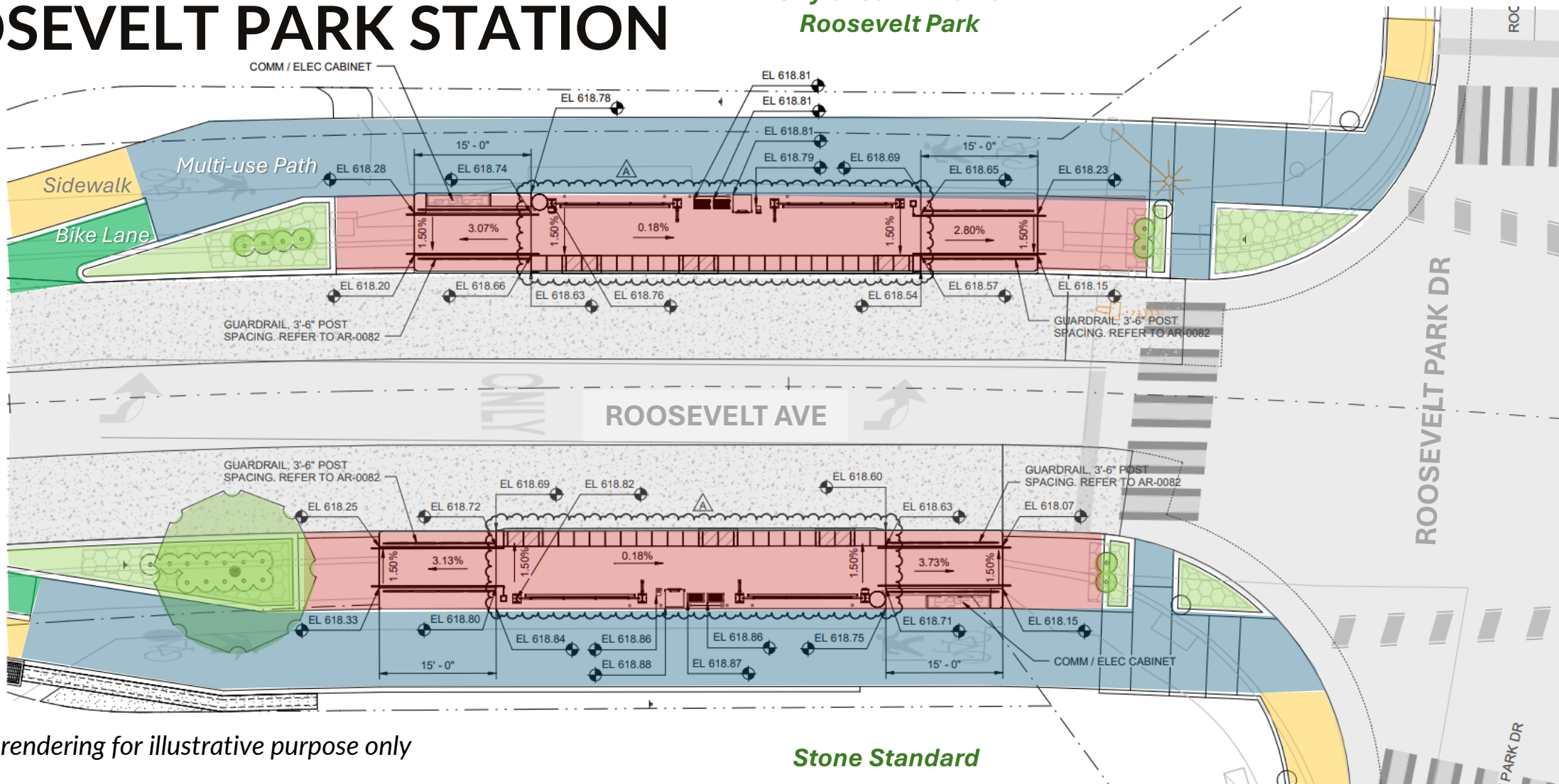


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illustrative purpose only



ROOSEVELT PARK STATION

City of San Antonio
Roosevelt Park

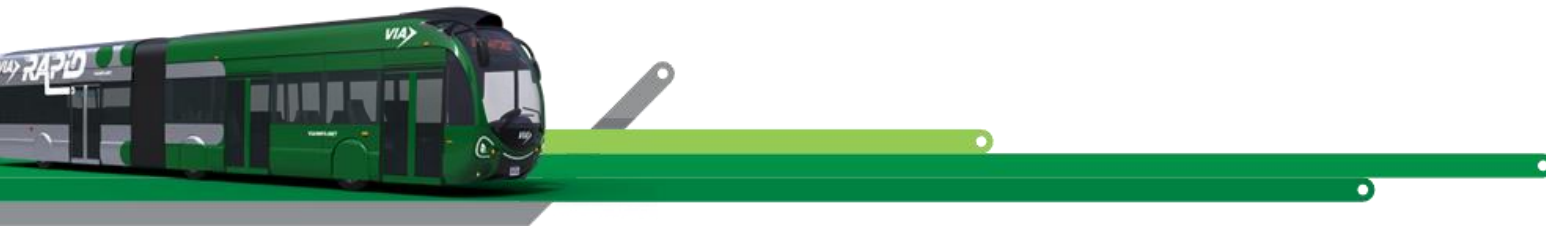


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Stone Standard



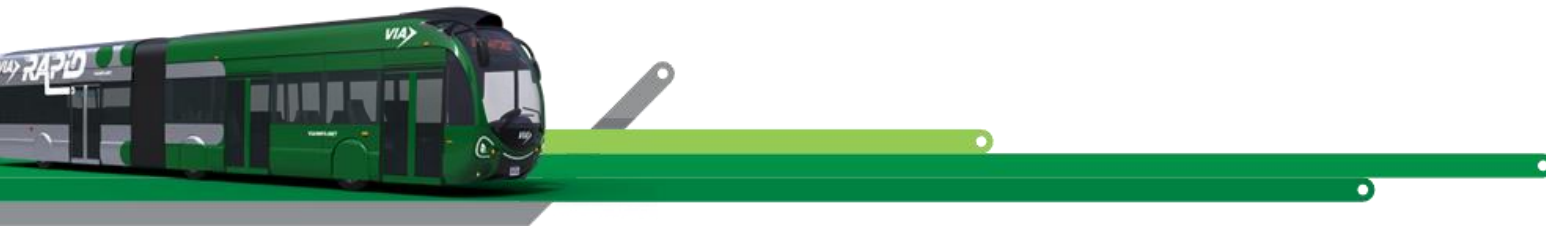
NB Roosevelt Park Station



NB ROOSEVELT PARK PLATFORM



Draft rendering for illustrative purpose only



NB ROOSEVELT PARK PLATFORM



Draft rendering for illustrative purpose only



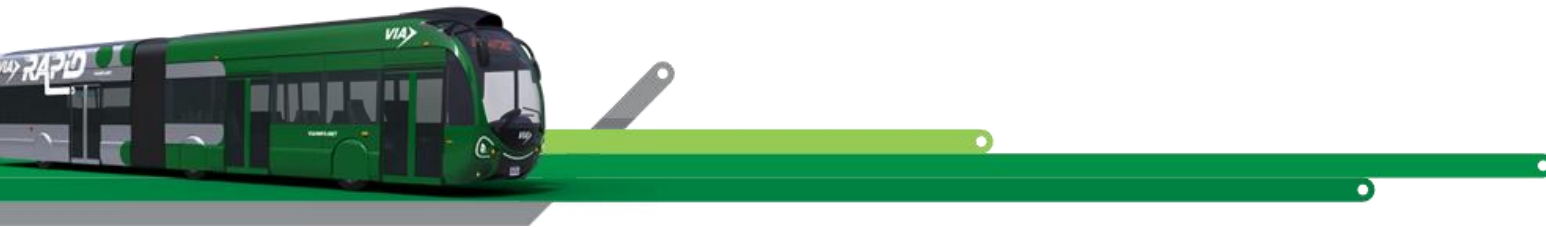
NB ROOSEVELT PARK PLATFORM



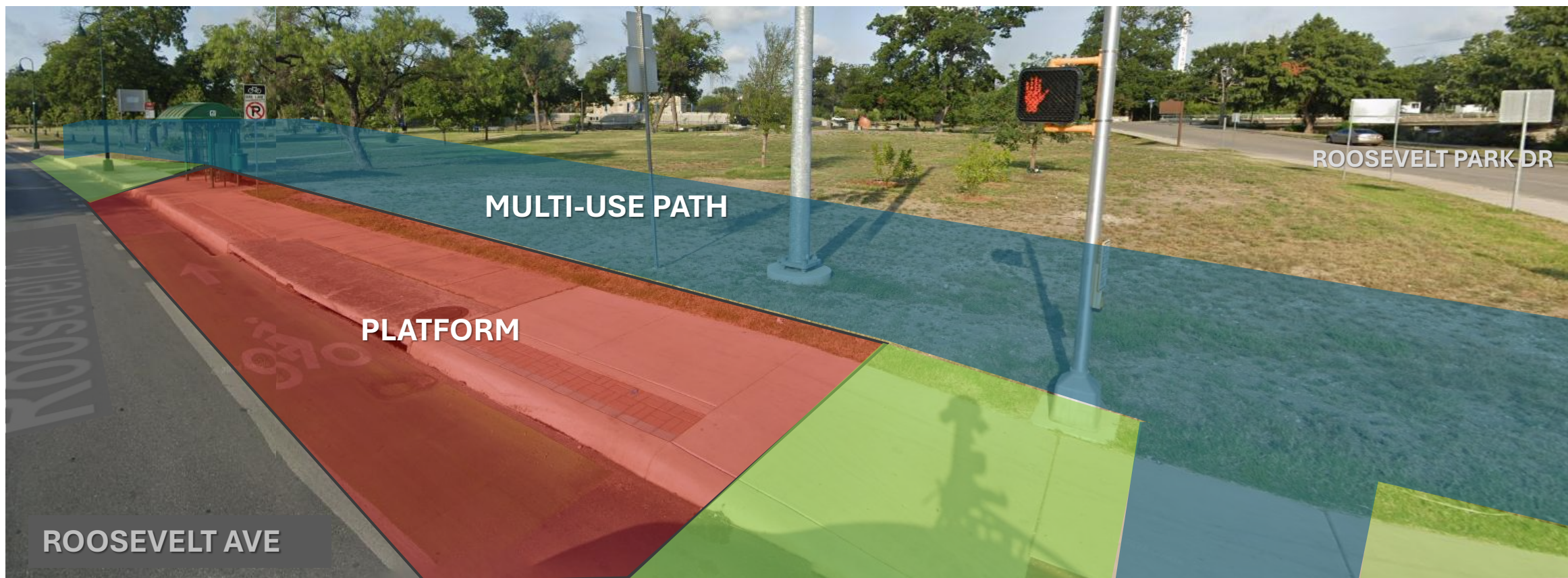
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SB Roosevelt Park Station

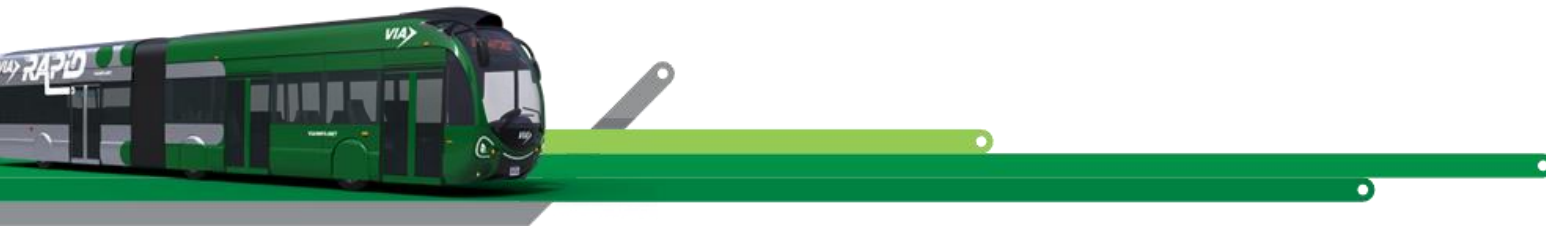


SB ROOSEVELT PARK PLATFORM



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SB ROOSEVELT PARK PLATFORM



Draft rendering for illustrative purpose only



SB ROOSEVELT PARK PLATFORM



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