



# Claremont City Council

## Agenda Report

File #: 3026

Item No: 10.

TO: TARA SCHULTZ, CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: SEPTEMBER 10, 2019

Reviewed by:

City Manager: TS

Finance Director: AP

### SUBJECT:

### **BUS STOP ENHANCEMENT PROJECT - BUS SHELTER DESIGN STANDARD**

### SUMMARY

The City is working to develop a standard bus stop shelter design. In spring 2018, conceptual design concepts were brought before the Traffic and Transportation Commission and the Community and Human Services Commission for recommendations. Following their recommendations, a Request for Proposals (RFP) was issued, and a consultant was secured for the design. John Bohn Associates was the successful bidder. Staff worked with the consultant on designing a shelter that is unique to the City, blends transportation and public art, and is functional in its purpose.

The bus shelter design concept and priority list of locations were recommended for approval by the Community and Human Services Commission, Traffic and Transportation Commission, and the Architectural Commission during the summer. The conceptual design is attached for City Council approval as the Citywide Bus Shelter Design Renderings (Attachment A). Additionally, the proposed Priority List of Bus Stops (Attachment B) is ready for City Council's review and consideration.

### RECOMMENDATION

Staff recommends that the City Council:

- A. Approve the Bus Shelter Design Standard and Priority List of Locations as presented; and
- B. Approve the Bus Shelter Design Standard to be installed as part of the Foothill Boulevard Master Plan Project.

### ALTERNATIVES TO RECOMMENDATION

In addition to the recommendation, there are the following alternatives:

- A. Request additional information from staff.
- B. Provide comments that require major modifications to the design and require the design to

return for final review and recommendation.

C. Provide comments to adjust the Priority List of locations.

## **FINANCIAL REVIEW**

The City awarded the bus stop enhancement project design services contract to John Bohn Associates in the amount of \$46,500. Because the original design concept was not approved in February 2019, John Bohn Associates developed a new set of designs for consideration, which exhausted the full \$46,500. An additional agreement in the amount of \$24,500 was issued to fund the remainder of the project, including design approval, construction drawings and document preparation, and consulting through construction. These services are funded through Proposition C, a 1990 voter-approved sales tax measure that funds transportation projects in Los Angeles County.

The estimated cost for the Bus Stop Enhancement Project is unknown until a final design and list of stops to be enhanced are approved. In preparation, the City has secured \$113,525 in Proposition 1B funding, also known as the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds and \$40,000 in Foothill Transit Bus Stop Enhancement Program (BSEP) funds, for a combined total of \$153,525. Any additional funding required for the program will be secured through reserved Federal Transportation Authority (FTA) 5307 funds. The City has approximately \$900,000 in reserve FTA 5307 funds that may be allocated to the Bus Stop Enhancement Project. The City typically uses FTA 5307 funds for vehicle replacements; however, the next round of vehicle replacements is not scheduled until 2023-2025, leaving the full amount of reserve FTA 5307 funds available for this project.

The staff cost to prepare this report and administer the design process is estimated at \$7,300 and is included in the operating budget of the Community Services Department.

## **ANALYSIS**

Foothill Transit owns and operates the bus system in the City. There are approximately eighty bus stops throughout the City, each with varying levels of amenities, including: benches, trash receptacles, and/or shelters. Foothill Transit determines bus routes and bus stop locations. Foothill Transit is solely responsible for the bus stop pole and sign indicating which bus route the bus stop services. Any other amenities at the bus stop are the City's responsibility to purchase, install, and maintain.

The two types of shelters currently in the City include either Craftsman or Spanish design features. Due to their architectural styling, they are rather massive and include bulky walls and large footprints that obstruct sight lines and pedestrian access. Neither type is compliant with the Americans with Disabilities Act (ADA) standards and expanding either type to be ADA compliant would make them too large for placement at a typical City bus stop. In order to utilize Federal, State, and local transit funds for this project, the City must comply with all applicable ADA standards. In addition, all new construction in the vicinity of a public transit facility, including bus shelters, is required to be ADA compliant. The current bus shelters are also large in size and will not fit in most locations throughout the City.

At this time, a new standard bus stop design is necessary; one that is ADA compliant, aesthetically pleasing, easy to maintain, and provides an appropriate level of amenities (shade, seating, lighting, and trash receptacles). The design being proposed is intended to become the new City standard. It will be used for new bus stops in the future while also streamlining the process for designing future

bus stops. A detailed description of the project and design process is included in the attached Citywide Bus Shelter Design Presentation.

### ***Route and Stop Analysis***

Foothill Transit provided staff with a list of all the bus stops within the City. Using this list, the consultant inspected all locations to determine which amenities currently exist at each stop, including benches, trash receptacles, and/or shelters. The consultant evaluated the space available, bus routes served, and physical orientation of each stop. After completing this inventory, the consultant took into consideration annual ridership data, future development, high demand user groups, and complete streets principles. A Bus Stop Analysis was developed for each site. The analysis prioritized bus stops in the City based on the following factors:

*Annual Ridership:* The analysis identified the fifteen highest demand stops, based solely on ridership. These generally included bus stops with a ridership of 500 boardings or more per year.

*Future Development:* Stops adjacent to sites planned for future development were removed. Future developments were considered as any project with anticipated construction within the next five to ten years. With a standard shelter design, the City can require developers through the entitlement process to install shelters during construction at the cost of the developer.

*High Demand User Groups:* The analysis identified stops adjacent to senior living communities, churches, or colleges to verify if their needs would be addressed with the proposed enhancements.

*Complete Streets:* This approach looked at the street in its entirety. To provide a uniform look, enhancements are provided to both sides of the street, even though one stop might not fit the above criteria.

Using the criteria above, the top thirty most frequently used bus stops were prioritized. The Priority List of Bus Stops is included as an attachment. Based on funding currently available, staff recommends enhancing eleven as a first phase of the project and enhancing the additional stops as funding becomes available. The first eleven stops will have the highest annual ridership data. The Priority List of Bus Stops is included as Attachment B.

### ***General Design Characteristics***

Existing bus stops have a variety of different amenities including shelters, benches, and/or trash receptacles. The current shelter is a four-pillar structure that is not ADA compliant and is large in size. Many of the locations in the City cannot accommodate a shelter of this size. Trash receptacles and trash cans are consistent with those found in the Village for ease of maintenance and replacement. Through the Commission process, staff was directed to design a shelter that is unique to the City. The proposed design fuses public art, infrastructure, and transportation.

When designing the shelter, the consultant took the following into consideration:

*Annual Climate Data:* Annual climate data indicated heat is more of a factor than precipitation in Claremont, with over 110 days of 85 degrees or higher temperatures and only 35 days of precipitation. Shelters are designed using perforated metal to provide some rain protection,

shade, and to allow air flow through the shelter.

*Solar Orientation Data:* Depending on the orientation of the bus stop, the sun impacts the person waiting at the stop in different ways. Shelters are designed to integrate different panels and/or different sized panels dependent on orientation to provide shade as needed.

*Material:* Perforated metal or a mesh screen will provide shading while allowing for cooling breezes and rider visibility. Similar painted light materials are being used in several other locations such as Pasadena, Pomona, Ontario, Azusa, and Las Vegas. Structures will have a high-performance painted finish for ease of maintenance.

*Full Shelter Design Concept:* The simple hip roofed shelter canopy resonates with the residential cottage roof forms of historic Claremont. The shelter's narrow footprint allows for maximum access to shade throughout the day including lower-angle, morning and afternoon sun, and for multiple solar orientations. Representations of the San Gabriel Mountains and foothills are suggested by the folded-screen composition.

*Umbrella Shelter Design Concept:* The single-leaf canopy provides some shade in limited-clearance bus stop locations. Integrated or detached seating allows for sitting where space constraints do not allow for full bench seating.

*Color Palette:* Inspired by the color combinations of Karl Benjamin, palettes consist of colors found in local nature, architecture, and transportation history.

### ***Full Shelter Design***

The full shelter design consists of a three-panel screen covered by an asymmetrical, hipped-roof canopy supported by a light tube-steel lattice structure. Every attempt is made to maximize transit rider access by minimizing the structure's footprint and providing clearance for circulation underneath the canopy. This space enables riders to find some shade at almost any time and for almost any solar orientation. The design standard includes the three-panel structure and roof canopy. There are four different design options for the three-panel screen. Each bus stop will be considered individually when choosing the design for the screen. Depending on bus stop area constraints, additional shading screen panels can be installed to provide complete shading for all times and orientations. The bench design complements the three-panel composition and can fit in multiple locations underneath the canopy. For an additional cost, single-fixed stools may be placed underneath the canopy to provide additional seating. The shelter is ADA compliant and within prevailing standards set by Foothill Transit and other surrounding transit authorities. The estimated cost for the full shelter structure is approximately \$70,000.

### ***Umbrella Shelter Design***

The umbrella shelter design is designed to provide some shade at locations with space constraints and will replace the pole at existing stops. A leaf shaped umbrella at the top of the pole will be adjustable, so the passengers can rotate it to provide more opportunities for shading. Where clearances permit, one seat will be affixed to the pole for passengers to use as they wait. This shelter is ADA compliant and within standard for Foothill Transit and other surrounding transit authorities. The estimated cost for each umbrella shelter structure is \$50,000. For an additional \$10,000, this shelter can be made so that it is adjustable for additional shade coverage.

## ***Mid-Sized Shelter Design***

Because each location is different in size, right-of-way, and access a third concept was developed. The footprint of the proposed full shelter is approximately the same size as the existing shelters, requiring nearly twelve feet of right-of-way to fit with required clearances. The umbrella option requires nearly six feet of right-of-way to fit on the sidewalk. The additional shelter option was developed to accommodate the stops with approximately eight to twelve feet of right-of-way available. This shelter option does offer more protection than the umbrella option, but not as much as the full shelter option. However, with its smaller size, this option allows for improved sun protection and seating for additional stops that would otherwise only fit an umbrella option. This concept came late in the process, therefore no cost for the structure is available. Staff anticipates the cost will fall somewhere between the full and umbrella size structure.

## ***Foothill Boulevard Bus Stops***

Originally, Foothill Boulevard was not included in the scope of this project. A bus shelter design was approved specifically for Foothill Boulevard as part of the Foothill Boulevard Master Plan. The Architectural Commission directed staff to explore the feasibility of this new Citywide Bus Shelter Standard along Foothill Boulevard. Staff explored the feasibility and found no issues with installing these shelters along Foothill Boulevard. Included in this report is an alternate recommendation to install this standard, not the previously approved standard for Foothill Boulevard. The Foothill Boulevard bus shelter design is included as Attachment C.

## ***Next Steps***

Following City Council approval, staff will solicit bids for fabrication and installation focusing on the highest priority stops first. Additionally, staff will begin to work with property owners that have existing bus stops adjacent to their property to find the best solution for each bus stop. Staff anticipates construction to begin in late fall. Those with highest priority set by City Council will be installed first.

## **RELATIONSHIP TO CITY PLANNING DOCUMENTS**

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds the following:

**Council Priorities** - This item addresses the Council Priorities related to Quality of Life and Transportation Infrastructure.

**Sustainability Plan** - This item complies with the goals of Sustainability Plan Goal 3.5 Transit/Center Mode Infrastructure.

**Economic Sustainability Plan** - This item relates to the Statements of City Council Basic Values on Economic Sustainability recommendations outlined in the Economic Sustainability Plan.

**General Plan** - This item addresses Measure IV-7: Transit Oriented Design Features and furthers the goal requiring incorporation of transit-oriented design features and attractive and appropriate transit amenities, including shaded bus stops into public and private development projects as appropriate to promote and support public transit use.

**2019-20 Budget** - This item meets the Community Services Department Work Plan Goal CS-14: Promote transit options for all Claremont residents during general service hours; 24-hours a day, 7 days a week service for seniors, persons with disabilities, and youth under the age of years.

**Youth and Family Master Plan** - This item does not relate to the objectives in the Youth and Family Master Plan.

### **CEQA REVIEW**

In accordance with the California Environmental Quality Act (CEQA), this item is statutorily exempt pursuant to CEQA Guidelines section 15262 which states “[a] project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. The discussion of the design plans will not have an impact of the environment. In addition, the installation of the bus shelters will be categorically exempt from CEQA pursuant to CEQA Guidelines section 15301. This Class 1 exemption allows for minor alterations of existing uses with little or no expansion. The bus stops currently exist and, as such, the installation of bus shelters will be minor alterations of the existing uses. None of the exceptions to the categorical exemptions set forth in State CEQA Guideline section 15300.2 applies to the proposed project because the proposed project: (1) is not located in a uniquely sensitive environment, (2) is not located within a highway officially designated as a state scenic highway, (3) is not located on a hazardous waste site, (4) would not have a cumulative impact, and (5) would not have a significant substantial adverse change in the significance of a historical resource. Therefore, no further environmental review is required.

### **COMMISSION RECOMMENDATION**

At its June 5, 2019 meeting, the Community and Human Services Commission unanimously recommended that the City Council approve the revised design concept and priority list of locations. The excerpt from the meeting minutes is attached (Attachment D).

At its June 27, 2019 meeting, the Traffic and Transportation Commission unanimously recommended that the City Council approve the design concept and priority list of locations. The excerpt from the meeting minutes is attached (Attachment E). The Traffic and Transportation Commission asked that staff work with property owners that have existing bus stops adjacent to their property to find the best solution for each bus stop.

At its July 10, 2019 meeting, the Architectural Commission recommended that the City Council approve the design concept with a 5-1-1 vote, with one Commissioner absent and one no vote. The Architectural Commission also recommended that staff investigate the feasibility of using this design for the Foothill Boulevard Project. The excerpt from the meeting minutes is attached (Attachment F).

### **PUBLIC NOTICE PROCESS**

This item has been noticed through the regular agenda notification process. Copies are available at the City Hall public counter, Youth Activity Center, Alexander Hughes Community Center, and on the City website.

Submitted by:

Jeremy Swan  
Community Services Director

Prepared by:

Cari Dillman  
Community Services Manager

Attachments:

A - Citywide Bus Shelter Design Renderings

B - Priority List of Bus Stops

C - Foothill Boulevard Bus Shelter

D - Excerpt of the 06-5-19 Community and Human Services Commission Meeting Minutes

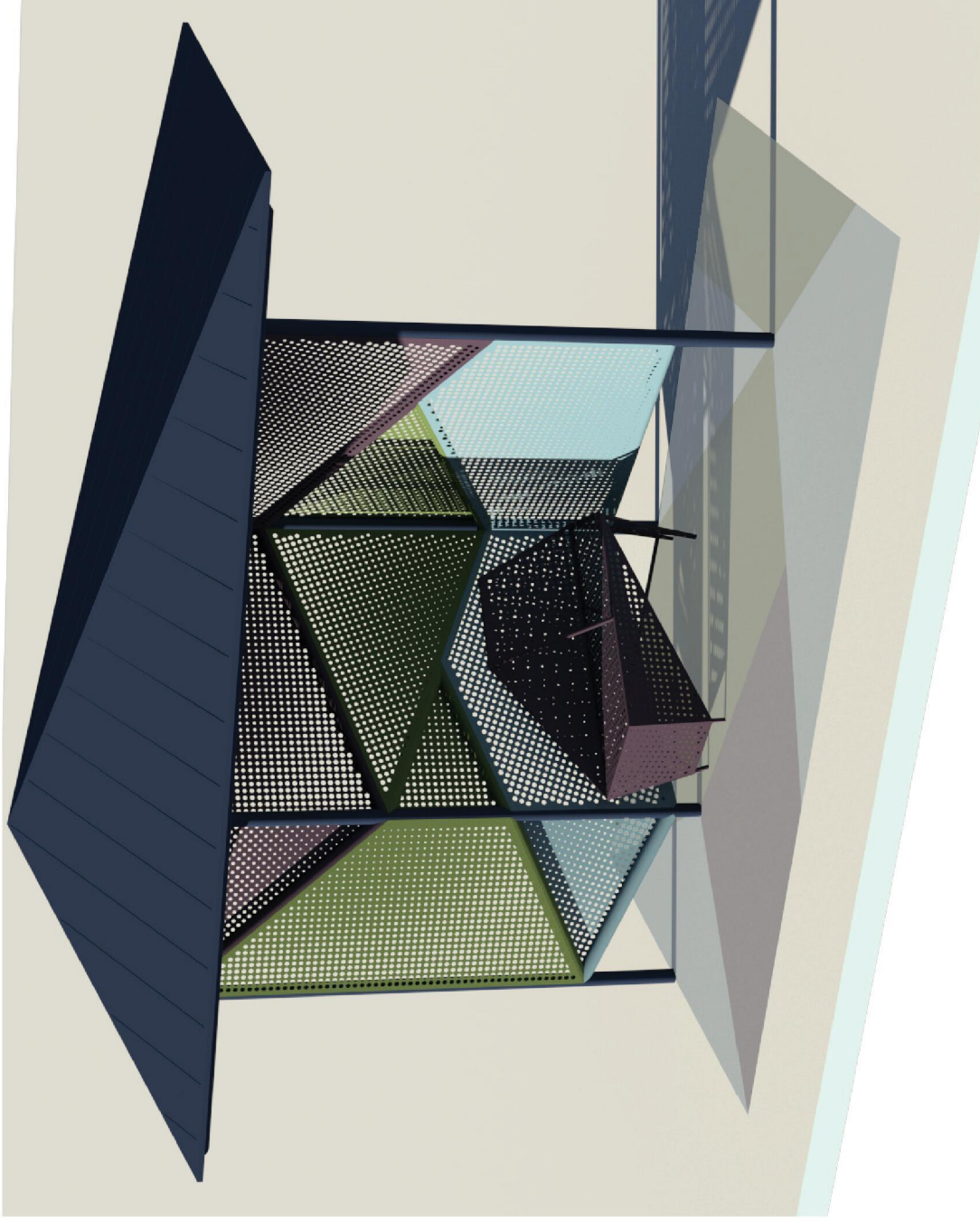
E - Excerpt of the 06-27-19 Traffic and Transportation Commission Meeting Minutes

F - Excerpt of the 07-10-19 Architectural Commission Meeting Minutes

# Shelter Design

Full Shelter Type

ATTACHMENT A  
City of Claremont Bus Shelters



June 5th, 2019

JBohn Associates

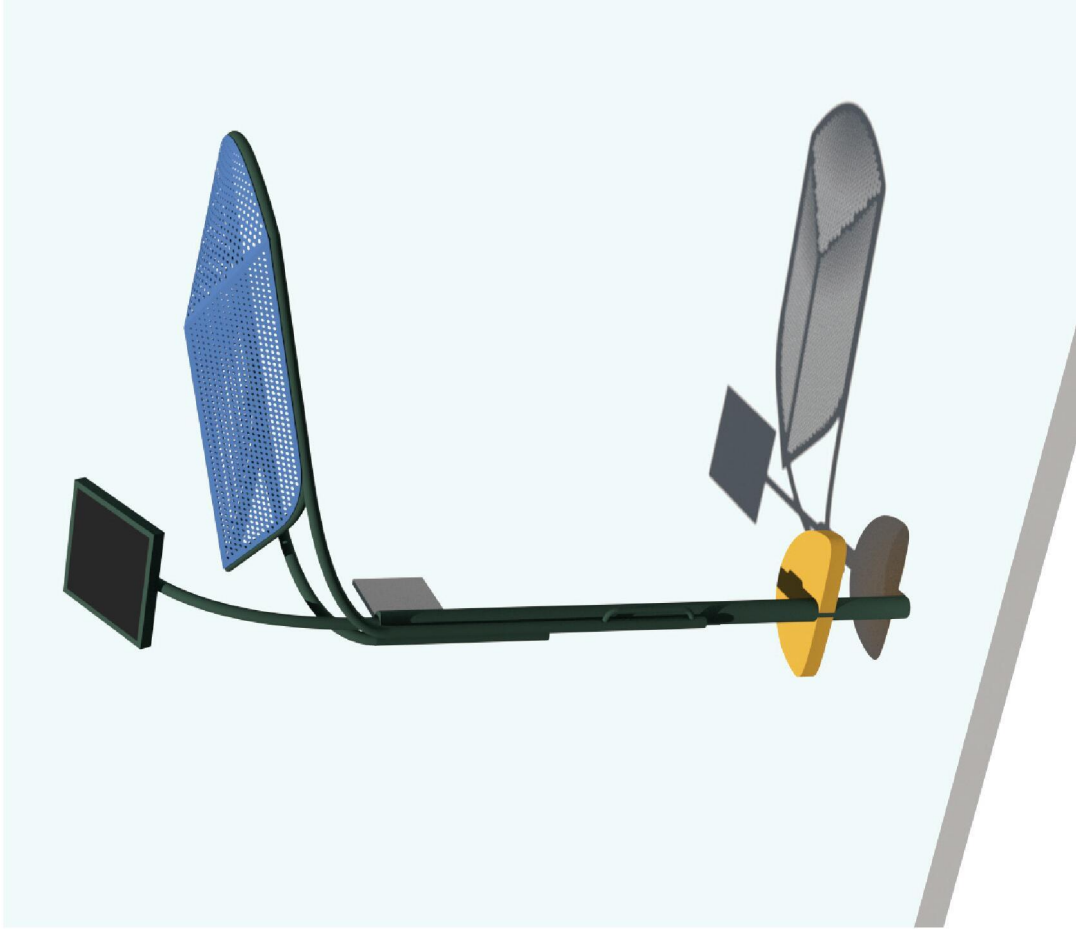
204 Yale Ave. Suite A Claremont, CA 91711



# Shelter Design

Umbrella Shelter Type

City of Claremont Bus Shelters



June 5th, 2019

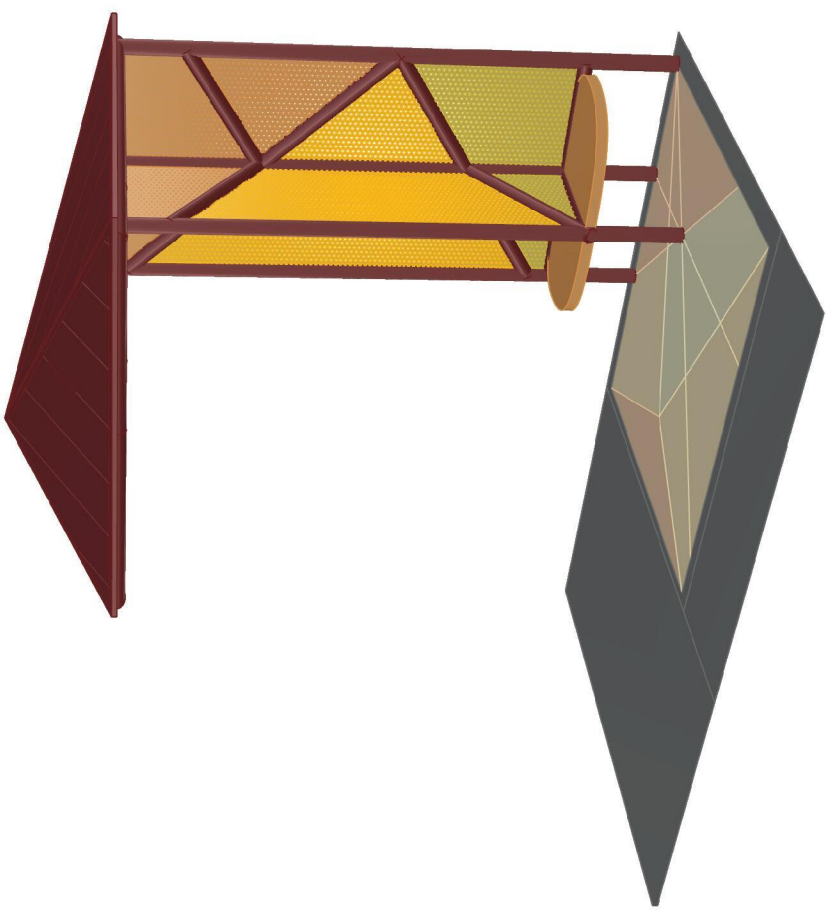
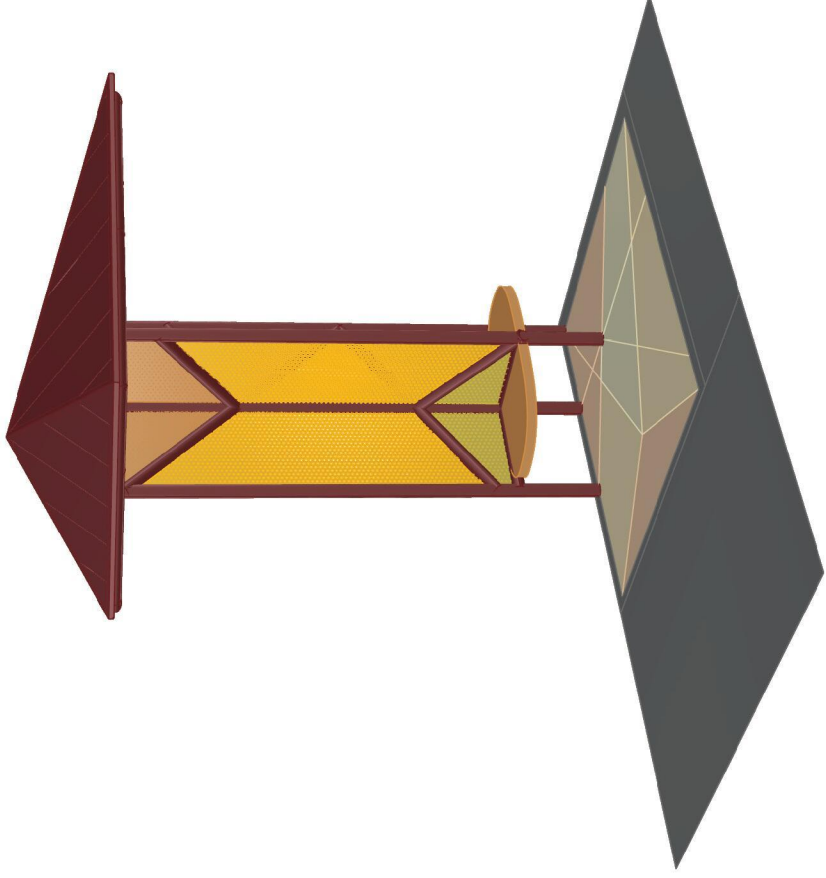
JBohn Associates

204 Yale Ave. Suite A Claremont, CA 91711

# Bus Shelter Design

## Square Shelter

City of Claremont Bus Shelters



# Shelter Design Color Palette A



'Jazz Age Blues' - Dunn-Edwards



'Purple Fury' - Valspar



'Graceful Green' - Valspar



'Blue Patchwork' - Sherwin-Williams



Desert night sky at Joshua Tree



California Zinfandel grapes

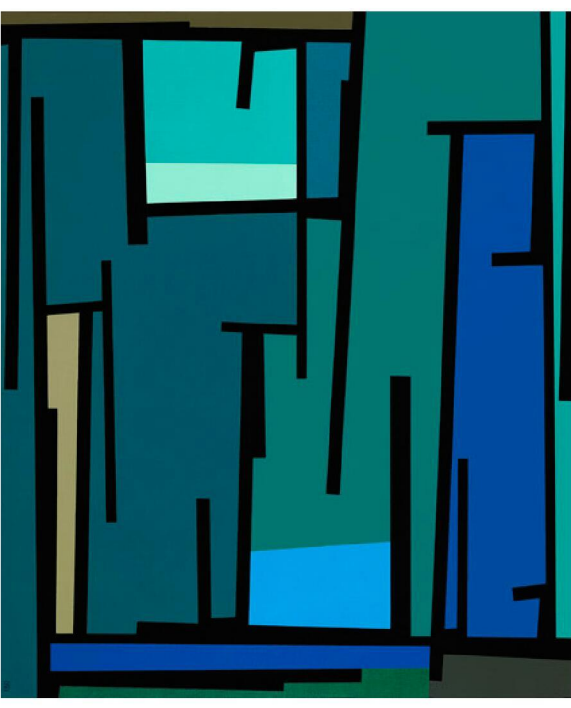


Aloe Vera leaves



1200 College Ave. (1926)

City of Claremont Bus Shelters



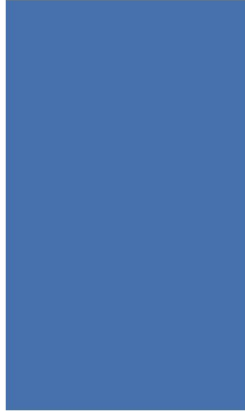
'Tape Grid #38' - Karl Benjamin, 1960

# Shelter Design

## Color Palette B



'Canadian Fir' - Valspar



'Deep Space' - Valspar



'Tender Seedling' - Sherwin-Williams



'Honey Glow' - Dunn-Edwards



Coastal Live Oak leaves



Sky over Mt. Baldy



Agave leaves



Sunset from Mt. Baldy



'#5' - Karl Benjamin, 1990



# Shelter Design

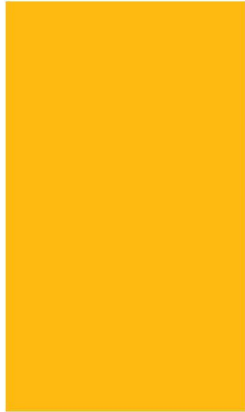
## Color Palette C



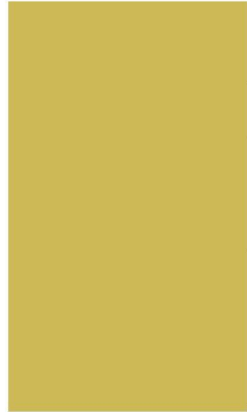
'Sundried Tomato' - Sherwin-Williams



'Colorado Peach' - Dunn-Edwards



'Gold Abundance' - Dunn-Edwards



'Citrine Dream' - Dunn-Edwards



Claremont Depot tile roof



Pacific Electric Rail Car



California Poppy



Golden rain tree seed pods

# City of Claremont Bus Shelters



'Easter' - Karl Benjamin, 1957

# Route and Stop Analysis

## Prioritized 30 Stops

BUS STOP #	STOP LOCATION	AVAILABLE SPACE TO CITY R.O.W.	ANNUAL RIDERSHIP (AM / PM)	STOP ORIENTATION
STOP 638	ARROW & CAMBRIDGE	5'-0"	206 / 125	FACES SOUTH
STOP 677	ARROW & INDIAN HILL	8'-0"	146 / 155	FACES SOUTH
STOP 855	BONITA & CAMBRIDGE	10'-0"	207 / 67	FACES NORTH
STOP 1823	INDIAN HILL & 10TH	15'-0"	47 / 218	FACES WEST
STOP 854	BONITA & BERKELEY	9'-0"	78 / 179	FACES SOUTH
STOP 1848	INDIAN HILL & OAK PARK	16'-6"	129 / 114	FACES WEST
STOP 1857/1858	INDIAN HILL & SANTA FE	8'-0"	149 / 64	FACES WEST
STOP 644	ARROW & MILLS	12'-0"	150 / 61	FACES NORTH
STOP 509	1ST & MILLS	APPROX. 26'-0"	8 / 142	FACES NORTH
STOP 1828	INDIAN HILL & ARROW	12'-0"	71 / 75	FACES WEST
STOP 857	BONITA & CARNEGIE	10'-0"	99 / 33	FACES NORTH
STOP 1833A	INDIAN HILL & BONITA	8'-0"	34 / 90	FACES EAST
STOP 1833B	INDIAN HILL & BONITA	12'-0"	34 / 90	FACES EAST
STOP 858	BONITA & CARNEGIE	5'-0"	54 / 56	FACES SOUTH
STOP 1829	INDIAN HILL & ARROW	25'-0"	71 / 38	FACES WEST

BUS STOP #	STOP LOCATION	AVAILABLE SPACE TO CITY R.O.W.	ANNUAL RIDERSHIP (AM / PM)	STOP ORIENTATION
STOP 506	1ST & HARVARD	APPROX. 12'	8137 / 9999	FACES NORTH
STOP 981	1ST & COLUMBIA	APPROX. 60'	1689 / 1495	FACES NORTH
STOP 982	1ST & COLUMBIA	18'-8"	2338 / 649	FACES SOUTH
STOP 505	1ST & HARVARD	13'-0"	890 / 1732	FACES SOUTH
STOP 1854	INDIAN HILL & SAN JOSE	5'-6"	1803 / 786	FACES EAST
STOP 872	BONITA & INDIAN HILL	9'-0"	747 / 1327	FACES SOUTH
STOP 1834	INDIAN HILL & BONITA	8'-0"	670 / 1260	FACES WEST
STOP 1825	INDIAN HILL & AMERICAN	16'-0"	718 / 816	FACES WEST
STOP 1853	INDIAN HILL & SAN JOSE	11'-0"	822 / 264	FACES WEST
STOP 1830	INDIAN HILL & ARROW	12'-0"	360 / 598	FACES EAST
STOP 856	BONITA & CAMBRIDGE	5'-6"	575 / 374	FACES SOUTH
STOP 975	CLAREMONT & ARROW	8'-0"	630 / 292	FACES WEST
STOP 1861	INDIAN HILL & SANTA FE	8'-0"	249 / 549	FACES EAST
STOP 1866	INDIAN HILL & VISTA	14'-0"	404 / 208	FACES EAST
STOP 511	1ST & MILLS	20'-0"	304 / 291	FACES SOUTH

### Foothill Boulevard Bus Shelter



Background artwork is conceptual and has not been approved.

## Community and Human Services Commission Meeting Minutes

June 5, 2019

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Chair Kane said that they have made exceptions but there are 1,350 Liquidambar trees that the Commission need to take into consideration.

Ms. Bronk feels that the trees are an eye sore and a danger to her family and neighbors.

The Craigmyle's, said the trees are dying and it is sad to watch them die. They asked the Commission to please add these trees to the list to be removed. Mr. Craigmyle said that this used to be an old area and now people are moving in with kids and there are more bikers and walkers. He said we are aware of the branches that have fallen and that is a concern.

Ms. Bronk's daughter, son and neighbor said that they are always out in the front playing by those trees and said we get nervous because some of those branches look like they are going to fall. She said it's scary.

There were no further requests to speak.

Commissioner Scott Toux asked since their neighborhood is scheduled to be trimmed next fiscal year can we start at their address.

Chair Kane asked when will the trimming start.

Deputy Director Roger said trimming usually starts in November and staff can ask the contractor to trim in the beginning of the season.

Commissioner Silva moved to deny the request for removal of the two Liquidambar trees at 2322 Navarro Drive and to prioritize the trimming of these two trees with the contractor, seconded by Commissioner Scott Toux, and carried on a vote as follows:

**AYES:** Commissioners Brower, Forester, Kane, Munson, Scott Toux, and Silva  
**NOES:** None  
**ABSENT:** None

Chair Kane told Ms. Bronk she does have the right to appeal City Council with her request.

#### 8. Bus Stop Enhancement Project

Management Analyst Dillman presented the report and introduced the designer of the bus stop shelters, John Bohn of John Bohn Associates, Inc.

Mr. Bohn gave a PowerPoint presentation and answered questions from the Commission.

Ms. Dillman mentioned that the bus shelters along Foothill Boulevard will be done as part of the Foothill Boulevard Master Plan and that they will be different.



Commissioner Forester was concerned about the Foothill Boulevard bus stop shelters and them not matching the rest of the City.

Ms. Dillman said she can research this and let the Commission know.

Chair Kane invited public comment

Bob Gerecke asked about the sample models of the bus shelters and asked if the middle grid could be removed to let more of a breeze in.

Mr. Bohn said the shelter needs the middle grid for structural support.

Michael Chapman said he was very impressed with the bus shelters and he highly recommends that the City Council approve the design concept.

There were no further requests to speak

Commissioner Forester moved to recommend that the City Council approve the design concept and priority list of bus stop locations, seconded by Commissioner Silva, and carried on a vote as follows:

**AYES:** Commissioners Brower, Forester, Kane, Munson, Scott Toux, and Silva  
**NOES:** None  
**ABSENT:** None

Item #10 was moved up.

10. Memorial Park Security Lighting Project Design

Deputy Director Roger presented the staff report and a PowerPoint presentation.

Chair Kane invited public comment. There were no requests to speak.

Commissioner Munson moved to approve the proposed lighting design for Memorial Park and forward to the City Council for approval, seconded by Commissioner Scott Toux, and carried on a vote as follows:

**AYES:** Commissioners Brower, Forester, Kane, Munson, Scott Toux, and Silva  
**NOES:** None  
**ABSENT:** None

9. Blaisdell Park Playground Equipment

Interim Director Swan presented the report. He stated that staff received public comment via email regarding this item and the email was forwarded to the Commissioners, put on the City's website, and a copy is available to the public.

**NOES:** *None*  
**ABSTAINED:** *Commissioners Courser, and Rutter*  
**ABSENT:** *Commissioners Blair, and McCabe*

### ADMINISTRATIVE ITEMS

#### 2. Revisions to the Residential Slurry Seal Maintenance Capital Improvement Project

Assistant Engineer Villalobos presented on the item and addressed Commissioners questions and comments regarding: a) specific costs; b) potholes due to water damage; c) comprehensive repairs; d) pavement management index; e) reference of road condition rating at next meeting; f) anticipated problems for 14-year cycle versus 7-year cycle; and, g) zone-based versus priority-based repairs.

Chair Medero opened public comment. Seeing no one wishing to speak, public comment was closed.

Commissioner Courser expressed concern regarding the trade-offs of doubling the time of each cycle and noted that while cosmetic issues are not the most important matter, it is still important.

Commissioner Garcia expressed concern that extending the timeframe will create new issues that cost more money to repair.

Assistant Engineer Villalobos noted that as the project progresses, the proposed cycle will be assessed and if needed, the City will have the option to revert back to the original cycle.

#### 3. Bus Stop Enhancement Project – Priority List of Bus Stops

Management Analyst Dillman and John Bohn, with John Bohn Associates, presented on the item and addressed Commissioners questions and comments regarding: a) final color palate decision; b) City to fund first 11 stops; c) specific shelters designs at specific stops; d) existing benches and trash cans to match proposed shelter; e) space limitations at bus stop 505; f) mesh versus solid umbrella shelter; g) space utilization within full shelter; h) umbrella stop on Bonita Avenue has a thicker pole; and, i) American with Disabilities Act (ADA) access.

Chair Medero opened public comment. Seeing no one wishing to speak, public comment was closed.

Commissioner Courser believed that the criteria used to prioritize stops is reasonable and hopes the City can explore solutions to accommodate the needs of each individual location.

Commissioner Garcia asked that the City keep in mind usage patterns at each stop, specifically stop 505, where there is only space for an umbrella shelter which is not adequate.

Commissioner Rutter liked the current design and agrees with the prioritization. He also suggested the City work with local businesses to collaboratively incorporate appropriate shelters for each location.

Chair Medero believed the design is a nice mix of utility and public art, and likes that they will help make public transit easier for users. She noted the importance of Complete Streets and carving out accessibility for all users.

***Commissioner Rutter moved that the Traffic and Transportation Commission recommend that the City Council approve the Priority List of Bus Stops; seconded by Commissioner Garcia, and carried on the following vote:***

**AYES:** Commissioners Courser, Garcia, Medero, Perini, and Rutter

**NOES:** None

**ABSTAINED:** None

**ABSENT:** Commissioners Blair, and McCabe

#### **PUBLIC HEARINGS – None**

#### **REPORTS**

##### **Commission**

##### **Mayor/Chair Meeting**

None

##### **Commissioner Comments**

Commissioner Courser observed how hard this winter has been on road surfaces and noted that staff is aware of the issue and is thinking of solutions to address it.

##### **Staff**

##### **Briefing on Council Meetings**

Interim City Engineer Tipping provided an update on the previous Council Meetings.

##### **Briefing on Other Items**

3. Bus Stop Enhancement Project – Bus Shelter Design Concept

Management Analyst Dillman provided a brief summary of the preliminary review of the proposed City wide bus shelter design, process, timeline, and funding. The concept design is within Architectural Commission's purview.

Commissioners did not have any questions for staff.

John Bohn presented a PowerPoint presentation and addressed Commissioners' questions regarding the: a) trash containers and benches; b) pole location; c) concrete treatment; d) structural design; e) roofing material; f) solar panel location; g) finishes for the metal; h) panel to pipe connection; i) perforation options; and j) replacement of existing rock shelter.

Chair Schoeman invited public comment. Seeing no requests to speak, public comment was closed.

Commissioner Messner appreciated the depth of study with wind, weather, and shade. She likes the design; it's subtle and "unboring". She is fine with the color choices and prefers perforation option #2. She inquired if the metal gets hot. Mr. Bohn said, "Yes, depending on color." Darker colors get hotter.

Commissioner Worley stated that a lot of thought was given to the project. This is a good solution for mobility. He struggles with the traditional stone structures that already exist in town, but feels that the incorporation of the tree in the panel speaks to the modern Claremont. He has no problem with the color selection and prefers perforation option #2 or #3.

Commissioner Perri stated that the outside of the box thinking is excellent. He likes option #1, purple fury for the color palette and option #1 for perforation.

Commissioner Horsley's comments are as follows:

- This is quite a departure of the original design and the explanations helped.
- He likes the mobility feature.
- He struggles with the roof because it feels tall.
- He likes the color schemes, but worries that it's not timeless. They make too much of a statement, possibly a silver or gray will work.
- He likes the perforation and pattern. Option #2, #3, or #4 works.
- He likes the triangulation and understands the enclosure.
- He does not care for the bench. The bench should have its own city standard.
- He does not care for the umbrella shelter, the color and cupping feels like play equipment.
- The shelter would be fine with the color change, but the individual umbrella feels off.

Commissioner Neiuber's comments are as follows:

- He likes the designs and it does not look like the other bus stops.
- He likes that it pays homage to Claremont and Kari Benjamin's paintings, the hip roofs, it's not rectangular and users can move around. It's a good departure from the rock structures.
- He likes all of the color palettes and perforation pattern #2.
- It's time to get away from the standard.
- This will take up less footprint.

Commissioner Schoeman's comments are as follows:

- He appreciated staff's presentation and hard work.
- Staff received the Commission's comments and hit the nail on the head with this project.
- He finds the rock shelter to be a hindrance to flow. He appreciates the double sided design for flow and mobility.
- The abstraction goes beyond Claremont and the roof is a symbol of shelter, which is Claremont.
- He likes perforation #3, which shows the abstraction of the mountains and trees.
- All four color palettes should be mixed.
- He likes the thin/light metal for a smaller footprint.
- He looks forward to the project and would like to explore the option to put these shelters on Foothill Boulevard, in lieu of the currently approved bus shelters.
- He also added that it is good to have projects that are dated over time.

Principal Planner asked if each of the Commissioners could note their support for or opposition to placing these bus shelters on Foothill Boulevard.

Commissioner Perri stated that Foothill would be the perfect place to launch the new bus shelter.

Commissioner Horsley stated that he would support the project with a natural color.

Commissioner Neiuber would support it with the proposed color palettes since Foothill Boulevard is full of modernist architecture.

Commissioner Schoeman added that Foothill Boulevard is monochromatic, so these will stand out.

Commissioner Worley stated that if we're going to do it, let's do it.

Commissioner Messner agreed.

Principal Planner thanked the commission for this direction and noted that it may be too late for changes, but he will forward their wishes to the appropriate staff.

Commissioner Schoeman reviewed the tallies for the perforation options as follows:

- Option #1 – 3 votes
- Option #2 – 4 votes
- Option #3 - 2 votes
- Option #4 – 1 vote

*Upon consideration of the review criteria, Commissioner Neiuber moved that the Architectural Commission recommend approval of the revised design to the City Council with perforation option #2; seconded by Commissioner Worley, and carried on a vote as follows:*

**AYES:** COMMISSIONERS: MESSNER, NEIUBER, PERRI, SCHOEMAN, AND WORLEY  
**NOES:** COMMISSIONER: HORSLEY  
**ABSTAIN:** NONE  
**ABSENT:** COMMISSIONER: PERRY

This decision can be appealed within ten calendar days.

## REPORTS

### Commission

#### Mayor/Chair Meeting

None

### Commissioner Comments

None

### Staff

Principal Planner Veirs reminded the Commission that they are half way through the 30-day lighting review period for the Pomona College Museum of Art. Please submit any comments and direction regarding the project lighting. Briefing on Council Meetings

Principal Planner Veirs reported on items of interest from the previous night's City Council meeting.

### Briefings on Other Items

There was no report.