



**GRTC**  
TRANSIT SYSTEM

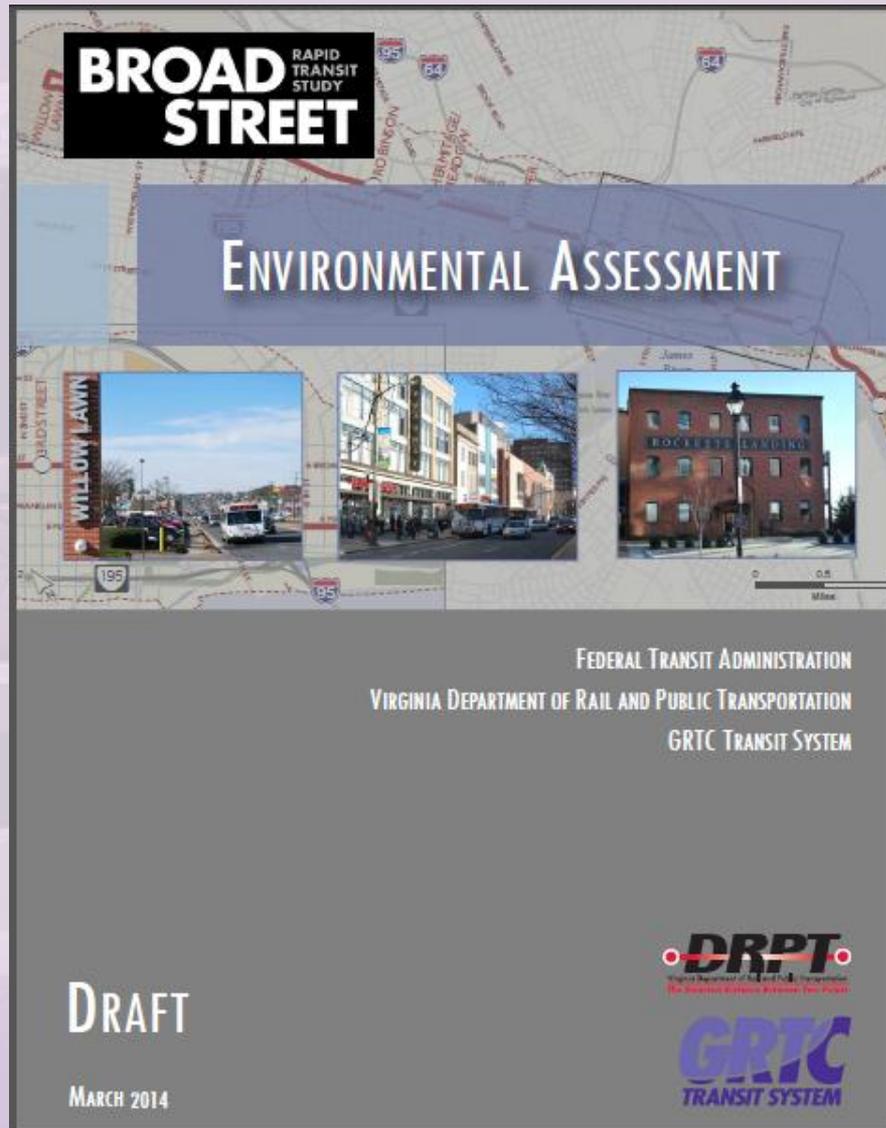
GET READY TO  
**CONNECT**



# Commission of Architectural Review

- Project Status Update
- Historical District/Environmental Issues
- Station Locations
- Station Design
- Station Material & Element Examples
- Station Context Renderings
- Public Feedback

# Historical District/Environmental Issues



# Historical District/Environmental Issues

- Metropolitan Planning & Air Quality Conformity
- Land Use, Zoning & Economic Development
- Transportation & Traffic Impacts
- Energy
- Historic Resources
- Noise & Vibration
- Visual & Aesthetic Resources
- Land Acquisitions & Relocations
- Hazardous & Contaminated Materials
- Cultural Resources
- Community Disruption & Environmental Justice
- Use of Public Parkland & Recreation Areas
- Impacts on Wetlands
- Flood Plain Impacts
- Impacts on Water Quality, Navigable Waterways & Coastal Zones
- Impacts on Ecologically-Sensitive Areas & Endangered Species
- Impacts on Safety & Security
- Indirect & Cumulative Effects

# Historical District/Environmental Issues

- **Federal Transit Administration issued a determination that the BRT Project qualified for a Categorical Exclusion (CATEX) under USDOT NEPA guidelines in a letter dated May 2014**

# Historical District/Environmental Issues

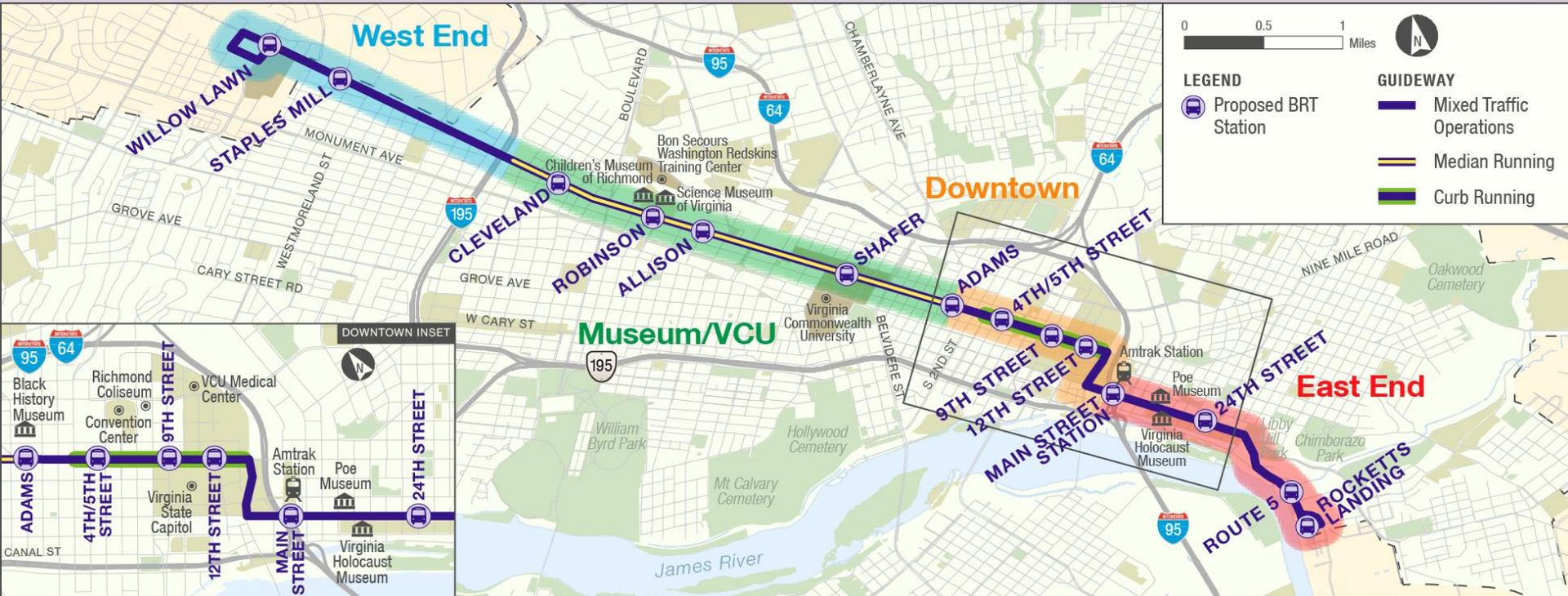
- Coordination with the Virginia Department of Historic Resources (DHR/ SHPO) held in May, 2011 as part of the NEPA process.
- Determination of “No Adverse Effect” pending nine conditions.

# Historical District/Environmental Issues

Nine conditions set out:

- Stations designed with transparent sides & keeping within a pedestrian scale
- No excessive lighting or signage
- No excessive vegetation
- Stations located per project plans of 2/9/2011
- Old stations removed prior to new stations installed
- Clustered stations to minimize visual impact on streetscape
- Archaeological monitoring when ground disturbance is greater than one foot
- Archaeological survey if the APE extends beyond the existing roadway
- DHR to review plans at 75% completion

# Project Corridor



- **Route length:** 7.6 miles - From Willow Lawn to Rocketts Landing
- **Dedicated bus lanes:** Thompson Street to Adams Street (median lanes) and 4<sup>th</sup> Street to 14<sup>th</sup> Street (curb lanes)
- **14 stations:** 5 center and 9 curbside stations with 4 consolidated stations with local routes

# Service Plan

- Weekdays: 5:30 AM - 11:30 PM
- Weekends: 6:00 AM - 11:30 PM
- Service frequency: 10 minutes (peak) and 15 minutes (off-peak)
- Improved performance: 65% increase in bus speed
- Estimated ridership: 3,000 + daily boardings with 500 new daily riders
- Fares: Same as local bus fare (currently \$1.50)

# BRT Station Locations

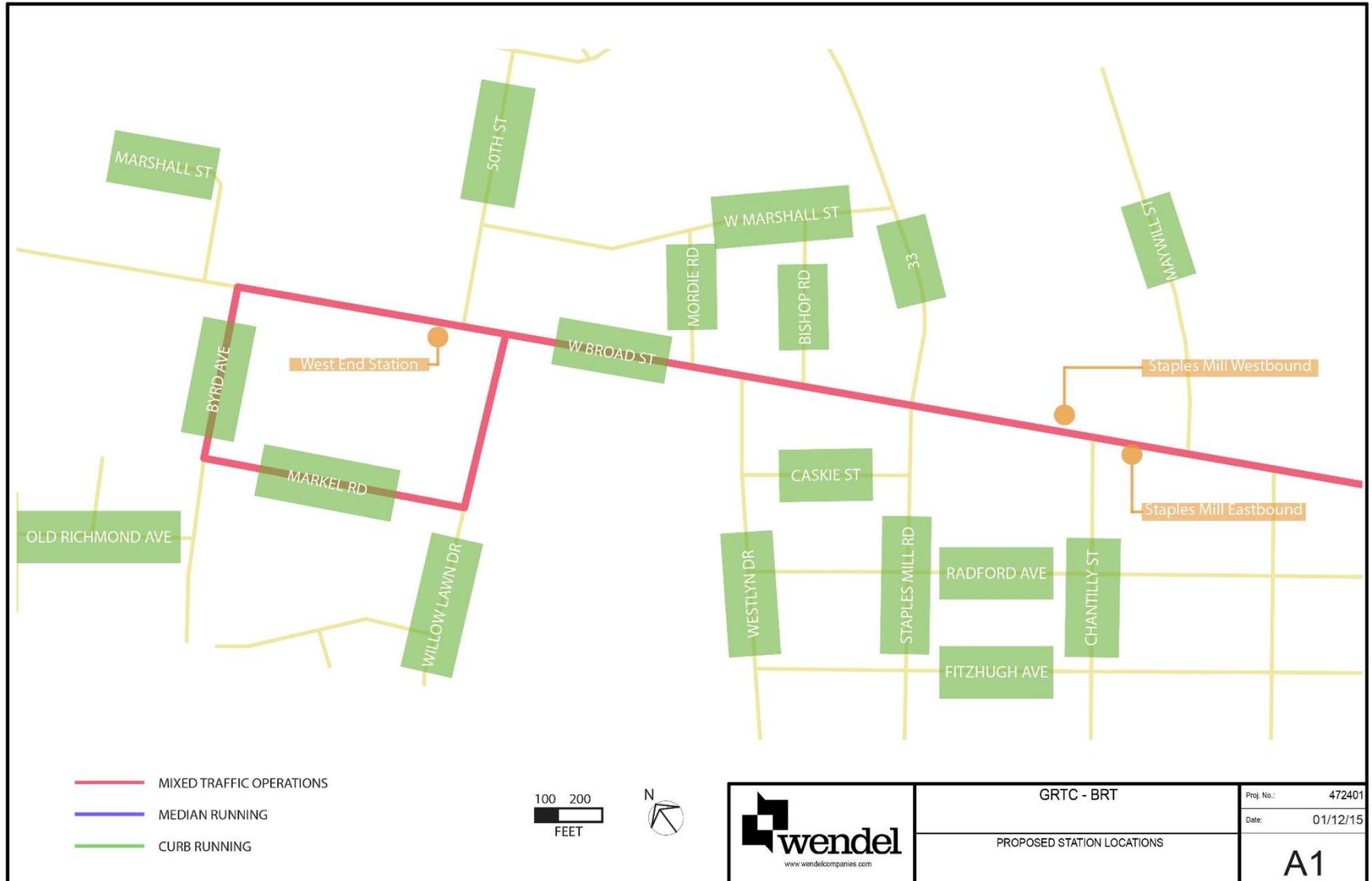


- MIXED TRAFFIC OPERATIONS
- MEDIAN RUNNING
- CURB RUNNING



 <small>www.wendelcompanies.com</small>	GRTC - BRT	<small>Proj. No.:</small> 472401
	PROPOSED STATION LOCATIONS	<small>Date:</small> 01/12/15
		<b>A0</b>

# BRT Station Locations



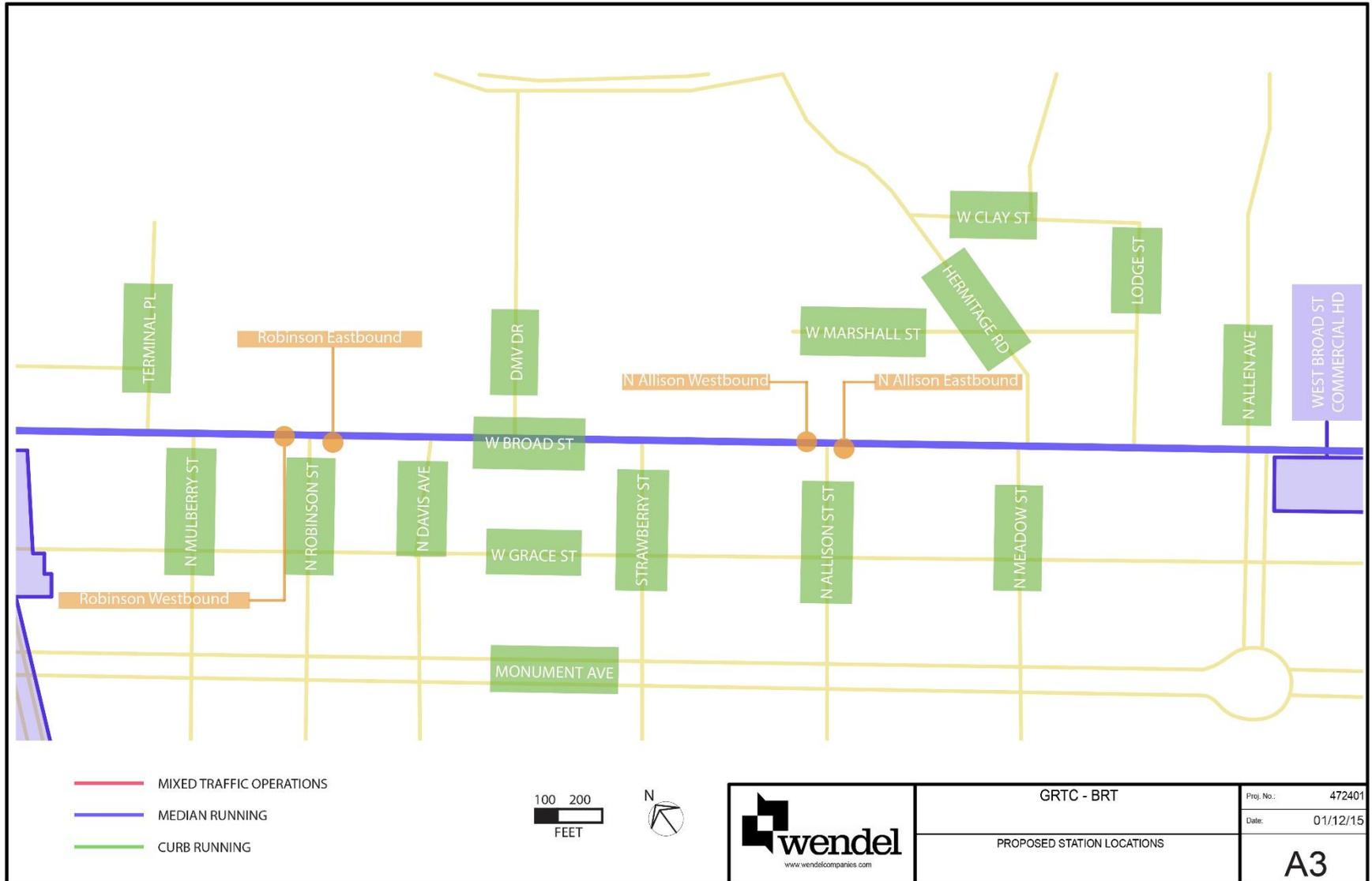
# BRT Station Locations



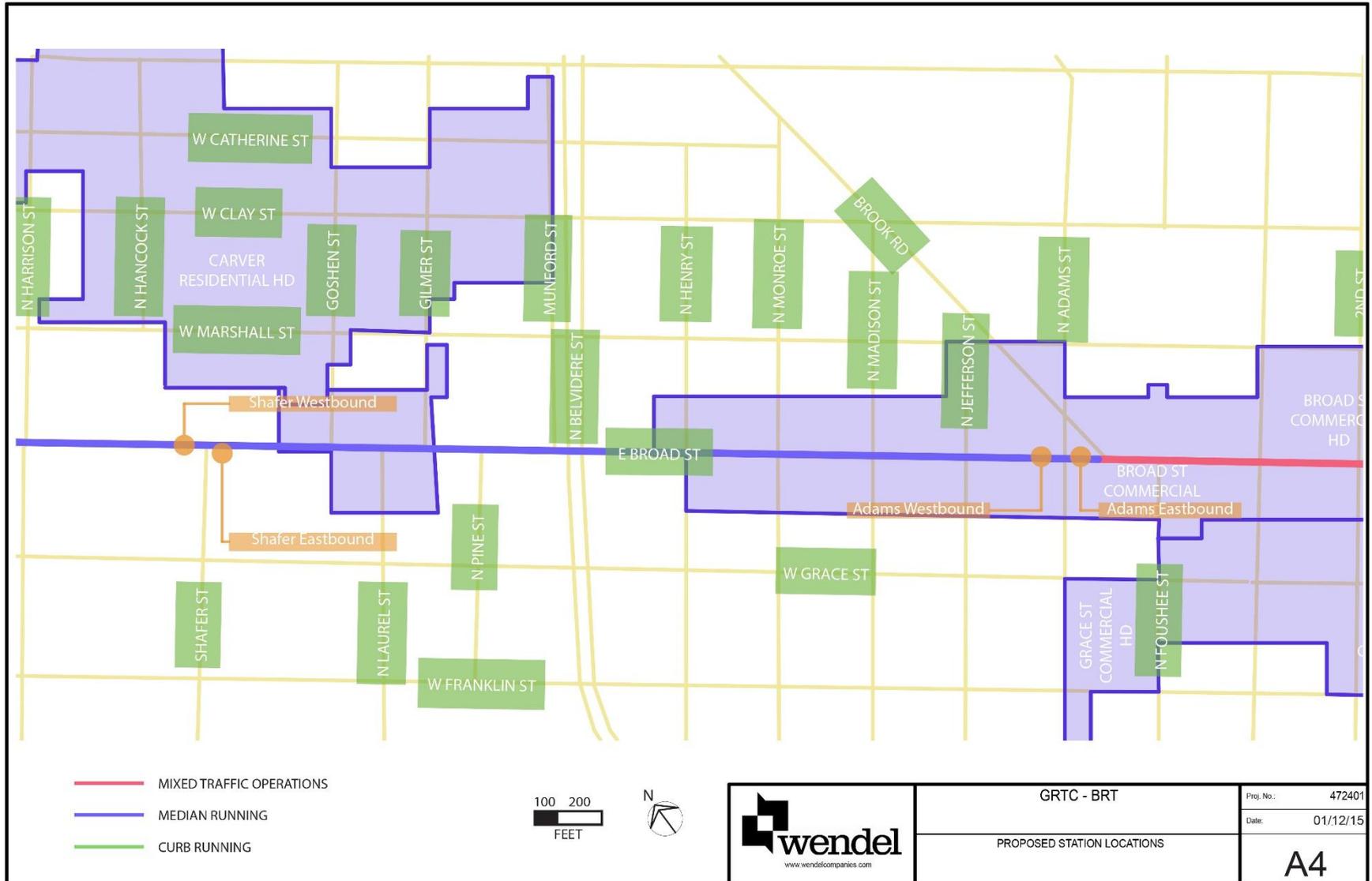
GRTC - BRT
PROPOSED STATION LOCATIONS

Proj. No.: 472401
Date: 01/12/15
<b>A2</b>

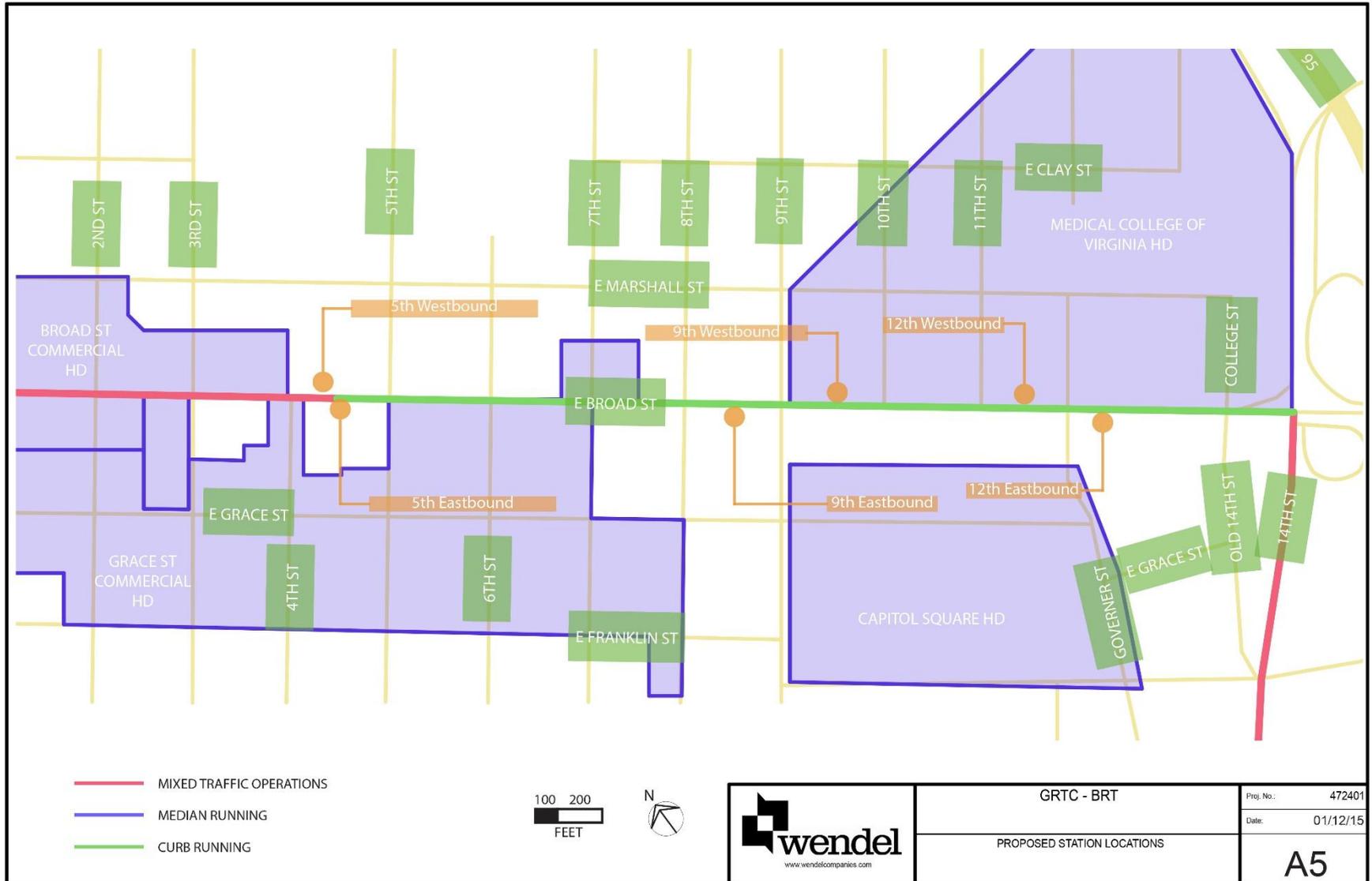
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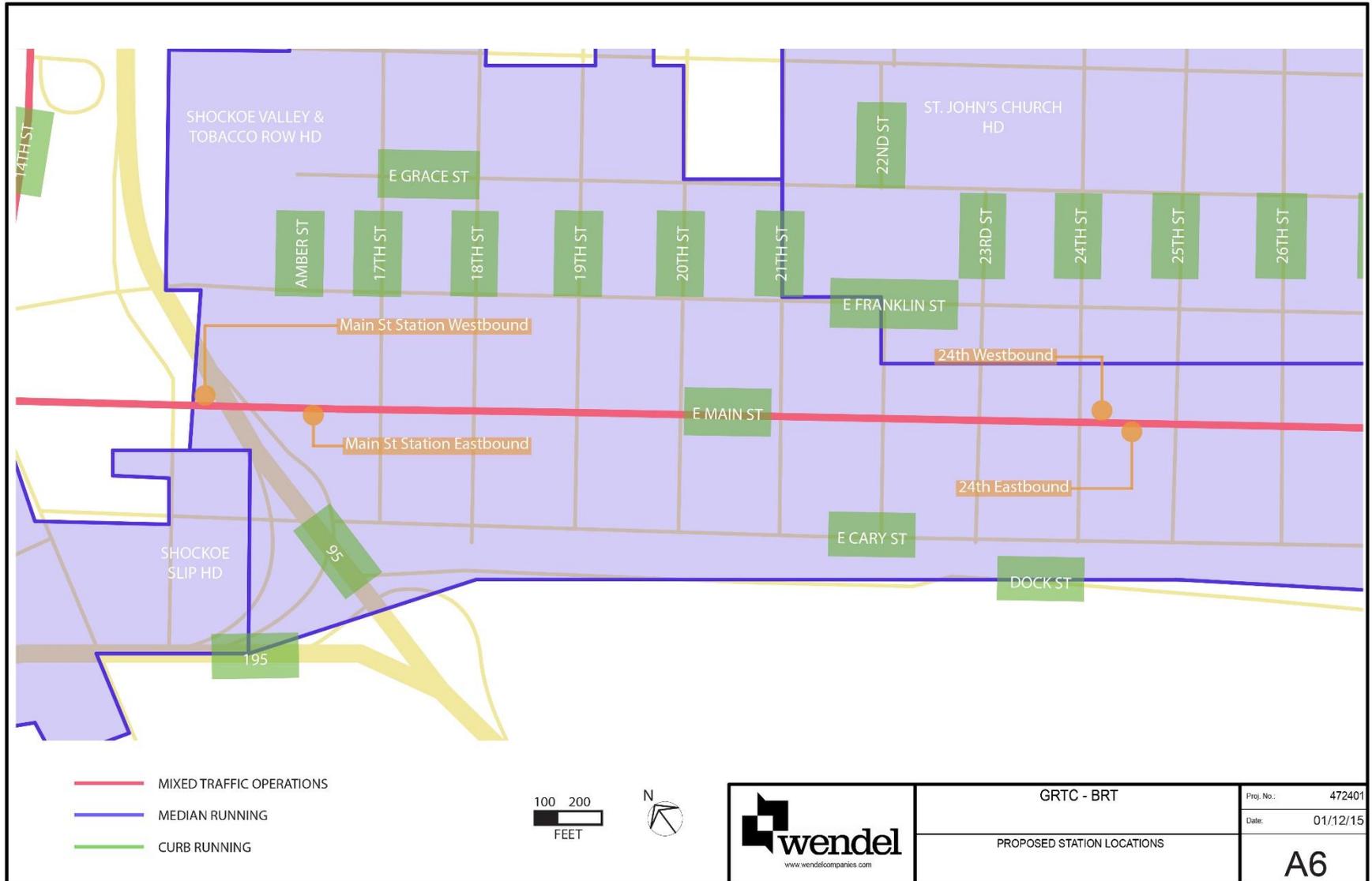
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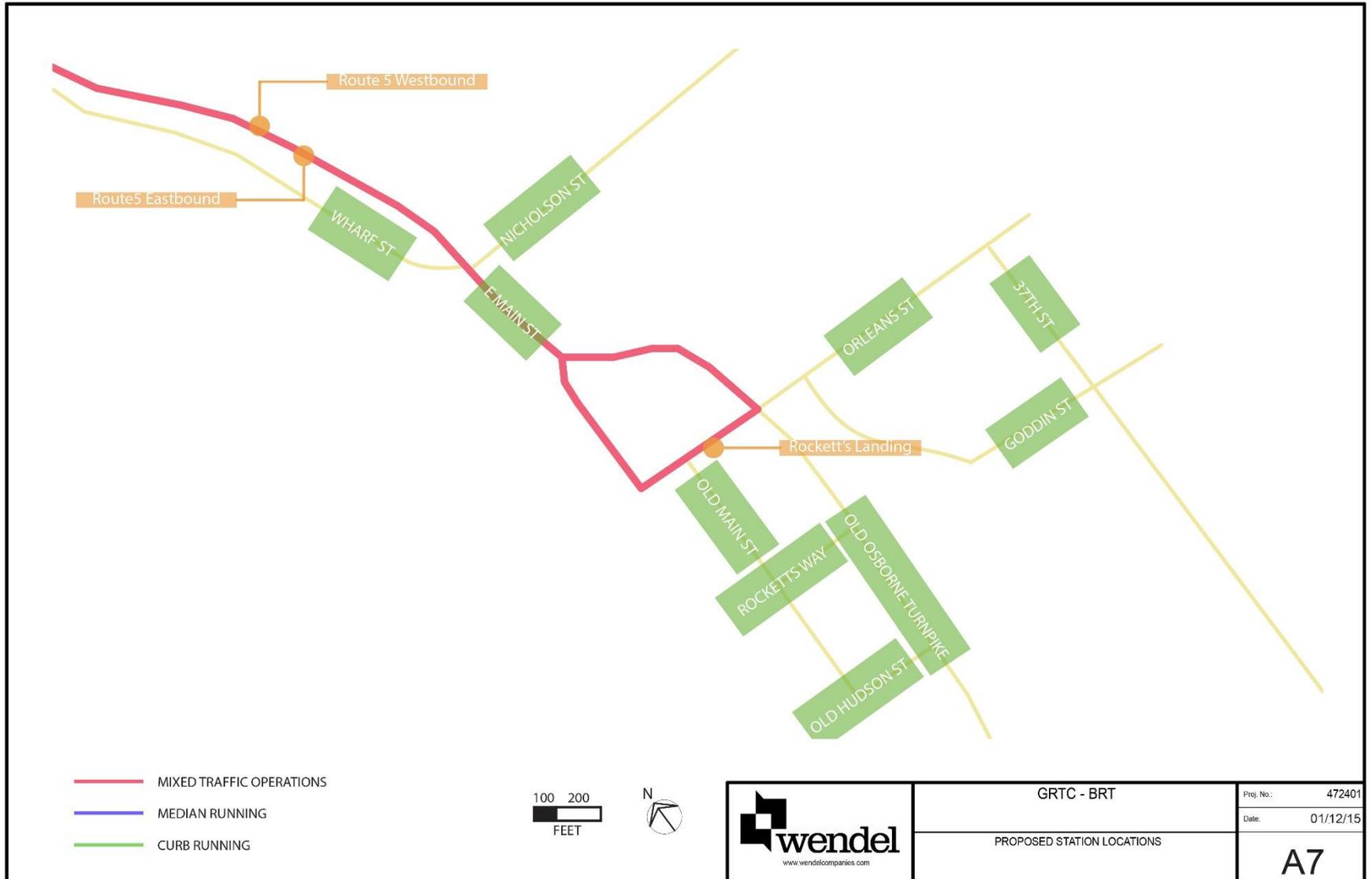
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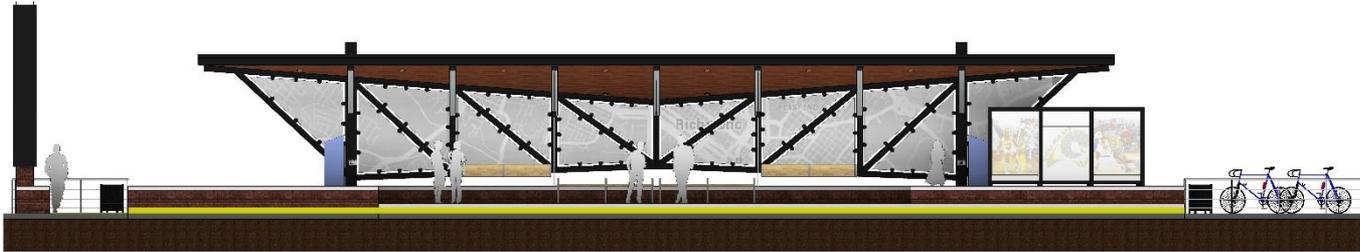
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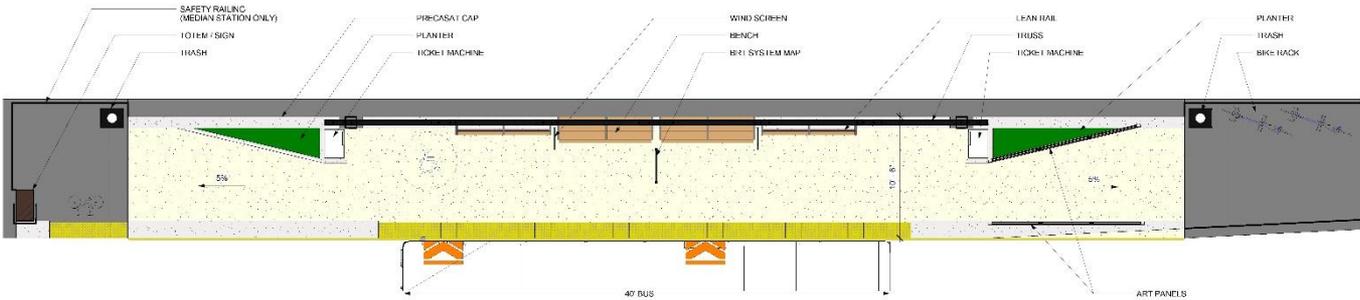
# BRT Station Locations



# Station Design



2 ELEVATION  
1/4" = 1'-0"



1 FLOOR PLAN  
1/4" = 1'-0"

FLOOR PLAN & ELEVATION

1

OPTION

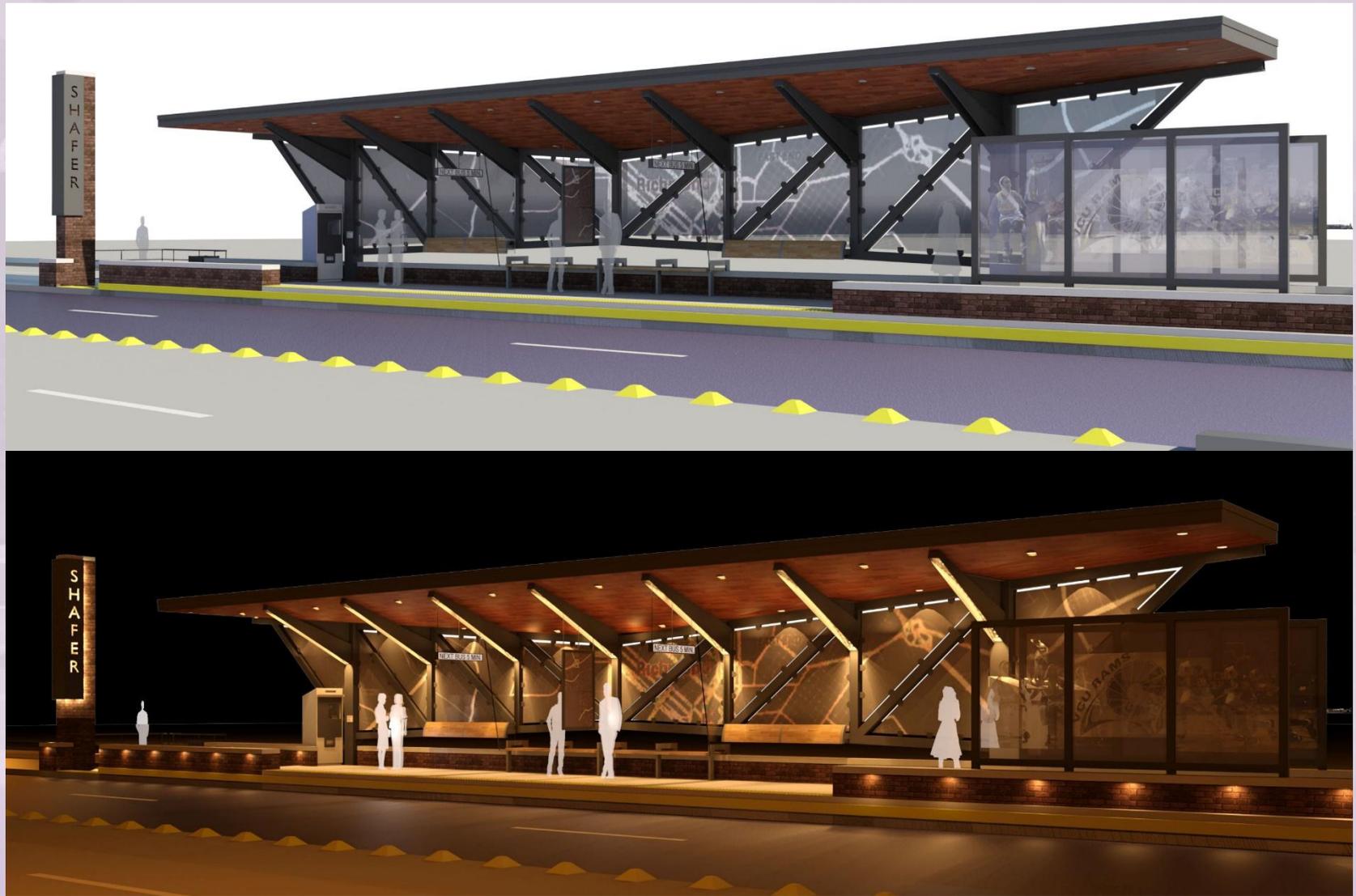
12-17-2014

GRTC BRT  
RICHMOND, VA

BRT STATION SCHEMATIC DESIGN

wendel  
PROJ# 472481

# Station Design



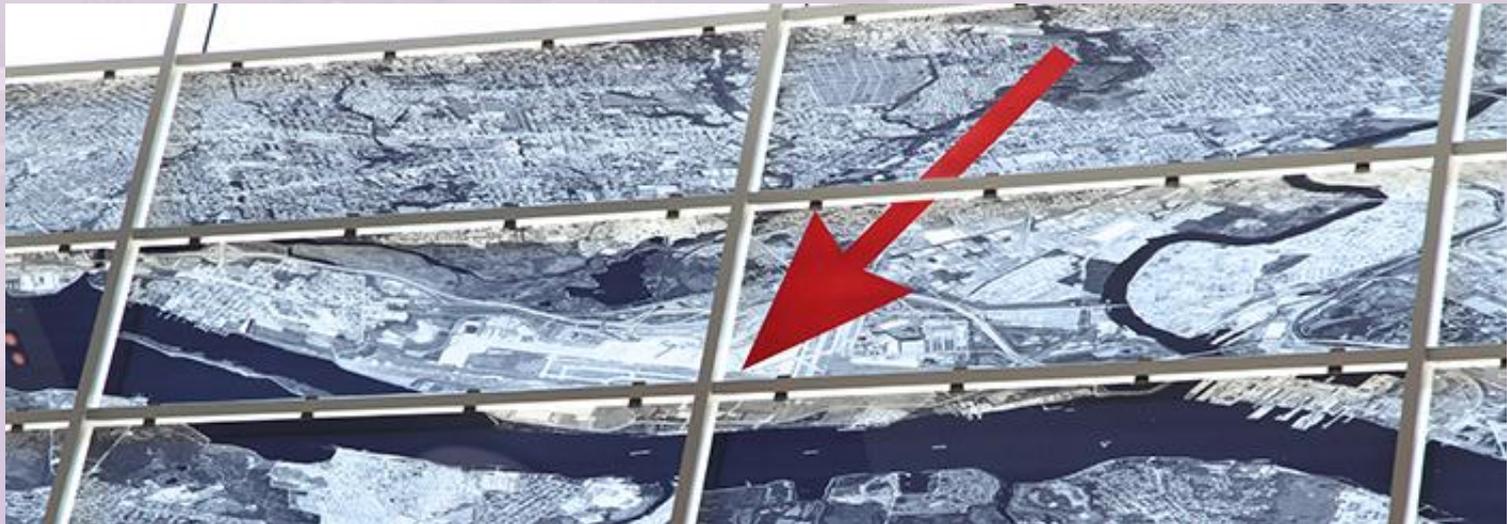
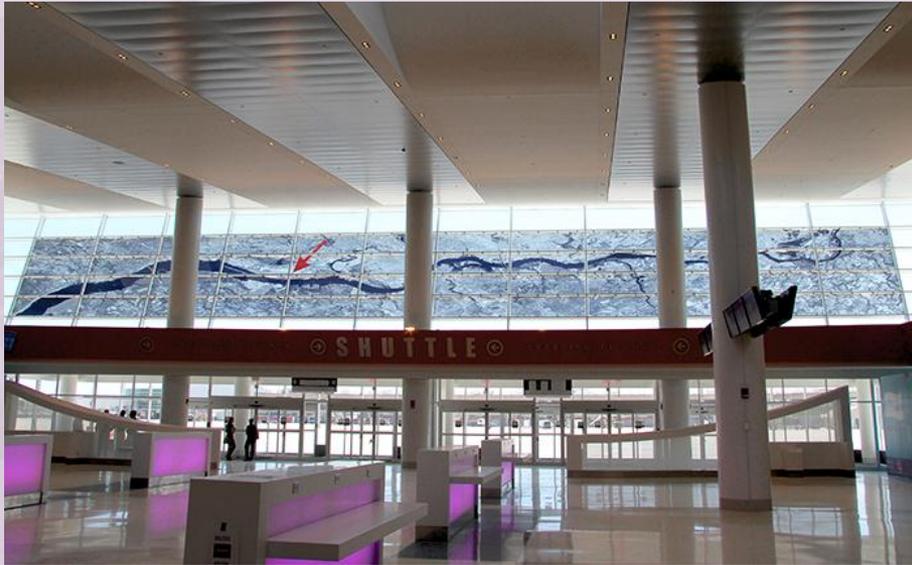
# GLTC – Material Selection



# Science Museum – Train Platform



# Philly – “you are here”



# Main St Station



# Broad & 4<sup>th</sup>/5<sup>th</sup> Street



# Broad & 4<sup>th</sup>/5<sup>th</sup> Street



# Broad & Shafer



# Broad & Shafer



# Willow Lawn



# Willow Lawn



# Public Feedback

## Pros for Option 1

Reference to Dulles	Signature look	Cutting edge, modern
Industrial feel (3)	Visually pops	innovative
Sleeker design	More original	Good back panels
Streamlined	Stands out, iconic	Likes roof line
Simple and sleeker (3)	Zippy	Works well on curb
Contemporary	Progressive	Map is better (2)
More substantial	Inviting	Map Decal is a good idea
Traditional look & feel	Historical look, blends in	More visible totem
Looks more open	More versatile	Likes totem (3)
Feeling of openness (2)	More “architectural”	Because its awesome
Cleaner, less busy	Nice to bring to city	Works better with branding
Cleaner from a tourist perspective	Easy to recognize if you are from out of town	Sign/totem is easier to read while driving

# Public Feedback

## Cons for Option 1

Too busy and dark; difficult to see buildings behind stations

Truss elements too large and would block views

Wouldn't be able to see truss from approaching; only when behind or in front of station

Map on glass panels will get "old" quickly

Reminds him of an "old shed to park a tractor under"

Watch scale of structures to hold glass in place

Dulles airport feel (2)

Can be seen anywhere / generic

# Public Feedback

## General comments – not related to a specific design option

Stations should incorporate solar power

Parking and security are important; moving parking off Broad creates a security concern

Would like a stop at Thompson, not at Cleveland

Map integration on the back panel is a must

Integrate historical destinations for each stop into the panel

Incorporate mileage marker to the capital at each station

Incorporate RVA into design

Different bus look – should appear like a train

Hours of operation later than 11:30pm

Artwork integration

Provide individual personality of the neighborhood in each station

Heat lamps for weather protection

Concerns that both options could have more weather protection – wind, etc.