



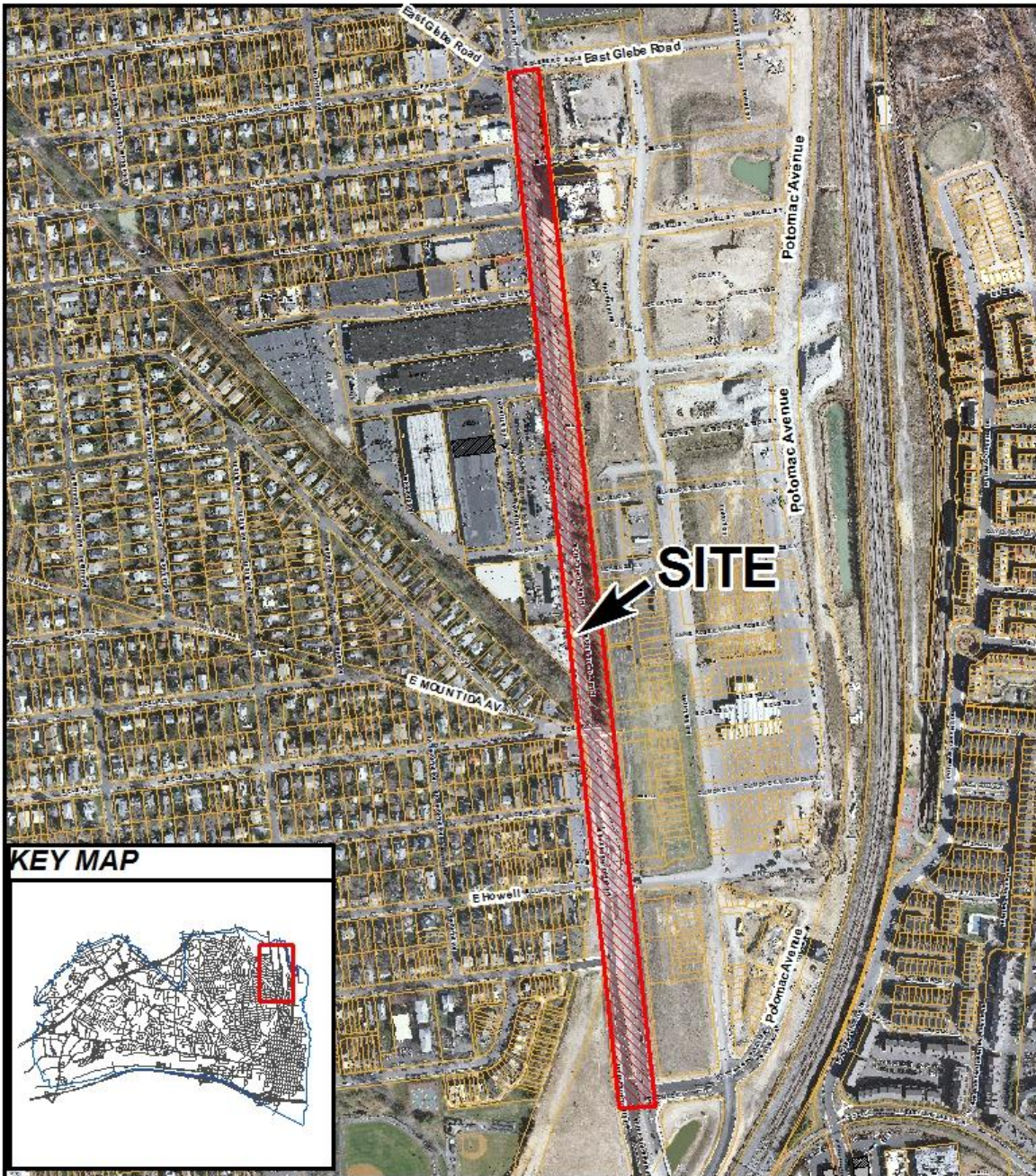
**Docket Item #2**  
***Route 1 Transitway - Route 1/Jefferson Davis Highway,  
between Potomac Avenue and East Glebe Road***


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<b>Issue:</b> Route 1 Transitway Station Design – Jefferson Davis Highway. Public hearing and review of the transitway station design.	Planning Commission	July 2, 2013
	City Council	N/A
<b>Description:</b> Review by the Planning Commission of the final design of the Route 1 transitway stations		


<b>Staff:</b> Marti Reinfeld, Department of Transportation & Environmental Services ( <a href="mailto:marti.reinfeld@alexandriava.gov">marti.reinfeld@alexandriava.gov</a> ) Jeffrey Farner, Department of Planning & Zoning ( <a href="mailto:jeffrey.farner@alexandriava.gov">jeffrey.farner@alexandriava.gov</a> ) Susan Gygi, Department of Transportation & Environmental Services ( <a href="mailto:susan.gygi@alexandriava.gov">susan.gygi@alexandriava.gov</a> ) Tom Canfield, Department of Planning & Zoning ( <a href="mailto:tom.canfield@alexandriava.gov">tom.canfield@alexandriava.gov</a> ) Nathan Imm, Department of Planning & Zoning ( <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a> ) Richard Lawrence, Department of Planning & Zoning ( <a href="mailto:Richard.lawrence@alexandriava.gov">Richard.lawrence@alexandriava.gov</a> )
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Route 1 Transitway  
Between Potomac Ave. and E. Glebe Rd.



 **Route 1 Transitway Station Design**  
**Jefferson Davis Highway between**  
**Potomac Ave and E. Glebe Rd**

7/2/2013 N



## **I. SUMMARY**

As the Planning Commission is aware, analysis and planning for the Route 1 Transitway began over a decade ago with the Crystal City/Potomac Yard Corridor Transit Alternatives Analysis (2003) and the Crystal City/Potomac Yard Corridor Interim Transit Improvement Project (2005) reports, which recommended the construction of a Transitway along the Route 1 corridor (Figure 1). Following the report, the City approved the following:

- Master Plan Amendment (April, 2006);
- Comprehensive Transportation Master Plan (March, 2008); and
- Transportation Master Plan Amendment #2012-0007 (November, 2012).

The Master Plan amendments established Route 1 as the location for the Transitway, and specified that the transit adjacent to Potomac Yard would operate in dedicated lanes within a central median.

The Route 1 Transitway design was approved by the Planning Commission at the May 1, 2012 hearing. At that time, the design of the Transitway stations was still conceptual. Because of the importance of these stations, the Commission requested that once the design was more complete, the final design be reviewed by the Planning Commission. Staff has advanced the design, provided two opportunities for public input on the station design, including a public meeting and an online survey, and is presenting the final design for review by the Planning Commission.

## **II. BACKGROUND**

At the May 2012 Planning Commission hearing, the Commission approved the design of the Transitway as generally represented and subject to the following:

- a. Colored and textured concrete at each transit stop;
- b. Colored and textured concrete for each pedestrian crosswalk on Route 1; and
- c. The final design of the transit stations will be subject to future review by the Planning Commission.

The Transitway design was subsequently approved by City Council on May 12, 2012. The approval of the design was based on the following:

- Recommendations of the Planning Commission; and
- Further staff review of the turn signalization.

Following the May hearing, the medians and concrete runningway have been partially installed (Figure 2). It is anticipated that the remaining paving, crosswalks, and features will be installed by the end of 2013.

The Transitway stations will be located at the following intersections along Route 1:

- a. Route 1/Potomac Avenue (northbound/southbound stops both located on north leg of intersection)
- b. Route 1/Custis Avenue (northbound/southbound stops)
- c. Route 1/Swann Avenue (northbound/southbound stops)
- d. Route 1/East Glebe Road (southbound stop in dedicated transitway, northbound/eastbound stop located on East Glebe Road east of the intersection)

### **III. STAFF ANALYSIS**

#### Transitway Station Design

The transit stations will be prominent elements within the Transitway. Therefore, Staff believes it is important that the stations be well designed and create a unique identity for the transitway. Staff also considered the history of Potomac Yard, the context, and existing infrastructure, in the design of the stations.

The station design is similar to the form and design to be used by Arlington County. The benefit of having a similar design with Arlington County is that the transit stations within the County and City will read as parts of a larger unified transit system, yet the Alexandria stations will have some distinctive design elements to brand them uniquely to Alexandria.

The structure consists of round steel columns which support a gently curved canopy (Figure 3). This canopy is cantilevered forward over the waiting area and back to protect the rear of the station from weather. The structural elements of the canopy will be steel, factory-finished in a matte black. The back and sides of the station are protected from weather and adjacent traffic by panels. Staff is exploring options for incorporating an etched pattern, or frit, to create a translucent effect near the ground, transitioning to clear in the upper portions. The stations may also incorporate the station name in the form of a repetitive graphic pattern, which can be easily read from the transit vehicle, to promote better station identity.

Because of the size and shape of the station's roof design, the material and color are unique to reinforce the brand identity for the new transit line (See Attachment 1). This further differentiates the station design from City standard bus shelters or the Arlington stations, while also incorporating the history and identity of the City. The proposed use of blue coloring for the stations' roofs is intended to recall, in an abstract way, historic elements such as the canal, the Potomac River, and the strong presence of blue in the City Seal.

The roof panels are proposed to be tinted a blue color. The supporting columns will incorporate a decorative, abstracted capital pattern of open steel work, which may, if budget allows, also provide an opportunity for indirect uplighting of the canopy, which could create a dramatic effect in the evening.

New infrastructure within the City, including vertical elements such as street lights, traffic mast arms, benches, trash cans, local bus shelters, and the recently

completed Monroe Avenue Bridge all have a matte black finish. The proposed station structures are black and consistent with other infrastructure within the City.

#### Station Platform Design Elements and Amenities

While not part of the station design before the Commission, Staff included the following information. Design elements and passenger amenities improve both the rider and pedestrian experience and are a critical component of the operation of the new transit service.

Off-board fare collection: Riders will pay their fare before boarding the vehicle, using a proof of payment system and periodic enforcement checks through the corridor. This will allow for passengers to board all doors of the vehicle, decreasing vehicle dwell times at the stations and resulting in a more efficient service and shorter travel times. Off-board fare collection equipment on the station platforms will be fully integrated with the regional SmartTrip card. Additional equipment will be provided that accepts coins and credit cards. WMATA will provide one FTE for fare enforcement along the Transitway.

Real-time passenger information: Transitway stations will include electronic signage displaying predictions regarding bus arrival times, as well as system or emergency information, as needed. Real-time information displays attract riders by providing greater and more reliable information.

Near-level boarding: The station platform height is set at 10-inches (rather than 6-inches as a regular curb). This additional height reduces the need for the vehicle to kneel to allow passengers to board, thus reducing dwell times at stations and improving the efficiency of the service.

High visibility crosswalks: The crosswalks within the dedicated portion of the Transitway and adjacent to Transitway stations, will include colored (brick red) concrete. The crosswalks will be 10 feet wide and will be lit to an average 2.0 foot-candles to ensure visibility and a safe pedestrian environment (Figure 4).

Pedestrian signals: The existing pedestrian signal push buttons will be upgraded to allow for audible message capability rather than audible chirping.

Colored concrete: Colored concrete will distinguish the Transitway from the surrounding roadway. A representation of rail lines from the rail yard will be incorporated at Transitway stations (Figure 5).

#### **IV. STAFF SUMMARY**

The Transitway station design has been given considerable attention to ensure that it fits within the context of Potomac Yard and the overall transit system. The final design is a high quality station structure design consistent with the intent of what has been previously represented to the community and Planning Commission. The stations have also been designed in a way that integrates the unique and identifiable elements of the City and Potomac Yard.

Next Steps

1. Station platform installation anticipated Summer 2013
2. Station shelter installation anticipated Winter 2013/2014
3. Median landscape installation anticipated Winter 2013/2014
4. Project Completion/Operation anticipated Spring/Summer 2014

**ATTACHMENTS:**

Attachment 1: Transitway Branding

Attachment 2: May 2012 Planning Commission Docket

Route 1 Transitway  
Between Potomac Ave. and E. Glebe Rd.

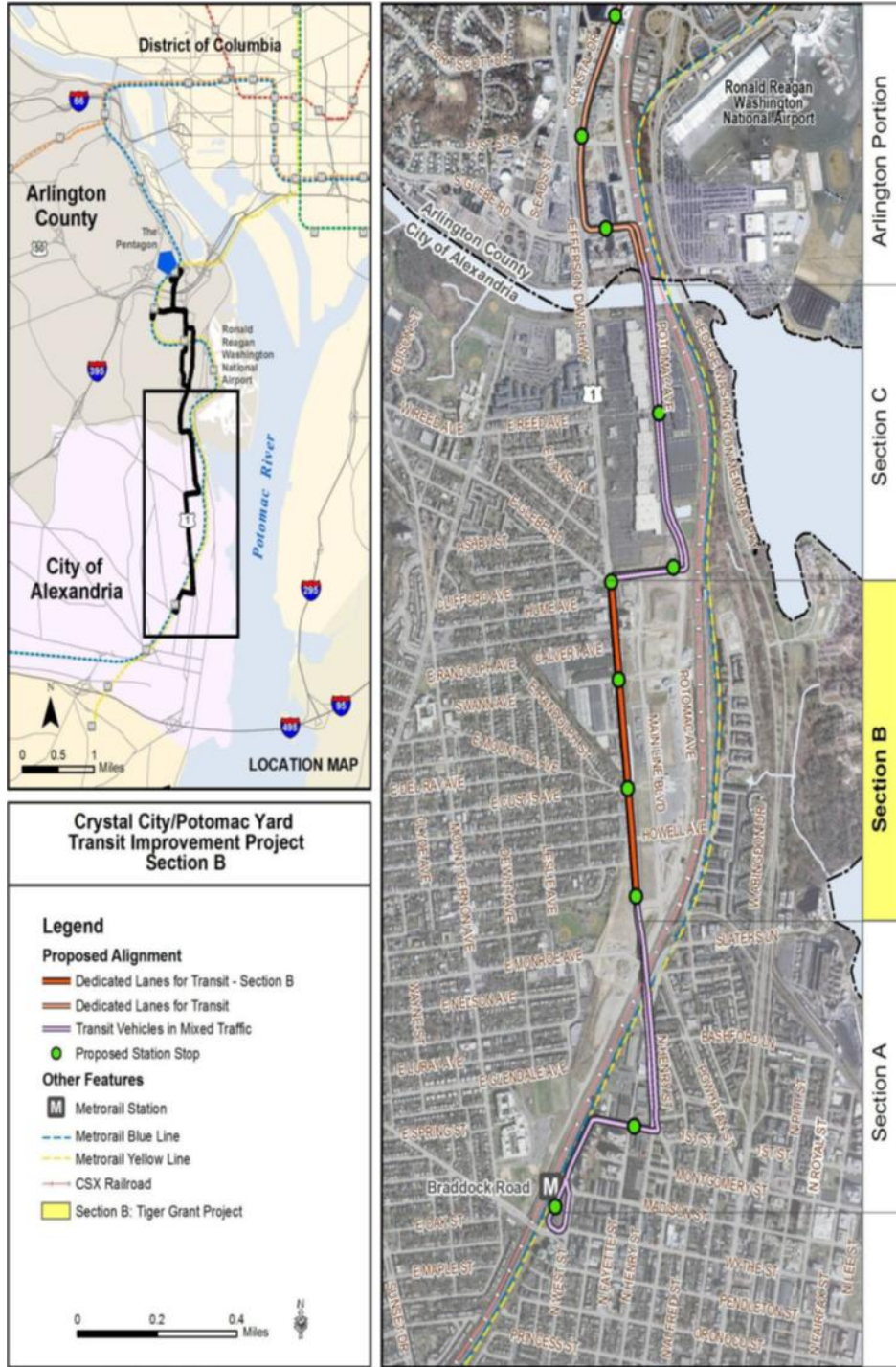


Figure 1 – Transitway Alignment

Route 1 Transitway  
Between Potomac Ave. and E. Glebe Rd.



Figure 2 – Ongoing Construction of the Transitway

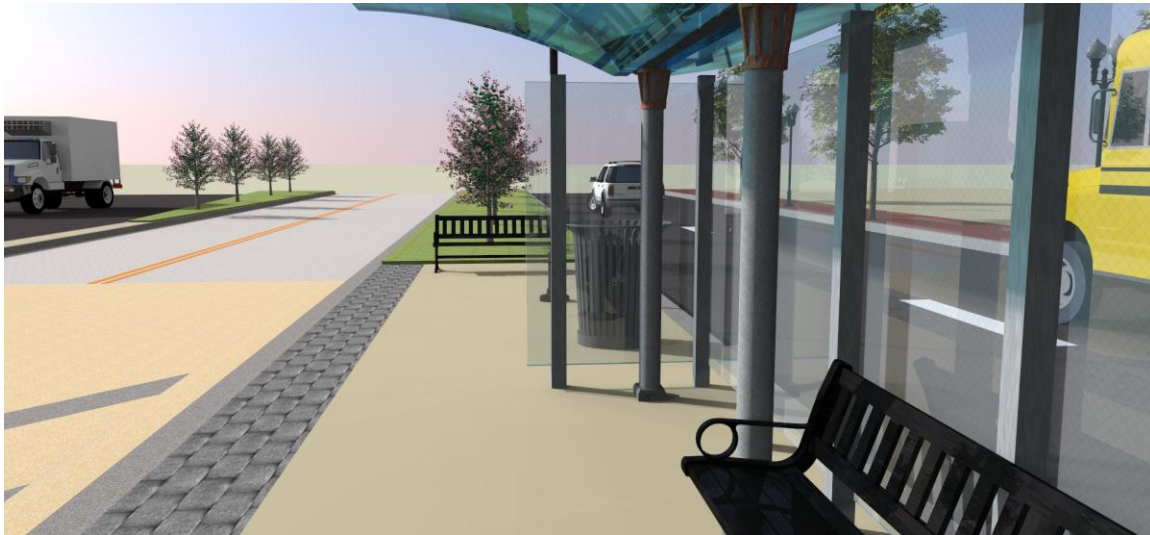


Figure 3 – Station Shelter Details



Route 1 Transitway  
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Figure 4 – Aerial overview of Station area



Figure 5 – Station View

## Attachment 1: Transitway Branding

### A. Branding of the Corridor

City, Arlington County, and WMATA staff have been cooperating on an effort to develop a branding scheme for the corridor and for the new premium transit service that will operate along the Transitway. WMATA retained Pulsar Advertising to conduct the study and to develop a brand identity that would communicate the unique attributes of the service. The brand could be expanded throughout the region as premium transit service is implemented in other jurisdictions.

Pulsar developed several naming concepts for the service and the corridor based on interviews with members of a study group and background research on existing WMATA and regional transit brands. Following feedback from the study group, Pulsar proposed design schemes for the vehicles for each concept. These elements were then tested with three focus groups: corridor riders, regional riders, and jurisdictional stakeholders.

Pulsar further refined the branding concepts based on the feedback received from the focus groups and staff. Beginning in March 2013, WMATA hosted an online survey to solicit broader feedback on the proposed concepts. The survey was completed by 3,717 respondents, 18 percent of whom were from the City.

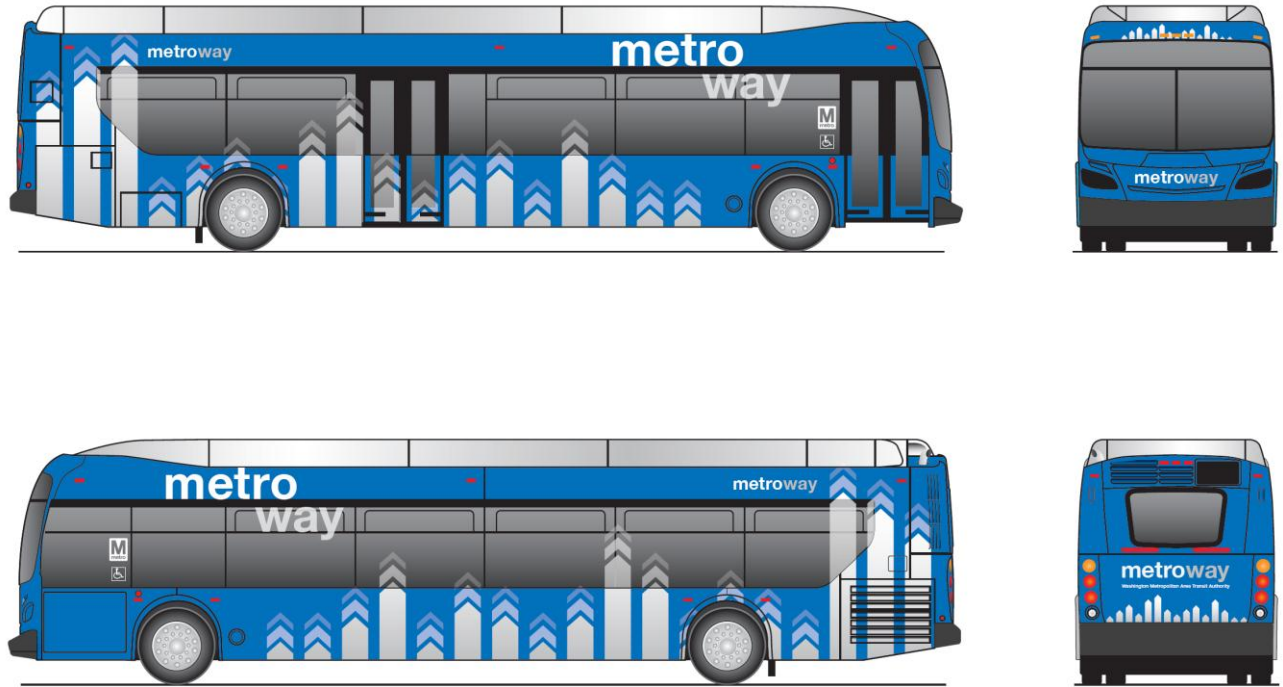
Key takeaways from the online survey included:

- **Service Names:** Respondents preferred the name *MetroWay*, which conveys dedicated lanes, frequent service, and a fast or convenient “way.”
- **Vehicle Designs:** Respondents showed a clear preference for the color blue, which is often associated with comfort, stability, and reliability.
- **Station Signage:** Respondents preferred signage that features the Metro “M.”
- **Corridor Name:** Respondents preferred geographically-based corridor names that identify where the service runs.

Based on feedback from the online survey and in coordination with the study group, Pulsar developed a recommended branding scheme (Figure 4) featuring the name *MetroWay*, with a bold blue vehicle design using an implied arrow motif. The solid color easily distinguishes the vehicle from other services in the area, while the implied arrow expresses movement using an iconic design that will be easily recognizable as part of a marketing campaign. The branding concept represented in the vehicle design will be extended to station signage and a marketing campaign.

Route 1 Transitway  
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Figure 4: Recommended Branding Scheme for Transitway



The Planning Commission held a work session to discuss the South Carlyle Development on May 1, 2012 at 6:30pm in City Hall, Council Workroom.



# City of Alexandria

## Planning Commission

### Action Docket

**Regular Public Hearing**  
**TUESDAY, MAY 1, 2012 7:30PM**  
**Council Chambers, City Hall**  
**301 King Street, Alexandria, Virginia 22314**

The Alexandria Planning Commission docket is subject to change. Planning Commission staff can provide information on changes that occur prior to the meeting. The Planning Commission reserves the right to vary the order of the meeting or reopen the public hearing on specific items, if so announced.

All persons, including applicants, wishing to speak before the Planning Commission must fill out a Speaker's Form. Speaker's Form can be submitted online in advance of the meeting on the City's [website](#). Speaker's Forms will also be available at the meeting and may be submitted to the Planning Commission Clerk. If this is the first time speaking before the Planning Commission, [click here for some helpful information](#).

Watch the Planning Commission meetings on Alexandria Comcast Channel 70.

Live and recorded webcasts and podcasts are available on the web at: [http://alexandria.granicus.com/ViewPublisher.php?view\\_id=29](http://alexandria.granicus.com/ViewPublisher.php?view_id=29)

Contact staff of the Department of Planning and Zoning with any questions about the Planning Commission or this docket at 703-746-3844 or [PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)

Individuals with disabilities who require assistance or special arrangements to participate in the Planning Commission meeting may call the Planning Commission staff at 703-746-3844. We request that you provide a 48-hour notice so that the proper arrangements may be made.

**Department of Planning and Zoning**  
301 King Street, City Hall, Room 2100  
Alexandria, Virginia 22314 (703) 746-4666 [www.alexandriava.gov/Planning](http://www.alexandriava.gov/Planning)

1. Call to Order

The Planning Commission was called to order at 7:35 p.m.

**CONSENT CALENDAR**

AN ITEM ON THE CONSENT CALENDAR WILL BE HEARD ONLY IF SOMEONE REQUESTS IT BE REMOVED FROM THE CONSENT DOCKET. ITEMS NOT REMOVED WILL BE APPROVED OR RECOMMENDED FOR APPROVAL AS A GROUP AT THE BEGINNING OF THE MEETING.

2. This item was moved to the regular agenda.

3. [SPECIAL USE PERMIT #2012-0023](#)

2850 Eisenhower Avenue – Restaurant

Public hearing and consideration of a request to operate a restaurant; zoned OCM-100/Office Commercial Medium (100). Applicant: ATC IV LLC by Simpson Properties, Ltd.

4. This item was moved to the regular agenda.

5. [DEVELOPMENT SPECIAL USE PERMIT #2012-0002](#)

6101 and 6125 Stevenson Avenue - Stevenson Avenue Condos Extension

Public hearing and consideration of a request for a 2-year extension of validity of a previously approved development special use permit with site plan (DSUP#2004-0008); zoned OCM (50)/ Office Commercial Medium (50). Applicant: Steven A Hansen, LLC and WWIV Stevenson Avenue, LLC represented by M. Catherine Puskar, attorney

The Planning Commission recommended approval of items #3 and #5. Items #2 and 4 were moved to the regular agenda.

**ITEMS MOVED FROM THE CONSENT CALENDAR**

2. [SPECIAL USE PERMIT #2012-0018](#)

207 South Peyton Street - St. Coletta’s School

Public hearing and consideration of a request to increase the number of students at a private school; zoned OCH/Office Commercial High. Applicant: St. Coletta's of Greater Washington, Inc. by M. Catherine Gibbs, attorney

ACTION: RECOMMEND APPROVAL 7-0

4. [SPECIAL USE PERMIT #2012-0033](#)

1327 North Chambliss Street – Child Care Home

Public hearing and consideration of a request to operate a child care home; zoned R-12/Single-family. Applicant: Vigdonia Guzman

ACTION: RECOMMEND APPROVAL 7-0

## NEW BUSINESS

6. [SPECIAL USE PERMIT #2012-0016](#)  
615 S. Pickett Street (Parcel Address: 504 S. Van Dorn St.) – Jamboree Jumps  
Public hearing and consideration of a request to operate an amusement enterprise; zoned CG/Commercial General. Applicant: Jamboree Jumps LLC  
  
ACTION:      RECOMMEND APPROVAL w/ amendments      7-0
  
7. [SPECIAL USE PERMIT #2012-0017](#)  
500 North Henry Street (Parcel Address: 525 North Fayette St.) - Domino’s Pizza  
Public hearing and consideration of a request to operate a restaurant; zoned CRMU-H/Commercial Residential Mixed Use (High). Applicant: Team Washington, Inc. DBA Domino’s Pizza  
  
ACTION:      RECOMMEND APPROVAL w/amendments      7-0
  
8. [SPECIAL USE PERMIT #2012-0028](#)  
251 West Glebe Road (Parcel address: 221 West Glebe Rd.) – El Cuscaletco  
Public hearing and consideration of a request to operate a restaurant; zoned CDD #12/Coordinated Development District #12. Applicant: Fossal, Inc. by Michael Kim, attorney  
  
ACTION:      RECOMMEND APPROVAL      7-0
  
9. [SPECIAL USE PERMIT #2012-0036](#)  
4016 Taney Avenue – Substandard Lot Construction  
Public hearing and consideration of a request to construct a new home on a substandard lot; zoned R-8/Single-Family. Applicant: Janlan Co., LLC c/o Janet Wilcox by Johnathan Brodie, agent  
  
ACTION:      RECOMMEND APPROVAL      7-0
  
10. Update from staff and potential further action by Commission on Del Ray Pizzeria at 2216 Mt. Vernon Ave, SUP#2011-0087. [Public hearing on this item was closed on April 3]  
  
Staff updated the Planning Commission on SUP compliance at Del Ray Pizzeria.
  
11. [DEVELOPMENT SITE PLAN #2011-0027](#)  
[SUBDIVISION #2011-0007](#)  
1900 King Street - King Street Bus Loop Reconfiguration  
Public hearing and consideration of a request for A) a development site plan for reconfiguration of the King Street Metro Station bus loop and parking lot; B) approval of a subdivision to adjust the property line; zoned UT/Utilities and Transportation.

Applicant: City of Alexandria and Washington Metropolitan Area Transit Authority by Gannett Fleming Inc., agent

ACTION: DSP #2011-0027 APPROVED 7-0  
SUB #2011-0001 APPROVED 7-0

12. [DEVELOPMENT SPECIAL USE PERMIT #2011-0033](#)  
5225, 5249, 5261 Eisenhower Avenue - Eisenhower Avenue Fire Station  
Public hearing and consideration of a request for a development special use permit, with site plan, to construct a 3-story public fire station containing existing police firing range and impound lot and for modifications of the landscape requirements for street trees, tree canopy coverage, and parking lot landscape; zoned OCM(100)/Office Commercial Medium (100). Applicant: City of Alexandria Department of General Services

ACTION: RECOMMEND APPROVAL 6-0

13. [ROUTE 1 TRANSITWAY IMPLEMENTATION](#)  
Public hearing and consideration of a request for approval of the design for the Route 1 high capacity transit way as part of the Transportation Master Plan implementation.  
Applicant: Transportation and Environmental Services

ACTION: RECOMMEND APPROVAL w/amendments 7-0

14. Consideration of the minutes of the April 3, 2012 Planning Commission meeting.

ACTION: APPROVED WITHOUT OBJECTION

## **OTHER BUSINESS**

15. Update on Del Ray Parking Study

Faye Dastgheib, Sandra Marks and Barbara Ross gave an updated on the Del Ray Parking Study.

16. Planning Director Faroll Hamer discussed the director's report.

## **ADJOURNMENT**

The Planning Commission meeting was adjourned at 10:48 p.m.

## **INFORMATION ITEMS**

SPECIAL USE PERMIT #2012-0019

610 Montgomery Street - Restaurant

Request for a change of ownership and a minor amendment to allow alcohol service at a restaurant. Pamela Swanson DBA Haute Dogs and Fries