

Temporary ART Bus Parking on N Quincy Site

February 23, 2021

Meeting Agenda

- Overview presentation
- Q&A

Overview

New ART O&M facility on will be permanent home for most of ART's current 78 bus fleet.

- Construction to start late Spring/early Summer 2022, lasting 33-36 months
- Need to relocate 41 buses now operating from Shirlington
 - Parking at LMF increased from 25 to 37
 - Swing space needed for 29
- The current operating facility is on same site as future facility, which creates need to relocate buses
- Extensive review resulted in N Quincy site as the preferred swing space site



Schematic Design - view from Shirlington Road

Property Suitability Criteria

- ✓ **Temporary site for 29 buses,**
staff parking, waiting area,
restrooms and dispatch
- ✓ **Compatible zoning**
- ✓ **Availability**
- ✓ One location to minimize
operational risks and expenses
- ✓ Distance to Light Maintenance
Facility
- ✓ Site set up costs
- ✓ Community impacts
- ✓ Equity



Bus Parking (County Owned or Controlled)



Available site; meets criteria, implementable in 10-12 months



Available site; operational challenges



Available site; operational challenges; zoning issue



Not viable based on criteria

Location	Max Bus Parking Capacity	Distance From LMF (Miles)	Allowable Zoning	Issues/Actions
LMF site	37	-	Yes	No Issue. Site modification complete for max parking.
Farrington Maintenance Facility Building	12	7.9	Yes	County leased site in Fairfax. Buses under maintenance or in the maintenance line
1425-1429 N. Quincy Street (Buck) Front and Middle lot	29	6	Yes	Neighborhood concerns. Available for buses with completion of first phase of building Q-1 for Police & Fire Departments in winter 2021/2022 . M-1 Zoning.
WPCP along the fence (S. Eads Side)	5	0.2	Yes	Potential operational challenges. PS Zoning.
601 S. Carlin Springs Road	31	6	No	Neighborhood concerns. Site is peripheral to several ART bus routes, Zoned S-D, Board action is required for rezoning either partial or whole site to P-S
Farrington Ave Maintenance Facility (Auxiliary Lot)	26	7.9	Yes	Too far from LMF. Increases operational cost and could adversely impact on-time service. No driver/admin area.
On-Site Parcel B at Shirlington/Phased Construction	13	2.7	Yes	Delays construction by about a year and increases cost due to phasing, need to allow for temp parking on Parcel B. M-1 Zoning
WPCP (S. Eads Side additional spaces)	18	0.2	Yes	WPCP construction schedule prevents the use of this area for bus parking. PS Zoning.

Bus Parking (Not County-Owned)



Available site; meets criteria, implementable in 10-12 months



Available site; operational challenges



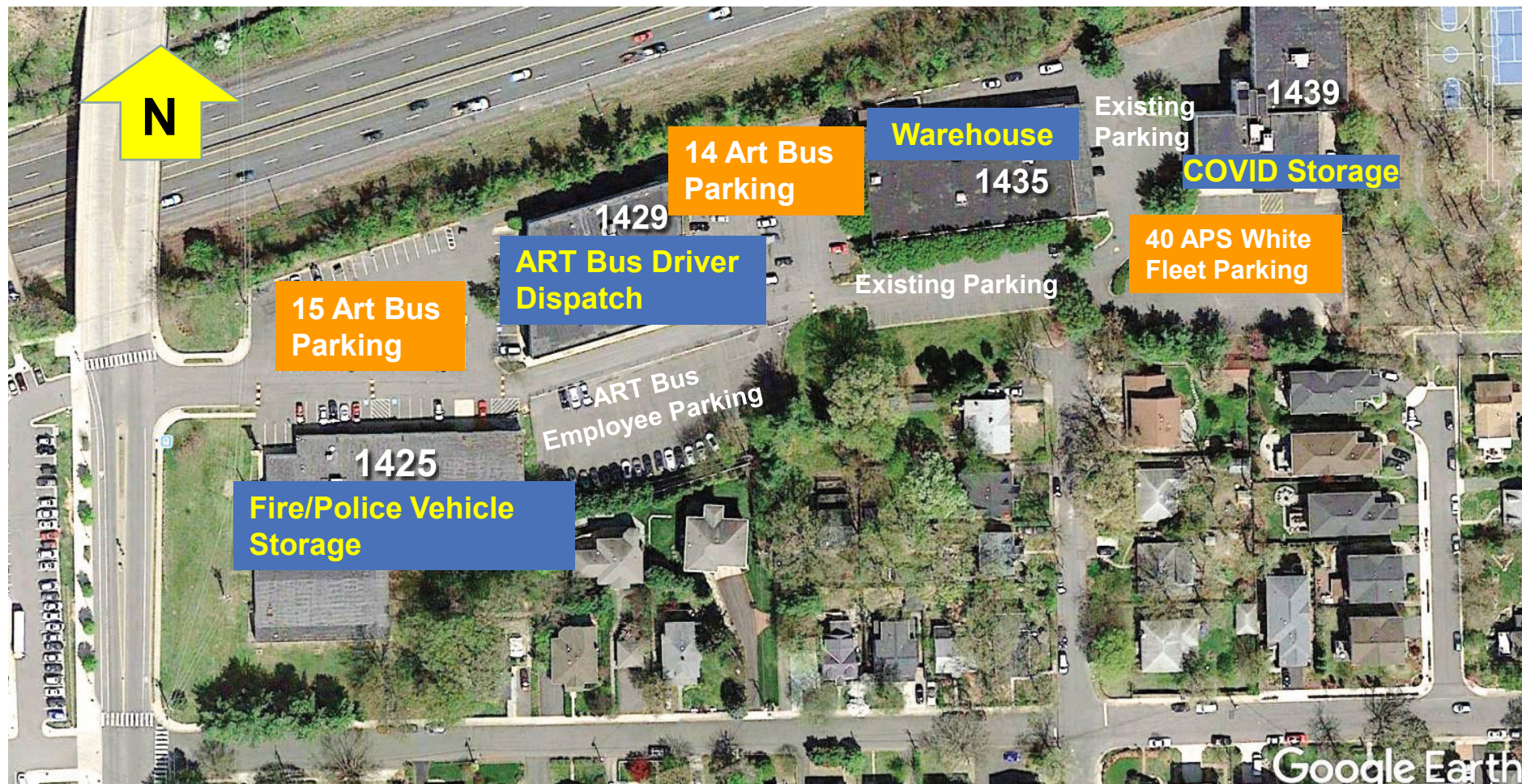
Not viable based on criteria

Location	Projected Number of Buses	Distance from LMF	Available Zoning	Issues/Actions
4000 S. Four Mile Run Dr.	30	3	Yes	The owner is not interested to lease the site, but willing to sell, but wants a quick sale with no contingency and no appraisal. The site is in M-1 zone.
1207 S. George Mason Dr.	30	4.7	Yes	Owner wants an immediate 3-4-year lease. The owner wants the County to level the site and provide the required SWM system. The site is zoned C-2.
Four Mile Run (Lot 2) WMATA	0	0.2	Yes	WMATA states no space available.
33 rd & Crystal Drive	40	0.1	No	Owners are hesitant to commit to long lease. Zoned C.O.1.50.
BM Smith Property	52	0.1	Yes	Existing lease to the MWAA has been extended to March 2023. Lease term does not align with timing of construction.
3901 Fairfax Drive (Fairfax & N. Quincy)	44	5.4	No	No longer available. Site plan has been approved for office building; construction will start soon. Site is zoned C.O.2.5.

County-Owned Site Comparison

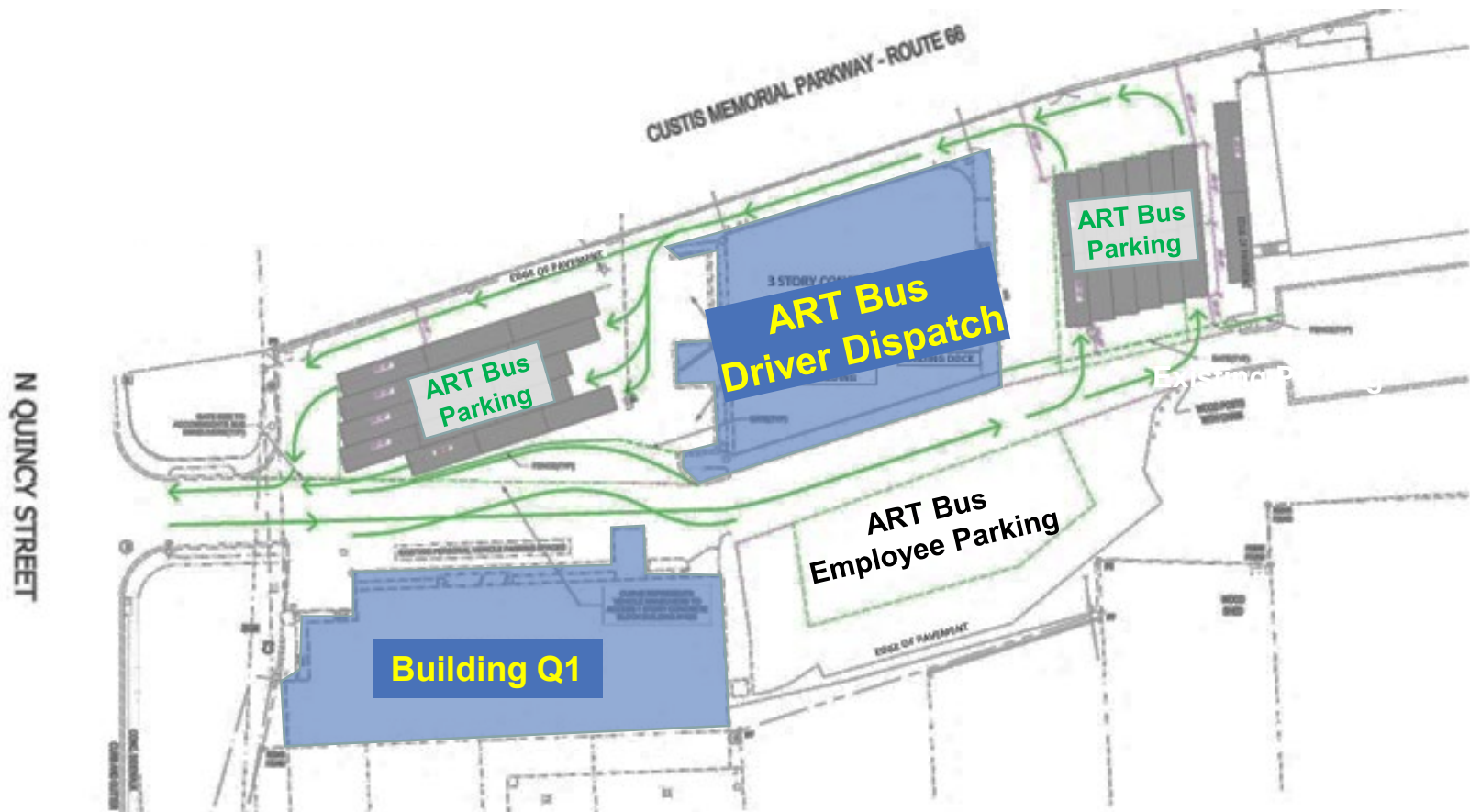
CRITERIA	CARLIN SPRINGS	QUINCY
ZONING	Partial rezoning from S-D (community service-related uses) to P-S for bus parking, public process and Board action required. Rezoning for temporary use is inconsistent with County practice.	M-1 Zoning; bus parking/storage an allowable use
PROXIMITY TO SERVICE ROUTES	Location at SW County line peripheral to major routes	Location in N-Central portion of County near N-Arlington routes
SITE SET-UP & OPERATIONS	•Move dispatch trailer from Shirlington •Add power, water and sewage connections •11.8 miles from LMF	•Dispatch office space and amenities available in Quincy-2 building •12.0 miles from LMF

Planned Uses (Q2 2022 – Q1 2025)



ART Bus Movement

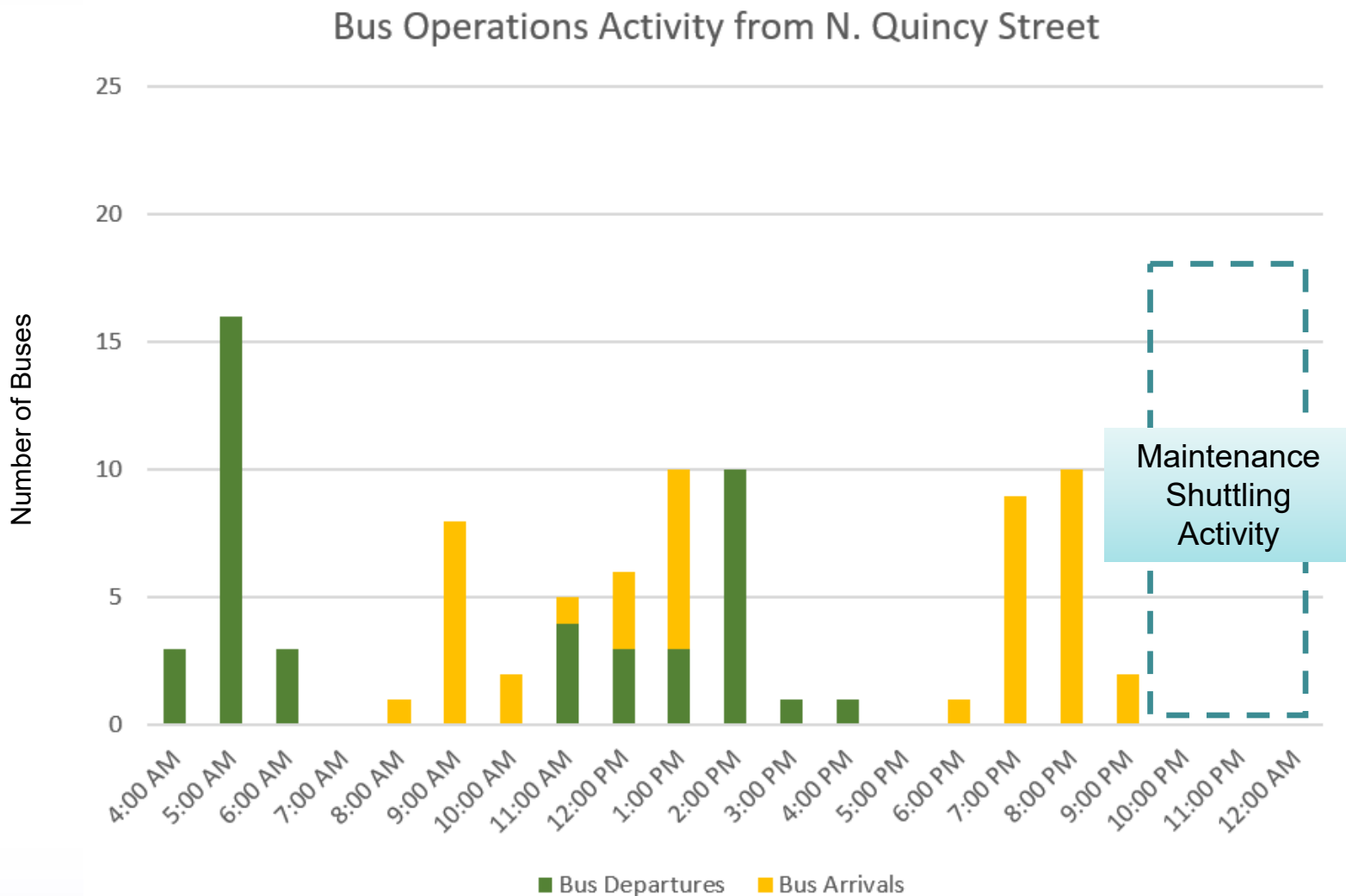
All bus traffic is one-way only, with no reversing to minimize backup noise.



Bus Operations at Quincy

- Majority of bus movements will occur between 5:00 am and 12:00 am but some bus traffic could occur overnight to meet operational needs.
- Bus Route Service Hours:
 - 4:00am to 9:00pm weekdays: Dispatch and return
 - No Saturday or Sunday service — ops confined to S Eads
 - 3:00pm to 12:00am on Sundays: limited number may be moved in preparation for Monday's service
- Buses Return from Maintenance:
 - 7:00pm-12:00am weekdays: Buses shuttled to Light Maintenance Facility (LMF) for fueling, cleaning, and depositing of revenue then returned to N. Quincy to prepare for next day
 - Bus departure and arrival times from LMF and temporary location vary based upon:
 - Service schedules
 - Vehicle capacity needs
 - Any unforeseen operational delays

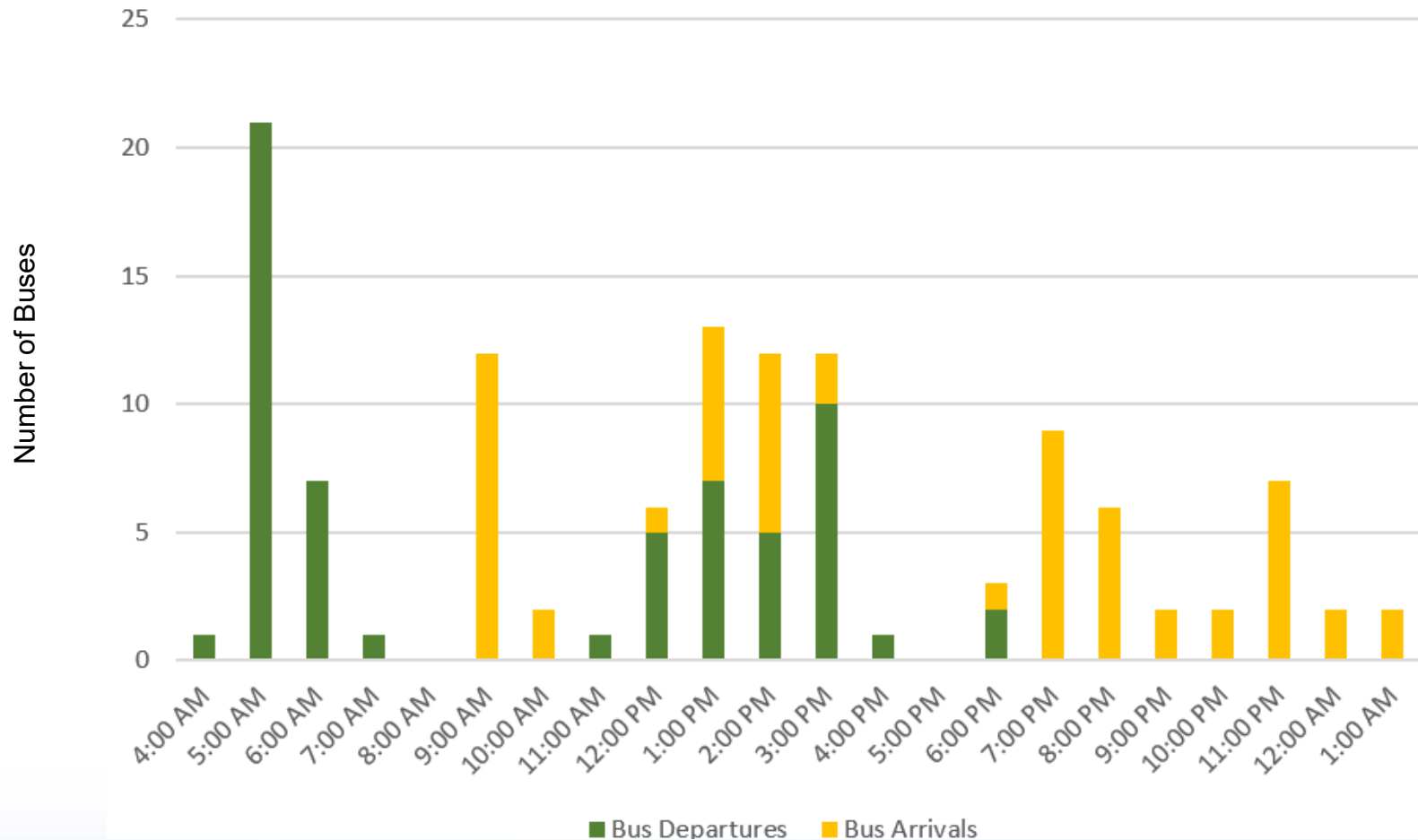
Projected Route Activity from N Quincy



Note: This time chart does include fleet servicing (maintenance) operations

Projected Route Activity from S Eads St

Bus Operations Activity from Light Maintenance Facility
(S. Eads Street)



Note: This time chart does include fleet servicing (maintenance) operations

Overview of Noise Assessment



- Noise study compared current conditions with projected conditions based on modeling, to quantify the expected change of noise levels
- The level of change is what most people relate to
 - 3 decibels or less considered barely perceptible
 - 5 decibels is more noticeable
 - 10 decibels is significant
- ART bus travel and parking arrangements established to minimize neighborhood noise levels to extent possible
- Arlington County Noise Ordinance:
 - Exempts County activities (Chapter 15-15)



Results of Noise Study

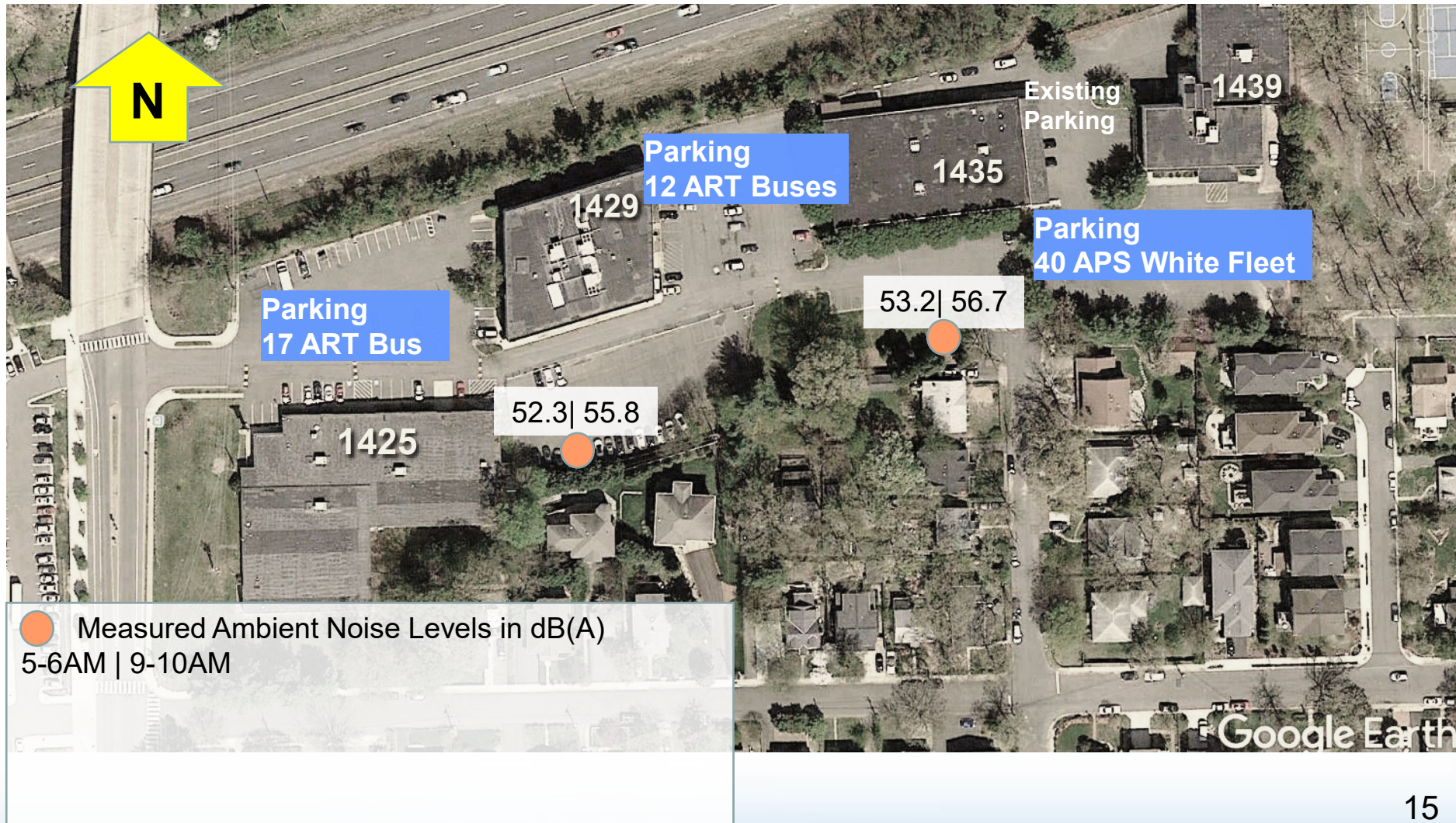
*Forecast
increase*
2-3 dB(A)

- Current average noise levels at the Quincy north boundary range between 53 to 55 decibels
- Acoustic modeling indicates increase of 2-3 decibels above ambient noise with buses. Takes into account:
 - Current predominant sources of noise: traffic along I-66 and local roads (N Quincy & 14th Street)
 - Ambient environmental noise (wind, birds, chirping, dogs, barking, insects, household appliances, lawn mowers, etc.)

Noise will not be significantly higher than current conditions, however, we will operate with a good neighbor mindset to minimize noise impacts.

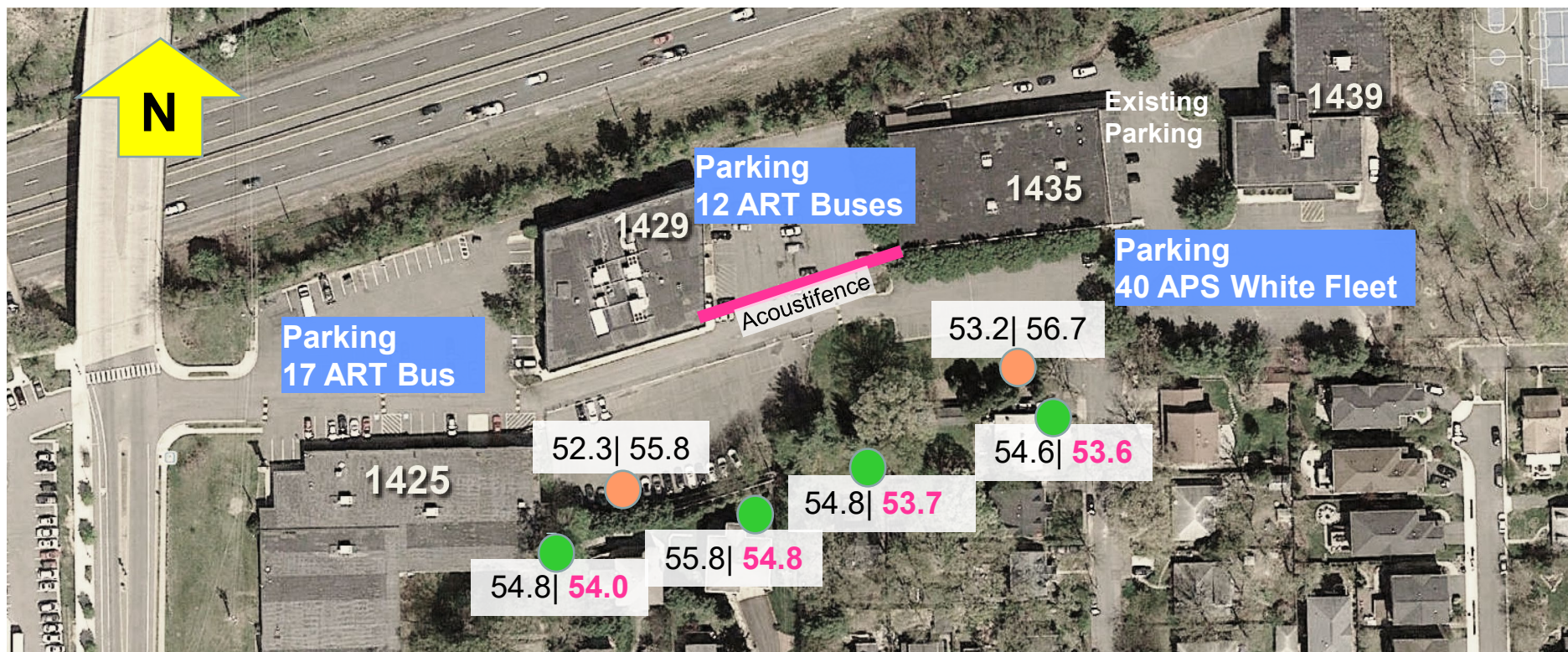
Current Noise Levels

Measured ambient noise levels at 5:00-6:00AM and 9:00-10:00AM



Noise Assessment Projections

Projected noise levels at 5:00-6:00 am (most activity on site)



● Measured Ambient Noise Levels in dB(A)
5-6AM | 9-10AM

● Modeled Noise values in dB(A) at 5-6 AM
dB(A) w/o abatement on left
dB(A) w/ abatement on right

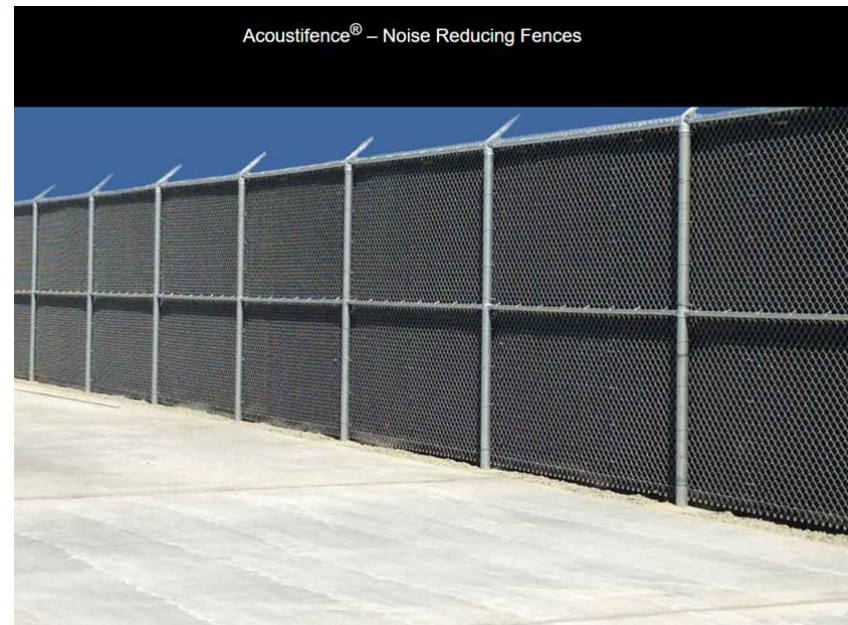
— Acoustifence

Key Point:

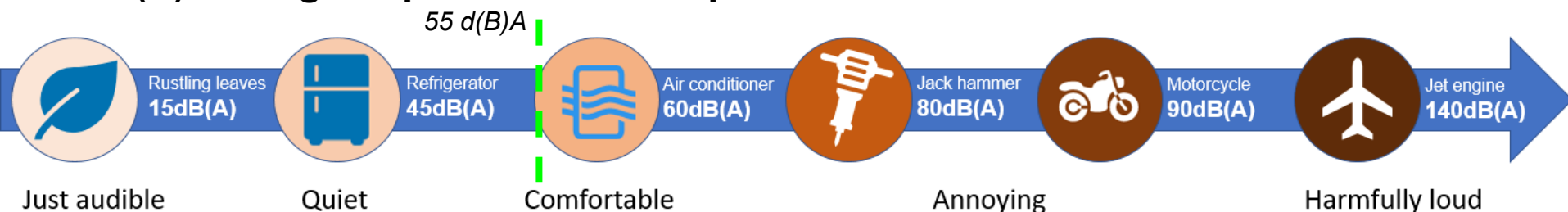
Overall noise level changes are projected to be modest with noise abatement

Noise Abatement

- Acoustifence¹ sound barrier
 - 6-foot tall 1/8" thick flexible material that provides sound reduction
 - Attached to the chain link fence
- Between buildings Q-2 and Q-3
- Noise reduction capacity of 0.5-1 dB(a)
- Works better when placed close to the sound source

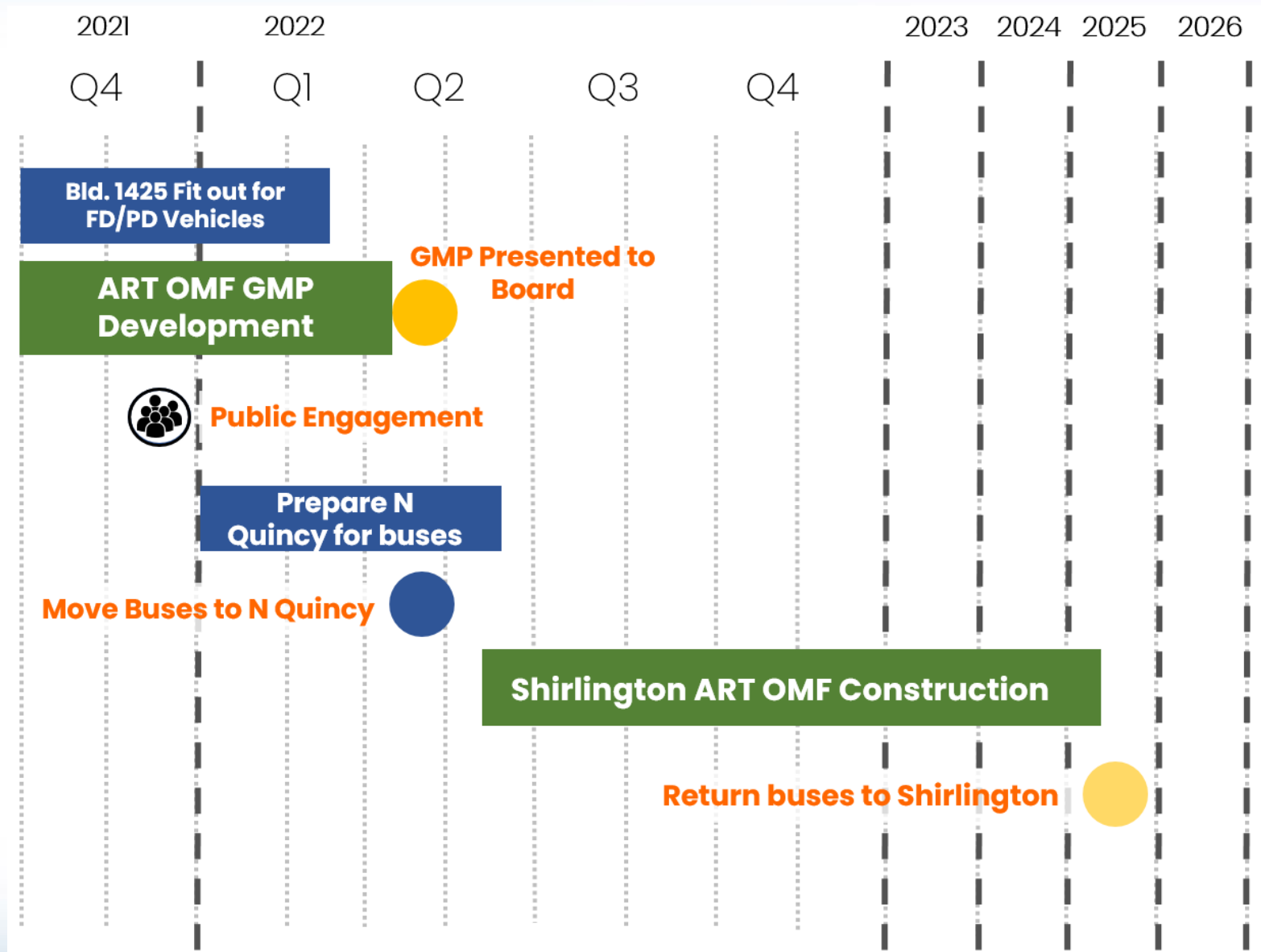


With planned noise abatement, noise levels predicted to be less than 55 dB(A) during the peak 5-6am bus pullout.



¹ <https://www.acoustiblok.com/acoustiblok-soundproofing-product-lines/acoustifence-noise-reducing-fences/>

Timeline



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Appendix

Revised Planned Uses

