

**EISENHOWER WEST/
LANDMARK VAN DORN
IMPLEMENTATION
Advisory Group**

12 February 2018



Agenda

- Infrastructure Plan Update
- Air Quality Analysis Update
- Additional Updates
 - Development & SUPs
 - Landmark Mall and Carpenter Shelter
- Questions & Next Meeting



An aerial photograph of a city, showing a dense network of roads, buildings, and green spaces. The image is semi-transparent, allowing the text to be clearly visible over it. The text is centered and reads "Infrastructure Plan Update" in a large, bold, blue font, and "Roadway Infrastructure" in a smaller, italicized, blue font below it.

Infrastructure Plan Update

Roadway Infrastructure

Roadway Infrastructure Study

- Multimodal Bridge Analysis
- 10% design for the following streets
 - Multimodal Bridge
 - Eisenhower Avenue straightening
 - Farrington Connector
 - Metro Road and Extension
 - Key grid streets west of Van Dorn
- Planning level Cost Estimates



Study Status

- Multimodal Bridge Analysis - Underway
- 10% design
 - Roadway parameters to inform street widths
 - Farrington and Eisenhower Avenue alignment evaluation
- Cost Estimates to be done in coordination with design



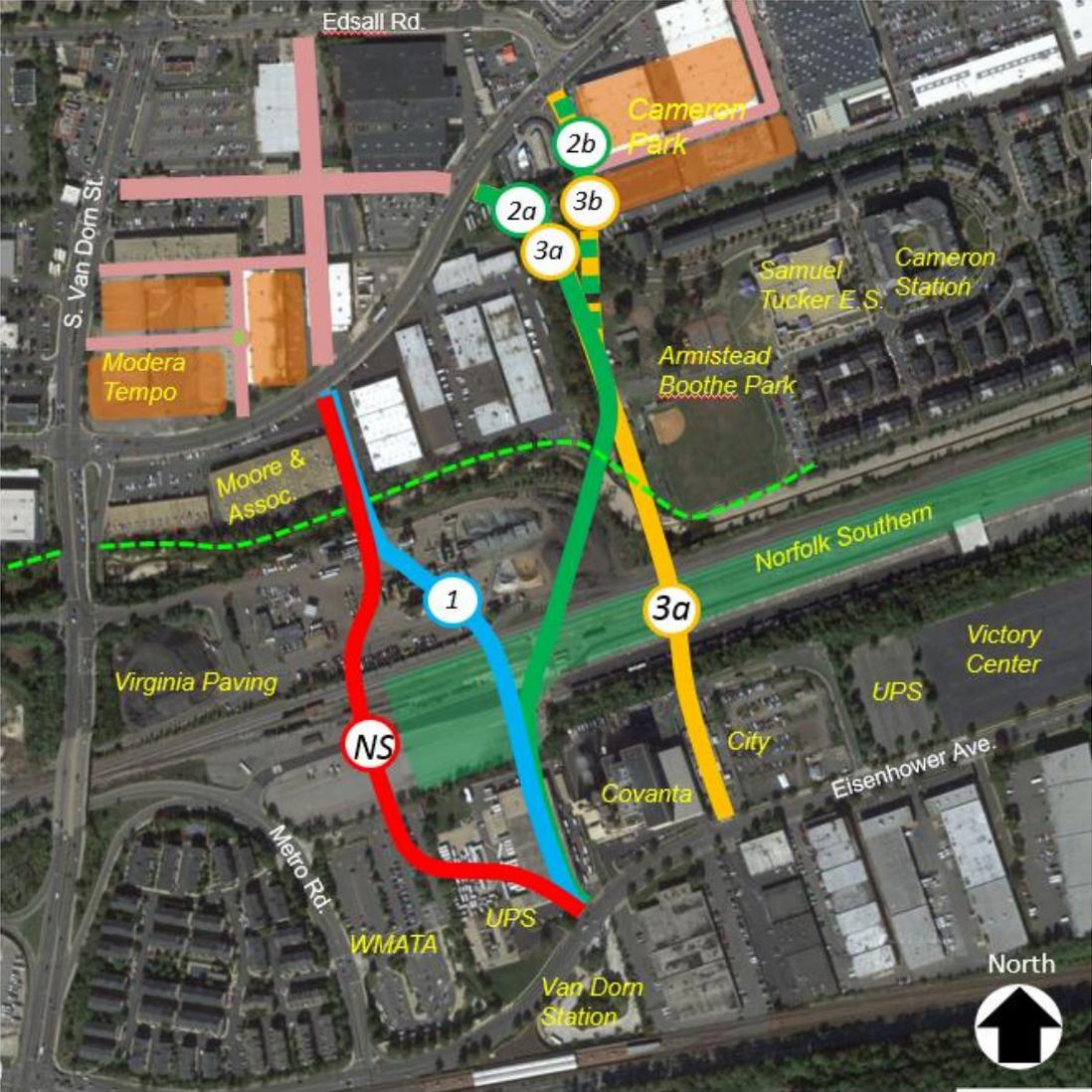
Multimodal Bridge - Background

- 2009 - Recommended in Landmark Van Dorn Corridor Plan
- 2015 - Analyzed in Eisenhower West Small Area Plan
 - Norfolk Southern noted that it did not support any of City's alternatives due to impact of Thoroughbred Bulk Transfer (TBT) facility
- 2016 - Norfolk Southern developed a Preferred Alternative
- 2017 - Memo to Council noted that the NS Preferred Alternative would be further analyzed in EWLVD Infrastructure Plan
- 2017 - ELWVD Roadway Infrastructure Plan began

Bridge has limited funding in CIP, but is still largely unfunded



Multimodal Bridge - Background



- Future Planned Road
- Current Development
- Future Trail
- Norfolk Southern TBT Facility



Multimodal Bridge Analysis

- Review feasibility of the Norfolk Southern (NS) Preferred Alternative
 - Constructability
 - Impact to NS Operations / TBT facility
 - Connectivity
 - Property impacts and redevelopment
 - Environmental Impacts
 - Phasing
- Consideration of NS Preferred Alternative tying into the future street grid
- Consideration of other alternative touch down points



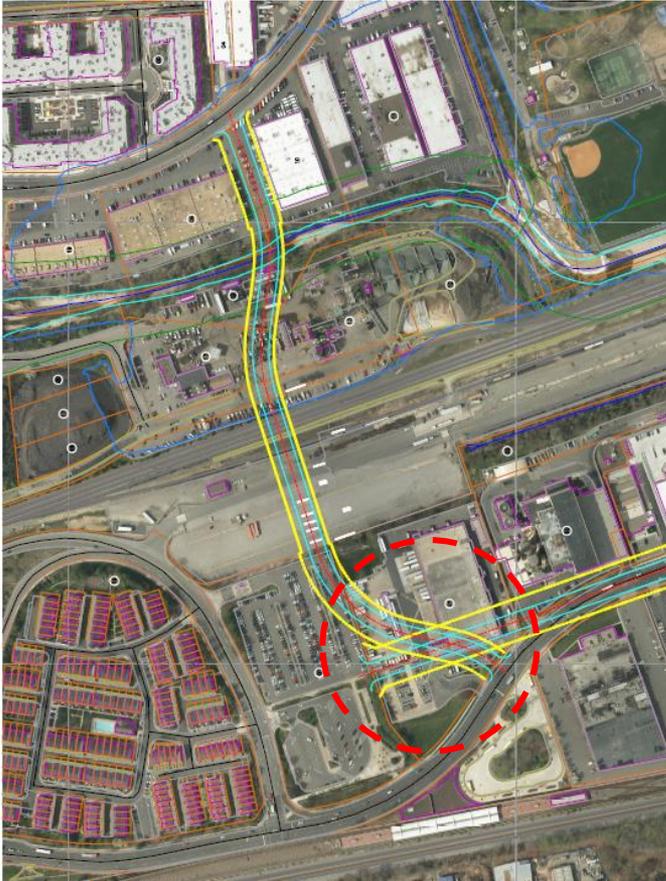
Feasibility Analysis

- **Property Impacts / Redevelopment**
 - Continue conversations with property owners on alignments and redevelopment potential
 - Clearance allows for continuing current NS operations; Initial review of pier locations looks feasible but continued coordination is needed
- **Constructability**
 - Need to consider impacts during construction, such as existing property operations, truck circulation and utilities
 - Reverse curves may limit type of structure that can be built; Does not allow for a straightened Eisenhower Avenue
- **Connectivity**
 - At northern end, connects well to grid recommended in Landmark/Van Dorn Corridor Plan
 - At southern end, would alter the layout of the proposed street grid recommended in SAP
 - Would not allow for a straightened Eisenhower Avenue / connection to bridge; Phasing would be needed
- **Environmental**
 - Resource Protection Area (RPA) adjacent Backlick Run should be avoided



Alternative Alignment Options

Option 1 – Norfolk Southern Preferred Alternative



 Conflicting alignments prevent tie-in at any phase.

Disclaimer: These conceptual options represent preliminary alignments to be further developed.

Option 2 – Straightened Eisenhower



 Tie-in to Eisenhower Ave. possible at various phases.

Disclaimer: These conceptual options represent preliminary alignments to be further developed.

Option 2 – Straightened Eisenhower

- **Pros**

- Limited impacts to UPS Property / Allows bridge to be constructed independently
- Allows for Eisenhower Avenue to be straightened and connected to bridge
- Promotes an opportunity to redevelop the WMATA site to a higher and greater use

- **Cons**

- Initial phase needed to avoid pedestrian tunnel
- Redevelopment of WMATA site requires additional analysis to determine future uses, phasing and multimodal access to the station

Property Outreach - Issues

- **Moore & Associates**
 - Alignments and redevelopment potential
- **Virginia Paving**
 - Access to site
 - Redevelopment potential and phasing
- **Norfolk Southern**
 - Impacts to Thoroughbred Bulk Transfer (TBT) facility operations
- **WMATA**
 - Impact to Park & Ride lot and Kiss & Ride lot
 - Redevelopment potential
- **UPS**
 - Alignments and redevelopment potential



Next Steps – Multimodal Bridge

- **Short Term**

- Proceed with 10% design for Option 2 in coordination with affected properties
- Work with City to approve / review design elements and costs

- **Longer Term**

- Potential WMATA redevelopment study
- Continue design and environmental analysis
- Continue to seek additional funding

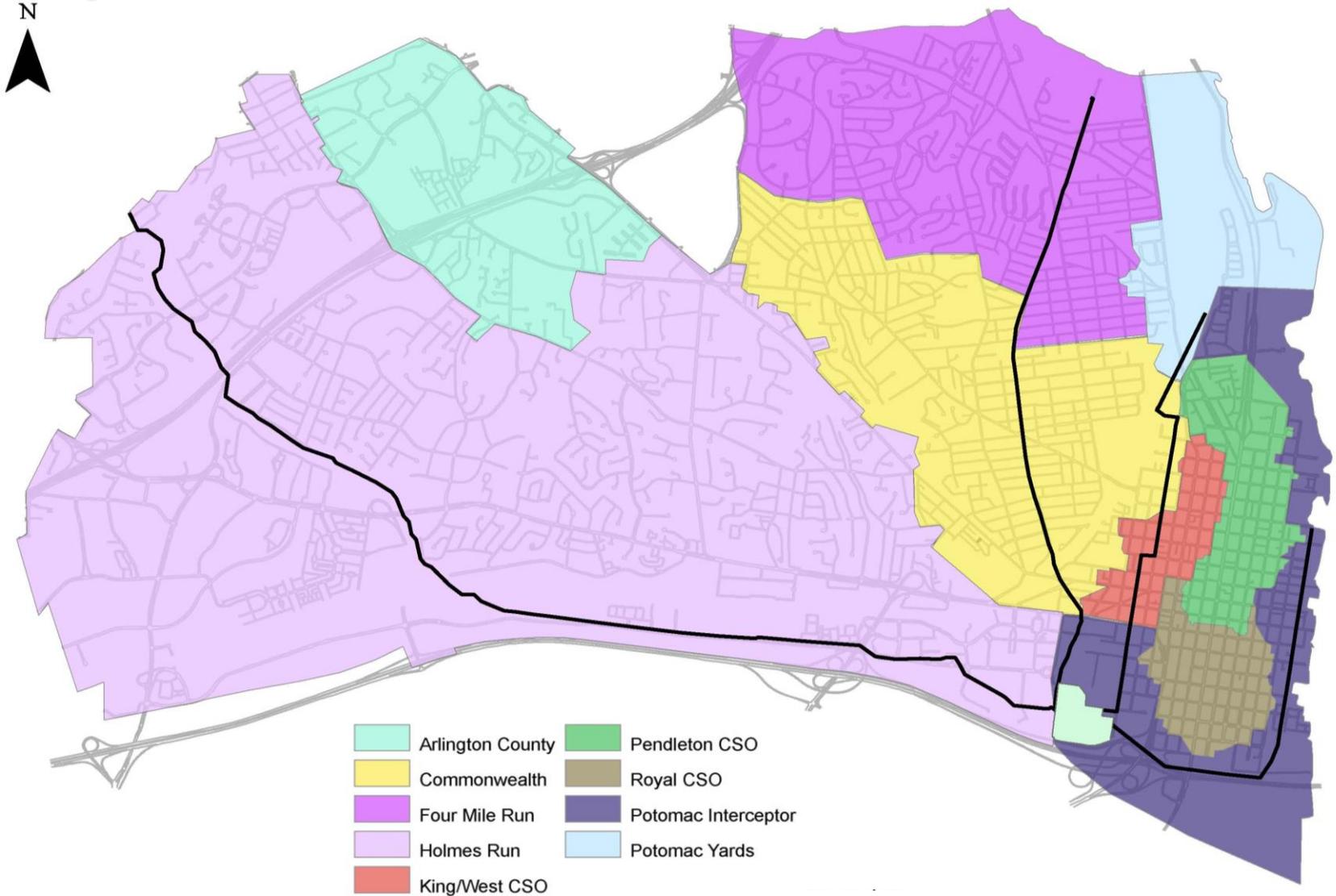


An aerial photograph of a city, showing a dense grid of streets, buildings, and green spaces. The image is semi-transparent, allowing the text to be clearly visible over it. The text is centered and reads "Infrastructure Plan Update" in a large, bold, blue font, and "Sanitary Sewer" in a smaller, italicized, blue font below it.

Infrastructure Plan Update

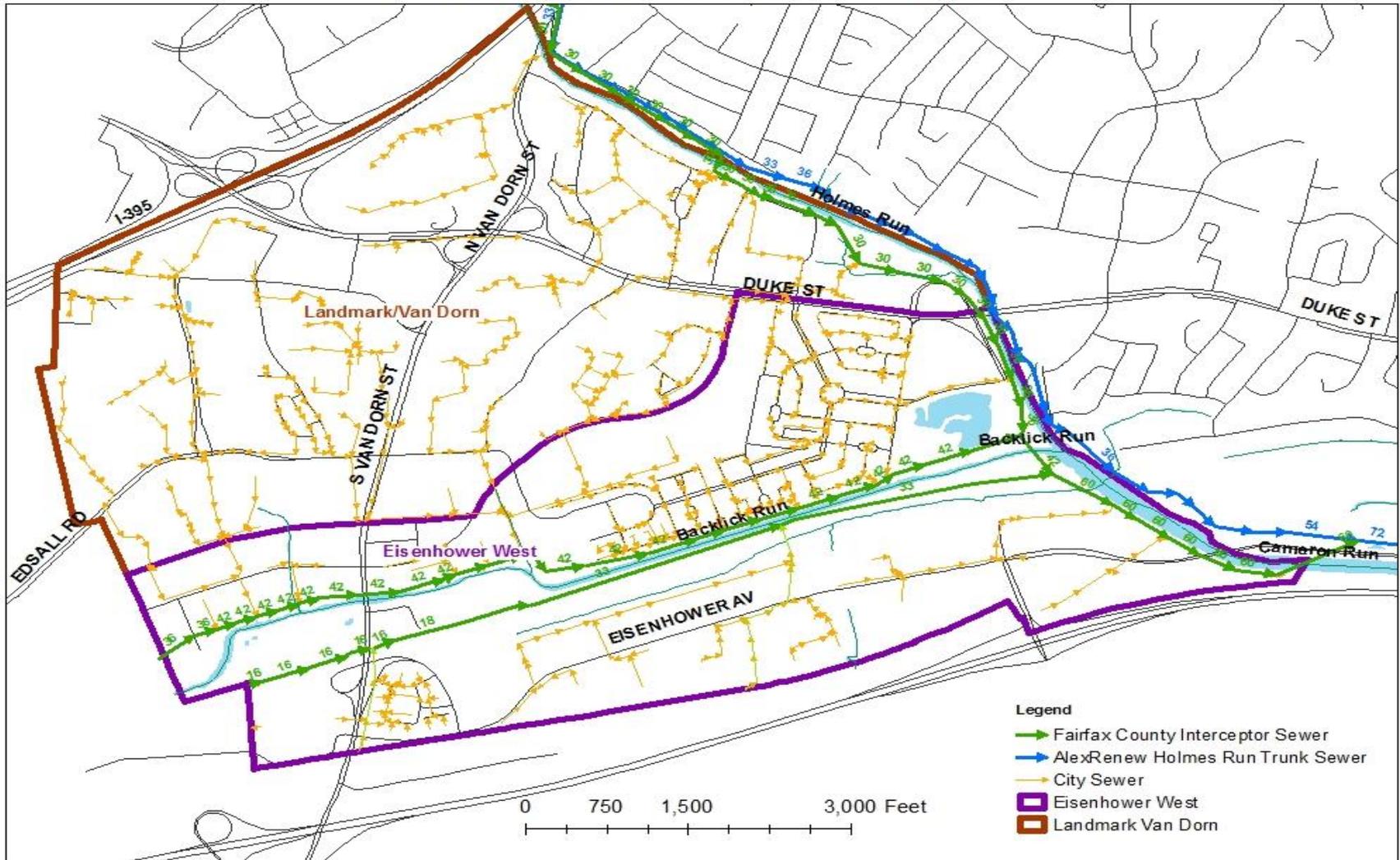
Sanitary Sewer

City Sewersheds



Sanitary Sewer Analysis

Eisenhower West/Landmark Van Dorn



Sanitary Sewer Analysis

- Current study analyzed trunk sewers
 - Fairfax North Backlick Run Sewer
 - Fairfax South Backlick Run Sewer
 - Fairfax Holmes Run Sewer
 - AlexRenew Holmes Run Trunk Sewer
- Does not include City collector sewers
 - Sewer capacity analysis required as part of DSP/DSUP process



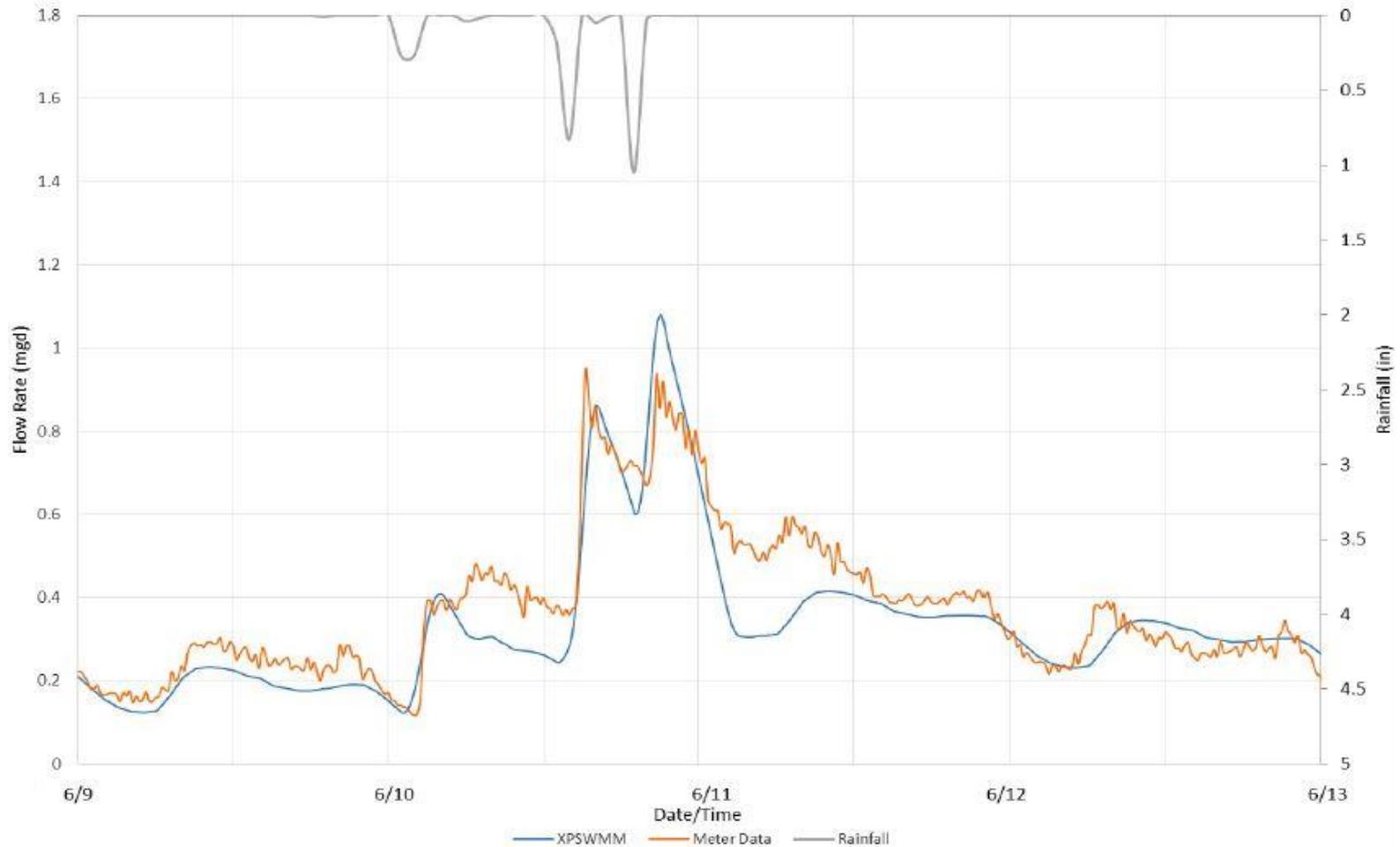
Project Progress

- Sanitary Sewer Hydraulic Model
 - Existing flow data in model
 - City and Fairfax development projections in model
 - Initial model calibration completed and going through QA/QC process between City, AlexRenew and Fairfax County
 - Most important step in the modeling process



Model Calibration Model

Meter I3041 / Link 757
Event: 6/9/2013 - 6/10/2013



Sewer Considerations

- Backlick Run Sewers
 - Flows from Fairfax County and plan area
- Holmes Run Sewers
 - Flows from County, plan area, other City flows (upstream and downstream)
- AlexRenew Holmes Run Trunk Sewer
 - Joint use sewer (right-to-use)
- Fairfax Sewers
 - City does not have a designated right-to-use, may require negotiation with County

Project Schedule

- Planned Schedule
 - Notice to Proceed June 2017 - done
 - Winter 2018
 - **Assessment of existing capacity and flows**
 - **Assessment of future flows**
 - **Identification of capacity constraints**
 - Spring 2018
 - Preliminary capacity improvements
 - Preliminary cost, timing, funding strategies
 - Fall 2018
 - Final findings and report



An aerial photograph of an industrial and residential area. A multi-lane highway interchange is visible on the right side. The area is filled with various buildings, including large industrial structures and smaller residential or commercial buildings. There are also some green spaces and parking lots scattered throughout. The overall scene is a dense urban/industrial landscape.

Air Quality Analysis Update

Air Quality Modeling

- COVANTA submitted to VDEQ an Air Permits Form 7 application on November 15, 2017
 - Requesting installation of its proprietary low NO_x (LN™) system on all three furnaces to meet RACT requirements for 2008/2015 ozone NAAQS
 - Proposing 110 ppm NO_x limit (24-hr average) that represents a **65.8% reduction** compared to the limit used in our previous air quality modeling
- VDEQ is currently reviewing the application and developing a draft permit for public comments sometime this spring/summer
 - 30-day public comment
 - Staff will send the draft permit to EW/LVD Advisory Group when available
- It was decided to expand the air quality modeling to include other areas surrounding the Metro using the new proposed NO_x limit

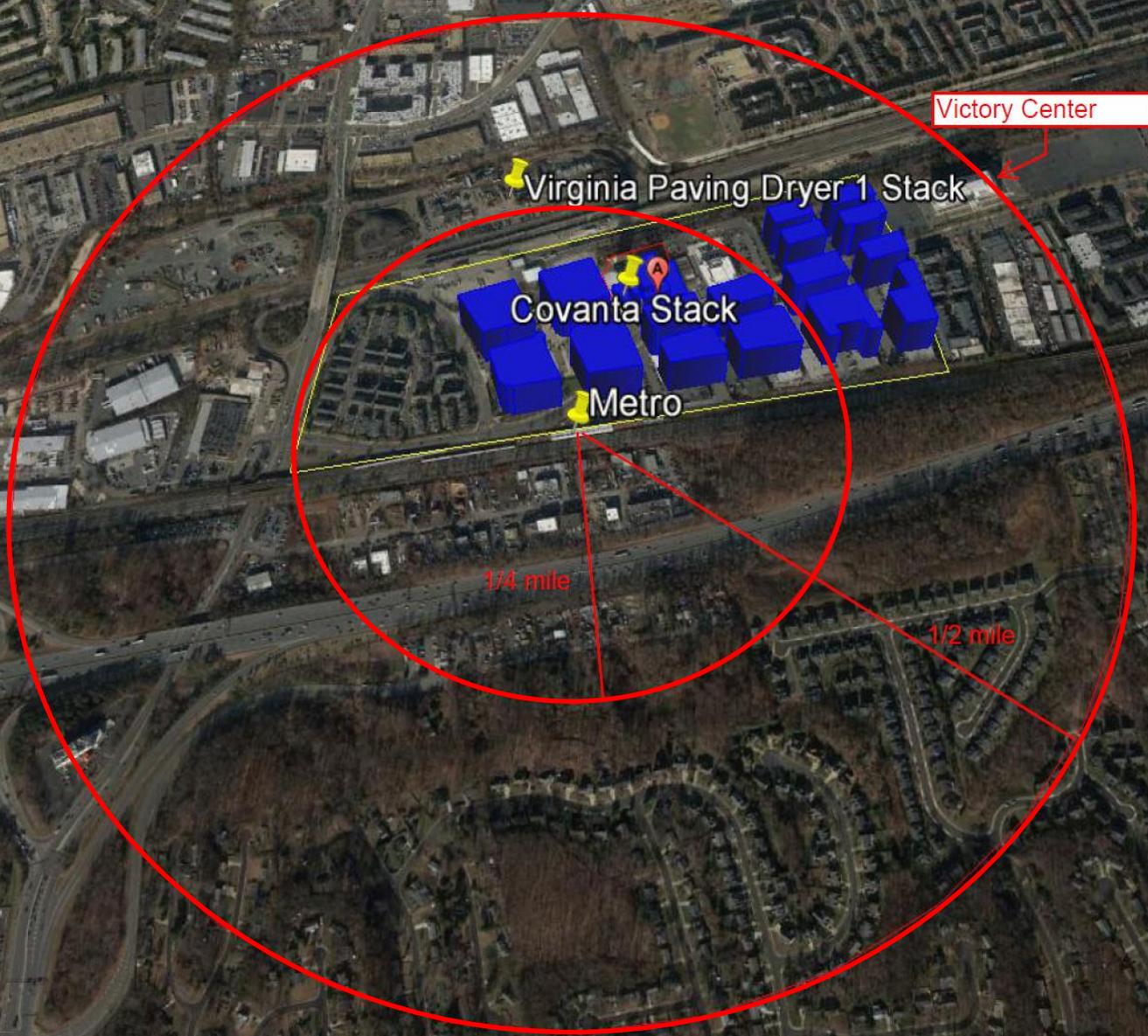


Neighborhood 4 Proposed Buildings - EISENHOWER WEST Small Area Plan

From Fig. 5.29 | Neighborhood 4 | Illustrative Plan of EISENHOWER WEST Small Area Plan

Legend

-  Buildings Included in Model
-  Covanta Alexandria/Arlington
-  Covanta Site Boundary





Next Steps & Questions

- This expanded air quality modeling is ongoing and should be completed within the next two months



An aerial photograph of a city, showing a dense urban area with various buildings, streets, and green spaces. The image is semi-transparent, allowing the text to be clearly visible over it. The text is centered and reads:

Additional Updates
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Landmark Mall & Carpenter Shelter

Development Updates & SUPs

- Cameron Park
- Edsall Shell
- Greenhill CDD
- Virginia Paving SUP

- Upcoming Special Use Permits
 - 4536-4598 Eisenhower Ave.

- Landmark Mall & Carpenter Shelter



Questions & Next Meeting

- Implementation AG Meeting #6
 - New Date and Location