Oakville Triangle/Route 1 Corridor Planning

Advisory Group Meeting #13
April 29, 2015
Meeting #13: Transportation Study Follow-up / Intro Community Benefits  04.29.15
## UPCOMING MEETINGS

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Meeting #13: Transportation Study Follow-up / Intro Community Benefits  04.29.15
WHERE WE WERE
WHERE WE ARE NOW

Route 1 Plan Area DRAFT Heights

LEGEND - HEIGHTS
- Up to 20 ft.
- 25-35 ft.
- 45 ft.
- 65 ft.
- 75 ft.
- 90 ft.
- 100 ft.
- Transit Stop

Note: Existing buildings to remain are labeled as "Ex."
WHERE WE ARE NOW

- **A** Public Right of Way
- **B** Landscape Buffer/Setback
- **C** Front Setback
- **D** Min. Depth of Building Step back
- **E** Existing Neighborhood Buildings

Plan view

Lynnhaven Drive
WHERE WE ARE NOW

Proposed North-South Road

Street Section

Plan view
Vision Plan
• Big ideas - Principles
• Implementation
• Financing

Design Standards
• Districts
• Plan Framework Streets, Blocks, Land Use, Open Space, Retail and Maker Space, Building Heights, Gateways, Development Summary
• Urban Design Building Streetwall, Building Heights- Variety-Transitions, Building Types, Fueling/Charging stations, Porches/Stoops, Building Entries, Roofs, Walls/Fences
• Ground Floor Uses
• Signage
• Streets
• Summary of Standards
• Appendix - Community Process
Variation in Height
VARIATION IN FOOTPRINT
Questions – Comments from March meeting

- Population – Phasing
- Solar study
- Inclusion of Calvert Street sites in Plan
PHASING

OAKVILLE TRIANGLE & ROUTE 1
DEVELOPMENT PHASING

LEGEND
- Short (0-5 yrs)
- Mid (5-10 yrs)
- Long (10-30 yrs)

Note: Periods denote construction/occupancy periods.
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Project Comparison

- Belle Pre
- Oakville Block A
- Oakville Block B
- Bell Del Ray
- Del Ray Apartments (Mt Vernon/Randolph)
- The Frasier

Population/Land Area

1 2 3 4 5 6
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Calvert Street Sites Existing

Calvert Avenue

Jefferson Davis Highway
Calvert Street Sites
**Other Sites**

**The Dorn**  
587 E Howell Ave

**Del Ray Animal Hospital**  
524 E Mt Ida Ave

**Zone CSL**  
Max. FAR 0.5 (commercial)  
Max. FAR 0.75 (residential)  
Max. Height 50 feet (Commercial)  
Max. Height 35-45 feet (residential)
TRANSPORTATION STUDY FOLLOW-UP
PLAN AREA

Oakville Triangle/Route 1
Plan Study Area

Plan Study Area

Plan Study Area Buffer
(100 ft)
**TRANSPORTATION STUDY**

**FUTURE BUILD:**
Proposed Development

**FUTURE NO BUILD:**
Future Network and development
Regional Growth

**EXISTING:**
Existing traffic / Existing Network
PROXIMITY TO POTOMAC YARD METRO STATION

Distance to Metro (.25 and .5 mile radii)
- Metro B South Entrance
- Metro A South Entrance
- Metro Alternative B
- Metro Alternative A

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TRANSPORTATION INFRASTRUCTURE: EXISTING VS. FUTURE

- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network

- Metro Station
- Enhanced bicycle and pedestrian network (on and off street)
- Additional connectivity
Street Network Connectivity

1 street
1 route
Street Network Connectivity

5x5 streets = 70 routes
6x6 streets = 252 routes
7x7 streets = 924 routes
8x8 streets = 3,432 routes
9x9 streets = 12,870 routes
FUTURE DEVELOPMENT ASSUMPTIONS

Development:
  • 1.5M SF (Oakville)
  • 1M SF (Rest of plan area)

Background Development:
  • Approximately 7.3M SF

Potomac Yard Metrorail station
Enhanced bicycle and pedestrian network
Northbound and Southbound Route 1 Through Movement Delays

Legend (measured by time in seconds per vehicle):
2014 AM Northbound/PM Southbound Peak Hour Vehicle Delays
2027 Without Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
2027 With Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
2027 Mitigation AM Northbound/PM Southbound Peak Hour Vehicle Delays
Eastbound Approach Delays

Legend (measured by time in seconds per vehicle):
2014 AM/PM Eastbound Approach Peak Hour Vehicle Delays
2027 Without Development AM/PM Eastbound Approach Peak Hour Vehicle Delays
2027 With Development AM/PM Eastbound Approach Peak Hour Vehicle Delays
2027 Mitigation AM/PM Eastbound Approach Peak Hour Vehicle Delays
Traffic Volumes on Residential Streets

Legend (measured by number of vehicles per hour):
2014 Bidirectional AM/PM Peak Hour Traffic Volume
2027 without Development Bidirectional AM/PM Peak Hour Traffic Volume
2027 with Development Bidirectional AM/PM Peak Hour Traffic Volume
FINDINGS

FUTURE- NO BUILD

Congested Intersections:
• Route 1 / E. Reed
• Route 1 / Glebe

FUTURE- BUILD:

Congested Intersections:
• Route 1 / E. Reed
• Route 1 / Glebe
IMPROVEMENTS UNDER STUDY

- Pedestrian crossing at Fannon St.
- N-S Road (Calvert to Raymond)
- N-S Road (Raymond to Glebe)
- Glebe Improvements (Phase 1)
- Glebe Improvements (Phase 2)
PHASING OF IMPROVEMENTS

Phase I
- Signal modifications
- N-S road Calvert to Raymond
- E. Glebe/Rte. 1 Phase I
- Pedestrian crossing at Fannon Street

Phase II
- Lane modifications on Custis at Route 1
- N-S road Raymond to E. Glebe
- E. Glebe/Rte. 1 Phase II
**Additional Study**

- Access for development parcels along Route 1
- Additional east-west connectivity north of E. Glebe
- Development triggers
Potential Community Benefits
Early Feedback on Potential Community Benefits

April 29, 2014 (first meeting)

- Mount Jefferson Park
- Utility Undergrounding
- Public art
- Affordable Housing
- Community meeting space
- Small business/industrial incubator space/educational space
- Open air market
- Below-grade/wrapped parking
- Dog Park
- Co-op/neighborhood garden
- Environmental remediation
- Retail
- Public spaces
Required Community Benefits with development SUP

- Undergrounding utilities and streetscaping onsite
- Environmental upgrades – stormwater management
- Open space
- Affordable housing contribution
- Public art contribution
- Transportation Management Plan contribution
- Sanitary Sewer
Additional Community Benefits
Rezonings – Large Projects

- Require a higher level of contribution to mitigate impact, over and above standard conditions
- Economic analysis to determine value added

Examples:
  - Transportation infrastructure
  - On-site affordable housing
  - Additional open space
  - Plan-specific mitigation of impact
SHALLOW PARCELS
Community Benefits under consideration

- Mount Jefferson Park Improvements
- Glebe/Route 1 Improvements
- Calvert Street Warehouse
- Utility Undergrounding & Streetscaping (plan-wide)
- Affordable Housing
- Fannon Pedestrian Connection
Budget Implementation

Revenue
Tax increment
Developer contributions

Expense
- Mount Jefferson Park Improvements
- Utility Undergrounding & Streetscaping (plan-wide)
- Affordable Housing
- Calvert Street Warehouse
- Glebe/Route 1 Improvements
- Pedestrian Crossing at Fannon

Factors
Funding Source
Timing
Strategy
Provide feedback on proposed phasing and prioritization of potential community benefits.

*Staff will take input and present a refined proposal with more detail during June 1\textsuperscript{st} A.G. and Community meeting.*
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