Oakville Triangle & Route 1 Corridor Planning
City Council Work Session
December 9th, 2014
Key Policy Issues

• Developer Contributions - Funding
• Prioritizing Public Benefits of the Plan
• Phasing – Infrastructure – Development
• Integration with Potomac Yard
Information for Discussion and Decision (Summary)

1. Background and Overview
2. Planning-Land Use
3. Mount Jefferson Park
4. Developer Contributions
5. Transportation
6. Next Steps
Council Action Requested

Guidance on Oakville Triangle redevelopment proposal and overall Route 1 Corridor planning study.
Advisory Group

Composition

- Maria Wasowski, Chair Planning Commission
- Frank Fannon At-Large
- David Fromm At-Large
- Rodrigo Letonja At-Large
- Peter Pocock At-Large
- Pat Miller Business (DRBA)
- Ben Flood Del Ray Civic Association
- Andrew Dubinsky Lynhaven Civic Association
- Patricia Harris PY South
Plan Study Area
Ownership
History – Context
DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

WE ARE HERE

1 Meeting
April 25
City Council Work Sessions

2 Meeting
May 27
Del Ray & Potomac Yard Neighborhood Meetings

3 Meeting
July 29
Voids Preservation

4 Meeting
August 27
Building Connectivity

5 Meeting
September 29
Draft Narrative Plan

6 Meeting
November 13
Transportation Study

7 Meeting
October 27
Transportation Study Connectivity

8 Meeting
November 13
Transportation Study Connectivity: Part 2 & Follow-up

9 Meeting
November 13
I-95/Building Heights Route 1 Corridor Initiation

10 Meeting
Plan Area Retail Striping

11 Meeting
Plan Area Heights

12 Meeting
Plan Area Retail Striping

13 Meeting
Plan Area Heights

14 Meeting
Plan Area Retail Striping

15 Meeting
Plan Area Heights

Planning Commission & City Council Work Sessions

Planning Commission & City Council Work Sessions

Planning Commission & City Council Public Meeting

OAKVILLE TRIANGLE:
ROUTE 1 CORRIDOR
MASTER PLAN AMENDMENT
Rezoning DSUP & Associated Approvals
Advisory Group /Community Goals

• Achieve high-quality buildings and streetscape
• Retain some existing neighborhood-serving tenants/uses
• Ensure reduced height/step-backs at western/northern edges of site, sensitive to existing neighborhood
• Achieve variation in building heights and facades
• Preserve/enhance physical character of Mt. Jefferson Trail; Retain topography as buffer to preserve naturalistic, tranquil area
• Provide public open space on-site within Oakville
• Multi-modal connectivity to existing neighborhood and within new development will be important to its success
• Conduct analysis of benefits and challenges of potential connections
Challenges

- Traffic and minimizing impacts on neighborhood streets and Route 1
- Route 1 and Glebe Road intersection
- Appropriate height transitions to existing neighborhood
- How to improve Mt. Jefferson Park while maintaining character
- Evaluate options for existing neighborhood serving uses
Oakville Triangle/Route 1 Plan Study Area by the Numbers

**Total Plan Area**
Existing Acreage
23 Acres approx.

Existing Building Area
742,000 SF

Potential Max. Devt. (existing zoning)
1,163,000 SF approx.
(945,000 I + 218,000 CSL)

Potential Devt. with Rezoning
2.5M SF approx.

**Oakville Triangle**
Existing Acreage
13 Acres approx.

Existing Building area
446,000 SF

Max Devt. (existing zoning)
727,996 SF

Potential Devt. with Rezoning
1.5M SF approx.

**Mount Jefferson Park**
4.8 acres approx.
Existing Land Use
Building Height Ranges

Note: The height areas will be determined more precisely as the street grid is established, this graphic serves to depict general zones of potential heights and transitions.

Medium (45-75ft)

Transition Zone

Low (30-45ft)

Transition Zone

High (75-90ft)

Graphic is for illustrative purposes only; not to scale
Land Uses
Oakville Plan

Development by the Numbers

+/- 1,000 residential units (rental/for sale)

+/- 150,000 sq.ft of retail/restaurants

+/- 150-room hotel
Section: Potential N-S
Connection to E. Glebe Rd

Plan view of Potential Calvert Av. to E. Glebe Road
Mt Jefferson Concept Diagram

- **Dog Park**
  - Provide seating and shade options for dog owners.
  - Provide barrier at street edge to prevent dogs from running in street.
  - Provide fence and landscape barrier between elevated trail and dog park.
  - Improve drainage with potential designated rain garden/sedimentation area.
  - Visually and physically connect park to Oakville development at Calvert Avenue.

- **Connectivity**
  - Add opportunity for pedestrian connection from park to Oakville development and Del Ray (at Stewart Avenue).
  - Create appropriate relationship and connectivity between the public open space in Oakville Triangle and the existing park.
  - Enhance existing open meadow to create a “place of interest” along the trail.
  - Potential for educational signage (regarding old railroad line and/or natural environment).

- **Natural Trail**
  - Keep trail natural with the potential use of improved pervious surfacing over large existing tree roots that currently create an uneven trail surface for pedestrians and bicyclists.
  - Create a phasing strategy for removing invasive plants or plants in poor condition.
  - Replant with native landscape - keep natural look of existing trail environment.
  - Provide landscape buffer along steep slopes at south end of trail.

- **Legend**
  - Major activity node
  - Trail entrance
  - Activity node
  - Pedestrian gathering space
  - Pedestrian trail
  - Pedestrian trail grade improvement
  - Study area for removing invasive plants

- **Raymond Avenue**
  - Provide signage at entrance (Alexandria City Standard Park Sign).
  - Lower grades at trail entrance.
  - Upgrade existing curb ramp for accessibility.
  - Provide access point from trail to dog park (trail is higher than dog park).

- **Route 1 Entrance**
  - Formalize entrance with landscape and easy “pass-through” bollard or gate element.
  - Provide mile markers along trail (Alexandria City Standard Detail).
Developer Contributions

- Underground utilities/Route 1 frontage
- Affordable housing
- Mount Jefferson Park improvements
- Transportation improvements
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
- Potential for enhanced connectivity east of Route 1
- Enhanced bicycle and pedestrian network (on and off street)
Existing Transportation Infrastructure

Route 1

Swann Avenue

Mt. Jefferson Park Trail

Metroway BRT

Glebe Road at Route 1
Transportation Study Area

LEGEND
- Transportation Study Area
- Study Intersections
Items for Additional Study

• Intersections
  • US Route 1 & East Reed Avenue
  • US Route 1 & East Glebe Road
  • US Route 1 & Swann Avenue
• E. Glebe reconfiguration
**US Route 1 & East Reed Avenue**
*Southbound right turn lane being constructed by others.*

**US Route 1 & Swann Avenue**
*The eastbound approach is unmarked and existing laneages shown are based on field observations.*

**US Route 1 & East Glebe Road**
*The eastbound approach is unmarked and existing laneages shown are based on field observations.*
Next Steps

- **December 10**: Next Advisory Group Meeting on Heights and Route 1 Corridor Streetscape
- **January – May**: AG meetings on remaining topic areas (including retail strategy, Mount Jefferson park follow-up, building design and architecture, transportation and infrastructure, public benefits and plan implementation, design guidelines)
- **June**: City Council update
- **Fall**: Master Plan amendment, design guidelines, and DSUP