

Oakville Triangle and Route 1 Corridor Advisory Group Community Meeting #3
June 2, 2014
Summary of Group Activity Feedback

Activity 1 – Mt. Jefferson Park and the treatment of the western edge of Oakville Triangle

- Potential ideas for park and additional buffer along Oakville site
 - Keep naturalistic qualities of park
 - Potential street along portion of park
 - Narrow
 - Quiet
 - Accessible sidewalk, bike path along street
 - Increase park width
 - Wooded buffer area along western side of park (next to existing houses)
 - Nature-path buffer area along eastern side of park (next to Oakville site)
 - Using stormwater design solutions in park buffer along Oakville site for drainage issues, potentially using pedestrian bridges across to control access from eastern side
 - Add gathering places, benches
 - Lighting the park – concerns about light pollution, safety
 - Topography should remain as additional buffer
 - Path material – natural, brick or grass pavers for EVE, hardscaped
 - How to address safety concerns – access, lighting, character, type of buildings along eastern edge of park (Oakville site)
 - Character of park – pedestrian/commuter path, neighborhood serving, type of use

Activity 2 – Proposed heights map

- Proposed heights generally satisfactory with the following additions:
 - Requested:
 - Solar/azimuth study
 - Sightline study
 - More study and information of the “transition areas”
 - Height comparisons of buildings closer to Route 1, Old Town
 - Consider reducing heights along northern portion of Calvert Street adjacent to existing residences to 25-35’ or 20-35’ with no setback or 30-45’ with setback due to less buffer area
 - Consider limiting 90’ to architectural features
 - Consider raising heights in central portion of “medium” height zone, particularly along Swann Avenue with step down
 - Consider what heights will look like from Potomac Yard
 - Concerned about potential “canyon” effect from 90’ heights along Route 1
 - Important to vary building heights, facades (no flat faces)
 - Consider additional setback at intersections