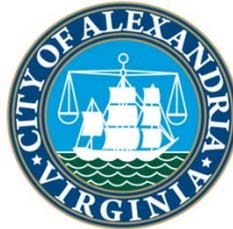


Oakville Triangle & Route 1 Corridor Planning

Advisory Group Meeting #8

November 13, 2014



Agenda

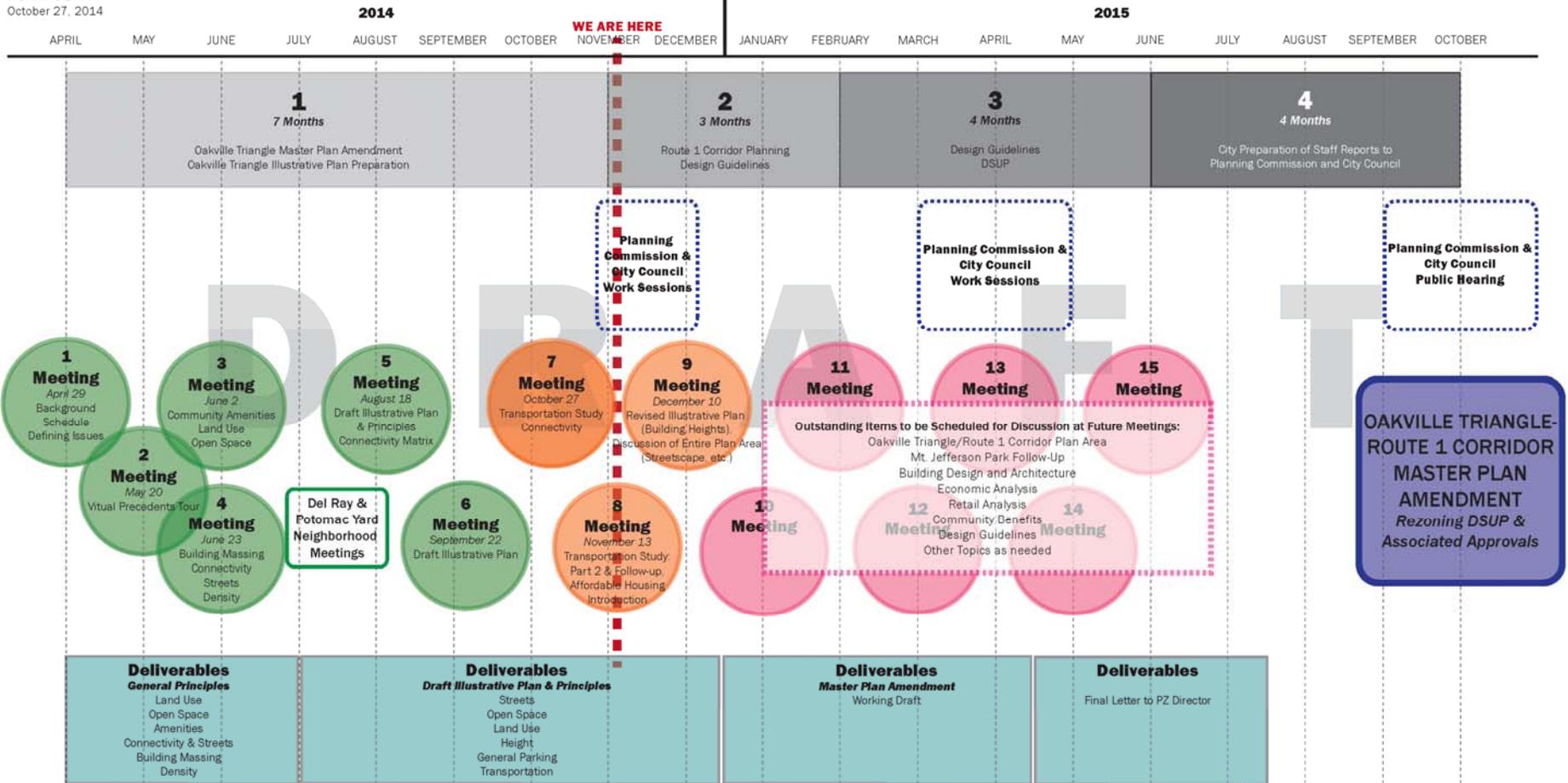
- Open House Report
- Follow up on Connectivity, Transportation Study and Analysis
- Community & A.G. feedback
- Introduction to Affordable Housing
- Community & A.G. feedback
- Next Steps



Process and Schedule

DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

WORKING DRAFT
October 27, 2014



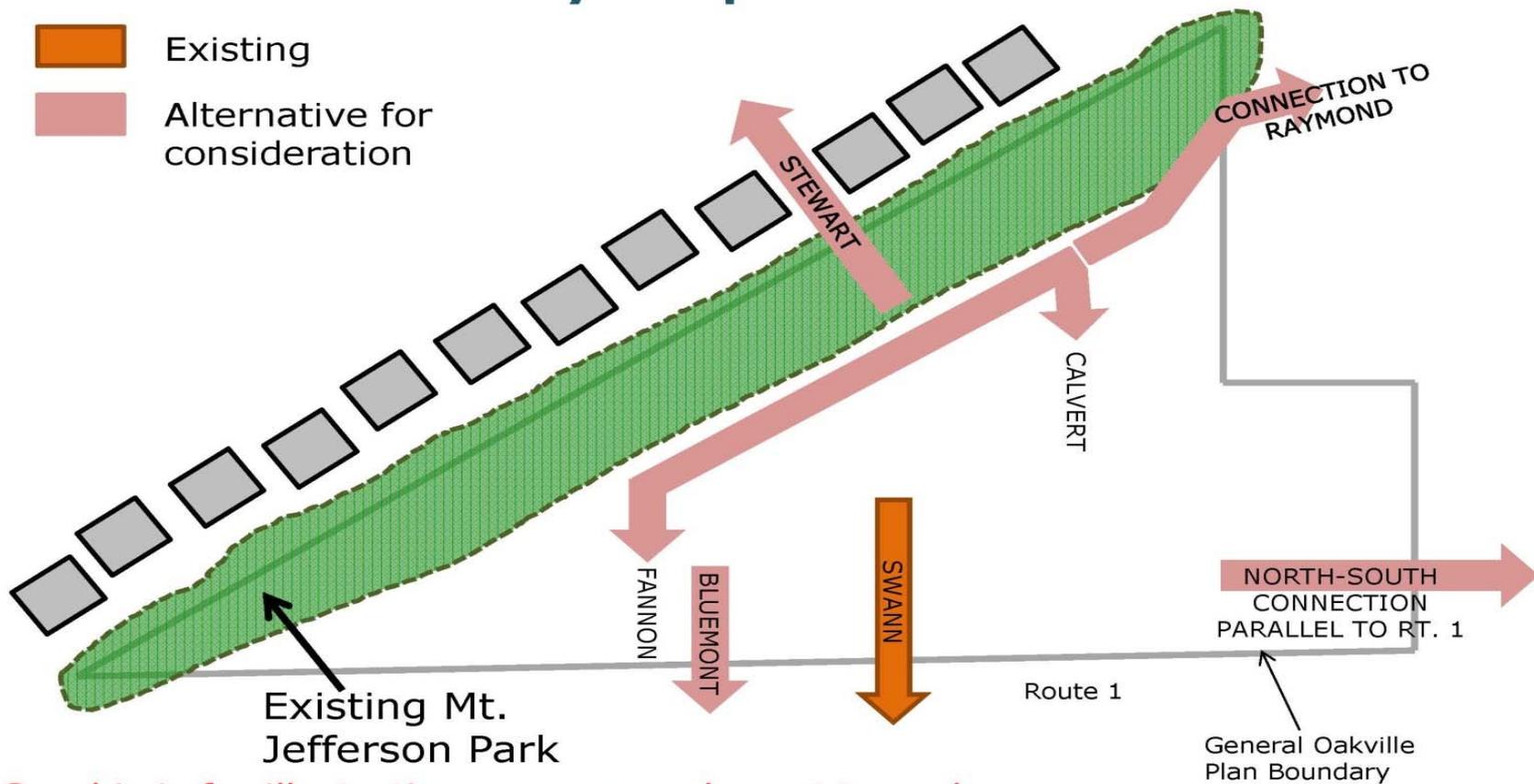
Connections



Streets Connectivity

Connectivity Options

- Existing
- Alternative for consideration



Graphic is for illustrative purposes only; not to scale

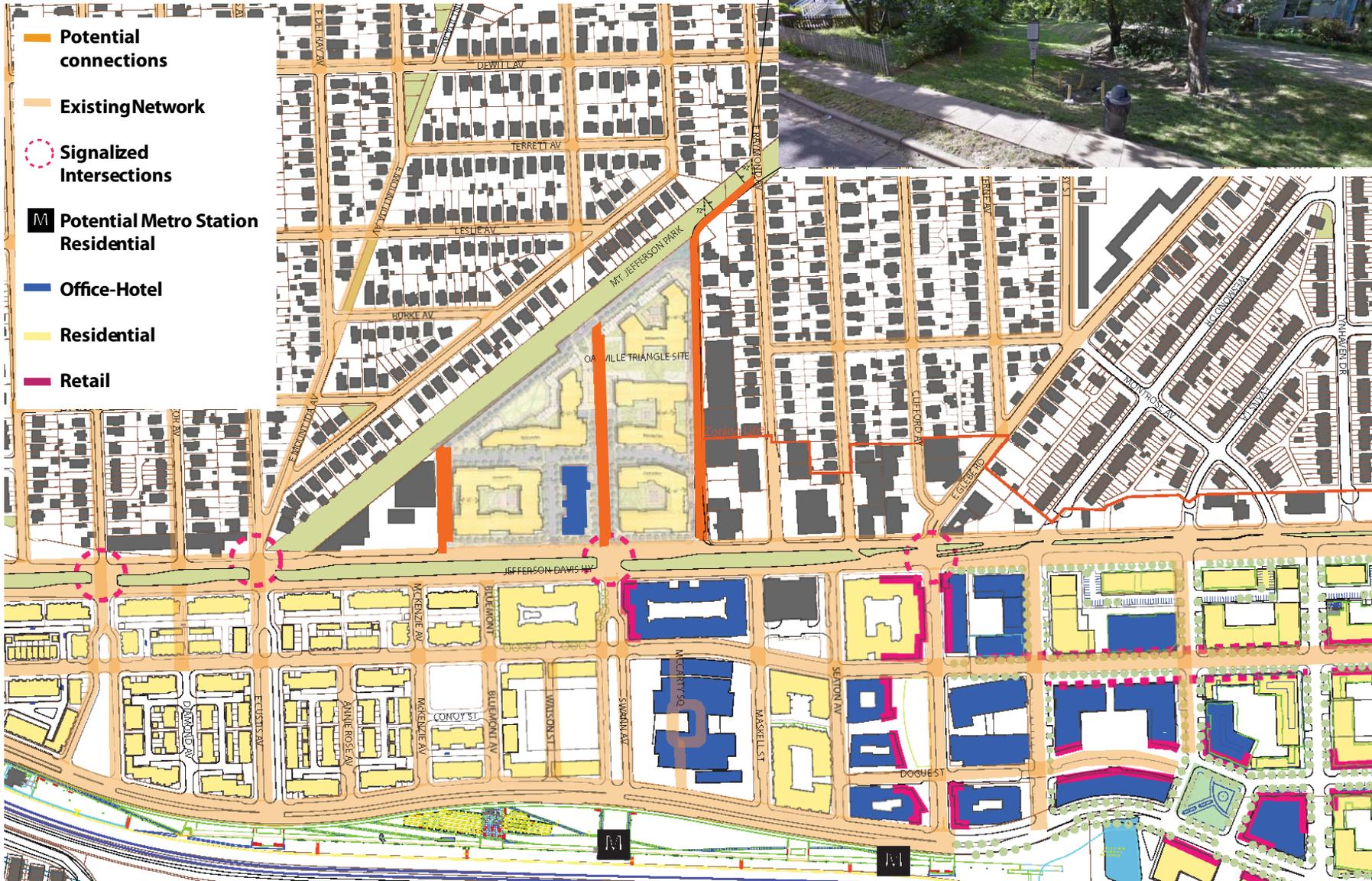


Forms of Connections





Calvert-Raymond



Oakville Triangle and Route 1 Corridor Planning



Calvert-Raymond



Section: Park and Potential Street



Aerial: Raymond Avenue crosswalk and playground



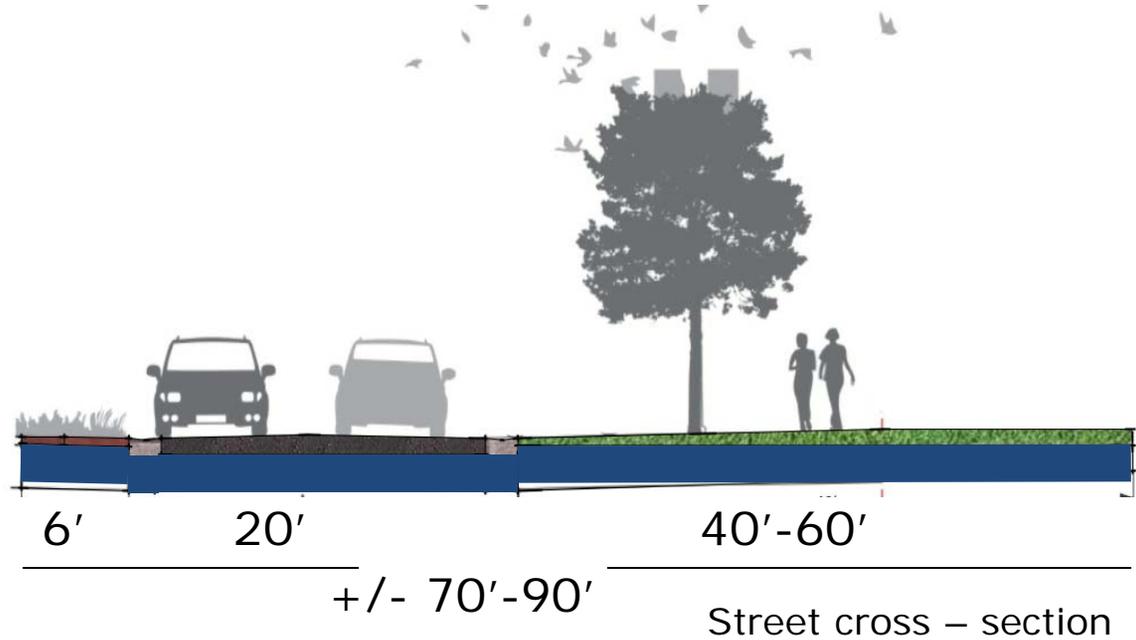
Potential Street



Plan View of portion of Mt. Jefferson Park + Dimensions

Calvert Raymond Connection

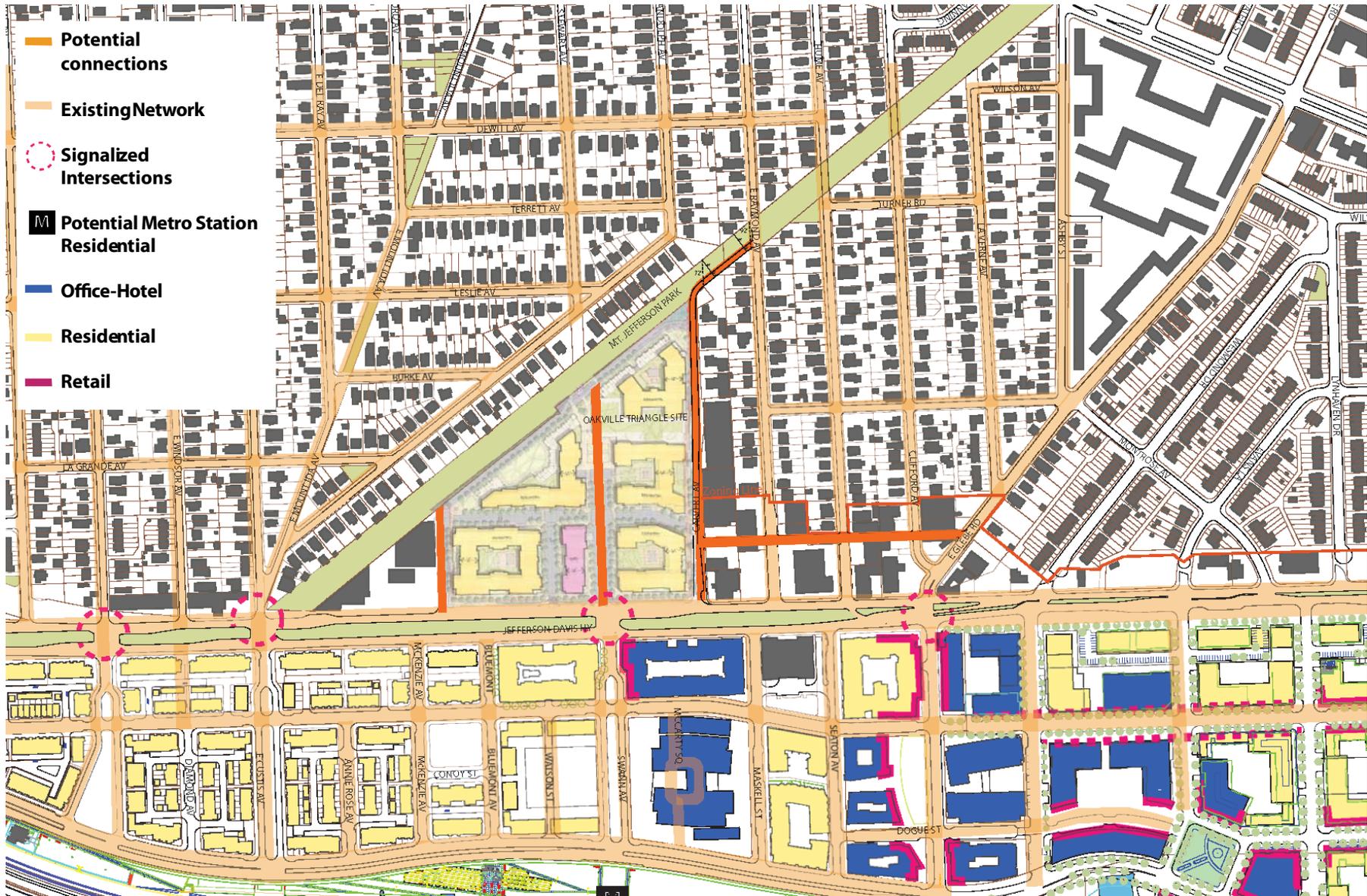
- 20-30 peak hour trips



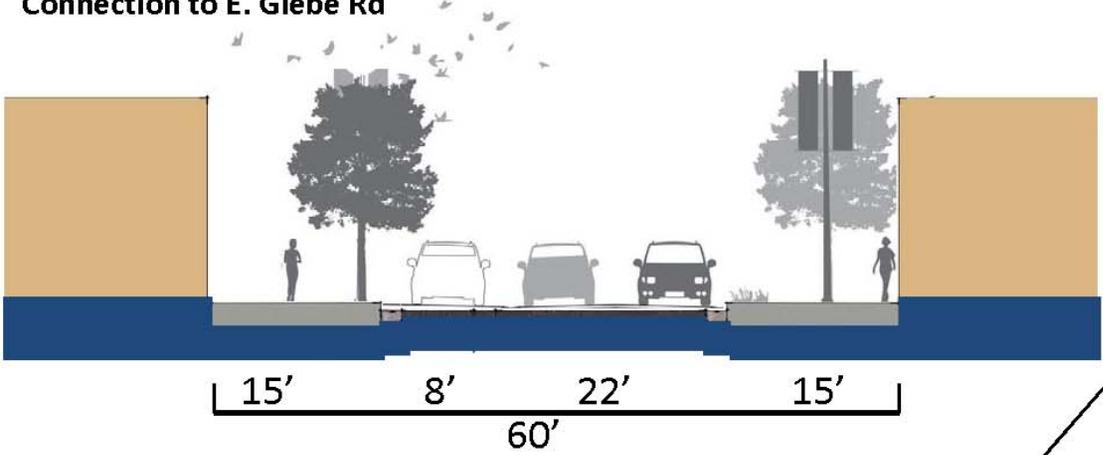
- 8,400 SF of impacted open space-
Mount
Jefferson Park



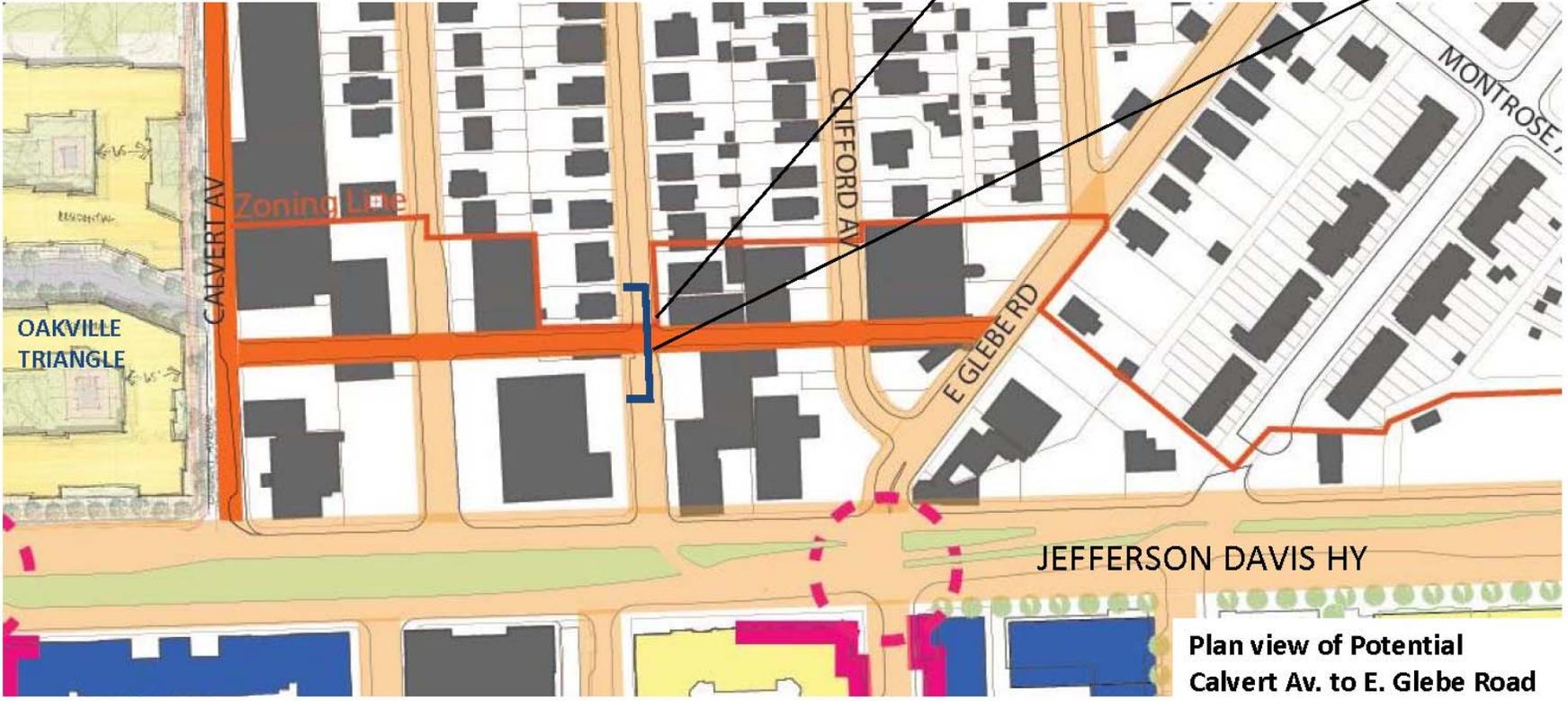
North-South to E. Glebe Road



**Section: Potential North -South
Connection to E. Glebe Rd**



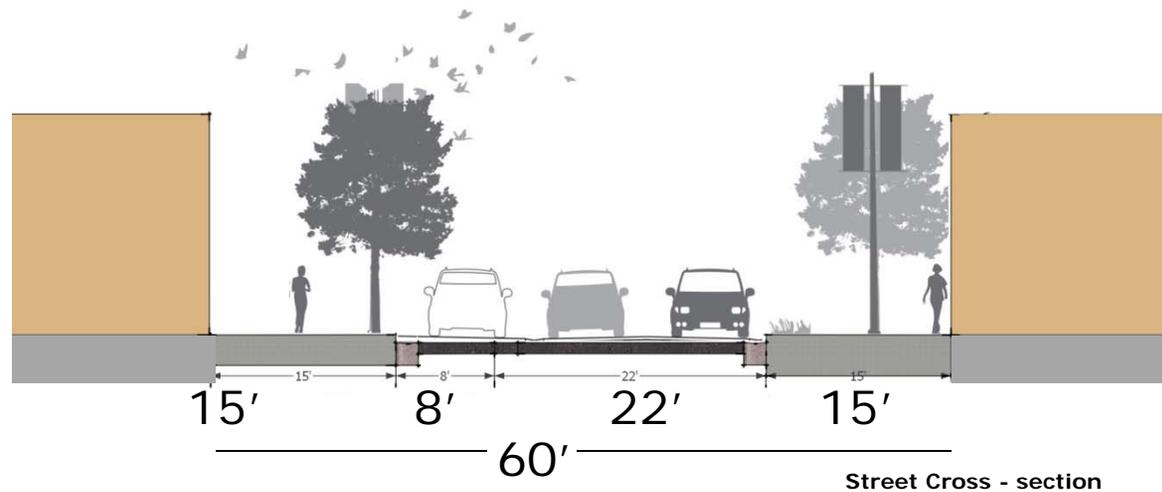
**Main Line Boulevard, Potomac Yard
Precedent**



**Plan view of Potential
Calvert Av. to E. Glebe Road**

North – South Road Connection

- 125 peak hour trips
- Eliminates individual curb cuts on Route 1
- Enhances Route 1 sidewalk-Streetscape
- Improves safety on Route 1
- Provides an additional north-south route for pedestrians



Transportation Study



Custis Avenue



17 feet
Travelway

7 feet
Parking Lane

24 feet



312 Clifford Avenue



210 E. Oxford Avenue

Raymond Avenue



17 feet
Travelway

7 feet
Parking Lane

24 feet



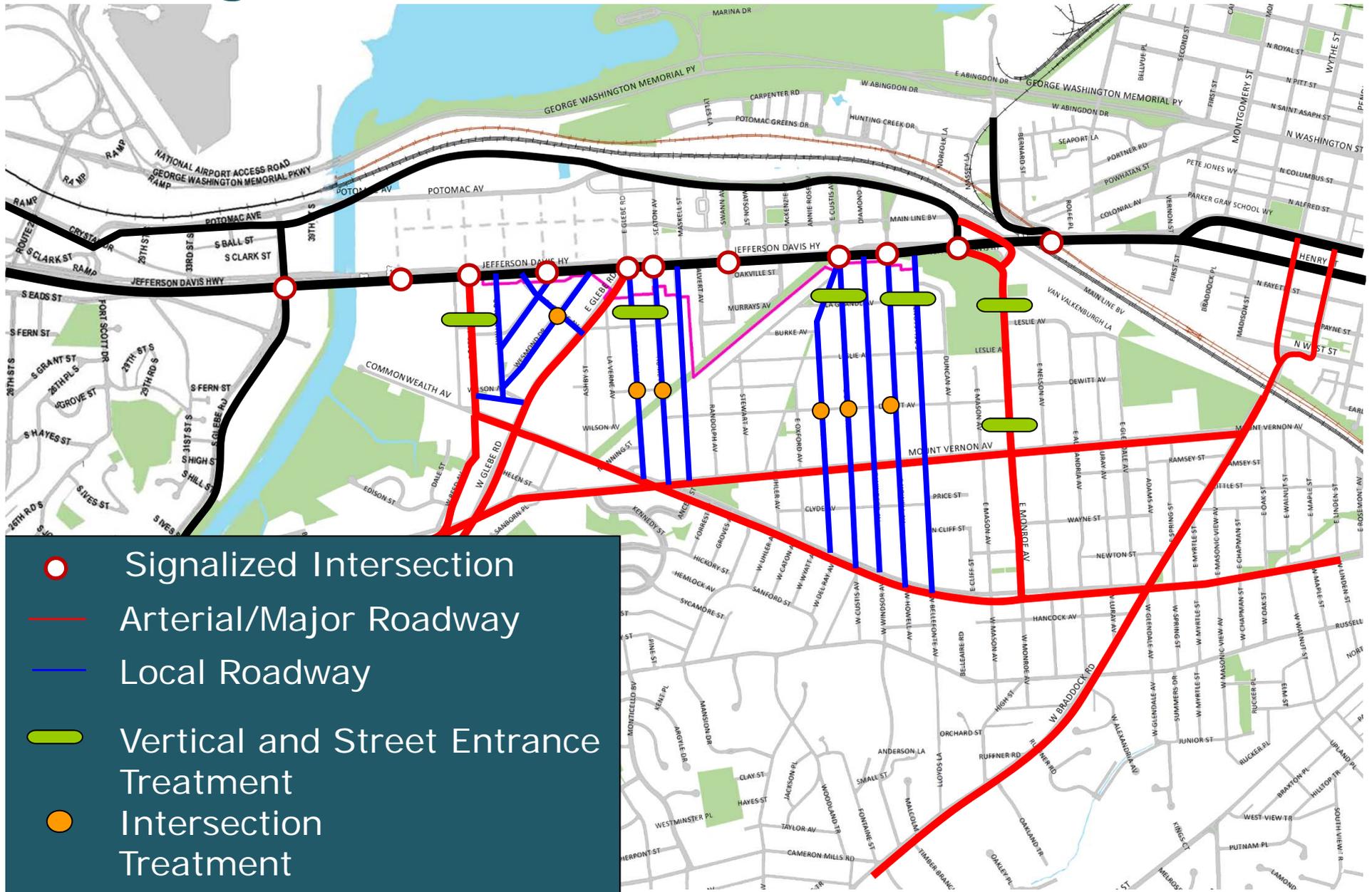
Windsor Avenue



E. Howell Avenue



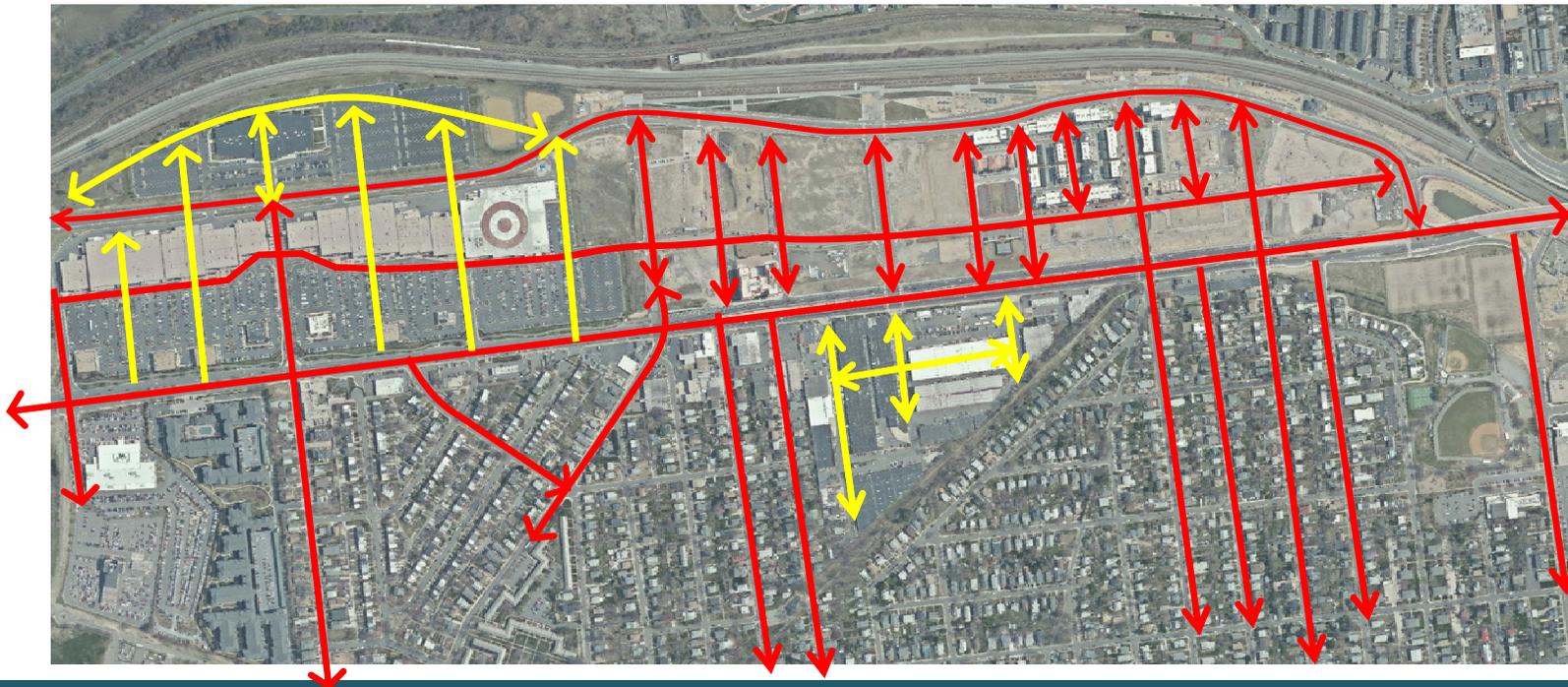
Neighborhood Protection Scenario



- Signalized Intersection
- Arterial/Major Roadway
- Local Roadway
- Vertical and Street Entrance Treatment
- Intersection Treatment

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)



What is a Transportation Study?

Describe Existing Conditions
(traffic, transit, bicycle, pedestrian)

Define Future
Background Conditions

Define Development Assumptions

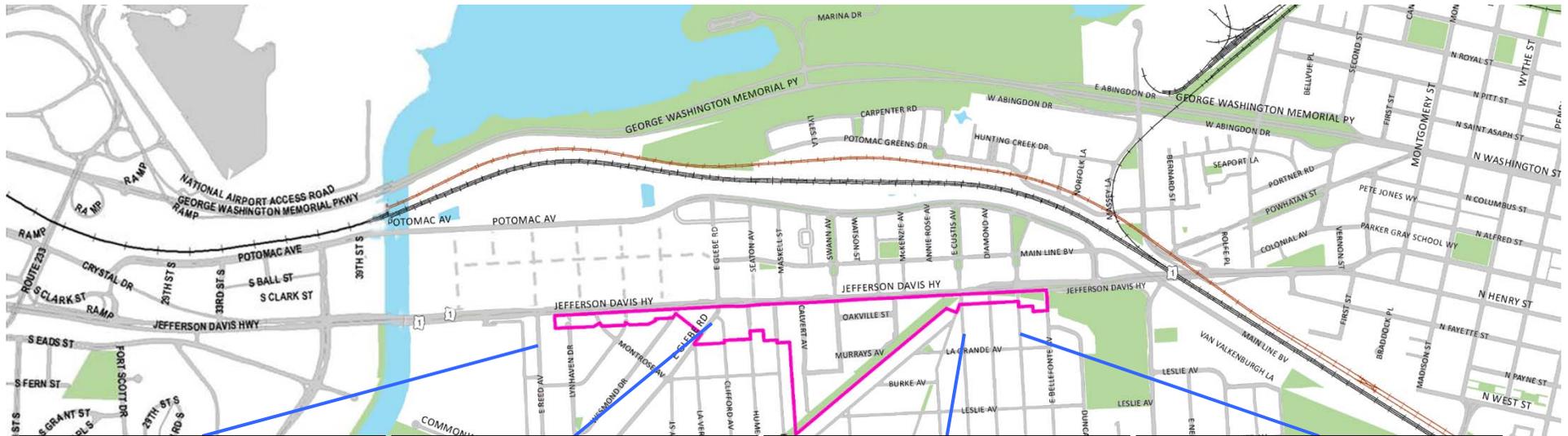
Assign Traffic

Analyze Traffic Conditions

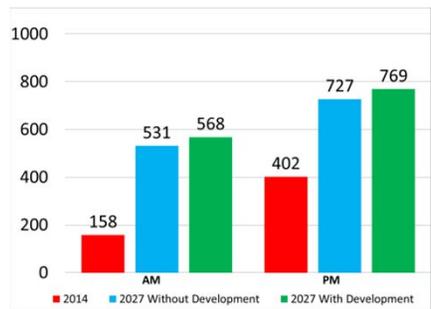
Identify Mitigation



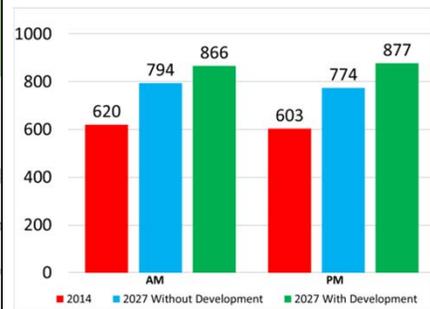
Traffic Volumes on Residential Streets



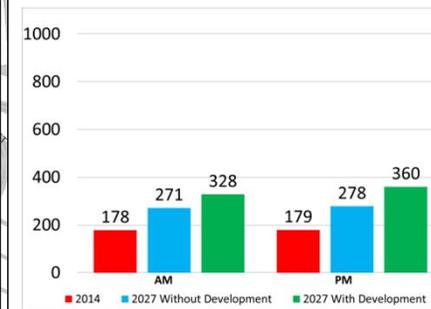
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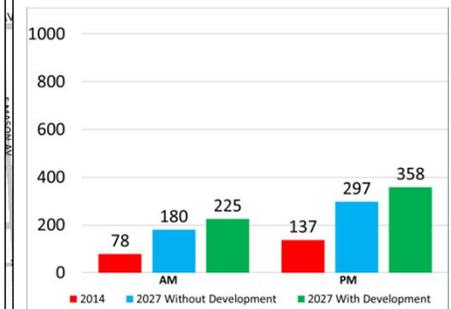
Glebe



Custis



Howell



Legend (measured by number of vehicles per hour):

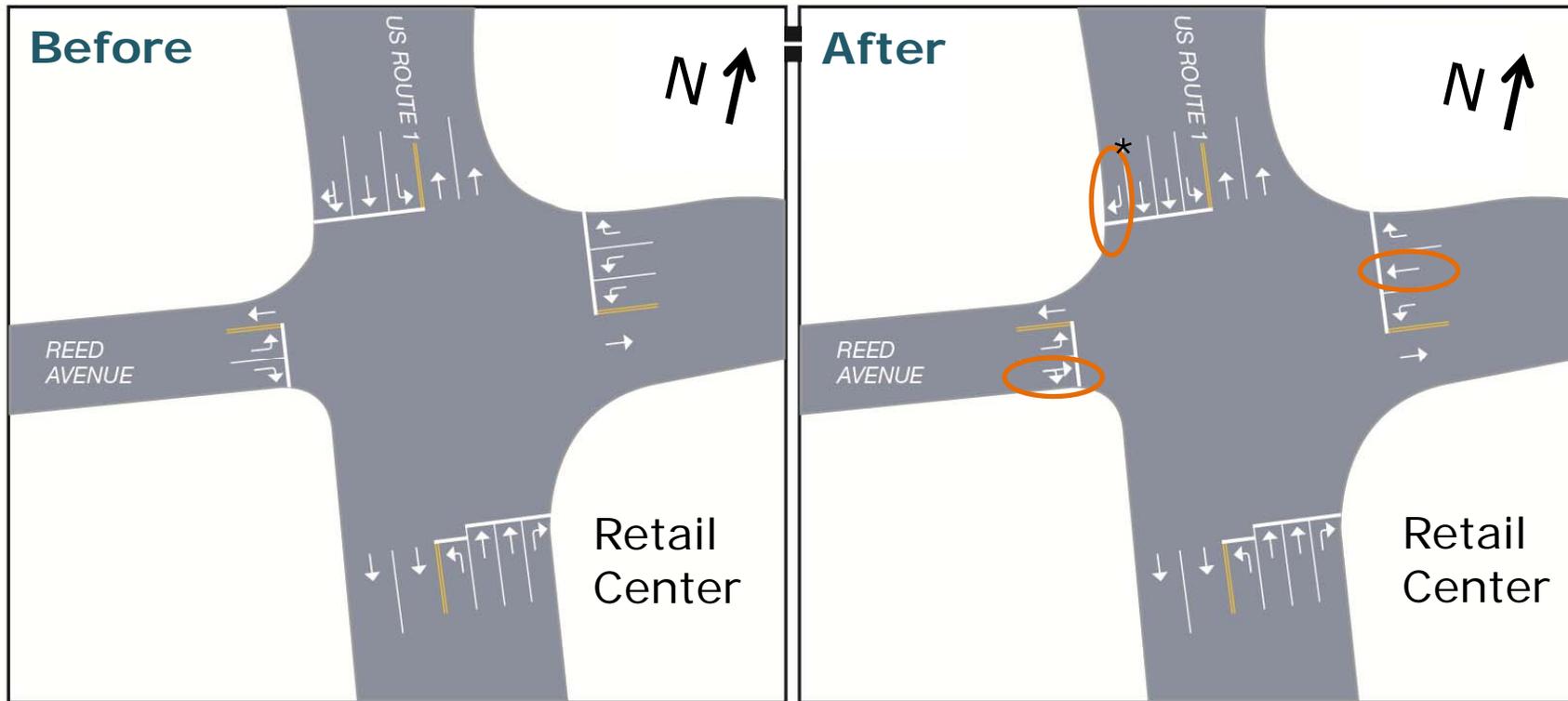
2014 Bidirectional AM/PM Peak Hour Traffic Volume

2027 without Development Bidirectional AM/PM Peak Hour Traffic Volume

2027 with Development Bidirectional AM/PM Peak Hour Traffic Volume

US Route 1 & East Reed Avenue

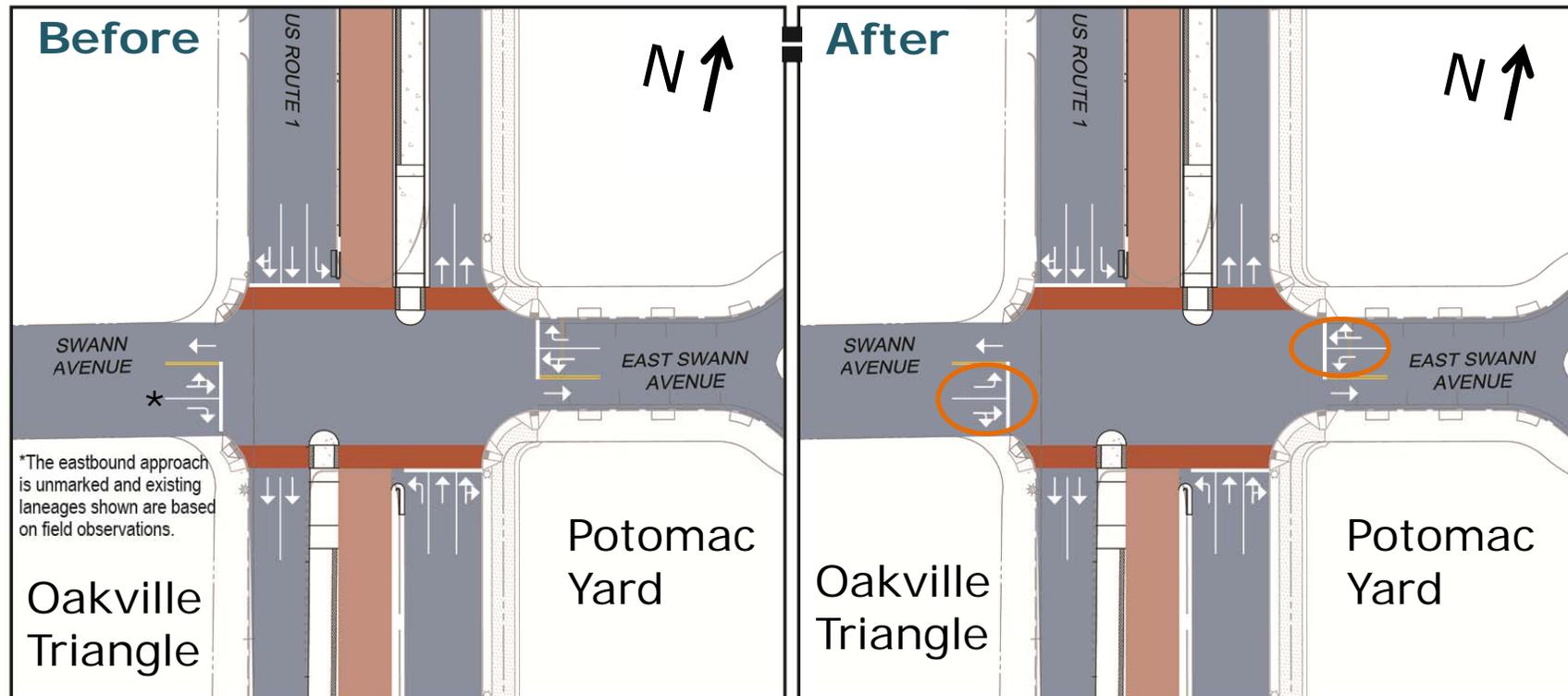
- Optimized intersection signal timing
- Coordinated green signals along Route 1
- New southbound right-turn lane and recommended new eastbound and westbound lane designations (makes use of existing pavement)



*Southbound right turn lane being constructed by others.

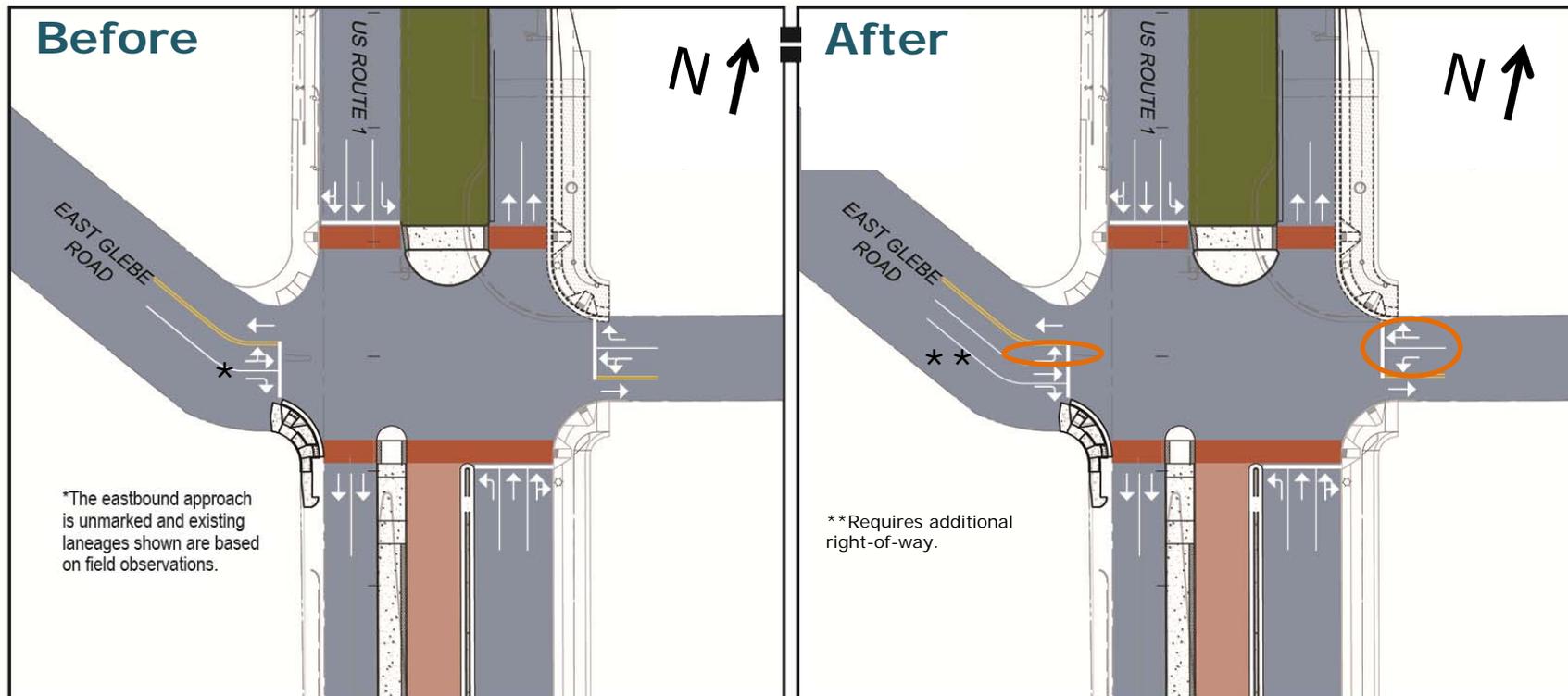
US Route 1 & Swann Avenue

- Optimized intersection signal timing
- Coordinated green signals along Route 1
- Recommended new eastbound and westbound lane designations

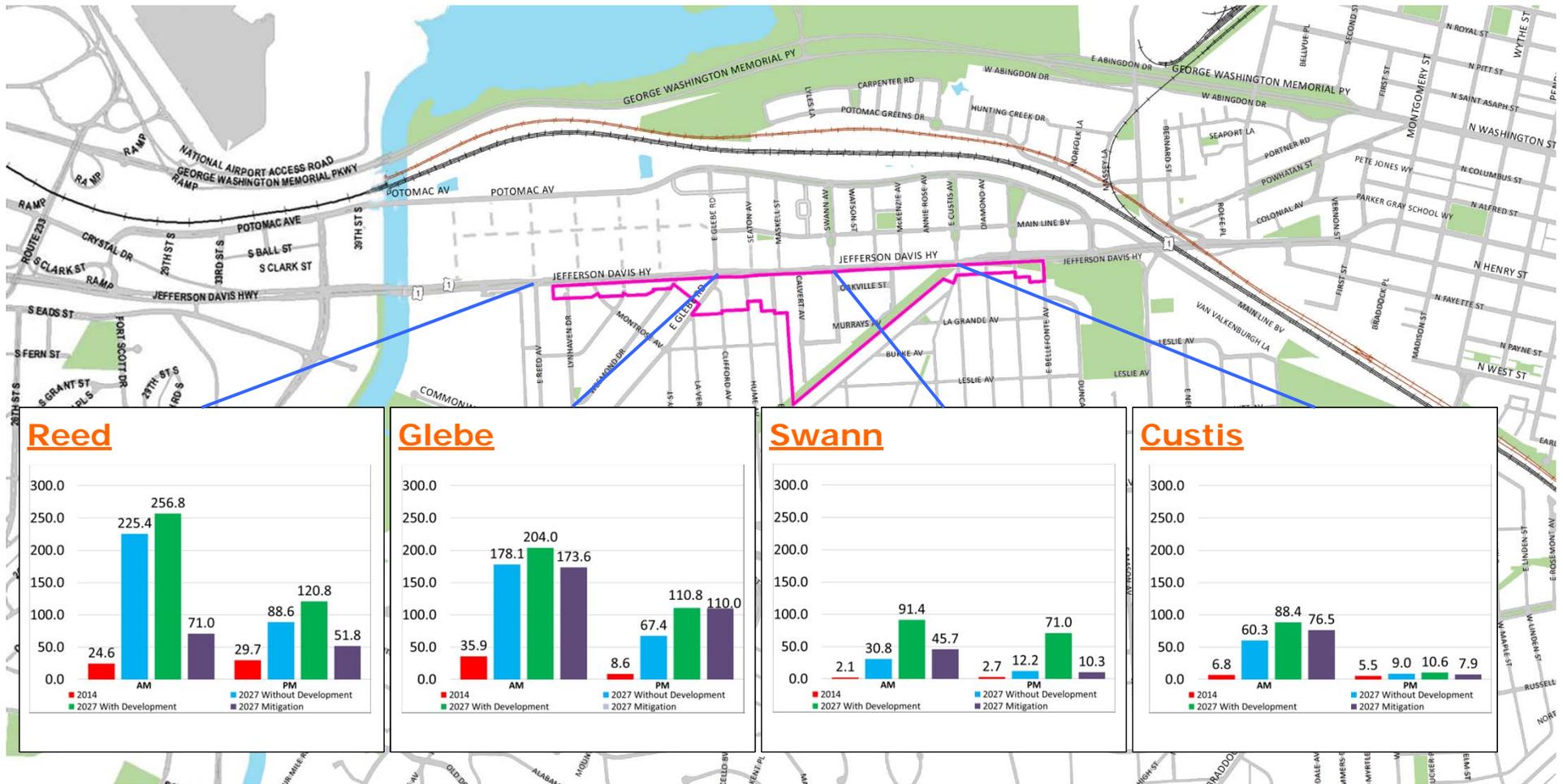


US Route 1 & East Glebe Road

- Optimized intersection signal timing
- Coordinated green signals along Route 1
- Recommended new eastbound and westbound lane designations



Northbound and Southbound Route 1 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

Transportation Findings

- Improvements needed at Route 1 intersections
- Additional connectivity will better disperse traffic
- Neighborhood protection important
- Ensure transportation infrastructure supports proposed development



Next Steps

- Developing phasing plan
- Continue to refine mitigation



Affordable Housing



City Housing Programs & Activities



Why is Affordable Housing Important?

City Strategic Plan (2010) “Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability”

- Housing affordability **means different things** at different stages of life
- Housing affordability provides important social and **economic benefits**, including a **local workforce** available to staff a range of jobs, including entry level trades and professional jobs
- If people can live where they work, it **lessens traffic congestion, improves quality of life**, and keeps economic activity local



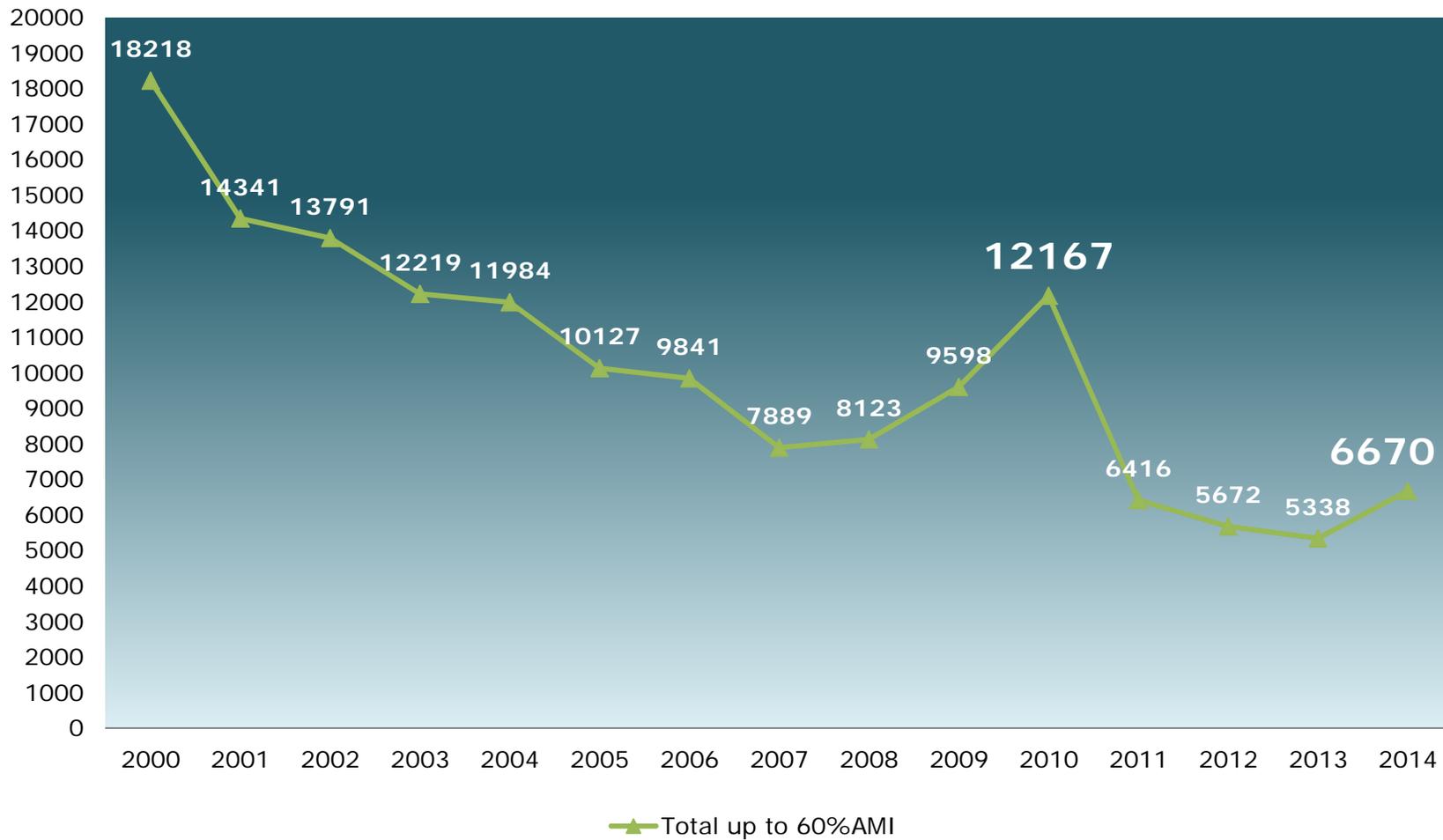
Why Housing Affordability is a Challenge

From 2000 to 2014:

- **Median incomes** in Washington, DC metropolitan area **increased by 30%**
- \$82,800 to \$107,000 (4 person household)
- **Average rent** for market rate two bedroom unit in Alexandria **increased by 70%**
- \$1,034 to \$1,753



Loss of Market Affordable Rentals, 2000-2014



Who Qualifies for Affordable Housing? What do they Pay?

2014 Maximum Income Limits				
%AMI	1 Person	2 People	3 People	4 People
60%	\$44,940	\$51,360	\$57,780	\$64,200

2014 Maximum Rent Limits				
%AMI	Efficiency	1 BR	2 BR	3 BR
60%	\$1,123	\$1,203	\$1,444	\$1,669



Demand for Affordable Rental Housing

- **3,716** committed affordable rental units in Alexandria
- 2010 estimated demand (Housing Master Plan) was approximately **14,000 units**
- Demand is greatest among those at lowest income levels



Affordable Housing at Oakville

To be decided:

- Amount, type, and mix of units
- Micros, efficiencies and 1 BRs?
- Right sized parking may help maximize the number of affordable units

