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
Meeting #8: Connectivity & Affordable Housing 11.13.14

Process and Schedule
Connections
Streets Connectivity

Connectivity Options

- Existing
- Alternative for consideration

Graphic is for illustrative purposes only; not to scale

Oakville Triangle and Route 1 Corridor Planning
Forms of Connections
Meeting #8: Connectivity & Affordable Housing

11.13.14
Calvert-Raymond

Section: Park and Potential Street

Aerial: Raymond Avenue crosswalk and playground

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
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

24 feet

210 E. Oxford Avenue

24 feet
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?

1. Describe Existing Conditions (traffic, transit, bicycle, pedestrian)
2. Define Future Background Conditions
3. Define Development Assumptions
4. Assign Traffic
5. Analyze Traffic Conditions
6. Identify Mitigation
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
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

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
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<tbody>
<tr>
<td>Potomac Yard</td>
<td>Potomac Yard</td>
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<tr>
<td>Oakville Triangle</td>
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*The eastbound approach is unmarked and existing laneages shown are based on field observations.*

Meeting #8: Connectivity & Affordable Housing
US Route 1 & East Glebe Road
– Optimized intersection signal timing
– Coordinated green signals along Route 1
– Recommended new eastbound and westbound lane designations

*The eastbound approach is unmarked and existing laneages shown are based on field observations.

**Requires additional right-of-way.
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

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<th>%AMI</th>
<th>1 Person</th>
<th>2 People</th>
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### 2014 Maximum Rent Limits

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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