

Oakville Triangle/Route 1 Corridor Plan and Design Standards

Revisions to August 18, 2015 Draft Incorporated in October 1, 2015 Draft (page numbers refer to 10/1/15 draft)

- Throughout - Non-substantive edits to text and graphics for the purposes of clarifying meaning and/or correcting typos
- Page 14 - revised language that shared parking is **strongly encouraged** ~~should also be explored~~ during the development review process
- Page 14 - Rec. 1.13 added “the bike lane within the central urban plaza within the Oakville triangle will be designed as a shared space.”
- Page 16 - added “seniors” to the text regarding the variety of household types the Plan area encourages. Group homes and senior assisted living housing were not specifically called out, but they are permitted and can be addressed in future rezoning.
- Page 19 – added community meeting space room as a desired community benefit
- Page 20 - revised implementation phasing graphic to show that the sequencing of the Ruby Tucker Park improvement and the New Ped Crossing will be determined based on highest need within the timeframe
- Page 24 - Rec 2.1 added language that compliance with design standards is required.
- Page 35 - Graphic: add ‘traffic calming improvements along Montrose Ave
- Page 43 – Rec 4.5 iii added ‘Off set curbs may be permitted, where it is deemed necessary.’
- Page 57 – Added note to Open Space Map Legend “4. The public open space areas are the existing public parks and proposed public access easements.”
- Page 60 – Rec 4.18 added “the at-grade trail (lower trail) extension on the northern portion shall be constructed by the adjoining property owner.”
- Page 60 – Rec 4.34 added “As part of the new multifamily office or hotel buildings, explore providing a community meeting space within each building.”
- Page 64 – Rec 5.2 change “A courtyard shall be limited to a maximum of ~~one~~ **two** block frontages.”
- Page 64 – Rec 5.3 change “The streetwall shall be setback a maximum of ~~10~~ **30** feet from the property line. This shall be in conjunction with the massing requirements herein.”
- Page 66 – Rec 5.8 change “At least ~~30%~~ **25%** of the multifamily building perimeter must be setback between 8-10 feet at the building face on at least two facades.”
- Page 68 – Rec 5.10 change “Where townhouses in the Plan area are adjacent to existing homes, the new townhouse shall be **a maximum of one additional level or** no more than ~~14~~ **15** ft taller than the existing homes, **whichever is less.**”
- Page 68 – Rec 5.12 C added “Front yard setbacks for new townhouses on existing streets shall be compatible with the existing neighborhood. For new streets, the setback will be consistent with the cross-sections (Chapter 8) or a minimum of 4 ft, whichever is greater.”
- Page 68 – Rec 5.14 F edited to read: “In the rear, a setback-landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses. Where feasible a larger rear setback shall be provided. A fence or wall may be required within the landscape buffer or setback as part of the development review process.”
- Page 73 – Rec 5.23 added “Where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.”
- Page 75 – Rec 5.46 added “Where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.”
- Page 79 – Rec 5.67 The solid to void ratio shall consist of a minimum of 30% void for hotel buildings and ~~40%~~ 35% void for office buildings and may include spandrels.

- Page 83 – added Rec 5.91 “Handrails for all building types shall not be permitted within the required/ provided sidewalk.”
- Page 84 – add “public art” to the list of Public Realm Streetscape desired elements
- Page 83 – added Rec 5.98 “Green walls and living walls are strongly encouraged.”
- Page 85 – Rec 5.102: edited to read: “Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96 or similar as approved by the City of Alexandria. A minimum of two benches shall be provided for each block in appropriate locations based on the specific ground floor use and the location of bus stops and public open space.”
- Page 85 – Rec 5.107: Street lights edited to include “...and shall not be located within the sidewalks but rather shall be placed between the street trees.”
- Page 85 – Rec 5.108 edited to read: “All street lights shall be designed to minimize light spillover. Where located next to residential uses, streets lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.”
- Page 98 – deleted former standards 7.10 – 7.15 regarding sign dimensions that will be covered by the existing and future zoning.
- Page 99 – Old Rec 7.21 (new Rec 7.15) edited to read: Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern. Signs shall be limited to a maximum height of ~~50~~ **20** feet above the grade of the adjoining sidewalk. Signage taller than ~~50~~ **20** feet may be permitted if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit. The size of the signs shall be limited to 50 sq. ft. **The signage shall be located to minimize impacts on adjoining neighborhoods and parks.**
- Page 100 – New Rec. 7.34 edited to read: “Building signage on the western portions of the proposed buildings or visible from Del Raya and/or Lynhaven **or Mount Jefferson Park** shall be prohibited.”
- Page 100 added new Wayfinding Signage Rec 7.38: “All new development sites shall provide wayfinding signage consistent with the City’s Wayfinding Design Guidelines Manual.”
- Page 103 – added new Rec **8.3** “All streets within the Plan are intended to be public streets, dedicated to the City unless otherwise noted the property line is assumed to be at the edge of the right-of-way (ROW) as defined herein.”
- Page 104 – Route 1 Streetscape – Commercial-Retail Uses, edit Intent: “The intent of the Route 1 streetscape, given the scale of the buildings and width of the street, is to provide an appropriate setback for the buildings and a comfortable area for pedestrians. **The sidewalk is 15 ft. and will be located adjacent to the building for commercial-retail uses.** The 10 ft. landscape strip is intended to provide an adequate area for the trees and setback for pedestrians.”
- Page 106 – Route 1 Streetscape – Residential Townhouse, edit Intent: “The intent of the Route 1 streetscape is to provide an appropriate setback for the buildings and a comfortable area for pedestrians when residential is the primary use at the ground floor. The streetscape provides a 10 ft. landscape strip for the street trees, a 7 ft. sidewalk, and an 8 ft. landscape strip planting area adjacent to the building.”