Rezoning #2015-0004
Text Amendment #2015-0006
Master Plan Amendment #2015-0007
Multiple Addresses: Jefferson Davis Hwy, Fannon St, Oakville St, Swann Ave, Calvert Ave, E Raymond Ave, Hume Ave: Oakville Triangle / Rt 1 Corridor

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Application	General Data	
Project Name: Oakville Triangle and Route 1 Corridor Planning Area	**PC Hearing:**	January 7, 2016
	CC Hearing:	January 23, 2016
	Site Area:	Site: ~24 acres
Location: 2000, 2100, 2200, 2316, 2320, 2412, 2514, 2610, 2700, 2706, 2800, 2920, 3006, 3014, 3100 – 3104, 3216, 3300, 3314 3400 Jefferson Davis Hwy; 400, 405 Fannon St; 2500 Oakville St; 300, 403, 405, 420 Swann Ave; 300, 304, 308, 312, 400, 410,420 434, 446 Calvert Av; 415-418 E Raymond; 413, 415, 416-418, 420, 426 - 430 Hume Av (2900 Jefferson Davis Hwy); 414, 417, 419- 421, 423 Clifford; 401, 402, 404, 405, 406, 408 – 410, 412, 415 E Glebe; 522 E Mt Ida Av; 519 E Howell Av; 516, 518 E Bellefonte Av	**Existing Zones:**	CSL (Commercial Service Low) I (Industrial) R 2-5 (Residential)
	Proposed Use:	Mixed Use
	Gross Floor Area:	Proposed: ~2,650,000 GFA
Applicant: City of Alexandria: Department of Planning and Zoning	**Small Area Plan:**	Potomac West (Oakville Triangle and Route 1 Corridor Vision Plan)
	Historic District:	Town of Potomac National Register Historic District

Purpose of Application

Amending the Master Plan to include two single-family houses on Hume Avenue within the Plan area and add the development summary table and implementation. A zoning text amendment to add CDD #24 to the Zoning Ordinance. A Zoning Map Amendment to rezoning the Plan area (as amended) into a mixed-use commercial / industrial area into an urban, mixed-use community through the creation of a CDD – Coordinated Development District – CDD#24.

Special Use Permits, Modifications, and other Approvals Requested:

Request for:
(A) Initiation of a Master Plan Amendment; (B) An amendment to the Potomac West Small Area Plan chapter of the Master Plan to i) include the properties at 413 and 415 Hume Avenue and ii) add a development summary table and additional implementation language into the Oakville Triangle and Route 1 Corridor Vision Plan; and (C) Initiation of a text amendment; (D) text amendment to the Zoning Ordinance to amend the provisions of Section 5-602 to establish CDD #24; and (E) An amendment to the official zoning map to change the zone from CSL (Commercial Service Low), I (Industrial), R 2-5 (Residential) to CDD #24 (Coordinated Development District); zoned CSL (Commercial Service Low), I (Industrial), R 2-5 (Residential).

Zoned:
Existing - CSL (Commercial Service Low), I (Industrial), R 2-5 (Residential)
Proposed - CDD #24 (Coordinated Development District)

Staff Recommendation: APPROVAL

Staff Reviewers:
Jeff Farner, Deputy Director (P&Z) jeffrey.farner@alexandriava.gov
Carrie Beach, Division Chief (P&Z) carrie.beach@alexandriava.gov
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Laura Durham, Park Planner (RP&CA) laura.durham@alexandriava.gov
James Roberts, Urban Planner (P&Z) james.roberts@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 7, 2016:
On a motion by Commissioner Wasowski, seconded by Commissioner Dunn, the Planning Commission voted to recommend approval of MPA2015-0007 as presented in the staff report and as updated per the Staff Memoranda dated December 23, 2015 and January 7, 2016, and incorporated herein. The motion carried on a vote of 7 to 0. On a motion by Commissioner Wasowski, seconded by Commissioner Dunn, the Planning Commission voted to recommend approval of Text Amendment 2015-0006. The motion carried on a vote of 7 to 0. On a motion

by Commissioner Wasowski, seconded by Commissioner Dunn, the Planning Commission voted to recommend approval of Rezoning 2015-0004. The motion carried on a vote of 7 to 0.

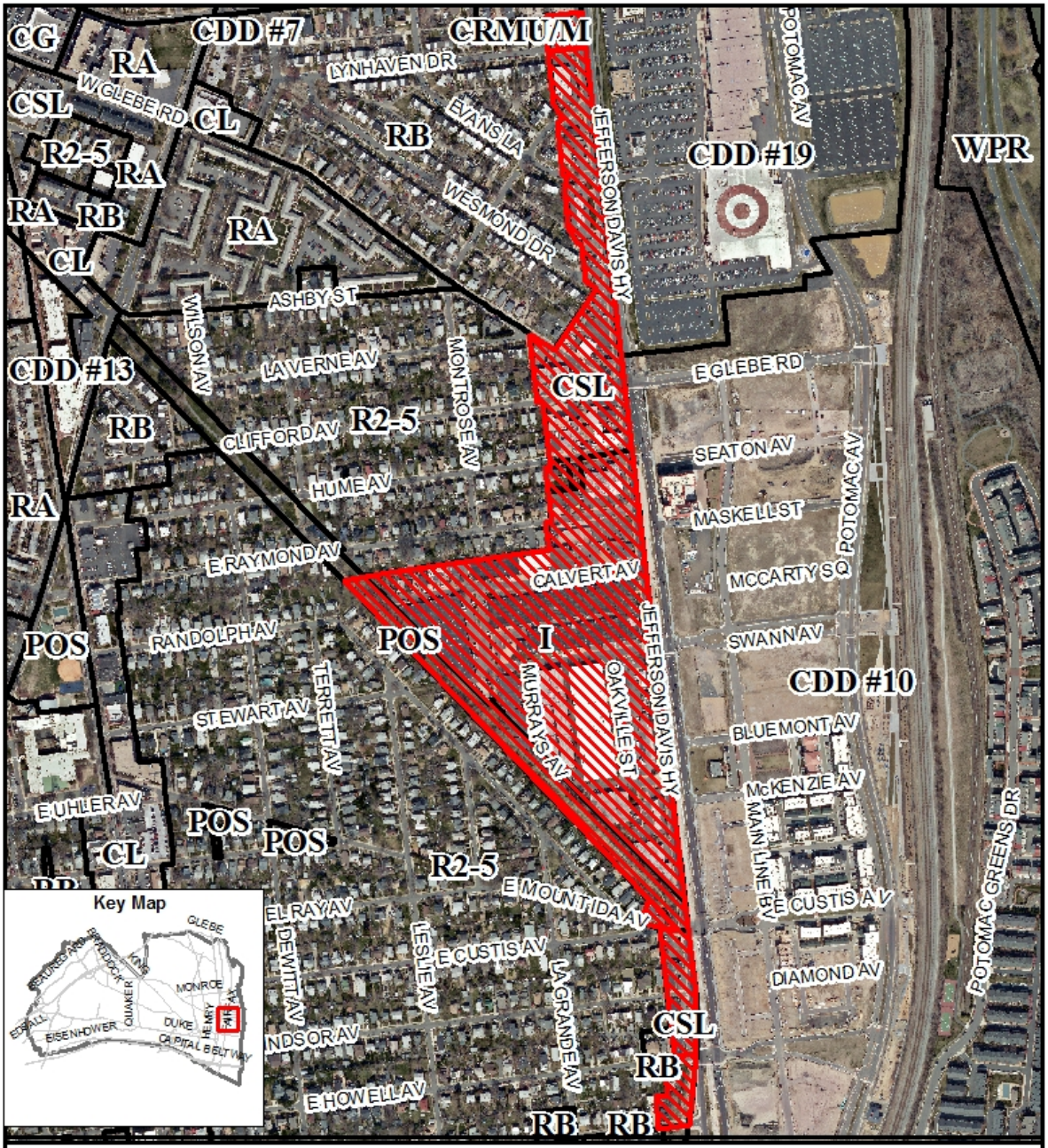
Discussion:

The Commission agreed with the staff analysis and recommendation, and was supportive of the Master Plan Amendment, Rezoning, and Text Amendment. The Commission asserted that the items reflect the culmination of a positive community process representing a strong execution of the visionary Oakville Triangle and Route 1 Corridor Plan that was adopted in Fall 2015.

Commissioners Wasowski, Macek, and Koenig stated that a future potential tax district in the plan area is the purview of City Council, not the Planning Commission. They did express some concern with a potential tax district and potential impacts on the planned developer contributions. Finally, they requested that the tax district analysis table (Table 7 in the Staff Report) be updated to include Tier II information for all properties in the Plan area.

Speakers:

David Fromm of Randolph Avenue and member of the Oakville/Route 1 Advisory Group spoke in support of the master plan amendment and rezoning. Mr. Fromm voiced concern that a potential tax district could negatively impact the financial viability of the Oakville Triangle project and/or the community benefits package, particularly since it was not raised at the beginning of the process, which might have allowed a different approach to funding and prioritizing community benefits.



Master Plan Boundary - Oakville Triangle MPA #2015-0007, REZ #2015-0004, Text Amendment #2015-0006

N

I. SUMMARY

Staff recommends approval of the Master Plan Amendment, Text Amendment and Rezoning to establish Coordinated Development District (CDD) #24 which implements the Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines (the Plan) approved on October 17, 2015.

A. Requested Approvals

1. Master Plan Amendment

a) Revision of the Plan boundary to include properties located at 413 and 415 Hume Avenue;
b) Inclusion of a Development Summary table and notes in the Implementation Chapter of the Plan detailing maximum development levels for each block; Additional text in the Implementation Chapter of the Plan regarding the required phasing of Plan area improvements and funding required to mitigate future development (a full list of additional text and graphics to be added to the Plan is included in **Appendix 1**) ; and
c) Definition of the community facilities, primary retail, secondary retail and maker uses recommended by the Plan.

2. Text Amendment/Rezoning

a) A text amendment to revise the language in Section 5-602 of the Zoning Ordinance, which identifies each of the Coordinated Development Districts to add the language for CDD #24 to the zoning table; and
b) Rezoning (Zoning Map Amendment) to modify the zoning designation from Commercial Service Low (CSL), Industrial (I) and Residential (R 2-5) to Coordinated Development District #24.

B. Special Tax District Analysis

a) Staff has provided an analysis of the potential of including the Oakville/Route 1 Plan area into a special tax district comparable to Potomac Yard.

II. MASTER PLAN AMENDMENT

A. Inclusion of Hume Avenue Residential Parcels in Plan Area

In October 2015, City Council approved the Oakville Triangle/Route 1 Corridor Plan and Design Standards, with the plan boundary as shown in **Figure 1** below. At the hearing, in response to a request from adjacent property owners, City Council directed staff to evaluate the inclusion of two residential properties located at 413 and 415 Hume Avenue, adjacent to and bordered on three sides by the Plan area.

Figure 1: Approved Illustrative Plan and Area of MPA Focus

In 2013, staff established the Plan boundary according to current zoning. Only the commercial and industrially zoned properties on the west side of Route 1, as well as the existing Mount Jefferson Park, were included in the Plan area. **Figure 2** shows the current zoning of the Plan area and adjacent residential areas. The rationale for including only the commercial and industrial properties was that the residential neighborhoods to the west should retain the existing zoning.

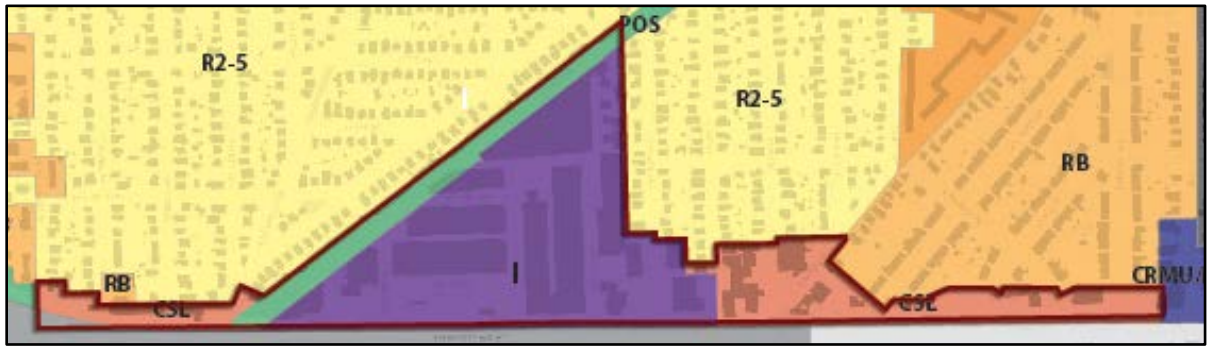


Figure 2: Existing Zoning determined the selected Plan boundary (included I/Industrial and CSL parcels, but no residential). Plan boundary depicted in dark red.

In addition to being zoned residential, most of the properties west of the Plan area, including the two properties in question, are located within the Town of Potomac National Register District **(Figure 2B)**

When the two property owners approached staff during the planning process with a request to be included in the Plan area, Staff declined to support the change for a number of reasons. First, they are historic homes and listed contributing structures to the Town of Potomac Historic District, and as such they also contribute to the unique fabric of the Del Ray neighborhood. Second, although the property owners voiced their concern about being surrounded by the new development, staff believed that the new Plan-proposed development would actually be more compatible with the existing homes than the current industrial uses. Finally, a boundary based on existing zoning provided a rational basis for the plan area. Changing the boundary to include these two houses could provide justification for others adjoining the Plan area to also request inclusion.

Figure 2B: Town of Potomac National Register District

Figure 3: Photo of 415 (left) and 413 (right) Hume Avenue

Upon City Council's request that staff pursue a boundary change, staff conducted a historic analysis of the two homes (**Attachment 1**). The homes at 415 and 413 Hume Avenue (**Figure 3**) date from 1920 and 1915, respectively, and are believed to be kit homes based on their form, repetition along the block, and close proximity to the original Potomac Yard rail yard. They are two-story four-squares sharing the same form as the majority of the housing stock along this street.

While Staff did not initially support the request, there are some reasons that the change makes sense. It is important to note that although the homes are located within a historic district, the Town of Potomac is a national rather than local historic district, and therefore, alterations and changes to these buildings are not subject to BAR review and approval. So even if the properties are not included in the Plan area, the City does not have any purview to prevent demolition or alteration beyond the zoning regulations that would apply. In addition, these property owners are in the unique position of being surrounded on three sides by the Plan area, setting them apart from other adjoining residential properties which are only adjoining on one side.

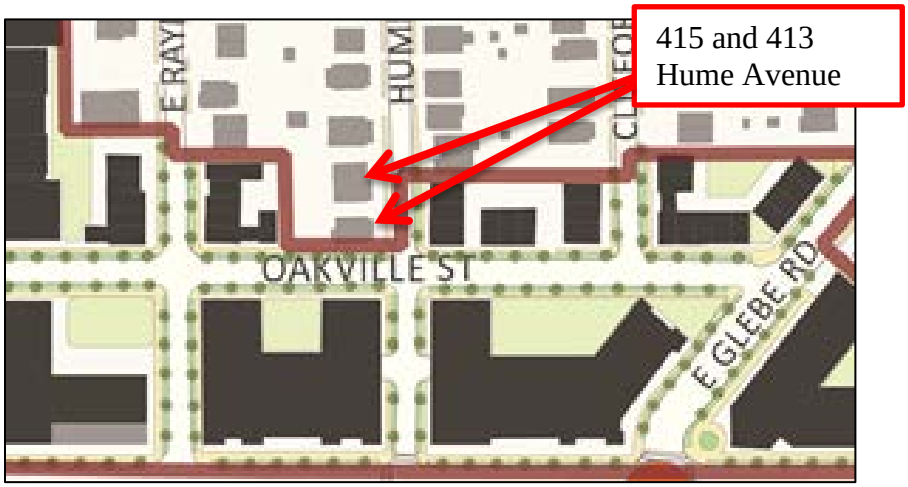


Figure 4: Approved Illustrative Plan; Area of MPA Focus showing 413 and 415 Hume Avenue

Therefore, if it is determined that the parcels are to be included in the Plan area, staff has developed a recommendation which attempts to both retain one or both houses if feasible while also providing some flexibility for the property owners should retention not be possible. If the boundary change is approved, the Design Standards would specify residential (townhouse) redevelopment on the two properties, and a height limit of 45 feet, consistent with the rest of Block 12, and in order to be compatible with the adjacent residences. Staff has developed two options that would be included in the Plan with approval of the master plan amendment.

Option 1: Option 1 demonstrates a scenario in which one of the existing structures would be retained as shown in **Figure 5**. As shown below, this option retains 415 Hume Avenue and allows for townhouse redevelopment of the rest of block 12. This allows for ~~10~~ 11 housing units total on block 12 (~~9~~ 10 new townhouses and the retention of 415 Hume Avenue).

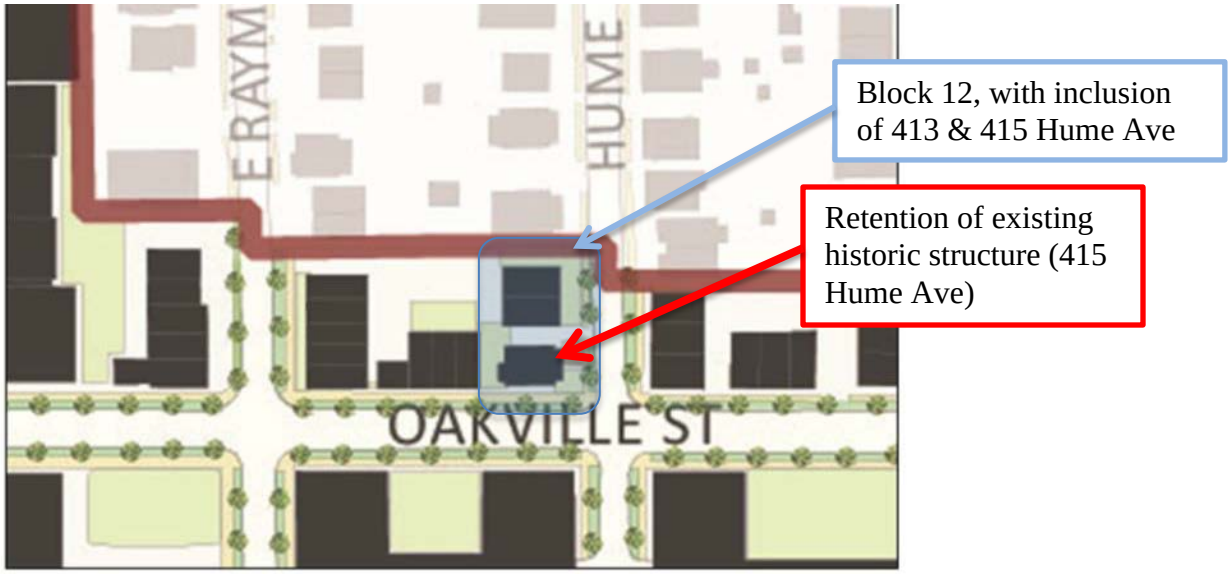


Figure 5: Redevelopment of Block 12 under *Option 1*

Option 2*:* This option allows both properties to be redeveloped, providing a total of up to 13 new townhouse units on the block. The layout would replicate a similar row of townhouses as is shown on Raymond Avenue in **Figure 6**.

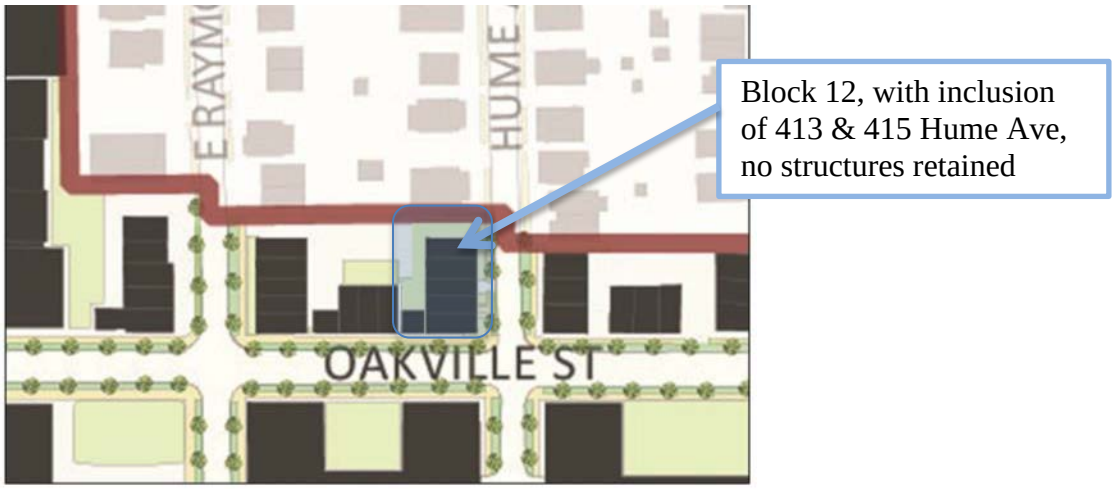


Figure 6: Redevelopment of Block 12 under *Option 2*

The table below compares *Options 1 and 2*

	Existing Plan (as approved)	***Option 1:*** Expand Plan Area Block 12 to include 413/415 Hume Retains one of the existing buildings	***Option 2:*** Expand Plan Area Block 12 to include 413/415 Hume No existing buildings retained
Land Use	Residential - Townhouse	Residential - Townhouse	Residential - Townhouse
Max Yield	**8 townhouses** Retention of 413/415 Hume (outside Plan Area)	**10 townhouses** Retains one of the existing buildings	**13 townhouses** No existing buildings retained
Max Height	45 feet, must meet Plan design standards for transitions and buffers	45 feet, must meet Plan design standards for transitions and buffer	45 feet, must meet Plan design standards for transitions and buffers

Table 1: Comparison of Block 12 options

Staff recommends that if the parcels are to be included in the Plan area, text be added to the Plan as follows: *The Plan recommends retention and integration of at least one of the existing structures into redevelopment of Block 12. Should the retention of one of the existing buildings not prove feasible, the larger development total assumed for Option 2 for Block 12 is included in the CDD #24 Development Table* (**Table 2** below).

With a recommendation to include the properties in the Plan area, maps throughout the document will be amended. The illustrative plan, land use, and height maps are shown below as they would be amended in the Plan. As indicated above, land use and height would be consistent with the remainder of Block 12.

Figure 7: Area of Focus – Revised Illustrative Plan

Figure 8: Area of Focus – Revised Height Map

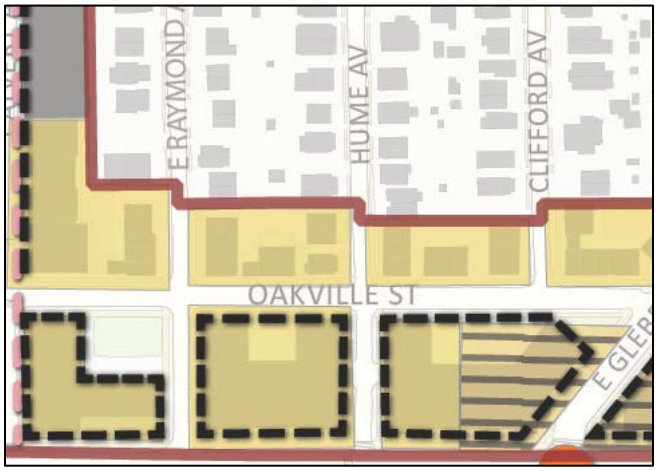


Figure 9: Area of Focus – Revised Land Use Map

B. Development Summary Table

In order to ensure that the area develops according to the vision established in the Plan and within the capacity of current and planned infrastructure, a table establishing the maximum development parameters for each block will be included in the Implementation Chapter of the Plan, and referred to in the CDD zoning. Each block in the CDD is identified by number in the Development Summary Table (**Table 2**) and the Plan block map (**Figure 10**) below. A copy of **Table 2** and **Figure 10** are also included as an attachment to the staff report. It should be noted that while the development table reflects maximum development on each block, the final amount of development for each site will be determined based on all applicable requirements of the Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines as part of a future development special use permit process.

			Residential				Office	Hotel	Retail and Maker		
			1a		1b		2	3	4	5	
District #	Block #	Applicable notes (see notes page below)	Multifmaily Residential (max. GFA)	Multifamily Residential (max. units)	Townhouse (max. GFA) Includes garages. See Note 1	Townhouse (max. units)	Office (max. GFA)	Max. GFA	Retail (Primary / Secondary) (max. GFA)	Retail (Maker Space Required (max. GFA) See Note c	Maximum Total (sq. ft.)
1	1	*f*	0	0	24,800	10	0	0	0	-	**24,800**
	2	*f*	0	0	24,800	10	0	0	0	-	**24,800**
2	3	*a b f*	~~117,600~~ **140,500**	~~125~~ **149**	0	0	0	0	0	9,500	~~127,100~~ **150,000**
	4	*b k l m n*	307,000	326	0	0	135,200	0	46,000	0	**488,200**
	5	*k l m q*	162,600	172	35,100	14	0	0	31,000	0	**228,700**
	6	*k l m q r*	377,400	399	31,000	14	0	0	81,700	0	**490,100**
	7	*b k l m p*	117,100	125	0	0	0	145,300	35,200	0	**297,600**
3	8		0	0	44,900	18	0	0	0	0	**44,900**
	9	*d*	0	0	0	0	0	0	0	21,500	**21,500**
	10		~~56,200~~ **66,800**	~~60~~ **71**	~~16,000~~ **14,800**	5	0	0	0	6,200	~~78,400~~ **87,800**
	11		75,600	80	0	0	0	0	0	19,200	**94,800**
	12	*e*	0	0	30,100	13	0	0	0	0	**30,100**
	13		80,000	85	0	0	0	0	0	27,900	**107,900**
	14		0	0	21,800	9	0	0	0	0	**21,800**
	15		0	0	28,000	11	0	0	0	0	**28,000**
	16	*b*	134,900	143	0	0	0	0	0	29,800	**164,700**
	17	*b*	120,000	127	0	0	0	0	0	6,100	**126,100**
4	18	*f*	0	0	14,800	5	0	0	0	-	**14,800**
	19		79,700	85	0	0	0	0	0	8,600	**88,300**
	20		68,200	72	0	0	0	0	0	5,900	**74,100**
	21		61,700	65	0	0	0	0	0	5,600	**67,300**
	CDD Total		~~1,759,000~~ **1,791,500**	~~1,865~~ **1,900**	~~271,300~~ **270,100**	**109**	**135,200**	**145,300**	**193,900**	**140,300**	~~2,644,000~~ **2,676,300**

As recommended for approval by the Planning Commission 1/7/16
All changes to cell values in the table are indicated with **bold underline** and ~~strikethrough~~

Table 2: CDD #24 Development Table

Figure 10: Plan Blocks Identified by Number

C. Implementation: Phasing and Funding

1. Developer Contributions – Oakville Triangle

As with other Small Area Plans, the City anticipates that as a result of proposed rezoning within the Plan area developer contributions and/or site improvements that mitigate the impact of the new development will help to fund or implement the Plan. As the largest development site in the Plan area, and the first to initiate the approvals process, the Oakville Triangle site developer contributions (amount and timing) have been specified in the Oakville Triangle CDP conditions, and include:

- Construction of 65 units of onsite affordable housing integrated within the Oakville Triangle development, at an approximate value of $7.8M;
- Implementation/construction of the Mount Jefferson Park Concept Plan at an approximate value of $2.0M; and,
- Financial contribution of $1.6M for improvements to the Route 1/E. Glebe Road intersection.
- Total: $11.4M

The monetary amounts outlined above are in addition to standard development conditions such as underground utilities and streetscape improvements.

Blocks in the remainder of the Plan area will also be expected to provide developer contributions and/or site improvements that mitigate the impact of new development. The range of parcel sizes in the plan area has a significant bearing on the amount of development that will be allowed on each block, and therefore, similar to practice in other small area plans, the developer contributions will be scaled accordingly. The final developer contribution amount for mitigation and Plan implementation will be part of the CDD Concept Plan approval and development special use permit for each subsequent property.

2. Incremental Tax Revenue

In addition to developer contributions, the Plan allocates a maximum of 20% of the incremental (or net new) real estate tax revenues generated by the real estate value growth in this Plan area pay for a portion of the desired public benefits. Net new tax revenue is the City tax revenue over what would have been generated under existing zoning. This is a pay-as-you-go financing plan that will not require the use of any current City General Fund revenues. It does assume, however, that the development build out would occur.

3. Phasing and Plan Improvements

The phasing of development within the Plan area is intended to ensure that adequate infrastructure, particularly transportation infrastructure, is in place to support the proposed development as it is constructed over a period of years. The staff recommendations attempt to ensure a phased and sequenced development from the current commercial and industrial uses to the urban, mixed-use community that is envisioned by the Plan.

TRANSPORTATION IMPROVEMENTS

Phase	Description	Responsibility/ Funding	Required Timing
1	Construction of lane modifications eastbound Swann Ave. at Route 1, as specified in Oakville Triangle CDP	Developer of Oakville Triangle	Operational prior to issuance of first Certificate of Occupancy (CO) for development within the Oakville Triangle CDP area (not including above or below grade parking).
1	Initial work on Phase 1 improvements at Route 1/E. Glebe Rd. (eastbound right turn modified to allow overlap right turns), as specified in Oakville Triangle CDP	Developer of Oakville Triangle to provide $200,000	Prior to release of the final site plan for the first block within the Oakville Triangle CDP area.
1	Route 1 / E. Reed signal modifications (Address through Potomac Yard North SAP Amendment)	Developer contributions and /or incremental tax	Prior to 800,000 sf of development (net of parking)
2	Phase 1 improvements at Route 1/E. Glebe Rd.: Signal phasing and construction from Route 1 to new North-South Road	Developer of Oakville Triangle to provide $1,400,000	Earlier of: (1) 1 year after issuance of final CO for completion of Phase I (Block A1, B & D) or (2) prior to first final site plan submission for fourth block in the project.
2	Route 1/E. Reed intersection improvements: Westbound lanes modified from exclusive left turn lane and shared through/right lane to exclusive left, through and right turn lanes	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
2	New signal at Montrose Ave./ Route 1.	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
2	Improvements on Montrose Avenue and at the intersection of Montrose Avenue at East Glebe Road / Ashby Street	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
	New Route 1 pedestrian crossing/signal between East	Developer	Prior to issuance of CO at 1.6 million sf (Net without parking)

2	Custis Avenue and East Glebe Road.	contributions and /or incremental tax	
3	Route 1 / E. Glebe Intersection improvements (Phase 2 from the new North-South Road to LaVerne Avenue) or comparable improvement – in consultation with property owners.	Developer contributions and/ or incremental tax	Prior to issuance of CO at 2 million sf (Net without parking)
3	Modification of lane configuration at Route 1/Custis Ave.	Developer contributions and/ or incremental tax	Prior to issuance of CO at 2 million sf (Net without parking)

Table 3: Transportation improvements

NON-TRANSPORTATION IMPROVEMENTS

Phase	Description	Respons-ibility/ Funding	Required Timing
All	**Affordable Housing:** The City will work with developers to achieve all applicable Housing Master Plan goals and objectives, including the desire to achieve new onsite affordable housing units with re-zonings.	Developer contributions	Phased throughout development
OT	**Affordable Housing:** The Oakville Triangle site will provide 65 units of onsite affordable housing integrated within the development, at an approximate value of $7.8M (2015).	Developer of Oakville Triangle	Phased throughout development of Oakville Triangle
All	**Streetscape/Undergrounding on Route 1 Frontage**: All blocks expected to complete these improvements consistent with specifications established in the Plan as part of the redevelopment of their site. The remainder of the redevelopment sites will also be responsible for locating utilities on their site below grade as part of the development special use permit process. The cost for undergrounding utilities for some smaller and shallow blocks (see Plan, Figure 17, Rte 1 Streetscape Improvements) could be provided through the Plan area tax increment fund.	Standard Development Conditions, Developer contributions and/or incremental tax	Phased throughout development
OT	**Streetscape and Undergrounding on Route 1 Frontage**: all utilities for Oakville Triangle Route 1 frontage to be located below grade.	Developer of Oakville Triangle	As part of construction of first building on the site.
OT	**Streetscape and Undergrounding** The remainder of the above grade utilities for the site will be located below grade.	Standard Developer conditions	With redevelopment of each block.
All	**Open Space:** Consideration in the Plan's phasing ensures that sufficient, consolidated, high quality open space is provided based on planned	Developer of Oakville Triangle and other blocks	With redevelopment of each block.

	development. On-site open space is required for the Oakville site consistent with the Plan. Significant on-site open spaces (e.g. Swann Plaza) are required to be provided with adjacent development blocks.	in the Plan area	
OT	**Mount Jefferson Park** Construction of and funding for the Mount Jefferson Park Improvement called for in the Concept Plan will be completed by the developer in conjunction with redevelopment of the Oakville Triangle site.	Developer of Oakville Triangle	Timing for initiation and completion of park improvements is specified in the CDP for the Oakville Triangle site. Improvements shall be fully constructed and accepted by the City prior to issuance of first Certificate of Occupancy for any building in the CDP area, or within a maximum 24 months of issuance of permit to demolish any building or structure in or adjacent to Park (whichever is earlier).
	Mount Jefferson Park: Additional improvements to the southern section of Mount Jefferson Park will be designed and provided in conjunction with redevelopment of adjacent Block 3 parcels, with requirements to be outlined in related DSUP.	Developer of Block 3	With redevelopment of the block.
All	On-site open space is required for Oakville site consistent with the Oakville Plan.	Developer contributions	With redevelopment of each block.
	Expansion of Ruby Tucker Park	Developer contributions and/or incremental tax	In conjunction with redevelopment of the property at intersection of Route 1/Lynhaven Drive, adjacent to park, or earlier if feasible

Table 4: Non-transportation improvements

D. Implementation: Uses

The Plan identifies the locations for uses, some of which require further definition, which will be included in the Plan:

1. Community Facilities

Community facilities owned and/or operated by the City, and accessory uses, including but not limited to uses such a library, cultural center, recreation center, meeting spaces, or similar uses consistent with the intent of the Plan to create an urban pedestrian-oriented mixed-use community. Each use and building will need to comply with the applicable provisions of the Design Guidelines. All community facilities and or uses will require approval of a development special use permit and all other applicable approvals for each building and/or uses. The floor area of each building(s) and/or use will not be deducted from the approved square footage within the approved CDD Concept Plan.

2. Retail Uses and Locations

The Plan designates a range of retail uses, including Primary Retail, Secondary Retail, and Maker Spaces. The primary retail is concentrated on Swann Avenue with secondary retail and maker spaces allowable and encouraged on Calvert Avenue, Oakville Street and the blocks which front onto Route 1.

In order to retain some of the existing types of uses in the Plan area such as the neighborhood-serving services and light industrial 'maker spaces', the Plan and associated re-zoning for a flexible ground floor approach to many of the properties in CDD #24 which may be either retail or maker uses. This addresses one of the central community goals of allowing for the area to retain some of its existing types of uses. The intent of the proposed retail uses is to target primary retail in a concentrated area.

a) Primary Retail

Intent: For the purposes of the Oakville Triangle/Route 1 Corridor Plan Area, the areas designated for "primary retail" are intended to achieve an experiential environment, where shopping, dining, and other establishments engage pedestrians and activate the street front with attractive, unique storefronts. Generally, this includes restaurants and retail. As shown on the Land Uses Map (**Appendix 1e**), the area designated for primary retail is Swann Avenue within Oakville Triangle, with some additional primary retail designated for north and south of Swann on Oakville Street and Route 1. Examples of Primary Retail include restaurants, coffee shops, bakeries, gourmet food, home and fashion retail, and interactive establishments such as cooking or other experiential schools.

Allowed Uses: For the purposes of the Plan area, Primary Retail is defined to include:

- Restaurants
- Retail shopping establishments (excluding uses detailed below)

Additional Uses: Other uses consistent with the active pedestrian-oriented retail intent of the Plan, may be allowed at the discretion of the Director of Planning and Zoning. Private academic

or commercial schools that focus on art, technical, and/or trade instruction, experiential in nature, may be allowed at the discretion of the Director of Planning and Zoning.

Excluded Uses: For the purposes of the Plan, the following uses are considered incompatible with the intent of Primary Retail:

- Excluded retail shopping establishments: Appliances, Auto parts without service or installation on premises, Drugstores, lawn and garden supplies, Variety Goods
- Personal service establishments

b) Secondary Retail

Intent: For the purposes of the Oakville Triangle/Route 1 Corridor Plan Area, the Plan areas designated for "secondary retail" are intended to achieve a neighborhood-serving and personal services retail environment, where frequent shopping, repair, or service needs can be met. The main area designated for secondary retail is on Calvert Avenue, where there is also a significant degree of overlap with Maker Space Use (Figure 7).

Allowed Uses: For the purposes of the Plan area, Secondary Retail is defined to include:

- Retail
- Personal service uses (excluding uses detailed below)
- Amusement enterprises
- Restaurants

Additional Uses: Other uses consistent with the neighborhood-serving intent of the Plan herein, may be allowed at the discretion of the Director of Planning and Zoning.

Excluded Uses: For the purposes of the Plan area, Secondary Retail may not include the following:

- Retail shopping establishments shall not include appliance stores and auto parts stores
- Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops

c) Maker Space/ PWR Uses: (Flexible Ground Floor Use)

Intent: Maker Space and Production, Wholesale/Distribution, and Repair (PWR) Uses, as defined in the Plan, encompass a wide range of light industrial and/or personal service/neighborhood serving uses including but not limited to manufacturing (craft and light), small food production and distribution (including breweries, distilleries, and other beverage production), technology, media and communications, arts and creative uses, shared office spaces, and green industries.

Maker spaces and PWR uses establish areas that maintain and promote mixed-use developments that integrate a neighborhood-serving light industrial, commercial uses, and residential uses either within a single structure or multiple but integrated structures or within a neighborhood.

These shall be located on the ground-floor facing a sidewalk and provide an eclectic mix of uses that serve residents and businesses. Maker space and PWR uses should be developed and integrated, whether through site design and/or building construction, so as to be in character with such developments, and to the effect to not be detrimental or a nuisance to nearby residential properties.

Allowed Uses: For the purposes of the Plan area, "Maker" space uses are defined to include:

- Light assembly, service and crafts
- Manufacturing (to include but not limited to),leather, software, green technology, beverage production, and miscellaneous manufacturing at the discretion of the Director of Planning and Zoning
- Automobile repair, light
- Automobile service station
- Catering operations
- Bakeries under 3500 sf
- Wholesale business
- Medical laboratory
- Personal Service Uses, including: Art studios, and crafts studios or stores, Barbershop, beauty salon, private commercial schools (fitness related only), musical instrument repair, Professional photographer studio, Dressmakers and tailors, Shoe repair, Furniture upholster shops, Bicycle repair, Watch/jewelry repair, Printing and photography services
- Neighborhood-Serving Uses, including: Pet supply, grooming, and training with no overnight accommodation

Additional Uses: Other uses consistent with the maker use intent herein, may be allowed at the discretion of the Director of Planning and Zoning. For the purposes of the Plan area, Maker Use may include the following subject to future review, and also subject to a maximum of 20% for each building where maker uses are permitted. The 20% may be waived or modified by City Council as part of a Development Special Use Permit and/or SUP if the Council determines the use(s) are not feasible and the proposed ground floor use is consistent with the intent of the Plan:

- Retail shopping establishment (excluding the following: auto parts without service and installation, department stores, drug stores, groceries, tobacco, toys, video rental and sales)
- Restaurant
- Amusement enterprise uses
- Business and professional offices

III. PROPOSED RE-ZONING AND TEXT AMENDMENT: COORDINATED DEVELOPMENT DISTRICT #24

1. General

The Plan establishes a vision to enable the City to coordinate short-term and future growth in the Oakville Triangle-Route 1 Corridor. Coordinated Development District (CDD #24) is the zoning framework designed to implement the vision, guiding principles, and recommendations of the Plan, allowing for approximately 2,650,000 gfa (gross floor area) of development exclusive of above/below-grade parking structures. Within this overall development envelope, there is a maximum of approximately:

- 2000 residential units (of which approximately 100 are townhouse units with the remaining as multi-family units), which equates to approximately 2 million gfa;
- Approximately 800,000 gfa. of the residential development is located on blocks which may be converted to office space;
- Approximately 135,000 gfa. of required office;
- Approximately 195,000 gfa. of required retail;
- Approximately 145,000 gfa. of hotel; and,
- Approximately 140,000 gfa. of maker space.

As depicted in Figure 11, and as recommended by the Plan, the majority of the Plan area is proposed for rezoning to CDD #24. CDDs are intended to encourage cooperation and joint planning to ensure an integration of uses and infrastructure.

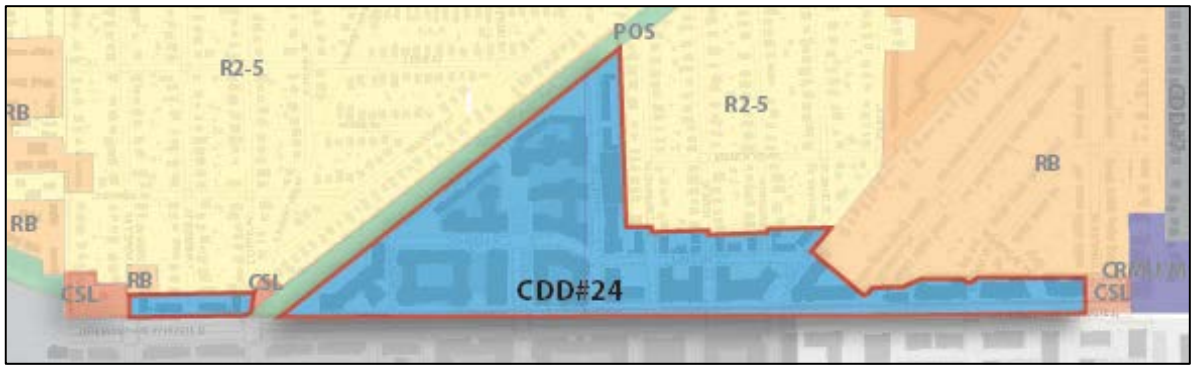


Figure 11: Proposed Zoning

2. Text Amendment

In order to implement the proposed re-zoning, a text amendment is required to include the information within **Table 4** into the CDD/Coordinated development district of the Zoning Ordinance (Section 5-610). For these reasons, staff requests that Planning Commission initiate a Zoning Text Amendment to amend Section 5-610 of the Zoning Ordinance. The zoning table (below) proposed for CDD #24 identifies the maximum development levels, heights and the permitted land uses within the CDD area.

CDD Number	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum Development	Maximum Height	Uses
24	Oakville Triangle and Route 1 Corridor	The CSL, I and R2-5 zone regulations shall apply to the properties as generally depicted within Figure 23 of the approved Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines.	The development controls for each block including Gross Floor Area (GFA), the size of public open spaces, ground level open spaces, the land uses, and the ground floor uses shall comply with the Oakville Triangle and Route 1 Vision Plan and Urban Design Standards and Guidelines. All streets, blocks, sidewalks, building forms, building volumes, building heights, land uses, screening of parking, retail design, signage, open space and associated elements shall comply with the Oakville-Route 1 Route 1 Vision Plan and Urban Design Standards. Any variation from the standards shall require approval by the City Council as part of the	Heights and height transitions shall be as depicted in the approved Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines.	1) Mixed-use development to include hotel, office, residential, home for the elderly, nursing home, parks and open spaces as defined in the zoning ordinance. 2) Primary retail, secondary retail, and maker uses as defined in the Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines. 3) Community Facilities as defined in the

			DSUP or associated approval application(s).		Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines.

Table 4: Proposed Oakville Triangle/Route 1 Corridor Planning Area CDD#24

CDD zoning is not proposed for some properties in the Plan Area due to their constrained size and shape and their proximity to the existing neighborhoods, or their current use as open space (see Figure 12). These properties are located towards the northern and southern extents of the plan area. The existing CSL zoning will be retained on the following properties:

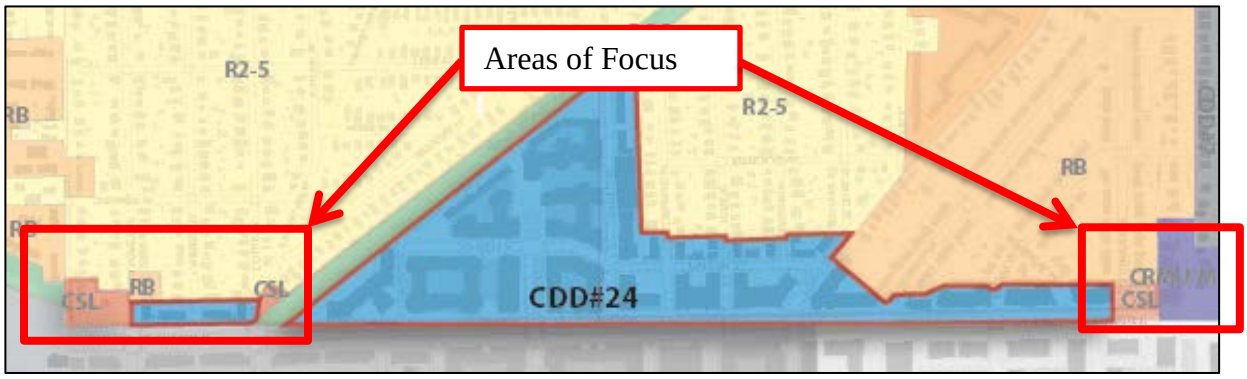


Figure 12: Properties retaining existing zoning

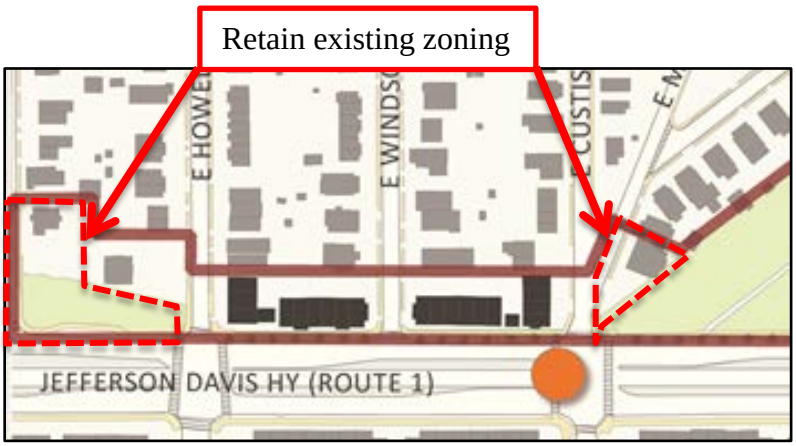


Figure 12A: Properties retaining existing zoning - south

Figure 12B: Properties retaining existing zoning - north

A. Staff Analysis

1. Existing Zoning

The current zones are Industrial and CSL, which allow for industrial, service and storage uses. CSL also allows for a wide range of uses that are compatible with nearby residential areas, including residential, retail, restaurants and light automobile repair. The R 2-5 area under consideration in this rezoning allows for residential uses and non-residential uses which are customarily found in residential areas such as schools, churches or day care centers.

Purpose and Location	*Floor Area Ratio*	*Height*
I/Industrial: The large tract which includes the Oakville Triangle site and adjacent blocks to the north are zoned I/Industrial (*Pursuant to Sec. 4-1200 of the Zoning Ordinance*). The I/Industrial zone is established to provide areas for light to medium industrial use, including service, distribution, manufacturing, wholesale and storage facilities at low densities in areas of the city which will not negatively impact adjacent neighborhoods.	0.85, or 1.25 with a special use permit	50 feet, with the possibility of a special use permit for a tower, stack or other feature related to the industrial use.
CSL/Commercial Service Low: The blocks fronting the west side of Route 1 (excluding the Oakville Triangle site) are zoned CSL. The CSL zone is intended to provide for light service and industrial uses compatible in operations and character with nearby residential neighborhoods and properties.	Non-residential use is 0.5, Residential is 0.75,with a maximum of 27 units for each acre for multifamily or 22 units for each acre for townhouse;	50 feet.
R-2-5/Residential: Two properties, currently zoned R-2-5 residential, 413 and 415 Hume Avenue, are proposed for inclusion in the Plan area as part of the master plan amendment discussed later in this report. The R-2-5 zone is established to provide and maintain land areas for low density residential neighborhoods of single-family and two-family homes on 5,000 square foot lots. Nonresidential uses of a noncommercial nature which are related to, supportive of and customarily found in a residential neighborhood are also permitted.	0.45	35 feet except for a church or school use in which case the maximum permitted height is 40 feet.

Table 5: Existing zoning descriptions and bulk regulations

2. Proposed Zoning

Plan District	Existing zoning (potential build out) gfa.	Proposed zoning gfa.
District 1	31,000	49,600
District 2	913,500	1,631,700*
District 3	393,400	718,200
District 4	110,300	244,500
Total	**1,448,200**	**2,644,000**

Table 6: Comparison of potential build-out

3. Residential Uses

Aside from the traditional residential uses of multifamily units and townhouses, the proposed CDD #24 residential use includes provision for senior care facilities. This reflects both a desire expressed by the community and an accommodation for a growing need within the City. *The Strategic Plan on Aging* identifies as a key goal that "Alexandria needs to increase the availability of nursing home beds for the growing number of aging residents who are likely to need this level of care in later life". It goes on to state that in the town hall-style meetings where input from residents was gathered, "housing was the most critical issue of concern and that the Department of Aging and Adult Services work with developers and planners to ensure that continuing care communities, assisted living and affordable rentals are built for seniors and people with disabilities."

Specifically, the senior care facilities proposed to be permitted within CDD #24 include both the 'Home for the Elderly' and 'Nursing Home', the latter of which involves a more substantial care element and would allow for both traditional nursing homes and memory care facilities which may not otherwise fall within the 'Home for the Elderly' definition. Staff considers that the flexibility offered by allowing a wider range of senior care facilities more appropriately addresses the growing need within the City for this type of use.

"Home for the Elderly" is defined by the City's Zoning Ordinance as "A building or group of buildings specifically designed for domiciliary use and/or care of persons 55 years of age or over, which home may include but is not limited to the following: infirmary, central dining room and kitchen, medical staff and facilities, safety features and accessory buildings and uses."

"Nursing or convalescent home or hospice" is defined by the City's Zoning Ordinance as "An establishment which provides 24 hour convalescent or chronic care, or both, for three or more individuals who are not related by blood or marriage to the operator and who, by reason of advanced age, chronic illness or infirmity, are unable to care for themselves. No intensive medical care or surgical or obstetrical services shall be provided in such an establishment. This definition shall include an establishment or dwelling, also known as a "hospice," which provides

full-time palliative and supportive care for terminally ill individuals and their families but shall not include a hospital. Nothing in this definition is intended to interfere with or restrict the use of a dwelling unit by a family as that term is defined in this ordinance wherever such use is allowed in the zones."

IV. SPECIAL SERVICES DISTRICT (SPECIAL TAX DISTRICT)

Staff evaluated the inclusion of the Plan area in the Potomac Yard Special Services District. (Commonly known as "special tax districts," *Special Services District* is the legal terminology in the Virginia Code). The sections below provide a background of the Potomac Yard Metrorail Station Funding, Existing Special Tax District (Tax District), and potential implications for inclusion of the Oakville/Route 1 Plan area within the existing tax district.

A. Background – Potomac Yard Metrorail Station Funding

The Potomac Yard Metrorail station will have financing that will cover the costs of building and operating the station, with no negative fiscal impact on the City's General Fund in any year. The contemplated revenues to repay the Metrorail station construction bond borrowing and station operating costs will come from three primary sources:

1. **Net New Taxes** (i.e., gross taxes collected, less the cost of delivery of City and School services to new Potomac Yard residents and businesses) generated from new development and economic appreciation in Potomac Yard would be used as the base building block revenue source.
2. **Special Services Tax District** (Tier I and Tier II), each with a supplemental tax rate, would be a major funding source.
3. **Developer Contributions** from the owner developer of North Potomac Yard would be the final gap filler so that there would be sufficient revenues generated to cover the debt service.

B. Existing Special Services District

Two Special Services Districts have been established to generate revenue for the Potomac Yard Metrorail Station. The Tier I special tax district applies to the upper and middle sections of Potomac Yard and collects 20 cents per $100 of valuation. Collections began in 2011. The Tier II special tax district would apply to development in the lower part of Potomac Yard. This has been approved, but is planned to levy starting in the first full calendar year only after the station opens and would assess 10 cents per $100 of valuation.

C. Oakville Triangle/Route 1 Plan and Special Tax District

To understand the potential implications of inclusion of the Plan area within the special tax district, staff prepared Table 7 below showing existing and anticipated tax revenue for the City and Plan area, and revenue from a special tax district.

Fiscal Year (FY)	Total Real Estate Tax Revenue with Existing Zoning	Total Real Estate Tax Revenue with Proposed Zoning	Net New Tax Revenue	Base Case Designation (20% Net New Taxes)	Tier 2 Calculation based on Re-zoned value ($0.10)	Tier 2 Calculation based on value of total planned area ($0.10)	Real Estate Taxes Allocated to General Fund
FY 2016	$ 934,417	$ 934,417	$ -				$ 934,417
FY 2017	$ 962,450	$ 962,450	$ -				$ 962,450
FY 2018	$ 991,323	$ 991,323	$ -				$ 991,323
FY 2019	$ 1,021,063	$ 1,021,063	$ -				$ 1,021,063
FY 2020	$ 1,051,695	$ 1,291,949	$ 240,255	$ 51,159	$ 28,257	$ 75,080	$ 1,240,790
FY 2021	$ 1,083,245	$ 1,570,963	$ 487,717	$ 106,962	$ 57,362	$ 152,412	$ 1,464,001
FY 2022	$ 1,115,743	$ 1,618,092	$ 502,349	$ 116,388	$ 59,083	$ 156,984	$ 1,501,704
FY 2023	$ 1,149,215	$ 1,666,634	$ 517,419	$ 126,096	$ 60,856	$ 161,694	$ 1,540,538
FY 2024	$ 1,183,692	$ 1,716,633	$ 532,942	$ 136,096	$ 62,681	$ 166,545	$ 1,580,537
FY 2025	$ 1,219,202	$ 5,184,886	$ 3,965,684	$ 829,747	$ 445,226	$ 503,029	$ 4,355,139
FY 2026	$ 1,255,778	$ 8,757,187	$ 7,501,408	$ 1,544,207	$ 839,247	$ 849,607	$ 7,212,980
FY 2027	$ 1,293,452	$ 9,019,902	$ 7,726,450	$ 1,596,750	$ 864,425	$ 875,095	$ 7,423,152
FY 2028	$ 1,332,255	$ 9,290,499	$ 7,958,244	$ 1,650,869	$ 890,357	$ 901,348	$ 7,639,630
FY 2029	$ 1,372,223	$ 9,569,214	$ 8,196,991	$ 1,706,612	$ 917,068	$ 928,388	$ 7,862,602
FY 2030	$ 1,413,390	$ 9,856,291	$ 8,442,901	$ 1,764,028	$ 944,580	$ 956,240	$ 8,092,263
FY 2031	$ 1,455,791	$ 10,151,979	$ 8,696,188	$ 1,823,165	$ 972,918	$ 984,927	$ 8,328,814
FY 2032	$ 1,499,465	$ 10,456,539	$ 8,957,074	$ 1,884,077	$ 1,002,105	$ 1,014,475	$ 8,572,461
FY 2033	$ 1,544,449	$ 10,770,235	$ 9,225,786	$ 1,946,817	$ 1,032,168	$ 1,044,909	$ 8,823,418
FY 2034	$ 1,590,782	$ 11,093,342	$ 9,502,559	$ 2,011,438	$ 1,063,133	$ 1,076,257	$ 9,081,904
FY 2035	$ 1,638,506	$ 11,734,896	$ 10,096,390	$ 2,139,749	$ 1,131,840	$ 1,138,499	$ 9,595,147
TOTAL	**25,108,135**	**117,658,492**	**$ 92,550,357**	**19,434,161**	**10,371,308**	**10,985,488**	**98,224,331**

Table 7 Analysis of Potential Revenue from Oakville Triangle/Route 1 Corridor Plan

1. New Plan and New Tax Revenue

The primary intent for developing the Oakville Triangle Route 1 Plan was to have a vision for the west side of Route 1, with appropriate land uses given the adjoining transit and the planned Metrorail station, while also being compatible with the scale and character of the adjoining neighborhoods. A benefit of the Plan is the added tax revenue above the existing that will happen as a result of redevelopment. The added revenue, based on anticipated development, is projected to be approximately $92.6M in new tax revenue through 2035. This is in addition to the projected $25.1M in tax revenue under existing zoning. The additional revenue can be used by the City to implement the many City objectives, priorities and needs.

2. 20% Tax Revenue for Plan Improvements

As discussed within the Oakville Triangle/Route 1 Plan, 20% of the net new tax revenue will be utilized within the Plan area for improvements identified as priorities during the planning process, including transportation infrastructure improvements, streetscaping and utility undergrounding, and open space. This percentage of net new revenue is projected to be $19.4M over the life of the Plan (through 2035).

3. Developer Contributions

In addition to a percentage of net new tax revenue, the Plan recommends developer contributions to mitigate the impacts of the planned development which will assist in the implementation of the Plan. For the Oakville site the total amount of developer contributions will be equivalent to $11.4M in 2015 dollars, covering the cost of 65 onsite affordable housing units, improvements to the Mount Jefferson Park per the approved site plan, and funding for construction of Phase 1 improvements to the Glebe Road/Route 1 intersection. This amount is in addition to the standard requirements and practices typical of a development special use permit such as locating utilities below grade, affordable housing contributions, sewer and stormwater requirements, standard open space, etc.

4. Special Tax District – Implications and Recommendation

If the tax district were to be expanded, it would likely need to be extended to include the entire Plan area, not just a portion. As depicted in Table 6, the projected tax district revenue from anticipated Plan area development would total just over $700,000 by 2025, with an additional $9.6M by 2035. This is a potentially significant funding source for the Metrorail station.

However, the additional tax burden would potentially significantly impact the planned developer contributions envisioned within the Plan, including the $11.4M currently allocated for improvements to Mount Jefferson Park, the Route 1 E. Glebe Road Intersection, and 65 units of onsite affordable housing, to be provided by the Oakville Triangle development.

In January 2015, the Commonwealth Transportation Board awarded the City of Alexandria a $50 million loan from the Virginia Transportation Infrastructure Bank (VTIB) for construction of the Metrorail station. The 30-year loan locks in an interest rate of 2.17%, which is lower than the City's bonding rate. The loan also requires no interest or principal payments for 4.5 years after contract completion. This grace period is important to allow early development around the Metrorail station to begin to create new revenue prior to the City's first repayments. The flexible terms of the VTIB loan repayment reduce the City's risk as new development is anticipated to generate new revenues utilized for the repayment of principal and interest associated with the loan.

In addition, the funding plan for the Metrorail station assumes $69.5 million in Northern Virginia Transportation Authority (NVTA) granted 70% funds, with the majority of that funding requested for 2017. Although NVTA has not yet considered the City's request, the Potomac Yard Metrorail Station was one of the highest ranked projects during ranking of future NVTA projects for 2015 and 2016, indicating that the City's request has a high probability of being funded.

Because of the on-going discussions of funding, staff is recommending the issue of the special tax district (including whether or not Tier II, which now covers lower Potomac Yard, stays in place or is dropped as a funding source) be considered once all of the potential funding sources

are finalized and the costs and revenues have been updated and re-projected. This is anticipated to occur in early 2017. A decision regarding the special tax district does not have to be made with this rezoning approval. It can be established at the discretion of City Council at any future date when and if a special tax is the appropriate policy decision for the Plan area.

V. COMMUNITY

Subsequent to the October 17, 2015 City Council public hearing at which City Council approved the Planning Commission recommendation to adopt the Plan, staff prepared the necessary analysis and then conducted community outreach on the proposed CDD rezoning request, master plan amendment, and potential expansion of the special tax district.

Staff presented the master plan and rezoning items at the November 2015 meeting of the Del Ray Land Use Committee and at the December 2015 Oakville Triangle Advisory Group meeting. At both meetings, the community did not express concerns with the proposed rezoning or master plan amendment. Two Advisory Group members and two members of the community did provide opposing views on whether or not the Plan area should be included in the special tax district.

VI. STAFF RECOMMENDATION

Staff recommends approval of the Master Plan Amendment, Zoning Text Amendment and Zoning Map Amendment.

VII. ATTACHMENTS

Attachment 1: Proposed Master Plan Amendment Revisions and Content

1. Plan Boundary Change
    a) Text for Block 12
    b) Revised Zoning Plan
    c) Revised Illustrative Plan
    d) Revised Height Map
    e) Revised Land Use Map
    f) Revised Block Map

2. Development Summary
    a) Development Summary Table
    b) Notes Accompanying Development Summary Table

3. Recommended Plan Improvements
    a) Text for Transportation Improvements
    b) Transportation Improvements Table
    c) Transportation Improvements Phasing
    d) Non-Transportation Improvements Text
    e) Non-Transportation Improvements Table

4. Uses
    a) Text for Uses

Attachment 2: Historic Assessment 413 and 415 Hume Avenue

Attachment 1: Proposed Master Plan Amendment Revisions and Content

1. Plan Boundary Change: The following additions/revisions are to be made to the **Oakville Triangle Route 1 Corridor Plan, Section 4D: 'Plan Framework'**

   ~~*a) Text to be added:*~~

~~**Block 12 (413 and 415 Hume Avenue)**: Staff recommends retention and integration of at least one of the existing structures into redevelopment of Block 12. Should the retention of one of the existing buildings not prove feasible, the larger development total assumed for Option 2 for Block 12 is included in the CDD #24 Development Table.~~

   b) Graphic to be added:

Revised Zoning Plan

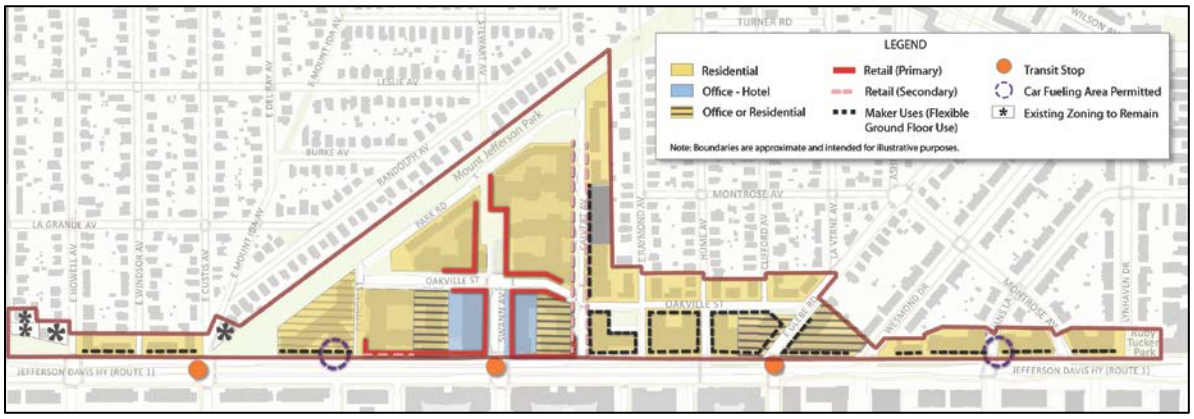
   c) *Graphic to be added:*

Revised Illustrative Plan

   d) *Graphic to be added:*

Revised Height Map

e) *Graphic to be added:*



Revised Land Use Map

f) *Graphic to be added:*

Revised Block Map

2. Development Summary: The following additions/revisions are to be made to the **Oakville Triangle Route 1 Corridor Plan, Section 1C: 'Implementation:'**

   a) *Development Summary Table to be added*

			Residential				Office	Hotel	Retail and Maker		
			1a		1b		2	3	4	5	
District #	Block #	Applicable notes (see notes page below)	Multifmaily Residential (max. GFA)	Multifamily Residential (max. units)	Townhouse (max. GFA) Includes garages. See Note 1	Townhouse (max. units)	Office (max. GFA)	Max. GFA	Retail (Primary / Secondary) (max. GFA)	Retail (Maker Space Required (max. GFA) See Note c	Maximum Total (sq. ft.)
1	1	*f*	0	0	24,800	10	0	0	0	-	**24,800**
	2	*f*	0	0	24,800	10	0	0	0	-	**24,800**
2	3	*a b f*	~~117,000~~ **140,500**	~~125~~ **149**	0	0	0	0	0	9,500	~~127,100~~ **150,000**
	4	*b k l m n*	307,000	326	0	0	135,200	0	46,000	0	**488,200**
	5	*k l m q*	162,600	172	35,100	14	0	0	31,000	0	**228,700**
	6	*k l m q r*	377,400	399	31,000	14	0	0	81,700	0	**490,100**
	7	*b k l m p*	117,100	125	0	0	0	145,300	35,200	0	**297,600**
3	8		0	0	44,900	18	0	0	0	0	**44,900**
	9	*d*	0	0	0	0	0	0	0	21,500	**21,500**
	10		~~56,200~~ **66,800**	~~60~~ **71**	~~16,000~~ **14,800**	5	0	0	0	6,200	~~78,400~~ **87,800**
	11		75,600	80	0	0	0	0	0	19,200	**94,800**
	12	*e*	0	0	30,100	13	0	0	0	0	**30,100**
	13		80,000	85	0	0	0	0	0	27,900	**107,900**
	14		0	0	21,800	9	0	0	0	0	**21,800**
	15		0	0	28,000	11	0	0	0	0	**28,000**
	16	*b*	134,900	143	0	0	0	0	0	29,800	**164,700**
	17	*b*	120,000	127	0	0	0	0	0	6,100	**126,100**
4	18	*f*	0	0	14,800	5	0	0	0	-	**14,800**
	19		79,700	85	0	0	0	0	0	8,600	**88,300**
	20		68,200	72	0	0	0	0	0	5,900	**74,100**
	21		61,700	65	0	0	0	0	0	5,600	**67,300**
	CDD Total		~~1,758,000~~ **1,791,500**	~~1,865~~ **1,900**	~~271,300~~ **270,100**	**109**	**135,200**	**145,300**	**193,900**	**140,300**	~~2,644,000~~ **2,676,300**

As recommended for approval by the Planning Commission 1/7/16
All changes to cell values in the table are indicated with **bold underline** and ~~**strikethrough**~~

Development Summary Table

b) Notes Accompanying Development Summary Table to be added

Notes and regulations

For the Purposes of the CDD Area:

1. Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the centerline of party walls. Elevator and stair bulkheads, multi- story atriums and similar volumetric construction, not involving floor space are excluded. Below grade parking structure is excluded. See notes *k* and *l* below for blocks 4-7.

2. The floor area defined for each block within CDD #24 is a maximum floor area subject to compliance with the Oakville Triangle & Route 1 Corridor Vision Plan, the CDD requirements, and applicable requirements of the Zoning Ordinance.

3. Community facilities, public buildings and associated accessory uses may be provided on any block and shall not be deducted from the maximum permitted gross floor area; however the uses shall be subject to height requirements, the Oakville Triangle & Route 1 Corridor Vision Plan and other applicable elements as part of the DSUP process.

4. For lots identified in the Oakville Triangle & Route 1 Corridor Vision Plan with maker spaces on all four street-facing facades, if not feasible to provide maker spaces on all four sides, a minimum of 3 street-facing facades shall be used to provide maker spaces.

5. The mix of office and residential uses shall be consistent with the intent of the Oakville Triangle & Route 1 Corridor Vision Plan.

6. Any conversions between residential units and commercial floor area shall occur at the ratio defined in row **11.** below

7. Not Used

8. For lots identified in the Oakville Triangle & Route 1 Corridor Vision Plan as appropriate for a gas/charging station, development associated with those uses may be exempted from GFA with SUP approval to a maximum of 6,000 sf

9. Bonus density achievable through section 7-700 shall not be applicable in CDD #24

10. The locations for uses shall be pursuant to the Land Use Map in the Oakville Triangle & Route 1 Corridor Vision Plan

11. Conversion rate from GFA SF to dwelling unit = 940 SF

12. Residential sq.ft may be used as office. To be determined during DSUP process.

Block / Lot Specific:

a Based on heights in the approved Oakville Triangle & Route 1 Corridor Vision Plan, October 2015. If greater heights are allowed, maximums may be increased to the approval of PC & CC.

b A portion or all of residential gross floor area may be used for office. If approved by the City Council through a DSUP submission.

c If maker retail space is not feasible, as fully demonstrated through a market study, the sq. ft. may be converted to retail use (preferable), or alternatively to residential through the DSUP process, in which case the a conversion ratio shall be per row **11.** above

d **Block 9**: as part of the CDD, no additional development is assigned to this block. Uses within this block shall be limited to Maker Spaces pursuant to CDD #24

e **Block 12**: Staff recommends retention and integration of at least one of the existing structures into redevelopment of Block 12. Should the retention of 415 Hume Avenue not prove feasible, the larger development total assumed for Option 2 for Block 12 is included in the CDD #24 Development Table.

f Maker space retail may be provided on this block.

g, h, i Not used

k Service/BOH areas are not listed in this chart and may be calculated above the max. GFA in the Development Summary Table (above)

l Above grade structured parking areas are not listed in this chart and may be calclated above the max. GFA in the Development Summary Table (above)

m Development (sf) based on Preliminary CDD Concept Plan CDD2014-0002 submission 10/29/15

o Not Used

n Includes Block 4A and Block 4B

p Room numbers shall be commensurate with the approved CDD Concept Plan CDD2014-0002 (max. 189 rooms)

q Townhouses shall be liner units per the approved CDD Concept Plan CDD2014-0002

r As per all blocks, required retail identified in the plan at ground floor locations is required. Non-ground floor retail may be converted to an alternate use through the DSUP process

Text: Notes Accompanying Development Summary Table

3. Recommended Plan Improvements: The following additions/revisions are to be made to the **Oakville Triangle Route 1 Corridor Plan, Section 1C: 'Implementation'**

   a) Text for Transportation Improvements to be added:

The following transportation improvements are required in/near the Plan area with the responsibility/funding as identified in the table below:

   b) Transportation Improvements Table to be added:

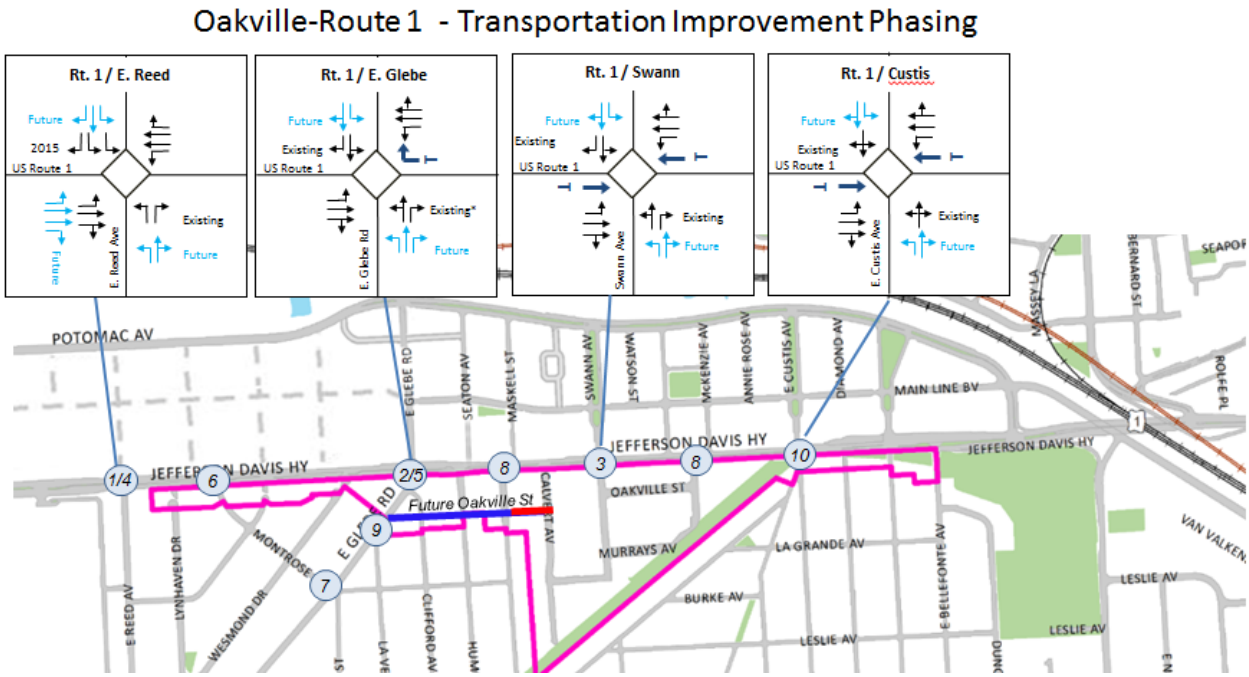
TRANSPORTATION IMPROVEMENTS

Phase	Description	Responsibility/ Funding	Required Timing
1	Construction of lane modifications eastbound Swann Ave. at Route 1, as specified in Oakville Triangle CDP	Developer of Oakville Triangle	Operational prior to issuance of first Certificate of Occupancy (CO) for development within the Oakville Triangle CDP area (not including above or below grade parking).
1	Initial work on Phase 1 improvements at Route 1/E. Glebe Rd. (eastbound right turn modified to allow overlap right turns), as specified in Oakville Triangle CDP	Developer of Oakville Triangle to provide $200,000	Prior to release of the final site plan for the first block within the Oakville Triangle CDP area.
1	Route 1 / E. Reed signal modifications (Address through Potomac Yard North SAP Amendment)	Developer contributions and /or incremental tax	Prior to 800,000 sf of development (net of parking)
2	Phase 1 improvements at Route 1/E. Glebe Rd.: Signal phasing and construction from Route 1 to new North-South Road	Developer of Oakville Triangle to provide $1,400,000	Earlier of: (1) 1 year after issuance of final CO for completion of Phase I (Block A1, B & D) or (2) prior to first final site plan submission for fourth block in the project.
2	Route 1/E. Reed intersection improvements: Westbound lanes modified from exclusive left turn lane and shared through/right lane to exclusive left, through and right turn lanes	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
2	New signal at Montrose Ave./ Route 1.	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
2	Improvements on Montrose Avenue and at the intersection of Montrose Avenue at East Glebe Road / Ashby Street	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)

2	New Route 1 pedestrian crossing/signal between East Custis Avenue and East Glebe Road.	Developer contributions and /or incremental tax	Prior to issuance of CO at 1.6 million sf (Net without parking)
3	Route 1 / E. Glebe Intersection improvements (Phase 2 from the new North-South Road to LaVerne Avenue) or comparable improvement – in consultation with property owners.	Developer contributions and/ or incremental tax	Prior to issuance of CO at 2 million sf (Net without parking)
3	Modification of lane configuration at Route 1/Custis Ave.	Developer contributions and/ or incremental tax	Prior to issuance of CO at 2 million sf (Net without parking)

Transportation Improvements Table

c) Transportation Improvements Phasing graphic to be added



Phase 1 – Operational prior to 800,000 Sq. Ft. (Net without parking)
1 – Signal modifications at Route 1 and E. Reed Ave
2 – Signal modifications at Route 1 and E. Glebe Road
3 – Lane modifications at Route 1 and Swann Ave.

Phase 2 – Operational prior to 1.6 Million Sq. Ft. (Net without parking)
4 – Intersection improvements at Route 1 / E. Reed
5 - Intersection improvements at Route 1 / E. Glebe (Phase 1)
6 – New signal at Route 1 and Montrose
7 – Improvements on Montrose and at Montrose/Ashby/E. Glebe
8 – Pedestrian crossing across Route 1 (at Fannon St. or Raymond Ave)

Phase 3 – Operational prior to 2 million Sq. Ft. (Net without parking)
9 – Improvements at Route 1 / E. Glebe (Phase 2)
10 – Lane modifications at Route 1 / E. Custis Ave

Transportation Improvement Phasing Graphic

d) Non-Transportation Improvements Text to be added:

The following non-transportation improvements are required in/near the Plan area with the responsibility/funding as identified in the table below:

e) Non-Transportation Improvements Table to be added:

NON-TRANSPORTATION IMPROVEMENTS

Phase	Description	Respons-ibility/ Funding	Required Timing
All	**Affordable Housing:** The City will work with developers to achieve all applicable Housing Master Plan goals and objectives, including the desire to achieve new onsite affordable housing units with re-zonings.	Developer contributions	Phased throughout development
OT	**Affordable Housing:** The Oakville Triangle site will provide 65 units of onsite affordable housing integrated within the development, at an approximate value of $7.8M (2015).	Developer of Oakville Triangle	Phased throughout development of Oakville Triangle
All	**Streetscape/Undergrounding on Route 1 Frontage**: All blocks expected to complete these improvements consistent with specifications established in the Plan as part of the redevelopment of their site. The remainder of the redevelopment sites will also be responsible for locating utilities on their site below grade as part of the development special use permit process. The cost for undergrounding utilities for some smaller and shallow blocks (see Plan, Figure 17, Rte 1 Streetscape Improvements) could be provided through the Plan area tax increment fund.	Standard Development Conditions, Developer contributions and/or incremental tax	Phased throughout development
OT	**Streetscape and Undergrounding on Route 1 Frontage**: all utilities for Oakville Triangle Route 1 frontage to be located below grade.	Developer of Oakville Triangle	As part of construction of first building on the site.
OT	**Streetscape and Undergrounding** The	Standard	With redevelopment of each

	remainder of the above grade utilities for the site will be located below grade.	Developer conditions	block.
All	**Open Space:** Consideration in the Plan's phasing ensures that sufficient, consolidated, high quality open space is provided based on planned development. On-site open space is required for the Oakville site consistent with the Plan. Significant on-site open spaces (e.g. Swann Plaza) are required to be provided with adjacent development blocks.	Developer of Oakville Triangle and other blocks in the Plan area	With redevelopment of each block.
OT	**Mount Jefferson Park** Construction of and funding for the Mount Jefferson Park Improvement called for in the Concept Plan will be completed by the developer in conjunction with redevelopment of the Oakville Triangle site.	Developer of Oakville Triangle	Timing for initiation and completion of park improvements is specified in the CDP for the Oakville Triangle site. Improvements shall be fully constructed and accepted by the City prior to issuance of first Certificate of Occupancy for any building in the CDP area, or within a maximum 24 months of issuance of permit to demolish any building or structure in or adjacent to Park (whichever is earlier).
	Mount Jefferson Park: Additional improvements to the southern section of Mount Jefferson Park will be designed and provided in conjunction with redevelopment of adjacent Block 3 parcels, with requirements to be outlined in related DSUP.	Developer of Block 3	With redevelopment of the block.
All	On-site open space is required for Oakville site consistent with the Oakville Plan.	Developer contributions	With redevelopment of each block.
	Expansion of Ruby Tucker Park	Developer contributions and/or incremental tax	In conjunction with redevelopment of the property at intersection of Route 1/Lynhaven Drive, adjacent to park, or earlier if feasible

Non Transportation Improvements Table

4. Uses: The following additions/revisions are to be made to the **Oakville Triangle Route 1 Corridor Plan, Section 1C: 'Implementation'**

    a) Uses text to be added:

Community Facilities

Community facilities owned and/or operated by the City, and accessory uses, including but not limited to uses such a library, cultural center, recreation center, meeting spaces, or similar uses consistent with the intent of the Plan to create an urban pedestrian-oriented mixed-use community. Each use and building will need to comply with the applicable provisions of the Design Guidelines. All community facilities and or uses will require approval of a development special use permit and all other applicable approvals for each building and/or uses. The floor area of each building(s) and/or use will not be deducted from the approved square footage within the approved CDD Concept Plan.

Primary Retail

Intent: For the purposes of the Oakville Triangle/Route 1 Corridor Plan Area, the areas designated for "primary retail" are intended to achieve an experiential environment, where shopping, dining, and other establishments engage pedestrians and activate the street front with attractive, unique storefronts. Generally, this includes restaurants and retail. As shown on the Land Uses Map, the area designated for primary retail is Swann Avenue within Oakville Triangle, with some additional primary retail designated for north and south of Swann on Oakville Street and Route 1. Examples of Primary Retail include restaurants, coffee shops, bakeries, gourmet food, home and fashion retail, and interactive establishments such as cooking or other experiential schools.

Allowed Uses: For the purposes of the Plan area, Primary Retail is defined to include:

- Restaurants
- Retail shopping establishments (excluding uses detailed below)

Additional Uses: Other uses consistent with the active pedestrian-oriented retail intent of the Plan, may be allowed at the discretion of the Director of Planning and Zoning. Private academic or commercial schools that focus on art, technical, and/or trade instruction, experiential in nature, may be allowed at the discretion of the Director of Planning and Zoning.

Excluded Uses: For the purposes of the Plan, the following uses are considered incompatible with the intent of Primary Retail:

- Excluded retail shopping establishments: Appliances, Auto parts without service or installation on premises, Drugstores, lawn and garden supplies, Variety Goods
- Personal service establishments

Secondary Retail

Intent: For the purposes of the Oakville Triangle/Route 1 Corridor Plan Area, the Plan areas designated for "secondary retail" are intended to achieve a neighborhood-serving and personal services retail environment, where frequent shopping, repair, or service needs can be met. The main area designated for secondary retail is on Calvert Avenue, where there is also a significant degree of overlap with Maker Space Use (Figure 7).

Allowed Uses: For the purposes of the Plan area, Secondary Retail is defined to include:

- Retail
- Personal service uses (excluding uses detailed below)
- Amusement enterprises
- Restaurants

Additional Uses: Other uses consistent with the neighborhood-serving intent of the Plan herein, may be allowed at the discretion of the Director of Planning and Zoning.

Excluded Uses: For the purposes of the Plan area, Secondary Retail may not include the following:

- Retail shopping establishments shall not include appliance stores and auto parts stores
- Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops

Maker Space/ PWR Uses: (Flexible Ground Floor Use)

Intent: Maker Space and Production, Distribution, and Repair (PWR) Uses, as defined in the Plan, encompass a wide range of light industrial and/or personal service/neighborhood serving uses including but not limited to manufacturing (craft and light), small food production and distribution (including breweries, distilleries, and other beverage production), technology, media and communications, arts and creative uses, shared office spaces, and green industries.

Maker spaces and PWR uses establish areas that maintain and promote mixed-use developments that integrate a neighborhood-serving light industrial, commercial uses, and residential uses either within a single structure or multiple but integrated structures or within a neighborhood. These shall be located on the ground-floor facing a sidewalk and provide an eclectic mix of uses that serve residents and businesses. Maker space and PWR uses should be developed and integrated, whether through site design and/or building construction, so as to be in character with such developments, and to the effect to not be detrimental or a nuisance to nearby residential properties.

Allowed Uses: For the purposes of the Plan area, "Maker" space uses are defined to include:

- Light assembly, service and crafts

- Manufacturing (to include but not limited to),leather, software, green technology, beverage production, and miscellaneous manufacturing at the discretion of the Director of Planning and Zoning
- Automobile repair, light
- Automobile service station
- Catering operations
- Bakeries under 3500 sf
- Wholesale business
- Medical laboratory
- Personal Service Uses, including: Art studios, and crafts studios or stores, Barbershop, beauty salon, private commercial schools (fitness related only), musical instrument repair, Professional photographer studio, Dressmakers and tailors, Shoe repair, Furniture upholster shops, Bicycle repair, Watch/jewelry repair, Printing and photography services
- Neighborhood-Serving Uses, including: Pet supply, grooming, and training with no overnight accommodation

Additional Uses: Other uses consistent with the maker use intent herein, may be allowed at the discretion of the Director of Planning and Zoning. For the purposes of the Plan area, Maker Use may include the following subject to future review, and also subject to a maximum of 20% for each building where maker uses are permitted. The 20% may be waived or modified by City Council as part of a Development Special Use Permit and/or SUP if the Council determines the use(s) are not feasible and the proposed ground floor use is consistent with the intent of the Plan:

- Retail shopping establishment (excluding the following: auto parts without service and installation, department stores, drug stores, groceries, tobacco, toys, video rental and sales)
- Restaurant
- Amusement enterprise uses
- Business and professional offices

Attachment 2:

413 / 415 Hume Avenue Historic Analysis

The Town of Potomac was platted in 1894 and the district exemplifies suburban growth based on transportation developments in the latter part of the 19th century. It was a planned community located to take advantage of the railroad and trolley lines for commuting to work for the growing federal government. In addition to the government, almost one third of the residents were employed at nearby Potomac Yards. The historic district is significant for both its grid urban plan and its large variety of late 19th and early 20th century domestic architecture.

F-1 Both dwellings are within the boundaries of the National Register listed Town of Potomac Historic District. 413 Hume has been identified as a contributing resource within the district, while 415 Hume is identified as a non-contributing resource. However, Staff believes that 415 Hume's status is in error. Staff recognizes that the loss of historic fabric and details can sometimes cause a building within a district to lose its contributing status, especially when a district is designated solely for its architectural integrity. However, since this district is designated both for is architecture and development patterns, staff believes that a building can still contribute to this district even if it has lost some degree of integrity. This building along with the other contributing resources become the basic building blocks of the district and important to the overall character and streetscape because of their size, scale and architectural character, even if they have lost some of their original architectural features.

F-2 The house at 413 Hume was built in c1915, and the house at 415 Hume is believed to have been constructed five years later in c1920. They are two-story, four-squares sharing the same form of the majority of the housing stock along this street. Although many of the period correct finish materials such as siding and trim have been replaced on these dwellings[1], the original form and predominant architectural features have remained intact. Where additions have been constructed, they generally are compatible with the building and have respected the established development patterns and open space (see historic photo below.) In addition, in most cases, the original size and shape of window and door openings appear to have been retained.

F-3 These dwellings are from the early 19th century and are believed to be kit homes based on their form, repetition along the block, and close proximity to the historic rail yard. Kit homes (see example attached) were mass produced homes shipped via train and assembled on site. They were designed to provide a range of house styles and options to their consumers at affordable prices and were generally constructed of high quality materials. The four-square form can take on different architectural styles including Craftsman, Colonial Revival, Shingle, etc. The subject dwellings are currently Colonial Revival in style and contain a full-width, hip roof front porch with a simple, square

[1] 413 Hume Building permit in 1944 for bricktex over siding; 415 Hume building permit in 1938 brickex.

picket balustrade and single-light, double hung windows. There are a number of four-square buildings in the immediate neighborhood, many of which have been restored.

F-4 Any new construction in the historic district should be compatible with the architectural character of the historic buildings. Mass, scale, height, siting, materials and architectural detailing are all aspects of the design that should be considered in achieving compatibility. The Planning Department has recently published a *The Del Ray Neighborhood Residential Pattern Book* to assist our residents in making compatible changes and additions to their buildings within this district. Alterations and changes to these buildings are not subject to BAR review and approval.

F-5 The neighboring properties, to the east and north, accept for 417 Hume, are commercial in nature and associated with the Route 1 corridor. These buildings have garage doors facing the street and asphalt parking lots. However, staff finds that 417, 415 and 413 are important as transitional buildings to the boundary of the historic district.

Current Photo of Subject Buildings

1977 Photos of Subject Buildings

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 23

515	406 HUME AV	Foursquare, Frame, c. 1920	contributing
516	407 HUME AV	Foursquare, Frame, c. 1910	contributing
517	408 HUME AV	Foursquare, Frame, 1927	contributing
518	409 HUME AV	Foursquare, Frame, c. 1915	contributing
519	410 HUME AV	Foursquare, Frame, c. 1910	contributing
520	411 HUME AV	Foursquare, Frame., c. 1925	contributing
521	412 HUME AV	Tudor Revival double house, c.1930	contributing
522	413 HUME AV	Foursquare, Frame, c. 1915	contributing
523	414 HUME AV	Tudor Revival double house, c.1930	Contributing
524	415 HUME AV	Foursquare, Frame, c. 1920	noncontributing
525	416 HUME AV	One-part Commercial Block, 1929	Contributing
526	417 HUME AV	Colonial Revival, Frame, c. 1915	contributing

Excerpt from Town of Potomac National Register Nomination

THE CORNELL..

SIX ROOMS AND BATH

MODERN HOME No. 3226B
ALREADY CUT AND FITTED

THIS square American type home is a favorite in suburban areas, as well as in the city where narrow lots predominate. This cozy home with clear bevel siding on the first story walls and clear red Cedar shingles on the second floor, is very economical to build on account of the square lines. A square plan gives the most livable space at the lowest cost. Wide overhanging eaves, well balanced windows and comfortable front porch gives the exterior a substantial appearance.

Quality of Materials Above the Average

"I have been in the building business for more than forty years and have built buildings and homes in several different states and most truly say that your building materials in its several different lines, is second to none. Your delivery is prompt and your business transactions fair and courteous. Since using your material, I figure that I have saved twenty-five per cent on each job, besides the satisfaction of receiving grades as specified!"

J. W. Bailey
Dillsboro, Ind.

FIRST FLOOR PLAN

From the front porch you enter the living room size 15 ft. 11 inches by 12 ft. 6 inches. Four large windows admit plenty of light and the good wall space permits many attractive arrangements of the furniture. A closet for outer wraps opens off the stair platform—handy to the front door. **The dining room** size 11 ft. 5 inches by 12 ft. 2 inches and the kitchen complete the first floor plan. Note the kitchen has cross ventilation and a convenient space for all necessary equipment. The platform at the top of the grade and cellar stairs is designed for refrigerator.

SECOND FLOOR PLAN

The upstairs hall connects the three corner bedrooms and bath. Each room has cross ventilation and the bath is above the average size with built-in linen closet over the main stairs.

WHAT OUR BASE PRICE INCLUDES

At the base price quoted, we will furnish all materials needed to build this six room and bath home consisting of lumber, lath, millwork, flooring, roof shingles, building paper, 24-inch red Cedar shingles with two coats of stain for the second story sidewalls, clear bevel siding for first story, hardware, metal and paint materials according to specifications. All framing material completely ready cut.

Heating, lighting, plumbing and other options shown on the price list.

Kit Home Four Square Example

c1920s Photo 300 Block Hume Avenue (Alexandria Library Special Collections)

2015 Photo, 300 Block Hume Avenue

RESOLUTION NO. **MPA 2015-0007**

MPA2015-0007
Additional Materials

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments to the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines** will amend this section of the **Potomac West Small Area Plan** chapter of the 1992 Master Plan; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **January 7, 2016** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines** section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines** chapter of the 1992 Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines**; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines** section of the **Potomac West Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the **Oakville Triangle/Route 1 Corridor Plan and Urban Design Standards and Guidelines** section of the **Potomac West Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

   a) Revision of the Plan boundary to include properties located at 413 and 415 Hume Avenue;

   b) Inclusion of a Development Summary table and notes in the Implementation Chapter of the Plan detailing maximum development levels for each block; Additional text in the Implementation Chapter of the Plan regarding the required phasing of Plan area improvements and funding required to mitigate future development (a full list of additional text and graphics to be added to the Plan is included in **Appendix 1)** ; and

   c) Definition of the community facilities, primary retail, secondary retail and maker uses recommended by the Plan.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **7th day of January, 2016.**

Mary Lyman, Chairwoman
Alexandria Planning Commission

ATTEST:

Karl Moritz, Secretary

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 7, 2016

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: DOCKET ITEM # 1, MASTER PLAN AMENDMENT 2015-0007 OAKVILLE TRIANGLE/ROUTE 1, CORRECTION TO DEVELOPMENT TABLE

Upon further review of *Table 2: Development Table* included as part of the proposed Master Plan Amendment 2015-0007, two updates to Table 2: Development Summary Table in the staff report and supporting documents are required as follows:

Table 2: Development Summary Table

1) **Block #3:** The maximum total development gross floor area (GFA) allowed on this block should be updated from 127,100 GFA to 150,000 GFA. The initial maximum total development indicated for this site in Table 2 included a fueling station use, which reduces the total possible square footage on the site. Since a fueling station use is not required on the site, the maximum square footage should indicate development potential without a fueling station, and therefore should be 150,000 GFA.

2) **Block #10:** The max square footage allowed on this block should be updated from 78,400 GFA. to 87,800 GFA. This is a clarification to reflect the heights depicted in the Plan.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 23rd, 2015

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: OAKVILLE TRIANGLE AND ROUTE 1 PROJECTS: STAFF REPORT UPDATES

Upon review of the January Planning Commission docket, it appears that three issues require to be updated in the staff report and supporting documents which relate to the following cases:

1) **Docket Item number #3:** CDD Concept Plan #2014-0002, Vacation #2015-0002, Transportation Management Plan SUP #2015-0077. Oakville Triangle case.

   The CDD Concept Plan submission set which accompanies the staff report for this item is outdated. The current submission set (dated 10/29/15) are attached for your review with this memorandum.

   The Preliminary Infrastructure Plan and Plat also require to be uploaded to the docket webpage and to be distributed to members of the Planning Commission. Staff will endeavor to provide this information promptly.

2) **Docket Item number #2:** Master Plan Amendment #2015-0007, Rezoning #2015-0004, Text Amendment #2015-0006. Oakville Triangle and Route 1 case.

   a) On page 8 of the staff report which discusses the potential inclusion of the properties at 413/415 Hume Avenue into the Plan, the report incorrectly states for option 1:

      "Option 1: Option 1 demonstrates a scenario in which one of the existing structures would be retained as shown in Figure 5. As shown below, this option retains 415 Hume Avenue and allows for townhouse redevelopment of the rest of block 12. This allows for 10 housing units total on block 12 (9 new townhouses and the retention of 415 Hume Avenue)."

      The tally of units possible under this option, and corresponding to the Figure 5

graphic should actually read:

This allows for **11** housing units total on block 12 (**10** new townhouses and the retention of 415 Hume Avenue)." (Amendment shown in **bold underline**)

The table on page 9 with a comparison of options 1 and 2 would require to be updated accordingly.

b) On page 30 of the staff report which discusses the Special Tax District, there is a typo in the table reference within the first paragraph of this section. The text currently states:

"If the tax district were to be expanded, it would likely need to be extended to include the entire Plan area, not just a portion. As depicted in Table 6, the projected tax district revenue …"

The text at this location should correctly refer to **Table 7** rather than Table 6.

CONCEPTUAL DESIGN PLAN

OAKVILLE

THE CITY OF ALEXANDRIA, VIRGINIA

NARRATIVE DESCRIPTION OF DEVELOPMENT

THIS SITE IS BORDERED TO THE NORTH BY CALVERT AVENUE; TO THE SOUTH BY FANNON STREET; TO THE EAST BY JEFFERSON DAVIS HIGHWAY; AND TO THE WEST BY MT. JEFFERSON PARK TRAIL. THE SITE IS CURRENTLY ZONED INDUSTRIAL AND IT WILL BE PROPOSED TO BE REZONED TO A CDD.

THIS PROJECT CONSISTS OF A MIXED-USE DEVELOPMENT AND ALL ASSOCIATED INFRASTRUCTURE NEEDED TO SUPPORT THE DEVELOPMENT. INCLUDED IN THIS DEVELOPMENT ARE RESIDENTIAL MULTI-FAMILY UNITS, TOWNHOUSES, RETAIL, HOTEL AND OFFICE.

ACCESS TO THE SITE WILL BE FROM JEFFERSON DAVIS HIGHWAY.

THIS CDD WILL BE IN ACCORDANCE TO THE OAKVILLE TRIANGLE AND ROUTE 1 CORRIDOR VISION PLAN AND URBAN DESIGN STANDARDS AND GUIDELINES.

NOTES:

1. EXISTING SITE AREA: 12.87 Ac. OR 560,410 SF (EXCLUDES RIGHT-OF-WAY)
   PROPOSED SITE AREA: 10.79 Ac. OR 469,808 SF (EXCLUDES RIGHT-OF-WAY)
2. SITE ADDRESSES: 400 CALVERT AV, 2610 JEFFERSON DAVIS HIGHWAY, 420 SWANN AV, 300 SWANN AV, 403 SWANN AV, 405 SWANN AV, 400 FANNON ST, 2500 OAKVILLE ST, 2514 JEFFERSON DAVIS HIGHWAY, AND 2412 JEFFERSON DAVIS HIGHWAY
3. TAX MAP NUMBERS: 025.03-02-06, 025.03-02-12, 025.03-02-13, 025.03-02-14, 025.03-02-15, 025.03-02-16, 025.03-02-17, 025.03-02-18, 025.03-02-19, AND 025.03-02-20
4. TOTAL AREA DISTURBED WITH THIS PROJECT: 15.30 Ac. OR 666,500 SF
5. POST-DEVELOPED IMPERVIOUS AREA: 12.21 Ac. OR 531,864 SF (BASED ON INFRASTRUCTURE BMP LIMITS)
6. THE DENSITY OF THIS ZONE IS TO BE ESTABLISHED WITH CDD ZONE REFINEMENTS.
   PROPOSED FAR IS 3.87. SEE CHART ON SHEET 2 FOR MORE DETAILS.
7. MAXIMUM GROSS FLOOR AREA: 1,570,645 SF (EXCLUDES ABOVE AND BELOW GRADE PARKING)
   (SEE CHART ON SHEET 2 FOR MORE DETAILS)
8. SEE SHEET 2 FOR BUILDING BREAKDOWN BY USE AND PARKING.
9. MAXIMUM NUMBER OF UNITS: 1,032 (SEE CHART ON SHEET 2 FOR MORE DETAILS)
10. MAXIMUM NUMBER OF PARKING SPACES: 2,225 (SEE CHART ON SHEET 2 FOR MORE DETAILS)
11. THERE ARE BOTH PUBLIC AND PRIVATE SPECIAL AMENITIES PROPOSED WITH THIS CDD CONCEPT PLAN. THE PUBLIC AMENITIES INCLUDE: A CENTRAL PIAZZA, FOCAL FEATURE WITHIN THE PIAZZA, ENCLOSED PARKING, LARGE OPENS SPACE, ENHANCED STREETSCAPES, AND, IN COORDINATION WITH THE CITY OF ALEXANDRIA, THE IMPROVEMENTS OF THE ADJACENT MT. JEFFERSON PARK. THE PRIVATE AMENITIES FOR THE RESIDENTS OF OAKVILLE INCLUDE: POOLS, WORK OUT FACILITIES, ROOFTOP COURTYARDS AND SECURE ENCLOSED PARKING.
12. THERE ARE NO NATURAL FEATURES ONSITE THAT NEED TO BE PRESERVED OR PROTECTED.
13. TO THE BEST OF OUR KNOWLEDGE THERE ARE AREAS ONSITE CONTAINING CONTAMINATED SOILS OR CONTAMINATED GROUNDWATER. A SITE CHARACTERIZATION REPORT WILL BE PROVIDED WITH THE FINAL SITE PLAN DUE TO THE SITE'S INDUSTRIAL HISTORY. A GROUNDWATER CONTAMINATION ANALYSIS AND ASSOCIATED MANAGEMENT PLAN WILL BE PROVIDED WITH SUBSEQUENT PLAN SUBMISSIONS AFTER THE COMPLETION OF THE PHASE II ENVIRONMENTAL REPORT.
14. IN ACCORDANCE WITH THE CITY OF ALEXANDRIA'S MARINE CLAY AREAS MAP DATED NOVEMBER 1976, THERE ARE NO AREAS OF MARINE CLAY LOCATED IN THE VICINITY OF THIS SITE.
15. THE MAXIMUM HEIGHT OF ANY BUILDING ON THIS SITE WILL BE 100'.
16. THERE WILL BE NO ADVERSE IMPACTS TO ADJACENT AND NEIGHBORING PROPERTIES BY THIS PROPOSED DEVELOPMENT.
17. INTERIM OPEN SPACE MAY BE PROVIDED WITH THIS DEVELOPMENT AND TO BE FURTHER COORDINATED WITH THE CITY OF ALEXANDRIA.
18. SEE SHEET C101 OF THE INFRASTRUCTURE PLAN FOR THE BREAKDOWN AND CALCULATION OF THE PROPOSED SITE FOR PHASE 1.

Site Area Breakdown

	Area (Ac.)	Area (sf)	Notes
Existing ConditionsTotal Site Area (excluding ROW)	12.87	560,410	Excluding leased City parcel
Proposed Site Area (excluding ROW)	10.79	469,808	Block A, Block B, Block C, Block D, NW Parcel and TM 025.03-02-06
Phase 1 site area (excluding ROW)	7.40	322,421	Block A1 (1.32 Ac.), Block B, Block D, NW Parcel and TM 025.03-02-06
Phase 2 site area (excluding ROW)	3.38	147,387	Block A2 (1.37 Ac.) and Block C

Note: Approximately 4.54 Ac. (197,761 sf) of ROW will be designed and constructed with **Phase 1** of the development. No new ROW work is being proposed with **Phase 2** of the development

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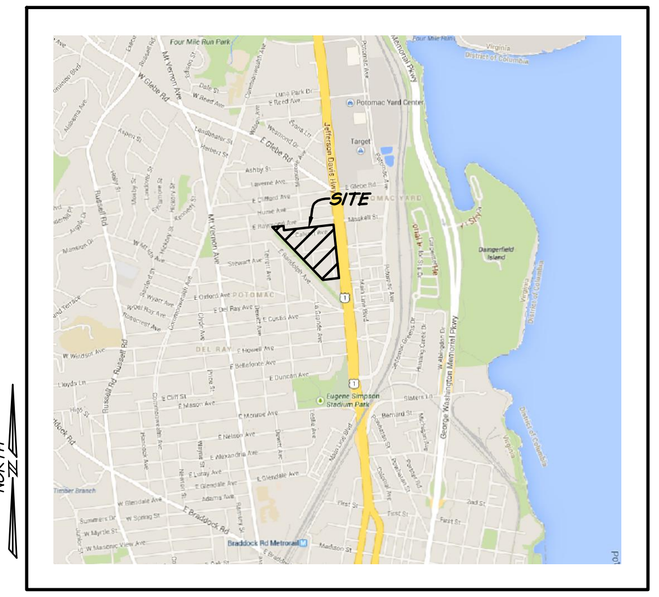

LOCATION MAP

SCALE 1"= 2000'

SHEET INDEX

1 COVER SHEET
2 CONCEPTUAL DESIGN PLAN
3 OPEN SPACE EXHIBIT
4 RIGHT-OF-WAY AND SHARED SPACE EXHIBIT
5 SMALL AREA PLAN EXHIBIT

PROFESSIONAL SEAL AND SIGNATURE

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
10/29/2015
PROFESSIONAL ENGINEER

DATE	REVISION
8-17-15	COMPLETENESS COMMENTS
9-15-15	COMPLETENESS COMMENTS #2
10-7-15	COMPLETENESS COMMENTS #3
10-29-15	COMPLETENESS COMMENTS #4

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SUITE 200
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CIVIL ENGINEER
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FOURTH FLOOR
FAIRFAX, VIRGINIA 22031
(703) 273-6820

LANDSCAPE ARCHITECT
LANDDESIGN
200 SOUTH PEYTON STREET
ALEXANDRIA, VA 22314
(703) 549-7784

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(267) 895-1722

APPLICANT
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STONEBRIDGECARRAS, LLC
7200 WISCONSIN AVENUE
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(301) 913-9610

TRAFFIC ENGINEER
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11400 COMMERCE PARK DRIVE
RESTON, VA 20191
(703) 674-1300

ATTORNEY
LAND, CARROLL,
& BLAIR, PC.
524 KING STREET
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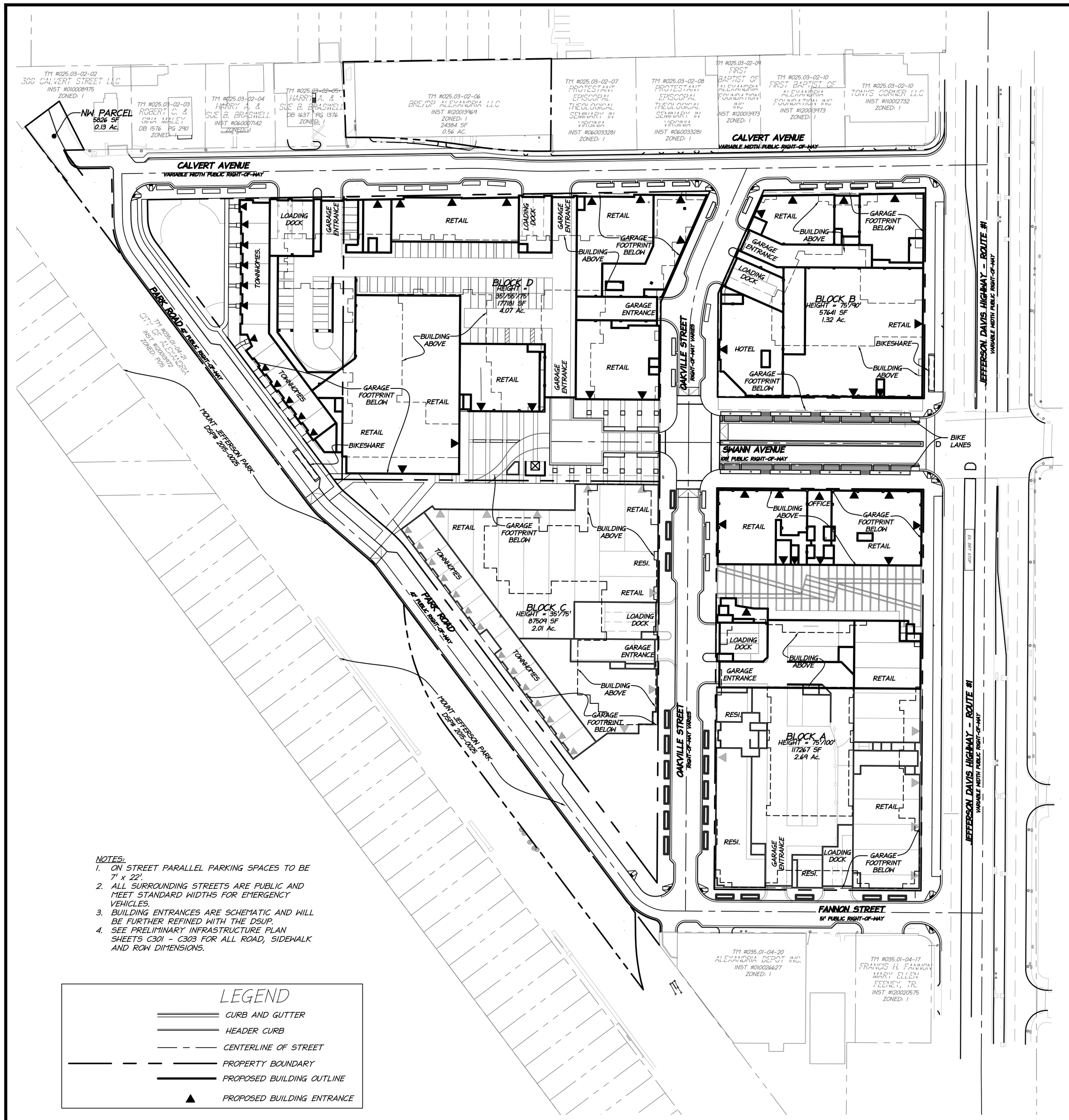
(703) 836-1000



DATE	REVISION
8-17-15	COMPLETENESS COMMENTS
9-15-15	COMPLETENESS COMMENTS 2
10-7-15	COMPLETENESS COMMENTS 3
10-28-15	COMPLETENESS COMMENTS 4

	A	B	C	D	E	F	G
1	BLOCK	GROSS FLOOR AREA (GSF)[1]	FAR / NET FLOOR AREA (NSF)	BUILDING HEIGHT	UNITS PER ACRE	MAX PARKING SPACES PROVIDED	MIN PARKING SPACES REQUIRED[4]
2	A						
3	RETAIL	45,953	45,953				161
4	RESIDENTIAL	306,957	306,957	75'			318
5	OFFICE	135,166	135,166	100'			271
6	SERVICE/BOH[2]	17,612	17,612				
7	BLOCK SUBTOTAL GSF	505,688	505,688				
8	ABOVE GRADE GARAGE	67,529	67,529				
9	BELOW GRADE GARAGE	243,769	-				
10	BLOCK GARAGE SUBTOTAL GSF	311,298	67,529				
11	BLOCK GROSS FLOOR AREA GRAND TOTAL	816,986	573,217		115	660	750
12	B						
13	RETAIL	35,119	35,119				123
14	RESIDENTIAL	117,047	117,047	75'			127
15	HOTEL	145,296	145,296	90'			133
16	SERVICE/BOH[2]	9,718	9,718				
17	BLOCK SUBTOTAL GSF	307,180	307,180				
18	ABOVE GRADE GARAGE	4,120	4,120				
19	BELOW GRADE GARAGE[3]	108,717	-				
20	BLOCK GARAGE SUBTOTAL GSF	112,837	4,120				
21	BLOCK GROSS FLOOR AREA GRAND TOTAL	420,017	311,300		89	280	383
22	C						
23	RETAIL	30,996	30,996				109
24	RESIDENTIAL	197,629	197,629	75'			196
	TOWNHOUSES	*SF INCLUDED ABOVE					28
25	SERVICE/BOH[2]	9,220	9,220				
26	BLOCK SUBTOTAL GSF	237,845	237,845				
27	ABOVE GRADE GARAGE	2,927	2,927				
28	BELOW GRADE GARAGE	142,870	-				
29	BLOCK GARAGE SUBTOTAL GSF	145,797	2,927				
30	BLOCK GROSS FLOOR AREA GRAND TOTAL	383,642	240,772		99	320	333
31	D						
32	RETAIL	81,625	81,625				286
33	RESIDENTIAL	408,269	408,269	75'			413
	TOWNHOUSES	*SF INCLUDED ABOVE					24
34	SERVICE/BOH[2]	30,038	30,038				
35	BLOCK SUBTOTAL GSF	519,932	519,932				
36	ABOVE GRADE GARAGE	80,441	80,441				
37	BELOW GRADE GARAGE[3]	294,003	-				
38	BLOCK GARAGE SUBTOTAL GSF	374,444	80,441				
39	BLOCK GROSS FLOOR AREA GRAND TOTAL	894,376	600,373		101	900	723
40							
41							
42	ON-STREET PARKING					65	
43	RETAIL GSF SUBTOTAL	193,693	193,693				
44	RESIDENTIAL GSF SUBTOTAL	1,029,902	1,029,902				
45	OFFICE GSF SUBTOTAL	135,166	135,166				
46	HOTEL GSF SUBTOTAL	145,296	145,296				
47	SERVICE/BOH SUBTOTAL	66,588	66,588				
48	ABOVE GRADE GARAGE SUBTOTAL	155,017	155,017				
49	BELOW GRADE GARAGE GSF SUBTOTAL	789,359	-				
50	**GROSS FLOOR AREA GRAND TOTAL**	**2,515,021**	**1,725,662**			**2225**	**2189**
51	**FAR**		**3.87**				
52	**SITE AREA[5]**	**445,424**					

53 **ALL FIGURES ARE SUBJECT TO REFINEMENT DURING INDIVIDUAL BLOCK DSUP SUBMISSIONS**

54 [1] Gross Floor Area for each use includes use-specific ancillary spaces such as: below grade bicycle parking, below grade stairs and mechanical space. This accounts for 24,077 SF of the Gross Floor Area Total.

55 [2] Service/BOH accounts for transformer space, loading docks and associated storage space, and garage exhaust/mechanical space. This accounts for 66,588 SF of the Gross Floor Area Grand Total. Of that, 31,310 SF is located in the below grade garage.

56 [3] Below Grade Parking on Block B and Block D assumes parking in the ROW

57 [4] See shared parking table for ratios. Final minimum parking required to be determined at the DSUP submission for each block. For
58 purposes of parking tabulation for this submission it is assumed that the market rate multifamily units will consist of 33% 2BR units
59 and 67% 1BR units.

60 [5] Site area *does not* include TM 025.03-02-06 (24,384 SF or .56 acres).

61 Other Notes:

62 Retail and Restaurant is combined

63 Residential includes multi-family and townhouse SF

64 These calculations reflect changes made to the plan through work with Alexandria Planning and Zoning
65 staff since the Concept II submission on April 8, 2015.

66 Block A accounts for Phase 1 and Phase 2 portions of the block.

67 See C101 of the Infrastructure Plan for Phase 1

68 Block D, constructed in Phase 1, will provide parking for a portion of the retail located on Blocks A, B, and C.

Land Use	Parking Ratio
Retail	3.5 sp/1,000 SF
Restaurant	3.5 sp/1,000 SF
Office	2.0 sp/1,000 SF
Hotel	0.7sp/key
Residential:	
Multi-Family Market	0.8 sp/bedroom
Multi-Family Affordable	0.75 sp/unit
Townhouse	2.0 sp/unit

NOTES:
1. ON STREET PARALLEL PARKING SPACES TO BE 7' x 22'.
2. ALL SURROUNDING STREETS ARE PUBLIC AND MEET STANDARD WIDTHS FOR EMERGENCY VEHICLES.
3. BUILDING ENTRANCES ARE SCHEMATIC AND WILL BE FURTHER REFINED WITH THE DSUP.
4. SEE PRELIMINARY INFRASTRUCTURE PLAN SHEETS C301 - C303 FOR ALL ROAD, SIDEWALK AND ROW DIMENSIONS.

LEGEND
- CURB AND GUTTER
- HEADER CURB
- CENTERLINE OF STREET
- PROPERTY BOUNDARY
- PROPOSED BUILDING OUTLINE
- PROPOSED BUILDING ENTRANCE

SCALE: 1" = 60'
60 30 0 60 120
GRAPHIC SCALE

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COMMONWEALTH OF VIRGINIA
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Lic. No.52485
10/29/2015
PROFESSIONAL ENGINEER

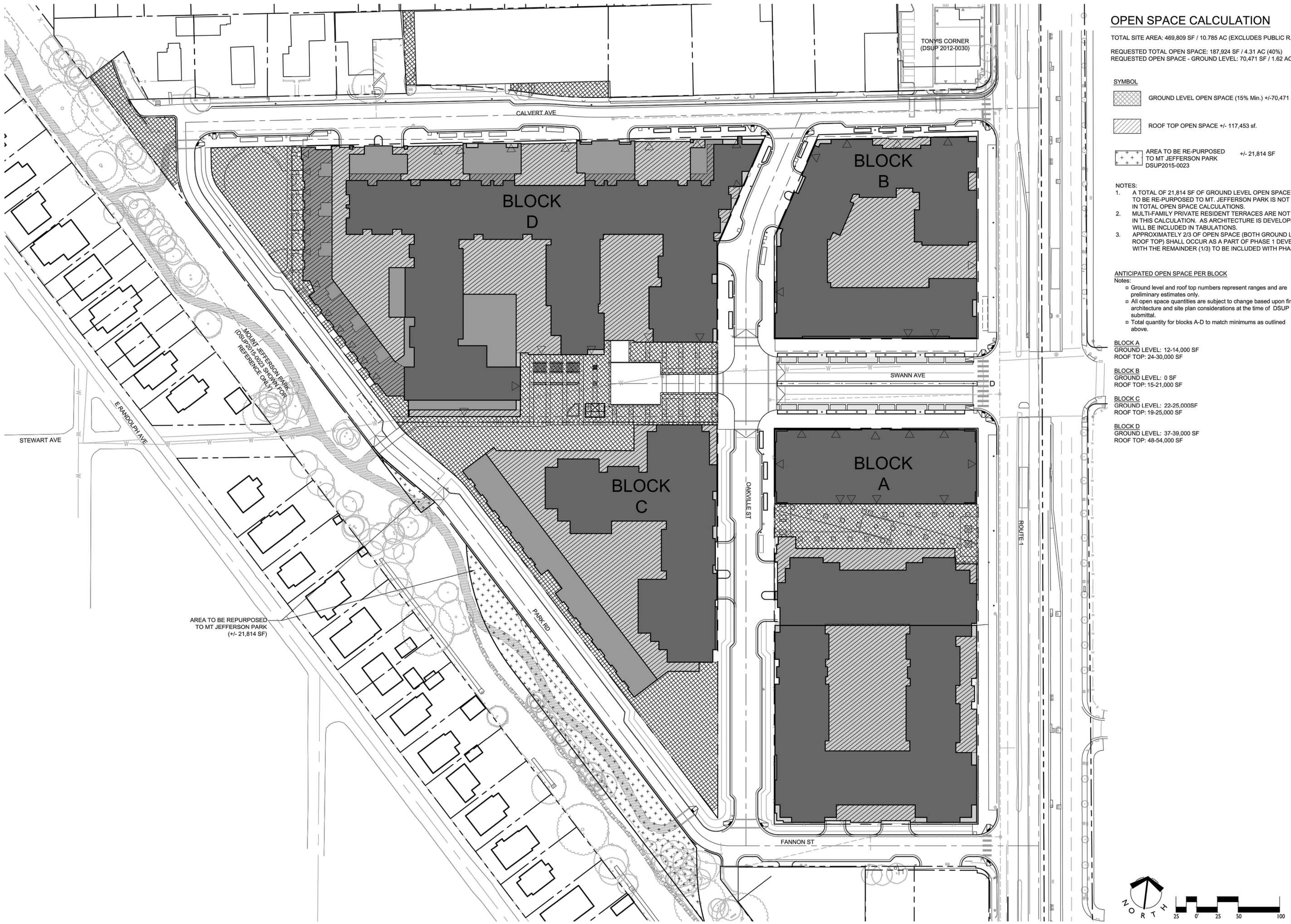
CONCEPTUAL DESIGN PLAN

OAKVILLE CDD PLAN

THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:14007.001.00
SCALE: 1"=60'
DATE: 07-13-2015
DESIGN: EG
DRAWN: CJL
CHECKED: KMW
SHEET No.
2 OF 5

103044



OPEN SPACE CALCULATION

TOTAL SITE AREA: 469,809 SF / 10.785 AC (EXCLUDES PUBLIC R.O.W.)

REQUESTED TOTAL OPEN SPACE: 187,924 SF / 4.31 AC (40%)
REQUESTED OPEN SPACE - GROUND LEVEL: 70,471 SF / 1.62 AC (15% Min.)

SYMBOL

GROUND LEVEL OPEN SPACE (15% Min.) +/-70,471 sf.

ROOF TOP OPEN SPACE +/- 117,453 sf.

AREA TO BE RE-PURPOSED TO MT JEFFERSON PARK DSUP2015-0023 +/- 21,814 SF

NOTES:
1. A TOTAL OF 21,814 SF OF GROUND LEVEL OPEN SPACE THAT IS TO BE RE-PURPOSED TO MT. JEFFERSON PARK IS NOT INCLUDED IN TOTAL OPEN SPACE CALCULATIONS.
2. MULTI-FAMILY PRIVATE RESIDENT TERRACES ARE NOT INCLUDED IN THIS CALCULATION. AS ARCHITECTURE IS DEVELOPED THESE WILL BE INCLUDED IN TABULATIONS.
3. APPROXIMATELY 2/3 OF OPEN SPACE (BOTH GROUND LEVEL AND ROOF TOP) SHALL OCCUR AS A PART OF PHASE 1 DEVELOPMENT WITH THE REMAINDER (1/3) TO BE INCLUDED WITH PHASE 2.

ANTICIPATED OPEN SPACE PER BLOCK
Notes:
- Ground level and roof top numbers represent ranges and are preliminary estimates only.
- All open space quantities are subject to change based upon final architecture and site plan considerations at the time of DSUP submittal.
- Total quantity for blocks A-D to match minimums as outlined above.

BLOCK A
GROUND LEVEL: 12-14,000 SF
ROOF TOP: 24-30,000 SF

BLOCK B
GROUND LEVEL: 0 SF
ROOF TOP: 15-21,000 SF

BLOCK C
GROUND LEVEL: 22-25,000SF
ROOF TOP: 19-25,000 SF

BLOCK D
GROUND LEVEL: 37-39,000 SF
ROOF TOP: 48-54,000 SF

NOTE: OPEN SPACE PLAN PROVIDED BY LANDDESIGN

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COMMONWEALTH OF VIRGINIA
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Lic. No.52485
8/17/2015
PROFESSIONAL ENGINEER

OPEN SPACE PLAN

OAKVILLE
CDD PLAN
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:14007.001.00
SCALE: N.T.S.
DATE: 07-13-2015
DESIGN: EG
DRAWN: EG
CHECKED: KMW
SHEET No.
3 OF 5

103044

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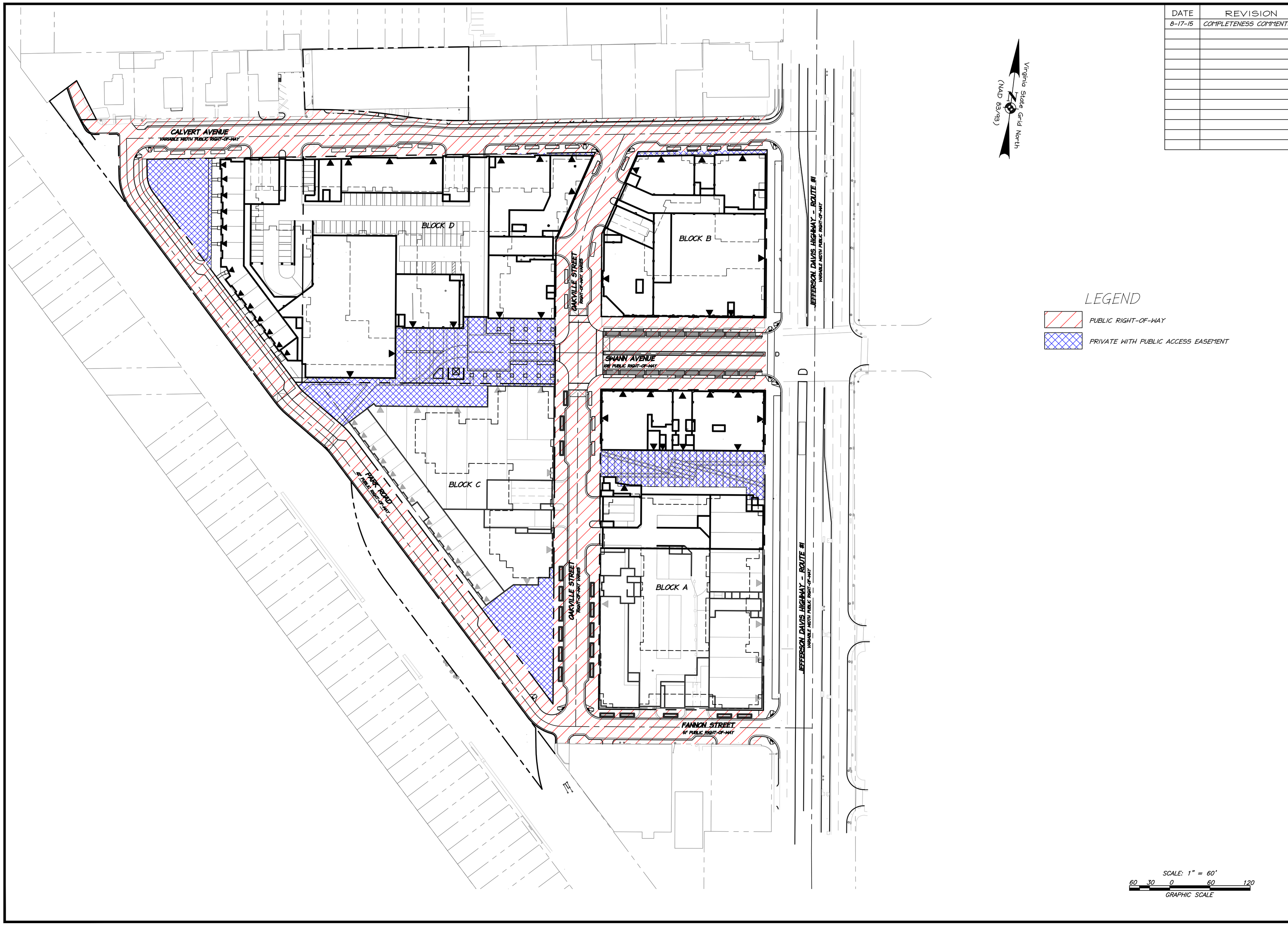

DATE	REVISION
8-17-15	COMPLETENESS COMMENTS

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8/17/2015
PROFESSIONAL ENGINEER

ROW AND SHARED SPACE EXHIBIT

OAKVILLE
CDD PLAN

THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:14007.001.00
SCALE: 1"=60'
DATE: 07-13-2015
DESIGN: EG
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CHECKED: kmw
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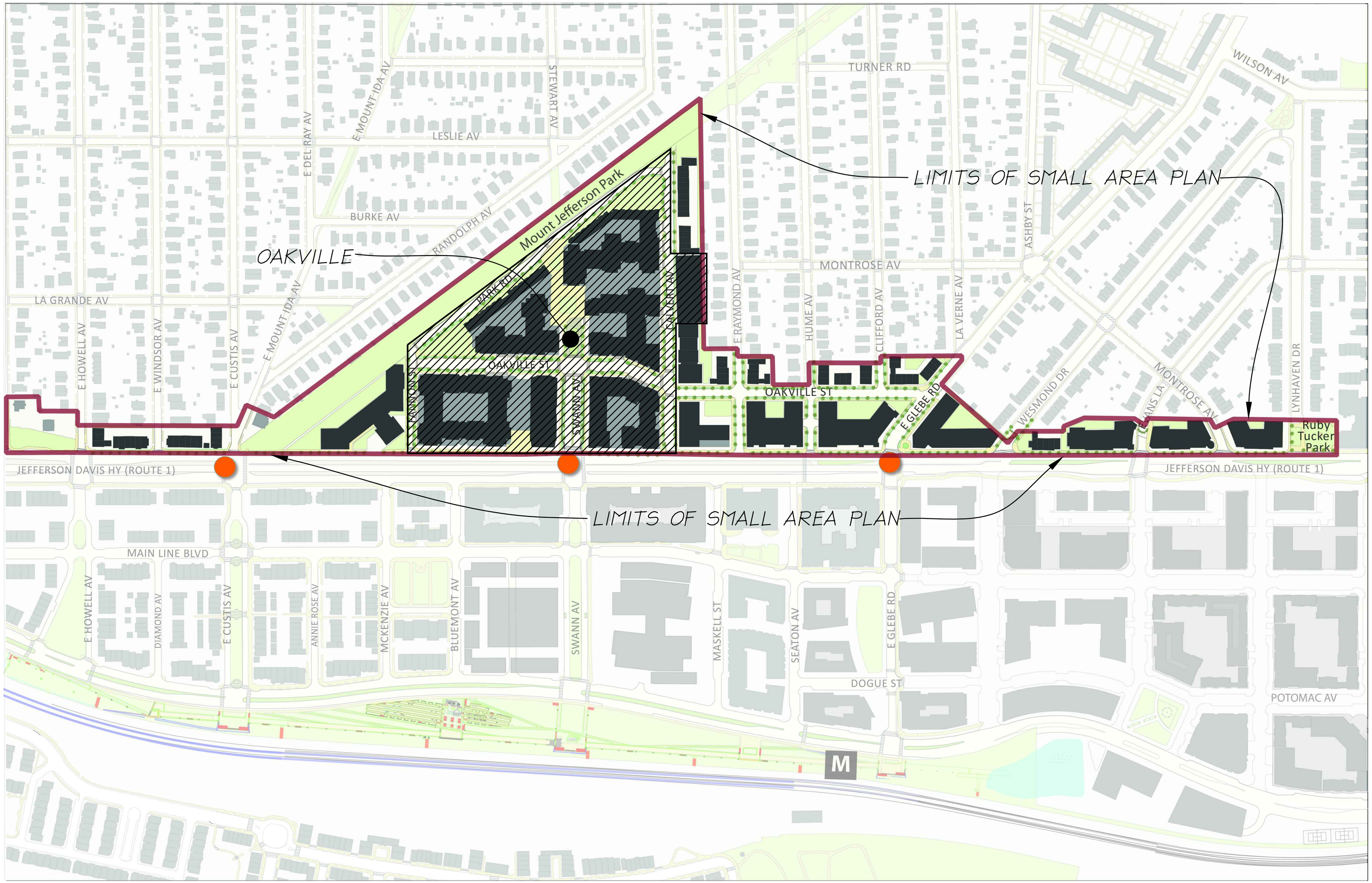

FOR INFORMATIONAL PURPOSES ONLY

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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10/7/2015
PROFESSIONAL ENGINEER

SMALL AREA PLAN EXHIBIT

OAKVILLE CDD PLAN

THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:14007.001.00

SCALE: N.T.S.

DATE: 07-13-2015

DESIGN: EG
DRAWN: EG
CHECKED: KMW

SHEET No.

5 OF 5

103044

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Oakville Triangle and Route 1 Special Tax District Objection

MPA2015-0007
Additional Materials

Nadine Boland <nadine@thebolands.net>

Thu 12/31/2015 10:09 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Ken Boland <ken@thebolands.net>;

Dear Chair Mary Lyman and Members of the Alexandria Planning Commission,

I am a resident, business owner and commercial property owner in the City of Alexandria. I am writing today to urge you not to approve the establishment of a special tax district for the Oakville Triangle and Route 1 Corridor Vision Plan.

It is unethical to subject existing property owners a new tax just because their properties fall under a new rezoning plan or for that matter, because their properties are in any particular location. What ever happened to the concept of "One Alexandria" that was intended to convey that all residents and businesses are together, treated equally in the eyes of our City government?

Please vote no to this suggestion at the January 7, 2016 meeting.

Best regards,
Nadine Drury Boland
419 E Alexandria Ave
Alexandria, VA 22301