

Oakville Triangle and Route 1 Corridor Advisory Group Community Meeting #5
August 18, 2014
Summary of Advisory Group Feedback and Community Comment

Advisory Group Discussion of Draft Guidelines/Principles

- General
 - Strong statements and intent should be included in future documents
- Character and Design
 - Lighting and signage concerns
 - Suggest incorporating industrial heritage into plan
- Land Use
 - Very little vacancy in industrial properties in Alexandria, encourage developer to keep as many businesses as possible, there's only so much retail that can be supported and there will be more competition for office with the Silver Line metro opening
- Building Heights
 - Transition zones will be difficult, can see 50' buildings in Potomac Yard from Del Ray already
 - Height is not necessarily a negative, development needs height/density in order to work, but concerns about how it will look
- Open Space
 - Incorporate future development into Mt. Jefferson park plan
 - Encouraged that open spaces has been integral part of planning effort
 - Community needs to decide what types of interruptions to greenway, if any, would be acceptable
- Connectivity
 - Principles to Guide Redvelopment document: Connectivity only has 2 bullet points so far, needs more clarification
 - Integration of connectivity through character and design
 - Connectivity and transportation study should beyond site to Mt. Vernon Avenue
 - Mt. Vernon Avenue businesses are struggling, should find ways to move ped/bike traffic from Potomac Yard and Oakville Triangle through to Mt. Vernon Ave, catchment area of customers
 - Stewart Avenue: will it become a major thoroughfare? Currently there is not much traffic volume along Stewart; concerns about mode considerations
 - Conflict possible among various groups regarding connectivity: businesses versus neighborhoods; how will the new development use the Avenue and the businesses on the Avenue?
 - Currently not enough ways to get off Route 1 into neighborhoods, need more ways to get into Del Ray, access to Metro, BRT
 - The BRT needs fewer stops to perform effectively, crossing Route 1 to get to Oakville Triangle, Mt. Jefferson Trail becomes difficult, opposing interests
 - Potomac Yard plan talked about maintaining grid in Potomac Yard and now the BRT is not in Potomac Yard, limit to how much we have to bear to fix
 - New signalized intersections will be difficult to plan and Route 1 is still formidable to cross
 - Pedestrian bridges are discouraged because people want to take shortest route unless obstacle is insurmountable, example: pedestrian bridge over Route 50 in Fairfax is massive, would community want that?
 - Consider: Bangkok Sky Train incorporated pedestrian bridges, and elevated building entrances

- Desire to see parallel road further studied, 20 years from now the parcels could have one owner, may find way to make road work
- Fix Glebe intersection

Development of Draft Illustrative Plan

- Programming at end of Swann near Mt. Jefferson Park: concerns about appropriateness of use near neighborhoods
- Clear message from community to developers: park frontage should not include uses like loading docks, front doors of residential uses on park is a positive solution
- Road along park should be “park-like,” consider including a bike path, consider connecting Swann to Stewart and modify/mitigate connection to make it be a buffer, slow down area
- Concerns about road along park changing nature of park, but may be good compromise in design

Community Comment

- Consider installing a traffic light at Custis and Mt. Vernon, very difficult to cross Mt. Vernon now without one, consider other traffic lights west of route 1
- Opening Stewart to vehicular traffic will adversely affect and significantly impact the neighborhood, one of the aspects of Del Ray character is caused by the fact that you are forced to go around various streets
- Consider a vehicular bridge over greenway
- Decrease vehicular traffic, consider trollies to go through Del Ray
- Consider if discussion of parallel road with developable blocks, not a service road, is a policy decision for City Council.
- Make connection graphic show ownership of parcels
- Parallel road connecting Fannon to Calvert is helpful for connectivity within the site
- Consider pedestrian and bicycle activity/flow through site
- Buildings facing park, front doors on park is positive
- Concerns about noise, lights
- Consider mirroring finger parks from Potomac Yard into Oakville site