



Oakville Triangle & Route 1 Corridor Planning

City Council Work Session
December 9th, 2014

Key Policy Issues

- Developer Contributions - Funding
- Prioritizing Public Benefits of the Plan
- Phasing – Infrastructure – Development
- Integration with Potomac Yard



Information for Discussion and Decision (Summary)

1. Background and Overview
2. Planning-Land Use
3. Mount Jefferson Park
4. Developer Contributions
5. Transportation
6. Next Steps



Council Action Requested

Guidance on Oakville Triangle redevelopment proposal and overall Route 1 Corridor planning study.

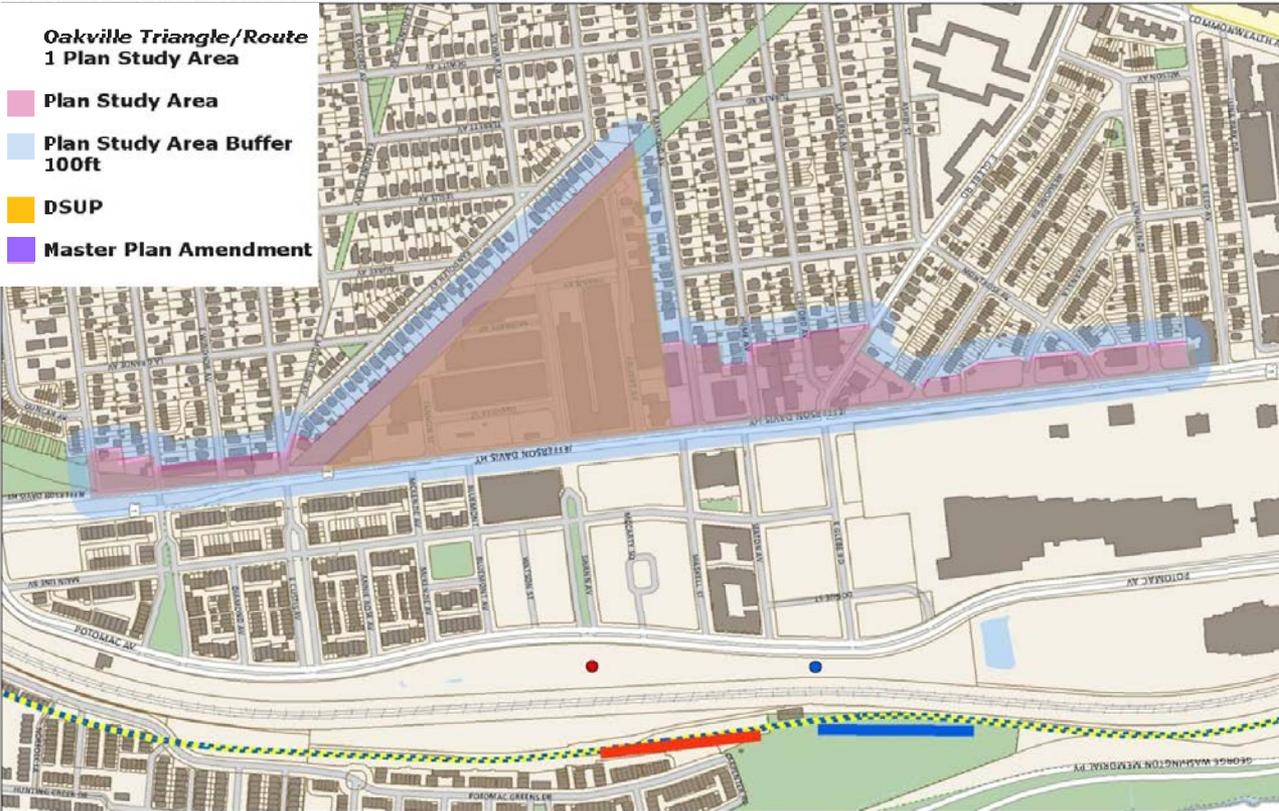


Advisory Group

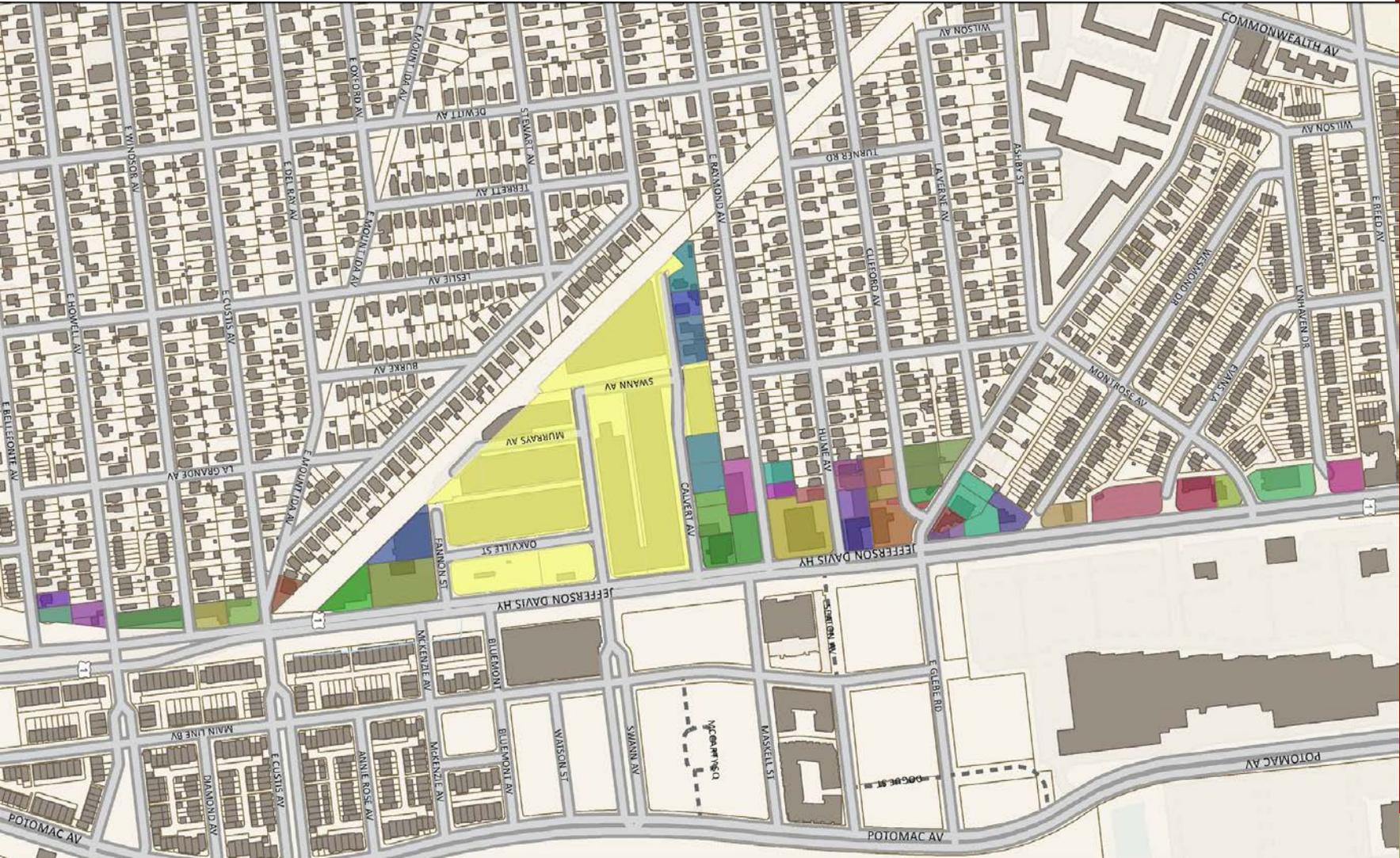
Composition

- Maria Wasowski, Chair Planning Commission
- Frank Fannon At-Large
- David Fromm At-Large
- Rodrigo Letonja At-Large
- Peter Pocock At-Large
- Pat Miller Business (DRBA)
- Ben Flood Del Ray Civic Association
- Andrew Dubinsky Lynhaven Civic Association
- Patricia Harris PY South

Plan Study Area



Ownership

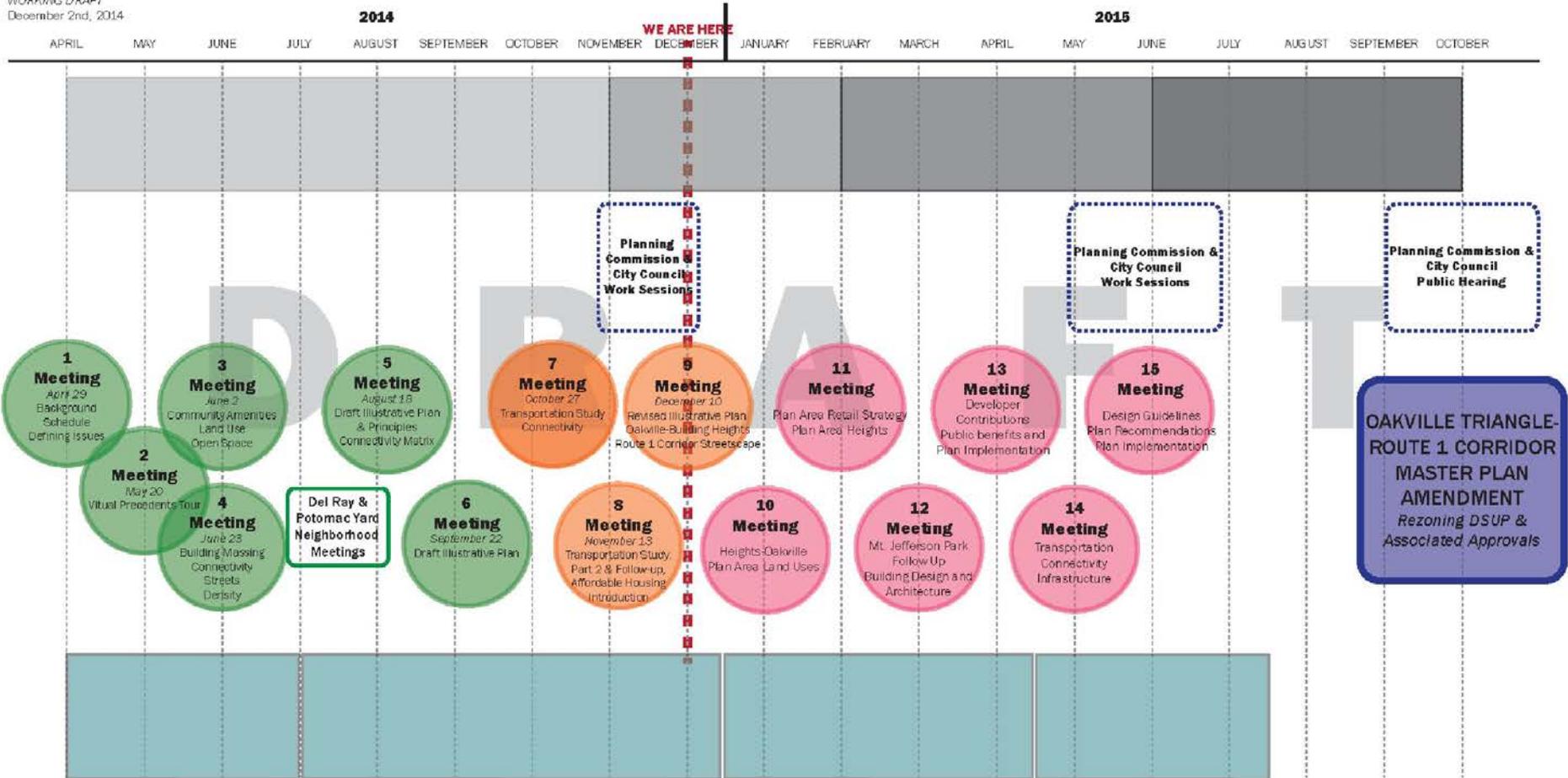


History – Context



DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

WORKING DRAFT
December 2nd, 2014





Advisory Group /Community Goals

- Achieve **high-quality buildings and streetscape**
- Retain some **existing neighborhood-serving tenants/uses**
- Ensure reduced height/step-backs at western/northern edges of site, **sensitive to existing neighborhood**
- Achieve **variation in building heights and facades**
- Preserve/**enhance physical character of Mt. Jefferson Trail**; Retain topography as buffer to preserve **naturalistic, tranquil area**
- Provide **public open space on-site within Oakville**
- **Multi-modal connectivity** to existing neighborhood and within new development will be important to its success
- Conduct analysis of **benefits and challenges of potential connections**

Challenges

- Traffic and minimizing impacts on neighborhood streets and Route 1
- Route 1 and Glebe Road intersection
- Appropriate height transitions to existing neighborhood
- How to improve Mt. Jefferson Park while maintaining character
- Evaluate options for existing neighborhood serving uses



Oakville Triangle/Route 1 Plan Study Area by the Numbers

Total Plan Area

Existing Acreage

23 Acres approx.

Existing Building Area

742,000 SF

Potential Max. Devt (existing zoning)

1,163,000 SF approx.

(945,000 I + 218,000 CSL)

Potential Devt. with Rezoning

2.5M SF approx.

Oakville Triangle

Existing Acreage

13 Acres approx.

Existing Building area

446,000 SF

Max Devt. (existing zoning)

727,996 SF

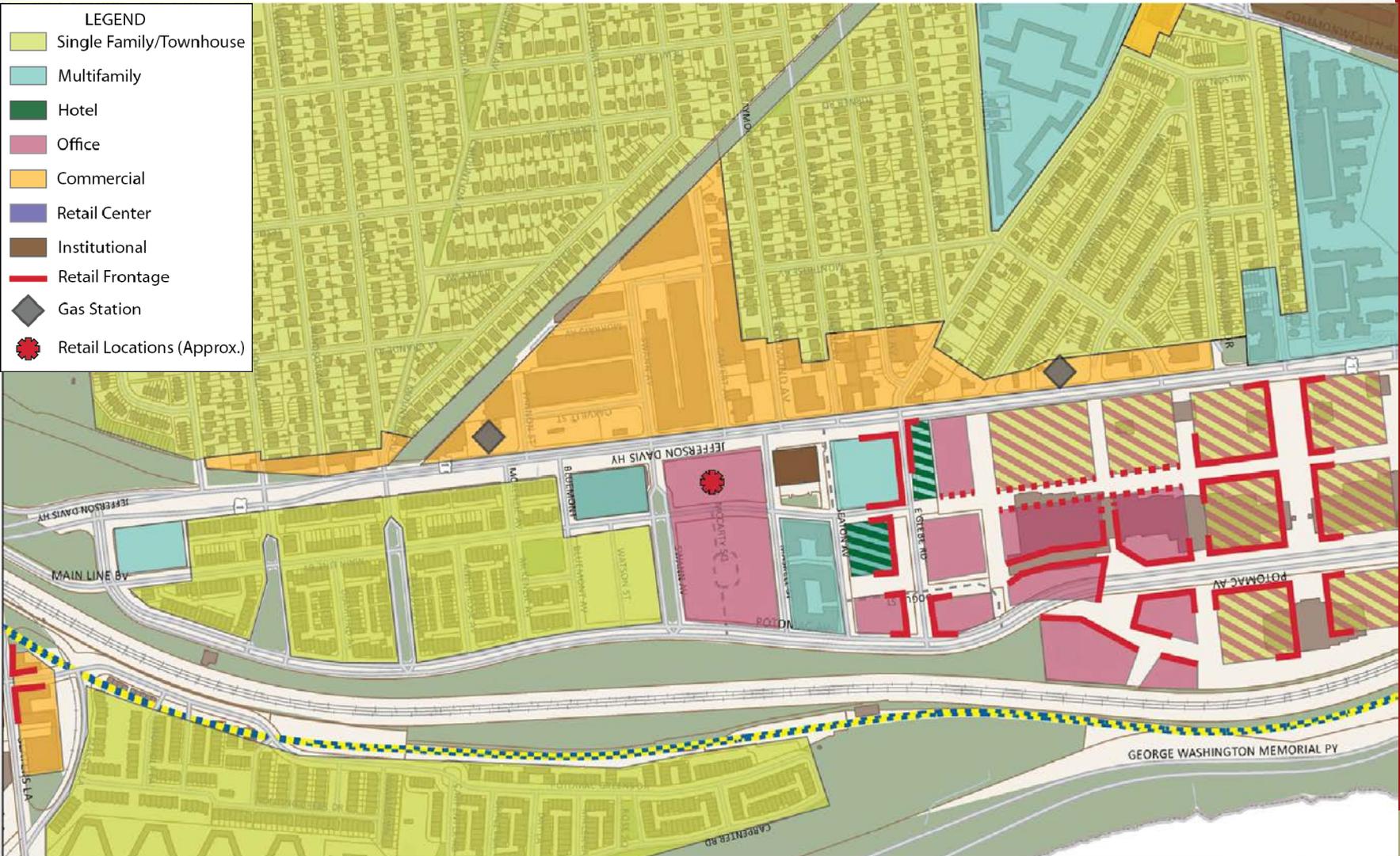
Potential Devt. with Rezoning

1.5M SF approx.

Mount Jefferson Park

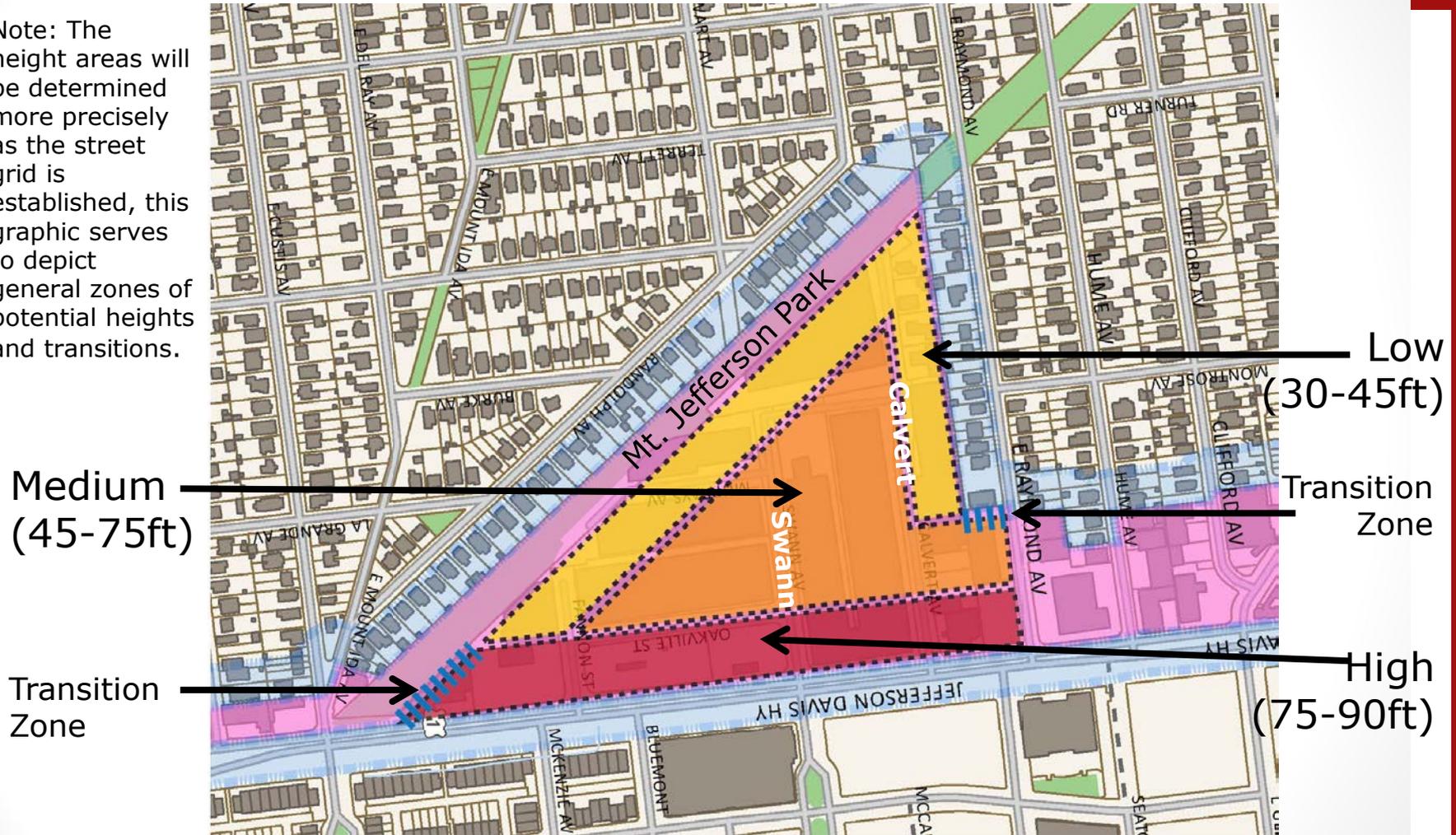
4.8 acres approx.

Existing Land Use



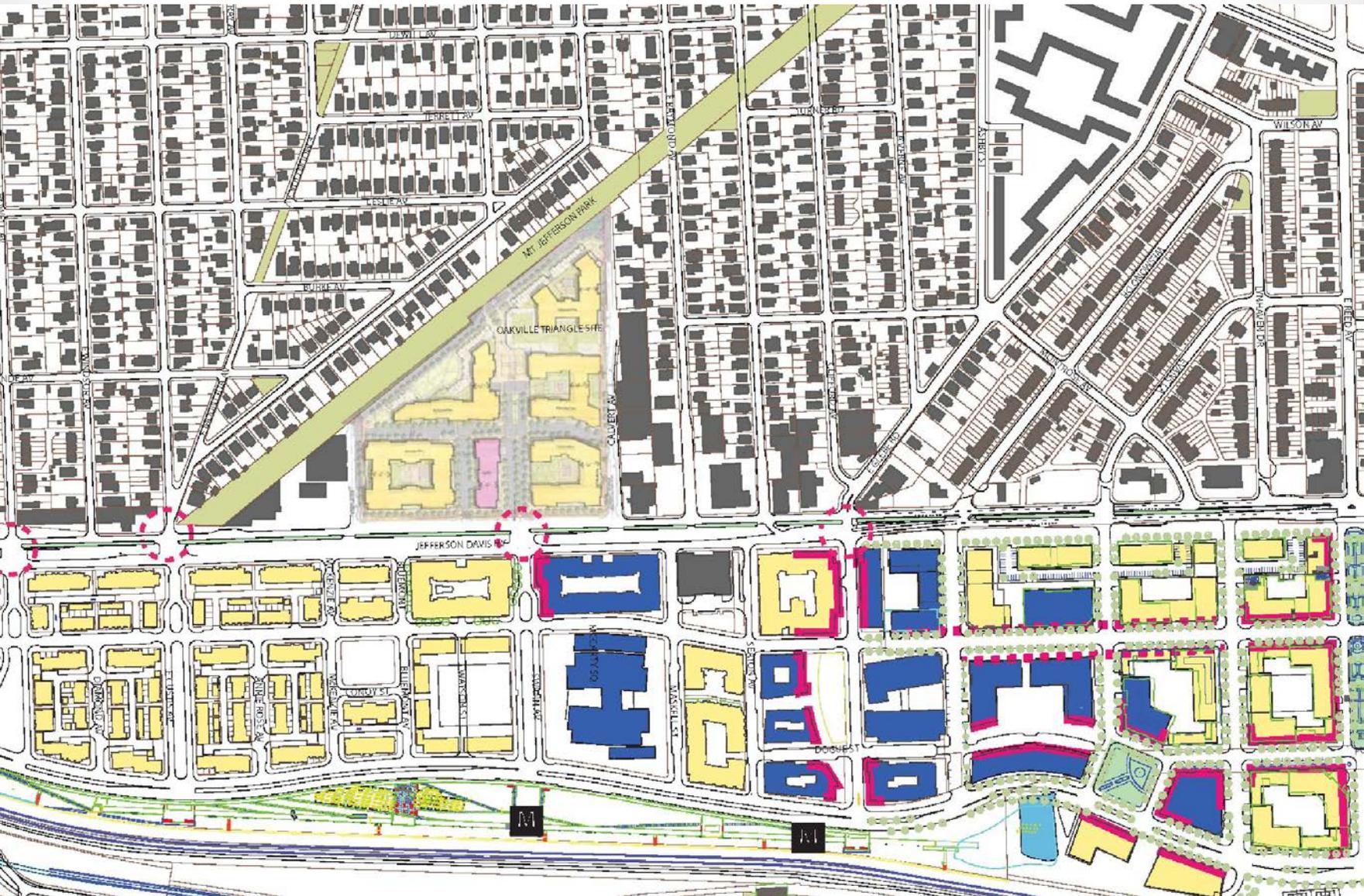
Building Height Ranges

Note: The height areas will be determined more precisely as the street grid is established, this graphic serves to depict general zones of potential heights and transitions.



Graphic is for illustrative purposes only; not to scale

Land Uses



Oakville Plan

Development by the Numbers

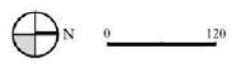
- +/- 1,000 residential units (rental/for sale)
- +/- 150,000 sq.ft of retail/restaurants
- +/- 150-room hotel



PROJECT NO. 20140051.00 REVISION NO. 000 DATE 09/22/2014 Notes

DRAFT GROUND FLOOR PLAN

STONEBRIDGE CARRAS



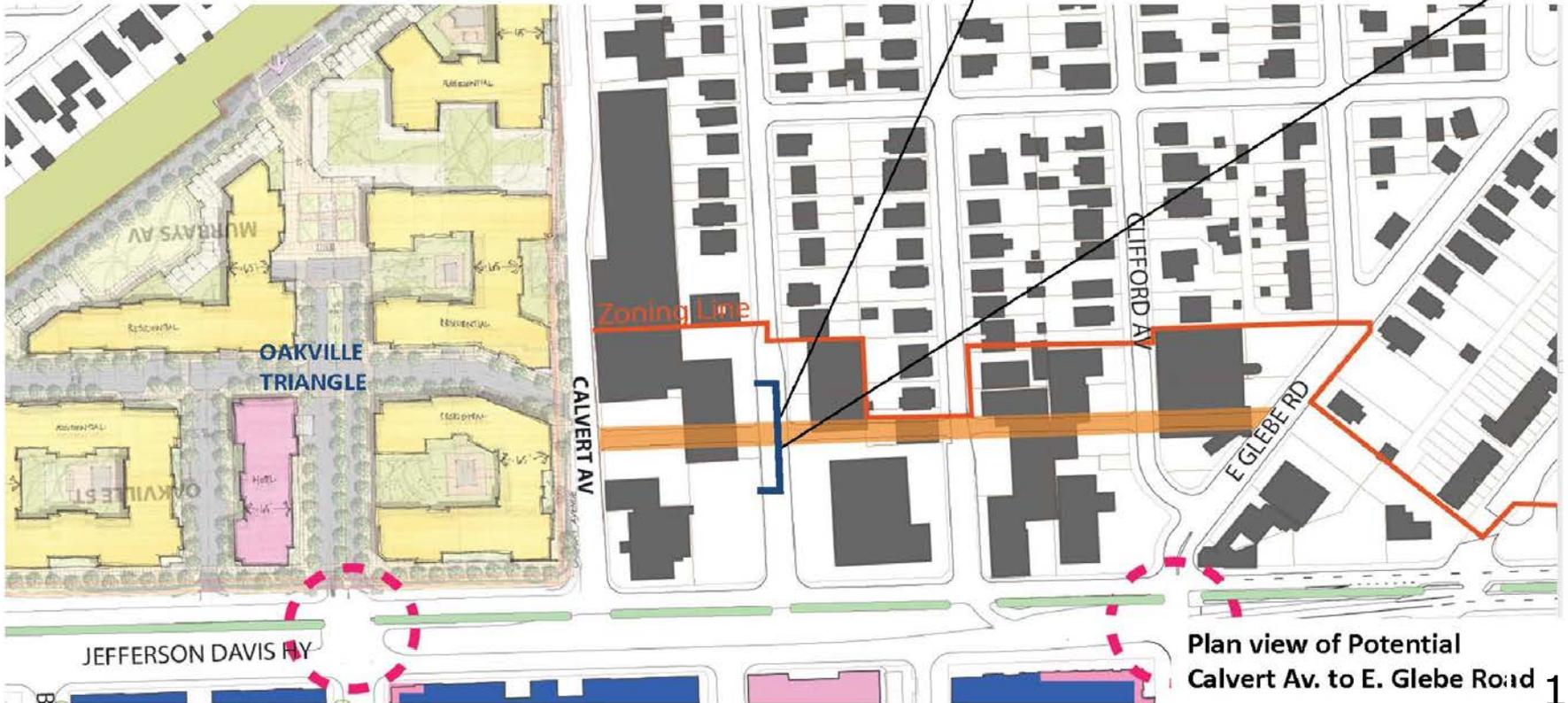
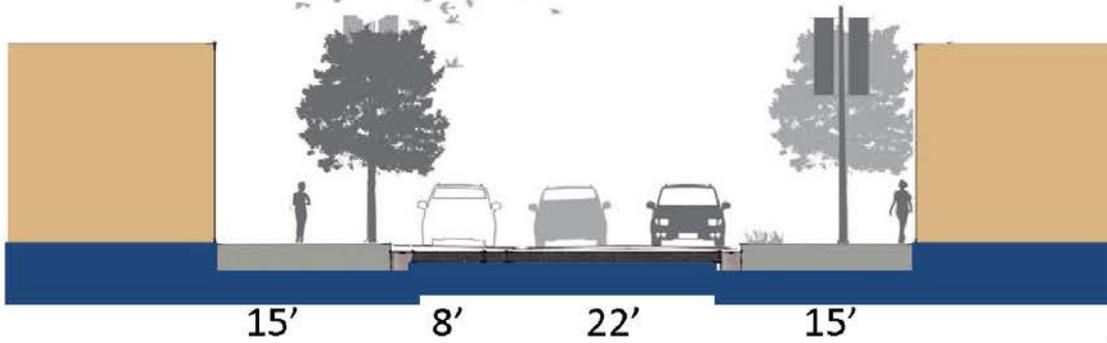
KEY	
■	RESIDENTIAL
■	HOTEL
■	BACK OF HOUSE/ PARKING

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OAKVILLE
Alexandria, Virginia

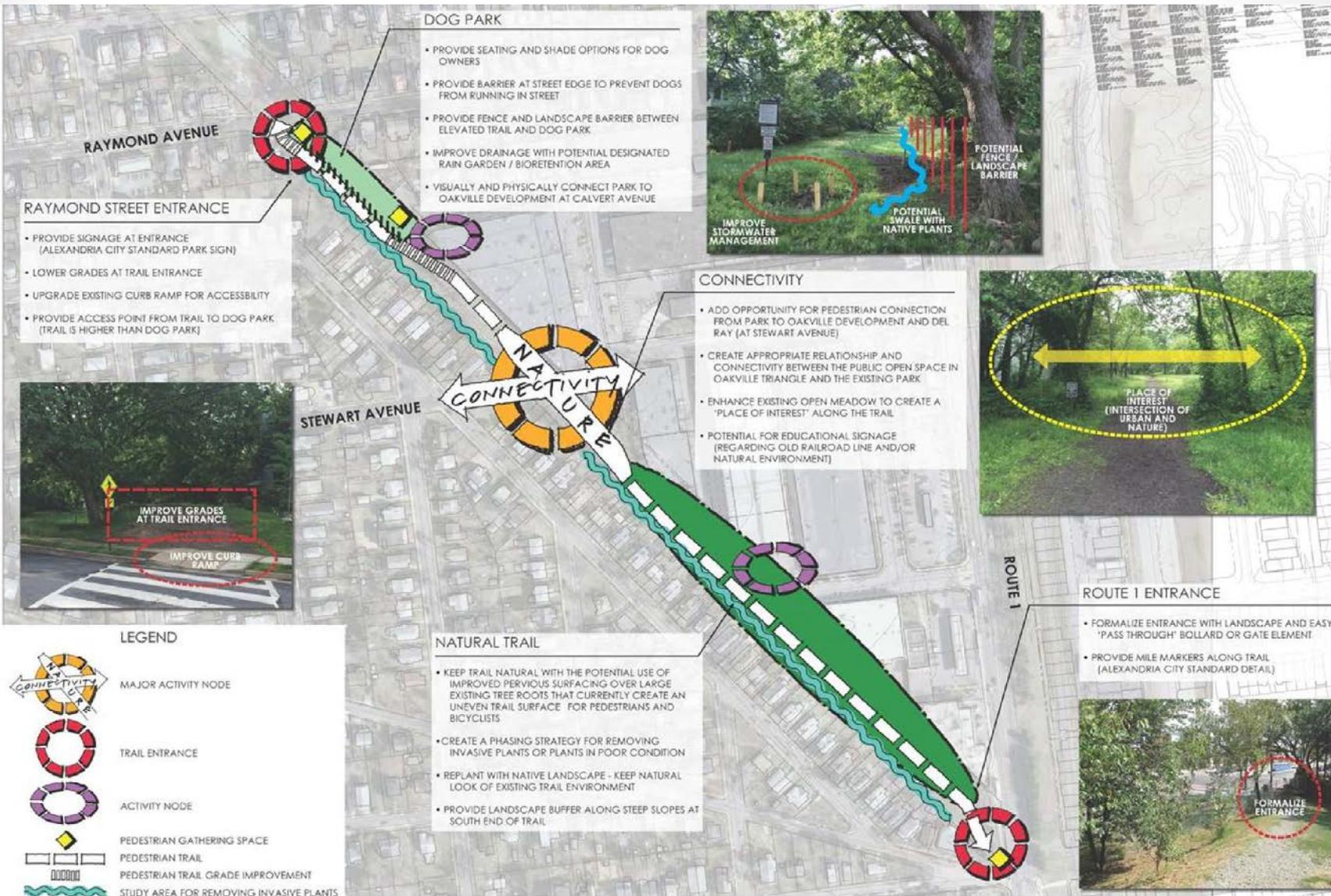
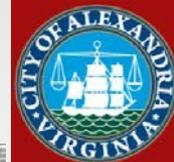
COOPER

Section: Potential N-S
Connection to E. Glebe Rd



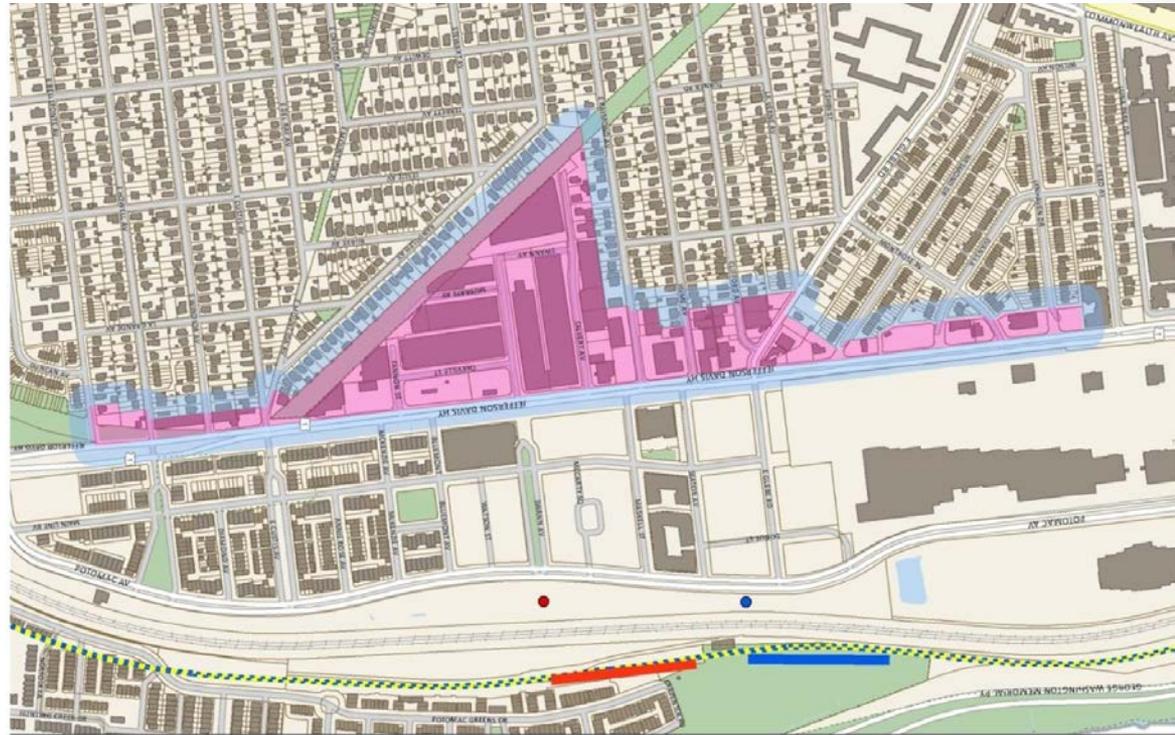
Plan view of Potential
Calvert Av. to E. Glebe Road

Mt Jefferson Concept Diagram



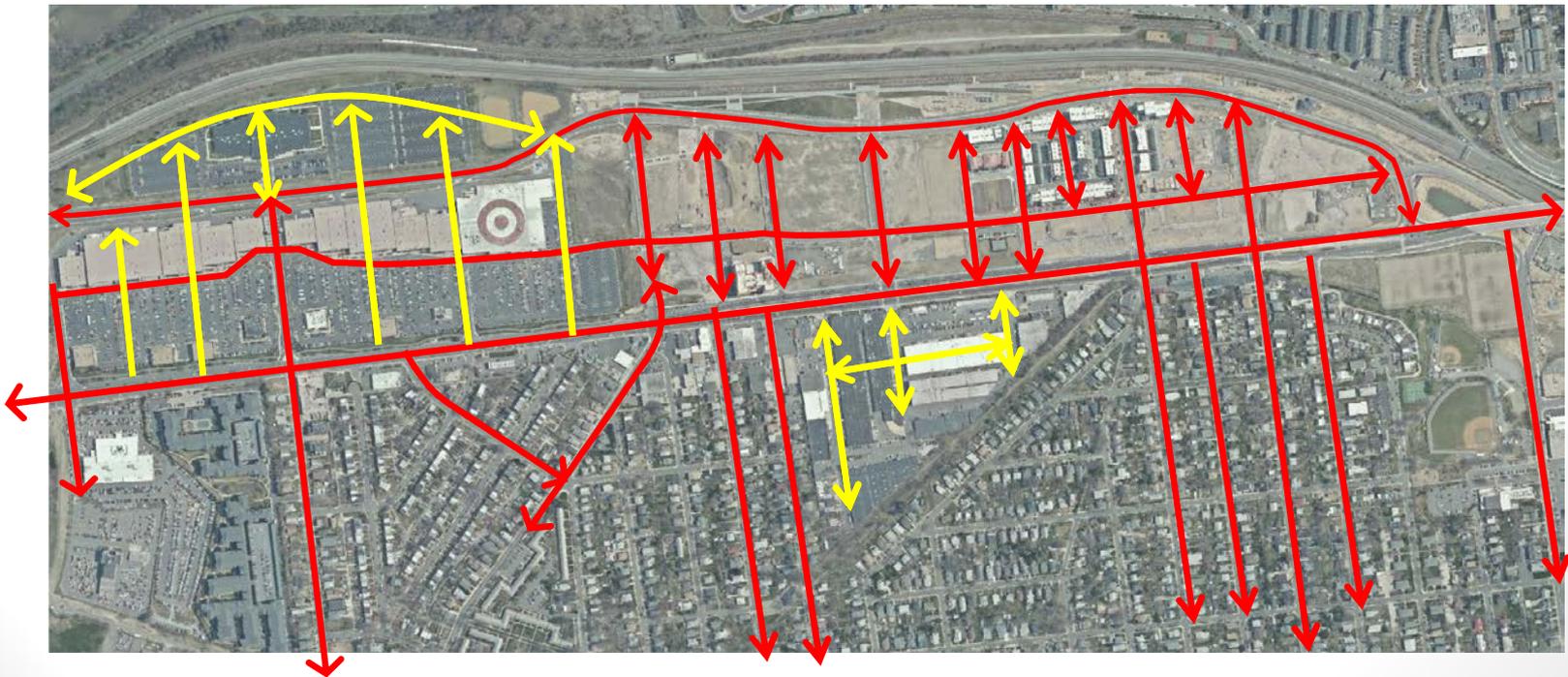
Developer Contributions

- Underground utilities/Route 1 frontage
- Affordable housing
- Mount Jefferson Park improvements
- Transportation improvements



Transportation Infrastructure: Existing vs. Future

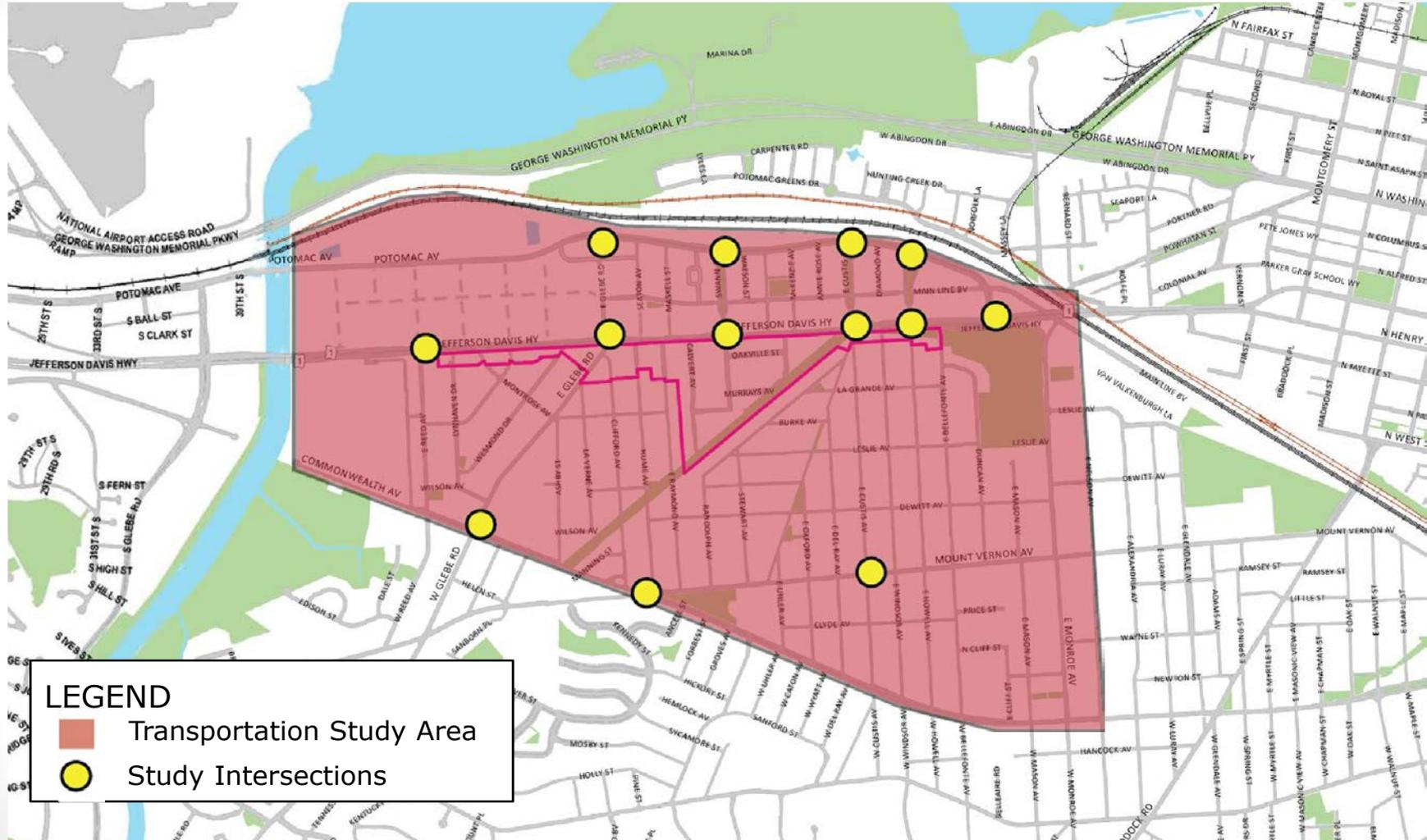
- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network
- Metro Station
- Potential for enhanced connectivity east of Route 1
- Enhanced bicycle and pedestrian network (on and off street)



Existing Transportation Infrastructure

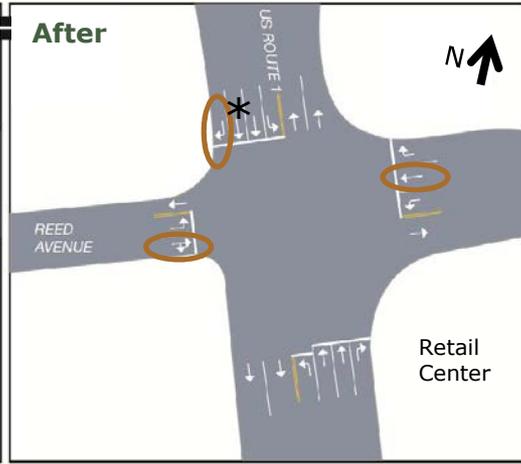


Transportation Study Area



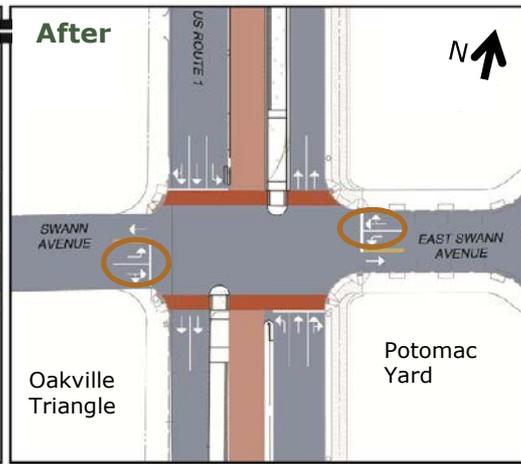
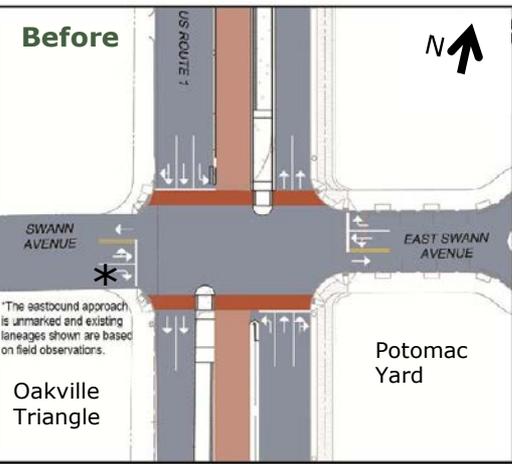
Items for Additional Study

- Intersections
 - US Route 1 & East Reed Avenue
 - US Route 1 & East Glebe Road
 - US Route 1 & Swann Avenue
- E. Glebe reconfiguration



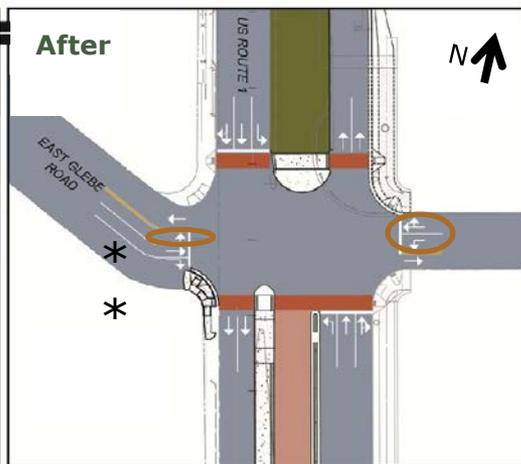
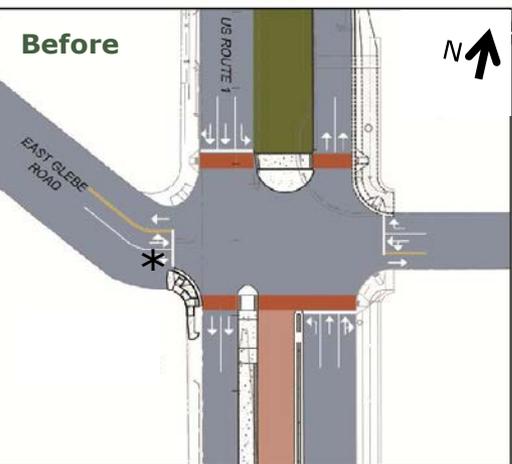
US Route 1 & East Reed Avenue

*Southbound right turn lane being constructed by others.



US Route 1 & Swann Avenue

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



US Route 1 & East Glebe Road

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



Next Steps

- December 10: Next Advisory Group Meeting on Heights and Route 1 Corridor Streetscape
- January – May: AG meetings on remaining topic areas (including retail strategy, Mount Jefferson park follow-up, building design and architecture, transportation and infrastructure, public benefits and plan implementation, design guidelines)
- June: City Council update
- Fall: Master Plan amendment, design guidelines, and DSUP