

Oakville Triangle & Route 1 Corridor Planning

Advisory Group Meeting #4
June 23, 2014



Agenda

1. Summary of 6/2 feedback
2. Presentation: Connectivity
3. Group Exercise
4. Next Steps

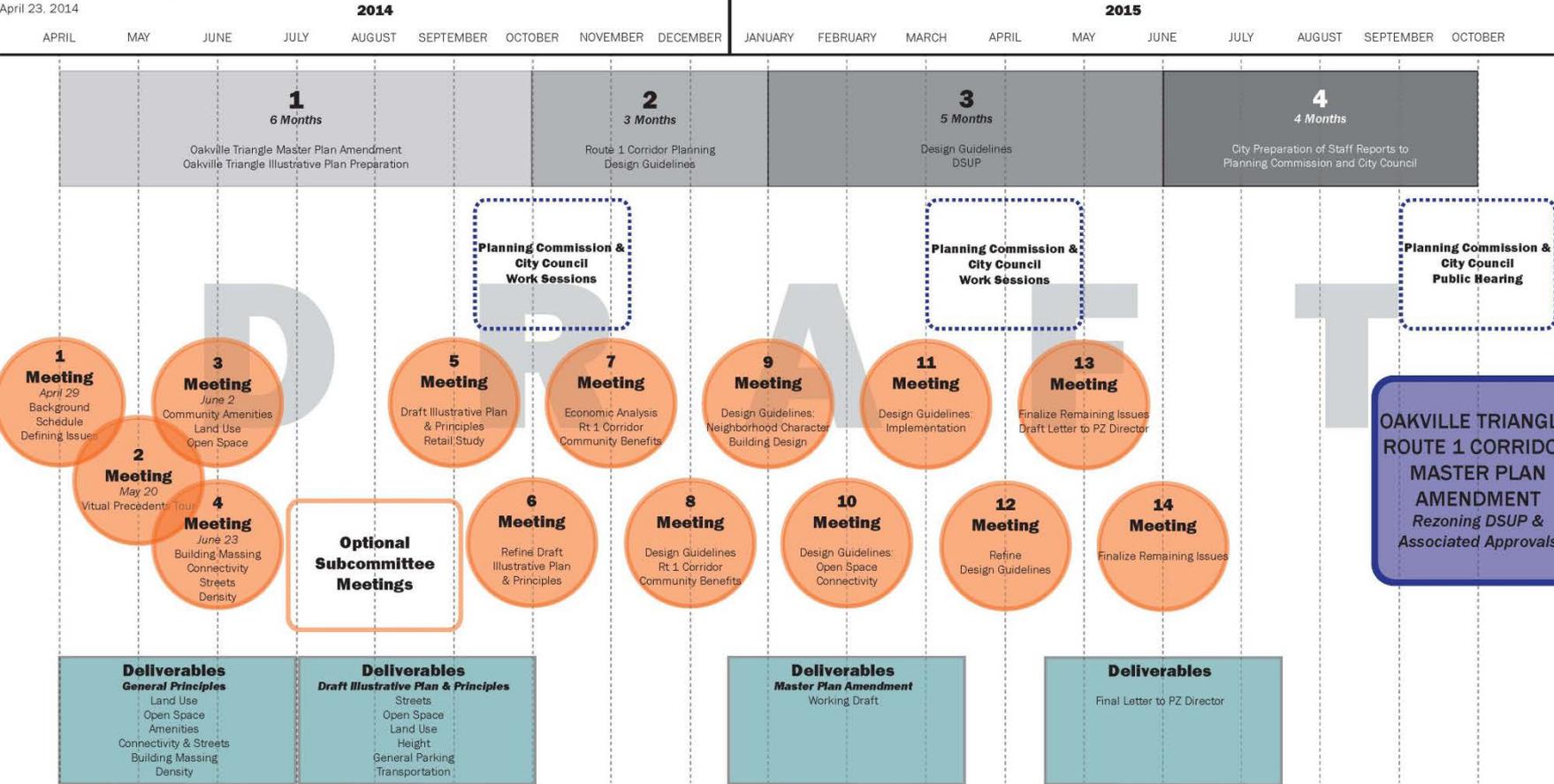


Work Program

DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

DRAFT FOR ADVISORY GROUP REVIEW

April 23, 2014



**OAKVILLE TRIANGLE-
ROUTE 1 CORRIDOR
MASTER PLAN
AMENDMENT**
Rezoning DSUP &
Associated Approvals



Topic Areas for Future Principles

- Character and Design
- Land Use (including affordable housing, schools)
- Open Space
- Sustainability
- Transportation (including connectivity)

Feedback: Character and Design

- Expect high-quality built environment and streetscape
- Consider identity of site, unique qualities and relationship to surrounding neighborhoods
- Consider incorporating industrial heritage into future design
- Reflect some identifiable characteristics of adjacent communities (streets, building scale) in new development



Feedback: Land Use

- Explore retaining some existing tenants/uses
- Explore neighborhood-serving retail uses
- Consider predominately residential, ground-floor retail and commercial uses on Route 1
- Future uses should be compatible with adjoining residential neighborhood
- Concerns about large-format retail should be addressed
- Explore greater building heights on Route 1, with scale transitions to existing neighborhoods



Feedback: Building Heights

- Heights as shown on heights map shown at the June 2 community meeting generally satisfactory with consideration of the following:
 - Solar/azimuth and sightline study, including view from Potomac Yard, comparisons of building heights to nearby examples
 - More study and information of the “transition areas”
 - Variation in building heights and facades
 - Potential reduction of heights along the western portion of the north side of Calvert Street adjacent to existing residences to 25-35’ or 20-35’ with no setback or 30-45’ with setback due to less buffer area
 - Appropriate location of 90’ max height buildings
 - Potentially increasing heights in central portion of “medium” height zone, particularly along Swann Avenue with step down
 - Potential additional setback at intersections



Feedback: Open Space

- Explore the following:
 - Character of park: pedestrian/commuter path, neighborhood serving, type of use
 - Physical characteristics of park
 - Naturalistic
 - Increased width
 - Wooded buffer area along western edge
 - Nature-path buffer area along eastern edge
 - Stormwater design solutions along eastern edge
 - Gathering places, benches
 - Retaining topography as additional buffer
 - Path material: natural, gravel, brick or grass pavers for EVE, hardscaped, etc.
 - Potential street along eastern portion of park
 - Narrow, quiet
 - Accessible sidewalk, bike path along street
 - Addressing safety concerns: access, lighting, character, type of buildings along eastern edge of park (Oakville site)



Topics for Future Analysis and Discussion

- Sustainability
- Transportation Study Analysis
- Infrastructure, ex:
 - Schools
 - Stormwater
 - Utilities
- Affordable Housing



Comments and Questions

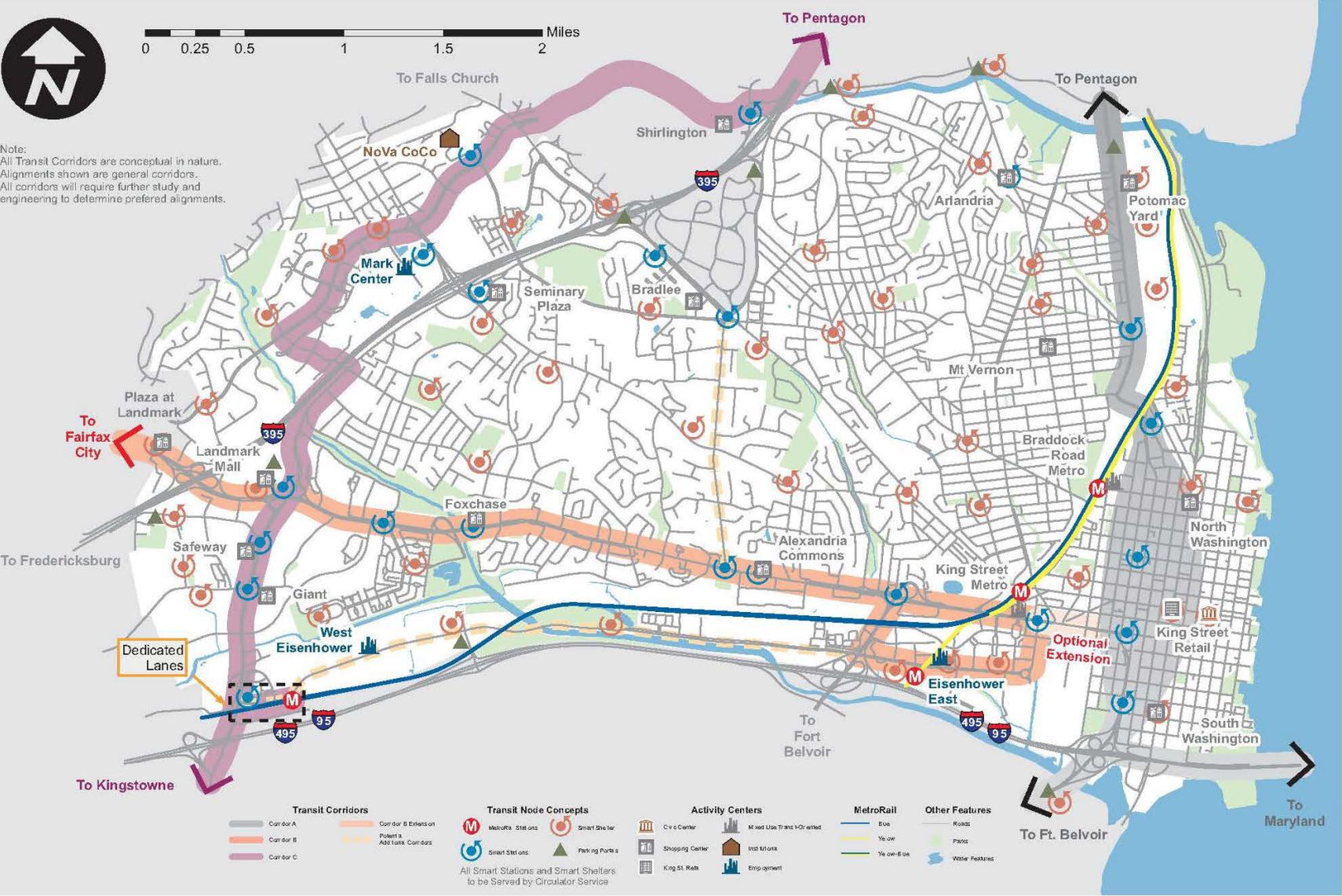
- Feedback points intended to reflect previous discussions, begin to synthesize information into “principles,” or metrics by which we can evaluate future development
- If you have questions or concerns about what we’ve summarized here, please contact Amy Friedlander:
amy.friedlander@alexandriava.gov



Transportation Policies & Framework



Note:
All Transit Corridors are conceptual in nature.
Alignments shown are general corridors.
All corridors will require further study and engineering to determine preferred alignments.

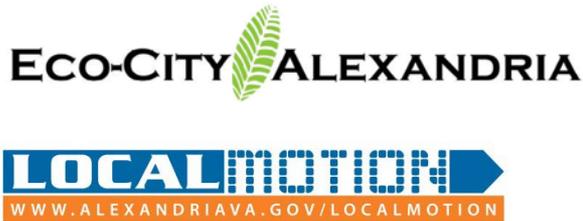


- | Transit Corridors | | Transit Node Concepts | | Activity Centers | | MetroRail | | Other Features | |
|-------------------|------------------------------|-----------------------|---------------|------------------|--------------|-----------|-------|----------------|--|
| Corridor A | Corridor E Extension | Metro Stations | Smart Shelter | Civic Center | Bus | Roads | Parks | Water Features | |
| Corridor B | Potomac/Additional Corridors | Smart Stations | Parking Ports | Shopping Center | Yes | Paved | | | |
| Corridor C | | Smart Stations | | King St. Retail | Yes on B Use | | | | |
| | | | | Employment | | | | | |
- All Smart Stations and Smart Shelters to be Served by Circulator Service

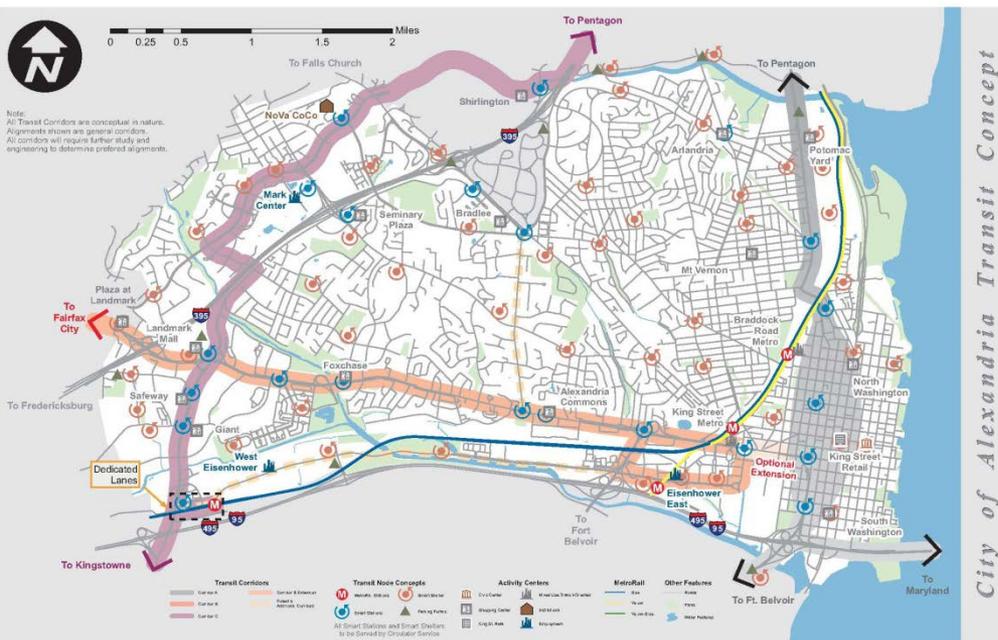
City of Alexandria Transit Concept



Transportation Policies & Framework

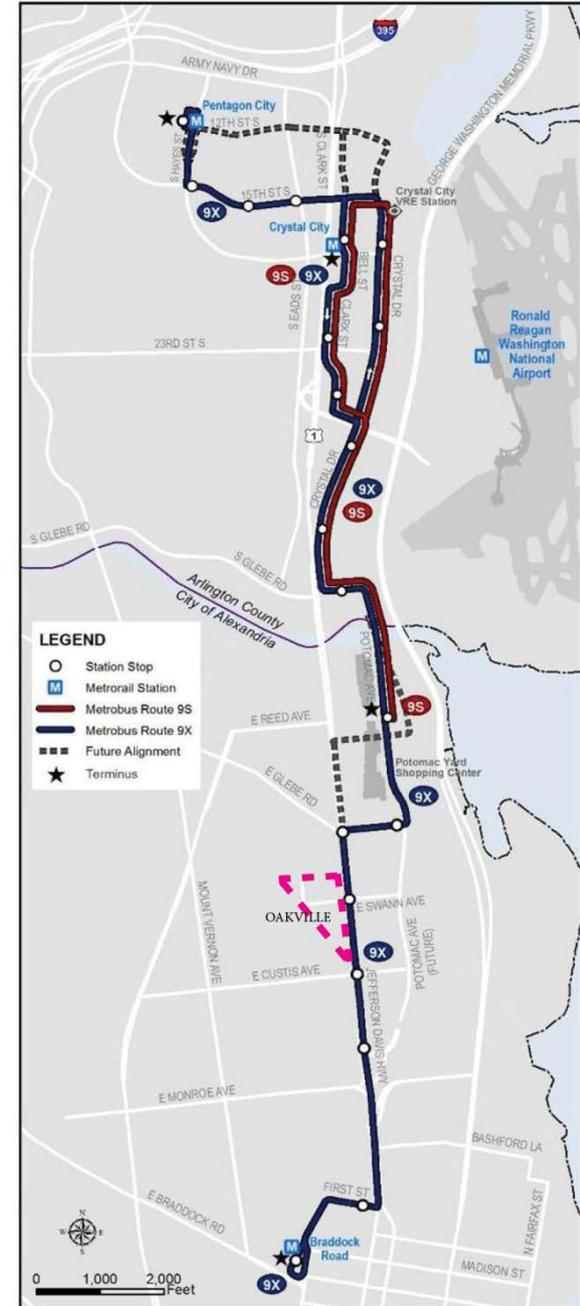


- City Council Strategic Plan
- Transportation Master Plan
- Eco-City Action Plan
- Pedestrian & Bicycle Plan
- Complete Streets Policy

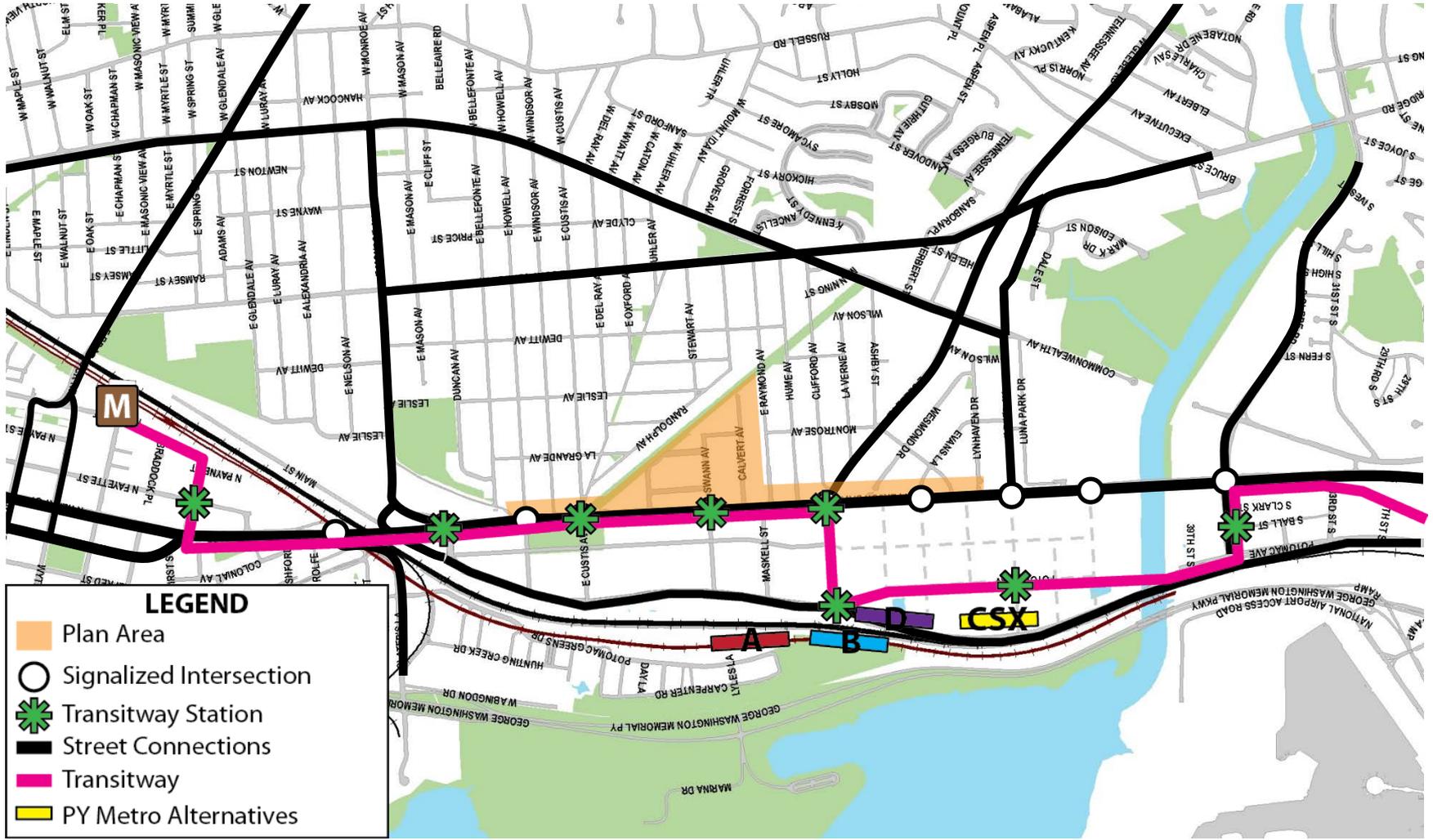


Crystal City/ Potomac Yard Transitway

- 5-mile corridor connecting Pentagon City, Crystal City, Potomac Yard, and Braddock Road
- First 0.8 mile segment in Alexandria currently under construction
 - 2-lane transit-only corridor with 12-ft landscaped medians on both sides
- Anticipated opening Summer 2014



Transportation Network



LEGEND

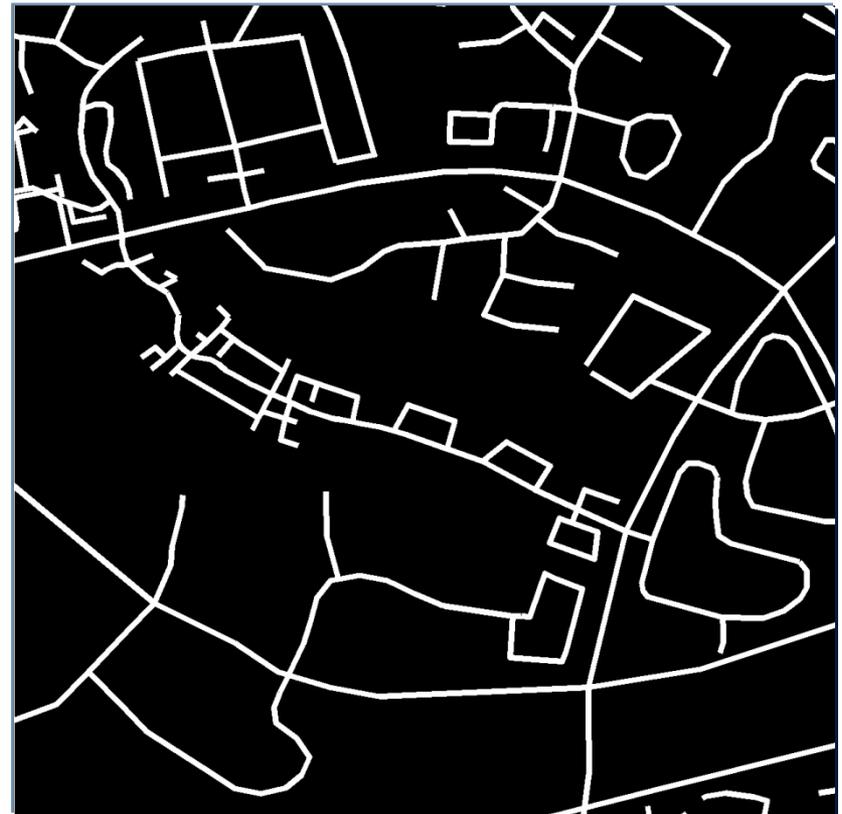
- Plan Area
- Signalized Intersection
- Transitway Station
- Street Connections
- Transitway
- PY Metro Alternatives



The Value of the Network



Old Town Alexandria



Fairfax County, Fair Lakes Area

Networks Inform the Creation of Place



Old Town Alexandria



Fairfax County, Fair Lakes Area

Past Potomac Yard Network



Current/Future Potomac Yard Network



Best Practices - Transportation Elements

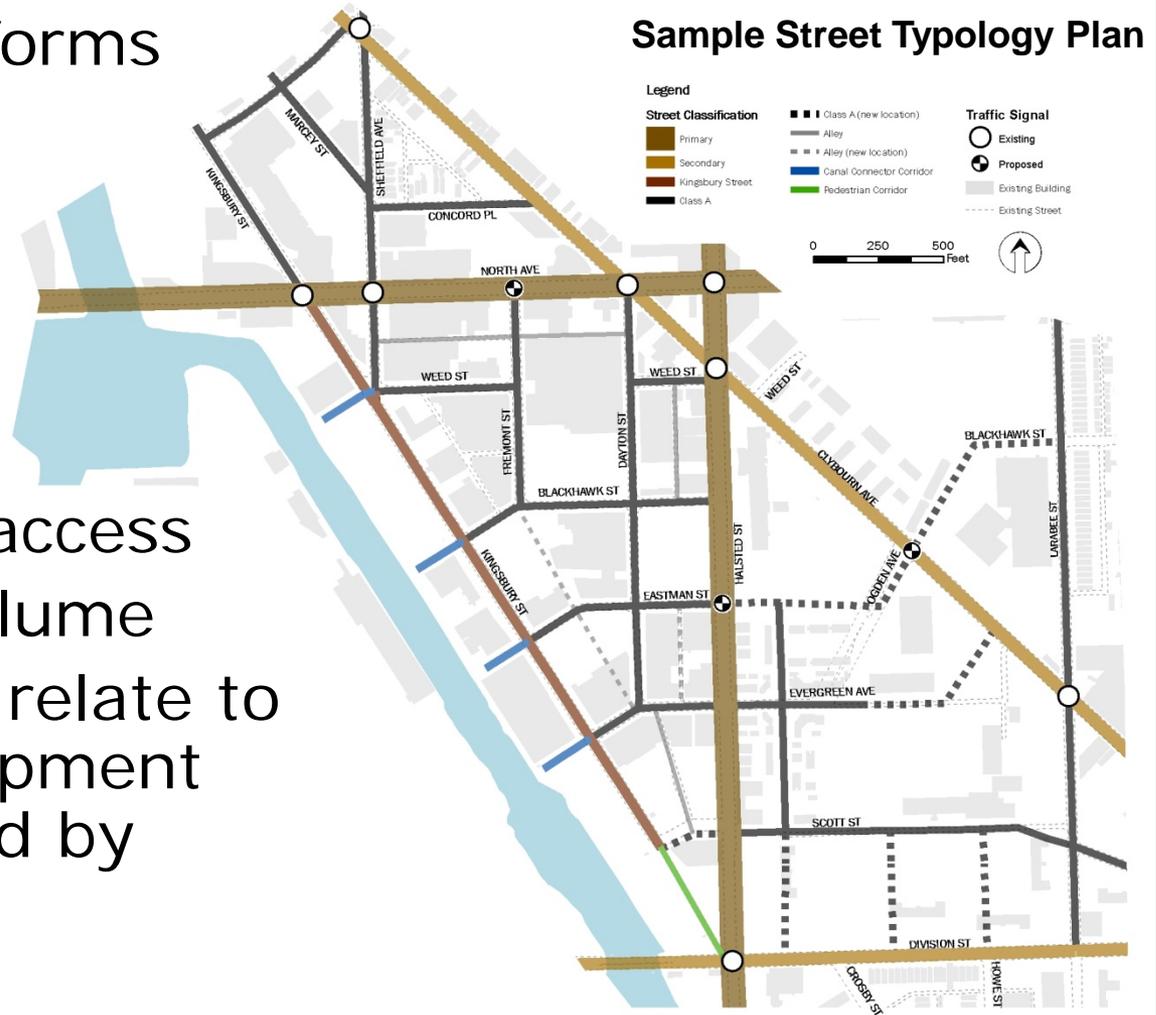
- Physical
 - Streets
 - Pedestrian facilities
 - Bike facilities
 - Transit facilities
- Operations and Management
 - Transportation demand management
 - Parking



Street Function and Type

Street function informs design

- Lane width
- Streetscape
- Bike facilities
- Parking
- Driveways and access
- Target traffic volume
- Streets need to relate to adjacent development and are bounded by building faces



Urban Design – Placemaking

Best Practices

- Streets
- Block Sizes
- Mix of Uses
- Integration with transit
- Open space – Parks
- Sustainability



“The building of cities is one of man’s greatest achievements”

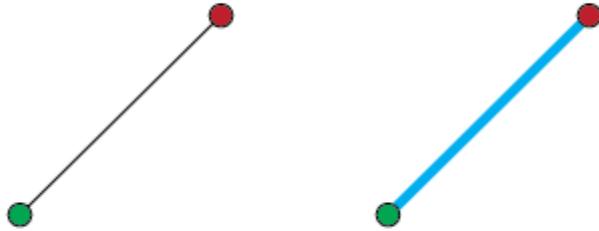
- Edmond Bacon

Streets – Connectivity

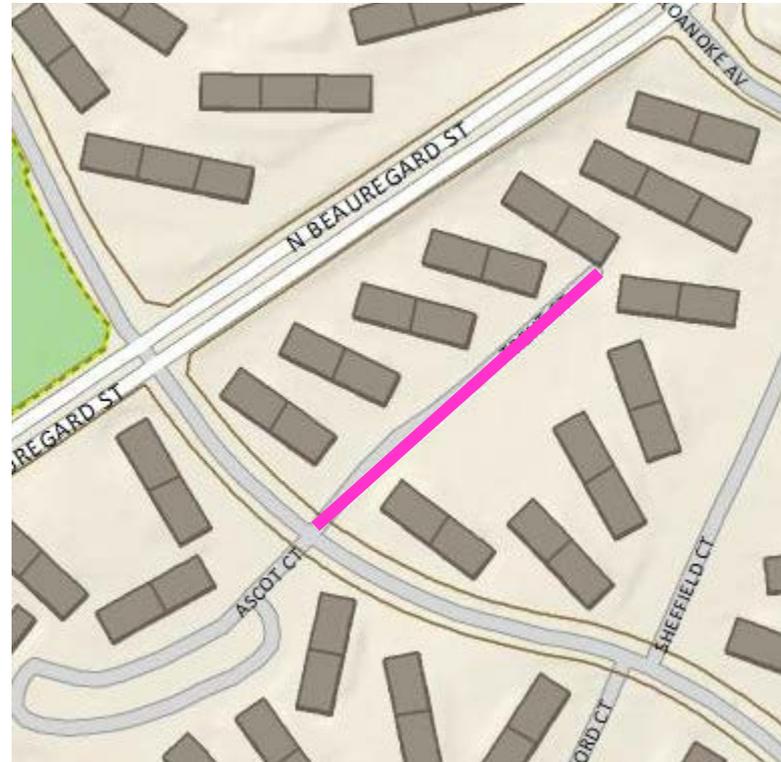


- Streets are an important resource, for transportation, retail, neighborhood interaction and a sense of identity
- Access to diverse spaces – such as great streets and blocks are important open space resources

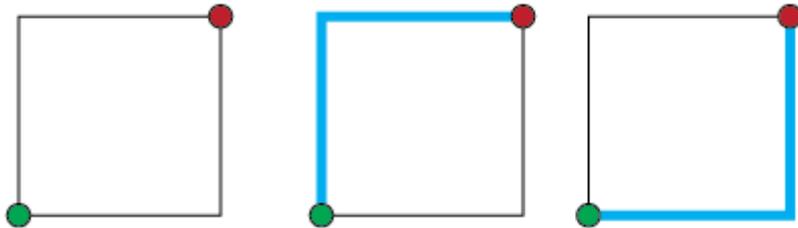
Street Network Connectivity



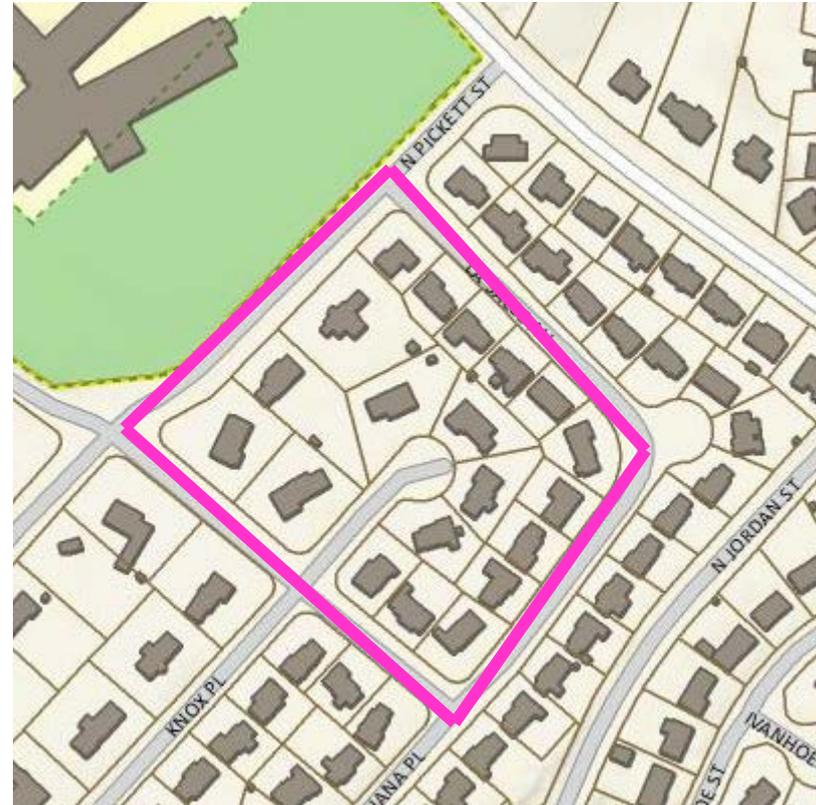
1 street
1 route



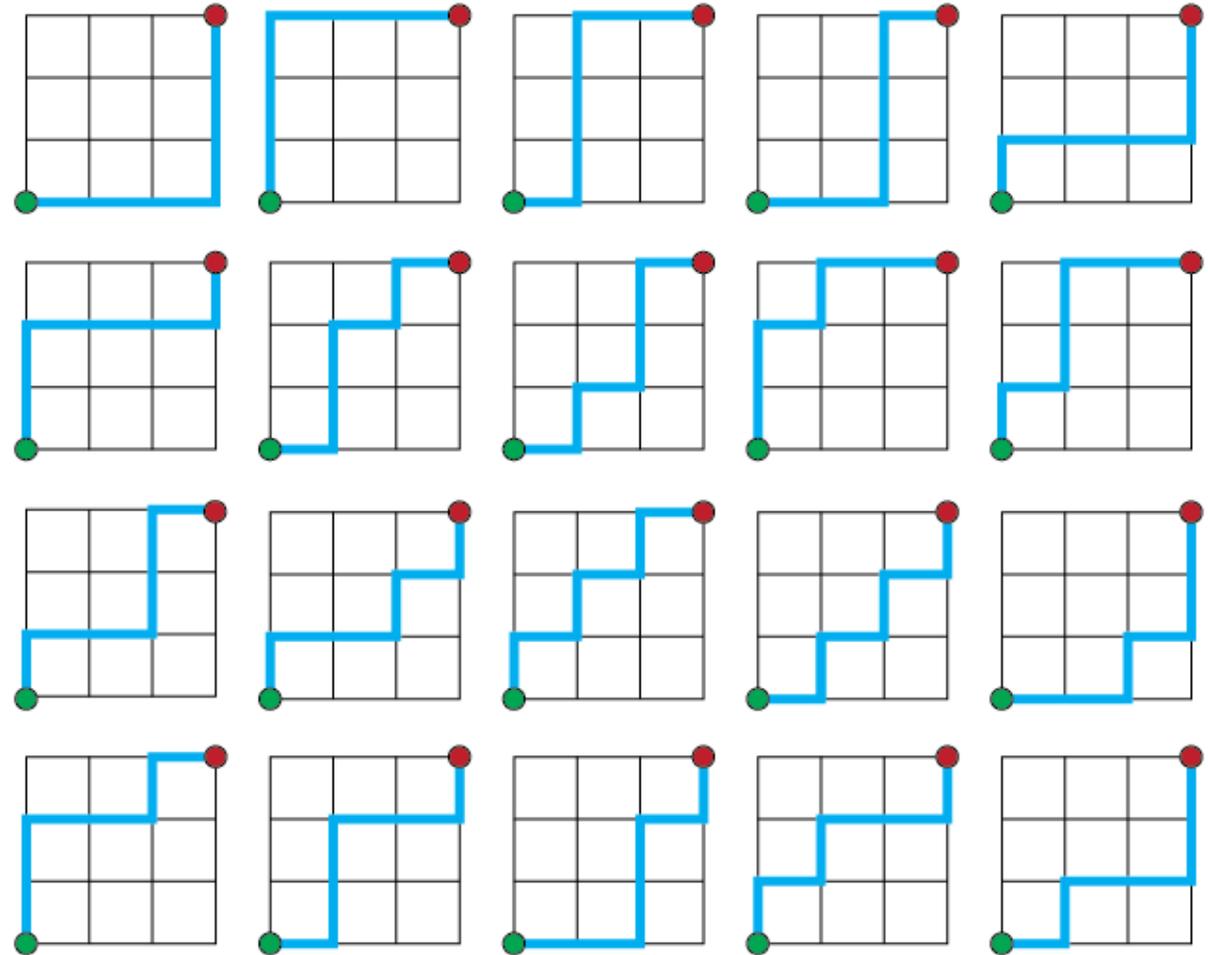
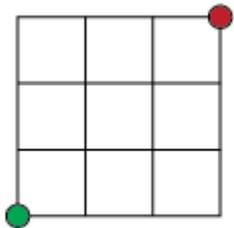
Street Network Connectivity



2 streets
2 routes

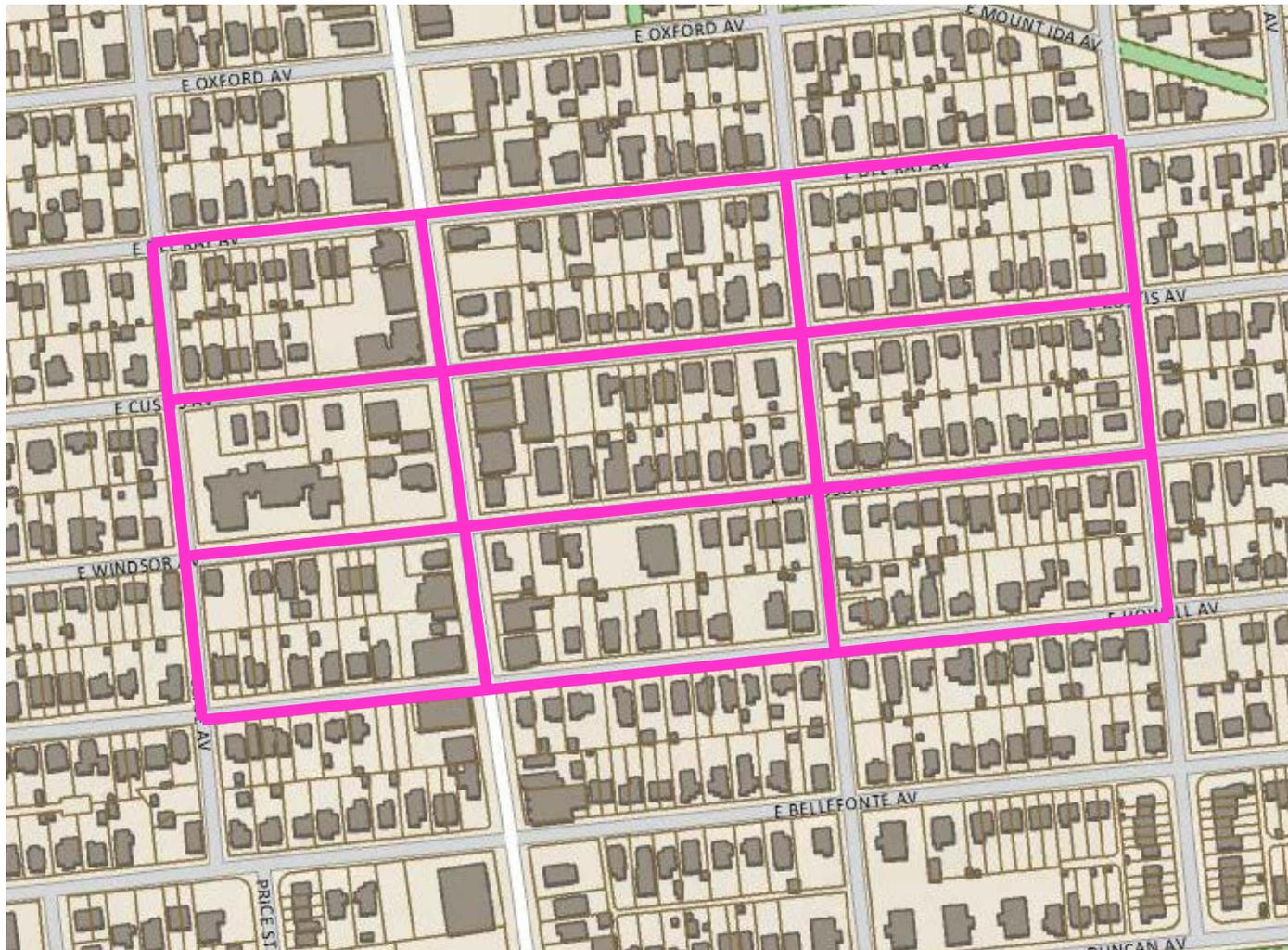


Street Network Connectivity



4x4 streets
20 routes

Street Network Connectivity

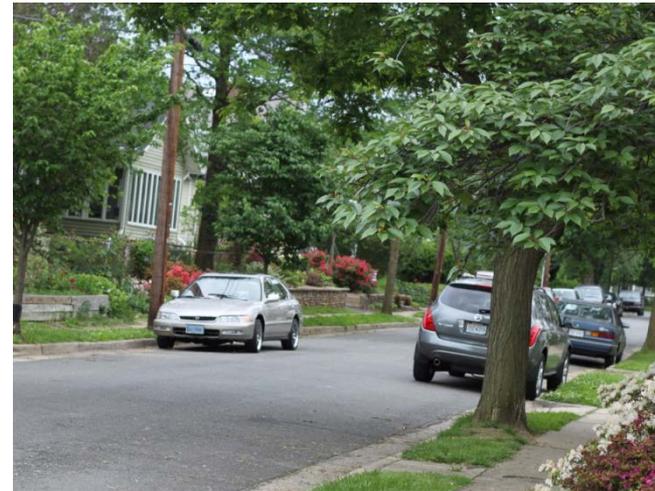


Street Network Connectivity

- 5x5 streets = 70 routes
- 6x6 streets = 252 routes
- 7x7 streets = 924 routes
- 8x8 streets = 3,432 routes
- **9x9 streets = 12,870 routes**



Forms of Connections



Connectivity Implications



Fewer connections, bigger roads and intersections

What happens when...place and street design meet?



The street...



Simulation by Steve Price, UrbanAdvantage

E14th Corridor - San Leandro, CA Source: Community, Design + Architecture



Place and Street Design Together



Simulation by Steve Price, UrbanAdvantage

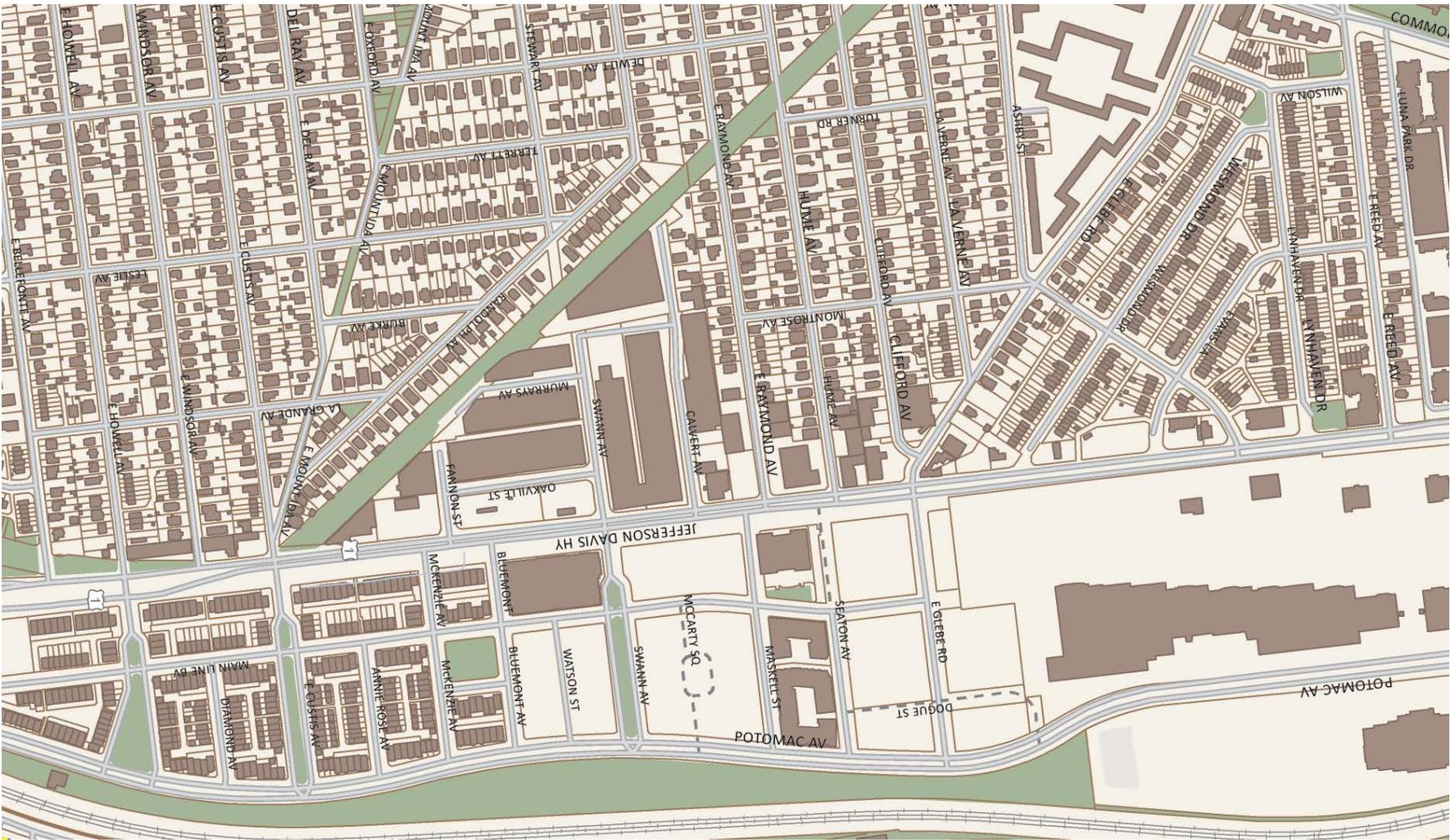
E14th Corridor - San Leandro, CA Source: Community, Design + Architecture



Connectivity: Considerations

- More connections, narrower streets
- Integrate Del Ray and Potomac Yard fabric, shared spaces
- Importance of connection options
- Not identifying transportation modes, just locations of potential connections

Connectivity



Group Exercise

Group Activity: Connectivity

- On your table is a large map showing the area surrounding the Oakville Triangle site. The site currently has a limited number of connections. With higher density, more connections will be needed.

PART 1

(35 minutes for discussion, 15 minutes for report out)

- Have a discussion with your group about potential locations for connections to/from the Oakville site. Mark all possible connections on your map. Consider at least one connection on each side of the Oakville Triangle site. Remember that this is **preliminary discussion** – the first of many – and that there may be grading, phasing, cost or many other considerations that make certain options infeasible.
- Discuss the benefits and challenges of at least one possible connection on each side, or and as many as you have time for, and document the benefits and challenges in the provided worksheet.
- Staff will review the outcomes of tonight's discussion and study some possible connections and bring back more information at the next meeting.

REMINDERS:

- *Sit with people you may not already know and distribute the groups evenly.*
- *Designate someone to be the note-taker.*
- *Contribute to the conversation AND make sure to give everyone at the table an equal opportunity to share their ideas. We need to hear from everyone!*
- *Stay on topic and be aware of our limited time – we need your feedback on tonight's topic: Connectivity*



Next Steps

- Next Advisory Group Community Meeting: Monday, August 18th, 7pm
- Location to be announced shortly

- Fall-Winter 2014
 - Transportation Study
 - Retail Study
 - Economic Analysis

