

**Oakville Triangle and Route 1 Corridor
Advisory Group/ Community Meeting #8
November 13, 2014**

Meeting Summary

Staff hosted an open house from 6:00 – 7:00 pm to allow members of the community to ask questions and provide comments. The Advisory Group meeting began at 7:00 pm, with an introduction by Maria Wasowski, Advisory Group Chair.

Staff provided a [presentation](#) covering the following topics:

- Planning Process and Background
- Connectivity, Transportation Study and Analysis
- Updated [Connectivity Matrix](#) and Staff Recommendations
- Introduction to Affordable Housing

Community Questions and Feedback on Connectivity and Transportation:

Question: What happens to traffic on Route 1 if no redevelopment occurs? It seems that Route 1 is at capacity already.

Staff response: We anticipate additional traffic will come to Route 1 even if the Oakville Triangle site and plan area do not redevelop. Market pressure elsewhere in the region to the north and south will result in additional traffic. Staff is looking at mitigation strategies that benefit everyone. The City is also investing in transit alternatives, including the recently implemented Route 1 Transitway and the future potential Metro Station at Potomac Yard. In addition, the City will require that infrastructure and improvements are in place in accordance with a phasing plan timed with redevelopment.

Question: What are the city's goals and timeline for intersection improvements at Glebe and Route 1?

Staff response: Staff and consultants are studying the appropriate mitigation strategy to improve functionality of this intersection. It will likely involve adding lanes from the west because much of the delay, especially in the AM peak, is in the left turn from Glebe onto Route 1 north. A timeline will be provided as soon as a mitigation strategy and phasing plan is developed.

Question: Did the City assume the Monroe Avenue Bridge was going to take pressure off of Route 1?

Staff response: The reconfiguration of the Monroe Avenue Bridge did result in lower traffic volumes, congestion, and delays.

Question: Why does the traffic study show Reed Avenue and Route 1 intersection delay worsening?

Staff response: We expect it is from the changes at Potomac Yard, but we have identified mitigation strategies like programming more efficient signal timing operation and reallocating lanes for efficient operation that reduce the delay significantly.

Question: Can you explain the benefit of and challenges with the North-South road connection (N-S connection) from Calvert to E. Glebe? I am a Hume Avenue resident and property owner.
Staff response: The benefit of the connection is enhanced neighborhood connectivity and removing curb cuts from Route 1. The road also provides an opportunity for property owners in the area to coordinate and benefit from redevelopment of their properties, however, they can do so on their timeline. Creation of a new road and redevelopment of the blocks will require assembly of property owners and the coordination will be complex and may take time.

Advisory Group Feedback on Connectivity

David Fromm: I was not in favor of losing parkland to create connections, unless there was a compelling argument, so I am relieved the Calvert to Raymond connection is not recommended. It appears that the potential N-S connection will provide relief and could facilitate the redevelopment of those properties which could possibly result in the public amenities we need along Route 1. I am interested in the plans for the Glebe Road intersection, and how it relates to Clifford Avenue, and whether the Clifford “elbow” may no longer be necessary.

Pat Miller: Pleased that the connections that cross the park are off the table and that more traffic will not be added to Del Ray streets, and we will not lose parkland. The Glebe Road intersection and N-S connection will need to take cyclists and pedestrians into consideration. We need to create solutions that accommodate all users.

Frank Fannon: We heard the community’s concern about the potential Calvert to Raymond park connection, and I am glad that it is off the table. The potential N-S connection will require significant and complex coordination, which will be a challenge, but I think it is important to continue the discussion and keep it on the table.

Andrew Dubinsky: Glad we are not losing parkland as a result of the Calvert to Raymond connection. The potential N-S connection, if we can achieve it, will spur positive development. I do not think we should recommend removing the median in the E. Glebe Road/Route 1 intersection because it will make the road less safe for pedestrians.

Rodrigo Letonja: Glad we are not recommending Calvert to Raymond or Stewart to Swann potential connections. We should think about the pedestrian experience from Oakville Triangle to Potomac Yard especially while crossing Route 1. Looking forward to seeing the results of the City’s further study of mitigation and improvements at the E. Glebe Road intersection.

Ben Flood: Agree with pursuing potential N-S connection knowing that consolidation will be difficult. One concern is how the new development will mitigate loading, trash and other noise producing activities for the residential units directly adjacent to the potential N-S connection.

Community Questions and Advisory Group Feedback on Affordable Housing:

Question: Glad that affordable housing is being introduced into the discussion. Why is the City considering micro units and 1-bedroom units as filling the affordable housing need, rather than larger units for families?

Staff response: Nothing is decided, but one line of thought is that the site's urban character and proximity to Metro will attract a younger demographic, which tends to prefer the smaller unit size. Smaller unit size also provides an affordable housing option for workers within the development.

Question: Why doesn't the City require more affordable housing from the development?

Staff Response: The City is constrained by Virginia law and cannot require that a percentage of affordable housing be included in any development. The City can only require affordable housing in exchange for bonus density. However, for many years, the City has had a compact with the development community that development projects will contribute funding on a per square foot basis to the City's Affordable Housing Fund.

Question: Isn't Oakville Triangle a bonus density situation?

Staff Response: No, not technically under the definition in the zoning ordinance, because it is a rezoning. However, the City will be capturing a portion of the additional value created by the rezoning for funding to support community amenities related to the plan area's needs, and affordable housing is one of the community amenities (among others, such as utility undergrounding and streetscaping on Route 1 and Mount Jefferson Park improvements) that will be discussed. At a future community meeting, the community and Advisory Group will discuss their priorities for the community amenities.

Question: What is a micro-unit and are they allowed under current zoning?

Response: A micro-unit is about 350-600 square feet. They are becoming increasingly favored by a younger demographic who prefer smaller private space and more shared amenities, as well as walkable, urban neighborhoods. They are not prohibited in Alexandria.

At the conclusion of the presentation and discussion, Staff provided an overview of next steps in the planning process, listed below:

- Mount Jefferson Park Plan Public Meeting
 - Tuesday, November 18, 2014, from 7:00pm - 9:00pm - Mount Vernon Recreation Center, 2701 Commonwealth Avenue
- City Council Work Session on Oakville Triangle
 - Tuesday, December 9, 2014, City Hall, 301 King Street, City Council Chambers, 2nd Floor. See docket for meeting agenda
- 9th Oakville Triangle/Route 1 Corridor Advisory Group/Community meeting
 - Wednesday, December 10, 2014, Charles Houston Recreation Center, 901 Wythe Street. Open House, 6:00pm - 7:00pm; Community Meeting, 7:00pm - 9:00pm