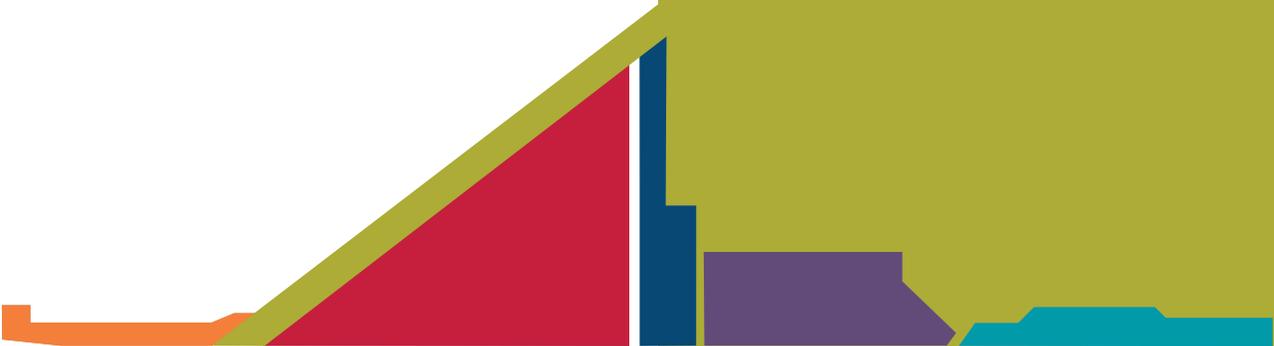


A PPENDIX



A P P E N D I X

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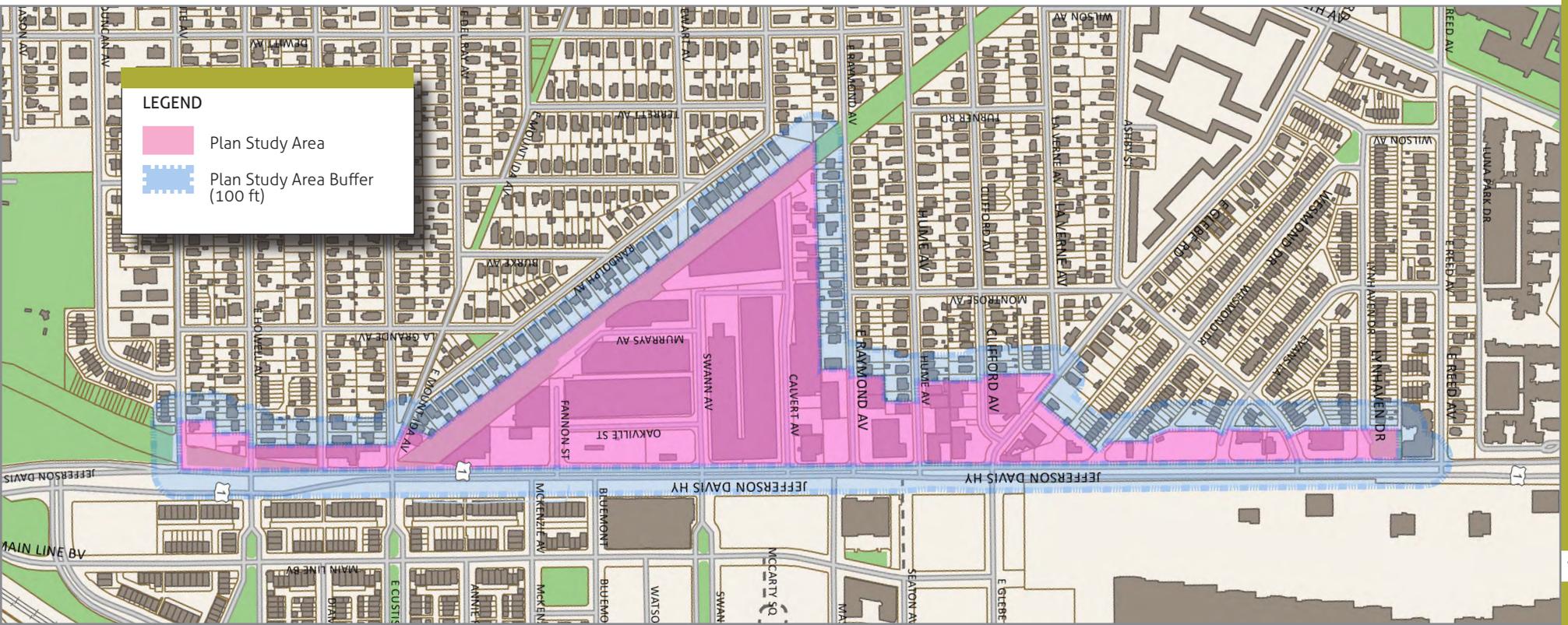
PLAN AREA CONTEXT AND HISTORY

A. OAKVILLE TRIANGLE/ROUTE 1 PLAN STUDY AREA MAP

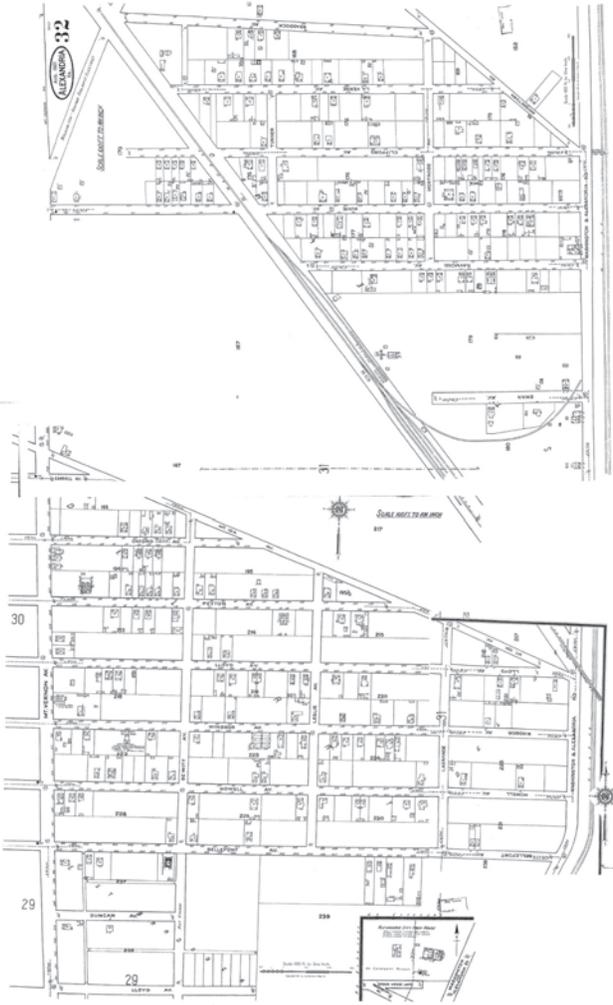
As shown on the Plan Boundary map, the Oakville Triangle/Route 1 Corridor planning area (shown in pink), consists of the I/Industrial and CSL/Commercial Service Low zoned properties on the west side of Route 1 between Simpson Fields and Ruby Tucker Park. The 100-ft buffer (shown in blue) indicates the sensitive residential and other non-commercial uses directly adjacent to the planning area that require appropriate building transitions with redevelopment. The entire plan area is about

19 acres, located within the Potomac West Small Area Plan area. The Oakville Triangle site is approximately 13 acres of I/Industrial land within the plan area, and is characterized by one and two story brick and metal warehouse structures occupied by a variety of businesses, including self-storage, auto and auto body repair, fitness, dog care, contractors, neighborhood-serving business, and a plant nursery. The Route 1 frontage in the plan area also serves a variety of businesses, such as auto related service and sales

businesses, carry-out restaurants, convenience stores, neighborhood serving uses, and two gas stations. Across Route 1 from the Plan area is Potomac Yard, a 235 acre site which was one of the largest freight rail yards on the East coast of the US until it closed in 1989. Currently in the process of redevelopment starting at the south end, Potomac Yard will be home to a future new Metrorail Station, and a combined 10 million square feet of office, retail, and residential development, as well as open space.



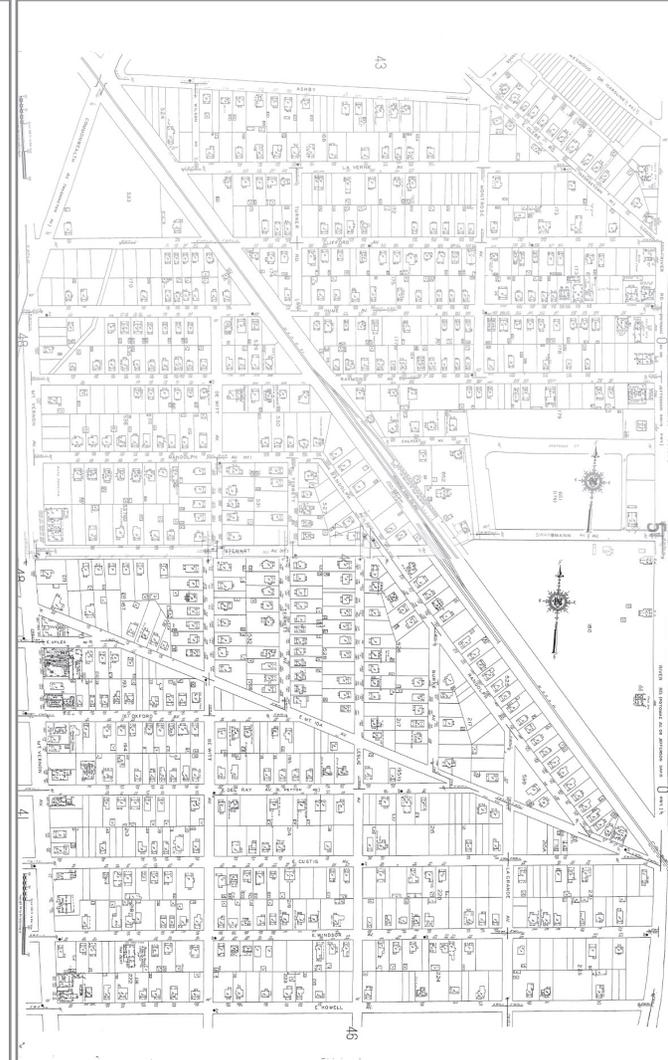
B. HISTORIC MAPS AND HISTORIC PHOTOS



1921 Sanborn Map



1927 Aerial photo

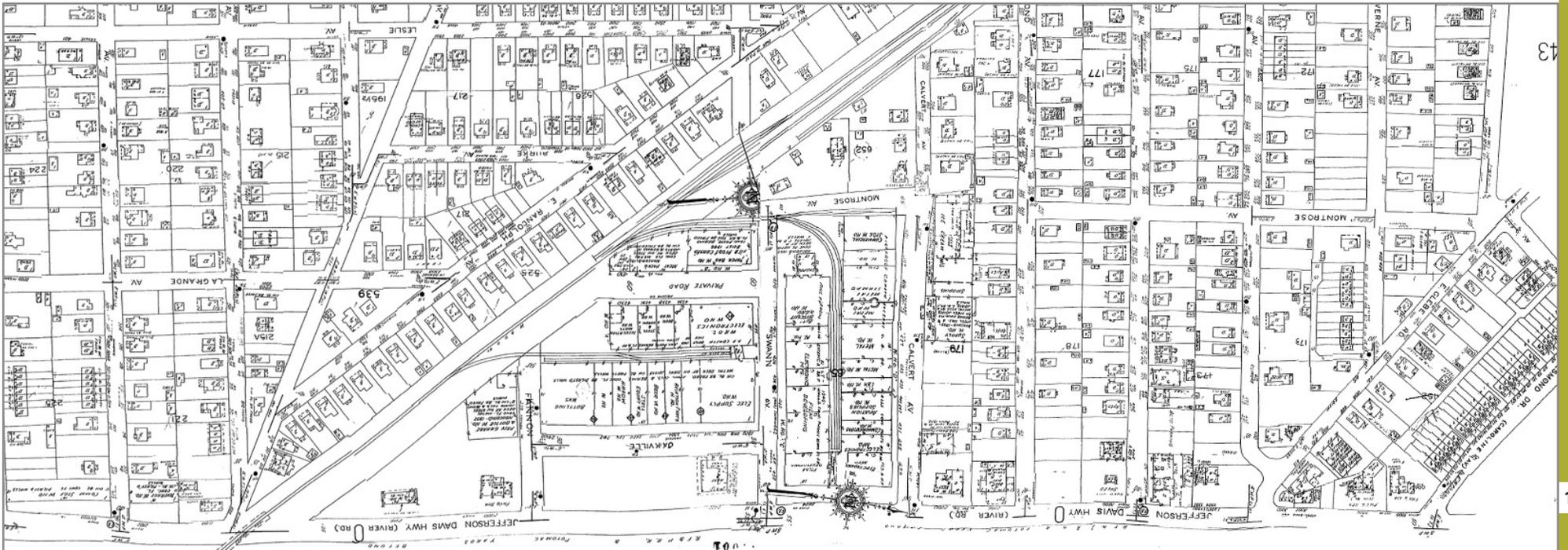


1941 Sanborn Map

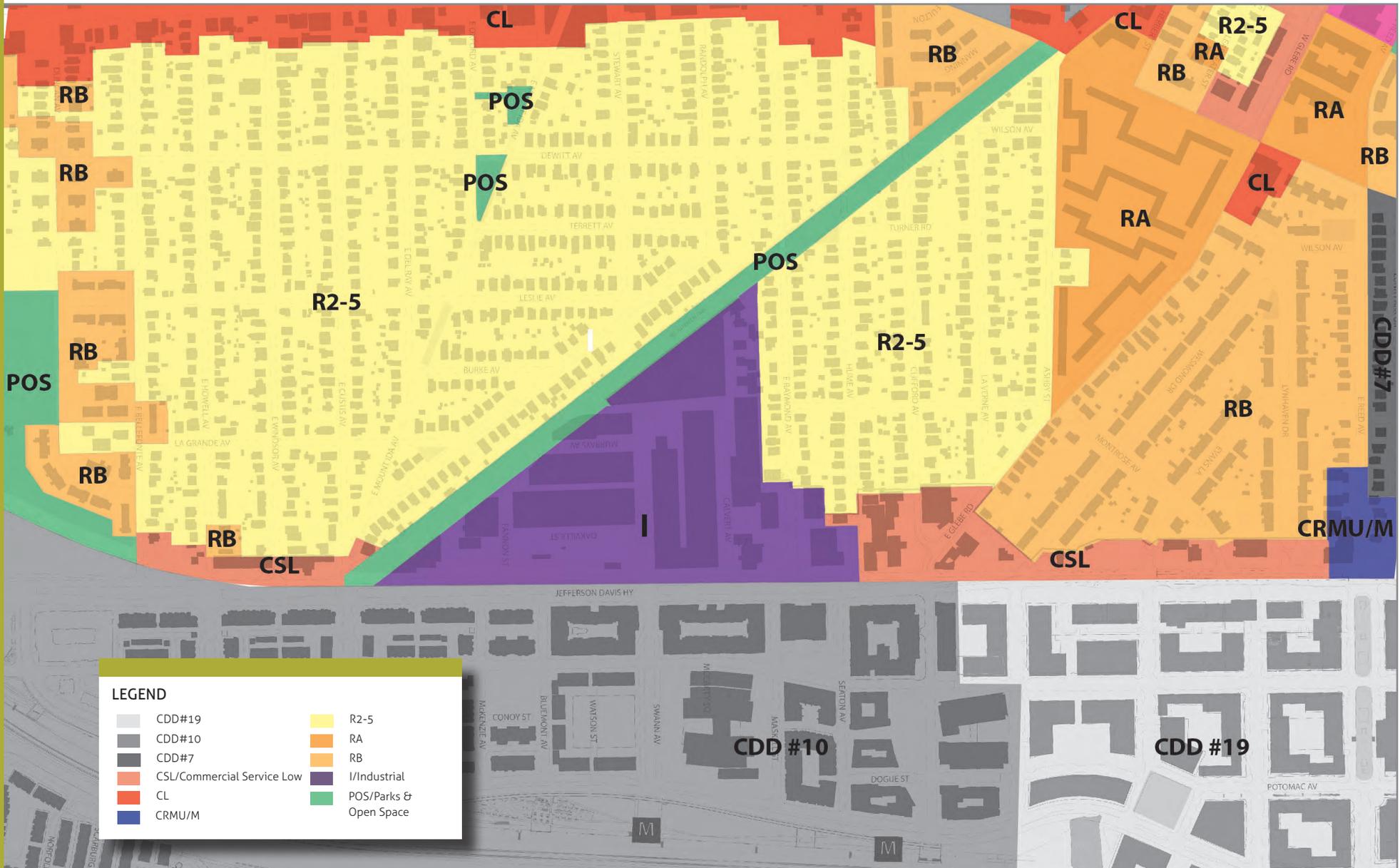
Historic photo of W&OD railroad line, now Mount Jefferson Park, across what is now Route 1 and Potomac Yard to Old Town North.



1958 Sanborn Map

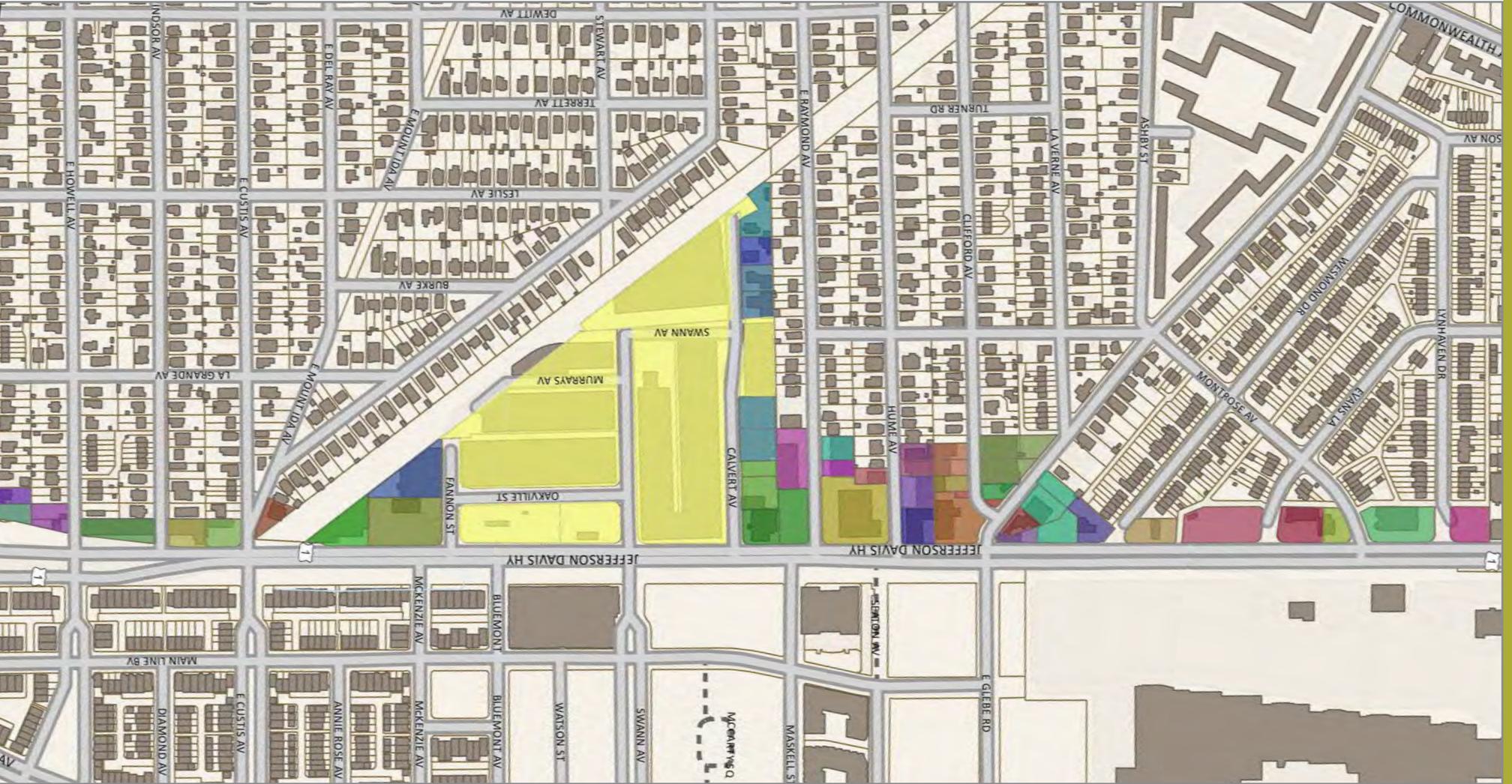


C. EXISTING ZONING MAP



LEGEND	
 CDD#19	 R2-5
 CDD#10	 RA
 CDD#7	 RB
 CSL/Commercial Service Low	 I/Industrial
 CL	 POS/Parks & Open Space
 CRMU/M	

D. VARIETY OF OWNERSHIP MAP



F. EXCERPTS FROM 1992 POTOMAC WEST SMALL AREA PLAN REFERENCES TO OAKVILLE TRIANGLE

To view the 1992 Small Area Plan in its entirety, visit: <http://www.alexandriava.gov/planning/info/default.aspx?id=44614>

PAGE 22: LAND USE - INDUSTRIAL LAND USE

The 24.3 acre Oakville Industrial Triangle (bounded by US Route 1, the abandoned W & OD right-of-way and Raymond Avenue) is the principal location of industrial activity in Potomac West.

The Triangle consists of one and two story brick and metal warehouse structures occupied by a variety of firms including printing, metal fabrication, equipment and construction materials supply companies, and auto related businesses. With the limited amount of industrial land in the City, this area continues to be fully-leased and its long-term viability should be considered as part of the future City-wide industrial uses study.

In addition to the Oakville Triangle, much of the frontage along the US Route 1 is industrial in character with little transition between the industrial uses and the abutting residential neighborhoods. Many of these uses include auto repair, services and sales. Additionally, there are a few restaurants, carry-outs and convenience stores.

PAGE 23: SUMMARY- LAND USE

- Land use within the Potomac West area is predominantly residential with commercial concentrated along the major thoroughfares. Industrial uses are found along the US Route 1 corridor.
- Both the Mount Vernon Avenue Business Area Plan and the Arlandria Neighborhood Plans encourage mixed use development that is pedestrian oriented and strengthens the “Main Street” type retail environment in these areas.
- There is very little vacant land available in the planning area, but there are areas that are underutilized. The City has implemented several planning tools to support the coordinated redevelopment of larger vacant or underutilized commercially zoned properties.

PAGE 25: EXISTING ZONING

Zoning in the Potomac West area essentially mirrors the land use pattern, with residential being the clearly predominant category. The majority of the commercial zoning is located along the major thoroughfares. Although there are uses along US Route 1 that are more industrial in nature, industrial zoning is concentrated in the Oakville Triangle. Throughout the study area, there are parcels zoned Public Open Space (POS) with the largest being Four Mile Run Park.

PAGE 27: INDUSTRIAL ZONING

Within the study area, only the Oakville Triangle is zoned industrial. Industrial zoning allows light to medium industrial use, such as service, distribution, manufacturing and wholesale and storage facilities at low densities. The intent is that these uses will not negatively impact adjacent neighborhoods. The maximum allowable height for a building is 50 feet with the maximum allowable FAR of 0.85, an increase to 1.25 is allowed with a SUP.

PAGE 27: SUMMARY -ZONING

- Zoning in the Potomac West area is predominantly low to medium density residential.
- Industrial zoning is only found predominantly in the Oakville Triangle. This area should be included in a future City-wide industrial uses study.
- The commercial zoning along Mount Vernon Avenue as well as the existing and proposed Coordinated Development Districts promote a mix of uses as well as pedestrian oriented commercial uses.

PAGE 30: POTENTIAL DEVELOPMENT AND REDEVELOPMENT SITES

Although Potomac West is largely built up, there are sites and areas that could be redeveloped over the next 10-20 years. The three most significant sites subject to major development or redevelopment are the Mt. Vernon Village Center and Birchmere sites, the Safeway/Datatel sites, and the Triangle sites. In addition, there are scattered individual sites along US Route 1, as well as

a collection of parcels along the north side of East Reed Avenue, with the potential for future redevelopment. (Map 8).

PAGE 32: US ROUTE 1 CORRIDOR

Numerous properties located on the west side of US Route 1 could be considered potential redevelopment sites. The massive Potomac Yard development, currently underway on the east side of US Route 1, will change the character of this major north/south route and may lead to the redevelopment of parcels on the west side of the road. Detailed evaluation of the future use and design to complement the Potomac Yard development is needed. Currently, most of the parcels along the US Route 1 corridor are in low-intensity commercial or retail use. Many of the developable parcels are zoned CSL (Commercial Service Low), while the properties located between Hume Avenue and Custis Avenue are zoned for industrial use. In many cases the commercial and industrial uses abut residential uses without adequate buffering or transition. In addition, there are residential developments at the north end of the corridor, and Potomac Yard on the east side of US Route 1 is approved for residential uses. It is also important that impacts on adjacent residential areas are minimized and may be achieved through more extensive landscaping, masonry walls, or other materials that would buffer any impacts from the commercial and industrial uses. This area offers numerous advantages for commercial or service-oriented development, with a location on a heavily-trafficked highway and excellent access to Crystal City and to Ronald Reagan Washington National Airport. This access is being enhanced by the road improvements through Crystal City and the planned realignment of the Monroe Avenue bridge.

PAGE 42: URBAN DESIGN

The principle industrial area is the Oakville Triangle and a strip along US Route 1. While the area has seen some multi-family residential redevelopment, the commercial and industrial frontage along US Route 1 could be generally characterized as the typical arrangement of highway oriented buildings ranging from retail and commercial service uses to manufacturing and light industrial activities. To some extent the relationship between the highway-oriented industrial uses and the abutting residential uses further west are

compatible. In other cases the transitions are awkward; industrial uses seem to encroach upon the residential character of a street such as Raymond Avenue. With the overall built form of Potomac West well established, the focus of the urban design analysis is on those elements within the area that are likely to change - the commercial uses along Mt. Vernon Avenue and potential growth sites - and how these elements might affect the character of Potomac West.

PAGE 48: SUMMARY- POLICY HISTORY

- The City has viewed Potomac West as mostly a built up non-growth area and has encouraged programs emphasizing the conservation and rehabilitation of existing uses.
- To further enhance and serve residential neighborhoods, the City has encouraged commercial revitalization along Mt. Vernon Avenue using a business loan program and capital improvements.
- Significant capital improvements in the forms of flood control, parks, street closings, streetscaping and the undergrounding of utilities have been made by the City to strengthen the residential and commercial components of the area.
- The City has adopted policies to preserve existing industrial areas.
- The City has designated five sites for coordinated development/redevelopment; Route 1 /East Reed Avenue Properties; Mt. Vernon Village Center/Birchmere Sites; Safeway/Datatel Sites; Triangle Sites; and Giant/CVS Sites.

PAGE 50: GOALS AND OBJECTIVES

The goals of the 1988 Potomac West Plan are to:

- to preserve and strengthen the residential area in Potomac West
- revitalize and support neighborhood oriented, small scale retail and office development
- to preserve existing concentrations of industrial uses and the job base these uses provide
- to encourage coordinated mixed use development on the Mt. Vernon Village Center and Route 1 Properties sites
- discourage the use of streets in Potomac West for through traffic

- provide for the use of effective buffer areas between residential sites and adjacent higher-density and non-residential uses
- require any new residential development to be of the same scale and density as the surrounding residential neighborhood
- discourage the development of major office and commercial sites within Potomac West
- encourage the consolidation and revitalization of commercial areas that serve the Potomac West neighborhood, particularly along Mt. Vernon Avenue

These goals translate into the following specific objectives:

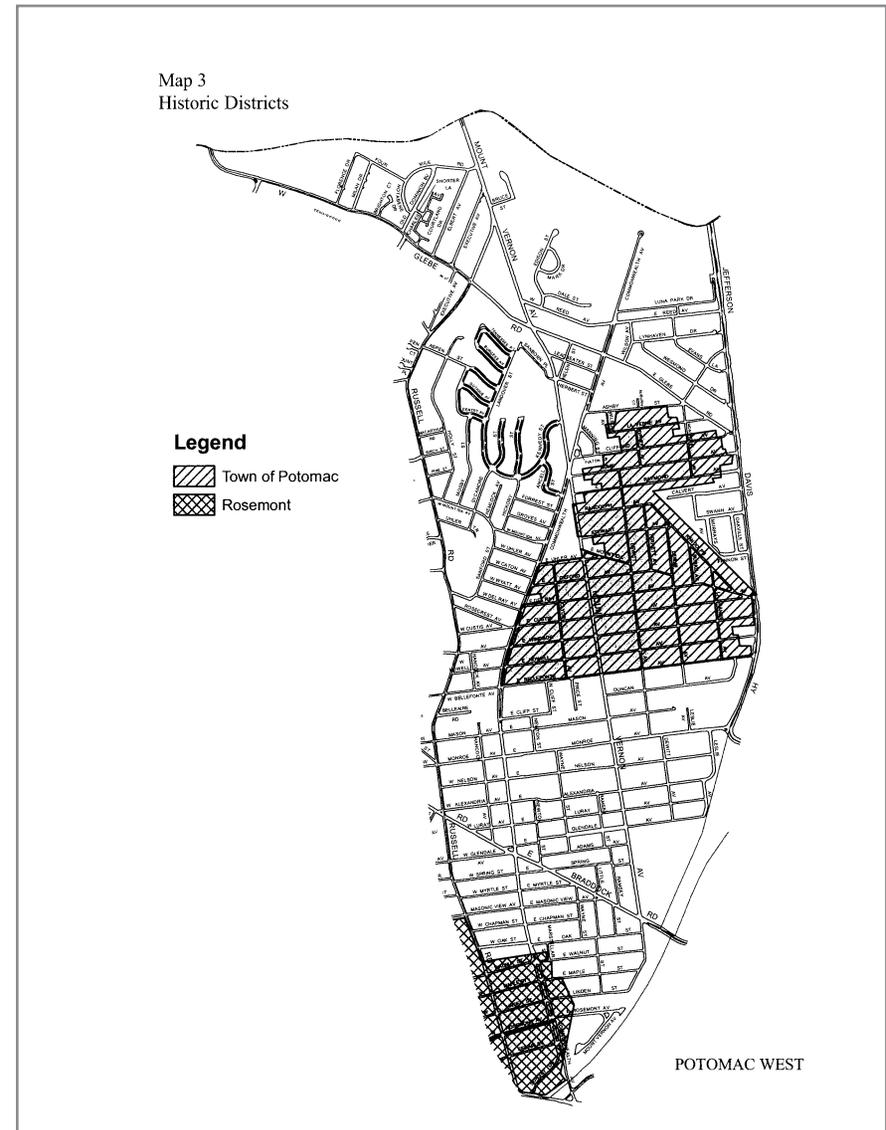
- provide a land use plan which reflects the City's policies to preserve and to protect existing uses and to indicate where coordinated mixed use is desired
- redesign the industrial zones to encourage retention of existing industrial uses and to prohibit high density office development
- reduce overall heights in Potomac West to reflect the low scale character of the area
- continue existing City capital improvement, housing and commercial revitalization programs
- develop guidelines and appropriate zoning controls and incentives for development of the Mt. Vernon Village Center and the Route 1 sites
- increase and coordinate public transportation services along Mt. Vernon Avenue.

PAGE 52: LAND USE RECOMMENDATIONS

The SAP designates most of the residential areas in accordance with existing land use patterns; either residential low or medium with the mid to high rise apartments designated for residential high. Map 10 shows the proposed changes to the land use plan.

The intent of CL is to provide for the types of low scale retail, office and residential uses. The CSL designation or commercial service low, is designed for low scale commercial uses with some light industrial activity which would be compatible with nearby residential areas.

The I industrial category is designed for light industrial, warehouse, service or limited office or flex space. The Oakville Triangle should remain industrial. The City holds open the possibility of reevaluating the area in the future as development occurs in the Route 1 corridor. The area may be considered as a CDD in the future.



1992 Potomac West SAP

WHY A NEW PLAN?

A. INTRODUCTION

As shown on the map on the preceding page, the Potomac West Small Area Plan has been updated a number of times since it was adopted in 1992. The Oakville Triangle/Route 1 Corridor plan area, located within Potomac West, has not been updated comprehensively since that time, and due to its proximity to the Transitway, the future Potomac Yard Metrorail Station, and the redevelopment of currently underway in Potomac Yard, change is certain. As a result, the Plan was undertaken to establish a long-term (20 year) vision and framework for the future – for infrastructure, land uses, urban design, and open space, intended to serve as a guide for public and private investment. Developing the Plan proactively, in advance of redevelopment of the west side of the Route 1 Corridor, enables a more holistic approach that fosters connections – between people and their jobs, the urban and natural environment, between neighborhoods and services, and the planned Potomac Yard Metrorail station. The Plan builds on the strengths of the area, its industrial heritage, neighborhood-serving businesses, the character of the adjoining neighborhoods, the newly implemented Transitway and future Metrorail station, and the planned and existing uses within Potomac Yard.

B. ADVISORY GROUP AND COMMUNITY PROCESS

A nine-member Oakville Triangle and Route 1 Corridor Advisory Group was established by City Council Resolution on March 11, 2014, and membership was selected by the City Manager after a public nomination process. The group met monthly from April 2014 through November 2015, for a total of 19 meetings as shown in the Work Plan graphic on the following page. All meetings were open to the public and attended by surrounding neighborhood residents as well as other interested community members.

The Advisory Group provided advice to City staff on the planning for Oakville Triangle and the Route 1 Corridor, specifically assisting in developing the Plan principles regarding potential land uses, open space, transportation and

connectivity, urban design and height, and potential community benefits, among other topics.

The community outreach process also involved staff presentations to civic associations in the surrounding area, as well as walking tours with residents in order to allow for a more in-depth description and conversation of potential plan elements.

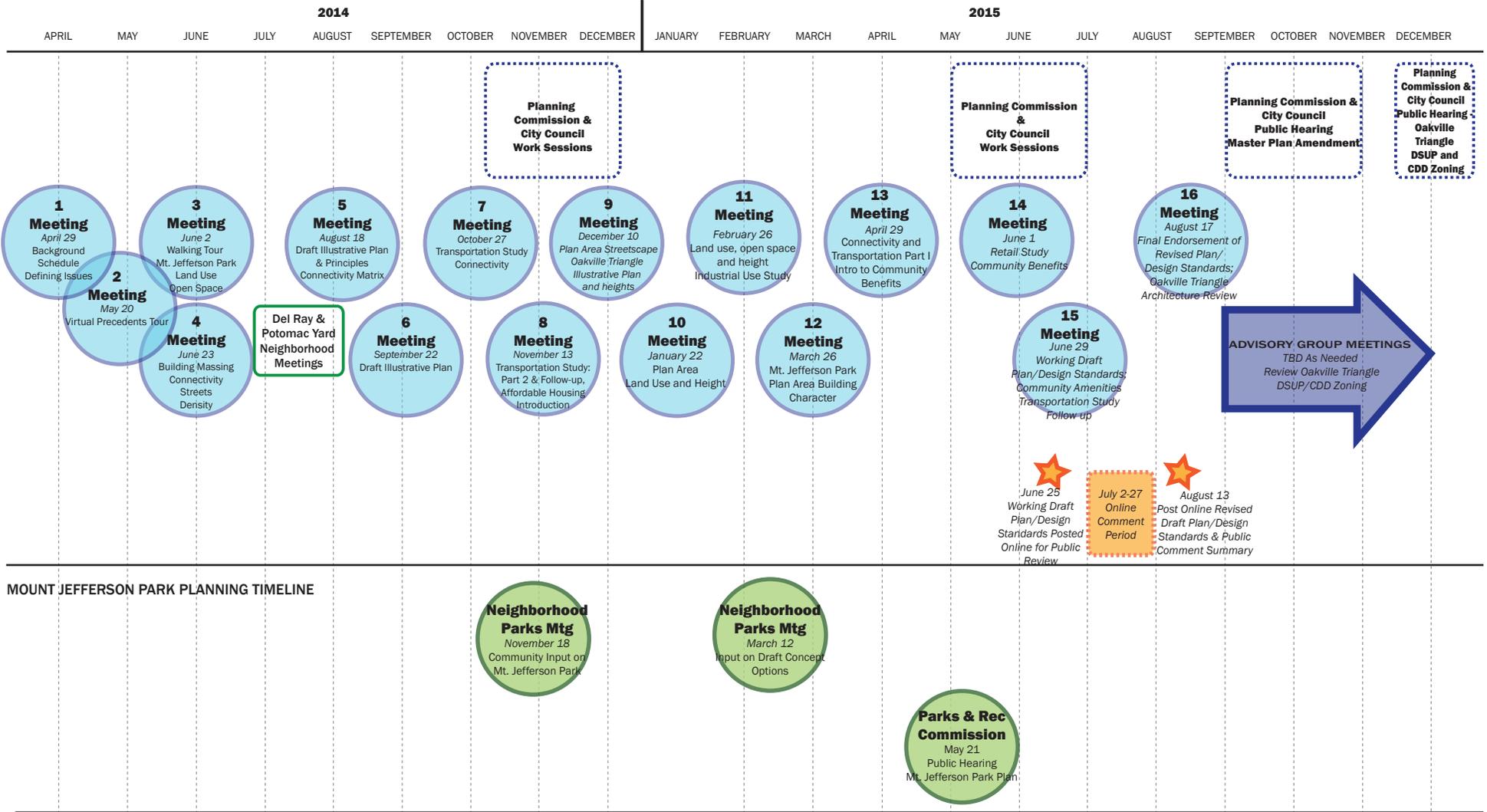
Additionally, separate community meetings were held specifically related to the enhancement of Mount Jefferson Park & Greenway between East Raymond Avenue and Route 1. Community members were given the opportunity to develop and provide feedback on the Park Concept Plan in these meetings as well as in the Advisory Group meetings, and through an online survey prior to the presentation to the Planning Commission.

Upon the completion of the working draft of the Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards & Guidelines, the community was invited to review and comment on the chapters and requirements via AlexEngage, the City's online engagement forum.

In addition to soliciting individual public comment, staff provided briefings to and solicited feedback from the Planning Commission, Transportation Commission, Parks and Recreation Commission, and Alexandria Housing Affordability Advisory Committee (AHAAC).

Oakville Triangle Work Plan

OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM



C. EXISTING CITY PLAN AND POLICIES

i. City Council's Strategic Plan (2015)

The Plan builds upon existing City plans and policies including the Alexandria Strategic Plan that emphasize transit-oriented development that maximizes the use of public transportation and focuses growth around transportation infrastructure, leveraging investment in these areas with the highest and best use.

ii. Housing Master Plan (2014)

The Plan is consistent with the City's Housing Master Plan, which recommends focusing affordable housing efforts in areas with the greatest potential for increased density and mixed-use development, and encourages housing options affordable to a range of incomes and welcoming to different household types—including young professionals and families—to support inclusive neighborhoods, including workers who are critical to the economic competitiveness and sustainability of the area. Oakville Triangle, North and South Potomac Yard, and the Route 1 Corridor host (and will continue to attract) a wide variety of employers. The success of these businesses, in part, relies on the availability of a diverse workforce. Providing affordable and life stage-appropriate housing in close proximity to jobs and transit will help improve workers' and residents' quality of life, reduce congestion, lessen economic leakage, and strengthen the City's tax base.

iii. North Potomac Yard (2010)

North Potomac Yard is directly across and slightly north of the Oakville Triangle/Route 1 Corridor planning area. The Plan seeks to compliment and integrate Oakville Triangle with the approved plan for North Potomac Yard and the future Metrorail Station.

iv. Green Building Policy (2009)

This Plan incorporates the development standards set forth in the 2009 Green Building Policy for public and private development that requires a

Development Site Plan (DSP) or Development Special Use Permit (DSUP). New development should achieve the following green building standard:

- Non-Residential: LEED Silver.
- Residential: LEED Certified, LEED for Homes, or ANSUICC-700 2008 National Green
- Mixed use: Each component should follow the applicable rating standard
- Coordinated Development Districts: Approvals for CDD areas yet to be developed will incorporate these standards

In each case, applicable ENERGY STAR systems should be incorporated.

v. Pedestrian and Bicycle Master Plan (2008)

This Plan complies with the City's Pedestrian and Bicycle Mobility Plan ensuring for the provision of safe and attractive spaces and connections for pedestrians, as well as the addition of bike facilities to provide better connectivity to the neighborhoods and public transit.

vi. Transportation Master Plan (2008)

The Plan is consistent with the goals included within the City's Transportation Management Plan, adopted in 2008. It accommodates a multi-modal transportation system by establishing a transportation framework consistent with the Complete Streets Policy adopted by City Council in 2011 that prioritizes pedestrians, bikes and transit. It incorporates the Route 1 Metroway to serve the neighborhoods, ensuring an easy walk to transit stations at Swann Avenue, East Custis Avenue and East Glebe Road. The improved transportation system also expands the number of bicycle and pedestrian options by providing additional facilities (trails, sidewalks, bike lanes and shared facilities), and improves pedestrian and bicycle connectivity within the plan area, to adjacent neighborhoods including Del Ray and Potomac Yard, and to the Mount Jefferson Trail. The land use and mix of uses are incorporated as part of the Plan to support transit use.

The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, designed in a grid layout to provide better

circulation and connectivity for all modes of travel. It also improves a number of intersections to accommodate vehicular traffic.

vii. Open Space Master Plan (2002)

The City's Open Space Master Plan establishes a framework for addressing Alexandria's short and long term open space needs. It defines an approach to maximize Alexandria's limited open space opportunities by creating a system to build upon the City's dense, urban condition through 15 simple and direct goals. The Oakville Triangle/Route 1 Corridor Plan helps the City to continue to meet those 15 goals.

In particular, the following Open Space Plan goals are addressed:

- Goal 1 Protect and enrich existing parks
- Goal 5 Create an open space network in new development areas
- Goal 10 Link and expand pedestrian, bicycle and trail system
- Goal 11 Enhance streetscapes and gateways
- Goal 12 Expand citywide street tree program and protect existing trees and woodland areas

The Open Space Master Plan helps the City achieve the five goals listed above through improvements to Mount Jefferson Park and the expansion of Ruby Tucker Park; the provision of new public open spaces on redevelopment sites; new bicycle and pedestrian trail connections; undergrounding utilities on Route 1; and adding street trees throughout the Plan area.

viii. Potomac West Small Area Plan (1992)

The Oakville Triangle/Route 1 Corridor planning area is included within the boundaries of the Potomac West Small Area Plan, adopted by City Council in 1992. References to the planning area in the Potomac West SAP with regard to land use, transportation and zoning for future development were addressed during this process. Some of these references include:

Page 27 Zoning: "Industrial zoning is only found predominantly in the Oakville Triangle. This area should be included in a future City-wide industrial uses study."

Page 32 US Route 1 Corridor: "Numerous properties located on the west side of US Route 1 could be considered potential redevelopment sites. The massive Potomac Yard development, currently underway on the east side of US Route 1, will change the character of this major north/south route and may lead to the redevelopment of parcels on the west side of the road. Detailed evaluation of the future use and design to complement the Potomac Yard development is needed."

"...It is also important that impacts on adjacent residential areas are minimized and may be achieved through more extensive landscaping, masonry walls, or other materials that would buffer any impacts..."

Page 40 Transportation: Improvements to pedestrian safety are strongly encouraged to promote walking and bicycling as transportation alternatives to and from Potomac Yard, the Braddock Road Metro Station, and the neighborhoods west of US Route 1.

Page 52 Land Use Recommendations: "The City holds open the possibility of reevaluating the area [Oakville Triangle] in the future as development occurs in the Route 1 corridor. The area may be considered as a CDD in the future."

ix. Potomac Yard/Potomac Greens Small Area Plan (1992)

Potomac Yard is directly across from the Oakville Triangle/Route 1 Corridor planning area. While considering any potential impact on Potomac Yard as well as the importance of integrating the two planning areas.

x. Potomac Yard Metrorail Station and Transitway

The Plan proposes taller height at Transitway stops and in close proximity to the future Metrorail Station, leveraging the City's transit investments and encouraging future transit use.

xi. Parking Standards for New Development Projects Study (2015)

New development within the Plan area will be developed in accordance with the standards and recommendations established in the parking study and future CDD zoning.

DEMOGRAPHICS & STUDENT GENERATION

A. DEMOGRAPHICS

The characteristics of the area around the Oakville Triangle and Route 1 Corridor planning area were examined by looking at census statistics for the city as a whole, and for those block groups within about one mile of the planning area. The figure below shows the context area considered.

Statistics on age, race and ethnicity, and household and family structure were taken from the 2010 census, since this data was based on a count of most households and is more accurate than sample statistics.

Statistics on employment, income, commuting and similar characteristics were taken from the American Community Survey 2009-2013 5-year average data, which is the most recent information on these characteristics for small geographic areas. This data is based on an approximately 1% sample of households each year, and is subject to substantial sampling variation, and can mask changes that take place during the 5-year period of the average. None of this data predates the recent residential development in Potomac Yard west of Potomac Avenue except for The Station at Potomac Yard.

In comparison to the city as a whole, the context area around the planning area has an age distribution nearly the same as that of the city as a whole. The context area's population has a slightly higher percentage of pre-school children (8.2% vs 7.1% citywide), about the same percentage of school-age children (10.3% vs 10.0% citywide), and somewhat fewer seniors (7.4% of population in the context area was 65 and over in 2010, vs. 9.1% citywide).

Median household income was estimated at \$99,000 per year, compared to \$85,706 for the city as a whole.

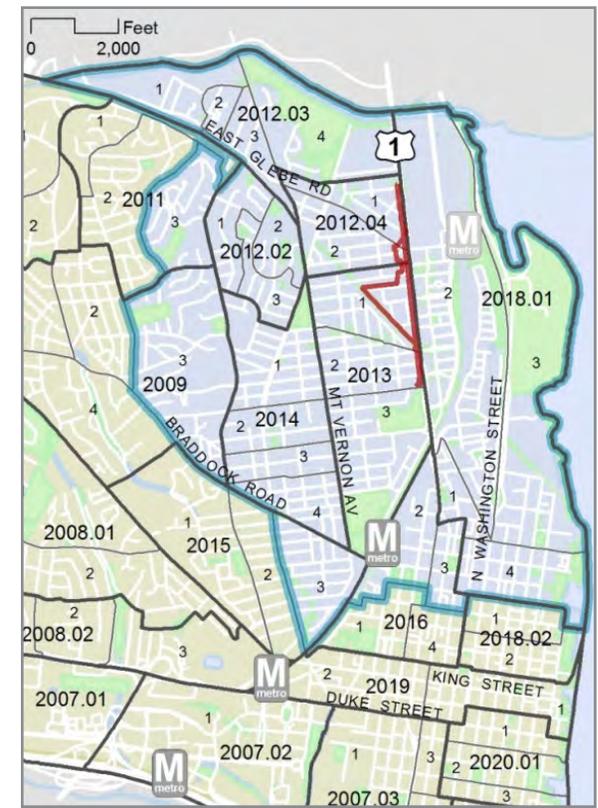
The context area is somewhat less racially diverse than the city as a whole according to the 2010 Census, with 66.6% White population compared to 60.9% for the city as a whole. An estimated 14.4% of the context area is Black or African American compared to 21.8% for the city, and 3% is Asian,

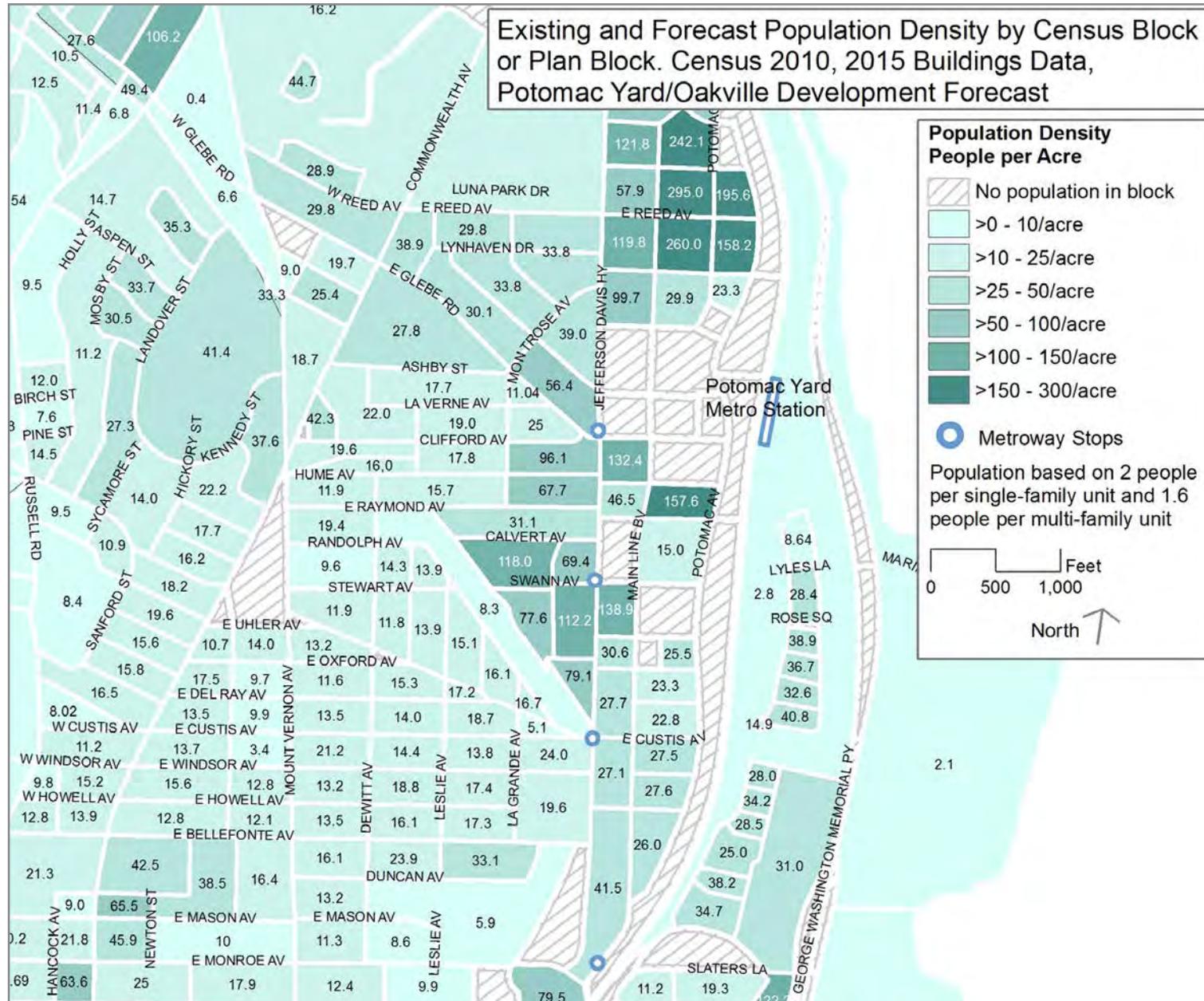
compared to 6.0% for the city as a whole. 11.2% of the population of the planning area identified themselves as "some other race," compared to 7.1% for the city as a whole, reflecting a higher percentage of Hispanic or Latino residents in the planning area.

22.6% of the context area population identified themselves as Hispanic or Latino of any race, compared to 16.1% of the population citywide. The context area includes the Arlandria census tract, which has the highest percentage of Hispanic residents of any tract in the city at 62.0%.

50.3% of households in the context area were renter households in 2010, compared to 56.7% for the city as a whole and 34.9% for the U.S. Inner suburbs like Alexandria and central cities of metropolitan areas tend to have a substantially higher percentage of rental housing than the average for the rest of the nation.

14.8% of households in the planning area were married-couple families with children, slightly more than the citywide share of 13.2%. 40.8% were single-person households, slightly less than the citywide rate of 43.4%.





Note: Anticipated number of new residents in Plan area projected: 2,984. Based on 1701 multi-family units and 131 townhouses.

B. STUDENT GENERATION

The Oakville Triangle/Route 1 Corridor development is expected to include 1,701 multi-family units and 131 townhouse units when fully developed. Recent school enrollment statistics indicate that new market-rate multifamily developments result in approximately 0.03 students per dwelling unit, or about one student for every 33 new apartment or condominium units. New townhouse units generate approximately 0.1 students per dwelling unit, or one student per 10 units. These generation rates for new development are based on 2013 student enrollment from existing market-rate apartments and condominiums that are less than 30 to 40 years old in Alexandria.

Based on these generation factors, the development anticipated in the Plan area would be expected to generate approximately 51 Alexandria City Public Schools (ACPS) students in all grades from the proposed 1,701 multi-family units, and 13 students in all grades from the 131 townhouse units, for a total of 64 students at full development.

The Oakville Triangle area is within the attendance area of Mount Vernon Elementary School, which feeds George Washington Middle School. Areas north of Hume Avenue are within the Cora Kelly Elementary School attendance area. Mount Vernon Elementary School enrollment in the 2014-15 academic year exceeded its nominal capacity of 755 students under recently adopted educational specifications. The school has additional capacity based on the number of classrooms available and adopted class size limits, but since this is one of the oldest schools in the system, current classrooms are comparatively small. Cora Kelly enrollment is currently below capacity under new educational specifications, and is expected to continue to be slightly below capacity in 2020.

In addition to market-rate housing development, new development may include affordable housing incorporated in market-rate buildings or funded through affordable housing contributions from both residential and commercial development. Affordable housing designed for families and made affordable for low- and moderate-income households generates about 0.6 students per housing unit. If one assumes that approximately 5

affordable units will be developed or reserved for each 100 net new housing units constructed, 91 affordable units would be constructed or existing units rehabilitated or reserved as affordable units as a result of this project. These affordable units would be expected to generate approximately 55 additional students in ACPS schools. If affordable housing is made available within the project, these students would attend Mount Vernon Elementary School. If affordable units are funded through affordable housing contributions in other locations, then these students could attend any ACPS school.

C. REDISTRICTING PROGRAM

ACPS is initiating a redistricting program that is expected to rebalance school attendance boundaries based on current and projected enrollment. Currently, schools in the West End are over capacity on balance, and some capacity is available in schools on the east side of Alexandria, including Cora Kelly and the new Jefferson-Houston K-8 school. Redistricting may reduce the available capacity in the east end in order to relieve capacity issues in the west. Additional capacity programs are under way in the West End, including planning for replacement of Patrick Henry school with a K-8 school of increased capacity. Because the Oakville Triangle is on an attendance boundary, it is possible that the project may be placed in a different attendance area as a result of the redistricting program.

D. LONG-RANGE EDUCATIONAL FACILITIES PLAN

Alexandria City Public Schools, in cooperation with the City of Alexandria, recently completed and adopted a Long Range Educational Facilities Plan, focusing on needs for elementary and middle schools. This plan identified substantial potential school capacity problems, primarily in Alexandria's West End. However, schools in the eastern part of the city tend to be the oldest, and therefore have problems with classroom size and facilities to meet current educational needs. The plan identified a number of potential improvements to existing schools, as well as need for additional schools with possible specific locations for some.

With the adoption of the plan, the ACPS Board identified two immediate needs – a financing plan to meet the needs identified in the facilities plan,

and development of a facilities plan for additional high school capacity. These two needs are to be addressed in 2015-16. As elementary enrollment continued to grow during the planning process, it became clear that more students are staying in ACPS schools as they reach the upper grades, and that the recently completed T.C. Williams High School and Minnie Howard 9th Grade would not be able to meet growing needs for high school into the 2020s if this trend continues. A financing plan is being developed to consider a variety of means of providing facilities to both rehabilitate or replace aging schools, and to meet capacity demands into the next decade through a combination of capacity improvements at existing schools, new school construction, and potential leasing of existing buildings as permanent or temporary school space. A need for continuing swing space to accommodate enrollment while existing schools are comprehensively rehabilitated was also identified.

E. CAPITAL IMPROVEMENTS PLANNING

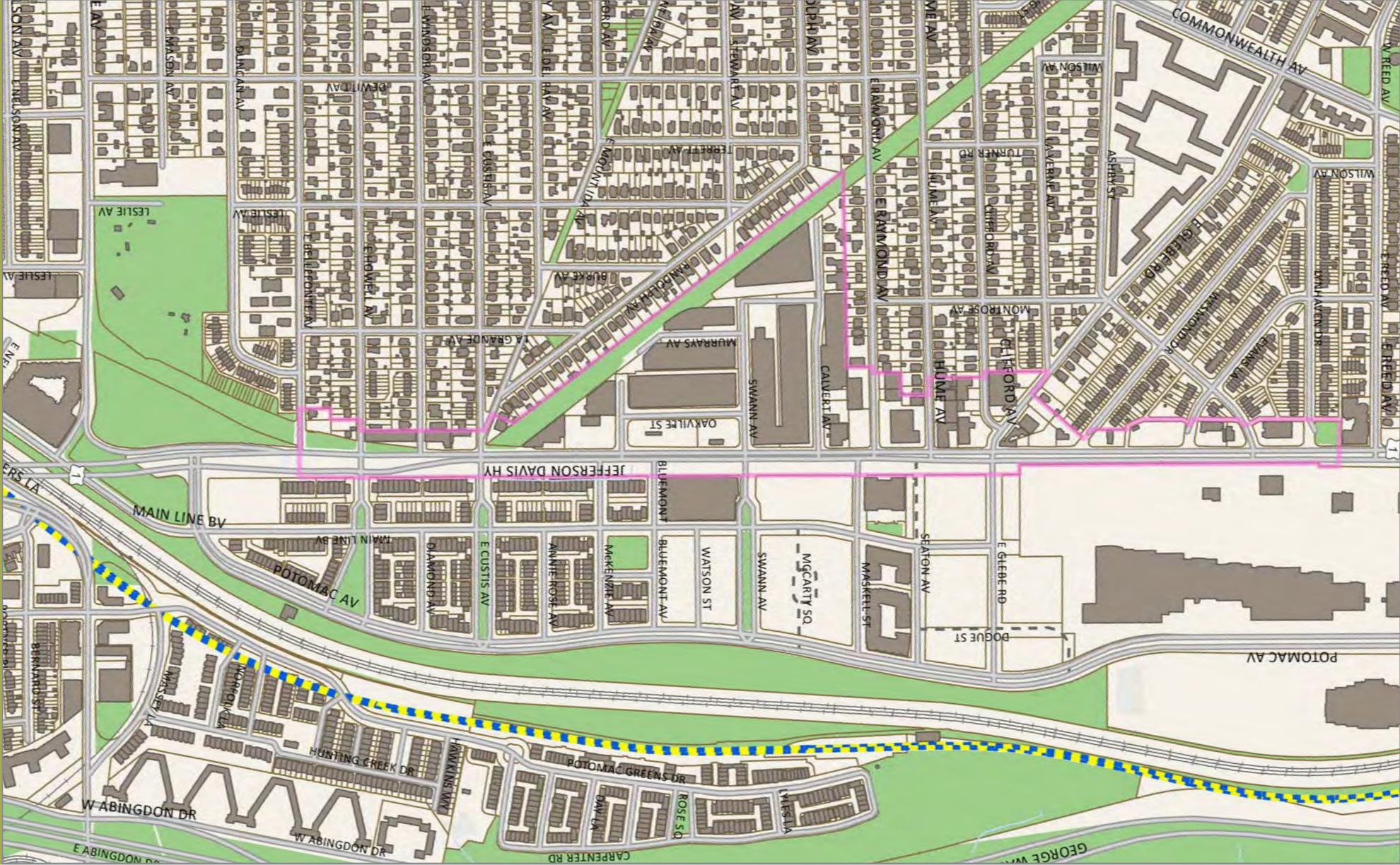
Long-term enrollment projections for ACPS are based on both current patterns of enrollment change from existing development, and enrollment expected from new development. Projections are used to identify the need for new schools and expansion of existing schools. The current long-range forecast anticipates significant further growth in enrollment before an expected slowing of growth in the mid-2020s as the current group of students generated by the recent growth spurt passes through the grades. Capital facilities to provide for growth are generally programmed and budgeted closer to the point of need when projections have been confirmed by continued births, actual growth in school enrollment and follow-through in plans for new construction of residential units. Major capital facilities improvements in the current ACPS Capital Improvement Program Budget include major expansion/reconstruction of Patrick Henry School, currently in the design process, and reconstruction of Cora Kelly School, programmed for 2018. Expansion at James K. Polk Elementary School is programmed for 2017.

F. ADDITIONAL SCHOOL FACILITIES

In the long term, two additional school sites are available and currently reserved for ultimate school use in the east part of Alexandria: a small site near

Four Mile Run in Potomac Yard that may be suitable for a special academy or a small urban school, and a larger site sufficient for a full-sized elementary school with shared open space near the new Simpson Fields on Route 1 at Monroe Avenue. That site is has been improved with multi-purpose fields for interim use. A new elementary school would provide space for 600 to 800 additional students, more than sufficient to accommodate the additional elementary demand currently expected in the east end of Alexandria well into the future, when combined with improvements to other existing schools to meet new educational specifications

OPEN SPACE AND PARKS



MOUNT JEFFERSON PARK

The Oakville Triangle/Route 1 Corridor Plan area is adjacent to Mount Jefferson Park and will include pedestrian connections in the future. In conjunction with the Oakville Triangle/Route 1 Corridor Plan process and the current Neighborhood Parks planning initiative, the Department of Recreation, Parks and Cultural Activities addressed the relevant section of Mount Jefferson Park (between East Raymond Avenue and Route 1) and how it could best be enhanced and made more accessible to the community.

As part of the planning process for this section of Mount Jefferson Park, staff worked with current park users and neighbors, the Oakville Triangle/Route 1 Corridor Advisory Group, as well as the broader community interested in the park. At their first public meeting in April 2014, the Advisory Group heard from the community that preserving the character of, while at the same time providing access and connections to, Mount Jefferson Park was a priority if/when the Oakville Triangle site redeveloped. Subsequent Advisory Group and park planning meetings reinforced those initial themes.

The planning process and timeline included:

- Advisory Group meetings beginning in April 2014 included discussions about the importance of Mount Jefferson Park and its relationship to the potential new development, and helped to develop a conceptual framework for park improvements.
- September 22, 2014: Advisory Group presentation and feedback on conceptual framework (based on feedback April-August 2014).
- October 25, 2014: Neighborhood Park Planning Workshop presentation and feedback on conceptual framework.
- November 18, 2014: Community Meeting to present planning process, existing conditions, 2013 Needs Assessment information, feedback received through the Oakville Triangle process, and the conceptual framework shown at the September 22 Oakville Triangle/Route 1 Corridor Advisory Group (AG) meeting. Staff received public comments and ideas regarding what they like about this section of Mount Jefferson Park, what needs improvement, and what they would like to see added (if anything). Received feedback regarding the conceptual framework.

- December 2014 to February 2015: Developed draft park plan based on community and Advisory Group feedback.
- March 12, 2015: Community Meeting on draft plan; received feedback on alternatives for each trail section and overall improvement plan.
- March 16 to April 15, 2015: Online survey on draft plan and trail section alternatives.
- March 26, 2015: Advisory Group meeting on draft plan; the group agreed that the plan reflected and balanced community needs and comments received for the park.
- April 15 to May 15, 2015: Developed final draft plan based on community meeting, Advisory Group feedback, and survey results.

EXISTING CONDITIONS



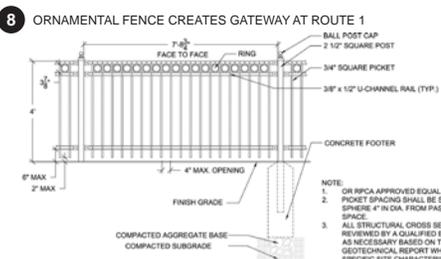
PROPOSED IMPROVEMENTS



SURFACING TREATMENT OPTION
CELL-TEK GRAVEL-LOK PERMEABLE SURFACE (or similar product)



RAIN GARDEN / BEST MANAGEMENT PRACTICE (B.M.P.)



- NOTE:
1. ON SPCA APPROVED EQUAL.
 2. PICKET SPACING SHALL BE SET SO AS TO PREVENT A SPHERE 4" IN DIA. FROM PASSING THROUGH THE SPACE.
 3. ALL STRUCTURAL CROSS SECTIONS SHALL BE REVIEWED BY A QUALIFIED ENGINEER AND MODIFIED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT WHICH IDENTIFIES THE SPECIFIC SITE CHARACTERISTICS.
 4. COLOR TO BE BLACK.
 5. ALL FIELD WELDING SHALL BE GROUND SMOOTH & CLEANED PRIOR TO PAINTING.
 6. INSTALL PER MANUFACTURERS INSTRUCTIONS.
 7. FENCING TO BE INSTALLED AT DOG EXERCISE AREA AND RT. 1 ENTRANCE.

GENERAL PARK IMPROVEMENTS

- 1 IMPROVE DOG EXERCISE AREA
- 2 TRAIL IMPROVEMENTS
- 3 TRAIL CONNECTION
- 4 IMPROVE SIGNAGE AND WAYFINDING *
- 5 ENHANCE BUFFER // // // //
- 6 PHASED REMOVAL OF INVASIVE SPECIES [Yellow shaded area symbol]
- 7 IMPROVE STORMWATER MANAGEMENT AND DRAINAGE
- 8 ROUTE 1 ENTRANCE

OVERALL PARK GOAL:
"MAINTAIN AND ENHANCE THE EXISTING PARK CHARACTER"



Mount Jefferson Park Concept Design

SUMMARY OF COMMUNITY IDEAS AND FEEDBACK:

Throughout the planning process, the community expressed that a key priority for this section of Mount Jefferson Park was to maintain the character of the park to the extent possible. Another priority identified by current users and neighbors to this section of the park was to improve the drainage problems that exist today throughout much of the park.

Addressing concerns about the off leash dog area was a third consistent priority. Currently the area has very poor drainage and no barrier from Raymond Avenue. Many current users run their dogs off leash throughout the park (outside of the designated area), and hoped the park plan would allow them to continue to do so. Other neighbors wanted to see the current rules enforced, more separation between the dog area and the trail, and less overall off leash activity. The final draft of the plan attempts to balance these two, somewhat conflicting needs for the park.

The trail, and the degree of connectedness to Oakville Triangle, is another interest point raised during the planning process. A number of current park users identified a preference for maintaining only the current access points to this section of the park (East Raymond Avenue and Route 1), while the Advisory Group and some neighbors desired connections to and from the Oakville Triangle site. Again, the final draft of the plan provides the latter desired connections to Oakville Triangle, while using landscape and topography to minimize and emphasize the points of access.

The results of the online survey regarding the draft plan showed that the majority of respondents agreed that the draft plan does “reflect and balance the community needs and comments received to date.” The unedited, completed survey responses can be found online at: <http://www.alexandriava.gov/recreation/info/default.aspx?id=83168>.

DETAILS OF THE FINAL DRAFT PLAN:

The final draft plan before the Park and Recreation Commission represents an effort to balance the community needs with the understanding that the adjacent Oakville Triangle property will likely be redeveloped in the future. The overall goals and improvements shown in the plan include:

- Maintaining the character of the park, including keeping the existing topography created by the old rail line;
- Addressing the stormwater/drainage issues;
- Enhancing and expanding the off-leash dog area;
- Providing better separation between the dog exercise area and the trail;
- Enhancing the trail with a pervious surface treatment;
- Providing 3’ landscaped berms along the new Park Road (Oakville Triangle site) and the park;
- Improving access and wayfinding at East Raymond Avenue and Route 1;
- Improving a new pedestrian/bicycle access point at Stewart Avenue; and
- Enhancing native buffer plantings along the trail.



IMPLEMENTATION OF THE PLAN:

The Oakville Triangle/Route 1 Corridor Advisory Group, along with the involved community have expressed identified improvements to this section of Mount Jefferson Park as one of the highest priority community benefits. Implementation of this park plan is anticipated to occur in conjunction with the first phase of development of Oakville Triangle, if approved by the City. In the absence of Oakville Triangle redevelopment, the park plan would be included with the 17 Neighborhood Park Plans currently underway, and considered through the City’s Capital Improvement Program (CIP) in future years.

SOLAR STUDY



ASSUMPTIONS:

- The model herein has been geo-referenced in Sketchup and Google Earth to the approximate location of the site in Alexandria, Virginia per the solar conditions on the given date(s) and time(s) analyzed.
- Topography was not included in the model.
- The dates selected were the first days of each season in the 2015 calendar year: March 21 (Spring), June 21 (Summer), September 21 (Fall), December 21 (Winter) at 9am, 12pm, and 5pm (4pm for Winter).

9AM - SPRING



9AM - SUMMER



9AM - FALL



9AM - WINTER



12PM NOON - SPRING



12PM NOON - SUMMER



12PM NOON - FALL



12 PM NOON - WINTER



5PM - SPRING



5PM - SUMMER



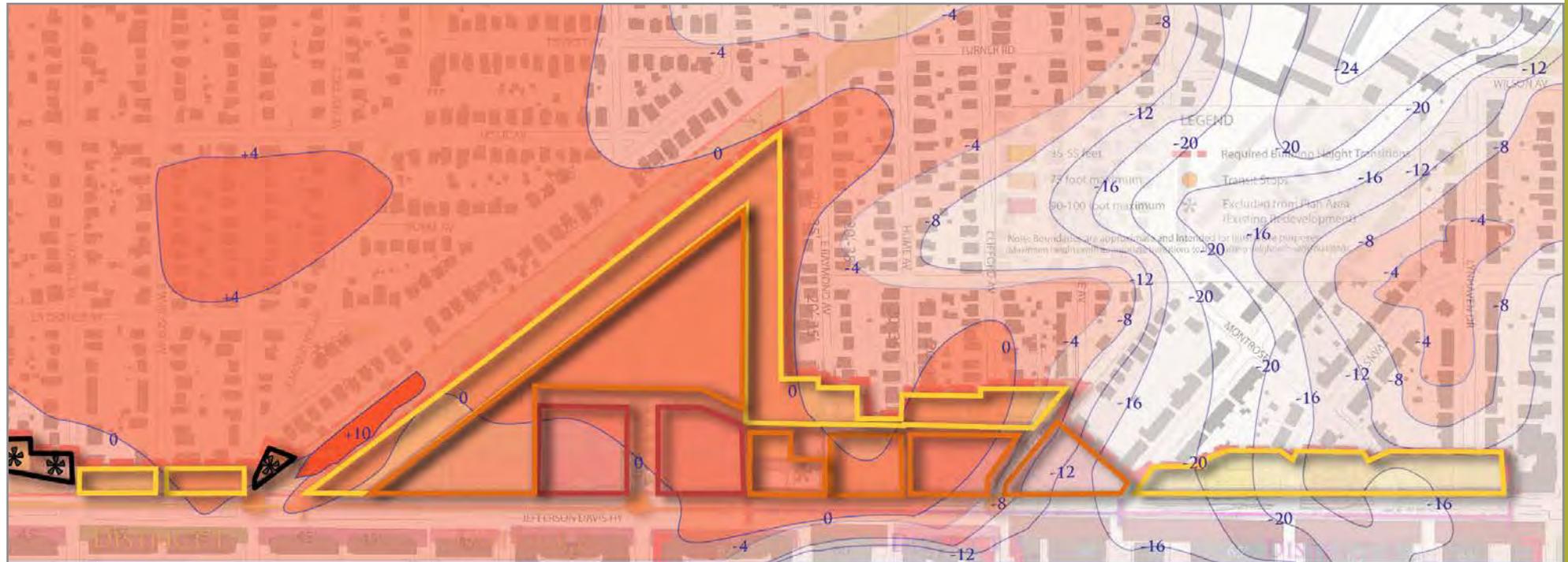
5PM - FALL

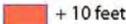
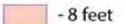
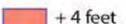
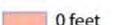
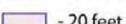
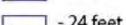


4PM - WINTER

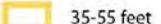
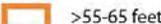
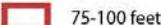


PLAN AREA BUILDING HEIGHTS AND TOPOGRAPHY STUDY



TOPOGRAPHY LEGEND	
 + 10 feet	 - 8 feet
 + 4 feet	 - 12 feet
 0 feet	 - 16 feet
 - 4 feet	 - 20 feet
	 - 24 feet

Note: Elevations represented for illustrative purposes only

BUILDING HEIGHTS LEGEND	
 35-55 feet	 Excluded from Plan Area (Existing Redevelopment)
 >55-65 feet	
 75-100 feet	

Note: Boundaries are approximate and intended for illustrative purposes. Maximum heights with appropriate transitions to the existing neighborhoods/buildings. Does not reflect building shoulders. For a more detailed height diagram, see http://www.alexandriava.gov/uploadedFiles/planning/info/Oakville_Triangle/Plan%20Area%20Building%20Heights%20-%20Working%20Draft.pdf

MULTIMODAL TRANSPORTATION STUDY

A. [MULTIMODAL TRANSPORTATION STUDY \(MARCH 2015\)](#)

B. [MULTIMODAL TRANSPORTATION STUDY APPENDICES \(MARCH 2015\)](#)

REFERENCE ATTACHED DOCUMENTS via HYPERLINKS

RETAIL MARKET ANALYSIS

[OAKVILLE TRIANGLE / ROUTE 1 CORRIDOR PLANNING AREA STUDY | APRIL 27, 2015](#)

Prepared by Delta Associates for StonebridgeCarras

REFERENCE ATTACHED DOCUMENT VIA HYPERLINK

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OAKVILLE TRIANGLE & ROUTE 1 CORRIDOR

City of Alexandria, VA

