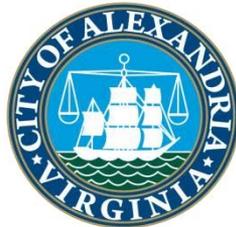


# Oakville Triangle & Route 1 Corridor Planning

Planning Commission  
Work Session  
November 6, 2014  
6:00 pm



# Agenda

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

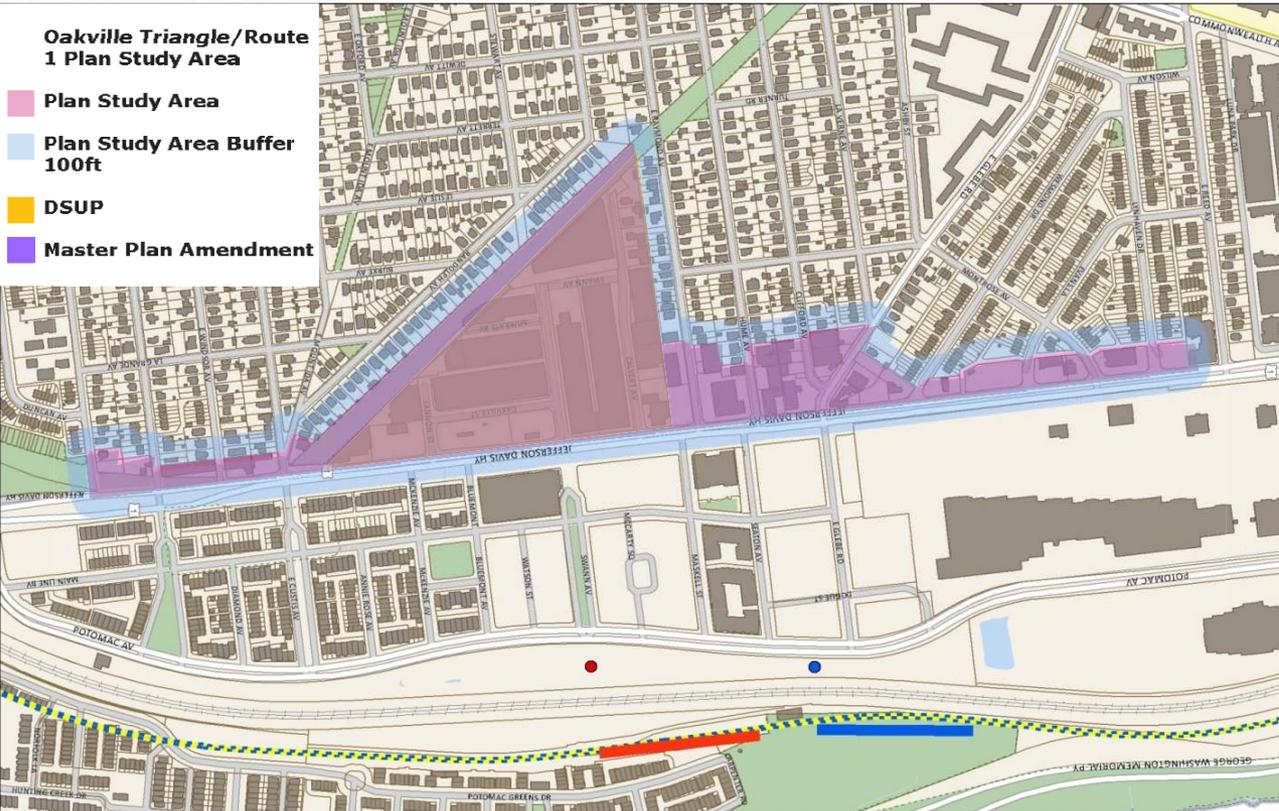


# Advisory Group

## 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
- VACANT                      PY South (new appt in Nov.)

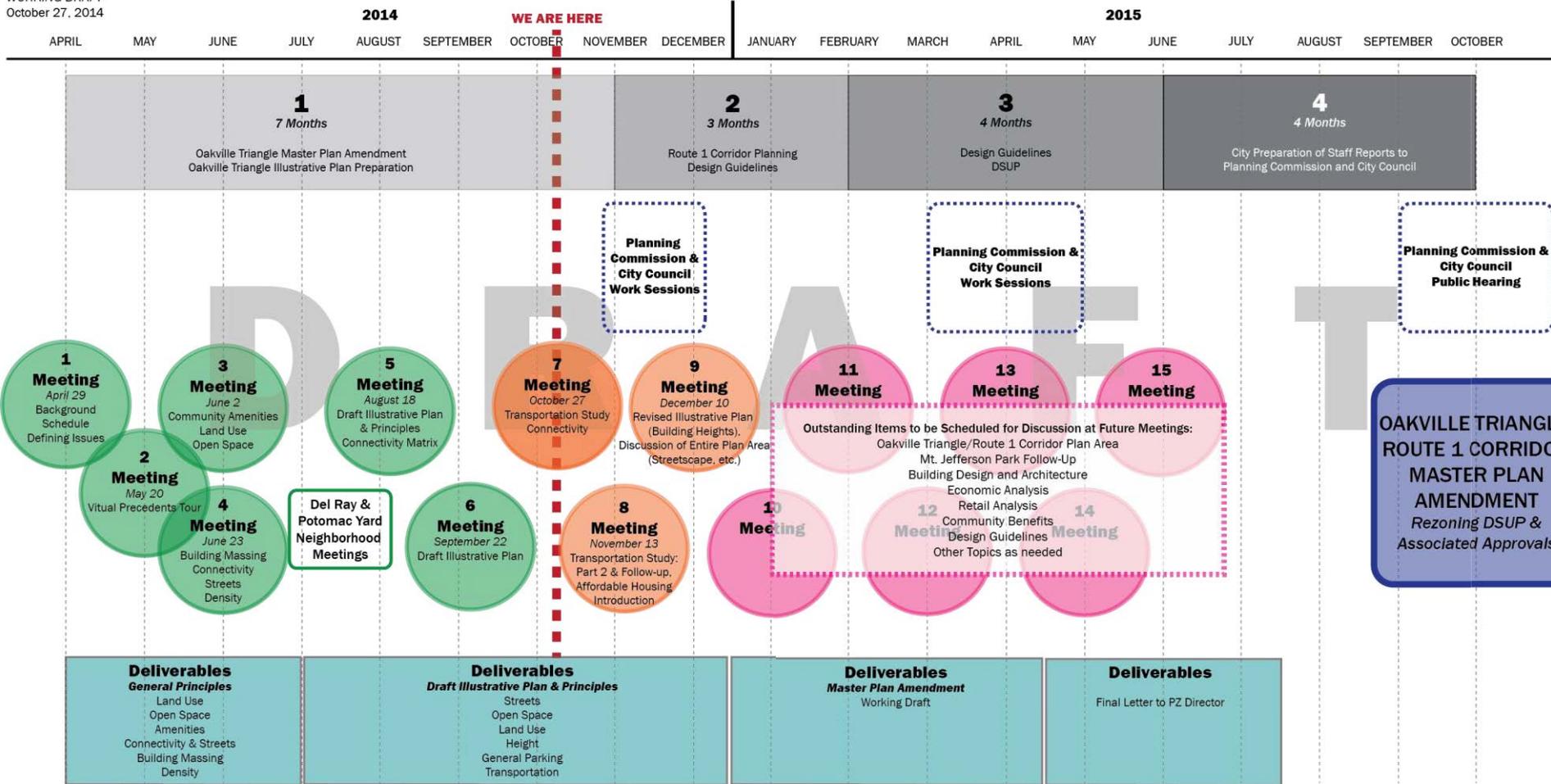
# Plan Study Area – Why Plan?



# Process and Schedule

## DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

WORKING DRAFT  
October 27, 2014



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



# AG/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**





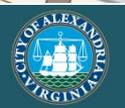
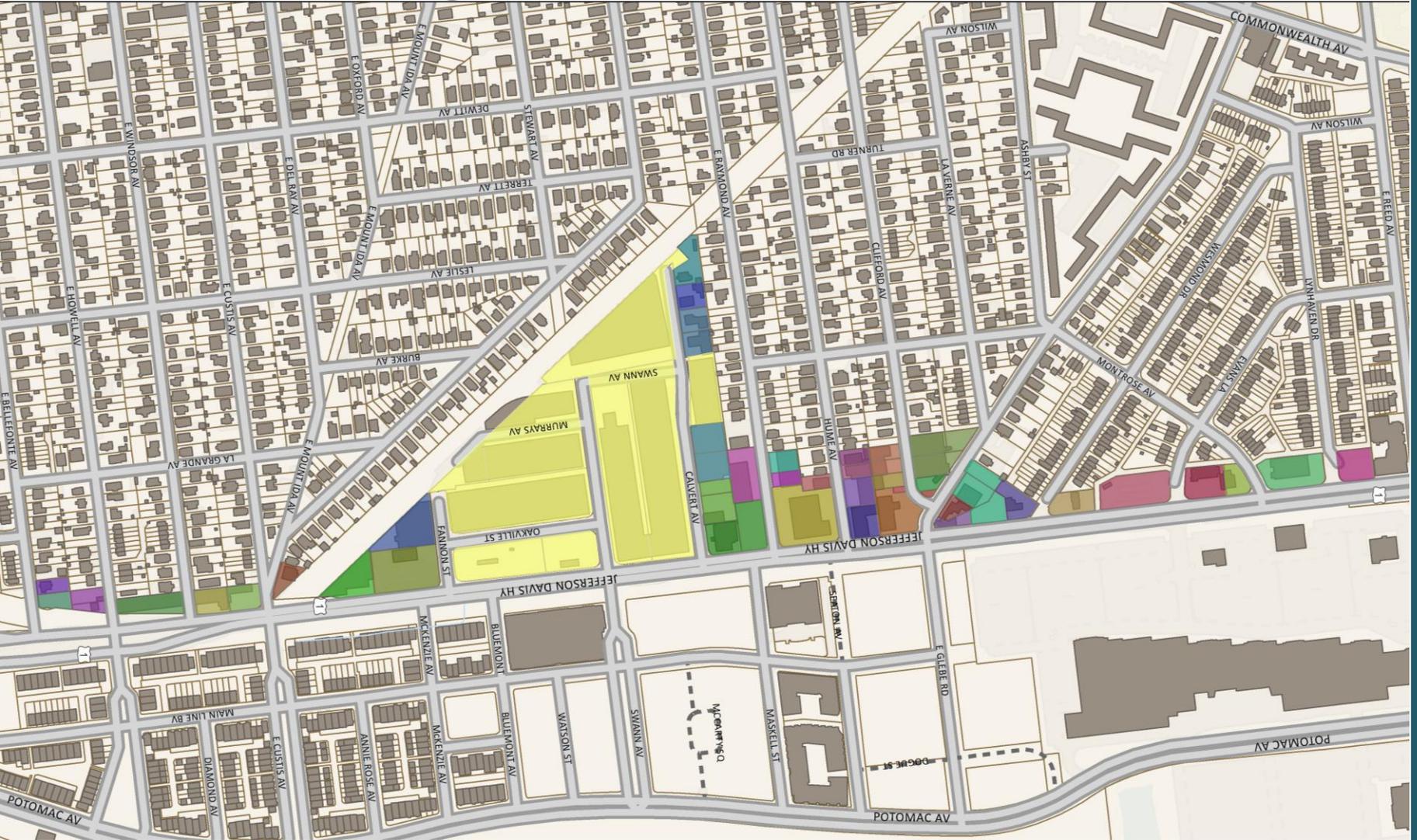
# Challenges

- 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

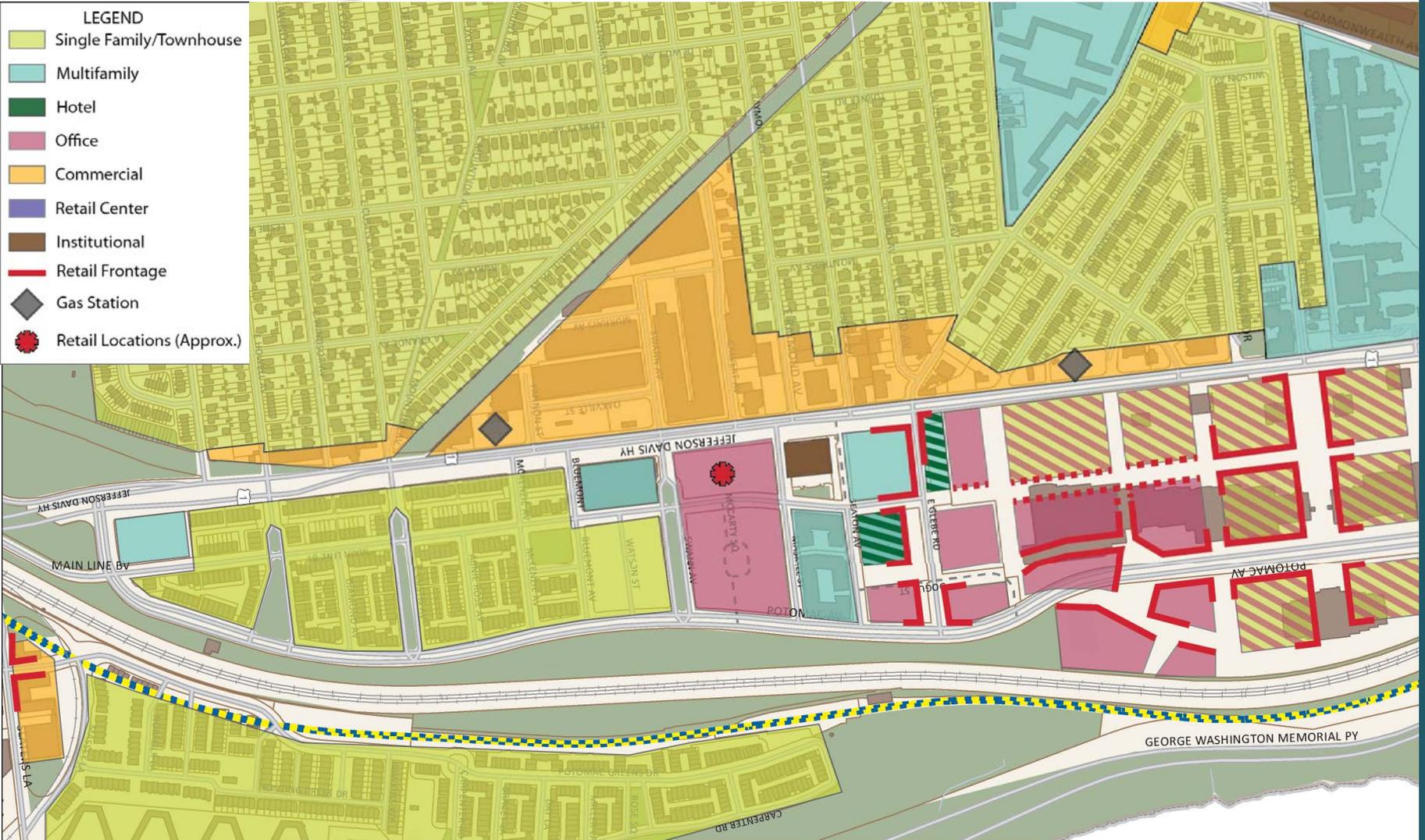
# History



# Ownership



# Existing Land Use



# 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.**

# Streets Connectivity

Oakville Triangle: External Connectivity Options Recommended for Further Study

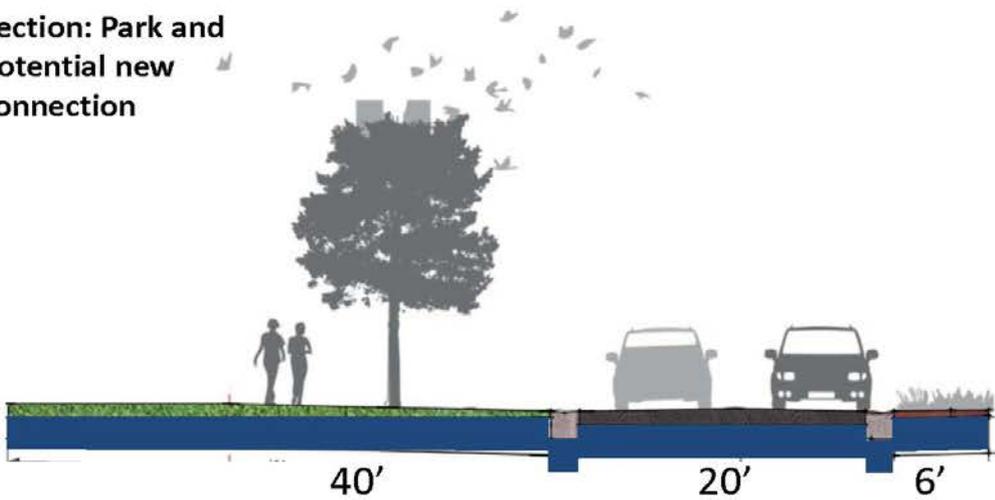
10/21/2014

Connection Option	Direction	Timing	Potential Connection Types			Planning Level Cost Estimate Range (Does not include land or design/engineering costs. These are preliminary numbers and subject to change)	Property and Infrastructure Impacts and Technical Feasibility	Connection Types Recommended for Further Study by Staff			Staff Recommendation
			Ped	Bike	Car			Ped	Bike	Car	
1. North/South road west of Route 1 through commercial and industrial properties to Glebe Rd.	North-South	±5-10+ yrs	Y	Y	Y	\$1.5M-2.5M	Potential two-way vehicular circulation with parallel parking on one side of the street and a sidewalk and landscape strip on each side of the street. The street will require a +/- 60 ft right-of-way. Impacts 20+ commercial- or industrial-zoned parcels. Creates opportunity for improved access for potential redevelopment. These new blocks enable the closure of undesirable curb cuts and improved streetscape along Route 1. Would require property owners to coordinate because redevelopment will require assembly of existing properties. Could be implemented in phases with future redevelopment.	Y	Y	Y	Staff recommends retaining this connectivity option for additional study.
2. Oakville Triangle (Calvert Avenue) north to Raymond Ave through Mt. Jefferson Park	North-South	±0-5yrs	Y	Y	Y	\$250-450K	Potential two-way vehicular circulation. Would result in loss of Public Open Space (+/- 6,000 sf) which would require replacement. The existing dog park would need to be relocated. A proposed road may require significant grading and mitigation. The street would be configured in a way to maintain the uninterrupted trail/path within Mt. Jefferson Park. Pedestrian and/or bike access could be accommodated as part of the redevelopment of Oakville Triangle and associated Mt. Jefferson Park and Trail improvements.	Y	Y	Y	Staff recommends retaining this connectivity option for additional study.
3. Stewart Ave connection through Mt. Jefferson Park	East-West	±0-5 yrs	Y	Y	Y	\$250-450K	Potential two-way vehicular circulation. Would result in loss of Public Open Space (+/- 2,500 sf) which would require replacement. Would bisect the Mt. Jefferson Park and impact the natural uninterrupted character of the linear trail. A proposed road would require limited grading. The Department of Recreation, Parks, and Cultural Activities will be opening the fence in late 2014 at Stewart Avenue to provide maintenance and pedestrian/bike access to Mt. Jefferson Park. Additional pedestrian and/or bike access could be accommodated as part of the redevelopment of Oakville Triangle and associated Mt. Jefferson Park and Trail improvements.	Y	Y	N	Staff does not recommend a vehicular connection at Stewart. Staff does recommend retaining pedestrian and bicycle connectivity option for further study.
4. Additional signalized intersections along Route 1	East-West	±0-10 yrs	Y	Y	Y	\$300-500K	Potential two-way vehicular circulation with a median break and new traffic signals. Pedestrian crosswalks would also be included to connect Oakville Triangle to Potomac Yard. Requires reconfiguration and reconstruction of the recently completed transitway, including interruption of transit service during construction, and permanent changes to signal timing. Would also involve removal of significant amount of existing landscaping and trees to install new left turn lanes. New intersection not supported by staff due to impacts to the transitway operation and traffic. Staff will study potential solutions for pedestrian cross-traffic at non-signalized intersections along Route 1.	Y	Y	N	Staff does not recommend adding additional signals for vehicular traffic along the newly constructed Metroway on Route 1. Staff does recommend continuing to study potential additional pedestrian signals for enhanced pedestrian and bicycle circulation.
5. Move Fannon Street in Oakville Triangle north to align with Bluemont Ave in Potomac Yard	East-West	±0-5 yrs	Y	Y	Y	\$300-500K	Potential two-way vehicular circulation with a median break and new traffic signals. Pedestrian crosswalks would also be included to connect Oakville Triangle to Potomac Yard. Requires reconfiguration and reconstruction of the recently completed transitway, including interruption of transit service during construction, and permanent changes to signal timing. Would also involve removal of a significant amount of existing landscaping and trees to install new left turn lanes. New intersection not supported by staff due to impacts to the transitway operation and traffic. Staff will study potential solutions for pedestrian cross-traffic at non-signalized intersections along Route 1. A new street would also impact existing right-of-way access for existing businesses and parcels south of Fannon St., as well as create awkward leftover site parcels after reconfiguration of the road.	N	N	N	Staff does not recommend adding additional signals for vehicular traffic along the newly constructed Metroway on Route 1.

■ All mode options recommended for further study  
■ Some mode options recommended for further study  
■ No mode options recommended for further study

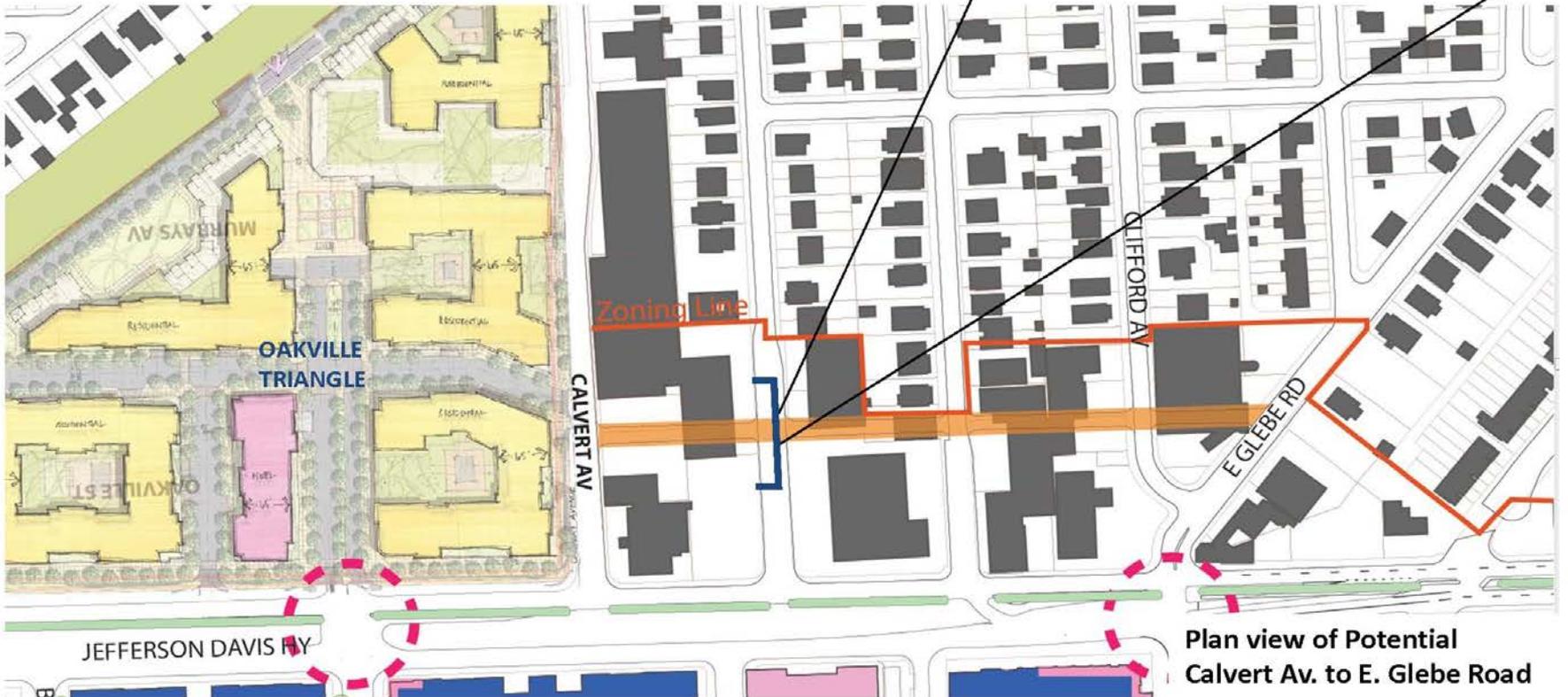
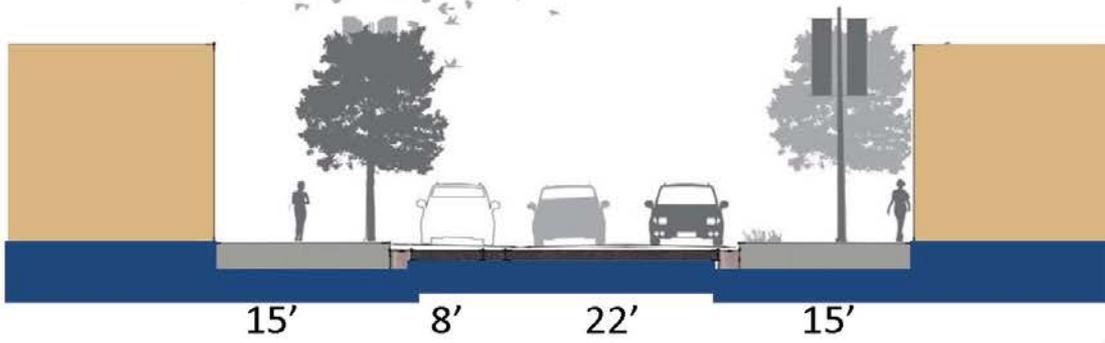


Section: Park and Potential new connection



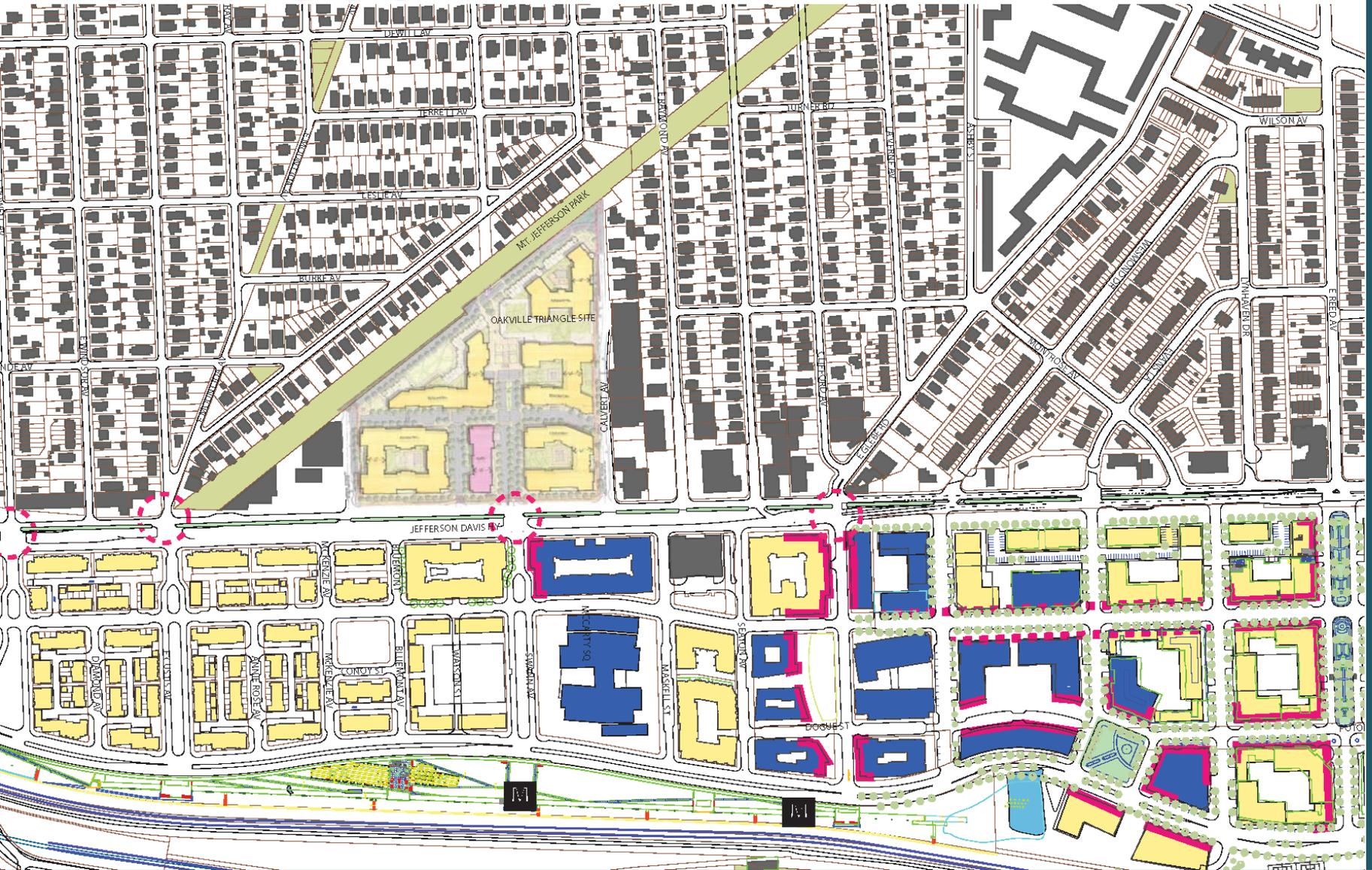
Plan view of Potential Calvert Av. to E. Raymond Av. Connection

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



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

# Land Use



## 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



0 120

KEY  
 RETAIL  
 RESIDENTIAL  
 HOTEL  
 BACK OF HOUSE/  
 PARKING

OAKVILLE  
 Alexandria, Virginia

COOPER CARRY

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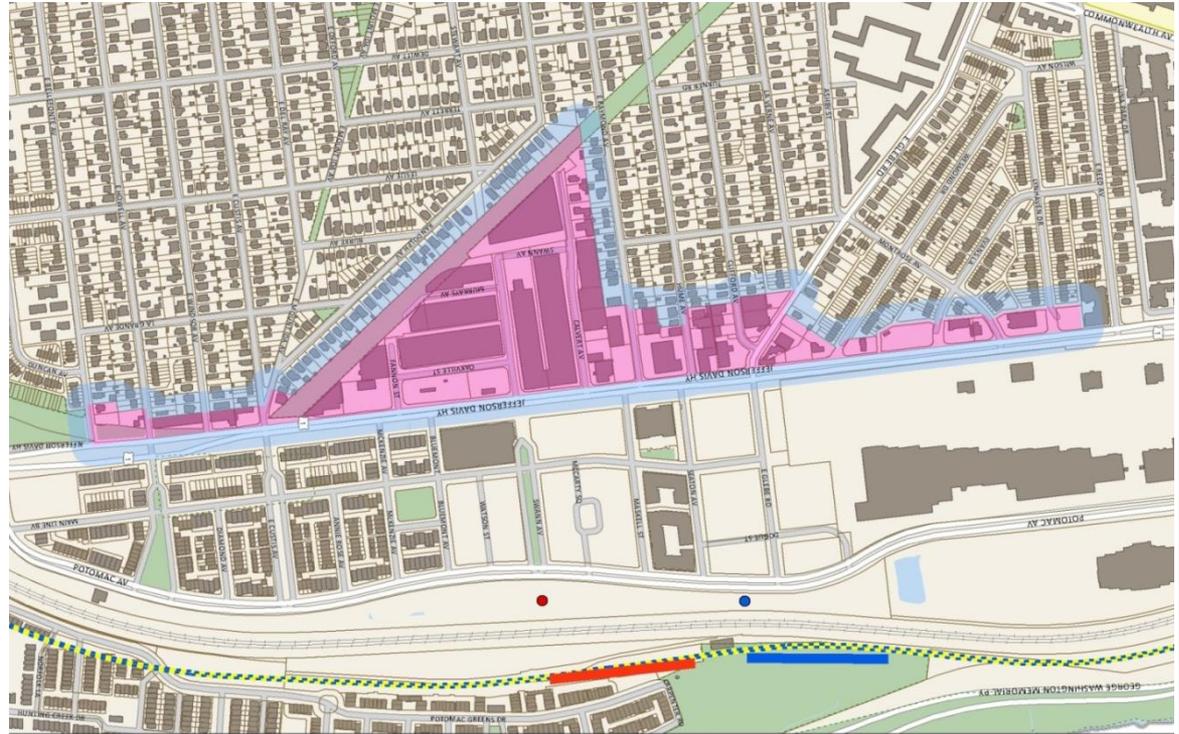


# Mt Jefferson Concept Diagram



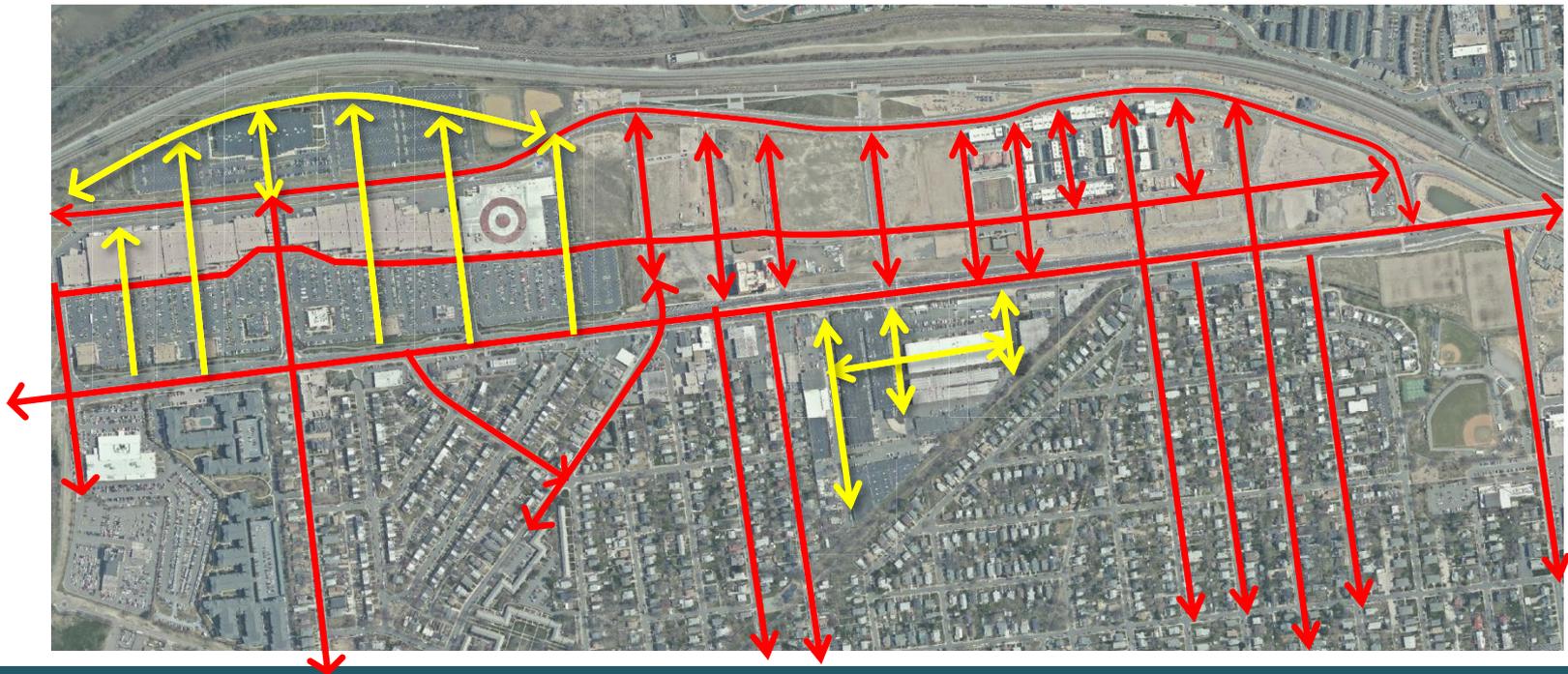
# Developer Contributions

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

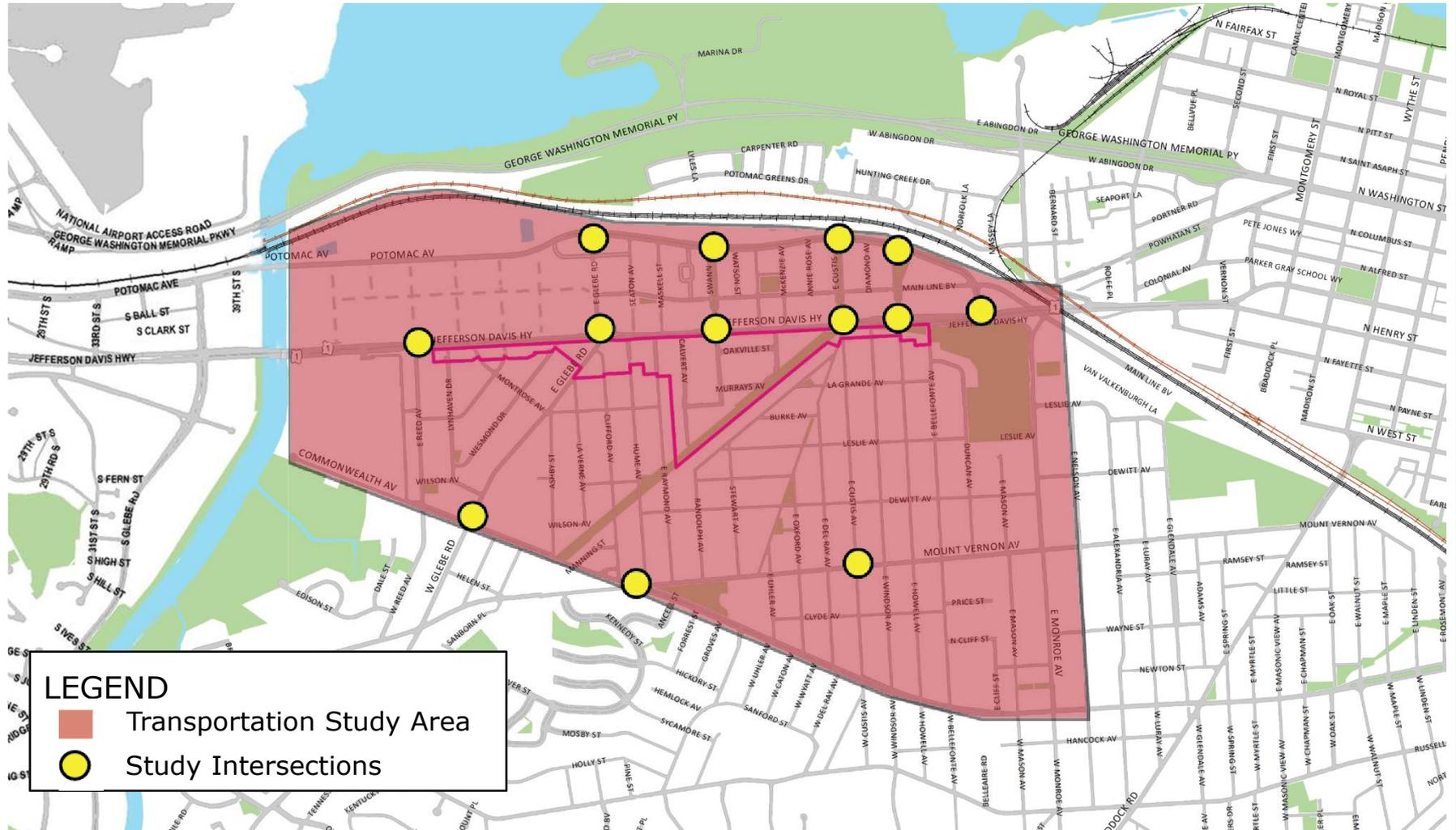


# Transportation Infrastructure: Existing vs. Future

- 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)



# Transportation Study Area



## LEGEND

- Transportation Study Area
- Study Intersections

# Existing Transportation Infrastructure



# 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



# Next Steps

- AG Meeting Nov. 13: Transportation Study and Connectivity follow-up, Intro to Affordable Housing
- Neighborhood Parks Meeting Nov. 18 on Mount Jefferson Park
- AG Meeting Dec. 10: Building Heights and Onsite Open Space - Oakville Triangle Plan
- Winter-Spring 2015: Heights, Economic Analysis, Community Amenities, Retail Analysis, Design/Architecture

