

Oakville Triangle/Route 1 Corridor Plan & Design Standards

Amendment to the Potomac West Small Area Plan
MPA 2015-0004

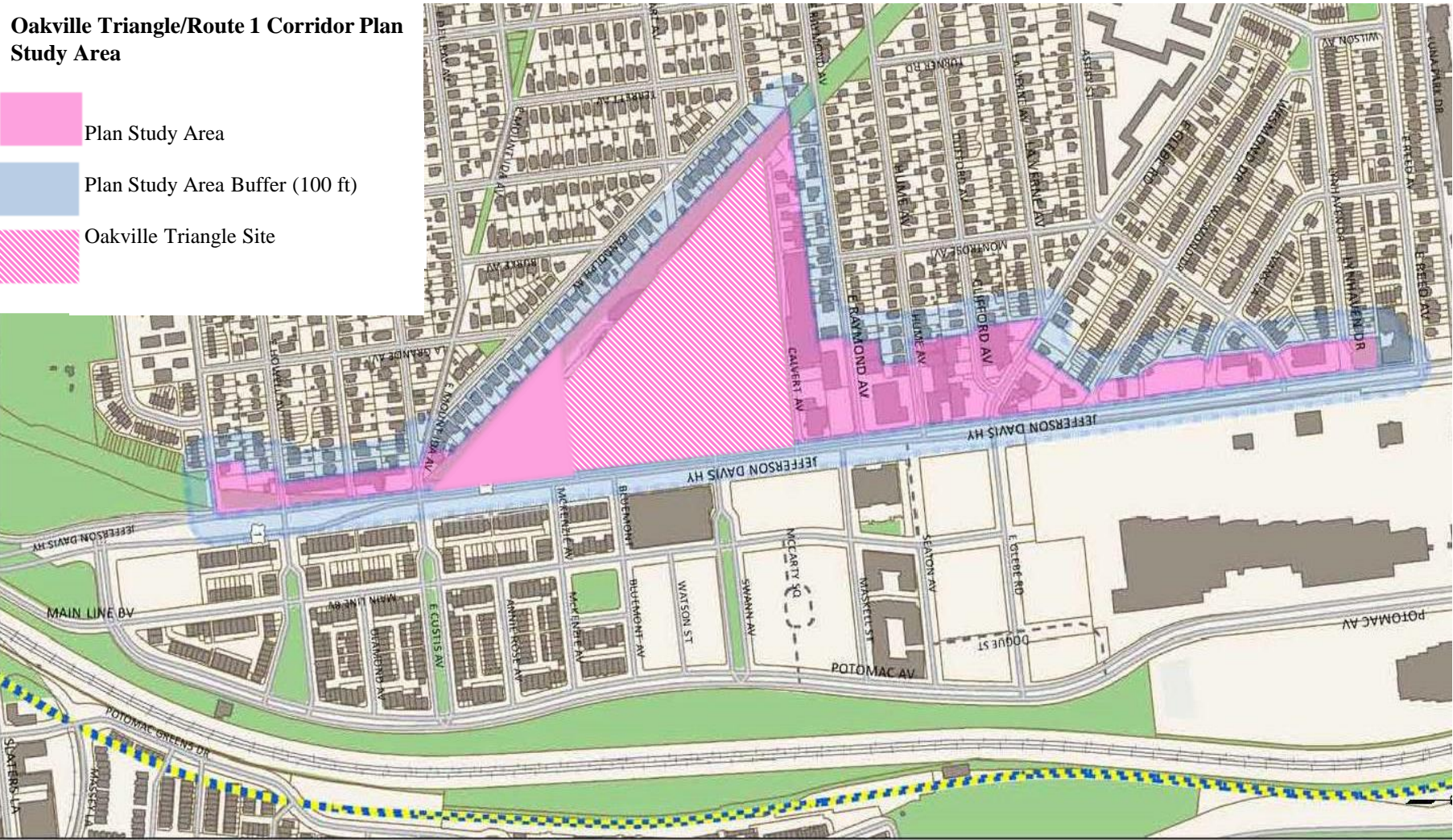
City Council
October 17, 2015



Planning Area

Oakville Triangle/Route 1 Corridor Plan Study Area

- Plan Study Area
- Plan Study Area Buffer (100 ft)
- Oakville Triangle Site



PLAN PRINCIPLES

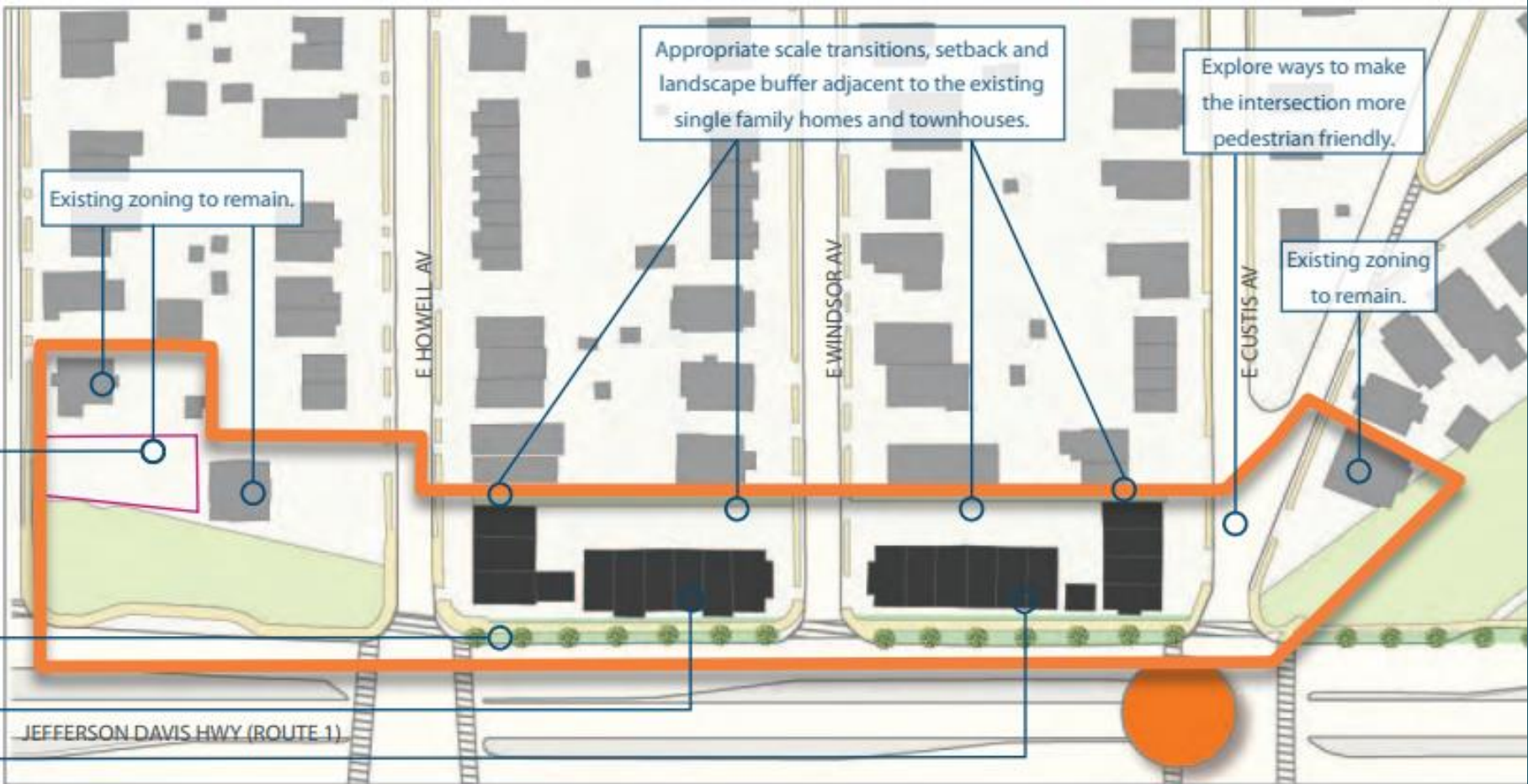
- COMPATIBILITY WITH EXISTING NEIGHBORHOODS
- MOUNT JEFFERSON PARK ENHANCEMENT
- IMPROVED AND EXPANDED OPEN SPACES
- URBAN FORM AND DESIGN EXCELLENCE
- DEVELOPMENT NEAR TRANSIT
- TRANSPORTATION OPTIONS
- MIX OF USES, RETAIL AND MAKER SPACES
- DIVERSITY OF HOUSING OPTIONS



Illustrative Plan



Plan District 1



TOWNHOUSES



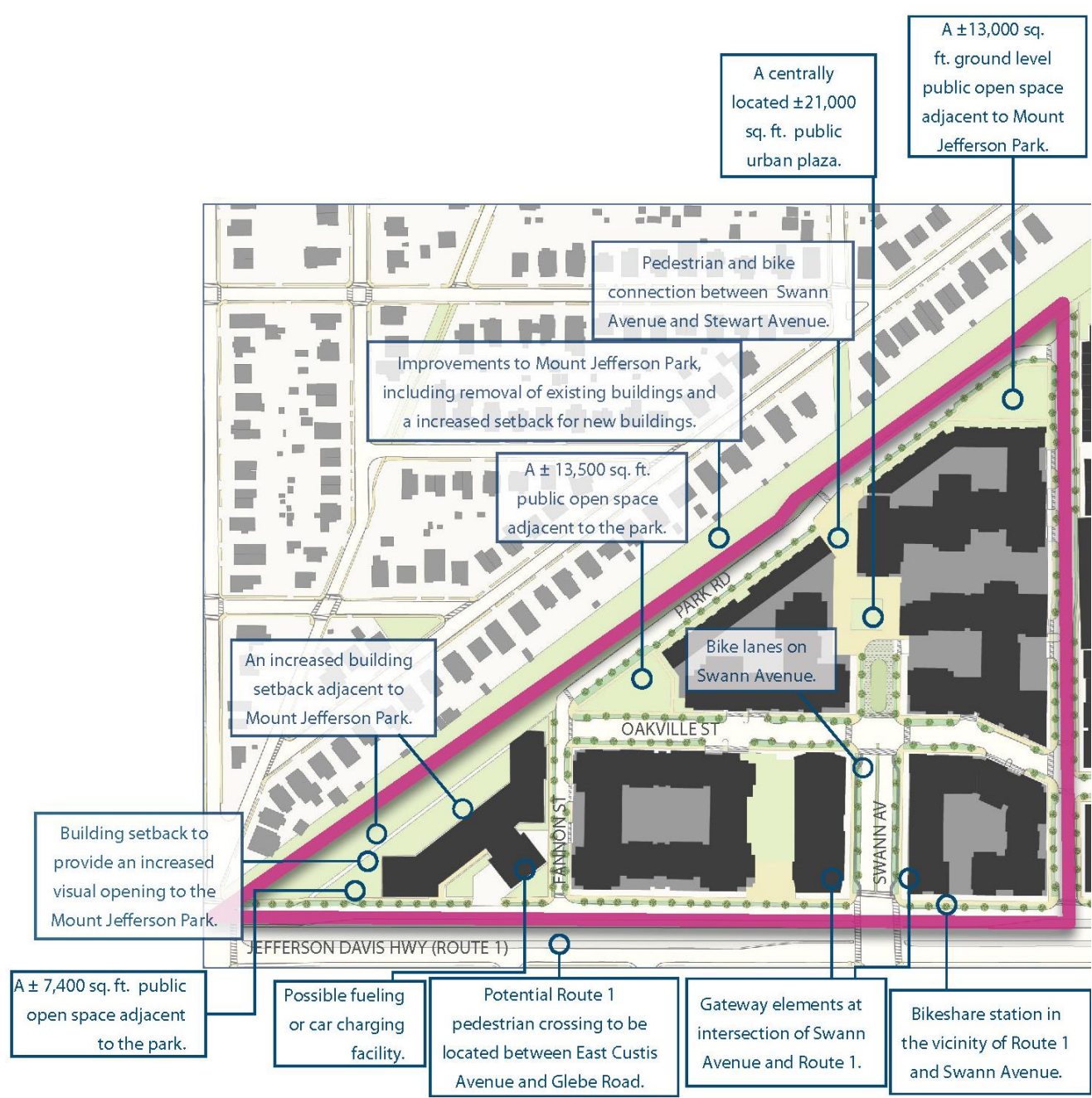
ROUTE 1 STREETSCAPE



Figure 6: View Looking South, Route 1 and
Custis Ave (Adjacent to Mount Jefferson Park)



Plan District 2 – Oakville



Plan District 2 – Oakville

OAKVILLE
TRIANGLE -
SWANN
AVENUE



PARK ROAD



CALVERT
AVENUE



Plan District 3



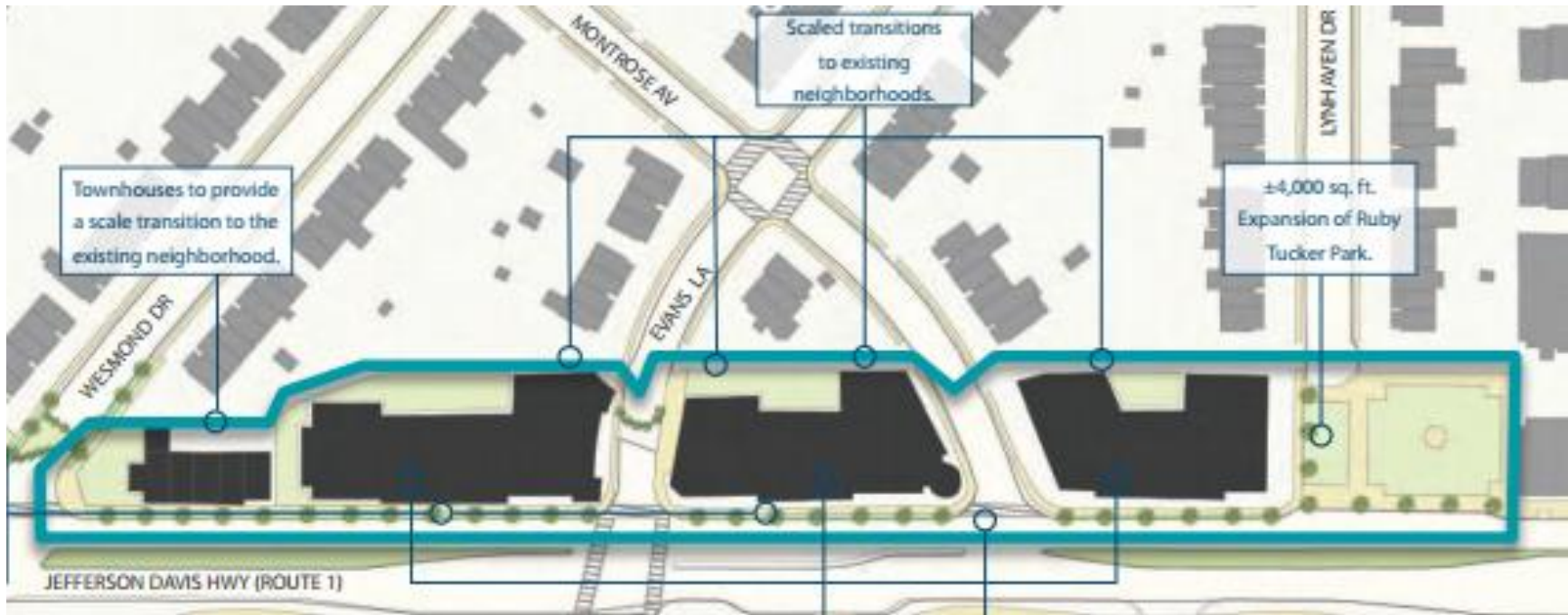
Plan District 3



Plan District 3



Plan District 4



Plan District 4

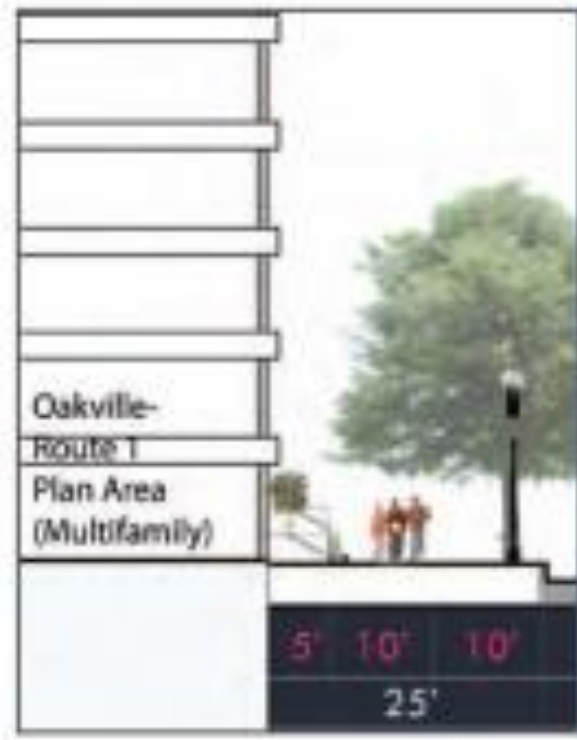
ROUTE 1



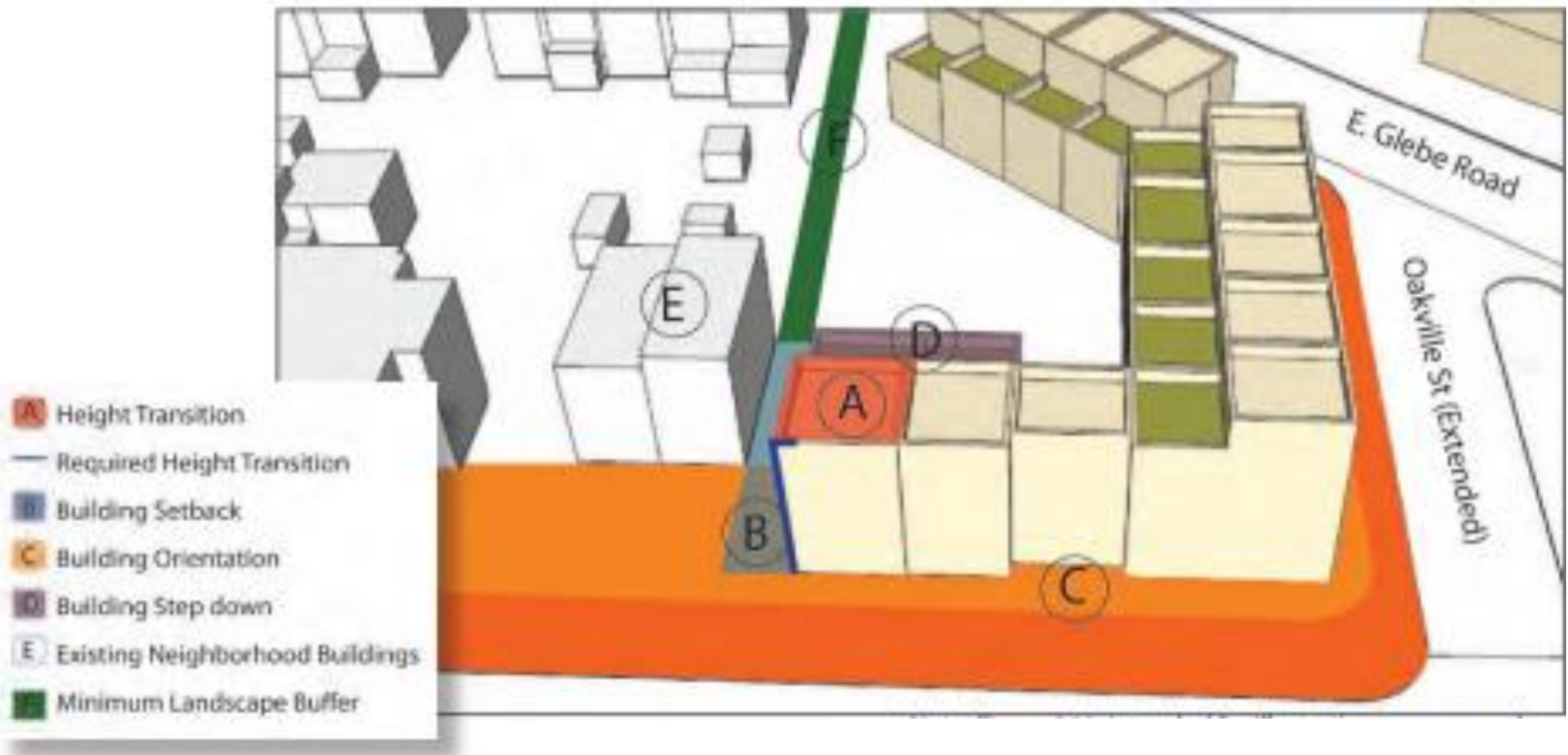
EXPANDED
RUBY TUCKER
PARK



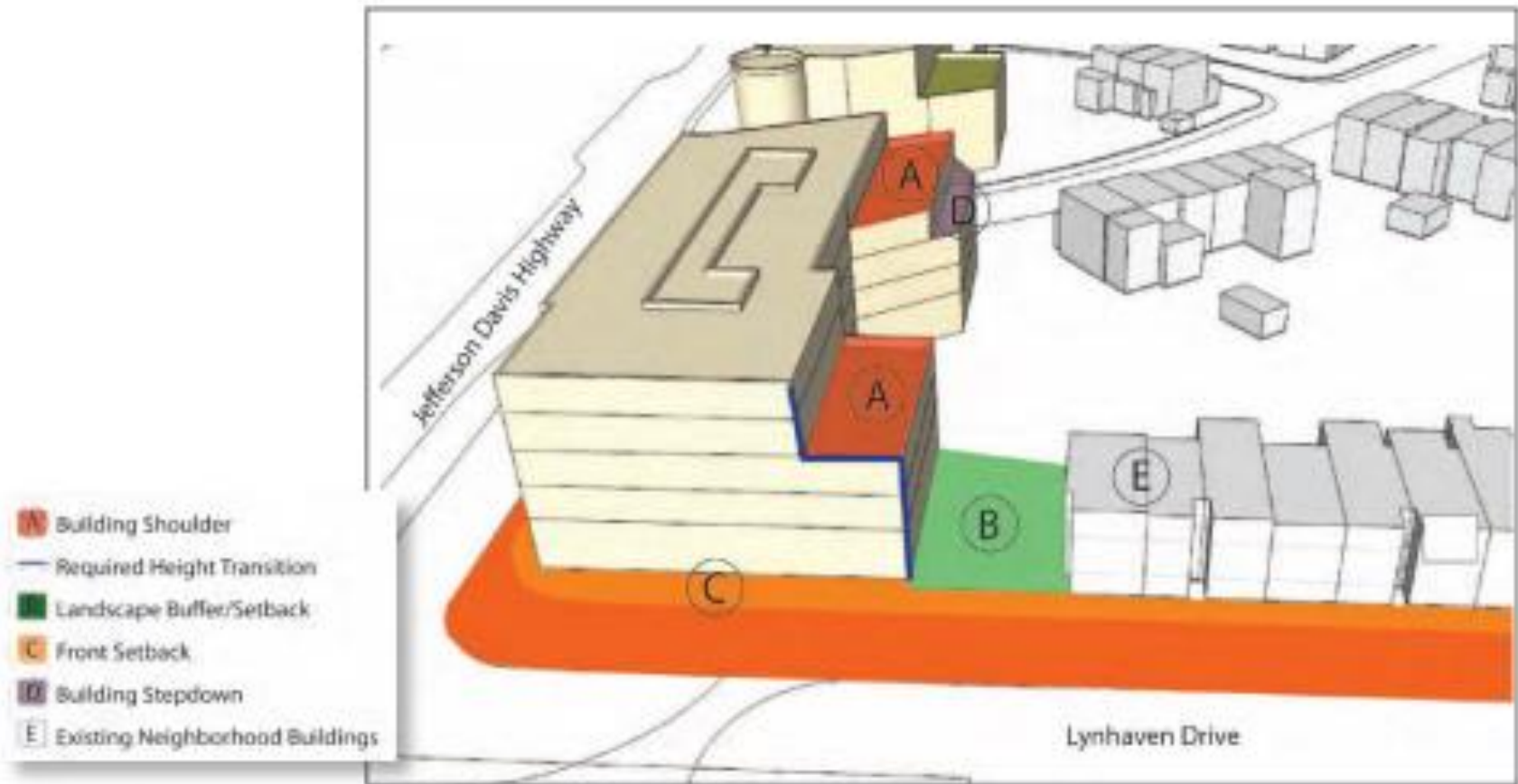
Route 1 Frontage



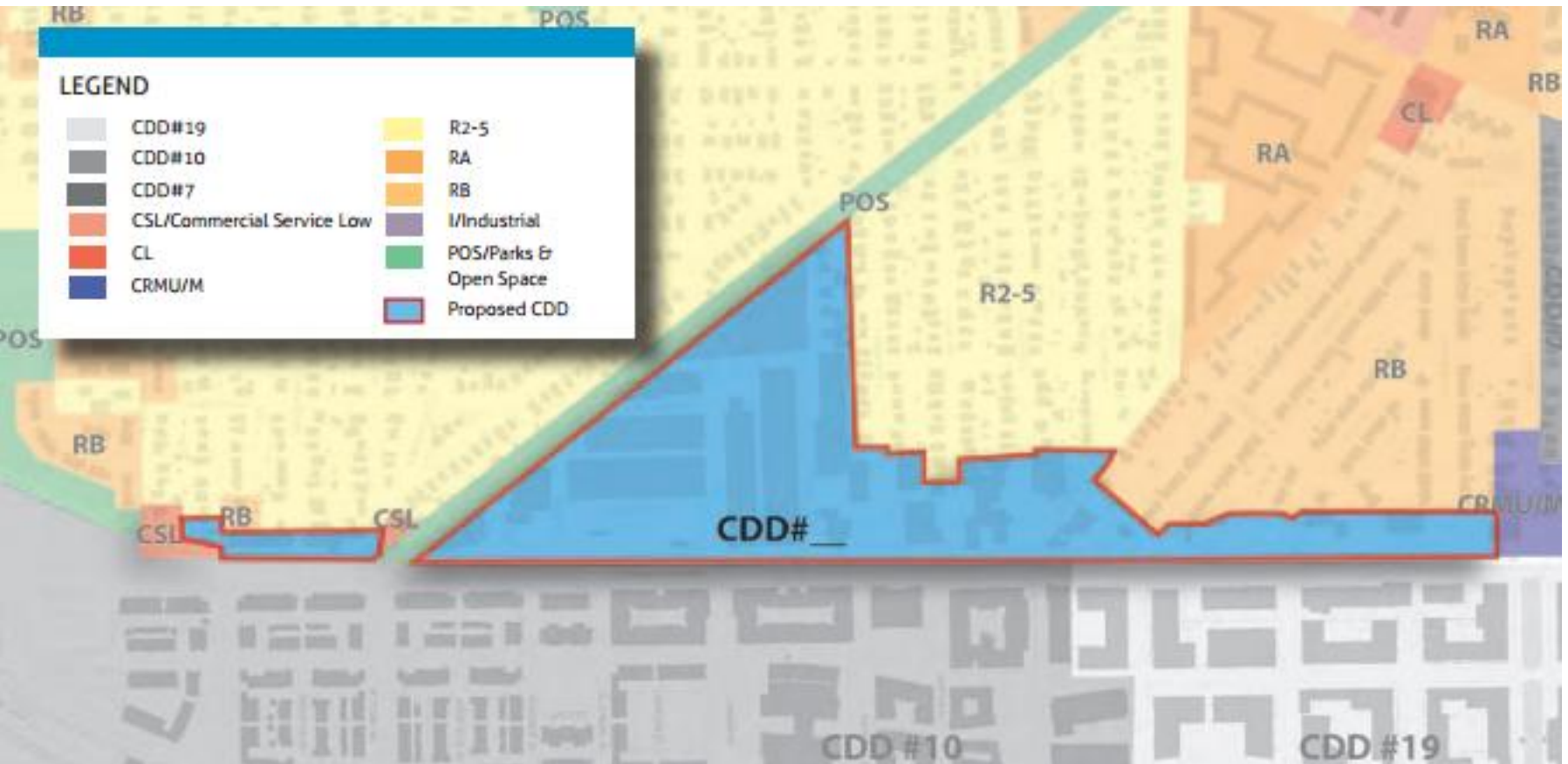
Transitions – Townhouses



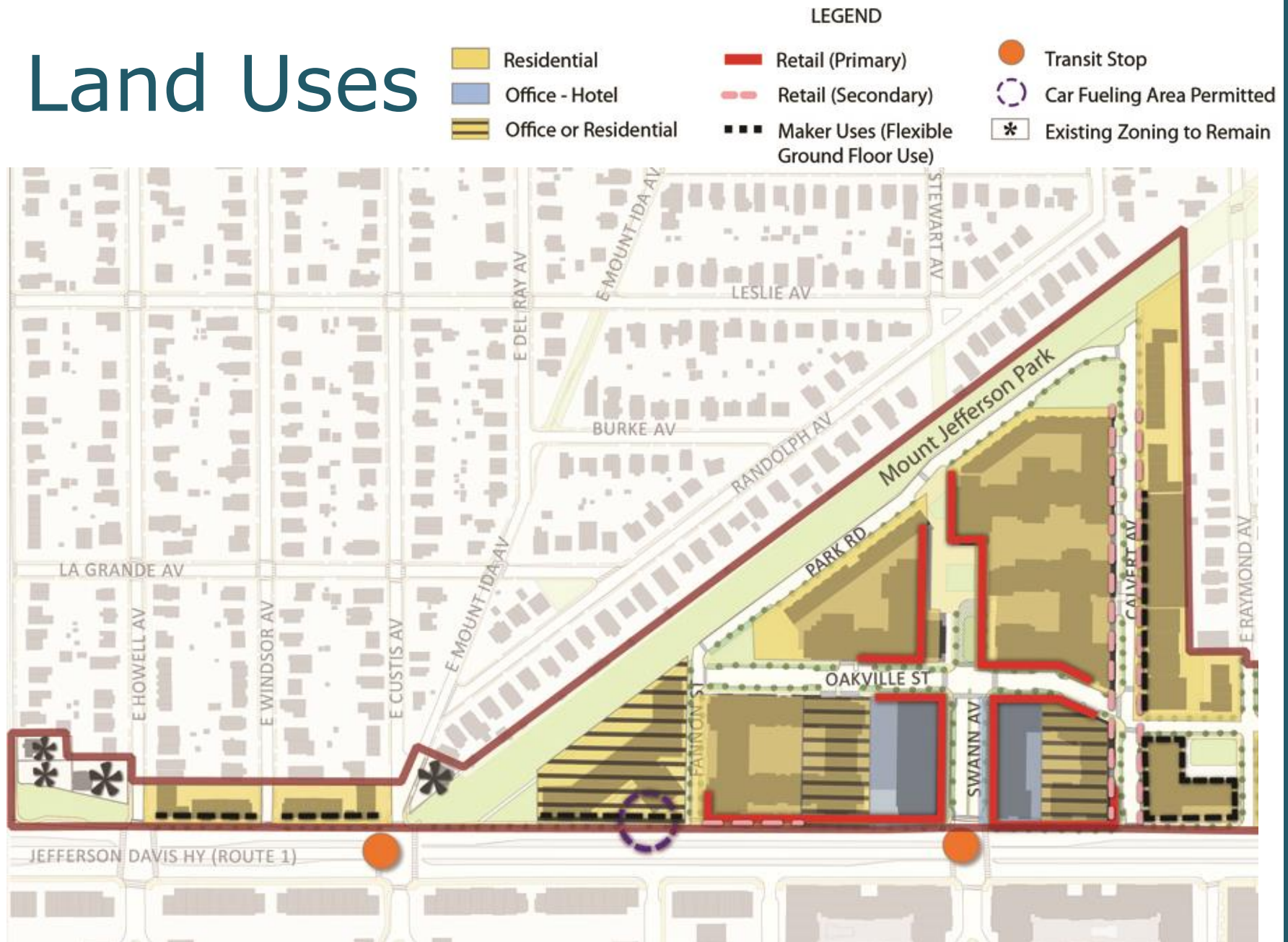
Transitions – Multifamily Buildings



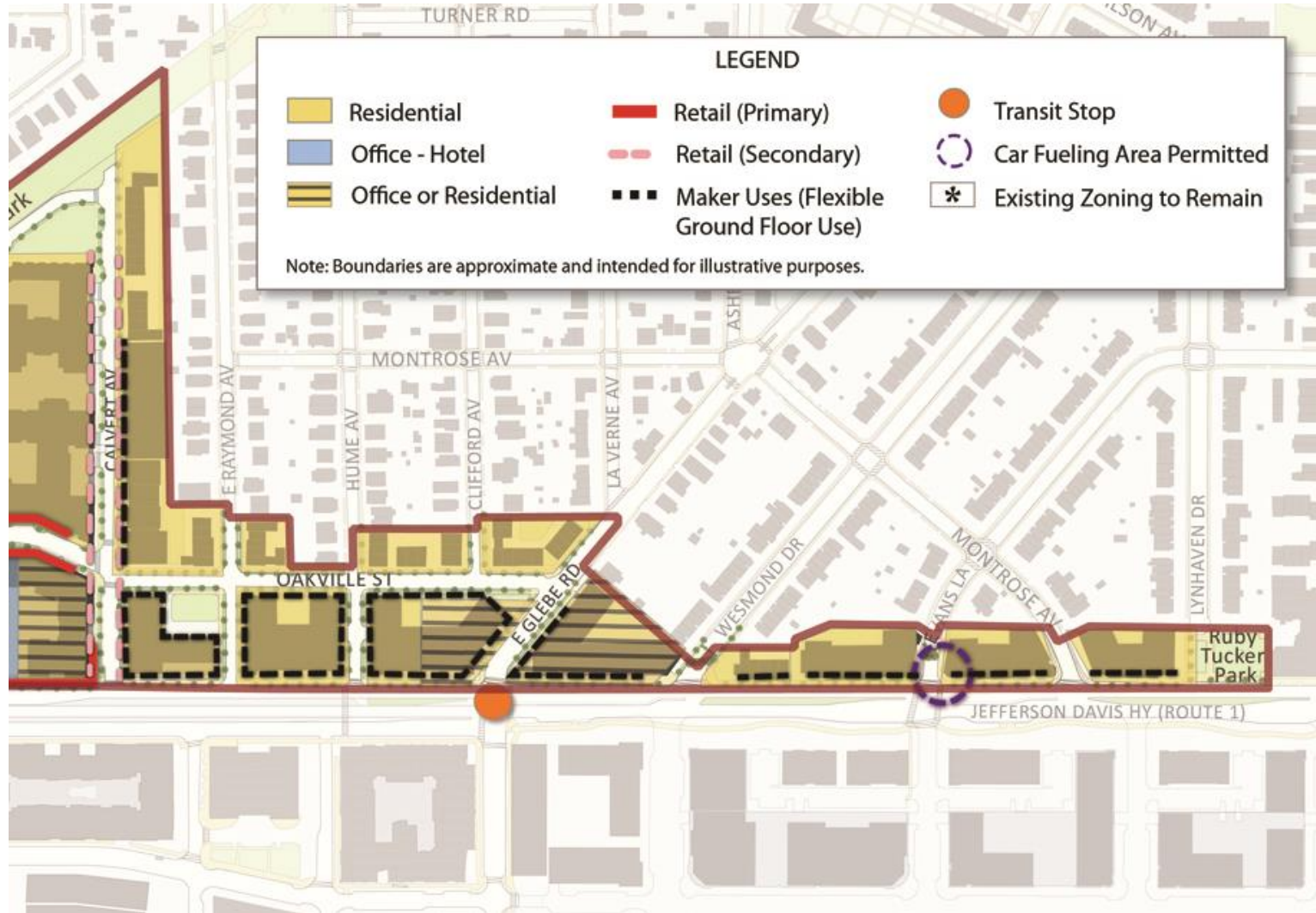
Proposed Zoning



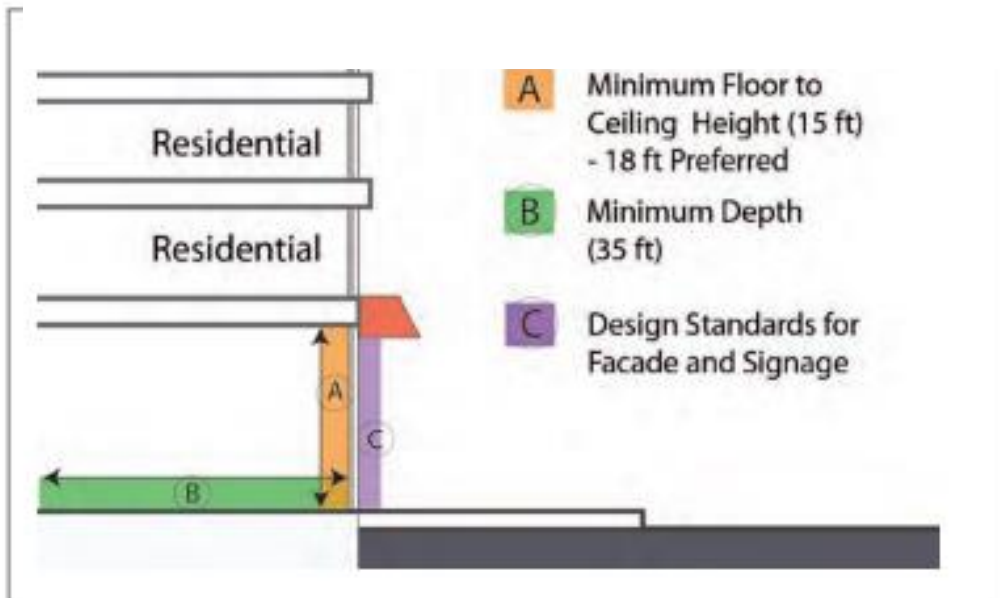
Land Uses



Land Uses

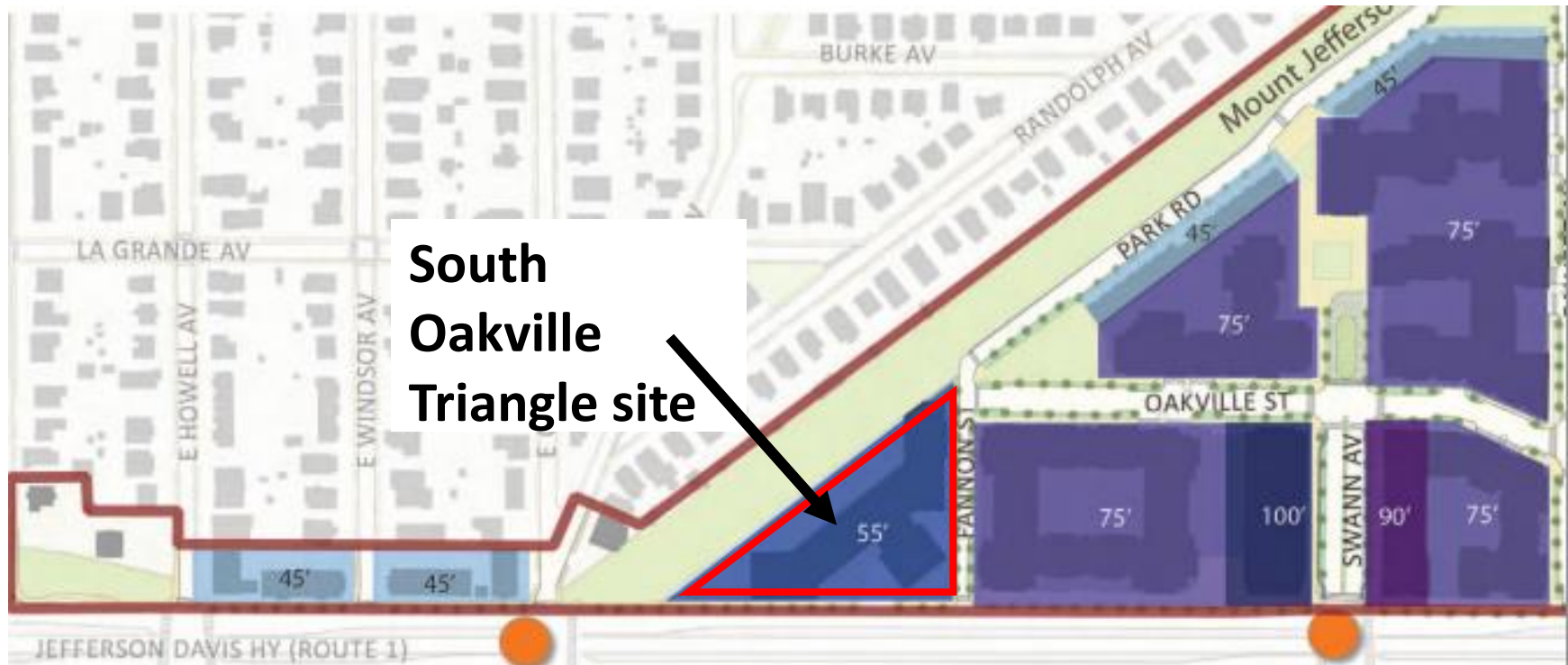


Maker Space



Building Heights

LEGEND






Building Heights



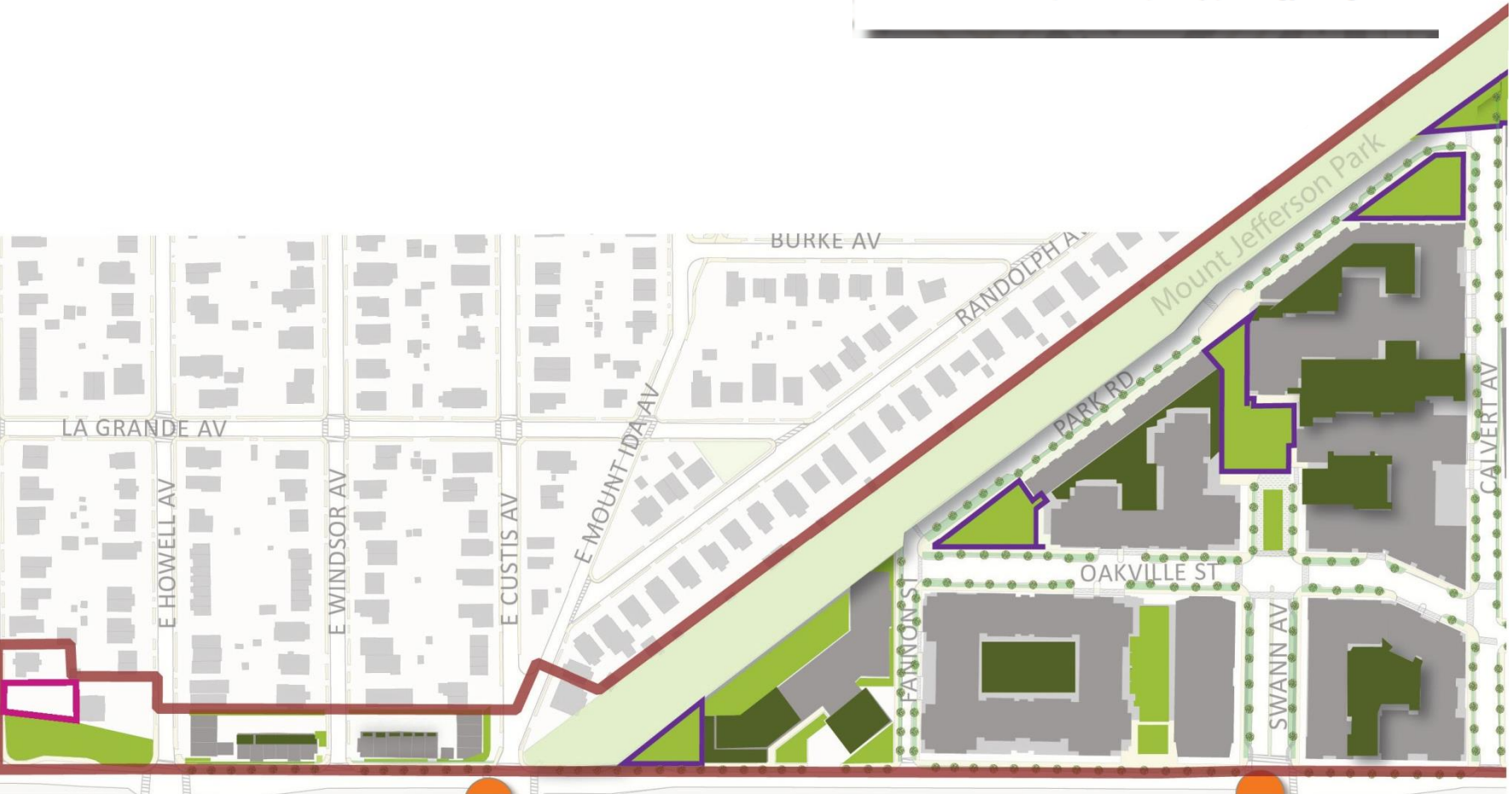
Open Space

LEGEND

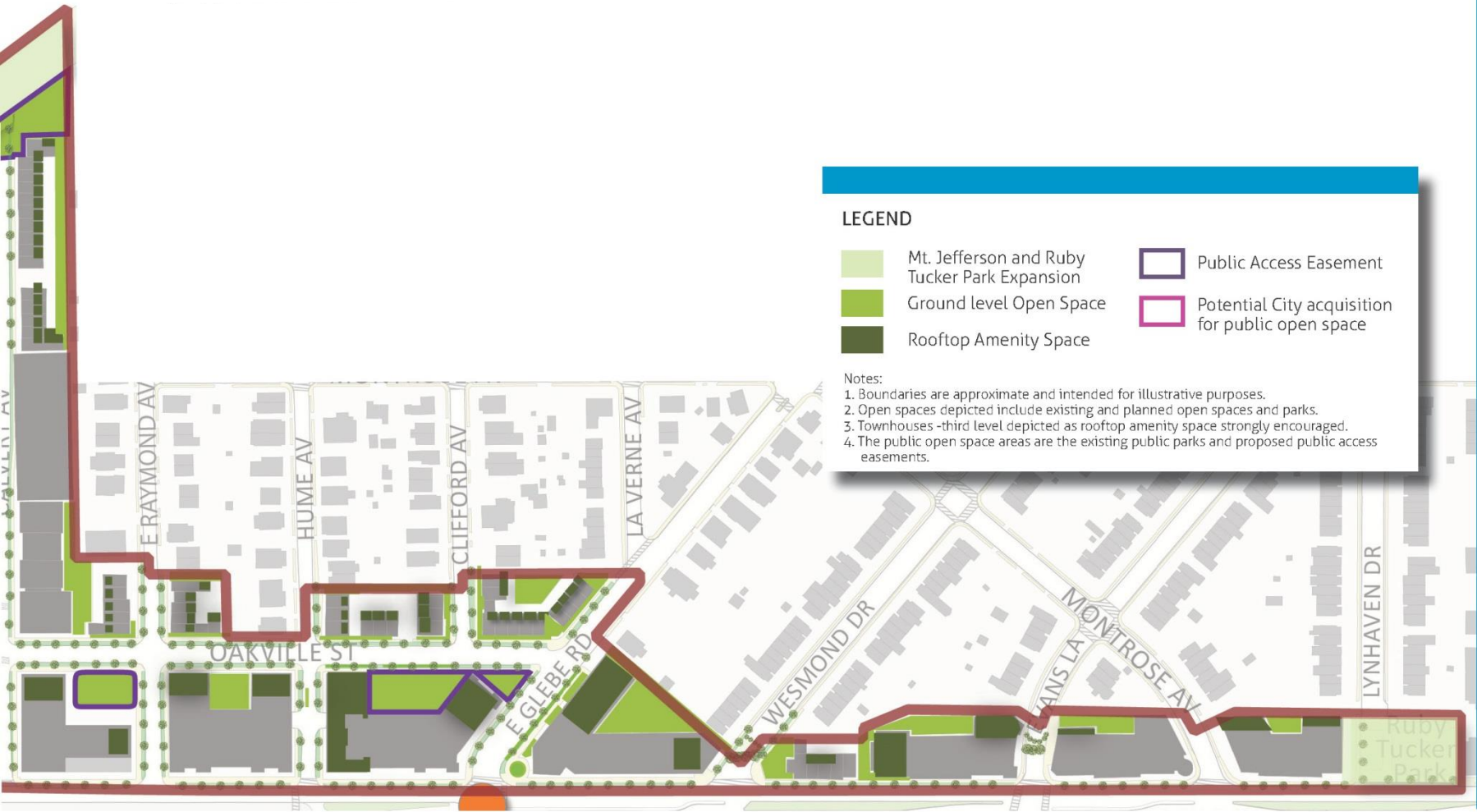
	Mt. Jefferson and Ruby Tucker Park Expansion		Public Access Easement
	Ground Level Open Space		Potential City acquisition for public open space
	Rooftop Amenity Space		

Notes:

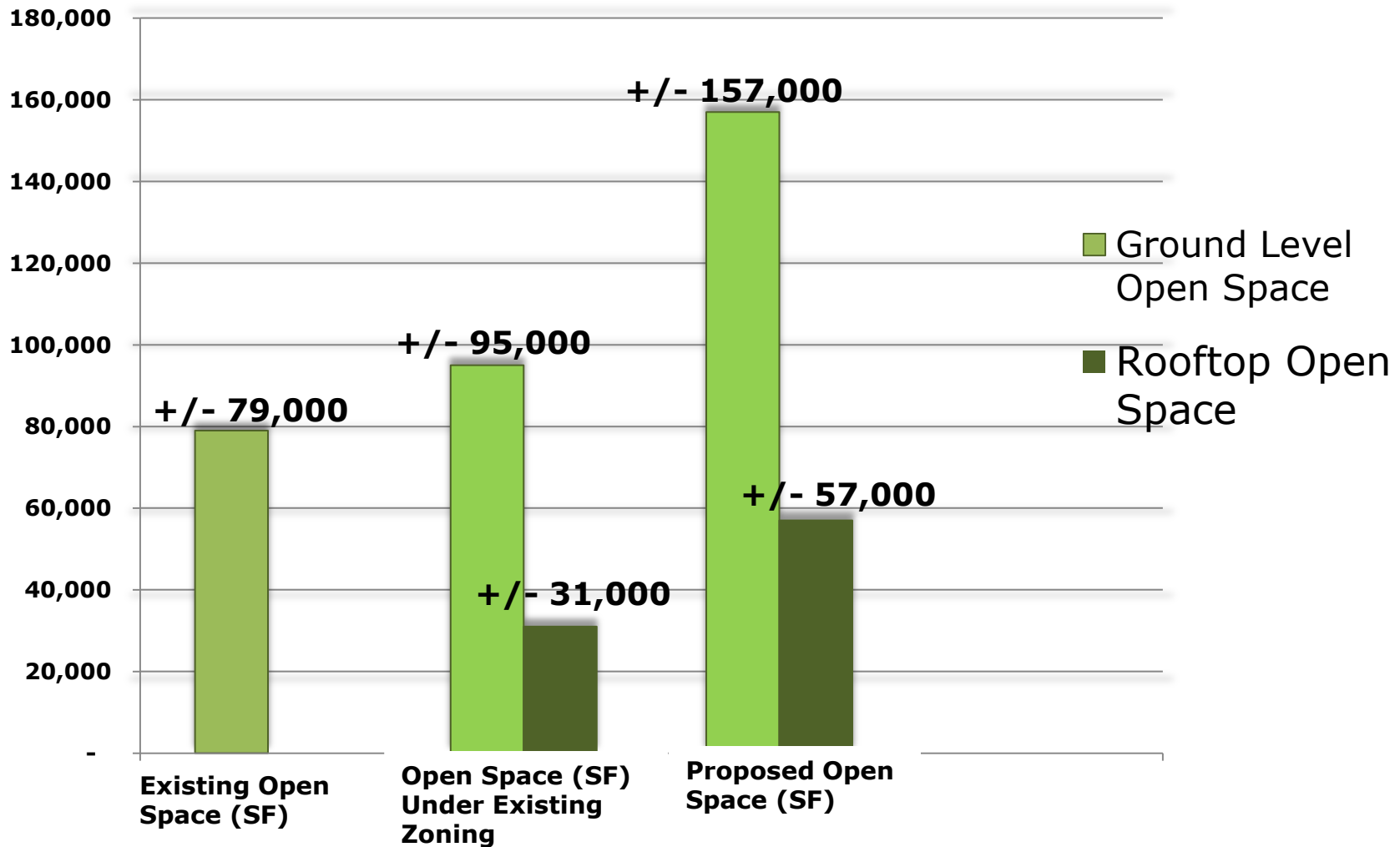
1. Boundaries are approximate and intended for illustrative purposes.
2. Open spaces depicted include existing and planned open spaces and parks.
3. Townhouses -third level depicted as rooftop amenity space strongly encouraged.



Open Space



Plan Area Open Space



Mount Jefferson Park

MOUNT
JEFFERSON
PARK



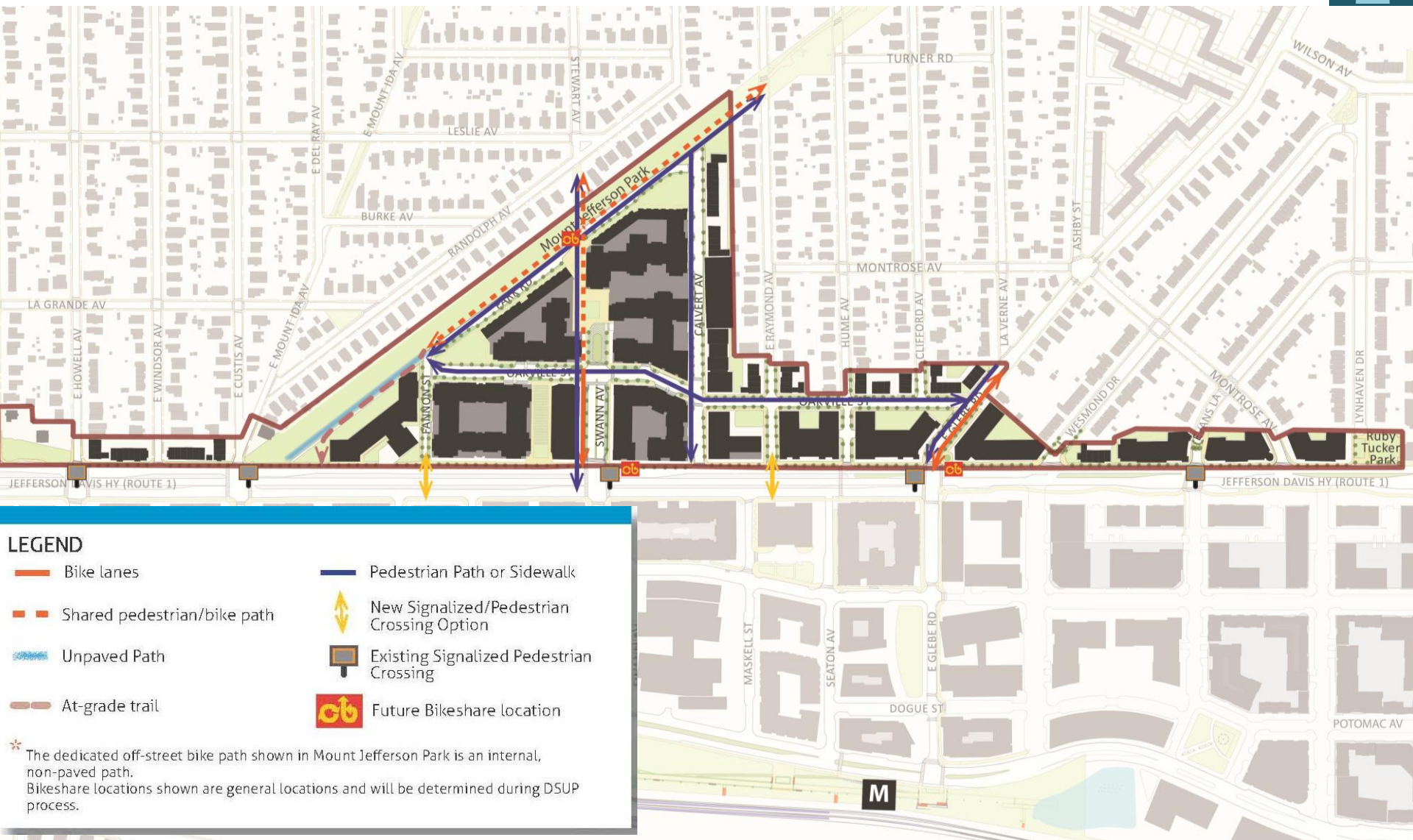
Transportation Study/Plan Improvements

Transportation improves in 2027 w/Plan compared to w/out the Plan, due to:

- Mix of land uses that result in a shift to walking and using transit
- Enhanced street grid + connectivity
 - new north-south road between Fannon and East Glebe
 - distributes traffic, improves flow, improves pedestrian, bicycle and transit connectivity;
- Route 1 / E. Glebe improvements
- New Montrose signal and traffic calming
- Montrose/Ashby/Glebe intersection improvements
- Additional ped crossing of Route 1
- TMP strategies



Bike and Pedestrian Circulation



Affordable Housing

- Consistent with Housing Master Plan
- Affordable housing in close proximity to jobs and transit
- Minimum of 65 housing units in Oakville Triangle affordable at 60% AMI (appropriate for workers in future jobs)
- On-site affordable housing or contributions for other redev. sites
- ARHA replacement units possible



Plan Benefits at a Glance

Land Use	Mix of uses: Hotel, Office, Residential, Retail, Maker Space
Open Space	Required open space with each redevelopment (3x more open space than today, 2x more than current zoning) Improved Mount Jefferson Park & 5 adjacent public open spaces Expanded Ruby Tucker Park
Heights	Existing zoning: up to 50' Plan: 45' adjacent to existing homes; 55'-75' in most of Plan area; 90'-100' at Swann/Route 1. Requirements for buffers/scale transitions
Affordable Housing	Affordable housing in Plan Area will be NET NEW (no loss) 65 new units in Oakville Triangle at 60% AMI On-site affordable housing/contributions all sites ARHA replacement units possible
Connectivity	Enhanced bike/ped network and connectivity Enhanced street grid; Glebe/Route 1 improvements
Streetscape	25' Streetscape on Route 1: wide sidewalks, street trees, underground utilities , improved accessibility
Stormwater	Majority of existing development does not treat stormwater. New development will treat all stormwater , new BMPs.

Typical Redevelopment Conditions

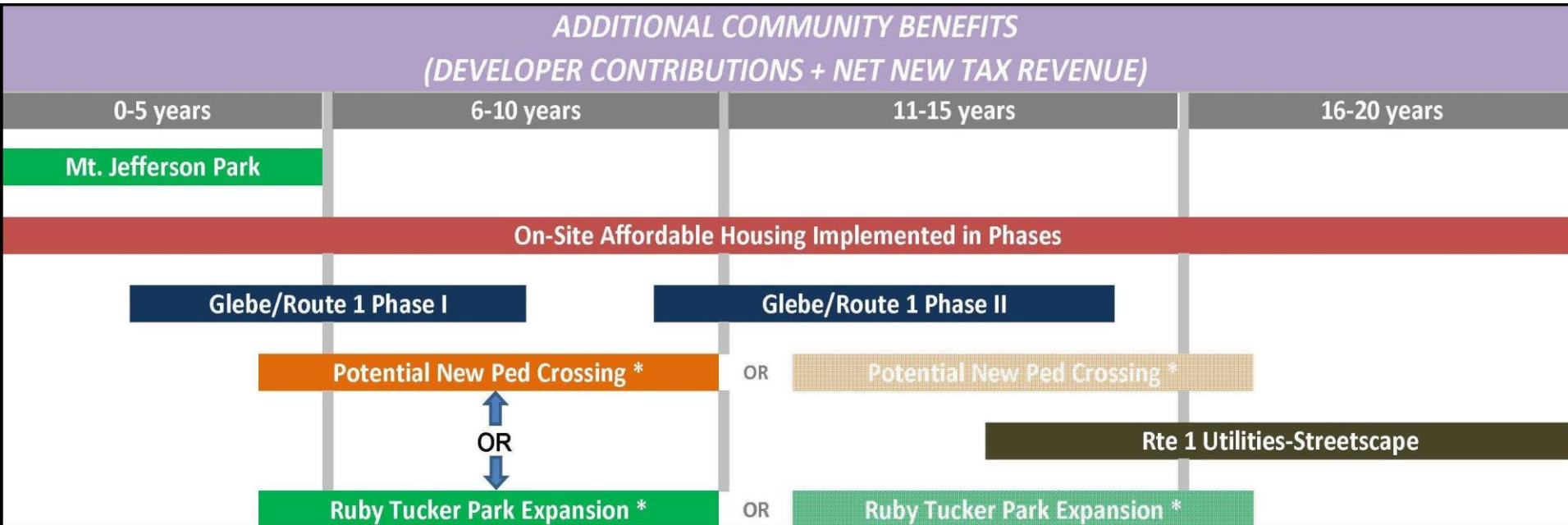
- Underground utilities (property frontage)
- Ground level open space (public or private)
- Sidewalks, street right of way
- High quality architecture and streetscape
- Affordable housing contribution
- Public art contribution
- Underground parking where specified
- Capital Bikeshare
- Transportation Management Plan



Developer Contributions

Oakville Triangle Developer Contributions	
Mount Jefferson Park Improvement	\$2,000,000
On-site Affordable Housing in Oakville Triangle	\$7,800,000
Phase 1 E. Glebe Road/Route 1 Intersection Improvements in consultation with property owners	\$1,600,000
Total	\$11,400,000
Tax Increment (20% Net New Tax Rev in Plan Area)	
Phase 2 E. Glebe Road/Route 1 Intersection Improvements in consultation with property owners	\$5,882,100
Streetscape/Undergrounding (shallow blocks on Rte 1)	\$8,825,600
Route 1/Transitway Pedestrian Crossing	\$675,000
New Signal/pedestrian crossing at Montrose/ Rte 1	\$600,000
Ruby Tucker Park Expansion	\$625,000
Total	\$16,607,700
TOTAL	\$28,007,700

Phasing – Sequencing



Note: Times are approximate for planning purposes

Planning Commission Action

Unanimously approved Plan with two revisions:

1) Revise Rec. 1.1 to include “support the expectation of high quality architecture.” Throughout the Plan, wherever the phrase “high quality design” appears, revise to read “high quality design and architecture.”

2) On page 52, add parameters for Southern Oakville Triangle block: Additional height may be considered for the property at the corner of Fannon and Route 1 subject to the following:

- Require a more appropriate setback (larger than 12 feet proposed) between the proposed building and the future lower trail in Mount Jefferson Park. Suggestion is to maintain the setback that is established in the northern portion of Oakville Triangle;
- Maintain a 45’ height limit adjacent to Mount Jefferson Park consistent with the 45’ height established in the northern portion of Oakville Triangle; and
- Allow for some flexibility of building height on the Route 1 frontage above the currently proposed 55 feet if 45’ building height is maintained along Mount Jefferson Park.
- A request to increase the allowed height on the parcel (above 55 feet) in the future will be evaluated as part of a DSUP application and based on the criteria established by Advisory Group.

Questions ?

