



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

Honorable Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

September 24, 2015

Re: Transportation Elements of Oakville Triangle/Route 1 Corridor Plan

Dear Mayor Euille, Members of City Council and Members of the Planning Commission:

At its September 16, 2015 meeting, the Alexandria Transportation Commission reviewed the draft Oakville Triangle/Route 1 Corridor Plan, including the transportation recommendations. The Commission moved to affirm that the transportation recommendations in the draft Oakville Triangle/Route 1 Corridor Plan are consistent with the goals outlined in the City's Transportation Master Plan, adopted in 2008, as outlined in the attached summary prepared by Department of Transportation and Environmental Services staff.

In addition, the Commission affirmed that the plan excels in pairing transportation and land use policies to support the positive transformation of a key gateway and corridor in our City.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. Our action on September 16th was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project.

Sincerely,

Nathan M. Macek
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

Enclosure: Staff matrix comparing Oakville Triangle/Route 1 Corridor Plan to Transportation Master Plan

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Transit		
Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.	Without the plan, it is assumed that the Potomac Yard Metrorail station will be constructed, along with continued operation of the Route 1 Metroway. Local transit services would remain as currently operated or planned. Without the plan, there will be lower land use densities, land uses with less compatibility with transit, and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.	The Corridor Plan includes a mixture of land uses with higher densities closer to Route 1 which encourages use of the Route 1 Metroway and the future Potomac Yard Metrorail station. All of the proposed land uses are within a quarter mile of the Metroway, and a half mile of the proposed Potomac Yard Metrorail station. The improved transportation network, including additional east-west non-motorized connectivity, and an additional pedestrian crossing across Route 1 will enhance connectivity to existing and future transit.
Pedestrian		
Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.	The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area. The current pedestrian facilities are limited, and many streets and uses are not connected by safe pedestrian facilities. There is a lack of east-west connectivity through the neighborhood, connecting Del Ray to Potomac Yard. The street network is disconnected and the narrow and non-ADA compliant pedestrian facilities can discourage people from walking. Without the plan, the limited network would remain.	The Corridor Plan recommends an improved street grid that will facilitate better pedestrian connectivity, and an improved east-west connection between Del Ray, Oakville Triangle and Potomac Yard. Multi-use paths are provided to connect recreation and open spaces, transit facilities, Mt. Jefferson Park, and adjacent neighborhoods. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.
Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.	The current pedestrian facilities are limited. Without the plan, this limited network would remain thereby promoting more vehicular trips, and discouraging healthy activities.	The improved street grid and associated pedestrian facilities will help to encourage walking between uses and to transit. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.
Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.	Today, there is a disconnect between many residential areas and schools (Mt. Vernon School) within the surrounding neighborhoods and the limited pedestrian facilities are not ADA compliant or are in poor condition. These existing conditions can discourage walking to schools. Without the plan, there is no guarantee that pedestrian improvements would be made within the plan area.	The Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to schools and recreation centers from within the plan area, and to surrounding neighborhoods. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.

MPA2015-0004

Additional Materials

9/28/2015

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.	The current pedestrian facilities are limited (see above). Without the plan, this limited network would remain. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.	The Corridor Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, including an additional pedestrian crossing across Route 1. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.
Bicycle		
Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.	Today, there are limited bicycle facilities within the plan area or surrounding area, including an off-street bike facility along a portion of Route 1 (east side) north of Glebe Road. The Transportation Master Plan envisions a shared use path along Route 1, and a shared use path through Mt. Jefferson Park.	The Corridor Plan recommends a comprehensive network of bicycle facilities, including an enhanced bicycle facility along Glebe Road, and along Swann Avenue to connect to Mt. Jefferson Park/trail and to the Del Ray neighborhood. In addition, the plan includes improvements to the existing trail within Mt. Jefferson Park, to accommodate bicyclists and provide connectivity between Calvert Street and Custis Avenue / Route 1. These facilities provide improved access to land uses and transit both within the plan area, and to surrounding neighborhoods and regional connections such as Four Mile Run Trail and the Potomac Avenue trail. The plan requires for a minimum of two bikeshare stations to be implemented.
Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.	The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.	The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Corridor Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.
Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.	The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school. Without the plan, there are no planned improvements to the bicycle network.	The Corridor Plan recommends improved bicycle facilities. It includes improved connections to schools from within the plan area, and to surrounding neighborhoods. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.

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9/28/2015

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.	The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements.	The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. However, it is anticipated that the improved street grid and bicycle facilities recommended in the Corridor Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.
<i>Streets and Neighborhood Protection (Traffic Calming)</i>		
Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.	The City's current Transportation Master Plan identifies limited improvements within the plan area, such as intersection improvements focused on pedestrian safety (along Route 1 and at Glebe Road). Without the Corridor Plan, the street configuration and pedestrian facilities may remain as they are today.	The plan recommends a street grid that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. Traffic calming measures will also be addressed along Montrose Avenue.
Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.	The Transportation Master Plan currently identifies Route 1 as an arterial, Glebe Road as a primary collector, Windsor Avenue and E. Reed Avenue as residential collectors, and all other streets as local streets. Without the plan, it is unlikely that these designations would change, unless future development resulted in a major roadway that required a redesignation.	The plan recommends some changes to the roadway classification. The improved grid results in a north-south parallel street to Route 1 (between Fannon St. and Glebe Road), which could be classified as a residential collector, and a new local street parallel to Mt. Jefferson Park.
Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".	The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. Therefore, the ability to change to a "people first" culture is less likely without the Corridor Plan.	The Corridor Plan recommends a compact layout with a mixture of land uses, and improved road grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities. A key feature of the plan is to provide a more human scaled, memorable place that focuses on people. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".

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Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Base the expenditure of public resources on need.	Without the Plan, there are currently no major transportation projects proposed for the plan area, except for interim bike lanes proposed along Glebe Road through the Complete Streets program. Some intersection improvements were also identified in the North Potomac Yard Plan as mitigation. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.	The Corridor Plan anticipates the redevelopment of residential areas and streets by individual developers. These residential streets would be designed in a manner that keeps vehicular speeds low, and encourages pedestrian activity. The costs for most of these improvements, along with the proposed mitigation improvements (i.e., Route 1 / Glebe intersection) would be borne by the developer, rather than public resources.
Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.	The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, potential projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.	The Corridor Plan recommends a road system designed in a manner to reduce vehicular speeds, especially on residential streets. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and varying pavement materials. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements. Traffic calming measures will also be implemented along Montrose Avenue, and be developed using a public outreach process with area residents.
Parking		
A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.	Today, the area is dominated by light industrial uses, and the transportation system is focused on the automobile, which results in the need to provide extensive parking. The area includes onstreet parking and some large surface lots, and some spillover commercial parking occurs on residential portions of streets. On-street parking areas targeted specifically by use result in an uncoordinated and redundant parking system. Without the plan, these issues are likely to continue in the future, but may be partially or incrementally alleviated as individual properties are redeveloped.	The Corridor Plan recommends a mixture of uses near high capacity transit, and a multi-modal transportation system, which results in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Corridor Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces may be metered and be part of a performance parking program.

MPA2015-0004

Additional Materials

9/28/2015

Oakville Triangle/Route 1 Corridor Plan Advisory Group

Mr. Karl Moritz
Director
Department of Planning and Zoning
City of Alexandria
301 King Street
Alexandria, VA 22314

October 1, 2015

Re: Advisory Group Endorsement of the Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards & Guidelines

Dear Mr. Moritz:

On September 10, 2015, the Oakville Triangle/Route 1 Corridor Plan Advisory Group unanimously endorsed the *Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards & Guidelines*.

The Advisory Group was established by City Council to advise Staff on the planning and associated regulatory submissions for Oakville Triangle and the Route 1 Corridor, as well as to support the City's civic engagement efforts. Throughout the 18-month planning process, the Advisory Group worked with the community and staff to develop and refine core Plan principles related to Character and Design, Land Uses, Building Heights, Open Space, Connectivity, and Community Benefits.

At the September 10, 2015 meeting, the Advisory Group endorsed the Plan and recommended forwarding it to the Planning Commission and City Council for Public Hearing. With endorsement, members of the group called attention to the following key features and recommendations of the Plan:

- Strong design standards to achieve compatibility and appropriate transitioning into the surrounding neighborhoods and to retain their historic character;
- Recommended enhancements to Mount Jefferson Park to make it accessible and safe, but to preserve what makes it unique; and
- Inclusion of flexible first floor maker spaces as a tool for retaining neighborhood serving/light industrial type businesses.
- Bicycle network that provides connectivity within and between adjacent neighborhoods, businesses, and transit;
- New language to support a request by the Alexandria Library for indoor community meeting space in the Plan area;

In addition, members of the Advisory Group emphasized that the Plan is a framework with recommendations; the details of implementation will need to be carefully established and reviewed through the future CDD zoning conditions and redevelopment applications. In particular, the Group highlighted the following areas that will need to be closely monitored to ensure that the intent of the Plan and design standards is met and the Plan becomes a reality:

- Architecture and Building Materials: As new buildings are proposed within the Plan area, architecture and building materials should be carefully reviewed to ensure the highest quality of

10/2/2015

architectural design. New projects should have variety of height and massing, and be well executed to be an asset to the community.

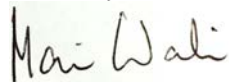
- Open Space: Ensure that the standards are met, and that the Plan area has a strong network of quality, usable, consolidated, open space.
- Transportation improvements and traffic calming: Establish development thresholds within the future CDD zoning conditions that ensure that the recommended transportation improvements are completed to coordinate with development.
- Loading/Delivery: Monitor how trucks will access businesses through the development review process.

Finally, the Advisory Group also provided guidance to Staff, Planning Commission, and City Council on the potential height increase request (above the 55' designated in the draft Plan) by the owners of the parcels located in the southern tip of Oakville Triangle (see Attachment 1). In part, because the request was received fairly late in the process, the Advisory Group decided not to support increasing the heights in the Plan, and instead to establish the following parameters regarding the site that the Planning Commission and City Council should consider in making a determination regarding potential increases in height:

- Require a more appropriate setback (larger than 12 feet proposed) between the proposed building and the future lower trail in Mount Jefferson Park;
- 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' is maintained along Mount Jefferson Park.

We appreciate the opportunity to participate in this process and contribute to the vision for Alexandria's future. The members of the Advisory Group look forward to working with the Planning Commission and City Council to implement the intent and vision of the Plan.

Sincerely,



Maria Wasowski, Planning Commission Representative, Chair
On behalf of the Oakville Triangle/Route 1 Corridor Plan Advisory Group

Pat Miller, Business Representative
Ben Flood, Del Ray Citizens Association Representative
Kory Mertz, Lynhaven Citizens Association Representative
Patricia Harris, Potomac Yard South Representative
Frank Fannon, At-Large Representative
David Fromm, At-Large Representative
Rodrigo Letonja, At-Large Representative
Peter Pocock, At-Large Representative

Cc: Alexandria Planning Commission
Mayor and Members of City Council
Oakville Triangle/Route 1 Corridor Plan Advisory Group
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Jeffrey Farner, Deputy Director, Department of Planning and Zoning

From: kd@rebuildingtogetheralex.org
Sent: Friday, October 02, 2015 8:53 AM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #82233: Planning Commission Inquiries, Dockets October 2, 2015The Alexandria Housin

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82233.

Request Details:

- Name: Katharine Dixon
- Approximate Address: No Address Specified
- Phone Number: 7038361021
- Email: kd@rebuildingtogetheralex.org
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: October 2, 2015

The Alexandria Housing Affordability Advisory Committee (AHAAC) wishes to express its full support of the Oakville Triangle & Route One Corridor Vision Plan and Urban Design Standards that will be considered by Planning Commission and City Council at their October public hearings. AHAAC has followed this planning initiative closely over the past 18 months, thanks to regular presentations from planning and housing staff. On September 3, the Committee voted unanimously to endorse the Plan.

Through provision of increased density and future redevelopment in a transit-oriented location, in the Oakville/Route 1 Plan the City will achieve a number of key community benefits, including enhanced open and green space at Mount Jefferson Trail Park, traffic and intersection improvements and onsite affordable housing. We note and applaud the Plan's consistency with the policies and goals of the Housing Master Plan: with AHAAC's ongoing efforts to link housing affordability to Alexandria's economic development, we are particularly pleased that the set aside units to be provided by the developer in the Oakville Triangle are primarily designed to serve likely future workers of this mixed-use development. We are also glad to see the opportunity for future housing contributions (units and/or trust fund dollars), as well as for possible ARHA replacement units preserved within other parts of the Plan area.

We look forward to reviewing the developer's specific affordable housing plan for Oakville Triangle in the next few months when it comes forward for CDD approval. We ask the Planning Commission and City Council to set the stage by approving the Oakville Triangle & Route One Corridor Vision Plan and Urban Design Standards.

Please contact me if you have any questions about AHAAC's action regarding the Oakville Plan.

Sincerely,

Katharine Dixon
Chair

- Expected Response Date: Friday, October 9

Please take the necessary actions in responding, handling and/or updating this request at [the **Call.Click.Connect.** staff interface.](#)

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a **Call.Click.Connect.** request. Please do not reply to this email.

DEL RAY CITIZENS ASSOCIATION

www.delraycitizens.org

P.O. Box 2233, Alexandria, VA 22301

September 30, 2015

Planning Commission Members and Karl W. Moritz, Director,
Department of Planning and Zoning
City of Alexandria
City Hall, Room 2100
Alexandria, VA 22314

RE: Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards & Guidelines

On September 9, 2015, the Del Ray Citizen's Association (DRCA) met and discussed the current status of the Oakville Triangle/Route 1 Corridor Draft Vision Plan and Urban Design Standards and Guidelines as well as an amendment to the Plan to revise the southern Oakville Triangle block allowing for increased density and height.

The DRCA Membership voted to generally support the Draft Vision Plan and Urban Design Standards and Guidelines. However, prior to the vote, several concerns were raised by the membership that the DRCA would like to put before you:

1. Membership is keenly aware of existing traffic problems at the intersection of Route 1 and Glebe and asks that staff focus on this area to ensure appropriate mitigation is provided. The Plan calls for a significant increase in residential density in the Oakville Triangle which will further complicate the traffic at this critical junction within the City. The membership would like to see a detailed plan of mitigation strategies and an implementation schedule prior to the approval of the first Development Special Use Permit for a residential development within the plan area addressing the traffic concerns at this intersection.
2. Membership raised concerns about the possibility of the Oakville Triangle buildings mirroring the architecture which lines the Potomac Yard side of Route 1. It is requested that staff focus on the architectural massing to break up large flat surfaces and to ensure provisions for articulated heights are followed along Route 1, which was focused on by the community throughout the Plan development process.
3. Membership generally supports the concept plan for the Jefferson Park improvements. We look forward to continuing the dialogue regarding the plan design as it progresses.
4. Membership would like to promote the retention of the existing light industrial uses that currently reside within the Oakville Triangle to the greatest extent possible. Membership acknowledges staff's willingness to think creatively with the incorporation of the "Maker Spaces" within the plan and asks that the focus now shift to the implementation and fit-out of those spaces as discussed throughout the Plan development process.

The DRCA Membership also discussed the recently proposed revision to the southern Oakville Triangle block to permit additional building height and density. In summary, the current Plan shows this block to be developed as residential with a maximum building height of 55'. The property owners have requested that staff revise the plan to include one of two development options:

1. Increase height along Route 1 to 85' with transitions of 65' and 45' toward the Jefferson Park thereby increasing the density to 195,000 sf. Allow commercial development.
2. Increase height along Route 1 to 75' with transitions to 45' at the Jefferson Park thereby increasing the density to 200,000 sf. Allow commercial development.

The DRCA Membership elected to defer recommendation on this proposal until additional staff presents additional information.

Thank you,

Ben Flood
DRCA Representative, Advisory Group Member

Jay Nestlerode
DRCA President

FIRST BAPTIST OF ALEXANDRIA FOUNDATION, INC.
2932 King Street
Alexandria, Virginia 22302

Jeffery Farner, Deputy Director
Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314

July 27, 2015

Re: 434-446 Calvert Avenue

Dear Mr. Farner:

The above property encompasses 16,500 square feet, and has been owned by the 501(c)(3) First Baptist of Alexandria Foundation, Inc. for over 20 years. The owner is closely affiliated with the 4,000+ member First Baptist Church of Alexandria. This property over the past decades has been leased to others and has consistently been relied upon to provide a source for a stream of income that has been dedicated to support the charitable work of the Foundation including benefits to the City of Alexandria as a whole.

The property owner has been pleased to witness over the years the substantial overall improvement and redevelopment of the general area where the property centrally resides and to note that the planned location of the new Metro station will be approximately ¼ mile away.

However, a strenuous objection must be voiced to the finalization of the current OAKVILLE TRIANGLE & ROUTE 1 Corridor Vision Plan and Urban Design Standards and Guidelines that depicts a "NORTH – SOUTH RD" bisecting our 434-446 Calvert Avenue property. It respectfully is pointed out that the positioning of this new road imposes an unfair burden on the First Baptist of Alexandria Foundation, Inc.

An objective consideration of what is taking place in the proposed planning and its impact if enacted on 434-446 Calvert Avenue is in order. It would be improper as a matter of law to seek to impose on the owner of 434-446 Calvert Avenue a future indication that a road must bisect this property without acquisition and due compensation being paid for this restriction.

The drawings that currently are a part of the Corridor Vision Plan appear to include the required reservation or dedication of a substantial strip of land of approximately 6,600 square feet of 434-446 Calvert Avenue, and to bisect the 16,500 square feet property into two (2) distinct smaller parcels. This new road is not wanted or beneficial to the owner of 434-446 Calvert Avenue now or in the future. The property abuts the long-existing Calvert Avenue over its full length of 150 feet. Needed and adequate ingress to and from this property has long been provided by Calvert Avenue.

It respectfully is emphasized that a requirement for the First Baptist of Alexandria Foundation, Inc. to reserve or dedicate valuable land from the heart of its property for a new road that bisects its property into two divided segments inappropriately damages its property disproportionately to any gain achieved through some future rezoning of the divided remaining even smaller land segments.

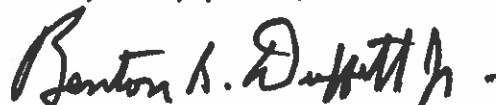
It respectfully is requested that if the Corridor Vision Plan is to go forward that the new "NORTH – SOUTH RD" be repositioned so as not pass through the property of the First Baptist of Alexandria Foundation, Inc. A real and fairly implemented solution to connectivity issues needs to be developed by the City in conjunction with those responsible for the proposed Oakville redevelopment.

For example, the bend in the proposed "OAKVILLE STREET" as it approaches Calvert Avenue should be removed. Such a straightened street would improve future traffic flow and further benefit the City by facilitating the future construction of buildings adjoining Route 1 having larger footprints comparable to those of the adjoining Oakville redevelopment.

In the absence of the revision of the Corridor Vision Plan, the continued current industrial usage of 434-446 Calvert Avenue would appear to be the highest and best use of the property. This continued industrial usage of the property would further substantiate a finding that the current Corridor Vision Plan provides no viable relief to the connectivity concern posed by the proposed Oakville redevelopment.

Favorable remedial action is urged to be in order at this time and respectfully is requested.

Very truly yours,

A handwritten signature in black ink, appearing to read "Benton S. Duffett, Jr.", with a stylized flourish at the end.

Benton S. Duffett, Jr.
President

Cc: Maria Wasowski, Chair Advisory Group

Oakville Triangle Neighbor Perspective

September 25, 2015

City Council

Ms. Amy Friedlander
Urban Planner, Planning and Zoning Office
City of Alexandria, Virginia
amy.friedlander@alexandriava.gov

Dear Mayor and City Council,

I am writing this letter to provide independent neighborhood feedback on the proposed development of the Oakville Triangle development project in the Del Ray section of Alexandria.

Over the past year I have participated in a number of sessions sponsored by the City on the proposed Development as well as several meetings regarding the Mount Jefferson Park that borders the Oakville Triangle Commercial Zone.

My initial involvement was spurred on when I discovered that the City and the Oakville Triangle Planning Group were planning to place transportation corridors through the Mount Jefferson Park with limited neighborhood knowledge or participation. After surveying dozens of neighbors we discovered that most neighbors did not share the same vision of the park and development that was being proposed by the Oakville Planning Group and the City. We engaged with the City and were able to reach an accommodation that did not result in cutting up the Mt. Jefferson Park.

After attending the September 17 meeting of the Oakville Planning group, where this Group approved sending the updated neighborhood plan to Planning and Zoning for approval, I am again concerned that there are significant gaps in the Strategy and Plan of the proposed Oakville Triangle Plan.

After participating in the Sept 17 meeting for the Oakville Triangle Planning Group concerning the proposed plans for Oakville Triangle neighborhood I am concerns that significant gaps exist with the plan in its current state as well as the process followed by the City in eliciting input from the neighborhood.

I believe that the process to elicit input was marginally effective due to the following:

Very little input provided by the neighbors was added to the overall Plan.
Very little of the input provided by the neighbors was actually incorporated into the plan.

Oakville Triangle Neighbor Perspective

The Primary concerns raised throughout the process included the following topics:

- **Scale of Development and Building Density** – Proposed increase requires a 100% increase over current zoning regulations
- **Building Use** – Unclear mix of Residential versus Commercial buildings and Use
- **Traffic & Parking** - Orders of magnitude increase in traffic on the current road structure
- **Parks & Green Space** - Limited accommodation for Green Space within the development
- **City Schools** - Unclear plan for addressing impact of population increase on the City's schools
- **Affordable Housing and Public Spaces** - Lack of accommodation for Affordable housing and Public spaces units within the development

Population increase effectively doubling the population of the current neighborhood

Traffic Impact

Impact on Schools

Greenspace

Parking

on behalf of my Dewitt and Stewart Avenue neighbors in the City of Alexandria's request for neighborhood input on thoroughfare access for the planned Oakville Triangle development. We are located in the middle of the Abingdon subdivision in the Del Ray neighborhood where Stewart Avenue connects Mount Vernon Avenue to Randolph Avenue ending in the Mount Jefferson Greenway Park.

Over the past two decades our neighbors have purchased homes in our Del Ray neighborhood and become involved in all aspects of the community. We have established a tightknit community where children play and ride their bicycles, neighbors walk their dogs, look out for each other and patronize and support the restaurants and businesses on Mount Vernon Avenue.

I understand that the "City" began the Oakville Triangle planning process in early 2014 and to date has conducted five planning meetings and drafted a set of options and recommendations for providing access to planned development. After

Oakville Triangle Neighbor Perspective

reviewing the results of the planning process from the first five meetings, it appears that the initial output leans entirely toward the interest of the Oakville Triangle Development projects and not much for the Abingdon subdivision and the Del Ray neighborhood. In other words, it appears that the discussion so far greatly favors the developers over the residents. Of particular concern are connectivity recommendations from Meeting #5 that go through the Mount Jefferson Park and/or suggestions for building a road or roads through the existing park:

- “Stewart Avenue connection through Mt. Jefferson Park”
- “Connection from Oakville Triangle north to Raymond Avenue through Mt Jefferson Park”

Creating a new thoroughfare from the Oakville Triangle to Mount Vernon Avenue via Stewart Ave or other Avenues will irrevocably change the nature of this subdivision and the entire neighborhood in a negative manner. Continuing to explore or approving any option involving changing the park will have numerous negative impacts some of which may include:

1. Change the overall character of the neighborhood to a high-traffic urban oriented community reducing property values. This would result in a significant increase of traffic on Stewart, Dewitt, Terrett, Leslie, Randolph and Burke Avenues.
2. Reduce available Park/green space for the neighborhood by dividing the current Mount Jefferson Park into two or more smaller parks. Any development will result in reduced park space for the neighbors and eliminate the dog walking corridor that currently exists
3. Create a highly trafficked thoroughfare serving as a cut-through from Oakville Triangle to Mount Vernon Avenue. This increase in traffic will create an unsafe neighborhood for children, pedestrians, bicyclists, and dog walkers. An elementary school, Mount Vernon Community School, is at the intersection of Stewart and Mount Vernon Ave, and a cut-through at Stewart would greatly increase traffic at that intersection, which includes a school crosswalk.
4. Increase parking pressure resulting in decreased available parking for the neighbors as dozens of cars will seek on street parking to access Mount Vernon Avenue businesses.

The only potential positives for the Abingdon subdivision are (a.) pedestrian access to a future metro stop in the Potomac Yard development, (b.) increase in pedestrian access to Mount Vernon Avenue business. Quite frankly, we don't see any benefit to our Abingdon subdivision neighbors from opening access from this planned development and Del Ray neighborhood.

In addition the planning group appears to have misread the neighborhood's concern about the direction of the planning group as well what recommendations we are looking for the group to produce. Almost all of my Abingdon subdivision neighbors

Oakville Triangle Neighbor Perspective

that I surveyed were unaware that the planning group is focusing entirely on opening access to our neighborhood for a large-scale commercial development. In the past few years, we have seen a tremendous amount of development in the Potomac Yard area, which has already noticeably increased traffic through the neighborhood and put even more pressure on on-street parking.

Instead of focusing on providing what constitutes developer benefits for the future Oakville Triangle community we would urge the planning commission to shift focus on improvements to park/green space improvements and pedestrian and bicycle access. This renewed focus is necessary in order to improve availability of community resources to benefit the entire community not just the developer.

Sincerely,

Patrick McNabb
2507 De Witt Avenue
Alexandria, VA 22301

The undersigned respectfully request that the Planning Group consider the concerns raised by the residents and friends of the Abingdon subdivision residing on DeWitt and Stewart Avenues and the surrounding streets. We urge you to refocus the efforts of the Oakville Planning Group to consider recommendations and options for improving the quality of life in our neighborhood, including making improvements to the Mt. Jefferson Park and the surrounding community. Under no circumstances should any recommendation include development of the park for vehicular access for any reason.

Respectfully submitted, please see the attached signatures for neighbors in support of this petition.

Oakville Triangle Neighbor Perspective

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Oakville Triangle Neighbor Perspective

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Oakville Triangle Neighbor Perspective

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Oakville Triangle Neighbor Perspective

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Rebecca Underly <reunderly@comcast.net>,
"sssampl@comcast.net" <sssampl@comcast.net>,
"blackskimmers@gmail.com" <blackskimmers@gmail.com>,
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"jdisalvo1@gmail.com" <jdisalvo1@gmail.com>,
Alexandra Coughlin rollergirlajc@gmail.com,
pauladisalvo@rocketmail.com

From: [Patrick McNabb](#)
To: [PlanComm](#); [Justin Wilson](#)
Cc: [Sheryl Gorsuch](#); [Kiban Turner](#)
Subject: Neighbor Input on Oakville Triangle & Route 1 Plan
Date: Tuesday, October 06, 2015 2:24:17 PM
Attachments: [Oakville Triangle Neighbor Perspective .docx](#)

October 6, 2015

Mr. Jeff Farmer

Deputy Director, Planning and Zoning Office

City of Alexandria, Virginia

Ms. Carrie Beach

Division Chief, Planning and Zoning Office

City of Alexandria, Virginia

Dear City of Alexandria Planning Commission, Mayor Euille and City Council Members,

I am writing this letter to provide my input on the Oakville Triangle Plan that is being presented for discussion this evening to the Planning and Zoning Office, Mayor Euille, and the City Council.

My family and I reside on DeWitt Avenue, three blocks from Mount Jefferson Park that borders the plan area under discussion. For the past eighteen (18) months I have attended and participated in many meetings conducted by the Oakville Triangle Planning Group. While I have been an active participant in this process, I do NOT support the developer's plan being presented, as the proposed development is not in character with the existing neighborhood. The Plan, in its current state will forever change our oasis in the city, into an urban jungle and Blight the quality of life that as we know it in our community.

After reviewing this Plan I feel that there are a number of aspects that have been overlooked and should be addressed before it is approved by the Planning Commission and the City Council. My Primary concerns for this development project include the following:

Scale of Development and Building Density – The Plan proposes a 100% increase over current zoning regulations for the Oakville neighborhood. If approved, this will allow developers to build a series of tall buildings that loom over the Route 1 corridor and the Del Ray neighborhood. The approximate minimum height requirement across the Oakville Plan is approximately 75 feet with buildings reaching as tall as 120 feet. **Recommendation:** The average building heights are much too high and should be adjusted downward to approximately 55 feet with tallest buildings to 75 feet.

Commercial / Residential Mix– While the planning group discussion indicated that the developer and the city desired a mix of uses (commercial and residential), parts of the ensuing planning discussion indicated that current owners did not want any restrictions so that they could maximize profit on their land parcels. Without a mechanism to govern the mix of uses, the Oakville development could include much more residential units than currently envisioned resulting in an even higher skyline and result in driving out commercial businesses from the community. **Recommendation:** Guarantee a clear mix between Commercial and Residential Mix by defining a percentage share requirements for commercial and residential development. This mechanism should be applied across the entire development to guide future requests for developers attempted to exceed height requirements.

Traffic & Parking – The road system supporting the Oakville and Potomac Yard areas will simply not be able to support the orders of magnitude increases in traffic that will result from the new density added to the neighborhood. Despite the addition of a new North/South Road, this increase will bring daily gridlock to the neighborhood. Simply crossing Route 1 to go to the new Giant supermarket often requires waiting through multiple lights. In addition, walking across Route 1 feels like a dangerous undertaking, as the lights are not coordinated with when pedestrians should be crossing. **Recommendation:** (1) Reduce the building density in the plan so that there will be a more manageable level residents; (2) Provide a walkway for pedestrians to cross over Route 1 before someone dies while crossing this roadway; (3) Fix the lights and cross walks signage. Between E. Glebe and Route 1.

Parks & Green Space – There are no active recreational areas available for the new residents of the Oakville Community easily available to the public. The green spaces indicated on the plan are passive use areas and are simply not designed for an active lifestyle followed by the typical resident of our community. **Recommendation:** (1) Modify the Plan to require active use areas through modifying green space areas or the Roof Top Amenity Space so that residents can engage in activities such as soccer, basketball, tennis, Frisbee, etc. (2) Add a requirement to the plan that the City cannot place future roads through Mt. Jefferson Park to alleviate traffic concerns within the Triangle. (3) Eliminate Rooftop Amenity Space for the Town houses bordering the Mt. Jefferson Park. (4) Get commitment from the Developer to support / contribute funding to the development of a Sports Complex in the 4 mile run area for the density they are introducing to

the neighborhood.

Mandatory City Services – A range of City services will be required to support this new development including but not limited to: Transportation, Police, Fire and Rescue, Utilities, Trash & Recycling, and others. Ultimately, this increase in services may wind up increasing the tax rates of the homeowners in Alexandria.

Recommendation: (1) Provide citizens a clear understanding of the cost of these services prior to approving this Plan. (2) Provide an understanding of the cost of services of Commercial versus Residential uses.

Public Schools –The Oakville and Potomac Yard development activity (See Population Density number) will bring 15,000+ new residents into this neighborhood. These developments will bring many more new children into Alexandria Public School system than are anticipated in the Plan. The estimate of one child per 10 townhomes does not appear credible given the neighborhood that we live in is very kid friendly. Also, the City does not appear to have a good handle on where to send new kids to school given the population increase of children living in the city and the lack of school space to accommodate.

Recommendation: (1) Review and adjust the Plan (with input from School board and Planning Office) providing a more realistic number of children living in the Oakville complex. (2) Update the population density subtotals to show total number of population estimated for the Potomac Yard developments.

Affordable Housing and Public Spaces – The plan commits to providing 65 housing units reserved for affordable housing usage. This amount is not nearly enough to accommodate the needs of the community. Also, there is no credible accommodation for public space needs of the community in the plan for the new development. **Recommendation:** (1) Revise upward the number of affordable housing units available in the Plan. (2) Have the developer commit to providing access for public spaces within the development.

The homeowners of Del Ray have a vested interest in this project, as it has been our investment in this great neighborhood that has made in the envy of the Washington DC Metro area. The Plan negatively impacts our community in a number of ways including: Active construction projects spanning the next 20 years; Orders of magnitude increase in traffic congestion and parking challenges; Introduction of a new skyline looming of the Del Ray neighborhood; more than a 100% increase in population; Continued pressure on downsizing or eliminating public parks and green spaces, etc.; Elimination of affordable housing for workers essential for supporting our community; All of these and many other changes will inevitably result in significant increases in property taxes ultimately making it very difficult for our family to continue to live in Alexandria.

My final recommendation is to set additional time aside to resolve the questions around integrating of this development into the fabric of the existing neighborhoods.

Sincerely,

Patrick McNabb

2507 De Witt Avenue

Alexandria, VA 22301

10/6/2015

Oakville Triangle/Route 1 Corridor

**Alexandria City Planning Commission - 10/6/2015
Agenda Item #11 - Oakville Triangle Redevelopment
MPA2015-0004 Public Comments**

As a resident of Hume Avenue, I am concerned that the excessive heights proposed for the Oakville Triangle site, in combination with the Potomac Yard development, is making our corner of Del Ray feel claustrophobic. Potomac Yard did not follow the street grid of Del Ray; as a result, driving down Hume Avenue toward Route 1, where there used to be blue sky, we now see a large, brick wall that is the 6-story Notch 8 building on the corner of Glebe Road and Route 1. Now, the Oakville redevelopment proposes to effectively surround our quiet street of small 2-story houses with 5, 6, and 10-story buildings while simultaneously inserting a new road very close to our homes.

As I look south from my window, all I currently see are three houses situated immediately behind us, a handful of old growth trees about 30 feet high that run down the middle of our block, and beautiful stretches of blue sky. The Oakville Triangle redevelopment proposal to build these 50-100 foot buildings around our house will permanently alter our skyline from every window on three sides of our home. Not to mention the loss of privacy as countless new neighbors and hotel guests will now have unfettered views of our kids playing in the backyard. This feels invasive and incompatible with our quiet neighborhood. The feeling of living in an old, historic neighborhood is what Del Ray is known for and why we chose to buy a home and raise a family here.

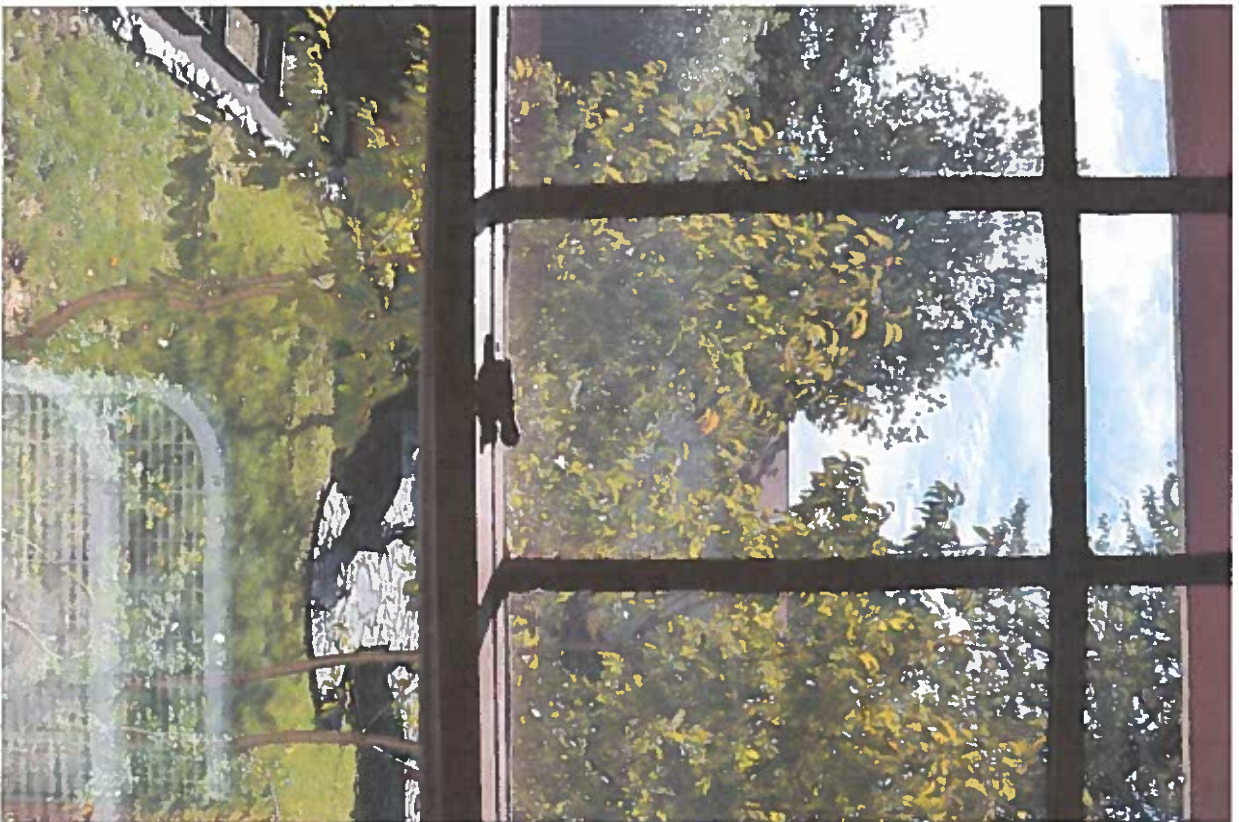
I request that the Planning Commission consider making the minimum building heights noted in Section 4G the maximum heights allowed for this development. The majority of density is retained along Route 1 with 30 foot buildings situated closest to the established neighborhoods.

I request that 4-way stop signs be used where Oakville Street intersects with Raymond, Hume, and Clifford Avenues, and that the width of Oakville Street be comparable to the narrow streets of Del Ray which naturally encourage slow driving and discourages commuters from cutting through our neighborhood to avoid route 1 traffic.

Consider planting large 30 foot trees as much as possible to help reestablish our tree canopy and hide some of the buildings heights.

Finally, I ask that planners please consider projecting the character and history of Del Ray onto Route 1 - don't just mirror Potomac Yard.

Thank you so much for your time,
Bernadette Williams
407 Hume Avenue



Madam Chair

~~Mr. Chairman~~ and members of the Planning Commission,

My name is David Fromm and I am an at-large member of the OTAG Working Group. I have attended virtually every meeting and believe that I have done my due diligence with respect to reviewing materials, contributing ideas, providing feedback, etc.

In my comments tonight, I will focus on three things: setbacks, transitions, and high-quality architecture.

I live at 2307 E Randolph Ave and my property backs up to the park and the properties that make the Oakville triangle a triangle.

From my backyard and with the trees losing their leaves, the closest building I see is on the edge of the park and is 18 feet tall. I can also just see the top of one of the 65-75 foot buildings that is in Potomac Yard on the other side of Route 1. If I look out my first floor window, I can see the full top floor of that building, and if I look out my second floor window I can see the top 3-4 floors.

It is not difficult to visualize what things will look like when the close building is 2.5 times higher at 45 feet and when the 65 foot building is brought 100 feet or more closer. It is also not difficult to visualize the importance of requiring a setback that is consistent with that further north.

The setback, the transitions in height, and a requirement for high-quality architecture will make the development feel less like it is hemming off the surrounding neighborhood and more like a vista to be enjoyed.

The setbacks, the transitions in height, and a requirement for high-quality architecture will be even more important at the northern end of the plan area where the benefit of the park is not present. I would ask that the Planning Commission indicate that in the future it will consider any proposed reductions, easements, encroachments, etc in setbacks and transitions in height to be DOA or will only be considered for exceptional design.

I'd like to consider the 174 page design guidelines. Much of it is given to figures and illustrations that are disclaimed as "for illustrative purposes" only. I believe that the only truly binding part of the document is contained in the content of the 16 pages of Chapter 9, "Summary of Recommendations & Design Standards" and any figures or tables referred to.

10/6/2015

Thus, the words in this portion are the most important of all the words in the 174 pages. My concern is that the phrase "high-quality architecture" is not present within the "Summary of Recommendations & Design Standards". The phrase "high-quality design" is used but design is not synonymous with architecture. The phrase "higher quality of architectural facade" is used, but having something "higher" implies something else is "lower". The phrase "enhanced level of architectural design and treatment" is used in reference to building entrances.

I point out this omission because of something that happened at the last two OTAG meetings. At both meetings, we were shown a number of architectural drawings. The first set of drawings was for the buildings that faced onto Calvert. The second set was for one of the tall buildings at Swann and Route 1. In both cases the design standards were met. The Calvert buildings were well received. The tall building at Swann and Route 1 was disappointing. The meeting attendees' and the work group's comments seem to beat around the bush. Finally I said that at 90 ft with an even taller "gateway" feature, this was supposed to be a signature building, and what was presented was not *high-quality architecture. In fact, it looked more like a spreadsheet.* *Def*

If the work group has trouble saying that something is not "high-quality architecture", then it will be difficult for future people to fight for "high-quality architecture" if the phrase is not specifically in the "Recommendations & Design Standards".

I ask that Plan Recommendation 1.1 be modified to say

"Establish Design Standards and Guidelines to ensure new development is high quality and compatible with the adjoining neighborhoods, and that support the expectation of high-quality architecture."

I also ask that all occurrences of the phrase "high-quality design" be expanded to "high-quality architecture and design" where appropriate.

Our expectations need to be clear not illustrative.

Sincerely,

David Fromm *DF*

OTAG At-large member

10/6/2015

Edward & Bridget Wendling & family of 413 Hume Ave. and Heather Martin & family of 415 Hume Ave. request that our properties be included in the commercial redevelopment zone for the Oakville Triangle/Route 1 redevelopment plan.

Our properties extend into the current redevelopment zone with proposed 45' development in front and behind our properties (see image 1 below). We are very concerned about being surrounded by construction, having 45' townhomes with rooftop decks behind us (see image 2 below), and living directly across a small street from 55' to 65' office/retail/residential buildings (see image 2 below). In light of this we would like to be included in the redevelopment so we have the option of selling our properties.

Image 1: Pg. 53 of Revised Draft Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Guidelines & Standards

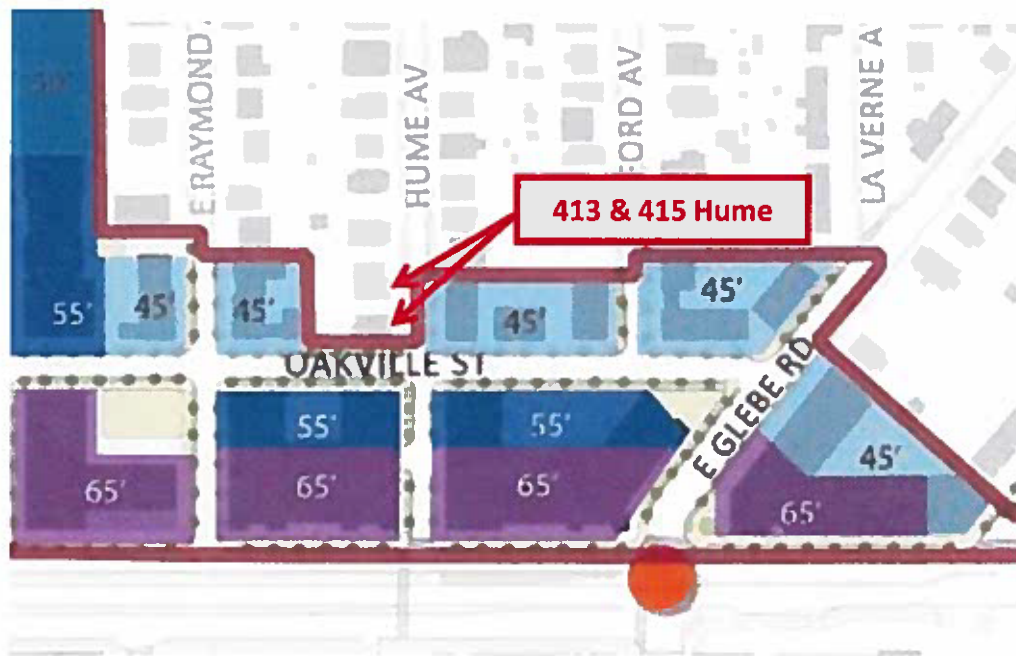


Image 1: Pg. 33 of Revised Draft Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Guidelines & Standards



Keirsten Current
Property Owner, Raymond Ave

Statement for the Record

Not in favor of the plan: too high, too dense, too ordinary

*"To be rooted is perhaps the most important but least
understood need of the human soul"*

Simone Weil

A Sense of Place

The intangible quality known as a sense of place is the feeling that a project, whether residential, commercial, civic or mixed-use, has evolved beyond a two-dimensional endeavor into a destination that evokes real feeling and positive emotional responses from its users.

Often difficult to define, sense of place is measured through the human encounter. It is the indescribable attraction, the pride of belonging and the pleasure of experiencing. It is what encourages exploration and participation. It unites and inspires. It is in simplest terms, the iconic quality associated with great planning and great architecture.

What will Oakville be?

What will Oakville Triangle's sense of place be?

What will Oakville Triangle's uniqueness in the vast DC Metro commercial and residential market place be?

What will be inspiring?

The Importance of Intimacy and Human Scale

When you look at competing areas in DC with a sense of place you see a common thread.

Intimacy and a human scale.

14th and U, Georgetown, Old Town....all with unique market brands so to speak.

Case Studies

Good Neighbor Market in Cape Town, South Africa

Airstream Food Trucks in Seaside, Florida

Farmers Market Los Angeles, California

Neighbor Goods Market



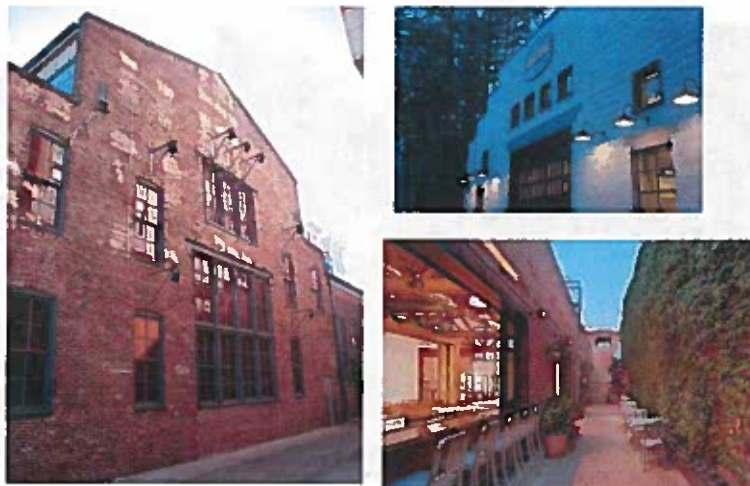
Los Angeles Farmer's Market



Seaside Florida's Food Trucks



Types of Architecture for Oakville



More Respectful of Del Ray





Mount Jefferson Park

Wild space with a sense of intimacy

Interactive with nature

