

Oakville Triangle & Route 1 Corridor Planning

Advisory Group Meeting #5

August 18, 2014



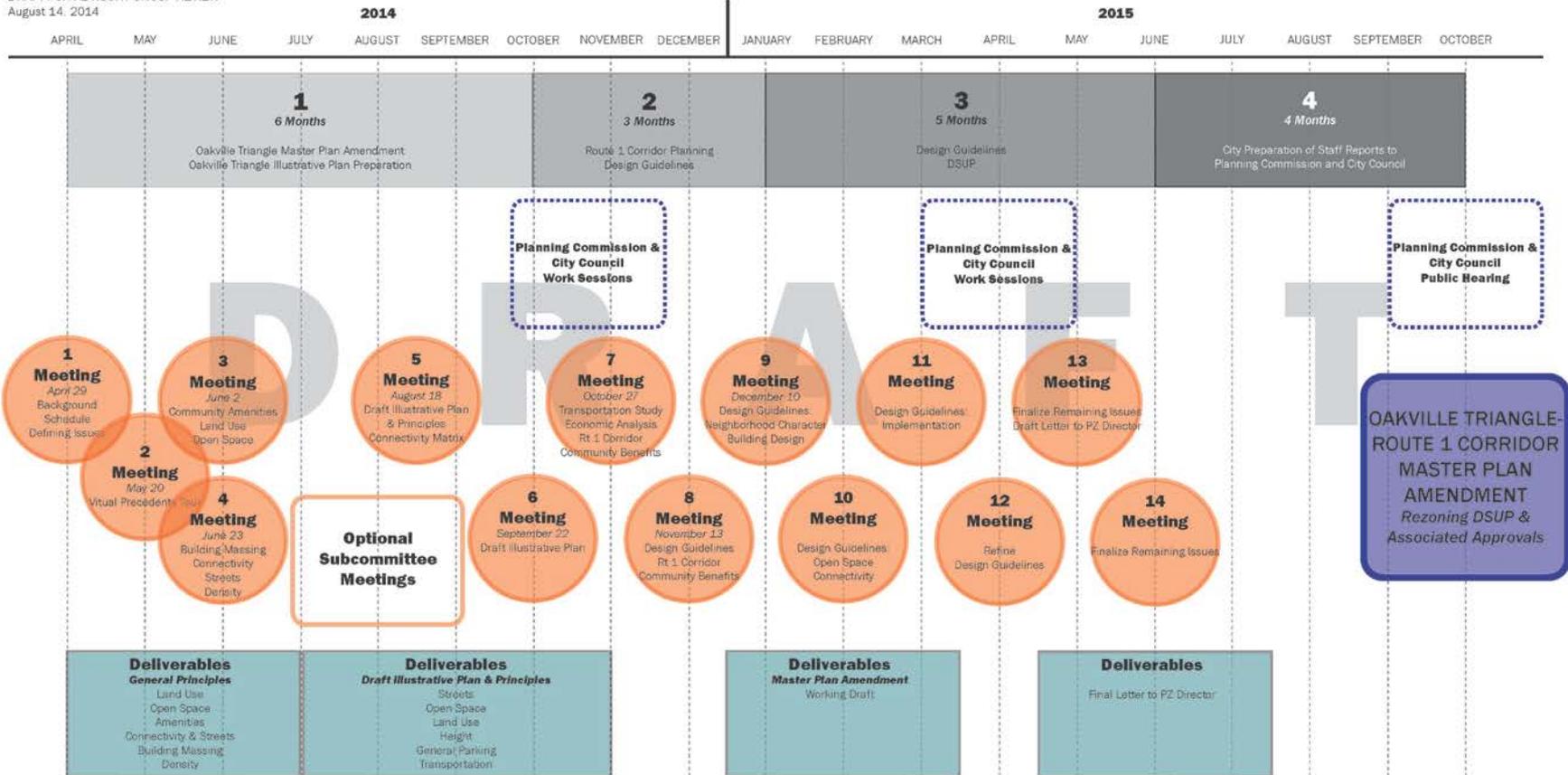
Agenda

1. Presentation: Draft Principles
2. Advisory Group Discussion
3. Presentation: Connectivity Matrix
4. Advisory Group Discussion
5. Development of Illustrative Plan Principles
6. Next Steps



Work Program

DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM
 DRAFT FOR ADVISORY GROUP REVIEW
 August 14, 2014



Topic Areas for Future Principles

- Character and Design
- Land Use (including affordable housing, schools)
- Open Space
- Sustainability
- Continued discussion of transportation

Character and Design

- Expect high-quality built environment and streetscape
- Consider identity of site, unique qualities and relationship to surrounding neighborhoods
- Consider incorporating industrial heritage into future design
- Reflect some identifiable characteristics of adjacent communities (streets, building scale) in new development

Land Use

- Explore retaining some existing tenants/uses and neighborhood-serving retail uses
- Consider predominately residential, ground-floor retail and commercial uses on Route 1
- Future uses should be compatible with adjoining residential neighborhood
- Typical large-format retail “big box” (>20,000 sf) is discouraged



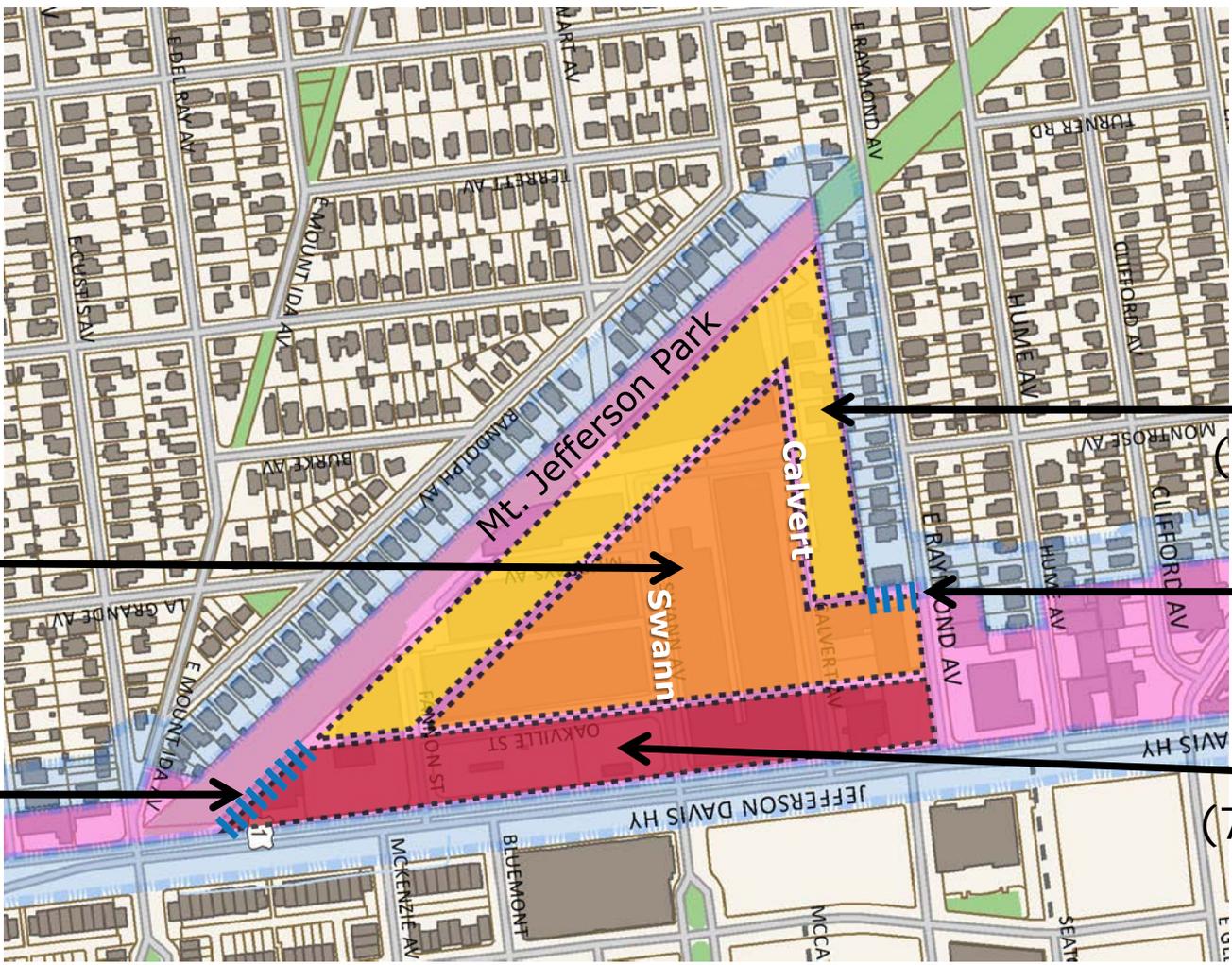
Building Heights

- Heights as shown at the June 2 community meeting (see attached map) are generally satisfactory with consideration of the following:
 - Achieve variation in building heights and facades
 - Ensure appropriate location of 90' max height buildings
 - Conduct Solar/azimuth and sightline study, including impact on existing neighborhoods
 - Flesh out the concept of “Transition areas” and potentially reduce heights along western portion of north side of Calvert Street adjacent to existing residences to 25-35' or 20-35' with no setback or 30-45' with setback due to less buffer area
 - Potentially increase heights in central portion of “medium” height zone, particularly along Swann Avenue with step down
- Consider additional setback at intersections



Building Height Options

Note: The height areas will be determined more precisely as the street grid is established, this graphic serves to depict general zones of potential heights and transitions.



Medium
(45-75ft)

Transition
Zone

Low
(30-45ft)

Transition
Zone

High
(75-90ft)

Graphic is for illustrative purposes only; not to scale



Open Space

- Preserve/enhance the physical characteristics of Mt. Jefferson Park:
 - Naturalistic, increased width, gathering places, benches
 - Wooded buffer area along western edge
 - Nature-path buffer area, stormwater design solutions along eastern edge
 - Retaining topography as additional buffer
 - Path material: natural, gravel, brick or grass pavers for EVE, hardscaped, etc.
- Improve safety of Mt. Jefferson Park with “eyes” on the park, access, lighting
- Potential narrow/quiet street with accessible sidewalk and bike path along eastern edge of park/western edge of new development Develop a plan for improvements for Mt. Jefferson Park between Raymond Ave and Route 1
- Provide on-site open space within Oakville Triangle
- Consider other types of open space, including community gardens and dog parks

Connectivity

- Connectivity to existing neighborhoods and within the new development will be important to its success. Conduct analysis of the potential connections and their benefits and challenges.
- Connectivity should be multi-modal: improve walkability and bike access/connectivity throughout the plan area.

Connectivity Options Matrix

Oakville Triangle and Route 1 Corridor Advisory Group Connectivity Matrix 8/15/2014

Connection Option	Direction	Timing	Property Ownership Impacts	# Properties	Types of properties	Affects Transitway?	Physical/technical constraints (other than property ownership impacts)	Recommended for further study?	Additional City Comments
Parallel road west of Route 1 through commercial properties to Glebe Rd.	North-South	Mid-Long	Moderate	10 to 15	I, C	N	Will require Glebe intersection reconfiguration	Yes	Could be implemented in phases with future redevelopment. Potential interim connection to Raymond through commercial properties, which would allow connectivity to Glebe from Montrose
Parallel road along Mt. Jefferson Park, not within park boundaries, connecting Calvert St. to Fannon St.	North-South	Short	Low	1	I	N	Developability of Oakville site, Maintaining naturalistic quality of Mt. Jefferson Park	Yes	In tandem with other connections, this would provide internal traffic circulation and external connectivity
**Move Fannon Street north to align with Bluemont Ave	East-West	Short	Moderate	1	I	Y	Transitway	Yes	Potential new signal on Route 1. Impacts to the transitway operation and traffic would need to be studied.
Stewart Ave connection through Mt. Jefferson Park	East-West	Short	High	1	ROW, POS	N	Maintaining naturalistic quality of Mt. Jefferson Park, narrow width of sidewalks on Stewart Ave	Yes	Could be implemented within existing City ROW and POS. POS lost to any potential road would need to be replaced.
**Additional signalized intersections along Route 1	East-West	Short-Mid	Moderate	1	ROW	Y	Transitway	Yes	Impacts to the transitway operation and traffic would need to be studied.
Connection from Oakville Triangle north to Raymond Ave through Mt. Jefferson Park	North-South	Short-Mid	High	1	POS	N	Maintaining naturalistic quality of Mt. Jefferson Park	Yes	POS lost to any potential road would need to be replaced. New street would be narrow
Montrose Ave connection through Oakville Triangle	North-South	Mid-Long	High	2	R	N	Developability of Oakville site	No	Would require acquisition of private residential property.
2621 Randolph Ave. (Triangle shaped property adjacent to Mt. Jefferson Park, private residential with no building)	East-West	Short-Mid	High	1	R	N	Narrow width of street frontage on Randolph	No	Would require acquisition of private residential property (no house on property currently).
Parallel road along Oakville Triangle site within Mt. Jefferson Park boundaries	North-South	Short	High	1	POS	N	Width of Raymond, replacing POS, Maintaining naturalistic quality of Mt. Jefferson Park	No	Park land would be eliminated, need to be replaced on-site potentially, new street would be narrow
LaGrange Ave to Oakville Triangle through Mt. Jefferson Park	North-South	Long	High	5+	R	N	Maintaining naturalistic quality of Mt. Jefferson Park	No	Impacts to residential properties significantly outweighs quality of potential connection
Connect Fannon Street to Custis Ave through Mt. Jefferson Park	North-South	Long	High	5 to 15	I, C & POS	N	Custis intersection configuration, massive topographical changes, Maintaining naturalistic quality of Mt. Jefferson Park	No	Not feasible because of the existing geometry at the Custis intersection and the extreme topographical changes in the Mt. Jefferson park at that location
Move Fannon Street south to align with McKenzie Ave	East-West	Long	Moderate	2	I	Y	Transitway	No	Ownership and existing leases on properties south of existing Fannon Street prevent this from being an option in the next 20+ years.
Re-align McKenzie Ave or Bluemont Ave with existing Fannon Street	East-West	Short-Mid	High	15+	R	Y	Townhouses are already constructed	No	Not feasible because of constructed townhouses and development approvals.
Pedestrian bridge over Route 1	East-West	Short-Mid	Moderate	1	ROW	Y	Transitway, width of Route 1	No	City does not recommend the use of pedestrian bridges, unless there is no other feasible alternative.

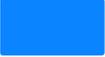


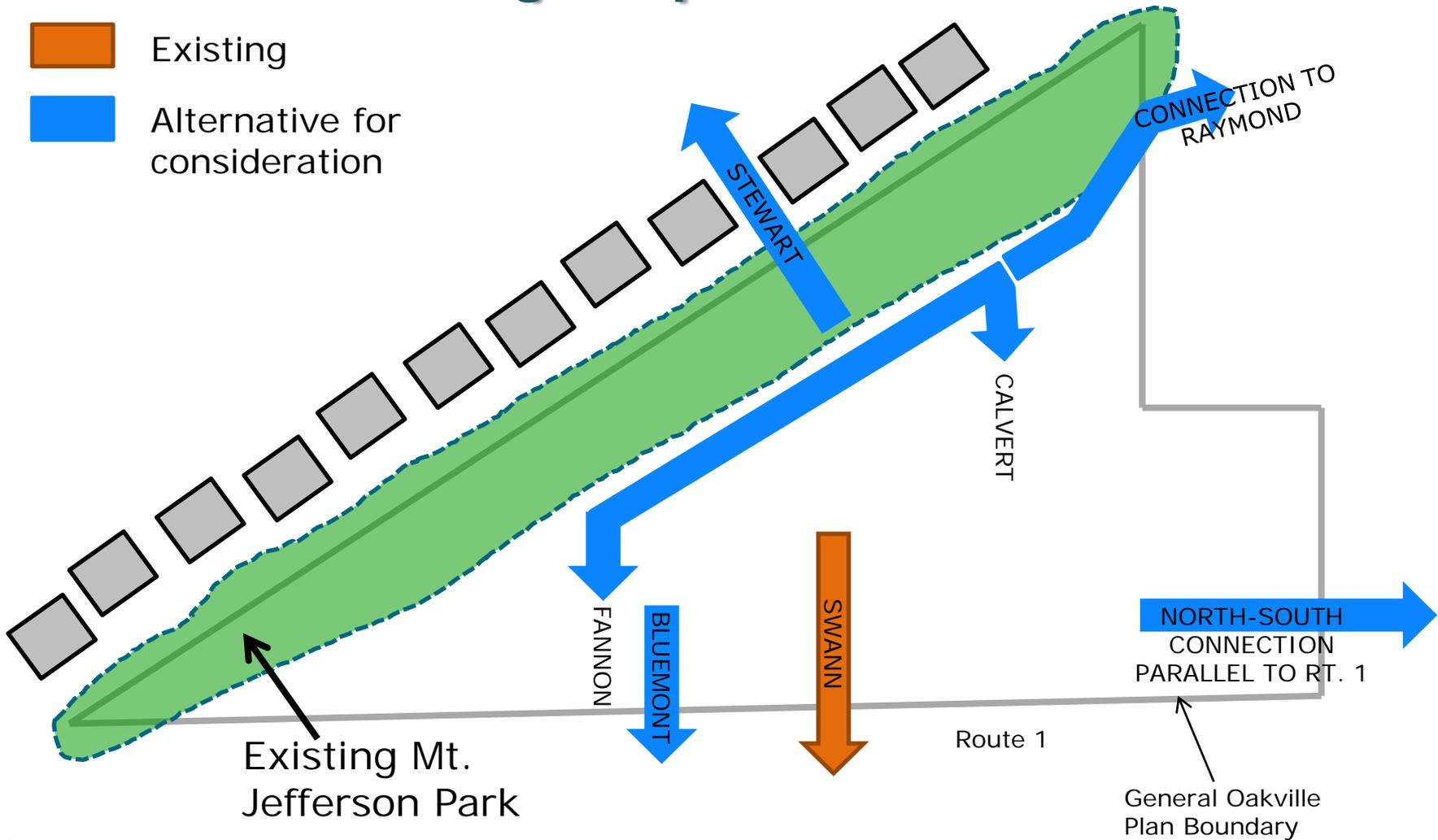
Connectivity Options Recommended for Further Study

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Connectivity Options

-  Existing
-  Alternative for consideration



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Connectivity

