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
Plan Study Area

Oakville Triangle/Route 1 Plan Study Area

- Plan Study Area
- Plan Study Area Buffer (100 ft)
Work Program
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**

<table>
<thead>
<tr>
<th>Connection Option</th>
<th>Direction</th>
<th>Timing</th>
<th>Property Ownership Impacts</th>
<th># Properties</th>
<th>Types of properties</th>
<th>Affects Transitway?</th>
<th>Physical/technical constraints (other than property ownership impacts)</th>
<th>Recommended for further study?</th>
<th>Additional City Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parallel road west of Route 1 through commercial properties to Globe Rd.</td>
<td>North-South</td>
<td>Mid-Long</td>
<td>Moderate</td>
<td>10 to 15</td>
<td>I, C</td>
<td>N</td>
<td>Will require Globe intersection reconfiguration</td>
<td>Yes</td>
<td>Could be implemented in phases with future redevelopment. Potential interim connection to Raymond through commercial properties, which would allow connectivity to Globe from Montrose.</td>
</tr>
<tr>
<td>Parallel road along Mt. Jefferson Park, not within park boundaries, connecting Calvert St. to Fannon St.</td>
<td>North-South</td>
<td>Short</td>
<td>Low</td>
<td>1</td>
<td>I</td>
<td>N</td>
<td>Developability of Oakville site. Maintaining naturalistic quality of Mt. Jefferson Park</td>
<td>Yes</td>
<td>In tandem with other connections, this would provide internal traffic circulation and external connectivity.</td>
</tr>
<tr>
<td><strong>Move Fannon Street north to align with Bluemont Ave</strong></td>
<td>East-West</td>
<td>Short</td>
<td>Moderate</td>
<td>1</td>
<td>I</td>
<td>Y</td>
<td>Transitway</td>
<td>Yes</td>
<td>Potential new signal on Route 1. Impacts to the transitway operation and traffic would need to be studied.</td>
</tr>
<tr>
<td>Stewart Ave connection through Mt. Jefferson Park</td>
<td>East-West</td>
<td>Short</td>
<td>High</td>
<td>1</td>
<td>ROW, POS</td>
<td>N</td>
<td>Maintaining naturalistic quality of Mt. Jefferson Park, narrow width of sidewalks on Stewart Ave</td>
<td>Yes</td>
<td>Could be implemented within existing City ROW and POS. POS lost to any potential road would need to be replaced.</td>
</tr>
<tr>
<td><strong>Additional signalized intersections along Route 1</strong></td>
<td>East-West</td>
<td>Short-Mid</td>
<td>Moderate</td>
<td>1</td>
<td>ROW</td>
<td>Y</td>
<td>Transitway</td>
<td>Yes</td>
<td>Impacts to the transitway operation and traffic would need to be studied.</td>
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<tr>
<td>Connection from Oakville Triangle north to Raymond Ave through Mt. Jefferson Park</td>
<td>North-South</td>
<td>Short-Mid</td>
<td>High</td>
<td>1</td>
<td>POS</td>
<td>N</td>
<td>Maintaining naturalistic quality of Mt. Jefferson Park</td>
<td>Yes</td>
<td>POS lost to any potential road would need to be replaced. New street would be narrow.</td>
</tr>
<tr>
<td>Monterey Ave connection through Oakville Triangle</td>
<td>North-South</td>
<td>Mid-Long</td>
<td>High</td>
<td>2</td>
<td>R</td>
<td>N</td>
<td>Developability of Oakville site</td>
<td>No</td>
<td>Would require acquisition of private residential property.</td>
</tr>
<tr>
<td>2201 Randolph Ave. (Triangle shaped property adjacent to Mt. Jefferson Park, private residential with no building)</td>
<td>East-West</td>
<td>Short-Mid</td>
<td>High</td>
<td>1</td>
<td>R</td>
<td>N</td>
<td>Narrow width of street frontage on Randolph</td>
<td>No</td>
<td>Would require acquisition of private residential property (no house on property currently).</td>
</tr>
<tr>
<td>Parallel road along Oakville Triangle site within Mt. Jefferson Park boundaries</td>
<td>North-South</td>
<td>Short</td>
<td>High</td>
<td>1</td>
<td>POS</td>
<td>N</td>
<td>Width of Raymond, replacing POS, Maintaining naturalistic quality of Mt. Jefferson Park</td>
<td>No</td>
<td>Park land would be eliminated, need to be replaced on-site potentially, new street would be narrow.</td>
</tr>
<tr>
<td>LaGrange Ave to Oakville Triangle through Mt. Jefferson Park</td>
<td>North-South</td>
<td>Long</td>
<td>High</td>
<td>5+</td>
<td>R</td>
<td>N</td>
<td>Maintaining naturalistic quality of Mt. Jefferson Park</td>
<td>No</td>
<td>Impacts to residential properties significantly outweighs quality of potential connection.</td>
</tr>
<tr>
<td>Connect Fannon Street to Custis Ave through Mt. Jefferson Park</td>
<td>North-South</td>
<td>Long</td>
<td>High</td>
<td>5 to 15</td>
<td>I, C &amp; POS</td>
<td>N</td>
<td>Custis intersection configuration, massive topographical changes, Maintaining naturalistic quality of Mt. Jefferson Park</td>
<td>No</td>
<td>Not feasible because of the existing geometry at the Custis intersection and the extreme topographical changes in the Mt. Jefferson park at that location.</td>
</tr>
<tr>
<td>Move Fannon Street south to align with McKenzie Ave</td>
<td>East-West</td>
<td>Long</td>
<td>Moderate</td>
<td>2</td>
<td>I</td>
<td>Y</td>
<td>Transitway</td>
<td>No</td>
<td>Ownership and existing leases on properties south of existing Fannon Street prevent this from being an option in the next 20+ years.</td>
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<td>Re-align McKenzie Ave or Bluemont Ave with existing Fannon Street</td>
<td>East-West</td>
<td>Short-Mid</td>
<td>High</td>
<td>15+</td>
<td>R</td>
<td>Y</td>
<td>Townhouses are already constructed</td>
<td>No</td>
<td>Not feasible because of constructed townhouses and development approvals.</td>
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<td>Pedestrian bridge over Route 1</td>
<td>East-West</td>
<td>Short-Mid</td>
<td>Moderate</td>
<td>1</td>
<td>ROW</td>
<td>Y</td>
<td>Transitway, width of Route 1</td>
<td>No</td>
<td>City does not recommend the use of pedestrian bridges, unless there is no other feasible alternative.</td>
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## Connectivity Options

**Recommended for Further Study**

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Connectivity Options

Existing

Alternative for consideration

Oakville Triangle and Route 1 Corridor Planning

Meeting #5: Draft Principles and Connectivity Matrix

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Connectivity