

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
1	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
2	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
3	**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.
4	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.
5	**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.
6	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
7	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.
8	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).
9	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
10	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
11	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
12	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.
13	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.
14	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.

Notes:

C stands for commercial property
R stands for residential property
I stands for industrial property
POS stands for Public Open Space
ROW stands for Right of Way

Timing
Long 10+ years
Mid 5-10 years
Short 0-5 years

Property Impacts
High Impacts residential or POS
Moderate Impacts commercial properties
Low Only impacts City-owned ROW, or properties to be redeveloped in the short term

Potential connections recommended for further study will be evaluated by mode (pedestrian, bicycle, car) as part of the ongoing planning process.

**Only one of these options would be implemented if they were found to be workable solutions