

Oakville Triangle: CDD Concept Plan

CDD #2014-0002

VAC #2015-0002

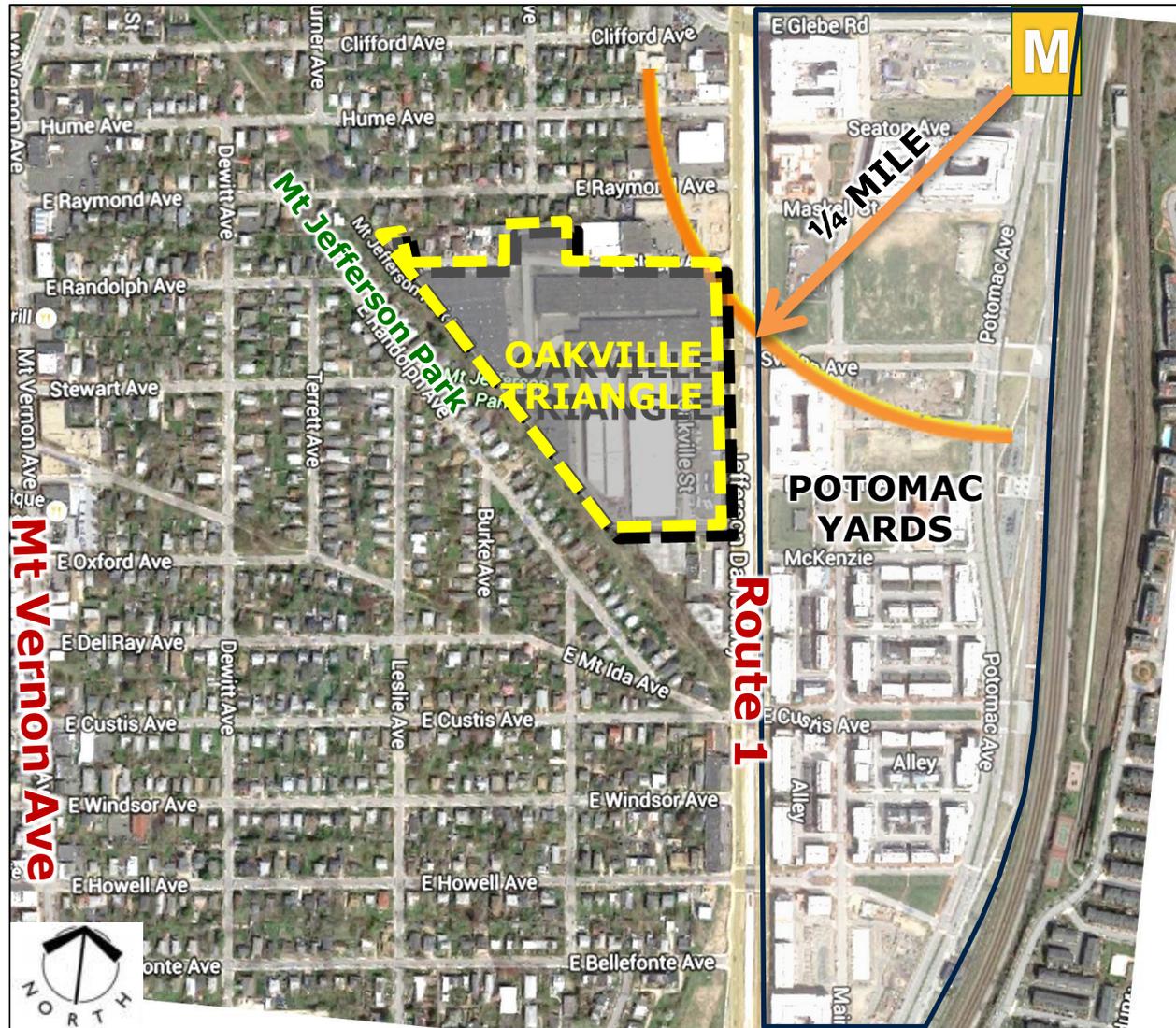
SUP #2015-0077

City Council
January 23, 2016



Site Context

- Currently: Industrial zone
- ~13 acres
- Proximity to Route 1 / PY Del Ray & Lynhaven



Requests

CDD Concept Plan: Plan layout (building footprints) and development and parking levels for the Oakville Triangle site:

- **Subdivision**
- **Preliminary Infrastructure Plan** streets, open spaces and infrastructure in order to support the Oakville Triangle development

Vacation of portions of Swann Ave, Oakville Street and Calvert Avenue, consistent with the Plan and the establishment of a new street grid

SUP for a **Transportation Management Plan**

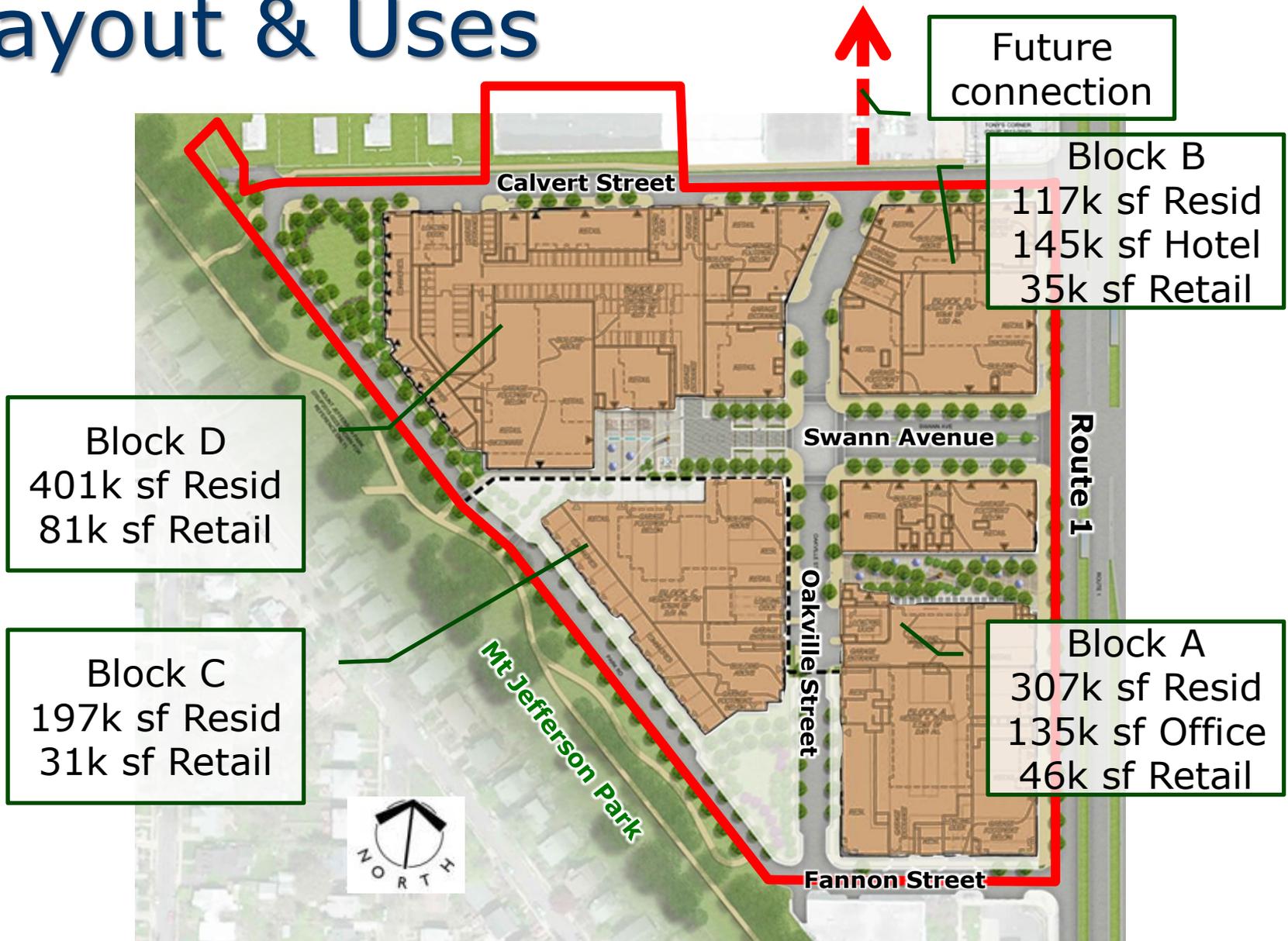


CDD Concept Plan

- 1.57m. GFA (excl. parking garages)
- Total residential units 1,050
- 15 % ground-level open space and a total of 40 % overall open/amenity space
- Benefits associated with the impacts from the development
- Conditions of approval which relate to the site-wide elements

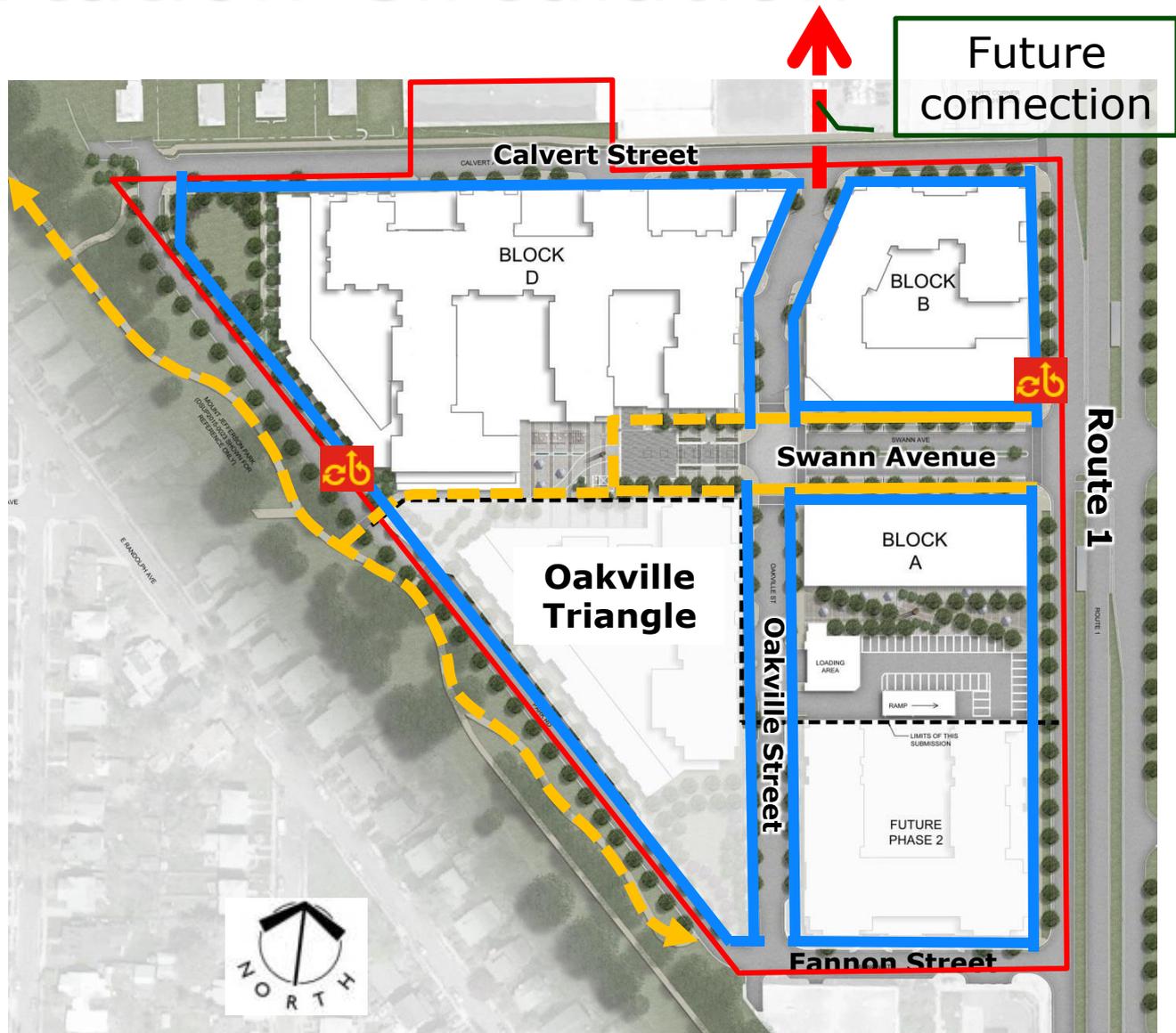


Layout & Uses

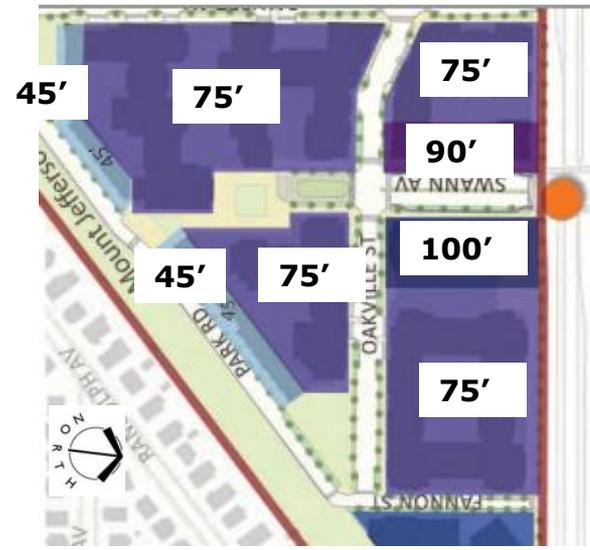


Transportation Circulation

-  Bike Lanes
-  Shared Use path
-  Sidewalk
-  Bikeshare



Heights



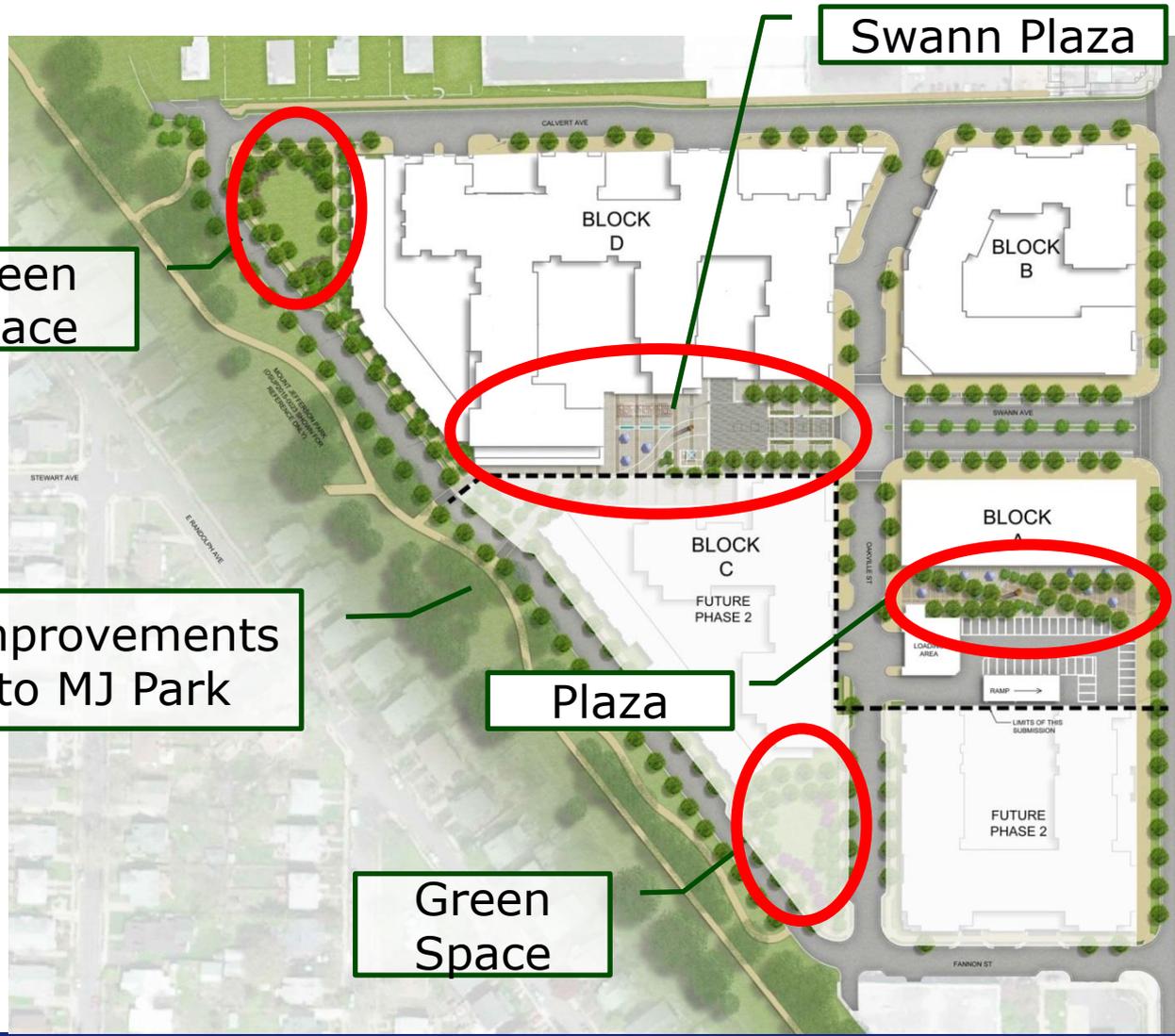
- Per Oakville/Rt. 1 Plan (above)
- Heights located adj. to transit and Rt. 1
- Transition to lower building forms to meet surrounding area



Phasing

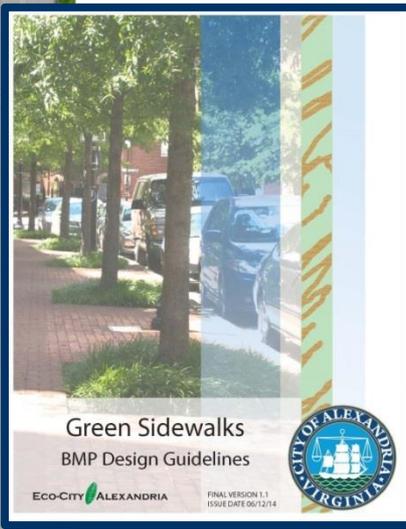


Open Space & Amenity Space



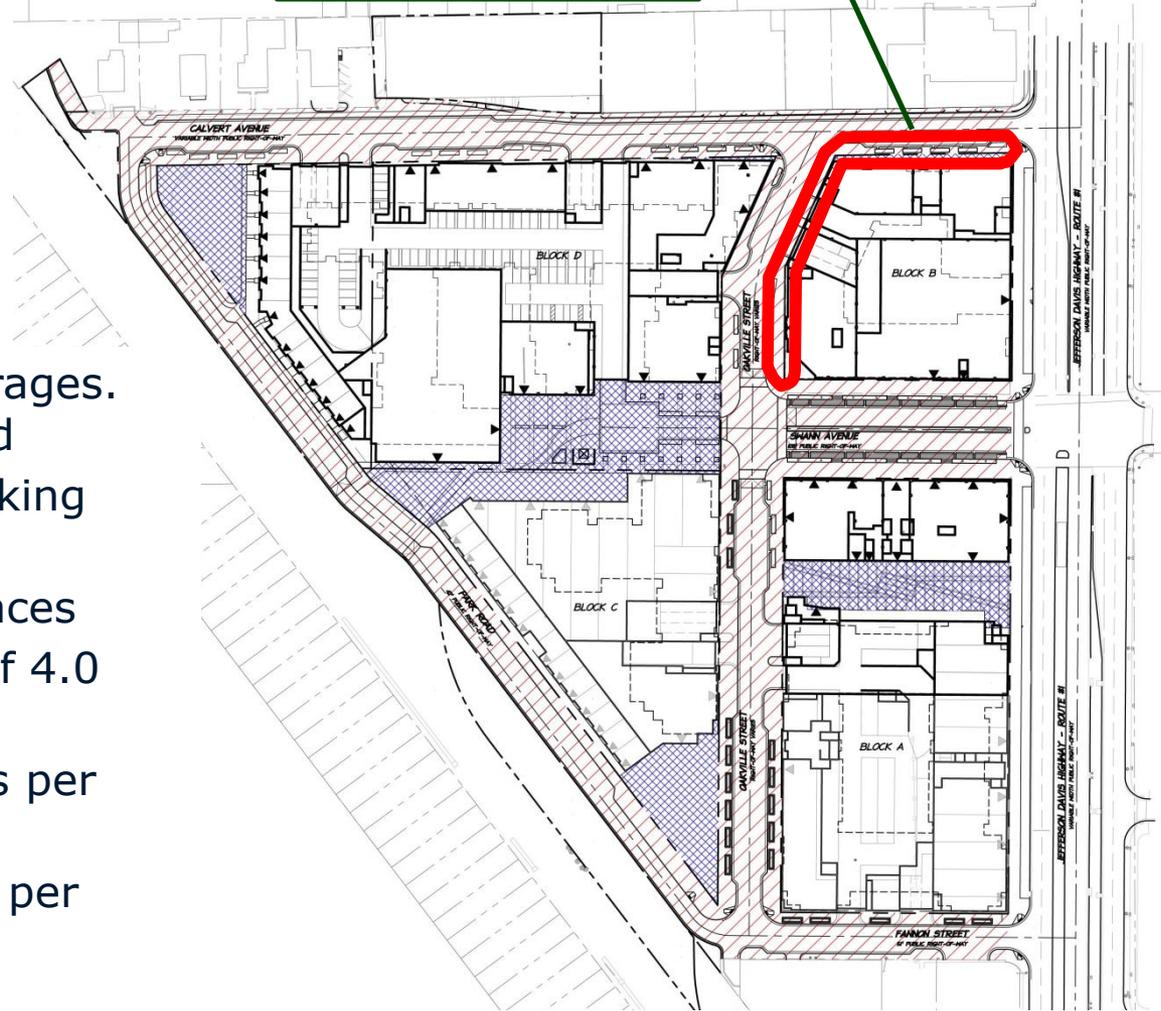
15 % ground-level open space

total of **40 %** overall open and amenity space



Parking

Potential future encroachment



- Primarily underground garages. Garage on B is constrained
- Multi-family – Current parking regulations
- Townhouse – Max of 2 spaces
- Retail/Restaurant – max of 4.0 spaces per 1,000 sf
- Office – max of 2.0 spaces per 1,000 sf
- Hotel – Max of 0.7 spaces per 1,000 sf



Transportation Improvements / Phasing

- Phase 1
 - Swann at Route 1 improvements
 - Route 1 / E. Glebe signal improvements
\$200,000 contribution
- Phase 2
 - Route 1 / E. Glebe Lane improvements
\$1.4 million contribution



Affordable Housing

Contribution is consistent with the Housing Master Plan:

- Provides a significant housing contribution (recognizing rezoning/CDD).
- Value of 65 onsite committed affordable units (@ 60% AMI for 25 years) is \$7.8 M (+ \$3 M beyond standard)
- Locates affordable housing near TOD, jobs and in mixed-use development.
- Provides housing options affordable to a range of incomes, ages and household types.
- Links housing with jobs/workers critical to area's future economic competitiveness and sustainability.
- Unit mix includes studios and two 2BR units.



Community Benefits

Item	Est. Cost*
Funded by 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
Bike share / street grid / community space	
Underground utilities/Streetscape on Rt. 1	



Next steps – DSUPs and Architecture

Figure 33: Illustrative Example of Variety of Height

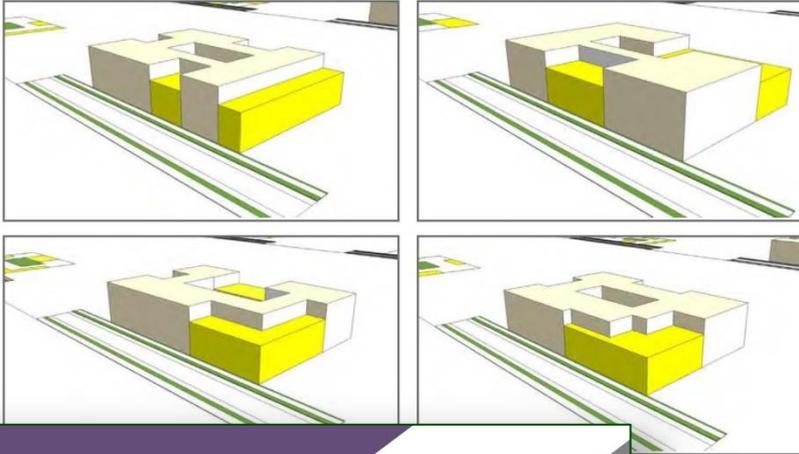


Figure 34A: Variety of Building Footprints Axon Views

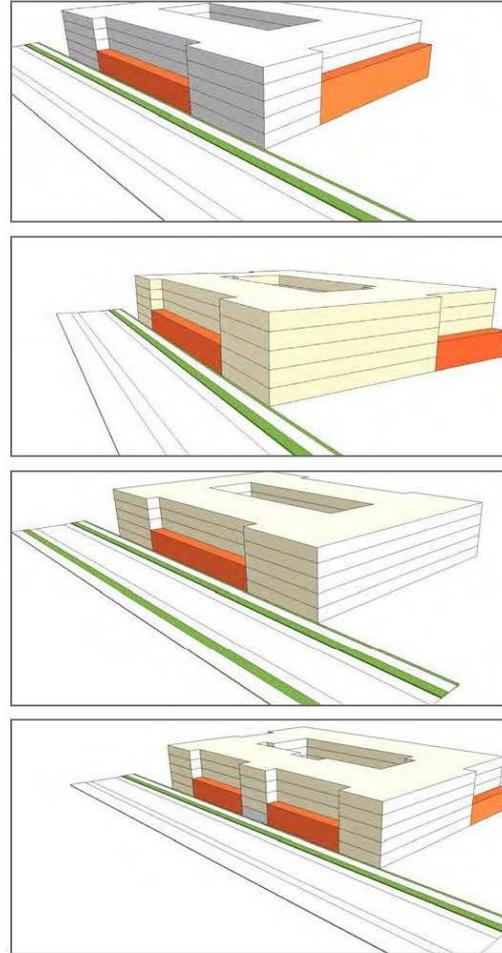
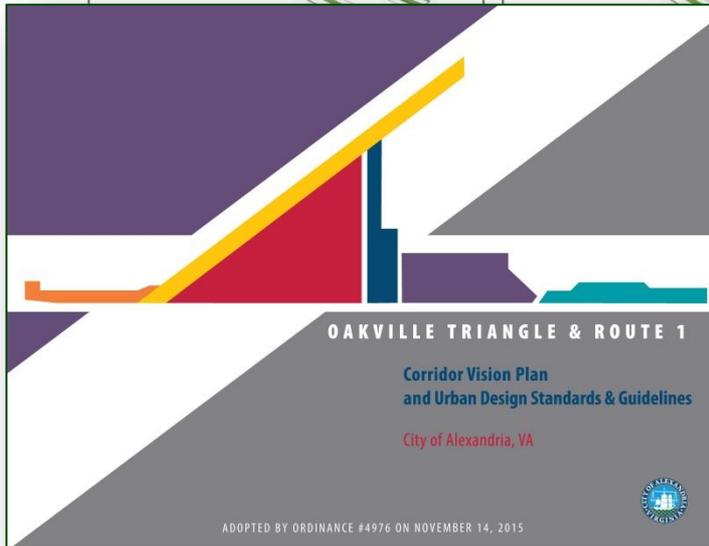
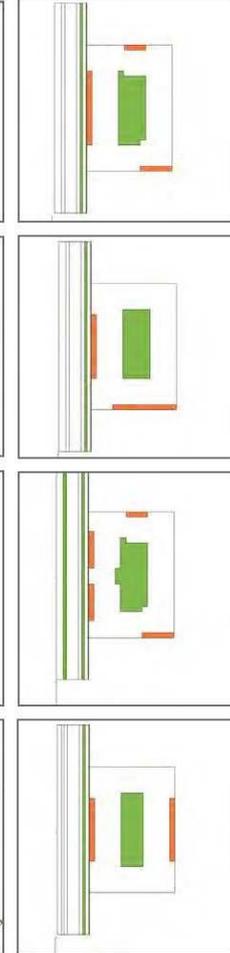
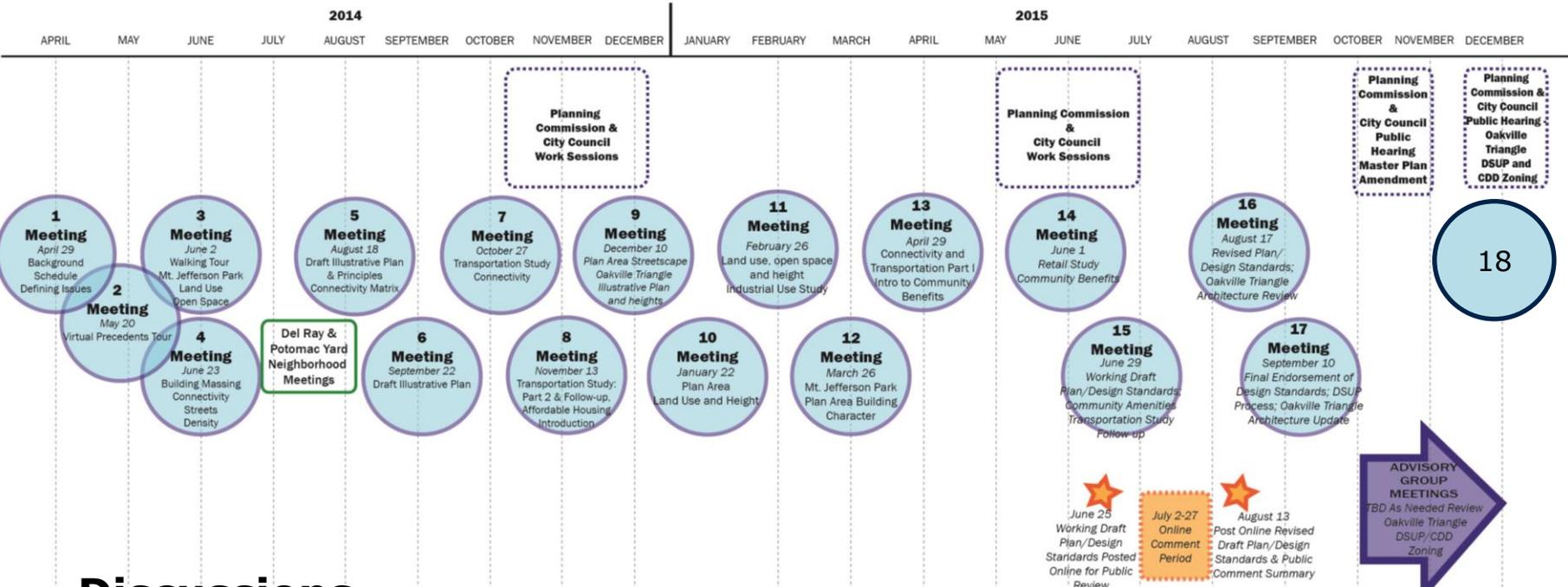


Figure 34B: Plan Views



Community Outreach



Discussions

- Density/height and scale compatibility with neighborhood
- Retention of existing uses
- Desire for quality architecture
- Community benefits associated



Recommendation

Staff Recommends approval of CDD#2014-0002 and associated applications, subject to conditions.





Site



NW Parcel

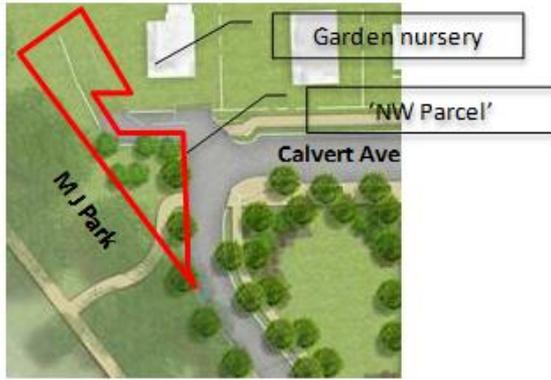
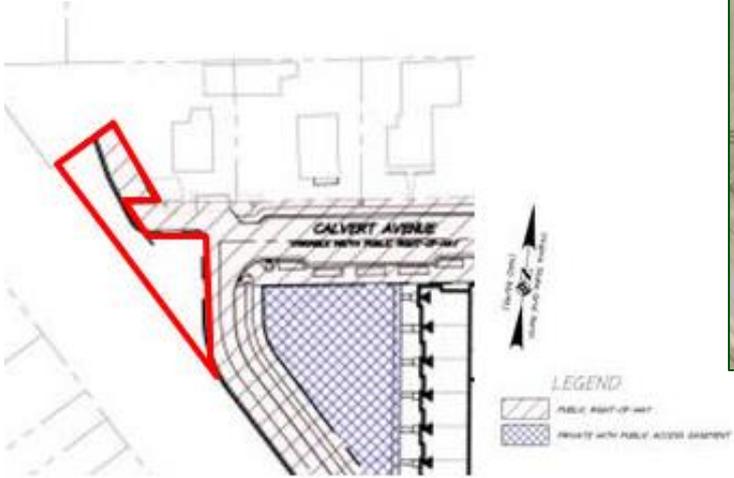


Fig. 6: NW Parcel

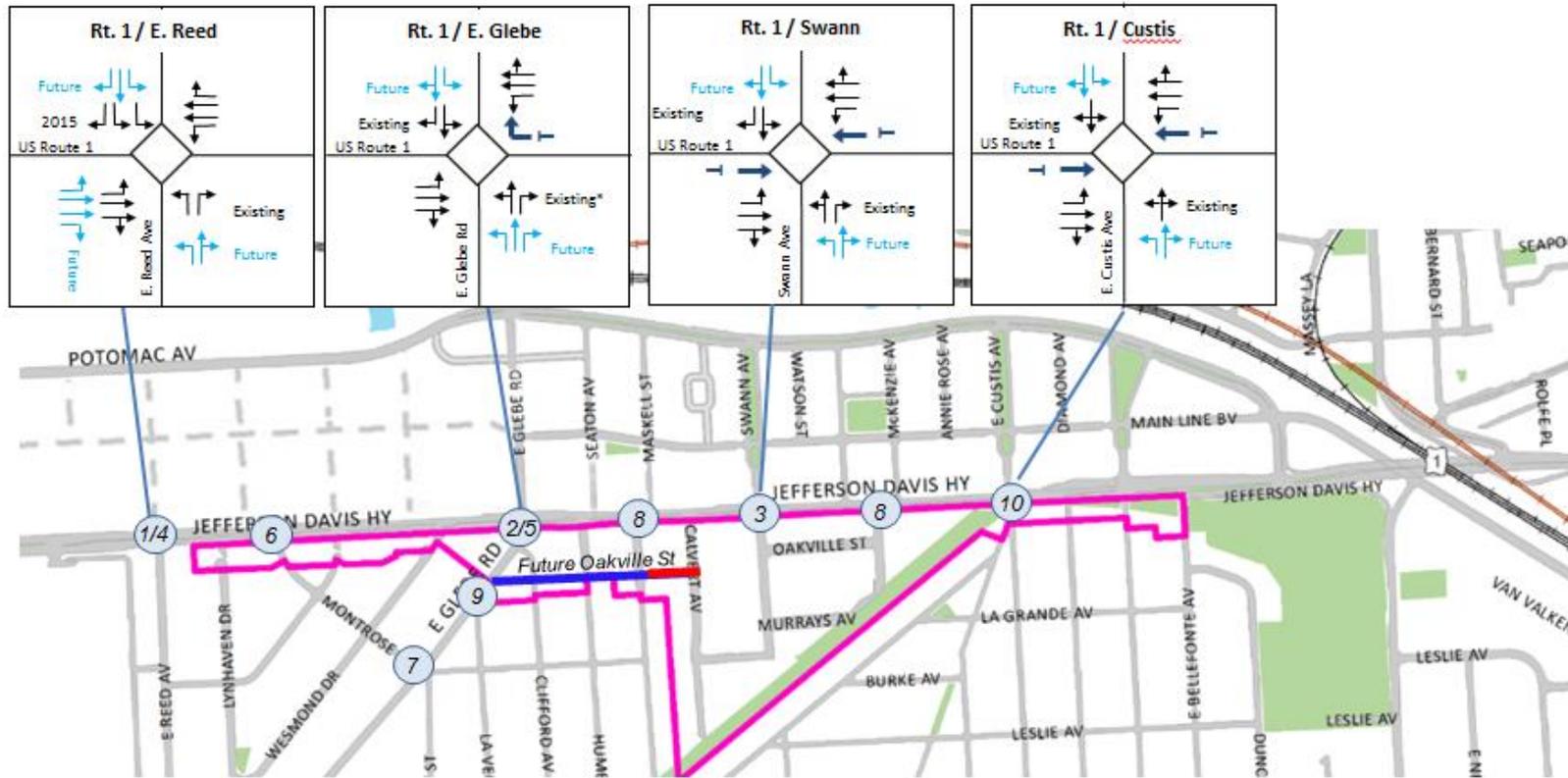


Transportation Management Plan

- Required to participate in District Wide Transportation Management Plan (TMP)
- TMP's include strategies to encourage residents/employees to use other forms of transportation to SOV's
- First applicant to receive building permit responsible for assuming role of TMP Coordinator



Transportation - Improvements



Phase 1 – Operational prior to 800,000 Sq. Ft. (Net without parking)

- 1 – Signal modifications at Route 1 and E. Reed Ave
- 2 – Signal modifications at Route 1 and E. Glebe Road
- 3 – Lane modifications at Route 1 and Swann Ave.

Phase 2 – Operational prior to 1.6 Million Sq. Ft. (Net without parking)

- 4 – Intersection improvements at Route 1 / E. Reed
- 5 – Intersection improvements at Route 1 / E. Glebe (Phase 1)
- 6 – New signal at Route 1 and Montrose
- 7 – Improvements on Montrose and at Montrose/Ashby/E. Glebe
- 8 – Pedestrian crossing across Route 1 (at Fannon St. or Raymond Ave)

Phase 3 – Operational prior to 2 million Sq. Ft. (Net without parking)

- 9 – Improvements at Route 1 / E. Glebe (Phase 2)
- 10 – Lane modifications at Route 1 / E. Custis Ave

