

# Oakville Triangle: CDD Concept Plan

CDD #2014-0002

VAC #2015-0002

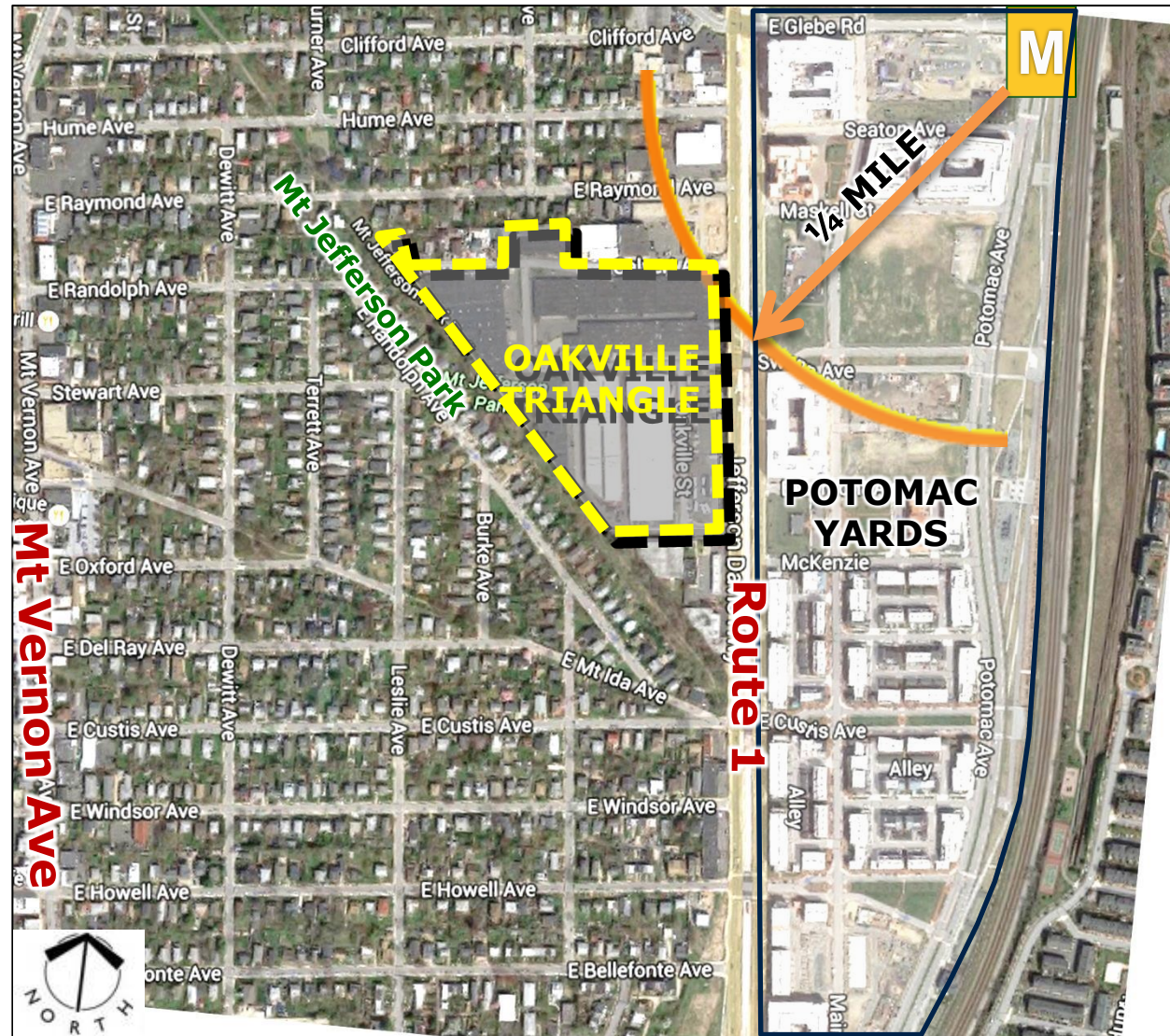
SUP #2015-0077

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**



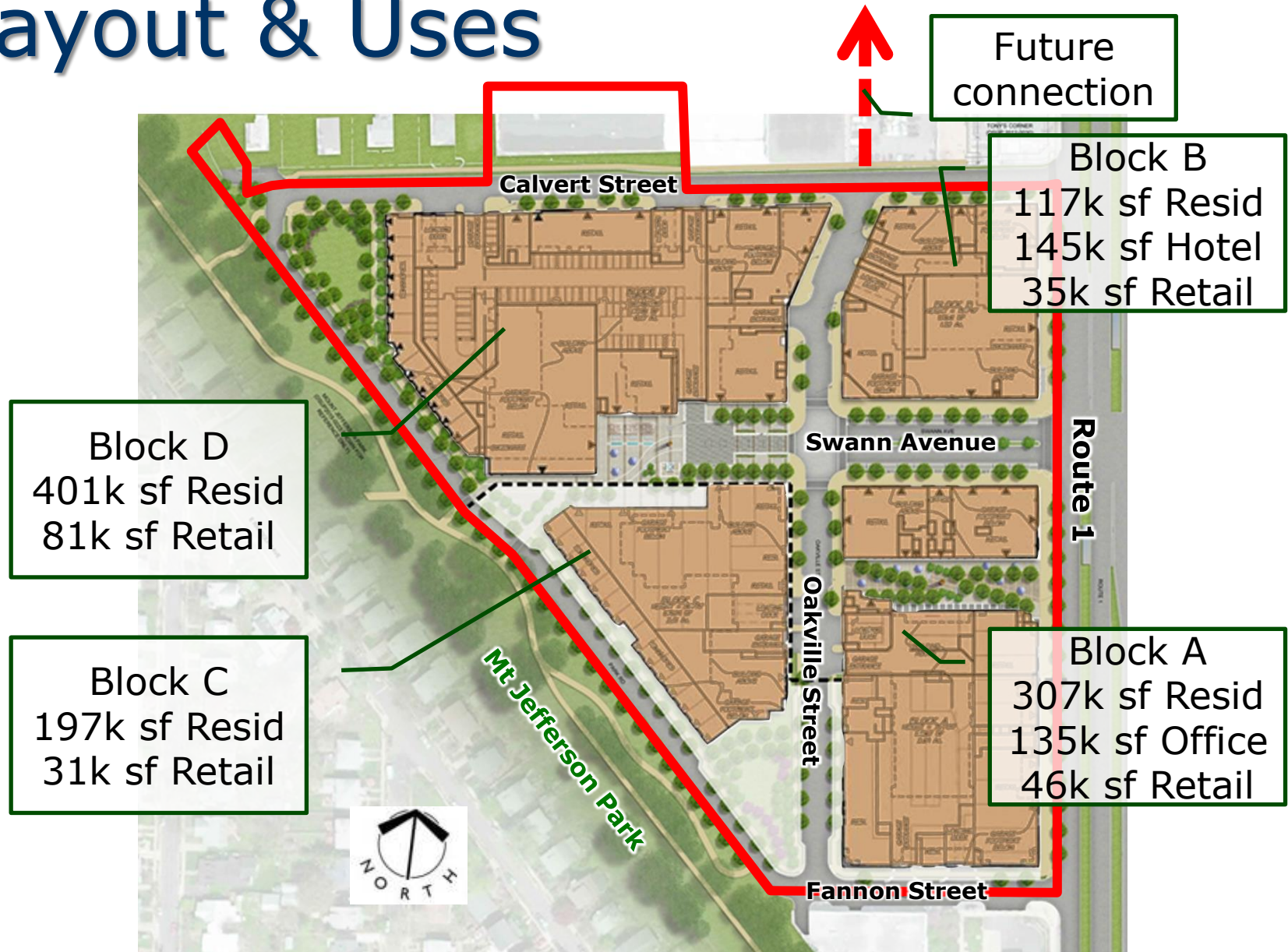
# CDD Concept Plan

- 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







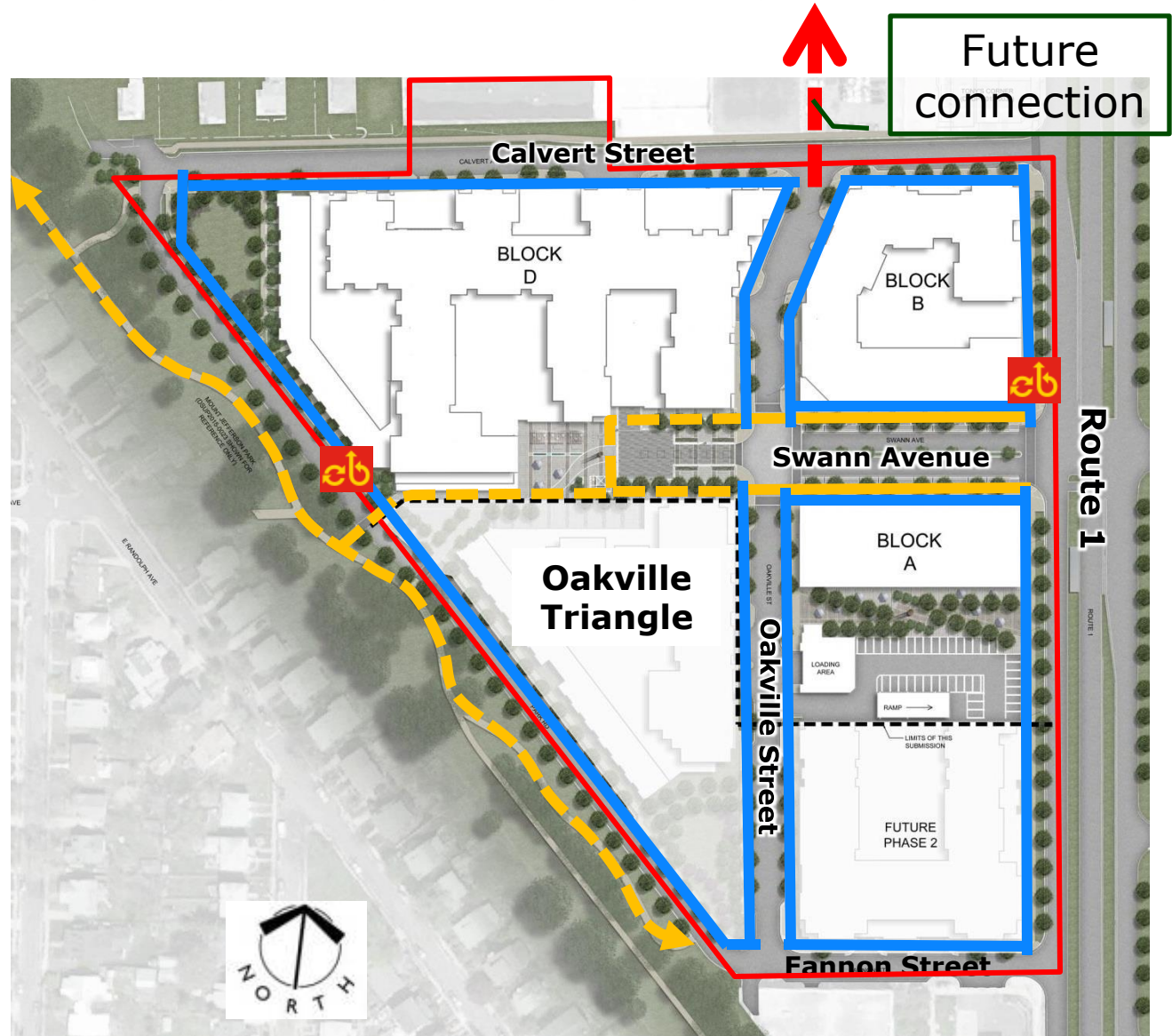


# Layout & Uses



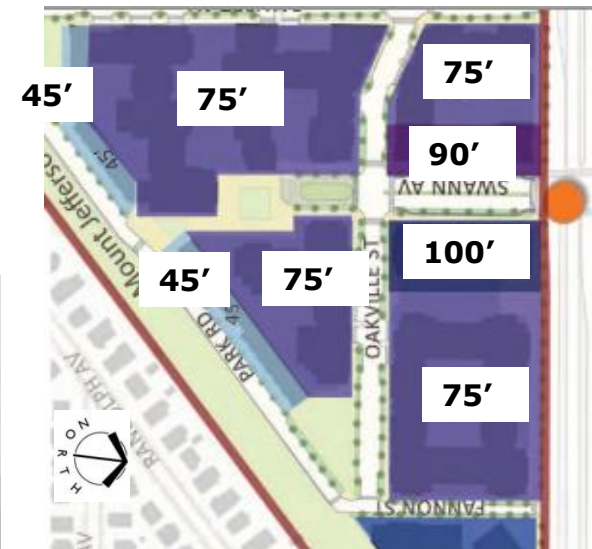
# Transportation Circulation

-  Bike Lanes
-  Shared Use path
-  Sidewalk
-  Bikeshare





# Heights



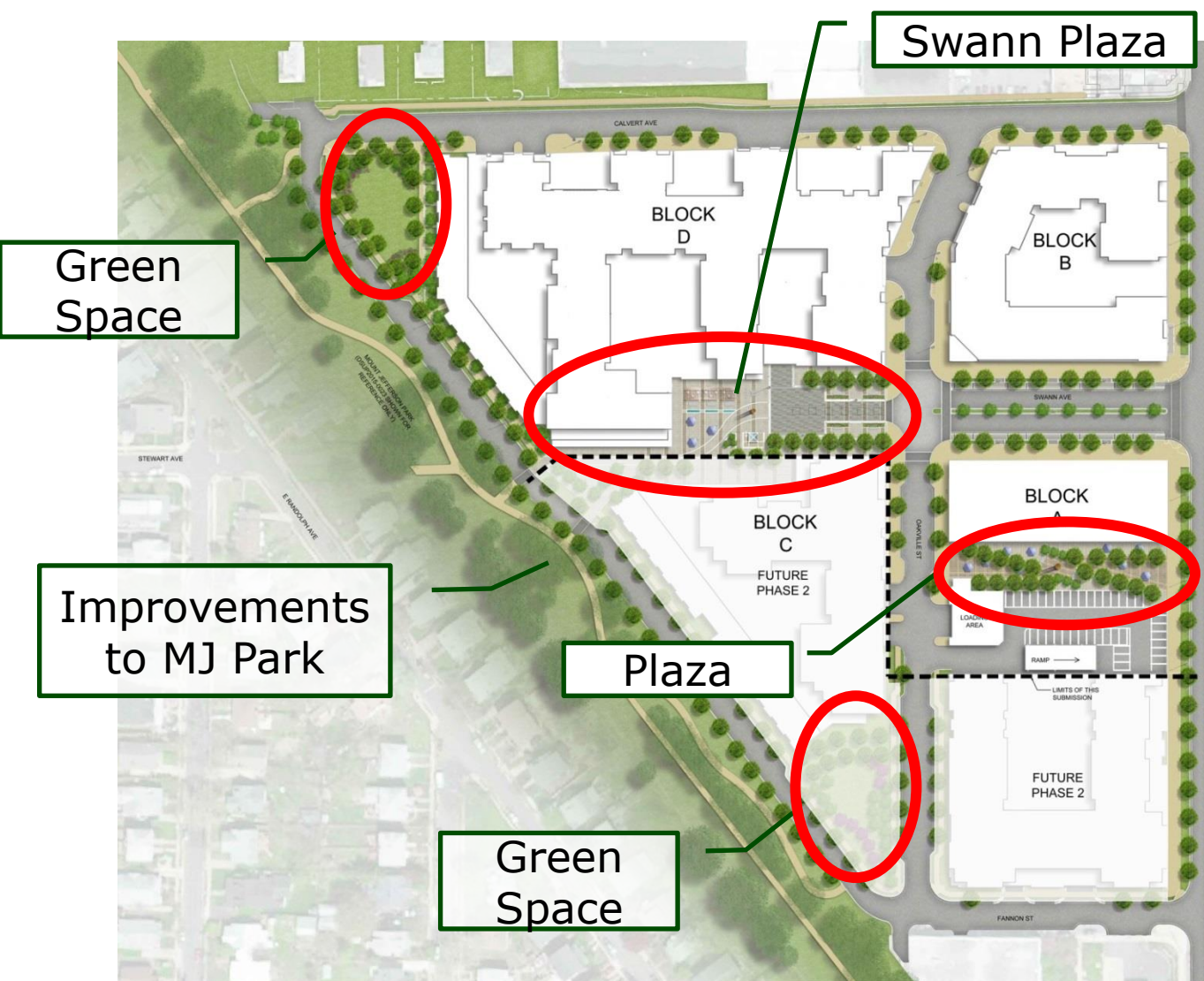
- Per Oakville/Rt. 1 Plan (above)
- Heights located adj. to transit and Rt. 1
- Transition to lower building forms to meet surrounding area

# Phasing



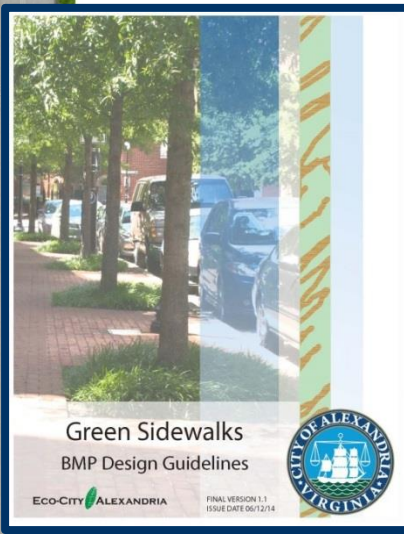


# Open Space & Amenity Space



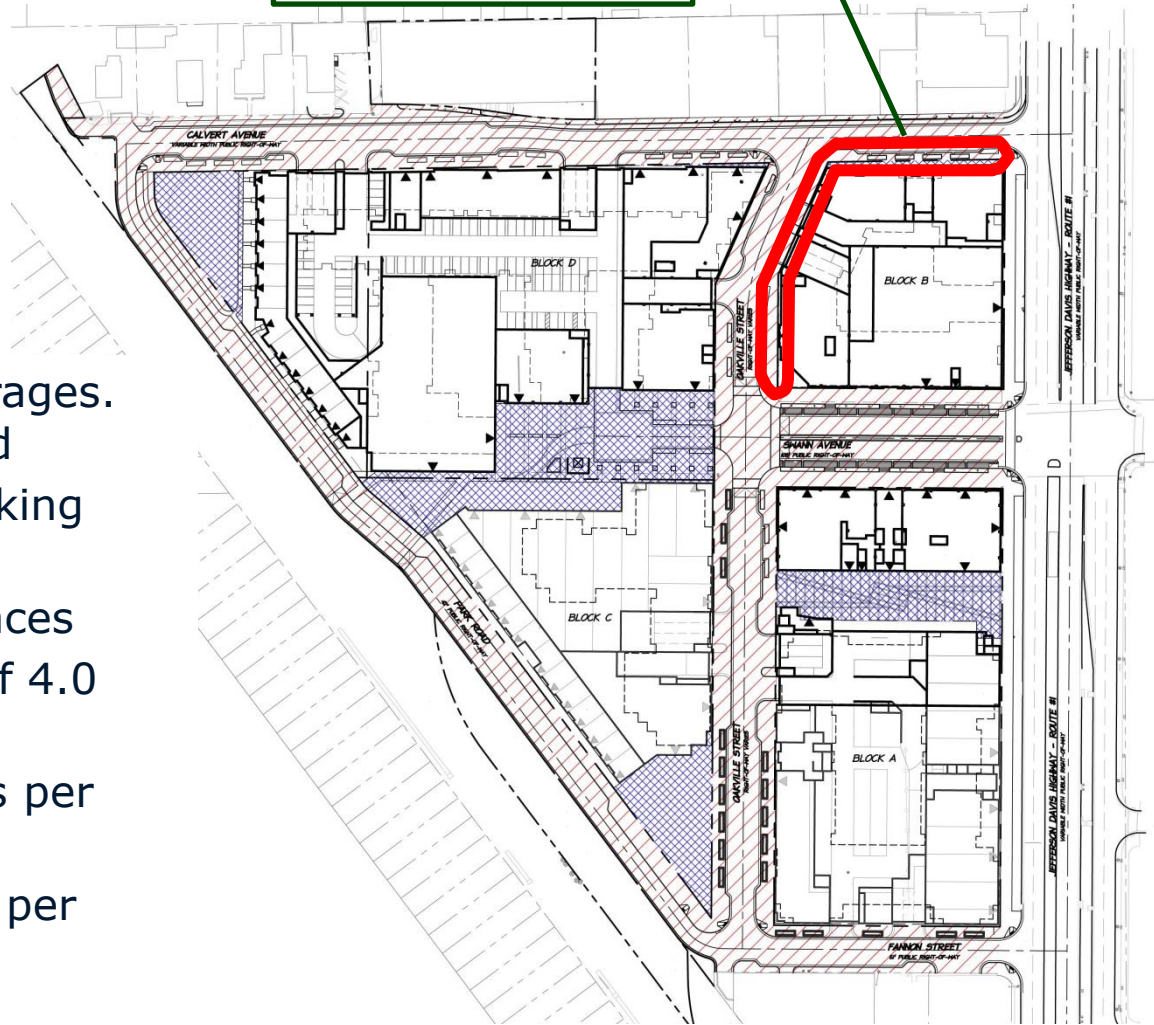
**15 %** ground-level open space

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*
<b>Funded by Oakville Triangle Developer Contributions</b>	
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

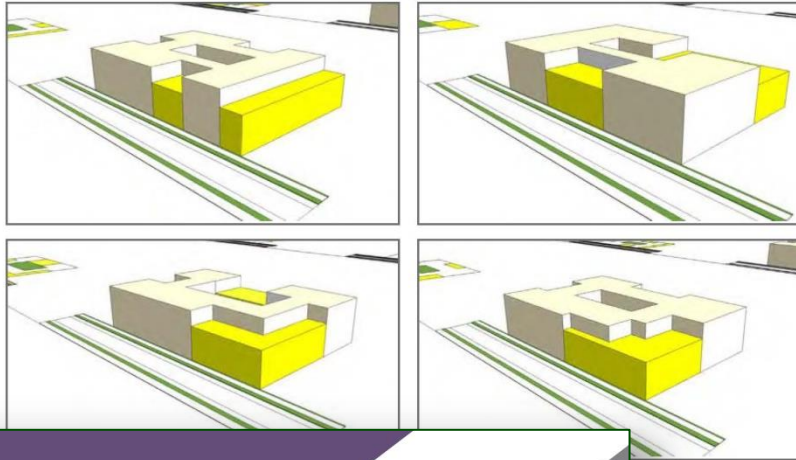


Figure 34A: Variety of Building Footprints Axon Views

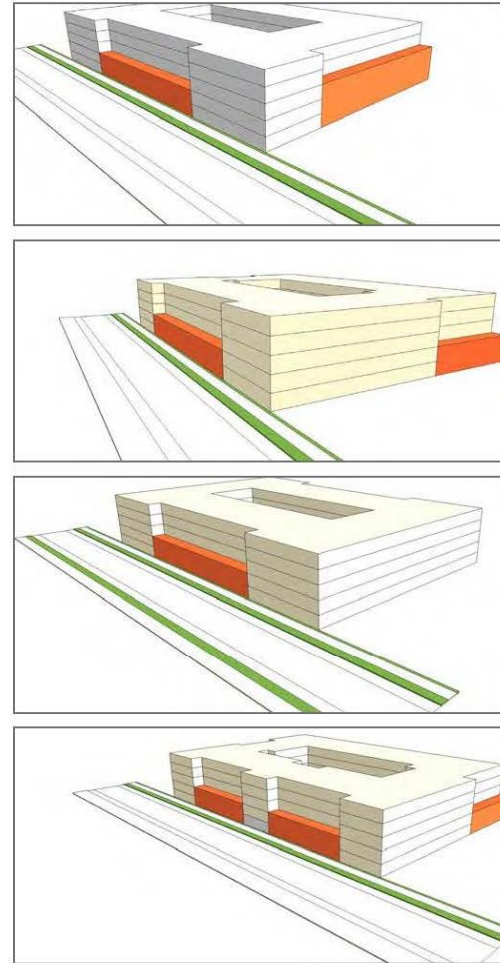
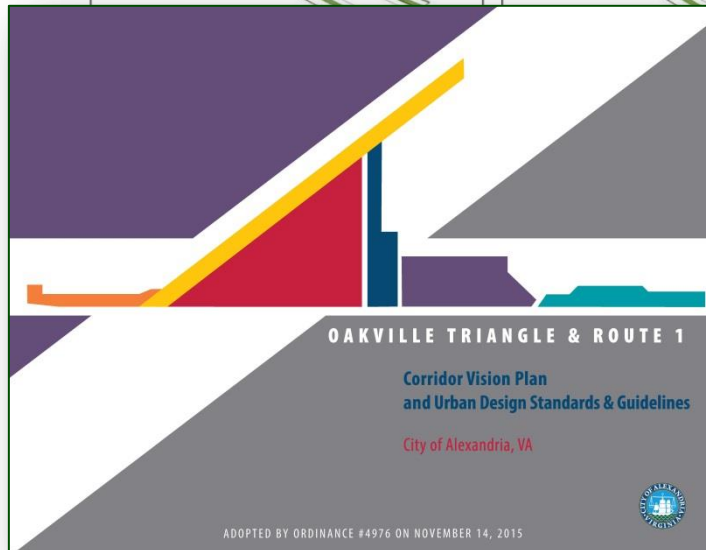
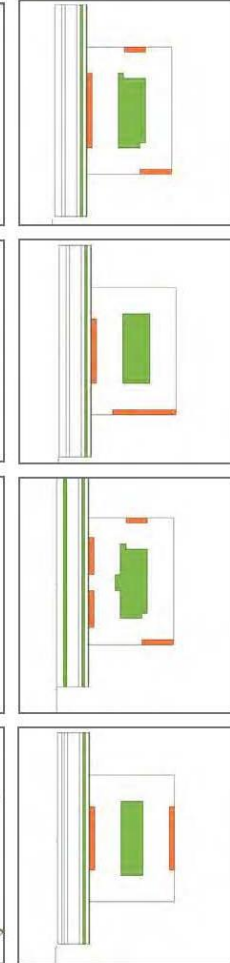


Figure 34B: Plan Views





# PLANNING & ZONING



- 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

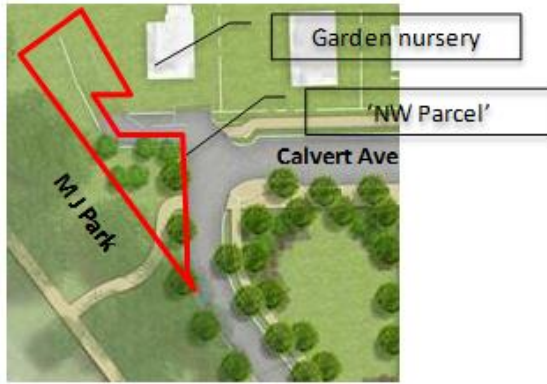
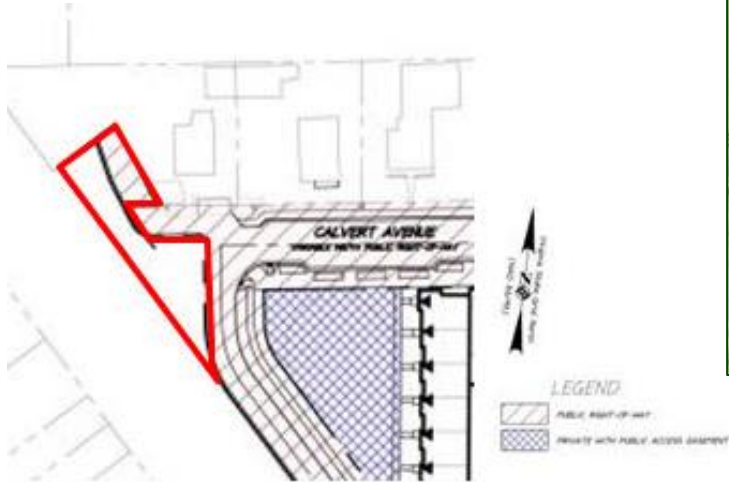


Fig. 6: NW Parcel



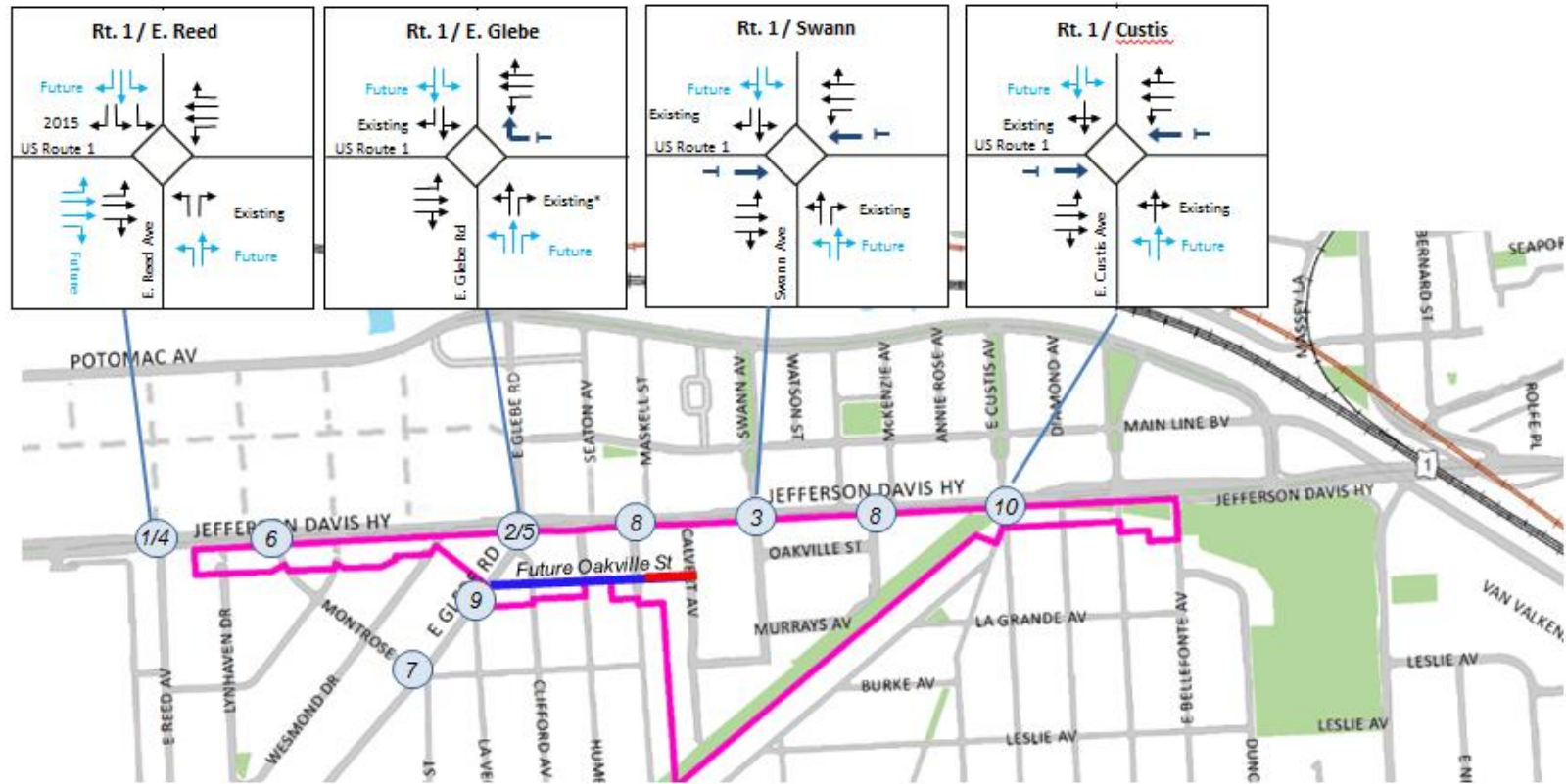
# Transportation Management Plan

- 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