

1.0/ Executive Summary

The Downtown Transportation and Streetscape Study (DTS) is a key part of a broader visionary process: The Downtown Oakville Strategic Action Plan. The Strategic Action Plan, completed in 2010, provides guidance for the future of downtown Oakville over the next 20 years and reinforce the vision for downtown Oakville established in the town's Official Plan, Livable Oakville.

To further advance many of the projects and initiatives identified in the Downtown Oakville Strategic Action Plan, the town has launched the Downtown Plan, one of the most creative, inclusive, and compelling projects in Oakville. The objective of the Downtown Plan is to successfully engage the public and integrate the efforts of two studies – The Downtown Cultural Hub Study (DCH) and the Downtown Transportation and Streetscape Study (DTS) — both looking at ways to improve downtown by maximizing facility space, enhancing accessibility, leveraging existing roadways and increasing the cultural character.

The DTS and its Streetscape Master Plan is founded on technical findings of a Transportation Study conducted during this study for all downtown streets. The Transportation Study also informs the three options for the reconstruction of Lakeshore Road East, from

Allen Street to Navy Street. Recommendations to revitalize Towne Square will be advanced later with the input of the Downtown Cultural Hub to ensure its programming is well-balanced with the future of Centennial Square and the cultural programme of its surrounding buildings.

The DTS study area is focused on Lakeshore Road in the downtown core area bounded on the west by Sixteen Mile Creek, on the east by Allan Street, on the south by Robinson Street and to the north by Randall Street. The year and half study involved extensive community and stakeholder consultation program, including local residents, business owners and the Downtown BIA to achieve the best possible consensus for the recommended plan directions. The consultation program included two series of stakeholder consultations, six community meetings and three presentations/workshops with members of the BIA. The consultation program advanced key design considerations including the objectives of enhanced access for all, economic vitality, cultural dynamism and a vibrant public realm. Ongoing dialogue with the public and key stakeholders informed the recommendations of the Downtown Streetscape Master Plan and Lakeshore Road reconstruction options.

All street design options are intended to compliment and reinforce buildings, provide a continuous two-way cycling route through the downtown, promote wider tree-lined boulevards, and provide complementary streetscape materials and furnishings within the Downtown Oakville Heritage Conservation District. The DTS and the DCH were initiated at the same time so that their directions could inform one another. The DCH is an ongoing study that will recommend the best locations and make-up of new cultural facilities that will best serve Oakville for the next fifty years.

The Transportation Study assessed current conditions and made key recommendations for improvement in two key areas including one-way street to two-way street conversion and the design of Navy Street and George Street as curbside, flexible streets that promote pedestrian use and controlled vehicular access. Navy Street is intended to extend the planned Cultural Hub facilities at the Library and Performing Arts Centre and a revitalized Centennial Square, while George Street will promote a key open space connection and active public space between Towne Square and the redeveloped Post Office.

Lakeshore Road East is at the end of its lifecycle and must be reconstructed. All three options developed for Lakeshore Road include recommendations for high quality, contemporary street and boulevard design and relocating centre lane loading to the side streets or on limited locations on Lakeshore Road. Option 1 (Status Quo) retains a similar profile to the existing road configuration with a 4.6 metre boulevard, removing the centre loading lane and replacing it with a centre lane for turning. Option 2 is broken down into two sub-options. Option 2 (Wide Boulevard) removes the centre lane except at signalized intersections, providing a wider 6.0 metre boulevard. Option 2A is similar but also provides bike sharrows and reduces the boulevard width to 5.85m. Dedicated cycling lanes are provided for both Options 1 and 2 on Church Street and Robinson Street. Option 3 (Cycling Lanes) incorporates dedicated cycling lanes between street parking and the drive lane resulting in a 5.2 metre wide boulevard.

An accountable Evaluation Criteria has been developed to test and evaluate each street option as its design responds to universal access, economic vibrancy, cultural focus and multi-use streets, facilities and infrastructure that meet existing and future needs and is financially sustainable.

