



# Open House Scenic Corridors Study





## What are scenic corridors?

*Scenic corridor* means a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.

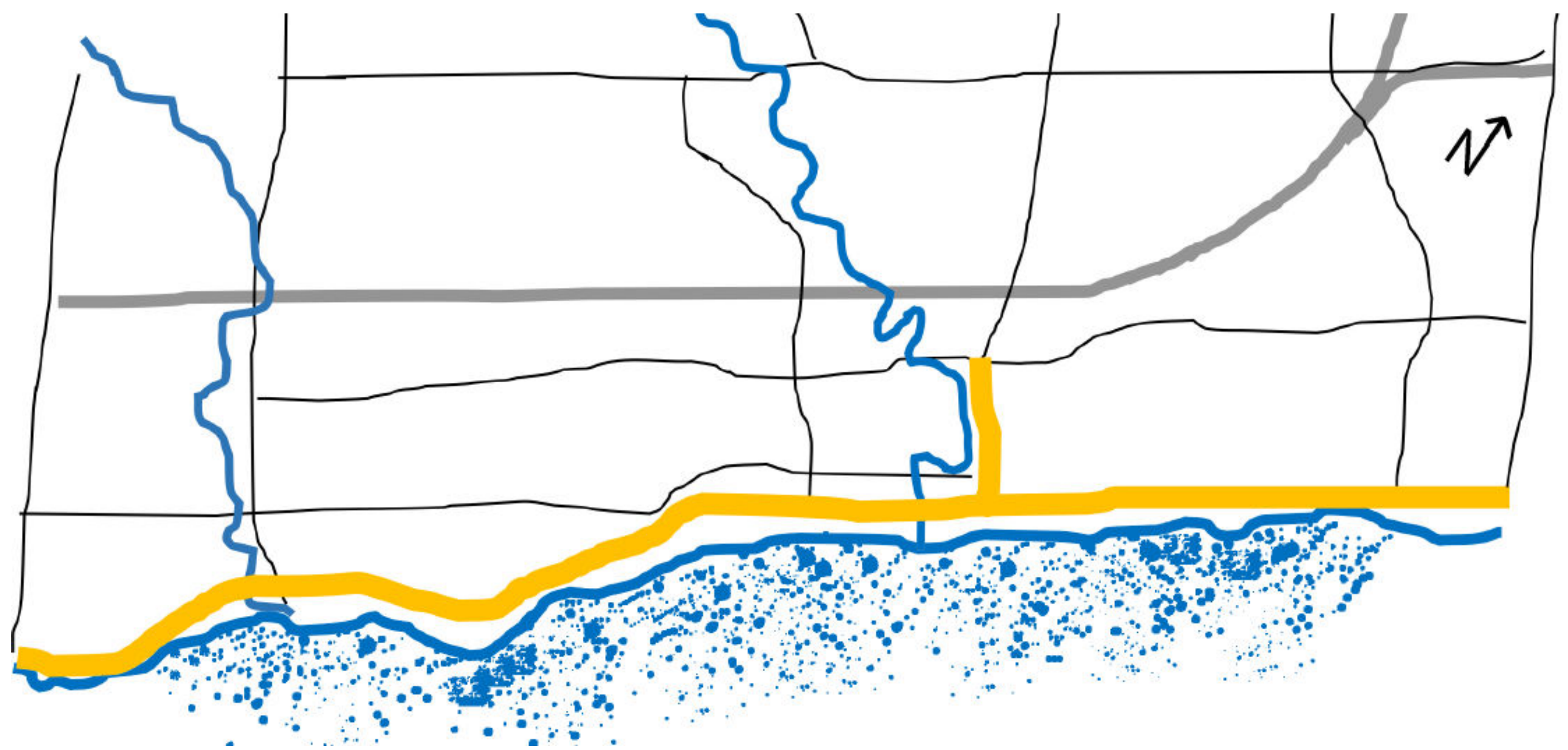
Scenic corridors are visually composed of:

- Roadway
- Landscape setback

## Where are the town's scenic corridors?

The town has two identified scenic corridors:

- Lakeshore Road
- Trafalgar Road (between Cornwall Road and Lakeshore Road)



## Why does the town identify scenic corridors?

Scenic corridors are recognized for their:

- Visual quality
- Natural and cultural heritage features
- Connectivity
- Buffer to adjacent uses

Maintaining these attributes add value and contribute to the town's character.

## How are scenic corridors identified?

Scenic corridors are identified as an element of the town's urban structure, which is a component of the town's Official Plan.

The urban structure sets out the framework for where and how the town will grow and how to determine Oakville's character and form.



# Why study the scenic corridors?

## Background

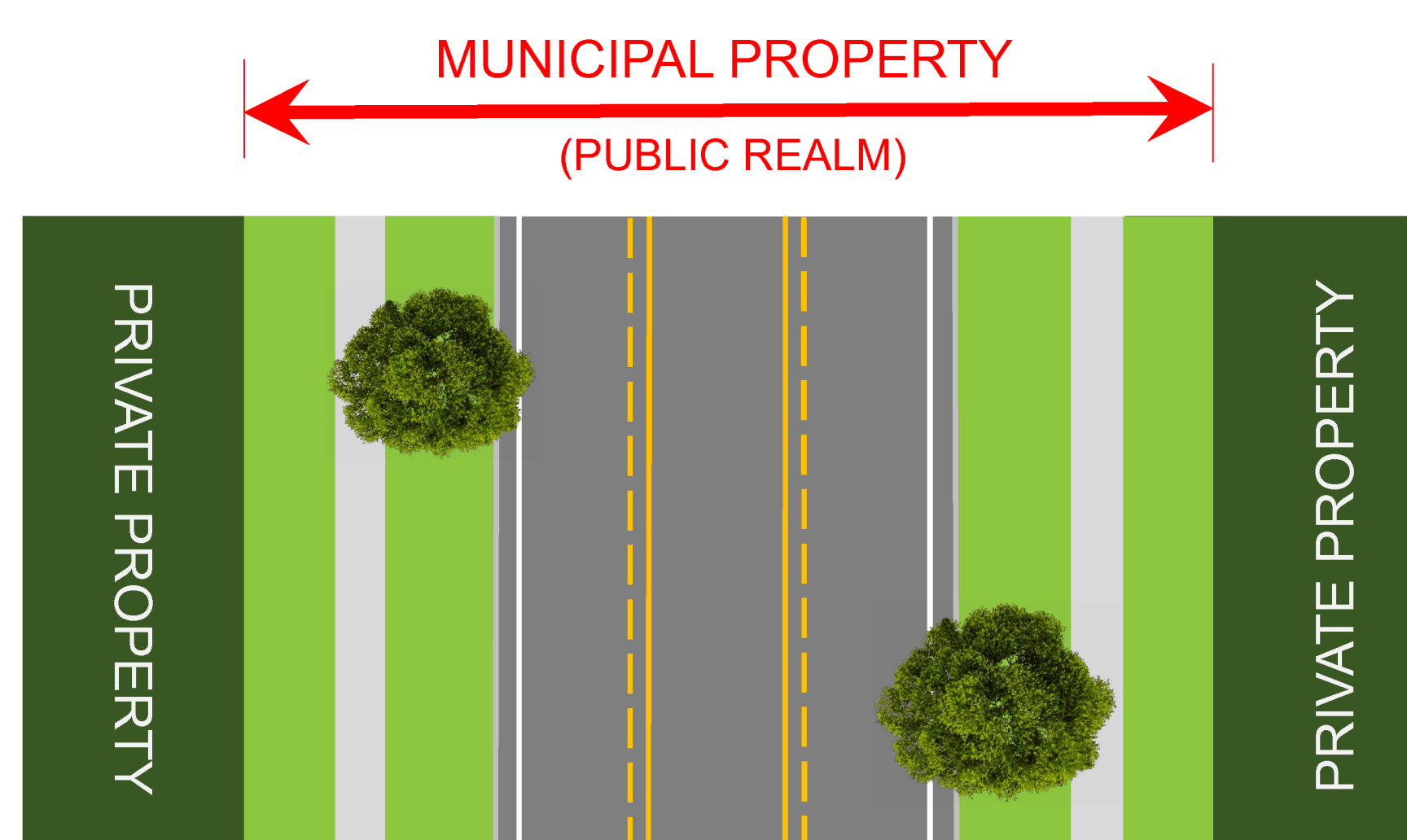
In September 2017, as part of the town-wide Official Plan Review, Council adopted a new Urban Structure (OPA 15) which identifies Lakeshore Road and Trafalgar Road, between Cornwall Road to Lakeshore Road, as scenic corridors.

At the August 6, 2019, Planning and Development Council meeting, the Lakeshore Road West Class Environmental Assessment (EA) Update staff report recommended that staff be directed to undertake a Scenic Corridors Study.

## Purpose

The purpose of the Scenic Corridors Study is to further examine these corridors to identify and evaluate the roadway and streetscape elements that contribute to their scenic value.

The study looks only at the municipal right-of-way (*i.e. the roadway, sidewalks, town trees, green space*), and will not include private property.



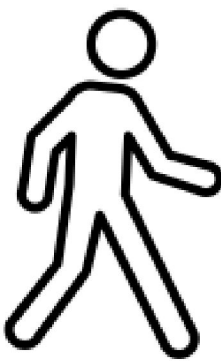


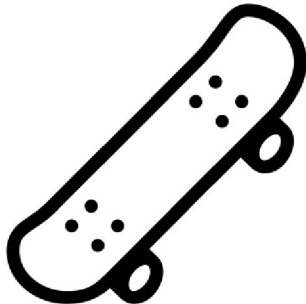
The result of the study may be updates to existing policies and/or urban design direction related to specific scenic elements.

The findings will also be used in the consideration of options through the Lakeshore Road West Class EA and future road improvement processes.



# How do you interact with the corridors?

place a sticker beside any that apply to you

<div></div> <div>WALK</div>	
<div></div> <div>DRIVE</div>	
<div></div> <div>CYCLE</div>	
<div></div> <div>OTHER</div>	





# TELL US WHAT YOU THINK!

Using the post-it notes on the table, write down what aspects of the corridor(s) are **scenic to you** and **important to maintain**.

Think about how you use the corridor(s) and what elements or features contribute to how you interpret “scenic value”.

mature  
trees

space to  
safely ride  
my bike

sense of  
openness

stone walls  
and  
landscaping

sidewalks  
for my  
walking  
route



# Connectivity

The corridors provide connections for vehicles, cyclists and pedestrians. The presence of sidewalks and/or paths is consistent throughout the corridors, but vary in location (one vs. both sides) and proximity to the road (landscape setback vs. adjacent to road).



**CONCRETE SIDEWALK WITH SOD STRIP**



**CONCRETE SIDEWALK ADJECENT TO CONCRETE CURB**



**GRAVEL PATHWAY ALONG THE ROADWAY**



**CONCRETE SIDEWALK PARALLEL TO MULTI-USE PATH**



# Vegetation

Mature deciduous and coniferous trees are consistent along the roadway and range in stature in different sections of the corridors.

A variety of green 'stepbacks' from the road exist, ranging from wide greenways to narrow sodded strips.



**LARGE GREENWAYS FLANKING THE ROADWAY**



**LANDSCAPED AREAS DIRECTLY ADDRESSING THE ROADWAY**



**MATURE TREES FLANKING THE ROAD**



**MATURE TREES FLANKING THE ROAD**



# Road Profile

The corridors range in width from two to three lanes.

The road treatment is not consistent, with the varying presence of curbs, soft shoulders, bike lanes and central medians.





# History

## Lakeshore Road



Within Oakville, Lakeshore Road was developed in two different eras. The earliest section runs from Great Lakes Boulevard to Fourth Line and was originally part of an Indigenous trail used by the ancestors of the Mississaugas of the Credit. The road winds along the lakeshore towards Hamilton.



The second section from Fourth Line to Winston Churchill Boulevard follows a straight east-west concession road, originally laid out as part of the 1806 Wilmot Survey. The origins of these two sections of Lakeshore Road still define much of their character and arrangement today.



In 1917, the mostly rural route was upgraded to a two lane concrete road and became part of the provincially managed Trans-Provincial Highway that spanned from Detroit to Montreal. At the time, it was the first concrete highway in Ontario and was one of the longest intercity concrete stretches of road in the world.



# History

## Lakeshore Road



As automobile use increased in the 1920s, the road became busier with visitors and tourists. Many affluent city dwellers began to build vacation homes along Lake Ontario east of downtown Oakville; the town quickly became well-known as a resort town.



The Department of Highways eventually created the Queen Elizabeth Way along the former Lower Middle Road to provide a faster route between Toronto and Hamilton. This new highway allowed Lakeshore Road to remain the two-lane road that it is today and arguably saved the villages of Oakville and Bronte.

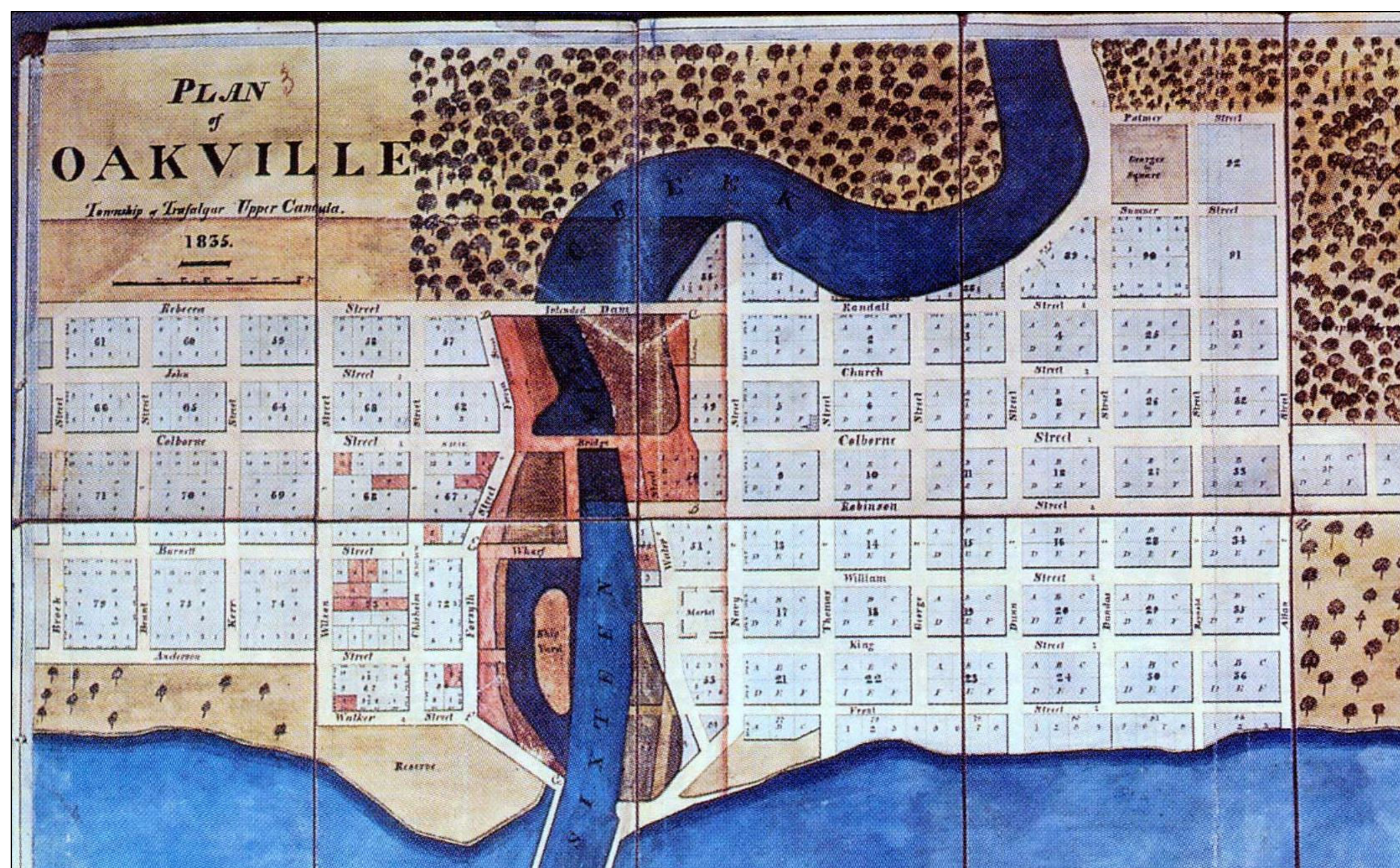


Throughout the last half of the 20th century, the road slowly became more urbanized in the former villages of Oakville and Bronte. In between these commercial areas, the rural route became suburbanized as more residential developments were built. The road has been widened over the past century but was luckily never turned into multi-lane highway.



# History

## Trafalgar Road

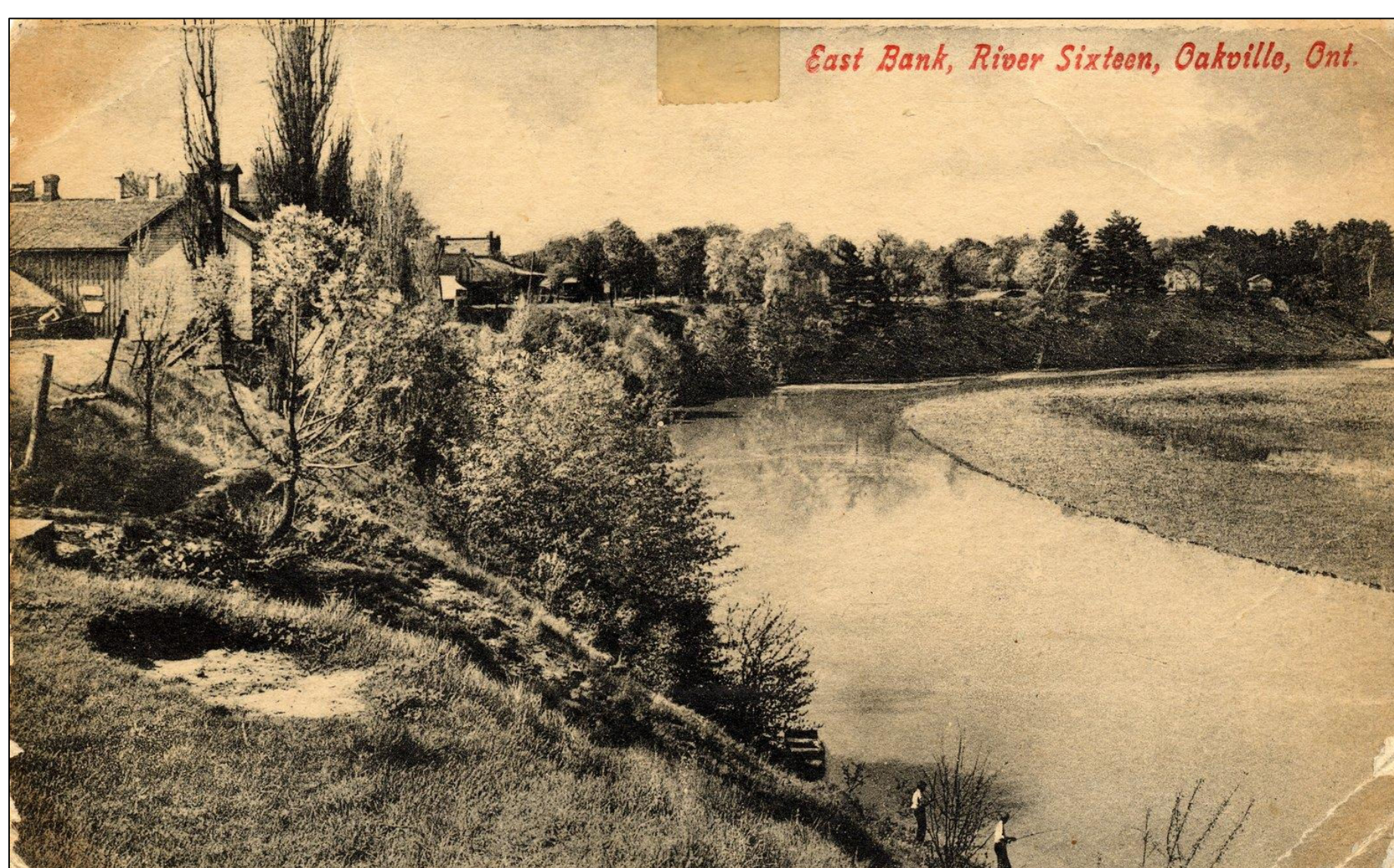


As with all villages along Lake Ontario's shoreline, Oakville was founded at the mouth of a river – the Sixteen Mile Creek. The town was planned out by William Chisholm who purchased the land from the Crown (after the Mississaugas surrendered to the Crown and ceded their lands in 1820). Chisholm included a north-south road, now Trafalgar Road, that connected to Seventh Line (also Trafalgar Road today), a side road laid out in the 1806 Wilmot Survey.



This north-south road became a major thoroughfare in Oakville as it linked the village to the north, including Dundas Street, one of the oldest and most significant routes in Ontario.

As the road was improved, it became a fashionable street with many large houses built by the town's affluent families on the east side of the street. The west side of Trafalgar Road was primarily industrial, occupied by the Oakville Basket Factory and storage areas for logs and materials coming down the river.



After the factory burned down in the 1920s, residential development began slowly on this side of Trafalgar Road. Most of the grander historic residences built along Trafalgar Road still exist today, along with a mix of infill homes from the 19th and 20th centuries.



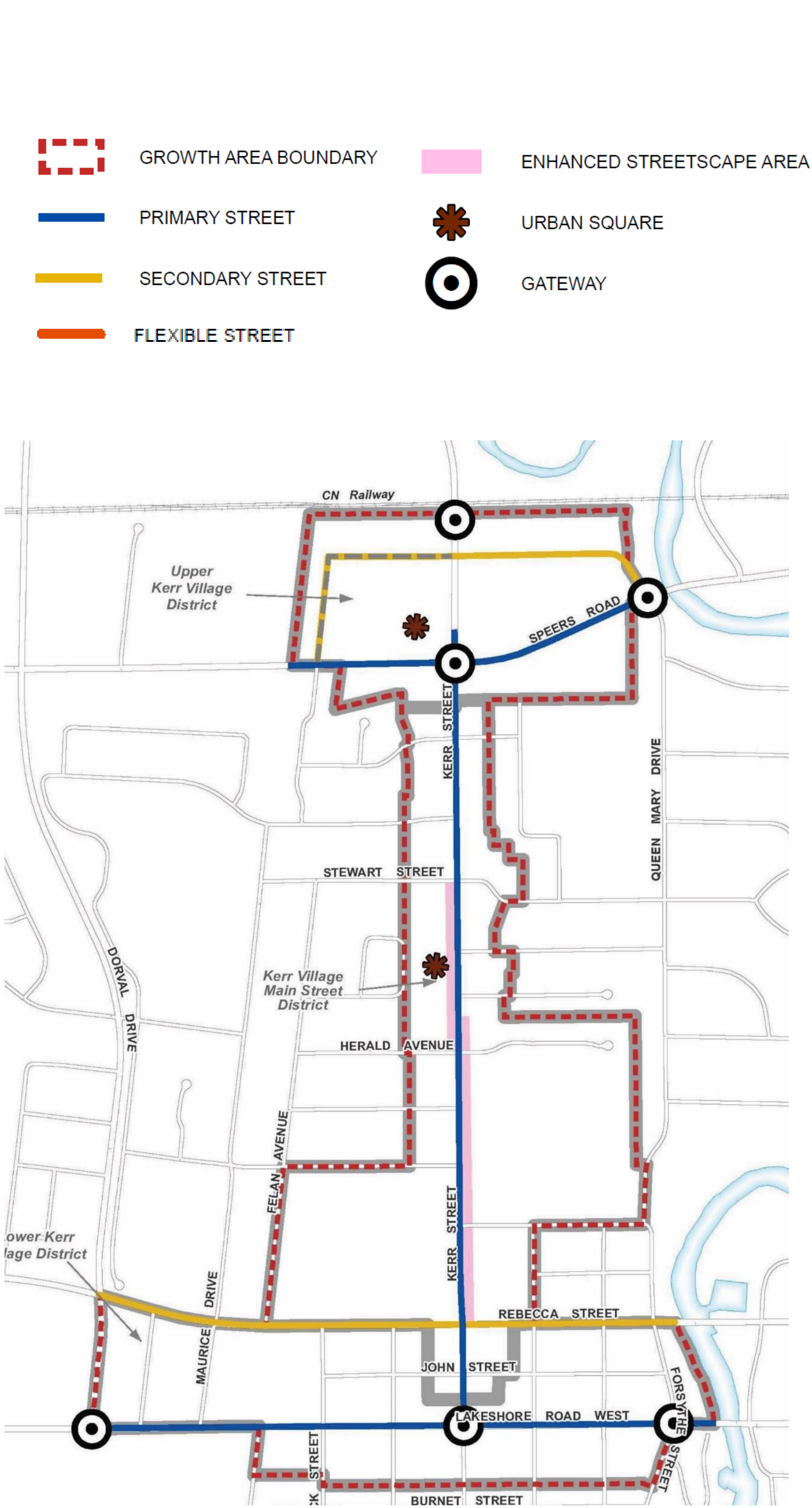
# Main Streets

## Main Street Growth Areas

The town’s three main street growth areas – **Downtown Oakville**, **Kerr Village** and **Bronte Village**, are excluded from the study.

While they are important elements of the corridors, these mixed use areas have a different context and are addressed in the Livable Oakville Official Plan through specific policies and urban design direction.

Focused studies, such as the Downtown Transportation and Streetscape Study, also provide additional direction to these areas.



Schedule O2 – Kerr Village Urban Design



Schedule Q2 - Downtown Oakville Urban Design



Schedule P2 – Bronte Village Urban Design



# Trees and Heritage

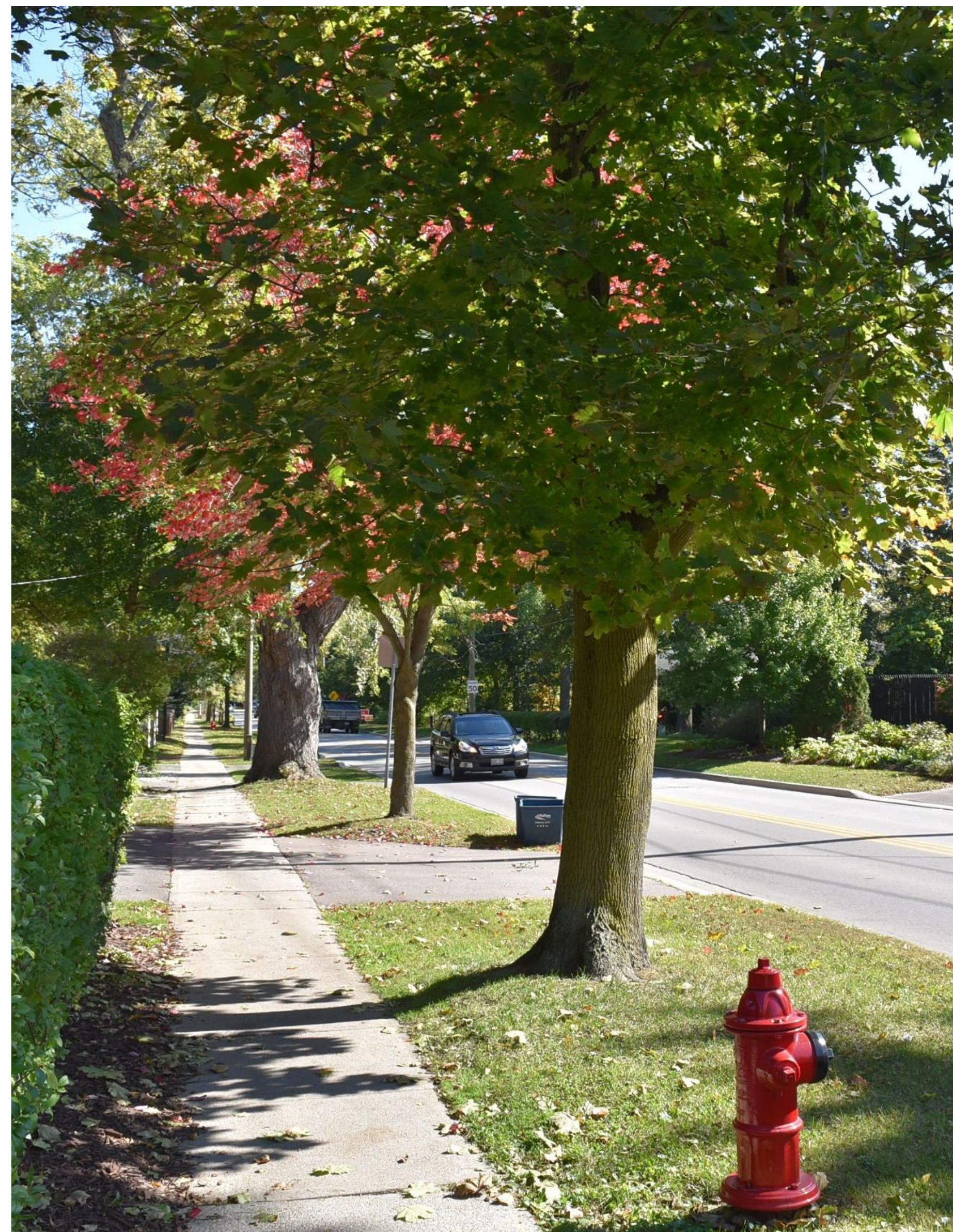
## Tree Protection and Removal

### Municipal Trees

The town's Urban Forestry section is responsible for the maintenance of all trees on municipal property. These trees are protected and regulated by a number of town by-laws.

### Private Trees

The town's private tree protection by-law (By-law 2017-038) requires home owners to apply for a permit and on-site consultation before removing any tree that has a trunk measuring 15 cm or larger in diameter.



## Heritage

Heritage resources found within the town are protected by the *Ontario Heritage Act*.

Heritage protection includes:

- Individual designation (*i.e. Edgemere Estate stone wall*)
- District designation (*i.e. Downtown Oakville and Trafalgar Road areas*)
- Listed status (*i.e. remnant stone walls along Lakeshore Road*)

