

**Old Oakville
Downtown Residential Area
Heritage Conservation
District Plan**

Final Report

Oakville Planning Department
Oakville, Ontario

SECOND PRINTING - December, 1982

Note: Second Printing includes the additions of
FOREWORD and corrections to text as warranted

FOREWORD

Background

On January 2, 1979 Council passed By-law 1979-3 being a by-law of intent defining the area south of Robinson Street, east of the 16 Mile Creek and west of Allan Street to be studied as a heritage conservation district under the provisions of the Ontario Heritage Act.

On February 21, 1979 Council authorized a work programme outlining the components of a heritage conservation district study. Further to this authorization the Local Architectural Conservation Advisory Committee (LACAC) in liaison with the Planning Department commenced the preparation of a heritage conservation district study.

LACAC involvement in the study consisted of reviewing several drafts of the report and providing suggestions on both content and format of the document. The community took an active role in forming policies derived from the analysis that was undertaken.

Three public meetings were held at which the LACAC and Planning Department presented various aspects of the study. Each meeting was advertised in the newspaper with supplementary notices being hand delivered to area residents.

The first meeting, held in November, 1978, was called to explain the rationale and general work programme of the proposed study before Council was asked by the LACAC to pass the by-law of intent. In August, 1979 a second meeting was held bringing area residents up to date on the progress of the study, and at the same time, to present and discuss proposed draft policies. The third public meeting was held on April 16, 1980. At this last meeting the LACAC presented and distributed a final draft of the study.

In December, 1979 prior to the final public meeting, the LACAC agreed to distribute copies of a preliminary draft to various agencies and departments for comments. At the February 18, 1980 meeting of the LACAC it was agreed that the final draft would constitute the basis for the third public meeting.

As a result of the positive reception to the presentation at the April 16, 1980 public meeting the Committee decided that the Old Oakville Downtown Residential Area Heritage Conservation District Plan should be forwarded to the Planning and Development Committee for consideration and to Council for adoption.

Council on July 7, 1980 adopted the Final Report on the Heritage Conservation District and stipulated that the document was to be a policy document for the administration of alterations to buildings in the district. The Ministry of Citizenship and Culture subsequently endorsed the document on February 16, 1981.

Implementation

By-laws 1981-144 and 1982-44 which designated the area from Allan Street to the 16 Mile Creek and between Lake Ontario and the southerly lot lines of the properties fronting onto Robinson Street were approved by the Ontario Municipal Board on July 5, 1982.

The approved by-laws implement the Heritage Conservation District and regard must be had for Section 42 of the Ontario Heritage Act (1974). That section states that no person shall erect, demolish or remove any building or structure or alter the external portions thereof without a permit being issued by Council. If there is any doubt as to whether a proposal by a resident of the area requires approval of the municipality the homeowners should contact staff of the Planning Department. A procedure for review of applications has been established.

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SECTION A. INTRODUCTION

1.0 INTRODUCTION

1.1 General

The main objective of this Plan is to recommend an area for designation as a Heritage Conservation District in accordance with the provisions of the Ontario Heritage Act. The Plan has been prepared by the Oakville Planning Department in close liaison with the Oakville Local Architectural Conservation Advisory Committee (LACAC).

The LACAC was established by By-law 1976-186 in November of 1976.

1.2 Mandate

The study finds its mandate from the Ontario Heritage Act, 1974, an Act to provide for the Conservation, Protection and the Preservation of the Heritage of Ontario. By means of the Act, Council on January 2, 1979 passed By-law 1979-3, defining an area to be examined for possible future designation as a heritage conservation district. The Official Plan encourages the retention of architecturally or historically significant buildings by further amendments pursuant to the Ontario Heritage Act.

1.3 Boundaries

The area is bounded by the Sixteen Mile Creek on the west, Allan Street on the east, Robinson Street to the north, and Lake Ontario to the south. Figure No. 1 shows this area in a municipal context while Figure No. 2 relates the area to the immediate neighbourhood.

1.4. Role and Character

Historically the main function of the area has been that of a residential community. During the 19th Century the area represented a portion of the Town's original plan of settlement based on the mouth of the Sixteen Mile Creek as shown in Figure No. 3.

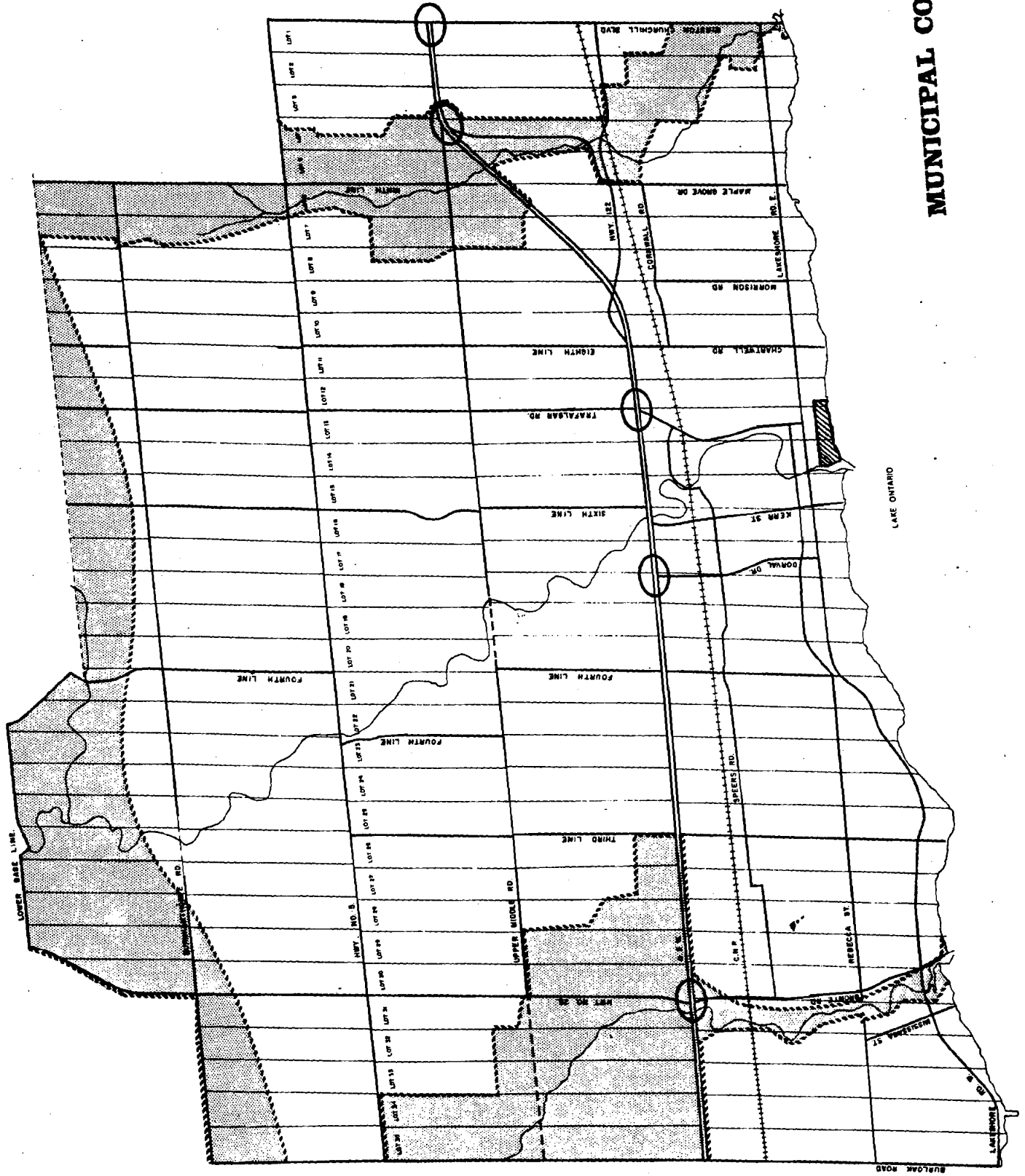
The area today is considered to be an established residential neighbourhood containing low density residential housing. The area remains relatively untouched in the sense that the majority of the buildings in the area provide an outstanding example of an era of architecture which significantly pertains to the Town's beginning.

The circumstances surrounding the development of Oakville are unique. This individuality has had a certain influence on the number, type, style and size of buildings which have been erected. A century and a half later, the earliest development tendencies are still widely evident in the existing building stock. Oakville has the distinction of being the only privately developed port on Lake Ontario.

William Chisholm, the founder, purchased a 960 acre tract of land at the mouth of the Sixteen Mile Creek, personally financed the development of the harbour, laid out a town survey and advertised town lots for sale.

The first survey was completed in 1833, enclosing an area bounded on the west by Brock Street, on the north by Rebecca and Randall Streets, and on the east by Allan Street. Road allowances were laid out in the standard grid pattern, with streets running roughly parallel and perpendicular to the shore of Lake Ontario. Most of the streets were given the standard width of one chain or sixty-six feet, but the main street, now Lakeshore Road was eighty six feet wide. Each block was 1 1/2 acres in area. These were subdivided into six quarter-acre lots lettered alphabetically from A to F inclusive. In the area south of Robinson Street many of these lots still survive intact.

The area also contains important environmental and aesthetic characteristics that enhance the prestigious nature of the neighbourhood. These include the extent and type of mature vegetation, the pedestrian scale of the streets and the degree to which the area acts as an attractive yet complex unit. It is the interaction of these elements that contribute to the area's unique character, an explanation of which will be offered in Section B.



**MUNICIPAL CONTEXT
FIG. No 1**

L.A.E. N.T.S.

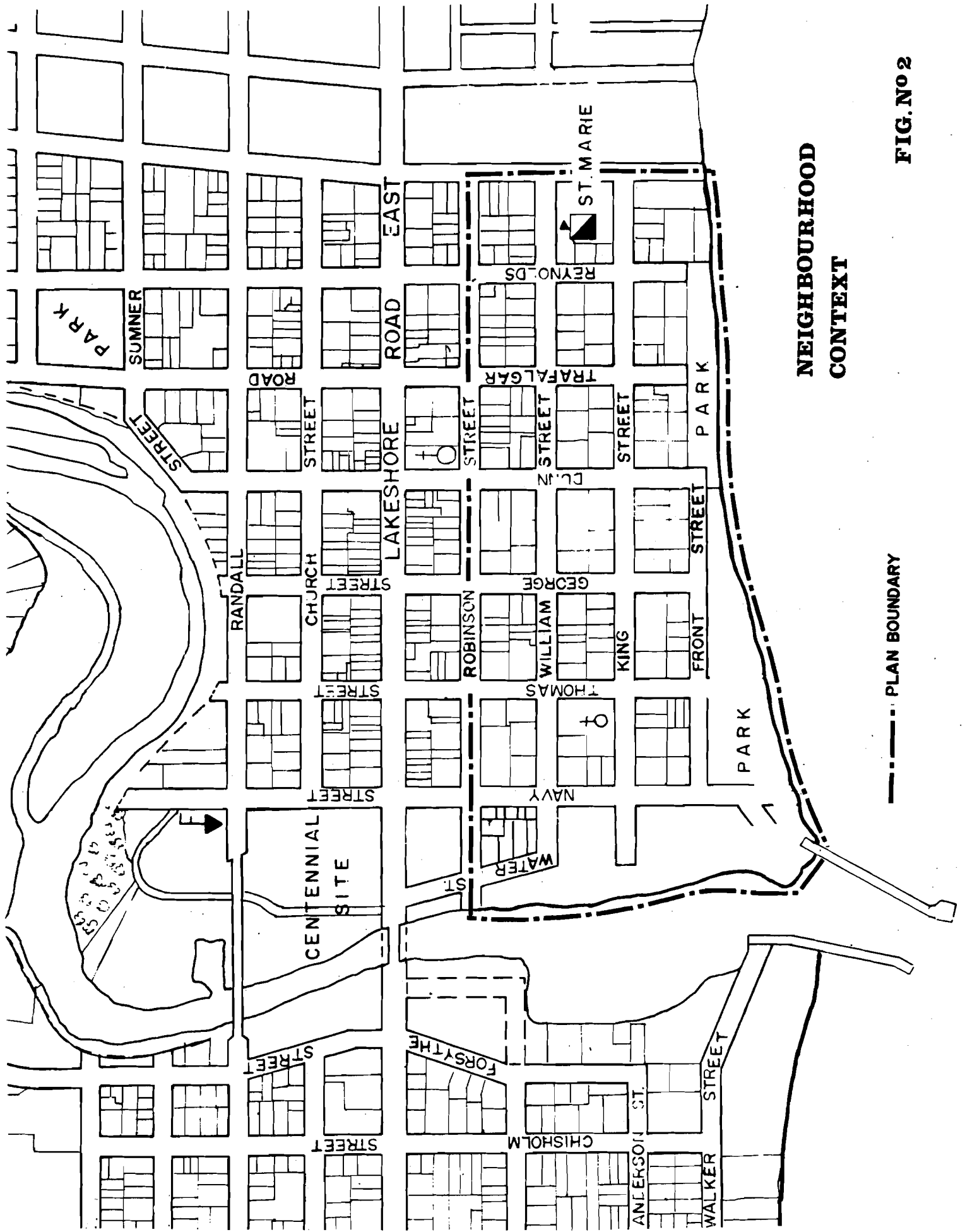
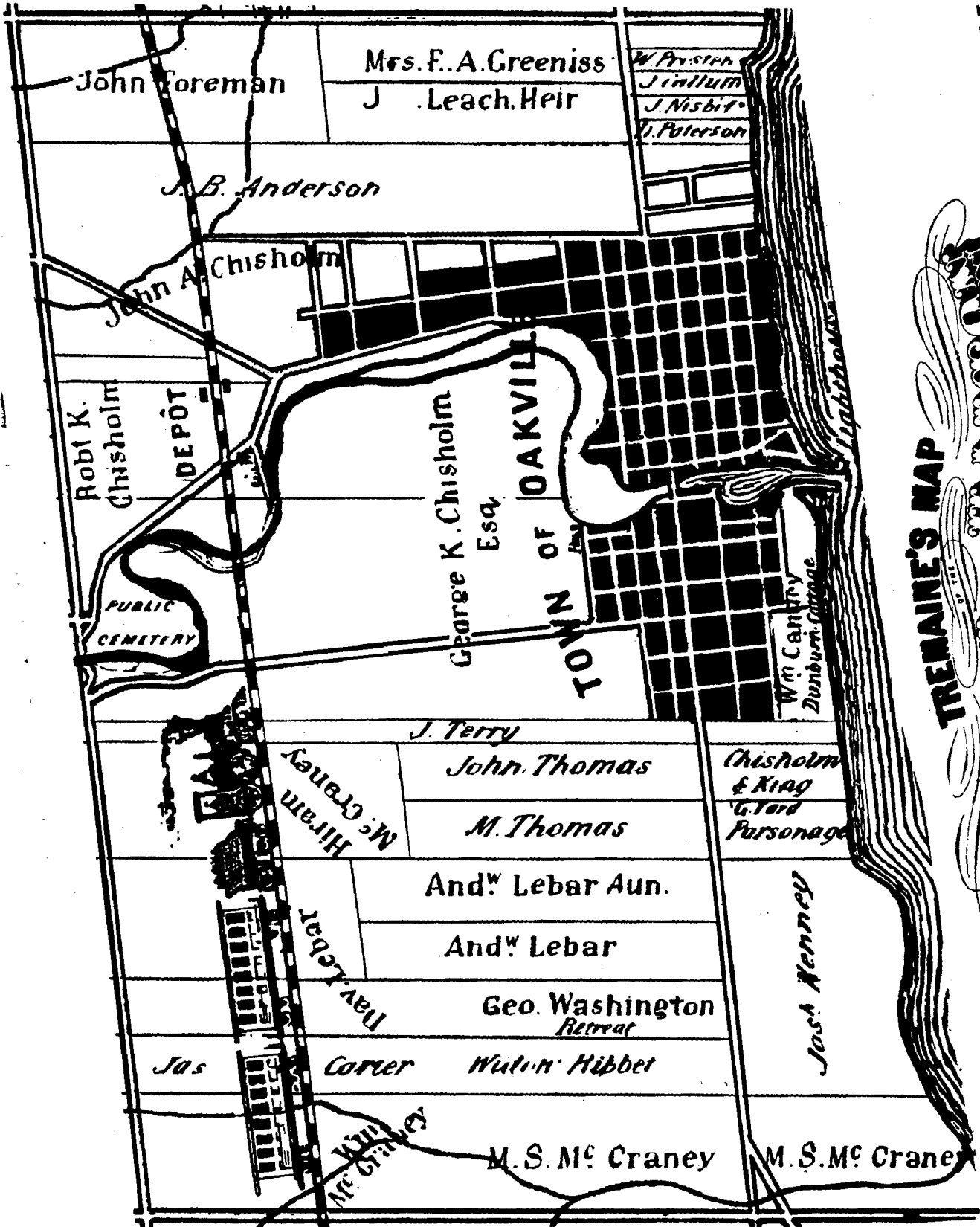


FIG. No 2

**NEIGHBOURHOOD
CONTEXT**

--- PLAN BOUNDARY

HISTORICAL SURVEY MAP c1850



TREMAINE'S MAP
 OF THE
County of Oakville
 Canada West.
 PUBLISHED BY Geo. R. TREMAINE
 1850

SECTION B. DISTRICT ANALYSIS

1.0 Existing Land Uses

1.1 General

The existing pattern of residential land use in the area has emerged as a consequence of the Town's original plan (see Figure No. 3). The Plan provided a formal layout of blocks of approximately 312 feet by 208 feet each containing six, quarter-acre lots. Over time some of these lots have been divided, some proportionately, others less so. The effects of such sub-dividing are lots with frontages and/or depths having 208 feet; 104 feet; or 52 foot dimensions, (see Figure No. 4).

1.2 Official Plan

The Official Plan for the Town of Oakville defines several communities within the Oakville Planning Area (Figure F) and outlines general objectives and overall policies for their future development. The area is within the Old Oakville Community (Figure G) which is based on the Central Business District of the Town.

The area is designated for residential uses at a density of 20 persons per gross acre, consistent with policy for all the residential neighbourhoods of the Old Oakville Community. The plan "... contemplates consolidation, rehabilitation, and partial redevelopment..." along with the "... preservation of the better qualities of older neighbourhoods with many historic buildings..." The Official Plan policies also state that "... proposed development must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods."

1.3 Existing Zoning

Map 58 of the Oakville Zoning By-law 1965-136 shows the various land use zones in the study area. This map is reproduced as Figure No. 4. The area is mainly composed of 3 residential zones, namely two single family urban zones, RUB and RUC and a mixed housing zone RMB for multiple attached dwellings only. As of January, 1979 these residential zones had characteristics as noted in the following paragraphs.

The RMB lots are located generally between the rear property lines of the lots fronting on Robinson Street, north to the centre line of the right-of-way of Robinson Street extending east from the Sixteen Mile Creek to Allan Street. There are 44 residential units in this zoning category: 18 single family units, 15 townhouse units, 6 semi-detached units and 5 rental apartments.

The RUB lots are located generally between the rear property lines of the lots fronting on both sides of William Street extending east from the Sixteen Mile Creek to Allan Street. There are 52 residential units in this zoning category: 41 single family units, 8 semi-detached units and 6 apartment units.

The RUC zoning category in the area applies to the lands generally south of the RUB zone (see Figure No. 5). There are 65 residential units in this zoning category: 49 single family units, 10 semi-detached units and 6 apartment units.

The area also contains two open space zones as indicated in Figure No. 5. These are described as Public Open Space 0-1 and Semi Public Open Space 0-3. The public parkland south of Front Street, known as Lakeside Park, is zoned 0-1 Public Open Space. The 0-3 Semi Public Open Space zone comprises the Town owned lands adjacent to the Sixteen Mile Creek consisting of the Oakville Lawn Bowling Park and Community Centre and Civic Park. In addition, this zone comprises the Oakville Club, a private recreational club on Water Street.

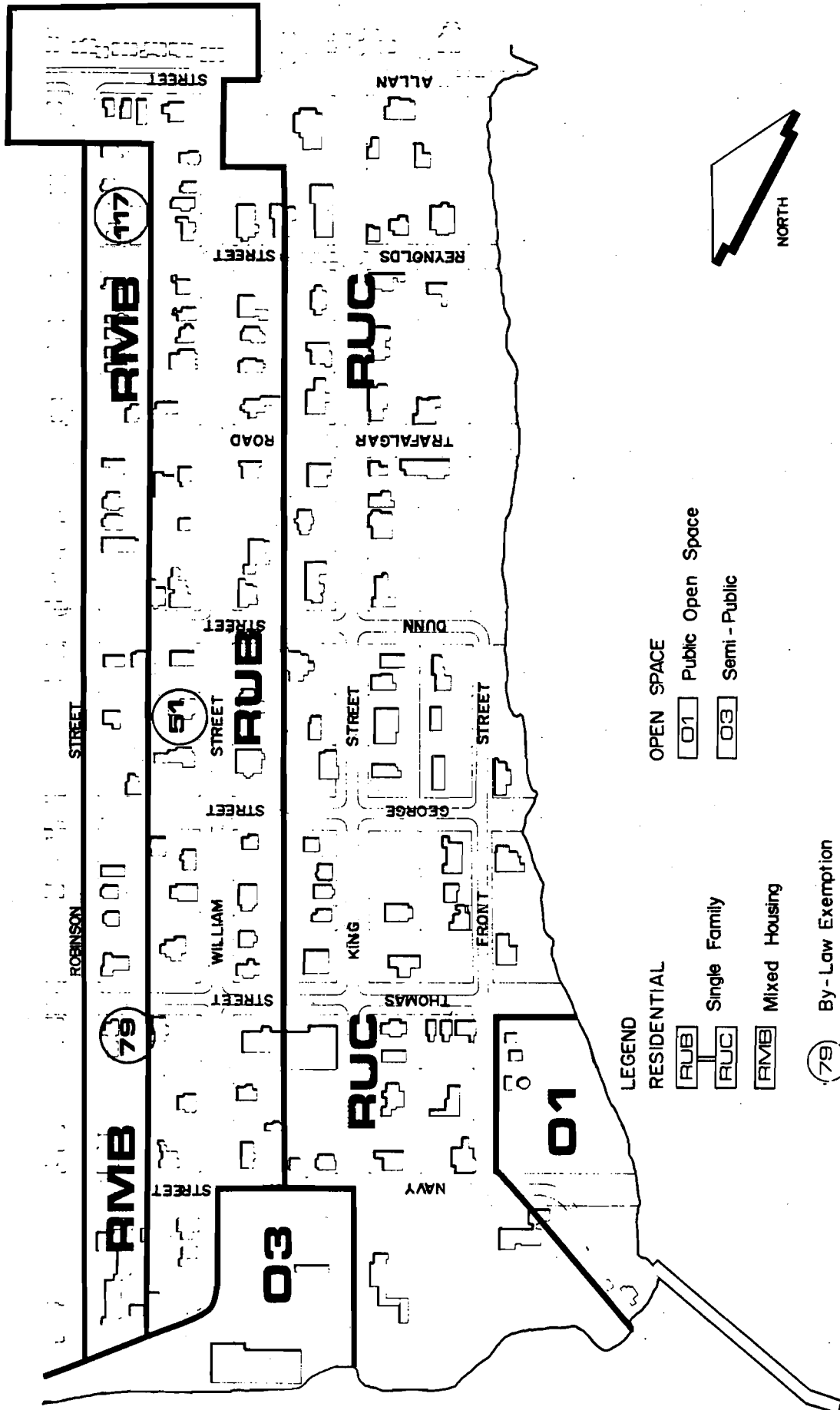
All commercial uses are contained within the RMB, mixed housing zoning category. There are also private and public parking facilities in this zone.

1.4. Existing Land Uses

Figure 5 shows various types of land uses in the area. In addition to residential, there are also institutional, commercial and recreational uses. Most of the uses are compatible with each other and act as integral parts of the immediate community.

The predominant land use is residential (see Figure No. 4). The area is considered to be a low and medium dens^e housing area containing basically single family detached housing, semi-detached houses, freehold multiple attached dwellings, and apartment houses. There are 162 dwelling units in the area. Of this total 109 units (67.3%) are single family, 24 (14.8%) are semi-detached units, 15 (9.3%) are townhouse uses and 14 (8.6%) are apartments within houses.

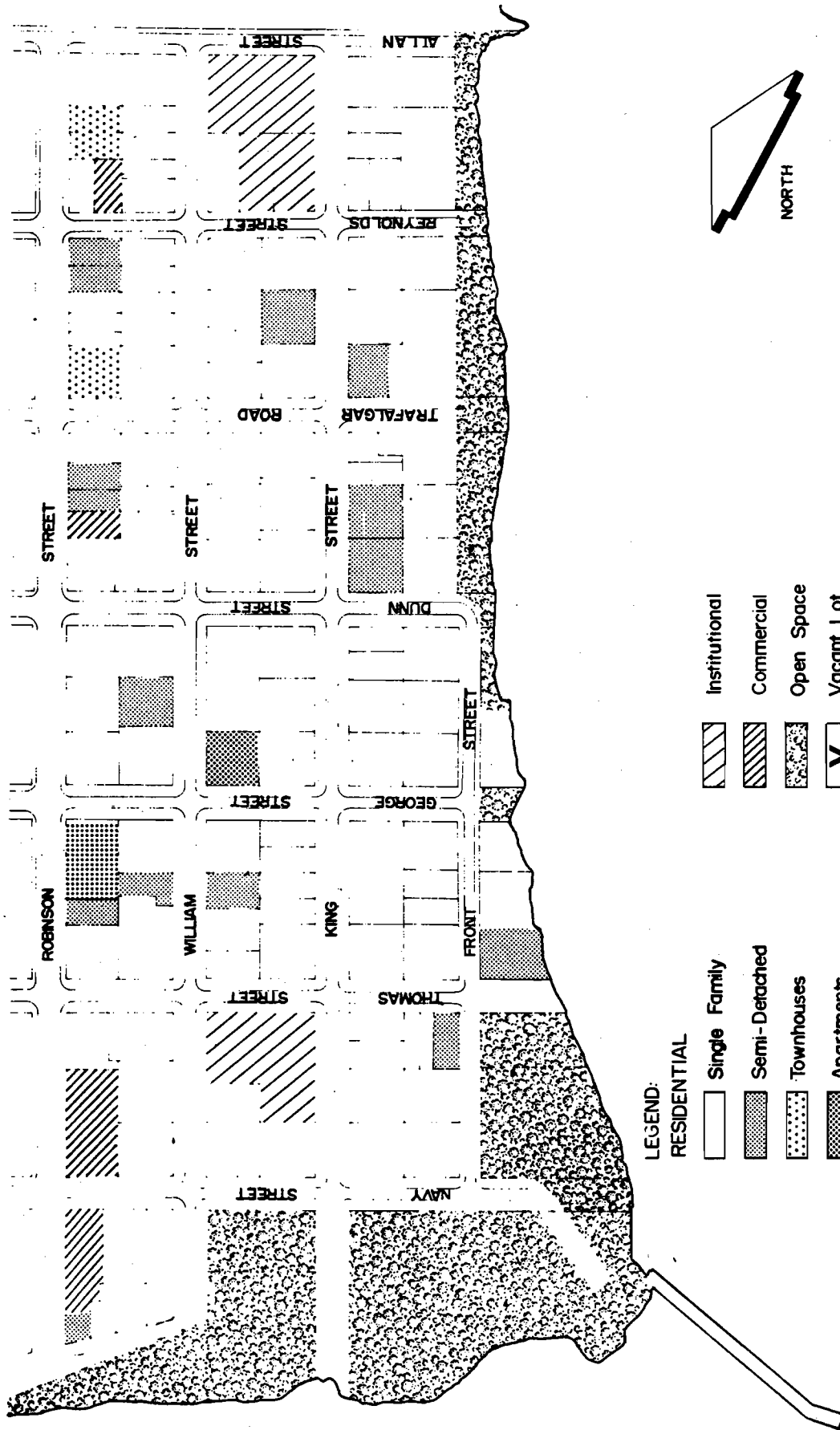
The institutional uses include: St. Judes Anglican Church on Thomas Street between William and King Streets; St. Andrews Catholic Church on the north-east corner of Reynolds and King Streets and St. Mary's Separate School on the north-west corner of Allan and King Streets.



EXISTING ZONING

FIG. No 4

nts



EXISTING LAND USE

FIG. No 5

nts

Commercial legal non-conforming uses in the area include the Harbour Village Shops and the Murray House Hotel on Navy Street, the Four Winds Art Gallery, Shelley's Restaurant, the Oakville School of Dancing on Robinson Street and the Perma Clean Centre - Laundromat on Reynolds Street.

The Lake Ontario shoreline is more accessible to the general public than the creek lands but still limited due to the private lots that back onto the lake. Lakeside Park, and Dingle Park (a narrow shoreline strip running from the easterly end of Front Street at Dunn Street east to Reynolds Street) are the two parks that provide access to the shoreline.

1.5. Trends and Issues

A review of the zoning controls for the area of the Old Oakville Community south of Robinson Street was conducted in late 1978. A report entitled "Review of Zoning Controls for Downtown Residential Area" was distributed to interested parties in November, 1978. The area studied was somewhat larger than the study area and is bounded by the Sixteen Mile Creek and Allan Street between the north side of William Street and Lake Ontario and bounded by Allan Street and the west side of Second Street between Lakeshore Road East and Lake Ontario.

This review was undertaken due to a concern expressed by area residents about the current zoning by-law standards in the area. This concern stems from the perceived change of the historical character of the area, resulting from infill development and potential infill development. The review indicated that existing zoning would allow a number of additional units within the Area. This number accounts for land severances of legal size lots, undersized lots with a minor variance and lots resulting from land assembly.

From an examination of development proposals considered by the Land Division Committee since its formation in January, 1974 to December, 1978 there is an indication of a recent trend in infill development in 1977 and 1978.

From the preceding, the following issues should be addressed:

- the concern of the area residents over the possible increased development of sites in the area stemming from the severance of lots.

- the selection of a zoning amendment for the area that will be acceptable to as many of the residents as possible should be made.
- the possible deterioration of the quiet residential neighbourhood character.
- the possible elimination of older historic buildings in the area.
- the retention of the historic heritage concept for the area.
- the retention of trees, other natural vegetation and open spaces in the area.
- the needs and desires of one section of the community in relation to the number of diverse interests in the area.
- the orderly and sensible development of the area in relation to its future identity and overall goals.
- the development of a Master Plan for the Erchless Estate.

1.6. Development Potential

Under the existing Official Plan policies and the present zoning by-law provisions, development can occur on an infilling basis and on existing vacant lots within the study area. Table 1 shows the type of possible development and the effect of such development on the existing housing stock.

Table 1 showing Maximum Development Potential under existing zoning

No. & Type of Existing Units		No. & Type of Potential Units	Total Max. Units	Percent Increase
Single Family	109	25	134	22.9
Semi-Detached	24	--	24	0.0
Multiple Attached	15	--	15	0.0
Apartment	14	--	14	---
TOTAL	162	25	187	15.4

As a result of subdividing existing oversized lots, building on existing vacant lots, assembling parcels of land to form a building lot, and seeking a minor variance to permit the development of a lot, a total of 25 additional units can be built. It should be noted that this number is a maximum under the existing zoning by-law provisions and assumes that no existing building will be demolished.

Table 2 showing effect of maximum potential units on Housing Density

Existing Units	162
Size of Area, Gross Acres	70.1
Size of Area, Site Acres	27.5
Existing Units Gross Acres	2.3
Existing Units/Site Acres	5.9
Potential Units	25
Potential Total Units	187
Total Units/Gross Acre	2.7
Total Units/Site Acre	6.9

Table 2 shows that the effect of the additional units would increase the unit per gross acre density from the existing figure of 2.3 u.p.g.a. to the potential of 2.7 u.p.g.a. and from the existing unit per site acre density figure of 5.9 to a potential 6.9 u.p.s.a. It should be noted that Table 1 and Table 2 assume full development under existing by-law provisions.

In part 1.5 Trends and Issues, it was noted that increased development of sites was an issue. It is seen by many that additional development should be carefully considered in terms of its effect on the existing character and historic homes within the area. In Sections 4, 5 and 6 this question will be dealt with in more detail.

2.0. Movement Systems

2.1. General

The existing road pattern within the area conforms to the Town's original plan which provided for the formal layout of blocks (see Section B 1.1). Out of this has emerged a series of streets each contributing to and supporting the movement of the local residents.

2.2. Traffic Circulation

Traffic problems in the area are minimal due to the nature and amount of traffic generated, the type and density of land uses, and the number of people using the system. The majority of trips to and from the area are made by residents.

Robinson Street, which is the northern boundary of the area is the most traversed road in the area. It is immediately south of Lakeshore Road East, the major east-west arterial in the Central Business District, connecting the Old Oakville Community with adjacent communities.

All east-west routes within the area have as their eastern boundary, Allan Street, with the exception of Front Street which terminates at Dunn Street. The western boundary of Robinson and William Streets is Water Street which runs parallel to the Sixteen Mile Creek. King Street terminates at the bank of the creek and Front Street ends at Navy Street.

All north-south routes within the area are accessible onto Robinson Street, the northern boundary of the area and onto Lakeshore Road East, with the exception of Water Street.

There is no vehicular exit on Navy Street, south of Front Street, on Allan and Reynolds Street and Trafalgar Road south of King Street. In addition there are two one-way streets within the district, being Front Street, directing traffic eastward, and Dunn Street between Front and King Streets, directing traffic northward.

Traffic circulation is currently controlled by means of intersection stop signs. Robinson Street from Navy to Allan Street, permits a continuous east - west traffic flow.

All north-south routes are accessible onto Robinson Street, the northern boundary of the area and onto Lakeshore Road East. Trafalgar Road functions as a principal north-south arterial road immediately north of the area and is recognized as having that feature in Part Two, Vl, 4, C, ii, of the Official Plan. In a regional context Trafalgar Road provides direct access onto the Q.E.W. and extends north of the Town becoming a regional road traversing the entire Region of Halton providing access onto Highway 401 as well.

Part Two, B, 1 of the Plan, establishes the following goal:

"The Plan seeks the establishment of circulation systems which facilitate essential increments between linked activities but which at the same time are designed to intrude as little as possible on the environmental quality of the activity areas." (Official Plan P. 59)

This goal plays a very important role in the assessment of the district character; the physical, environmental, and aesthetic characteristics could lend support for designation.

2.3. Roads

The Official Plan for the Oakville Planning area, Part Two, Vl 2 identifies a general system of road classification. Within this classification all roads in the area, with the exception of Robinson Street can be classified as serving a purely local function. The Official Plan defines the "local" road as;

"one of providing service (access) to individual land uses. It is typically performed by a street which caters to no through traffic and which simply leads from private properties to those roads having a collector or even an arterial function." Official Plan P. 60.

Robinson Street has a collector function:

".....that of connecting the purely local streets with those having an arterial function and as its name implies, has a feeder or distributor effect. This function is commonly performed by a road having regular access for private uses, and on which traffic operates at low speeds." (Official Plan P. 60).

Collector roads carry medium traffic volumes and provide both traffic service and land service. Robinson Street links the local roads to the arterial roads in the Central Business District immediately north of the area.

Local streets which connect to the collector streets and in some instances to arterial streets are primarily designed for land services. The criteria for the planning and design of local streets are oriented to the abutting land uses rather than to traffic needs. There were no traffic volume figures calculated for any of the intersections at the local level due to the minimal amount of traffic generated.

A report entitled "Town of Oakville Road Needs Study and Maintenance Management System 1976 - 1985" clearly defines the Town's road system, provides inventory data for all roads, identifies deficiencies, estimates financial needs to eliminate them and studies any specific problems related to the road system. The study identifies the area generally south of Robinson Street as an area that will be requiring road improvements within a 6 - 10 year time period.

The Department of Public Works report entitled "Town of Oakville Proposed 1980 Capital Budget and 4 year Forecast for the years 1980 - 1984" dated April, 1980, identifies the following projects within the study area.

TABLE NO. 3
Local Roadway Construction Projects
1980

1980

King Street
Navy St to Dunn St
Engineering & Const-
ruction 2 lane local
road, with curb and,
gutters, storm sewers
and sidewalk replace-
ment.

1981

King Street
Dunn Street to Allan Street

1982

William Street
Navy Street to Dunn Street

1983

William Street
Dunn Street to Allan Street

1984

George Street
Robinson Street to Front Street

Improvements in the street system
are not to provide the capacity
needed to meet growing traffic
demands, but are to reconstruct
structurally deficient pavement.

In assessing each individual local road section as well as the lane collector road within the area, it was noted that the area is not completely built up to full municipal standards. As the 1979 Capital Budget and 4 year forecast for Public Works indicates the area will be experiencing municipal improvements over the next four years.

In August, 1979 public meetings were held with area residents to discuss the planned reconstruction of William Street. The results of the meetings halted the proposed construction project along William Street. As a result of this, a temporary advisory group was set up to advise the LACAC on the subject of Streetscapes. In September, 1979 three draft reports were put before LACAC on the subject of streetscapes. Section 4.0, Streetscape Elements, addresses the characteristics and significance of the local road network and summarizes the findings of the temporary advisory group.

2.4. Parking

At the present time both public and private parking facilities are provided.

On street parking facilities include meter parking for 43 spaces on the south side of Robinson Street as well as a regulated two hour parking provision on one side of most local roads in the area. The latter provisions are sign controlled. Sections of the roads which do not permit parking are also clearly marked. There are some road sections where parking is only allowed on Sundays.

Off-street parking facilities in the area include private and municipally administered surface parking spaces. These facilities are required for the various zones and uses in accordance with minimum requirements of the zoning by-law. There are 121 off-street surface parking spaces in the area, excluding those facilities for residential uses, (See Table No. 3 below).

TABLE No. 3

Parking Facility	Location	No. of Spaces
Murray House Hotel	Robinson Street	50
Oakville Parking Auth.	Robinson Street	35
Harbour Village Shop	Navy Street	7
Four Winds Art Gallery	Robinson Street	4
Perma Clean Laundry	Reynolds Street	6
Shelley's Restaurant	Robinson Street	9
Private Parking	Robinson Street	10
TOTAL		121

2.5. Public Transit

There are no existing transit routes through the area. It is adequately served by and is within walking distance of the present transit facilities located in the Central Business District.

2.6. Pedestrian Paths

The pedestrian movement system is enhanced by the presence of open spaces available in the area in terms of the parkland and the waterfront orientation. Other factors encouraging pedestrian oriented activities include the quiet atmosphere and the absence of intense vehicular traffic movement in the area. This results in increased pedestrian safety and a decrease in noise and pollution levels in the area.

The Oakville Historical Society conducts a regular historic walking tour of the area including several of the historic residences and other buildings within the area. This is the only formally administered pedestrian oriented activity in the area, but many local residents and others visit the area regularly for leisure activities.

While the heritage value of the area is an important attraction to many people, additional pedestrian oriented activities are encouraged by the physical amenities found as part of the natural environment. One such amenity is the lake, where public access is provided by Lakeside Park and Dingle Park. This is further discussed in Section 6.0.

3.0. Population

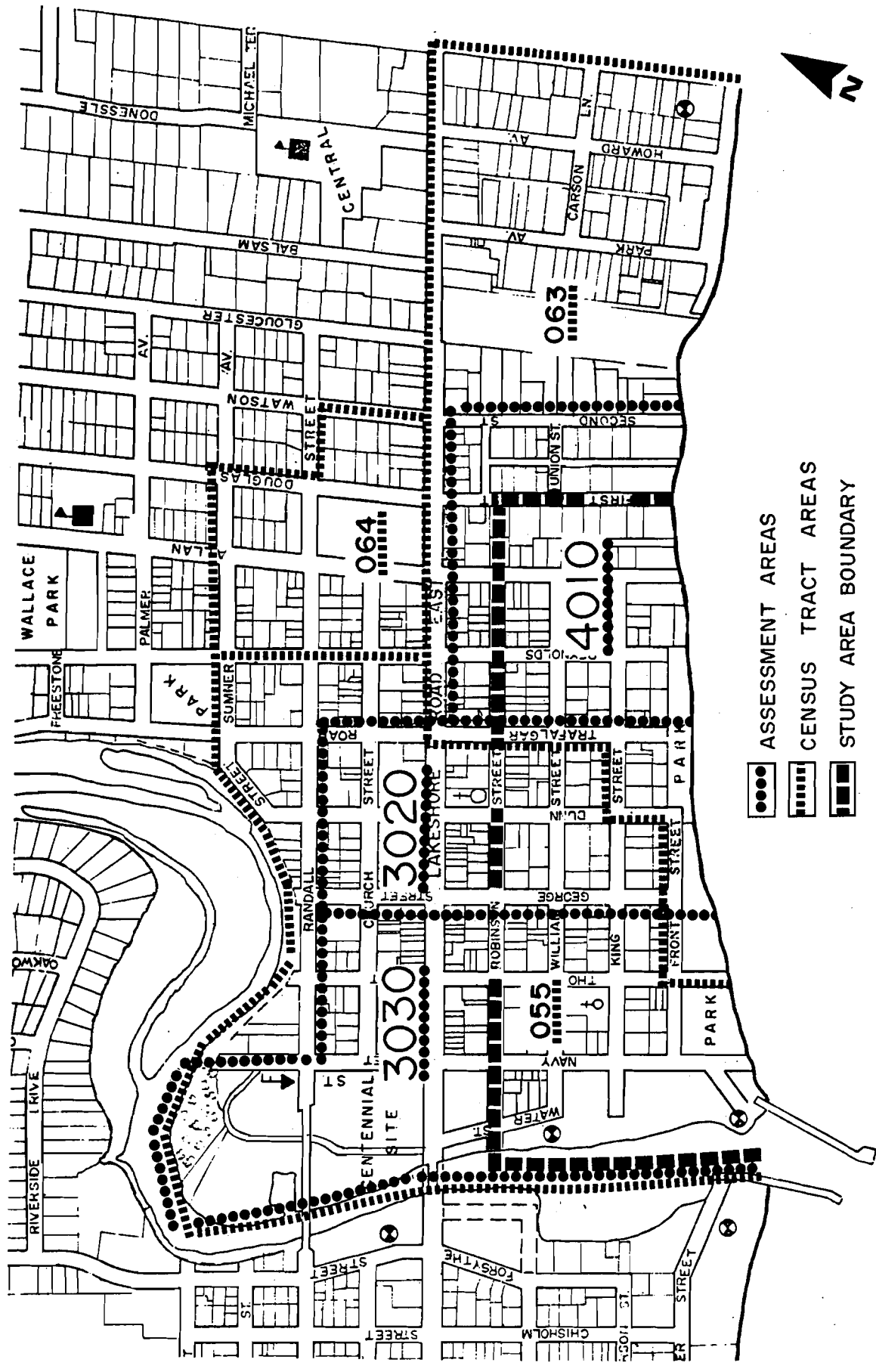
3.1. General

Figure No. 6 shows the boundaries of the area in relation to the boundaries of Statistics Canada's census tract 604 and the Ministry of Revenue's (Assessment Division) map sub-areas 3020, 3030 and 4010. It is clear from Figure No. 6 that these boundary lines do not coincide with each other. However generalizations of a few characteristics will be made based upon observations from data at the census tract and map sub-area levels.

TABLE 3A
POPULATION CHANGE BY ASSESSMENT MAP SUB-AREAS
3020, 3030, 4010, 1970-1979

YEAR	POPULATION PER MAP SUB-AREA			TOTAL	POPULATION CHANGE	% CHANGE
	3020	3030	4010			
1970	215	318	430	963	-	-
1971	203	327	407	937	-26	-2.7
1972	194	322	386	902	-35	-3.7
1973	187	318	384	889	-13	-1.4
1974	176	267	353	796	-93	-11.7
1975	189	255	362	806	+10	+1.3
1976	173	259	369	801	- 5	-0.6
1977	170	251	362	783	-18	-2.2
1978	185	235	378	796	+13	+1.7
1979						

Source: Ministry of Revenue, Assessment Division, 1970 & 1979



ASSESSMENT, CENSUS & STUDY AREA BOUNDARY

FIG. No 6

TABLE 3B

Families, 1976
Table No. 11

Ct 604

Total Family households	510	
Total one-family households	510	
Total multiple family households	---	
Total non-family households	360	
By number of children at home	Ct 604	Percent
0	265	---
1	90	36.7
2	90	36.7
3	45	18.4
4	15	6.1
5	5	2.0
Total families with children at home	250	49.0
Children in families by age	Ct 604	Percent
Total families with all children under 18	135	54
Some 18 or over and some under 18	55	22
All at home 18 or over	60	24

Source: 1976 Census of Canada, Statistics Canada

TABLE 3CHouseholds 1976Table No. 12

Ct 604

Percent

No. of persons in private households	1950	100%
Family persons in households	1515	77.5
Non-family persons in households	440	22.5
Number of persons in household	2.2	
1 person household	300	34.3
2 person household	325	37.1
3 person household	95	10.9
4 person household	80	9.1
5 person household (or more)	75	8.6

Source: 1976 Census of Canada, Statistics Canada

3.2. Trends

Table 3A shows the assessed population of map sub-areas 3020, 3030 and 4010 over the period 1970 - 1978. A primary observation is the decline in the number of people within these areas. The largest decrease occurred between 1973 and 1974 when the three map sub-areas lost a combined total of 93 people. This loss represented an 11.7% decrease in population size. Only during 1975 and 1978 did the population size show an increase (of 10 and 13 people respectively).

The overall population decline can be attributed to smaller household sizes, a result of children growing up, leaving home and forming new and smaller households of their own. Table 3B shows that within census tract 604 there are 510 family households and 360 non-family households. Table 3C shows that over 70% of the households in census tract 604 are 2 or 1 person households. However, this trend appears to be changing due to an influx of younger families.

The population increases in 1975 and 1978 reflect the construction and subsequent occupation of housing units within the area. The majority of this newer housing has been in the form of street townhouses along the south side of Robinson Street.

3.3. Population Size

The population figures for map sub-areas 3020, 3030 and 4010 provide an adequate basis for showing general characteristics of growth in the study area. However, the following exercise will give a more realistic account of the number of people within the study area.

By applying an occupancy rate (people per unit) figure to the known number and type of units within the study area, the population can be estimated within acceptable confidence limits. Table 3D shows that the population of the area is about 519 people.

3.4. Potential Population Size

The population potential for the area depends upon two variables; household size and the number of units. It is assumed that household sizes will not decrease to levels appreciably lower than the present 3.5 people per unit.

<u>TABLE NO. 3D</u>			
UNIT TYPE	NUMBER OF UNITS ¹	ESTIMATED OCCUPANCY RATE ¹	ESTIMATED POPULATION
Single Family	109	3.5	382
Semi-Detached	24	3.0	72
Multiple Attached	15	2.7	41
Apartments	14	1.7	24
TOTAL	162	-	519

¹February 1979, Oakville Planning Department.

Under the existing zoning by-law provisions, a number of additional units could be created. This number results from consideration of the possible development of lots that can be severed from the existing lots, lots created through land assembly, existing vacant lots, and lots where approval of a minor variance would be required (see Part 1.6).

3.5. Age Characteristics

1976 census figures indicate that a high proportion of the population can be found within two separate age groupings. The population within age groups "15 - 29" and "over 70" combine to make up over 40% of the total population within census tract 604.

3.6. Ethnic Composition

1976 census data suggest an ethnic background largely built of British stock. Table 3E shows that 90.4% of the population in census tract 604 reported their "mother tongue" to be of English origin. The largest non-english category was that of German, as reported by 2.3% of the census respondents. The remainder of those reporting are accounted for by French, Polish, Italian and Ukranian categories.

Table 3E provides a parallel to historic information on the population of Old Oakville. Many of the original settlers were of British origin. It appears that over the years the ethnic composition has remained about the same.

TABLE NO. 3E

POPULATION BY MOTHER TONGUE BY SEX 1976

Ct 604	Total	%	Male	%	Female	%
Total	1985					
Total Mother Tongue	1985	100	915	100	1076	100
English	1795	90.4	820	89.6	970	90.7
French	25	1.3	10	1.1	15	1.4
Chinese & Japanese	-	-	-	-	-	-
German	45	2.3	20	2.2	25	2.3
Greek	5	.25	5	.55	-	-
Italian	5	.25	5	.55	5	.47
Native Indian	-	-	-	-	-	-
Netherlandic & Flemish	15	.75	10	1.1	5	.47
Polish	5	.25	5	.55	-	-
Ukrainian	10	.50	5	.55	5	.47
Not stated	45	2.3	20	2.2	25	2.3
Other	40	2.0	20	2.2	20	1.9

Source: 1976 Census of Canada, Statistics Canada

4.0. Streetscape Elements - Review and Recommendations

4.1. General

The uniqueness of the Study area is largely due to its character. In turn the character is made up of many components, some tangible and some not so tangible. One such component of this character is the scale of the environment.

The streetscape helps define the scale of the area in question. At present the scale is considered to be "personal". Such a quality is a great attraction to both residents and visitors.

The following is an itemized account showing the major elements of the streetscape. Along with each element is a description of those characteristics and options available to maintain or improve the scale and thus enhance the character of the study area.

4.2. Roads

Existing roads are deemed adequate with regard to pavement width, location and surface material. However, in certain areas the road grades disrupt an even drainage run-off which results in water collecting in various sized puddles.

To ensure public safety and health underground services such as water and sewage will have to be replaced in the near future. The works that are required entail digging in the road right-of-way. The new surface of the road should exhibit the same characteristics of scale as the existing roads do. To this end the following may be considered:

1. Pavement width and location to be maintained.
2. Existing grades to be kept where possible.
3. To lessen the visual impact of a new road surface on the streetscape, the new surface should not be exposed asphalt or concrete. The new pavement can be surfaced dressed i.e. washed gravel and asphalt, or asphalt or concrete containing a course aggregate.

4.3. Curbs

Curbs contribute to the personal scale of the area through both their presence and absence. In some cases where there are no curbs a country lane effect is created by narrow road, grass verge and dry stone wall or simple wooden fence.

When curbs are present they are for the most part inconspicuous. Those curbs that are easily noticed result from sunken road surfaces or heaving sidewalks. There are a few cases where the curbs appear to be two tiered. These unusual examples lend character to the street and help reduce the sense of distance between a low road surface and high sidewalk.

The contribution of curbs to the sense of scale of the area by replacing existing ones is as follows:

1. 6" concrete curb with no gutter
2. 4" concrete curb with no gutter

4.4. Sidewalks

As with curbs, sidewalks contribute to the scale of the area through both presence and absence. Many of the sidewalks are 4 feet wide. Also there are several examples of sidewalks having a dimple finished surface, adding to the character of a given street.

It appears that no additional sidewalks are necessary in the study area. This is due to both the lack of heavy pedestrian traffic and the questionable effect of additional sidewalks on the streetscape.

However, it is evident that several sections of sidewalks will have to be replaced in the near future because of heaving and various service requirements. The following should be kept in mind if the replaced portions of sidewalk are to contribute to the streetscape as effectively as the original sections:

1. that the sidewalk width not exceed 4 feet on local roads, but should be 5 feet wide on Robinson Street.
2. the replacements to be of concrete, but not bleached.
3. the dimple effects to be copied where possible.

4.5. Light Standards

The existing lighting system appears to provide ample light to the study area. In some cases the effectiveness of the lights is hampered because of tree foliage obstructing the lamps. In these cases the trees may be pruned or the lamps lowered.

The Public Utilities Commission have attempted to enhance the character of the area by trying a colonial style of lamp in a few places. This action is commendable and future attempts should be encouraged with attention given to improved designs now on the market.

In view of the above the following should be considered:

1. That the present effort policy of the P.U.C. be encouraged
2. That existing light standard designs remain along Robinson Street.
3. That during the review of light standards for the remainder of the study area and with particular reference to point 1. above, the following approaches be considered:
 - a) lighting with more appropriate fixtures having less physical impact on the streetscape.
 - b) a mixture of both modern and historical style light standards.
4. The following types of lamp could be considered:
 - a) incandescent
 - b) mercury vapour
 - c) high pressure sodium

The incandescent type would be more appropriate where lower, screened light standard is employed.

5. Should the hydro services be placed underground the light standards will not be affixed to hydro poles as is the case now. Instead, the lights will be on separate poles as is the case in the newer areas of Town. However, of concern here is that the new poles should reflect the scale and character of the study area.

4.6 Fences and Walls

There are a variety of fences and walls in the study area. Almost every property has its own fence/wall design and material. Most of them tend to reflect the early 20th Century. The diversity of material and height adds to the overall charm of the area.

The presence of the different fences and walls adds definitive edges to the general streetscape that distinguishes the public right-of-ways from the private gardens of the residences.

New fences and walls to be built in the study area should be of materials that are sympathetic to scale and character of the study area. The following may be considered in this respect:

1. Brick, native stone, wood and cast iron are appropriate materials.
2. Fence style should consider the character of the area and the immediate adjoining properties.

4.7 Signs

A. Traffic

The number and location of traffic information signs (ie. "No Parking") attest to the presence of the automobile in the daily life of our society. They have to be considered as a "necessary" evil since, for the most part, their location, size and material are standardized. However, it is possible to reduce the number of signs on a given street, thus reducing the effect of such street furniture on the overall streetscape. To this end the following may be considered:

1. Encourage a Town policy to reduce the number of traffic information signs on each block in the study area through:
 - a) mounting traffic control signs on existing available poles.
 - b) on future light poles, incorporate traffic signs on the units.
 - c) removing a certain number of "No Parking" signs on each block face.

B. Street

The existing street name signs in the study have a strong impact on the overall character and streetscape. This is due in part to the fact that the same styles of sign can be seen in all other parts of the Town and, that the material, colour and style befit a modern era.

More appropriate period style street signs should be investigated for use in the study area. The mounting of street signs on building walls and wooden posts would also lessen the impact.

C. Park

Existing park signs are typical of styles employed throughout the remainder of the Town and indeed, the remainder of the Province. As such they do not associate with the character of the area nor with the period. Appropriate colours and styles should be investigated along with sign design.

4.8 Pathways

Pathways represent an engaging element in the streetscape. Diversity of design, material and character is the only consistent description of most of the pathways in the study area. With this in mind the following are offered as material choice:

1. brick set in sand
2. native stone set in sand
3. wooden (ie. boardwalk)
4. limestone fines
5. dirt ie. natural desire lines

Scale of the pathway would vary according to use, location and material.

4.9. Other

A. Fireplugs

Fireplugs are the quiet, sturdy element of streetscapes that, while they are not readily noticed, when replaced can invoke a sense of loss. At present there are many fireplugs in the study area dating back to 1908. Their

size, colour and design are typical of the turn of the century era. If at all possible they should be retained or replaced with a style compatible with existing fireplugs.

B. Bollards

The importance of bollards can lie in their practicality and use in design for effect. Practically speaking bollards are used to prevent access to places by large vehicles and obviously by water craft to tie up to (to be moored). Their use can be extensive, ranging from the purely decorative to the functional as in the creating of edges and paths.

With respect to the above, the following should be considered:

1. wooden square or round bollards of appropriate dimensions can reflect the maritime influence in the development of Oakville.
2. cast iron bollards can also be consistent with the character of the study area.
3. bollards could be consciously employed at road endings and in parks as a design element.

5.0. Block Analysis

5.1. General

The standard urban block is generally bounded and defined by four streets and can be easily identified on a map. However, what is generally perceived from a street corner is an area which is usually referred to as 'site' or 'locality' but which will be called a 'visual block' in this study. Every object within this smaller area works to establish or enhance a particular quality which is perceived as the character of that visual block. By examining the arrangement and particular nature of the objects within the block, its unique character can be described.

The following identifies twenty visual blocks in the study area. In each case those features which determine the character have been identified and their role has been explained. The recommendations have been made recognizing that the established character is, in most cases, desirable. These recommendations are designed to maintain or enhance the existing street quality or reinforce certain aspects of a particular streetscape.

Notwithstanding the importance of all existing features in the composition of a streetscape, certain structures have been identified in this study as being "key buildings". These are buildings or features which through their historical or architectural significance and/or their scale, materials and positioning, are essential in the establishment of the visual block character or quality as it is perceived.

5.2. Assumptions

"The words 'site' and 'locality' should convey the same sense that the word 'person' does: a complexity so closely knit as to have a distinct character worthy of interest, concern, and often of affection."¹

The area under review in this study enjoys a wide reputation as an area marked by quiet shaded streets and elegant older homes. Such a description characterizes the area on a broad level of comprehension.

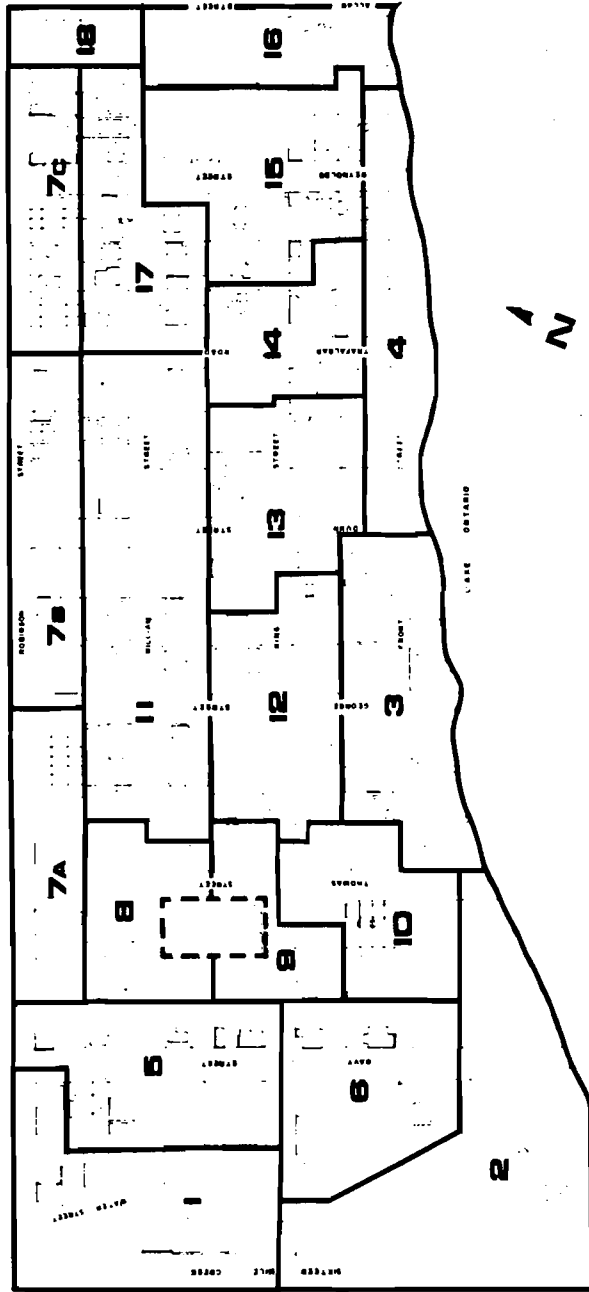
¹Lynch, Kevin, Site Planning (Second Edition), The M.I.T. Press, Cambridge, Mass & London, England. 1971, page 10.

A more intimate examination of the district would reveal that a great diversity of character exists within the larger area and that in fact due to the complexity of components and their intricate patterning together, the larger area is composed of a series of smaller sections, each of which is in some way unique.

Lynch's sentiment accurately summarizes the basic assumptions of this study. 'Site' and 'locality' are smaller divisions of a larger area which are capable of being comprehended as a single, cohesive unit. This condition of comprehension can be referred to as 'visual' connectedness' and facilitates the recognition of these smaller areas.

5.3. Block Review with Analysis and Recommendations

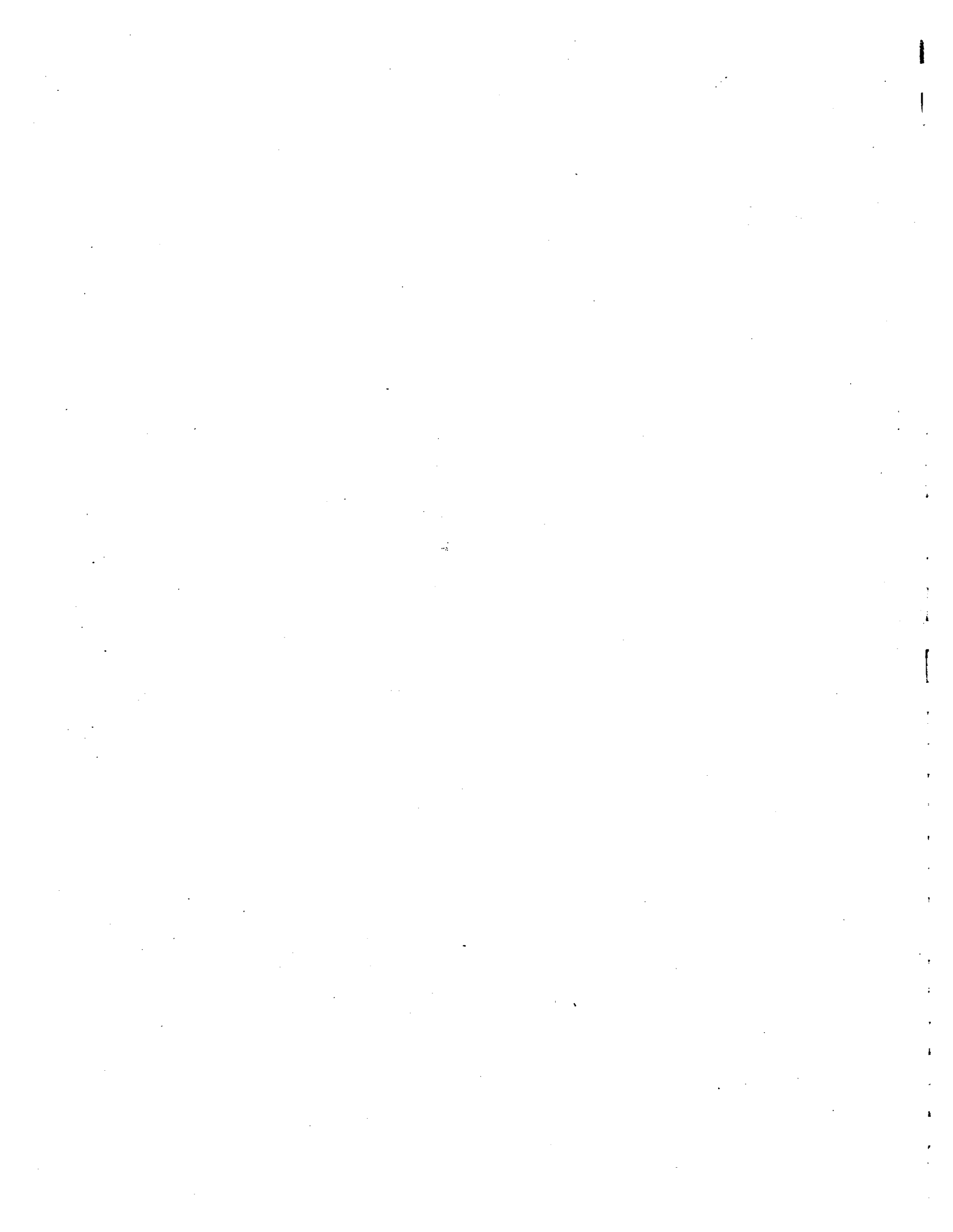
The following is a block by block analysis. Figure No. 7 shows the boundary of each block. For each of the 18 blocks there is an analysis and a set of recommendations. The analysis consists of the recognition of the major elements within a given block. Block recommendations are included to show the direction needed to preserve or enhance the block's major characteristics.



ntS

**BLOCK ANALYSIS
KEY MAP**

FIG. No 7



BLOCK 1

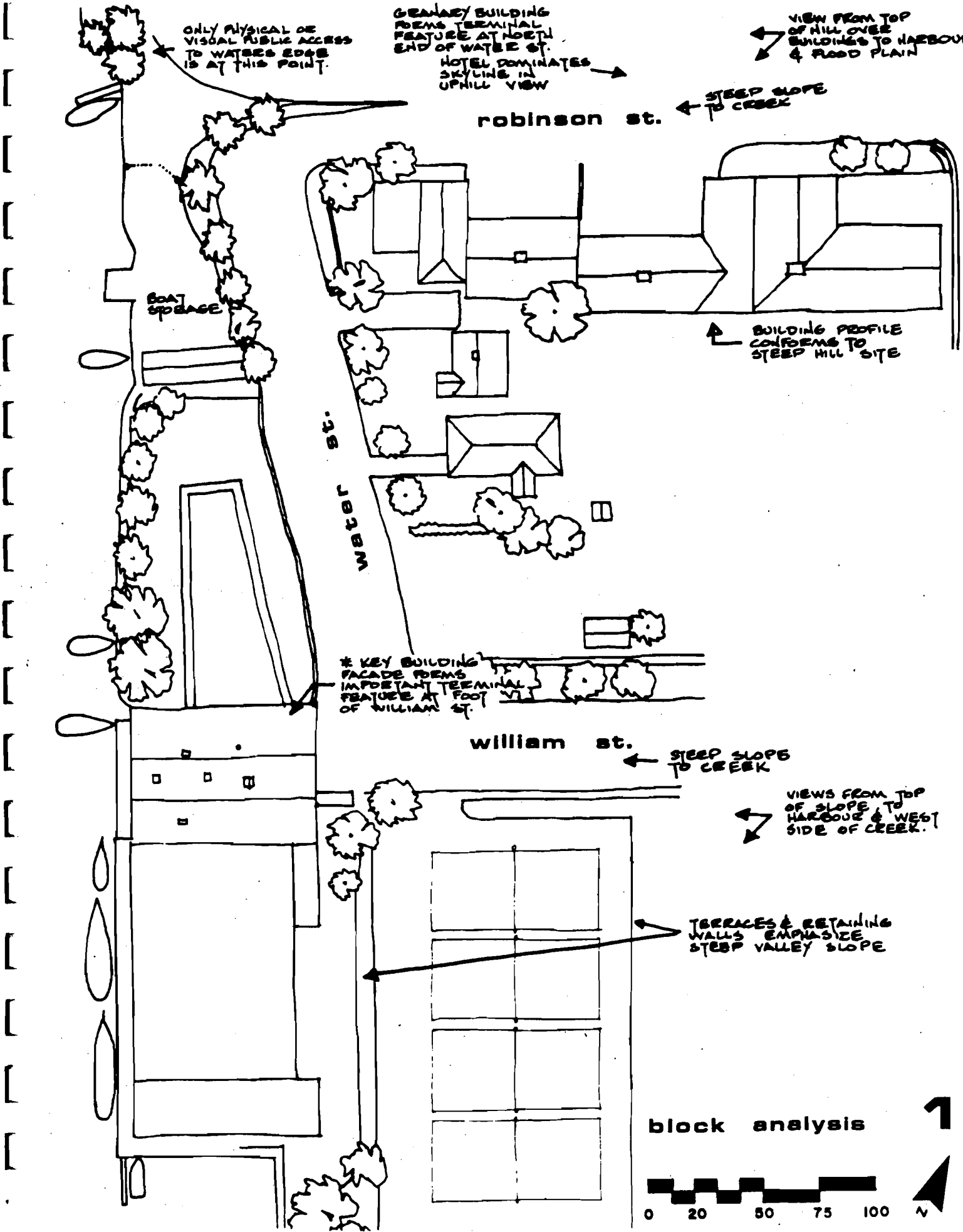
BLOCK ANALYSIS

- * the predominant features of this block are the steep valley slope and the creek
- * terraces, retaining walls and exposed foundations set into the slope emphasize the steep valley
- * the narrow, undefined nature of Water Street gives it an informal "back lane" character
- * connections to the water are visual only
there is very limited physical connection to the water for the general public

BLOCK RECOMMENDATIONS

- * any new construction should recognize the sloping site through the use of retaining walls, terraces and exposed foundations
- * materials used for such structures should be of a highly textured nature in keeping with the existing materials





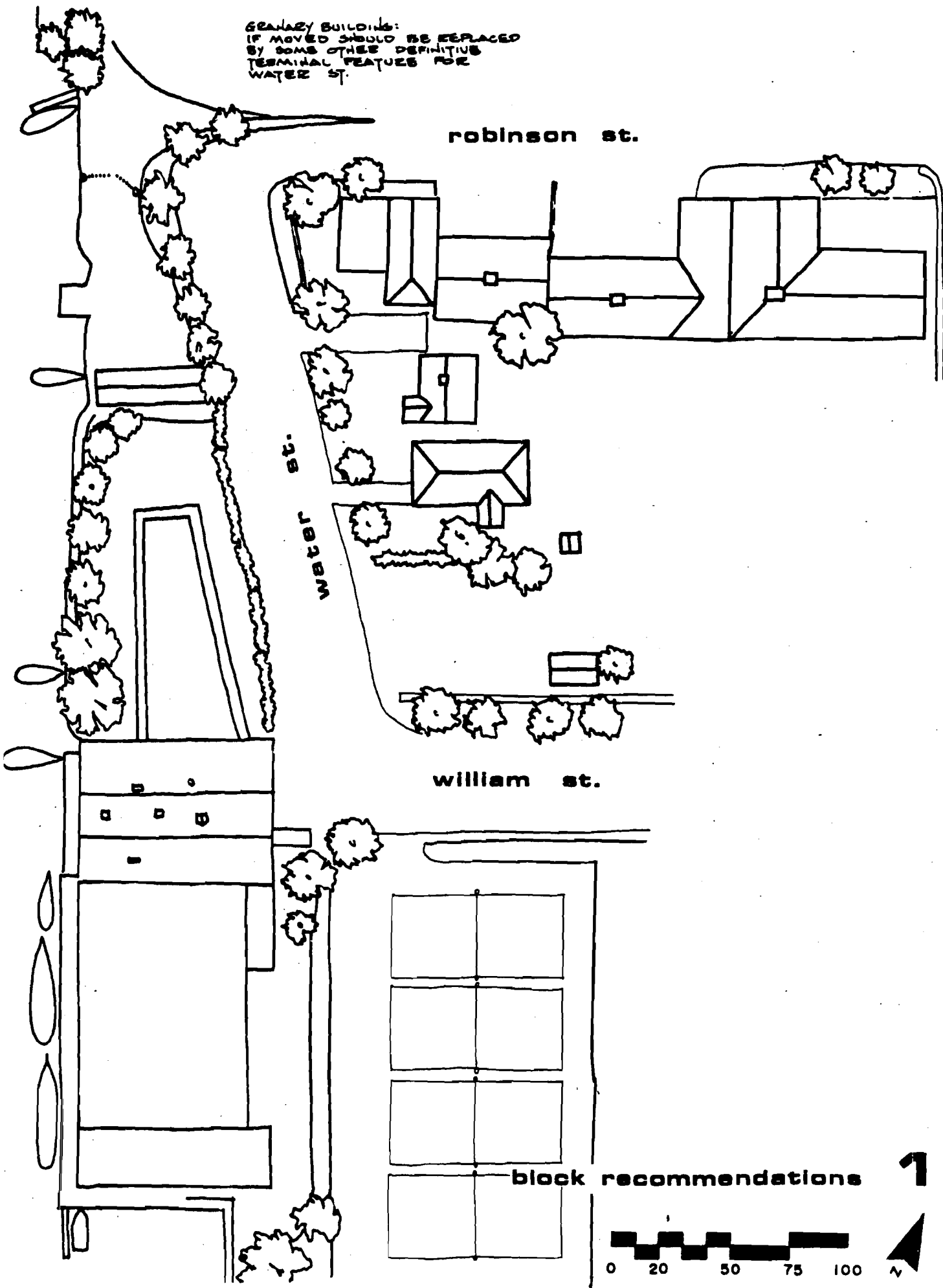
GRANARY BUILDING:
IF MOVED SHOULD BE REPLACED
BY SOME OTHER DEFINITIVE
TERMINAL FEATURE FOR
WATER ST.

robinson st.

water st.

william st.

block recommendations



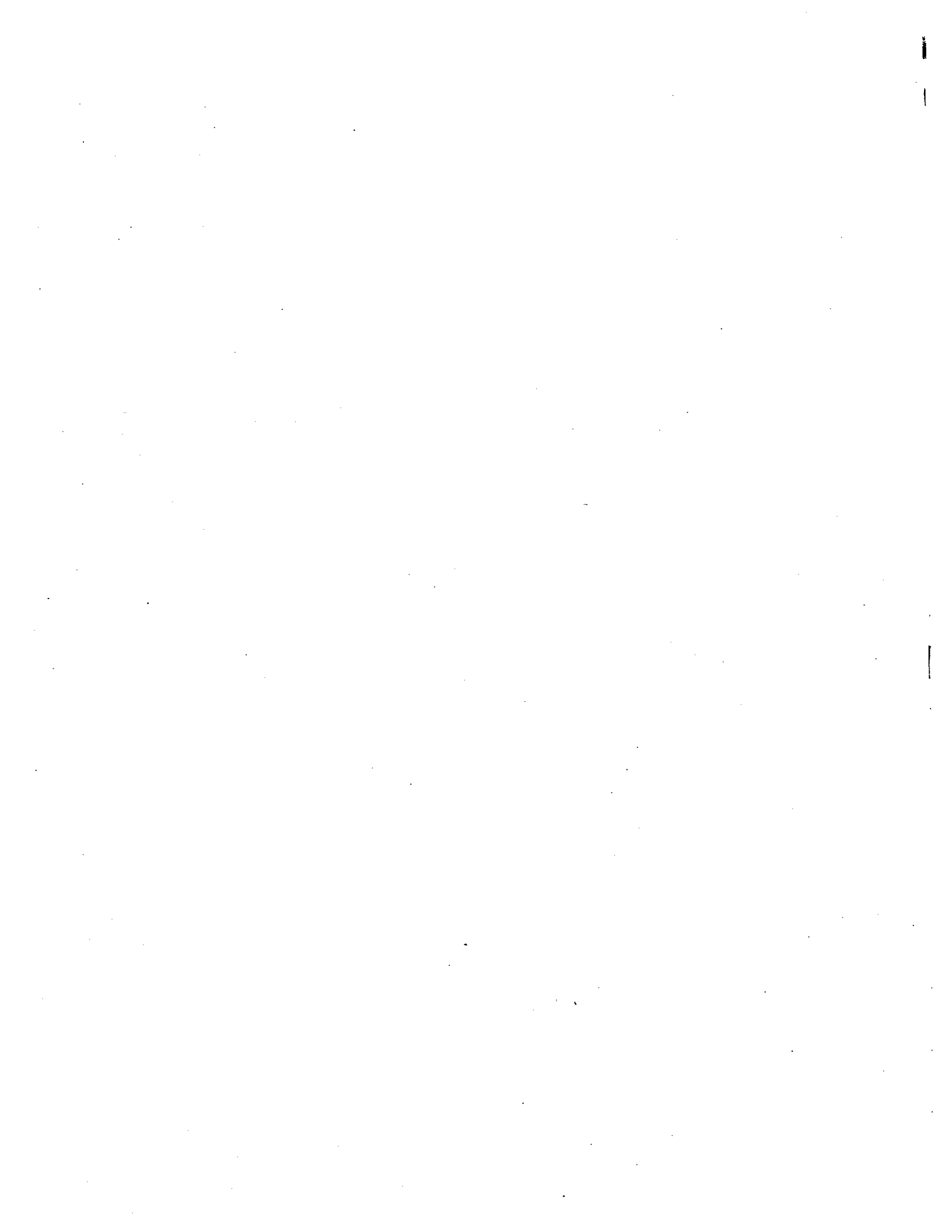
BLOCK 2

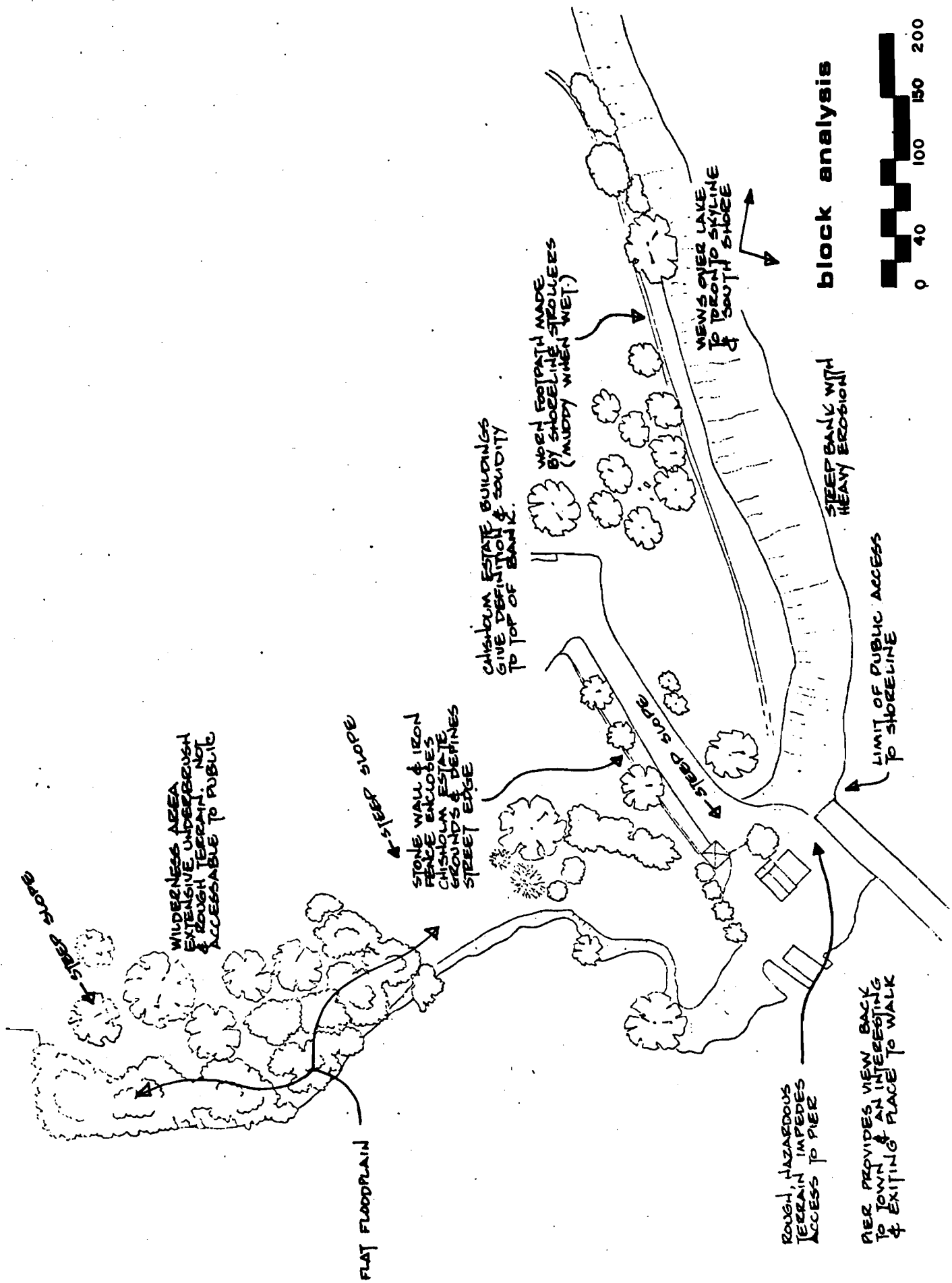
BLOCK ANALYSIS

- * the most dominant features of this area are the lake and the harbour the high bank affords a commanding view of both
- * the use of this natural shoreline resource has been neglected there is no convenient public access to the waters edge available

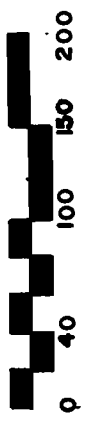
BLOCK RECOMMENDATIONS

- * the presence of the lake and harbour should be exploited as pleasant visual and recreational resources
- * the provision of simple and inexpensive facilities would greatly improve the amenity of this area

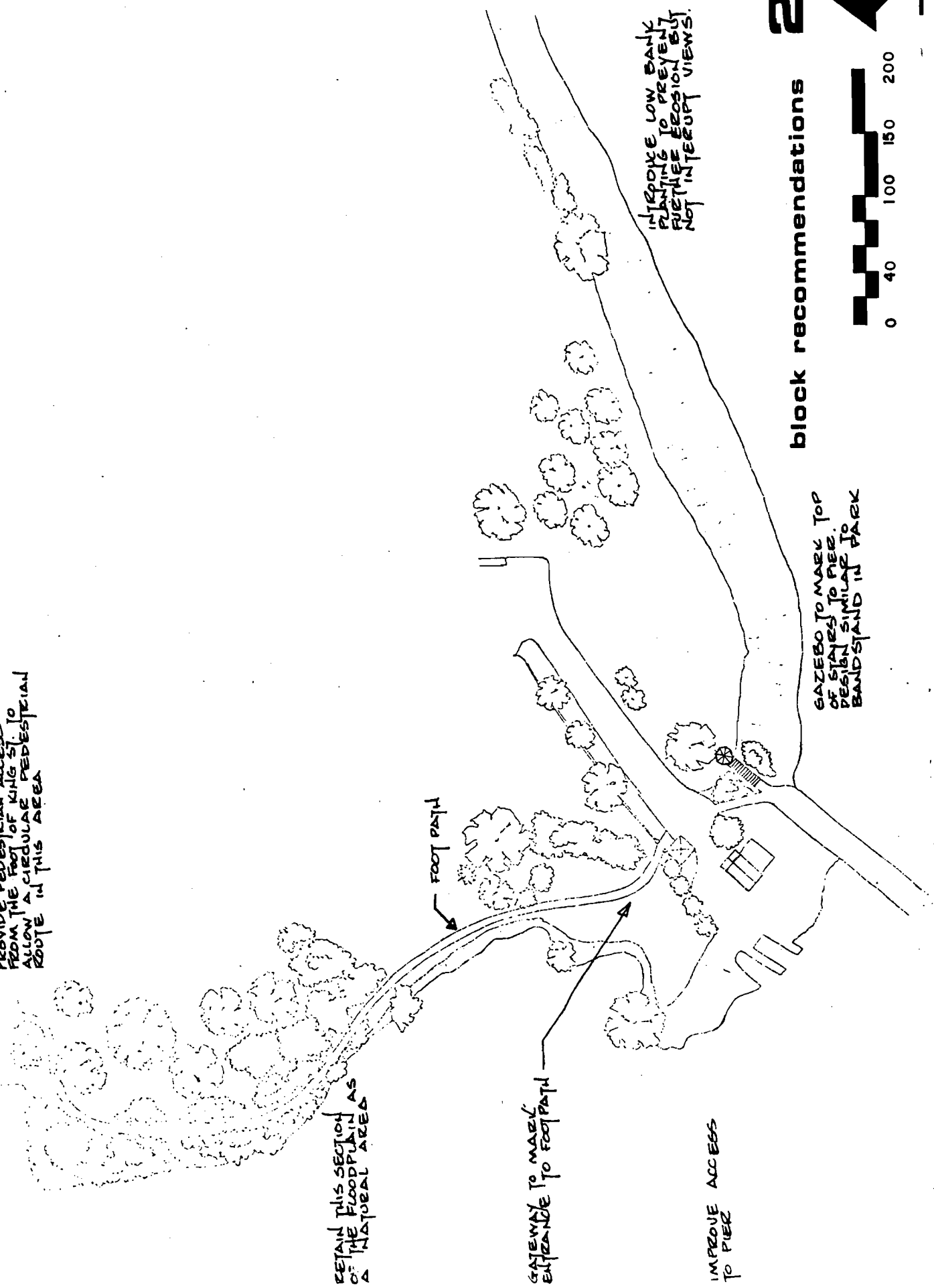




block analysis



PROVIDE PEDESTRIAN ACCESS FROM THE FOOT OF KING ST. ALLOW A CIRCULAR PEDESTRIAN ROUTE IN THIS AREA



RETAIN THIS SECTION OF THE FLOODPLAIN AS A NATURAL AREA

FOOT PATH

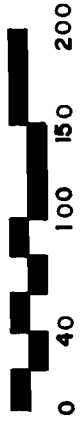
GATEWAY TO MARK ENTRANCE TO FOOT PATH

IMPROVE ACCESS TO PIER

INTEGRATE LOW BANK PLANTING TO PREVENT FURTHER EROSION BUT NOT INTERRUPT VIEWS.

GAZEBO TO MARK TOP OF STAIRS TO PIER. DESIGN SIMILAR TO BANDSTAND IN PARK

block recommendations



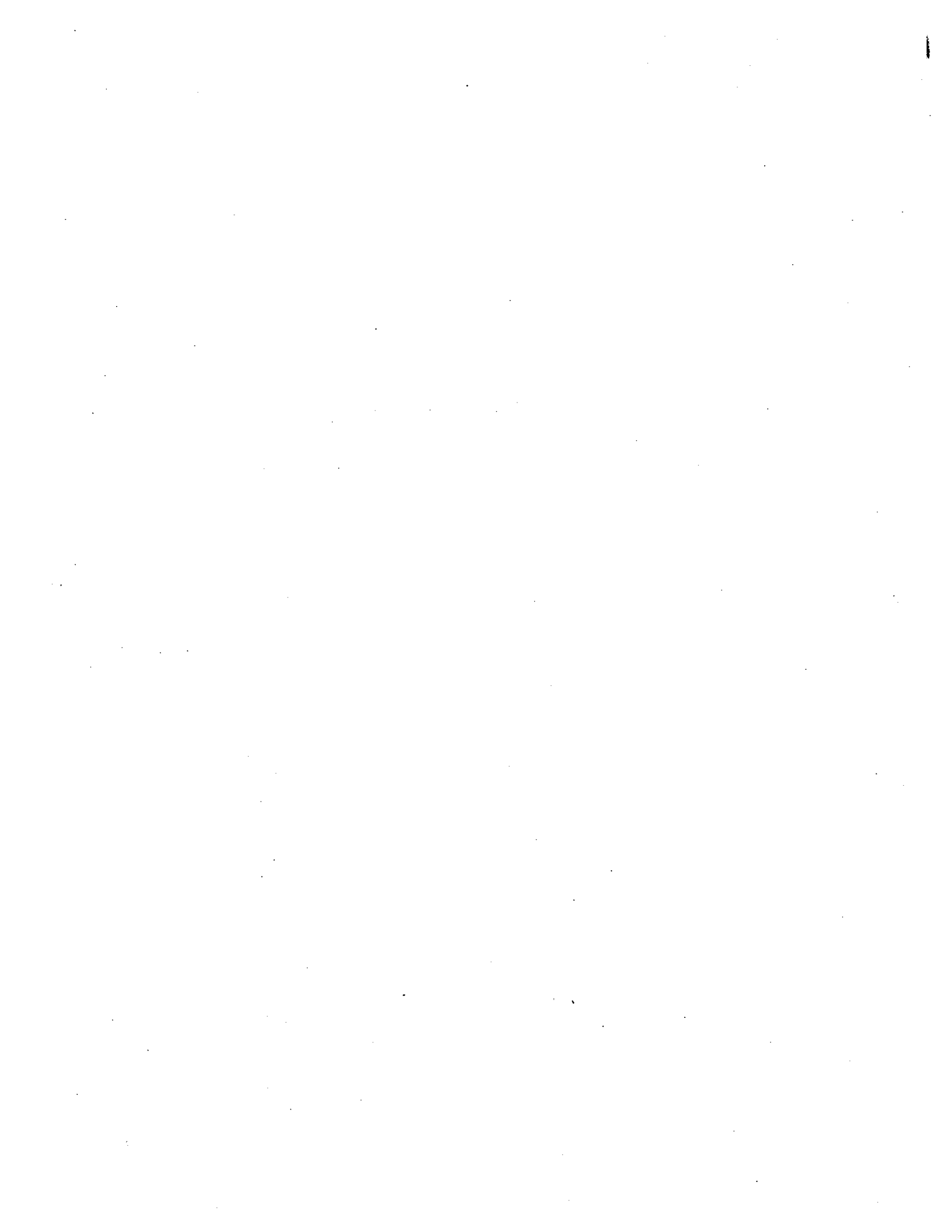
BLOCK 3

BLOCK ANALYSIS

- * this area forms the southern end of a deep gully which runs through the Old Oakville residential district from north to south
- * the central feature of this area is the house at 212 Front Street it is a focal point in the block and defines the street edge as well as visually separating the street from the lake

BLOCK RECOMMENDATIONS

- * this area should become an integral part of a walkway system which would traverse the length of the lake shore in the Old Oakville area

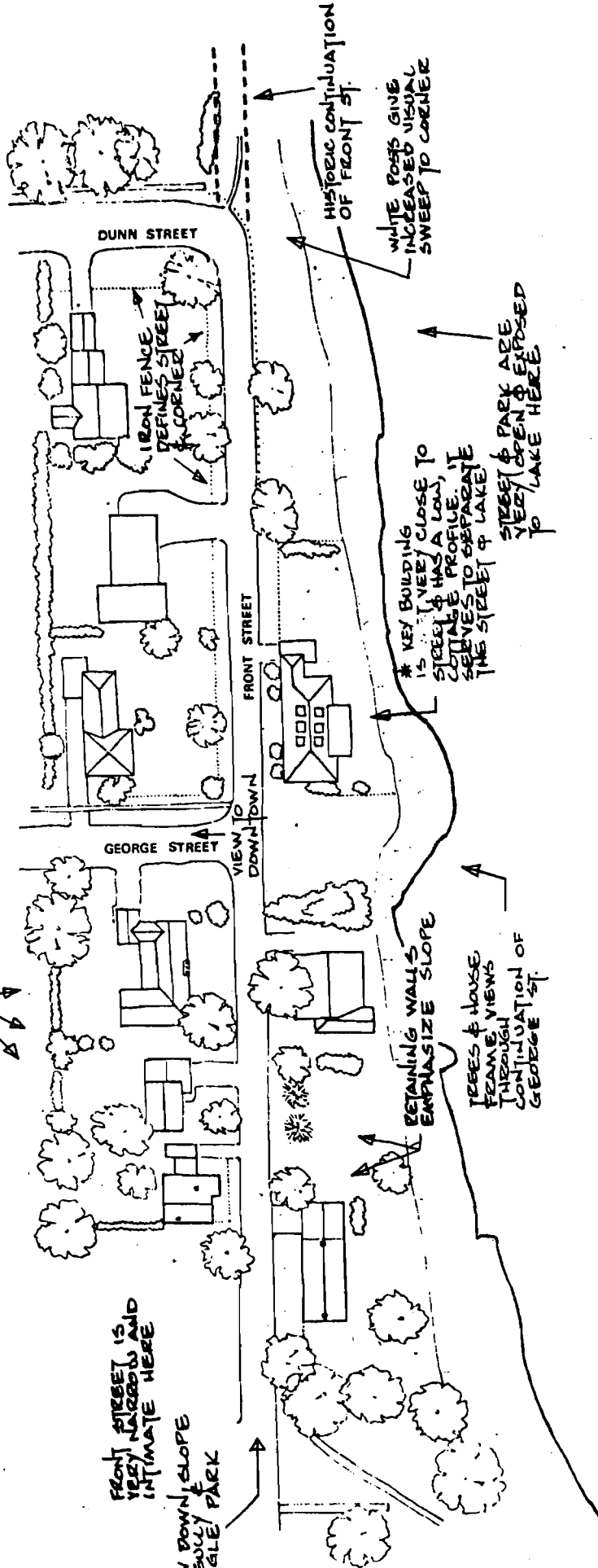


DEEP SETBACK OF
HOUSES GIVES EMPHASIS
TO PRESENCE OF LAKE

HOUSES STEP DOWN
HILL & EMPHASIZE
SLOPE

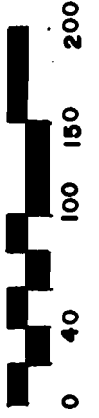
FRONT STREET IS
VERY NARROW AND
INTIMATE HERE

VIEW DOWN SLOPE
TO GULLY
DINGLE PARK

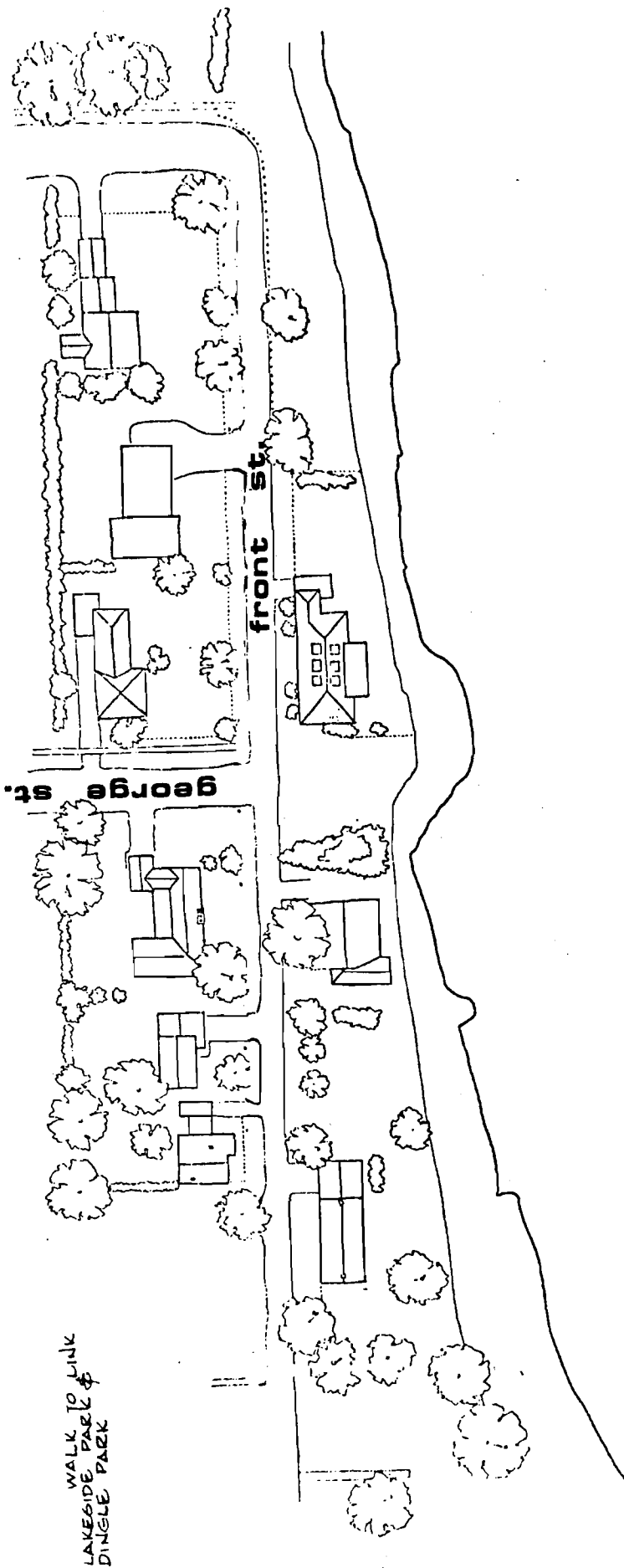


block analysis

3



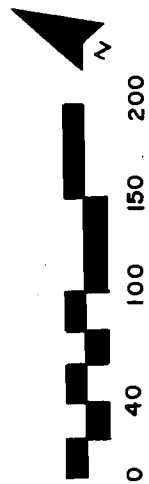
WALK THROUGH DINGLE PARK WOULD MAKE THE HISTORIC ROUTE OF FRONT ST. MORE EVIDENT



WALK TO LINK LAKESIDE PARK & DINGLE PARK

3

block recommendation



BLOCK 4

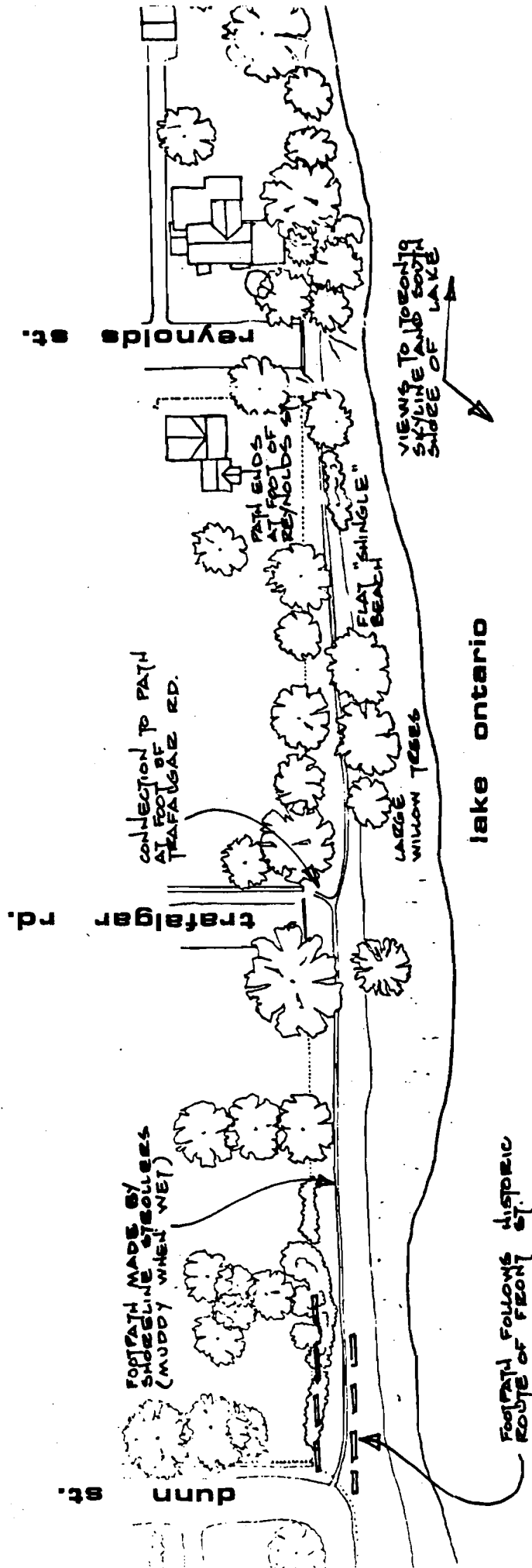
BLOCK ANALYSIS

- * this publicly owned, narrow shoreline strip is a unique recreational resource in the downtown Oakville area
- * the area has an intimate atmosphere, being located behind the houses along King Street and enclosed by vegetation and the lake
- * the attractive shingle beach should be made more accessible to the public

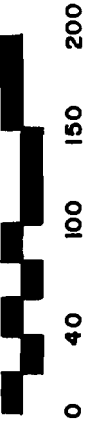
BLOCK RECOMMENDATIONS

- * N O N E





4
block analysis





BLOCK 5

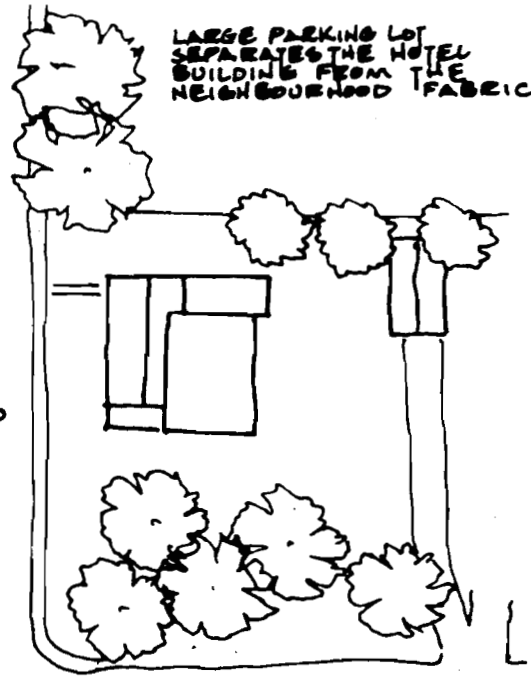
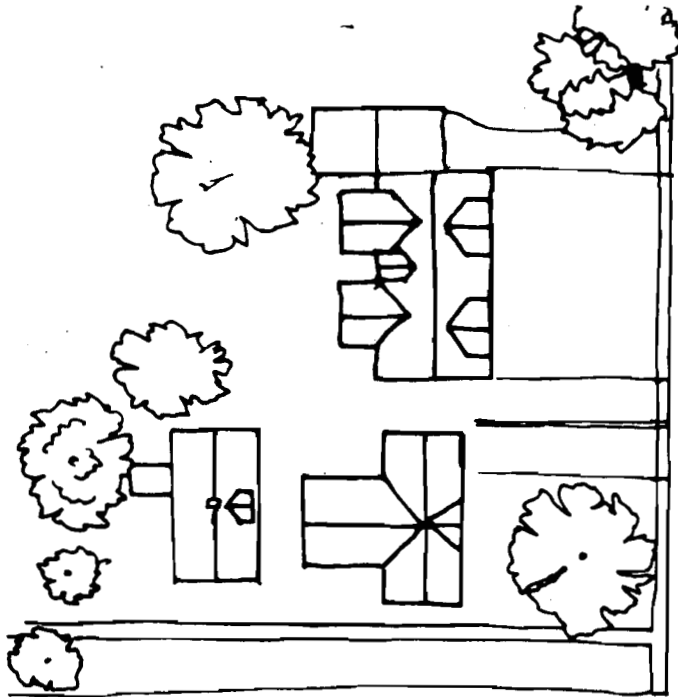
BLOCK ANALYSIS

- * the buildings along the east side of Navy Street visually define the beginning of the residential district
- * the open space and valley slope clearly suggest the recreational aspects of the west side of Navy Street

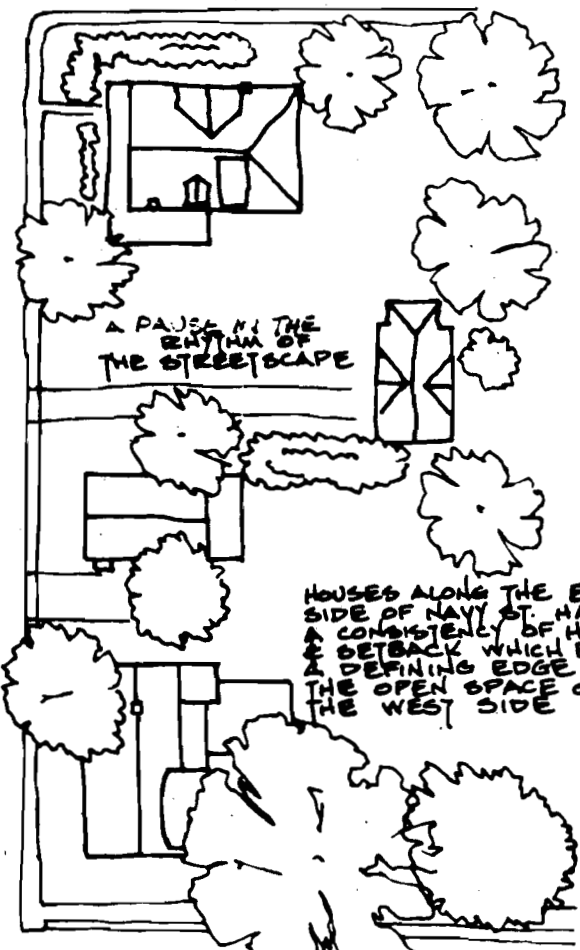
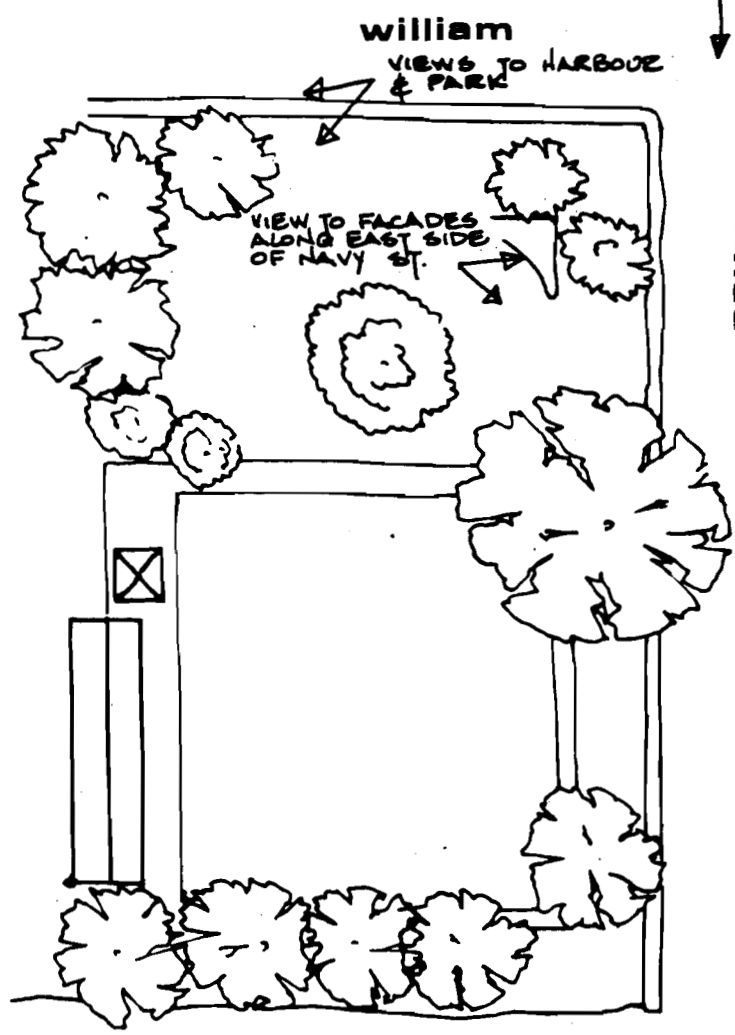
BLOCK RECOMMENDATIONS

- * the role of the house facades on the east side of Navy Street as a backdrop to the open space on the west side should be maintained and strengthened



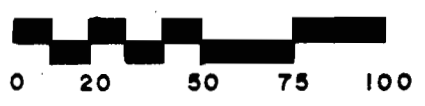


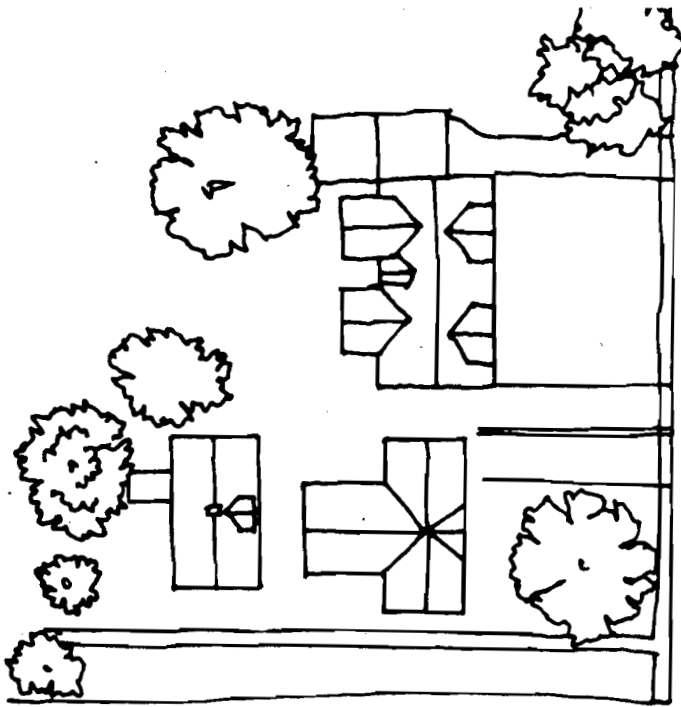
VIEW TO CHURCH
st.
VIEW TO LAKE



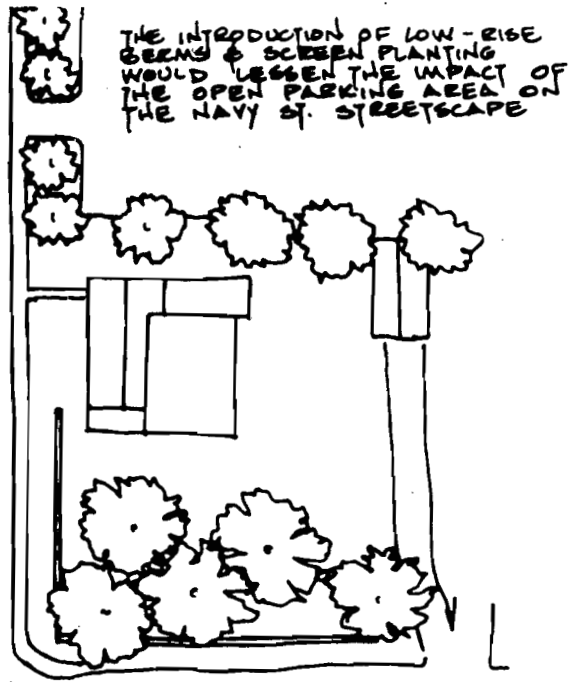
block analysis

5



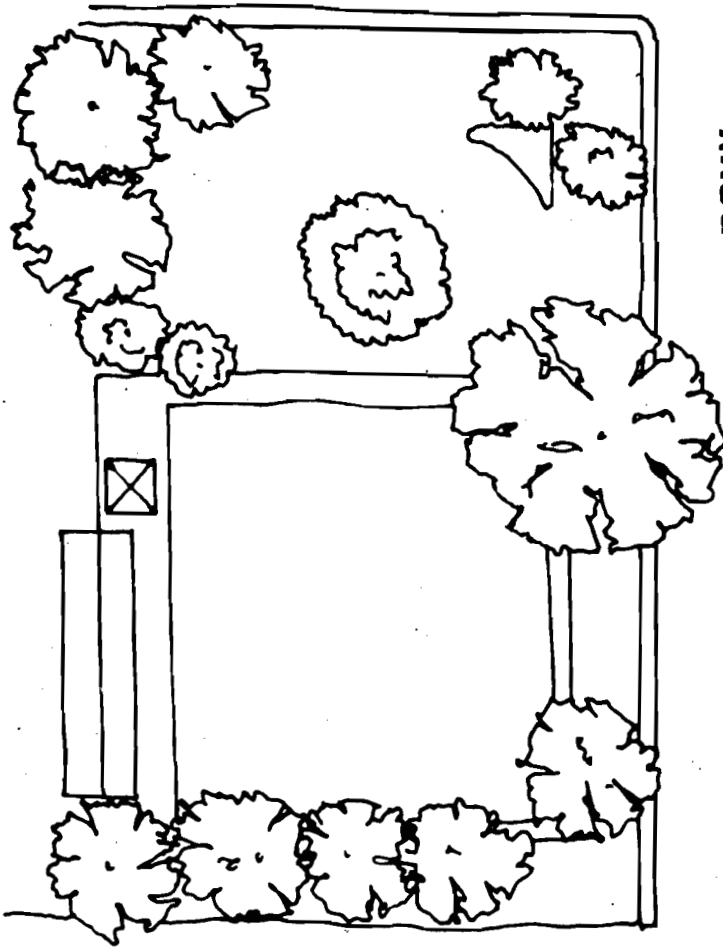


william

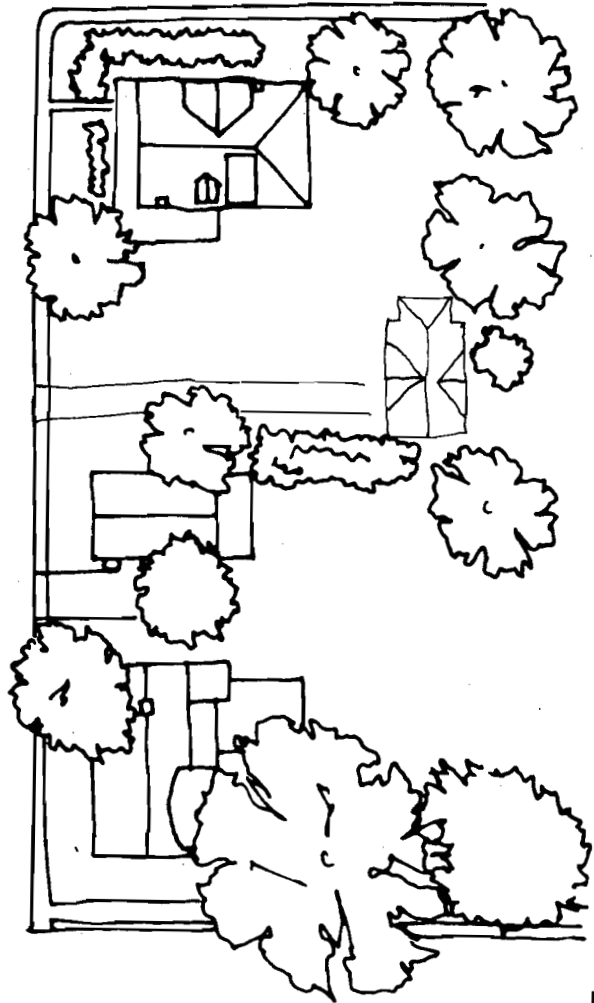


st.

st.



navy



block recommendation

5



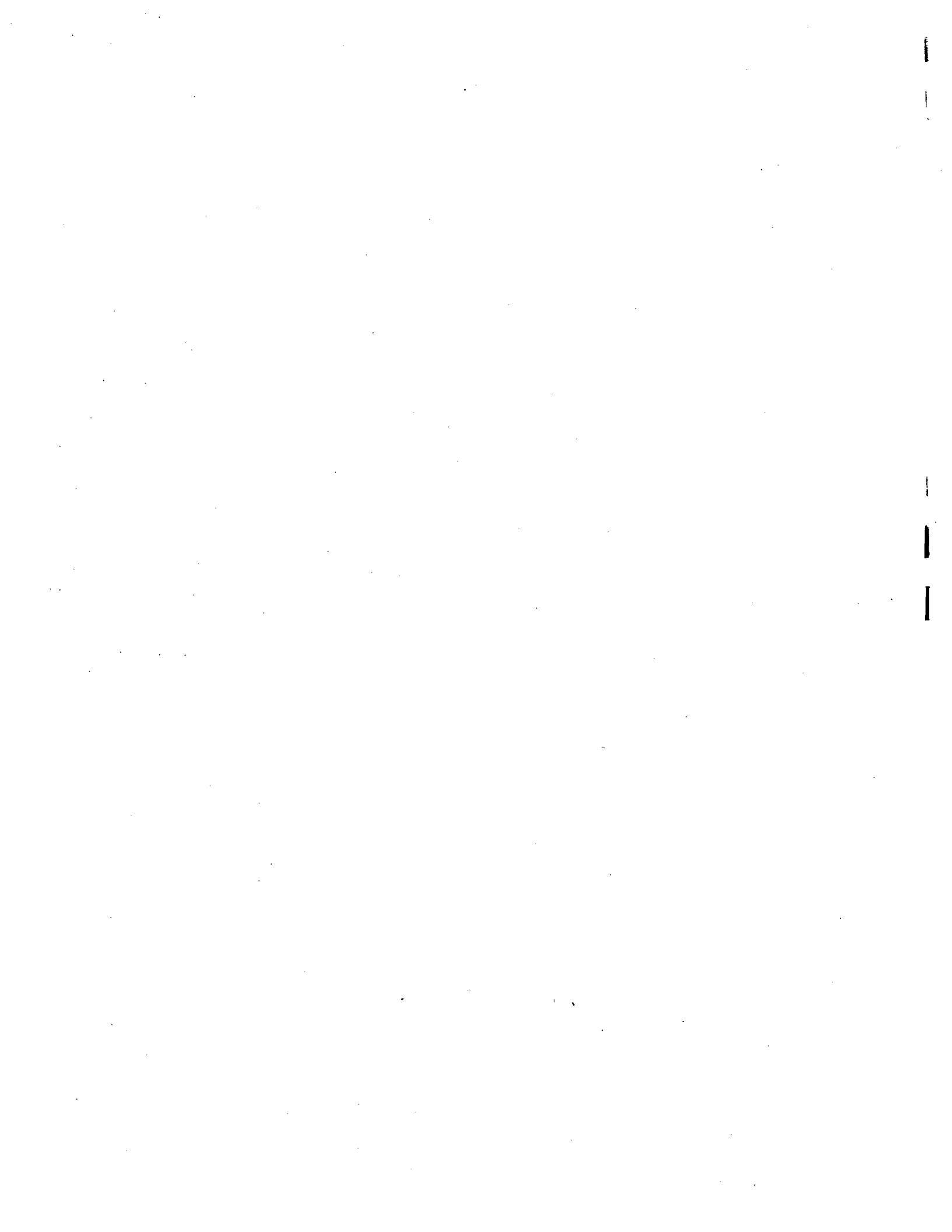
BLOCK 6

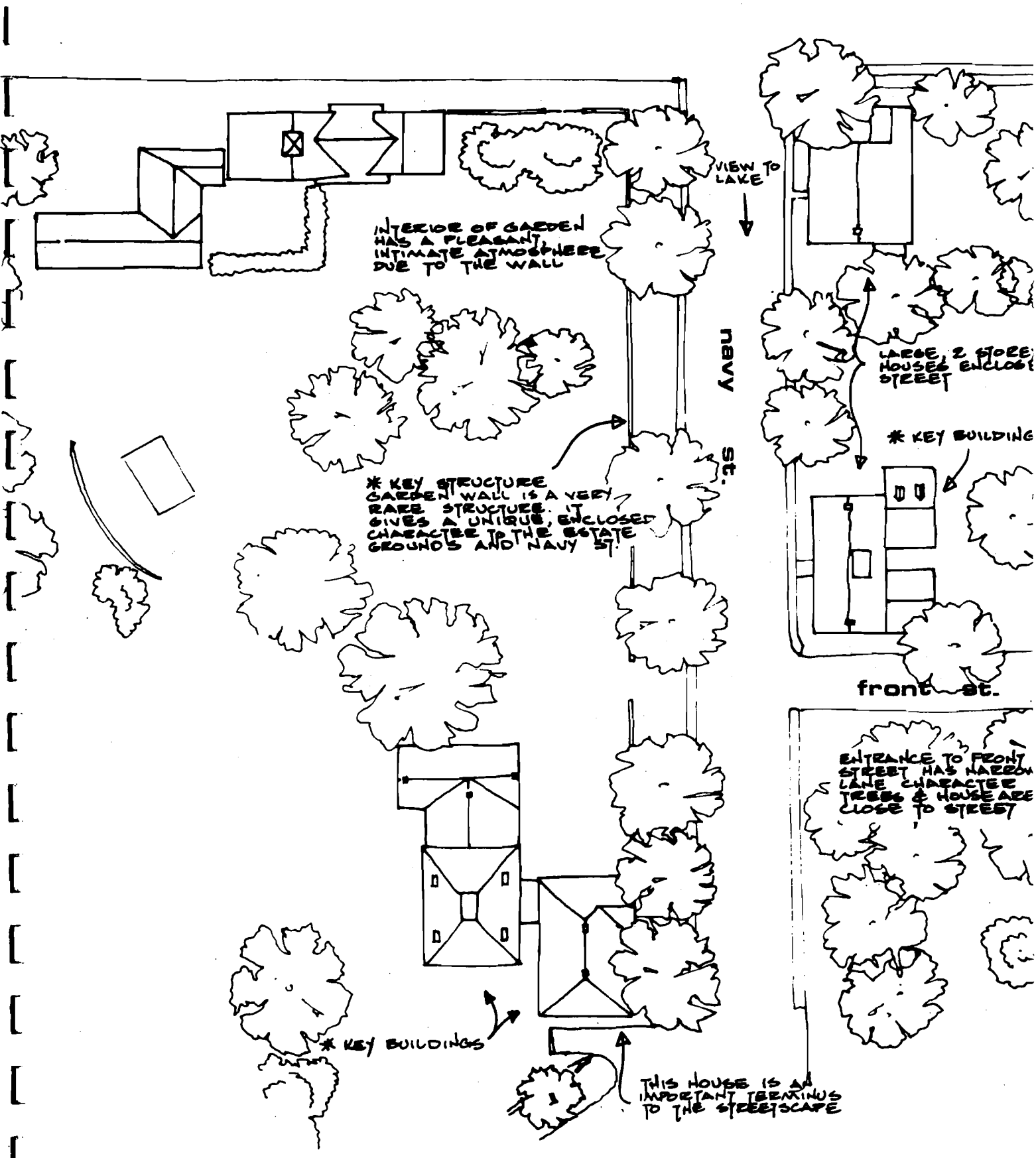
BLOCK ANALYSIS

- * this area is characterized by a neat ordered appearance
the wall along Navy Street is a continuous element linking the whole length of the street and terminating in the large buildings at its south end. these buildings are constructed on a grand scale in the same materials
- * the houses are all approximately the same height and effectively enclose the street with a formal atmosphere

BLOCK RECOMMENDATIONS

- * the importance of the wall along Navy Street as a unique and interesting article of street furniture should be recognized
- * the interior of the Chisholm Estate grounds should be made accessible to the public as a formal garden park





INTERIOR OF GARDEN HAS A PLEASANT, INTIMATE ATMOSPHERE DUE TO THE WALL

VIEW TO LAKE

NAVY ST.

LARGE 2 STORE HOUSES ENCLOSED STREET

* KEY BUILDING

* KEY STRUCTURE GARDEN WALL IS A VERY RARE STRUCTURE. IT GIVES A UNIQUE, ENCLOSED CHARACTER TO THE ESTATE GROUNDS AND NAVY ST.

front st.

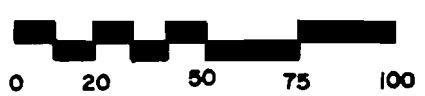
ENTRANCE TO FRONT STREET HAS NARROW LANE CHARACTER TREES & HOUSE ARE CLOSE TO STREET

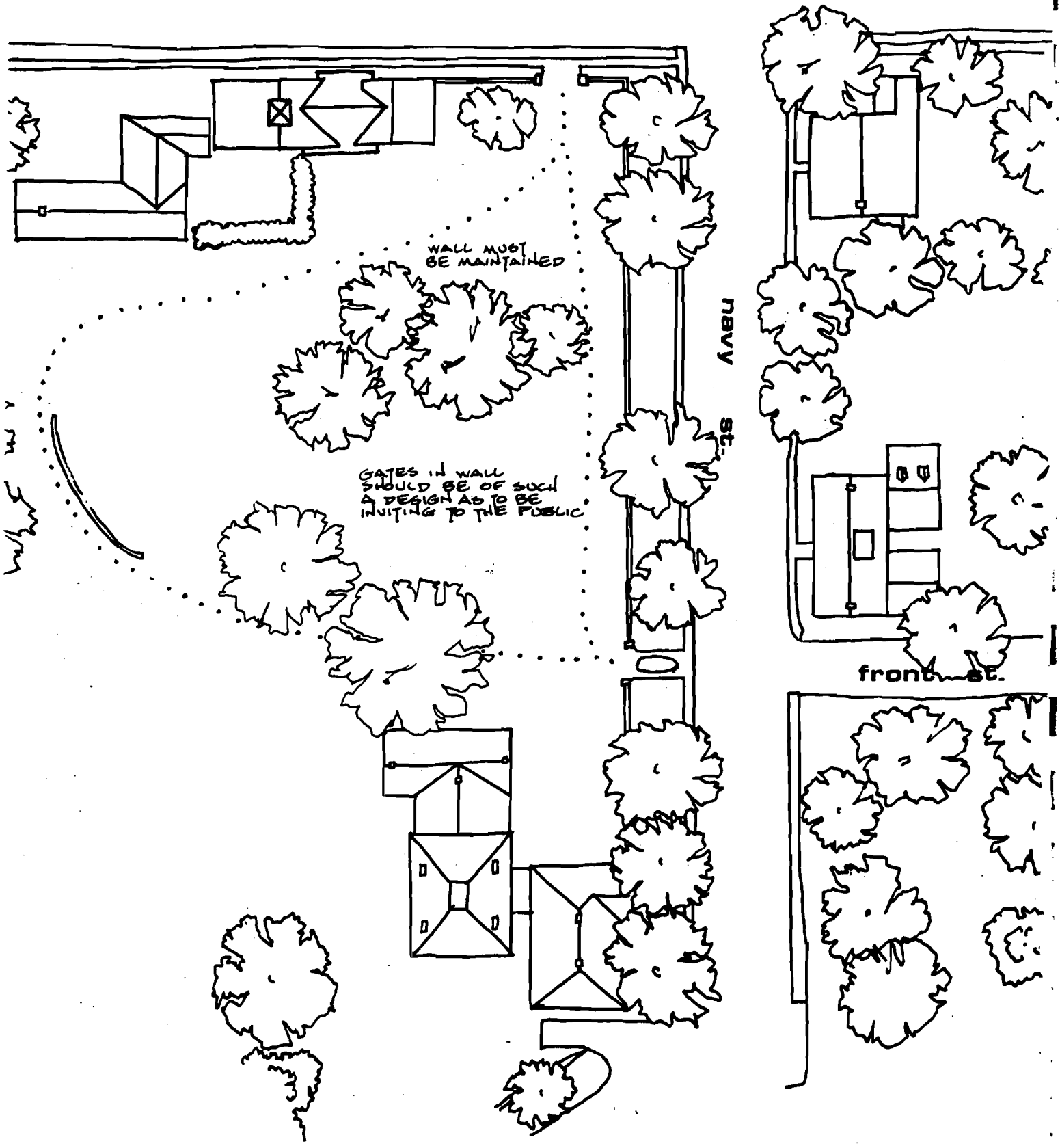
* KEY BUILDINGS

THIS HOUSE IS AN IMPORTANT TERMINUS TO THE STREETScape

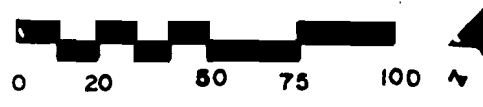
block analysis

6





block recommendations **6**



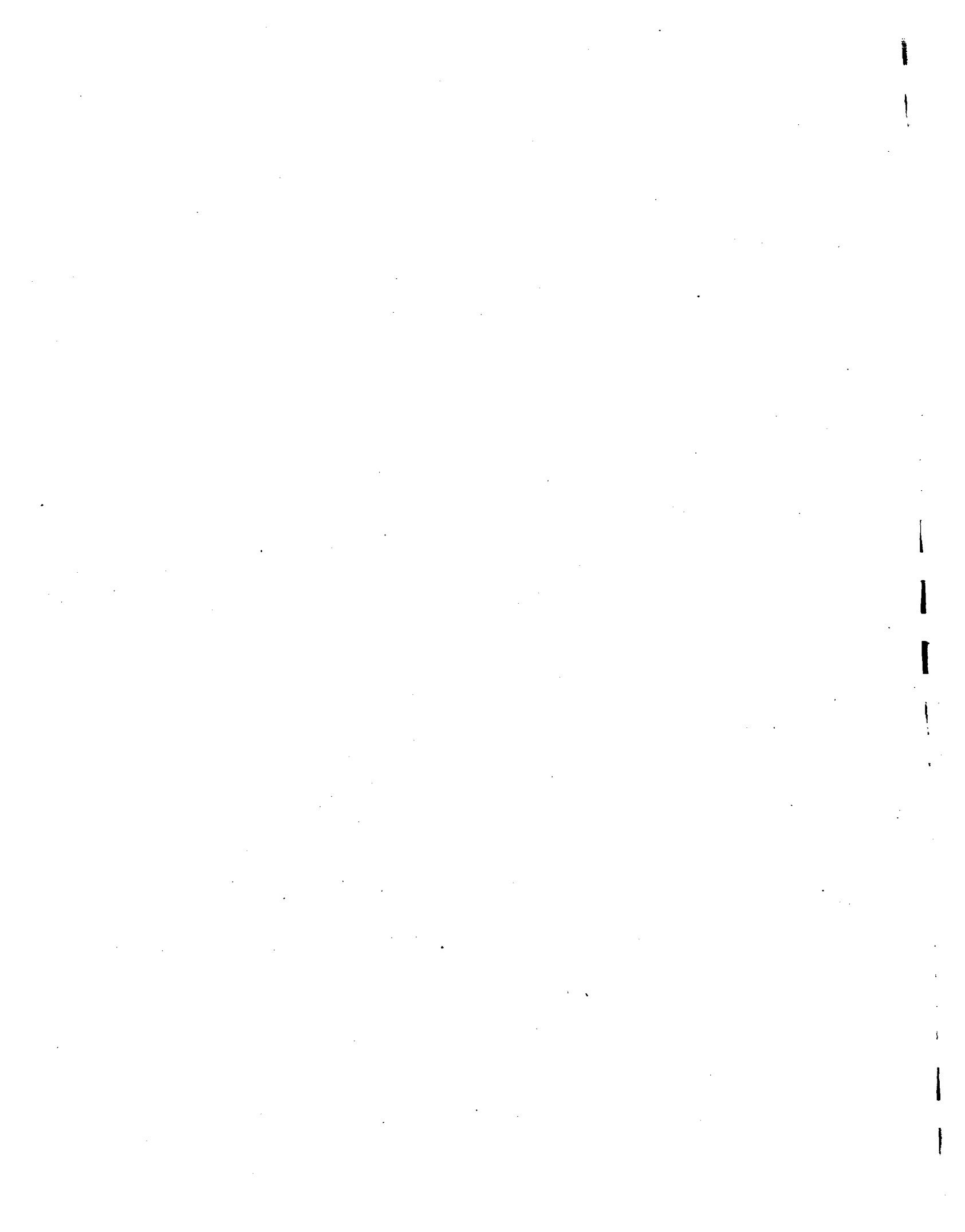
BLOCK 7A

BLOCK ANALYSIS

- * the south side of Robinson Street is struggling to maintain its identity as an edge where the central business district meets the downtown residential area
- * the presence of heavy vegetation in the area strengthens the contrast between the two districts
- * the presence of a continuous line of building facades has begun to break down with the development of parking lots

BLOCK RECOMMENDATIONS

- * landscaping and planting should be introduced to reduce the impact of the gaps where parking lots exist



The deep side of Robinson st. is made up of parking lots & the backs of buildings. It forms a very unattractive streetscape.

LARGE PARKING LOT MAKES SUBSTANTIAL IMPACT ON STREETScape.

* KEY BUILDING FORMS IMPROVE CORNER FEATURE

LARGE HOUSE & TREES FORM "GATEWAY" INTO RESIDENTIAL DISTRICT.

CARAGES ARE PREDOMINANT FEATURE IN NEW TOWNHOUSE DESIGN.

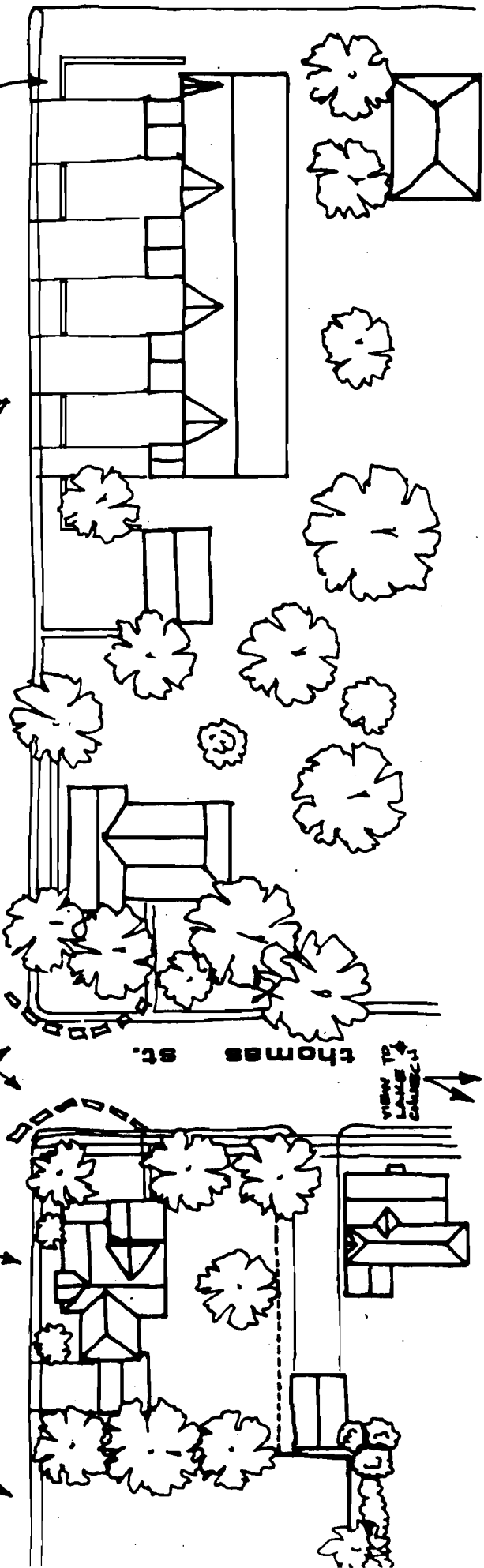
NEW BRICK WALL REPEATS TRADITIONAL STREET FURNITURE

robinson st.

thomas st.

VIEW TO LAKE & CHURCH

AREA IS MARSHED BY HEAVY VEGETATION.

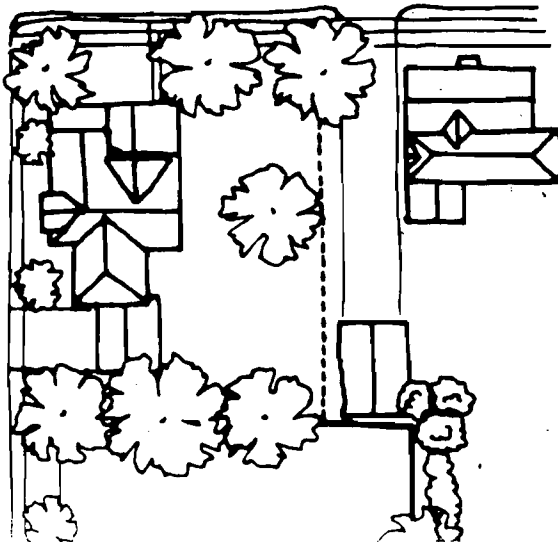


7A

block analysis

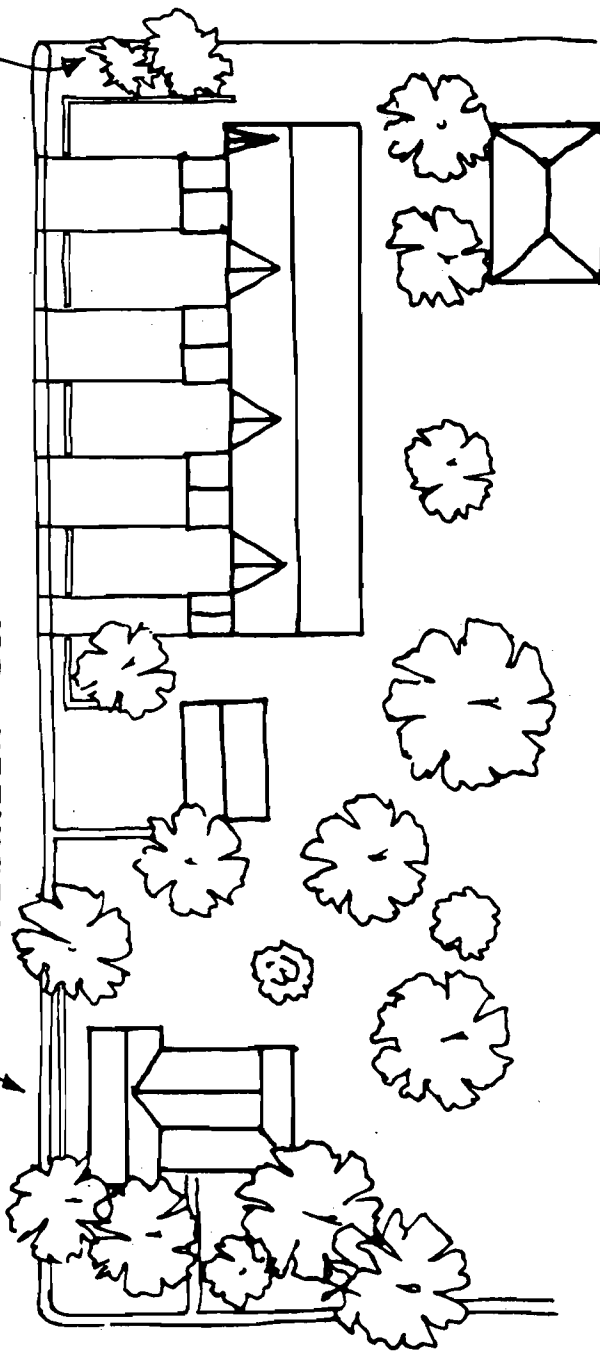


INTRODUCE SCREEN PLANTING
TO REDUCE IMPACT OF
PARKING LOT.



ALICE SURFACE MATERIAL
OF RETAINING WALL TO GIVE
SOME TEXTURE & COLOUR
TO STREETSCAPE.

robinson st.



INTRODUCE PLANTING TO
ENCLOSE CORNER &
ENHANCE GATEWAY
EFFECT.

thomas st.

7A

block recommendation



0 20 50 75 100

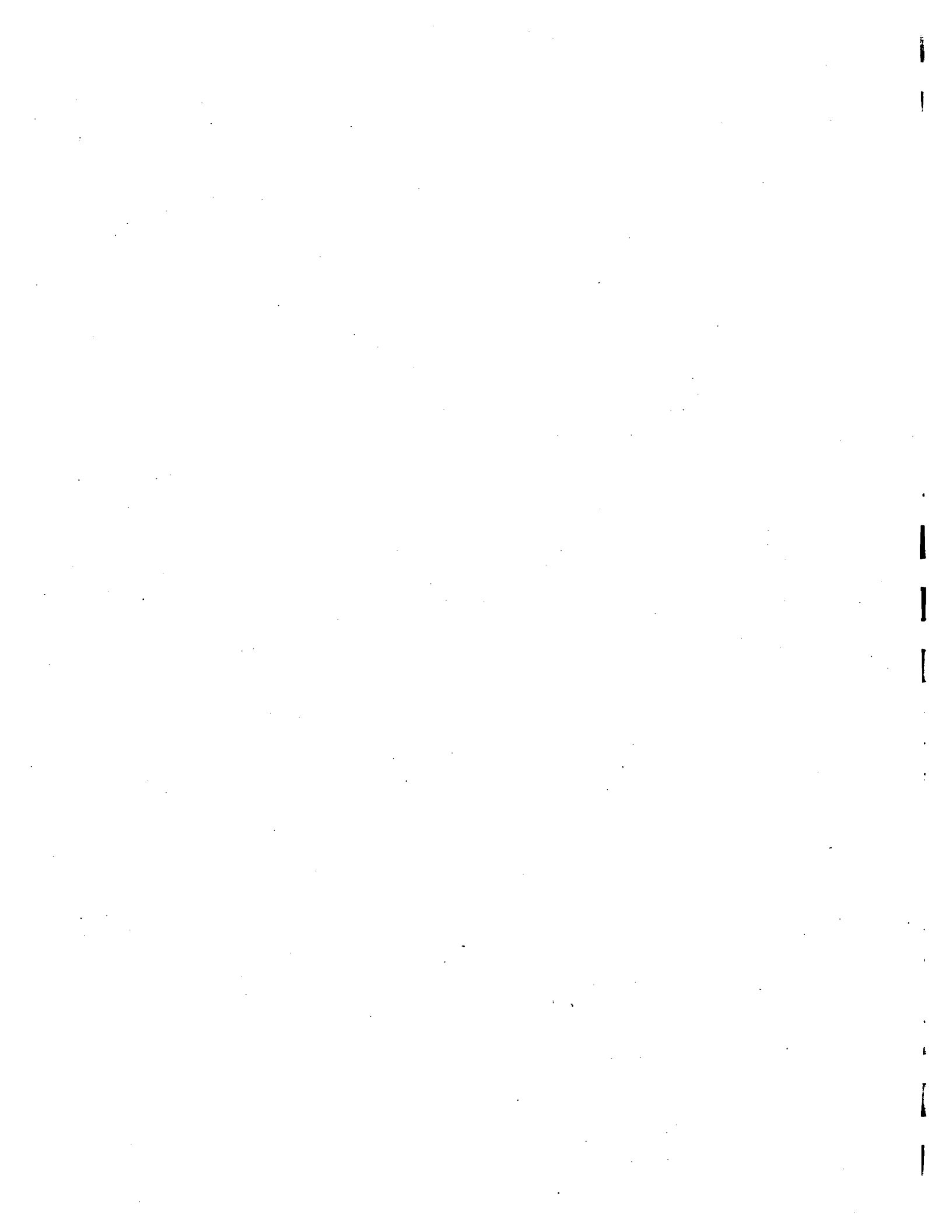
BLOCK 7B

BLOCK ANALYSIS

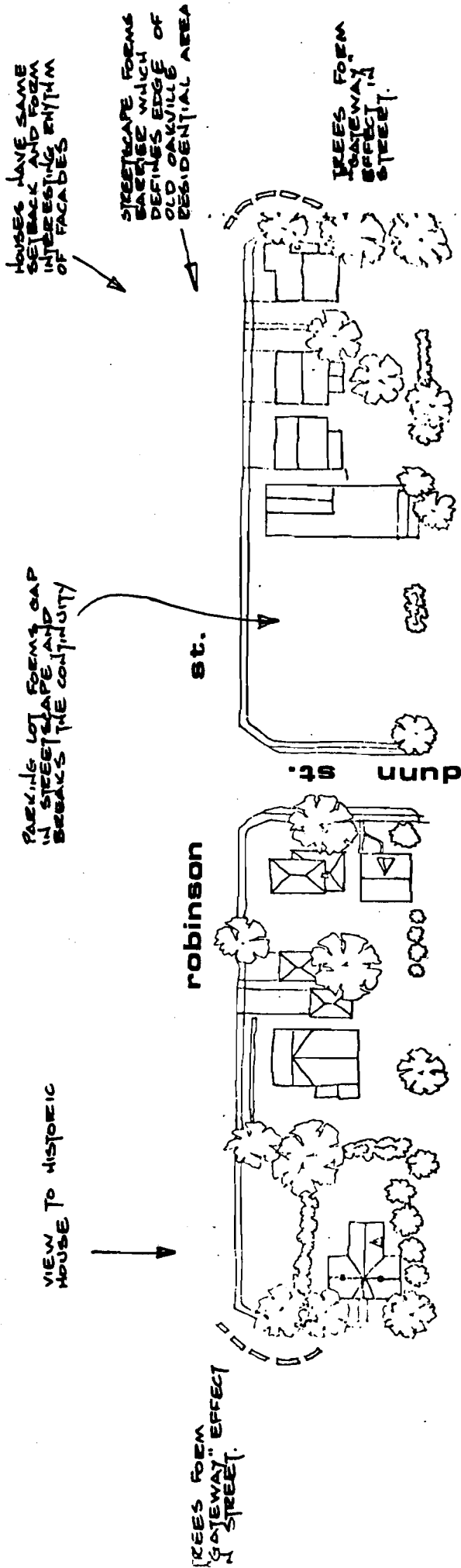
- * the continuity of the streetscape has suffered severe decay due to the encroachment of facilities serving the central business district
- * in most cases, older buildings have lost their nineteenth century detailing which leads to a visual disassociation with the Old Oakville residential district
- * the presence of heavy vegetation defines this block as the northern boundary of the Old Oakville residential district

BLOCK RECOMMENDATIONS

- * the south side of Robinson Street should be recognized and maintained as a barrier between the downtown commercial and residential areas
- * a program of facade restoration should be undertaken on older homes in this area

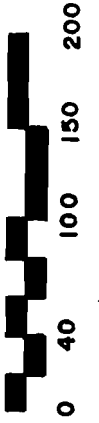


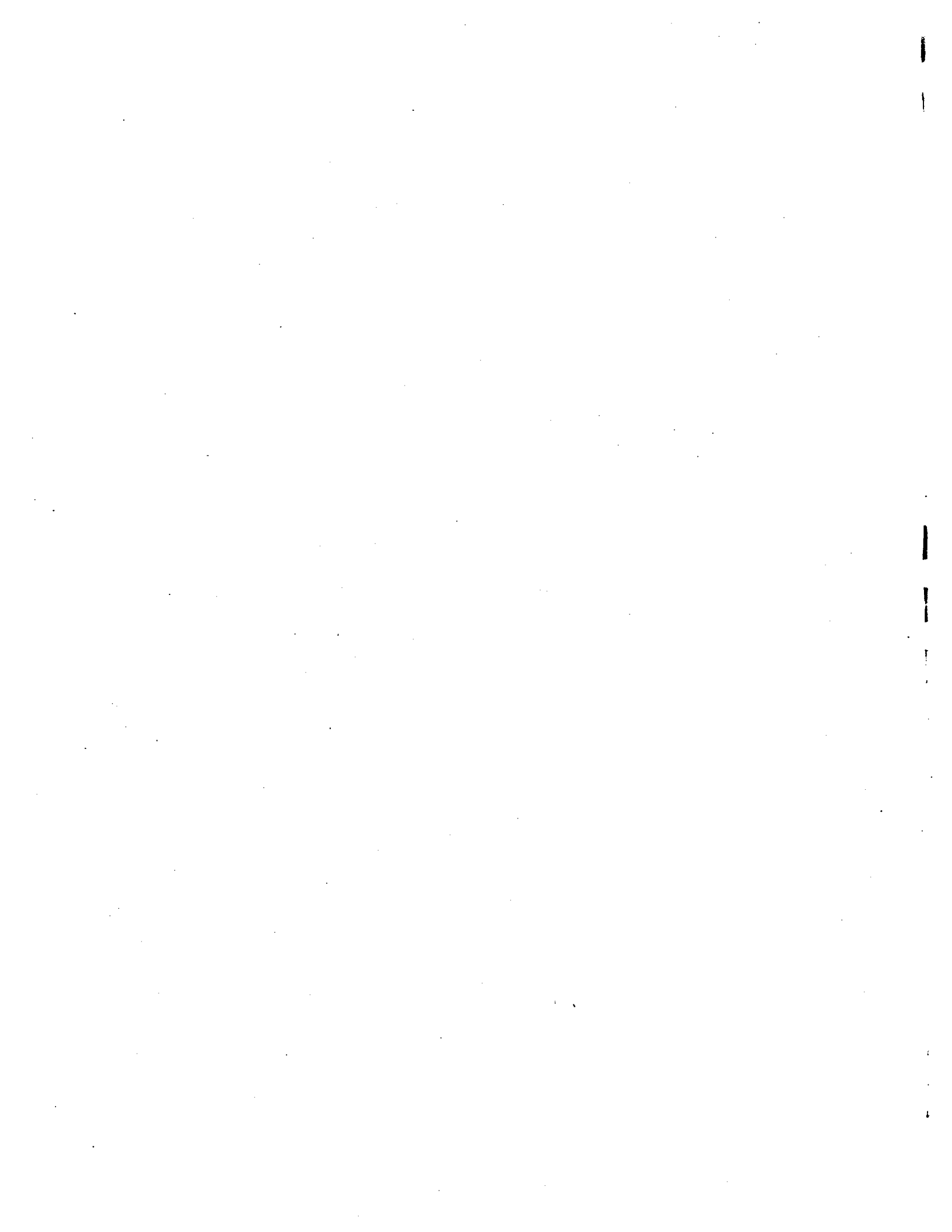
THE NORTH SIDE OF ROBINSON ST. IS DOMINATED BY THE BACKS OF BUILDINGS & PARKING LOTS. IT DOES NOT FORM AN ATTRACTIVE OR UNIFIED STREETSCAPE.



block analysis

7B





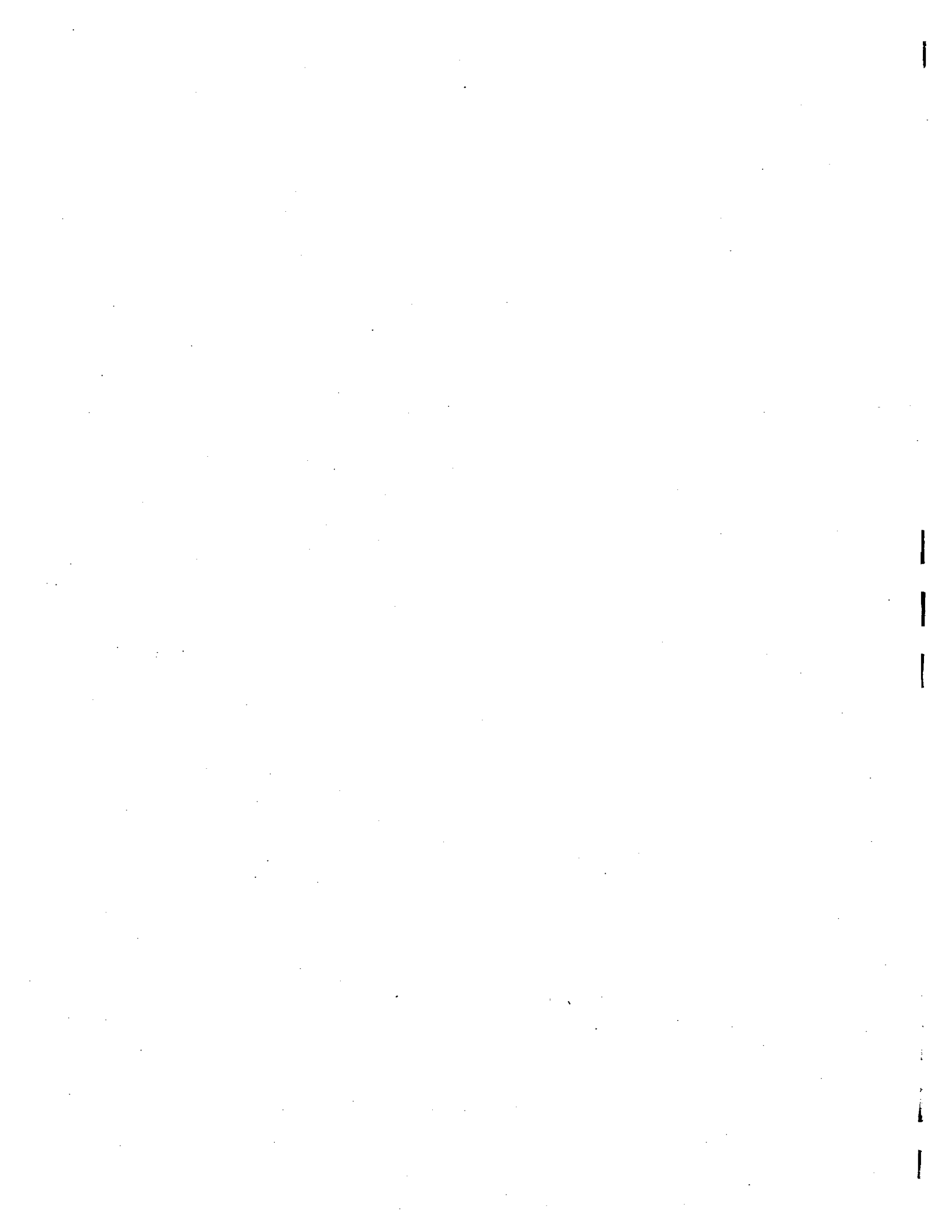
BLOCK 7C

BLOCK ANALYSIS

- * this section of the south side of Robinson Street displays many of the characteristics exhibited throughout the Old Oakville residential area and acts as an effective edge to the area
- * new development has generally been sympathetic to the nature of this area by repeating certain items of street furniture and materials which are found throughout the area

BLOCK RECOMMENDATIONS

- * the south side of Robinson Street should be recognized and maintained as a barrier between the downtown commercial and residential areas
- * no commercial uses should be allowed to locate in this area



WEST SIDE OF ROBINSON ST.
IS BARRIED, COMPOSED OF
PARALLEL LOTS AND BACKS
OF BUILDINGS.

BUILDING GROUPING HAS
GOOD RHYTHM OF FACADES
AND VARIETY OF HEIGHTS.

HISTORIC 1 1/2 STOREY
HOUSE FORMS
DEFINITIVE CORNER
FEATURE
BRICK WALLS GIVE
CONTINUITY TO
STREETSCAPE

robinson

st.

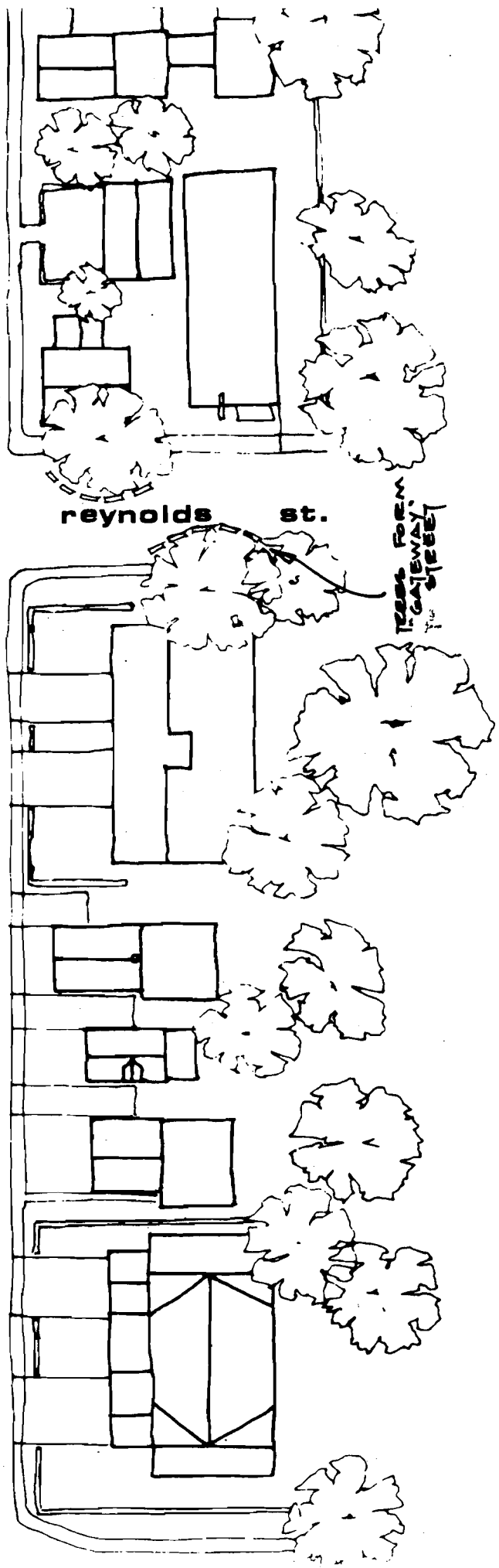
reynolds

st.

KEEP FORM
GATEWAY
TO STREET

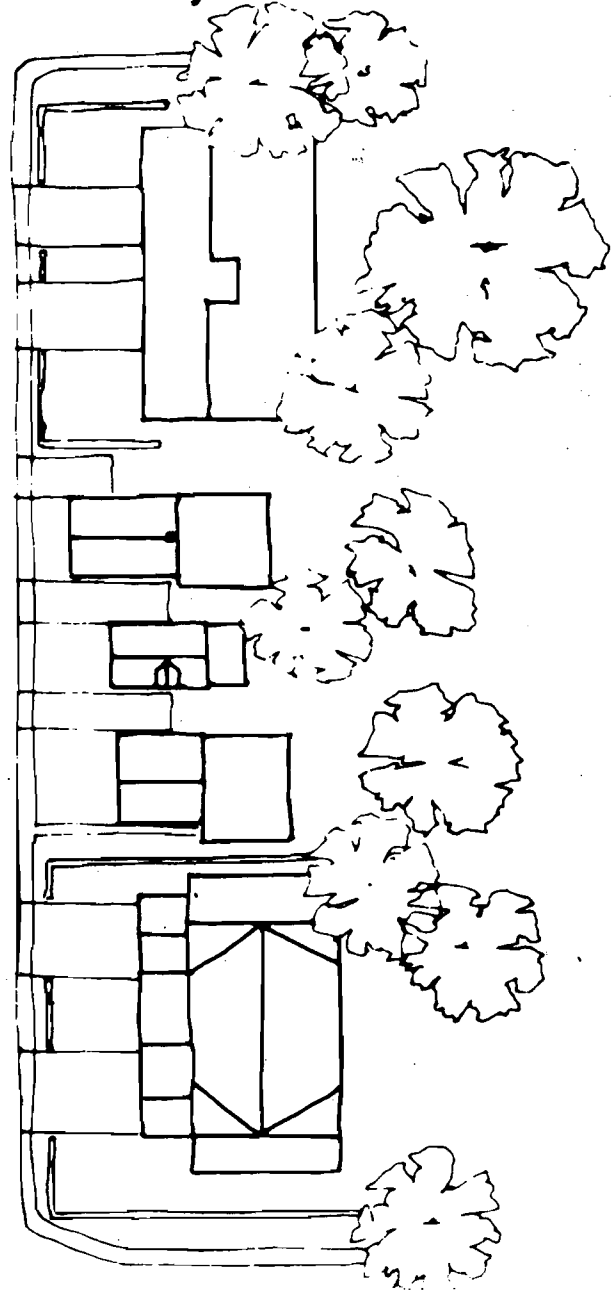
70

block analysis

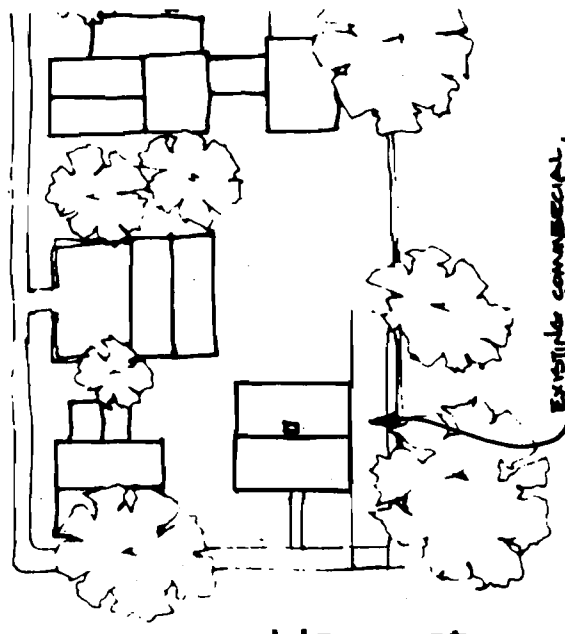


robinson

st.

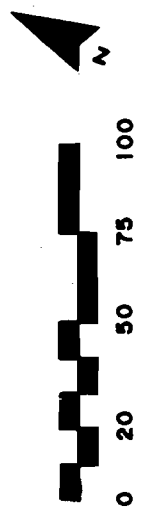


reynolds st.



Existing commercial
development on this
block should be relocated
and replaced by low
density residential
development.

block recommendations 7C



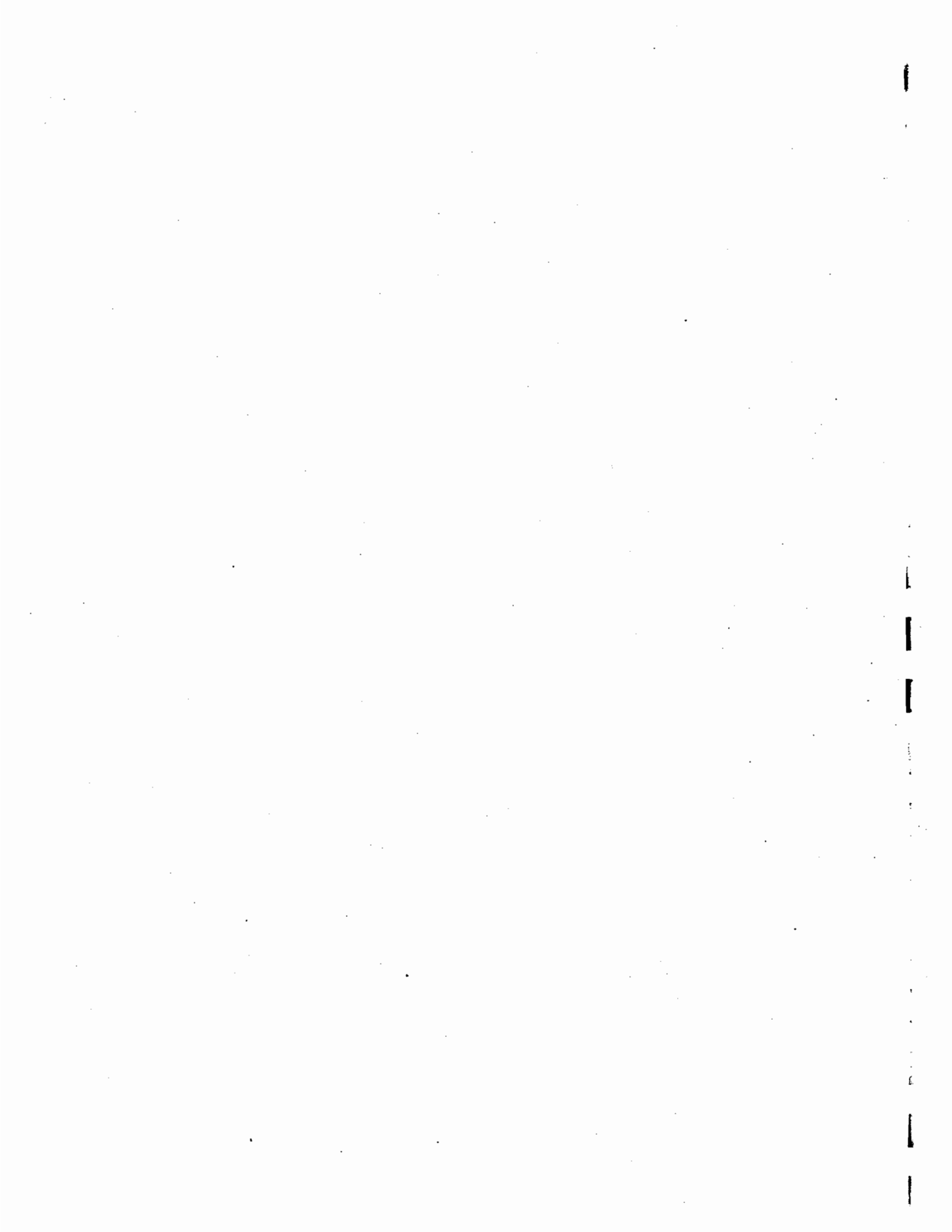
BLOCK 8

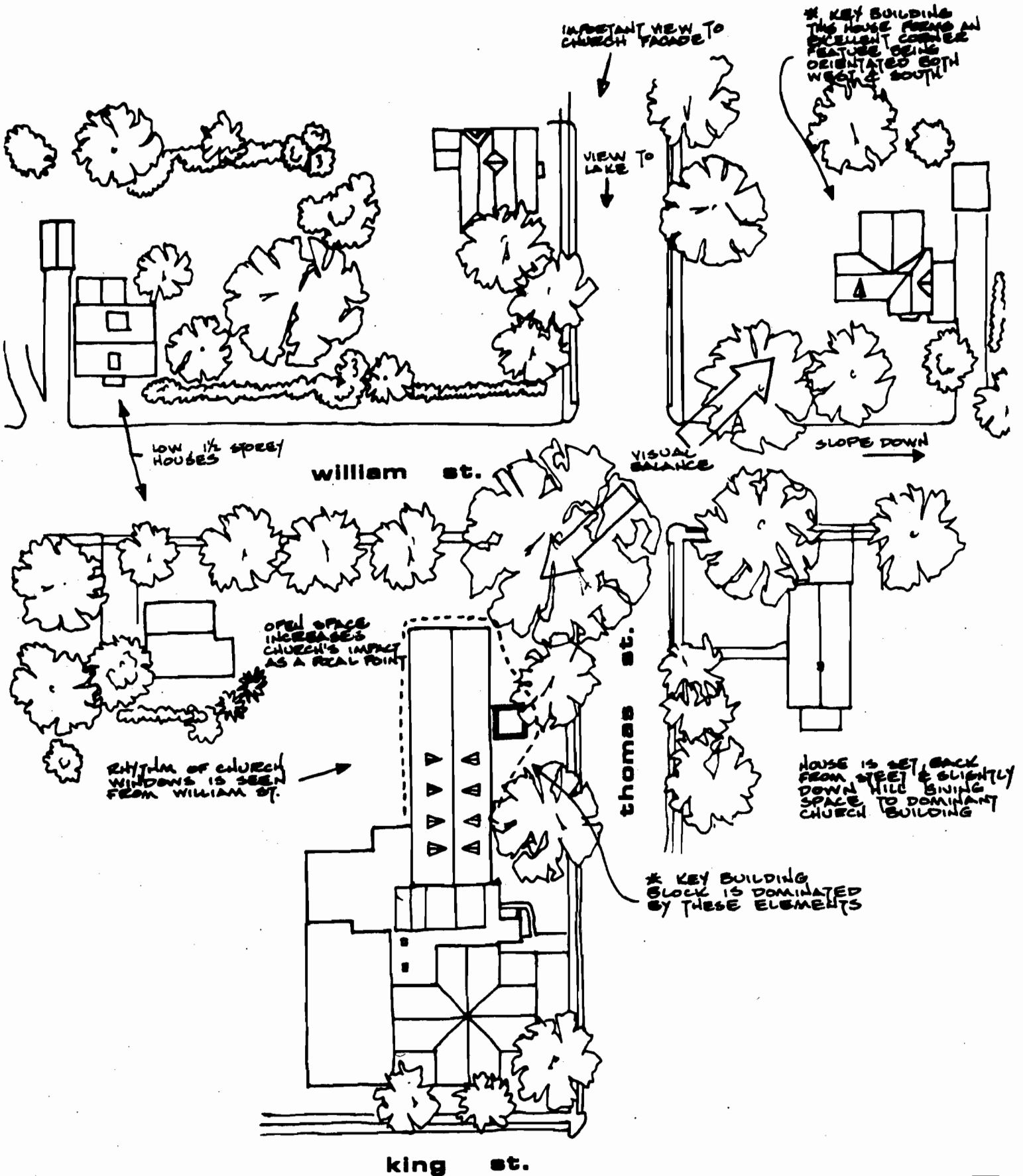
BLOCK ANALYSIS

- * the church facade and tower, with their interesting massing, colours and textures, dominate this entire block
- * the large open space around the church emphasizes and complements its role as a focal point
- * the north west corner of William and Thomas Streets is open and lacks definition
- * good balance is achieved between the north-east and south-west corners with similarity in materials and setback

BLOCK RECOMMENDATIONS

- * the church facade and tower are the focus for this section and any new development should recognize this and preserve site lines and open space related to the church

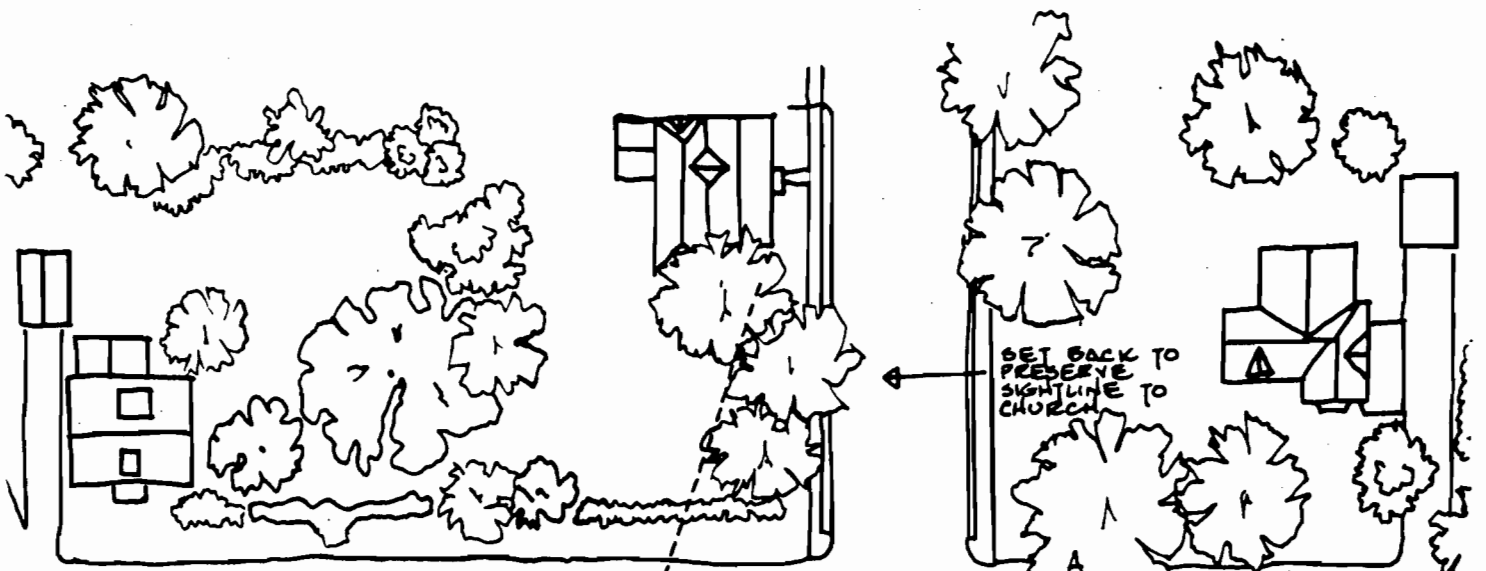




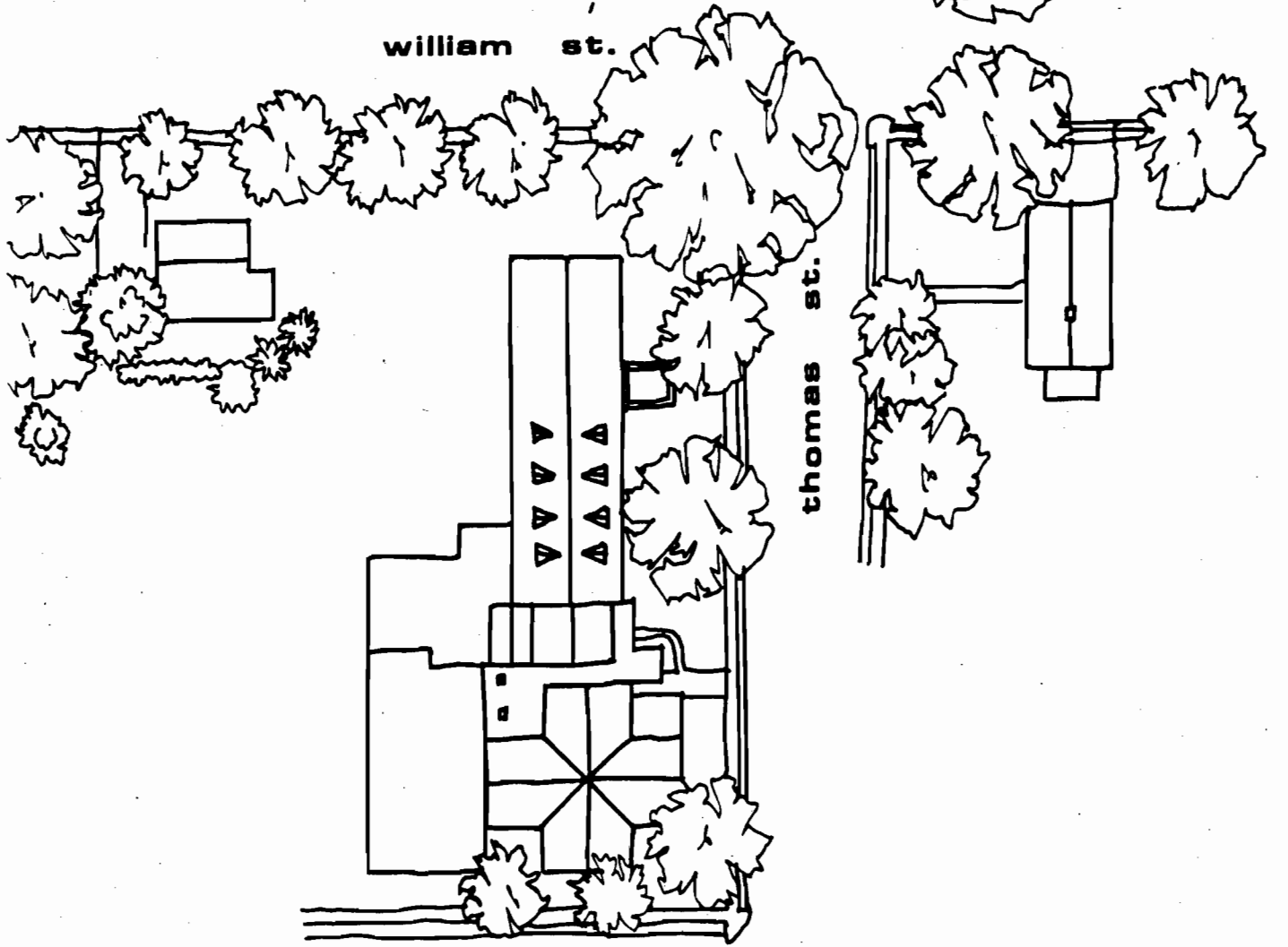
block analysis

8





william st.



block recommendations

8



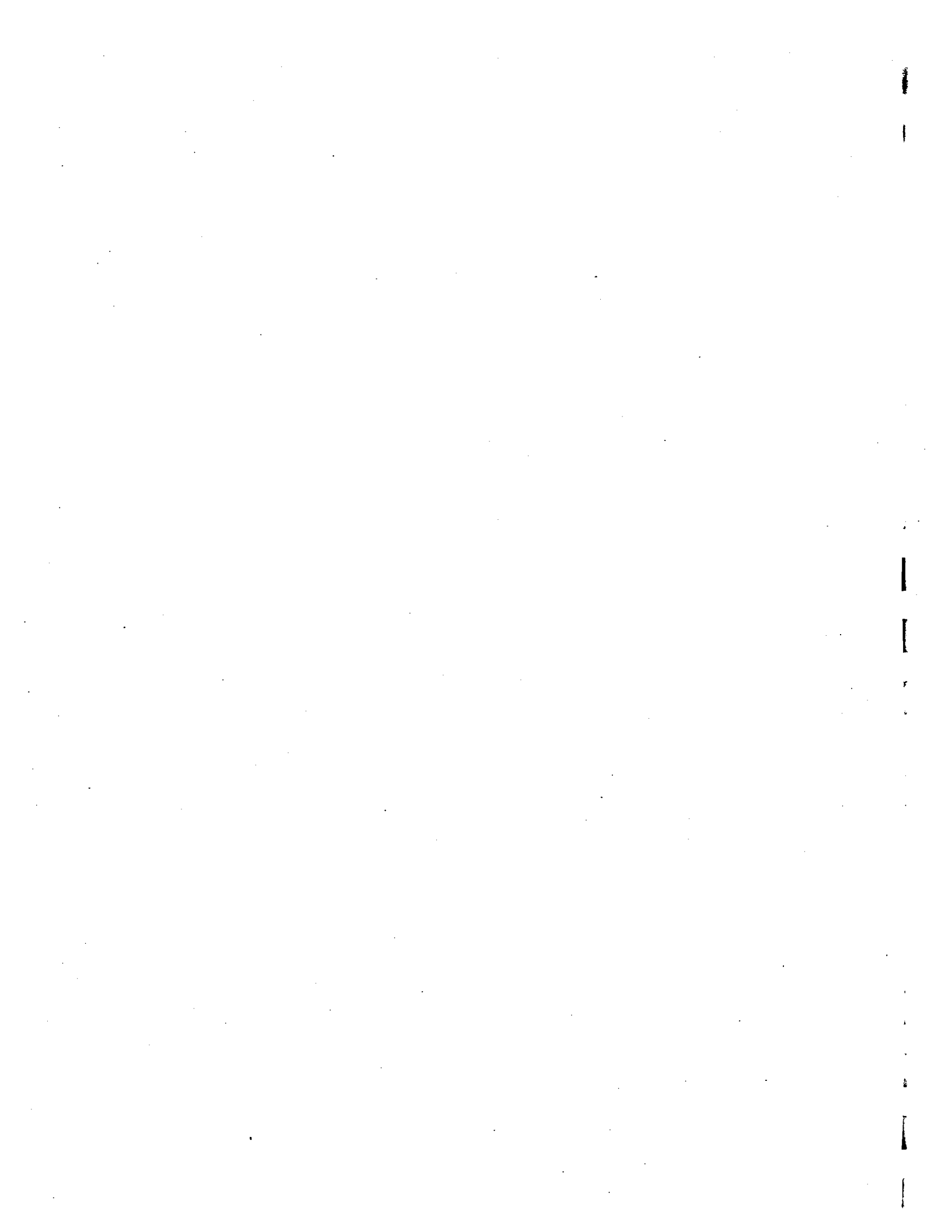
BLOCK 9

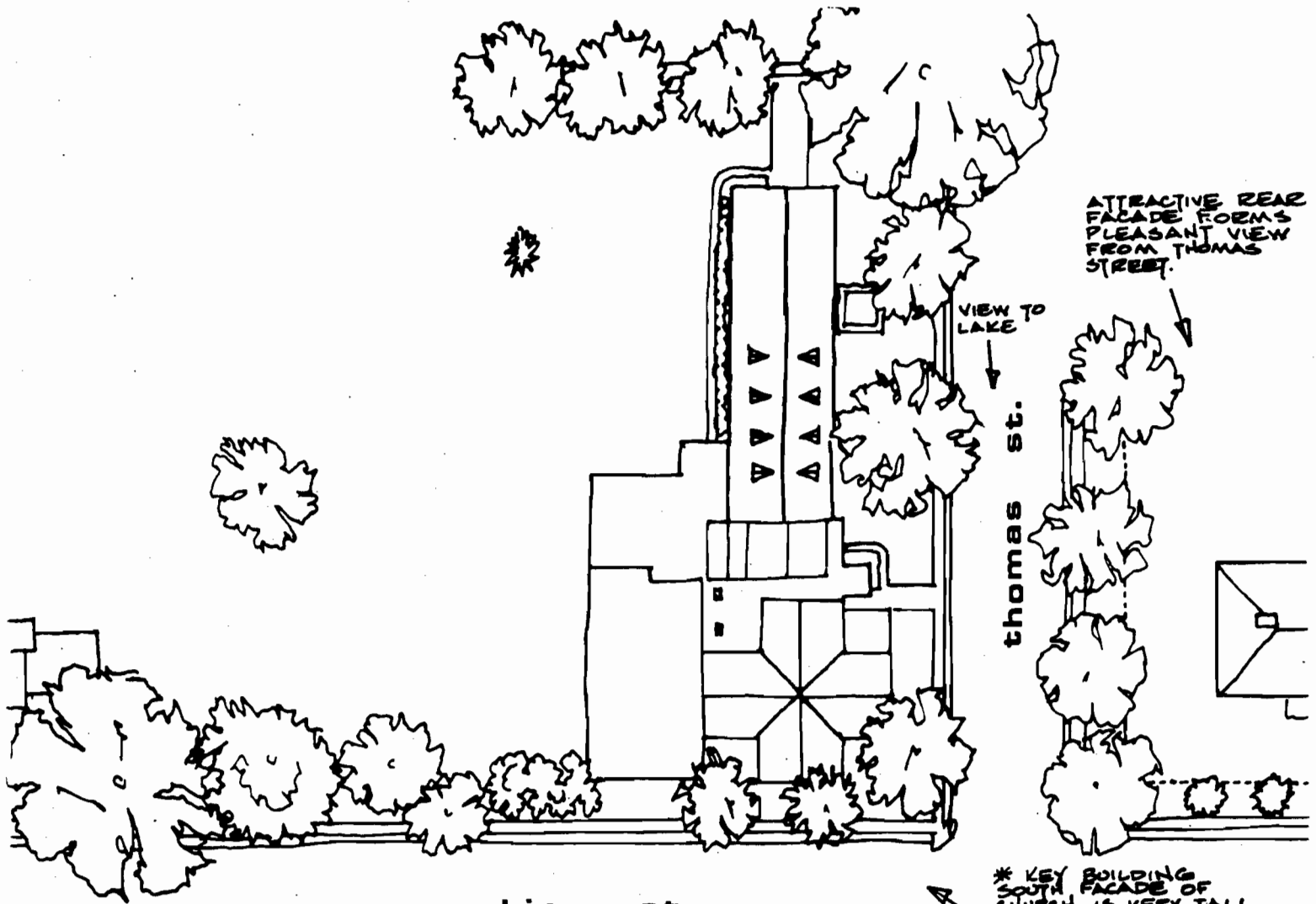
BLOCK ANALYSIS

- * the south side of the church has an entirely different nature than the north it is massive and set very close to the street
- * a balance is achieved by the relaxed atmosphere of the south side of King Street where the houses are set well back and their pitched roofs slope away from the street giving space to the church and resulting in a wide, open character

BLOCK RECOMMENDATIONS

- * the deep setback and building profiles should be maintained on the south side of King Street





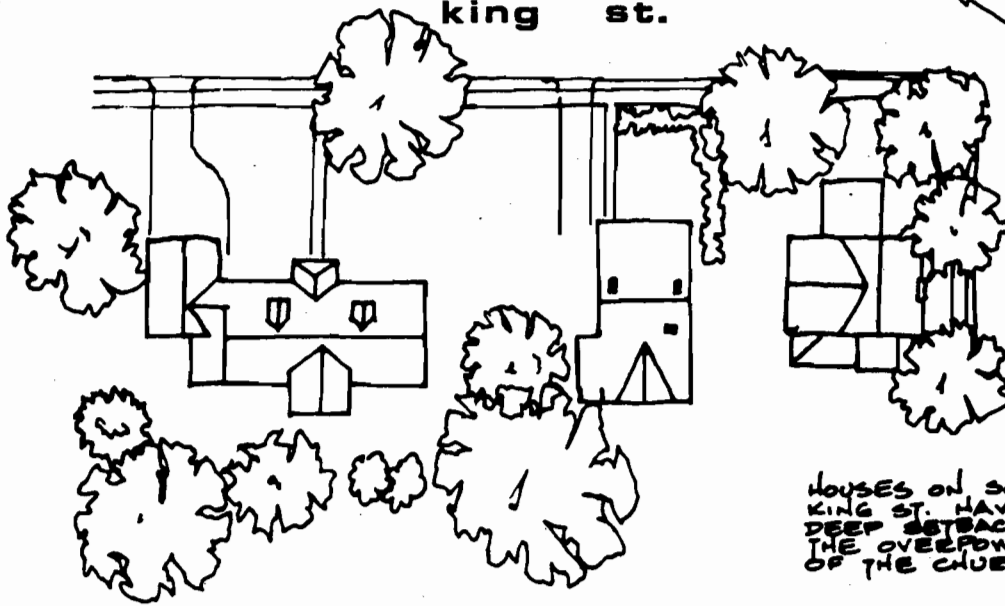
ATTRACTIVE REAR
FACADE FORMS
PLEASANT VIEW
FROM THOMAS
STREET.

VIEW TO
LAKE

thomas st.

king st.

* KEY BUILDING
SOUTH FACADE OF
CHURCH IS VEEY TALL
& CLOSE TO STREET.
TENDS TO BE
OVERPOWERING.



HOUSES ON SOUTH SIDE OF
KING ST. HAVE CONSISTENT
DEEP SETBACK. THIS OFFSETS
THE OVERPOWERING NATURE
OF THE CHURCH BUILDING.

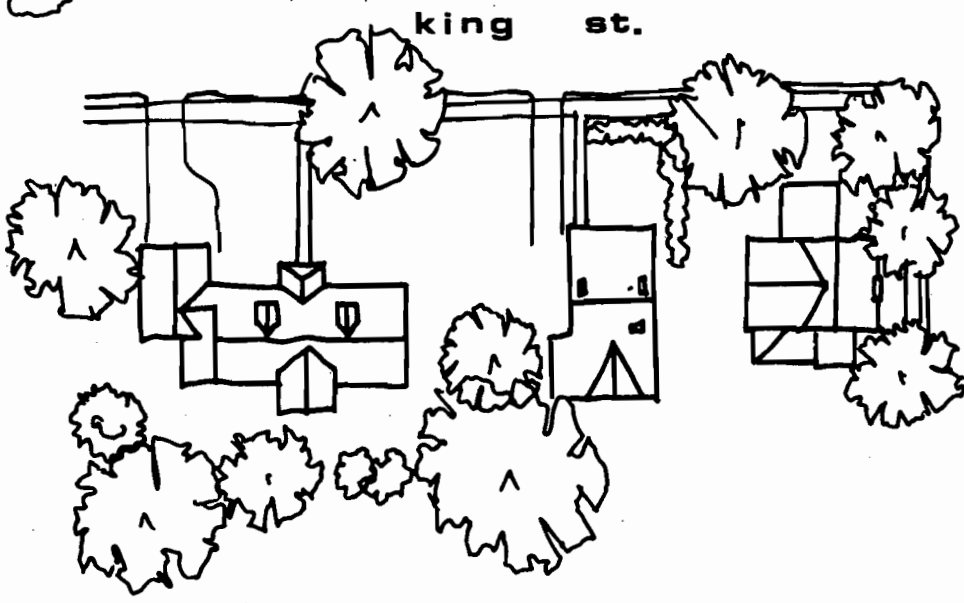
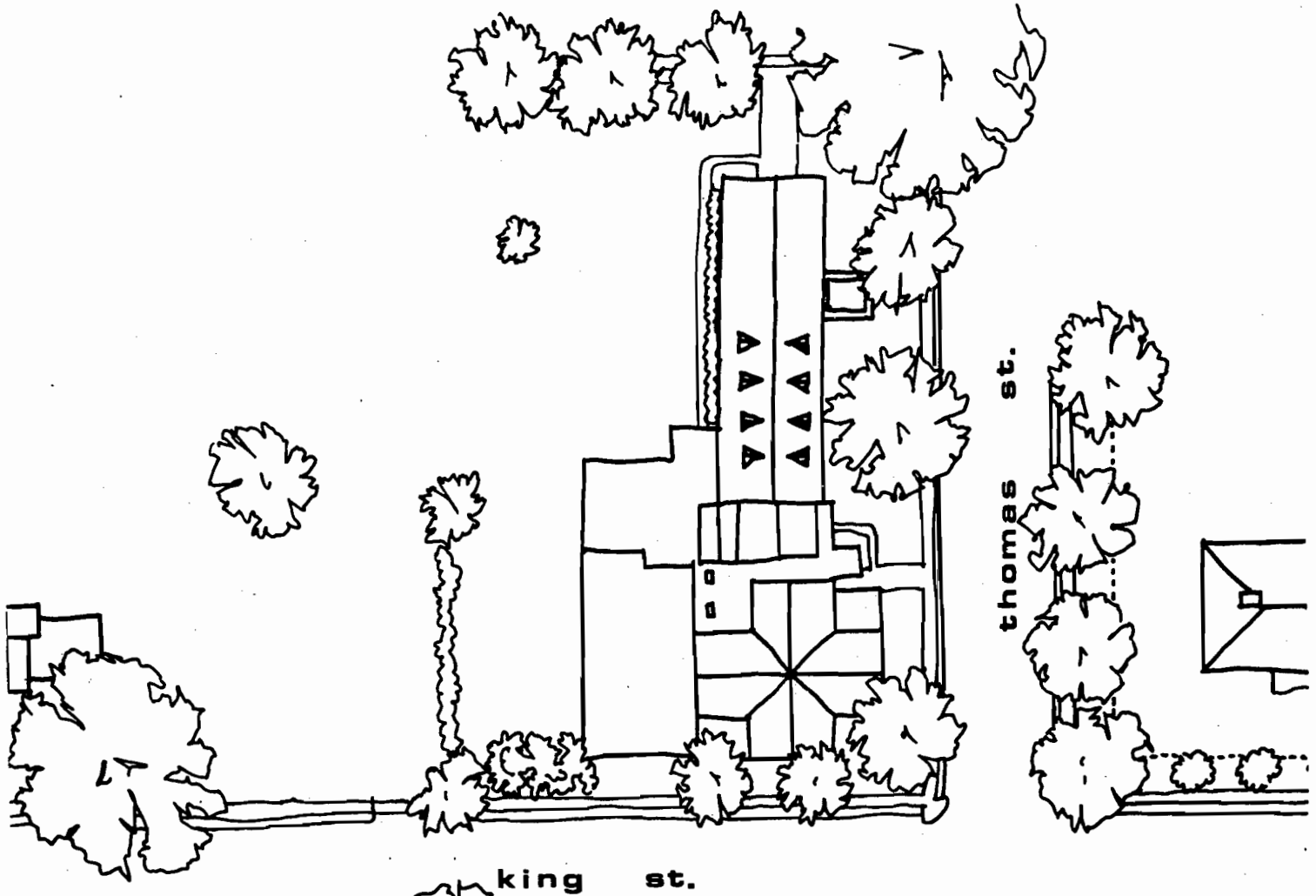
block analysis

9



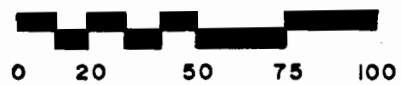
0 20 50 75 100





DEEP SETBACK
SHOULD BE
MAINTAINED ON
SOUTH SIDE OF
KING STREET.

block recommendation



BLOCK 10

BLOCK ANALYSIS

- * the composition of Thomas Street is one of the most cohesive and pleasing in the area there is a consistent, narrow setback, harmony of soft pastel colours and a complementary variety of materials

BLOCK RECOMMENDATIONS

- * any changes in this area should be very careful to maintain the existing street character
- * colour schemes should continue to be coordinated
- * the abandoned extension of Thomas Street should be recognized and retained as an item of historic and archeological interest

FENCE IS IMPORTANT IN DEFINITION OF STREET EDGE BUT IS IN BAD STATE OF REPAIR

ATTRACTIVE HOUSE IS HEAVILY SCREENED BY TREES

1/2 STOREY FRAME HOUSE WORKS AS A BACKDROP TO OPEN SPACE OF PARK

* KEY BUILDING

VISUAL SIMILARITY

* KEY BUILDING GROUPING

thomas st.

NARROW, BACK LANE ATMOSPHERE

UNIFIED STREETSCAPE

front st.

REMNANTS OF ABANDONED STREET

UNSIGHTLY SERVICE BUILDING DETRACTS FROM STREET AND BLOCKS VIEW OF BANDSTAND FROM STREET

FOOTPATH FROM PARK

INFORMAL MUSEUM BUILDING GROUPING

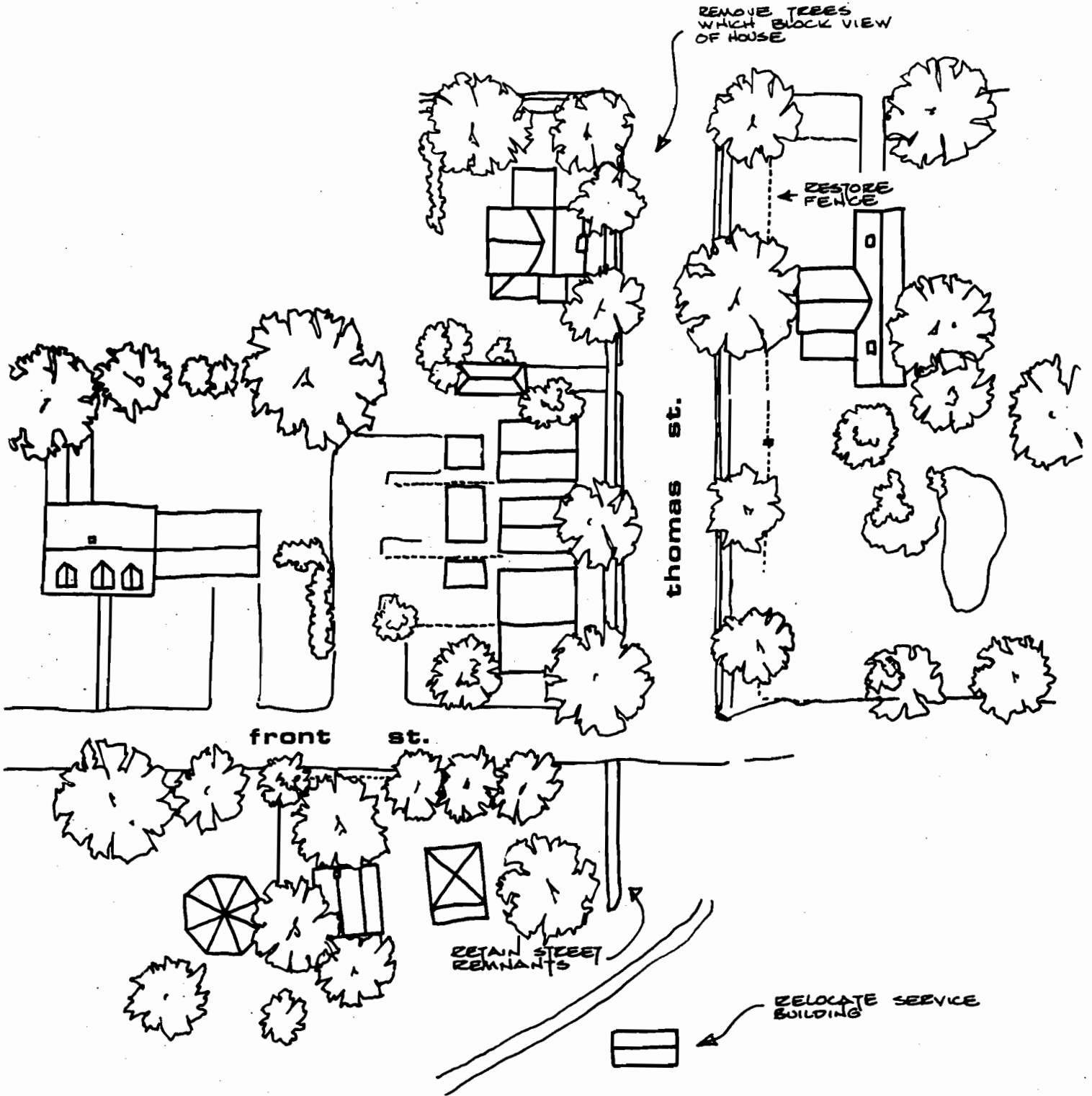
block analysis

10



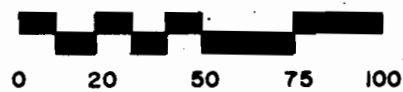
0 20 50 75 100





block recommendation

10



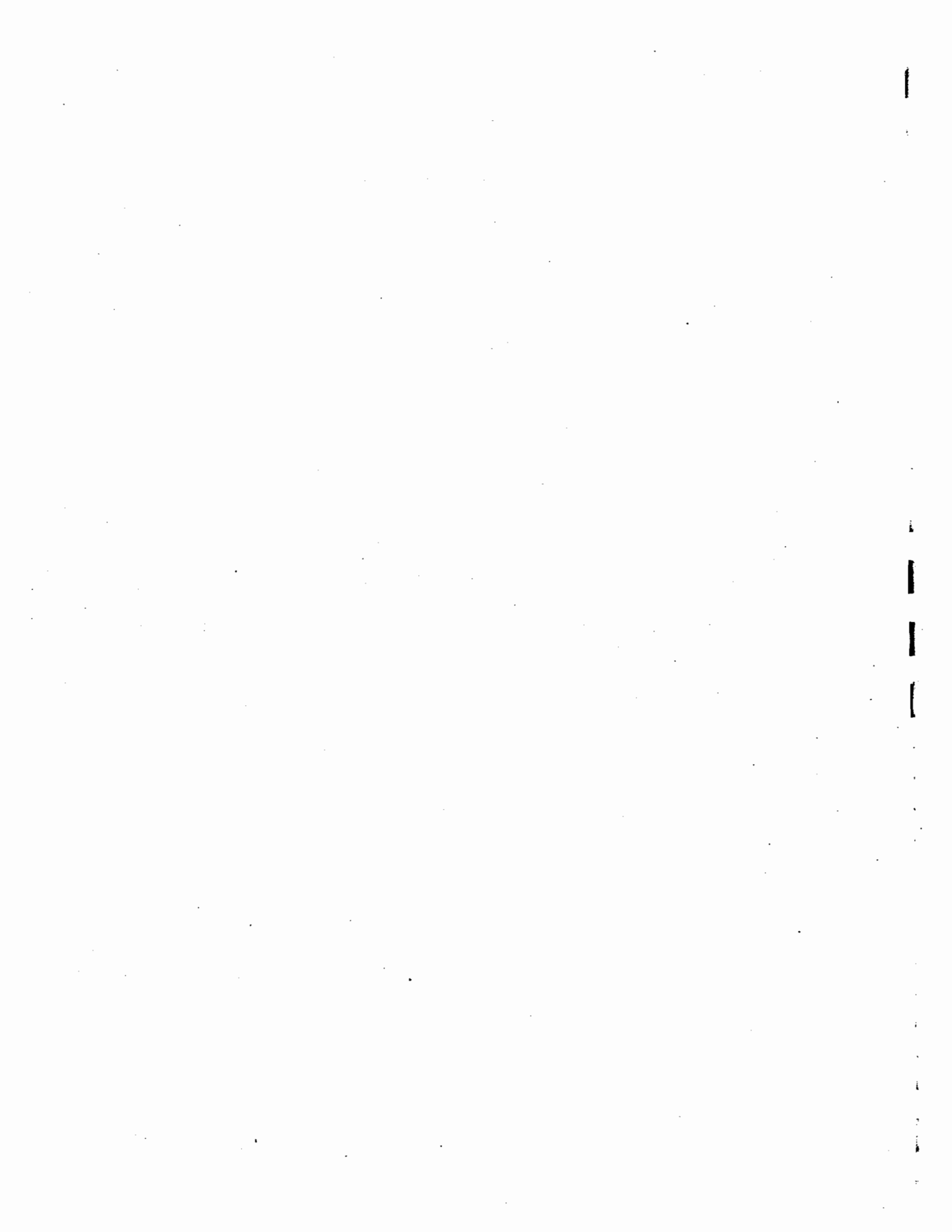
BLOCK 11

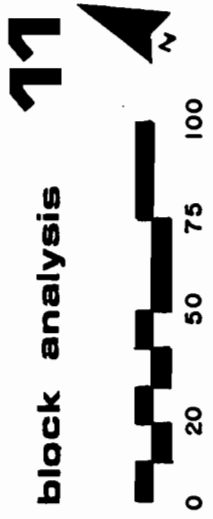
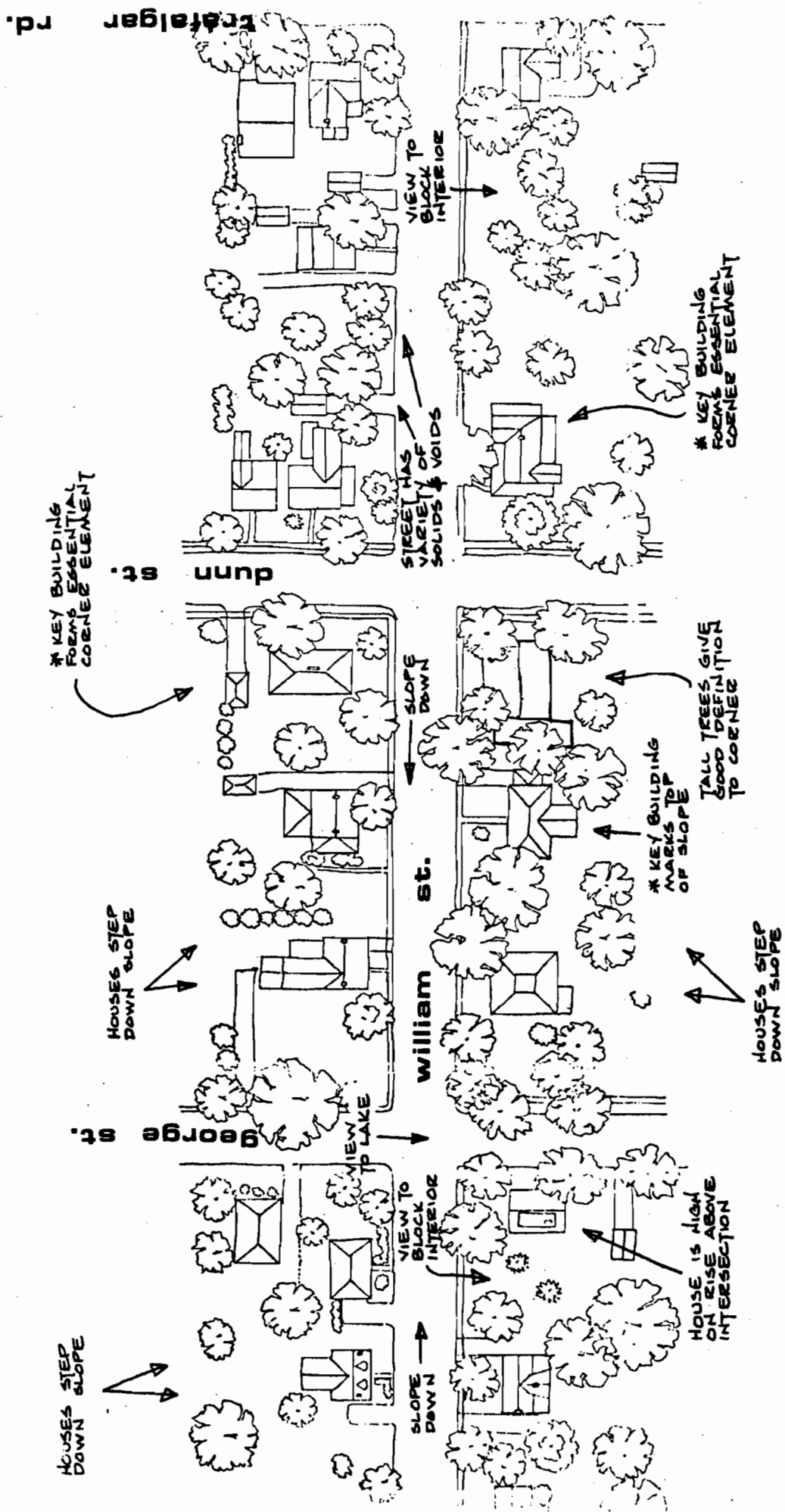
BLOCK ANALYSIS

- * this section of William Street is the longest streetscape in the area that has a visual continuity
- * the gentle rise and fall of the land gives an interesting variety of views and vantage points
- * the housing stock in this area has a good combination of age and materials
- * houses are well spaced along the street and can be appreciated as a group or in isolation.

BLOCK RECOMMENDATIONS

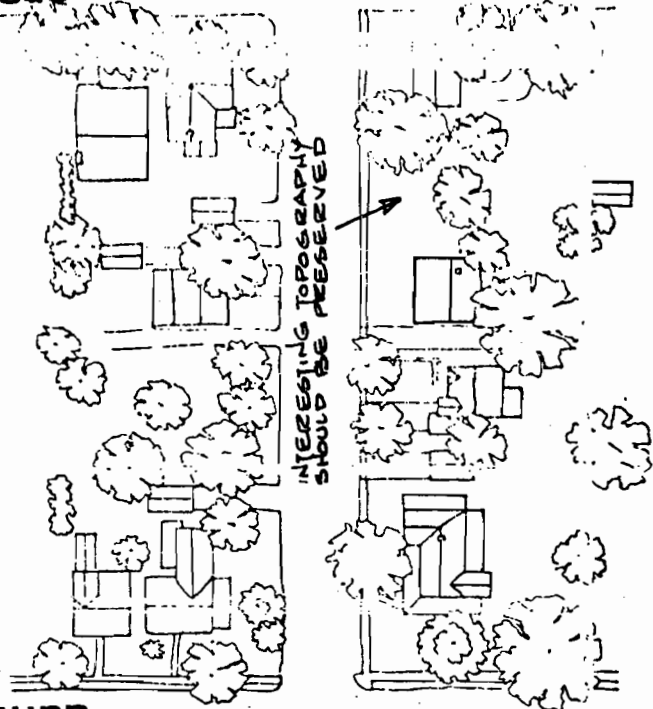
- * the interesting topography and various views and vistas to block interiors should be preserved



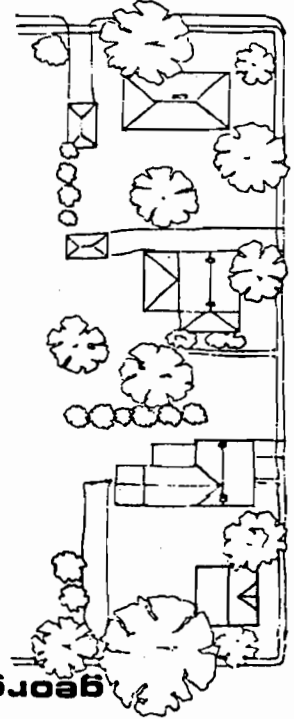


trafalgar rd.

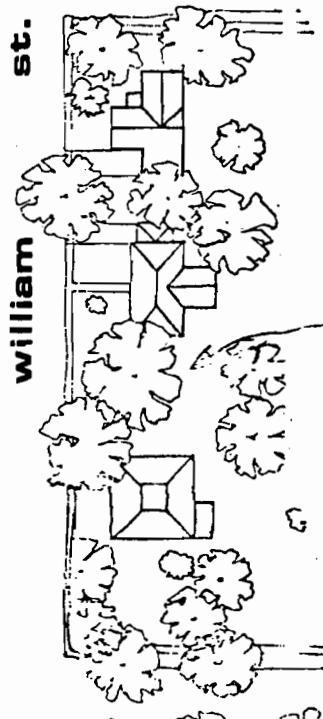
st. punn



st. george



st. william



INFILL ON THIS SITE WOULD IMPROVE THE APPEARANCE OF THE LOCALITY



block recommendation



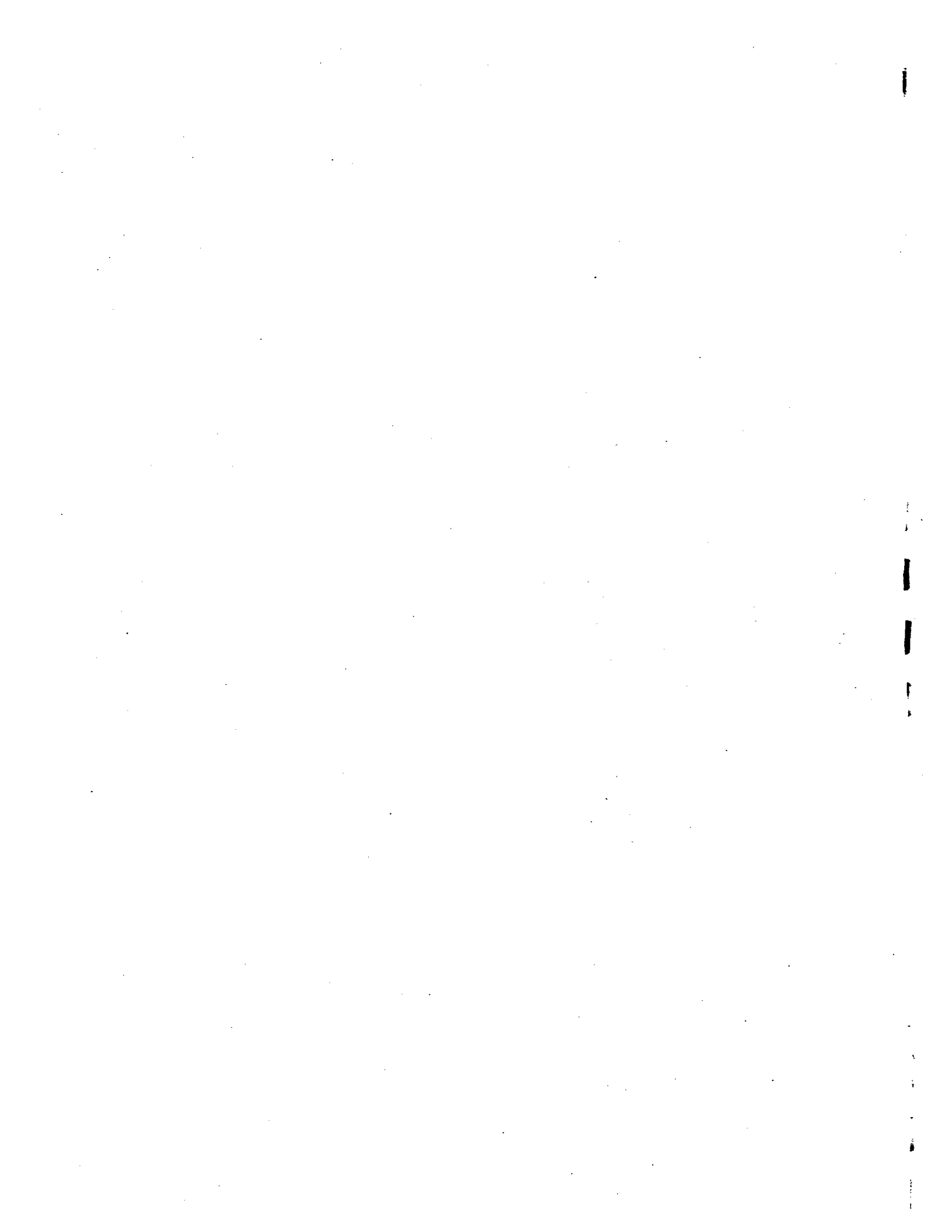
BLOCK 12

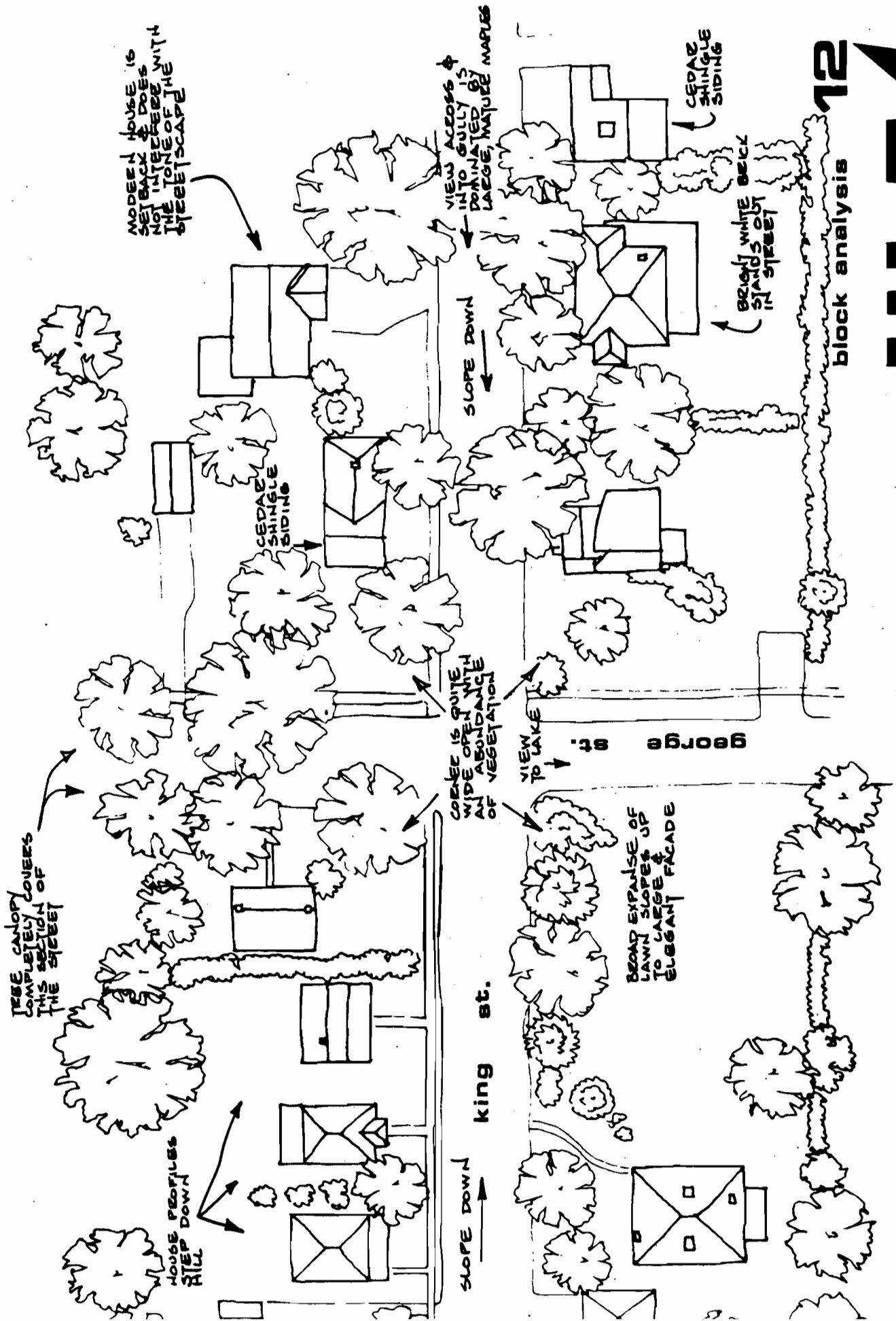
BLOCK ANALYSIS

- * the predominant feature of this block is the deep gully which runs from north to south. George Street is located in this gully
- * because of the gully and the surrounding higher elevations various viewpoints at higher and lower elevations give a unique interest to this block

BLOCK RECOMMENDATIONS

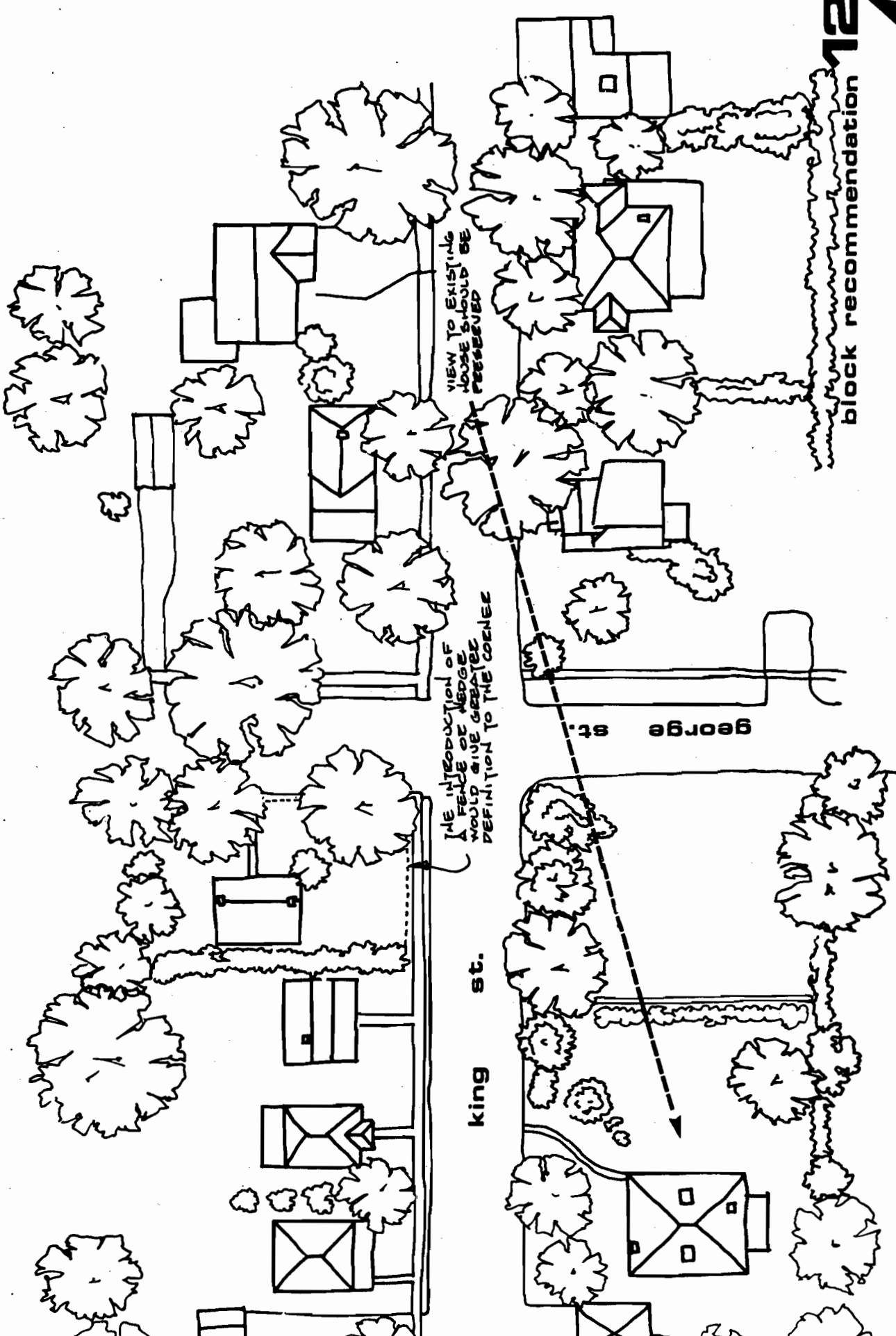
- * the interesting topography of this area should be recognized and enhanced as a major feature



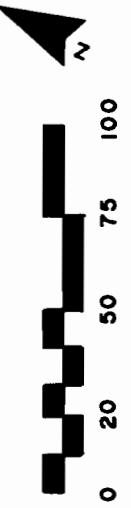


block analysis





block recommendation 12



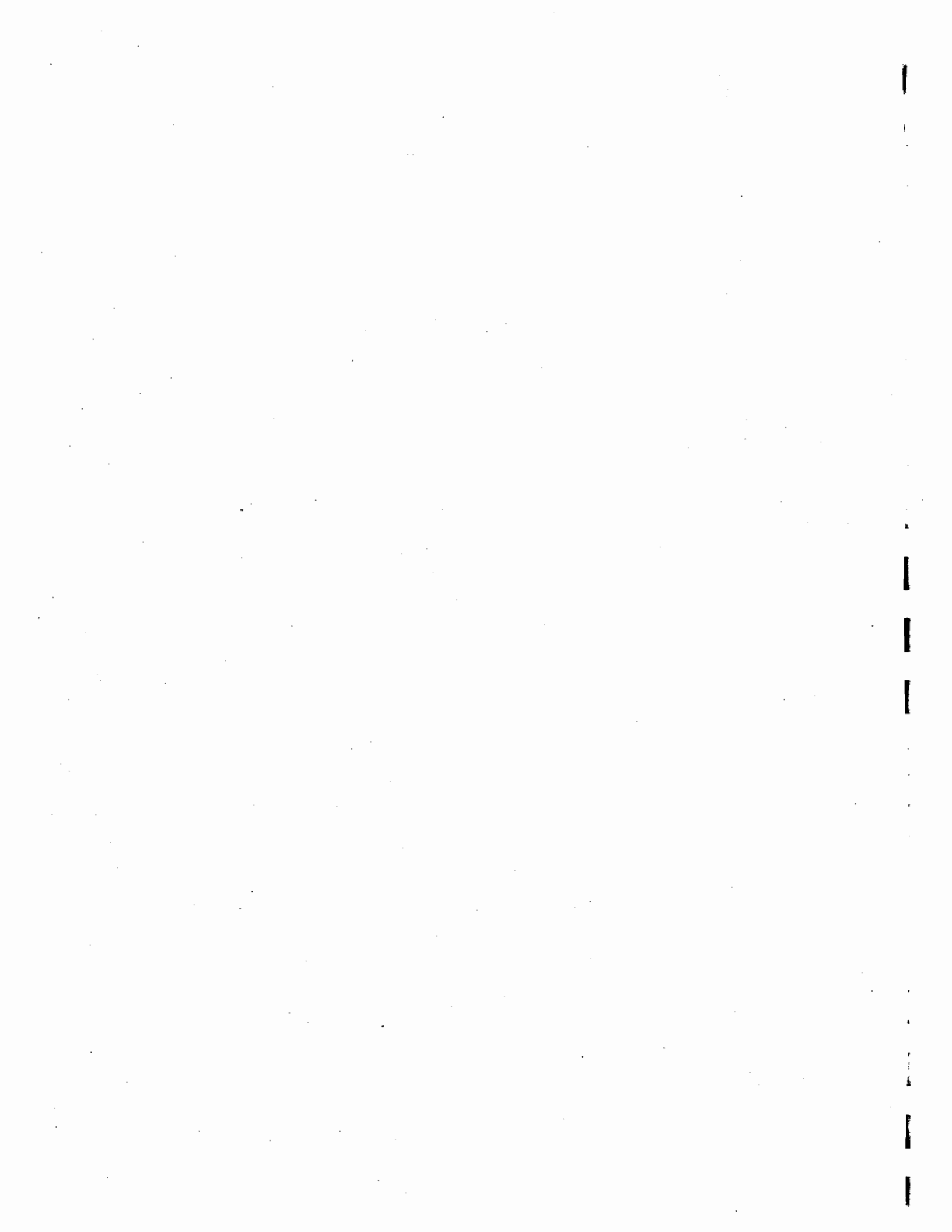
BLOCK 13

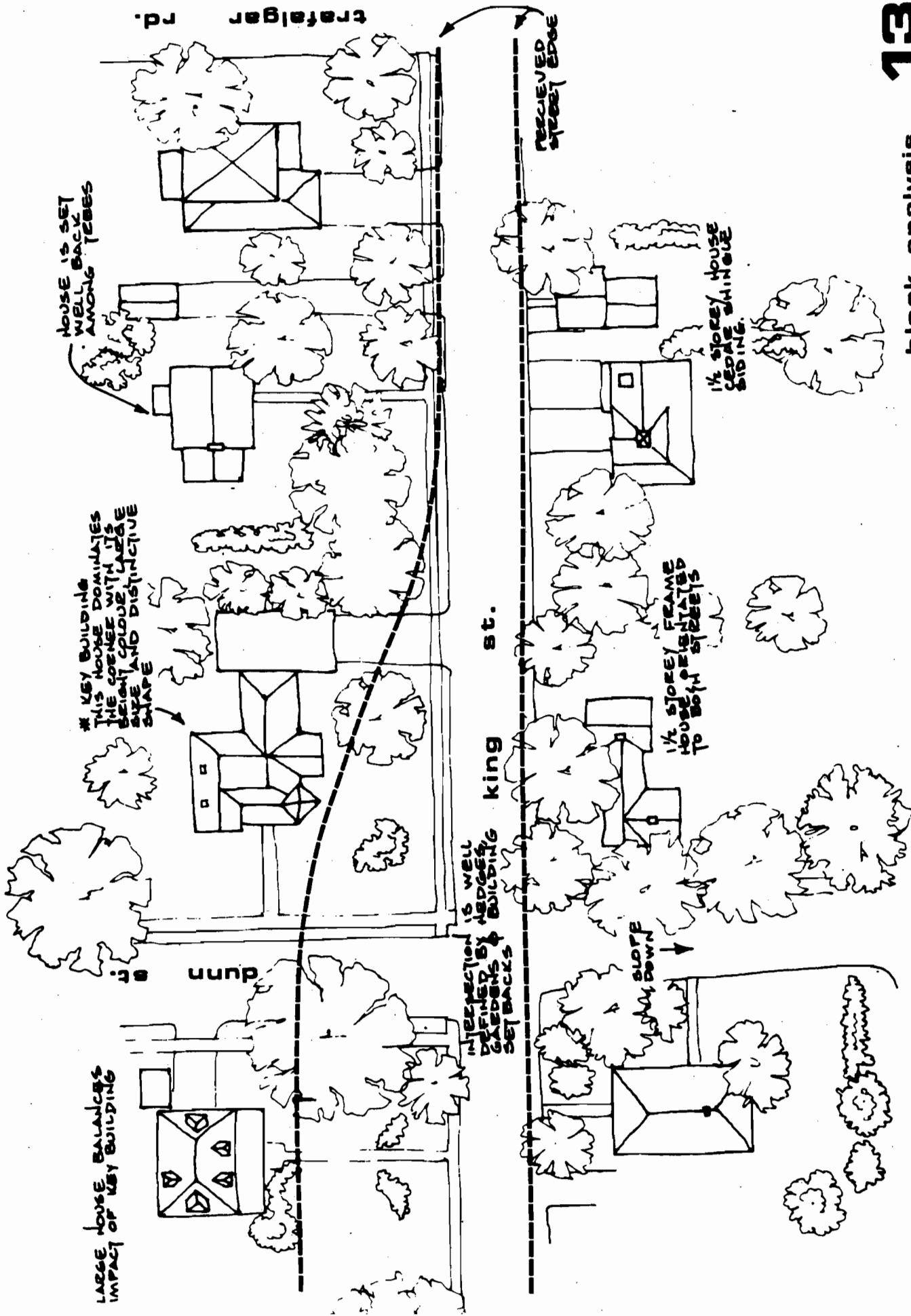
BLOCK ANALYSIS

- * the west section of this block is built on a grand and spacious scale. its character is derived from spatial arrangements and the balance of the massing of the two large houses.
- * the east section of the block is built on a much smaller and more intimate scale. its character is based largely on colours and materials which blend with the abundant vegetation.
- * the street closes in and becomes more intimate as one travels from west to east along King Street and conversely it opens out and becomes more grand as one travels from east to west

BLOCK RECOMMENDATIONS

- * the two distinct characters exhibited in this block should be maintained as it is this sort of mixture which helps to produce the unique character of the entire district
- * preserve or replace the existing vegetation in the eastern section of this block to maintain the changes in the perceived street edge



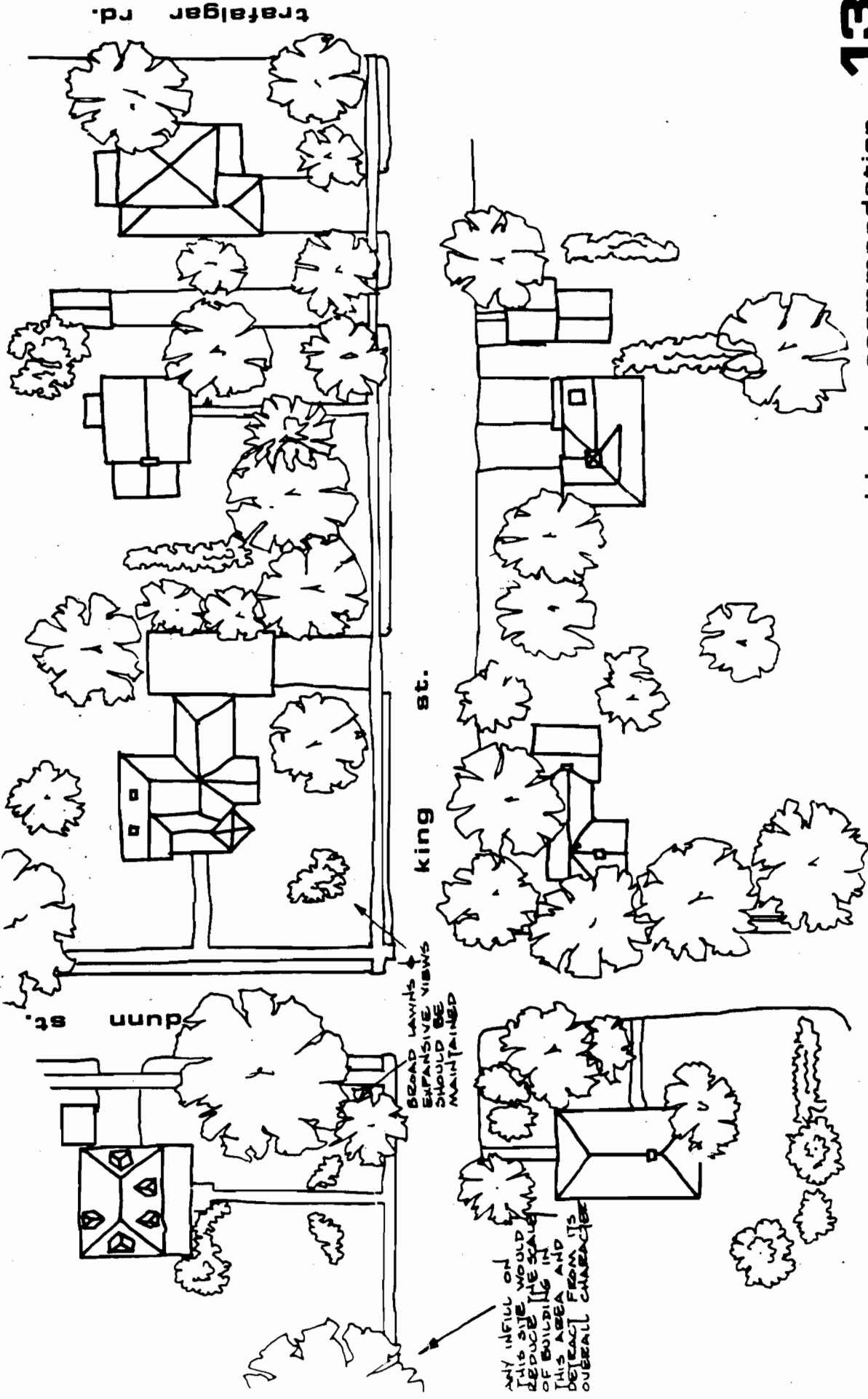


13

block analysis



0 20 50 75 100



king st.

trafalgar rd.

dunn st.

BRAD LAMBS
EXPANSIVE VIEWS
SHOULD BE
MAINTAINED

ANY INFILL ON
THIS SITE WOULD
REDUCE THE SCALE
OF BUILDING IN
THIS AREA AND
DETRACT FROM ITS
OVERALL CHARACTER

13

block recommendation



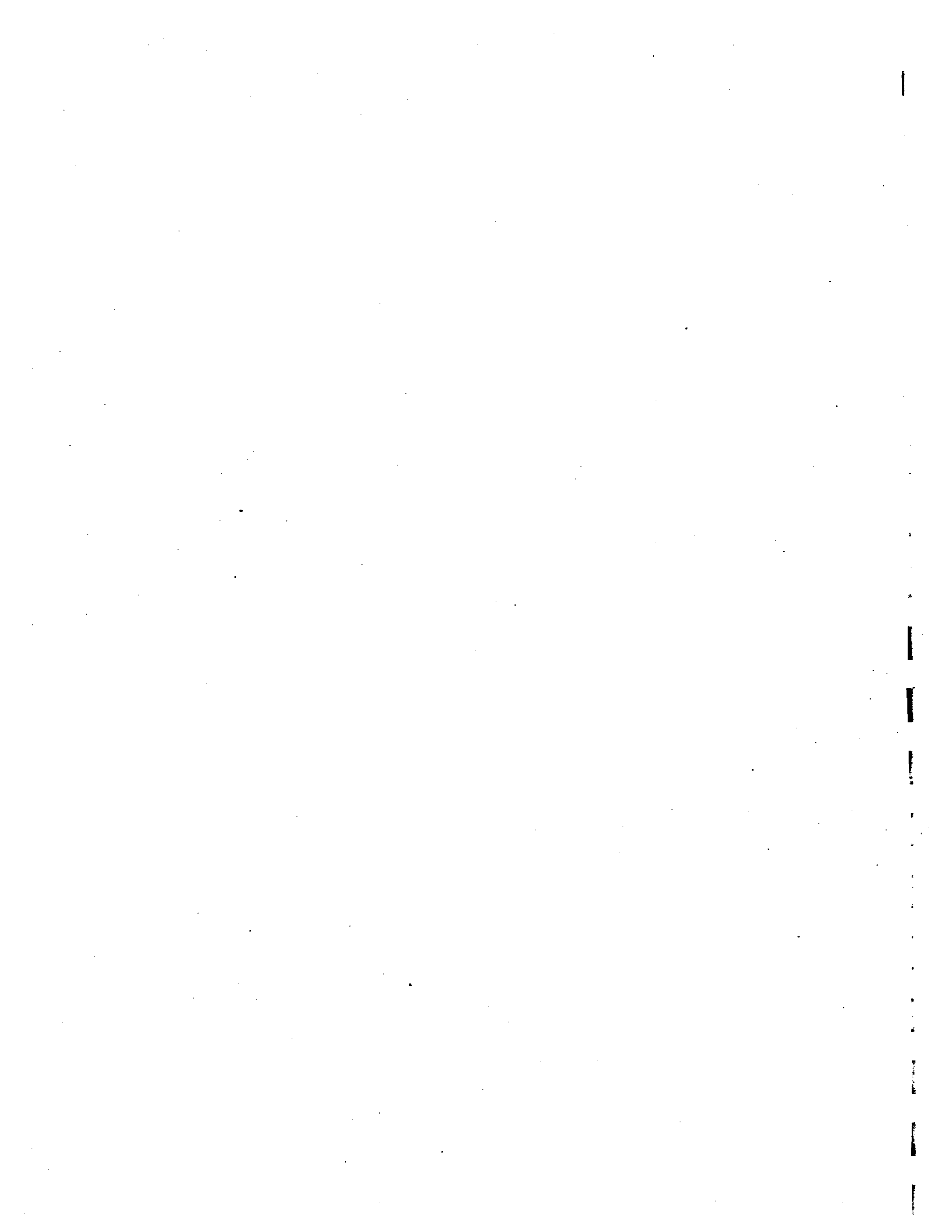
BLOCK 14

BLOCK ANALYSIS

- * the southern section of this block is a quiet backwater, away from the main traffic routes
- * large trees and pleasant views to the lake and St. Andrews Church characterize this area

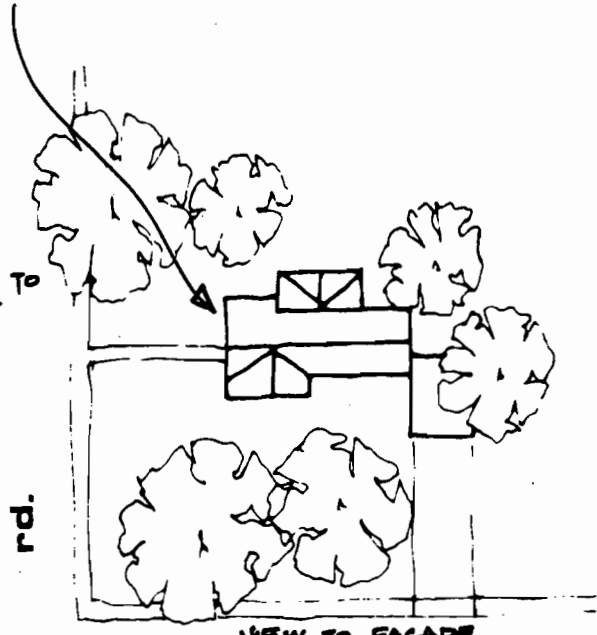
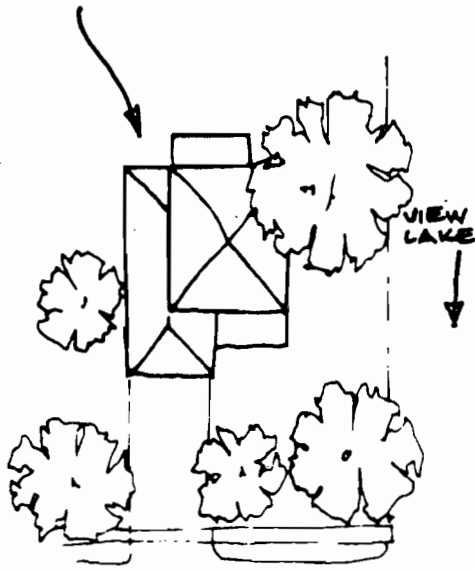
BLOCK RECOMMENDATIONS

- * greater definition of the street corner and the addition of more trees or shrubs would greatly reduce the impact of the new house on the north-west corner of King Street and Trafalgar Road



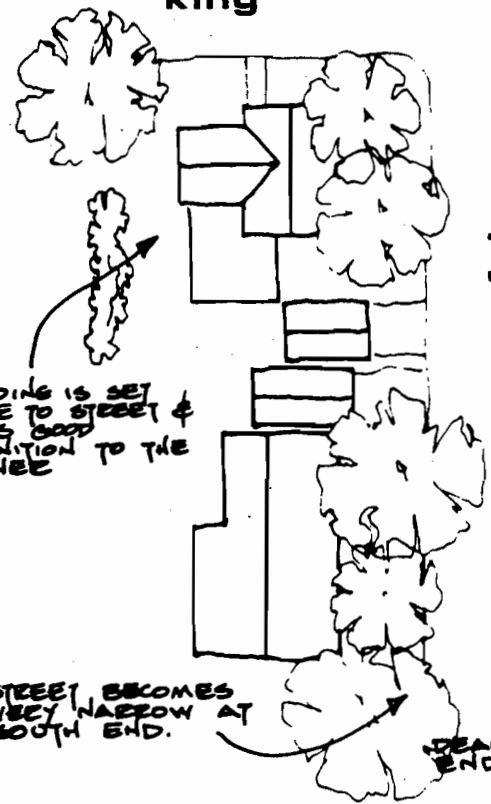
MATERIALS & DESIGN OF HOUSE IS NOT SYMPATHETIC WITH SURROUNDINGS

INTERESTING FACADE FORMS VISUAL FOCUS IN THIS BLOCK



king

st.

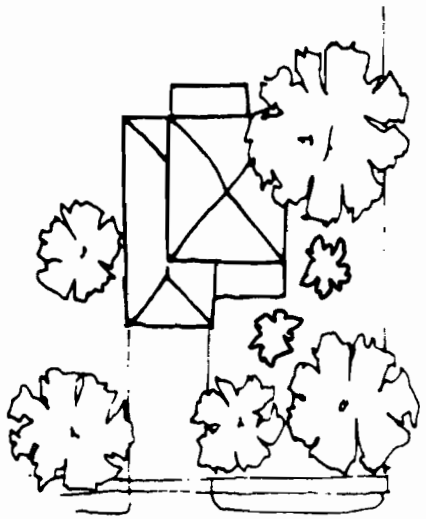


trafalgar

SINGLE STOREY HOUSE OF SIMPLE DESIGN CONTRASTS WELL WITH LARGER HOUSES

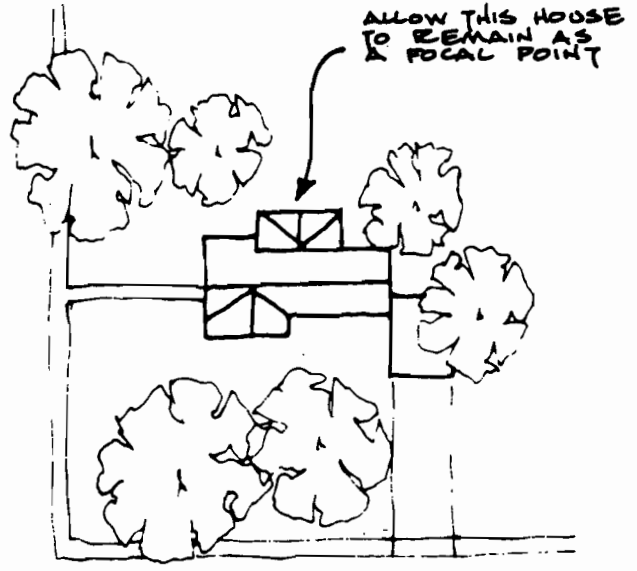
block analysis





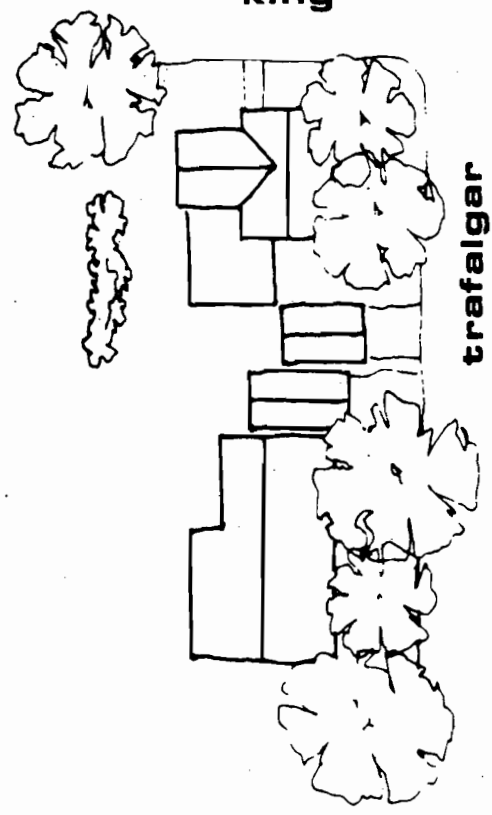
king

rd.

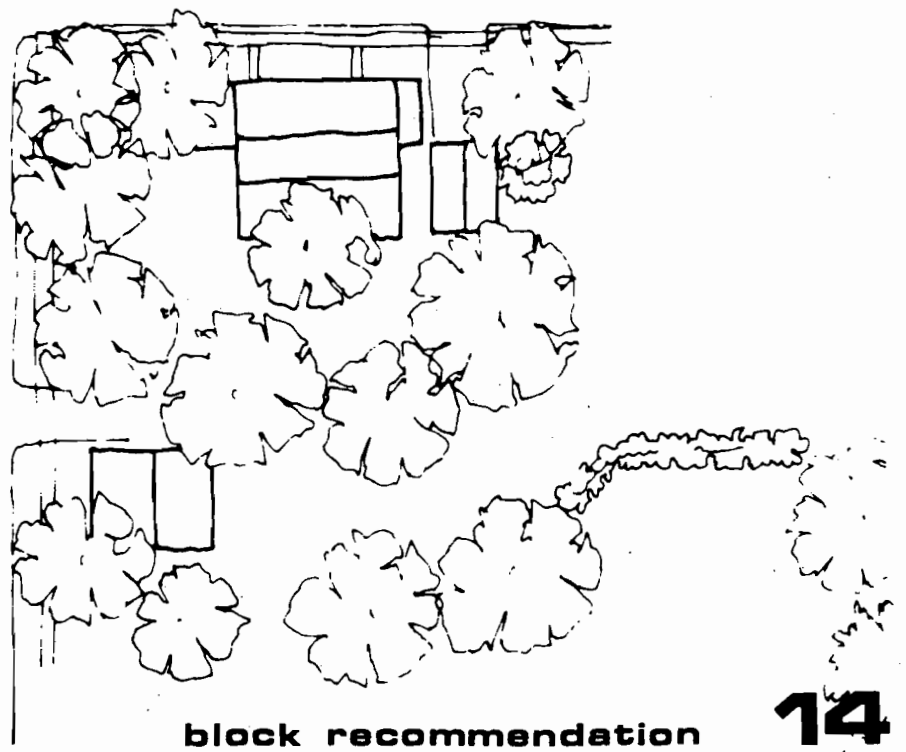


ALLOW THIS HOUSE TO REMAIN AS A FOCAL POINT

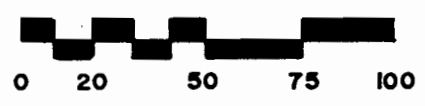
st.



trafalgar



block recommendation



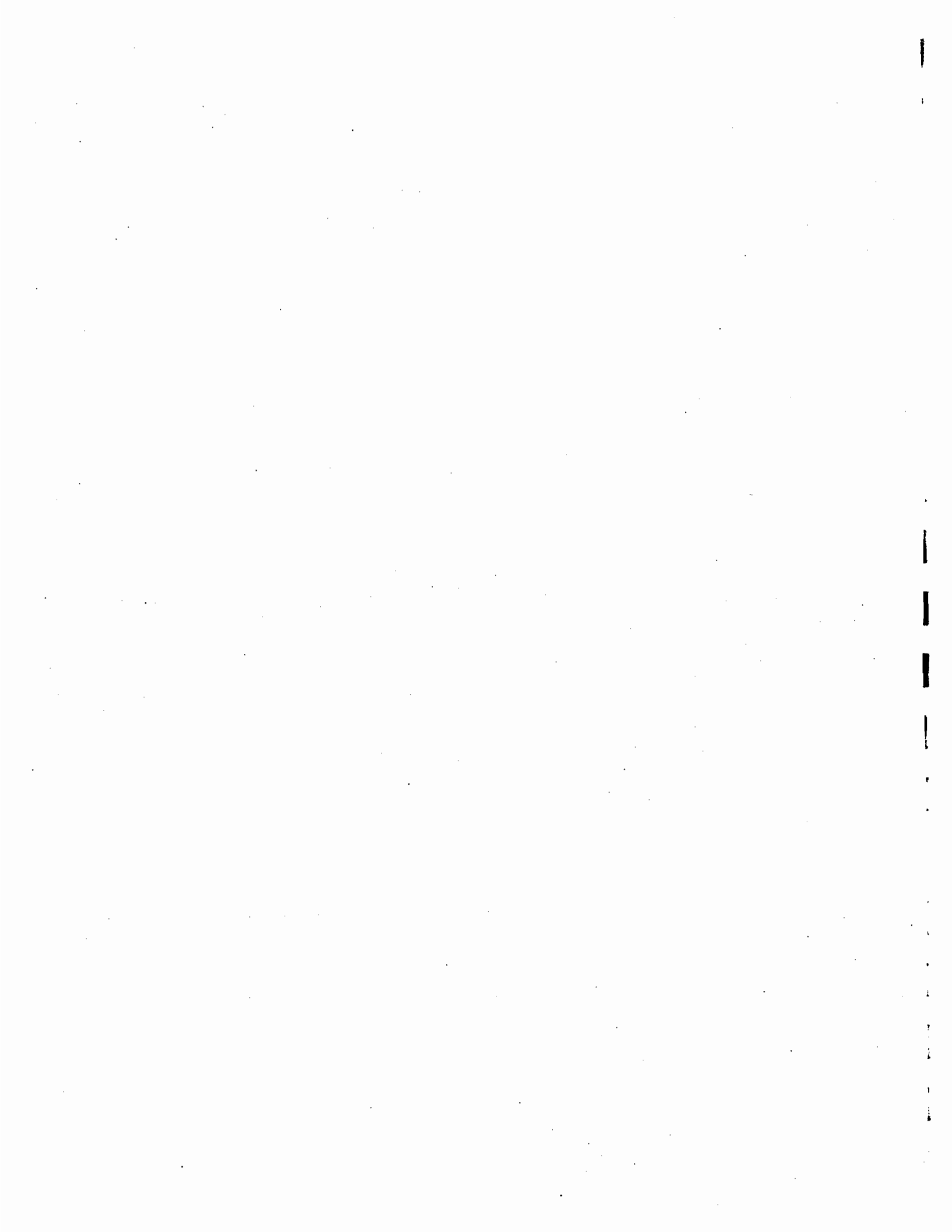
BLOCK 15

BLOCK ANALYSIS

- * the most important and dominant feature of this area is the church it provides a focal point for the block and is a landmark building for the whole area
- * the consistent setback of buildings along King and Reynolds Streets results in an orderly and unified appearance which reinforces the position of the larger church building as a focal point
- * the predominant material used in the area is white or grey stucco this gives a visual unity to the block which is found nowhere else in the area

BLOCK RECOMMENDATIONS

- * the church should remain as the focal point of this block it should be designated under the Ontario Heritage Act, Part IV for its historical and architectural significance.
- * continuation of the use of stucco as a building material should be encouraged



* KEY BUILDING
WOODEN FENCE
DEFINES STREET EDGE &
ENHANCES PERSPECTIVE
VIEW TO CHURCH.

VIEW TO
CHURCH FACADE

VIEW TO
LAKE

LARGE, WIDELY
SPACED BUILDINGS
GIVE A GRAND
SCALE TO THE
STREET.

reynolds st.

CHURCH STEEPLE
IS AN IMPORTANT
LANDMARK

* KEY BUILDING
CHURCH IS A
FOCAL POINT FOR
THE BLOCK AND
A LANDMARK
IN THE AREA.

VIEW TO
CHURCH FACADE

king

STREET CORNER
HAS VERY GOOD
DEFINITION.

st.

CHURCH WINDOW:
CREATE A
VISUAL RHYTHM
IN THE STREET.

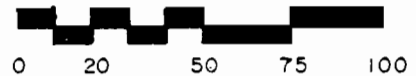
* KEY BUILDING
HOUSE DEFINES
CORNER, BALANCES
CHURCH &
REPEATS MATERIAL
OF CHURCH BUILDING.

SOUTH END OF STREET
IS A QUIET AREA
SECLUDED FROM THE
REST OF THE BLOCK.

DEAD
END

block analysis

15



MAJOR FACADE RENOVATIONS WOULD IMPROVE STREETSCAPE

FENCE SHOULD BE MAINTAINED

INFILL ON THIS SITE SHOULD BE SET WELL BACK FROM THE STREET. THE EXISTING FENCE SHOULD BE MAINTAINED & CONTINUED.

CHURCH BUILDING SHOULD BE DESIGNATED UNDER O.H.A. PART IV FOR HISTORICAL & ARCHITECTURAL SIGNIFICANCE.

reynolds st.

king

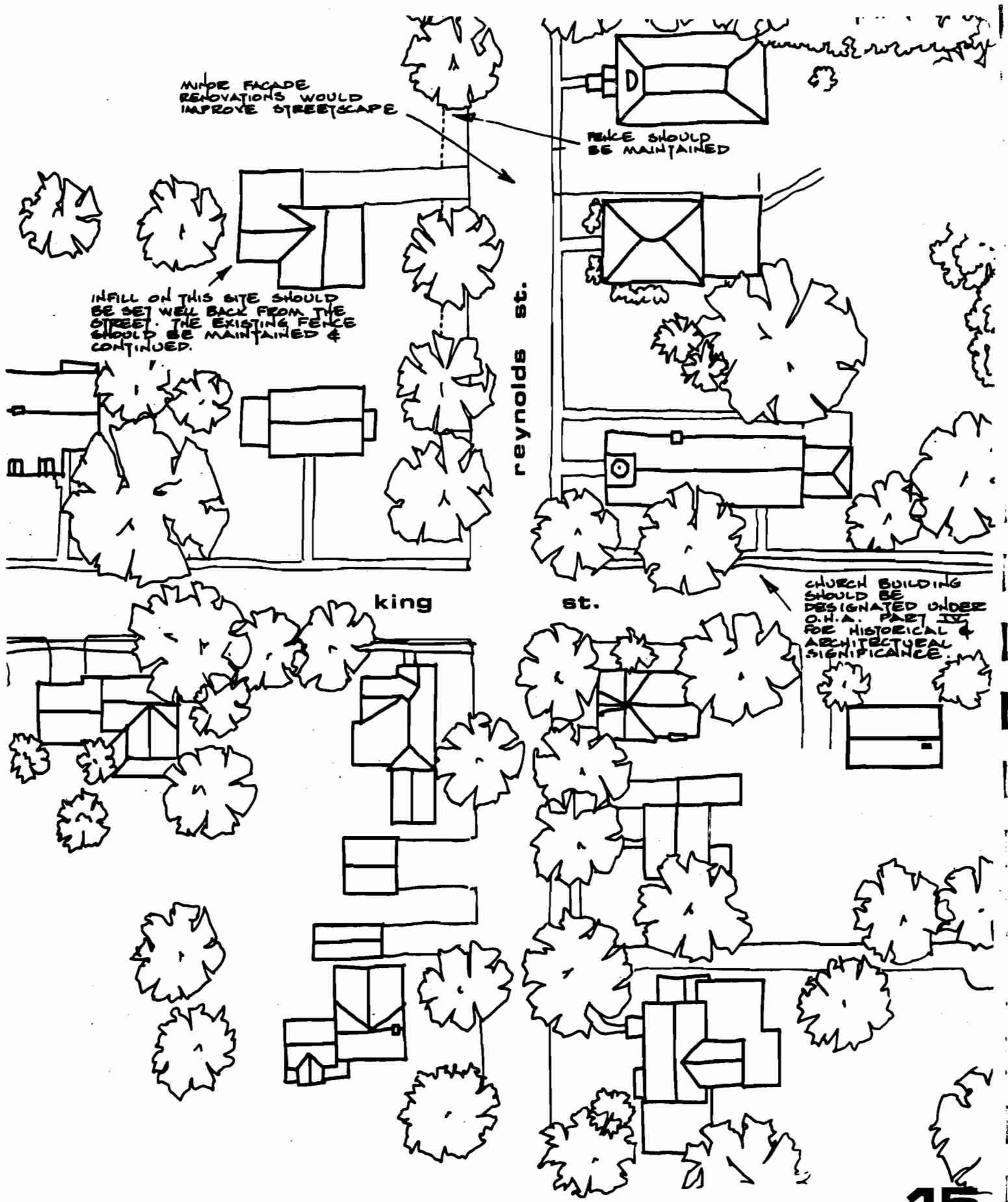
st.

block recommendation

15



0 20 50 75 100



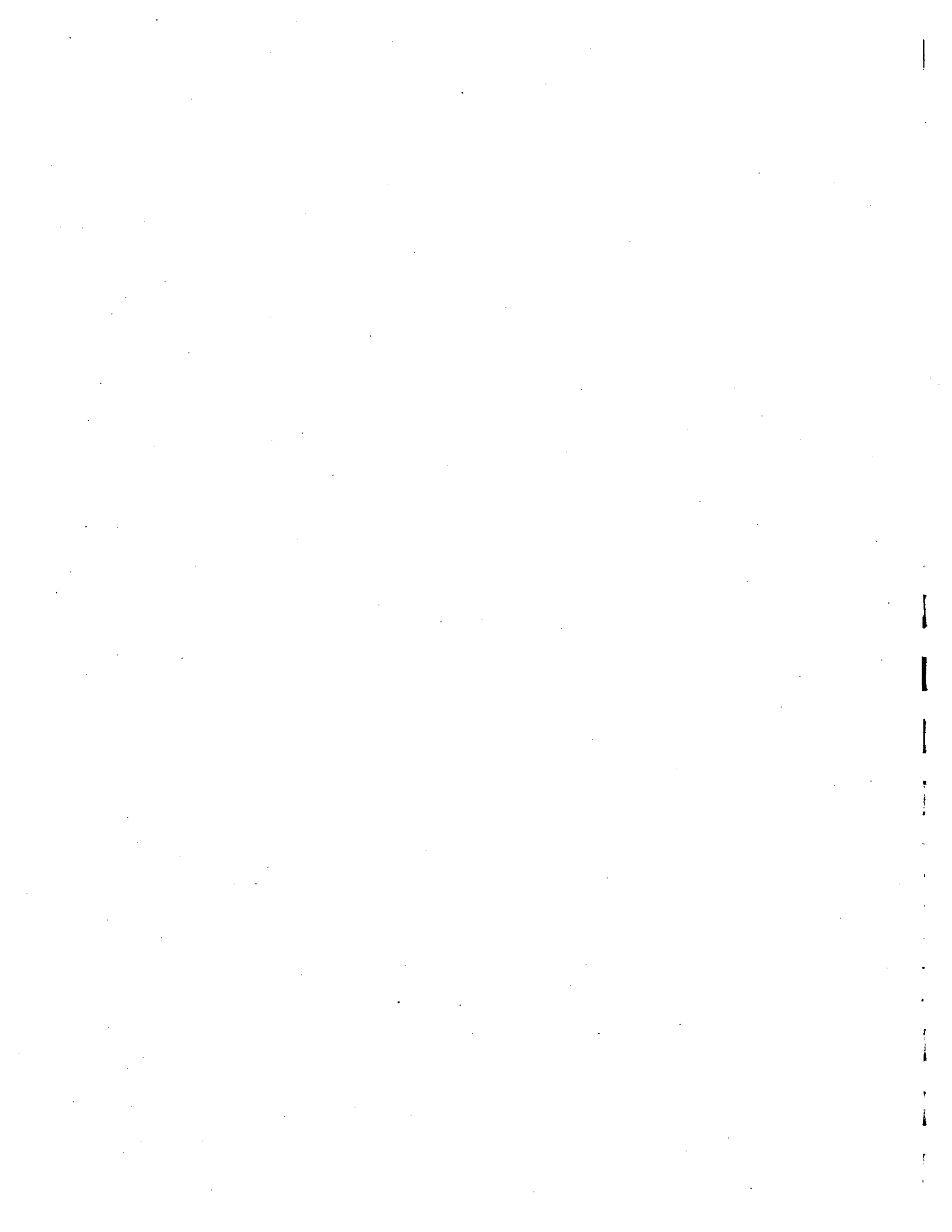
BLOCK 16

BLOCK ANALYSIS

- * the entire block is dominated by the large school building
- * the school site is generally barren and open without the type of visual amenity present throughout the remainder of the district.

BLOCK RECOMMENDATIONS

- * landscaping should be introduced which would reduce the imposing effect of the school building



* KEY BUILDING
AUSTERE PRESENCE
OF SCHOOL BUILDING
DOMINATES THIS
SITE.

LARGE, OPEN
PAVED AREA.

CHAIN LINK FENCE
SURROUNDS
SCHOOLYARD

TREES GIVE
DEFINITION TO STREET
& ENCLOSE OPEN
SPACE.

allan st.

SCHOOL YARD IS
VERY BARREN

VIEW TO SIDE
OF CHURCH.

king st.

WOODEN FENCE
GIVES DEFINITION
TO CORNER.

* KEY BUILDING
THIS HOUSE TERMINATES
ALLAN ST. AND
DEFINES THE
CORNER.

THE SOUTH END OF ALLAN
STREET HAS A QUIET,
BACK LANE QUALITY.

DEAD
END

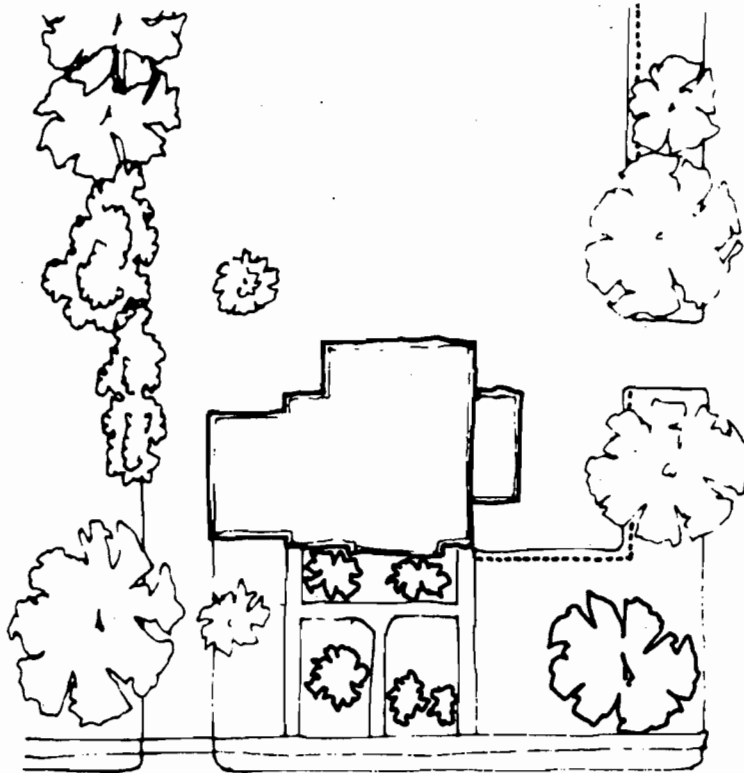
block analysis

16



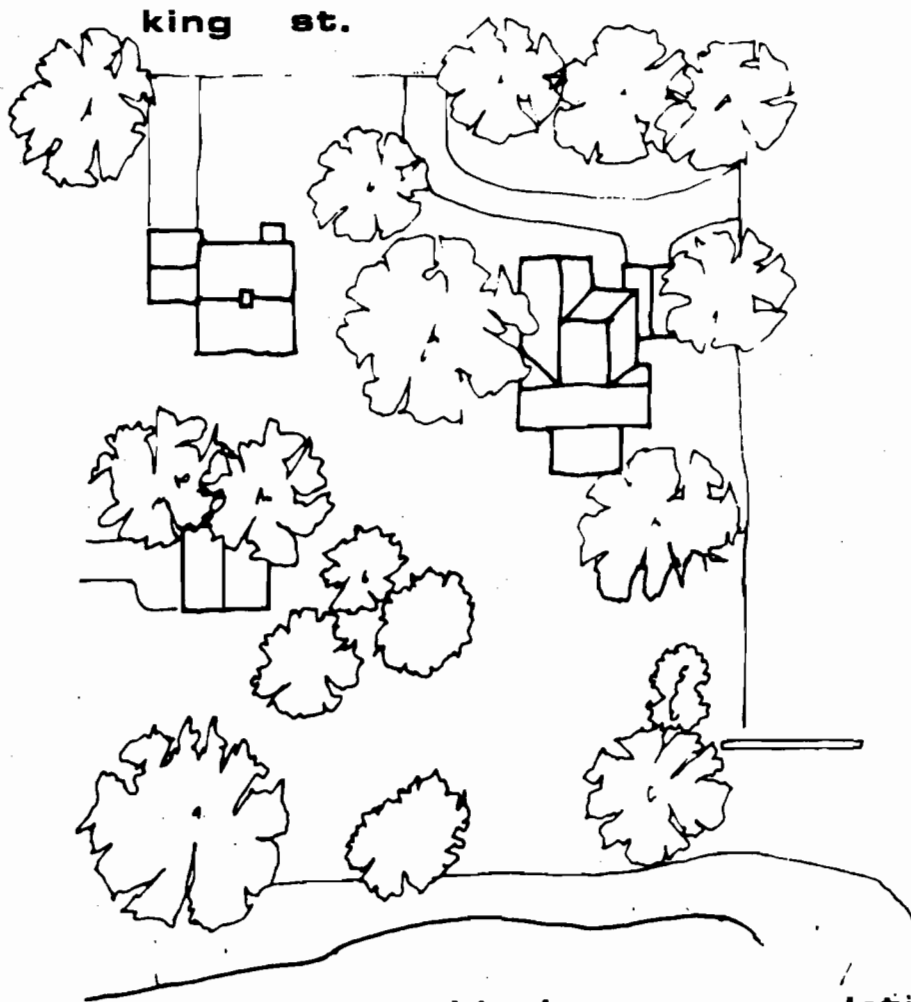
0 20 50 75 100

N



allen st.

INTRODUCE LANDSCAPING & PLANTING TO SOFTEN IMPACT OF SCHOOL BUILDING.



block recommendation

16



0 20 50 75 100



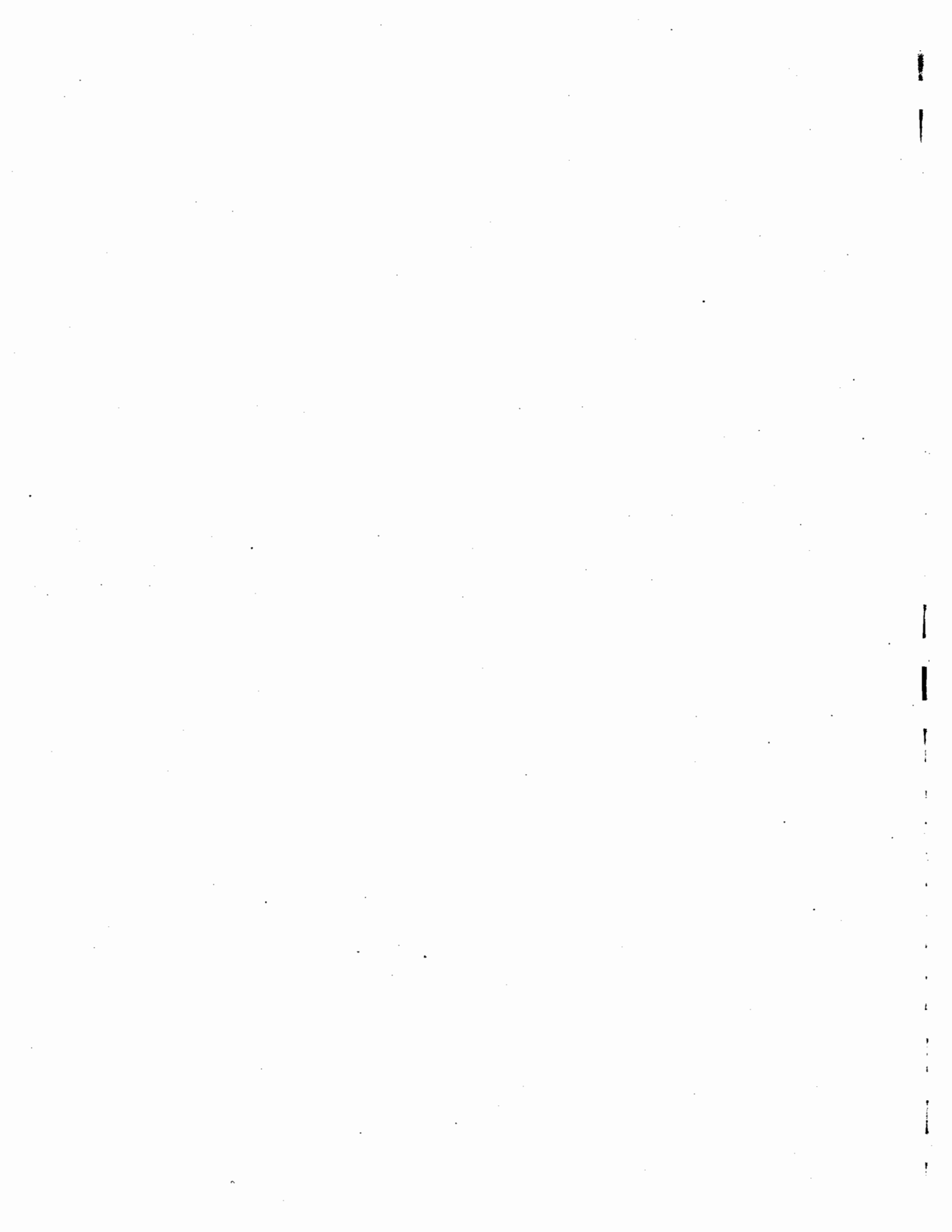
BLOCK 17

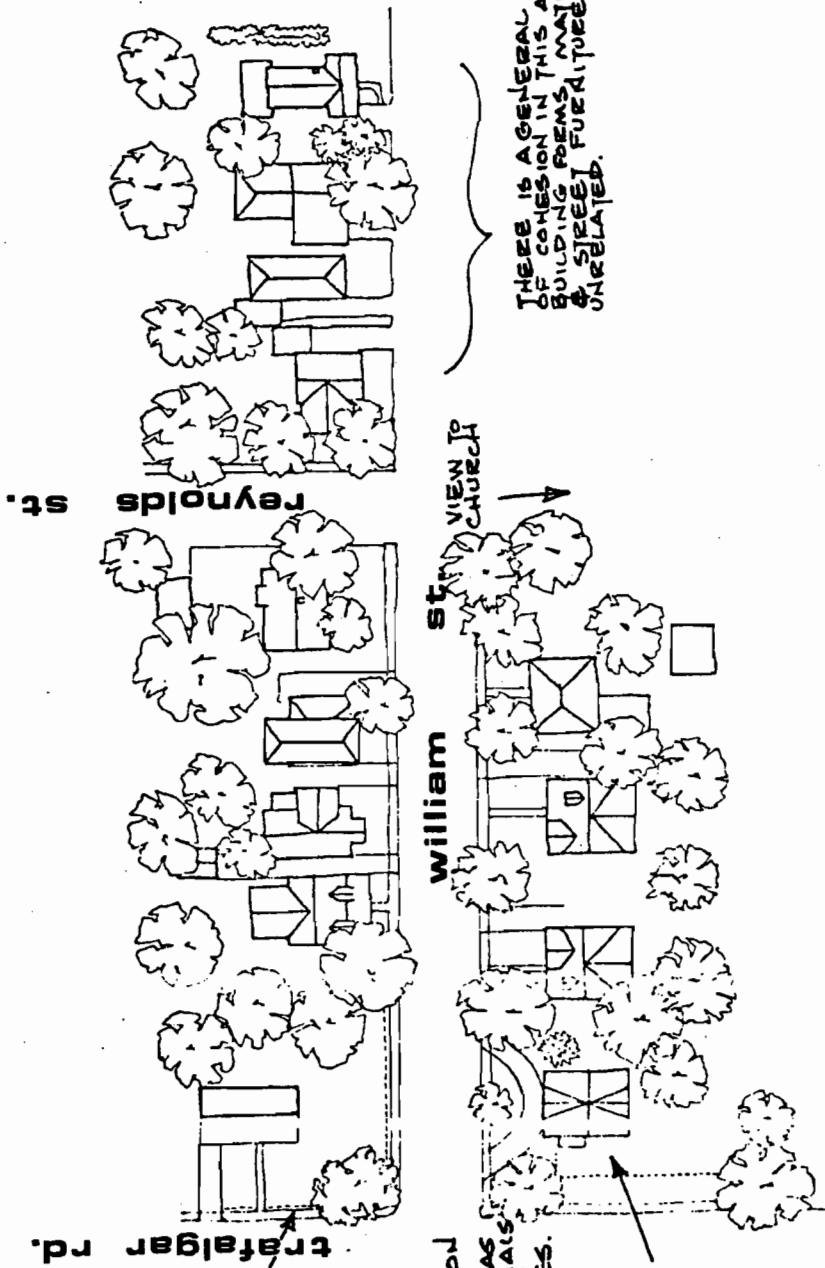
BLOCK ANALYSIS

- * the consistent setback and subtle rhythms of the facades along William Street give this block a neat and well-ordered appearance
- * despite this consistent setback, the houses on William Street, east of Reynolds Street lack a common element which will visually unite them into a cohesive streetscape

BLOCK RECOMMENDATIONS

- * N O N E





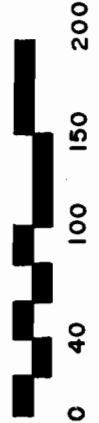
WIDE OPEN CORNER IS WELL DEFINED BY FENCE

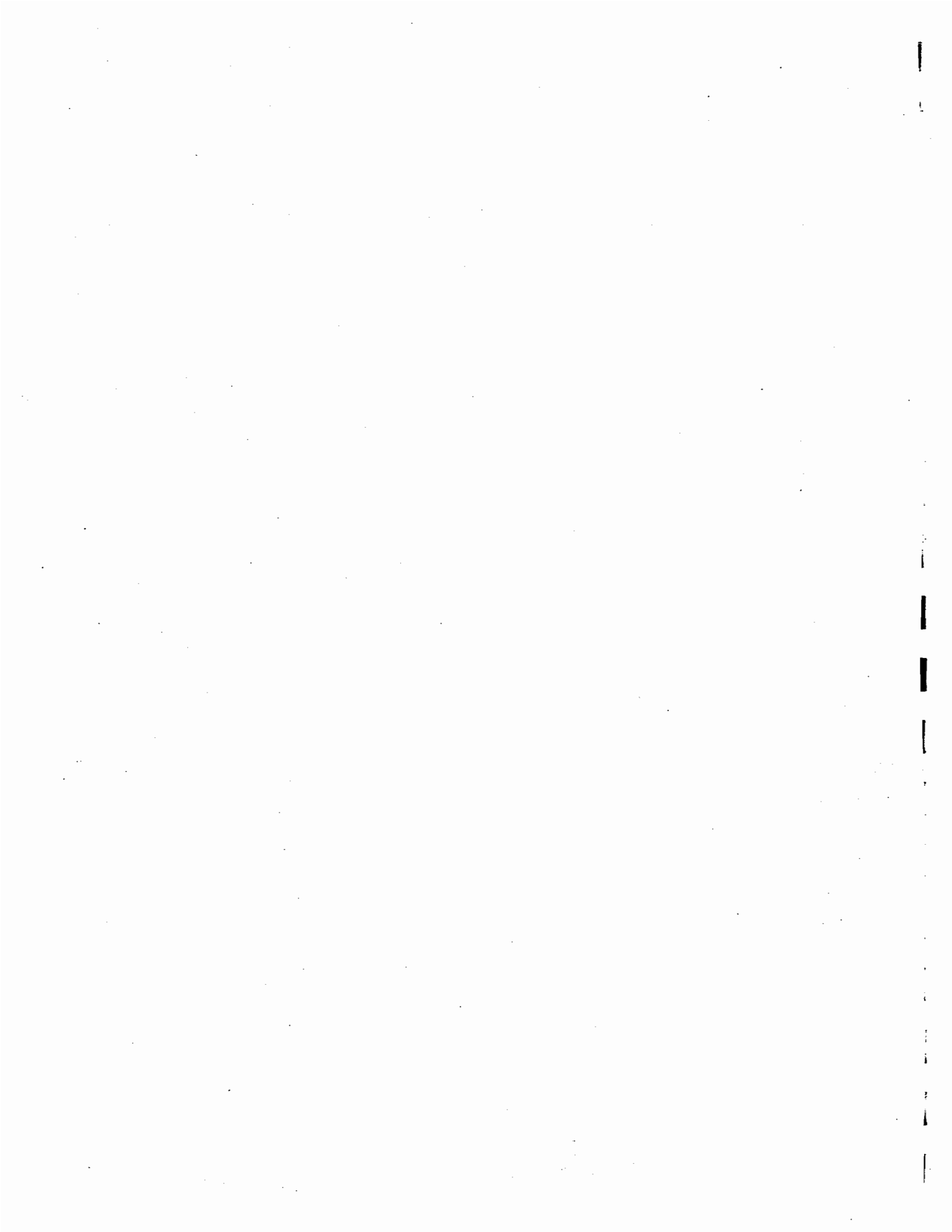
BOTH SIDES OF WILLIAM STREET HAVE A CONSISTENCY OF SETBACK

THE STREETSCAPE ON THE SOUTH SIDE OF WILLIAM STREET HAS A UNITY OF MATERIALS & AN INTERESTING RHYTHM OF GABLES.

* KEY BUILDING HISTORIC HOUSE IS DEFINITIVE CORNER ELEMENT

THERE IS A GENERAL LACK OF COHESION IN THIS AREA. BUILDING FORMS, MATERIALS & STREET FURNITURE ARE UNRELATED.





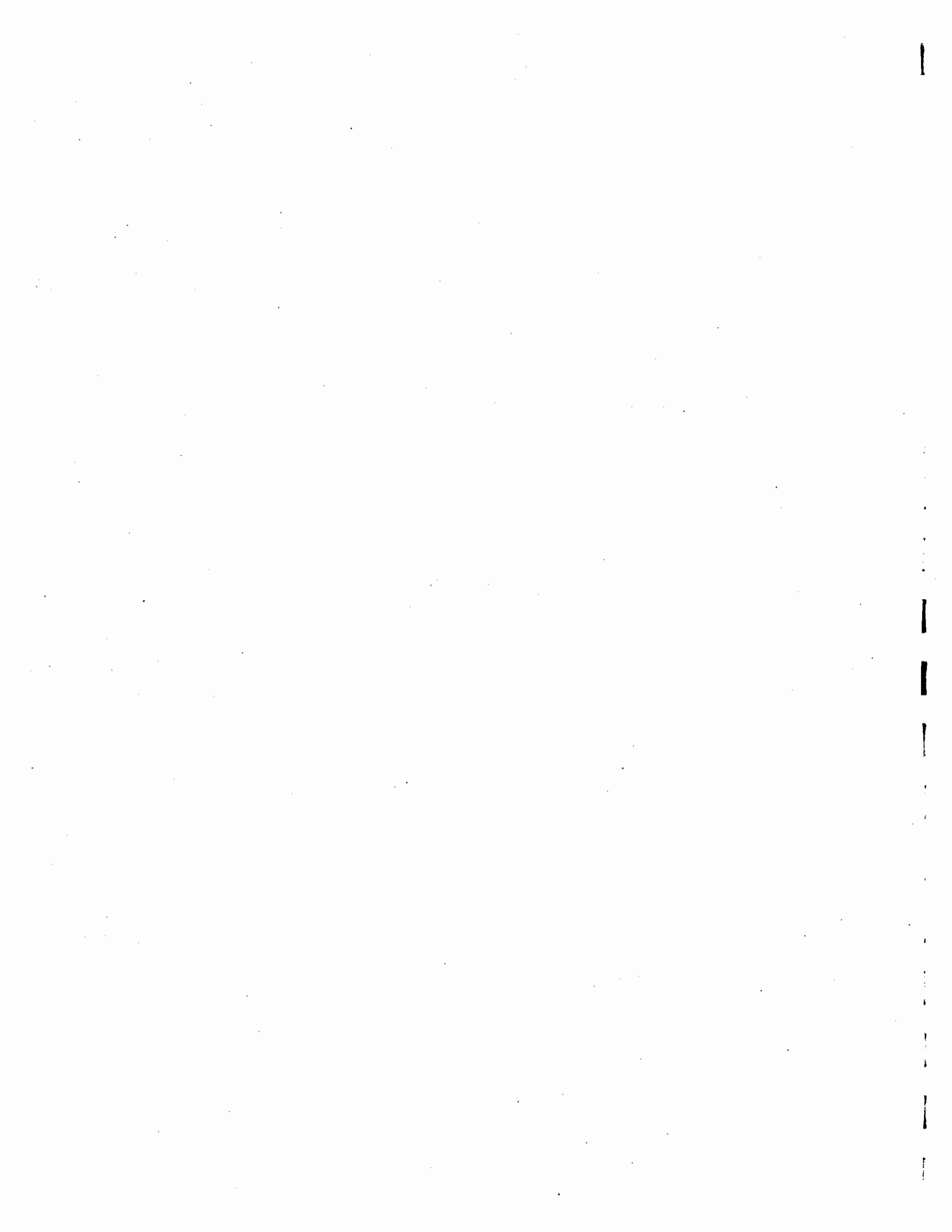
BLOCK 18

BLOCK ANALYSIS

- * the narrow setback of houses on Allan Street give it a quiet, enclosed atmosphere which contrasts with that of Robinson Street
- * the frame houses have a consistency of scale, materials and setback which results in a unified, flowing streetscape

BLOCK RECOMMENDATION

- * all trees should be maintained and replaced when required to preserve the cosy enclosed street atmosphere

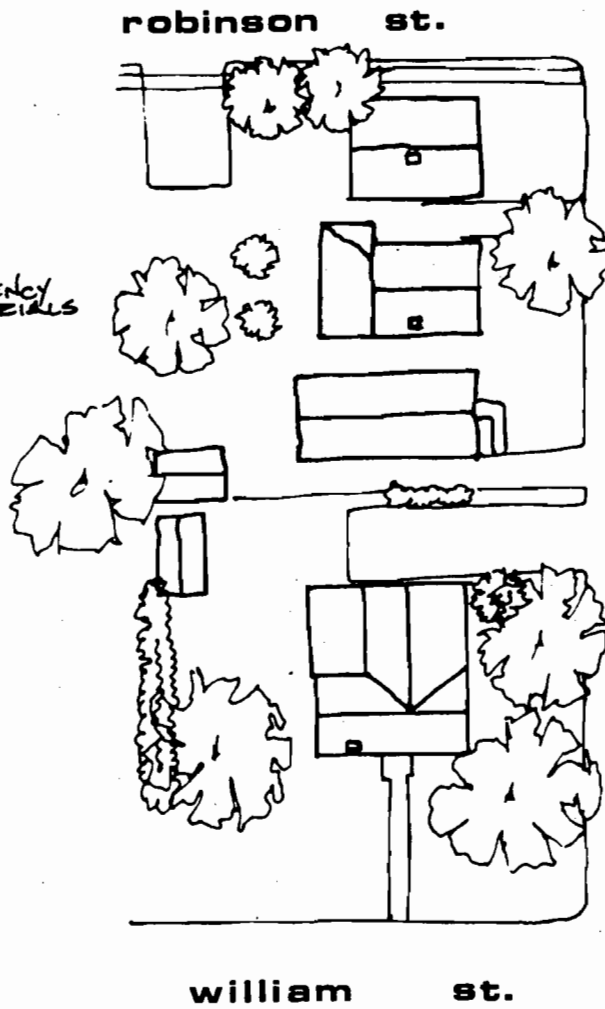


ROBINSON ST. IS
BRIGHT, WIDE &
BAREEN.

THE NARROW SETBACK
ENCLOSES THE STREET &
PROVIDES A QUIET RETREAT
FROM ROBINSON ST.

FRAME HOUSES
HAVE A CONSISTENCY
OF SCALE, MATERIALS
& SETBACK

VIEW TO LAKE IS
FRAMED BY TREES

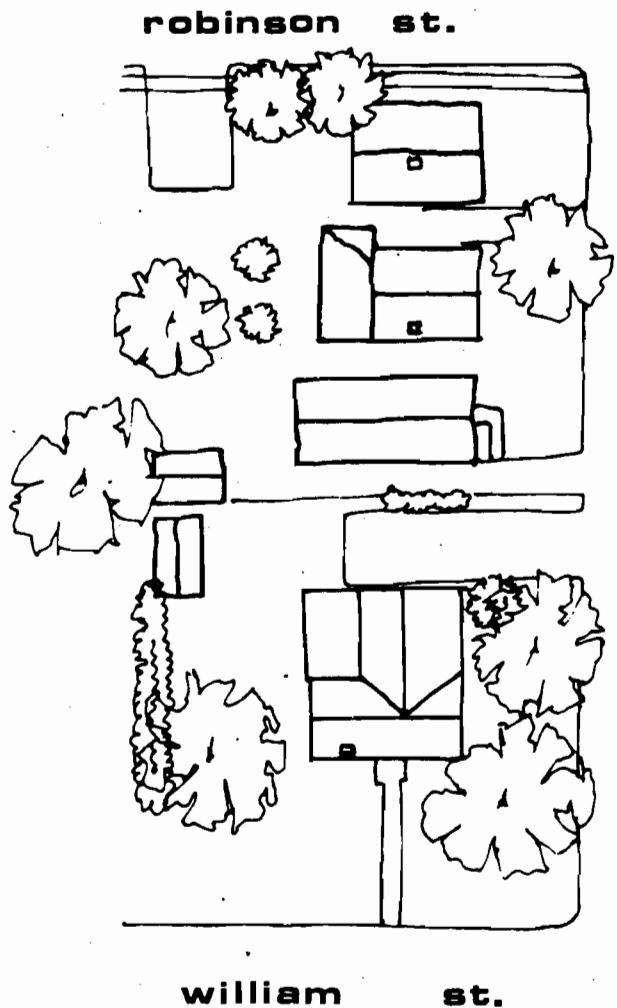


allan st.

block analysis

18





ALL TREES SHOULD BE MAINTAINED & REPLACED WHEN REQUIRED TO PRESERVE THE COZY, ENCLOSED STREET ATMOSPHERE.

allen st.

william st.

block recommendation

18



6.0 Historic Buildings

6.1 General

Oakville was a late starter compared to other communities dotting the Lake Ontario shoreline. Many of these had been seeing intensive settlement for over half a century before Oakville started in the 1830's. During this interval popular taste had undergone extensive evolution and as a result building styles which were, and in fact still are, quite evident in older lake towns such as Kingston and Niagara-on-the-Lake, are completely lacking in Oakville.

The Georgian style of building had been popular during the latter part of the eighteenth century. It was characterized by symmetry, formality and simplicity. In British North America, the most common feature of this style was the centre-hall house plan with one or two window openings, equally spaced on either side of a simple entrance. By the beginning of the nineteenth century the popularity of this style was waning and with the widespread destruction wrought during the War of 1812, the existing Georgian building stock of Upper Canada was virtually wiped out.

The buildings which replaced them were of a new style. The influence of the light Adamesque style introduced in Britain by the Scottish brothers Robert and James Adam during the late eighteenth century coupled with the influence of a similar movement in the United States termed the Federal style, resulted in the Neo-Classical movement being the major style employed in post-war rebuilding. Southern Ontario lake towns abound with grand houses of the Neo-Classic style but it was a full fifteen years from the close of the war before anything of significance was to happen in Oakville. By this time, cultural evolution combined with a growing political reform movement had resulted in the dominance of the mature Classical Revival style of Republican origins.

6.2. Development of Architectural Styles

Oakville, being not appreciably different from most other British colonial towns, was largely concerned with wresting itself from the grip of the wilderness and shipping out wheat. The grand cultural and artistic schemes of Europe had to wait their turn on

the list of priorities. This is not to say that the early residents of Oakville were not concerned with contemporary fashion. However, cultural theories conceived in London were filtered by the Atlantic, passed through New York, Albany, Kingston and York and then handed to often uneducated craftsmen on the fringe of the wilderness for interpretation. This interpretation has been dubbed the vernacular and it abounds in Oakville.

While not educated in the high styles, the builders and craftsmen of the colonies had an artistic sense which rendered their works not only functional but pleasing and sophisticated as well. The early buildings of Oakville generally reflect the Classical Revival or Gothic styles or often a combination of the two.

In most of the residential structures, stylistic concerns are restricted to detail and trim. For the greater part of the nineteenth century, the centre-hall Georgian plan remained popular. This was due in part to its ease of construction and climatic suitability. In Old Oakville, this basic form has been embellished with door and window surrounds, cornice treatments and window openings of a design to evoke the preferred style. The degree of decorative detail was a result of the financial capabilities of the owner with contrasts varying from street to street.

The Italianate, or Tuscan style became popular during the 1850's and 60's and has substantial representation in Oakville. The round headed window is a trademark of this style.

The Gothic and Italianate styles, with their emphasis on the picturesque were not well suited to the symmetrical Georgian houseform. With the introduction of the wood stove to replace the open fireplace, it became easier to heat a house and the Georgian plan was gradually replaced by the "L" shaped, asymmetrical house plan, characteristic of the Gothic and Italianate style.

The earliest buildings in Oakville were constructed quickly with the easiest and most available materials. Timber was there for the taking and shipwrights and carpenters employed in the construction of the piers and the shipyards were skilled in its handling.

While minimum standards were imposed as a condition of settlement, most of the first buildings were modest in size with a view to future enlargement or replacement.

This improvement was not long in coming for a Hamilton newspaper of 1834 reported that shanties and log cabins were being replaced by "a number of houses (some very good ones, two stories high) all occupied..."¹ The fact that many of these buildings have survived to this day is evidence of the skill of their builders.

Several sawmills were established at an early date and carpenters had ample access to trim and mouldings of every kind, as well as cut lumber and timber. Stone from the creek was a suitable building material but did not lend itself to easy manipulation and was therefore generally restricted to foundations and basements. In the earliest times brick was not readily available and therefore expensive. As the Town prospered though, it became desirable to have a house built of this substantial and prestigious material and many homes which were originally frame construction were given a brick veneer.

The nineteenth century buildings of the residential areas have been less altered than those along Lakeshore Road and where alteration has taken place it has often been done with a fair sensitivity to the existing architecture. This has been the result of several influences. The residential areas have come under less development pressure than the commercial district and therefore changes have been less drastic and occurred more slowly. Secondly, a residential district is where people live and this generally results in a greater concern for the aesthetic aspects of the neighbourhood.

When changes have been made, they have been given real thought and the alterations may in fact, enhance all other aspects rather than detract from them as thoughtless changes inevitably do. Thirdly, this area has generally been one of higher than average income in which residents have been able to afford the luxury of contemplation and sensitive change.

The existing nineteenth century building stock in the Old Oakville district is in very good condition. Regular maintenance and repair has reduced the need for major renovations and few other Ontario towns display the large numbers of well maintained nineteenth century buildings as can be seen in Oakville. The extensive variety in both age and style of buildings is complimented by the close mingling of both the workers cottage and the merchant's townhouse. A wide range of building techniques is displayed, and the history of growth and changes in individual buildings and the Town as a whole is told by the existing built environment.

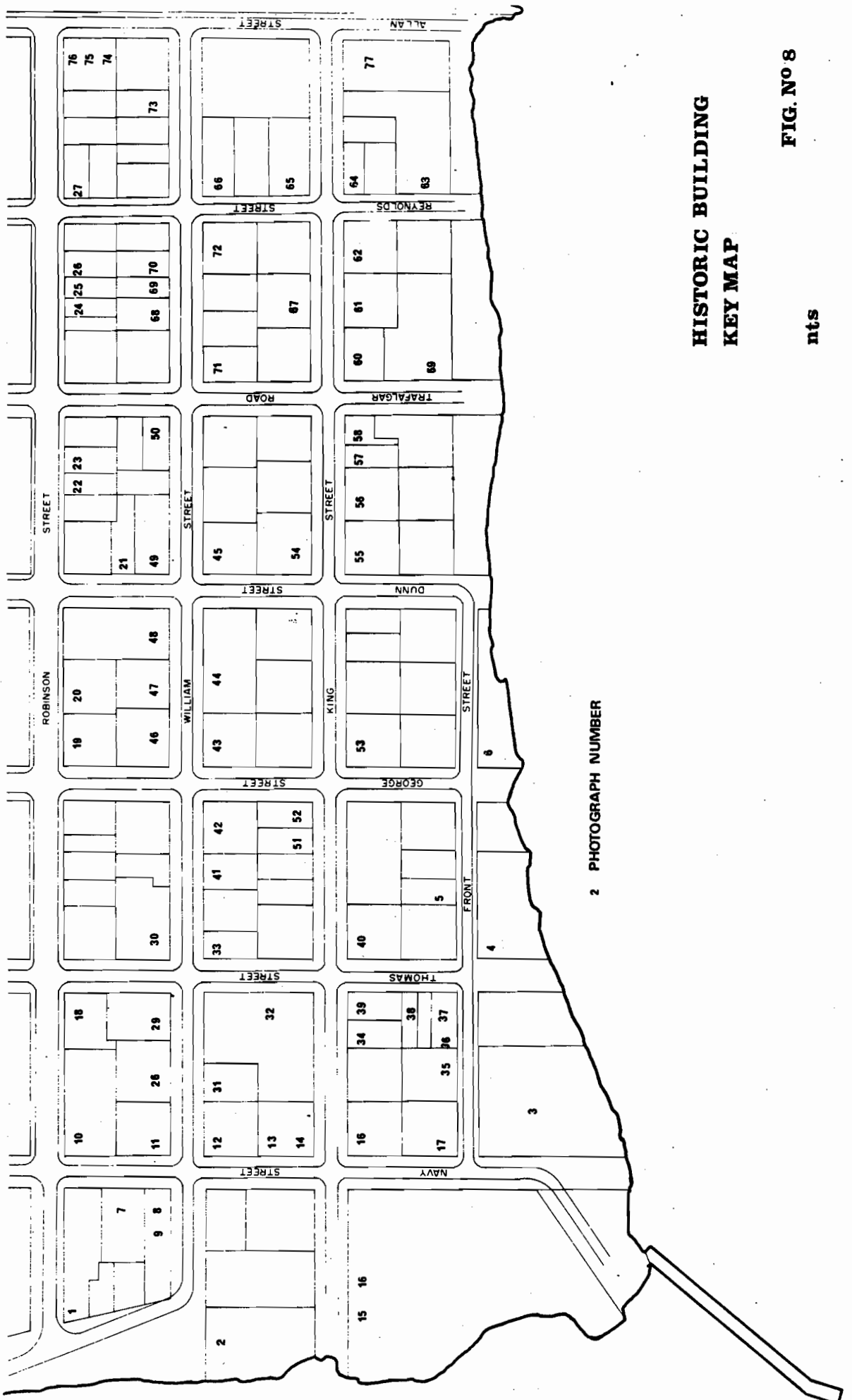
¹Western Mercury, Hamilton, August 18, 1834, quoted in Hazel Mathews, Oakville and the Sixteen.

6.3. Historic Building Inventory

The following is an Historic Building Inventory. For each building there is a photograph, building address and a brief description. The photograph sequence follows the order and boundary of the blocks as used in part 6, Block Analysis. Figure No. 8 shows the location of each building in question.

The following blocks contain the noted photograph sequence:

<u>Block Number</u>	<u>Photograph Sequence</u>
1	1 - 2
2	3
3	4 - 6
4	-----
5	7 - 14
6	15 - 17
7	18 - 27
8	28 - 33
9	34
10	35 - 40
11	41 - 50
12	51 - 53
13	54 - 57
14	58 - 60
15	61 - 67
16	77
17	68 - 70
18	74 - 76



**HISTORIC BUILDING
KEY MAP**

FIG. NO 8

nts



104 ROBINSON STREET

1

This tall two storey house retains the profile and siding of the nineteenth century. Its present ochre colour is consistent with late Victorian colour schemes.



56 WATER STREET

2

The building which now houses the Oakville Club was built in 1878 by a group of farmers known as the Grangers. They had organized as the first farmer's co-operative in Ontario to try and combat the low prices they were being paid by grain merchants. The group purchased the site of William Chisholm's warehouse and constructed this building of 25,000 bushel capacity. The operation continued successfully until 1890 when increased grain tariffs forced the farmers to go into mixed farming. In 1894 they sold the warehouse.

The Oakville Club was begun in 1903 by William S. Davis and Allan S. Chisholm as a tennis club. Five years later the club purchased this warehouse which has served as its headquarters ever since.

FRONT STREET

LAKESIDE PARK

3

Originally a storage site for cordwood used on lake steamers, this land has been a public park since 1877. At that time it was traded to the town by George K. Chisholm, the first mayor, in exchange for the permanent closing of Front and Water streets where they ran to the harbour. It was not until 1896, however, that the park was laid out, trees were planted and the land was sloped down to the beach. Heavy erosion has since caused the existing high bank on the lake shore.



174 - 176 FRONT STREET

4

This large, two storey house displays the characteristic plan and profile of georgian houses of the late eighteenth and early nineteenth centuries. Built shortly after 1837 by James McDonald, a carpenter from Scotland, it is representative of the period in that it combines the earlier georgian plan with contemporary classical revival detail



181 FRONT STREET

5

This small house has a three bay front with side entrance hall set on the short side of the building in order to fit on the narrow lot. The twelve pane sash and simple detail suggest a construction date in the mid-nineteenth century.



212 FRONT STREET

6

Constructed in 1870, this building has seen use as a paint factory and an electric generating plant before conversion to residential use. It's massive roof, broad eaves and low profile give the building it's quaint cottage charm.



115 WILLIAM STREET

7

The western portion of this structure forms one of the oldest buildings in Oakville. "The Oakville Shop" or "The Oakville Establishment" was in operation in 1828 as a merchants shop and ship chandlery. In 1891 it was enlarged and made into a house which was purchased by Capt. James Andrew, a yacht builder who constructed several boats which were winners of the Canada Cup.



64 NAVY STREET

8

Retaining only its original roof line, this stuccoed residence of the 1870's has been completely remodelled and new sash installed at every location.



68 - 70 NAVY STREET

9

Part of this building was originally the home of Jerimiah Hagaman (1818 - 84) who came to Oakville in the early 1850's to establish the Oakville Carriage Factory.



75 NAVY STREET

10

Built in 1857 by John Williams as the Canadian Hotel, this handsome building has broad, projecting eaves and projecting brick pilasters. It was run by various properties under various names from 1867 until 1896 when it was purchased by Murray Williams, nephew of the builder who ran it for over forty years.



65 NAVY STREET

11

This house and the one at 145 William Street were both built by William J. Sumner (for whom Summer Street is named) during the mid 1830's. The double casement windows and the simple entablature over the door are of interest.



53 NAVY STREET

12

Built in 1840, this was the home of schooner and steamship Captain, John McGiffin. Although retaining its basic original shape it has undergone many additions and renovations. The bargeboard appears to date from the 1870's or 80's



45 NAVY STREET

13

This was the home of Captain William Wilson, brother of Robert Wilson. Apparently built in 1830 by William Chisholm, it was moved to this site in 1859 from a site at the top of the east bank of the Sixteen at the head of Front Street.



41 NAVY STREET

14

The home of Captain Robert Wilson, one of the prominent ships masters who sailed Oakville ships on the Great Lakes in the mid nineteenth century. The house, built in 1833, now has six bays on the long side, the entrance in the short side and has been substantially altered since it was built.



105-114 KING STREET

15

Designated under Part IV of the Ontario Heritage Act, 1974.



29 NAVY STREET

16

This house was originally built in 1838. In 1853 it was remodelled by Barnett Griggs into a hotel known as "Frontier House". In 1860 it was again remodelled to a private residence. The four bay front with eight-over eight double hung sash and simple doorway with transom light is very characteristic of the Greek Revival period. In 1906 a portion of this house was moved to 154 King Street.



19 NAVY STREET

17

David Patterson was a native of Northern Ireland who came to Canada about 1826 to work in the shipyard of William Chisholm as a carpenter and shipwright. He built his house in 1855 of frame construction with a centre hall Georgian plan. Much of the detail is in the older style of the 1840's such as the pedimented gable end and the semi-circular attic windows. The Venetian window in the centre bay, however is definitely a feature of the 1850's.

The brick veneer was added at a later date.



76 THOMAS STREET

18

This large brick and frame residence is a good example of the late Victorian, highly decorative style. The asymmetrical plan, tall proportions, elaborate mouldings and imbrickation all combine to achieve the highly picturesque effect.

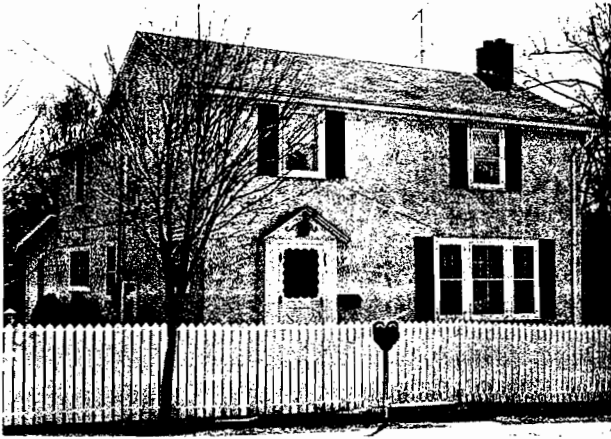


71 GEORGE STREET

19

This is a typical three bay, storey-and-a-half house with centre gable. Fine detail is seen in the entranceway, bargeboard, gable window and brackets below the eaves.





224 ROBINSON STREET

20

This two storey stuccoed house was built around 1850.



69 DUNN STREET

21

Constructed about 1870 by George Avery, this one-and-a-half storey residence is of frame construction with a subsequent brick veneer covering. The elaborate doorway was brought from another house at a later date.



264 - 266 ROBINSON STREET

22

A plain, two storey double house of the late nineteenth century.



268 - 270 ROBINSON STREET

23

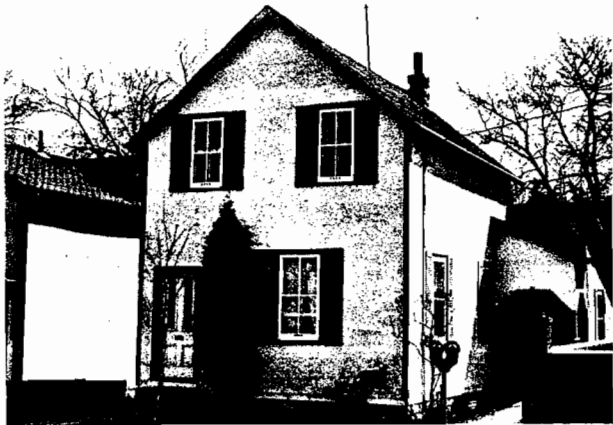
This storey and a half double house displays its local river stone foundation and original six-over-six, double hung sash windows.



296 ROBINSON STREET

24

Probably built during the 1870's this storey and one half house has had stucco applied over clapboard sheathing.



300 ROBINSON STREET

25

This simple storey and one half house has its gable end to the street to fit on its narrow lot.





304 ROBINSON STREET

26

A great deal of the original character of this house remains through details such as the doorway transom light, the window sash and the clapboard siding.



75 REYNOLDS STREET

27

The deep cornice with boxed returns, tall door surround with transom light and simple centre hall plan suggest that this clapboard house was built during the 1850's. It was the home of James O'Connor, a house carpenter from Wexford, Ireland.



145 WILLIAM STREET

28

This house and its neighbour at 65 Navy Street were built in the early 1830's by William J. Sumner. In 1855 it was purchased by George Sumner (!834-1911) who for 37 years served as chief constable of the town.





68 THOMAS STREET

29

This two storey, three bay house has been covered with stucco, but the fieldstone foundation, door and window surrounds window sash and delicate trims, reflect the fine craftsmanship of the builder.



65 THOMAS STREET

30

This large, asymmetrical house was the home of John Moore, Master Mariner. The large entrance way is set under a veranda roof and tucked in beside a picturesque projecting bay.



148 WILLIAM STREET

31

A covering of stucco has been put over this storey and a half, 3 bay, centre gable house.





160 WILLIAM STREET

32

The cornerstone of St. Jude's Anglican Church was laid in June of 1883 but the church was not dedicated until six years later. The building has a low profile considering its Gothic origins but the small buttresses paired lancet windows combine to result in a cohesive, unified building. The tower was added in 1906. The major addition to the north was completed in 1924.



53 THOMAS STREET

33

Built in 1868, this large, two storey Georgian plan house has a large entrance way with transom and sidelights.



154 KING STREET

34

This house originally formed part of a larger building at 29 Navy St. known as the "Frontier House Hotel". The Hotel, which was made from an older house built in 1838, operated from 1853-60 at which time it was converted back to a dwelling. It was split and moved to the present site in 1906 after which the rear addition and decorative veranda were added.

143 FRONT STREET

35

Peter McCorquodale (1807-50) was captain and part owner of the schooner "Royal Tar". He emigrated from Scotland in 1830 and three years later built this house where his family lived until the 1890's.

The original section of the house is a large, one-and-a-half storey structure on a georgian plan with decoration limited to a massive doorway including an elaborate entablature and sidelights. The dormers in the front of the house are a later addition.



18 - 20 THOMAS STREET

36

This large double house is rendered in the simple lines of the Georgian style. The symmetrical layout and elegant detailing give this frame house its charming appeal. It forms an integral part of the unified streetscape of Thomas Street.



24 THOMAS STREET

37

The three bay, side entrance front of this house is in the gable end and allows it to fit on the narrow lot. The heavy entablature over the door is consistent with those at 18 and 20 Thomas Street and the building forms an integral part of this vital streetscape.



26 THOMAS STREET

38

The side entrance of this house may not be an original feature but the three bay front is certainly not inconsistent with the streetscape. Together with # 18, 20 and 24, this house forms a unique vista along Thomas Street.



32 THOMAS STREET

39

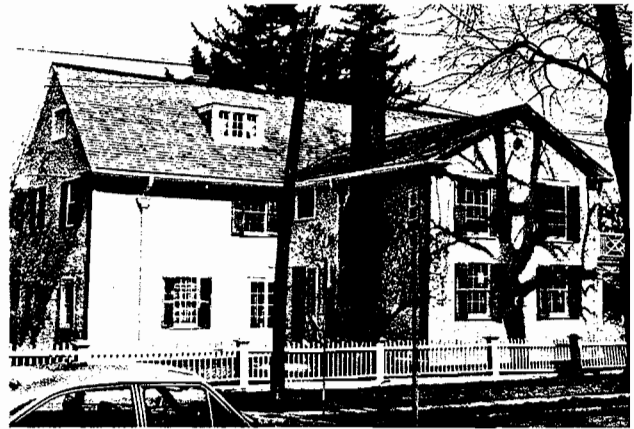
The balance and elegance of this two storey stuccoed house has been disturbed by the introduction of the chimney.



29 THOMAS STREET

40

The existing building is the result of numerous additions and alterations but the original section was built in 1839. In 1860 it was purchased by Peter MacDougald, grain merchant and mayor of Oakville who named it "Glenorchy".



186 - 188 WILLIAM STREET

41

This building originally formed part of a store on northwest corner of Lakeshore Road and George Streets which was built in the 1830's. After 1880 the building was divided in two with the front section being moved to 225 William Street and the rear living quarters now form this double house.



200 WILLIAM STREET

42

This two and a half storey house has a centre hall plan and an entranceway with sidelights.



214 WILLIAM STREET

43

This two storey, hipped roof house was the home of Stafford Marlatt. Marlatt was a framer in Nelson Township who became a general merchant and grain buyer in Bronte. His interests in Oakville included the tannery on Forsythe Street. He purchased the house from John Barclay and called it "Ferndale".



226 WILLIAM STREET

44

The new porch hides the main door with its segmented transom and sidelights. The massive form, hipped roof and segmentally arched window surrounds were probably designed in the 1870's. This house serves as the rectory for St. Judes Church.



53 DUNN STREET

45

The profile and proportions of this house indicate that part of it may date from before 1850. The veranda, although a later addition, is an attractive and amenable feature which was often found on houses of the nineteenth century.



215 WILLIAM STREET

46

This was the home of James Arnott who migrated with his family from Scotland around 1832. After a time of farming he moved to Oakville in 1841 where he became a prominent merchant.

After his death the house was occupied by his son-in-law, John Barclay.



225 WILLIAM STREET

47

Originally built in the 1830's as a store on the northwest corner of George Street and Lakeshore Road, this house was moved here after 1880.





66 DUNN STREET

48

This massive house is notable for the three blind arcades which occur in three of the four ground floor bays. This feature is characteristic of the second quarter of the nineteenth century and suggests that the building is constructed of brick covered with stucco. The southern bay appears to have been added at a later date.



#65 DUNN STREET

49

Constructed by George Avery in 1835, this modest house maintains its simple character and some of the details of its windows and doorway.



273 WILLIAM STREET

50

The veranda set in the corner of this asymmetrically planned house has been enclosed but otherwise the building maintains the essence of its original



191 KING STREET

51

Originally built at the foot of Thomas St. where the museum now stands, this was the home of Robert Williams, a steamer captain. The tall, austere facade is accented by a tall entranceway with heavy entablature.



44 GEORGE STREET

52

A unique feature of this otherwise typical third-quarter nineteenth century house are the double casement windows which no doubt originally opened onto a wide veranda. This was the home of Capt. Hiram Williams (1821-91) commander of several schooners out of Oakville.



212 KING STREET

53

This modest two bay, one and a half storey house appears to date from the 1860's with the addition to the rear and the decorative veranda and entrance loggia being constructed later.





43 DUNN STREET

54

This asymmetrically planned residence was constructed during the late nineteenth century Victorian period. It displays the steep roof line, ornate eaves, patterned brickwork and picturesque layout which are characteristic of substantial homes of this time. The angled turret recognizes and accents the corner location of this house.



31 DUNN STREET

55

The original portion of this house was built by Ransom Leach, carpenter, in 1854 and subsequently leased to the family of John Ferrah who had recently arrived from Scotland. The Ferrah's established a bakery on Lakeshore Rd. which prospered for 80 years. The building has undergone substantial addition and alteration during the intervening years.



260 - 264 KING STREET

56

The style of this house closely resembles that of the "Shingle Style" of architecture popular in the Northern U.S.A. during the 1880's and 1890's. Characteristic components of this style are the picturesque, asymmetrical plan, the steep and massive roof, the use of natural materials such as cedar shingles and the irregular placement of windows.





268 KING STREET

57

The small, pedimented window surrounds indicate that this one-and-a-half storey house is a vernacular edition of the classical revival style of the 1840's and 1850's.



274 KING STREET

58

As with many residences begun in the nineteenth century, the asymmetrical plan of this house is the result of numerous additions.



23 TRAFALGAR ROAD

59

A typical storey and a half, three bay house of the 1860's, this building has had a shed dormer added to increase the useable space of the upper floor.



288 - 290 KING STREET

60

Constructed c. 1867 this single storey, semi-detached house retains most of its original detail, including the twelve pane, double hung sash and the greek revival window and door surrounds.



302 KING STREET

61

There have been major additions to the original part of this structure built in 1859, but they are sympathetic and complimentary to the older building. The hip-roofed dormers are additions but the three-bay, side entrance, central portion of this house remains essentially unchanged.



312 KING STREET

62

This two storey, frame and brick house was at one time acquired by St. Andrews Catholic Church and was used as a convent by the Sisters of St. Joseph. Here three of the sisters taught children of all denominations music, drawing and sewing until the nuns left October 1962.



21 REYNOLDS STREET

63

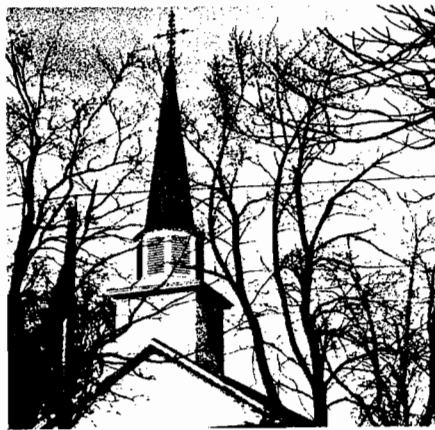
This large house probably dates from the late 1860's or early 1870's. The paired, round headed windows have received an interesting treatment in their arrangement.



31 REYNOLDS STREET

64

This is a large, one and a half storey, three bay, centre gable, typical Ontario house. Its bargeboard enlivens the street facade and the round headed gable window with its tiny keystone reflects the stylistic concerns of its builders.



41 REYNOLDS STREET

65

The first mass was celebrated in St. Andrews Church in October of 1840 and since that time the building has virtually remained unchanged. A simple frame building, the church stands at the intersection of two major stylistic movements of the nineteenth century. The plan and building profile with its pedimented gable reflect the traditional Greek revival style while the pointed arched windows signal the beginning of the Gothic revival which would dominate church architecture for the remainder of the century.





53 REYNOLDS STREET

66

Probably built during the 1890's this house displays some interesting features including the semi circular "eyelid" dormer in the flat-topped hipped roof and the decorative herring bone pattern below the eaves.



295 KING STREET

67

Built in 1840, this massive house has received an extensive addition which drastically altered its original character. The detail in the existing house however, is of a scale and design compatible with the earlier period.



295-297 WILLIAM STREET

68

In 1850 the Canada Presbyterian Church opened its first Church here which had been built by James McDonald. It was described as a neat plain building "with a capacity of approximately three hundred people. When the congregation built Knox Church in 1887, the old church was given to the builder as partial payment, who remodelled it into two houses, 295-297 and 301





301 WILLIAM STREET

69

This house, along with #295-297 William Street was remodelled from the old Presbyterian Church when Knox Church was built in 1887.



307 WILLIAM STREET

70

John Gallie, a carpenter and joiner who came from Stirling, Scotland in 1853, built this house in the following year. It is a small, cottage form house with hipped roof and centre hall plan.



288 WILLIAM STREET

71

This lovely house still retains a delicate wave pattern fretwork bargeboard and drop pendants. The round headed gable window and the segmentally arched window and door openings suggest a building date of about 1870.





308 WILLIAM STREET

72

One of the most authentically preserved houses in the Old Oakville area, this cottage forms a vital focal point in the streetscape of William St. Despite the large scale of the elaborate entranceway, it is not out of scale with the building, whose fine details, colour scheme and surrounding fence give it a quiet charm rarely seen.



339 WILLIAM STREET

73

A very simple storey and a half house which is typical of many Ontario houses in the mid century.



70 ALLAN STREET

74

This small, frame house has its entrance situated in the short side to adapt to a narrow lot. Probably built during the third quarter of the nineteenth century, it has a remarkably elaborate entrance with plain, classical details which are out of scale with the small building.



74 ALLAN STREET

75

The proportions and details of this house indicate that it was constructed during the 1880's. Although the house has been added to and re-covered, the window and door openings and trim retain the character of that period.



78 ALLAN STREET

76

This late nineteenth century house is very similar to its neighbour at 74 Allan St. Indeed it may be the work of the same builder. Subsequent renovation has removed the segmentally arched window heads and only the profile and proportions remain.



350 KING STREET

77

This building has a complex history, its oldest section having been a part of a Hotel which was moved from Lakeshore Rd. The present house is in the style of the 1880's with an asymmetrical plan, projecting bay window and massive window heads.

SECTION C POLICY RECOMMENDATIONS1. Designation

That because of its rich historic and architectural value, as documented in the attached Heritage Conservation District Study, the study area be designated a Heritage Conservation District under Part V, of the Ontario Heritage Act.

2. Land Use

That the land use conform to the Approved Official Plan, which designates the area for single family residential uses. The following policy statements apply to the area under consideration.

"...The plan envisages preservation of the better qualities of older neighbourhoods with many historic buildings..."

"Proposed development must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods."

"It is an essential feature of this plan that the Sixteen Mile Creek Valley and many lakeshore properties be acquired and developed as major public parklands, which include walkways and recreational facilities. It is intended that these parklands be within easy access of residential areas and commercial uses in the Central Business District, while complementing the historic neighbourhoods."

"Pedestrian access from residential areas, through and around the Central Business District and throughout the park system, is a key objective of this plan. It is desirable that pedestrian-oriented and motorized travel modes be separated."

"In addition to public open space, the harbour will also include private open space. Such areas may be owned or leased by the municipality or be wholly owned and operated by private agencies and will include such uses as boating clubs and private clubs offering mixed recreational facilities."

3. Alteration to and Relocation of Existing Buildings, New Construction, Demolition

3 - 1 Procedures

That the present character of the district be maintained or enhanced through careful control over construction, relocation and alteration to existing structures through implementation of the following requirements:

- a) Property owners planning alterations to the existing buildings, new construction, relocation or demolition of existing structures will be required to submit an application to Council for a permit.
- b) Prior to formal application for the above noted permit, the applicant will consult with Town staff to ensure that the proposal will be sympathetic to the district's character. If the proposal is not in keeping with the character of the district then a suitable alternative will be suggested.
- c) Where a permit is refused, the refusal may be appealed to the O.M.B. In the case of a demolition permit being refused, the demolition must be delayed up to 180 days from the date of Council's decision to enable the Town to find some way of preserving the structure such as moving it, purchasing it, expropriating it, etc.

3 - 2 Guidelines

That the following guidelines be approved and monitored to ensure compatibility of alterations to or relocation of existing structures as well as new structures with the existing built environment:

- a) scale in height and mass be compatible with surrounding buildings to ensure visual connectedness and existing sense of scale,

- b) construction materials should be visually sympathetic with existing buildings and streetscape yet appropriate given the design of the new structure,
- c) lot line setbacks be permitted to vary with consideration given to neighbouring setbacks and frontages,
- d) the distinguishing original qualities or character of a structure, or environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural feature should be avoided when possible,
- e) distinctive stylistic features or examples of skilled craftsmanship, which characterize a building structure, shall be treated with sensitivity,
- f) deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the replaced material in composition, design, colour, texture, and other visual qualities. New windows should closely match the historic windows in size, number of panes, frame, colour and reflective qualities of the glass,
- g) density to be in conformity with the Official Plan.
- h) design, style, materials and colour for new construction to be considered on an individual basis on the premise that contemporary styles can be more appropriate in certain cases than emulating turn of the century designs.

4. Landscaping, Amenities, Streetscapes

That landscaping, amenities and the general streetscape follow appropriate design principles, reflect the area's historic background and provide a pleasing environment for residents and visitors;

- a) services should be maintained/built to provide acceptable levels of convenience and safety for residents and visitors,
- b) where possible all underground work should be done at the same time to minimize neighbourhood disturbance and damage to existing trees,
- c) the completed work on the services should be in keeping with the scale and character of the study area.
- d) fences, walls, gates, pathways, plantings, light standards, and signs, because of their historic and aesthetic value should be encouraged to reflect the history, scale and character of the area
- e) an active Town tree replanting program for the area is to be encouraged, using native trees where practical,
- f) visual paths, edges, vignettes and vistas which have defined the scale and character of the study area should not be obstructed or eliminated by detrimental visual intrusions,
- g) both public and private street furniture and signage should be appropriate for a historic area with respect to materials, type, size and colour.

5. Street System

That the network of vehicular and pedestrian traffic routes should provide safe, convenient and pleasing movements while maintaining the sense of scale and character that is unique to the study area;

- a) the street system in the study area should be for local vehicular use only,
- b) the street and sidewalk network is adequate in terms of function and scale at present, and new public works should be sensitive to the scale of the existing streetscape. Roadways, sidewalks and curbs should not be constructed where there are none at present.

6. Implementation

Legislation

- a) Once this Plan has been endorsed by the Ministry of Culture and Recreation, the Council may then designate the area covered by the Plan as a heritage conservation district by passing a by-law under Section 41 of the Ontario Heritage Act, 1974.
- b) In addition to the above, it may be necessary for Council to amend the zoning by-law to further implement some of the details of the Plan.
- c) Proposed new construction and the alteration of existing structures would be the subject of application to Council for a permit and would be dealt with on a case by case basis in the context of this Plan or by an amendment to the zoning by-law. The type and scale of the proposal would determine which avenue should be taken.
- d) In addition to the requirements of Paragraphs 3 (a) and (b) of the Policy Recommendations, Council may request, in some cases, that an appropriate development agreement be made which shall be executed prior to the issuance of a building permit.
- e) Where an individual property merits particular protection, possibly including interior features as well as exterior, this individual designation would be done under another part of the Act (Part IV), and such properties would be specifically excluded from the District designation by amendment to the District by-law.

7. Other Municipal Action and Commitments

The existing development control measures as contained in the Official Plan and Zoning By-law will require more detail in order to

strengthen the implementation of this Plan. It is necessary to use very careful and precise zoning controls pursuant to Section 35 of The Planning Act, R.S.O. 1970, to complement the heritage legislation so that existing features of the area will be retained and the recommended policy statements made effective.

The municipality shall support the implementation of this Plan in accordance with such other means as Council may, from time to time, deem appropriate. In this regard consideration shall be given to:

- a) improving public lands to ensure that public uses are compatible with surrounding uses, and to ensure that public facilities are sympathetic to the design objectives of this Plan;
- b) establishing a municipal resource to provide information regarding the financial, technical and design aspects of the renovation and rehabilitation of heritage structures. Such a resource would also provide information on builders and architects selected on the basis of their expertise in heritage conservation matters;
- c) investigating the availability of senior government funding to assist individual property owners in the renovation and rehabilitation of structures within the heritage conservation district.