

# North Oakville Trails Plan





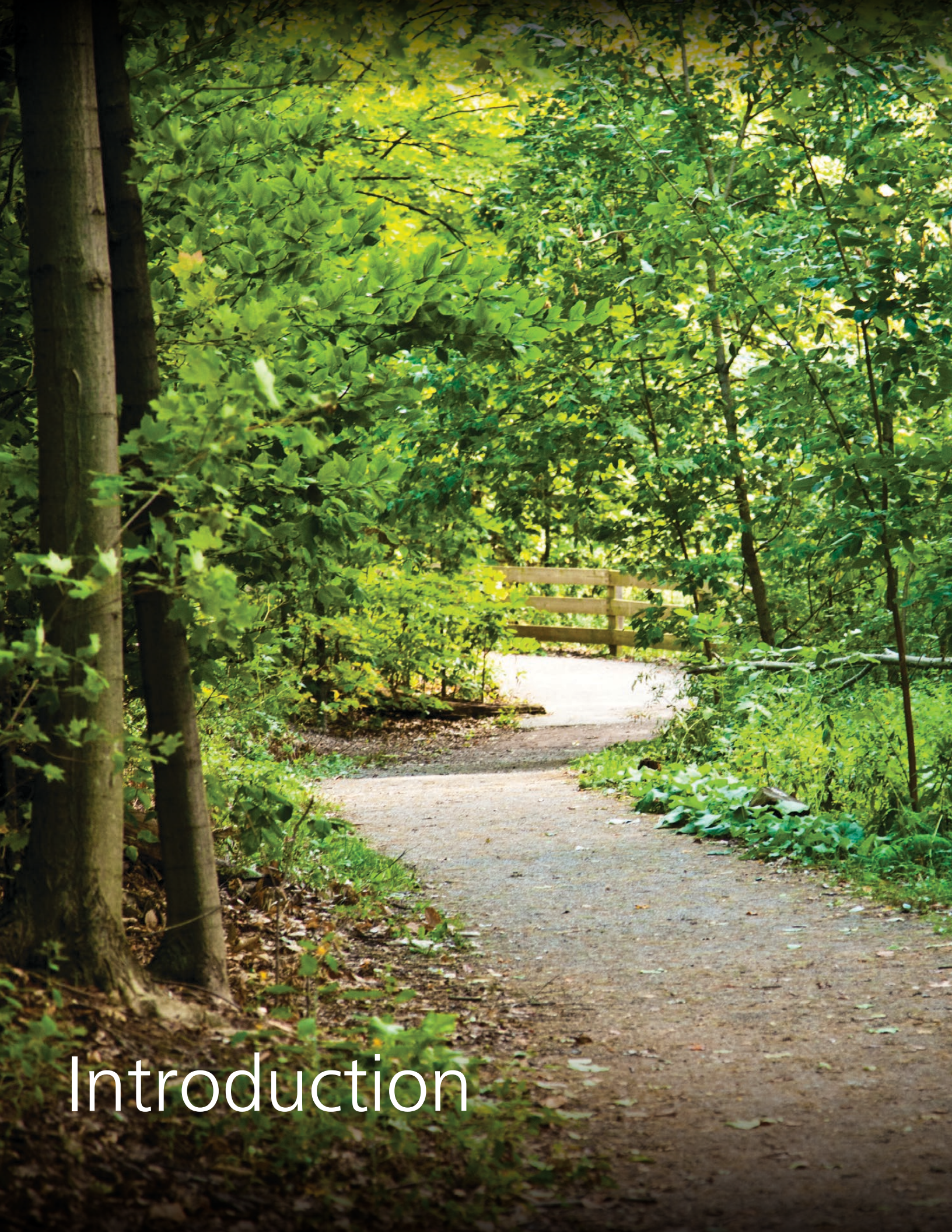
# Town of Oakville

# North Oakville Trails Plan

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# Introduction



## *A key vision for the North Oakville Secondary Plan areas, which encompasses all Oakville lands north of Dundas Street, is to create sustainable, urban environments.*

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A key to achieving this vision is a functional North Oakville Transportation System that recognizes all modes of transportation. This includes efficient public transit, pedestrian and cyclist movement, as well as private automobile and commercial traffic. A comprehensive system of trails is also an important component of this system.

In 2012, as part of Vision 2057, the Town of Oakville reviewed its North Oakville Trails Plan, a unique trail system designed specifically for the New Communities of Oakville, located north of Dundas Street (407 West, Sixteen Hollow, Glenorchy, and Joshua's Meadows).

Trails are an essential part of North Oakville to link the new communities, reduce reliance on roads, encourage walking and cycling, provide for a healthy community, and control access into the Natural Heritage System (a preserved green space of over 900 hectares). The hierarchy of trails includes multi-use trails, major trails and minor trails, as well as a network of on-road cycle lanes and bike routes.

The North Oakville Trails Plan, together with the North Oakville East Transit Plan, and the North Oakville East Urban Design Guidelines, form the basis of an active transportation strategy for the Secondary Plan area. This document replaces the North Oakville East Trails Plan and the North Oakville East Cycling Strategy that were originally published in 2008. This new trails plan also includes the lands to the west of Sixteen Mile Creek. Another fundamental aspect of this plan is that it formally recognizes the Natural Heritage System as a significant and important asset

The North Oakville Trails Plan is intended to serve as a guide to the planning, development, and management of a sustainable trail network which embraces the diversity of users and user groups, and supports social, cultural, health, economic and environmental benefits for our local communities. A desired outcome for this plan is to involve stakeholders and communities in becoming stewards and users of Oakville's trails and trail systems.

Through the development of this document, the following challenges and opportunities informed and guided the direction of the plan:

### **Community collaboration**

A successful trails plan needs input from all stakeholders and users. A collaborative approach was used with the development of the North Oakville Trails Plan where parties were sought for their opinion on all matters of the trail plan — from how to site a trail and construct it, to how to manage the trail and inform users how to enjoy it. This plan was developed and will be maintained through ongoing consultation with trail enthusiasts, environmentalists, trail builders, planners, land stewards and interested community members.

### **Environmental and Cultural Stewardship**

Trails must be planned, developed, and maintained in an environmentally sustainable manner. They must also respect, and where appropriate, celebrate the cultural and heritage values of the area. This North Oakville Trails Plan ensures the town's trails harmonize well with environmental areas and are respectful of an area's cultural heritage value.

### **User Diversity**

The North Oakville Trails Plan recognizes that trails can, and should, provide a range of opportunities for a variety of users such as pedestrians, strollers, hikers, cyclists, environmental enthusiasts, skiers, and snow-shoers. The plan also recognizes the need to develop a diversity of trails to support a range of user capability. Trail signage needs to appropriately inform users, allowing them to select trails that meet their needs and capabilities.

### **The Role of the Trail**

By offering a diversity of trails for a variety of users, the trails will provide social, cultural, health, economic and environmental benefits to our citizens and visitors. The resulting trails system is intended to support community movement that provides appropriate connections between users and the natural environment.



**This document is divided into four sections:**

## **1. Background**

This section identifies the policy context for the North Oakville Trails Plan including the town's Livable Oakville, Official Plan and the new town-wide Active Transportation Master Plan.

## **2. Objectives of the North Oakville Trails Plan**

Five objectives have been identified to guide the creation of the North Oakville Trails Plan.

## **3. North Oakville Trails Plan**

This section describes the Conceptual North Oakville Trails Network, including trail hierarchy and facilities.

## **4. Implementation**

The final section addresses how the trails plan will be implemented through the submission of subdivision applications.

There are other important aspects to creating pedestrian and cycling-friendly neighbourhoods that this strategy does not address including:

### **Educating pedestrians, cyclists and drivers on bicycle and pedestrian safety promotion of active transportation**

The potential establishment of programs to encourage the use of active transportation, such as walking and cycling, is more adequately addressed on a town-wide basis, and completed through the town-wide Active Transportation Master Plan. The implementation of the North Oakville Trails Plan will assist in promoting active transportation in the north Oakville planning areas.

### **Pedestrians, cycling and transit**

Similarly, the interface between walking, cycling and transit should be addressed on a town-wide basis through the Active Transportation Master Plan. However, the North Oakville Trails Plan shall provide for trail connections to major transit stops in north Oakville and encourage integration between these modes of travel.

### **Technical or engineering specifications**

This document discusses the trails and cycling networks at the conceptual level. As a result, through the preparation of engineering drawings, the routing may be slightly modified in order to address site specific issues. In addition, detailed engineering standards and specifications, should be completed and refined in consultation with various town departments.





1.0  
Background



## 1.1 Town Plans and Other Documents

### 1.1.1 Oakville Official Plan and North Oakville Secondary Plans

The North Oakville East Secondary Plan states that an extensive system of recreational trails will be developed. Furthermore Figure NOE4 of the Secondary Plan shows a conceptual trails network which is to form the basis of a more extensive system. The Secondary Plan also requires the layout for trails be shown for each plan of subdivision or other major development applications as part of the Functional Servicing Studies.

The modifications being suggested to the Trails Plan will continue to provide for an extensive system of trails through North Oakville, and will therefore continue to conform with the policies and objectives of the North Oakville Secondary West Plan.

### 1.1.2 Active Transportation Master Plan

Council endorsed its support for improvements in active transportation with the adoption of the Active Transportation Master Plan (ATMP) in 2009. The plan consists of short, mid and long-term actions and recommendations that establish and support a desired level of active transportation (cycling and walking) for Town of Oakville citizens. The ATMP recognizes cycling and walking as a viable alternative to other modes of transportation, and facilitates their use as an alternative means of commuting as well as for leisure and recreational opportunities.

The ATMP includes a comprehensive network of bicycle routes, sidewalks, multi-use trails and other infrastructure improvements to address the barriers and discontinuities that currently exist within the town's transportation network. It highlights QEW crossings, the Lake Ontario Waterfront Trail, and Upper Middle Road at Bronte Creek Provincial Park as areas of focus. The ATMP also includes an extensive outreach component that focuses on changing travel behaviour through the public education, promotion and enforcement of active transportation mode choices. The North Oakville Trails Plan will be incorporated into the Active Transportation Master Plan at the next available update.

### 1.1.3 Halton Active Transportation Master Plan

The Region of Halton has an on-going Active Transportation Master Plan Study to outline the required strategy, infrastructure, initiatives and programs to promote increased non-motorized travel (i.e. walking, cycling) throughout the Region, as established in the Region's Transportation Master Plan (2031) – The Road to Change. The objective of the Region's Active Transportation Master Plan is to create an Active Transportation Master Plan that is safe, affordable and sustainable and will complement the objectives, initiatives and programs established through the Halton Health Department and the local municipalities.

## 1.2 Public Consultation

### 1.2.1 Mayor's Advisory Group – Natural Trail Standards

In 2009, the Mayor established a Mayor's Advisory Group (MAG) to look at trail development in Oakville. This was done in response to neighbourhood opposition to the creation of a paved trail within a utility corridor in southwest Oakville. The MAG was chaired by one of the local councillors and included five local residents from across the town. In October 2009, the MAG presented the Natural Trail Standards report to the Mayor and Council. The report referenced a number of different published sources regarding trail design and construction and produced a series of recommendations. While the MAG document does not have any official status as an adopted or approved standard, it has been referenced numerous times over the past few years. Similarly, this new North Oakville Trails Plan has also referenced the MAG document, and have included some of its design principles and recommendations.

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*The ATMP includes a comprehensive network of bicycle routes, sidewalks, multi-use trails and other infrastructure improvements to address the barriers and discontinuities that currently exist within the town's transportation network.*



### **1.2.2 North Oakville Trails Subcommittee**

During the development of the North Oakville Trails Plan, a Council sub-committee was formed to further review the document and undertake a public engagement process. The Council Sub-Committee met three times between December 2011 and February 2012. The Terms of Reference for this committee are as follows;

- Receive input from all interested persons on the North Oakville East Trails Plan particularly related to the surface treatment of the multi-use trails and the criteria and process to finalize the location of minor trails not conceptually shown in the plan;
- Identify the areas and objectives the Committee would require staff to explore in order to provide options for consideration at the Planning and Development Committee Council Meeting in early 2012
- Summary of public comments to the Council Sub-Committee
- First Priority: Protection and enhancement of the Natural Heritage System (NHS)
- Keep NHS as natural as possible; trails in NHS be similar to Bruce Trail or other conservation area trails
- Trails be subject to detailed technical design as part of EIR, coordinated with conservation authority with re-vegetation
- Passive pedestrian and nature based use — not as active transportation corridors or active recreation
- Implementation and construction guidelines to minimize impacts to NHS and evasive species
- Seasonal trails, no winter maintenance and no lighting
- Balance accessibility without damage to NHS; least number of trails
- Minimal widths for NHS with no paving, limit hard surface as required due to sensitive areas, grading, water crossing, erosion, etc.
- Use natural materials (boardwalks), timbers steps, woodchips
- Full mapping
- Local feature awareness in design

After completing the public consultation phase, the sub-committee ultimately recommended two types of trails.

#### **Type “A” Trails:**

- Passive use only, not part of active transportation plan (ATMP)
- Similar to trails south of Dundas Street
- Generally located on outer edges of NHS or within top of bank set back
- Soft surface treatment (screenings) with natural edge treatment if required
- Boardwalks, bridges or hard surfaces where required only
- Width range 2.1 to 2.4 m, with 0.5 m adjacent clearances
- Seasonal use only, no lights, no winter maintenance
- Detail locations and design subject to Watershed and EIR studies and approvals prior to installation, with re-vegetation plantings
- Accessibility where possible
- Funded by development

#### **Type “B” Trails:**

- Passive pedestrian nature based use only, not part of ATMP
- Generally located within the NHS
- Soft surface treatment (wood chip, existing ground, screenings)
- Boardwalks, natural steps, bridges where required only
- Width range of 1.0 to 1.5 m, with 0.5 m adjacent clearances
- Seasonal use only, no lights, maintenance for safety and erosion only
- Limited accessibility with appropriate signage
- Difficult to show location conceptually without detail review of specific site
- Subject to future planning, design and implementation process to be developed (subject to nature of terrain)
- Type “B” trails shall not be constructed until such process finalized

### **1.2.3 Public Information Meeting**

On October 25, 2012 the Town of Oakville hosted a public meeting and invited interested stakeholders to review the proposed changes to the North Oakville Trails Plan. Staff and members of the consulting team presented a history of the plan, a summary of public comments to date, and then a brief technical overview of the new plan. The presentation and plan were very well received, and questions at the meeting were generally limited to detailed questions about mapping of proposed trail routes.





# 2.0 Objectives of the North Oakville Trails Plan



## 2.0 Objectives of the North Oakville Trails Plan

The Town of Oakville's Vision 2057 integrates all of the town's projects, master plans and other key planning initiatives to create one cohesive roadmap for the future. Vision 2057 is guided by three principle documents: Town of Oakville Strategic Work Plan, the Livable Oakville Plan, and the Town of Oakville Sustainability Plan. In June 2011, the North Oakville Trails Plan became part of Vision 2057: Preserve It!

Building upon Vision 2057, the following section outlines the objectives of the North Oakville Trails Plan. These objectives are based on the mandates of the North Oakville Secondary Plans, as well as the background documents outlined in Section 1.

### **The trails plan network should provide connections between neighbourhoods and different land uses, and provide links to schools and parks.**

The trails plan network should provide connections and link neighbourhoods in accordance with the Secondary Plan policies. It will assist in making connections between land uses, such as residential and employment areas. It should support students to cycle and walk between neighbourhoods by providing links to schools and community parks. The network should include limited connections through the Natural Heritage System. It should also create connections to the developed lands south of Dundas Street.

### **The trails plan network should support connections to major transit stations and transportation hubs.**

The trails plan network should support north Oakville's transit-first approach. It will assist in promoting connections to transit stations and transportation hubs (i.e., the new GO station at Trafalgar Road and proposed station at Neyagawa Boulevard and at Bronte Road, and the town's new Uptown Core Transit Station), and reduce the demand for parking requirements. These areas will provide adequate provision of bicycle storage facilities (e.g. bicycle lockers, sheltered bicycle parking) to encourage the use of the trails plan network.

### **The trails plan network should be suitable for a variety of users.**

The trails plan network will provide a level of comfort, safety, and interest to encourage walking and cycling from a variety of users. It will acknowledge and promote walking and cycling as a viable option to the automobile, and provide an environment that accepts users of all ages and skill levels. It will also provide opportunities for users to engage in recreational uses, promoting healthy physical activity.

### **The trails plan network should encourage alternative modes of transportation.**

The trails plan network will decrease the dependence on the private automobile and encourage cycling and walking as a mode of utilitarian transportation. While year-round cycling infrastructure will be limited to road corridors (on-road and off-road/in-boulevard), the trails network plan will provide additional opportunities to active transportation users to travel throughout north Oakville (New Communities of Oakville).

### **The trails plan network should limit the impacts to the Natural Heritage System.**

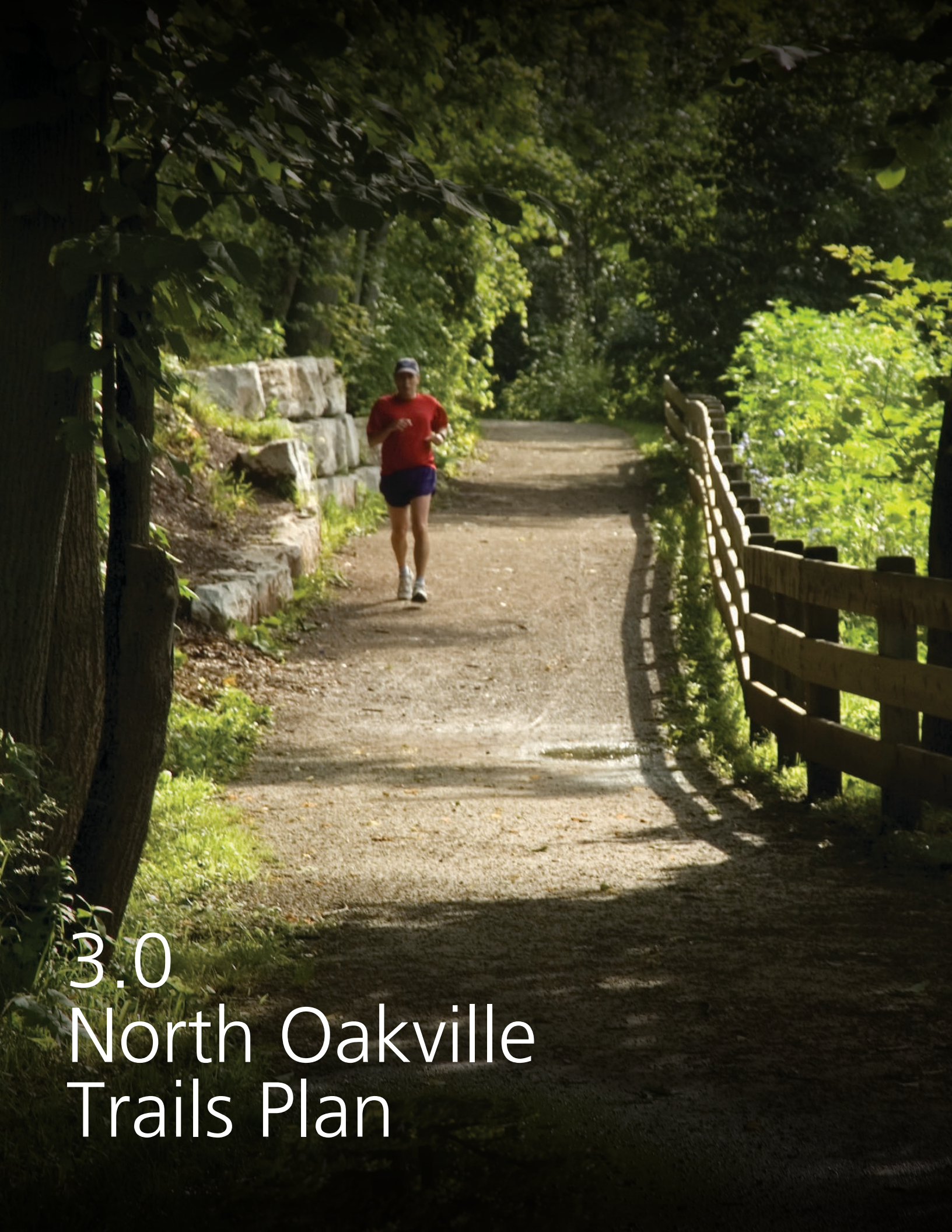
The trails plan network will provide a cohesive system of links and connections that will discourage the creation of unauthorized trails within the Natural Heritage System. The trails plan will encourage the implementation of its network through a series of guidelines that will minimize the impacts on air, water, land, and the natural resources within and around the Natural Heritage System.

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*The Town of Oakville's Vision 2057 integrates all of the town's projects, master plans and other key planning initiatives to create one cohesive roadmap for the future.*







3.0  
North Oakville  
Trails Plan



## 3.0 North Oakville Trails Plan

The town currently has an extensive network of off-road recreational trails providing recreational access in natural features throughout Oakville. Typically, the maintained trails consist of compacted limestone screenings. Oakville's Heritage Trails System forms the backbone of the town's recreational trail system. This trails network features major north-south trails along Bronte Creek, Sixteen Mile Creek, Joshua's Creek, as well as east-west links via the Waterfront Trail and the Crosstown Trail. The North Oakville Trails Plan will build upon this strong foundation and will provide for an overall guide to trail planning in north Oakville (the New Communities of Oakville) which includes all lands north of Dundas Street, up to Highway 407.

The North Oakville Trails Plan is comprised of a hierarchy of trail types; Multi-use Trails, Major Trails, and Minor Trails. The Conceptual North Oakville Trails Network (Figure 1) illustrates the proposed locations of Multi-use Trails and Major Trails. The Natural Heritage System has numerous features and constraints that were taken into consideration when conceptually planning the trail network (Appendix A). Strategic and appropriate trail locations were determined to enhance connectivity while protecting the elements within the system. In addition, the resulting plan reflects the conceptual trails network shown in the North Oakville East and West Secondary Plans. The North Oakville Trails Plan will establish a comprehensive system of trails and cycling infrastructure for recreation and support utilitarian purposes.

This comprehensive infrastructure system will be incorporated into the Active Transportation Master Plan to provide a concept outline for cycling and walking in north Oakville (New Communities of Oakville), so that residents can have realistic options to live without an automobile (or fewer automobiles) if they so choose.

The proposed trails network reflects the principles of Section 2 by:

- Creating a cohesive grid-based network;
- Extending over the entire north Oakville community;
- Connecting to the existing Town of Oakville trails system, where feasible;
- Connecting to neighbouring municipalities, where feasible;
- Encouraging recreational use of trails by providing a hierarchy of trail types and, connecting to obvious destinations along scenic routes;
- Restricting higher use paths to the edges of the Natural Heritage System, typically within designated buffer areas;
- Providing trails facilities such as boardwalks and bridges, where appropriate, to limit disturbance to the Natural Heritage System;
- Limiting the crossings of the Natural Heritage System core areas to strategic locations;
- Making connections between employment and residential uses, and neighbourhoods;
- Connecting to many parks, elementary and high schools, and major transit stops; and,
- Providing multiple access points from neighbourhoods.

It is important to note that the network shown is conceptual. The exact routing may be modified based on site conditions, revision to subdivision layouts and/or safety concerns. Changes and refinements of this plan will take place through the approval of development applications (refer to Section 4).

### 3.1 Active Transportation Priority Facilities

#### 3.1.1 Cycle Lanes

Cycle lanes are typically located on urban cross-section roads (with curb and gutter) to create a physical space in the travelled portion of the roadway. These lanes are on-road, demarcated with pavement markings and regulatory signage, intended to provide dedicated space for the exclusive use of cyclists, generally provided on collector and arterial roadways.

#### 3.1.2 Bicycle Routes

The purpose of designating a signed only bicycle route is to promote a road for cycling as a preferred artery between the higher use cycling network facilities (cycle lanes and multi-use trails) along the primary system. These routes are generally designated along roadways where traffic volumes and vehicle speeds are low.

Bicycle routes are typically located on collector and local roadways with standard or wide curb lane widths. In both cases, the travel lane is shared with vehicles, and the corridors have bicycle route signs, and may have sharrows implemented as well. Bicycle routes receive year round winter maintenance, and forms part of the Active Transportation Master Plan network.

Figure 1





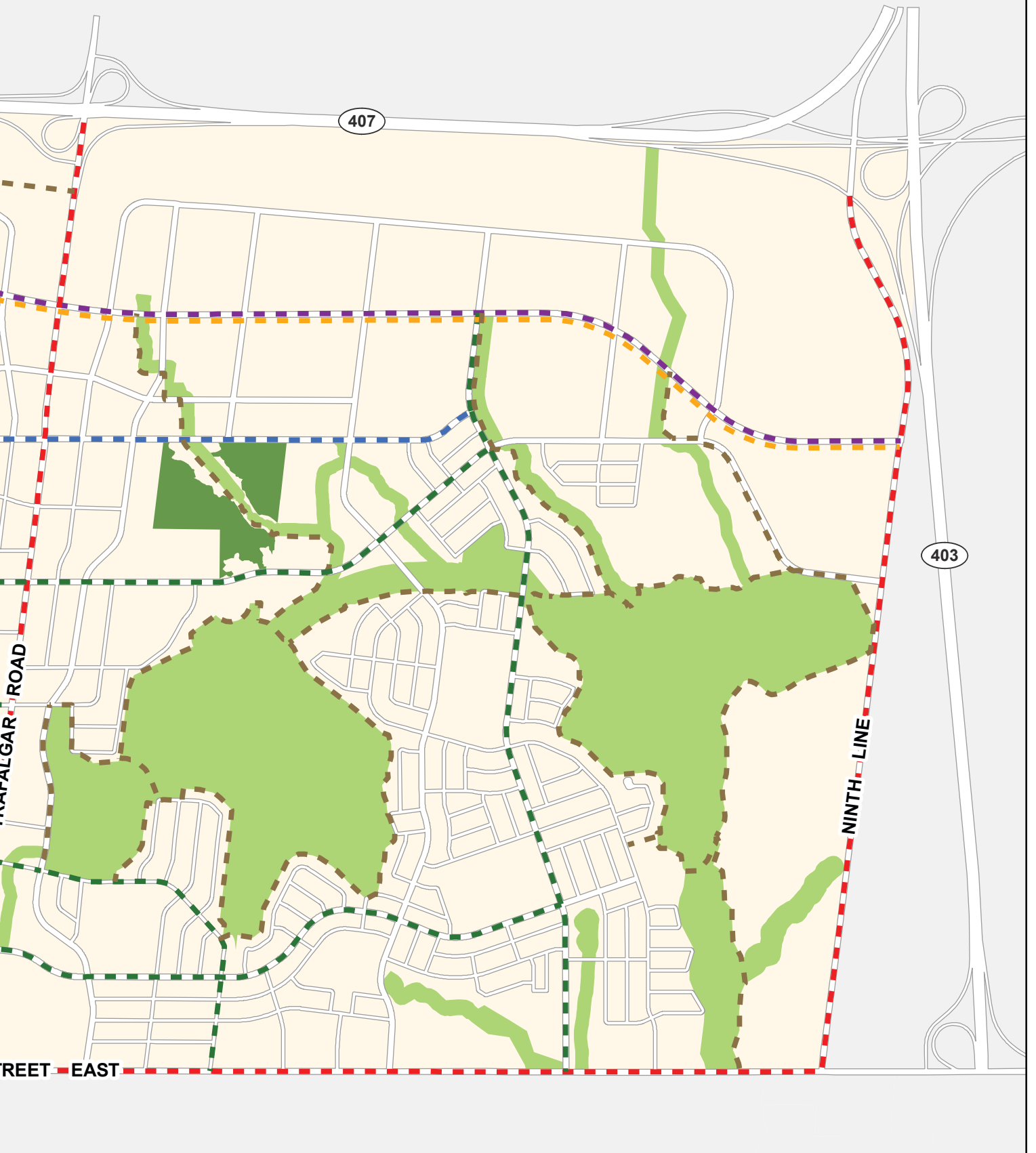
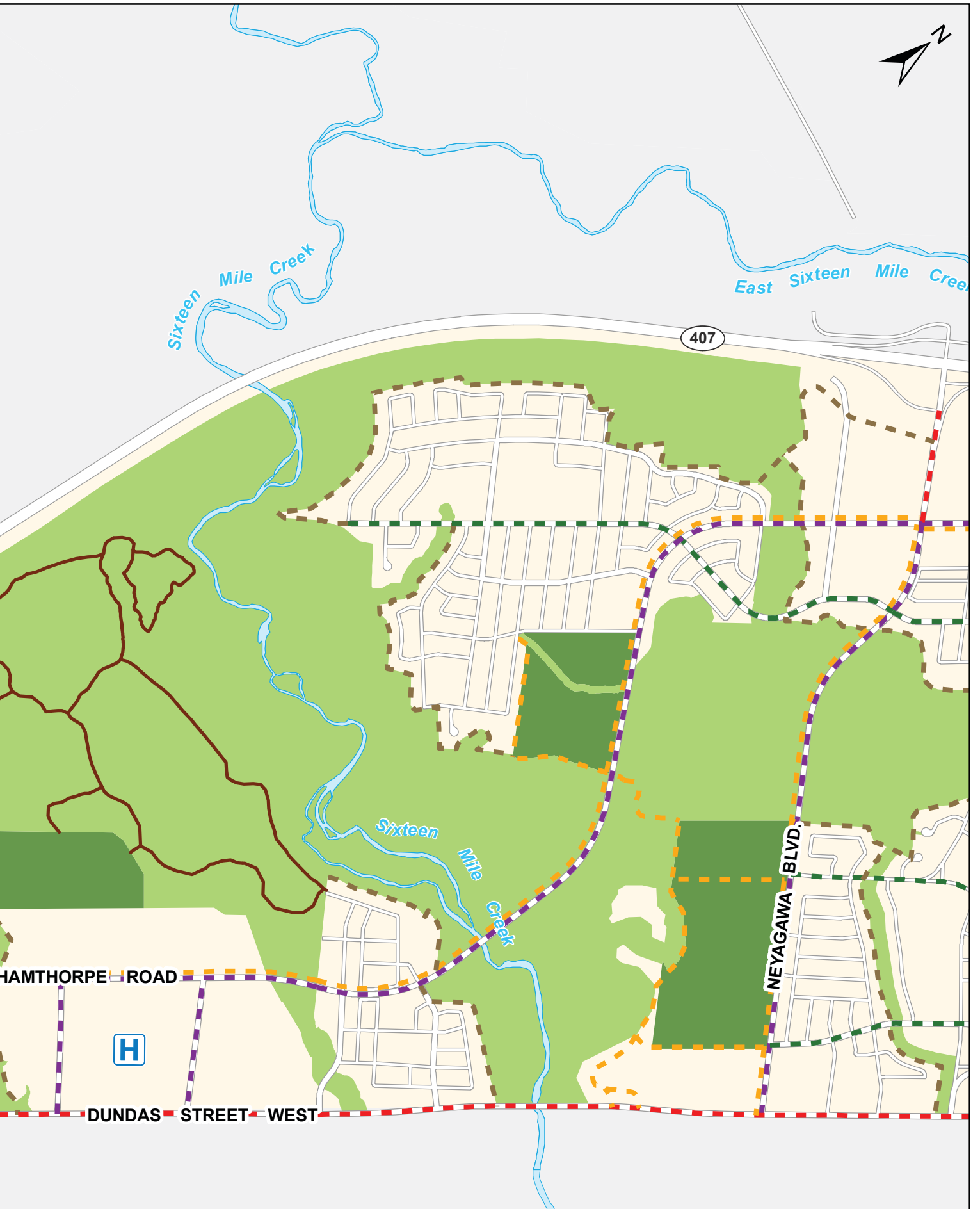


Figure 1







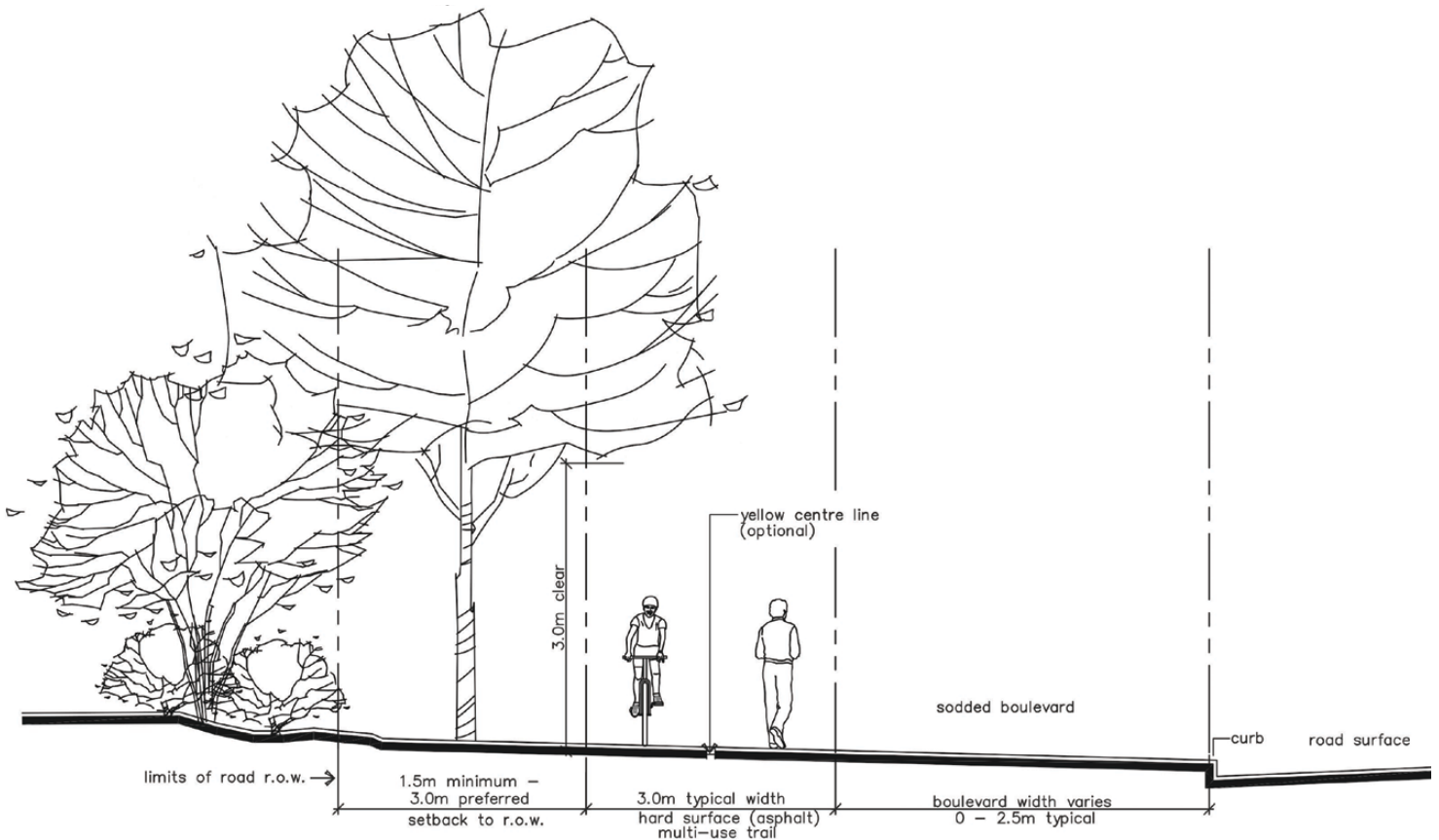
### 3.1.3 Multi-use Trails

Multi-use trails are off-road, hard paved pathways intended for shared use by pedestrians, cyclists and in-line skaters (Figure 2). These pathways are typically two-way facilities that occur in open spaces or within the municipal right-of-way within the boulevard.

Multi-use trails will be a minimum of 3.0 metres wide, and typically asphalt paved. The multi-use trails may be marked with a painted yellow centre line, as is the convention with roadways. Users will not be channeled based on their mode of travel. Signage to accommodate utilitarian, as well as recreational cyclists and pedestrians should be provided. It is desirable that the high priority Multi-use Trails also be ploughed and de-iced during the winter to permit use year-round. In addition, some sections may be illuminated where warranted. In these cases, full cut-off, optically controlled fixtures that reduce light spillage will be used. In the previous version of the North Oakville East Trails Plan, multi-use trails were shown along the perimeter of NHS areas. This proposal has been removed from the current Trails Plan; where applicable, those same trail locations have been changed to Major Trails (see below). Where appropriate, multi-use trails will still be proposed in community park locations, connecting neighbourhoods to the major trails within the NHS areas.

Mid-block crossings should be minimized, with roadway crossings occurring where possible at signalized or stop-controlled intersections. Where mid-block crossings are required on low volumes roads, appropriate facilities should be provided to allow safe and efficient crossings of roadways (Figure 4). On higher volume roads, mid-block demand-activated signalized crossings (IPS) may be considered for installation. This system allows pathway users to activate a red traffic control signal light, by pushing a button, and stop vehicular traffic in order to cross.

**Figure 2**  
**Multi-use Trail cross-section**



## 3.2 Recreational Facilities

### 3.2.1 Major Trails (Type A)

Major trails are off-road, soft surface pathways used primarily by pedestrians, although cycling is not restricted (Figure 3). Major trails typically occur in open space and provide critical north and south connections along valley and channel features along with primary east-west links along the Natural Heritage System.

Major trails will be typically 2.1 – 2.4 metres wide, with a compacted limestone screenings surface, and asphalt paving (or similar hardened surface) may be required on slopes greater than 5%. Where possible, trail design/layout shall be done to promote the greatest level of accessibility possible (reference Accessibility for Ontarians with Disabilities Act (AODA), 2005). Signage should be provided for recreational cyclists and pedestrians. Major trails (not inside NHS areas) may be upgraded to asphalt where they provide key connections to schools. Generally, major trails will not receive regular winter maintenance.

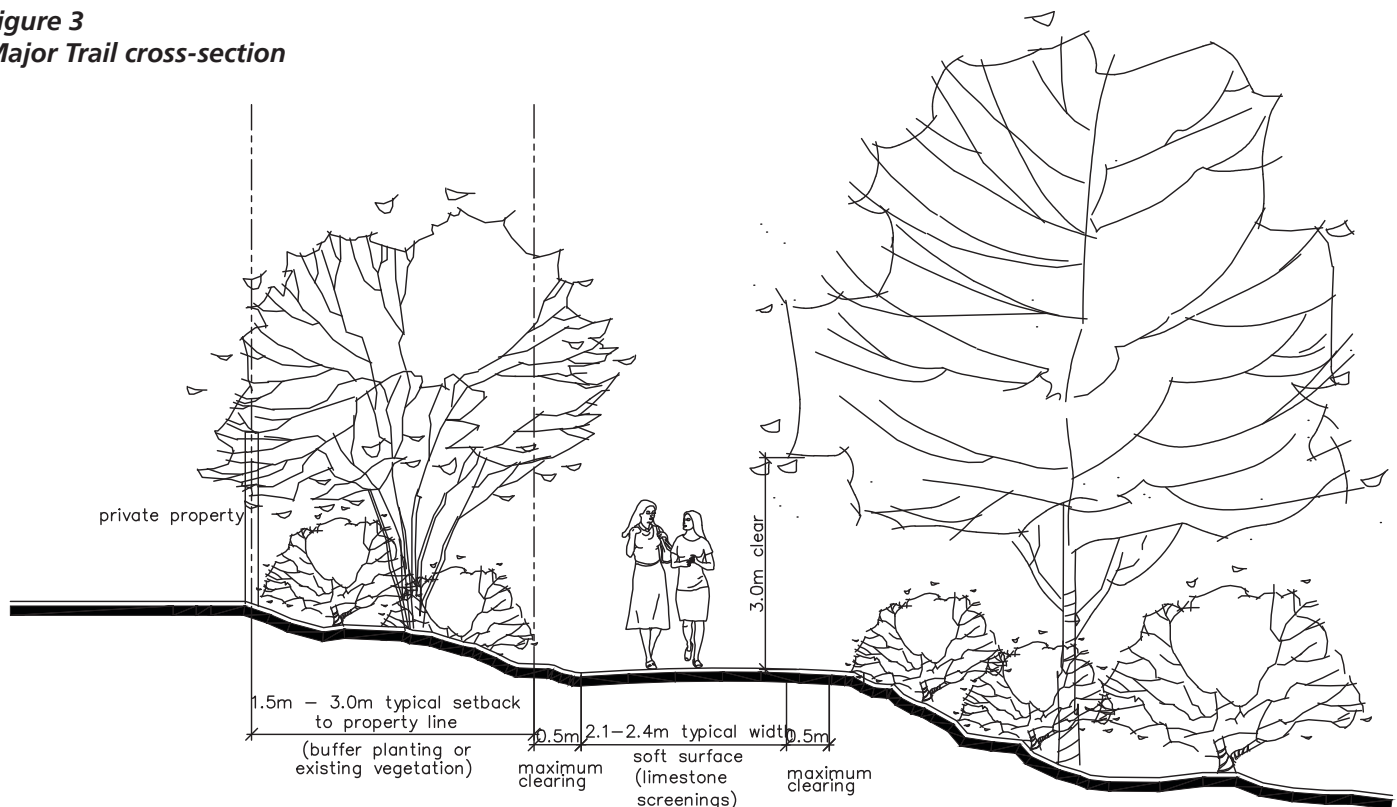
Mid-block crossings should be minimized, with roadway crossings occurring where possible at signalized or stop-controlled intersections.

### 3.2.2 Minor Trails (Type B)

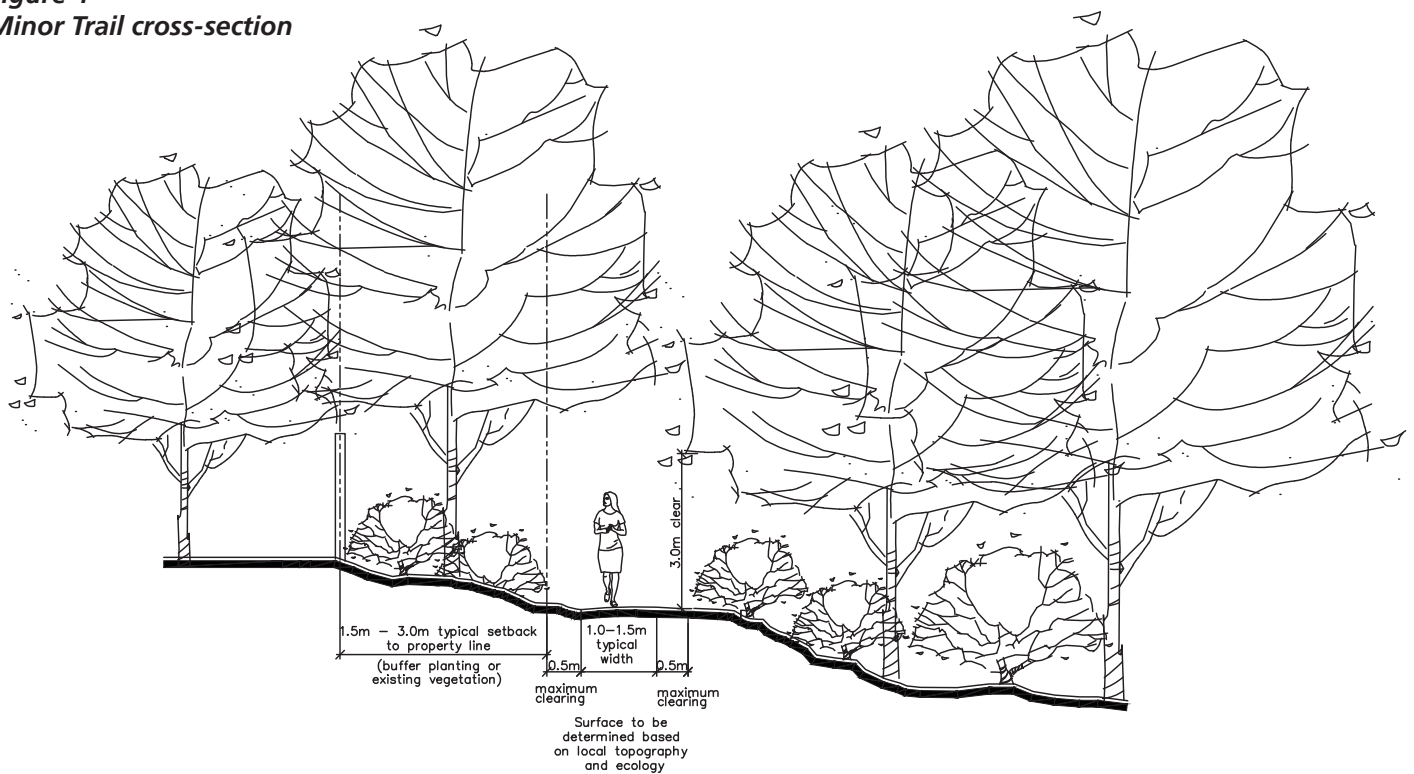
Minor trails are off-road, soft surface pathways used primarily by pedestrians, although cycling is not restricted (Figure 4). The location of Minor Trails shall be determined through more detailed studies of existing and proposed conditions during the development application processes. Although not illustrated on the Conceptual North Oakville Trails Network (Figure 1), minor trails will be provided in limited circumstances where necessary to enhance pedestrian circulation and improve access to the busier trails. Minor trails may also evolve naturally and may be formalized to minimize encroachment into sensitive natural areas.

Minor trails will be 1.0 – 1.5 metres wide, typically with limestone screenings surface, or possibly wood chips. Minor Trails will not receive regular winter maintenance. Mid-block crossings should be minimized, with roadway crossings occurring where possible at signalized or stop-controlled intersections.

**Figure 3**  
**Major Trail cross-section**



**Figure 4**  
**Minor Trail cross-section**



### 3.3 Supporting Infrastructure

#### 3.3.1 Boardwalks

Boardwalks are hard surface, at-grade or elevated trail structures. They are provided in wet or low-lying areas and other locations where potential disturbance from trail construction or use should be minimized. Boardwalk locations shall be confirmed and/or determined through more detailed studies of existing and proposed conditions during development application processes. Boardwalks will be a minimum 2.4 metres clear width to accommodate the connecting pathways; and have a non-slip surface.

#### 3.3.2 Pedestrian Bridges

Pedestrian bridges are hard surface, elevated trail structures which span waterways. They are located where trail routes cross creeks and other waterways. Pedestrian bridge locations shall be confirmed and/or determined through more detailed studies of existing and proposed conditions during development application processes.

Pedestrian bridges will be a minimum 2.4 metres clear width to accommodate the connecting pathways. Their spans should be a minimum length necessary to provide a minimum 3.0 metres undisturbed setback adjacent to each edge of the watercourse. Railings on bridges at multi-use trails shall be 1.4 metres in height.

#### 3.3.3 Grade Separations

Grade separations may be considered where multi-use trails or major trails cross major roads mid-block. They should be provided along primary trail routes that cross roads of four or more lanes in order to promote safety, accessibility and connectivity. The need for grade separation, the design specifics, including whether crossings should occur over or under the road, along with potential financial implications, shall be determined through more detailed studies of existing and proposed conditions during the development application processes.

### 3.4 Auxiliary Features

#### 3.4.1 Signage

A coordinated system of regulatory, directional and recreational signage will be provided along all trails as required for efficiency of circulation, user safety and interest. The signage system will expand on and complement the town's existing signage program. Where applicable, the town will install signage that is compliant with the most current AODA requirements.



### 3.4.2 Site Furnishings

Site furnishings, such as benches, waste receptacles, bicycle racks, lighting (where applicable), bollards, railings, barrier gates, and fencing will be provided along trails as required for user safety and comfort. The appearance (form, style, colour etc.) of site furnishings should be consistent throughout the trails network and complement the surrounding urban elements. Site furnishings should be attractive, cost effective, low maintenance, vandal-resistant and easily replaceable. Site furnishings should be located and arranged to encourage safe use and avoid visual clutter.

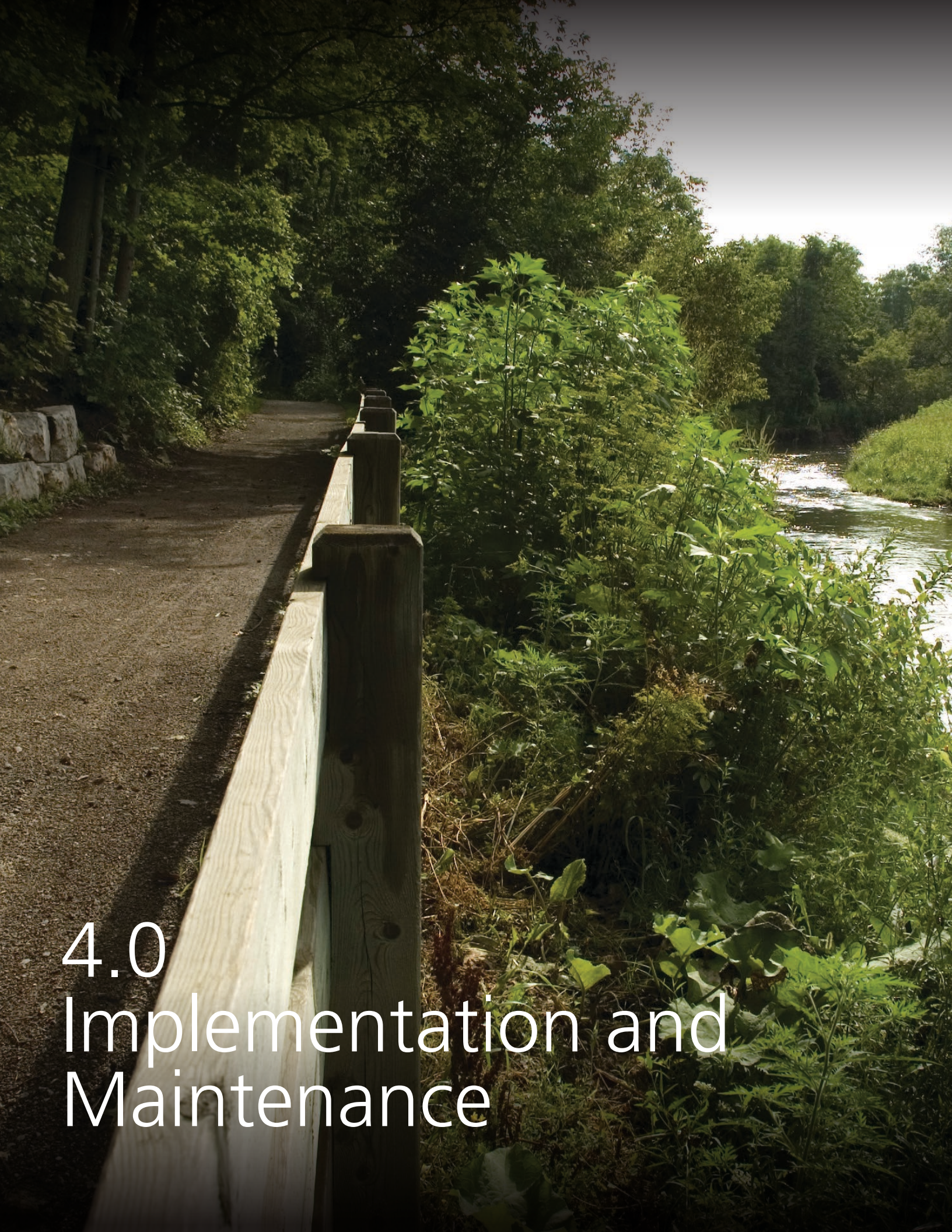
## 3.5 Trail Design Guidelines

Multi-use trail	
Use/function	multi-purpose: utilitarian & recreational pedestrians, cyclists, in-line skaters etc.; typically within municipal right-of-way or within community parks
Widths/setbacks	3.0m minimum width; 3.0m minimum vertical clearance; 1.0m clearance, either side, adjacent to path surface 5.0m maximum setback to private property from edge of clearance; potential buffer planting
Surface material	hard surface: asphalt or concrete
Other	0-5% typical slope; 8% maximum slope for distances not greater than 9m; 2% cross slope or crown; painted yellow centre line; regulatory, directional, recreational signage; maintain for year round use; possibly illuminated; mid-block road crossings should be facilitated by grade separation or signalized crossings (demand activated)

Major trail (Type A)	
Use/function	multi-purpose: primarily recreational pedestrians & cyclists;
Widths/setbacks	2.1 – 2.4m minimum width; 3.0m minimum vertical clearance; 0.5m clearance, either side, adjacent to path surface 3.0m maximum setback to private property from edge of clearance; potential buffer planting 5.0m maximum transition to natural heritage system from edge of clearance; potential rehabilitation planting 10.0m maximum
Surface material	soft surface: limestone screenings or granular asphalt paved on slopes greater than 5% asphalt paved where trail provides key connection to/from schools
Other	0-5% typical slope; 8% maximum slope for distances not greater than 9m; 2% cross slope or crown; regulatory, directional, recreational signage;

Minor trail (Type B)	
Use/function	multi-purpose: primarily recreational pedestrians & cyclists tertiary trails to enhance pedestrian circulation and connections to multi-use trails and major trails
Widths/setbacks	1.0 – 1.5m minimum width; 3.0m minimum vertical clearance; 0.5m clearance, either side, adjacent to path surface 5.0m maximum transition to natural heritage system from edge of clearance; potential rehabilitation planting 5.0m maximum trail corridor
Surface material	soft surface: limestone screenings, granular, or wood chips





# 4.0 Implementation and Maintenance




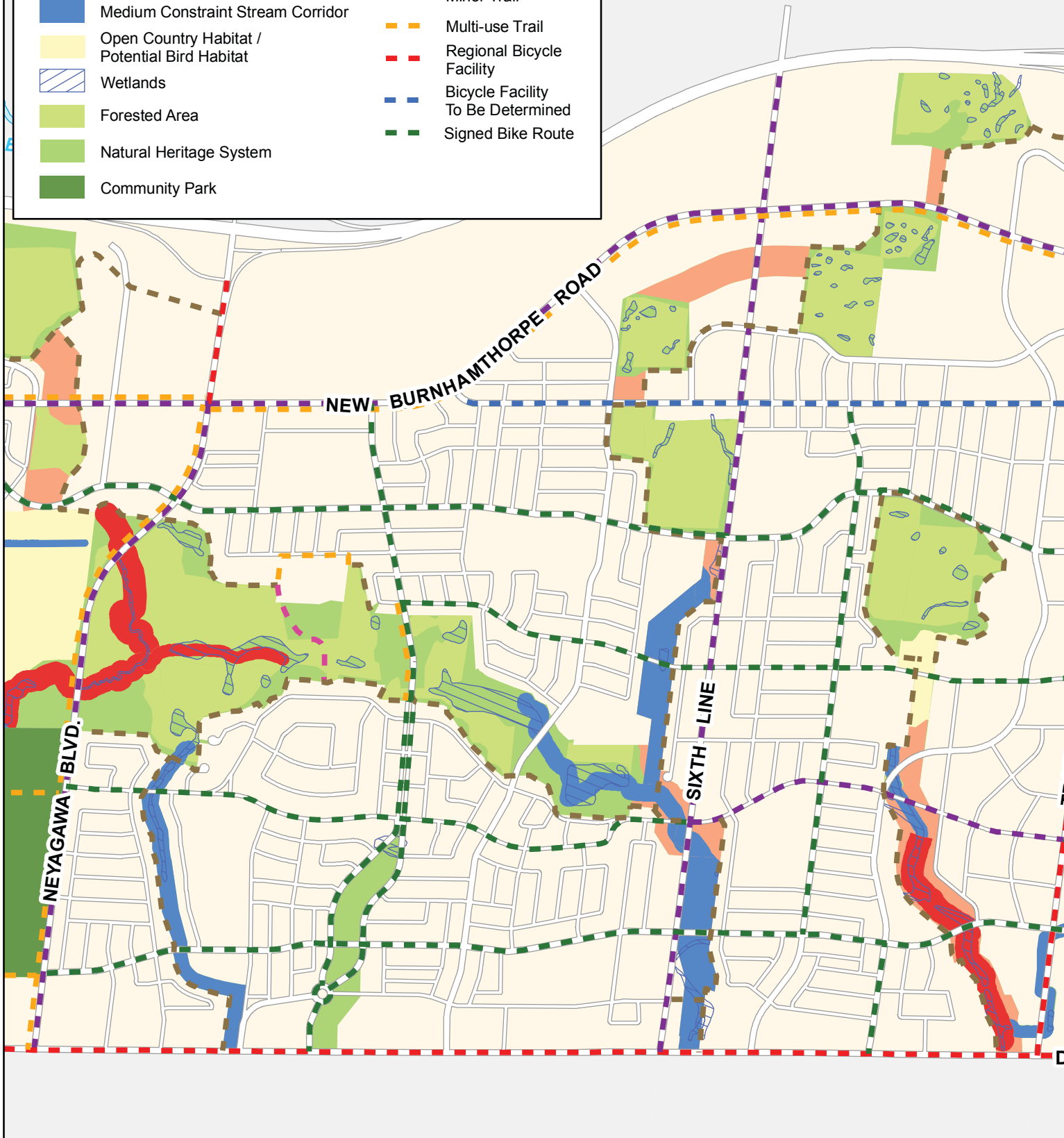
## 4.0 Implementation and Maintenance

Implementation will be achieved through the submission and review of subdivision and other major development applications. As part of a complete application, applicants must submit Environmental Implementation Reports/ Functional Servicing Studies that show the location of trails. Trails shall be designed and constructed to effectively minimize disturbance to the Natural Heritage System. Erosion controls, sediment controls and restoration planting may be installed where conditions require. Drainage shall give regard to the site's natural flow and encourage natural infiltration and dispersion of stormwater run-off, rather than concentrating overland flow.

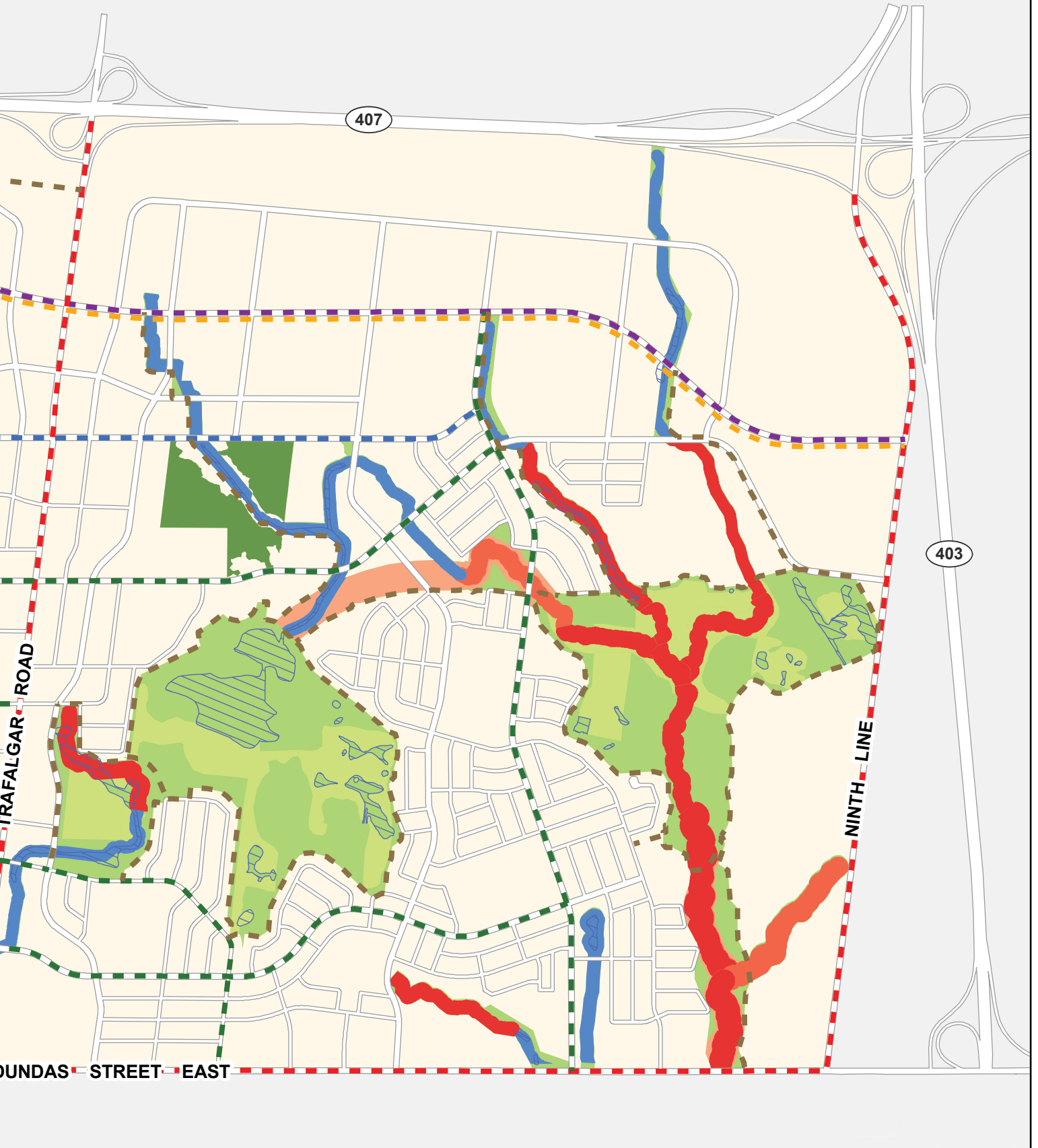
As mentioned, the network shown is conceptual. The exact routing may be modified based on site conditions, revision to subdivision layouts and/or safety concerns. Changes and refinements of this plan will take place through the approval of development applications; however, these changes shall not compromise the cohesiveness of the trails and cycling network.

## NORTH OAKVILLE TRAILS PLAN - EAST TRAIL DEVELOPMENT CONSTRAINTS

- |                                                                                   |                                                          |                                                                                   |                                   |
|-----------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------|
|  | High Constraint Stream Corridor                          |  | Bicycle Lane                      |
|  | High Constraint Stream Corridor Requiring Rehabilitation |  | Major Trail                       |
|  | Medium Constraint Stream Corridor                        |  | Minor Trail                       |
|  | Open Country Habitat / Potential Bird Habitat            |  | Multi-use Trail                   |
|  | Wetlands                                                 |  | Regional Bicycle Facility         |
|  | Forested Area                                            |  | Bicycle Facility To Be Determined |
|  | Natural Heritage System                                  |  | Signed Bike Route                 |
|  | Community Park                                           |                                                                                   |                                   |







## NORTH OAKVILLE TRAILS PLAN - WEST TRAIL DEVELOPMENT CONSTRAINTS

- |                                                                                   |                                                          |                                                                                   |                           |
|-----------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------|
|  | High Constraint Stream Corridor                          |  | Bicycle Lane              |
|  | High Constraint Stream Corridor Requiring Rehabilitation |  | Major Trail               |
|  | Medium Constraint Stream Corridor                        |  | Multi-use Trail           |
|  | Open Country Habitat / Potential Bird Habitat            |  | Regional Bicycle Facility |
|  | Wetlands                                                 |  | Signed Bike Route         |
|  | Forested Area                                            |  | Glenorchy Trail System    |
|  | Natural Heritage System                                  |                                                                                   |                           |
|  | Community Park                                           |                                                                                   |                           |

