Appendix D:

Streetscape and landscape inventory
Randall Street
From Navy Street to Thomas Street

Randall Street between Navy Street and Thomas Street is a one way west asphalt road with three driving lanes. There is a concrete traffic island located in the intersection to steer traffic coming west from the Rebecca Street Bridge. Curb cuts access private parking facilities for businesses and residences on both sides of the street. There are wide concrete walkways with interlock paver boulevards. There are no overhead wires or hydro poles and streetlights are only on the south side of the street.

There are an irregular number of street trees that vary in species and form on both sides of the street. There are shrubs and decorative fencing that screen the parking areas and foundation plantings around the buildings. The views extend to the west across the bridge and to the east terminate at Gloucester Avenue.

Buildings fronting onto Randall Street between Navy Street and Thomas Street vary in materials, depth and size and range from a 12 storey apartment building at the north east corner of Navy Street and Randall Street to a one storey structure at the south west corner of Randall Street and Thomas Street.

This portion of Randall Street is part of the Oakville Heritage Trails system, a network that connects the Bronte, Sixteen Mile and Joshua’s Creek with the Waterfront Trail and the Crosstown Trail.
Randall Street from Navy Street to Thomas Street

*Top:* Looking west along Randall Street from Navy Street towards the Rebecca Street Bridge with the concrete island in left hand side of photo. *Middle:* Looking east along Randall Street from Navy Street. *Bottom:* Looking west along Randall Street from Thomas Street.
**Randall Street**

From Thomas Street to George Street

Randall Street from Thomas Street to George Street is a one way west asphalt road with two driving lanes. There is on street parking on the north side. Curb cuts access private parking facilities for businesses and residences on the south side of the street. There are wide concrete walkways with interlock paver boulevards. There are no overhead wires or hydro poles and streetlights are only on the south side of the street.

There are few street trees and no screening of the parking lot located at the south west corner of George Street. Views between Thomas Street and George Street extend to the west across the Rebecca Street Bridge, to the north over the river and to the east terminate at Gloucester Avenue.

There are few buildings fronting onto Randall Street between Thomas Street and George Street and they vary in materials and depth. On the north side of the street there is a railing where the embankment of the river corridor meets Randall Street and the views are open to the riverscape of Sixteen Mile Creek (shown with arrows above).

This portion of Randall Street is part of the Oakville Heritage Trails system, a network that connects the Bronte, Sixteen Mile and Joshua’s Creek with the Waterfront Trail and the Crosstown Trail. An interpretive display provides information on trails and First Nations settlement.
Randall Street from Thomas Street to George Street

*Top:* Looking east along Randall Street from Thomas Street. *Middle:* Looking west along Randall Street from Church Street, railing along the embankment is on the north side. *Bottom:* Looking west along 16 Mile Creek from Randall Street.
Randall Street from Thomas Street to George Street

*Top:* Looking east along Sixteen Mile Creek from Randall Street.
Randall Street
From George Street to Dunn Street

Randall Street between George Street and Dunn Street is a one way west asphalt road with three driving lanes. There is no on street parking. Curb cuts access private parking facilities for businesses and residences on both sides of the street. There are wide concrete walkways with interlock paver boulevards. There are no overhead wires or hydro poles and streetlights are only on the south side of the street.

Street trees are predominantly located along the frontage of residences on the north side. The plantings vary in species, placement and form. There are new foundation gardens along the south side. Views between George Street and Dunn Street extend to the west towards the bridge and to the east terminate at Gloucester Avenue.

Buildings fronting onto Randall Street between Thomas Street and Dunn Street vary in materials and have a relatively uniform setback from the sidewalk. They vary in height from one to three storeys and include primarily a mix of residential with a commercial lot included.

This portion of Randall Street is part of the Oakville Heritage Trails system, a network that connects the Bronte, Sixteen Mile and Joshua’s Creek with the Waterfront Trail and the Crosstown Trail.
Randall Street from George Street to Dunn Street

Top: Looking west along Randall Street from Dunn Street. Bottom: Streetscape view of south side of Randall Street at Dunn Street looking west. The recently installed plantings enhance the street.
Randall Street
From Dunn Street to Trafalgar Road

Randall Street between Dunn Street and Trafalgar Road is a one way west asphalt road with two driving lanes. There is on street parking on the south side. Curb cuts access private parking driveways for businesses and residences on both sides of the street. There are wide concrete walkways with interlock paver boulevards.

There are few street trees that vary in species, placement and form and include mature coniferous trees and deciduous trees with red foliage. There are some foundation plantings at both the commercial, residential and the church along Randall Street. Views extend to the west towards the bridge and to the east terminate at Gloucester Avenue.

Buildings along Randall Street between Dunn Street and Trafalgar Road vary in materials and depth and include a mix of residential, commercial and religious structures. The setbacks vary from a few metres back from the sidewalk to being directly at the sidewalk.
Randall Street from Dunn Street to Trafalgar Road

*Top:* Looking east along Randall Street from Dunn Street. *Bottom:* Looking west along Randall Street from Trafalgar Road.
Randall Street
From Trafalgar Road to Reynolds Street

Randall Street is a one way west asphalt road with one wide driving lane. There is on-street parking on the south side. Curb cuts access private parking for businesses and residences on both sides of the street. There are wide concrete walkways with interlock paver and grass boulevards. There are overhead wires and hydro poles on the south side of the street between Trafalgar Road and Reynolds Street.

There are few street trees and few foundation plantings and no screening of the parking facilities on the south side. There is a coniferous hedge along the north side of the street. Views extend to the west towards the bridge and to the east terminate at Gloucester Avenue.

Buildings fronting onto Randall Street between Trafalgar Road and Reynolds Street vary in materials and size from one to three storeys in height. The setbacks from the sidewalk are consistent.

There are several open, undeveloped lots along the street frontage.
Randall Street from Trafalgar Road to Reynolds Street

*Top:* Looking east along Randall Street at Trafalgar Road. *Bottom:* Looking west along Randall Street at Reynolds Street.
Randall Street
From Reynolds Street to Allan Street

Randall Street is a one way west asphalt road with one driving lane. There is on street parking on the south side. Curb cuts access private parking for businesses and residences on both sides of the street. There is a large public parking lot that is not screened on the south side. There are wide concrete walkways with interlock pavers and grassed boulevards. There are overhead wires and hydro poles on the south side of the street.

There are street trees with the majority being Ginkgo. There are many private gardens fronting onto the north side and include a variety of foundation plantings. Views extend to the west towards the bridge and to the east terminate in the distance at Gloucester Avenue.

Buildings fronting onto Randall Street between Reynolds Street and Allan Street vary in materials and include a mix of residential and commercial. Heights range from three to seven storeys in height. The setbacks vary between three to seven metres from the sidewalk.
Randall Street from Reynolds Street to Allan Street
Looking east along Randall Street from Reynolds Street, the Gingko trees are on the south side of the street.
Church Street
From Navy Street to Thomas Street

Church Street is a one way east asphalt road with two driving lanes. There is on street parking on both sides of Church Street. Curb cuts access private parking for businesses on both sides of the street. There is a public parking lot that is not screened on the south side of the street. There are wide concrete walkways with interlock pavers and grassed boulevards. There are no overhead wires and decorative pedestrian scaled lighting on both sides of the street.

There are a few street trees that vary in species, placement and form on both the north and south sides of the street. There are no foundation plantings around the primarily commercial buildings due to the narrow setback.

Buildings fronting onto Church Street between Navy Street and Thomas Street vary in materials and height. Heights range from one to two storeys. Views terminate at the Central Library Complex at Navy Street to the west and at Gloucester Avenue to the east.
Church Street from Navy Street to Thomas Street

*Top:* Looking west along Church Street which terminates at the Central Library Complex at Navy Street. *Middle:* Looking east along Church Street from Navy Street. *Bottom:* Looking west along Church Street from Thomas Street.
Church Street
From Thomas Street to George Street

Church Street is a one way east asphalt road with two driving lanes. There is on street parking and curb cuts on both sides of the street. There is a large public parking lot on the south side that is not screened. There are wide concrete walkways with interlock pavers and grassed boulevards. There are no overhead wires and decorative pedestrian scaled lighting on both sides of the street.

There are street trees that vary in species, placement and form on both sides of the street. There are foundation plantings around the buildings. Views terminate to the west at Navy Street and to the east at Allan Street.

Buildings fronting onto Church Street between Thomas Street and George Street vary in materials and height. The setbacks are consistent and are primarily commercial structures. Heights range from one to two storeys.
Church Street from Thomas Street to George Street

*Top:* Looking east along Church Street at Thomas Street, view terminates at the towers on Allan Street.  
*Bottom:* Church Street at George Street looking west, view terminates at Navy Street.  Parking on the south side is not screened.
Church Street
From George Street to Dunn Street

Church Street is a one way east asphalt road with two driving lanes. There is on street parking and curb cuts access private parking for businesses and residences on both sides of the street. There is a large public parking lot that is not screened on the south side. There are wide concrete walkways with interlock pavers and grassed boulevards. There are no overhead wires and decorative pedestrian scaled lighting on both sides of the street.

There are a variety of street trees including Honey Locust. There are many private gardens fronting on the north side which include a variety of plantings. Views terminate at Navy Street to the west and to the east at Allan Street.

Buildings fronting onto Church Street between George Street and Dunn Street vary in materials and height. The setbacks are consistent and close to the sidewalk. There is a mix of residential and commercial structures with heights ranging from three to seven storeys.
Church Street from George Street to Dunn Street
Looking west along Church Street from George Street, view terminates at Navy Street.
Church Street
From Dunn Street to Trafalgar Road

Church Street is a one way east asphalt road with two driving lanes. There is on street parking on both sides of the street. Curb cuts access private parking for businesses and residences on both sides of the street. There is a public parking lot that is not screened on the south side. There are wide concrete walkways with interlock pavers. There are no overhead wires. Decorative pedestrian scaled lighting is located on both sides of the street. There is a bus stop and a bus shelter on the south side.

There are a variety of street trees that vary in species, placement and form on both sides of the street. There are no foundation plantings around the buildings or screening plantings of the parking area located on the south side. Views extend to the west at Navy Street and to the east at Allan Street.

Buildings fronting onto Church Street between Dunn Street and Trafalgar Road vary in materials and height. The setbacks are generally consistent and close to the sidewalk. There is a mix of residential and commercial structures with heights ranging from two to seven storeys in height.
Church Street from Dunn Street to Trafalgar Road

*Top:* Looking east along Church Street from Dunn Street, the view is terminated by towers on Allan Street. A pedestrian shelter and seating have been located at the south east corner of Dunn Street.  
*Bottom:* Looking west along Church Street from Trafalgar Road.
Church Street
From Trafalgar Road to Allan Street

Church Street is a one way east asphalt road with two driving lanes. There is no on-street parking. Curb cuts access private parking for businesses and residences on both sides of the street. There are wide concrete walkways with interlock pavers and grassed boulevards. There are no overhead wires and there is decorative pedestrian scaled lighting on both sides of the street.

There are a few street trees which vary in age and species. There are foundation plantings around both the residential and the large parking structure on the south side. Views extend to the west towards Navy Street and to the east terminate at Allan Street.

Buildings fronting onto Church Street between Trafalgar Road and Reynolds Street vary in materials and height. The setbacks are generally consistent and close to the sidewalk. There are residential, commercial and parking structures with heights that range from three to four storeys.
Church Street from Trafalgar Road to Allan Street

Top: Looking east along Church Street from Trafalgar Road, view terminates at tower on Allan Street.
Middle: Looking west along Church Street from Trafalgar Road.
Bottom: Looking east from Reynolds Street towards Allan Street.
Lakeshore Road East
From Navy Street to Thomas Street

Lakeshore Road East is a two way asphalt road with two driving lanes and two turning lanes east of Navy Street. West of Navy Street there are two driving lanes and two turning lanes and a bike lane heading west across the bridge. To the east side of Navy Street, there is on street parking on both sides. There are no curb cuts. There are wide concrete walkways with interlock paver boulevards. There are no overhead wires. Decorative pedestrian scaled lighting is located on both sides of the street.

There are street trees of the same age and species. Commercial shops front directly onto the street, many with awnings. Views between Navy Street and Thomas Street extend to the west across the bridge and to the east in distance along Lakeshore Road East.

Buildings fronting onto Lakeshore Road East between Navy Street and Thomas Street vary in materials and height. The setbacks from the street are consistent and close to the sidewalk. Building heights range from two to three storeys.
Lakeshore Road East from Navy Street to Thomas Street

Top: Looking west from Navy Street across bridge. Middle: Looking east along Lakeshore Road East from Navy Street. Bottom: View of streetscape looking west, south side of Lakeshore Road East.
Lakeshore Road East is a two way asphalt road with two driving lanes and a central turning lane. There is on street parking on both sides of the street. There are no curb cuts and wide concrete walkways with interlock paver boulevards. There are no overhead wires and decorative pedestrian scaled lighting on both sides of the street.

There are street trees of the same form and species on both sides of the street. There are benches for pedestrians. Commercial shops front directly onto the street, many have awnings. Views extend to the west across the bridge and to the east in the distance along Lakeshore Road East. The church steeple is visible in the east view on the south side of the street.

Buildings fronting onto Lakeshore Road East between Thomas Street and George Street vary in materials and height. The setbacks from the street are consistent and close to the sidewalk. Heights range from one to two storeys.
Lakeshore Road East from Thomas Street to George Street

Top: Looking east from Thomas Street along Lakeshore Road East. Bottom: Streetscape view of Lakeshore Road west on the south side looking east.
Lakeshore Road East
From George Street to Dunn Street

Lakeshore Road East is a two way asphalt road with two driving lanes and one turning lane. There is on street parking on both sides of the street. There are no curb cuts and wide concrete walkways with interlock paver boulevards. There are no overhead wires. Decorative pedestrian scaled lighting is located on both sides of the street.

There are street trees of the same form and are in tree pits with grates. There are benches for pedestrians. Commercial shops front directly onto the street, many have awnings. Views extend to the west across the bridge and to the east in distance along Lakeshore Road East. Town Square, created in the late 20th century, is located on the south side, it includes a plaza and an open grassed area for events. The square is surrounded by commercial and residential buildings. An interpretive display provides information on the downtown core, its history, and buildings.

Buildings fronting onto Lakeshore Road East between George Street and Dunn Street vary in materials and height. The setbacks from the street are consistent and close to the sidewalk. Heights range from one to two storeys.
Lakeshore Road East from George Street to Dunn Street

Top: Lakeshore Road East looking west from Dunn Street. Middle: Streetscape view of the north side of Lakeshore Road East looking east. Bottom: Town Square located at the intersection of George Street and Lakeshore Road East, looking south.
Lakeshore Road East
From Dunn Street to Trafalgar Road

Lakeshore Road East is a two way asphalt road with two driving lanes and two turning lanes. There is on street parking on both sides of the street and wide concrete walkways with interlock paver boulevards. There are no overhead wires. Decorative pedestrian scaled lighting is located on both sides of the street. Parking ticket dispensers are located along the street.

There are street trees in tree pits and grates that vary in species and form. There are benches for pedestrians. Commercial shops front directly onto the street. On the south east corner of Dunn Street and Lakeshore Road East there is a Presbyterian Church. The steeple is a focal point within the area. Views extend west to the bridge and east to Lakeshore Road East.

Buildings fronting onto Lakeshore Road East between Dunn Street and Trafalgar Road vary in materials and height. The setbacks from the street are consistent and close to the sidewalk. Heights range from one to five storeys.
Lakeshore Road East from Dunn Street to Trafalgar Road

*Top:* Lakeshore Road East looking east from Dunn Street. *Bottom:* Streetscape view of Lakeshore Road East looking west on the south side.
Lakeshore Road East
From Trafalgar Road to Reynolds Street

Lakeshore Road East is a two way asphalt road with two driving lanes and two turning lanes. There is on street parking on both sides of the street. There are wide concrete walkways with brick boulevards. There is a curb cut to access an alleyway on the south side of the street. There are no overhead wires and decorative pedestrian scaled lighting on both sides of the street.

There are street trees of the same form and species and benches for pedestrians. Commercial shops front directly onto the street. Views extend to the west towards the bridge and the church steeple is a focal point on the south side. Views to the east extend along Lakeshore Road East.

Buildings fronting onto Lakeshore Road East between Trafalgar Road and Reynolds Street vary in materials and height. The setbacks from the street are consistent and close to the sidewalk. Heights range from one to five storeys.
Lakeshore Road East from Trafalgar Road to Reynolds Street

*Top:* Looking west from Reynolds Street, with church steeple on south side. *Bottom:* Streetscape view of Lakeshore Road East looking west from the north side.
Robinson Street  
From Navy Street to Thomas Street

Robinson Street is a two way asphalt road with two driving lanes. There is on street parking on both sides of the street and there are curb cuts that access private parking for commercial and residential properties on both sides of the street. There is a parking lot that is not screened on the north side. There are wide concrete walkways and overhead wires and hydro poles on the south side. Decorative pedestrian scaled lighting is on the north side.

There are some street trees located in the front of residential properties which include a variety of foundation plantings. Views to the west terminate at Water Street and to the east at Allan Street.

Buildings fronting onto Robinson Street between Navy Street and Thomas Street vary in materials and height. The setbacks are consistent and close to the sidewalk and include a mix of residential and commercial structures. Heights range from one to five storeys.
Robinson Street from Navy Street to Thomas Street

*Top:* Looking west from Navy Street at Sixteen Mile Creek River in the distance. *Middle:* View looking east along Robinson Street from Navy Street. *Bottom:* View looking west towards Navy Street and the sloping terrain towards Water Street.
Robinson Street
From Thomas Street to George Street

Robinson Street is a two way asphalt road with two driving lanes. There is on street parking on the north side of the street and there are curb cuts that access private parking for residential properties on the south side of the street. There are wide concrete walkways with brick boulevards on the north side. There are overhead wires and hydro poles on the south side and decorative pedestrian scaled lighting on the north side.

There are street trees located on the north side of the street that are of the same form and species. On the south side of the street trees vary in form, species and spacing. Many private gardens on the south side include hedges and low brick walls. Views to the west terminate at Water Street and to the east at Allan Street. Access to Town Square is on the north side.

Buildings fronting onto Robinson Street between Thomas Street and George Street vary in materials and height. There are one to three storey structures on the south side and a four story residential block on the north. The setbacks from the sidewalk are consistent and only a few metres back.
Robinson Street from Thomas Street to George Street

Top: Robinson Street looking east from Thomas Street at Allan Street in the distance. Middle: View along Robinson Street looking west from George Street. Bottom: View looking north from the George Street into Town Square.
Robinson Street
From George Street to Dunn Street

Robinson Street is a two way asphalt road with two driving lanes. There is on street parking on the north and south side of the street and there are curb cuts that access private parking for residential properties on the south side of the street. There are wide concrete walkways with brick boulevards on the north side. There are overhead wires and hydro poles on the south side and decorative pedestrian scaled lighting on the north side.

There are an irregular number of street trees that vary in species, placement and form on both the sides of the street. There are foundation plantings around the buildings and hedging fronting onto the sidewalk on the south side. Views to the west terminate at Water Street and to the east at Allan Street.

Buildings fronting onto Robinson Street between George Street and Dunn Street vary in materials and height. There are one to three storeys on the south side and a four story residential block on the north. The setbacks from the sidewalk are generally consistent.
Robinson Street from George Street to Dunn Street

*Top:* Robinson Street looking east from George Street with Allan Street in the distance. *Bottom:* View looking west from Dunn Street towards Navy Street.
Robinson Street
From Dunn Street to Trafalgar Road

Robinson Street is a two way asphalt road with two driving lanes. There is on street parking and curb cuts that access private and public parking on both sides of the street. There are wide concrete walkways with brick boulevards on the north side. There are overhead wires and hydro poles on the south side and decorative pedestrian scaled lighting on the north side.

There are an irregular number of street trees that vary in species, placement and form on both the north and south sides of the street. There are foundation plantings around the buildings on the north side. There are gardens and hedging fronting onto the sidewalk on the south side. There is a public parking area on the south side that is not screened. Views to the west terminate at Water Street and to the east at Allan Street.

Buildings fronting onto Robinson Street between Dunn Street and Trafalgar Road vary in materials and height. There are one to three storeys on the south side and a five storey residential block on the north. The Presbyterian Church property is located on the north east corner of Dunn Street and Robinson Street.
Robinson Street from Dunn Street to Trafalgar Road

*Top:* Looking east from George Street along Robinson Street with Allan Street in the distance. *Bottom:* Streetscape view looking east along the north side of Robinson Street.
Robinson Street
From Trafalgar Road to Allan Street

Robinson Street is a two way asphalt road with two driving lanes. There is on street parking on the north and south side of the street and there are curb cuts that access private and public parking on both sides of the street. There are overhead wires and hydro poles on the south side and decorative pedestrian scaled lighting on the north side.

There are an irregular number of street trees that vary in species, placement and form on both sides of the street. There are some foundation plantings around the buildings on the north side. There are gardens and hedging fronting onto the sidewalk on the south side with some low brick walls. One parking lot is screened and the rest are not. Views to the west terminate at Water Street and to the east at Allan Street.

Buildings fronting onto Robinson Street between Trafalgar Road and Allan Street vary in materials and height from two the three storeys.
Robinson Street from Trafalgar Road to Allan Street

*Top:* Robinson Street looking east from Trafalgar Road with Allan Street in the distance. *Bottom:* Robinson Street looking west from Reynolds Street to Navy Street in the distance.
Water Street
From top of Navy Street to the Rebecca Street Bridge

Water Street is a two way asphalt road with two driving lanes and on street parking on the west side. There are driveways to access parking areas on both sides of the street. There are no curbs or sidewalks. A river trail is further west of the road and accessed at the top of Navy Street. There are overhead wires with luminaries attached on the west side.

Between the top of Water Street at Navy Street and the Rebecca Street bridge, there is a grouping of mature shrubs and coniferous trees on the west side of the street. There are no street trees. There is open space including green turf and parking areas on both sides. There is parking on the east side of the street that is not screened and parking on the west side catering to the Marina clubhouse. There are views of the boats docked in the Marina from this section of Water Street and views south to the lake.

There are no buildings facing onto Water Street.
Water Street from Navy Street to Rebecca Street Bridge

*Top:* Looking east at residential high rise at the top of Water Street and Navy Street. *Middle:* Looking west down from Navy Street towards bend in Water Street. *Bottom:* Looking south at the first of two bridges that cross over Water Street; the Rebecca Street Bridge followed by the Lakeshore Road East Bridge with Lake Ontario in the distance.
**Water Street River Trail**
Looking north through the Marina parking lot at the top of Water Street, this is an access point to the trail system that runs parallel to the river corridor with naturalized vegetation along the river’s edge.
Water Street
From Rebecca Street Bridge to Lakeshore Road East Bridge

Water Street is a two way asphalt road with two driving lanes with on street parking on both sides of the street. There is access to the Central Library’s parking lot on the east side; it is large and not screened. There are no curbs or sidewalks. Access to the Sixteen Mile Creek river corridor trail is located through Busby Park. There are no overhead wires or lumieres on the street between the two bridges.

There are no street trees or ornamental plantings on the east side or the west side at the perimeter of the city park. There is a set of stairs on the north side of Lakeshore Road East Bridge accessing Water Street through the library's parking lot. There are lumieres in the parking lot. The length of the stairway illustrates the steep change in elevation from Navy Street and Lakeshore Road East to Water Street along the river corridor.
Water Street from Rebecca Street Bridge to Lakeshore Road East Bridge

*Top*: Looking north along Water Street towards the Rebecca Street Bridge. *Middle*: Looking south from below the Rebecca Street Bridge to Lakeshore Road East Bridge. *Bottom*: Busby Public Park entry signage.
Water Street
From Lakeshore Road East Bridge to Robinson Street

Water Street is a two way asphalt road with two driving lanes. There is a sidewalk on the east side with a grass boulevard. There is access to the walkway adjacent to the river and Marina on the west side halfway up the sloping road that bends towards Robinson Street. There are decorative streetlights on the east side of the street that end at the stairs leading up to Lakeshore Road East.

There is a mature grouping of Austrian Pine trees on the east side of the sidewalk screening the residential block east of Water Street. There are decorative planting beds on the west side adjacent to the river walkway recently established as part of the civic walkway improvements. Views are open to the water to the south, east and west.
Water Street from Lakeshore Road East Bridge to Robinson Street

Top: Looking south at the rise and bend of Water Street leading up to Robinson Street and coniferous trees that screen the large residential block. Middle: Looking north along Water Street under the Lakeshore East Street Bridge. Bottom: Stair access on the south side of the Lakeshore East Street Bridge adjacent to large residential block.
Navy Street
From Randall Street to Church Street

Navy Street is a one way (south) asphalt road with two driving lanes. There is a concrete traffic island located in the intersection to direct oncoming traffic coming west off the Rebecca Street Bridge. There is a bike lane on the west side. There are curb cuts that access private parking facilities for businesses on the east side. There are wide concrete walkways with grass boulevards and no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are few street trees and they vary in species, placement and age on both the east and west sides of the street. The trees are located within the foundation beds and two parking lot screening beds. On the east side there are shrubs and decorative fencing that screen the parking areas and foundation plantings around the buildings. On the west side the setbacks are deeper and the Public Library Complex is sunken along the former ridge of the Sixteen Mile Creek river corridor. The views terminate to the north with vegetation that is along the river and to the south at Lake Ontario.

Buildings fronting onto Navy Street between Randall Street and Church Street vary in materials and size and range from two to twelve storeys. The setbacks are consistent and shallow.
Navy Street from Randall Street to Church Street

Top: Looking south along Navy Street towards Lake Ontario. Bottom: Looking north along Navy Street with parking lot screened by trees and shrubs on east side.
Navy Street
From Church Street to Lakeshore Road East

Navy Street is a one way south asphalt road with two driving lanes and on street parking on both sides with no curb cuts. There are wide concrete walkways with brick and grass boulevards. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are street trees that vary in species, placement and age on both the east and west sides of the street. On the west side the setbacks are deep and the Public Library Complex is sunken located along the former ridge of the Sixteen Mile Creek river corridor. There is a formal row of crabapple trees planted along the streetscape and open space with benches. The views terminate to the north with vegetation that is along the river and to the south at Lake Ontario.

Buildings fronting onto Navy Street between Church Street and Lakeshore Road East vary in materials and size and range from two to three storeys. The setbacks on the east side are consistent and at the sidewalk.
Navy Street from Church Street to Lakeshore Road East

*Top:* Looking south along Navy Street streetscape with crabapple trees and planting beds in front of the Library Complex. *Middle:* Looking south along Navy Street towards Lake Ontario. *Bottom:* Looking north along Navy Street from Lakeshore Road East.
**Navy Street**
From Lakeshore Road East to Robinson Street

Navy Street is a two way asphalt road with two driving lanes and two bike lanes. There is no on street parking. There are wide concrete walkways with grass boulevards on the east side. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are street trees that vary in species, placement and age on both the east and west sides of the street. These trees include a variety of mature coniferous trees.

Buildings fronting onto Navy Street between Lakeshore Road East and Robinson Street vary in materials and size and range from three to twelve storeys. The setbacks vary from being on the sidewalk to a few metres back.

This portion of Navy Street is part of the Oakville Heritage Trails system, a network that connects the Bronte, Sixteen Mile and Joshua’s Creek with the Waterfront Trail and the Crosstown Trail. This portion falls within the Old Oakville Loop trail.
Navy Street from Lakeshore Road East to Robinson Street

*Top:* Looking south along Navy Street from Lakeshore Road East. *Bottom:* Looking north along Navy Street.
**Thomas Street**  
*From Randall Street to Church Street*

Thomas Street is a one way north asphalt road with two driving lanes and on street parking on both sides. There are curb cuts that access private parking areas on both sides. There are wide concrete walkways with grass boulevards on the east side. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are street trees that vary in species, placement and age on both the east and west side of the street. These trees include mature blue spruce trees setback from the back of the sidewalk. There are foundation plantings and an on street patio on the west side.

Buildings fronting onto Thomas Street between Randall Street and Church Street vary in materials and size and range from one to three storeys. The setbacks are consistent and are approximately three metres from the sidewalk.

The view to the south is framed by vegetation south of Robinson.
Thomas Street from Randall Street to Church Street

*Top:* Looking south along Thomas Street from Randall Street. *Bottom:* Looking north along Thomas Street from Church Street.
Thomas Street
From Church Street to Lakeshore Road East

Thomas Street is a one way north asphalt road with two driving lanes and on street parking on both sides. There are curb cuts that access private parking areas on both sides. There are wide concrete walkways with grass boulevards on the east side and asphalt boulevards on the west side. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There is one street tree on the east side of the street. There is a large public parking lot on the south east corner of Lakeshore Road East and Thomas Street and a private parking area on the west side of the street, these parking areas are not screened from the street.

Buildings fronting onto Thomas Street between Church Street and Lakeshore Road East vary in materials and size and range from two to three storeys. The setbacks are generally consistent.

The view to the south is framed by vegetation south of Robinson Street.
Thomas Street from Church Street to Lakeshore Road East

*Top:* Looking south along Thomas Street from Randall Street.  
*Bottom:* Looking north along Thomas Street from Lakeshore Road East.
**Thomas Street**  
**From Robinson Street to Lakeshore Road East**

Thomas Street is a one way north asphalt road with two driving lanes and on street parking on both sides. There are curb cuts that access private parking areas on both sides. There are wide concrete walkways with grass boulevards on the east side and asphalt boulevards on the west side. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There is a large public parking lot on the east side of the street that is not screened. Buildings fronting onto Thomas Street between Lakeshore Road East and Robinson Street vary in materials and size and range from two to three storeys. The setbacks vary slightly and predominantly front directly onto the sidewalk.

This portion of Thomas Street is part of the Oakville Heritage Trails system, a network that connects the Bronte, Sixteen Mile and Joshua’s Creek with the Waterfront Trail and the Crosstown Trail. This portion falls within the Old Oakville Loop trail.

View south is framed by vegetation.
Thomas Street from Lakeshore Road East to Robinson Street

*Top:* Looking south along Thomas Street from Lakeshore Road East. *Bottom:* Looking north along Thomas Street from Robinson Street.
George Street
From Randall Street to Church Street

George Street is a one way south asphalt road with two driving lanes and on street parking. There are curb cuts that access private parking areas the east side. There are wide concrete walkways with sod boulevards on the east side. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are street trees on both sides of the street. On the north side they are in grates and are uniform in size and form. There are some foundation plantings and there is a low wall on the west side that screens the adjacent parking lot.

Buildings fronting onto George Street between Randall Street and Church Street vary in materials and size and range from one to three storeys and include commercial, residential and institutional buildings. The view south terminates at the clock in Town Square and north at vegetation adjacent to river corridor at Randall Street.
George Street from Randall Street to Church Street

Top: Looking south along George Street from Randall Street  
Bottom: Looking north along George Street from Church Street with uniform street trees on east side.
George Street
From Church Street to Lakeshore Road East

George Street is a one way south asphalt road with two driving lanes and on street parking. There are curb cuts that access private parking areas the east side and on the west there are plantings that screen the parking areas. There are wide concrete walkways with sod boulevards on the west side. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are street trees on the east side of the street. They are a mix of coniferous and deciduous trees. There are some foundation plantings.

Buildings fronting onto George Street between Church Street and Lakeshore Road East vary in materials and size and range from two to three storeys. The view south terminates at the clock in Town Square and north at vegetation adjacent to river corridor at Randall Street.
George Street from Church Street to Lakeshore Road East

*Top:* Looking south along George Street from Randall Street with Town Square clock in view. *Middle:* View south of east side of Thomas Street streetscape with mature trees. *Bottom:* Looking north along George Street from Church Street.
George Street
From Lakeshore Road East to Robinson Street

Town Square

George Street includes a pedestrianized portion between Lakeshore Road East and Robinson Street that is referred to as Town Square. It includes a sunken sodded open space and plaza with seating on seating walls. There are planting beds with trees and commercial and residential buildings that surround.

There is no vehicle access to the square. There are no overhead wires or hydro poles and decorative streetlights throughout. There is decorative paving and include interlock pavers. There is a clock tower at the entrance to Town Square on the south side of Lakeshore Road East which serves as a focal point.

Buildings fronting onto Town Square vary in materials and size and range from two to five storeys. The view south terminates at the clock in Town Square and north at the same clock tower through the square.
George Street from Lakeshore Road East to Robinson Street

Top: Looking south from Lakeshore Road East through Town Square. Bottom: Looking north from Robinson Street through Town Square.
Dunn Street
From Randall Street to Church Street

Dunn Street is a one way north asphalt road with two driving lanes and on street parking. There are curb cuts that access private parking areas for the adjacent condos on the east and west side. There are wide concrete walkways with brick boulevards. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are street trees on both sides of the street. They vary in size, form and species. There are some foundation plantings and decorative planter boxes.

Buildings fronting onto Dunn Street between Randall Street and Church Street vary in materials and size and range from one to three storeys. There is a Church on the north east corner of Dunn Street and Church Street.
Dunn Street from Randall Street to Church Street

*Top:* Looking south from Randall Street with the church steeple in view on east side. *Middle:* Looking north from Randall Street to bend in Dunn Street. *Bottom:* Streetscape view of west side looking south.
**Dunn Street from Randall Street to Church Street**

View of Dunn Street looking north from Church Street.
Dunn Street
From Church Street to Lakeshore East

Dunn Street is a one way north asphalt road with two driving lanes and on street parking. There are wide concrete walkways. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are few street trees on both sides of the street. They vary in species, form and size. Buildings fronting onto Dunn Street between Church Street and Lakeshore Road East vary in materials and size and range from one to two storeys.

Views along Dunn Street terminate at a bend to the north and to the lake to the south. The Church at the corner of Lakeshore Road East and Dunn Street is a prominent focal point.
Dunn Street from Church Street to Lakeshore Road East

*Top*: View along Dunn Street looking north at bend in road. *Bottom*: View along Dunn Street looking south towards lake with the church steeple as a prominent focal point.
Dunn Street
From Lakeshore Road East to Robinson Street

Dunn Street in this section is a two way asphalt road with two driving lanes and on street parking. There are wide concrete walkways. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are few street trees. Several mature coniferous trees are located at the Knox Presbyterian Church which also has foundation plantings.

Buildings fronting onto Dunn Street between Lakeshore Road East and Robinson Street vary in materials and size and range from one to three storeys. The setbacks on the east side are on the street and only a few metres back on the west.
Dunn Street from Lakeshore Road East to Robinson Street

*Top:* Looking south along Dunn Street from Lakeshore Road East towards lake. *Middle:* Looking north along Dunn Street from Robinson Street. *Bottom:* View of the church on the corner of Robinson Street and Lakeshore Road East.
Trafalgar Road
From Randall Street to Church Street

Trafalgar Road is a two way asphalt road with four driving lanes. There is no on street parking. There are curb cuts that access a private parking area the east side which is not screened. There are wide concrete walkways with brick and sod boulevards on the east side. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

South of Randall Street there are street trees on the east side. They are of a similar size and form. North of Randall Street the street trees vary in size, form and species. They are predominantly mature trees. There are foundation plantings around the buildings.

Buildings fronting onto Trafalgar Road between Randall Street and Church Street vary in materials and size and range from two and a half to three storeys. They include residential and commercial structures.
Trafalgar Road from Randall Street to Church Street

*Top:* Looking along Trafalgar Road at the variety of trees north of Randall Street. *Middle:* Looking south along Trafalgar Road from Randall Street. *Bottom:* Looking north along Trafalgar Road from Church Street.
Trafalgar Road
From Church Street to Lakeshore Road East

Trafalgar Road is a two way asphalt road with four driving lanes. There are wide concrete walkways. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are few street trees in tree grates on the east side of the street. They are of similar size and form.

Buildings fronting onto Trafalgar Road between Church Street and Lakeshore Road East vary in materials and size and range from one to four storeys. They include commercial and institutional buildings and front directly onto the sidewalk.
Trafalgar Road from Church Street to Lakeshore Road East

*Top:* View looking south along Trafalgar Road from Church Street. *Bottom:* View looking north along Trafalgar Road at Lakeshore Road East.
Trafalgar Road
From Lakeshore Road East to Robinson Street

Trafalgar Road is a two way asphalt road with two driving lanes and two turning lanes. There is on street parking. There are curb cuts that access private parking on both sides. There are wide concrete walkways with interlocking paver boulevards. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are street trees on both sides of the street. They are of a similar size and form. There are some plantings that screen the parking areas.

Buildings fronting onto Trafalgar Road between Lakeshore Road East and Robinson Street vary in materials and size and range from three to five storeys.
Trafalgar Road from Lakeshore Road East to Robinson Street

Top: View looking south along Trafalgar Road at Lakeshore Road East towards lake. Bottom: View looking north along Trafalgar Road from Robinson Street.
Reynolds Street
From Randall Street to Church Street

Reynolds Street is a two way asphalt road with two driving lanes. There are curb cuts that access private parking areas on both sides and there is a public parking lot on the east side. There are concrete walkways and no decorative or grass boulevards. There are no overhead wires or hydro poles. There are decorative streetlights on both sides of the street.

There are street trees on both sides of the street. They vary in size, species and form. There are foundation plantings around the buildings including raised beds and narrow lawns in front of the residential buildings on the west side. There are no plantings that screen the public parking lot.

Buildings fronting onto Reynolds Street between Randall Street and Church Street are a mix of residential and commercial properties. They vary in materials and size and range from two to three storeys. Their setbacks are consistent, approximately four metres from the sidewalk.
Reynolds Street from Randall Street to Church Street

*Top:* Looking south towards the lake along Reynolds Street from Randall Street, the public parking lot is on the east side.  *Middle:* Looking north along Reynolds Street from Randall Street.  *Bottom:* Looking north from Church Street at the variety of structures fronting onto Reynolds Street.
**Reynolds Street**

*From Church Street to Lakeshore Road East*

Reynolds Street is a two way asphalt road with bump-outs at the corners and with two driving lanes and on street parking on the west side. There are curb cuts that access private parking areas the east side. There are wide concrete walkways. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There is a variety of street trees on both sides of the street that vary in size, species and form. There are some foundation plantings. The private lot at the corner of Church Street and Reynolds is not screened.

Buildings fronting onto George Street between Randall Street and Church Street vary in materials and size and range from two and a half to three storeys. The setbacks are uniform and approximately five metres from the sidewalk. There is an on street patio on the north east corner of Lakeshore Road East and Reynolds Street.
Reynolds Street from Church Street to Lakeshore Road East

*Top:* Looking south from Church Street along Reynolds. *Bottom:* Looking north along Reynolds Street from Lakeshore Road East.
Reynolds Street
From Lakeshore Road East to Robinson Street

Reynolds Street is a two way asphalt road with two driving lanes and on street parking on the west side. There are curb cuts that access a private parking area on the east side. There are wide concrete walkways with interlocking paver boulevards on the east side. There are no overhead wires or hydro poles and decorative streetlights on both sides of the street.

There are few street trees on both sides of the street. They vary in size, form and variety. The parking lot on the east side is not screened. There are some foundation plantings.

Buildings fronting onto Reynolds Road between Lakeshore Road East and Robinson Street vary in materials and size and range from one to three storeys. There is a mix of residential and commercial buildings.
Reynolds Street from Lakeshore Road East to Robinson Street

*Top:* View north along Reynolds Street from Robinson Street. *Bottom:* View south from Lakeshore Road East towards lake.