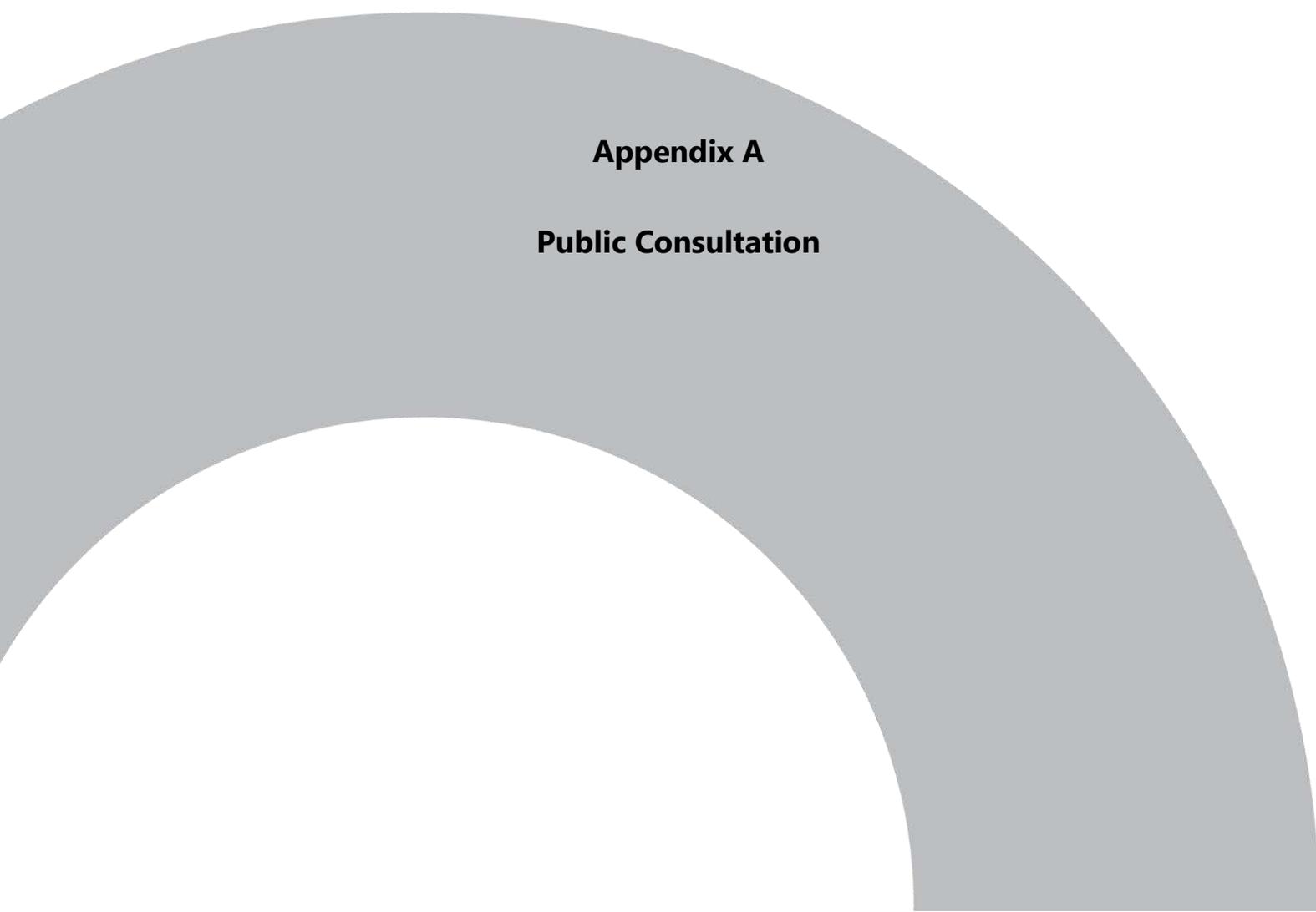




wood.



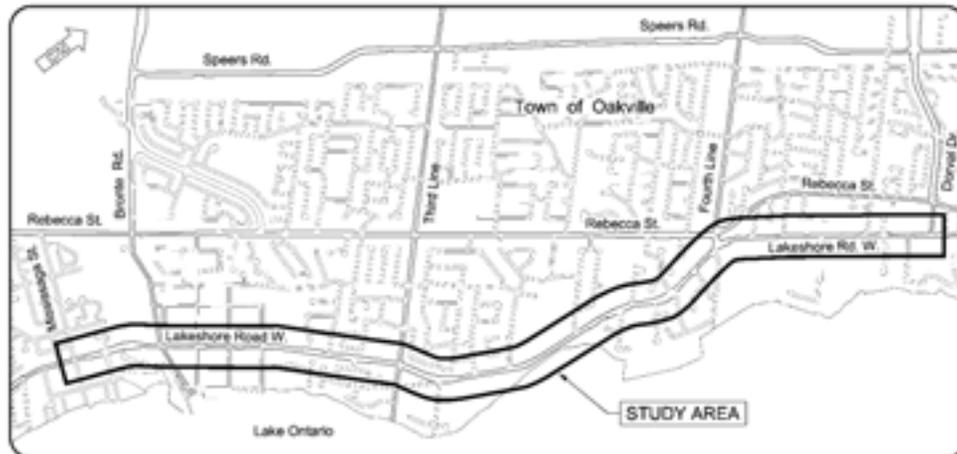
Appendix A

Public Consultation

Notice of Study Commencement

Municipal Class Environmental Assessment Study Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the Town to the year 2031. The Town is considering a wide range of options to satisfy travel demand within the Lakeshore Road West Corridor and within the study area.



The study is being carried out in accordance with the requirements of a Schedule C project as outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended 2015), which is an approved process under the Ontario Environmental Assessment Act. Public Information Centre (PICs) will be held to discuss issues related to the project, including alternative solutions, evaluation criteria, environmental impacts and mitigation measures. PIC dates and details will be advertised as the study progresses. Once the study is complete, an Environmental Study Report (ESR) will be prepared and available for public review and comment. A Notice of Completion will be issued at that stage.

A key component of the study will involve consultation with interested stakeholders, the public and regulatory agencies. You are encouraged to provide your comments* so that they may be incorporated into the planning of this project. Please contact either one of the following project representatives if you would like further information on the project, if you have any questions or comments, or if you would like to be added to the study mailing list.

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
Tel: (905) 845-6601 , ext.3981
Email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Tel: (519) 650-7139
Email: bob.felker@amecfw.com

Information related to the study and consultation process will also be posted on the Town of Oakville's website. Visit oakville.ca and search "roads and sidewalks studies".

* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

To be the most livable town in Canada.

January 9, 2017

Dear Sir/Madam:

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment Study
Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)**

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) study for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The purpose of this letter is to inform you of the study and to invite your participation. A copy of the Notice of Commencement with a key plan of the study area can be found on the back of this letter.

The Town is considering a wide range of options to satisfy travel demand for all road users within the Lakeshore Road West Corridor and within the study area. The improvements are required to meet the needs of the town to the year 2031. The study is being conducted in accordance with the requirements for a Schedule 'C' Municipal Class EA, which is approved under the Ontario Environmental Assessment Act.

A key component of the study will involve consultation with interested stakeholders, the public and regulatory agencies including two Public Information Centres (PICs). Details regarding the PICs will be advertised as the study progresses. The Town is also forming a Stakeholder Group to provide input into the study. If you have an interest in being a member of the Stakeholder Group please contact a project representative listed on the attached notice.

The Town has retained Amec Foster Wheeler to undertake this study. Over the next few months the project team, including a number of environmental sub-consultants, may be on-site collecting information related to physical roadway and environmental conditions for the study area. Your assistance with our study is greatly appreciated. If there is any concern with the fieldwork and investigation being conducted on your property, please contact the undersigned immediately.

For further information please contact the undersigned, or visit the Town of Oakville website, oakville.ca and search "roads and sidewalks studies".

Sincerely,



for

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
Tel: (905) 845-6601 , ext.3981
Email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Tel: (519) 650-7139
Email: bob.felker@amecfw.com

Encl.: Notice
c.c. David Sinke/Bob Felker, Amec Foster Wheeler

To be the most livable town in Canada.

January 9, 2017

Dear

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment Study
Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)**

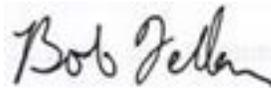
The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) study for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The purpose of this letter is to inform you of the study and to invite your participation. A copy of the Notice of Study Commencement with a key plan of the study area is included on the reverse page.

The Town is considering a wide range of options to satisfy travel demand for all road users within the Lakeshore Road West Corridor and within the study area. The improvements are required to meet the needs of the town to the year 2031. To determine the nature of the problem, an inventory will be completed to identify roadway structural deficiencies, capacity deficiencies, and road user safety conditions, and the natural and social environmental conditions that may be impacted. Once the problem is fully understood, a set of alternative solutions will be developed and presented to the public and regulatory agencies for comment.

A key component of the study will involve consultation with interested stakeholders, the public and regulatory agencies. You are encouraged to use the attached comment form to provide a response to indicate an interest to participate, and state study concerns or requirements.

For further information please contact the undersigned, or visit the Town of Oakville website, oakville.ca and search "roads and sidewalks studies".

Sincerely,



for

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
Tel: (905) 845-6601 , ext.3981
Email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Tel: (519) 650-7139
Email: bob.felker@amecfw.com

Encl.: Notice
Comment Form
c.c. David Sinke, Bob Felker - Amec Foster Wheeler

Dearlove, Heather

Subject: FW: Sidewalk on Lakeshore and Sandwell Dr

From: [REDACTED]

Sent: Thursday, September 08, 2016 11:52 AM

To: Syed Rizvi <syed.rizvi@oakville.ca>; [REDACTED]; ServiceOakville <ServiceOakville@oakville.ca>

Cc: [REDACTED]; Jill Stephen <jill.stephen@oakville.ca>; Chris Clapham <chris.clapham@oakville.ca>

Subject: RE: Sidewalk on Lakeshore and Sandwell Dr

Hi Syed, as a resident at [REDACTED] I would like to be added to this mailing list as well and express my concern for the lack of safe crossing of Lakeshore Road at Sandwell. In addition to my husband and myself, we have 2 pre-teen boys that are not able to safely cross lakeshore as the sidewalk on the north side of Lakeshore does not continue to west of Sandwell Drive and 4th Line crossing (a very busy traffic intersection) is 2.4 km detour...

A crosswalk in the area of Sandwell & Lakeshore would be a welcome addition in ensuring the safety of our children and neighbours.

Thank you!

[REDACTED]

From: Danielle Dilillo [<mailto:danielle@di-mond.com>]

Sent: Wednesday, September 07, 2016 6:59 PM

To: Syed Rizvi <syed.rizvi@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>; ServiceOakville <ServiceOakville@oakville.ca>

Cc: [REDACTED]

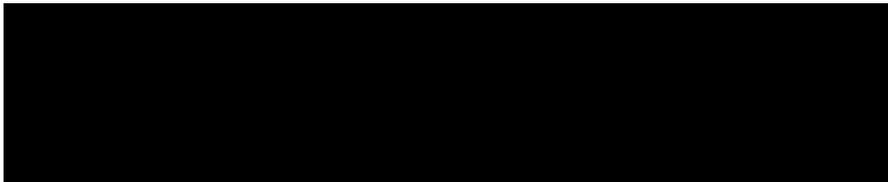
Subject: Fwd: Sidewalk on Lakeshore and Sandwell Dr

Hi Mr. Rizvi,

Please confirm that you have added my name to your mailing list in regards to my concern below. Also, can you please advise when this environmental assessment will take place?

Thank you,

[REDACTED]



Begin forwarded message:

From: Chris Clapham <chris.clapham@oakville.ca>

Date: August 26, 2016 at 4:14:08 PM EDT

To: 

Cc: Jill Stephen <jill.stephen@oakville.ca>, ServiceOakville <ServiceOakville@oakville.ca>, Syed Rizvi <syed.rizvi@oakville.ca>

Subject: RE: Sidewalk on Lakeshore and Sandwell Dr



Further to below, staff would like to thank you for forwarding your concern to the town. At this time, Lakeshore Road is scheduled to undergo an environmental assessment later this year to investigate the options for urbanization between Bronte Road and Dorval Drive. This review would include the options for pedestrian infrastructure, cycling facilities, and additional crossing locations, if deemed necessary.

By copy of this email to the project manager for this study, Mr. Syed Rizvi, I would ask that he add you to the mailing list so you can stay informed of any upcoming public meetings to provide input into the future design of Lakeshore Road West.

If you have any further questions, please do not hesitate to contact Mr. Rizvi or myself.

Regards,

Chris

Chris Clapham

Sustainable Transportation Program Co-ordinator

Engineering & Construction

Town of Oakville | 905-845-6601, ext.3306 | f: 905-338-4159 | www.oakville.ca

[Complete our Community Development customer service survey](#)

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<http://www.oakville.ca/privacy.html>

From: ServiceOakville

Sent: Wednesday, August 24, 2016 3:35 PM



Cc: Jill Stephen; Chris Clapham

Subject: RE: Sidewalk on Lakeshore and Sandwell Dr

[Redacted]

Thank you for your email. I am forwarding your email to our Engineering and Construction department, Jill Stephen and Chris Clapham for their review and response to you.

Thank you again for contacting ServiceOakville.

Sincerely,

Jessica

ServiceOakville | Town of Oakville | 905-845-6601 | www.oakville.ca

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<http://www.oakville.ca/privacy.html>

From: [Redacted]
Sent: Tuesday, August 23, 2016 1:39 PM
To: ServiceOakville
Subject: Sidewalk on Lakeshore and Sandwell Dr

I am writing to you to request the city to continue the sidewalk/bike path on Lakeshore Rd on the North side between Sandwell and Wood Haven Park Dr. And provide a crosswalk with lights at Sandwell and Lakeshore!

I have four (4) children and we frequently go on bike rides. We have a really hard time crossing the street to get to the north side of lakeshore. We can not get to the crosswalk at coronation park because the sidewalk is not finished on the south side!

This is dangerous as lakeshore gets way to busy to cross without a crosswalk!

Please have someone reply back to this email as soon as possible!

[Redacted]

[Redacted]

Dearlove, Heather

From: Felker, Bob
Sent: January-21-17 3:11 PM
To: [REDACTED]
Cc: Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Dearlove, Heather
Subject: RE: Municipal Class Environmental Assessment Study

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED], Thank you for your interest in the Lakeshore Road West Class EA Study, considering improvements to the corridor between Mississauga Street and Dorval Drive to the 2031 timeframe. Provision for active transportation by cyclists and pedestrians within the corridor is part of the study.

We have added your name to the mailing list. Your comments will form part of the public record and we will continue to keep you informed as the study process proceeds.

Sincerely,

Bob Felker

Tel: 519-650-7139
Cell: 226-751-3854

From: [REDACTED]
Sent: January-16-17 3:28 PM
To: Felker, Bob <bob.felker@amecfw.com>
Subject: Municipal Class Environmental Assessment Study

Hi Mr. Feller

Thank you for the advisory which we received today at [REDACTED].

Please try and accommodate the huge packs of cyclists that do distance rides along Lakeshore Road from Mississauga to Hamilton. They need better protection from vehicular traffic through the Oakville portion of Lakeshore.

Casual cyclists also need more room.

Good luck and please add me to the email update list.

[REDACTED]

McAndrew, Louise

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Tuesday, April 11, 2017 12:30 PM
To: Felker, Bob
Cc: Dearlove, Heather; Smith, Neal; Sinke, David
Subject: FW: Lakeshore road west study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Bob,
Fyi and reply please to the email. Surprisingly the proposed roadway developments are much in line with the preferred alternative.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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<http://www.oakville.ca/privacy.html>

From: [REDACTED]
Sent: Tuesday, April 11, 2017 10:26 AM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Subject: Lakeshore road west study

Hi Syed

I would like to be added to the list of recipients to get up dates on this study.

I currently reside at [REDACTED] so any final design will have an impact on me.

For the record, I believe this should be a 3 lane road, consistent with the rest of Lakeshore in Oakville and Burlington, with proper storm sewers and sidewalks on both sides of the road, and clearly marked bike lanes

This improvement cannot come soon enough. From my perspective traffic has more than doubled in the past decade especially in rush hour as people abandon the QEW. I constantly see people passing turning cars on the shoulder and with all the bike traffic this is becoming quite dangerous. I see examples every day

This should never become a 4 lane road which would encourage excessive speeds.

Regards

Dearlove, Heather

Subject: FW: Lakeshore Road West Municipal Class Environment Assessment Study - letter Jan 9/17

From: [REDACTED]
Sent: Friday, January 20, 2017 3:00 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Cc: bob.felker@amecfw.com; Ralph Robinson <ralph.robinson@oakville.ca>; Sean O'Meara <sean.o'meara@oakville.ca>
Subject: Lakeshore Road West Municipal Class Environment Assessment Study - letter Jan 9/17

My Rizvi and Mr Felker- thank you for your letter of Jan. 9/17. This is to inform you of our interest to be involved in this process as an active stakeholder. It is also to inform you of our opposition to change Lakeshore Road West from Bronte Road to Mississauga Road in any of the ways listed below.

A number of years ago Councillor Robinson and then Councillor Flynn successfully opposed a move to turn this area into 2 lanes with a centre turning lane plus bike lanes. We will continue to oppose such changes as well as any move to add on-street parking. Mr Robinson and Mr Flynn realised, back then, that any of these proposed changes would only just worsen the already bad congestion at both rush hour periods. Nothing has changed in the years since except such changes would make the traffic even worse. It would also make it even far more difficult for people making a left turn out of both the large 2511 Lakeshore Road West Bronte Harbour Club condo and out of very busy Walton Memorial United Church facility which is heavily used 7 days a week.

With Thanks - [REDACTED]

Mcandrew, Louise

From: Felker, Bob
Sent: Monday, September 11, 2017 9:43 AM
To: Syed Rizvi
Cc: Sinke, David; Smith, Neal; King, Maria E; Mcandrew, Louise
Subject: RE: re 2 issues (Outer Harbour Marina & Lakeshore Rd)

Good Morning Syed, We will add Mr. Stempien to the mailing list, and place his comments in the Public Record of Consultation appendix to the Environmental Study Report.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Regards,

Bob

Bob Felker
Tel: 519-650-7139
Cell: 226-751-3854

-----Original Message-----

From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: September-11-17 9:38 AM
To: Felker, Bob <bob.felker@amecfw.com>
Cc: Sinke, David <David.Sinke@amecfw.com>; Smith, Neal <neal.smith@amecfw.com>; King, Maria E <maria.e.king@amecfw.com>
Subject: FW: re 2 issues (Outer Harbour Marina & Lakeshore Rd)

Good morning Bob,
Fyi, and please add name of resident in the Lakeshore Road EA mailing list.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601 ext.3981 | | www.oakville.ca

Please consider the environment before printing this email.
http://www.oakville.ca/privacy_statement.htm

-----Original Message-----

From: Syed Rizvi

Sent: Monday, September 11, 2017 9:35 AM

To: [REDACTED] >

Cc: Sean O'Meara <sean.o'meara@oakville.ca>; Dan Cozzi <dan.cozzi@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>

Subject: re 2 issues (Outer Harbour Marina & Lakeshore Rd)

Dear [REDACTED],

We appreciate your comments concerning pedestrian and cycling use and the type of facilities you would prefer be developed from Mississaga Street to Bronte Road in the Lakeshore Road West corridor under study. They will be taken into account as the Project Team proceeds with the more detailed evaluation of alternatives.

Please note that your name has been added to the mailing list and we will continue to keep you informed as the study process proceeds.

Thanks
Syed

-----Original Message-----

From: Sean O'Meara

Sent: Friday, September 08, 2017 4:19 PM

To: [REDACTED]

Cc: Syed Rizvi <syed.rizvi@oakville.ca>

Subject: RE: re 2 issues (Outer Harbour Marina & Lakeshore Rd)

Hey [REDACTED],

No problem, always here to help.

We are currently in negotiations with the current lease holder. While the outer harbour has been optimal in its operations, the same cannot be said for other aspects of the lease. Both sides must agree on what will be a fair lease arrangement. We will be discussing this issue at committee in the next week or two.

In terms of Lakeshore road, we have begun a Lakeshore Road Environmental Assessment (<http://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>)

I am confident that your concerns will be addressed through this process and I am coping our staff member on it to ensure that your comments are noted.

Regards,
Sean

Sean O'Meara
Ward 1 Town & Regional Councillor
Office of the Mayor & Council
Town of Oakville | 905-845-6601 ext.6011 | | www.oakville.ca

Please consider the environment before printing this email.
<http://www.oakville.ca/privacy.html>

-----Original Message-----

From: [REDACTED]
Sent: Thursday, September 7, 2017 3:28 PM
To: Sean O'Meara
Subject: re 2 issues (Outer Harbour Marina & Lakeshore Rd)

Sean

First of all I want to thank you for looking into my neighbours back yard project, it was within code (pretty big though) but thank you for helping me look into it.

I have a sailboat at [REDACTED] (for about 10 years). There has been some talk that the lease to the owner ([REDACTED]) may not be renewed. It is renewable this April 2018. You probably know the history of how the marina was developed. I, and I believe all of the people who lease a slip there are very happy with the present arrangement. Foremost for me is the helpful staff and owners and the security provided. I have heard there has been some argument that the citizens of Oakville should have more access to the marina. I also used to have my boat at Lasalle in Burlington, before we moved here.

Lasalle also is leased by the city of Burlington but does have locked access to the slips for boat owners only. Perhaps there are other issues I am not aware of , but I hope the marina's lease is extended. I have already arranged my haul-out date, and April of course is the month the first boats start to go back in, as you can imagine this has created some anxiety and concern amongst the boaters !

Would be able to clarify this issue for me, and perhaps alleviate our fears?

The second issue has to do with Lakeshore Rd. from Mississaga Street to Bronte Rd.

As you know from Burloak to Mississaga there is a "bike lane" not separated but allows some safety when I bike, it ends then and does not resume till east of Bronte Rd. The traffic from those 2 roads, Mississaga to Bronte then becomes 4 lanes, no bike lanes , and I don't think any one (maybe one or 2) obey the posted speed limit of 50k , instead everyone speeds to get ahead of everyone else. I often see bikers on the sidewalk (and no wonder), and even walking on the sidewalk it is like being by the QEW ,I believe this is the only part of Lakeshore that has 4 lanes, albeit some are turning lanes, but they seem to be used often for passing lanes.

I have 2 solutions, a bike lane on both sides ,only 2 lanes across the bridge and shorten the length of the turning lanes so they can only be used for that, and prior to that, some speed enforcement (Halton Police) . If I bike east from my home this stretch of road scares me.

Thank you for helping

[REDACTED]

Dearlove, Heather

From: Felker, Bob
Sent: January-29-17 4:45 PM
To: [REDACTED]
Cc: Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Dearlove, Heather
Subject: RE: Lakeshore Road West Improvements
Attachments: Lakeshore Rd W Urban x-section.pdf; Lakeshore Rd W Rural x-section.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED], Thank you for your interest in the Lakeshore Road West Class EA Study, considering improvements to the corridor between Mississauga Street and Dorval Drive to the 2031 timeframe. You have asked a couple questions that will be fully answered over the course of the study, and we encourage your active participation as the study proceeds through the stages of gathering background information, proposing alternative improvements, and recommending a preferred course of action in light of the environmental assessment and stakeholder input.

For now, here is a general response:

1. With reference to the two attached images, “Urban Standard” refers to a typical road cross section that has sidewalks, grassed boulevards, concrete curbs, underground storm sewers, and travel lanes for cyclists and vehicles. This is as opposed to a “Rural Standard” where the cross section may include sidewalks, but mostly has at-grade drainage swales, unpaved road shoulders with no curb and gutter, and vehicle travel lanes. Within the corridor under study there is a range of roadway conditions between full urban and full rural, with one issue being the gaps in facilities for pedestrians and cyclists. The study will seek to balance the physical infrastructure needs with context-sensitive solutions that acknowledge the unique neighbourhood circumstances found throughout the area under study.
2. As you have identified, the roadway within the Bronte Village area is already highly developed, serving many users, and constrained by the available public right-of-way. A “Complete Streets” approach is being applied to evaluate the needs of all users, the capacity to accommodate users, and create a safe, attractive, and vibrant streetscape.

We have added your name to the mailing list and we will continue to keep you informed as the study process proceeds.

Sincerely,

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Environment and Infrastructure
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel: 519-650-7139
Cell: 226-751-3854
bob.felker@amecfw.com
amecfw.com

From: [REDACTED]

Sent: Sunday, January 22, 2017 1:40 PM

To: Syed Rizvi <syed.rizvi@oakville.ca>

Subject: Lakeshore Road West Improvements

Syed I received a letter re the above study and reviewed the master plan...

It indicates that there are options re Lakeshore Road

“Lakeshore road to urban standard” (pg xii)

And

“widening Lakeshore to 4 lanes from Bronte to 3rd Line” (pg 50)

A couple of questions...

1. Can you tell me what ‘urban standard’ refers to?
2. There is room to expand Lakeshore to 4 lanes in downtown Bronte given required bike lanes and the frontage restrictions of stores in Downtown Bronte?

[REDACTED]



**TOWN OF OAKVILLE
LAKESHORE ROAD WEST IMPROVEMENTS
(MISSISSAGA STREET TO DORVAL DRIVE)**

**PUBLIC INFORMATION CENTRE NUMBER 1
SUMMARY REPORT**

**Submitted to:
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3**

**Submitted by:
Amec Foster Wheeler Environment & Infrastructure
a division of Amec Foster Wheeler Americas Limited
3450 Harvester Road, Suite 100
Burlington, Ontario L7N 3W5**

May 2017

TPB166147

TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION.....	1
2.0 PUBLIC AND AGENCY CONSULTATION.....	1
2.1 Notices	1
2.2 PIC Invitation Letters.....	1
3.0 INFORMATION PRESENTED.....	2
4.0 ATTENDANCE	2
5.0 COMMENTS	3
6.0 SUMMARY.....	10
7.0 FREEDOM OF INFORMATION AND PRIVACY ACT STATEMENT	12

LIST OF TABLES

Table 1: Initial Contact List.....	Error! Bookmark not defined.
Table 2: Summary of Comments Received and Responses	3

LIST OF APPENDICES

Appendix A:	Notices
Appendix B:	PIC Invitation Letters
Appendix C:	PIC Display Boards and Drawings
Appendix D:	Comment Sheets Received
Appendix E:	Comment Response

1.0 INTRODUCTION

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the town to the year 2031. The town is considering a wide range of options to satisfy active and vehicular transportation demand within the Lakeshore Road West corridor and within the study area.

The study is being carried out in accordance with the requirements of a Schedule C project as outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario Environmental Assessment Act.

As part of the study, two a Public Information Centres (PICs) are planned to allow the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. This report summarizes the information and comments relating to the first PIC. Public Information Centre Number 1 took place between 6:00pm and 8:00pm on April 20, 2017 in the Town of Oakville Town Hall, South Atrium.

The purpose of this PIC was to:

- Learn about the Environmental Assessment Process;
- Review the Work Completed to Date;
- Learn about Future Development and Traffic;
- Discover the Problems and Opportunities being addressed;
- Ask Questions, Provide Insite, and Give Feedback; and,
- Find out Where the Study is Going Next.

2.0 PUBLIC AND AGENCY CONSULTATION

2.1 Notices

Notices of the Public Information Center were published in The Oakville Beaver, and made available on the Town's website.

A copy of this notice is provided in Appendix A.

2.2 PIC Invitation Letters

Invitations to the PIC were sent to members of the public, stakeholders, and agencies, based on requests to be consulted and proximity to the project location. These were mailed out on Monday, April 3, 2017.

A copy of the referenced PIC invitation letters can be found in Appendix B.

3.0 INFORMATION PRESENTED

The PIC was held as a drop in open house, hosted by representatives from the Town and Amec Foster Wheeler. The display boards were set up along the atrium space with a map showing constraints throughout the corridor provided for the public to add on to. Attendees were encouraged to ask questions of the project team members present. A total of 25 information boards were presented:

- Purpose of PIC No. 1
- Study Area
- Planning and Policy Context
- Class EA Process
- Existing and Future Land Use
- Bronte Village Growth Area
- Existing Traffic Conditions
- Future Traffic Conditions
- Road Safety Investigation
- Existing and Future Transit Network
- Existing and Future Active Transportation Network
- Environmental Inventories
- Natural Environment
- Hydrology and Hydraulics / Stormwater Management
- Stage 1 Archaeological Assessment and Built Heritage and Cultural Landscape Assessment
- Problem and Opportunity Statement
- Alternative Solutions
- Evaluation Criteria
- Alternative Solutions Assessment
- Preliminary Recommended Alternative Solution
- Next Steps

Copies of the boards and the comments sheets were posted on the Town's website for those unable to attend. As well, anyone who requested them was sent electronic versions.

A copy of the display boards and drawings can be found in Appendix C.

4.0 ATTENDANCE

An estimated 36 people attended the PIC with a total of 31 people signing the register. Town staff, as well as Amec Foster Wheeler representatives were on hand to answer any questions. In attendance were:

<u>Name</u>	<u>Title</u>
Syed Rizvi	Town of Oakville Project Manager
Jill Stephen	Senior Manager – Transportation Strategy
Rita Juliao	Development Engineering

Brad Sunderland
 David Sinke
 Bob Felker
 Neal Smith
 Louise McAndrew
 Mary Kelly

Planner
 Project Manager
 Assistant Project Manager
 Senior Technologist
 Junior Environmental Planner
 Senior Consultant – Public Consultation

5.0 COMMENTS

Comments sheets were provided to everyone in attendance and they were encouraged to provide feedback. 14 comment sheets were returned the night of the PIC. An additional 6 comment sheets were received via mail or email during the comment period of April 21, 2017 – May 5, 2017. Additional comments, not on the comment form, were also received via email related to the PIC. Copies of the comment sheets received are provided in Appendix D. Copies of the formal responses provided are in Appendix E.

A summary of the comments received is presented in Table 1.

Table 1: Summary of Comments Received and Responses

<p>1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).</p>
<p>Comments:</p> <ul style="list-style-type: none"> • Yes (x6) • Yes, similar to Burlington • Consider roundabouts where possible – specifically at Lakeshore and Rebecca • Yes, would prefer bike lanes over car lanes • Yes, Bike Lanes in addition to 3 lanes • Yes, including a usable, separate, flat bike lane • Yes, improve safety, particularly for cyclists • Yes – safer for cyclists • Yes – Safer, including between Bronte and Mississauga • Only 3 lanes if warranted • Yes, but only where centre lane warranted, near intersections not all the way through • Good as long as minimal trees are removed • Only if urban curbs and proper sidewalks are installed • Include road curbs rather than grass ditches and hard sidewalks, currently become an eyesore in winter • Not if it results in increased traffic, likes active transportation • Keep area between Bronte Road and Mississauga St 4 lanes – no bike lanes • No, might increase the speed and make turning more difficult, current road width is suitable

<ul style="list-style-type: none"> Little need for development other than appearance since there are three lanes through Bronte 						
<p>2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).</p> <p>a. Cycle (on-road or off-road)</p> <p>b. Walk</p> <p>c. Road user – casual</p> <p>d. Road user – commercial</p> <p>e. Transit</p> <p>f. Other (Please state)</p>						
		Total Response	1		Top use (1-3)	
Cycle		15	1/16	7%	13/15	87%
Walk		19	7/19	37%	19/19	100%
Road User Casual		20	11/20	55%	18/20	90%
Road User Commercial		5	2/5	40%	2/5	40%
Transit		7	0/7	0	2/7	29%
Other		1 (Run)	0/1	0	0/1	0
<p>Comments:</p> <ul style="list-style-type: none"> Walk daily in the area Walk for exercise Lots of walking Use Lakeshore to get to Bronte Village and downtown, as well as walking to the Harbour and coronation park Likes ability to walk to Bronte and Coronation Park, accessibility for transit and cycling Maintain good quality sidewalk with signs and lighting Make crossing easier, add slow signs and lines Shop in Bronte Provides walking access to Bronte village Daily walks around Bronte village along lakeshore Use to go to both downtown and Bronte Village Use road for work Drive on Lakeshore Main access to most activities, including commuting to work Main roadway going west and east Preferred main driving route westbound Safety for cyclists and better car traffic flow Frequent walks (4x week), sidewalks are discontinuous with crossings very spread out, not ideal for pedestrians Dangerous area – many near accidents/ pedestrian injuries Roadway doesn't support the growth in the area, drivers use excessive speed, cross the sidewalks and run traffic lights Cannot make left turn from business west of Bronte Road during rush hour – thinks preferred alternative will make this even worse Many Seniors in the area 						

<p>3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?</p>
<p>Comments:</p> <ul style="list-style-type: none"> • Center turn lane • Roundabouts • Traffic control at Appleby College during peak periods • Traffic calming • Reduce speeding • Reduce area between Bronte road and Mississauga street to 3 lanes – currently the only 4 lane road in Oakville and used as a speedway • Widen center lane to make it easier for drivers to use • Lower traffic light at Bronte and lakeshore, for traffic turning right onto lakeshore from Bronte rd. • Bike lanes off roadside, onto shared use pathways • Separate cycle lane adjacent to the sidewalk but not part of the roadway • A well marked and continuous on-road bike lane to help improve cyclist safety • Safe bike and walking options • Better pedestrian crossings • Safer sidewalks • Pedestrian lights for the sidewalks on the 14 mile creek bridge • Sidewalk on North side between Third and Solingate • wider bridges over the creeks so walkers do not get crowded onto the road • Continuous sidewalks to improve pedestrian safety – should be considered an essential amenity • More sidewalks, especially between Solingate and Fourth line on the north side • Remove ditches and replace with concrete curbing throughout • Remove shoulders as they are an eyesore • Eliminate Roadside ditch, especially where deep (North side between Third and Solingate) safety/fall hazard • Reduced truck traffic • Urban curbs • Reduced bus traffic – noise • Noise berm • LED Street lights • Decorative street lights • Bury hydro lines • Below ground hydro lines • Trash Cans (specifically east of coronation park and west on Dorval drive) • Keep as is
<p>3a. If you walk along the corridor, what would you like to see done to make it more walkable?</p>
<p>Comments:</p>

- Improve sidewalk area in front of Sir John Colborne Seniors Center, feels too close to traffic
- Level, consistent surface
- Smooth durable walkway surface
- Crossing bars for pedestrians at reasonable distances with proper road markings
- Proper contiguous bike and walking lanes
- Good surface surrounded by trees and vegetation
- East of East street parking lot/ playing where there should be a crossing to protect seniors [Bronte athletic park across from Oakville Senior Citizens Residence]
- Separate bike trails and walkways, make sure bike trails are smoother
- More benches/ Plants
- More sidewalks
- Continuous sidewalks to improve pedestrian safety – should be considered an essential amenity
- Make walking on the south side for the runners and cyclists on the north side
- Sidewalks/bike paths on both sides of the road (1 on either side)
- Sidewalk on north side between Third and Solingate
- Tarmac sidewalks rather than concrete
- Continuous sidewalks down both north and south side of lakeshore
- Pedestrian crossing @ Suffolk Ave
- Fine now
- Pedestrian crossing somewhere between 4th Line and Coronation Park

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

Comments:

- Level, consistent surface
- More sidewalks
- Controlled pedestrian crossings at more regular intervals
- Make sidewalk as far from road pavement as possible
- Sidewalk on North side between Third and Solingate
- More crossings for the infirm and children to help push back on jaywalkers, particularly at both ends of the park and any tim hortons
- Sidewalks for senior pedestrians and child cyclists East of East street parking lot/ playing where there should be a crossing to protect seniors [Bronte athletic park across from Oakville Senior Citizens Residence]
- Well marked bike lanes
- Bike lanes or by-laws for bike/cyclist groups who travel in packs along lakeshore Rd, often halting traffic
- Cycle path would be safer for children
- Allow cycling on one sidewalk and pedestrians on the other one
- Bike lanes on shared use pathways, not on roadside
- Enforce traffic laws
- Reduced speeding, truck traffic and motorcycle traffic

- More police presence – on bikes in warm weather
- Better sidewalks with urban curbs
- Better lighting in some locations
- Trash cans

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane
- b. Off road – designated bicycle trail
- c. Off road - shared – multi-use trail

Please describe why it is important to you?

	Total Responses	1		1 or 2		3	
On Road Designated	11	6	55%	6	55%	5	45%
Off Road Designated	12	6	50%	11	92%	1	8%
Off Road Shared	12	3	25%	7	58%	5	42%

Comments:

- Prefer on road to reduce grade and surface changes
- Road bikes can move at higher speeds than can be safely accommodated by multiuse trail
- Keep on road – less stoppage's, no transitions at intersections and drivers are more aware of cyclists
- Bikes not moving off the sidewalk can be dangerous for pedestrians
- On road if not crowded with traffic, off road for children
- On road bicycle lane is a concern for children - they will use sidewalk instead, creating a hazard for pedestrians
- Only off road bike trails
- Keep off road to avoid needing extra lane
- Cars and bikes don't mix, need to be separated
- Too dangerous to cycle on pavement alongside cars
- Designated bicycle trail is safest for cyclists and pedestrians
- Shared off road is safer for cyclists but potential hazard for pedestrians
- Safety for cyclists
- Would like to see Oakville embrace and encourage cycling
- Cycle regularly for fitness – Conditions inconsistent, lack of bike lanes, Bronte street parking is hazardous (parked cars and bicycle lane need to be better separated)

4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping
- b. Walkability
- c. Parking
- d. Trees
- e. Other (Please state)

Why?

	Total Responses	1		Top Use (1-3)	
Streetscaping	16	6	38%	16	100%
Walkability	15	8	53%	14	93%
Parking	11	2	18%	4	36%
Trees	15	3	20%	13	87%
Other	2(Left turn lanes) (Bike Lanes)	0	0	1 (LTL)	50%

Comments:

- Turn Bronte into a destination rather than a thru-way
- Occasional bench/ sitting area, i.e. 4th line
- Trash cans between coronation park and Dorval drive
- Bronte village has potential to feel like a downtown rather than a long stretch of strip malls
- Need attractive outlook while driving, cycling and walking the downtown area. Will also help attract visitors if the village is pleasant looking
- Bronte has sufficient parking and sidewalks but lacks architectural features that make it appealing, Businesses should be encourage to build shop fronts up to the sidewalk and parking should be relegated to the back of the businesses
- There is too much concrete. Asphalt in Bronte
- Upgrade Bronte mall
- Continuous sidewalks
- Seniors walking
- Keep pedestrians safe especially around Bronte village
- Encourage walking/ biking
- Improved streetscaping and walkability will link the areas together and create a more cohesive feel, encouraging people to walk through the area rather than drive
- Has to be walkable, especially for children and seniors, between Coronation park and Bronte Village, for both health and recreation
- Good to be able to walk to shop for groceries
- In hot summer it is not that nice to walk between restaurants and diners
- Need to park near shops to load purchases
- Need for parking when shopping and streetscaping makes it appealing
- Parking should be on parallel or cross streets
- No bike lanes through Bronte
- Encourage new shops and local businesses
- Better sidewalk lighting at night in heavily treed or bushy areas

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Comments:

- Trees
- Better protection of trees, more careful pruning
- Trees, flowers, benches, bike racks

- As many trees as possible
- Improvement only within the existing right of way, preserving the many mature trees that give the area unique appeal
- Large trees
- Protect as many trees as possible (nice feature in Burlington is large trees)
- Maintain the integrity of the forested area around 14 mile creek
- Trees should be maintained wherever possible
- Preserve the beauty of Oakville
- Improve traffic flow and sidewalk/bike trails for safety without making it feel like a major road
- Overall feel of Lakeshore Road West should be maintained
- Maintain commercial in Bronte and through Kerr Village, residential elsewhere
- Preserve a rural feel similar to what Burlington has done
- Maintain 4 story height limit immediately next to the street
- Protect everything
- Protect Walton church and the war memorial by slowing traffic there so speeding motorcycles are not so loud at remembrance services etc,
- allow parking at the parks that are for non boat slip users so people can bring their own canoes there or to 16 mile creek, without having to illegally park.
- There is a historic farm drive on Walby road end
- Protect/ reposition all historical features
- Secure lake/ river access

Summary:

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Comments:

- Bring back #2 bus along Lakeshore
- Going from 4 lanes to 3 lanes will make things worse
- Do it now!
- What are the noise criteria, when and what would be considered as an impact?
- Not sure believe traffic conditions survey. Look ahead to if the Symgine project goes ahead and the impacts from that (currently under appeal to the Ontario Municipal Board hearing scheduled June 2017).
- Put hydro lines underground and replace street lights with more decorative options to make lakeshore into a "parkway" feel similar to the Niagara parkway. Stimulate day tourism and help retail stores in Bronte and downtown Oakville
- Lower traffic light at Bronte Road on separation island because it cannot be seen by car stopped at the line
- Reduce to 3 lanes the area between Bronte road an Mississauga to eliminate racing to get ahead 5 cars
- Consider pedestrian and bike traffic along with vehicles

<ul style="list-style-type: none"> • Concerned with crossing from Wyecroft connecting to Bronte. Should be Speers which is a thru route from Bronte to Mississauga (city), would provide a through rout parallel to the QEW • Drainage: property has a closed culvert draining from the YMCA property then opening into a creek which would be good if it was maintained • Safe development of pedestrian cycling paths • Remove traffic lights at Jones Street, Nelson Street and East Street to make traffic flow better; If not possible make lights more intelligent (ie not activating turn signal if no one is waiting) • Any update to street lighting should incorporate LED lights but they need to be lower lumens than those currently being installed in Oakville, as those are blinding • Need traffic calming for speeding motorcyclists (ie no roundabouts) and more stops that are enforced • Altering the road to suit events at Coronation Park might be a good long term investment • Drainage might be improved by pushing big ditches underground to make walking etc. along the side easier • The drainage ditch in front of 2003 Lakeshore Road West (NW corner at Third Line) does not fully drain, and is full of roots and construction debris. It contains standing water and should be fixed.
Scheduling:
How did you hear about the event? <ul style="list-style-type: none"> a. Notice in the Mail b. Newspaper Advertisement c. Town of Oakville Website
<p>Most (14/18) heard about the PIC through a notice in the mail. Three (3) people identified hearing about it through the newspaper and two (2) through the town website. 1 person was notified by an email from a councillor.</p>
Satisfaction with: <ul style="list-style-type: none"> a. Location b. Time c. Staff in Attendance
<p>Most (12/17) who responded were happy with the location. Five (5) people identified that they would have preferred the PIC to have been held in the Colborne Seniors Center, which is within the project area. There were also several verbal comments about holding it there. 10/12 were pleased with the timing of the PIC. 2 identified it as being too early, especially for commuters, with one person requesting it to be 7-9. 11/12 were happy with the staff in attendance, including quantity and knowledge level. 1 person accused staff of “holding court” and not circulating and making themselves available.</p>

Verbal comments received closely mirrored those which were provided in a written form.

6.0 SUMMARY

The majority of attendees were in favour of the preferred solution. Including bike lanes in the proposed design was of importance to most people, with only one person completely against them. Some expressed an interest and need for traffic calming measures, with one person

actively promoting roundabouts. Protecting trees and adding curbs and proper sidewalks were also mentioned. Safety was a key factor in many peoples reasoning.

Concerns about any changes causing an increase to traffic and speed was expressed. As well, one person was against reducing the four lanes through Bronte Village.

Several users specifically stated they use the corridor to access both Bronte Village and Downtown Oakville. The top identified use was as a casual road user (driver). All users identified walking within their top three (3) uses of the corridor. many also identified themselves as cycling along the corridor. One person identified themselves as working off of Lakeshore and raised concerns over turning left onto the street during rush hour. Improving walking amenities, especially for seniors, was identified as a key issue. One person specifically called out the area for being dangerous to walkers and safety was identified as an issue by a couple other people.

Many suggestions for improved features were made. Construction was identified as an opportunity to bury the hydro lines along the corridor to improve aesthetics in the area. In addition, LED streetlights and decorative streetlights were identified. Lowering the traffic light at Bronte Rd. and Lakeshore was mentioned to make it more visible to drivers at the stop bar. Roundabouts and traffic calming measures were also requested, with one person specifically identifying Appleby College during peak periods as an area of concern and high traffic. Safety was again identified as an issue, with a wider center lane requested, pedestrian lights along 14 Mile Creek Bridge, and reducing Bronte to Mississauga to 3 lanes to reduce its use as a "Speedway". The center turn lane was identified as an improvement.

Opinions were split between bike lanes being moved off the road, or better signing on road but there was agreement on making them continuous throughout the study corridor. Better and more pedestrian crossings, connected by continuous, safe, sidewalks were identified as well, with some specific areas being called out. The ditches/ shoulders were identified as unsightly by two respondents, and as a fall hazard by another, with suggestions to replace them with concrete curbing throughout. One person suggested that the bridges over the creeks need to be wider so pedestrians don't get crowded onto the road. Trash cans were requested along the corridor, specifically between Coronation park and Dorval Drive. One person expressed a desire to keep it as it is.

Creating a continuous sidewalk system was identified as the most important requirement for features to add to the corridor, using a smooth, durable surface, such as tarmac rather than concrete. The area in front of the Sir John Colborne Seniors Center was identified as feeling very close to the roadway and unfriendly to pedestrian traffic, especially seniors. More crossing areas were also requested with crossing bars and proper road markings, specifically East of East St. between Bronte Athletic Park and the Oakville Senior Citizens Residence, at Suffolk Ave, and somewhere between 4th Line and Coronation Park. More benches and plants were also identified, making the area feel more inviting to walkers. Two peoples suggested sidewalks on one side of the road with a bike path on the other side.

Providing an improved sidewalk system with a level surface was identified as a way to make the area more accessible. Also, keeping sidewalks as separated from the roadway as possible, was identified for safety. More controlled crossings for pedestrians at regular intervals were requested, along with better lighting. Traffic calming, reducing speeding, and increasing police presence were all identified as ways to make the area safer, including police on bikes in warm weather. Bike lanes to separate cyclists from cars and keep the traffic running more smoothly.

A variety of priorities were identified for Bronte Village. Walkability was highest on the list, followed by streetscaping. A couple people mentioned parking near stores as a key issue to them so they don't need to carry their purchases. Amenities such as benches and trash cans were requested. Safety for pedestrians and seniors while encouraging walking and biking was a focus. Encouraging local businesses and making the area a destination should be goals, with an interest expressed in creating a downtown atmosphere.

The responses to this question focused on the natural beauty of the area as well as some local features. Burlington was pointed to as an example to look at. Trees were a big requirement, both adding new ones and protecting existing ones, as well as protecting the forested area around 14 mile creek. A rural feel was requested, that helps preserve the beauty of Oakville.

7.0 FREEDOM OF INFORMATION AND PRIVACY ACT STATEMENT

All information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. RSO, 1990, c.F.31. With the exception of personal information, all comments will become part of the public record and included in the project study documentation.



APPENDIX A

Notices

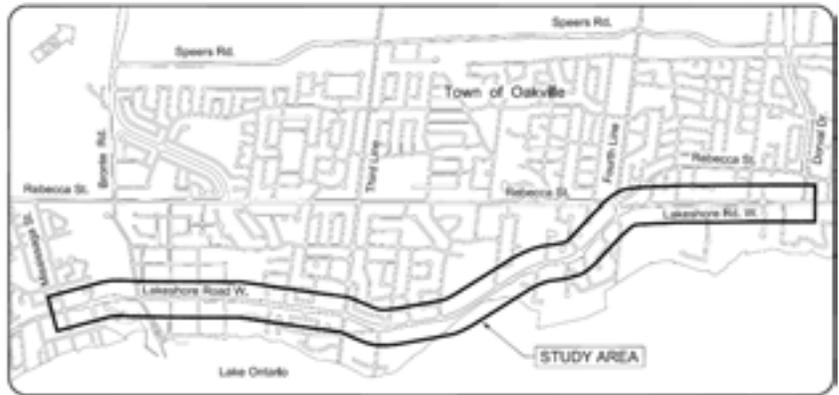


Notice of Public Information Centre No.1

Municipal Class Environmental Assessment Study Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)

The Study

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the town to the year 2031. The town is considering a wide range of options to satisfy active and vehicular transportation demand within the Lakeshore Road West corridor and within the study area.



The Process

The study is being carried out in accordance with the requirements of a Schedule C project as outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario Environmental Assessment Act.

Public Information Centre

As part of the study, a Public Information Centre (PIC) is planned to allow the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. Representatives from the town and its consultant will be present at the PIC to answer questions and discuss next steps in the study.

Date: Thursday, April 20, 2017

Time: 6 – 8 p.m.

Location: Town Hall, 1225 Trafalgar Road, Oakville

Your Input is Important!

Comment deadline is May 5, 2017

We appreciate your feedback* and we encourage you to get involved. A key component of the study will be consultation with interested stakeholders, the public, land owners and regulatory agencies. You are encouraged to provide your comments so that they may be considered in the planning of this project. Please contact either one of the following project representatives if you would like further information on the project, if you have any questions or comments, or if you would like to be added to the study mailing list.

Syed Rizvi, M.Sc., P.Eng.

Transportation Engineer

Town of Oakville

Tel: 905-845-6601, ext.3981

email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.

Senior Environmental Planner,

Amec Foster Wheeler

Tel: 519-650-7139

email: bob.felker@amecfw.com

Information related to the study and consultation process will also be posted on the Town of Oakville's website. [Visit oakville.ca](http://www.oakville.ca) and search **Lakeshore Road EA**

* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



APPENDIX B

PIC Invitation Letters

To be the most livable town in Canada.

April 3, 2017

Dear Sir/Madam:

**RE: Notice of Public Information Centre No.1
Municipal Class Environmental Assessment Study
Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)**

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) study for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the town to the year 2031.

Public Information Centre

As part of the study, a Public Information Centre (PIC) is planned to allow the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. Representatives from the town and its consultant will be present at the PIC to answer questions and discuss next steps in the study.

Date: Thursday, April 20, 2017
Time: 6 – 8 p.m.
Location: Town Hall, 1225 Trafalgar Road, Oakville

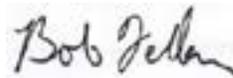
Your Input is Important!

Comment deadline is May 5, 2017

A key component of the study will involve consultation with interested stakeholders, the public and regulatory agencies. You are encouraged to provide your comments so that they may be considered in the planning of this project.

For further information please contact the undersigned, or visit the Town of Oakville website, oakville.ca and search “roads and sidewalks studies”.

Sincerely,



for

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
Tel: (905) 845-6601 , ext.3981
Email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Tel: (519) 650-7139
Email: bob.felker@amecfw.com

c.c. David Sinke, Amec Foster Wheeler
Bob Felker, Amec Foster Wheeler



APPENDIX C

PIC Display Boards and Drawings

Public Information Centre No. 1

Municipal Schedule “C” Environmental Assessment Lakeshore Road West Improvements



Date: April 20, 2017, Town of Oakville – Town Hall, South Atrium

Time: 6:00pm to 8:00pm



Purpose of PIC No.1

Tonight we invite you to....

Sign-in and take a comment sheet

Learn about the Environmental Assessment Process

Review the work completed to date

Learn about future development and traffic

Discover the problems and opportunities being addressed

Ask questions, provide insight, give feedback

Find out where the study is going next...

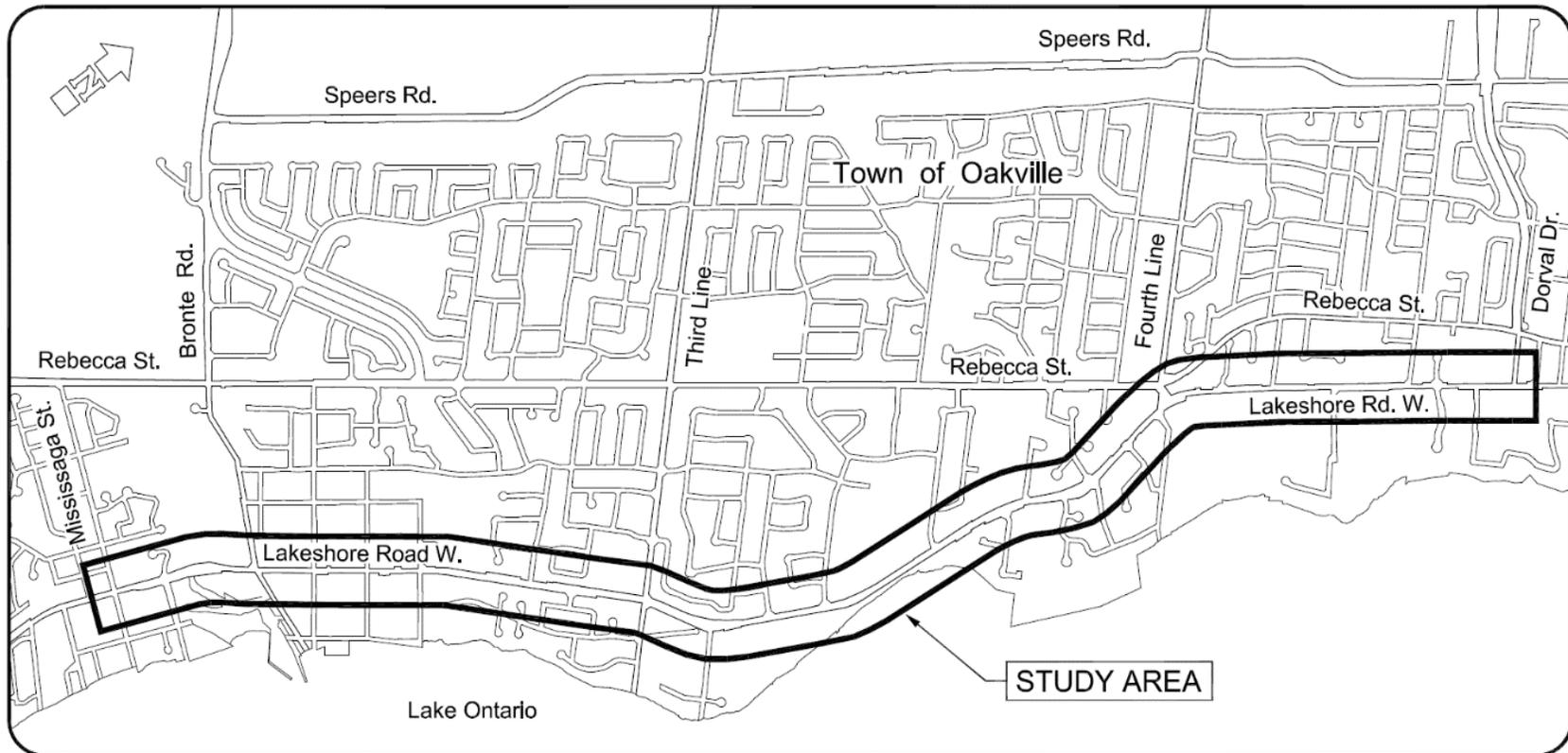
Your feedback is important and will be considered and incorporated in the preferred alternative selection process!

**Comment
Deadline is
May 5, 2017**

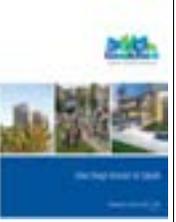
Study Area

Class EA Study Area

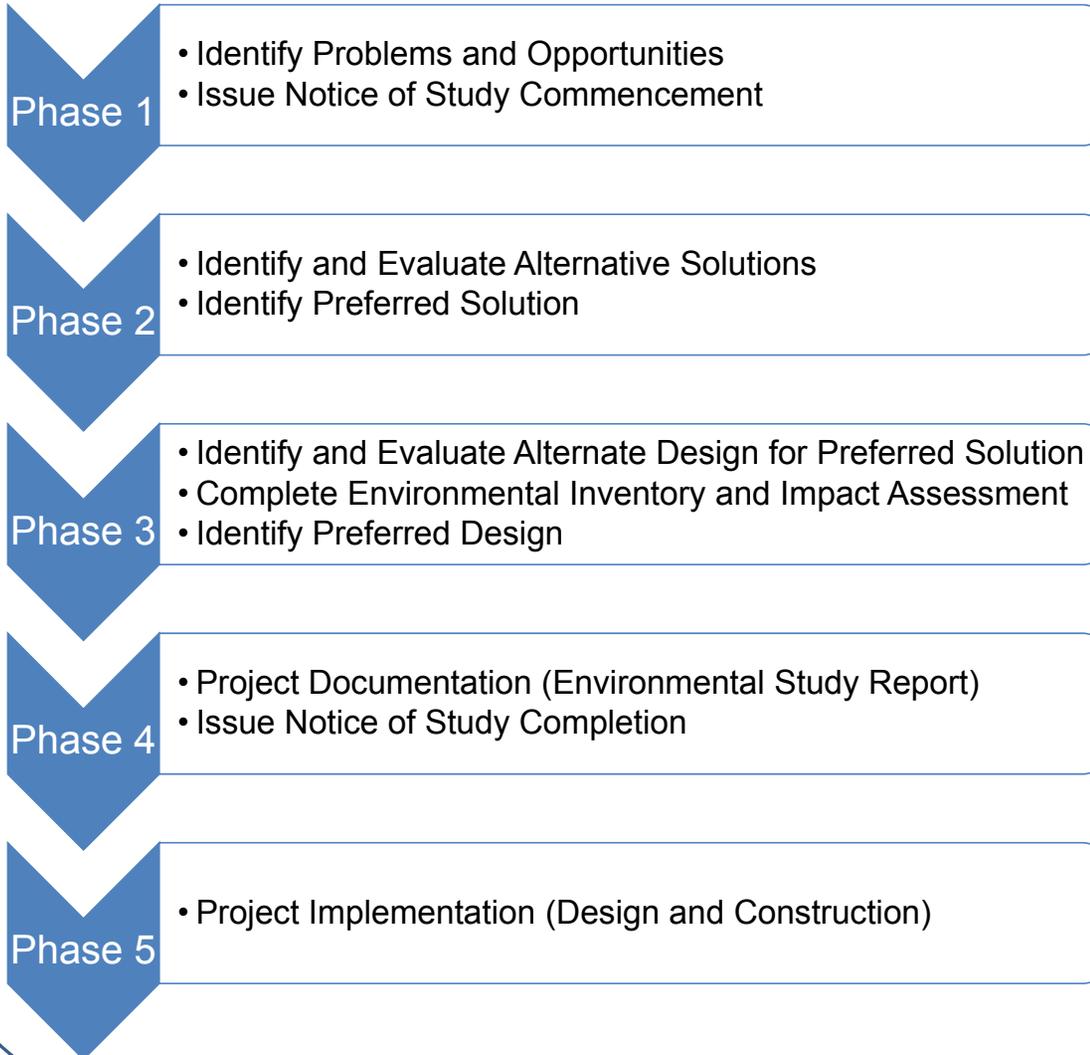
The study area is on Lakeshore Road West between Mississaga Street and Dorval Drive.



Planning and Policy Context

<p>Oakville Town-Wide Flood Study (2008)</p>		<ul style="list-style-type: none"> Plan for the reduction of flood conditions at flood-prone sites 	<p>(Part A) - Livable by Design Manual 2014</p>		<ul style="list-style-type: none"> (Part A) - A comprehensive set of guiding design principles and urban design directives applicable town-wide (south of Dundas Street) to all forms of development and redevelopment
<p>Livable Oakville – Town of Oakville Official Plan (2009)</p>		<ul style="list-style-type: none"> Establishes the desired land use pattern within the Town of Oakville, south of Dundas Street and north of Hwy 407, to 2031 Provides detailed polices that guide future growth and change in the Bronte Village Growth Area 	<p>(Part C) - Livable by Design Manual 2017</p>		<ul style="list-style-type: none"> (Part C) A comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality
<p>Switching Gears – Oakville Transportation Master Plan (2013)</p>		<ul style="list-style-type: none"> Vision of creating a more balanced transportation system through transit, active transportation and road network improvements as well as travel demand management practices 	<p>Town of Oakville Official Plan Review (ongoing)</p>		<ul style="list-style-type: none"> The review will update Official Plan policies to establish the desired land use pattern with the Town, to 2041, to conform to Provincial and Regional Plans The polices that guide growth and change in Bronte Village are being reviewed as part of the ongoing Bronte Village Growth Area Review
<p>Oakville Streetscape Strategy (2014)</p>		<ul style="list-style-type: none"> Provides for streetscape studies to be undertaken within the Town of Oakville Studies will be conducted by an inter-departmental project team with representation from all departments in the Town of Oakville 	<p>Oakville Harbours Master Plan (ongoing)</p>		<ul style="list-style-type: none"> Initiative incorporating Bronte Harbour and Oakville Harbour Provides vision for harbours and their role in the community

Class Environmental Assessment Process



Existing and Future Land Use

Existing Land Use

- There are a variety of land uses adjacent to Lake Shore Road West, within the study area, including residential, mixed use, commercial, community, institutional, and park and open space uses
- Bronte Village, one of the Town's identified main street Growth Areas, is located within the study area and comprises the historic Bronte Harbour and its immediate surroundings that developed as a focal point for the historic village of Bronte. Bronte Village provides a variety of recreational, cultural, commercial and tourism opportunities along Oakville's waterfront, and has a strong pedestrian-oriented focus
- Appleby College is a large private school and a prominent institutional land use within the study area. Appleby School opened in 1911 and was renamed Appleby College in 1941
- There are several designated heritage properties under the Ontario Heritage Act within the study area
- The study area is located within the Oakville's existing built-up area and is well established. It traverses mixed use and residential areas, comprising the Bronte Village Growth Area and stable residential communities

Future Land Use

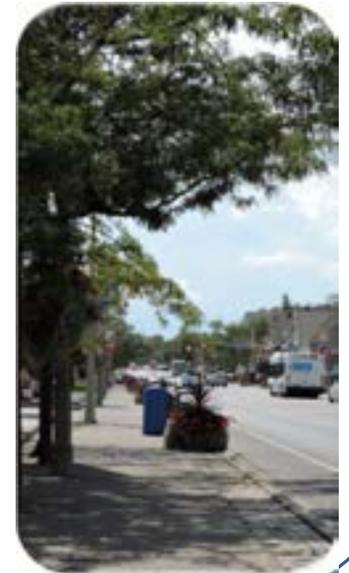
- The overall land use and development pattern within the study area is not anticipated to change substantially from what currently exists. However, there are some opportunities for infill development and redevelopment along the corridor, primarily within the Bronte Village Growth Area



Bronte Village Growth Area

Town of Oakville Official Plan

- Bronte Village is one of six identified growth areas where the majority of the new growth and development, south of Dundas Street, is to be directed
- Bronte Village is a historical, pedestrian-oriented business district
- Development objectives:
 - Preserve and enhance Bronte Village historic character
 - Maintain a complete community and sustain and improve waterfront connections
- In Bronte Village, Lakeshore Road is located within the Main Street District
- Policies which guide growth and change along Lakeshore Road West include:
 - New commercial, retail and office uses are to reflect a main street function and be provided on the ground floor facing Lakeshore Road
 - New residential development to occur primarily within mixed use buildings
 - Well defined landscaped streetscapes and integrated open spaces
 - A youth centre and public library are encouraged to be located here
 - On-street parking is contemplated and underground parking is encouraged
 - Restricted individual driveway access to Lakeshore Road
 - Urban square (between Bronte Road and Jones Street)
- The policies that guide growth and change in Bronte Village are being reviewed and updated as part of the ongoing Bronte Village Growth Area Review, which forms part of the Official Plan Review

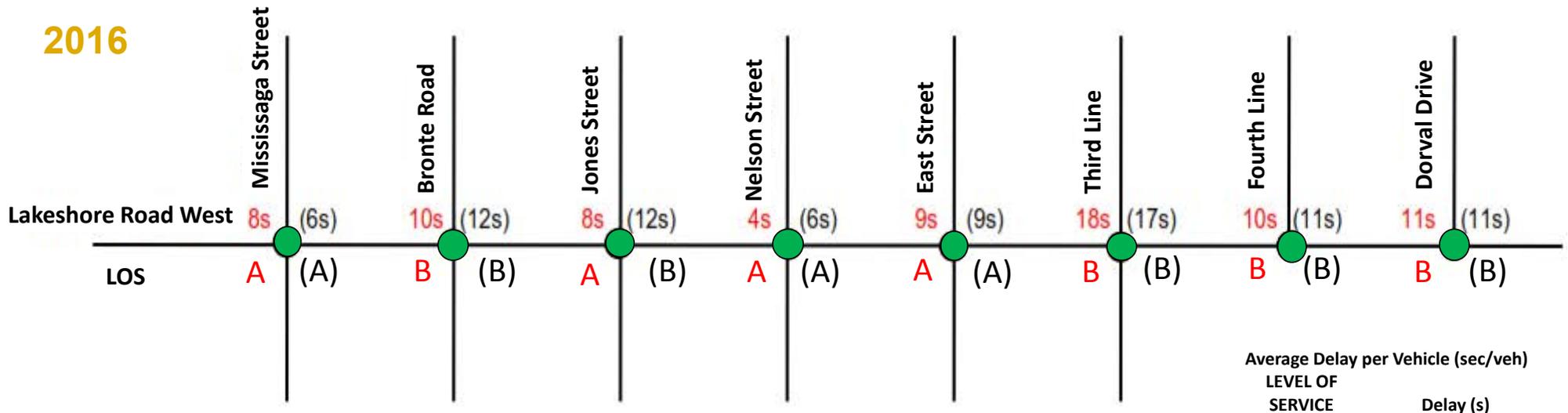


Existing Traffic Conditions

- ➔ Midblock traffic volumes throughout the corridor are below capacity
- ➔ Intersections operate well with moderate delays for some left turn movements.
- ➔ Potential safety concerns – discontinuous active transportation facilities, inconsistent signing for cyclists, numerous accesses and driveways

Weekday **AM** (PM) Peak Hour, Average Intersection Delays

2016



Level of service (LOS) is a qualitative measure used to relate the quality of traffic service. LOS is used to analyze roadways by categorizing traffic flow and delay assigning performance levels (alphabetic) of traffic based on delays encountered through the road network

LEVEL OF SERVICE	Average Delay per Vehicle (sec/veh)
A	<= 10
B	>10 and <= 20
C	>20 and <= 35
D	>35 and <= 55
E	>55 and <= 80
F	>80

Legend

S Represents the number of seconds that a driver is delayed at the signalized intersection

Red Circle Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections

Yellow Circle Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections

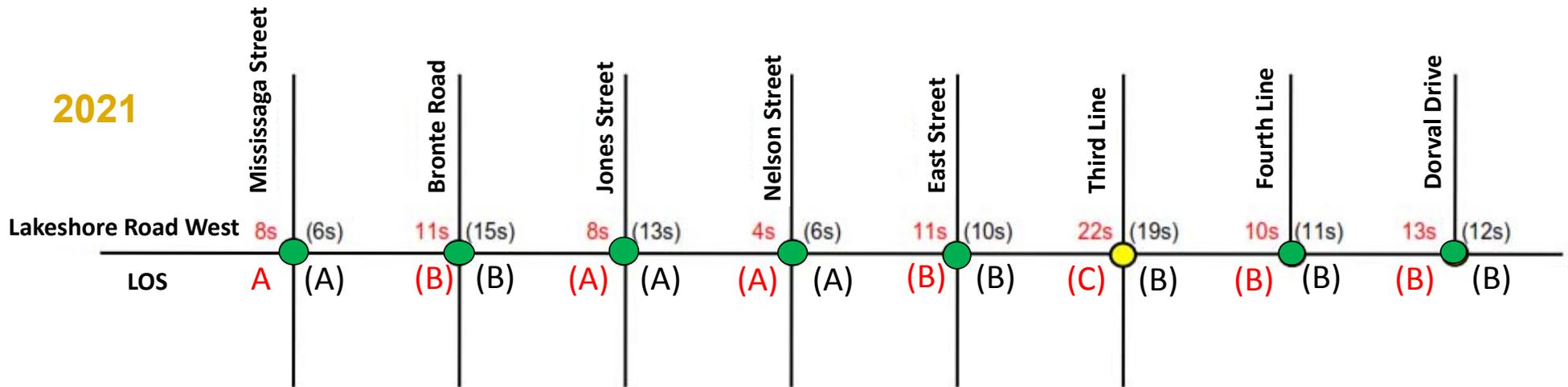
Green Circle Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

Future Traffic Conditions

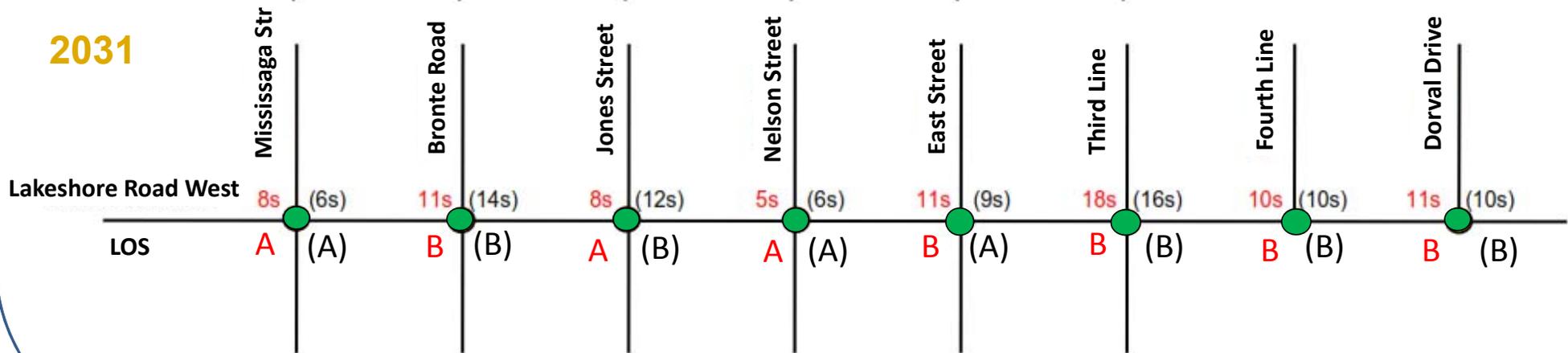
→ Lakeshore Road West operates at an acceptable LOS maintaining 1 through lane in each direction

Weekday **AM** (PM) Peak Hour, Average Intersection Delays

2021



2031



Legend

S

Represents the number of seconds that a driver is delayed at the signalized intersection



Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections



Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections



Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

Road Safety Investigation

Goal

To examine Lakeshore Road West's safety performance, to identify areas or factors that are producing undue collision risk (if any), and to recommend infrastructure-based solutions to any identified problems

Key Findings

- 494 collisions in the study area from Jan 1st, 2006 to Dec 31st, 2016
- Slight decrease in collisions from year to year
- Results show that more collisions occur through Bronte Village than throughout remainder of the study area (due to larger traffic volumes in the area)

Opportunities for Improvement

- Review the horizontal alignment of Lakeshore Road West
- Convert Lakeshore Road West to a three lane facility (one lane in each direction with center two-way left turning lane)
- Improve sidewalks on both sides of the road where possible
- Consider speed management measures such as roundabouts, narrow lanes, cycling lanes, roadside landscaping

Existing and Future Transit Network

Existing Transit Network

- Town of Oakville Bus Routes:
 - ➔ Route # 3 Third Line: travels along Lakeshore Road West between Bronte Road and Third Line
 - ➔ Route # 14 Lakeshore West: travels along Lakeshore Road West from Mississaga Street to Third Line
- GO Transit - Stations located near the study area:
 - ➔ Appleby Station, Bronte Station, Oakville Station

Future Transit Network

- An approved five year transit plan reworked the transit routes and schedules
- There are no current plans for additional transit facilities in the Lakeshore Road West Corridor



Existing and Future Active Transportation Network

Existing Network

- Discontinuous network of sidewalks, cycle lanes and multi-use paths
- The Great Lakes Waterfront Trail extends through part of the study area

The Town of Oakville is currently updating their 2009 Active Transportation Master Plan to improve the active transportation network in the Town of Oakville, including Lakeshore Road West corridor. Visit www.Oakville.com (Active Transportation Master Plan) for more information

Future Network

- A variety of active transportation facilities will be assessed in the next phase of the project:
 - On road bike lanes;
 - Separated bike lanes;
 - Multi-use trails, and
 - Sidewalks.
- Connecting to adjacent facilities ie. multi-use trails and sidewalks



Environmental Inventories



The next panels will provide details on environmental information gathered to date and provides guidance to the opportunities and constraints associated to any improvements to Lakeshore Road West

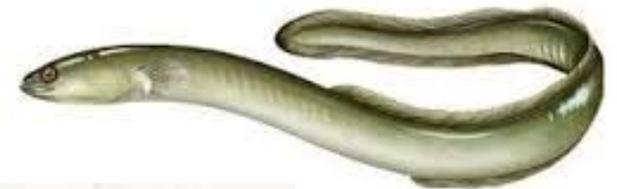
Natural Environment

Aquatic Environment

- Natural Heritage Information Centre (NHIC) search indicated the presence of the following Environmentally Sensitive Areas (ESA) in the study area:
 - Three watercourses within the study area: *Bronte Creek, Fourteen Mile Creek and McCraney Creek*
- Correspondence with Ministry of Natural Resources and Forestry (MNR) has indicated the following:
 - Bronte Creek is an occupied reach of stream for American Eel and Silver Shiner
 - Fourteen Mile Creek is an occupied reach of stream for Redside Dace
- Department of Fisheries and Ocean (DFO) provided the following list of federally listed Species at Risk (SAR) within the study area:
 - American Eel, Silver Shiner (Under Consideration)
 - Deepwater Sculpin, Upper Great Lakes Kiyi (Special Concern)



Redside Dace



American Eel



Silver Shiner

Natural Environment (continued)

Terrestrial Habitat

- The following Environmentally Sensitive Areas (ESA) in the study area:
 - ESA identified within the valleylands of Bronte Creek – named: “Halton Region ESA No. 10 Bronte Creek”
 - Evaluated Provincially Significant Lower Bronte Creek Wetland Complex
- MNR indicated that the following SAR have been recorded in the vicinity of the study area:
 - Red-Necked Grebe (S3B, S4N)
 - Snapping Turtle, Eastern Wood-Pewee, Northern Map Turtle (Special Concern)
 - Chimney Swift, Bank Swallow, Barn Swallow (Threatened, with general habitat protection)
- MNR further indicated that the following species have the potential to occur within the study area:
 - Butternut, Little Brown Bat and Northern Bat



Northern Map Turtle



Chimney Swift

Stormwater Management

- Lakeshore Road crosses Bronte Creek, Fourteen Mile Creek and McCraney Creek
- Lakeshore Road receives drainage from existing development north of the right-of-way
- Lakeshore Road drainage system is urban (storm sewers), rural (ditches) and mixed (both sewers and ditches)
- No existing stormwater management within road corridor or within receiving drainage systems
- Drainage system assessment integrated with ongoing Town Stormwater Master Plan and Coronation Park Class EA



Stage 1 Archaeological Assessment (AA)

A Stage 1 AA was completed for the study corridor and identified that 89% of the study area does not exhibit archaeological potential (previously disturbed or excessive slope), but 11% of the study area has potential for archaeological resources and will require a Stage 2 Archaeological Assessment.



Facing southwest at the intersection of Lakeshore Road West and Windsor Gate. The manicured lawn retains archaeological potential, intensive testing required.

Built Heritage and Cultural Landscape Assessment

The Built Heritage and Cultural Landscape Assessment determined that there were 6 designated heritage properties and 11 listed heritage resources in the study area.



Acacias House – built circa 1911



St. Jude's – rural 19th century church cemetery

Problem and Opportunity Statement

Based on a review of existing and future conditions, as well as preliminary consultation with stakeholders, it has been determined that improvements are needed along the Lakeshore Road West corridor. The specific problems and opportunities to be addressed are as follows:

- Delay to turning traffic at some intersections;
- accommodation of transit;
- roadway geometrics;
- pedestrian and cyclist facilities;
- intersection operations;
- pavement conditions;
- traffic, pedestrian and cyclist safety;
- drainage deficiencies and opportunities for stormwater management;
- upgrade of creek crossings and structures and
- accommodation of future municipal services and utilities within the ultimate right-of-way.

Lakeshore Road West has a unique context within the Bronte Village Growth Area which will require special treatments distinct from other portions of Lakeshore Road West. These will include but not be limited to:

- Streetscape opportunities within Bronte Village Main Street District, focusing on enhanced pedestrian facilities
- On-street or lay-by parking solutions with Bronte Village

Alternative Solutions

Five alternative solutions were developed to address the problem statement

1. DO NOTHING

- No improvements
- Continue regular maintenance

2. IMPROVE OTHER ROADS

- Add capacity to adjacent parallel roads to accommodate traffic

3. MULTI-MODAL IMPROVEMENT

- Improve transit and active transportation infrastructure
- Promotion of increased active transportation and car pooling use

4. ADDITIONAL IMPROVEMENTS TO LAKESHORE CORRIDOR

Improvements in the form of:

- Signal timing changes
- Active transportation facilities
- Horizontal alignment
- Roadside landscaping

5. WIDEN LAKESHORE ROAD WEST to 3 LANES with ACTIVE TRANSPORTATION FACILITIES

- Addition of two-way center turning lane to increase traffic capacity throughout the corridor (left turning vehicles not blocking through lane), providing pedestrian sidewalks and cycle lanes throughout the study area

Evaluation Criteria

Natural Environment

- Wetlands and Vegetation
- Wildlife Habitat
- Species at Risk
- Groundwater/ Source Protection
- Fisheries and Water Quality
- Flooding, Erosion and Water Quality

Social Environment

- Land Use
- Noise
- Archaeology and Cultural Heritage Resources
- Property Access Considerations
- Utilities
- Construction Disruptions
- Active Modes of Transportation
- Accessibility (AODA)
- Air Quality

Transportation

- Safety
- Travel Delay/ Traffic Capacity
- Transit

Cost

- Capital Cost

Technical

- Constructability
- Adherence to Applicable Design Standards

Transportation Plans and Policies

- Compatibility with Regional and City Transportation Plans and Policies

The evaluation criteria is used to evaluate the positive or negative impacts of possible alternatives for Lakeshore Road West. Each alternative is rated against each of the listed criteria and displayed in a colour ranging from green (least impact/most preferred) to red (most impact/least preferred)

Alternative Solutions Assessment

	1. DO NOTHING	2. IMPROVE OTHER ROADS	3. MULTI-MODAL IMPROVEMENT	4. ADDITIONAL IMPROVEMENTS TO LAKESHORE CORRIDOR	5. WIDEN LAKESHORE ROAD WEST TO 3 LANES with ACTIVE TRANSPORTATION FACILITIES
Natural Environment	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No Impacts 	<ul style="list-style-type: none"> Potential for minor impacts but can be mitigated with established practices and guidelines 	<ul style="list-style-type: none"> Potential for minor impacts but mitigated with established practices and guidelines 	<ul style="list-style-type: none"> Potential impacts associated with widening of road corridor
Social Environment	<ul style="list-style-type: none"> Minor impact associated with increased congestion, lack of consistent active transportation facilities 	<ul style="list-style-type: none"> Continued lack of active transportation facilities 	<ul style="list-style-type: none"> Limited impacts to land use and other social factors 	<ul style="list-style-type: none"> Potential for minor impacts associated with widening and property acquisition 	<ul style="list-style-type: none"> Potential impacts associated with widening and property acquisition
Transportation	<ul style="list-style-type: none"> Through traffic would be impacted by left turning vehicles Pedestrian safety concern would remain unchanged 	<ul style="list-style-type: none"> Improvement to other roads has already been taken into consideration (ie. improvements Speers Road) 	<ul style="list-style-type: none"> Increase in traffic congestion Opportunity to improve transit and AT facilities 	<ul style="list-style-type: none"> Opportunity to improve traffic congestion and corridor capacity 	<ul style="list-style-type: none"> Improve capacity and safety performance
	Most Preferred		Neutral		Least Preferred

Alternative Solutions Assessment

	1. DO NOTHING	2. IMPROVE OTHER ROADS	3. MULTI-MODAL IMPROVEMENT	4. ADDITIONAL IMPROVEMENTS TO LAKESHORE CORRIDOR	5. WIDEN LAKESHORE ROAD WEST TO 3 LANES with ACTIVE TRANSPORTATION FACILITIES
Cost	<ul style="list-style-type: none"> Zero capital cost Continued maintenance cost 	<ul style="list-style-type: none"> No direct costs Continued maintenance cost 	<ul style="list-style-type: none"> Moderate capital cost associated with improvements 	<ul style="list-style-type: none"> Moderate capital cost associated with improvements 	<ul style="list-style-type: none"> Higher capital cost associated with improvements
Technical	<ul style="list-style-type: none"> No construction No upgrading of existing infrastructure 	<ul style="list-style-type: none"> No construction No upgrading of existing infrastructure 	<ul style="list-style-type: none"> Minor constructability concerns. Able to upgrade some aspects of corridor to new standards 	<ul style="list-style-type: none"> Minor constructability concerns and able to upgrade some aspects of corridor to new standards 	<ul style="list-style-type: none"> Constructability concerns. Able to fully upgrade the corridor to new standards
Transportation Plans and Policies	<ul style="list-style-type: none"> Recommended improvements for future growth would not be implemented 	<ul style="list-style-type: none"> Recommended improvements for future growth would not be implemented 	<ul style="list-style-type: none"> Complies with some aspects of Town and Region planning documents 	<ul style="list-style-type: none"> Complies with of Town and Region planning documents 	<ul style="list-style-type: none"> Complies with of Town and Region planning documents

Most Preferred

Neutral

Least Preferred

Preliminary Recommended Alternative Solution

The preliminary recommended alternative solution, developed in consultation with Agencies, is Alternative 6: A combination of alternatives 3, 4 and 5, as follows:

- 3. Multi-Modal Improvements**
- 4. Additional Improvements to the Lakeshore Road West Corridor**
- 5. Widen Lakeshore Road West to 3 lanes (two-way left turn center turning lane) with active transportation facilities (bike lanes, multi-use trails and sidewalks)**

A combination of Alternative 3, 4 and 5 will address the problem statement developed for the Lakeshore Road West corridor, while minimizing environmental impacts and supporting the needs of the community



Next Steps

- Review comments from PIC #1 and other stakeholders
- Complete the Environmental Inventory
- Develop alternative design concepts
- Public Information Center #2 – to be held Fall 2017 (date will be communicated)
- Prepare and file the Environmental Study Report

Please complete a comment sheet:

By Mail: **Syed Rizvi, P.Eng**
Transportation Engineer
Town of Oakville

By Phone: Tel.:905-845-6601, ext. 3981

By Email: E-mail: syed.rizvi@oakville.ca

Website : <http://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

**Comment
Deadline is
May 5, 2017**

**Thank you
for your
participation!**

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler

Tel.: 519-650-7139

E-mail: bob.felker@amecfw.com

INFORMATION MAPS

Constraints and Opportunities

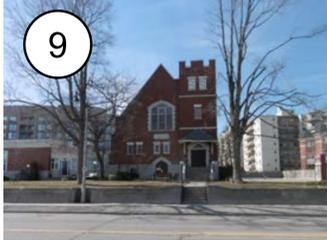
Constraint:

A constraint is an area of concern where special attention needs to be taken when considering design alternatives. There are soft constraints such as hydro poles and parkettes and hard constraints such as a mature trees and a cemetery.

Opportunities:

An opportunity is an area where an issue has been identified and through design provisions we may be able to address the issue.

****Please take the opportunity to review the Information Maps on display and identify any issues, concerns, or comments. We want to hear from you!!**

		LIMITS						
			OPPORTUNITY	INFORMATION	OPPORTUNITY	OPPORTUNITY	INFORMATION	
			Signal improvements, turn lanes	New development	Warrant for traffic signals	Pedestrian crossing	Designated heritage property Walton Memorial United Church. 2489 Lakeshore Road West	

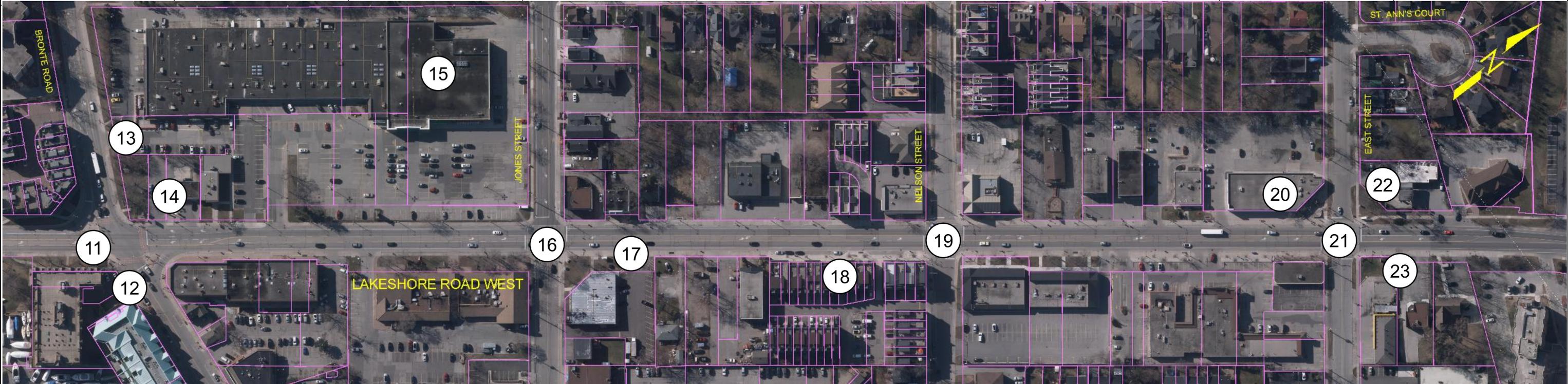


		STUDY						
				INFORMATION	CONSTRAINT	INFORMATION	INFORMATION	INFORMATION
				Listed heritage property Bronte Beach Park 3014 Lakeshore Road West	Bronte Creek Bridge	Bronte Harbour Yacht Club	Listed heritage property – Chris Vokes Memorial Park Bronte Cenotaph 2500 Lakeshore Road West	Bronte Harbour Marina

Lakeshore Road West Class Environmental Assessment

PIC No. 1

Date: April 2017

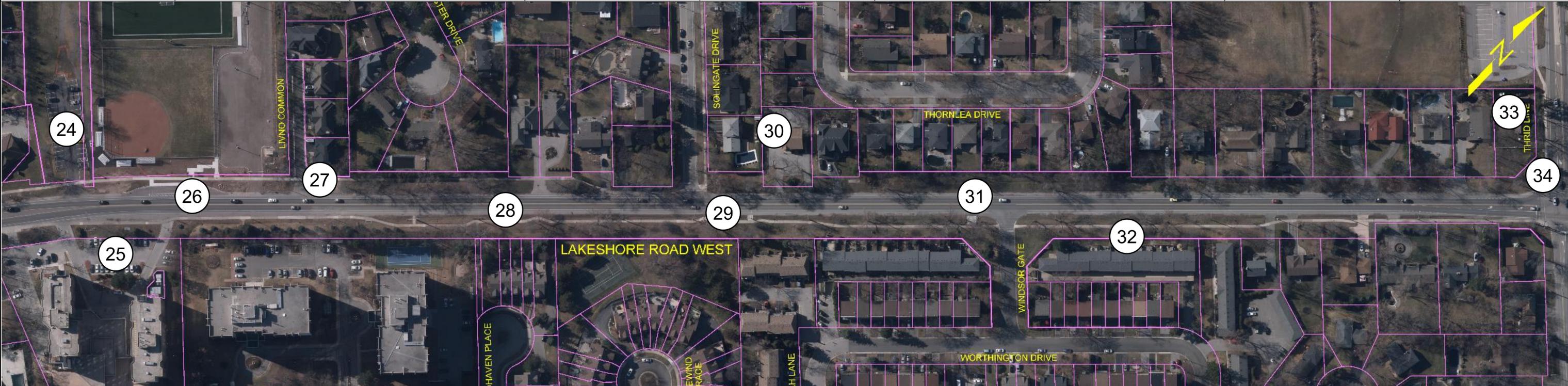
								
CONSTRAINT	INFORMATION	INFORMATION			OPPORTUNITY		CONSTRAINT	INFORMATION
Listed heritage property – Bronte Gore Park Bronte Cenotaph 2457 Lakeshore Road West	Gas station	Bronte Village Mall			Nelson Street signal improvements		Gateway feature	Controller box, bus shelter
								
								
OPPORTUNITY	OPPORTUNITY	OPPORTUNITY	OPPORTUNITY	OPPORTUNITY	CONSTRAINT/OPPORTUNITY		OPPORTUNITY	INFORMATION
Bronte Road intersection is skewed	Truck tracking from eastbound left turning trucks	Phased right turn	Jones Street signal improvements	Back of curb improvements, inconsistent 1m slash pad	On-street parking		East Street signal improvements	Bronte Village concrete sign

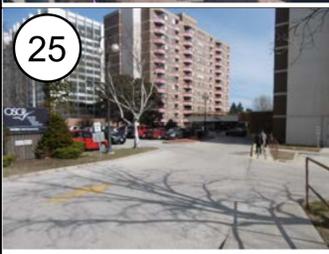
Lakeshore Road West Class Environmental Assessment

PIC No. 1

Date: April 2017

								
CONCERN	INFORMATION	INFORMATION		INFORMATION				INFORMATION
Overflow parking for Oakville Community Residence, pedestrian crossing concern	New school bus drop off area	Livno Common, new construction		New Apostolic Church				Listed heritage property, 2003 Lakeshore Road West



								
CONCERN		OPPORTUNITY	CONSTRAINT	INFORMATION	INFORMATION	INFORMATION		OPPORTUNITY
Oakville Senior Citizen Residence		Trail to road, wooden fence	Mature trees and hydro poles	Bus pad and hydro pole	Fence	Windsor Court		Bike lane ends and goes north

Lakeshore Road West Class Environmental Assessment

PIC No. 1

Date: April 2017

								
OPPORTUNITY	INFORMATION					OPPORTUNITY		
<ul style="list-style-type: none"> Third Line signal improvements. Sight line issues for turning vehicles 	Concrete storm water crossing					Pedestrian signal		



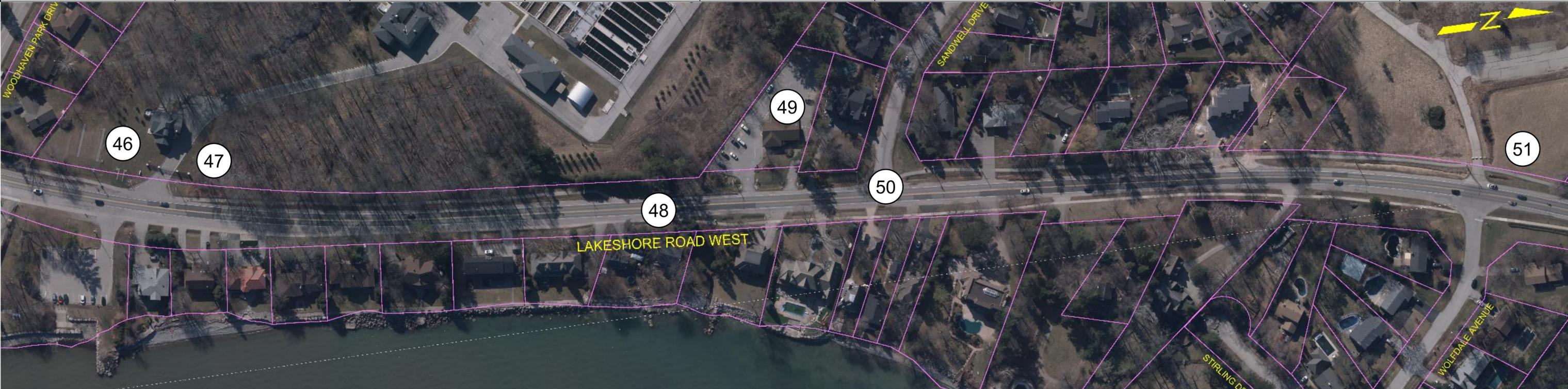
								
INFORMATION	INFORMATION	INFORMATION	OPPORTUNITY	OPPORTUNITY	INFORMATION	INFORMATION		INFORMATION
Sir John Colbourne Park, new garden	Sir John Colbourne Seniors Center	Parkette garden	Improve storm water issues	New subdivision	New street – Hamlet Common	Coronation Park – Waterfront Trail		Listed heritage property- 1426 Lakeshore Road West

Lakeshore Road West Class Environmental Assessment

PIC No. 1

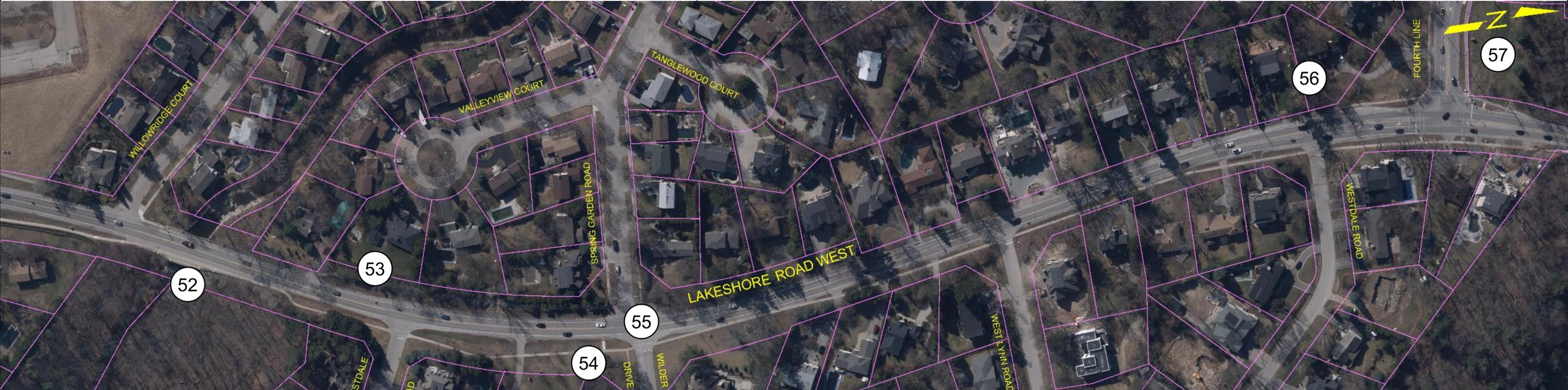
Date: April 2017

								
INFORMATION	INFORMATION			INFORMATION				INFORMATION
New waste water treatment plant	Access to waste water treatment plant			Kingdom Hall of Jehovah's Witnesses				New development



								
			OPPORTUNITY		OPPORTUNITY			
			Washout area – storm water improvements		Need for pedestrian crossing			

							
	OPPORTUNITY					INFORMATION	INFORMATION
	Sidewalk tie in to bridge, opportunity to improve pedestrian crossing					Wide shoulder	Westgate Park



							
INFORMATION		INFORMATION	OPPORTUNITY				
14 Mile Creek Bridge		Listed heritage property 1110 Lakeshore Road West	Improve storm water				

Lakeshore Road West Class Environmental Assessment

PIC No. 1

Date: April 2017

								
OPPORTUNITY	INFORMATION	INFORMATION	INFORMATION	INFORMATION		INFORMATION	INFORMATION	INFORMATION
Rebecca Street crossing	Designated heritage property—The Acacias, 573 Lakeshore Road West	Designated heritage property—Old McCraney House, 549 Lakeshore Road West	Okhee's corner store	Heritage listed property 491 Lakeshore Road West		West Wind Montessori School	Paliser Court – New Development	Designated heritage property—105 Paliser Court



								
INFORMATION	OPPORTUNITY	INFORMATION	OPPORTUNITY	OPPORTUNITY		OPPORTUNITY		
McCraney Creek crossing	Raised island	Listed heritage property—Appleby College 540 Lakeshore Road West	Appleby College	Suffolk Avenue intersection improvements		Raised island		

						<p>LIMITS</p>	
<p>INFORMATION</p> <p>Listed heritage property- 369 Lakeshore Road West</p>			<p>INFORMATION</p> <p>St. Thomas Aquinas Catholic School</p>		<p>OPPORTUNITY</p> <p>Improvements to the Dorval Drive signalized intersection</p>		



						<p>STUDY</p>	
<p>OPPORTUNITY</p> <p>Pedestrian issues, signalize</p>	<p>INFORMATION</p> <p>Listed heritage property – 372 Lakeshore Road West</p>	<p>INFORMATION</p> <p>Listed heritage property – 355 Lakeshore Road West</p>			<p>CONSTRAINT</p> <p>Designated heritage property– St. Jude Cemetery 258 Lakeshore Road West</p>		



APPENDIX D

Comment Sheets Received



OAKVILLE



COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

Syed Rizvi, P. Eng
Transportation Engineer
Town of Oakville
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca
Website: www.oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

YES - 3 LANES WOULD BE SAFER

YES - 3 LANES BETWEEN BRONTE RD + MISSISSAUGA ST

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 2
- b. Walk 1
- c. Road user – casual 3
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

LIVE IN THE AREA - WALK FOR EXERCISE
SHOP IN BRONTE

MANY SENIORS IN THE AREA - MY MOTHER BEING ONE



OAKVILLE



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

* YES LOWER TRAFFIC LIGHT AT BRONTE RD + LAKE SHORE - FOR TRAFFIC TURNING RIGHT ONTO LAKE SHORE FROM BRONTE ROAD

* 3 LANES BETWEEN BRONTE ROAD + MISSISSAUGA ST. THIS TME ONLY 4 LANE AREA IN ALL OF OAKVILLE - IT IS A SPEEDWAY

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

MORE BENCHES / PLANTS

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

WELL MARKED BIKE LANES

MORE POLICE PRESENCE - ON BIKE IN WARM WEATHER

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane ③
- b. Off road - designated bicycle trail ①
- c. Off road - shared - multi-use trail ②

Please describe why it is important to you?

* CYCLE REGULARLY FOR FITNESS, GOING TO LIBRARY, SHOPPING

WOULD LOVE TO SEE OAKVILLE EMBRACE + ENCOURAGE CYCLING MORE FOR ITS RESIDENTS



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 3
- b. Walkability 1
- c. Parking 5
- d. Trees 2
- e. Other (Please state) BIKELANES 4

Why?

- WOULD LIKE TO SEE BRONTE TURN INTO A DESTINATION RATHER THAN A THRU-WAY

- ENCOURAGE WALKING / BIKING

- ENCOURAGE NEW SHOPS / LOCAL BUSINESSES

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

TREES FLOWERS

BENCHES

BIKE PARKING

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

WOULD LIKE PEDESTRIAN + BIKE TRAFFIC TO CONSIDERED ALONG W/ VEHICLES



OAKVILLE

RECEIVED
MAY 16 2017



COMMENT FORM

Contact List Updated

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

Syed Rizvi, P. Eng
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca
Website: www.oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 2
- b. Walk 1
- c. Road user – casual 3
- d. Road user – commercial
- e. Transit 4
- f. Other (Please state)

For the use you ranked #1, please describe why it is important to you?

We walk frequently along the Lakeshore Rd W corridor - at least 4x week
The sidewalk is discontinuous and poorly maintained in spots.
Crossings are very spread out. It is not ideal for pedestrians.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

Centre turn lane
bike lanes off roadside onto shared use pathways
better pedestrian crossings

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Continuous sidewalks down both north + south side of Lakeshore
Pedestrian crossing @ Suffolk Ave
Pedestrian crossing somewhere between 4th Line + Coronation Park

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

Controlled pedestrian crossings at more regular intervals
Bike lanes on shared use pathways, not on roadside
Better lighting in some locations

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane 3
- b. Off road – designated bicycle trail 1
- c. Off road - shared – multi-use trail 2

Please describe why it is important to you?

Designated bicycle trail is safest for cyclists + pedestrians.
Shared off road is safer for cyclists but potential hazard for pedestrians
~~Off road~~ On road bicycle lane is a concern for children - they will use sidewalk instead, creating hazard for pedestrians



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 1
- b. Walkability 2
- c. Parking 4
- d. Trees 3
- e. Other (Please state) _____

Why?

Bronte Village has such potential to feel like a downtown, but instead it feels like a long stretch of strip malls loosely tied together. Improved streetscaping and walkability will link the areas together and help to create a more cohesive feel, encouraging people to walk through the area rather than drive.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Trees should be maintained wherever possible.
Overall feel of Lakeshore Rd W should be maintained - improve traffic flow and sidewalk/bike trail for safety ~~without~~ without making it feel like a major road (New St in Burlington is example). Maintain commercial in Bronte through Kerr Village, residential elsewhere.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Drainage is of specific concern to us as ~~wed~~ we have both closed & open drainage on our property ~~(see attached)~~ viz. The open drainage comes from the YMCA property through a closed culvert, then opens into a "creek" which flows between the properties, under Lakeshore and along Birch Hill Lane. We like the creek feature on our property and hope it



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be maintained as open drainage if at all possible.

Non vehicular use ~~regista~~ is of importance to ~~us~~ us.

We would like to see safe development of pedestrian cycling paths as we use Lakeshore Rd off road far more than in a vehicle.

Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study please provide your contact information below.

Name:

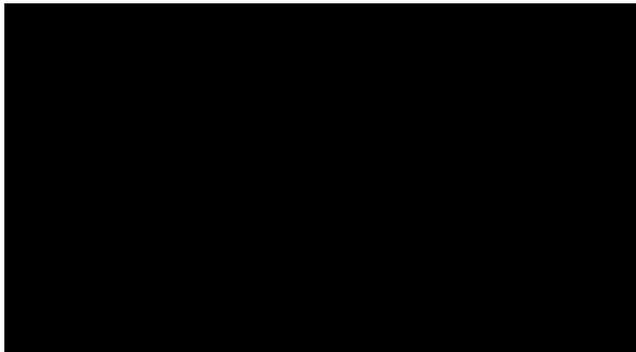
Address:

City:

Postal Code:

Phone:

Email:



Please provide some information on the Public Information Centre for us to better schedule and design the next Public Information Centre.

1. How did you hear about the event?

- a. Notice in the mail
- b. Newspaper advertisement
- c. Town of Oakville Website

_____ ✓

2. Please comment on your satisfaction with the following:

- a. Location
- b. Time
- c. Staff in attendance



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amec
foster
wheeler

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

Syed Rizvi, P. Eng
Transportation Engineer
Town of Oakville
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Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca
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Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

*Where roundabouts are possible you can avoid the centre turn lane
Best location for roundabout is 4th line at Lakeshore and Rebecca and there's plenty of room*

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk _____ 2
- c. Road user – casual _____ 1
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

ROUNDAABOUTS

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Not having to cross the road to find the sidewalk.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____
- c. Off road - shared – multi-use trail _____

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 1
- c. Parking _____
- d. Trees 3
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

3 lanes OK subject to minimal removal of trees

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk 2
- c. Road user – casual 1
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

#1 - general use.

#2 - daily walk area



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

HYDRO LINES BURIED SO WE CAN RESTORE THE BEAUTIFUL OVERHANGING TREE CANOPY WE USED TO HAVE (BURIED UTILITIES!)
↑
IMPORTANT

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

- GOOD SURFACE
- GOOD TREE/VEGETATION

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

ALLOW CYCLING ON ONE SIDEWALK (EDGE FOR KIDS/SENIORS)
ONE SIDE - PEDESTALIAN (PRIMARY)
OTHER SIDE CYCLING (..)

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane
- b. Off road - designated bicycle trail
- c. Off road - shared - multi-use trail

1
2
3

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 1
- c. Parking 4
- d. Trees 3
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

YES

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 2
- b. Walk 3
- c. Road user – casual 1
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

MAIN ROADWAY GOING WEST & EAST!



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

TRAFFIC CALMING

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

WALKWAY SURFACE - SMOOTH & DURABLE.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane 3
- b. Off road – designated bicycle trail 1
- c. Off road - shared – multi-use trail 2

Please describe why it is important to you?

SAFETY FOR CYCLISTS



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 3
- b. Walkability 2
- c. Parking 1
- d. Trees 4
- e. Other (Please state) _____

Why?

NEED TO DRIVE TO SHOPS SO CAN PUT PURCHASES IN THE VEHICLE.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

WHAT EVER IT TAKES TO PRESERVE THE BEAUTY OF OAKVILLE.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Do it now!



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

YES. BIKE LANES IN ADDITION TO 3 LANES EVEN BETTER.

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 3
- b. Walk 2
- c. Road user – casual 1
- d. Road user – commercial NA
- e. Transit NA
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

WE LIVE ON A CONDO STREET OFF LAKESHORE. USE CORRIDOR GOING BOTH EAST TO DOWNTOWN AND WEST TO BRONTE VILLAGE.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

- SAFE BIKE AND WALKING OPTIONS
- SOME TRAFFIC CONTROL AT PEAK PERIODS AT ENTRANCE TO APPLEBY COLLEGE.

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

LEVEL, ~~SA~~CONSISTENT, SURFACE, SEPARATED FROM ROAD BY BOULEVARD

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

AS ABOVE

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane 1
- b. Off road – designated bicycle trail 2
- c. Off road - shared – multi-use trail 3

Please describe why it is important to you?

CONSIDERABLE ROAD BIKE TRAFFIC MOVING AT HIGHER SPEEDS THAN CAN BE SAFELY ACCOMMODATED BY MULTI-USE TRAIL.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 1
- c. Parking 4
- d. Trees 3
- e. Other (Please state) _____

Why?

LOTS OF SENIORS WALKING.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

AS MUCH AS POSSIBLE PRESERVE A RURAL FEEL - WHAT HAS BEEN DONE IN BURLINGTON IS ATTRACTIVE.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

Removal of ditches and provision of concrete curbing at edge of road throughout. If room permits separate cycle lane adjacent to the sidewalk but not part of the roadway (pavement). Removal of the shoulders as they are somewhat an eyesore. This may just happen as room will be required for the third lane

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Tarmac sidewalks rather than concrete

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

***Cycle path would be safer for children.
Make sidewalk as far from road pavement as possible***

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- | | |
|--|---------------|
| a. On road – designated bike lane | _____ 3 _____ |
| b. Off road – designated bicycle trail | _____ 1 _____ |
| c. Off road - shared – multi-use trail | _____ 2 _____ |

Please describe why it is important to you?

Too dangerous to cycle on the pavement alongside cars

4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- | | |
|-------------------------|---------------|
| a. Streetscaping | _____ 1 _____ |
| b. Walkability | _____ 3 _____ |
| c. Parking | _____ 4 _____ |
| d. Trees | _____ 2 _____ |
| e. Other (Please state) | _____ |

Why?

Need attractive outlook whilst driving, cycling, walking the downtown area. This will also help attract visitors if the village is pleasant looking.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

I would like to see all historical features protected / repositioned due to construction and as many trees protected as possible. One of the nice features of Lakeshore road in Burlington is the large trees along the route. These on come from many years of growth. Also as many windows and lake access should be secured. Oakville lacks lake access and past developments have been detrimental to lake / river access

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

I mentioned this at the meeting on April 20th. This aspect is really for the later part of the development. During the winter months traffic flow westbound through Bronte was very very bad with traffic queued back from Bronte Road to almost 3rd line. This was due to traffic being held up at all intersections due to traffic signals (Traffic lights. If the lights were removed from Jones Street, Nelson Street and East street the traffic would not be held up and flow through Bronte easier. Also the traffic entering Lakeshore from these roads would also flow although they may have to wait for a gap in the traffic which would not be long.

If however the city decide traffic signals cannot be removed from these junctions they should be given some intelligence. There is no need to turn signals to activate if there is no traffic turning. There is no need for pedestrian crossing light to activate and time down if there are no pedestrians. Both these delay cause delays and increased pollution and increased gas consumption. This goes for Oakville as a whole, not just Lakeshore road

Any update to street lighting should incorporate LED lights but not the one currently being install throughout Oakville. They are far to bright and pose a risk to drivers and they temporary blind as you drive under them at 30 degrees angles. Personally I find them very disconcerting as the degrade my vision at night. They should be less "Lumin" output and hopefully less blinding and naturally less power used.

Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study please provide your contact information below.

Name:

Address:

City:

Postal Code:

Phone:

Email:

Please provide some information on the Public Information Centre for us to better schedule and design the next Public Information Centre.

1. How did you hear about the event?

- a. Notice in the mail Yes
- b. Newspaper advertisement
- c. Town of Oakville Website

2. Please comment on your satisfaction with the following:

- a. Location Ok
- b. Time Ok
- c. Staff in attendance Ok



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

YES

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- | | |
|--------------------------------|----------|
| a. Cycle (on-road or off-road) | <u>3</u> |
| b. Walk | <u>2</u> |
| c. Road user – casual | <u>1</u> |
| d. Road user – commercial | _____ |
| e. Transit | _____ |
| f. Other (Please state) | _____ |

For the use you ranked #1, please describe why it is important to you?

I LIVE ON LAKESHORE W. SO USE CAR.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

① ELIMINATE ROADSIDE DITCH ESP WHERE DEEP ON NORTH SIDE ~~ARE~~ BTWN THIRD AND SOLINGATE - WATER POOLS AND FALL HAZARD.

② SIDEWALK ON NORTH SIDE BTWN THIRD AND SOLINGATE

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

SIDEWALK ON NORTH SIDE BTWN THIRD AND SOLINGATE

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

SIDEWALK ON NORTH SIDE BTWN THIRD AND SOLINGATE

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane 1
- b. Off road - designated bicycle trail 2
- c. Off road - shared - multi-use trail 3

Please describe why it is important to you?

- ON ROAD OK IF NOT CROWDED WITH TRAFFIC

- OFF ROAD GOOD FOR SM CHILDREN



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 3
- b. Walkability 1
- c. Parking
- d. Trees 2
- e. Other (Please state)

Why?

HAS TO BE WALKABLE ESP FOR CHILDREN AND SENIORS BTWN CORONATION PARK AND BRONTE VILLAGE, IMPORTANT FOR HEALTH & RECREATION.
ALSO CAN WALK TO SHOP GROCERIES.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

LARGE TREES

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

N/A



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

In general terms - yes. I believe that there are many areas
where the centre lane is unwarranted. - The centre lane should
be put in place in the vicinity of intersections - not all the way
through

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) (3)
- b. Walk (1)
- c. Road user – casual (2)
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

We do a lot of walking



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

IT WOULD BE NICE IF THERE WERE SIDEWALKS / BLUE PATHS ON BOTH SIDES OF THE ROAD (NO NEED FOR BOTH SIDEWALKS AND BLUE PATHS ON EACH SIDE - / EITHER WOULD WORK)

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____ ✓
- c. Off road - shared – multi-use trail _____

Please describe why it is important to you?

CAUSE BIKES DON'T MIX - THEY NEED TO BE SEPARATED



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping _____ (2)
- b. Walkability _____
- c. Parking _____
- d. Trees _____ (1)
- e. Other (Please state) _____

Why?

THERE IS TOO MUCH CONCRETE/ASPHALT IN BRONTE

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

I WOULD LIKE TO SEE THE IMPROVEMENT DONE WITHIN THE EXISTING RIGHT OF WAY PRESERVING THE MANY MATURE TREES THAT GIVE THE AREA ITS UNIQUE APPEAR.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Not between Bronte Road and Mississauga Street
It would be a total disaster. Keep it four lanes
in this area
— NO bike lane

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk _____ (3)
- c. Road user – casual _____ (2)
- d. Road user – commercial _____ (1)
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

I work west of Bronte Road. I have worked there 33 years. Changing Bronte Road to Mississauga Street would be a total mess. I cannot leave my place of employment making a left turn in rush hours.



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3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

In this area keep it like it is

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

fine as it is now

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

just enforce traffic laws

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane
- b. Off road - designated bicycle trail
- c. Off road - shared - multi-use trail

only bike trails off the roads not on the roads

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping _____ (3)
- b. Walkability _____ (4)
- c. Parking _____ (5)
- d. Trees _____ (1)
- e. Other (Please state) _____ (2) left turns

Why?

no bike lanes thru Bronte.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Trees

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Why make things worse?

Going from 4 lanes to 3 lanes is making it worse.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

The parts that I walk are mostly ok, except the section right in front of the Colborne Centre feels unfriendly - too close to traffic going fast.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane 1
- b. Off road - designated bicycle trail 2
- c. Off road - shared - multi-use trail 3

Please describe why it is important to you?

I'm comfortable riding along Lakeshore in a marked bike lane. I don't like paths that go up + down with driveways and change surfaces.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping _____
- b. Walkability _____
- c. Parking _____
- d. Trees _____
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Please reinstate Bus #2. It makes no sense that there is no bus along this route. It is the most direct route through town and joined east + west Oakville. It makes no sense that there is no bus to Coronation Park.



OAKVILLE



COMMENT FORM

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April 20, 2017
6:00 – 8:00 pm

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Senior Environmental Planner
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Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

No, you not this will might increase the speed and disturb our turning to our house.
Currently Road width is suitable and not heavy traffic

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) Walk
- b. Walk Road user casual
- c. Road user – casual Cycle
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

To maintain good quality sidewalk with enough sign & lighting system.
Crossing line from side to side with slow sign would good idea.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

Improve on Street light to led light system

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

will be great if can provide crossing bar for pedestrian at reasonable distance and with proper Road marks usable to all.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane
- b. Off road - designated bicycle trail
- c. Off road - shared - multi-use trail

6 off road - shared
b this cost city extra
a unnecessary lane.

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping _____
- b. Walkability _____
- c. Parking _____
- d. Trees _____
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:



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Not if it results in increased traffic.
I am in agreement with active
transportation facilities
if a portion of the corridor does
not warrant this (3 lanes) it should
not be considered.

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) ✓ 2
- b. Walk ✓ 1
- c. Road user – casual ✓ 3
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) run 4

For the use you ranked #1, please describe why it is important to you?

1) it provides walking access to
Brault Village.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

- Reduced Speeding
- Reduced bus traffic - NOISE
- Reduced truck traffic

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

- Proper bike / walking lanes.
- Contiguous.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

- Reduced Speeding
- " truck traffic
- " motorcycle traffic

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____
- c. Off road - shared – multi-use trail _____ X

Please describe why it is important to you?

See above.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping x
- b. Walkability x
- c. Parking
- d. Trees x
- e. Other (Please state)

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

See above.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

- Noise - what are the criteria
- when and what would be considered from an impact perspective?

Please provide me 2 noise criteria by email



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes. - with notes as follows:

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk _____ *1*
- c. Road user – casual _____ *1*
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

I walk daily around Bronte Village along Lakeshore and quite regularly see near accidents, and near-pedestrian injuries. Especially with the many seniors, with walkers, wheelchairs, walking sticks etc.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

On Lakeshore Rd - east of East street, there is a parking lot and a playing field directly across from OSCR and it is just a matter of time before a senior (or more) is killed/injured. Please consider a crossing at this location! You will save lives. I've seen the close calls!

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane _____
- b. Off road - designated bicycle trail _____
- c. Off road - shared - multi-use trail _____

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping _____
- b. Walkability 1
- c. Parking _____
- d. Trees _____
- e. Other (Please state) _____

Why?

(3a) For reasons stated below. It's my experience that walking around Bronte Village, particularly along Lakeshore can be extremely dangerous and that's if you're a "mimble walker".

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Not sure I believe the "Traffic Conditions" Survey. For sure it will become a nightmare at Lakeshore and East if the SYNGENE project goes ahead. It would be best to look ahead at that eventuality - all traffic studies will be obsolete if that happens.



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes. 3 lanes is much safer for cyclists, with 2 lane drivers get nervous & frustrated about passing.

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) on road 1
- b. Walk 3
- c. Road user – casual 2
- d. Road user – commercial 5
- e. Transit 4
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

Safety for cyclists and better car traffic flow.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

Widen the center lane. Many drivers appear to be hesitant to move into the lane because it is narrow and they lack confidence or driver skills.

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Separate bike trails & walkways. Ensure paved bikeways are smoother.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane
- b. Off road – designated bicycle trail
- c. Off road - shared – multi-use trail

Please describe why it is important to you?

Less stoppages, no transitions at intersections, safer @ intersections - drivers are more aware of cyclists sharing the road.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 1
- b. Walkability 3
- c. Parking 4
- d. Trees 2
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Maintain the 4 storey height limit immediately next to the street.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

- lower traffic light @ Bronte Rd & Lakeshore on separation island. Light cannot be seen from car when stopped on line.
- Reduce to 3 lane the section from Bronte Rd to Mississauga street to eliminate racing to get ahead 5 cars.



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk _____
- c. Road user – casual _____ ✓
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?



OAKVILLE



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

Put the hydro lines below ground. They look very unsightly.

Use decorative street lights

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Blank lined area for handwritten response to question 3a.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

Blank lined area for handwritten response to question 3b.

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____
- c. Off road - shared – multi-use trail _____

Please describe why it is important to you?

Blank lined area for handwritten response to question 3c.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 1
- b. Walkability _____
- c. Parking _____
- d. Trees 2
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Better protection of trees. Hydro is pruning the trees and make them look very unsightly.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

I strongly recommend that the hydro lines are put underground and that the street lights are replaced with decorative lights. The idea is to make lakeshore road into a "parkway" (similar to the Niagra Parkway). A nice parkway would stimulate day tourism and help the retail stores in Bronte and downtown Oakville. (Retail badly needs help.)



OAKVILLE

amec
foster
wheeler



Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study please provide your contact information below.

Name:

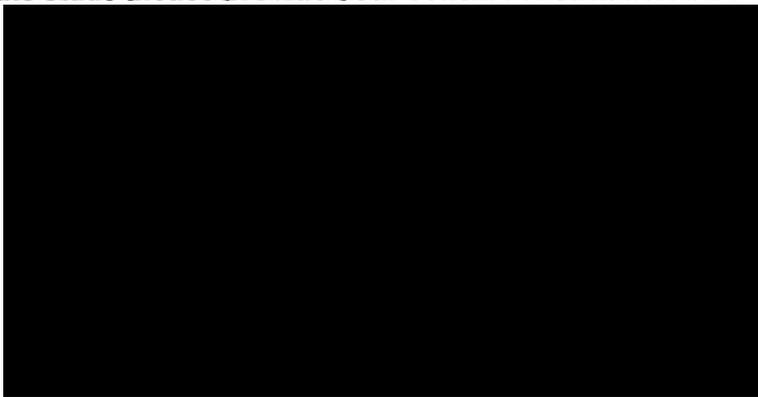
Address:

City:

Postal Code:

Phone:

Email:



Please provide some information on the Public Information Centre for us to better schedule and design the next Public Information Centre.

1. How did you hear about the event?

- a. Notice in the mail _____
- b. Newspaper advertisement _____
- c. Town of Oakville Website _____

2. Please comment on your satisfaction with the following:

- a. Location _____
- b. Time _____
- c. Staff in attendance _____



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

YES - 3 LANES WOULD BE SAFER
YES - 3 LANES BETWEEN BRONTE RD + MISSISSAUGA ST

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 2
- b. Walk 1
- c. Road user – casual 3
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?

LIVE IN THE AREA - WALK FOR EXERCISE
SHOP IN BRONTE
MANY SENIORS IN THE AREA - MY MOTHER BEING ONE



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3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

* YES LOWER TRAFFIC LIGHT AT BRONTE RD + LAKESHORE - FOR TRAFFIC TURNING RIGHT ONTO LAKESHORE FROM BRONTE ROAD

* 3 LANES BETWEEN BRONTE ROAD + MISSISSAUGA ST. THIS TME ONLY 4 LANE AREA IN ALL OF OAKVILLE - IT IS A SPEEDWAY

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

MORE BENCHES / PLANTS

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

WELL MARKED BIKE LANES

MORE POLICE PRESENCE - ON BIKE IN WARM WEATHER

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane (3)
- b. Off road - designated bicycle trail (1)
- c. Off road - shared - multi-use trail (2)

Please describe why it is important to you?

* CYCLE REGULARLY FOR FITNESS, GOING TO LIBRARY, SHOPPING

WOULD LOVE TO SEE OAKVILLE EMBRACE + ENCOURAGE CYCLING MORE FOR ITS RESIDENTS



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 3
- b. Walkability 1
- c. Parking 5
- d. Trees 2
- e. Other (Please state) BIKELANES 4

Why?

- WOULD LIKE TO SEE BRONTE TURN INTO A DESTINATION RATHER THAN A THRU-WAY

- ENCOURAGE WALKING / BIKING

- ENCOURAGE NEW SHOPS / LOCAL BUSINESSES

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

TREES FLOWERS

BENCHES

BIKE PARKING

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

WOULD LIKE PEDESTRIAN + BIKE TRAFFIC TO CONSIDERED ALONG W/ VEHICLES



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1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

ONLY IF URBAN CURBS & PROPER
SIDEWALKS ARE INSTALLED

#1 PRIORITY SHOULD BE CURBS +
SIDEWALKS

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road)
- b. Walk
- c. Road user – casual
- d. Road user – commercial
- e. Transit
- f. Other (Please state)

(3)
 (2) (1)
 —
 —
 —

For the use you ranked #1, please describe why it is important to you?

DOESN'T SUPPORT THE GROWTH IN THE AREA.
AS A RESULT DRIVERS USE EXCESSIVE SPEED
CROSS SIDEWALKS, RUN TRAFFIC LIGHTS ETC.
This is a residential AREA 1ST NOT A
HIGHWAY!



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

- ① TRASH CANS (specifically East of Coronation Pole & west on Dowal Drive)
- ② SAFER SIDEWALKS
- ③ URBAN CURBS
- ④ PEDESTRIAN LIGHTS FOR THE SIDEWALK ON THE ~~ST~~

3a. If you walk along the corridor, what would you like to see done to make it more walkable? 14 Mile Creek Bridge

- ⑤ More Trees & benches
- same answer as question 3 above.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

- ① better sidewalks with urban curbs
- ② Bike lanes or By-Laws for bike/cyclist groups who travel in packs along Lakeshore Rd - often halting traffic
- ③ trash cans

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road - designated bike lane
- b. Off road - designated bicycle trail
- c. Off road - shared - multi-use trail

Please describe why it is important to you?

- often walking on the sidewalks I am 'charged at' by bikes not moving off the sidewalk. ~~the~~



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 1
- c. Parking _____
- d. Trees 3
- e. Other (Please state) _____

Why?

- ① Better sidewalk lightening at night in heavily treed or bushy areas.
- ② occasional bench/sitting area
ie: 4th line & Lakeshore Rd
- ③ trash cans btw Coronation Park & Porvale Drive

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

① Integrity of 14 mile Creek. South of Lakeshore is Private Property and home to many animals etc. It has been mainly left as an undisturbed forest area which is important to the area.

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study please provide your contact information below.

Name:

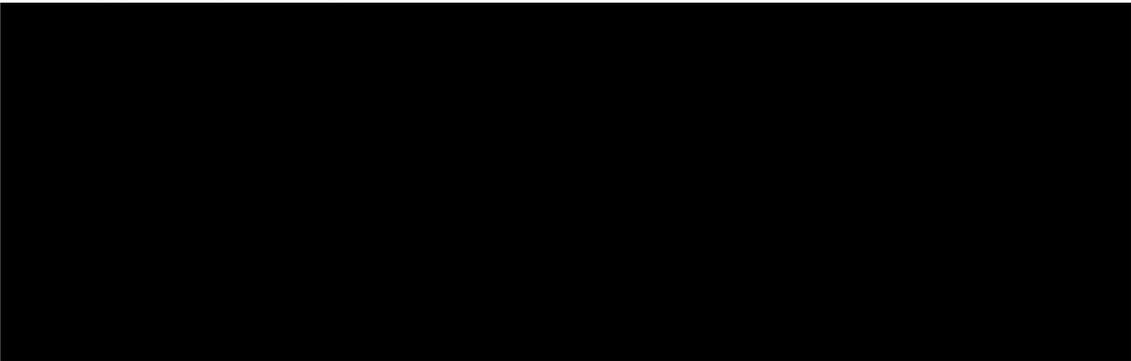
Address:

City:

Postal Code:

Phone:

Email:



Please provide some information on the Public Information Centre for us to better schedule and design the next Public Information Centre.

1. How did you hear about the event?

- a. Notice in the mail
- b. Newspaper advertisement
- c. Town of Oakville Website

2. Please comment on your satisfaction with the following:

- a. Location Very good
- b. Time Very good
- c. Staff in attendance Very good



OAKVILLE



COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

Syed Rizvi, P. Eng
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca
Website: www.oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes.

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- | | |
|--------------------------------|-----------------|
| a. Cycle (on-road or off-road) | <u>6</u> |
| b. Walk | <u>3</u> |
| c. Road user – casual | <u>1</u> |
| d. Road user – commercial | <u>6</u> |
| e. Transit | <u>5</u> |
| f. Other (Please state) | <u> </u> |

For the use you ranked #1, please describe why it is important to you?

I use lakeshore to get to Bronte Village mall for shopping as well as using it to get downtown. Walk to Harbour + Convention Centre for major events



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

More sidewalks especially between Solingate & Howth line on the N side

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

see above

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

more sidewalk

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____
- c. Off road - shared – multi-use trail _____

Please describe why it is important to you?

don't cycle anymore



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 3
- c. Parking 1
- d. Trees 4
- e. Other (Please state) ?

Why?

*Need for parking when shopping
and streetscaping makes it appealing.*

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

as many trees as possible

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Blank lined area for additional questions or comments.



I am still concerned about another crossing from Wycroft which I believe is the wrong road to connect with Brant.

It should be Speers which is a thru road from Brant Rd all the way to Mississauga. Would provide another thru route parallel to Q.E.W.

Thank you for your participation. If you wish to be added to our Project Mailing List to be kept informed about the study please provide your contact information below.

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

Email: _____

Please provide some information on the Public Information Centre for us to better schedule and design the next Public Information Centre.

1. How did you hear about the event?
- a. Notice in the mail
 - b. Newspaper advertisement _____
 - c. Town of Oakville Website _____

2. Please comment on your satisfaction with the following:
- a. Location Good
 - b. Time how about 7-9
 - c. Staff in attendance Good
- 6 is early for commuters*



OAKVILLE



amec
foster
wheeler

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

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Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

*Where roundabouts are possible you can avoid the centre turn lane
Best location for roundabout is 4th line at Lakeshore and Rebecca and there's plenty of room*

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) _____
- b. Walk _____ 2
- c. Road user – casual _____ 1
- d. Road user – commercial _____
- e. Transit _____
- f. Other (Please state) _____

For the use you ranked #1, please describe why it is important to you?



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

ROUNDAABOUTS

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

Not having to cross the road to find the sidewalk.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____
- b. Off road – designated bicycle trail _____
- c. Off road - shared – multi-use trail _____

Please describe why it is important to you?



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 2
- b. Walkability 1
- c. Parking _____
- d. Trees 3
- e. Other (Please state) _____

Why?

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:



OAKVILLE



COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.1

April 20, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **May 5, 2017**:

Syed Rizvi, P. Eng
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
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Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca
Website: www.oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

1. Are you in agreement with the preferred planning solution to generally widen Lakeshore Road West to 3 lanes (one lane in each direction plus a two-way centre left turn lane) with consideration for active transportation facilities (potentially including bike lanes, multi-use trails or sidewalks).

Yes, this proposal will significantly improve safety, particularly for cyclists, if well implemented.

2. How do you use the corridor? Please rank in order of your preference for the uses indicated below (where 1 is most important and 6 is least important to you).

- a. Cycle (on-road or off-road) 2
- b. Walk 3
- c. Road user – casual 1
- d. Road user – commercial
- e. Transit 4
- f. Other (Please state)

For the use you ranked #1, please describe why it is important to you?

I live on Lakeshore Road West in the relevant area. It is my main access to most activities, including commuting to work.



3. Are there any features you would like to see incorporated into the design for Lakeshore Road West?

A well marked and continuous on-road bicycle lane will help to improve cyclist safety. Continuous sidewalks will do the same for pedestrians. It's shocking to see that in such a rich place as Oakville, sidewalks are still not considered a basic and essential amenity.

3a. If you walk along the corridor, what would you like to see done to make it more walkable?

See 3. above.

3b. How would you like the corridor to be made more accessible for a variety of users including seniors and children?

Seniors are often pedestrians. Sidewalks will fulfill this need. Children often walk and or cycle. Again, sidewalks will address their needs.

3c. If you cycle along Lakeshore Road west which type of bicycle facility is your preference? Please rank (from 1 to 3).

- a. On road – designated bike lane _____ 1 _____
- b. Off road – designated bicycle trail _____ 2 _____
- c. Off road - shared – multi-use trail _____ 3 _____

Please describe why it is important to you?

I cycle regularly on Lakeshore Road West for fitness, as do many other people. The biggest hazards to cyclists in the area are 1) the inconsistency of conditions which vary from good (west end of applicable area towards Mississauga Road) to poor (east of Third Line), 2) lack of bicycle lanes and 3) in Bronte, street parking with car door swing range in the bicycle lane (south side, Jones to Nelson). In case of the latter item, car parking and bicycles should be better separated.



4. What features on Lakeshore Road West, through Bronte Village, would you like to see protected or enhanced? Please rank (from 1 to 5) in order of your preference for the factors indicated below.

- a. Streetscaping 1
- b. Walkability _____
- c. Parking _____
- d. Trees 2
- e. Other (Please state) _____

Why?

Bronte has sufficient parking and sidewalks in the commercial town centre. But, it lacks any achitectoral features to make it appealing as a place to be. The local population density should be sufficient to sustain a village life with successful businesses, but hardly anyone wants to be in Bronte because it is so ugly. Businesses should be encouraged to build shop fronts up to the sidewalk, and parking should be relegated to the back of businesses. And the Bronte Mall is long overdue for an upgrade.

5. What features such as historical features, streetscape, trees, trails or any other features would you like to see protected along the Lakeshore West Corridor?

All of the above.

Please use the following space to ask any other questions you may have and the Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

The drainage ditch in front of 2003 Lakeshore Road West (NW corner at Third Line) does not fully drain. It is full of roots, construction debris, etc., and does not slope continuously. Therefore, it normally contains standing water. This should be fixed.

Dearlove, Heather

Subject: FW: Lakeshore West Improvements

From: [REDACTED]

Sent: Friday, April 21, 2017 9:08 AM

To: bob.felker@amecfw.com; Syed Rizvi <syed.rizvi@oakville.ca>

Subject: Lakeshore West Improvements

Bob and Syed,

I attended the Public Information Center No. 1 for Lakeshore West Improvements last night at the Town Hall. I generally support the improvements for turning and traffic management but have two items of input:

- 1) I live [REDACTED] – this is one of the few areas that has houses backing onto Lakeshore not facing Lakeshore. With the new infill lots and additional streets, stop lights and traffic there is significantly increased noise that has not been accounted for before and for future improvements. I would request that some form of noise dampening in the way of berms or tasteful dampening walls/fences be installed in these areas.
- 2) In an effort to bring your information to the community why would you have the information nights at the Town Hall when you have a Seniors centre and or schools in the neighborhoods for which you are asking for input. If you want to reduce traffic, STOP making us drive across town increasing traffic unnecessarily and inconveniencing the residents and constituents that are most effected. You will increase attendance, reduce traffic and promote health (because many of us can then walk or bike) if you have these information sessions locally.

Thank you for your attention.

[REDACTED]

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APPENDIX E

Comment Response

Dearlove, Heather

From: Felker, Bob
Sent: May-11-17 9:18 AM
To: [REDACTED]
Cc: syed.rizvi@oakville.ca; Dearlove, Heather; Mcandrew, Louise; Smith, Neal; Sinke, David
Subject: RE: Lakeshore West Environmental Assessment Input

Dear [REDACTED], Thank you for taking the time to attend the Public Information Centre on April 20, 2017 and for your these detailed and thoughtfully considered comments. Note that your comments will become part of the public record in accordance with the with *the Freedom of Information and Protection of Privacy Act*.

We have reviewed your comments and can confirm that the issues you have raised, particularly with regard to pedestrian and cyclist user facilities and safety, streetscaping, and drainage are being given careful consideration as we proceed to a more detailed level of analysis and assessment of alternatives. The potential impacts of the proposed improvements will be evaluated, in particular those relating elements such as noise, cultural resources, and road user safety.

Thank you again for your interest in the Study. We will continue to keep you informed as the study process proceeds, and you can check the [Study web page](#) for updates.

Sincerely,

Bob Felker

Tel: 519-650-7139

Cell: 226-751-3854



From: [REDACTED]
Sent: May-04-17 8:31 PM
To: syed.rizvi@oakville.ca
Cc: Felker, Bob <bob.felker@amecfw.com>
Subject: Lakeshore West Environmental Assessment Input

- 1) Yes I am in favour of making it like Lakeshore east with a turn lane in the middle. On lakeshore east and at the back of my hose the bike trail is not used as the cyclists prefer to use the car lane as it is smoother and flatter. Given the death on third and lakeshore I believe you should do them a separate flat lane that is not covered in leaves brush or gravel so they use it.
- 2) I use road to work and cyclist on empty bike path for pleasure. I rank commercial use 1, walk 2, transit 3 casual road users 4 and cyclists 5 on the road and motorcyclists 10
- 3) I would like a noise berm and wider bridges over the creeks so walkers etc do not get crowded into the road there as now
 - 3a Make walking on south side where the runners use it and cyclists on north side
 - 3b More crossings for the infirm and children to help push back on jaywalkers particular at both ends of the park and any tim hortons
 - 3c Option b

- 4) Trees and walkability. Just now it is scorching hot in summer and not that nice to walk between restaurants and diners. Parking should be on parallel streets or cross streets
- 5) Protect Walton church and the war memorial by slowing traffic there so speeding motorcycles are not so loud at remembrance services etc and allow parking at the parks there for non boat slip users so people can bring their own canoes there or 16 mile creek without having to illegally park. Parking should not just be for powerboats. There is a historic farm drive or walby road end through my lot which explains the level changes past my back fence and gate.
- 6) As per discussion at the open house need traffic calming for the speeding motorcyclists that use it in the early hours of summer nights (ie no roundabouts) and more stops that are enforced. Altering the road to suit events at coronation park might be good instead of spending money every year putting things up to try and funnel road crossers to one place. Drainage might be improved by pushing big ditches underground to make walking etc along the side easier.

[REDACTED]

Heard about the event by letter to my house. Would have preferred it in the senior center on the road

Dearlove, Heather

From: Felker, Bob
Sent: April-25-17 8:02 AM
To: [REDACTED]
Cc: syed.rizvi@oakville.ca; Sinke, David; Smith, Neal; Dearlove, Heather; Mcandrew, Louise
Subject: RE: Lakeshore West Improvements

Dear [REDACTED], Thank you for taking the time to attend Public Information Center No. 1 (PIC No. 1). Your input will be carefully considered as the study proceeds from the broad planning alternatives presented at the meeting, to identify and evaluate site specific improvements. At this time I can offer the following response to your comments:

1. *Operational Road Traffic Noise Impact Assessment:* An operational road traffic noise impact assessment will be completed that takes into account changes in traffic volumes as predicted by the traffic study, the findings of which were summarized at PIC No. 1. The proximity of residences to the proposed road improvements will also be taken into account. The assessment of traffic noise impacts will be completed using noise modelling in accordance with the applicable MOECC and Town noise criteria. The study will identify conceptual noise mitigation measures, required for regulatory compliance.
2. The suggestion of a venue in the community, such as the Sir John Colborne Recreation Centre for Seniors, is valid, and the location of PIC No. 2, to be held in the Fall, will be carefully considered. In addition to the formal events and the online study presence, our Communications and Consultation Plan calls for direct community outreach by setting up information kiosks or posters at locations such as community centres (Queen Elizabeth Park and Community Cultural Centre), parks (Bronte Beach Park, Bronte Heritage Park, Sir John Colborne Park, Coronation Park, Westgate Park), arenas/sport facilities (Bronte Athletic Park), or libraries (Woodside Branch Library) as well as relevant community establishments (Bronte Harbour Yacht Club, Sir John Colbourne Recreation Centre for Seniors). Also we are working closely with a Stakeholders Group, which has members from the Bronte Village BIA, and Neighbourhood Associations, to receive feedback on study findings and to communicate through them to their members, and to the broader audience of shoppers and visitors to the area.

Thank you again for your interest in the Study. Note that your comments will form part of the public record, and we will continue to keep you informed as the study process proceeds.

Please do not hesitate to contact me should you have questions or concerns you wish to discuss.

Sincerely,

Bob

Bob Felker

Tel: 519-650-7139
Cell: 226-751-3854



From: [REDACTED]
Sent: April-21-17 9:08 AM
To: Felker, Bob <bob.felker@amecfw.com>; syed.rizvi@oakville.ca
Subject: Lakeshore West Improvements

Bob and Syed,

I attended the Public Information Center No. 1 for Lakeshore West Improvements last night at the Town Hall. I generally support the improvements for turning and traffic management but have two items of input:

- 1) I live [REDACTED] – this is one of the few areas that has houses backing onto Lakeshore not facing Lakeshore. With the new infill lots and additional streets, stop lights and traffic there is significantly increased noise that has not been accounted for before and for future improvements. I would request that some form of noise dampening in the way of berms or tasteful dampening walls/fences be installed in these areas.
- 2) In an effort to bring your information to the community why would you have the information nights at the Town Hall when you have a Seniors centre and or schools in the neighborhoods for which you are asking for input. If you want to reduce traffic, STOP making us drive across town increasing traffic unnecessarily and inconveniencing the residents and constituents that are most effected. You will increase attendance, reduce traffic and promote health (because many of us can then walk or bike) if you have these information sessions locally.

Thank you for your attention.

[REDACTED]

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Dearlove, Heather

From: Felker, Bob
Sent: May-01-17 11:28 AM
To: [REDACTED]
Cc: syed.rizvi@oakville.ca; Sinke, David; Smith, Neal; Dearlove, Heather; Mcandrew, Louise
Subject: RE: Comment Form - Lakeshore Road West Improvements.

[REDACTED] Thank you for attending the Lakeshore Road West Improvements Public Information Centre held on April 20 , and for your comments received Monday April 24th. (Note that your comments will form part of the public record.)

We have reviewed your comments and can confirm that the issues you have raised, particularly with regard to pedestrian and cyclist user facilities and safety, streetscaping, and drainage are being given careful consideration as we proceed to a more detailed level of analysis and assessment of alternatives.

Thank you again for your interest in the Study. We will continue to keep you informed as the study process proceeds, and you can check the [Study web page](#) for updates.

Sincerely,

Bob Felker

Tel: 519-650-7139

Cell: 226-751-3854



From: [REDACTED]
Sent: April-24-17 11:16 AM
To: syed.rizvi@oakville.ca; Felker, Bob <bob.felker@amecfw.com>
Subject: Comment Form - Lakeshore Road West Improvements.

Dear Syed and Bob, Please find attached my comment form. Thank you very much for the recent Public Information Centre; it was very informative. Regards, Michael



Dearlove, Heather

From: Felker, Bob
Sent: May-02-17 6:53 AM
To: [REDACTED]
Cc: Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Smith, Neal; Dearlove, Heather; Mcandrew, Louise
Subject: RE: Lakeshore Road EA - Oakville

Hi [REDACTED], Thank you for these comments. For the Lakeshore Road / Bronte Road intersection you have identified issues, and suggested solutions that the Project Team has also raised and are the subject of our evaluation of alternatives. The other study focus you have noted is the streetscaping treatment for the Bronte Village portion of the corridor. Here again the Project Team is working closely with stakeholders such as the Bronte Village BIA to create a safe, welcoming, and vibrant destination for all road users. We are taking cues from the successful downtown Oakville urban design exercise and adapting them to our circumstance.

Once again, Sandy, thanking for taking the time to comment. Your comments will become part of the public record in accordance with the with the *Freedom of Information and Protection of Privacy Act*.

We will continue to keep you informed as the study process proceeds, and you can check the [Study web page](#) for updates.

Sincerely,

Bob Felker

Tel: 519-650-7139
Cell: 226-751-3854



From: [REDACTED]
Sent: April-25-17 3:59 PM
To: Felker, Bob <bob.felker@amecfw.com>
Subject: Re: Lakeshore Road EA - Oakville

Hi Bob,

I am hopeful we will see some improvements at the Lakeshore Road / Bronte Road intersection. I would be curious to know if this intersection has a high accident rate as it is on a significant skew and the channelized right from Bronte north (SB Bronte to WB Lakeshore) seems like a poor design since this is not a yield condition presumably to accommodate peds. I would prefer a conventional right turn here (no channelization) if the channelization cannot be free flow.

I support your recommendation for Alt 6 as this seems to make most sense.

There should be a strong emphasis on streetscaping and urban design in the village of Bronte. I am sure cues can be taken from the downtown Oakville streetscaping exercise in terms of accommodating all modes (e.g.

Please add me to your project contact list.

Will the displays be posted here <http://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html> ?

Thanks,

[REDACTED]

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Dearlove, Heather

From: Felker, Bob
Sent: May-11-17 11:22 AM
To: [REDACTED]
Cc: [REDACTED] syed.rizvi@oakville.ca; Dearlove, Heather; Mcandrew, Louise; Smith, Neal; Sinke, David
Subject: RE: Lakeshore Road West Improvements - Municipal Class EA

Dear [REDACTED] Thank you for taking the time to attend the Public Information Centre on April 20, 2017 and for submitting a Comment Sheet. Note that your comments will become part of the public record in accordance with the with *the Freedom of Information and Protection of Privacy Act*.

We have reviewed your comments and can confirm that the issues you have raised, particularly with regard to pedestrian and cyclist user facilities and safety, are being given careful consideration as we proceed to a more detailed level of analysis and assessment of alternatives. The potential impacts of the proposed improvements will be evaluated, in particular those relating to elements such as the large trees that line the roadway between Wilder Drive and Fourth Line.

Thank you again for your interest in the Study. We will continue to keep you informed as the study process proceeds, and you can check the [Study web page](#) for updates.

Sincerely,

Bob Felker

Tel: 519-650-7139
Cell: 226-751-3854



From: [REDACTED]
Sent: May-08-17 8:37 AM
To: syed.rizvi@oakville.ca; Felker, Bob <bob.felker@amecfw.com>
Cc: [REDACTED]
Subject: Lakeshore Road West Improvements - Municipal Class EA

I have attached our comments

[REDACTED]



**TOWN OF OAKVILLE
LAKESHORE ROAD WEST IMPROVEMENTS
(MISSISSAGA STREET TO DORVAL DRIVE)**

**PUBLIC INFORMATION CENTRE NUMBER 2
SUMMARY REPORT**

**Submitted to:
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3**

**Submitted by:
Amec Foster Wheeler Environment & Infrastructure
a division of Amec Foster Wheeler Americas Limited
3450 Harvester Road, Suite 100
Burlington, Ontario L7N 3W5**

December 2017

TPB166147

TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION.....	1
2.0 PUBLIC AND AGENCY CONSULTATION.....	1
2.1 Notices	1
2.2 PIC Invitation Letters.....	1
3.0 INFORMATION PRESENTED.....	2
4.0 ATTENDANCE	3
5.0 COMMENTS	3
6.0 SUMMARY.....	3
7.0 FREEDOM OF INFORMATION AND PRIVACY ACT STATEMENT	4

LIST OF TABLES

Table 1: Initial Contact List.....	Error! Bookmark not defined.
Table 2: Summary of Comments Received and Responses	Error! Bookmark not defined.

LIST OF APPENDICES

Appendix A:	Notices
Appendix B:	PIC Invitation Letters
Appendix C:	PIC Display Boards and Drawings
Appendix D:	Comment Sheets Received
Appendix E:	Key Comment Response Summary

1.0 INTRODUCTION

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the town to the year 2031. The town is considering a wide range of options to satisfy active and vehicular transportation demand within the Lakeshore Road West corridor and within the study area.

The study is being carried out in accordance with the requirements of a Schedule C project as outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario Environmental Assessment Act.

As part of the study, two a Public Information Centres (PICs) are planned to allow the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. This report summarizes the information and comments relating to the second PIC. Public Information Centre Number 2 took place between 6:00pm and 8:00pm on November 29, 2017 at the Sir John Colborne Recreation Centre.

The purpose of this PIC was to:

- Learn about the Environmental Assessment Process;
- Discover proposed cycling facilities and pedestrian crossings;
- Learn about intersection options;
- View proposed corridor updates;
- Learn about area environmental mitigations;
- Find out where the study is going next; and,
- Ask questions, provide insight, and give feedback.

2.0 PUBLIC AND AGENCY CONSULTATION

2.1 Notices

Notices of the Public Information Center were published in The Oakville Beaver, and made available on the Town's website (<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>).

A copy of this notice is provided in Appendix A.

2.2 PIC Invitation Letters

Invitations to the PIC were sent to members of the public, stakeholders, and agencies, based on requests to be consulted and proximity to the project location. These were mailed out on Thursday November, 16, 2017.

A copy of the referenced PIC invitation letters can be found in Appendix B.

3.0 INFORMATION PRESENTED

The PIC was held as a drop in open house, hosted by representatives from the Town and Amec Foster Wheeler. The display boards were placed around the room with the proposed preliminary design presented in the centre along with sticky notes for comments. Town staff and members of the consulting team were available for one on one questions throughout the meeting. A total of 35 information boards were presented:

- Purpose of the PIC
- Study Area
- Planning and Policy Context
- Municipal Class Environmental Assessment Process
- Roundabouts
 - Potential Locations – Long List
 - Evaluation Criteria
 - Evaluation
 - Third Line Roundabout
- Bronte Road Intersection
 - Layout
 - Key Features
- Cycling Facilities
 - Alternatives
 - Detailed Alternatives Assessment and Preferred Alternatives
- Alternative Solutions
- Proposed Road Cross Sections
 - Mississaga Street to East Street
 - Bronte Road to East Street
 - East Street to Dorval Drive (3 lane)
 - East Street to Dorval Drive (2 lane)
- Proposed Bridge Cross Sections
 - Bronte Creek
 - 14 Mile Creek
 - McCraney Creek
- Proposed Pedestrian Crossing Locations
- Streetscape Concepts
 - Bronte Village
 - Coronation Park
 - Amenity Areas
- Environmental Inventories
 - Terrestrial and Aquatic Mitigation
 - Drainage and Stormwater Management
 - Archaeology
 - Noise
- Engagement Activities
- Next Steps

Copies of the boards and the comment sheet were posted on the Town's website for those unable to attend. As well, anyone who requested them was sent electronic versions.

A copy of the display boards and drawings can be found in Appendix C.

4.0 ATTENDANCE

An estimated 90 people attended the PIC with a total of 81 people signing the register. Town staff, as well as Amec Foster Wheeler representatives were on hand to answer any questions. In attendance were:

<u>Name</u>	<u>Title</u>
Syed Rizvi	Town of Oakville Project Manager
Jill Stephen	Senior Manager – Transportation Strategy
Rita Juliao	Development Engineering
David Sinke	Project Manager
Neal Smith	Senior Technologist
Louise McAndrew	Junior Environmental Planner

5.0 COMMENTS

Comment sheets were offered to all attendees of the PIC, as well they were placed near the proposed preliminary design. They were also mailed to stakeholders and members of the public with their PIC Notice, and were made available through the Town website.

A copy of the Comment form has been attached to this summary along with copies of comments received through returned forms or email. Copies of the comment sheets received are provided in Appendix D.

Verbal comments received closely mirrored those which were provided in a written form.

6.0 SUMMARY

The key issues identified through this PIC were:

- Cycling
- Safety
- Pedestrians
- Three Lane Cross Section
- Financing
- Underground Hydro
- Traffic
- Parking
- Bronte Rd. Intersection
- Roundabouts
- Urbanization
- Execution

A summary of key comments related to these topics, and responses is provided in Appendix E.

7.0 FREEDOM OF INFORMATION AND PRIVACY ACT STATEMENT

All information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. RSO, 1990, c.F.31. With the exception of personal information, all comments will become part of the public record and included in the project study documentation.



APPENDIX A

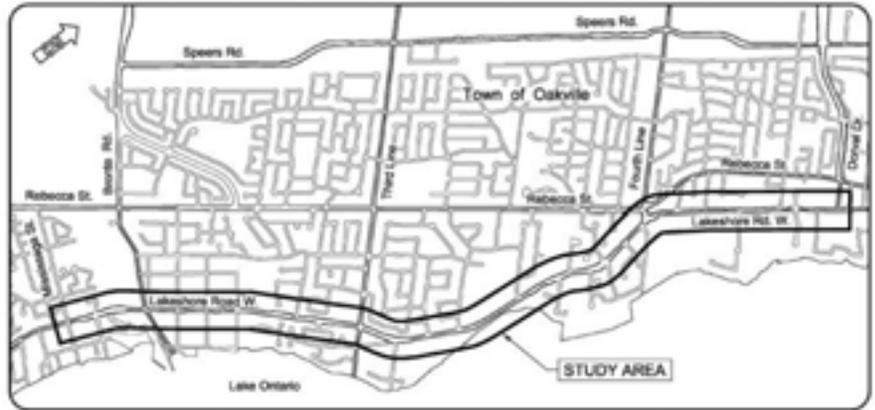
Notices

Notice of Public Information Centre No. 2

Municipal Class Environmental Assessment Study Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)

The Study

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet community needs to the year 2031. The town is considering a wide range of options to satisfy active and vehicular transportation demand within the Lakeshore Road West corridor and within the study area.



The Process

The study is being carried out in accordance with the requirements of a Schedule C project under the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015), which is an approved process under the Ontario *Environmental Assessment Act*.

Public Information Centre

As part of the study, two Public Information Centres (PICs) were planned to provide an opportunity for the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. The first PIC was held on April 20, 2017. The second PIC will be held:

Date: Wednesday, November 29, 2017
Time: 6 – 8 p.m.
Location: Sir John Colborne Recreation Centre for Seniors,
1565 Old Lakeshore Road West, Oakville

The purpose of PIC No. 2 is to present the preliminary preferred alternative for Lakeshore Road West improvements and to gather public input. Representatives from the town and its consultant will be present at the PIC to answer questions and discuss next steps in the study. The meeting will be an open house format, with no formal presentation.

Your input is important! Comment sheets can be obtained at the PIC and on the town's website.

Comment deadline is December 15, 2017

The town appreciates your feedback* and encourages you to get involved. A key component of the study is consultation with interested stakeholders, Indigenous groups, the public, land owners and regulatory agencies. You are encouraged to provide your comments so that they may be considered in the study. If you would like further information on the study, have any questions or comments, or would like to be added to the study mailing list, please contact.

Syed Rizvi, M.Sc., P.Eng.

Transportation Engineer
Town of Oakville
Tel: 905-845-6601, ext.3981
email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.

Senior Environmental Planner,
Amec Foster Wheeler
Tel: 519-650-7139
email: bob.felker@amecfw.com

Information related to the study and consultation process will also be posted on the Town of Oakville's website, <https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



APPENDIX B

PIC Invitation Letters

November 9, 2017

Dear

RE: Notice of Public Information Centre No.2

Municipal Class Environmental Assessment Study

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)

The Town of Oakville has initiated a Municipal Class Environmental Assessment (Class EA) study for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. The improvements are required to meet the needs of the community to the year 2031.

Public Information Centre

As part of the study, two Public Information Centres (PICs) were planned to allow the public and interested stakeholders to learn more about the study and provide input and comments on the preliminary investigations, the need for improvements and the assessment of planning alternatives. The first PIC was held on April 20, 2017. The second PIC will be held:

Date: Wednesday, November 29, 2017
Time: 6 – 8 p.m.
Location: Sir John Colborne Recreation Centre for Seniors,
1565 Old Lakeshore Road West, Oakville

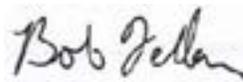
The purpose of PIC No. 2 is to present the preliminary preferred alternative for Lakeshore Road West improvements, answer questions, and to gather input. Representatives from the Town and its consultant will be present. The meeting will be an open house format, with no formal presentation.

**Your Input is Important! Comment sheets can be obtained at the PIC or the Town's website.
Comment deadline is December 15, 2017**

A key component of the study will involve consultation with interested stakeholders, the public and regulatory agencies. You are encouraged to provide your comments so that they may be considered in the planning of this project.

For further information please contact the undersigned, or visit the Town of Oakville website, oakville.ca under the For Residents tab; Roads, Sidewalks and Traffic - Studies and Plans.

Sincerely,



for

Syed Rizvi, M.Sc., P.Eng.

Transportation Engineer

Town of Oakville

Tel: (905) 845-6601, ext.3981

Email: syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P., R.P.P.

Senior Environmental Planner,

Amec Foster Wheeler

Tel: (519) 650-7139

Email: bob.felker@amecfw.com

c.c. David Sinke, Amec Foster Wheeler



APPENDIX C

PIC Display Boards and Drawings

Public Information Centre No. 2

Municipal Class Environmental Assessment Lakeshore Road West Improvements



Date: November 29, 2017

Location: Sir John Colborne Recreation Centre for Seniors

Time: 6:00pm to 8:00pm

Purpose of PIC No. 2

WELCOME

Tonight we invite you to...

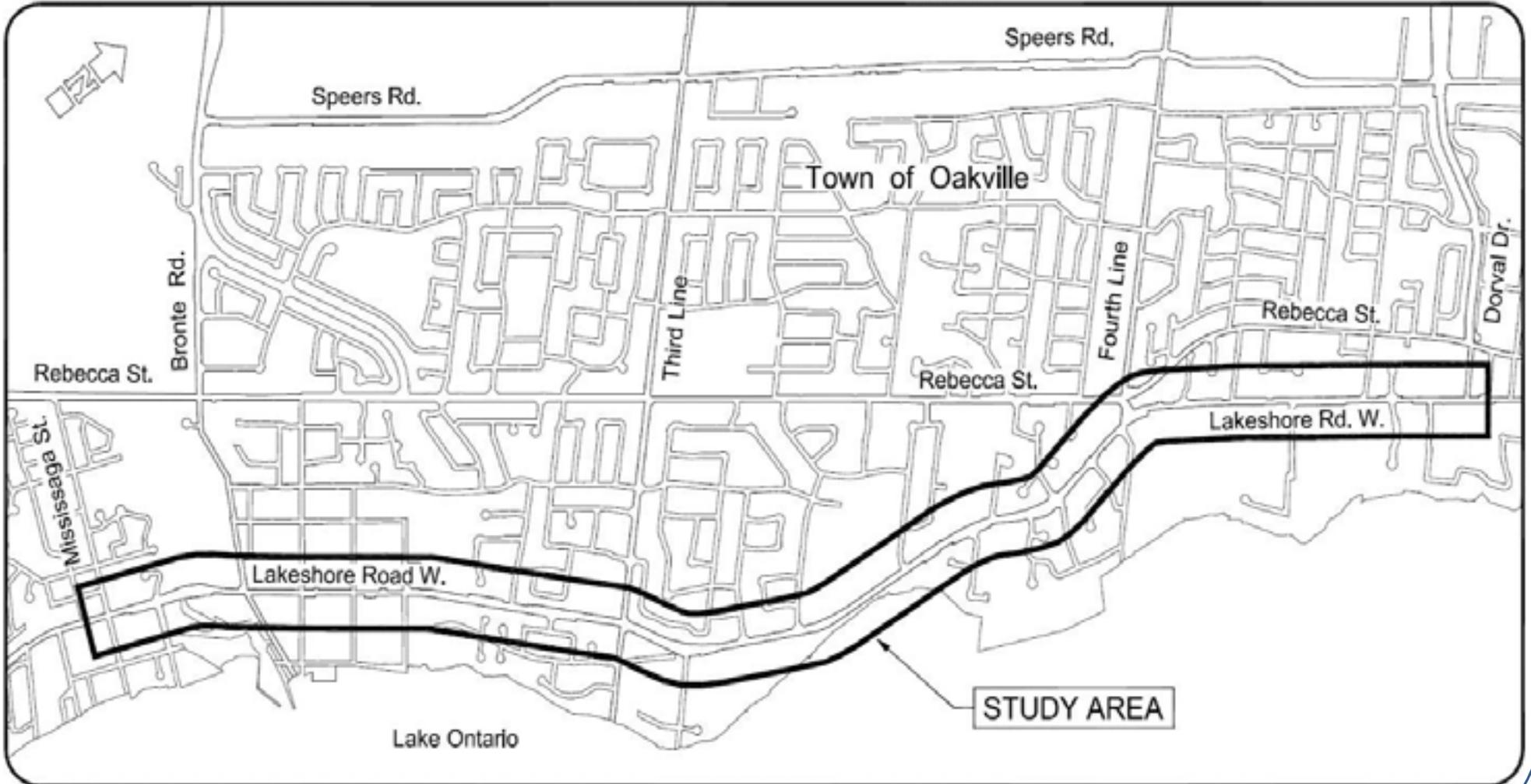


Your feedback is important and will be considered and incorporated in the preferred alternative selection process!

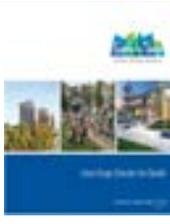
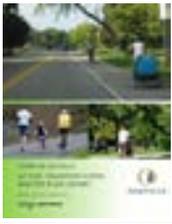
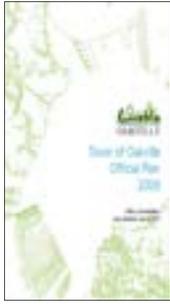
**Comment
Deadline is
December 15, 2017**



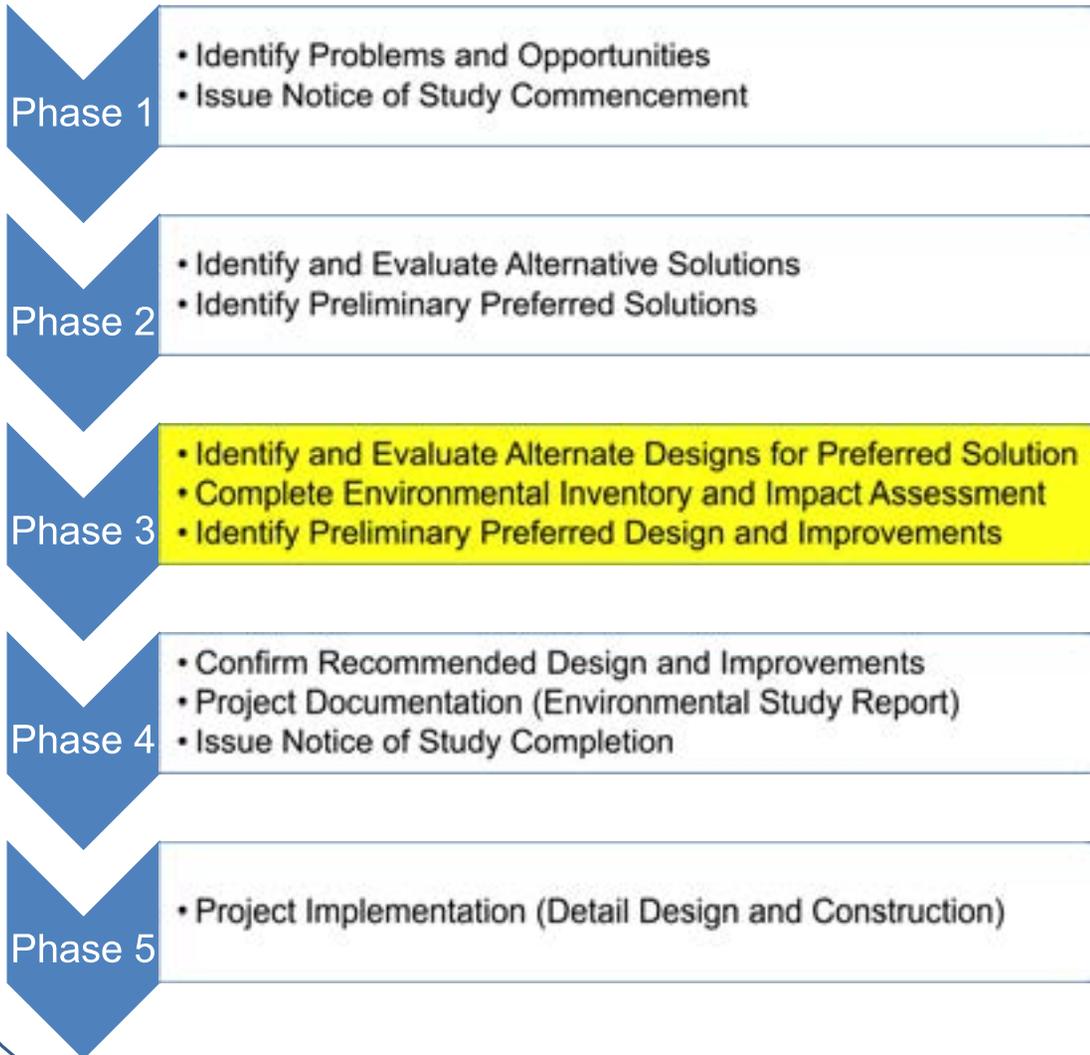
Study Area



Planning and Policy Context

<p>Oakville Town-Wide Flood Study (2008)</p>		<ul style="list-style-type: none"> Plan for the reduction of flood conditions at flood-prone sites 	<p>(Part A) - Livable by Design Manual 2014</p>		<ul style="list-style-type: none"> (Part A) - A comprehensive set of guiding design principles and urban design directives applicable town-wide (south of Dundas Street) to all forms of development and redevelopment
<p>Town of Oakville Active Transportation Master Plan (ATMP) (2017)</p>		<ul style="list-style-type: none"> Plan consisting of short, mid and long-term actions and recommendations that will establish and support a desired level of active transportation (cycling and walking) for Town of Oakville residents 	<p>(Part C) - Livable by Design Manual 2017</p>		<ul style="list-style-type: none"> (Part C) A comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality
<p>Switching Gears – Oakville Transportation Master Plan (2013) (Under review 2017)</p>		<ul style="list-style-type: none"> Vision of creating a more balanced transportation system through transit, active transportation and road network improvements as well as travel demand management practices 	<p>Town of Oakville Official Plan Review (2009) (Under Review)</p>		<ul style="list-style-type: none"> The review will update Official Plan policies to establish the desired land use pattern with the Town, to 2041, to conform to Provincial and Regional Plans The policies that guide growth and change in Bronte Village are being reviewed as part of the ongoing Bronte Village Growth Area Review
<p>Oakville Streetscape Strategy (2014)</p>		<ul style="list-style-type: none"> Provides for streetscape studies to be undertaken within the Town of Oakville Studies will be conducted by an inter-departmental project team with representation from all departments in the Town of Oakville 	<p>Town of Oakville Pedestrian Safety Program (2017)</p>		<ul style="list-style-type: none"> Plan to systematically and proactively address pedestrian safety issues in the Town of Oakville Identify candidate locations for pedestrian crossing treatments and apply the PXO selection criteria and prioritization criteria

Class Environmental Assessment Process



PIC No.1
April 20, 2017

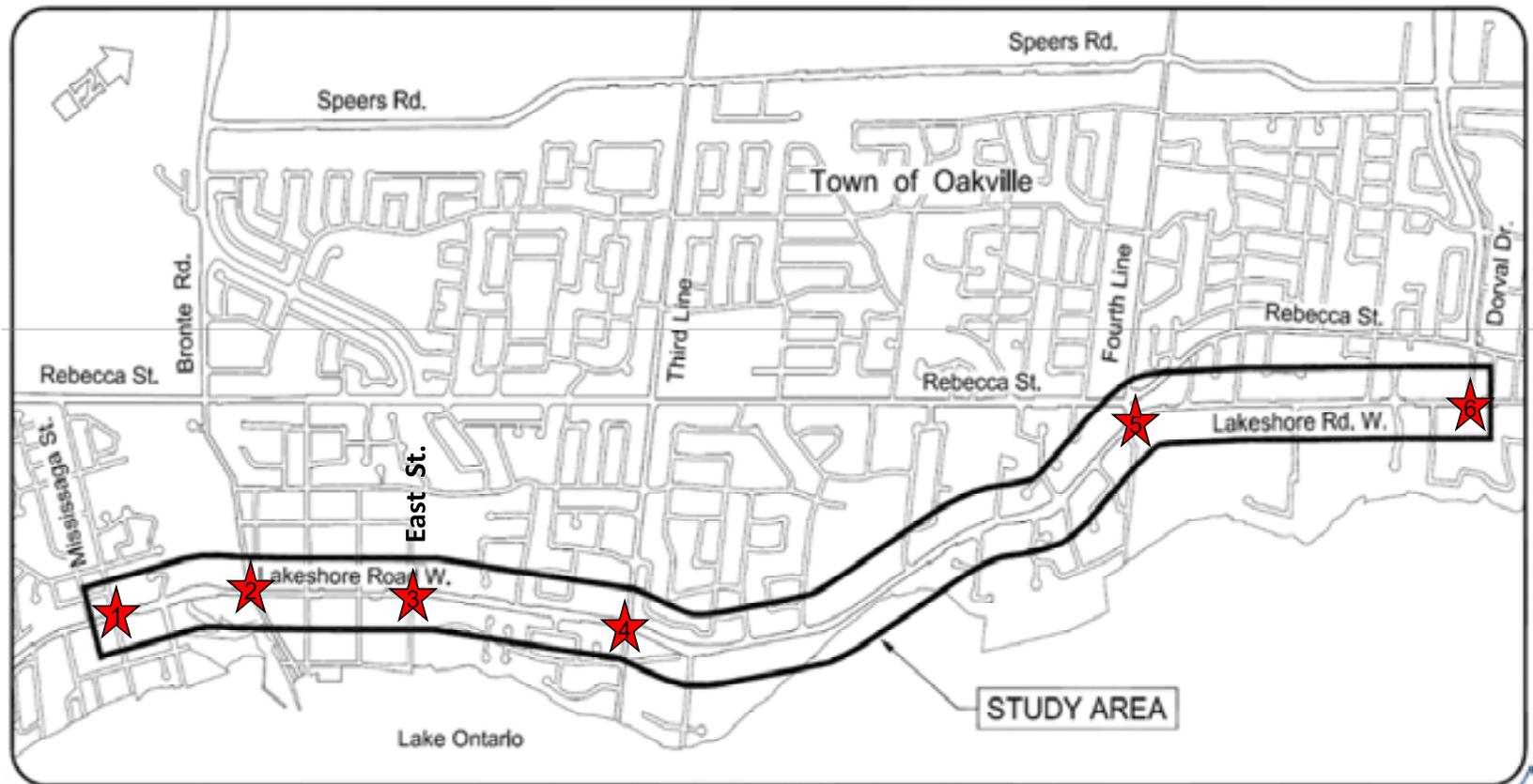


PIC No.2
November 29, 2017

Roundabouts

Potential Roundabout Locations – Long List

1. Mississaga Street
2. Bronte Road
3. East Street
4. Third Line
5. Fourth Line
6. Dorval Drive



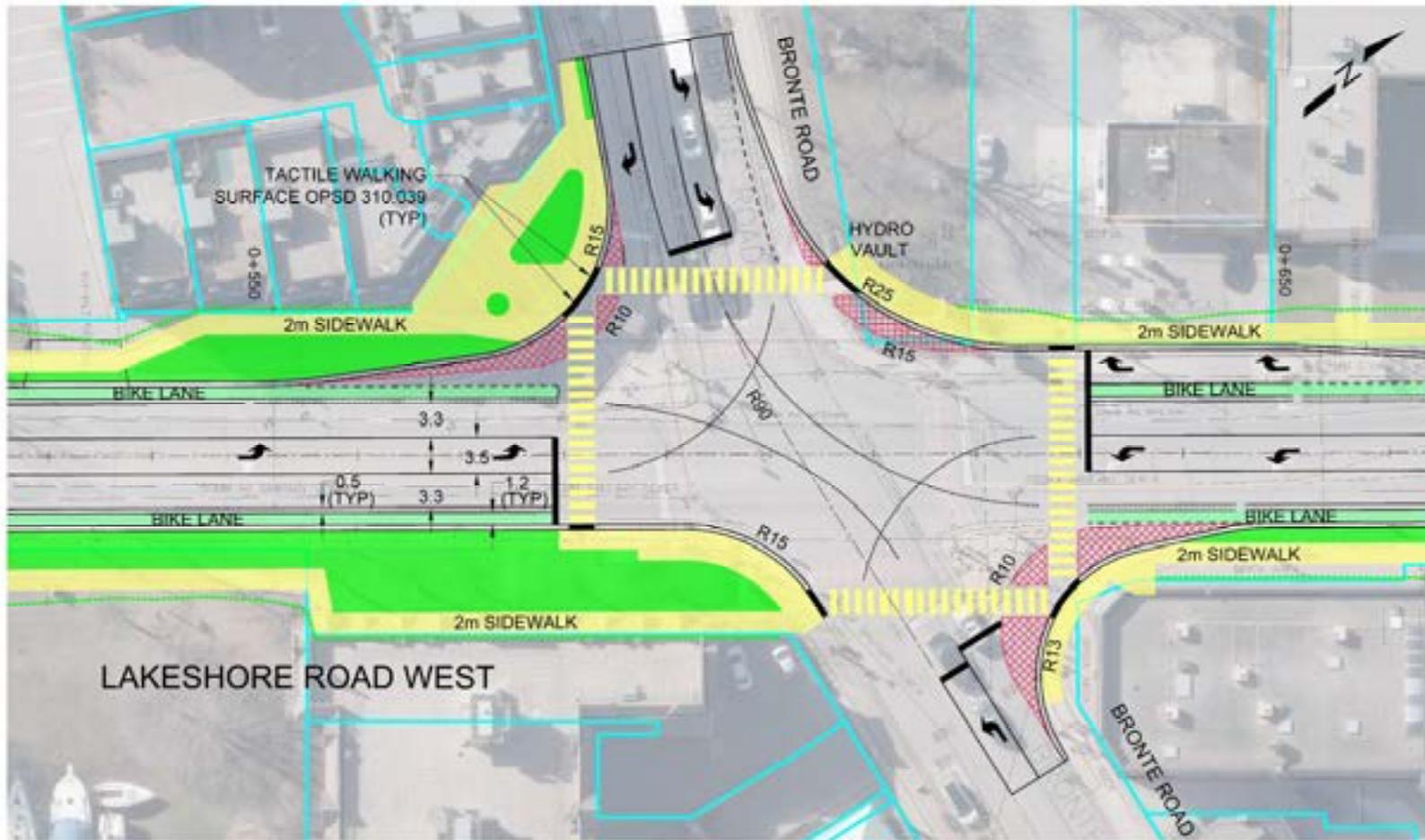
Roundabout Evaluation Criteria

Criteria	Consideration
Property Impact	<ul style="list-style-type: none"> • Is there enough property available to accommodate the type of roundabout being considered? • Will property need to be acquired?
Safety	<ul style="list-style-type: none"> • Is speeding currently an issue? • History of high speed / angled collisions • Nearby vulnerable road users (seniors / children)
Operational Issues	<ul style="list-style-type: none"> • High U-turn / left turn volumes • Long queues / delays • Can active transportation be accommodated? • Can truck traffic and emergency services be accommodated?
Other Considerations	<ul style="list-style-type: none"> • Will mature trees and other vegetation be impacted? • Intersection grade (slant) • Proximity to nearby rail crossing or signalized intersection • Impact to nearby entrances / accesses

Roundabout Evaluation

Intersection	Consideration			Carry Forward
	Left Turn/ U-Turn Volumes	Streets at an Angle	Other Considerations	
Mississaga Street	Low	x	<ul style="list-style-type: none"> • Limited property available • Very tight ROW • Would require removal of mature trees 	No
Bronte Road	Moderate	✓	<ul style="list-style-type: none"> • Very tight ROW • Hydro vault in north east quadrant of intersection • Gateway feature 	No
East Street	Low	x	<ul style="list-style-type: none"> • Very tight ROW • Building on edge of property line in southwest quadrant of intersection • Gateway feature 	No
Third Line	Moderate	x	<ul style="list-style-type: none"> • May require removal of a few trees 	Yes
Fourth Line	Moderate	x	<ul style="list-style-type: none"> • In close proximity to Rebecca Street intersection 	No
Dorval Drive	Moderate	x	<ul style="list-style-type: none"> • Tight ROW • In close proximity to St. Jude's Cemetery • Grade along south side of intersection 	No

Bronte Road Intersection



Legend:

- | | |
|--|---|
|  Textured/coloured concrete surface |  Existing property line |
|  Pedestrian crossing |  Grading limit |
|  On-road bike lane |  Green Space |
|  Sidewalk | |

Bronte Road Intersection

Key Features

- Improved Bronte Road alignment through intersection
- Improved visibility due to turning vehicle positioning closer to 90°
- Removal of right turn islands, eliminating two - stage pedestrian crossings
- Pedestrian crossings shortened and entirely protected by traffic signals
- Addition of tactile plates for pedestrian crossings, AODA compliance
- Stop bar moved upstream to make intersection clearer and larger
- Improved Radii at corners, with the addition of a texture surface (see photo) for improved larger truck wheel tracking
- Addition of left turn guidelines, smoother vehicle turning



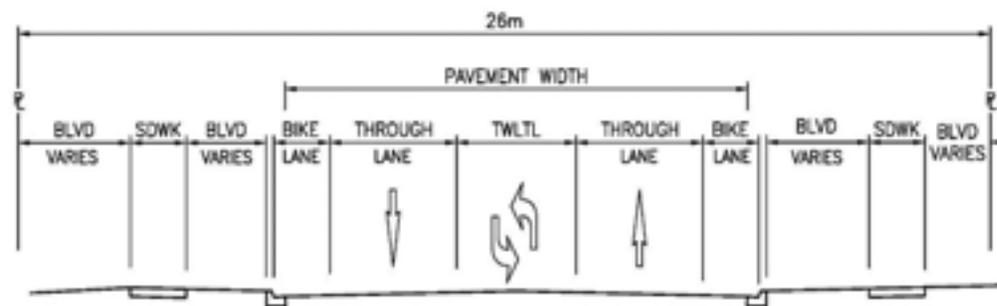
Cycling Facilities

Cycling Facilities Alternatives

Five alternatives were selected for evaluation, as follows:

- Alternative 1: On-Road Bike Lanes
- Alternative 2: On-Road Bike Lanes with a buffer
- Alternative 3: Off-Road One-Way Cycle Tracks
- Alternative 4: Off-Road Multi-Use Trail
- Alternative 5: Combination of On-Road Bike Lanes with a buffer and Multi-Use Trail on the south side

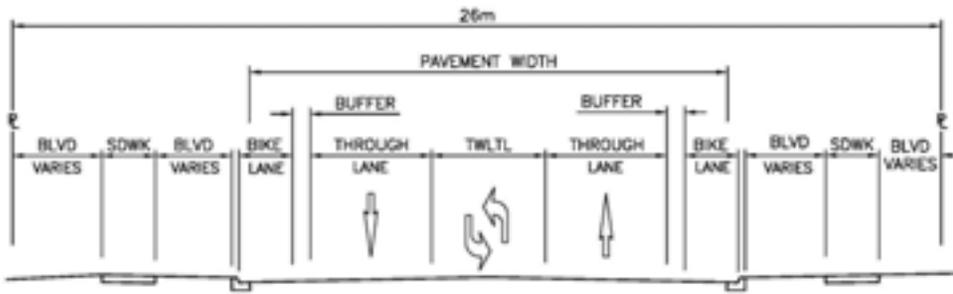
Alternative 1: On-Road Bike Lanes



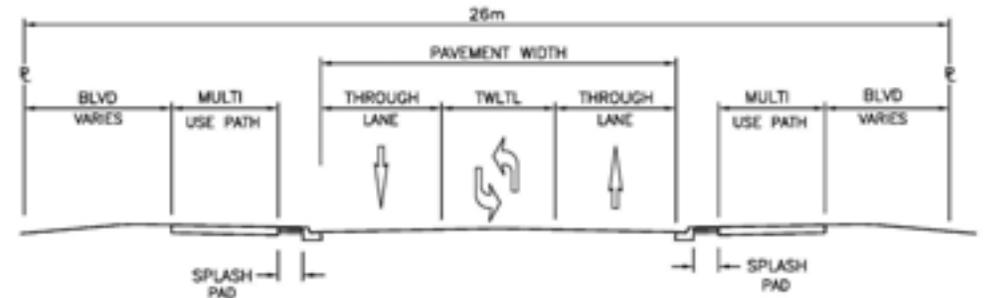
Cycling Facilities

Cycling Facilities Alternatives (Continued)

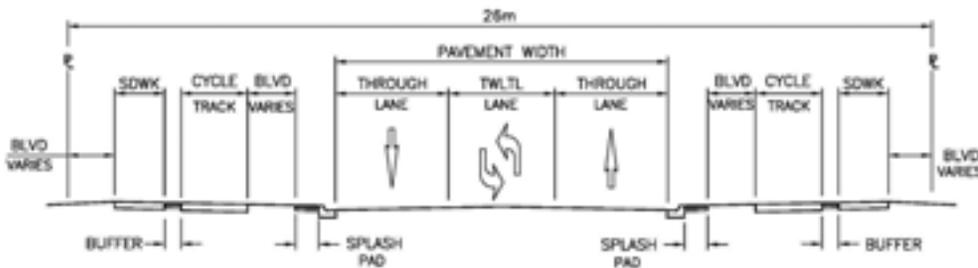
Alternative 2: On-Road Bike Lanes with buffer



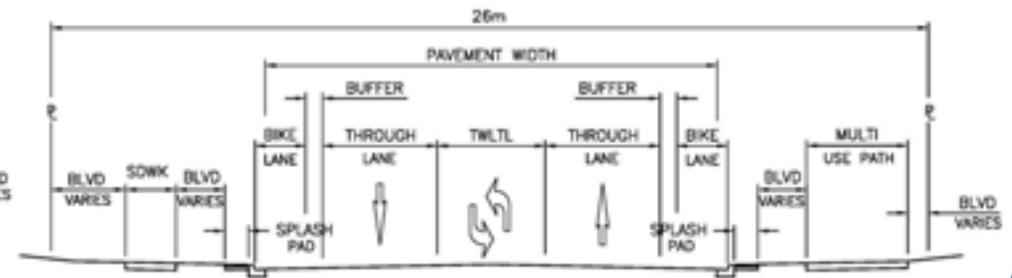
Alternative 4: Off-Road Multi-Use Trail



Alternative 3: Off-road One way Cycle Tracks



Alternative 5: Combination On-Road Bike Lanes with buffer and Multi-Use Trail on south side



Cycling Facilities

Cycling Facilities Detailed Alternatives Assessment

The five alternatives were assessed based on the following criteria:

- Roadway constraints and constructability
- Property impacts
- Utility impacts
- Safety and operations
- Environmental and vegetation impacts
- Vehicle traffic operations
- Capital and maintenance costs

The preferred alternatives are:

- **Mississaga St. to East St.:**
 - ✓ **Alternative 2** - On-Road Bike Lanes with painted buffer
- **East St. to Dorval Drive:**
 - ✓ **Alternative 5** - On-Road Bike Lanes with painted buffer and multi-use trail on the south side



Lakeshore Road West Improvements

Class EA Phase 2 Alternative Solutions

Five alternative solutions were developed and assessed

1. DO NOTHING

- No improvements
- Continue regular maintenance

2. IMPROVE OTHER ROADS

- Add capacity to adjacent parallel roads to accommodate traffic

3. MULTI-MODAL IMPROVEMENT

- Improve transit and active transportation infrastructure
- Promotion of increased active transportation and car pooling use

4. ADDITIONAL IMPROVEMENTS TO LAKESHORE CORRIDOR

Improvements in the form of:

- Signal timing changes
- Active transportation facilities
- Horizontal alignment
- Roadside landscaping

5. WIDEN LAKESHORE ROAD WEST to 3 LANES with ACTIVE TRANSPORTATION FACILITIES

- Addition of two-way center turning lane to increase traffic capacity throughout the corridor (left turning vehicles not blocking through lane), providing pedestrian sidewalks and cycle lanes throughout the study area

Preliminary Preferred Alternative Solution

A combination of Alternative 3, 4 and 5 will address the problem statement developed for the Lakeshore Road West corridor, while minimizing environmental impacts and supporting the needs of the community

Lakeshore Road West Improvements

Proposed Road Cross Sections

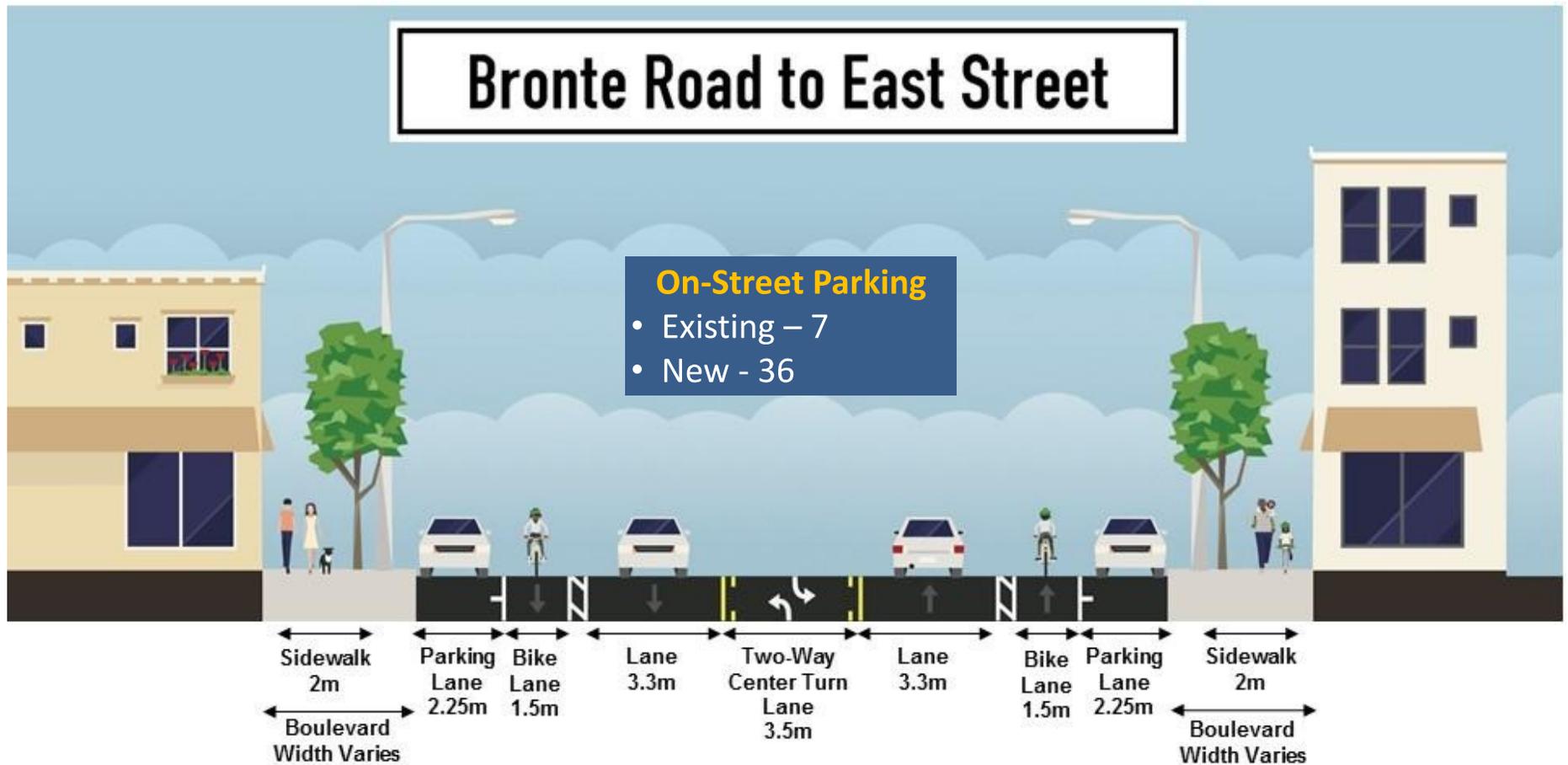
Typical Cross Section: 3 Lanes – On Road Bike Lanes with Sidewalks



Lakeshore Road West Improvements

Proposed Road Cross Sections

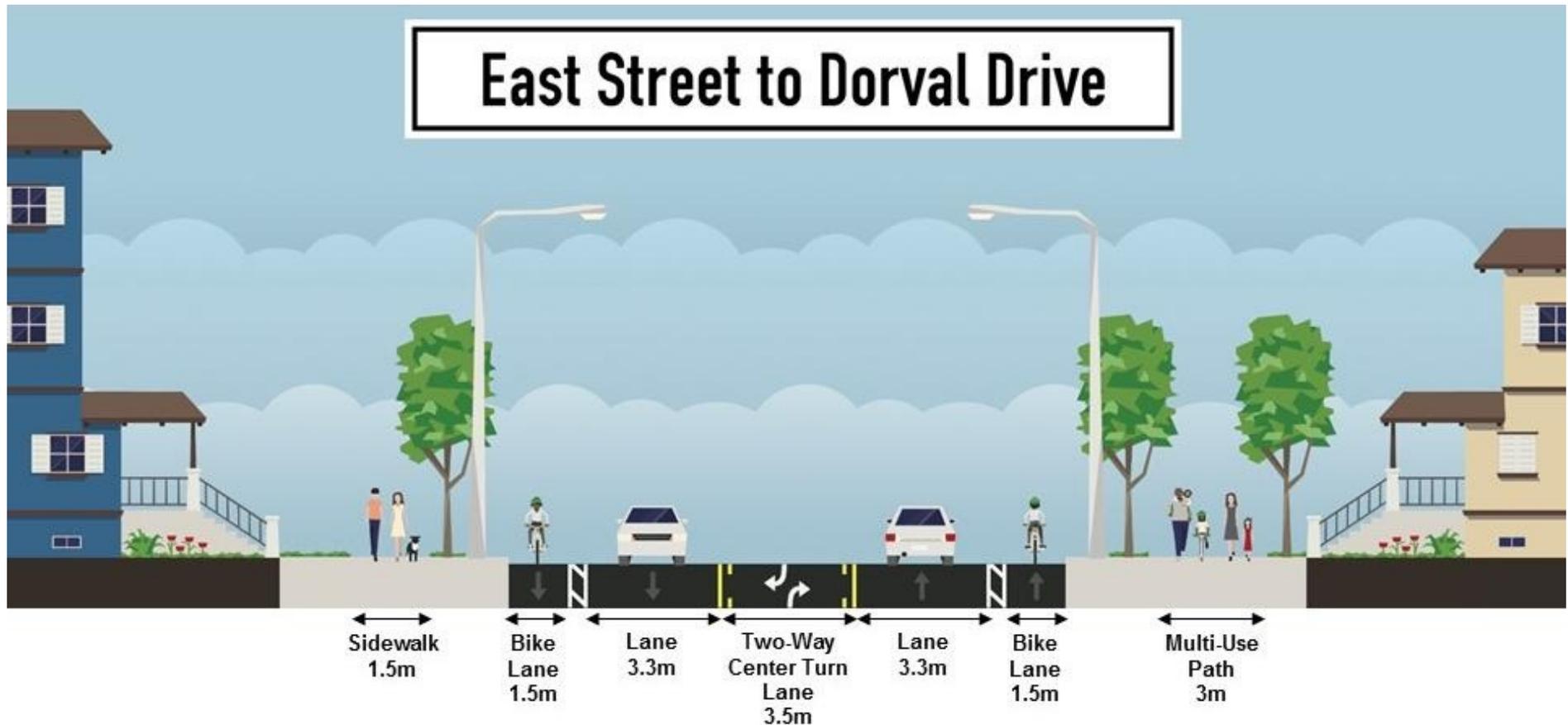
Typical Cross Section: 3 Lanes – On Road Bike Lanes with One Street Parking (where possible)



Lakeshore Road West Improvements

Proposed Road Cross Sections

Typical Cross Section: 3 Lanes – On Road Bike Lanes with Sidewalk and Multi-Use Path



Lakeshore Road West Improvements

Proposed Road Cross Sections

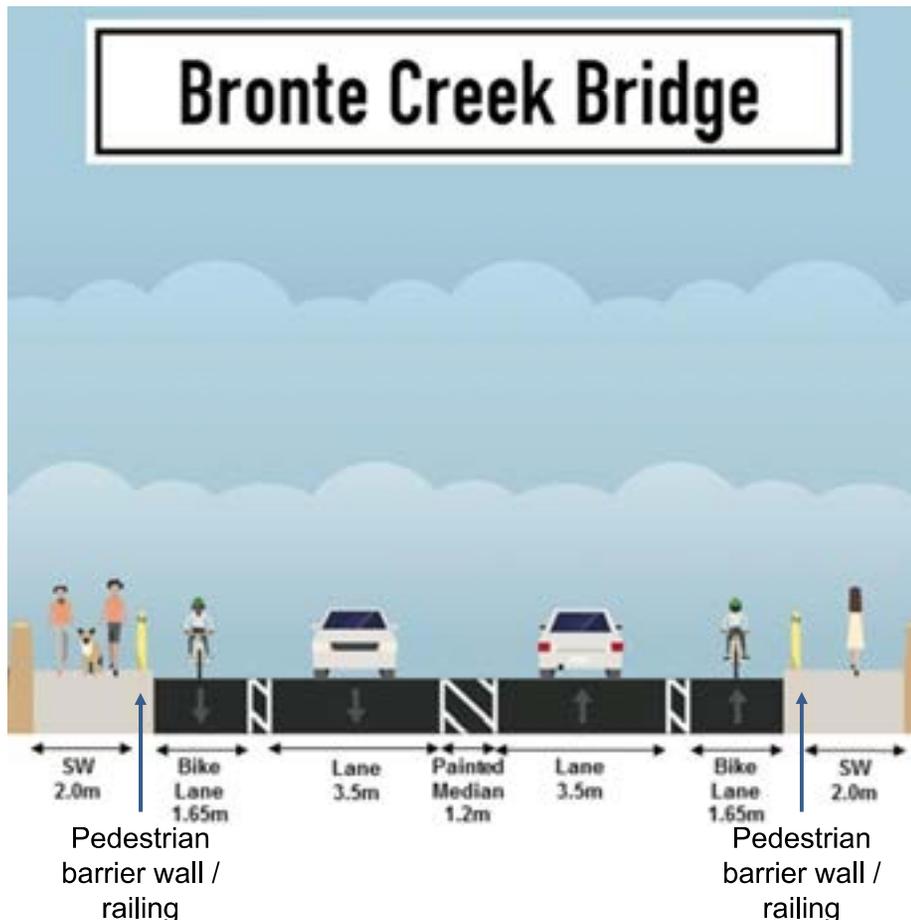
Typical Cross Section: Planted Island where possible



Lakeshore Road West Improvements

Proposed Bridge Cross Section – Bronte Creek

- Existing bridge can be modified to provide pedestrian protection separated by a pedestrian barrier wall / railing
- New pavement marking plan will accommodate new cross-section



Facts

- Also known as 12 Mile Bridge
- Bridge was built in 1970
- Bridge length (along the roadway centreline) is 64.9m
- Bridge width is 19.5m

Lakeshore Road West Improvements

Proposed Bridge Cross Section – 14 Mile Creek

- Existing bridge requires no changes
- Bridge deck can be modified with new pavement markings to accommodate new cross-section



Facts

- Bridge was built in 1916
- It is a concrete arch culvert
- Bridge length (along the roadway centreline) is 17.1m
- Bridge width is 15.75m

Lakeshore Road West Improvements

Existing Bridge Cross Section – McCraney Creek

- Requires replacement due to poor condition and flooding potential



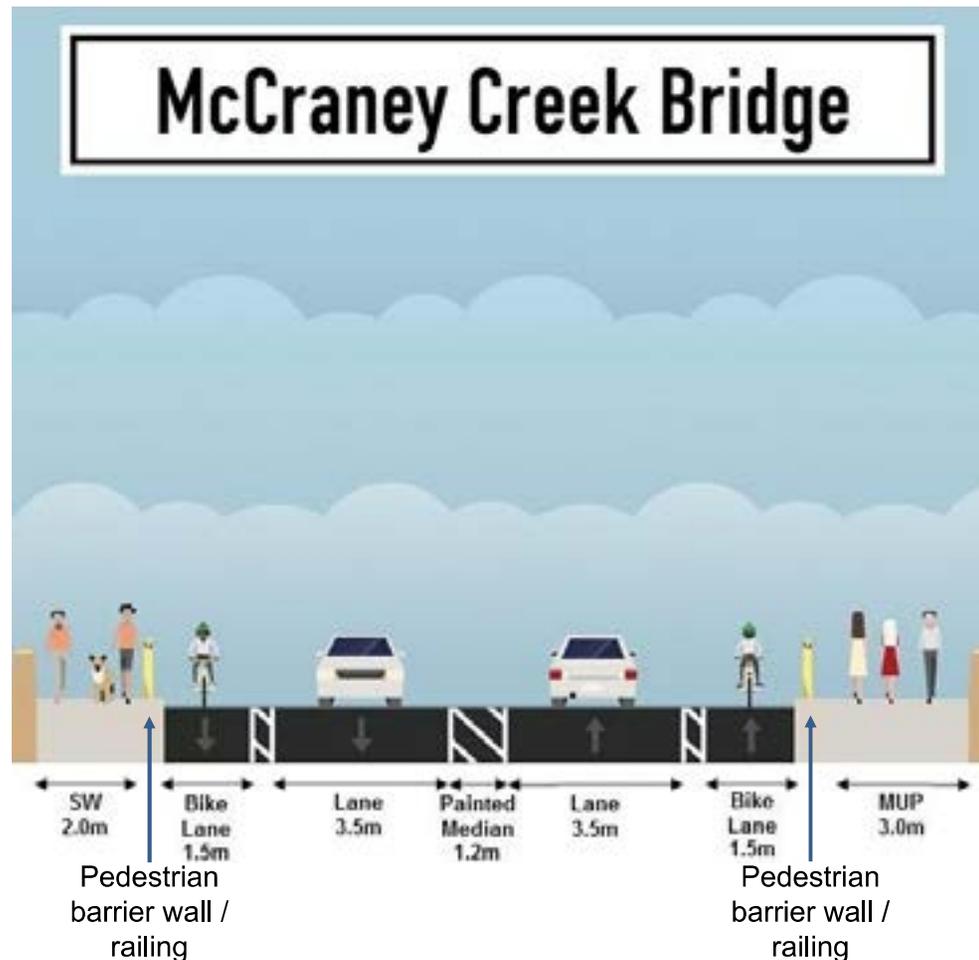
Facts

- Built in 1940
- Structure is actually made up of 2 culverts
- Bridge length (along the roadway centreline) is 21m
- Bridge width is 5.4m
- No Species at Risk habitat identified within the creek
- Erosion issues

Lakeshore Road West Improvements

Proposed Bridge Cross Section – McCraney Creek

- New structure will convey the Regional Storm Event and accommodate 2 lanes of traffic, on-road bike lanes, sidewalk and multi-use trail

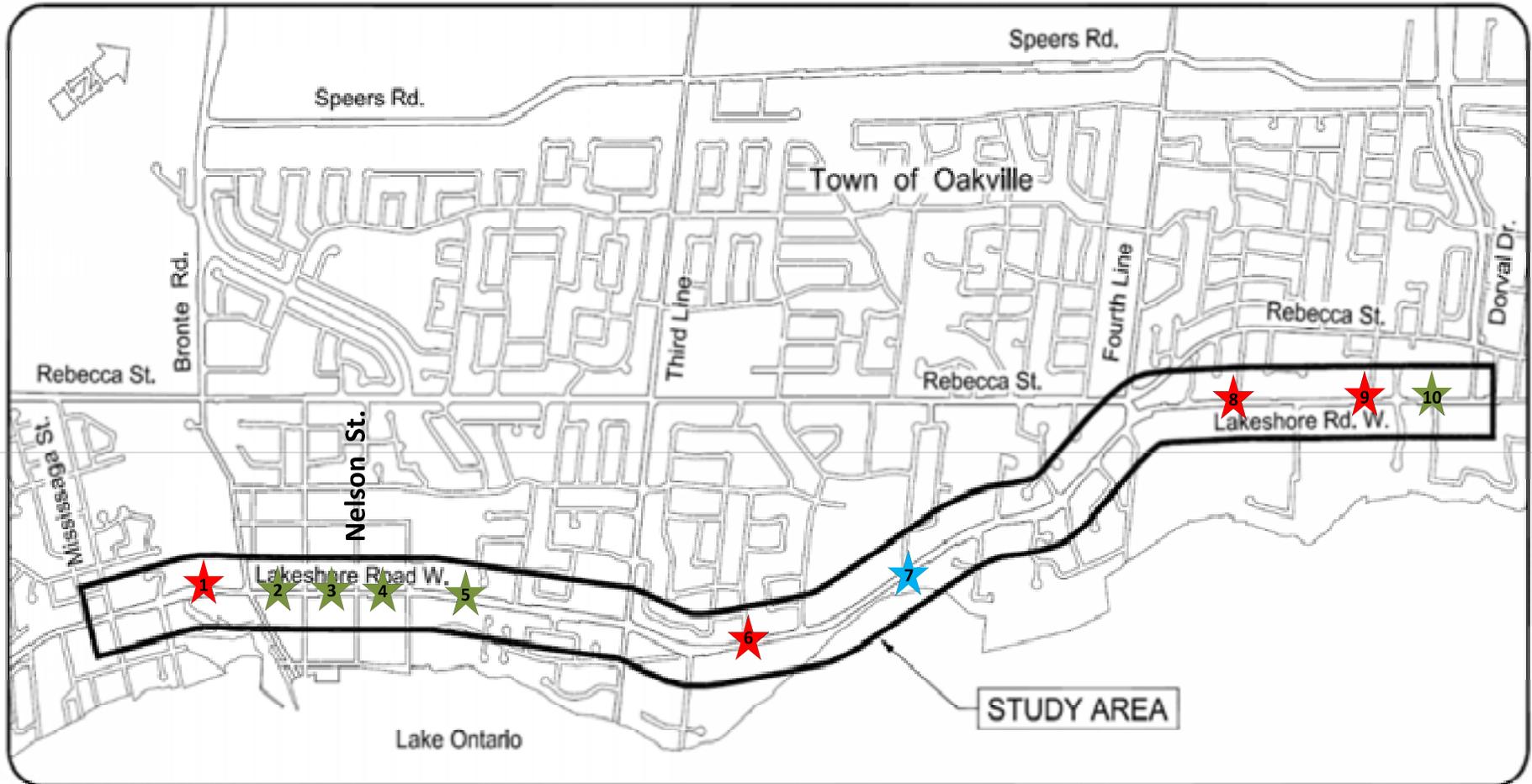


New Bridge Facts

- Bridge length (along the roadway centreline) will be 19.8m
- Bridge width will be 14.65m
- Bridge will provide pedestrian protection separated by a barrier wall / railing
- On-road bike lane over the bridge
- Multi-use trail on the south side and side walk on the north side

Lakeshore Road West Improvements

Proposed Pedestrian Crossing Locations



Proposed Pedestrian Crossing Types:

- ★ Intersection Pedestrian Signal (IPS)
- ★ Level 2 Type B Crossing
- ★ Level 2 Type C Crossing

Proposed Pedestrian Crossing Locations:

- | | | |
|-----------------------|------------------------------|-------------------|
| 1. Bronte Creek Trail | 5. Bronte Athletic Park Walk | 9. Morden Rd. |
| 2. West of Jones St. | 6. Westminster Dr. | 10. Holyrood Ave. |
| 3. West of Nelson St. | 7. Sandwell Dr. | |
| 4. West of East St. | 8. Suffolk Ave. | |

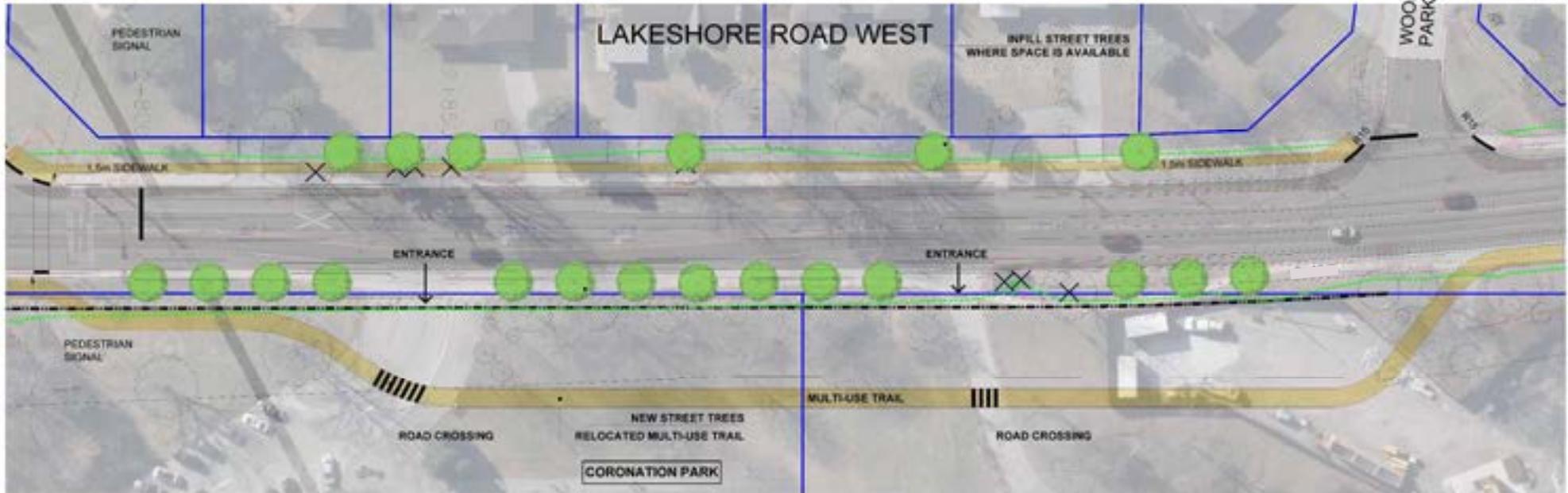
Streetscape Concepts – Bronte Village



Bronte Road to East Street - On-Street Parking

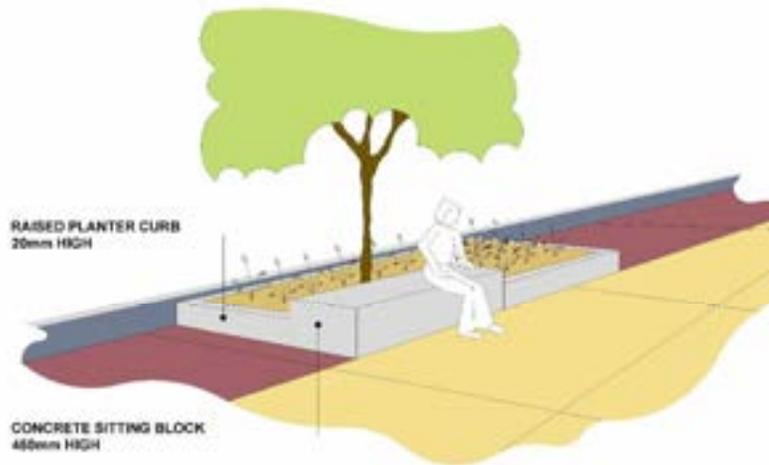
- Existing Parking Spaces 7
- New Parking Spaces 36

Streetscape Concepts – Coronation Park



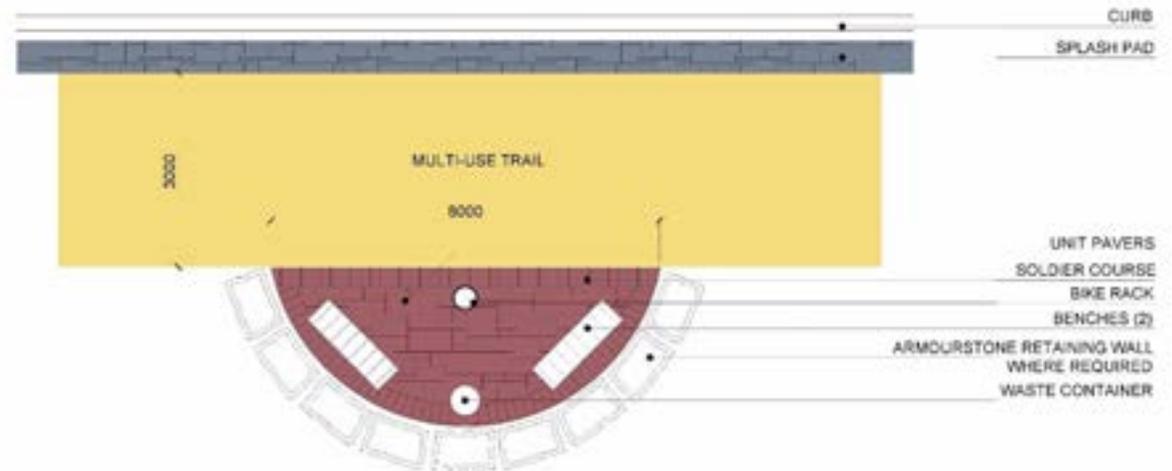
Streetscape Concepts

Bronte Village Area



RAISED PLANTER SKETCH

Lakeshore Road West section East Street to Dorval Drive Spaced 0.5km to 1km apart



Amenity Area (typical)



Environmental Inventories



The next panels will provide details on natural environmental studies completed and provide guidance on the opportunities and constraints associated with improvements to Lakeshore Road West

Terrestrial and Aquatic Mitigation

Terrestrial SAR:

- SAR observed during site surveys:
- Barn Swallow (THR)
- Chimney Swift (THR)
- Eastern Wood-Pewee (SC)
- Peregrine Falcon (SC)
- Canada Warbler (SC)
- Potential for SAR bat habitat on site
- Monarch (SC)
- Butternut/ Butternut-Walnut hybrid
- Kentucky Coffee Tree

Environmental Mitigation Measures:

- Install appropriate Erosion and Sediment Control (ESC) measures prior to commencement of construction activities
- Work within appropriate in-water work timing windows
- Works within/near Redside Dace or Silver Shiner occupied watercourses should take place within the open construction timing window (July 1st – September 15th)
- Maintain fish passage
- Minimize extent of impacts and vegetation removals
- Vegetation removals should be completed prior to the onset of the Breeding Bird period (April 1st to August 30th for southern Ontario)
- Restore vegetation following completion of the construction activities.

Aquatic SAR:

- Redside Dace (Fourteen Mile Creek)
- Silver Shiner (Bronte Creek)
- American Eel (Bronte Creek)

Potential for:

- Lake Sturgeon
- Deepwater Sculpin
- Upper Great Lakes Kiyi



Chimney Swift



Redside Dace



Silver Shiner

Drainage and Stormwater Management

Existing Conditions

- The existing drainage system is a mixed urban system (curb and gutter with storm sewer) and rural system (roadside ditches)
- The existing sewer and ditch systems are under capacity in certain road sections
- Drainage outlets include: Bronte Creek, Fourteen Mile Creek, McCraney Creek, Lake Ontario (via both minor and major systems)
- The performance of the drainage system has been assessed for the 5 and 100 year storm events, based on no surcharging and risk of basement flooding
- Drainage system performance issues identified along Lakeshore Road Corridor and within downstream receiving systems.



Proposed Improvements

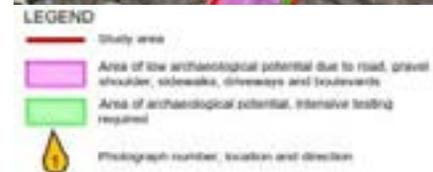
- Proposed drainage system will be urbanized throughout the corridor
- System upgrades recommended along corridor, including sewer upgrades, minor area diversions, improvement to overland flow conveyance
- Stormwater management includes erosion and water quality control. Erosion control required to outlets to 14 Mile Creek and McCraney Creek.
- Underground infiltration systems to help cool drainage to 14 Mile Creek
- Stormwater quality controls being considered such as infiltration/ detention systems and manhole systems (oil/grit chambers)
- Pilot projects (bioretention beds, bioswales and underground infiltration systems) are being considered in selected locations.



Archaeology

Stage 1 Archaeological Assessment

- Completed for the corridor
- 89% does not exhibit archaeological potential
- 11% will require a Stage 2 Archaeological Assessment, mostly small, undeveloped areas, adjacent to the roadway



Noise Assessment

Traffic Noise

- Complete an operational road traffic noise impact assessment as part of the Class EA, including changes in traffic volumes and/or proximity due to the proposed road improvements using noise modelling
- The assessment of traffic noise impacts will be completed in accordance with the applicable MOECC, Regional, and Town noise criteria, as applicable
- The study will identify conceptual noise mitigation measures, required for regulatory compliance

Construction Noise

- Complete a construction noise impact assessment in detailed design, which will provide recommendations for noise mitigation and/or monitoring of the proposed construction works
- The construction noise impact assessment will assess zones of influence and, if warranted, provide recommendations for noise mitigation and/or monitoring of the proposed construction works



Engagement Activities

Public

- 2 Public information centres (April 20, 2017 and tonight)
- 2 Stakeholder meetings with key community groups

Agencies

- Technical agency meeting with Conservation Halton, Halton Region and MNRF
- Consultation and coordination with utilities throughout the corridor

Indigenous

- The Town shared information with and sought input from:
 - Mississaugas of the New Credit First Nation (MNCFN)
 - Six Nations of the Grand River
 - Haudenosaunee Confederacy Chiefs Council (represented by the Haudenosaunee Development Institute)
- Consultation has included:
 - Correspondence
 - Phone calls
 - Meeting with the MNCFN, whose traditional territory includes the Study Area



Next Steps

**Comment
Deadline is
December 15,
2017**

**Thank you
for your
participation!**

- Review comments from PIC #2 and other stakeholders
- Prepare and file the Environmental Study Report

Please return your completed comment sheet:

By Mail: **Syed Rizvi, P.Eng**
Transportation Engineer
Town of Oakville

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler

By Phone: Tel.:905-845-6601, ext. 3981

Tel.: 519-650-7139

By Email: E-mail: syed.rizvi@oakville.ca

E-mail: bob.felker@amecfw.com

Website : <https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

CORRIDOR MAPS

Current Design Options

Please take the opportunity to review the Current Design Options on the Corridor Maps on display, and identify any issues, concerns, or comments.

We want to hear from you!!



APPENDIX D

Comment Sheets Received

Mcandrew, Louise

From: Felker, Bob <bob.felker@woodplc.com>
Sent: Thursday, November 30, 2017 2:14 PM
To: Syed Rizvi
Cc: Mcandrew, Louise; Smith, Neal
Subject: RE: MCEA Lakeshore West Improvements

Thanks Syed we will include in the Public Record and provide a response for your consideration.

Bob Felker, B.E.S., M.C.I.P., R.P.P.

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood Plc, featuring the word "wood." in a bold, lowercase, sans-serif font.

From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: November-30-17 9:50 AM
To: Felker, Bob <bob.felker@amecfw.com>
Subject: FW: MCEA Lakeshore West Improvements

Bob,
For reply and record please.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng

Transportation Engineer

Engineering & Construction

Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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From: [REDACTED]
Sent: Wednesday, November 29, 2017 8:29 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; bob.felker@amecfw.com
Cc: [REDACTED]
Subject: MCEA Lakeshore West Improvements

Hi Syed and Bob,

It was a pleasure to meet earlier this evening.

I am writing to request further information on the proposed changes to the area west of Bronte Road and east of Mississaga St - in particular the Bronte Creek Bridge.

Are you able to please provide the various forms of analysis that lead to the proposed change to a two-lane vehicle crossing down from a four-lane crossing? I would be interested in understanding the traffic flow estimate impact, the citizen/public acceptability impact, the cost/benefit impact, the safety study etc.

I would like to make sure any further comments I might wish to provide prior to Dec 15 are consistent with the evidence base and analysis you are also working from.

Many thanks and I appreciate your work.

Cheers, 

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NOV 27 2017

amec
foster
wheeler

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.2

November 29, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **December 15, 2017**:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

Further study information, as well as today's display boards can be viewed on the Town's website:
<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

Watton United Church opposes strongly any change to the four lanes of traffic from Bronte Road to Mississauga Street on Lakeshore Road.

It would create grid lock, make it impossible to make left turns out of 2511 or 2489 Lakeshore Road.

2. Are there any features of the proposed plan that you really like or dislike?

It would make the area totally unworkable for the 500 plus families of Watton United Church and the 7 floors of Condos at 2511 Lakeshore Road. Please leave Lakeshore and the traffic light at Lakeshore Road + Bronte Road exactly as they are now.

Thanks

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic

Mcandrew, Louise

From: Felker, Bob <bob.felker@woodplc.com>
Sent: Thursday, November 30, 2017 2:15 PM
To: Syed Rizvi
Cc: 'Smith, Neal'; 'Mcandrew, Louise'
Subject: RE: Lakeshore west improvements

Thanks Syed we will include in the Public Record and take the comments into account as the study process proceeds.

Bob Felker, B.E.S., M.C.I.P., R.P.P.

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: November-30-17 9:49 AM
To: Felker, Bob <bob.felker@amecfw.com>
Cc: 'Smith, Neal' <neal.smith@woodplc.com>; 'Mcandrew, Louise' <louise.mcandrew@woodplc.com>
Subject: FW: Lakeshore west improvements

Hi Bob,
For record and reply please.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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From: [REDACTED]
Sent: Wednesday, November 29, 2017 9:16 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Subject: Lakeshore west improvements

It was good to meet you this evening and I have a few comments to make as follows:

- J I think the planned improvements to the Lakeshore Road as presented this evening are a positive step and should contribute significantly to cyclist and pedestrian safety along that stretch of highway.
- J In retrospect, I wonder if the issue of snow ploughing and the management of snow removal has been adequately addressed at this stage? I would guess that the pedestrian sidewalks are going to receive most of the snow which will leave the sidewalk snow plough with a lot of snow to deal with.
- J I think the 5 additional pedestrian crossings in the vicinity of Nelson Street may be overkill assuming that there are pedestrian crossings already at each of the street intersections. However, I think an extra pedestrian crossing close to the seniors residence in the vicinity of the sports field would make sense.
- J The construction of a new bridge at McCraney Creek is going to create considerable upheaval in traffic flow...there is a lot of traffic heading to Appleby College from both directions. If the westbound traffic is cut off, it will improve the situation for east bound Appleby College traffic, but result in a significant diversion of westbound Appleby College traffic.
- J I thought the listing of birds in the area was a little sparse, but was unsure of what the abbreviation SAR meant. We see nuthatches, woodpeckers, chickadees, cardinals, mourning doves, malards and a flock of wild turkeys in our immediate area (Westdale /West Lynn). There are also fox and coyote in the neighbourhood.

That concludes my comments

Sincerely



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Mcandrew, Louise

From: [REDACTED]
Sent: Thursday, December 07, 2017 9:59 AM
To: 'Syed Rizvi'
Cc: bob.felker@woodplc.com; 'Mcandrew, Louise'
Subject: RE: Lakeshore Rd West Improvements - Public session

Hi Syed

I have had a chance to review the slide presentation from Nov 29th even though I was unable to attend. I hope that it is fine that I pass along my comments in an email to you.

As a resident on Lakeshore for 27 years, I can't wait for these road improvements. I feel that they are long overdue and necessary. I'm not sure what your studies show as far as increased traffic flow, but I know that there has been a substantial increase in the past 5 years, which I somewhat attribute to the QEW being at capacity. As well as cars, there continues to be an increase in summer bicycle traffic, especially with bike clubs where you could have up to 20 cyclists sharing the road since there really is no shoulder nor bike lane. I suppose you know all this but I just needed to add these points

Overall, I really do like the plan submitted. My only concern is with the roundabouts. I do see more of these locally such as on Tremaine up in Milton. But that is more car centric. On the locations suggested there are more pedestrians, more seniors and more cyclists that will increase the probability of accidents. As mentioned above, I doubt that a cycle club of 20 bikes will really abide with the rules. As well, in rush hour, traffic can be nonstop on Lakeshore which could increase the chance of merging traffic to be more aggressive. Add bikes and seniors to the mix and I find the thought quite worrisome.

The second point I have wasn't addressed in the plan. I look at the improvement done from Burloak to Mississauga and I see one glaring draw back. Telephone poles. Gahhh. If you want to improve the appearance of Lakeshore by doing things like in-road planters, new trees, and new light standards, why not put hydro underground. It is being done everywhere else in the town where there is new construction.

I can't wait for this work to be done and hope that there will be no more delays as I was aware of a transportation plan from 10 years ago that said this work would have been done by now.

Thanks for your consideration of my points

[REDACTED]

From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: Friday, November 17, 2017 1:56 PM
To: [REDACTED]
Cc: [REDACTED]@ecfw.com; 'Mcandrew, Louise'
Subject: RE: Lakeshore Rd West Improvements - Public session

Dear [REDACTED]
Thanks for your email and interest in the Lakeshore Road EA, sorry to hear that you won't be able to attend next public meeting. For your information all the material that will be presented at 29th Nov meeting related to roadway

improvements will be posted at Town's Lakeshore Road EA website before the meeting date and will remain available for review and comments after the meeting during month of December.

I hope this answers your question, please feel free to contact for any additional questions you have,

Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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From: [REDACTED]
Sent: Friday, November 17, 2017 1:26 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Subject: Lakeshore Rd West Improvements - Public session

Hi Syed

I will be away when the next public meeting is scheduled for Nov 29th. As a Lakeshore resident I am interested to see what is planned and offer any opinions or questions on what will be presented.

Is there any way that the information will be posted on line so that I can review the material and send in my comments

Thanks

[REDACTED]

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.2

November 29, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **December 15, 2017**:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

Further study information, as well as today's display boards can be viewed on the Town's website:
<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

lots of good work here

2. Are there any features of the proposed plan that you really like or dislike?

Roundabouts - are good

Would like to see an island between approx 550 to 625 - there are no driveways in this area

Bronte & Lakeshore intersection is much improved

Cycling Facilities
Active Transportation
Sidewalks
Streetscaping
Roundabouts
Road Cross Sections
Traffic Safety
Pedestrian Crossings
Continuous Left Turn Lane
Multi-use Trail
Drainage Improvements

Mcandrew, Louise

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Monday, December 04, 2017 9:06 AM
To: bob.felker@amecfw.com
Cc: 'Smith, Neal'; 'Mcandrew, Louise'
Subject: FW: re Lakeshore rd. improvements

Hi Bob,
I will appreciate replying this one and previous emails from residents and stakeholders.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601 ext.3981 | | www.oakville.ca

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-----Original Message-----

From: [REDACTED]
Sent: Saturday, December 02, 2017 8:49 AM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Cc: bob.felker@amecfw.com
Subject: re Lakeshore rd. improvements

Hi Syed

Living in the Bronte area and seeing the PDF on improvements to the Lakeshore Rd.

1. I don't see the roundabouts working at Mississauga, Bronte, or East or 3rd Line the one at Great Lakes Blvd. is in a residential area, and yet you still have to get use to it, and be careful, I think non residents travelling along Lakeshore would not be familiar when to yield, also bicyclists would especially have to be wary. I agree with changing the intersection at Bronte and Lakeshore.
2. Lakeshore from Mississauga to Bronte is used as a racetrack for travellers commuting either east or west but especially after 400pm west bound as cars jockey to get ahead, few are going the speed limit, I even fell wary walking on the sidewalk with traffic, we often go under the bridge to face traffic, I fully support a way to calm traffic at that location, and through the Bronte area. I think commuters use it as a "shortcut " home but make it difficult for residents.
3. I totally agree with the need for traffic calming and bike lanes along Lakeshore.
- 4, and as aside people still put their leaves on the bike lanes, there should be some enforcement from the town to prohibit this or penalize. As a bike commuter it forces me out of the bike lane into traffic.

thank you



Mcandrew, Louise

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Thursday, December 07, 2017 5:01 PM
To: 'Smith, Neal'
Cc: bob.felker@amecfw.com; Mcandrew, Louise
Subject: FW: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Neal,
Could you please reply to her, I guess you could be more specific than me on her question.
Thanks
Syed

Bob: for record please

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
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From: [REDACTED]
Sent: Thursday, December 07, 2017 4:53 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive)

Hi Syed,

I can't wait for the improvement in Bronte area.

Just a quick question: are there proposed improvements at Solingate and Lakeshore? Visibility is quite limited due to vegetation and there is often a traffic block when someone traveling eastbound want to turn left on Solingate.

Additionally there is a bus stop on the south side of Lakeshore and pedestrian crossing can be tricky there.

Thanks,
[REDACTED]
[REDACTED]





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amec
foster
wheeler

*night meetings
not helpful for
seniors!*

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.2

November 29, 2017
6:00 – 8:00 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided or mail or email your comments to either of the following individuals by **December 15, 2017**:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel.: 905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P., R.P.P.
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

* Further study information, as well as today's display boards can be viewed on the Town's website:
<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

Generally, I am in agreement with planned improvements which address the safety of pedestrians, esp. seniors and children, through well-marked & accessible crossings with sufficient time on traffic light crossings for mobility-challenged people

2. Are there any features of the proposed plan that you really like or dislike? *to safely cross.*

Roundabouts are a worry, esp. near schools + senior residences & community centres. In my experience, roundabouts have increased stress as most drivers & pedestrians have little experience with them.

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic Safety
- Pedestrian Crossings
- Continuous Left Turn Lane
- Multi-use Trail
- Drainage Improvements

3. Are there any specific areas or issues that require further review?

Is there a continuous pt. turn lane at Bronte Rd South
How does this affect pedestrians? Glad to read
that Bronte Rd + Lakeshore "island" at lights will be
removed.

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Pedestrian-controlled crosswalk on Lakeshore Rd W at Bronte Rd. should be well marked on the pavement, as well as have a flashing light activated when a pedestrian is crossing.

I'm unclear where continuous left turn lanes are installed -

I have witnessed too many drivers running amber + red lights and cars being driven in excess of speed limits. I now carry pen + paper to write down license # and have reported close calls!

Thank you for your participation. If you wish to be added to our Project Mailing List to be kept informed about the study progress, please clearly print your contact information below.

Name: _____
Address: _____
City: _____
Postal Code: _____
Phone: _____
Email: _____

Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this Public Open House Comment Sheet will be used for the purpose of informing the Lakeshore Road West Improvements Municipal Class Environmental Assessment.

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.2

November 29, 2017
6:00 – 8:00 pm

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1225 Trafalgar Road
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900 Maple Grove Road, Unit 10
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Tel.: 519-650-7139
email: bob.felker@amecfw.com

Further study information, as well as today's display boards can be viewed on the Town's website:
<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

Generally both good.

2. Are there any features of the proposed plan that you really like or dislike?

Cycling
Facilities

Active
Transportation

Sidewalks

Streetscaping

Roundabouts

Road Cross
Sections

Traffic Safety

Pedestrian
Crossings

Continuous Left
Turn Lane

Multi-use Trail
Drainage
Improvements

COMMENT FORM

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November 29, 2017
6:00 – 8:00 pm

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1225 Trafalgar Road
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Further study information, as well as today's display boards can be viewed on the Town's website:
<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

Yes. It looks very positive... for pedestrians, drivers + safety. The planning + Attention to detail are very thorough.

2. Are there any features of the proposed plan that you really like or dislike?

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic Safety
- Pedestrian Crossings
- Continuous Left Turn Lane
- Multi-use Trail
- Drainage Improvements

3. Are there any specific areas or issues that require further review?

I would have liked more info on stormwater drainage as it is a looming issue in area of Belvedere and Old Lakeshore.

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

Email: _____

COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements Public Information Centre No.2

November 29, 2017
6:00 – 8:00 pm

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Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@amecfw.com

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

yes except for third line round about
- lots of education needed for this to
be successful.

2. Are there any features of the proposed plan that you really like or dislike?

- I don't like the round about at third line
- at a minimum consider pedestrian signal.
- It will be hard to cross lakeshore
at busy times by pedestrians

Cycling
Facilities
Active
Transportation
Sidewalks
Streetscaping
Roundabouts
Road Cross
Sections
Traffic Safety
Pedestrian
Crossings
Continuous Left
Turn Lane
Multi-use Trail
Drainage
Improvements

3. Are there any specific areas or issues that require further review?

- Consider Left turn signals at Bronte for north south traffic - it is a difficult turn to judge on comming traffic due to the curve in the road.

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Construction should be as short a time as possible - this will disrupt traffic for a long time if not done with a compressed construction schedule. Why have more than one phase other than to spread out the cost. Lets get it done quickly

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Name:

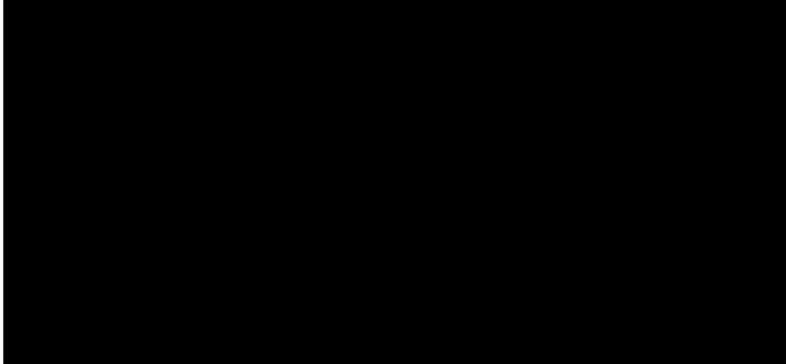
Address:

City:

Postal Code:

Phone:

Email:



COMMENT FORM

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November 29, 2017
6:00 – 8:00 pm

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

2. Are there any features of the proposed plan that you really like or dislike?

- Cyclist & Auto drivers need way more education -
- Cyclist need super space i.e. Rebecca
all looks lovely - How long?

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic Safety
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OAKVILLE



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2. Are there any features of the proposed plan that you really like or dislike?

I recommend putting the hydro and cable lines underground. The telephone poles and pruned trees look very unsightly. Also, underground cables are less vulnerable and need less servicing. The reconstruction of the Lakeshore Road offers a unique opportunity to bury the cables. A nice parkway (similar to the Niagara Parkway) would attract day tourism and help the retail business in downtown Oakville.

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping**
- Roundabouts
- Road Cross Sections
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

BASICALLY

2. Are there any features of the proposed plan that you really like or dislike?

DO NOT LIKE ROUNDABOUTS AND DON'T THINK NECESSARY AT THIS LINE

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic Safety
- Pedestrian Crossings
- Continuous Left Turn Lane
- Multi-use Trail
- Drainage Improvements

3. Are there any specific areas or issues that require further review?

ROUND ABOUTS

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

THESE LOOK TO BE GOOD DESIGNS AND SHOULD ANSWER
A LOT OF THE EXISTING AND GROWING TRAFFIC ISSUES.
PARTICULARLY IN FAVOUR OF TRAFFIC CIRCLES AND PROPOSED
BIKE LANES.

2. Are there any features of the proposed plan that you really like or dislike?

- Cycling Facilities
- Active Transportation
- Sidewalks
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

NO

Support Alternative 3 get down one way cycle tracks

2. Are there any features of the proposed plan that you really like or dislike?

The traffic circles will not work especially on Bonte Road.

Don't agree with the center islands as they restrict access and are poorly maintained

There are too many mid block crossings (Traffic lanes) should be more laneway parking

Cycling Facilities
Active Transportation
Sidewalks
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Continuous Left Turn Lane
Multi-use Trail
Drainage Improvements

3. Are there any specific areas or issues that require further review?

THE GREEN AREAS HOW WILL THEY BE MAINTAINED
WITH MONOLITHIC CONCRETE SETTING BLOCK VERY EXPENSIVE

THE ROUNDABOUTS HOW ARE THE BIKE LANE GOING TO WORK
THE ISLANDS BEFORE NELSON ST ON THE WEST SIDE.
IT WILL IMPROVE TRAFFIC AND STOP ACCESS TO BUSINESS

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

NO BRONTE ROAD ROUNDABOUT
NO EAST STREET ROUNDABOUT

TOO MANY PEDESTRIAN CROSS WALKS IN QUART HAVE
WILL CAUSE CONGESTION AND NOT BE CAR FRIENDLY

IF ALL THE CROSS WALKS WERE ACTIVATED HOW LONG WOULD
IT TAKE A CAR TO DRIVE FROM EAST ST TO BRONTE RD.

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OAKVILLE



amec
foster
wheeler

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

1) NO.
The Roundabout on 3rd line does not consider the Elderly Recreation Facility - attendance is the proper stopping distance from Roundabout for Seniors to cross across the street.
2) Environmental impact - is "AIR" - tied with Roundabout

2. Are there any features of the proposed plan that you really like or dislike?

3) Multi-use in/State needs to be updated due to Sidewalk amount of foot traffic.
4) Recreation Centre - crossing - can utilize an over head walking bridge. Need a study tied with where people are coming from to attend the Recreation Centre.

- Cycling Facilities
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3. Are there any specific areas or issues that require further review?

YES (see front)

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

- Not entirely.
- Strongly recommend working with Halton to synchronize traffic signals. This amount of time spent at yellow & red lights is causing traffic rage, red-light running, extreme contribution to pollution from excessive idling (Contrary to the Town's Climate change plan). Synchronizing signals would address many problems.

2. Are there any features of the proposed plan that you really like or dislike?

- Agree with Roundabouts.
- Vehemently disagree with ① Reducing Brant Creek Bridge from 4 lanes to 2 (and bicycle across the bridge). This will cause horrific traffic backup east & west, & especially for from up & down Brant Rd.
- Vehemently disagree with ^{new} pedestrian crossings through Brant between intersections. This is endorsing illegal behaviour and will make driving through Brant even more of a nightmare than it already is.

Cycling Facilities
Active Transportation
Sidewalks
Streetscaping
Roundabouts
Road Cross Sections
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OAKVILLE



amec
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

I really like what I see - especially new and protected sidewalks, vastly improved bike facilities, traffic islands, multi-use paths.

2. Are there any features of the proposed plan that you really like or dislike?

I tend to like roundabouts, but some people believe they are hazardous to pedestrians. Traffic safety is my main concern.

I really like the improvements on the Bronte Creek Bridge. I hated cycling or walking there due to high speed traffic.

- Cycling Facilities
- Active Transportation
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3. Are there any specific areas or issues that require further review?

Roundabouts — as regards pedestrian safety.
Also I cannot imagine cyclists will like the
longway around the roundabouts.

4. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Glad to see our councillor, Ray Chisholm,
in attendance.

Agreed presentation and well-attended.
Thank you.

Thank you for your participation. If you wish to be added to our **Project Mailing List** to be kept informed about the study progress, please clearly print your contact information below.

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WITH RESPECT TO THE BRONTE CREEK BRIDGE, THE PLANNED CHANGES WILL CAUSE A SEVERE BOTTLE NECK DUE TO THE REMOVAL OF ONE LANE OF TRAFFIC IN EACH DIRECTION!

THIS WILL DEGRADE TRAFFIC FLOW & SAFETY & QUALITY OF LIFE. PLEASE DO NOT DO THIS!

2. Are there any features of the proposed plan that you really like or dislike?

SEE ABOVE.

PLEASE REMOVE AS MANY TRAFFIC LIGHTS AS POSSIBLE AND REPLACE THESE WITH ROUNDABOUTS.

WIDEN BRONTE CREEK BRIDGE TO PUT IN A BIKE LANE.

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
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- Road Cross Sections
- Traffic Safety
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3. Are there any specific areas or issues that require further review?

BRONTE CREEK BRIDGE

MORE ROUNDABOUTS - AS MANY AS POSSIBLE!

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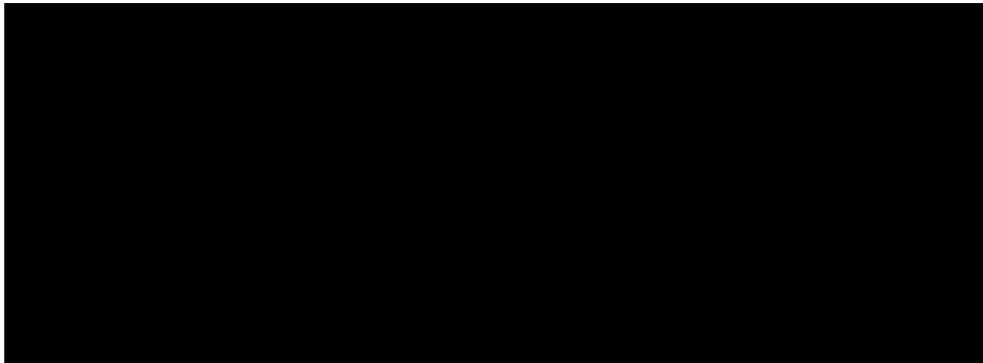
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

YES, GREAT CROSS-SECTION! GOOD TO SEE CYCLING LANE
TO SUPPORT ACTIVE TRANSPORTATION

2. Are there any features of the proposed plan that you really like or dislike?

I WOULD STRONGLY PREFER A ROUND ABOUT A BRONTE RD.
AND LAKESHORE ROAD INTERSECTION AS THIS WOULD GREATLY
HELP WITH THIS SKEWED INTERSECTION

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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

I like the sound about to slow traffic @ the intersections & improve traffic flow.

2. Are there any features of the proposed plan that you really like or dislike?

However, the crosswalks appear very unsafe and will counteract the traffic flow. There are a lot of dog walkers in this area. Have you studied the pedestrian traffic?

- Cycling Facilities
- Active Transportation
- Sidewalks
- Streetscaping
- Roundabouts
- Road Cross Sections
- Traffic Safety
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3. Are there any specific areas or issues that require further review?

Yes. pedestrian traffic.
Yes. cycle traffic. Don't know how
the mass of cyclists will cooperate
with vehicular traffic. They don't
follow the rules of the road now!

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Air study needed!
Flora study needed!

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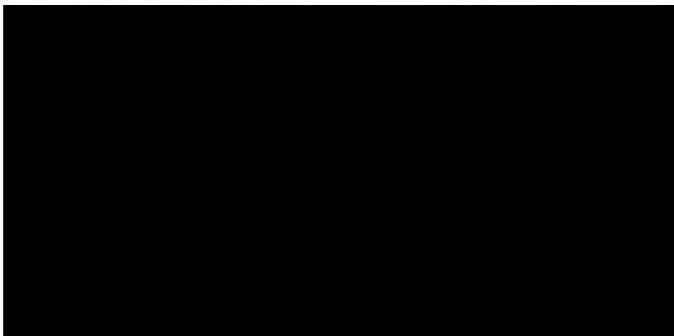
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

YES ↓

2. Are there any features of the proposed plan that you really like or dislike?

NO ↓

- Cycling Facilities
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1. Are you in agreement with the preferred preliminary design layout and planned improvements?

on the words : yes.

2. Are there any features of the proposed plan that you really like or dislike?

Cycling
Facilities
Active
Transportation
Sidewalks
Streetscaping
Roundabouts
Road Cross
Sections
Traffic Safety
Pedestrian
Crossings
Continuous Left
Turn Lane
Multi-use Trail
Drainage
Improvements



COMMENT FORM

Municipal Class Environmental Assessment Lakeshore Road West Improvements

Public Information Centre No. 2
November 29, 2017 6:00 – 8:00
p.m.

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study. Please drop your completed Comment Form in the box provided at the meeting or mail or email your comments by **December 15, 2017** to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981 email
: syed.rizvi@oakville.ca

or

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Amec Foster Wheeler
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7 Tel.:
519-650-7139 email:
bob.felker@amecfw.com

1. Are you in agreement with the preferred preliminary design layout and planned improvements?

The Trustees and Coordinating Minister of Walton Memorial United Church (“Walton”) are NOT in agreement with the preliminary design layout for the length of Lakeshore Road between Bronte Road and Mississauga Street. That length of Lakeshore Road should remain a four lane road.

For details, see No 2 and No 4 below.

2. Are there any features of the proposed plan that you really like or dislike?

Walton likes the re-alignment of Bronte Road as it approaches Lakeshore Road from the north. Right now drivers’ sight lines in some directions are blocked especially for drivers making left turns westward onto Lakeshore Road. In fact when two vehicles are trying to turn left, one westward and the other eastward, onto lakeshore Road they cannot face each other and still see other oncoming vehicles that intend to drive straight north or south through the intersection. The re-alignment will much improve safety at this intersection.

Walton disagrees with the proposed elimination of the no right turn on red light control of vehicles turning right from Bronte Road westbound onto Lakeshore Road. It is this momentary halting of right turns onto Lakeshore that allows vehicles leaving Walton’s parking lot a brief window in which to enter

Lakeshore Road traffic safely. Even now our vehicles often find it impossible to make a left turn eastward onto Lakeshore Road until that no right turn control opens a break in the traffic. As traffic volume increases in the future and if the right turn control at Bronte Road is eliminated, left turns out of the Walton lot will become more and more difficult.

Walton disagrees with changing Lakeshore Road from Bronte Road to Mississaga Street into the proposed 2 bike lanes, 2 one way vehicle drive lanes with central turning lane. The change would create a traffic choke point at Bronte Road both east and west bound, slow down all eastbound traffic, and make it more difficult and dangerous to make left turns onto Lakeshore Road from both north and south sides of that road.

3. Are there any specific areas or issues that require further review?

Traffic flow at intersections of Lakeshore Road with Bronte Road and Mississaga Street especially traffic westbound out of Pioneer Gas and Good Neighbour garage properties.

Vehicle left turns onto Lakeshore Road from these parking lots: Walton Memorial United Church, 2511 Lakeshore Road West, Bronte Harbour Marina and boat yard and Bronte Harbour Yacht Club.

Work out and publish the cost savings from leaving Lakeshore Road from Bronte Road to Mississaga Street as a four lane road.

4. Please use the following space to ask any questions or provide further comments. The Study Team will provide a response within the following weeks.

The layout of Lakeshore Road, particularly the choice of four lane or three lane design, has been studied carefully by professional planners several times since 1960. All earlier studies concluded that the three lane design (2 driving lanes and a centre turning lane) was only suitable for lengths of arterial road through residential areas where there was little traffic moving on and off commercial and high density residential properties along the route. Lakeshore Road in Burlington from Burloak to Guelph Line is an example of where the three lane design was appropriate and could be successful. Otherwise, these studies concluded, along stretches through commercially built up areas a four lane design was required to allow steady flow of increasing vehicle numbers while still allowing frequent turns on and off the road. Thus, in Oakville, the lengths of Lakeshore Road in “downtown” Oakville and Bronte were rebuilt to four lanes and the bridges over 16 Mile and Bronte Creeks were rebuilt to 4 lane width.

In the late 1990’s another proposal for changing Lakeshore through “downtown” Bronte came up. Oakville formally studied the matter yet again. Walton took care to ensure that planners and Oakville Council understood how difficult it was becoming for vehicles to leave its parking lot and safely work into the traffic on Lakeshore Road, especially when turning left out of Walton’s lot. With the help of Town Councillor Ralph Robinson and of then Regional Councillor Kevin Flynn the then proposal was adjusted to a) preserve Lakeshore west of Bronte Road as a four lane road and b) install a no right turn on red light control over vehicles turning west from Bronte Road.

Walton does not see any road planning point that calls for a change in the layout of Lakeshore Road west of Bronte Road, nor in the right turn control at Bronte Road and Lakeshore. All the relevant

factors point to keeping that stretch of road as is with four lanes, and keeping the no right turn on red control at Bronte Road.

Walton feels that the same problem affects all four properties with driveways onto Lakeshore Road in the short distance between Bronte Road and the Bronte Creek bridge. The properties are Walton and 2511 Lakeshore Road on the north side, and Bronte Harbour boat yard and Bronte Harbour Yacht Club on the south side. The problem is that during rush hours and whenever Lakeshore Road is at capacity as for example when QEW accidents drive traffic off that highway, entering Lakeshore Road from those driveways is difficult and dangerous.

The problem is worst for drivers making left turns. For Walton, if Lakeshore becomes three lanes and the no right turn on red control is eliminated, the only westbound lane will be full of traffic with few breaks making a left turn near impossible. And if there is a break in westbound traffic, the centre lane will often be full of vehicles preparing to turn left up Bronte Road. So even if the westbound lane has a break, the centre lane will often be full. In other words a safe left turn out of the Walton lot will require a break in westbound traffic and at the same time a clear centre lane and another break in eastbound traffic. We fear some drivers will lose patience waiting for a wide break in all three lanes; these people will see a small gap and dash out hoping others will give way. The three lane layout in that location will lead to accidents there.

Walton submits there will be similar problems and similar dangers for drivers leaving all the other three properties in that short length of road.

We wish to make sure planners know the volume of traffic entering and leaving Walton's lot. They should also know that much of that traffic is during rush hours. During every weekday morning rush hour parents jam onto the lot bringing children to the nursery/ day care. They jam it again when they pick up their kids. Walton performs about 25 weddings a year which fill and empty our 80 space parking lot weekdays and Saturday afternoons. We hold about 25 funerals a year, all filling our lot for an afternoon. Many weddings and funerals end just as rush hour starts. A steady stream of staff, volunteers, visitors and participants in Scouts, Guides, choirs, committee and other meetings produce auto traffic from morning rush hour to past the evening rush. Of regular events, a weekly bridge club fills the parking lot every Thursday. Except for about 10 Sundays in summer when we offer one worship service, Walton holds two worship services every Sunday morning and extra services at Easter and Christmas. These all fill up the parking lot and, of course, dump almost all the 80 vehicles each time back onto Lakeshore Road within about 15 minutes of the end of each service.

We must expect the volume of traffic along Lakeshore to grow as Bronte is filled in and Bronte Village Mall is rebuilt. We must expect that the present traffic in and out of Walton will continue, and that if Lakeshore is narrowed to one lane each way, the overall effect will be markedly worse than it is now.

Walton therefore asks that a) the length of Lakeshore Road between Bronte Road and Mississaga Street be left as a four lane road and b) that the present no right turn on red light control over westbound turns from Bronte Road onto Lakeshore Road be retained.

Project Savings: If Lakeshore Road from Bronte Road to Mississaga Street is left as a four lane road the Lakeshore Road Improvement Project is certain to cost a lot less than if that stretch was rebuilt as a three lane road.

Thank you for your participation. If you wish to be added to our Project Mailing List to be kept informed about the study progress, please clearly print your contact information below.

Name: Trustees, Walton Memorial United Church

Address: 2489 Lakeshore Road West

City: Oakville, Ontario

Postal Code: L6L 1H9

Phone: 905 827-1643

Email: jgwalton@yahoo.ca **ATTN: Rev. James C Gill**

Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this Public Open House Comment Sheet will be used for the purpose of informing the Lakeshore Road West Improvements Municipal Class Environmental Assessment.

December 15, 2018

Mr. Syed Rizvi
Transportation Engineer
Town of Oakville
syed.rizvi@oakville.ca

Mr. Bob Felker
Senior Environmental Planner
Amec Foster Wheeler
bob.felker@amecfw.com

Mr. Dan Cozzi
Director, Engineering & Construction
Town of Oakville
dan.cozzi@oakville.ca

Reference: Lakeshore Road West Improvements

The following comments are presented to outline our considerable concerns regarding the proposed Lakeshore Road West road urbanization project. They comprise the following areas:

- I. Degree of urbanization
- II. Fiscal responsibility
- III. Proposed roundabout
- IV. Character of Stable Neighbourhoods

It should be stated at the outset, we are not opposed to improvements to Lakeshore that will help combat climate change through the use of storm sewers, and always wish to ensure that safety is a part of any plan.

Degree of Urbanization

We believe successful street environments deliver an attractive public realm, a healthy community environment and the right level of service in terms of pedestrian and vehicular circulation. All should be given appropriate balance in concert with their surroundings. It is the degree of urbanization reflected in the current proposal that gives us concern.

Lakeshore Road has long been considered one of the jewels of the Town of Oakville. It's rural character is part of the fabric that defines the older, stable neighbourhoods that are an integral part of the town.

We understand the intended Lakeshore Road improvements are to ensure the road's ability to handle population demands of 2031. We also note the Town of Oakville Transit Strategy indicates the 2031 Population Density in the study area will show a small increase in the Bronte Village area and remain in the lowest category of 0-1500 people in the remainder of the study area.

Lakeshore Road is intended to be used predominantly for the movement of traffic within the community. It provides direct access to driveways and smaller local roads. As such, we feel an urbanization project at a lesser level than described would be appropriate.

It would include:

- storm sewers and catch basins with curbs where needed and appropriate
- marked bicycle lanes at each side of the road
- a sidewalk and/or multipurpose trail on one or both sides of the road - dependent on the ability to do so under currently existing conditions.
- turning lanes only where required

It would not include:

- a continuous third lane for turns (or concrete islands)
- a width that is greatly increased in size over the existing road deck.

We do not support the widespread expropriation of land or the destruction of some 250 trees to accommodate the current proposal.

Fiscal Responsibility

It is unfortunate that none of the information shared with residents has included projected costs of projects overall, an outline of the various facets involved in the project, or a breakdown of cost differences when options are offered for consideration. As well, no timeline has been provided.

Capital cost estimates in the Switching Gears report from 2013 show an estimate of approximately \$27-million for road reconstruction on Lakeshore Road between East Street and Dorval Drive. These 2013 figures do not include costs involved for consultants, land expropriation, forestry cost for tree removals, etc.

We call on the project team to provide detailed, itemized estimates for all aspects of the project including:

- a table indicating land (with street addresses) to be expropriated
- the cost of those expropriations
- a table detailing the number and location of all trees marked for removal
- the cost associated with those removals
- the cost differences between a continuous turning lane option and a centre lane with interspersed concrete planters (including future maintenance costs ie: increased snow removal requirements, seasonal planting, etc.)
- the cost of creating the proposed Third Line roundabout
- a current (2018-2021) costing of the urbanization project as it is presented today.

Proposed Roundabout

It is our position that roundabouts should be used in areas where new roads are being created or in rural situations where opportunities may exist to regulate traffic. We do not support the concept of “retrofitting” a long-established intersection such as the Lakeshore Road/Third Line location.

The proposed roundabout would be located immediately adjacent to the Sir John Colborne Seniors Centre and a short distance south of the Oakville Christian School. The high number of senior drivers using the intersection to enter and exit the Centre coupled with the children using the school (on foot and via the family car) represent two sectors of our population we do not wish to expose to increased risk. Likewise, senior pedestrians will now lose the security of a signalized road crossing. In roundabout situations, pedestrians must wait for a suitable break

in traffic, signal their intent through pointing, make eye contact with the driver, walk briskly and intently to the splitter island and repeat the process again to complete the crossing of the road. Octogenarians hardly seem the most appropriate demographic to accomplish these requirements.

Finally is the prospect of increased injury to cyclists. Accomplished riders are instructed to act as vehicles and less confident cyclists are to act as pedestrians. With insufficient training in the use and navigation of roundabouts by the general public and long-time drivers, cyclists and pedestrians seem to be at the highest risk. One cyclist fatality has already occurred in this area and another would be unconscionable.

Until our provincial and municipal governments provide better training, recognition and understanding in the proper use of roundabouts we cannot support their use in replacing traditional intersections such as Lakeshore/Third Line.

The Road System Report containing updated 2016 information tracked level of service (LOS) on intersections in the Lakeshore Road study area. Every intersection from Bronte Road/Lakeshore to Dorval/Lakeshore including those at Third and Fourth Line were given a Level of Service A to C rating, which denotes an average vehicle delay of 0 to 35 seconds at these intersections in the P.M. Peak Hour. This report suggests there are no actionable issues at the Third Line/Lakeshore intersection. Should our traffic professionals feel otherwise, we would support the investigation of alternate solutions, including those that embrace new technologies.

The benefits of a roundabout are noted as enhanced movement of traffic and increased car safety. As the statistics of the Road System Report reveal there is no issue with movement of traffic, and the intersection is not noted as a hot spot for auto collisions, we are left with considerations that relate to pedestrians and cyclists. No clear benefit is apparent for either.

Character of Stable Neighbourhoods

The Switching Gears report identifies Lakeshore Road in the study area as a minor arterial road and provides the following in its description - "Roads in the study area typically have characteristics of residential streets with direct residential frontages and driveways."

It also notes - "These roads help establish the community character and in many instances represent places in addition to travel corridors. This element of the urban character is supported and encouraged through the policies of the Livable Oakville Plan. The protection of the established residential area is also identified as an objective of the Livable Oakville Plan in the following policy:

4.3 Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the town is upheld.

As identified earlier in this submission, Lakeshore Road plays an important role in defining, enhancing and retaining the character of the stable residential neighbourhoods it traverses. It is an attraction for visitors and its 2-lane composition, with rural appearance evokes a slower pace of traffic. Given that the character of our stable residential areas is currently the subject of study and one focus of the Livable Oakville subcommittee, we believe improvement solutions can be found that will meet the needs of climate without forfeiting this important part of our town's heritage.

Thank you for the opportunity to provide these comments. We look forward to playing an important role in this project as it moves forward and will await a response to the points we have outlined.

Sincerely,

Pamela Knight
President

Don Cox
Vice President

Coronation Park Residents Association

cc: Ward 1 & 2 Council Members



Bronte BIA Comments

Municipal Class Environmental Assessment

Lakeshore Rd W. Improvements

Submitted December 16, 2017

Further to a special meeting of the Bronte BIA Economic Development Committee held Saturday, December 9 at 10am, we submit the following comments on the above.

Attending: BIA Chair Linda Leatherdale, Committee Chair Gary Reed, Paul Cates, Councillor Ralph Robinson, BIA Exec. Dir. Ann Sargent

Using the power point presentation file <https://www.oakville.ca/images/Lakeshore-Road-West-Improvements-PIC-2.pdf> we are pleased to provide our comments as follows:

Page 11 Bronte Rd. Intersection

Agree with points shown

Northeast corner out of Pioneer Gas Bar poses safety issues

Eastbound left turn into Pioneer Gas Bar poses challenges when cars backed up to turn in and clog intersection.

Gateway Plans: We would like to dialogue further on what is possible and desirable for our Lakeshore Rd. western gateway at Bronte Rd. or consider moving to West River St., and on the East at East St. and Lakeshore.

We would like to see artistic renderings to fully understand the proposed vision. Architect and engineering drawings do not serve our purposes sufficiently at this time. We request more clarity.

Page 13 Cycling Facilities

We are concerned about having adequate road space to accomplish a workable solution for bicycles, cars and pedestrians.

We are concerned about safety for cyclists turning from the Lakeshore intersection onto Bronte Rd. South.

Page 17 Proposed Road Cross Sections – Bronte Road to East Street

We support this as a solution that provides for cars and additional parking.

Page 20 Proposed Bridge Cross Section – Bronte Creek

Bike lanes are dangerously narrow from Mississauga to Bronte Rd. We support a barrier, buffer, any separation that protects cyclist and pedestrian safety. We support the buffers and barrier wall railings.

Page 24 Proposed Pedestrian Crossing Locations

We encourage this but require additional clarification. We are concerned that too many crossings will cause huge impediments to traffic flow. People will not wish to travel to or through Bronte if the traffic grinds to a halt and becomes congested within a few kilometres through our core.

Proposed Pedestrian Crossing Types:

#1 Red Star IPS: Need clarification as to where this is located exactly.

#2 Green Star Type B Crossing: Require more information

#7 No comment (not in our BIA catchment area)

Proposed Pedestrian Crossing Locations

#3 West of Nelson St. – We object to this crossing location

#4 West of East St. – We object to this crossing location

#5 Bronte Athletic Park Walk – no objection, not within our catchment area but would be concerned about elderly senior safety using other than main Lakeshore Rd. and East St. intersection traffic lights.

Page 25 Streetscape Concepts – Bronte Village

We ask that beautification be maximized in every area and that parking be maximized at every possible location. We ask that artistic renderings be presented so that we can better understand the visual impacts for what is being proposed for the streetscape.

We are opposed to the island medians shown. We do not believe that there is sufficient room on the street to move traffic, accommodate vehicles, cyclists and pedestrians with islands being proposed. While islands are attractive on wider roads, on narrow roads, they are a safety hazard.

Page 26 Streetscape Concepts

We ask again that artistic renderings be presented so that we can better understand the visual impacts for what is being proposed for the streetscape. We wish to clearly understand the vision beyond what is being shown on these engineering drawings.



APPENDIX E

Key Comment Response Summary

February 13, 2018

Bronte BIA
2368 Lakeshore Rd W,
Oakville, ON L6L 1H5

ATTN: Ann Sargent, Executive Director

**RE: Bronte BIA Comments Submitted December 18, 2017
Municipal Class Environmental Assessment Study
Lakeshore Road West Improvements (Mississauga Street to Dorval Drive)**

Dear Ms. Sargent,

Thank you for taking the time to provide comments in response to the information presented by the Project Team at Public Information Centre (PIC) #2, held November 29, 2017 at the Sir John Colborne Recreation Centre for Seniors. Set out below are some initial responses to each of the comments provided. We propose that once you have had the opportunity to review the comment responses, that a meeting be arranged between the Bronte BIA and the Project Team to discuss matters, and inform you of next steps.

Here follows a table listing responses to your comments:

Slide 11 - Bronte Road. Intersection

Key Features

- Improved Bronte Road alignment through intersection
- Improved visibility due to turning vehicle positioning closer to 90°
- Removal of right turn islands, eliminating two - stage pedestrian crossings
- Pedestrian crossings shortened and entirely protected by traffic signals
- Addition of tactile plates for pedestrian crossings (AODA compliance)
- Stop bar moved upstream to make intersection clearer and larger
- Improved Radii at corners, with the addition of a texture surface (see photo) for improved larger truck wheel tracking
- Addition of left turn guidelines, smoother vehicle turning

Bronte BIA Comments	Comment Response
Agree with points shown	Comment Noted
Northeast corner out of Pioneer Gas Bar poses safety issues.	The Pioneer Gas Bar on the northeast corner of Lakeshore Road West currently has two accesses to their property from

<p>Eastbound left turn into Pioneer Gas Bar poses challenges when cars backed up to turn in and clog intersection.</p> <p>Gateway Plans: We would like to dialogue further on what is possible and desirable for our Lakeshore Rd. western gateway at Bronte Rd. or consider moving to West River St., and on the East at East St. and Lakeshore.</p> <p>We would like to see artistic renderings to fully understand the proposed vision. Architect and engineering drawings do not serve our purposes sufficiently at this time. We request more clarity.</p>	<p>Lakeshore Road West. A Road Safety analysis for the section of Lakeshore Road West between Bronte Road and Jones Street was completed and no collisions were recorded for the study period from vehicles turning in or out of the Pioneer Gas Bar.</p> <p>Gateway plans were not included in the scope of the Class EA. The Towns' urban design staff have commented that gateway features (with themes found in the cultural heritage resources and landscape of the historic village of Bronte) will be developed by the town as part of the ongoing Bronte Village Growth Area Review.</p> <p>As mentioned above, gateway plans are not part of the Class EA.</p>
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<u>Slide 11 – Cycling Facilities</u>	
Bronte BIA Comment	Comment Response
<p>We are concerned about having adequate road space to accomplish a workable solution for bicycles, cars and pedestrians.</p> <p>We are concerned about safety for cyclists turning from the Lakeshore intersection onto Bronte Rd. South.</p>	<p>The proposed cross-sections for this corridor provide sufficient space for all users of Lakeshore Road West. Slides 16 through to slide 21 of the PIC display material detail the proposed cross-sections that create a safe usable environment for all users. This includes a 0.5m painted buffer between cyclists and through lanes. Bike boxes promote safety for turning cyclists and will be further reviewed by the town at the detailed design phase.</p>

Slide 17 – Lakeshore Road West Improvements
Typical Cross Section: 3 Lanes – On Road Bike Lanes with One
Street Parking (where possible) – Bronte Road to East Street

Bronte BIA Comment	Comment Response
We support this as a solution that provides for cars and additional parking.	Comment noted.

Slide 20 – Lakeshore Road West Improvements
Proposed Bridge Cross Section – Bronte Creek

Bronte BIA Comment	Comment Response
<p>Bike lanes are dangerously narrow from Mississauga to Bronte Rd.</p> <p>We support a barrier, buffer, any separation that protects cyclist and pedestrian safety. We support the buffers and barrier wall railings.</p>	<p>The Ontario Traffic Manual and the TAC Geometric Design Guide for Canadian Roads – Chapter 5 Bicycle Integrated Design specify a design domain of 1.8m to 3.5m for the width of a buffered bike lane. The proposed design for Lakeshore Road West is a 1.5m bike lane with a 0.5m buffer (2.0 buffered bike lane).</p> <p>Comment Noted.</p>

Slide 24 – Lakeshore Road West Improvements
Proposed Pedestrian Crossing Locations

Bronte BIA Comment	Comment Response
We encourage this but require additional clarification. We are concerned that too many crossings will cause huge impediments to traffic flow. People will not wish to travel to or through Bronte if the traffic grinds to a halt and becomes congested within a few kilometres through our core.	<p>To provide a corridor that supports all users, including cyclists and pedestrians of all ages, safe infrastructure is required. There is a very high number of pedestrians crossing Lakeshore Road West and pedestrian crossings are warranted.</p> <p>The town completed a Pedestrian Safety Study in 2017 that identified potential locations for pedestrian crossings throughout the Town of Oakville. Some of</p>

<p>Proposed Pedestrian Crossing Types:</p> <p>#1 Red Star IPS: Need clarification as to where this is located exactly.</p> <p>#2 Green Star Type B Crossing: Require more information</p> <p>7 No comment (not in our BIA catchment area)</p> <p>Proposed Pedestrian Crossing Locations</p> <p>#3 West of Nelson St. – We object to this crossing location</p>	<p>the locations listed in this report are along Lakeshore Road West, within the limits of the Class EA.</p> <p>Your comments on the number of crossings in this short section is noted and will be discussed with the town. There are opportunities to upgrade the PXO crossings with pedestrian signals to be coordinated with the traffic lights, so that delay to east-west is minimized.</p> <p>Location #1 is at the Bronte Harbour Club Condominiums and access to the Bronte Harbour Yacht Club. This crossing type is an Intersection Pedestrian Signal Pedestrian Crossing Treatment.</p> <p>Location #2 is a midblock crossing east of Bronte Road. This was identified as a high-volume pedestrian crossing area. This crossing type is a Pedestrian Crossover Level 2 Type B – Midblock (3-lane with centre 2-way left turn lane) with Actuated Double Sided Rectangle Rapid Flashing Beacon with Tell Tale and Pedestrian Pushbutton. Pavement markings consist of Ladder Crossing and Yield to Pedestrian line markings (Shark Teeth) 6m from the crosswalk.</p> <p>Comment noted.</p> <p>All three crossings (#3, #4, #5) are a Pedestrian Crossover Level 2 Type B – Midblock (3-lane with centre 2-way left turn lane) with Actuated Double Sided Rectangle Rapid Flashing Beacon with Tell Tale and Pedestrian Pushbutton. Pavement markings consist of Ladder Crossing and Yield to Pedestrian line markings (Shark Teeth) 6m from the crosswalk.</p> <p>Location #3 Is a high pedestrian volume crossing location.</p> <p>Location #4 is a high pedestrian volume crossing location.</p>
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<p>#4 West of East St. – We object to this crossing location</p> <p>#5 Bronte Athletic Park Walk – no objection, not within our catchment area but would be concerned about elderly senior safety using other than main Lakeshore Rd. and East St. intersection traffic lights.</p>	<p>Location #5 is a high-volume pedestrian crossing location. The Pedestrian Crossover is a Level 2 Type B – Midblock (3-lane with centre 2-way left turn lane) with Actuated Double Sided Rectangle Rapid Flashing Beacon with Tell Tale and Pedestrian Pushbutton. Pavement markings consist of Ladder Crossing and Yield to Pedestrian line markings (Shark Teeth) 6m from crosswalk. This crossing is activated by a push button and the driver must come to a complete stop and allow the pedestrian to fully cross the road before advancing. Failing to stop at a pedestrian crossing is subject to a fine (\$150 to \$500 and 3 demerit points) under the Highway Traffic Act.</p>
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Slide 25 – Streetscape Concepts – Bronte Village

Bronte BIA Comment	Comment Response
<p>We ask that beautification be maximized in every area and that parking be maximized at every possible location. We ask that artistic renderings be presented so that we can better understand the visual impacts for what is being proposed for the streetscape.</p> <p>We are opposed to the island medians shown. We do not believe that there is sufficient room on the street to move traffic, accommodate vehicles, cyclists and pedestrians with islands being proposed. While islands are attractive on wider roads, on narrow roads, they are a safety hazard.</p>	<p>It is the town’s objective to significantly enhance the aesthetics of the corridor in general, and the Bronte downtown area in particular. To that end, a preliminary conceptual streetscaping plan has been prepared and, as noted above, streetscaping details will be further developed as part of the ongoing Bronte Village Growth Area Review.</p> <p>The proposed center median island is used as a traffic calming measure and it also prevents vehicles from using the two-way-left turn lane to pass a vehicle stopped at the pedestrian crossing.</p>

Slide 26 – Streetscape Concepts

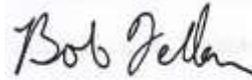
Bronte BIA Comment	Comment Response
We ask again that artistic renderings be presented so that we can better understand the visual impacts for what is being proposed for the streetscape. We wish to clearly understand the vision beyond what is being shown on these engineering drawings.	As noted above, the particulars, in terms of the layout and visualization of the various streetscape elements will be refined and presented at the detail design stage.

We trust that these comment responses will provide the basis for further discussion. As we are working to finalize the Environmental Study Report leading to a Staff Report to Town Council, it is hoped that we can schedule a meeting as soon as next week, or the first full week of February.

Sincerely,

for

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
Tel: (905) 845-6601 , ext.3981
Email: syed.rizvi@oakville.ca



Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Amec Foster Wheeler
Tel: (519) 650-7139
Email: bob.felker@amecfw.com

c.c. David Sinke, Amec Foster Wheeler

Memo

To: Syed Rizvi, Town of Oakville

From: Louise McAndrew, Wood
 Bob Felker, Wood

Date: April 18, 2018

File: TPB166147

cc: David Sinke, Amec Foster Wheeler

Re: **Lakeshore Road West Improvements
 Class Environmental Assessment
 Summary of Comments and Responses**

Table 1 provides a summary of key comments received throughout the Lakeshore Road West Improvements Class Environmental Assessment Process:

Table 1 - Class EA Summary of Comments and Responses

Cycling	
General Comments	Response
Amount of space provided for bicycle lanes needs to be sufficient for safety, and may need to have a barrier	<p>The proposed cross-sections for this corridor provide sufficient space for all users of Lakeshore Road West. Bike boxes promote safety for turning cyclists and will be further reviewed by the town at the detailed design phase.</p> <p>The Ontario Traffic Manual and the TAC Geometric Design Guide for Canadian Roads – Chapter 5 Bicycle Integrated Design specify a design domain of 1.8m to 3.5m for the width of a buffered bike lane. The proposed design for Lakeshore Road West is a 1.5m bike lane with a 0.5m buffer (2.0 buffered bike lane).</p>

Including bicycle lanes in the cross-section	On road bicycle lanes are included along the entire study corridor. This provides continuity with the road cross-sections to the east and west.
Additional Comments	
Great Cross section. Good to see cycling lane to support active transportation.	
I really like the improvements to the Bronte Creek Bridge. I hated cycling or walking there due to high speed traffic.	
I really like what I see, especially new and protected sidewalks, vastly improved bike facilities, traffic islands, multi use paths.	
Safe bike lanes needed with no concrete curbs beside them giving bikers an escape in case of problems.	
Widen Bronte Creek bridge to put in a bike lane.	
If you proceed with making the right-hand turn lane into a bike lane only this will greatly increase traffic congestion on Bronte Rd. We need this right-hand turn lane for cars 12 months of the year and not for the odd bicycle rider 6 months of the year.	
I totally agree with the need for traffic calming and bike lanes along Lakeshore. As aside people still put their leaves on the bike lanes, there should be some enforcement from the town to prohibit this or penalize. As a bike commuter it forces me out of the bike lane into traffic.	
Support alternative 3, off road one-way cycle tracks	
Safety	
General Comments	Response
Safety at the Pioneer Gas Bar	The Pioneer Gas Bar on the northeast corner of Lakeshore Road West currently has two accesses to their property from Lakeshore Road West. A Road Safety analysis for the section of Lakeshore Road West between Bronte Road and Jones Street was completed and no collisions were recorded for the study period from vehicles turning in or out of the Pioneer Gas Bar.
Additional Comments	
it looks very positive for pedestrians, drivers, and safety. The planning and attention to detail are very thorough.	
I am in agreement with planned improvements which address the safety of pedestrians, esp. seniors and children, through well marked and accessible crossings with sufficient time on traffic light crossings for mobility challenged people to safely cross.	
Pedestrians	
General Comments	Response
Number and placement of pedestrian crossings	To provide a corridor that supports all users, including cyclists and pedestrians of all ages, safe infrastructure is required. There is a very high number of pedestrians crossing Lakeshore Road West and pedestrian crossings are warranted.

	<p>The town completed a Pedestrian Safety Study in 2017 that identified potential locations for pedestrian crossings throughout the Town of Oakville. Some of the locations listed in this report are along Lakeshore Road West, within the limits of the Class EA.</p> <p>Comments on the number of crossings in this short section is noted and will be discussed with the town. There are opportunities to upgrade the PXO crossings with pedestrian signals to be coordinated with the traffic lights, so that delay to east-west is minimized.</p> <p>The proposed pedestrian crossing locations and crossing types identified in this report are to be reviewed further during detailed design. The timing of these installations are to be prioritized and phased over time.</p>
<p>Safety of pedestrian crosswalks</p>	<p>The town completed a Pedestrian Safety Study in 2017 that identified potential locations for pedestrian crossings throughout the Town of Oakville. Some of the locations listed in this report are along Lakeshore Road West, within the limits of the Class EA.</p> <p>The type of crossing selected are in line with The Ontario Traffic Manual – Book 15</p>
<p>Additional Comments</p>	
<p>Crosswalks appear very unsafe and will counteract the traffic flow. There area lot of dog walkers in this area. Have you studied the pedestrian traffic?</p>	
<p>The residents of Lakeshore west and Windsor Gate by Third Line are in a bad need of a pedestrian crosswalk as it is very dangerous to cross from the town buses too much traffic. Hopefully something can be done.</p>	
<p>Generally I am in agreement with planned improvements which address the safety of pedestrians, esp. seniors and children, through well marked and accessible crossings with sufficient time on traffic light crossings for mobility challenged people to safely cross.</p>	
<p>No more pedestrian crossings or stop lights in Bronte. Traffic is stopped on Lakeshore and Rebecca etc. when there is an accident on the QEW, it has to keep moving.</p>	

Three Lane Cross Section	
General Comments	Response
<p>Lane reduction 4 lands to 3 with center two way left turn lane (Mississauga St. to Bronte Rd.)</p>	<p>The current mandate is providing a corridor that supports the use for all users, including, vehicles, pedestrians, transit of all ages including people with disabilities. This can only be done by reconfiguring the current right-of-way.</p> <p>The alternative to Do Nothing, i.e. leave the existing four lane cross-section was not brought forward for further evaluation as it did not address the need for overall roadway improvements to replace aging infrastructure, include active transportation and transit facilities, and improve overall road safety.</p> <p>The findings of the 2021 and 2031 assessment confirmed that the critical year is 2021 with marginally lower volume expected by 2031. Preliminary analysis indicates that a four-lane Wyecroft Road extension would create sufficient additional capacity to satisfy 2031 travel needs and result in a diversion of some through traffic from the Lakeshore Road West corridor.</p> <p>Lane reduction from 4 lanes to 3 lanes from Mississauga Street to Dorval Drive may be deferred until which time the east / west extension Wyecroft bridge is completed.</p>
<p>Justification for centre two way left turn lane (East St. to Dorval Dr.)</p>	<p>The 2013 Town of Oakville Transportation Master Plan (Switching Gears) establishes the need and justification for roadway improvements along Lakeshore Road West through the study area and serves as the foundation for the <i>Problem and Opportunity Statement</i> for this Class EA study. The report recommended the reconstruction of Lakeshore Road (East Street to Dorval Drive) to an urban standard, considering the demands on the town road network. Infrastructure improvements were identified to “address goods movement, access, and complete streets concepts.”</p> <p>The ESR presents the proposed improvements to the Lakeshore Road West corridor in two parts – Bronte Village (Mississauga Street to East Street, and the Suburban section from East Street to Dorval Drive. For the Suburban section the goods movement objective is addressed through the traffic study component that has provided recommendations for road cross-section and intersection improvements. The access objective is addressed through the provision of:</p>

	<ul style="list-style-type: none"> • a centre two-way left turn lane to provide safer access to businesses and residences; • continuous on-road bike lanes; and, • pedestrian crosswalks, sidewalks, and a multi-use trail. <p>The complete streets concepts objective is addressed through assessing how:</p> <ul style="list-style-type: none"> • all users can be safely accommodated; • the infrastructure for these users, and municipal services, including stormwater management can be integrated into the corridor; and, • urban design principles can be applied to create a streetscape that reflects community character and a functional aesthetic.
Opposition to the centre median island	The proposed center median island includes landscape plantings and is used as a traffic calming measure. It also prevents vehicles from using the two-way-left turn lane to pass a vehicle stopped at the pedestrian crossing.
Financing	
General Comments	Response
Property takings and cost	Proposed property takings are primarily narrow frontage strips along the roadway and daylight triangles at intersections. The full extent and cost of property acquisition is to be confirmed during detailed design. A list of proposed property takings based on the preliminary design is also presented in the ESR.
Underground Hydro	
General Comments	Response
Use this opportunity to bury Hydro lines	Utility relocation requirements will be clarified and finalised during detailed design. Additional investigation into public requests for buried hydro lines will be undertaken.
Traffic	
General Comments	Response
Access to Lakeshore (Walton Church)	During implementation the combining of accesses at Walton Memorial United Church and the Bronte Harbour Club Condominiums and installing a traffic signal in place of the proposed pedestrian signal will be further reviewed as a possible solution to vehicles exiting those sites.

<p>Strongly recommend working with Halton to synchronize traffic signals.</p>	<p>A recommendation for the implementation phase is that traffic signal timings and a review traffic progression should be reviewed and optimized</p>
<p>Parking</p>	
<p>General Comments</p>	<p>Response</p>
<p>Maintain parking on Lakeshore Rd. within Bronte Village</p>	<p>To the extent possible, existing parking spaces have been maintained as part of the proposed streetscape design, with additional lay-by parking added.</p>
<p>Bronte Rd. Intersection</p>	
<p>Additional Comments</p>	
<p>The re-alignment of the Bronte road intersection will much improve safety at this intersection.</p>	
<p>Walton [Church] likes the re-alignment of Bronte Road as it approaches Lakeshore Road from the north. Right now drivers' sight lines in some directions are blocked especially for drivers making left turns westward onto Lakeshore Road. In fact when two vehicles are trying to turn left, one westward and the other eastward, onto Lakeshore Road they cannot face each other and still see other oncoming vehicles that intend to drive straight north or south through the intersection. The re-alignment will much improve safety at this intersection.</p>	
<p>Roundabouts</p>	
<p>General Comments</p>	<p>Response</p>
<p>Roundabouts</p>	<p>A high-level screening assessment for roundabouts was completed for the following intersections:</p> <ul style="list-style-type: none"> • Mississaga Street • Bronte Road • East Street • Third Line • Fourth Line • Dorval Drive <p>While some of these options were brought forward to PIC #2 finale assessment concluded that none of the intersections within this section of Lakeshore Road are considered appropriate for roundabouts.</p>

Urbanization	
General Comments	Response
Removal of street trees.	<p>Wherever possible, the existing trees located along the Lakeshore Road corridor will be preserved. Where tree removals are required these trees will be replaced following the Town of Oakville's Tree Protection During Construction Procedure. The ESR provides further information on the tree protection mitigation measures, the approach to tree removals where required, and the restoration and additional tree planting measures forming part of the streetscape improvements</p> <p>The ESR includes preliminary design drawings indicating potential tree removals required to accommodate the proposed physical improvements to the road cross section. No tree removals are final at this point, and during detail design efforts will be made to preserve as many mature trees as possible.</p>
Urbanization east of Bronte Village	<p>The objective for the design of the suburban section of the corridor, from east of East Street to Doral Drive, is to maintain a streetscape typical of the existing roadway while improving safety, and satisfying future needs, for drivers, pedestrians, and cyclists. The proposed design includes several median planting beds, which will include trees, and a multi-use path extending along the south side of Lakeshore Road.</p>
Additional Comments	
<p>The whole project is an unnecessary overkill of money. Some improvements are necessary i.e. bike lanes, trees, centre turning lanes, but this is too much.</p>	

Execution	
General Comments	Response
Phasing/Timing of the project	<p>The Town of Oakville Capital Forecast identifies completion of the project in four phases. The recommended phasing schedule differs from the schedule contained in the Capital Forecast due to the need to accommodate the future Berta Point Pumping Station and 2 twin forcemains along Lakeshore Road West to East Street from West River Street / Triller Place. The timing of construction has not been confirmed, but is expected to be around 2020. The recommended phasing is as follows:</p> <p>Phase 1 – Lakeshore Road West from Fourth Line to Dorval Drive (including replacement of McCraney Creek Bridge): Detail design 2018, land acquisition & utility relocation 2019, construction 2020</p> <p>Phase 2 – Lakeshore Road West from Fourth Line to Sandwell Drive: Detail design 2019, land acquisition & utility relocation 2020, construction 2021</p> <p>Phase 3 – Lakeshore Road West from Sandwell Drive to Third Line: Detail design 2020, land acquisition & utility relocation 2021, construction 2022</p> <p>Phase 4 – Lakeshore Road West from Mississauga Street to Third Line: Detail design 2021, land acquisition & utility relocation 2022, construction 2023</p>
Gateway plans for Bronte Village	<p>Gateway plans were not included in the scope of the Class EA. The Towns' urban design staff have commented that gateway features (with themes found in the cultural heritage resources and landscape of the historic village of Bronte) will be developed by the town as part of the ongoing Bronte Village Growth Area Review.</p>

Mcandrew, Louise

From: Felker, Bob
Sent: May-16-18 3:31 PM
To: Felker, Bob
Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

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(7 pm Bronte and Palermo Rooms, Town of Oakville Administrative Offices, 1225 Trafalgar Road)

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[Lakeshore Road West Improvements \(Mississaga Street to Dorval Drive\) - Class Environmental Assessment Study](#)

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Recommendation:

1. That the *Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
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Should the Recommendation be passed at Committee the item would then be placed on the Agenda for ratification by Council at the next regularly scheduled meeting to be held on May 28, 2018.

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood PLC, featuring the word "wood." in a lowercase, bold, sans-serif font. The period is a small dot.

Mcandrew, Louise

From: Ross Connell <rossconnell@cogeco.ca>
Sent: May-16-18 6:18 PM
To: 'Felker, Bob'
Subject: RE: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Bob,

I am very disappointed to read that not a single roundabout is being recommended. As I'm sure you know, many developed countries make heavy use of roundabouts and their absence here, and the dearth of explanation for that would suggest a negative prejudice.

For example, the combination intersection that's crying out for one is dismissed with the comment, "In close proximity to Rebecca Street intersection"

It is that very proximity and the abundant empty space that can be leveraged to produce one traffic circle for both intersections! Can we not think creatively about this?

We are about to spend millions to incorporate a center turning lane, which of course is totally unnecessary where you have roundabouts.

I don't get it!

Ross Connell

From: Felker, Bob [mailto:bob.felker@woodplc.com]
Sent: Wednesday, May 16, 2018 3:31 PM
To: Felker, Bob
Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

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Mcandrew, Louise

From: Felix Heller <fhds1@hotmail.com>
Sent: May-17-18 8:04 AM
To: Felker, Bob
Subject: Re: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Thank you for the note, I like to attend, I've lived on Bayview over 40 years
Felix

Sent from my iPad

On May 16, 2018, at 3:31 PM, Felker, Bob <bob.felker@woodplc.com> wrote:

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bob.felker@woodplc.com
www.woodplc.com
<image001.png>

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Community Services Committee May 22, 2018

Agenda Item #2

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class
Environmental Assessment Study.

The Issues

- Degree of Urbanization
- Character of Stable Neighbourhoods
- Fiscal Responsibility

Our Position

- We support improvement of Lakeshore Road through the addition of storm sewers, repaving of road surfaces and the creation of elements to enhance active transportation.
- We believe these are attainable with an alternate approach.
- We must continue to protect the character of stable neighbourhoods.

The Project

Our comments do not include Bronte Village. Our focus is Lakeshore Road - East of Bronte Village to Dorval Drive.

The Proposal:

- Widen Lakeshore Road West to three lanes with a continuous centre left turn lane
- Sidewalks on the north side of Lakeshore
- Shared 3.0m multi-use trail on the south side
- 1.5m on-road bike lanes on both sides.
- 0.5 painted buffer for bike lanes on both sides
- Median planting beds

Existing and Projected Conditions

Population

- Other than the Bronte Village growth area, the entire area to the east is stable residential with replacement, infill development only.
- New development projects in Bronte have been factored into traffic conditions for the horizon year 2021.
- The year 2021 was identified due to the completion of notable development in the area.

Existing and Projected Conditions

Traffic

- Based on the analysis outputs, Lakeshore Road West from Mississaga Street to Dorval Drive **is operating at an acceptable LOS for existing conditions (2016), year 2021 and year 2031.**
- Three (3) intersections were identified as having a traffic movement (left turn) operating at a LOS 'D'. Lakeshore @ Westminster; Lakeshore @ Suffolk Avenue, Lakeshore @ Morden. **For the critical year 2021, using the Justification 7 warrant, traffic signals were not warranted at any of the three intersections.**
- Future traffic forecasts show zero (0) to (-2) negative growth expected from 2021 to 2031, due to modal shifts and completed development.

Impact

The widening of Lakeshore Road to three lanes results in:

- The loss of 300 trees
- Expropriation of land from 69 properties
- Negative effects on the character of Lakeshore Road and its neighbourhoods.

Impact



Impact - 1037 Lakeshore Road West # 42 on Expropriation List



- Loss of 87.5 sq m (about 1,000 sq. ft) of frontage.
- Loss of three mature trees

Impact - North Side - Near Appleby College



Impact - #'s 44-47



Impact- 1036 Lakeshore Road #43 on the Expropriation List

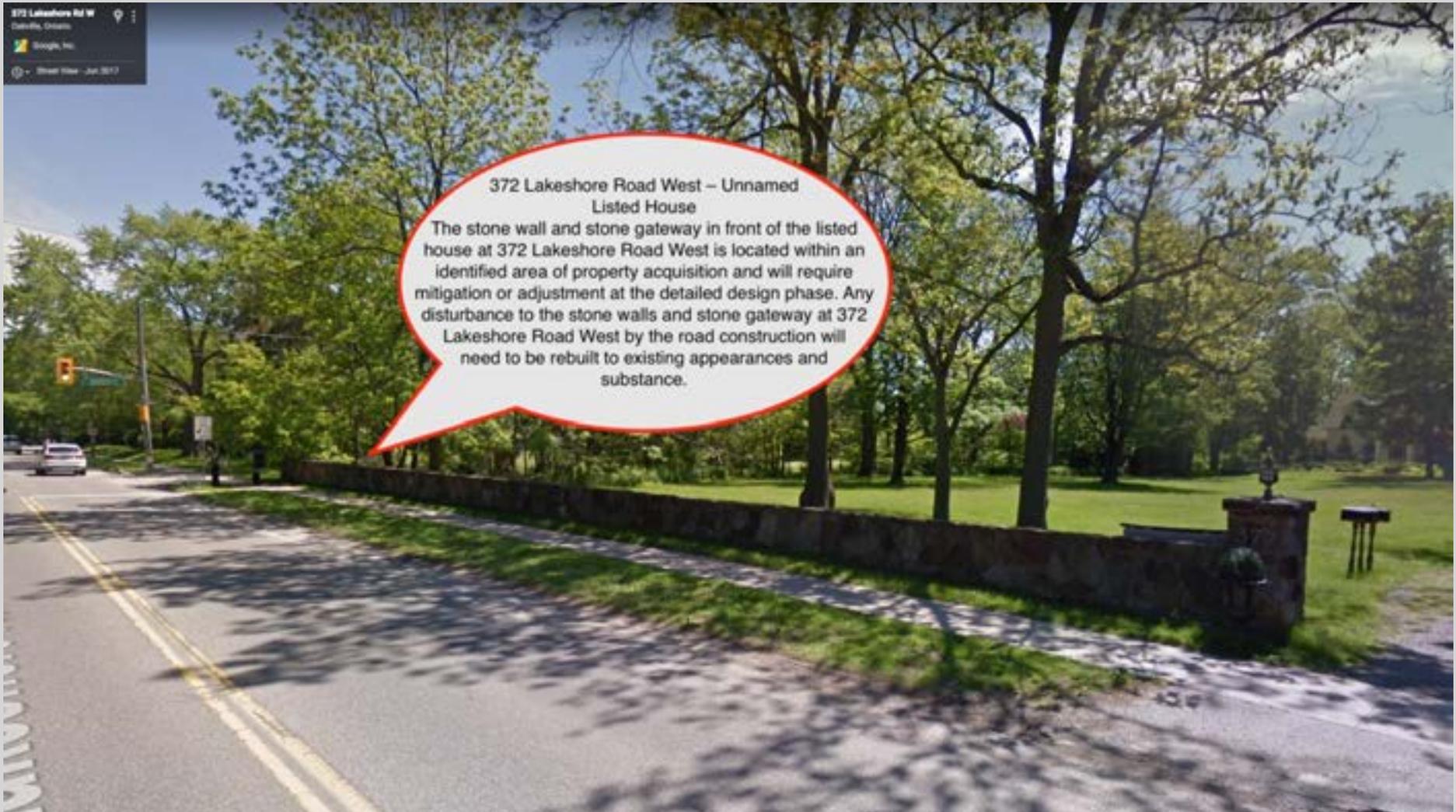


- **Loss of 87.75 sq m (about 1,000 sq. ft) of frontage.**
- **Loss of six mature trees**

Impact



Impact



Impact - Corner of Morden & Lakeshore #61 on the Expropriation List



Financial Considerations

A cost estimate in the consultant's final report indicates the estimated capital cost of the preferred design concept is \$31,665,000, not including property costs or utility relocations.

The staff report breaks costing into 5 phases and shows costing for 4 of the 5 phases to be \$35,108,000.

Neither indicate the cost of tree removal/replacement, median plantings, etc.

Thus, we expect it is safe to say this project will carry a cost in excess of \$40-million and that once completed, the costs to maintain the centre lane medians and gardens in summer as well as increased costs for snow removal will exceed what is required to maintain the road in its current configuration.

Livable Oakville

- The major portion of this project runs through long-established stable neighbourhoods.
- The character of Lakeshore Road is part of what defines Oakville and its appeal.
- With a few exceptions, all lands along Lakeshore from Third Line to Dorval are RL-O1 Special Policy Lands designation which is intended to protect the unique character of this area within the Town.
- Regardless of the nature of this project, we must still meet the criteria of Section 11.1.9 of Livable Oakville

Urban Structure

Urban Structure Review, September 2017, Passed by Council

- town-initiated official plan amendments (OPAs) to implement updates to the policies and mapping related to the Urban Structure Review.
- The Town's urban structure is comprehensive and provides certainty to guide major infrastructure investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.
- 3.14 Scenic Corridors are recognized for their scenic value and for their natural and cultural heritage features. These important features need to be maintained or restored since they add value and contribute to the Town's character.

Urban Structure



Scenic Corridor

Our Views

- Improvements can be made to Lakeshore Road West to introduce storm sewers, bike lanes and improved surfaces for active transportation. We believe they can be made with a hybrid of what exists at present.
- No need for a continuous turning lane. Traffic data supports the fact the road in its present configuration can serve growth needs to 2031 and beyond. The use of select turning lanes could create relief for problem areas.
- Sidewalks and asphalt walks already exist. Let's find a way to incorporate what we have into a plan that will deliver what we need.
- How can we consider ourselves to be fiscally responsible if we expend funds for a level of infrastructure with no demonstrated need and one that does not fit with the direction of our Urban Structure?

Our Request

Given the fact Lakeshore Road in its present configuration can support traffic needs to 2031 and beyond, and

Given there exist alternate methods to incorporate safe bike lanes and pedestrian pathways that would utilize current conditions, and

Given there appears to be no consideration of the Urban Structure policies and the Scenic Corridor designation of Lakeshore Road, we ask that this proposed plan be deferred to allow time to reconsider a more acceptable approach.

Coronation Park
RESIDENTS ASSOCIATION

Thank You

Mcandrew, Louise

From: Geoff Aldworth <geoff.aldworth@ajclarke.com>
Sent: May-23-18 8:41 AM
To: bob.felker@woodplc.com
Cc: Geoff & Suzanne Aldworth; jill.stephen@oakville.ca
Subject: RE: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Follow Up Flag: Follow up
Due By: May-23-18 4:00 PM
Flag Status: Flagged

Hi Bob

My wife and I were unable to attend the presentation last night due to late notice of the session and conflict with a prior engagement.

We have reviewed the report you sent along and have a number of concerns with respect to the Towns plans in our area (1055 Lakeshore Road W).

-the cross section at Appendix B suggests a required width of approx 26.5m to accommodate the bike lanes, 3 road lanes, sidewalks and multipurpose paths – this width exceeds what is available now and we notice in Table 6.3 that the road is to be widened.

- the proposed cross section suggests that many mature trees on both sides of the right of way will have to be removed – how does that equate to the expressed desire of the original study to preserve existing mature trees?
- The road widenings proposed on our side of the road seem to equate to 3.0m – this will put the new property line back behind a number of elaborate fences, gated driveways etc – what is the Towns plan to deal with this scenario?

-we continue to wonder about the requirement/need to have a centre turn lane in residential neighbourhoods – we don't believe it's necessary if it's at the expense of a number of mature trees and the need to widen the road.

Please send me the latest drawings showing what is being proposed for the area from 4th Line to Sandwell so that we can review same.

Thanks

Geoff Aldworth B.Sc., OLS

Principal, Survey Manager
A. J. Clarke and Associates Ltd.
Tel: 905 528 8761 x230

From: Geoff & Suzanne Aldworth [mailto:galdworth@cogeco.ca]
Sent: Wednesday, May 16, 2018 3:53 PM
To: Geoff Aldworth
Subject: FW: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

From: Felker, Bob [mailto:bob.felker@woodplc.com]

Sent: May-16-18 3:31 PM

To: Felker, Bob <bob.felker@woodplc.com>

Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

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Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

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Mcandrew, Louise

From: Felker, Bob <bob.felker@woodplc.com>
Sent: June-18-18 11:57 AM
To: Haijin Lee; Mcandrew, Louise
Cc: Syed Rizvi
Subject: RE: Lakeshore Rd W study

I would be pleased to speak with you about the project. I can be reached at 519-650-7139.

Regards,

Bob

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood, featuring the word "wood" in a lowercase, bold, sans-serif font. The letter "o" is stylized with a horizontal line through its center.

From: Haijin Lee [mailto:runhaijin@gmail.com]
Sent: June-18-18 11:52 AM
To: Mcandrew, Louise <louise.mcandrew@woodplc.com>
Cc: Syed Rizvi <syed.rizvi@oakville.ca>; Felker, Bob <bob.felker@woodplc.com>
Subject: Re: Lakeshore Rd W study

Can I speak to someone to get more details?

Sent from my iPhone

On Jun 18, 2018, at 11:38 AM, Mcandrew, Louise <louise.mcandrew@woodplc.com> wrote:

Good Morning Okhee,

Thank you for your interest in the Lakeshore Road West Improvements Municipal Class Environmental Assessment Study. I can confirm you are on our mailing list for this project and I have added your email information as well.

Please note that with the exception of personal information your comments will form part of the public record.

We will continue to keep you informed as the study process proceeds.

Regards,

Louise

Louise McAndrew, B.Sc., CAPM

Junior Environmental Planner

900 Maple Grove Road, Unit 10

Cambridge, ON N3H 4R7

Office: 519-650-7100 x6137

Mobile: 519-502-5375

louise.mcandrew@woodplc.com

<image003.png>

-----Original Message-----

From: Syed Rizvi [<mailto:syed.rizvi@oakville.ca>]
Sent: Monday, June 18, 2018 9:13 AM
To: Felker, Bob <bob.felker@woodplc.com>
Cc: Mcandrew, Louise <louise.mcandrew@woodplc.com>
Subject: FW: Lakeshore Rd W study

Good morning Bob,
Could you please reply and include name in the mailing list below.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601 ext.3981 | | www.oakville.ca

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https://urldefense.proofpoint.com/v2/url?u=http-3A_www.oakville.ca_privacy-5Fstatement.htm&d=DwIGaQ&c=ZWY66qCYUTYUcOev9C2GIDeCKuYKzoWDVNR_L93Z9mQ&r=bRfrv_SWxbSDKPbUp9GTfcupRrXBlr-pQnLWUkVvxt0&m=U4bbj73wzjn-Z3mNrpxAkt-faZEZLiPkC_wocXn77xM&s=6DNP8naEPJOkcJRGdyeBcxWwoJWkF-hGsqDyyFGAc4g&e=

-----Original Message-----

From: runhaijin [<mailto:runhaijin@gmail.com>]
Sent: Saturday, June 16, 2018 8:23 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; bob.felker@amecfw.com
Cc: runhaijin@gmail.com
Subject: Lakeshore Rd W study

Hello,

I would like to be included on the study mailing list.
I am the owner of 509 Lakeshore Rd W which may be affected by this property.

Best,
Okhee Lee

This message is the property of John Wood Group PLC and/or its subsidiaries and/or affiliates and is intended only for the named recipient(s). Its contents (including any attachments) may be confidential, legally privileged or otherwise protected from disclosure by law. Unauthorized use, copying, distribution or disclosure of any of it may be unlawful and is strictly prohibited. We assume no responsibility to persons other than the intended named recipient(s) and do not accept liability for any errors or omissions which are a result of email transmission. If you have received this message in error, please notify us immediately by reply email to the sender and confirm that the original message and any attachments and copies have been destroyed and deleted from your system.

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As a recipient of an email from a John Wood Group Plc company, your contact information will be on our systems and we may hold other personal data about you such as identification information, CVs, financial information and information contained in correspondence. For more information on our privacy practices and your data protection rights, please see our privacy notice at <https://www.woodplc.com/policies/privacy-notice>

McAndrew, Louise

From: McAndrew, Louise
Sent: June-21-18 9:38 AM
To: 'Syed Rizvi'
Cc: Bob Felker; 'Smith, Neal'
Subject: RE: Lakeshore Road EA

Thanks Syed,
I have updated her entry to include the provided email and phone numbers.
Regards,
Louise

Louise McAndrew, B.Sc., CAPM
Office: 519-650-7100 x6137
Mobile: 519-502-5375



From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: Thursday, June 21, 2018 9:33 AM
To: McAndrew, Louise <louise.mcandrew@woodplc.com>
Cc: Bob Felker <bob.felker@woodplc.com>; 'Smith, Neal' <neal.smith@woodplc.com>
Subject: Lakeshore Road EA

Hi Louise,
Please add Ms. Teresa Tatone in project mailing list, her email is ttatone@cogeco.ca. and phone numbers are : (905) 844-3201 or (905) 844-8458
Address: 421 Lakeshore Road West

Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

[Complete our Community Development customer service survey](#)

Vision: To be the most livable town in Canada
Please consider the environment before printing this email.
<http://www.oakville.ca/privacy.html>

From: Felker, Bob
Sent: June-26-18 10:58 AM
To: Geoff Aldworth
Cc: galdworth@cogeco.ca; Jill Stephen (jill.stephen@oakville.ca); Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Smith, Neal; Mcandrew, Louise
Subject: Lakeshore Road West Improvements - Class EA Study MEETING NOTICE

Dear Mr. and Mrs. Aldworth,

I wish to thank you for your reply to the Notice of Meeting sent May 16, 2108 for the subject project. Please note that all Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

I can advise that the following resolution was passed by the Community Services Committee at its meeting held Tuesday, May 22, 2018:

Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class Environmental Assessment Study
- **Report from Engineering and Construction Department, April 30, 2018**

Moved by Councillor Duddeck

1. That the *Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That this item be referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.

CARRIED

Subsequently, this resolution was ratified by Town Council at its meeting held Monday May 28, 2018.

Standing Committee / Committee of the Whole Reports

Standing Committee Reports

Community Services Committee, **MAY 22, 2018**

Moved by Councillor O'Meara

Seconded by Councillor Chisholm

That the recommendations of the Community Services Committee meeting of May 22, 2018, be approved.

CARRIED

With reference to the concerns you have raised in your email, and based on the direction provided by the Community Services Committee, Town Staff coordinating the Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study are working with their consultants to refine and clarify issues in greater detail, particularly in terms of property requirements and tree protection measures. The aim in going through this design review process is to

minimize to the greatest extent possible adjacent lands/property takings and tree removals along the Lakeshore Road West study area.

A Staff Report is in preparation, and it is tentatively scheduled to be on the Agenda for the Community Services Committee meeting to be held September 10, 2018. Over the summer, as we do our work, we intend to reach out to you and the other people affected by, or interested in the study, to keep you informed and receive feedback. How and when that will occur will be communicated as far in advance as possible.

Once the Staff Report has been prepared and the date of presentation to Town Council is confirmed, you will be provided with a Notice of Meeting. As part of the notice we will provide you with details on the preliminary design as it relates to your property at 1055 Lakeshore Road West.

Once again thank you for your interest in the Study.

Yours Sincerely,

Bob Felker, BES, MCIP, RPP
Senior Environmental Planner,
O: 519-650-7139
M: 226-751-3854
bob.felker@woodplc.com
www.woodplc.com



From: Geoff Aldworth [mailto:geoff.aldworth@ajclarke.com]
Sent: June-22-18 2:46 PM
To: bob.felker@woodplc.com
Cc: Geoff & Suzanne Aldworth <galdworth@cogeco.ca>; jill.stephen@oakville.ca
Subject: RE: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

[Any word on this?](#)

Geoff Aldworth B.Sc., OLS
Principal, Survey Manager
A. J. Clarke and Associates Ltd.
Tel: 905 528 8761 x230

From: Geoff Aldworth
Sent: Wednesday, May 23, 2018 8:51 AM
To: 'bob.felker@woodplc.com'
Cc: 'Geoff & Suzanne Aldworth'; 'jill.stephen@oakville.ca'
Subject: RE: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Hi Bob

My wife and I were unable to attend the presentation last night due to late notice of the session and conflict with a prior engagement.

We have reviewed the report you sent along and have a number of concerns with respect to the Towns plans in our area (1055 Lakeshore Road W).

-the cross section at Appendix B suggests a required width of approx 26.5m to accommodate the bike lanes, 3 road lanes, sidewalks and multipurpose paths – this width exceeds what is available now and we notice in Table 6.3 that the road is to be widened.

- the proposed cross section suggests that many mature trees on both sides of the right of way will have to be removed – how does that equate to the expressed desire of the original study to preserve existing mature trees?
- The road widenings proposed on our side of the road seem to equate to 3.0m – this will put the new property line back behind a number of elaborate fences, gated driveways etc – what is the Towns plan to deal with this scenario?

-we continue to wonder about the requirement/need to have a centre turn lane in residential neighbourhoods – we don't believe it's necessary if it's at the expense of a number of mature trees and the need to widen the road.

Please send me the latest drawings showing what is being proposed for the area from 4th Line to Sandwell so that we can review same.

Thanks

Geoff Aldworth B.Sc., OLS

Principal, Survey Manager
A. J. Clarke and Associates Ltd.
Tel: 905 528 8761 x230

From: Geoff & Suzanne Aldworth [<mailto:galdworth@cogeco.ca>]

Sent: Wednesday, May 16, 2018 3:53 PM

To: Geoff Aldworth

Subject: FW: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

From: Felker, Bob [<mailto:bob.felker@woodplc.com>]

Sent: May-16-18 3:31 PM

To: Felker, Bob <bob.felker@woodplc.com>

Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that Staff will be presenting a report to the Town's Community Services Committee on Tuesday May 22, 2018

(7 pm Bronte and Palermo Rooms, Town of Oakville Administrative Offices, 1225 Trafalgar Road)

The following are links to the Meeting Agenda and the Staff Report.

[Meeting Agenda](#)

[Lakeshore Road West Improvements \(Mississaga Street to Dorval Drive\) - Class Environmental Assessment Study](#)

-Report from Engineering and Construction Department, April 30, 2018

Recommendation:

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That the “Notice of Completion” for this study be published in the local newspaper and the Environmental Study Report be placed on the public record for the required 30-day review period.
3. That if no Part II Order Requests are received, staff be directed to take the necessary steps to program the project recommendations in the town’s capital forecast.

Should you wish to be a [Delegation](#) to speak to the Recommendation you do not need to register, however a courtesy email (townclerk@oakville.ca) or call (1 905-815-6015) to the Clerk’s office would be appreciated.

Should the Recommendation be passed at Committee the item would then be placed on the Agenda for ratification by Council at the next regularly scheduled meeting to be held on May 28, 2018.

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



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From: Felker, Bob
Sent: June-26-18 11:01 AM
To: ppatel41@yahoo.com
Cc: Jill Stephen (jill.stephen@oakville.ca); Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Chipps, Steve; Smith, Neal; Mcandrew, Louise
Subject: RE: Lakeshore Road West Improvements - Class EA Study MEETING NOTICE

Dear Mr. Patel,

I wish to thank you for your reply to the Notice of Meeting sent May 16, 2108 for the subject project. Please note that all Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

I can advise that the following resolution was passed by the Community Services Committee at its meeting held Tuesday, May 22, 2018:

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class Environmental Assessment Study
- **Report from Engineering and Construction Department, April 30, 2018**

Moved by Councillor Duddeck

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That this item be referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.

CARRIED

Subsequently, this resolution was ratified by Town Council at its meeting held Monday May 28, 2018.

Standing Committee / Committee of the Whole Reports

Standing Committee Reports

Community Services Committee, **MAY 22, 2018**

Moved by Councillor O'Meara

Seconded by Councillor Chisholm

That the recommendations of the Community Services Committee meeting of May 22, 2018, be approved.

CARRIED

Based on the direction provided by the Community Services Committee, Town Staff coordinating the Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study are working with their consultants to refine and clarify issues in greater detail, particularly in terms of property requirements and tree protection measures. The aim in going through this design review process is to minimize to the greatest extent possible adjacent lands/property takings and tree removals along the Lakeshore Road West study area.

In response to your request for additional information on how the storm water management will be directed in the Coronation Park area, we can advise as follows. Presently, storm water drainage within the section of the corridor on the south side of Lakeshore Road between the Sir John Colborne Centre and Coronation Park, up to Woodhaven Park Dr. is through overland drainage to discrete storm sewer sections. The section of roadway will be reconfigured to an urban cross section with a single travel lane in each direction, and a centre two way left turn lane. Curb and gutter will be installed. Further, as stated in the draft Environmental Study Report(ESR); "Recommended stormwater quality treatment measures along the Lakeshore Road corridor, to address the increase in road pavement, consist of oil/grit chambers, infiltration trenches, tree Silva Cells, road island bioretention systems and offsite water quality retrofits. Stormwater quantity controls are not being recommended to control peak flows, although local flow diversion using new storm sewers and outlets, as in the case Lakeshore Road at Coronation Park and at Dorval Drive are being recommended."

Once again thank you for your interest in the Study. A Staff Report is in preparation, and it is tentatively scheduled to be on the Agenda for the Community Services Committee meeting to be held September 10, 2018. Over the summer, as we do our work, we intend to reach out to you and the other people affected by, or interested in the study, to keep you informed and receive feedback. How and when that will occur will be communicated as far in advance as possible.

You will be provided with a Notice of Meeting once the Staff Report has been prepared and the date of presentation to Town Council is confirmed.

Yours Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



From: Paulomi Patel [mailto:ppatel41@yahoo.com]

Sent: May-21-18 10:13 AM

To: Felker, Bob <bob.felker@woodplc.com>; Syed Rizvi <syed.rizvi@oakville.ca>

Subject: Re: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Hi Bob, Syed,

Thank you for sending this along. Very informative. Would you have any additional information on how the storm water management will be directed in the Coronation Park area? Focus is on the south side of Lakeshore Road between the Sir John Colborne Centre and Coronation Park, up to Woodhaven Park Dr.

Thank you,
Paulomi Patel

On Wednesday, May 16, 2018, 3:32:05 PM EDT, Felker, Bob <bob.felker@woodplc.com> wrote:

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that Staff will be presenting a report to the Town's Community Services Committee on Tuesday May 22, 2018

(7 pm Bronte and Palermo Rooms, Town of Oakville Administrative Offices, 1225 Trafalgar Road)

The following are links to the Meeting Agenda and the Staff Report.

[Meeting Agenda](#)

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class Environmental Assessment Study
-Report from Engineering and Construction Department, April 30, 2018

Recommendation:

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That the "Notice of Completion" for this study be published in the local newspaper and the Environmental Study Report be placed on the public record for the required 30-day review period.
3. That if no Part II Order Requests are received, staff be directed to take the necessary steps to program the project recommendations in the town's capital forecast.

Should you wish to be a [Delegation](#) to speak to the Recommendation you do not need to register, however a courtesy email (townclerk@oakville.ca) or call (1 905-815-6015) to the Clerk's office would be appreciated.

Should the Recommendation be passed at Committee the item would then be placed on the Agenda for ratification by Council at the next regularly scheduled meeting to be held on May 28, 2018.

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139
Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

wood.

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From: Felker, Bob
Sent: June-26-18 11:00 AM
To: rossconnell@cogeco.ca
Cc: Jill Stephen (jill.stephen@oakville.ca); Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Smith, Neal; Mcandrew, Louise
Subject: RE: Lakeshore Road West Improvements - Class EA Study MEETING NOTICE

Dear Mr. Connell,

I wish to thank you for your reply to the Notice of Meeting sent May 16, 2108 for the subject project. Please note that all Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

I can advise that the following resolution was passed by the Community Services Committee at its meeting held Tuesday, May 22, 2018:

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class Environmental Assessment Study
- **Report from Engineering and Construction Department, April 30, 2018**

Moved by Councillor Duddeck

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That this item be referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.

CARRIED

Subsequently, this resolution was ratified by Town Council at its meeting held Monday May 28, 2018.

Standing Committee / Committee of the Whole Reports

Standing Committee Reports

Community Services Committee, **MAY 22, 2018**

Moved by Councillor O'Meara

Seconded by Councillor Chisholm

That the recommendations of the Community Services Committee meeting of May 22, 2018, be approved.

CARRIED

Based on the direction provided by the Community Services Committee, Town Staff coordinating the Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study are working with their consultants to refine and clarify issues in greater detail, particularly in terms of property requirements and tree protection measures. The aim in going through this design review process is to minimize to the greatest extent possible adjacent lands/property takings and tree removals along the Lakeshore Road West study area.

Your comments on the analysis by the Project Team of roundabouts within the study corridor are appreciated. As documented in the draft Environmental Study Report (ESR), the potential to convert existing signalized intersections to roundabouts was assessed as a high level screening by applying a common set of evaluation criteria. Through that screening only the Third Line intersection was brought forward for more in-depth analysis. As stated in the draft ESR; "Further assessment was completed at the Third Line location to determine the appropriateness of a roundabout in close proximity to the Sir John Colbourne Seniors Centre (fronting Lakeshore Road) and Oakville Christian School (fronting Third Line). The Project Team, taking into consideration that this location has a high number of seniors and young school children, removed the roundabout from further consideration at this location."

Also, as you have noted, the conversion of the Fourth Line intersection to a roundabout was screened out under the operational criteria based on the limited separation distance between the Rebecca Street and Lakeshore Road West intersections with Fourth Line. The suggested conversion of the two intersections into a combined roundabout was not brought forward as a design concept, when the initial screening of intersection treatments was carried out. While you note the vacant land that lies north of Fourth Line between Rebecca Street and Lakeshore Road West, much of the area is within the floodplain of the unnamed watercourse under regulation by Conservation Halton. This constraint, and the potential impact on the wooded area and the creek, coupled with the other property constraints, plus the lack of warrant for major traffic operation improvements, have led the Project Team to conclude that the proposed minor improvements to the Lakeshore Road West and Fourth Line intersection are sufficient.

Once again thank you for your interest in the Study. A Staff Report is in preparation, and it is tentatively scheduled to be on the Agenda for the Community Services Committee meeting to be held September 10, 2018. Over the summer, as we do our work, we intend to reach out to you and the other people affected by, or interested in the study, to keep you informed and receive feedback. How and when that will occur will be communicated as far in advance as possible.

Once the Staff Report has been prepared and the date of presentation to Town Council is confirmed, you will be provided with a Notice of Meeting.

Yours Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood PLC, featuring the word "wood" in a bold, lowercase, sans-serif font.

From: Ross Connell [mailto:rossconnell@cogeco.ca]

Sent: May-16-18 6:18 PM

To: 'Felker, Bob' <bob.felker@woodplc.com>

Subject: RE: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Bob,

I am very disappointed to read that not a single roundabout is being recommended. As I'm sure you know, many developed countries make heavy use of roundabouts and their absence here, and the dearth of explanation for that would suggest a negative prejudice.

For example, the combination intersection that's crying out for one is dismissed with the comment, "In close proximity to Rebecca Street intersection"

It is that very proximity and the abundant empty space that can be leveraged to produce one traffic circle for both intersections! Can we not think creatively about this?

We are about to spend millions to incorporate a center turning lane, which of course is totally unnecessary where you have roundabouts.

I don't get it!

Ross Connell

From: Felker, Bob [<mailto:bob.felker@woodplc.com>]
Sent: Wednesday, May 16, 2018 3:31 PM
To: Felker, Bob
Subject: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study MEETING NOTICE

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that Staff will be presenting a report to the Town's Community Services Committee on Tuesday May 22, 2018
(7 pm Bronte and Palermo Rooms, Town of Oakville Administrative Offices, 1225 Trafalgar Road)

The following are links to the Meeting Agenda and the Staff Report.

[Meeting Agenda](#)

[Lakeshore Road West Improvements \(Mississaga Street to Dorval Drive\) - Class Environmental Assessment Study](#)
-Report from Engineering and Construction Department, April 30, 2018

Recommendation:

1. That the *Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That the "Notice of Completion" for this study be published in the local newspaper and the Environmental Study Report be placed on the public record for the required 30-day review period.
3. That if no Part II Order Requests are received, staff be directed to take the necessary steps to program the project recommendations in the town's capital forecast.

Should you wish to be a [Delegation](#) to speak to the Recommendation you do not need to register, however a courtesy email (townclerk@oakville.ca) or call (1 905-815-6015) to the Clerk's office would be appreciated.

Should the Recommendation be passed at Committee the item would then be placed on the Agenda for ratification by Council at the next regularly scheduled meeting to be held on May 28, 2018.

Bob Felker, BES, MCIP, RPP
Senior Environmental Planner,
Direct: 519-650-7139
Mobile: 226-751-3854
bob.felker@woodplc.com
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wood.

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From: Felker, Bob
Sent: June-26-18 11:01 AM
To: fhds1@hotmail.com
Cc: Jill Stephen (jill.stephen@oakville.ca); Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Smith, Neal; Mcandrew, Louise
Subject: RE: Lakeshore Road West Improvements - Class EA Study MEETING NOTICE

Dear Mr. Heller,

I wish to thank you for your reply to the Notice of Meeting sent May 16, 2108 for the subject project. Please note that all Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

I can advise that the following resolution was passed by the Community Services Committee at its meeting held Tuesday, May 22, 2018:

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class Environmental Assessment Study
- **Report from Engineering and Construction Department, April 30, 2018**

Moved by Councillor Duddeck

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That this item be referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.

CARRIED

Subsequently, this resolution was ratified by Town Council at its meeting held Monday May 28, 2018.

Standing Committee / Committee of the Whole Reports

Standing Committee Reports

Community Services Committee, **MAY 22, 2018**

Moved by Councillor O'Meara

Seconded by Councillor Chisholm

That the recommendations of the Community Services Committee meeting of May 22, 2018, be approved.

CARRIED

Based on the direction provided by the Community Services Committee, Town Staff coordinating the Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study are working with their consultants to refine and clarify issues in greater detail, particularly in terms of property requirements and tree protection measures. The aim in going through this design review process is to minimize to the greatest extent possible adjacent lands/property takings and tree removals along the Lakeshore Road West study area.

Once again thank you for your interest in the Study. A Staff Report is in preparation, and it is tentatively scheduled to be on the Agenda for the Community Services Committee meeting to be held September 10, 2018. Over the summer, as we do our work, we intend to reach out to you and the other people affected by, or interested in the study, to keep you informed and receive feedback. How and when that will occur will be communicated as far in advance as possible.

Once the Staff Report has been prepared and the date of presentation to Town Council is confirmed, you will be provided with a Notice of Meeting.

Yours Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



From: Felix Heller [mailto:fhds1@hotmail.com]

Sent: May-17-18 8:04 AM

To: Felker, Bob <bob.felker@woodplc.com>

Subject: Re: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study MEETING NOTICE

Thank you for the note, I like to attend, I've lived on Bayview over 40 years

Felix

Sent from my iPad

On May 16, 2018, at 3:31 PM, Felker, Bob <bob.felker@woodplc.com> wrote:

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that Staff will be presenting a report to the Town's Community Services Committee on Tuesday May 22, 2018

(7 pm Bronte and Palermo Rooms, Town of Oakville Administrative Offices, 1225 Trafalgar Road)

The following are links to the Meeting Agenda and the Staff Report.

[Meeting Agenda](#)

[Lakeshore Road West Improvements \(Mississauga Street to Dorval Drive\) - Class Environmental Assessment Study](#)

-Report from Engineering and Construction Department, April 30, 2018

Recommendation:

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.

2. That the “Notice of Completion” for this study be published in the local newspaper and the Environmental Study Report be placed on the public record for the required 30-day review period.
3. That if no Part II Order Requests are received, staff be directed to take the necessary steps to program the project recommendations in the town’s capital forecast.

Should you wish to be a [Delegation](#) to speak to the Recommendation you do not need to register, however a courtesy email (townclerk@oakville.ca) or call (1 905-815-6015) to the Clerk’s office would be appreciated.

Should the Recommendation be passed at Committee the item would then be placed on the Agenda for ratification by Council at the next regularly scheduled meeting to be held on May 28, 2018.

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

<image001.png>

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From: Felker, Bob
Sent: June-26-18 10:59 AM
To: Hajjin Lee
Cc: Jill Stephen (jill.stephen@oakville.ca); Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca); Sinke, David; Smith, Neal; McAndrew, Louise
Subject: RE: Lakeshore Road West Class EA Study

Dear Ms. Lee, It was a pleasure speaking with you about the subject study. I can advise that the following resolution was passed by the Community Services Committee at its meeting held Tuesday, May 22, 2018:

Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class Environmental Assessment Study
- Report from Engineering and Construction Department, April 30, 2018

Moved by Councillor Duddeck

1. That the *Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Class Environmental Assessment Study*, as presented in the staff report dated April 30, 2018, from the Engineering and Construction Department, be received.
2. That this item be referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.

CARRIED

Subsequently, this resolution was ratified by Town Council at its meeting held Monday May 28, 2018.

Standing Committee / Committee of the Whole Reports

Standing Committee Reports

Community Services Committee, **MAY 22, 2018**

Moved by Councillor O'Meara Seconded by Councillor Chisholm

That the recommendations of the Community Services Committee meeting of May 22, 2018, be approved.

CARRIED

Based on the direction provided by the Community Services Committee, Town Staff coordinating the Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study are working with their consultants to refine and clarify issues in greater detail, particularly in terms of property requirements and tree protection measures. The aim in going through this design review process is to minimize to the greatest extent possible adjacent lands/property takings and tree removals along the Lakeshore Road West study area.

Your concerns are in respect of Okhee's Corner Store at 509 Lakeshore Road West, at the Suffolk Avenue intersection. As we discussed the current preliminary design, shows a significant property taking for a daylight triangle. This property requirement will be re-assessed as part of the design review process.

Once again thank you for your interest in the Study. A Staff Report is in preparation, and it is tentatively scheduled to be on the Agenda for the Community Services Committee meeting to be held September 10, 2018. Over the summer, as we do our work, we intend to reach out to you and the other people affected by, or interested in the study, to keep you informed and receive feedback. How and when that will occur will be communicated as far in advance as possible.

Once the Staff Report has been prepared and the date of presentation to Town Council is confirmed, you will be provided with a Notice of Meeting. As part of this notice, we will include details about the preliminary design as it relates to the property at 509 Lakeshore Road West.

Yours Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood Plc, featuring the word "wood." in a bold, lowercase, sans-serif font.

From: Haijin Lee [mailto:runhaijin@gmail.com]

Sent: June-18-18 11:52 AM

To: Mcandrew, Louise <louise.mcandrew@woodplc.com>

Cc: Syed Rizvi <syed.rizvi@oakville.ca>; Felker, Bob <bob.felker@woodplc.com>

Subject: Re: Lakeshore Rd W study

Can I speak to someone to get more details?

Sent from my iPhone

On Jun 18, 2018, at 11:38 AM, Mcandrew, Louise <louise.mcandrew@woodplc.com> wrote:

Good Morning Okhee,

Thank you for your interest in the Lakeshore Road West Improvements Municipal Class Environmental Assessment Study. I can confirm you are on our mailing list for this project and I have added your email information as well.

Please note that with the exception of personal information your comments will form part of the public record.

We will continue to keep you informed as the study process proceeds.

Regards,

Louise

Louise McAndrew, B.Sc., CAPM

Junior Environmental Planner

900 Maple Grove Road, Unit 10

Cambridge, ON N3H 4R7

Office: 519-650-7100 x6137

Mobile: 519-502-5375

louise.mcandrew@woodplc.com

www.woodplc.com

<image003.png>

-----Original Message-----

From: Syed Rizvi [<mailto:syed.rizvi@oakville.ca>]
Sent: Monday, June 18, 2018 9:13 AM
To: Felker, Bob <bob.felker@woodplc.com>
Cc: Mcandrew, Louise <louise.mcandrew@woodplc.com>
Subject: FW: Lakeshore Rd W study

Good morning Bob,
Could you please reply and include name in the mailing list below.
Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601 ext.3981 | | www.oakville.ca

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-----Original Message-----

From: runhaijin [<mailto:runhaijin@gmail.com>]
Sent: Saturday, June 16, 2018 8:23 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; bob.felker@amecfw.com
Cc: runhaijin@gmail.com
Subject: Lakeshore Rd W study

Hello,

I would like to be included on the study mailing list.
I am the owner of 509 Lakeshore Rd W which may be affected by this property.

Best,
Okhee Lee

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McAndrew, Louise

From: McAndrew, Louise
Sent: July-19-18 8:44 AM
To: Felker, Bob
Cc: Sinke, David
Subject: RE: Lakeshore Road West Changes

Hi Bob,
Based on the email her address is:
1071 Lakeshore Road W
OAKVILLE, ON L6L 1E7

We have her listed as SOPER JANE ISABEL

Louise

Louise McAndrew, B.Sc., CAPM

Office: 519-650-7100 x6137
Mobile: 519-502-5375



From: Felker, Bob [mailto:bob.felker@woodplc.com]
Sent: Thursday, July 19, 2018 8:36 AM
To: McAndrew, Louise <louise.mcandrew@woodplc.com>
Cc: Sinke, David <david.sinke@woodplc.com>
Subject: FW: Lakeshore Road West Changes

Louise please check the property owner mailing list to see if we can come up with an address for the Soper Kennedy's

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,
O: 519-650-7139
M: 226-751-3854
bob.felker@woodplc.com
www.woodplc.com



From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: July-18-18 12:09 PM
To: 'Felker, Bob' <bob.felker@woodplc.com>
Subject: FW: Lakeshore Road West Changes

Hi Bob,
Could you please help on this one.

Thanks as always
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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From: jane isa [<mailto:janisk29@hotmail.com>]
Sent: Wednesday, July 18, 2018 12:07 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; Chris Clapham <chris.clapham@oakville.ca>
Subject: Lakeshore Road West Changes

Hello,

I did not receive all the mailings but am not getting them.

I will be attending the meeting on July 25.

I was sent a coloured map of my property with lines around it and numbered 39. There are no measurements either in terms of how many feet would be expropriated from my property.

Could you please send me an explanation of what the red, green and blue lines mean. I understand that the red X is tree removal.

You write on the map about a "retaining wall".

Is that something I am to do or the town proposed to do and you have 0.25 m. is that the width or height?

I would appreciate more exact details of what you proposed to do to my property . Is the town planning to reimburse homeowners for the loss of land? What about my property taxes?

Could you please include me in any further communications via email or other ways in regards to this proposed project.

Thank you,

Jane Soper Kennedy

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Mcandrew, Louise

From: Felker, Bob <bob.felker@woodplc.com>
Sent: July-20-18 3:30 PM
To: Francesca Rollo; Jason C
Cc: Sinke, David; Mcandrew, Louise; Smith, Neal; syed.rizvi@oakville.ca
Subject: RE: Urbanization of Lakeshore Road West

Dear Francesca and Jason, thank you very much for taking the time to email us and express your concerns. Syed has asked that I reply on his behalf.

We look forward to meeting you and your Husband this coming Wednesday. We realize, as a Project team that information we provided to Council and online has caused real worry for you and your neighbours. We should have done a better job of communicating, and, as we intend to demonstrate on Wednesday evening, an even better job of listening.

I do wish to give you our assurance that no decisions on road improvements have been finalized. Council has directed the Project Team to do further consultation and technical analysis, with the aim to limit tree removals and property impacts, and to enhance the scenic character of Lakeshore Boulevard West. That said, I want to advise the given how close your property is to McCraney Creek, we will want to speak to you about the need we will be explaining at the meeting, for the Town to advance the planning and design to replace the McCraney Creek structure, due to its deteriorating condition.

Again, we look forward to talking with you this coming Wednesday. In the meantime, should have questions please get in touch.

Sincerely,

Bob

Bob Felker, BES, MCIP, RPP
Senior Environmental Planner,
O: 519-650-7139
M: 226-751-3854
bob.felker@woodplc.com
www.woodplc.com

The logo for Wood Plc, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid black dot.

From: Francesca Rollo [mailto:frollo@rossmcbride.com]
Sent: July-20-18 2:33 PM
To: syed.rizvi@oakville.ca; bob.felker@amecfw.com <bob.felker@woodplc.com>
Cc: Jason C <jason.coviello@gmail.com>; Francesca Rollo <frollo@rossmcbride.com>
Subject: RE: Urbanization of Lakeshore Road West

Dear Syed and Bob,

My husband, Jason Coviello, and I, reside at **573 Lakeshore Road West**, Oakville.

My husband and I will be attending the Wednesday, July 25th, 2018 meeting at Sir John Colborne Recreation Centre.

The proposed project will significantly and adversely impact our home through property expropriation, major mature tree loss (over 15 mature trees) and other losses.

Could you kindly provide, in advance of the meeting, a copy of the engineering report dated April 30, 2018 recommending this project so we can review same and be informed in advance of the July 25th meeting.

If you could send it to this email address electronically over the weekend, it would be very much appreciated.

Please include my husband and I (who is copied on this email) in any conversations and discussions regarding this project as it moves forward.

Thank you.

Regards,

Francesca Rollo and Jason Coviello



Francesca Rollo
Partner
Personal Injury Law Group

10th Floor - Commerce Place
1 King Street West
Hamilton, ON L8P 1A4

Toll-Free: 1-866-526-9800
Telephone: 905-526-9800
Fax: 905-526-0732

frollo@rossmcbride.com
Direct: 905-572-5825

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Mcandrew, Louise

From: Felker, Bob <bob.felker@woodplc.com>
Sent: July-25-18 8:03 AM
To: Mcandrew, Louise
Cc: Sinke, David
Subject: FW: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

Louise please place in the comment file.

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



From: Julian Millard [mailto:millardfamily@bell.net]
Sent: July-24-18 7:28 PM
To: 'Felker, Bob' <bob.felker@woodplc.com>
Cc: 'Syed Rizvi M.Sc., P. Eng' <syed.rizvi@oakville.ca>; 'Sinke, David' <david.sinke@woodplc.com>
Subject: RE: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

Bob,

I think this is a great initiative, particularly to provide pedestrian protection and differentiation and left turn buffer. Just now it is all too common to find vehicles driving on the south sidewalk at coronation park as they go around vehicles waiting to turn or divert or wander directionally while talking on their phones. The accident where the park pedestrian crossing control panels on the north side were taken out by an SUV recently is a good example of the risk to other roadway users just now from the existing vehicular traffic.

I was disappointed that my councillor chose to push to slow down these valuable improvements to our infrastructure at the last meeting.

If you look at the pedestrian traffic along the lakefront trail you will see high volumes west from coronation park through bronte as the trail moves away from lakeshore roadway but much lower numbers going east given the restricted cycle and pedestrian facilities, especially around fourth line. The existing north cycle trail just stops and has been severely impeded by a builder south of Blakelock and the south sidewalk is rather overgrown including by new plantings in some areas. It will be great for pedestrians and cyclists to have more space to pass through this area to the better served path from dorval east.

Pedestrians are happy to walk between and next to existing trees should you want to have more bends in the upgraded trail.

Regards
Julian Millard

From: Felker, Bob <bob.felker@woodplc.com>
Sent: July 17, 2018 11:03 AM
To: 'Felker, Bob' <bob.felker@woodplc.com>
Cc: Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca) <syed.rizvi@oakville.ca>; Sinke, David <david.sinke@woodplc.com>

Subject: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that a Public Meeting will be held on Wednesday July 25, 2018 at the Sir John Colborne Recreation Centre for Seniors, commencing at 6:30 pm. The purpose for the meeting and further details on the content and format can be found in the attached meeting notice.

We hope that you are able to attend. Should you have questions, or are unable to attend and wish to provide comment please contact me.

Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

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Mcandrew, Louise

From: Felker, Bob
Sent: July-25-18 9:29 AM
To: Julian Millard
Cc: 'Syed Rizvi M.Sc., P. Eng'; 'Sinke, David'; Mcandrew, Louise
Subject: RE: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

Dear Mr. Millard, On behalf of the Project Team I want to thank you for taking the time to provide us such thoughtful and thorough comments. We are aware in a general sense of the connectivity and safe-use issues for pedestrians and cyclists, as well as the traffic concerns you mention. Your comments provide detailed insight based on first-hand experience. We will take your comments into account as we continue the planning and design process.

Thank you again, and we hope that you are able to attend this evening's public meeting.

Sincerely,

Bob

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

O: 519-650-7139

M: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com



From: Julian Millard [mailto:millardfamily@bell.net]
Sent: July-24-18 8:44 PM
To: 'Felker, Bob' <bob.felker@woodplc.com>
Cc: 'Syed Rizvi M.Sc., P. Eng' <syed.rizvi@oakville.ca>; 'Sinke, David' <david.sinke@woodplc.com>
Subject: RE: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

Just in case you are wondering why the sidewalk along the south side of lakeshore would be used rather than walk through the park, well the path through coronation park floods. The flooding is much worse since the drainage was added to the volleyball courts as it was directed to the low spot.

regards

From: Julian Millard <millardfamily@bell.net>
Sent: July 24, 2018 7:28 PM
To: 'Felker, Bob' <bob.felker@woodplc.com>
Cc: 'Syed Rizvi M.Sc., P. Eng' (syed.rizvi@oakville.ca)' <syed.rizvi@oakville.ca>; 'Sinke, David' <david.sinke@woodplc.com>
Subject: RE: Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

Bob,

I think this is a great initiative, particularly to provide pedestrian protection and differentiation and left turn buffer. Just now it is all too common to find vehicles driving on the south sidewalk at coronation park as they go around vehicles waiting to turn or divert or wander directionally while talking on their phones. The accident where the park pedestrian crossing control panels on the north side were taken out by an SUV recently is a good example of the risk to other roadway users just now from the existing vehicular traffic.

I was disappointed that my councillor chose to push to slow down these valuable improvements to our infrastructure at the last meeting.

If you look at the pedestrian traffic along the lakefront trail you will see high volumes west from coronation park through bronte as the trail moves away from lakeshore roadway but much lower numbers going east given the restricted cycle and pedestrian facilities, especially around fourth line. The existing north cycle trail just stops and has been severely impeded by a builder south of Blakelock and the south sidewalk is rather overgrown including by new plantings in some areas. It will be great for pedestrians and cyclists to have more space to pass through this area to the better served path from dorval east.

Pedestrians are happy to walk between and next to existing trees should you want to have more bends in the upgraded trail.

Regards

Julian Millard

From: Felker, Bob <bob.felker@woodplc.com>

Sent: July 17, 2018 11:03 AM

To: 'Felker, Bob' <bob.felker@woodplc.com>

Cc: Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca) <syed.rizvi@oakville.ca>; Sinke, David <david.sinke@woodplc.com>

Subject: Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) - Class EA Study NOITCE OF PUBLIC MEETING July 25,2018

You are receiving this email because you have indicated that you wish to be kept informed of the subject study.

Please be advised that a Public Meeting will be held on Wednesday July 25, 2018 at the Sir John Colborne Recreation Centre for Seniors, commencing at 6:30 pm. The purpose for the meeting and further details on the content and format can be found in the attached meeting notice.

We hope that you are able to attend. Should you have questions, or are unable to attend and wish to provide comment please contact me.

Sincerely,

Bob Felker, BES, MCIP, RPP

Senior Environmental Planner,

Direct: 519-650-7139

Mobile: 226-751-3854

bob.felker@woodplc.com

www.woodplc.com

The logo for Wood Group PLC, featuring the word "wood" in a bold, lowercase, sans-serif font.

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SUMMARY OF PUBLIC MEETING

Subject: Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive) Municipal
Class Environmental Assessment
Town of Oakville

Date/Time: Wednesday, July 25; 6:30pm- 8:00pm **Presentation:** 6:40pm

Location: Sir John Colborne Recreation Centre for Seniors
1565 Old Lakeshore Road West, Oakville

File no.: TPB166147

City Staff and Consulting Team Present	Syed Rizvi,	Town of Oakville
	Jill Stephen,	Town of Oakville
	Jane Clohecy,	Town of Oakville
	Diane Childs,	Town of Oakville
	Susan Schappert,	Town of Oakville
	Suzanna Willie,	Town of Oakville
	Kirk Biggar,	Town of Oakville
	Carly Dodds,	Town of Oakville
	Jana Kelemen,	Town of Oakville
	Christina Tizzard,	Town of Oakville
	Cristofor Vava,	Town of Oakville
	Smit Patel,	Town of Oakville
	Chris Clapham,	Town of Oakville
	Jill MacInnes,	Town of Oakville
	David Sinke,	Wood
	Bob Felker,	Wood
Neal Smith,	Wood	
Ravi Bhim,	Wood	
Louise McAndrew,	Wood	
Council Representatives Present	Mayor Rob Burton	
	Councillor Sean O'Meara,	Ward 1
	Councillor Cathy Duddeck,	Ward 2
	Councillor Ray Chisholm,	Ward 2

Summary of Public Meeting

1. The Public Meeting for the above project was held on Wednesday, July 25, 2018 from 6:30 p.m. to 8:00 p.m. at the Sir John Colborne Recreation Centre for Seniors, 1565 Old Lakeshore Road West, in the Town of Oakville. Notification of the meeting was sent to stakeholders, local residents and agencies by mail and email. Information regarding the Public Meeting was also provided on the Town of Oakville project website (<https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>). The Town has hosted two previous Public Information Centres (PICs) on April 20, 2017, and November 29, 2017, respectively, at which; project need and justification, background

investigations, a range of alternative solutions and an evaluation of alternative solutions were presented. Significant feedback has been received from the public regarding the evaluation of alternative solutions.

2. The Public Meeting was set up in audience workshop style, with people seated at tables facing the Presenter. Jill Stephen from the Town of Oakville was the Presenter. Diane Childs, from the Town of Oakville acted as meeting Facilitator.

The agenda for the Public Meeting included the following elements:

-) 6:30 pm – Doors open and sign in
-) 6:40 pm – Opening words and presentation from Jill Stephen*
-) 7:00 pm – Question and Answer period facilitated by Diane Childs
-) 7:55 pm – Concluding remarks from Mayor Burton
-) 8:00 pm – Conclusion of the Meeting, Town Staff and Consultants available for One-on-one discussions

Approximately 90 people (+/-) attended the meeting.

* The presentation was scheduled to start at 6:45 pm according to the notice, however in recognition that people had arrived early introductory remarks were initiated at 6:40 pm

3. A Display board was provided displaying the study corridor along Lakeshore Road West (Mississaga Street to Dorval Drive).

A copy of this display board has been attached to this summary.

4. The formal presentation was given by Jill Stephen, and included the following topics:

-) Technical Presentation
 - o Introduce the Project Team
 - o Purpose of the Meeting
 - o Council Direction
 - o McCraney Creek
 - o Questions Raised
-) Question and Answer Period*

A copy of the presentation has been attached to this summary.

* A summary of the Question and Answer Period follows in section 5

5. Diane Childs acted as Facilitator and Jill Stephen answered or directed questions as necessary. Jill noted that, as the town is taking a pause and a re-set of the Class EA study process for the corridor no answers could be provided to questions about specific properties or design elements.

The following is a summary of the Question and Answer portion of the meeting. Both questions and comments were posed by the audience:

Q1: Noted that 9 questions were identified within the presentation but only a couple had been dealt with. Concerned that so many questions are still raised by project, which shows that people are seriously troubled and providing enormous pushback.

Questioned what other options are being considered – i.e. Rebecca or Wyecroft – and why there is a need to move forward with this project when it will be extremely disruptive to trees, and generally for the road. Wondered if the costs and benefits have been fully examined and other options considered and noted that there is generally very low traffic along the road, except at rush hour.

Expressed concern that this project will cause irreparable damage and that planning had proceeded this far.

Questioned the cost of expropriation and expressed that it felt like they were being asked to damage the town and then pay for it.

Expressed a concern with removing trees as it will cause irreparable damage to the natural heritage of the area.

Q2: Noted that a cyclist was killed on Lakeshore about two years ago. Expressed the importance of safety for bike lanes with a preference for cyclist protection. Wanted to make sure that options are considered and especially want protected cycling infrastructure, and protection of trees.

Mentioned that Lakeshore is one of the most heavily traveled route for cyclists with the scenic character of the route part of it's attraction that needs to be protected.

Commented that if prioritization is needed, they want protected cycling lanes and green space.

A2: Jill Stephen responded with a request to fill in comment sheets, and especially to note priorities for the corridor.

Q3: Noted that they didn't see recognition of the nearby school and that students use Lakeshore to walk to school. Currently there is no option for students except crossing at East Street, but construction at East makes this dangerous, and they could cross at Third Line but this is a challenge because there is no continuous multi use path there.

Also noted that there are a lot of cyclists on Lakeshore, and that while adults are ok on road children need off road options.

Q4: Stated that their number 1 issue is safety for pedestrians but also for traffic. Would like suitable sidewalks on both sides of the street all along the corridor.

Noted that they have seen school aged students trying to cross the street.

Also noted that the road can be dangerous has a poor surface and with bad lighting it is hard to see at night and that sidewalks are important for both safety and to promote active lifestyles.

A4: Jill Stephen noted that since we are taking a step back there is no design as yet, but she is hearing the importance to have continuous sidewalks on both sides of the roadway.

Q5: Asked about actual observations about cycling considerations and signage on lakeshore the way it is now, which has been part of the (Class EA Study) report.

A5: Jill Stephen, directed the question to Chris Clapham, Sustainable Transportation Program Coordinator for the Town of Oakville.

He stated that there are a variety of considerations for designing bike lanes, with priorities identified through the earlier Active Transportation Master Plan (ATMP) (2009 and updated in 2017). The new ATMP shows Lakeshore Road West as the highest used cycling corridor across the town. A variety of observations have been made and they differ across the corridor. Cyclist usage can range in thousands based on seasons and time of day.

The town understands that we do need cycling facilities across the corridor. Full cyclist count numbers for across the corridor are available online and there are also turning movement counts from specific day studies.

The ATMP process was used to determine what general cycling facilities were needed through the corridor, with this Class EA study serving to refine the ATMP recommendations to look at multiple options including separated facilities vs shared.

Q6: Asked how many of the cyclists are actually Oakville residents.

A6: Jill Stephen responded that there is no way of knowing but all consultation relating to cycling decisions has taken place in Oakville and within Halton Region.

Q7: Expressed a complaint about how consultation was undertaken. Noted that they wouldn't have heard about this study and its impacts without contact from the Ward Councillors.

Noted that the preliminary design showed removal of 15 trees from their property and that there has to be other options and there needs to be balance.

Were happy to hear what others have to say because the project had seemed to be a fait accompli.

Noted that they moved to lakeshore because it is iconic, known for beauty, natural heritage, and topography. Also stated that killing 300 trees is irresponsible and it doesn't seem like other options were considered. To follow this Lakeshore road plan is the destruction of Lakeshore road.

A7: Jill Stephen noted that the comment about notification received from councillors is helpful. She provided background that there is a Project mailing list of more than 1300 people who were sent notices of study commencement, the two PICs, and the Public Meeting.

She noted that from people's reactions they hadn't seen the letters, and that it would be helpful to hear other ways to expend energy to get people out to meetings and keep them informed. This could include social media, and online, where there had been notices of the Public Meeting.

She noted that it would be helpful to hear suggestions on the comment sheets and that it was the Town's intention to make people aware of projects and receive feedback.

Diane Childs, Manager of Policy Planning and Heritage for the Town added that hearing from the public was one of the purposes of the meeting, rather than rushing forward. She suggested that it was important staff not go to council and hear new comments because it was better to hear them early and work them out with the public.

Q8: Question specifically to Diane Childs. What heritage conservation is being undertaken to preserve the heritage attributes of and along Lakeshore Road?

A8: Diane Childs noted that where and how future growth will be accommodated is outlined in the Livable Oakville plan which is currently undergoing a process of review to 2041. This looks town wide and identifies nodes and corridors of growth. Under the plan Lakeshore Road West is identified as a Scenic Corridor and the review will help determine what that means, i.e. Maintaining large lot sizes and avoiding rear frontage development.

She noted that when this study was initiated the consulting team went to heritage Oakville for initial feedback for what to look at during the process.

She also noted that the official plan has always recognized heritage aspects of Lakeshore Road West and future land use studies will be used to make sure areas will be conserved.

Q9: Asked how a homeowner can see these studies to understand studies that are being done.

A9: Jill Stephen noted the Town's website is the best source for information. Effort is made to keep the website up to date and contact names are provided for all projects. The Town also likes to engage and host meetings of all sizes to work for a viable solution for any study.

There is also an online link to this study in the Ward 2 newsletter or go to the Town website and search Lakeshore road study. More questions and answers will be posted as information becomes available.

Q10: Noted that they appreciate the town is struggling with increased population and density leading to increased traffic and the Wycroft and Rebecca bridges being built.

Expressed the importance that the character of the road be maintained. Presumed that adding a middle lane is being undertaken for safety, but see it as increasing volume, traffic, and speed. A huge mistake.

Noted that bike lane makes sense especially since the roadway is so scenic, and that there is a need for sidewalks.

Also noted they've been told sidewalks need to be 2m and bike lanes need to be 1.5m wide.

Suggested the fact that the former preferred design was even presented as an idea is wrong and there would be no going back from it. The questions should be how to keep roads safe and how to maintain the character of the road.

Noted the cyclist fatality and that it is important to protect cyclists.

A10: Jill Stephen noted that standard widths are used for sidewalks and bicycle lanes but there is flexibility where needed for tree protection, or to accommodate utilities, i.e. narrow the width or shift the alignment closer to or away from the curb.

Where there is space in some areas there could be both bike lanes and MUT, but in some cases this could be reduced to only one or the other to work within available space.

Q11: Asked if only sidewalks and bicycle paths are added how many trees would be saved and how much land would not be expropriated.

A11: Jill Stephen responded that the study is not yet at that level of detail.

Q12: Noted that they don't see a lot of traffic on Lakeshore except for when the QEW has issues. In their experience the middle lane is an issue in Burlington, where they have seen people use it as a passing lane which can be very unsafe.

Noted they rarely have to wait to turn into their driveway.

Also noted that they found the map they received extremely difficult to read and would like it to be better identified and easier to understand in the future.

Wanted to know if there is any way to designate Lakeshore Road as a heritage site like they want to do with Glen Abby Golf course and noted that this roadway has a lot of meaning for people.

Q13. Asked what is considered a separated or designated bike lane and noted that cyclists go in packs and up to 4 abreast. In Toronto there is a barrier between road and cyclists which makes them less nerve-racking to drive beside.

A13: Jill Stephen gave examples of a range of options, from shared route signs to full separation. She noted that cycle tracks can be beside the road but separated or raised, and that multi-use trails are off road and often used by families or younger children with

lower comfort level. Staff and consultants will look at a range of options of how they will fit into design, recognizing that this is the busiest cycling corridor in Oakville.

Q14: Noted that kids ride bikes on sidewalks which is perfectly fine.

Q15: Noted that the amount of consultation that goes on in Oakville is wonderful. Would like to ban motorcyclists on Friday the 13th due to noise and sports car at 12pm at night.

Also noted that they overlook Bronte Athletic Park and while over the last 20 years there have been lots of improvements, they are concerned about people exiting after games. 60-70 vehicles exiting after a game with no protection, and they haven't heard anything in the study about this.

Noted that cyclists safety is absolutely a concern and it is wonderful for them to come down to Lakeshore to ride but have concerns about them riding two abreast.

Noted that they don't want to lose trees and they are beautiful from above.

Stated that they don't think 3 lanes are necessary everywhere.

Q16: Stated that on Lakeshore Road West between Third Line and Fourth Line a centre lane is a bad idea. Noted they don't have to wait more than 30 seconds before turning into their driveway.

Q17: Noted that the stated reason for the study was to meet the community needs to 2031 and wanted to know if this is the community needs or the Town of Oakville agenda. Asked what the Town thinks is needed. Noted that the town is not likely to change zoning in the area so there won't be more people being added, and that adding in curbs and sewers will take away the look and feel of the road.

A17: Jill Stephen clarified that in this case the terms community and needs are taken very broadly. The town is looking at mobility needs including how people use the corridor including on foot, by bike, or by car, and what do we need to provide to allow them to do that safely. The Town is reviewing all components to how the road is used and safety. The town has heard that there were community needs that weren't expressed as fully or forcefully as now. For tonight's meeting we are here without an agenda to listen. There are also recognized safety needs, intersections where there is collision history, and locations for pedestrian crossings to be considered.

Regarding stormwater management there are some issues to be dealt with but we are going back to the beginning in some areas. A hybrid solution could be considered, and there are some roads in Oakville with curbs only on one side. The goal is to meet concerns while addressing stormwater issues.

Q18: Noted they live on Triller Court and enjoy the drive along lakeshore every morning. They have seen the 4 lane section through Bronte become a racetrack as people accelerate and try pass others through the section.

They also noted that that boating traffic backs up West River Street and it can be dangerous to try and turn onto the street. This is an area where a centre turn lane makes sense.

A18: Jill Stephen mentioned that initially the 4-lane section in Bronte was proposed to go to 3 lanes. Timing for implementation of improvements on the westerly section of lakeshore Road West were to tie into the Wyecroft bridge timeline. Since May, the Wyecroft bridge is being accelerated and this new information will be taken into account.

Q19: Asked why the town would consider a continuous turn lane instead of an intermittent one where required. It seems like the greatest disruption is the turn lane.

A19: One of the options going forward is to look at ways to limit the length and impact of the turn lane. The original proposal was to provide islands or planter medians at intervals to eliminate the ability to use it as a through lane or passing lane.

Q20: Noted they objected to this proposal and recommended to the attendees to go to the Town website and look at it. Suggested the Town review the problem it is trying to solve.

Noted that the big problem is that the corridor is not safe for cycling.

Also noted that from the traffic report there is only very minimal to negative growth projected for traffic, so this is not the time to be changing the roadway and adding more impervious areas. In the traffic report almost every intersection was listed as very good or better, except for the Bronte Road intersection which is a Service Level C, but that means acceptable.

Wanted to know why all this is being done for a non-existent problem.

Q21: Noted that their concern was protecting Lakeshore Road West as an iconic road, which was part of the reason they bought a house there.

Also asked about potential damage to foundations of homes, noting that during recent nearby construction 6 of their windows had cracked, and if this has this been taken into account in the study.

A21: Jill Stephen responded that currently the study isn't at a level to consider impacts to individual properties, but it is important to understand first hand issues which will be taken into account as it progresses.

Q22: Noted that they live next to the McCraney Creek bridge and that construction there would impact directly on properties next to their house.

Concerned that if replacement of the McCraney Creek bridge proceeds separately it would eliminate their opportunity to provide input.

Also noted that their house floods now and that they believe changes to McCraney Creek will make that worse.

Suggested there is a need for better communication for these projects.

A22: Jill Stephen did note again that, given the deteriorating structural condition of the McCraney Creek bridge, the town wishes to address replacement of the bridge sooner through a separate EA study. Based on the findings of the technical studies, the bridge does need to be re-sized and the creek realigned to meet Conservation Halton criteria. However, what goes on top of the bridge, in terms of traffic lanes, bike lanes, and sidewalk and multi-use trail is still subject to review and consultation as part of the Lakeshore Road corridor study re-set.

For communication from the public about the Lakeshore Road West Class EA study, the primary point of contact is Syed Rizvi, the Project Manager for the town. A list of contacts is also provided in the presentation. Syed will distribute information and ensure it gets to the proper people to be answered.

For both McCraney Creek and Lakeshore Road West there may be a need for individual property meetings and smaller meetings, as well as larger public meetings.

At the August council meeting all that is being requested is to be able to proceed to fulfill the EA requirements for the bridge separately from the roadway. Further consultation with the public is a requirement of the Class EA process to be followed for McCraney Creek.

The question and answer session ended with a statement from Mayor Burton:

Mayor Burton thanked everyone for attending the meeting. He noted that the reason Towns have Councils is like why swimming pools have lifeguards, Council could tell there were still issues to be resolved with this project. He stated that he and Councillor Duddeck will be sponsoring direction at council that going forward the roadway design will follow context sensitive design principles.

He recognized the importance of safety and providing sidewalks as well as better cycling facilities across town. He noted that both he and Councillor Duddeck support separated bike lanes and they are worth the extra money.

He provided assurance that council is just neighbours, and they sent project back because it needed to be. He thanked everyone for their engagement.

He noted that he lives in area where there is a centre lane and sees the issues with it first-hand. He also noted that in Downtown Oakville the centre lane is being taken out to provide more space.

He stated Council is dedicated to making Oakville more liveable.

Jill Stephen wrapped up the meeting and thanked everyone for attending.
 She noted that staff were available for one on one questions and comments.

The meeting ended at 8:00 pm.

6. A comment form was provided at the meeting and was posted to the Town’s website. A copy has been attached to this summary. The comment form posed 2 questions:
 Question 1 – Are there any specific areas or issues that you feel require further review?
 Question 2 – Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today’s public meeting or the overall study.
 The following is a summary of the comments received.

ID		Response	
C1	Q1) It all needs further review	
	Q2) Why are you even doing this very unnecessary disruption and waste) Also if you ask for names and addresses of attendees use it for an updated mailing list	
C2	Q1) Demolition of trees (decrease air quality, beauty, wildlife, increase air pollution)) Middle lane o unnecessary o Creates a “passing lane” for impatient drivers driving behind slower cars therefore creating an accident potential) Create either multiuse lane for bikers/walkers) Do not make a concrete barrier for bikers – it creates another “road obstacle” especially for children (separated bike lanes actually unsafe and unnecessary)) In many areas there is already a sidewalk and space with trees before road) Can you create lakeshore as “designated heritage site” to preserve for the future generations	
		Q2) Please provide on paper by mail a coloured map as well as explanation of coloured lines and measurements. The map provided to me showed no actual measurements or explanation) I do not support the current plan) Notification of further council and committees meetings, etc.
		Q1) Fair and equal compensation) Citizen impact on your desired plans
C4	Q1) Good that speed increase is not being considered! Thanks. 50k/hr should be the maximum) Speers and Rebecca are already parallel corridors that are not scenic with mature trees, “country-drive” look and unique character/) South Oakville is not a growth area so unsure about why this is a priority	

		<ul style="list-style-type: none">) Work is badly needed on Lakeshore through downtown Oakville. I would strongly suggest spending time and money on that much more priority area) Bike lanes and sidewalks are important. Left-hand turn lanes are much less important. Bike lanes and sidewalks do not require significantly more width.) It's okay to say studies are on the Town website but the website is extremely difficult to navigate and items are often almost impossible to find.
C6	Q1	<ul style="list-style-type: none">) Specific area and space for cyclists! Particularly on the weekends, would-be Tour de France cyclists, risk life riding two- abreast. We need to provide for this practice.) Exit from Bronte Sports Field onto Lakeshore very dangers now. Must be improved) Widening Road vey important. <ul style="list-style-type: none"> o 3 lanes for cars o Side-walks o Bike lanes for 2 abreast) Do not increase speed limit. Noise pollution from motorcyclists is very great already.
C7	Q1	<ul style="list-style-type: none">) Very limited centre turn lanes. Only in high traffic areas like entrances to coronation Park) Bike pat or bike trails not bike lanes) No cutting down of any trees) Do not destroy scenic streetscape) Except for fixing the bridges most of this is not needed) Keep 4 lanes from Bronte to Mississaga Street) All trees must be saved) Stress environment over bike lanes. Keep the bike paths not lanes) Lower speed limit to 45km from 50km) Green space is (illegible)) Save the green space of the Coronation Park area) Suitable sidewalks both sides of area with parallel bike trails) Better night lighting) Better drainage near Coronation Park) Save Iconic Lakeshore Rd.
C8	Q1	<ul style="list-style-type: none">) Turn lanes, agree that they are not necessary) Very concerned re the trees and expropriation
	Q2	<ul style="list-style-type: none">) We learned about this project and this meeting from an email from a West River association resident who received info from Cathy Duddeck) We now will follow progress on the Town website, Ward newsletters and the Beaver

C9	Q1	<ul style="list-style-type: none">) Power lines?) Removal of trees is a big negative and will ruin the scenic nature of the road) Combine bike and pedestrian?) We must retain the trees and character, no middle lane) Yes we need bike lanes and sidewalks) We can reduce width of sidewalks and bike lanes where needed
	Q2	<ul style="list-style-type: none">) What will happen to the hydro poles? Underground or moved back) Suggest we keep trees and poles where they are now – Basically
C10	Q1	<ul style="list-style-type: none">) Find a way to not kill trees, keep children cycling and walking safe) Forget the middle lane
	Q2	<ul style="list-style-type: none">) I appreciate the Town is slowing down the study plan. If there are any small enhancements to ensure safe crossing for kids between East and Third, please consider faster implementation
C11	Q1	<ul style="list-style-type: none">) The loss of 300 trees on Lakeshore will not only take the beauty away but be damaging to the health of residents. Trees give us oxygen for fresh air. They also buffer traffic and other noise. This noise pollution effects our health.) The lose of property frontage is dangerous to our little children. They play in our driveways.) The addition of a turning lane is not needed. The turns on Lakeshore Rd W. do not take long at all. Many drivers use this lane as a passing lane increasing dangerousness.
	Q2	<ul style="list-style-type: none">) The microphone at the meeting had a cord that was not long enough to reach to the back
C12	Q1	<ul style="list-style-type: none">) No middle lane) Keep all trees) Make Lakeshore Rd a heritage site) Put signs up saying share the road not new lanes) Have courtesy class for manners so people have respect for each other and people coming to Oakville) It is a town = scenic and quaint, not a city
C13	Q1	<ul style="list-style-type: none">) There are sections where traffic moves at more than 60km but it makes sense to keep it at 50km because there are areas where 40km is necessary (i.e. Coronation Park, Appleby College)
C14	Q1	<ul style="list-style-type: none">) The need for traffic control from Bronte Rd. to Mississaga. People trying to turn onto West River with boats and trailers. People trying to turn onto Bronte Rd.) I understand the need to keep traffic flowing but there is an answer to better control the traffic and make it safer
	Q2	<ul style="list-style-type: none">) What is the traffic control plan i.e. stop light at Lakeshore Road, West River and Triller Place?
C15	Q1	<ul style="list-style-type: none">) Two lanes only over Bronte Creek area) Keep and enforce 50km limit) Sidewalks, bike lanes on both sides

C16	Q1	<ul style="list-style-type: none">) The estimate of dollars, length of project. Any deferrals, construction delays taken into \$ consideration?) Why is this project necessary? Lakeshore, to me, is a heritage route. Why is it actually necessary to revamp it?! Who suggested this idea?) Consequences of expropriating property land.) For whose purpose is all this> For vehicles, for pedestrians, for cyclists?) Environment issues; more cars along road – just to be able to make turns?) So far, Burlington has not followed in these footsteps! Why Oakville!?
	Q2	<ul style="list-style-type: none">) General Meeting: <ul style="list-style-type: none"> o Some improvement Re: organization o Sound system – acoustics? o Commenters should have been at front, with microphone, so that everyone could hear. Not at back – difficult o Stand-up microphone strategically placed – which is what I've experienced at other meetings.) How far has this project progressed?
C17	Q1	<ul style="list-style-type: none">) Alternatives need to be understood) Question the need for change – why a problem?) Cost benefit of change vs no change) Tree preservation important to the value of Lakeshore) Safe cycle lanes – consideration for physical buffering) How cross Lakeshore by students to Eastview PS <ul style="list-style-type: none"> o At end and during construction) Should consider off road cycle lanes East St to (illegible possibly Burloak)) Want pedestrian and traffic safety <ul style="list-style-type: none"> o Sidewalk on both sides o Dedicated crossings) Attractiveness is a priority) Improved communication) Heritage protection important) Scenic value) Rationale for the centre lane <ul style="list-style-type: none"> o increased traffic and speed o Burlington uses the centre lane as a passing lane) Cultural heritage landscape potential) Access and exits from Bronte Sports park <ul style="list-style-type: none"> o Controlled access issues) Non continuous lane
	Q2	<ul style="list-style-type: none">) Post Q and A to website) Engagement) Better drawings – maps not understandable

Minutes prepared by:

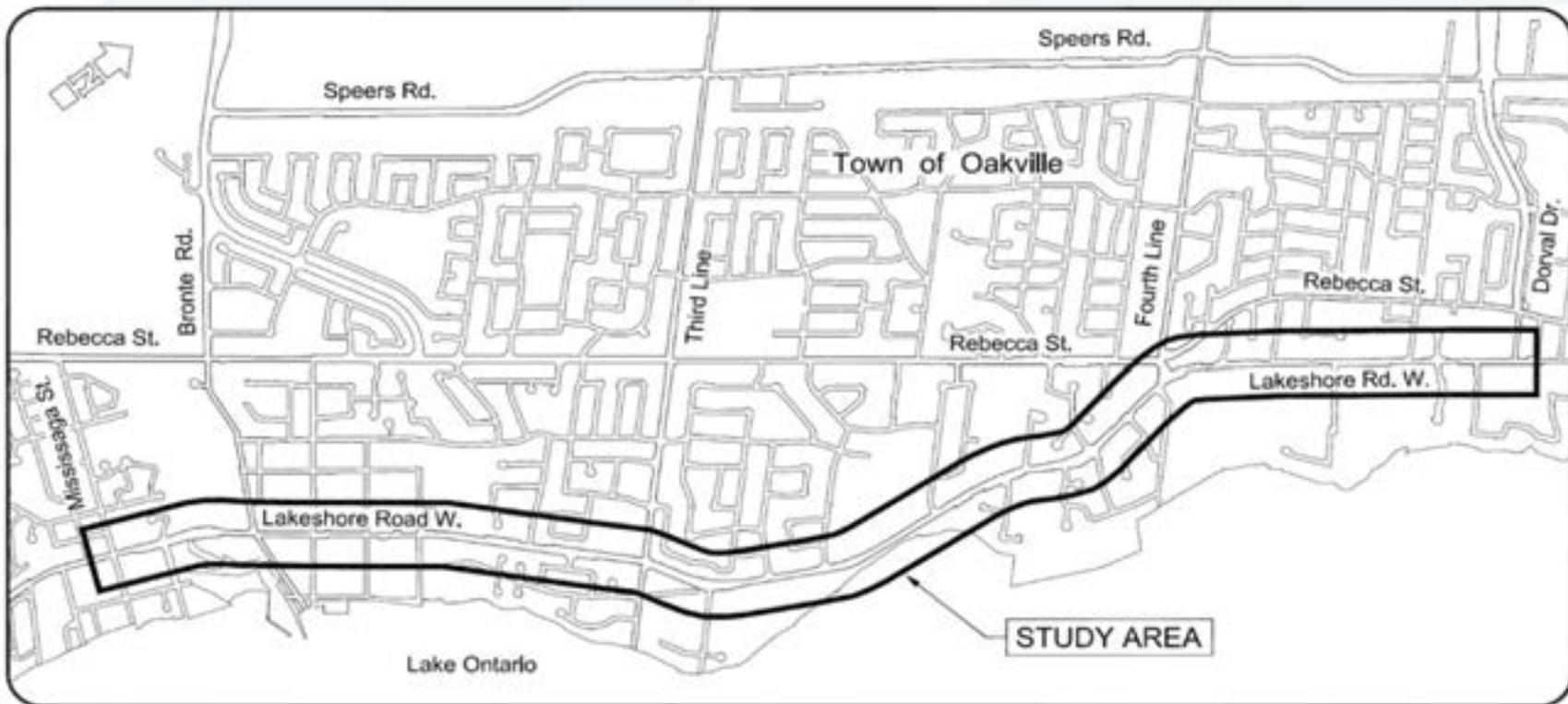
Wood Environment & Infrastructure,
a Division of Wood Limited

Per: Louise McAndrew, B.Sc.
Junior Environmental Planner

cc: Attending Town staff

B:\2016\Projects\TPB166147 - Oakville Lakeshore EA\05_DEL\02_PIC\Public Meeting\180725_PM_Summary rev2.docx

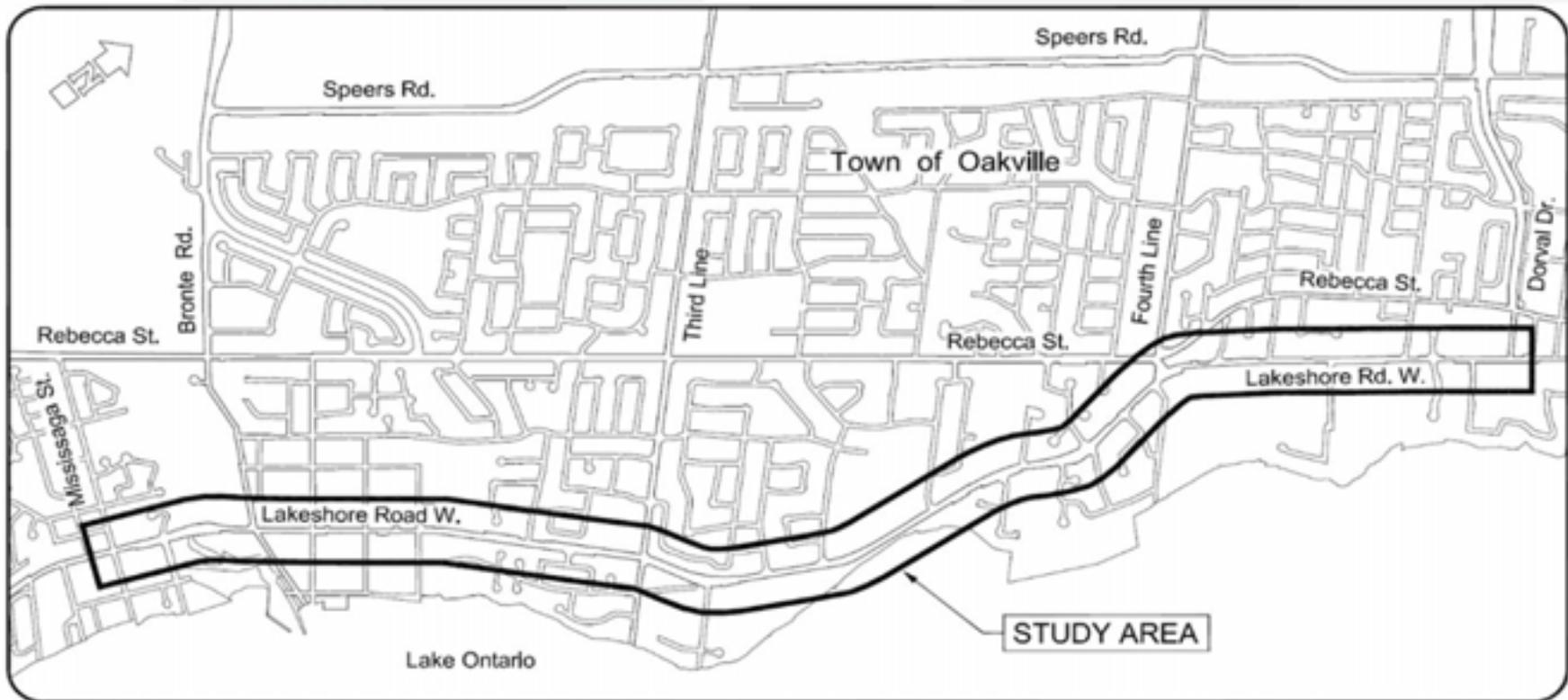
Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Municipal Class Environmental Assessment Study **Public Meeting**



Sir John Colborne Recreation Centre for Seniors
July 25, 2018 6:30 pm to 8:30 pm
Presentation – 6:45 pm



Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Municipal Class Environmental Assessment Study **Public Meeting**



Sir John Colborne Recreation Centre for Seniors
July 25, 2018 6:30 pm to 8:30 pm



Presentation Outline

1. Introduce the Project Team
2. Purpose of the Meeting
3. Council Direction
4. McCraney Creek
5. Questions Raised
6. Comments and Discussion
7. Next Steps and Wrap-up



Purpose of the Meeting

- Council direction
- Why we are doing this study
- Why we are here this evening
- What we hope to accomplish
 - Study objectives and process
 - Listen and learn



Council Direction

- On May 22, 2018, Community Services Committee heard from two delegations regarding this project
 - A delegation from the Coronation Park Residents Association about a variety of concerns including protecting the character of Lakeshore Road based on its identification as a scenic corridor; and,
 - A delegation regarding McCraney Creek
- Council directed that the project be, “referred back to staff to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane.”



McCraney Creek Bridge Replacement

Existing Conditions

- Requires replacement due to poor condition and flood potential

Existing Road Condition



2017 Emergency Repair



Culvert Condition



Questions Raised

- What improvements are being considered?
- Why consider a centre turn lane?
- What is a scenic corridor?
- How will the character of Lakeshore Road be maintained?
- Will the speed limit change?
- How many trees will be removed?
- What work is being done on the bridges across the creeks?
- What is being done to accommodate pedestrians, cyclists and transit?
- How do you want to be engaged?



Schedule for Next Steps

- Staff Report to Planning and Development Committee regarding McCraney Creek Bridge – August 2018
- Further Public Consultation is planned on the continuing study of Lakeshore Road West prior to reporting to council regarding any proposed roadway changes



How to Provide Comments

- Please Complete a Comment Sheet and return it:
 - In the box provided
 - By mail (address on sheet)
 - By Fax
 - By email to - Syed.Rizvi@Oakville.ca,
 - Cc councillor's
 - Ward 1
 - ralph.robinson@Oakville.ca,
 - sean.o'meara@Oakville.ca,
 - Ward 2
 - cathy.duddeck@Oakville.ca,
 - ray.chisholm@Oakville.ca,

Thank you for your participation



Thank You





OAKVILLE

wood.

COMMENT FORM

**Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting**

July 25, 2018
6:30 – 8:30 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study.

1. Are there any specific areas or issues that you feel require further review?

There are sections where traffic moves at more than 60km but it makes sense to keep it at 50km because there are areas where 40km is necessary (i.e. Cross Recreation Park, Appleby College).



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COMMENT FORM

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1. Are there any specific areas or issues that you feel require further review?

THE NEED FOR TRAFFIC CONTROL FROM
BRONTE ROAD TO MISSISSAGA. PEOPLE TRYING
TO TURN ONTO WEST RIVER WITH BOATS AND
TRAILERS. PEOPLE TRYING TO TURN ONTO
BRONTE ROAD

I UNDERSTAND THE NEED TO KEEP TRAFFIC
FLOWING BUT THERE IS AN ANSWER TO BETTER
CONTROL THE TRAFFIC AND MAKE IT SAFER.

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

WHAT IS THE TRAFFIC CONTROL PLAN I.E. STOP
LIGHT AT LAKESHORE ROAD, WEST RIVER AND
TRIMMER PLACE?

Please drop your completed Comment Form in the box provided or mail or email your comments to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel.: 905-845-6601, ext. 3981
email: syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Wood
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@woodplc.com

Further study information, as well as today's presentation can be viewed on the town's website at oakville.ca and search Lakeshore Road West Improvements

Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: CRAIG WOOD (WOOD)
Address: 147 TRIMMER PLACE
City: OAKVILLE
Postal Code: L6L 6J2
Phone: 905-483-2536
Email: CCWOOD@GMAIL.COM

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Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
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1. Are there any specific areas or issues that you feel require further review?

1. Demolition of trees. ↓ air quality
↓ beauty
↓ wildlife
↑ air pollution

2. Middle lane. unnecessary
Creates a "passing lane" for impatient drivers driving behind slower cars. therefore creating an accident potential.

3. Create either multi use lane for bikers/walkers

4. do not make a concrete barrier for bikers - it creates another "road obstacle"

(especially for children
"Separated bike lanes" actually unsafe + unnecessary)

5. In many areas there is already a sidewalk and space with trees before road.

6. Can you create Lakeshore as "designated heritage site" to preserve for the future generations.

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

LARGER
MAP
Please provide on paper by MAIL a coloured map as well as explanation of coloured lines and measurements.

The lot map provided to me showed NO accurate measurements or explanation

I do NOT support the current plan

+ notification of future council + committees meetings, etc.

Please drop your completed Comment Form in the box provided or mail or email your comments to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel.: 905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Wood
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@woodplc.com

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name:

Jane Soper Kennedy

Address:

1071 Lakeshore Rd. West

City:

Oakville

Postal Code:

L6L 1E7

Phone:

905 8440017

Email:

janisk29@hotmail.com

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COMMENT FORM

**Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting**

July 25, 2018
6:30 – 8:30 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study.

1. Are there any specific areas or issues that you feel require further review?

— Two lanes only over Bronte Creek area

— Keep + enforce 50KM limit

Schools, Bike Lanes on Both Sides



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COMMENT FORM

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1. Are there any specific areas or issues that you feel require further review?

① FAIR + EQUAL
COMPENSATION

② CITIZEN IMPACT ON
YOUR DESIRED PLANS.



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1. Are there any specific areas or issues that you feel require further review?

- Good that speed increase is not being considered! Thanks.
50 k/hr should be the ~~ex~~ maximum.
- Speed + Rebecca are already parallel corridors that are not scenic with mature trees, "county-drive" look and unique character.
- South Oakville is not a growth area so wonder about why this is a priority.
- Work is ^{badly} needed on Lakeshore through downtown Oakville. I would strongly suggest spending time and money on that much more priority area.
- Bike lanes and sidewalks are important. Left-hand turn lanes are ^{much} less important. Bike lanes and sidewalks do not require significantly more ~~room~~ width.
- It's okay to say studies are on the Town website but the website is extremely difficult to navigate and items are often almost impossible to find.



Lakeshore Road West Improvements
(Mississauga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting

July 25, 2018
6:30 - 8:30 pm

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1. Are there any specific areas or issues that you feel require further review?

① Specific area: space for cyclists !!

Particularly on the weekends, would-be
Tour de France cyclists, risk life
riding two-abreast

- we need to provide for this practice!

② Exit from Brant's Sports Field onto Lakeshore
- Very DANGEROUS NOW
- MUST BE IMPROVED.

③ WIDENING ROAD VERY IMPORTANT
- 3 lanes for cars.
- side-walks
- bike lanes for 2 abreast

④ Do not increase speed limit
- noise pollution from
motor cyclists is very great already.



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1. Are there any specific areas or issues that you feel require further review?

- ① Very limited centre turn lanes. Only in high traffic areas like entrances to Coronation Park
- ② bike path or bike trails not bike lanes
- ③ no cutting down of any trees.
- ④ do not destroy scenic streetscape
- ⑤ except for fixing the Bridges most of this is not needed
- ⑥ keep 4 lanes from Bronte to Mississaga Street
- ⑦ all trees must be saved
- ⑧ stress environment over bike lanes. Keep the bike paths not lanes.
- ⑨ lower speed limit to 45 km - from 50 km.
- ⑩ green space is #1 -
- ⑪ Save the green space of the Coronation Park area
- ⑫ suitable sidewalks both sides of area with parallel bike trails -
- ⑬ better night lighting
- ⑭ better drainage near Coronation Park
- ⑮ save Iconic Lakeshore Rd.

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

- We learned about the project & the meeting from an email from a West River Assoc. resident - who received info. from Cobby, Dundas

- We now will follow progress on the Town website, Wood newsletters & the Beacon.

Please drop your completed Comment Form in the box provided or mail or email your comments to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Wood
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@woodplc.com

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: Ellie + Bob Tilton

Address: 620 Wynneway Cts

City: Oakville

Postal Code: L6L 4G7

Phone: 905-827-3147

Email: elliebob.tilton@sympatico.ca

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OAKVILLE

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COMMENT FORM

Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
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1. Are there any specific areas or issues that you feel require further review?

⇒ Power lines?

Removal of trees, is a big negative, & will ruin the scenic nature of the road.
Combine bike & pedestrian?

WE MUST RETAIN THE TREES & CHARACTER,
NO MIDDLE LANE

YES WE NEED BIKE LANES & SIDEWALKS

⇒ WE CAN REDUCE WIDTH OF SIDEWALKS & BIKE LANES WHERE NEEDED.

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

WHAT WILL HAPPEN TO THE HYDRO
POLES - ?

UNDERGROUND OR MOVED BACK?

Suggest we keep TREES & POLES WHERE
THEY ARE NOW - BASICALLY.

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Transportation Engineer
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Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

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900 Maple Grove Road, Unit 10
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Tel.: 519-650-7139
email: bob.felker@woodplc.com

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: GEORGE GILRAINE
Address: 307 LAKESHORE RD. W.
City: OAKVILLE.
Postal Code: L6K 1G2
Phone: 416-561-4084.
Email: GEORGE@GILRAINE.COM.

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OAKVILLE

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COMMENT FORM

**Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting**

July 25, 2018
6:30 – 8:30 pm

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1. Are there any specific areas or issues that you feel require further review?

- Find a way do not kill trees, keep children cycling + walking safe.

- Forget the middle lane

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

I appreciate the town is slowing down the study plan. If there are any small enhancements to ensure safe crossing for kids between East + Third, please consider faster ~~implementation~~ implementation.

Please drop your completed Comment Form in the box provided or mail or email your comments to:

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Tel.: 519-650-7139
email: bob.felker@woodplc.com

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: _____

Address: _____

City: _____

Postal Code: _____

Phone: _____

Email: _____

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OAKVILLE

COMMENT FORM

wood.

Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Municipal Class Environmental Assessment Public Meeting

July 25, 2018
6:30 - 8:30 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study.

1. Are there any specific areas or issues that you feel require further review?

The loss of 300 trees on Lakeshore will not only take the beauty away but be damaging to the health of residents. Trees give us oxygen for fresh air. They also buffer traffic and other noise. This noise problem affects our health.

The loss of property frontage is dangerous to our little children. They play in our driveways.

The addition of a turning lane is not needed. The turns on Lakeshore Rd do not take long at all. Many drivers use this lane as a passing lane increasing dangerousness.

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

The microphone at the meeting had a cord that was not long enough to reach to the back.

Please drop your completed Comment Form in the box provided or mail or email your comments to:

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Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: Patricia DeBlase & Joseph DeBlase
Address: 1063 Lakeshore Rd W.
City: Oakville,
Postal Code: L6L 1E7
Phone: 905-842-8912
Email: pdeblase@msn.com

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1. Are there any specific areas or issues that you feel require further review?

NO MIDDLE LANE

KEEP ALL TREES

MAKE LAKESHORE RD. A HERITAGE SITE

Put signs up saying share the road
Not new lanes



Have courtesy class for manⁿers so people have respect for each other & people coming to Oakville

ZT IS a town = scenic and quaint
NOT A CITY!



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COMMENT FORM

**Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
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July 25, 2018
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1. Are there any specific areas or issues that you feel require further review?

It all needs further review

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Why are you even doing this very
unnecessary disruption and waste
Also if you ask for names and addresses
of attendees - use it for an updated
mailing list!!

Please drop your completed Comment Form in the box provided or mail or email your comments to:

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Name: _____
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**TREES -- Lakeshore Road, west of Fourth Line
The Town of OAKVILLE**

Saturday, July 21st, 2018

To Whom It May Concern:

It has just been brought to my attention, Lakeshore Road, the road, is to be widened, this includes the north side of Lakeshore Road west of Fourth Line; I was born here in Oakville almost 60 years ago. As a former resident of the area, now residing in another part of Oakville. I have an urgent feeling to contact you, **The Town of Oakville re: the Trees.**

I would like to protest the cutting down of the Mature Trees – however many you have designated to the chain saw. These trees tell a story & are very healthy. To be yanked down in the name of progress. Where are these cars going to & coming from; this traffic you are trying to accommodate? Are the cars/trucks/tractors the new birds & the bees and butterflies & take priority over nature?? Widen the road and you will get more exhaust – the trees have to work harder to purify the air; noise pollution – scares away the birds; & the increased salt run-off in the winter into the ground (back into our water supply). The existing vehicles are driving at a slow respective speed. No need for a turning lane.

This once again changes the beauty of Lakeshore Road. As a small child I have watched these trees mature over time. To provide us with the necessary not just a thing of beauty to be marvelled at however they are great for our health. A friend from Tamale just happened to mention *the ratio for proper air purification. The ratio astounded me. 450 trees to one person.* Later that day (yesterday) my Friend who lives on Lakeshore in the area aforementioned has a gorgeous healthy maple in front of her home. This tree is to be taken down all in the name of progress. Where, why?? Do we need to stand in a circle around the tree? Or, lay on the ground in front of the bulldozer? Once the trees are gone – they are gone. How do you expect to replace a healthy teenage tree (& some going into middle age) & some senior trees with a wee sapling & expect citizens living

in Oakville to maintain their good health when we are ruining the necessary environmental trees. We need to protect the existing healthy trees as their good health protects our health!

As a young female growing up in Oakville – there was not a girl's soccer team(s). My younger brother was playing, I desired to play on a girl's team, at the time it do not seem fair to me, my younger brother was playing in a league, I was not. I wrote to the Town & shortly after we were "up & kicking", so to speak. The Town of Oakville introduced girls soccer to the Town of Oakville. I gladly participated & my children also benefited from this progress. I understand Oakville now has the second largest soccer club in Canada, second to B.C. where the weather is more conducive to longer outdoor playing time. Thank you for listening back in the '70s to my request.

I am earnestly asking for you to reconsider the widening of the road on Lakeshore in front of my Friend's home – do not do it. Do we need to start taking up a collection to protect these mature trees on Lakeshore Road, as we the citizen's did for the lovely oak tree on Hwy 25 (Bronte Road). Or, does my Friend need to paint her house green & be important like the Regional Building beside the tree which was saved by the citizens at a great monetary, private cost???

Thanking you in advance for your consideration of my personal request, written with the best of intention to keep the Citizens of Oakville Healthy in a Natural Way (at least in some parts).

Warmest Regards,
A Concerned Born & Raised OAKVILLE Citizen

This letter will be hand delivered at the Meeting by Jane Kennedy, with Thanks.

McAndrew, Louise

From: Moazzam Khan <moazzam.khan@cristal.com>
Sent: Wednesday, August 01, 2018 7:09 PM
To: Syed Rizvi
Cc: Cathy Duddeck; Ray Chisholm; Jill Stephen; 'Felker, Bob'
Subject: RE: Lakeshore Road Meeting Date/Location

SR

Much appreciate your response and sharing the link. Fully agree that development of the segment of Lakeshore Road West from Dorval Drive through to Bronte is well over-due. This segment is in a very bad shape and we have often called the town with our representations in this respect. There are serious safety aspects for the pedestrians and cyclists along this segment of the road. The road itself with cracks and potholes and the sides with dirt patches look awful.

Whilst we all really appreciate this initiative and hope this is implemented without much further delay. However, we should mitigate the tree loss, loss of private land, sustain the original character/heritage of the road etc. I write on behalf of several neighbors along the road who would support retaining a 2 lane design where there is not a full turning lane required for safe travel along this roadway.

Kindly keep me in the loop and happy to meet you and the team, at a mutually convenient time.

Best Regards,

MAK

Moazzam A. Khan
1023 Lakeshore Road W
Oakville. ON. L6L 1E7

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Wednesday, August 01, 2018 8:11 PM
To: Moazzam Khan <moazzam.khan@cristal.com>
Cc: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>; 'Felker, Bob' <bob.felker@woodplc.com>
Subject: RE: Lakeshore Road Meeting Date/Location

Hi Mr. Khan,

Thanks for your email. We regret that you were unable to attend July 25, public meeting. You may already know that the purpose of public meeting was to gather community feedback on the draft plan and to hear concerns residents had, specifically regarding tree preservation and property requirements with reference to the proposed design concept of the Lakeshore Road corridor.

In this regard the project webpage has recently been updated with the meeting presentation and frequently asked questions, you may follow the link [https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-
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Moving forward, staff will continue public consultation while working to revise the proposed plans to incorporate comments received from the residents regarding impact on trees and properties along Lakeshore Road. I can confirm that we will include opportunities for residents to be involved in the next steps of the Environmental Assessment Study.

Please let me know if I could be of further assistance.

Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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From: Moazzam Khan [<mailto:moazzam.khan@crystal.com>]
Sent: Saturday, July 28, 2018 9:53 AM
To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Syed Rizvi <syed.rizvi@oakville.ca>; bob.felker@woodplc.com
Subject: RE: Lakeshore Road Meeting Date/Location

CD, SR, CF

Regrettably, I was out of the country and returned last night, therefore, could not attend the meeting. Very much interested to know the key takeaways from July 25th presentation and meeting.

I do represent several neighbors who live on Lakeshore Road W and our views are well coordinated.

Kindly update.

Thanks.

Best Regards,

MAK
Moazzam A. Khan

1023 Lakeshore Road W
Oakville. ON. L6L 1E7

From: Cathy Duddeck <cathy.duddeck@oakville.ca>
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To: Moazzam Khan <moazzam.khan@crystal.com>
Subject: RE: Lakeshore Road Meeting Date/Location

Hi Moazzam;

Unfortunately this date was the best for the majority so we had to select this date.

Why don't I see what the results of the 25th meeting are and if warranted , arrange for a separate meeting one on one with staff to discuss your specific area ?

I would be pleased to arrange after the 27th.

Regards,

Cathy

From: Moazzam Khan [<mailto:moazzam.khan@crystal.com>]
Sent: Friday, July 6, 2018 12:23 PM
To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>
Subject: RE: Lakeshore Road Meeting Date/Location

CD

I shall be away on a business trip until the 27th and shall not be able to make it on the July 25th. I had requested for a meeting after July 27th. I have the backing of at least 6 families in the neighborhood on the lakeshore road west.

You well know our stance. Please see the attached email I sent you.

Kindly keep us posted.

Best Regards,

MAK

Moazzam A. Khan
1023 Lakeshore Road W
Oakville. ON. L6L 1E7

From: Cathy Duddeck <cathy.duddeck@oakville.ca>
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To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>
Subject: Lakeshore Road Meeting Date/Location
Importance: High

Further to the previous email to canvas everyone for the best date to host this meeting with the consultant & staff:

Date : July 25th

Time: 6:30 pm

Place: Sir John Colborne Centre
Old Lakeshore Road & Third Line

A hard copy of the invitation is being sent as well but I wanted to notify you as soon as possible so that you can schedule accordingly.

Hope to see you there,

Cathy

Cathy Duddeck
Ward 2 Town & Regional Councillor
Office of the Mayor & Council
Town of Oakville | 905-845-8374 | www.oakville.ca

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OAKVILLE

Apologies for sending this so late.
Maybe questions have already been answered
but I'm late to this CC project??

COMMENT FORM

wood.
RECEIVED

JUL 31 2018

DEPT. OF
ENGINEERING & CONSTRUCTION
July 25, 2018
6:30 - 8:30 pm

**Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting**

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study.

1. Are there any specific areas or issues that you feel require further review?

① The estimate of dollars, length of project, any deferrals, construction delays taken into consideration?

② Why is this project necessary? Lakeshore, town, is a heritage route. Why is it actually necessary to revamp it? Who suggested this idea?

③ Consequences of expropriating property land,

④ For what purpose is all this? For vehicles, for pedestrians, for cyclists??

⑤ Environment issues: more cars along road - just to be able to make turns?

⑥ So far, Burlington has not followed in these footsteps! Why Oakville!?

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

General meeting: Some improvement re. organization
- Sound system - acoustics?
- Commenters should have been at front, with microphone, so that everyone could hear. Not at back - difficult.
- Stand-up microphone strategically placed - which is what I've experienced at other meetings.
- How far has this project progressed?

Please drop your completed Comment Form in the box provided or mail or email your comments to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel.: 905-845-6601, ext. 3981
email: syed.rizvi@oakville.ca

Bob Felker, B.E.S, M.C.I.P, R.P.P
Senior Environmental Planner
Wood
900 Maple Grove Road, Unit 10
Cambridge, ON N3H 4R7
Tel.: 519-650-7139
email: bob.felker@woodplc.com

Further study information, as well as today's presentation can be viewed on the town's website at oakville.ca and search Lakeshore Road West Improvements

Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study progress, please clearly print your contact information below.

Name: Sandra J A Taylor
Address: 2339, Strawfield Court
City: Oakville
Postal Code: L6H 6C2
Phone: 289 888 2927
Email: 2blk1abs@cogeco.ca

Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this Public Open House Comment Sheet will be used for the purpose of informing the Lakeshore Road West Improvements (Mississauga Street to Dorval Drive) Municipal Class Environmental Assessment.

McAndrew, Louise

Subject: FW: Lakeshore Road West Improvements (Mississauga St to Dorval Drive)

From: Laurie Danner [<mailto:ldanner1@cogeco.ca>]

Sent: August-09-18 9:19 AM

To: 'Felker, Bob' <bob.felker@woodplc.com>; syed.rizvi@oakville.ca; 'Cathy Duddeck' <cathy.duddeck@oakville.ca>; 'Ray Chisholm' <ray.chisholm@oakville.ca>

Subject: Lakeshore Road West Improvements (Mississauga St to Dorval Drive)

Good Morning Everyone,

I must begin by apologizing as unfortunately we were on vacation overseas when you held the July 25th public meeting regarding the Lakeshore Road West Improvements so we weren't able to attend. We have, however, reviewed the materials and would like to add some additional feedback.

As you may be aware there are limited off leash areas in Oakville and specifically in Ward 2. As a result, Coronation Park, Wilder Park, school lands, public walkways etc. are often used as 'unofficial' off leash parks for peoples dogs. As a dog owner, I totally appreciate the need for dogs to have an area to run free and play with other dogs. In fact, it is good for our community as a whole for dogs to be well socialized, however, it is also a problem when off leash dogs run up to dogs on leash. It immediately creates an imbalance within the dogs and I have personally found myself in terrifying positions as my **on leash dogs** react to dogs who have run to them quickly (with owners often too far away to quickly leash or control their dog(s)) and help deescalate fearful the situation. In fact, over the past years **both** of my dogs have been **bit by OFF LEASH** dogs on separate occasions while we are walking on Town of Oakville sidewalks while they are leashed. With the enhancements proposed to Lakeshore Road West it will entice more people to Lakeshore Road (with dogs) and with the increase of more homes and the continued rising population in the area it seems as a proactive time to address this.

With this in mind, I have a few simple thoughts to benefit our community. As the construction on the east side of Coronation Park seems to be coming to a close could the Town not add an off leash area to this section of the Park or on the Town property at the intersection of 4th Line and Lakeshore/Rebecca St.?? The Town would still have easy access to this land and anything underneath the grass. Basically, it would need to be a chained in fenced area (no water, no plumbing etc)..... just a simple fenced in area with a trash can. Both of these areas are also far enough away from residential homes to avoid additional noise etc. to existing home owners. During the long upcoming Lakeshore Road West construction a (basic) chain linked fenced off leash dog area would be a great opportunity to fit this into the Town budget. Overall, an off leash dog area in this area would be an important enhancement to benefit and improve our Ward 2 community at a very minimal cost.

Thank you for your time and I look forward to your thoughts,
Laurie Danner

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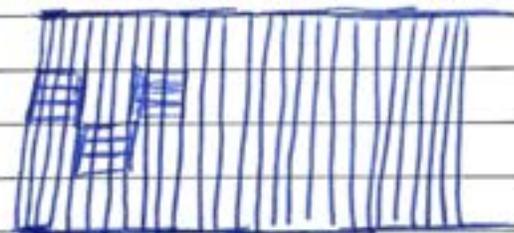
Lakeshore Road West Improvements
(Mississaga Street to Dorval Drive)
Municipal Class Environmental Assessment
Public Meeting

July 25, 2018
6:30 - 8:30 pm

The Town of Oakville welcomes your comments on the Lakeshore Road West Improvements study.

1. Are there any specific areas or issues that you feel require further review?

- alternatives need to be understood.
- question need for change - why a problem
- cost benefit of change vs no change.
- tree preservation important to the value of Lakeshore.



- safe cycle lanes - consideration for physical buffering
- ^{how} cross Lakeshore by students to Eastview PS.
- at end + during construction

- ^{should consider} off road cycle lanes East St to Blahelock.

- ^{what} pedestrian + traffic safety
- sidewalk on both sides
- dedicated crossings
- attractiveness is a priority

- improved communication 570 Lakeshore Rd W.
- heritage protection important
- scenic value.
- rationale for the center lane - increased traffic + speed
- ^{↳ Burlington uses the center lane as a passing lane}
- cultural heritage landscape potential
- access + exits from Bronte Sports park.
- controlled access issues
- non continuous lanes

2. Please use the following space to ask any questions. The Study Team will provide a response within the following weeks. You can also use this space to provide general comments on today's public meeting or the overall study:

Post Q & A to website

Engagement

- better drawings - maps not understandable.

Please drop your completed Comment Form in the box provided or mail or email your comments to:

Syed Rizvi, P. Eng.
Transportation Engineer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
Tel. :905-845-6601, ext. 3981
email : syed.rizvi@oakville.ca

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Mcandrew, Louise

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: July-30-18 9:52 AM
To: 'jane isa'
Cc: Jill Stephen; Chris Clapham; 'Felker, Bob'; Mcandrew, Louise
Subject: RE: Lakeshore Road West Changes

Dear Ms. Soper,

Thank you for attending the meeting on Wednesday evening last week.

The concerns you have expressed in this email are precisely the ones that brought us to the study re-set we discussed at the meeting.

We are in receipt of your letter and comment sheet for which we thank you. We will be carefully considering your comments and, as the study proceeds, we will reporting back on how your comments have been taken into account.

One Note. In the comment sheet you have requested a better map to show the preliminary design, and an explanation as to what the various lines mean. As was stated at the meeting we are taking a step back from the preliminary design that went to Council in May. When we are at the point where we are ready to show our work, we will do so in a way that is clear and understandable, and with a commitment to walk you through it so you are clear on what the potential impacts may be, and do listen and learn of your concerns within the corridor, and in respect of your property.

We have included your email address in our contact list and look forward to continue to work with you as we carry on with the study.

Regards,

Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca
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From: jane isa [mailto:jansk29@hotmail.com]
Sent: Wednesday, July 18, 2018 12:07 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; Chris Clapham <chris.clapham@oakville.ca>
Subject: Lakeshore Road West Changes

Hello,

I did not receive all the mailings but am not getting them.

I will be attending the meeting on July 25.

I was sent a coloured map of my property with lines around it and numbered 39. There are no measurements either in terms of how many feet would be expropriated from my property.

Could you please send me an explanation of what the red, green and blue lines mean. I understand that the red X is tree removal.

You write on the map about a "retaining wall".

Is that something I am to do or the town proposed to do and you have 0.25 m. is that the width or height?

I would appreciate more exact details of what you proposed to do to my property . Is the town planning to reimburse homeowners for the loss of land? What about my property taxes?

Could you please include me in any further communications via email or other ways in regards to this proposed project.

Thank you,

Jane Soper Kennedy

Mcandrew, Louise

From: Moazzam Khan <moazzam.khan@cristal.com>
Sent: August-01-18 7:09 PM
To: Syed Rizvi
Cc: Cathy Duddeck; Ray Chisholm; Jill Stephen; 'Felker, Bob'
Subject: RE: Lakeshore Road Meeting Date/Location

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Best Regards,

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Oakville. ON. L6L 1E7

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Please let me know if I could be of further assistance.

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Kindly update.

Thanks.

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Oakville. ON. L6L 1E7

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Time: 6:30 pm

Place: Sir John Colborne Centre
Old Lakeshore Road & Third Line

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Hope to see you there,

Cathy

Cathy Duddeck
Ward 2 Town & Regional Councillor
Office of the Mayor & Council
Town of Oakville | 905-845-8374 | www.oakville.ca

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Let's Talk Oakville

Ward Two

Summer/Fall 2018



News and Updates From Councillors Duddeck & Chisholm

Greetings!

Ward Two continues to be one of the busiest wards in the Town of Oakville. The new firehall and Trafalgar Park Community Centre are both set to open in September. Our harbours and parks will see renewal after the high water levels of last year. Infill development and the changing character of our stable neighbourhoods continue to take centre stage for Ward Two residents. Council is working with staff to develop improvements that will protect our older, well-established neighbourhoods and help us retain the character that is uniquely ours. We hope this newsletter serves as a good update on plans and changes around the area. Don't hesitate to contact us with questions or concerns.

We can be reached via email at cathy.duddeck@oakville.ca and ray.chisholm@oakville.ca.

Best Regards,

Cathy Duddeck

Ward Two Regional and Town Councillor

Ray Chisholm

Ward Two Town Councillor

Coronation Park Report

High Water Took a Toll

Flooding during the spring, summer and fall of 2017 did hundreds of thousands of dollars worth of damage to Oakville's shoreline and to the Bronte and Oakville harbours. Lake levels didn't recede until the late fall and it wasn't until the end of the year that the Town of Oakville was able to assess the total damage that had occurred. While the full extent of the damage has yet to be determined, town staff made a list of repairs considered critical and the costs involved. In April of 2018, Council voted to allocate funds for a number of projects including some located in Ward Two. These include \$135,000 for shoreline work as well as pathway and lighting relocation in Coronation Park; \$484,400 in funding was approved for infrastructure repairs required at Oakville and Bronte harbours which will include dock rebuilding, brackets and repairs to boardwalks, retaining walls, etc. The Town has filed a claim with the province's Municipal Disaster Recovery Assistance Program, however, the Ministry of Municipal Affairs and Housing, the body responsible for the claim, dictates that damage incurred must exceed \$5.25 million for a municipality to qualify.



Outfall Project Nears Completion

The Outfall Tunnel Project at Coronation Park is nearing its end. The drilling of the underground tunnel is to support the expansion of the Mid-Halton Wastewater Treatment Plant near Third Line north of QEW. Treated wastewater leaves the plant and travels underground to the outfall pipe where it is released through the discharge pipe submerged 30 metres under water. The water is released through 18 diffusers which will improve the dilution and mixing of clean, treated wastewater.

The start-up and commissioning phase is scheduled to commence during the summer of 2018, with the final restoration of the shaft site within the park to be completed during August.

Harbour West Shore Master Plan

The Oakville Harbour West Shore Master Plan is entering its final phase. Phase 3 of the overall plan is being coordinated with major shoreline improvements along Tannery Park, Walker Street Promenade and Waterworks Park's Lake Ontario frontage.

The work runs from the west pier, over to Waterworks Park, a distance of approximately 500 metres. The program for this area will include trails, seating area, cobble beach areas, rehabilitation of the shoreline, lighting, interpretive panels and landscaping. Because a large portion of this work will require infilling into Lake Ontario, a Class Environmental Assessment was completed in 2015. Due to the sensitive nature of this work along the shoreline, the extensive review process involved many regulatory agencies.

The works will close Tannery Park to Waterworks Park from July 1, 2018 to September 1, 2019 and will be completed in two phases. Phase one will be shoreline improvements from July 1, 2018 to December 31, 2018; phase two will be landscape development from March 2019 to September 2019.



Lakeshore Road West Reconstruction Threatens Character



Iconic Features Under Pressure

The iconic scenery of Lakeshore Road West, which traverses Ward Two, came under pressure recently when a consultant's report recommended widening the road to three lanes, increasing the speed limit to 60 km/h removing some 300 trees and expropriating property from Lakeshore Road residents.

At the May 22nd meeting of the Town's Community Services Committee, committee members heard of the proposed changes as the result of a Municipal Class Environmental Assessment Study (Class EA) for improvements to Lakeshore Road West from Mississaga Street to Dorval Drive.

The preliminary plan outlined included a number of changes to Lakeshore Road West including a widening of the road to include a continuous third turning lane, a multi-use trail, sidewalks and dedicated bike lanes with buffers. The process is called "urbanization" of the roadway and in order to accomplish the suggested outcome, it would be necessary to remove 300 trees and expropriate frontage land from almost 70 property owners along the route.

Local residents voiced strong concern for the project, noting that dedicated bike lanes, paths and walkways for pedestrians

can be created without forfeiting trees and changing the overall scenic character of Lakeshore Road West or the neighbourhoods that form part of the Lakeshore corridor. The road is seen as one of the defining characteristics of Oakville as a town.

After hearing both staff and residents' presentations, Councillor Cathy Duddeck moved a motion, which was accepted unanimously by the committee. The motion directs staff to *consult with the community regarding the implications of tree preservation, property expropriation, daylight triangles and the selected locations for a centre turn lane and report back in September 2018.*

A key aspect of the ongoing consultation will be the recently revised Urban Structure section introduced into the Town of Oakville's Official Plan – the Livable Oakville Plan. The proposed amendments provide a framework for how the town will accommodate required growth to 2041, while protecting natural heritage, open space and cultural heritage, maintaining the character of residential areas and directing growth to an identified system of nodes and corridors.

In the updated Urban Structure, Lakeshore Road is categorized as "scenic corridor". In

the interpretation section of the Urban Structure update, it states: Scenic corridor means a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.

If maintaining and preserving Lakeshore Road as an important heritage feature of Oakville is of concern to you, please visit <https://www.oakville.ca/assets/general%20-%20town%20hall/LakeshoreRoadWestFinalDraftESR.pdf> or contact your Councillors for more information.

The History of Lakeshore Road

Lakeshore Road forms part of the King's Highway 2, which began construction in 1917, running from Windsor in the west to Gananoque in the east. In total, the original highway stretched over 830 kilometres.

In September of 2017, as part of the Town of Oakville's Urban Structure review, Lakeshore Road was identified as a scenic corridor.



One of the 8 maps in the project study, indicating "x" for tree removals and Lot Numbers referencing expropriation locations.



Glen Abbey Update

Current Proceedings

The town has now completed its activities related to the cultural heritage landscape assessment and official designation of the Glen Abbey property, including implementation of the supporting by-laws and policies.

Council also completed its consideration and refusal of ClubLink's development and demolition applications. Litigation and appeals are still ongoing. Appeals of the town-initiated official plan and zoning amendments approved by Council at its January 30, 2018 Planning and Development Council meeting will go forward under the rules of the new provincial Local Planning Appeal Tribunal (LPAT), which has replaced the Ontario Municipal Board (OMB).

The town initiated a court application to determine its rights and jurisdiction under the Ontario Heritage Act in connection with the Glen Abbey Golf Course. This action was taken in response to the announcement by ClubLink, the owners of the golf course, that it would be seeking to make an application to demolish all buildings (other than the Raydor Estate and the Stables) on the site and remove the Glen Abbey Golf Course in its entirety. A court hearing to determine the dispute took place on July 16 and 17, 2018. A decision is awaited.

A full timeline and update on activities as they happen can be found at the Oakville.ca website: <https://www.oakville.ca/business/glen-abbey-information.html>



News Bites

Summer wouldn't be summer without some favourite family events. Join Cathy and Ray at Forster Park on Friday, August 24th for **Movie in the Forest**. The featured flick is Jumanji Welcome to the Jungle, with Dwayne Johnson, Jack Black, Karen Gillan and Kevin Hart. Hosted by the West River Residents Association, this annual event is a fun way to spend a summer's night watching a great action flick under the stars. Rain date is Sunday, August 26th. Check out all the details at www.facebook.com/movieintheforest.



The 5th Annual **Kerrfest 2018** will be back at Westwood Park on Friday, Sept. 7; Saturday, Sept. 8 and Sunday, Sept. 9. Every year, the first weekend after Labour Day, Kerrfest is the place to be for major musical performances. In past years, groups like Loverboy, David Wilcox, Jim Cuddy, The Spoons, and Cowboy Junkies have all appeared. The streets throughout Kerr Village are busy with summer sales, outdoor patios, special offers and more. This year, kids take centre stage on Sunday, September 9 when the day will be dedicated to music, fun, games and activities with kids in mind.



Active Development Applications - Ward Two

Majestic Edge Estates Inc.

346 to 362 Lakeshore Road West

An application has been made to create 19 new single detached dwellings on lots with average lot frontage of 31.6 m and average lot area of +/-1400 square meter on new cul-de-sac residential road created as part of the overall development.

The location of the site is situated on the south side of Lakeshore Road West just east of Morden Road. To date, the applicant has not sought changes to the current by-law which classifies the land as RL-O1, a special policy area that is intended to protect the unique character of this area within the town. Due to the special attributes of the large lots and related homes in this special policy area, intensification is to be limited to development which maintains the integrity of the large lots. Densities in the special policy area not to exceed 10 units per site hectare notwithstanding the Low Density Residential designation.

In addition, the Livable Oakville Plan contains waterfront land dedication policies for developments along the Lake Ontario shoreline which include the dedication or conveyance of waterfront lands for the purpose of providing parks, trails and other recreational opportunities in as well as protecting natural features and hazard lands. Staff will continue to review and analyze the proposed applications and address all technical matters, if any, along with submitted public comments, and report to Council at a future meeting.

Full details of the project are available at: <https://www.oakville.ca/business/da-24079.html>



Oakville votes

2018 Municipal Election

Voting day for the 2018 Oakville municipal election will take place on **Monday, October 22, 2018, between 10 a.m. and 8 p.m.** Advance voting information and all voting locations will be made available in August 2018.

The Oakville.ca website offers information on who can vote, the kinds of identification you can bring to the poll and the location of polls in your area. Visit oakville.ca, click on Residents/Elections

As well, a helpful website called **VoterLookUP.ca** offers electors a simple way to check information and make changes to confirm or update their electoral information, add an elector name to an address and change school support.

<https://www.voterlookup.ca/home.aspx>

Changes to Blue Box Program

As of April 2, 2018 Halton Region expanded its Blue Box program to include additional plastic items. The program will now include plastic bags and plastic film (cling wrap/plastic overwrap) as acceptable materials for recycling.

Residents now also have the option to place recyclables in clear plastic bags for curbside collection. There is no limit on the number of clear plastic bags placed at curbside for collection each week. The use of plastic bags for smaller, lighter recycling items can help reduce neighbourhood litter on windy days.



Residents will have the option to place recyclables out for curbside collection in a clear plastic bag; continue to use the Blue Box only; or use both! For more information, visit halton.ca/bluebox or call 311.

Download the OneHalton App

Halton Region's One Halton Application allows users to access frequently requested information and services through an easy mobile platform.

Residents can register for programs and report immunizations, report issues like garbage not being collected and request metal and appliance collection. The app also makes ordering yard waste labels, business permits and license applications fast and easy. Residents can even receive reminders of waste collection days.

OneHalton also offers maps and information on facilities, popular cycling destinations and job listings. Residents can also sign up for push notifications to advise users of heat warnings, cold warnings or community emergencies.

The app is free and is available through the Apple App Store and Google Play as well as halton.ca/OneHalton.

Ward Two Boundary Changes

Prior to the October 2018 elections, Ward 2 will grow to encompass neighbourhoods north of the QEW that were previously part of Ward 4.



New Ward Boundaries for Ward 2 are as follows: North by Upper Middle Road West, between Taplow Creek Trail and Sixteen Mile Creek; East by Sixteen Mile Creek, between Upper Middle Road West and Lake Ontario; South by Lake Ontario, between Sixteen Mile Creek and Third Line; and, West by Third Line, between Lake Ontario and the QEW; and by the QEW, between Third Line and Taplow Creek Trail; and by Taplow Creek Trail, between the QEW and Upper Middle Road West.

Dealing with Difficult Neighbours - Property Standards

The ongoing increase in infill development and non-resident ownership of properties has given rise to a mounting number of property standards issues for surrounding residents. The Town of Oakville maintains and regularly updates its *Property Standards and Maintenance By-Law* which covers many issues that often arise including standing water, refuse collecting in yards, vacant land and buildings and pest control as well as grass and weeds.

All property owners are required to maintain and repair properties to comply with the town's Property Standards and Lot Maintenance by-laws and ensure all buildings, structures, and yards are kept clean, tidy, and free of any garbage or waste. For instance, owners should not allow grass to become overgrown and unsightly. Grass and weeds cannot exceed 20.33 centimetres (8 inches) in height. These rules apply to both owned and rented dwellings. Owners are also responsible for conducting regular checkups on any properties that are being rented out to ensure no by-law violations exist and that tenants are aware of the Property Standard and Lot Maintenance by-law requirements.

A helpful page has been established on the Oakville.ca website that covers many issues including those dealing with construction noise. It can be found at <https://www.oakville.ca/townhall/by-law-enforcement.html>

To register a complaint with enforcement services call 905-845-6601 or email serviceoakville@oakville.ca. Please be prepared to provide a brief description of your concern including the address you are concerned about, business name (if applicable), and any contact information including your name, address and telephone number or email address.



Old Arena & Trafalgar Park

Redevelopment work on the Old Oakville Arena and adjacent Trafalgar Park are nearing completion. The final plans will include an NHL-size ice surface in the Arena, where the distinctive wooden roof truss system designed and patented by Norman Otto Hipel in 1928 has been retained. As well, the Pine Room, which was a popular spot for banquets, meetings and community events over many decades, will be recreated. In addition to a new seniors' centre, the complex includes a full size gymnasium, fitness centre and indoor running track.



Outdoors, residents can enjoy a new, fully accessible playground, new exterior washroom facilities and a double tennis court that will be converted into an artificial ice rink in winter.

Ongoing updates on the project are available at: <https://www.oakville.ca/townhall/oakville-arena-redevelopment.html>



Contact Cathy Duddeck

Voicemail: 905-815-6603 Tel: 905-845-8374
email: cathy.duddeck@oakville.ca

Contact Ray Chisholm

Telephone: 905-815-6604
email: ray.chisholm@oakville.ca

Mcandrew, Louise

From: Felker, Bob
Sent: April-02-19 4:30 PM
To: Mcandrew, Louise
Subject: FW: Lakeshore Road West EA - Stakeholders Meeting Presentation
Attachments: Lakeshore West EA Stakeholder Meeting 28032019 Final.pdf

Louise FYI. Please file in CORR/MEETINGS ETC

Bob Felker

O: 519-650-7139

M: 226-751-3854

From: Syed Rizvi [mailto:syed.rizvi@oakville.ca]
Sent: April-01-19 5:10 PM
To: Cathy Duddeck <cathy.duddeck@oakville.ca>; Ray Chisholm <ray.chisholm@oakville.ca>; Beth Robertson <beth.robertson@oakville.ca>; Sean O'Meara <sean.o'meara@oakville.ca>
Cc: Jill Stephen <jill.stephen@oakville.ca>; Mark Covert <mark.covert@oakville.ca>; Sinke, David <david.sinke@woodplc.com>; Felker, Bob <bob.felker@woodplc.com>; Smith, Neal <neal.smith@woodplc.com>; Jill MacInnes <jill.macinnes@oakville.ca>
Subject: Lakeshore Road West EA - Stakeholders Meeting Presentation

Hello everyone,

Thank you to all who attended one of our stakeholder meetings on March 29 and April 1. We appreciate your input in the roadway design process.

Attached is the presentation that was shared at the meetings, which outlines design alternatives for the Lakeshore Road West improvements. Presentation will be posted on the [town's website](#) before end of the day tomorrow.

We are planning to hold a public information meeting in May to share the recommended option with residents and gather further input. Notice of the meeting will be mailed to area residents and posted on our website in the coming weeks. Concept plans of the recommended option will be made available for review prior to the public information meeting.

If you have any further comments or questions prior to the public meeting, please don't hesitate to contact me.

Thanks
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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Mcandrew, Louise

From: Felker, Bob
Sent: April-29-19 11:37 AM
To: O'Connor, Sharon
Cc: 'Syed Rizvi M.Sc., P. Eng (syed.rizvi@oakville.ca)'; Mcandrew, Louise; robert.thun@oakville.ca
Subject: RE: Lakeshore Road West changes

Dear Ms. O'Connor, thank you for your interest in the study that Wood is undertaking on behalf of the Town to complete a Class Environmental Assessment study for recommended improvements to Lakeshore Road West between Mississaga Street and Dorval Drive. We have added your name and address to the contact list.

With respect to the development of the property at 3171 Lakeshore Road West, I've been advised that Robert Thun from the Town will be providing a response.

Sincerely,

Bob

Bob Felker

O: 519-650-7139

M: 226-751-3854

From: O'Connor, Sharon [mailto:Sharon.OConnor@ipcc.ca]
Sent: April-26-19 4:42 PM
To: syed.rizvi@oakville.ca; Felker, Bob <bob.felker@woodplc.com>
Subject: Lakeshore Road West changes

I am a resident on Victoria Street in Oakville and I understand that there are ongoing consultations regarding the development of the property at 3171 Lakeshore Road West and proposed changes to Lakeshore Road.

Kindly add my name and address to the mailing list for any information regarding this project.

Sharon O'Connor
3252 Victoria Street
Oakville, Ontario
L6L 5R3

Email address: sharon.oconnor@ipcc.ca & soconnor9@cogeco.ca

Best regards,

Sharon O'Connor

Mcandrew, Louise

From: Felker, Bob
Sent: August-12-19 10:53 AM
To: Sinke, David; Smith, Neal
Cc: Mcandrew, Louise
Subject: FW: Lakeshore Road West Improvements Study

David and Neal, FYI

Louise, please add to the public record.

Bob

Bob Felker

O: 519-650-7139

M: 226-751-3854

From: ServiceOakville [mailto:ServiceOakville@oakville.ca]
Sent: August-12-19 10:31 AM
To: 'Ralph DeJong' <rdejong@ecosynthetix.com>; Syed Rizvi <syed.rizvi@oakville.ca>
Cc: Felker, Bob <bob.felker@woodplc.com>
Subject: RE: Lakeshore Road West Improvements Study

Dear Ralph,

Thank you for contacting ServiceOakville. We have forwarded your message to Syed Rizvi, Transportation Engineer with the Town of Oakville, as well as Bob Felker, Senior Environmental Planner with Amec Foster Wheeler, for their review.

Please let us know if we can provide you with any further assistance.

Sincerely,

Eric

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From: Ralph DeJong <rdejong@ecosynthetix.com>

Sent: August 11, 2019 6:15 PM

To: ServiceOakville <ServiceOakville@oakville.ca>

Subject: Lakeshore Road West Improvements Study

As a resident impacted by this project, I would like to suggest that priority should be given to getting the electrical and other services underground and the hydro and telephone poles removed. So many trees are trimmed through the middle or down one side (due to the lines) that take away from the health and life expectancy of the trees as well as their inherent beauty.

Thank you ,
Ralph

213 Willowridge Court
Oakville

January, 2021

Lakeshore Road West Improvements January Update

Dear Resident:

We want to give you an update on the work completed to date on the Lakeshore Road West Improvements Study and what to expect next.

The town is conducting a Lakeshore Road West Improvements Study to assess the current and future transportation conditions along Lakeshore Road West from Mississaga Street to Dorval Drive. The town has identified the need for improvements to cycling, pedestrian and vehicular facilities within the study area to meet the town's vision and growth demands.

In August, 2019, the Lakeshore Road study was paused while the town completed a Scenic Corridor study to further examine the study area to identify and evaluate the roadway and street scape elements that contribute to its scenic value.

The Scenic Corridor study was completed in February 2020 and identifies following four themes that support and define the characteristics and qualities of the scenic corridor:

- Importance of maintaining trees and vegetation
- Importance of maintaining and complementing the historic attributes
- Importance of maintaining connectivity for pedestrians and cyclists
- Importance of maintaining the proportions of the existing roadway

The study team is reviewing the revised design concepts for Lakeshore Road West to ensure these elements are incorporated into the final technically preferred design.

What's next

Public consultation is a key feature of this study and we hope to have revised draft plans to share with you soon. We'll reach out again to advise you of a future public meeting where you can share your thoughts and input.

In the meantime, you can find background information on the Lakeshore Road West Study page at oakville.ca.

For more information, or if you have any questions or comments, please contact ServiceOakville at 905-845-6601 or service@oakville.ca.

Talpur, Mir

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Tuesday, March 30, 2021 11:43 AM
To: Mayor Rob Burton; Sean O'Meara; Beth Robertson; Cathy Duddeck; Ray Chisholm
Cc: Jane Clohecy; Phoebe Fu; Jill Stephen; Martin Maguire
Subject: Re: Lakeshore Road West Improvements - Notice of Online Public Information Centre (April 6 - April 13, 2021)
Attachments: Lakeshore Road West-Notice PIC-3 Apr 2021.pdf

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good afternoon Mayor Burton and Councillors,

The Lakeshore Road West Environmental Assessment Study for improvements from Mississauga Street to Dorval Drive is moving forward.

We have scheduled our third Public Information Centre to share the preferred roadway alternative design with the public and stakeholders.

Due to COVID-19 restrictions, the Public Information Centre will be held in an online format. Information materials will be available in a virtual consultation platform on ***oakville.ca*** and searching ***Lakeshore Road West Improvements***, starting April 6, 2021, for public and stakeholders' review and comments using the online comment form by April 13.

A public notice is being sent to the study area residents and ads will be running in the Oakville Beaver. A copy of the PIC notice is attached for your reference.

Thank you,
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Transportation and Engineering
Town of Oakville | 905-845-6601, ext.3981 | www.oakville.ca

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Lakeshore Road West Improvements

Online Public Information Centre, April 6 – April 13, 2021

The Study The town is moving forward with the Municipal Class Environmental Assessment (Class EA) Study for improvements to Lakeshore Road West from Mississauga Street to Dorval Drive.

The process Following extensive public consultation, we are now ready to share with you the final preferred design concept and get your feedback. The updated preferred design aligns with the recommendations of the Scenic Corridors Study completed by the town in 2020.



Online consultation Due to COVID-19 restrictions, the Public Information Centre will be held in an online format. Information materials will be available in a virtual consultation platform on oakville.ca and searching Lakeshore Road West Improvements, starting April 6, 2021. We encourage you to participate by reviewing the information materials and providing any comments on the online comment form by April 13.

Your Input is Important! Following this public consultation, the Class EA study team will review all the comments received and incorporate them into the Environmental Study Report (ESR), as required. A Notice of Completion will be issued once the ESR is finalized, and it will be made available online for review for a minimum 30-day review period.

We look forward to hearing from you. If you have any questions or comments at this time, please contact the following Class EA study team members:

Syed Rizvi, M.Sc., P.Eng.
Transportation Engineer
Town of Oakville
905-845-6601, ext.3981
syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.
Senior Environmental Planner,
Wood Environment and Infrastructure Solutions
226-751-3854
bob.felker@woodplc.com

Talpur, Mir

From: Talpur, Mir
Sent: Thursday, April 1, 2021 4:39 PM
To: Talpur, Mir
Cc: Syed Rizvi; Sinke, David; Felker, Bob; Mcandrew, Louise
Subject: Update - Lakeshore Road West Improvements - Notice of Public Information Centre No. 3

Lakeshore Road West Improvements Notice of Online Public Information Centre April 6 – April 20, 2021

Good afternoon,

We recently sent you a notice of the Lakeshore Road West Online Public Information Centre (PIC). This email is to provide you an update that the review and comment period for the PIC has been extended. The PIC materials will be available on the project webpage starting April 6, and the comments will now be received until April 20.

We would like to invite you to review these materials on the Lakeshore Road West Improvements page on oakville.ca and provide any comments using the online comment form by April 20.

Project webpage: <https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html>

Sincerely,

Mir

Mir Ahsan Talpur, M.Env.Sc., EP
Environmental Planner
Mobile: +1 (647) 545 8974
www.woodplc.com



From: Talpur, Mir
Sent: Friday, March 26, 2021 2:04 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>; Martin Maguire <martin.maguire@oakville.ca>; Jill MacInnes <jill.macinnes@oakville.ca>; Sinke, David <david.sinke@woodplc.com>; Felker, Bob <bob.felker@woodplc.com>; Mcandrew, Louise <louise.mcandrew@woodplc.com>
Cc: Talpur, Mir <mir.talpur@woodplc.com>
Subject: Lakeshore Road West Improvements - Notice of Public Information Centre No. 3

Lakeshore Road West Improvements Notice of Online Public Information Centre

April 6 – April 13, 2021

Please find attached the Notice of Online Public Information Centre for the Municipal Class Environmental Assessment (EA) Study for the improvements to Lakeshore Road West from Mississauga Street to Dorval Drive.

Due to COVID-19 restrictions, the Public Information Centre will be held in an online format. Information materials will be available in a virtual consultation platform on oakville.ca and searching Lakeshore Road West Improvements, starting April 6, 2021. We encourage you to participate by reviewing the information materials and providing any comments on the online comment form by April 13. Thank you.

Sincerely,

Mir

Mir Ahsan Talpur, M.Env.Sc., EP

Environmental Planner

Mobile: +1 (647) 545 8974

3450 Harvester Road, Suite 100

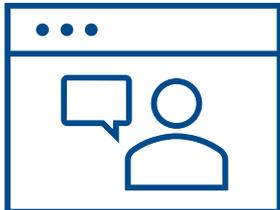
Burlington ON L7N 3W5

www.woodplc.com

The logo for Wood PLC, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid black dot.

Municipal Class Environmental Assessment for Lakeshore Road West Improvements (Mississaga Street to Dorval Drive)

Online Public Information Centre No. 3
April 6, 2021 – April 20, 2021



We invite you to review the Public Information Centre materials and preferred design drawings and provide us with your comments.

Welcome!

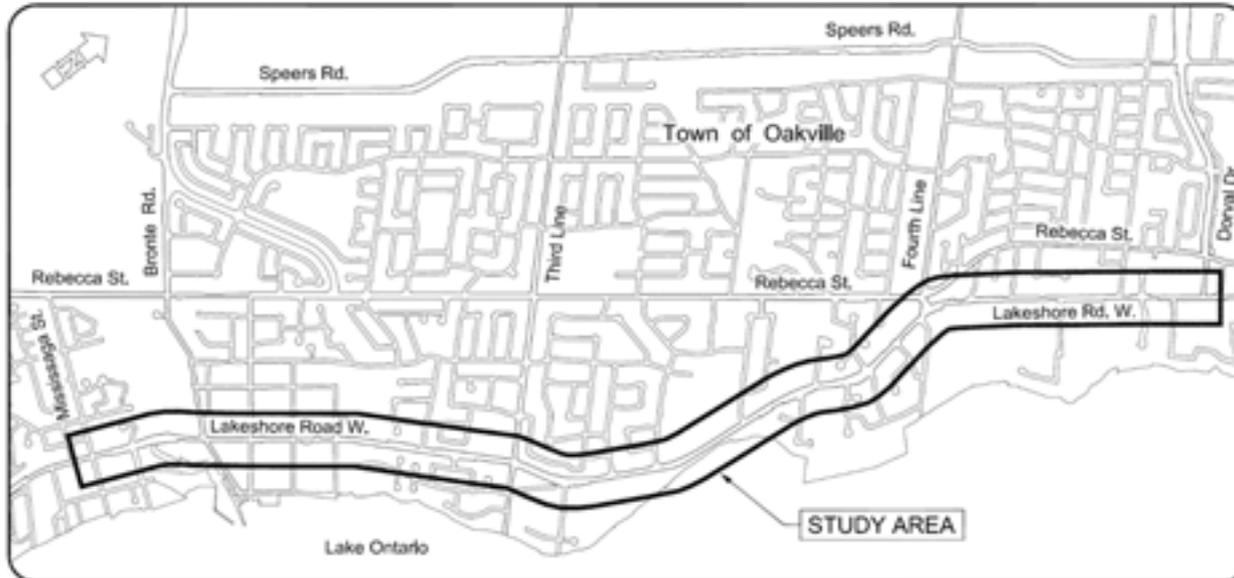
The purpose of this Public Information Centre is to provide an update regarding:

- An Overview and Purpose of this Study
- Class Environmental Assessment Process
- Study Background
- Key Comments Received during the Class EA Process
- Council's Direction Regarding Reevaluation of Alternatives
- Scenic Corridors Study
- Snapshot of recommendations
- How were the key comments addressed
- Scenic Corridors Study Themes
- Study Area and Corridor Blocks
- Revised Evaluation of Alternative Design Concepts
- Preferred Design
- Streetscape Concepts
- Technical Investigations completed for this study
- Stormwater Management
- Potential Impacts and Mitigation Measures
- Detailed Design Process
- Next Steps

Lakeshore Road

Lakeshore Road is an east-west roadway south of the Queen Elizabeth Way (QEW) that extends from one end of Oakville to the other, providing connections to Mississauga in the east and Burlington in the west.

Lakeshore Road has **four lanes** from **Mississauga Street to Bronte Road**, including the Bronte Creek Bridge. From **Bronte Road to East Street**, it has **three lanes** with the centre lane being used for left turns. Between **East Street and Dorval Drive**, it is a tree-lined **two-lane arterial road**.



Overview and Purpose of this study

The Town of Oakville issued the Notice of Commencement for this study in January 2017. The Study is being completed following the Municipal Class Environmental Assessment process for a Schedule 'C' project, as outlined in the [Municipal Class Environmental Assessment document](#).

The purpose of this study is to identify improvements to Lakeshore Road West (Mississaga Street to Dorval Drive) to address the following problem/opportunities:

- Pedestrian and cyclist safety and accessibility
- Traffic safety
- Pavement conditions
- Drainage and storm water management
- Intersection safety and operations
- Roadway design to meet current standards
- Creek crossings and structures

Class Environmental Assessment Process



Background

- In November 2017, the Study Team hosted a Public Information Centre (PIC) to share the previously recommended design for Lakeshore Road improvements, which included the following:
 - Mississauga Street to Bronte Road: Existing four traffic lanes reduced to three traffic lanes with on-road bike lanes
 - Bronte Road to East Street: Maintaining existing three traffic lanes with on-road bike lanes and sidewalks, and on-street parking
 - East Street to Dorval Drive: Widening from two traffic lanes to three traffic lanes with on-road bike lanes, north-side sidewalk and south-side multi-use path
- Following the PIC, the Study Team responded to concerns received from the public related to the impacts associated with the recommended design.
- In May 2018, the town staff presented the draft Environmental Study Report to the Community Services Committee for approval. The Committee passed the resolution to consult with the community regarding the implications on tree preservation, property expropriation, daylight triangles and the selected locations for a centre left turn lane

Background (Continued)

In response to Council direction, a Public Meeting was held in July 2018 to receive public input on the previously preferred alternative design and to discuss what changes needed to be made to the design of Lakeshore Road West. From the Public Meeting the following common themes/concerns were raised:

- Need for road widening
- Loss of trees
- Purchase of strips of land across property frontages
- Increase in impervious area
- Provision of infrastructure for pedestrian and bicycle users and space for safety
- Provision of pedestrian crossings

Council's Direction Regarding Re-Evaluation of Alternatives

Due to concerns associated with the impacts of the previously preferred alternative design presented on Public Information Centre in 2017, and the input received at the July 2018 Public Meeting, the town's Planning and Development Council provided the following direction to the Study Team on August 7, 2018:

“That staff be directed to complete additional consultation on the Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Class Environmental Assessment and report back to Council in early 2019, with recommendations that include at least one option reflecting no continuous centre turn lane, no loss of trees and no expropriation of property while maintaining cycle lanes and reflecting sidewalks/multiuse paths on at least one side and minimizing impervious surfaces.”

In response, the Study Team developed and evaluated revised alternative design concepts to identify a preferred design that addresses the public's concerns, as outlined on the following boards. In addition, a Scenic Corridors Study was completed by Town staff to identify and evaluate the roadway, streetscape and framing elements that contribute to the scenic value.

Scenic Corridors Study

The [Scenic Corridors Study](#) was completed in February 2020. It identified the following four themes:

Importance of maintaining trees and vegetation	
Importance of maintaining and complementing the historical attributes	
Importance of maintaining connectivity for pedestrians and cyclists	
Importance of maintaining the proportions of the existing roadway	

The Scenic Corridors Study findings were provided to the Study Team to inform the design and technical recommendations. The Preferred Design was reviewed against these themes to assess the degree of satisfaction and opportunities for improvement. The updated preferred design proposes an urban cross-section which maintains the existing road alignment and respects the Scenic Corridor themes and directions as explained on the following slides.

Snapshot of Recommendations of this Class EA

Problem / Opportunity	Brief description of how this Class EA addressed the problem / opportunity
Pedestrian and cyclist safety	This Class EA proposes continuous bike lanes and sidewalks along the length of the corridor, as well as a multi-use path between East Street and Fourth Line (please see proposed cross-sections and sample renderings on the following slides). These active transportation facilities provide space for families, commuter cyclists and recreational cyclists to travel by foot or by bike along the corridor. Controlled pedestrian crossing locations are also provided along the corridor to improve accessibility for pedestrians. Accessibility will also be improved through provision of curbs, which will separate pedestrian sidewalks/multi-use path from traffic lanes, provide critical safety to the people with physical disabilities such as wheelchair users and those who require directional information due to vision impairment.
Traffic safety	This Class EA addresses traffic safety by providing dedicated space for walking and cycling, and through minor improvements at the intersections.
Pavement conditions	The proposed improvements will include reconstruction of pavement along the corridor. The preferred design proposes to convert the rural cross-section to an urban cross-section (with curb and gutter). Addition of curb and gutter can help protect roadway edges and maintain pavement conditions. With the introduction of on-road bicycle lanes, additional sidewalk and multi-use path, an urban cross section is also more compact, reducing impacts to trees and vegetation.
Drainage and Stormwater Management	This Class EA addresses drainage and stormwater management through addition of low impact development (LID) techniques, additional and new storm sewers and the retention of ditches, where possible, to address stormwater quality and quantity management in accordance with the town's Stormwater Master Plan.
Intersection safety and operations	This Class EA addresses intersection safety and improved operations through minor improvements at the intersections.
Roadway design to meet current standards	The roadway will be designed based on the Transportation Association of Canada (TAC) and Town of Oakville standards. In addition, the preferred design maintains the existing right-of-way width for Lakeshore Road (except where required for minor intersection improvements, sidewalk or multi-use path).
Creek crossings and structures	This Class EA proposes new pavement markings on the Bronte Creek Bridge and the 14 Mile Creek Bridge to accommodate the new cross-section. In addition, the Class EA proposes replacement of the McCraney Creek Bridge due to poor condition and flooding potential.

How were the key comments addressed

Theme/Concern	Brief description of how this Class EA addressed common themes/concerns
Loss of trees	The revised preferred design significantly reduces impacted trees compared to the design presented in 2017. Each Corridor Block was evaluated to review the benefits of adding sidewalks or multi-use path against the impacts to trees. At the detailed design stage, where multi-use path or sidewalks are proposed, additional work will be undertaken to determine where the multi-use path or sidewalk can be reduced in width or where the alignment can be shifted to further mitigate tree impacts. Construction best practices under the direction of a licensed arborist can reduce impacts. Impacted trees will be replaced in accordance with the town's tree bylaw.
Purchase of strips of land across property frontages	The preferred design reduces purchase of land across property frontages by maintaining the current right-of-way width, where possible. The right-of-way along Lakeshore Road will not be consistently widened. Small parcels of property are required at a total of 10 public and 30 private properties.
Increase in impervious area	By removing the centre left turn lane from the proposed design, the amount of new impervious area is significantly reduced. New impervious area is primarily related to the proposed new sidewalks, bike lanes or multi-use paths. In some sections, the amount of pavement on the road will actually decrease.
Provision of infrastructure for pedestrian and bicycle users and space for safety	This Class EA proposes continuous bike lanes and sidewalks (north side) along the length of the corridor, as well as a multi-use path (south side) between East Street and Fourth Line (please see proposed cross-sections and sample renderings on following slides). These active transportation facilities provide space for families, commuter cyclists and recreational cyclists to travel by foot or by bike along the corridor. Controlled pedestrian crossing locations are also provided along the corridor to improve accessibility for pedestrians. Accessibility will also be improved through provision of curbs, which will separate pedestrian sidewalks/multi-use path from traffic lanes, provide critical safety to the people with physical disabilities such as wheelchair users and those who require directional information due to vision impairment.
Provision of pedestrian crossings	

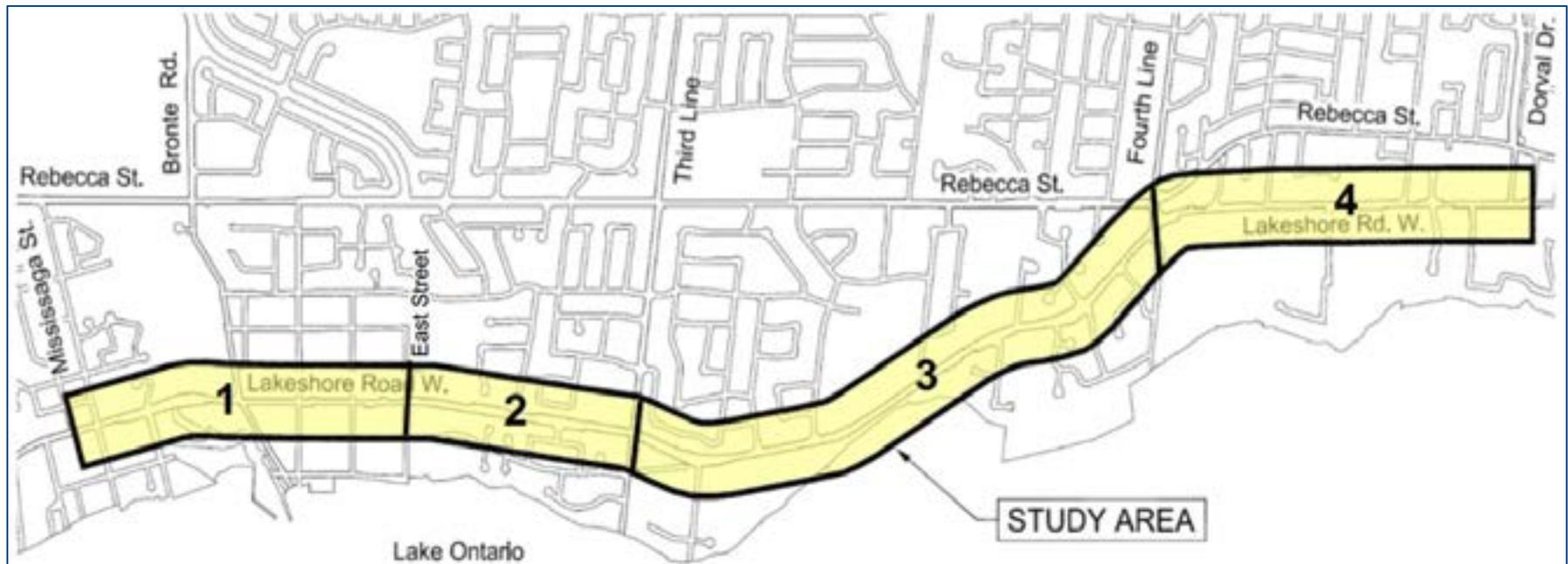
Scenic Corridors Study Themes

Scenic Corridors Study Theme	Brief description of how this Class EA incorporated Scenic Corridors Study Themes
Importance of maintaining trees and vegetation	<p>The preferred design was selected following the reevaluation of alternatives that considered impacts to mature trees and other vegetation. The existing trees located along the Lakeshore Road corridor will be preserved, where possible. A Tree Preservation Plan will be developed during the detailed design phase of this project to protect trees during construction. In addition, the design will be reviewed to reduce the number of impacted trees. During construction, best practices including excavation by hydrovac and root trimming will be followed by qualified arborists. Where tree removals are required, these trees will be replaced in accordance with the town's tree bylaw. A Tree Replacement Plan will be developed during the detailed design phase to recommend native trees and vegetation and identify areas for their planting.</p>
Importance of maintaining and complementing the historical attributes	<p>The preferred design was selected following the evaluation of alternatives that considered impacts on archaeological and cultural resources. A Stage 2 archaeological assessment will be required during detailed design prior to any form of land alteration within the areas of archaeological potential. In addition, cultural heritage features identified via this study should be depicted on project drawings during detailed design phase and appropriate notes should be included that state that impacts on these features should be avoided.</p>
Importance of maintaining connectivity for pedestrians and cyclists	<p>The preferred design proposes continuity of and variety in travel modes, including vehicular traffic lanes, on-road bike lanes with painted buffer, sidewalks, pedestrian crossings and a multi-use path.</p>
Importance of maintaining the proportions of the existing roadway	<p>The preferred design maintains Lakeshore Road West as three lanes (with a two-way centre left turn lane) within the Bronte Village Section and two lanes from East Street to Dorval Drive. It also recommends active transportation facilities (bike lanes, multi-use paths and sidewalks).</p>

Study Corridor Blocks

The Study Area was divided into following four blocks based on the area topography and different alternative designs:

- Block 1 - Mississaga Street to East Street - 1.3 km
- Block 2 - East Street to Third Line - 1.0 km
- Block 3 - Third Line to Fourth Line - 2.5 km
- Block 4 - Fourth Line to Dorval Drive - 1.5 km



Preferred Design – Block 1

The preferred design for Block 1 presented at the PIC in 2017, reduces the four traffic lanes to three from Mississauga Street and Bronte Road, and maintains the existing three lanes between Bronte Road and East Street. As such, the preferred design for this block was carried forward from the initial evaluation of alternatives, and no revised alternatives were introduced and evaluated for this block. Key design elements of the preferred design for **Study Corridor Block 1 (Mississauga Street to East Street)** include the following:

- 3.3 m through lanes, with a 3.5 m centre turn lane
- 2.0 m sidewalks and 1.5 m on road bike lanes with a 0.5m painted buffer in both directions
- Intersection improvements at Bronte Road



Proposed Cross-Section – Block 1

Proposed cross-section for **Study Corridor Block 1 (Mississaga Street to East Street)**

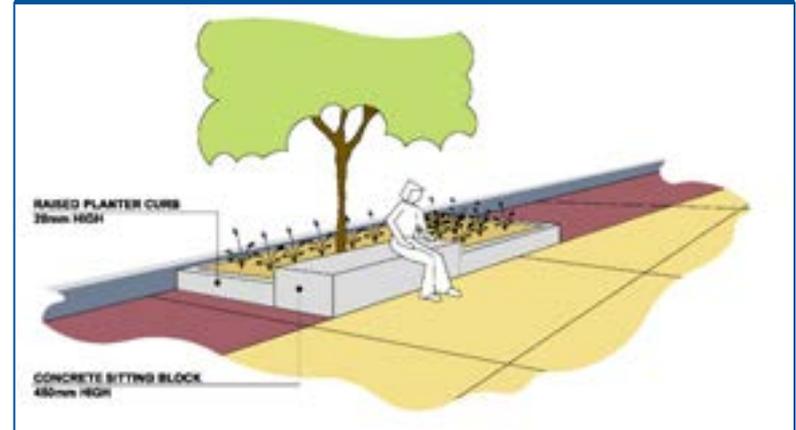


Streetscape Concepts

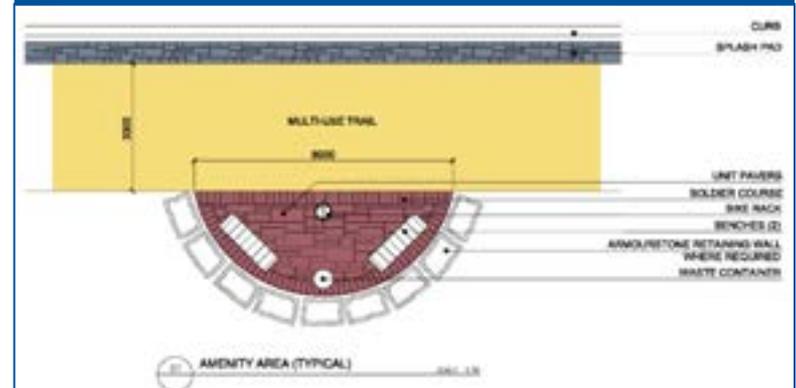
The streetscape design elements for the Bronte Village area include raised planter beds with concrete 'sitting' wall sections, median planting beds, new street trees, and concrete sidewalk. Street furnishings will include benches, bike racks, waste receptacles, bollards, and wayfinding signage.

East of the Bronte Village the streetscape will be more typical of the existing roadway. The proposed design will include several median planting beds and a multi-use path extending along the south side of Lakeshore Road to Fourth Line. Amenity areas will be provided at strategic locations along the multi-use path.

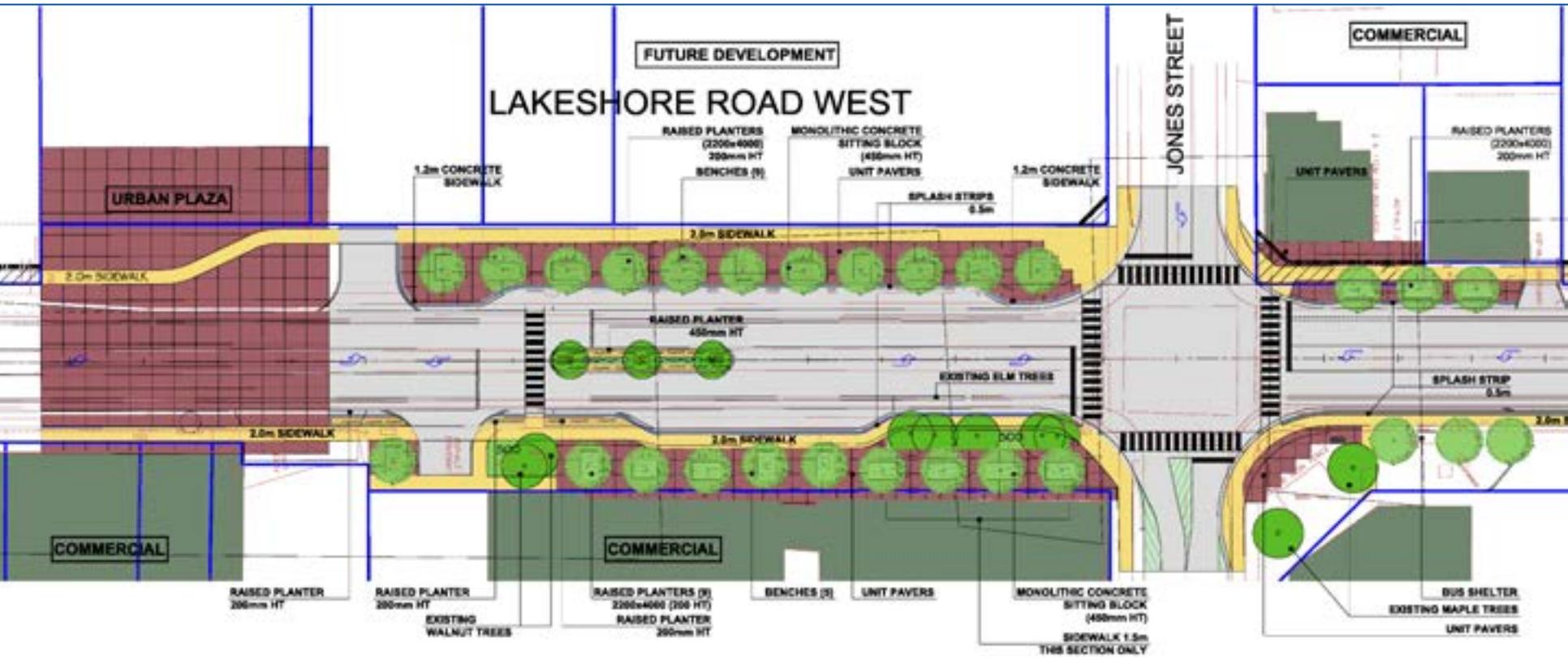
Bronte Village Area – Raised Planter Sketch



East Street to Dorval Drive – Amenity Area Sketch



Streetscape Concept - Bronte Village



Revised Design Alternatives – Blocks 2, 3 and 4

The preferred design presented at the Public Information Centre No. 2 in November 2017 included a continuous centre left turn lane. The following revised alternative designs were developed for Blocks 2, 3 and 4:

<p>Alternative Design A: No Impact</p>	<ul style="list-style-type: none"> • Urbanize with curb & gutter and storm sewer. • No centre left turn lane. • On road bike lanes. Existing sidewalks to remain, but no additional sidewalks or multi-use path proposed. Sidewalk will be discontinuous with gaps.
<p>Alternative Design A1: Minimal Impact</p>	<ul style="list-style-type: none"> • Urbanize with curb & gutter and storm sewer. • No centre left turn lane. Improve intersections, where warranted • On road bike lanes. Existing sidewalks to remain, and new sidewalks to be provided where gaps exist.
<p>Alternative Design B: Hybrid</p>	<ul style="list-style-type: none"> • Urbanize with curb & gutter and storm sewer • No centre left turn lane. Improve intersections, where warranted • On road bike lanes. New continuous sidewalk on north side and multi-use path on south side

The above noted alternatives were evaluated using the evaluation criteria that considered impacts for tree removals, property requirements, increase in impervious surface, drainage improvements and provision of active transportation facilities. The evaluation of revised alternatives for Blocks 2, 3 and 4 is presented on the following slides.

Evaluation of Revised Alternatives – Block 2

The evaluation of revised alternatives for Block 2 is provided below:

Factor	Alternative Design A No Impact	Alternative Design A1 Minimal Impact	Alternative Design B Hybrid
Potential Tree Removals >20 dbh	0	10	30
Potential Trees Removals </=20 dbh	0	5	7
Total Land Required (m ²)	0	0	166 m ²
Increase of Impervious Surface (m ²)	410 m ²	601 m ²	2,246 m ²
Multi-use Path (South Side)	N	N	Y
On-road Bike Lanes	Y	Y	Y
Continuous Sidewalk	N	Y	Y
Drainage Improvements	Y	Y	Y
Intersection Improvements	N	Y	Y
Recommendation			Preferred

Please refer to slides 31 to 38 for more information related to the evaluation of revised alternatives.

Evaluation of Revised Alternatives – Block 3

The evaluation of revised alternatives for Block 3 is provided below:

Factor	Alternative Design A No Impact	Alternative Design A1 Minimal Impact	Alternative Design B Hybrid
Potential Tree Removals >20 dbh	0	5	20
Potential Trees Removals </=20 dbh	0	5	22
Total Land Required (m ²)	0	73 m ²	163 m ²
Increase of Impervious Surface (m ²)	-2,584 m ²	-1,760 m ²	1,697 m ²
Multi-use Path (South Side)	N	N	Y
On-road Bike Lanes	Y	Y	Y
Continuous Sidewalk	N	Y	Y
Drainage Improvements	Y	Y	Y
Intersection Improvements	N	Y	Y
Recommendation			Preferred

Please refer to slides 31 to 38 for more information related to the evaluation of revised alternatives.

Preferred Design – Block 2

The key design elements of the preferred design for **Study Corridor Block 2 (East Street to Third Line)** include the following:

- Maintain current roadway alignment
- 3.3 m through lanes (no centre left turn lane)
- 1.8 m on road bike lanes with a 0.5m painted buffer
- 1.5 m continuous sidewalk on the north side and 3.0 metre continuous multi-use path on the south side
- Convert to urban-standard curb & gutter cross-section with storm sewer to convey stormwater
- Intersection improvements

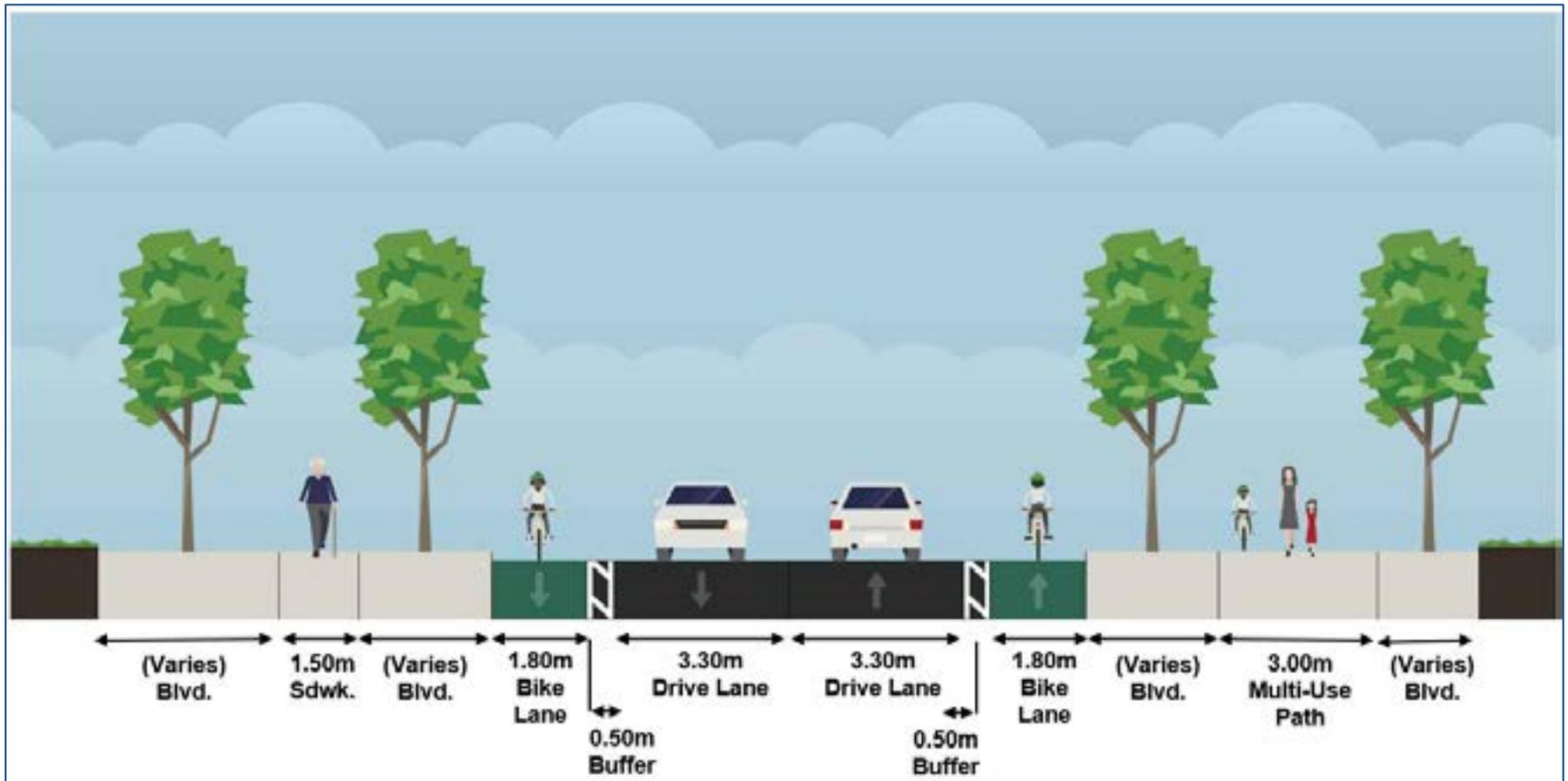


Photo 2 - Existing Conditions



Proposed Cross-Section – Block 2

Proposed cross-section for **Study Corridor Block 2 (East Street to Third Line)**



Preferred Design – Block 3

The key design elements of the preferred design for **Study Corridor Block 3 (Third Line to Fourth Line)** include the following:

- Maintain current roadway alignment
- 3.3 m through lanes (no centre left turn lane)
- 1.8 m on road bike lanes with a 0.5m painted buffer
- 1.5 m continuous sidewalk on the north side and 3.0 m continuous multi-use path on the south side
- Convert to urban-standard curb & gutter cross-section with storm sewer to convey stormwater
- Intersection improvements

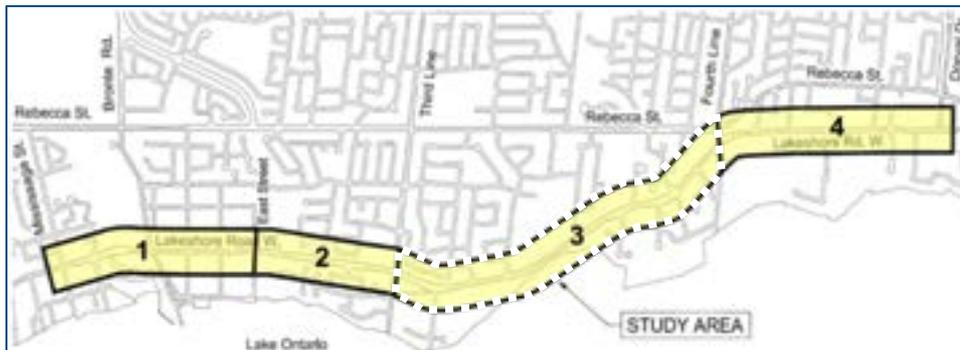
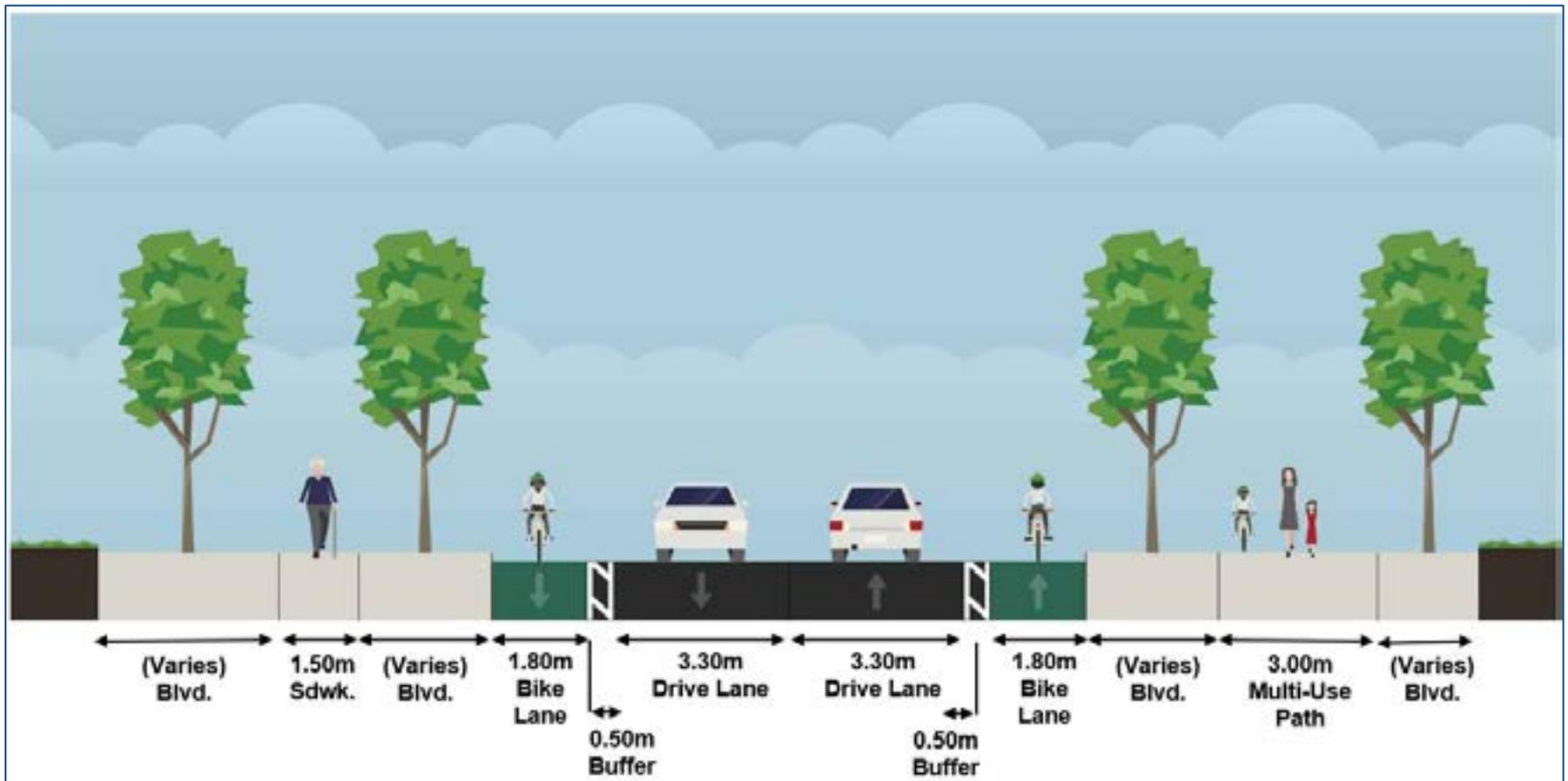


Photo 3 - Existing Conditions



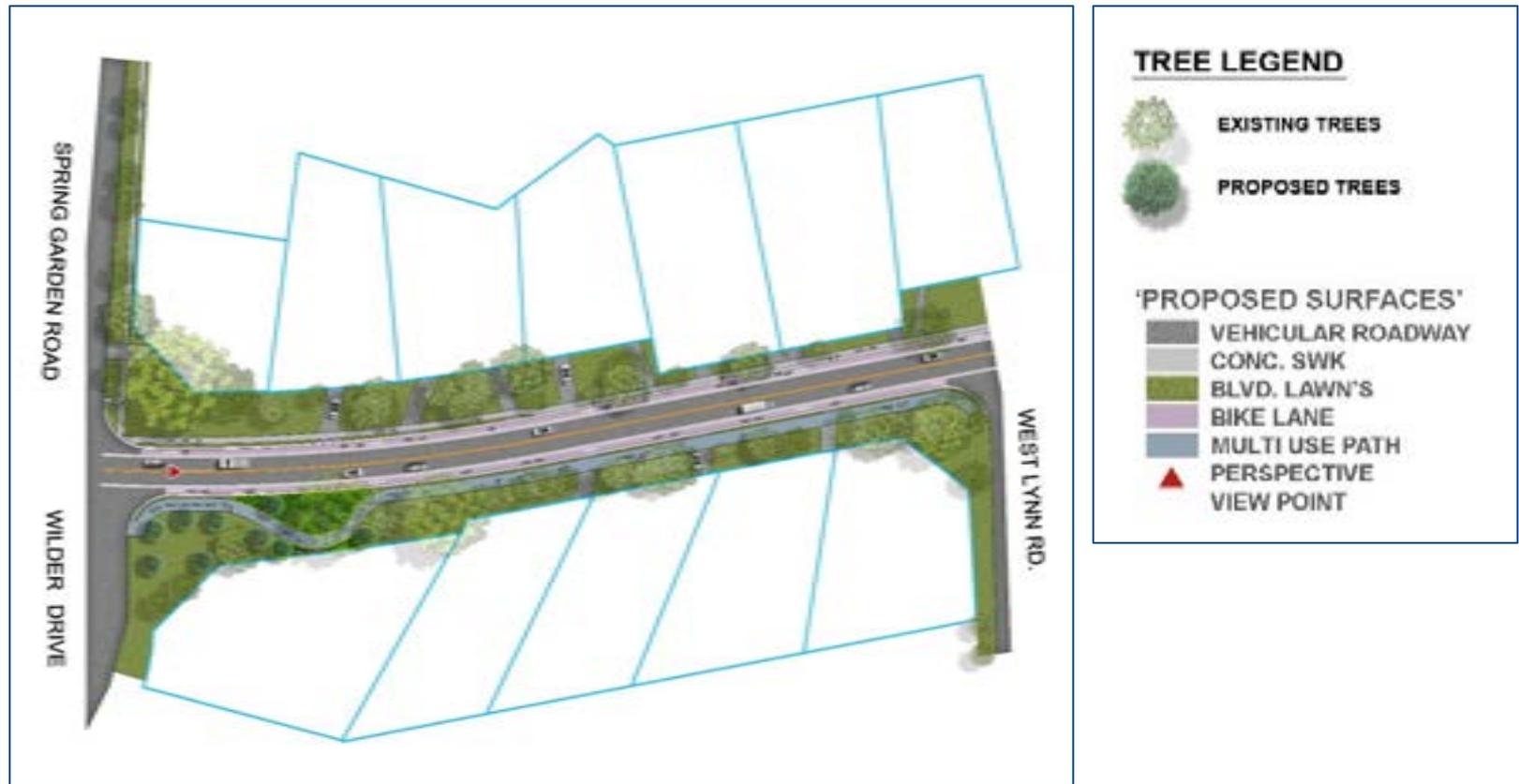
Proposed Cross-Section – Block 3

Proposed cross-section for **Study Corridor Block 3 (Third Line to Fourth Line)**



Conceptual Plan View – Blocks 2 and 3

Conceptual plan view rendering showing configuration of future Lakeshore Road West within Blocks 2 and 3



Conceptual Rendering – Blocks 2 and 3

Conceptual rendering showing configuration of future Lakeshore Road West within Blocks 2 and 3



Evaluation of Revised Alternatives – Block 4

The evaluation of revised alternatives for Block 4 is provided below:

Factor	Alternative Design A No Impact	Alternative Design A1 Minimal Impact	Alternative Design B Hybrid
Potential Tree Removals >20 dbh	0	9	45
Potential Trees Removals </=20 dbh	0	8	77
Total Land Required (m ²)	0	20 m ²	0
Increase of Impervious Surface (m ²)	974 m ²	1,681 m ²	2,569 m ²
Multi-use Path (South Side)	N	N	Y
On-road Bike Lanes	Y	Y	Y
Continuous Sidewalk	N	Y	Y
Drainage Improvements	Y	Y	Y
Intersection Improvements	N	Y	Y
Recommendation		Preferred	

Please refer to slides 31 to 38 for more information related to the evaluation of revised alternatives.

Preferred Design – Block 4

The key design elements of preferred design for **Block 4 (Fourth Line to Dorval Drive)** include the following:

- Maintain current roadway alignment
- 3.3 m through lanes (no centre left turn lane)
- 1.8 m on road bike lanes with a 0.5 m painted buffer
- Convert to urban-standard curb & gutter cross-section with storm sewer to convey stormwater
- Existing sidewalks to remain, and new sidewalks to be provided where gaps exist
- Intersection improvements



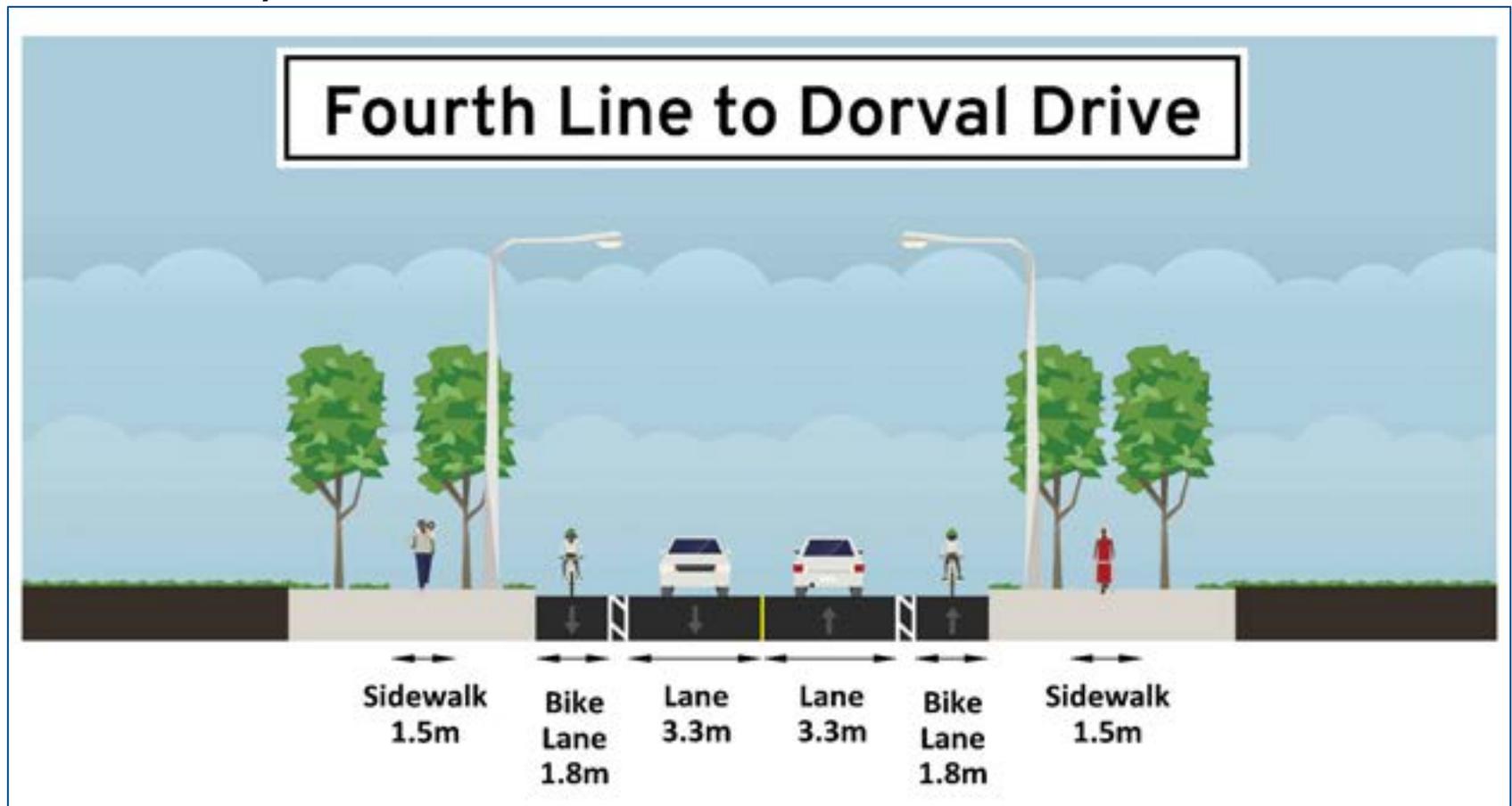
Conceptual Rendering – Block 4

Conceptual rendering showing configuration of future Lakeshore Road West (within Block 4)



Proposed Cross-Section – Block 4

Proposed cross-section for **Study Corridor Block 4 (Fourth Line to Dorval Drive)**



Summary of Evaluation of Revised Alternatives

The following tables summarize impacts of each alternative and preferred design on Blocks 2, 3 and 4:

Alternative Design A (No impact)	Block 2	Block 3	Block 4	Total
Potential Tree Removals >20 dbh	0	0	0	0
Potential Trees Removals </=20 dbh	0	0	0	0
Land Required (m ²)	0	0	0	0
Increase in Impervious Area (m ²)	410 m ²	-2,584 m ²	974 m ²	-1,200 m ²

Alternative Design A1 (Minimal Impact)	Block 2	Block 3	Block 4	Total
Potential Tree Removals >20 dbh	10	5	9	24
Potential Trees Removals </=20 dbh	5	5	8	18
Land Required (m ²)	0	73 m ²	20 m²	93 m ²
Increase in Impervious Area (m ²)	601 m ²	-1,760 m ²	1,681 m²	1410

Alternative Design B (Hybrid)	Block 2	Block 3	Block 4	Total
Potential Tree Removals >20 dbh	30	20	45	95
Potential Trees Removals </=20 dbh	7	22	77	106
Land Required (m ²)	166 m²	163 m²	0	329 m ²
Increase in Impervious Area (m ²)	2,246 m²	1,697 m²	2,569 m ²	6,963 m ²

Preferred Design	Block 2	Block 3	Block 4	Total
Potential Tree Removals >20 dbh	30	20	9	59
Potential Trees Removals </=20 dbh	7	22	8	37
Land Required (m ²)	166 m ²	163 m ²	20 m ²	349 m ²
Increase in Impervious Area (m ²)	2,246 m ²	1,697 m ²	1,681 m ²	5,624 m ²

Summary of Evaluation – Blocks 2 & 3

Alternative Design B (Hybrid) was identified as the preferred design for Blocks 2 and 3. It includes two traffic lanes, a continuous sidewalk (north side), a multi-use path (south side), dedicated on-road bike lanes with painted buffers and minor intersection improvements. A multi-use trail was included in the preferred design due to feedback received from area residents identifying the importance of providing a safe space for families, commuter cyclists and recreational cyclists to travel by foot or by bike. Consistent with the considerations identified in the Scenic Corridors Study, this alternative will provide continuity of and variety in travel modes so that users have different ways to experience the corridor as a pedestrian, cyclist, or driver.



Photo Credit: Oakville Beaver

Because this alternative provides a multi-use path within Blocks 2 and 3, the number of tree removals associated with this alternative will be higher than Alternative A1 within these two blocks, but lower than Alternative B applied to Block 4. The number of trees to be removed, when compared to the significantly higher number of trees required to be removed for a multi-use path in Block 4, was considered to be warranted by the benefit provided to the community by a multi-use-path. Minor private property takings are proposed to accommodate the sidewalk and multi-use-path. During the detailed design phase, the design will be reviewed and refined to reduce tree removals and property requirements, where possible. In accordance with the Scenic Corridors Study, healthy mature trees will be retained, where possible. In addition, a tree replacement plan will be developed to account for tree death and/or strategic removals through native tree, shrub and plant species.

Summary of Evaluation – Block 4

Alternative Design A1 (Minimal Impact) was identified as the preferred design for Block 4. It includes two traffic lanes, dedicated on-road bike lanes with painted buffers, new sidewalk where gaps exist in the existing sidewalk, and intersection improvements to address intersection safety and to improve traffic operations. This alternative was selected as the preferred design for Block 4 in order to minimize tree removals, particularly the removal of 36 additional trees greater than 20cm diameter at breast height (dbh), and property taking. Although provision of a multi-use trail within this block was also considered important by the area residents, the greater number of trees to be removed for a multi-use-path, compared to within Blocks 2 and 3, was not considered to be warranted by the benefit provided by a multi-use-path. Addition of a multi-use path in Block 4 will also have a greater impact on the scenic character of the corridor, since the corridor is more constrained than in Blocks 2 and 3. This alternative will require less tree removal than Alternative B, and it will assist in achieving the consideration identified in the Scenic Corridors Study, related to retaining healthy mature trees within the municipal right-of way and on abutting private properties, where possible.

Due to the proposed improvements, there will be a requirement for some minor property transfer from property already publicly owned, however, no private property purchase has been identified. During the detailed design phase of the project, the design will be reviewed and refined to further reduce tree removals where possible

Tree Preservation

The revised Alternative Design B (Hybrid) was identified as the preferred design for Blocks 2 and 3, and the revised Alternative Design A1 (Minimal Impact) was identified as the preferred design for Block 4. Alternative B has the highest tree removal at 201 trees (combined for Blocks 2, 3 and 4).

The preferred design provides a reduced tree removal amount of 96 trees. During the detailed design stage, further mitigation strategies will be employed by narrowing sidewalk/multi-use path, where appropriate to minimize the tree impacts.

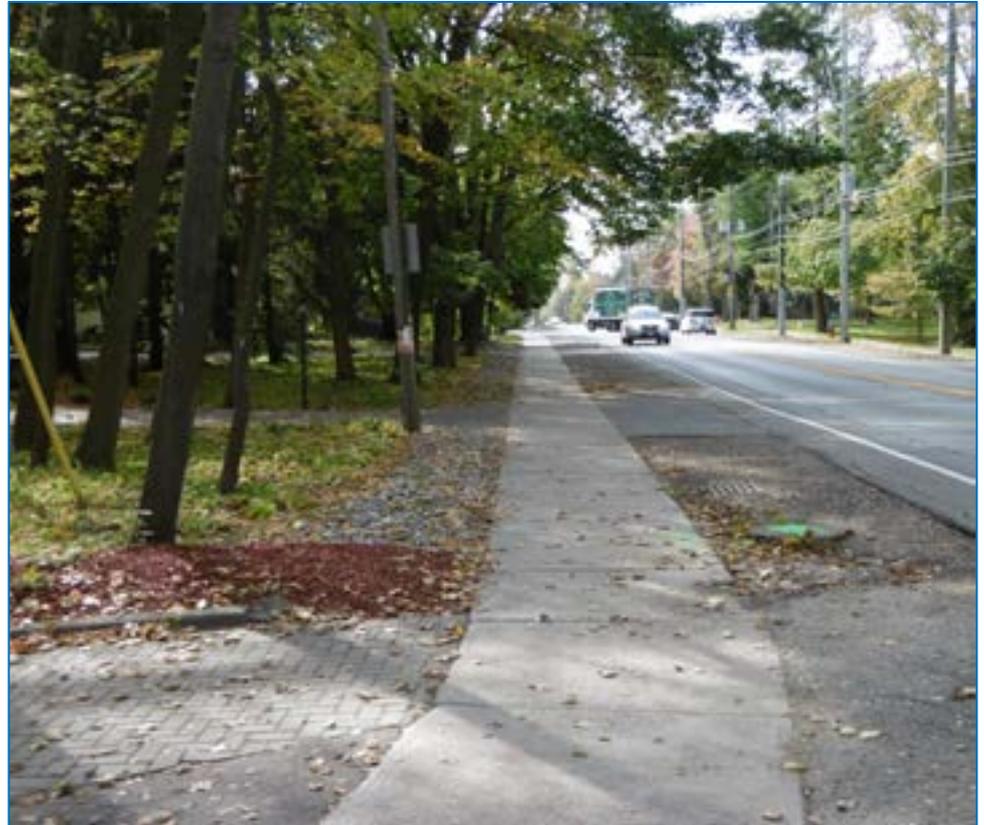


Photo showing trees south of Lakeshore Road in Block 4 (west of Holyrood Avenue)

Active Transportation Facilities

Sidewalk and multi-use path are provided for Blocks 2 and 3 (from East Street to Fourth Line). In Block 4, tree preservation was preferred, and therefore the multi-use path was not selected (from Fourth Line to Dorval Drive). The preferred design still provides continuous on-road facilities for cycling and off-road facilities for walking. The town's ATMP recommends on and off-road active transportation facilities to provide choice for pedestrians and cyclists of all abilities.

Property Requirements

The town's Official Plan provides expected future right-of-way widths for the town's roads. For Lakeshore Road West, the right-of-way width identified in the Official Plan is 26 m. However, the preferred design maintains the existing right-of-way and only requires land for the proposed sidewalk and multi-use path, and at selected intersections for operational improvements. The removal of the centre turn lane from the previously identified preferred design for Blocks 2, 3 and 4 in 2017 significantly decreases the requirements for land, from 5175 m² to 349 m², a decrease of approximately 93% from 2017 design.

Property requirements for each block are identified in the table below:

Block	Public Property Requirements	Private Property Requirements
Block 1 - Mississauga Street to East Street	868 m ²	2011 m ²
Block 2 - East Street to Third Line	0 m ²	166 m ²
Block 3 - Third Line to Fourth Line	90 m ²	73 m ²
Block 4 - Fourth Line to Dorval Drive	20 m ²	0 m ²

Please refer to the preferred design drawings available on the project webpage for the location of proposed property requirements.

Impervious Surface Area

In 2017, the increase in the proposed impervious area in Blocks 2, 3 and 4 was approximately 25,000 m². With the removal of the centre turn lane, the increase in impervious area is now approximately 5,600 m² for Blocks 2, 3 and 4 (a 77% decrease). Out of this 5,600 m² impervious area increase, nearly all is associated with new multi-use path / sidewalk along Blocks 2 and 3, while a small portion is required for intersection improvements.

The total increase in impervious area for Blocks 1, 2, 3 and 4 is approximately 7,400 m².

Outcome of the Preferred Design

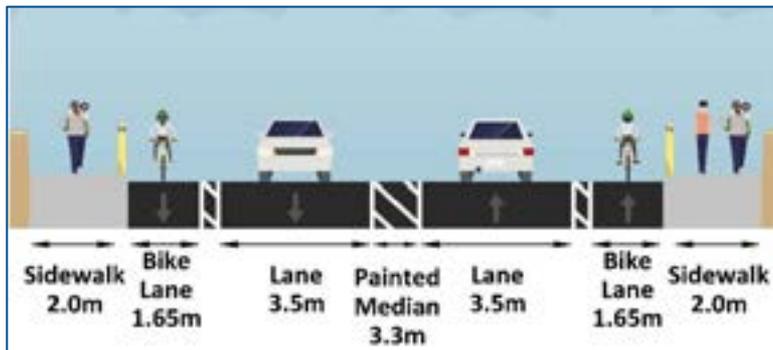
The preferred design for Blocks 2, 3 and 4 will achieve the following:

- Removal of the centre left turn lane and decreased associated land requirements and impervious areas
- Provide continuous pedestrian and cyclist safety and accessibility through the implementation of sidewalk on the north side and multi-use path on the south side in Blocks 2 and 3 (from East Street to Fourth Line)
- Preservation of trees and vegetation by decreasing tree removal of over 300 trees (proposed in 2017) to 96 trees for Blocks 2, 3 and 4 (68% decrease)
- By removal of the centre left turn lane and only incorporating intersection improvements, reduce land requirements from 5,175 m² (in 2017) to 349 m² for Blocks 2, 3 and 4 (approximately 93% decrease)
- Reduce the increase in impervious areas to from approximately 25,000 m² to approximately 5,600 m², mainly due to new multi-use path / sidewalk
- Improve storm water management in the area by installing new storm sewers and LID, while maintained grass swales beyond the curb and gutter design where possible, as shown on the drawings
- Address infrastructure renewal requirements through pavement resurfacing, and bridge reconstruction

Bronte Creek and 14 Mile Creek Bridges

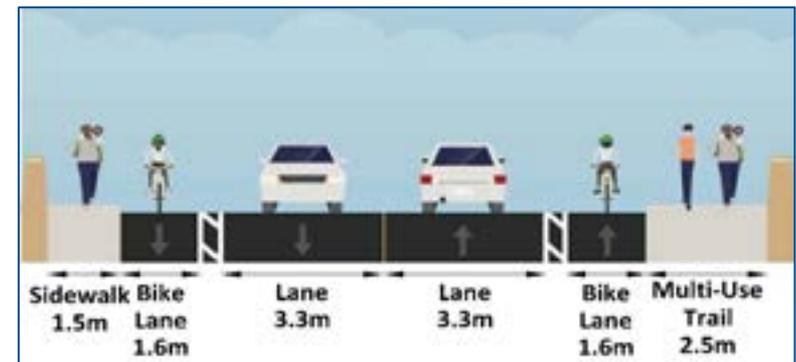
Bronte Creek Bridge

The existing Bronte Creek bridge requires no structural changes. It will be modified with a new pavement marking plan to accommodate the new cross-section. Pedestrian protection will also be provided by installing a pedestrian separation barrier wall or railing.



14 Mile Creek Bridge

The existing 14 Mile Creek bridge requires no structural changes. The bridge deck will be modified with new pavement markings to accommodate the new cross-section.



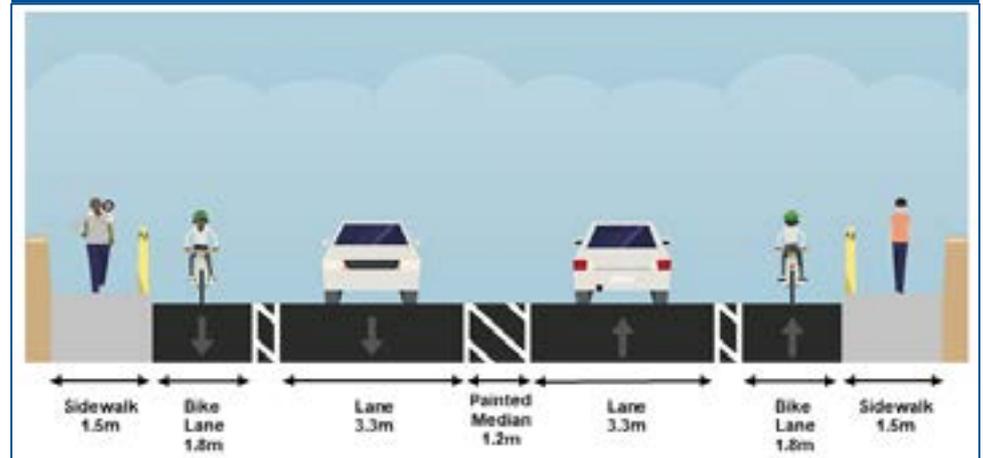
Preferred Design - McCraney Creek Bridge

The McCraney Creek Bridge requires replacement due to poor condition and flooding potential. The new structure will accommodate two-lanes of traffic, on-road bike lanes and sidewalks (north and south sides). Pedestrian protection will also be provided by installing a pedestrian separation barrier wall or railing.

McCraney Creek – Existing Conditions



McCraney Creek Bridge – Proposed Cross-Section



Technical Investigations

The following technical investigations were completed in support of this Class EA Study.



Stormwater Management

The proposed addition of sidewalks, multi-use paths and the left turn lane at select intersections in Blocks 2 to 4 will increase impervious coverage within various sections of the Lakeshore Road right-of-way, however, the amount of impervious area has been significantly decreased from the design presented in 2017. The road will be built to an urban standard with curb and gutter and a storm sewer; however, it will be complemented by the retention of some ditches and the addition of low impact development (LID) measures. Locations of LIS measures is illustrated on slide 45.

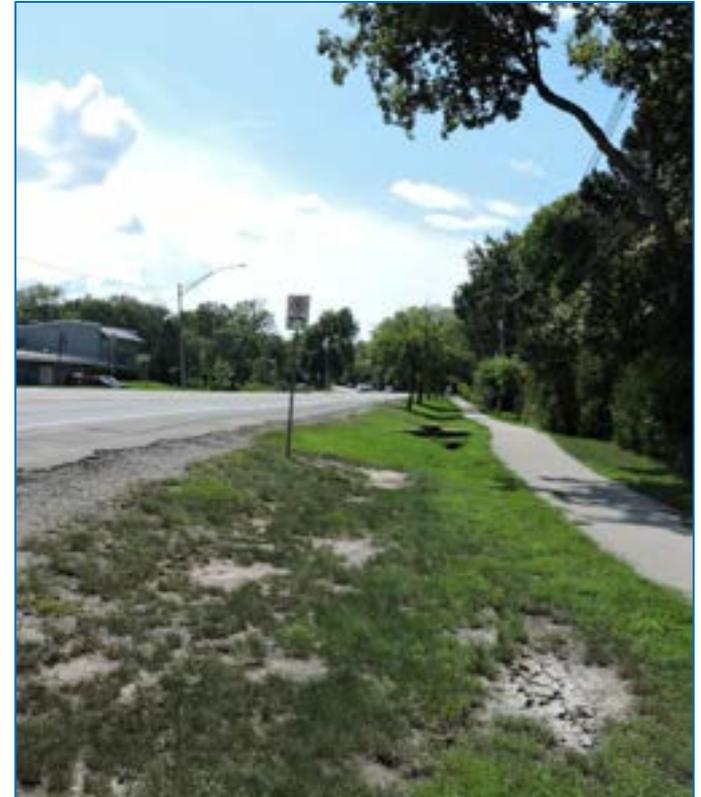
Wood completed a **Stormwater Management Report** in 2021 to propose measures to manage stormwater throughout the corridor. The report applied the [Stormwater Master Plan](#) recommendations by proposing various Low Impact Development (LID) Best Management Practices (BMP) measures to provide source control through infiltration of storm runoff.

Proposed Stormwater Management Improvements

Stormwater Management Improvements include:

- Up-to four (4) km of upgraded and new storm sewer pipes to capture and convey stormwater while improving the capacity of the storm sewers and mitigating storm sewer deficiencies.
- Improved overland and roadway flow conveyance.
- Stormwater quality controls include implementing oil-grit separators, bioretention facilities, and infiltration trenches.
- Proposed infiltration trenches would also provide erosion control and thermal control benefits.
- LID BMP features have been recommended to offset the impacts of land use intensification and climate change.

Existing ditches and swales will be maintained, where possible, to conserve the character of the corridor and provide a stormwater quantity and quality benefit.



Existing swale north of Lakeshore Road, near Sir John Colborne Recreation Centre for Seniors, to be converted to enhanced grass swale to provide a water quality benefit.

Low Impact Development BMP - Examples

Enhanced Grass Swale



Soil Cell Cross Section



Permeable Pavement

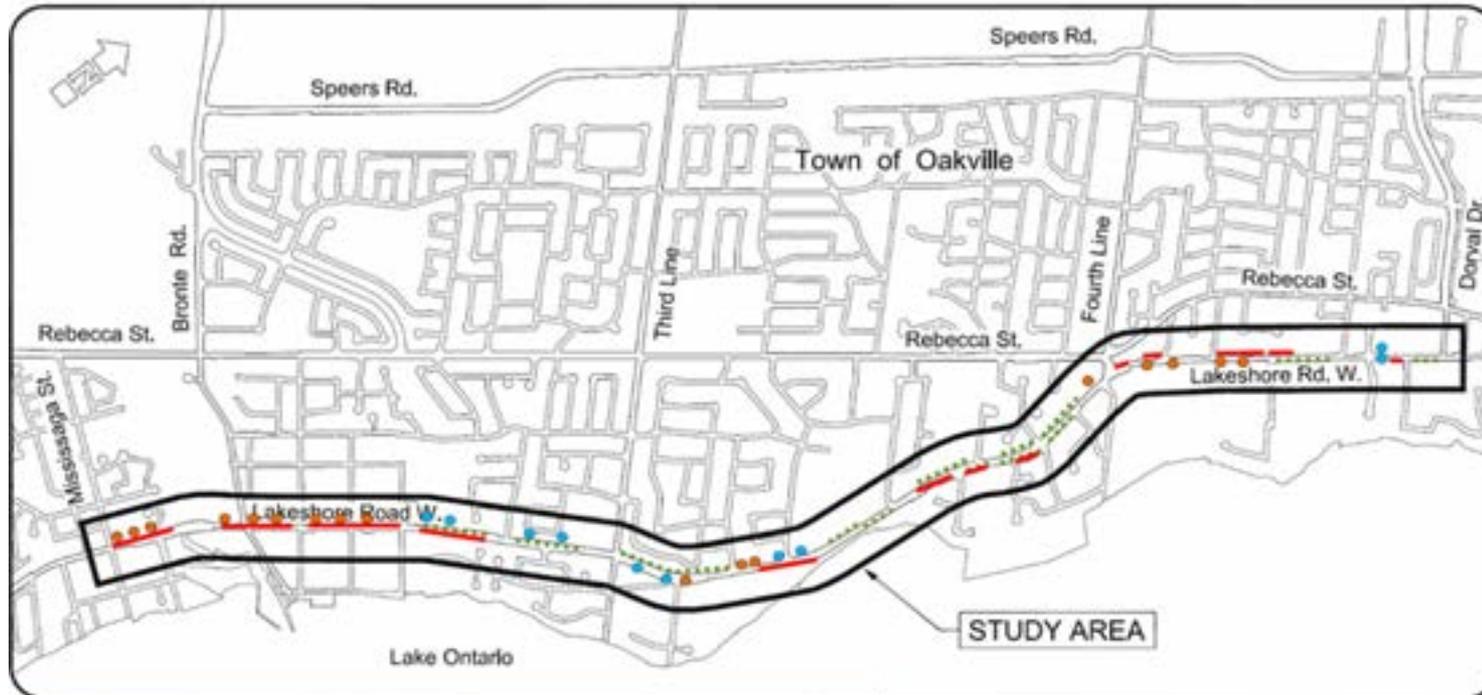


Bioretention Facility



Low Impact Development BMP - Locations

LID BMPs are recommended at the following 26 locations*:



Recommended LID BMPs

- Enhanced Grass Swales
- Bioretention Systems
- Permeable Pavers/Pavement or Infiltration Trenches
- Silva Cells

* Locations are preliminary and will be confirmed during detailed design. Existing ditches/swales will be maintained, where possible.

Potential Impacts and Mitigation Measures (1 of 4)



Land Use

Future land use within the Study Area will remain consistent with the current uses of commercial and residential uses, with infill development where prescribed in plans.



Noise

Construction related temporary noise impacts are anticipated. The contractor will be responsible for controlling noise, in adherence with the Town of Oakville Noise By-Law 2008-098.



Aquatic Resources

In-water works to occur within appropriate construction timing windows. The potential for erosion risk due to runoff from construction activities is low, if appropriate mitigation and environmental protection measures are applied. Further mitigation measures to protect aquatic habitat will be developed during the detailed design phase.

Potential Impacts and Mitigation Measures (2 of 4)



Terrestrial Resources

Minor impacts to wildlife and supporting habitat are anticipated from the proposed project works. Confirmation of habitat use within identified Significant Wildlife Habitats will be conducted at the detailed design stage.



Tree Preservation

The preferred design was selected following the re-evaluation of alternatives that considered impacts to mature trees and other vegetation. The existing trees located along the Lakeshore Road corridor will be preserved, where possible. A Tree Preservation Plan will be developed during the detailed design phase of this project to protect trees during construction. In addition, the design will be reviewed to reduce the number of impacted trees. Where tree removals are required, these trees will be replaced in accordance with the town's tree bylaw. A Tree Replacement Plan will be developed during the detailed design phase to recommend native trees and vegetation and identify areas for their planting.

Potential Impacts and Mitigation Measures (3 of 4)



Archaeological Resources

A Stage 1 archaeological assessment has determined that a potential for archaeological resources exists within the Study Area. A Stage 2 archaeological assessment is required prior to any form of land alteration within the areas of archaeological potential.



Cultural Heritage Resources

In order to avoid impacts and support the Scenic Corridors Study theme to maintain and complement historical attributes, cultural heritage features will be depicted on project drawings during the detailed design phase and appropriate notes will be included that state that impacts on these features are to be avoided.

Asset Management

The town's asset management system identifies deficiencies and required scheduled maintenance of infrastructure that exists within the Lakeshore Road right-of-way. These include roadway pavement, sidewalk, culverts and storm sewers. With the proposed improvements, coordinated decisions can be planned and implemented to address these deficiencies.

Next Steps



The Study Team will circulate the draft Environmental Study Report to the government agencies (e.g., Ministry of the Environment, Conservation and Parks; Conservation Halton).



The Town of Oakville staff will present the staff report to the Council for approval in June 2021.



With Council Approval, the Study Team will finalize the Environmental Study Report and issue it for a minimum of 30-day public review period. If no Part II Order Requests are received, the project will proceed to implementation.

We invite you to take the opportunity to review the preferred design drawings for Lakeshore Road West Improvements that are available on the project webpage.

Detailed Design Works

At the EA Stage of the process, designs are developed to a level of detail sufficient to identify potential impacts and provide for the evaluation of alternatives. Following the completion of the Class EA process, the project will proceed to detailed design phase. A number of critical tasks will be completed during detailed design, including but not limited to the following:

- Design will be reviewed to reduce tree removals and private property requirements, where possible.
- A Tree Preservation Plan will be developed to protect trees during construction.
- A Tree Replacement Plan will be developed to recommend native trees and vegetation and identify areas for their planting.
- A Stage 2 Archaeological Assessment will be completed to assess areas of archaeological potential.
- Permits will be obtained from the regulatory agencies, where required, prior to construction.
- Protection/retention measures for the identified built heritage features will be further evaluated.

Thank You!

The Study Team would like to thank you for taking the time to review the information presented as part of this Online Public Information Centre. We invite you to submit any questions or comments using the [online comment form](#).

You can also submit your questions or comments via email to one of the following Study Team Members:

Syed Rizvi, M.Sc., P.Eng.

Transportation Engineer

Town of Oakville

syed.rizvi@oakville.ca

Bob Felker, B.E.S., M.C.I.P, R.P.P.

Senior Environmental Planner,

Wood Environment and Infrastructure Solutions

bob.felker@woodplc.com

ID	Comment
1	I very much like the April 6, 2021 design proposal. Being a cyclist, I like the proposed on-street separated cycling lanes as well as the proposed sidewalks on both side of the street. Currently cycling between East St and Dorval is not a great experience.
2	Many links in the presentation are not working. Please advise when the web site is working completely.
3	I do not see the need to "improve" this roadway. The online information does not even include how many trees will be removed exactly. The drive along lakeshore is about the mature trees and environment. I completely disagree with Lakeshore west "improvements". This road does not need updating!!
4	(1) I am happy that there will be no parking lanes on the lakeshore road in Bronte. The parking lanes in downtown Oakville are a very regrettable mistake. (2) If the lakeshore road is designated as a Scenic Corridor, it would be nice to replace the current street lights with decorative lights (as in downtown Oakville). Still better would be to get rid of the unsightly telephone poles.
5	Please advise on the following: 1. As part of the Project are the current very old electric poles and overhead wiring also going to be replaced with underground wiring for street lighting and new electric poles with LED lighting 2. Is there going to be any land taken from in front of my property at [REDACTED] for the bike lane and side walk
6	1. Are the bike lanes on both sides going to be painted distinct from the asphalted road to distinguish the two?
7	Kindly advise if there is going to be any land taken away from in front of my house (outside the pillars) at [REDACTED]. Thanks.
8	Please advise at least high-level timeline for the execution of the project. Thanks.
9	Hello wonderful city planning people, I'm excited to hear about the improvements that are going to be coming to Lakeshore, and am confident they will help make Oakville more livable. However, I disappointed "Design B Hybrid" was not selected for Block 4, even after reading the rationale on page 33. The area between Fourth Line and Dorval Drive is arguably the most critical to have a multiuse path, as that's exactly where the multiuse path on Rebecca ends! There is no other safe multiuse path in that area connecting 4th Line with the Dorval/Kerr Village area. By taking out the multiuse path along Block 4, it severely limits the value of the multiuse path in the remaining areas. On-road bike lanes are NOT SAFE for families or casual cyclists. I was very excited about the prospects of being able to bike between Bronte and Dorval (and Downtown Oakville) with my kids on safe, separated, multi-use paths. It feels like once again, Oakville's obsession with tree protection gets in the way of it reaching its full potential. Trees are important, but not at the cost of severely limiting the benefits a multi-use path could provide connecting Dorval/Kerr Village and Bronte. Kerr/Bronte are both developing nicely; being able to connect them with a multi-use path would be incredibly valuable to everyone living in both those areas. I sincerely hope the Town will reconsider.
10	We are in block 4, [REDACTED] The revised plan is thoughtful and sensible minimizing impact to the scenic corridor whilst providing a utilitarian solution to pedestrian and bike traffic without the need for private property acquisition. Well done.

ID	Comment
11	<p>Question: what is the timeframe of the work being proposed?</p> <p>Comments: I am pleased that a continuous bike lane will be added throughout Lakeshore Road from Bronte to Dorval. This is a very popular route for bike riders and it's important the width of bike lanes allows bikers to feel safe from car traffic.</p> <p>I am a resident of Bronte Harbour and would like to ensure that this village still retain its functionality and charm as a pedestrian friendly, walkable area with lots of green space. Thank you for considering these comments and good luck with your plans.</p>
12	<p>I live at [REDACTED] in Block 3 and I support the Preferred option- Design B Hybrid</p>
13	<p>Area of concern - East St and Lakeshore Rd. Westbound left hand lane onto East St. Is there any way you can shorten that lane to accommodate eastbound traffic to enter 7-Eleven and TD Canada Trust? Eastbound traffic sits in that lane and affects traffic wanting to turn left onto East Street.</p>
14	<p>I am very pleased to see that you have taken the comments from last public meeting to heart and eliminated the centre turning lane that was originally proposed. The tree removal in the 4th line and lakeshore area has been greatly reduced and the bike lanes and walkways have been maintained. The plan looks much better!</p>
15	<p>Just reminding you of the agreement Sean O'Meara made with the Trustees of Walton Memorial United Church that no changes on Lakeshore Road in front of our Church location will happen until after the Wyecroft Bridge is open. Also, the changes at Bronte and Lakeshore Road intersection will continue with no right-hand turns onto the Lakeshore Road as it presently is to allow people every 3 minutes to have a 30-second window to make left turns out of both the Church and the 2511 Condo. In looking at the drawings it looks like our western entrance is not visible which we hope does not mean it is being closed off. Please confirm. Thanks</p>
16	<p>Why are you cutting down the trees when they protect the road from unwanted weather damage???</p>
17	<p>I am supportive of the changes, proposed particularly with the proposed bicycle lane from Mississauga through to Dorval. We have many cyclists on the road. Sections of existing shoulder - east of third line are difficult to ride. Some are non-existent.</p> <p>This is a very big investment by the Town. The major concern I have deals with rebuilds and commercial developments. Often this results in new piping and digging up of sections of the road, sidewalks and paths. We see this more often on sideroads. I wait for repairs to be modified and sometimes it never happens. Examples are on the bicycle path on Rebecca. The repairs done afterward appears as patchwork and sometimes very poorly done - leaving dips, bumps and unpainted lines on roads, sidewalks and paths. More effort should be taken by the Town to ensure such repairs are up to a set standard - almost as it was before. I would hate to see our investment in the project - be littered with odd pieces of paved patchwork as homes along Lakeshore and other commercial properties are redeveloped. I am also interested in what is marked as future development along Jones and Lakeshore, Is there a proposal there? Thank you for the extensive work done.</p>
18	<p>Removing trees is not okay. You already removed way too many trees at the lakefront trail and you are filling it with rocks and have ruined a beautiful natural path. Now you want to remove more trees on Lakeshore! The trees are what makes it beautiful</p>
19	<p>Good design overall. Nice balance of objectives. My only comment would be that you consider a longer left turn lane at the entrance to Appleby College going west on Lakeshore. There are 2-3 hours each day in the school year where this gets backed up for a considerable distance and the result will be cars that are not turning into Appleby will end up moving over into the bike lane to get by the queue. This is dangerous. This may impact a few trees on the north side of Lakeshore or to avoid losing those the extra width could be taken up on the south side.</p>

ID	Comment
20	If the goal is to add pedestrian infrastructure, why not add additional paths that run near lakeshore an northwards that cyclists and pedestrians can use. If large trees are cut down near the lake along lakeshore, northward winds coming off of the lake will become extreme.
21	I oppose trees being removed from this scenic route. This route should not be widened. We don't need more traffic there. The appeal of the road is that it is quiet and has greenery. Improve other roads for walking/biking, and in any case most of the time sidewalk on one side can be enough. More should be done for general road maintenance, filling potholes etc. I don't support the plan to widen Lakeshore Rd West.
22	To rid very mature old trees for the sake of adding footpaths and bicycle lanes is not acceptable. Planning can be done and should be done to meander the footpaths/ bicycle lanes in-between these trees, and these trees should be completely saved. It is our heritage as residents of Oakville
23	How can you justify destroying trees to create a bike path? Sadly, the beauty and charm of Oakville is being sacrificed for what purpose?
24	I would like to know how these specific trees have been chosen. What was the criteria involved in the decisions made?
25	So we have to pay for tree protection fences but you can just willy nilly cut down any tree?
26	As a resident within this corridor, I am very concerned with the planned removal of mature trees along Lakeshore Road. Two of the guiding principals of this project are: Importance of maintaining trees and vegetation, and Importance of maintaining and complementing the historic attributes. Neither of these principles are respected with the removal of mature trees (over 20 cm). I respectfully request that these tree not just remain, but are protected during any and all work done along this corridor.
27	With global warming, keeping the trees over cars is more important, gadget rid of the center turn lane as it only encourages speeding by in the other lanes. Consolidate the sidewalk/multiuse pathway for bikes. We are already seeing too much tree death on Oakville and need to maintain the upper canopy which protects the other trees/brush.
28	<p>As a lifelong resident of Oakville, I'm disheartened to know that the town of Oakville's planning and engineering departments have decided to remove beautiful, mature trees to allow for developments to roads and bike paths. Yes, roads and bicycle lanes are essential features in any town, as is construction to accommodate growth, but mature trees take generations to grow, live for hundreds of years, and provide countless benefits to any town or city and should be accommodated into plans rather than destroyed.</p> <p>Incredibly short-term thinking and greed-influenced decisions such as this result in lost votes from an ever-growing amount of the populace that is environmentally conscious and invested in long-term, sustainable planning. Myself and the several dozen fellow Oakville taxpayers that I've talked to about this situation agree that if the Lakeshore Road "Improvement" plan results in the loss of mature trees, it will then result in the loss of confidence (which translates into votes) in Oakville's planners and engineers.</p>
29	Please do not cut down 96 trees.
30	Please do not cut down these trees.
31	Please leave the trees!

ID	Comment
32	We would like to comment and request the trees along Lakeshore Road West between Bronte and Mississauga Street not be cut down. We live in this area and that tree canopy is not only picturesque and historic, but also therapeutic. It is such a stunning area in Oakville and the beautiful large trees truly give it character.
33	Please reconsider the removal of these old trees. I live in this area, and drive on this section of Lakeshore, and while some improvement is necessary, the actual foot traffic is not that high, and to cut down 96 trees to allow for sidewalks that will never be used is a terrible thought. These big trees make Oakville and Lakeshore special, and any new ones planted will take years to contribute to the environment the way the existing trees do. As a resident of Oakville, I am asking you to please reconsider the plan in order to prioritize the environment and save some of these beautiful trees.
34	I am staunchly against the removal of 96 trees along Lakeshore road between dorval and Mississaga - please leave them standing
35	There has to be a better way than to cut all those trees down, if the trees are unhealthy I understand but cutting down healthy trees just for a renovation project? Our trees support our canopy which supports wildlife here, cleans our air. This is wrong and the town has to do something, where is forestry on this?
36	This is terrible
37	There must be another solution than to cut down the trees along lakeshore. Lakeshore road will lose its charm not to mention the environmental impact of losing that many trees. I urge you to reconsider.
38	What I loved about this town when I moved to Oakville was the drive on Lakeshore Road and the fact it was so beautifull with all those trees! Don't cut them! Maybe do a multiuser lane on one side and sidewalk to the other side.
39	What happened to Oakville's goal of a large urban tree canopy? Residents have to tape off trees on their property if they are getting work on their house to protect them. What is the point of this if so many irreplaceable trees will be cut down?
40	This can NOT go forward as planned! Felling these trees not only causes immense beauty to be lost but more importantly the ENVIRONMENTAL impact should be an utmost concern. Really, there are other ways to deal w traffic concerns...we are go to the moon and you guys feel there no better way?! What about using New St as the main corridor? Just a thought. You need to get back to the drawing board!
41	I find it appalling that you want to remove 96 trees - many of them large, established trees. I though oakville was concerned about protecting our tree canopy?? This is not acceptable. Find another way please!
42	There must be another way and avoid cutting those majestic healthy trees. Do you know how much CO2 they transform into oxygen, and that amount is irreplaceable by young saplings?
43	96 of trees is quite the high number - what are the measures taken to keep this number to absolute minimum? Where will they be replanted? thanks
44	I do not agree with removing the trees along lakeshore rd. They are an important part of downtown Oakville, and to the residents and visitors and animals of the area. Trees are living beings and deserve to be respected as such. There is no need for expansion, the way it is now, is absolutely perfect.
45	Please find a better way! Please don't cut down trees impacting the community.
46	I really hope there's another way around this and we dont have to cut down these trees!!!
47	Thank you for continually improving Oakville and making it such a beautiful place to live. However, one of the most beautiful things about Oakville is its tree canopy. The proposed Lakeshore Road improvements removes many trees because they are in the way of the proposed sidewalk. Can we not change our thinking to the sidewalk is in the way of a tree? It is too easy to think of trees as a renewable resource. They take decades and even centuries to be replaced. And after so many mature trees were removed because of the Emerald Ash Borer, we need to preserve our mature tree canopy wherever it is found. Thank you!
48	Please Don't Cut the TREES! Lakeshore's Beauty is because of the mature trees. And the traffic is never bad there to start with.
49	I do not support the chopping down of trees along Lakeshore. These trees are vital to nature and its unnecessary to chop them down. Thank you.

ID	Comment
50	I strongly oppose cutting down all those trees on lakeshore!!! I am appalled that it has gone this far in consideration! Absolutely no one will be ok with this and to not take their feedback into consideration before making such a drastically, significant decision regarding their home environment is irresponsible.
51	Please do not cut down the trees on lakeshore. The trees are beautiful and positive for the environment. It would take decades to replace them. There must be a better way to 'improve' without destroying nature.
52	I absolutely do not want to see any trees removed along Lakeshore. I highly support the idea that the trees be worked around.
53	We are very happy that there will be a continuous curb and proper drainage, We feel a proper curb is essential for pedestrian safety as we have seen a consistent increase in car travel on Lakeshore Rd. In Blocks 2 & 3 we do not see any permanent sitting street furnishings including benches waste receptacles & seasonal planters? We would like to HIGHLIGHT THE NEED FOR ADDITIONAL WASTE RECEPTACLES in blocks 2 & 3 - please add those in the plans at this initial stage. We have learned its very difficult for the town to add waste receptacles into their budget after the fact. With the increased pedestrian traffic in this area the amount of garbage along the sidewalks has been increasing, become alarming and should be part of the environmental assessment for blocks 2&3. If you review blocks 2 & 3 they have the least amount of waste receptacles compared to the same distance to the east and west on Lakeshore Road. Thank you
54	I STRONGLY DISAGREE with the removal of multiple mature trees lining Lakeshore in order to make these improvements. These trees take years to grow to be this size, and their canopy provides charm, as well as temperature regulation, carbon sequestration and flash flood mediation along this transportation corridor. I urge you to reconsider your planning of this project and protect, rather than destroy these mature trees - it is Earth Month after all.
55	Would it be possible to add a bike path similar to the one that is on Rebecca Street nearby? I cycle there frequently with my 6 year old daughter. She is too young to bike on the road but there are a lot of pedestrians on the sidewalk.
56	Eliminating mature trees along lakeshore is environmentally unsound and retracts from the streets appeal, not to mention the hundreds of animals it will uproot. Should consider less invasive alternatives for cars to share the road with pedestrians and cyclists.
57	Please do not remove these trees, they are integral to the character and history of Oakville's Lakeshore
58	Mature trees should be preserved at all possible cost. There must be creative ways to accommodate improvements without sacrificing the essence of the Lakeshore corridor. Taking the trees out will completely alter the natural beauty of the area. We don't need more concrete and pavement we need more trees.
59	Hello, It would be heartbreaking to see the 96 trees along Lakeshore Rd W removed. Our scenic corridor is our Livable Oakville Identity. Pre-covid I as able to spend time with my husband who was working close to Hamburg, Germany. Every day I had the great pleasure of riding a bike about the countryside and towns on a path shared by cyclists and walkers. It was a lovely experience and further was only on one side of the road to preserve the streetscape. Let's be leaders and follow best practices from around the world.

ID	Comment
60	<p>So happy you are eliminating the center left turn lane in the plan and reworking the very dangerous intersections at Bronte and 3rd Line; great you listened to the input at the meeting from locals.</p> <p>Points to consider:</p> <ol style="list-style-type: none"> 1. Going from a dedicated bike lane to being mixed into the vehicle traffic in Bronte greatly increases the chances of being squeezed into parked cars by vehicles trying to pass bicycles and increasing the likelihood of being "doored" by the parked cars. This model in downtown Oakville is dangerous for bikers & sends the silent message to those on bicycles to go around the business area to mitigate "close encounters". Thus, would like less pedestrian sidewalk to allow continuation of dedicated bike lane. Also, it would be cheaper. 2. By putting median planters in the road, you are giving bicycle riders & cars less opportunity to distance themselves from each other. Cars DO NOT slow down by the planters. With curbs everywhere now, the biker has less opportunity to get out of the way of big trucks & fast moving SUVs near these planters. 3. To save money, eliminate the sidewalk on the North side of Lakeshore between Bronte & 3rd Line. Very few people walking between these two areas & there is already a side walk on the south side. This sidewalk installation is redundant. 4. On the Bronte bridge, there is already a pedestrian rail. (The reports intimates that this is something new). It would be safer for bikers to have a concrete bike path barrier across the bridge between the path & the vehicle traffic. Then, fewer bikers will feel the need to take the pedestrian sidewalk to get out of the traffic in this confined space. <p>Note: Slide 42 refers to the creation of a "centre left lane in block 2 and 3". Is this something that was not edited out when the slide show was updated? Everything else refers to the elimination of the passing lane. Thank you for letting us give you feedback.</p>
61	<p>I think some more thought has to go into the Active Transportation solution for Block 1. It just does not make sense to have only painted paths on the roadway when the road itself gets to its busiest section with lots of cars turning and entering the roadway from the side, as well as some parking for cars on the south side that can lead to door-cyclist collisions. Cyclists have a good, safe pathway all the way along until they are largely abandoned at the most dangerous points. Some suggestions:</p> <ul style="list-style-type: none"> - could a two way cycle path with a half-height curb be incorporated on the north side of the street where there is no on street parking from East Street to Bronte Road? - Could signage and on-street cycle paths also be added onto East Street south of Lakeshore and Marine Drive to give an alternative through route for cyclists off of the main street?
62	<p>Please don't cut down all the mature trees! We don't need bike lanes.</p>
63	<p>Please, please, please, do not cut down the trees, they define the character of the neighbourhood, especially trees with a diameter greater than 20cm. Losing so many trees will have a negative effect on the locality. I am sure that adjustments can be made to the plans that don't destroy irreplaceable parts of the landscape. The trees take generations to grow, it's incredibly short-sighted to remove them. Imagine that generations past had ripped out all the trees; Oakville would not be the beautiful place it is today.</p> <p>Please find a way to retain the trees.</p>
64	<p>No.</p> <p>That's the whole sentiment: no. The canopy of those trees are exactly why anyone would want to travel down Lakeshore instead of any other street. To remove even one is to detract from the appeal that makes the "improvements" even necessary.</p> <p>I've never commented on any proposal on anything in my life, but this was just so egregiously ridiculous, I had to do it.</p> <p>No.</p>

ID	Comment
65	<p>Hello. I am the owner of [REDACTED]. In review of the newly revealed preferred plan I'm very disappointed to learn of the planned removal of a large and beautiful evergreen tree [REDACTED]. It appears as though this is to accommodate a curved extension of the existing sidewalk. Here are my concerns with this plan:</p> <ol style="list-style-type: none"> 1) The new plan looks to make the south cross walk at Mississaga St. and Lakeshore Rd. perfectly straight across versus the slight diagonal that it currently lies on (easily seen by aerial photo). I don't see why this is even a consideration if it is at the expense of a mature tree let alone the financial price. The diagonal now follows the narrowing of Lakeshore Rd. east of Mississaga St. and this isn't proposed to even change. Why then, is there a desire to realign the sidewalk? 2) If the preferred plan is executed as it currently is drawn, complete destruction of the subject tree is excessive. There is ample room to trim any branches that one day may encroach on to the new sidewalk. This would be a for more environmentally sound choice and stay in line with Oakville's Scenic Corridors concept. 3) Finally, as a home owner who faces the future of increased road traffic, this mature tree provides a screen for visual privacy and street noise. Even if replaced, it would take decades to grow to what this tree currently gives the community. <p>In summary, I ask this concern be given due consideration. The outlined plan sacrifices a large and beautiful tree for the sake of a straighter piece of concrete. I hope you'll agree that these are not the kind of trade-offs that make Oakville great especially at the entrance of Bronte Village. I look forward to your reply and will include more contact info.</p>
66	<p>The intersection at Third Line & Lakeshore does not seem to show any pedestrian safety enhancements other than perhaps improving visual sight lines by removing trees. I have three children who cross the intersection multiple times daily. Not a week goes by without someone almost turning into them, running a red light, or speeding through the intersection. And this is when they are accompanied by an adult. What is being done to reduce the safety risk at this intersection?</p>
67	<p>I own [REDACTED], it appears that a corner of my property will be cut off, with out accusation? Also it looks like the existing side walk will remain the same? Can you clarify please</p>
68	<p>Changes to Lakeshore Road are not only unnecessary but unwanted. One only has to look at the Lakeshore Rd in Montreal as it winds through places like Pt Claire to really appreciate maintaining a road that is not a raceway in a residential neighbourhood</p>
69	<p>I like this updated version and the fact that more trees are saved as well as eliminating the study area from four lanes all the way to remaining at two plus left turning lanes where appropriate. The addition of sidewalks, gutters and bike lanes will greatly improve the look of the whole route from its current state. The renderings of the street cross sections really do give it an impressive look. Do you know if this rejigging increases or decreases the overall cost of the project? Would construction be done in all at once or staged by the sections mentioned?</p>
70	<ol style="list-style-type: none"> 1. If Lakeshore West is to become a worthy "entry point" for Oakville, it also needs to be a "Pretty Street". When you compare the pictures of Lakeshore on the Study documents with for example Queen Street in Niagara on the Lake, the biggest difference is that Queen street is not lined with big posts carrying ugly hydro wires. These eyesores need to be buried along all of Lakeshore - and along the roads crossing Lakeshore, such as Jones Street, Nelson etc. 2. There needs to be careful consideration for how to separate the 3 forms of traffic along Lakeshore; Cars, bicycles and pedestrians. As it is now, speeding cars are a threat to cyclists, and cyclists pose a real danger to pedestrians along many stretches, including the pavement of the bridge across Bronte Creek.
71	<p>Protect bike lane with curb</p>
73	<p>I am all for the improvements recommended by the town for the pedestrian improvements on Lakeshore Road West. Lakeshore in West Oakville has always been a car-centric thoroughfare, not at all pedestrian friendly. Anything to improve walking that corridor and making it safer for pedestrians is fully supported by myself and my family.</p>

ID	Comment
74	I fully support the proposed pedestrian improvements on the Lakeshore West corridor. It is very much needed.
75	Will there be public consultation? I would like some input
76	Pedestrian improvements are welcomed
77	I can't find anything in the presentation that addresses the benefits or deficiencies of traffic circles (roundabouts) in this corridor. With some creative engineering, the double intersection of Rebecca and Lakeshore with Fourth Line presents a perfect opportunity to eliminate two T-bone impact zones and 5 idling zones.
78	<p>Dear Sir/Madam,</p> <p>While some improvements are necessary to Lakeshore Rd West, I would urge you to reconsider removing so many trees. The abundance of trees, especially tall and mature ones is what gives this section of Lakeshore Rd a unique character, and provides shade and lush greenery. Planting new trees will not be enough to replace the removed ones, as they will take forever to grow.</p> <p>I would also ask you to reconsider having sidewalks on both sides of the road between Westdale Road and Third Line. Building a new sidewalk/multiuse path on the south side of that stretch of Lakeshore will result in too many trees being removed. This section of the road does not have a huge pedestrian traffic- this is not downtown Toronto!</p> <p>Finally, due to inclement weather in late fall, winter and early spring bike lanes are not fully used all year round. Does it justify to chop down this many trees that provide so many benefits all year long for an amenity that's used only periodically?</p>
79	I'm concerned that two intersections that were cobbled together in a haphazard and unsafe fashion in the past are not receiving the proper attention that a complete reconstruction would allow. Bronte Rd. Southbound onto Lakeshore Rd W. has a set of traffic lights and a timing pattern that I have yet to see anywhere else in town and routinely brings westbound and southbound traffic into conflict on a regular basis. Lakeshore Rd. W. At Mississauga St. Currently has three lanes jammed into what looks like a safe road profile for two. Eastbound Lakeshore traffic routinely strays into westbound traffic trying to make a southbound turn onto Mississauga St. many people on the street have had near miss head on collisions over the years.

ID	Comment										
80	<p>Dear, Oakville Planning Department</p> <p>We are the Youth Climate Change Association of Oakville (YCCAO). An Oakville- based environmental group, run entirely by adolescents. We advocate for climate justice in Oakville. We have read your Scenic Corridor Report. Because Lakeshore road is being redone we have a once-in-a-generation opportunity. We believe that the new road should come with some environmentally conscious changes. We have outlined those changes below. We have also made some constructive and critical comments.</p> <p>TREE LOSS: The alternative designs have 4 tree removal plans. The preferred design has a total of 59 tree removals. 30 for block 2, 20 for block 3, and 9 for block 4. We support Alternative Design B (Hybrid) which removes the largest amount of trees. Doing this would allow the construction of paths or specifically bike paths. But we would only support this alternative design if the town agreed to plant at least 600 new trees.</p> <table border="1" data-bbox="229 566 1041 647"> <thead> <tr> <th>Alternative Design B (Hybrid)</th> <th>Block 2</th> <th>Block 3</th> <th>Block 4</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Potential Tree Removals</td> <td>30</td> <td>20</td> <td>45</td> <td>95</td> </tr> </tbody> </table> <p>WILDLIFE: The purpose of the project is supposedly to “improve” this area for members of the community. This idea of improvement though is completely disregarding all wildlife and the majority of their habitats. It appears that the town’s plan is putting aesthetics above our native wildlife’s habitat. Many residents have shown concern about the negative effect that the road would cause for wildlife in our community, but it appears that it was barely considered as a drawback. Although it is also important that we attract people to the town and that we are easily able to travel across the town, wildlife also provides us with many resources. Yes, the negative effects of tree loss have been acknowledged but why not the wildlife? These issues all connect and cannot be cancelled out. We cannot let our wildlife go to waste for the visual pleasure of pedestrians because wildlife provides us with just as much as all of Oakville’s other concerns if not more.</p> <p>BIKE LANES: While we appreciate the town is interested in installing bike paths we believe the form of bike path chosen which forces cyclists to share the road with cars travelling at high speed is the wrong way to go. The current bike lanes are very unsafe. The painted buffer between cyclists and drivers is often ignored. In blocks 2 and 4 a multi-use path is not even mentioned. We believe that instead of using bike paths on the road surface you should use multi-use paths or dedicated bike paths that would greatly benefit the community’s overall safety and the environment.</p> <p>ROAD CONSTRUCTION: The town’s Scenic Corridor Report States that with the new road the town will increase impervious surfaces. Impervious surfaces are very harmful to the environment. Up above we mentioned that we are fond of alternative B (Hybrid). We understand that this alternative would increase impervious surfaces the most. We believe that there is a way to make the alternative’s impact smaller like alternative A’s. Instead of installing bike paths on the road, the town could install more raised multi-use paths. The current bike paths on the road will then be removed. Therefore the road will be smaller and impervious surface area will be decreased.</p> <p>In conclusion, this is a rare opportunity. We know that you will take our ideas into consideration. We hope that this opportunity will be used wisely. We would like to be advised when this issue is directed to the town council.</p>	Alternative Design B (Hybrid)	Block 2	Block 3	Block 4	Total	Potential Tree Removals	30	20	45	95
Alternative Design B (Hybrid)	Block 2	Block 3	Block 4	Total							
Potential Tree Removals	30	20	45	95							
81	<p>I oppose the cutting of mature trees. Bike paths are seldom used in n areas where there are asphalt bike paths next to sidewalks. The majority of bikers use the road. Do not cut mature trees for unused bike paths</p>										
82	<p>I strongly oppose this large scale removal of trees. Fit the road and amenities AROUND the mature trees. Stay to walkway on only one side if necessary. Note: I am a longtime resident (43 years) who really enjoys driving the tree lined Lakeshore road from east Oakville through to Bronte. Lakeshore East retained trees. Why can't Lakeshore West retain trees?</p>										
83	<p>I oppose the removal of so many trees along Lakeshore. The tree canopy is a source of great pleasure thru three seasons of the year. Walking or driving experience is enhanced by the trees. One sidewalk is enough for the limited users in this area. A bike lane should not need the removal of so many trees. East Lakeshore was able to retain its trees doesn't West Lakeshore also deserve to keep its beautiful trees? They are a part of what makes Oakville special.</p>										

ID	Comment
84	<p>To whom this may concern, Will the trees be relocated to to side of the new road? We cannot keep destroying the only living thing that supply us with oxygen. What are you busy doing? How old are these trees? Isn't it bad enough that we are cutting down trees due to the ash borer? Those of us who live here don't want the trees removed. If you can't relocate them next to the new road (and guarantee that they will live) the answer is simple - NO!</p>
85	<p>Please don't cut down any trees for your [REDACTED] traffic plans. It probably won't help. Many of the trees you have slated for destruction are visible from my backyard and I would miss them dearly.</p>
86	<p>I am really concerned with the removal of 40 trees between fourth line and third line. The mature trees are what make this area so beautiful and it would be devastating to have them removed. Please reconsider this plan. Cyclist can find alternative roadways, or target early morning or late evenings to avoid traffic. It's unfair to make this move when residents pay high taxes to live here amongst these beautiful trees.</p>
87	<p>I lived in the Richview neighbourhood and decided to move to South Oakville after a "public forum" was conducted to talk about the future of old Bronte Road. I knew at that time that decisions were already made and developers had their plans approved that were way, way out of line with what that meeting proposed. I know this decision has already been made. I watch as homes are torn down, trees are cut down and the town approves blindly. When will this stop? The beauty of South Oakville is the mature tree canopy. I know that my opinion does not, in fact, matter. [REDACTED]</p>
88	<p>Are we seriously considering cutting trees?</p>
89	<p>Please leave the trees, Oakville is turning into a cement city. The beautiful old trees give neighbourhoods character, shade, and habitats for wildlife. Please don't chop these trees!</p>
90	<p>I am against cutting down so many healthy trees that provide shade and add to Oakville's streetscape. We have already lost so many to disease alone.</p>
91	<p>Could you provide specific accident data Records that can be attributed to the subject trees that are to be removed. Compare this data to other easy/ west roadways as Rebecca , Speers And south service roads. Is this a distinctLY hazardous Treed Section of road roadway? ALSO When Is The wyecroft road link over Bronte creek Slated to for completion? On completion that would further reduce the "congestive traffic situations" along Lakeshore ! Also The pandemic has seen A huge Reduction in east/west peak hour traffic volumes on the QEW and other east/west roadways, Lakeshore being one. Many "commuters"are Now working and will Continue to work from their home offices! = permanently reduced traffic volumes! Do you project higher traffic volumes through this corridor? 15-20 years ago east/west peak hour traffic through Oakville was challenging. I did it ! Do not base your Lakeshore road "upgrades on dated informations! Not now, and not for the future.</p>
92	<p>Please don't take down any more trees. So much development in this town has come at the expense of the character and pleasant ambiance that is provided by mature trees. Please, for the love of god.</p>
93	<p>The sidewalk along lakeshore road between mississaga at and bronte road should be wider - in spots it feels so close to the cars on the road and not nearly wide enough across the bridge over Bronte creek.</p>
94	<p>No! I cannot cut down ONE tree on my property but you want to cut down a number of trees along our beautiful Lakeshore Road West? The road has charm the way it is, it's a jewel of the town.</p>
95	<p>Improvements definitely needed for walkers and bikers. Have been driven off the sidewalk by bikers avoiding the busy road. Also hate being a driver avoiding the masses of bikers.</p>
96	<p>I support the current proposed plan</p>

ID	Comment
97	As a cyclist, I support the current proposed plan
98	In this time where climate change is a huge issue, I don't believe removing any number of mature trees should be an option. Mature trees cannot be replaced and should be preserved at all costs. There has to be a way for you to not remove any trees and still get the result you desire. I urge you to find a way to do that. We shouldn't sacrifice any more mature trees, they are much too valuable.
99	The name of the pdf file "Study area drawing Solingate to Third" should be changed to Study area drawing Livno Common to Third. so that those properties effected can find the correct map.
100	I am strongly opposes to the removal of any trees along lakeshore road. Lakeshore road has a beautiful scenery and that is provided by the numerous trees along it, a s help five Oakville it's charm. Oakville claims to be a town and wanting to maintain a small town feel, well constant construction and removal of forest is not the way to do that. The road is fine the way it is.
101	Looks great. Please carry on and get this done asap.
102	I live in an area of Oakville where there are cycling lanes. They are not utilized. Cyclists still ride on the sidewalkstill putting pedestrians in peril. My point, don't waste the money.
103	<p>The Town of Oakville has a Private Tree Protection bylaw for the town population. But Oakville can just disregard their green policy when it wants to tear down mature healthy trees because the trees are inconvenient with developing large sections of roads? The town is saying "we need to get rid of mature healthy trees so we can put down more pavement." This is called improvement? This is how Oakville is getting "greener"?</p> <p>If home owners have to pay \$740 per tree removal and plant a replacement tree PLUS two more trees on the property due to "development", then what makes the town think they can circumvent their own policies when the town wants to re-develop a road or town property? Is this not a clear definition of hypocrisy?</p> <p>This is a TOWN not a city. We should look like a town. If that means narrow streets, what's wrong with that?</p>
104	I would like the city to do everything possible to protect the mature trees and our future generations.
105	<p>I would like to understand, where on your drawings are the new 100 trees being planted, it is missing from your legend. Not only that, how are you handling the wildlife that lives in these 100 trees you want to remove? what are you doing about it.</p> <p>It seems particularly irresponsible to propose removing any trees and impact wildlife without understanding where the green belt or green area is in Oakville to offset these proposed changes. Our town is loved because of our trees along lakeshore and other forest areas. In fact, no where is wildlife even mentioned. We just take away their habitat. Not right. My humble opinion, anytime we want to consider a change that would impact and take away trees and wildlife, we need to identify new protected greenspace. We cannot continue to look at one piece of the puzzle. Climate change and the environment is just too precious. People won't want to be in Oakville if it becomes a paved parking lot. I appreciate it is a fine balance but we need to get out of the box on our thinking here and look for alternatives and options to protect our trees and wildlife.</p>
106	I am opposed to this plan. The removal of trees is never a good option. One of the great advantages of living in Oakville is its tree cover. More thought should be given to accommodate fresh ideas. A better option would be to restrict bicycles and pedestrians to one sidewalk only and remove the other sidewalk to accommodate vehicular traffic. This would minimize even more the removal of trees.
107	"To make an omelette, you need to crack some eggs". Yes, we will lose some mature trees but it is necessary and, I know, not done casually. Love what you have proposed. Today, when I drive on this stretch of Lakeshore, I fear for cyclists' safety.
108	I strongly support the inclusion of safe, continuous bike lanes through the project, with a buffer between bike lanes and traffic. I would have preferred more than a painted buffer for safety reasons, especially as motorists will use the bike line to overtake left-turning traffic on the right. A physical barrier to create a protected bike lane, such as used in the City of Toronto, would increase safety.
109	I strongly support the improvements to cycling and recreation as outlined in the preferred options for each of the study zones. As a cyclist from Oakville, I know firsthand how the inconsistencies along Lakeshore Road place cyclists in dangerous situations with vehicles. Bike lanes and space for cycling exist in some places, but suddenly disappear leaving cyclists in lanes with cars. Having access to safe East/west corridors in Oakville for cyclists is important to give cyclists options for exercise, recreation or transport.

ID	Comment
110	Oakville is supposed to be an environmentally friendly city. It has decimated acres of land and forested areas for developers to ruin. Could the trees be removed whole-I've seen machinery that removes trees and root system to replant trees in same area or elsewhere. Please don't ruin Oakville's gem that is Lakeshore Road West.
111	No, no, no! Stop "improving" our community by removing trees and widening roads. Not every road needs to be a multi lane thoroughfare. Enough already.
112	At 72 I am an avid road cycling enthusiast and find Lakeshore Road a good but not ideal bicycling route essentially from the Mississauga border to the far side of Burlington. Generally traffic moves at an acceptable and save pace but the current bike lane infrastructure is both inconsistent and in places dangerous as in places there is not enough room for motorists to leave a meter between them and the cyclist they are passing. Some parts of teh roadway and the bike lane have fallen into disrepair and should be seen to immediately. Adding or enhancing bike lanes from Bronte to Dorval will save lives and prevent serious injuries. This is a good plan and while it may cause some concern when it comes to removing trees and other obstructions it should proceed as the bicycling community in Oakville and across southern Ontario is growing exponentially due to the current lockdown and will likely continue to grow in popularity after the lockdown is over.
113	I think that this is appalling. Getting rid of 96 mature trees for no proper reason. There is already plenty of sound pollution and car emissions pollution with these 96 trees and now you want to rid them. One large tree can provide a day's supply of oxygen for up to four people. Therefore you're stopping 384 of your citizen's of their oxygen take, the citizens you so call care about. By decreasing the quality of oxygen and encouraging unnecessary driving, it is guaranteed that the quality of oxygen will plummet farthing our local and global climate crisis. These trees also store carbon dioxide in their fibers helping to clean the air and reduce the negative effects that this CO2 could have had on our environment. I am disgusted by the recent decisions of halton, tearing down trees to expands unneeded roads, proposing unneeded highways thatll destroy wetlands, greenbelt etc. Im ashamed of who we call our leaders. You are the reason our carbon footprints as a whole is not improving and our environmental state is decreasing. If you follow through with this decision, I hope you don't mind this damage forever being on your conscious .
114	Bike lanes are important. I don't currently feel safe on this section of Lakeshore. Long overdue.
115	Oakville continues to build on-road cycle lanes on main roads, which is completely inappropriate to the times. Wherever possible, we need to start building separated lanes alongside pedestrian pathways as is done in Europe. We have several main roads already where bike lanes are off-road (Upper Middle, Neyagawa for instance) - except that they are not maintained or designated with signs. Please fix that ! Also lets be innovative for a change and do it this way on Lakeshore and thus prevent more inevitable accidents. If this is not done, you could face future substantial lawsuits from injured cyclists.
116	I strongly object to the removal of mature trees along the Lakeshore Road Corridor from Mississauga Street to Dorval Drive. The trees are an essential part of the streetscape--and the environmental health of the area. It would take decades for any replacement trees to grow to the size of the present trees and provide the carbon dioxide consumption that is important along a significant roadway. This is NOT a highway! It is an important 2 3 lane roadway.
117	We need the cycling lanes between Bronte and Dorval, Lakeshore as it exists is too narrow and the "shoulder" as it exists is often torn up or non existent. It is also used for debris, parking or leaf piling in the fall. With more and more cyclists using this east to west or reverse route the widening would certainly improve the safety for all, thank you
118	I am generally in favour of this plan to provide safer access to pedestrians and cyclists, but please try to significantly reduce the amount of trees that have to be removed. 96 trees is too many. Can you please also considering reducing the speed limit on Lakeshore in order to reduce noise and improve safety? Thanks.
119	It is absolutely vile in this day and age to clear-cut any collection of trees, especially in this era of climate change and the potential risks and environmental change this will bring We can no longer afford frivolous projects that have no place in our municipal plans and we certainly cannot afford staff who think clearcutting and deforestation are acceptable methods of make work
120	Please don't remove mature trees in Oakville! We need them. Invest in green initiatives, not tearing stuff down.
121	I am 1000% opposed to the idea. The urbanization of Oakville has destroyed its scenic old world.feel. Lakeshore Road is the last remaining area of Oakville that makes it unique from neighboring towns. The removal of these heritage trees will destroy Oakville completely as we know it. It will also increase traffic flow in this strip, which defeats the purpose of taking trees down for pedestrian safety. Please don't destroy Oakville heritage completely taking these trees down.

ID	Comment
122	I can't believe the number of trees that you want or have taken down in Bronte already. It's been planned to remove 30 trees and replace with 7. I know the trees on the Lakeshore in front of the old Sobeys have already been removed. Then there is the building on the south side when Amica is apparently building. I'm assuming they'll be taken down and not replaced. What ever happened to a substantial canopy in Bronte and elsewhere.
123	<p>Dear members of Council,</p> <p>Here are my comments regarding lakeshore Rd W improvment.</p> <p>This is a critical piece of infrastructure and a missing link to Oakville's and southern Ontario's cycle network. As a driver and cyclist the conditions between Dorval and Third Line in particular can be very hazerdous with cars unsure how to pass cyclist near close misses on a daily basis. The pandemic has increased cycle rates in our community this will be a permanent change I suggest council continue to invest in bike infrastructure to make Oakville a safe community for all road users. I understand a few trees may be lost but it is worth the loss of a few lives instead to not proceed with this. Thanks</p>
124	<p>After immigrating to Canada from Europe in 1986 we have lived in the Coronation Park area for 34 years. The history, character and ambiance of south Oakville was what made us decide to settle here. The beautiful mature trees in this part of town was definitely a great part of our decision. We therefore are very much against cutting so many trees for creating "improvements" which we feel are unnecessary. You would take away what makes this town special.</p> <p>We use Lakeshore Road on a daily basis and to this day we never encountered major traffic congestions except when there was an accident on the QEW and people diverted to Rebecca or Lakeshore and sometimes, for a short while, during rush hour. The pedestrian areas are definitely never crowded and the only improvement that would be needed is to asphalt the bicycle path properly, since in many parts it is half asphalt, half gravel.</p> <p>PLEASE LEAVE THIS PART OF TOWN THE WAY IT IS. IF WE WANTED IT DIFFERENTLY AND WITH WIDER STREETS WE WOULD HAVE MOVED TO OAKVILLE NORTH!</p>
125	Proper bike lanes on Lakeshore Road West between Dorval and Bronte are an absolute necessity for the safety of cyclists, pedestrians and motorists. This roadway is already to narrow and usually in very bad shape with potholes and uneven pavement.
126	Although I can understand the need to stay up-to-date with improvements, I am extremely concerned about and against the removal of so many beautiful trees. This would totally change Lakeshore Road. It is interesting that homeowners face many restrictions when it comes to tree removal, especially established ones. Does this not apply to the municipality as well? There must be a way to improve sidewalks and bicycle lanes without compromising so many healthy, established trees.
127	<ol style="list-style-type: none"> 1. Mature trees are a key attribute of life in Oakville. The number removed should be kept to an absolute minimum. 2. In blocks 2 and 3, I am opposed to a multi-use path in addition to two new bike lanes. Bronte has a large elderly population and too many people ride their bikes on sidewalks already. Bikes should be ridden in bike lanes rather than threatening the safety of pedestrians. I much prefer the block 4 solution. If you want to make the bike lanes safer for young bikers, add a physical barrier between the car and bike lanes.

ID	Comment
128	<p>THE BIGGEST PROBLEM — TREE REMOVAL AND LACK OF REPLACEMENT</p> <p>I'm addressing specifically Bronte Village where I live and have practiced neighbourhood improvements regularly for the last 15 years that I've lived here full-time (including free tree pruning for any neighbour who wants it), and part-time for another 15 years before that when my parents were here. Bronte Village is the showpiece go-to location of the entire Lakeshore Road plan. THIS is the place that needs to shine and present well to the rest of the town and world.</p> <p>Your plan indicates you're planning to cut down 30 trees in Bronte Village — and put in 7 new ones in silva pods.</p> <p>* This should be exactly reversed. *</p> <p>If you absolutely have to cut down 7 trees for some reason, maybe we could live with that. But you should be planting 30 (or some number like it). If Mike Bloomberg can plant one million trees along the sidewalks of New York City, we should be able to put in a couple dozen in Bronte Village. Trees make it look like an inviting homey natural place — like a harbour is — rather than a treeless barren industrial wasteland. Bronte Village has age and history and character. It's *a village*. Picture any village anywhere in the world — and you see trees in that picture.</p> <p>* Why not plant the most mature trees you can all along the three blocks of the Village? *</p> <p>According to the town's website on the matter, the "Scenic Corridors Study" lists the "Importance of maintaining trees and vegetation" as the very first bullet point. Live up to this, why not? If we're going to the expense and work-intensive effort to fix up the place — why the heck not put trees in as often as is practicable? We don't have a shortage of asphalt along Lakeshore in the Village — we have a shortage of greenery. Our Canadian treasure Joni Mitchell taught us this in song 50 years ago: "They paved paradise, and put up a parking lot." It's so simple, and obvious, and Godly, and right from wrong. How can town planners be making this same mistake in the 21st century when the whole world knows about and is combatting climate change?</p> <p>It doesn't add up or make sense or appear honest that something called a Scenic Corridor Study plans to remove damn-near every tree on it in Bronte Village.</p>
129	<p>PEDESTRIAN CROSSWALKS ON EVERY BLOCK IN BRONTE VILLAGE</p> <p>THIS is insane.</p> <p>I am on Lakeshore in Bronte Village pretty near every day, and there is NOT a jaywalking problem here. These crosswalks are going to cause massive traffic problems in the Village — doubling the number of Stop lights for all cars in both directions. This causes untold unnecessary unending air pollution spewing into our Village with lines of cars & trucks stopping, idling and starting up again, block after block after block. They also cause rear-end collisions because drivers are not expecting to suddenly come to a full stop in the middle of a block. We have safe, well-lighted pedestrian crossings at every intersection — that we've already paid for and maintain as a town. I can understand the need for putting one in front of the Senior's Citizens' Residence, including because there isn't another crossing to the east for another mile. But you are proposing crossings in the middle of blocks when there are already lights and zebra crossings a couple hundred feet — and in clear view — in either direction. If part of this "improvement" plan is to encourage walking — let's allow our citizens to continue walking (as they always have) to the corner to cross the street. This proposal will make Lakeshore Road from the Bronte bridge to the Seniors' Residence "a parking lot" to use my New York friends' phrasing. And people complain about the traffic now! We want it to be moving through unimpeded — not having every car in both directions stopping every couple of hundred feet. And it's going to encourage frustrated drivers to speed off and take the nearest side street and gun it all the way. This ain't right. Creating more of a traffic problem is not a way to "improve" Lakeshore Road.</p>
130	<p>Question: What is the "FUTURE MONUMENT" on the NW corner of Lakeshore & East St. in front of Pizza Pizza? There is already a big cement waves waving monument with a big round Bronte Village plaque there. Why would we have paid for one already . . . and now we're supposed to tear it down, throw it in a landfill, and pay for another one? That can't be right.</p>
131	<p>Lakeshore Road West – Improvement</p> <p>I live in the Third Line and Lakeshore Road area with my wife and three children. The main reason why my family and I live in this area is its natural beauty. The large mature trees and green spaces make this area so special and attractive. So when I heard the Town's Improvement plan was to remove hundreds of trees my response was very negative. I hope the Town of Oakville understands that it's the trees and natural beauty of the area that attracts people here, not cars, tarmac or concrete. Replacing Trees with more road or sidewalk completely misses why people bike, walk and drive along Lakeshore Road. The trees provide habitats, shade, beauty, and are carbon sinks too. The reason I walk daily in the area is to see those beautiful old trees, not to see Lakeshore Road. Please don't spoil the nature beauty of this area with your misguided plans to cut down trees. The Trees are the attraction not the Lakeshore Road. More roads and cars, but less trees in not an improvement, it's a real shame. Why?</p>

ID	Comment
140	<p>First let me say that I understand the logic of many parts of the proposed plan. For example the need for a sidewalk on the north side of Lakeshore between Solingate and Third Line. Also the desire for bike lanes between Third and Fourth Lines. However, I do not agree with the removal of over 100 trees (based on the drawings provided on the Town's website). Some of these are very large mature trees. The Summary report provided states the number one priority is the IMPORTANCE OF MAINTAINING TREES AND VEGETATION. How the removal of so many trees fits with this I am at a loss to understand. Based on my detailed review of the materials on the Town's website it appears that the desire to have a multi-use path on the south side of Lakeshore is what is dictating the need to chop down perfectly good trees. So if new bike lanes are being created what is the need for the multi-use path? If this was removed from the plan I suspect the project would receive broad-based support from the residents. I live close to Coronation Park - so very close to Lakeshore - and believe preservation of trees is crucial to maintaining the ambiance of the area. Additionally I would like to say this process has been unacceptable. The last involvement with the community was in 2018. No resident I have spoken to was aware of the stage of the proposed project or that materials were available on the Town's website. Residents received no notifications. I discovered the details by accident. Even if we were lucky enough to discover the details we were provided only two weeks to provide comments regarding a very complex project. Additionally we have no guarantee our concerns will be addressed and will not be able to see what the questions, suggestions and concerns of other residents are. This is shameful and in the middle of a Pandemic doubly so. A forum is warranted so all interested residents can understand the extent of the project, and listen to the views of others and the Town's response.</p>
141	<p>I do not agree with the plan. Lakeshore Rd is nice as it is - it is pleasant, nicely shaded, with special character and has the feeling of small town road and in some parts feels like "country side".</p>
142	<p>I believe this is an excellent plan and look forward to its implementation. I have a few points that may help with the details.</p> <ul style="list-style-type: none"> a) it is great that you are adding a kerb to the south side of lakeshore sidewalk from third to fourth line. I am tired of dodging cars who pull onto it to answer the phone or just when distracted. b) perhaps the bicycle lane could be added to the portion protected by the kerb from cars as it is on Rebecca south side. It is far from unknown for cars to drive two abreast with one using the bicycle lane at the east side of coronation park. c) There are many cyclists currently using the lakeshore sidewalks (often more than use the actual cycle path that is there). In Scandinavian versions of paths it is common to use a rough texture on the sidewalk surface to discourage this. Even the division from concrete slab for pedestrians and asphalt for cycles on the south side of Rebecca twin path from 3rd to 4th line is enough to discourage cyclists from using the pedestrian portion. d) The existing sidewalk on north side of lakeshore from 3rd going towards fourth line has many grade level differences up and down relative to the road surface which adds to its charm but may challenge you and the cycle path you show. e) If you follow the path of the new north sidewalk from Spring garden to fourth line you will see the remains of a historic sidewalk already there with grass not growing over gravel from it and patches of asphalt still in place apart from the occasional new landscaping planted over it. That path may give you a route of least effort. f) Perhaps at the same time you could widen the path from lakeshore to Rebecca at fourth line as that gets busy with pedestrians and cyclists moving between the two road paths and is only a short distance. g) I think you missed at least one dead street tree between third line and lakeshore that could come out giving you more flexibility.
143	<p>I live in Coronation Park area (since 1988) and take daily walks with my dogs along Lakeshore and in the Park. I am totally against the removal of any trees as this is what makes Lakeshore so appealing. I am totally against making Lakeshore more "urban" with the addition of curbs. It should remain rural looking with grassy banks down to the road. Please leave Lakeshore as unique as it is today. Many people from all over Halton visit and enjoy it as it is especially with the restrictions of lockdown it is a very relaxing place to wander along. Thank-you</p>
144	<p>As a resident of this immediate area for 46yrs, Block 2, I find some details of the proposed plans shocking. The excessive loss of trees and scenery with little gain, seems very short sighted. Making improvements to the existing paved surface (and bike lanes which are barely used) and improving drainage systems, all makes sense, but paving everything doesn't. Option A or A1 is all that should be considered.</p>
145	<p>I am opposing the plans as they exist at present the Class Environmental Assessment and report back to Council in early 2019 with recommendations that include at least one option reflecting no continuous centre lane, no loss of trees and no expropriation of property, while maintaining cycle lanes and reflecting sidewalks/multiuse paths on at least one side and minimizing impervious surfaces. And yet, no such recommendation is part of the materials being posted by the consultant.</p>

ID	Comment
146	<p>I can not believe the city plans on destroying the natural beauty of the trees along this route, the very thing that makes it a desired destination in the first place. This will be destructive to the environment as well as the entire community. Stripping the area of its natural beauty along with our home values to accommodate a few out of town bicyclists is appalling to me as a resident of this beautiful street for over a decade. I am extremely unhappy about this plan and am against moving forward.</p>
147	<p>Removing just one old growth trees is wrong. The beauty of Oakville is slowly evaporating due to huge construction projects that have already taken so many majestic trees. Saying that you were going to remove trees and then replace the trees is not an option. Old growth trees have a beauty that new planting will take too long to gain and for me to enjoy. Please don't destroy the beauty, work around the trees, incorporate them into your design.</p>
148	<p>Coronation Park Residents Association supports the direction provided by the Town of Oakville's Scenic Corridor Study and associated Livable Oakville policies to inform the design and technical recommendations of this project.</p> <p>Namely, that the scenic value, natural and cultural heritage features of Lakeshore Road West be maintained or restored as identified in policy 3.14 of as a Scenic Corridor in the Livable Oakville Official Plan. Additionally, we support the heritage conservation policies in Livable Oakville Plan (Section 5) that recognize the value of the Lakeshore Road and provide direction through Policy 5.3.10: "The scenic character of Lakeshore Road should be conserved."</p> <p>As the Scenic Corridor study notes, the large mature trees and diverse understory vegetation that frame the corridors are significant contributing elements to the character and context. The mature trees frame the roadway along both corridors and in some locations, overhang and shade the road and sidewalks in summer. The street trees vary in species, age, size (caliper) and spacing, which provides seasonal diversity and creates a visually interesting pattern that frames the view shed. Lakeshore Road West has a sidewalk or informal pathway on at least one side of roadway, whether directly abutting the road edge or setback and buffered with landscaping and trees. In some locations, there are sidewalks and/or paths on both sides. The addition of new cycle lanes within the context of the present road deck, combined with existing pathways and sidewalks would allow residents to take in and experience other visual scenic qualities such as mature trees and stone walls, while also providing valuable multi-modal connections across town that contribute to the corridor's sense of place.</p>
149	<p>I am a founding member of Cycle Oakville. I am very happy this stretch of road is finally getting attention as the plan addresses hazardous stretches used all year long as the main corridor between Burlington and Mississauga. I cycle this route several times per week, so I am very familiar with the stretched from a cyclists perspective. In general, I am impressed with the detail of the plan. I have not yet gone through it all, so some of the comments below may have been addressed.</p> <p>My area of greatest concern has been the bottleneck just east of 4th Line to Mordon (also hazardous on Rebecca through this stretch as well as there are no bike lanes). As this route is used all year round, it is good that this path is On Road, so that snow plows can remove the snow from the bike path during the winter (and less likely to be obstructed by leaves in the fall). There should be a bike lane connection with the bike path that ends on Rebecca at 4th Line. Currently There are sections where cyclists have to veer into the lane traffic before getting back into the bike lane. Depending on how long the construction is going to take, these "small" hazards should be addresses ASAP (before this cycling season starts), as these present a current hazard in my opinion.</p> <ul style="list-style-type: none"> * Westbound just west of 3rd line (curb comes out) * Westbound, just west of 4th Line. (just before bus inlet) * Westbound, just west of Bronte (Island for the turning lane) * Eastbound, just east of Bronte – bike lane disappears (painted bike path across Bronte needed) * A street sweeper should clean the shoulders at least 1 meter beyond the white painted on both sides. <p>I'm sure I will have more comments, but am submitting this now to get these comments in before the April 20th deadline.</p>

ID	Comment
150	<p>I am having trouble understanding why the Town would be spending all this money now when vast sums of money will be required to help Businesses as we begin to recover from this Pandemic crisis. What are your priorities? Environmentally, I am horrified that you would even consider removing any trees let alone 96. Oakville has lost so many of our lovely large trees over the last 5 years due to Ash Borer. How can you possibly justify this? Can a path not wind or perhaps even be narrowed for a short distance so trees don't have to be removed? It would certainly give it more character. I thought the Tree Protection Bylaw which the Town passed was put in place to stop people from doing this sort of thing and to help save our depleting tree canopy. I believed Oakville was environmentally friendly so I find this proposed destruction of trees very worrisome and hope it can be changed. The road does need repair and a bike lane needs to be added. Do curbs and gutters really need to be added? I live on Old Lakeshore Rd. and travel along Lakeshore Rd. often. It has the feel of an old highway, which it is!! I think it would be a mistake to change this lovely feature and make it look just like most other city roads. Oakville says it is a "Town" not a city but it doesn't feel like that when I read this Environmental Assessment study. Thank you.</p>
151	<ol style="list-style-type: none"> 1. Please DO NOT add crosswalks to the mid-blocks in Bronte! This would be disasterous especially near the Tim Horton's and McDonald's! This block has a multitude of driveways. Vehicles are not only driving east and west but they are also driving across Lakeshore to go between the businesses on each side of the road. It has not been a problem before now that they do this and the action will continue in the future as well. A crosswalk would make that block dangerous, especially where it has been proposed. The proposed location could not be any worse. Pedestrians do not cross mid-block typically during rush hour anyway and so a crosswalk would promote this. This would be a total waste of money and a really bad idea. 2. Instead of adding crosswalks please INCLUDE more sidewalk furniture. That way if someone does need to walk a bit further to the safe, non-disasterous intersection they can have a rest along the way if needed. 3. Please DO NOT reduce the lane sizes or remove the centre line (I realize that proposal does not show this but just in case it is thought of in the future). Bronte residents have been looking at downtown Oakville and thanking the heavens that Bronte is not suffering the way downtown Oakville is, having removed the centre lane. Bronte is very user friendly as it is, for all modes of transportation, and making it difficult for cars will make it difficult for all. If drivers get impatient that will put pedestrians and cyclists at risk due to the potential of swerving and haste to enter a driveway via a left hand turn from Lakeshore. It will also push traffic onto the side streets and the side streets should not be used as alternate routes for through traffic. 4. Please KEEP the trees. Yes, the dbh of some of the trees is small but chopping them down and then having to replace them nearby or elsewhere entirely will be worse. Again, downtown Oakville is a good example of what not to do. 5. The Silva Cell technology is a great idea. Please make sure it is used to the most advantage and corners are not cut in order to save money as that aspect. 6. Please DO NOT use the curbs and layout of downtown Oakville. This is Bronte. Bronte's curbs and current inset parking configurations are perfectly fine and better. 7. The written proposal mentions that the bridge over 12 Mile Creek will receive a barrier for pedestrians. A barrier already exists and it works wonderfully. Why replace something that does not need replacing?
152	<p>I think we should be keeping the trees - we need all the green space that we can get - especially with all of this development. Can we not start looking at providing bicycle trails - off the road - and along the greenspace areas?</p>

ID	Comment
153	<p>At a July 2018 public information meeting in Sir John Colborne Centre, residents expressed strong opposition to plans that included a third lane, massive tree loss, expropriation of properties, curbs and gutters, a multi use path and restructuring the sidewalks. This was followed in August 2018 with a unanimous council resolution to request a new proposal taking into account and protecting the specific character elements of Lakeshore Rd. It was my understanding that a different approach, informed by the Scenic Corridor Study, would reset the design work for a new proposal employing context sensitive design principals. That is to say, recognize it as being much more than an efficient conveyance facility. That work should have focused on identifying and correcting the current specific shortcomings with cost effective solutions; the major one being lack of safe cycle lanes. This is quite different from starting with the assumption of fully urbanized design standards that are adjusted to minimize negative impacts caused by such design. The March 16, 2021 Zoom call project update unfortunately confirmed there had been little change to the approach in this latest design proposal. It is still an urbanized road proposal with significant tree loss. The answer to why it has to be an urbanized design is still elusive to me, and unfortunately if the proposed design goes forward it is not reversible and will do major damage to one of Oakville’s treasures...and for what? To have the latest standards in urban roadway?</p> <p>A related issue is the significant cost of this project at a time when we are hopefully coming out of the pandemic. There will be opportunities to spend money much more wisely than on this project as we recover. Resurfacing the roadway, adding bicycle lanes and using the existing sidewalk and pathway infrastructure, filling in the gaps as necessary, strikes me as a more sensible and prudent approach.</p>
154	<p>Oakvillegreen, is an environmental organization, that is strongly urging the Town of Oakville, to view “improvements” to Lakeshore Road, through a climate change lens. With both a climate and biodiversity crisis, we must adopt a new perspective when planning for a sustainable future. We have numerous concerns about the “Preferred Plan” for construction.</p> <p>Active transportation: Firstly, Oakvillegreen has contributed to the Active Transportation Master Plan (ATMP) in past years. We agree that safe active transportation options for those walking and cycling need to be addressed. However, solutions must be found to avoid cutting down trees and damaging the root systems of many others. Cycle lanes added to the existing road bed could be welcome additions for continuity along Lakeshore.</p> <p>Heritage Trees: Trees are the number one asset identified in critical features of a Scenic Corridor. We are in favour of retaining all of the trees. Numerous trees lining the Lakeshore are heritage, mature trees unlike any others in Oakville, that provide multiple urban forest benefits. Tree protection is paramount for a healthy urban forest. The natural benefits of large mature trees exponentially outweigh the value of new or “replacement trees” of questionable heritage. Our grandchildren, or great grandchildren may one day see replacement trees at maturity, but once the existing trees are cut down, they are gone for our lifetimes.</p> <p>Other viable options: Earlier in the study, Council directed Staff to come back “with recommendations that include at least one option reflecting no continuous centre lane, no loss of trees and no expropriation of property, while maintaining cycle lanes and reflecting sidewalks/multiuse paths on at least one side and minimizing impervious surfaces.”</p> <p>So how is it that Staff’s options don’t reflect Council’s request? It appears there should be other road options for consideration.</p> <p>Multiuse pathways don’t fit: The 3 metre wide proposed multi-use pathway, essentially the width of a car lane, will necessitate the removal of historic trees, many healthy and several a metre wide. It is difficult to believe that this would be considered if we were serious about environmental impact. Although not mentioned in the report, collateral damage during the construction proposed, will result in tree further tree loss, not accounted for in consultant report charts. The multiuse trail option would simply be an irrational choice. There’s no room. Tradeoffs must be made when retrofits happen, but removing mature healthy trees is not wise or recommended.</p> <p>People choose to walk and cycle along Lakeshore Rd because of the trees, because of the tree canopy, because of the coolness, because of the history.</p> <p>Stormwater: The Town is planning for a “full urbanization” of the roadway, which includes curbs and gutters and the accompanying stormwater grey infrastructure, that will require invasive construction, increased impermeable surfaces and resulting grade changes. Interestingly, a closer look at Town reports show that there are in fact no reported stormwater issues along the study area. Yet ironically, tree and vegetation removal compounded by proposed increased impervious surfaces, would precipitate the need for storm sewers in the proposed plan. So why fix what ain’t broke?</p>

ID	Comment
	<p>Green Vs. Grey – Climate Resilience: New “Best Practices” are employing advantages of natural assets or “green vs, grey” infrastructure. Besides, natural assets are more effective and cheaper to maintain, while performing the stormwater management functions. Oakvillegreen supports a more sensitive approach that would see enhanced swales and other greeninfrastructure solutions instead of stormwater sewers. Think of the money and the disruption that could be saved.</p> <p>The Town of Oakville in fact was participating in the Municipal Natural Assets Initiative (MNAI). Lakeshore Road provides an ideal opportunity to put these leading edge technologies to work. Let’s get innovative.</p> <p>“The MNAI team provides scientific, economic and municipal expertise to support and guide local governments in identifying, valuing and accounting for natural assets in their financial planning and asset management programs and developing leading-edge, sustainable and climate resilient infrastructure.” https://mnai.ca. Similarly, in Town of Oakville policy “Oakville Strategy for Biodiversity” (2018 p.56) there is specific reference to the opportunities for LID (Low Impact Development) in neighbourhoods such Lakeshore Road, that would reduce impervious surfaces and enhance stormwater management. Other benefits are: “flood reduction, improved water quality, stormwater volume control, cost savings, beautifying the urban landscape, temperature mitigation, benefits to wildlife and biodiversity and climate change adaption.”</p> <p>East West Travel Options: An increase in population, should NOT directly translate into increased car traffic. Oakville has committed to increase modal options for residents, and improved public transit can reduce dependency on a car centric road. Besides, there are numerous other east-west options for car travel (Speers, Rebecca and soon the Wycroft bridge). It would be a unique opportunity to intentionally preserve Lakeshore Road and allow retention of trees and its historic character. Speeding is a common concern along Halton’s roadways. Removal of healthy overarching trees, widening of the roadbed and the full urbanization of infrastructure will increase speeds along this road, due to the stripping of documented calming features. Understanding induced demand, should make us rethink widening roads to simply accommodate “more cars.”</p> <p>Building bigger roads actually makes traffic worse. That is no myth.</p> <p>Historic Scenic Corridor: As an historic scenic corridor, Lakeshore Road should retain its identity. A more sensitive plan to preserve historic character and trees of this meandering, beautiful road is expected by a community that values environment and heritage.</p> <p>Conclusion: We have to be sure we get this right- what’s the rush as we consider such an important decision? A fullsome community consultation should take place. During the ever -worsening Covid crisis, it is unrealistic to expect any constructive public feedback, using an online forum with limited notice. On Behalf of Oakvillegreen Conservation Association</p>
155	<p>I would like to register my strong objection to the removal of trees along Lakeshore Road to accommodate "roadway improvement." The removal of mature trees, which are part of both the history and character of the town, to allow for bicycle lanes and pedestrian walkways is abhorrent. Clearly, while there is a need to provide for pedestrian/cycle options that will keep people safe, I would respectfully suggest that alternatives be considered that will not come with such an unnecessary and unacceptable environmental cost.</p>
156	<p>Lakeshore Road in Oakville is special as it defines our community with its two lanes, mature overhanging trees and rural looking culverts and sidewalks away from the cars. Bike lanes too, of course. Anyone looking to get somewhere quickly in their car should choose another route. Any changes to Lakeshore Road should be kept to an absolute minimum. Don't mess with a good thing.</p>
157	<p>No parking lane at Bronte village. Instead, an underground parking garage underneath the shopping plaza would be a bold and forward looking project. It is a proven fact that the most successful shopping streets are built for pedestrians and not for the car. Decorative lights along the entire lakeshore road. Remove telephone poles. They look clumsy and give an impression of "underdevelopment", they often need unsightly tree pruning, and they are the cause of frequent power outages.</p>
158	<p>Thank you. I have the following comments:</p> <ol style="list-style-type: none"> 1. The pedestrian pavements need to be much improved. 2. The cycling paths are hazardous at the moment. 3. Trees cutting needs to be minimal
159	<p>Requested to be added to the Contact List.</p>

ID	Comment
160	Must emphasize minimal removal of trees please. Add new sidewalk/pathway to complete current patchwork, going around trees where possible. Do not widen roadway - current single lane each direction is sufficient. Add minimal new left hand turn lane/widen where demand warrants only. Better synchronize lights through Bronte Village to keep traffic flowing at rush hours. Consider adding pedestrian crossing at/near Walton Church and Bronte Harbour Yacht Club. Thank you for the opportunity to comment.
161	I am very interested in following this initiative as I live in Bronte Village area and drive/walk/cycle every day along this corridor. I support Brontes growth into a vibrant destination for locals and visitors. My biggest concern is the removal of mature trees along the corridor and hope that every effort and decision that is made considers the protection of as many mature trees as possible and always factors in the impact to wildlife and conservation.
162	<p>I have several points or pet peeves to address, mostly from commercial driving experience:</p> <p>1.) Trying to go westbound out of Appleby College is infuriating thanks to area restrictions. Strictly following them means either doubling all the way back to Morden or turning around on Birch Hill. Traffic lights appear to be in order at Suffolk. Either that or create a second entrance/exit from Appleby college.</p> <p>1b..) The crosswalk at Morden can create a bit of confusion as it resembles traffic lights and is close to the intersection.</p> <p>2.) Poor drainage and no curbs by Coronation Park complicated buses servicing the Waterfront festival or other special events in years past. Buses had to line up on a marginal shoulder which became a muddy safety hazard in heavy rain, especially at the west end/westbound loading area. Add in poor visibility at night and swarms of people and you just prayed that nobody fell under your rear wheels. (Also window defoggers back then on old GM buses were often scarcely capable of the task when buses were packed with standees.)</p> <p>3.) The installation of te new crosswalk at Bronte Seniors' residence is a big improvement but not foolproof. The most dangerous time is probably around 7:30 am when eastbound Lakeshore is being used as an alternate to the congested QEW. Any vehicles trying to beat the traffic light at east street will likely sail through the intersection with too much speed to stop at the crosswalk. I've also witnessed a senior tempting fate by jaywalking west of the crosswalk, so it's not just motorists. A more radical idea crossed my mind but it's pretty far-fetched. If a new condominium proposal arises for the empty lot at east & Lakeshore perhaps a pedestrian over/underpass could be negotiated. OK, never mind. I might also note that cycling lanes are handy for seniors on scooters as well as bicycles.</p> <p>4.) Westbound lakeshore at Mississauga street. Some aggressive drivers are not intending to turn right but instead are tempting fate trying to pass slower traffic in the left through lane.</p> <p>5.) When installing the new storm sewers I hope that manhole covers can be located in the center or turn lane of the street instead of in the path of vehicle tires as is the case on the westbound lanes of Lakeshore east. Shock absorption on vans or with heavy vehicle tires is not good and can be hugely annoying especially over a long shift. Automobile drivers may also take exception to it too as a former east end councillor once noted the issue (T. Smith). Frost heaving of manhole covers over the winter just makes the situation worse.</p> <p>6.) Various line-of-sight obstructions: West River street entering Lakeshore -bush growing out of tree base on southwest side. Solingate drive -large hedge obstruction west side.</p> <p>7.) Aesthetic issues: Some trees will have to be taken out and new ones can be planted as they were along the Ford drive extension. However I have a soft spot for the six red maples on the south side east of 14 mi. creek. They are dazzling crimson in the fall.</p>
163	I am supportive of the multi use bike path lane along lakeshore from Mississauga St to Dorval. There are many young families in the area who would benefit from a safe way to bike as a family and access the businesses and facilities along lakeshore. We live on Mississauga Street. Thanks!
164	I would prefer the No Impact Design. There will be bike lanes, drainage improvements and new sidewalks with no tree removal. I like the natural setting and I do not want the large expanse of pavement.

ID	Comment
165	<p>As a vital heavily travelled cycling corridor in Oakville and part of the Great Waterfront Trail, Lakeshore Road above all others deserves safe cycling infrastructure for users of all abilities. This is a generational opportunity to build the safe infrastructure that Oakville deserves to meet its goals of being the most Livable Town in Canada, furthers the greening of Oakville by reducing reliance on Carbon based transportation in support of Councils declaration of the Climate Change Emergency, and complies with the Town's previously passed plans under the ATMP and TMP.</p> <p>Cycling lanes are needed for the full length to support recreational/road cyclists who are not potential Multi-Use trail users. The section between Third line and Dorval is arguably the least safe section of Lakeshore from Toronto to Downtown Burlington due to its narrow width. Unfortunately this has already lead to one death in 2016 at Lakeshore and Third line - just before the existing bike lanes begin. Left as is and with increasing Cycling and vehicular traffic on Lakeshore this tragedy is bound to repeat itself again.</p> <p>The proposed Multi-Use trail on the South Side from East St to Dorval is a vital link that will allow Leisure Cyclists and Children a safe corridor to move between Bronte and Downtown Oakville reducing reliance upon the automobile and facilitating family outings and Children/Teens a safe way to access those areas and access work locations where they provide a significant share of the labour.</p> <p>Yes - some trees/green space may need to be removed - and I would support minimizing that as Staff has already done and offset any tree loss with additions elsewhere or along the corridor if space permits. This is an easy issue to offset while still getting the net benefit of more cyclists who will lower the overall carbon footprint by not relying upon the Automobile for travel in this corridor.</p> <p>It has been shown that when safe, continuous cycling infrastructure is constructed Cycling use will increase significantly furthering Oakville's goals and previously approved Council plans.</p>
166	<p>My husband and I recently purchased a home in Oakville, leaving Toronto, and one of the most captivating things that enticed us to move here is the trees! Without these, you will make Oakville look no different than its surrounding suburbs such as Mississauga and Toronto. Replacing mature trees with new ones is not the solution. You must find a way to preserve the existing trees otherwise Oakville will slowly begin to lose its unique appeal and charm.</p>
167	<p>I am appalled by this proposal. Lakeshore is adequately safe for bikers in its current state. The speed limit is low, cars and bikes share the road in harmony. There is also a dedicated bike lane on Rebecca which runs parallel to Lakeshore and is a great alternative for cyclists who don't want to share the road. No one is using Lakeshore for "transportation", this is solely for pleasure of road cyclists. Those trees are for everyone and are the soul of Oakville and have been around for 50 years. Cutting these trees down so some people can bike is just a terrible initiative + waste of money.</p>
168	<p>I would like to know if there my property will be be affected by the plan. my address is [REDACTED]</p>
169	<p>I strongly encourage amendments that result in zero or limited impact, especially when it comes to trees >15cm in diameter at breast height. A 3m multi-use path with added bike lanes is excessive and the preferred options amongst several blocks will negatively alter Lakeshore's environmental footprint. Plenty of mature trees have already been scalped by developers across the "Town" of Oakville to which I question the fees paid and the reforestation that should have been assigned. Ultimately, if the town is taking any public consideration into account, then I would implore selecting the options that have limited impact on the canopy that he city seemingly cares so much about.</p>
170	<p>Please refrain from removing mature trees. These trees add to the beauty of Oakville and of Lakeshore blvd. Please ensure that separated bike lanes are added along the entire length of lakeshore.</p>
171	<p>While I am very glad to see that you decreased the number of trees to be removed from 300 to 100 that is still way too many trees. For we residents we can't even take down a tree without a lot of bureaucracy but when the town wants to do something they can take down 100 trees. Way way too many trees!!! 100 trees is a lot of protection from the carbon footprint. I can't believe Oakville would condone this when you are so strict about residents taking trees down let alone so many of these stately old trees</p>

ID	Comment
1	<p>My concern, as a cyclist, is that the cycle lanes on the road be wide enough for a bus going one way and a truck going the other way to give a cyclist enough room in the cycle lane. For example, on Rebecca Street west of Bronte Road it is sometimes very scary as there is not enough room if you are not using the bike path which is often covered in pedestrians, toddlers on bikes or running, or dogs on long leashes. In the meantime there is a centre lane being used by nobody. Unsafe! That road is being used more frequently these days.</p>
2	<p>Will the bicycle lanes along Lakeshore Rd be enhanced and clearly marked? When Lakeshore was improved in Burlington the bicycle lanes were paved over. This is a safety issue and should be reinforced.</p> <p>Why are the pedestrian crossings on Lakeshore Rd. manually activated? They should be connected to the street signal. If there are no pedestrians the car traffic will not be affected. The current system treats the pedestrian as less important than the car. It adds complexity to the signal system and sometimes in the winter the switches do not work. These buttons are also a personal contact issue under COVID.</p>
3	<p>Please add me to the mailing list for any meetings or information related to this project.</p> <p>Also, as a longtime resident of the Bronte area, I fail to see the need to spend millions of taxpayer dollars to improve this road. I can honestly say I have never been stuck in traffic along Lakeshore Road. Any plan that includes the removal of mature trees in favour of more pavement is simply unacceptable. Replacing mature trees with saplings (Oakville’s answer to tree removal) simply results in significantly less tree cover in our town. Between the Emerald Ash Borer, ice and windstorms, and infill development and intensification I often feel like I am living in an active logging zone, not a suburban town. Oakville continually talks about preserving and growing our tree canopy, and yet in my 13+ years living here I’m sure we have less tree cover now than when I first moved to the area.</p>
4	<p>How about a decent map, with road width, lane designation, and dimensions, any roundabouts left in the plan? Please define the “ultimate right of way”. How about service changes, any storm sewers being planned, curbs, catch basins, underground hydro, communication lines? An open house would be nice, an opportunity to visualize the plan, but with Covid, a no go, I understand. Last one concerning this which I attended was at 3rd Line and L/Shore, I believe 7 roundabouts considered.</p> <p>I find the term “improve” stated throughout this agenda to lack any specifics. I would like someone to define “improve”. To me, it purports “to make better”, and I do not see much here to “make better”. Perhaps that is best gauged by the beholder, not by you. I will have to live with this change every day, I assume you won’t. Ask me if these changes are an improvement, please. My faith in this process was bruised when you “the town” built those numerous speed bumps on Pinegrove Road, west of 4th line. I could get no satisfaction as to why they were laid down, who was responsible, and if they were fired for such an asinine project. At least you removed them at the end of the day. By the way, how much did that cost me, the taxpayer.</p> <p>Sorry to rant, but you asked for it. If you truly wish my opinion, please let me feel it has some value. A decent map would be a fine first step.</p>
5	<p>Hi there – a quick question for you: are you able to please send me results of a traffic impact study and/or forecast impact of reducing driving lanes on the bridge over Bronte Creek, especially during rush hour and in the context of the re-development of the Cudmore Property.</p>
6	<p>Please add me to the mailing list for any meetings or information related to this project.</p> <p>Also, as a longtime resident of the Bronte area, I fail to see the need to spend millions of taxpayer dollars to improve this road. I can honestly say I have never been stuck in traffic along Lakeshore Road. Any plan that includes the removal of mature trees in favour of more pavement is simply unacceptable. Replacing mature trees with saplings (Oakville’s answer to tree removal) simply results in significantly less tree cover in our town. Between the Emerald Ash Borer, ice and windstorms, and infill development and intensification I often feel like I am living in an active logging zone, not a suburban town. Oakville continually talks about preserving and growing our tree canopy, and yet in my 13+ years living here I’m sure we have less tree cover now than when I first moved to the area.</p>

ID	Comment
7	<p>I sent these comments through the oakville.ca online form, but also wanted to send them your way.</p> <p>I'm excited to hear about the improvements that are going to be coming to Lakeshore, and am confident they will help make Oakville more livable.</p> <p>However, I'm disappointed "Design B Hybrid" was not selected for Block 4, even after reading the rationale on page 33. The area between Fourth Line and Dorval Drive is arguably the most critical to have a multi-use path, as that's exactly where the multi-use path on Rebecca ends! There is no other safe multi-use path in that area connecting 4th Line with the Dorval/Kerr Village area.</p> <p>By taking out the multi-use path along Block 4, it severely limits the value of the multi-use path in the remaining areas. On-road bike lanes are NOT SAFE for families (eg. biking with a baby trailer), kids, or even adult casual cyclists.</p> <p>I was very excited about the prospects of being able to bike between Bronte and Dorval (and Downtown Oakville) with my kids on safe, separated, multi-use paths.</p> <p>It feels like once again, Oakville's obsession with tree protection gets in the way of it reaching its full potential. Trees are important, but not at the cost of severely limiting the benefits a multi-use path could provide connecting Dorval/Kerr Village and Bronte.</p> <p>Kerr/Bronte are both developing nicely; being able to connect them with a multi-use path would be incredibly valuable to everyone living in both those areas.</p> <p>I sincerely hope the Town will reconsider.</p>
8	<p>I have reviewed the public plans for the proposed Lakeshore West Improvement Plan and I wanted to highlight a small detail. While we fully support the beautification and functionality of our neighbourhood, there are a number of trees on your plan (on our property) that do not exist or are in the wrong location.</p> <p>Please note that we have been actively trying to change our driveway so that it's safer to enter and exit the property now that Lakeshore has become so busy. So far, we have had no luck with the permitting department as the perimeters keep changing. This was likely due to the fact that the Lakeshore improvement was in the back of their mind. We would welcome a discussion with any members of your group to see how we can work together.</p>
9	<p>I have reviewed the information on the proposal, but am a bit confused about what is happening near my house (west of Dorval Drive). It looks like the road will be wider due to the cycle-paths, with a reduction in the current shoulder and a curb added. Is the sidewalk remaining in its existing location? The 'enhanced grass swale' seems to be added in place of the existing shoulder, but it is drawn right over our driveway access. I presume the paved access will be provided at the driveway? Additionally, will the crosswalk be similar to the one on Rebecca Street in front of Oakville Arena? Or a stop-light crossing similar to Morden Road/Lakeshore? Thanks for any information you can provide.</p>

ID	Comment
10	<p>I reviewed the PIC materials recently published. [REDACTED] It appears to show that the existing drainage ditch in front of my house will remain untouched north of the grading limit.</p> <p>The ditch is an eyesore, full of construction debris from past Town projects, does not slope continuously downwards and so retains water except in very dry conditions. It's a location for mosquito breeding and natural accumulation of refuse discarded by road users. And the Town does not maintain it. It's hazardous for me to cut the grass there with all of the discarded concrete blocks and tree roots. Any day of the week it's full of old Tim Horton's cups.</p> <p>This should be fixed as part of your project. It appears that this is not being fixed in order to preserve a few desperate trees. Have a look at the trees individually; none are of particular value, and they could easily be replaced after re-grading the ditch.</p> <p>Otherwise, I like the designs presented. They will be significant improvement, especially for pedestrian and cyclist safety.</p> <p>Since living here, I have not lobbied the Town to take responsibility for maintenance of the ditch, except by providing input on this topic at your PIC a few years ago when the project started. But I'm fed up with the refuse and the hazards; I have fallen repeatedly when cutting the grass to maintain the Town's space, luckily so far without serious injury. Leaving the hazards and standing water now for so long has been negligent on the Town's part. Slide 4 of your PIC presentation mentions "safety" three times, so this aspect of the design seems to be at odds with your overall objectives. I hope you will fix this oversight in the scope of the project and its design.</p>
11	<p>Thanks for posting the materials online.</p> <p>I see possibly conflicting information re bike lane width, and I'm hoping you are able to clarify. For instance, in the main deck Proposed Cross Section for Study Corridor Block 2 (slide 22) I read bike lane as 1.8m wide. But when I look at the corresponding Study Area Drawing Solingate to Third, I read the notation on the map near Third Line, showing what appears to be the bike lane as "(TYP) 1.50"; which I interpret as meaning 1.5m wide bike lane.</p> <p>Which is correct, 1.8m or 1.5m bike lane for this Block?</p>

ID	Comment
12	<p>Thank you for the opportunity for reviewing The Town's plans and the opportunity to provide input.</p> <p>I moved to Oakville recently and am very impressed by the significant use of the walking and cycling trails available. The vision to enhance enjoyment is a good step forward. I have cycled in countries all over the world and bring a real and practical perspective.</p> <p>The most important goals should be connectivity and safety for both pedestrians and cyclists.....separation from traffic.</p> <p>1- If right-of-way space is a challenge, I suggest a separate right-of-way for pedestrians and cyclists on ONE side of the road separated by a curb or by green space. Why is it necessary to have sidewalks and cycle paths on both sides of the road? This approach is used by many countries in Europe. This solution provides a dedicated throughway for pedestrians and cyclists as well as opportunity for visual enhancements.</p> <p>2- In my view, Oakville is a very well run town. However, the never ending road work in central Oakville as well as Speers road is starting to look like Oakville adopting BAD TORONTO EXECUTION! The remediation of The Waterfront Trail is an example of getting the job done with dispatch. Please insist on a tight execution timetable for this project to minimize disruption for residents.</p> <p>3- Can you consider incorporating Traffic Circles with a view to interrupting fast moving traffic as well as reducing the impact on the environment of stop-and-go traffic?</p> <p>Thank you for the opportunity to add input.</p>
13	<p>I hope you are staying safe.</p> <p>I have reviewed the information with regards to the Lakeshore West Improvements initiative; I do agree that these improvements are long overdue, I have a question on improving drainage/run off behind my property (identified in the attached pdf) Specifically, my question relates to street drainage and water runoff, historically it has been extremely poor as it relates to the section of Lakeshore where my property backs on to; the current grass swale and drainage ditch is not effective. Could you provide clarity as it relates to how these new plans will mitigate future flooding into my back yard? The drawing provided on the Oakville website does not illustrate (to a layperson) specifically the plans for drainage or possible change in road elevation? There is currently a minimal swale with a drain (it does get clogged with debris thus causes flooding) however the current engineered set up is not efficient nor effective.</p> <p>I have attached a screen shot of the specific area in question.</p>
14	<p>On a separate topic, I'd appreciate more information about the "Enhanced Grass Swale" feature of the design. I don't see a definition in the presentations of what this means in practice.</p> <p>For example, the ditch in front of [REDACTED] in particular, is very deep and steep and clearly visibly out of character with the ditches in adjacent properties. Over half the length of this ditch can be described as having a slope of over approx. 45-degrees running about 4-5 feet deep, which makes it impossible to maintain safely (mow grass, remove debris, etc.). Adjacent property ditches are much shallower and not as steep. How would an Enhanced Grass Swale differ from the present condition, especially in terms of depth and steepness of side-slopes, for this example?</p>
15	<p>Glad to see the provision of dedicated bike lanes in your plans. Thank you.</p> <p>Is it really possible to incorporate dedicated bike lanes along with buffer zones, a centre turn lane and, I assume only two lanes, of vehicle traffic, along all of the target distance?</p>

ID	Comment
16	<p>It has come to my attention that about 100 mature trees are to be cut down for multi-use sidewalks as proposed for "Lakeshore Road West Improvements (Mississaga Street to Dorval Drive)". As a born-and-raised Oakville resident and architectural technologist student, I felt deeply disturbed by this proposal for how unnecessary and unjustifiable the destruction of trees is for sidewalks. While I do think that the sidewalk should be replaced with smooth permeable rubber pavement, chopping down old growth trees would be a huge mistake as it is counter-productive and massively environmentally damaging.</p> <p>The trees play an integral role in our environment and community, and it would be a shame to destroy something so beautiful and iconic to lakeshore and Oakville community. Not only are the trees here first, they naturally make oxygen and reduce the carbon footprint of our town, but they make a lovely shade over the road and sidewalks. With so much of our community's environment lost to gentrification and rampant construction, it's shameful that we are destroying such beautiful trees that are older than our parents. This proposal is not in the best interest of the community and the people that walk and bike along lakeshore.</p> <p>The best interest for the community and environment is to build around the trees and for us to be flexible working to create a path which may not be straight and rigid, but both visually beautiful and a has good leisurely vibes. From a designer perspective, I think that duel lanes (1 for walking, 1 for biking) next to a road is tacky and to please reconsider just one wide uniform path of permeable rubber pavement.</p> <p>Thank you for listening and considering changes to the proposal.</p>
17	<p>The "study" embraces many fine and abstract concepts. Given the existing corridor challenges it is important that the actual implementation be available for review.</p> <p>Improvements in cycle and walkways are much needed. For instance; will a contiguous cycleway be provided to enable safe and reasonable travel to the Town center from Mississaga Street?</p> <p>Thank you for this opportunity.</p>
18	<p>I don't support the changes you want to make with this Section of Oakville I don't see the need for it ... the removal of all the trees is sacrilege the construction and congestion is not worth it There is absolutely nothing wrong with this section on town .. and that's what we are .. a town .. north Oakville where I live is horrible with the number of houses you have allowed to be built so I say NO to all this !!</p> <p>Just [REDACTED] stop all this</p>
19	<p>This is ridiculous....the road is wide enough now....another waste of money by the town...</p>
20	<p>I hope all is well and healthy in your circle of family and friends.</p> <p>As a residence of Oakville that walked along most of public allowed shore in neighbourhood, I am disappointed by plan of removing mature trees along the lakeshore. I noticed many have been removed already in my last wal last weekend to open view for huge condo not considering safety of cyclist other reasons mentioned in website.</p> <p>I am wondering if impact of removal was studied independantly. If so, I like to read noted report.</p>
21	<p>Due to global warming or climate change as it is better known, how can there ever be a single justification for cutting down 100 healthy trees? In this day and age have we learned nothing? No matter how many trees we plant in their stead, they will take years to mature. We insist that trees must be physically protected during renovations and on building sites. Oakville is known for its mature trees. Mature trees provide shade in our hotter summers. Mature trees clean our air.</p> <p>Their beauty is exquisite. Traffic and polluting automobiles cannot even be considered now. Please reconsider?</p>

ID	Comment
22	<p>As per your invitation on the town's Lakeshore Road "improvements" page, I'll paste in below what I submitted using the Comment link, but in case you don't see those, I'll send them here, plus I have a couple of questions.</p> <p>Just to be clear — I am generally in favour of most of the changes that I do not address specifically below. ;-)</p> <p>But first: In the Facebook group called "Bronte Village neighbours helping neighbours," Councillor Beth Robertson chimed in (and Sean O'Meara said something similar) of the crosswalks in the proposal: "This is only a draft EA plan, not the detailed design that will come with EA approval. While those crosswalks are roughed into the EA design, there is a good chance it won't ever happen unless traffic warrants it at some point down the road. Staff has to have the long term possibilities drafted. Remember that the Bronte section of the project is probably closer to 10 years from this point before it is complete. There will be more growth in population by then."</p> <p>Is this true? And why is something that "there is a good chance it won't ever happen" included in a 4-years-in-the-works plan that you released and are asking the public to comment on as though it's the plan?</p> <p>And are these other comments true? "The number of trees which are circled that people assume are definitely coming down is nowhere near what the detailed design will see happen. . . . The road is narrower, some of it will lose the multi-use trail on one side in order to save many mature trees."</p> <p>It seems so ... unbelievable ... that you would present a plan to the public after years of hearing concerns about tree preservation . . . and have trees circled for removal that you are not planning to remove. ??? How much else in this plan as presented is NOT what you're planning to do?</p>
23	<p>I don't mean to doubt the councillors' words, but her statements seem to directly contradict the proposal you have presented to the public after much consideration & revision. Please advise.</p> <p>Here are my three comments — re: trees, the crosswalks, and the "future monument":</p> <p>THE BIGGEST PROBLEM — TREE REMOVAL AND LACK OF REPLACEMENT</p> <p>I'm specifically addressing Bronte Village where I live and have practiced neighbourhood improvements regularly for the last 15 years that I've lived here full-time (including free tree pruning or bush sculpting for any neighbour who wants it), and part-time for another 15 years before that when my parents were here.</p> <p>Bronte Village is the showpiece go-to location of the entire Lakeshore Road plan. THIS is the place that needs to shine and present well to the rest of the town and world. Your plan indicates you're planning to cut down 30 trees in Bronte Village — and put in 7 new ones in silva pods. * This should be exactly reversed. *</p> <p>If you absolutely have to cut down 7 trees for some reason, maybe we could live with that. But you should be planting 30 (or some number like it). If Mike Bloomberg can plant one million trees along the sidewalks of New York City, we should be able to put in a couple dozen in Bronte Village. Trees make it look like an inviting homey natural place — like a harbour is — rather than a treeless barren industrial wasteland. Bronte Village has age and history and character. It's *a village*. Picture any village anywhere in the world — and you see trees in that picture.</p> <p>* Why not plant the most mature trees you can all along the three blocks of the Village? *</p>

ID	Comment
24	<p>According to the town's website on the matter, the "Scenic Corridors Study" lists the "Importance of maintaining trees and vegetation" as the very first bullet point. Live up to this, why not? If we're going to the expense and work-intensive effort to fix up the place — why the heck not put trees in as often as is practicable?</p> <p>We don't have a shortage of asphalt along Lakeshore in the Village — we have a shortage of greenery. Our Canadian treasure Joni Mitchell taught us this in song 50 damn years ago: "They paved paradise, and put up a parking lot." It's so simple, and obvious, and Godly, and right from wrong. How can town planners be making this same mistake in the 21st century when the whole world knows about and is combatting climate change?</p> <p>It doesn't add up or make sense or appear honest that something called a Scenic Corridor Study plans to remove damn-near every tree on it in Bronte Village.</p> <p>=====</p>
25	<p>PEDESTRIAN CROSSWALKS ON EVERY BLOCK IN BRONTE VILLAGE</p> <p>THIS is insane. I am on Lakeshore Road in Bronte Village pretty near every day, and there is NOT a jaywalking problem here. These crosswalks are going to cause massive traffic problems in the Village — doubling the number of Stop lights for all cars in both directions. This causes untold unnecessary unending air pollution spewing into our Village with lines of cars & trucks stopping, idling and starting up again, block after block after block. They also cause rear-end collisions because drivers are not expecting to suddenly come to a full stop in the middle of a block.</p> <p>We have safe, well-lighted pedestrian crossings at every intersection — that we've already paid for and maintain as a town. I can understand the need for putting one in front of the Senior's Citizens' Residence, including because there isn't another crossing to the east for another mile.</p> <p>But you are proposing crossings in the middle of blocks when there are already lights and zebra crossings a couple hundred feet — and in clear view — in either direction. If part of this "improvement" plan is to encourage walking — let's allow our citizens to continue walking (as they always have) to the corner to cross the street.</p> <p>This proposal will make Lakeshore Road from the Bronte bridge to the Seniors' Residence "a friggin' parking lot" to use my New York friends' phrasing. And people complain about the traffic now! We want it to be moving through unimpeded — not having every car in both directions stopping every couple of hundred feet. And it's going to encourage frustrated drivers to speed off and take the nearest side street and gun it all the way. This ain't right.</p> <p>Creating more of a traffic problem is not a way to "improve" Lakeshore Road.</p> <p>=====</p>
26	<p>Question:</p> <p>What is the "FUTURE MONUMENT" on the NW corner of Lakeshore & East St. in front of Pizza Pizza? There is already a big cement waves waving monument with a big round Bronte Village plaque there. Why would we have paid for one already . . . and now we're supposed to tear it down, throw it in a landfill, and pay for another one? That can't be right.</p> <p>=====</p> <p>Thanks for your considerations and due diligence.</p> <p>Oh and please add me to the study mailing list. :-) And thank you for your time and efforts on these matters.</p>
27	<p>I am completely against this plan!!! Lakeshore is a scenic slow moving street which we all love for its TREES. This should only be taking place on Rebecca street. The only reason Lakeshore would be considered over Rebecca would be for the new condos and townhouses planned along this route... Money we suspect would be demanded from the new building contractors. Please, please, please do not destroy the beauty of this area when Rebecca is clearly the better option for this. Our neighbourhood will be fighting this.</p>

ID	Comment
28	<p>First I would like to say that my husband and I have been residents of the areas close to Lakeshore Road all our lives and have lived for the past 52 years one block south of Lakeshore Road near Dorval Drive. We travel the Lakeshore Road all the time because of the beauty and slower pace which we think is important stay calm and relaxed. We have just heard of the plan for construction on the Lakeshore Road from Dorval to Mississauga Street and the unspeakable amount of Mature Trees that will be taken down to accommodate a widening. Part of the charm of the older areas of Oakville is the tree canopy.</p> <p>We have Speers Road, QEW, Dundas Street and many other east/west roads that are bare of nature. We need to keep Lakeshore Road and Rebecca Street as slower paced roads. Over the years, my husband and I walked to our high schools, have bicycled along this stretch of Lakeshore Road to Bronte and walked the same roads for exercise. The enjoyment has been the shade of the trees and the feeling of peace that comes from nature. If this construction goes ahead, the traffic will speed up and it will invite more troubles down the road.</p> <p>The Lakeshore Road is a lovely entry to our town whether you are coming from the east.</p> <p>This Construction should not be permitted. Oakville is changing at an alarmingly fast rate with higher buildings and more and more people in every area. We NEED to keep this natural beauty and calmer driving area to keep a slower pace here in Oakville</p>
29	<p>We are wholeheartedly disgusted and saddened that the Town of Oakville would even consider removing mature trees in an attempt to upgrade the noted roadway.</p> <p>The town says it is looking at the best way to have minimal impact on trees and the neighboring properties but has spent little time with the public presenting and discussing the details.</p> <p>The very idea that you are considering removing as many as 96 trees is a reflection of how Oakville truly feels about tree preservation. You really don't care, just pretend to care. Developers are destroying trees left and right when infilling their properties and larger and larger developments are requiring the removal of mature trees, with only minimal and the smallest of trees replacing those removed. Our natural canopy of mature trees has deteriorated horribly. Mature trees are absolutely essential for a healthy urban environment.</p> <p>On Lakeshore, do you not even recognize the value and the privilege to be blessed with having such a historic and beautiful corridor? These trees have been growing for generations. This what makes Oakville special. Lakeshore Road will end up looking like any other asphalt and concrete industrial roadway ie. Speers.</p> <p>Tree protection is absolutely paramount and the public would like to see the details of the plan BEFORE not after plans are finalized.</p>

ID	Comment
30	<p>re: The "Plan" a.k.a. https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html</p> <p>It is disappointing to see the town planning and studying to proceed with cutting down historical trees on Lakeshore West. Surely, there must be a better way to "Improving traffic conditions and road user safety" without having to cut trees down.</p> <p>If this plan is undertaken, the widening will result in the loss of 300 mature trees along Lakeshore Road as well as the expropriation of land from some 69 properties. These changes would radically change the character and appearance of Lakeshore Road.</p> <p>Ordinary citizens must follow the town's rules and protect trees on our properties when we proceed with renovation, not destroy them. It is only logical that the town also follows its own rules.</p> <p>I'm also disappointed to see this process expedited so quickly and lacking "proper" public consultation.</p> <p>I would challenge the engineers, planners, project managers, consultants to come up with an innovative way to achieve their goals, while also preserving the historical trees that make Oakville, well Oakville.</p>
31	<p>I have read the EA for Lakeshore West Improvements with great interest. The provision of on-road bike lanes, and preservation of the two lane rather than three lane roadway I applaud. However, I am astounded at the notion of a multi-use path on the south side of Lakeshore, and a sidewalk on the north side.</p> <ul style="list-style-type: none"> - Although the stretch of Lakeshore from Burloak to Mississaga Street is not slated for improvement, there IS an existing multi-use path on the north side from Burloak all the way to Cudmore Rd. The multi-use path restarts, again on the north side, at Third Line and goes all the way to Spring Garden Rd. At one time it continued to Fourth Line, but that portion has not been maintained. Why not keep the multi-use path on the north side, and make it continuous from East to Fourth Line. Restarting it at East St will tie in very nicely with the Donovan trail which comes to the north side of Lakeshore at that point. - There is an EXISTING continuous sidewalk on the south side of Lakeshore, all the way from Burloak to Dorval and beyond. Why not keep the sidewalk where it is? <p>I cannot believe that ripping out the existing path and sidewalk, merely to reconstruct them on opposite sides of the road makes any sense at all!!!</p> <p>A 3 metre multi use path is far too wide for the amount of pedestrian and cycling traffic that is generated on Lakeshore. I walk on Lakeshore both east and west of Third Line on an almost daily basis, and trust me, even with the pandemic, there is not enough activity to warrant 3 metres – two metres, enough for social distancing, is quite wide enough.</p> <p>For each study corridor block of Lakeshore, there were 3 alternatives proposed, Alternative Designs A, A1 and Hybrid B. Except for Block 4, the preferred alternative is Hybrid B, the most expensive, with the greatest number of trees sacrificed, mostly to construct this 3 metre multi-use path on the south side. For the relatively short stretch from East St. to Third Line, 37 trees will have to go. From Third Line to Fourth Line, 42 trees will be cut down. Who will want to use a trail when it is mostly unshaded? Replacing mature trees with baby trees is no solution. Most of us will be dead and buried before they provide any shade!</p> <p>It is quite obvious from the Scenic Corridor Study that the over-riding concern of the participants was the conservation of the trees that are growing along Lakeshore Rd. now. As far as I am concerned, not an inch of tree should be touched unless said tree is ailing or dangerous. In our current climate change crisis, trees are major players in carbon sequestration, and the wanton proposal to cut down more than 90 of them is criminal.</p> <p>My recommendation is keeping the continuous sidewalk where is now is, on the south side of Lakeshore, link up the separated stretches of the multi use path on the north side, and make it continuous from East to Fourth Line, albeit less than 3 metres, and KEEP THE TREES.</p>
32	<p>I am just learning about the Lakeshore Road West EA project and I was wondering if you could provide some information.</p> <p>Specifically, what was the motivating factor for requesting changes to the road?</p>

ID	Comment
33	<p>I'm writing to you concerning the town's proposal to redevelop Lakeshore Road West from Dorval to Mississauga Street.</p> <p>I'm very concerned about the drastic impact the current proposal will have on our green canopy and the radical change it will have on the character and appearance of Lakeshore Road. It is identified in Livable Oakville as a scenic corridor with policies to support its conservation and preservation of character. This proposal does not comply with those policies. Residents want to see a proposal that preserves the tree canopy and guarantees no loss of trees. The projected cost of \$50-million for the current proposal is also fiscally irresponsible and imposes a huge burden on taxpayers. Taxpayers will not support this. Enhanced connectivity can be achieved by adding on-road cycle lanes within the current width of the road deck. Meaningful consultation with the general public and residents needs to take place before Council can approve plans to move forward with the proposal.</p> <p>Please consider the impacts on this priceless piece of green infrastructure and the perspective of your constituents. Once it's destroyed, it will never come back.</p>
34	<p>We have recently become aware of the town's major redevelopment plan for Lakeshore West, which has been planned with surprising little consultation with the general public. The most shocking and unacceptable aspect of it is the intention of the removal of more than 100 trees. Furthermore, allowing this plan to go ahead, an exorbitant amount of our tax payers money will be spent on redevelopment for which there is absolutely no need.</p> <p>Oakville prides itself to be a historical town. It attracts many people to live here because of the green infrastructure. It is very important that such a beautiful treelined road is preserved for our and future generations. The section from Mississauga Street to Dorval Drive furthermore forms the continuation of a treelined road running all the way from Burlington right through East Oakville, which with this plan would be interrupted.</p> <p>When we came to Canada 35 years ago we immediately chose to settle in Oakville because of its ambiance, beautiful mature trees and spacious lots in West Oakville. We still live in the same house in the Coronation Park area, and will do so until old age forces us out. It is notable that many of us in our part of town have been here the greater part of their adult lives and only in recent years has new construction taken off (much to our regret). However, there is still absolutely no need to "improve" on Lakeshore West because increased traffic is only happening if there is an accident on the QEW or on other rare occasions.</p> <p>Likewise a 3 meter multi-use path is definitely not required. It is too far out of downtown for it to be a continued walk and to this day the present walkway is not at all crowded. What IS required is an improved cycle lane. The present one is poorly done, half gravel, half asphalt, making it dangerous for cyclists who therefore, out of precaution, cycle on the road.</p> <p>Why was there no forum organized for the general public? Residents should be given the chance to have a meeting with council members to ask questions and express our views before any decision is made.</p>
34	<p>I just read a document about the town's plan to remove 100 trees along lakeshore Rd. I might add the notice came from fellow residents and not the town. As I live less than a block away from coronation park and lakeshore, why wasn't I notified by the town on this ? I have lived in South East Oakville for over 20 years. One of the lures to move here was the mature tree canopy. I always thought the town did all it could to preserve our mature trees . Obviously I was wrong.</p> <p>The 3 meter wide multi use path proposal doesn't make sense at all. In fact , it appears to increase the town's liability by forcing road biking onto the path along with pedestrian and scenic biking users . Road bikers can travel anywhere from 25kmph to 40 kmph and belong on designated bike paths along side lakeshore and not mixed with other users.</p> <p>Please let me know when the council meets as I will be attending to voice my concerns on the current proposal</p>

ID	Comment
35	<p>I was upset to hear about the town's plan to remove up to 100 trees along lakeshore Road in West Oakville, and more upset because I had not heard anything about it, even though I live very close to Lakeshore, by Coronation Park. I've been a resident of the area for almost 20 years.</p> <p>I, along with my neighbors, believe there are other options for providing safe walking/biking lanes without destroying the beautiful trees that make this part of Oakville so desirable. I'd hate to see the landscape damaged by removing ANY of the old trees.</p> <p>To be clear, given what I know, I am strongly against any plans to remove trees along Lakeshore. As a taxpayer, I want the opportunity to learn more about this plan, in a public forum, and have my voice heard.</p>
36	<p>I have learnt with optimism about the preferred improvement. A bike route and traffic improvements are really needed for this section of Lakeshore. However, I was disappointed to know that more than 100 trees will be removed due to the works needed. Especially after seen the works downtown Oakville done recently. I thought that the downtown streets will be with new shade areas and more and larger trees, but the green areas were rather reduced and old trees replaced with smaller specimens. These facts reduced the magic of living in Oakville.</p> <p>I do not want to have the same disappointing experience again. I am really worried about the new improvements. One of the reasons to live near downtown is the number of large trees and green areas that allow us a quality of living here and enjoy nature.</p> <p>My experience in Montreal showed me that new bike routes can miss old trees. They either divide the route, showing a centerline in the route, keeping the tree at the center, or shifting the route laterally enough to miss trees, or crossing the street, but never cut an old tree. This also makes the bike routes more enjoyable because it is not necessarily a straight-line layout. I understand that the bike route proposed is for the Oakville citizens' enjoyment, not for bike racing or speeding, fast bikers can use the regular street as they can easily reach more than 30 Km/hr.</p> <p>I'll appreciate if the City considers seriously these ideas and citizens opinion.</p>
37	<p>As a resident living on Sandwell Drive, I would like to take this opportunity to voice my concern regarding the Lakeshore Road West Development that is being proposed from Dorval to Mississaga Street. While these changes would radically alter the character and appearance of Lakeshore Road, there are has been no meaningful consultation with the general public since 2018. I support the motion put forth by Council in 2018: That staff be directed to complete additional consultation on the Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Class Environmental Assessment and report back to Council in early 2019 with recommendations that include at least one option reflecting no continuous centre lane, no loss of tress and no expropriation of property, while maintaining cycle lanes and reflecting sidewalks/multiuse paths on at least one side and minimizing impervious surfaces.</p> <p>Lakeshore Road is identified in Liveable Oakville as a 'Scenic Corridor' and should be conserved and protected. Clearly this development and the removal of the tree canopy (of more than 100 trees, many of them of which are very old and mature specimens) along Lakeshore Road, would not support this. The Town of Oakville has made it very clear that the tree canopy is important and so this tree loss contradicts that and is unacceptable.</p> <p>The proposed 3 metre multi-use plan is not necessary. The road currently has a continuous sidewalk on at least one side of it and in other parts, there are both sidewalks and a multi-use path. Please consider filling the gaps without harming roadside vegetation. Enhanced connectivity can be achieved by adding on-road cycle lanes. Pave the road and add bike lanes within the existing width of the road deck.</p> <p>Lastly, the total estimated cost of this project will exceed \$50 million. That kind of spending on unneeded aspects of this proposal is fiscally irresponsible and won't be supported by tax payers. Lakeshore Road has a rich history, much character and the citizens of Oakville are fortunate to have it. It is truly a priceless piece of green infrastructure and should be treated as such.</p>

ID	Comment
37	<p>Please do not widen the road to build a bike lane adjacent to traffic along Lakeshore Road West from Dorval to Bronte.</p> <p>Why not just slightly widen and pave the path that's already beside the road? Much less destruction of nature, maintaining more natural ground so that rainwater can sink into the soil as it should, and the land can breathe. If we keep cutting down trees and changing the character of the historic roads and beautiful town of Oakville, we lose what makes Oakville special in the first place. Furthermore, Canada's weather being what it is, there are rarely many bikes travelling the roadways at once. It seems excessive (and expensive) to lose so much to widen the road for this minimal use.</p> <p>As well, it would be safer for cyclists to have them separated from auto traffic by the existing grass "lane". The danger for cyclists right adjacent to cars is they swerve and get into the path of much larger vehicles. Scary for the drivers; very dangerous for the cyclists</p>
38	<p>I am writing to express my concern for the removal of trees for the proposals on Lakeshore Road West.</p> <p>Oakville is beautiful and a healthy because of the trees. It provides a shade, oxygen, and keeps the soil intact amongst many other benefits.</p> <p>Kindly consider alternatives rather than removal of the trees.</p>

ID	Comment
1	<p>The Ministry of Environment, Conservation and Parks (MECP) requires all proponents complete a preliminary screening (guide attached) of their project to examine the impacts of their project to Species at Risk (SAR) or their habitat. The proponent should then submit the results of their Preliminary Screening to the Species at Risk Branch (SARB) in order for formal review under the Endangered Species Act (ESA) to be completed. SARB cannot make a recommendation on if the proposed activities will contravene the ESA without the results of the Preliminary Screening. It is the proponents responsibility to provide this information to the SARB and obtain an ESA authorization if one is required.</p> <p>It is the responsibility of the proponent to ensure that SAR are not killed, harmed, or harassed, and that their habitat is not damaged or destroyed through the proposed activities to be carried out on the site. If the proposed activities can not avoid impacting protected species and their habitats then the proponent will need to apply for a authorization under the ESA.</p>
2	<p>The subject lands are not within the Niagara Escarpment Commission's Development Control Area or Plan Area, and therefore we will not be issuing comments.</p>
3	<p>The Halton District School Board has no specific comments on the information provided on the Town's project website https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html</p> <p>The Board would like to voice support for any initiatives that improve pedestrian and cyclist safety and improved roadway design and intersection safety all year round. There are three public schools sites that are located in close proximity to Lakeshore Road between Mississauga Street and Dorval Drive (Eastview PS, WH Morden PS, TA Blakelock HS). It is understood that improved safety and design promotes active transportation within the community including many of our students that choose to travel to and from school via these methods.</p> <p>Feel free to contact us if you require any information from us regarding student population, bussing route and school facility data.</p> <p>Please continue to circulate the Board as the Board will provide more comments as needed as the study progresses.</p>
4	<p>Conservation Halton (CH) received the notification about the online PIC for the Lakeshore Road West Improvements EA and has been reviewing the information available online. As I wasn't involved in this project earlier, I have also been reviewing our internal records on this file. I want to make sure I understand the relationship between the formal agency review processes this EA has been going through and the public review process through the PIC.</p> <p>The last version of the EA that CH reviewed formally and provided comments on was the "Final Draft" version dated April 2018. Could you please confirm whether there have been any updates to the EA since then? My assumption is that there have not, and that the current PIC is for public information/consultation purposes. Based on this assumption, CH will not provide comments on the PIC. However, if there have been updates to the EA we would appreciate the chance to review formally.</p>
5	<p>Region of Halton Water & Wastewater Infrastructure Planning staff have reviewed the PIC material for the MCEA Study for the Improvements to Lakeshore Road West from Mississauga Street to Dorval Drive. Comments are as follows:</p> <p>Please note that there is an on-going Region of Halton Schedule B MCEA Study supporting an upgrade to the West River Wastewater Pumping Station (located in the Bronte Harbour area, project ID7556). This project includes the installation of new linear infrastructure (forcemains) along the Lakeshore Road alignment between West River Street and East Street (within the study area for the Town of Oakville EA). Timing for design and construction for project ID7556 is pending the completion of the MCEA Study. Timing of construction for the Region's infrastructure along Lakeshore Road from West River Street to East Street is dependent on the completion of the MCEA Study, but should be coordinated with the Town's Lakeshore Road West Improvements when more information is available.</p> <p>There is a watermain project (project ID6726, 300 mm WM on Sovereign Street between Bronte Road and East Street) scheduled for design and construction within the next 5 years. This project is not anticipated to directly impact Lakeshore Road, but borders the study area and is noted for coordination and to avoid potential construction conflicts.</p>

ID	Comment
6	Halton Catholic District School Board (HCSD) has no additional comments to provide at this time for this file. Please refer to attached comments provided on December 6, 2017 as they still apply. HCSD's 2017 comments included comments related to disagreement with roundabouts, and improving safety of pedestrians and students. The Board requested to be kept informed about the project.
7	Based on your attached map Trans-Northern Pipelines Inc. (TNPI) has no facilities within 2km of your work location.

Lakeshore Road West Improvements

April 22, 2021 at 10:00 am

Attendees:

Syed Rizvi
Bob Felker
Mir Talpur

Town of Oakville
Wood E&IS
Wood E&IS

Summary of Discussion:

These two properties are located on the north side of Lakeshore Road West, east of Suffolk Avenue. These properties have gardens that encroach onto Town of Oakville right-of-way. The following points of meeting were discussed:

- Zaid said that his comments are a restatement of what he said in his email shared with Syed 20 April 2021
- He noted that the impacts to the landscaping in front of his property will narrow down the entrance to the property. It will be difficult and less safe to access the property with the narrower driveway.
- The landscaping currently serves as a retaining wall and there is a concern that regrading to accommodate the road improvements will create steeper driveways and
- Eastbound Lakeshore Road jogs around Appleby College and is closer to the two properties.
- Bryan is concerned about damage to the existing landscaping, and has calculated that there is 6m of room to shift the road south.
- Syed noted that the design at this stage is at a preliminary level. Field survey will be required to determine the exact locations for the proposed road improvements (e.g. bike lanes, sidewalks, etc.). The design will be refined during the detailed design, and the public will have the opportunity to review and comment on the detailed design plans.
- He also said that the consultation will be part of the detailed design process.
- Bob added that since 2018, the design has been revised to remove third lane. One of the objectives of the study was to provide continuous pedestrian facilities throughout the Study Corridor. Majority of the grading line is on the Town property, and a very small portion is on 461 and 465 Lakeshore Road properties.
- He also pointed to a number of constraints that will need to be addressed in order to refine the road alignment in this area to avoid impacts on the gardens in front of 461 and 465 Lakeshore Road properties. For example, shifting the alignment to the south may trigger impacts to the other properties. There is a hydro line along the south of Lakeshore Road. Appropriate clearance between the edge of the road and hydro poles will be required. The existing sidewalk may also have to be removed and replaced if the hydro line is shifted south.

- And it was noted that alignment cannot be shifted in front of an individual property or two. It will have to be adjusted such that various design criteria are met. This will trigger alignment refinement over a larger stretch, instead of just one or two residences.
- Bryan asked if the alignment is not adjusted and impacts to the landscaping are identified, would the Town be responsible for finances associated with impacts to private landscaping, driveways, etc.?
- Bob noted that when the detailed design is developed, the restoration of the driveways, boulevards, sidewalks etc. within the town ROW and adjacent private property in accordance with town policies.
- Bryan inquired what is the planned timing for construction?
- Syed noted that on approval of the Environmental Assessment study, the project will proceed to detailed design and utility relocation before the construction can start. It is anticipated that the construction may commence in year 2023. The proposed staging as presented in the virtual PIC is to commence with Block 4 in the west from Dorval to Fourth Line, and move eastward in stages.
- Bob added that the road surface in some areas is reaching their service life. Also, the McCraney Creek Bridge has structural deficiencies that necessitate replacement as part of, or separate from the broader proposed improvements.
- Zaid highlighted that it's not just his and Bryan's property that are being impacted. There are also other properties between Suffolk Avenue and Morden Road will be impacted. If the alignment is straightened from Suffolk Avenue, it will remove the curve in the road in this section. Mr. Sahab also noted that he has measured the distance between hydro poles and edge of the road on some other roads. This distance seems to be minimal. For example, the distance between the hydro lines and the edge of road on Speers Road, is minimal (1-2 feet). There may be a good opportunity for the Town to correct the road alignment to straighten it between Suffolk Avenue and Morden Road.
- The call concluded with Syed and Bob thanking Zaid and Bryan for their time and the input. Their comments will be added to the public record, and we will continue communicate as this study is wrapped up and if and when the process moves to detailed design.