



OAKVILLE



## 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

<b>City Staff and Consulting Team Present</b>	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	
<b>Council Representatives Present</b>	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 fair accomplishment.

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 13<sup>th</sup> 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.
C3	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"> <li>) Work is badly needed on Lakeshore through downtown Oakville. I would strongly suggest spending time and money on that much more priority area</li> <li>) Bike lanes and sidewalks are important. Left-hand turn lanes are much less important. Bike lanes and sidewalks do not require significantly more width.</li> <li>) 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.</li> </ul>
C6	Q1	<ul style="list-style-type: none"> <li>) 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.</li> <li>) Exit from Bronte Sports Field onto Lakeshore very dangers now. Must be improved</li> <li>) Widening Road vey important. <ul style="list-style-type: none"> <li>o 3 lanes for cars</li> <li>o Side-walks</li> <li>o Bike lanes for 2 abreast</li> </ul> </li> <li>) Do not increase speed limit. Noise pollution from motorcyclists is very great already.</li> </ul>
C7	Q1	<ul style="list-style-type: none"> <li>) Very limited centre turn lanes. Only in high traffic areas like entrances to coronation Park</li> <li>) Bike pat or bike trails not bike lanes</li> <li>) No cutting down of any trees</li> <li>) Do not destroy scenic streetscape</li> <li>) Except for fixing the bridges most of this is not needed</li> <li>) Keep 4 lanes from Bronte to Mississaga Street</li> <li>) All trees must be saved</li> <li>) Stress environment over bike lanes. Keep the bike paths not lanes</li> <li>) Lower speed limit to 45km from 50km</li> <li>) Green space is (illegible)</li> <li>) Save the green space of the Coronation Park area</li> <li>) Suitable sidewalks both sides of area with parallel bike trails</li> <li>) Better night lighting</li> <li>) Better drainage near Coronation Park</li> <li>) Save Iconic Lakeshore Rd.</li> </ul>
C8	Q1	<ul style="list-style-type: none"> <li>) Turn lanes, agree that they are not necessary</li> <li>) Very concerned re the trees and expropriation</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) We learned about this project and this meeting from an email from a West River association resident who received info from Cathy Duddeck</li> <li>) We now will follow progress on the Town website, Ward newsletters and the Beaver</li> </ul>

C9	Q1	<ul style="list-style-type: none"> <li>) Power lines?</li> <li>) Removal of trees is a big negative and will ruin the scenic nature of the road</li> <li>) Combine bike and pedestrian?</li> <li>) We must retain the trees and character, no middle lane</li> <li>) Yes we need bike lanes and sidewalks</li> <li>) We can reduce width of sidewalks and bike lanes where needed</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) What will happen to the hydro poles? Underground or moved back</li> <li>) Suggest we keep trees and poles where they are now – Basically</li> </ul>
C10	Q1	<ul style="list-style-type: none"> <li>) Find a way to not kill trees, keep children cycling and walking safe</li> <li>) Forget the middle lane</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) 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</li> </ul>
C11	Q1	<ul style="list-style-type: none"> <li>) 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.</li> <li>) The lose of property frontage is dangerous to our little children. They play in our driveways.</li> <li>) 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.</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) The microphone at the meeting had a cord that was not long enough to reach to the back</li> </ul>
C12	Q1	<ul style="list-style-type: none"> <li>) No middle lane</li> <li>) Keep all trees</li> <li>) Make Lakeshore Rd a heritage site</li> <li>) Put signs up saying share the road not new lanes</li> <li>) Have courtesy class for manners so people have respect for each other and people coming to Oakville</li> <li>) It is a town = scenic and quaint, not a city</li> </ul>
C13	Q1	<ul style="list-style-type: none"> <li>) 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)</li> </ul>
C14	Q1	<ul style="list-style-type: none"> <li>) 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.</li> <li>) I understand the need to keep traffic flowing but there is an answer to better control the traffic and make it safer</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) What is the traffic control plan i.e. stop light at Lakeshore Road, West River and Triller Place?</li> </ul>
C15	Q1	<ul style="list-style-type: none"> <li>) Two lanes only over Bronte Creek area</li> <li>) Keep and enforce 50km limit</li> <li>) Sidewalks, bike lanes on both sides</li> </ul>

C16	Q1	<ul style="list-style-type: none"> <li>) The estimate of dollars, length of project. Any deferrals, construction delays taken into \$ consideration?</li> <li>) Why is this project necessary? Lakeshore, to me, is a heritage route. Why is it actually necessary to revamp it?! Who suggested this idea?</li> <li>) Consequences of expropriating property land.</li> <li>) For whose purpose is all this&gt; For vehicles, for pedestrians, for cyclists?</li> <li>) Environment issues; more cars along road – just to be able to make turns?</li> <li>) So far, Burlington has not followed in these footsteps! Why Oakville!?</li> </ul>
	Q2	<ul style="list-style-type: none"> <li>) General Meeting: <ul style="list-style-type: none"> <li>o Some improvement Re: organization</li> <li>o Sound system – acoustics?</li> <li>o Commenters should have been at front, with microphone, so that everyone could hear. Not at back – difficult</li> <li>o Stand-up microphone strategically placed – which is what I've experienced at other meetings.</li> </ul> </li> <li>) How far has this project progressed?</li> </ul>

Minutes prepared by:

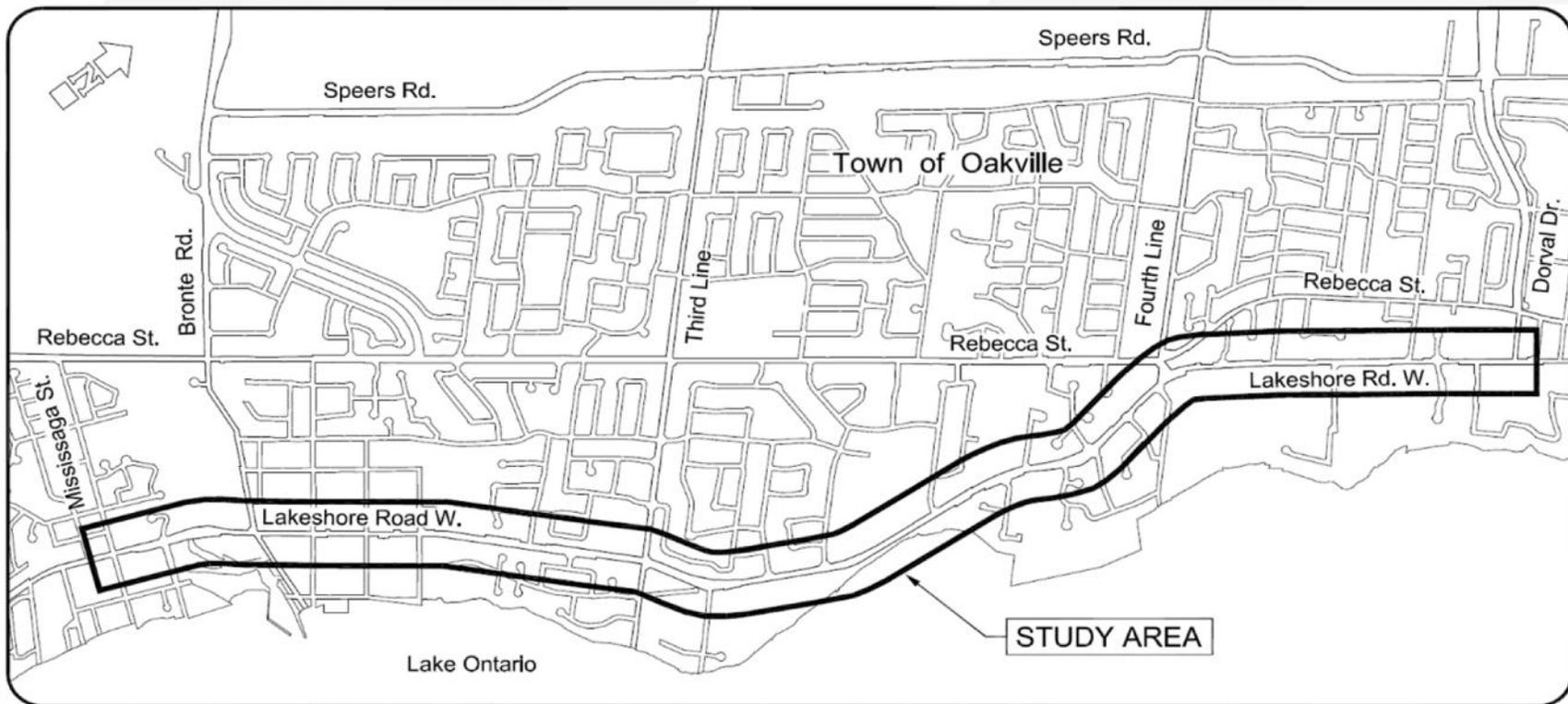
Wood Environment & Infrastructure,  
a Division of Wood Limited

Per: Louise McAndrew, B.Sc.  
Junior Environmental Planner

cc: Attending Town staff

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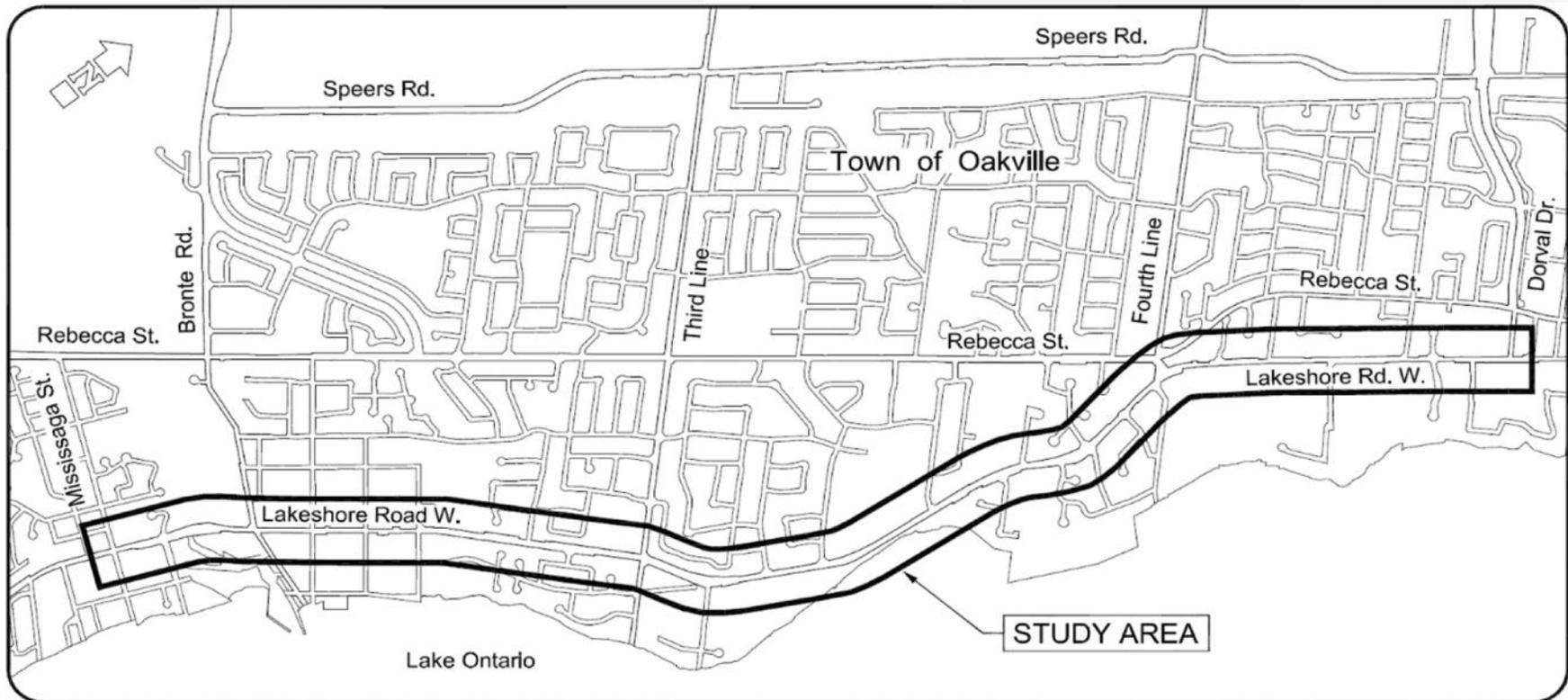
# Lakeshore Road West Improvements (Mississaga Street to Dorval Drive) Municipal Class Environmental Assessment Study **Public Meeting**



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

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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

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- 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

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- 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

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- 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

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- 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

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- 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

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