

Public Consultation

Public consultation was an important component of the Lakeshore West Class Environmental Assessment and the public was engaged throughout the study using a variety of methods. The public, stakeholder, agency and Indigenous consultation related to this study is summarized in Appendices A through D of the Environmental Study Report (ESR). Town Council was also engaged throughout the study and reports were tabled to Committee and Council in May 2018, August 2018, and August 2019.

List of Public Consultation Opportunities

Notice of Commencement published in newspaper and mailed to review agencies and affected public	Ad: November 24, 2016 and December 1, 2016 Letter: January 9, 2017
Meeting with Conservation Halton Staff – Stormwater Management Focus (Technical Agency Committee Meeting)	January 30, 2017
Notice of Public Information Centre No. 1 published in newspaper and mailed to review agencies and affected public	April 3, 2017
Stakeholder Group Meeting No.1	April 6, 2017
Public Information Centre No.1	April 20, 2017
Meeting with Mississaugas of the Credit First Nations	June 8, 2017
Utilities Meeting	October 30, 2017
Presentation to Heritage Committee	October 30, 2017
Stakeholder Group Meeting No. 2	November 2, 2017
Technical Agency Committee Meeting	November 9, 2017
Notice of Public Information Centre No. 2 published in newspaper and mailed to review agencies and affected public.	November 16, 2017
Public Information Centre No. 2	November 29, 2017
Stakeholder Meeting – Third Line Roundabout	February 12, 2018
Draft Environmental Study Report to Community Services Committee	May 22, 2018
Public Meeting – Sir John Colborne Rec Centre	July 25, 2018
Planning and Development Council Meeting – Direction to the staff regarding additional consultation and revaluation of alternative designs	August 7, 2018
Stakeholder Meeting – Mississauga Street to Third Line	March 29, 2019
Stakeholder Meeting – Third Line to Fourth Line	April 1, 2019
Stakeholder Meeting – Fourth Line to Dorval Drive	April 1, 2019
Site meeting with the study area residents	May 3, 2019
Planning and Development Council Meeting – Direction to the staff to undertake Scenic Corridors study	August 2019
Consultation related to Scenic Corridors study (led by Planning staff)	October 2019 (three different dates)
Planning and Development Council Meeting – Scenic Corridors study	February 2020
Stakeholder Meeting	March 16, 2021
Online Public Information Centre No. 3	April 6 to 20, 2021
Meeting with Oakvillegreen Conservation Association	April 30, 2021
Meeting with Coronation Park Residents Association and Oakvillegreen Conservation Association	May 20, 2021
Special Council Meeting	July 6, 2021

Summary of Public Comments by Theme

Concerns related to tree Impacts

- Comments received included:
 - Trees are the number one asset identified as critical features of the Scenic Corridor 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.
 - Removal of mature trees from the Lakeshore Road Scenic Corridor is not supported. In this area tree canopy is not only picturesque and historic, large trees give character to the Lakeshore Road.
 - Mature old trees contribute to the environment and new planted trees will take years to replace old trees. The environment should be given priority over the plan for road improvements.
 - Against removal of old trees that give neighbourhoods shade and natural habitat to the wild life.
 - The trees are the attraction, not the Lakeshore. Large mature trees and green space makes Lakeshore area special and attractive. The trees and natural beauty of the area attracts the people here, not cars, tarmac or concrete. The trees provide habitat, shade and beauty and are carbon sink.
 - The old trees provides shade and historic value that is an important and ingrained part of Oakville heritage. It is important that no old mature trees are removed.

Preferred Solution

- Comments received included:
 - Support for the staff recommended Preferred Designed Alternative, elimination of centre turn lane and minimized impacts to trees, land and retaining the scenic value of the corridor while providing a solution to pedestrian and bike traffic.
 - Pleased to see the elimination of centre turn lane that was initially proposed. The tree removal has been greatly reduced and the bike lanes and walkways have been maintained in the new proposed design.
 - Preferred design requires removal of mature trees from the scenic corridor to add walkways and bike lanes and is not supported. Lakeshore Road improvements should be done as part of general road maintenance work such as road surface repaving and filling potholes.
 - The addition of curbs, sidewalks, and bike lanes greatly improves the look of the whole route from its current state. The future road rendering of the proposed improvements gives an impressive look of the corridor.
 - Disappointment with the discontinuation of multi-use path (MUP) in study segment beyond Fourth line to Dorval Drive, and consider it a lost opportunity to connect with the Dorval/Kerr Village area, east of Lakeshore Road West project limits.
 - Support for the on-road bike lanes in the preferred Design Alternative, and recommend using physical barriers for the protection of the cyclists while passing heavy vehicles.
 - Suggestions to consider Lakeshore Road study area a missing link to Oakville's and Southern Ontario's cycling network. An increase in cyclists users due to pandemic requires continuation of investment in bike infrastructure for the safety of all road users.
 - Recognition of the importance of proposed improvements from safety perspective for various categories of road users that includes pedestrians, cyclists, and motorists. Suggestions to give careful consideration to separate pedestrian, cyclists, and vehicular traffic.
 - Support from the resident families fronting on Lakeshore Road to add MUT, as currently they are constrained to use MUP on Rebecca Street for cycling as a family.
 - Request to consider west bound left turn lane at the entrance of Appleby College
 - Support proposed Bronte Village Streetscape design that ensures this village retains its functionality and charm as a pedestrian friendly, walkable place with lots of green space.

Active Transportation Facilities

- Comments received included:
 - Pleased to see a continuous bike lanes throughout Lakeshore Road West in study area. The width of the bike lane is important to allow bikers to feel safe from car traffic.
 - Support multi-use path on the north side to be widened slightly. The existing sidewalk to be kept on the south side.
 - Not supportive of any changes to existing sidewalks or multi-use trails
 - Not supportive of MUT on the south side due to impact to trees.
 - The pandemic has increased cycle rates in our community; this will be a permanent change. It is suggested that council continue to invest in bike infrastructure to make Oakville a safe community for all road users. A few trees may be lost but it is worth the loss of a few lives instead to not proceed with this plan.

Stormwater Design Solution

- Comments received included:
 - Concerns with keeping the ditches due to required maintenance, safety hazards due to the slopes, mosquito breeding, and aesthetics due to accumulation of refuse by the road users, and ability to provide flood protection.
 - Pleased to see the addition of proper curb and drainage improvements. Feels that a proper curb is essential for pedestrian safety due to consistent increase in car travelers along Lakeshore Road.
 - Against making Oakville more “Urban” with the addition of curbs. It should remain rural looking with grassy banks down to the road.
 - Concern that 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.
 - Suggestions for design refinements in support of a sensitive approach that would see more enhanced swales and other green infrastructure solutions instead of storm sewers.

Roundabouts

- A suggestion was made to consider more roundabouts in the study area, particularly at the intersections of Rebecca Street and Lakeshore Road with Fourth Line. Sees it as an opportunity location to improve traffic flow.

Other Comments Received

- Reminder of the agreement that there will be no change on Lakeshore Road lane configuration in front of Walton Memorial United Church until after the Wyecroft Road Bridge opens.
- Questions regarding plans to replace old electric poles with underground cables to install new poles and LED lights.
- Questions regarding proposed crosswalks in Bronte Village Area, foresee as detrimental to traffic flow and will cause an adverse effect on the safety of pedestrians and vehicles.
- Concerns regarding the study timelines and schedule of project execution.
- In Block 2 and 3, add permanent sitting street furnishings including benches, waste receptacles and seasonal planters. With the increased pedestrian traffic in this area, the amount of garbage along the sidewalks has been increasing and become alarming and should be part of the environmental assessment.

A table outlining the comments received based on the April 2021 online Public Information Centre follows this summary. Comments received from earlier consultation opportunities are included in Appendices A through D of the Environmental Study Report.

The study team has emphasized and communicated to stakeholders that the Environmental Assessment is only a step to approve a conceptual design of Lakeshore Road improvements. The next step is the detail design phase of the project. During detailed design, with the help of an Arborist report, the conceptual design will be reviewed and refined to minimize tree removals by adjusting the sidewalk and multi-use trails to avoid trees and further reduce property requirements, where possible. The study team will develop a tree replacement plan to account for trees already in poor health and for strategic removals, using native trees, shrubs, and plant species.