

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 [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 Wycroft 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!!!

ID	Comment
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.
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"> <li>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 &amp; 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.</li> <li>2. By putting median planters in the road, you are giving bicycle riders &amp; 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 &amp; fast moving SUVs near these planters.</li> <li>3. To save money, eliminate the sidewalk on the North side of Lakeshore between Bronte &amp; 3rd Line. Very few people walking between these two areas &amp; there is already a side walk on the south side. This sidewalk installation is redundant.</li> <li>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 &amp; 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.</li> </ol> <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"> <li>- 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?</li> <li>- 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?</li> </ul>
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] on the preferred plan drawing) adjacent to my property. 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"> <li>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?</li> <li>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.</li> <li>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.</li> </ol> <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 &amp; 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"> <li>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.</li> <li>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.</li> </ol>
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>
74	<p>I fully support the proposed pedestrian improvements on the Lakeshore West corridor. It is very much needed.</p>

ID	Comment
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 Mississaga 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 Mississaga 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="226 530 1041 606"> <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>										
84	<p>To whom this may concern,</p> <p>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?</p> <p>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>										

ID	Comment
85	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.
86	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.
87	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]
88	Are we seriously considering cutting trees?
89	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!
90	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.
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 east/ west roadways as Rebecca , Speers And south service roads. Is this a distinctLY hazardous Treed Section of road roadway?</p> <p>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 !</p> <p>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!</p> <p>= permanently reduced traffic volumes!</p> <p>Do you project higher traffic volumes through this corridor?</p> <p>15-20 years ago east/west peak hour traffic through Oakville was challenging. I did it !</p> <p>Do not base your Lakeshore road "upgrades on dated informations!</p> <p>Not now, and not for the future.</p>
92	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.
93	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.
94	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.
95	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.
96	I support the current proposed plan

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	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"? 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? This is a TOWN not a city. We should look like a town. If that means narrow streets, what's wrong with that?
104	I would like the city to do everything possible to protect the mature trees and our future generations.
105	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. 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.
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.

ID	Comment
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.
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.

ID	Comment
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.
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	Dear members of Council,  Here are my comments regarding lakeshore Rd W improvment. 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
124	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.  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. 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!
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	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 &amp; 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 &amp; 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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>g) I think you missed at least one dead street tree between third line and lakeshore that could come out giving you more flexibility.</li> </ul>
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"> <li>* Westbound just west of 3rd line (curb comes out)</li> <li>* Westbound, just west of 4th Line. (just before bus inlet)</li> <li>* Westbound, just west of Bronte (Island for the turning lane)</li> <li>* Eastbound, just east of Bronte – bike lane disappears (painted bike path across Bronte needed)</li> <li>* A street sweeper should clean the shoulders at least 1 meter beyond the white painted on both sides.</li> </ul> <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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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?</li> </ol>
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>
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>

ID	Comment
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>
	<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.” <a href="https://mnai.ca">https://mnai.ca</a>. 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>

ID	Comment
155	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.
156	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.
157	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.
158	Thank you. I have the following comments: 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	Requested to be added to the Contact List.
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 sychronize 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.

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 ed 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. In particular, I looked at [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.</p> <p>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 &amp; 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 &amp; 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 &amp; 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.  <a href="https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html">https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html</a></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"> <li>- 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.</li> <li>- 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?</li> </ul> <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 data-bbox="226 227 2965 272">Please do not widen the road to build a bike lane adjacent to traffic along Lakeshore Road West from Dorval to Bronte.</p> <p data-bbox="226 312 2965 433">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 data-bbox="226 473 2965 562">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>

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 <a href="https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html">https://www.oakville.ca/residents/lakeshore-road-west-improvements-class-ea.html</a></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 &amp; 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>
6	<p>Halton Catholic District School Board (HCSDB) 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.</p> <p>HCSDB'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.</p>

ID	Comment
7	Based on your attached map Trans-Northern Pipelines Inc. (TNPI) has no facilities within 2km of your work location.