

Special Council Meeting

July 6, 2021 - 6:30 p.m.

Comments Received Regarding Item 3.1 -
Lakeshore Road West Class Environmental
Assessment Update

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

From: William Hoch

Sent: July 4, 2021 12:29 PM

To: Town Clerk <TownClerk@oakville.ca>

Subject: In favour of removing necessary trees

I am in favour of widening and improving Lakeshore Rd West.

W. Hoch

From: Margaret

Sent: July 5, 2021 2:31 PM

To: Town Clerk <TownClerk@oakville.ca>

Cc: _Members of Council <MembersofCouncil@oakville.ca>

Subject: Lakeshore West construction plan

Hello

I would like to add my voice to those objecting to the current construction plan on Lakeshore West that would see the removal of 96 trees. I can't express myself any better than has been done on the Oakvillegreen web site, www.oakvillegreen.org but I would like to add a few points.

If these trees are removed, it seems to me to be a slap in the face to all those who have come out over the last 20+ years to plant countless trees and shrubs in Oakville. That would be all the scout and guide groups, cheerleader groups, school children, corporate groups and individual citizens. As a long time member of Oakvillegreen and former board member, I can tell you that tree planting events are one of the most popular events that Oakvillegreen holds.

I am one voice but I know that I represent so many others who won't write in for one reason or another but I know that they care about trees. I was so heartened to see so many of my neighbours wrapping their trees or paying to have their trees sprayed to protect them from the LDD caterpillar. I don't think there is a much better way of showing your appreciation for all that trees do than to hand pick and squash hundreds of caterpillars trapped in burlap on a tree. I've seen many neighbours doing just that.

As has been said, Lakeshore is no longer a scenic route without trees. Let's get creative and find a compromise to make improvements but to save the trees and recognize the

hundreds of thousands of dollars in value that mature trees contribute to our infrastructure.

Sincerely

Margaret Kirwin, Half Moon Lane

From: dg

Sent: July 6, 2021 10:35 AM

To: _Members of Council <MembersofCouncil@oakville.ca>; Vicki Tytaneck <vicki.tytaneck@oakville.ca>

Subject: Lakeshore Road West Environmental Assessment and Improvements, Town of Oakville

Oakville Town Council

RE: Lakeshore Road West Environmental Assessment and Improvements

Following are my comments on this EA

- My ancestor was a British officer in the American revolution. Subsequently he was one of a handful of officers barracked at what later became Kingston. My family later settled at Hagersville beside the Six Nations reserve. Prior to the American Revolution my family traces back to the early 1600's in America, settlers all.
- On National Indigenous Day I listened to indigenous elders from across Canada express forgiveness for the hurt that was done to them for the sake of control. I heard them declare that this is the fifth year of forgiveness towards a people who never asked for that forgiveness, a people that stole their honour through the Honour of the Crown, Doctrine of Discovery and Manifold Destiny in what is now called Canada and the United States.
- The 2015 Calls to Action from the 2015 Truth and Reconciliation Commission directly call upon municipal governments (No. 43 and 47) to repudiate the Doctrine of Discovery and to implement UNDRIP.
- The project consultant failed to follow up with the Six Nations Confederacy in their letter from 2017, wherein they cite their concerns with the Municipal Class EA process. The Mississaugas of the New Credit met with consultants in June 2017 but I see no confirmation of their consent to proceed as at May 4 of this year.
- The Municipal Class EA being cited as the authority for this project is accessible to neither Oakville ratepayers nor Oakville councilors. This document is accessible only to members of the MEA, a private organization, whose members are employed at the Town of Oakville, at public expense. Therefore the project is being driven by a process that is not subject to public oversight.

- The private engineering consulting company that has been hired at public expense does not even dignify the process with that name, but instead refers to it as a “mechanism”, i.e. something to be set in motion like clockwork.
- A key requirement of the EA process is to consider the Do Nothing option. The purpose of this is to ensure that projects do not proceed where environmental costs exceed any benefit. In their Traffic and Transportation analysis, the consultants declare that
 - *“Lakeshore Road West from Mississauga Street to Dorval Drive is operating at an acceptable LOS (Level of Service) for existing conditions (2016), year 2021 and year 2031.”*
 - *“The results of the analysis concluded that for existing conditions and the future conditions for the years 2021 and 2031, the corridor will operate at an acceptable level-of service. It was noted that intersection operation could be improved with modifications to the signal timings and updating the left and right turn requirements as identified in this report.”*
 - *“OTM book 15 ‘Pedestrian Crossing Treatments’ and OTM book 18 ‘Cycling Facilities’ will be used in conjunction with the safety assessment and good engineering judgement when selecting the appropriate infrastructure for Lakeshore Road West.”*

In short, the infrastructure selection is to be based on a safety assessment and ‘good engineering judgement’, not any consideration of the environment and despite the stated acceptable level of service with the Do Nothing option.

- Road Safety:
 - *“While there are no specific safety problems associated with most of the intersections in the study area, this does not suggest that there is not an opportunity to improve the safety of the system by considering other forms of traffic control.”*
 - *“Two interrelated road safety concerns on roads that have multiple user types are the ‘design speed’ of the road, and the selection of a suitable speed limit. In general, arterial roads, such as Lakeshore Road West, warrant a higher speed to satisfy the road’s express purpose of providing mobility. On the other hand, cyclists and pedestrians typically warrant slower speeds in the name of safety. In a safe system approach to road design, the design and operating speeds in a mixed use environment should be the slower speed.”*

Therefore, if indeed road safety is an overarching concern, and the analysis says it is not, then the solution is to reduce the speed limit throughout.

- It is stated that the project will “Improve existing drainage stormwater management through installation of curb and gutter, and storm sewers.” Yet this approach is contrary to the stormwater BMP recommendations in place from the Ministry of Environment since the late 90’s, where curb and gutter solutions are to be avoided, as they carry off dirty stormwater to the nearest receiving watercourse. It is also not clear why the project is recommending further hardening of surfaces if the objective is to improve stormwater management.
 - *“To meet the water quality control, erosion infiltration trenches are recommended for the storm sewer systems draining to Fourteen Mile*

Creek and McCraney Creek. The infiltration trenches discharging to Fourteen Mile Creek would also provide thermal mitigation to address MNRF redside dace habitat thermal mitigation requirements.”

If the purpose is to protect the creek waters, then the solution is to not create more dirty runoff through additional pavement hardening, not to mention the sediment loss which would undoubtedly occur from construction.

- The project will remove multiple large mature trees along Lakeshore, which are not only far more beautiful than pavement, but also provide important migratory bird stopover habitat as birds land from a long journey over Lake Ontario. Areas closest to the lake are particularly important for this purpose. The Town does nothing but take money for the destruction of mature trees on private property. It should be a priority to preserve every single tree along this route.

In summary, this project displays every aspect of what is wrong with the way environmental assessments are carried out. It pays lip service to indigenous consultation, ignores the Do Nothing option, promotes damage to the environment, displays no benefits to the public good, justifies the expense through reliance on a “mechanism” rather than an actual evaluation and recommends even further money be thrown at the engineering profession. What other outcome is to be expected from a government that does nothing to dissuade staff from the notion that they are accountable only to themselves.

Sincerely,

D. Green

cc Pamela Knight, President, Coronation Park Residents Association
Karen Brock, President, Oakvillegreen Conservation Association
Haudenosaunee Development Institute
Fawn Sault, Consultation Manager, Mississaugas of the New Credit First Nation

June 26, 2021

Members of Council
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Reference: Special Meeting of Council, Lakeshore Road West Urbanization

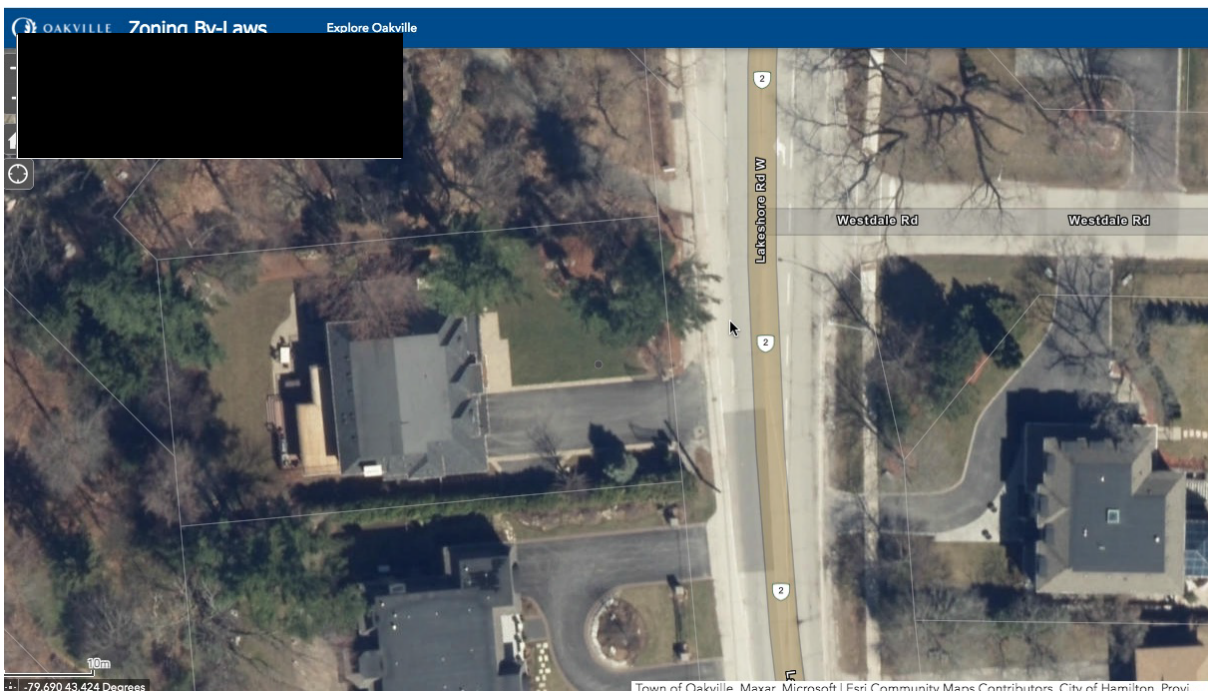
Ladies and Gentlemen,

I reside [REDACTED], a property situated on the north side of Lakeshore Road West, lying just west of Fourth Line.

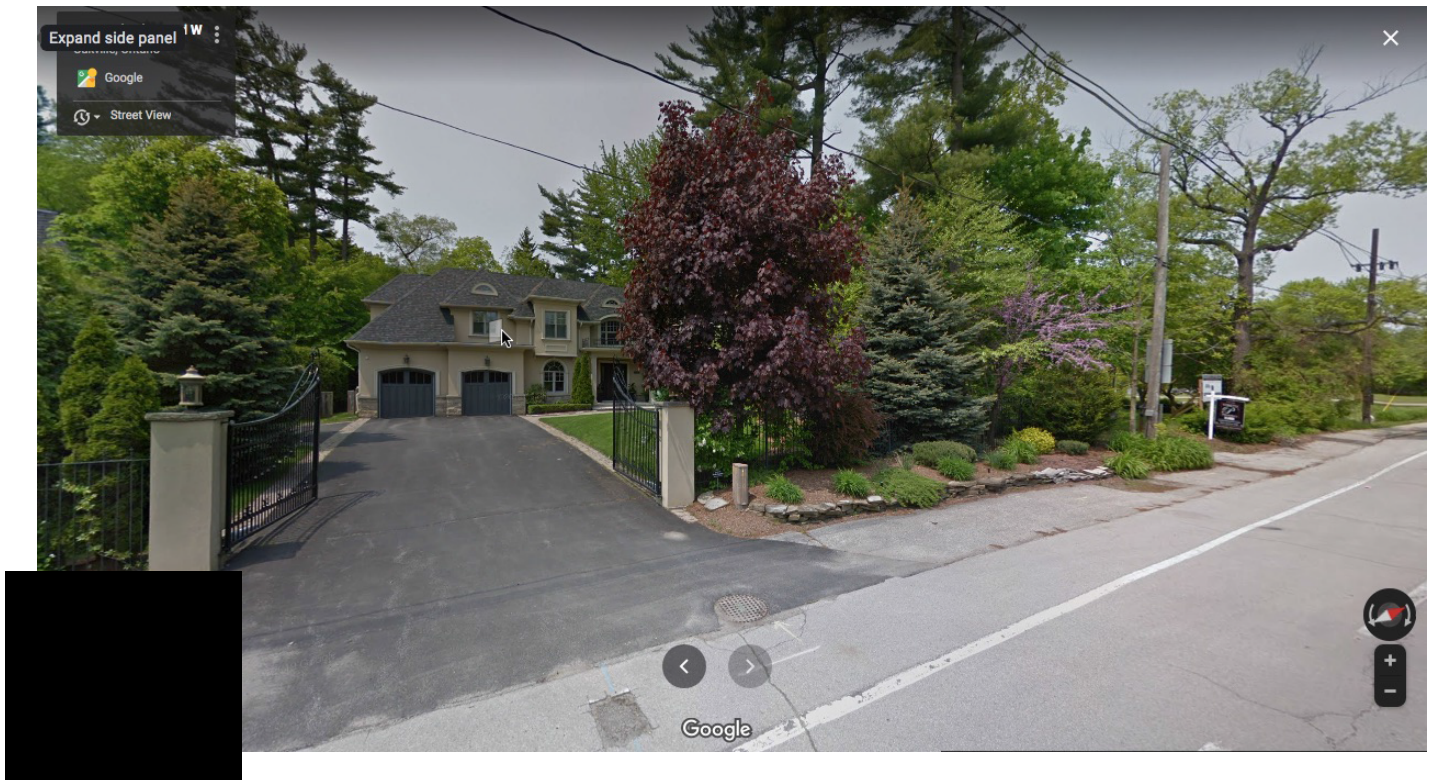
At the outset, I wish to state that I am opposed to the current proposal to urbanize Lakeshore Road West. As identified in our Official Plan, it is a Scenic Corridor and deserves the protection this brings as reflected in the following: "Scenic Corridors are recognized for their scenic value and for their natural and cultural heritage features. These important features need to be maintained or restored since they add value and contribute to the Town's character." [where "Character means the collective qualities and characteristics that distinguish a particular area or neighbourhood".]

I believe we can repave the road and add bike lanes to the current road bed by utilizing what currently exists. As well, I note we do deliver connectivity for those who wish to traverse Lakeshore through the continuous sidewalk on the south side of the road and in many places, an informal recreational trail situated on the north side. In fact, that very trail, which is identified in Town of Oakville maps as part of the Waterfront Trail is immediately adjacent to the front of my home.

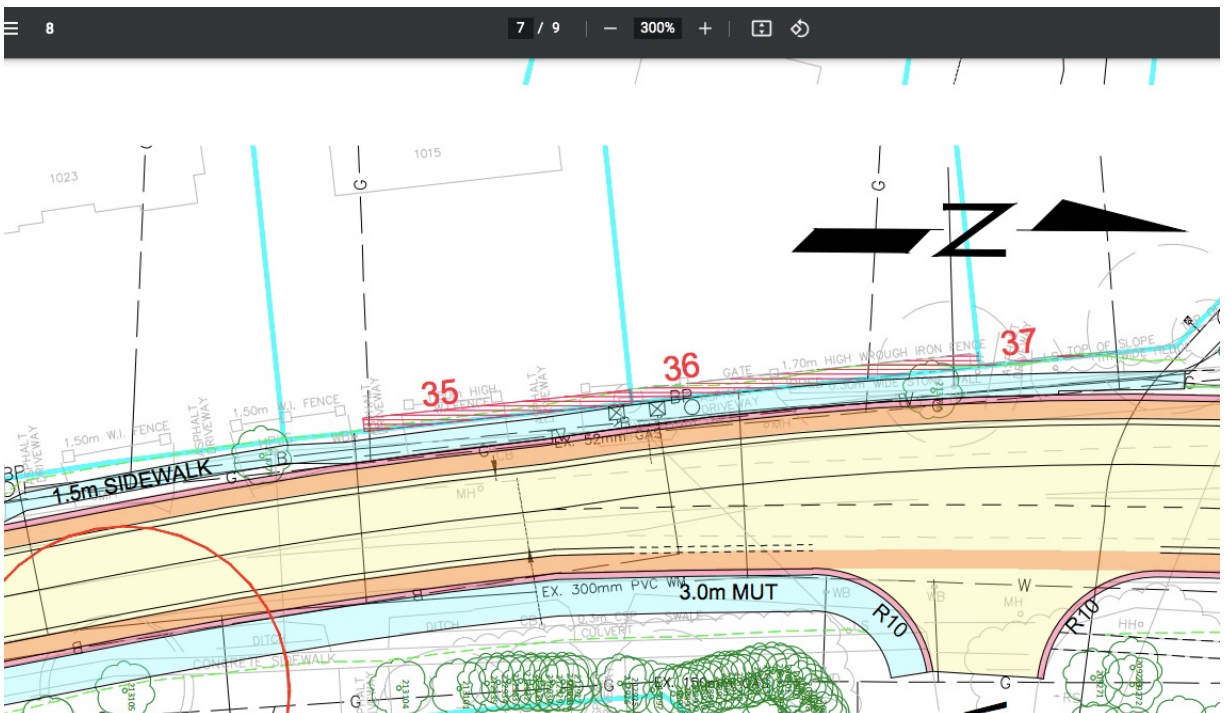
In my personal case, I have great concern with the proposed expropriation of land frontage. In the image below you will note my property line aligns with my front fence and driveway entrance pillars.

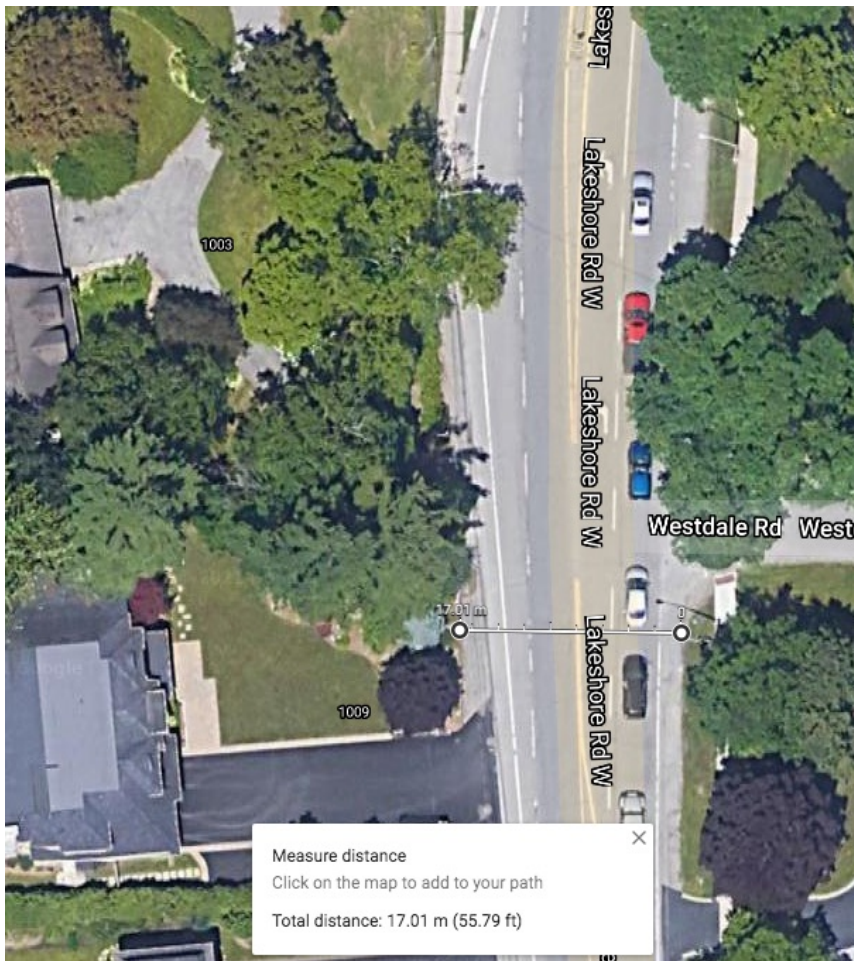


The next image below provides a roadside view. The paved path I referenced earlier can be seen in this image as well as a landscaped area. The small rock wall and low level plantings are indeed located on the municipal right of way. The generous paved shoulder of the road is also quite clear.



This final image illustrates the proposed expropriation of land at my residence and at neighbouring homes on both sides. The reason for the expropriation is to accommodate a new sidewalk on the north side.





Given the presence of a current road bed that is approximately 17m wide at its narrow point west of the Fourth Line intersection, surely a more sensitive road design can be achieved.

One that represents careful construction methods to preserve/restore the current Waterfront Trail path, a repaving of the road with bike lanes and the preservation of our trees is a design that would reflect conservation of our scenic corridor.

The rural beauty of Lakeshore Road is what draws so many of us to walk, drive, cycle and reside alongside it.

Surely we can work together to achieve our objectives of enhancing the road without destroying it in doing so.

Thank you for your consideration of my comments. I remain hopeful we can stand behind the policies in our Official Plan and our stated desires to be the most livable town in Canada.

Sincerely,

Sadeq Al-Sarraf MD

[Redacted signature block]

July 6th, 2021

Town of Oakville
1235 Trafalgar Road
Oakville, ON
L6H 0H3

Mayor Burton and Members of Council,

Re: Delegation Council Meeting July 6th, 2021 - for Lakeshore Road West EA & Improvements

My name is Harry Shea and I am a resident of Bronte Village. Unfortunately, I wasn't sure if I would be able to delegate by Zoom which is why I'm submitting my written comments.

I want to commend Town staff to work to reduce the net loss of trees to thirty-three (33) for block 2. I also want to commend the Town to replace those thirty-three (33) trees. It is my understanding that additional mitigation might reduce the actual number lost to twenty-seven (27).

Without the tree report in hand, at this time, I do not know the diameters of the trees that will be removed or the entire tree canopy lost that these trees contribute to the character along Lakeshore Road.

I respectfully ask that Town Council direct staff to look beyond the one to one tree replacement but rather plant additional trees beyond the actual number lost 27 or 33 so its canopy to canopy comparison and not an exclusive tree for tree replacement.

Thank you for your attention.

Harry Shea

ID	Comment
39	<p>I am writing to express my concern for the removal of trees for the proposals on Lakeshore Road West.</p> <p>Oakville is beautiful and a healthy because of the trees. It provides a shade, oxygen, and keeps the soil intact amongst many other benefits.</p> <p>Kindly consider alternatives rather than removal of the trees.</p>
40	<p>I understand the Town had a PIC meeting for the Lakeshore Class EA project, in April. The proposed cross section for Block 1 is closer to 18m from this recent presentation material. Is this the intended ROW width for this section of Lakeshore or do you still feel 26m is the ultimate ROW width?</p>
41	<p>If you could please confirm the existing ROW and ultimate ROW on Block 1 as the proposed seems to be less than 26m you had suggested?</p> <p>Also, what is the timing for implementing the Lakeshore Rd improvements for Block 1? If you could please let me know. We are reviewing urban design impacts based on the ROW width for a development parcel in Block 1 and are working out the concept with our architect.</p>
42	<p>I understand that the town is wanting to remove 96 trees for Lakeshore Rd W improvements.</p> <p>This is absolutely ridiculous. Oakville is supposed to maintain trees. Replanting trees will not come close to the environmental impact that these already mature trees provide. Saving trees should be of paramount concern as we are in a climate emergency.</p> <p>Please stop this move immediately.</p>
43	<p>I am opposed to the proposal involving the destruction of 96 trees on Lakeshore Road West. Don't we have enough evidence by now, on this swelteringly hot Tuesday June 29 as I cower inside to escape the heat, that the climate crisis trumps absolutely every other consideration? Those trees are needed for their contribution of shade and carbon capture, and nothing else matters.</p>
44	<p>I recently learned, with tremendous disappointment, of our town’s plan to destroy 96 trees as part of a construction project along Lakeshore West. I’m writing to you today to implore you to reconsider this plan and to put conservation ahead of development. The importance of conserving existing and mature trees cannot be understated from a variety of perspectives including the mitigation of climate change and the preservation of Oakville’s treasured tree canopy. When viewed from either of these lenses, destruction of existing, healthy trees is quite simply reckless and irresponsible.</p> <p>Climate change is a real and increasingly imminent threat that demands our immediate and urgent attention. While it is difficult and challenging at times, we must collectively learn to make better choices for the sake of the environment; choices that consistently prioritize the environment over profits and convenience. We cannot shrug off accountability under the pretense that we are only one small town in the big global picture. In order for the world to make the changes that are necessary to keep global warming at the Paris Agreement’s level of 1.5 - 2 degrees of warming, we must all work together. We all know that living trees remove carbon from the atmosphere. In addition, destroying a tree releases stored carbon into the atmosphere. Given these facts, how can you possibly justify the removal of these 96 trees for yet another construction project?</p> <p>According to the Town of Oakville’s Tree Protection and Tree Canopy Preservation Policy, "The Corporation of the Town of Oakville (town) is committed to preserve and enhance its tree canopy and natural vegetation. The town shall protect trees on both public and private lands pursuant to applicable by-laws, recognizing their importance to the ecology, aesthetics, culture, and heritage of the town." It appears very hypocritical for a town that seemingly commits to protection and preservation to intentionally destroy healthy trees.</p> <p>I’d like to add that in no way does the replanting of smaller trees make up for the loss of healthy, mature trees. Not from a climate change mitigation perspective and not from the perspective of this resident who chose to live in south Oakville 20 years ago because of the mature trees. I’m hoping that you will reconsider and realign your priorities to be more environmentally responsible and consistent with the stewardship ideals stated in the Town’s own policy.</p>

ID	Comment
45	<p>My family and I are residents/homeowners of Oakville for almost 10 years. We would like to comment on proposed widening of Lakeshore Road West.</p> <p>As frequent and long time users of Lakeshore Road W., notably as cyclists and motorists, we clearly understand the need to improve the roadway. Deteriorating road surfaces, some difficulties around Coronation Park and other areas could be improved. But I do not believe there is anywhere near the foot, cycle or motor traffic to require widening the roadway in ANY significant way to accommodate the proposed public transit and other modern street features.</p> <p>Contrary to some opinions, we do not find roadways beautiful or charming even with the generous space they afford. They owe their existence to the persistent increase in automobile traffic. In this case, less is more. More what? More trees, better scenic views and slower, safer traffic conditions. Bigger roadways will encourage the frequency of automobiles speeding, reckless driving and more traffic. Just don't build it and they won't come!</p> <p>I travel Lakeshore Rd. and Rebecca Street on average once a week and at various times of day. I've not witnessed traffic problems ever. There are unsightly and difficult existing road surface problems for sure. And there are areas where the road is capable of being widened briefly without reducing green and non-roadway space to improve traffic flow.</p> <p>Yes, occasional but brief delays may occur. But I haven't experienced any yet. Frequently Lakeshore is faster than the QEW with all its lanes, so more pavement is not necessarily a solution.</p> <p>In conclusion, demand does not currently (or possibly for quite sometime) require improvement on the scale proposed. An Improved road surface and related drainage services would suffice. The connection to Burlington remains effectively unchanged except for a length of new asphalt and curbing so without a similar design/connection any bottleneck that might occur will still happen.</p> <p>Finally within a block or as much as a kilometre north is Rebecca and New street. Just how many lanes do these few users require. I find the whole drive, even on a busy Sunday very pleasurable.</p> <p>Let's leave it at that and avoid unhappy residents in the area and give ratepayers a break.</p>
46	<p>Please, please, re-consider the destruction of mature trees. They are our natural air conditioning canopy and we need them.</p>

ID	Comment
47	<p>I wish to ‘voice’ my concerns re. the proposed improvements to Lakeshore Rd. West. I have read the consultant’s recommendations, and the only one I can agree with is the installation of bike lanes on both sides of the road and keeping it to two driving lanes.</p> <p>The proposed 3 metre wide multi use trail on the south side of the road should be removed from the plan, for a number of reasons:</p> <p>There already is a multi use trail on the north side which only needs some TLC and filling in of a few areas to provide a continuous trail from Burloak to Fourth Line.</p> <p>The south side has a continuous sidewalk from Burloak to downtown Oakville.</p> <p>The proposed multi use trail is part of the most expensive of the three recommendations and also the one to destroy the most trees. I have included a photo of a beautiful and stately tree that will most certainly have to be cut down to accommodate this ridiculous trail. We appreciate the beauty of Lakeshore because of its tree canopy so this can hardly be called an ‘improvement’.</p> <p>One reason I was given for placing the trail on the south side was to cut down the number of people having to cross Lakeshore. Since a larger population lives north of Lakeshore, within walking distance, more would have to cross Lakeshore to access the trail on the south side! Providing safe crossing places between Third and Fourth Lines would be a good thing, but not moving the trail from the north to the south side.</p> <p>Lakeshore Road is rightly appreciated for its historical value as well as its scenic beauty.</p> <p>It is also part of the Trans Canada Trail and the Waterfront Trail. We should celebrate the fact that these trails go through our community, and keep Lakeshore as unspoilt and verdant as possible.</p>