



Community Services Committee

May 22, 2018

Agenda Item #2

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

The Issues

- Degree of Urbanization
- Character of Stable Neighbourhoods
- Fiscal Responsibility

Our Position

- We support improvement of Lakeshore Road through the addition of storm sewers, repaving of road surfaces and the creation of elements to enhance active transportation.
- We believe these are attainable with an alternate approach.
- We must continue to protect the character of stable neighbourhoods.

The Project

Our comments do not include Bronte Village. Our focus is Lakeshore Road - East of Bronte Village to Dorval Drive.

The Proposal:

- Widen Lakeshore Road West to three lanes with a continuous centre left turn lane
- Sidewalks on the north side of Lakeshore
- Shared 3.0m multi-use trail on the south side
- 1.5m on-road bike lanes on both sides.
- 0.5 painted buffer for bike lanes on both sides
- Median planting beds

Existing and Projected Conditions

Population

- Other than the Bronte Village growth area, the entire area to the east is stable residential with replacement, infill development only.
- New development projects in Bronte have been factored into traffic conditions for the horizon year 2021.
- The year 2021 was identified due to the completion of notable development in the area.

Existing and Projected Conditions

Traffic

- Based on the analysis outputs, Lakeshore Road West from Mississaga Street to Dorval Drive **is operating at an acceptable LOS for existing conditions (2016), year 2021 and year 2031.**
- Three (3) intersections were identified as having a traffic movement (left turn) operating at a LOS 'D'. Lakeshore @ Westminster; Lakeshore @ Suffolk Avenue, Lakeshore @ Morden. **For the critical year 2021, using the Justification 7 warrant, traffic signals were not warranted at any of the three intersections.**
- Future traffic forecasts show zero (0) to (-2) negative growth expected from 2021 to 2031, due to modal shifts and completed development.

Impact

The widening of Lakeshore Road to three lanes results in:

- The loss of 300 trees
- Expropriation of land from 69 properties
- Negative effects on the character of Lakeshore Road and its neighbourhoods.

Impact



Impact - 1037 Lakeshore Road West # 42 on Expropriation List



- Loss of 87.5 sq m (about 1,000 sq. ft) of frontage.
- Loss of three mature trees

Impact - North Side - Near Appleby College



Impact - #'s 44-47



Impact- 1036 Lakeshore Road #43 on the Expropriation List

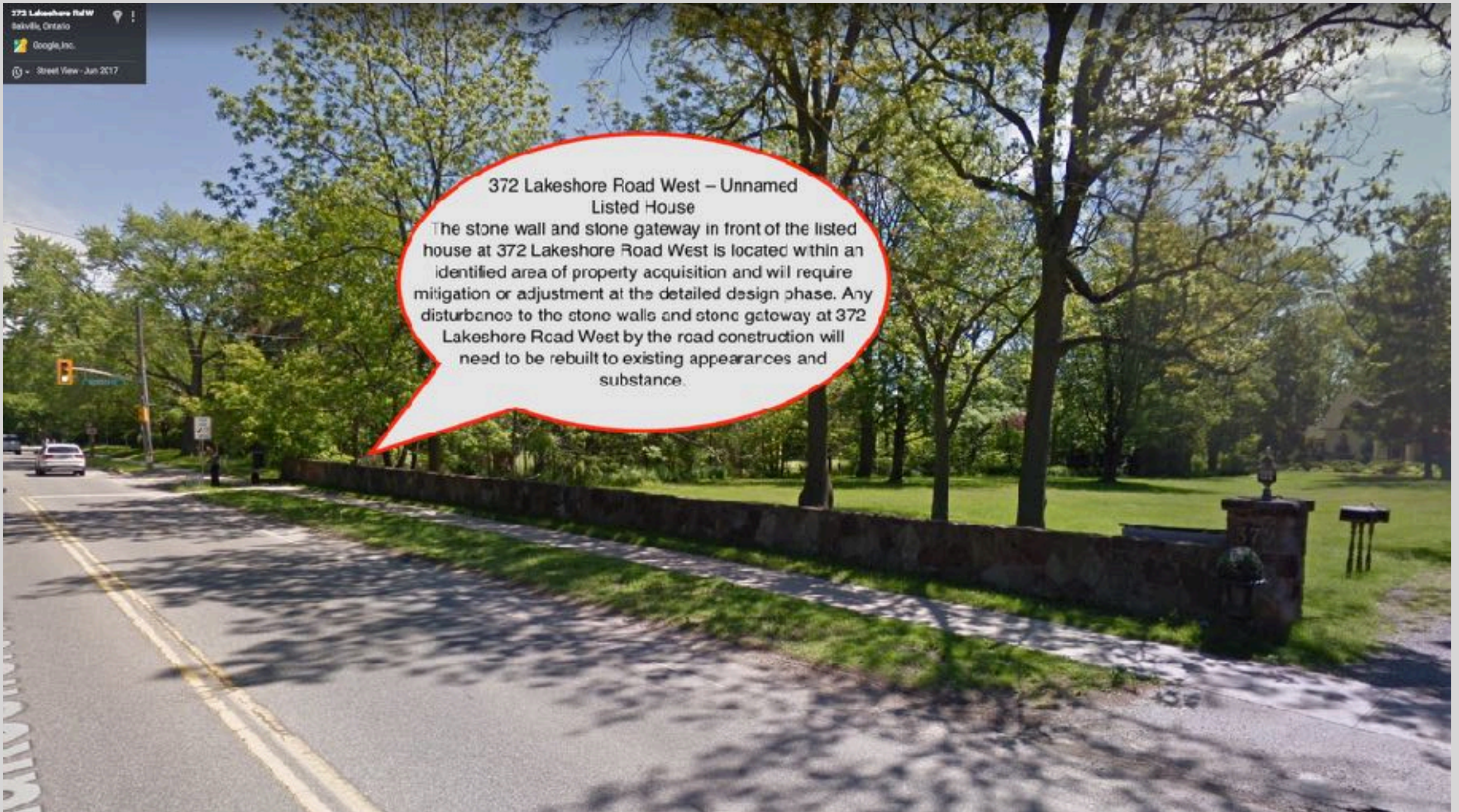


- **Loss of 87.75 sq m (about 1,000 sq. ft) of frontage.**
- **Loss of six mature trees**

Impact



Impact



Impact - Corner of Morden & Lakeshore #61 on the Expropriation List



Financial Considerations

A cost estimate in the consultant's final report indicates the estimated capital cost of the preferred design concept is \$31,665,000, not including property costs or utility relocations.

The staff report breaks costing into 5 phases and shows costing for 4 of the 5 phases to be \$35,108,000.

Neither indicate the cost of tree removal/replacement, median plantings, etc.

Thus, we expect it is safe to say this project will carry a cost in excess of \$40-million and that once completed, the costs to maintain the centre lane medians and gardens in summer as well as increased costs for snow removal will exceed what is required to maintain the road in its current configuration.

Livable Oakville

- The major portion of this project runs through long-established stable neighbourhoods.
- The character of Lakeshore Road is part of what defines Oakville and its appeal.
- With a few exceptions, all lands along Lakeshore from Third Line to Dorval are RL-O1 Special Policy Lands designation which is intended to protect the unique character of this area within the Town.
- Regardless of the nature of this project, we must still meet the criteria of Section 11.1.9 of Livable Oakville

Our Views

- Improvements can be made to Lakeshore Road West to introduce storm sewers, bike lanes and improved surfaces for active transportation. We believe they can be made with a hybrid of what exists at present.
- No need for a continuous turning lane. Traffic data supports the fact the road in its present configuration can serve growth needs to 2031 and beyond. The use of select turning lanes could create relief for problem areas.
- Sidewalks and asphalt walks already exist. Let's find a way to incorporate what we have into a plan that will deliver what we need.
- How can we consider ourselves to be fiscally responsible if we expend funds for a level of infrastructure with no demonstrated need?

Coronation Park
RESIDENTS ASSOCIATION

Thank You