



Planning & Development Council Meeting August 7, 2018

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

Why We're Here

- We have reviewed the July 30 Staff Report
- We accept that staff requires additional time
- We wish to ensure community concerns are clearly communicated

What Is Proposed?

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 in some locations.

Our Concerns

- 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 by working with the road's current natural and human environment.
- We must continue to protect the character and importance of Lakeshore Road as a Scenic Corridor as well as the character of the stable neighbourhoods it traverses.

The Reports: 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.
- The consultant's report factors in new development projects into projected traffic conditions for the critical year 2021.
- The year 2021 was identified due to the completion of notable development in the area.

The Reports: Existing and Projected Conditions

Safety

The Road Safety report indicates more than half (54%) of the collisions in the study area occurred in Bronte Village. Only one road section and intersection rated higher than 1 in Potential Safety Improvement (PSI) at 1.35/1.75 respectively at Holyrood Ave. All other intersections and road sections east of Bronte Village show a zero PSI. In comparison the intersection at East Street and Lakeshore is 10.36.

(Road Safety Performance Assessment, May 2017)
Technically, any location that has a PSI of greater than one is a location that is performing worse than expected from a safety perspective, and could benefit from countermeasures.

TABLE 2: Safety Performance Rankings for the Study Area Intersections

Intersection	PSI	Ranking
EAST STREET	10.36	15
JONES STREET	6.36	24
BRONTE ROAD	2.90	40
NELSON STREET	2.12	59
MISSISSAGA STREET	2.05	63
HOLYROOD AVENUE	1.35	83
SOLINGATE DRIVE	0.99	95
WESTDALE ROAD	0.84	114
FOURTH LINE	0.50	157
WEST RIVER STREET	0.45	163
WINDSOR GATE	0.41	170
SANDWELL DRIVE	0.07	245
STRATHCONA AVENUE	0	261
THIRD LINE	0	262
BELVEDERE DRIVE	0	263
WOODHAVEN PARK DRIVE	0	264
WOLFDAL AVENUE	0	265
WILLOWRIDGE COURT	0	266
WESTDALE ROAD	0	267
WILDER DRIVE	0	268
WEST LYNN ROAD	0	269
WHITTINGTON PLACE	0	270
SUFFOLK AVENUE	0	271
BIRCH HILL LANE	0	272
TAVISTOCK SQUARE	0	273
WILSON STREET	0	276

TABLE 3: Safety Performance Rankings for the Study Area Road Sections

Road Section	PSI	Ranking
BRONTE ROAD & JONES STREET	8.20	20
NELSON STREET & EAST STREET	6.78	26
WEST RIVER STREET & BRONTE ROAD	5.33	28
EAST STREET & SOLINGATE DRIVE	1.96	63
HOLYROOD AVENUE & D'ORVAL DRIVE	1.75	68
FOURTH LINE & WHITTINGTON PLACE	0.85	103
SHOREWOOD PLACE & HOLYROOD AVENUE	0.79	125
WESTDALE ROAD & FOURTH LINE	0.72	139
JONES STREET & NELSON STREET	0.68	144
WESTMINSTER DRIVE & WOODHAVEN PARK DRIVE	0.49	175
MISSISSAGA STREET & TRILLER PLACE	0.42	186
BIRCH HILL LANE & MORDEN ROAD	0.41	188
WINDSOR GATE & THIRD LINE	0.35	194
THIRD LINE & BELVEDERE DRIVE	0.16	277
SOLINGATE DRIVE & WINDSOR GATE	0	703
BELVEDERE DRIVE & WESTMINSTER DRIVE	0	704
WOODHAVEN PARK DRIVE & SANDWELL DRIVE	0	705
SANDWELL DRIVE & WOLFDAL AVENUE	0	706
WOLFDAL AVENUE & WILLOWRIDGE COURT	0	707
WILLOWRIDGE COURT & WESTDALE ROAD	0	708
WESTDALE ROAD & WILDER DRIVE	0	709
WILDER DRIVE & WEST LYNN ROAD	0	710
WEST LYNN ROAD & WESTDALE ROAD	0	711
WHITTINGTON PLACE & SUFFOLK AVENUE	0	712
SUFFOLK AVENUE & BIRCH HILL LANE	0	713
MORDEN ROAD & SHOREWOOD PLACE	0	714

The Reports: Existing and Projected Conditions

Traffic

- Based on the analysis outputs, Lakeshore Road West from Mississauga Street to Dorval Drive **is operating at an acceptable LOS for existing conditions (2016), year 2021 and year 2031.** (Amec Foster Wheeler, Transportation and Traffic Analysis Report, March 2018)
- Three (3) intersections were identified as having a traffic movement (left turn) operating at a LOS 'D'. Lakeshore @ Bronte Rd; Lakeshore @ Suffolk Avenue, Lakeshore @ Third Line. **For the critical year 2021, traffic signals were not warranted at the Suffolk Lakeshore intersection.**
- Future traffic forecasts show zero (0) to (-2) negative growth expected from 2021 to 2031, due to modal shifts and completed development.

The Reports: Existing and Projected Conditions

The consultant included a simulation forecast of traffic movement showing the current 2-lane configuration (top) and the proposed 3-lane (bottom).

Bronte Road & Lakeshore

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Bronte Rd (Signalized)	10 s	A		12 s	B		11 s	B		15 s	B		11 s	B		14 s	B	
Eastbound Left	3 s	A	37 m	17 s	B	30 m	9 s	A	44 m	19 s	B	32 m	8 s	A	37 m	17 s	B	27 m
Eastbound Through	3 s	A	95 m	5 s	A	36 m	9 s	A	116 m	8 s	A	50 m	8 s	A	100 m	7 s	A	45 m
Eastbound Right	7 s	A	95 m	4 s	A	36 m	8 s	A	116 m	5 s	A	50 m	7 s	A	100 m	5 s	A	45 m
Westbound Left	13 s	B	2 m	14 s	B	5 m	21 s	C	4 m	17 s	B	8 m	21 s	C	3 m	16 s	B	6 m
Westbound Through	3 s	A	42 m	10 s	B	135 m	11 s	B	39 m	14 s	B	169 m	9 s	A	41 m	13 s	B	134 m
Westbound Right	5 s	A	12 m	7 s	A	7 m	5 s	A	14 m	10 s	B	9 m	5 s	A	13 m	8 s	A	6 m
Northbound Left	30 s	C	12 m	34 s	D	26 m	31 s	C	12 m	39 s	D	27 m	30 s	C	13 m	36 s	D	28 m
Northbound Through	25 s	C	22 m	29 s	C	26 m	27 s	C	26 m	27 s	C	28 m	26 s	C	26 m	27 s	C	26 m
Northbound Right	3 s	A	22 m	4 s	A	26 m	9 s	A	26 m	4 s	A	28 m	7 s	A	26 m	4 s	A	26 m
Southbound Left	23 s	C	17 m	30 s	C	12 m	31 s	C	19 m	33 s	C	24 m	31 s	C	17 m	30 s	C	24 m
Southbound Through	25 s	C	13 m	28 s	C	14 m	28 s	C	14 m	28 s	C	22 m	27 s	C	14 m	28 s	C	22 m
Southbound Right	5 s	A	0 m	6 s	A	0 m	6 s	A	0 m	9 s	A	0 m	6 s	A	0 m	9 s	A	0 m

Intersection Name (Type) and Movement	2016- 3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Bronte Rd (Signalized)	10 s	B		12 s	B		11 s	B		17 s	B	
Eastbound Left	8 s	A	36 m	17 s	B	32 m	8 s	A	37 m	26 s	C	36 m
Eastbound Through	8 s	A	95 m	6 s	A	43 m	8 s	A	116 m	7 s	A	47 m
Eastbound Right	7 s	A	95 m	4 s	A	43 m	9 s	A	116 m	6 s	A	47 m
Westbound Left	19 s	B	2 m	14 s	B	6 m	21 s	C	5 m	18 s	B	8 m
Westbound Through	10 s	A	43 m	11 s	B	138 m	9 s	A	34 m	17 s	B	153 m
Westbound Right	5 s	A	9 m	7 s	A	7 m	5 s	A	12 m	9 s	A	6 m
Northbound Left	31 s	C	13 m	34 s	C	27 m	33 s	C	13 m	41 s	D	30 m
Northbound Through	26 s	C	26 m	28 s	C	22 m	27 s	C	28 m	28 s	C	27 m
Northbound Right	6 s	A	26 m	4 s	A	22 m	8 s	A	28 m	4 s	A	27 m
Southbound Left	29 s	C	18 m	31 s	C	12 m	31 s	C	19 m	31 s	C	24 m
Southbound Through	25 s	C	13 m	31 s	C	15 m	25 s	C	15 m	30 s	C	33 m
Southbound Right	6 s	A	11 m	7 s	A	11 m	7 s	A	12 m	10 s	B	29 m

The Reports: Existing and Projected Conditions

Lakeshore Rd & Third Line

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour			
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	
Lakeshore Blvd @ Third Line (Signalized)	18 s	R		17 s	R		22 s	C		19 s	R		18 s	R		16 s	R		
Eastbound Left	19 s	B	98 m	18 s	B	32 m	25 s	C	120 m	19 s	B	29 m	20 s	C	110 m	18 s	B	35 m	
Eastbound Through	17 s	R	172 m	10 s	A	43 m	22 s	C	129 m	11 s	R	52 m	18 s	R	177 m	10 s	R	52 m	
Eastbound Right	16 s	B	172 m	9 s	A	43 m	20 s	B	129 m	10 s	A	52 m	15 s	B	177 m	10 s	A	52 m	
Westbound Left	28 s	C	9 m	22 s	C	20 m	30 s	C	10 m	22 s	C	17 m	30 s	C	9 m	20 s	B	18 m	
Westbound Through	15 s	B	50 m	19 s	B	138 m	17 s	B	49 m	21 s	C	171 m	15 s	B	39 m	17 s	B	112 m	
Westbound Right	8 s	A	0 m	14 s	B	2 m	8 s	A	2 m	15 s	B	4 m	8 s	A	-1 m	12 s	B	0 m	
Northbound Left	23 s	C	36 m	30 s	C	13 m	22 s	C	34 m	28 s	C	22 m	26 s	C	32 m	30 s	C	24 m	
Northbound Through	21 s	C	40 m	21 s	C	26 m	20 s	C	43 m	22 s	C	31 m	21 s	C	36 m	21 s	C	29 m	
Northbound Right	15 s	B	40 m	10 s	A	26 m	16 s	B	43 m	11 s	B	31 m	14 s	B	36 m	10 s	B	29 m	
Southbound Left	31 s	C	35 m	26 s	C	28 m	38 s	D	52 m	26 s	C	25 m	32 s	C	42 m	24 s	C	22 m	
Southbound Through	20 s	C	39 m	23 s	C	58 m	21 s	C	37 m	24 s	C	57 m	21 s	C	32 m	22 s	C	56 m	
Southbound Right	11 s	B	39 m	17 s	B	58 m	11 s	B	37 m	16 s	B	57 m	9 s	A	32 m	15 s	B	56 m	

Intersection Name (Type) and Movement	2016-3 Lane AM			2016-3 Lane PM			2021-3 Lane AM			2021-3 Lane PM		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Third Line (Signalized)	18 s	B		17 s	B		21 s	C		18 s	B	
Eastbound Left	19 s	B	89 m	19 s	B	32 m	25 s	C	130 m	19 s	B	32 m
Eastbound Through	17 s	B	157 m	10 s	A	46 m	22 s	C	238 m	11 s	B	53 m
Eastbound Right	13 s	B	157 m	7 s	A	46 m	19 s	B	238 m	8 s	A	53 m
Westbound Left	28 s	C	8 m	22 s	C	19 m	31 s	C	8 m	23 s	C	21 m
Westbound Through	15 s	B	52 m	18 s	B	138 m	16 s	B	45 m	21 s	C	146 m
Westbound Right	8 s	A	0 m	14 s	B	0 m	8 s	A	3 m	15 s	B	6 m
Northbound Left	31 s	C	35 m	27 s	C	14 m	21 s	C	36 m	30 s	C	18 m
Northbound Through	20 s	C	38 m	22 s	C	26 m	20 s	B	43 m	21 s	C	30 m
Northbound Right	15 s	B	38 m	10 s	A	26 m	15 s	B	43 m	9 s	A	30 m
Southbound Left	32 s	C	40 m	26 s	C	20 m	38 s	D	58 m	26 s	C	24 m
Southbound Through	22 s	C	38 m	24 s	C	56 m	22 s	C	40 m	24 s	C	57 m
Southbound Right	11 s	B	38 m	16 s	B	56 m	11 s	B	40 m	17 s	B	57 m

The Reports: Existing and Projected Conditions

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	9 s	A		3 s	A		12 s	B		3 s	A		9 s	A		3 s	A	
Eastbound Through	10 s	B	0 m	2 s	A	0 m	15 s	C	0 m	3 s	A	0 m	10 s	B	0 m	2 s	A	0 m
Eastbound Right	7 s	A	0 m	2 s	A	0 m	11 s	B	0 m	2 s	A	0 m	9 s	A	0 m	2 s	A	0 m
Westbound Left	13 s	B	0 m	4 s	A	0 m	15 s	C	0 m	4 s	A	0 m	12 s	B	0 m	3 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	0 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	22 s	C	25 m	15 s	B	17 m	29 s	D	26 m	16 s	C	19 m	16 s	C	22 m	14 s	B	15 m
Northbound Right	9 s	A	25 m	8 s	A	17 m	9 s	A	26 m	9 s	A	19 m	8 s	A	22 m	7 s	A	15 m
Southbound Right	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	10 s	B	2 m

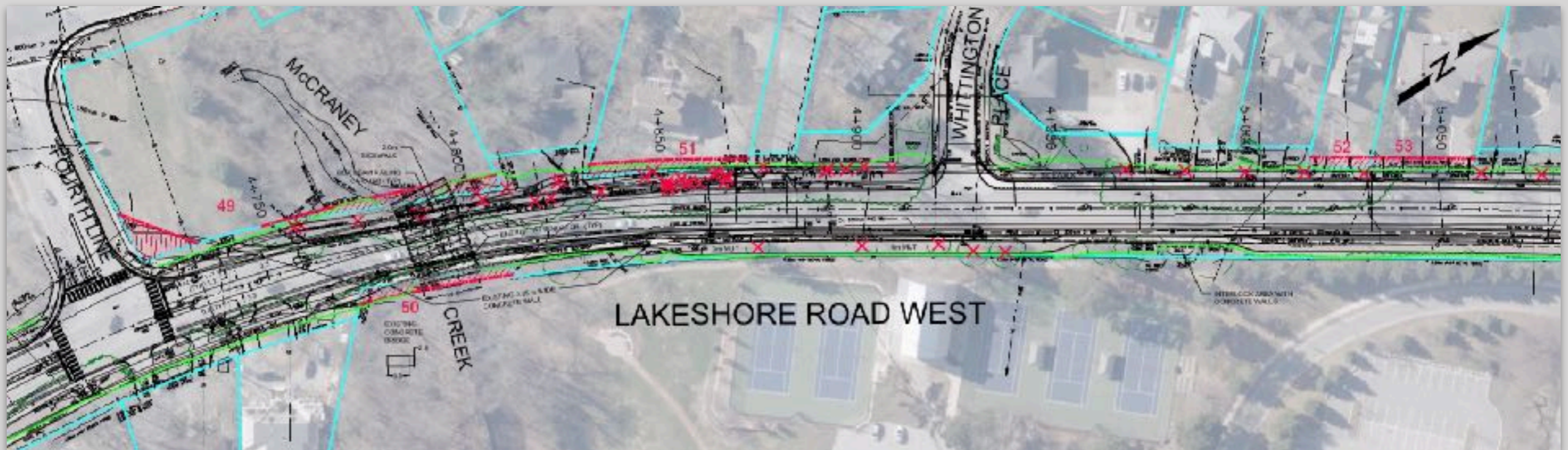
Intersection Name (Type) and Movement	2016-3 Lane AM			2016-3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	9 s	A		3 s	A		12 s	B		3 s	A	
Eastbound Through	11 s	B	0 m	2 s	A	0 m	15 s	C	0 m	3 s	A	0 m
Eastbound Right	8 s	A	0 m	2 s	A	0 m	12 s	B	0 m	2 s	A	0 m
Westbound Left	13 s	B	0 m	4 s	A	0 m	17 s	C	0 m	4 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	25 s	D	25 m	15 s	C	18 m	27 s	D	26 m	16 s	C	21 m
Northbound Right	9 s	A	25 m	8 s	A	18 m	9 s	A	26 m	9 s	A	21 m
Southbound Right	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	11 s	B	2 m

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 - Both Sides - Near Appleby College



Impact - #'s 44-47



Impact- 1036 Lakeshore Road #43 on the Expropriation List

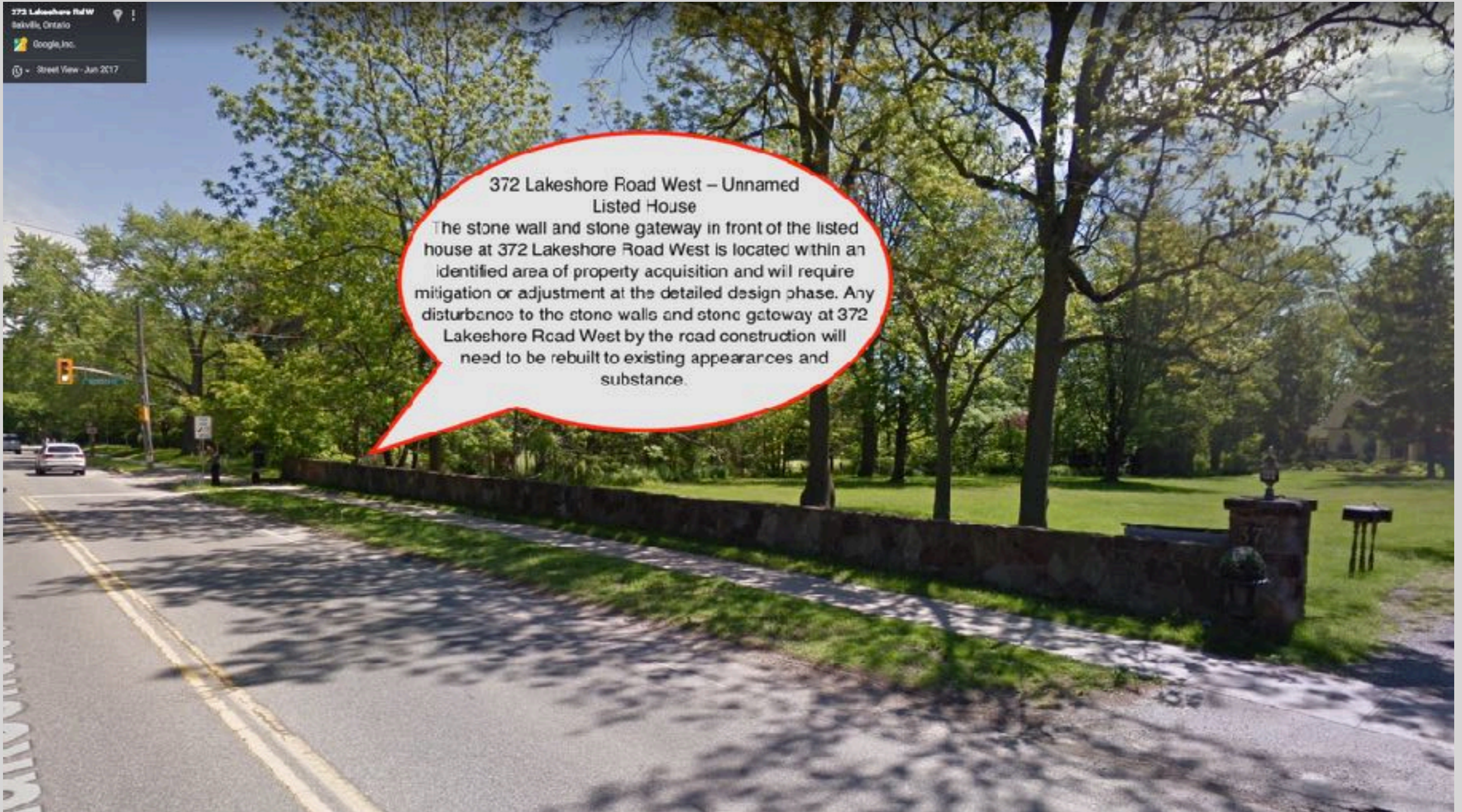


- **Loss of 87.75 sq m (about 1,000 sq. ft) of frontage.**
- **Loss of six mature trees**

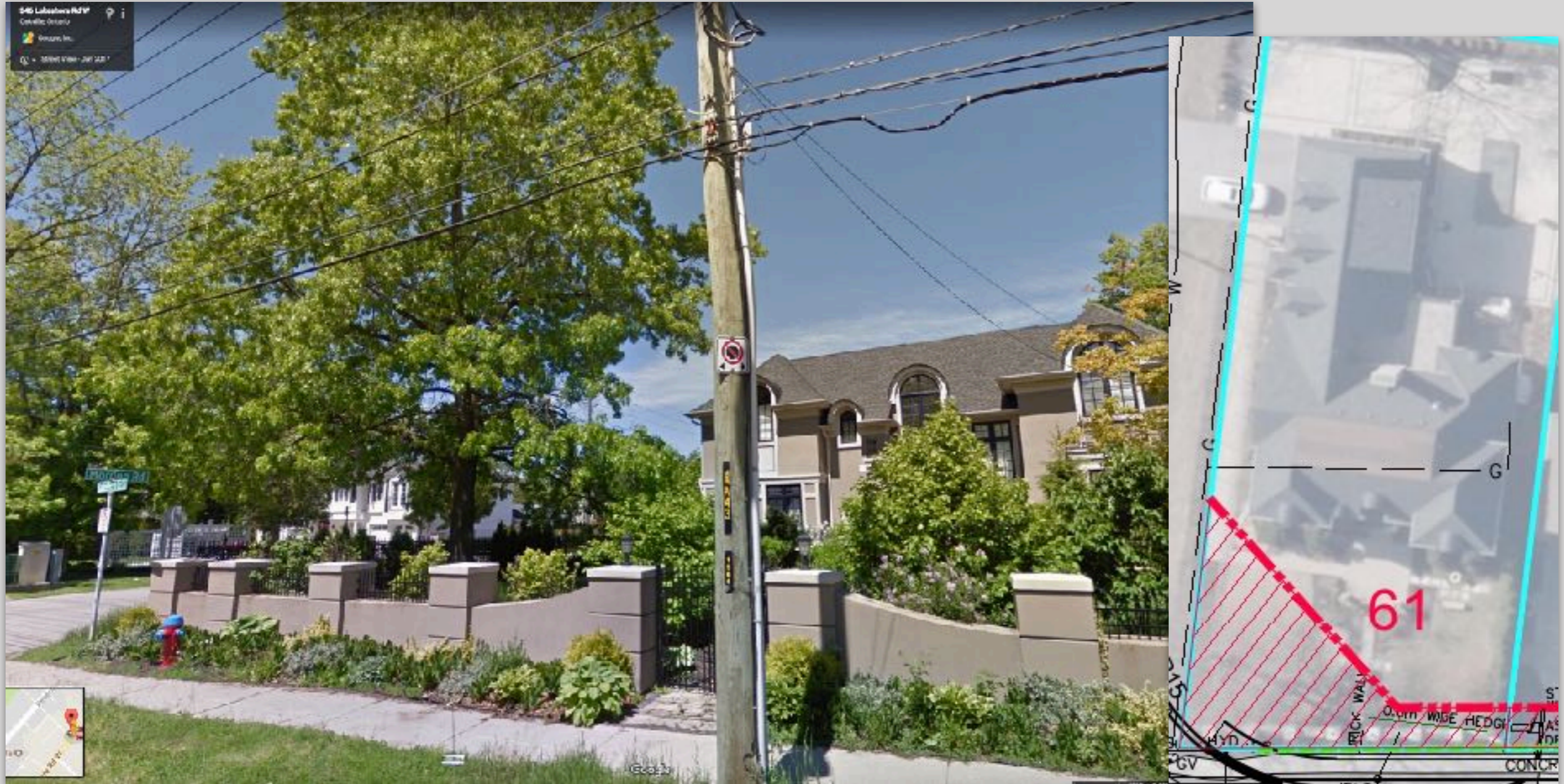
Impact



Impact



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



Impact - Coronation Park Area



Impact Coronation Area



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

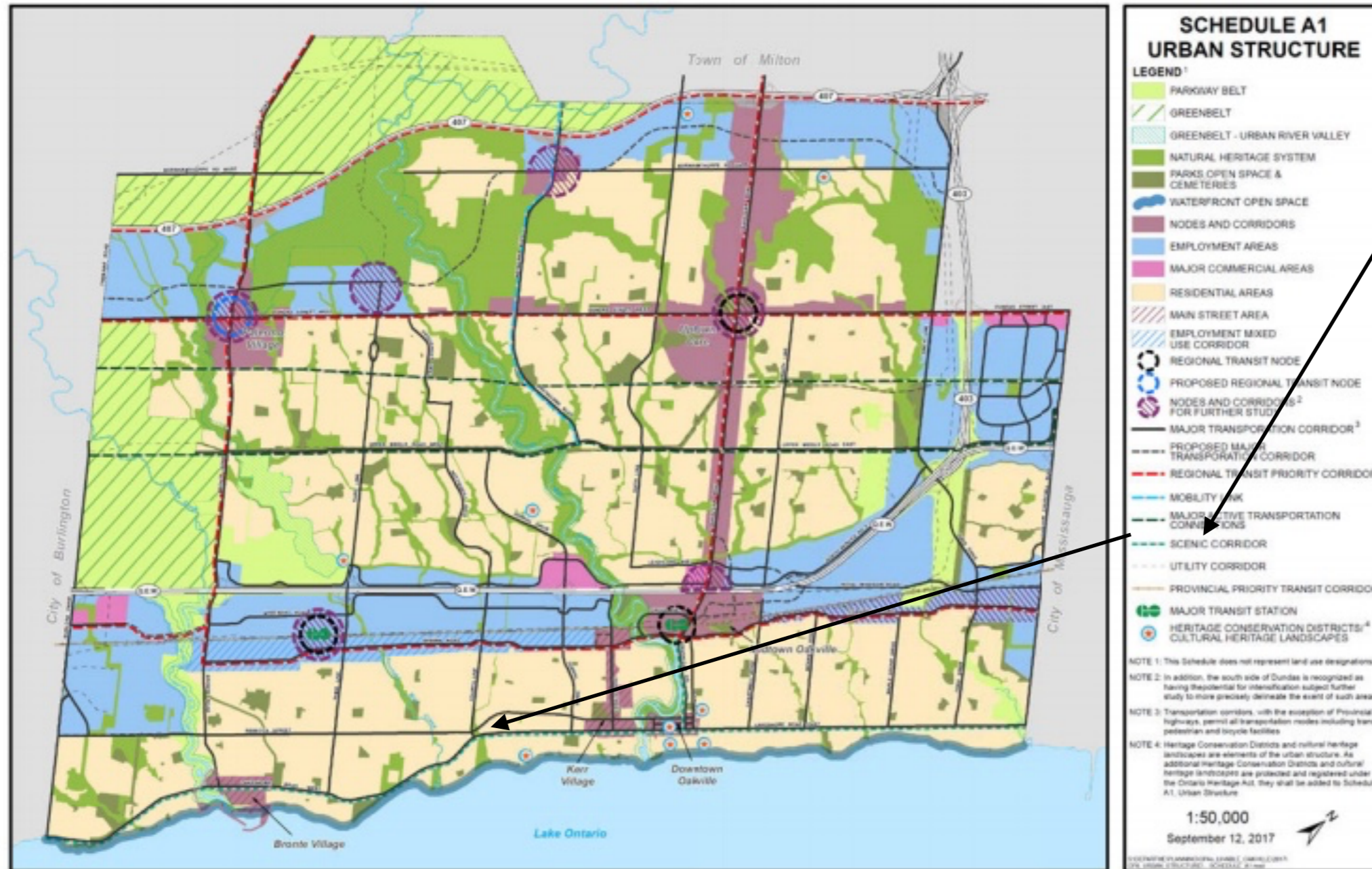
- The major portion of this project runs through long-established stable neighbourhoods.
- The character of Lakeshore Road is part of what defines Oakville and its appeal.
- With a few exceptions, all lands along Lakeshore from Third Line to Dorval are RL-O1 Special Policy Lands designation which is 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

Urban Structure

Urban Structure Review, September 2017, Passed by Council

- Town-initiated official plan amendments (OPAs) to implement updates to the policies and mapping related to the Urban Structure Review.
- The Town's urban structure is comprehensive and provides certainty to guide major infrastructure investment and to maximize cost effectiveness. It is the basis for the policies in the Official Plan and for making planning decisions.
- **Section 29. - Interpretation** contains a new definition: *Scenic corridor means a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.*
- **Section 3. Urban Structure:** The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's character and form.
- **Section 3.14 Scenic Corridor:** 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.**

Urban Structure



Scenic Corridor

Lakeshore Road is Shown as Scenic Corridor

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 and one that does not fit with the direction of our Urban Structure?

Summary

Lakeshore Road in its present two-lane configuration can support traffic needs to 2031 and beyond. There is no need for a third lane.

We oppose the loss of trees. We oppose land expropriation.

Safe bike lanes and pedestrian pathways can be created utilizing current conditions.

Insufficient consideration has been given to Urban Structure policies and the Scenic Corridor categorization of Lakeshore Road.

Coronation Park
RESIDENTS ASSOCIATION

Thank You