



LESLIE STREET Road Improvements Class Environmental Assessment

Wellington Street To Mulock Drive

Today's Agenda

- ❑ Review of Previous Meeting Minutes
- ❑ Discussion of Previous Comments
- ❑ Discussion on updated Alternative Design Concepts
- ❑ Review of Alternative Design Concept Evaluations
- ❑ Review of Recommended Design Concept
- ❑ Next Steps/Wrap Up

Committee Mandate

- ❑ Provide feedback and suggestions on:
 - SHG Meeting #1
 - Existing Conditions/ Problems and Opportunities/Alternative Solutions to be Considered/Evaluation Criteria
 - SHG Meeting #2
 - Recommended Alternative Solution/Alternative Design Concepts to be considered
 - SHG Meeting #3
 - Alternative Design Concepts/ Evaluation Criteria
 - SHG Meeting #4
 - Recommended Design Concept



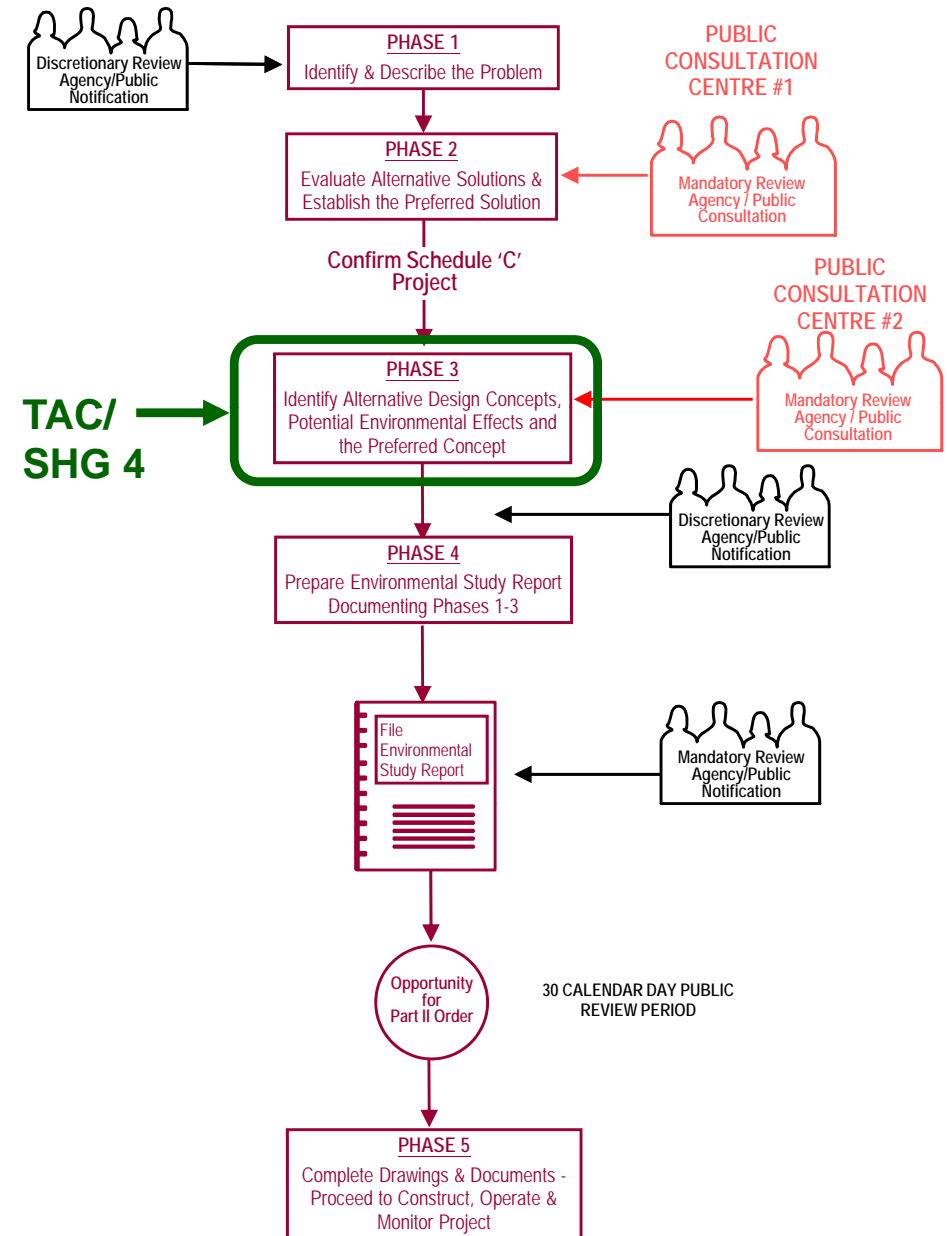
Today's Meeting Expectations

- ❑ Committee to provide input on:
 - Evaluations of Alternative Design Concepts
 - Recommended Design Concept

- ❑ Committee's comments and suggestions will be incorporated into the decision-making process.

The Municipal Class EA Process

- ❑ The *Municipal Class Environmental Assessment* process is approved under the Environmental Assessment Act
- ❑ Enables planning of infrastructure projects in accordance with a proven procedure
- ❑ TAC & SHG Meetings
- ❑ Two Public Consultation Centres
- ❑ Results documented in an Environmental Study Report (ESR)
- ❑ ESR made available for public review



Alternative Design Concepts

- ❑ Since SHG #3
 - On-Street Bike Lane will be considered for all alternatives
 - In addition, boulevards can accommodate Off-Street Bike Lane (Multi-Use Trail) or Sidewalk on each side of Leslie Street
 - ❑ Decision to provide either Multi-Use Trail or Sidewalk to be determined with Aurora and Newmarket

Alternative Design Concepts

- ❑ Wellington Street Intersection
(including segment up to State Farm Way)
 - Alternative 1
 - ❑ Widening to the west
 - ❑ Provide recovery lane in the southbound direction
 - ❑ Provide eastbound and southbound double left turn lanes
 - ❑ Maintain entrance to Aurora Recreation Complex
 - Alternative 2
 - ❑ Widening to the west and east
 - ❑ Maintain single southbound lane across intersection
 - ❑ Provide eastbound and southbound double left turn lanes
 - ❑ Maintain entrance to Aurora Recreation Complex

Widening to the east was screened out due to significant constraints, including greater property requirements and greater utility impacts

Evaluation and Recommendation

□ Wellington Street Intersection

Alternative 1	Alternative 2
<ul style="list-style-type: none">Sidewalk can be set back from curb (west side) <p style="text-align: center;">✓</p>	<ul style="list-style-type: none">Sidewalk will be adjacent to curb at some locations (west side) <p style="text-align: center;">✗</p>
<ul style="list-style-type: none">Require recreational property (southwest corner) to provide second southbound lane <p style="text-align: center;">✗</p>	<ul style="list-style-type: none">Recreational property (southwest corner) not required <p style="text-align: center;">✓</p>
Not Recommended ✗	Recommended ✓

Alternative Design Concepts

- ❑ State Farm Way to Broughton Lane
 - Alternative 1
 - ❑ Widening to the west
 - Alternative 2
 - ❑ Widening west and east of existing roadway
 - Alternative 3
 - ❑ Widening to the east

Evaluation and Recommendation

□ State Farm Way to Broughton Lane

Alternative 1	Alternative 2	Alternative 3
<ul style="list-style-type: none"> Simpler construction staging ✓ 	<ul style="list-style-type: none"> More complex staging ✗ 	<ul style="list-style-type: none"> Simpler construction staging ✓
<ul style="list-style-type: none"> Most impacts to natural environment (significant woodlands) ✗ 	<ul style="list-style-type: none"> Less impacts to natural environment than Alt. 1 (significant woodlands) ✗ 	<ul style="list-style-type: none"> Least impacts to natural environment (significant woodlands) ✓
<ul style="list-style-type: none"> Require most developable properties as Alt. 3 ✗ 	<ul style="list-style-type: none"> Require least developable properties ✓ 	<ul style="list-style-type: none"> Require similar developable properties as Alt. 1 ✗
Not Recommended ✗	Not Recommended ✗	Recommended ✓

Alternative Design Concepts

- ❑ St. John's Sideroad Intersection
 - Designed to 80 km/h
 - ❑ Provide two eastbound and two westbound lanes across the intersection
 - ❑ Provide left and right turn lanes on all approaches
 - ❑ Upgrade roadway geometrics to improve sight line to intersection
 - ❑ St. John's Sideroad requires grade adjustments 600 m east and 600 m west of Leslie Street

Alternative Design Concepts

- ❑ Broughton Lane to Kingdale Road
 - Alternative 1
 - ❑ Widening west and east of existing roadway
 - Alternative 2
 - ❑ Widening to the east

Widening to the west was screened out due to significant impacts to residential homes

Evaluation and Recommendation

□ Broughton Lane to Kingdale Road

Alternative 1	Alternative 2
<ul style="list-style-type: none">Remove majority of trees on the west side of Leslie Street <p style="text-align: center;">x</p>	<ul style="list-style-type: none">Maintain existing trees on the west side of Leslie Street <p style="text-align: center;">✓</p>
<ul style="list-style-type: none">Require less residential/developable properties <p style="text-align: center;">✓</p>	<ul style="list-style-type: none">Requires more residential/ developable properties <p style="text-align: center;">x</p>
Recommended ✓	Not Recommended x

Alternative Design Concepts

❑ Mulock Drive Intersection

➤ Alternative 1

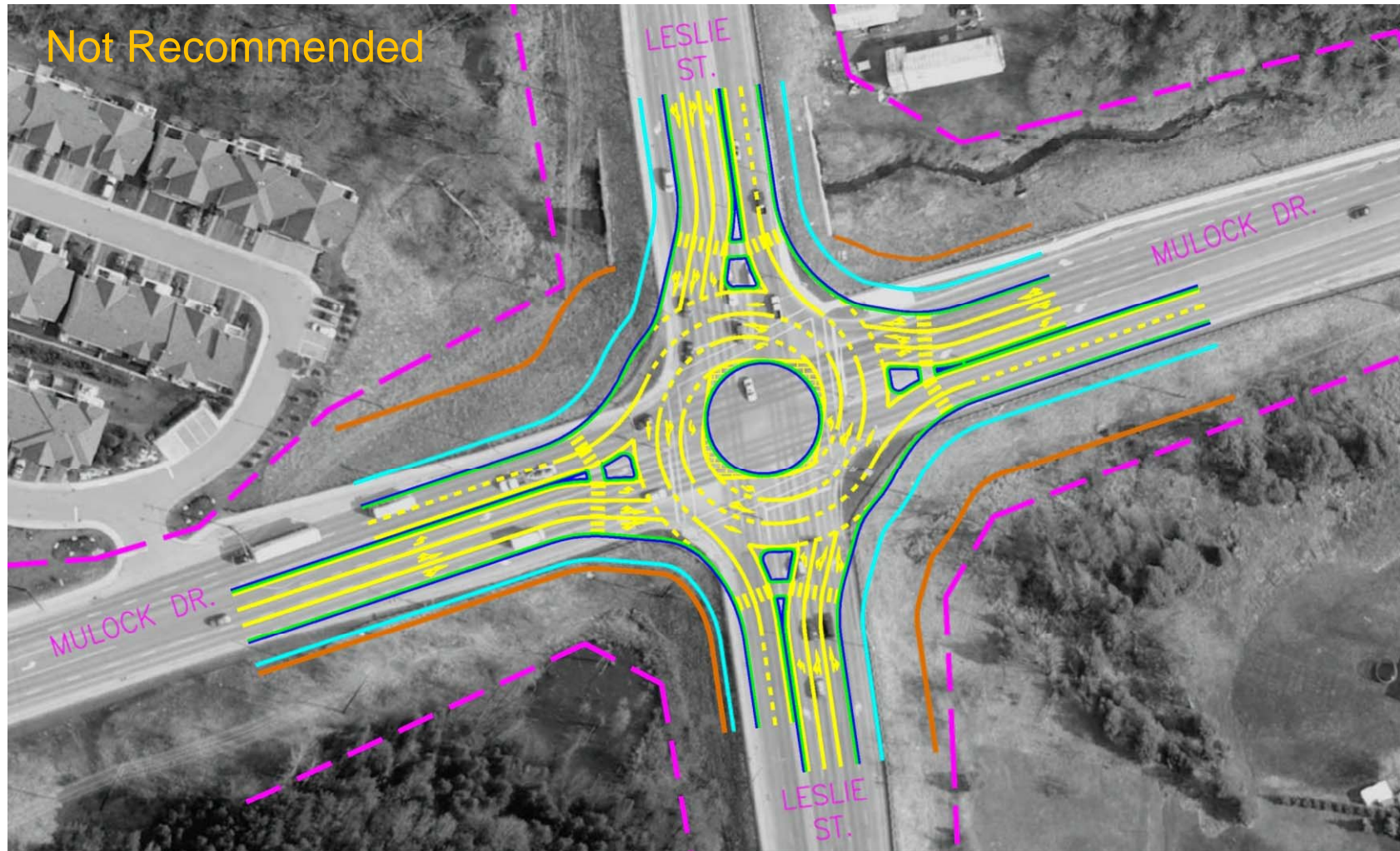
- ❑ Provide eastbound, southbound, and northbound double left turn lanes
- ❑ Maintain entrances on Leslie Street and Mulock Drive

➤ Alternative 2

- ❑ Provide roundabout

Alternative Design Concepts

- Mulock Drive Intersection
 - Alternative 2 (Roundabout)



Recommended Design Concept

- ❑ Wellington Street to State Farm Way
 - Widening to the east
- ❑ State Farm Way to Broughton Lane
 - Widening to the east
- ❑ Broughton Lane to Mulock Drive
 - Widening west and east of existing roadway
- ❑ St. John's Sideroad
 - Upgrade to design speed of 80 km/h
- ❑ Mulock Drive
 - Provide SB and EB double left turn lanes

Alternative Design Concepts

❑ Other Considerations

➤ Noise Mitigation

- ❑ Noise fence recommended on the west side of Leslie Street from Broughton Lane to Ivsbridge Boulevard

➤ Utilities Relocation Strategy (aerial vs. buried)

- ❑ Aerial hydro and Bell cables recommended due to significant high costs

Next Steps

- ❑ Incorporate comments received into the Evaluation
- ❑ Update Recommended Alternative Design Concept as required
- ❑ Public Consultation Centre #2
- ❑ Develop Implementation Strategy
- ❑ Continue consultation with property owners on Leslie Street and St. John's Sideroad
- ❑ Continue consultation with LSRCA for culvert replacement and creek realignment
- ❑ Prepare Environmental Study Report