Leslie Street Road Improvements
(from Wellington Street to Mulock Drive)
Municipal Class Environmental Assessment
Public Consultation Centre (PCC) #2

Meeting Notes[1]

Newmarket High School Cafeteria
505 Pickering Crescent, Newmarket
Thursday May 28, 2009
6:00 pm-8:30 pm

I. Opening

Glynn Gomes, facilitator from Hardy Stevenson and Associates Limited, opened the session at 7:00 pm. He welcomed the 25 attendees and introduced the project team members.

YORK REGION

- Stephen Hollinger – Study Manager, Transportation Services
- Mark Nykoluk – Study Manager, Transportation Services
- Robert Bailey – Design Technician II, Transportation Services
- Steve Collins – Manager of Engineering, Transportation Services
- Paul Roberts – Manager of Realty Services

GENIVAR

- Edward Chiu, P.Eng. – Principal, Transportation
- Vivian Mak. EIT – Transportation

AECOM

- Karl van Kessel, MCIP, RPP - Senior Environmental Planner

Hardy Stevenson and Associates Limited

- Glynn Gomes – Senior Associate
- Danya Al-Haydari – Environmental Planner

[1] The electronic version of these meeting notes is available at: www.lesliestreetea.ca/meeting_notes.html

II. Presentation

Stephen Hollinger, Study Manager from Transportation Services, gave a 30 minute presentation.

Stephen introduced the study area located on Leslie Street from Wellington Street to Mulock Drive, including all intersections. He indicated that the Regional Transportation Master Plan identifies needed improvements for this section including start of construction in 2015, as identified in York Region's 2009-10 Roads Construction Program. He also described the key features of the Municipal Class Environmental Assessment (EA) process and identified the Project as a Schedule 'C' EA.

Stephen discussed the opportunity to update the roadway geometrics, incorporate York Region's Pedestrian and Cycling Master Plan initiatives, improve transit facilities and incorporate streetscaping. He also presented the recommended alternative solution and alternative design concepts for the Leslie Street Study Area. Stephen stated that other considerations for the project include noise mitigation and utility relocation strategies.

After Stephen completed his presentation a 'Dialogue Session' followed.

III. Dialogue Session

Glynn Gomes welcomed questions from the participants:

Question: **Can we obtain traffic details on the requirements for a right turn lane at Broughton Lane?**

Answer: The right turn lane that was presented at the last Stakeholders Group meeting is no longer there as the traffic volumes indicate that a right turn lane is not necessary at this location.

Question: **Has there been any consideration of the impacts to pre-existing noise fencing in the study area?**

Answer: York Region has completed a full analysis of the area by modelling the noise receptors along Leslie Street. The results indicate noise at a level of 55 to 60 dB.

York Region's noise policy takes into account the noise level at the start of construction and again at full build-out (ie. at the mature state of development). Measurements are modelled at "noise sensitive areas" such as backyards, recreation area, etc., over a 16 hour period. Modelling then provide results on predicted noise levels at start of construction and full build-out (mature state of development).

If the projected sound levels at the start of construction, or at the mature state of development, are greater than 60 dBA, then the feasibility of noise reduction measures will be investigated. The noise reduction measures must reduce the noise levels by a minimum of 6 dBA in order for the measures to be considered for implementation.

***Question:* At the intersection of St. John's Sideroad and Mulock Drive on the east side of Leslie Street, there will be an addition of 5 to 7 m of road. Residents want hard copies of the proposed plan and profile and the proposed property in order to provide informed comments to York Region.**

Answer: York Region will provide the plan/profile to interested residents in electronic copy upon request. The Project alternatives as well as the presentation given at this evening's meeting will also be posted on the Project website at www.lesliestreetea.ca.

Question: Residents would like a commitment from the York Region regarding policies on tree removal and noise barriers. Will a new noise barrier have the same dimensions as the current noise barriers in the Study Area?

Answer: A noise barrier height has been established so that it provides a minimum 6 dBA noise reduction. The fencing will be thick and the increased density will provide noise attenuation that a typical screen or aesthetic fence would not provide. York Region will commit to implement the strategies regarding tree preservations on the west side of Leslie Street between Broughton Lane and Ivsbridge Boulevard including the implementation of toe walls and reduced lane widths, where appropriate.

In areas where backyards are 'stepped', York Region will discuss strategies with the noise consultants to ensure that the heights of the barriers are acceptable. York Region will also speak to construction contractors to ensure that as few trees as possible are removed.

Additionally, York Region will address the comments provided at this evening's meeting and the decisions will be included in the Environmental Study Report (ESR). Commitments will be provided in the ESR and meetings with affected homeowners will be provided, if necessary.

Question: **What are the implications on safety with the reduction of lane widths (to 3.3 m) as mentioned in the presentation?**

Answer: York Region has considered the safety implications of reduced lane widths. When roads are widened, if the inside lanes are reduced to 3.3m, it will result in a 'constrained feeling' for drivers and thereby slows down traffic. Reduction in lane widths can also be used as a traffic calming measure - with reduced lanes there is more friction, so the tendency is for drivers to slow down. York Region will review the use of 3.3 m lane width for the inside lanes, not the curb lane where buses and trucks travel and will not affect bike lanes. Reductions in lane width will occur on both sides of the road. The left turn lane may also be narrower to further preserve the trees on the west side, if possible.

Question: **Will there be sidewalks as well as multi-purpose paths in the Study Area?**

Answer: Currently in the Study Area, there are boulevards on either sides of Leslie Street to accommodate either sidewalk or multi-purpose path. York Region would provide a 5 m boulevard; however, it is up to the Town of Aurora and Town of Newmarket to decide how they want to proceed with this matter. We do not want to restrict or dictate the location of the sidewalk on the road.

Question: **For those trees that will need to be removed, will there be an option for adjacent homeowners to have these trees relocated on their properties?**

Answer: Paul Roberts from York Region's Realty Services confirmed that York Region's arborists will determine if the trees can be relocated.

Question: **Will the traffic that is anticipated within the Study Area double or triple from what it is at currently? What is the estimate for the increase in noise level? What would occur if the noise increased by 3 dB?**

Answer: There is a display board in the 'open house' area that describes the noise levels at the start of construction and forecasted for what it will be like in 2015. Also, York Region modelled the sound and added in the implications of growth factors and development for 2025 as well. The same methodology has been conducted in the traffic analysis. The specific numbers on the amount of traffic that is likely to increase are found on the display boards from PCC 1 (November 26, 2008). The noticeable level for the human ear to perceive it is 5 dB increase.

Question: **Why will there be a sound barrier on the west side of the street and not the east side (because noise travels both ways)?**

Answer: The inclusion of the noise barrier will depend on when the development is approved. In recent years, developers are responsible for implementing their own noise barriers as part of the development approvals, if necessary, such as those on Kingdale Road.

Question: **What is the capital budget for the Project in comparison to burying the utilities?**

Answer: The cost estimates for the improvement, from St. John Sideroad to Mulock Drive is $10 million for burying the utilities. The construction cost estimate is anticipated to be about $20 million excluding burying of utilities.

III. Concluding Remarks and Next Steps

Glynn Gomes thanked the participants for their questions and comments. Stephen Hollinger reviewed the Project's next steps. He stated that York Region will review all the comments from this evening's meeting, and will then confirm the recommended design concept. He added that not all the improvements as mentioned in the presentation will need to be completed in 2015, and may have different timelines. However, the improvements are anticipated to be completed by 2025. The next

steps will entail the preparation of the Environmental Study Report (ESR), which will also address public comments. The Study Team would like to have all the public comments by June 26, 2009 in order to ensure that all public comments are incorporated into the planning process prior to the release of the final document.

Mark Nykoluk added that the ESR will include a chapter on York Region's commitments to the trees and how public comments have been addressed in the ESR. He encourages the public to discuss their concerns with the Project team.

The meeting adjourned at 8:30pm

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Note: While every effort has been made to reflect actual comments, they should not be considered as verbatim records.
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