



**Leslie Street Road Improvements
Class Environmental Assessment Study**

Public Consultation Centre #2 Summary Report

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LIST OF ATTACHMENTS

- ATTACHMENT 1: Notice of Public Consultation Centre**
- ATTACHMENT 2: Letter sent to Stakeholders and First Nations**
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- ATTACHMENT 5: Public Consultation Centre Display Panels**
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1.0 INTRODUCTION

Regional Municipality of York's (York Region's) transportation and roadway management strategies have identified future road network needs along the Leslie Street corridor between Wellington Street and Mulock Drive.

Current and projected future population growth in York Region will continue to put increasing pressure on the current road network, and future approved growth indicates that there will be an increase of traffic along Leslie Street resulting in increased congestion.

The purpose of this project is to conduct a Class Environmental Assessment (Class EA) Study (Schedule 'C') to address the existing and projected traffic congestion issues on Leslie Street from Wellington Street to Mulock Drive.

1.1 Purpose of Public Consultation Centre #2

The purpose of the second Public Consultation Centre (PCC #2) was to provide agencies and the public with the opportunity to review and comment on information about the preferred alternative solution, the alternative design concepts, evaluation of the design concepts, and selection of the recommended alternative design concept.

In addition, selected information from the first Public Consultation Centre such as the problem/opportunity statement, the project objectives, the Class EA processes being followed, and the development and evaluation of alternative solutions to identify the recommended alternative solution were also available for review.

Attendees had the opportunity to offer their comments and discuss them directly with York Region staff and representatives from the consulting team.

1.2 Public Consultation Centre #2

PCC #2 was held on **Thursday, May 28, 2009** at the Newmarket High School Cafeteria (505 Pickering Crescent, Newmarket) from 6:00 pm to 8:30 pm.

The PCC followed a “drop-in” format for the first hour, which allowed attendees to review the display information, present their comments and discuss them directly with York Region and their consultants.

The second part of the meeting involved a 30-minute presentation by Stephen Hollinger, Study Manager, York Region. Mr. Hollinger provided a history of the work completed for the study to date, including introducing the study area, study process, problem/opportunity statements and the preferred solution. He then proceeded to present the information on display, including the alternative design concepts and the recommended design concept.

Following his presentation a Question and Answer session was held with attendees.

2.0 NOTIFICATION OF THE PUBLIC CONSULTATION CENTRE

Notification of PCC #2 was provided through direct mailings on May 12, 2009 to those stakeholders, public, and review agencies contained in the project's contact database. Hand delivery of the PCC notice to properties along Leslie Street, as well as within the Broughton Lane development, was also provided on May 14, 2009, to inform the neighbouring property owners of the upcoming PCC.

Information on the meeting was posted on the York Region "Public Notices" webpage for Transportation and Works, and also on the Study website at: www.lesliestreetea.ca.

The Meeting Notice was also advertised in the ERA Banner on May 14, 2009 and May 17, 2009. For a copy of the newspaper notice, see Attachment 1.

For a copy of the letter sent to Stakeholders and First Nations, see Attachment 2 and see Attachment 3 for the contact list (personal information of public members excluded) that was employed for the mail-out.

3.0 PROJECT TEAM MEMBERS IN ATTENDANCE

The following Project Team members were in attendance at PCC #2.

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

4.0 INFORMATION PRESENTED

Before entering the meeting room, attendees were provided with an information package (Attachment 4) that included:

- A copy of the Study Newsletter # 2
- A comment sheet, for open comments on any aspect of the study
- An evaluation form to assess various aspects of the Public Consultation Centre (information provided, presentation, discussion sessions, staff helpfulness, meeting location, manner in which the meeting was conducted, etc.)

Information presented at PCC #2 was in the form of the following display boards:

- Project Background (with study area maps)
- Overview of the Schedule 'C' Class EA process being followed
- Description of the problem / opportunity
- Description of the Preferred Solution
- Proposed Alternative Design Concepts for each intersection along the Leslie Street within the Study Area, along Leslie Street from Wellington Street to Mulock Drive, and along St. John's Sideroad
- Evaluation and identification of the Recommended Design Concept
- Noise Mitigation and Existing Noise Conditions
- Description of the Next Steps in the process

The PowerPoint presentation by Stephen Hollinger introduced the problem and opportunity statements as follows:

- *The current configuration of Leslie Street will not accommodate the anticipated traffic increases within the 20 year planning horizon.*
- *The opportunity exists to update the roadway geometrics, incorporate Pedestrian and Cycling Master Plan initiatives, improve transit facilities, and incorporate streetscaping to reflect current York Region policies.*

Mr. Hollinger also discussed the:

- Recommended Alternative Solution

- Alternative Design Concepts
- Potential use of Roundabouts

Mr. Hollinger then presented the specific alternative design concepts and the recommended design concepts for each of the street intersections along the Leslie Street Study Area. The recommended design concepts for each intersection are as follows:

- **Wellington Street to State Farm Way** – *Widening to the east*
- **State Farm Way to Broughton Lane** – *Widening to the east*
- **St. John’s Sideroad Intersection** – *Upgrade to design speed of 80 km/hr and improve roadway geometrics*
- **Broughton Lane to Mulock Drive** – *Widening to the west and east (with centre of road shifted up to 1 metre to the east)*
- **Mulock Drive Intersection** – *Provide southbound and eastbound left turn lanes*

He also presented other considerations in the Leslie Street study including street tree preservation strategies, noise mitigation strategies, the utility relocation strategy, the improvement of geometrics on Leslie Street, as well as transit initiatives and streetscaping initiatives. Mr. Hollinger then provided a summary of York Region’s recommendations and discussed the ‘next steps’ in the study process.

Copies of the panels are available in **Attachment 5**. A copy of the PowerPoint presentation is contained in **Attachment 6**.

5.0 ATTENDANCE

Twenty-five people attended the PCC, (see **Attachment 7** for a copy of registration sheets). All individuals who signed in with their contact information have been added to the contact database. This database will be used during the remaining phase of the study to contact/inform interested public and key stakeholders of study issues and events (e.g., Notice of PCC #2, Completion and the filing of the Environmental Study Report).

6.0 SUMMARY OF QUESTIONS AND ANSWERS

Questions and comments made by the public during the question and answer period following the presentation related to the following topics:

- Consideration of the impacts to pre-existing noise fencing
- Request for hard copies of the proposed plan and profile
- Description of policies on tree removal and relocation as well as noise barriers

- Implications on safety regarding the reduction of lane widths
- Presence of sidewalks as well as multi-purpose paths
- Anticipated traffic in the Study Area
- Anticipated noise increases
- Details on noise barriers
- Details of the capital budget for the Project

Detailed meeting notes of the Question and Answer portion of the PCC can be found in the Meeting Notes (**Attachment 8**).

7.0 SUMMARY OF COMMENTS RECEIVED

Three written comment forms were received on the meeting night (see **Attachment 9** for the comment forms). Comments received related to the following topics:

- The influence the public has on decision-making
- Concerns for widening along Leslie Street due to existing fence location at the northeast corner of Kingdale Road intersection
- Sidewalk location preference on west side of Leslie Street from Stonehaven Avenue to Ivesbridge Boulevard
- Favour option of shifting Leslie Road 3m east between Broughton Lane and Ivesbridge Boulevard
- Need to plant more trees from Newmarket town Line to Broughton Lane

Three evaluation forms were also received indicating a high level of overall satisfaction with the meeting (**See Attachment 10**).

8.0 CONCLUSION

PCC #2 was held on May 28, 2009 to discuss with project stakeholders and the public the proposed undertaking, including the alternative design concepts, their evaluation and the recommended design. The PCC provided an opportunity for local residents and the public to discuss their issues or concerns directly with York Region and their consulting team. This feedback was then used to confirm the recommended design concept and provide insight into the issues or concerns regarding the proposed roadway improvements as presented.

PCC #2 was attended by 25 people.

Several key issues were raised verbally mostly related to safety, road design, and noise. Three written comment forms and three evaluation forms were received on the meeting night.