

# Appendix I

## Meeting Minutes for TAC and SHG Meetings

- Meeting #1
- Meeting #2
- Meeting #3
- Meeting #4



## Meeting #1

<b>Date/Time</b>	October 8, 2008 (2 pm to 4 pm)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Date of Meeting</b>	Oct. 9, 2008
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	TAC Meeting No. 1	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Road Study Manager
Stephen Collins	York Region	Manager, Engineering
Nick Colarusso	York Region	Project Manager of St. John's SR.
Nelson Costa	York Region	Road Safety
Catherine Cybulski	York Region	Forestry
Shahid Matloob	York Region	Infrastructure Planning
Dorothy Moszynski	Ministry of the Environment	EA Process
Mark Kryzanoski	Town of Newmarket	Traffic
Rosa Ruffolo	York Region Transit	Transit
Megan Johnson	York Region District School Board	Planning
Edward Chiu	GENIVAR	Road Project Manager
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
Alice Lung	GENIVAR	Roadway Design

**Other Distribution**

Shane MacDonald	York Region	Project Manager
Jackie Burkart	LSRCA	Fisheries
Patrick Ngo	Town of Aurora	Acting Manager of Engineering
Stan Holden	GENIVAR	Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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**1. Purpose of the Meeting**

- 1.1**
- The purpose of the meeting was to review problems and opportunities, engineering and environmental data collected to date, and Alternative Solutions that will be evaluated.

**2. Project Activities**

- A presentation was provided summarizing the features of the Study Area, the study process, traffic problems, the Problem and Opportunities statement, data collected to date, the generated Alternative Solutions, and future actions.

- A copy of the presentation is attached with these meeting notes.

## 2.1 Committee Mandate

- The committee will meet at least 3 times over the course at the study to provide input in advance of key decision points.
- For today's meeting, the objective is to provide input on:
  - Problem/Opportunity Statement
  - Existing Conditions
  - Alternative Solutions to be considered

## 2.2 Project Overview

- The improvements on Leslie Street are based on the recommendations provided in The Transportation Master Plan. In addition, the 10 Year Capital Plan identified that the improvements on Leslie Street are expected to be constructed by 2015.
- The study limit is Leslie Street from Wellington Street to Mulock Drive.
- The study is being undertaken as a Schedule C Project under the Municipal Class Environmental Assessment process.
- The study is currently at the end of Phase 1 (Identify and Describe Problem).

## 2.3 The Problem

- The problem statement was presented as follows:
  - The current configuration of Leslie Street will not accommodate the anticipated traffic increases within the 20 year planning horizon.

### 2.3.1 Traffic Data

- The traffic analysis presented included the present and future traffic conditions based on the current configuration.
- Future traffic conditions are generated based on historic traffic growth and incorporated approved developments in the area. The growth rates used are:
  - 3% annual growth rate for the through movements, and 1.5% annual growth rate for traffic to/from sideroads.
- The analysis indicates that by 2015, all intersections will experience operational concerns. Additional turning lanes may also be required.
- In addition, the available lane capacity (based on existing 2-lane configuration) cannot accommodate the anticipated traffic volumes by 2015. Improvements to the roadway links will be required.
- GENIVAR confirmed that the analysis result did not include the 2C Land development or Highway 404 expansion.
- GENIVAR indicated that if Highway 404 is expanded to 6 lanes by 2015, a maximum 30% traffic reduction may occur. However, the existing configuration on Leslie Street cannot accommodate the reduced traffic volumes.
- It was suggested that Metrolinx be contacted to confirm if specific requirements may need to be incorporated into this study.

GENIVAR

## 2.4 The Opportunities

- The opportunity statement was presented as follows:
  - The opportunity exists to incorporate bicycle initiatives into the project by incorporating the Pedestrian and Cycling Master Plan Initiatives.
  - The opportunity exists to update the roadway geometrics to current York Region standards.
- It was suggested that streetscaping and transit opportunities also be considered as part of the Opportunity Statement.

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#### **2.4.1 Cyclists and Pedestrians**

- No dedicated cycling facilities are currently provided within the study area.
- The Region's Pedestrian and Cycling Master Plan identified Leslie Street as part of the bicycle route, but did not identify Leslie Street as a pedestrian route in the study area.
- Region indicated that a paved shoulder (1.8m minimum, 2.0m standard) should be provided in a rural section to accommodate bicycles and signed to indicate a bike route. Bike lanes in an urban section are to be 1.5m and signed as a bike lane.

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#### **2.4.2 Roadway Geometry**

- A design speed of 100 km/h will be used for the roadway geometric reviews. Region standards set the design speed at 20 km/h above the posted speed.
- Question was raised about the design speed and potentially lowering it if the corridor was urbanized. GENIVAR to confirm appropriate design speed when generating design concepts.
- Horizontal curves along Leslie Street are above the design speed.
- Nine out of 14 vertical curves are below this design speed.

GENIVAR

- Five of the intersections have one or more vehicular moves where the turning sight line may be improved.

### 2.4.3 Other Existing Conditions

- Collision information was presented. In general, the collisions experienced on Leslie Street are similar to other similar roadways. No specific locations of concerns have been identified.
- Pavement is generally in fair to poor condition.
- Culverts are generally in fair to good condition.
- Traffic Signals are located at:
  - Wellington Street
  - State Farm Way
  - St. John's Sideroad
  - Veterans Way/Stonehaven Avenue
  - Kingdale Road/lvsbridge Boulevard
- All intersections have partial illumination.
- Utilities within the study area include:
  - Hydro
  - Telephone
  - Cable
  - Gas
  - Light poles
  - Watermain
- York Region Transit currently has two routes operating along Leslie Street.
- York Region Transit confirmed that Bus Route 58 is anticipated to operate along Leslie Street within the study area beginning in early 2009.
- York Region Transit to provide Transit Planning Report and information on anticipated ridership on Leslie Street. YR TRANSIT

- Existing noise level range is from 55 dBA to 60 dBA and is considered a normal range for this type of roadway. Noise levels do not meet current warrants to consider mitigation. Mitigation strategy will be considered as part of the improvements for projected traffic growth, where feasible. Noise levels will be analyzed for the preferred design solution to determine if noise mitigation is warranted at the mature state of development.
- Land use within the study area is predominately a mix of rural, residential, woodland areas, and commercial uses. Considerable development activities are anticipated within the planning horizon.
- GENIVAR to confirm the planning status on the Children's Aid Society development as the building has recently been constructed.
- There are 10 watercourse crossings within the study area. Fish habitats are present at some of the culverts.
- There are no Areas of Natural and Scientific Interest (ANSI's) or Environmentally Significant Areas (ESA's) identified.
- Small area of the East Aurora Wetland Complex is within the vicinity of the study area.
- The study area is outside of the Greenbelt Plan area.
- One woodland designated as significant by York Region is located within the study area. York Region suggested that the Significant Woodland Study (2005) be reviewed to confirm significant woodlands within the study area.
- There are no Species at Risk or provincially rare bird species identified.

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AECOM  
(GARTNER  
LEE)

- There are a number of wells identified in MOE's well record located in the proximity of the study area. A well survey will be undertaken to confirm if the wells are still present and/or in use. Well records should be checked to confirm if they contain pumping rates which could assist in calculations for the a Permit To Take Water (PTTW)
- Within the existing Leslie Street right-of-way, there is no archaeological potential.
- Six cultural heritage landscape features are located in the proximity of the study area. In addition, four properties have been identified as having heritage interest. Further investigation confirmed that these areas of heritage interest have been relocated, demolished, set well away from the roadway, or no longer exist.

GENIVAR

## 2.6 Alternative Solutions to be Considered

- The Alternative Solutions to be considered include:
  - Do Nothing (base case)
  - Improve Traffic Operations
  - Improve Transit/Travel Demand Management (TDM)
  - Increase Public Transit Service
  - Increase Capacity on Parallel Roadways
  - Increase Capacity to Leslie Street
- York Region indicated that Improve Traffic Operations, Improve traffic signal operations, and Provide Queue Jump Signals at Intersections is a subset of Improve Transportation Systems Management and the Alternative Solutions should be updated accordingly and the name changed from Improve Traffic Operations to Transportation Systems Management (TSM).
- It was suggested that examples such as Promote Car-pooling and the Work from Home Program be included as part of the Improve Transit/Travel Demand Management solution. The title of this option is now referred to as Travel Demand Management (TDM).

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GENIVAR

- It was suggested that roundabouts be considered as part of the design concepts at the intersections. GENIVAR
- It was suggested that reversible lanes be considered as part of the design concepts at the intersections. GENIVAR
- It was suggested that an interim Alternative Solution also be considered as part of this study (implement TDM & TSM, then a reversible lane, then widen). GENIVAR

## 2.7 Next Steps

- Key study dates were presented as follow:
  - Next Meeting: November 12, 2008 to present the Technically Preferred Alternative Solution
  - Public Consultation Centre scheduled for November 26, 2008.

## 2.8 Others

- Town of Newmarket requested a Council presentation be provided in advance of the Public Consultation Centre YORK REGION/ GENIVAR
- GENIVAR to consult with Infrastructure Planning to confirm other improvements in the vicinity of St. John's Sideroad. GENIVAR
- MOE identified that a Stormwater Management TSS Level 1 treatment will be required as part of the approval requirements and is not always achieved through drainage swales. GENIVAR
- YR School Board to confirm if new schools are planned within the new developments on the east side of Leslie Street between Veteran Way and Poppy Lane SCHOOL BOARD
- Town of Newmarket does not wish to see Leslie Street as a 6-lane facility
- GENIVAR to determine the impacts to Leslie Street south of Wellington Street resulting from the improvements being considered. GENIVAR

- York Region requested that the Synchro data be forwarded over for review.

GENIVAR

<b>Date/Time</b>	October 9, 2008 (7 pm to 9 pm)	<b>File No.</b>	08-700
<b>Location</b>	Newmarket High School	<b>Meeting Date</b>	Oct. 9, 2008
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	SHG Meeting No. 1 Presentation	<b>Revised by</b>	J. Ho (HSAL)

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Road Project Coordinator
Stephen Collins	York Region	Manager, Engineering
Edward Chiu	GENIVAR	Road Project Manager
David Wilson	GENIVAR	Road Project Director
Alice Lung	GENIVAR	Roadway Design
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
Jennifer Weller	Hardy Stevenson & Associates	Consultation Facilitator

	<b>Presented Items</b>	<b>Action</b>	<b>Date completed</b>
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**1. Purpose of the Meeting**

- 1.1**
- The purpose of the meeting was to review problems and opportunities, engineering and environmental data collected to date, and Alternative Solutions that will be evaluated.
  - To introduce the Class EA process to the local Stakeholder Group (SHG), present the existing conditions, and conduct preliminary consultations with the public.

**2. Project Activities**

- A presentation was provided summarizing the features of the Study Area, the study process, traffic problems, the Problem and Opportunities statement, data collected to date, the generated Alternative Solutions, and future actions.
- A copy of the presentation is attached with these meeting notes.

## 2.1 Committee Mandate

- The committee will meet at least 3 times over the course at the study to provide input in advance of key decision points.
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- The study limit is Leslie Street from Wellington Street to Mulock Drive.
- The study is being undertaken as a Schedule C Project under the Municipal Class Environmental Assessment process.
- The study is currently at the end of Phase 1 (Identify and Describe Problem).

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  - 3% annual growth rate for the through movements, and 1.5% annual growth rate for traffic to/from sideroads.
- The analysis indicates that by 2015, all intersections will experience operational concerns. Additional turning lanes may also be required.
- In addition, the available lane capacity (based on existing 2-lane configuration) cannot accommodate the anticipated traffic volumes by 2015. Improvements to the roadway links will be required.

## **2.4 The Opportunities**

- The opportunity statement was presented as follows:
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  - The opportunity exists to update the roadway geometrics to current York Region standards.

### **2.4.1 Cyclists and Pedestrians**

- No dedicated cycling facilities are currently provided within the study area.
- The Region's Pedestrian and Cycling Master Plan identified Leslie Street as part of the bicycle route, but did not identify Leslie Street as a pedestrian route in the study area.
- A paved shoulder (1.8m minimum, 2.0m standard) should be provided in the rural segment to accommodate bicycles. Bicycle signage only will be provided for urban section.

#### 2.4.2 Roadway Geometry

- A design speed of 100 km/h will be used for the roadway geometric reviews. Typically, the design speed is set at 20 km/h above the posted speed.
- Horizontal curves along Leslie Street are above the design speed.
- Nine out of 14 vertical curves are below this design speed.
- Five of the intersections have one or more moves where the turning sight line may be improved.

#### 2.4.3 Other Existing Conditions

- Collision information was presented. In general, the collisions experienced on Leslie Street are similar to other similar roadways. No specific locations of concerns have been identified.
- Pavement is generally in fair to poor condition.
- Culverts are generally in fair to good condition.
- Traffic Signals are located at:
  - Wellington Street
  - State Farm Way
  - St. John's Sideroad
  - Veterans Way/Stonehaven Avenue
  - Kingdale Road/lvsbridge Boulevard
- All intersections have partial illumination.
- York Region Transit currently has two routes operating along Leslie Street.
- Bus Route 58 is anticipated to operate along Leslie Street within the study area beginning in early 2009.
- Existing noise level range is from 55 dBA to 60 dBA and is considered a normal range for this type of roadway.

- Land use within the study area is predominately a mix of rural, residential, woodland areas, and commercial uses. Considerable development activities are anticipated within the planning horizon.
- There are 10 watercourse crossings within the study area. Fish habitats are present at some of the culverts.
- There are no Areas of Natural and Scientific Interest (ANSI's) or Environmentally Significant Areas (ESA's) identified.
- Small area of the East Aurora Wetland Complex is within the vicinity of the study area.
- The study area is outside of the Greenbelt Plan area.
- There are no Species at Risk or provincially rare bird species identified.
- There are a number of wells identified in MOE's well record located in the proximity of the study area. A well survey will be undertaken to confirm if the wells are still present and/or in use.
- Within the Leslie Street right-of-way, there is no archaeological potential.
- Six cultural heritage landscape features are located in the proximity of the study area. In addition, four properties have been identified as having heritage interest. Further investigation confirmed that these areas of heritage interest have been relocated, demolished, set well away from the roadway, or no longer exist.

## 2.6 Alternative Solutions to be Considered

- The Alternative Solutions to be considered include:
  - Do Nothing (base case)
  - Improve Transportation Systems Management (TSM)
  - Improve Transit/Travel Demand Management (TDM)
  - Increase Public Transit Service
  - Increase Capacity on Parallel Roadways
  - Increase Capacity to Leslie Street

## 2.7 Next Steps

- Key study dates were presented as follow:
  - Next Meeting: November 12, 2008 to present the Technically Preferred Alternative Solution
  - Public Consultation Centre scheduled for November 26, 2008.

## 3.0 Question and Answer

- GENIVAR indicated that the time delay at each intersection is an overall time delay for all movements.
- GENIVAR identified that the traffic volume (AADT) was based on an average over the year.
- SHG member inquired about the Highway 404 expansion and has it been considered as an alternative for high speed traffic through the area.
  - *GENIVAR confirmed that the analysis result did not include the Highway 404 expansion.*
- GENIVAR indicated that if Highway 404 is expanded to 6 lanes by 2015, a maximum 30% traffic reduction may occur. However, the existing configuration on Leslie Street cannot accommodate the reduced traffic volumes.

- SHG member wish to confirm if an interchange is anticipated at the St. John's Sideroad/Highway 404 location, and how an interchange would impact traffics along Leslie Street.

GENIVAR
- The SHG members expressed concerns of the traffic speeds and speed limit along the Leslie Street.
- SHG members suggested that traffic calming measures such as slight curvature designs, and lowering speed limits from 80 km/h to 60 km/h be considered.

GENIVAR/  
YORK
- SHG members suggested that the selected design speed can also have impacts to the construction costs.
- SHG members wish to confirm what the level of service would be for roundabouts compared to traffic signals.

GENIVAR
- SHG member identified safety concerns at State Farm Way intersection where Leslie Street merges from two lanes into single lane on Leslie Street in the northbound direction.

GENIVAR
- SHG member indicated sight lines at the Veterans Way intersection is unobstructed. It is contrary to information presented by the Project Team.

GENIVAR
- SHG member indicated sight line deficiency and difficult to turn left onto Leslie Street South from Mulock Drive.

GENIVAR
- SHG member requested traffic volume and collision rate detail.

GENIVAR
- SHG members express concern for the lack of sidewalk between Stonehaven Avenue and Ivsbridge Boulevard.
- SHG members express interest for sidewalk installation as part of the overall improvements.
- *York Region to coordinate this request with Towns of Aurora and Newmarket.*

YORK

- SHG member identified that high traffic volume is a concern since there are many parents driving children to school in the area.
- *York Region indicated that a representative from the YRDSB sits on the Technical Advisory Committee. This individual is responsible for transportation as it relates to the schools.*
- SHG member inquired about the possibility of designating Leslie Street as Truck Restriction-Route to reduce traffic levels.
  - *York Region indicated this would not be possible as Leslie Street is currently designated a Regional Road with a specific function and purpose.*
- SHG member identified concerns about truck traffic originating from the industrial facilities in the Bayview Avenue and Mulock Drive area and using Stonehaven Avenue to bypass Mulock Drive.
- The SHG members expressed noise concern from increased in traffic.
  - *York Region identified that the noise level measurement is based on the energy equivalent continuous sound level (the constant sound level over a period) along Leslie Street. For this study, the noise level is calculated based on a 16 hour period from 7 am to 11 pm.*
  - *York Region confirmed that noise mitigation measures will be incorporated in accordance with York Region's Traffic Noise Mitigation Policy, if warranted.*
- SHG member indicated that noise berms are ineffective due to roadway elevation difference.
- SHG member indicated that the 3 developments (Copperhills, Goldstein, and Cedar Manor) may be combined into one development.

GENIVAR/  
YORK

AECOM

- SHG member identified that the woodlots adjacent to their properties are currently not indicated on the Terrestrial map presented by the Project Team. AECOM
- SHG members identified that wildlife is present on their properties and it has not been identified in the wildlife surveys.
- *AECOM to coordinate further visits with SHG members to discuss wildlife and woodlots.* AECOM
- Two of the SHG members identified that they currently have sump pumps within their properties.
- SHG members expressed concerns over pollution levels from through traffic.
- SHG members concerned about the lack of discussion regarding Environmental Sustainability.
- *GENIVAR and York Region to review the requirements to undertake air quality assessment, if appropriate.* GENIVAR/  
YORK
- SHG member suggested that consideration be given to bury aerial utilities as part of the overall improvements on Leslie Street. GENIVAR/  
YORK
- SHG members requested that Town of Aurora and Town of Newmarket representatives be invited to participate at future SHG meetings to give the Towns' perspective on issues raised. YORK
- SHG member indicated the labels for Kingdale Road and Ivsbridge Boulevard were reversed in the study maps. GENIVAR



## Meeting #2

<b>Date/Time</b>	November 12, 2008 (2 pm to 4 pm)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Date of Meeting</b>	Nov. 12, 2008
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	TAC Meeting No. 2	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Road Study Manager
Nelson Costa	York Region	Road Safety
Shahid Matloob	York Region	Infrastructure Planning
Shane MacDonald	York Region	Project Manager
Dorothy Moszynski	Ministry of the Environment	EA Process
Mark Kryzanowski	Town of Newmarket	Traffic
Patrick Ngo	Town of Aurora	Engineering
Megan Johnson	York Region District School Board	Planning
Edward Chiu	GENIVAR	Road Project Manager
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
Alice Lung	GENIVAR	Roadway Design
<b>Other Distribution</b>		
Stephen Collins	York Region	Manager, Engineering
Nick Colarusso	York Region	Project Manager of St. John's SR
Catherine Cybulski	York Region	Forestry
Jackie Burkart	LSRCA	Fisheries
Rosa Ruffolo	York Region Transit	Transit
Stan Holden	GENIVAR	Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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**1. Purpose of the Meeting**

- 1.1**
- The purpose of the meeting was to present the evaluation of the Alternative Solutions, the recommended Alternative Solutions, and the updated traffic information.

**2. Review of Previous Meeting Minutes**

- 2.1**
- The previous meeting minutes were discussed during the meeting. The following revisions were noted:
    - Correct the spelling for Mark Kryzanowski;

- MOE clarified that the stormwater management TSS Level 1 treatment will not be achieved using drainage swales; and
- Town of Newmarket clarified that they had heard at a previous meeting with York Region Infrastructure Planning staff that York Region would not like to see Leslie Street as a 6-lane facility, and not that the Town has any preference or objection to 6-lane facility on Leslie Street.

### 3. Review of Action Item Status

- 3.1
- The action item list was reviewed and the status is attached with this meeting notes. The following revisions were noted:
    - Design speed on Leslie Street will be revised to 80 km/h.
    - The building for the Children's Aid Society development has recently been constructed and the Land Use plan will be updated accordingly.
    - An Interim Alternative Solution will not be provided; phasing of the recommended plan will be provided instead to stage the construction, if appropriate.
    - Council presentation to the Town of Newmarket will not be done in advance of Public Consultation Centre #1; Town of Newmarket to review the need for a presentation prior to PCC #2 and advise accordingly.
    - Land has been set aside for potential new schools on the east side of Leslie Street between Veteran Way and Poppy Lane within the new development. No specific need has been identified to date.

TOWN OF  
NEWMARKET

#### 4. Project Activities

- A presentation was provided summarizing the updated traffic information, the Problem and Opportunity Statement, the generated Alternative Solutions, the evaluation of the Alternative Solutions, and the recommended Alternative Solution.
- A copy of the presentation is attached with these meeting notes. In addition, the detailed evaluation table was also distributed for review during the meeting.
- The key points of the presentation are as follow:
  - York Region has designated the Aurora 2C Land as part of the urban area in their Official Plan;
  - Traffic analyses now include the assumption that the Aurora 2C Land, Highway 404 widening to 6-lanes and the St. John's Sideroad interchange at Highway 404 will be constructed by 2021;
  - Results of the updated traffic analyses indicate that most of the intersections will operate poorly by 2015, and all intersections will operate poorly by 2025. Similarly, by 2015, the existing single lane in each direction cannot accommodate the projected traffic on Leslie Street;
  - Of the six Alternative Solutions considered, only Improve Capacity on Leslie Street will address the identified problems and opportunities;
  - Improve Transportation Systems Management, Transit/Travel Demand Management, and Increase Transit Services, can partially address the identified problems and opportunities, but will not address the problems and opportunities as standalone strategies; and
  - The recommended Alternative Solution is to Improve Capacity on Leslie Street, in combination with Improve Transportation Systems Management, Transit/Travel Demand Management, and Increase Transit Services.

- The following comments were received on the presentation:
  - York Region confirmed that the increase of transit service on Leslie Street has been included in the modeling.
  - It was identified that the Aurora 2C Land may be developed between 2011 and 2021.
  - Town of Aurora to confirm if the assumption that the Aurora 2C Land will be developed by 2021 is appropriate. TOWN OF AURORA
  - York Region Infrastructure Planning to confirm with MTO if the assumptions of widening of Highway 404 to 6 lanes and the construction of St. John's Sideroad interchange by 2021 are appropriate. YR INFRA. PLANNING

## 5. Others

- MOE suggested that the negative effects on air quality for the recommended Alternative Solution (Increase Capacity on Leslie Street) should be identified in the detailed evaluation table. GENIVAR
- York Region confirmed that the Region has a Clean Air Quality policy which was utilized when determining the appropriate road improvement strategy as part of the Transportation Master Plan.

<b>Date/Time</b>	November 11, 2008 (7 pm to 9 pm)	<b>File No.</b>	08-700
<b>Location</b>	Newmarket High School	<b>Meeting Date</b>	Nov. 11, 2008
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	SHG Meeting No. 2 Presentation	<b>Revised by</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Road Project Coordinator
Stephen Collins	York Region	Manager, Engineering
Edward Chiu	GENIVAR	Road Project Manager
David Wilson	GENIVAR	Road Project Director
Alice Lung	GENIVAR	Roadway Design
Karl van Kessel	AECOM (Gartner Lee)	EA Planning

<b>Presented Items</b>	<b>Action</b>	<b>Date completed</b>
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**1. Purpose of the Meeting**

- 1.1
- The purpose of the meeting was to present the evaluation of the Alternative Solutions, the recommended Alternative Solutions, and the updated traffic information.

**2. Review of Previous Meeting Minutes**

- 2.1
- The previous meeting minutes were discussed during the meeting. The following revisions were noted:
    - SHG member clarified that the comment regarding the installation of a roundabout is to determine the level of service of a roundabout in comparison to traffic signals, rather than as a traffic calming measure;
    - SHG members wish to include a comment that the selected design speed can also have an impact on the construction cost;
    - SHG members clarified that the concern regarding the lack of a sidewalk is for the section between Stonehaven Avenue and Ivsbridge Boulevard; and

Presented Items	Action	Date completed
<ul style="list-style-type: none"> <li>• SHG member clarified that the high traffic volume concern on Leslie Street is related to the safety issues of parents driving children to school in the area.</li> </ul>		
<ul style="list-style-type: none"> <li>• SHG requested that the updated meeting notes be provided via e-mail. Similarly, it was suggested that digital copies of future correspondence be provided the same way via e-mail.</li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>• SHG suggested that the meeting notes be posted on the project website.</li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>• SHG suggested that a chat forum be included on the website to allow all participants to view and add comments. York Region indicated that a chat forum will not be included as part of this study but may be considered on future projects if appropriate.</li> </ul>		
<b>3. Review of Action Item Status</b>		
<b>3.1</b>		
<ul style="list-style-type: none"> <li>• The action item list was presented and discussed during the meeting. A copy of the presentation is included with the meeting notes.</li> </ul>		
<ul style="list-style-type: none"> <li>• The key discussions were as follow:</li> </ul>		
<u>Design Speed</u>		
<ul style="list-style-type: none"> <li>• York Region indicated that the design speed will be revised to 80 km/h along Leslie Street within the study area.</li> </ul>		
<ul style="list-style-type: none"> <li>• The posted speed will be confirmed and adjusted during construction as appropriate.</li> </ul>		
<ul style="list-style-type: none"> <li>• York Region indicated that a design speed greater than 60 km/h is selected to reflect the roadside environment and vehicular speeds along Leslie Street.</li> </ul>		

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Presented Items	Action	Date completed
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- It was noted that the reduction of the design speed to 80 km/h would reduce the geometric standards on Leslie Street for design elements such as sight lines and turning lane taper lengths, in comparison with the 100 km/h design speed previously indicated.
- It was noted that the capacity of the roadway will not be impacted by reducing the design speed.
- York Region indicated that a Council Report on a revised Speed Limit Policy has gone to Committee and was deferred until sometime in 2009. This revised policy would change method in which York Region establishes speed limits on Regional Roads. If this policy were adopted, the posted speed along the Leslie Street corridor would change to 60 km/h.
- York Region confirmed that there will be an opportunity to review the posted speed again after the construction.

#### Noise

- York Region explained the process of noise assessment as well as a brochure was provided related to the noise policy.
- In general, noise mitigation for Leslie Street will be investigated when noise levels are in excess of 60 dBA, either now, or at the mature state of development (full build-out of the community and full traffic volumes as identified in the Region's Official Plan). Noise barriers will be provided if the reduction in noise achieved by the installation of a noise barrier is a minimum of 6 dBA.
- Noise barriers will be located at the edge of the Regional right-of-way, where warranted, and would be owned and maintained by the Region.

Presented Items	Action	Date completed
<ul style="list-style-type: none"> <li>York Region confirmed that lowering the profile of the roadway in order to make noise barriers more effective will be investigated during the Alternative Designs phase.</li> </ul>		
<ul style="list-style-type: none"> <li>SHG requested that the web links to York Region's noise policy and guidelines be included in the project website.</li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>A SHG member indicated that an independent study was completed by a noise consultant on their property, and the result indicated that the noise level is higher than the 55 to 60 dBA range that was presented. A copy of the study was provided to York Region for review and comment.</li> </ul>	YORK REGION/ GENIVAR	
<ul style="list-style-type: none"> <li>It was confirmed that the noise analysis was modeled based on a 16 hour period from 7 am to 11 pm during a weekday to determine the average noise levels within the study area.</li> </ul>		
<ul style="list-style-type: none"> <li>York Region confirmed that the noise studies comply with MOE guidelines and processes.</li> </ul>		
<ul style="list-style-type: none"> <li>York Region confirmed that the noise levels are modeled and that field measurements are only taken where the environment is difficult to model.</li> </ul>		

#### Pedestrian

- The Region confirmed that the platform to accommodate installation of sidewalks will be included as part of the design
- The need of sidewalks will be reviewed by the Towns of Aurora and Newmarket.
- SHG suggested that a multi-use asphalt path, instead of concrete, be provided to allow other users (such as joggers) to utilize the path.

Presented Items	Action	Date completed
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- Town of Newmarket confirmed that there are other locations within the Town where a multi-use asphalt path has been used instead of concrete sidewalk to accommodate other users. The use of a multi-use asphalt path will be considered as part of this study.

Others

- |   |                              |
|---|------------------------------|
| <ul style="list-style-type: none"> <li>• Town of Newmarket confirmed that the installation of signs such as “Local Traffic Only” or “No Through Traffic” on Stonehaven Avenue will be investigated.</li> <li>• York Region indicated that the primary evaluation criteria when looking at burying utilities will likely be cost.</li> <li>• York Region indicated that York Region Transit has a plan to provide bus service on Leslie Street from Mount Albert to Wellington Street in 2009.</li> <li>• The following comments will be reviewed and addressed during the Alternative Designs phase: <ul style="list-style-type: none"> <li>• Noise mitigation</li> <li>• Sidewalks</li> <li>• Lane merge at State Farm Way</li> <li>• Burying utilities</li> </ul> </li> </ul> | <p>TOWN OF<br/>NEWMARKET</p> |
|---|------------------------------|

**4. Review of Updated Traffic Information**

- 4.1**
- The updated traffic information was presented during the meeting. The key points of the presentation are as follow:
    - York Region has designated the Aurora 2C Land as part of the urban area in their Official Plan;
    - Traffic analyses now include the assumption that the Aurora 2C Land and the St. John’s Sideroad interchange at Highway 404 will be constructed by 2021;

Presented Items	Action	Date completed
<ul style="list-style-type: none"> <li>Results of the updated traffic analyses indicate that most of the intersections will operate poorly by 2015, and all intersections will operate poorly by 2025. Similarly, by 2015, the existing single lane in each direction cannot accommodate the projected traffic on Leslie Street;</li> </ul>		
<ul style="list-style-type: none"> <li>SHG wish to confirm if the St. John's Sideroad interchange is a partial or full interchange.</li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>SHG requested the definition of a truck.</li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>SHG asked why the link volume indicated that the northern portion of the study area is operating more poorly than other locations. GENIVAR indicated that the higher volumes in this area may be due to local residents exiting/entering the Stonehaven Avenue and Kingdale Road communities.</li> </ul>		
<ul style="list-style-type: none"> <li>SHG wished to restrict 18 wheel trucks on Leslie Street. York Region indicated that one of the functions for an arterial roadway such as Leslie Street is to accommodate all types of vehicles, including trucks, between communities. Therefore, truck restriction cannot be accommodated.</li> </ul>		
<ul style="list-style-type: none"> <li>SHG suggested that signage be provided on Leslie Street to encouraging trucks to use alternate routes.</li> </ul>	YORK REGION	
<ul style="list-style-type: none"> <li>SHG asked what would happen if no improvements to Leslie Street are provided. York Region indicated that if no improvements are provided on Leslie Street, traffic may be redistributed from Leslie Street onto local streets such as Stonehaven Avenue to bypass the congestion.</li> </ul>		

## 5. The Problem and Opportunities Statement

- The Problem Statement is as follows:
  - The current configuration of Leslie Street will not accommodate the anticipated traffic increases within the 20 year planning horizon

Presented Items	Action	Date completed
<ul style="list-style-type: none"><li>• The Opportunity Statement was revised since the last meeting to incorporate transit and streetscaping initiatives. The updated Opportunity Statement is as follows:<ul style="list-style-type: none"><li>• The opportunity exists to incorporate bicycle initiatives into the project by incorporating the Pedestrian and Cycling Master Plan Initiatives</li><li>• The opportunity exists to update the roadway geometrics, improve transit facilities, and incorporate streetscaping to current York Region policies</li></ul></li><li>• York Region confirmed that these initiatives have been incorporated for consistency with policy mandates.</li><li>• York Region confirmed that additional treatments beyond what is identified in the Region's policies may be implemented, if deemed appropriate.</li><li>• SHG was concerned that the proposed trees may interfere with the overhead utilities. It was confirmed that tree locations and sizes to avoid conflicts with utilities will be reviewed during the Alternative Designs phase.</li></ul>		
<b>6. Evaluation of Alternative Solutions</b>		
<ul style="list-style-type: none"><li>• A copy of the detailed evaluation table was provided to the SHG for review and comment.</li><li>• The Alternative Solutions evaluated include:<ul style="list-style-type: none"><li>• Do Nothing (base case)</li><li>• Improve Transportation Systems Management (TSM)</li><li>• Improve Transit/Travel Demand Management (TDM)</li><li>• Increase Public Transit Service</li><li>• Increase Capacity on Leslie Street</li><li>• Increase Capacity to Parallel Roadways</li></ul></li></ul>		

Presented Items	Action	Date completed
<ul style="list-style-type: none"> <li>• In summary, the Do Nothing alternative will not address the problem or the opportunity, Improve TSM, TDM, and Increase Public Transit Service alternatives will partially address the problem and opportunity, but as standalone alternatives cannot address the problem and opportunity, and Increase Capacity to Parallel Roadways will partially address the problem but cannot support the opportunity initiatives. Only Increase Capacity on Leslie Street can fully address the problem and opportunity as a standalone solution.</li> <li>• The recommended Alternative Solution is:               <ul style="list-style-type: none"> <li>• Increase Capacity on Leslie Street in combination with:                   <ul style="list-style-type: none"> <li>• Improvements to Transportation Systems Management (TSM)</li> <li>• Improvements to Transit/Travel Demand Management (TDM)</li> <li>• Increase Public Transit Service</li> </ul> </li> </ul> </li> </ul>	GENIVAR	
<ul style="list-style-type: none"> <li>• A copy of the detailed evaluation table will be e-mailed to all SHG members.</li> </ul>		
<ul style="list-style-type: none"> <li>• It was confirmed that the detailed evaluation table for Alternative Solutions is undertaken based on a qualitative assessment only, as detailed information for other corridors is not available.</li> </ul>		
<ul style="list-style-type: none"> <li>• A quantitative assessment will be provided during the Alternative Designs phase when evaluating the design concepts. In addition, the Evaluation Criteria will also be provided for review and comment prior to evaluating the design concepts.</li> </ul>		
<ul style="list-style-type: none"> <li>• If possible, York Region requested that comments from the SHG on the evaluation table be received by November 21, 2008.</li> </ul>		

Presented Items	Action	Date completed
<ul style="list-style-type: none"> <li>York Region confirmed that the Public Consultation Centre (PCC) will not be postponed to allow additional time for comments. However, comments can be provided after the PCC and will be reviewed and the information will be updated, if deemed appropriate.</li> </ul>		
<b>7. Others</b>		
<ul style="list-style-type: none"> <li>SHG member requested the e-mail information of all SHG participants. York Region cannot provide this information without receiving consent from the SHG participants due to privacy issue.</li> </ul>		
<p><b><i>Subsequent to the meeting, an e-mail was sent out to all SHG participants for their consent to provide their e-mail information. An e-mail with this information (only those who provided consent) was forwarded to the SHG participants who provided consent.</i></b></p>		
<ul style="list-style-type: none"> <li>York Region confirmed that no specific person will be identified during the PCC who participated in the SHG. The purpose of the SHG is to provide input to the Study Team only. The SHG will be mentioned at the PCC, but only as far as saying that a SHG has been formed to provide input to the study.</li> </ul>		
<ul style="list-style-type: none"> <li>York Region confirmed that a PCC notification letter will be mailed out to residents fronting onto Leslie Street, as well as others that have expressed an interest on this study. Agencies and other stakeholders will also be notified of the PCC.</li> </ul>		
<ul style="list-style-type: none"> <li>York Region confirmed that a summary of the comments received from the PCC will be posted on the website in the form of a Facilitator's Summary.</li> </ul>		
<ul style="list-style-type: none"> <li>York Region confirmed that the SHG and Technical Advisory Group (TAC) will remain as two separate meetings, as the TAC is focused more on technical issues.</li> </ul>		



## Meeting #3

<b>Date/Time</b>	February 18, 09 (2:30 pm to 4:30 pm)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Date of Meeting</b>	Feb. 18, 2009
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	TAC Meeting No. 3	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Roads Design Technologist
Nelson Costa	York Region	Road Safety
Robert Partridge	York Region	Development Approvals
Catherine Cybulski	York Region	Forestry
Mark Kryzanowski	Town of Newmarket	Traffic
Patrick Ngo	Town of Aurora	Engineering
Megan Johnson	York Region District School Board	Planning
Edward Chiu	GENIVAR	Road Project Manager
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
Alice Lung	GENIVAR	Roadway Design
<b>Other Distribution</b>		
Stephen Collins	York Region	Manager, Engineering
Nick Colarusso	York Region	Project Manager of St. John's SR
Shahid Matloob	York Region	Infrastructure Planning
Shane MacDonald	York Region	Project Coordinator
Dorothy Moszynski	Ministry of the Environment	EA Process
Jackie Burkart	LSRCA	Fisheries
Rosa Ruffolo	York Region Transit	Transit
Stan Holden	GENIVAR	Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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### 3.0 Purpose of the Meeting

- The purpose of the meeting was to review the preliminary design alternatives that will be evaluated in the next phase.

### 3.1 Review of Action Item Status

- The action item list was reviewed and the status is attached with this meeting notes. The following items are outstanding:

- Town of Aurora to confirm the date of the development of Aurora 2C Land.

TOWN OF  
AUROROA

- York Region Infrastructure Planning to confirm with MTO the assumptions of widening Highway 404 to 6 lanes and the construction of St. John's Sideroad interchange by 2021.

YORK  
REGION

### 3.2 Project Activities

#### Design Alternatives Considered

- The following alternatives were presented during the meeting:

#### Wellington Street Intersection (including segment up to State Farm Way) Alternatives

- Three intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.
  - Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
  - Alternative 2 provides on-street bike lane on Leslie Street with widening to the west (maintaining existing hydro poles on the east).
  - Alternative 3 provides on-street bike lane on Leslie Street with widening to the east (impacting existing hydro poles on the east) to provide a recovery lane in the southbound lane south of the intersection.
- The following comments were received during the meeting:
  - Provide the standard lane merging configuration for the southbound lane south of Wellington Street.
  - Investigate the extension of the south limit beyond the future development entrances to minimize deflection to Leslie Street.

GENIVAR

GENIVAR

- Extend raised islands on north and east approaches to the same limits as currently provided. GENIVAR
- A transformer station was recently installed on the east side of Leslie Street. Significant impacts to the hydro poles would result if Leslie Street is widened to the east.
- Town of Aurora to provide Town's recommendation for On-Street/Off-Street Bike Lane. TOWN OF AURORA
- Town of Aurora to provide right-of-way preference. TOWN OF AURORA
- Town of Aurora to provide street lighting preference. TOWN OF AURORA

#### **State Farm Way to Broughton Lane Alternatives**

- Six roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening west and east of existing roadway.
  - Alternative 3 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the east only.
  - Alternative 4 provides urban section with on-street bike lane on Leslie Street and widening to the west only.
  - Alternative 5 provides urban section with on-street bike lane on Leslie Street and widening west and east of existing roadway.
  - Alternative 6 provides urban section with on-street bike lane on Leslie Street and widening to the east only.

- Rural treatment will be considered as an interim treatment once the recommended treatment in this segment has been identified.
- The following comments were received during the meeting:
  - Two future intersections may be proposed between State Farm Way and St. John's Sideroad.
- GENIVAR confirmed that any requirements for future intersections in this segment will be identified and constructed by the developer.

#### **St. John's Sideroad Intersection Alternatives**

- The St. John's Sideroad intersection alternative was presented:
  - The roadway will be designed to a design speed of 80 km/h with flattened grade on the east and west side of St. John's Sideroad.
  - Left and right turn lanes will be provided on all approaches, with on-street bike lane and two through lanes in the eastbound and westbound direction across the intersection.
- The following comment was received during the meeting:
  - Property requirement for the creek realignment should be identified.

YORK  
REGION

#### **Broughton Lane to Kingdale Road Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with on-street bike lane on Leslie Street.

- Alternative 3 provides urban section with on-street bike lane on Leslie Street, with alignment shifted to the east to avoid impacts to existing trees.
- The following comments were received during the meeting:
  - Town of Newmarket prefers on-street bike lanes with sidewalk for this area.
  - Town of Newmarket wished to ensure that traffic signals at the Broughton Lane and Poppy Lane intersections will be accommodated. GENIVAR confirmed that the intersections have been designed to accommodate future traffic signals. Depending on the timing of the traffic signal requirements, the underground works may be included as part of the recommendations.

**Mulock Drive Intersection (including segment to Kingdale Road) Alternatives**

- Two intersection alternatives were presented:
  - Both alternatives provide double left turn lanes in the eastbound, northbound, and southbound directions.
  - Both alternatives assume that the entrance immediately west of intersection will be maintained. Due to the proximity of the entrance to the intersection, left turning vehicles into the private entrance have to utilize part of the double left turn lanes for the Mulock Drive intersection to access the entrance.
  - Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
  - Alternative 2 provides on-street bike lane on Leslie Street.
- The following comments were received during the meeting:
  - Confirm eastbound double left turn lanes are required at the Mulock Drive intersection.

GENIVAR

**Bogart Drive Relocation**

- A possible entrance relocation to Bogart Drive (entrance immediately west of the Leslie Street/Mulock Drive intersection) was presented. The entrance is relocated approximately 30 m west of the current location.
- The following comment was received during the meeting:
  - Review sight distance of the relocated entrance as York Region previously rejected development permit to provide an entrance in this area on the south side of Leslie Street.
- It was agreed that the Bogart Drive relocation option will not be presented to the Stakeholders Group.

GENIVAR

**Roundabout Alternatives**

- GENIVAR presented possible locations for roundabouts along Leslie Street.
- For Wellington Street, a roundabout is not recommended due to unbalanced approaching traffic, and entrances in close proximity to the intersection.
- For State Farm Way, Broughton Lane, Poppy Lane and Kingdale Road/Ivsbridge Boulevard, roundabouts are not recommended due to significant property requirements and unbalanced traffic volumes.
- For St. John's Sideroad, a roundabout is not recommended due to unbalanced approaching traffic and relatively steep grades on the east and west approaches.
- For Veterans Way/Stonehaven Ave., a roundabout is not recommended due to unbalanced approaching traffic.
- Mulock Drive appears to be potential location for a roundabout (balanced traffic volumes, high turning movements, good visibility, and within existing ROW). Further investigation will be undertaken to confirm if this location is appropriate for a roundabout.

GENIVAR

- The following comments were received during the meeting:
  - GENIVAR to forward a copy of the traffic volume at the intersection and the roundabout presentation to the Town of Newmarket. GENIVAR
  - The Town of Aurora indicated that for snow removals on a roundabout, their experience is to plow in the opposite direction to traffic flows.

### 3.3 Preliminary Evaluation Criteria

- The preliminary evaluation criteria were distributed during the meeting for review.
- Comments on the preliminary evaluation criteria to be provided within the next two weeks so that the Study Team may finalize the evaluation criteria and commence the assessments. TAC

<b>Date/Time</b>	February 20, 09 (9:30 am to 11:30 am)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Date of Meeting</b>	Feb. 20, 2009
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	TAC Meeting No. 3A	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger Jackie Burkart	York Region LSRCA	Roads Design Technologist Natural Hazard and Natural Heritage
Edward Chiu Karl van Kessel Alice Lung	GENIVAR AECOM (Gartner Lee) GENIVAR	Road Project Manager EA Planning Roadway Design
<b>Other Distribution</b>		
Nick Colarusso Shane MacDonald Stan Holden	York Region York Region GENIVAR	Project Manager of St. John's SR Project Coordinator Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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**3.0a Purpose of the Meeting**

- The purpose of the meeting was to review the preliminary design alternatives that will be evaluated in the next phase.

**3.1a Project Activities**

**3.2a Design Alternatives Considered**

- The following alternatives were presented during the meeting:

**Wellington Street Intersection (including segment up to State Farm Way) Alternatives**

- Three intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.

- Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
- Alternative 2 provides on-street bike lane on Leslie Street with widening to the west (maintaining existing hydro poles on the east).
- Alternative 3 provides on-street bike lane on Leslie Street with widening to the east (impacting existing hydro poles on the east) to provide a recovery lane in the southbound lane south of the intersection.
- The following comments were received during the meeting:
  - Confirm fisheries habitat and impacts for the culvert south of State Farm Way.
  - LSRCA indicated that there is a culvert crossing south of the Police Investigation Building site. Additional investigation will be required if the improvements are extended to this location.

AECOM

#### **State Farm Way to Broughton Lane Alternatives**

- Six roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening west and east of existing roadway.
  - Alternative 3 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the east only.
  - Alternative 4 provides urban section with on-street bike lane on Leslie Street and widening to the west only.
  - Alternative 5 provides urban section with on-street bike lane on Leslie Street and widening west and east of existing roadway.

- Alternative 6 provides urban section with on-street bike lane on Leslie Street and widening to the east only.
- Rural treatment will be considered as an interim treatment once the recommended treatment in this segment has been identified.
- No comments were received for this segment.

### **St. John's Sideroad Intersection Alternatives**

- The St. John's Sideroad intersection alternative was presented:
  - The roadway will be designed to a design speed of 80 km/h with flattened grade on the east and west side of St. John's Sideroad.
  - Left and right turn lanes will be provided on all approaches, with on-street bike lane and two through lanes in the eastbound and westbound directions across the intersection.
- The following comments were received during the meeting:
  - Ensure floodplain elevation will be maintained at the culvert south of the St. John's Sideroad intersection as a result of the recommended improvements. GENIVAR
  - LSRCA to confirm if the culvert north of St. John's Sideroad is part of natural heritage feature. LSRCA
  - LSRCA indicated that if wildlife passage is required for the culvert north of St. John's Sideroad, a single culvert should be used if there are floodplain concerns, otherwise multiple culverts (low flow and high flow) should be considered.
  - Open footing culvert is preferred if the existing culvert north of St. John's Sideroad is to be replaced.
  - For natural heritage features, the tree replacement ratio is 2 to 1, and 3 to 1 if within a wetland.

GENIVAR

- LSRCA preferred minimizing impacts to the existing woodlands. A tree management strategy, including edge management and tree preservation management plans, will be required in this area.

### **Broughton Lane to Kingdale Road Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with on-street bike lane on Leslie Street.
  - Alternative 3 provides urban section with on-street bike lane on Leslie Street, with alignment shifted to the east to avoid impacts to existing trees.
- No comments were received for this segment.

### **Mulock Drive Intersection (including segment to Kingdale Road) Alternatives**

- Two intersection alternatives were presented:
  - Both alternatives provide double left turn lanes in the eastbound, northbound, and southbound directions.
  - Both alternatives assume that the entrance immediately west of intersection will be maintained. Due to the proximity of the entrance to the intersection, left turning vehicles into the private entrance have to utilize part of the double left turn lanes for the Mulock Drive intersection to access the entrance.
  - Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
  - Alternative 2 provides on-street bike lane on Leslie Street.
- The following comment was received during the meeting:

- LSRCA indicate floodplains are located in the southeast and northeast quadrants and the existing elevations need to be maintained.

GENIVAR

### **Roundabout Alternatives**

- GENIVAR presented possible locations for roundabouts along Leslie Street.
- For Wellington Street, a roundabout is not recommended due to unbalanced approaching traffic, and entrances in close proximity to the intersection.
- For State Farm Way, Broughton Lane, Poppy Lane and Kingdale Road/Ivsbridge Boulevard, roundabouts are not recommended due to significant property requirements and unbalanced traffic volumes.
- For St. John's Sideroad, a roundabout is not recommended due to unbalanced approaching traffic and relatively steep grades on the east and west approaches.
- For Veterans Way/Stonehaven Ave., a roundabout is not recommended due to unbalanced approaching traffic.
- Mulock Drive appears to be a potential location for a roundabout (balanced traffic volumes, high turning movements, good visibility, and within existing ROW). Further investigation will be undertaken to confirm if this location is appropriate for a roundabout.

GENIVAR

### **3.3a Preliminary Evaluation Criteria**

- The preliminary evaluation criteria were distributed during the meeting for review.
- Comments on the preliminary evaluation criteria to be provided within the next two weeks so that the Study Team may finalize the evaluation criteria and commence the assessments.

LSRCA

### **3.4a OTHERS**

- LSRCA indicated that watercourse crossings A1, A2, B, C and D are cold water crossings.

- GENIVAR indicated that stormceptors may be used as stormwater treatment for the storm sewer systems prior to outletting into existing watercourses.

<b>Date/Time</b>	February 18, 09 (2:30 pm to 4:30 pm)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Date of Meeting</b>	Feb. 18, 2009
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	A. Lung
<b>Purpose</b>	SHG Meeting No. 3	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Roads, Design Technologist
Shane MacDonald	York Region	Project Coordinator, Environmental Services
Edward Chiu	GENIVAR	Road Project Manager
David Wilson	NCE	Facilitator
Alice Lung	GENIVAR	Roadway Design
Karl van Kessel	AECOM (Gartner Lee)	EA Planning

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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### **3.0 Purpose of the Meeting**

- The purpose of the meeting was to review the preliminary design alternatives that will be evaluated in the next phase.

### **3.1 Review of Action Item Status**

- The action item list was not reviewed during the meeting. The updated status list is attached with these meeting notes for information.

### **3.2 Review of Public Consultation Centre (PCC) Comments**

- The comments from the public consultation centre were briefly discussed.
- A copy of the PCC summary report (excluding personal information) will be posted on the project website for information.

### **3.3 Project Activities**

#### **Design Alternatives Considered**

- The following alternatives were presented during the meeting:

**Wellington Street Intersection (including segment up to State Farm Way) Alternatives**

- Three intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.
  - Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
  - Alternative 2 provides on-street bike lane on Leslie Street with widening to the west (maintaining existing hydro poles on the east).
  - Alternative 3 provides on-street bike lane on Leslie Street with widening to the east (impacting existing hydro poles on the east) to provide a recovery lane in the southbound lane south of the intersection.
- The following comments were received during the meeting:
  - Some SHG members expressed a preference for options with the multi-use trail. It was also suggested that the multi-use trail be provided on the west side of Leslie Street.
  - A sidewalk connecting the Aurora Recreation Complexes to the shopping center should be considered.
  - Some SHG members expressed a preference for Alternative 3 (with recovery lane south of Wellington Street).
  - There will be a new Police Investigation Building on the east side of Leslie Street, south of Wellington Street.

**St. John's Sideroad Intersection Alternatives**

- The St. John's Sideroad intersection alternative was presented:

- The roadway will be designed to a design speed of 80 km/h with flattened grade on the east and west side of St. John's Sideroad.
- Left and right turn lanes will be provided on all approaches, with on-street bike lane and two through lanes in the eastbound and westbound direction across the intersection.
- The following comments were received during the meeting:
  - There is a limited sight line on the east leg of St. John's Sideroad.
  - Trees in the northwest quadrant should be protected.
  - There are already high left turn traffic volumes at the St. John's Sideroad at present.
  - Construct a bridge between the two high points on St. John's Sideroad to eliminate the "dip" in the road west of the intersection. This would also eliminate the flooding onto the roadway and protect the waterway.
  - The multi use trail should continue along Leslie Street.
  - There are pedestrians currently walking in the Leslie Street and St. John's Sideroad area. A sidewalk should be provided.

**Mulock Drive Intersection (including segment to Kingdale Road) Alternatives**

- Two intersection alternatives were presented:
  - Both alternatives provide double left turn lanes in the eastbound, northbound, and southbound directions.

- Both alternatives assumed that the entrance immediately west of intersection will be maintained. Due to the proximity of the entrance to the intersection, left turning vehicles into the private entrance have to utilize part of the double left turn lanes for the Mulock Drive intersection to access the entrance.
- Alternative 1 provides off-street bike lane (multi-use trail) on Leslie Street.
- Alternative 2 provides on-street bike lane on Leslie Street.
- The following comments were received during the meeting:
  - The intersection has excessive speeds and truck volumes.
  - Multi-use trail should be used within the subdivisions.
  - Bike lanes cater to the bike clubs not the residents who live in the area
  - Multi-use trail with sidewalk instead of on-street bike lane was preferred.
  - The multi-use trail should be signed to indicate the appropriate uses and direction of travel.
  - High traffic volumes would likely discourage cyclists using the on-street bike lanes.
  - It looks like there are grading impacts on the southwest corner and possible safety concerns with the steep grades at the southwest corner. Need to protect this area as there is a pond there.
  - The use of double left turns would be safer for traffic.
  - Safety concern for vehicles entering and exiting Bogart Drive was identified. It was suggested relocation of this access be considered.

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- The advanced green signal in the westbound direction was recently eliminated for the morning peak period.

### **State Farm Way to Broughton Lane Alternatives**

- Six roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening west and east of existing roadway.
  - Alternative 3 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the east only.
  - Alternative 4 provides urban section with on-street bike lane on Leslie Street and widening to the west only.
  - Alternative 5 provides urban section with on-street bike lane on Leslie Street and widening west and east of existing roadway.
  - Alternative 6 provides urban section with on-street bike lane on Leslie Street and widening to the east only.
  - Rural treatment will be considered as an interim treatment once the recommended treatment in this segment has been identified. For the purposes of the study, first, the ultimate design will be determined and the impacts associated with it documented. The study team will then look at an interim design that can be accommodated within the context of the ultimate design to be more responsive to the environment expected at the time of construction.
- The following comments were received during the meeting:

- The use of multi-use trail on one side of the roadway with concrete sidewalk on the other side should be considered.
- Some SHG members expressed a preference for Multi-use trail on west side of Leslie Street. Other SHG member prefers a sidewalk and asphalt multi-use trail on the east side of Leslie Street.
- Some SHG members expressed a preference for widening to the east to preserve the existing trees on the west side of Leslie Street.
- Burying of utilities should be considered.

### **Broughton Lane to Kingdale Road Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 provides urban section with off-street bike lane (multi-use trail) on Leslie Street and widening to the west only.
  - Alternative 2 provides urban section with on-street bike lane on Leslie Street.
  - Alternative 3 provides urban section with on-street bike lane on Leslie Street, with alignment shifted to the east to avoid impacts to existing trees.
- The following comments were received during the meeting:
  - Concern with noise increase on Secretariate Drive.
  - Some SHG members expressed a preference for widening further to the east.
  - Some SHG members expressed a preference for a multi-use trail on west side of Leslie Street.
  - A continuous multi-use path along Leslie Street should be considered.
  - Suggest replanting of trees onto homeowner's property.

- [Subsequent to the meeting, a new alternative with multi-use trail on the west and no impact to trees will be considered based on comments received from SHG members.](#)

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### Roundabout Alternatives

- GENIVAR presented possible locations for roundabout along Leslie Street.
- For Wellington Street, a roundabout is not recommended due to unbalanced approaching traffic, and entrances in close proximity to the intersection.
- For State Farm Way, Broughton Lane, Poppy Lane and Kingdale Road/Ivsbridge Boulevard, roundabouts are not recommended due to significant property requirements and unbalanced traffic volumes.
- For St. John's Sideroad, a roundabout is not recommended due to unbalanced approaching traffic and relatively steep grades on the east and west approaches.
- For Veterans Way/Stonehaven Ave., a roundabout is not recommended due to unbalanced approaching traffic.
- Mulock Drive appears to be potential location for a roundabout (balanced traffic volumes, good visibility, and the preliminary footprint fits within the existing ROW). Further investigation will be undertaken to confirm if location is appropriate for roundabout.
- The following comment was received during the meeting:
  - Provide web link to Waterloo Region website to demonstrate how the driver should use a roundabout.
  - The web link is: [www.goroundabout.ca](http://www.goroundabout.ca)

### 3.4 Preliminary Evaluation Criteria

- The preliminary evaluation criteria were distributed during the meeting for review.

- Comments on the preliminary evaluation criteria to be provided within the next two weeks so that the Study Team may finalize the evaluation criteria and commence assessment of the various alternatives.

ALL SHG  
MEMBERS

### 3.5 Others

- SHG member suggested that typical sections be provided to assist with understanding the alternatives in the future.
- SHG member wished to confirm who will be making the final decision on the recommended design. The evaluation will dictate the final design. York Region will review the evaluation and comments on the evaluation as received from the SHG, TAC, and the public.
- York Region confirmed there are initiatives to support smart commute programs such as High Occupancy Lanes, Dedicated Car Pool Parking, etc.
- York Region confirmed that York Region Transit plans to extend service from Mount Albert southerly to Wellington Street on Leslie Street. There are currently no plans for service from Viva or Metrolinx on Leslie Street within our study area.
- York Region indicated that streetscaping treatment would likely involve tree planting within the right-of-way limits.
- GENIVAR to provide CD of the design alternatives to all SHG members.

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## Meeting #4

<b>Date/Time</b>	May 7, 2009 (2:30 pm to 4:00 pm)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)	<b>Written by</b>	E. Chiu
<b>Project Title</b>	Leslie Street EA Study	<b>Signature</b>	
<b>Purpose</b>	TAC Meeting No. 4		

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Roads Design Technologist
Mark Nykoluk	York Region	Roads Project Manager
Rob Bailey	York Region	Roads Design Technician II
Chris Scott	York Region	Roads Design Technologist of St. John's SR
Nelson Costa	York Region	Road Safety
Murray Pattenden	York Region	Patrol Supervisor
Yvonne Kaczor	York Region	Senior Active Transportation Specialist
Liszkiewicz		
Robert Partridge	York Region	Development Approvals
Cat Cybulski	York Region	Forestry
Mark Kryzanowski	Town of Newmarket	Traffic
Patrick Ngo	Town of Aurora	Engineering
Dorothy Moszynski	Ministry of the Environment	EA Process
Bill Kremidas	York Region Transit	Transit
Edward Chiu	GENIVAR	Road Project Manager
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
<b>Other Distribution</b>		
Stephen Collins	York Region	Manager, Engineering
Nick Colarusso	York Region	Project Manager of St. John's SR
Shahid Matloob	York Region	Infrastructure Planning
Shane MacDonald	York Region	Project Coordinator
Jackie Burkart	LSRCA	Natural Hazard and Natural Heritage
Sabbir Saiyed	York Region Transit	Transit
Megan Johnson	York Region District School Board	Planning
Stan Holden	GENIVAR	Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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#### **4.0 Purpose of the Meeting**

- The purpose of the meeting was to review the evaluation and recommendation of the alternative design concepts.

#### 4.1 Review of Action Item Status

- The action item list was reviewed and the status is attached with these meeting notes. The following items were confirmed:
  - Town of Aurora confirmed that the Aurora 2C Land will be developed by 2013.
  - Town of Aurora confirmed that standard street lights would be sufficient along Leslie Street.

#### 4.2 Project Activities

##### Evaluation and Recommendation of Alternative Design Concepts

- The following treatments are provided for all alternatives:
  - Only an on-street bike lane will be considered. This direction was taken as a result of York Region's confirmation that in order to satisfy the intent of the Pedestrian and Cycling Master Plan, an on-street bike lane is required along Leslie Street. As a result, alternatives without an on-street bike lane were eliminated from further evaluation.
  - A 5 m boulevard is provided to allow for installation of a multi-use trail and/or sidewalk on both sides of Leslie Street, where possible. A decision on the type of facilities to be provided will be made by the Towns of Aurora and Newmarket at a later date.
  - Only an urban cross section will be considered as the adjacent lands within the study area are designated for urban development.
  - Consideration of an interim rural section in Aurora will be included in the EA such that the Region can implement the best solution through this section based on the environment at the time of construction. The impacts of a rural section are less than that of an urban section.

- A copy of the evaluation tables was distributed during the meeting for review. The key differences between the alternatives were also presented during the meeting. A copy of the presentation is attached with these meeting notes.
- The following evaluations were presented during the meeting:

**Wellington Street Intersection (including segment up to State Farm Way) Alternatives**

- Two intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.
  - Alternative 1 widens Leslie Street to the west to provide a recovery lane in the southbound lane south of the intersection.
  - Alternative 2 widens Leslie Street to the west and east to minimize impacts to the west, and maintain the single southbound lane south of the intersection.
- The following comments were received during the meeting:
  - York Region requested that minimizing removal of existing curb should be investigated in this segment. Options to minimize the road construction through techniques may include reducing lane widths, shortening taper lengths etc.

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**State Farm Way to Broughton Lane Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 widens Leslie Street to the west.
  - Alternative 2 widens Leslie Street west and east of existing roadway.

- Alternative 3 widens Leslie Street to the east.
- Rural cross section will be considered as an interim treatment once the recommended alternative in this segment has been identified.
- The recommended alternative is Alternative 3.
- The following comments were received during the meeting:
  - GENIVAR confirmed that the culvert that will be replaced north of St. John's Sideroad will accommodate small wildlife crossing.

### **St. John's Sideroad Intersection Alternative**

- The St. John's Sideroad intersection alternative was presented:
  - The roadway will be designed to a design speed of 80 km/h with a flattened grade on the east and west sides of St. John's Sideroad.
  - Left and right turn lanes will be provided on all approaches, with an on-street bike lane and two through lanes in the eastbound and westbound directions across the intersection.
- Meetings are planned with affected property owners along St. John's Sideroad in the vicinity of the Leslie Street.
- Consultation with LSRCA will be undertaken to confirm culvert relocation and creek realignment west of Leslie Street.
- The following comments were received during the meeting:
  - Review the northbound right turn lane volume to ensure the right turn storage length is sufficient to accommodate the anticipated turning volumes.

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- York Region confirmed that a paved shoulder will be provided to accommodate bicycles when a rural cross section is provided, outside of the Leslie Street intersection.
- Consider urban cross section at the high cut/fill area in the vicinity of the intersection to minimize sideslope erosion.

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***Subsequent to the meeting, it was decided that an urban cross section will only be investigated at the high fill area west of the intersection.***

- York Region indicated that Powerstream is planning to relocate their pole line along St. John's Sideroad by the end of 2009.

#### **Broughton Lane to Kingdale Road Alternatives**

- Two roadway alternatives were presented:
  - Alternative 1 widens Leslie Street west and east of existing roadway.
  - Alternative 2 widens Leslie Street more to the east to avoid impacts to existing trees on the west side of Leslie Street adjacent of residential homes.
  - The recommended alternative is Alternative 1.

#### **Mulock Drive Intersection (including segment to Kingdale Road) Alternative**

- Two alternatives were discussed:
  - Alternative 1 provides a conventional intersection treatment such as double left turn lanes in the eastbound and southbound directions.
  - Alternative 2 provides a roundabout design.
  - Due to the complexity of the roundabout necessary to accommodate the anticipated traffic, it was not considered as a feasible option and was not evaluated. As a result, Alternative 1 is recommended.

- The following general comments were received during the meeting:
  - Locating a multi-use trail adjacent to the curb should be avoided, if possible.
  - York Region confirmed that the replacement of sidewalk as a result of the roadway improvements will be paid for by the Region.

#### 4.3 Other Design Considerations

- Based on the noise analysis undertaken for the recommended plan, noise fence will be required from north of Broughton Lane to Ivsbridge Boulevard on the west side of Leslie Street.
- It was recommended that aerial hydro be provided, instead of buried, due to the significant cost difference between aerial and buried hydro.
- Consideration should be given to including the social implication of tree loss in the evaluation.

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#### 4.4 Miscellaneous

- Steve Hollinger indicated that he will be transferred to York Region Rapid Transit Corporation in the near future to undertake other projects. Mark Nykoluk will be taking over this project.
- The second Public Consultation Centre has been scheduled for Thursday May 28, 2009 at the Newmarket High School in the cafeteria.

<b>Date/Time</b>	May 13, 2009 (10:00 am to 11:00 am)	<b>File No.</b>	08-700
<b>Location</b>	York Region Office (90 Bales)		
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	E. Chiu
<b>Purpose</b>	TAC Meeting No. 4A	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Roads Design Technologist
Mark Nykoluk	York Region	Roads Project Manager
Rob Bailey	York Region	Roads Design Technologist
Jackie Burkart	LSRCA	Natural Hazard and Natural Heritage
Edward Chiu	GENIVAR	Road Project Manager
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
<b>Other Distribution</b>		
Stephen Collins	York Region	Manager, Engineering
Nick Colarusso	York Region	Project Manager of St. John's SR
Chris Scott	York Region	Roads Design Technologist of St. John's SR
Shahid Matloob	York Region	Infrastructure Planning
Shane MacDonald	York Region	Project Coordinator
Sabbir Saiyed	York Region Transit	Transit
Mark Kryzanowski	Town of Newmarket	Traffic
Patrick Ngo	Town of Aurora	Engineering
Dorothy Moszynski	Ministry of the Environment	EA Process
Megan Johnson	York Region District School Board	Planning
Stan Holden	GENIVAR	Consultant Overall Project Manager
Gary Stevenson	GENIVAR	Watermain Project Manager

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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**4.0a Purpose of the Meeting**

- The purpose of the meeting was to review the evaluation and recommendation of the alternative design concepts.

**4.1a Project Activities**

**Evaluation and Recommendation of Alternative Design Concepts**

- The following treatments are provided for all alternatives:

- Only an on-street bike lane will be considered. This direction was taken as a result of York Region's confirmation that in order to satisfy the intent of the Pedestrian and Cycling Master Plan, an on-street bike lane is required along Leslie Street. As a result, alternatives without an on-street bike lane were eliminated from further evaluation.
- A 5 m boulevard is provided to allow for installation of a multi-use trail and/or sidewalk on both sides of Leslie Street, where possible. A decision on the type of facilities to be provided will be made by the Towns of Aurora and Newmarket at a later date.
- Only an urban cross section will be considered as the adjacent lands within the study area are designated for urban development.
- Consideration of an interim rural section in Aurora will be included in the EA such that the Region can implement the best solution through this section based on the environment at the time of construction. The impacts of a rural section are less than that of an urban section.
- A copy of the evaluation tables was distributed during the meeting for review. The key differences between the alternatives were also presented during the meeting.
- The following evaluations were presented during the meeting:

**Wellington Street Intersection (including segment up to State Farm Way) Alternatives**

- Two intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.

- Alternative 1 widens Leslie Street to the west to provide a recovery lane in the southbound lane south of the intersection.
- Alternative 2 widens Leslie Street to the west and east to minimize impacts to the west, and maintain the single southbound lane south of the intersection.

### **State Farm Way to Broughton Lane Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 widens Leslie Street to the west.
  - Alternative 2 widens Leslie Street west and east of existing roadway.
  - Alternative 3 widens Leslie Street to the east.
  - Rural cross section will be considered as an interim treatment once the recommended alternative in this segment has been identified.
  - The recommended alternative is Alternative 3.
- The following comments were received during the meeting:
  - LSRCA preferred that the culvert that will be replaced north of State Farm Way be an open footing culvert and accommodate wildlife passage. In addition, the flood plain in this area should be maintained. GENIVAR
  - GENIVAR to confirm the length of the existing and proposed culvert north of State Farm Way. GENIVAR
  - GENIVAR confirmed that the culvert that will be replaced north of St. John's Sideroad will accommodate small wildlife crossing.
  - GENIVAR confirmed that an approximately 0.4 m wide and 0.4 m high dry area will be provided for the proposed culvert north of St. John's Sideroad to accommodate wildlife crossing.

**St. John's Sideroad Intersection Alternative**

- The St. John's Sideroad intersection alternative was presented:
  - The roadway will be designed to a design speed of 80 km/h with a flattened grade on the east and west sides of St. John's Sideroad.
  - Left and right turn lanes will be provided on all approaches, with an on-street bike lane and two through lanes in the eastbound and westbound directions across the intersection.
- Meetings are planned with affected property owners along St. John's Sideroad in the vicinity of the Leslie Street.
- Consultation with LSRCA will be undertaken to confirm culvert relocation and creek realignment west of Leslie Street.

**Broughton Lane to Kingdale Road Alternatives**

- Two roadway alternatives were presented:
  - Alternative 1 widens Leslie Street west and east of existing roadway.
  - Alternative 2 widens Leslie Street more to the east to avoid impacts to existing trees on the west side of Leslie Street adjacent of residential homes.
  - The recommended alternative is Alternative 1.

**Mulock Drive Intersection (including segment to Kingdale Road) Alternative**

- Two alternatives were discussed:
  - Alternative 1 provides a conventional intersection treatment such as double left turn lanes in the eastbound and southbound directions.
  - Alternative 2 provides a roundabout design.

- Due to the complexity of the roundabout necessary to accommodate the anticipated traffic, it was not considered as a feasible option and was not evaluated. As a result, Alternative 1 is recommended.

#### **4.2a Other Design Considerations**

- Based on the noise analysis undertaken for the recommended plan, noise fence will be required from north of Broughton Lane to Ivsbridge Boulevard on the west side of Leslie Street.
- It was recommended that aerial hydro be provided, instead of buried, due to the significant cost difference between aerial and buried hydro.

#### **4.2a Miscellaneous**

- Steve Hollinger indicated that he will be transferred to York Region Rapid Transit Corporation in the near future to undertake other projects. Mark Nykoluk will be taking over this project.
- The second Public Consultation Centre has been scheduled for Thursday May 28, 2009 at the Newmarket High School in the cafeteria.

<b>Date/Time</b>	May 14, 2009 (7:00 pm to 9:00 pm)	<b>File No.</b>	08-700
<b>Location</b>	Newmarket High School Cafeteria (505 Pickering Crescent)		
<b>Project Title</b>	Leslie Street EA Study	<b>Written by</b>	E. Chiu
<b>Purpose</b>	SHG Meeting No. 4	<b>Signature</b>	

<b>Present</b>	<b>COMPANY NAME</b>	<b>Responsibilities</b>
Stephen Hollinger	York Region	Roads Design Technologist
Mark Nykoluk	York Region	Roads Project Manager
Rob Bailey	York Region	Roads Design Technologist
Edward Chiu	GENIVAR	Road Project Manager
Vivian Mak	GENIVAR	Road Designer
Karl van Kessel	AECOM (Gartner Lee)	EA Planning
David Wilson	NCE Value Engineering Inc.	Facilitator

	<b>Items</b>	<b>Action</b>	<b>Date completed</b>
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**4.0 Purpose of the Meeting**

- The purpose of the meeting was to review the evaluation and recommendation of the alternative design concepts.

**4.1 Review of Previous Meeting Notes**

- No comments were received on the previous meeting notes.

**4.2 Review of Action Item Status**

- The action item list was reviewed and the status is attached with these meeting notes.

**4.3 Project Activities**

**Evaluation and Recommendation of Alternative Design Concepts**

- The following treatments are provided for all alternatives:

- Only on-street bike lane was considered. This direction was taken as a result of York Region's confirmation that in order to satisfy the intent of the Pedestrian and Cycling Master Plan, an on-street bike lane is required along Leslie Street. As a result, alternatives without an on-street bike lane were eliminated from further evaluation.
- A 5 m boulevard is provided to allow for installation of a multi-use trail and/or sidewalk on both sides of Leslie Street, where possible. A decision on the type of facilities to be provided will be made by the Towns of Aurora and Newmarket at a later date.
- Only an urban cross section will be considered as the adjacent lands within the study area are designated for urban development.
- A copy of the evaluation tables was distributed during the meeting for review. The key differences between the alternatives were also presented during the meeting. A copy of the presentation is attached with these meeting notes.
- The following evaluations were presented during the meeting:

**Wellington Street Intersection (including segment up to State Farm Way) Alternatives**

- Two intersection alternatives were presented:
  - All alternatives provide double left turn lanes in the eastbound and southbound directions, maintain the entrance to the Aurora Recreation Complex west of the intersection, and assume that the multi-use trail will be provided on Wellington Street.
  - Alternative 1 widens Leslie Street to the west to provide a recovery lane in the southbound lane south of the intersection.
  - Alternative 2 widens Leslie Street to the west and east to minimize impacts to the west, and maintain the single southbound lane south of the intersection.

- The following comments were received during the meeting:
  - Review the title for the evaluation table and revise as appropriate. GENIVAR
  - York Region confirmed that both alternatives will still require some properties on the west side of Leslie Street. Alternative 2 would require less property on the west side than Alternative 1.
  - York Region confirmed that multi-use trail cannot be provided on the east side of Leslie Street in this segment without acquiring additional property, due to the hydro poles in the current boulevard.
  - SHG indicated that their preference would be to provide multi-use trail on the west side of Leslie Street.
  - SHG identified erosion and/or mud tracking concern in this segment of Leslie Street. York Region to identify concern with their Maintenance Section. YORK REGION
  - GENIVAR to review opportunity to provide multi-use trail on the east side to allow flexibility to provide either sidewalk or multi-use trail. GENIVAR

#### **State Farm Way to Broughton Lane Alternatives**

- Three roadway alternatives were presented:
  - Alternative 1 widens Leslie Street to the west.
  - Alternative 2 widens Leslie Street west and east of existing roadway.
  - Alternative 3 widens Leslie Street to the east.
  - Rural cross section will be considered as an interim treatment once the recommended alternative in this segment has been identified.
  - The recommended alternative is Alternative 3.

- The following comment was received during the meeting:
  - GENIVAR confirmed that additional property requirements, beyond the 18 m right-of-way width from the existing centerline, will be required as the proposed centerline will be shifted east of the existing centreline.

### **St. John's Sideroad Intersection Alternative**

- The St. John's Sideroad intersection alternative was presented:
  - The roadway will be designed to a design speed of 80 km/h with a flattened grade on the east and west sides of St. John's Sideroad.
  - Left and right turn lanes will be provided on all approaches, with an on-street bike lane and two through lanes in the eastbound and westbound directions across the intersection.
- The following comments were received during the meeting:
  - York Region confirmed that the approved Class Environmental Assessment Study on St. John's Sideroad has identified most of the suggested improvements. This study only updates the requirements at the Leslie Street intersection.
  - GENIVAR confirmed that a full interchange at the Highway 404/St. John's Sideroad location has been assumed by 2021.
  - GENIVAR confirmed that the Highway 404 widening to 3 lanes in each direction has been assumed by 2021.
  - David Wilson indicated that the widening of Highway 404 may be earlier than 2021 and will confirm this information.

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**Broughton Lane to Kingdale Road Alternatives**

- Two roadway alternatives were presented:
  - Alternative 1 widens Leslie Street west and east of existing roadway.
  - Alternative 2 widens Leslie Street more to the east to avoid impacts to existing trees on the west side of Leslie Street adjacent of residential homes.
  - The recommended alternative is Alternative 1.
- The following general comments were received during the meeting:

- The significant woodland impacted on the east side of Leslie Street opposite Broughton Lane may be removed as part of the development. GENIVAR to review and determine development impacts to the significant woodland and update evaluation if appropriate.

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- SHG members expressed concern with the potential tree removals on the west side of Leslie Street as these trees provide visual screening and may reduce property values if removed. York Region confirmed options to minimize tree removals on the west side will be investigated.

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- SHG members suggested that the social impacts associated with the tree removals, and safety to residents should be considered.

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REGION/  
GENIVAR

- SHG members suggested that impacts to features beyond the Region's right-of-way, such as trees within private backyards, should be considered.

YORK  
REGION/  
GENIVAR

- Other factors such as constructability and air quality should also be considered as part of the evaluation.

YORK  
REGION/  
GENIVAR

- SHG member suggested that the requirement for a southbound right turn lane should be reviewed at Broughton Lane given the limited opportunity to further develop this area.

YORK  
REGION/  
GENIVAR

- York Region confirmed storm sewer system will be installed as part of the improvements.
- York Region confirmed that the widening of Highway 404 was taken into account when developing the future traffic projection.
- York Region confirmed that traffic signal is not anticipated at Broughton Lane within the 20 year planning horizon.

#### **Mulock Drive Intersection (including segment to Kingdale Road) Alternative**

- Two alternatives were discussed:
  - Alternative 1 provides a conventional intersection treatment such as double left turn lanes in the eastbound and southbound directions.
  - Alternative 2 provides a roundabout design.
  - Due to the complexity of the roundabout necessary to accommodate the anticipated traffic, it was not considered as a feasible option and was not evaluated. As a result, Alternative 1 is recommended.

#### **4.5 Other Design Considerations**

- Based on the noise analysis undertaken for the recommended plan, noise fence will be required from north of Broughton Lane to Ivsbridge Boulevard on the west side of Leslie Street. However, in order to install the noise fence, existing trees on the west side of Leslie Street will likely need to be removed.
- Additional details regarding the design of the Noise Barrier were requested, specifically the depth the barrier that need to be buried. A link to the noise barrier Standard Operating Procedures are available on the project website at [www.lesliestreeta.ca](http://www.lesliestreeta.ca).
- It was recommended that aerial hydro be provided, instead of buried, due to the significant cost difference between aerial and buried hydro.

#### 4.6 Other Comments

- York Region to confirm the reason for eliminating the westbound left turn advance signal in the A.M. peak hour.

***Subsequent to the meeting, York Region confirmed that the traffic review conducted in March 25, 2009 indicated that almost all left turn vehicles can exit the intersection in one cycle length. There were about 2% of the left turn vehicles (1 to 2 vehicles) that did not clear on the first cycle. Typically, York Region will provide advance left turn signal when about 31% do not clear on the first cycle. As such, the advance left turn signal is not warranted at this time in the A.M. peak period. York Region will continue to monitor this intersection and the signal requirements will be adjusted when necessary.***

- York Region confirmed that the decision to provide either multi-use trail or sidewalk will be determined by Towns of Aurora and Newmarket.
- York Region confirmed that the design speed on Leslie Street is 80 km/h. The posted speed will likely be 10 to 20 km/h below the design speed. Currently, the operating speed is appropriate for the posted speed of 80 km/h. The decision to lower the posted will be monitored and lowered when appropriate.

#### 4.7 Miscellaneous

- Steve Hollinger indicated that he will be transferred to York Region Rapid Transit Corporation in the near future to undertake other projects. Mark Nykoluk will be taking over this project.
- GENIVAR to provide Mark Nykoluk's and Rob Bailey's contact information to all SHG members
- The second Public Consultation Centre has been scheduled for Thursday May 28, 2009 at the Newmarket High School in the cafeteria.

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- SHG members suggested that both Towns of Aurora and Newmarket should be invited to the next Public Consultation Centre.

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