



Leslie Street Road Improvements
Class Environmental Assessment Study

Public Consultation Centre Summary Report

TABLE OF CONTENTS

1.0 Introduction..... 1

2.0 Notification of the Public Consultation Centre..... 2

3.0 Project Team Members in Attendance..... 3

4.0 Information Presented..... 3

5.0 Attendance..... 5

6.0 Summary of Questions and Answers..... 5

7.0 Summary of Comments Received..... 6

8.0 Conclusion..... 6

LIST OF ATTACHMENTS

- ATTACHMENT 1: Notice of Public Consultation Centre
- ATTACHMENT 2: Letter sent to Stakeholders and First Nations
- ATTACHMENT 3: Contact database for letter sent to Stakeholders and First Nations
- ATTACHMENT 4: Information Package for Attendees
- ATTACHMENT 5: Public Consultation Centre Display Panels
- ATTACHMENT 6: Public Consultation Centre PowerPoint Presentation
- ATTACHMENT 7: Public Consultation Centre Sign-In Sheets
- ATTACHMENT 8: Meeting Notes
- ATTACHMENT 9: Evaluation Forms Received

1.0 INTRODUCTION

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

Current and future population growth in York Region has put increasing pressure on the current road networks and future approved growth indicates that there will be a continuing increase of traffic along Leslie Street.

The purpose of this project is to conduct a Class Environmental Assessment (Class EA) Study (Schedule 'C') to determine specific improvements to Leslie Street from Wellington Street to Mulock Drive for implementation in the Region's 10 Year Roads Construction Program.

1.1 Purpose of Public Consultation Centre #1

The purpose of the first Public Consultation Centre (PCC #1) is to provide review agencies, special interest groups, and the public with the opportunity to review information on the problem/opportunity statement, project objectives, the Class EA processes being followed, the development and evaluation of alternative solutions to identify the recommended alternative solution. As well, PCC #1 provided attendees with the opportunity to offer their comments and discuss them directly with York Region staff and representatives from the consulting team.

1.2 Public Consultation Centre #1

The PCC #1 was held on **Wednesday, November 26, 2008** at the Newmarket High School Cafeteria (505 Pickering Crescent, Newmarket) from 6:00 pm to 8:30 pm. The PCC followed a “drop-in” format in the first hour which allowed attendees to review the display information, present their comments and discuss them directly with York Region and their consultants.

The second part of the meeting involved a 30-minute presentation by Stephen Hollinger, Study Manager, York Region. Mr. Hollinger provided information on the study, including introducing the study area, study process, problem/opportunity statements, the alternative solutions, and other relevant information related to this Class EA Study.

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

2.0 NOTIFICATION OF THE PUBLIC CONSULTATION CENTRE

Notification of the PCC was provided through direct mailings on November 11 and 12, 2008 to those stakeholders and review agencies contained in the project's contact database.

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

The Meeting Notice was also advertised in the ERA Banner on Sunday, November 9, 2008 and Thursday, November 13, 2008. For a copy of the newspaper notice, see Attachment 1.

For a copy of the letter sent to Stakeholders and First nations, see Attachment 2 and see Attachment 3 for the contact list (partial) that was employed for the mail-out.

3.0 PROJECT TEAM MEMBERS IN ATTENDANCE

The following Project Team members were in attendance at the PCC.

YORK REGION

- Stephen Hollinger, EIT - Study Manager, Transportation Services
- Shane MacDonald, PMP - Project Coordinator, Environmental Services
- Stephen Collins, P.Eng. - Manager Engineering, Transportation Services
- Jian Guan - Engineering Assistant, Transportation Services

GENIVAR

- Edward Chiu, P.Eng. – Road Project Manager, Transportation Ontario
- Vivian Mak, EIT - Transportation Planning

AECOM

- Karl van Kessel, MCIP, RPP - Senior Environmental Planner
- Richard Booth, Ph.D. - Senior Ecologist

Hardy Stevenson and Associates Limited

- Jeffrey Holec - Director Central Ontario
- Olav Sibille, MCIP, RPP - Urban and Regional Planner

4.0 INFORMATION PRESENTED

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

- A copy of the Study Newsletter 1
- A questionnaire including two questions on what are the most important aspects of this study and on the key criteria that should be used to evaluate the alternative design concepts.
- A comment sheet, for open comments of any aspect of the study
- An evaluation form to assess various aspects of the Public Consultation Centre (information provided, presentation, discussion sessions, staff helpfulness, meeting location, manner in which the meeting was conducted, etc.)

Information presented at PCC #1 was in the form of display boards arranged around the room, and included:

- Overview of the Schedule 'C' Class EA process being followed
- Study Overview (complete with study area map)
- Description of the problem / opportunity
- Description of the Study Area Existing Conditions (natural, social, cultural, and heritage environments, safety, noise, and land uses)
- Identification and evaluation of the Alternative Solutions
- Identification of the preferred Alternative Solution
- Design Alternatives that will be considered following the PCC
- Description of the next steps in the process

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

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

Mr. Hollinger discussed the existing conditions found in the study corridor including:

- Safety Conditions
- Land Use Conditions
- Natural Environment Conditions (Fish habitat, vegetated areas, forest communities, etc.)
- Existing Cultural Heritage and Archaeological Conditions; and
- Noise Conditions

Mr. Hollinger then discussed each of the six Alternative Solutions developed in Phase 2 of the Class EA process as follows:

1. Do Nothing (base case)
2. Improve Transportation Systems Management (TSM)
3. Improve Travel Demand Management (TDM)
4. Increase Public Transit Service
5. Increase Capacity on Leslie Street
6. Increase Capacity to parallel roadways

He also presented the results of the evaluation of each alternative solution and indicated whether or not the alternative fulfilled the problem and opportunity statements either fully or partially. Based on these results, he then identified the recommended Alternative Solution as a combination of “Increase Capacity on Leslie Street” along with “Improvements to Transportation Systems Management”, “Improvements to Travel Demand Management”, and “Increase Public Transit Service”.

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

5.0 ATTENDANCE

14 people attended the PCC, (see **Attachment 7** for a copy of registration sheets). Half of those in attendance were local residents, and the other half were representatives from reviewing agencies. All individuals and/or agency representatives who signed in with their contact information have been added to the contact database. This database will be used during the remaining phase of the study to contact/inform interested public and key stakeholders of study issues and events (e.g., Notice of PCC #2, Completion and the filing of the Environmental Study Report).

6.0 SUMMARY OF QUESTIONS AND ANSWERS

Approximately 15 questions and comments were made by the public during the PCC. The majority of them related to the following topics:

- Traffic speed controls
- Consideration of as many design alternatives as possible
- Discourage truck traffic through design
- Reducing speed limit to ensure safety of children
- Concerns over increases in traffic volume
- Safety issues in relation to design and traffic speed

- Relation between road configuration and existing land uses
- Construction of additional intersections
- Impact of improvements in neighbouring roads
- Tree preservation
- Increasing the number of traffic lights
- Increases in noise and measures to control noise

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

7.0 SUMMARY OF COMMENTS RECEIVED

No written comment forms or filled questionnaires were received on the meeting night. No comment forms have been received to date.

8.0 CONCLUSION

PCC #1 was held on November 26, 2008 to introduce project stakeholders and the public to the proposed undertaking, including the alternative solutions, and the recommended solution. The PCC provided an opportunity for local residents, reviewing agencies, and the public to discuss their issues or concerns directly with York Region and their consulting team. This feedback was then used to confirm the recommended alternative solution and provide insight into the issues or concerns regarding the roadway improvements.

PCC #1 was attended by 14 people.

Several key issues were raised verbally mostly related to speed controls, safety, road design, and noise. No written comment forms were received on the meeting night.

One evaluation form was received indicating a high level of overall satisfaction with the meeting (**See Attachment 9**).