

# Leslie Street Road Improvement Project

(Bethesda Sideroad to Bloomington Road)



March 2006





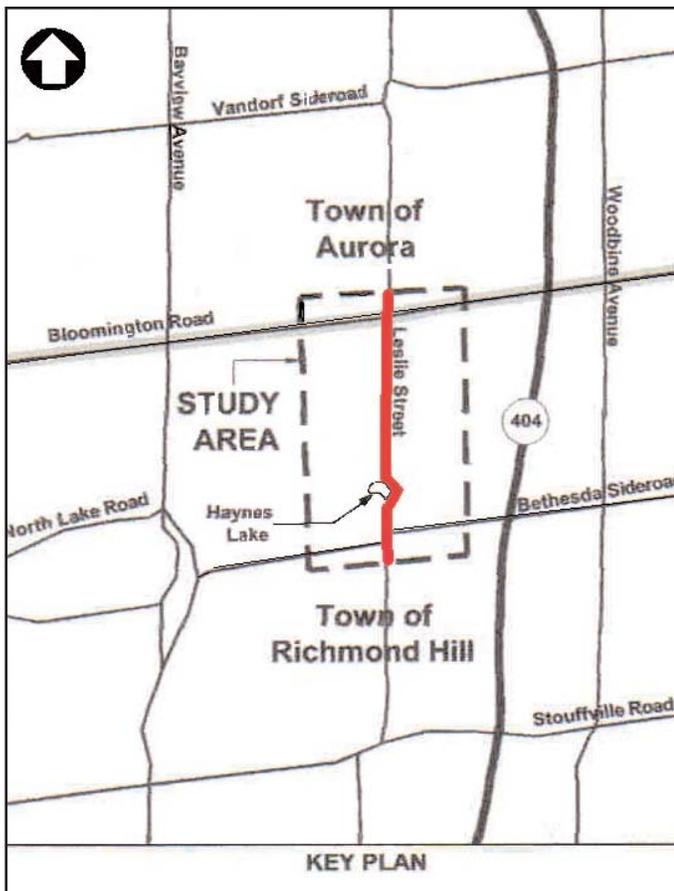
# A CITIZEN'S GUIDE: LESLIE STREET ROAD IMPROVEMENT PROJECT

## Introduction

This Citizen's Guide provides background information on a proposal being considered by the Regional Municipality of York to improve Leslie Street from just south of Bethesda Sideroad to just north of Bloomington Road in the Town of Richmond Hill.

This Guide is intended to supplement other materials that will be provided in more detailed background studies and public consultation centres. It also provides information on the consultation process including opportunities that the public will have to participate in the study process and provide comments.

## Study Area



## 1st Public Consultation Centre

### When:

March 1, 2006

### Where:

Oakview Terrace  
13256 Leslie Street  
Richmond Hill, ON L4E 1A2  
Tel: (905) 888-0606

*(1 km. south of the intersection of Leslie Street and Bloomington Sideroad, just north of Haynes Lake)*

## AGENDA

**6:00 p.m. - 7:30 p.m.:**

Open House

(Review displays; talk to the experts)

**7:30 p.m. - 8:15 p.m.:**

Presentations

- Introductions
- Project Overview
- Needs Justification
- Review of Alternative Routes
- Next Steps

**8:15 p.m. - 9:00 p.m.:**

Questions & Answers

**9:00 p.m. - 10:00 p.m.:**

Follow-Up Discussion



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## Background

York Region, as part of its Transportation Master Plan 2002, identified that this section of Leslie Street needed to be upgraded. Overflow from Haynes Lake at the existing culvert over Berczy Creek results in flooding across the road one or more times annually. In winter, the combination of steep grades and horizontal curves that occur near the lake along Leslie Street make it difficult for motorists to safely navigate this section of road.

Additionally, there is currently a jog in Bethesda Road at Leslie Street. The Leslie Street road improvements may provide an opportunity to eliminate this jog and upgrade this intersection to Regional road standards.

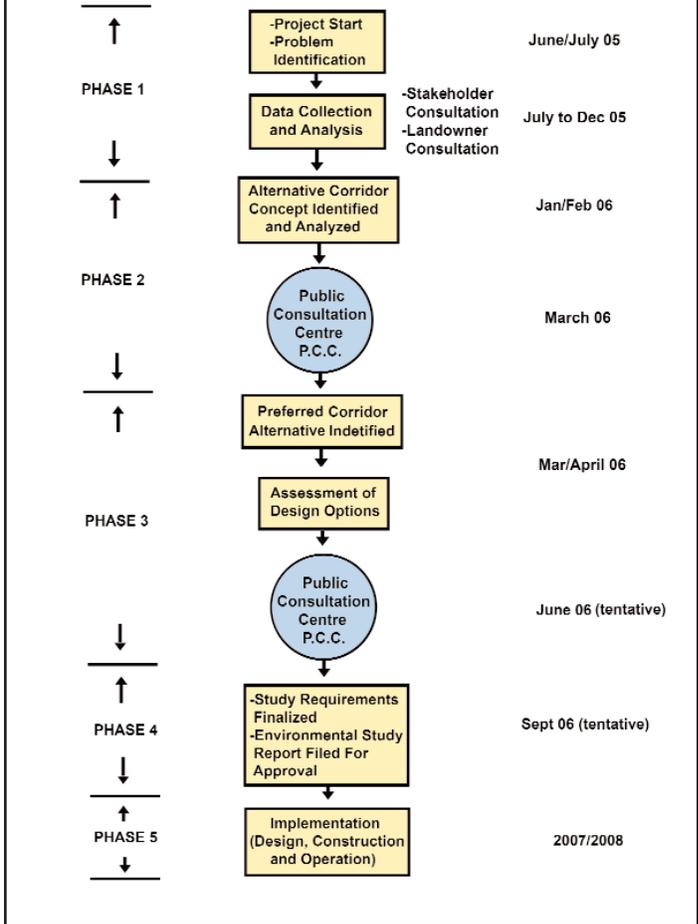
Although the project has been initiated to improve the safety of the roadway, this road improvement will provide an opportunity to enhance the natural features and processes associated with Haynes Lake on the west side of the road and the stream and wetland complex on the east side. For example, an improved road standard will reduce the amount of road salt that needs to be applied in the winter.

## The Municipal Class Environmental Assessment Process

This proposed road improvement is being carried out in accordance with a Schedule C - Municipal Class Environmental Assessment. Under this process, the need for improvements must be identified clearly and alternative ways of addressing the needs and alternative methods and/or designs for implementing the preferred solution are developed. The evaluation of alternatives will take into account potential natural and social impact, as well as technical and cost considerations.

The process for preparation and completion of the Study will consist of seven parts.

### MUNICIPAL CLASS EA PROCESS FOR THE LESLIE ST. ROAD IMPROVEMENT PROJECT



## The Route Alternatives

The project team identified five road improvement alternatives, based on three different corridors, to improve the safety and operation of the road.

### *i. Do Nothing - Maintain Current Road*

This alternative would maintain the current location of the road and would not require any additional improvements or costs to York Region. In choosing this option, we are assuming that the road improvements that would accrue from the other options are not justified in terms of the costs and impacts that would occur.

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## ii. Existing Corridor - with a Culvert Improvement at Berczy Creek

This alternative would upgrade the road to current Regional standards and would require a relocation of the existing road slightly to the east, and the construction of a larger culvert at Berczy Creek. This alternative would remove some of the wetland associated with Haynes Lake and Berczy Creek.

## iii. Existing Corridor - with a Bridge at Berczy Creek

This alternative would upgrade the road to current Regional standards and require a relocation of the existing road slightly to the east, and the construction of a long, multi-span bridge over Berczy Creek and associated wetland.

## iv. East Corridor

This alternative would relocate the road approximately 350 metres to the east of the existing road to avoid the majority of the wetland habitat associated with Haynes

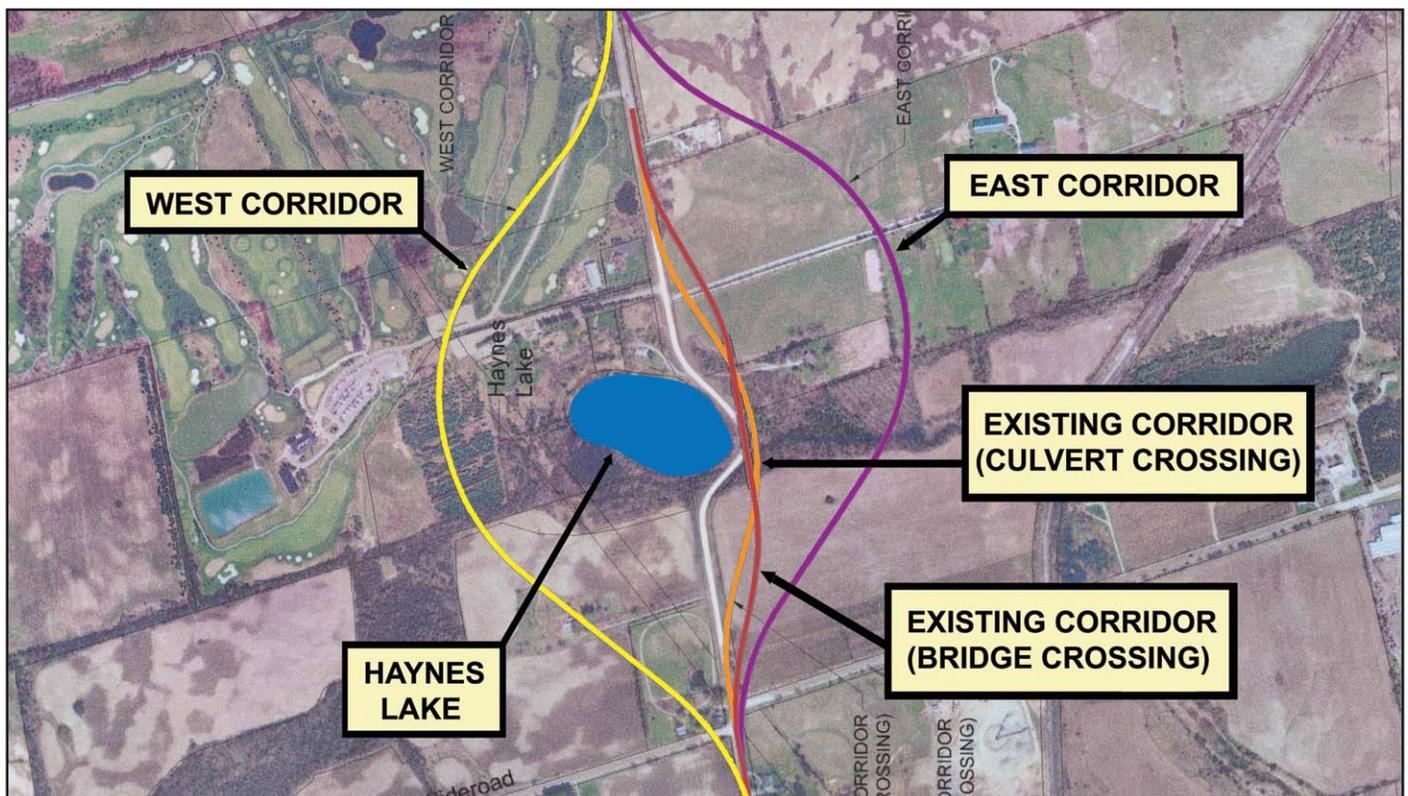
lake. It would entail the severance of several large farm properties. A stream crossing of Berczy Creek would also be required.

## v. West Corridor

This alternative would relocate the road approximately 350 metres to the west of the existing road to completely avoid Haynes Lake and associated wetlands. It would still cross through a portion of natural area identified as significant by the Toronto Region Conservation Authority and the Oak Ridges Moraine Conservation Plan. This alternative would entail the severance of a golf course and other rural lands.

## Road Design and Construction Options

In assessing the five alternative routes, it is important to appreciate that these routes, as currently depicted, are conceptual in nature. Once a preferred alternative is



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identified, the project team will examine the recommended route in more detail to look at ways to minimize impacts. This could include minor adjustments to the proposed alignment to avoid specific natural features or to minimize property impacts, modification to creek crossing designs, signage, etc.

## Impacts and Issues:

In the development of the study, the project team considered the full range of social, economic and environmental impacts. The following have been identified as significant.

### *i. Impact on Land Uses and Residents in the Area*

Any road improvement must be considered in the context of the effects it will have on the surrounding land uses and landowners. Most important is how the changes to the road will affect the ability of landowners to use and enjoy their property after the road improvements are completed. Agriculture and horse farming is the predominant form of land use on the east side of the existing road. On the west side are various uses, including a horse farm, cemetery property, a golf course, and a banquet facility. There are also a few individual residences fronting onto Leslie Street.

### *ii. Impact on Natural Features and Processes*

The Leslie Street corridor is located in an extremely sensitive natural area. The current alignment runs along Haynes Lake on the west side of the road, which is a kettle lake located within the Wilcox Lake and Uplands Regional Area of Natural and Scientific Interest (ANSI). On the east side of the road is a sensitive fish habitat. This study will need to carefully examine: the impacts of all route and design alternatives on the water levels and water quality in the area; impact on the natural habitat; and the effect of the road on wildlife population levels and movements.

### *iii. Impact on the Oak Ridges Moraine*

Because the study area is located within the Oak

Ridges Moraine, the requirements of the Oak Ridges Moraine Conservation Plan (ORMCP) will need to be addressed. Most of the Study Area is designated as Natural Linkage and Natural Core area, which are identified as the most environmental sensitive and significant portions of the Moraine. Section 41 of the ORMCP provides guidance to proponents on how to address ORM issues when undertaking infrastructure projects.



### *iv. Impact on Water Resources*

The study will need to consider how road improvement alternatives will affect water resources, including changes in the water quantity and quality in the lake and wetlands, impacts on groundwater quality, including quantity and flow direction.

### *v. Impact on Traffic Safety*

All road improvement alternatives will be assessed on the basis of their ability to improve safety, and operation in this section of Leslie Street.

### *vi. Cost of the Project*

The relative costs of the road alternatives examined will be identified and compared.



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## Public Participation

Public consultation is designed to move along three paths simultaneously

### *i. Landowner Contact*

In the early stages of this process (Fall 2005), Dillon Consulting contacted many of the landowners affected by the proposal to explain the project and how it might affect them. The landowners will be kept abreast on the progress of this study and will be encouraged to participate fully in all the public venues available to offer their ideas and concerns.

### *ii. Stakeholder Consultation*

In July 2005, York Region contacted the full range of stakeholders (including municipalities, the conservation authority, school boards, environmental groups, farming associations and provincial ministries) to seek their input on the how this project impacted their interests and to seek their advice on the range of issues that needed to be examined in the study. This was followed up on December 7, 2005, with a Stakeholder Advisory

Committee meeting, where the work prepared to date was shared with the key stakeholders. Their advice on how to improve and enhance the study was sought at this time. First Nation groups will be contacted separately and invited to submit their comments and concerns.

### *iii. Public Meetings*

The public will be provided with an opportunity to learn more about this project at a Public Information Centre being held on March 1, 2006, at the Oakview Terrace in Richmond Hill. At this session, the public will be provided with: more detailed background information; a review of the preliminary results of the evaluation carried out on the five alternative corridor concepts; and an opportunity to ask questions of the experts.

A subsequent meeting is anticipated in June 2006 to present the conclusions and the final recommendation of the study team.

In addition to these formal opportunities to provide input, the public is encouraged to provide specific comments, ask questions or request additional information through individual meetings, via e-mail, by phone, or in writing.

## What We Need from You!

Your ideas, suggestions and concerns are very important to us. It helps us determine that we have examined all relevant issues, looked at all the right information and addressed the concerns of all affected parties. In providing your input we particularly need to hear from you on the following:

**Have we provided you with all the information needed to understand and form an opinion on this project?**

**Are there other alternatives that we should have looked at but didn't?**

**Are any of the alternatives that we have presented of concern to you and, if so, why?**

## The Team

Here are the Project Team members for this study. Please feel free to contact them with any questions and concerns.

**Stephen Collins**, P. Eng, PMP,  
Project Manager, Regional  
Municipality of York  
90 Bales Street East, Sharon, ON  
Phone: 905-895-1200, ext. 5949,  
1-877-464-9675, ext. 5949, E-mail:  
stephen.collins@region.york.ca

**Paul MacLeod**, E.A. Study Manager,  
Dillon Consulting Limited  
Phone: 416-229-4647, ext. 317,  
E-mail: pmacleod@dillon.ca

**Fred Johnson**, Public Facilitation  
Ogilvie, Ogilvie & Company  
Trent River, ON  
Phone: 705-778-1296 or  
1-866-386-MOBAL  
E-mail: fredjohnson5@sympatico.ca