



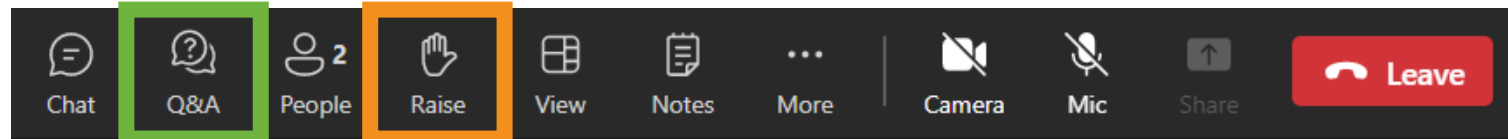
Addison Street Extension Municipal Class Environmental Assessment Study

Public Information Centre #1

NOVEMBER 8, 2023

When joining this online Public Information Centre, attendees will be muted and will not be able to use their microphone or camera.

There will be an opportunity at the end of the presentation to ask any questions or submit comments. Please use the “Q&A” icon [shown in green] or “raise your hand” icon [shown in orange] to ask questions for the presenters to answer.



If you have joined by phone and wish to provide verbal questions/comments, you may raise your hand by pressing * and 5 on your phone’s number pad. You can then press * 6 to unmute.


If you would like to submit your feedback at a later time, the presentation materials and an online comment form are available on the project webpage: RichmondHill.ca/AddisonEA

We are gathering on lands that have been home to First Nations Peoples from time immemorial. We acknowledge that what we now call Richmond Hill is on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and the Mississauga and Chippewa Nations of the Williams Treaty. We also recognize that we are on part of the traditional territories of the Haudenosaunee and the Huron Wendat.

We would also like to acknowledge all First Nation, Inuit and Métis peoples from across North America, also known as Turtle Island, who now reside in the City of Richmond Hill. We are committed to rebuilding constructive and cooperative relationships.

- 6:00 p.m. Welcome and Introductions**
- 6:10 p.m. Study Overview & Existing Conditions**
- 6:15 p.m. Alternative Cross-Sections**
- 6:25 p.m. Study Schedule & Next Steps**
- 6:30 p.m. Question & Comment Period**

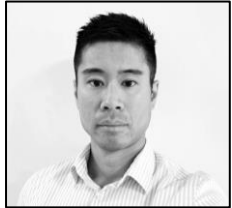
 **The purpose of today's Public Information Centre #1** is to provide an overview of the Addison Street Extension Study and review the study purpose and existing conditions.

 **The project team wants to hear from you!** Your input on the roadway cross-section alternatives presented at today's PIC will be used to confirm the preferred design for the Addison Street Extension.

City of Richmond Hill



Attila Hertel – City Project Manager



Hubert Ng – Manager, Transportation and Traffic

Arcadis IBI Group



Margaret Parkhill – Consultant Project Manager



Stefan Sirianni – Consultant Deputy Project Manager

Study Area

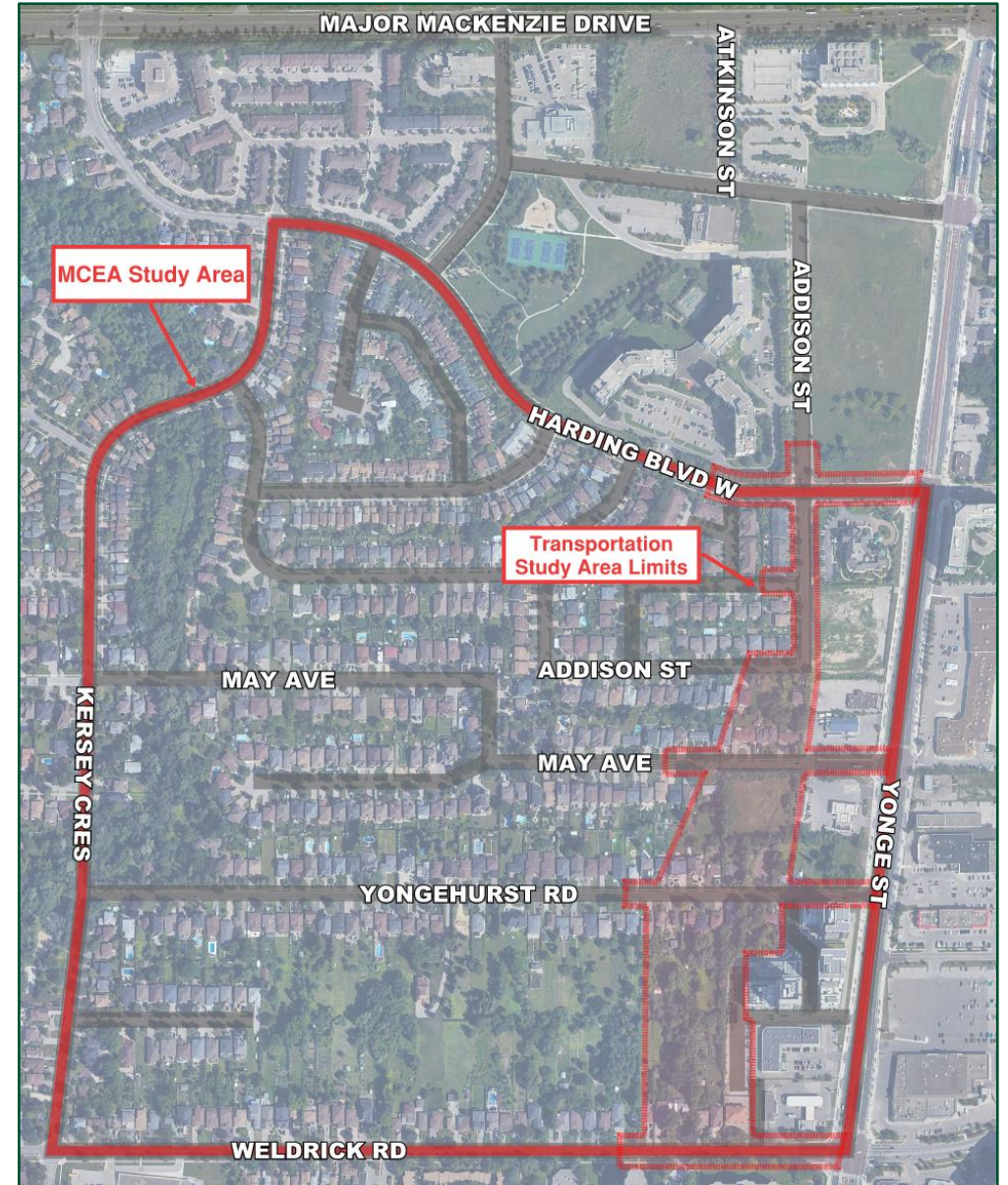
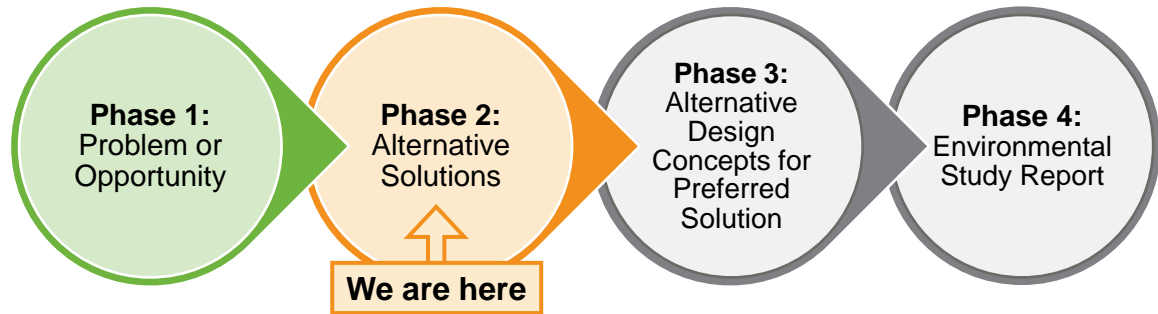
The Study Area is characterized by low-rise residential areas to the west of the proposed extension, and higher density commercial and retail areas to the east.

The project team is conducting two levels of analysis:

- 1) **Transportation Study Area:** Where alternatives for the future Addison Street extension will be developed.
- 2) **MCEA Study Area:** Broader limits of the environmental study for potential impacts.

Environmental Assessment Process

This MCEA Study will complete Phases 1 to 4 of the Schedule 'C' planning process. The final deliverable will be an Environmental Study Report (ESR) placed on public record for a 30-day review.



Study Vision and Purpose

The extension of Addison Street south to Weldrick Road West was proposed in the **City's Official Plan**, which identified the need for a new local road parallel to Yonge Street with a 20 m right-of-way.

- **This extension is intended to:**



Improve the local road network and neighbourhood connectivity



Establish local boundaries for development and support growth



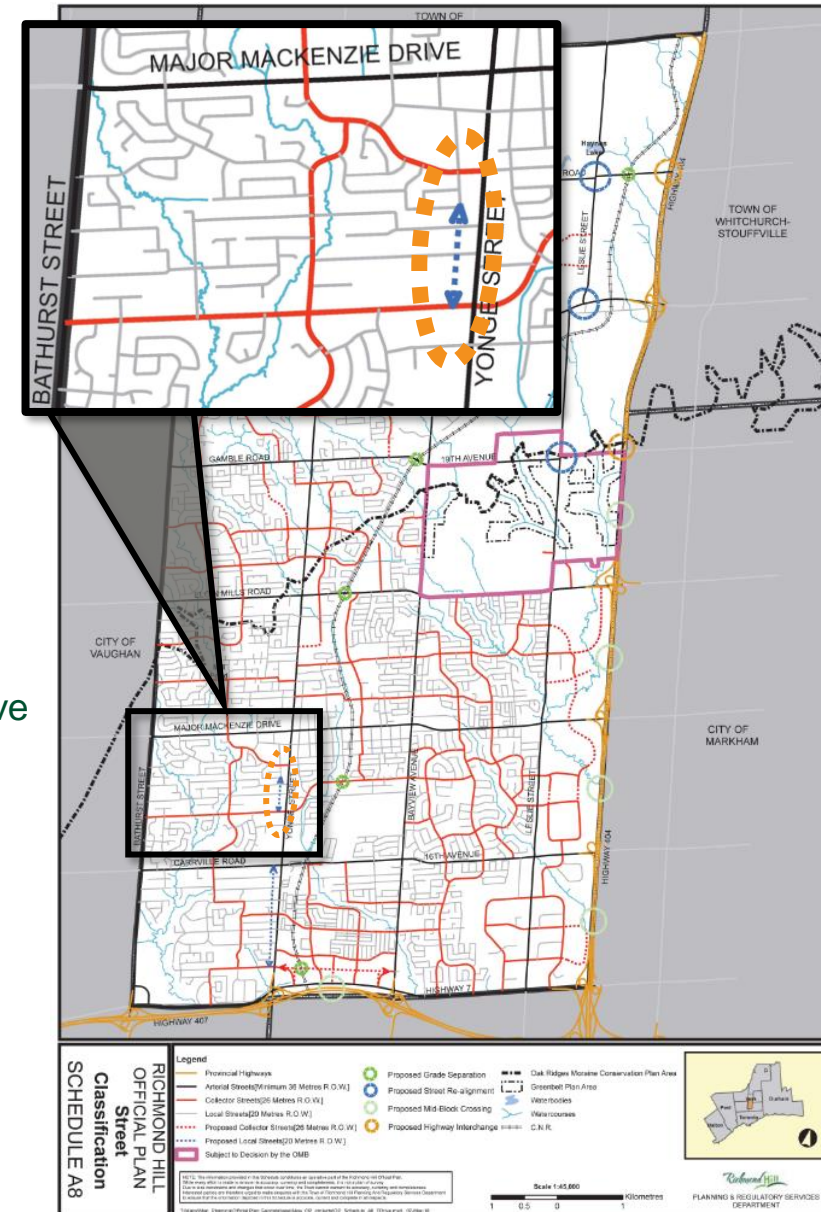
Add transportation capacity and new access opportunities



Provide new active transportation facilities

- **This Study will:**

- Select a Preferred Alternative Design for the Addison Street Extension; and
- Prepare the Preliminary Design of the Preferred Alternative.



EXISTING CONDITIONS



Technical Studies

To inform the development and evaluation of alternatives, technical studies of the following factors are underway:



Socio-Economic Environment: Inventory of existing and future land-uses and community needs, as well as a review of property and access requirements and a noise analysis.



Cultural Environment: Review of cultural and built heritage features and a Stage 1 Archaeological Assessment.



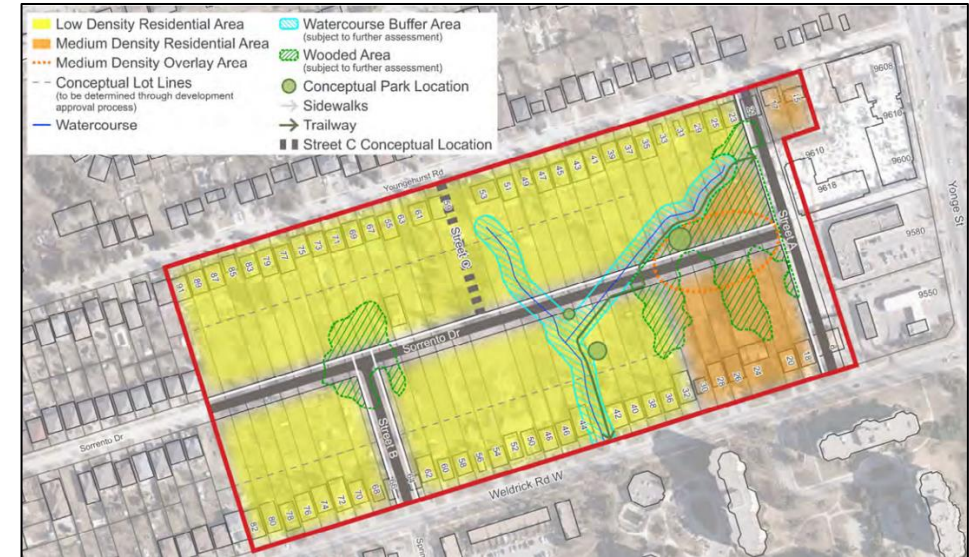
Natural Environment: Existing policy areas, habitats, vegetation, and watercourses. A tree inventory and air quality review will also be conducted.



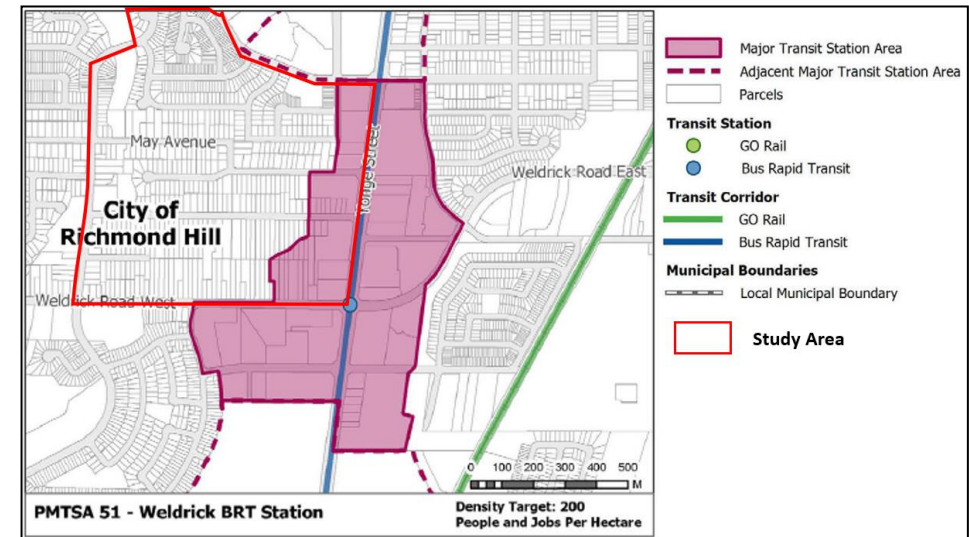
Traffic and Transportation: Existing, and Future travel forecast and traffic analysis.

Socio-Economic Environment

- Most of the study area consists of stable, low-rise residential uses but significant intensification is being seen along Yonge Street, with eight active developments identified within 500 m of the study area.
- Several key observations may be made of the study area and its surrounding areas in relation to the City of Richmond Hill, at large:
 - The population is generally older.
 - The housing stock is very diverse, with a much higher percentage of apartment units.
 - The median income of the area is generally lower than across the City.
 - Commuting patterns are slightly less auto-oriented in these areas, which are located along Yonge Street and the BRT corridor.



Land Uses within the Study Area



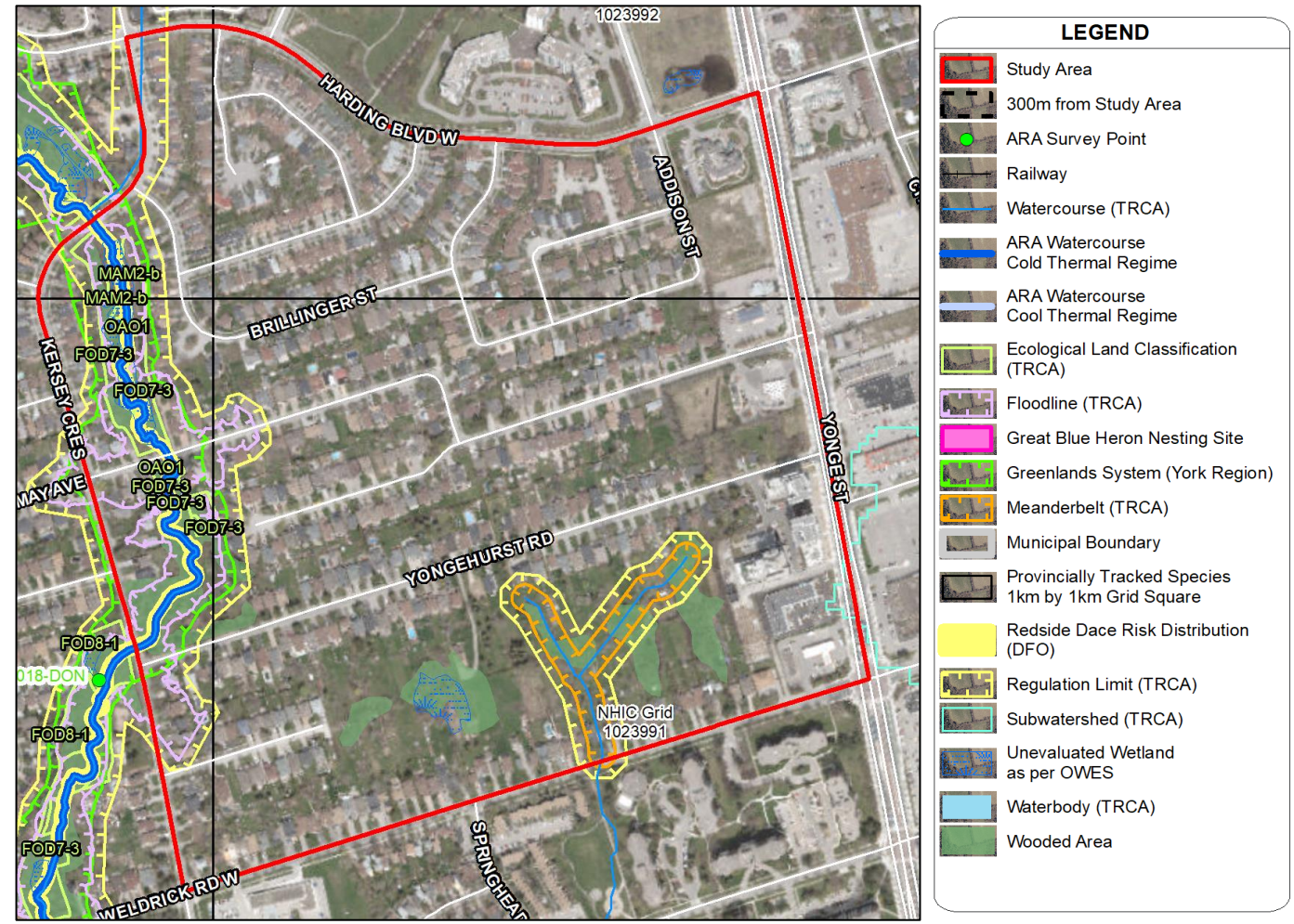
Existing Transit Network / Access Areas

How does this inform the study?
 Understanding the existing community and future development in the study area help to balance the needs of both in the planning process.

Natural Environment

- The study area is primarily urban with limited natural heritage features.
- The most prominent natural heritage feature is associated with the Patterson Creek valleylands located in the western portion of the study area.
- A small tributary of Patterson Creek is also located in the south-central portion of the study area below Yongehurst Road.
- Several small, wooded areas and an unevaluated wetland pocket are located between Yongehurst Road and Weldrick Road.
- Field investigations are being conducted in 2023 to inventory vegetation, wildlife and fisheries conditions in the vicinity of the Addison Street extension.

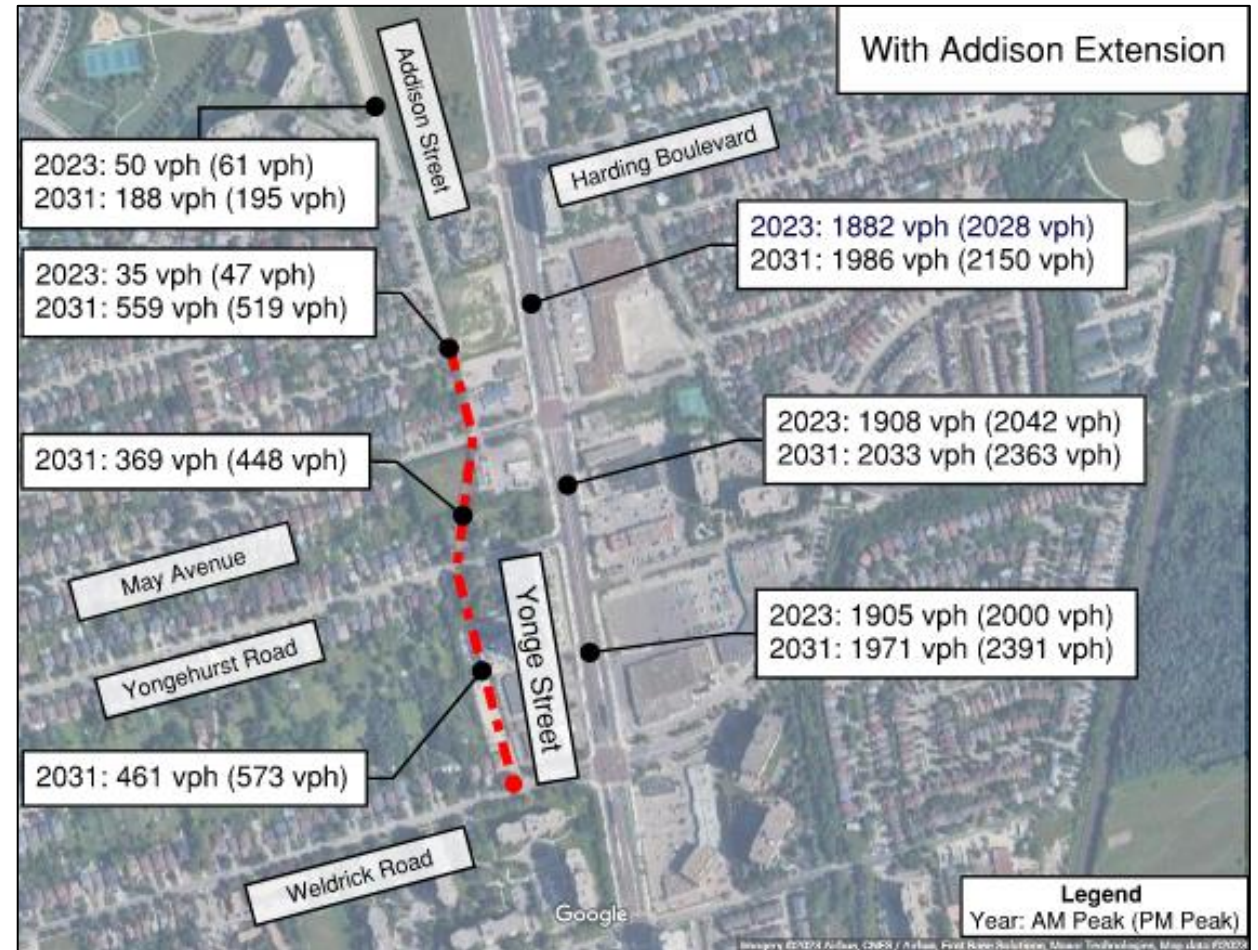
How does this inform the study?
Identifies existing natural environment features to mitigate impacts and enhance features during the evaluation of design alternatives.



Natural Heritage Features within the Study Area

Traffic and Transportation

- Existing traffic conditions operate relatively well and is within transportation network capacity.
- In the future, traffic growth is expected due to new development and corridor growth.
- The extension of Addison Street will allow for redistribution and redirection of traffic from Yonge Street to Addison Street.
- Traffic volumes along Yonge Street are **projected to increase** by 1.5% due to growth, while Addison Street will increase by 2% accounting for the redistribution of traffic.



Existing and Future ADT Volumes within the Study Area

How does this inform the study?
Understanding existing and future traffic volumes help identify where signalized intersections and new accesses may be needed to accommodate the needs of the existing community and future development.

DEVELOPMENT OF ALTERNATIVES

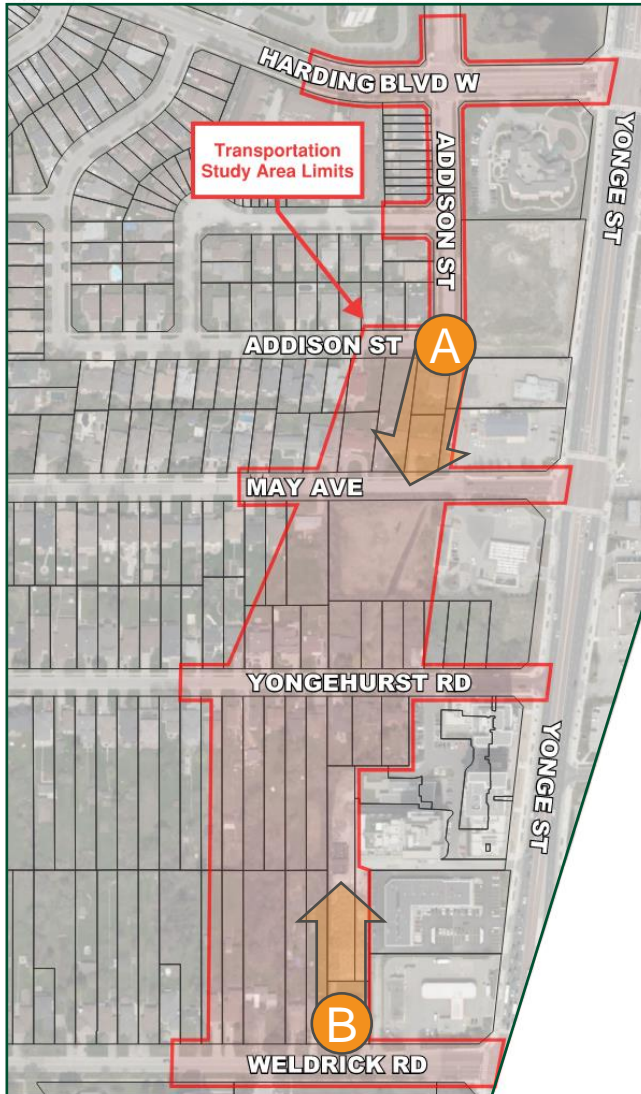


Problems and Opportunities

- As it stands today:
 - There is **extensive new, approved, and planned development** along the Yonge Street corridor.
 - The existing local road network **does not provide adequate capacity or access** opportunities to meet future growth needs.
- There is opportunity to:
 - **Establish the limits of the intensification** boundary between developments along Yonge Street and low-density areas to the west;
 - Create a finer grid network to **improve local transportation capacity** and access opportunities for existing residents, businesses, and future growth; and
 - **Provide equitable access** to the transportation network through provision of transit and active transportation facilities.

What are your thoughts?

Are there any other problems or opportunities you would like to see addressed through this study?



Design Elements

Typical cross-section alternatives have been developed using the following key design elements:

- 20 metre right-of-way;
- Two vehicle travel lanes (one northbound, one southbound);
- Active transportation facilities that connect to existing and planned routes and transit facilities;
- Transit infrastructure such as bus stops;
- Lay-by parking; and
- In-boulevard landscaping.



Existing Addison Street looking southbound from Harding Blvd W



Transit facilities integrated with a multi-use path on Elgin Mills Rd E



Protected bike lane on Highway 7 in York Region

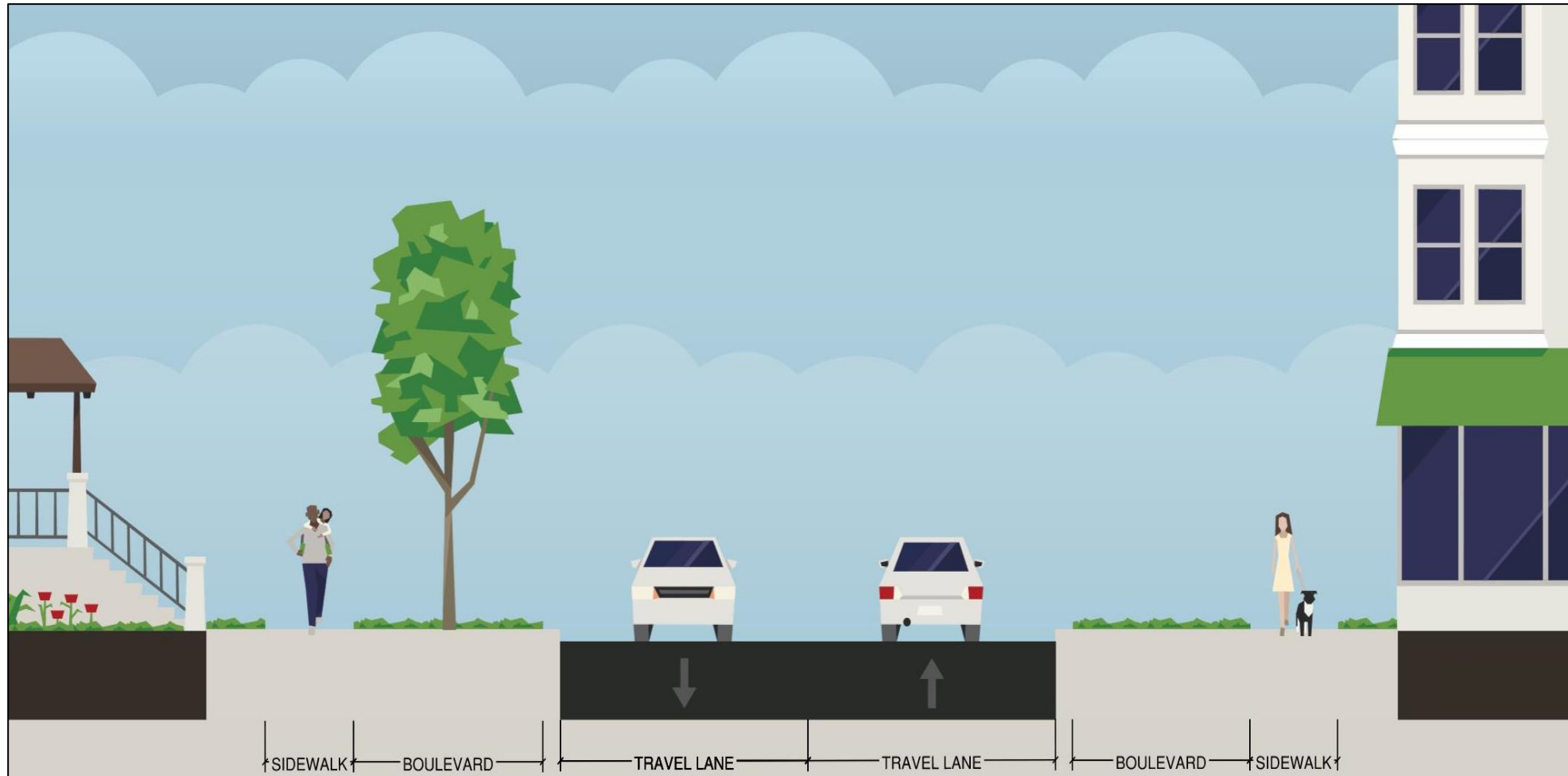
Typical Cross Section Alternatives

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
In-Boulevard Cycle Tracks on Both Sides with Lay-By Parking	In-Boulevard Cycle Track on Both Sides	On-Road Bike Lanes on Both Sides	In-Boulevard Bi-Directional Cycle Track on East Side	Multi-Use-Path (MUP) on East Side
<ul style="list-style-type: none"> • 2 travel lanes • Uni-directional cycle tracks on both sides • Sidewalks on both sides • On-street parking in a lay-by on one side 	<ul style="list-style-type: none"> • 2 travel lanes • Uni-directional cycle tracks on both sides • Sidewalks on both sides 	<ul style="list-style-type: none"> • 2 travel lanes • Uni-directional on-road bike lane on both sides • Sidewalks on both sides 	<ul style="list-style-type: none"> • 2 travel lanes • Bi-directional cycle track on the east side • Sidewalks on both sides 	<ul style="list-style-type: none"> • 2 travel lanes • Multi-use pathway on the east side • Sidewalk on the west side
<p>City Standard for Urban Collector Roads (UC1 and UC2)</p>				

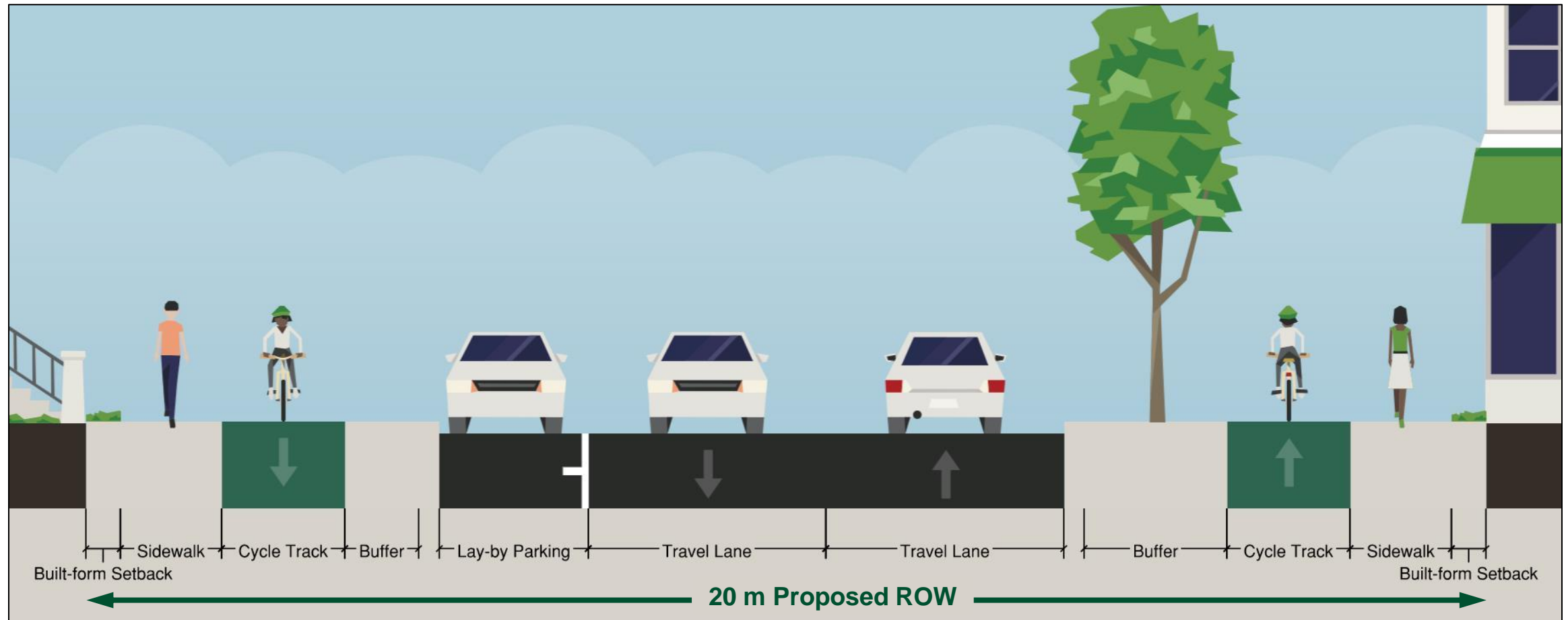
What are your thoughts?

Are there any elements or features you would like to see incorporated in these cross-section alternatives?

Existing Addison Street (ends 600 m south of Harding Blvd W)

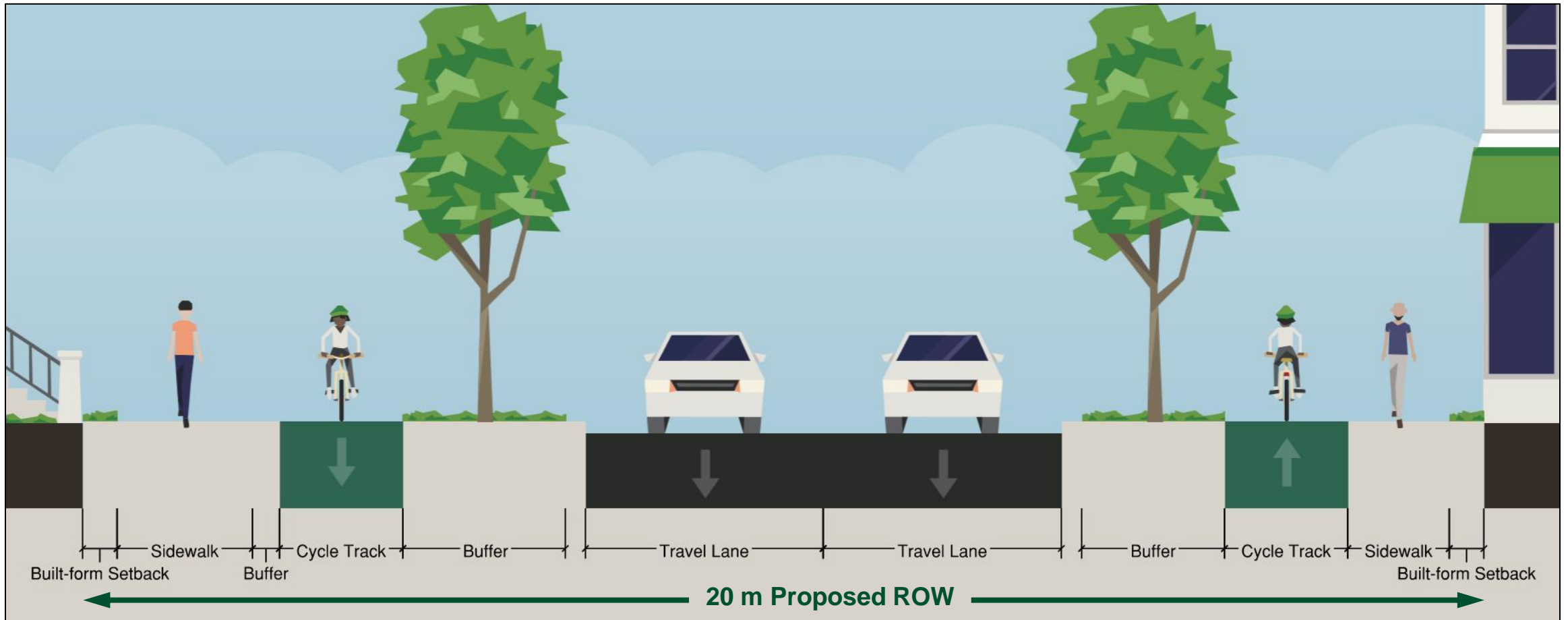


Alternative 1 – In-Boulevard Cycle Tracks on Both Sides with Lay-By Parking



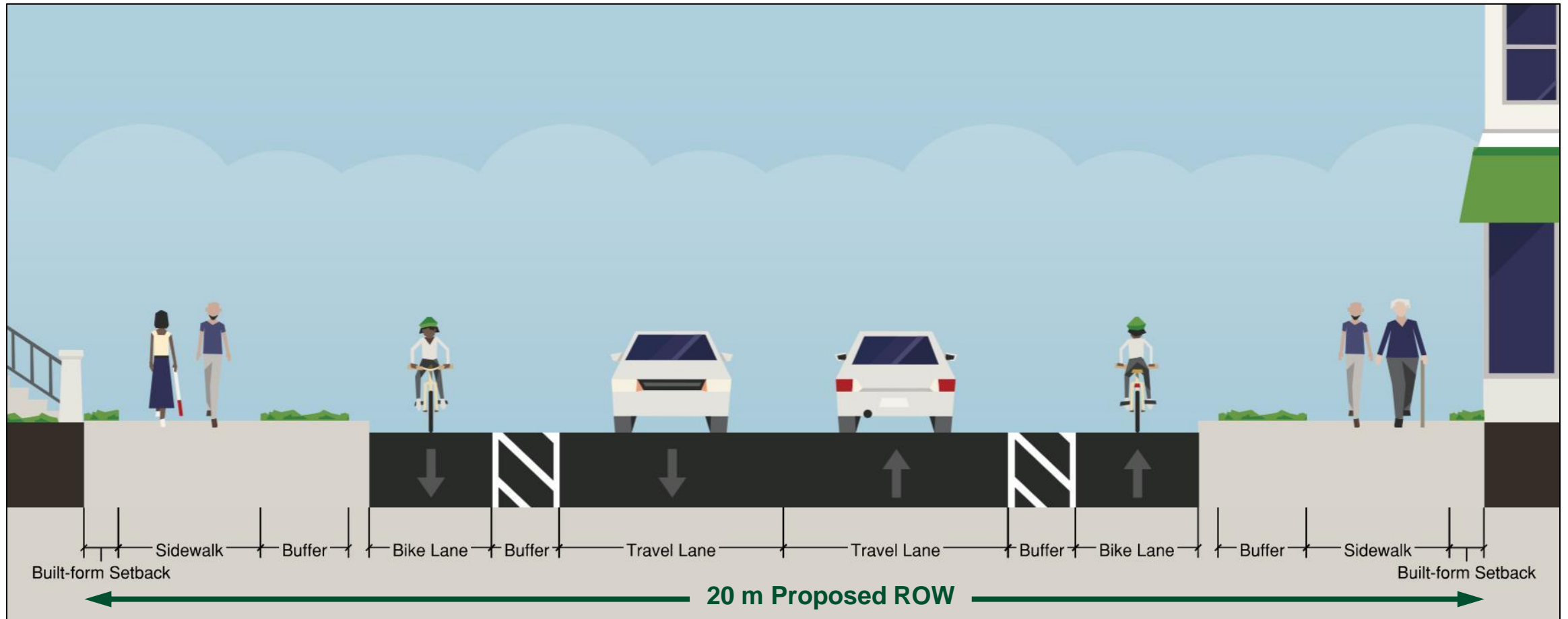
Cross-section is a typical representation of design elements that may be included and is subject to change as alternative alignments are developed

Alternative 2 – In-Boulevard Cycle Tracks on Both Sides



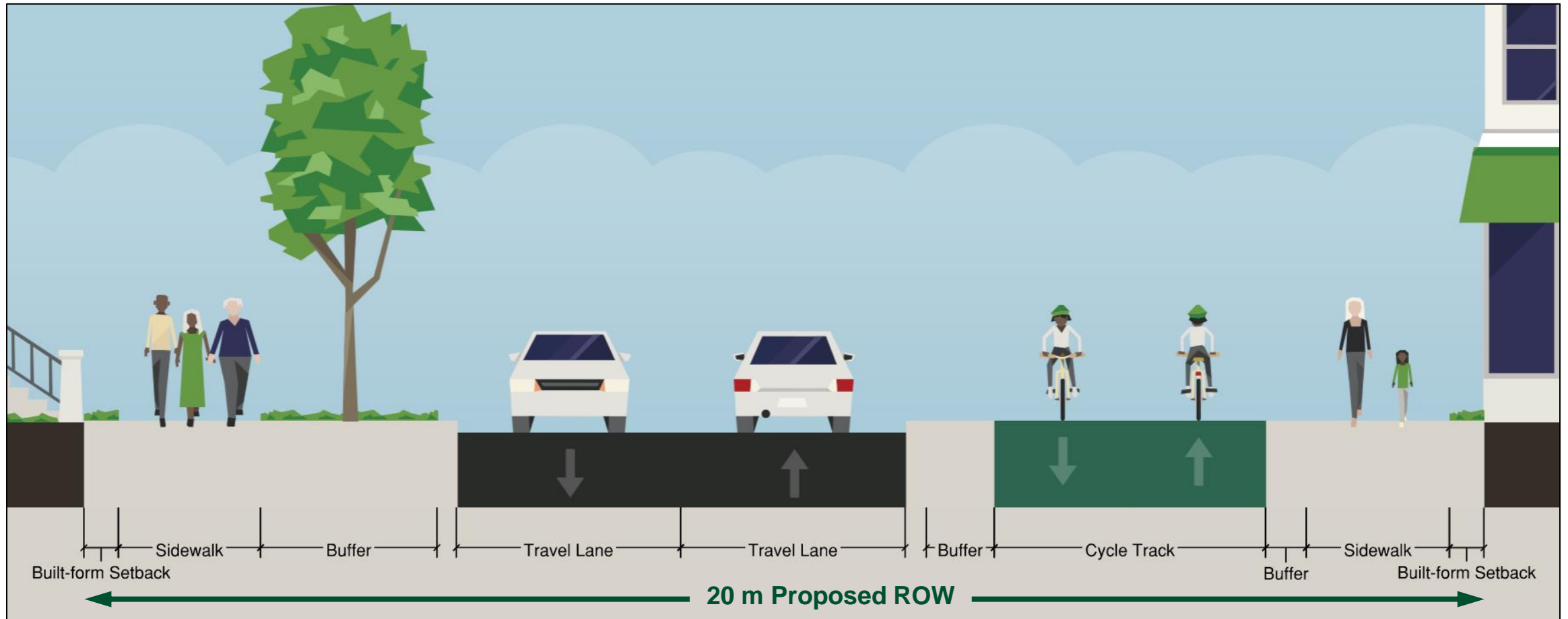
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Alternative 3 – On-Road Bike Lanes on Both Sides



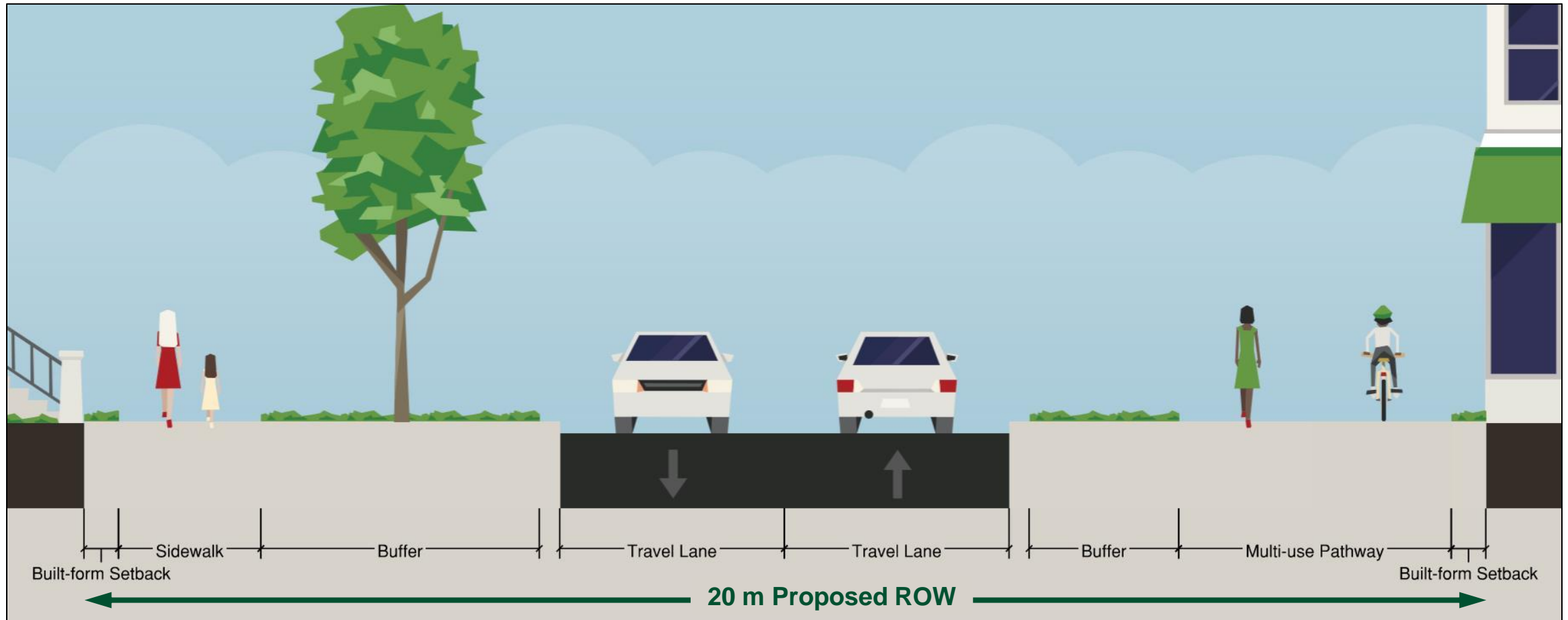
Cross-section is a typical representation of design elements that may be included and is subject to change as alternative alignments are developed

Alternative 4 – Bi-Directional Cycle Track on the East Side



Cross-section is a typical representation of design elements that may be included and is subject to change as alternative alignments are developed

Alternative 5 – Multi-Use Pathway on the East Side and Sidewalk on the West Side



Cross-section is a typical representation of design elements that may be included and is subject to change as alternative alignments are developed

Evaluation of Typical Cross Section Alternatives

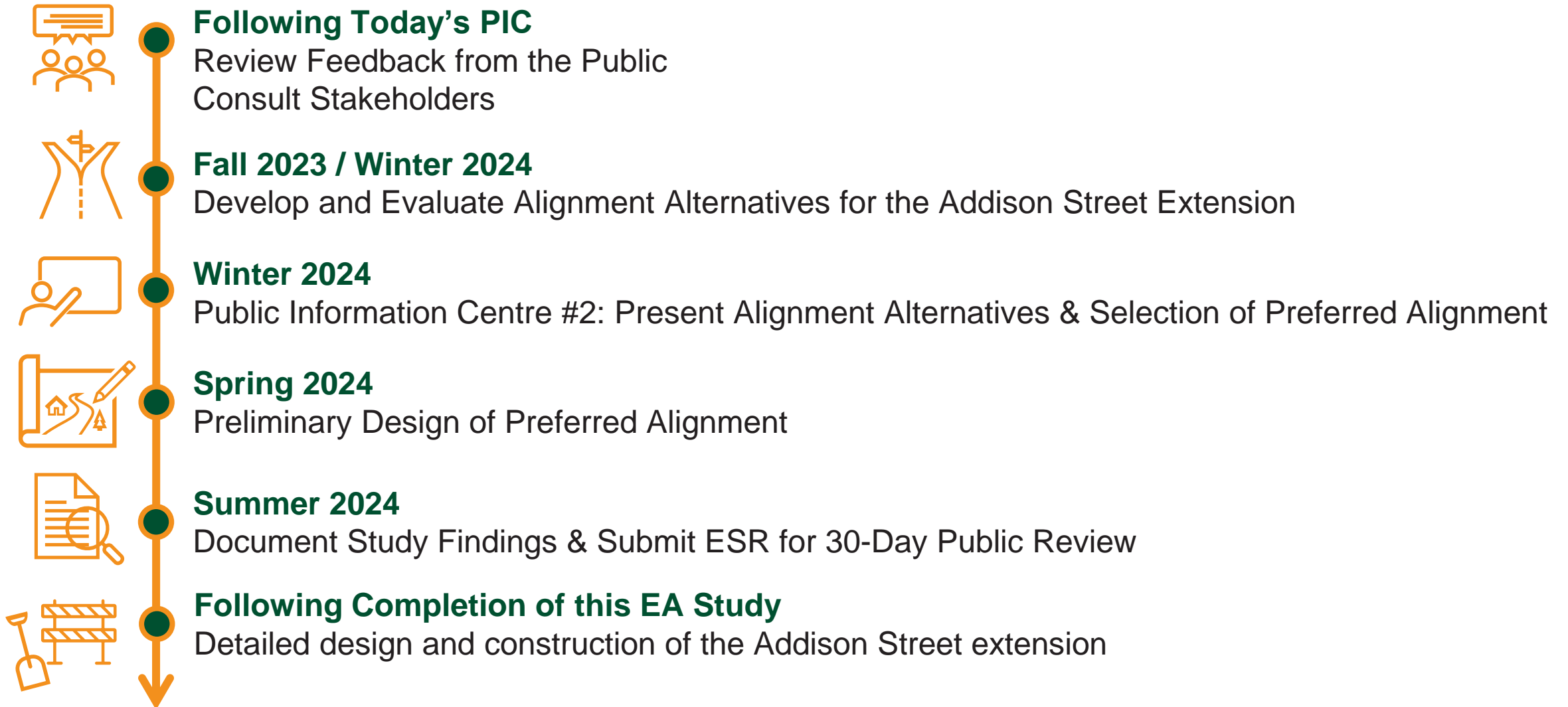
Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
	In-Boulevard Cycle Tracks Both Sides with Lay-By Parking	In-Boulevard Cycle Tracks Both Sides	On-Road Bike Lanes Both Sides	In-Boulevard Bi-Directional Cycle Track East Side	MUP East Side
Walking & Cycling Facilities	Most Preferred	Most Preferred	Not Preferred	Preferred	Preferred
Walking & Cycling Capacity	Not Preferred	Most Preferred	Preferred	Most Preferred	Most Preferred
Trees in Boulevard	Preferred	Most Preferred	Not Preferred	Most Preferred	Most Preferred
On-Street Parking	Most Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred
Maintenance Needs	Not Preferred	Not Preferred	Most Preferred	Preferred	Preferred
Overall	Preferred	Most Preferred	Not Preferred	Preferred	Preferred

Carry forward for use in-tandem with Alternative 2

Carry forward as preferred cross-section alternative

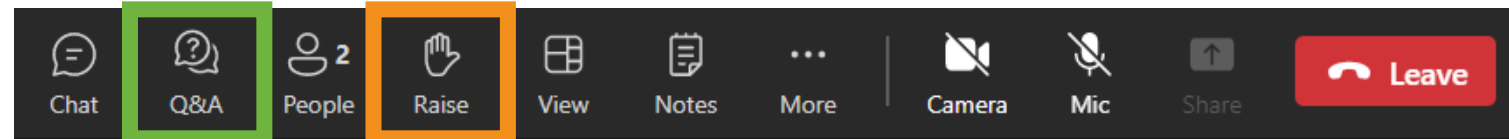
What are your thoughts?
 Are there any elements or features you would like to see incorporated in the Addison Street extension's cross-section?







There is now the opportunity to submit questions and comments to the Project Team. To do so, please use the “Q&A” icon [shown in green] or “raise your hand” icon [shown in orange] to ask questions for the presenters to answer.



If you have joined by phone and wish to provide verbal questions/comments, you may raise your hand by pressing * and 5 on your phone’s number pad. When directed to, you may then press * and 6 to unmute your microphone.

You are also encouraged to submit written questions or feedback following today’s PIC until November 22, 2023 via:



The online survey available on the study’s website at:
RichmondHill.ca/AddisonEA

or



Email to the City’s Project Manager, Attila Hertel at:
attila.hertel@richmondhill.ca

THANK YOU!

