



Addison Street Extension Municipal Class Environmental Assessment Study

Public Information Centre #2

MARCH 20, 2024

Land Acknowledgement

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.

Project Team

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

- 6:00 p.m. Welcome and Introductions**
- 6:10 p.m. Study Recap**
- 6:15 p.m. Evaluation of Alignment Alternatives**
- 6:30 p.m. Preferred Alignment Alternative**
- 6:40 p.m. Study Schedule & Next Steps**
- 6:45 p.m. Question & Comment Period**



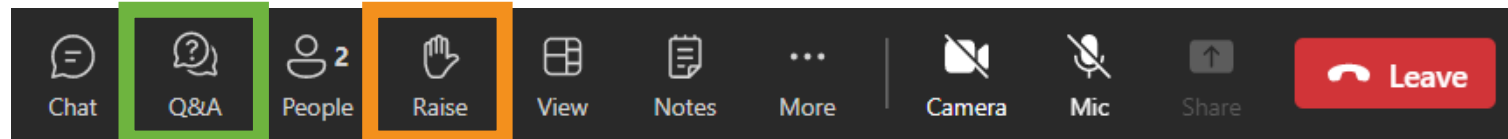
The purpose of today's Public Information Centre #2 is to present the evaluation of alternative alignments for the Addison Street Extension and selection of a preferred alignment.



The project team wants to hear from you! Your input on the alignment alternatives presented at today's PIC will be used to refine the preferred design for the Addison Street Extension.

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

STUDY OVERVIEW



Study Area

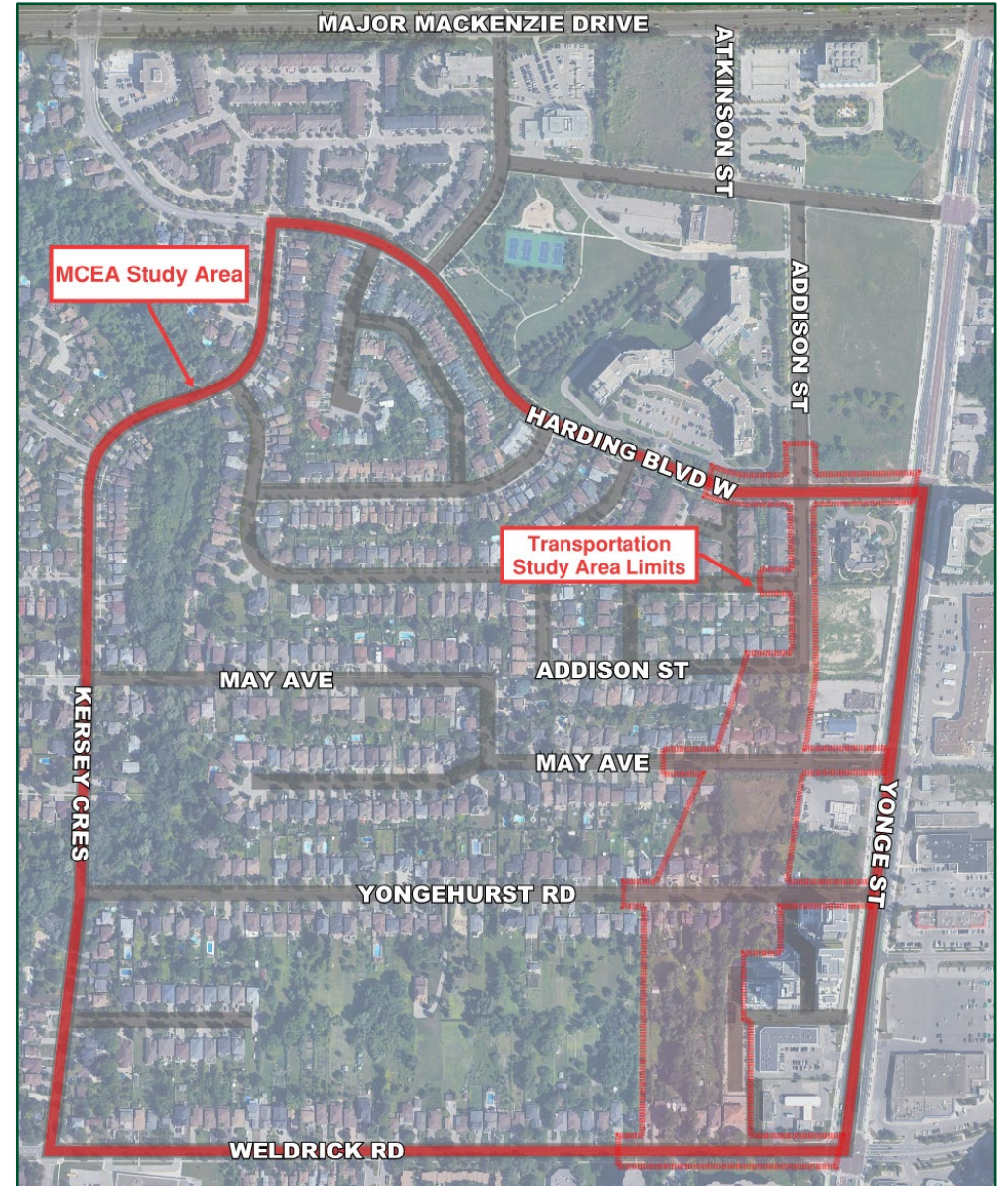
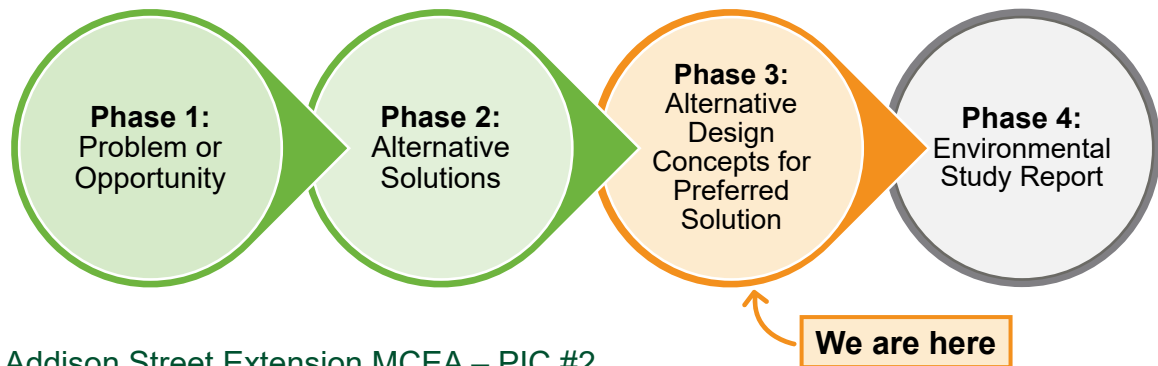
The Study Area is characterized by low-rise residential areas to the west of the proposed extension, and higher density commercial and retail areas to the east.

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



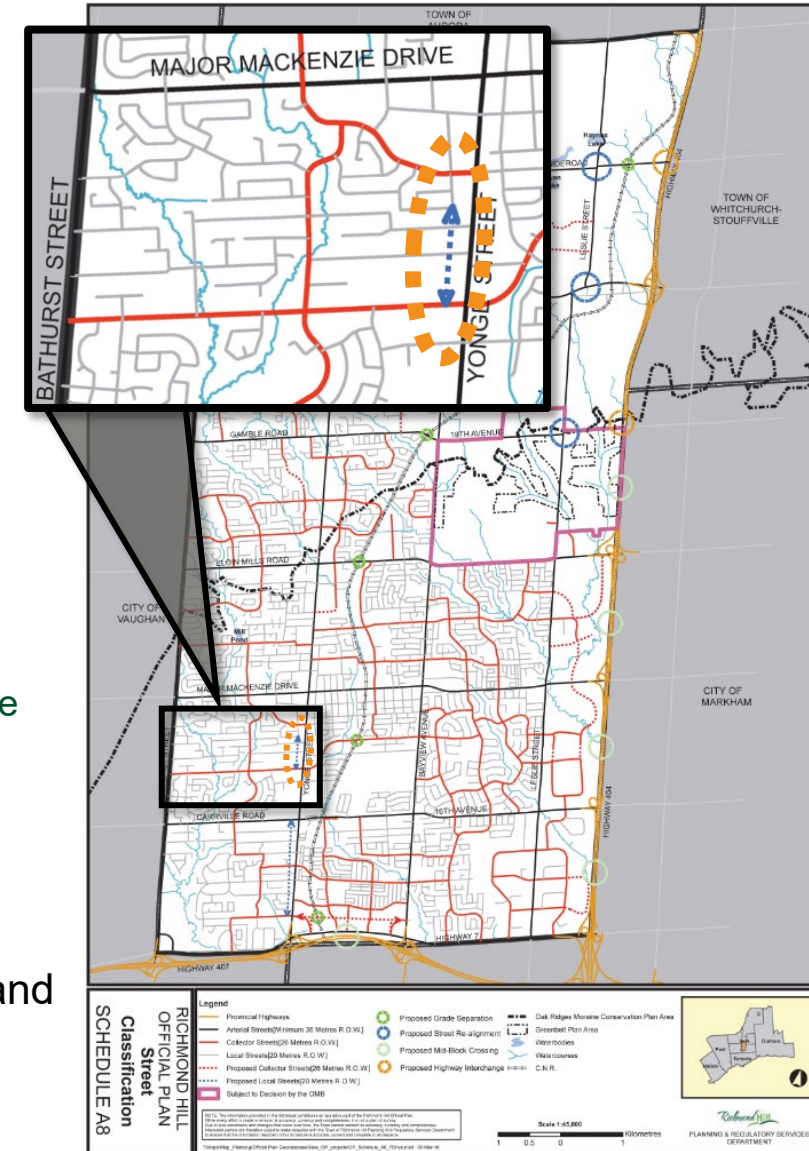
Add transportation capacity and new access opportunities



Provide new active transportation facilities

- **This Study will:**

- Select a preferred alignment and cross-section for the Addison Street extension; and
- Prepare the Preliminary Design of the Preferred Alternative.



Technical Studies

To inform the development and evaluation of alternatives, technical studies of the following factors have been conducted:



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.



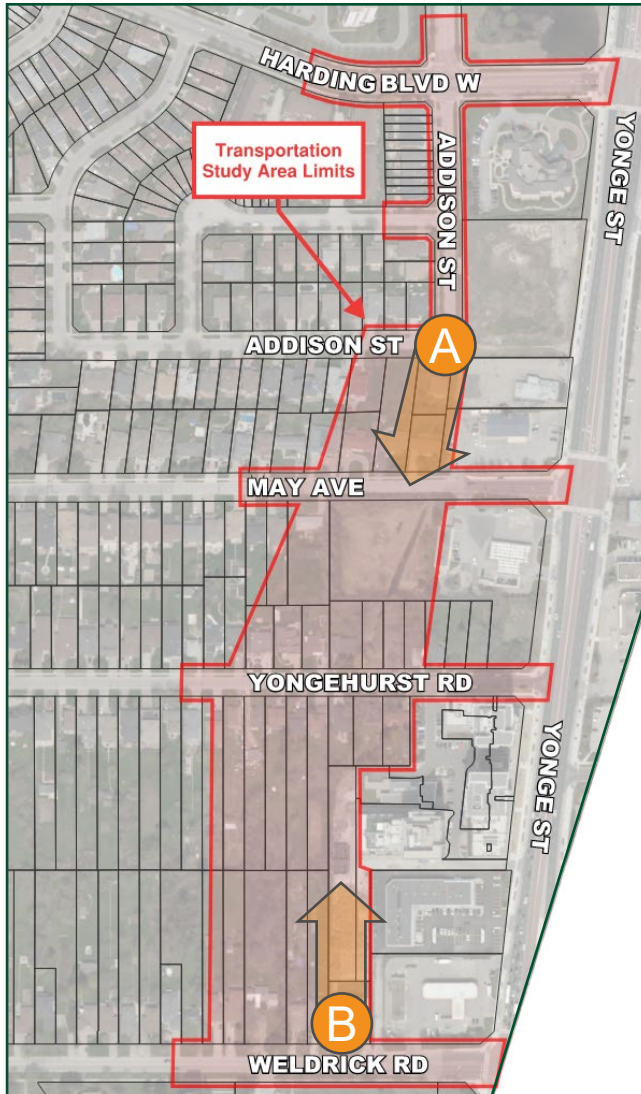
Cultural Environment: Review of cultural and built heritage features and a Stage 1 Archaeological Assessment.



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.



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?

Typical Cross-Section

The evaluation of typical cross-section alternatives was presented at PIC #1, with the following **City Standard for Urban Collector Roads** selected as preferred:

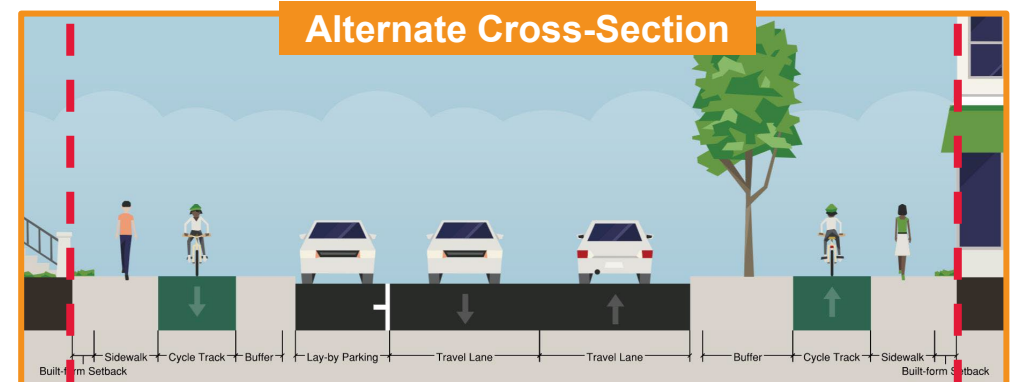
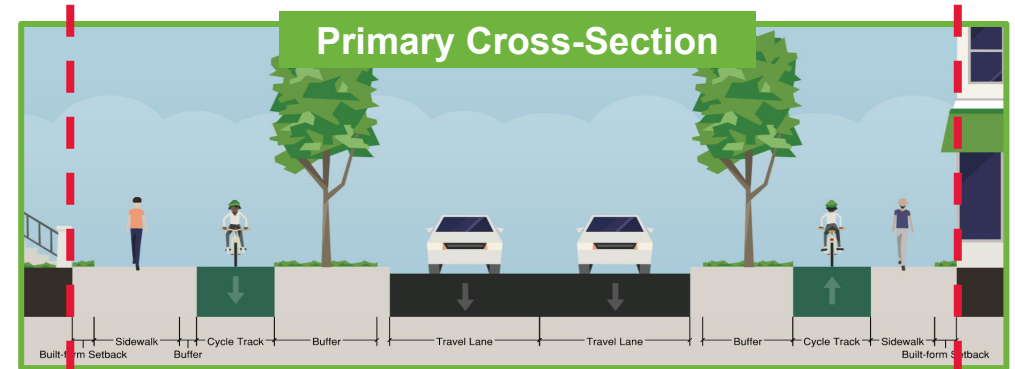
Primary Typical Cross-Section:

- In-Boulevard Cycle Tracks
- Plantings on Both Sides of the Roadway

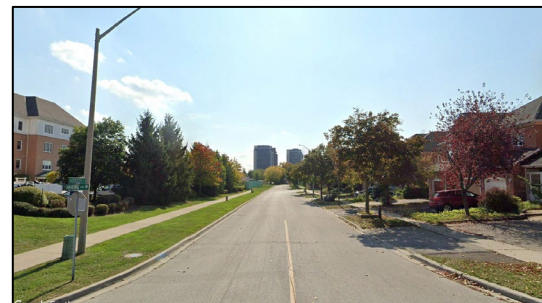
Where applicable, the following alternate cross-section may also be utilized:

Alternate Typical Cross-Section:

- In-Boulevard Cycle Tracks on Both Sides
- Lay-By Parking on One Side



What are your thoughts?
Where would you most like to see additional plantings or lay-by parking along the Addison Street extension?



Existing Addison Street looking southbound from Harding Blvd W

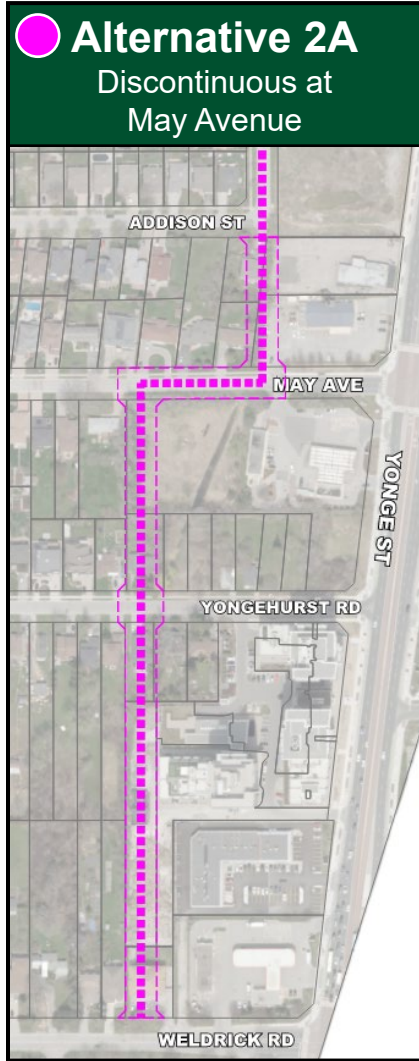
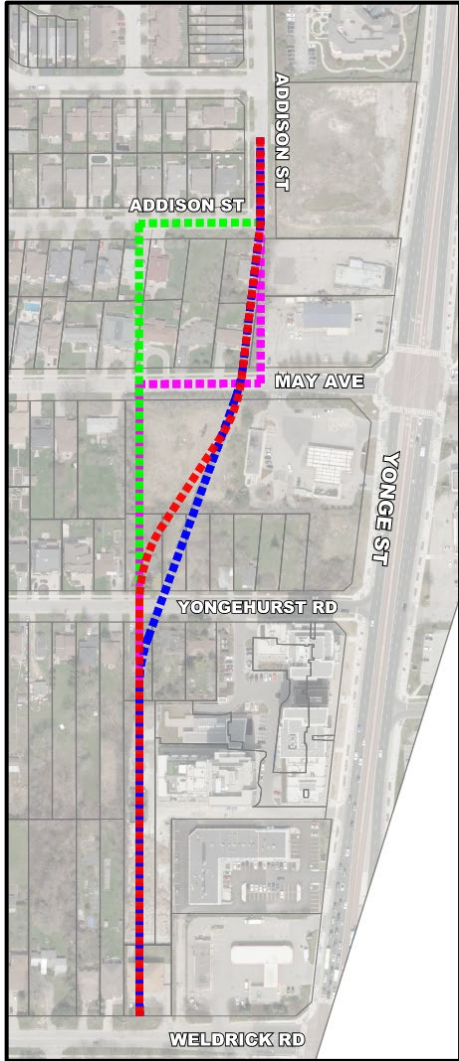


**ALTERNATIVE
ALIGNMENTS**

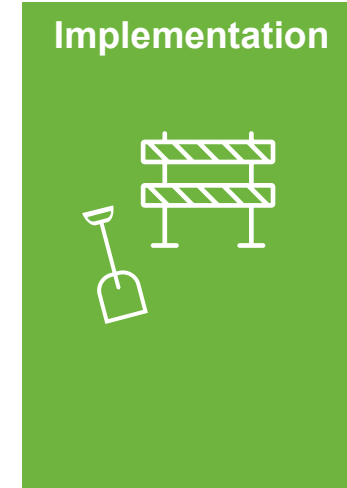
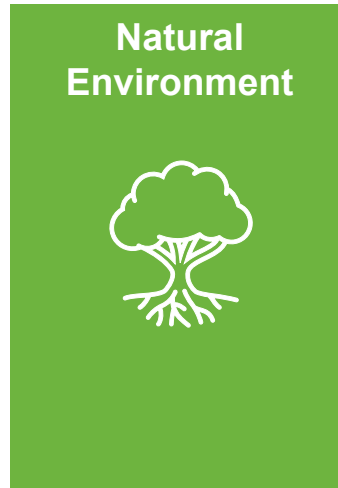


Alignment Alternatives

In addition to “Do Nothing” (Alternative 1), **four new alignment alternatives** have been considered:



The five alternatives were evaluated based on the following criteria:



Key considerations in this evaluation included:

- Improving **connectivity**;
- Establishing **limits for intensification boundaries**;
- Supporting existing and future **land use planning objectives**;
- Minimizing **private property impacts**; and
- Opportunities to expand the **active transportation network**.

What are your thoughts?
Are there any other factors that could be considered in the evaluation?

Evaluation of Alignment Alternatives: Summary

Criteria	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3	Alternative 4
	Do Nothing	Discontinuous at May Avenue	Discontinuous at Addison Street	Skewed	S-Curve
Transportation	Less Preferred	More Preferred	Preferred	Preferred	More Preferred
Socio-Economic	Less Preferred	More Preferred	Less Preferred	Preferred	More Preferred
Natural Environment	Preferred	More Preferred	More Preferred	Preferred	Preferred
Cultural Heritage	More Preferred	Preferred	Preferred	Preferred	Preferred
Implementation	More Preferred	Preferred	Less Preferred	More Preferred	More Preferred
Key Points	<ul style="list-style-type: none"> •No opportunities to improve the local road and AT network •Does not support growth or intensification 	<ul style="list-style-type: none"> •Increases conflicts between vehicles and vulnerable road users •Fewest impacts to private property 	<ul style="list-style-type: none"> •Increases conflicts between vehicles and vulnerable road users •Does not provide direct access to future developments •Greatest impact to private property 	<ul style="list-style-type: none"> •Continuity safer for pedestrians and cyclists with some potential for traffic infiltration •Skewed intersections result in less visibility •Greatest impact to private property 	<ul style="list-style-type: none"> •Continuity safer for pedestrians and cyclists with some potential for traffic infiltration •Second fewest impacts to private property
Overall Rating	Less Preferred	More Preferred	Less Preferred	Preferred	Most Preferred

What are your thoughts?
Do the results of this evaluation reflect the various opportunities and constraints associated with each alternative?

Carry Forward as Preferred Solution



PREFERRED ALIGNMENT





The preferred alignment for the Addison Street extension provides a continuous north-south connection throughout the study area that will:

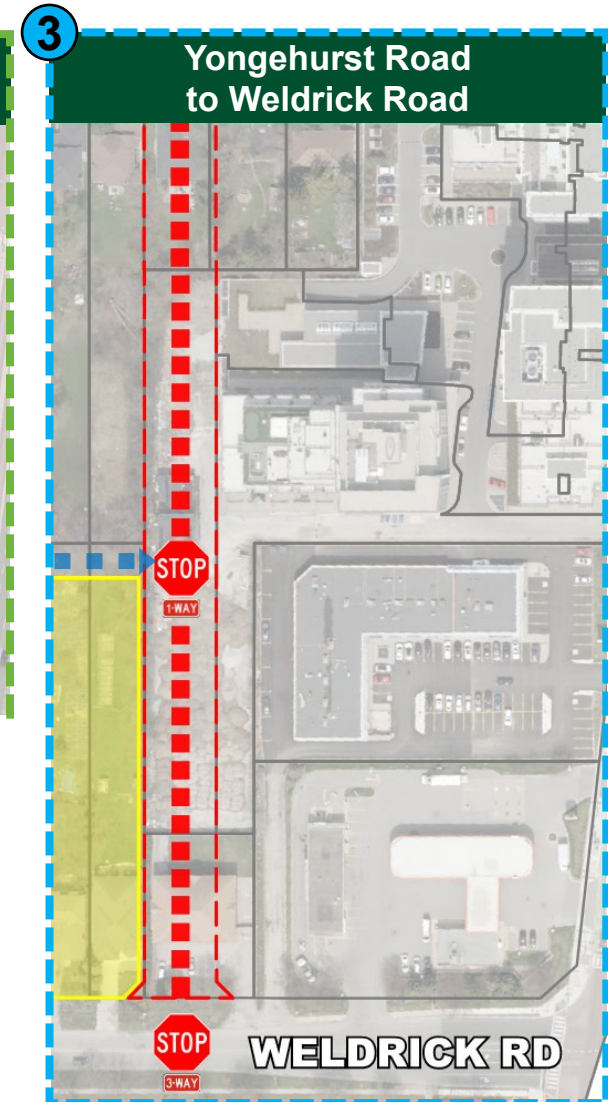
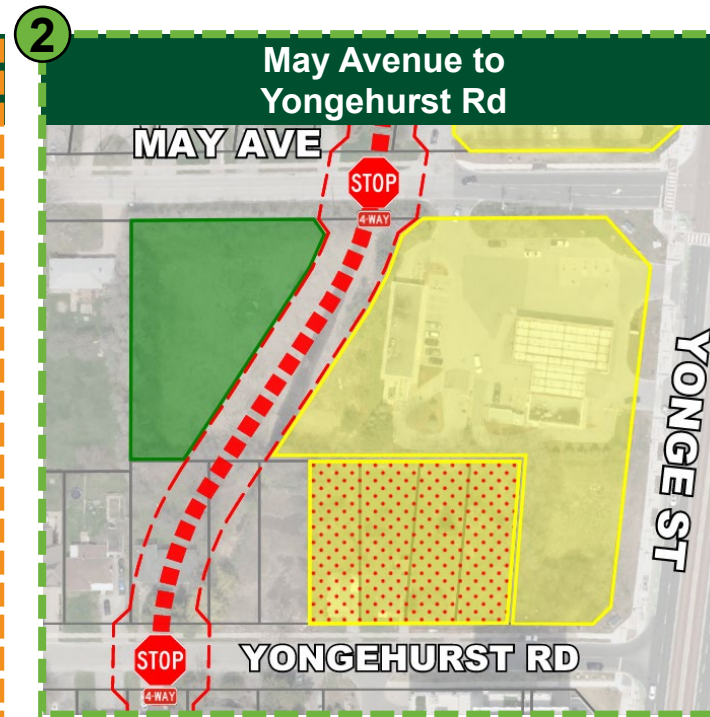
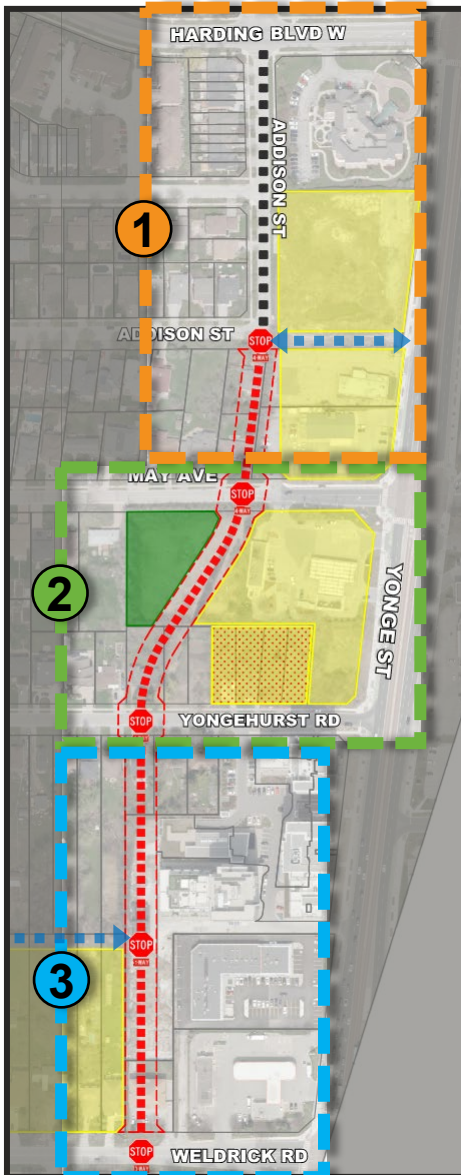
- **Establish a clear and continuous boundary** between developments along Yonge Street and low-density areas to the west.
- **Improve local transportation capacity and access opportunities** for existing residents, businesses, and future growth.
- **Create a finer grid network** with sidewalks, cycle tracks, and all-way stop controlled intersections to provide a variety of **safe and equitable travel options for all road users**.
- Provide **new placemaking opportunities** through in-boulevard plantings throughout the corridor and a new public park between May Avenue and Yongehurst Road.

Legend

- New Roadway (20 m ROW)
- Improvements to existing ROW
- Future Public Road Connection
- Future Development (Proposed/Approved)
- STOP Stop-controlled intersection
- Future Public Park

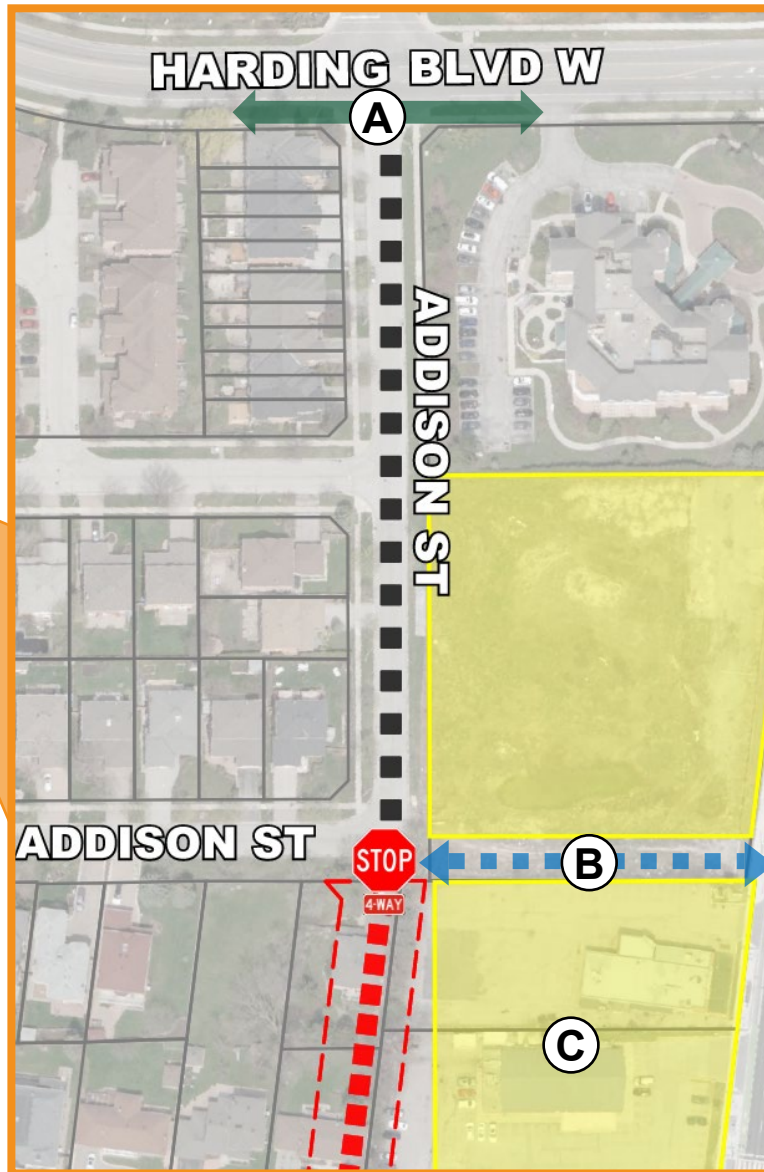
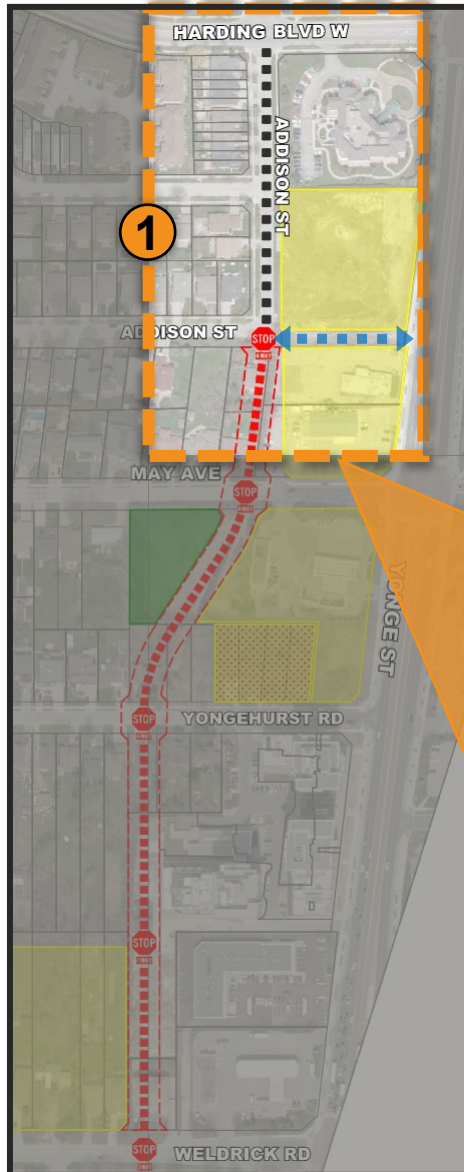
Preferred Alignment: Key Sections

Preliminary design of the Addison Street extension will focus on three key sections:












Legend

- New Roadway (20 m ROW)
- Improvements to existing ROW
- Future Public Road Connection
- Future Development (Proposed/Approved)
- Stop-controlled intersection
- Future Public Park



Key Considerations

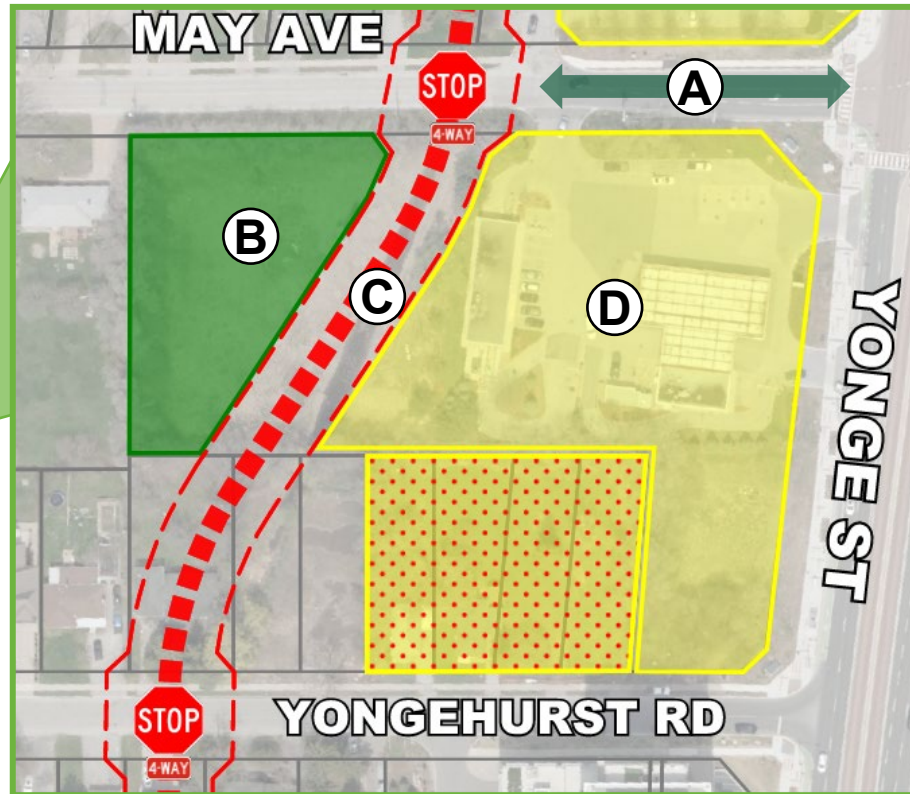
- 
(A) Connections to surrounding cycling network: Future improvements will extend north on existing Addison Street and tie into cycling facilities on Harding Boulevard.
- 
(B) Future access to proposed development at 9750 Yonge: Connection to new east-west public road via 4-way stop controlled intersection.
- 
(C) Future access to proposed development at 9712 Yonge: Provisions for direct driveway connections off new Addison Street alignments.

Legend	
	New Roadway (20 m ROW)
	Improvements to existing ROW
	Future Public Road Connection
	Future Development (Proposed/Approved)
	Stop-controlled intersection
	Future Public Park

What are your thoughts?

Are there are other constraints or opportunities that should be considered in the preliminary design of the preferred alignment through this section?

Preferred Alignment: May Avenue to Yongehurst Road



Legend	
	New Roadway (20 m ROW)
	Improvements to existing ROW
	Future Public Road Connection
	Future Development (Proposed/Approved)
	Stop-controlled intersection
	Future Public Park

What are your thoughts?

Are there are other constraints or opportunities that should be considered in the preliminary design of the preferred alignment through this section?

Key Considerations



A Connections to surrounding cycling network: Improvements will tie into existing cycling facilities on Yonge Street.



B Enhancements to Public Realm: New park to be implemented through construction of the Addison Street extension, helping to establish limits between intensification along Yonge Street and existing residential community to the west.

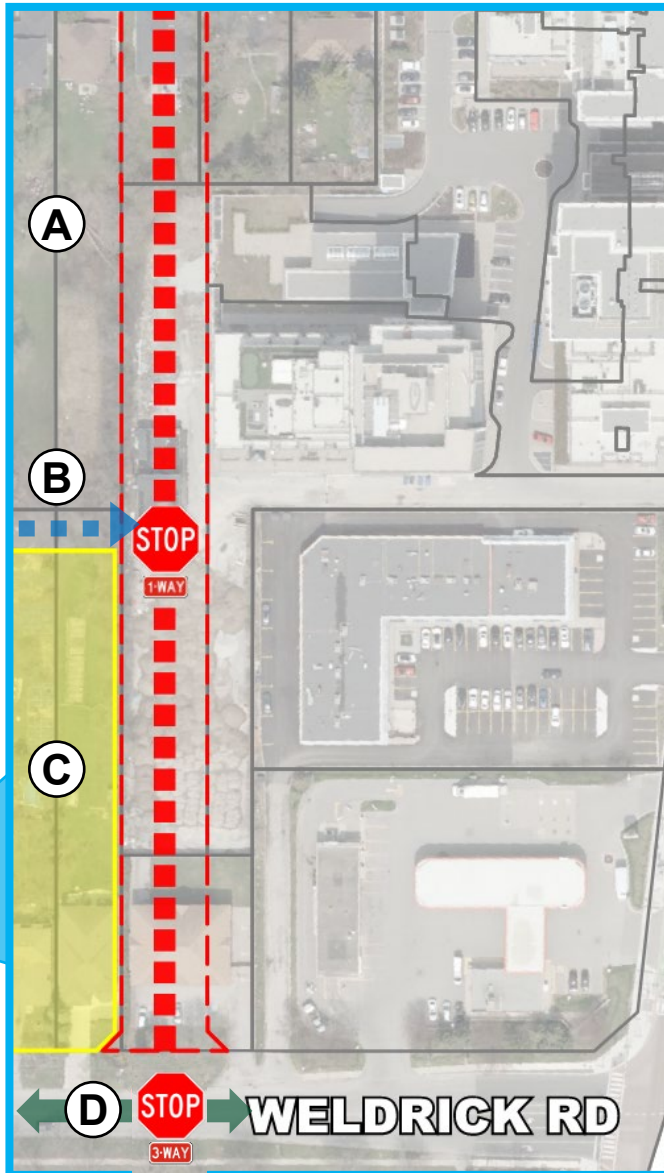


C Existing Drainage Feature: Potential mitigation measures will be explored during preliminary design through consultation with conservation authority.







D Future access to proposed development at 9700 Yonge: Direct driveway connection off new Addison Street alignment.







Preferred Alignment: Yongehurst Road to Weldrick Road



Key Considerations

- 
(A) Tributary of Patterson Creek: Measures to mitigate potential impacts to this feature will be explored during preliminary design through consultation with conservation authority.
- 
(B) Future extension of Sorrento Drive: East-west connection to future Sorrento Drive extension via 1-way stop controlled intersection.
- 
(C) Future access to proposed development at 20-30 Weldrick Road: Provisions for direct driveway connections off new Addison Street alignment.
- 
(D) Connections to surrounding cycling network: Improvements will tie into planned cycling facilities on Weldrick Road.

Legend

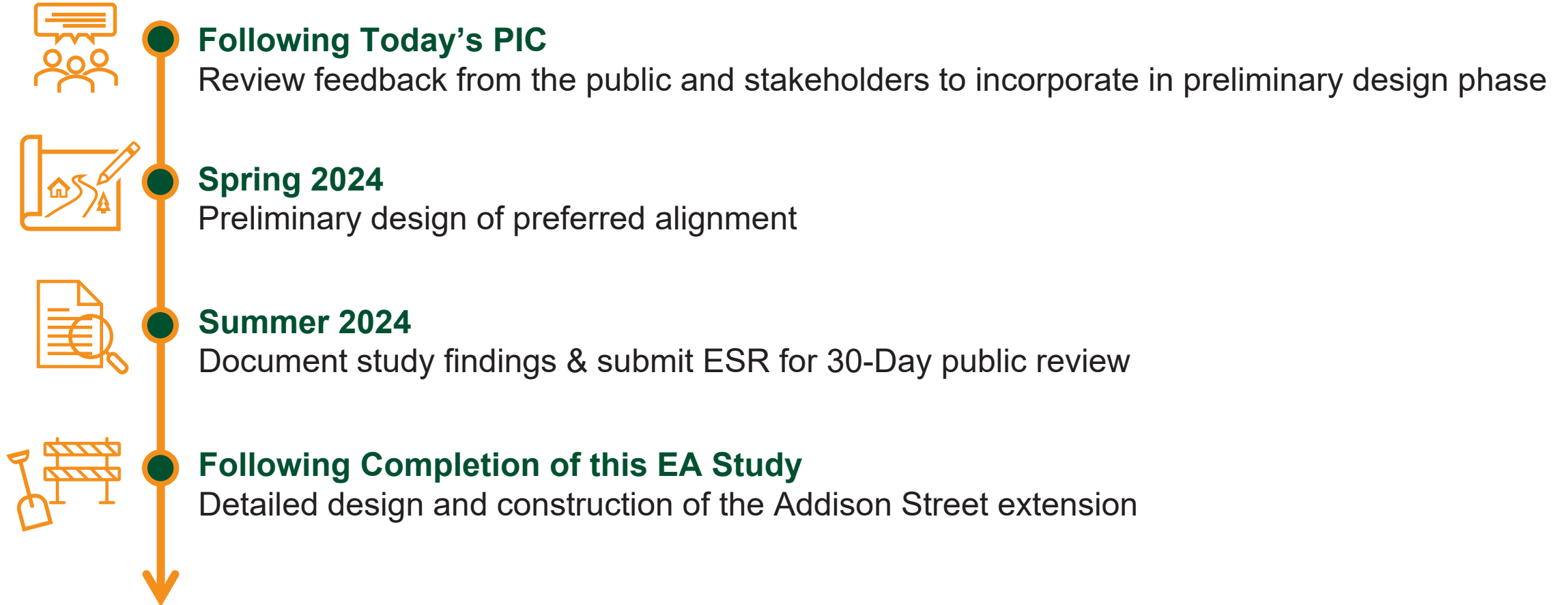
-  New Roadway (20 m ROW)
-  Improvements to existing ROW
-  Future Public Road Connection
-  Future Development (Proposed/Approved)
-  Stop-controlled intersection
-  Future Public Park

What are your thoughts?

Are there are other constraints or opportunities that should be considered in the preliminary design of the preferred alignment through this section?

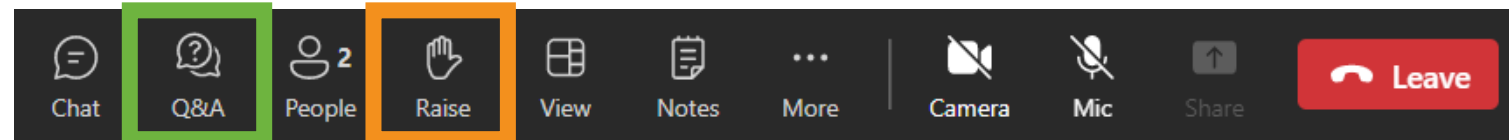
**STUDY SCHEDULE
AND
Q&A PERIOD**







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 April 3, 2024 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!

