

### **Virtual Public Information Centre Summary Report**

Yonge-Steeles Corridor Collector Roads Environmental Assessment Study 160540024

September 2025

Prepared for:

City of Vaughan

Prepared by:

Stantec Consulting Ltd.

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Prepared by

(signature)

Jenn Robinson

Approved by

signature)

Diana Addley

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### 1.0 Introduction

The virtual Public Information Centre (PIC) was held on Thursday, November 7, 2024, from 6:30 PM to 8:30 PM to present and solicit feedback on the study background, the evaluation of the alternative design concepts and the preliminary recommended design. The PIC was hosted as a virtual meeting via the Microsoft Teams platform.

The study area for this is generally situated between Hilda Avenue to the west, Yonge Street to the east, Steeles Avenue West to the south, and Pinewood Crescent to the north, within the City of Vaughan, as shown on the Key Plan in **Figure 1** below.

Hilda York Hill Blvd City of Vaughan City of Markhan Vaughan Yonge Crest Park Pinewood Dr Crestwood Rd S Royal Palm Dr Woodward Ave Steeles Ave E Steeles Ave W City of Toronto 0.5 Study Area

Figure 1: Key Plan

### 2.0 Purpose

The virtual PIC forms part of the overall consultation plan for the Yonge-Steeles Corridor Collector Roads Environmental Assessment (EA) study and was designed to inform and engage residents and other stakeholders on study background, the evaluation of the alternative design concepts, preliminary recommended design and next steps in the study process.



### 3.0 Location, Date and Time

The PIC was hosted as a virtual meeting via the Microsoft Teams platform on Thursday, November 7, 2024, from 6:30 PM to 8:00 PM. A presentation was provided by the study team, followed by a question-and-answer period. A recording of the presentation was posted on the study website (<a href="mailto:vaughan.ca/YongeSteeles">vaughan.ca/YongeSteeles</a>) for those unable to attend the virtual PIC, to review information and provide feedback. Opportunities to offer feedback and ask questions were provided through a comment form posted on the study website, or by contacting the study team directly via telephone or email. Feedback was encouraged to be received by Friday, December 6, 2024.

### 4.0 Notification

The Notice of virtual PIC provided information about the PIC, including the date of the public meeting, how to register for the event, that the presentation materials and comment form would become available for review online and where to access them, and a timeframe to provide feedback to the study team.

The Notice of virtual PIC was distributed to the public, agencies, utilities, stakeholders and Indigenous communities through the methods outlined below in **Table 1**.

**Table 1: Notification Distribution** 

Method of Distribution	Date of Distribution
Posted in the Vaughan Citizen online news platform	October 24, 2024
Posted in the Ontario Construction News online news platform	October 29, 2024
Mailed directly via Canada Post to residents within the study area	October 24, 2024
Emailed to the study mailing list (external agencies, utilities, Technical Advisory Committee, Stakeholder Group, Indigenous communities, general public, potentially impacted property owners)	October 24, 2024

A copy of the Notice of virtual PIC is provided within **Appendix A**.



In addition to the above, the City of Vaughan published several social media postings of the notice to their Facebook, X, Instagram and LinkedIn accounts on the following dates:

- October 24, 2024
- October 31, 2024
- November 5, 2024
- November 18, 2024
- November 21, 2024
- November 25, 2024
- December 4, 2024

The City published a Public Service Announcement (PSA) on October 24, 2024, through the City of Vaughan news website (<a href="https://www.vaughan.ca/news">https://www.vaughan.ca/news</a>), which encouraged the public to register for the virtual PIC, and provided links to the study website to access the PIC presentation and online comment form. Additionally, banners highlighting the date and registration details for PIC 2 were also published using the City's electronic banner system within and outside of City Hall and an electronic sign at the intersection of Yonge Street and Crestwood Road throughout the duration of the comment period.

The study team also sent an email blast to the study mailing list following the virtual PIC event on November 11, 2024, to provide a reminder that a copy of the presentation materials and comment form were available on the study website. The email blast encouraged participants to provide feedback by December 6, 2024.

A copy of the PSA and banners are provided in **Appendix A**.

### 5.0 Reference Materials and Handouts

The following displays were presented as part of the virtual PIC:

- Title Page
- Land Acknowledgement
- Agenda
- Introductions
- Background
- Need and Justification
- Municipal Class EA Process
- Technical and Environmental Studies
- Existing Study Area Conditions



### **Virtual Public Information Centre Summary Report**

- Evaluation Process
- Long List of Potential Alignments, Screening Summary
- Short List of Alternative Alignments Royal Palm Drive
- Evaluation Summary, Royal Palm Drive Alignments
- Assessment of Cross-Section Option, Royal Palm Drive
- Royal Palm Drive
- Recommended Design Concept, Royal Palm Drive
- Interim Design Concept, Royal Palm Drive
- Short List of Alternative Alignments, Powell Road
- Evaluation Summary, Powell Road Alignments
- · Assessment of Cross-Section Options, Powell Road
- Powell Road
- Recommended Design Concept, Powell Road
- Interim Design Concept, Powell Road
- Interim Design Concept, Royal Palm Drive and Powell Road
- Recommended Design Concept, Royal Palm Drive and Powell Road
- Potential Impacts and Proposed Mitigation
- Schedule / Next Steps
- Your feedback is important!
- Questions?

A copy of the PIC displays is provided in **Appendix B**.

### 6.0 Format

The virtual PIC was held as a live meeting on Microsoft Teams and consisted of a formal presentation provided by the study team, followed by a question-and-answer period. A copy of the presentation materials, recording of the presentation and online comment form was posted to the study website (vaughan.ca/YongeSteeles).

All attendees were encouraged to provide their feedback by Friday, December 6, 2024. As part of the virtual PIC review and comment period, members of the study team were available to answer questions and/or respond to concerns submitted through the comment form provided on the study website, and/or by contacting members of the study team via mail, phone, and email.

A copy of the virtual PIC displays and comment form are provided within **Appendices B** and **C**, respectively.



### 7.0 Participation

Thirty-two (32) participants attended the virtual PIC on Thursday, November 7, 2024. A recording of the presentation was posted on the City's YouTube channel on November 20, 2024, which received 51 views by the conclusion of the formal comment period (December 6, 2024).

### 8.0 Feedback

Following the virtual PIC presentation, a formal question-and-answer period was provided in which participants could ask questions and voice concerns directly to the study team and receive feedback in real time. A summary of the key comments/concerns raised and associated response from the study team is provided in Table 2.

**Table 2: Virtual PIC Question-and-Answer Period Summary** 

Comment/Question	Study Team Response
Will a copy of the presentation be shared following the PIC?	A recording of the presentation, along with a copy of the presentation materials and comment form will be made available for review on the study website by November 14, 2024 (vaughan.ca/YongeSteeles). We would appreciate receiving your comments by December 6, 2024.
Will there be any access to businesses provided on Royal Palm Drive? If so, how will cyclist safety be considered?	There will be access points along Royal Palm Drive at varying locations although these are considered preliminary at this time. These will be further refined during the detail design phase of the project. The design of crossings at these locations will prioritize cyclist safety.
When will construction be completed?	This EA study is anticipated to be completed in winter 2025, at which point the project can proceed to the detail design phase (subject to City budget and programming). At this time, it is anticipated that detail design will take place between 2026 and 2028, followed by construction.



Comment/Question	Study Team Response
Is this study in relation to the new proposed multi-unit construction at Yonge Street and Pinewood Drive?	These projects were recommended through the Yonge-Steeles Corridor Secondary Plan (YSCSP) and Vaughan Transportation Plan to support growth and development within the area, including the Yonge-North subway extension.
Will Royal Palm Drive be redeveloped west of Hilda Avenue? (i.e., through reconfiguration of the existing roadway or extension to Bathurst Street)	At this time, the City does not have plans to redevelop Royal Palm Drive west of Hilda Avenue, or extend the roadway to Bathurst Street.
Will there be public transit along the extensions of Royal Palm Drive or Powell Road?	There are no current plans for transit along Royal Palm Drive or Powell Road; however, implementing this in the future would be at the discretion of local transit authorities.
Is it possible to have bidirectional cycling lanes on Royal Palm Drive so that cycling lanes are not impacted if future transit stops are implemented?	Transit authorities would be required to complete a separate study before transit is implemented. Should transit be implemented in the future, the detail design phase of the project will design cycling infrastructure with transit stops in mind.
Is there lane redistribution planned for the intersection of Hilda Avenue and Crestwood Road due to the change in traffic control? Has this intersection been analyzed as part of this study?	Improvements at the Hilda Avenue and Crestwood Road intersection is outside of the scope of work for this study; however, the recommendations include a median on Hilda Avenue at the future Royal Palm Drive intersection. Any improvements at the intersection of Hilda Avenue and Crestwood Road would be subject to a separate study.
Will the layby parking be delineated with curb extensions or just paint? If just paint, this may encourage speeding when there are no parked vehicles.	At this time the recommended design delineates layby parking using just paint; however, this, as well as mitigation measures for speeding will be further confirmed during the detail design phase of the study.



Comment/Question	Study Team Response
Will any of the private properties be rezoned from residential into commercial lots?	No rezoning is planned at this time beyond what was recommended through the YSCSP.
Concern for the amount of healthy mature trees that will need to be removed to implement the recommended projects. Often new plantings do not survive.	As part of this study an Arborist report, including tree inventory and assessment, was completed to identify any trees that may be impacted by the recommended design and identify those that would require protection or removal, and/or permitting prior their removal. In total, 202 trees were inventoried within the broader study area. The number of trees that will be required to be removed will be confirmed pending the confirmation of the recommended design. Tree restoration and protection plans will be completed during detail design to identify species that thrive in an urban environment.
Why was Alternative Alignment 3 (shifting Royal Palm Drive south) ruled out if it would reduce impacts to mature trees and private residences?	Alternative Alignment 3 for the Royal Palm Drive extension was ruled out as it would impact the geometries of the intersections at Hilda Avenue and Yonge Street/Woodward Avenue. A straight intersection alignment provides increased safety/sightlines and more efficient traffic operations when compared to a jogged intersection. Alternative Alignment 3 would also impact lands to the south that have been identified for future parklands through the YSCSP, which provide a buffer between developer land and private residences.
Pedestrian safety concerns on the existing Powell Road at the corner of Pinewood Drive due to constrained sightlines.	Development is planned on the east side of Powell Road within this area. As such, the sidewalks along the existing Powell Road will be improved to provide connectivity to pedestrian facilities along the future extension of the roadway.
Will Woodward Avenue be redeveloped to support the	Although Woodward Avenue falls outside of the study area, and the City's jurisdiction, the City of Markham has confirmed that a future study will



Comment/Question	Study Team Response
additional traffic from the Royal Palm Drive extension?	be completed to assess improvements along Woodward Avenue. Both the City of Markham and City of Toronto have been engaged in the Technical Advisory Committee that was established for this study.
Does the City intend to extend Pinewood Drive to Yonge Street? If so, when?	An extension of Pinewood Drive to Yonge Street was recommended through the YSCSP; however, this would be subject to a separate study in the future, the timing of which is currently unknown.
Why aren't more north-south roads being recommended through development land instead of impacting private residences?	In addition to the extension of Powell Road, two other new north-south roadways have been recommended through the YSCSP to provide additional connections between the future Royal Palm Drive extension and Steeles Avenue through developable land.
Will layby parking be on the north or the south side of Royal Palm Drive?	Layby parking is recommended on the south side of Royal Palm Drive to accommodate access to future parklands.
Will the recommended plan impact groundwater? (i.e., buried tributaries, etc.)	A desktop hydrogeological review and sourcewater protection review was completed as part of this study in consultation with the Toronto and Region Conservation Authority. The findings of this review confirmed that there is no groundwater or surface water within the study area.
What changes will be made to the intersection of Hilda Avenue and Royal Palm Drive?	The City is planning for future 26 m wide right-of- way along Hilda Avenue as well as a median running north/south. Intersection improvements at Hilda Avenue and Royal Palm Drive will be further confirmed through the detail design stage of this project.

Interested parties were encouraged to provide feedback through an online comment form offered on the study website (<u>vaughan.ca/YongeSteeles</u>) during the formal comment period (November 7, 2024, to December 6, 2024). In addition, study team



contact information was provided as part of the virtual PIC notice, comment form, the study website, and the PIC displays.

As part of the comment form, participants were asked to answer a series of questions and share their thoughts in relation to the interim and recommended design concepts, potential impacts and mitigation measures and any additional comments they wished to provide. Participants were also encouraged to submit additional comments by emailing the study team directly. In total, 3 comment forms, 1 telephone call, and 7 emails were received during the comment period. There were no comments received through the City's social media platforms.

Based on the feedback received following the virtual PIC, a number of key comment themes were noted, and are summarized within Table 3.

Table 3: Post-Virtual PIC Feedback Summary

Comment/Question	Study Team Response
How many trees will need to be removed to implement the recommended plan?	As part of this study an Arborist report, including tree inventory and assessment, was completed to identify any trees that may be impacted by the recommended design and identify those that would require protection or removal, and/or permitting prior their removal. In total, 202 trees were inventoried within the broader study area, of which 184 live trees and 5 dead trees were identified for removal.
Alternative Alignment 3 for Royal Palm Drive (shifted further south) would result in the least impacts to greenspace and mature trees. Why was it not selected?	The potential to impact individual trees was one of several evaluation criteria used to compare the advantages and disadvantages of each alternative alignment. The alternative alignments were subjected to a detailed comparative evaluation using a reasoned argument approach, which describes both the advantages and disadvantages of each alternative. Opportunities to incorporate mitigation measures to offset potential adverse impacts are also considered within this process. Several alignments were evaluated for the extension of Royal Palm Drive, including an alignment shifted further south of the recommended design concept (i.e., Alternative 3). However, due to the proximity of adjacent trees this alternative is not expected to



Comment/Question	Study Team Response
	significantly reduce the number of trees impacted, given the potential for damage to root systems during construction.
How will the recommended design mitigate the loss of mature trees, vegetation, shade and stormwater mitigation? How will the City ensure that new plantings thrive in an urban environment?	The recommended design concept for Royal Palm Drive includes a 2.5 m wide space within the boulevard that provides opportunities for tree plantings and green infrastructure to capture rainwater and reduce stormwater runoff. A preliminary Landscape Strategy is also being completed as part of this study to provide a preliminary plan to mitigate the impacts to existing trees and support the development of a vibrant streetscape design. In recognition of the number of trees that are expected to be required for removal to accommodate the road extension, the strategy proposes to introduce the maximum number of trees within the corridor, including an enhanced tree replacement program that introduces a greater number of trees than trees to be removed. As part of this strategy, it is recommended that new street trees be carefully selected to provide shade, as well as those that have been proven to be top performing species in urban settings, including native species such as Kentucky Coffee Tree, Burr Oak and Ohio Buckeye. It is also recommended that street tree selection take into consideration the species that are scheduled for removal to accommodate the extension, including the environmentally valuable Black Walnut and Silver Maple, as well as a fast-growing Autumn Blaze Maple. In addition, it is recommended that shrub material be selected to perform in urban conditions and provide visual interest throughout the year. As part of this enhanced tree replacement program, the City may also consider planting new trees in the yards of impacted private properties immediately following construction. The preliminary Landscape Strategy will be confirmed during detail design.



Comment/Question	Study Team Response
	As outlined within the YSCSP (2022) and the Yonge-Steeles Urban Design Study and Streetscape Plan (2023), an approximately 50 m wide park space is proposed along the south side of the Royal Palm Drive extension. This designated area provides opportunities to introduce recreational programming and greenspace, as well as new plant, shrub and tree species that are native and drought tolerant. As noted within the City's Yonge-Steeles Urban Design Study and Streetscape Plan, new plantings will align with the policy direction set forth in the Vaughan City-Wide Streetscape Implementation Manual.
Concern for potential loss of wildlife habitat.	An Environment Impact Study (EIS) was undertaken to identify natural heritage features and ecosystem functions that could be potentially impacted by the proposed road extensions and recommend potential mitigation strategies. The EIS included a detailed review of existing natural heritage information and data for the study area, as well as a series of vegetation and wildlife field surveys to investigate the potential presence of significant wildlife habitat, species at risk (SAR) and SAR habitat, bats, breeding birds and incidental wildlife observations. Based on the findings of the EIS, no rare vegetation communities, SAR or species of conservation concern were observed within the study area. However, several suitable bat maternity roost trees having the potential to support bat SAR were identified within the study area. As such, bat acoustic surveys will be recommended during the detail design phase of the project.
	In addition, a preliminary Landscape Strategy is also being completed as part of this study to provide a preliminary plan to mitigate the impacts to existing trees and support the development of a vibrant streetscape design. The strategy proposes to introduce the maximum number of



Comment/Question	Study Team Response
	trees within the corridor, including an enhanced tree replacement program that introduces a greater number of trees than trees to be removed. As part of this enhanced tree replacement program, the City may also consider planting new trees in the yards of impacted private properties immediately following construction. The preliminary Landscape Strategy will be confirmed during detail design.
	As outlined within the Yonge-Steeles Corridor Secondary Plan (2022) and the Yonge-Steeles Urban Design Study and Streetscape Plan (2023), an approximately 50 m wide Park space is proposed along the south side of the Royal Palm Drive extension.
Concerns for potential impacts to private property.	The City's property acquisition process is carried out in accordance with the City's standard practice and is based on compensating property owners at fair market value, as determined through independent appraisals completed by a license appraiser. While the City would make every effort to negotiate a fair agreement with the property owner, if the owner is unwilling to sell, the City may initiate the expropriation process in accordance with the Expropriations Act.
Concerns for changes in traffic noise.	A Noise and Vibration Assessment and Air Quality Assessment are being undertaken as part of this study to assess potential changes in traffic noise and/or air quality as a result of the recommended design, and to confirm the need for mitigation measures. The decision-making process, including the findings of the technical studies, recommended design, potential impacts to the environment and proposed mitigation measures, will be documented within an Environmental Study Report, which is tentatively scheduled to be completed in spring 2025. A Notice of Study Completion will be issued to indicate that the report and associated



Comment/Question	Study Team Response
	recommendations are available for public review and comment for a minimum of 30 days.
Why isn't a sidewalk being considered on the north side of Royal Palm Drive?	The purpose of this study is to complete the planning and design for the proposed extensions of Royal Palm Drive, from Hilda Avenue to Yonge Street, and Powell Road, from Pinewood Drive to Steeles Avenue West. The existing Royal Palm Drive, west of Hilda Avenue, is outside the scope of this study; however, a sidewalk has been recommended on both the north and south sides of the future roadway extension to the east. Due to existing businesses along Yonge Street, space is limited east of the Powell Road/Royal Palm Drive intersection during the interim phase of design. As such, the Interim Design Concept recommends a sidewalk on only the north side of the roadway east of Powell Road.
Why are the existing traffic signals at the Hilda Avenue/Crestwood Road intersection proposed to be replaced by a 2-way stop instead of a 4-way stop?	The Preferred Design has been revised to include a 4-way stop controlled intersection at Hilda Avenue/Crestwood Road due to its proximity to the future proposed signalized intersection of Hilda Avenue/Royal Palm Drive.
What is the difference between the 2-way stop proposed at Hilda Avenue/Crestwood Road vs. the "controlled" 2-way stop proposed at Crestwood Road/Powell Road?	The Preferred Design has been revised to include a 4-way stop controlled intersection at both the Hilda Avenue/Crestwood Road and Crestwood Road/Powell Road intersections. A 4-way stop controlled intersection, also referred to as an all-way stop, is an intersection where vehicles approaching from all four directions are required to come to a complete stop, via a stop-sign.

A copy of the comment form is provided within **Appendix C**. Copies of all comment form responses and emails received are provided within **Appendix D**. It should be noted that all names and addresses from respondents were added to the study mailing list to help ensure all interested parties received notifications at future key study milestones.



### 9.0 Next Steps

All comments received as part of the virtual PIC have been reviewed and considered by members of the study team and will continue to be considered as the EA study progresses.

Next steps will include reviewing and considering feedback received as part of the virtual PIC, confirming the Preferred Design and preparing the Environmental Study Report (ESR). Upon finalization of the ESR, a Notice of Study Completion will be issued to initiate a 30-day public comment period.

Consultation will continue to be ongoing, and all interested parties who have been requested to be included on the mailing list will be notified of key study milestones, including the Notice of Study Completion.



### Appendix A

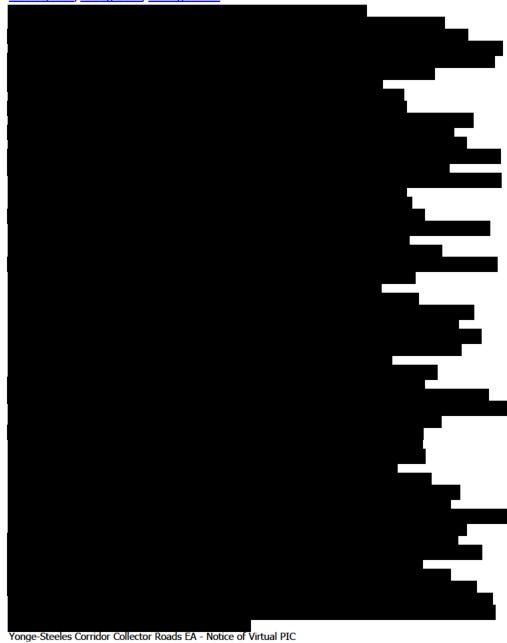
**Notification Materials** 



From: Robinson, Jennifer To: Robinson, Jennifer

Cc: Esedebe, Hilda; Addley, Diana; Bradley, Michael

Bcc:



Subject:

Date: Thursday, October 24, 2024 4:08:00 PM Attachments: Notice Yonge Steeles EA PIC FINAL.pdf

### Hello,

Please find the attached Notice of Virtual Public Information Centre (PIC) in regard to the Yonge-Steeles Corridor Collector Roads Environmental Assessment (EA) Study.

The virtual PIC has been scheduled for Thursday, November 7, 2024, between 6:30 PM and 8:00 PM.

To register for the PIC, please send an email directly to <a href="mailto:Jennifer.Robinson@stantec.com">Jennifer.Robinson@stantec.com</a>.

Kind regards,

### Jenn Robinson

Environmental Planner, Transportation GTA Jennifer.Robinson@stantec.com Stantec Consulting Ltd. 300W-675 Cochrane Drive Markham ON L3R 0B8



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.



### Notice of virtual Public Information Centre Yonge-Steeles Corridor Collector Roads Environmental Assessment

OCTOBER 2024

Dear resident/business owner,

The City of Vaughan is undertaking a Municipal Class Environmental Assessment Study to complete the planning and preliminary design of the extensions of Royal Palm Drive, from Hilda Avenue to Yonge Street, and Powell Road, from Pinewood Drive to Steeles Avenue West, as recommended in the Yonge-Steeles Corridor Secondary Plan and Vaughan Transportation Plan.

This study is being undertaken in accordance with the planning and design process for Schedule C projects, as outlined in the Municipal Engineers Association's MCEA document (2024), which is approved under the Ontario *Environmental Assessment Act*.

### Get involved

The City values the voice of residents and is dedicated to promoting a dialogue with the community that is open, transparent, accessible and inclusive. Consultation with the community is a key component of this study. The City will engage and collaborate with stakeholders to learn, educate and discuss ways to improve transportation choices to create a more sustainable and transportation-oriented future.

A virtual Public Information Centre (PIC) is being held on **Thursday**, **Nov.** 7 from **6:30** p.m. to **8** p.m. to review the study background, the evaluation of the alternative design concepts and the preliminary recommended design. A presentation will be provided by the study team, followed by a question-and-answer period. To register for the PIC, please send an email to <u>Jennifer.Robinson@stantec.com</u>.

If you are unable to attend the live virtual PIC, a recording of the presentation and a comment form will be available for your review online at <u>vaughan.ca/YongeSteeles</u> by **Thursday**, **Nov. 14**. Feedback will be accepted until **Friday**, **Dec. 6**.

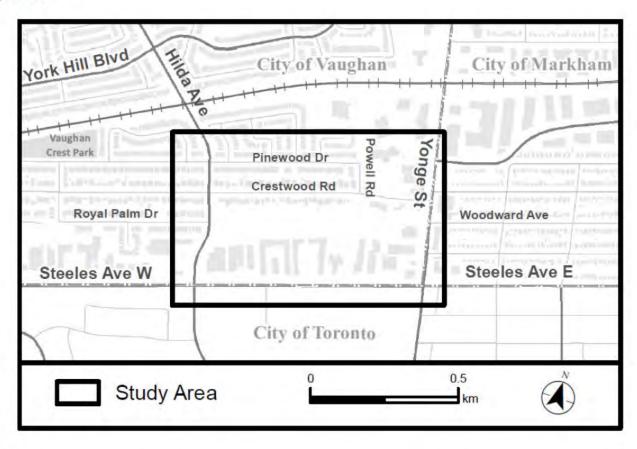
To join the mailing list and be notified of updates or to share questions or comments, please contact the project team:

Hilda Esedebe, P.Eng., Project Manager City of Vaughan 905-832-2281, ext. 8484 Hilda.Esedebe@vaughan.ca Diana Addley, Senior Environmental Planner Stantec Consulting Ltd. 905-415-6401 Diana.Addley@stantec.com





### Study area



Personal information on this form is collected under the authority of the *Municipal Act*, 2001 and will be used for the purpose of administering the Yonge-Steeles Corridor Collector Roads Environmental Assessment Study. Questions about this collection can be directed to the Manager, Transportation Planning and Engineering, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585. ext. 8702. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued Oct. 24, 2024.



https://www.hub.metroland.com/news/public-notices/vaughan/notice-of-virtual-public-information-centre/article\_86827a20-915c-11ef-8ba8-634280344662.html

**VAUGHAN** 

### Notice of virtual Public Information Centre

### Yonge-Steeles Corridor Collector Roads Environmental Assessment

The City of Vaughan is conducting an Environmental Assessment Study for the extensions of Royal Palm Drive and Powell Road. Get involved by attending a virtual Public Information Centre or by providing feedback at vaughan.ca/YongeSteeles

Oct 24, 2024



Dear resident/business owner,

The City of Vaughan is undertaking a Municipal Class Environmental Assessment Study to complete the planning and preliminary design of the extensions of Royal Palm Drive, from Hilda Avenue to Yonge Street, and Powell Road, from Pinewood Drive to Steeles Avenue West, as recommended in the Yonge-Steeles Corridor Secondary Plan and Vaughan Transportation Plan.

This study is being undertaken in accordance with the planning and design process for Schedule C projects, as outlined in the Municipal Engineers Association's MCEA document (2024), which is approved under the Ontario *Environmental Assessment Act*.

### **Get involved**

The City values the voice of residents and is dedicated to promoting a dialogue with the community that is open, transparent, accessible and inclusive. Consultation with the community is a key component of this study. The City will engage and collaborate with stakeholders to learn, educate and discuss ways to improve transportation choices to create a more sustainable and transportation-oriented future.

A virtual Public Information Centre (PIC) is being held on **Thursday**, **Nov.** 7 from **6:30 p.m. to** 8 **p.m.** to review the study background, the evaluation of the alternative design concepts and the preliminary recommended design. A presentation will be provided by the study team, followed by a question-and-answer period. To register for the PIC, please send an email to Jennifer.Robinson@stantec.com. A link to attend the PIC will be on vaughan.ca/YongeSteeles on the day of.

If you are unable to attend the live virtual PIC, a recording of the presentation and a comment form will be available for your review online at <u>vaughan.ca/YongeSteeles</u> by **Thursday, Nov. 14**. Feedback will be accepted until **Friday, Dec. 6**.

To join the mailing list and be notified of updates or to share questions or comments, please contact the project team:

Hilda Esedebe, P.Eng., Project Manager

City of Vaughan

905-832-2281, ext. 8484

Hilda.Esedebe@vaughan.ca

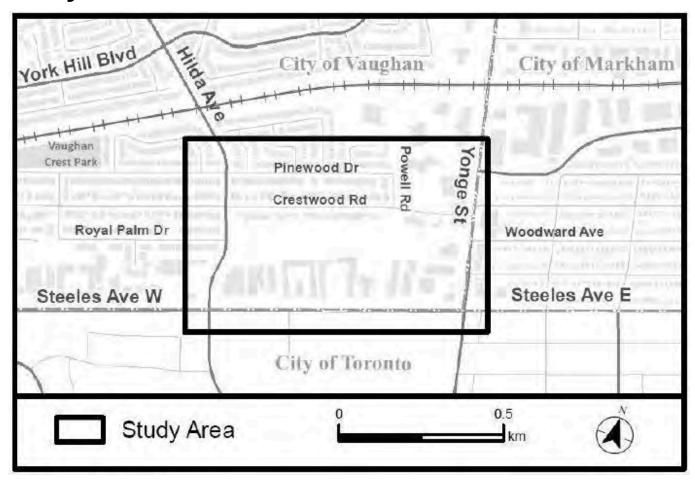
Diana Addley, Senior Environmental Planner

Stantec Consulting Ltd.

905-415-6401

Diana.Addley@stantec.com

### Study area



Personal information on this form is collected under the authority of the *Municipal Act*, 2001 and will be used for the purpose of administering the Yonge-Steeles Corridor Collector Roads Environmental Assessment Study. Questions about this collection can be directed to the Manager, Transportation Planning and Engineering, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585. ext. 8702. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued Oct. 24, 2024.

REPORT AN ERROR	JOURNALISTIC STANDARDS	ABOUT US
Paid story recommendations are disabled in the admin.		

### Public Service Announcement



### Extending two roads in the Yonge-Steeles area

Join a virtual session on Nov. 7 to learn more!

**VAUGHAN, ON (Oct. 24, 2024)** – We're committed to keeping you moving – that's why we're extending two roads in the Yonge-Steeles corridor.

This bustling Ward 5 community is evolving with the vision to become an attractive, transitoriented, sustainable urban environment, and as it continues to grow, the City of Vaughan is managing its development. To improve connectivity within the area, provide options for active transportation, and support transit initiatives, we're completing the Yonge-Steeles Corridor Collector Roads Environmental Assessment Study to extend the following two roads:

- Royal Palm Drive, from Hilda Avenue to Yonge Street
- Powell Road, from Pinewood Drive to Steeles Avenue West

The study will determine a plan and preliminary design for the road extensions, identify any impacts to local properties, assess factors like noise, air quality and traffic measures, and more.

### Learn more and have a say!

Join a virtual Public Information Session on Thursday, Nov. 7 from 6:30 p.m. to 8:00 p.m. to learn more about the study, review the recommended design concepts, hear next steps and ask questions directly to the project team. Register to attend by sending an email to <a href="mailto:Jennifer.Robinson@stantec.com">Jennifer.Robinson@stantec.com</a>. A link to join the meeting will be available on the project webpage at <a href="mailto:vaughan.ca/YongeSteeles">vaughan.ca/YongeSteeles</a> on the day of.

Can't attend? You can still get involved. A recording of the meeting and presentation materials will be available on the <u>project webpage</u> from **Thursday**, **Nov. 14** until **Friday**, **Dec. 6**. During this time, you can provide feedback through an online commenting form.

This work is being completed as recommended in the <u>Yonge Steeles Corridor Secondary Plan</u>. For more information, visit <u>vaughan.ca/**YongeSteeles**</u>.

For updates and news as they happen, subscribe to <u>Vaughan News</u> and follow the official corporate channels on <u>X</u>, <u>Facebook</u>, <u>Instagram</u> and <u>LinkedIn</u>.

-30-

**ABOUT VAUGHAN:** The City of Vaughan is one of Canada's fastest growing cities with a population of more than 344,412. Incorporated in 1991, Vaughan includes the communities of Concord, Kleinburg, Maple, Thornhill and Woodbridge. This culturally diverse municipality is located in the heart of York Region and the Greater Toronto Area.



### Public Service Announcement

MEDIA CONTACT: Teresa Fazari, Specialist, Media and External Communications

Communications, Marketing and Engagement Department

T. 647-518-3484 E. teresa.fazari@vaughan.ca





### Vaughan extending two roads in the Yonge-Steeles area

By Robin MacLennan, Editor, Ontario Construction News - October 29, 2024



Ontario Construction News staff writer

The City of Vaughan is extending two roads in the Yonge-Steeles corridor – Royal Palm Drive from Hilda Avenue to Yonge Street and Powell Road, from Pinewood Drive to Steeles Avenue West

"This bustling Ward 5 community is evolving with the vision to become an attractive, transit-oriented, sustainable urban environment, and as it continues to grow, the City of Vaughan is managing its development. To improve connectivity within the area, provide options for active transportation and support transit initiatives, we're completing the Yonge-Steeles Corridor Collector Roads Environmental Assessment Study," the city said in a news release.



### Map of study area



The study will determine a plan and preliminary design for the road extensions, identify any impacts to local properties, assess factors like noise, air quality and traffic measures, and more.

A virtual Public Information Session will be held Nov. 7 from 6:30 p.m. to 8 p.m., a chance to review recommended design concepts, hear next steps and ask questions directly to the project team.

Register to attend by sending an email to Je\*

A link to join the meeting will be available on the project webpage at vaughan.ca/YongeSteeles.

Also, a recording of the meeting and presentation materials will be available on the project webpage from Thursday, Nov. 14 until Friday, Dec. 6. During this time, you can provide feedback through an online commenting form.

Work is being completed as recommended in the Yonge Steeles Corridor Secondary Plan. For more information, visit vaughan.ca/YongeSteeles.

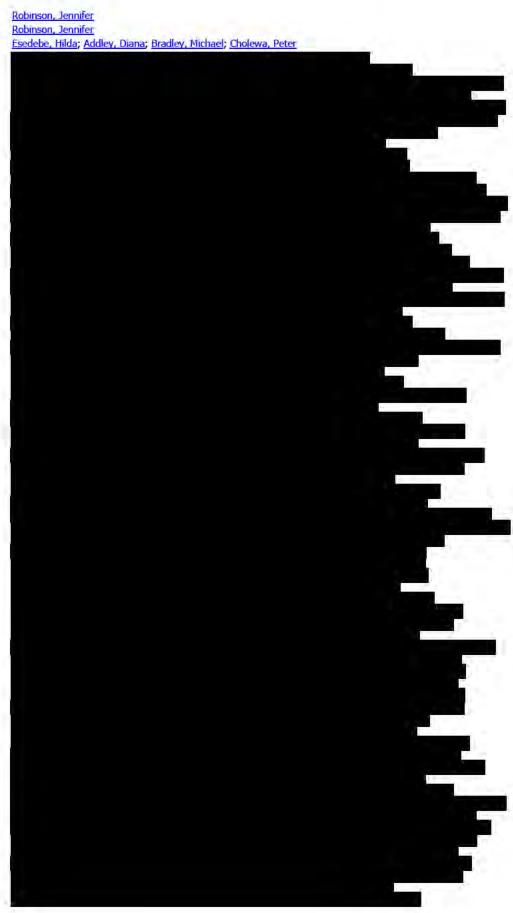
### Robin MacLennan, Editor, Ontario Construction News

Robin MacLennan has been a reporter, photographer and editor at newspapers and magazines in Barrie, Toronto and across Canada for more than three decades. She has lived in Barrie since 1990. After venturing into corporate communications and promoting hospitals and healthcare, she happily returned to journalism full-time last year, joining Ontario Construction News as Writer and Editor. Robin can be reached at rmaclennan@ontarioconstructionnews.com



From: To: Cc:

Bcc;





Subject: YSC Collector Roads EA - Virtual PIC Materials & Comment Form

Date: Monday, November 11, 2024 4:50:00 PM

### Hello,

The virtual Public Information Centre (PIC) for the Yonge-Steeles Corridor Collector Roads Environmental Assessment was launched with a meeting on Thursday, November 7, 2024, between 6:30 PM and 8:00 PM. Thanks to all who attended.

The materials presented at the meeting and a comment form are available on the study website (<u>vaughan.ca/YongeSteeles</u>). It would be appreciated if all comments were received by Friday, December 6, 2024.

Kind regards,

### Jenn Robinson

Environmental Planner, Transportation GTA <u>Jennifer.Robinson@stantec.com</u>

Stantec Consulting Ltd.

300W-675 Cochrane Drive

Markham ON L3R 0B8



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### FEEDBACK OPPORTUNITY

# Royal Palm Drive and Powell Road extensions

Virtual meeting

Nov. 7 6:30 p.m.



vaughan.ca/YongeSteeles

### Extending two roads in the Yonge-Steeles area

Review online material and provide feedback by Dec. 6

vaughan.ca/YongeSteeles



# Extending two roads in the Yonge-Steeles area

Review online material and provide feedback by Dec. 6



### FEEDBACK OPPORTUNITY

## Royal Palm Drive and Powell Road extensions

Virtual meeting
Nov. 7 6:30 p.m.

vaughan.ca/YongeSteeles



### VIRTUAL MEETING

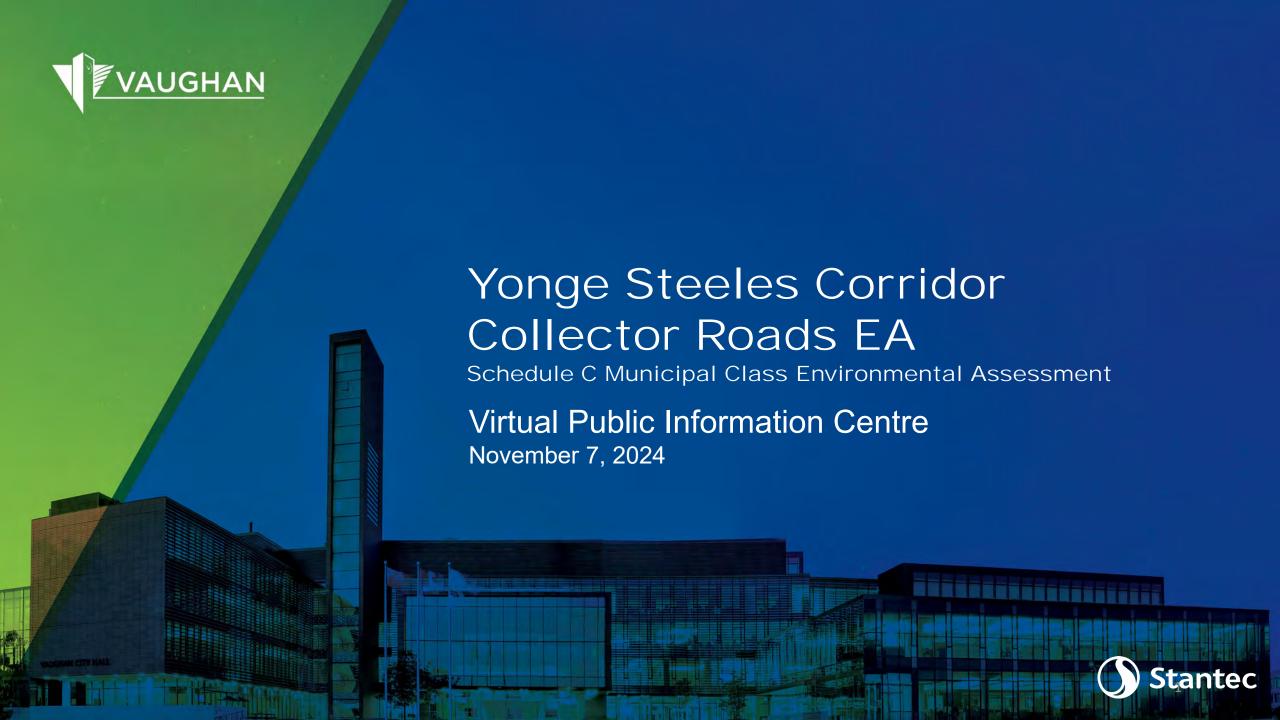
Royal Palm Dr. and Powell Rd. extensions Nov. 7 6:30 p.m.

Conceptual rendering only.

vaughan.ca/YongeSteeles

# Appendix B Virtual PIC Displays









## Agenda

- Introductions
- Background
- Need and Justification
- Municipal Class Environmental Assessment Process
- Technical and Environmental Studies
- Existing Study Area Conditions
- Evaluation Process
- Recommended Design Concept
- Recommended Interim Design Concept
- Potential Environmental Impacts & Proposed Mitigation Measures
- Schedule / Next Steps
- Contact Information
- Questions





## Introductions



### Background

Yonge-Steeles Corridor Secondary Plan (YSCSP) recommendations based on an assessment of:

- Future land use
- Forecasted population and employment
- Projected future traffic volumes
- Future transit
- Evaluation of transportation options
- Feedback reviewed from the public, agencies, and landowners/developers





The extensions of Royal Palm Drive and Powell Road envisioned to have visually appealing streetscapes with multi-use trails and cycling facilities to provide connected community services.





### Background

#### **Vaughan Transportation Plan (VTP)**

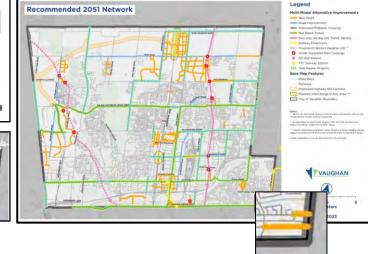
- Identifies transportation improvements to address existing and future challenges associated with growth and development across the City
- Extension of Royal Palm Drive identified as Schedule C undertaking

## **Urban Design Study and Streetscape Plan**

- Builds upon YSCSP to guide corridor development
- Envisions attractive, transitoriented, sustainable urban environment











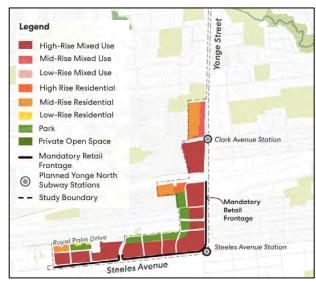


### Background

- Provincial Policy Statement
- York Region Official Plan
- York Region Transportation Master Plan
- York Transit Oriented Development
- City of Vaughan Official Plan
- Yonge Street North Secondary Plan and TMP (City of Toronto)
- Land Use and Built Form Study (City of Markham)
- Active Transportation Master Plan (City of Markham)
- Future BRT, Steeles Avenue West
- Yonge North Subway Extension (Metrolinx)
- YSCSP Development Applications (and supporting studies)



(Metrolinx: Yonge North Subway Extension Project Map)



(City of Vaughan: Yonge-Steeles Urban Design Study and Streetscape Plan, 2023)





#### Need and Justification

The street network is limited and there are no cycling routes within the study area. Modifications to the transportation network are intended to:

- Improve connectivity within the study area
- Form a grid network with other local roads
- Provide continuous active transportation connections
- Improve access to main streets by foot, bicycle or motorized vehicle
- Establish a fine-grained cycling network
- Support transit improvements and make new stations accessible by walking and cycling

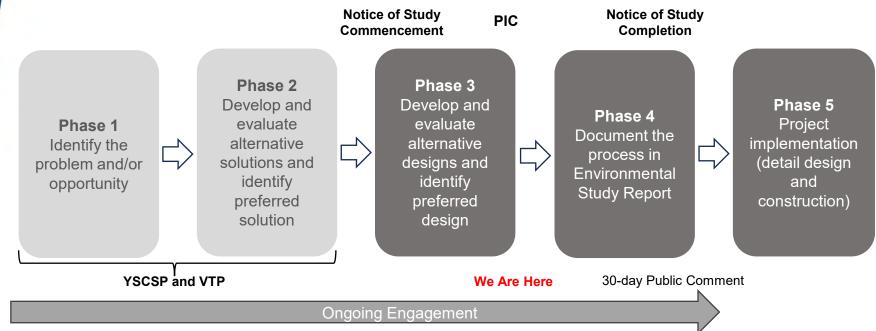
A multi-modal transportation analysis is being prepared as part of this study.





### Municipal Class EA Process

- Municipal planning for infrastructure improvements must be completed in accordance with the Municipal Engineers Association's MCEA document (2024)
- Approved process under the Environmental Assessment Act
- Proposed extensions of Royal Palm Drive and Powell Road are Schedule C projects and required to follow Phases 1 through 4 of MCEA process
- YSCSP and VTP generally addressed Phases 1 and 2 of the MCEA process.
   City is completing Phases 3 and 4







#### Technical & Environmental Studies

- Traffic Impact Study
- Socio-Economic Assessment
- Natural Heritage Assessment
- Cultural Heritage Resource Assessment
- Archaeological Assessment
- Contamination Overview Study
- Geotechnical and Hydrogeological Assessment
- Stormwater Management
- Traffic Noise Assessment
- Air Quality Impact Assessment
- Arborist Report
- Climate Change Assessment











## Existing Study Area Conditions

#### **Archaeological Assessment (AA)**

- Stage 1 AA completed in 2023
- Stage 2 AA for portions of study area in 2024
- No further assessment required for surveyed areas. Unsurveyed areas require Stage 2AA

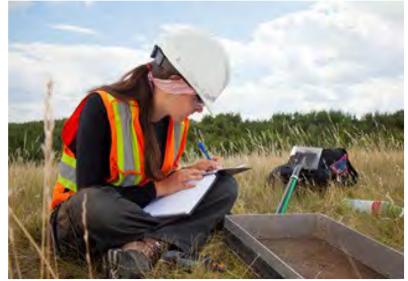
#### **Cultural Heritage Overview**

No cultural heritage resources/landscapes identified within or surrounding the study area

#### **Contamination Overview Study**

- Potentially contaminating activities within and surrounding the study area
- Automotive repair, sales and fuel storage, fill, waste generation, historic spill









## Existing Study Area Conditions

#### Socio-Economic Review

- Single detached homes to north and west, commercial to south and east
- 117 businesses and high-density residential

#### **Ecological Assessment**

- No rare vegetation communities, species at risk (SAR) or species of conservation concern (SOCC) observed
- Potential bat maternity roosts for SAR and non-SAR bat species identified
- Vegetation communities and wildlife habitats (suitable for breeding birds, urban species)

#### **Arborist**

- 202 trees inventoried in study area
- No rare or endangered tree species

#### Geotechnical

- Subsurface sand, gravel, silt and clay mixtures
- No weak or out of the ordinary subgrade conditions identified

#### Hydrogeological

- No watercourses within 500 m
- Not within Source Water Protection Area









#### **Evaluation Process**

A staged approach has been used to identify and evaluate alternative design concepts:

#### Stage 1

Identify and Screen Long List of Potential Alignments

#### Stage 2

Develop Short List of Alternative Alignments

#### Stage 3

Evaluate Alternative Alignments

#### Stage 4

Identify and Evaluate Alternative Cross-Sections

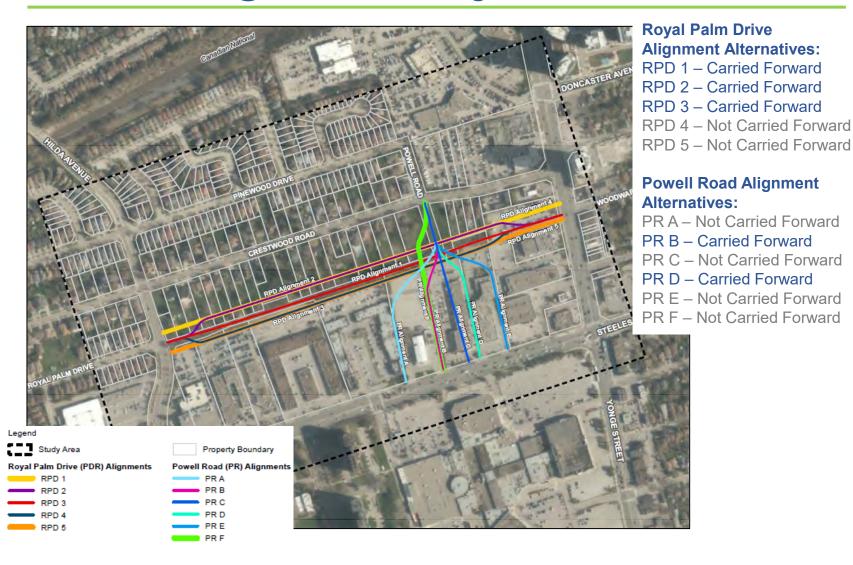
#### Stage 5

Identify Preferred Design





## Long List of Potential Alignments Screening Summary





## Short List of Alternative Alignments Royal Palm Drive



Alternative 1 (Straight)



Alternative 2 (Veer North)



Alternative 3 (Veer South)





## Evaluation Summary Royal Palm Drive Alignments

Criteria Category	Alternative 1	Alternative 2	Alternative 3
Technical			
Cultural Heritage			
Socio-Economic			
Natural Heritage			
Overall Conclusion	Recommended	Not Recommended	Not Recommended

Least Preferred → Preferred

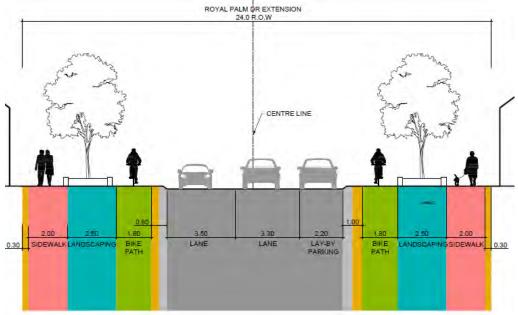


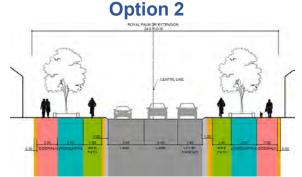


## Assessment of Cross-Section Options - Royal Palm Drive

Option 1 is recommended because it provides a more suitable width for lay-by parking and greater separation between cyclists and vehicles.

#### **Option 1 (Recommended)**



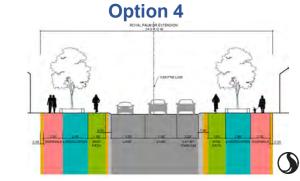


Option 3 (Urban Design Study)

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SENTEL ME

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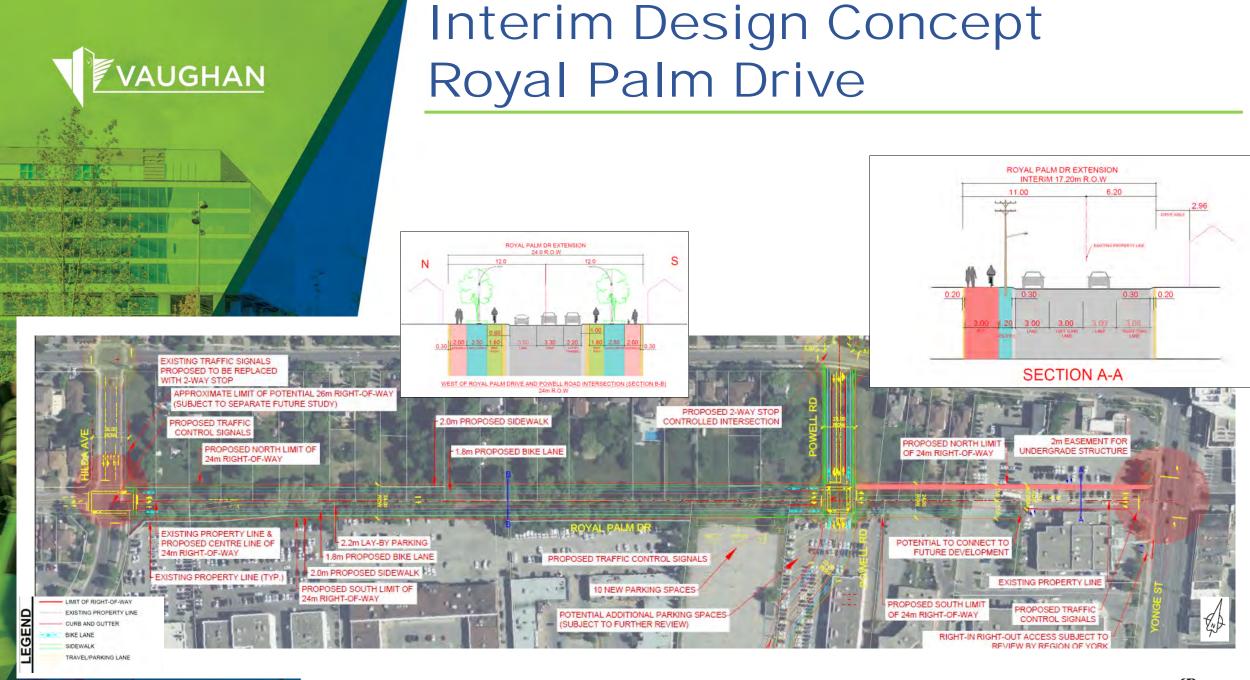
## Royal Palm Drive



Source: Yonge Steeles Corridor Urban Design and Streetscape Plan, Figure 78. Rendering of Royal Palm/E-W 1



#### Recommended Design Concept VAUGHAN Royal Palm Drive ROYAL PALM DR EXTENSION ROYAL PALM DR EXTENSION 24.0 R.O.W EAST OF ROYAL PALM DRIVE AND POWELL ROAD INTERSECTION (SECTION A-A) EXISTING TRAFFIC SIGNALS PROPOSED TO BE REPLACED PROPOSED 2-WAY STOP CONTROLLED INTERSECTION APPROXIMATE LIMIT OF 26m RIGHT-OF-WAY 1.8m PROPOSED BIKE LANE LIMIT OF RIGHT-OF-WAY EXISTING PROPERTY LINE CURB AND GUTTER BIKE LANE TRAVEL/PARKING LANE







## Short List of Alternative Alignments Powell Road

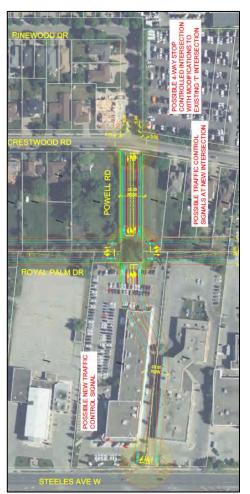
Alternative B1 (Veer Further West)



Alternative B2 (Veer West)



Alternative D (Veer East)







## Evaluation Summary Powell Road Alignments

Criteria Category	Alternative B1	Alternative B2	Alternative D
Technical			
Cultural Heritage			
Socio-Economic			
Natural Heritage			
Overall Conclusion	Recommended	Not Recommended	Not Recommended

**Least Preferred** 



**Preferred** 

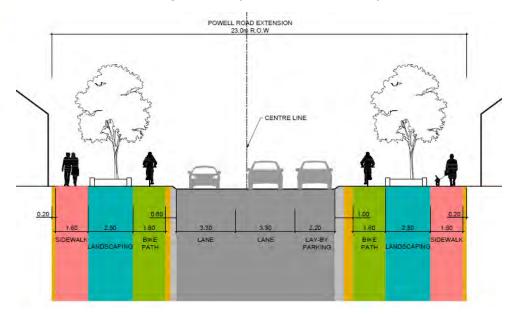




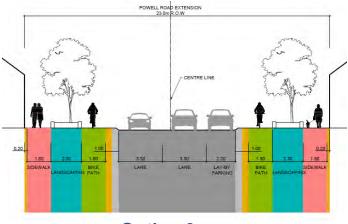
## Assessment of Cross-Section Options - Powell Road

Option 1 is recommended because it provides a suitable width for lay-by parking and landscaping, and acceptable separation between cyclists and vehicles.

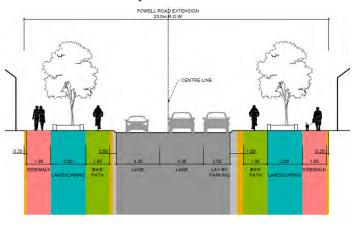
#### **Option 1 (Recommended)**



#### Option 2



Option 3 (Urban Design Study)







## Powell Road

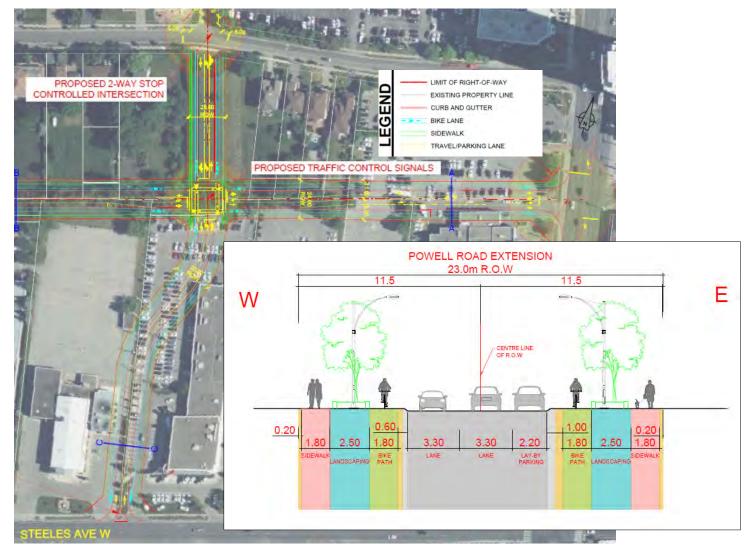


Source: Yonge Steeles Corridor Urban Design and Streetscape Plan, Figure 80. Rendering of New Local Streets



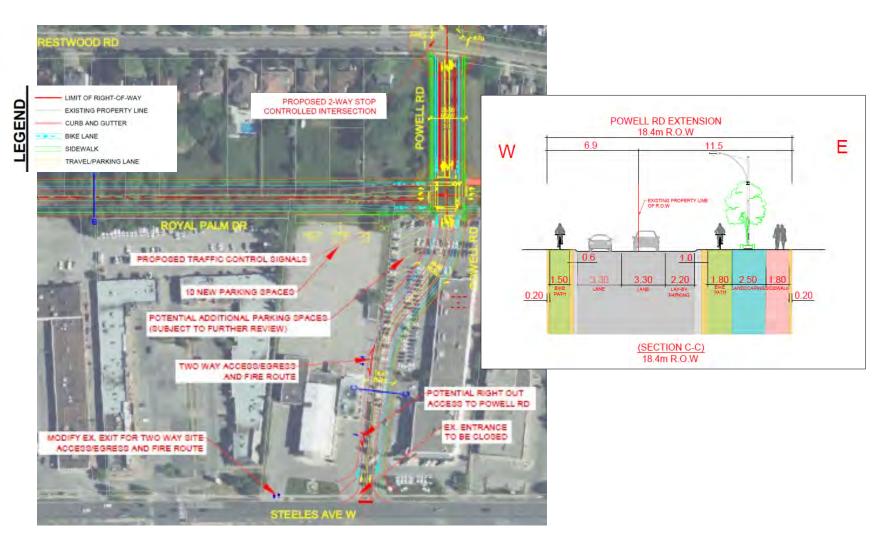


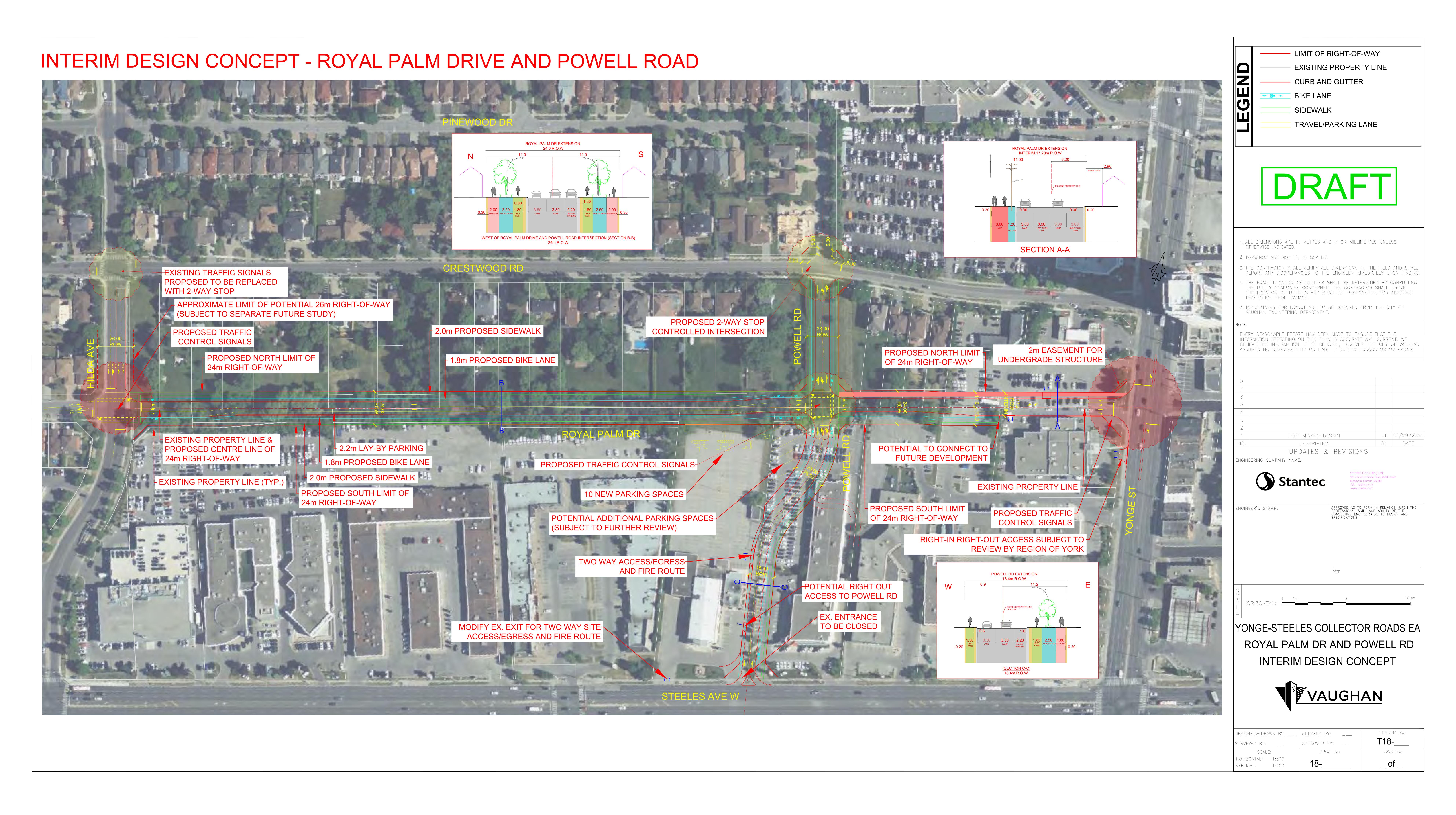
## Recommended Design Concept Powell Road

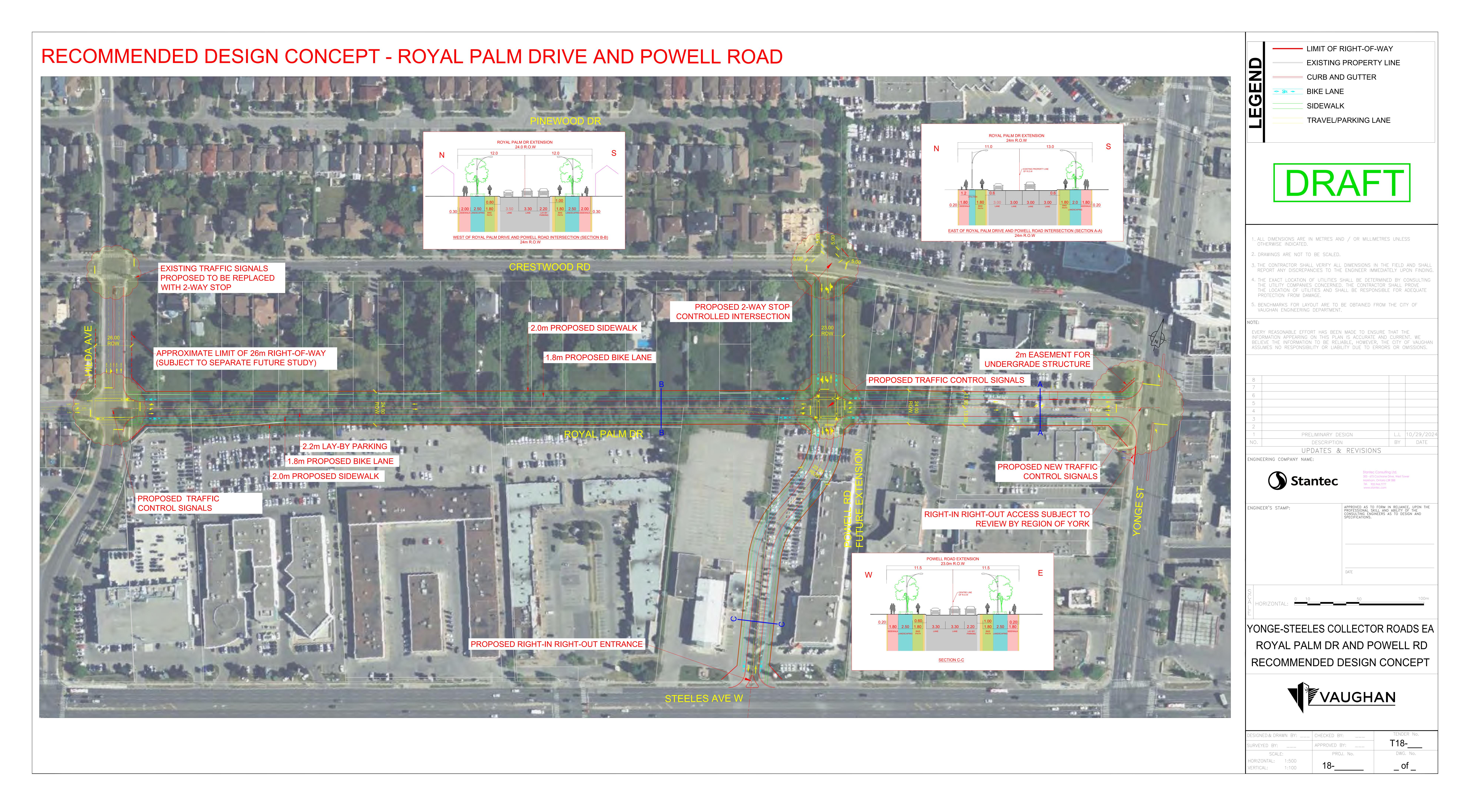




## Interim Design Concept Powell Road









## Potential Impacts and Proposed Mitigation

Environmental Factor	Potential Impacts, Mitigation Measures and Commitments
Trees	<ul> <li>Tree removal will be required to accommodate construction of the new roadways.</li> <li>A Tree Management Plan has been developed as part of this study.</li> <li>The streetscape design will adhere to the Yonge Steeles Urban Design and Streetscape Study's policies and guidelines for plantings and trees.</li> </ul>
Wildlife/Habitat	<ul> <li>No rare vegetation, species at risk (SAR) or species of conservation concern.</li> <li>Potential bat maternity roosts for SAR and non-SAR bat species and suitable breeding bird habitats for urban species may be present.</li> <li>Bat surveys will be carried out during detail design.</li> <li>Tree removals will be completed outside of the migratory bird nesting season/active bat roost period.</li> </ul>
Archaeology	<ul> <li>Portions of study area retain potential for recovery of archaeological resources and will require Stage 2 archaeological assessment prior to construction.</li> <li>No construction will take place until the Ministry of Citizenship and Multiculturalism has confirmed in writing that all licensing and review requirements have been satisfied.</li> </ul>
Property	<ul> <li>Private property will be required to accommodate construction of the new roadways.</li> <li>The City will negotiate with impacted property with discussions scheduled to begin early 2025.</li> </ul>
Noise	A Noise Assessment is being completed in accordance with Provincial guidelines to determine if measures are required to mitigate potential increases in traffic noise.
Air Quality	<ul> <li>An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess the potential changes in local and regional air quality, and to determine mitigation measures as required.</li> </ul>





## Schedule / Next Steps

Key Point in Study Process	Approximate Timing
Notice of Study Commencement	June 8, 2023
Technical Advisory Committee (TAC) and Stakeholder Group (SG) Meeting 1	October 2023
Property Owner Meetings	Summer 2024
TAC and SG Meeting 2	Summer/Fall 2024
Public Information Centre	November 2024
Confirm Recommended Design	Winter 2024
Additional Consultation as Required	Winter 2024
Notice of Completion / ESR 30-Day Comment Period	January 2025







## Your feedback is important!

Please use the below link to access a comment form or contact one of the below study team members directly. We would greatly appreciate receiving any comments or questions you may have by **Friday**, **December 6**, **2024**.

#### Hilda Esedebe, P.Eng.

City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

T: 905-832-2281, ext. 8484

E: <u>Hilda.Esedebe@vaughan.ca</u>

#### Mike Bradley, P.Eng.

Stantec Consulting Ltd.
Senior Project Manager,
300W-675 Cochrane Drive
Markham, ON L3R 0A8

T: 289-552-2266

E: Mike.Bradley@stantec.com

#### **Diana Addley**

Stantec Consulting Ltd.
Senior Environmental Planner
300W-675 Cochrane Drive
Markham, ON L3R 0A8

T: 905-415-6401

E: <u>Diana.Addley@stantec.com</u>

For additional information, please visit the study website (<u>vaughan.ca/YongeSteeles</u>).





## Questions?

# Appendix C Comment Form Template





## **Comment Form - Virtual Public Information Centre**

#### Yonge-Steeles Corridor Collectors Roads Environmental Assessment Study

Your comments will help us to understand what is important to you. Following a review of the PIC presentation, please provide your responses to the following questions, or use the space offered further below to provide any additional comments.

1. Please share your thoughts on the Recommended
Design Concept for the Royal Palm Drive extension
(please refer to Slides 18 and 19). Please describe if
there are any items regarding the alignment or cross
section that you feel haven't been considered.



2. Please share your thoughts on the Interim Design Concept for the Royal Palm Drive extension (please refer to Slide 20). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

//

6. Do you have any other comments and/or suggestions you would like to share? If yes, please describe.

1

7. Please submit your comments by **Friday, December 6**. If you would like to be added to the study mailing list, please provide your contact information in the following fields.

Name	
Address	
City/Town	
State/Provi nce	
ZIP/Postal Code	
Email Address	

Personal information on this form is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of administering the Yonge-Steeles Corridor Collector Roads Environmental Assessment study. Questions about this collection can be directed to the Program Manager, Transportation Engineering, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585. ext. 8702. With the exception of personal information, all comments will become part of the public record.

Done

# Appendix D

Virtual PIC Comments & Comment Form Responses



# #1

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, November 08, 2024 9:56:09 AM Last Modified: Friday, November 08, 2024 9:59:47 AM

**Time Spent:** 00:03:37 **IP Address:** 67.70.120.178

#### Page 1: Yonge-Steeles Corridor Collectors Roads Environmental Assessment Study

# Q1 Respondent skipped this question

Please share your thoughts on the Recommended Design Concept for the Royal Palm Drive extension (please refer to Slides 18 and 19). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q2 Respondent skipped this question

Please share your thoughts on the Interim Design Concept for the Royal Palm Drive extension (please refer to Slide 20). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q3 Respondent skipped this question

Please share your thoughts on the Recommended Design Concept for the Powell Road extension (please refer to Slides 24 and 25). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q4 Respondent skipped this question

Please share your thoughts on the Interim Design Concept for the Powell Road extension (please refer to Slide 26). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q5 Respondent skipped this question

Are there any other potential impacts and mitigation measures that you feel should be considered? (please refer to Slide 29)

#### Q6

Do you have any other comments and/or suggestions you would like to share? If yes, please describe.

I am very concerned about the destruction of numerous, healthy mature trees! I would like to have more details about the number of trees and the replanting plan. These trees are helping to cool the neighbourhood, provide oxygen, carbon sequestration and wildlife habitat. It takes years for young trees to reach the maturity of the existing trees. I recommend that the new trees be planted in the immediate vicinity. I would appreciate being contacted so I can obtain more information and clarification.

# Q7

Please submit your comments by Friday, December 6. If you would like to be added to the study mailing list, please provide your contact information in the following fields.

Name	
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

# #2

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Sunday, November 10, 2024 2:38:21 PM Last Modified: Sunday, November 10, 2024 3:13:45 PM

**Time Spent:** 00:35:23 **IP Address:** 99.228.82.155

Page 1: Yonge-Steeles Corridor Collectors Roads Environmental Assessment Study

#### Q1

Please share your thoughts on the Recommended Design Concept for the Royal Palm Drive extension (please refer to Slides 18 and 19). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Please see #5 below.

# Q2

Please share your thoughts on the Interim Design Concept for the Royal Palm Drive extension (please refer to Slide 20). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Please see #5 below.

# Q3

Please share your thoughts on the Recommended Design Concept for the Powell Road extension (please refer to Slides 24 and 25). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

#### Respondent skipped this question

# Q4

Please share your thoughts on the Interim Design Concept for the Powell Road extension (please refer to Slide 26). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

## Respondent skipped this question

#### Comment Form - Virtual Public Information Centre

#### Q5

Are there any other potential impacts and mitigation measures that you feel should be considered? (please refer to Slide 29)

- >Why is adding a sidewalk to the north side of existing Royal Palm Dr excluded from the plan when there will be a big influx of cars & pedestrians to/thru the area?
- >Why is the Crestwood/Hilda traffic light being replaced with a 2-way STOP instead of a 4-way STOP?
- >What is the difference between "plain" 2-way stop at Crestwood/Hilda vs "controlled" 2-way stop at Powel/Crestwood?

# Q6

Respondent skipped this question

Do you have any other comments and/or suggestions you would like to share? If yes, please describe.

#### Q7

Respondent skipped this question

Please submit your comments by Friday, December 6. If you would like to be added to the study mailing list, please provide your contact information in the following fields.

# #3

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Saturday, November 23, 2024 2:08:54 PM Last Modified: Saturday, November 23, 2024 2:22:31 PM

**Time Spent:** 00:13:36

**IP Address:** 142.126.128.224

#### Page 1: Yonge-Steeles Corridor Collectors Roads Environmental Assessment Study

# Q1 Respondent skipped this question

Please share your thoughts on the Recommended Design Concept for the Royal Palm Drive extension (please refer to Slides 18 and 19). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

# Q2

Please share your thoughts on the Interim Design Concept for the Royal Palm Drive extension (please refer to Slide 20). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Wildlife habitat (skunks, raccoons, squirrels, foxes etc.) have not been considered and only bats and birds. Destroying 202 trees will definitely cause them to invade private property for habitat. Road should move southward to new construction area where minimal trees will not be destroyed. I see the point that the intersection should be straight however Hilda is not a straight road and the curve stops near Royal Palm.

#### Q3 Respondent skipped this question

Please share your thoughts on the Recommended Design Concept for the Powell Road extension (please refer to Slides 24 and 25). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q4 Respondent skipped this question

Please share your thoughts on the Interim Design Concept for the Powell Road extension (please refer to Slide 26). Please describe if there are any items regarding the alignment or cross section that you feel haven't been considered.

Q5 Respondent skipped this question

Are there any other potential impacts and mitigation measures that you feel should be considered? (please refer to Slide 29)

#### Comment Form - Virtual Public Information Centre

# Q6

Do you have any other comments and/or suggestions you would like to share? If yes, please describe.

Property expropriation - will this be fair to the homeowner or will this be to the advantage of the City or condo developer. What happens if the property owner does not agree?

# Q7

Please submit your comments by Friday, December 6. If you would like to be added to the study mailing list, please provide your contact information in the following fields.

Name	
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

From: Hilda Esedebe <Hilda.Esedebe@vaughan.ca>
Sent: Thursday, December 19, 2024 9:24 PM

To:

Cc:Addley, Diana; Robinson, Jennifer; Bradley, Michael; Cholewa, PeterSubject:Yonge-Steeles Collector Roads EA - Response to PIC Comment Form

Follow Up Flag: Follow up Flag Status: Flagged

Hello,

Thank you for providing your comments following the Public Information Centre (PIC) for the Yonge-Steeles Corridor Collector Roads Environmental Assessment study.

Please note that the potential to impact individual trees was one of a number of criteria and measures that were used to compare the advantages and disadvantages of each alternative. The alternative alignments were subjected to a detailed comparative evaluation using a reasoned argument approach, which describes both the advantages and disadvantages of each alternative. Opportunities to incorporate mitigation measures to offset potential adverse impacts are also considered within this process. Several alignments were evaluated for the extension of Royal Palm Drive, including an alignment shifted further south of the recommended design concept (i.e., Alternative 3). However, due to the proximity of adjacent trees this alternative is not expected to significantly reduce the number of trees impacted, given the potential for damage to root systems during construction.

An Arborist report, including tree inventory and assessment, was completed as part of this study to identify any trees that may be impacted by the recommended design and identify those that would require protection or removal, and/or permitting prior their removal. In total, 202 trees were inventoried within the broader study area, of which 184 live trees and 5 dead trees were identified for removal. A preliminary Landscape Strategy is also being completed as part of this study to provide a preliminary plan to mitigate the impacts to existing trees and support the development of a vibrant streetscape design. In recognition of the number of trees that are expected to be required for removal to accommodate the road extension, the strategy proposes to introduce the maximum number of trees within the corridor, including an enhanced tree replacement program that introduces a greater number of trees than trees to be removed. As part of this enhanced tree replacement program, the City may also consider planting new trees in the yards of impacted private properties immediately following construction. The preliminary Landscape Strategy will be confirmed during detail design.

As outlined within the Yonge-Steeles Corridor Secondary Plan (2022) and the Yonge-Steeles Urban Design Study and Streetscape Plan (2023), an approximately 50 m wide Park space is proposed along the south side of the Royal Palm Drive extension. This designated area provides opportunities to introduce recreational programming and greenspace, as well as new plant, shrub and tree species that are native and drought tolerant. As noted within the City's Yonge-Steeles Urban Design Study and Streetscape Plan, new plantings will align with the policy direction set forth in the Vaughan City-Wide Streetscape Implementation Manual.

In addition, an Environment Impact Study (EIS) was undertaken to identify natural heritage features and ecosystem functions that could be potentially impacted by the proposed road extensions and recommend potential mitigation strategies. The EIS included a detailed review of existing natural heritage information and data for the study area, as well as a series of vegetation and wildlife field surveys to investigate the potential presence of significant wildlife habitat, species at risk (SAR) and SAR habitat, bats, breeding birds and incidental wildlife

observations. Based on the findings of the EIS, there are no rare vegetation communities, SAR or species of conservation concern observed within the study area.

Please note that some advantages of extending Royal Palm drive straight across include having the space to the south for the proposed 50m wide park, introducing curves is not always desirable for driver experience on a road of this class, staggered intersections at Hilda Avenue and Wood Avenue are not ideal for safety and traffic operations at these intersections, and the alignment for Powell road would be negatively impacted by shifting the intersection with Royal Palm south.

The findings of the environmental investigations, including a copy of the EIS report, the recommended plan and decision-making process will be documented within an Environmental Study Report (ESR), which is tentatively scheduled to be completed in winter 2025, at which time a Notice of Study Completion will be issued to indicate that the report and associated recommendations are available for public comment for a minimum of 30 days.

Please note that the City's property acquisition process is carried out in accordance with the City's standard practice and is based on compensating property owners at fair market value, as determined through independent appraisals completed by a license appraiser. While the City would make every effort to negotiate a fair agreement with the property owner, if the owner is unwilling to sell, the City may initiate the expropriation process in accordance with the Expropriations Act.

As outlined in the PIC materials, there are numerous benefits of the planned improvements in Yonge-Steeles corridor area including, transit expansion, new active transportation facilities, and improved network connectivity.

Your contact information has been added to the study mailing list and you will be notified at future key study milestones, including the Notice of Study Completion. Thank you again for taking the time to provide your comments. Should you have any other questions or concerns, please do not hesitate to contact us.

Kind regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.
Program Manager, Transportation Engineering
Infrastructure Planning and Corporate Asset Management
905-832-8585, ext. 8484 | hilda.esedebe@vaughan.ca

City of Vaughan I Infrastructure Development 2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1 vaughan.ca



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To: Hilda Esedebe

Subject: RE: Voice Mail (1 minute and 10 seconds)-Y/S EA

From:

Sent: Thursday, November 7, 2024 3:51 PM
To: Hilda Esedebe < Hilda. Esedebe@vaughan.ca > Subject: Voice Mail (1 minute and 10 seconds)

This message is for Hilda we just, we have received a flyer regarding the today's meeting. Would I just, I'm calling to just make sure that we are added to your mailing list for all the meetings and the assessments that is going to be taking place for the Young Steel Corridor? Thank you.

Thank you.

You received a voice mail from DH.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

#### Set Up Voice Mail

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**From:** Robinson, Jennifer

Sent: Tuesday, November 12, 2024 12:17 PM

To: Esedebe, Hilda
Cc: Addley, Diana

**Subject:** RE: Voice Mail (1 minute and 10 seconds)-Y/S EA

#### Hi Hilda,

I spoke with on the telephone this morning and assured her that she is on our mailing list and that she will be notified when the ESR is available for public review. I also walked her through how to navigate the study website to access the PIC presentation materials and comment form

While she was happy about the extension of Royal Palm Drive, she is concerned about traffic infiltration as a result of extending Powell Road to Steeles Avenue.

In addition, she requested that a staff member from the City also call her to discuss some of her other concerns about development within the area (i.e., Yonge-North Subway extension, the concentration of development within the YSCSP area instead of spreading out development further east at Don Mills, speeding on Crestwood Road, and a concern that more businesses/restaurants in the area will result in an increase of rats/mice, etc.).

She noted that when a staff member returns her call to please leave a message as she usually ignores the first call if she does not recognize the number.

Kind regards,

#### Jenn Robinson

Environmental Planner, Transportation GTA Jennifer.Robinson@stantec.com Stantec Consulting Ltd. 300W-675 Cochrane Drive Markham ON L3R 0B8





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From: Robinson, Jennifer

**Sent:** Friday, November 8, 2024 4:33 PM

To:

Cc: Esedebe, Hilda; Addley, Diana; Bradley, Michael; Cholewa, Peter

Subject: RE: Collector Roads EA

Follow Up Flag: Follow up Flag Status: Flagged

#### Hello.

A traffic noise impact assessment is being completed as part of this study to assess anticipated changes in traffic noise levels associated with operation of the recommended design. The assessment has not been completed; however, a copy of the report will be appended to the Environmental Study Report, which is anticipated to be completed and available for public review in January 2025.

Kind regards,

#### Jenn Robinson

Environmental Planner, Transportation GTA Jennifer.Robinson@stantec.com Stantec Consulting Ltd.
300W-675 Cochrane Drive Markham ON L3R 0B8





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From:

Sent: Friday, November 8, 2024 10:25 AM

To: Robinson, Jennifer < Jennifer.Robinson@stantec.com>

Cc: Esedebe, Hilda < Hilda. Esedebe@vaughan.ca>; Addley, Diana < Diana. Addley@stantec.com>; Bradley, Michael

<Mike.Bradley@stantec.com>; Cholewa, Peter < Peter.Cholewa@stantec.com>

Subject: RE: Collector Roads EA

Thank you Jennifer, I attended the meeting yesterday. Lots of questions.

I noted at the meeting that a Noise and Vibration study was being undertaken by the EA team, can this be shared for review?

Thank you,

To: Hilda Esedebe

Subject: RE: FW: [External] Tree Preservation Policy

From:

Sent: Tuesday, December 10, 2024 3:43 PM
To: Peter Harper < Peter. Harper@vaughan.ca>

Cc: Forestry Circulations <forestrycirculations@vaughan.ca>; Hilda Esedebe < Hilda.Esedebe@vaughan.ca>; Evelin Ellison

Subject: Re: FW: [External] Tree Preservation Policy

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Will the new trees be planted in the immediate area where the healthy, mature trees will be destroyed? We are getting hotter summers and we need the trees in this area where there's so much hard surface. It's really a disgrace that the existing trees will be destroyed!

To: Addley, Diana

Subject: RE: [External] Tree Preservation Policy

From:

Sent: Monday, November 11, 2024 10:40 AM

To: Forestry Circulations < forestrycirculations@vaughan.ca>

Subject: [External] Tree Preservation Policy

**CAUTION!** This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

# Good morning.

I am very concerned about the numerous mature trees which are proposed to be removed in order to extend Royal Palm Drive in Thornhill.

I would very much appreciate talking to someone about the plan to replace these trees within the vicinity. These trees are providing cooling shade, stormwater mitigation, and wildlife habitat. Newly planted trees often don't survive and will take years to reach the maturity of these trees.

Thank you.

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From: Hilda Esedebe <Hilda.Esedebe@vaughan.ca>
Sent: Thursday, December 19, 2024 8:31 PM

To:

Cc: Forestry Circulations;

; Addley, Diana; Robinson, Jennifer;

Cholewa, Peter; Bradley, Michael; Christopher Tam

Subject: RE: FW: [External] Tree Preservation Policy

Follow Up Flag: Follow up Flag Status: Flagged

Hello ,

Thank you for providing your comments following the Public Information Centre (PIC) for the Yonge-Steeles Corridor Collector Roads Environmental Assessment study.

As part of this study an Arborist report, including tree inventory and assessment, was completed to identify any trees that may be impacted by the recommended design and identify those that would require protection or removal, and/or permitting prior their removal. In total, 202 trees were inventoried within the broader study area, of which 184 live trees and 5 dead trees were identified for removal.

Please note that the potential to impact individual trees was one of a number of criteria and measures that were used to compare the advantages and disadvantages of each alternative. The alternative alignments were subjected to a detailed comparative evaluation using a reasoned argument approach, which describes both the advantages and disadvantages of each alternative. Opportunities to incorporate mitigation measures to offset potential adverse impacts are also considered within this process. Several alignments were evaluated for the extension of Royal Palm Drive, including an alignment shifted further south of the recommended design concept (i.e., Alternative 3). However, due to the proximity of adjacent trees this alternative is not expected to significantly reduce the number of trees impacted, given the potential for damage to root systems during construction.

The recommended design concept for Royal Palm Drive includes a 2.5 m wide space within the boulevard that provides opportunities for tree plantings and green infrastructure to capture rainwater and reduce stormwater runoff. A preliminary Landscape Strategy is also being completed as part of this study to provide a preliminary plan to mitigate the impacts to existing trees and support the development of a vibrant streetscape design. In recognition of the number of trees that are expected to be required for removal to accommodate the road extension, the strategy proposes to introduce the maximum number of trees within the corridor, including an enhanced tree replacement program that introduces a greater number of trees than trees to be removed. As part of this strategy, it is recommended that new street trees be carefully selected to provide shade, as well as those that have been proven to be top performing species in urban settings, including native species such as Kentucky Coffee Tree, Burr Oak and Ohio Buckeye. It is also recommended that street tree selection take into consideration the species that are scheduled for removal to accommodate the extension, including the environmentally valuable Black Walnut and Silver Maple, as well as a fast-growing Autumn Blaze Maple. In addition, it is recommended that shrub material be selected to perform in urban conditions and provide visual interest throughout the year. As part of this enhanced tree replacement program, the City may also consider planting new trees in the yards of impacted private properties immediately following construction. The preliminary Landscape Strategy will be confirmed during detail design.

As outlined within the Yonge-Steeles Corridor Secondary Plan (2022) and the Yonge-Steeles Urban Design Study and Streetscape Plan (2023), an approximately 50 m wide Park space is proposed along the south side of the Royal

Palm Drive extension. This designated area provides opportunities to introduce recreational programming and greenspace, as well as new plant, shrub and tree species that are native and drought tolerant. As noted within the City's Yonge-Steeles Urban Design Study and Streetscape Plan, new plantings will align with the policy direction set forth in the Vaughan City-Wide Streetscape Implementation Manual.

Please note that some advantages of extending Royal Palm drive straight across include having the space to the south for the proposed 50m wide park, introducing curves is not always desirable for driver experience on a road of this class, staggered intersections at Hilda Avenue and Wood Avenue are not ideal for safety and traffic operations at these intersections, and the alignment for Powell road would be negatively impacted by shifting the intersection with Royal Palm south.

The findings of the environmental investigations, recommended plan and decision-making process will be documented within an Environmental Study Report (ESR). A copy of the Arborist report, including a Tree Management Plan to illustrate trees subject to removal or protection, as well as the Landscape Strategy, will be included as part of the ESR, which is tentatively scheduled to be completed in winter 2025, at which time a Notice of Study Completion will be issued to indicate that the report and associated recommendations are available for public comment for a minimum of 30 days.

Your contact information has been added to the study mailing list and you will be notified at future key study milestones, including the Notice of Study Completion. Thank you again for taking the time to provide your comments. Should you have any other questions or concerns, please do not hesitate to contact us.

Kind regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.

Program Manager, Transportation Engineering
Infrastructure Planning and Corporate Asset Management
905-832-8585, ext. 8484 | hilda.esedebe@vaughan.ca

City of Vaughan I Infrastructure Development 2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1 vaughan.ca



From: Robinson, Jennifer

Sent: Thursday, November 14, 2024 11:26 AM

**To:** Esedebe, Hilda

**Cc:** Addley, Diana; Cholewa, Peter

**Subject:** FW: Please call

#### Hi Hilda,

I returned PC Todd Snooks call this morning. He was forwarded emails internally in regard to this study, as well as the Teston Road project and asked that we update our contact lists to his below contact info going forward, instead of the Chief/Chief Executive Assistant that we currently have on file.

I have updated our contact list for the YSC project accordingly and referred him to the study website for a copy of the PIC presentation/comment form.

Kind regards,

#### Jenn Robinson

Environmental Planner, Transportation GTA Jennifer.Robinson@stantec.com Stantec Consulting Ltd. 300W-675 Cochrane Drive Markham ON L3R 0B8





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From: Snooks, Todd #1039 <1039@YRP.CA> Sent: Thursday, November 14, 2024 7:56 AM

To: Robinson, Jennifer < Jennifer.Robinson@stantec.com>

Subject: Please call

You don't often get email from 1039@yrp.ca. Learn why this is important

Good morning Jennifer

Would you please call me at your earliest convenience.

With thanks

Todd

PC Todd M. SNOOKS #1039

York Regional Police - Road Safety Bureau

**Programs and Partnerships** 

In Office Hours: Tuesday - Friday 7am to 5pm

47 Don Hillock Drive Aurora, ON L4G 0S7

Phone: 905-830-0303 Ext. 6062

Cell: 289-221-3603 Email: 1039@yrp.ca



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From: Clark, Ramona (MNR) <Ramona.Clark@ontario.ca>

Sent: Monday, November 18, 2024 9:02 AM

To: Robinson, Jennifer

Cc: Southern Region Planning Inbox (MNR)

Subject: FW: YSC Collector Roads EA - Virtual PIC Materials & Comment Form

Follow Up Flag: Follow up Flag Status: Flagged

You don't often get email from ramona.clark@ontario.ca. Learn why this is important

Hi Jenn,

Thank you for notifying MNR on the status of the environmental assessment process for this project. We have no comments at this time.

Please send future notices to SR.Planning@ontario.ca.

#### Ramona Clark (she/her)

Regional Planner
Land Use Planning and Strategic Issues Section
Southern Region | Regional Operations Division
Ministry of Natural Resources | Ontario Public Service
705-313-0735 | ramona.clark@ontario.ca



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To: Hilda Esedebe

Subject: RE: [External] Hydro One Response: 20241120-NoticeOfPIC1-Yonge-Steeles Corridor Collector Roads

EΑ

----Original Message-----

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department

Sent: Wednesday, November 20, 2024 10:08 AM To: Hilda Esedebe < Hilda. Esedebe @ vaughan.ca>

Cc: SECONDARY LAND USE Department 

Cc: SECONDARY LAND USE Department 

Department.SecondaryLandUse@hydroone.com>

Subject: [External] Hydro One Response: 20241120-NoticeOfPIC1-Yonge-Steeles Corridor Collector Roads EA

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Please see the attached for Hydro One's Response.

Hydro One Networks Inc

#### SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc.

483 Bay Street 8th Floor South Tower Toronto, Ontario M5G 2P5

HydroOne.com

November 20, 2024

Re: Yonge-Steeles Corridor Collector Roads EA

Attention:
Hilda Esedebe, P.Eng.,
Project Manager
City of Vaughan

Thank you for sending us notification regarding Yonge-Steeles Corridor Collector Roads EA. In our preliminary assessment, we have confirmed that Hydro One has existing distribution assets within your study area.

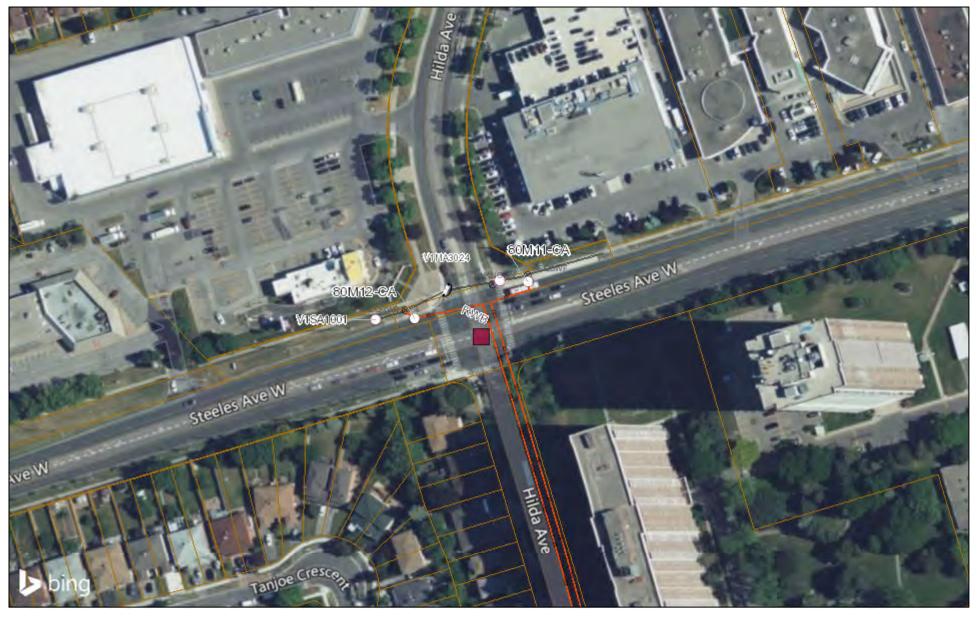
At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of.

Secondary Land Use Asset Optimization Strategy & Integrated Planning Hydro One Networks Inc.

# Landscape PDF



November 12, 2024



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