

Yonge Street Regional Corridor – Richmond Hill

In 1798, Hugh and Anne Shaw permanently settled on the northeast corner of Yonge Street and Major Mackenzie Drive, leading the way for the growth of a new community in York. This community, a thriving and prosperous village, stretched out along Yonge Street towards the Elgin Mills to the north. Incorporated in 1873 and supported by the expansion of the radial railways, this historic village is now the downtown heart of Richmond Hill.

In the spirit of Richmond Hill's motto, like the rose, the downtown flourishes again. A new downtown performing arts centre and a vision for a new civic centre adds new energy and vitality to the heart of Richmond Hill. Bringing this new life downtown will be the Viva Yonge Rapidway, providing a fast, reliable connection to York Region and beyond.

Statistics Canada 2006 Census

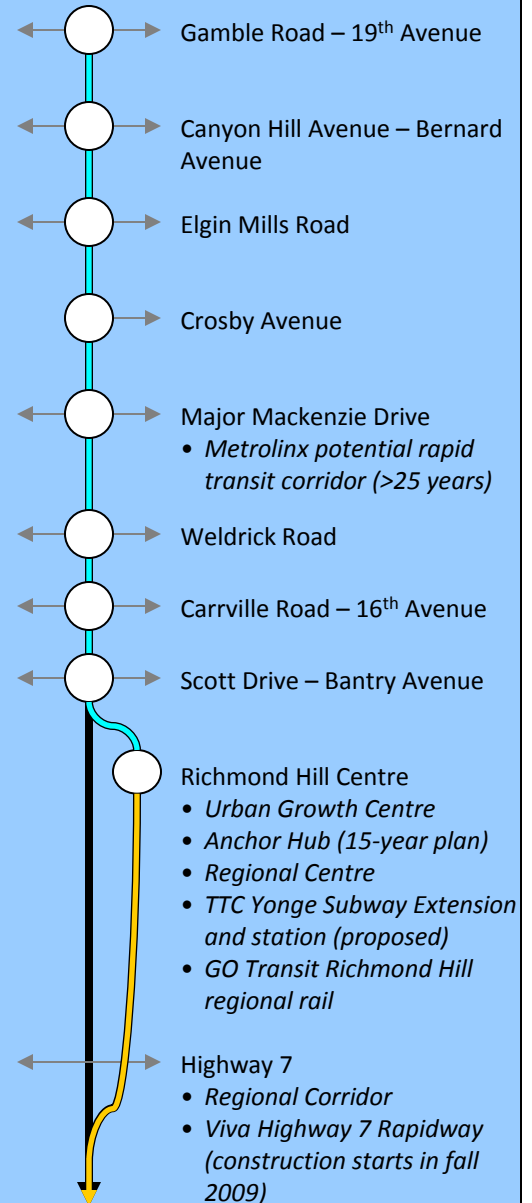
- 77,363 people live in census tracts along Yonge Street between Gamble Road – 19th Avenue and Highway 7
- Where do area residents work?
 - 38.5% of residents work outside York Region
 - 23.2% work outside of Richmond Hill but still within York Region
 - 19.2% work within Richmond Hill
 - 8.3% work at home
- How do area residents commute to work?
 - 80.0% of residents drive or carpool to work
 - 15.5% take transit
 - 3.5% walk or cycle

Viva Yonge Rapidway – moving at the speed of life

VivaNext, the next generation of Viva, will put the rapid into rapid transit. Planned to open in 2013, the Yonge Rapidway, a series of dedicated lanes for Viva's rapid transit vehicles, will speed riders past traffic and provide fast connections along Yonge Street from Gamble Road-19th Avenue to Richmond Hill Centre and the proposed Viva Highway 7 Rapidway, Yonge Subway Extension, and all-day GO Transit rail services.

Construction begins in 2009 for the Yonge Rapidway from Gamble Road-19th Avenue to Highway 7. Please see www.vivayork.com for more details.

Yonge Street – Gamble Road – 19th Avenue to Highway 7



- Yonge Regional Corridor
- Subway (preferred alignment)
- Rapidway (preferred alignment)
- Rapidway station (proposed)

Not to scale – for illustrative purposes only

Growth Plan for the Greater Golden Horseshoe

Ontario Ministry of Energy and Infrastructure

Richmond Hill/Langstaff Gateway

- Designated as an Urban Growth Centre
- Planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare

Yonge Street

- Potential to be defined as an Intensification Corridor
- Calls for increased residential and employment densities that support and ensure the viability of existing and planned transit service levels
- Higher order transit proposed to 2031

Regional Official Plan

The Regional Municipality of York

Richmond Hill Centre (Highway 7 and Yonge Street)

- Identified as a Regional Centre, serving as a major focal point for urban development
- Development densities should support an overall, long-term density target of 2.5 Floor Space Index

Yonge Street (Steeles Avenue to Gamble Road – 19th Avenue)

- Identified as a Regional Corridor

The Big Move (Regional Transportation Plan)

Metrolinx

Richmond Hill/Langstaff Gateway

- Designated as an Anchor Hub, to be developed within the next 15 years
- Located at the interchange of five proposed rapid transit lines:
 - Viva Yonge Rapidway
 - Viva Highway 7 Rapidway
 - TTC Yonge Subway Extension
 - GO Transit Richmond Hill regional rail
 - GO Transit Highway 407 Transitway
- Forecasted to achieve a minimum of 10,000 people and jobs within an 800 metre radius

Major Mackenzie Drive

- New rapid transit service along this corridor, to be implemented beyond the 25-year time horizon, identified as a priority project for analysis

Town of Richmond Hill planning studies

Richmond Hill Downtown Design & Land Use Strategy

- Commenced in early 2008 to provide a framework for shaping the role, function, and character of Downtown Richmond Hill
- Study area is about 50 hectares, and is located along Yonge Street roughly between Major Mackenzie Drive and Crosby Avenue
- Includes policy frameworks for land use and urban design, the public realm, circulation, and implementation recommendations
- The final design strategy, land use strategy, and recommendations report are expected to be released in December 2008

Richmond Hill Regional Centre Design and Land Use Study

- Commenced in June 2008 to facilitate the development of the centre as a mobility hub
- Will create an area land use and design strategy, in conjunction with the local Strategic Plan and Official Plan updates
- Design and land use strategy options to be created by Q2 2009, with a preferred strategy recommended in September 2009, and implementation from Q3 2009 to Q1 2010

York Region – connecting with you

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(Take Viva Blue to Eagle Street and walk 2 minutes north.)