

Yonge Street Regional Corridor – Newmarket-Aurora

In the early 1800s, Yonge Street's prominence as the historic corridor connecting York together was reflected in the name of Upper Yonge Street, a town whose prosperity rivalled the communities built on the shores of Lake Ontario. Upper Yonge Street, with a thriving mill and tannery, and located at the crossroads of trade and industry, became the location of choice for a new market serving York, giving the town a new identity and name: Newmarket.

Heading south to Yonge and Wellington Streets, in 1804, Robert Machell built his store, anchoring the new hamlet of Machell's Corners. By 1854, new residents and industries built around this intersection, giving rise to the town of Aurora and bringing prosperity, jobs, and businesses to York.

Statistics Canada 2006 Census

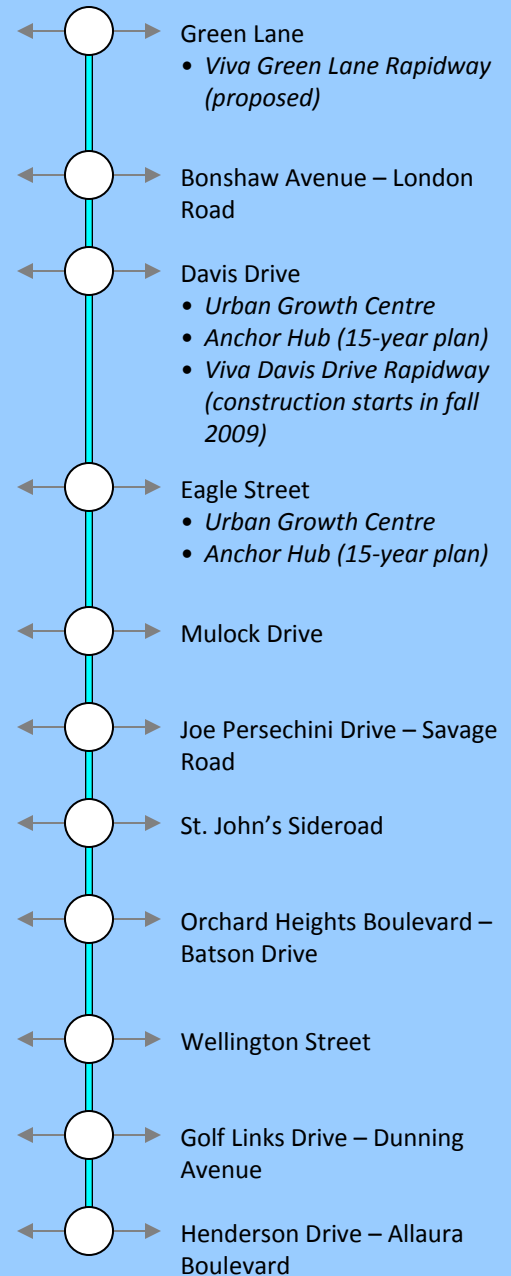
- 83,911 people live in census tracts along Yonge Street between Green Lane and Henderson Drive
- Where do area residents work?
 - 27.7% of residents work outside York Region
 - 28.9% work outside of their own municipality (Newmarket or Aurora) but still within York Region
 - 26.2% work within their own municipality (Newmarket or Aurora)
 - 7.8% work at home
- How do area residents get to work?
 - 86.8% of residents drive or carpool to work
 - 7.3% take transit
 - 5.0% 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. The Yonge Rapidway, a series of dedicated lanes for Viva's rapid transit vehicles, is planned to speed riders past traffic and provide fast connections from Newmarket Centre to the Southlake Regional Health Centre in 2013, with an extension along Green Lane planned to open afterward.

Construction begins in fall 2009 for the Yonge Rapidway from Mulock Drive to Davis Drive, and the Davis Rapidway from Yonge Street to the Southlake Regional Health Centre. Please see www.vivayork.com for more details.

Yonge Street – Green Lane to Henderson Drive – Allaura Boulevard



- Yonge Regional Corridor
- 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

Newmarket Centre

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

Yonge Street

- Potential to be defined as an Intensification Corridor
- Calls for increased residential and employment densities to 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

Newmarket Centre (Davis Drive 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 (Green Lane to Henderson Drive – Allaura Boulevard)

- Identified as a Regional Corridor

The Big Move (Regional Transportation Plan)

Metrolinx

Newmarket Centre

- Designated as an Anchor Hub, to be developed within the next 15 years
- Located at the interchange of the proposed Viva Yonge, Davis, and Green Lane Rapidways
- Forecasted to achieve a minimum of 10,000 people and jobs within an 800 metre radius

Local municipal planning studies

Visualization/Transformation Exercise for the Yonge Street Regional Centre and the Yonge-Davis Provincial Urban Growth Centre (Newmarket)

- Commencing in mid-October 2008, the exercise will conceptualize how the Newmarket Centre area will transform over the next 20 years
- Key deliverables include development and density illustrations, urban design guidelines and implementation tools, a height and density model, and public consultation meetings



Conceptual rendering of the Viva Yonge Rapidway at Davis Drive

York Region – connecting with you

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