

Yonge Street Regional Corridor – Thornhill

Thornhill is built on rapid and reliable transportation. In 1801, taking advantage of Yonge Street, the new road linking Lake Ontario to Lake Simcoe, the first mill on the Don River was built west of its crossing with Yonge, giving rise to the community of Thornhill.

Since then, Thornhill was reshaped by each revolution in transportation technology, from stagecoaches to streetcars, automobiles, and now the subway. With five stations in York, the Yonge Subway Extension will link the Richmond Hill Centre, Langstaff, and Thornhill communities with York Region, and to the Greater Golden Horseshoe and beyond.

Statistics Canada 2006 Census

- 49,296 people live in census tracts along Yonge Street between Richmond Hill Centre and Steeles Avenue
- Where do area residents work?
 - 44.7% of residents work outside York Region
 - 15.7% work outside their own municipality (Vaughan, Richmond Hill, or Markham) but still within York Region
 - 17.2% work within their own municipality (Vaughan, Markham, or Richmond Hill)
 - 11.6% work at home
- How do area residents get to work?
 - 77.7% of residents drive or carpool to work
 - 17.7% take transit
 - 3.7% walk or cycle

Yonge Subway Extension – what’s old is new again

Approved by York Region and the City of Toronto and designated by Metrolinx as a priority project, the Yonge Subway Extension will be the better way to connect from York. Planned to open in early 2017, the subway will travel under Yonge, York’s main street, taking York to the next level of city-building at Richmond Hill Centre, Langstaff Gateway, Thornhill, and the emerging hub at Steeles and Yonge. See www.vivayork.com for more details.

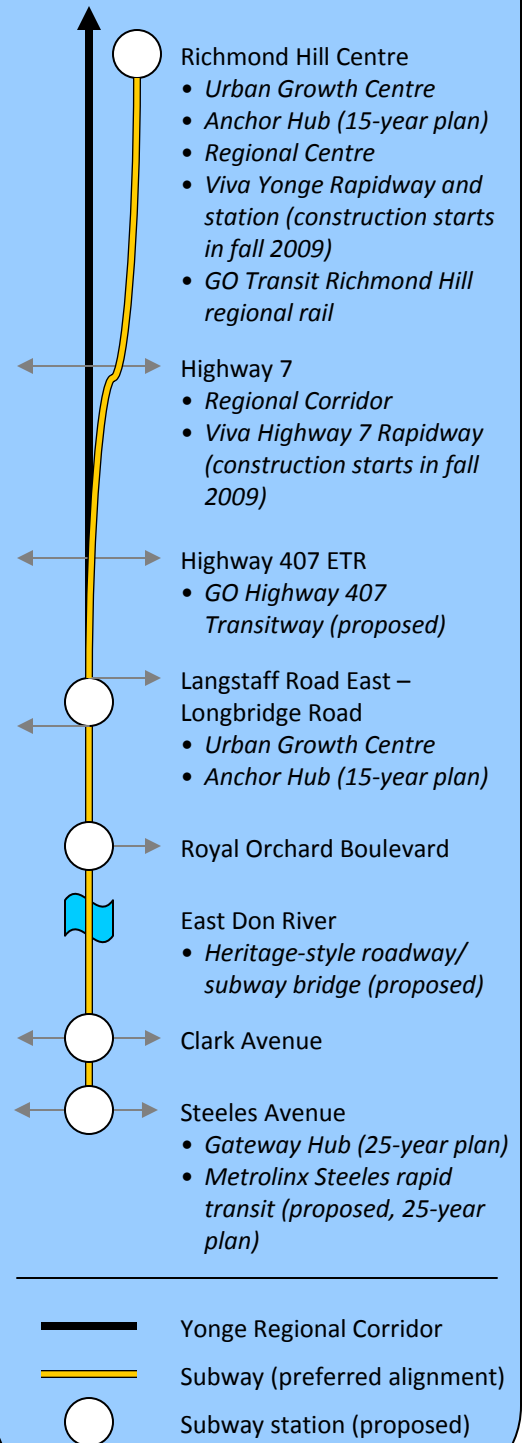
York Region – connecting with you

In person: Planning and Development Services Department
York Region Administrative Centre
4th Floor, 17250 Yonge Street, Newmarket

Phone: 905-830-4444 or 1-877-464-YORK (9675) ex. 1518

E-mail: annika.hui@york.ca

Yonge Street – Richmond Hill Centre to Steeles Avenue



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 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

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 proposed interchange of:
 - Viva Yonge and Highway 7 Rapidways
 - 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

Steeles Avenue and Yonge Street

- Designated as a Gateway Hub, to be developed in the next 25 years
- Located at the proposed interchange of:
 - TTC Yonge Subway Extension
 - Metrolinx Steeles rapid transit
- Forecasted to achieve a minimum of 10,000 people and jobs within an 800 metre radius

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

Local municipal planning studies

Richmond Hill Regional Centre Design and Land Use Study (Richmond Hill)

- Commenced in June 2008 to facilitate the development of the Regional 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

Langstaff Area Land Use Master Plan (Markham)

- Started in September 2007 to establish a policy framework for Langstaff area development
- Products to include an official plan amendment to commence the process, the Langstaff Area Master Plan document, and implementing documents such as project design principles
- The Master Plan process will be completed by Q2 2009, with implementation in Q3/Q4 2009

Thornhill Yonge Street Study (Markham/Vaughan)

- Designates the Thornhill areas as Community Improvement Project areas and sets built form and urban design standards
- Implemented by the City of Vaughan in June 2006 through Official Plan Amendment 669
- Implemented by the Town of Markham in 2006 through Official Plan Amendment 154

Yonge Street Area Study (Vaughan)

- Study to create a land use and urban design vision for the Yonge-Steeles and Thornhill areas
- Products include land use plans and urban design strategies, official plan amendments, master streetscape plans, implementation plans, and implementing by-laws
- Yonge-Steeles study prepared in November 2008, Thornhill commencing in December 2008

Yonge Steeles Corridor Study (Markham)

- Completed in September 2008 and updates the Thornhill Secondary Plan
- Contains built form principles and guidelines on urban design, public realm, and environmental design
- Recommended implementation tools include an official plan amendment, a comprehensive zoning by-law for mixed-use zones, a master implementation strategy, comprehensive block plans, and the use of holding by-laws