rapid growth...increasing traffic congestion

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>345,000</td>
<td>150,000</td>
</tr>
<tr>
<td>1996</td>
<td>610,000</td>
<td>290,000</td>
</tr>
<tr>
<td>2001</td>
<td>935,000</td>
<td>455,000</td>
</tr>
<tr>
<td>2031</td>
<td>1,505,000</td>
<td>800,000</td>
</tr>
</tbody>
</table>

Map showing the growth of various areas:
- Georgina
- East Willimbury
- Newmarket
- Aurora
- Whitchurch-Stouffville
- Richmond Hill
- Vaughan Corporate Centre
- Richmond Hill Centre
- Markham Centre
- Markham Centre
- Newmarket Regional Centre
one transit vehicle replaces 70 cars
enhanced urban environment

- Increased transit ridership
- Vibrant mix of residential, commercial and employment land use
- Evolving transit villages
Second level intensification numbers are preliminary and include recent applications.

85,000 units required to reach 40% target do not represent the full Regional intensification potential.
<table>
<thead>
<tr>
<th>Type</th>
<th>Units (1)</th>
<th>% of Intensification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Centres</td>
<td>25,640</td>
<td>30%</td>
</tr>
<tr>
<td>Regional Corridors</td>
<td>14,490</td>
<td>17%</td>
</tr>
<tr>
<td>Local Centres</td>
<td>26,140</td>
<td>31%</td>
</tr>
<tr>
<td>Other Major Corridors</td>
<td>7,720</td>
<td>9%</td>
</tr>
<tr>
<td>Local Infill</td>
<td>11,350</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>85,340</td>
<td>100%</td>
</tr>
</tbody>
</table>

**SOURCE:** York Region Planning and Development Services, 2007

Note: Total May not add due to rounding

1. Total Intensification Unit Growth projected from 2006 to 2031.
2. Secondary Suites are not included pending further analysis.
3. Other Major Corridors include select areas along Steeles Ave., Dufferin Street, Bayview Ave., and Major Mackenzie Drive.
4. Local Centres include locally defined centres (i.e. Woodbridge, Unionville, Thornhill), Towns and Villages, and Hamlets.
5. Regional Centres figure does not include built units as of July 1, 2006.
the proposed rapid transit network
vivaNext capital construction projects 2008-2015

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subways</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yonge Subway Extension</td>
<td>Finch Station to Richmond Hill Centre</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spadina</td>
<td>Subway Extension</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Viva Operating Segments</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H2/H3</td>
<td>Highway 7 – Pine Valley Drive in Vaughan to Kennedy Road in Markham</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y2</td>
<td>Yonge Street – Richmond Hill Centre to 19th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y3</td>
<td>Yonge Street – Newmarket, Davis Drive and Green Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H1</td>
<td>Hwy 7 – Pine Valley to Peel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H4</td>
<td>Hwy 7 – Kennedy to Durham</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y1</td>
<td>Hwy 7 to 407/Jane Subway Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M1</td>
<td>Markham Centre to Don Mills Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y3</td>
<td>Yonge Street – 19th to Mulock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Legend**
- Preliminary Engineering / Land Acquisition
- Construction
vivaNext design elements

- traffic, transit and pedestrian facilities
- boulevards and medians
- vivastations
dedicated rapidways

- Six through lanes with left turn lanes
- Dedicated centre lane rapidways
- Fully landscaped boulevards and median planting
- Dedicated bike lanes
transit corridor intersections

Enhancing public safety and access for drivers, transit riders, pedestrians and cyclists
First Signal Phase: Left turn and U turns only, no other traffic movements

Second Signal Phase: Corridor general traffic, Viva rapid transit and pedestrians

Third Signal Phase: Cross street general traffic and pedestrians
managing mid-block traffic movements

Inbound Access
Access from Rapid transit corridor to side streets and properties between signalized intersections

Outbound Access:
Access to Rapid transit corridor from side streets between signalized intersections
vivastations
vivastations
placemaking opportunities
landscaped boulevards and medians
pedestrian-friendly streets
pedestrian-friendly streets
highway 7 – h3 project status

- EA completed March 2007
- Conceptual design complete
- Property requirements defined
- Preliminary engineering ongoing
highway 7 – h3 rapidway alignment
highway 7 – richmond hill terminal to silver linden drive
highway 7 – doncrest road to valleymede drive
highway 7 – west beaver creek to highway 404
highway 7 – highway 404 to cochrane drive
highway 7 – montgomery court to south town centre boulevard
highway 7 – montgomery court to south town centre boulevard
(4 lane alternative)
highway 7 – south town centre boulevard to cedarland drive
markham centre – market drive to unionville go station
Public Meeting #1 (June 17 & 18, 2008)
Property owner consultation (Summer 2008)
Public Meetings #2 and #3 (Fall 2008)
Construction starts on Civic Mall (Fall 2009)
thank you……Q&A