

shaping our communities in Newmarket & Richmond Hill

- > The vivaNext rapidway will:
 - Complement and enhance our community as the population increases
 - Help shape successful urban growth
 - Encourage building attractive, pedestrian-friendly places for people to live, work and play



how it all began

part of a big plan

In 2006, the **Province of Ontario** published *Places to Grow: Growth Plan for the Greater Golden Horseshoe*. This 25-year plan for managing growth aims to protect green spaces and create complete communities with more options for life in general, including housing, work and transportation.

Metrolinx, an Ontario provincial agency, developed *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area [GTHA]* in 2008. Metrolinx is funding transit projects like ours to expand, connect and improve transportation systems within and between GTHA regions.

York Region's Official Plan outlines a system of urban growth centres and corridors and is supported by Regional Transit-Oriented Development Guidelines. Two of the key urban growth centres identified are the Richmond Hill Regional Centre and Newmarket Regional Centre. The Yonge Street rapidway will reinforce the strong north-south and east-west connections to other regional centres and other modes of public transit.

municipal planning

- › VivaNext has worked closely with the Town of Richmond Hill and the Town of Newmarket to ensure rapid transit integrates with their Official Plans, growth strategies and community objectives, while respecting the unique attributes found in each municipality

Town of Newmarket

- Official Plan approved in 2006
- Town of Newmarket Urban Centres Secondary Plan approved by Regional Council in early 2015

Town of Richmond Hill

- Official Plan approved in 2010
- Secondary Plan currently underway
- Richmond Hill/ Langstaff Gateway Urban Growth Centre was identified as an anchor hub in the Big Move



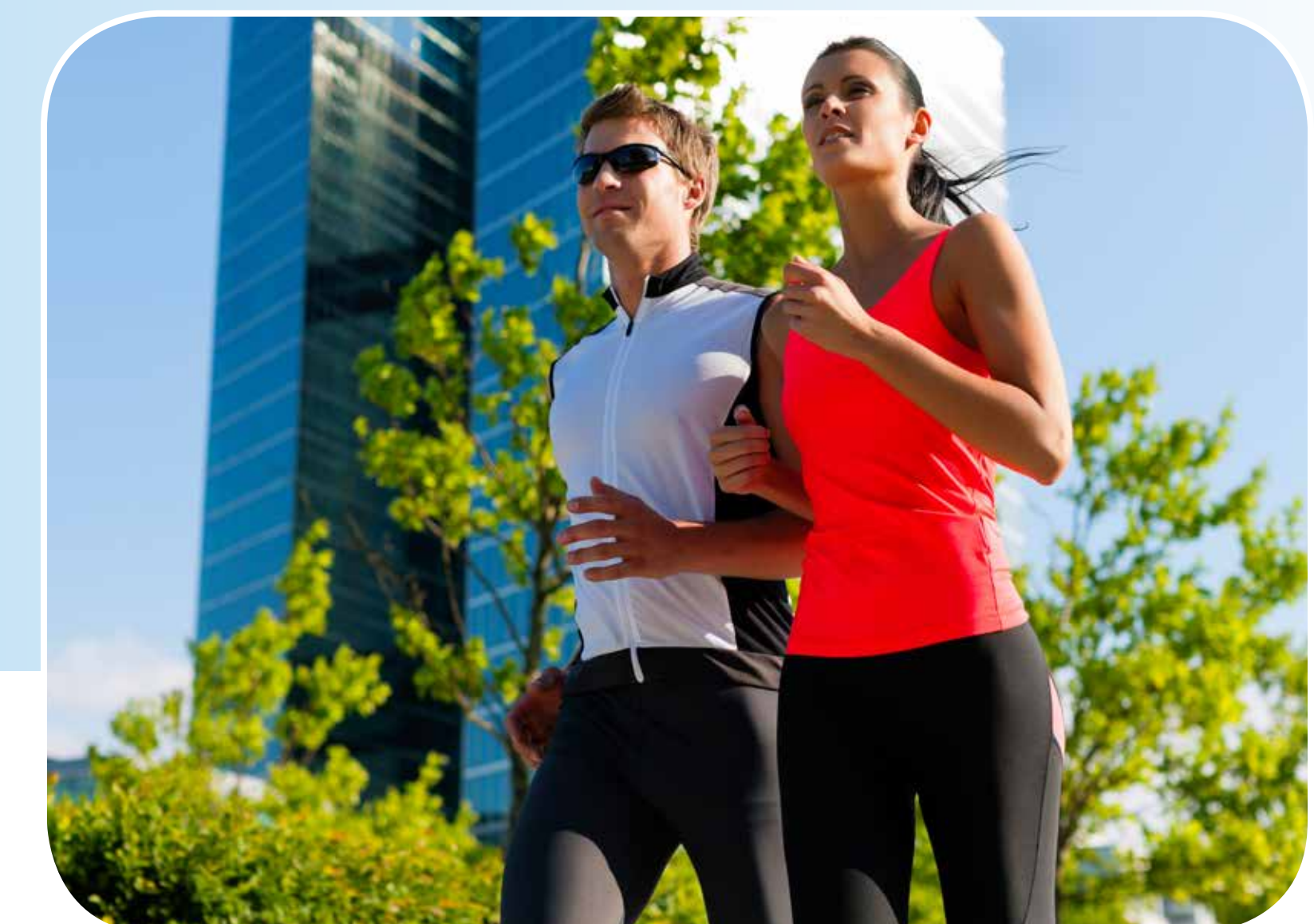
environmental assessments

Once the vivaNext project plans were formed, Environmental Assessments [EAs] began. Public consultation is a key part of an EA process. As part of the public consultation for Yonge Street, York Region Rapid Transit Corporation ensured interested parties were informed and involved, and were provided access to information and time to respond. We also encouraged interested parties to participate in identifying and resolving concerns.

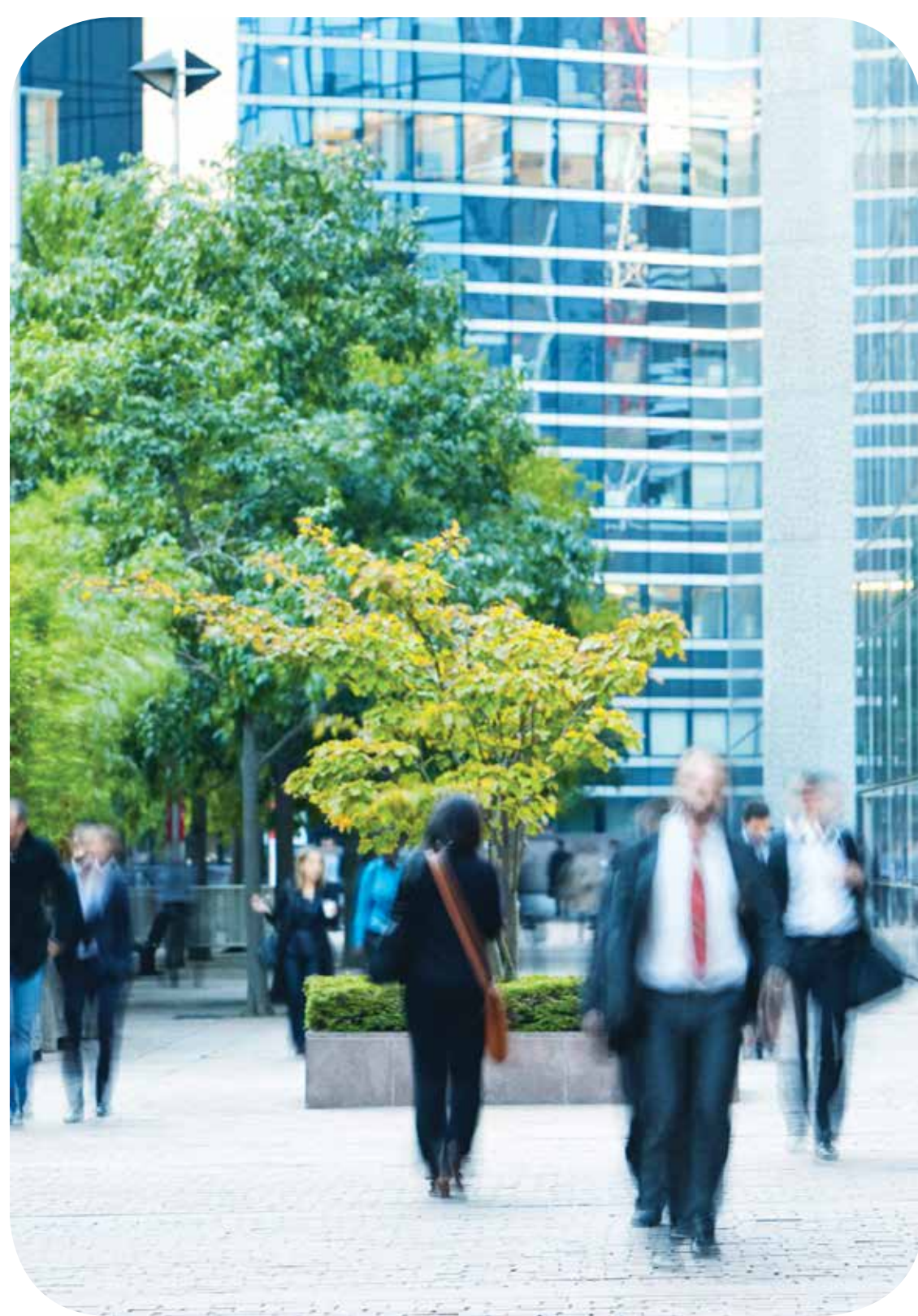
We hosted Public Consultation Centres to help guide the Yonge project through the EA process.

- › The final report for South Yonge [Steeles Avenue to 19th Avenue] was finalized in 2005
- › The final report for North Yonge [Gamble Road to Green Lane] was finalized in 2008

Since then, we've used newsletters, social media and public speaking opportunities to stay engaged with the communities in Richmond Hill and Newmarket.



project timelines



2009

In 2009, Metrolinx announced funding of \$1.4 billion for the construction of rapidways in York Region

The identified rapidways included Highway 7, Davis Drive and Yonge Street

- Yonge Street segments include:
 - Hwy. 7 to Major Mackenzie Dr.
 - Levedale Rd. to 19th Ave./Gamble Rd.
 - Mulock Dr. to Davis Dr.

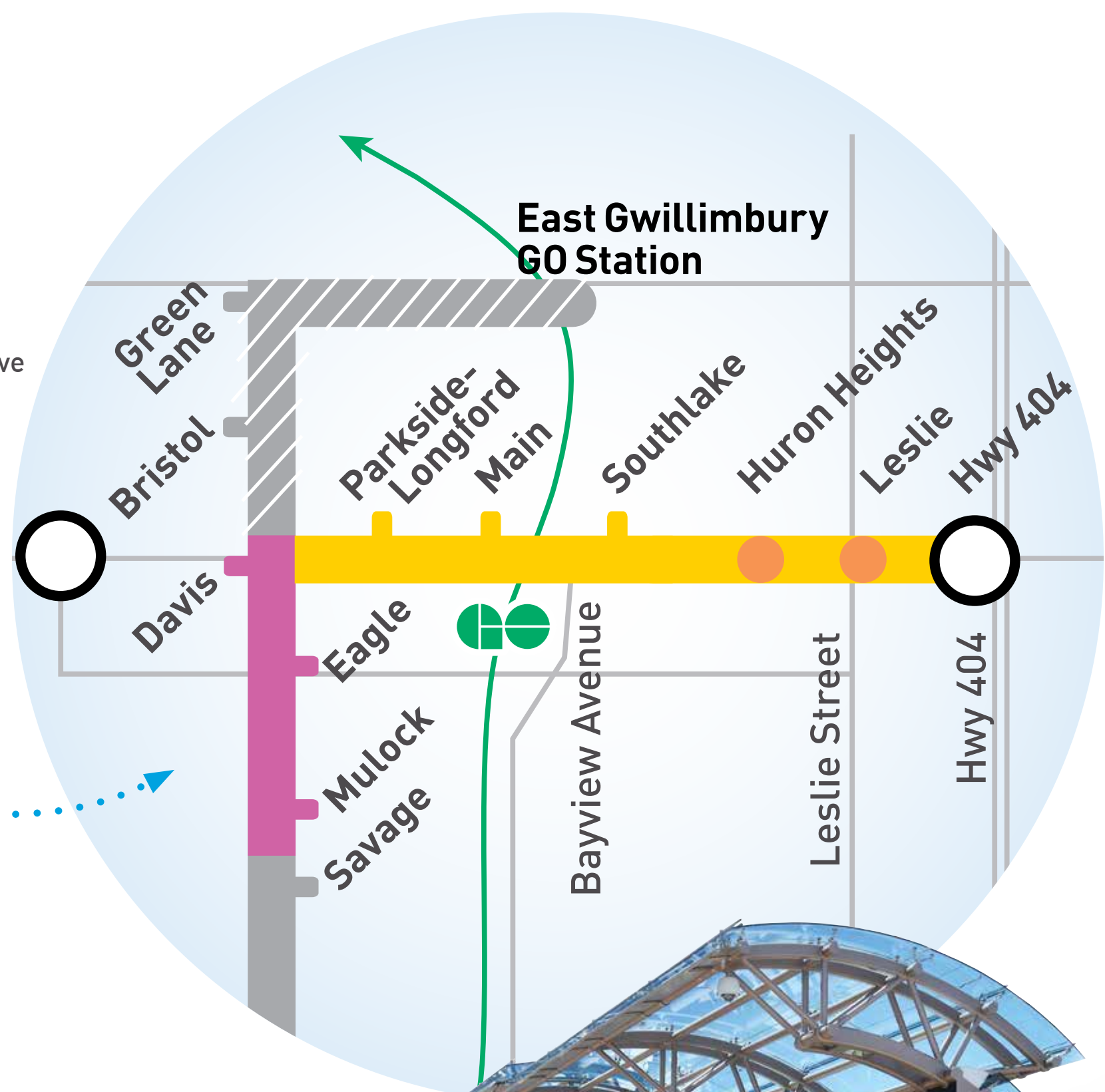
2015

Davis Drive rapidway opening

2018

Yonge Street bus rapidway will be complete

Yonge Street map

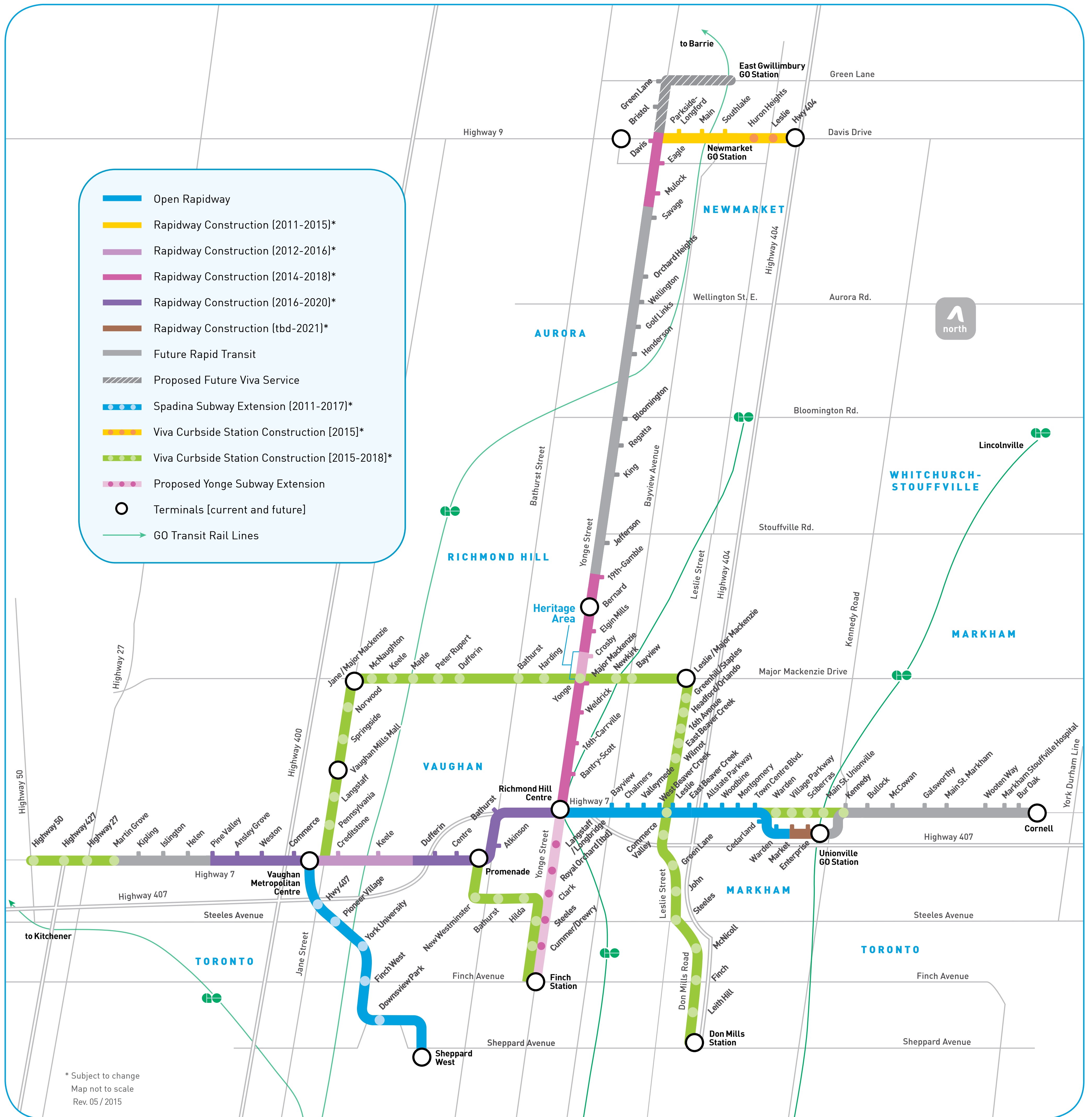


In Richmond Hill, the rapidway will extend 6.5 km from Highway 7 to 19th Avenue/Gamble Road. In the heritage area north of Major Mackenzie Drive, Viva will continue to drive in mixed traffic as it does now.

In Newmarket, the rapidway will extend 2.4 km from Mullock to Davis Drive.



vivaNext route map



part of a seamless GTA-wide transit network

- > The Yonge Street rapidway is a part of the vivaNext plan to build a rapid transit network that connects York Region's urban centres and enriches our communities.
- > The plan includes rapidways along Highway 7, Davis Drive and Yonge Street, as well as two subway extensions.

Spadina Subway Extension

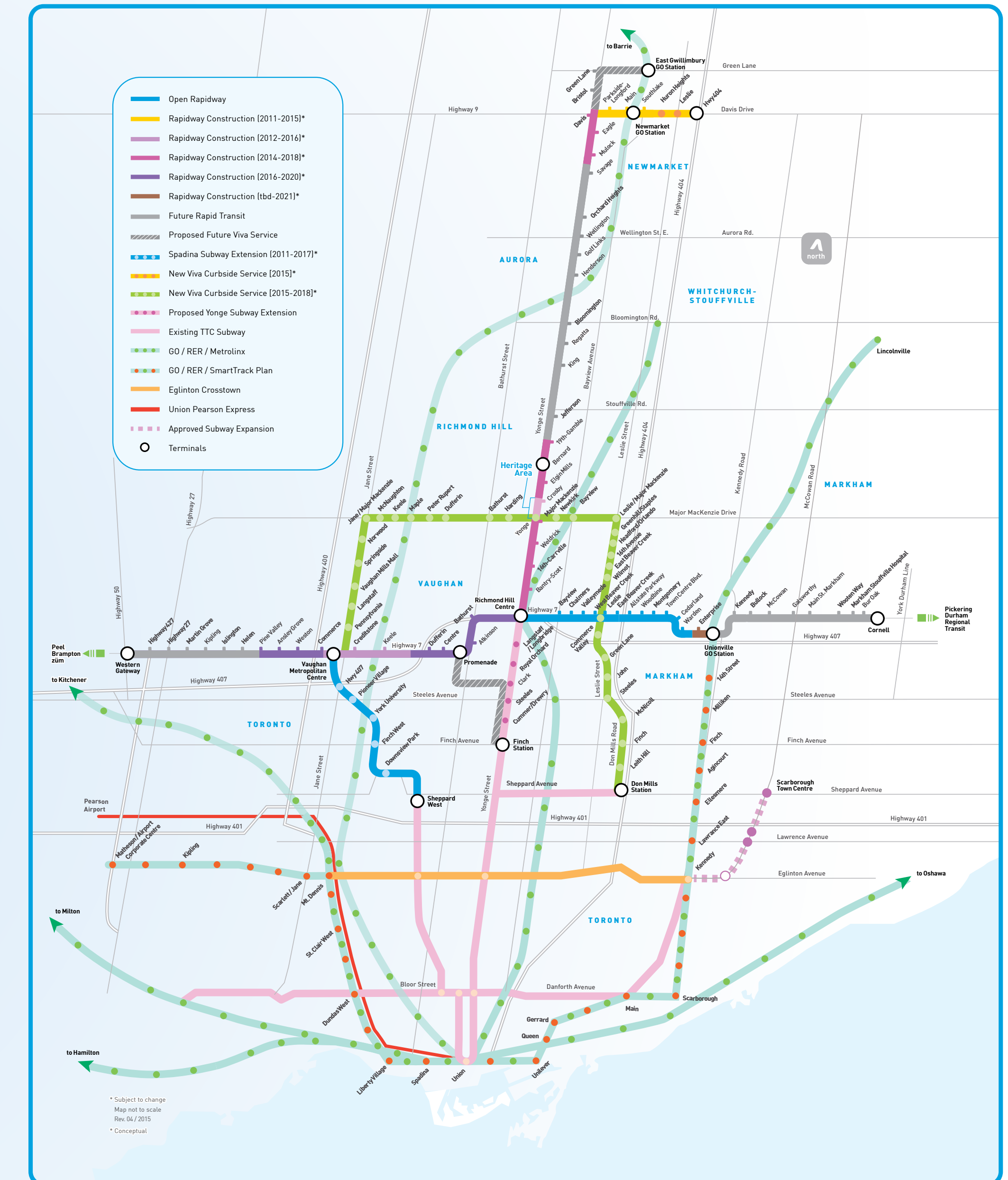


map not to scale

Proposed Yonge Subway Extension



map not to scale

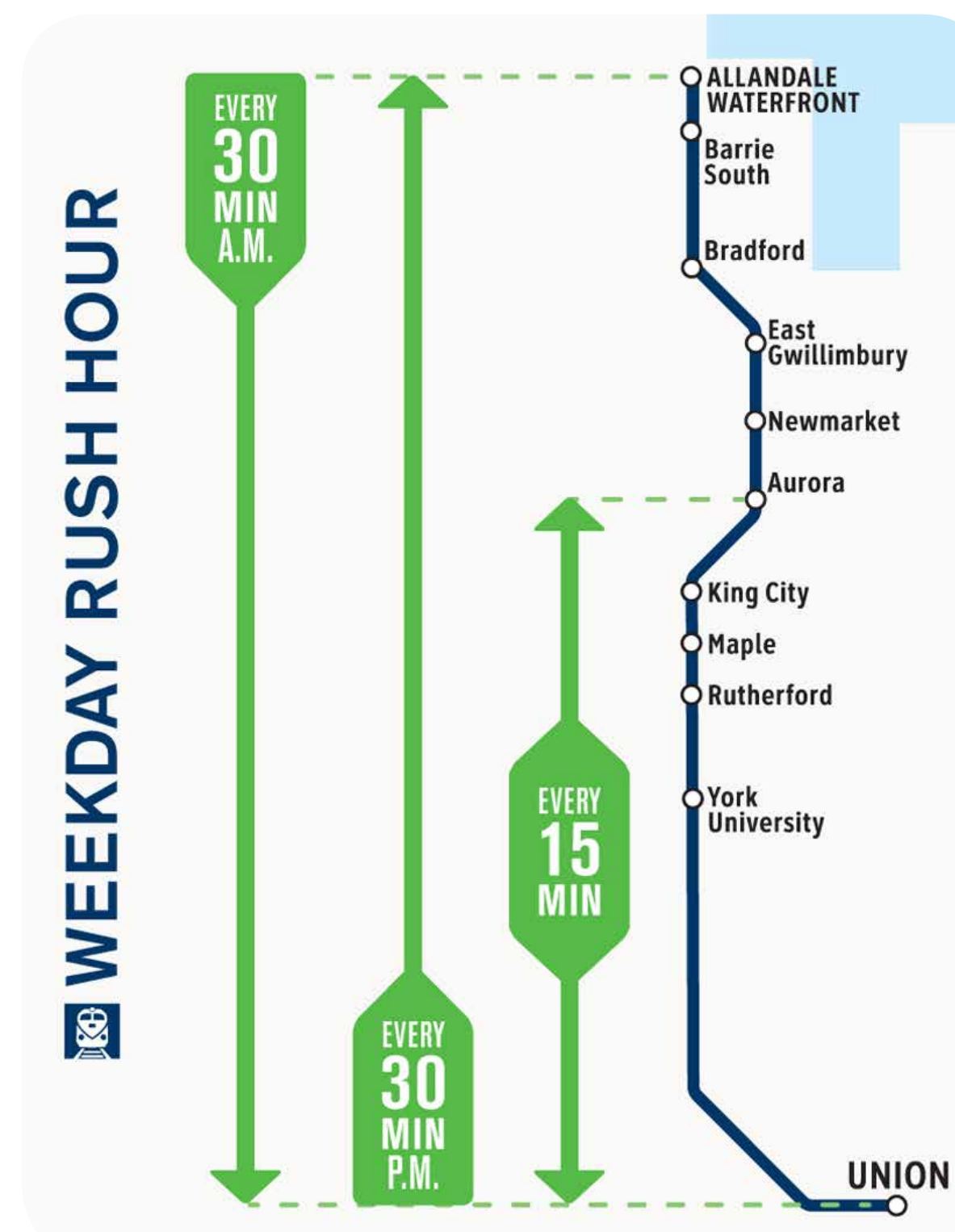


Regional Express Rail [RER]

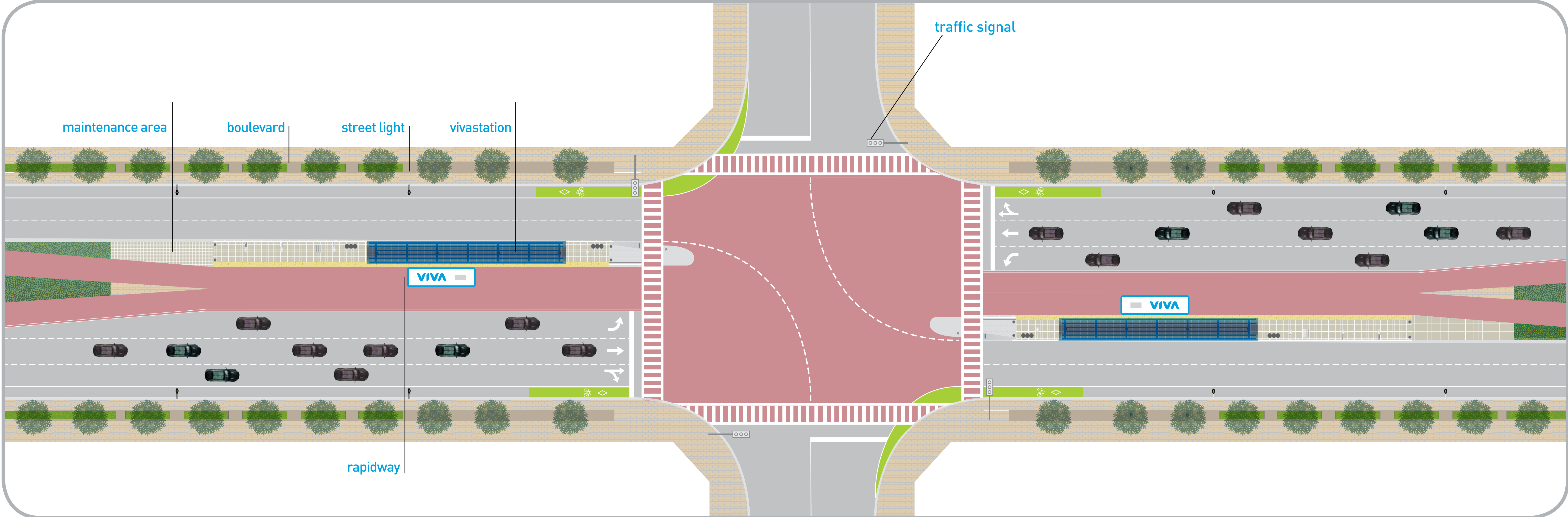
- > In April 2015, the Province of Ontario announced its plan to move forward with the GO Regional Express Rail (RER) program as part of its Moving Ontario Forward plan.
- > Over the next 10 years, Metrolinx will transform the GO rail network – the backbone of regional rapid transit in the Greater Toronto and Hamilton Area (GTHA) – to give residents a faster, more convenient way to connect with the things that matter.
- > GO RER will provide more service options for each of GO Transit’s seven train corridors, including:
 - faster trains running more often, up to every 15 minutes or better; and
 - two-way, all-day, electrified service on core segments of Metrolinx-owned corridors.
- > Once implemented, GO RER service will increase transit ridership, reduce travel times, help manage congestion, connect more people to more jobs, and improve our economy.
- > Routes/Lines in York Region that will benefit from additional GO service include: Barrie, Stouffville & Richmond Hill.
- > RER expansion on the Barrie line includes:
 - Peak period, peak direction service on weekdays every 30 minutes between Allandale-Waterfront and Union Station
 - 15-minute electrified service, running on weekdays, evenings and weekends between Aurora and Union Station
 - Two-way, 60-minute service or better on weekdays, evenings and weekends between Allandale-Waterfront and Union Station



**THE
BIG
MOVE**
TRANSFORMING TRANSPORTATION IN THE
GREATER TORONTO AND HAMILTON AREA



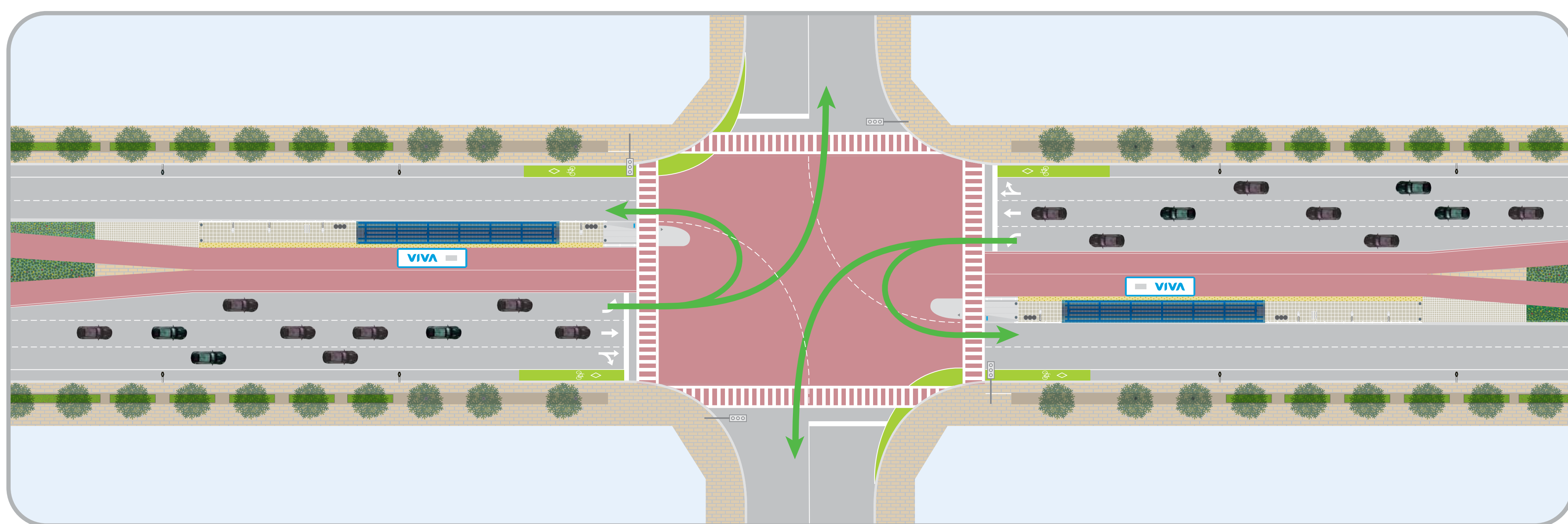
stations become destinations along the corridor



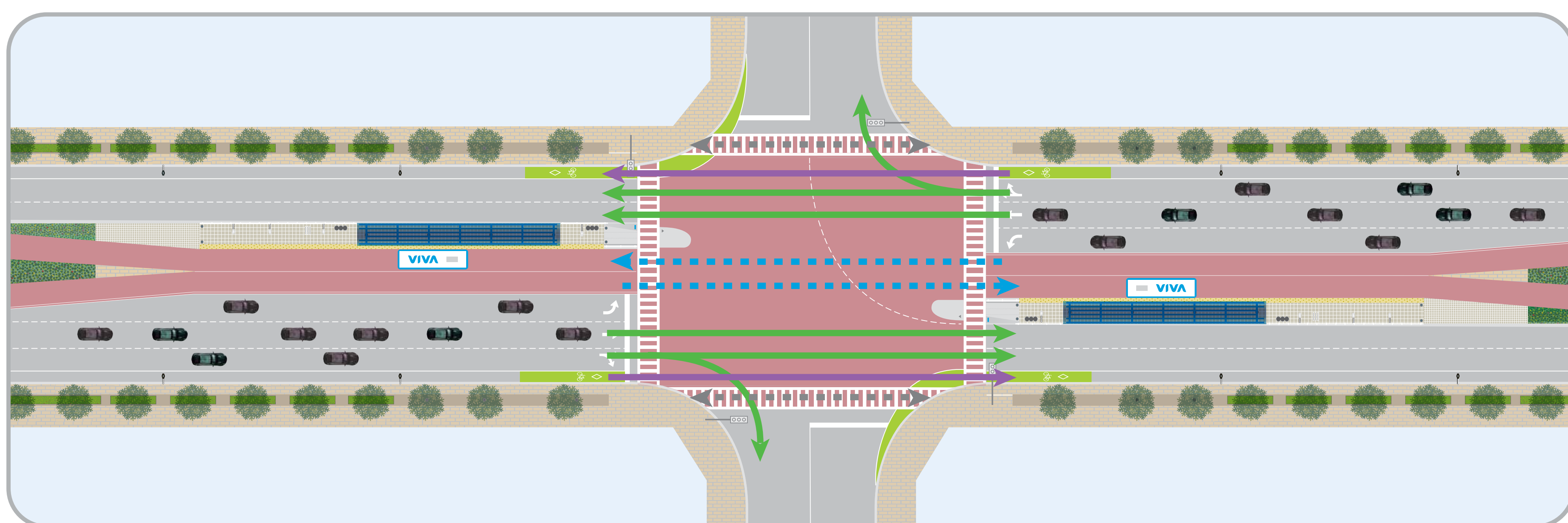
traffic flows in a new way at signalized intersections



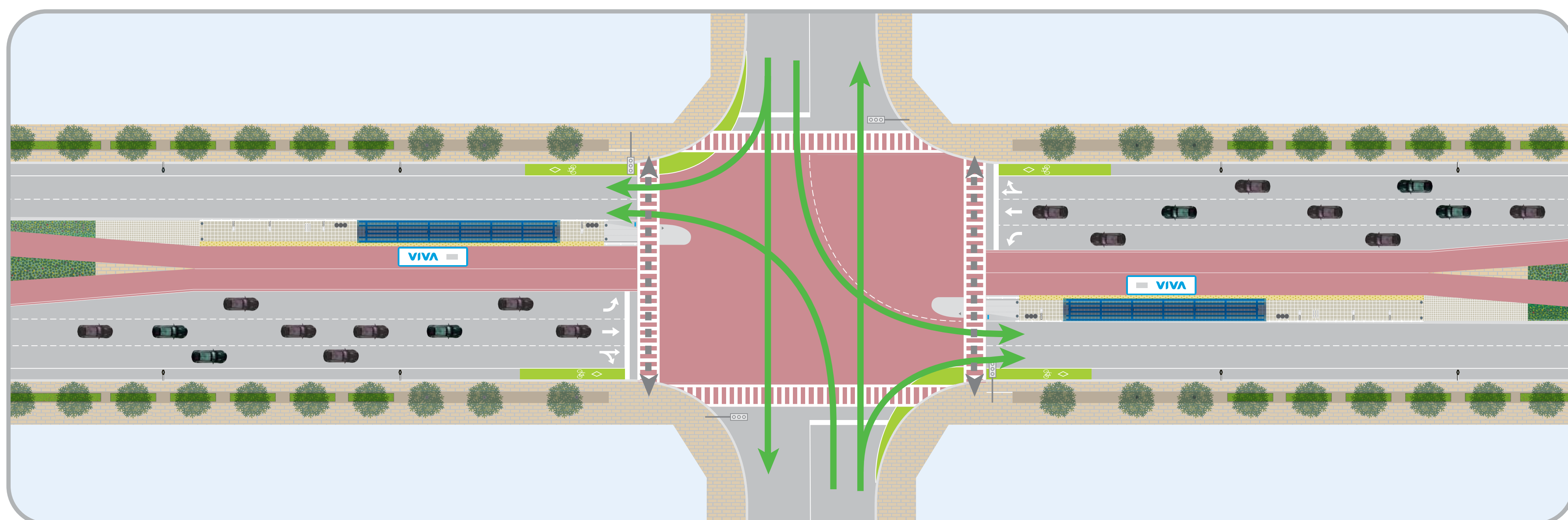
Legend	
regular traffic	
viva	
pedestrians	
bicycles	



first signal phase: left and u-turns for Yonge Street traffic



second signal phase: right-turns and straight-through for Yonge Street traffic, straight-through for Yonge Street pedestrians and rapid transit



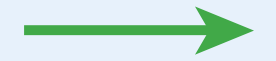

third signal phase: left and right-turns and straight-through for cross street traffic

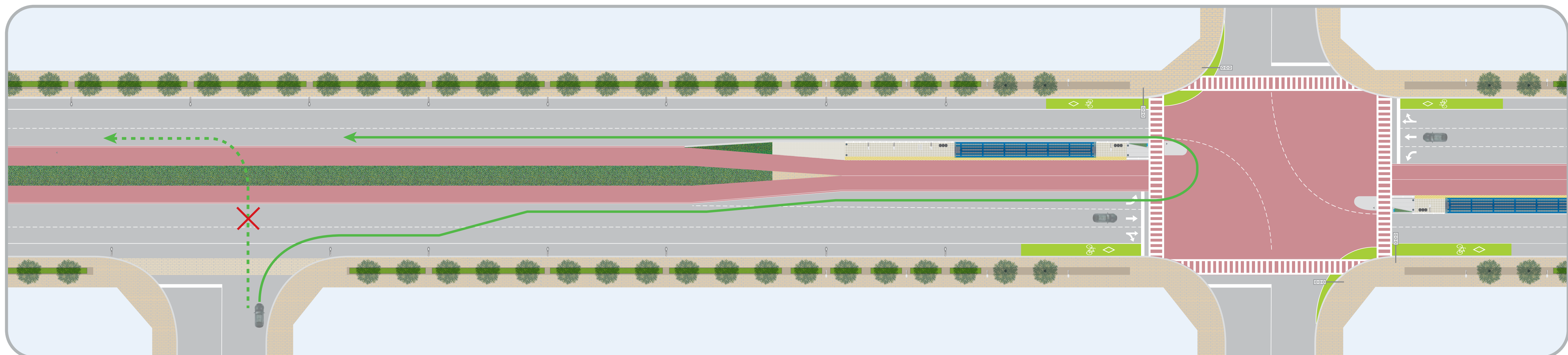
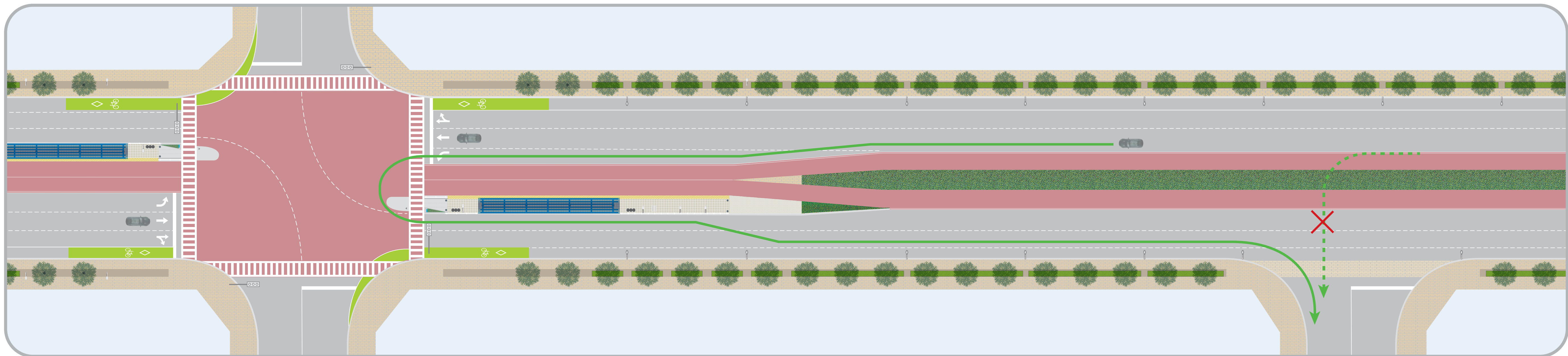
left-turns on Yonge

- > No more waiting for oncoming traffic to clear before making left turns across Yonge Street.
- > At the nearest intersection, drivers can use the dedicated left-turn signal to make a U-turn and safely approach their destination.
- > Left turns will be made at intersections, eliminating the traffic delays and hazards caused by mid-block left turns.

- > Newmarket and Richmond Hill will have walkable hubs of activity along Yonge Street, with new opportunities for living, working and shopping.
- > Transformation encourages sustainable travel choices, relieving traffic congestion in Newmarket and Richmond Hill with up to 72 vehicles replaced by a single bus.

Legend

- permitted turn 
- prohibited turn 



pedestrian-friendly streets

- > York Region is committed to building stronger connections through its comprehensive *Pedestrian and Cycling Master Plan*.
- > In consultation with the local municipalities, the Region created a blueprint to develop walking and cycling infrastructure. The plan will also promote alternate forms of travel, such as combining walking and cycling with public transit, to help reach its sustainable transportation objectives.

connecting to established community networks

Town of Richmond Hill

- > As part of a plan to create a safe, convenient, continuous and connected pedestrian and cycling network, the Town of Richmond Hill recently installed approximately 90 km of signed bike-only routes; 57 km of signed bike routes with edge line and 13 km of bike lanes in both residential neighbourhoods and business parks throughout the town.

- > Yonge Street will have 6.5 km of on street and raised bike lanes.

Town of Newmarket

- > The Town of Newmarket offers more than 44 km of walking and biking trails along the Nokiidaa Trail system. Newmarket's vast trail system promotes a healthy lifestyle, reduces vehicle emissions by encouraging walking and cycling and brings the community together to enjoy the great outdoors.

- > Yonge Street will have 2.4 km of raised bike lanes in Newmarket.

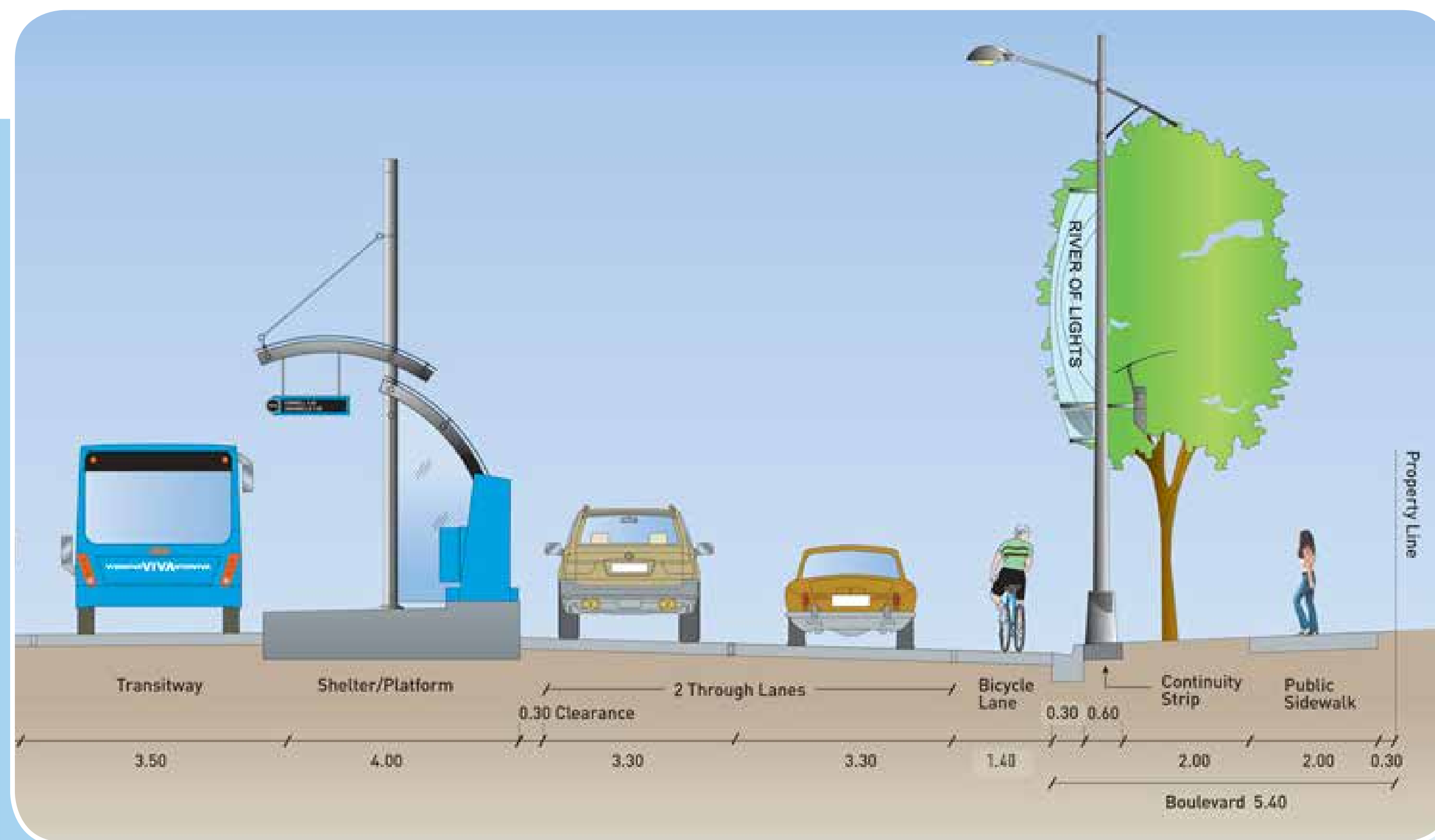


bike lanes - Yonge Street

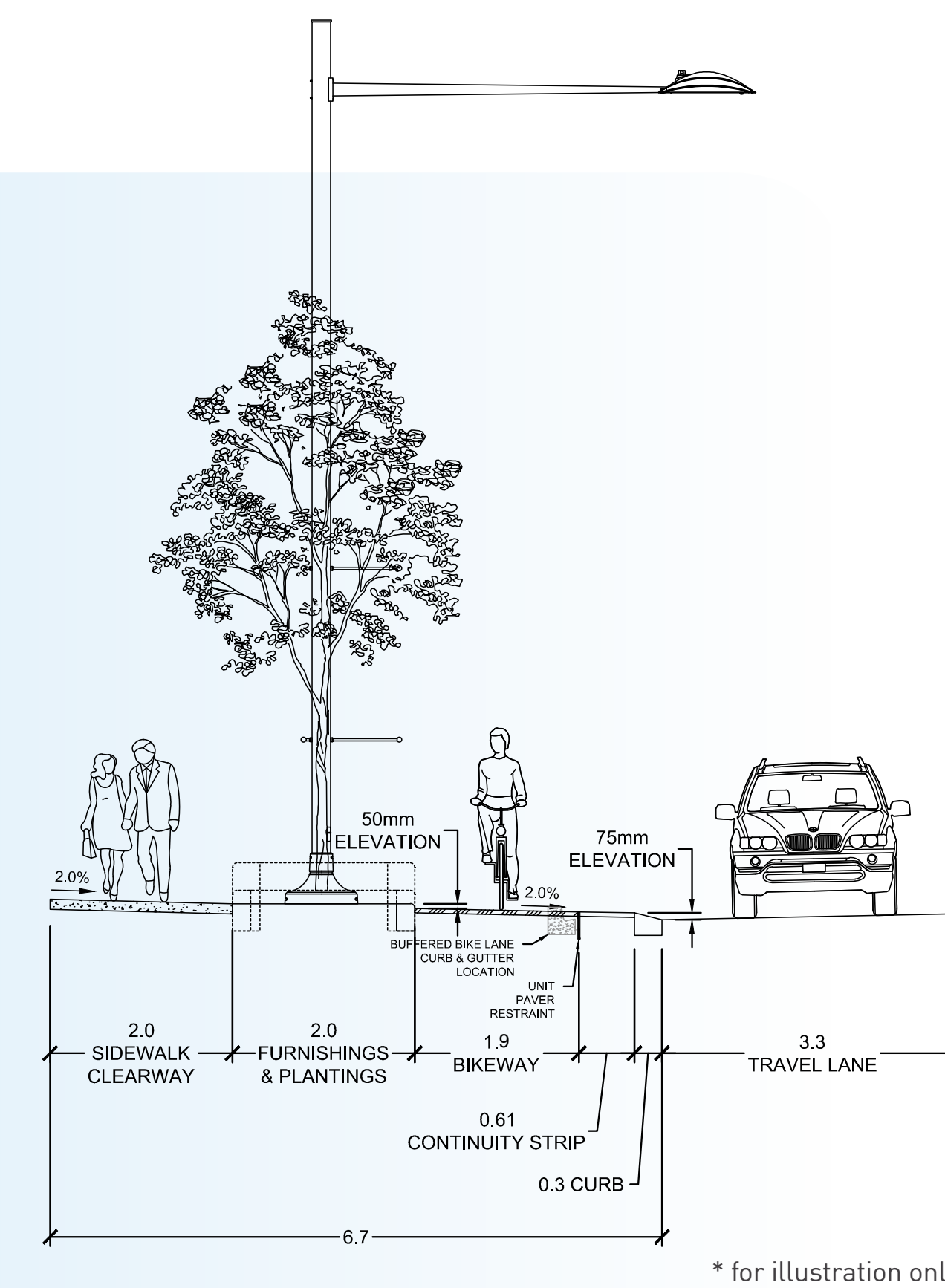
- > Richmond Hill - Bike lanes have been incorporated into the design
 - Garden to Major Mackenzie - on street bike lanes at 1.4m
 - Levedale to Elgin Mills - on street bike lanes at 1.4m with a 0.5m buffer
 - Elgin Mills to 19th - raised bike lanes at 1.9m

- > Newmarket - Bike lanes have been incorporated into the design
 - Mulock to Davis - raised bike lanes at 1.9m

on street bike lanes

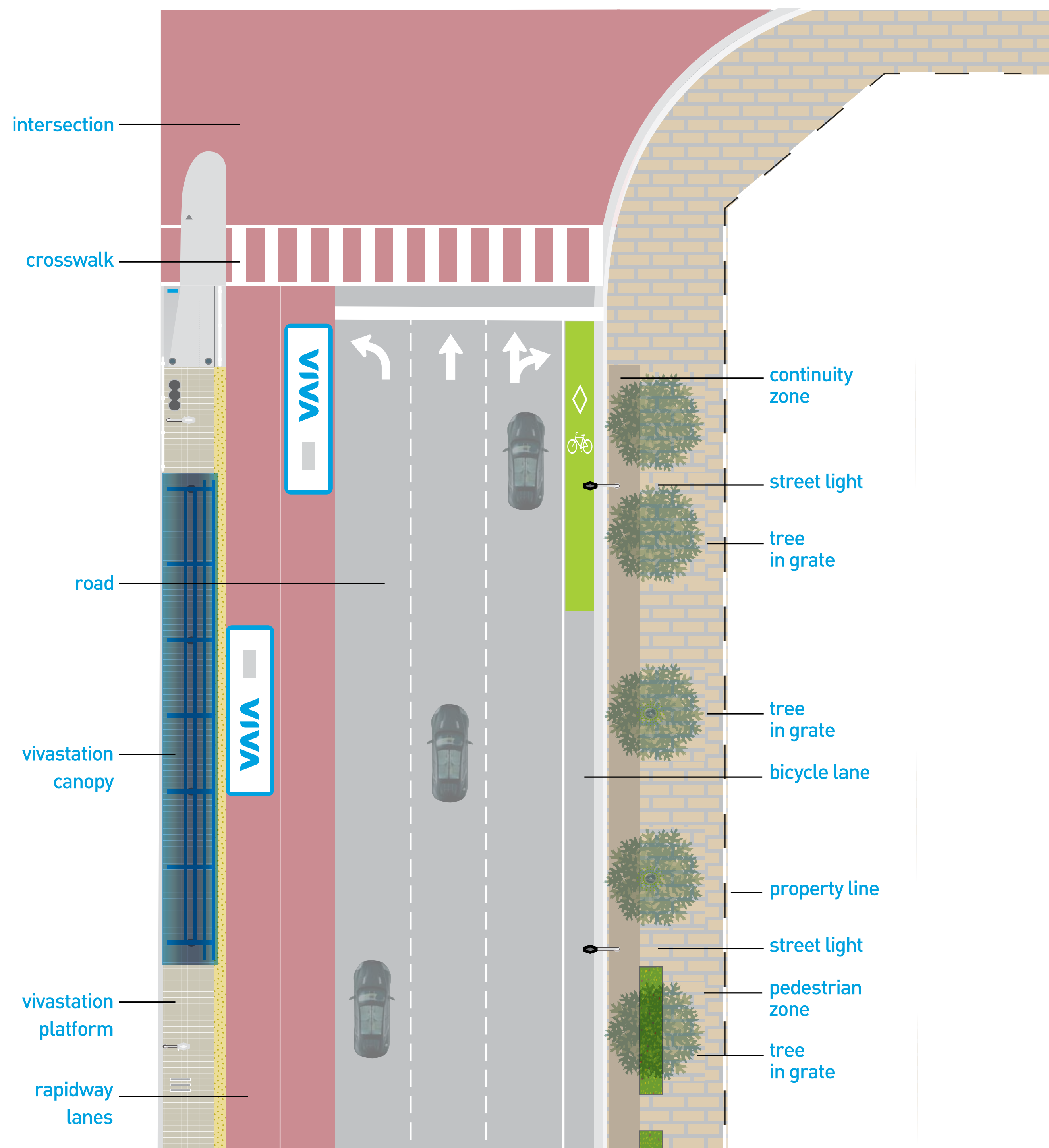


raised bike lanes



attractive, welcoming streetscapes

- > The Yonge Street rapidways will include streetscape details such as side inlet grates, decorative tree grates and attractive sidewalk treatments and finishes.
- > Landscaped areas, improved lighting and attractive architectural elements recognize Yonge Street as key destinations for people to meet, gather and socialize.
- > The combination of great transit access and wider pedestrian-friendly sidewalks will offer more choices to work, dine, live and shop.



new vivastations provide comfort, convenience and protection

Tinted glass provides enhanced comfort, reduces glare and improves visibility during the day. At night, lighting illuminates the canopy for additional ambiance and safety.

Innovative canopy design hangs over the vehicle, ensuring comfortable boarding and disembarking.

PA system has both live and recorded announcements; automatic volume levels adjust based on time of day.

Riders can easily keep track of arrivals and service announcements in real-time with the message board.

Motion-activated heaters provide warmth while the new automated entry doors minimize heat loss.

Vivastations can accommodate two vehicles as well as future LRT.

Raised tiles along the platform edge provide greater awareness for the visually impaired.



Security cameras are installed at key points around the platforms.



Emergency call button allows for two-way communication and triggers blue pulsing lights.



Signage helps direct riders with ease and clarity.



Fare payments made easy. Use cash, debit, credit, monthly passes or PRESTO card.



Designated waiting area is marked for those who have paid their fare and validated their ticket.



Glass enclosure helps riders stay dry and sheltered all year round.

green spaces for trees and plants are priorities

- > Plans include protecting existing vegetation and trees wherever possible.
- > Once the rapidway is complete, new trees, shrubs and ornamental grasses will be planted along Yonge Street.
- > We're planting salt and drought-resistant trees and shrubs and adding underground soil-cell technology, which helps to support healthy trees and plants.



street tree selection



Swamp White Oak
Quercus bicolor



Ohio Buckeye
Aesculus glabra



Kentucky Coffeetree
Gymnocladus dioica



Shademaster Honeylocust
Gleditsia triacanthos var. Inermis 'Shademaster'



Freeman Maple
Acer x freemanii



Accolade Elm
Ulmus japonica x Ulmus wilsoniana



Common Hackberry
Celtis occidentalis



Greenspire Linden
Tilia cordata 'Greenspire'



Bur Oak
Quercus macrocarpa

trees for under hydro lines



Chanticleer Pear
Pyrus calleryana 'Chanticleer'



Hedge Maple
Acer campestre



Ivory Silk Tree Lilac
Syringa reticulata 'Ivory silk'



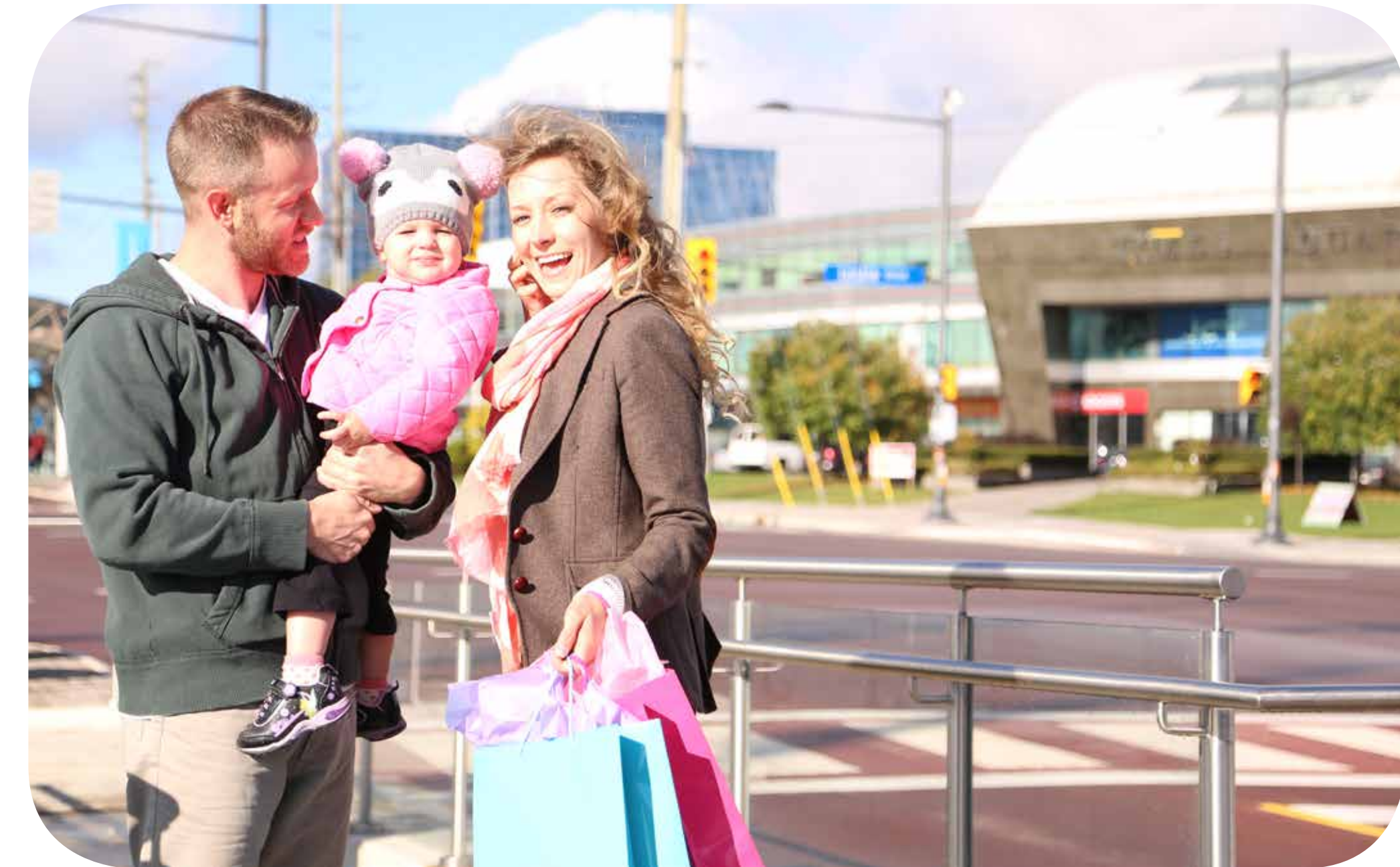
Serviceberry
Amelanchier canadensis



Shubert Chokecherry
Prunus virginiana 'Shubert'

property acquisition

- > Process is completed in partnership with York Region Realty Services
- > Different approaches depending on project's impact on property
- > For individual property matters please contact a member of the Property Services Branch
 - Eric Bjornson: eric.bjornson@york.ca
 - [Davis Drive] Terry Thomas: terry.thomas@york.ca
 - [Yonge Street] Alison MacAlpine: alison.macalpine@york.ca



- **temporary easements** for grading and other construction-related work areas



- **permanent easements** for future maintenance of retaining walls, storm-water management ponds etc.



- **partial acquisitions** for strip widening

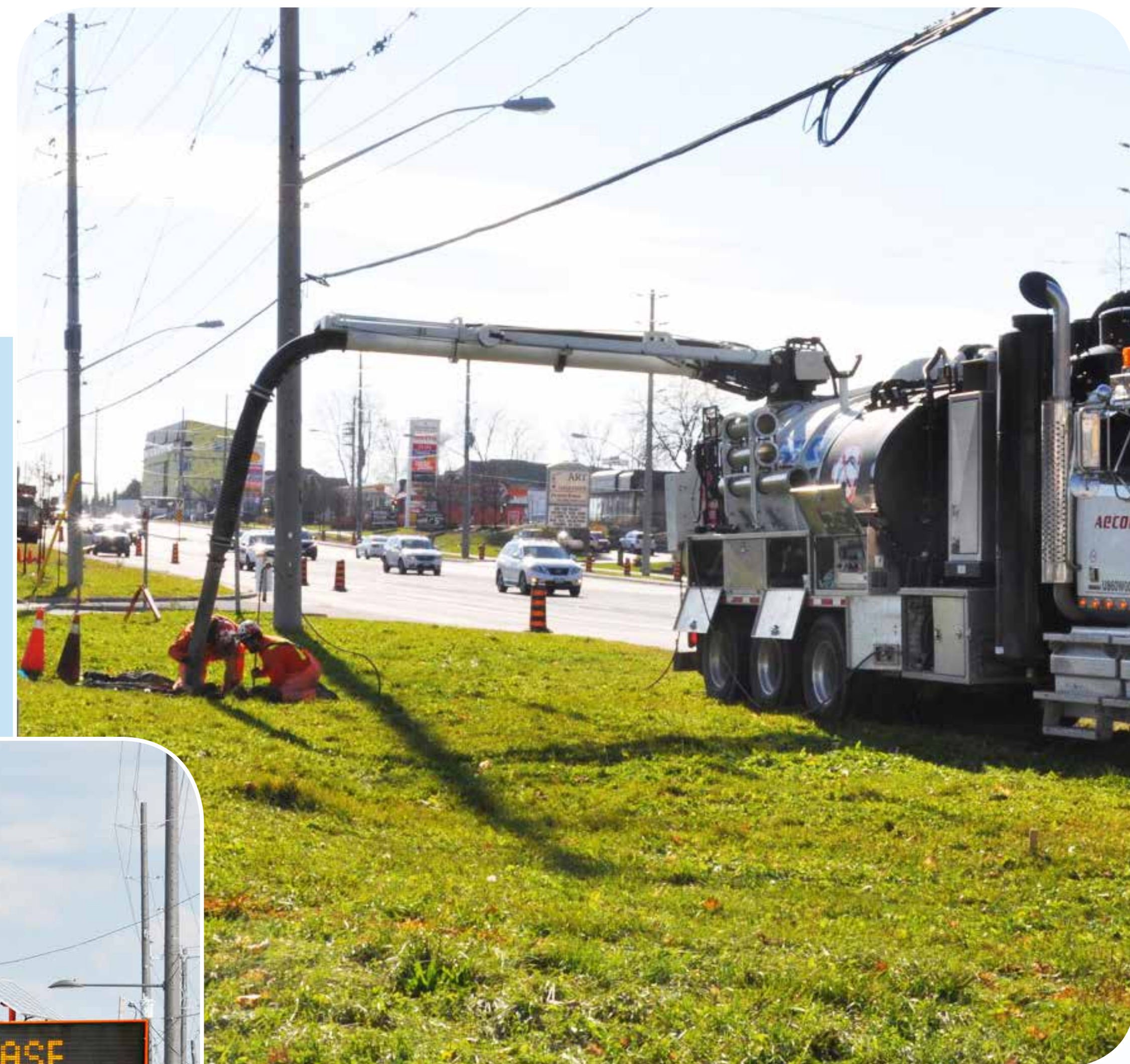
building a rapidway step-by-step

- > Every effort will be made to minimize the impacts of construction and ensure that traffic keeps moving as smoothly as possible. Progress is dependant on a number of factors, including weather and scheduling speciality crews.



preparing for road construction

- > Before we can begin road construction, we need to prepare everything alongside the road first.
- > We'll start with:
 - relocating utilities [overhead hydro lines, gas, and telecommunications]
 - building retaining walls
 - working on culverts and bridges
- > Although the work may be on the sidewalk, lane closures may be required for safety purposes.



how construction will unfold



- > In 2013, crews surveyed roads and tested soil in preparation for widening Yonge Street.
- > In 2014, the design-build contract was awarded. Preconstruction investigations and design started.
- > From 2015-2018, construction will be sequenced, with major road work starting after utility work.
- > Rapidway to be completed by the end of 2018.



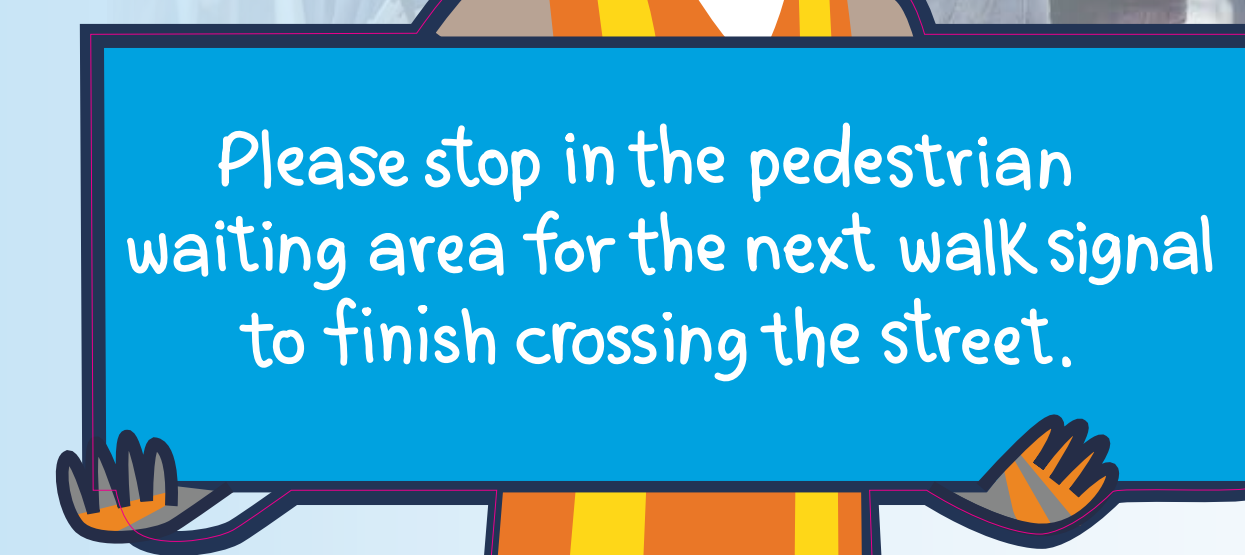
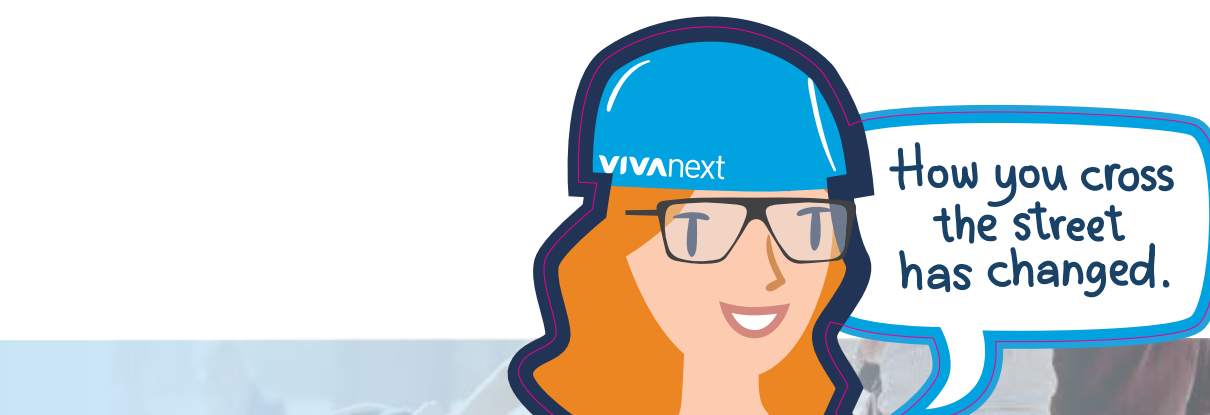
project construction timeline

Public consultations conducted	Environmental Assessment approved	Received \$1.4 billion from the Government of Ontario for vivaNext rapidway projects	Surveying, geotechnical testing and utility locates	Award of design-build contract Preconstruction investigations and design	Utility relocation/ construction	Rapidway completed
2003 - 2004	2006 & 2009	2009	2013	2014 - 2015	2015 - 2018	2018

* For detailed construction information, sign up for construction updates on vivanext.com.
Schedule subject to change.

access for pedestrians

- > Pedestrian convenience and safety are top priorities.
- > When sidewalks have to be temporarily re-routed, there will be clear signs showing pedestrians where to go.
- > Signs and temporary sidewalks will make it easy to locate and access your favourite stores and other businesses during construction.
- > For your own safety, please follow detour signs and cross at signalized intersections.
- > When transit stops are temporarily relocated, signs will be posted describing the new location and the easiest way to get there.
- > Once completed, well-marked crossings, combined with audible signals, will help make it easier and safer for pedestrians to cross at signalized intersections.



bus stop relocations

- > Throughout construction, all existing service will be maintained.
- > In some cases, bus stops and shelters may be affected and/or relocated.
- > When bus stops are relocated, notices will be placed at your stop in advance.
- > Pedestrian safety will be maintained with signs on site as needed, to guide you around construction.



You're
In The
Right Place
– Board
Bus Here

METROLINX | VIVANEXT

Bus Stop
Has Moved
To
Northeast
Corner

For more information visit yrt.ca
or call 1.866.668.3978

METROLINX | VIVANEXT



supporting local businesses throughout construction





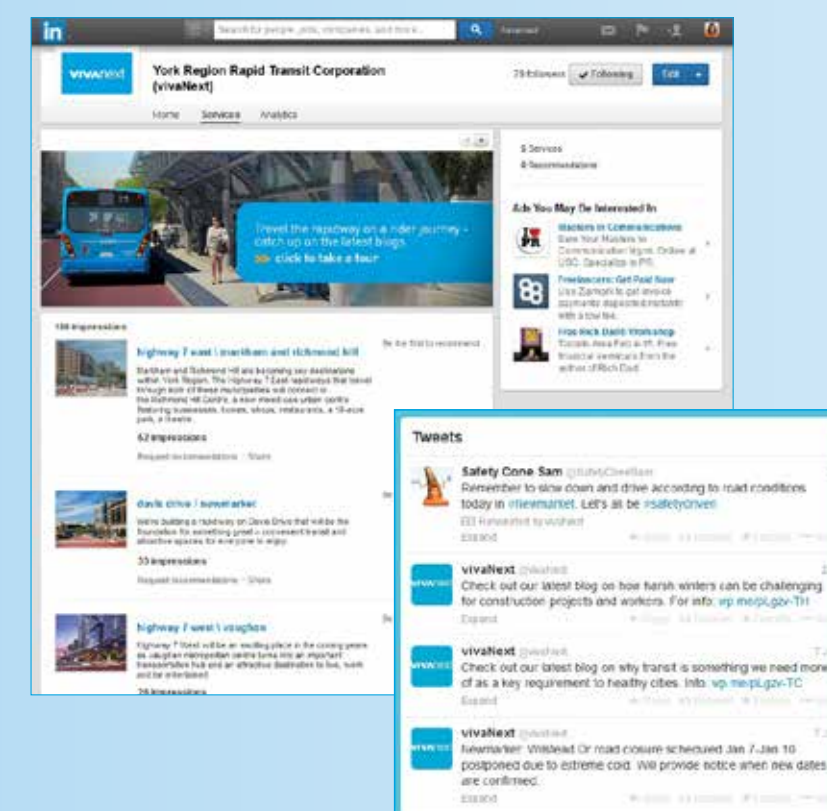
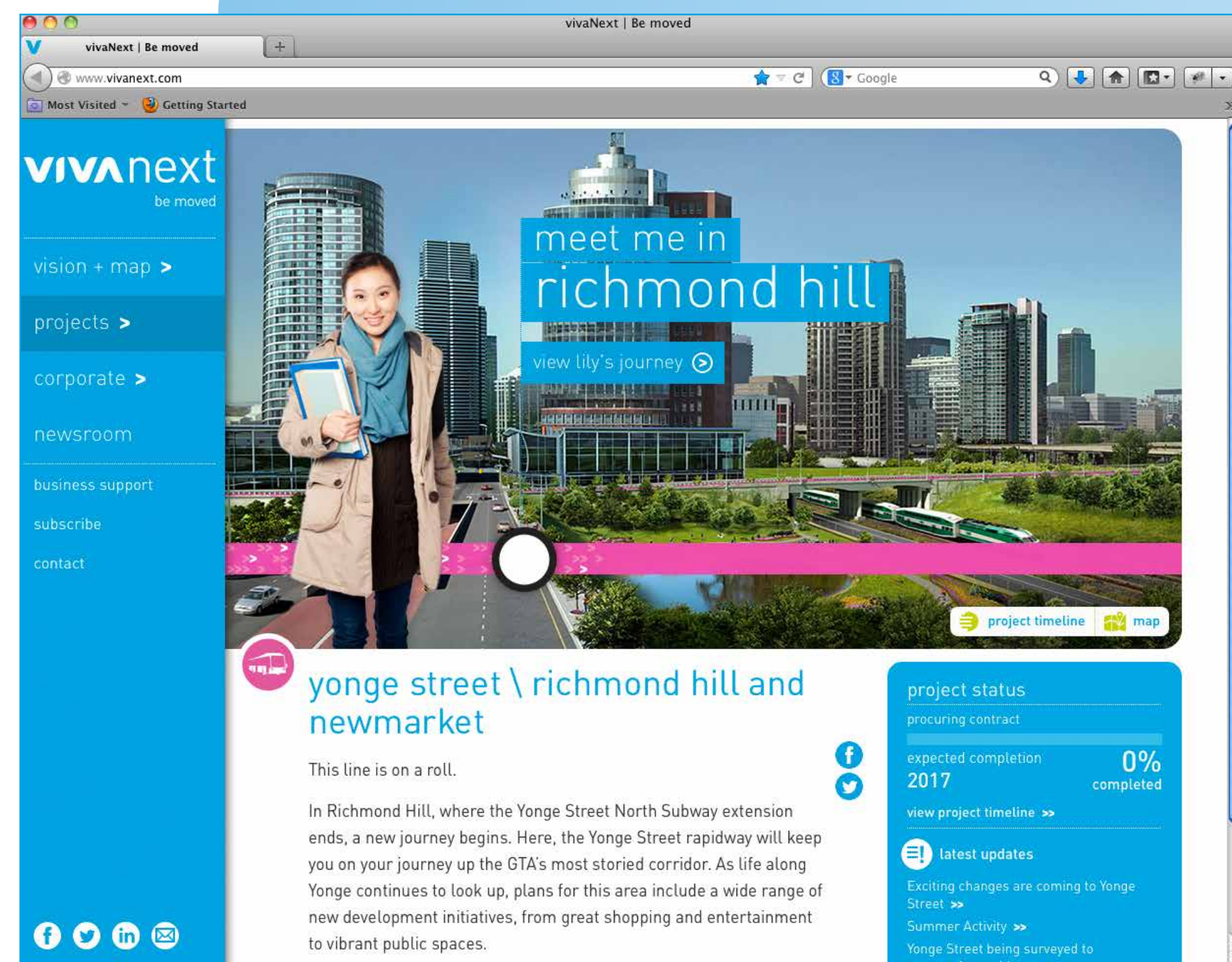
- > We are committed to minimizing construction impacts on local businesses, by:
 - keeping customer access to businesses open
 - encouraging consumers to visit businesses along corridors through signage, advertising, social media and contests
 - emphasizing that businesses are open during construction
 - providing advance notice of major works activities
 - working with the Chambers of Commerce
 - profiling local businesses on the vivaNext website

ShepYonge ShepDavis



keeping you informed throughout construction

- > Coping with construction is a lot easier when you know what to expect, where, and for how long.
- > It also helps to be reminded of all the great benefits you will enjoy at the end of it all.
- > You can find answers to any questions you may have through:
 - project newsletters and bulletins
 - contacting your Community Liaisons, Leslie Pawlowski [Yonge Street], Michelle Dudzik and Kristina Bergeron [Davis Drive]
 - the vivaNext website, vivanext.com
 - email construction notices when you sign up at vivanext.com
 - public open houses
 - visiting us on Facebook, following us on Twitter, or reading our blog at vivanext.com/blog
- > We know that you want to know about what's happening, so be sure to sign up for construction notices at vivanext.com/signup, read our blog at vivanext.com/blog, and find us on  and .



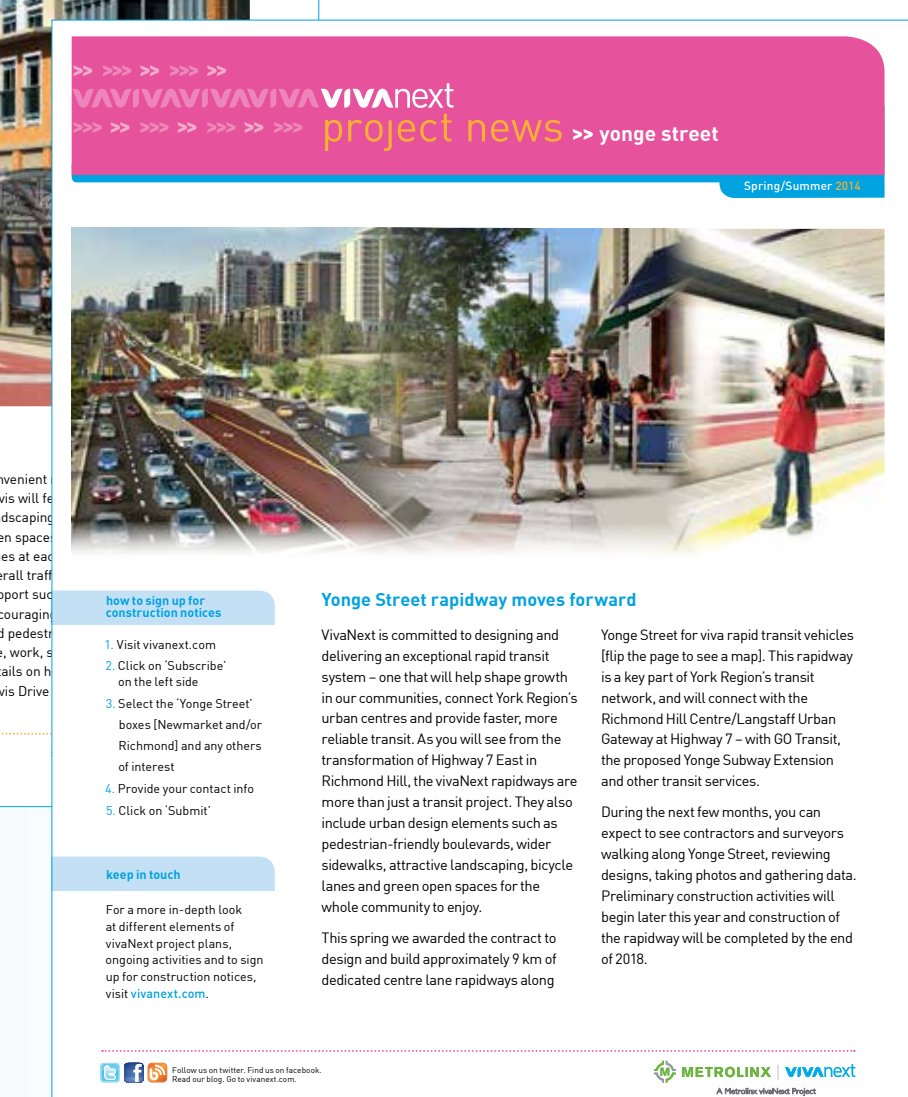
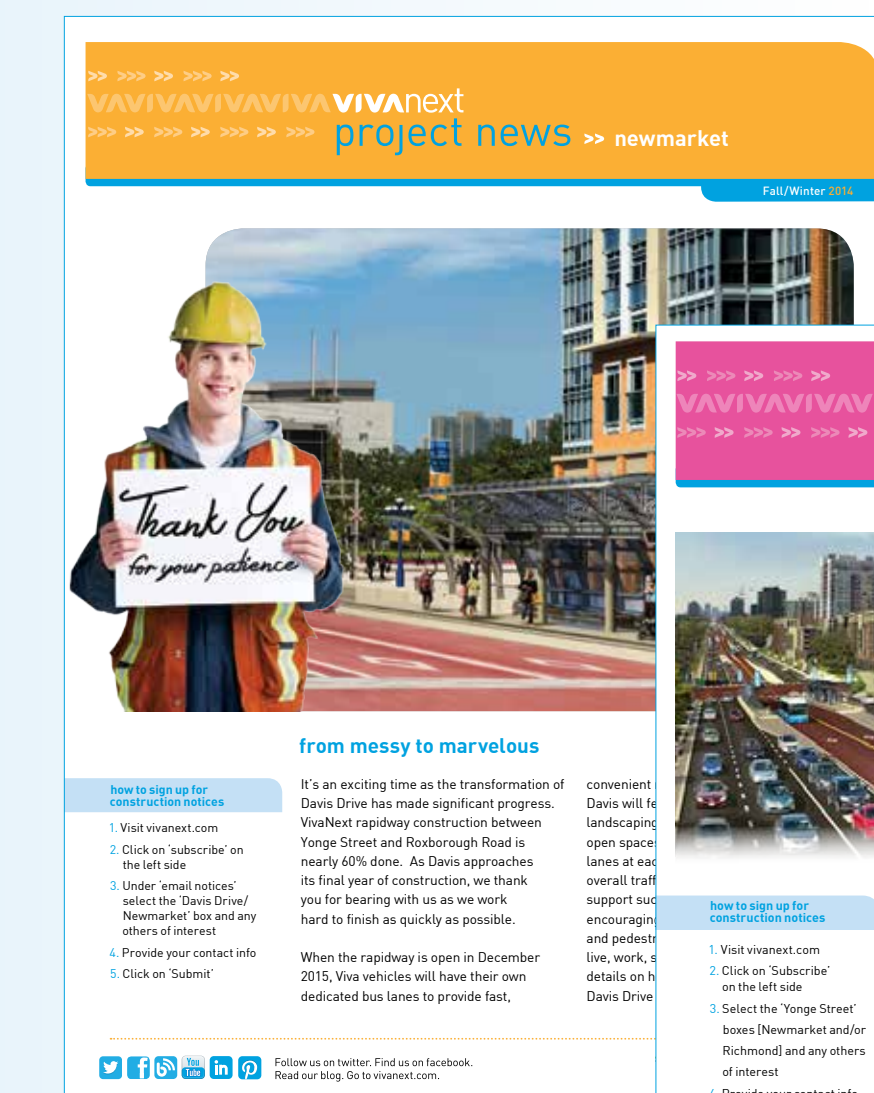
Leslie Pawlowski
 Yonge Street
 Tel: 905.886.6767 Ext 71357
 Cell: 905.505.1430
 Email: leslie.pawlowski@york.ca



Michelle Dudzik
 Davis Drive
 Tel: 905.886.6767 Ext 71096
 Cell: 905.716.7663
 Email: michelle.dudzik@york.ca



Kristina Bergeron
 Davis Drive
 Tel: 905.886.6767 Ext 71051
 Cell: 905.505.1347
 Email: kristina.bergeron@york.ca

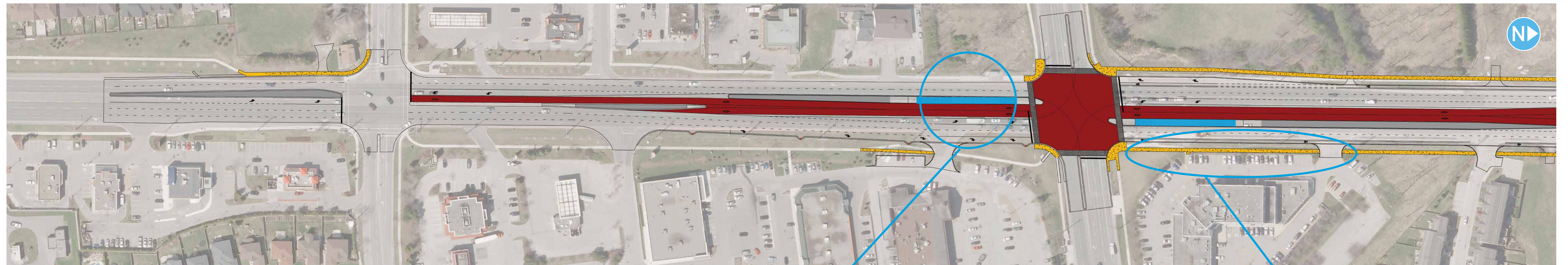


Yonge Street rapidway in Newmarket

Savage Road to Mulock Drive

Sawmill Valley

Mulock



Savage

Mulock



vivastation



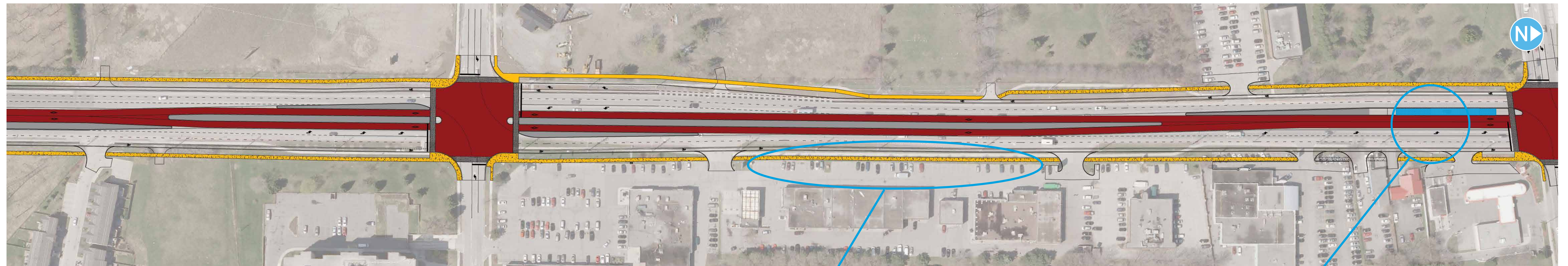
streetscape

Yonge Street rapidway in Newmarket

Clearmeadow Boulevard to Eagle Street

Clearmeadow

Eagle



William Roe



TREES FOR UNDER HYDRO LINES



Chanticleer Pear
Pyrus calleryana 'Chanticleer'



Hedge Maple
Acer campestre



Ivory Silk Tree Lilac
Syringa reticulata 'ivory silk'



Serviceberry
Amelanchier canadensis



Shubert Chokecherry
Prunus virginiana 'Shubert'



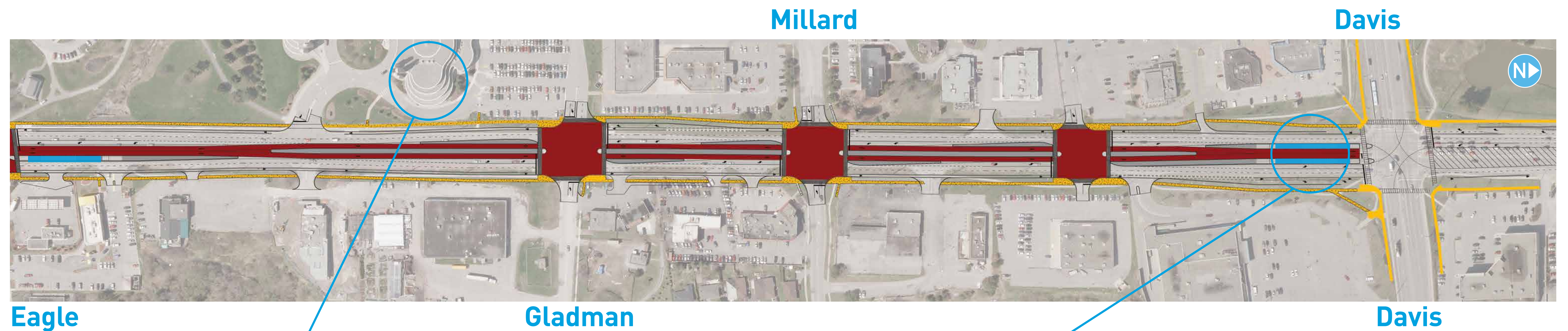
streetscape includes a variety of tree species,
including 5 types for under hydro wires



vivastation

Yonge Street rapidway in Newmarket

Eagle Street to Davis Drive



Yonge Street rapidway will connect with the Davis Drive rapidway providing connection to Southlake Regional Health Centre and Highway 404



The Regional Municipality of York Administrative Centre



vivastation



Southlake Regional Health Centre



Davis Drive rapidway... opens December 2015

 **METROLINX** | **VIVAnext**

A Metrolinx vivaNext Project

Davis Drive rapidway

1 Yonge Street to Longford Drive



TREES FOR UNDER HYDRO LINES



Chanticleer Pear
Pyrus calleryana 'Chanticleer'



Hedge Maple
Acer campestre



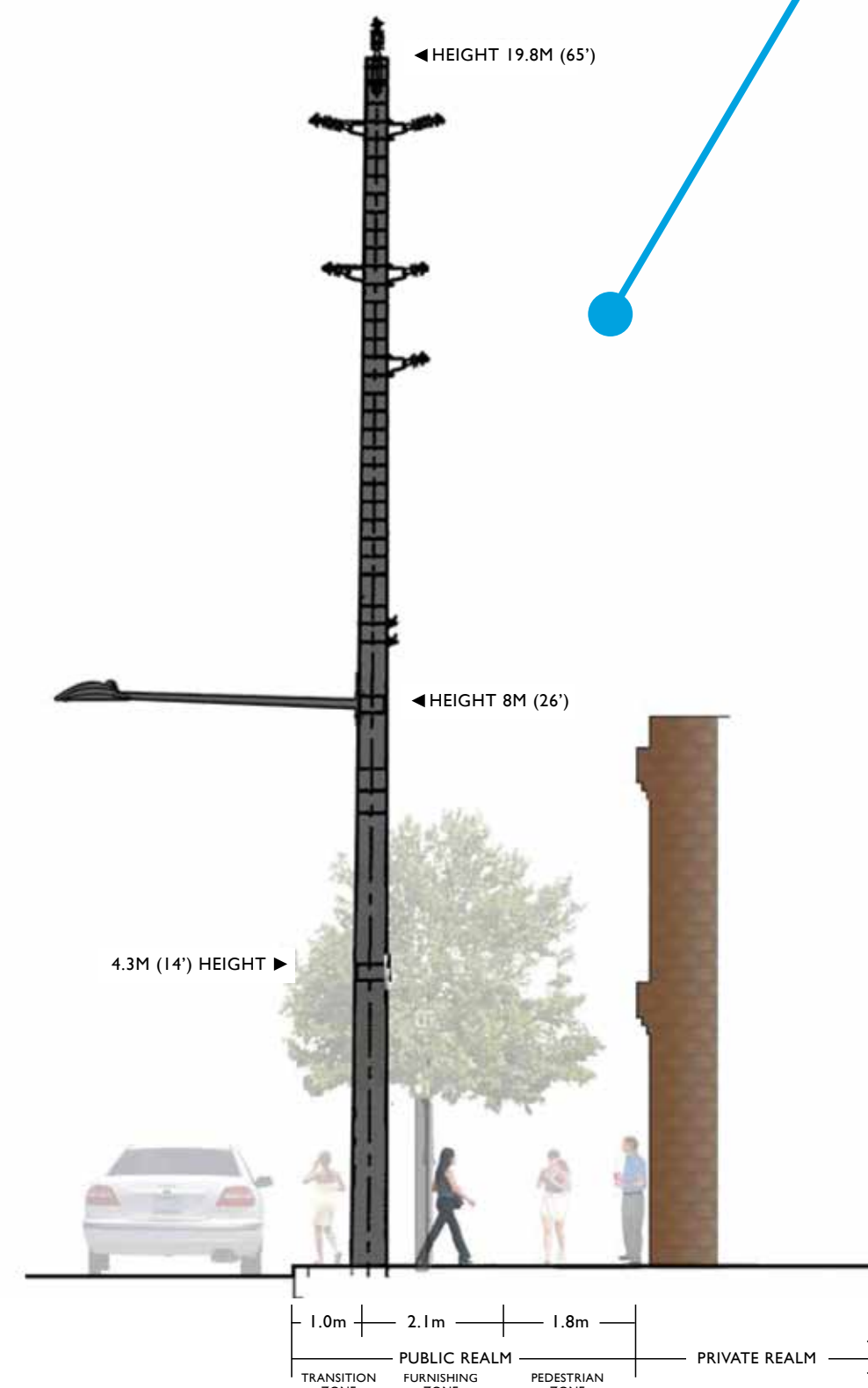
Ivory Silk Tree Lilac
Syringa reticulata 'Ivory silk'



Serviceberry
Amelanchier canadensis



Shubert Chokecherry
Prunus virginiana 'Shubert'



Pedestrian / vehicle cross section



vivastation

Streetscape includes a variety of tree species, including 5 types for under hydro wires

Davis Drive rapidway

2 Longford Drive to Vincent Street

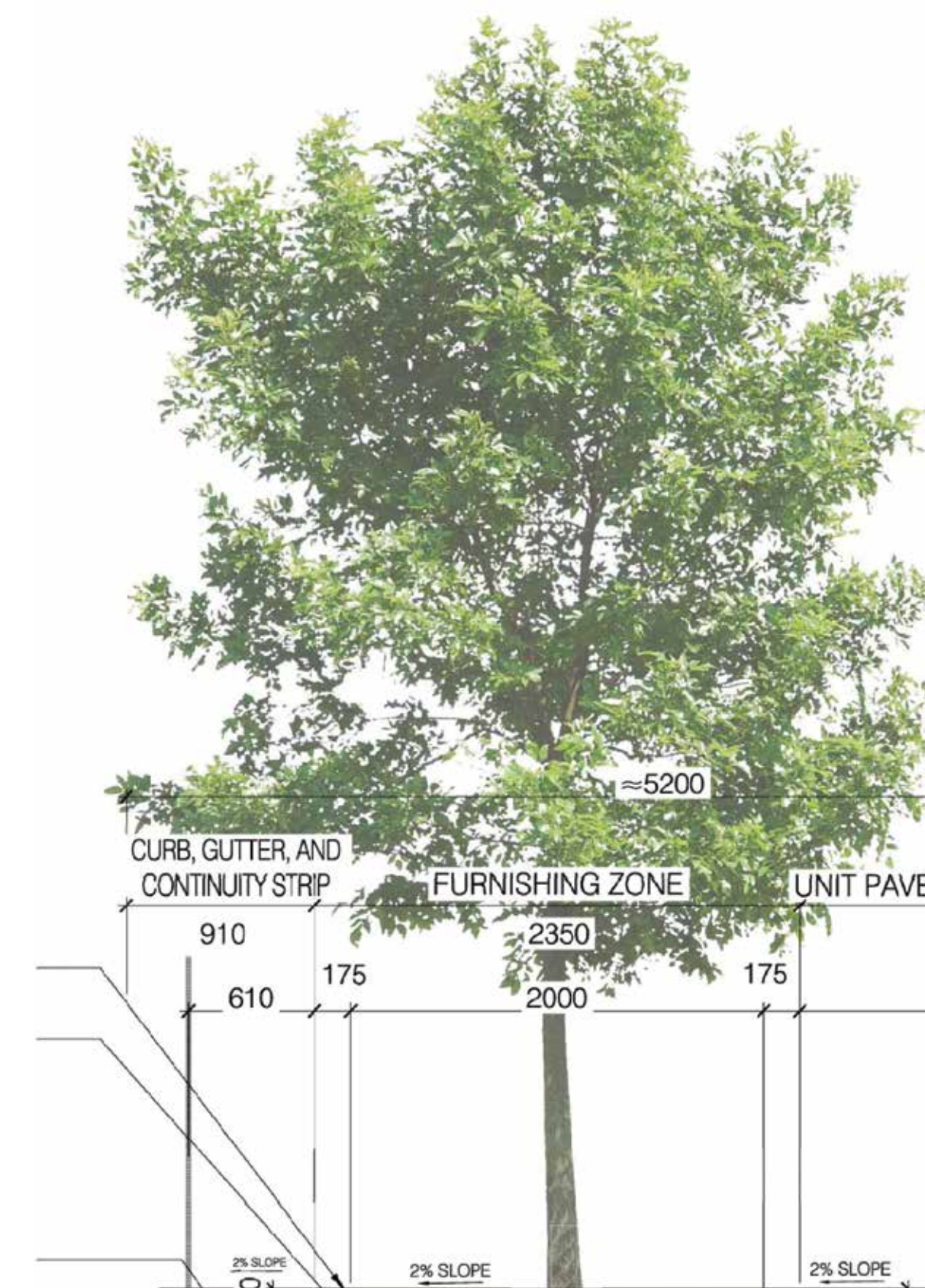


Sidewalks have been located closer to the curb to respect existing landscaping in front of apartments

Boulevard plantings have been designed to enhance the new retaining wall



Attractive handrails will top retaining walls

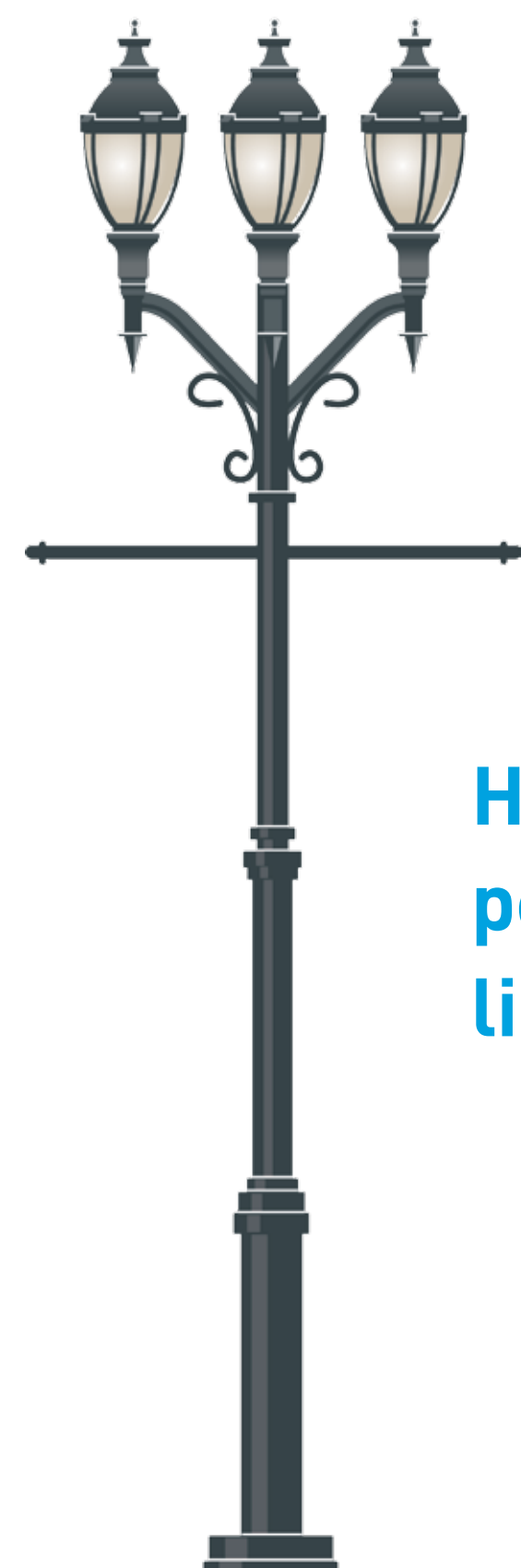
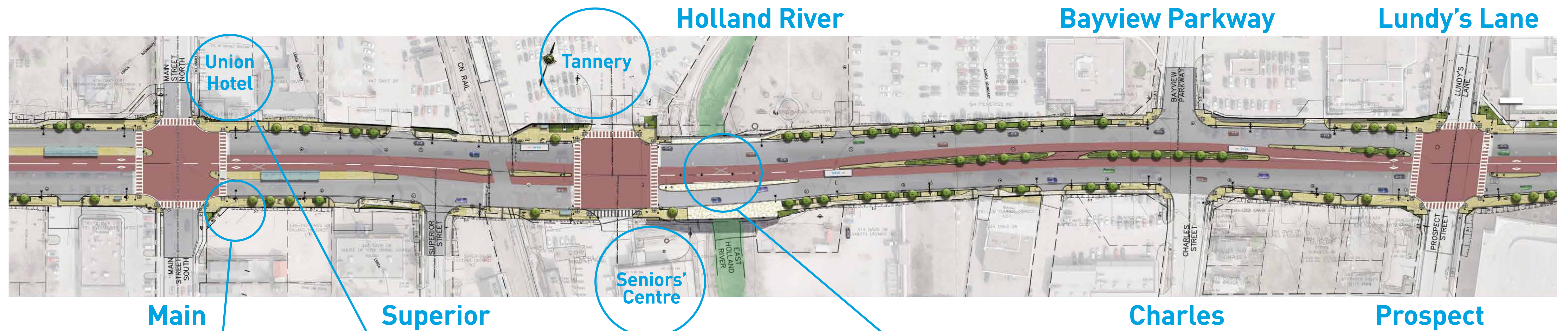


Over 340 trees will be planted along Davis Drive

Driveways have been combined where possible

Davis Drive rapidway

3 Vincent Street to Prospect Street



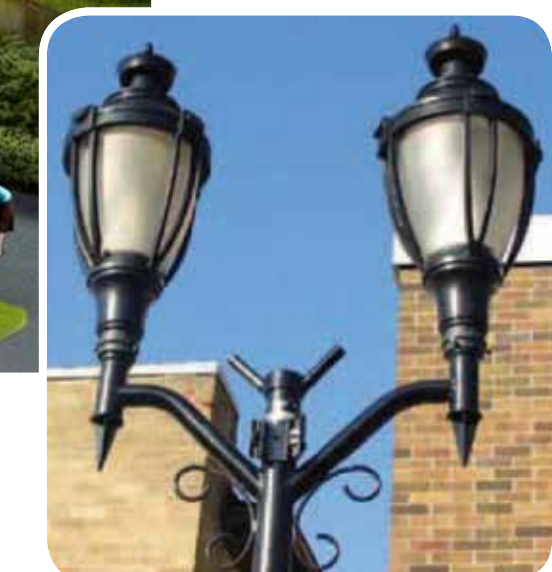
Heritage pedestrian lighting



Union Hotel



Keith Bridge



Heritage lighting on bridge

Davis Drive rapidway

4 Prospect Street to Huron Heights



Southlake pedestrian bridge



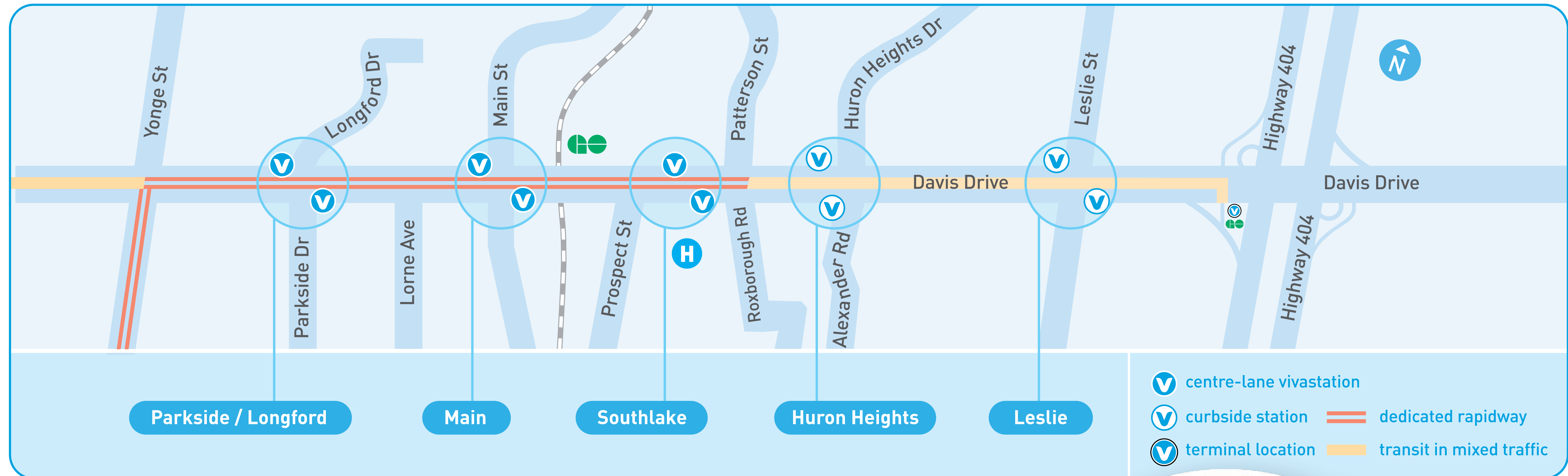
vivastation



Curbside stops at
Huron Heights, Leslie
and Hwy 404
GO transit connection

Vivastations feature an
enclosed, heated and LED-lit
section and an arched glass
roof to shelter passengers

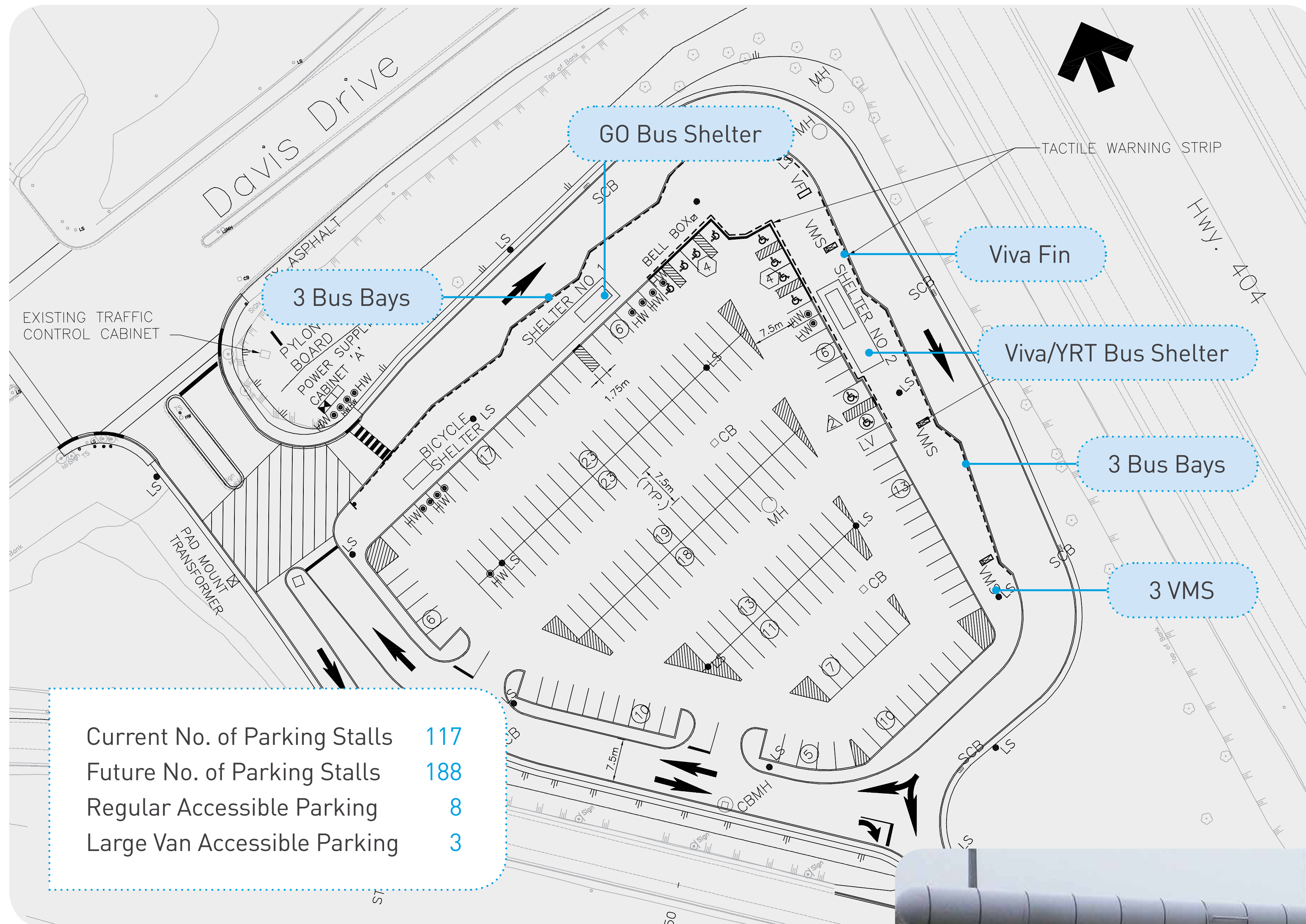
what's to come this year on Davis



- > Rapidway open from Yonge Street to Roxborough Road. Rapid transit service will continue in mixed traffic to Highway 404
- > 3 centre-lane vivastations at Parkside/Longford, Main and Southlake
- > Curbside stations at Huron Heights, Leslie and Hwy 404 park and ride
- > New traffic signals at Southlake
- > Final road configuration along the entire corridor that includes dedicated left-turns and U-turns at signalized intersections



Davis Drive & Hwy 404 Park & Ride Lot



Current No. of Parking Stalls	117
Future No. of Parking Stalls	188
Regular Accessible Parking	8
Large Van Accessible Parking	3

> This facility is the end of the line for Viva yellow service that will operate on Davis Drive

Project Schedule:

- > Start of Construction—Spring 2015
- > Construction Complete—Fall 2015
- > Viva and GO transit will be servicing park and ride lot—December 2015





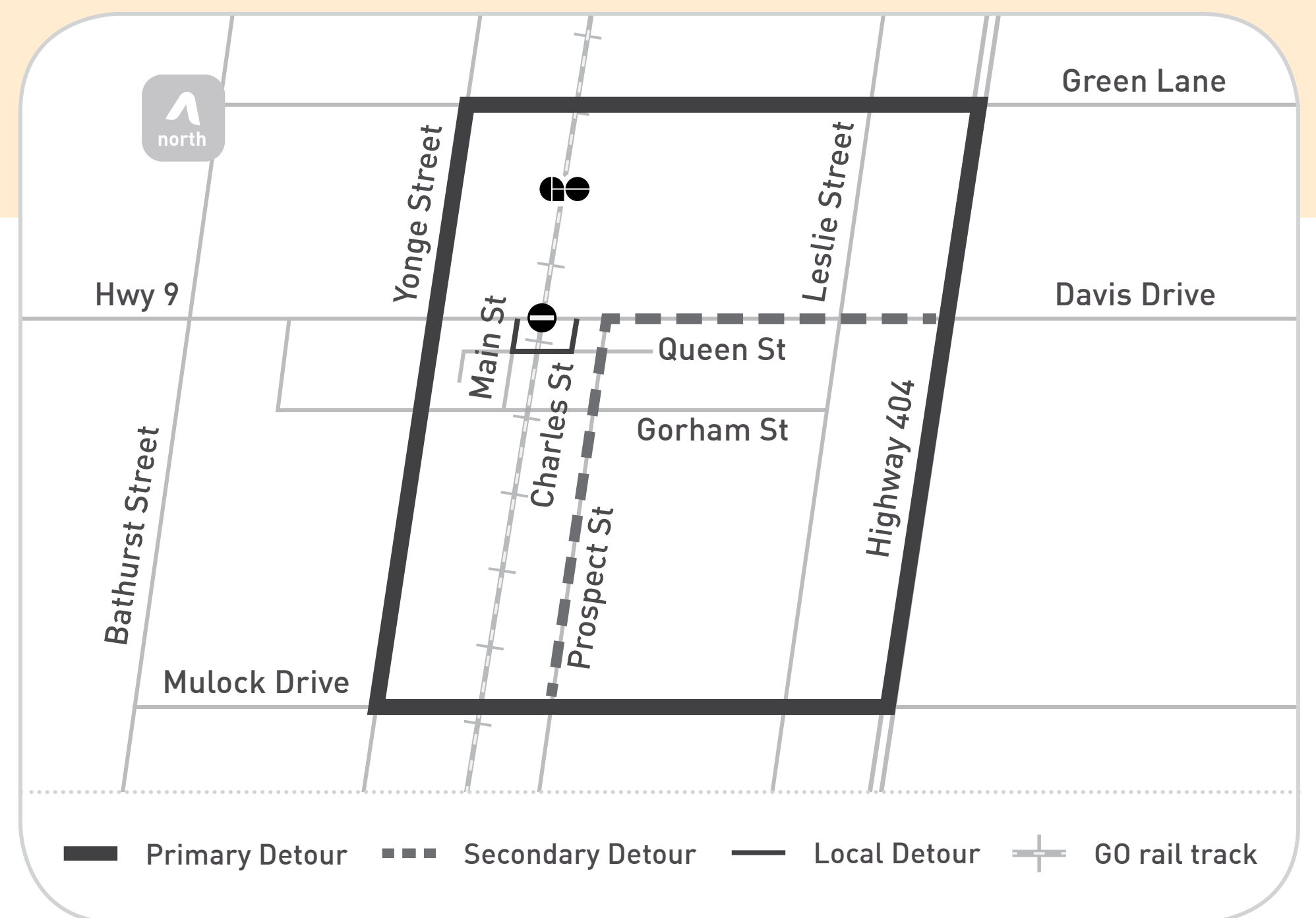
VIVAVIVAVIVAVIVAVIVAVIVAVIVAnext

>> >>> >> >>> >> >>> we'll get you where you're going on Davis Drive



notice of temporary road closure

Davis Drive closed at GO rail track May 15-19



While Davis Drive is detoured at the GO rail track from the last evening GO train on Friday, May 15, until the early morning of Tuesday, May 19, you'll still be able to Shop Davis and get to where you need to go. Police officers and directional signs will help you navigate around the local detour to ensure you reach your destination safely and as quickly as possible.

businesses are open

The long weekend is a great time to come out and support your Davis Drive retailers. During this temporary detour at the GO rail track, the shops, restaurants and services along Davis will maintain their regular hours.



To widen Davis Drive at the GO rail track and replace the existing rail infrastructure and crossing signals, Davis will be closed at the GO rail track after the last evening GO train on Friday, May 15, until Tuesday, May 19. The road will re-open before the first morning GO train arrives on Tuesday, May 19.

- A signed detour route will be implemented during construction
- Access to local traffic will be maintained

Please direct general inquiries to: Michelle Dudzik, Community Liaison, 905.716.7663 or michelle.dudzik@york.ca



For more information about this road detour, visit vivanext.com/davisdetour or scan the QR code.

*Please note: As with other road construction projects, some work may be rescheduled due to weather. We'll provide advance notice of the construction impacts whenever possible.

left turns and u-turns on Davis Drive

