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
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.
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.
  - Levendale Rd. to 19th Ave./Gamble Rd.
  - Mulock Dr. to Davis Dr.

Davis Drive rapidway opening

Yonge Street bus rapidway will be complete
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 Mulock to Davis Drive.
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.
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
stations become destinations along the corridor
traffic flows in a new way at signalized intersections

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
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.
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.
Richmond Hill - Bike lanes have been incorporated into the design
- Garden to Major Mackenzie - on street bike lanes at 1.4m
- Levendale 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
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.

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

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

- Vivastations can accommodate two vehicles as well as future LRT.

- 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.

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

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

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

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<th>Project Construction Timeline</th>
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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

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.
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
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 Facebook and Twitter.
Savage Road to Mulock Drive

Yonge Street rapidway in Newmarket

Savage

Sawmill Valley

Mulock

vivastation

streetscape
Yonge Street rapidway in Newmarket

Clearmeadow Boulevard to Eagle Street

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

Clearmeadow

William Roe

Eagle

vivastation

trees for under hydro lines

- Chanticleer Pear
- Ivory Silk Tree Lily
- Shubert Cherry
- Hedge Maple
- Serviceberry

A Metrolinx VivaNext Project
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
Davis Drive rapidway

1 Yonge Street to Longford Drive

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

Pedestrian / vehicle cross section

vivastation

Yonge Wilstead Parkside

Longford

George

Barbara

Wilstead

Private Realm

Public Realm

TRANSITION ZONE

FURNISHING ZONE

PEDESTRIAN ZONE

TREES FOR UNDER HYDRO LINES

Prunus cerasifera 'Chanticleer'

Prunus cerasus 'Skyfire'

Amelanchier 'Stardust'

Hedge Maple Acer campestre

Serviceberry Amelanchier canadensis

Yonge Street to Longford Drive

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A Metrolinx vivanext Project
Longford Drive to Vincent Street

Boulevard plantings have been designed to enhance the new retaining wall.

Parkside

Attractive handrails will top retaining walls.

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

Over 340 trees will be planted along Davis Drive.

Driveways have been combined where possible.
3 Vincent Street to Prospect Street

- Davis Drive rapidway
- Holland River
- Bayview Parkway
- Lundy's Lane
- Main
- Superior
- Seniors' Centre
- Tannery
- Seniors' Centre
- Union Hotel
- Heritage pedestrian lighting
- Union Hotel
- Keith Bridge
- Heritage lighting on bridge
Prospect Street to Huron Heights

- Lundy’s Lane
- Prospect
- Bolton
- Curbside stops at Huron Heights, Leslie and Hwy 404
- GO transit connection
- Southlake pedestrian bridge
- Vivastations feature an enclosed, heated and LED-lit section and an arched glass roof to shelter passengers

Vivastation

Southlake Regional Health Centre
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

Project Schedule:

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

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
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

- making a left turn
- making a u-turn to access mid-block destinations