

Transportation

Public Transit *Metrolinx*

- Metrolinx 15-year plan includes:
 - Yonge subway extension to Hwy. 7
 - VIVA phase 2 (median transit lanes) on Hwy. 7 and on Yonge (north of Hwy. 7)
 - Highway 407 transitway (inter-regional service)
 - Service enhancements on Richmond Hill GO rail corridor
- Metrolinx 25-year plan adds:
 - Surface rapid transit on Steeles Avenue (BRT or LRT)
 - Identification of Yonge/Steeles as a Gateway Hub



March 2nd, 2010

Transportation

Public Transit

Yonge Subway Extension

- Subway stations planned at:
 - Richmond Hill Centre (Hwy. 7)
 - Langstaff / Longbridge
 - Royal Orchard Boulevard
 - Clark Avenue
 - Steeles Avenue
- EA prepared and approved, subject to City of Toronto conditions; funding not yet allocated for construction
- Concentrated land use within 500m radius of stations supporting transit use
 - Subway-supportive densities – minimum 100 pop + employee per hectare (TTC *Rapid Transit Expansion Study*)
 - Maximize development within easy walking distance of stations to encourage transit use
 - Provide direct pedestrian paths to station entrances
 - Implement parking standards to support transit use

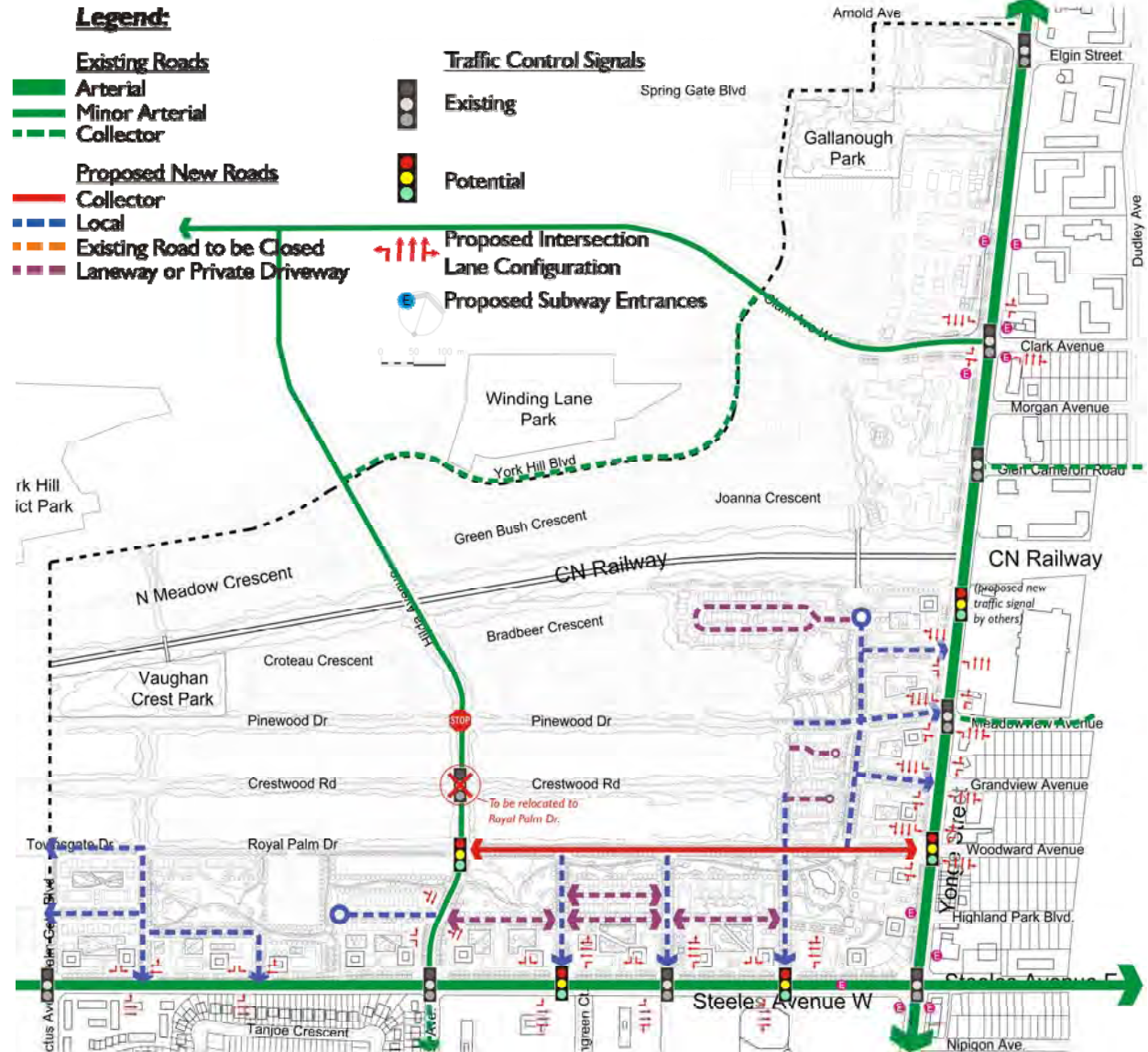


Legend

- Public Entrance
- Existing Traffic Signal
- Proposed Traffic Signal

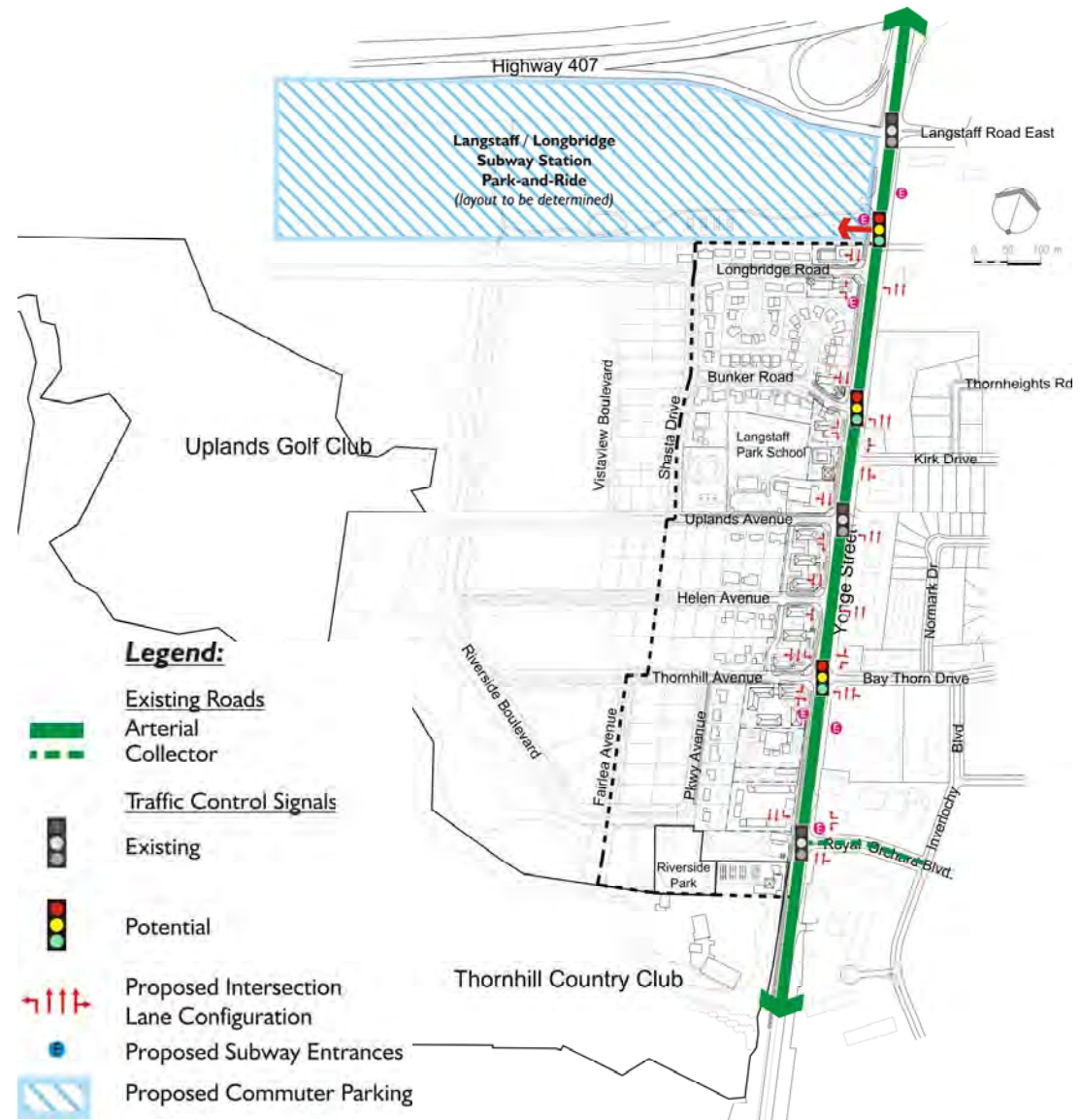
Vehicular Circulation – South

- Extend existing street grid west of Yonge Street and north of Steeles Avenue
- Match existing intersection locations on opposite side of Yonge Street and Steeles Avenue where possible
- Potential signalized access at ~200-metre spacing to improve site access and improve pedestrian crossing opportunities near major generators (e.g., subway stations; Centerpoint Mall)
- Finer grain of streets and increased connectivity to improve pedestrian / cyclist accessibility and to disperse site traffic (i.e., not concentrated on a smaller number of accesses)
- Dispersal of traffic on multiple access routes will provide routing flexibility and minimize impact on existing congested intersections (Yonge/Steeles; Steeles/Hilda)
- Minimize traffic impact on adjacent road network
- Role of Crestwood to be diminished through extension of Royal Palm



Vehicular Circulation – North

- Make use of existing street grid and connections to Yonge Street; no new streets proposed
- Potential signalized access at ~200-metre spacing to improve site access and improve pedestrian crossing opportunities
- Minimize traffic impact on adjacent road network:
 - Introduce TDM measures (reduced parking requirements, parking fees, auto sharing etc.) to reduce single-occupant auto demand to/from development area and support usage of major proposed transit infrastructure
 - Smaller-scale intensification will result in lower traffic generation
 - Consider parking restrictions on existing streets
- Longbridge park-and-ride lot: access via Yonge Street as per subway extension EA



Pedestrian & Cycling Circulation - South

- Improved pedestrian connectivity

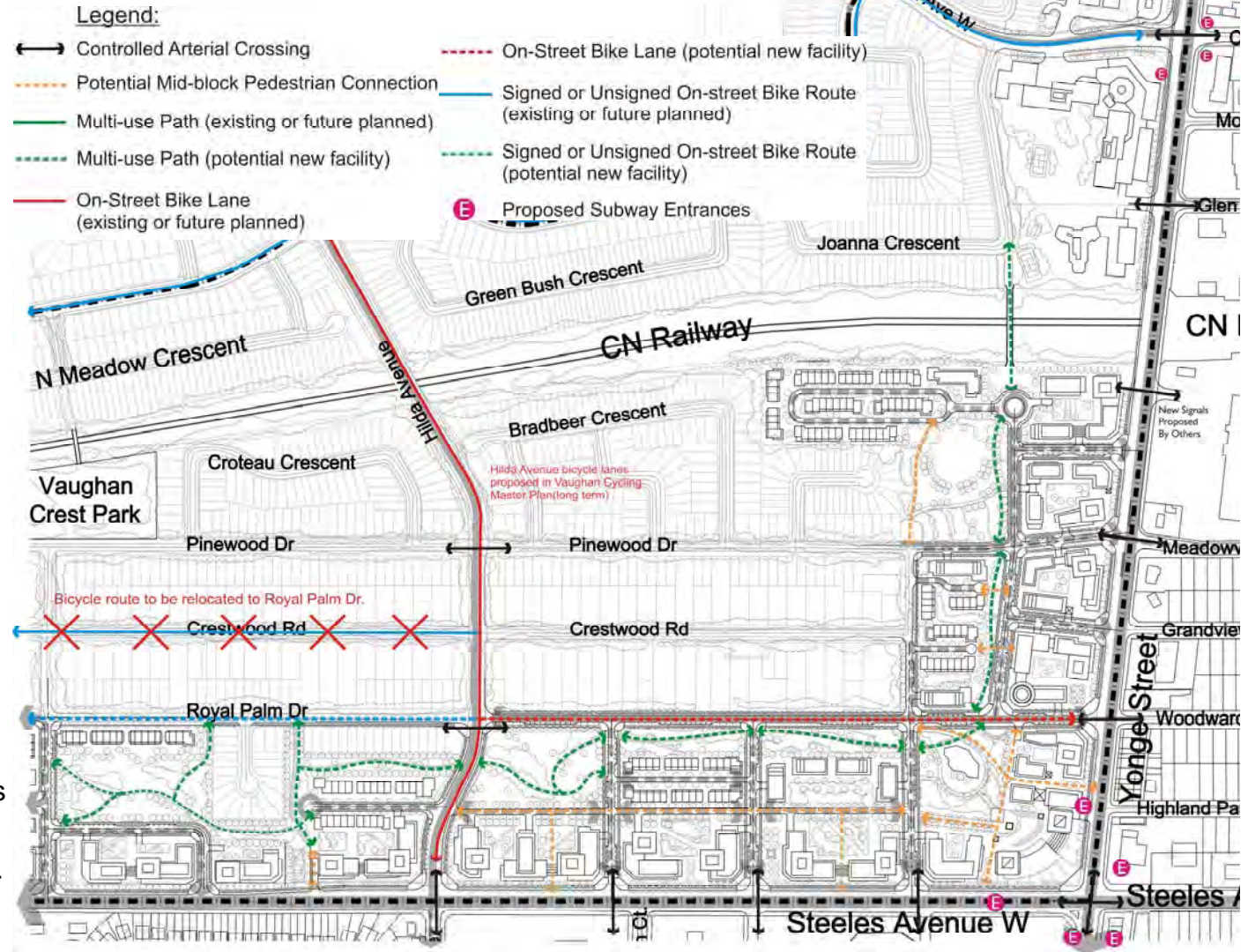
- More protected crossing locations
- Mid-block pathways to subdivide larger blocks
- Consider direct enclosed subway access (e.g., PATH)

- New cycling connections:

- Bicycle lanes on Royal Palm Drive as alternative to Steeles Avenue
- Linear park and multi-use trail along Royal Palm Drive
- Consider connecting to multi-use trail through hydro corridor

- Additional support for travel by active modes:

- Encourage mixed land uses to promote walking
- Foster a shift to pedestrian-scale environment
- Consider bicycle parking requirements



Pedestrian & Cycling Circulation – North

- Improved pedestrian / cyclist connectivity
 - More protected crossing locations along Yonge – preferred 200-metre spacing in areas of higher pedestrian activity
 - New local road connection to Yonge Street south of Thornhill Avenue
 - North/south mid-block pedestrian access behind blocks fronting on Yonge
 - Potential to integrate direct enclosed subway access through new development blocks (e.g., PATH)
 - Opportunity to connect to multi-use trail through hydro corridor

