

## Transportation & Transit Guidelines

### 1. 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 15-year Plan

## Transportation & Transit Guidelines

### 2. Yonge subway extension

- Subway stations planned at:
  - Richmond Hill Centre (Hwy. 7) (major bus terminal; PPUDO)
  - Langstaff / Longbridge (2000 parking spaces; PPUDO)
  - Royal Orchard Boulevard
  - Clark Avenue
  - Steeles Avenue (major bus terminal; PPUDO)
- Station locations to be confirmed through Metrolinx Business Case Analysis
- Subway-supportive densities – minimum 100 pop + empl per hectare within 500-metre radius of stations (TTC *Rapid Transit Expansion Study*)



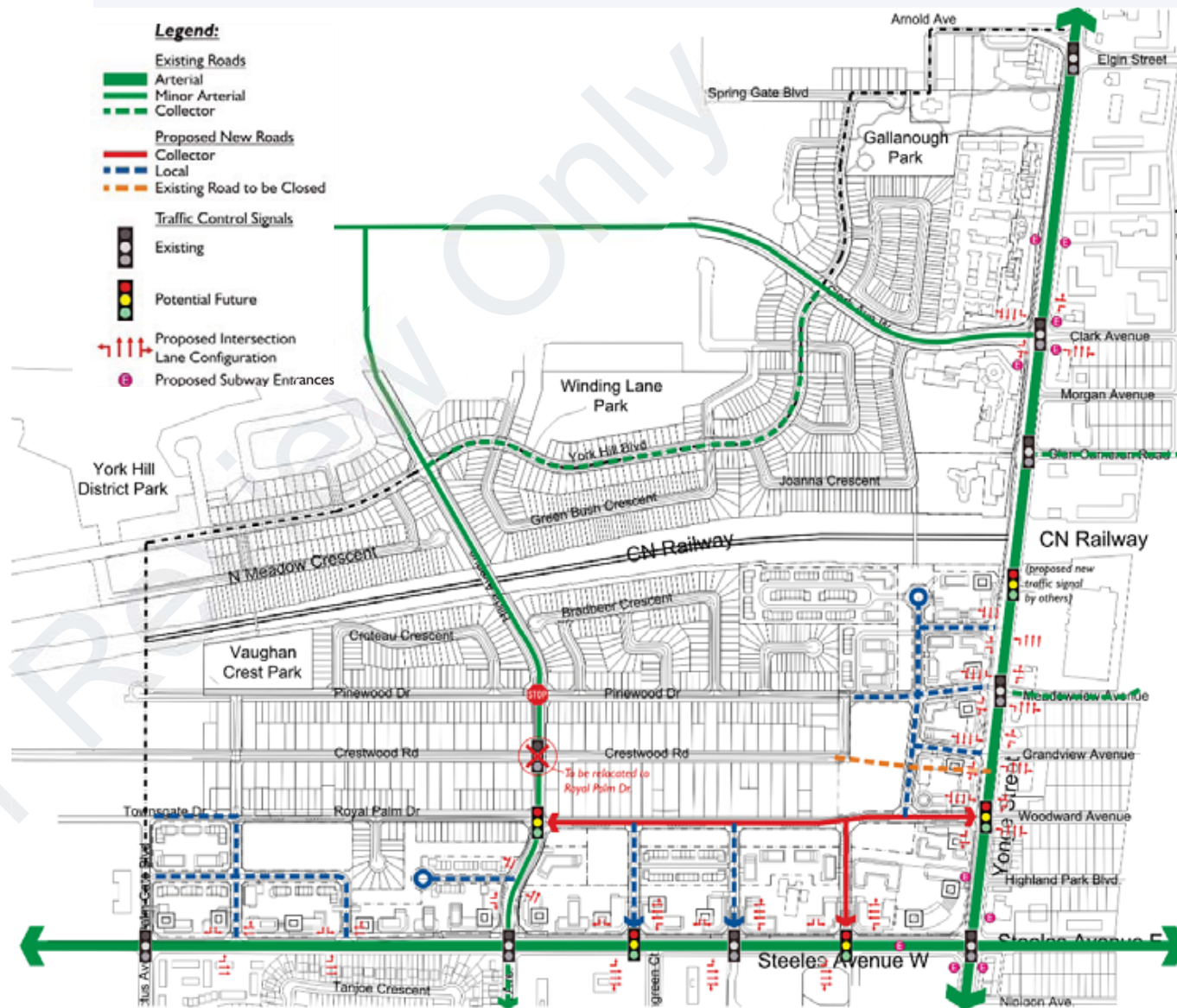
LEGEND	
E	Public Entrance
[Yellow circle]	Existing Traffic Signal
[Red circle]	Proposed Traffic Signal

Yonge Subway Extension

## Transportation & Transit Guidelines

### 3. Vehicular Circulation – South Area

- Extend existing street grid west of Yonge and north of Steeles
- Match existing intersection locations on opposite side of Yonge and Steeles where possible
- Potential signalized access at ~200-metre spacing to improve pedestrian crossing opportunities near major generators (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)
- Role of Crestwood to be diminished through extension of Royal Palm Dr.
  - Relocate Hilda signals south to Royal Palm
  - Close east of Powell Rd.; no connection across linear park to Yonge

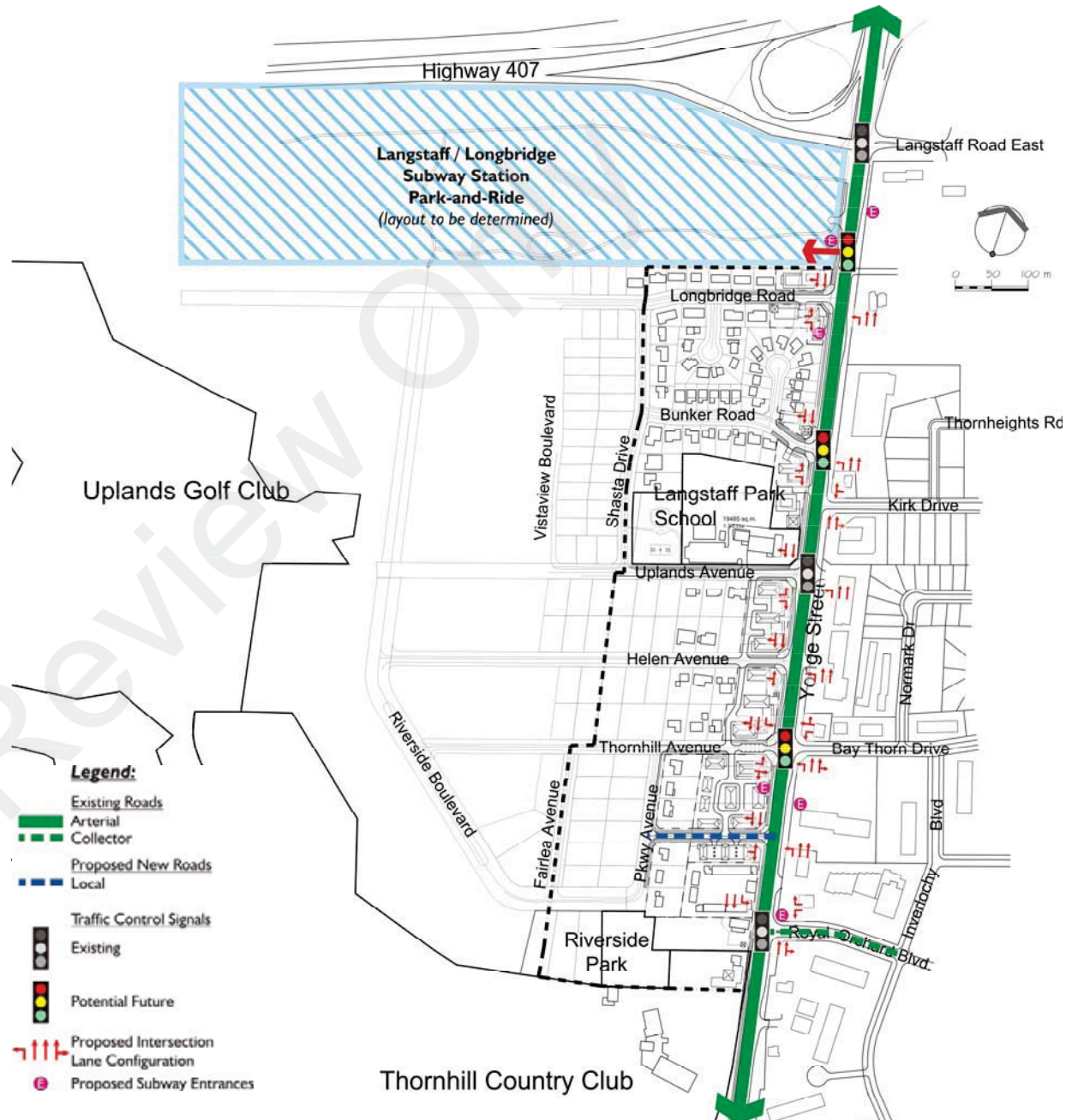


Vehicular Circulation – South

## Transportation & Transit Guidelines

### 4. Vehicular Circulation – North Area

- Existing street grid already available
- Proposed new local street connection south of Thornhill Ave. (improved access; pedestrian accessibility)
- Subway park-and-ride access planned immediately north of Longbridge Road
- Potential for additional traffic signals – improved crossing locations near subway stations
  - Subway park-and-ride access
  - Bunker Rd.
  - Thornhill Ave. / Bay Thorn Dr.



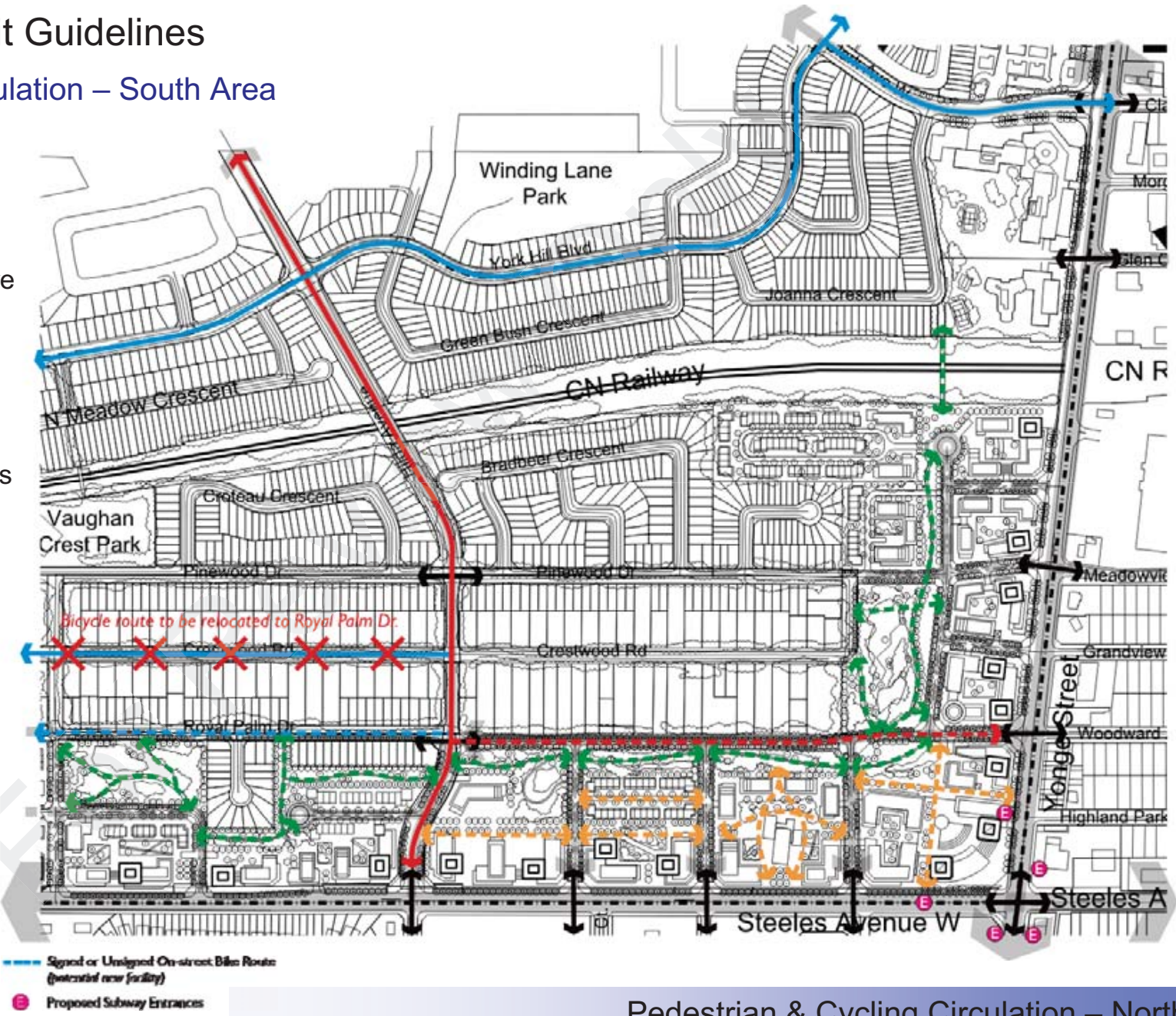
Vehicular Circulation – North

# Yonge Street Study

## Transportation & Transit Guidelines

### 3. Pedestrian & Cycling Circulation – South Area

- Improved pedestrian / cyclist connectivity
- More protected crossing locations along Yonge, Steeles – preferred 200-metre spacing in areas of higher pedestrian activity
- Local street network – interconnected grid network
- Mid-block pedestrian access through larger development blocks
- Potential to integrate direct enclosed subway access through new development blocks (e.g., PATH)
- Linear park and multi-use trail along Royal Palm Dr.

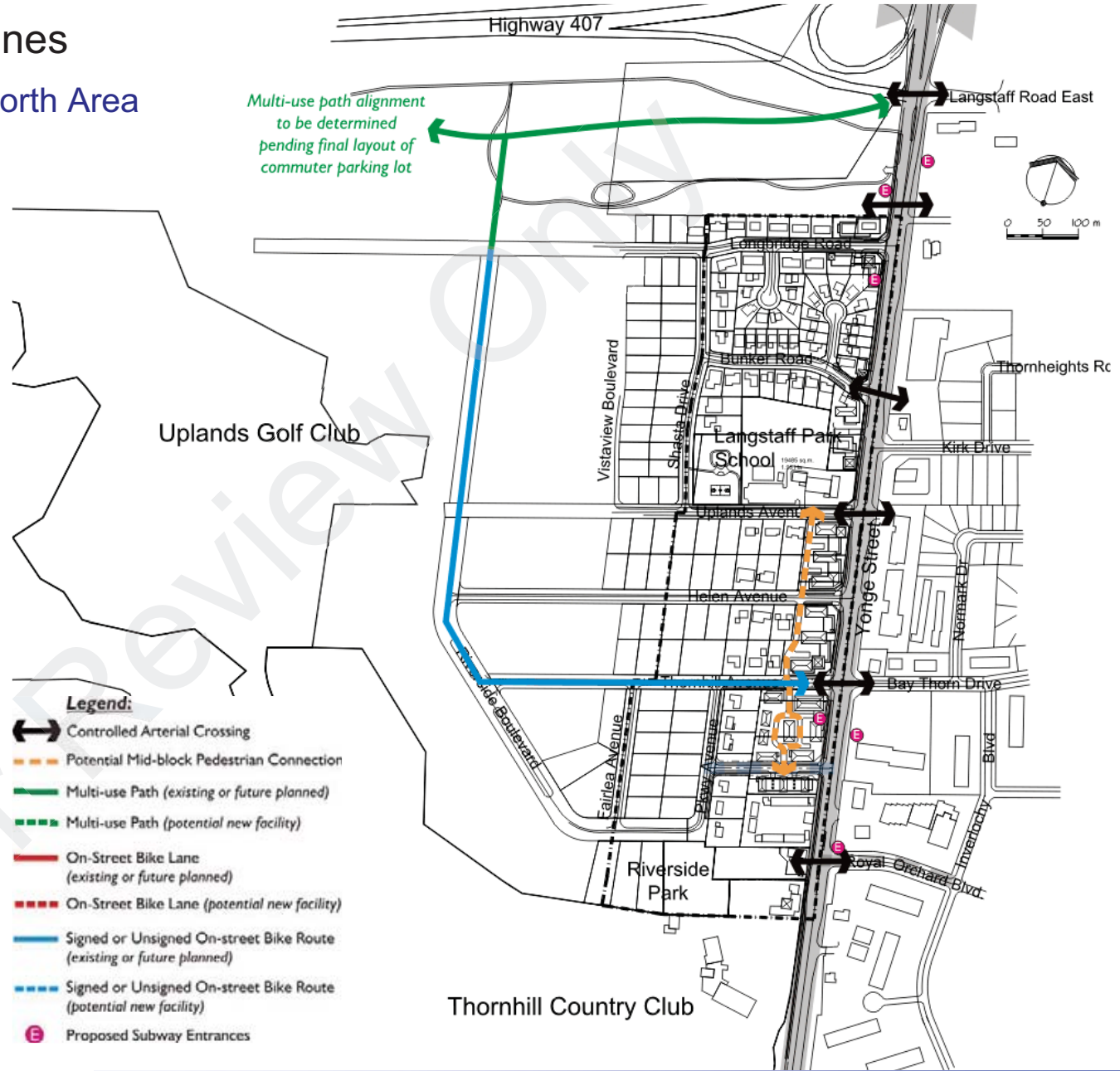


### Pedestrian & Cycling Circulation – North

## Transportation & Transit Guidelines

### 3. Pedestrian & Cycling Circulation – North Area

- 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



Pedestrian & Cycling Circulation – North