



PHASE 1 REPORT: RESEARCH, SITE INVENTORY, AND SWOT ANALYSIS

YONGE STREET & DAVIS DRIVE STREETScape MASTER PLAN

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1.0 Executive Summary

The Yonge Street & Davis Drive Streetscape Master Plan will guide streetscape development and provide recommendations to strengthen and reinforce Newmarket Centre and its surrounding community, contributing to a unique atmosphere with a strong sense of place that is livable and promotes social interaction and community engagement.



1.1 Project Introduction

Within the Town of Newmarket, the Yonge Street and Davis Drive corridors have been identified as key locations for intensification, growth and development. With public and private sector projects already in the works, a major transformation of these corridors is imminent. In response, the development of the Yonge Street & Davis Drive Streetscape Master Plan study will define the key design principles and establish modifications to the streetscape image from a primarily car-oriented community to a walking, cycling and transit-oriented public realm, with enhanced public amenities and contextually informed public-private interface. The Yonge Street & Davis Drive Streetscape Master Plan will guide streetscape development and provide recommendations to strengthen and reinforce Newmarket Centre and its surrounding community, contributing to a unique atmosphere with a strong sense of place that is livable and promotes social interaction and community engagement.

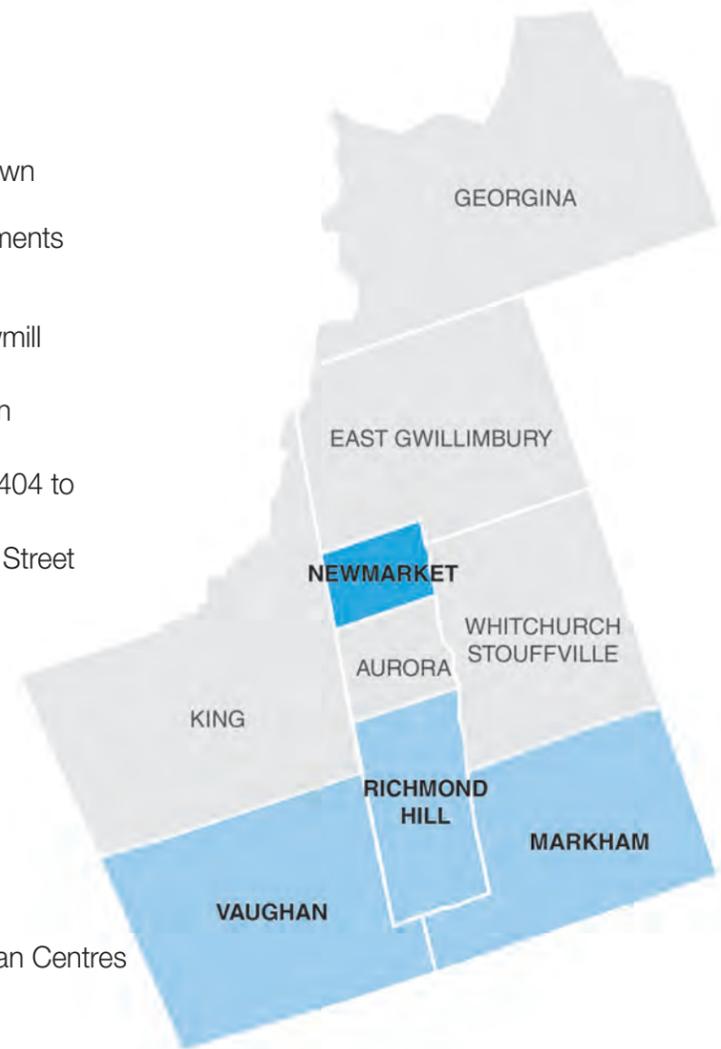
1.2 Physical Context

Located entirely within the boundaries of the Town of Newmarket, the Yonge Street & Davis Drive Streetscape Master Plan includes four key segments of Yonge Street and Davis Drive.

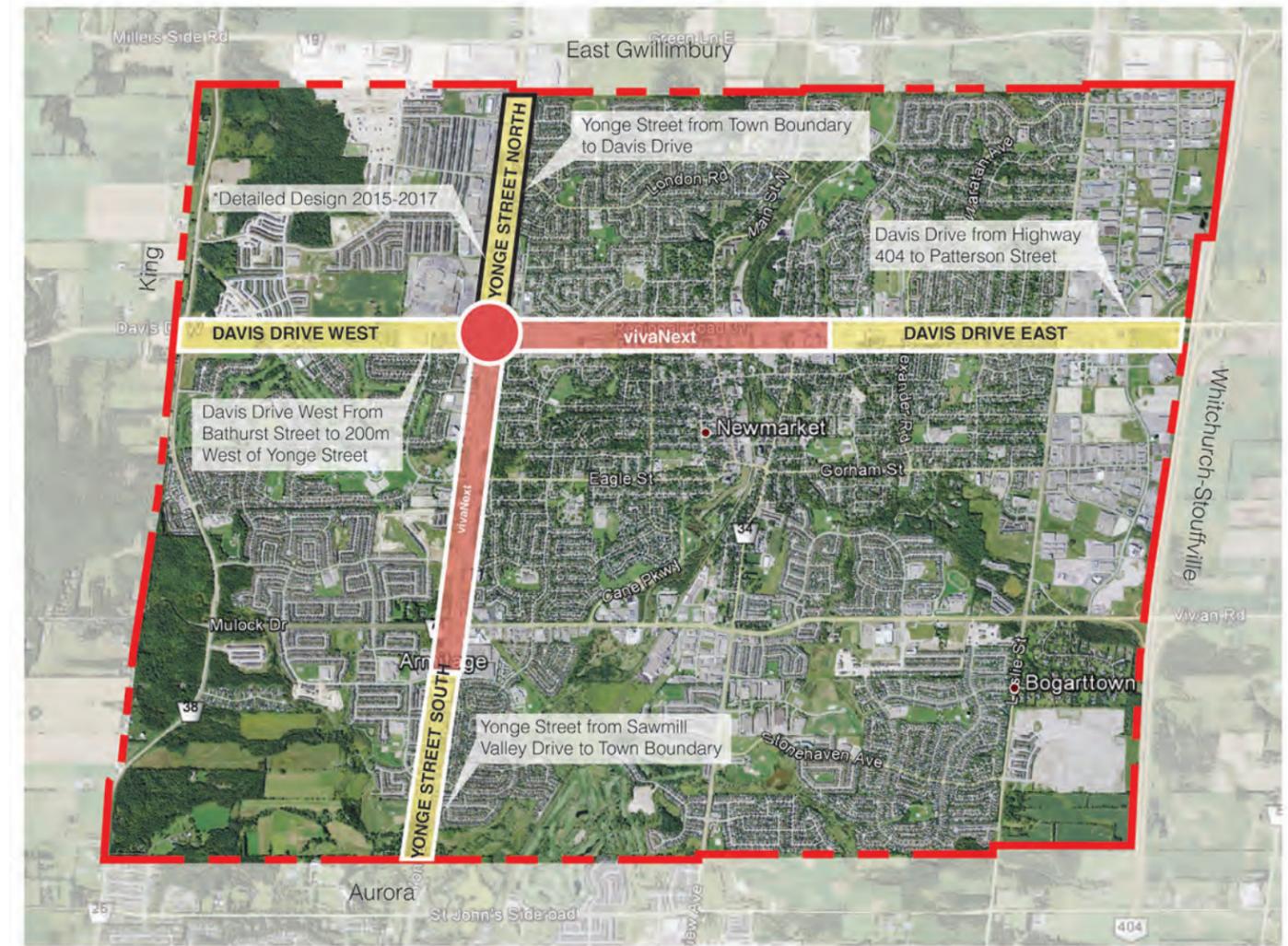
- **Yonge Street South** – Yonge Street from Sawmill Valley Drive to Town boundary
- **Yonge Street North** – Yonge Street from Town boundary to Davis Drive
- **Davis Drive East** – Davis Drive from Highway 404 to Patterson Street
- **Davis Drive West** – Davis Drive from Bathurst Street to 200m West of Yonge Street

1.3 Project Scope

The Yonge Street and Davis Drive corridors have been identified within both the Provincial Places to Grow Act and York Region's Official Plan as locations that will see continued growth, urbanization and intensified development within the next five to 10 years. The Yonge Street & Davis Drive Streetscape Master Plan provides a vision and recommendations to four key segments outside of the vivaNext rapidway that will help to determine the look and feel of York Region for decades to come. The scope of work includes establishing a project vision, layout, interface with the vivaNext BRT streetscape design, and detailed specifications for the implementation of a coordinated and high quality public and private streetscape. The Master Plan will include a clearly defined understanding of the maintenance responsibilities and costs for the streetscape as well as strategies to secure funds for future years of maintenance.



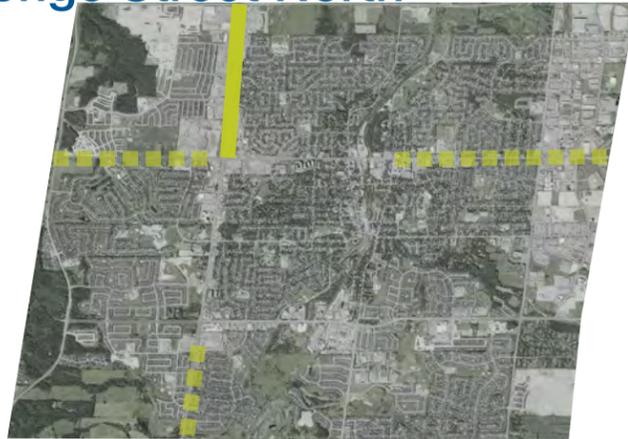
York Region's Four Urban Centres



Streetscape Master Plan Project Segments

1.4 Site Inventory Summary

Yonge Street North



Yonge Street North, bounded by the Town boundary to the north and 200 metres north of Davis Drive on the south, is a high volume arterial located within the commercial core of the Town of Newmarket. The street carries a significant amount of traffic at a design speed of 100km/h. This stretch of roadway has no bike lanes and the existing pedestrian realm lacks pedestrian amenities and character.

Key existing characteristics of Yonge Street North include:

- Wide ROW and paved area (ranging from 39.5 metres – 49.1 metres);
- Streetscape character is predominantly large big-box stores with significant setback from Yonge Street;
- Numerous large asphalt parking lots front Yonge Street;
- Frequent consolidated driveways due to large lots;
- Open ditches adjacent to roadway and sidewalks;
- Significant grade changes at some properties;
- Presence of utilities poles and above grade utilities.

Yonge Street South



Bounded by Sawmill Valley Drive on the north and the Town boundary to the south, the Yonge Street South section of this study is more suburban in character and is predominantly low density residential. The street carries significant amounts of traffic, but mostly as a thoroughfare through the area. This stretch of roadway does not have any existing bike lanes and minimal pedestrian amenities.

Key existing characteristics of Yonge Street South include:

- Wide ROW (ranging from 44.5 metres – 59.1 metres);
- Streetscape character is predominantly low density residential;
- Above grade utility poles and utility boxes;
- Rural cross section south of Joe Persechini Drive;
- Non-continuous sidewalk on west side of street.

Davis Drive West



Davis Drive West, bound by Bathurst Street on the west and 200 metres west of Yonge Street on the east, has a varied streetscape character with predominantly commercial developments from Yonge Street to Eagle Street and a more rural cross section from Eagle Street to Bathurst Street. Davis Drive West carries a significant amount of passing traffic, with the intersection of Yonge Street and Davis Drive noted as a key intersection and urban centre of the Town of Newmarket. There is a continuous sidewalk on the south of the street for the majority of the length and no existing bike lanes. Most of the commercial development is focused towards Yonge Street, with a GO Transit hub at Eagle Street. Low to medium density residential is slated on both sides of Davis Drive with the proposed Sundial and Glenway subdivisions. In addition, this portion of Davis Drive coincides with the future Town of Newmarket Gateway at Bathurst Street, as well as the vivaNext rapidway.

Key existing characteristics of Davis Drive West include:

- Wide ROW (ranging from 33.5 metres – 51 metres);
- Varied street character with higher commercial density to the east and more rural, low density residential to the west;
- Non-continuous sidewalk along the north side of the street;
- The average distance between existing signalized intersections is approximately 720 linear metres;
- The average distance between transit stops is approximately 1150 linear metres.

Davis Drive East



Davis Drive East, bound by Patterson Street on the west and Highway 404 on the east, has a varied and inconsistent street character with one section heavily dominated by a commercial strip plaza development and medical facilities in the east. A majority of the streetscape is dominated by residential rear lots. The section of Davis Drive has continuous sidewalks provided along both sides for the entire length as well as an existing bicycle facilities (on-road shared) for a majority of length. Although sidewalks and cycling facilities currently exist, there is a lack of amenities resulting in a poor pedestrian environment and a cluttered public realm. In addition, there are frequent driveways, particularly along the north side of Davis Drive, interrupting both traffic and pedestrian flow. This section of Davis Drive transitions into to the vivaNext rapidway near Patterson Street.

Key existing characteristics of Davis Drive East include:

- Varied street character with a mix of commercial as well as low density residential;
- Above ground utilities visible;
- Utility poles are dominant in the streetscape;
- Significant grade changes near Leslie Street and Davis Drive on southeast quadrant.

1.5 Project Objectives

Great streets are far more than the individual roadways, sidewalks or public spaces they encompass. The most successful streetscapes are created when a creative and context sensitive design and scale is thoughtfully applied to the relationships between buildings, streets, sidewalks, trails, gateways, parks and open space which make up the public realm. Successful street design is intrinsically intertwined with the needs, wants, and movement of daily community life and plays a key role in determining how a Region or Town looks, feels and functions. By offering pedestrian friendly environments, safe bike lanes, wide boulevards, attractive paving, good lighting, shade trees, amenities such as comfortable site furnishings and generously planted landscaped areas, pedestrians, transit users, cyclists and drivers will know that they are truly welcome in the public realm within York Region and the Town of Newmarket. That look and feel must be one that provides a memorable and spacious place for pedestrians, cyclists and transit riders, while also providing reasonable mobility for passenger cars and commercial vehicles. To that end, the Yonge Street & Davis Drive Streetscape Master Plan design objectives are as follows:

1. Establish a vision incorporating urban design principles;
2. Develop a bold and unified streetscape vision for Newmarket that responds to the varying land use contexts;
3. Create a hierarchy of spaces/streetscape typologies;
4. Provide pedestrian accessibility and amenities;
5. Develop placemaking opportunities;
6. Visually tie into vivaNext streetscape and the Town of Newmarket Gateways;
7. Establish a strong wayfinding strategy.

1.6 Study Tasks and Phases

The work plan developed for the Yonge Street & Davis Drive Streetscape Master Plan breaks down the scope of work into five distinct phases:

- Phase 1 – Research, Site Inventory and Analysis
- Phase 2 – Vision Statement, Key Design Principles and Objectives
- Phase 3 – Streetscape Master Plan
- Phase 4 – Detailed Design Guidelines and Standards
- Phase 5 – Implementation Strategy and Maintenance Capital Costs

The Phase 1 Report is the first step in developing the Yonge Street & Davis Drive Streetscape Master Plan.

1.7 Objectives of Phase 1 Report

The purpose of the Phase 1 Report is to undertake an extensive review and analysis of all study area background materials to ensure that the planning process is informed by a comprehensive understanding of York Region's and the Town of Newmarket's issues and opportunities. A significant amount of policy, planning, public realm development and infrastructure works has already been completed or is in the process of being implemented at the Provincial, Regional and municipal level. By reviewing and assessing relevant policy and planning documents, the planning effort will be consistent with community, Town and Regional policy and framework directives. This report will outline the key aspects of each report which will inform the Yonge Street & Davis Drive Streetscape Master Plan.

The report will outline the approach to pedestrian and active transportation oriented development in York Region and Town of Newmarket by identifying key policy and planning documents which have a direct impact on the Yonge Street & Davis Drive Streetscape Master Plan and how the identified recommendations are both relevant and support the overall objectives of this project. This review leads to a comprehensive analysis of Strengths, Weakness, Opportunities and Threats (SWOT) which addresses the four key sections within the scope of work: Yonge Street North, Yonge Street South, Davis Drive East and Davis Drive West.

1.8 Summary of Key Research Issues

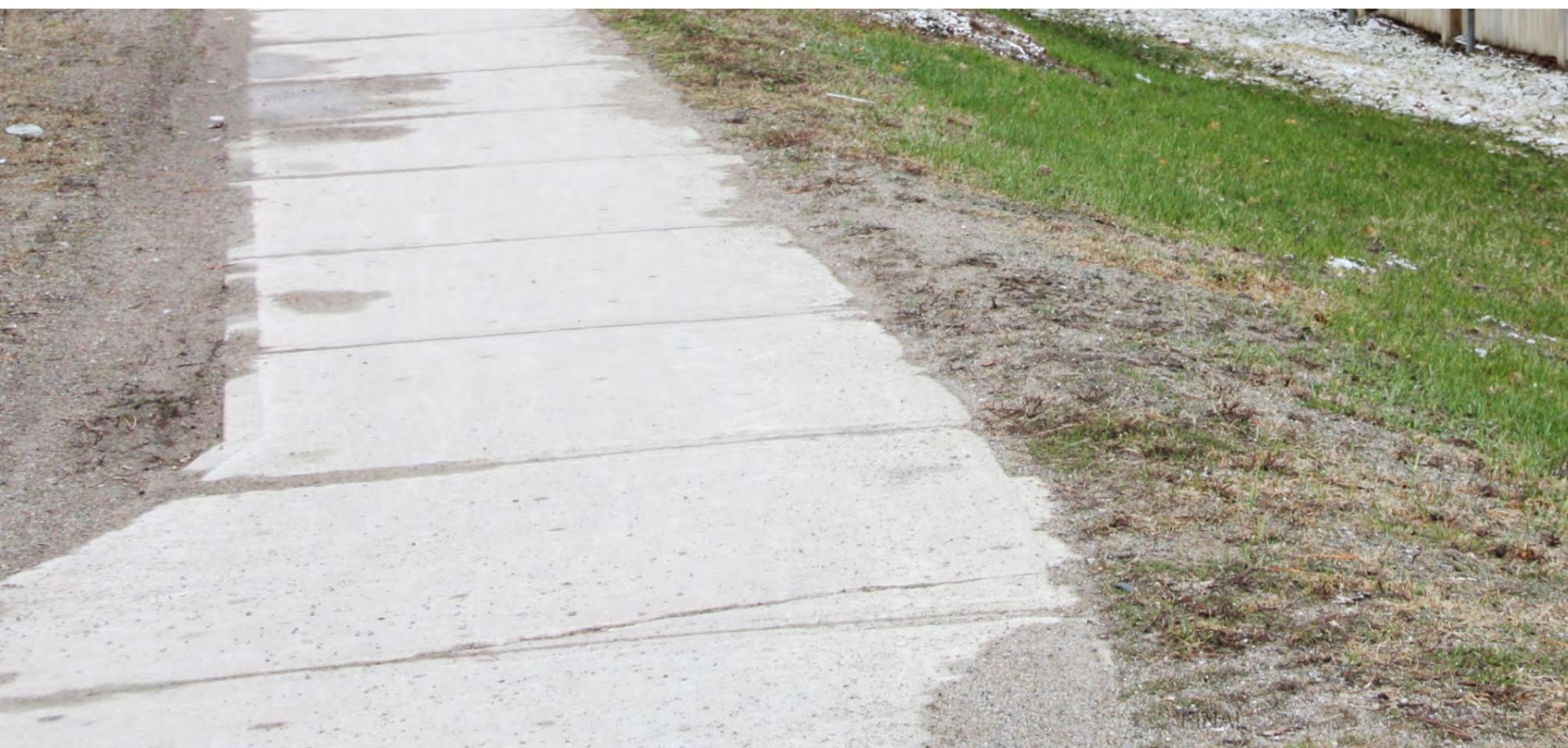
The information and initiatives outlined in the reports studied will inform the Yonge Street & Davis Drive Streetscape Master Plan. The key issues discussed in these reports are as follows:

- **Context Sensitive Growth Management:** Development should be informed by the current context and future development of the area. The Streetscape Master Plan should be driven by neighbourhood demographics, land use, current and future developments, intensification and street typologies.
- **Effective and Sustainable Transportation:** Safe and effective mobility within the Town of Newmarket and with adjacent areas is a high priority. Multiple modes of transportation should be accommodated, with a focus on transit and active forms of transportation.
- **Placemaking:** The Town of Newmarket should be an identifiable, easy to navigate town with a strong sense of place. Neighbourhoods should have a clear identity reflective in the streetscape. A reduction of visible utilities would aid this initiative.
- **Accessibility:** Streetscapes must be Accessibility for Ontarians with Disability Act (AODA) compliant in order to be accessible for the entire population, including a growing senior population.



2.0 REVIEW OF RELEVANT PLANS AND STUDIES

Many policy documents, guidelines, and infrastructure initiatives will assist in the development of the Yonge Street & Davis Drive Streetscape Master Plan and inform the final design guidelines and standards.



York Region and Town of Newmarket plans and studies that have been reviewed as part of Phase 1 of this project include the following:

PROVINCE OF ONTARIO

- The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (2008)
- Growth Plan for the Greater Golden Horseshoe (2006)
- Provincial Places to Grow Act (2005)

YORK REGION

- Best Practices for Planning Centres and Corridors (2013)
- Vision 2051
- York Region Official Plan (Office Consolidation: 2013)
- South Yonge Street Corridor Streetscape Master Plan (2012)
- North Yonge Street Corridor Public Transit and Associated Road Improvements Environmental Study Report (2008)
- Bus Rapid Transit Design Standards (2007)
- Transit-Oriented Development Guidelines (2006)
- York Region Transit Coordinated Street Furniture Urban Design Guidelines (2009)
- Pedestrian and Cycling Master Plan (2008)
- York Region Street Tree Preservation and Planting Design Guidelines (2009)
- York Region Transportation Master Plan (2009)
- Designing Great Streets – A Context Sensitive Approach for York Region (For Reference: DRAFT-2014)
- vivaNext D1 IFC (Construction Drawings for Davis Drive vivaNext)
- vivaNext Design Development Yonge Street

TOWN OF NEWMARKET

- York Region Transportation Master Plan (2002)
- 2006 Official Plan
- Visualization, Massing and Height Study (2010)
- Urban Centres Transportation Study (2014)
- Undergrounding Hydro Feasibility Study (2013)
- Urban Centres Secondary Plan (DRAFT-2014)
- Active Transportation Study (DRAFT-2014)
- Public Art Plan and Policy (DRAFT-2014)
- Intersection Design Study (DRAFT-2014)
- Parks Policy Development Manual (2014)
- Cultural Master Plan (2014)
- Estates of Glenway Draft Subdivision Plan
- Sundial Homes Draft Subdivision Plan
- Newmarket Streetscape and Gateway Feature Design

Since numerous studies have previously summarized many of these reports, a more useful exercise is to highlight the key recommendations that are relevant to the Yonge Street & Davis Drive Streetscape Master Plan. These key recommendations are found in the following sections.



Current entry into the Town of Newmarket lacks a significant sense of place.

2.1 Planning Policy and Infrastructure Framework

2.1.1 Vision 2051

Vision 2051 was developed as a response to York Region’s new and changing context and provides the Region with a bold and innovative strategy to guide the creation of thriving communities, with a specific emphasis on sustainability. Consistent with successful initiatives identified in Vision 2021 and Vision 2025, Vision 2051 uses eight goal areas that steer the vision for the Region and provide direction for key actionable items.

Vision 2051 Goals

1. A Place Where Everyone Can Thrive
2. Livable Cities and Complete Communities
3. A Resilient Natural Environment and Agricultural System
4. Appropriate Housing for All Ages and Stages
5. An Innovative Economy
6. Interconnected Systems for Mobility
7. Living Sustainably
8. Open and Responsive Governance

Of particular relevance to consider in the development of the Yonge Street & Davis Drive Streetscape Master Plan is Vision 2051’s goal of providing an interconnected system for mobility. The document outlines a future scenario in which “a seamless network for mobility provides accessibility to all destinations using diverse transportation options for people in all communities (24).” The document promotes active, safe and efficient modes of transportation. Vision 2051 specifically calls for the following actions:

Vision 2051 Mandate

1. Prioritize People and Reduce the Need for Travel
2. Prioritize Alternative Modes of Travel for Active Transportation
3. Provide a Variety of Transit Choices
4. Create a Network of Complete Streets
5. Moving Our Economy

2.1.2 York Region Official Plan (January 14, 2013)

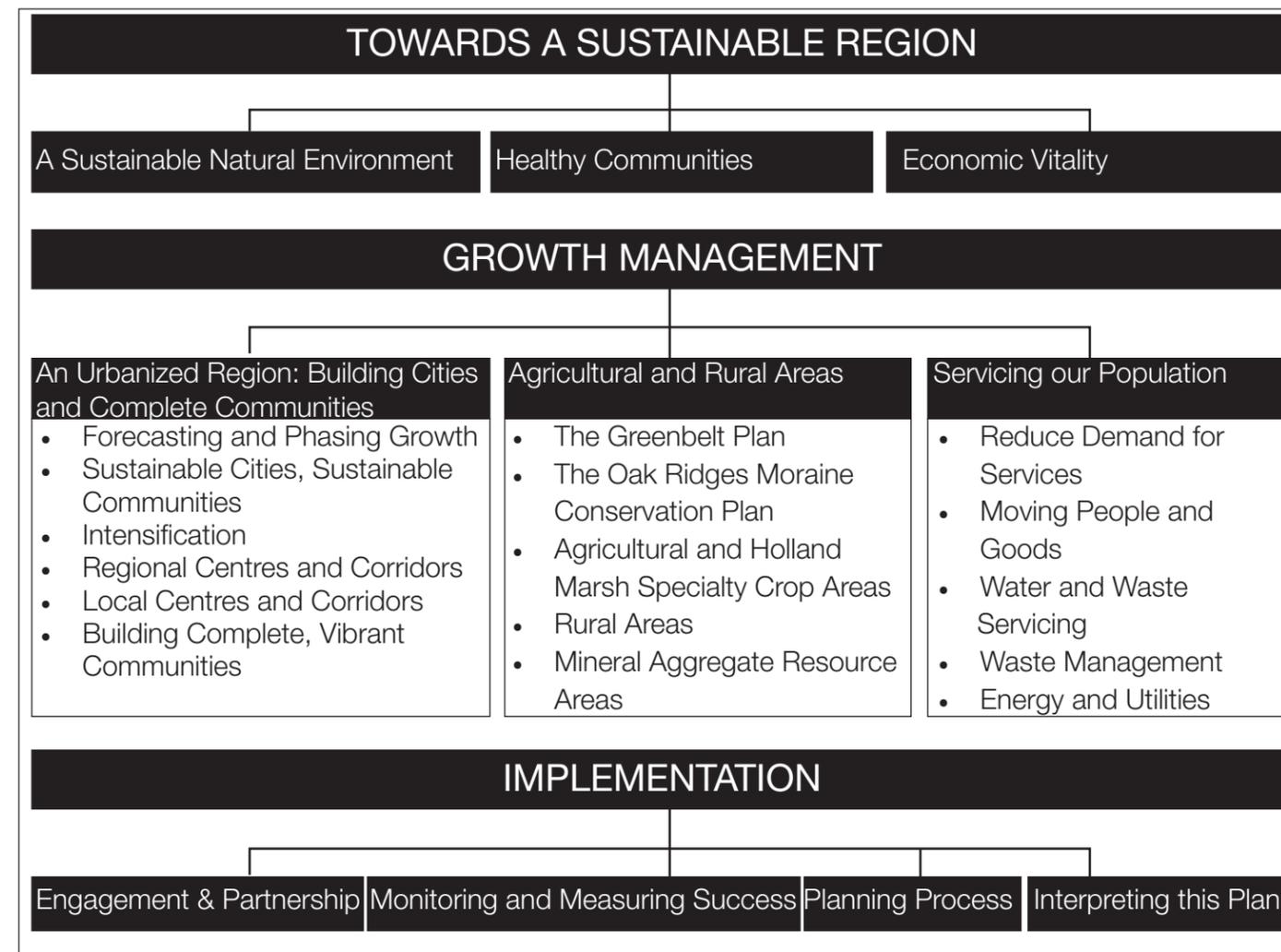
The York Region Official Plan provides a set of policies to guide future development decisions with a focus on three key components: a sustainable environment, healthy communities and economic vitality. (see figure 2.1.2a)

KEY EXCERPTS:

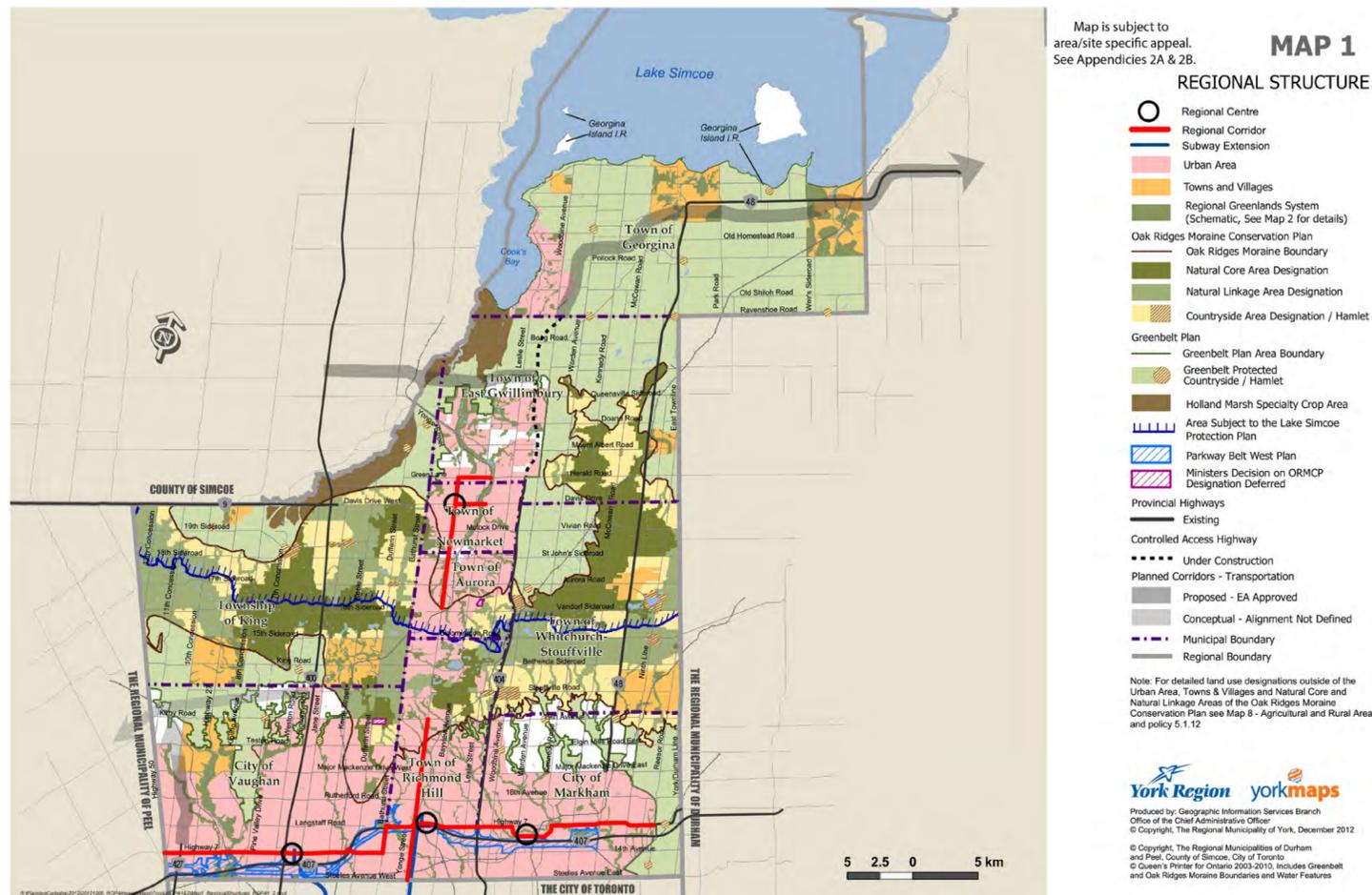
Outlining street network objectives:

1. “To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods (Section 7.2).”
2. “To plan and protect future urban and rural streets to accommodate transportation demands (Section 7.2).”

YORK REGION OFFICIAL PLAN SUSTAINABILITY FRAMEWORK



York Region Official Plan- Section 1.4 Figure 2.1.2a



York Regional Structure Map
Figure 2.1.2b

2.1.3 Town of Newmarket 2006 Official Plan

The Town of Newmarket Official Plan, approved in 2008 with subsequent amendments in 2014, was developed in response to the continued growth and increased development within the Town of Newmarket and designates four central areas, or “Centres” within the Town that will be the primary focus for future employment and population growth. Included in the “Urban Growth Centres” are the Yonge Street Regional Centre and the Yonge-Davis Urban Growth Centre with recommendations for both that focus on compact, transit-oriented, pedestrian friendly, mixed-use development.

Specifically relevant to the Yonge Street & Davis Drive Streetscape Master Plan, the Yonge-Davis Provincial Urban Growth Centre “is envisioned as a meeting place, location for cultural facilities, public institutions, major services, and transit hubs (Section 4.3.1).” Both the Yonge-Davis Provincial Urban Growth Centre and the Yonge Street Regional Centre are identified as key locations for intensification. The Yonge-Davis Urban Growth Centre boundary is defined on Schedule A Land Use- Town of Newmarket.

(Section 1.2)

KEY EXCERPTS:

The character of Yonge Street shall further be defined on a segment by segment basis as part of the Yonge Street Regional Centre Secondary Plan, including the identification of Key Development Areas to focus compact and mixed-use development (Section 4.3.2.2).

2.1.4 Summary of Key Issues, Opportunities and Constraints

Newmarket Centre is a dynamic, centrally located collection of communities that is currently experiencing significant growth and development. The review of all relevant plans, background studies and reports pertaining to planning policy and infrastructure provides key guidelines for growth management and outlines a comprehensive approach which will guide the development of the Yonge Street & Davis Drive Streetscape Master Plan. The following key issues, opportunities and constraints were determined and are relevant to all sections of the Master Plan:

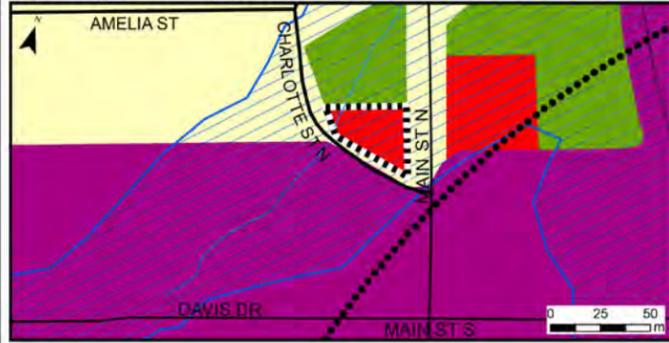
- Growth management and planning appropriately for the increased development is a significant concern as the Region continues to grow. A comprehensive strategy is required in order to provide residents with quality public spaces, increased mobility and enhanced services.
- Mobility is a high priority for the Region: providing easily accessible, connected mobility options that offer opportunities for active, healthy living as well as providing for multiple modes of transportation.
- Identification of Urban Centres and how to plan accordingly based on the continued growth and increased development are relevant to the Master Plan. The Yonge-Davis Provincial Urban Growth Centre in particular presents numerous public realm and streetscape opportunities as it is envisioned to be a key focal point within the community.

A community
well. . . beyond the ordinary

Shaping our future and realizing our vision of a Town that is 'well beyond the ordinary' means pursuing five key strategic directions to ensure that Newmarket is:

- Living *Well*
and is
- *Well* Equipped and Managed
- *Well* Planned and Connected
 - *Well* Balanced
 - *Well* Respected

OPA # 4 - Amended from Parks & Open Space to Commercial



**Schedule A
Land Use
Town of Newmarket**

- Stable Residential
- Emerging Residential
- Major Institutional
- Business Park - General Employment
- Business Park - Mixed Employment
- Commercial
- Urban Centre
- Parks & Open Space
- Natural Heritage System
- Oak Ridges Moraine Area
The lands labelled Oak Ridges Moraine are subject to policies of Official Plan Amendment 28
- Flood Plain
Floodplain limits are shown for screening purposes only and may not reflect the most up-to-date data. The LSRCA should be contacted to confirm the actual floodplain limits & to obtain the most up-to-date data. A topographic survey may be required in order to determine the limit of predicted flooding at a specific site.
- Waterbodies
- Watercourse
- Watercourse - Intermittent
- Waste Disposal Assessment Area
- 500m Waste Disposal Area of Influence
- Regional Health Care Centre Inset Map
- Site Specific Amendments/OMB Referrals
- Yonge-Davis Provincial Urban Growth Centre Boundary
- Regional Water Wells
- Municipal Boundary
- Railway
- Roads

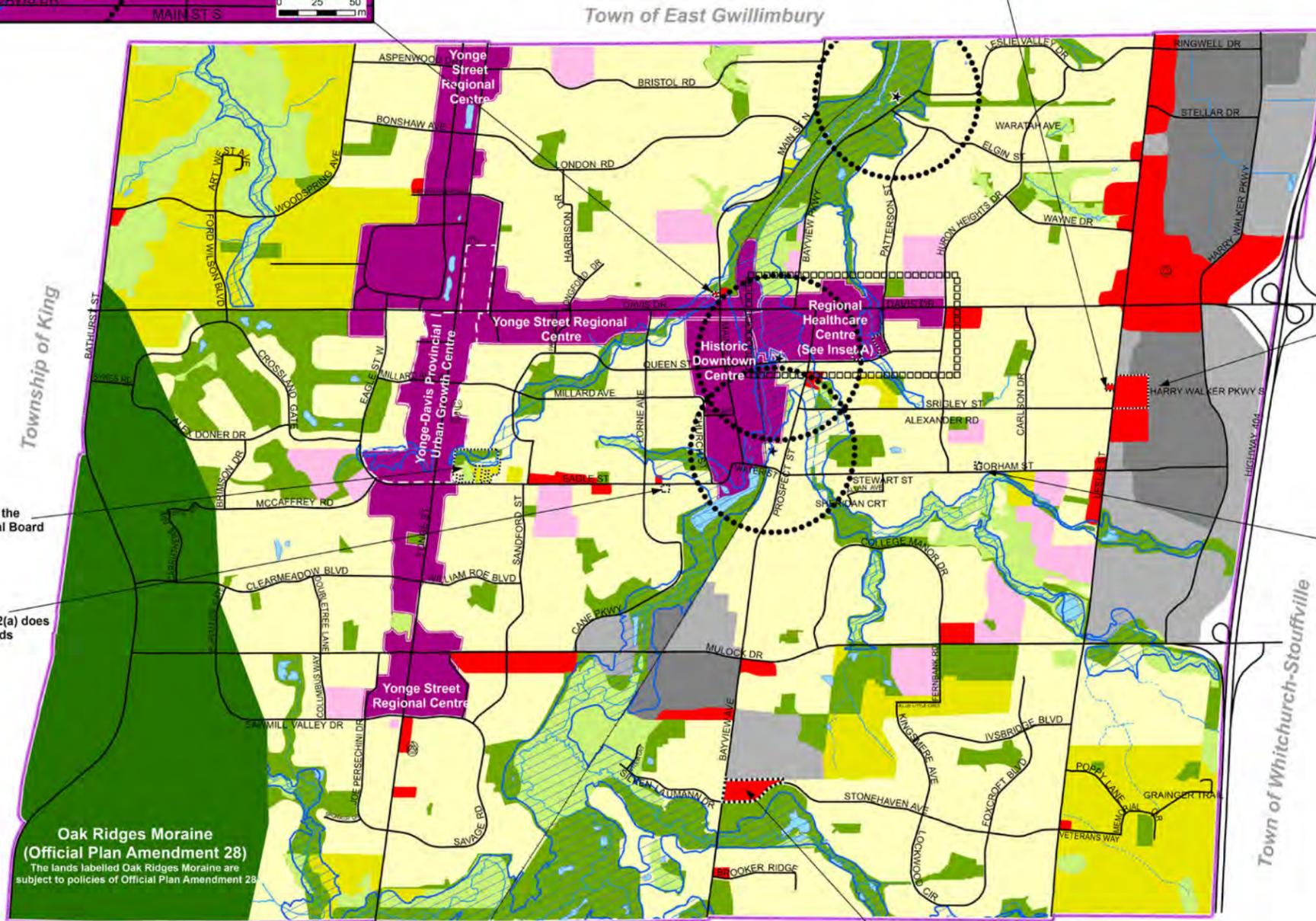
OPA # 9 - Amendment from Stable Residential to Commercial

OPA # 5 - Amendment from Business Park & Mixed Employment to Commercial

OPA # 1 - Site specific amendment to permit Convenience Commercial. Subject to Section 3.8.2100

Area Referred to the Ontario Municipal Board

OPA # 2 - Site Specific Amendment Policy 3.8.2(a) does not apply to subject lands



Oak Ridges Moraine (Official Plan Amendment 28)
The lands labelled Oak Ridges Moraine are subject to policies of Official Plan Amendment 28

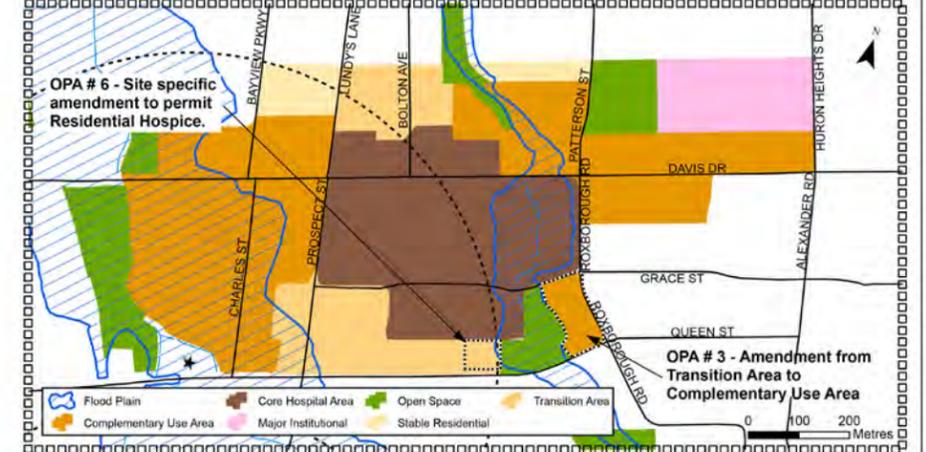
Town of Aurora
Scale 1:15,000



OPA # 8 - Site specific amendment from Emerging Residential to Commercial



Inset A: Regional Healthcare Centre



OPA # 6 - Site specific amendment to permit Residential Hospice.

OPA # 3 - Amendment from Transition Area to Complementary Use Area

- Flood Plain
- Complementary Use Area
- Core Hospital Area
- Major Institutional
- Open Space
- Stable Residential
- Transition Area

Designed & Produced by Information Technology – GIS Printed: September 2014 Consolidation. Source: Roads, Municipal Boundary, Railway, Waterbodies- Geomatics Division, Planning and Development Services Department © The Regional Municipality of York, 2013; Flood Plain - Lake Simcoe Region Conservation Authority. All other map layers - Town of Newmarket. **DISCLAIMER:** This document is provided by the Town of Newmarket for your personal, non-commercial use. The information depicted on this map has been compiled from various sources. While every effort has been made to accurately depict the information, data/mapping errors may exist. This map has been produced for illustrative purposes only. It is not a substitute for a legal survey.

2.2 Urban Design and Special Studies



2.2.1 North Yonge Street Corridor Public Transit and Associated Road Improvements Environmental Study (2008)

Completed in August 2008, the North Yonge Street Corridor Public Transit and Associated Road Improvements Transit Class EA was developed to complement the South Yonge Street Corridor Public Transit Improvements Reports (2007) and to be consistent with the processes utilized for various other York Region Rapid Transit transportation assessments. For the purposes of this study, the North Yonge Street Corridor study area is bounded by Green Lane in the Town of East Gwillimbury on the north and 19th Avenue/Gamble Road in Richmond Hill to the south. The study outlines existing transportation conditions, an assessment of the future Base Case transportation operations (the future conditions without intervention), land assumptions, an analysis of rapid transit alternatives, and results of the transportation assessment for the preferred design.

As this report directly encompasses the proposed study area for the Yonge Street & Davis Drive Streetscape Master Plan, implications and design interface will be discussed in further detail in Section 3.1.9.

2.2.2 Designing Great Streets – A Context Sensitive Approach for York Region (DRAFT – 2014)

The Designing Great Streets- A Context Sensitive Approach for York Region draft report recommends the designation of six street typologies and addresses each typology through context sensitive solutions, defined as “a collaborative and interdisciplinary approach to planning, designing and building Regional streets (Section 2).” Working within the various contexts found within the different communities in York Region, the guidelines provide a “toolbox of design solutions” which outlines the proposed responses to various streetscape components including on-street parking, minimum intersection spacing, utilities, stormwater management approach and street lighting.

A key outcome from this report that will significantly impact the development the Yonge Street & Davis Drive Streetscape Master Plan was the classification of roads into typologies and the associated Context Sensitive Solutions for Regional Streets – York Region. The four road sections that fall within the Yonge Street & Davis Drive Streetscape Master Plan are classified as follows:

- Yonge Street North – Urban Centre
- Yonge Street South – Connector / Rural
- Davis Drive West – Connector/ Rural
- Davis Drive East – Connector

A streetscape typology matrix (in draft form) from the Context Sensitive Solutions for Regional Streets- York Region is included on the following four pages.

KEY EXCERPTS:

Vision: “To create vibrant streets for York Region that provide a range of safe and reliable transportation options while being sensitive to the adjacent land uses and the needs of the community (Section 4).”



Streetscape currently dominated by vehicular traffic.

DRAFT TYPOLOGY MATRIX - REVISION #10

CONTEXT SENSITIVE SOLUTIONS FOR REGIONAL STREETS - YORK REGION

Road Typology	Urban Centre	Urban Avenue	Main Street	Connector	Rural Road	Rural Hamlet
Thumbnail						
Example	<i>e.g. Davis Drive between Yonge & Southlake Hospital</i>	<i>e.g. Highway 7 between Valleymede and East Beaver Creek</i>	<i>e.g. King Road at King City</i>	<i>e.g. Dufferin btwn Steeles & Rutherford</i>	<i>e.g. Davis Drive btwn York-Durham Line and Hwy 404</i>	<i>e.g. Kleinburg, Holt</i>
Primary Transportation Function	Transit priority, active transportation priority, vehicular movement	Transit priority, active transportation priority, vehicular movement	Active transportation supportive, transit supportive, vehicular movement	Goods movement priority, transit priority, active transportation supportive, vehicular movement	Vehicular movement, goods movement, active transportation supportive, agricultural movement	Vehicular movement, active transportation supportive
ROW Width Range	36m - 45m	36m - 45m	30m	36m - 45m	Up to 36m	36m
Flow Characteristics	Interrupted flow by passive traffic calming (narrow lanes, on-street parking, mid-block crossings) and signals.	Uninterrupted flow except at signals and roundabouts.	Interrupted flow by passive traffic calming (narrow lanes, on-street parking, mid-block crossings) and signals.	Uninterrupted flow except at signals, roundabouts and controlled cross walks.	Uninterrupted flow except at signals, stop signs, roundabouts and controlled cross walks.	Uninterrupted flow except at signals, stop signs, roundabouts and controlled cross walks.
Travel Speed (km/h)	40 - 50	40 - 60	40 - 50	60 - 70	70 - 80	40 - 50
Maximum Number of Lanes	6 lanes	6 lanes	4 lanes	6 lanes	4 lanes	4 lanes
Median	No	Access Control, Turn Lane Protection, Pedestrian Refuge, Special Character, Bioswale	No	Access Control, Turn Lane Protection, Pedestrian Refuge, Bioswale	Turn Lane Protection	Turn Lane Protection
Local Street Connectivity	Highly porous	Highly porous	Highly Porous	Moderately Porous	Not Porous	Within hamlet, highly porous
Access Management	Highest degree of private access control desirable.	High degree of private access control desirable.	Highest degree of private access control desirable.	Moderate degree of private access control desirable.	Access control not necessary.	Moderate degree of private access control desirable.
Transit	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit.	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit.	Can accommodate transit priority lanes and mixed traffic transit.	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit.	Can accommodate transit priority lanes and mixed traffic transit.	Can accommodate mixed traffic transit.
Goods Movement Corridor	Limited goods movement corridor. Ideally restricted to off-peak and/or weekends.	Supports goods movement.	Limited goods movement corridor. Ideally restricted to off-peak and/or weekends.	Primary goods movement corridor.	Primary goods movement corridor.	Supports goods movement.
Cycling Provisions	Cycle Track (conventional or separated)	Cycle Track	Bike lane	Cycle track or multi-use trail	Paved shoulder or multi-use trail	Bike lane
Crosswalks	Pedestrian crossings formalized only as controlled crosswalks. Dedicated cycle crossing facilities on routes with bike lane.	Pedestrian crossings formalized only as controlled crosswalks. Dedicated cycle crossing facilities on routes with cycle track.	Pedestrian crossings formalized as controlled crosswalks & uncontrolled mid-block crossings. Dedicated cycle crossing facilities on routes with bike lane.	Pedestrian crossings formalized only as controlled crosswalks. Dedicated cycle crossing facilities on routes with cycle track/multi-use trail.	Pedestrian crossings at signalized intersections.	Pedestrian crossings formalized only as controlled crosswalks.

OPERATIONAL CRITERIA

(Draft Typology Matrix - Council Attachment 1 5/24/2013)

Not relevant to study.

Not relevant to study.

DRAFT TYPOLOGY MATRIX - REVISION #10

CONTEXT SENSITIVE SOLUTIONS FOR REGIONAL STREETS - YORK REGION

Road Typology	Urban Centre	Urban Avenue	Main Street	Connector	Rural Road	Rural Hamlet	
Thumbnail							
Example	<i>e.g. Davis Drive between Yonge & Southlake Hospital</i>	<i>e.g. Highway 7 between Valleymede and East Beaver Creek</i>	<i>e.g. King Road at King City Creek</i>	<i>e.g. Dufferin btwn Steeles & Rutherford</i>	<i>e.g. Davis Drive btwn York-Durham Line and Hwy 404</i>	<i>e.g. Kleinburg, Holt</i>	
Primary Transportation Function	Transit priority, active transportation priority, vehicular movement	Transit priority, active transportation priority, vehicular movement	Active transportation supportive, transit supportive, vehicular movement	Goods movement priority, transit priority, active transportation supportive, vehicular movement	Vehicular movement, goods movement, active transportation supportive, agricultural movement	Vehicular movement, active transportation supportive	
OPERATIONAL CRITERIA	On-Street Parking	Dedicated	Off-peak	Dedicated	No	No	Dedicated
	Minimum Intersection Spacing (m)	200-350m	300-400m (415m - 625 TAC)	200-350m	300-400m (500-750m TAC)	existing ranges	existing ranges
	Utilities	Underground & JUT preferred. Spacing must still be reserved for Bell Pedestals and Hydro/Rogers above ground boxes. Utility tunnels under sidewalk as a means to address space constraints.	Underground & JUT preferred, however Hydro, Rogers if above ground will need to have adequate set-back and clear-zone.	Underground & JUT preferred. Spacing must still be reserved for Bell Pedestals and Hydro/Rogers above ground boxes. Utility tunnels under sidewalk as a means to address space constraints.	Utility corridor provided for above ground Hydro and below grade Rogers, Bell, Enbridge, storm, sanitary, to be placed at standard ROW offset locations.	Utility corridor provided for above ground Hydro and below grade Rogers, Bell, Enbridge, storm, sanitary, to be placed at standard ROW offset locations.	Utility corridor provided for above ground Hydro and below grade Rogers, Bell, Enbridge, storm, sanitary, to be placed at standard ROW offset locations.
	Stormwater Management Approach	Limited space for SWM facilities, Adequate end of pipe treatments should be met.	Landscaped medians could consider bio-swailes etc. Spacing should be provided for end of pipe swales and sediment control measures. Option to consider local SWM Ponds as outfall locations	Limited space for SWM facilities, Adequate end of pipe treatments should be met. Integrate LID measures with streetscape elements.	If using landscaped medians could consider bio-swailes etc. However if using a continuous left median then Spacing should be provided for end of pipe swales and sediment control measures. Option to consider local SWM ponds as outfall locations	Rural ditching and effective sediment control measures i.e. rock check dams etc. to be used	Rural ditching and effective sediment control measures i.e. rock check dams etc. to be used
	Street lighting	Type of lighting and standards typically set by local municipality. Can be placed within clear-zone to meet street lighting levels	Type of lighting and standards typically set by local municipality. Can be placed within clear-zone to meet street lighting levels	Type of lighting and standards typically set by local municipality. Can be placed within clear-zone to meet street lighting levels	Type of lighting and standards typically set by local municipality. Can be placed within clear-zone to meet street lighting levels	Provided at intersections locations as required	Provided at intersections locations as required

(Draft Typology Matrix - Council Attachment 1 5/24/2013)

Not relevant to study.

Not relevant to study.

DRAFT TYPOLOGY MATRIX - REVISION #10

CONTEXT SENSITIVE SOLUTIONS FOR REGIONAL STREETS - YORK REGION

Road Typology	Urban Centre	Urban Avenue	Main Street	Connector	Rural Road	Rural Hamlet	
Thumbnail							
Example	<i>e.g. Davis Drive between Yonge & Southlake Hospital</i>	<i>e.g. Highway 7 between Valleymede and East Beaver Creek</i>	<i>e.g. King Road at King City</i>	<i>e.g. Dufferin btwn Steeles & Rutherford</i>	<i>e.g. Davis Drive btwn York-Durham Line and Hwy 404</i>	<i>e.g. Kleinburg, Holt</i>	
Primary Transportation Function	Transit priority, active transportation priority, vehicular movement	Transit priority, active transportation priority, vehicular movement	Active transportation supportive, transit supportive, vehicular movement	Goods movement priority, transit priority, active transportation supportive, vehicular movement	Vehicular movement, goods movement, active transportation supportive, agricultural movement	Vehicular movement, active transportation supportive	
URBAN DESIGN CRITERIA	Land Use Designations	Residential, Commercial, Mixed-Use, Institutional, Open Space	Commercial, Mixed-Use, Residential, Institutional, Industrial	Mixed-Use, Residential, Commercial, Institutional, Open Space, Historic Districts	Mixed-Use, Residential Commercial, Industrial	Agriculture, Institutional, Industrial, Open Space, Commercial, Residential	Commercial, Residential, Open Space
	Land Use Context	Transitioning from medium density to high density, mixed-use city centre.	Existing medium and large format retail transitioning to medium density street-oriented development.	Existing heritage building fabric not transitioning but with infill development and limited intensification.	Predominantly suburban residential not transitioning.	Predominantly agriculture with clusters of low density residential, industrial clusters, institutional and commercial uses.	Clusters of low density residential and/or commercial plots, typically at a junction.
	Planned Building Scale & Orientation	Mixture of street-oriented built form of varied size. Increase in density and height in growth centres (Markham, Vaughan, Richmond Hill).	Mixture of street-oriented built form of varied size. Increase of density and height adjacent to transit nodes and when approaching growth centres.	Mixture of small scale street-oriented built form.	Mixture of small to medium scale built form set back from street or back-lotted.	Typical agricultural rural fabric. Variety of built form sizes, oriented to but set back from the street.	Variety of built form sizes, oriented to but set back from the street in rural areas, mixture of small scale street-oriented built form in villages and hamlets.
	Boulevard Treatment	The boulevard should have an urban cross section including wide sidewalks, street trees, landscaping, land-use transition zone, transit amenities and public art.	Boulevard treatment should reflect the street's active transportation priority but also have an urban cross section including a cycle track, sidewalks, street trees and appropriate pedestrian and transit amenities.	The boulevard should have an urban cross section including wide sidewalks, street trees, land-use transition zone, transit amenities and public art.	Boulevard treatment should reflect the street's primary function of moving vehicles. The boulevard should have a semi-urban cross section including sidewalks or multi-use trail, street trees, buffer planting, landscaping, pedestrian and transit amenities.	Paved shoulder to support cycling. Multi-use trail separated from street when supported by a cycling master plan (Regional or Municipal).	Sidewalks to support retail activity. Street trees and decorative lighting as upgrades.
	Minimum Boulevard Width (excluding RT options)	6.45m	9.50m	7.15m	8.45m	n/a	3.0m

(Draft Typology Matrix - Council Attachment 1 5/24/2013)

Not relevant to study.

Not relevant to study.

DRAFT TYPOLOGY MATRIX - REVISION #10

CONTEXT SENSITIVE SOLUTIONS FOR REGIONAL STREETS - YORK REGION

Road Typology	Urban Centre	Urban Avenue	Main Street	Connector	Rural Road	Rural Hamlet
Thumbnail						
Example	<i>e.g. Davis Drive between Yonge & Southlake Hospital</i>	<i>e.g. Highway 7 between Valleymede and East Beaver Creek</i>	<i>e.g. King Road at King City Creek</i>	<i>e.g. Dufferin btwn Steeles & Rutherford</i>	<i>e.g. Davis Drive btwn York-Durham Line and Hwy 404</i>	<i>e.g. Kleinburg, Holt</i>
Primary Transportation Function	Transit priority, active transportation priority, vehicular movement	Transit priority, active transportation priority, vehicular movement	Active transportation supportive, transit supportive, vehicular movement	Goods movement priority, transit priority, active transportation supportive, vehicular movement	Vehicular movement, goods movement, active transportation supportive, agricultural movement	Vehicular movement, active transportation supportive

ELEMENTS		Urban Centre	Urban Avenue	Main Street	Connector	Rural Road	Rural Hamlet
ROAD ELEMENTS	Travel Lane	3.25m	3.35m	3.35m	3.5m	3.5m	3.5m
	Outside Travel Lane	3.5m	3.5m (off-peak parking optional)	3.35m	3.5m	3.75m	3.5m
	Dedicated On-Street Parking	2.4m	no	2.4m	no	no	3.0m
	Continuous Centre-Turn Lane	no	no	no	3.0m	no	no
	Painted Centre Median	no	no	no	no	2.0m	no
	Median	no	3.5m	no	5.0m	no	no
	Shoulder	no	no	no	no	2.5m	no
	Rapid Transit (excl. platforms)	7.0m	7.0m	no	7.0m	no	no
	On-Street Bike Lane	1.8m	no	1.8m	no	no	no
BOULEVARD ELEMENTS	Cycle Track (requires edge zone/buffer)	1.5m	1.5m	no	1.5m	no	no
	Edge Zone	1.0m	1.0m	1.0m	1.0m	no	1.0m
	Planting & Furnishing Zone	1.7m min.	2.2m min.	3.0m min.	2.1m min.	no	2.5m min.
	Pedestrian Clearway	3.45m min.	2.0m min.	3.45m min.	2.0m min.	no	2.0m min.
	Frontage & Marketing Zone	1.0m -3.0m, depending on setback	1.0m -3.0m, depending on setback	1.0m -3.0m, depending on setback	no	no	no
	Multi-Use Trail	no	no	no	3.5m	4.0m	no
	Drainage Swale	no	no	no	no	4.75m	no

LEGEND

MINIMUM REQUIREMENT
PREFERRED
OPTIONAL
not applicable or no

(Draft Typology Matrix - Council Attachment 1 5/24/2013)

Not relevant to study.

Not relevant to study.



2.2.3 Visualization, Massing and Height Study (2010)

The Visualization, Massing and Height Study builds upon the vision statement and policies found in the Town of Newmarket Official Plan and specifically provides recommendations for the identified Urban Growth Centres in terms of how they should “look and feel” and how they relate to the adjacent neighbourhoods and public spaces. Following public and stakeholder consultation, key areas within the Yonge Street Urban Growth Centres were recognized as being crucial for development. Incorporating key themes and elements identified within the York Region Official Plan, urban design guidelines were developed as part of this study as well as the tools to implement the vision. One recommendation which specifically relates to the Yonge Street & Davis Drive Streetscape Master Plan was the recommendation to remove above ground hydro and other above ground services to improve the overall visual character and public realm. The Urban Centres Secondary Plan (see section 2.2.6) outlines policies that set the stage for undergrounding hydro in the future.

In addition, numerous character areas and defining community precincts were identified within the report. The provided recommendations and attributes of Bonshaw Village, Upper Canada Arcade, Newmarket Corporate Centre and Yonge Mullock Market may directly influence the Yonge Street & Davis Drive Streetscape Master Plan.

KEY EXCERPTS:

1. Bonshaw Village: “The Bonshaw Village has potential to become an entertainment focused community by encouraging and diversifying its existing uses (Section 3.2.1).”
2. Upper Canada Arcade: “The Upper Canada Arcade is the retail centre of the region. The stormwater management ponds have the potential to be transformed into landscape amenities. Synergies between these land uses could create a unique hybrid retail area (Section 3.2.2).”
3. Newmarket Corporate Centre: “Building on the existing land uses of the Newmarket Corporate Centre, a desirable commercial area can be established by promoting more density and active land uses (Section 3.2.3).”
4. Yonge Mullock Food Village: “At Yonge and Mullock there is an opportunity to create a food-based retail centre because of its central location. By promoting unique, high density building types with an emphasis on ground level on food-based retail, this precinct can be developed (Section 3.2.6).”



Area Map
Source: Visualization, Massing and Height Study



2.2.4 Cultural Master Plan (2014)

The Cultural Master Plan presents a vision for the Town of Newmarket 10 years into the future when the Town will have a notable and active cultural scene that is well integrated with and supported by the community. The document provides key themes and messages, goals and a clear cultural development action plan in order to successfully achieve the proposed vision. The plan identifies opportunities for an integrated approach to culture and includes the prospect of public art and enhanced streetscape elements.

Visualization images taken from Visualization, Massing and Height Study (2010)



Source: Visualization, Massing and Height Study

2.2.5 Undergrounding Hydro Feasibility Study (2013)

As a result of recommendations provided by the Visualization, Massing and Height Study as well as the continued growth of the Town of Newmarket and identification of Yonge Street and Davis Drive as key corridors within the Town, a study was completed to determine the feasibility of burying overhead hydro infrastructure and associated services. The Undergrounding Hydro Feasibility Study was undertaken in two phases which outlined the general issues, advantages, best practices and comparable precedents as well as provided analysis of potential cost recovery mechanisms and implementation. Five options were reviewed for undergrounding existing overhead wires, with the preferred and most feasible approach being to convert Yonge Street to a 13.8kV system, maintain 44kV express feeders and bury all circuits. Benefits specified in the report include:

- Improved aesthetic character;
- Enhanced pedestrian environment;
- Reduction of streetscape clutter;
- Hydro infrastructure protection;
- Reduction of tree trimming costs;
- Increased ability for intensification and development.

The Town of Newmarket and York Region are currently not implementing the undergrounding of hydro. The Urban Centres Secondary Plan (see Section 2.2.6) contains policies that may result in future implementation.

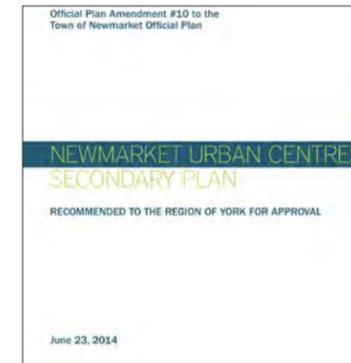
KEY EXCERPTS:

The preliminary review of right-of-way requirements indicated that an additional 5.0m of land on average may be required from some or all of the property owners fronting on Yonge Street [Section 7.1 quote from Undergrounding Hydro and Feasibility Study (2013)].

	Option	Context	Comment
1	Re-route the existing lines at 44kV.	Yonge Street from Mulock to Newmarket's northerly limit; relocation onto wooden poles to the rear of the properties along Yonge Street or other corridors, at the existing 44kV.	Not Feasible. This option would be tied to development proposals and could not be practically implemented until the majority of developments moved forward.
2	Convert Yonge Street to a 27.6 kV system.	Construction of a 230/27.6 kV transformer station and maintain 44 kV express feeders and bury all circuits.	Not Feasible. There is no capacity on the Hydro One transmission grid. Nor is there value in introducing a fourth operating voltage in NTP.
3	Convert Yonge Street to a 13.8 kV system, maintain 44 kV express feeders and bury all circuits	Yonge Street from Mulock to Green Lane with duct banks on both sides; includes 2 distribution transformer stations.	Potentially Feasible - Will require property acquisition, construction of 2 substations to step down the 44 kV lines to 13.8 kV lines and replacement of the 20 existing private connections.
4	Bury all Overhead Wires along the Davis Drive and Yonge Street Corridors at the existing voltage	Yonge Street from Mulock to Green Lane with duct banks on both sides.	Not Feasible. The cost of this option is prohibitively expensive due to the use of the 44kV as a distribution voltage.
5	Bury the 13.8 kV and 44 kV lines only in select priority districts within the Davis Drive and Yonge Street corridors.	Costing would be dependent on the extent and location of the undergrounding.	Not Feasible. This option is both complicated and potentially costly as it would mean transforming the power voltage on a staged basis. It will also create operational issues for NTP and is not a preferred approach.

(Information extracted from Table 1 - Section 5.5 Comparison of Options Considered from Undergrounding Hydro and Feasibility Study (2013))

NTP: Network Time Protocol



2.2.6 Urban Centres Secondary Plan (2015)

The Urban Centres Secondary Plan provides detailed land use plans and policy guidelines to guide development within the “Urban Centres”, as identified within the Town of Newmarket Official Plan as the Yonge-Davis Provincial Urban Growth Centre, the Yonge Street Regional Centre and the Regional Healthcare Centre.

As identified by the Urban Centres Secondary Plan, the predominant land use designation for the study areas within the Yonge Street & Davis Drive Streetscape Master Plan is mixed-use and provides for a “mix of uses including commercial, office, residential, employment, recreational and institutional and will contribute to the establishment of the Urban Centres as a complete community (Section 5.3.1).” The corridors are further categorized into Areas with Priority Commercial Areas and associated recommendations and policies. Key attributes that specifically relate to the Yonge Street & Davis Drive Streetscape Master Plan are as follows (also refer to Area Map on page 18):

YONGE STREET: NORTH OF DAVIS DRIVE

Yonge Street North – Entrance of Canada Mall, north

- Area is predominantly residential with a land use of approximately 80% total Gross Floor Area (GFA) as residential and 20% GFA as commercial and employment uses.
- Predominantly medium density, mid-rise development (3-8 storeys), with a small portion on the east side of Yonge Street between Dawson Manor Boulevard and Bonshaw Avenue designated for low density (2 storeys).

- A Priority Commercial Area was identified at the planned rapidway transit stop at Yonge Street and Bonshaw Avenue.
- Preferred location for up to two elementary school sites with a neighbourhood park located adjacent.

Yonge Street and Davis Drive Node

- Highest concentration of both people and jobs and highest density with an ultimate build-out of approximately 13,500 people and 10,100 jobs with a land use mix of approximately 65% total GFA as residential and 35% of total GFA as commercial and employment.
- The Yonge and Davis corner will function as the primary retail node for both the Urban Centres and Town of Newmarket.
- Priority Commercial Areas have been identified along the majority of Yonge Street with two parks and open space.
- As outlined by the Urban Centres Secondary Plan, the Upper Canada Mall, which sits as an anchor on the corner of Yonge Street and Davis Drive, is anticipated to “redevelop over the long term into a mixed use area while maintaining its key function as a significant retail centre (28).”
- Higher standards of urban design are to be applied to the northwest corner and on the southern periphery of this key area.

YONGE STREET: SOUTH OF MULOCK DRIVE

- South of Mulock Drive is predominantly high-density (6-17 storeys) mixed-use with two proposed neighbourhood parks.
- The most southern portion will be mid-rise (2-6 storeys).
- The northwest corner of Mulock Drive and Yonge Street is a significant neighbourhood park and natural heritage system.
- Priority Commercial Areas have been identified along the main intersection of Yonge Street and Mulock Drive.

DAVIS DRIVE: WEST OF YONGE STREET

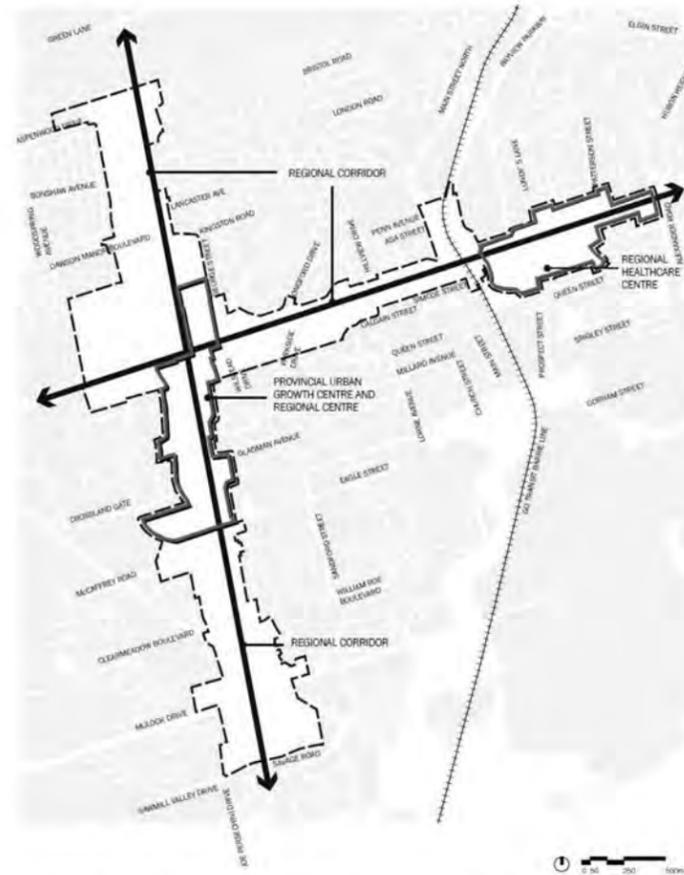
- The Yonge and Davis corner will function as the primary retail node for both the Urban Centres and Town of Newmarket.
- Priority Commercial Areas have been identified along the majority of the north side of Davis Drive as well as

the south side of Davis Drive.

- The Upper Canada Mall, which sits as an anchor on the corner of Yonge Street and Davis Drive, is slated for redevelopment.

DAVIS DRIVE: EAST OF PATTERSON STREET/ ROXBOROUGH ROAD

- This area will be the catalyst for medical related uses and will focus specifically on medically related offices and services.
- East of Patterson Street to Alexander Road (the only portion of the Urban Centres Secondary Plan that overlaps with the Yonge Street & Davis Drive Streetscape Master Plan), is prescribed to be medium-high density (4-12 storeys) along the north side of Davis Drive and medium density (3-8 storeys) along the south side of Davis Drive.
- The highest densities will be located on Davis Drive in proximity to the planned rapidway stations, one of which is at the intersection of Alexander Road and Davis Drive. In addition, within the scope of study for the Urban Centres Secondary Plan, all of Yonge Street and Davis Drive has been identified as a Green Street. As defined within the document, Green Streets “shall be designed to function as part of the Parks and Open Space system by: a) providing green connections between elements of the parks and open space system through street trees; b) providing shade and resting areas for pedestrians; c) integrating the open spaces associated with public facilities; and d) incorporating street trees at approximately 6 to 8 meter intervals in order to contribute to the Town’s target of a minimum of 12% tree canopy coverage by 2026 with a variety of tree species (Section 10.3.3.vi).”

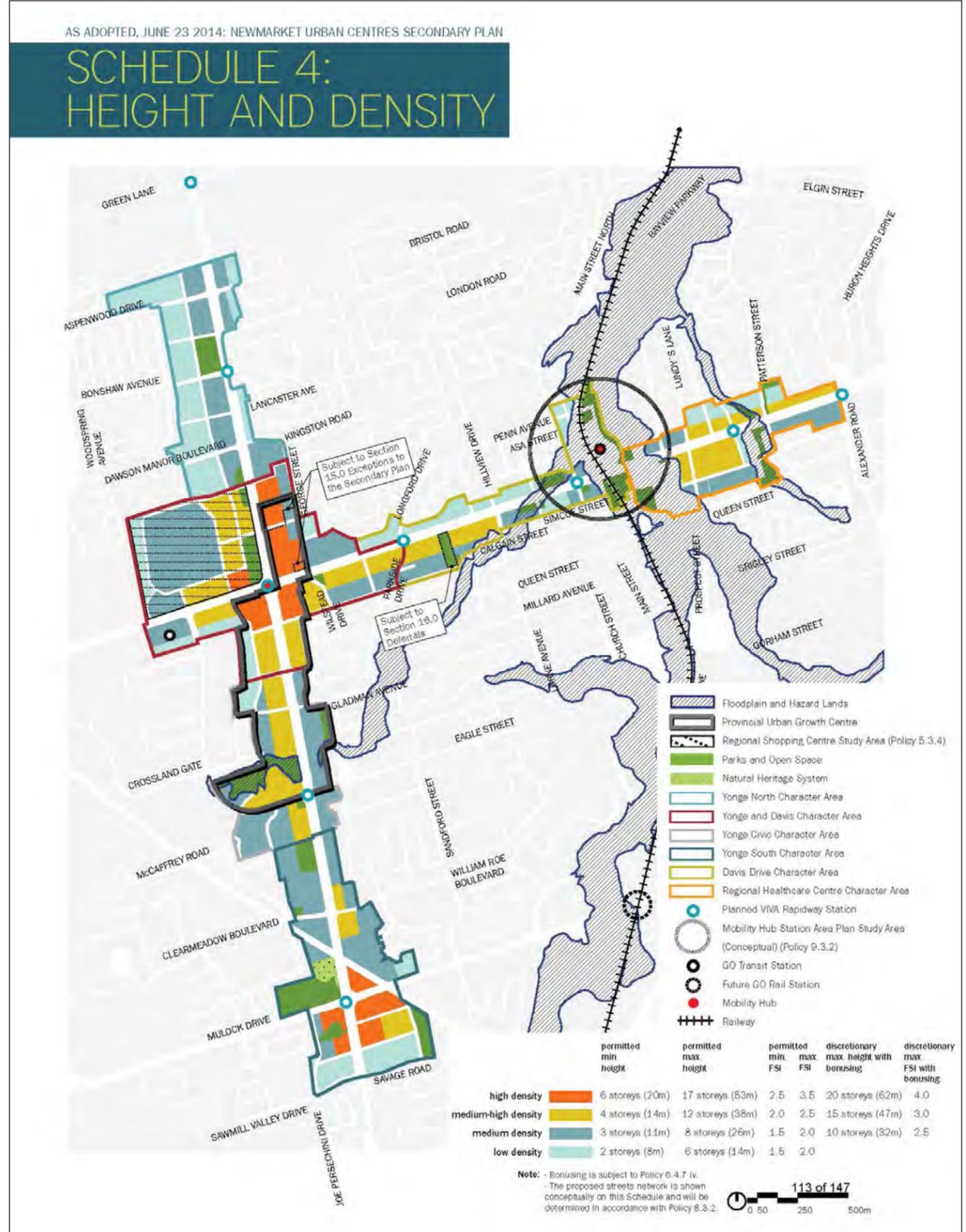


The Amendment provides a vision, objectives and policies to guide development within the Urban Centres and addresses the long term intensification of the Secondary Plan area through to build-out.

Source: Newmarket Urban Centres Secondary Plan - Schedule 1: Study Area

KEY EXCERPTS: STREETScape RECOMMENDATIONS:

1. “Street furnishings, which include benches, bike racks, bollards, bus shelters/kiosks, trash/recycling bins, banners, way-finding signage and pedestrian lighting, should be used as unifying landscape elements (Section 7.3.6.i).”
2. “All public streets, and generally all private streets in the Urban Centres shall have sidewalks and street trees on both sides and lighting scaled appropriately for pedestrians, cyclists and drivers to increase the overall comfort, aesthetic and safety of the street (Section 7.3.6.ii).”
3. “A boulevard width of approximate 10 metres will be established along both sides of Yonge Street and Davis Drive. This boulevard will accommodate wide pedestrian sidewalks, cycling facilities and landscaping as well as the planned burying of hydro lines...(Section 7.3.6.iv).”
4. “New gateway features will be created at the eastern boundary of the Urban Centres on Davis Drive, on the northern and southern boundaries of the Urban Centres on Yonge Street, at the intersection of Yonge Street and Davis Drive and at the entrance to Main Street on Davis Drive, in order to create a sense of arrival in the Urban Centres, distinguish it as the urban core and commercial centre of the Town, and create a unique and memorable identity (Section 12.3.2.i).”



Map from Newmarket Urban Centres Secondary Plan Schedule 4: Height and Density

2.2.7 Integrated Accessibility Standards Regulation Guidelines (2014)

The Integrated Accessibility Standards and Regulation Guidelines was developed as a response to the Accessibility for Ontarians with Disabilities Act, 2005 (AODA), which requires that accessibility standards be developed, implemented and enforced in order to achieve accessibility for all Ontarians. This document became law in Ontario as of January 1, 2015. Accessibility within the built environment is of the utmost importance and spaces should be designed to be barrier-free and adapted to fulfill the needs of all users equally. These guidelines provide the standard for designing public spaces, specifically in relation to new construction and redevelopment.

This study will play an integral role in the development of the Yonge Street and Davis Drive streetscape and all requirements will be met as part of the process. Key standards that are specifically relevant to the Yonge Street & Davis Drive Streetscape Master Plan include the following:

KEY EXCERPTS:

ACCESSIBILITY STANDARDS:

1. Exterior paths must have sufficient widths, manageable slopes and stable surfaces to allow for transportation of people with differing levels of ability;
2. Curb ramps must have an accessible slope and be clearly visible;
3. Depressed curbs must align with the path of travel and be clearly visible.

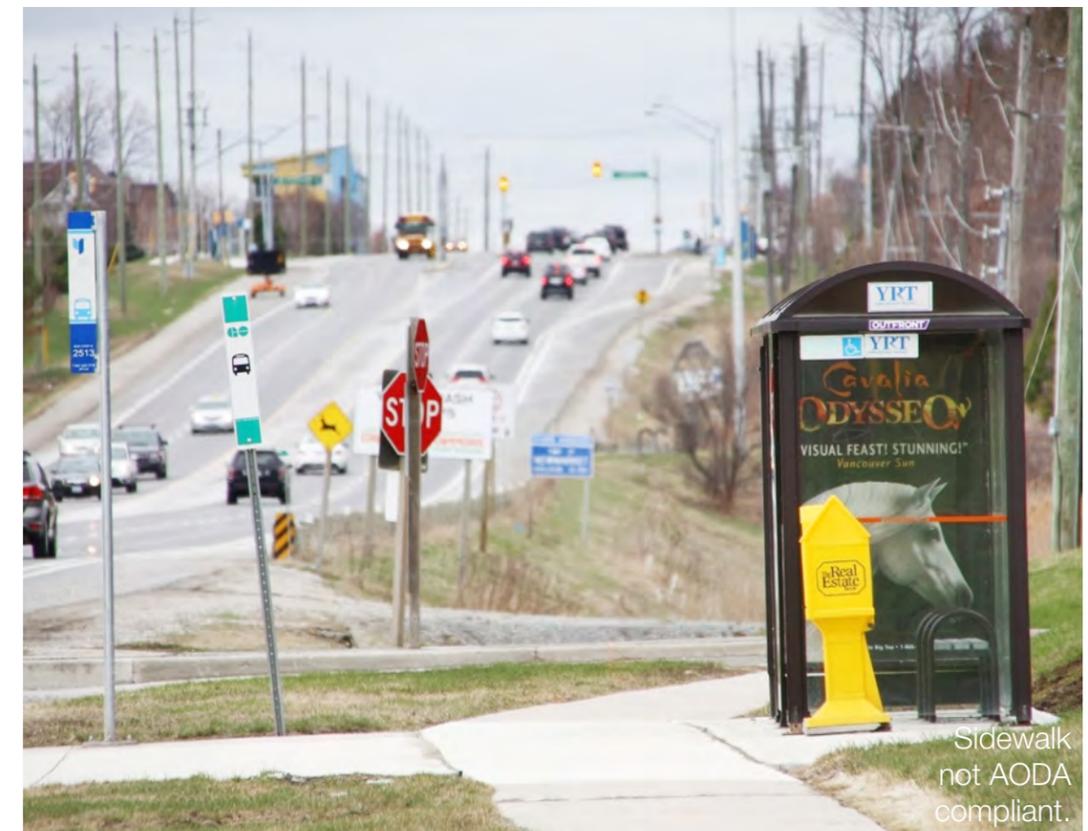
2.2.8 Summary of Key Issues, Opportunities and Constraints

As the Yonge Street and Davis Drive corridors have been identified as key locations for intensification and growth, a significant amount of policy, planning and public realm development has already been completed or is in the process of being implemented at a Provincial, Regional and municipal level. The review of relevant plans, background studies and reports pertaining to urban design and special studies provided key guidelines on a more detailed level with pertinent information pertaining to areas, corridor specific design recommendations and overall proposed design standards. The following key issues, opportunities and constraints were determined and are relevant to all sections of the Yonge Street & Davis Drive Streetscape Master Plan:

- Streetscape typologies have already been classified in accordance with existing policy documents – the Yonge Street & Davis Drive Streetscape Master Plan will follow the approach of Context Sensitive Solutions for Regional Streets and provide design solutions accordingly;
- Public art is an important addition to the public realm. It adds meaning and value to spaces, creating a strong, unique sense of place. Opportunities for public art and historically significant components must be incorporated into the final streetscape Master Plan;
- Any reduction of visible utilities, such as transformer boxes, hydro poles or communication boxes, would significantly reduce clutter and improve the overall aesthetic and functionality of the public realm;
- Areas and proposed land uses have been established in the Secondary Plan;
- The current streetscapes are not designed to meet the most updated AODA standards – as part of the master planning process, these mandatory standards will be incorporated in order to ensure universal accessibility.



Lack of sufficient pedestrian circulation.



Sidewalk not AODA compliant.

2.3 Transportation Framework



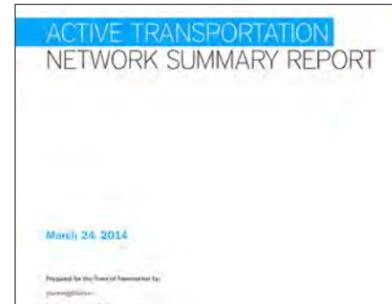
2.3.1 The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (2008)

The Metrolinx Regional Transportation Plan outlines the visions, goals, objectives and policy directions for the design and operation of the Regional transportation system. The Plan is organized around strategic directions:

- Reduce demands on the transportation system
- Increase choices for travel
- Meet the needs of the traveler first
- Build communities that make traveling easier
- Commit to continuous improvement

In addition, eight “Big Moves” are identified as recommended priority actions that are critical to the transformation of the Greater Toronto and Hamilton Area (GTHA) transportation system:

1. A fast, frequent and expanded regional transit network.
2. A complete walking and cycling network with bike-sharing programs.
3. An information system for travelers, where and when they need it.
4. A region-wide integrated transit fare system.
5. A system of connected mobility hubs.
6. High-order transit connectivity to the Pearson Airport district from all directions.
7. A comprehensive strategy for goods movement.
8. An Investment Strategy to provide stable and predictable funding.



2.3.2 Active Transportation Network Plan (2014)

Four key planning and policy documents, the Provincial Growth Plan for the Greater Golden Horseshoe, the York Regional Official Plan, the Newmarket Official and the Urban Centres Secondary Plan, all promote the importance of an integrated active transportation network. This study specifically addresses the areas within the Urban Centres Secondary Plan and provides recommendations as well as refines the On-Street Bike Lane and Off-Street Trails Plan in Schedules D and E of the Newmarket Official Plan. The study includes an existing conditions analysis, opportunities and constraints analysis, active transportation concept development and key recommendations.

As indicated in the study, the Primary Active Transportation Network will be the highest priority for completion and will incorporate “dedicated bike facilities that are separated from mixed traffic, preferably by grade separation or physical barriers, for the majority of their length (Section 3).” Yonge Street North and Davis Drive West are recommended as part of the Primary Active Transportation Network and designated for Future Regional Road Biking. In addition, Davis Drive (between Bathurst Street and the GO Bus Station) has been identified as an undeveloped priority, as part of the Town’s (15) priorities for cycling facilities within the Town’s road ROW.

Although the study only covers a portion of the Yonge Street & Davis Drive Streetscape Master Plan study area, all recommendations provided for the Active Transportation Network as a whole should be considered for the four segments of the Yonge Street & Davis Drive Streetscape Master Plan to ensure seamless connectivity.



2.3.3 Pedestrian and Cycling Master Plan (2008)

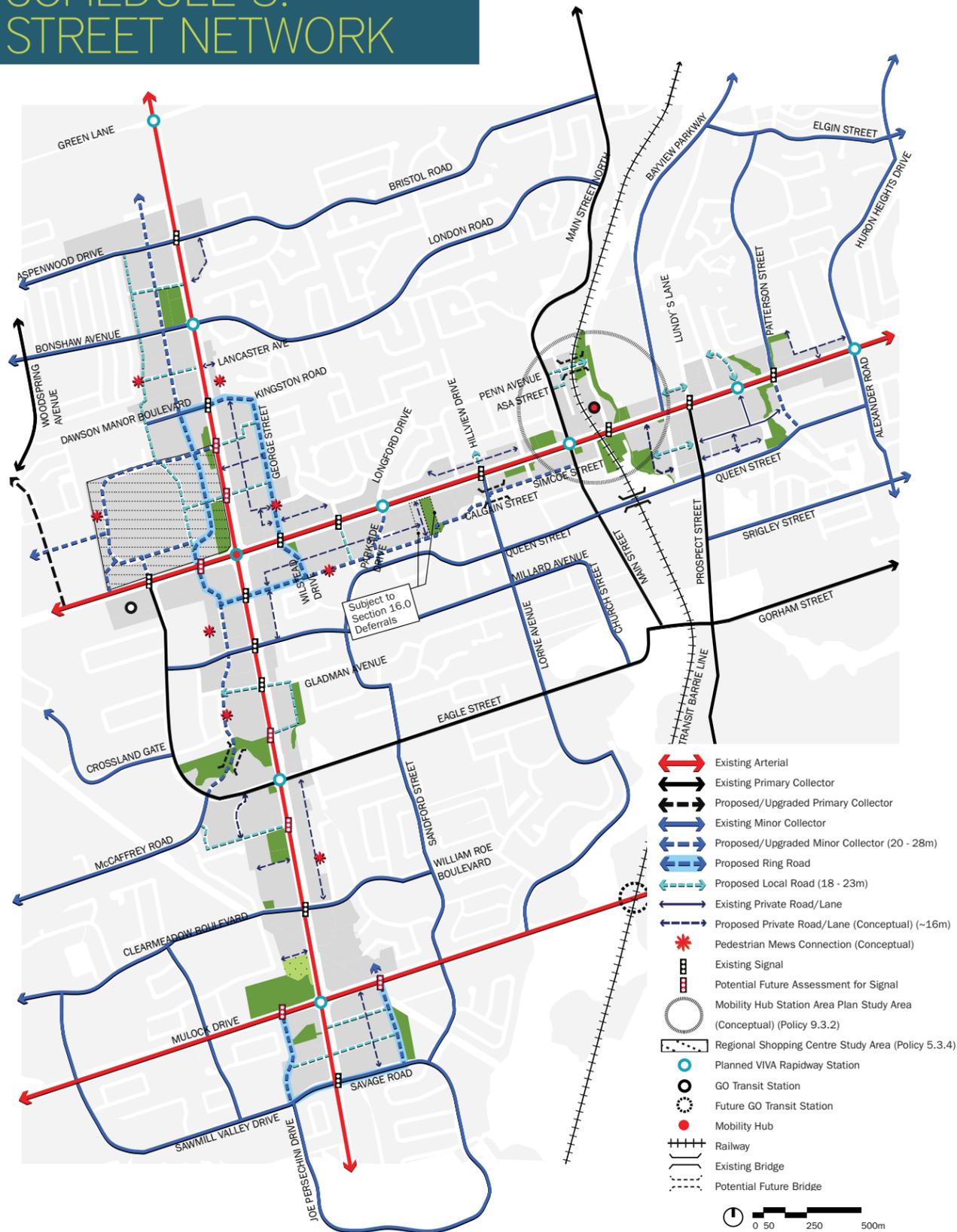
York Region’s Pedestrian and Cycling Master Plan guides the Region in implementing a comprehensive pedestrian system and on and off-road Region-wide cycling network over the next 25 years – a goal consistent with Vision 2026. Following extensive public consultation with key Region partners and stakeholders, the Master Plan provides recommendations, planning and design guidelines, policy and program suggestions, a proposed organization structure to administer the Master Plan and a detailed implementation strategy. Within this study, Yonge Street has been identified as a candidate cycling route within the road right-of-way.

KEY EXCERPTS:

1. “The Vision is based on the principle of assigning more priority to walking, cycling, public transit, carpooling and transportation demand management initiatives. This will provide a more balanced and sustainable transportation system that places less emphasis on single occupant motor vehicle trips and assist in reducing each individual’s carbon footprint (Section EX-1).”
2. Phase 1 Cycling Network Implementation Schedule, Year 0-5 “Provide a route along segments of Yonge Street in Newmarket/ Aurora where practical according to the Region’s 10-Year Roads and Transit Construction Program, with a short-term alternative to Yonge Street via adjacent local streets where required (Figure 6-2, Section 6-5).”

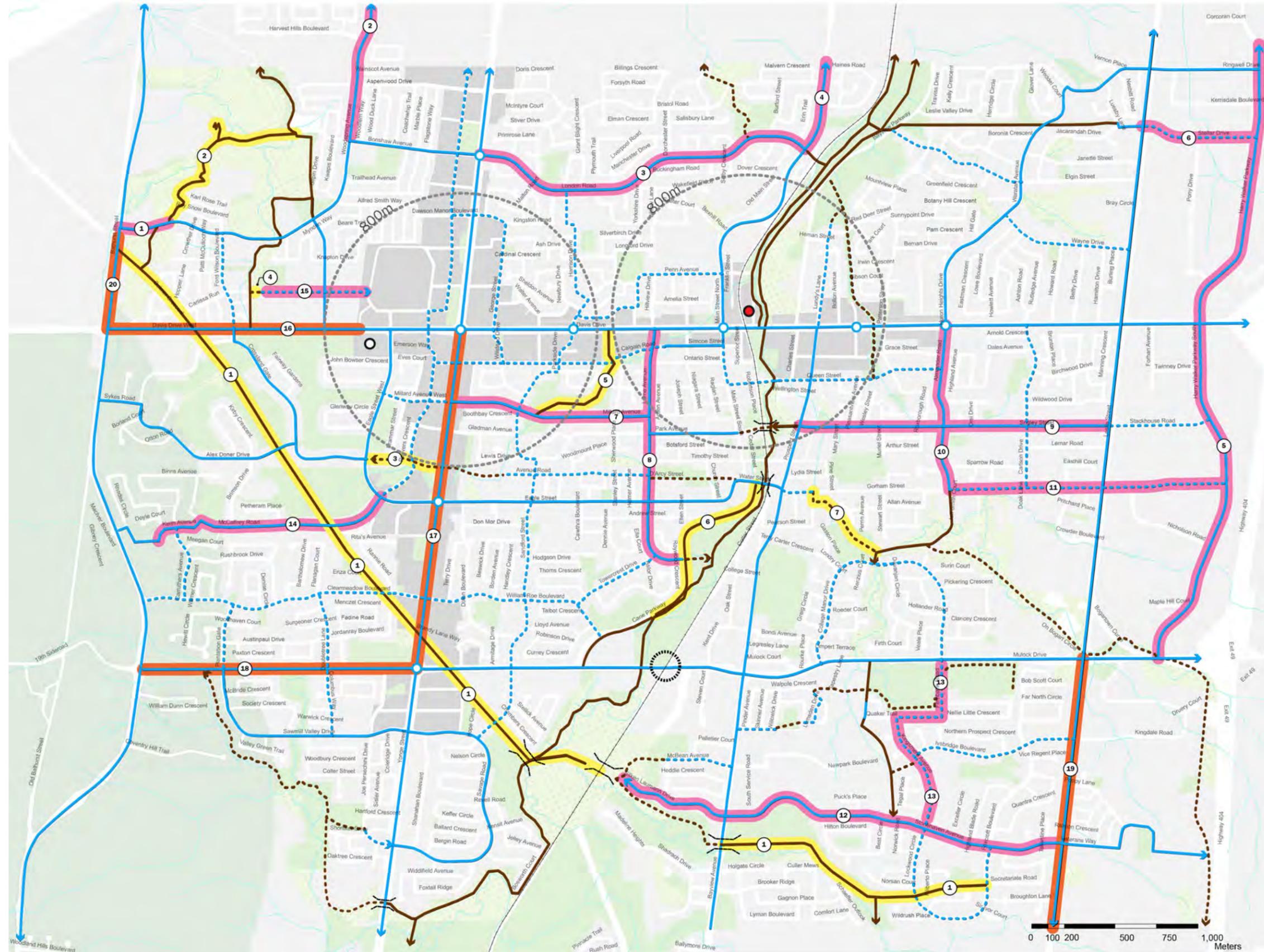
AS ADOPTED, JUNE 23 2014: NEWMARKET URBAN CENTRES SECONDARY PLAN

SCHEDULE 5: STREET NETWORK



The 2021 Planned Road Network in the Newmarket Urban Centres Secondary Plan proposes change to the Yonge Street & Davis Drive Streetscape Master Plan study area, including new and relocated signals along Yonge Street North and new proposed roads intersecting Yonge Street South. In addition, new signals and a new intersection are proposed for Davis Drive East. Refer to Schedule 5: Street Network.

APPENDIX B:
Priorities for Within the Road ROW and Off-Road Active Transportation Network (0 - 5 Years)



- Primary Active Transportation Network (Within the Road ROW)
- - - Secondary Active Transportation Network (Within the Road ROW)
- Primary Active Transportation Network (Off-Road)
- - - Secondary Active Transportation Network (Off-Road)
- Region of York Priorities within the Road ROW (0 - 5 Years)
- Town of Newmarket Priorities within the Road ROW (0 - 5 Years)
- Town of Newmarket Off-Road Priorities (0 - 5 Years)
- Planned VIVA Rapidway Station
- Mobility Hub
- Future GO Transit Station
- Railway
- Potential Future Pedestrian Bridge/Underpass
- Waterbodies/Watercourses

Active Transportation Network Plan

2.3.4 Urban Centres Transportation Study (2014)

The Urban Centres Transportation Study – Phase 2: Traffic Operation Review is the latter portion of a two phase study that was conducted as a result of and to support the Urban Centres Secondary Plan. The study as a whole aimed to characterize an appropriate multi-modal transportation plan for the Town of Newmarket and provide policy recommendations that will accommodate the levels and land uses proposed in the Urban Centres Secondary Plan. Phase 1 of the study undertook an extensive analysis of population and employment levels and land use patterns proposed in the Secondary Plan against York Region transportation demand forecasting model. Phase 2, which was primarily reviewed for the purpose of the Yonge Street & Davis Drive Streetscape Master Plan, developed key strategies for addressing congestion and increasing mobility and transit share.

2.3.5 Summary of Key Issues, Opportunities and Constraints

Yonge Street and Davis Drive are vital “people-movers” within York Region and Town of Newmarket, carrying a significant amount of people on a daily basis via various modes of transportation. The current car dominance of the area and lack of pedestrian focus is a major issue and challenge. Current policy dictates a movement towards more transit and active modes of transportation. The review of relevant plans, background studies and reports pertaining to the transportation framework provided guidelines and directives which supported this shift.

The following key issues, opportunities and constraints were determined and are relevant to all sections of the master plan:

- There is a strong move towards less car dependence and more focus on transit-oriented initiatives and directives to connect mobility hubs, Regional transit and multi-modal opportunities with increased efficiency and functionality;
- Active transportation and integrating connected networks are key components of numerous plans and policy documents.