



# Town of Newmarket

## Visualization, Massing and Height Study

**Prepared for the Town of Newmarket**  
by Sweeny Sterling Finlayson &Co Architects

# Acknowledgements

The development of this document was based on contributions from a great many people. We would like to acknowledge and thank all who contributed to this study, whether it transpired in the form of technical support and expertise or in the form of invaluable insight, ideas, thoughts and feedback at the various stages of the engagement process.

The strategic expertise and feedback provided by the staff members representing the various municipal departments of the Town of Newmarket was critical to informing and to refining this study.

Of particular importance to the execution of the process was the coordination, direction and support provided by the project management team from the Town of Newmarket planning department.

## Town of Newmarket Planning

Rick Nethery, Director of Planning  
Jason Unger, Assistant Director of Planning  
Royce Fu, Senior Planner  
Dave Ruggle, Senior Planner of Community Planning

## York Region

Bryan Tuckey, Commissioner of Planning  
John Waller, Director Long Range & Strategic Planning  
Sean Hertel, Senior Planner  
Heather Konefat, Director of Community Planning  
Michael Mallette, Senior Planner

## York Region Rapid Transit Corporation

Mary-Frances Turner, Vice-President  
David Clark, Chief Architect

## Town Council of Newmarket

Mayor Tony Van Bynen  
Regional Councillor John Taylor  
Councillor Tom Vegh  
Councillor Dave Kerwin  
Councillor Victor Woodhouse  
Councillor Larry Blight  
Councillor Joe Sponga  
Councillor Dennis Ramsarran  
Councillor Chris Emanuel

## Consultant Team

Mark Sterling, Partner in charge  
Chris Hardwicke, Project Manager  
Mike Votruba, Urban Designer

## Sweeny Sterling Finlayson &Co Architects

468 Wellington Street West, Suite 200  
Toronto, ON M5V 1E3  
info@andco.com  
www.andco.com

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**Every community is defined by what it believes.**

**Growth and expansion are both desired and feared. With growth and increased economic activity comes an underlying concern that the community will change in ways that may not be desirable.**

**Instead, it is important to set a clear vision for the community identity and take steps to ensure the vision does not change through the transformation. In this way, as the economy grows through capital attraction and existing company expansion the community becomes an even better version of what it already is.**

**A clear vision of the future and an understanding of the steps to implementation is the key to success.**

**This document is a vision for Newmarket's Yonge Street Corridor.**

**This document is not meant to be a prescriptive document that outlines a pre-determined future of Newmarket's urban centres; rather, it is meant to provide examples as to how these areas may develop over time. While the densities, urban design guidelines, and development principles established in this document will inform future Planning documents, the resulting visualizations and character areas included and identified in this document represent conceptual imaginations of how the urban centres could ultimately look and be characterized.**

# 1.0 Purpose



# 1.1 Purpose

**This document is a vision.**

**It represents a vision for the future of Newmarket's Yonge Street Urban Growth Centres.**

**Building on the vision that was set in place by the Town's Official Plan this study develops those policies by creating images of the future.**

**These images are supported by urban design guidelines and implementation tools that will help bring the vision to reality.**

**The images represent conceptual imaginations of the future density, built form and urban fabric contemplated for Newmarket's urban centres.**

**Yonge Street is destined for change.**

**Over the next 30 years Yonge Street will evolve from a suburban strip defined by big box stores and parking lots to become a main street that connects a series of urban places;**

**compact, diverse, people-oriented places that foster social cohesion.**

**The aim is to guide Yonge Street's evolution and create places of the highest quality for residents and visitors alike.**

**This is what Sweeny Sterling Finlayson &Co Architects was appointed to do.**

Working with the Town, the Newmarket Visualization Study, our team created a series of visualizations and urban design principles for the Yonge Street Regional Centre (YSRC) and the provincially designated Yonge-Davis Urban Growth Centre (YDUGC). For the purpose of this document the combined study area is called the "Yonge Street Urban Growth Centres" or "Urban Growth Centres". The new vision was developed in accordance with the approved objectives and policies of the Town's Official Plan, the York Region Official Plan and the Provincial Growth Plan – Places to Grow.

The overall goal of the exercise was to show Newmarket residents, businesses, property owners and the development community how these two Urban Growth Centres are intended to transform over the next 20 years and beyond. The vision is one of a compact, transit-supportive, pedestrian-friendly and mixed-use corridor.

The Town of Newmarket has forecast that within the next 5 to 10 years the remaining vacant lands suitable for development in Newmarket will become developed. This means that the town will no longer be growing outward, and growth and change will be focused in specific areas of Town that currently serve primarily as commercial retail centres.

The Town's new Official Plan, approved by the Region of York in May 2008, anticipates this change in built form and location, designating four contiguous Urban Growth Centres that collectively will serve as the focal areas for employment and population growth over the next 20 years. A key principle reinforced throughout the Official Plan is the commitment to protect and strengthen existing neighbourhoods. The visualizations contemplated in this document address this concern through the use of urban design guidelines and other recommended planning principles and policies that will ensure that the future intensification of the urban centres is done in a manner that respects and protects Newmarket's existing residential neighbourhoods.

Included in the four Urban Growth Centres are the Yonge Street Regional Centre and the Provincially designated Yonge-Davis Urban Growth Centre, both being a focus for compact, transit-supportive, pedestrian-friendly and mixed-use development.

Traditional planning uses the tools of land use, zoning, building codes and other regulations to control urban form and structure, often with unpredictable or undesired results. This document advances a philosophy of planning that envisions the future before developing the guidelines to implement those visions.

Vision-based planning is a process that gives precedence to an ideal future vision and appearance of a place. It is a place-making approach that emphasizes the look and feel of communities by producing on-the-ground illustrations of the future. Once the vision has been established, regulatory tools and policies are developed to ensure the vision is deliverable.

The Newmarket Visualization project uses vision-based planning to demonstrate the transformation of a corridor from an automobile-oriented suburban strip to a pedestrian-scaled urban main street. The vision builds on the Town's new Official Plan and Ontario's Places to Grow policies, as well as the VIVA rapid transit investment that will improve the connectivity of the area.

The objective is to create Urban Growth Centres that will serve as the focal areas for employment and population growth. Future developments are planned to occur at a pace and scale that respects the existing character of the Town, and is in-line with servicing and transportation infrastructure capacity to meet the needs of existing and future residents and businesses. The Urban Growth Centres will support Newmarket's historic downtown, and create a new cultural life and attractive environment that is a desirable place to live and work.

## 1.2 Scope

One of the objectives of the Urban Centre policies in the Official Plan is to provide support for the further development and intensification of the Yonge Street Regional Centre as a major retail and service commercial, office, institutional, entertainment, cultural and higher density residential area for the Town. The Yonge Street Regional Centre is one of four Regional Centres designated in the York Region Official Plan and is intended to be a focal point in York Region for business, government, entertainment and cultural activity. This type of development and related uses directly supports the Provincial Growth Plan direction for urban centres that are to be planned as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.

The general policy and development framework for the Yonge Street Urban Growth Centres has been established in the Town’s new Official Plan. This study translates the Official Plan framework into a visual representation of how the centres will “look and feel,” as well as how they will relate to adjacent, existing neighbourhoods. Supporting the visualizations this document presents a suite of detailed guidelines, accompanied by innovative yet practical implementation tools.

Consistent with and building on existing approved policies, the exercise identified potential key development areas within the Yonge Street Urban Growth Centres. Visualizations were produced for these areas that demonstrated the transformation from existing development gradually increasing in density at five-year intervals through to 2032.

The visualizations show a mix of built forms (office, residential, institutional, education, accommodation, etc.) that could accommodate the jobs-to-population ratios as set out in the Official Plan. Included in the visualizations are the proposed dedicated bus rapid transit lanes in development by York Region/York Region Rapid Transit Corporation and adjacent streetscape.

A suite of detailed urban design guidelines correspond with the visualizations. The guidelines develop a set of planning principles and guidelines informing urban structure, blocks and streets, and details. The guidelines also demonstrate compatibility with adjacent stable residential areas.

Following the urban design guidelines, an implementation strategy were outlined that draw on proven best-practices from other jurisdictions. The study concludes with recommendations for the incorporation of urban design criteria into the Town’s review of development applications in the centres.

## 1.3 Process

The principle aim of this study is to engage the public and private sectors in a shared vision of the future. In the absence of a secondary plan or precinct plan for the area, our team developed a sketch showing the possible future build out of a potential streets and blocks plan (Appendix 8.14). The plan was used to identify the development potential of the area, establish the grain and scale of new urban areas and act as a base for the visualizations. The study is intended to inform the basis of a future Secondary Plan for the area.

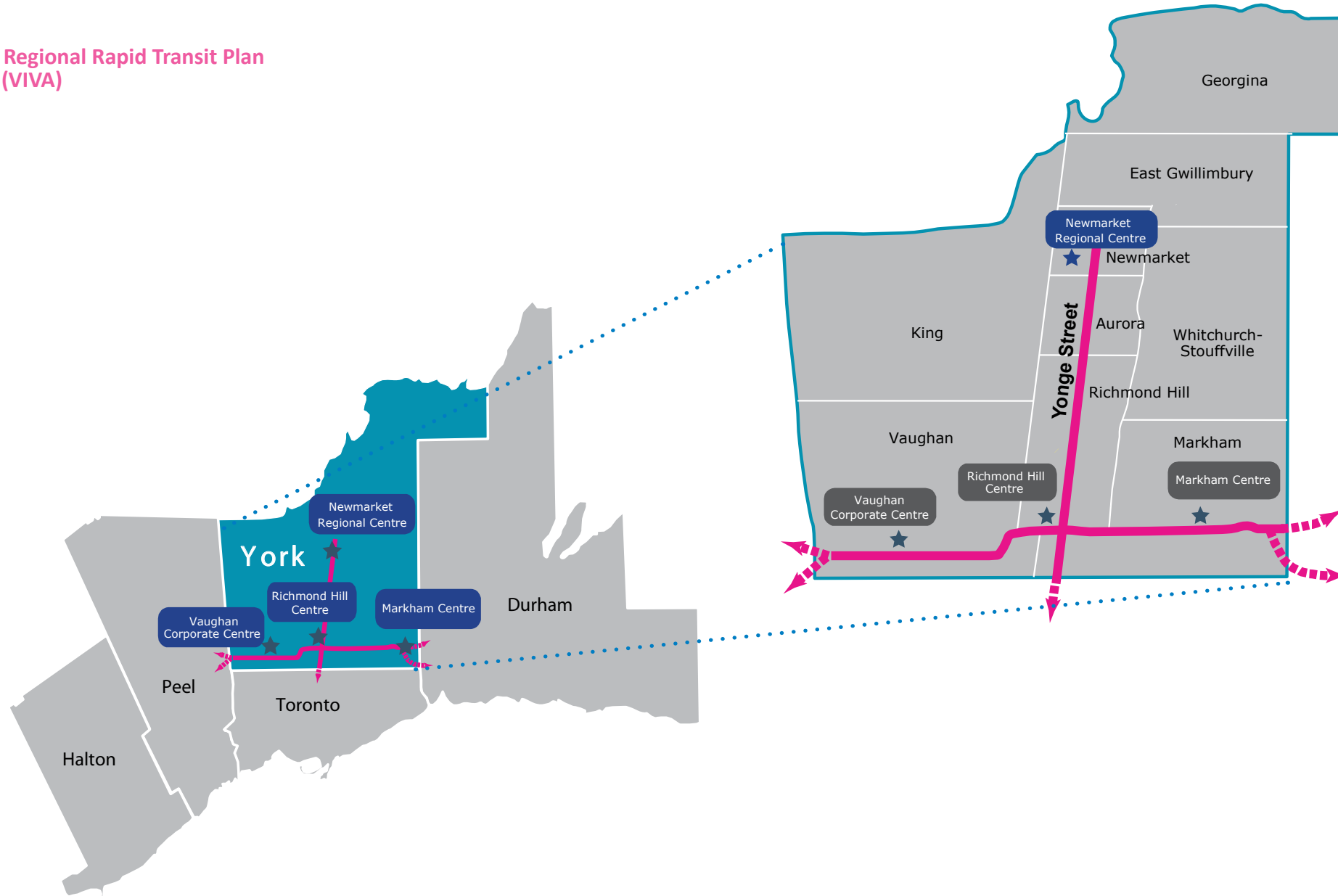
Using the sketch block plan a series of transformations were created, demonstrating the potential future of the Urban Growth Centres. Our team worked closely with a steering committee comprising planners from the Town of Newmarket, York Region and VIVA Transit.

Over the course of this assignment a series of meetings, workshops and presentations were held to broaden the consultation, engage the steering committee and ensure that the vision was consistent with existing approved policies. The consultation schedule follows:

|                    |                                       |
|--------------------|---------------------------------------|
| March 25, 2009     | Workshop 1                            |
| June 25, 2009      | Workshop 2                            |
| August 5, 2009     | Coordination Meeting                  |
| August 24, 2009    | Town Council Visioning Workshop       |
| August 27, 2009    | Developer Roundtable Visualization    |
| September 3, 2009  | Consolidated Staged Images for Review |
| September 18, 2009 | Discussion                            |
| November 6, 2009   | York Region Presentation              |
| January 18, 2010   | Town Council Final Presentation       |

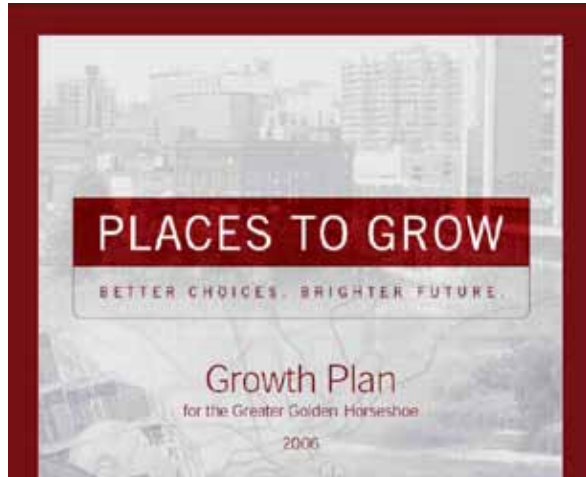
Deliverables for the study include this document and a set of transformation images that can be used for communications in various media such as Power Point presentations and print.

Regional Rapid Transit Plan (VIVA)





# 1.4 Planning and Policy Context



## 1.4.1. Provincial

### Places to Grow

This study is consistent with the guidance set forward by the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe: Places to Grow (2006). The Growth Plan requires municipalities to accommodate a significant portion of future growth through intensification to create more compact, vibrant and complete communities.

The Growth Plan states that all municipalities will develop and implement, through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target.

The Provincial Policy Statement similarly directs a significant portion of new growth to the built-up areas of the community through intensification. Intensification is defined as the development of

a property, site or area within existing built-up areas at a higher density than currently exists. This approach directs growth to where the capacity exists to accommodate it, making efficient use of existing infrastructure.

The Growth Plan for the Greater Golden Horseshoe designates the Yonge-Davis Urban Growth Centre as an Urban Growth Centre that is planned to achieve a minimum density of 200 residents and jobs per hectare by 2031. Increased residential and employment densities would support and ensure the viability of existing and planned transit service levels. Yonge Street is identified as an Intensification Corridor with higher order transit proposed to 2031.

### The Big Move (Metrolinx Regional Transportation Plan)

Metrolinx Regional Transportation Plan commits to implementing VIVA Bus Rapid Transit in York Region, with bus service expanding in dedicated lanes across Highway 7 and up Yonge Street to Newmarket.

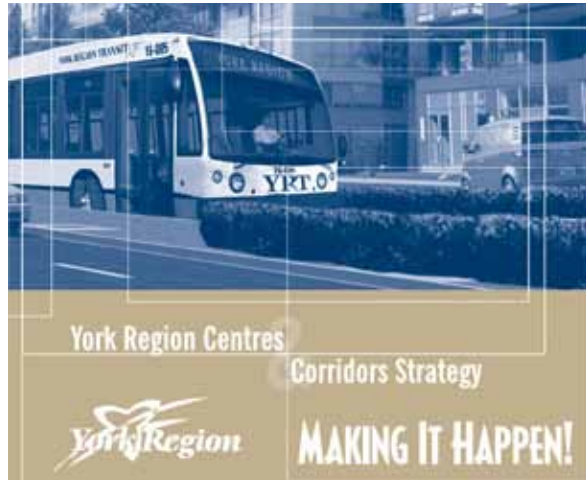
The Big Move designates the Yonge-Davis Urban Growth Centre as an Anchor Hub, to be developed within the next 15 years. The plan locates the Anchor Hub at the interchange of the proposed VIVA Yonge, Davis, and Green Lane Rapidways. The Anchor Hub is forecasted to achieve a minimum of 10,000 people and jobs within an 800 metre radius.

### York Region Official Plan

York Region is focusing development into a system of Regional Centres and Regional Corridors that reach from East Gwillimbury to Richmond Hill, and from Vaughan to Markham. There are four Regional Centres in York: Markham Centre, Newmarket Urban Growth Centres, Richmond Hill Centre, and Vaughan Corporate Centre. The four centres are to be connected with an efficient rapid transit system.

The Yonge-Davis Provincial Urban Growth Centre is envisioned as a meeting place and location for cultural facilities, institutions and services. The Growth Centre is also planned to act as a transit hub and centre for commercial, recreational, cultural and entertainment activities. This centre is intended to serve as the major focal point for urban development.

Town of Newmarket: Visualization, Massing and Height Study



**York Region Centres and Corridors Strategy**

The Region’s Centres and Corridors strategy supports Ontario’s Growth Plan by concentrating growth and development within the designated urban areas. The centres and corridors are planned to grow and mature into compact, vibrant and complete communities. Well-planned pedestrian, cycling and rapid transit connections will link each centre to nearby neighbourhoods and across the region. These centres and corridors are defined in and supported by the Town of Newmarket Official Plan.



**VIVA Transit**

In the spring of 2007, Regional Council endorsed design standards for rapidways located in the centre of Regional rights-of-way. These rapidways allow rapid transit vehicles to provide a high frequency, express mode of transportation from place-making destination to place-making destination independent of mixed traffic.

The Yonge Rapidway, a series of dedicated lanes for VIVA’s rapid transit vehicles, has been planned to provide connections from Newmarket’s Urban Growth Centres to the Southlake Regional Health Centre in 2013, with an extension along Green Lane planned to open afterward. Construction began in Autumn 2009 for the Yonge Rapidway from Mulock Drive to Davis Drive, and the Davis Rapidway from Yonge Street to the Southlake Regional Health Centre.



**1.4.2. Municipal**

**Town of Newmarket Official Plan**

The new Newmarket Official Plan (OP) implements the Growth Plan by creating a primary growth centre referred to as the “Yonge-Davis Provincial Urban Growth Centre”, which reflects the Growth Plan’s “Newmarket Urban Growth Centres” and provides the highest concentration and intensity of residential and employment uses in the Town.

The OP anticipates this change in built form and location, designating four contiguous Urban Growth Centres that collectively will serve as the focal areas for employment and population growth over the next 20 years.

Included in the four Urban Growth Centres are the Yonge Street Regional Centre and the Provincially-designated Yonge-Davis Urban Growth Centre, both being a focus for compact, transit-supportive,

pedestrian-friendly and mixed-use development. The Urban Growth Centres are to accommodate the broadest diversity of use, greatest level of activity and highest quality of design in the Town of Newmarket.

The Yonge Street Regional Centre is intended to be a focal point in York Region. The Regional Centre is envisioned as a location for business, government, entertainment and cultural activity. It is planned to act as the major shopping area in the Town as well as one of the regional transit hubs for York Region. The centre is seen as a gateway for the town at the Yonge Street/Davis Drive intersection.

A clear vision and specific development requirements for the Town’s Yonge Street Regional Centre and the Provincially-designated Yonge-Davis Urban Growth Centre are set out in the new Official Plan through:

- Guiding principles relating to “Use”, “Activity” and “Design” (Policy 4.0)
- Eight development objectives (Policy 4.1)
- Detailed land use and development policies (Policy 4.3.1 & 4.3.2)
- Density targets and related phasing (Policy 4.4)
- General (Policy 12.0) and specific (Policy 12.8.1) urban design and compatibility policies

The public has been engaged in the Town’s planning process and has provided input into the detailed policies of the plan. As a result, there is public support for the implementation of the Town’s planned centres, provided that they develop at a pace and scale that respects the existing character of the town, and is in-line with servicing and transportation infrastructure capacity to meet the needs of existing and future residents and businesses.



Yonge Street, looking south to Davis Dr. 1930

**Economic Development Vision**

The Town's first economic development strategy entitled "Transforming our Community: Strategic Vision for Economic Development" targets the knowledge sector as a gateway to attracting young professionals to Newmarket.

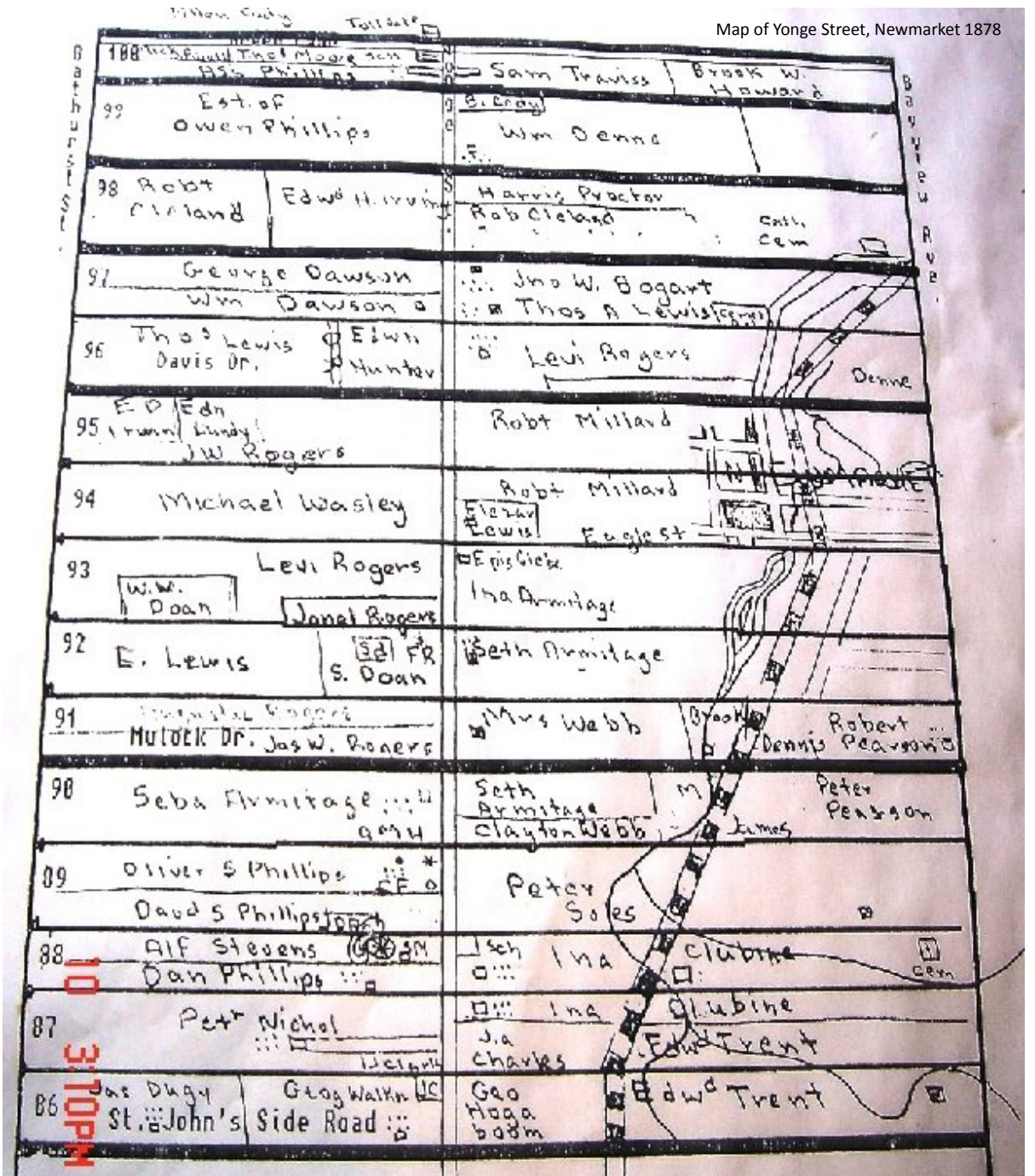
As Newmarket evolves into an urban centre, vertical development and intensification will replace box stores as the preferred type of buildings, particularly on Yonge Street and Davis Drive. Vertical development creates an opportunity for Newmarket to attract and retain a specific demographic — the Creative Class — to live and work in the town.

Key design principles will be used in the Urban Growth Centres. Examples of these include: pedestrian amenities, usable outdoor common areas, an emphasis on visual quality and aesthetics and a design that is in context with the natural and built environments.

**History**

In the early 1800s, Yonge Street's prominence as the historic corridor connecting York together was reflected in the name of Upper Yonge Street, a town whose prosperity rivalled the communities built on the shores of Lake Ontario. Upper Yonge Street, with its thriving mill and tannery and located at the crossroads of trade and industry, became the location of choice for a new market serving York, giving the town a new identity and name: Newmarket.

In 1800 an extensive grant of land in this vicinity was made to Timothy Rogers and Samuel Lundy who, with other members of the Religious Society of Friends (Quakers), settled in this new town between 1801 and 1803. Originally under the religious jurisdiction of the Philadelphia and New York Yearly Meetings, the settlers were reorganized in 1806 as the Yonge Street Monthly Meeting of Friends. In order to supply the residents, several mills were established and the production of these mills and farms soon earned it the name "new market" — in contrast to the "old market" of Toronto.





# 1.6 Physical Context

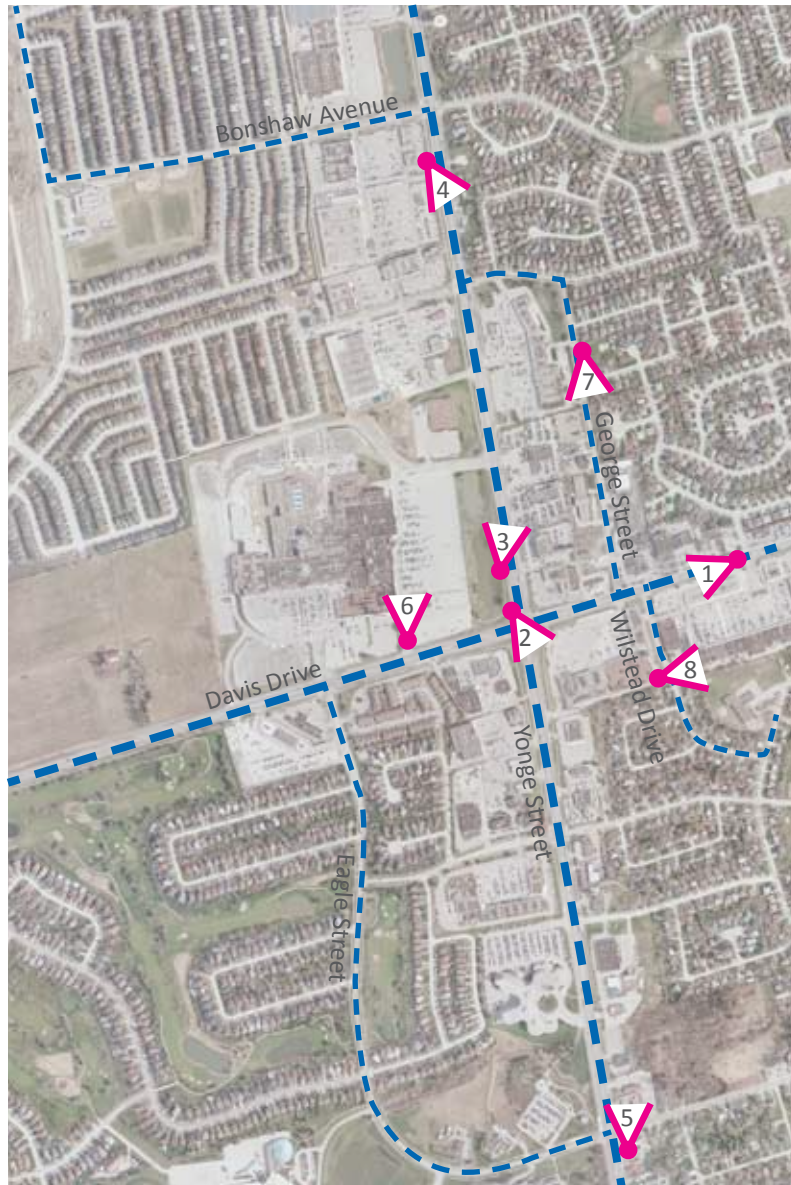
## Existing Situation

Today, the Yonge Street Study Area can be characterized as an automobile-oriented landscape typified by a wide street flanked by deep parking lots and large-format retail stores. Yonge Street, Mullock and Davis Drives are large arterial roads up to six lanes wide. The vast streetscape is exacerbated by the lack of urban edge. Buildings are typically sited at the back of the property with surface parking lots defining the urban realm. Continuous sidewalks line both sides of these streets but the wide boulevards are sparsely landscaped. Transit stops are located at corners but often are not connected to the buildings with pedestrian paths.

Within the existing urban landscape lies great potential. These under-utilized sites are highly developable. The large typical lots are deep enough to allow for height transition and a network of secondary public streets. These deep lots also ensure that existing residential neighbourhoods are typically separated from new development. There is little reverse frontage along the main streets allowing for the potential of a continuous mixed-use main street. The need to assemble properties for development would be minimal due to the large lot sizes.



## Study Sites Key Map



## Study Sites



1. Davis Drive Looking West Towards Yonge Street



2. Yonge Street and Davis Drive Looking South



5. Yonge Street and Eagle Street facing York Region HQ



6. Upper Canada Mall Front Entrance from Davis Drive



3. Yonge Street Looking North of Davis Drive



4. Yonge Street Looking South Towards Bonshaw Avenue



7. George Street looking south towards Davis Drive



8. Looking East across Wilstead Drive

## Study Sites

Eight study sites were chosen to represent a range of typical urban situations within Newmarket's designated urban centre.

1. The first site is located on Davis Drive and typifies strip malls and gas stations.
2. The second site is located on Yonge Street just south of Davis Drive and illustrates the challenge of large intersections and transit stops.
3. The next site selected is located on Yonge Street to the south of Davis Drive is an example of the challenge of large storm water management ponds adjacent to the main street.
4. The fourth visualization looks at a site that is further north in the urban centre where development height may be limited by adjacent residential uses.
5. The fifth visualization at the intersection of Yonge Street and Eagle Street looks at the relationship of the natural area and the York Regional Headquarters to the public realm.
6. The sixth site is the entrance to the Upper Canada Mall and illustrates the potential for the future urbanization of the mall.
7. The seventh visualization looks at a site on George Street where there is a transition between adjacent existing residential land uses.
8. The eighth visualization looks at a site that is directly behind a strip mall with existing residential land use directly beside it.

**What are the strengths of Newmarket's Urban Growth Centres?**

**Improved access to rapid transit and large underdeveloped blocks. These are the long-term assets of competitive difference. The future success of the Urban Growth Centres is based on the investment in transit and private development that supports this transit. This document presents a compelling vision that can be used as a showcase to attract development partners and make Newmarket even more competitive.**



# 2.0 Planning Principles



# 2.1 Places for People

Successful streets, spaces, villages, towns and cities tend to have qualities in common. These public spaces are designed for and occupied by people.

Building on the guidance of the Official Plan we have outlined the fundamental qualities of successful places below.

| 1  | 2   | 3   | 4  | 5   | 6   |
|--|---|---|--|---|---|
| Identity   | Definition  | Quality   | Connectivity   | Legibility  | Adaptability  |
| <p><b>Authentic character</b></p> <p>A place that is composed of unique urban and natural landscapes</p> <ul style="list-style-type: none"><li>• Creates a sense of place</li><li>• Locally distinctive buildings</li><li>• Authentic public spaces</li><li>• Singular natural landscapes</li><li>• Characteristic street patterns</li><li>• Recognizable skylines</li><li>• Local culture and traditions</li><li>• Retail character</li><li>• Unmistakable streetscapes</li></ul> | <p><b>Clarity of form, continuity and enclosure</b></p> <p>A place where public and private space are clearly distinguished</p> <ul style="list-style-type: none"><li>• Open, visible public realm</li><li>• Good definition between public and private space</li><li>• Public spaces enclosed by appropriately scaled buildings and planting</li><li>• Clearly marked ownership and stewardship boundaries</li><li>• Clear views to connected publicly accessible spaces</li></ul> | <p><b>Sense of wellbeing and amenity</b></p> <p>A well-designed place that is appointed with durable materials and maintained with care</p> <ul style="list-style-type: none"><li>• Uncluttered and well organized</li><li>• Carefully detailed and easily maintained</li><li>• Well-designed street furniture</li><li>• Well-lit public spaces</li><li>• Attractive and hardy planting</li><li>• Durable, local building materials</li></ul> | <p><b>Ease of movement and permeability</b></p> <p>A place that is easy to get to and move through</p> <ul style="list-style-type: none"><li>• Higher densities located in close proximity to public transport</li><li>• Interconnected network of streets, walkways and public spaces</li><li>• Direct routes that follow desire lines</li><li>• Complete streets with choices of modes of transit</li><li>• Universally accessible to all people</li><li>• Small block sizes</li></ul> | <p><b>Ease of understanding</b></p> <p>A place that has a clear image and is easy to understand</p> <ul style="list-style-type: none"><li>• Landmarks and focal points</li><li>• Views and vistas</li><li>• Clear and easily navigable routes</li><li>• Thresholds and gateways to important areas</li><li>• Considered lighting</li><li>• Works of public art and craft</li><li>• Signage and wayfinding</li><li>• Gives a sense of orientation and position</li></ul> | <p><b>Plan for change</b></p> <p>A place that can change easily</p> <ul style="list-style-type: none"><li>• Anticipates incremental growth and diverse future programming</li><li>• Accommodates temporary occupation of the public realm</li><li>• Plans for places to be used in diverse ways</li><li>• Allows for future density and transition</li><li>• Accepts layers of use and occupation</li></ul> |

**7**

**Diversity**

**Ease of choice**

A place with physical variety and mixed uses

- Encourages a mix of compatible uses and a variety of building types
- Includes a range of tenures
- Embraces diverse cultures and communities
- Promotes a variety of architectural styles

**8**

**Vitality**

**Resilient, vibrant and green**

A place that is green and productive

- Includes ecological considerations and biodiversity
- Incorporates urban agriculture and community gardens
- Provides a range of public parks, public spaces
- Connects green spaces with a network of green corridors
- Preserves natural areas
- Ensures healthy water and air

**9**

**Transition**

**Seamless connections with adjacent neighbourhoods**

A place that complements and enhances its surroundings

- Compatible adjacent land uses
- Gradual transition of height and density
- Fine-grained mix of uses in close proximity
- Mediates adjacent and undesirable uses
- Residential uses in close proximity to services, commercial and work places

**10**

**Amenity**

**Diverse cultural and natural ecologies**

A place that is full of life

- Public spaces that are closely connected to amenities
- Access to healthy food
- Supports local economies
- Dynamic main streets with a range of essential daily supplies and services
- A wide variety of community and social services
- Interactive public spaces

**11**

**Safety**

**Life at ease**

A place that feels safe and comfortable.

- Built form that encourages eyes on the street
- A feeling of safety and security
- A choice of safe, quality routes
- An open, visible public realm
- Well lit public spaces
- 24 hour a day activity
- “eyes on the street”
- Natural surveillance
- Defensible spaces and escape routes

**12**

**Efficiency**

**Manage the Investment**

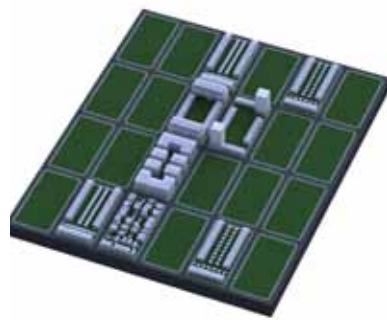
A place that is easy to maintain

- Comprised of durable, low-maintenance materials
- Economic use of functional design elements
- Sustainable public realm that minimizes energy and water usage

## 2.2 Transit-Oriented Development Principles

The success of the new VIVA rapidways is dependent on the adjacent urban development. The public investment of these new rapid transit routes will add significant value to these sites.

Transit-oriented development puts people in close proximity with transit stops and amenities that support the daily lives of pedestrians. We have outlined the transit-oriented principles that were used in this study as follows.



1

### Compact Development

Ensure that each stage of new development is compact in form, and allows for infill as the area intensifies.



2

### Pedestrian Friendliness

Encourage mid-block connections and other pedestrian paths to reduce walking distances and provide choices of routes. Ensure that pedestrian areas are safe, well-lit and made of durable high-quality materials.



3

### Architectural Variety

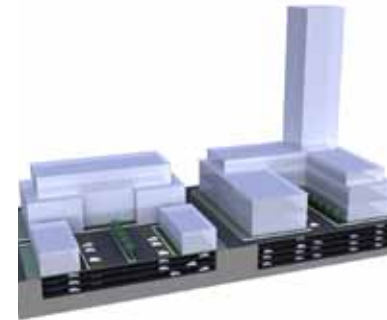
Encourage a mix of architectural styles, shapes, and form to create architectural variety. Avoid continuous, unbroken facades and repetition of styles.



4

### Building Orientation

Promote active street fronts defined with buildings with street-facing orientations. Building fronts should be open and accessible to the public. Locate retail and amenity spaces on the ground floor.



5

### Parking

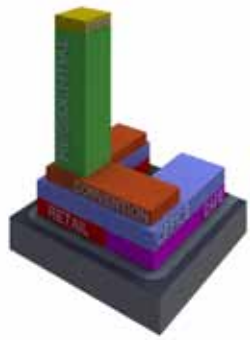
Parking along transit routes should occur behind the buildings or in underground structures. Encourage new developments to provide paid public parking lots. Discourage free parking in surface lots. The secondary plan process should investigate the feasibility of rear lot parking.



6

### Scale and Density

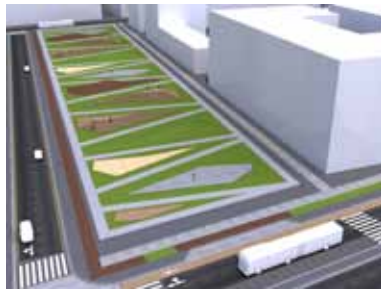
Develop strategies for transition of building height to adjacent stable residential communities. Ensure that new development steps down towards these neighborhoods.



7

### Mixed-use Development

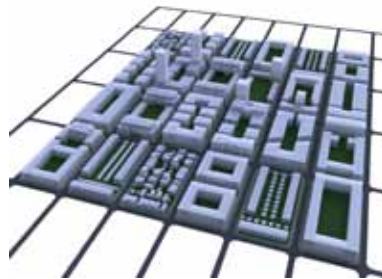
Promote developments that have a mix of uses and programs that are adaptable to a variety of uses.



8

### Open Space and Civic Uses

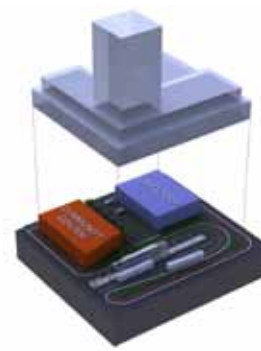
Provide open space for public use and social assembly. Encourage open space plans that connect neighbourhoods to active main streets as well as establishing active and passive recreational zones.



9

### Streets and Blocks

Create a fine grain of streets and blocks that can accommodate a range of building types including higher density development. Develop the blocks with a variety of building types.



10

### Transit Stations

Integrate transit stations into the urban environment. Where possible, develop transit stations in the base of new developments.



11

### Streets and Intersections

Provide highly visible definition at intersections for pedestrian, cyclist and automobile access through clear demarcation.

**This document tells a story. It makes the planning policies of the Town of Newmarket visible. The shared vision of the Town is presented as a guide for the future. The visualizations provide a goal to work towards. The clarity of vision and transparency will help attract the right people and organizations in supporting the community plan.**



# LA XORRERIA DEL PORT ↙

# 3.0 Vision







# 3.1 Background

## A New Newmarket

Newmarket is well positioned to transform its growth centres and encourage urban intensification in conjunction with new infrastructure investment. Newmarket’s population is anticipated to grow to 98,000 by 2026 as per the Town’s Official Plan.

The town will grow with taller buildings and vertical development by rebuilding its urban corridors along new rapid transit lines. The low-intensity land use presently in these areas offers opportunities for growth. Newmarket’s Growth Centres will evolve into mixed use communities as vertical development replaces horizontal sprawl. This growth will occur along the Yonge Street and Davis Drive corridors where VIVA rapid transit is to be constructed.

Along these corridors, we present a vision for Newmarket that creates unique urban precincts as centres for entertainment, retail, office, government, arts, and dining. Gradually, the suburban retail types will be replaced with theatres, boutique stores, conference centres, government buildings, galleries and markets. The area will slowly transform into a series of dynamic urban districts that are full of life.

## New Economics

Fresh ideas and intellectual capital are revolutionizing the economy of Southern Ontario. Newmarket will use this growth to its advantage by attracting urban professionals. The town will attract creative people by planning for and developing a dynamic urban centre that supports active lifestyles.

Young, well-educated professionals are driving the creative city movement with as they continue to push forward the growth of prosperous, knowledge-based industries. Newmarket’s economic development strategy targets this sector to lead new employment opportunities in the town.

Newmarket anticipates bold changes as it enters into a new era of growth. The Town seeks to attract a creative class and advanced green collar manufacturing workers. New communities and housing types will support the evolution of Newmarket’s economy. These communities are located within the urban growth centre and will facilitate the needs of new citizens. New streets and blocks will promote a diverse daily life.

## New Communities

Every community is defined by what it believes. Growth and expansion are both desired and feared. With growth and increased economic activity comes an underlying concern that the community will change in ways that may not be desirable. Instead, it is important to set a clear vision for the community identity and take steps to ensure the vision does not change through the transformation. In this way, as the economy grows through capital attraction and existing company expansion the community becomes an even better version of what it already is. A clear vision of the future and an understanding of the steps to implementation is the key to success.

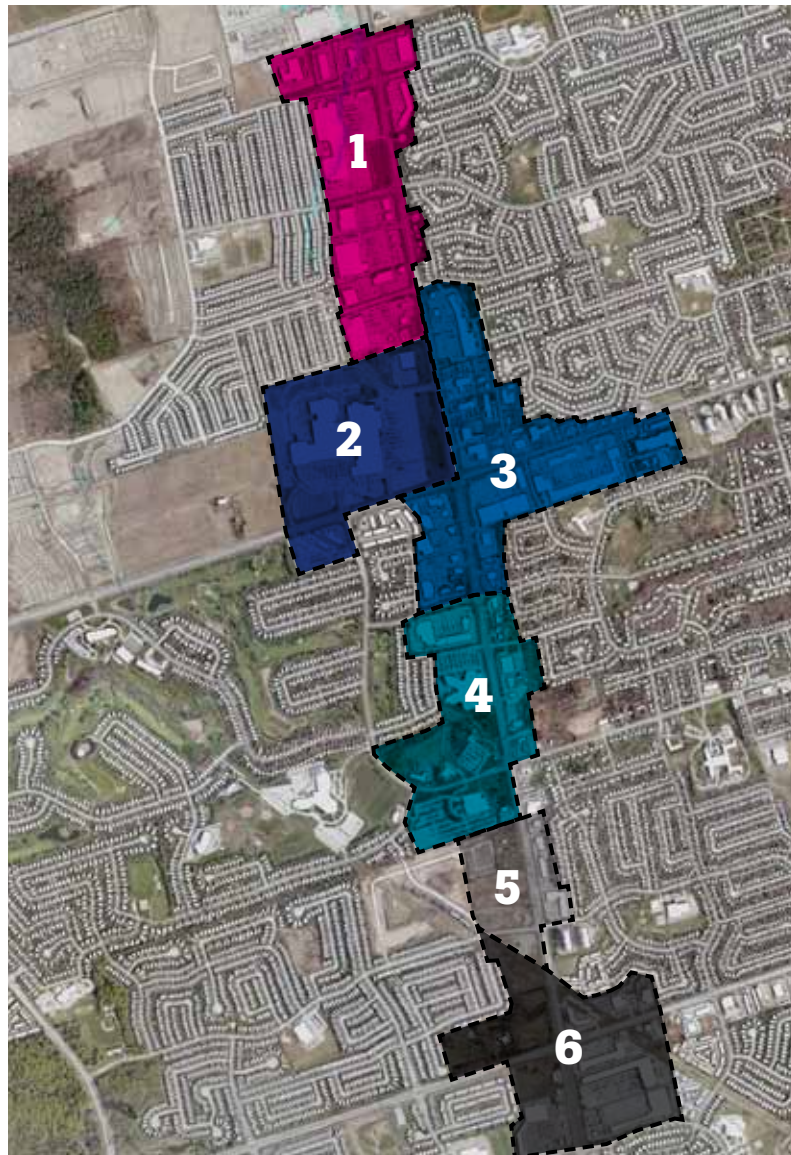
Transit improvements and pedestrian friendly places will shape the identity of the communities along the Yonge Street and Davis Drive corridors. This new lifestyle will guide the economic direction of the Urban Growth Centres. Building on the strengths of these unique precincts, new communities will be formed.

## New Places

Newmarket’s Urban Growth Centres will be supported with high quality streetscapes and architecture. Great streets are defined by buildings that are human scaled, diverse and rich in detail. The street wall forms a public/private edge that, when designed well, can create intermediate shared spaces that bring life to the street. Cafés, fruit stands, sidewalk displays, street vendors and buskers, steps and porches all play a part in the life of the street and are essential to place making.

Controlling built form and massing can ensure sunlight on public spaces and the preservation of sky views. The visualization exercise that follows represents how Newmarket’s corridors can be shaped by new buildings. Specific streetscape design and building types are presented as goals to work toward. Special attention to built-form strategies like massing, angular planes, height controls, mid-block connections and architectural diversity are represented in the visualization exercise. Also represented are the principles of successful transit-oriented development. The commitment to these built form principles and an attention to detail in the design of streetscapes and public spaces will help define the success of the Town within the province.

## 3.2 Character Areas / Precincts



### Character Areas

Very little of the existing urban form of the Urban Growth Centres will remain after redevelopment as the present land base is highly under-utilized. These areas will transform to such an extent that new urban identities will need to be created.

The study area is very large and will likely develop into different neighbourhoods along its length. Based on the existing and proposed uses for different zones of the study area, this study anticipates different precincts based on their existing features, location and uses. These precincts will have different mixture of uses, scale, grain and identity. The vision for each neighbourhood will not only help define its character but create an image that will help market future developments.

This study chose six community precincts along the Yonge Street Urban Growth Corridor and defined potential identities for these communities and strategies to compose them.

### Defining Community Precincts



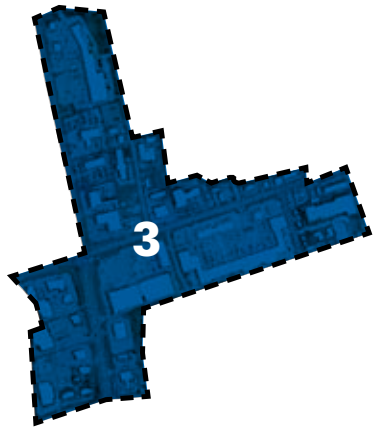
#### 1. Bonshaw Village: Mixed Use Entertainment District

This district is located in the northern section of the growth district. The landscape is at a high point and offers panoramic views slightly above ground level. It is presently characterized by big box retail developments on the west side of Yonge Street. On the east side of Yonge Street, lot sizes are small and located in close proximity to adjacent residential properties. To the north of this area is a large multi-screen movie theatre and several chain-style restaurants. These existing features may indicate conversion into other formats of similar uses.



#### 2. Upper Canada Arcade: Mixed Use Retail District and Ecological Park

This centrally-located precinct is presently defined by the Upper Canada Mall and the Newmarket GO bus station. This precinct could have the potential for a transformation to significant retail uses within a mixed-use community. The large stormwater management ponds located here offer the potential to be reconfigured as a public space and natural amenity. The vision for the Upper Canada Arcade could be an integrated retail, employment and residential community.



### 3. Newmarket Corporate Centre: Office Mixed Use District

This precinct is located in the centre of the Newmarket Urban Growth Centre and will have good connections to the VIVA rapid transit system. The parcels are large and can easily accommodate larger commercial office buildings. Taller buildings are encouraged in this district because the parcels are deep enough to allow transition to existing residential neighbourhoods. This district could be the central area for office and high-density, mixed-used development.



### 4. Regional Government Centre: Public Service, Office and Mixed Use District

The Regional Government Centre area is the home to the York Regional Headquarters and the Ontario Court of Justice. A natural area crosses through the centre of this precinct south of the Regional Centre. The vision for this precinct could be a community centred on public service. Mixed-use residential could also be encouraged to supply housing and support restaurant and retail uses. The area could be a convenient place to live, eat and shop for public service employees.



### 5. Yonge South Live Work Community: Live, Work, Arts and Residential District

The scale of this precinct is characterized by low to mid rise development because of the close proximity to established residential neighborhoods. The vision for this precinct could include a live work community that could be the centre of an arts district. The close proximity to stable residential communities will limit potential building height on the east side of Yonge Street. The fine-grained district would make it ideal for live work lofts and smaller employment uses.



### 6. Yonge Mulock Market: Mixed Use Residential Centre with Food, Retail and Markets

The convenience of this district for commuters travelling south to north from the GTA indicates that it is well positioned to become the centre of food-based retail. The vision for this precinct could include farmers' markets or grocery retailers that would appeal to commuters from the GTA on their way home from work. This busy intersection is surrounded by larger parcels and a VIVA rapid transit stop and is well suited to high-density, mixed-use development.

### 3.2.1 Bonshaw Village: Mixed Use Entertainment District



The Bonshaw Village has potential to become an entertainment focused community by encouraging and diversifying its existing uses.



The Bonshaw Village is currently adjacent to theatres in East Gwillimbury. This program has potential to be converted in to something architecturally interesting and form the centre of entertainment for the urban growth district.



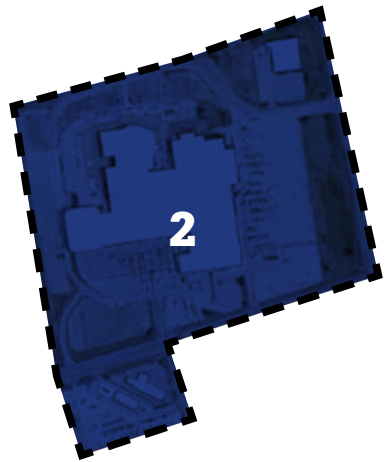
On the west side of Yonge Street, properties are small and adjacent to residential neighborhoods. There is potential to create small-scaled developments that will engage these residential areas.



There are several chain restaurants in the area that indicate demand for restaurants. By encouraging this district as a entertainment and restaurant area, more diversity may occur.



### 3.2.2 Upper Canada Arcade: Mixed Use Retail District and Ecological Park



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.



The Upper Canada Wetland Arcade is home to the Upper Canada Mall. This mall is a large regional centre for retail activity. The Mall site offers great potential to transform over time to a life style centre: a mixed-use, pedestrian-focussed, retail neighbourhood.



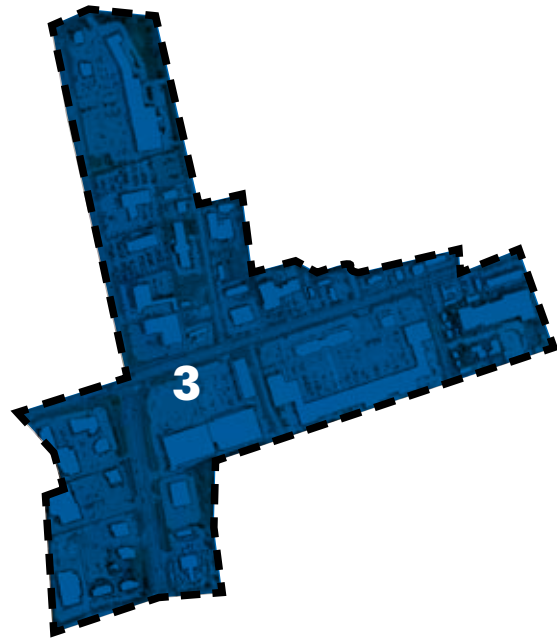
The Upper Canada Mall is presently surrounded by generous surface parking lots. These lots could be developed with mixed use retail buildings over incrementally. Structured parking lots could supply parking demand in the interim.



The Yonge Street edge of the Mall is lined by large stormwater management ponds. The ponds do not support a main street edge for Yonge Street. The redesign of these ponds within a new mixed use retail neighbourhood could act as a landscape amenity and allow Yonge Street to have active uses.



### 3.2.3 Newmarket Corporate Centre: Office Mixed use District



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.



Low-intensity developments currently define the Newmarket Corporate Centre. These small, generic structures should be replaced with active mixed use buildings that define the street edge.



The urban landscape of the area is dominated by receiving areas and surface parking. These vast land areas offer the potential for interim development at the street edge.



Street corners in the centre are not defined with buildings set back and barely visible from the street. These corners are critical locations for transit supportive development that will create the identity for the centre.



Envision multiuse facilities with an animated street edge. Encourage facilities that provide space for gatherings and events.



Build unique buildings with a well designed separation of back-of-house operations



Unique buildings mark street corners with an activated ground plane

### 3.2.4 Regional Government Centre: Public Service, Office, and Mixed Use District



The Regional Government Centre is home to the York Regional Headquarters and Ontario Courthouse. This large public-sector employment base presents the opportunity to create a unique mixed-use area. The precinct will have spaces for cafés, restaurants and stores that support the needs of the employees. A residential community that supports the district would create a 24-hour community.



The York Region Headquarters is a unique architectural feature. This signature building is isolated and lacks suitable complementary buildings that could create a unique district. New buildings should support the unique architecture of the headquarters.



The existing Courthouse building is not supportive of a healthy main street. The building is set back from the street with no active uses. Future additions to this building will provide the potential to bring active uses to the street edge and connect the building to the public realm.



Existing public spaces do not contribute to the public realm. Public spaces are currently disconnected and are uninviting. Future design should consider dynamic public spaces that offer amenity and are connected to natural features.



Create notable complimentary buildings that emphasize green features



Renovate existing structures into contemporary architectural urban places.



Envision public spaces that are open, accessible and beautiful to generate interest and activity

### 3.2.5 Yonge South Arts District: Live Work Arts and Residential District



A fine-grained live/work community will help facilitate an arts district within the corridor. A creative community will be encouraged by developing mixed-use building types with flexible spaces for creative activities.



Existing buildings are generic and set back far from the street. The large setbacks limits street activity. New development should engage active ground floor uses along the street edge.



Automobile-oriented businesses are prevalent on the street edge. These buildings do not include residential spaces for live/work arrangements. They also do not provide neighbourhood characteristics that would attract the creative class.



Single-purpose buildings are supported by large surface parking lots. Single-level retail areas under-utilize land. These uses do not create complete neighbourhoods as they are separated from residential uses.





### 3.2.6 Yonge Mulock Food Village: Mixed Use Residential Centre with Food Retail and Markets



At Yonge and Mulock 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 at ground level on food-based retail, this precinct can be developed.



Existing mixed-use buildings are set back from the street and do not adequately define the street edge. Retail uses are not at grade and do not promote connection to transit or pedestrians. Future development should ensure surface parking is supplied behind the building or underground.



Existing high rises are generic in their design and isolated on their sites. Set back from the street, they do not contribute to urban life or community identity.

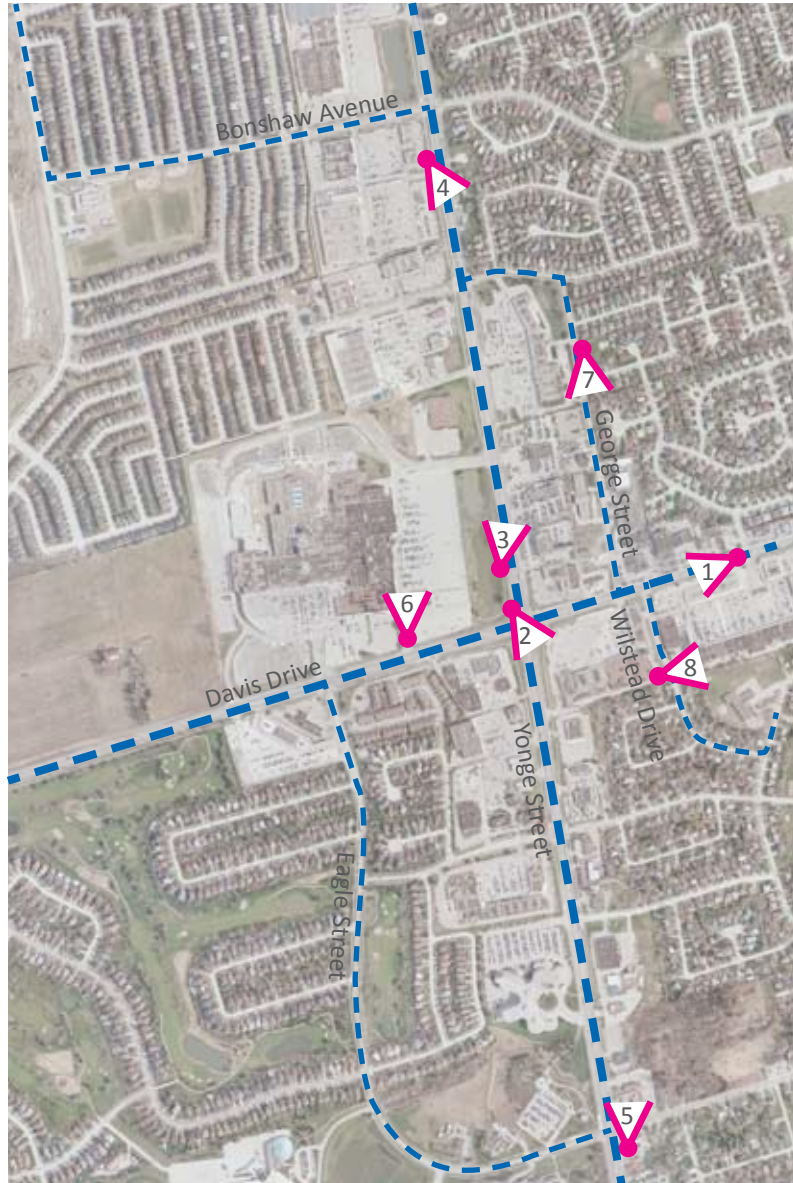


Public spaces could be better connected and made more attractive. To promote these spaces, the Town should encourage active programs along the street edge that engage the public.



# 3.3 Visualizations

## Visualization Key Map



## Visualization Sites



1. Davis Drive Looking West Towards Yonge Street



2. Yonge Street and Davis Drive Looking South



5. Yonge and Eagle streets facing York Region Headquarters



6. Upper Canada Mall Front Entrance from Davis Drive



3. Yonge Street Looking North of Davis Drive



4. Yonge Street Looking South Towards Bonshaw Avenue



7. George Street looking south towards Davis Drive



8. Looking East across Wilstead Drive

## Strategic Visions

Eight sites were chosen for visualizations of the Future Urban Growth Centres. Although the visualizations related to the specific sites, they also represent typical situations that can be found along the corridor. These images can act as examples to illustrate the vision and design principles.

The first site is located on Davis Drive and shows the conversion of the strip mall and gas stations.

The second site is located on Yonge Street just south of Davis Drive. It is the most central intersection in the growth centre and will have significant stops for VIVA rapid transit.

The third site selected is located on Yonge Street to the south of Davis Drive. This is the location of large stormwater management ponds. Currently, these ponds divide Yonge Street from the adjacent mall.

The fourth visualization looks at a site that is further north in the urban centre where development height may be limited by adjacent residential uses.

The fifth visualization takes place at the intersection of Yonge Street and Eagle Street looking north at the York Regional Headquarters. This looks at improving this unique view corridor with its significant public building.

The sixth site is the entrance to the Upper Canada Mall. The approach for this site looks at strategies that could split up this large shopping mall into a more pedestrian-friendly and community-focused centre.

The seventh visualization looks at a site on George Street where there is a transition between land uses.

The last visualization looks at a site that is directly behind a strip mall with residential land use directly beside it. The strategic visions show the conversion of the sites over a five-stage process and explain the most relevant design principle and vision.

### 3.3.1 Davis Drive Looking West Towards Yonge Street

#### Recent



Existing Assessment: The bleak setting of this view on Davis Drive looking west is dominated by the gas station in the foreground. The gas station driveway breaks the continuity of the sidewalk which is narrow and pressed against the carriage way. Above-grade hydro lines create an unpleasant feel because they clutter the street view. Street lights are over-scaled. Pedestrian lighting is insufficient. The strip mall on the south side of the street creates an awkward grade separation between Davis Drive and the retail located above. Signage lacks uniformity; an organizational standard for signage would be beneficial to maintain setback distances and overall sizing.



#### VIVA Implementation



Stage 1: Public realm investment including a new streetscape to support the VIVA rapid transit. A continuous pedestrian route is supplied as a sidewalk that is separated from the street's edge. High quality pedestrian light standards are designed and installed. Unsightly electrical posts and wires are buried. Dedicated lanes for the VIVA rapid transit system are added to the centre of Davis Drive. A landscaped area is added to break down the scale of the street by creating a visual separation. Rainwater harvesting trenches are used for irrigation.



#### Emerging Development



Stage 2: New buildings should be built to the street's edge, correcting the grade separation created by the retaining wall on the south side of Davis Drive. Structures and facilities that do not contribute to a continuous street wall are replaced with new development.



## Emerging Street Life



Stage 3: High-quality street furniture should be installed to encourage street life. The first level of new buildings should promote maximum visibility between interior space and the street. High visibility crossings should be implemented to protect pedestrian crossings. Mews connect pedestrians through the middle of new development blocks. These connections are demarcated by high quality materials, lighting standards and ground surface treatment.

## Continuing Infill



Stage 4: Continuous pedestrian routes are supported by lining their edges with new buildings. Buildings should be built along the street edge to encourage interface with the pedestrian realm. Gradual infill creates street enclosure.

## Full Build-out



Stage 5: The street is fully lined by new buildings and lots are fully developed. Interim surface parking lots are converted to pedestrian walkways that connect through block. At-grade buildings should encourage more retail uses by adapting under-utilized space.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Town of Newmarket: Visualization, Massing and Height Study



Design Guidelines Represented:  
Compact Development  
Mixed-use Development  
Streets & Intersections  
Pedestrian Friendliness  
Building Orientation & Frontages  
Architectural Variety



# Full Build-out



## 3.2.2 Yonge Street and Davis Drive Looking South

### Recent



Existing Assessment: The intersection at Yonge Street and Davis Drive is very wide, has narrow sidewalks and does not have a street wall. This intersection presents many opportunities to incorporate cyclist and pedestrian-friendly features and create a comfortable, people-scaled, urban space.



### VIVA Implementation



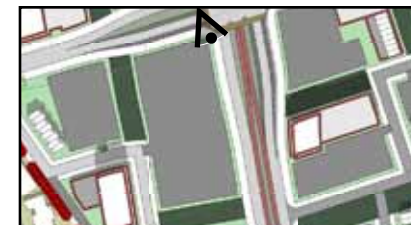
Stage 1: During the first stage of redevelopment, the VIVA Rapid Transit is installed with dedicated right-of-way in the centre lanes. The intersection remains wide. However, pedestrian crossings are upgraded. The main sidewalk is moved further from the street and replaced with permeable pavers in a splash strip. New street trees and planters are implemented during the construction of the streetscape.



### Emerging Development



Stage 2: During the second stage, development takes place along the main streets. The resulting urban landscape is interspersed with buildings. Surface parking may be allowed to support temporary uses. The improved look and feel of the new streetscaping and street-facing buildings will attract more pedestrians.





## Emerging Street Life



Stage 3: Buildings continue to be developed on adjacent lots, activating the streetscape for pedestrians. Density is encouraged near the corners that have VIVA rapid transit stops. As density increases more architectural variety is encouraged. Surface parking spaces are converted into courtyards or pedestrian mews.

## Continuing Infill



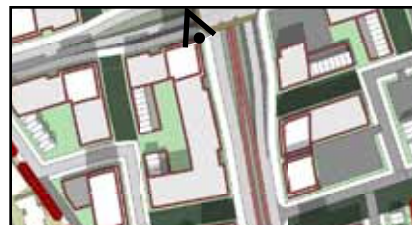
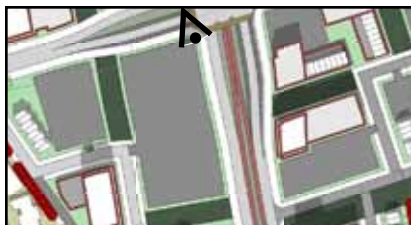
Stage 4: Additional density is added to the remaining corner lots with an emphasis on connecting interior spaces visually and programmatically to the street. Spaces located on the corner should encourage public access and shelter. Existing development at this point should develop under-utilized areas and encourage public access and retail.

## Full Build-out



Stage 5: Buildings that encourage public use and high-order design should be encouraged on the last remaining corner lots. This will optimize transit use and enhance the scale and diversity of the streetscape. Surface parking is replaced with underground structures and reappointed as courtyards or pedestrian mews.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Design Guidelines Represented:  
Compact Development  
Mixed Use Development  
Pedestrian Friendliness  
Building Orientation and Frontages  
Transit Stations  
Architectural Variety  
Streets and Intersections



**Full Build-out**

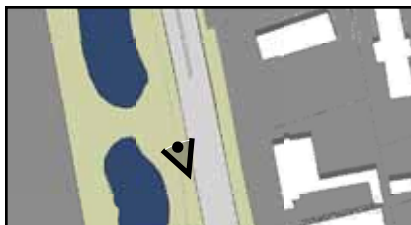


### 3.3.3 Yonge Street Looking North of Davis Drive

#### Recent



Existing Assessment: Without sidewalks and bike lanes, Yonge Street north of Davis Drive does not currently provide access to pedestrians or cyclists. A large ditch on the west side of the road creates uneven grade separation, while stormwater management ponds further separate the main street from adjacent amenities and buildings.



#### VIVA Implementation



Stage 1: The VIVA streetscaping provides upgrades to support new multi-modal transportation. Special attention should be paid to sustainable urban drainage landscape features that can replace some of the operations of stormwater management ponds. High quality light standards that illuminate both the pedestrian realm and the street are installed. This will increase safety and visibility for both motorists and pedestrians.



#### Emerging Development



Stage 2: The existing stormwater management ponds are relocated to the interior of the mall parking lot and designed as a landscape amenity. A high quality urban wetland should be encouraged in the setback areas and along mews between new developments. This will facilitate some stormwater control while providing a connection to natural amenities. In areas not yet ready for development, street vendors and temporary events should be encouraged. This is an excellent opportunity for farmers' markets and street festivals.



## Emerging Street Life



Stage 3: New buildings gradually fill in the street edge with a range of architectural variety. Lot subdivisions should be encouraged to create different scales of buildings. The ground floor of new development should be used for retail uses. A wide boulevard in this precinct provides a generous public space that is appointed with rainwater gardens and sustainable urban drainage planters. Street lighting is supplemented with pedestrian level luminaires.



Town of Newmarket: Visualization, Massing and Height Study

## Continuing Infill



Stage 4: Density is encouraged close to the corner of Yonge and Davis Drive to maximize the ridership potential of VIVA stations. Taller buildings should have podiums to help mitigate wind conditions on the street. This will also reduce the perceived scale of towers and allow for solar access. The podiums should use varying setbacks to create a diverse streetscape. Pedestrian mews should be maintained at mid block to enable access to the main street. High quality street furniture provides rest areas for pedestrians and space to socialize in public.



## Full Build-out



Stage 5: The remainder of the sites are developed with mixed-use buildings. Spaces used temporarily for surface parking should be converted to outdoor courtyards. This will serve as an amenity for tenants and residents of new developments. Maintaining an active street with enhanced connections between the street and ground floor program will make this precinct a desirable place to live in and visit.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Design Guidelines Represented:  
 Compact Development  
 Mixed-Use Development  
 Pedestrian Friendliness  
 Building Orientation and Frontages  
 Open Space and Civic Uses  
 Architectural Variety

Recent



# Full Build-out



### 3.3.4 Yonge Street Looking South Towards Bonshaw Avenue

#### Recent



Existing Assessment: The existing urban situation does not include bike lanes. Although sidewalks are available for pedestrian use, the light fixtures are oriented for vehicles and do not provide sufficient levels of lighting for pedestrian use and safety. Existing buildings are distant from the street edge. However, this scenario provides great potential for sustainable growth. The existing farm house is well positioned in relation to the street and provides historical character to the street edge.



#### VIVA Implementation



Stage 1: In the first stage of renewal the streetscape is significantly improved during the implementation of the VIVA system. Hydro lines are buried to help de-clutter the space. Streetlights are installed with pedestrian-scaled standards. Pedestrian crossings are encouraged mid-block to improve connectivity and is highly visible using contrasting street materials. Well-designed planters and street furniture should be encouraged to give pedestrians a place to rest and to create visual interest. Resilient plant species are planted in the centre median.



#### Emerging Development



Stage 2: Existing buildings that address the street are retained and adapted to provide active frontage. In this precinct, low-scaled buildings are encouraged due to the close proximity of adjacent residential areas. Transitional height restrictions ensure a gradual step down toward the residential neighbourhood.





## Emerging Street Life



Stage 3: Wide setbacks provide a continuous area for cafés, which will help animate the street and encourage pedestrian activity. Parking should be located in underground structures or temporarily behind street-oriented buildings. Special attention could also be made to activate the roofs, encouraging amenities for dining, gardens or solar panels.

## Continuing Infill



Stage 4: Vendors and other street oriented activities should be encouraged near pedestrian connections. This will help create street life and improve public safety. The street edge should be further enhanced with buildings of architectural variety. Special attention should be made to lighting and visibility of these structures to maintain a high quality streetscape.

## Full Build-out



Stage 5: Gradually, the remaining sections of the street wall are completed with infill buildings. Mid-block pedestrian connections remain in order to provide access to the community behind. Underground parking ensures the possibility for courtyards to remain at grade and contribute to the connectivity of the public/private realm.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Design Guidelines Represented:  
Mixed-use development  
Pedestrian Friendliness  
Building Orientation and Frontages  
Scale and Density  
Architectural Variety



# Full Build-out



## 3.3.5 Yonge Street and Eagle Street facing York Region Headquarters

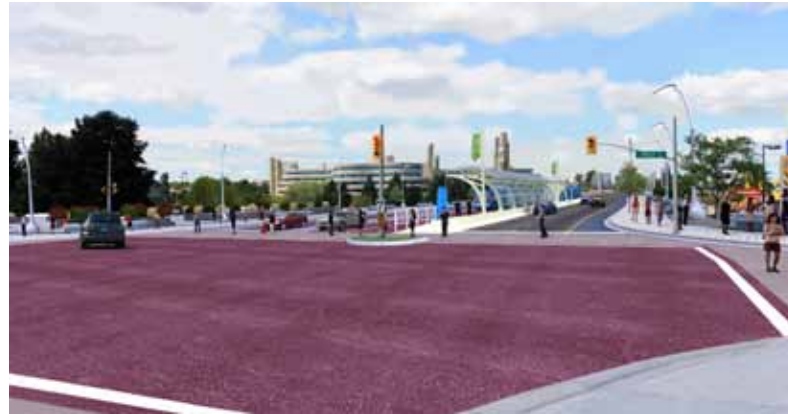
### Recent



Existing Assessment: The character of this precinct is defined by the architectural presence of the York Region Administrative Centre, as well as the adjacent natural area. The York Region building has a commanding presence but it presents a challenge to activate the significant frontage and make stronger connections to the street. The remainder of the site is typical to the corridor and is characterized by strip retail buildings set well back from the main street. The wide right-of-way and large intersections provide key opportunities to create a landscape that supports active transportation choices.



### VIVA Implementation



Stage 1: During the first stage of development, the VIVA system is installed and major improvements to the pedestrian realm are made. New sidewalks with continuous smooth surfaces and new pedestrian-oriented streetlights will be built for a safe urban environment. High-quality street furniture will provide places for people to rest and socialize. Buried hydro lines will provide better views of the York Region Administrative Centre. A view corridor should be preserved to the centre as outlined by Newmarket's official plan. The design should reflect the community identity.



### Emerging Development



Stage 2: New buildings should respect the view corridor of the York Regional Headquarters. They should also reflect the highest degree of architectural excellence if located within the corridor. The architecture should contribute to the public realm by creating a pedestrian link to the York Regional Headquarters. Green walls and façades should be considered in the design of new buildings adjacent to the natural area.



## Emerging Street Life



Stage 3: Mixed-use buildings gradually infill the east side of the street. Surface parking may be permitted during this early stage of development to allow for access. Attention to street furniture and lighting standards that maintain community identity should be maintained.

## Continuing Infill



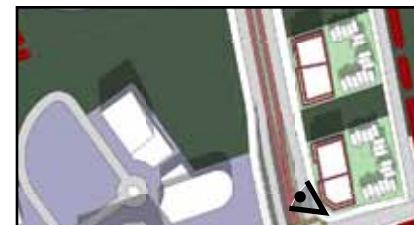
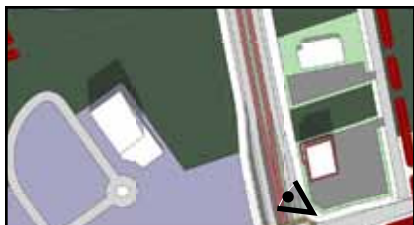
Stage 4: Taller buildings are located close to the corner of Yonge Street and Eagle Street to allow for higher density in close proximity to transit. There is also potential to create cafés and restaurants that would support occupants of the York Regional buildings.

## Full Build-out



Stage 5: New buildings are developed in the northwest corner of the intersection of Yonge Street and Eagle Street. Infill on the east side of Yonge Street should be of mixed use. The ground floor should maximize connectivity between interior space and the street. Amenities that support the residential or employment activities should include all types of retail activity. Daily amenities should be located within a five-minute walk of transit stops when possible.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



- Design Guidelines Represented:
- Mixed-use Development
  - Streets and Blocks
  - Compact Development
  - Building Orientation & Frontages
  - Streets and Intersections
  - Open Space and Civic Uses
  - Architectural Variety
  - Transit Stations

# Recent



# Full Build-out



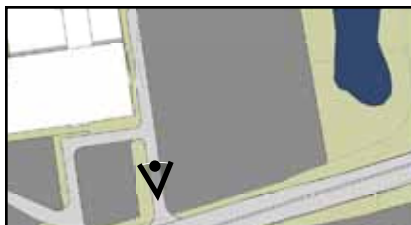
Town of Newmarket: Visualization, Massing and Height Study

## 3.3.6 Upper Canada Mall Front Entrance from Davis Drive

### Recent



Existing Assessment: The entrance to the Upper Canada Mall is focused on vehicular traffic but does not support alternative modes of transportation. Only one sidewalk leads into the site and pedestrian crossings are not marked. Lighting standards could provide more pedestrian-scaled coverage. The entrance to the mall's parking lot provides potential for activation that would encourage cyclists or pedestrians to travel to the mall. Large parking lots and the distance from the nearby transit stop further discourage walking. This site provides a good opportunity for increased density with a variety of uses.



### VIVA Implementation



Stage 1: During the first stage of transformation pedestrian and cycling become encouraged as means of travel to the site. The entry road is converted into a pedestrian connection with wetland feature ponds. Stormwater management ponds are removed from Yonge Street and replaced in the interior of the mall parking lot. This is a good opportunity to create an urban park that acts as an ecological amenity.



### Emerging Development



Stage 2: Infill development can now take place on surface parking lots with more access to the mall by pedestrians and cyclists. Mixed-use and office buildings of a significant scale could be located here. Improved street fixtures should be installed to improve public safety and contribute to the community identity.





## Emerging Street Life



Stage 3: Mixed-use development with large retail uses on the ground floor will gradually replace the mall. This will activate the area with new residents and will increase foot traffic on the site. Public transit should be encouraged to connect through the site. Buildings would include community amenities like restaurants and cafés that front onto the new public park.



Town of Newmarket: Visualization, Massing and Height Study

## Continuing Infill



Stage 4: At this point, the ground floor should be fully activated with cafés, retail, grocery stores and restaurants. Significant attention to building design should take place to create a unique community identity. Architectural identity will be provided by prominent building types, street furniture and infrastructure. The mall continues to transform as more spaces and amenities are located in new mixed-use buildings. Planters and high-quality street furniture should be installed. It will be designed to reflect the community identity with planted species that promote native ecology.



## Full Build-out



Stage 5: Buildings of a significant architectural quality will infill the remaining properties surrounding the public park. Increased density should be encouraged to make the most of remaining property. This large neighbourhood will include public amenities such as schools, health care and social services.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view. Appendix 8.1.5 Mall Transformation demonstrates a detailed scenario for the redevelopment of Upper Canada Mall into a pedestrian oriented mixed use retail area over time.



Design Guidelines Represented:  
Compact Development  
Mixed-Use Development  
Streets and Blocks  
Pedestrian Friendliness  
Building Orientation and Frontages  
Open Space and Civic Uses  
Architectural Variety

Recent



# Full Build-out



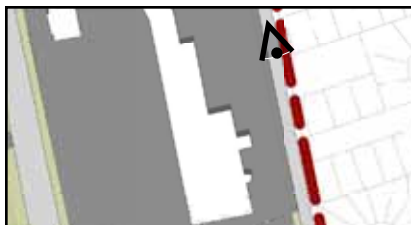
Town of Newmarket: Visualization, Massing and Height Study

### 3.3.7 George Street looking south towards Davis Drive

#### Recent



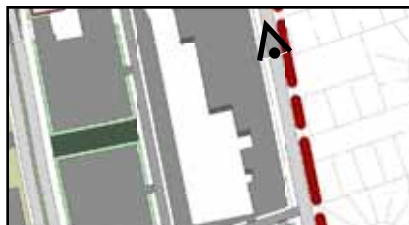
Existing Assessment: The east side of George Street shows a low density residential community with single detached homes. The west side of George Street shows the back end of low density big box retail. A wooden fence separates the receiving area of this land use from George Street. A large electrical transformer is located next to the single family home. George Street could benefit from a well-planned and executed transition between land uses. The public park, currently enclosed by rear yard fences on three sides, could be made more accessible and celebrated. New light standards could enhance to the community identity. New development that addresses the street would also contribute to a livelier neighbourhood.



#### VIVA Implementation



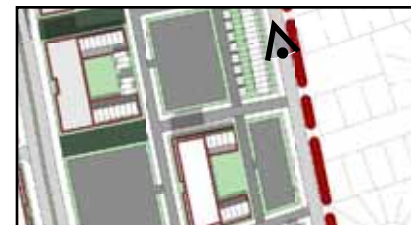
Stage 1: In the first phase of renewal, new light standards are added to the street to increase pedestrian visibility. A new park pathway is added to create activity in the park. New trees are planted on both sides of the street to create an enclosure of the public realm. New street furniture should be installed to enhance pedestrian activity and offer places to rest and socialize. New trees should also be planted to buffer single family homes from the pedestrian realm and improve privacy for residents.



#### Emerging Development



Stage 2: New street furniture such as benches should be added to enhance the public space on the east side of the street. On the west side, new residential development is encouraged. The development should contribute to the pedestrian environment. Residential development of compact form is recommended here. Building types could include row houses, town houses or semi-detached homes. The housing should address the street. Parking should be located underground or behind these homes, which would be accessed by a lane way. Public safety is improved by increased visibility and sidewalk traffic.



## Emerging Street Life



Stage 3: Transitional zoning regulates the height on the west side of the street. The heights of new buildings will step down as they approach George Street. Further from George Street the height of buildings increase with the tallest buildings fronting on Yonge Street or Davis Drive.

## Continuing Infill



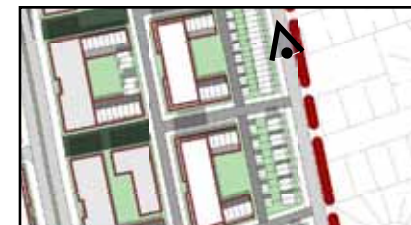
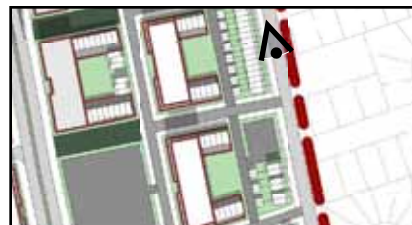
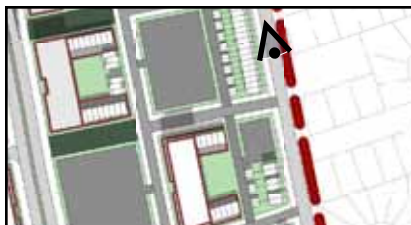
Stage 4: Amenities such as playgrounds should be added to the park to encourage community activity. Single family residential communities are protected from adjacent development with an angular plane. It is recommended that maximum building heights be encouraged closer to VIVA rapid transit stops.

## Full Build-out



Stage 5: Development continues to infill as directed by angular planes. The stability of the residential neighbourhood is preserved by the low-scaled adjacent development.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Design Guidelines Represented:  
 Compact Development  
 Pedestrian Friendliness  
 Open Space and Civic Uses  
 Architectural Variety  
 Scale and Density



# Full Build-out



### 3.3.8 Looking East across Wilstead Drive

#### Recent



Existing Assessment: Looking east across Wilstead Drive, the existing transition between single family houses and the receiving areas of big box retail currently are buffered by a landscaped area however would benefit greatly from an improved urban design. The commercial properties would benefit from increased multi-modal traffic, resulting in the ability to attract new tenants and increase land value. Due to the adjacency to commercial lands, the residential use of the single family home could be reconsidered to increase its land value.



#### VIVA Implementation



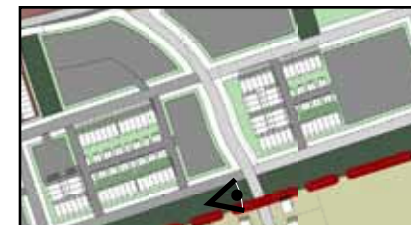
Stage 1: A new public street is constructed along the rear of the commercial site. The site is deep enough to accommodate this new public street. The new street allows access to the new development as well as creating new connections through the precinct. The landscaped buffer is preserved between the new street and the existing residential neighbourhood and enhanced with additional planting. New street lights illuminate the new street at pedestrian level.



#### Emerging Development



Stage 2: The commercial block is redeveloped over time with a mixed-use building type that steps down toward the residential neighbourhood. Lower height residential communities should be built in these transitional areas. Town houses and semi-detached houses on small lots are a preferred transition between single family residential areas and the intensifying new community. Live/work buildings would be appropriate with potential commercial addresses along the main street. Street furniture should be installed to create an enhanced public realm.





## Emerging Street Life



Stage 3: New residential developments continue to infill the commercial site. These new residential areas are deep enough to address both the new street and the main street, which will improve public safety and street life. Transitional zoning directs adjacent development height. Larger mixed-use buildings should fill in the areas further from stable residential communities.

## Continuing Infill



Stage 4: To further improve the transition between land uses, adjacent residential communities should be built close to the street edge. New landscaping is encouraged to improve community identity and increase privacy. An angular plane will direct building heights away from the existing residential community. This will protect solar access and privacy.

## Full Build-out



Stage 5: Adjacent residential communities should experience positive impacts as their proximity to amenities and public transit improves. The neighbourhood may adapt and renovate as this development takes place. Local pedestrian and cycling traffic will be fully encouraged at this point as people travel between the public transit system and the residential community.

Appendix 8.1.4 Site Specific Growth illustrates the incremental transition in plan view.



Design Guidelines Represented:  
Mixed-use  
Streets and Blocks  
Pedestrian Friendliness  
Scale and Density

Recent



# Full Build-out



**In the absence of a Secondary Plan, our team developed a potential urban structure for the Yonge Street Urban Growth Centres. The urban structure and demonstration block plan (Appendix 8.1.7) informed the visualizations and was necessary to develop the urban design guidelines.**

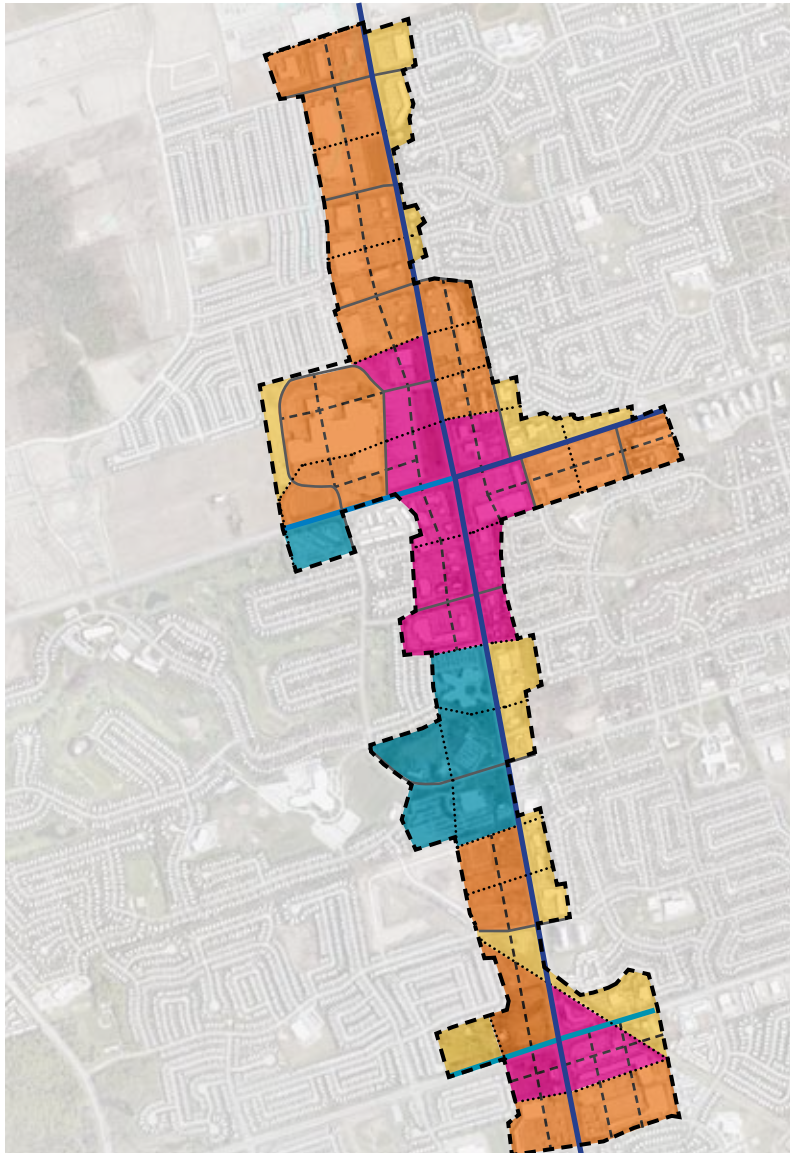
**This section illustrates the potential of the Urban Growth Centres to accommodate an urban structure of streets and blocks. The plans included in this section are meant as illustrations of potential, much like the visualizations themselves, rather than a proposed block plan.**

**The streets and blocks of the Urban Growth Centres will be developed as part of the future Secondary Plan process. The urban design principles in this section will be used as basis to start the Secondary Plan exercise and would be further developed through the public consultation process.**

# 4.0 Urban Structure



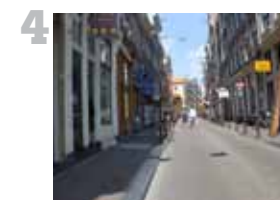
# 4.1 Urban Structure



The Urban Growth Centres will become more complex over time. The urban structure will diversify as new development opens the potential for new streets and blocks. A tight street network will allow for pedestrian connections to rapid transit corridors. The urban grain of the Urban Growth Centres will be defined by a diverse mixture of developments including campuses, mixed-use buildings with podiums, mixed-use courtyard buildings and ground-related buildings.

## Street Network

- 1. Corridors with Transit
- 2. Arterials
- 3. Local Streets
- 4. Lanes
- ..... 5. Pedestrian



The street network of the redeveloped Newmarket Urban Growth Centres should accommodate a range of connection types. These include corridors with transit, arterials, local streets, lanes, and pedestrian paths.

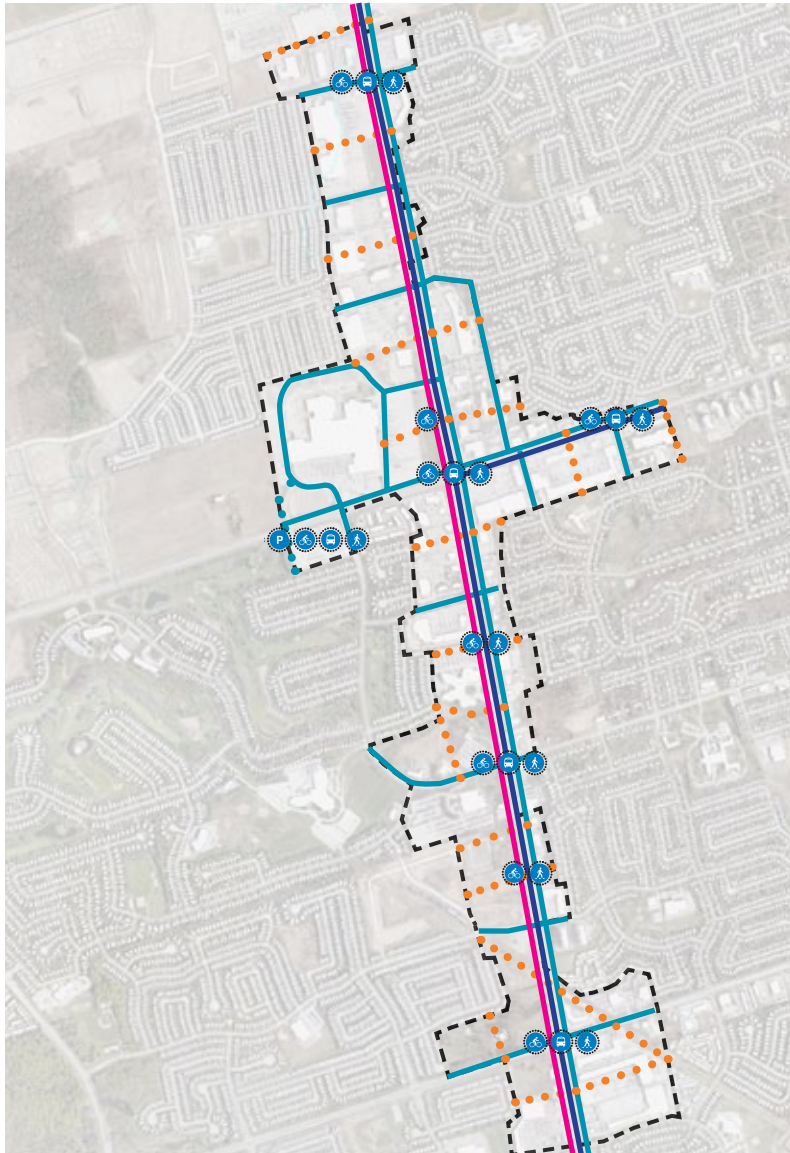
## Urban Grain

- 1. Campus Landscape/Complex
- 2. Mixed-Use Podium
- 3. Mixed-Use Courtyard
- 4. Ground-Related Building



Creating a fine urban grain will improve the connectivity and diversity of the Urban Growth Centres. Different building programs have varying spatial needs and affect the street differently. The built form framework of campus, mixed use podium, mixed use courtyard, and ground oriented buildings all need to be considered. The diagram to the left indicates possible locations for anticipated types of urban grain.

# 4.2 Mobility Networks



Mobility networks connect the daily activities and operations within an area. The urban structure of the centres should be supported by a mobility network that encourages active transportation choices that support transit.

The components of mobility networks are movement paths and Movement amenities. Movement paths consider the flow of transit, vehicles, pedestrians and bikes within the centre. Movement Amenities consider transit stops, bike storage, pedestrian crossings and public parking.

## Movement Paths

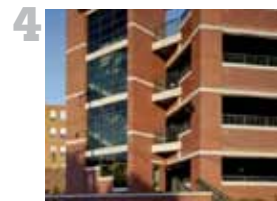
- 1. Transit Routes
- 2. Community Connections
- 3. Bike Lanes
- 4. Pedestrian Mews



An integrated approach to Newmarket’s movement paths will promote active transportation. Movement paths should connect residential neighbourhoods to main streets and transit stops. The examples above illustrate movement paths operating within existing communities. Mid-block Pedestrian mews should be encouraged to connect the internal community to the main corridors.

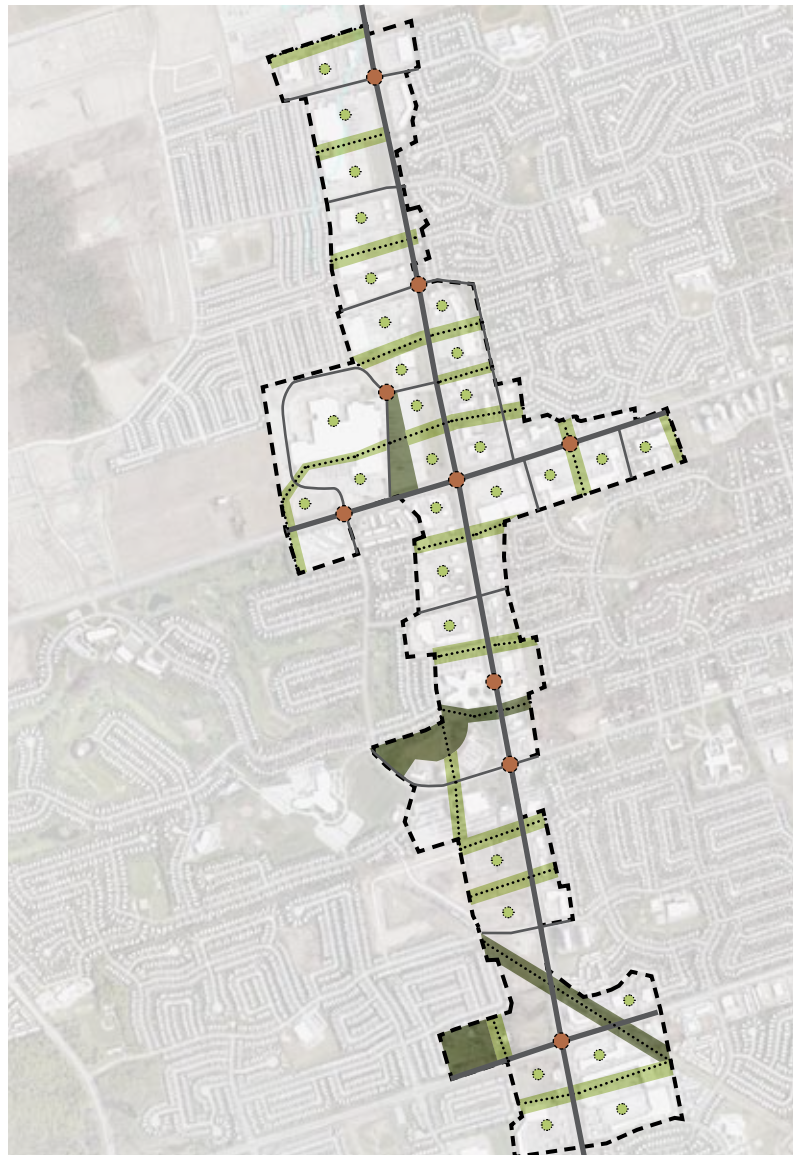
## Movement Amenities

- 1. Transit Stops
- 2. Bike Storage
- 3. Pedestrian Crossing
- 4. Public Parking



Movement amenities should facilitate integrated paths of movement. The amenities support multi-modal transportation interchanges. Movement amenities should be clustered and include transit stops, bike storage, pedestrian crossings and public parking.

# 4.3 Landscape and Public Space



Landscape and public spaces are primary structuring elements in urban plans. This study envisioned a continuous network of open spaces which connects to the existing natural areas and open space system of the Town of Newmarket. The network also provides mid-block pedestrian connections throughout the planned developments. These routes not only support transit but create a connected neighbourhood.

Block sizes shown in the proposed urban structure are typically large enough to accommodate private open courtyards in the middle of perimeter blocks. These courtyards are connected to the public open space system to create a continuous pedestrian realm.

Landscape spaces include parks, plazas and courtyards, all of which require deployment throughout the town. Public spaces will address the inter-connectivity of open space and will include the streetscape, mews and green space.

## Landscape

- 1. Parks
- 2. Plazas
- 3. Courtyards



The landscape network should be considered at the scale of the town. A network of parks, plazas, and courtyards should be located through the secondary plan process. This large-scale strategy will ensure access to public and private green space for the entire community. It will also improve the interface between the new community and established neighbourhoods. Parks should be used to create amenity for the existing community and the urban centre.

## Public Space

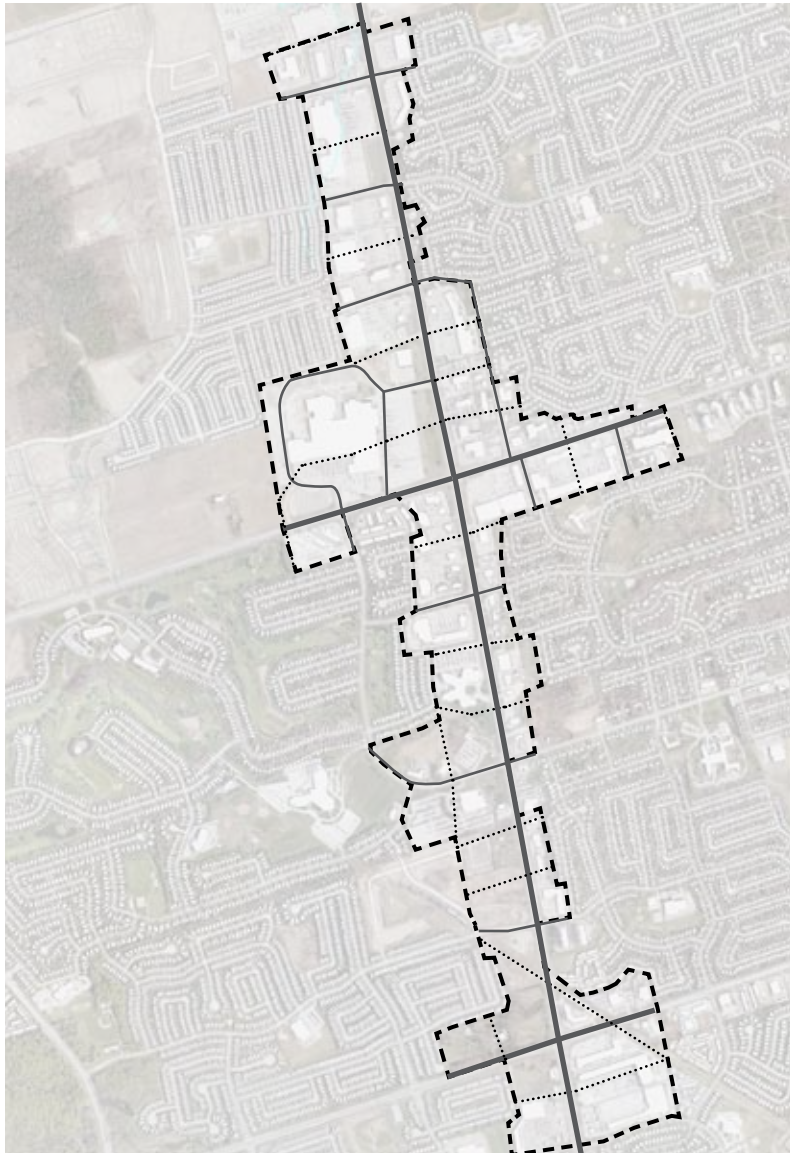
- 1. Streetscape
- 2. Mews
- 3. Green Space



The urban landscape is the interstitial space that connects public open space and higher density development. Design of the urban landscape requires high standards to be applied to the streetscape, mews and green space. The sustainable urban landscape design will increase the sustainability of Newmarket Urban Growth Centres and provide connections to the surrounding community.



# 4.4 Legibility and Amenities



Successful places are legible to visitors and residents alike. Urban legibility is achieved when places are easy to comprehend, navigate through and remember. Legibility in the urban landscape can be improved by providing landmarks and gateways that act as urban punctuation marks. Views and vistas are essential to navigation and the understanding of a place.

Community amenities act much like landmarks in a social way. They are urban catalysts, attract activity and create social centres for communities. Libraries, shopping centres, churches and schools are centres of their neighbourhoods and establish a sense of belonging and place making.

## Legibility

- 1. Landmark Views
- 2. Vistas
- 3. Municipal Gateways
- 4. Community Gateways



To increase the legibility of the Newmarket Urban Growth Centres, significant views and gateways deserve considerable attention to design. Well-designed landmark views, vistas, municipal gateways and community gateways are features that will help improve legibility of the urban centre.

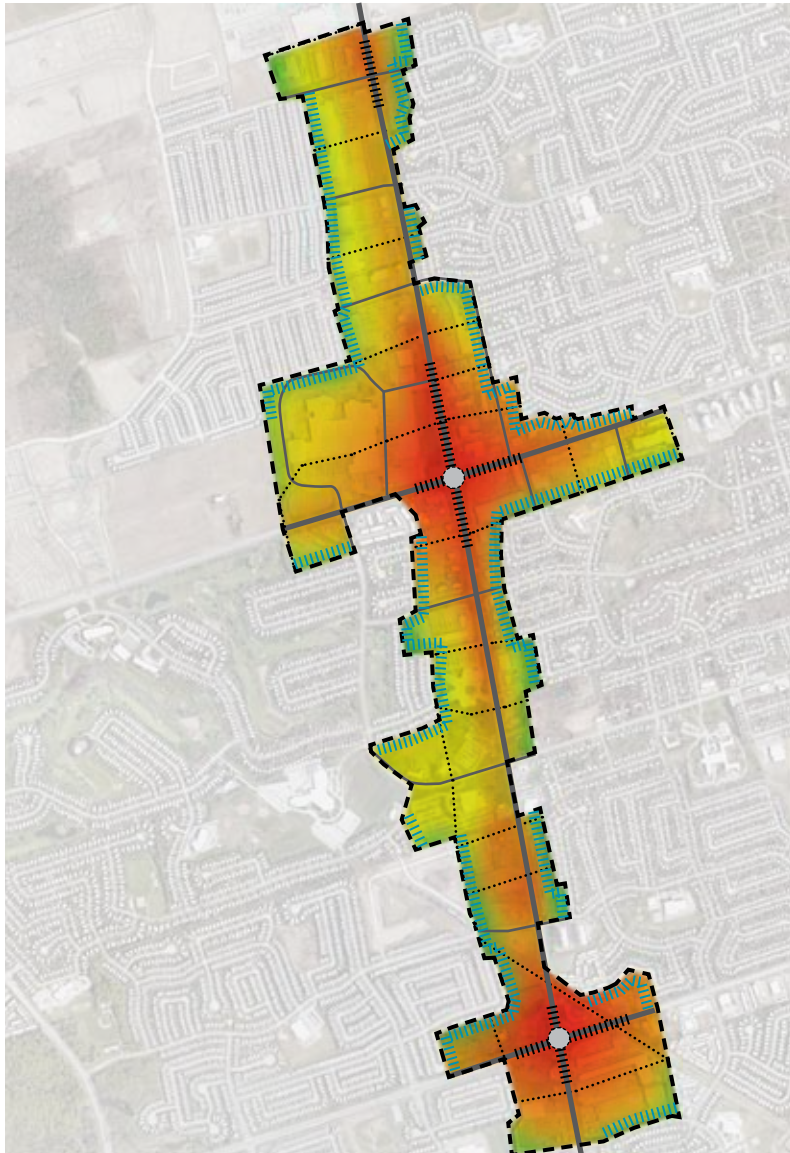
## Community Amenities

- 1. Public Services (Police Stations, Fire Stations, Clinics, Hospitals, Dental)
- 2. Shopping Centres
- 3. Churches
- 4. Schools



Increasing the architectural presence of community amenities will help define the Urban Growth Centres as prominent cultural centres. Examples of key amenities are public services, shopping centres, churches and schools.

# 4.5 Building Height



Density targets specified in the Official Plan are average densities for the Urban Growth Centres. Density will be distributed over the area in varying degrees of intensity.

The success of the Urban Growth Centres is tied to their ability to support transit and protect the stability of the adjacent residential neighbourhoods.

Building heights should be regulated by transition zoning that could include angular planes. Tall buildings should be encouraged at transit nodes and along main streets and step down towards residential neighbourhoods.

Urban design guidelines will locate tower nodes, angular planes and street setbacks within the community. The diagram to the left illustrates a potential height regime for the Urban Growth Centres. These are sample ranges used for the visualizations and urban design guidelines. Specific height limits will be developed through the Secondary Plan process. Appendix 8.1.6 Block Plan Schematics illustrates the assumptions used to develop the demonstration block plan.

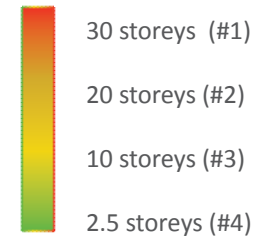
## Guides

- 1. Tower Nodes
- ||||| 2. Angular Planes
- ||||| 3. Street Setbacks



Height regulations will direct density within Newmarket Urban Growth Centres. The diagram to the left indicates potential tower nodes, angular planes and setback areas. Tower nodes should be located at large intersections. Angular planes should be located at the edge of the urban centre and street setbacks should be located near primary intersections where high pedestrian traffic is expected.

## Height



Height will be distributed throughout Newmarket Urban Growth Centres to create a diverse urban centre. The gradient tones in the adjacent plan indicate a general idea about the appropriate location for tall buildings. The images above represent desirable developments that are thirty, twenty, ten and two-and-a-half storeys in height.

# 5.0 Streets and Blocks

## 5.1 Block Structure

**The development of the Yonge Street Urban Growth Centres offers the opportunity to create a new block structure that will introduce a fine grain of streets and blocks along the edge of Yonge Street. This section outlines urban design guidelines for creating public streets and blocks. Other topics addressed are implementing mid-block connections appropriate block dimensions.**

**Over time a fine grain of streets and blocks will emerge as larger parcels are subdivided. Small blocks and new development will present the opportunity to create mid-block pedestrian mews to connect new developments to the mainstreet corridors as well as the rapid transit system. Essential to the success of these new developments is ensuring that the appropriate block size is matched to building types.**

# 5.1.1 Dividing Lots

Large parcels line much of Yonge Street within the study area. The secondary plan process opens the potential to create new public streets and walkways through redevelopment and subdivision. A fine grain of streets and blocks is essential to pedestrian-oriented, transit-supportive neighbourhoods. Appendix 8.1.3 Incremental Growth illustrates a scenario for incremental development of a large parcel.



### Large Lots

Large parcels should be subdivided into smaller more pedestrian-friendly blocks. Subdivided lots can be developed by one property owner or subdivided and developed over time by multiple property owners.



### Creating Blocks

As large lots are subdivided into smaller parcels, new built form should relate to new streets and mews. Streets and pedestrian mews should divide the large lot into smaller parcels. These public routes separate buildings and ensure that they are accessible to vehicles, cyclists and pedestrians. New streets can provide address and emergency access while facilitating loading, deliveries and service. Appendix 8.1.2 Block Types illustrates an investigation of a variety of built form configurations for blocks.

## Guidelines:

**1** Consider the development potential for large sites and plan for long-term intensification.

**2** The secondary plan should inform the need and location for new streets and parks. The diagram illustrates the first stage of subdivision, the creation of new streets and the first phase of development. Surface parking remains on some areas of the site to satisfy interim parking requirements.

**3** The remainder of the block is developed with infill buildings. The entire site is built up with surface parking buried below grade. Surface parking lots are converted to mid-block connections and private open spaces.

## 5.1.2 Mid-Block Pedestrian Connections (Mews)

**Pedestrian connections will connect new developments in the Urban Growth Centres to main street corridors as well as the rapid transit system. Special considerations for public, shared, and private connections are required.**



### Public

Mid block public mews provide direct access to main streets as a public right-of-way between private properties. Public mews should be appointed with a high level of landscape design including paving, planting, lighting and street furniture that is comparable to public streets.



### Shared

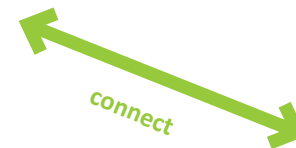
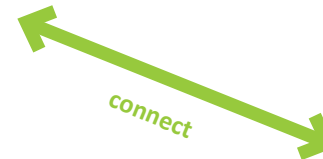
A shared mews is a common open area that is shared between two or more properties. Shared access mews require landscape design and consideration of access and privacy. A mutual agreement between the owners of abutting properties is required. The town may require an agreement of public access in the case of the shared mews.



### Private

Mews that are located on one property that separate buildings are considered private mews. Design of individual access and privacy is required. Internal paths that link these spaces to the main streets are required. Entry points into private mews should be controlled.

### Guidelines:



## 5.2 Built Form

**1** A mixed approach to pedestrian mews requires defining individual addresses and designing building flanks to relate to the space. Townhouses may have addresses along these mews.

**2** A uniform block of building may line the edge of the pedestrian mews. At grade spaces may activate the mews. This can include retail spaces or building amenity spaces.

**3** The pedestrian mews may connect between the development and internal lanes or streets. The mews could have outdoor spaces for building inhabitants and include private yards space and patios.

# 5.1.3 Block Dimensions

The planning of new streets and blocks should ensure that block dimensions can accommodate a flexible range of building types. Appendix 8.1.2 Block Types illustrates an investigation of a variety of blocks.



### Towers

Blocks that contain tall buildings require larger dimensions to accommodate additional density and underground parking. Other urban design considerations include servicing and separations between tall buildings. Typical building types within these blocks include tall commercial buildings, condo point towers, and high-rise apartments.



### Mid-rise

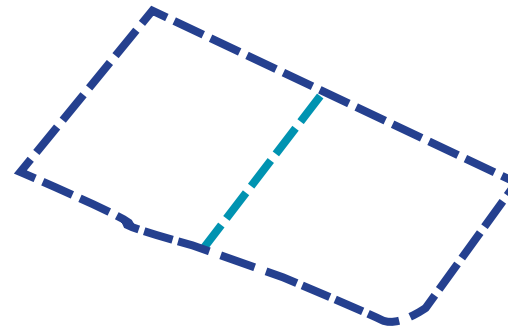
Mid-rise buildings require deep lots to accommodate efficient floor plates and internal courtyard space. Typical mid-rise building types include large slab buildings, courtyard buildings, and low rise office buildings.



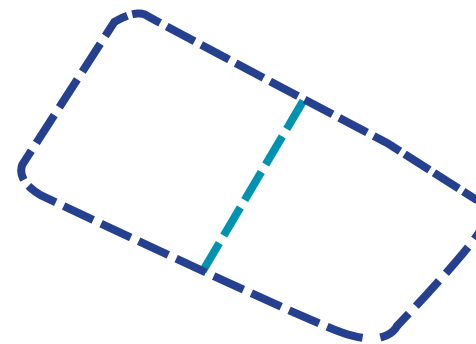
### Live-work

Live-work blocks may have smaller block dimensions but should still have enough depth to accommodate yards for individual units. Live-work building types are predominantly row houses, townhouses or stacked townhouses.

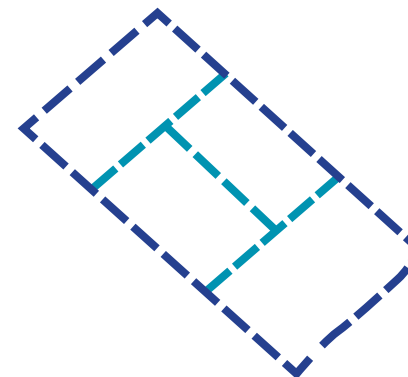
## Guidelines:



**1** Tower blocks are typically large and can accommodate a variety of uses including office towers, condo, or high-rise apartments with retail at grade. Office towers need large floor plates to maximize efficiency. At grade, space for lobbies, retail, or housing entrances should define public street edges. Minimum block sizes for tower blocks will be developed within the Secondary Plan process.



**2** Mid-rise buildings require deep lots especially if the perimeter buildings define internal courtyards. As unit depths are relatively fixed, block depths often indirectly determine the depth of internal courtyards. Midrise buildings should include retail space at grade and grade related units along public streets. Minimum block sizes for mid-rise blocks will be developed within the Secondary Plan process.



**3** Live-work blocks will be the smallest of development blocks. These urban blocks types will be used in situations where narrow blocks are necessary. They will also be used to transition development areas to existing single residential communities. Minimum block sizes for live-work blocks will be developed within the Secondary Plan process.

## 5.2 Built Form

**The public realm of the Yonge Street Urban Growth Centres will be defined by buildings that align the public streets. Urban design guidelines should ensure that built form contributes to the street, is pedestrian scaled and protects stable residential neighborhoods. Special consideration is required to create street enclosure while maintaining street wall diversity. Guidelines for tall buildings include requirements for podiums, tower separations, neighbourhood transition planes, build-to lines and setbacks.**

**Great streets act as urban rooms and are defined by a continuous street wall. Creating street wall diversity will break down the scale of the street and create visual interest. Tall buildings on podiums help maintain the scale of the street and improve microclimate and wind protection.**

**Separating towers will ensure that appropriate views are preserved and that the street receives daylight. Transition planes will help preserve the character of stable residential communities. Setbacks allow for the increased walkability and active use of mainstreets.**



## 5.2.1 Street Enclosure

**Street enclosure is an essential urban quality that ensures a comfortable pedestrian environment. Streets that are well defined feel like urban rooms.**



### Narrow Streets

Narrow streets require a suitable building height that allows direct and ambient light to access the street and building interiors. Building a continuous street wall will create an enclosed feel to the street and support a comfortable pedestrian environment.



### Wide Streets

Wide streets allow for more building height as more light can access the street. Taller buildings should be encouraged to create a sense of enclosure. Buildings should be located close to the street edge.



### Wide Streets with Tall Buildings

Along wide streets and at intersections where there is more distance between properties, buildings with towers should be encouraged. Interspersed towers create a dynamic sense of enclosure and unique skyline. Tall buildings should also be located in close proximity to transit stops.

Town of Newmarket: Visualization, Massing and Height Study

## Guidelines:

**1** Mid-rise buildings should be encouraged along the street to enclose the street edge.

**3** Towers may project above angular planes to allow for density at appropriate locations. Parameters for allowed projections will be established through the Secondary Plan process.

**2** An angular plane may control the height of buildings along streets. Precise angles will be established through the Secondary Plan process. See Appendix 8.1.1 Mass Types for an investigation of height limits using angular planes.

*angular plane*

## 5.2.2 Street Wall Alignment

New developments should be built with a consistent setback to help define the street edge. Setbacks should be defined to create the desired character of the street. Setbacks can be used to create residential privacy or increase the width of the public realm.



### Main streets

Buildings should be built along front property lines. A build-to line should be established. The majority of the front façades should be located close to the build-to line. A percentage of frontage could be established through the Secondary Plan as a build-to requirement.

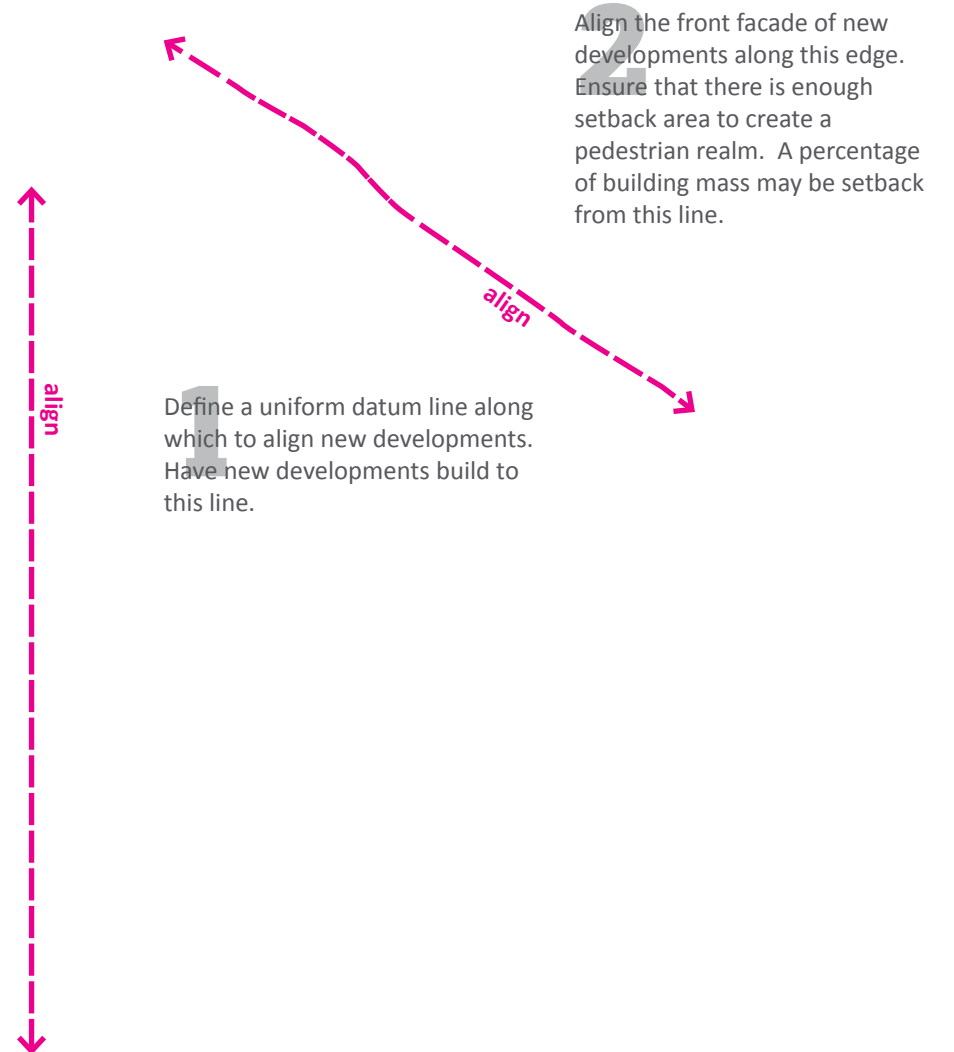
Along main streets the street wall may require setbacks for additional pedestrian area or outdoor cafés and markets. These will be established through the Secondary Plan process.



### Residential

Residential developments should create consistent streetscapes. New buildings should ensure that front façades that align along the front property line. Setbacks should be established to allow for front porches, steps and active residential frontage. These will be established through the Secondary Plan process.

### Guidelines:



## 5.2.3 Street Wall Diversity

Street wall diversity is important for promoting visual interest and a pedestrian-scaled environment.



### Commercial

Commercial buildings typically have large floor plates and generic facades. The length of these uninterrupted façades can create a relentless streetscape. The front façade of main street commercial buildings should be variegated in form and materials. Multiple entrances and active grade related uses should be encouraged. Building mass should syncopate along the length of the street.



### Residential

Street-related, multi-unit residential buildings are typically comprised of repetitive units that may result in monotonous facades. The front façade of long residential buildings should vary in form and material across the length of the building. Design should consider varying architectural materials and projections such as porches, balconies and steps to create human-scaled residential buildings.



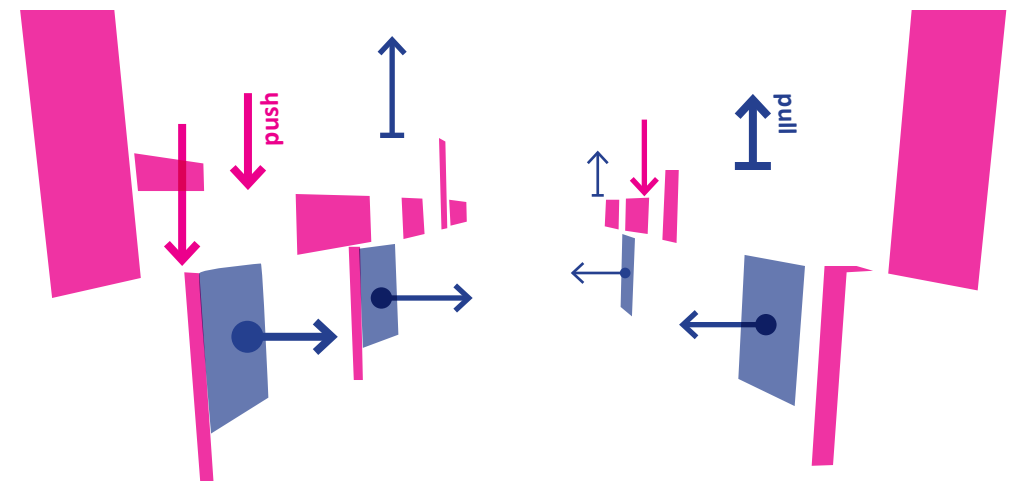
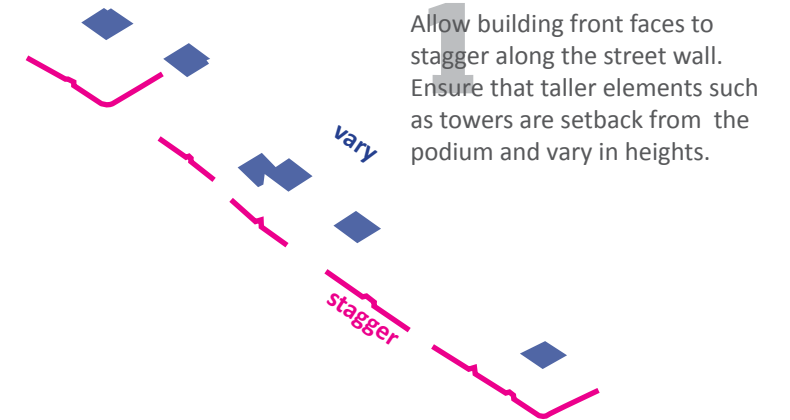
### Mixed

Mixed-use buildings have different interior spatial uses. Retail uses at grade improve the streetscape and add amenity for residents and the neighbourhood at large. Designs should consider expressing their various internal programs on the façade by allowing for views into the building when appropriate or by changing materials.

Town of Newmarket: Visualization, Massing and Height Study

## Guidelines:

1 Encourage building faces that push and pull along the street line. Encourage buildings that vary in scale and height.



## 5.2.4 Podiums

**Podiums help improve the scale of the street and mitigate the effect of tall buildings and preserve sky views. They also help improve micro-climate conditions by deflecting winds off the sidewalk.**



### Retail Podium

Retail should be encouraged in all street-oriented building podiums. Retail podiums should maximize the frequency of entrances and ensure open transparent views into the retail spaces.



### Commercial Podium

Tall commercial buildings often require large lobbies and entry ways. Smaller scale retail should be encouraged along the street edge or visible from the street edge. Entrances should be transparent, visible and articulated. Social spaces and public furniture should be supplied both inside and outside building entrances.



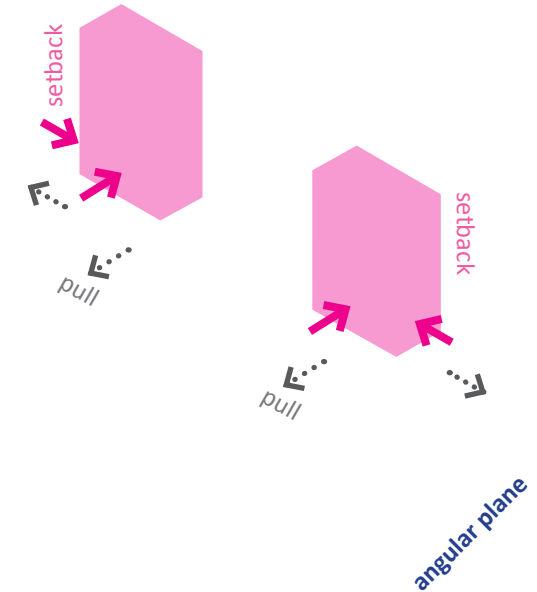
### Residential Podium

Tall condo towers should have an articulated mid-rise podium that includes grade related units on side streets. Retail uses are preferred along main streets but grade-related residential can be accommodated with a setback that includes privacy screens for residential entrances.

## Guidelines:

**1** Set back the tower portion of the building above the designated podium height. Pull the lower podium forward. Specific setbacks will be established through the Secondary Plan process.

**2** Designate an angular plane for the street to protect sky views and sunlight access. The angular plane will limit the height of the podium. Appropriate angles will be established through the Secondary Plan process. See Appendix 8.1.1 Mass Types for an investigation of height limits using angular planes.



## 5.2.5 Tower Separation

Tall buildings supply density and diversity in an urban centre. Tall buildings should be located in close proximity to transit stops and intersections.



### Office Towers

Office towers typically require larger floor plates for building efficiency. These towers require larger separation due to the bulk of their building mass.

Office towers should be oriented with their shortest façade facing south to minimize the shadow impact of the towers.



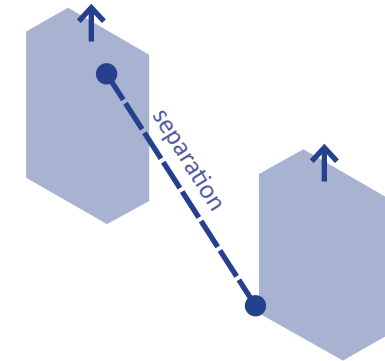
### Residential Towers

Residential towers can be built with narrow floor plates. Residential towers will require less separation than office towers due to their slender form. Narrow floor plates reduce shadow impact on adjacent lands.

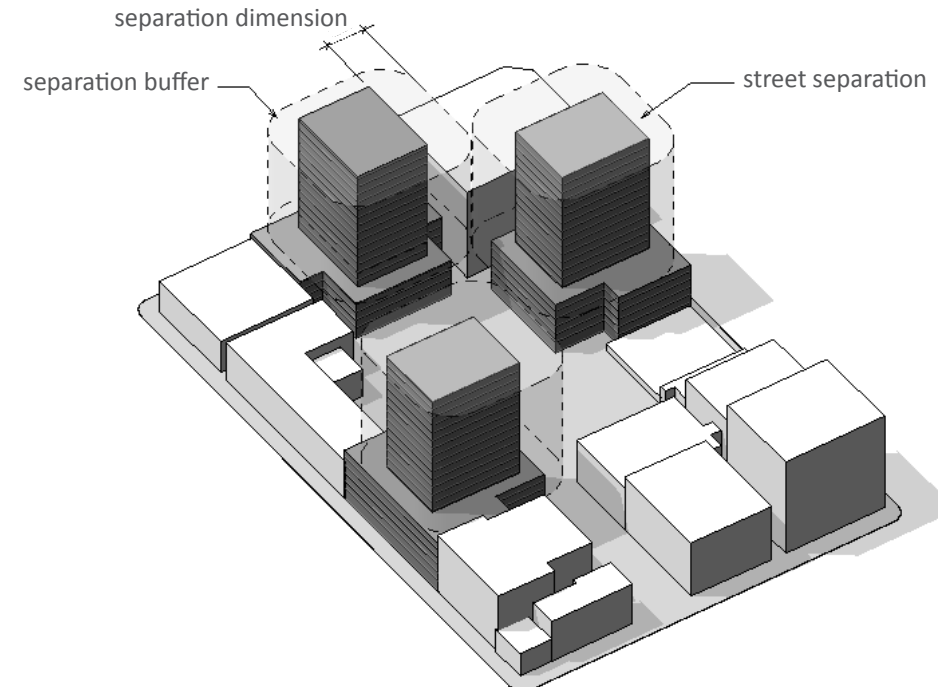
Town of Newmarket: Visualization, Massing and Height Study

## Guidelines:

1 An angle of separation should be used to separate towers based in relation to height. The angle of separation is drawn from the lowest point of the existing tower to the desired height of the new tower. Precise tower separation guidelines will be established through the Secondary Plan process.



2 Towers in clusters should be separated by a minimum separation buffer. This includes an offset area where new towers should not be located.



## 5.2.6 Height Transition

**Height transition zoning tools are means to ensure that building heights step down towards adjacent land uses. These angular planes will help preserve the character of existing stable residential communities.**



### Edge Transition

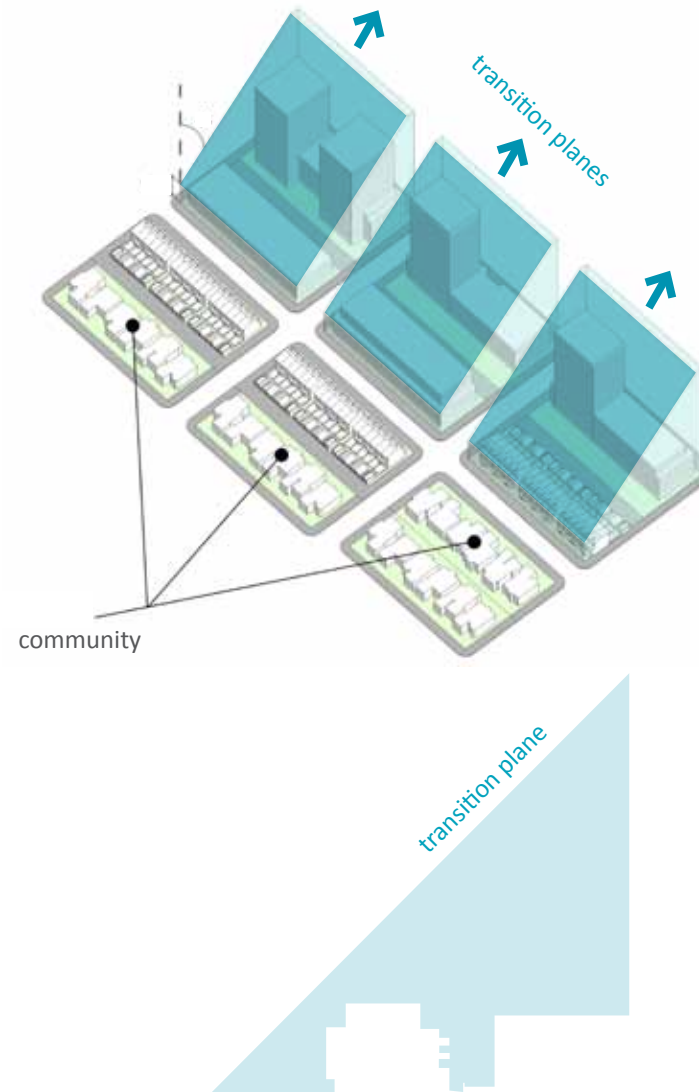
New developments should transition in height as they approach neighbouring properties, streets, lanes or open space. Stepbacks will ensure that built form, mass and height is compatible with adjacent land uses. Transitional height limits can be governed by angular plans, transitional mid-rise zones or combined building stepbacks and setbacks.



### Front Transition

Public spaces that require access to daylight such as public parks and streets, outdoor plazas or cafés might require height transition tools along the street façades of buildings. In this situation transitional height limits can be governed by angular plans or step-backs. See Appendix 8.1.1 Mass Types for an investigation of height limits using angular planes.

## Guidelines:



**1** Protect adjacent stable residential communities with a transitional plane that limits building height. Extend this plane three dimensionally to limit building heights of the entire block. Height transition guidelines will be established through the Secondary Plan process.

**2** In deep lots an angular plane can ensure appropriate height transition to adjacent land uses while allowing for tall buildings along main streets. Precise angles will be established through the Secondary Plan process.

# 5.2.7 Setbacks

Setbacks can be used to increase the width of the public realm to create areas for active streetscapes and planting. Setbacks may also be used to accommodate entry and privacy for residential edges along streets.



### Active Streetscape

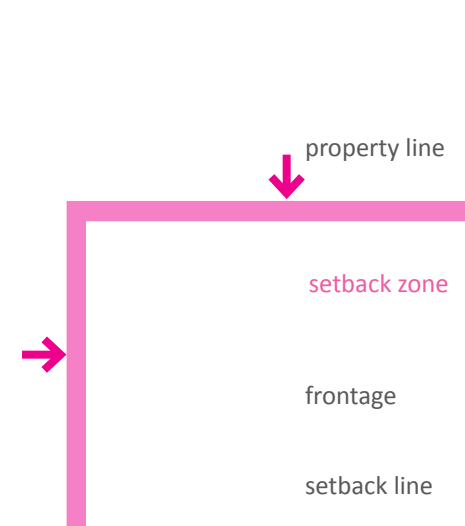
Encourage setbacks along main corridors to create active streetscapes. This space can be used for outdoor cafés, patios, restaurants and street furniture for outdoor sitting areas. Setbacks should only be used where there is a high level of pedestrian traffic and potential for street life.



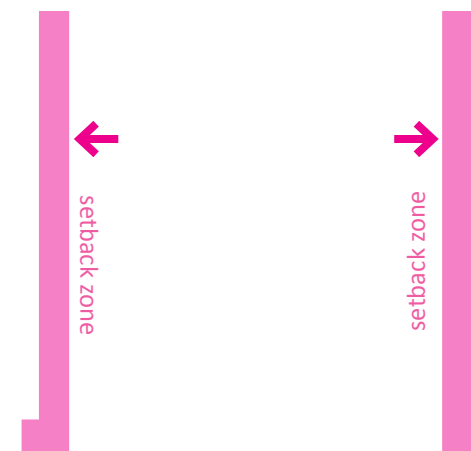
### Landscape Frontage

Setbacks can be used to provide a wider boulevard for improved landscape treatments or sustainable urban drainage systems. These landscape treatments would typically be more appropriate on residential side streets or important main streets with that can accommodate both landscape and pedestrian route width.

## Guidelines:



1 Setbacks are defined between the front property line and the front of new developments. New developments should build a significant percentage of their frontage to the setback line. Setbacks will be established through the Secondary Plan process.



2 Align the majority of building front faces to the defining line of the setback zone. Design outdoor space at grade that makes use of the setback zone such as active space or landscape frontage.

## 5.3 Urban Environment

**Newmarket's Urban Growth Centres will be supported by complete streets, micro uses, green blocks and sky views to maintain a desirable urban environment. Population growth and intensification will put pressure on the area to provide a full range of amenities that are available within a walkable range or within short transit trips. This can be accomplished by creating complete streets and ensuring that micro uses are provided. To improve the urban environment in terms of ecology and access to natural light, green blocks should be established and sky views should be preserved.**



# 5.3.1 Complete Streets

Complete streets are streets that accommodate a range of activities and transportation choices. The design of new streets in the Yonge Street Urban Growth Centres should ensure an integrated approach to the public realm that includes a variety of uses and users.



Transit Lanes



Bike Lanes



Sidewalks



Mid-block Connections



Visible Intersections



Transit Stops



Streetscaping



Pedestrian Lighting



Street Furniture

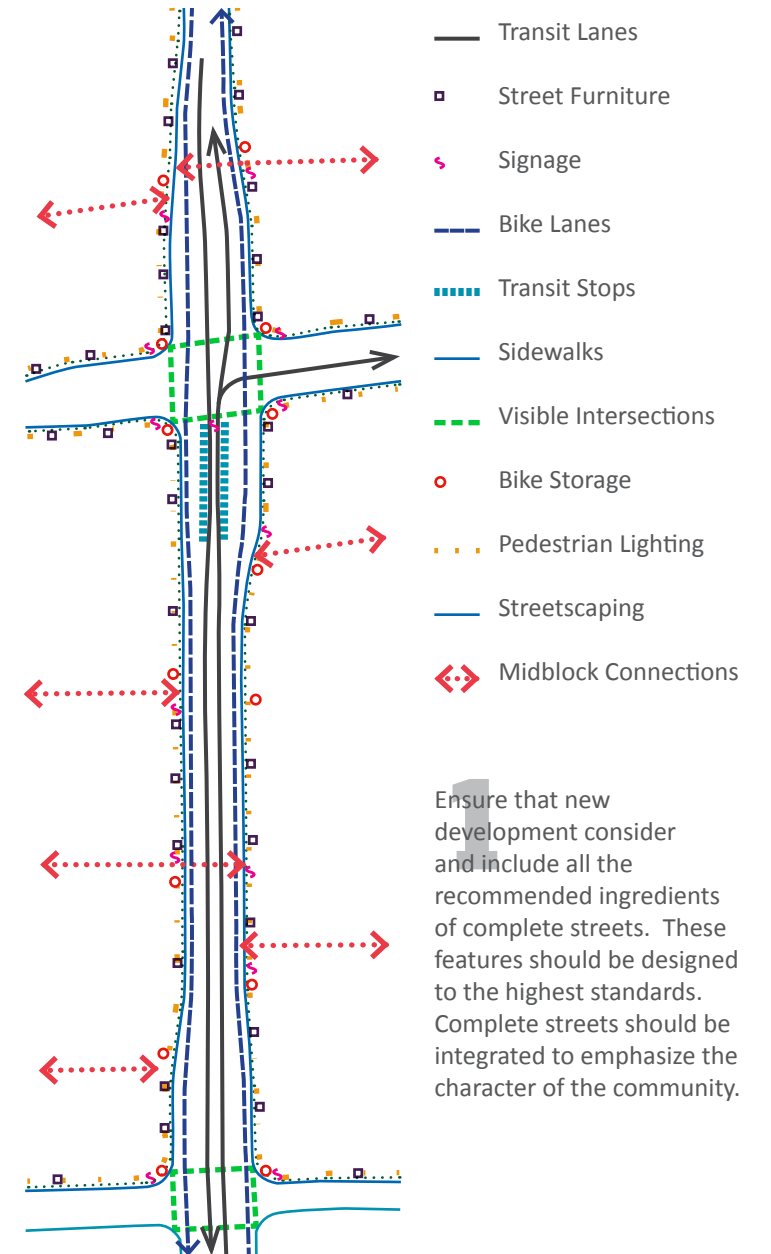


Bike Storage



Signage

## Guidelines:



## 5.3.2 Micro Uses

Micro uses are land uses that are smaller in scale and more specific than typically anticipated in land use planning. These unaccounted-for uses are essential to daily pedestrian life and support a transit or cycling lifestyle. Micro uses include fruit vendors, convenience stores, laundry mats, dry cleaners, video stores, street cafés, hair salons, barbers, takeout food, pharmacies, tailors and seamstresses. Encouraging a wide variety of local businesses will improve the convenience of daily life within the centre.



Fruit Vendor



Convenience Store



Laundromat/Dry Cleaners



Video Store



Street Café



Hair Salon/Barber



Takeout

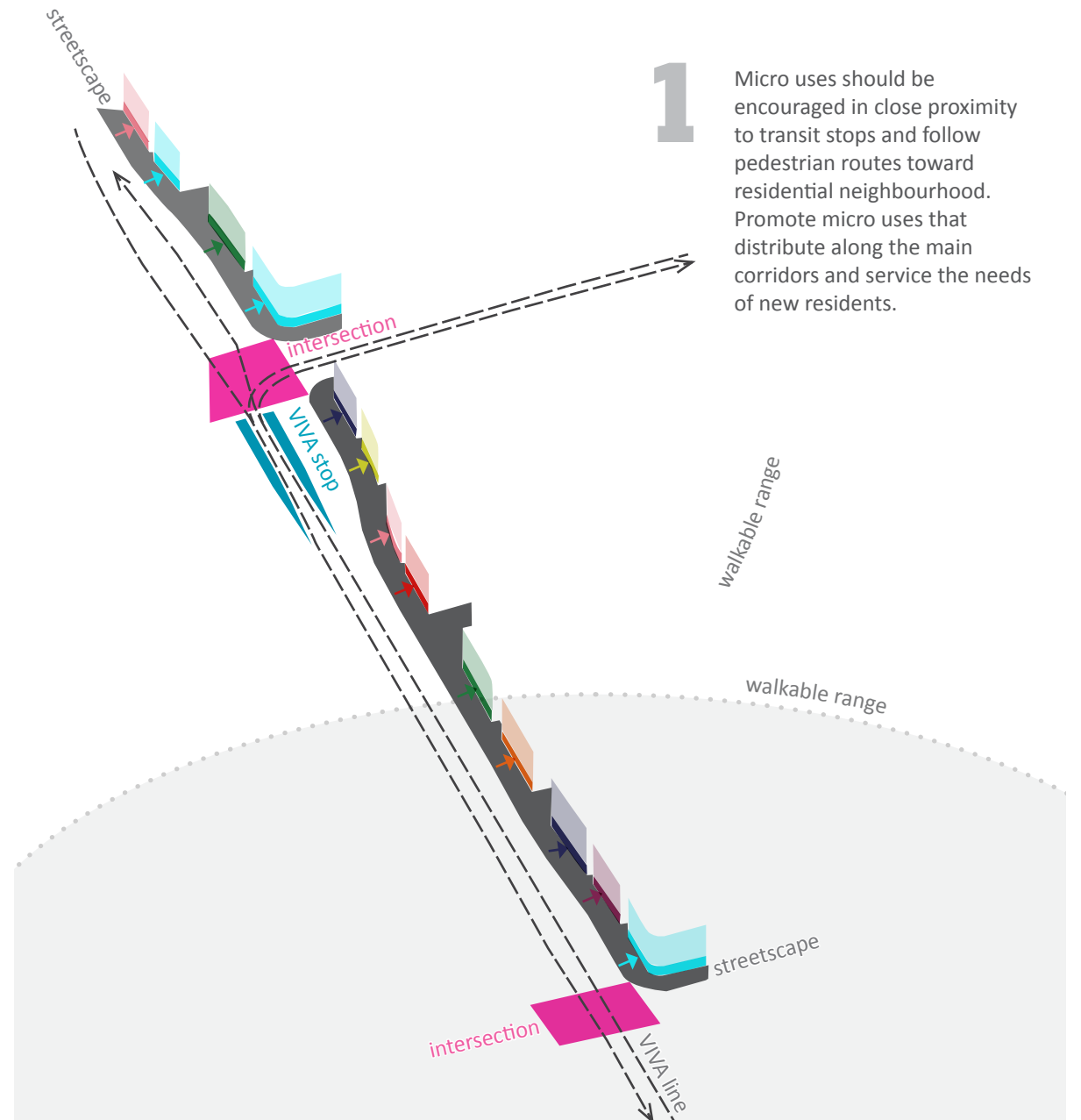


Pharmacy



Tailor/Seamstress

### Guidelines:



## 5.3.3 Green Blocks

**Newmarket should have a full range of green features that promote local ecology. Consideration of green developments that includes vegetated streetscapes, exterior surfaces, courtyards and pedestrian mews will promote this green environment. Providing planted areas will promote the local ecology and increase access to natural amenities for inhabitants of Newmarket Urban Growth Centres.**



### Streetscape

New development blocks within Newmarket Urban Growth Centres should be planted with native vegetation. The blocks should provide sufficient natural light that supports the growth of this vegetation.



### Exterior Surfaces

New development blocks should have a specified amount of green space on exterior surfaces such as roofs and exterior walls. These surfaces should be placed to maximize visibility and access to the public.



### Courtyards

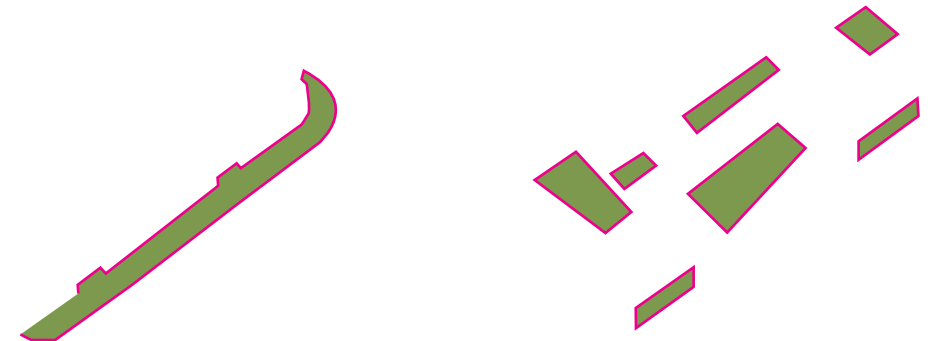
New development blocks should have interior or outdoor courtyard blocks for larger projects. These courtyards should provide natural light and amenity space for building occupants.



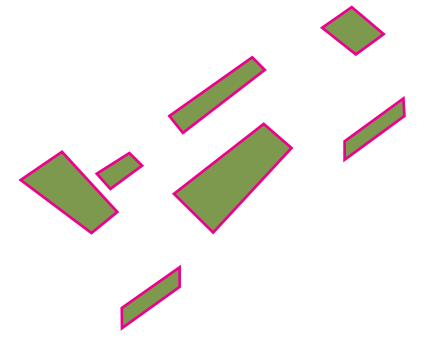
### Mews

New development blocks should include pedestrian mews that link the side of the lots to main streets. Mews could also be used as landscape buffers to adjacent residential communities. Mews will provide public space and access to main corridors.

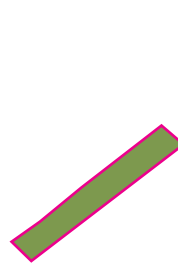
## Guidelines:



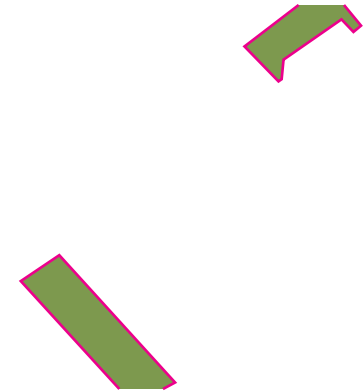
**1** Protect the front facing landscape of new development blocks for streetscape planting. Provide necessary planting infrastructure to support the growth and survival of native vegetation.



**2** Encourage green surfaces on the roof and publicly visible facades of the building. Include features like green roofs and living walls.



**3** Provide open space in the middle of large development blocks. Encourage building amenities and landscaping in these areas.



**4** Protect the sides of new development blocks with pedestrian mews. Design the mews appropriate to the intended use whether it be public, shared or private.

## 5.3.4 Light Access & Sky View

**Preserving sky view and promoting natural day light access along the Yonge Street Urban Growth Centres will enhance urban vitality. Creating a prescribed sky view preservation zone that considers the amount sky a pedestrian can see from the street will help create friendly streets with access to natural light. Zoning that preserves and protects sky views will be established through the Secondary Plan process.**

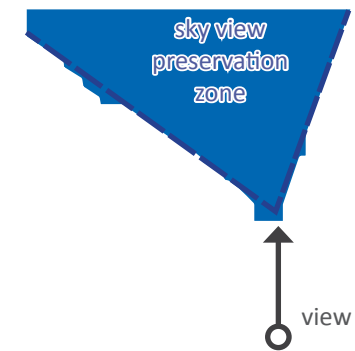
### Mid-rise

Mid-rise areas should be designed with an understanding of sky view and natural light access. This will involve studying the visibility of the sky for a person standing on the street as well as the amount of daylight on city sidewalks. A specific standard should be decided upon and applied to areas with mid-rise development proposals. This will depend on street orientation and solar access.



### Guidelines:

1 Step back mid-rise buildings as their height approaches the sky view preservation zone (SPZ). Mid-rises should not obstruct the sky view.



Sample axonometric



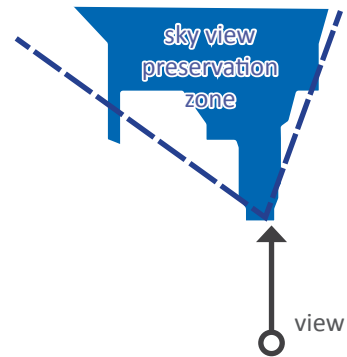
**Mixed**

Mixed areas include streets that can support block structures with both mid-rise and taller courtyard, office or slab buildings. The sky view in these areas is slightly more complicated. An acceptable standard will need to be studied and applied based on street orientation and solar access.



**Guidelines:**

2  
Taller buildings of a specified dimension may extend into the SPZ if they conform to tower setback and separation guidelines.



Sample axonometric



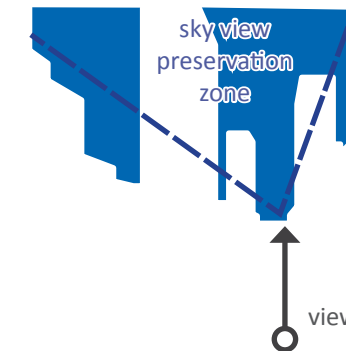
**Towers**

Areas with towers should be designed with low podiums to preserve sky view. The towers in these areas should be point towers. Low podiums and slender towers are an acceptable compromise to preserve sky view and natural light on the street. An acceptable standard will need to be studied and applied based on street orientation and solar access.



**Guidelines:**

3  
Development areas that are predominantly towers should have podiums at a specified percentage below the SPZ to effectively preserve sky view.



Sample axonometric



# 5.4 Parking and Servicing

Urban design guidelines that govern parking and servicing will improve the urban environment of the Urban Growth Centres. Guidelines that deal with garage entrances, private driveways, rear yard parking, laneways, maximum parking ratios, screening loading areas and shared service access will support effective vehicle operations with a desirable urban environment.



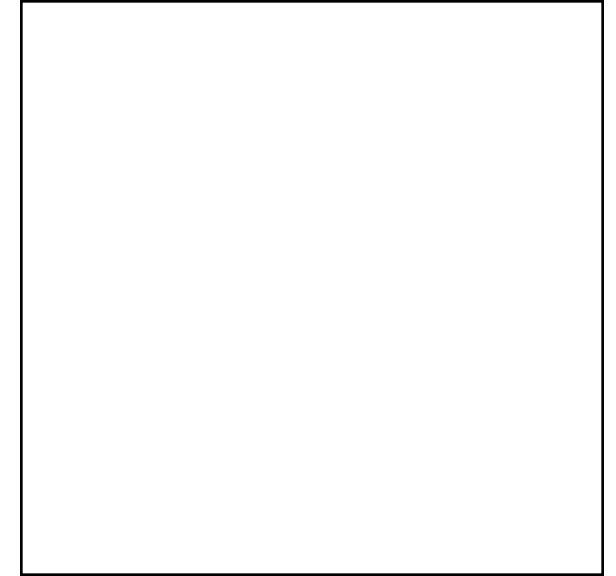
## 5.4.1. Garage Entrances

Where properties are landlocked in the middle of the block and no other alternative exists, vehicular driveways can be provided off the main street. Provisions to make these entrances aesthetically pleasing should be met. These driveways should be integrated with the design of the streetscape and building.



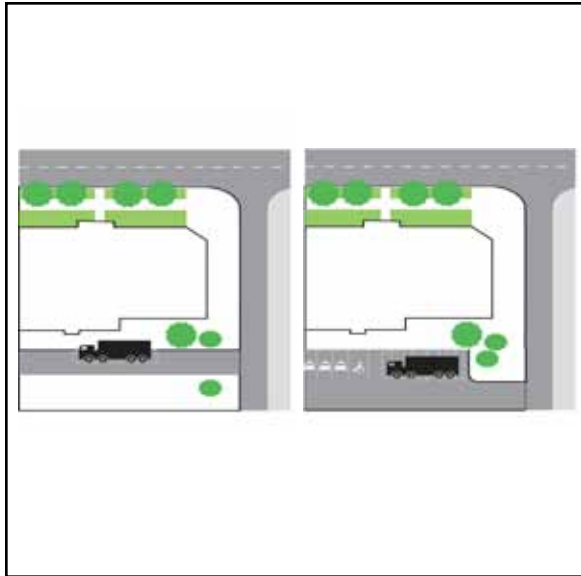
## 5.4.2. Driveways

Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape. These areas should promote vegetation and innovative landscape features.



## 5.4.3. Rear Yard Parking

Locate surface parking in the rear yard with vehicular access off side streets and laneways. Effective buffering of these areas should be provided with landscape screening or vegetation. Design public access points to connect the parking areas to public streets.



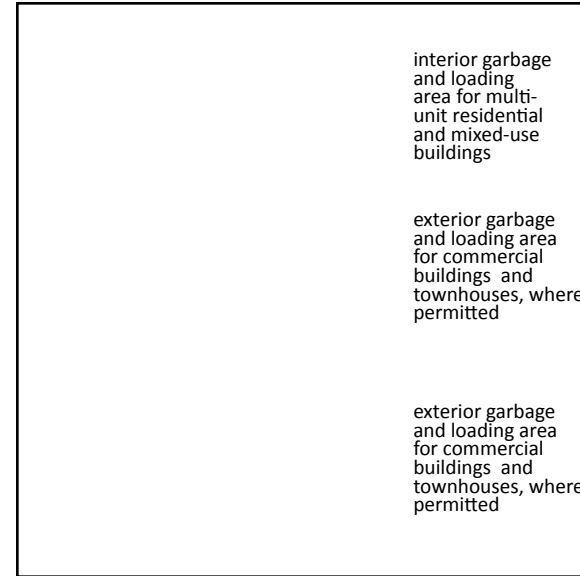
### 5.4.4. Laneways

Create a public laneway system wherever possible to service the main street buildings. Laneways can provide lay-by areas for delivery vehicles but should not do so where extra paving interferes with landscape mews.



### 5.4.5. Parking Ratios

Provide only the minimum number of required car parking spaces. Consider parking on the main street. Provide structured parking at a high level of architectural quality.



interior garbage and loading area for multi-unit residential and mixed-use buildings

exterior garbage and loading area for commercial buildings and townhouses, where permitted

exterior garbage and loading area for commercial buildings and townhouses, where permitted

### 5.4.6. Loading & Service

Enclose all utility equipment within buildings or screen them from both the traditional main street and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.



### 5.4.7. Shared Access

Share service and utility areas between different users within a single building or among different buildings. Integrate these areas into the architecture of the site.

**The quality of a place is determined by the attention to detail. The following section describes urban design guidelines at a fine scale. The illustrations in this section are taken from the urban transformation visualizations demonstrating the application of detailed design in the public realm.**



# 6.0 Details

# 6.1 Streets

**Best practice standards should be considered in the design and implementation of Newmarket Urban Growth Centres's streets. Detail standards pertaining to the streets should achieve the following:**

- \* An integrated network of pedestrian walkways and crosswalks that provide sustainable infrastructure and foster a lively urban environment.**
- \* Diverse local species of trees and vegetation that contribute to local ecology and connect people to green amenities.**
- \* An urban centre that is well connected and pedestrian friendly because of good integration between building form and the pedestrian environment.**
- \* Street furniture that considerably improves the identity.**
- \* Pavers and surfaces that are both visually desirable and functionally developable that form the pedestrian infrastructure.**
- \* Seamless integration between pedestrian, cycling networks, and the public transit system that uses a multi-modal approach to mobility**
- \* Pedestrian signage that is legible to pedestrians and cyclists and improves public safety.**
- \* Create a successful and active street that improves upon the activities of daily life.**

## 6.1.1 Pedestrian Walkways and Crosswalks

**An integrated network of pedestrian walkways and crosswalks will provide pedestrian infrastructure to foster a lively urban environment. The pedestrian realm should be appointed with well-lit walkways that link public streets to residential neighbourhoods. Pedestrian crosswalks are essential to the walkway system. The crosswalks should be highly visible and located at frequent intervals.**

**Methods to achieve a high-quality pedestrian street environment include careful design of sidewalks, mews, and crosswalks. The design quality of these features should be high in terms of material quality and interconnection.**



### Sidewalks

Sidewalks should provide or restore a minimum 2.0 meter width and match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Create wider sidewalks for locations with high pedestrian volumes such as VIVA Rapid Transit Stops. The sidewalk should be preserved as an unobstructed space for walking and gathering.



### Mews

Mews should be provided between major developments. Mews should be a minimum of 16.5 meters wide or should match the as-of-right width of the street that it aligns with. Walkways in the mews should provide a minimum of 2.0 meters of hard surface walking paths. These paths should connect close to the middle of the development block and connect pedestrians between the main transit corridor and the internal network of community streets.



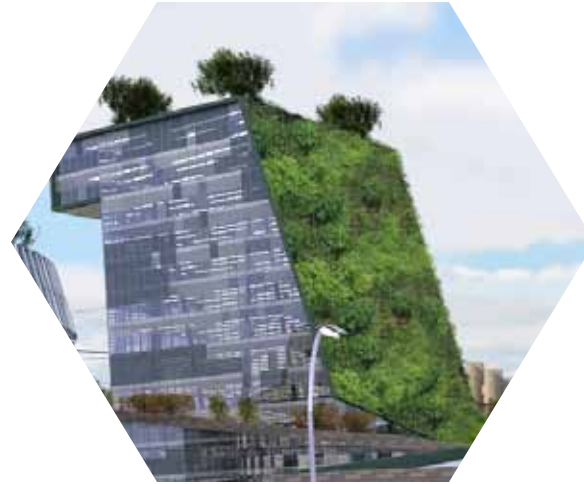
### Crosswalks

Crosswalks should be provided where possible to coincide with pedestrian mews and connect both sides of main streets. The crosswalks should be a surface material or tone that sets it apart from the street. The width of the crosswalk should be no less than 8.0 meters and traffic lights and signals should coincide with the Town of Newmarket standards.

## 6.1.2 Planting on the Street and Buildings

**Planting diverse local species of trees and vegetation will contribute to local ecology and connect people to green amenities. Newmarket Urban Growth Centres is to have well designed and maintained streetscape planting. The streets are to have trees planted at regular intervals as directed in streetscape planting guidelines. Vegetation should also be designed to contribute to sustainable water management.**

**Strategies to improve the urban environment include planting on built form, planting on medians, and planting on the street edge. Design and implementation of these features will contribute to developing a sustainable community.**



### Planting on Built Form

On large blank surfaces facing the main street, surfaces should be planted with green walls. This detail is to be used on prominent public buildings and buildings that are central to community employment and identity.



### Planting in Medians

Select trees, shrubs, and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability. In the medians, plant hearty species that are replaced as required maintain regular upkeep.



### Planting on the Street edge

Plant street trees between 6.0 and 8.0 metres apart along public streets and internal pedestrian walkways. Plant trees in permeable surfaces with approximately 10.0 square metres of soil area per tree. Street trees should be planted in bioswales that are fed greywater from the urban environment. Plant clusters of trees on the flanking residential streets, where they meet the main street, for additional greens space. Use these same guidelines for planting trees along mid-block mews

## 6.1.3 Visual and Physical Connections

**Creating a pedestrian friendly urban centre requires integration between built form and the pedestrian environment. Visual connections between interior space on the ground level should occur where buildings encourage public access. The public realm should be physically connected to main street buildings to facilitate pedestrian access and orientation.**

**Methods for achieving visual and physical connections include making critical links between significant architecture, correcting grade separations, and creating visual connections with thresholds and fenestration. Designing spaces considering these strategies will integrate the community with spaces that are well connected.**



### Significant Architectural Connections

Views to significant architectural buildings such as the Regional Centre should be preserved. Special attention to the design of these view corridors should provide visual links to the significant architecture and contribute to the beauty and composition of the view.



### Continuous Public Realm

Where there are grade separations along main streets, site plans should be designed to correct this separation. Building entrances should be universally accessible. Public spaces should be designed to ensure that there is a continuous plane between the new development and the sidewalk.



### Visual Connections at Grade

Visual connections should reveal the activity of ground floor public buildings. The design of atria and lobbies should include transparent materials so that activities within the ground floor space are visible to the street.

## 6.1.4 Street Furniture

**Street furniture, along with built form and landscape, defines the character of urban areas. Carefully designing and selecting street furniture will improve the identity of the Yonge Street Urban Growth Centres.**

**Public spaces are composed of elements such as seating, fences, shelters, boxes, poles, lights, signs and bollards. Good street furniture can improve the perception of an area by removing clutter and improving visibility.**

**Street furniture in the Urban Growth Centres should represent the most progressive vision in contemporary design. Street furniture that incorporates public art and high-craft can create a unique urban character. The design and placement of street furniture should maintain the pedestrian route at street corners, and along corridors.**



### **In Neighborhoods**

High quality street furniture should be provided in all neighborhoods within Newmarket Urban Growth Centres. This includes along streets that are off of main corridors and in more residential areas. Outdoor seating should be placed at increments that would foster adequate resting locations for pedestrians. This furniture should be selected to promote the identity of the precinct and should be made of attractive, durable materials.



### **On Significant Street Corners**

The highest design standards of street furniture should be provided on main street corners particularly where rapid transit stops are located. This street furniture may include space for integrated planting. It should provide enough sitting space to support pedestrian foot traffic requiring resting locations as determined by rapid transit studies.



### **Along Corridors**

High standards of street furniture should be provided along main streets and should coincide with the entrances of large buildings. This street furniture should be unique in design and could be integrated with public art programs. The furniture should be comfortable, durable and easy to maintain.

## 6.1.5 Paving and Surfaces

**Pavers and surfaces that are both attractive and functional will improve the pedestrian infrastructure of the Urban Growth Centres. Paving surfaces are critical for both wayfinding and public safety. Pedestrian walkways should be made of high quality materials that are easily maintained and long lasting.**

**At key areas like at pedestrian crossings, along sidewalks, and at the edge of streets careful selection of materials will facilitate a high-quality pedestrian environment. Streetscape standards for materials should consider slip resistance and durability.**



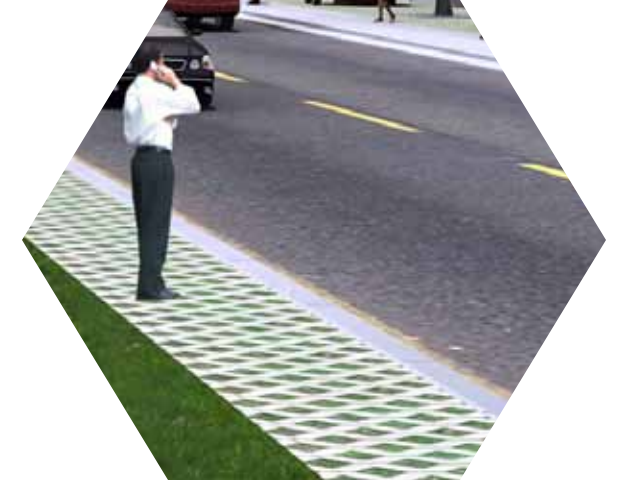
### Pedestrian Crossings

High contrast paving patterns should be provided at pedestrian crossings. The material may be a separate material from the street or could be a painted texture or pattern. The material should be durable and weather resistant.



### Streetscape Paving

Streetscapes should be layered and clearly describe functional uses. Roadways, bike lanes, splash strips, amenity zones, and pedestrian routes should be clearly differentiated with different materials and colours. A line of pavers or concrete surface of a minimum dimension of 1.5 meters should be provided between the street and the sidewalk. The paving area will act as a visual cue for pedestrians close to the street. On the side of the sidewalk opposite the street, pavers should maintain a continuous surface to building entrances. High quality slip resistant paving should be used in all cases.



### Edge Protection

A salt strip should be used where planted surfaces come in close contact with the street edge. Permeable pavers such as turfstone should be used to encourage drainage and green when grass areas are affected by deleterious elements or pedestrian traffic.

## 6.1.6 Multi-modal Transit

To ensure that there is seamless integration between pedestrian, cycling, and public transit networks, a multi-modal approach to mobility should be implemented in the Urban Growth Centres. Bicycle parking should be located in visible locations near building entrances, pedestrian walkways, and the corresponding corners of transit stops. Ensure that these locations minimize conflict with pedestrians and are easily accessible to bike lanes.

Strategies to ensure that a multi-modal mobility system is implemented include designating bike lanes, providing bike storage, and integrating these amenities with transit stations, building entrances, and Intersections



### Demarcate Bike Lanes

Bike lanes should be demarcated by signage, paving, and color to create a clear visual path for cyclists. Transitions should be provided to allow access to bike storage. Bike lanes should be implemented in relation to public transit.



### Bike Storage

Bike storage should be provided in strategic locations to promote transition between bike lanes and public transit infrastructure. Bike storage racks should be high-quality and should accommodate locking to adequately secure bikes.



### Transit Stations and Intersections

Multi-modal transit networks should be designed around transit stops. Transit stops should be considered mobility hubs with highly visible pedestrian links, access to bike lanes, and bike storage locations.



## 6.1.7 Utilities, Illumination, and Lighting

**Light standards and illumination can define the character and identity of a streetscape. Typically these elements are standard, off-the-shelf products that contribute little to the public realm.**

**Yonge Street Urban Growth Centres should consider developing a street light plan to design, procure and deploy a system of street lights that contribute to the identity of the corridor. New streetlights should ensure pedestrian scaled lighting that illuminates the pedestrian realm.**

**Careful attention to revising these standards will improve public safety particularly in areas where pedestrian, cyclist, and vehicle traffic intersect. The Town should also consider burying transmission lines over the course of street construction.**



### Hydro Lines

Cluster or group streetscape elements and utilities wherever possible to minimize clutter. Bury hydro lines where possible to improve the look of the street. Coordinate tree and street light locations with above and below-grade utilities along the major corridors and intersections.



### Illumination and Design

Well designed, high quality light standards should be provided to illuminate the public realm. Light standards should express their operations such as crossing or area lighting for entrances. Unique light standards should be used in precincts to help shape identity and contribute to the visual diversity of Newmarket Urban Growth Centres.



### Lighting the Streetscape

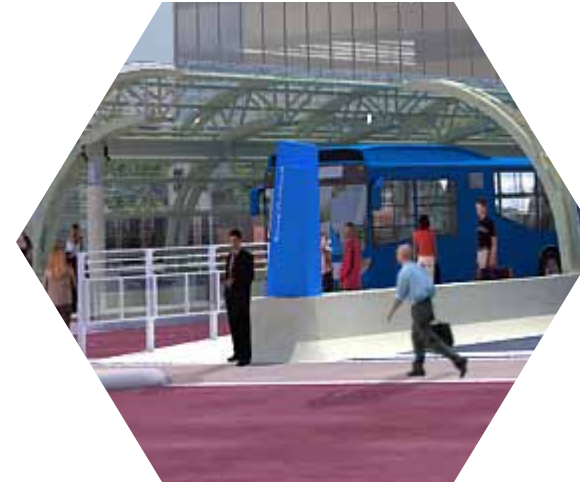
Along the streetscape, high quality light standards should illuminate both the pedestrian realm, the bike lanes, and the street for motorists. Light fixture design should be unique and contribute its precinct identity. A program that integrates light infrastructure design with public art should be implemented if possible.

## 6.1.8 Signage and Wayfinding

**Signage and wayfinding help guide people in urban environments. Good signage design is important because pedestrians and cyclists navigate through urban spaces that are clear and legible.**

**Without clear signage regulations urban areas can become cluttered and confusing. Clear signage is also essential to ensure safe communication between different modes of transportation.**

**Signage design should be considered as a system that unifies the Urban Growth Centres. The Town should coordinate with signage and wayfinding strategies associated with VIVA transit to ensure pedestrian flow and integration between the built environment, walkways, and the transit system.**



### **Support VIVA**

Signage and wayfinding in the corridor should use standards that are support the VIVA rapid transit system. These standards should use design features, signs, text, and visibility.



### **Signal lights for Pedestrians and Cyclists**

Signage should be designed to function at the scale of the pedestrian. Standards should include coordinated pedestrian and cycling traffic signals. Signal lights should be highly visible.

## 6.1.9 Animate the Street

**Active streets improve daily life. The street should be animated with activities that engage pedestrians. Interactive public spaces, assembly spaces, and interstitial places for rest and socialization contribute to great streets. The design of the public/private edge is essential to the life of the street. Buildings that open on to the street, cafes, stores and shops that spill into the sidewalk, street vendors, buskers and sidewalk performers all contribute to pedestrian life. Dynamic main streets should be encouraged with street level activities that improve the quality of pedestrian space.**



### Street Vendors

Encourage street vendors with regulated standards for retail kiosks and items for sale along key street precincts.



### Mini Markets

Encourage mini markets with fresh local produce during key harvest seasons. Maintain regulated standards for food delivery and kiosk design.



### Street Cafes, Pubs, Restaurants Open to the Street

Encourage street cafes, pubs, and restaurants that are located on the street edge. Maintain that these spaces are highly visible to pedestrians, well lit, and integrate the street with building thresholds. Ensure that these outdoor spaces are constructed of high quality materials that contribute to the precinct identity and conform to local regulations such as building codes and liquor licenses that govern.

## 6.2 Built Form

**Best practice standards should be considered in the design and implementation of built form within the Yonge Street Urban Centre. Detail standards pertaining to the built form should achieve the following:**

- \* **Frontages of buildings that address the street and contribute to the dynamic lifestyle.**
- \* **Mass new buildings in ways that improve the overall quality of architecture and streetscape.**
- \* **Quality buildings that are rich in architectural detail and create harmonious rhythm and pattern.**
- \* **Ground floor elevations that increase visibility will help commercial addresses contribute positively to the street and public realm.**
- \* **Building addresses that reflect diversity and difference by creating modules or bays that are separate from its neighboring building.**
- \* **Natural light, views, and privacy for residential and institutional properties that sustain a high quality of space for occupants.**
- \* **Provide private open space and courtyards that promote access to natural light, green space, activity, entertainment, and community.**
- \* **Maintain Newmarket Urban Growth Centres as a sustainable community and promote it as a healthy place to live that is good for the environment.**

## 6.2.1 Active Frontage and Signage

**Buildings that address the street contribute to the quality of the urban environment. Strategies should try to portray lively internal uses to the street and animate the public space. The frontage should satisfy the transition between interior and exterior space and allow for spaces in between.**

**Methods for creating active fronts include articulating the building front with glazing and varied materials. Making the pedestrian level of the façade mostly transparent and pushing and pulling the building face at grade using bays, overhangs, and canopies are other strategies. The design of signs should be integrated to the architecture. Defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives will also contribute to the active frontage.**



### Overhangs and Canopies

New buildings should consider overhangs and canopies sheltering outdoor activity and entrances. Building overhangs can provide a sense of enclosure and can even shelter persons below the building from outdoor elements such as rain or snow. Overhang and canopies can break down the scale of a building and improve the relationship between built form and the street.



### Articulated Opening and Form

Methods to create active fronts include using clear windows and doors, making the pedestrian level façade of walls facing the street highly transparent, and locating active pedestrian-oriented uses at-grade. The relationship of the building to the street can be improved by designing a pleasant rhythm, pattern and harmony of openings relative to its enclosure and ensuring that materials used at the base of buildings are high-quality and is visually different than neighboring buildings.



### Integrate Signage with Architectural Design

Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives. Building signage should be integrated and reflective of architectural form and (or) style.

## 6.2.2 Setbacks and Articulation

Strategies that break down the mass of new buildings and improve the overall quality of the architecture in Newmarket Urban Growth Centres need to be considered. Building setbacks and the articulation of building mass are two strategies for achieving this.

The interplay of masses setback at certain heights will improve the articulation and overall visual sophistication of the street. The architectural expression of entrances, corners, roof elements, balconies, and other projections can help break down the overall scale of long or tall building faces. For tall buildings, the articulation of base forms created by setbacks will help articulate building form. This will promote a better street edge and improve the pedestrian realm by allowing more solar access and reduced wind conditions.



### Articulate Long Faces

Using features like projecting balconies, varying materials, or forms, it is possible to articulate long building faces and break down their scale. Articulating facade features provides more architectural variety and more visual interest at street edges.



### Setbacks to Articulate the Street

Promoting mass setbacks to large building blocks will break down their scale promoting diversity to street massing. Buildings should be setback at least once above the ground floor for a minimum of 1.0 meter. Building masses may also project forward to create overhangs. Overhangs should not project into the public as-of-right unless the design features notable architectural credibility.



### Podiums on Tall Buildings

The massing of tall buildings should include articulated podiums that set the tall mass of the building back from the street edge. Towers should be stepped backs to shelter the street from wind loads associated with tall structures. Canopies and other projections may also be used to deflect wind loads out from the building. Maintaining a smaller building floor plate will create narrow shadows and more light access for neighboring buildings.

## 6.2.3 Architectural Quality and Materials

**Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of Newmarket Urban Growth Centres’s vision. Architecture that uses high quality contemporary materials will create a compelling urban environment.**

**Highlight buildings on corner sites, with special treatment such as a corner entrance. Continue a high level of architectural detailing around both sides of the building. Methods to maintain a high quality urban environment include creating interesting and thought provoking tall buildings, corner bookends, and interesting facades. Combined, these strategies will articulate varying design elements and patterns to compose great main corridors.**



### Interesting Tall Buildings

Tall buildings are highly visible to the surrounding community and should maintain a unique identity. Tall buildings act as landmarks and memorable moments for visitors. Tall buildings should encourage unique architectural form including alternate shapes, setbacks, projections, and varying volumes.



### Corner Bookends

Corner buildings designate prominent and important crossroads in a community. These corner buildings should be of the highest architectural significance. Unique building forms should emphasize corners and their significance to the place.



### Interesting Facades

Interesting facades should be encouraged particularly at pedestrian level or along long facades. High activity buildings like community centres, churches, public assembly buildings, should have interesting and highly articulated facades. These public buildings should be recognizable landmarks. Methods for creating interesting facades include the interplay of light and color, transparency, translucency, and layered surfaces.

## 6.2.4 Entrances: Commercial

**Transparency on the ground floor into atria and lobbies will contribute to the public realm. Views into the commercial interior will emphasize interest for pedestrians. Interior activities that are publicly accessible can help animate outdoor spaces that promote the commercial address.**

**Articulation of lobbies and atria, corporate plazas, and a commercial skyline will help boost the presence of commercial addresses and improve their contribution to the public realm. The placement of parking in relation to commercial addresses will have an impact on the addresses and in most cases should be separated from pedestrian streets and relocated to the backs of commercial property.**



### Lobbies and Atria

Significant buildings should include lobbies and (or) atria that animate the entrance space of commercial buildings. These spaces will satisfactorily integrate large building with the street and encourage visual connections to their interior space.



### Corporate Plazas

Large corporate complexes or institutional buildings should include public accessible plazas. These spaces should be accessible to pedestrians and connect the ground floor of the complex to the surrounding urban environment. The design of the plaza should follow guidelines that direct the design of public open space, illumination, and street furniture.



### Commercial Skyline

One of the lasting memories of an urban centre is its commercial skyline. Tall commercial buildings should reflect unique identities in design. Maintaining appropriate tall building separations will preserve occupant access to natural daylight and views.



## 6.2.5 Entrances: Residential

**Building addresses should reflect diversity and difference by creating modules or bays that define separate units. Different residential building types require different entrance treatments: mixed-use residential buildings that may have one or more entrances, multi-unit buildings that have one address for numerous units, and single-unit dwellings that have one address for one or a small number of units.**

**Attention to the placement of site amenities like parking will be a critical concern in the design of residential dwellings. The placement of parking has the highest impact on the building's relationship to the street and careful attention is needed to relocate it off of pedestrian oriented streets.**



### Mixed Use Address

Design buildings that are adaptable to mixed uses such as live-work and retail at grade. In these building types, residential units should be located above street level. Shared entrances to residential units, clearly accessible from the street should be provided. For these units, consider higher glazing standards for windows and bedrooms located away from the main street for noise and ventilation concerns. The address of both the residential and commercial portions of the building should be legible to increase street presence of its corresponding use.



### Multi-Unit Address

Significant entrances are required for multi-unit residential buildings. These addresses should be located directly on the street and should emphasize a visible entrance for a large number of people. The entry vestibule should be transparent visually connecting lobby space to the street. Locate front doors to the face of the street that are directly accessible from the public sidewalk. Parking addresses should be located off of the main corridor where there is pedestrian traffic.



### Single-Unit Address

Entrances to single unit or multiplex housing should achieve an intimate scale of entry yet still preserve an address located on the main street. These addresses should encourage visibility from the inside space to the outside to improve public awareness and safety. Locate front doors to face the street and be directly accessible from the public sidewalk. Parking access should be located on laneways or in a shared underground lot. Some surface parking may be permitted during early development stages, however this should not affect the front address.

## 6.2.6 Natural Light, Views, and Privacy

**Ensuring sufficient natural light, views, and privacy for residential and institutional properties will sustain a high quality of space for occupants. This can be achieved by ensuring that new development is compatible with adjacent uses by maximizing light, minimizing overlook, and controlling visibility. For higher density environments, buildings need to provide elements to control these qualities.**

**There are methods for controlling density at a massing and urban design scale. Methods for controlling density include using angular planes that control height relative to adjacent land uses, building setbacks, and landscape buffers. These strategies will control building density and provide buffers for adjacent uses to improve land use transitions.**



### Angular Planes

Angular Planes will be used to control building density as it approaches the transition area between stable residential areas and Newmarket Urban Growth Centres. Angular planes will help preserve natural light, views, and privacy for existing residential communities. Angular planes will also be used in certain locations to limit development height on main streets.



### Building Setbacks

Building setbacks will be used to create character areas within the growth district. These will be public spaces that require more natural light to be provided on the street. This may include locations that promote active spaces on the edge of the street. These could include outdoor eating and lifestyle areas with increase gathering and pedestrian activity.



### Landscape Buffers

Landscape buffers may be required to alleviate awkward relationships between public and private spaces such as reverse frontages or side frontages onto streets or corridors. These buffers will be used to ensure sufficient light and privacy for residential properties ensuring that new development is compatible and sensitive. Buffers will help maximize light and minimize overlook onto private residential property. Planting of native vegetation, landscape berms, and bioswales are strategies for landscaping these areas.

## 6.2.7 Private Open Space and Courtyards

**In the Urban Centres, private open space and courtyards will provide amenities promoting access to light, green space, activity, entertainment, and community. In higher density developments, this space ensures inhabitants have access to a large range of amenities to enrich their lifestyle and standard of daily living.**

**Three types of private open spaces include pedestrian mews, building courtyards, and terraces. Pedestrian mews will connect building occupants to the main streets and the community while preserving light access between buildings. Courtyards will preserve light access to building occupants and provide outdoor space for the building's community. Green terraces and spaces will ensure access for inhabitants of new developments to green features.**



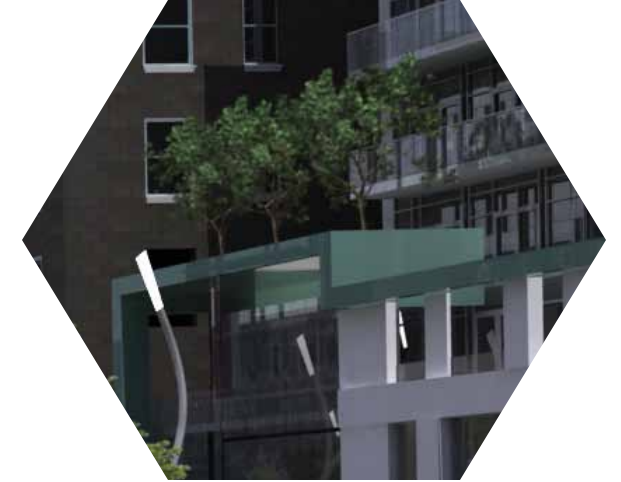
### **Pedestrian Mews**

Mews should be preserved at the middle of large development blocks to connect pedestrians to the transit corridors. Pedestrian mews should be provided between development blocks to coincide with roads of a dimension no less than 16.5 meters. Pedestrian mews should improve pedestrian activity, link internal developments to the main streets, provide access to greenspace, and preserve natural light access to new developments.



### **Building Courtyards**

Large developments should provide courtyards that provide outdoor space of inhabitants of new buildings. Courtyards should provide amenities for the building community like access to green space, activity space, play space for children, and areas for sporting activities. Building courtyards should be a minimum 14.0 meters width and length and should be provided for buildings over 50 meters wide and long.



### **Green Terraces and Spaces**

Green terraces and spaces should be provided within new development to facilitate occupant or inhabitant access to green amenities. These spaces should be located facing main corridors to enhance building facades and contribute to the green lifestyle of Newmarket Urban Growth Centres. Green terraces should be provided within buildings that are over 4.0 floor to property index.

## 6.2.8 Sustainable Community

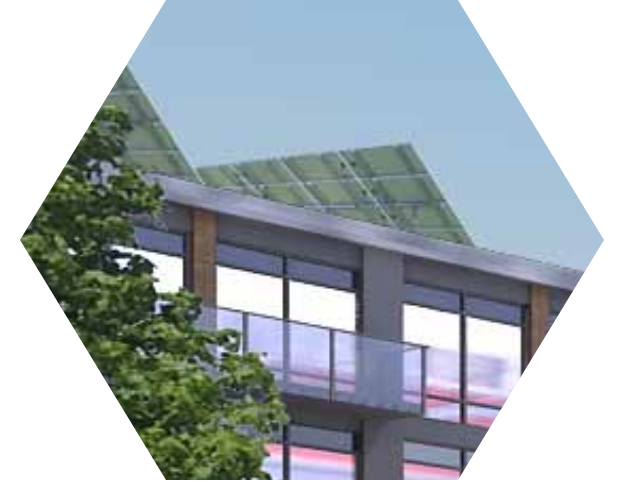
**Maintaining Newmarket Urban Growth Centres as a sustainable community will promote it as a healthy place to live that is good for the environment. The Town should consider green building standards or accreditations such as LEED ND or One Planet Living for achievements in sustainable design. Sustainable living should be marketed as a positive attribute to living in Newmarket Urban Growth Centres.**

**Sustainable urban neighbourhoods feature an integrated building and landscape design. Building placement, contribution to site operations, and sustainable technology should improve energy efficiency, occupant comfort, and quality of the built environment.**



### **Sustainable Sites**

Buildings in Newmarket Urban Growth Centres should consider standards such as LEED® for Neighbourhood Development, One Planet Living, Sustainable Sites and meet the requirements of the section. Buildings should follow best practice standards for stormwater management, site selection, access to transit, development density.



### **Sustainable Technology**

Buildings in Newmarket Urban Growth Centres should follow green building standards and try to attain accreditation.

## 6.3 Open Spaces

**Best practice standards should be considered in the design and implementation of Newmarket Urban Growth Centres's open space. Detail standards pertaining to the open space should achieve the following:**

- **Meeting and gathering spaces that activate a community by promoting public interaction and assembly.**
- **Positive outdoor space that facilitates community interface with the urban environment.**
- **A connection to nature and ecological process that help foster environmental stewardship.**

## 6.3.1 Meeting and Gathering Spaces

**Meeting and gathering spaces activate a community by promoting public interaction and assembly. These spaces improve the interface between interior or outdoor space and where major paths intersect within a community. A community that fosters a healthy lifestyle ensures that spaces are set aside for these purposes.**

**To effectively set aside space for outdoor meeting and gathering spaces approaches often include design standards that activate building thresholds, street corners, and street edges. Designing strategies to approach these outdoor gathering spaces will promote the identity and lifestyle of the Urban Growth Centres. It will help develop the Urban Growth Centres' culture and social environment.**



### Building Thresholds

Building thresholds should be promoted in key locations to provide meeting and gathering spaces. Design strategies that will promote these spaces, such as, but not limited to, active spaces include building setbacks, overhangs, signage, terraces, alternate paving, intimate street furniture, small grade separations, and railings.



### Street Corners

At the intersection of major streets design strategies should be implemented to create meeting and gathering spaces. These spaces should coincide with pedestrian foot traffic. These spaces should include design strategies, such as, but not limited to, building setbacks, overhangs, signage, terraces, alternate paving, intimate street furniture, small grade separations, and railings.



### Street Edges

Major street edges should be animated to provide key locations for meeting and gathering spaces. In most cases this will coincide with the location of street furniture, however larger and more notable spaces should be provided at a desirable minimum distance or frequency. These spaces should include design strategies, such as, but not limited to, building setbacks, overhangs, signage, terraces, alternate paving, intimate street furniture, small grade separations, and railings.

## 6.3.2 Positive Outdoor Space

**Positive outdoor space sets aside critical community space that facilitates interface with the urban environment. The Urban Growth Centres should have spaces that encourage a range of activities to take place in public. The careful implementation of design features such as planting, street furniture, and walkways all encourage people to meet and activate public spaces.**

**The approach advocated is to promote attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains. This will form the central spaces for gathering in the Urban Growth Centres. The neighbourhood will have many types of positive open space however the three that most notable are public ecological spaces, urban plazas, and recreation and community spaces.**



### Public Ecological Spaces

Spaces should be provided in Newmarket Urban Growth Centres that offer the public a connection to ecology. These spaces should be integrated into major public open space and include amenities such as bioswales, retention ponds, and wetlands. These spaces should preserve habitat for native species of plants and animals.



### Urban Plazas

Urban Plazas should be encouraged during the design of new buildings within Newmarket Urban Growth Centres. Attention to planting and street furniture will contribute to the quality of the public space. Design should encourage leading edge landscape design in the articulations of these spaces. Attention to building setback and density will help direct the scale of urban plazas.



### Recreation and Community Spaces

Spaces should be provided in Newmarket Urban Growth Centres as hubs for recreation and community activity. These spaces should provide community amenities for gathering, playing, and active/passive forms of recreation.

## 6.3.3 Ecology and Public Stewardship

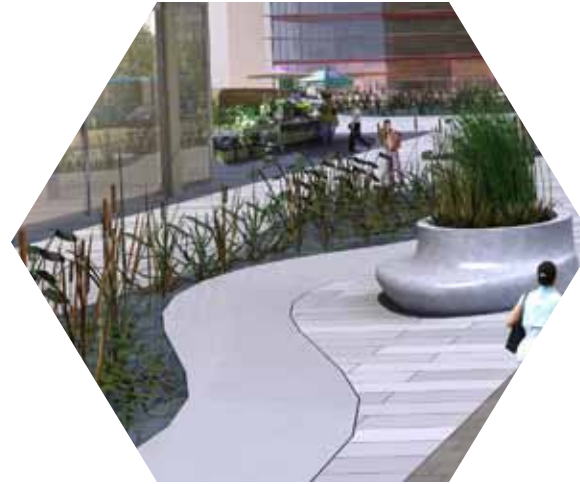
**A connection to nature and ecological process helps a community foster environmental stewardship. In Newmarket Urban Growth Centres the design and management of ecological features should form the centre of major public spaces and parks. Where possible these spaces should encourage healthy plants, animals, and people.**

**Approaches to improve community access to ecology and environmental stewardship include preserving natural process, and water management amenities. Encouraging these features as the community develops will preserve the green image of Newmarket and continue to connect people with natural process.**



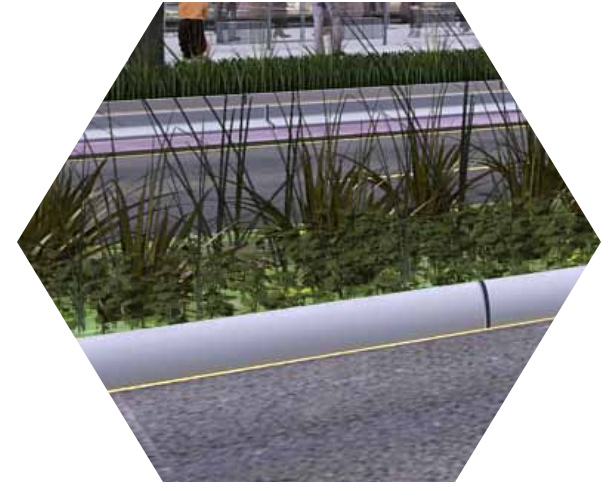
### Natural Process

Open spaces should be planned holistically with the intent of preserving local ecology and natural process. Using this approach will preserve green space and significant habitat for plants and animals in the community. Sites with key natural features such as streams or rare vegetative and plant species should be preserved where possible.



### Stormwater Management

Newmarket Urban Growth Centres should provide open space for stormwater management, however these spaces should be integrated into the design of the community. Large stormwater management ponds should be relocated off of the main corridors and at the back of sites. Smaller ponds may replace these along streets if they contribute to the pedestrian realm and precinct identity. These ponds should be integrated to larger systems of stormwater management that operate at the scale of the precinct.



### Rainwater Harvesting

Rainwater in Newmarket Urban Growth Centres should use an integrated approach to remediation. Rainwater should be used to irrigate streetscape planting located along the street edge and in medians. Hearty plant species should be planted that are salt and drought resistant.



# 7.0 Implementation

## 7.1 Policy

**As Newmarket builds a stronger community identity, it is important to create new supporting processes and eliminate legacy procedures that add no value or get in the way of progress. The old way of doing things is perfectly designed to deliver the results you get today. The Town will need to embrace a new way of doing things that emerges from the transformation exercise. Be on guard if no process changes are identified as part of your solution. It suggests the results may not match the expectations.**

### Secondary Plan

The Town of Newmarket is planning to initiate a secondary plan exercise that will include the Yonge Street Urban Growth Centres immediately following this study. The visualizations created in this study are resources that can be used within the future secondary plan exercise to illustrate the Official Plan vision for the area. At the time of this study the Town of Newmarket was in the process of drafting its Zoning By-law. The draft comprehensive Zoning By-Law supports the Phase 1 Official Plan policies for the Urban Centre designations within the Study Area. The visualizations and urban design guidelines in this report were based on the overall vision for the Urban Centres in the Town's Official Plan will and will form the Secondary Plan. The Secondary Plan may revise the Official Plan policies specific to the affected Urban Centres and the associated zoning regulations.

The urban design guidelines illustrated in this document developed without the guidance and public consultation of a secondary plan exercise. As such, we have included design guidelines that address urban design and built form quality but do not prescribe or limit development with restrictive spatial requirements.

This study recommends that specific urban design guidelines outlined in this document be tested, refined and further developed through the secondary planning process. The Town should consider including the updated Urban Design Policies by attaching Detailed Guidelines as an appendix to the Secondary Plan. This would establish a mechanism to implement the Urban Design Guidelines recommended in this study and would give them formal status as a guide to the review of future rezoning and minor variance applications and all Site Plan Approvals.

Detailed Urban Design Guidelines that require further development are:

- Transition zoning angular planes or step back dimensions
- Tall building guidelines
- Block Dimensions
- Views, Vistas and Gateway Locations
- Building Height Distribution
- Street Enclosure and Skyview Dimensions
- Building Setbacks for specific precincts

This report has outlined the Urban Design Principles for the above issues but has not established specific dimensions and spatial requirements that should be developed in conjunction with the Secondary Plan process. Through a secondary plan process the recommendations established in this study will be vetted with the broader community.

## 7.2 Economics

### Real Estate Acquisition

Achieving the vision for the Yonge Street Urban Growth Centres will require the participation of numerous private landowners and developers, in cooperation with residents and businesses in the area. However, there are several initiatives which should be led by the Town. The Town should consider comprehensive, longer term strategies to acquire essential properties within the study area for public amenities. Public parks, streets and pedestrian connections are essential to the future of the area and should be appropriately anticipated. Along with facilitating the redevelopment of privately-held lands along Yonge Street Urban Growth Centres, these capital initiatives will do much to demonstrate the Town's commitment to the transformation and improvement of the area.

### Business Improvement Area

We recommend that the Town encourage the establishment of a Business Improvement Area within the study area. A Business Improvement Area would engage the community and stakeholders and determine how best to move forward. The implementation of capital improvements will require direct cooperation with private land owners.

### Community Improvement Plan

Section 28 (2) of the Planning Act provides that a council of a municipality which has an Official Plan containing provisions relating to community improvement may by by-law designate the whole or any part of an area covered by such an Official Plan as a Community Improvement Plan Area. The Town of Newmarket Official Plan designates the Urban Centres as a Community Improvement Project Area. The Town should consider establishing a Community Improvement Plan to potentially provide incentives for improvement of the public realm by the private sector should applicable programs become available, as is permitted by the Planning Act. These additional powers will allow the Town to improve the street network and parking facilities, create more functional and beautiful open spaces and better position certain lands for development.

### Parking

As the Yonge Street Urban Growth Centres redevelop the eventual need for parking will arise. The Town of Newmarket should consider a long range plan for converting parking supply from surface lots to underground structures over time. As development pressure intensifies, the sites can be developed with residential or mixed use buildings and the parking facilities can be incorporated into a below grade parking structure that services both residents of the development and visitors to the area. Establishing a municipal parking authority might be prudent at an early stage in the process to ensure future parking needs are planned and controlled by the Town.

## 7.3 Process

### Peer Review

New developments within the Study Area should enhance the overall quality of the district in a manner which helps to achieve the vision for the Yonge Street Urban Growth Centres. This requires a regulatory approach which is focused on the quality and excellence of built form carefully considered with each new application within the corridor. The design and built form recommendations created through this Study have been established to assist Council in evaluating future development proposals to ensure a high quality of distinctive new development in the corridor. To assist with the assessment of development proposals, it is recommended that a development and design review process for major private sector projects be adopted. The Town should consider retaining Urban Design Peer Review consultant for development applications within the Yonge Street Urban Growth Centres on an “as needed basis”. The peer review could augment the Town’s current development application process to address the more qualitative aspects of design and would also be applicable for all public sector and infrastructure projects. This peer review process has been used in a number of municipalities across Canada.

### Public Engagement

Transparency in the development process is essential to the acceptance and support of new development within the Urban Growth Centres. Outside of the typical planning process, additional steps should be taken to ensure community involvement and awareness, including ongoing website updates, regular publications in local newspapers and partnerships with local community groups.

**The following appendix includes a selection of background work that was developed to create the visualizations and urban design guidelines. The work includes the development of built form types and block types, incremental growth tests, some of the block plan principles and the demonstration streets and block plan. This section also includes a definition of specific terms used in the document.**

# 8.0 Appendix

# **8.1 Urban Design Investigations**

## **8.1.1 Mass Types**

**1 Angular Plane**

**2 Angular Planes**

**3 Angular Planes**

**1 Tower Angle**

**1 Angular Plane Reverse**

**2 Angular Planes Reverse**

**4 Angular Planes Reverse**

**2 Tower Angles**

## 8.1.2 Block Types

## **8.1.3 Incremental Growth**



## 8.1.4 Site Specific Growth



Yonge Street and Davis Drive Southeast

Yonge Street and Davis Drive North

Yonge Street and Millard Avenue

## **8.1.5 Mall Transformation**

**1**

**Existing Mall and surface parking**

**2**

**Relocate stormwater ponds  
develop structured parking**

**3**

**Develop the perimeter**

**4**

**Dissolve the mall perimeter and reinforce the perimeter**

**5**

**Infill remaining surface parking**

**6**

**Completely dissolve the mall and infill remaining sites**

## 8.1.6 Block Plan Schematics

**1**

**Walkability and  
Connectivity**

**2**

**Solar Orientation**

**3**

**Block Configuration and  
Adaptability**



# 8.1.7 Demonstration Block Plan

**LEGEND**

- Institutional
- Commercial
- Intensification/Mixed Use
- Proposed Development
- Park/Public Connection
- VIVA Stop/Terminal
- VIVA Future Stop/Terminal
- VIVA Route
- VIVA Future Route
- 400m Walkable Area to VIVA
- Block Plan Study Area

## 8.2 Definitions

**accessibility:** The ease with which a building, place or facility can be reached by people and/or goods and services. Accessibility can be shown on a plan or described in terms of pedestrian and vehicle movements, walking distance from public transport, travel time or population distribution.

**active edge:** Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

**adaptability:** The capacity of a building or space to respond to changing social, technological, economic and market conditions.

**amenity:** Something that contributes to an area's environmental, social, economic or cultural needs.

**appearance:** combination of the aspects of a place or building that determine the visual impression it makes.

**architecture:** and built environment centre A building or organization that provides a focus for a range of activities and services (such as discussions, information, exhibitions, training, collaboration and professional services) relating to design and planning. See [www.architecturecentre.net](http://www.architecturecentre.net).

**articulation:** Architectural detail that gives a building interest and added richness.

**as-of-right development:** development which does not require formal planning permission provided it complies with criteria set out in legislation.

**authenticity:** The quality of a place where things are what they seem: where buildings that look old are old, and where the social and cultural values that the place seems to reflect did actually shape it.

**background building:** A building that is not a distinctive landmark.

**barrier:** An obstacle to movement.

**block:** The area bounded by a set of streets and undivided by any other significant streets.

**boulevard:** Area between the curb and the sidewalk for: street trees, newspaper boxes, parking meters, light poles, bike rings etc. so that sidewalks are kept free and clear for pedestrians.

**building element:** A feature (such as a door, window or cornice) that contributes to the overall design of a building.

**building envelope guidelines:** Diagram(s) with dimensions showing the possible site and massing of a building.

**building line:** The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

**building shoulder height:** The top of a building's main facade.

**built environment:** The entire ensemble of buildings, neighbourhoods and cities with their infrastructure.

**built form:** Buildings and structures.

**bulk:** The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.

**character:** the unique qualities of urban areas.

**character area:** An area with a distinct character, identified as such so that it can be protected or enhanced by planning policy.

**compatible / compatibility:** When the density, form, bulk, height, setbacks, and/or materials of buildings are able to co-exist with their surroundings.

**context:** The setting of a site or area.

**defensible space:** Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of space.

**density:** The mass or floorspace of a building or buildings in relation to an area of land. Density can be expressed in terms of plot ratio (for commercial development); homes or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; space standards; or a combination of these.

**desire line:** An imaginary line linking facilities or places which people would find it convenient to travel between easily.

**development:** the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land. Most forms of development require planning permission.

**development control:** The process through which a local authority determines whether (and with what conditions) a proposal for development should be granted planning permission.

**distinctive:** The positive features of a place and its communities which contribute to its special character and sense of place.

**driveway:** A private way across land used for vehicular access from a public street - includes a private right-of-way.

**enclosure:** The use of buildings to create a sense of defined space.

**energy efficiency:** The result of minimizing the use of energy through the way in which buildings are constructed and arranged on site.

**eyes on the street:** People whose presence in adjacent buildings or on the street make it feel safer (see also defensible space and natural surveillance).

**façade:** The principal face of a building (also referred to as the front wall).

**feasibility:** The appropriateness of development in relation to economic and market conditions.

**fenestration:** The arrangement of windows on a facade.

**fine grain:** The quality of an area's layout of building blocks and plots having small and frequent subdivisions.

**flagship project:** One intended to have the highest profile of all the elements of a regeneration scheme.

**floor area ratio:** A measurement of density expressed as gross floor area divided by the net site area.

**floorplate:** The area of a single floor of a building.

**form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

**frontage zone:** The area in the right-of-way between the building and the sidewalk; can include planting, outdoor patios, etc.

**gateway:** A main point of entrance into a district or a neighbourhood and a good location for intensification.

**glazing:** Clear or lightly tinted glass windows.

**hard landscape:** Landscape features other than plant materials (e.g. decorative pavers, planter boxes, walks, fences, retaining walls, etc.).

**intensification:** Higher, bigger and more compact, mixed-use, pedestrian-oriented development.

**landmark:** A building or structure that stands out from the background buildings.

**lane:** A narrow street at the back of buildings, generally used for service and parking.

**landscape:** The appearance of land, including its shape, form, colours and elements, the way these (including those of streets) components combine in a way that is distinctive to particular localities, the way they are perceived, and an area's cultural and historical associations.

**layout:** The way buildings, routes and open spaces are placed in relation to each other.

**legibility:** The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

**light pollution:** Light created from excessive illumination, by unshielded or misaligned light fixtures, and by inefficient lamp sources, with health implications to humans and wildlife.

**massing:** The combined effect of the arrangement, volume and shape of a building or group of buildings. This is also called bulk.

**mews:** Small pedestrian passageway to link parking to public sidewalks, parks to sidewalks etc.

**mixed use:** A mix of complementary uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

**mobility:** The ability of people to move round an area, including carriers of young children, older people, people with mobility or sensory impairments, or those encumbered with luggage or shopping.

**movement:** People and vehicles going to and passing through buildings, places and spaces.

**natural surveillance (or supervision):** The discouragement to wrongdoing by the presence of passers-by or the ability of people to see out of windows. Also known as passive surveillance (or supervision). node A place where activity and routes are concentrated.

**nodes:** Important locations in a city to highlight, feature or intensify, occurring at key intersections and neighbourhood gateways.

**on-site parking:** Parking within a building's site boundary, rather than on a public street or space.

**overlook:** The design of a private amenity space of one unit has the potential, if incorrectly placed, to 'overlook' the private amenity space of another.

**parking lot:** A lot or other place used for the temporary parking of vehicles.

**pedestrian area:** the area between the front façade of a building and the curb. The pedestrian area consists of a sidewalk clear zone closest to the building, and a parallel parkway/street furniture zone that is between the sidewalk and the curb.

**pedestrian scale:** A size of a building or space that a pedestrian perceives as not dominating or overpowering.

**pedestrian travel route:** The unobstructed portion of the sidewalk.

**pedestrian walkway:** sidewalk on private property.

**performance criterion/criteria:** A means of assessing the extent to which a development achieves a particular functional requirement (such as maintaining privacy). This compares with a standard, which specifies more precisely how a development is to be designed (by setting out minimum distances between buildings, for example).

**permeability:** The degree to which a place has a variety of pleasant, convenient and safe routes through it.

**permeable surface:** A surface formed of material that allows infiltration of water to the sub-base.

**property line:** The legal boundary of a property.

**public realm:** The streets, lanes, parks and open spaces that are free and available to anyone to use.

**right-of-way:** A public or private area that allows for passage of people or goods, including, but not limited to, freeways, streets, bicycle paths, alleys, trails and pedestrian walkways.

**scale:** The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person.

**screening:** Vegetation, landforms, or structures that serve to reduce the impact of development on nearby properties.

**setback:** The required distance from a road, property line, or another structure, within which no building can be located.

**sidewalk:** Unobstructed concrete or paved area for pedestrian travel in the public right-of-way.

**sight line:** The direct line from a viewer to an object.

**soft landscape:** Planting such as trees, shrubs, vines, perennials and annuals.

**stacking lane:** An on-site queuing lane for motorized vehicles, which is separated from other vehicular traffic and pedestrian circulation by barriers, markings or signs.

**stepback:** An additional setback that applies to upper stories of a building. Stepbacks can be effective in reducing the perception of building mass at ground level, reducing potential “wind tunnel” effects, increasing the amount of sunlight at ground level, providing increased articulation of the street wall, and avoiding a “canyon effect” for corridors.

**strategic view:** The line of sight from a particular point to an important landmark or skyline.

**streetscape:** The overall character and appearance of a street formed by buildings and landscape features that frame the public street. Includes building façades, street trees, plants, lighting, street furniture, paving, etc.

**street frontage:** The front of the property facing the street.

**street furniture:** Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting and signs. topography A description or representation of artificial or natural features on or of the ground.

**street section:** A street cross-section which includes the horizontal line of the street plus the vertical edges of the buildings, on either side, that face it.

**streetwall:** Street edge, along which a line of buildings can occur and defines the limits of the right-of-way.

**transitional height plane:** A two-dimensional, geometric plane that defines the upper boundary (i.e., maximum permitted height) of the buildable area of a higher intensity district that is adjacent to a lower-intensity residential district. The effect of a transitional height plane is to progressively lower the allowable building height of a higher intensity district as one approaches that district’s boundary and the adjacent lower-intensity residential district. The plane does not supersede other building height restrictions; it is an additional height restriction that must be considered in conjunction with any other height restrictions imposed.

**urban design:** The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes that facilitate successful development.



**urban design framework:** A document setting out how development plan policies should be implemented in a particular area where there is a need to control, guide and promote change. Such areas include transport interchanges and corridors, regeneration areas, town centres, urban edges, housing estates, conservation areas, villages, new settlements, urban areas of special landscape value, and suburban areas identified as being suitable for more intense development.

**urban design guidelines:** A generic term for documents providing guidance on how development can be carried out in accordance with the planning and design policies of a local authority or other organization.

**urban design policy:** Relates to the form and appearance of development, rather than the land use.

**urban design principle:** An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or design code. Each such planning tool should have its own set of design principles.

**urban design standards:** Produced by districts and unitary authorities, usually to quantify measures of health and safety in residential areas.

**urban grain:** The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

**urban structure:** urban structure refers to the pattern or arrangement of development blocks, streets, buildings, open space and landscape which make up urban areas. It is the interrelationship between all these elements, rather than their particular characteristics that bond together to make a place. Urban structure does not imply any particular kind of urbanism. Urban structure is important because its structure provides the foundations for detailed design of the constituent elements.

**vernacular:** The way in which ordinary buildings were built in a particular place before local styles, techniques and materials were superseded by imports.

**visual clutter:** The uncoordinated arrangement of street furniture, signs and other features.

**walk shed:** A line on a map or plan showing the furthest distance that can be walked from a particular point at an average pace in a certain time (usually five or ten minutes).

Some definitions are derived from By Design (ODPM/CABE, 2000) and The Dictionary of Urbanism (Streetwise Press, 2003)