PART C Schedules

Schedule 1 Secondary Plan Area

Schedule 2 Character Areas

Schedule 3 Land Use

Schedule 4 Height and Density

Schedule 5 Street Network

Schedule 6 Parks, Open Space and Natural Heritage

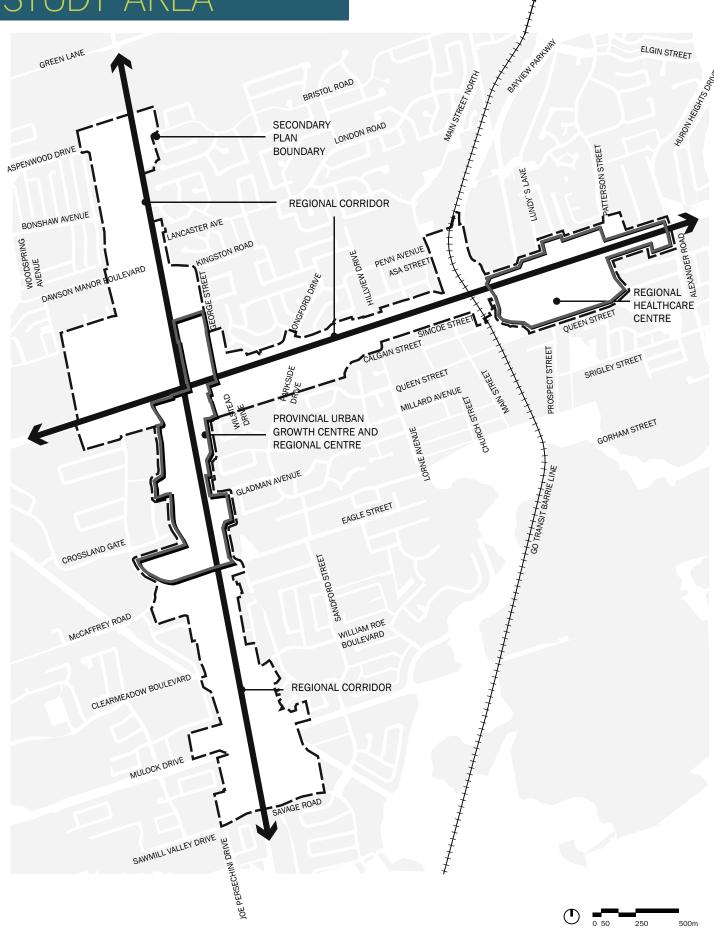
Schedule 7 Illustrative Cross-Sections

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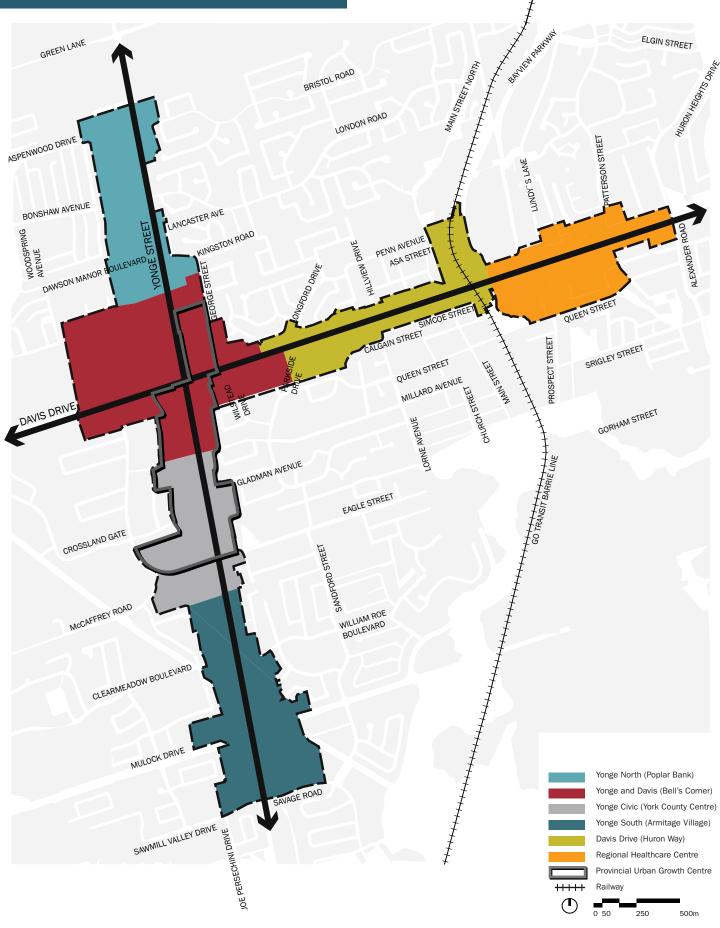
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SCHEDULE 1: STUDY AREA



SCHEDULE 2: CHARACTER AREAS





0 ELGIN STREET GREEN LANE BRISTOL ROAD LONDON ROAD SPENWOOD DRIVE LUNDY S LANE BONSHAW AVENUE LANCASTER AVE WOODSPRING KINGSTON ROAD PENN AVENUE ASA STREET DAWSON MANOR BOULEVARD QUEEN STREET STREET MAINSTREET QUEEN STREET MILLARD AVENUE HAM STREET EAGLE STREET Floodplain and Hazard Lands Provincial Urban Growth Centre CROSSLAND GATE Parks and Open Space Natural Heritage System Yonge North Character Area Yonge and Davis Character Area Yonge Civic Character Area MCCAFFREY ROAD WILLIAM ROE Yonge South Character Area BOULEVARD Davis Drive Character Area Regional Healthcare Centre Character Area Planned VIVA Rapidway Station CLEARMEADOW BOULEVARD Mobility Hub Station Area Plan Study Area (Conceptual) 0 **GO Transit Station** Future GO Rail Station Mobility Hub MULOCK DRIVE Railway min. max SAWMILL VALLEY DRIVE BANGE BERSEGAIN DRIVE FSI with height height FSI FSI height with SAVAGE ROAD bonusing bonusing 6 storeys (20m) 20 storeys (62m) high density 2.5 4.0 30 storeys (92m) 4.5 medium-high density 4 storeys (14m) 15 storeys (47m) 2.0 25 storeys (77m) 4.0 3 storeys (11m) 10 storeys (32m) 1.5 2.5 18 storeys (56m) 3.0 medium density 6 storeys (20m) 1.5 2.0 8 storeys (26m) 2 storeys (8m) low density Minimum and maximum heights and density are meant to be applied in conjunction with the other applicable policies of this Plan and in particular, the Density and Height Policies of Section 6, the Urban Design policies of Section 7 and the Bonusing provisions of Section 14.

0 50

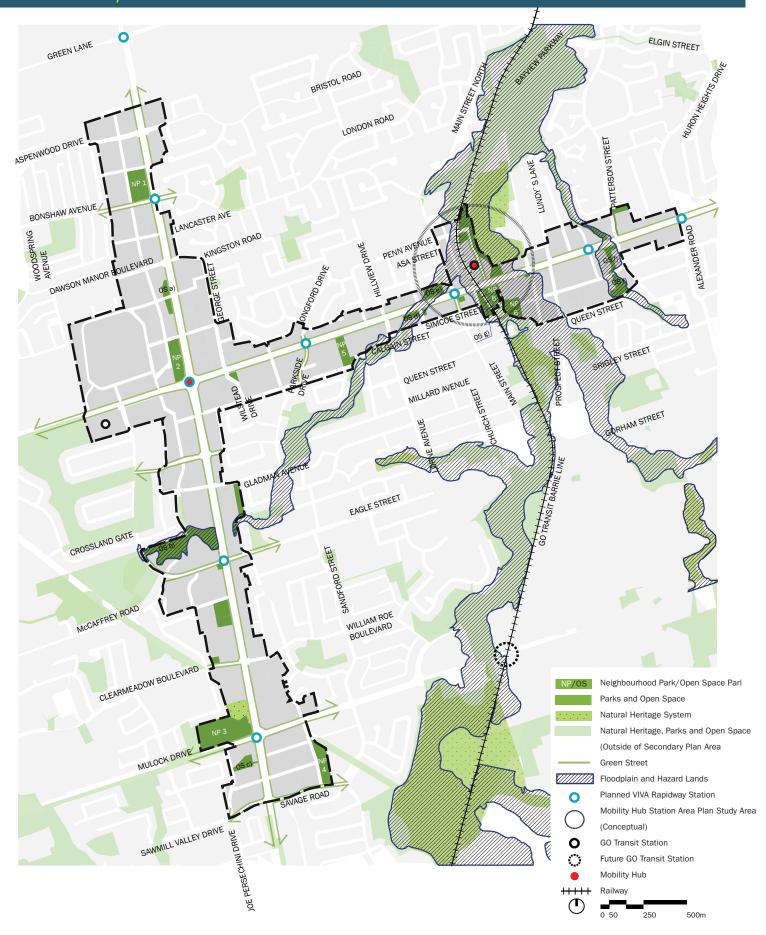
250

500m

DRAFT NEWMARKET URBAN CENTRES SECONDARY PLAN ETWORK ELGIN STREET GREEN LANE BRISTOL ROAD LONDON ROAD ASPENWOOD DRIVE BONSHAW AVENUE LANCASTER AVI KINGSTON ROAD PENN AVENUE ASA STREET DANSON MANOR BOULEVARD SRIGLEY STREET VENUE GLADMAN LAND GATE **Existing Arterial** Existing Primary Collector Proposed/Upgraded Primary Collector WILLIAM ROE BOULEVARD **Existing Minor Collector** Proposed/Upgraded Minor Collector (22 - 27.6m) Proposed Local Road (18 - 22.6m) Existing Private Road/Lane CLEARME Proposed Private Road/Lane (Conceptual) (~16m) Pedestrian Mews Connection (Conceptual) : Existing Signal Potential Future Assessment for Signal DRIVE Mobility Hub Station Area Plan Study Area MULOC (Conceptual) Planned VIVA Rapidway Station SAVAGE ROAD 0 **GO Transit Station** Future GO Transit Station Mobility Hub Railway Existing Bridge Potential Future Bridge 0 50 250

500m

SCHEDULE 6: PARKS, OPEN SPACE & NATURAL HERITAGE



SCHEDULE 7: ILLUSTRATIVE CROSS SECTIONS

LOCAL STREET CONCEPTUAL CROSS SECTION
Min 18m ROW with Sharrows



MINOR COLLECTOR CONCEPTUAL CROSS SECTION - SINGLE LOADED STREET Min 20m ROW with Bike Lane on Boulevard



MINOR COLLECTOR CONCEPTUAL CROSS SECTION - DOUBLE LOADED STREET Min 22m ROW with Bike Lane on Boulevard



APPENDIX A

Conceptual Street Cross Section
Depicting Undergrounding of Hydro

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YONGE STREET CONCEPTUAL CROSS SECTION - MID BLOCK

