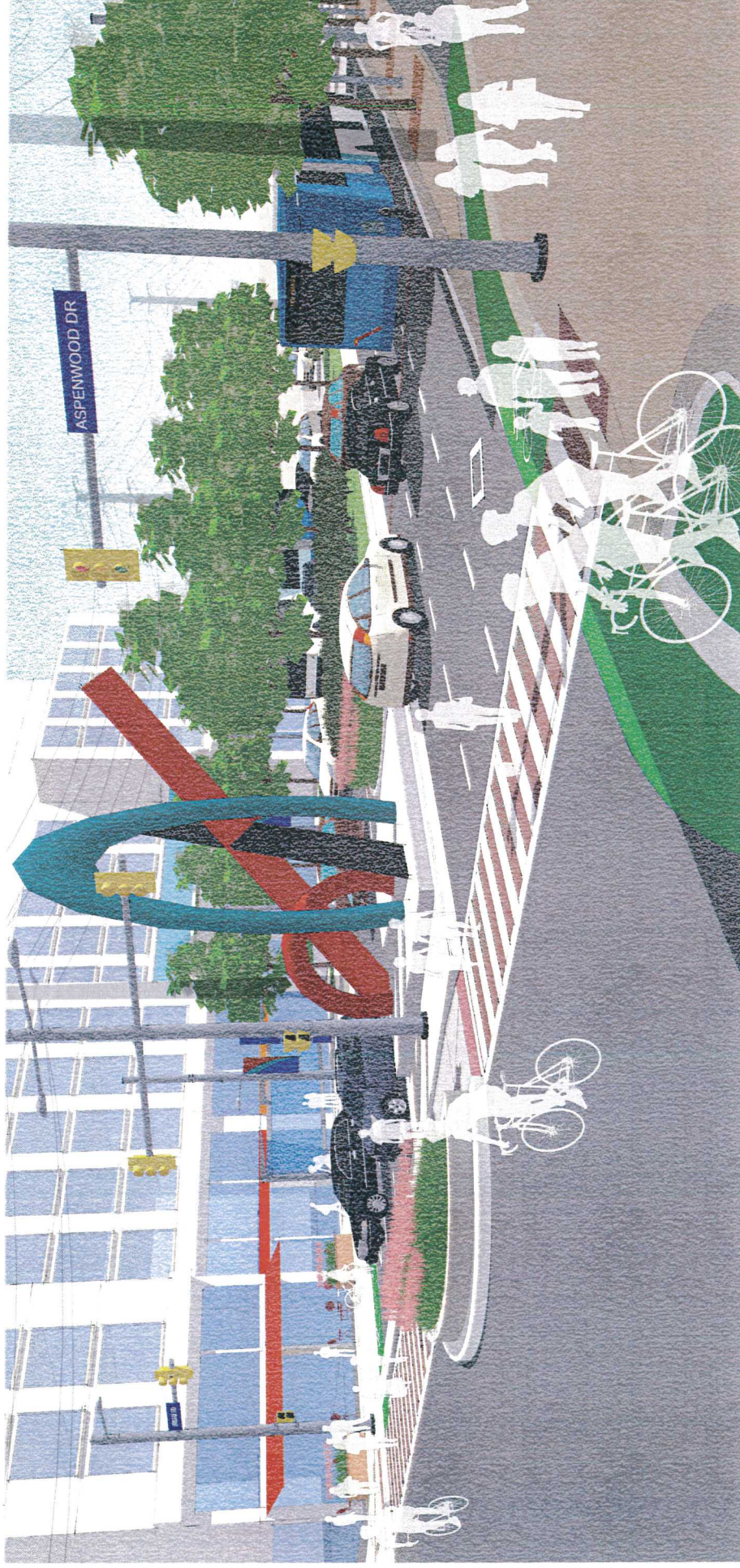


YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN: TOWN OF NEWMARKET COUNCIL



YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN

Project Context



YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN

Project Objectives

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

RESEARCH, INVENTORY AND SWOT ANALYSIS

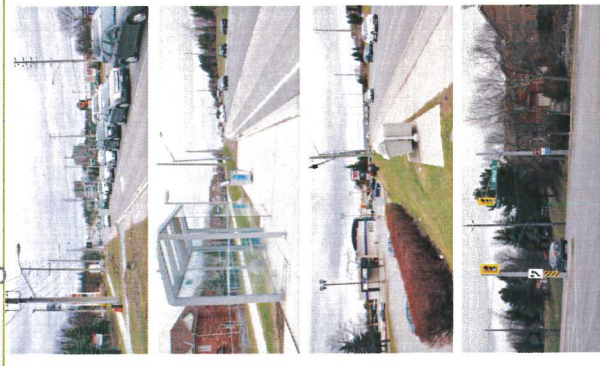
KEY EXISTING CHARACTERISTICS AND ISSUES

- Wide ROW and paved area (ranging from 39.5m – 59.1m)
- Car dominant
- Utilitarian pedestrian environment, non-continuous sidewalks
- Minimal cycling infrastructure
- Minimal street trees
- Numerous large asphalt parking lots
- Frequent consolidated driveways due to large lots
- Open ditches adjacent to roadway and sidewalks
- Significant grade changes at some properties
- Dominant presence of above grade utilities and hydro poles

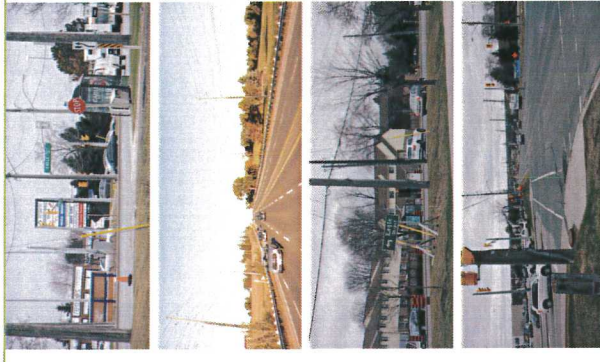
Yonge Street North



Yonge Street South



Davis Drive West

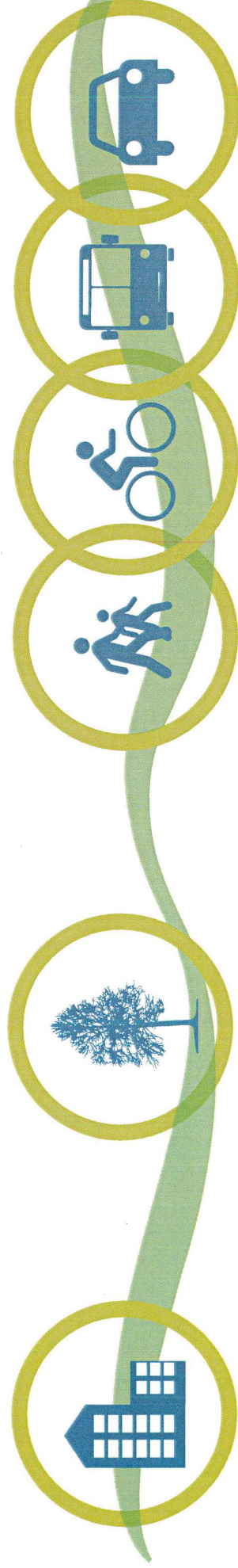


Davis Drive East



STREETSCAPE VISION

FOR THE YONGE STREET & DAVIS DRIVE STREETSCAPE MASTER PLAN



VIBRANT

GREEN

ACTIVE

York Region Transportation Services Vision:
Connecting Strong, Caring and Safe Communities

York Region Transportation Mission

Transportation Services plan, build and operate roads and transit services that respond to the needs of our growing communities.

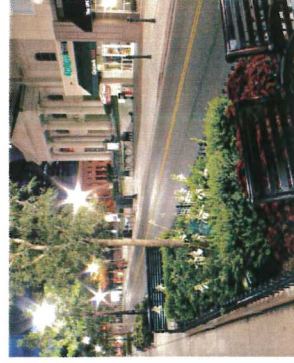
STREETSCAPE VISION

DESIGN PRINCIPLES

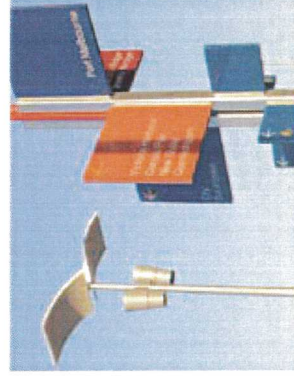
ARCHITECTURAL BUILT
FORM, PLACEMAKING,
PUBLIC ART



GREEN STREETS AND
ENVIRONMENTALLY
PROGRESSIVE DESIGN



ACCESS AND WAYFINDING



FUNDAMENTALS OF PUBLIC
REALM DESIGN

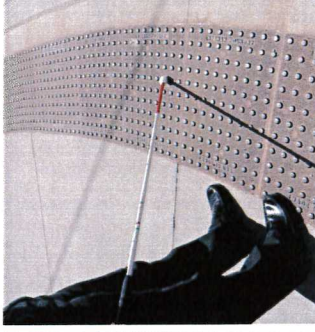


IMPLEMENTATION AND
MAINTENANCE



STREETSCAPE MASTER PLAN

KEY DESIGN ELEMENTS



Pedestrian Zone

Furnishing Zone

Planting Zone

Cycling Zone: Cycle Track

Multi-Use Path

Medians

Lighting

Utilities

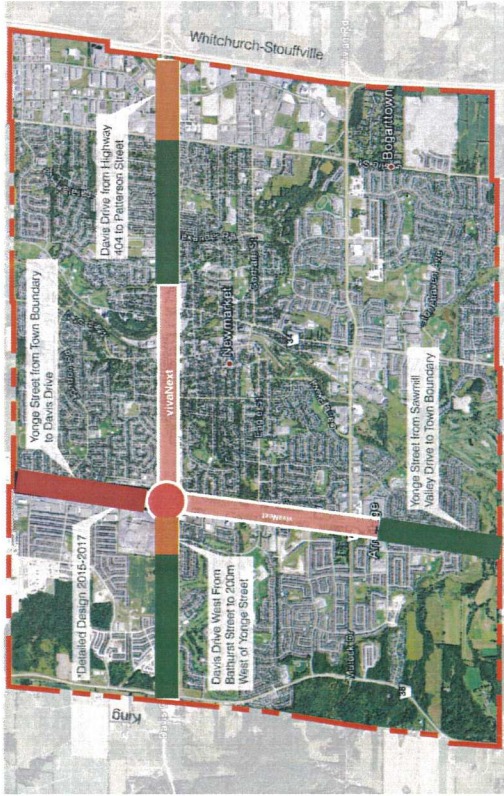
Retaining Walls

Public Art

Smart Technology Initiatives

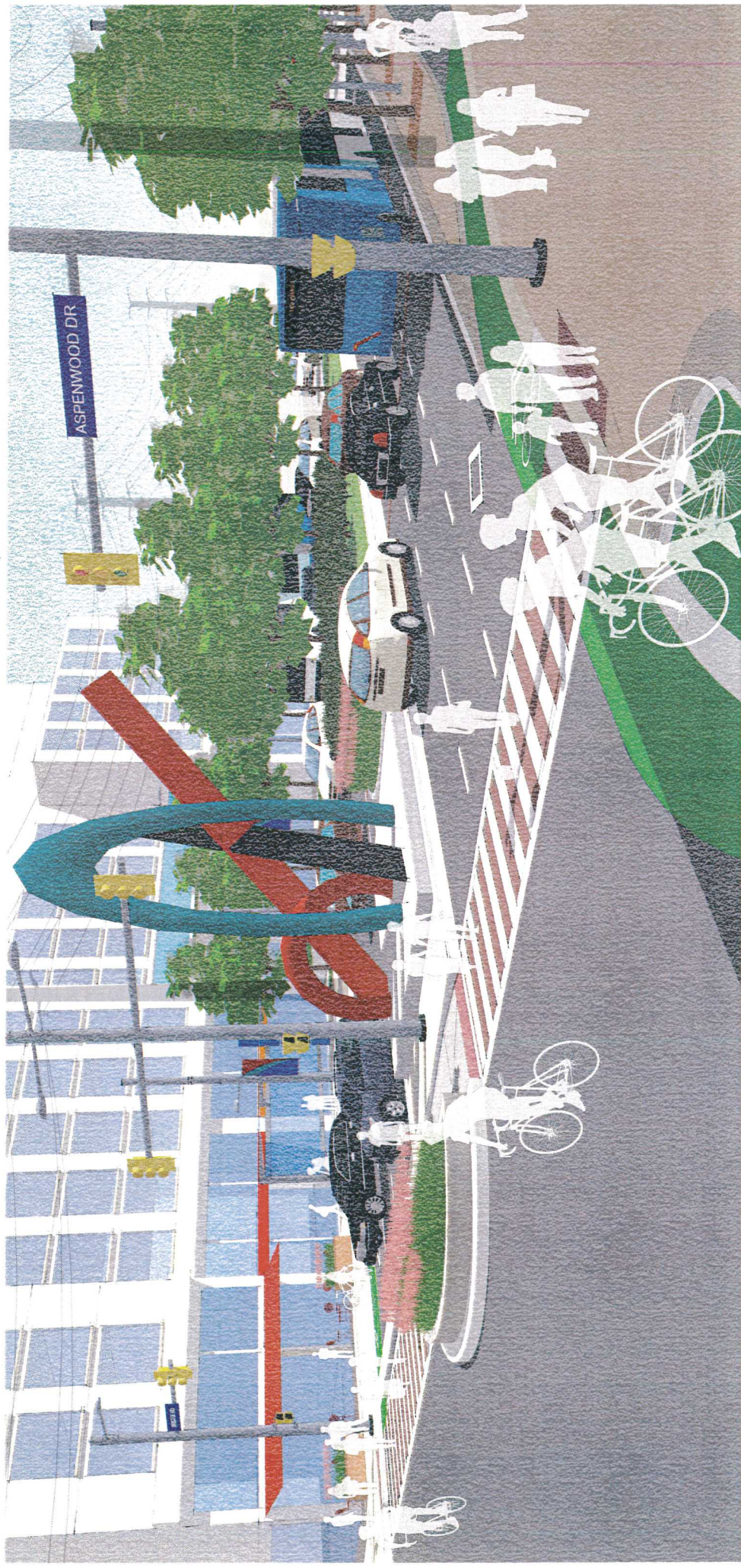
STREETSCAPE MASTER PLAN

STREETSCAPE TYPOLOGIES



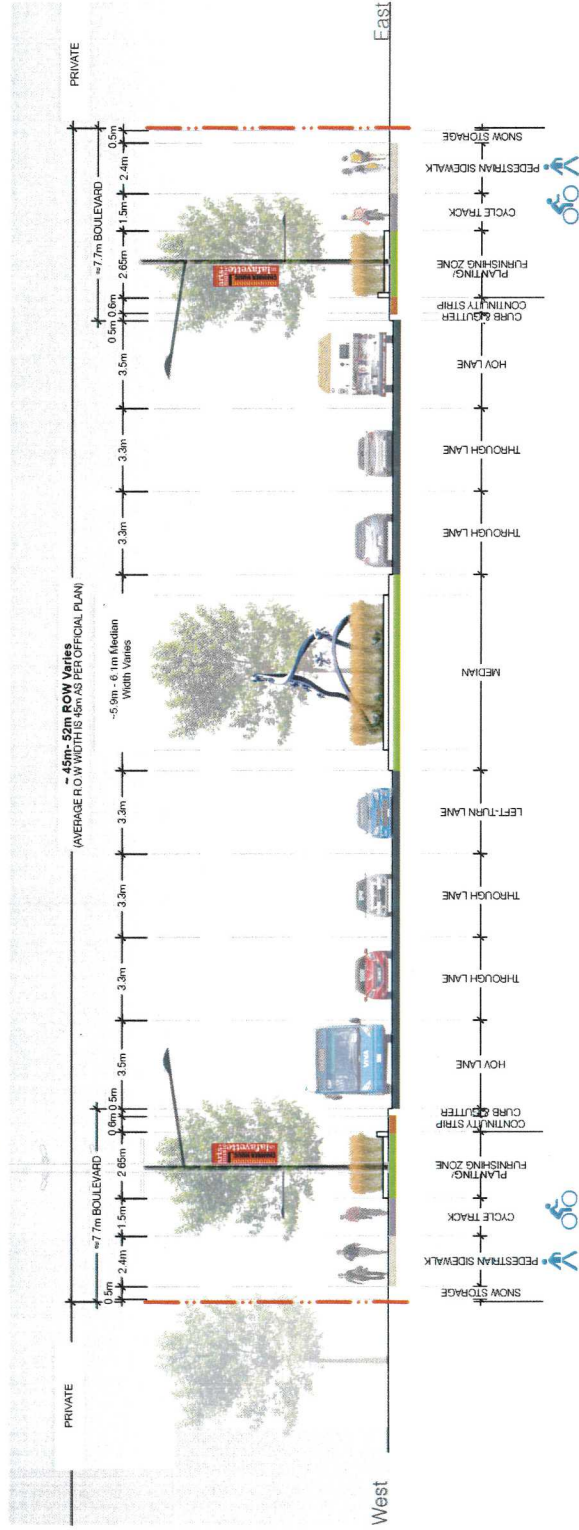
YONGE STREET NORTH

PERSPECTIVE RENDERING OF YONGE STREET GATEWAY AT ASPENWOOD DRIVE



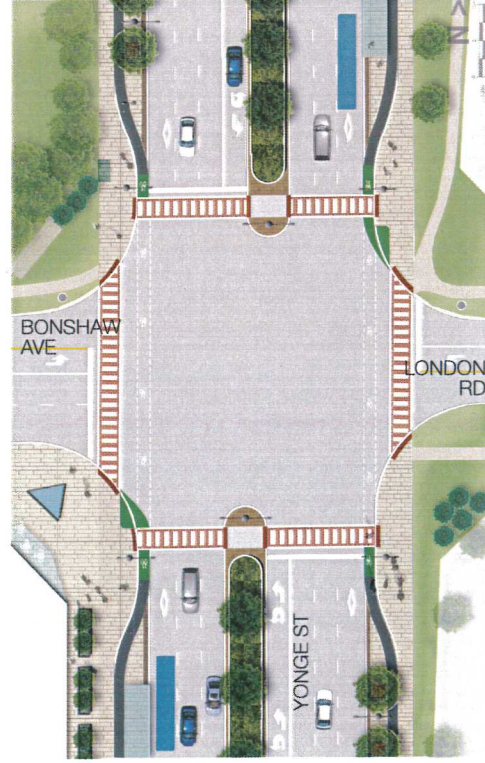
YONGE STREET NORTH

URBAN STREETSCAPE



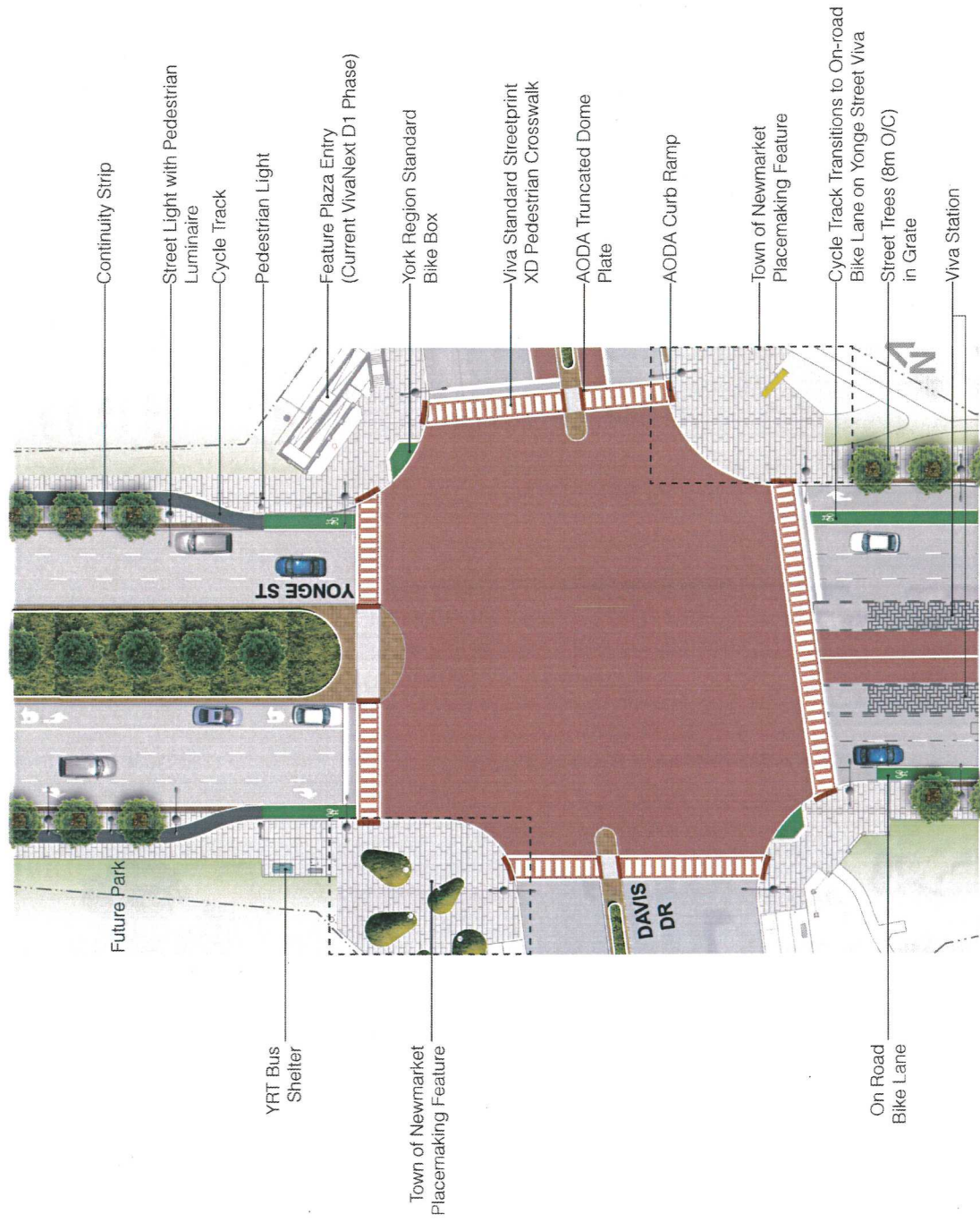
KEY FEATURES

- Interim condition which protects the median for the future vivaNext BRT
- Planted median with public art
- Street trees with understory planting
- Pedestrian amenities including benches, trash receptacles, and lighting
- Reduced through lane width
- Raised cycle track
- Clear pedestrian routes
- Public realm transitions seamlessly with private realm
- Snow storage
- Right Size geometry:
 - 3.3 metre through lane
 - 3.5 metre curbside lane
 - 3.3 metre turn lane
 - 2.4 metre sidewalk
 - 1.5 metre bike lane



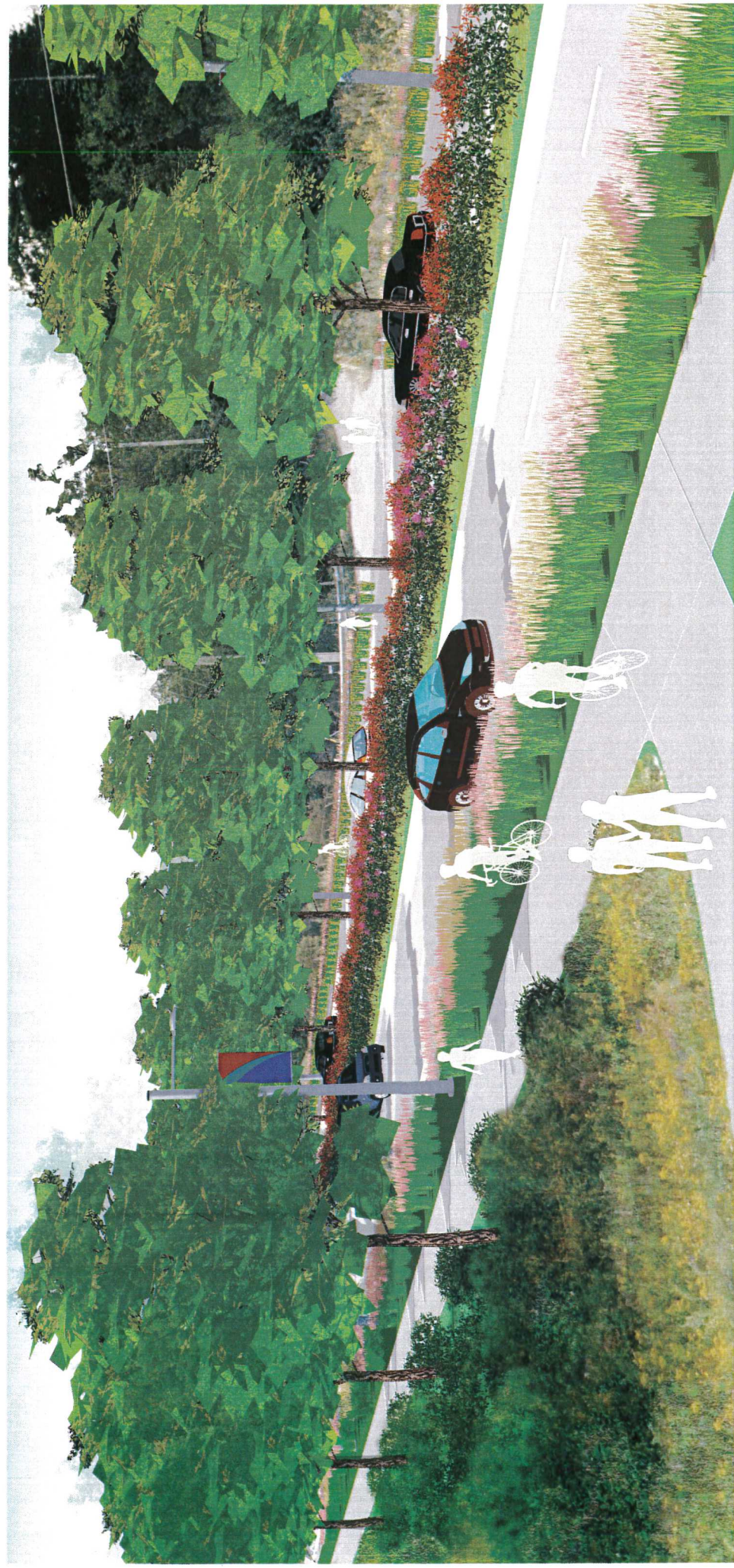
YONGE STREET & DAVIS DRIVE

DETAILED PLAN



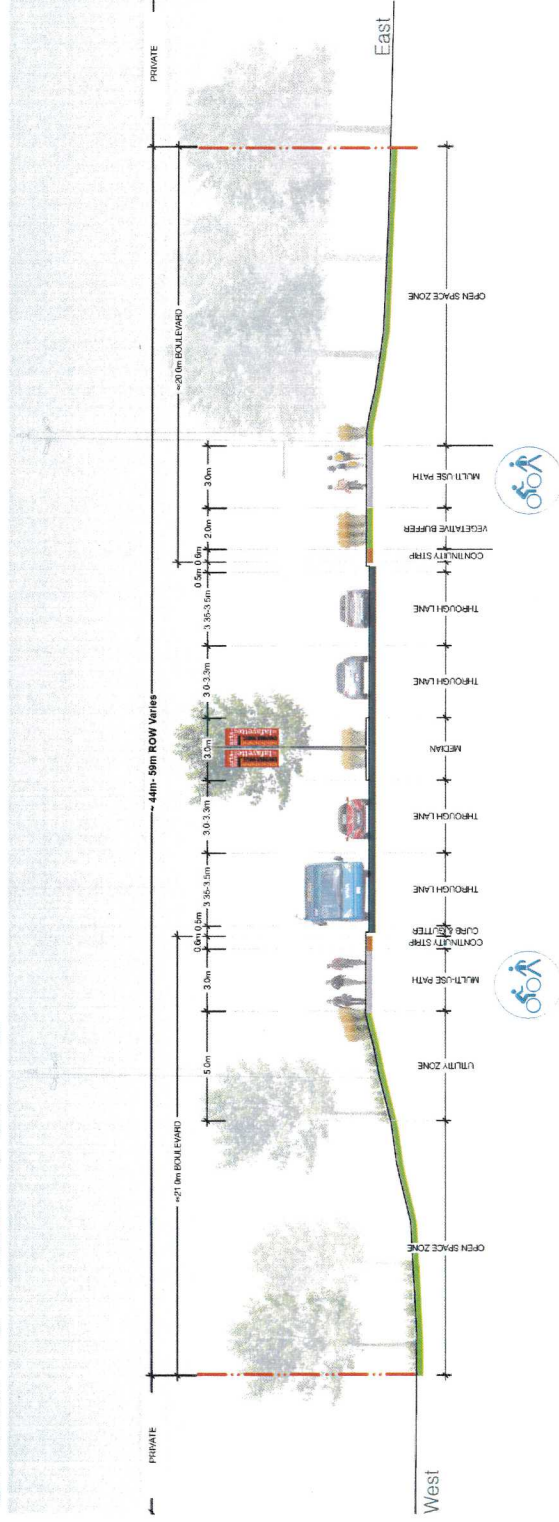
YONGE STREET SOUTH

PERSPECTIVE RENDERING AT THE NOKIIDA TRAIL



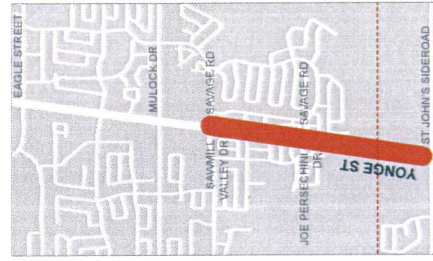
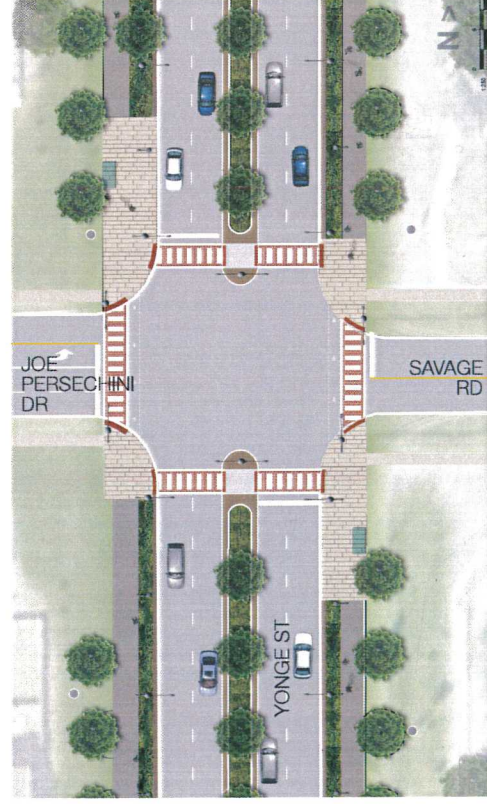
YONGE STREET SOUTH

GREEN STREETSCAPE



KEY FEATURES

- Street trees in softscape with understory planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Planted median
- Two through lanes in either direction
- Multi-use path
- Landscape buffer
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path

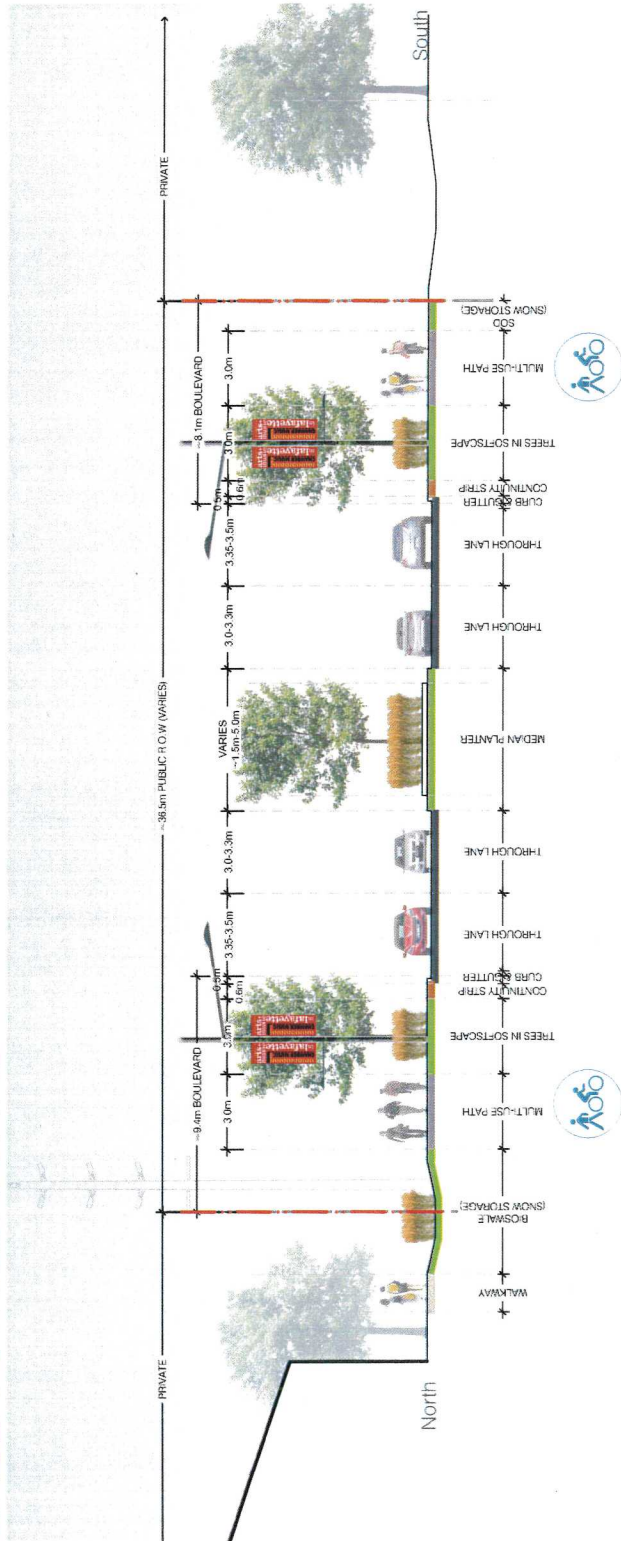


DAVIS DRIVE WEST

PERSPECTIVE RENDERING OF DAVIS DRIVE AND BATHURST STREET GATEWAY

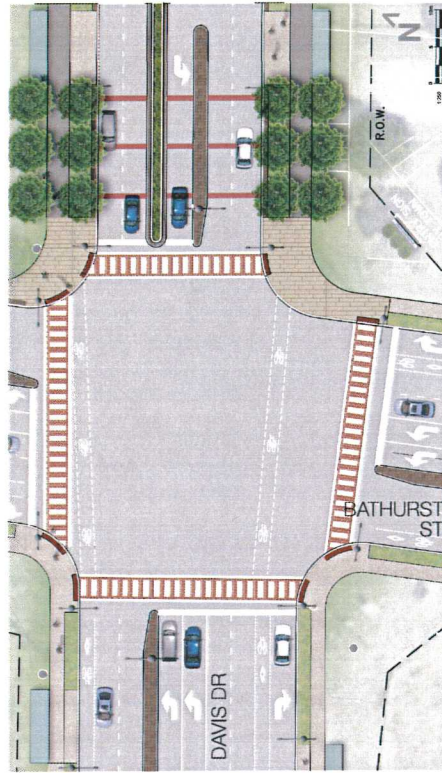
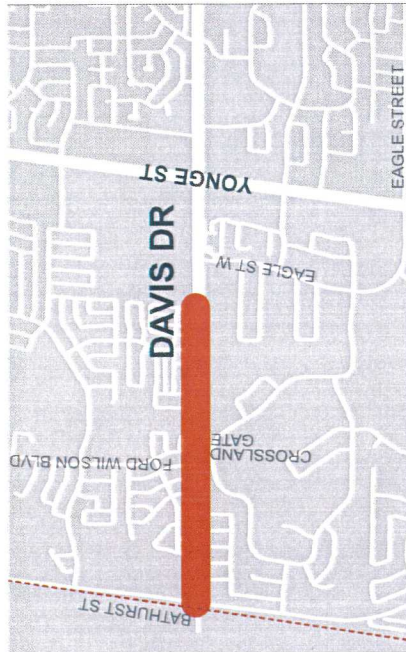


DAVIS DRIVE WEST
GREEN STREETSCAPE



KEY FEATURES

- Street trees in softscape with understorey planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Multi-use path with landscaped buffer
- Continuity strip
- Planted median
- Two through lanes in either direction
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path



URBAN STREETSCAPE

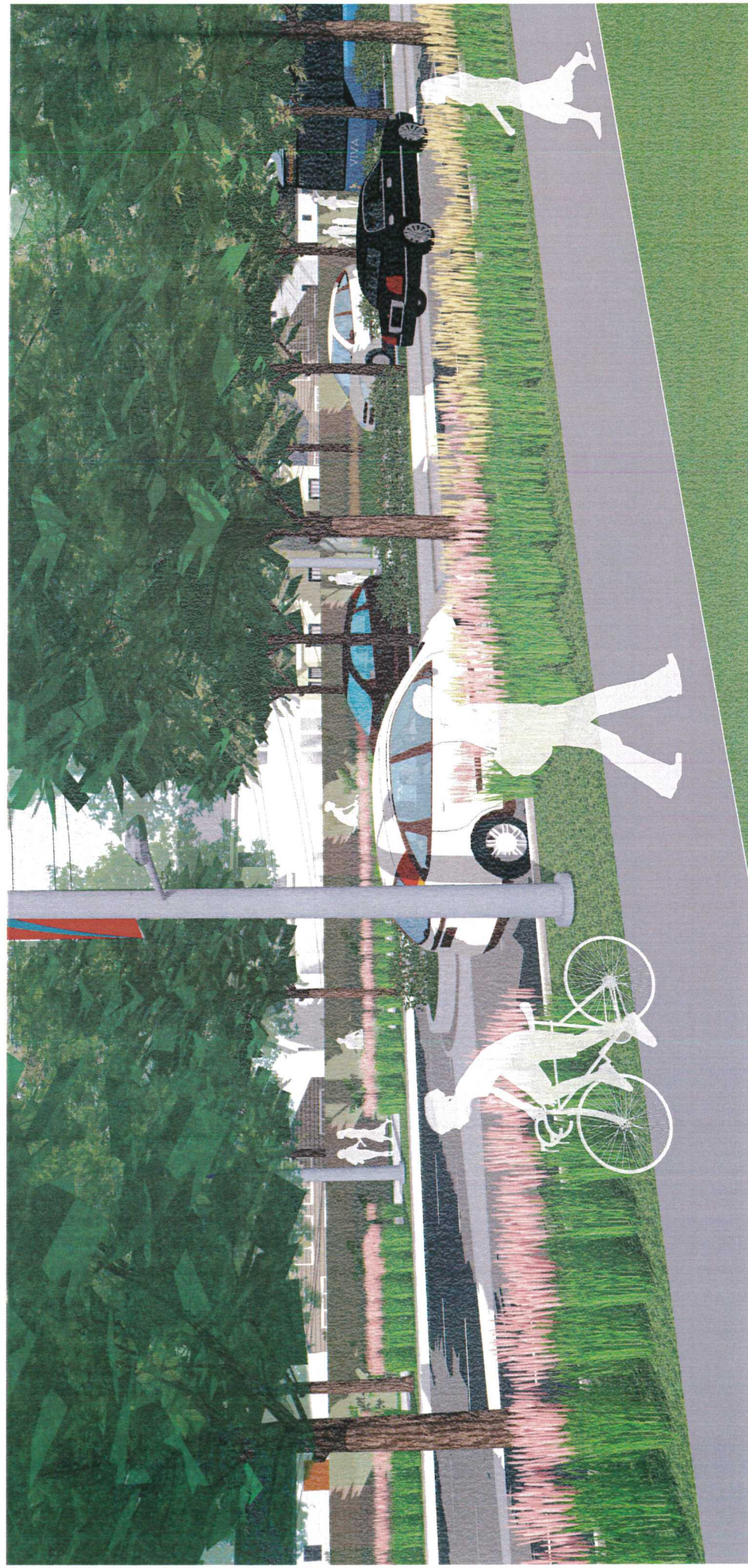


- Street trees in tree grates and planters with understorey planting
- Signature lighting provides illumination for vehicles, cyclists and pedestrians
- Roadside cycle track with a landscape buffer from pedestrian sidewalk
- Public realm transitions seamlessly with private realm
- Continuity strip
- Snow storage
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer



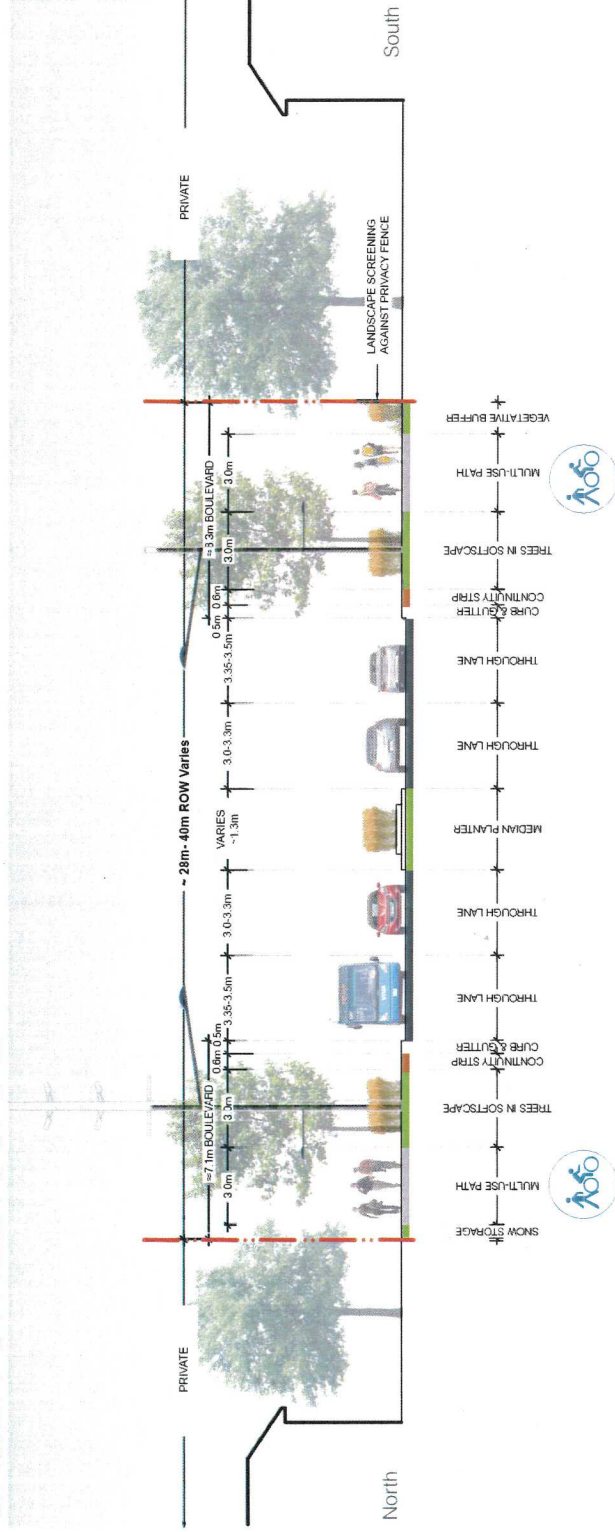
DAVIS DRIVE EAST

PERSPECTIVE RENDERING OF TYPICAL GREEN STREETSCAPE



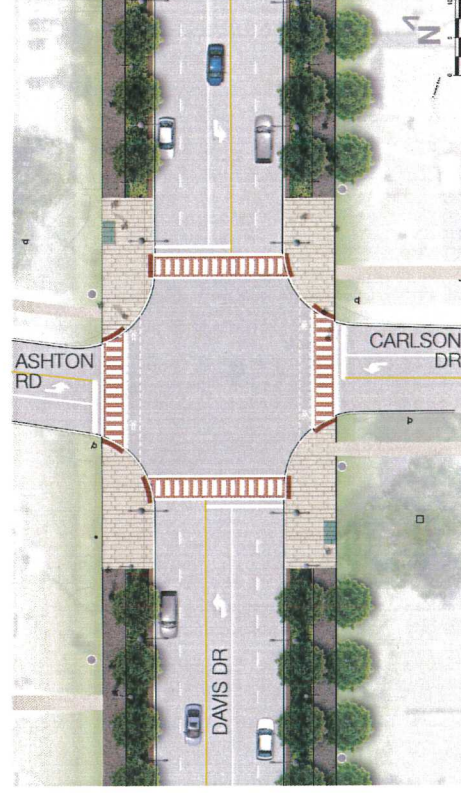
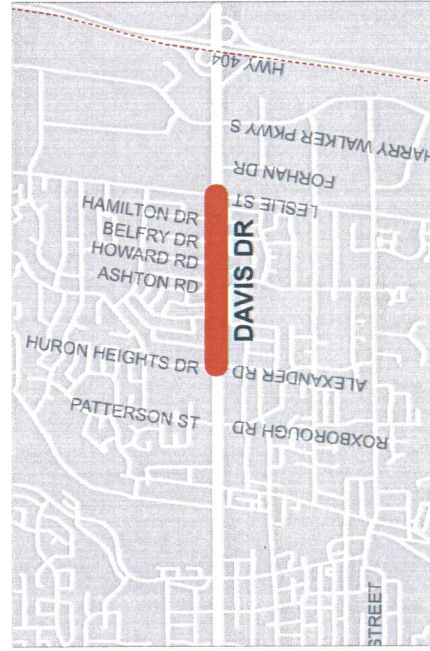
DAVIS DRIVE EAST

GREEN STREETSCAPE

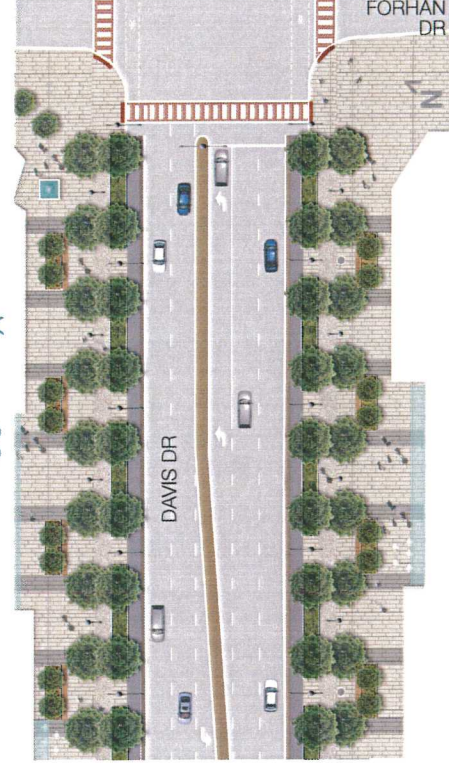


KEY FEATURES

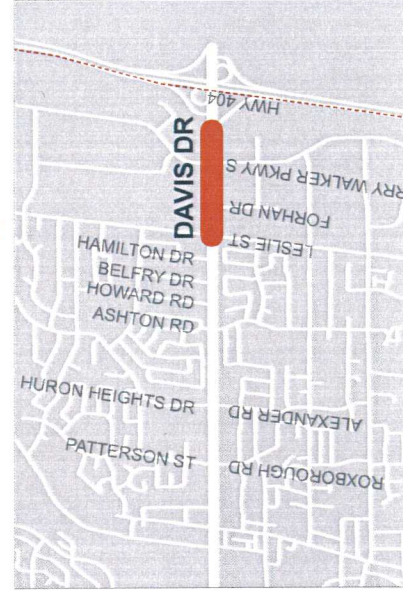
- Multi-use path for pedestrians and cyclists with vegetated buffer from vehicular traffic
- Street trees in softscape with understorey planting
- Landscape screening of varied privacy fences creates visual cohesion along rear lot residential properties
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre multi-use path



URBAN STREETSCAPE



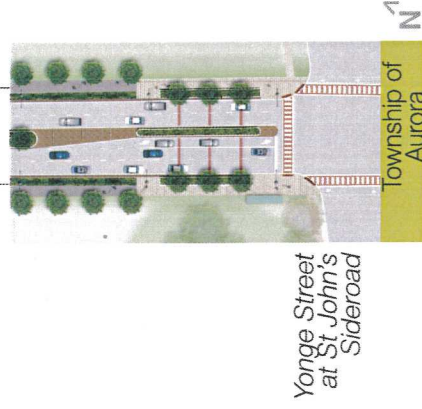
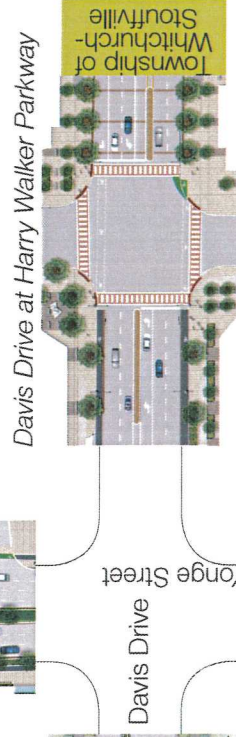
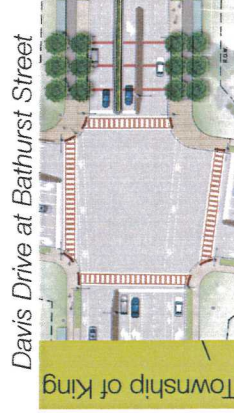
- Curbside raised cycle track with buffer
- Street trees in grates and planters with understorey planting
- Furnishing/ planting zone buffer between cycle track and 2.0 metre wide pedestrian sidewalk
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer



TOWN OF NEWMARKET GATEWAYS

Four gateways mark the transition from Newmarket to four townships

- A double row of canopy trees frame the intersection in a symmetrical arrangement
- High quality paving materials
- Distinctive coordinated system-wide light fixtures
- Signature banners on decorative poles
- Coordinated street furniture
- Public art
- Decorative roadway crossings and accent banding
- Planted median with hardy ornamental grasses and perennials



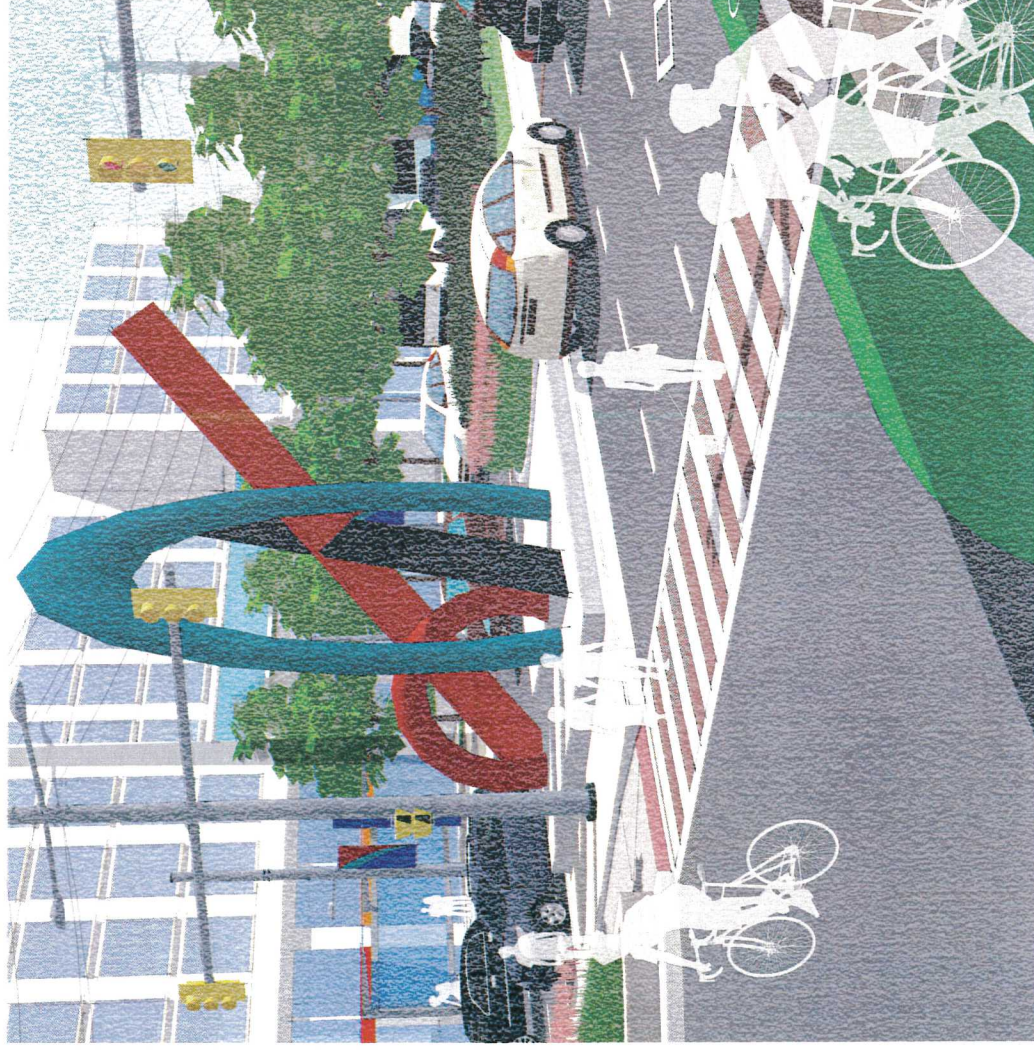
MATERIALITY

HARDSCAPE AND PLANT PALETTE



Streetscape furnishing images courtesy of KDA
Lighting image courtesy of Technillum

IMPLEMENTATION STRATEGIES AND INITIATIVES



Policy

- Official Plan and Zoning By-law Updates
- Development Charges By-law Updates
- Tax Increment Funding
- Special Area Development Charges By-laws

Development

- Public Realm Enhancements

Utilities

- Public Utilities Coordinating Committee (PUCC)
- Cost-sharing plans

Public Art

- Public Art Policies/ Initiatives
- Section 37 - Ontario Planning Act

Capital Projects

- vivaNext
- Yonge Street North
- Bathurst Street/ Davis Drive
- Future Projects

Funding Strategies

- Regional and Local
- Public/ Private Partnerships
- Development
- Tax Increment Financing/ Federal Gas Tax Fund
- Green and Public Art Grants

IMPLEMENTATION AND CAPITAL COSTS

CAPITAL COSTS ORDER OF MAGNITUDE

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST (MILLION) / KM	CORRIDOR COST (MILLION)
Yonge Street North	1.8	\$ 7.4 M	\$ 13.1 M
Yonge Street South	1.7	\$ 4.4 M	\$ 7.5 M
Davis Drive West	1.9	\$ 4.8 M	\$ 9.2 M
Davis Drive East	2.5	\$ 4.7 M	\$ 6.9 M

TOTAL COST: \$ 36.5 M

* Streetscape Capital Costs do not include hydro burial, which is approximately \$ 3,500/ linear metre or \$ 3.5 million/ kilometre.

Streetscape Cost Comparison

STREETSCAPE	AVERAGE COST (MILLION) / KM
Yonge Street & Davis Drive Streetscape Master Plan	\$ 5.3 M
South Yonge Street Corridor Streetscape Master Plan	\$ 8.2 M
vivaNext Streetscape	\$ 6.6 M

MAINTENANCE AND OPERATIONS

CAPITAL COSTS ORDER OF MAGNITUDE

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST / KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$ 200,000	\$ 350,000
Yonge Street South	1.7	\$ 90,000	\$ 160,000
Davis Drive West	1.9	\$ 150,000	\$ 230,000
Davis Drive East	2.5	\$ 150,000	\$ 200,000

TOTAL COST: \$ 920,000

YONGE STREET & DAVIS DRIVE

STREETSCAPE MASTER PLAN

Closing Remarks