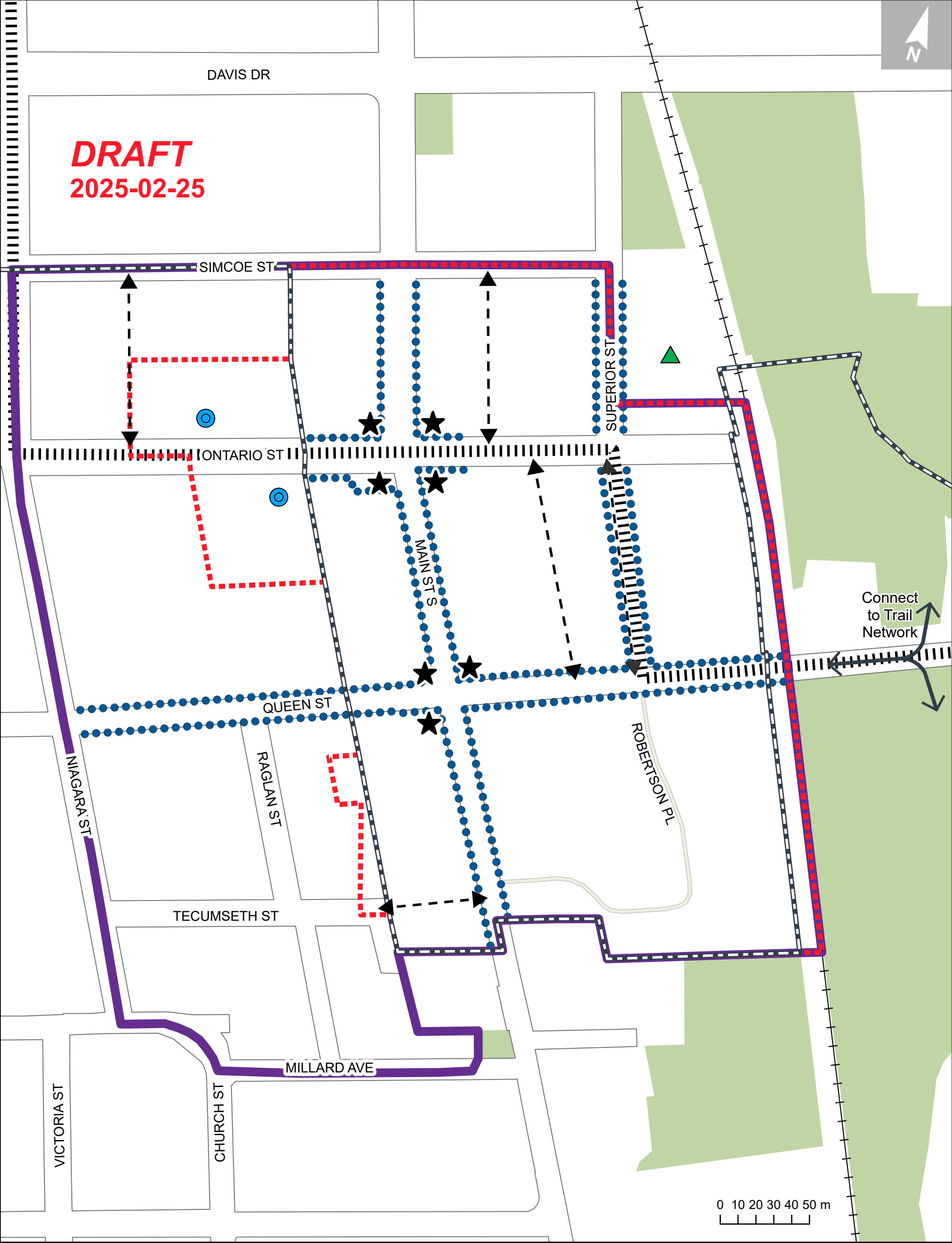


Town of Newmarket - South of Davis Drive Area

Scenario 1 - Proposed Public Realm Plan



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Proposed Open Space

- Institutional Open Space Partnership Potential
- New Park to Support Intensification
- Potential Square/ Urban Parkette/ POPS



Public Realm Improvements



PMTSA - Main Street



Newmarket GO Station Mobility Hub Area



SODA Boundary



Proposed SODA Boundary



Private Street - Existing



Conceptual Connections and Laneways



Railway



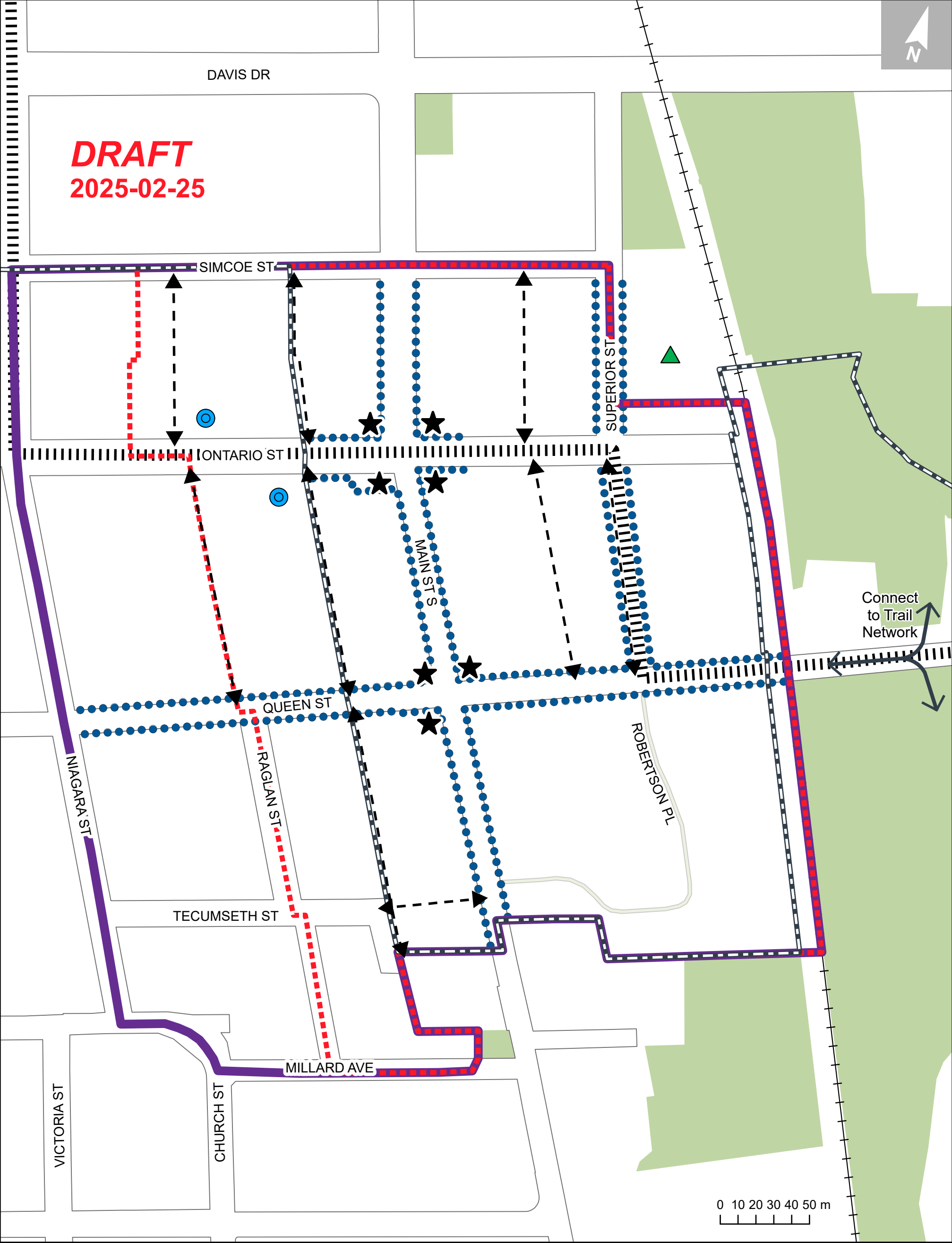
Existing Park and Public Open Space

Town of Newmarket - South of Davis Drive Area




Scenario 2 - Proposed Public Realm Plan









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



Proposed Open Space

-  Institutional Open Space Partnership Potential
-  New Park to Support Intensification
-  Potential Square/ Urban Parkette/ POPS

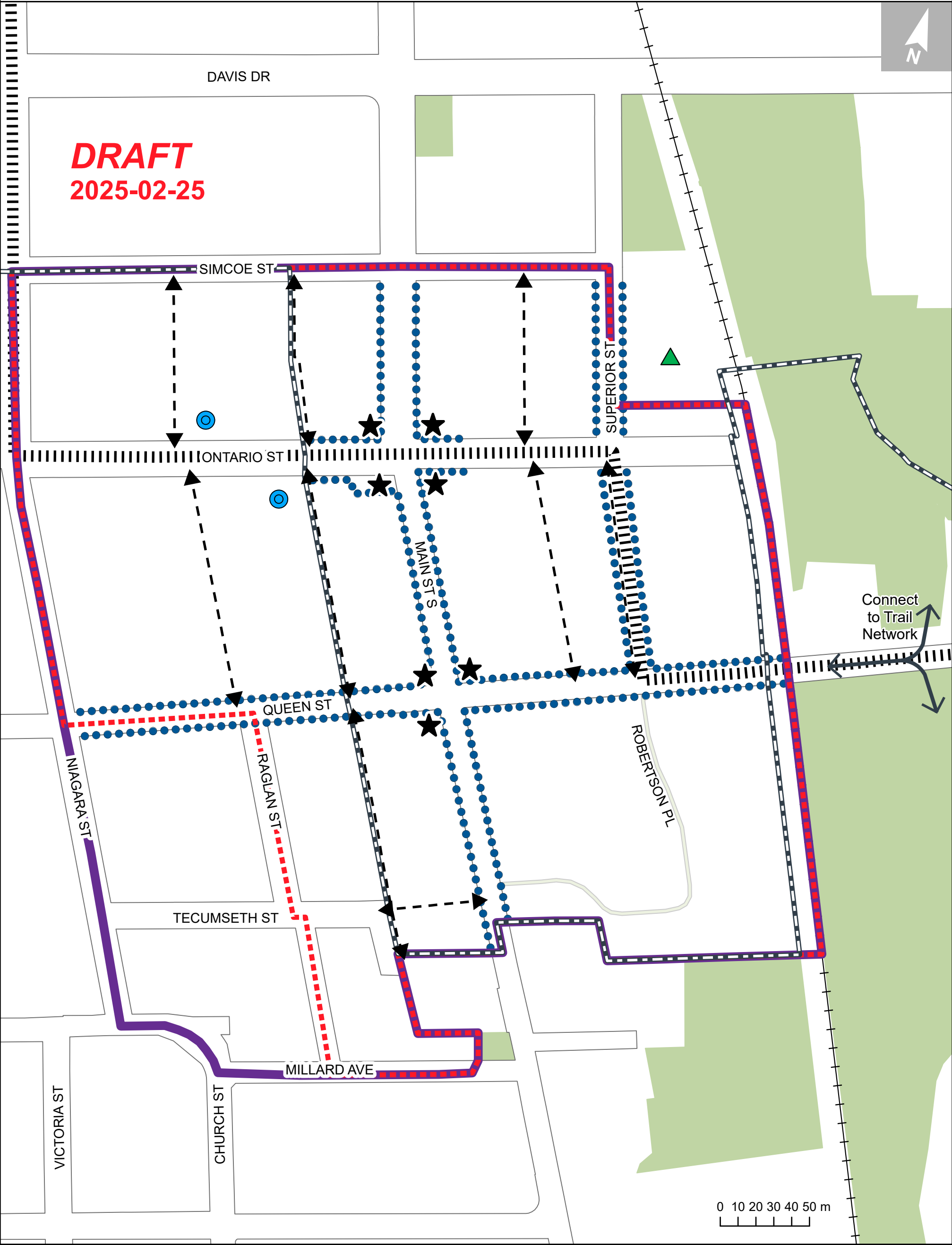
-  Public Realm Improvements
-  PMTSA - Main Street
-  Newmarket GO Station Mobility Hub Area

-  SODA Boundary
-  Proposed SODA Boundary
-  Private Street - Existing




-  Conceptual Connections and Laneways
-  Railway
-  Existing Park and Public Open Space









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



Proposed Open Space

-  Institutional Open Space Partnership Potential
-  New Park to Support Intensification
-  Potential Square/ Urban Parkette/ POPS

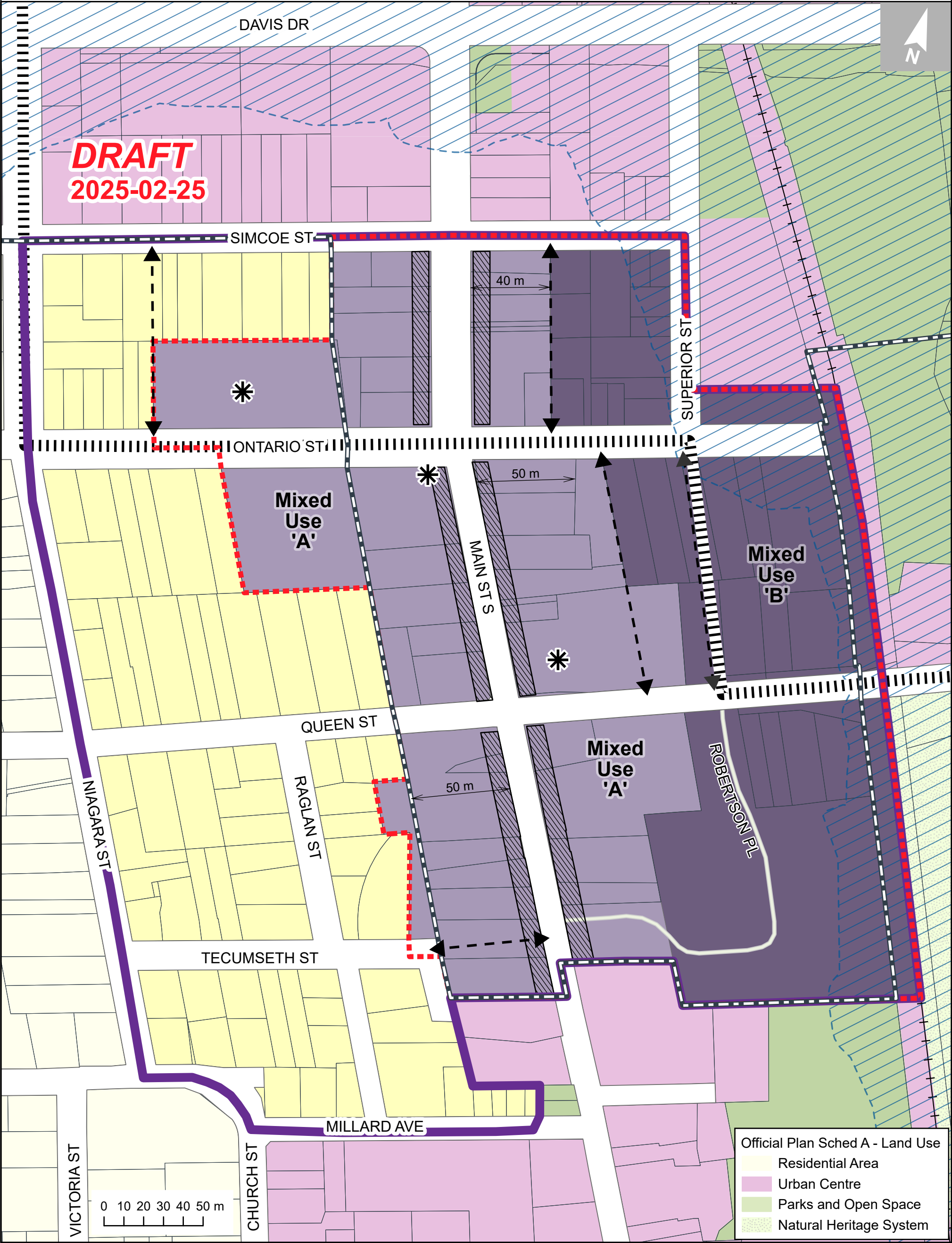
-  Public Realm Improvements
-  PMTSA - Main Street
-  Newmarket GO Station Mobility Hub Area

-  SODA Boundary
-  Proposed SODA Boundary
-  Private Street - Existing

-  Conceptual Connections and Laneways
-  Railway
-  Existing Park and Public Open Space

Town of Newmarket - South of Davis Drive Area

Scenario 1 - Proposed Land Use



Land Use

- Mixed Use Area 'A'
- Mixed Use Area 'B'
- Residential Area

Conceptual Public Space or Urban Plaza/Park

Priority Commercial Frontage

PMTSA - Main Street

Newmarket GO Station Mobility Hub Area

SODA Boundary

Proposed SODA Boundary

Private Street - Existing

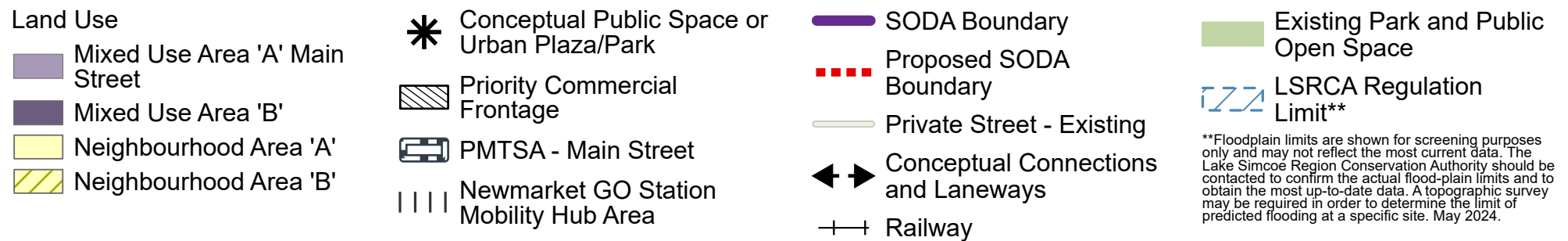
Conceptual Connections and Laneways

Railway

Existing Park and Public Open Space

LSRCA Regulation Limit**

**Floodplain limits are shown for screening purposes only and may not reflect the most current data. The Lake Simcoe Region Conservation Authority should be contacted to confirm the actual flood-plain limits and to obtain the most up-to-date data. A topographic survey may be required in order to determine the limit of predicted flooding at a specific site. May 2024.

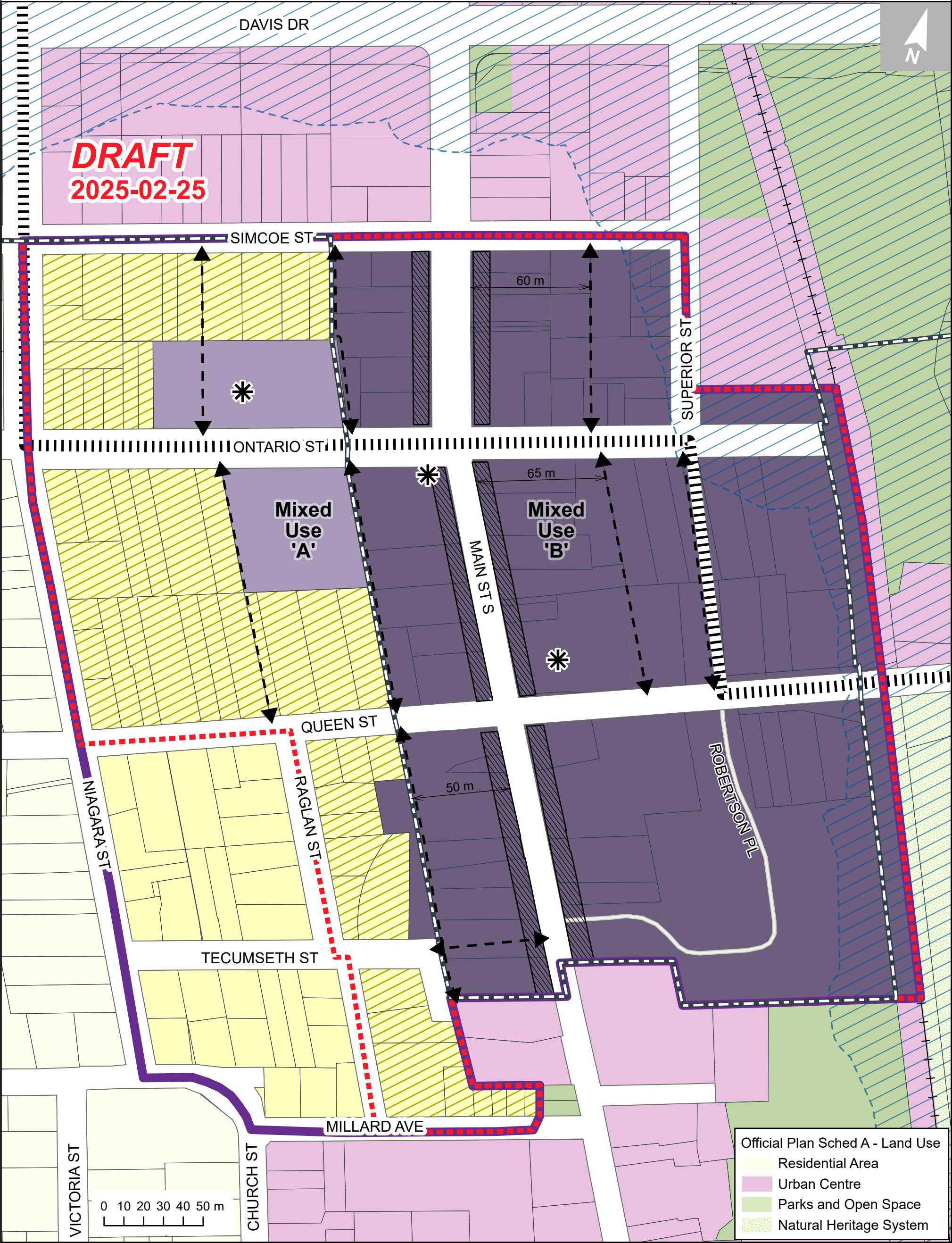


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Document Path: G:\Projects_PRC\Development_InfrastructureServices\Planning\MapProjects\SODA_SouthOfDavisArea\SODA_SouthOfDavisArea_Scenarios_Final.aprx | 112 | SODA_proposed_landuse_24FEB2025_Scenario2

Town of Newmarket - South of Davis Drive Area

Scenario 3 - Proposed Land Use



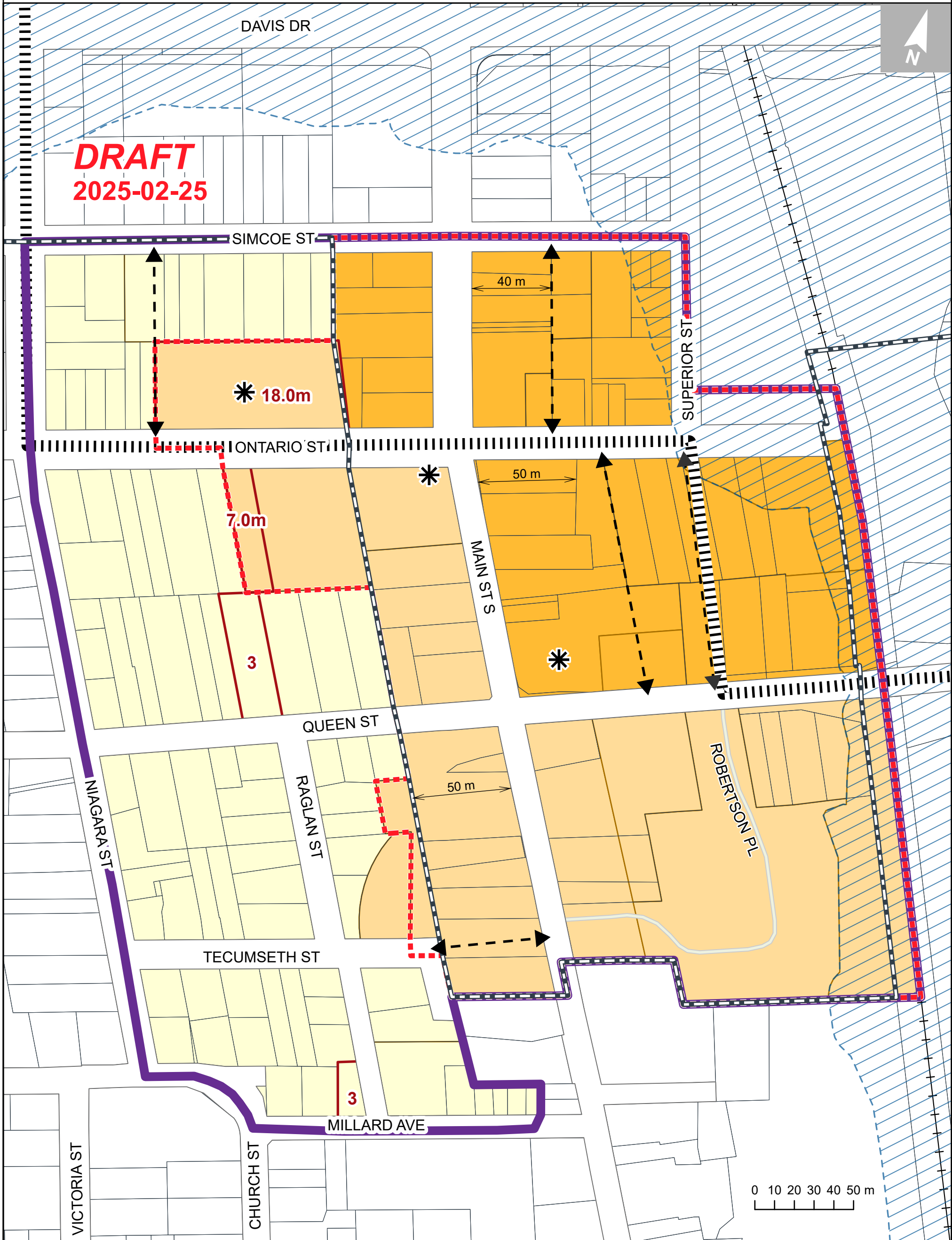
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Town of Newmarket - South of Davis Drive Area

Scenario 1 - Proposed Height

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2025-02-25



Proposed Building Height

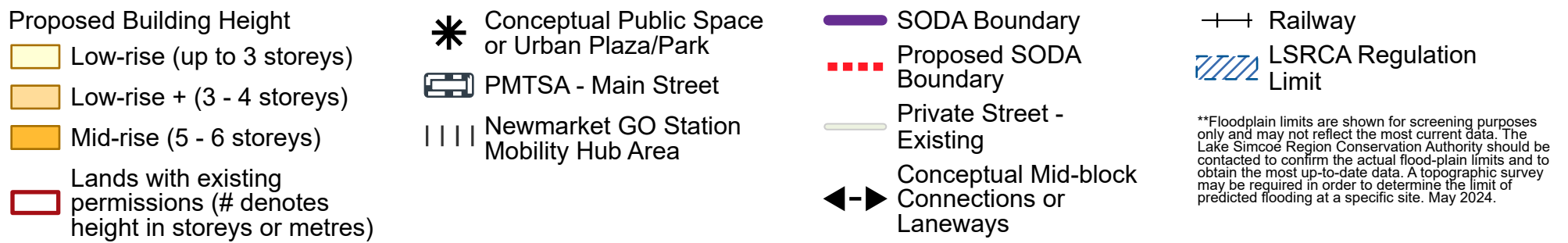
- Low-rise (max building height currently permitted by 2010-40, 8.0m - 8.5m)
- Low-rise + (3 - 4 storeys)
- Mid-rise (5 - 6 storeys)
- Lands with existing permissions (# denotes height in storeys or metres)

- Conceptual Public Space or Urban Plaza/Park
- PMTSA - Main Street
- Newmarket GO Station Mobility Hub Area

- SODA Boundary
- Proposed SODA Boundary
- Private Street - Existing
- Conceptual Mid-block Connections or Laneways

- Railway
- LSRCA Regulation Limit**

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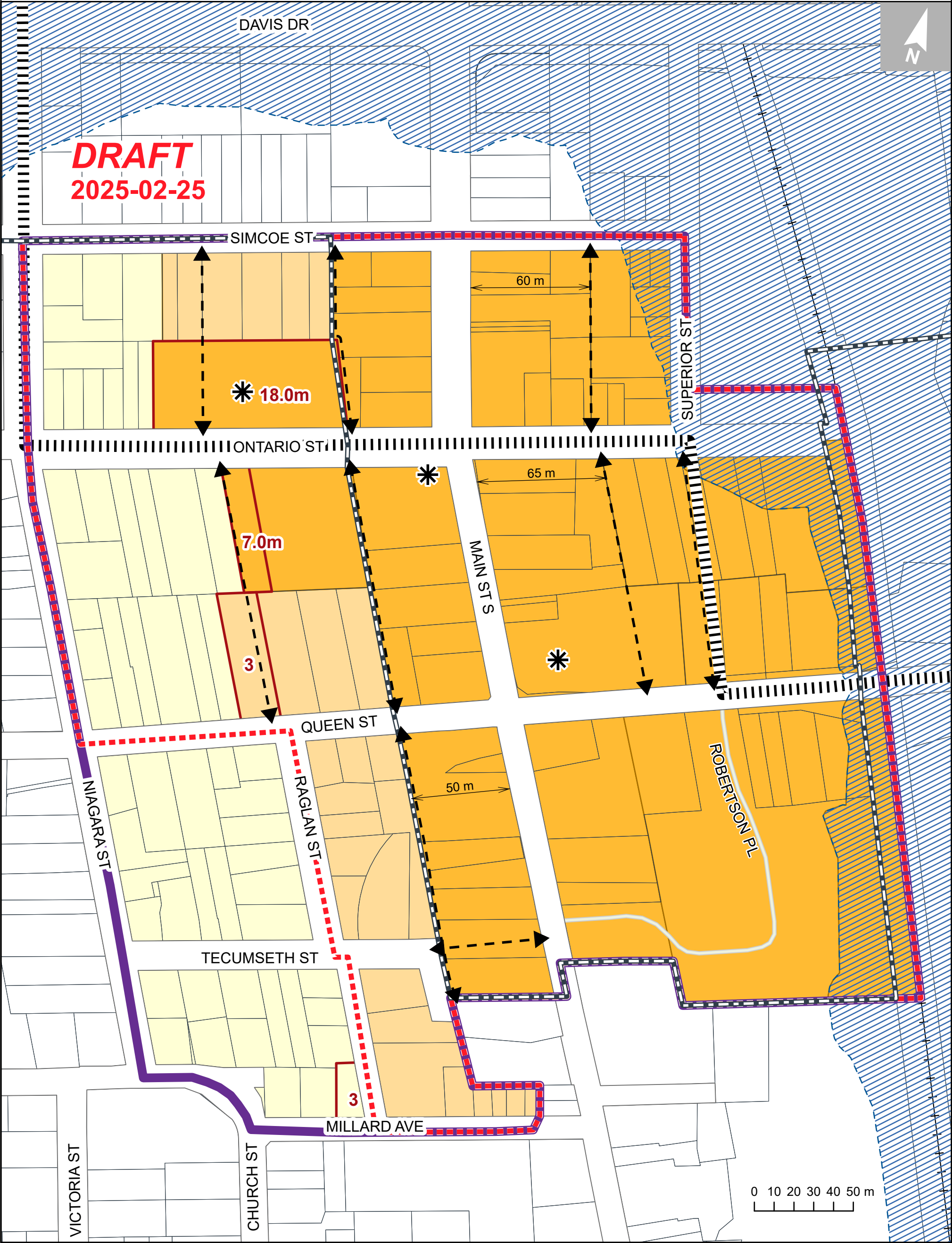
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Document Path: G:\Projects - PRO\Development - Infrastructure\Services\Planning\Map\Projects\SODA - South of Davis Area\SODA - South of Davis Area - Scenarios - Final\ann\H2 - SODA - proposed height 24FEB2025 - Scenario

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Town of Newmarket - South of Davis Drive Area

Scenario 3 - Proposed Height



Proposed Building Height

- Low-rise (up to 3 storeys)
- Low-rise + (3 - 4 storeys)
- Mid-rise (5 - 6 storeys)

Lands with existing permissions (# denotes height in storeys or metres)

Conceptual Public Space or Urban Plaza/Park

PMTSA - Main Street

Newmarket GO Station Mobility Hub Area

SODA Boundary

Proposed SODA Boundary

Private Street - Existing

Conceptual Mid-block Connections or Laneways

Railway

LSRCA Regulation Limit

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