

A sample of noteworthy Canadian suburban communities

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Summer 2006

“Of all the vanities of suburban thinking, however, none is more striking than the belief, the design philosophy that poured north from the United States in the 1990s and has touched, in one way or another, every new subdivision in Canada.”

- Stackhouse, J. (2000). The New Suburbia. The Globe and Mail, Saturday, October 28, 2000.

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BRITISH COLUMBIA

Abbotsford

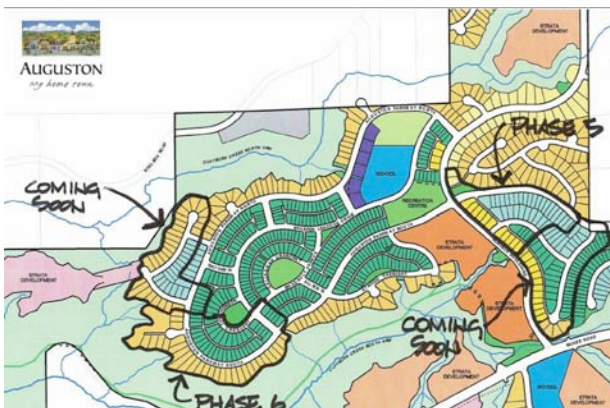
Noteworthy information on Abbotsford:

- Abbotsford scored poorly on a Smart Growth BC report due to its lack of affordable housing strategy, the lack of transit hubs, and the presence of big-box retail development (Spalding, 2004). However, the Official Community Plan contains many policies that support the creation of complete and compact communities (Abbotsford, n.d.).

Auguston



Auguston development site, Abbotsford BC.



Auguston land use plan.

It's not clear when the project broke ground, but it has been occupied since at least 1998. Phase 6 currently appears to be under construction, with more phases to come.

Auguston is located between McKee Rd., Sumas Mountain Rd., Straiton Rd., and the Ledgeview golf course.

This suburban greenfield development extends over 568 acres, and will eventually have 2400 units, 300 of which are already built. The projected population is of up to 13,000 people (CMHC data).

This mixed-use development features residential, commercial, services, institutional and open space uses. The range of housing includes: single detached, apartment buildings (in the commercial area), duplexes and townhouses. The development will eventually have 55,000 square feet of commercial space. The development has a daycare. A fire station and a police station are planned. One elementary school has been built, with two more planned. One high school is planned. The development appears to have an active church community, which gathered at the school gym in 2003 but a church may have been built since then. The development features a recreation centre, walking trails and over 200 acres of open space.

The development preserves the site's natural features. The curvilinear pattern might relate to the natural topography. It is not clear whether the development is organized into neighbourhoods, but parts of it appear to center on a park. The mixed use area is not located in the centre of the development.

The development has both cul-de-sacs and rear lanes. The streets are lined with pedestrian-oriented landscaping and have sidewalks on both sides. The development is a residential pod with one access point to the main road. There is currently no transit access but it is planned.

The houses feature porches and both attached and detached garages. Garages are located either on the lane or in front of the house. The front garages seem to be found on the more upscale homes.

Auguston has been criticized for not being inclusive enough and for catering only to one type of family—the typical nuclear family (Willems Snopek, 2003).

Website: www.auguston.com

Contact:

Planning authority: Ron Hintsche (604-864-5539).

Developer: Beautiworld Development Corporation (604-850-7882).

Sources:

CMHC data.

Abbotsford. No date. "Smart growth" in Abbotsford. Accessed online on July 31, 2006, from <http://www.abbotsford.ca/AssetFactory.aspx?did=2749>.

Auguston. 2006. Auguston: My home town. Accessed online on July 31, 2006, from <http://www.auguston.com/index.html>.

Spalding, D. 2004. Sprawl report not high on Abbotsford. Abbotsford Mission Times, Friday, June 11, 2004. Accessed online on July 31, 2006, from <http://www.abbotsfordtimes.com/issues04/062204/news/062204nn10.html>.

Willems Snopek, R. 2003. Prefab community's church reaches beyond gates. Canadian Christianity, June 2003. Accessed online on July 31, 2006, from <http://www.canadianchristianity.com/cgi-bin/bc.cgi?bc/bccn/0603/prefab>.

Burnaby

UniverCity



UniverCity development site, Burnaby BC.

Project broke ground in 2002. Expected to be complete by 2022.

This suburban greenfield development is located on the Simon Fraser University campus.

The development extends over 161 acres and has a projected population of 10,000 in 4,500 units. The actual population in 2005 was approximately 1000. The first neighbourhood (UniverCity Highlands) will have 1,800 units, of which about 1000 are complete (SFU, 2006).

This is a mixed-use development (residential, commercial, institutional, office, recreational and open space). Housing types include: apartment buildings, townhouses, secondary suites (in apartments and townhouses), studios, one-bedroom apartments. Multi-Family Flex Units are allowed in up to half the residences (GVRD, 2002). Up to 250,000 sq. ft. of commercial and office space are planned, with no national or multinational chains allowed. Four mixed-use buildings are proposed for the central square (one of which is complete).

The development encourages alternative modes of transportation. Parking standards were reduced for the development, and parking rates are higher along University Crescent to

discourage SFU students from parking in UniverCity (McQuillan, 2004). Public transit includes a shuttle bus to the SkyTrain. There is also a bike co-op and a car co-op on site. The SFU Community Trust (the corporation in charge of planning and developing UniverCity) is attempting to implement a discounted transit pass system for UniverCity residents (Geller, 2005).

Environmental protection was an important consideration in the UniverCity plan due to the presence of salmon streams on site (GVRD, 2002). Development features natural open spaces. Development also features extensive stormwater management component (e.g. retention pond, watercourse protection, swales, permeable pavement, etc.) (GVRD, 2002).

The project is considered to be a “market success” (Geller, 2005). Property values had increased by 25% in 2005 and the recent units are selling for double what the initial price was (Geller, 2005).

UniverCity was awarded a Planning Institute of B.C. award (SFU, 2006).

Website: www.univercity.ca

Contact:

SFU Community Trust, 604-291-3220, info@univercity.ca

Nancy McCuaig (SFU Community Trust), 604-291-3220, mccuaig@univercity.ca

Sources:

CMHC data.

Anonymous. No date. UniverCity: The true story! (PowerPoint presentation). Accessed online on July 19, 2006, from http://www.habitatplus30.org/En/Documents/H30_BM9_UniverCity_Michael-Geller.pdf

Anonymous. 2004. First business opens at UniverCity development. Accessed online on July 17, 2006, from <http://www.burnabynow.com/issues04/115104/community/115104co9.html>.

Geller, M. 2005. UniverCity: The new community at Simon Fraser University. Plan Canada, Winter 2005, pp. 31-34.

Greater Vancouver Regional District (GVRD). 2002. Annual report: Livable region strategic plan. Accessed online on July 18, 2006, from <http://www.gvr.bc.ca/growth/lrsp/2002Report.pdf>.

Found, J. and M’Gonigle, M. 2005. UnCommon ground: Creating complete community at the University of Victoria. Accessed online on July 18, 2006, from <http://www.polisproject.org/polis2/PDFs/uncommon%20ground.pdf>.

McQuillan, M. 2005. UniverCity celebrates sustainability. Accessed online on July 17, 2006, from <http://www.geoexchangebc.ca/pdf/UniverCityApril2006.pdf>.

McQuillan, M. 2004. Pay parking coming to UniverCity. Accessed online on July 17, 2006, from http://web.bcnewsgroup.com/portals-code/searchd.cgi?sid=74940151&papername=burnaby&id=130977&tbyname=storya_2004&keyword=UniverCity&ex=exact.

Simon Fraser University (Public Affairs and Media Relations). 2006. UniverCity wins Planning Institute of B.C. award. Accessed online on July 19, 2006, from http://www.sfu.ca/mediapr/sfu_news/archives/sfunews06290611.html.

Kelowna

Noteworthy information on Kelowna:

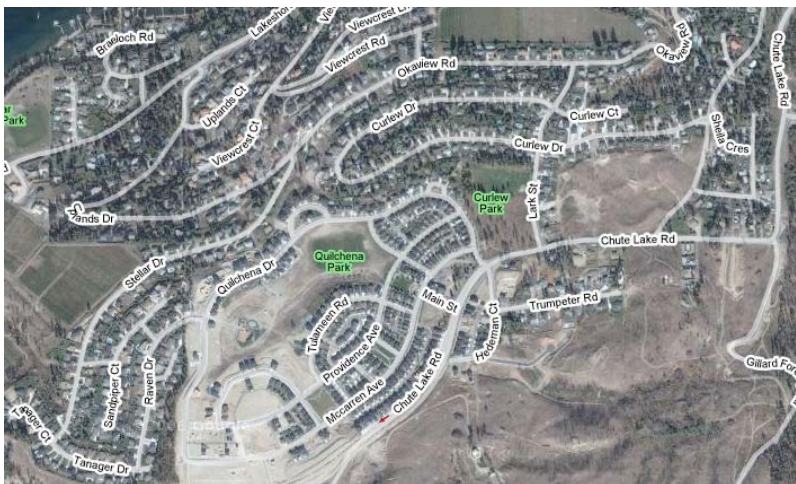
- Until the 1980s, Kelowna was primarily a resort and resource based city, but then it began catering to the white, Anglo-Saxon retiree market (Aguilar et al., 2005). It has reinvented itself from being a largely resource and tourism based community, to a community offering quality retirement lifestyles, year-round leisure opportunities, “white space” (as in white people), and an “innovative frontier for high-tech industries”. (Aguilar et al., 2005)
- Kelowna (and the Okanagan Valley in general) experienced high rates of growth between the 1980s and 1990s. Sprawl became a problem. Kelowna’s 1994 Official Community Plan was an effort to become more sustainable, to improve local transit, to develop interconnected, self-reliant Town Centres and to encourage high density and pedestrian oriented development in these centres (Living Landscapes, 1996).
- Kelowna is predominantly white. It is being marketed for its leisure potential for retirees and younger age groups, as well as for its secure, familiar and predictable nature (Aguilar et al., 2005).
- Population growth in Kelowna is on the increase. People within the province come because it is a midway point from Vancouver, or because it offers a rural atmosphere, short distances to work and less noise and traffic (Nicholl, 2002, in Aguilar et al., 2005)

Sources:

Aguilar, L.L.M., Tomic, P., and Trumper, R. 2005. Work hard, play hard: Selling Kelowna, BC, as year-round playground. *The Canadian Geographer*, 49(2), pp. 123-139.

Living Landscapes. (1996). Land use and environmental change in the Thompson-Okanagan. Accessed online July 5, 1999, from royal.okanagan.bc.ca/mpidwlrn/urbanization/urbanization.html

Kettle Valley



Kettle Valley development site, Kelowna BC.

Project broke ground in 1996, expected to be complete by 2016.

Exact location and extent of the development is not clear, but it appears to be located between Chute Lake Road and Lakeshore Road, around Curlew Park and Quilchena Park.

This suburban greenfield development is between 285 - 293 acres (conflicting information). The projected population is of 4000 in 980 units, of which about 240 units are built (CMHC data). Some portions of the development appear to be under construction.

This is a mixed-use development (residential, commercial, services, institutional, office, recreational/community, open spaces). Housing types include: singles (800 in 2005), townhouses (187 in 2005), apartments over commercial. There will be up to 50,000 sq. ft. of commercial space in a main commercial area. Existing commercial uses account for 25,000 sq. ft. and include: a coffee shop, a restaurant, an interior design shop. Other amenities include: a senior citizen home, a school (planned), a real estate office, a gym and a soccer field. There are about 30 acres of open space (both man-made parks and natural areas (wildlife corridors)).

Streets are arranged in a well-connected curvilinear pattern, with some cul-de-sacs. There appear to be many sidewalks and the streets are lined with pedestrian-oriented landscaping. Some sections of the development have lanes with detached garages, while other sections appear to have front driveways (with garages, presumably). Setbacks are quite a lot deeper and homes appear to be larger in these portions (see Google Map). The development is not serviced by transit.

Kettle Valley is considered to be one of Kelowna's largest wealthy subdivisions (Aguiar et al., 2005) and appears to have an active community life. There is a village newsletter put out by the developer, but most recent issue is from 2005.

The development won the CHBA's "Best Community in Canada Award" in 2004 (Village of Kettle Valley, no date).

Website: www.kettlevalley.com.

Contact:

Liz Campbell (Building Department): 250-469-8626

Sources:

CMHC data.

Aguiar, L.L.M., Tomic, P., and Trumper, R. 2005. Work hard, play hard: Selling Kelowna, BC, as year-round playground. *The Canadian Geographer*, 49(2), pp. 123-139.

Government of British Columbia. (1996). *Alternative Development Standards*. Accessed online July 21, 1999, from www.marh.gov.bc.ca/GROWTH/NOV1996/alt.html

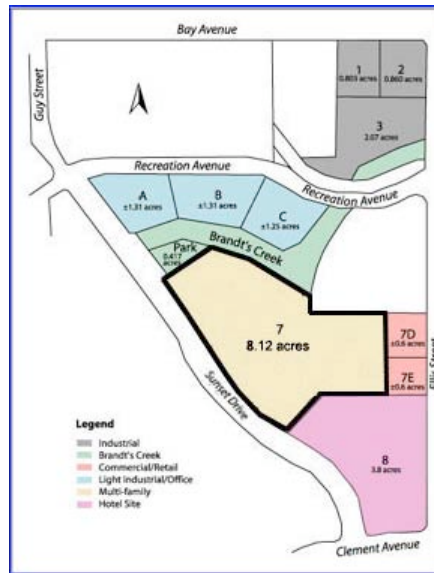
Village of Kettle Valley. 2005. Village View, 3. Accessed online on July 20, 2006, from <http://www.kettlevalley.com/summer2005newsletter.pdf>.

Village of Kettle Valley. 2004-2005. Village View, 2. Accessed online on July 20, 2006, from <http://www.kettlevalley.com/VillageView.pdf>.

Village of Kettle Valley. (no date). Welcome home. Accessed online April 6, 2005, from www.kettlevalley.com.

Warson, A. 1997. New urbanism: trick or treat? These instant communities are made to resemble the best, turn-of-the-century downtown neighbourhoods. Buyers like them and builders are catching on. Building, 47(4); pg. 21.

Brandt's Creek Crossing



Brandt's Creek Crossing development site and site plan, Kelowna BC.



Artist rendering for Brandt's Creek Crossing.

This project broke ground in 2001 and is still under construction today.

This urban brownfield development site is located between Bay Avenue, Ellist Street, Clement Avenue and Sunset Dr, adjacent to Kelowna's cultural district. It extends over 20.75 acres of former rail yards. Remediation of the site began in 2001. Currently, 89 of

the total 600 units have been completed.

The development features a range of uses including residential (8.12 acres), commercial (1.2 acres), office (3.87 acres), industrial (3.77 acres), open space and a hotel (3.8 acres). The range of housing types is limited to apartment buildings (up to 16 storeys) and townhouses. Commercial uses will be located within 3 town centres within the development.

The development preserves the site natural features by providing a stream protection corridor. The preservation of a historic railroad station on the site is planned. The development is divided into two neighbourhoods, one of which is a pedestrian-oriented mixed-use while the other is more commercially-oriented.

One bus route services the site every half hour (Route 2). Pathways provided a pedestrian link to the waterfront and downtown.

An important characteristic of this development is that it includes a sold out gated residential enclave built by Star Homes (Star Homes, 2004). This development does not appear to be catering to families.

Website: www.brandtscreek.com

Contact:

Planning authority: Liz Campbell (Building Dept. 250-469-8626)

Developer: Canada Lands Company

Sources:

CMHC data

Brandt's Creek Crossing. No date. Brandt's Creek Crossing. Accessed online on July 31, 2006, from <http://www.brandtscreek.com/>.

Grant, Jon. 2001. Optimizing value from Crown Lands: A Canada Lands Company perspective. Accessed online on July 31, 2006, from <http://www.clc.ca/en/nr/speeches/pdf/2001/sp04192001.pdf>.

Star Homes. 2006. Brandt's Creek Crossing condominiums. Accessed online on July 31, 2006, from <http://www.starhomes.ca/brantscrossing/>.

Langley

Murray's Corner

This project broke ground in 1994.

Not much information is available on this development. Many websites have expired or have broken links.

This project is a suburban redevelopment (CMHC data). Total area of the development is 17.5 acres. It appears to have been built out (100 of 100 planned units are complete)

(CMHC data). Property values ranged from \$325,000-\$500,000 in 1997 (Chidley, 1997). Some rental units are available. Presumably, these rental units include and may be limited to the 22 apartments over garages that are permitted within the development. The development features lanes.

Contact:

Planning authorities: Robert Knall (604-533-6060), John Geraghty (604-533-6043).

Sources:

CMHC data.

Chidley, J. (1997). The new burbs. Maclean's, July 21, 1997, pp. 17-25.

Enns, C., and Wilson, J. (???). Sense of community and neighborliness in Vancouver suburban communities. The Picket Fence Project. Plan Canada. Volume???

Warson, A. 1997. New urbanism: trick or treat? These instant communities are made to resemble the best, turn-of-the-century downtown neighbourhoods. Buyers like them and builders are catching on. Building, 47(4); pg. 21.

Pitt Meadows

Morningside



Morningside development site, Pitt Meadows BC.

This suburban greenfield development located off of Hammond Road, along Springdale Drive, adjacent to what appears to be a mobile home park.

It's not clear when the project broke ground, but it has been occupied since 1999, and Phase I was completed in 2000. The project is now built-out.

The total area of the site is 10 acres, on which there are 96 units. This development provides a higher density in proximity to the Maple Meadows Westcoast Express commuter rail station.

Besides the presence of open space, this development is not mixed-use, although there are commercial uses adjacent to the site. All houses in this development are single detached homes on small, wide and shallow lots. Secondary suites are permitted. The minimum lot size is 260 m², and the average lot size is 325 m². The minimum lot width is 42 ft. There are shared easements for side yards (GVRD, 2000).

The homes feature porches and recessed front garages (attached).

The development is arranged into residential pods with cul-de-sacs. The development was designed with only one entrance onto the adjacent main road (Hammond Road) to reduce crime rates and increase safety (GVRD, 2000). Rear lanes were also eliminated to provide an increased sense of security (GVRD, 2000). The development does not integrate into the adjacent neighbourhoods.

There appears to be sidewalks on one side on most streets (see Google Map). The road width was reduced to 7.7 m. Transit access is somewhat limited—there is one bus that passes along Hammond Road every fifteen minutes.

Contact:

Planning authority: Bruce McWilliam (604-465-2432, mcwilliam@pittmeadows.bc.ca), Kim Grout (604-465-2420)

Developer: Omni Pacific Development Corporation (604-526-5988)

Source:

CMHC data.

Greater Vancouver Regional District (GVRD). 2000. Best practices in housing: Ground oriented, medium density housing. Accessed online on July 30, 2006, from <http://www.gvrd.bc.ca/growth/GOMDH/PittMeadowsInfill.pdf>.

Port Moody

Newport Village



Newport Village development site, Port Moody BC.

It's not clear when the project broke ground, but the development has been occupied since at least 1995 (CMHC data). A portion currently appears to be under construction.

Newport Village is located between Eagle Ridge Hospital and Pioneer Memorial Park, along Newport Drive, and is adjacent to the Inlet Centre (which includes the Eagle Ridge Hospital). The Inlet Centre integrates affordable housing for low- to moderate-income families, while also including supportive living for seniors and a hospice centre for the terminally ill (GVRD, 2004).

This urban greenfield development is of 12.6 acres (development size, not total size). There are at least 468 of the planned 900 units complete (CMHC data). The development appears to be made up entirely of higher density housing (high-rise and low-rise towers as well as townhouses). The portion of Newport Village that centers on Newport Drive is mixed use, with many shops, various offices (e.g. dentist, optometrist, etc.) and a bank. There appears to be some open space (see Google Map).

The development is serviced by local buses as well as an express link to the SkyTrain.

Port Moody is promoting Newport Village as the new town centre. Its shops and restaurants appear to be quite upper scale. Despite this, the Greater Vancouver Regional District has called Newport Village a "family-friendly" community (GVRD, 2004).

Contact:

Planning authority: Mark McMullum (604-469-4582) and Nikola Smith (604-469-4702).

Sources:

CMHC data.

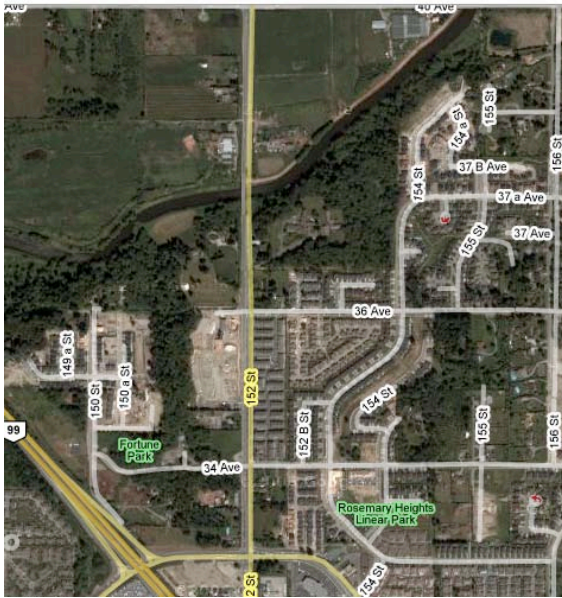
City of Port Moody. 2006. Shopping and dining. Accessed online on July 31, 2006, from http://www.cityofportmoody.com/portal/Templates/pomo/Standard_Page_Template.aspx?NRMODE=Public&NRORIGINALURL=%2fAbout%2bPort%2bMoody%2fVisitors%2fShopping%2band%2bDining%2fdefault%2ehtm&NRNODEGUID=%7b80849012-B001-44DD-9F10-7F47E8BAB99D%7d&NRCACHEHINT=NoModifyGuest#newport.

Greater Vancouver Real Estate. No date. Crescendo condos in Newport Village - Port Moody. Accessed online on July 31, 2006, from <http://www.vancouver-real-estate-direct.com/port-moody/crescendo-condos.html>.

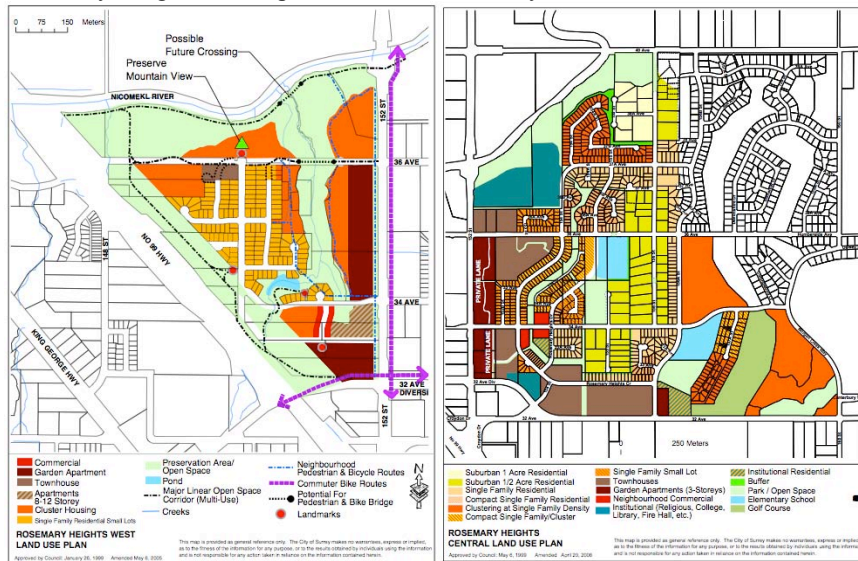
Greater Vancouver Regional District (GVRD). 2004. Livable centres: Inlet Centre (Port Moody). Accessed online on July 31, 2006, from <http://www.gvrd.bc.ca/livablecentres/portmoody.htm>.

South Surrey

Rosemary Heights



Rosemary Heights development site, South Surrey BC.



Rosemary Heights (West and Central) land use plans.

There is very little information available on this development on the internet.

The project broke ground in 2002 and currently appears to be under construction.

The area is divided into two parts: Rosemary Heights Central (between 32 Ave., 40 Ave., 152 St. and 156 St.) and Rosemary Heights West (between 152 St., 32 Ave., and 99 Hwy).

The total size of the development is not clear, but the area containing townhouses (known as Cambria) is 9.13 acres. There are 400 units planned for this development, of which at least 200 are now built.

This is a mixed-use development (residential, commercial, institutional, recreational and open space). Housing types include: singles, apartment buildings (8-12 storeys), “garden apartments” (3 storeys) and townhouses. Apartment buildings are only present in RH West, while both areas feature 3 storey “garden apartments”. In RH Central, these center onto themselves and run along a private lane. The density is greatest at the edges of the sites, along the major thoroughfares. Schools are located in RH Central only. Neighbourhood commercial is present in both areas (but does not appear to have been built yet in RH West). Lineal open space is provided in both RH Central and RH West. It acts as a buffer between the developments and some of the roads they abut. In RH West, open space acts as a buffer along both sides of a creek that runs through the development, which effectively isolates one half of RH West from the other. In RH Central, there is also open space adjacent to a school site.

The houses feature Craftsman architecture, porches and attached garages. Setbacks only appear to be reduced for the townhouses. Singles have deeper setbacks.

The street pattern can loosely be considered as a modified grid with cul-de-sacs. Sidewalks appear to be present on at least one side of the street on most streets. Some traffic calming measures were implemented after the development was built due to traffic concerns. Transit access is quite limited, with only two routes servicing the area.

Adjacent to RH West is a new business park, while, adjacent to RH Central, are what appear to be upscale homes on ½ acre lots, which are themselves adjacent to the Morgan Creek development (a retirement community of large homes centered around a golf course). Construction in RH Central is much further along than in RH West.

Contact:

Planning authority: Stella Lee (604-591-4206)

Developer: Polygon (604-514-2817)

Sources:

City of Surrey. 2005. East Clayton NCP Extension, West of 188 Street. Accessed online on July 31, 2006, from <http://www.surrey.ca/Doing+Business/Land+Development+and+Building/Plans+and+Policies/Plans+in+Progress/East+Clayton+Expansion,+West+of+188+St.htm>.

City of Surrey. 2004. Surrey site selector database. Accessed online on July 31, 2006, from http://www.leadingedgebc.ca/usr_files/Surrey_Profile.pdf.

City of Surrey. 2003. Best practices in housing. Accessed online on July 31, 2006, from <http://www.gvrd.bc.ca/growth/GOMDH/2003-SurreyCambria.pdf>.

City of Vancouver. 2006. Southeast False Creek and Olympic Village. Accessed online on July 17, 2006, from <http://vancouver.ca/olympicvillage/index.htm>.

Goodall, S. No date. Rosemary Heights. Accessed online on July 31, 2006, from http://www.stevegoodall.com/rosemary_heights.cfm.

Warson, A. 1997. New urbanism: trick or treat? These instant communities are made to resemble the best, turn-of-the-century downtown neighbourhoods. Buyers like them and builders are catching on. *Building*, 47(4); pg. 21.

Surrey

Noteworthy information on Surrey:

- Surrey is the Lower Mainland's largest and fastest growing municipalities (CMHC, 2001).
- Over half of Surrey's undeveloped land is part of the Agricultural Land Reserve. Surrey has spent \$40 million in flood control measures to protect farmer's fields from flooding and runoff resulting from development upland, which has led to the desire for an alternative development pattern (e.g. East Clayton) (Gilliard, 2003).
- The construction of Christian institutions has had an important impact on development in Surrey:
 - o The new super-churches of Surrey are "the most important addition to the suburbs since the strip mall" (Stackhouse, 2000).
 - o A Christian school was built in northern Surrey in late 1980s (the Pacific Academy) and has spurred subdivision development around the school ("These subdivisions would not exist if the school was not located here," says principal Dave Neufeld") (Stackhouse, 2000)

Sources:

Canadian Mortgage and Housing Corporation (CMHC). 2001. The Headwaters Project: East Clayton neighbourhood concept plan. Socio-economic series, Issue 78.

Gilliard, G. 2003. Surrey shifts sustainability status quo with neighbourhood concept plan. *Plan Canada*, Spring, 2003, pp. 13-16.

Stackhouse, J. (2000). The New Suburbia. *The Globe and Mail*, Saturday, October 28, 2000.

Clover Valley Station

Not much information was found on this development.

The location of this suburban greenfield development is not clear.

The development broke ground in 1996 and still appears to be under construction, with 215 of the total 550 units completed.

This development does not appear to be mixed use. The range of housing is minimal, with the only housing types available being small-lot singles and townhouses. So far, only singles appear to have been built, some of which feature porches. Commercial development is not planned (CMHC data). No information was found on any other type of use.

The development features rear lanes (with garages) as well as and cul-de-sacs.

Transit is available only on the development's periphery.

Another notable development in the area is the New Vistas of Clover Ridge, in Surrey's Clover Ridge area. This development features: front driveways with either no garage or disguised garages, shallow setbacks, narrow lots and lanes, but no porches. This developer also worked on East Clayton in Surrey.

Contact:

Planning authority: Bhargav Parghi (604-591-4394)

Developer: Park Lane Homes

Sources:

CMHC data.

Government of British Columbia. (1996). Alternative Development Standards. Accessed online July 21, 1999, from www.marh.gov.bc.ca/GROWTH/NOV1996/alt.html

East Clayton



East Clayton development site and site plan, Surrey BC.



Developed central portion of the site.



Park with entrance feature.

Project appears to have broken ground in 2003, and has been occupied since about 2004 (CMHC data). A small portion in the northern portion of the site appears to be under construction currently. The second phase of the development (west of 188 St.) was approved in 2005 but does not appear to be under construction at this point. This portion of the development has higher density than the first phase, with all housing being in the 22-45 upa range. This portion will feature parks, schools and commercial.

East Clayton is located between 80th Ave., 176th St., 196th St. and the Fraser Highway.

This suburban greenfield development is 560 acres. The extent to which the site has been developed is unclear. The Government of B.C. (2005) states that 2175 of the 4739 units planned were complete (1030 singles and 1145 multi-family dwelling units), while the CMHC data states that only 400 units are complete. From what can be seen on the Google Map, it appears more likely that there are only 400 units at this point, as the majority of the site appears to be undeveloped.

The total density is of 10 upa, and ranges between 6-10 upa to 22-45 upa, with the highest density being at the edges of the development. The projected population is of 13,000.

The development has a mix of uses (residential, commercial, institutional, business park and open space). Permitted housing types include: singles (including small-lot starter homes), semis, apartments over commercial (along periphery), apartments over garages, granny flats, secondary suites, live-work units, and townhouses. The different housing types are mixed on the same block. Commercial uses are planned (both along the development's periphery and within the development). The development currently has 2 elementary schools, with one more planned, and one high school. A guiding principle of the development is to provide one job per 2.8 community residents (Smart Growth BC, 2002). The development features playgrounds, minor and major parks as well as natural areas. The higher density second phase of the development appears to be more mixed-use than the lower density first phase.

The development relates to local topography and climate, and preserves some of the site's natural features. The modified grid pattern features both lanes and cul-de-sacs. Sixty-percent of the development has rear garages on lanes. Some houses have deeper setbacks and front driveways (with concealed garages, presumably). These houses tend to be on cul-de-sacs. The portion of the development currently under construction appears to have housing with attached front garages. At least some of the houses have porches.

Transit service is somewhat limited, with one route (502) running along the Fraser Highway, which is about 200 metres south of the existing housing. The development seems to be quite pedestrian oriented, with sidewalks on most streets as well as walking trails.

As part of the Headwaters Project, East Clayton is intended to be a sustainable community. There is a very strong emphasis on environmental sustainability. The development incorporates various storm management practices (e.g. infiltration devices on every lot). Developer resistance to storm management requirements (which cost \$5700/lot) were alleviated by financial assistance from the local and federal government (Government of B.C., 2005). The municipality remains firm about its sustainability principles, and is committed to educating new owners about East Clayton's special features (so as to decrease the potential for objection) (Government of B.C., 2005).

East Clayton is considered to be a success. The units sold briskly (Boei, 2003) and the development was built quickly (Government of B.C., 2005).

Contact:

Planning authority: Judy McLeod (604-591-4606, jmcLeod@city.surrey.bc.ca)

Developer: BFW Developers

Builder: Foxridge Homes (604-574-2461)

Sources:

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Vancouver

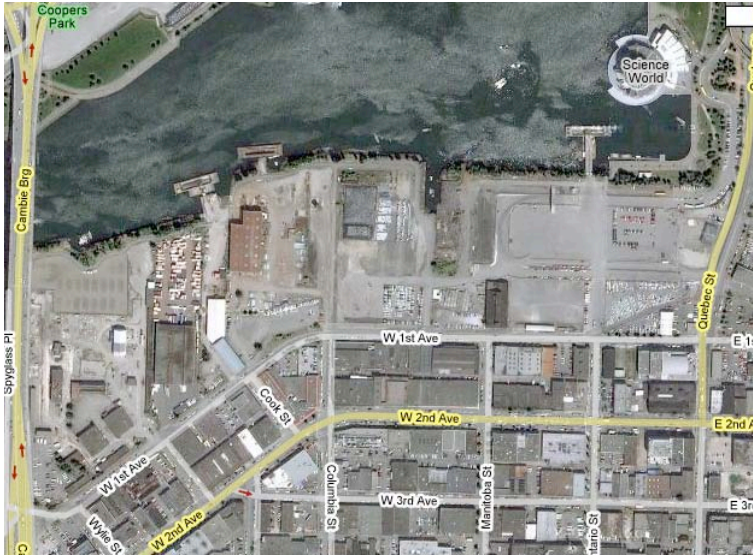
Noteworthy information on Vancouver:

- The City of Vancouver requires that 20% of units in a new development be set aside for nonmarket housing (with 5% for the 'hard-to-house') and that 25% of the units be designed with children in mind (Olsen, 2002)

Source:

Olsen, Sheri. 2002. Vancouver is transformed into a city of glass. Architectural Record, 190(4), p. 55.

Southeast False Creek



Southeast False Creek development site, Vancouver BC.

Construction scheduled to begin in 2007.

Southeast False Creek is located between 1st Avenue, Columbia Street and Manitoba Street.

This urban infill brownfield development is 80 acres and has a projected population of 12,000-16,000 (50 acres are to remain in public ownership). The total number of units is not clear, but there will be 2,353 units on the public land (for 4,949 people), and enough units for up to 8,575 people on the private lands (with live-work units being a priority here) (City of Vancouver, 2006a).

This is a mixed use development (residential, commercial, “clean” industrial, office, recreational, open space uses). The site will be initially uses as the Athletes Village for the 2010 Olympics in Vancouver. Village will then be converted for residential use. Proposed housing types include: high-rise towers, townhouses, live-work units. The development of a grocery store will be “encouraged” (City of Vancouver, n.d.). Other uses are likely to include: a daycare, a school, a community centre, and community gardens.

Affordable housing and family-oriented housing are two important focuses of the SEFC plan. However, Council has recently reduced its affordable housing requirements for SEFC from 33% to 20% (Anonymous, 2006).

Twenty-six of the 50 publicly-owned acres will be kept as open space due to community's wishes. This large portion of open space on the site is problematic (according to UBC Prof. Michael Larice) because it forces developers to build high rise

towers to accommodate projected population, which is not as sustainable as low- and mid-rise developments (Mallet, 2004).

The development will have good access to transit (bus, streetcar, Skytrain, ferry). The site design is pedestrian-oriented.

SEFC policy statement is “most comprehensive” the City has ever created (City of Vancouver, no date). Development has various performance targets (e.g. solid waste, air emissions, water, etc.) in order to meet its sustainability goals. The plan is very environmentally focused. Vancouver has promised that SEFC will be a “model sustainable development” and, due to the Olympics, it will be heavily scrutinized (Mallet, 2004). The success of SEFC “may eventually change the way the city and the province build in the future” (Mah, 2004).

Contact:

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Sources:

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ALBERTA

Calgary

Noteworthy information on Calgary:

- The major shift in suburban development in Calgary can be attributed to the 1995 *Calgary Transportation Plan* and to the *Sustainable Suburbs Study* (White, 1996)

- The Sustainable Suburbs Study (SSS) was approved by resolution, which does not institute it as a bylaw but rather as a guideline (Dyer, 2003). Its major elements are: neighbourhoods with a focal point and definable boundaries, mixed use public activity centre, parks/schools/shops within reasonable walking distance of homes, pedestrian/cyclist-friendly streets with good access to transit, wide choice of housing types, range of local employment opportunities, protected natural areas and linked open spaces, connection to a regional pathway system. While the SSS provides a community design methodology, it does not provide guidelines about how to provide incentives or support to the private sector (Dyer, 2003).
- “The result of [the SSS] and other City policy has had the adverse effect of allowing conventional development to be expedited through the process as the City more proactively engages only innovative development projects. This has resulted in... a drawn out approval process that exposes the private market to the whims of political interests, special interest groups, and over-engineering. This has been demonstrated repeatedly by the recent mayhem of the East Village redevelopment, the drawn out and over engaged CFB West public process...and the backward step of McKenzie Towne from innovation to convention” (Dyer, 2003, pp.26-27).
- “Calgary favours the new urbanism approach for two reasons: it is based on planning principles that can be seen to work in many parts of the city, especially in older areas; and, unlike most design approaches, it has the potential for creating more sustainable communities” (White, 1996, p. 17).
- Calgary’s special review process stresses consultation and negotiation between the administration and the developer in the creation of innovative development solutions (MacDonald and Clark, 1995).
- Carma, the developer behind McKenzie Towne, occupied the number-one market position in Calgary, but decided to change its development approach because it anticipated changes in market demographics (MacDonald and Clark, 1995).

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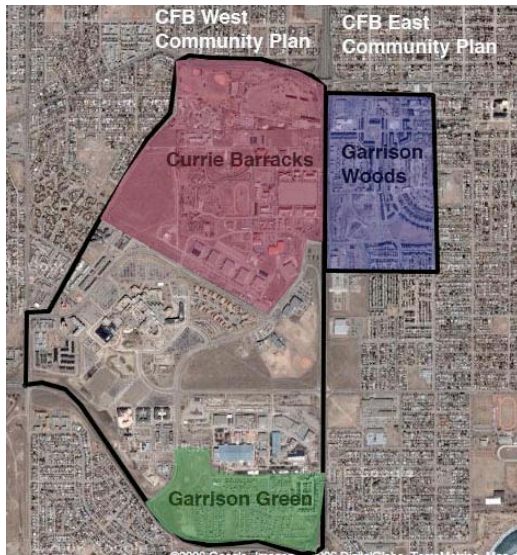
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CFB West

(includes Currie Barracks, Lincoln Park and Garrison Green)



CFB West and CFB East plan areas.



Currie Barracks development site and concept plan.



Garrison Green development site and park plan.

It is not clear when this project broke ground.

CFB West is roughly delineated by the Crowchild Trail, the Glenmore Trail, Sarcee Road SW and 33 Avenue SW.

This project is a 775-acre infill development on the former CFB West military base. Initially, the development was divided into three areas: Currie, Lincoln Park, and Lincoln

Park PMQ. Lincoln Park PMQ appears to have been renamed Garrison Green (80 acres), and Currie is now referred to as Currie Barracks (200 acres). The existing neighbourhood surrounding Mount Royal College still seems to be referred to as Lincoln Park.

Garrison Green seems to be further along than any other area of CFB West. The parks of Garrison Green seem to have been built, and some housing. Several sections of Phase I have sold out. Garrison Green is being developed by Canada Lands Company, which developed the nearby Garrison Woods New Urbanist development. Garrison Green is adjacent to a 60-acre affordable housing development (Cyprus Greens).

Currie Barracks has been awaiting approval for seven years (Braid, 2006). The biggest concerns appear to be regarding the plan's ability to meet safety standards (e.g. emergency vehicle access). Although the Council approved Currie Barracks as an innovation zone in 2005 to speed up the approval process, this does not appear to have happened (Braid, 2006).

The total number of units planned for the entire development is not clear, but approximately 900 units are planned for Garrison Green (including 150-160 units for assisted living and 150-160 units for senior care) and between 1500 and 3000 are planned for Currie Barracks. The number of units planned for the remainder of the site was not found. The development will make use of existing military housing (70 existing houses in Garrison Green will be refurbished). The projected population for the site is up to 11,000 people (DeWolf, 2001), and the population density will range between 6-9 upa.

This is a mixed-use development (residential, commercial, service, institutional, office, industrial, recreational and open space uses all permitted in Master Plan). Permitted housing types include singles, semis, apartments (buildings, duplexes, over commercial, over garages), live-work units, townhouses and co-housing. Housing types are mixed on the same block in at least one portion of the site (i.e. Garrison Green). Approximately 200,000 sq. ft. of retail space are planned for Currie Barracks, which will be concentrated along a retail "high street". Big-box stores and other auto-oriented businesses are discouraged in the Master Plan. Approximately 350,000 sq. ft. of office and campus uses are planned for Currie Barracks. The site features various existing uses such as a daycare, senior citizens homes, fire station, elementary schools, high schools, churches, tennis courts, golf course and open space. The development also encompasses the Lincoln Park Business Park.

The site is well serviced by existing transit routes (approximately 11 routes appear to service the site). The development plan features wide sidewalks, narrow streets (DeWolf, 2001) and pathways that will connect to the Calgary Regional Pathway System.

Website: www.garrisongreen.com/en/default.php

Contact:

Developer: (403) 217-8380 garrisonwoods@shaw.ca

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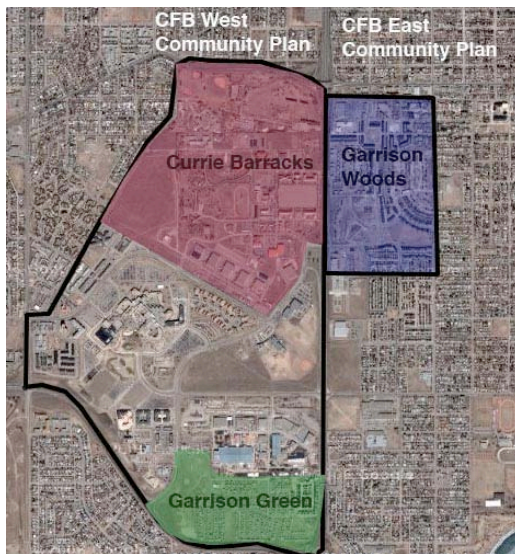
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Garrison Woods

(a.k.a. CFB East)



CFB West and CFB East plan areas.



Garrison Woods development site, Calgary AB.



Garrison Woods land use plan.

Project began in 1998, opened in 1999 and was completed in 2003/2004.

It is located between the Crowchild Trail, 34th Ave., 20 St. SW, and 47th Ave., and is adjacent to the CFB West New Urbanist community.

This urban brownfield infill development extends over 175 acres on former military base. The land acquired by the Canada Lands Company in 1997. The development made use of existing military housing, which were refurbished and, in some cases, relocated. There are a total of 1600 units, with over 400 refurbished existing homes. The overall density of the development is 10.5 upa.

This mixed use development includes residential, commercial, service, institutional, recreational and open space uses. Housing types include singles (including estate homes), semis, apartments (buildings, over commercial, over garages, basement suites, duplexes), townhouses, lofts, grow homes. Housing types are mixed on the same block. The development features about 70,000 sq. feet of retail space (including a grocery store, a convenience store, a coffee shop/restaurant/or bar. Commercial uses restricted mostly to the north of the development, in a high-density area. The development also currently features or will feature a daycare, a senior citizens home, elementary schools and high schools, a museum, and an arena. Open spaces are limited to man-made parks (squares and neighbourhood parks) (total of 8% open space preserved).

The development is laid out in modified grid pattern with narrow streets. It is organized into neighbourhoods that are centered on public space and/or mixed-uses. Efforts were made to preserve existing trees and to commemorate the site's military history (e.g. Garrison Square is a memorial park). The development features lanes and some cul-de-sacs. Most houses appear to have rear garages on the lanes.

Eight transit routes service the development along the periphery. Most streets are lined with wide sidewalks and trees.

The development relates to the surrounding neighbourhoods by locating the density according to the density in the adjacent areas (DeWolf, 2001), by having an open street pattern and by using local architecture (CMHC, n.d.(b)).

The development features traditional housing design with porches as well as attached and detached garages.

The units sold quickly at the time of the opening (McCormick, 1999), and sold over 300 units per year, more than twice the rate of conventional suburban projects in the area (Anonymous, 2003a). The rates of return on this project have been consistent with or perhaps slightly higher than industry standard, despite the fact that Garrison Woods was 30% more expensive to develop than a conventional suburb (CMHC, n.d.(b)). An interesting piece of information about this development is that 48 out of 59 homes built by one developer were bought by single women (Paskey, 2003).

Garrison Woods was not initially conceived as a New Urbanist project but grew out of a desire to respect Calgary's planning policies and CLC's commitment to smart growth (CMHC, n.d.(b)). However, the CLC faced opposition from the municipal engineering department with regards to modifying the road standards (CMHC, n.d.(b)).

Garrison Woods has won various awards (e.g. from the Calgary Region Home Builders Association, the Alberta Association of Canadian Institute of Planners, and the Canadian Institute of Planners) (Garrison Woods, n.d.).

Website: www.garrisonwoods.com

Contact:

Garrison Woods Sales and marketing centre: 403-217-8380, garrisonwoods@shaw.ca

CLC contact: Mark McCullough, 403-292-6242, mmcullough@clc.ca

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McKenzie Towne



McKenzie Towne development site (1: Village of Prestwick, 2: Inverness, 3: Elgin Village).



McKenzie Towne site plan.

This project was initially a pilot project (MacDonald and Clark, 1995), which broke ground in 1995. The project is expected to be complete by 2008 (Anonymous, 2002b).

This suburban greenfield development is located between the Deerfoot Trail, 52nd Street SE, Highway 22X and the Southtrail Crossing Shopping Centre in southeastern periphery of Calgary.

The initial plan for McKenzie Towne called for 10,000 units in 12 neighbourhoods on 2400 acres. Since then, the scale of the project has been reduced so as to not exceed demand (Anonymous, 2002b). Sales have averaged at about 250 units per year (Anonymous, 2002b). The project will now feature 6,000-7,000 units in 4 neighbourhoods over 950 acres. There are currently 6,500 units (CMHC data)

Construction has begun in each of the neighbourhoods. Inverness appears to be nearing completion (if not yet completed). Almost half of the Village of Prestwick and only a very small portion of Elgin Village have been built. A small portion of the commercial “High Street” has been built, but none of the higher density housing planned for the area has been built yet, which makes it appear slightly disconnected from the rest of the development. It is not within walking distance for the residents of Elgin Village.

The development features a wide range of uses, despite the fact that the scale of the development was drastically reduced. The range of uses include: residential, commercial, services, institutional, office, recreational and open spaces. The available housing includes singles, apartment buildings (up to 3 storeys), apartments over commercial, granny flats (permitted), townhouses and studio suites. The housing types were mixed on the same block in the development’s first phase (Inverness), but were then segregated by size in subsequent phases because this made it difficult to sell the higher end homes (Anonymous, 2002b). The development features a wide range of commercial uses (36) clustered along a portion of the High Street area. These uses include a grocery store, a coffee shop, a pub, a hairdresser, a dollar store and a spa, among many others. Other amenities found in the development include daycares, a senior citizens home, a bank, a fire station, churches as well as various offices (e.g. dentist, doctor, optometrist). There are currently *no* schools on the site as of yet, although some are planned. The purpose of the open spaces appears to be more to provide a gathering space for the community and safe play areas for children than to serve any ecological purpose (see McKenzie Towne website). There is, however, an “environmental reserve” area in the southeastern corner of the site, which appears to currently include only a cluster of trees and bushes. An interesting amenity is the McKenzie Towne Hall, a large community centre, but it does not appear to have been built yet.

At least some of the housing features porches. Both attached and detached garages can be found in the development, and these are located on the rear lanes for the most part, but also on the side of the house. The more upscale Elgin Village features attached front garages.

The plan for McKenzie Towne provided affordable mixed with market rate housing, but it is not clear if this has been built. As much of the planned higher density housing has not been built yet (and perhaps may never be) it is quite probable that the affordable housing has not and will not be built either.

The development is laid out in a modified grid pattern and organized into neighbourhoods, which are centered on a public space. The development has been criticized for failing to integrate or enhance the site's natural features and processes (CMHC, 1997; University of Manitoba, n.d.), although stormwater is sequestered within each neighbourhood for natural treatment. Higher density housing can be found at the centre of each development, but it is mostly located at the periphery. There are both rear lanes and cul-de-sacs. For the most part, the cul-de-sacs back onto the major roads that border the development, but the plan for the more upscale Elgin Village has placed some cul-de-sacs in the middle of that neighbourhood (though these haven't been built yet). It has been said that McKenzie Towne has a "redundant system of traffic collectors that compromised profitability and walkability" (Dyer, 2003). There appear to be sidewalks throughout the site.

Transit availability is rather limited, with only 2 routes servicing the site in the morning and in the evening. One route is a light rail feeder bus from Inverness and Prestwick. Light rail service was planned for the site (for after 2016), running along the site's eastern periphery. The fact that the higher density housing planned for this area will probably not be built might compromise the feasibility of putting in light rail service.

Several changes have been made to McKenzie Towne since the development began. As previously mentioned, the scale of the plan was drastically reduced, and a portion of the site has been developed as a conventional subdivision (New Brighton). Dyer (2003) claims that this is due to the costs associated with innovative design, however the developer claims that it is because the market for traditional neighbourhood developments in Calgary does not exceed 300 single-detached homes per year (Anonymous, 2002b).

After the first phase of McKenzie Towne, the housing types stopped being integrated into the same block and the blocks were lengthened to reduce development costs (DeWolf, 2001). The developer intends for the last village to be consistent with the first three (Anonymous, 2002b).

The plan for McKenzie Towne makes a strong emphasis on home ownership and single unit dwellings and it is not clear whether it was intended for the development to house a range of socioeconomic classes (CMHC, 1997).

Website: www.mckenziestowne.com

Contacts:

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Developer: Carma (780-423-1910, calgaryinfo@carma.ca)

Residents' Association: McKenzie Towne Council (403-231-8900,

Sources:

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Edmonton

Terwillegar Towne



Terwillegar Towne development site,
Edmonton AB.

Terwillegar Towne townhouses.

This suburban greenfield development is located in southwest Edmonton, between Terwillegar Drive, 23rd Ave., and Towne Centre Boulevard.

It is not clear when this project broke ground, but it has been under construction since at least 1997.

There is conflicting information regarding the size of the development, with one source saying it 476 acres (City of Calgary, 1998) and another saying that it is 1235 acres (which seems slightly large) (CMHC data).

There are at least 1941 units of a total of 2,900 units built (CMHC data). Construction seems to be underway currently in the northern and southern portions of the site (Google Map). The projected population is of 20,000 people, with a density range of 10-32 upa. Low density housing will make up 88% of the site, and medium density housing will make up the remaining 12% and will be located on the site's periphery, adjacent to a commercial/employment centre.

This is a mixed use development (residential, commercial, community, institutional, services, open spaces). The range of housing includes: singles, semis, low-rise apartments (up to 4 storeys), row houses and granny suites. High Street, which runs through the Towne Square, will have 125,000 square feet of commercial space, but no commercial developments have been built yet. The development will also eventually feature two schools, a library, offices, and a town hall, none of which appear to have been built yet. There is currently one church on site. The open space will include both natural areas and man-made parks.

The development is laid out in modified grid pattern, with many neighbourhoods centering onto a park. The overall development structure appears to center onto the main park area in the middle of the site. While the majority of the development appears to be serviced by rear lanes, some of the housing has front garages. Some of the larger lots in the development front onto the site's few cul-de-sacs.

Most streets seem to have sidewalks and pedestrian-oriented landscaping. Transit service is somewhat limited, with only two routes serving the development (one on the periphery, one coming into the development) every 30 minutes at most.

The houses feature porches as well as either attached or detached garages.

The development incorporates a storm-management system into its greenways.

The development's various community leagues (e.g. sports, arts and crafts, etc.) points to an active community life. The developer put together an online community for the development which features billboards, chat rooms and information about the development.

Terwillegar Towne is Edmonton's first neo-traditional community.

Contact:

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Developer: Carma (780-423-1910, edmontoninfo@carma.ca)

Residents' Association: Terwillegar Towne Residents' Association (780-423-1910)

Sources:

CMHC data.

City of Calgary. (1998). Summary report: Transit-oriented suburban community design. Planning and Building Department.

City of Edmonton (Planning and Development Department). 2004. Terwillegar Towne neighbourhood area structure plan. Accessed online on July 13, 2006, from <http://www.edmonton.ca/infraplan/consolidations/pdf%20consolidations/Terwillegar%20Towne%20NASP%20Consolidation.pdf>.

Rohit Group. No date. Terwillegar Towne. Accessed online on July 20, 2006, from http://www.rohitgroup.com/Terwillegar_Towne_Phase_III.html.

SASKATCHEWAN

Saskatoon

Willowgrove



Willowgrove development site, developed southern portion of the site and site plan.



Artist rendering of a single-detached Willowgrove house.

This development has been occupied since at least 2004.

Willowgrove is located off of McOrmand Drive, along Willowgrove Boulevard. It is adjacent to existing subdivisions, a commercial development site (under construction) and the University of Saskatchewan Kernan Farm.

This suburban greenfield development is 507 acres. The projected population is of 6,600-8,250 people in 2,900 units, 300 of which are complete. The overall site density will be approximately 5.8 upa. The highest density housing will be located in the centre of the development, around the Village Square.

This is a mixed-use development (residential, commercial, institutional, recreational and open space uses). The housing types will include: singles, semis, apartment buildings, townhouses, “residential care homes” and homes with walk-out basements. The homes will not be mixed on the same block, but will be clustered according to type. The larger singles are generally located at the end of a cul-de-sac. The Village Square will feature 24,710 sq. ft. of commercial space, including retail and a coffee shop. Other amenities include a church, a community centre (across from the Village Square), and walking trails. There will also perhaps be a school (adjacent to the community centre). There will be 71.3 acres of open space, all integrated into a continuous linear park and stormwater management system.

The development is laid out in a modified grid pattern and centers on the Village Square, the community’s central meeting place. The development centers onto itself. The many cul-de-sacs on the development’s periphery eliminate the possibility of integration with future adjacent neighbourhoods. However, interconnected pedestrian corridors increase connectivity between cul-de-sacs. The development features narrow, deep lots. Low-density housing has fairly deep setbacks, and front garages.

Lanes located behind the higher density housing, as well as some low-density housing. It appears as though the lanes behind low-density housing are simply streets being called “lanes”. There are sidewalks on both sides of the street. The development currently receives full service from one bus line.

The City of Saskatoon Land Branch was awarded a Green Award in 2004 from the Saskatoon and Region Homebuilders Association for the design of Willowgrove, which represents a “new design for the city” (City of Saskatoon, 2004). The notable innovative design elements included: a 40% increase in dwelling density, and the provision of

interconnected pedestrian friendly corridors along an integrated linear park and stormwater management system (City of Saskatoon, 2004).

Contact:

Planning authority: Derek Thompson, City of Saskatoon (306-975-3070)

Rick Howse, Land Branch manager (306-975-3278)

Developer: ROCY Homes (306-242-8600, info@rocy.com)

Sources:

CMHC data.

City of Saskatoon. 2004. City wins green award for Willowgrove design. Accessed online on August 2, 2006, from http://www.city.saskatoon.sk.ca/org/news_releases/detail.asp?id=1038.

City of Saskatoon. No date. Willowgrove. Accessed online on August 2, 2006, from http://www.city.saskatoon.sk.ca/org/land/residential/land_for_sale/willowgrove.asp.

ONTARIO

Noteworthy information on Ontario:

- The provincial plan delineates the conservation areas that are to be preserved both in the city and in the surrounding areas, and specifies the areas that can and cannot be developed. (Plater-Zyberk, 2002). Regional conservation areas are delineated on a watershed basis (Gordon and Tamminga, 2002).
- The Ontario Planning Act does not allow for style features (e.g. building materials, colours, etc.) to be regulated in public documents (e.g. plans) (Thompson-Fawcett & Bond, 2003).
- In Ontario, developers are charged a “one-size-fits-all” development surcharge of \$20,000, which makes it much more profitable to build on large expensive lots rather than on small, compact lots (Ross, 2003).

Sources:

Gordon, D. and K. Tamminga. 2002. ‘Large-scale traditional neighbourhood development and pre-emptive ecosystem planning: The Markham experience 1989-2001’, *Journal of Urban Design* 7(3), pp. 321-40.

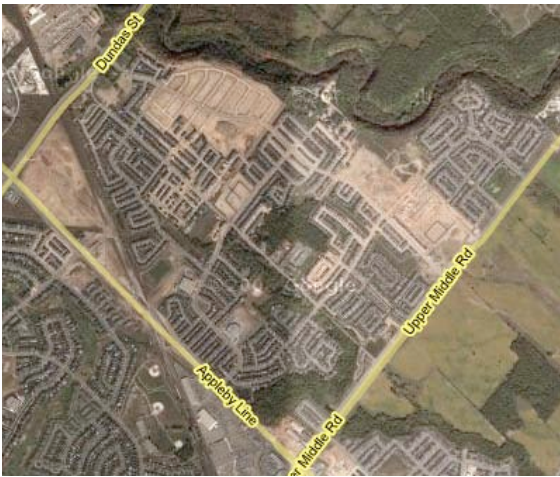
Plater-Zyberk, E. 2002. Cornell, Markham, Ontario. The Seaside debates: A critique of the New Urbanism. T.W. Bressi (ed.). Rizzoli International Publications, Inc.: New York.

Ross, Nicola. 2003. New urbanism stalls without public transit. *Alternatives Journal*, 29(3), p. 14.

Thompson-Fawcett, M., Bond, S. 2003. Urbanist intentions for the built landscape: examples of concept and practice in England, Canada and New Zealand. *Progress in Planning*, 60, pp. 147-234.

Burlington

Orchard Community



Orchard Community development site, Burlington ON.



Semi-detached and single-detached homes in Orchard Community.

Not much information was found on this development.

It is not clear when this project broke ground but it has been under construction since at least 2000. About three quarters of the site is built and the rest is under construction.

This development is located between Dundas St. (Hwy 5), Appleby Line, Upper Middle Road and Burloak Drive, adjacent to a shopping centre.

This suburban greenfield development is 672 acres. There are 4,700 to 5,300 units planned for 14,500-16,400 people. The development will consist of 84% low density (<12 upa) housing, 11% medium density housing (<18 upa), and high density housing (<51 upa). The overall density of the site is 8 upa.

This mixed use development features the following uses: residential, commercial, institutional, office and open spaces. The range of available housing includes singles, semis, duplexes, threeplexes, four-plexes and townhouses. Up to 161,500 sq. ft. of commercial space is permitted in 4 local mixed-use nodes and along major roads on the periphery. There does not appear to have been any commercial developments at this point. There are two elementary schools. The open spaces include both man-made parks and natural areas.

The development is laid out in a fused grid pattern (western portion) and in a residential pod pattern (eastern portion), with cul-de-sacs and no lanes. While the development features open spaces, these do not appear to be a structuring element of the site design (except perhaps at the easternmost edge of the site).

The housing features porches and attached front garages (recessed).

There are sidewalks on most streets. Eighty percent of the site is within 400 m of a transit stop. The site is serviced by four transit routes, but there is no service on Sundays. The GO Train is a short bus ride.

Contact:

Planning authority: Burlington Planning Department (905-335-7642)

Developer: Metrontario (416 785 6000, metro@metrontario.com)

Sources:

City of Calgary. (1998). Summary report: Transit-oriented suburban community design. Planning and Building Department.

Cobourg

New Amherst



New Amherst site plan, Cobourg ON.

Phase 1 of this development broke ground in 2004 and is nearing completion. The developer claims that Phase 2 is scheduled to begin this fall.

The development is located between Highway 2, Rogers Road, the CP rail line and Bob Carr Road. It is not possible to see the development using Google Maps. The development abuts West Park Village, a conventional residential subdivision.

The development is 350 acres. There are 1,200 units planned for the development, and 50 of these should be complete by the end of 2006 (Warson, 2006).

This is a mixed-use development (residential, commercial, service, office, recreational, open space). The range of housing includes singles (cottages, bungalows, and estate homes), condo apartments over commercial or office space, loft apartments, townhouses, and live-work units (in a planned condominium building with ground floor commercial). The different housing types are not mixed. The commercial uses will feature a Loblaws, a Home Depot and a Wal-Mart (Warson, 2006). A future fire station is being considered for the site (Cobourg, 2006). It is not clear what types of offices are planned for the development. The development has parks and trails, which permit public access to the Lake Ontario waterfront.

The development is laid out in a modified grid pattern and organized into neighbourhoods. While there is a town centre, the neighbourhoods do not appear to be centered on it. The town centre features a 36,000 sq. ft. mixed-use building as well as a clock tower, which will act as a distinguishing feature for the development (Warson, 2006).

The houses feature porches as well as rear garages serviced by lanes. The development has sidewalks and is serviced by bus transit 6 days a week. A commuter train station is located in Cobourg.

The project was cancelled in 1991 due to a dispute over boundaries that arose from an amalgamation agreement between Cobourg and the Township of Hamilton (Warson, 2006).

New Amherst is intended to be a lakefront community that complements and enhances the “historic and attractive” town of Cobourg (New Amherst, n.d.).

Website: www.newamherst.com

Contact:

Developer: Max Le Marchant, Plan Master Construction and Development Inc. (max@planmaster.ca)

Sources:

Government of Ontario (Ministry of Municipal Affairs and Housing). 1997. Breaking Ground: An illustration of alternative development standards in Ontario’s new communities.

New Amherst in Cobourg. No date. New Amherst. Accessed online on July 26, 2006, from <http://www.newamherst.com/>.

Town of Cobourg. 2006. Town of Cobourg, Summer 2006. Accessed online on July 28, 2006, from <http://www.town.cobourg.on.ca/docs/Microsoft%20Word%20-%20summer2006newsback.pdf>.

Warson, A. 2006. New Urbanism takes root at the fringe; As development pushes farther east, the design ideals of architect Andres Duany are shaping communities such as New Amherst and Port Hope. The Globe and Mail, April 21, 2006.

Kanata

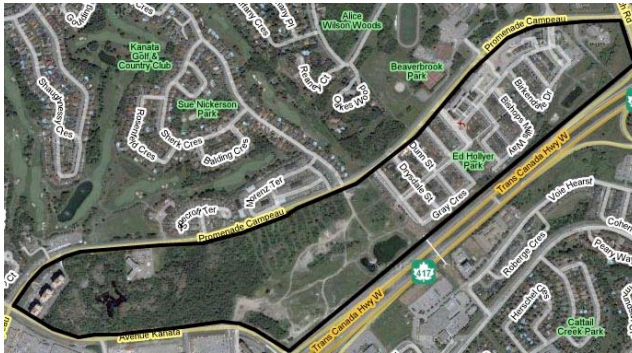
Noteworthy information on Kanata:

- Kanata grew by 10,600 people, a 28 % increase between 1991 and 1996 (Chidley, 1997).

Source:

Chidley, J. (1997). The new suburbs. Maclean's, July 21, 1997, pp. 17-25.

Village Green



Village Green development site, Kanata ON.

It is not clear when this project broke ground, but some homes have been ready for occupancy since the end of 1998 (Anonymous, 1998). Some construction is underway in the western portion of the site.

The site is located between Avenue Kanata, Promenade Campeau, March Road and the Trans-Canada Highway, although another source states that the development site also includes the land reaching west to Terry Fox Drive. This section features what appears to be big-box retail development or a business park (see Google Map). The development is in close proximity to the area intended to become Kanata's new Central Business District, and the area that housed the new Kanata City Hall (until 2000).

It is a mixed-use development featuring the following uses: residential, services, office, and open spaces. The types of housing available include: singles (both bungalows and 2 storeys), semis and townhouses. The development's amenities include: a daycare, a dentist's office and 6 parkettes. There is a large area of open space to the west of the development, which, according to Anonymous (1998), will eventually be a park. The projected population for this development is 3000.

The streets are laid out in a modified grid pattern. There does not appear to be lanes in this development, and parking is limited to front attached garages (some protruding, some recessed). The streets appear to be lined with pedestrian-oriented lighting, and sidewalks can be found on most streets. The site is currently serviced by bus transit, and an OC Transpo station is planned for the future (Urbandale Corporation, 2006).

The developer's (Urbandale Corporation) slogan for the development is "Adventures in New Urbanism".

Contact:

Developer: Urbandale Corporation (villagegreen@urbandale.com)

Sources:

Anonymous. 1998. Experience the “New Urbanism” at Village Green: Any resemblance to the Glebe is strictly intentional. The Ottawa Citizen, September 26, 1998.

Urbandale Corporation. 2006. Village Green. Accessed online on July 31, 2006, from <http://www.urbandale.com/vg.html>.

Markham

Noteworthy information on Markham:

- Markham is a fast-growing, wealthy and ethnically diverse suburb (Gordon, and Vipond, 2005).
- In the early 1990s, Markham was included in a regional growth-management strategy that required communities to plan for specific allocated growth projections (Thompson-Fawcett & Bond, 2003).
- Markham began encouraging traditional development practices in the mid 1990s, at a time when New Urbanism had not yet fused with TOD principles. Prior to that, it had been pursuing conventional suburban development practices since the 1970s. This change was a result of planning commissioner and a veteran mayor who were “willing to take risks” (Gordon, and Vipond, 2005, p.42).
- An “innovative long-range environmental planning study” was conducted between 1989-1993 “at a time when this was rare in Canadian suburbs”. The study specified, among other things, environmental guidelines for greenfield development (Gordon and Tamminga, 2002, p. 323).
- Markham adopted a generic zoning by-law for its urban expansion zone that facilitated development along New Urbanist principles (Gabor and Lewinberg, 1997). The provincially designated urban expansion zone is delineated by the River Rouge (Plater-Zyberk, 2002).
- Markham has 11 secondary plans that incorporate New Urbanist principles, all of which were adopted between 1994 and 1997 and prepared by urban design firms (Skaburskis, 2006; Gordon, and Vipond, 2005). These plans involved extensive public participation exercises, and account for North America’s highest concentration of plans incorporating TND principles (Gordon and Tamminga, 2002).
- These 11 secondary plans call for over 45,000 units between 1995 and 2011 on approximately 3,200-3,450 acres of land immediately adjacent to conventional subdivisions (Skaburskis, 2006; Gordon and Tamminga, 2002).
- The secondary plans also include local employment targets (City of Calgary, 1998).
- The average density of Markham New Urbanist projects is 8 upa (Vipond, 2000), and there is no minimum density required (City of Calgary, 1998). The gross residential density is 76% higher in Markham’s NU developments than in its conventional suburban developments, and population density is 70% higher (Gordon, and Vipond, 2005).
- Markham New Urbanist communities average:
 - o 16% high density housing
 - o 25% medium density housing

- 58% low density housing
- Markham conventional suburban communities average:
 - 10% high density housing
 - 9% medium density housing
 - 80% low density housing
- 75.6% of housing in Markham is in the form of single-detached homes, the average price of which is \$ \$343,000 (Skaburskis, 2006).
- Markham New Urbanist communities have an average of 17% open space (Gordon, and Vipond, 2005).
- Development charges are reallocated to transit infrastructure capital spending (City of Calgary, 1998).
- Some high density developments that have been proposed have ended up as conventional subdivisions (Skaburskis, 2006).

Sources:

City of Calgary. 1998. Summary report: Transit-oriented suburban community design. Planning and Building Department.

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. Journal of the American Planning Association, 71(1), pp. 41.

Plater-Zyberk, E. 2002. Cornell, Markham, Ontario. The Seaside debates: A critique of the New Urbanism. T.W. Bressi (ed.). Rizzoli International Publications, Inc.: New York.

Skaburskis, A. 2006. New urbanism and sprawl: A Toronto case study. Journal of Planning Education and Research, 25, pp. 233-248.

Thompson-Fawcett, M., Bond, S. 2003. Urbanist intentions for the built landscape: examples of concept and practice in England, Canada and New Zealand. Progress in Planning, 60, pp. 147-234.

Vipond, S. 2000. A comparison of gross density: Coventional and new urbanism areas in suburban Markham, Ontario. Unpublished thesis, School of Urban and Regional Planning, Queen's University at Kingston, Ontario.

Angus Glen

(includes East Village and West Village)



Angus Glen development site, Markham ON.

It is not clear when this project broke ground, but it has been occupied since at least 1997. The East Village is nearly complete while the West Village has yet to be approved (Town of Markham, 2006).

This suburban greenfield development is between 252 acres (conflicting information). There are 1,500 units planned for 3,730 people, 636 of which have been built (CMHC data). The plan states that 58% of the site will be low density (6.9-14.9 upa), 25% will be medium density (15-32 upa) and 17% will be high density (33-60 upa). The only higher density housing that appears to have been built at this point are townhouses.

This development was intended to include the following uses: residential, commercial, services, institutional, offices, recreational and open spaces. The following housing types are permitted: singles, semis, apartments (over commercial, over garages, multiplexes, duplexes, triplexes, fourplexes), granny flats, stacked townhouses. Of these, only singles (in a range of sizes), semi-detached and townhouses appear to have been built, although there might be some granny flats and/or coach houses as well. Commercial developments are planned, but nothing has been built yet. An elementary school is being proposed for East Village. The Angus Glen Community Centre is located adjacent to the site, but is not within walking distance. It has the following amenities: a library, a pool, a fitness centre, and an arena. The development also features trails, two parks and two golf courses, and a total of 18.4 % of the site is preserved as open space (Gordon and Vipond, 2005).

The development is laid out in a modified grid pattern, appears to be relating to the local topography, and is divided into two neighbourhoods. The East and West Village will be separated by a golf course, but linked by one road. The development preserves both natural and historic features. The East Village centers on Angus Glen Park.

The East Village is almost entirely lane based. It also features a traffic circle. There is no reverse lotting adjacent to major roads. There are some traffic calming measures (e.g. intersection “chokers”), and most streets are lined with sidewalks on both sides. The site currently receives full transit service and has two bus routes.

The housing features porches, and attached or detached garages. Setbacks are quite short, even for the larger homes. The plan requires that buildings be sited so as to ensure a consistent relationship with the street.

West Village was initially supposed to be lane based, but now it will offer conventional lots (Town of Markham, 2006).

The development’s entry feature is a wall with a sign.

Angus Glen won the “Best Use of Alternative Development Standards Award” from the Ministry of Municipal Affairs and Housing in 1997. Gordon and Tamminga (2005) have stated that Angus Glen is fairly inconsistent with Markham’s Natural Features Study.

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Developer: Angus Glen Developments Ltd. (905-887-5799)
Residents Association: Bruce Hilliard, Angus Glen Ratepayers Association (brucehilliard@rogers.com)

Sources:

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. *Journal of the American Planning Association*, 71(1), p. 41.

Government of Ontario (Ministry of Municipal Affairs and Housing). 1997. *Breaking Ground: An illustration of alternative development standards in Ontario's new communities*.

Hutchison, B. 1998. Good porches make good neighbors [A back-to-basics movement called New Urbanism is threatening the suburban model]. *Canadian Business*, 71(11), pp. 120-123. (NV 75)

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Town of Markham. 2005c. Angus Glen Community Centre and Library. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/Channels/recserv/facilities/angusglencommcentre.htm>.

Town of Markham. 1994. Official plan of the Town of Markham Planning Area Amendment No. 19 (Angus Glen).

Warson, A. (2001). The newest New Urbanism. *Building*, May/June 2001.

Berczy Village

(includes Williamstown)



Berczy Village development site, Markham ON.

It is not clear when this project broke ground, but it has been occupied since about 1998. About half the site has been developed, a quarter appears to be under construction, and the remaining quarter is undeveloped (perhaps active farmland).

Berczy Village is located between 16th Avenue, Kennedy Road, Major McKenzie Drive East and McCowan Road.

The size of this suburban greenfield development is unclear, but the latest source states that it is approximately 830 acres. There are 6,626 units planned, of which 4,650 have been built. The projected population is of 21,000 people.

This mixed-use development features residential, commercial, institutional and open space uses. The range of housing types includes: singles, semi-detached, and townhouses. Different housing types are mixed on the same block. The developer (Emery Homes) wanted to encourage an integrated community (Burg, 1999). Approximately 107,640 square feet of commercial space are planned for the development, but do not appear to have been built yet. Commercial uses are planned for the edges of the development only, adjacent to major thoroughfares. Three elementary schools (2 public) and 2 high schools (1 public) are planned. One Catholic elementary school and a high school have been built. The open spaces (which amount to 12.6% of the development) include man-made parks and appear to include natural areas as well.

This development is laid out in a grid pattern, and is divided into 6 neighbourhoods which center on a school and park. Each individual neighbourhood also centres on a park. The development preserves some the site's natural features. The development features wide-shallow lots.

The housing features porches, as well as attached front garages. The only lanes in the development appear to be located behind townhouses. Some of the houses have back facades that protrude into the backyard, providing a partial screen and more privacy.

The development currently receives full transit service, and has four transit routes.

Gordon and Tamminga (2002) state that the development is fairly consistent with Markham's Natural Features Study.

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600), Steven Kitagawa, Town of Markham (905-477-7000, ext. 4530)

Sources:

CMHC data.

Gordon, D. and K. Tamminga. (2002). 'Large-scale traditional neighbourhood development and pre-emptive ecosystem planning: The Markham experience 1989-2001', *Journal of Urban Design* 7(3): 321-40.

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. *Journal of the American Planning Association*, 71(1), pp. 41.

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Cathedral Community



Cathedral Community development site and site plan, Markham, ON.

This project appears to be in the early stages of construction.

Cathedral Community is located between Major Mackenzie Drive, Highway 404, Elgin Mills Road (slightly to the north of it) and Woodbine Avenue, adjacent to the Hamlet of Victoria Square.

This suburban greenfield development is 765 acres and, when complete, will have 4150 units.

The site plan for this mixed-use development includes the following uses: residential, commercial, institutional, a business park and open space uses. The types of housing available include: singles, semi-detached, apartment buildings (4-6 storey mixed use buildings in the Cathedral precinct), and townhomes. The higher density housing will be located in the Cathedral precinct as well as on the development's periphery, along major roads. The range of commercial uses will include main street commercial as well as "large-scaled shopping facilities" adjacent to Highway 404 (Town of Markham, 2006). A significant portion of the development does not appear to be within walking distance of the commercial areas. Five schools (3 public) are planned for the development. A business park will be located between Hwy 404 and the new Woodbine By-Pass, which will be built to divert traffic away from Victoria Square. Open spaces are found in each neighbourhood centre. Trails and an open space corridor will run alongside Carlton Creek.

The development is inspired by New Urbanism (Town of Markham, 2006). It is laid out in a modified grid pattern with lanes in many areas. It is divided into neighbourhoods which center on an existing cathedral. The cathedral will be surrounded by a large plaza and will act as the community's central gathering place. The main street will lead up to the cathedral and provide vistas of the landmark. The development will preserve some natural features (e.g. existing trees) as well as heritage homes.

The site receives full service from two bus transit routes.

Efforts were made to sequester rainwater on site with the integration of 3 stormwater management ponds into the site design. Gordon and Tamminga (2002) have found that this development is not very consistent with the principles laid out in Markham's Natural Features Study.

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Sources:

Development Services Committee (Town of Markham). 2003. Amendment to the East Cathedral Community Design Plan. Accessed online on July 25, 2006, from <http://www.city.markham.on.ca/markham/ccbs/indexfile/agendas/pl030707/East.htm>.

Gordon, D. and K. Tamminga. (2002). 'Large-scale traditional neighbourhood development and pre-emptive ecosystem planning: The Markham experience 1989-2001', Journal of Urban Design 7(3): 321-40.

Toronto Transit Commission (TTC). 2005. Service changes since 1990. Accessed online on July 25, 2006, from http://www.toronto.ca/ttc/pdf/service_changes_since_1990.pdf.

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Cathedral East Community

There are two adjacent developments in Markham with similar names: Cathedral Community and Cathedral East Community. Consequently, there is conflicting information on this development. Cathedral East Community is adjacent to Cathedral Community, on the east side of Woodbine Avenue.

According to the CMHC data, this development has been occupied since 2003. Judging from the Google Map, however, the site does not appear to have been developed.

Cathedral East is located on the east side of Woodbine Avenue, above Major Mackenzie Driver.

Judging from the map, Cathedral East is probably around 250 acres. When complete, there will be 900 units, 700 of which are complete (CMHC data).

It is not clear whether this is a mixed-use development. No information was found on the types of housing. The CMHC data reports that there are no commercial uses in the development.

The development is laid out in a modified grid pattern. It receives full transit service from two bus routes. Bus service to East Cathedral was increased in 2005.

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Sources:

Development Services Committee (Town of Markham). 2003. Amendment to the East Cathedral Community Design Plan. Accessed online on July 25, 2006, from <http://www.city.markham.on.ca/markham/ccbs/indexfile/agendas/pl030707/East.htm>.

Gordon, D. and K. Tamminga. (2002). 'Large-scale traditional neighbourhood development and pre-emptive ecosystem planning: The Markham experience 1989-2001', Journal of Urban Design 7(3): 321-40.

Toronto Transit Commission (TTC). 2005. Service changes since 1990. Accessed online on July 25, 2006, from http://www.toronto.ca/ttc/pdf/service_changes_since_1990.pdf.

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Cornell



Cornell development site and site plan, Markham ON.

This development broke ground in 1997, and is projected to be complete by 2011.

Cornell is located between Hwy 407, Ninth Line and Rouge Creek, on land initially owned by the province.

This suburban greenfield development is 2400 acres. There development will include 10,000 units for approximately 30,000 people. There are currently 1,200 units built. The development will consist of 60% low density housing (6.9-14.9 upa), 22% medium

density (15-32.3 upa) and 18% high density (32-60 upa), with the higher density housing located along the main boulevard bisecting the development.

This mixed use development features the following uses: residential, commercial, services, institutional, office, recreational and open space uses. The housing types available include: singles, semi-detached, apartment buildings (6-storey max.), apartments over commercial (on the main street), apartments over garages, townhouses, live-work units (on main street), and accessory apartments. Blocks feature a range of housing types and will be built by different builders (Plater-Zyberk, 2002). Commercial uses are concentrated along the main street but are also present in neighbourhood centres. The selected concept for the Town Centre is an entertainment focused centre (Talbot Consultants, n.d.). There is currently 27,000 sq. ft. of retail space, but the plan calls for much more (conflicting information on this, but figures up to 1.8 million sq. ft. have been reported). It is projected that firms employing a total of 10,000 people will eventually be located in Cornell (Skaburskis, 2006), although Thomson Fawcett and Bond (2003) have stated that there is little interest in the retail and office spaces available in Cornell. The development also features a hospital and three community centres. Eight elementary schools (5 public) and 2 high schools (1 public) are planned. Almost 30% of the development has been preserved as open space (parks and a greenbelt).

The housing features porches, which are 2 ft. narrower than Duany recommended.

Cornell was designed by DPZ, and Duany considers it to be his best project (Bentley Mays, 1997). It is laid out in a modified grid pattern, relates to the local topography, and preserves some of the site's natural features. The development features 2 special districts: one which centers on the main street area, and another that centers on the Markham Stouffville Hospital.

The entire development is lane based, with rear garages. Two of the developers (Metrus and Madison) submitted plans for future developments phases that were devoid of lanes, but these were rejected by the city (Freeman, 2004).

The neighbourhood are 400 m in radius, and have mixed use centres.

Sidewalks are found on every street, on at least one side. The development is fully serviced by transit (5 routes). The plan requires for 85% of the development to be within walking distance (400 m) of a stop. The nearest GO Train station is 2 km west of Cornell.

The plan for Cornell has changed since it was first conceived. The initial proposal contained a lot of affordable, high density housing, which was subsequently removed from the plan due to local resistance (Thompson-Fawcett and Bond, 2003). This is mainly attributed to the change in provincial government in 1995 and the sale of the project to the principal developer (Thompson-Fawcett and Bond, 2003).

This project was initiated by the provincial and municipal governments (Freeman, 2004) and was intended to be a demonstration project (Thompson Fawcett and Bond, 2003).

The development of an “almost ideal master plan” for Cornell was facilitated by the fact that the site was largely unbuilt, was owned by the province, there was a rapidly growing population and both provincial and local public servants were supportive (DPZ, n.d. (b)).

Homes sold quickly in the boom market of the late 1990s (Gordon and Vipond, 2005). The majority of buyers are first-time buyers, the majority of which are from Markham (Warson, 1997; Skaburskis, 2006).

The plan for Cornell is fairly consistent with the principles laid out in Markham’s Natural Features Study (Gordon and Tamminga, 2002).

Contact:

Planning authority: Scott Heaslip, Town of Markham (905-477-7000, ext. 3140)
Developer: Ken Rovinelli, Law Developments Group (416-585-6748)

Sources:

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Hume, C. 1997. The move to turn our suburbs into towns The New Urbanism means not burning a litre of gas to buy a litre of milk. The Toronto Star, May 24, 1997. (NV 80)

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Skaburskis, A. (2006). New urbanism and sprawl: A Toronto case study. *Journal of Planning Education and Research*, 25, 233-248.

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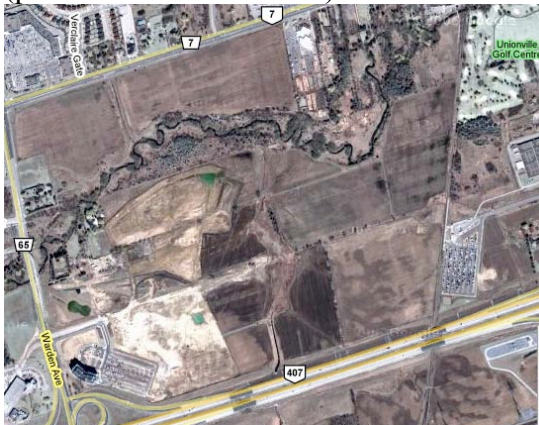
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Downtown Markham

(part of Markham Centre)



Downtown Markham development site and site plan, Markham ON.

It is not clear when this development broke ground, but it appears to be under construction, and the first residential units are available for purchase as of July 2006.

Downtown Markham is located between Highway 407, the Rouge River and the GO Transit rail line.

This greenfield infill development is of 243 acres and will accommodate 3,900 units (mostly condominiums). The projected population is 9,500 people.

This mixed-use development will feature residential, commercial, office and open space uses. The housing appears to be limited to townhouses. The commercial uses appear to be higher end uses, and will include the “finest retail” (Remington Group, 2006), as well as a boutique hotel and spa, cafes, restaurants, nightclubs and cinemas. They will be located along a “High Street” and will amount to 460,000 square feet. There is a focus on providing both daytime and nighttime uses. Downtown Markham will be an entertainment district for the Town of Markham. There will be 455,000 square feet of office space in the “High Street” area, as well as 3.7 million square feet adjacent to Highway 407, which will provide jobs for 16,000 people. The open spaces feature both natural areas and man-made parks (neighbourhood parks, playgrounds, a piazza, and a 10 acre central park).

The development preserves the sites natural features, and is centered on a mixed-use area and a public space. The development’s website emphasizes the importance of providing a good pedestrian experience and transit access (Remington Group, 2006).

The site is currently serviced by bus transit and the GO Train, and a Viva rapid transit route is planned for Simcoe Promenade.

The development advertises itself as an *urban* luxurious experience. There is also a focus on sustainability by incorporating energy efficient energy sources and LEED certified residential developments. The development is “designed to reflect the sustainable needs of the province” (Remington Group 2006).

Website: www.downtownmarkham.ca

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

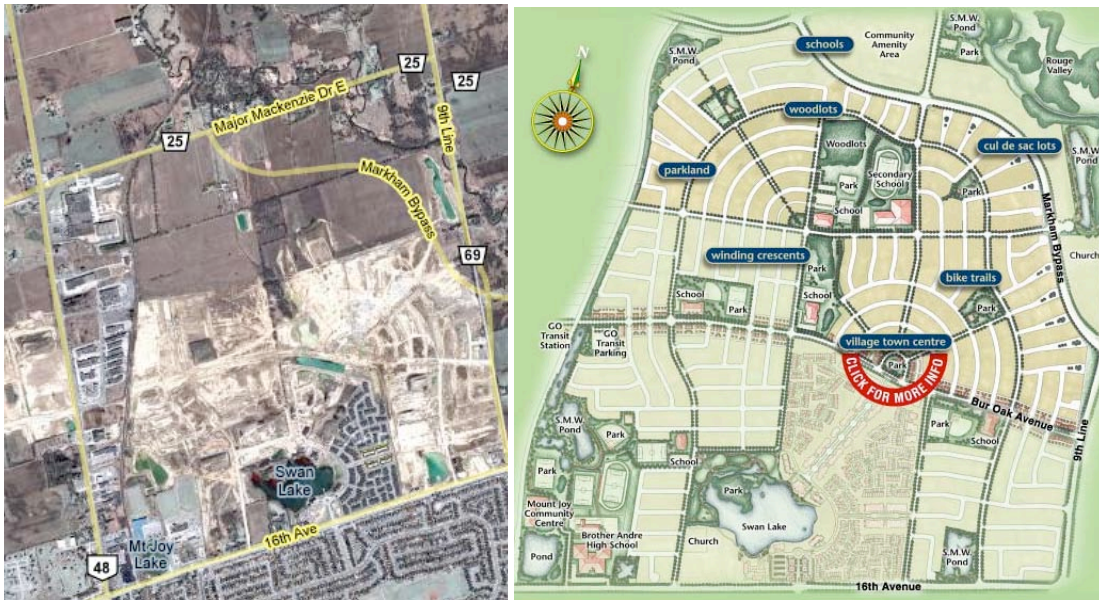
Developer: Remington Group (905-761-8200)

Sources:

Remington Group. 2006. Downtown Markham. Accessed online on July 28, 2006, from <http://www.downtownmarkham.ca>.

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Greensborough



Greensborough development site and site plan, Markham ON.



Single-detached homes (35ft and 45 ft lots, respectively) and a semi-detached home in Greensborough.

This project broke ground in the recent past, as only the roads appear to be under construction at this time. Phase 1 of the development has sold out.

It is located between 16th Avenue, Highway 48, Major Mackenzie Drive and the 9th Line, adjacent to Cornell.

This suburban greenfield development extends over 655 acres and will eventually house 5000 units.

The development features a mix of uses (residential, commercial, institutional and open spaces). The housing types are limited to single- and semis. Commercial uses (a shopping village) are planned for the Town Centre. The development site encompasses Swan Lake Village, a *gated* retirement community. Five elementary schools (3 being public), one public high school and two churches are planned. There is already an existing high school on the site. The Mount Joy Community Centre is found on the site. The development will also feature trails. The open spaces include natural areas as well as man-made neighbourhood parks. The total amount of open space accounts for 18.5% of the site (Gordon and Vipond, 2005).

The development is laid out in a radial pattern, preserves the sites natural features and is organized into 6 neighbourhoods. The neighbourhoods have a radius of 400 m. The development's main centre features a public space and mixed uses. The development features some cul-de-sacs, as well as laneways.

The housing features porches, and attached front garages or on the side of the house. The larger homes are generally located on cul-de-sacs.

The site is currently serviced by 5 bus routes and the GO Train (Mount Joy Station).

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)
Builder: Madison Homes (905-201-7700)

Sources:

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. Journal of the American Planning Association, 71(1), pp. 41.

Madison Homes. No date. Greensborough. Accessed online on July 26, 2006, from <http://www.madisonhomes.ca/greensborough/community2.html>.

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Legacy



Legacy development site, Markham ON.



Legacy streetscape and single detached home.

It is not clear when this project broke ground, but it was under construction in 1999 and still appears to be under construction today.

Legacy is located between Hwy 407, 9th Line and 14th Avenue, adjacent to a conventional subdivision as well as agricultural land.

The development is 280 acres. There are 840 units planned, the majority of which appear to have been built.

This development does not contain a wide range of uses, only residential, institutional, recreational and open space uses. It is not clear what types of housing are available. One source states that the development features only singles (low and medium density) (Government of Ontario, 1997). Judging from the Google Map, this appears to be true. There is one elementary school located in Legacy. Other amenities include: a community centre, pathways, and a golf course.

The development is laid out in a curvilinear, modified grid pattern, which relates to the local topography and preserves the site's natural features. Preserving access to the ravine was an important design objective (Government of Ontario, 1997). The developer wanted to create an aesthetically pleasing streetscape, which is not dominated by garages (Government of Ontario, 1997). This does not appear to have been achieved.

Low-density singles are on long, narrow lots, while medium-density singles are available on wide-shallow lots. Despite the tightly packed together homes, Legacy is still a relatively low-density development (3 upa), due to the deep setbacks and large backyards in most areas.

The housing features porches, as well as attached or detached garages. Garages are located either in front of or behind the homes. There are some double-car front garages.

Sidewalks are present on most streets, and mostly only on one side. Transit service is quite poor, with only one bus line servicing the development.

Contact:

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Developer: Minto Markham Partnership (416-498-1838)

Residents' Association: Legacy Community Ratepayers' Association (www.legacynet.ca/default.asp)

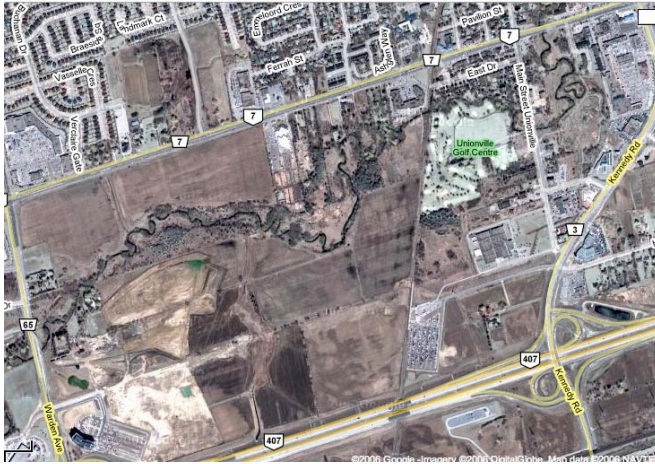
Sources:

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Urban Strategies Inc. (no date). *Projects.* Accessed online on March 19, 2001, from www.urbanstrategies.com/projects/proj_d2.html. (NYA 36)

Markham Centre

(encompasses Downtown Markham)



Markham Centre development site, Markham ON.

It is not clear when this project broke ground. The official plan for Markham Centre was approved in 1997. Some portions of the development have been complete (e.g. First Markham Village), but the majority of the development site is either undeveloped or under construction.

This development site is located between Highway 7, Highway 407, Warden Avenue and Kennedy Road (but may also include the land between Warden Avenue and Woodbine Avenue).

Markham Centre was designed by DPZ as well as by the NORR Partnership.

The size of this development is unclear because of conflicting information. The most recent source (Town of Markham, 2006) states that it is of 988 acres. There are 10,000 units planned for a projected population of 36,000 people.

Several pre-existing uses were present on the site (commercial, institutional, office, and recreational). New uses for the site include: residential, more commercial, more institutional, more office, recreational and open spaces. The available housing types appear to be limited to townhouses alone. Not much information was found on the commercial development that will take place on the site, except for within Downtown Markham (see above). The intensification of the existing Hilton Suites Hotel is planned, and will incorporate 272 senior condominiums (Town of Markham, 2005a). There are 3 elementary schools and 1 high school planned, as well as one existing high school. The

site features Markham's new Civic Centre. A large amount of office space is planned for the site, with over 96,000 square metres complete. Two large firms (IBM Canada Ltd. and Motorola) are currently located on the site (between Warden Avenue and Woodbine Avenue) and both of these intend on expanding, which will add another 97,000 square meters of office space to the site. The site incorporates a golf course, a theatre, trails and open spaces.

Markham Centre also encompasses First Markham Village, a 27-acre mixed-use development featuring 506 units (townhouses) on a modified grid with a central square, street retail and other commercial uses (totaling 3400 square metres) (Town of Markham, 2005a). This village appears to be adjacent to big-box retail.

The development incorporates natural features into its design (i.e. the Rouge River valley). The streets are lined with pedestrian oriented buildings

The site is serviced by 5 bus routes (3 of which are rapid transit routes) as well as the Go Train (Unionville Station). The site was already serviced by transit at the time of the design.

A major objective of the project was to achieve a symbolic and physical image for the Town of Markham (Duany Plater-Zyberk & Company, n.d.), and was intended to be family oriented (Cousens, n.d.). Markham Centre is intended to be Markham's urban centre (Town of Markham, 2006). It was awarded a Federation of Canadian Municipalities CH2M HILL Sustainable Community Award and is recognized by the Canadian Urban Institute as a best practice model for sustainable development (Town of Markham, 2006).

Contact

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Sources:

Cousens, D. (n.d.). Markham Town Centre. Accessed online October 16, 2004, from www.doncousens.com/issues/towncentre.htm.

Duany Plater-Zyberk & Company. No date(a). Markham: Ontario. Accessed online February 16, 2004, from http://www.dpz.com/project.aspx?Project_Number=9209&type=3.

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. Journal of the American Planning Association, 71(1), pp. 41.

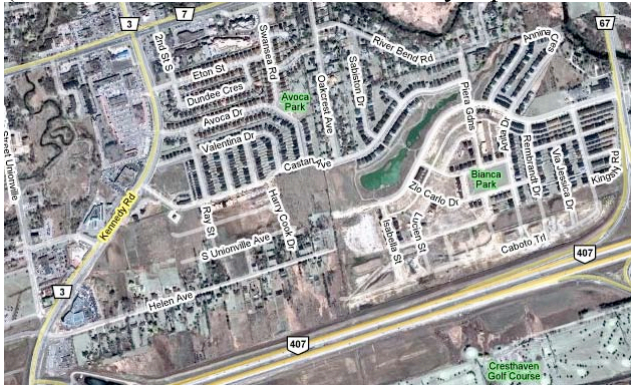
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South Unionville

(a.k.a. Markham Centre, but is only a part of Markham Centre)



South Unionville development site, Markham ON.

It is not clear when this project broke ground. One quarter of the site appears to have been completed, one quarter appears to be under construction, and the remaining half consists of fields and existing rural housing.

South Unionville is located between Highway 407, Kennedy Road, Avoca Drive and McCowan Road.

The development site is approximately 329 acres. There are 2,220 units planned for a population of 7,300. Judging from the Google Map, there are probably about 300 units built. The development will consist of 55% low density housing (up to 6 upa), 34% medium density (up to 14 upa) and 11% high density housing (up to 25 upa).

This mixed use development features residential, convenience commercial, institutional, and open space uses. The range of housing includes: singles, semis, and townhouses. The townhouses tend to be located adjacent to major roads. There appear to have been some commercial developments located adjacent to Kennedy Road. Two elementary schools are located on the site, but these do not seem to have been built yet. The development also features trails and open spaces (discrete and a network of open spaces, totaling 42 acres).

The development is laid out in a modified grid pattern and is organized into two neighbourhoods. As the development borders an existing residential area to the north, efforts are to be made to integrate the new housing with the existing housing. There are a few lanes in the development (mostly located behind townhouses, but also behind some singles). There are also a few cul-de-sacs, which tend to have larger homes with deeper setbacks. In general the lots are quite long and narrow, with fairly deep setbacks.

There are sidewalks on most streets, generally only on one side. The site is fully serviced by transit, with 3 bus lines and 2 rapid bus lines. The GO Train is nearby, but one must cross major roads to access the Unionville Station.

Contact

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Sources:

City of Calgary. (1998). Summary report: Transit-oriented suburban community design. Planning and Building Department.

Town of Markham. 2005b. Markham Council approves 2005 town budget. Accessed online on July 25, 2006, from http://www.markham.ca/markham/Channels/newscentre/newsreleases/050209_05budget.htm.

Times Galleria



Times Galleria development site, Markham ON.

It is not clear when this development broke ground, but Phase 1 is now almost complete and Phase 2 has been approved.

Times Galleria is located between Highway 7, Pond Drive, Highway 407 and Bayview Avenue, in a highly developed part of Markham (called Thornhill). There are many developments surrounding the site that may be high density residential, commercial, or office developments (difficult to tell from the Google Map). This development may be attempting to create a residential node near a high employment area.

This development is 133 acres and will eventually have 2,920 units.

This mixed-use development has the following uses: residential (medium and high density), commercial, office and open spaces. The range of housing available includes: apartments buildings (450 units in Phase 1 and 1,700 units in Phase 2), and townhouses (550 units in Phase 1 and 200 units in Phase 2). Commercial uses will include two residential hotels in Phase 1, and “main floor” retail in future phases, concentrated around a retail plaza. No schools are planned for this development. Office buildings will be built in Phase 2, and future phases will consist of low- and medium-rise office buildings in a business park. The development will also feature neighbourhood parks.

Phase 1 of the development is arranged in a modified grid pattern, and clearly centers on a neighbourhood park. A boulevard links the park to what seems to be an apartment building, giving the building views of the park and highlighting this important feature of the development. Most buildings are set close to the street. Most buildings seem to have

This development does not appear to be catering to families.

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Although it is not clear when the project broke ground, it is currently under construction, with the South Village the furthest along. Road construction appears to have begun in the West Village.

This development extends over 346 acres and will eventually accommodate 1,800 units.

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open spaces within the development, such as a Village Green, neighbourhood parks, a community park and playgrounds. A woodlot has been preserved as a park.

The development appears to be laid out in a fused grid pattern and organized into three different neighbourhoods. The form appears to relate to the local topography and preserve natural features. The different neighbourhoods have distinct edges, as they are separated by natural features. The lots are long and narrow, and have deep setbacks.

It is not possible to tell where the sidewalks are located from the Google Map. The development is serviced by two bus routes, with two more anticipated (Town of Markham, 2006).

Contact

Planning authority: Ron Blake, Town of Markham (905-477-7000, ext. 2600)

Sources:

Town of Markham. 2006. Town of Markham New homes buyers' guide. Accessed online on July 25, 2006, from <http://www.markham.ca/markham/resources/HomeBuyersGuide.pdf>.

Wismer Commons



Wismer Commons development site and site plan, Markham ON.

The design began in 1995. Only a small portion of the site has been built, most of it is currently under construction or undeveloped. There does not appear to be any portion of the site that is complete. Even the areas that have been built appear to have some construction. The development has been occupied since 2001 (CMHC data).

Wismer Commons is located between McCowan Road, Major Mackenzie Drive East, Highway 48 and 16th, adjacent to Greensborough.

This suburban greenfield development is between 950 to 1000 acres large (conflicting information) and will house 6150 units, 2000 of which are completed. The projected population is of 14,000 people. The overall density will be of 9.6 upa, making it the densest of Markham's new urbanist communities (Gordon and Vipond, 2005).

The mix of uses includes residential, commercial (mostly along Markham Road), institutional, recreational and open spaces. The range of housing available includes: semis and townhouses. Commercial uses are planned for the site (mostly along Markham Road), but have not been developed yet. The development also features 6 elementary schools (including 4 public schools, 2 of which are opened) and 1 high school. Recreational uses include trails and sports fields in the Common. Thirteen percent of the development is preserved as open space (72 acres of parkland and 54 acres of additional open space), which is the lowest park provision of all of Markham's new urbanist developments (Gordon and Vipond, 2005). The development incorporates various environmental planning principles (e.g. 10-15 m buffers around watercourses, the Robinson Creek open space system) and conforms fairly well to the principles outlined in Markham's Natural Features study (Gordon and Tamminga, 2002).

The development is laid out in a radial, modified grid pattern and preserves some of the site's natural features (i.e. a woodlot, hedgerows). The hedgerows were strongly integrated into the design (Gordon and Tamminga, 2002). The Common acts as the centerpiece of the development and features a public space and an elementary school.

The housing features attached garages in front or on the side of the houses. Some houses are located on wide-shallow lots.

The development is currently serviced by four bus routes and the GO Train (Mount Joy Station).

Gordon and Tamminga (2002) feel that an important flaw found in Wismer Commons is how it fails to include a link between Robinson Creek and a nearby woodlot, which was something that was recommended in Markham's Natural Features Study (NFS) (Gordon and Tamminga, 2002). This occurred as a result of long and complex negotiations between developers and land owners, as well as the lack of legal status of the NFS (Gordon and Tamminga, 2002).

Contact:

Planning authority: Gary Sellers (905-477-7000, ext. 2960)

Sources:

Gordon, D. and Vipond, S. 2005. Gross density and New Urbanism. *Journal of the American Planning Association*, 71(1), pp. 41.

Gordon, D. and K. Tamminga. (2002). Large-scale traditional neighbourhood development and pre-emptive ecosystem planning: The Markham experience 1989-2001. *Journal of Urban Design* 7(3), pp. 321-340.

Laurier Homes. No date. A new master planned community takes flight in Unionville – Windsong North. Accessed online on July 25, 2006, from <http://www.laurierhomes.com/windsong/siteplan.html>.

Niagara-on-the-Lake

The Village



The Village development site, Niagara-on-the-Lake ON.

This development broke ground in 1998. Phase 1 appears to be almost complete and Phase 2 is under construction.

The Village is located at the junction of Niagara Stone Road and Niven Road, next to Niagara-on-the-Lake's only conventional subdivision.

This small-town greenfield development is between 45 and 55 acres (conflicting information). There are 400 units planned.

This mixed use development features residential, commercial, service and open space uses. The range of housing includes: singles, townhouses, rowhouses and "2 family houses". There are also live-work units in certain townhouses, which are geared towards artists. Subsidized spaces for artists will be provided on The Artists Street (The Village NOTL, 2005). The housing types are not mixed on the same block. The commercial uses include a restaurant, a hotel, a health club and an open air market. Other amenities include pathways, a library, a post office, a bank and "professional offices" (Hastings, 2000). It is not clear which ones of these have been developed yet. There does not appear to be any natural areas, but there are man-made greens and squares.

The development features an 8-acre mixed-use centre. The main street is concave and has three storey mixed-use buildings, adjacent to Niagara Stone Road (DPZ, no date). Two of these mixed-use buildings have been built.

The development was designed by DPZ and is laid out in a modified grid with lanes. Garages are either on the lane or recessed and in front. Most streets are lined with pedestrian-oriented landscaping and sidewalks on both sides.

The first phase of the development appears to be consistent with the design created by DPZ.

The housing features porches (which are required on some lots), and attached or detached garages. Many (if not all) of the houses are replicas of traditional styles (e.g. Greek Revival, Italianate).

Website: www.thevillagenotl.com/main.html

Contact:

Builder: Barber Homes (jill@barberhomes.com)

Sources:

CMHC data.

Duany Plater-Zyberk & Company. No date. Projects: Niagara-on-the-Lake. Accessed online February 16, 2004, from <http://www.dpz.com/projects.htm>.

Hastings, N. J. 2000. Character building. Canadian House and Home, September 2000. Accessed online on July 26, 2006, from http://www.thevillagenotl.com/Article/House_Home.pdf.

Oakville

Noteworthy information on Oakville:

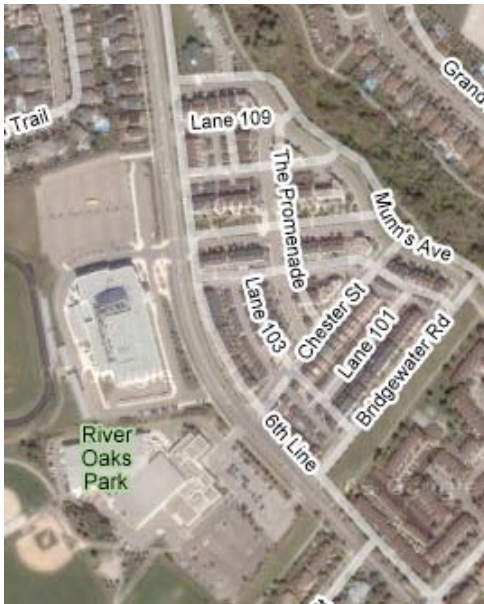
- Oakville has a wide range of subdivision designs (including New Urbanist, curvilinear patterns, radial patterns, etc.) (City of Calgary, 1998)
- New developments must have secondary plans that include a mix of land uses (City of Calgary, 1998).
- Oakville does not have a local employment target
- In recent years, Oakville has taken on the following initiatives:
 - o A subwatershed study; a transportation master plan; a change in the development charges By-law (in order to ensure access to sufficient capital funding to maintain infrastructure and service levels); Parks, Recreation, Culture and Library Master Plan; Environmental Strategic Plan (Oakville, 2003).
- Oakville has also held a design charette with Duany to develop a vision for North Oakville (Oakville, 2003).

Sources:

City of Calgary. (1998). Summary report: Transit-oriented suburban community design. Planning and Building Department.

Oakville. 2003. Blueprint Oakville: Planning Oakville's future. Accessed online on July 21, 2006, from www.oakville.ca.

Morrison Common



Morrison Common development site, Oakville ON.

This development was built between 1995 and 1998.

Morrison Common is located between Munn's Avenue and Bridgewater Road, along the 6th Line. It is adjacent to the River Oaks Park Recreation Centre.

This greenfield development is 13 acres and has 175 units. The overall density of the development is 14 upa.

This mixed-use development features residential, commercial, institutional and open space uses. The range of housing includes: singles, semi-detached, granny flats, walk-up apartments and townhouses. There is a convenience store in the development “that goes broke regularly, but keeps going” (Dark, 2003). There is also a church and two man-made parks in the development. A buffer zone running along Morrison Creek abuts the development and provides the residents with access to a natural area. The Crosstown Trail runs to the south the development.

The housing features porches and balconies, as well as detached garages on the lanes. The entire development is lane-based.

It was designed by DPZ. Some natural features were preserved (e.g. a large oak tree). The streets are laid out in a modified grid pattern, and are lined with sidewalks and pedestrian-oriented lighting and landscaping. The site is not serviced by transit but there is one line within walking distance.

Morrison Common was Oakville's first New Urbanist community and was approved by Council as a test pilot community (Government of Ontario, 1997).

The development attempts to minimize the impacts on local watercourses (Government of Ontario, 1997) and incorporates a stormwater management system (Urban Strategies, n.d.).

Contact:

Developer: River Oaks Group (416-445-6900)

Sources:

Dark, G. 2003. What makes it urban, in *Putting the urban in suburban: The modern art and business of placemaking* (Proceedings from the conference). Accessed online on July 26, 2006, from http://www.canurb.com/media/pdf/Placemaking_Conference_Proceedings.pdf?PHPSESSID=d76cdd63908ffdc440b0a17ef159292.

Gabor, A. and Lewinberg, F. (1997). New Urbanism! New Zoning! Plan Canada, July 1997, pp. 12-17.

Government of Ontario (Ministry of Municipal Affairs and Housing). 1997. Breaking Ground: An illustration of alternative development standards in Ontario's new communities.

Urban Strategies Inc. (no date). Projects. Accessed online on March 19, 2001, from www.urbanstrategies.com/projects/proj_d2.html. (NYA 36)

Oak Park (a.k.a. Uptown Core)



Oak Park development site and site plan, Oakville ON.

This development broke ground in 1997 and is expected to be completely built out by 2040-2045.

Oak Park is located between Dundas Street, Trafalgar Road, and Glenashton Drive. It is adjacent to a conventional subdivision. It is intended to be part of a new town centre for Oakville and will offer the only residential component of Uptown Core.

This greenfield development is approximately 250 acres and will have 4,500 units once complete, 900 of which have been built. The projected population is of 8,000, and the

projected number of jobs is of 10,000 (Metrontario, 2005). This development will consist of 20% medium-density housing and 80% high-density housing. The minimum allowed density is 30 upa and the overall density for the site will be of 55 upa.

This mixed-use development features residential, commercial, services, institutional office and open space uses. The range of housing includes: singles, semi-detached, apartment buildings, apartments over commercial, apartments over garages, townhouses, and live-work units. Very few apartments over garages have been built because they are considered to be a separate unit and, as such, they are subject to a \$10,000 development surcharge (Freeman, 2004). Housing types are mixed on the same block. Over 1 million sq. ft. of commercial space is planned for the development, and this includes a grocery store, as well as some big-box retail (210,000 sq. ft). Efforts were made to integrate the big-box retail into the grid pattern and create a retail area that relates to the street (Ontario, 1997). A mixed-use building was built in 2004 and, at the time, there were no commercial tenants lined up. It is not clear whether the commercial spaces in this building have been leased. Commercial development is mostly concentrated along Roxton Road (in the centre of the development), but convenience stores are permitted throughout the development. A regional long-term care facility seems to have been proposed for the site. The development will have 3 million sq. ft. of office space, including the real estate office. The development also features pathways as well as 33 acres of park and recreational lands.

This development was designed by DPZ and is the developer's first New Urbanist community. It has a gateway feature and is laid out in a radial pattern that does not appear to relate to the local topography. The streets are lined with pedestrian-oriented landscaping, and sidewalks on both sides. Six transit routes service the site (every half hour until 9 pm).

The housing features porches as well as rear garages on the lanes. Oakville was initially very reluctant to approve the public lanes and had to be persuaded by the developer and the consultant (Ontario, 1997). Lighting was installed in the lanes to address safety concerns (Ontario, 1997).

This project was initiated by the private sector and initially faced opposition from the municipality (Freeman, 2004).

The project has undergone some changes. Some of the proposed townhouses were replaced by singles and semis (Freeman, 2004). Six of the proposed condominium buildings were not built (Freeman, 2004). The masterplan called for "traditional main street retail" but the developer had difficulty marketing it so big-box retail was brought in (Freeman, 2004).

One of the developers (Tribute Homes) hired a full-time community coordinator to organize community events (Hayes, 1999). The residents' association appears to be quite active.

Oak Park appears to be a growing community. Several new developments were proposed in 2005 (e.g. a senior residence, condominium towers) (Breakey, 2005).

Contact:

Planning authority: Charles McConnell, Town of Oakville (905-845-6601, ext. 6042)

Developer: Metrontario (416-785-6000)

Residents' Association: Oak Park Residents Association (board@opra.info, www.opra.info)

Sources:

Breakey, J. 2005. From the President's desk. The OPRA Voice, 4(2), p. 1. Accessed online on July 27, 2006, from <http://www.opra.info/Documents/Newsletters/OPRA-Newsletter-Vol4-issue2.pdf>.

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Orangeville

Montgomery Village



Montgomery Village development site, Orangeville ON.

It is not clear when this project broke ground, but it opened in 1994. The final phase of the development was approved in June 2006.

Montgomery Village is located between Highway 9, the C Line, Centennial Road and Riddell Road, adjacent to conventional suburban development (residential and commercial).

This suburban greenfield development is 250 acres. There are between 700 and 750 units planned (conflicting information), of which approximately 430 are complete. The overall density will be 15 upa.

This development is intended to be a mixed-use development. The range of permitted housing types includes: singles, semi-detached, low-rise apartments, apartments over commercial, townhouses, granny flats, and live-work units. Many units are convertible to two-family dwellings or to accommodate accessory units (CMHC, 1997). All units have office space in order to accommodate residents who work at home (Warson, 1995). (Montgomery Village was Canada's first "telecommunity" (Warson, 1994)). A pedestrian-oriented mixed-use main street was planned for Montgomery Boulevard, but what has been built appears to be more like conventional suburban retail with parking on the side. There is also a large format grocery store on the eastern periphery. There is one elementary school, one high school, and one church. The plan proposes a local employment target of 1-2 jobs per household, but the CMHC contends that the developer will have difficulty attracting employers to the development's employment area (CMHC, 1997). A large portion of the development that was initially proposed as residential development has been turned into open space and a recreation centre. This area is the development's only open space area. The development has pathways.

The development is laid out in a grid pattern, which relates to local topography and preserves some of the site's natural features. The older areas of the development have parking in rear-detached garages on lanes, but newer areas seem to have front garages. Lighting was added to the lanes for crime prevention (CMHC, 1997). An area currently under construction has a cul-de-sac and front garages. Some of the houses have front porches.

Most streets are lined with sidewalks on one side (except Montgomery Boulevard, which has sidewalks on both sides). The development is serviced by one transit route along Montgomery Boulevard (Monday to Saturday), which links to a GO Bus route.

The developer had some difficulty finding a suitable number of commercial tenants (Anonymous, 1996). Initial sales were quite good, but Andy Kidd (of Devonleigh Homes) contends that this is because there was nothing else for sale in Orangeville at the time (Ross, 2003). Once conventional suburban homes came back on the market, the demand for rear lanes dried up (Ross, 2003). The developer was forced to readjust housing prices because of weak sales (Anonymous, 1996).

There was significant opposition from local residents regarding a condo development proposal and the approval of the No Frills grocery store (Savic and Savic, 2005). Other issues that Montgomery Village residents are displeased with include: traffic, water, overcrowded schools and the lack of medical services (Savic and Savic, 2005).

A stormwater management system was integrated into parks, greenways and school sites, and includes swales, and temporary ponding areas (Government of Ontario, 1997). The plan called for permeable paving, but the municipality was not supportive of this due to maintenance concerns (CMHC, 1997). It is not possible to tell whether the swales have actually been included in the development.

According to the CMHC, Montgomery Village has fewer boulevards and public squares and longer blocks than typical New Urbanist developments, but this makes the road system more efficient (CMHC, 1997).

Contact:

Planning authority: James Stiver, Town of Orangeville (519-941-0440, ext. 249)

Developer: Marvin Green, River Oaks Group (416-445-6900)

Designer: Berridge Lewinberg Greenberg (now Urban Strategies Inc.) (416-340-9004)

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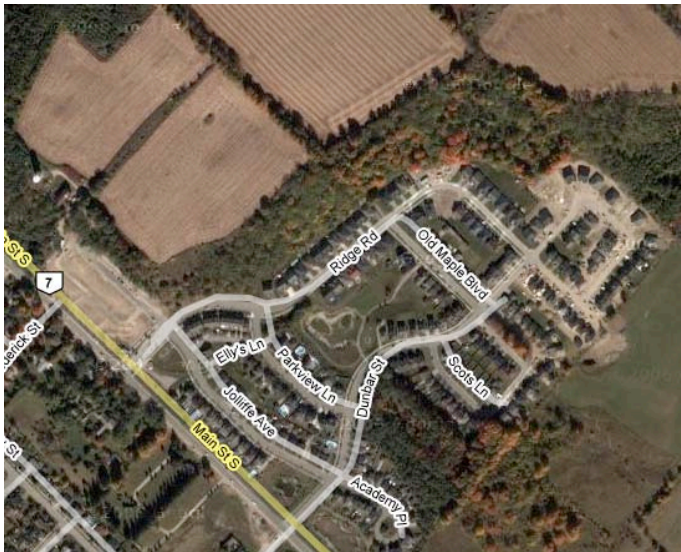
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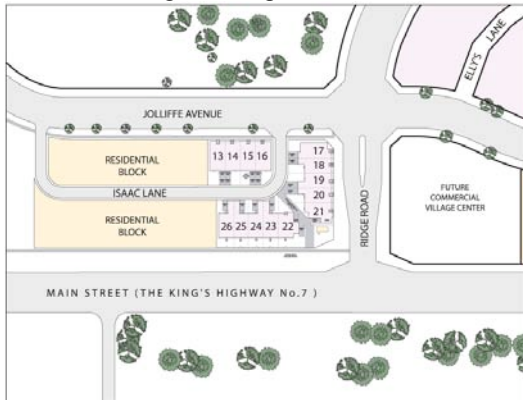
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Rockwood

Rockwood Ridge



Rockwood Ridge development site, Rockwood ON.



Site plans for current development phases in Rockwood Ridge.



the Opal II
2535 to 2660 sq.ft. - elev. A



the Amethyst
1745 sq.ft. - elev. A



Examples of single-detached homes and townhouses available in Rockwood Ridge.

This development seems to have broken ground as early as 1989. The second of four development phases began in 2003. The site is still under construction.

Rockwood Ridge is located off of Main Street (Hwy 7) in Rockwood between Ridge Road and Dunbar Street, immediately adjacent to a conservation area, agricultural land and a residential area.

This small town greenfield development is 100 acres, on which there are 494 units planned. The net density is of 9.9 upa, which is 60% higher than the density typically found in Rockwood (Government of Ontario, 1997).

This development is intended to be mixed-use. The range of housing provided includes: singles, semi-detached, duplexes, triplexes, fourplexes, townhouses, live-work units (in town centre), granny flats, and accessory apartments. At this point, the site appears to be dominated by singles, but there is some higher density housing in the western portion of the sites. Some residents have been converting garages to granny flats or workshops (New Homes Southwestern, 2003). It is intended for the development to eventually include commercial, institutional, and service uses within 400 m of all homes. A mixed-use area will be located at the development's periphery, adjacent to Hwy 7. Distance to this mixed-use area seems to have played an important role in the design, as the development does not extend any further than about 400 m from Hwy 7. There is a park in the existing portion of the development, but the development does not seem to centre on it. Houses back onto the park on all sides, with only three open sections permitting public access. A natural corridor will divide the development into two distinct neighbourhoods. The development also features trails and pathways.

The housing features porches, office space and attached or detached garages. The size of the lots range from 35 to 51 ft. Some 51 ft. lots featuring singles can be as deep as 150 ft. deep. New Age Homes bungalows and "Bungalofts" are intended to cater to empty nesters (New Age Homes, n.d.).

The development is laid out in a modified grid pattern. It relates to the local topography and has preserved some of the site's natural and historic features.

The development features a few cul-de-sacs. The homes on an existing cul-de-sac appear to be a bit larger than the surrounding homes. Parking for medium density housing is to be located in a rear lane or in a shared front driveway. One of these lanes has been built. The low density housing has garages in back or to the side of the homes (with a minimum setback of 6m) (Government of Ontario, 1997).

Sidewalks line most streets on one side at most. Transit service is limited to 7 GO buses per day (on weekdays, reduced service on weekends). The Rockwood transit stop is about 600 m from the development.

The development integrates stormwater management through at source infiltration (rear-yard granular trenches and/or decreased side-yard swale grades) (Government of Ontario, 1997). The initial proposal included curbless roads with swales, but this was removed from the final plan due to the municipality's reluctance to accept such a design (Government of Ontario, 1997). The development includes a stormwater retention pond in the central park.

Due to development pressures in the area, the residents of Rockwood was concerned about the loss of community character. The developer aimed to address these concerns by preserving and enhancing the village character and the site's natural features (Government of Ontario, 1997). The chosen development design has been called "new villageism" (Government of Ontario, 1997).

Contact:

Developer: Seaton Group (416-486-4680)

Sources:

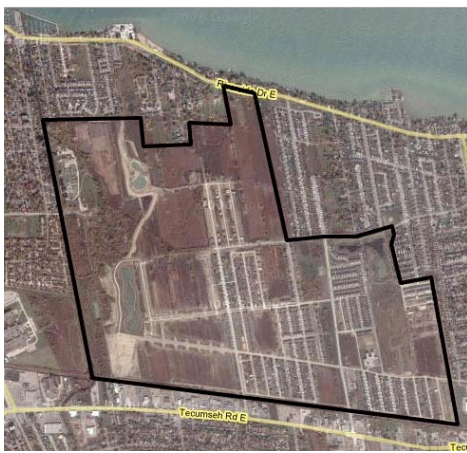
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Windsor

East Riverside



East Riverside development site, Windsor ON.

It is not clear when this development broke ground, but it is currently under construction, and is projected to be complete by approximately 2012.

East Riverside is located between the CN Railway, the Little River, Riverside Drive and the Town of Tecumseh.

This suburban greenfield development is 1183 acres, on which there are between 3234 and 4432 units planned.

This development was intended to be mixed-use. The range of housing types includes: singles, semi-detached, multiplex apartments, duplexes and townhouses. Higher density housing is located in the core of the development. A village centre is planned around the

extension of the 4-lane Banwell Road, which will include 81,000 sq. ft of commercial space. Commercial development appears to be proceeding in a conventional “strip development” pattern. A library, a school, a community centre and a church are all considered to be “suitable uses” for the site, but it is not clear whether these have been or will be built. A business park is located adjacent to the railway, to the south of the site. A regional high school and a community recreation centre will be located in the business park (City of Windsor, n.d.). The development also features a greenway system, parks and trails.

The development is laid out in a grid pattern with very long blocks and is organized into neighbourhoods that are defined by the greenway system. The development maintains the area’s traditional lot pattern (long, narrow lots oriented towards the water) and preserves some of the site’s natural features. The greenway system is a major structuring element of the community (Government of Ontario, 1997).

The development does not have lanes, and all parking is located in attached front garages.

Most streets are lined with sidewalks on one side. Traffic calming measures (e.g. reduced rights-of-way) are encouraged. Transit service is quite poor, with only one route servicing the northern portion of the site, Monday through Saturday.

Stormwater management is an important focus of the plan because of flooding problems in Windsor (Government of Ontario, 1997). Stormwater management is integrated with the greenway system and stormwater retention ponds. Development in this area is only permitted if floodproofing measures are taken (Government of Ontario, 1997).

Overall, the development encourages various NU features but has been distilled over the years and is now more of a contemporary development (Caruso and Sands, 2001).

Contact:

Planning authority: Planning department (City of Windsor) (519-255-6543)

Sources:

Caruso, D. and Sands, G. (2001). Problems in implementing New Urbanism. Paper for the 2001 APA Conference. Accessed online on June 20, 2006, from <http://www.asu.edu/caed/proceedings01/CARUSO/caruso.htm>.

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QUEBEC

Montreal (Ville St-Laurent)

Bois-Franc



Bois Franc development site, Montreal QC (Google Earth image not available).



Bois Franc townhouses.



Underground garage.



High density housing.



Pedestrian amenities.



Bus service a medium density area.

This project broke ground in 1993. Portions of the site are still under construction, and it is projected that the development will be complete by 2007.

This urban brownfield development is 589 acres. Initially, there were 8,000 units planned for the site, but this number was reduced to in 1999 due to low demand. There are now 2,820 units planned, 2,200 of which have been completed.

This is a mixed-use development (residential, commercial, services, office, industrial, recreational, open space). The housing types include: singles (2-storeys and estate homes), semis, apartment buildings (low rise) and townhouses. Townhouses are intended

to be the dominant housing type (Sauer, 1994). There are approximately 33,000 sq. ft. of commercial space (e.g. hairdresser, coffee job, dry cleaner) which is concentrated in a mixed use area called “Grand Place” (four 12,000 sq. ft. buildings with commercial on the ground floor and offices and services above, all centered on a plaza). There are regulations *against* corner stores in the development (Sauer, 1994). Other amenities include: a daycare, a home for “independent retirees”, real estate offices, a clubhouse, man made water features, trails, a golf course and an observatory. Open spaces are a key structuring element of this development. There is a wide range of open spaces (squares, parks, piazzas and piazzettas), which constitute 17% of the development.

The housing features attached garages, but no porches.

The development is laid out in a modified grid, and is organized into neighbourhoods that centre onto a public space. The designer relied heavily on the design of Savannah, GA. There are no lanes in this development. Parking is either located in an underground garage (lower density homes) or in a rear courtyard (higher density homes). The underground garages have not been very successful, likely because of the tricky maneuvering required to park a vehicle; many residents prefer to park on the street (Anonymous, 2002).

Most streets are lined with sidewalks and pedestrian-scale landscaping and lighting. One bus route services Bois Franc on weekdays, but several routes service the site’s periphery throughout the week. The Bois Franc commuter train station is near the development, but it is a long and unpleasant walk along the busy Boulevard Marcel-Laurin.

Several environmental enhancements were made to the site, such as the creation of 4 man-made lakes and the planting of 20,000 trees.

In 1999, 188 acres of the development was converted to a golf course in order to make the project economically viable (Anonymous, 2002). By 2002, the properties abutting this golf course had increased in value by 10-15% and tended to sell 20% faster than other units (Anonymous, 2002).

Website: www.boisfranc.com

Contact:

Planning authority: Emmanuelle Sansfacon, Bois Franc Ltée. (514-235-9511)

Julien Lauzon, Borough of Bois Franc (514-855-6000)

Designer: Daniel Arbour et Associés (514-954-5320, chseguin@arbour.ca)

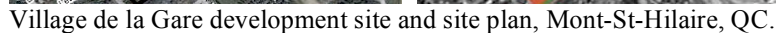
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Village de la Gare



Village de la Gare is located between rue Jeanotte, rue de la Grande Allée, rue Piedmont and Chemin des Patriotes Nord.

This will be a mixed-use development (residential, commercial, institutional and open spaces). Housing types will include: singles, semis, duplexes, triplexes, and townhouses. Higher density housing will be located near the train station, and lower density housing will be located at the opposite end of the development, along the river. Commercial uses will be located in the area surrounding the train station. One elementary school and a few daycares are planned for the development. A lineal park is an important structuring element of the development. There will also a handful of other parks scattered throughout the site. Fourteen percent of the development will be preserved as open space.

78

The single-detached housing features attached, slightly recessed front garages.

All residents will be within 750 m of the station. All streets have sidewalks on at least one side, and there are some traffic calming measures (e.g. traffic circles).

Conservation of the site's natural features was an important consideration due to the presence of a nearby mountain preserve.

Contact:

Planning authority: Bernard Morel (450-467-2854)

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NEW BRUNSWICK

Moncton

Franklin Yards



Franklin Yards development site, Moncton NB.

This project was supposed to break ground in 2004, but due to various delays is only breaking ground in 2006. The first dwelling units to be built are high-end townhouses (Planner from the GMPDC, pers. comm.).

Franklin Yards is located between Pacific Avenue, 10th Avenue, Centennial Road, and Lincoln Street, one kilometer from Moncton's central business district. It is located on one of Canada's largest remediation sites (Franklin Yards, n.d.)

This urban brownfield development is 53 acres, on which there are 900 units planned.

This will be a mixed-use development (residential, commercial, and recreational). The range of housing will include: singles, apartments, duplexes and townhouses. Commercial uses will include a grocery store and a coffee shop. There are already trails on the site, but more are planned.

Contact:

Planning authority: Alan Breau, City of Moncton (Allan.Breau@moncton.ca)

Developer: Don McCallum, Canada Lands Company Ltd. (902-368-2210, dmccall@clc.ca)

Website: www.franklinyard.ca

Sources:

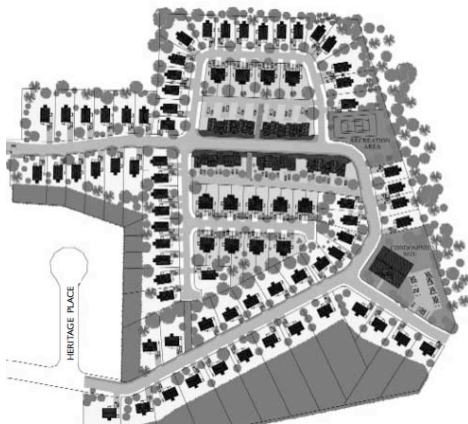
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NOVA SCOTIA

Truro

Farmington Village



Farmington Village site plan, Truro NS.



Farmington Village house, Truro NS.

This project broke ground around 2003. It appears to be under construction still.

Farmington Village is located off of Heritage Place.

The development is 35 acres, on which 200 units are permitted. The projected population is 600.

This will not be a mixed-use development. The development will only feature residential, recreational and open space uses. The range of housing will include singles and townhouses. The units are intended to be flexible, so as to accommodate home occupations, secondary suits and conversion to duplexes. The only amenities planned for the development are playgrounds and tennis courts.

The development incorporates various innovative features, such as narrow streets and “reverse easements” (a portion of a street right of way is set aside to be used as a front yard). Such flexibility was possible because the updated MPS allowed for CDDs. It was possible to reduce the provincially mandated street widths because “An act respecting the width of certain streets in the town of Truro” was approved in the provincial legislature. Other unconventional features were proposed by the developer to save on costs (e.g. rolled street curbs, reduced gravel underlay, PVC piping), which were strongly opposed by the town engineer and, consequently, dropped from the proposal (CMHC, 2005).

The concept for Farmington Village was born out of a need for affordable housing in Truro, especially for young families and retirees. Housing is more expensive in Truro than in adjacent communities because developers are obliged to pay half of certain infrastructure costs (e.g. sidewalks) (CMHC, 2005). The entire development is intended to consist of affordable housing. The project received a grant under the CMHC’s ACT program (Affordability and Choice Today), which made the pursuit of alternative development standards possible.

The initial proposal for Farmington Village was New Urbanist in nature, with homes clustered around a village centre. This idea was dropped because of concerns that it would be difficult to market this feature (CMHC, 2005).

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