



Town of Newmarket

Agenda

Council - Electronic

Date: Monday, August 31, 2020
Time: 1:00 PM
Location: Streamed live from the Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

1. Public Notices

At this time, the Municipal Offices remain closed to the public. This meeting will be streamed live at newmarket.ca/meetings.

Public Input

Individuals who wish to submit input to Council in relation to an item on this agenda have the following options available.

- Email your correspondence to clerks@newmarket.ca by end of day on Sunday, August 30, 2020. Written correspondence received by this date will form part of the public record; or,
- Make a live remote deputation by joining the virtual meeting using the Town's videoconferencing software and verbally provide your comments over video or telephone. To select this option, you are strongly encouraged to pre-register by emailing your request and contact information to clerks@newmarket.ca.

2. Additions & Corrections to the Agenda

Note: Additional items are marked by an asterisk*.

3. Conflict of Interest Declarations

4. Public Hearing Matter(s)

How to get involved with planning applications (items 4.1 & 4.2)

Newmarket Council will not be making any final decisions at this meeting in relation to items 4.1 and 4.2, all written and verbal comments will be given to Planning staff to consider in a

future report. A report will then be provided to Council at a future Committee of the Whole or Council Meeting.

Residents are encouraged to get involved in the public planning process by submitting written comments or participating in a live deputation through video conferencing during the meeting. To learn more about how to get involved, please email clerks@newmarket.ca and include your contact information (name and phone number).

4.1 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment

Note: This Item was deferred from the Council - Electronic meeting of July 27, 2020. John Buckley and Aaron Gillard of LARKIN+ Land Use Planners will be in attendance to provide a presentation on this matter.

The Notice of Statutory Public Meeting has been attached for information purposes only.

- *4.1.1 Remote Deputation - Katherine Whewell
- 4.1.2 Correspondence - Patrick Monks
- *4.1.3 Correspondence - Stephen King
- 4.1.4 Correspondence - Janet Caverly
- 4.1.5 Correspondence - Gerald Fox
- 4.1.6 Correspondence - Donna and Steve MacDonald
- 4.1.7 Correspondence - Colleen Harack
- 4.1.8 Correspondence - Doug Selwood
- 4.1.9 Correspondence - Helen Thorne
- 4.1.10 Correspondence - Cindy Bomers
- 4.1.11 Correspondence - Lionel Franklin
- 4.1.12 Petition submitted by Ted Bomers
- *4.1.13 Correspondence - Ted Bomers
- *4.1.14 Correspondence - Rifang Zou & Jingjing Sun

4.2 Established Neighbourhoods Compatibility Study - Official Plan and Zoning By-law Amendments

Note: Blair Scorgie, SvN will be in attendance to provide a presentation on this matter.

The Notice of Statutory Public Meeting has been attached for information purposes only.

5. Presentations & Recognitions

6. Deputations

*6.1 Remote Deputation regarding Update on the Mulock Station Area Secondary Plan

Note: Brad Rogers, Groundswell Urban Planners Inc. will be in attendance to provide a deputation on this matter, on behalf of Marcel Algeieri, President of Newmarket Volvo. This item is related to Item 9.2.10.

1. That the remote deputation provided by Brad Rogers, Groundswell Urban Planners Inc. on behalf of Marcel Algeieri, President of Newmarket Volvo, regarding the Update to the Mulock Secondary Plan be received.

7. Minutes

7.1 Council - Electronic Meeting Minutes of July 27, 2020

1. That the Council - Electronic Meeting Minutes of July 27, 2020 be approved.

8. Reports by Regional Representatives

9. Consent Items and Recommendations from Committees

9.1 Council Workshop - Electronic Meeting Minutes of August 25, 2020

Note: This meeting included a presentation entitled Towards Racial Equity: Understanding Anti-Black Racism in Canada.

1. That the Council Workshop - Electronic Meeting Minutes of August 25, 2020 be received.

9.2 Committee of the Whole - Electronic Meeting Minutes of August 24, 2020

1. That the Committee of the Whole - Electronic Meeting Minutes of August 24, 2020 be received and the recommendations noted within be adopted.

9.2.1 Presentation - York Region's Transportation Services Department - Yonge Street Project

1. That the presentation provided by Jamal Ahmed, Project Manager, Capital Planning and Delivery, Transportation Services of York

Region regarding the Yonge Street Project be received.

9.2.2 Presentation - Lake Simcoe Regional Conservation Authority - 2020 Budget Companion

1. That the presentation provided by Mike Walters, Chief Administrative Officer, Lake Simcoe Region Conservation Authority (LSRCA) regarding the LSRCA 2020 Budget Companion be received.

9.2.3 Presentation - Downtown Parking Review

Note: See sub-item 9.2.6 below.

9.2.4 Remote Deputation regarding Businesses Accepting Cash in Newmarket

1. That the remote deputation provided by Lynn Rae regarding businesses accepting cash in Newmarket be received.

9.2.5 Remote Deputation regarding International Holocaust Remembrance Alliance (IHRA) Definition on Antisemitism

Note: See sub-item 9.2.11 below.

9.2.6 Downtown Parking Review

1. That Council endorse option #1 (St. Paul's).
2. That the presentation provided by the Director of Innovation and Strategic Initiatives regarding Downtown Parking Review be received, and the report entitled Downtown Parking Review – Analysis of Joint BIA/Town Task Force Workshop dated August 24, 2020 be received; and,
3. That Council endorse options #2 (Darcy St.), #3 (additional currently unmarked parking spots on Main Street), #7(sharing agreements) for immediate action, and that Council direct staff to advance #5(Cedar St.), #8 (449 Eagle- Habitat House), #9 (AOK) as part of the 2021 or 2022 budget process; and,
4. That Council direct staff to issue a non-binding RFP for additional spaces behind Cachet and be presented as part of the 2021 or 2022 budget process; and,
5. That Staff be directed to leave 30 minute parking on Main Street in place and provide regular enforcement of 30 minute parking maximum. Also that staff be directed to review the 30 minute parking on Main Street including feedback from the BIA to be

brought back to Council in the first quarter of 2021 for consideration; and,

6. That Council approve, in principle, staff developing strategies related to By-laws, loading zones, and special events for future Council consideration; and,
7. That Council direct staff to present a report on parking wayfinding in the downtown area for Council consideration in Q2 2021; and,
8. That Council direct staff to formally begin a process to evaluate the potential benefits and challenges related to moving the Tennis facilities in River walk Commons area to a new location and expand parking on site either through surface, underground, or co-development.

9.2.7 2020 Budget Reconciliation

1. That the report entitled 2020 Budget Reconciliation dated August 24, 2020 be received; and,
2. That the 2020 Budget Reconciliation be approved; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.8 Amended Tax Rate By-law

1. That the report entitled Amended Tax Rate By-law dated August 24, 2020 be received; and,
2. That the amended by-law be enacted; and,
3. That Staff be authorized and directed to do all things necessary to remit the referenced amount to the Regional Municipality of York.

9.2.9 Second Quarterly Update to the Outstanding Matters List for 2020

1. That the report entitled Second Quarterly Update to the Outstanding Matters List for 2020 dated August 24, 2020 be received; and,
2. That Council adopt the updated Outstanding Matters List; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.10 Update on Mulock Station Area Secondary Plan

1. That the report entitled Update on the Mulock Station Area Secondary Plan dated August 24, 2020 be received; and,

2. That the report entitled Update on the Mulock Station Area Secondary Plan be forwarded to the Regional Municipality of York as input to York Region's Municipal Comprehensive Review, including but not limited to a request that York Region align the Mulock GO major transit station area boundary with the proposed Mulock Station Area Secondary Plan boundary, and the submission of the proposed density to assist York Region's Land Needs Assessment; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.11 International Holocaust Remembrance Alliance (IHRA) Definition on Antisemitism

Whereas the Town of Newmarket has established diversity and inclusivity as a strategic priority for the Town at Council; and,

Whereas, in February 2019, the Inclusion Charter for York Region was endorsed as a community initiative, bringing together businesses, community organizations, municipalities, police services, hospitals, school boards, conservation authorities and agencies who share a vision to foster a welcoming and inclusive community; and,

Whereas, we have a shared responsibility to stop antisemitism in all its forms through education and public consciousness as antisemitic demonstrations continue to threaten communities and undermine democracy; and,

Whereas, the International Holocaust Remembrance Alliance (IHRA) is an intergovernmental organization founded in 1998 that consists of 34 countries, including Canada, each of whom recognizes that international coordination is needed to combat antisemitism; and,

Whereas, six per cent of York Region residents identify themselves as Jewish, which is a higher representation than Canada and Ontario; and,

Whereas, on February 27, 2020, Bill 168, the Combating Antisemitism Act which directly mentions IHRA, unanimously passed a second reading in the Ontario legislature with all-party support; and,

Whereas, the Town of Newmarket is enriched by its active and engaged Jewish and Israeli residents.

Therefore Be It Resolved by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. That the Remote Deputation regarding International Holocaust

Remembrance Alliance (IHRA) Definition on Antisemitism provided by Jason Grossman be received; and,

2. That Council adopt the International Holocaust Remembrance Alliance's (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016 as follows:

“Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities”; and,

3. That all York Region municipalities as well as the Chair of the province of Ontario's Standing Committee on Justice Policy be advised of this resolution.

9.2.12 Financial Update

1. That this report entitled Financial Update Staff Report to Council be received; and,
2. That staff be directed to provide an update on the projected impact of the pandemic on the Town when more information becomes available; and,
3. That changes to the 2020 capital program, and additions to the 2021 capital spending authority be made as detailed in this report; and,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

*9.2.12.1 Correspondence - Kathy (Toth) Kumpula, President, Newmarket Taxpayers Advocacy Group

1. That the Correspondence from Kathy (Toth) Kumpula, President, Newmarket Taxpayers Advocacy Group regarding the Financial Update be received.

9.2.13 Water Metering Data Solution

1. That the report entitled Metering Data Solution dated August 24, 2020 be received; and,
2. That a non-competitive acquisition for a metering data solution from Savage Data Systems in the amount of \$60,000.00 per year, for a term of two years, plus two additional optional, one year terms be approved; and,

3. That the Director of Financial Services and Manager of Procurement be authorized to execute any agreements; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.14 Audit Committee Minutes of January 27, 2020

1. That the Audit Committee Minutes of January 27, 2020 be received.

10. By-laws

2020-47 A By-law to amend By-law 2020-34 being a By-law to Provide For The Levy And Collection Of The Sums Required By The Corporation Of The Town Of Newmarket For 2020 And To Provide For The Mailing Of Notices Requisitioning The Payment Of Taxes For 2020.

1. That By-law 2020-47 be enacted.

11. Notices of Motions

12. Motions Where Notice has Already been Provided

13. New Business

14. Closed Session (if required)

14.1 Committee of the Whole - Electronic Meeting (Closed Session) Minutes of August 24, 2020

1. That the Committee of the Whole Meeting Minutes of August 24, 2020 be approved.

15. Confirmatory By-law

2020-48 A By-law to Confirm the Proceedings of the August 31, 2020 Council Meeting

1. That By-law 2020-48 be enacted.

16. Adjournment



Public Meeting

849 Gorham Street, Newmarket, ON L3Y 1L7

Aaron Gillard & John Buckley on behalf of The Gorham Partnership



Summary of Comments

York Region:

- Request need to be made by the Town re: policy 8.3.8.
- Transportation to provide comments at SPA stage

Urban Forestry

- Arborist Report to provide monetary replacement value of trees over 20cm DBH

LSRCA

- Technical comments to be provided at SPA stage.
- Design event for minor storms to be more clearly identified and details for sewers on Gorham.

Town Planning

- Affordable housing needs to be addressed,
- Public Art needs to be addressed S.12.2.7
- Maintain / build 1.8m privacy fence for neighbors.

Engineering

- Appears to have mis commented on a Road Widening required
- Engineer to provide response on comments
- Traffic to provide response on comments

Landscape

- Snow storage
- Mis comment that a walkway be provided (one is shown)

Building – No comments

Southlake, Rogers & Enbridge have no comment.



- **SUBJECT LANDS**
- **SINGLE FAMILY HSG.**
- **TOWNHOUSES**
- **1 INSTITUTIONAL**
- **CLUSTER HSG.**
- **APARTMENTS**
- **1 COMMERCIAL**

N.T.S.

- **SINGLE FAMILY HSG:** This development form is comprised of predominately single family and duplex housing, and is generally located within the surrounding community.
- **CLUSTER HSG:** This development form is comprised of single family units in a "cluster" form (higher intensity of use), represented by the retirement residences located on Jeff Smith Court, immediately across from the Subject Lands.
- **TOWNHOUSES:** This development form is comprised of multi-family housing in the form of Townhouses. They are generally located to the east of the Subject Lands.
- **APARTMENTS:** This development form is comprised of Apartment Buildings and are represented by the two retirement residences on Gorham Street east of the Subject Lands.

- **INSTITUTIONAL:** This development form is comprised of schools, churches and cemeteries intended to serve the local community. They include:
 1. Blue Door Youth Shelter
 2. Church of Jesus Christ of Latter Day Saints
 3. Children's Aid
 4. Sacred Heart Catholic High School
 5. Grace Church + Newmarket District Christians' Academy
 6. Central York Fire Services: Station 4-1
 7. Cedarview Community Church
 8. Newmarket Cemetery (Not Open)
- **COMMERCIAL:** This development form is comprised of
 1. Gorham Animal Hospital
 2. LARKIN+ Land Use Planners
 3. Orthoproactive Consultants
 4. Retail Plaza (Coffee Shop, Stores, Offices)



Existing Site

1. Existing Dwelling (used for Office space)
2. North of Property: Single family Dwelling. Grade slopes south towards Gorham for Drainage
3. Existing Tree Canopy to be preserved.
4. Neighbour: Blue Door Youth Shelter

Property Grade Slopes North View



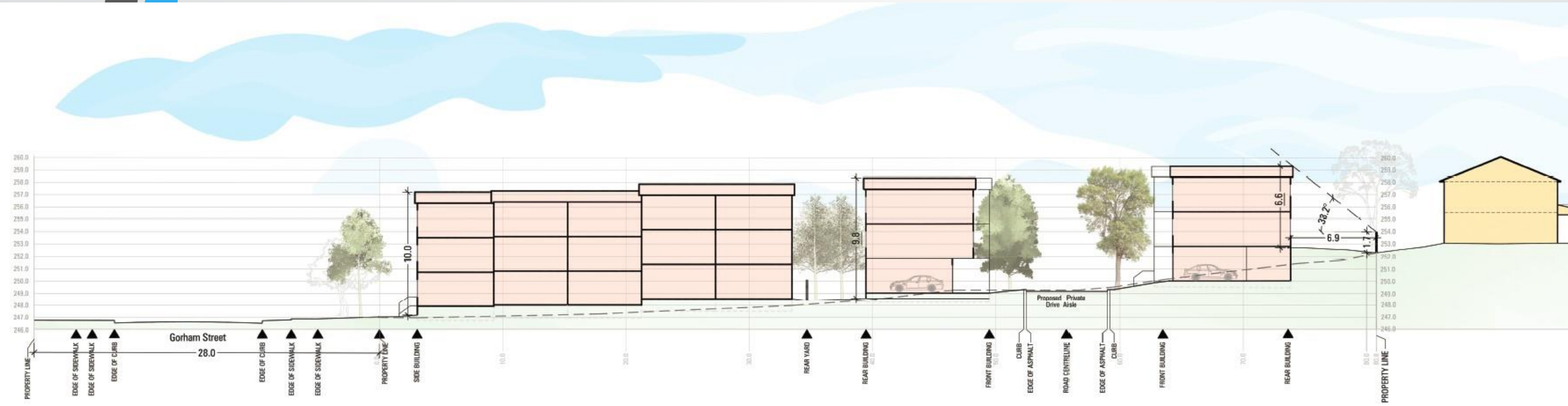
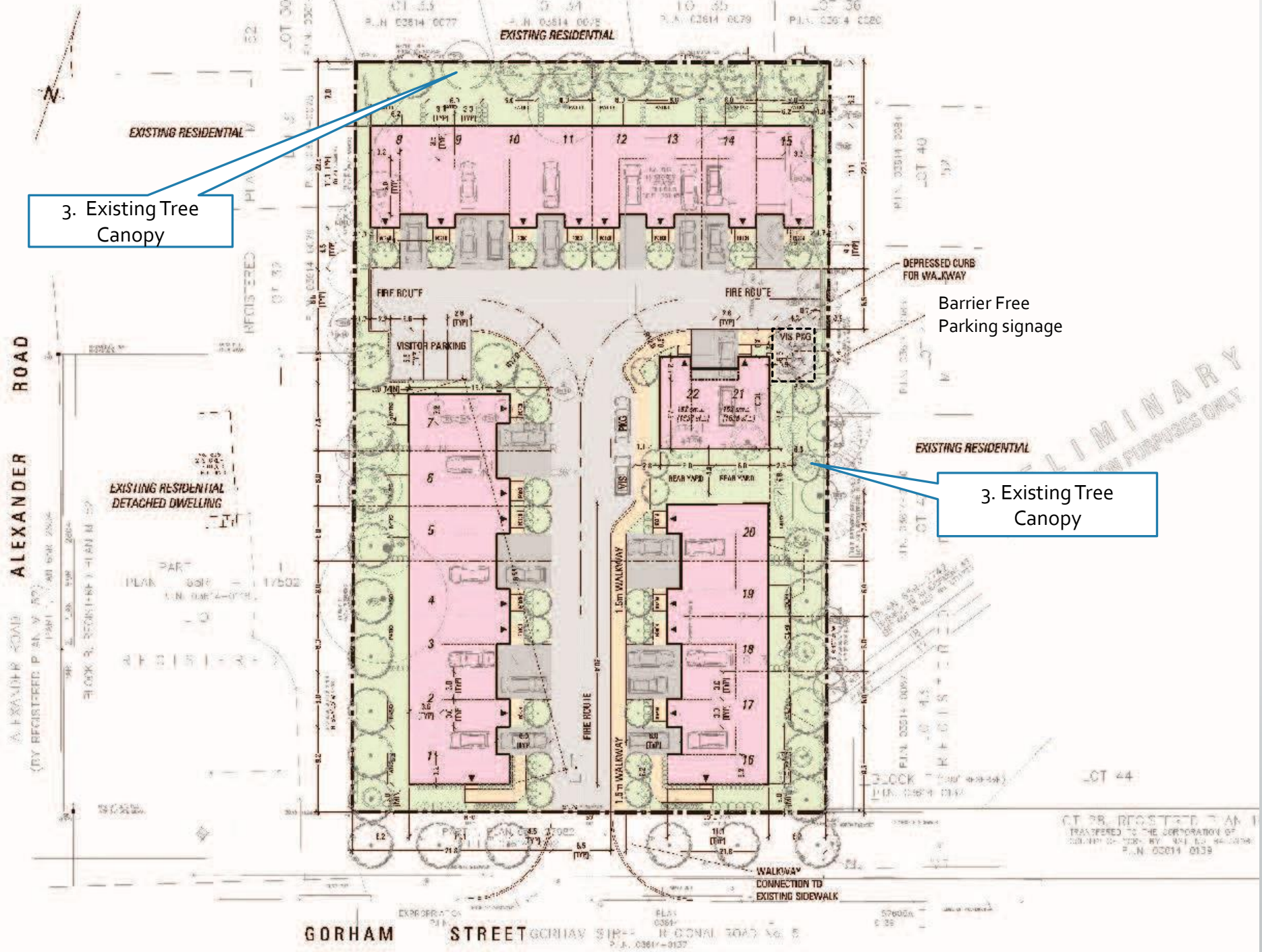


FIGURE 1: CROSS-SECTION OF PROPOSAL, LOOKING WEST

CROSS-SECTION AND GRADING OF PROPOSAL

GORPAR: 849 GORHAM STREET, NEW MARKET, OPA / ZBA APPLICATION





3. Existing Tree Canopy

Barrier Free Parking signage

3. Existing Tree Canopy



FIGURE 1: ELEVATION FROM GORHAM STREET, LOOKING NORTHWEST



FIGURE 2: ELEVATION FROM GORHAM STREET, LOOKING NORTHWEST



FIGURE 3: ELEVATION FROM GORHAM STREET, LOOKING NORTHEAST



FIGURE 4: ELEVATION FROM GORHAM STREET, LOOKING NORTH

LARKIN+ LAND USE PLANNERS INC. THE BRIMFIELD STREET DEVELOPMENT, BRIMFIELD, MASS. MAY 2014

GORHAM STREET ELEVATIONS OF PROPOSAL

GORPAR: 849 GORHAM STREET, NEW MARKET, OPA / ZBA APPLICATION

Development Phase Breakdown

- During Phase 1 an Official Plan Amendment and Zoning Bylaw Amendment will be required.
- Phase 2 will require: Site Plan Approval, Draft Plan of Subdivision, Draft Plan of Condominium (POTL) and Building Permits.

Technical Reports & Studies Completed

- **Servicing Report + Stormwater Management Report (FSR & SWM)** (Alpin Martin)
- **Phase One & Two Environmental Site Assessment** (Terrapex Environmental Ltd.)
- **Geotechnical Investigation Report** (Alston Associates)
- **Hydrogeological Review** (Terrapex Environmental Ltd.)
- **Traffic Impact Study & Transportation Demand Management Study** (Cole Engineering Group Ltd.)
- **Arborist Report** (Thomas Watson Consulting Arborists)

Summary of Consistency/Conformity

How Does Our Proposal Fit The Existing Structure & Policy Framework:

- **Public Interest:** The proposed development will provide a more affordable style of housing in an area that is predominantly more expensive, land extensive single detached units.
- **Provincial interests:** The proposal will expand the range of housing units available within the area and has been well designed to reflect the existing, surrounding uses and the available infrastructure
- **Provincial Policy Statement 2020:** The PPS promotes intensification through the re-development of existing properties and promotes the efficient use of existing infrastructure and development of a more cost efficient, affordable housing styles.
- **The Proposed Development Conforms to the Growth Plan for the Greater Golden Horseshoe, the York Regional Official Plan, and the Town of Newmarket Official Plan.**

Come Join Us for a Site Visit!

- Targeting the week of Sept 21st or 28th
- Afternoon and Evening times will be available.
- Please contact John Buckley at jab@larkinplus.com or Aaron Gillard at amg@larkinplus.com to secure a spot.





Thank You for your Time and Interest in our Project

OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

849 Gorham Street

APPLICANT: GORHAM DEVELOPMENT 849 INC.

FILE NUMBER: D09NP2003 (OPA) D14NP2003 (ZBA)

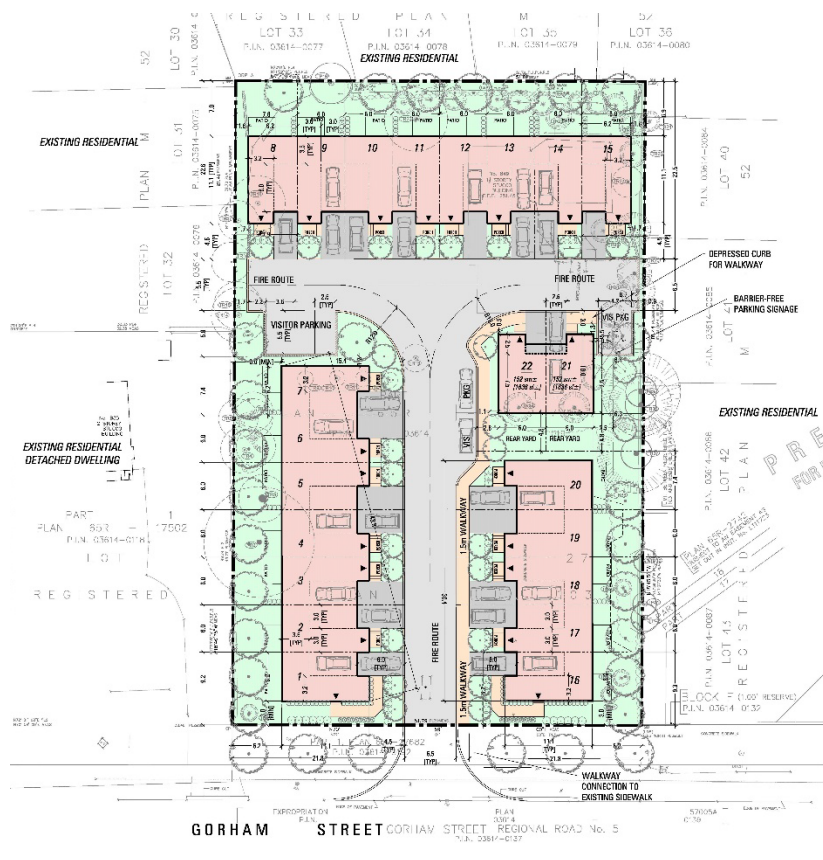
Take notice that the Council of the Corporation of the Town of Newmarket will hold an electronic Public Meeting on:

Monday, July 27, 2020 at 1:00 PM

By way of an electronic meeting using **video conferencing (Zoom)** to consider a proposed Zoning By-Law Amendment under Section 34 of the Planning Act, RSO 1990, c. P. 13 as amended and a proposed Official Plan Amendment under Section 17 of the Planning Act, RSO 1990, c. P. 13 as amended.

The application is proposing to amend the Official Plan and rezone the subject lands to permit:

- Twenty (20) Townhouse Units
- Two (2) Semi-detached Units



To find out more information on the application, visit the Town’s website at newmarket.ca and look under the ‘Current Applications’ section, Ward 2 File Numbers D09NP2003 (OPA) and D14NP2003 (ZBA), or send an email to planning@newmarket.ca

Purpose of public meeting:

The purpose of the public meeting is to hear from any person who has an interest in the Official Plan and Zoning By-law Amendment. On July 27, 2020, Council will not be making a final decision regarding this application, but will refer all written and verbal comments to Planning Staff to consider and return with a report to a future Committee of the Whole or Council meeting.

How to get involved:

As the Municipal Offices remain closed to the public, this meeting will be streamed live on July 27, 2020 at 1:00 PM at newmarket.ca/meetings. The video will also be made available after the meeting and archived on the Town's website. If there are any technical difficulties during the live stream, the Town will attempt to post the archived video after the meeting.

You can get involved with this application in the following ways:

Submit written comments

Written comments may be emailed to clerks@newmarket.ca. In order for comments to be received by Council at the statutory public meeting, written comments must be submitted by **end of day July 26, 2020**. Written comments will also continue to be received after the public meeting has concluded, after the meeting send written comments to planning@newmarket.ca.

Speak to Council during the live meeting through video conferencing (Zoom)

Individuals who wish to provide verbal representation may provide a remote (live) deputation through the Zoom platform during the Council meeting. Due to the technical requirements of joining an electronic meeting, residents are **strongly encouraged to pre-register for a remote (live) deputation** by completing the form provided at newmarket.ca/meetings or by providing their full name and contact information by registering via clerks@newmarket.ca or by calling 905-953-5300 extension 2203.

Personal information collected in response to the planning application will be used to assist Town staff and Council to process this application and will be made public.

Any person may verbally address Council during the live meeting through Zoom and/or submit written comments either in support of or against the proposed Official Plan and Zoning By-law Amendments.

Any person may send written comments to the Town of Newmarket at 395 Mulock Drive, P.O. Box 328, STN MAIN Newmarket, ON, L3Y 4X7 or via email at planning@newmarket.ca, or by calling 905-953-5321.

If you wish to be notified of the decision of the proposed Official Plan and Zoning By-law Amendments, you must make a written request to Planning Services at Town of Newmarket, 395 Mulock Drive, P.O. Box 328, STN MAIN Newmarket, ON L3Y 4X7 or by emailing planning@newmarket.ca

If a person or public body does not make verbal submissions at the public meeting or make written submissions to the Town of Newmarket before the by-law is passed, the person or public body is not entitled to appeal the decision of the Town of Newmarket to the Local Planning Appeal Tribunal.

If a person or public body does not make verbal submissions at the (namely, the electronic meeting) public meeting, or make written submissions to the Town of Newmarket before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Local Planning Appeal Tribunal, there is reasonable grounds to do so.

Additional information relating to the proposed Official Plan and Zoning By-law Amendments is available by contacting Planning Services by email at planning@newmarket.ca or by telephone at 905-953-5321. Please refer to File Number D09NP2003 (OPA) D14NP2003 (ZBA)

Dated June 30th, 2020
Planning Services

Good day Bob,

Please note my concerns with this proposal. I am quite interested in it as I used to live on Stewart street when we first moved to town.

That the height of these structures will not be in keeping with the neighbourhood.

That the site has/had a natural water catchment area and I'm concerned that there will be insufficient mitigation put in place.

That the additional traffic will risk overloading an already busy part of Gorham.

Thank you for your consideration
Patrick

To whom it might concern in regards of the above Zoning By-Law Amendment:

I will submit a written comment only at this time. I am NOT looking for standing at the Zoom Council Meeting of July 27/2020.

I reside at 852 Sparrow Road, Newmarket, ON, L3Y 5P8. It appears to me that the block of townhomes across the northern boundary of the development (labelled 8 through 15) should have a fire break in the middle (perhaps between units 11 & 12). Access to the rear of units 10, 11, 12 and 13 is constrained by the narrow set-back requirements at the east and west side of this block. I might prefer that the Fire Department not use my backyard to access these centre units in this block in case of emergency in the future. I therefore request that the plan be updated to include a break in the middle of the above-described block between units 11 & 12.

In comparison, Block 1 through 7 has ample access from each end: One end is open to Gorham Street and the other end through the visitor parking. As such, emergency access is considerably easier to the centre of this block.

Thank you for taking the time to discuss my concern. Should you require my presence at the Zoom meeting to explain more fully, please let me know.

Sincerely,

Stephen King

August 27, 2020

Dear Clerks and Council,

I will add the following information as an addendum to my submission:

Before the current occupants redeveloped the site into its current usage there was previously a rental house with a dilapidated shed on the property. This shed was located approximately 15 feet due south of the line that separates 850 and 852 Sparrow Road. From my observations that old shed was used to store old mowers and power equipment. The property was redeveloped to include a parking lot and the shed was buried in the current hill to the north of that lot. I believe that the soil in that former location needs to be assessed for its level of toxins from old motor oils and other chemicals that potentially were stored in the shed.

Furthermore, I suspect that the northernmost extension of the main building probably has a similar soil profile. In its previous use as a rental house, only the original house and the first addition were used for residences. The second addition was used for storage before it was upgraded to its present use.

Respectfully,

Steve King

From: [REDACTED]
To: [Clerks](#)
Subject: Deputation pertaining to 849 Gorham Street
Date: July 25, 2020 4:17:24 PM

A proposal to build 20 townhomes on this property is a definite increase in density. I know Gorham Street is one of the roads that Newmarket Council believes should be intensified. I know that some of the neighbours are not happy with this level of change. After viewing the current state of the property and the sketch of the proposal I would like to see Council reject the application as it stands. The property is currently lined on 3 sides by significant trees giving privacy and shade to the neighbours. The proposal replaces most of those significant sized trees with a small sapling in each townhouse yard. We all know that saplings are not the same as a full sized tree but of course they can be planted into barren earth after destruction of the current grades and tree cover. Could the proposal not have left ALL trees along the property edge? As canopy growth has been identified as a key component of the community, the large trees must be protected. They are a neighbourhood assets.

The Town of Newmarket has consistently refused to enact a tree protection bylaw. This latest deforestation will be the result.

Do not allow this application to proceed.

Janet Caverly
160 Beechwood Cres.
Newmarket

Sent from my iPad

What will current and future residents have to say about a Council that failed, over many years, to make serious inroads into reducing Newmarket's affordable housing deficit while the Town moved steadily towards build-out?

The Provincial Policy Statement, 2020 requires that affordable housing be addressed. But not in the context of an "affordable style of housing", whatever that means, that we read about, first, in the developer's Planning Justification Report and, later, in its presentation to Council. Rather, the Provincial Policy Statement, 2020 calls for "the provision of housing which is affordable to low and moderate income households". Why haven't we read about that sort of "affordable housing" in anything we've seen from this developer? And what will Council do about it?

Gerald Fox

From:



Subject:

849 Gotham Street

Date:

July 24, 2020 12:51:18 PM

Sent from my iPad

Begin forwarded message:

Subject: FW: D09NP2003 (OPA) D14NP2003 (ZBA)

To whom it may concern:

Re: Official Plan and zoning by-law amendment

We have many concerns about the proposed housing project/construction of townhouses on the said land located at 849 Gorham, Street, ON

The builder is waiting to rezone the property from a single dwelling to multi-dwelling. This neighbourhood is an older established area with single family homes. The proposed look of these homes are too modern for an older established single dwelling neighbourhood.

The new construction will have too homes on a small area of land. The proposal has the homes too close to the property line. They will be cutting down a number of very old trees in order to meet the builder's needs and not those of the neighbours who have lived in this area for up to forty years.

The proposed townhomes are too tall and due to the height there will not be any privacy in the backyards of the original neighbourhood. Nor will the backyards have any sunlight.

The noise of the construction will be too loud and disturb the residents of the neighbourhood. Not to mention that the construction equipment may damage the foundations of the original homes.

If the project goes ahead as planned, there will be too many people living in a very small area without any green space. This will also cause noise issues for the residents in the adjacent homes.

I have concerns that the infrastructure in the area will not be capable of facilitating all the original homes and the proposed town-homes and the semi-detached units.

As such, I have concerns that the sewage systems will back up, that the water pressure in our home will decrease, there will be less electricity during peak times and that the grade of the property will be changed and possibly flood the original homes backing onto the new housing complex.

If this neighbourhood goes forward. We are requesting that the builder and the town sign a legal agreement stating they will be legally responsible for all damage done to our property related to the construction and any other issues that arise as a result of the construction. As noted above being responsible for any damages related to flooding, foundation issues or structural issues to our home, sewage issues, water pressure, electricity issues within our home or property. As well as any other issues deemed related to the construction of the said property.

Respectfully submitted,

Donna and Steve MacDonald
204 Thornwillow Court
Newmarket, Ontario



From: [REDACTED]
To: [Clerks](#)
Subject: For review by Council
Date: July 25, 2020 5:53:18 PM

Re: Gorham 849 Inc.
File Number: D09NP2003 (OPA) D14NP2003 (ZBA)
849 Gorham Street,

Dear Council ,

I am taking this opportunity to make my views known regarding the rezoning 849 Gorham Street to permit:

20 townhouse units and 2 semi-detached

This proposal is not compatible with the existing area. This area consists solely of single detached two-story homes on large lots.

This proposal calls for high density, three story townhouses on very small lots.

I worked all my life and made the choice to purchase a home in an area consisting of single detached homes.

I did not purchase a single detached home beside a townhouse complex because I did not want to live near a high density development with all the social problems such a development can bring and yet, we now have the real possibility of this happening.

What would your views be, if you choose to purchase a single detached property only to have a densely populated development spring up beside your home ?

This development will have a negative impact on the property values in view of our properties being in such close proximity to a high density townhouse development. This development will have a negative impact with respect to privacy, noise, foot and street traffic volume.

This development does not fit in with the Towns own Design Guidelines, which calls to maintain "its small town" feel.

This design due to the size and density does not fit with the existing neighborhood and is not in character with the neighborhood.

In fact it is diametrically opposed.

I do not know how anyone could claim otherwise, as to do so would defy logic.

When one looks at the vision picture of the development, it absolutely does not fit in with the surrounding area.

The foot traffic and road traffic will substantially increase, this is a fact supported by common sense.

There is very limited visitor parking, which means the overflow will no doubt end up parking on the side streets.

The application initially calls for preservation of trees. Out of 44 trees, only 7 would potentially be saved, and the agreement allows for the builder to pay a small fee if they do not wish to save even the 7 trees. Removing the trees is not only detrimental to the existing wildlife that depends on these trees, but would also eliminate privacy that the trees provide to the existing property owners, as well as the cooling effect the trees provide.

Having three story buildings backing onto existing properties with two story buildings will also create shadows as well as eliminate privacy.

Put simply there is just too many homes jammed into a small area.

This proposal needs some serious re-thinking. I would like to see fewer homes, on larger lots, two stories, with more visitor parking and a green area.

Most of the trees follow the perimeter of the property lines. I would like to see the majority of these mature trees preserved.

I would suggest that the developer build the backyards of the new homes so that they do **not** directly border the existing properties behind them, rather leave a strip of land (a wide pathway of sorts) where the trees are, that would go around the boundaries of the property, which would give a little distance between the backyards of existing properties and new properties.

I trust that you will consider my comments and suggestions. Let's send a message that the opinions of the residents of Newmarket matters.

We have all invested our life's savings into choosing an area to live and the developers should not be allowed to take that away from us.

Best Regards,
Colleen Harack
213 Thornwillow Court
Newmarket, Ontario L3Y 5R3



From: [REDACTED]
To: [Clerks](#)
Cc: [Woodhouse, Victor](#)
Subject: 849 Gorham St
Date: July 26, 2020 7:07:21 PM

Please submit this to the meeting if Councillor Woodhouse's motion for deferral doesn't receive enough support.

I am writing this email in regards to the OPA and ZPA applications for 849 Gorham St.
I am opposed to this proposed development for some of the reasons listed below.
The applicant compares their 1.04 acre 22 units to the Jeff Smith Ct. property which has 19 bungalow and 1 2 story home on 5 acres. Surely doesn't seem to be "like to like".

The houses which this property backs onto are either 2 storey or bungalow with peaked roofs. The proposed townhouses are 3 storey flat roofs. Doesn't seem to be "like to like".

It is mentioned that every unit has 2 parking spots, as long as everyone uses the garage as 1 spot. This reminds me of Bondi Ave where the Town had to give a parking exception allowing cars to over hang onto the road because most people can't fit their car into the garage because they use it for storage.

The applicant mentions the Ontario Growth Plan for intensification. This property isn't located in or near any of the areas mentioned in the plan. This property isn't even close enough to the Main St in Intensification area.

As per the last traffic count that I received from the traffic department at the Town of Newmarket there were 70,000 vehicles in a 7 day period. Can this street which is mostly 2 lanes handle anymore traffic?

This development is comparing it to the townhomes at Crowder and Gorham St. Those are for the most part 2 storey with a walk out basement and a peaked roof. These don't seem to be "like to like" either.

Looking at the site plan I can't see where there is any snow storage. Will the snow just get pushed up into visitor parking?

If garbage isn't picked by the Town contractor I don't see where there is any room for a garbage bin.

Why are we rushing to get this looked at so quickly? This application was submitted in March of 2020, there is a Established Neighbourhoods Study that is about to wrap up. This study was started long before this application was submitted and I am sure that the Town will be looking at applications through a different lens once the study is completed.

These are just some of the issues that I see from the information that was put on the Town website on short notice.

I am asking that Council turn down this application.

Doug Selwood
Gorham St
Newmarket

From: [REDACTED]
To: [Clerks](#)
Cc: [Planning](#)
Subject: File number D09NP2003 (OPA) D14NP2003(ZBA). Official Plan and Zoning By-Law Amendment for 849 Gorham Street
Date: July 24, 2020 11:47:20 AM

To Whom it may Concern:

I am upset and completely against the zoning By-Law Amendment under Section 34 of the Planning Act RSO1990 as amended and a proposed Official Plan Amendment under Section 17 of the Planning Act, RSO1990 for the following reasons:

- this area would become such high density with no green space provided for home owners and family to enjoy, which is a challenge in the current world-wide pandemic;
- the idea of removing a large portion of the existing trees, now the home to many birds and wildlife would result in a loss of their habitat (eg. for winter shelter). These trees also provide privacy and protection to homes from harsh weather elements;
- the proposed plans for this development will not fit into our single 2 storey high family homes' neighbourhood. The 3-storey townhouses and 2 semi-detached houses will be towering over our homes, looking into our windows and doors and will not allow for privacy. Designated privacy fence is not nearly high enough;
- very concerned about the water drainage and with the retaining walls being established. I am also concerned with the effect these houses will have on the air movement through the neighbourhood thus increasing reliance on air conditioning in the summer months;
- concerned about emergency vehicles (fire and ambulance) and garbage trucks how they will be able to access in such a high density development;
- Gorham Street is a very busy and can be a congested street and I feel that the street will be more so during construction and when the development might be completed. Noise and air quality during construction is a huge concern. As it is, Gorham at Bayview/Prospect already cannot accommodate vehicles during left going south. Vehicles can be backed up several blocks - this has been reported to the Town of Newmarket but with no results. Vehicles are using Gorham Street has a by-pass to the 404, police vehicles going to the court house, emergency vehicles (fire and ambulance). We also have 2 group homes, 2 senior buildings, several school busses feeding into 4 local schools. Making left-hand turns can be a challenge at the best;
- during construction with the heavy equipment, who will cover the damage to private property of the current homeowners?

These are just a few reasons to refuse the authorization in amending the application for the property located at 849 Gorham Street, Newmarket, Ontario.

Helen Thorne

849 Gorham Street: File #D09NP2003 (OPA) D14NP2003 (ZBA)

My name is Cindy Bomers and I live with my husband at 210 Thornwillow Court. Our property backs on to the east side of 849 Gorham Street.

I am adamantly opposed to the construction of 22, 3 story homes at 849 Gorham Street. The project is too intense, the homes are too high and they will be built far too close to Gorham Street.

Contrary to Larkin+, this proposed complex is not similar to other townhouse developments in the Gorham Street area. Those on Doak Lane are set back approximately 100 meters from the side walk. There are no single detached homes there. The Crowder Boulevard townhouse complex also has no single detached homes. **Both these townhouse complexes are on the Southside of Gorham Street.** The north side of Gorham Street only has single detached homes and this includes businesses and institutions that are housed in single detached dwellings. Therefore, the hyper intense proposed complex at 849 Gorham Street is not compatible with the neighbourhood and will in fact be an eyesore.

I am extremely concerned about the removal of trees at 849 Gorham Street and have spent a long time studying the Arborist's report. According to the arborist's report, 44 trees were studied but on closer investigation, there are actually 53 trees under consideration. Tree 21 represents 3 black Walnut trees. Tree 22 represents 6 Colorado Spruce trees and Tree 32 represents 3 Colorado Spruce trees.

I do not know why these trees are grouped together but it brings the total number of trees to 53.

Only 7 of these 53 trees will not be destroyed. Out of the 7 trees being protected, 3 trees are on a neighbouring resident's property. Therefore, only 4 trees on site are going to be protected- 1 black Walnut and 3 Norway spruce. The huge Norway spruce will be injured during construction as roots will be damaged.

There is quite an elaborate plan presented to save all 7 trees including those on the resident's yard. Also, according to the arborist, these trees should be watered once a week from April 1st to November 30th if there is not enough rain. Who will do this- the developer, the builder, the residents?

On page 10 of the Planning Justification Report it states:

“The proposed development will require the removal of 23 trees and the preservation of 21 trees.”

On page 13 of the Planning Justification Report it states:

“The majority of the existing trees will be maintained around the exterior of the proposed development”

In the Draft OPA text it also mentions “preservation of many of the mature trees bordering the Property.”

These 2 statements are incorrect and just not true.

On page 14 of the Planning Justification Report it states: “A total of 89 trees will be planted to replace the 23 trees that will be removed.”

There are more than 23 trees being removed. I presume that Larkin+mean the trees with a diameter

larger than 20 centimetres. The entire property is approximately 1.04 acres. Larkin + say that about 34% will be green space – around 1/3 acre- maybe less when you take away the space for 22 patios. Is it possible to plant 89 trees on 1/3 of an acre?

On inspection of the landscape plan, there are definitely not 89 trees represented. The statement:” 89 trees will be planted” appears to be incorrect.

I am also concerned about the privacy that the residents that back onto the proposed complex would have.

Throughout the application, Larkin + use the words” appropriate” and “adequate” For example: “Backyards will be adequately screened.....” or” Appropriate landscape buffers

These 2 words are very subjective and neither I nor my neighbours consider the privacy measures offered “ adequate” or “appropriate”.

The buildings will be 11 meters/around 36 feet high. They will include a private rooftop amenity space which could mean patios on the roofs or whatever. The proposed wooden fences will be 1.8meters/around 5ft 11 inches. The back yards of the proposed townhouses are 6.3 meters/around 21 feet deep. Only small trees will be able to be planted.

With these statistics, I don’t foresee nearly enough privacy for the residents.

I have found this building application to be fraught with errors and misleading information. It appears to have been rushed – too many mistakes.

I want to thank council for giving me the opportunity to study this application. I would urge both the town planners and council to go over it very carefully and to ultimately reject it. This building proposal is not suitable for this neighbourhood.

To; Mayor and Councillors

The development being proposed for 849 Gorham Street does not comply with Town of Newmarket Established Neighbourhood Compatibility Study, and in particular section 6,5 Emerging Policy Directions and specifically the following paragraphs,

"Define neighbourhood character, and states that new development shall acknowledge and respect the prevailing physical character of the surrounding neighbourhood, with consideration for specific character-defining criteria".

"Acknowledges that, within each Residential Character Area, new development shall acknowledge and respect these physical characteristics while responding to unique site and contextual conditions and demonstrating compatibility with the existing neighbourhood"

These two paragraphs are my basis for the following observations.

1. This development is being proposed in two phases. Phase 1 to obtain OPA and ZBA amendments and then Phase 2 to obtain SPA, DPS, DPC and BP amendments and approvals. How do we know at this point in time what the final proposal might be.
2. Unlike the townhouse developments at Doak Lane and Crowder Ave (to the east) , which are not within existing residential areas, unlike 849 Gorham Street which has existing two storey residential on three sides (west, north and east). This hardly seems compatible with 6,.5 Emerging Policy Directions.
3. Typical, average, lot size on of the surrounding area is approximately 50 feet by 100 feet for a coverage of, approximately, 8.6 residences per acre (with no consideration for any infrastructure), this compares to a coverage of 22 residences per acre for the proposed development. hardly within "character" to the surrounding neighbourhood.
4. To compare proposed development with Jeff Smith Court development of 19 bungalows on approximately 2.6 acres including road and infrastructure is not a fair comparison.
5. Height and proximity of the town houses to lot lines will in many case negate any privacy that existing residence would have. If two storey residences on average (50 x 100 feet lots) were adjacent to them then privacy would be maintained.
6. What is meant by "roof top amenity" as proposed in Planning Justification Report item 4.1 Could this impose an invasion on privacy for existing residents.
7. Access for fire vehicles seems tight but how do firefighters access north side of the proposed townhouses on the north side of property?
8. The design of these townhouses is very modern and not in keeping with residential development in this neighbourhood.
9. There are many considerations that have been expressed in some of the other submissions with which I would concur. Some being removal of mature trees, vehicle congestion at the Gorham/Prospect intersection and on Gorham Street in general, visitor parking and the perceived 2 vehicle parking per unit etc etc.

In my opinion, it does not comply with the intention of the Town of Newmarket Established Neighbourhood Compatibility Study.

In conclusion, I am opposed to development as submitted and ask that the Town reject this application.

Lionel Franklin
Gorham Street, Newmarket

✓ Victor Woodhouse,
Councillor Ward 2,
Town of Newmarket,
Ontario

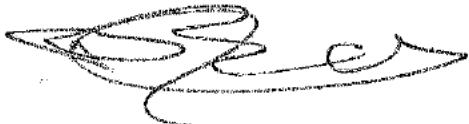
Dear Victor,

Attached is a petition concerning the development proposal at 849 Gorham Street by Gorham Development 849 Inc. It was signed by 184 people who live in Newmarket and are over the age of eighteen.

It was not easy to collect signatures due to Covid19 concerns. The majority of the people that we talked to are against this proposal. Only a handful of people would not sign this petition for personal reasons or Covid19 concerns. This shows that you and the Newmarket Council need to seriously look at this proposal with all its concerns and flaws.

Please present this petition to Council for their consideration. This is a very important matter to the citizens of Newmarket. I hope you listen to the voices of your constituents and make the appropriate decisions for the betterment of the Town of Newmarket.

Regards,

A handwritten signature in black ink, appearing to read 'Ted Bomers', with a stylized flourish at the end.

Ted Bomers

CC John Taylor

184

We the undersigned residents of Newmarket oppose the application by Gorham Development 849 INC. for a proposed zoning By-law Amendment and a proposed Official Plan Amendment of 849 Gorham Street in Newmarket, Ontario as per application D09NP2003 (OPA and D14NP2003 (ZBA).

The amendments would change the zoning from a single Family dwelling and permit 20 Townhouse Units and 2 Semi-detached Units.

We the undersigned request that both proposals be denied by the Town of Newmarket.

| Name | Signature | Address | Contact info (email or phone #) |
|------|-----------|---------|---------------------------------|
|------|-----------|---------|---------------------------------|

Note: Personal information has been redacted. Original document contains 200 resident signatures.

Comments on 849 Gorham ((D09NP2003(OPA) D!\$NP2003 (ZBA))

Hello my name is Ted Bomers and I live at 210 Thornwillow Court. The west side of 210 Thornwillow Court abuts the property 849 Gorham Street which is the proposed development site. I have lived in this area since 1979. This stable established neighbourhood was mainly built in the late 70's although some homes were originally built in the early 1900's. Therefore, this is a prime area for the Established Neighbourhood Study. To facilitate this study, the town implemented an Interim Control By-law which prohibits "monster" homes to be built and limits the increase in GFA to less than 25%.

The current GFA for this property is 440 sq. meters. The proposed GFA for this development is 3684 sq. meters. This is an 800% increase in GFA. I would call this a "monster" development compared to the increase of 25% under the Interim Control Bylaw to control "monster" homes.

The north side of Gorham Street, in which this property lies, consists of bungalows, side splits, back splits and 2 storey single family residences. In the town official plan, they are zoned as R1. The only exception is 847 Gorham Street which is zoned Commercial Office. In the Planning Justification Report, Larkin+ mention that several properties are institutional and commercial. If I take the 120 meters notification used by the town for the impacted area, then only one property is zoned as commercial as mentioned above. The Planning Justification Report mentions 12 institutional/commercial properties. Would this be called an alternative fact?

Larkin + are trying to justify this proposed development by saying it is compatible with the surrounding neighbourhood. I would like to point out a few areas where this is not true.

The houses surrounding 849 Gorham Street are well paced out and lot sizes vary but have a minimum lot size of 366 sq. meters. The proposed development has a minimum lot size of 130.8 sq. meters. This is about 1/3 of the lot size of the surrounding properties. Do you call this neighbourhood compatibility?

Maximum height as per By-law R1-B,C,D- 119 is 7.5 meters for one storey, 8.5 meters for one and half storey and 10 meters for 2 storey. R1 -D -119 is the predominant classification of the surrounding properties. The proposed development exceeds the height of the 11 surrounding properties by a

minimum of 1 meter to maximum 3.5 meters. Do you call this neighbourhood compatibility?

Lot coverage for this area is proposed to be 30% according to the Established Neighbourhood Study. This proposal has a lot coverage of 32.2% which includes the roadway and walkway. If you exclude these, so that you have a fair comparison to the surrounding neighbourhood where roadways and sidewalks are not included in lot coverage, then the lot coverage is 48.4%.

Do you call this neighbourhood compatibility?

All residences in the immediate neighbourhood have peaked roofs. The proposed development has flat roofs with air conditioners on the roof top. This is common in commercial and industrial buildings, not residential homes in which this development will be located. In addition, the land developer proposes to have rooftop amenities. Therefore, you might see wet bars, hot tubs, furniture and BBQs on the rooftops. The Town currently has no regulation on roof top amenities, so anything goes. Therefore roof top amenities must be prohibited in this development. Again, do you call this neighbourhood compatibility?

Existing lots along Gorham Street from Leslie Street to Alexander Road have either a front lot setback or side lot setback of 15 meters. The proposed development has a setback of only 3 meters from the property line. If this development is approved as is, it limits the town's ability to expand Gorham Street roadway or put in a turning lane onto Alexander Road. This road is frequently used by fire trucks and ambulances. Also, the proposed development would not fit in with the character of the neighbourhood. It would stick out like a sore thumb. Again, do you call this neighbourhood compatibility?

Larkin+ say that the townhouse development on Doak Lane is similar to this development. That development is about 120 meters from Gorham Street behind 2 high rise retirement apartments and is not in the middle of a single family dwelling area.

On page 27 of the Planning Justification Report, it states that "The proposed units will front onto an interior street with rear yards facing the backyard of adjacent properties." On page 15, it says "The site design provides for an

interior access road with all units facing into the interior of the development.” This is incorrect as the end units face onto Gorham Street as their front entrances face Gorham Street. The Planning Justification Report must be amended to reflect this discrepancy.

This proposal is asking for an R4 zoning for the townhouses but it is asking for exceptions for 3 out of 5 standards for this zoning. Also, it is asking for R2 for the semi-detached zoning but it is asking for exceptions for 4 out of 5 standards. If this development can't even meet the minimum standards for these 2 zoning standards, it should not be allowed.

There are inconsistencies between the Planning Justification Report and the Arborist's Report with regards to the number of trees to be removed on this property. How many will remain and how many will be removed. What is correct? I request that a peer review of the Arborist's Report be undertaken. Based on that review, the Planning Justification Report should be amended to provide the correct information.

I have three other concerns. Firstly, the applicant is Gorham Development 849 INC. but most of the documents were prepared for Gorham Partnership. Who is this? I have not been able to find a registered company in Ontario by that name.

Secondly, Larkin+ state several times that the reason for this proposal is to provide “more affordable housing”. What is meant by “more affordable housing” – more affordable than what? Is The Gorham Partnership willing to commit to a reduced price for these homes or are they trying to squeeze as many units into this property so to increase their profit margin? The Town of Newmarket in conjunction with the Federal Government just committed to 216 “real” affordable units at 195 Deerfield Rd.

Thirdly, there seems to be a big rush to have this approved ASAP. Why is the town holding statutory public meetings during the summer? When I spoke with the former ward 2 councillor, he indicated that the town has not had meetings (council, committee of the whole or public meetings) during July in the last 40 years. Due to Covid19, the provincial government has legislated that time lines in the Planning Act do not need be adhered to. Why is this development being pushed through? Why has there been no builder identified to start this project ASAP? This proposal is prepared for a land developer. If this proposal is shovel ready, then that needs to be addressed

before Phase I becomes a reality by engaging a building company. This could be another Slessor Square where approval is given but there is no build and no increase in revenue to the Town of Newmarket through Property taxes.

In summary, this development will destroy the character of the neighbourhood by removing the majority of trees on this property to allow for a too dense number of townhouses with flat roofs and roof top amenity space. It does not fit within the current build of the neighbourhood. In the limited space left there has been no accommodation for Canada Post Boxes, snow storage in the winter and garbage storage for this complex. Where will these facilities be housed on the property?

I strongly oppose this development and want Newmarket Town Council to reject this development as it has been proposed.

Thank you,

Ted Bomers

Dear Mr. Mayor and Newmarket Counselors,

We'd like to thank you for giving us this opportunity to file our complaints and express our strong concerns of this proposed zone change at 849 Gorham Street.

We received notice from the Town of Newmarket that a developer has applied to rezone our adjacent neighbor, 849 Gorham St., from a company (industrial use) in a single house to a residential use of Twenty (20) Townhouse Units and Two (2) Semi-Detached Units. Since we are completely opposed to this proposed zone change, we are writing to confirm that this proposed rezone is very unacceptable.

First of all, this proposed rezone will change the character of our neighborhood from a low-density to a high-density residential. Without any hesitates, this rezone will lead to a bigger population in this region and generate more traffic along Gorham Street. In the past three years, when going to work in the morning, we have found it's been very challenge to turn left on Gorham Street from Alexander Road. This high-density residential will worse the traffic and cause much more inconvenience to the residents who take Gorham Street on daily basis.

On the top of that, these three-storey high Townhouses will leave no privacy to the surrounding ten (10) neighbors, who're currently living in Bungalows and two-storey high houses. We can not imagine how we are going to live with curtains or blinds on all day along. Even during bright days, the chance to expose to the sunny daylight from our home will be minimized. People may say that you can install frosted/blur glass. I am strongly agreed with that but those days you can freely enjoy the blue sky from your rear windows will be forever gone. Remember, when we bought our house, there is nothing to constrain our freedom, but this proposed rezone (if succeed) will completely change our daily life, in a negative way I would say.

Last but not least, this massive new development will generate lots of ground-borne vibrations during the construction process. Since our property is adjacent to this construction zone, this bad vibration will not only disturb our family but also shake the entire house and cause the long-term damage, such as tiles crack, drywall fractures, and leaking basement. If any proposed rezone was approved, we would highly recommend Town of Newmarket to monitor vibrations during the construction process to ensure the neighbors and buildings are not suffering long-term damage as a result of the new development at 849 Gorham Street.

With all above concerns, we're strongly against this proposed rezone.

Regards,

Rifang Zou & Jingjing Sun

850 Sparrow Road

TOWN OF NEWMARKET

**ESTABLISHED
NEIGHBOURHOODS
COMPATIBILITY STUDY**

Public Meeting

AUGUST 31, 2020

SvN



PRESENTATION OUTLINE

- 1. Background**
- 2. Purpose & Process**
- 3. Consultation & Engagement**
- 4. Character Area Classifications**
- 5. Conditions Testing**
- 6. Policy Recommendations**
- 7. Next Steps**

1. BACKGROUND

Growth and Intensification in Newmarket

- Newmarket is poised for growth.
- Most is anticipated to occur along the Davis Drive and Yonge Street corridors, as well as surrounding existing and planned GO Stations.
- Neighbourhoods, which are anticipated to remain stable, are also experiencing growth. This has primarily occurred through the creation of new lots and dwellings.
- This can be done respectfully. However, it can also be done in a manner which is not compatible with the character of the neighbourhood.
- This is of primary concern within the Town's most established neighbourhoods, where larger lots and smaller and older dwellings lend themselves to redevelopment.

1. BACKGROUND

Zoning By-law 2013-30

- In response to these concerns, the Town undertook a study of Newmarket's most established neighbourhoods in 2013.
- This culminated in a Zoning By-Law Amendment, which modified regulations governing lot coverage, building height, and setbacks.
- This was done in the interest of ensuring that future development, within Newmarket's most established neighbourhoods, is compatible with the character of those neighbourhoods.

2. PURPOSE & PROCESS

Overview

- Now, the Town is undertaking a comprehensive review of all established neighbourhoods.
- The objective is to:
 - Identify and characterize neighbourhoods throughout Newmarket; and,
 - Develop and implement policies to guide future development, while addressing neighbourhood character and compatibility.

2. PURPOSE & PROCESS



Opportunities for Public Feedback

- Three Public Consultation Meetings;
- Three Town Council / Committee of the Whole Meetings;
- Online Survey / Mapping Exercise; and
- Farmers Market Information Kiosk.

Reports and Deliverables

- Background Report;
- Neighbourhood Classification System;
- Policy Options Report;
- Policy Recommendations Report; and
- Official Plan Amendment and Implementing Zoning By-Law Amendment.

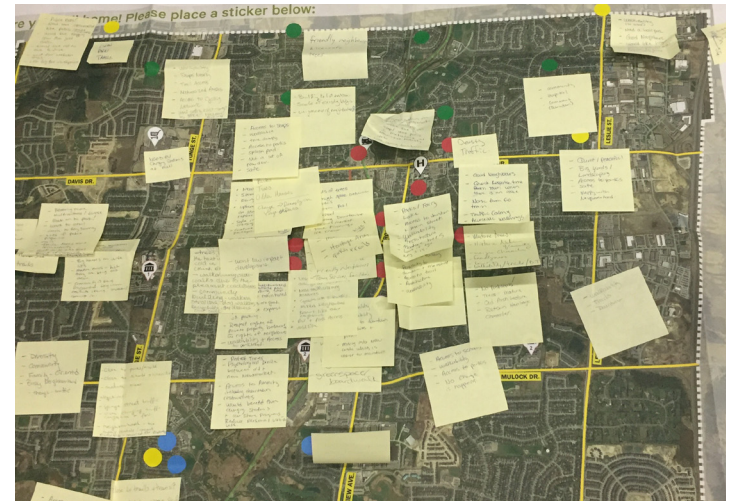
3. CONSULTATION & ENGAGEMENT

Key Findings

- Perception of “neighbourhood” does not exceed a 5-ha area.
- Residents value the trees and landscapes in their neighbourhoods as much, if not more than, built form.
- Disruptions to the quality of life are equally, if not more distressful, than their results.
- Residents in older areas had more positive perceptions about their neighbourhood.
- Residents highly value parks, open spaces and landscapes in their neighbourhoods.
- The majority of residents feel a strong sense of community.

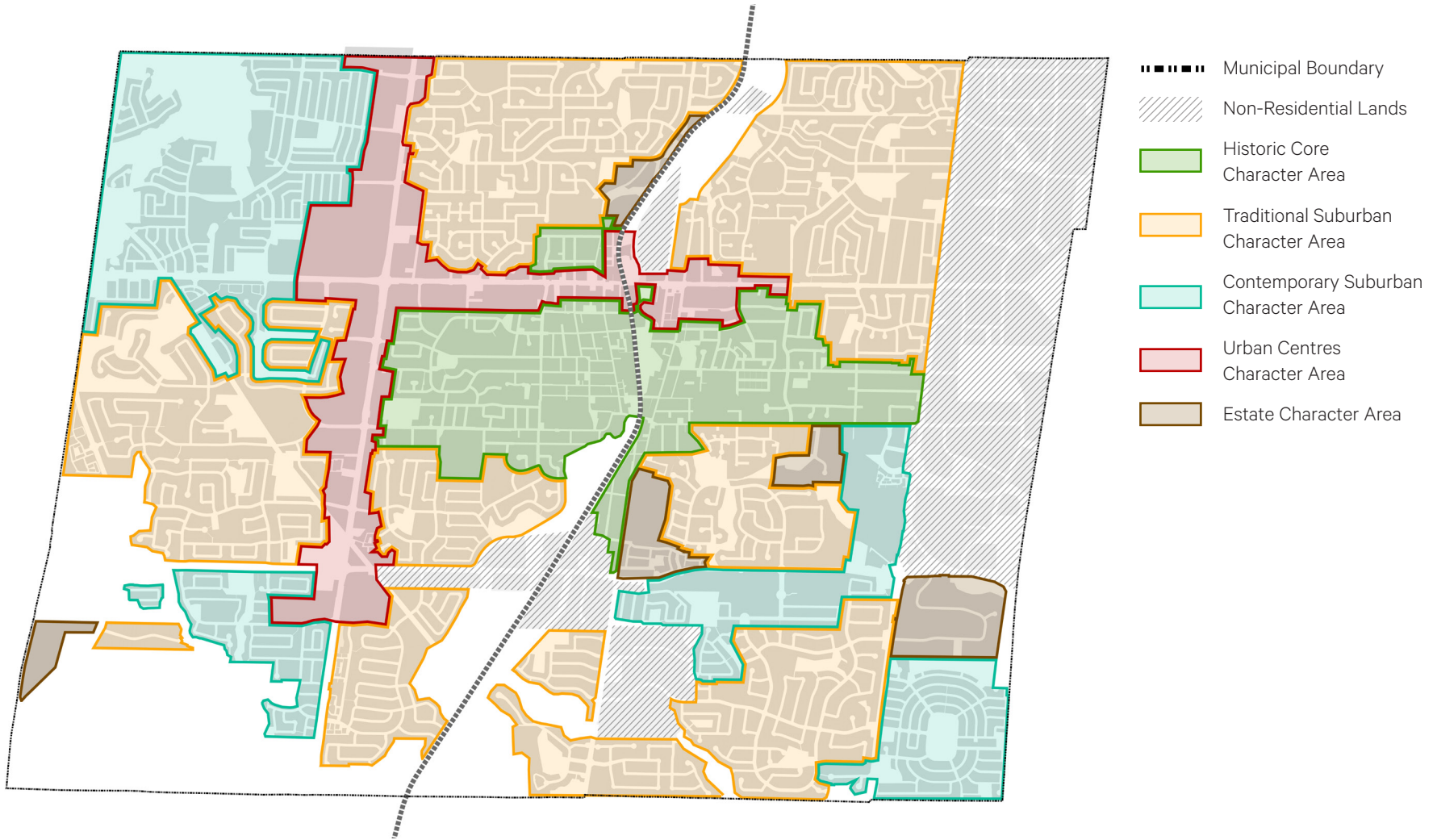


Mental Mapping Exercise

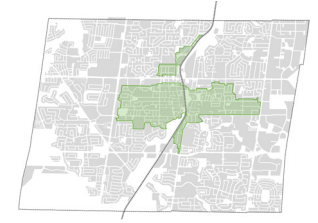


Neighbourhood Location / Character Exercise

4. CHARACTER AREA CLASSIFICATIONS



4. CHARACTER AREA CLASSIFICATIONS

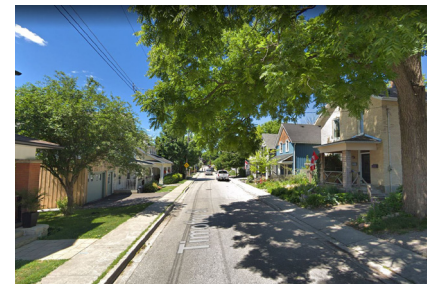


Historic Core Character Area

- Developed prior to the 1940's.
- Traditional street grid pattern. Short blocks, many intersections, and narrow roads.
- Landscaped boulevards and extensive tree canopy. Mature trees and significant private landscaping.
- Continuous sidewalks on one or both sides of the street.
- Overhead utilities.
- Rectangular lots with varied lot dimensions.
- Varied front and side yard setbacks (shallow, moderate and deep)
- Varied building heights (1-2 Storeys).
- Varied parking configurations (pads, detached garages, attached garages).
- Solid masonry or wood cladding.

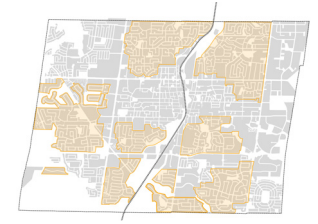


Alexander Rd.



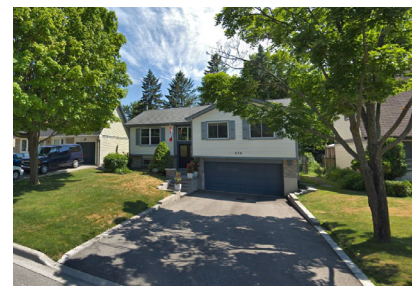
Timothy St.

4. CHARACTER AREA CLASSIFICATIONS



Traditional Suburban Character Area

- Developed between the 1940's and 1990's.
- Curvilinear street pattern. Long blocks, few intersections, and wide roads.
- Landscaped boulevards and moderate tree canopy. Established trees of varied maturity.
- Sidewalks on one side of the street (except cul-de-sacs / sometimes discontinuous)
- Buried utilities.
- Moderate to large rectangular and pie shaped lots.
- Moderate to deep front yard setbacks, and shallow to moderate side yard setbacks.
- Varied building heights (1-2 Storeys).
- Front driveways with attached garages.
- Masonry veneer, vinyl or stucco cladding.

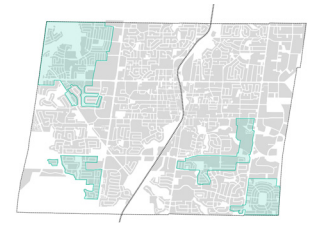


Magnolia Ave.



Waratah Ave.

4. CHARACTER AREA CLASSIFICATIONS

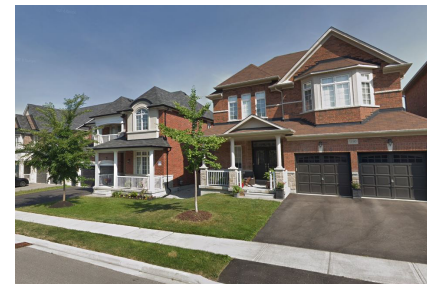


Contemporary Suburban Character Area

- Developed following the 1990's.
- Modified grid street pattern. Short blocks, many intersections, and moderate road width.
- Landscaped boulevards and minimal tree canopy. Newly-established trees with minimal private landscaping.
- Continuous sidewalks on one side of the street.
- Buried utilities.
- Small to moderate rectangular and pie shaped lots.
- Shallow to moderate front yard setbacks, and shallow side yard setbacks.
- Consistent building heights (2 Storeys).
- Front driveways with attached garages.
- Masonry veneer or vinyl cladding.



Ernest Cousins Cir.



Stuffles Cres.

5. CONDITIONS TESTING

Approach

1

Identification
& Delineation
of Variations in
Identified Character
Areas

2

Sampling of
Prototypical Site
& Adjacency
Conditions

3

Demonstrating
Existing & Potential
Built-Out Conditions

4

Evaluating Optimized
Development Against
Contemporary Design
& Construction
Standards

5. CONDITIONS TESTING

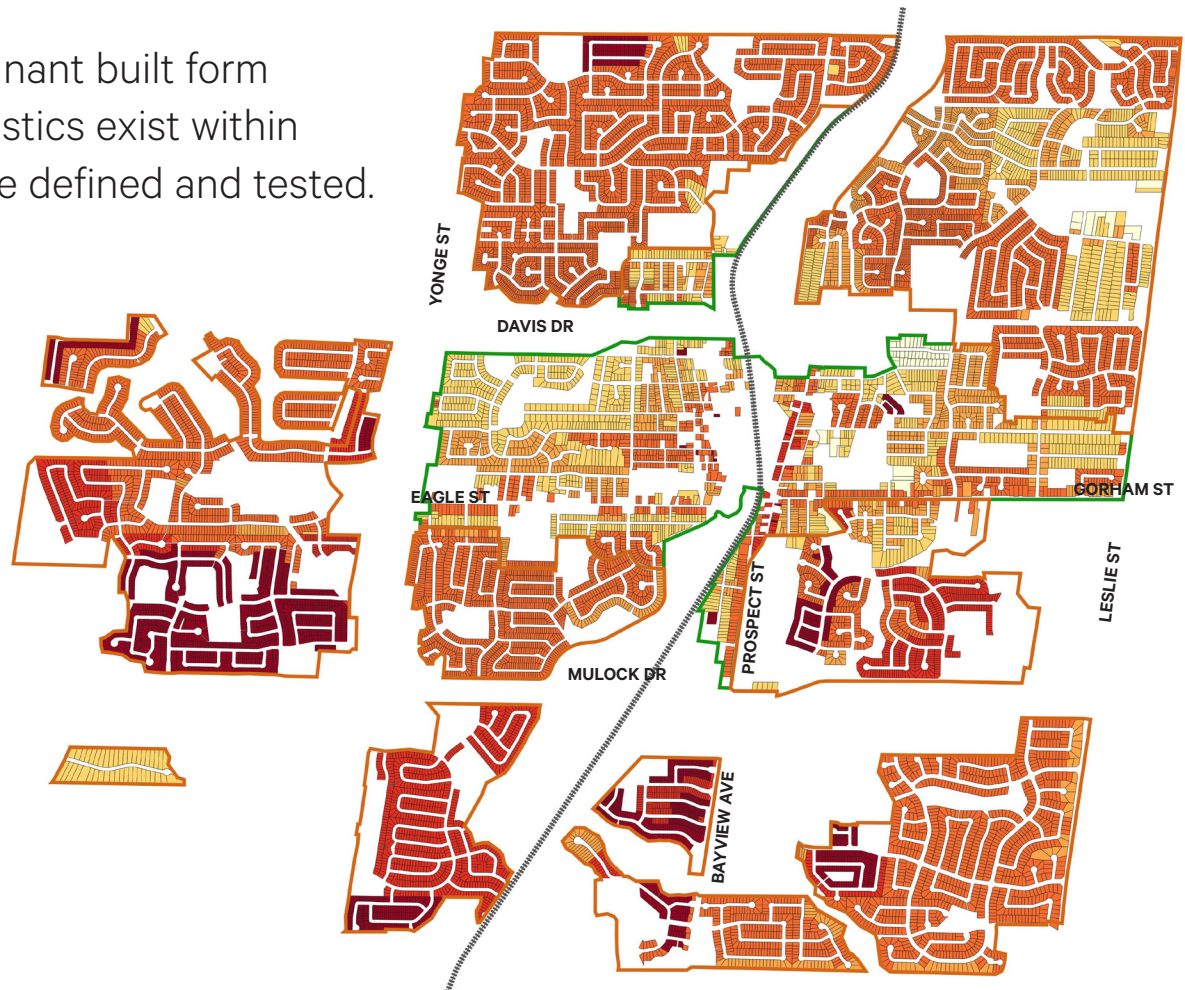
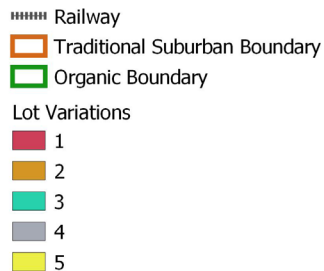
Step 1: Identification & Delineation of Variations in Identified Character Areas

Methodology

- Minor variations in predominant built form and public realm characteristics exist within character areas. These were defined and tested.

Analysis & Key Findings

- 5 Variations were identified.
- Scale and extent of variations differ by character area.



5. CONDITIONS TESTING

Step 2: Sampling of Prototypical Site & Adjacency Conditions

Methodology

Data was collected, analyzed and synthesized for each of the 90 sampled sites.

Analysis & Key Findings

- Zoning permissions allow for taller buildings and greater lot coverages, relative to prevailing development patterns.
- There is a correlation between:
 - building height and lot coverage;
 - building height and roof pitch; and,
 - lot size and front yard setbacks.
- Dwellings in Traditional Suburban Character Areas tend to be more built out, with more consistent setbacks, relative to those in Historic Core Character Areas.

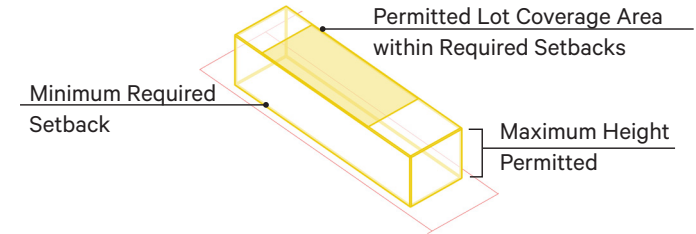
5. CONDITIONS TESTING

Step 3: Demonstrating Existing & Potential Built-Out Conditions

Methodology

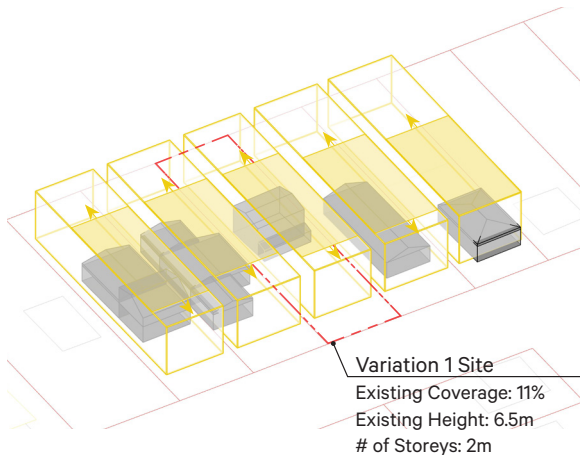
One prototypical site and adjacent conditions were selected from each of the five variations for further testing. Each sample was virtually modelled in three-dimensions to illustrate:

Permitted Built-form



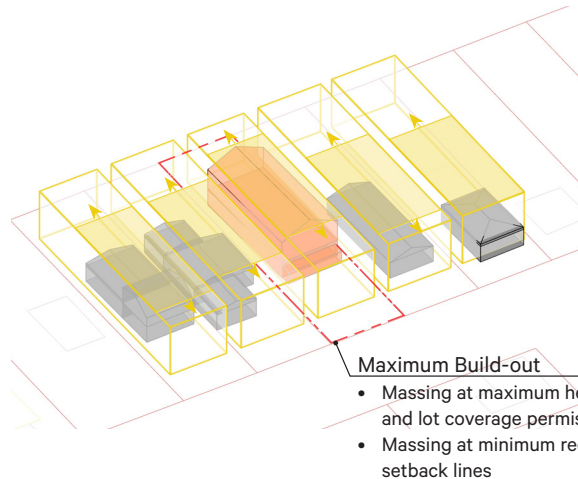
Existing Conditions

The current built environment



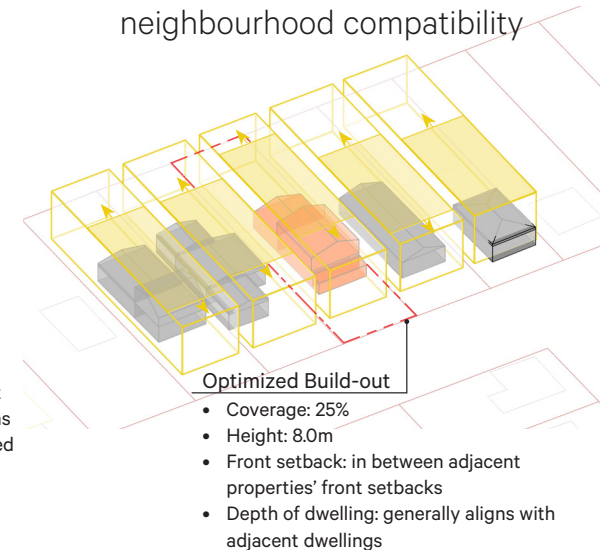
Maximum Build-out

Conditions based on as-of-right Zoning By-law regulations



Optimized Build-out

Based on potential amendments to Zoning By-law regulations to address neighbourhood compatibility



5. CONDITIONS TESTING

Step 3: Demonstrating Existing & Potential Built-Out Conditions

Analysis & Key Findings

- Generally, existing dwellings are below the maximum lot coverage and height permissions contained in the R1-B, R1-C and R1-D Zones.
- Permitted lot coverage and density allow for a built form that is generally not in keeping with adjacent properties, and the character of surrounding neighbourhoods.
- Due to language associated with existing building height definition, buildings with pitched roofs may project beyond maximum permitted heights (commonly 10.7m).
- Optimization of building envelopes resulted in lot coverages between 20% - 25%, maximum building heights between 8.0m – 9.0m, and maximum finished floor heights of 1.0m – 1.2m.

5. CONDITIONS TESTING

Step 4: Evaluating Optimized Development Against Contemporary Design & Construction Standards

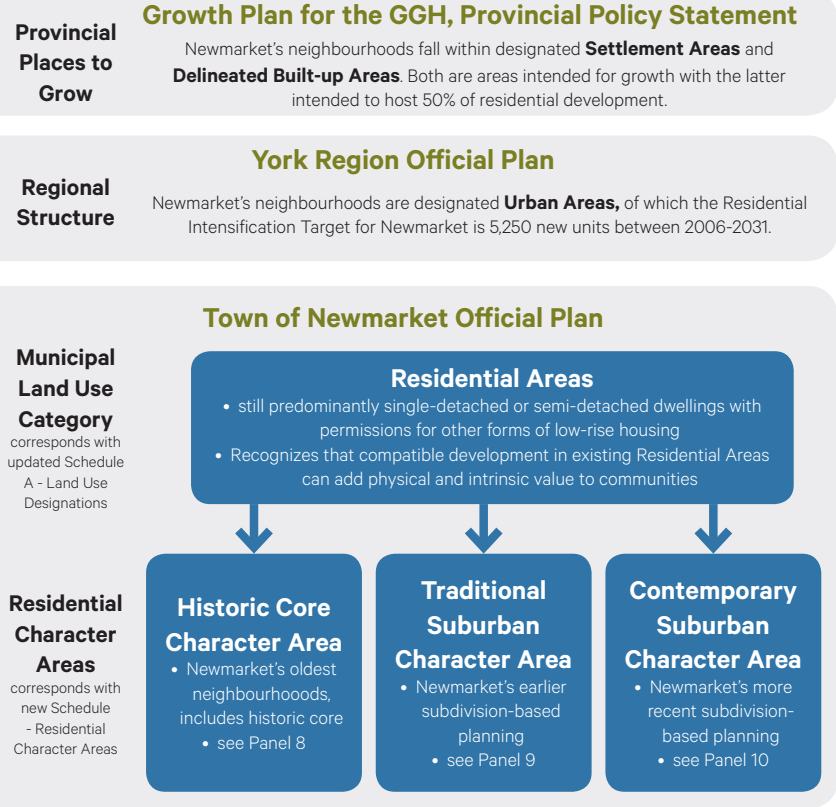
Methodology

- Optimized build-out conditions were evaluated against contemporary architectural and construction standards.
- These considerations were incorporated into the following Policy Recommendations.

6. POLICY RECOMMENDATIONS

Proposed Policy Structure

- Update the Official Plan to:
 - combine Stable Residential and Emerging Residential into one land use designation;
 - define neighbourhood character and speak to the need for compatibility;
 - address the need to accommodate for a range of tenures and ownership models to address modern housing needs; and
 - provide design direction specific to residential character areas.



6. POLICY RECOMMENDATIONS

Proposed Policy Structure Cont.

- Update the Zoning By-law to to comprehensively change the way that houses are regulated, so as to allow for optimize the development of properties, without jeopardizing the character of the surrounding neighbourhood. This can be achieved while allowing for greater flexibility in the interior layout.

Creating and Updating Definitions

- Basement
- Grade, Established or Finished
- Roof, Flat
- Roof, Pitched
- Height, Building
- Height, Finished First Floor
- Storey
- Garage, Residential

Updating and Creating Regulations & Standards

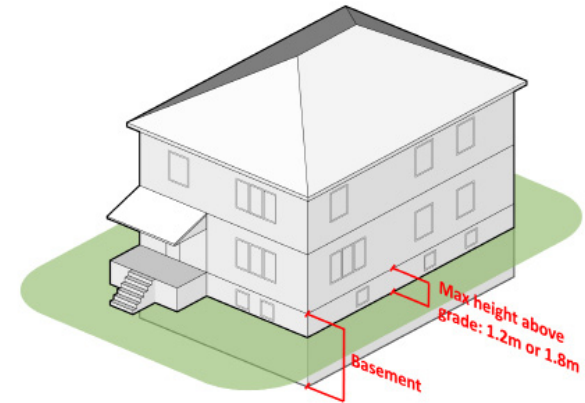
- Max. Finished First Floor Height
- Interior Side Lot Lines - C & D Zone Standards
- Required Front Yard Setback – C, D, E, F, G, H, J, K, L and M Standards
- Repeal Exception 119 enacted by By-law 2013-30
- Max. Lot Coverage
- Max. Building Height
- Group Homes
- Interior Side Yard Setbacks
- Permitted Uses and
- Dormers
- Reserve
- Non-complying building or structure
- Transition

6. POLICY RECOMMENDATIONS

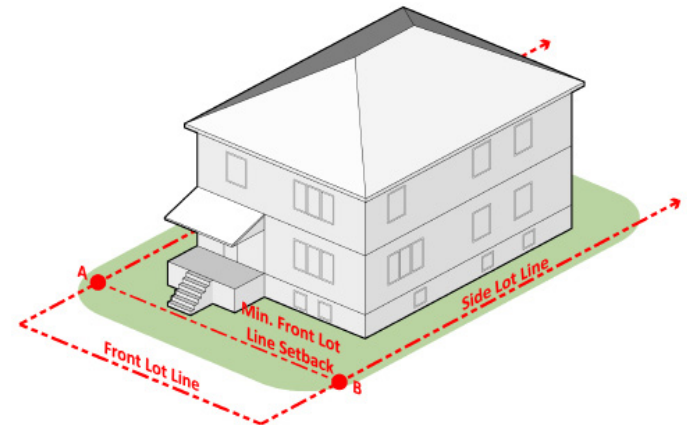
Zoning By-law Update - Creating and Updating Definitions

| New Defined / Updated Word | Key Change | Rationale |
|--------------------------------|--|---|
| Basement | Definition of height has been reduced to 1.2m or 1.8m | Current permissions allow basements to have a height above grade that is taller than an adult without it accounting for a storey. The proposed height still allows flexibility for windows and interior layout while ensuring basements are not visually a storey. |
| Grade, Established or Finished | The measurement of grade has been changed to be based on the front yard setback rather than all setbacks around a dwelling | The current way to measure grade takes the average of all areas around a house, which may be challenging to measure and may leave grade open to manipulation by adding or removing soil. This change reduces the prospect of manipulation and ensures a more consistent appearance of the dwelling from the street. |

Basement



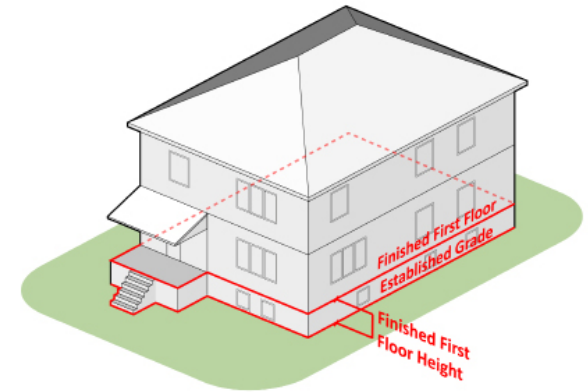
Grade, Established or Finished
= Average of Elevation at Point A & B



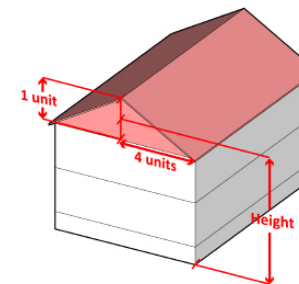
6. POLICY RECOMMENDATIONS

| New Defined / Updated Word | Key Change | Rationale |
|------------------------------|---|--|
| Roof, Flat Roof, Pitched | New definitions include minimum slope and roof area standards | Current Zoning By-laws do not define roofs, which allowed greater heights for new houses that were built with roofs that appeared like flat roofs but included cosmetic sloping elements. |
| Height, Building | Retitled to refer to building height | New roof definition works in combination with the new definitions for different roof type |
| Height, Finished First Floor | New definition added to recognize the first floor of a dwelling | The first floor of a house is visually distinctive and is key to shaping the relationship of the street to the dwelling. With new development commonly seeking to place the first floor higher, this new definition will work with other amended definitions to ensure a consistent and compatible front appearance. |

Height, Finished First Floor

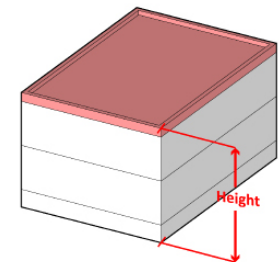


Pitched Roof



- Min. of 1.0 vertical unit for every 4.0 horizontal unit
- Height dependent on finished grade and mean roof distance

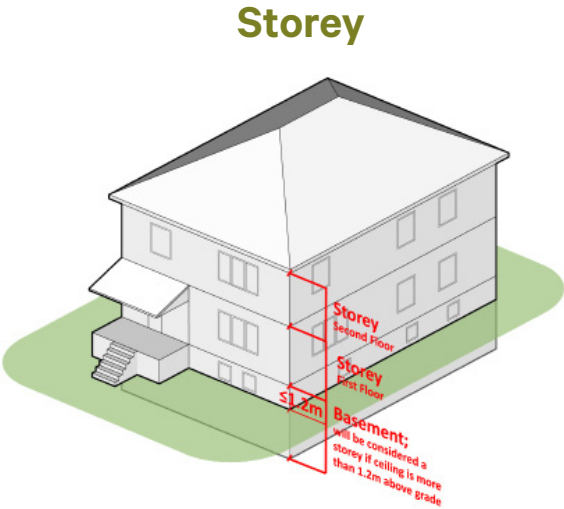
Flat Roof



- Less than 1.0 vertical unit for every 4.0 horizontal unit
- Height dependent on finished grade and highest point of the roof

6. POLICY RECOMMENDATIONS

| New Defined / Updated Word | Key Change | Rationale |
|----------------------------|---|---|
| Storey | The 3.6m height limit has been removed, though any portion that is 1.2 above grade will be deemed a storey (consistent with other definition changes) | Existing by-laws regulate the maximum height of a storey to 3.6m and a maximum of 2-storeys for most neighbourhoods, which limits the interior flexibility of a dwelling. The removal of the 3.6m height limit allows for houses to be more flexibly designed and focuses instead on the exterior appearance, which plays a larger role in shaping neighbourhood character. |
| Garage, Residential | Definition change clarifies garages are accessed via driveways | Existing Zoning By-laws intend for driveways or garages to be located in commonly found places and to avoid the impact of private yards of vehicular access. This change reinforces the same intention. |



6. POLICY RECOMMENDATIONS

Zoning By-law Update - Updating and Creating Regulations & Standards

| New / Updated Regulation or Standard | Key Change | Rationale |
|---|---|--|
| Section 6.2.2. Max. Finished First Floor Height | Set to 1.2 for Zone Standards A, B, C, D, E, F, G, H, and J | Works with the new definition for Height, Finished First Floor. The intent is to ensure that the front appearance of a house is compatible and consistent with the neighbourhood and to prevent basements from visually appearing as a storey. |
| Section 6.2.2. Interior Side Lot Lines | Measurements have been given (ranging from 1.2-1.8m) for interior side lot line setbacks, which are dependent on height | This rule retains the relationship that the side-yard setbacks for houses increase with height (of existing Zoning By-law), but uses measurement as a clearer measure, rather than storeys. |
| Section 6.2.2. Interior Side Yard Lot Lines | Interior side-yard setbacks are not required for semi-detached dwellings sharing a common wall | This rule change will clarify that semi-detached dwellings do not need a setback from the wall they share with their neighbour. |
| Section 6.2.2. Required Front Yard Setback for C, D, E, F, G, H, J, K, L, M | Setback requirement has been changed to be within a range of 1m of the average of the front yard setback of adjacent dwellings, rather than to be within the range of adjacent dwelling setbacks | The existing rule that requires Newmarket's neighbourhoods to be built within the range of front yard setbacks hasn't worked well, where little change is permitted for abutting houses with similar setbacks. In contrast, it provides little guidance in instances where dwellings have large front lot setback differences. This rule's objective is to ensure front setbacks are relatively consistent while allowing appropriate flexibility. |

6. POLICY RECOMMENDATIONS

| New / Updated Regulation or Standard | Key Change | Rationale |
|--------------------------------------|---|--|
| Exception 119 | Repeal Exception 119 enacted by By-law 2013-30 (Previous modifications to zone standards for the core area) | Other amendments within this overall set of recommendations accomplish the objectives of this exception, which goes into finer neighbourhood-by-neighbourhood sets of rules. |
| Section 6.2.2. Max Lot Coverage | Lot coverage to follow area-specific lot indicated in a new schedule. Generally, allowances have been reduced in R1-C and R1-D areas. | Newmarket's existing single-detached lots contain a wide range of lot coverages. Some houses are at their maximum coverage while other areas have houses under 10%, however, the main lot coverage applying to many single-detached housing is 35%. The proposed lot coverage maps allow maximum coverages that are more compatible with existing neighbourhoods. |
| Section 6.2.2. Max. Height | Regulation revised to a maximum height of 8.5m for most Zone Standards. | As the 3.6m height limit is proposed to be removed in this By-law update, new dwellings can much more easily achieve a height of 10.7m (the maximum height permitted for most dwellings). This height is significantly taller than most houses in Newmarket; the proposed heights in this regulation are more compatible to existing neighbourhoods and will work with other updated definitions to ensure flexibility in the interior layout. |

For the full proposed wording changes and thorough explanation of the rationale, please see memo 'Conditions Analysis'

6. POLICY RECOMMENDATIONS

| New / Updated Regulation or Standard | Key Change | Rationale |
|--------------------------------------|---|---|
| Section 6.2.3 Dormers | New definition of dormers given with a limitation on how much area it can cover in relation to the roof. | The zoning by-law does not currently have any standards related to dormers that project through a roof. This rule ensures that a roof maintain its appearance and not have an entire additional storey within it. |
| Section 4.24 Reserve | A new 0.3m reserve will be used to determine lot lines and setbacks | This is common clarification in other municipalities that avoids confusion as the Town may sometimes temporarily take 0.3m of land away from a development as a way to control when it is ready to be built and connect to municipal roads. |
| Section 1.10 Transition | All minor variances that were approved prior to the enactment of this By-law 2020-XX continue to apply and remain in force as if they are lawful variances. | This section is intended to protect applications that were underway, or that were previously granted permissions, from being caught by these new rules. |

7. NEXT STEPS

- Based on the feedback received by Council, the Official Plan Amendment, implementing Zoning By-law Amendment, and accompanying Policy Recommendations Report will be revised and finalized.
- These materials will be presented back to Council for formal approval in October, 2020.

THANK YOU!

6. CONDITIONS TESTING - ADDITIONAL DETAIL

Step 1: Identification & Delineation of Variations in Identified Character Areas

Analysis & Key Findings

| Variation 1 | Variation 2 | Variation 3 | Variation 4 | Variation 5 |
|---|--|--|--|---|
| <p>Consistent Conditions: Low lot coverage (under 20% with many around 15%) Rectilinear lot and block shape Front lot widths range from 20-25m Depth of lots around 3x the width or more (long skinny lots) Single-detached dwellings Typically has R1-C/R1-D zoning</p> | <p>Consistent Conditions: Low to medium lot coverage (many around 20-25%) Rectilinear and curvilinear lot and block shape Front lot widths range from 20-25m Depth of lots around 2x the width Single-detached dwellings Typically has R1-C/R1-D zoning, some R1-E/R1-F</p> | <p>Consistent Conditions: Low to medium lot coverage (under 25%) Rectilinear lot and block shape Front setbacks relatively consistent Front lot widths range from 30-25m Depth of lots around 1.3-1.5x the width (squarish lots) Single-detached dwellings Typically has R1-B/R1-C/R1-D zoning</p> | <p>Consistent Conditions: High lot coverage (40%+) Rectilinear and curvilinear lot and block shape Height Typically 2-storeys Front setbacks relatively consistent Front lot widths range from 6-8m Depth of lots around 5-6x the width (long skinny lots) Single-detached/ Semi-detached/Duplex Dwelling Typically has R2-K/R1-F zoning</p> | <p>Consistent Conditions: High lot coverage (30%-40%) Rectilinear and curvilinear lot and block shape Front setbacks relatively consistent Front lot widths range from 10-15m Depth of lots around 4-5x the width (long skinny lots) Single-detached/ Semi-detached/Duplex Dwellings Typically has R2-K/R2-G/R2-J/R1-E/R1-F zoning</p> |
| <p>Varying Conditions: Height •Number of floors •Front setbacks</p> | <p>Varying Conditions: •Height •Number of floors •Front setbacks</p> | <p>Varying Conditions: •Height •Number of floors</p> | <p>Varying Conditions: •Height</p> | <p>Varying Conditions: •Height •Number of floors</p> |

6. CONDITIONS TESTING - ADDITIONAL DETAIL

Step 2: Sampling of Prototypical Site & Adjacency Conditions

Analysis & Key Findings - Height Analysis

| 2-storey Dwelling Height (m) - Organic | | | | |
|---|----------------|------|--------|---------------------|
| | Mean (Average) | Mode | Median | Permitted by Zoning |
| Height as defined in Zoning By-laws | 5.98 | 6.50 | 6.00 | 10.7 / 10.0 |
| Height as measured from ground (at front of house) to rooftop | 7.23 | 6.00 | 5.00 | |

| 2-storey Dwelling Height (m) - Traditional Suburban | | | | |
|---|----------------|------|--------|---------------------|
| | Mean (Average) | Mode | Median | Permitted by Zoning |
| Height as defined in Zoning By-laws | 7.80 | 8.00 | 7.00 | 10.7 / 10.0 |
| Height as measured from ground (at front of house) to rooftop | 6.66 | 6.50 | 6.50 | |

| 1-storey Dwelling Height (m) - Organic | | | | |
|---|----------------|------|--------|---------------------|
| | Mean (Average) | Mode | Median | Permitted by Zoning |
| Height as defined in Zoning By-laws | 3.99 | 4.00 | 4.00 | 7.5 (ex.119) |
| Height as measured from ground (at front of house) to rooftop | 5.00 | 4.00 | 5.00 | |

| 1-storey Dwelling Height (m) - Traditional Suburban | | | | |
|---|----------------|------|--------|---------------------|
| | Mean (Average) | Mode | Median | Permitted by Zoning |
| Height as defined in Zoning By-laws | 4.89 | 5.00 | 5.00 | 7.5 (ex.119) |
| Height as measured from ground (at front of house) to rooftop | 3.93 | 3.50 | 4.00 | |

Note: not all data collected has been shown - see Memo 'Conditions Analysis' for full data collected

6. CONDITIONS TESTING - ADDITIONAL DETAIL

Step 2: Sampling of Prototypical Site & Adjacency Conditions

Analysis & Key Findings - Lot Coverage Analysis

| 2.5-storey Dwelling Lot Coverage (%) - Traditional Sub. | | | | | |
|---|------|--------|---------------------|------|-----------------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 29 | - | 29 | 15 | 20 | 35/25 (ex. 119) |

| 2-storey Dwelling Lot Coverage (%) - Organic | | | | | |
|--|------|--------|---------------------|------|-----------------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 21 | 16 | 18 | 15 | 20 | 35/25 (ex. 119) |

| 2-storey Dwelling Lot Coverage (%) - Traditional Sub. | | | | | |
|---|------|--------|---------------------|------|-----------------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 24 | 28 | 25 | 15 | 20 | 35/25 (ex. 119) |

| 1.5-storey Dwelling Lot Coverage (%) - Organic | | | | | |
|--|------|--------|---------------------|------|-----------------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 13 | - | 13 | 15 | 20 | 35/25 (ex. 119) |

| 1.5-storey Dwelling Lot Coverage (%) - Traditional Sub. | | | | | |
|---|------|--------|---------------------|------|-----------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 33 | - | 34 | 15 | 20 | 35 |

| 1-storey Dwelling Lot Coverage (%) - Organic | | | | | |
|--|------|--------|---------------------|------|-----------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 19 | 8 | 18 | 15 | 20 | 35 |

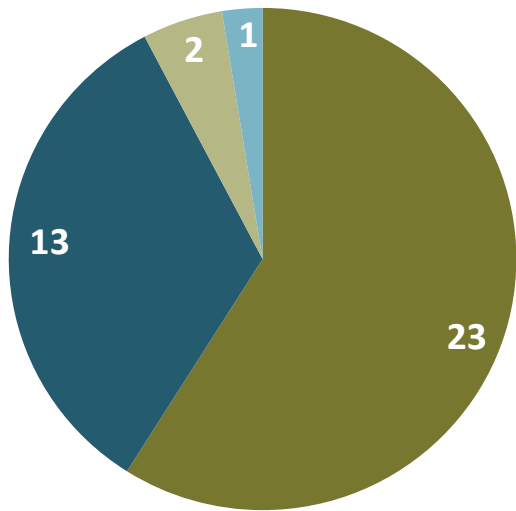
| 1-storey Dwelling Lot Coverage (%) - Traditional Sub. | | | | | |
|---|------|--------|---------------------|------|-----------|
| Mean (Average) | Mode | Median | Permitted by Zoning | | |
| | | | R1-A | R1-B | R1-C/R1-D |
| 19 | - | 14 | 15 | 20 | 35 |

Note: not all data collected has been shown - see Memo 'Conditions Analysis' for full data collected

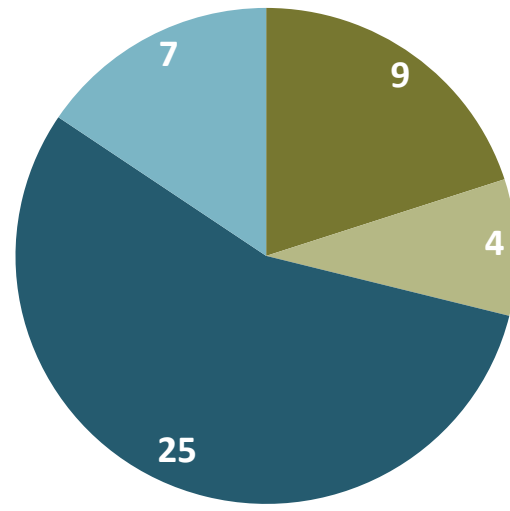
6. CONDITIONS TESTING - ADDITIONAL DETAIL

Step 2: Sampling of Prototypical Site & Adjacency Conditions

Breakdown of Sample by # of Storeys
Historic Core Character Areas

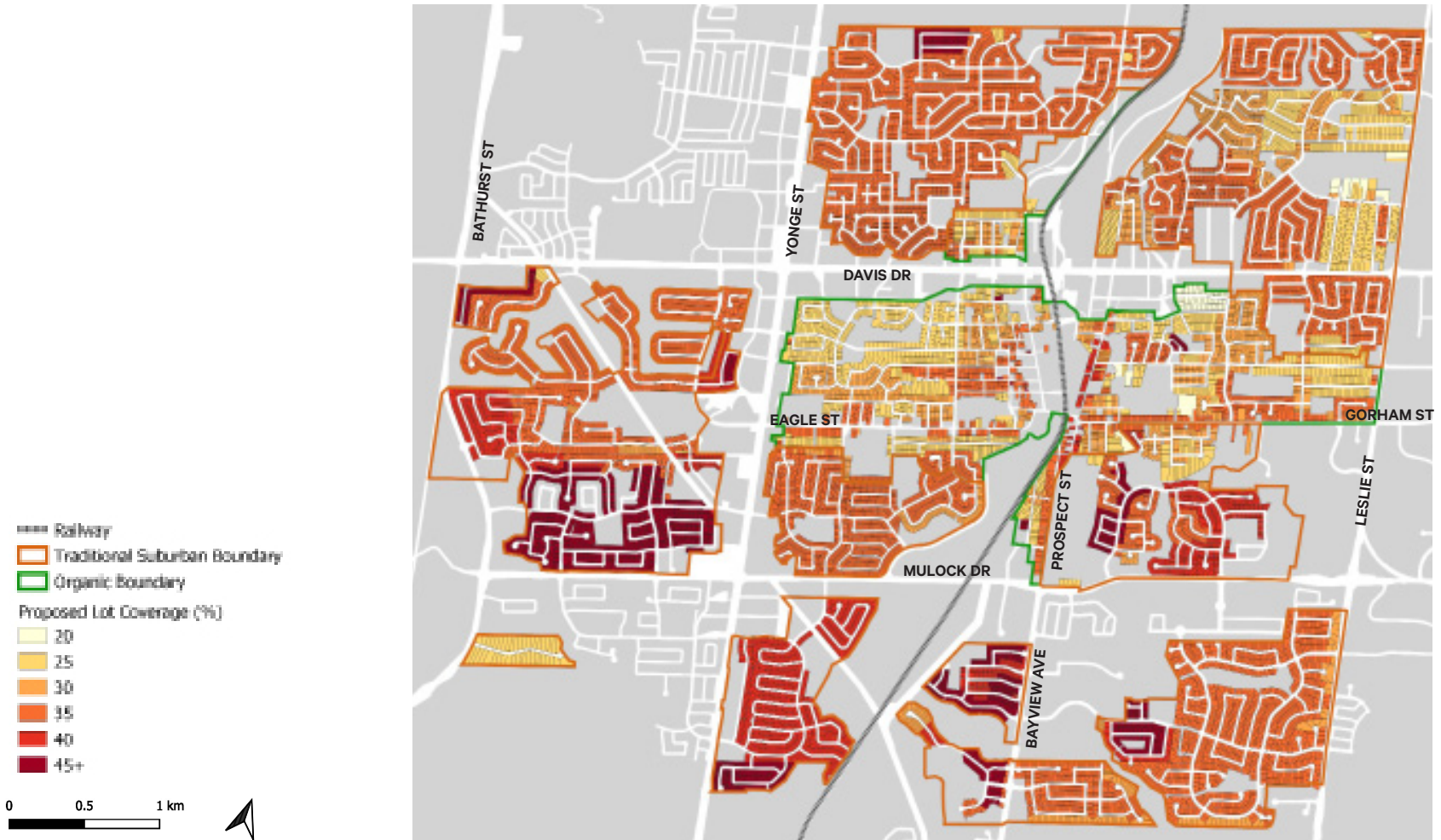


Breakdown of Sample by # of Storeys
Traditional Suburban Character Areas



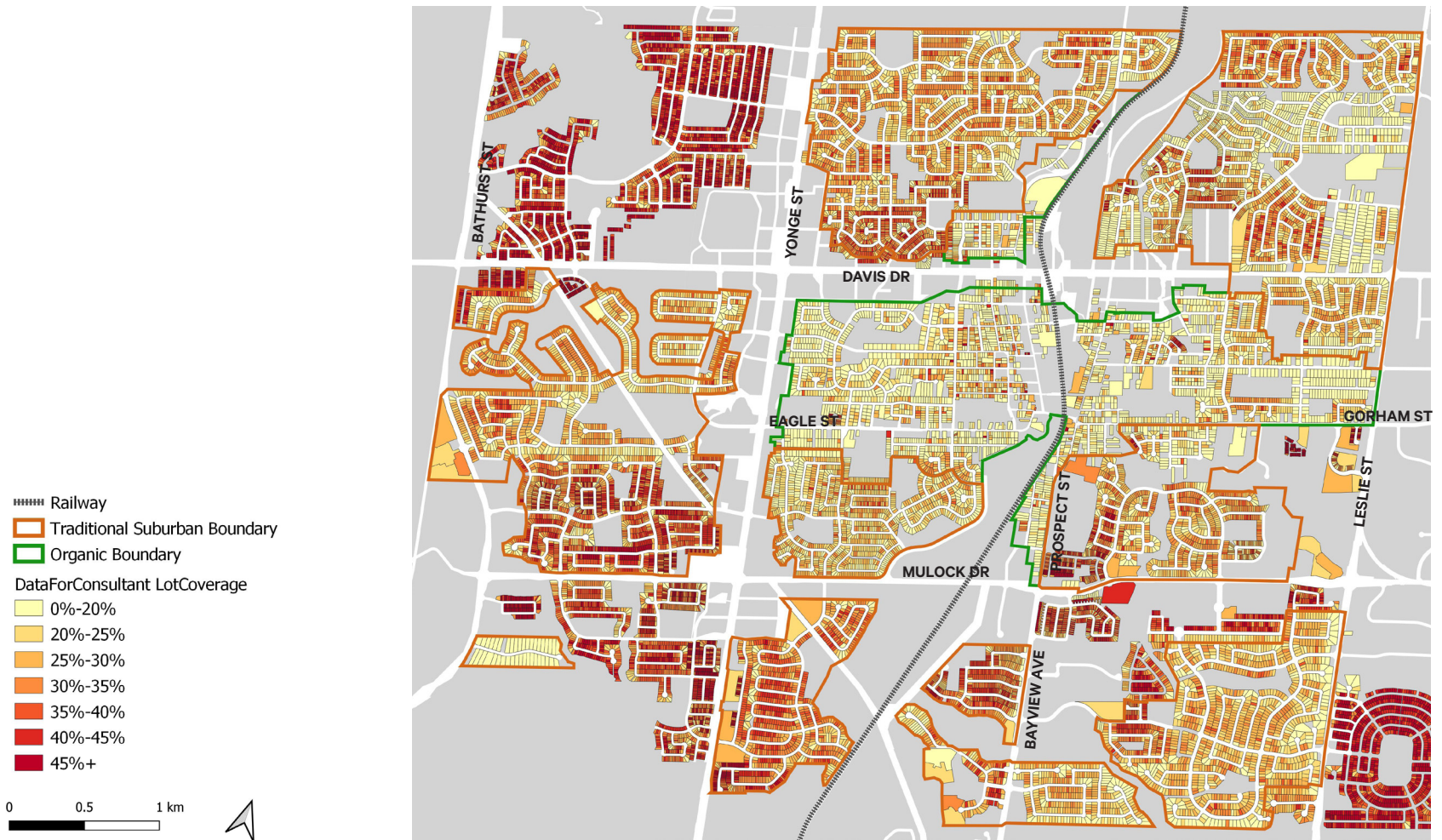
7. POLICY RECOMMENDATIONS - Proposed Schedule

Maximum-Permitted Lot Coverage



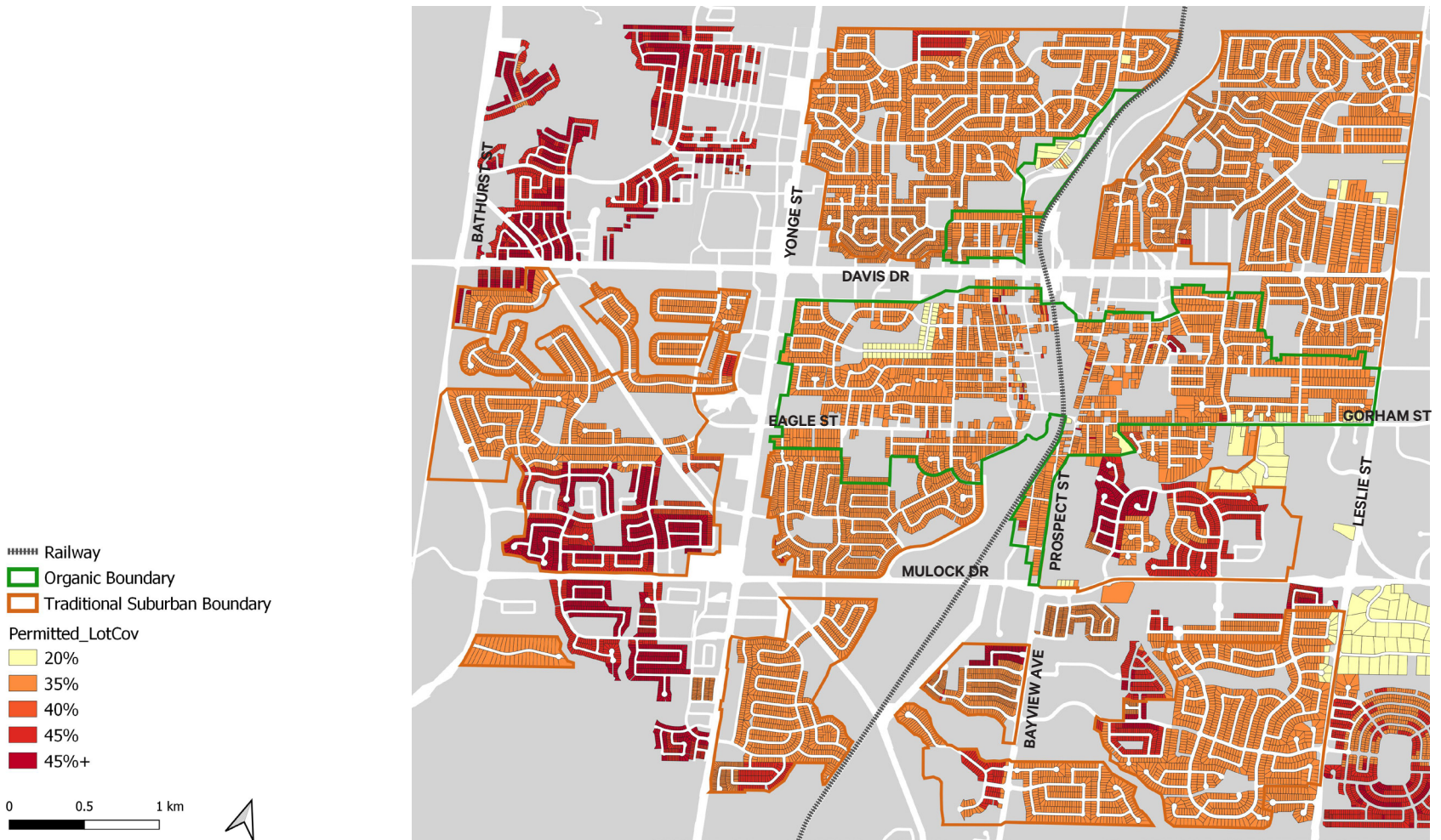
7. POLICY RECOMMENDATIONS - Existing Coverage

Existing Lot Coverage



7. POLICY RECOMMENDATIONS - Existing Coverage

Existing Maximum-Permitted Lot Coverage



Town-initiated Official Plan Amendment and Zoning By-law Amendment to By-laws 1979-50, 1981-96 and 2010-40 (Established Neighbourhood Study)

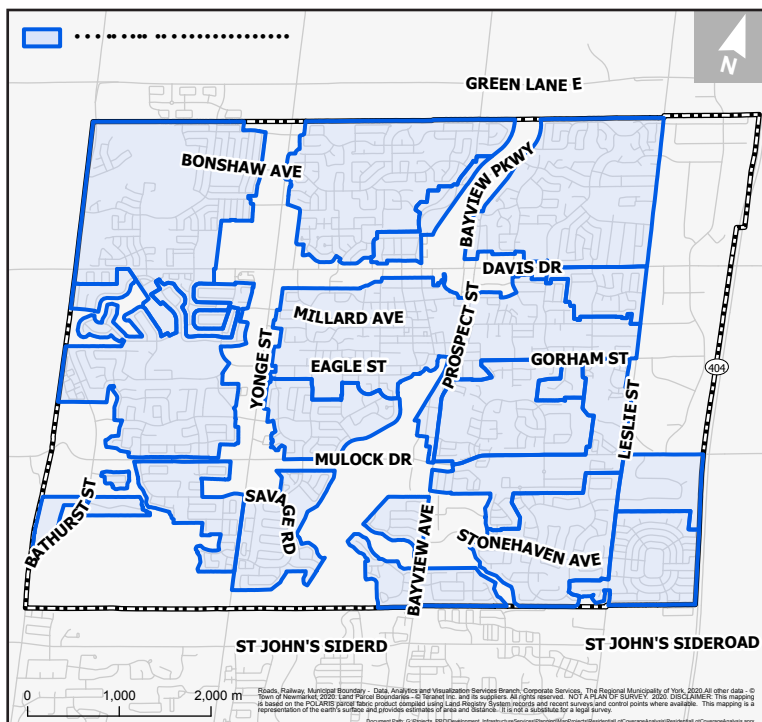
Take notice that the Council of the Corporation of the Town of Newmarket will hold an electronic public meeting on **Monday, August 31 at 1 p.m.** by way of an electronic meeting using video conferencing (Zoom) to consider the Town-initiated Official Plan and Zoning By-law Amendments under the Planning Act, RSO 1990, c. P. 13, as amended.

Purpose and effect: The purpose of these amendments is to enact the recommendations from the Established Neighbourhoods Compatibility Study related to growth, change, and compatibility of single-lot/unit development in established residential areas. The study is occurring due to the ongoing Interim Control By-law that temporarily limits the ability to increase the size of residential structures in much of Newmarket.

The proposed amendments include a number of changes, which can all be found online at newmarket.ca/ENCS. The proposed changes generally include:

- Adopting more detailed Official Plan policies related to the common physical characteristics of Newmarket neighbourhoods to guide development and change;
- Changing how much of a lot can be covered by buildings (lot coverage and setbacks) in established residential areas to allow for growth, but seek compatibility of development;
- Changing how the by-law regulates building height, to allow new houses but ensure they are of a height that is compatible with the surrounding area;
- Changing how the by-law regulates storeys in houses to provide more flexibility in interior design; and,
- Repealing the older zoning by-laws of 1979-50 and 1981-96 where they are still in place for developed residential areas to bring these properties under the Town's current 2010 zoning by-law.

The proposed amendments apply to residential areas of Newmarket outside of the Yonge Street and Davis Drive urban centres zoning by-law 2019-06 as shown on the map below:



HOW TO GET INVOLVED:

As the Municipal Offices remain closed to the public, this meeting will be streamed live on **Monday, August 31 at 1 p.m. at newmarket.ca/meetings**. The video will also be made available after the meeting and archived on the Town's website. If there are any technical difficulties during the live stream, the Town will attempt to post the archived video after the meeting.

YOU CAN GET INVOLVED WITH THESE APPLICATIONS IN THE FOLLOWING WAYS:

Submit written comments:

Written comments may be emailed to clerks@newmarket.ca. In order for comments to be received by Council at the statutory public meeting, written comments must be submitted by **end of day Sunday, August 30**. Written comments will also continue to be received after the public meeting has concluded, after the meeting send written comments to planning@newmarket.ca

Speak to Council during the live meeting through video conferencing (Zoom):

Individuals who wish to provide verbal representation may provide a remote (live) deputation through the Zoom platform during the Council meeting. Due to the technical requirements of joining an electronic meeting, residents are **strongly encouraged to pre-register for a remote (live) deputation** by providing their full name and contact information and registering via clerks@newmarket.ca or by calling **905-953-5300 ext. 2203**.

Personal information collected in response to these planning applications will be used to assist Town staff and Council to process these applications and will be made public.

Any person may verbally address Council during the live meeting through Zoom and/or submit written comments either in support of or against the proposed Official Plan and Zoning By-law Amendments.

Any person may send written comments to the Town of Newmarket at 395 Mulock Drive, P.O. Box 328, STN MAIN Newmarket, ON, L3Y 4X7 or via email at planning@newmarket.ca, or by calling **905-953-5321**.

If you wish to be notified of the decision of the Town of Newmarket on the proposed Official Plan or Zoning By-law Amendments, you must make a written request to Planning Services at Town of Newmarket, 395 Mulock Drive, P.O. Box 328, STN MAIN Newmarket, ON L3Y 4X7 or by emailing planning@newmarket.ca

For more information about these matters, including information about appeal rights, contact Phoebe Chow, Senior Policy Planner pchow@newmarket.ca



Town of Newmarket

Minutes

Council - Electronic

Date: Monday, July 27, 2020
Time: 1:00 PM
Location: Streamed live from the Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Mayor Taylor
Deputy Mayor & Regional Councillor Vegh
Councillor Simon
Councillor Woodhouse
Councillor Twinney
Councillor Kwapis
Councillor Broome
Councillor Bisanz

Members Absent: Councillor Morrison

Staff Present: J. Sharma, Chief Administrative Officer
E. Armchuk, Commissioner of Corporate Services
P. Noehammer, Commissioner of Development & Infrastructure Services
I. McDougall, Commissioner of Community Services
L. Lyons, Director of Legislative Services/Town Clerk
K. Saini, Deputy Town Clerk
J. Unger, Acting Director of Planning & Building Services
A. Cammaert, Acting Manager of Planning Services
P. Chow, Senior Planner
A. Walkom, Legislative Coordinator
J. Grossi, Legislative Coordinator

The meeting was called to order at 1:01 PM.
Mayor Taylor in the Chair.

1. Public Notice

Mayor Taylor acknowledged that the Town of Newmarket is located on the traditional territories of the Wendat, Haudeno-saunee, and the Anishinaabe peoples and the treaty land of the Williams Treaties First Nations and other Indigenous peoples whose presence here continues to this day. He thanked them for sharing this land with us. Mayor Taylor also acknowledge the Chippewas of Georgina Island First Nation as our close neighbours and friends, and that we work to ensure a cooperative and respectful relationship.

Mayor Taylor advised that the Municipal Offices were closed to the public and that this meeting was streamed live at Newmarket.ca/meetings. Residents who would like to provide comment on an item on this agenda were encouraged to provide their feedback in writing through email to Legislative Services at clerks@newmarket.ca or by joining the meeting electronically through video or telephone. He advised residents that their comments would form part of the public record.

2. Additions & Corrections to the Agenda

The Clerk advised of the following additions to the agenda:

- Item 4.1.4: Correspondence regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment - Gerald Fox
- Item 4.1.5: Correspondence regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment - Donna and Steve MacDonald
- Item 4.1.6: Correspondence regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment - Colleen Harack
- Item 4.1.7: Correspondence regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment - Doug Selwood
- Item 4.1.8: Correspondence regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment - Helen Thorne
- Item 4.2.1: Correspondence regarding Urban Centres Secondary Plan and Zoning By-law Amendments - Edie and Tom Andrews
- Item 9.2.8.3: Correspondence regarding 2020 Annual Servicing Allocation Review - Mark R. Flowers of Davies Howe

Moved by: Councillor Twinney

Seconded by: Councillor Broome

1. That the additions to the agenda be approved.

Carried

3. Conflict of Interest Declarations

None.

4. Public Hearing Matter(s)

The Clerk welcomed the public to the Virtual Public Planning and Council meeting. She advised that the Planning Act requires the Town to hold at least one public meeting on any proposed Zoning By-law Amendment, Official Plan Amendment or Draft Plan of Subdivision or Condominium.

The Clerk advised that the purpose of the public meeting is to hear from anyone who has an interest in either of the following applications:

- 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment. The application is a proposed Official Plan and Zoning By-law amendment to permit 20 Townhouse Units & 2 Semi-detached Units at 849 Gorham Street.
- Urban Centres Secondary Plan and Zoning By-law Amendments. The purpose of the Official Plan Amendment is to revise the Newmarket Urban Centres Secondary Plan to clarify the original intent of the policies, implement recommendations of recently approved planning documents, and resolve inconsistencies between policies and schedules. The effect of the Official Plan Amendment is to have updated land use policies and schedules that align with Provincial, Regional and Town approved planning documents. The purpose of the Zoning By-law Amendment is to clarify the original intent of the regulations, achieve greater alignment between various sections and maps, and to ensure conformity with the Secondary Plan. The effect of the Zoning By-law Amendment is to have updated definitions, development standards and maps that conform to the Secondary Plan outlined in a more user-friendly manner.

She further advised that Council would not make a decision regarding the proposed applications at the public meeting, but will refer all written and verbal comments to Planning Staff to consider and return with a report to a future Committee of the Whole or Council meeting.

The Clerk encouraged anyone who was interested in providing verbal feedback to Council regarding these applications to join the meeting electronically by emailing clerks@newmarket.ca.

The Clerk advised that if anyone wished to be notified of any subsequent meetings regarding this matter, they may email planning@newmarket.ca.

The Clerk noted that in accordance with the Planning Act, the Local Planning Appeal Tribunal may dismiss an appeal to the Tribunal, without holding a hearing, if the appellant failed to make either oral submissions at the public meeting or provide written submissions to Council prior to adoption of the application.

The Clerk thanked residents for their participation and interest in the meeting.

4.1 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment

Moved by: Councillor Woodhouse

Seconded by: Councillor Kwapis

1. That the Public Hearing Matter regarding 849 Gorham Street - Official Plan Amendment and Zoning By-law Amendment be deferred to the Council meeting of August 31, 2020.
2. That sub-items 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.1.6, 4.1.7, and 4.1.8 being correspondence provided by Patrick Monks, Stephen King, Janet Caverly, Gerald Fox, Donna and Steve MacDonald, Colleen Harack, Doug Selwood, and Helen Thorne be deferred to the Council meeting of August 31, 2020.

Carried

4.1.1 Correspondence - Patrick Monks

4.1.2 Correspondence - Stephen King

4.1.3 Correspondence - Janet Caverly

4.1.4 Correspondence - Gerald Fox

4.1.5 Correspondence - Donna and Steve MacDonald

4.1.6 Correspondence - Colleen Harack

4.1.7 Correspondence - Doug Selwood

4.1.8 Correspondence - Helen Thorne

4.2 Urban Centres Secondary Plan and Zoning By-law Amendments

The Acting Director of Building and Planning Services provided an introduction to the presentation which included the background of the Urban Centres Secondary Plan.

The Senior Planner provided a presentation which included an overview of the proposed amendments and highlights of proposed changes to the Secondary Plan and Zoning By-law. The presentation provided a breakdown of the various technical changes, policy changes, and mapping changes to both the secondary plan and zoning by-law. The presentation concluded with the next steps to be taken in the amendment process.

Moved by: Councillor Broome

Seconded by: Councillor Kwapis

1. That the presentation by Phoebe Chow, Senior Planner regarding Urban Centres Secondary Plan and Zoning By-law Amendments be received; and,
2. That the correspondence from Edie and Tom Andrews be received.

Carried

4.2.1 Correspondence - Edie and Tom Andrews

5. Presentations & Recognitions

None.

6. Deputations

None.

7. Minutes

7.1 Council - Electronic Meeting Minutes of June 29, 2020

Moved by: Councillor Bisanz

Seconded by: Councillor Simon

1. That the Council - Electronic Meeting Minutes of June 29, 2020 be approved.

Carried

8. Reports by Regional Representatives

Deputy Mayor & Regional Councillor Vegh advised of the recent York Region Council decision to make the wearing of masks mandatory in enclosed public spaces and provided the background regarding Council's decision.

Mayor Taylor advised of an upcoming report to be presented to the Committee of the Whole regarding changes to provincial growth scenarios and the effects on both York Region as a whole and local municipalities.

9. Consent Items and Recommendations from Committees

9.1 Council Workshop - Electronic Meeting Minutes of June 29, 2020

Moved by: Councillor Broome

Seconded by: Councillor Woodhouse

1. That the Council Workshop - Electronic Meeting Minutes of June 29, 2020 be received.

Carried

9.2 Committee of the Whole - Electronic Meeting Minutes of July 20, 2020

Moved by: Councillor Kwapis

Seconded by: Councillor Twinney

1. That the Committee of the Whole - Electronic Meeting Minutes of July 20, 2020 be approved and the recommendations noted within items 9.2.1 to 9.2.14 be adopted.

Carried

9.2.1 Remote Deputation regarding Helmer Avenue Parking Review - Stephanie McNeil

1. That the Remote Deputation regarding Helmer Avenue Parking Review by Stephanie McNeil be received.

9.2.2 Item 5.3 of the draft Audit Committee Meeting Minutes of July 14, 2020

1. That the Audit Committee recommends to Council that the Consolidated Financial Statements year ended December 31, 2019 be approved.
2. That the Audit Committee recommends to Council that the Main Street District Business Improvement Area Financial Statements year ended December 31, 2019 be approved.

9.2.3 2019 Audited Financial Statements

1. That the report entitled 2019 Financial Statements and Auditor's Report dated July 20, 2020 be received; and,
2. That the draft 2019 financial statements for The Corporation of the Town of Newmarket and the Town of Newmarket Main Street District BIA; the Financial Statement Discussion and Analysis prepared by staff; and the Report to the Audit Committee on the results of the December 31, 2019 financial statements audits from Deloitte LLP be received; and,
3. That Council approve the 2019 financial statements for The Corporation of the Town of Newmarket and the Town of Newmarket Main Street District BIA as endorsed by the Audit Committee.

9.2.4 2020 Reserves and Reserve Funds Budget Staff Report

1. That the report entitled 2020 Reserves and Reserve Funds Budget dated July 20, 2020 be received; and,
2. That 2020 Reserves and Reserve Funds Budget as set out in the attachment be approved; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.5 Helmer Avenue Parking Review

1. That the report entitled Helmer Avenue Parking Review dated July 20, 2020 be received; and,
2. That the Helmer Avenue Parking Review be referred back to staff.

9.2.6 Timothy Street Parking Review

1. That the report entitled Timothy Street Parking Review dated July 20, 2020 be received; and,
2. That the parking amendments in Appendix A be adopted; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.7 Kingsmere Avenue Traffic and Parking Review

1. That the report entitled Kingsmere Avenue Traffic and Parking Review dated July 20, 2020 be received; and,
2. That the Correspondence by David Elms regarding Kingsmere Avenue Traffic and Parking Review be received.
3. That this report and Council extracts be forwarded to the York Region Catholic School Board; and,
4. That this report and Council extracts be forwarded to the York Regional Police; and,
5. That staff undertake the appropriate Category 1 speed management programs on Kingsmere Avenue; and,
6. That staff coordinate with the York Region Catholic School Board for on-site and off-site improvements; and,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.7.1 Correspondence - David Elms

9.2.8 2020 Annual Servicing Allocation Review

1. That the report entitled 2020 Annual Servicing Allocation Review dated July 20, 2020 be received; and,
2. That Council reinstate servicing allocation to the following developments as outlined in this staff report:

- a. Azure Homes (172-178 Old Main Street);
 - b. Redwood (17645 Yonge Street);
 - c. Marianneville Glenway Block 120 (Bethpage Crescent, lands west of the Hydro corridor);
 - d. Options Development (281 Main Street North);
 - e. Shining Hill Phase 1 (16250 Yonge Street); and,
 - f. Maple Lane Lands and Development (680 Gorham Street); and,
3. That Council grant serving allocation to Marianneville Glenway East Phase 3 as outlined in this staff report; and,
 4. That Council rescind 98 persons of servicing allocation from Landmark Estates Phase 5 (Yonge Street and Clearmeadow Boulevard) for the reasons outlined in this staff report; and
 5. That the Town's remaining servicing capacity (the Town Reserve) of 2094 persons of allocation, of which, 16 persons is to be held in the Severance Reserve, be maintained for future development; and,
 6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.8.1 Correspondence - Michele Freethy, Larkin Land Use Planners

1. That the Correspondence from Michele Freethy of Larkin Land Use Planners regarding the 2020 Annual Servicing Allocation Review be received.

9.2.8.2 Correspondence - Frank Orsi, 1209104 Ontario Limited

1. That the Correspondence from Frank Orsi of 1209104 Ontario Limited regarding the 2020 Annual Servicing Allocation Review be received.

9.2.8.3 Correspondence - Mark R. Flowers, Davies Howe

1. That the Correspondence from Mark R. Flowers of Davies Howe regarding the 2020 Annual Servicing Allocation Review be received.

9.2.9 Site Specific Exemption to Interim Control By-law 2019-04 for 318 Andrew Street

1. That the report entitled Site Specific Exemption to Interim Control By-law 2019-04 for subject property 318 Andrew Street dated July 20th, 2020 be received; and,
2. That Council deny the requested site-specific exemption to Interim Control by-law 2019-04 for 318 Andrew Street.

9.2.10 Site Specific Exemption to Interim Control By-law 2019-04 for 737 Grace Street

1. That the report entitled Site Specific Exemption to Interim Control By-law 2019-04 for subject property 737 Grace Street dated July 20th, 2020 be received; and,
2. That Council approve the requested site-specific exemption to Interim Control by-law 2019-04 for 737 Grace Street and adopt the attached exemption by-law.

9.2.11 Interim Control By-law Exemption Process - Expiration

1. That the report entitled Interim Control By-law Exemption Process - Expiration, dated July 20, 2020 be received; and,
2. That in consideration of the Established Neighbourhood Study recommendations coming to a statutory public meeting on August 31, 2020 and through a staff report to Committee of the Whole on October 5, 2020, no further Interim Control By-law exemption applications be accepted after 4:30pm on August 24, 2020; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2.12 Anti-Black Racism Task Force

Whereas the United Nations proclaimed 2015-2024 the Decade for People of African Descent, an important step in the international community recognizing that people of African descent represent a distinct group whose human rights must be promoted and protected; and,

Whereas the Town of Newmarket is member of the Canadian Commission for UNESCO (CCUNESCO), and part of the coalition

of inclusive municipalities that undertake initiatives to advance social inclusion, establish policies to eradicate racism and discrimination, and promote human rights and diversity; and,

Whereas systemic barriers to full participation in our community continue to affect the lived experiences of Black Ontarians; and,

Whereas the Town of Newmarket has endorsed the Inclusion Charter for York Region, and signed a commitment to creating, "...an inclusive environment ...where everyone can participate freely in society and live with respect, dignity and freedom from discrimination"; and,

Whereas the Town of Newmarket, is committed to building a more inclusive community by "promoting equity, accessibility, and inclusion through our thoughts and actions in support of our growing community"; and,

Whereas the Town of Newmarket is committed to taking meaningful action to address anti-Black racism through the existing partnerships and avenues available to the Town; and,

Whereas Council's Strategic Priorities for 2018-2022 are guided by the principles of diversity and inclusion; and,

Whereas on June 24, 2019, Council approved a Mayor's Roundtable on Diversity and Inclusivity to continue and foster dialogue around diversity and inclusion strategies; and,

Whereas in 2018, Town staff formed a Diversity and Inclusion Working Group which is comprised of staff from all departments and management levels within the organization; and,

Now therefore be it resolved that:

1. That staff be directed and authorized to create an Anti-Black Racism Task Force in accordance with the Committee Administration Policy, and the creation and approval of the Terms of Reference for this Task Force be delegated to the Mayor and Chief Administrative Officer; and,
2. That Terms of Reference for the Anti-Black Racism Task Force include optional provisions to support work and/or combine with other municipal task forces/ committees; and,

3. That staff be directed to recruit up to ten citizen members to sit as members of the Anti-Black Racism Task Force, in accordance with the Committee Public Appointment Policy and Terms of Reference for this Task Force, and in consultation with the Newmarket African Caribbean Canadian Association; and,
4. That up to three Newmarket Council Members be appointed to sit as members of this Task Force and the appointments be delegated to the Mayor.

9.2.13 Newmarket Public Library Board Meeting Minutes of February 19, 2020, April 2, 2020 and April 9, 2020

1. That the Newmarket Public Library Board Meeting Minutes of February 19, 2020, April 2, 2020 and April 9, 2020 be received.

9.2.14 New Business - Alex Doner Drive Traffic Mitigation Request

1. That the request for a review of traffic control and traffic calming measures on Alex Doner Drive between Sykes Road and Kirby Crescent be referred to staff.

10. By-laws

Moved by: Councillor Woodhouse

Seconded by: Councillor Kwapis

1. That By-laws 2020-44 and 2020-45 be enacted.

Carried

11. Notices of Motions

None.

12. Motions Where Notice has Already been Provided

None.

13. New Business

None.

14. Closed Session

Mayor Taylor advised there was no requirement for a Closed Session.

14.1 Council Workshop - Electronic (Closed Session) Meeting Minutes of June 29, 2020

Moved by: Councillor Broome

Seconded by: Councillor Woodhouse

1. That the Council Workshop - Electronic (Closed Session) Meeting Minutes of June 29, 2020 be approved.

Carried

15. Confirmatory By-law

Moved by: Deputy Mayor & Regional Councillor Vegh

Seconded by: Councillor Woodhouse

1. That By-law 2020-46 be enacted.

Carried

16. Adjournment

Moved by: Councillor Bisanz

Seconded by: Councillor Simon

1. That the meeting be adjourned at 2:13 PM.

Carried

John Taylor, Mayor

Lisa Lyons, Town Clerk



Town of Newmarket

Minutes

Council Workshop - Electronic

Date: Tuesday, August 25, 2020
Time: 1:00 PM
Location: Streamed live from the Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Mayor Taylor
Deputy Mayor & Regional Councillor Vegh
Councillor Twinney
Councillor Morrison
Councillor Kwapis
Councillor Broome
Councillor Bisanz

Members Absent: Councillor Simon
Councillor Woodhouse

Staff Present: J. Sharma, Chief Administrative Officer
E. Armchuk, Commissioner of Corporate Services
P. Noehammer, Commissioner of Development & Infrastructure Services
I. McDougall, Commissioner of Community Services
L. Lyons, Director of Legislative Services/Town Clerk
K. Saini, Deputy Town Clerk
L. Georgeff, Director of Human Resources
J. Rose, Healthy Workplace Program Specialist
A. Walkom, Legislative Coordinator
J. Grossi, Legislative Coordinator

Guests: Jerisha Grant-Hall, Newmarket African Caribbean Canadian Association (NACCA)

The meeting was called to order at 1:03 PM.
Mayor Taylor in the Chair.

1. Notice

Mayor Taylor advised that the Municipal Offices were closed to the public and that this meeting was streamed live at Newmarket.ca/meetings.

Mayor Taylor advised that in accordance with the Town's Procedure By-law, no decisions are to be made but rather this meeting was an opportunity for Council to have informal discussion regarding various matters.

Mayor Taylor acknowledged that the Town of Newmarket is located on the traditional territories of the Wendat, Haudeno-saunee, and the Anishinaabe peoples and the treaty land of the Williams Treaties First Nations and other Indigenous peoples whose presence here continues to this day. He thanked them for sharing this land with us. Mayor Taylor also acknowledge the Chippewas of Georgina Island First Nation as our close neighbours and friends, and that we work to ensure a cooperative and respectful relationship.

Lee Miller, York Region Alliance of African Canadian Communities (YRAACC), guided Council and Staff through the ancestral acknowledgement.

2. Additions & Corrections to the Agenda

The Clerk advised that there were no additions or corrections to the agenda.

3. Conflict of Interest Declarations

None.

4. Items

4.1 Towards Racial Equity: Understanding Anti-Black Racism in Canada

Mayor Taylor provided an introduction to the presentation entitled Towards Racial Equity: Understanding Anti-Black Racism in Canada, and outlined the current events that have led to these important conversations. He introduced Jerisha Grant-Hall, Newmarket African Caribbean Canadian Association (NACCA) and thanked her team for their work through NACCA.

Jerisha Grant-Hall began the presentation with an opening circle, introduced the United Nations General Assembly proclaimed international decade for people of African descent (2015-2024), and explained how

racism was developed. She outlined the covert and overt types of racism, which include structural, institutional, individual/interpersonal, and internalized. Jerisha further explained reparation in the Canadian context, the historical timeline of activism, and the myth of meritocracy. She guided Council through the motions of moving from inclusive to anti-racist and towards racial equity.

Jerisha presented next steps for the Town of Newmarket and provided other municipal examples as reference points. She concluded with a closing circle, and encouraged Members of Council to document their commitments and develop personal, actionable plans.

Mayor Taylor provided closing comments and thanked Jerisha Grant-Hall, and NACCA for their work in the community.

Moved by: Deputy Mayor & Regional
Councillor Vegh

Seconded by: Councillor Bisanz

1. That the presentation provided by Jerisha Grant-Hall, Newmarket African Caribbean Canadian Association (NACCA) regarding Anti-Black Racism in Canada be received.

Carried

5. Adjournment

Moved by: Councillor Twinney

Seconded by: Councillor Broome

1. That the meeting be adjourned at 3:02 PM.

Carried

John Taylor, Mayor

Lisa Lyons, Town Clerk



Town of Newmarket

Minutes

Committee of the Whole - Electronic

Date: Monday, August 24, 2020
Time: 1:00 PM
Location: Streamed live from the Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Mayor Taylor
Deputy Mayor & Regional Councillor Vegh
Councillor Simon
Councillor Morrison
Councillor Kwapis
Councillor Broome
Councillor Bisanz

Members Absent: Councillor Woodhouse
Councillor Twinney

Staff Present: J. Sharma, Chief Administrative Officer
E. Armchuk, Commissioner of Corporate Services
P. Noehammer, Commissioner of Development & Infrastructure Services
C. Service, Acting Commissioner of Community Services
L. Lyons, Director of Legislative Services/Town Clerk
K. Saini, Deputy Town Clerk
S. Chase, Director of Innovation and Strategic Initiatives
A. Cammaert, Acting Manager, Planning Services
K. Reynar, Director of Legal and Procurement Services
A. Walkom, Legislative Coordinator
J. Grossi, Legislative Coordinator

For consideration by Council on August 31, 2020.
The meeting was called to order at 1:02 PM.
Mayor Taylor in the Chair.

Deputy Mayor & Regional Councillor Vegh in the Chair for the discussion of Items 4.3 and 5.1: Downtown Parking Review specifically related to the proposed agreement with St. Paul's Church due to a declared conflict by Mayor Taylor.

1. Notice

Mayor Taylor advised that the Municipal Offices were closed to the public and that this meeting was streamed live at Newmarket.ca/meetings. Residents who would like to provide comment on an item on this agenda were encouraged to provide their feedback in writing through email to Legislative Services at clerks@newmarket.ca or by joining the meeting electronically through video or telephone. He advised residents that their comments would form part of the public record.

2. Additions & Corrections to the Agenda

The Clerk advised that there were no additions or corrections to the agenda.

3. Conflict of Interest Declarations

Mayor Taylor declared a conflict regarding Items 4.3 and 5.1: Downtown Parking Review, specifically related to a proposed agreement with St. Paul's Church. He advised that his parents are members of the church.

4. Presentations & Recognitions

4.1 York Region's Transportation Services Department - Yonge Street Project

The Commissioner of Development & Infrastructure Services provided an introduction to the presentation and the presenters from York Region Transportation Services department.

Jamal Ahmed, Project Manager, Capital Planning and Delivery provided a presentation on the Yonge Street reconstruction project to take place between Davis Drive and Green Lane. The presentation included an overview of the project, a timeline of completion and the efforts to address impacts on stakeholders in the area.

Moved by: Councillor Morrison

Seconded by: Councillor Bisanz

1. That the presentation provided by Jamal Ahmed, Project Manager, Capital Planning and Delivery, Transportation Services of York Region regarding the Yonge Street Project be received.

Carried

4.2 Lake Simcoe Regional Conservation Authority - 2020 Budget Companion

The Chief Administrative Officer provided an introduction to the presentation and to Mike Walters, Chief Administrative Officer of the Lake Simcoe Region Conservation Authority.

Mike Walters provided a presentation which included an overview of the LSRCA Budget Companion for 2020 which outlines the LSRCA's service areas and programs. The presentation concluded with an overview of LSRCA's Annual Operating Priorities for 2020.

Moved by: Councillor Broome
Seconded by: Deputy Mayor & Regional
Councillor Vegh

1. That the presentation provided by Mike Walters, Chief Administrative Officer, Lake Simcoe Region Conservation Authority (LSRCA) regarding the LSRCA 2020 Budget Companion be received.

Carried

4.3 Downtown Parking Review

Note: This item was dealt with under sub-item 6.1. Please see sub-item 6.1 for motion. Mayor Taylor took no part in the discussion related to the proposed agreement with St. Paul's Church due to a declared conflict.

The Director of Innovation & Strategic Initiatives provided a presentation which included an analysis of a workshop held by the Joint BIA/Town Task Force on downtown parking options. The presentation provided a list of various options which had been identified by the Task Force. The options

for Council's consideration were organized by the timelines required including short, medium and long term options.

4.4 2020-2022 Association of Municipalities of Ontario Board of Directors, Small Urban Caucus

On behalf of Council, Mayor Taylor recognized and congratulated Councillor Kwapis for his election to the 2020-2022 Association of Municipalities of Ontario Board of Directors, Small Urban Caucus.

5. Deputations

5.1 Remote Deputation regarding Businesses Accepting Cash in Newmarket

Lynn Rae provided a deputation which outlined her experiences with businesses in Newmarket not accepting cash and instead accepting debit or credit cards only. She advised that she believed that businesses should be required to accept cash.

Moved by: Deputy Mayor & Regional
Councillor Vegh

Seconded by: Councillor Kwapis

1. That the remote deputation provided by Lynn Rae regarding businesses accepting cash in Newmarket be received.

Carried

5.2 Remote Deputation regarding International Holocaust Remembrance Alliance (IHRA) Definition on Antisemitism

Note: This item was dealt with under sub-item 6.6. Please see sub-item 6.6 for motion.

Jason Grossman, Senior Manager, Public Affairs of the Centre for Israel and Jewish Affairs (CIJA) provided a deputation regarding the International Holocaust Remembrance Alliance (IHRA) definition on antisemitism. The deputation included a background of the development of the working definition of antisemitism and its implementation by many governments and non-governmental organizations.

6. Consent Items

Moved by: Councillor Bisanz
Seconded by: Councillor Morrison

1. That sub-items 6.2, 6.3, 6.4, 6.7, 6.8, and 6.9 be adopted on consent. See following sub-items 6.1, 6.5, and 6.6 for motions.

Carried

6.1 Downtown Parking Review

An alternate motion was presented and is noted below in bold.

Moved by: Councillor Kwapis
Seconded by: Councillor Simon

- 1. That Council endorse option #1 (St. Paul's).**

Carried

Deputy Mayor & Regional Councillor Vegh assumed the role of Chair for this item. Mayor Taylor took no part in the discussion or vote on the foregoing matter due to a declared conflict.

An alternate motion was presented and is noted below in bold.

Moved by: Councillor Kwapis
Seconded by: Councillor Broome

- 2. That the presentation provided by the Director of Innovation and Strategic Initiatives regarding Downtown Parking Review be received, and the report entitled Downtown Parking Review – Analysis of Joint BIA/Town Task Force Workshop dated August 24, 2020 be received; and,**
- 3. That Council endorse options #2 (Darcy St.), #3 (additional currently unmarked parking spots on Main Street), #7(sharing agreements) for immediate action, and that Council direct staff to advance #5(Cedar St.), #8 (449 Eagle- Habitat House), #9 (AOK) as part of the 2021 or 2022 budget process; and,**

4. That Council direct staff to issue a non-binding RFP for additional spaces behind Cachet and be presented as part of the 2021 or 2022 budget process; and,
5. That Staff be directed to leave 30 minute parking on Main Street in place and provide regular enforcement of 30 minute parking maximum. Also that staff be directed to review the 30 minute parking on Main Street including feedback from the BIA to be brought back to Council in the first quarter of 2021 for consideration; and,
6. That Council approve, in principle, staff developing strategies related to By-laws, loading zones, and special events for future Council consideration; and,
7. That Council direct staff to present a report on parking wayfinding in the downtown area for Council consideration in Q2 2021; and,
8. That Council direct staff to formally begin a process to evaluate the potential benefits and challenges related to moving the Tennis facilities in River walk Commons area to a new location and expand parking on site either through surface, underground, or co-development.

Carried

6.2 2020 Budget Reconciliation

1. That the report entitled 2020 Budget Reconciliation dated August 24, 2020 be received; and,
2. That the 2020 Budget Reconciliation be approved; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

6.3 Amended Tax Rate By-law

1. That the report entitled Amended Tax Rate By-law dated August 24, 2020 be received; and,
2. That the amended by-law be enacted; and,

3. That Staff be authorized and directed to do all things necessary to remit the referenced amount to the Regional Municipality of York.

6.4 Second Quarterly Update to the Outstanding Matters List for 2020

1. That the report entitled Second Quarterly Update to the Outstanding Matters List for 2020 dated August 24, 2020 be received; and,
2. That Council adopt the updated Outstanding Matters List; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

6.5 Update on Mulock Station Area Secondary Plan

Moved by: Councillor Simon
Seconded by: Councillor Morrison

1. That the report entitled Update on the Mulock Station Area Secondary Plan dated August 24, 2020 be received; and,
2. That the report entitled Update on the Mulock Station Area Secondary Plan be forwarded to the Regional Municipality of York as input to York Region's Municipal Comprehensive Review, including but not limited to a request that York Region align the Mulock GO major transit station area boundary with the proposed Mulock Station Area Secondary Plan boundary, and the submission of the proposed density to assist York Region's Land Needs Assessment; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

6.6 International Holocaust Remembrance Alliance (IHRA) Definition on Antisemitism

An alternate motion was presented and is noted below in bold.

Moved by: Councillor Kwapis

Seconded by: Councillor Simon

Whereas the Town of Newmarket has established diversity and inclusivity as a strategic priority for the Town at Council; and,

Whereas, in February 2019, the Inclusion Charter for York Region was endorsed as a community initiative, bringing together businesses, community organizations, municipalities, police services, hospitals, school boards, conservation authorities and agencies who share a vision to foster a welcoming and inclusive community; and,

Whereas, we have a shared responsibility to stop antisemitism in all its forms through education and public consciousness as antisemitic demonstrations continue to threaten communities and undermine democracy; and,

Whereas, the International Holocaust Remembrance Alliance (IHRA) is an intergovernmental organization founded in 1998 that consists of 34 countries, including Canada, each of whom recognizes that international coordination is needed to combat antisemitism; and,

Whereas, six per cent of York Region residents identify themselves as Jewish, which is a higher representation than Canada and Ontario; and,

Whereas, on February 27, 2020, Bill 168, the Combating Antisemitism Act which directly mentions IHRA, unanimously passed a second reading in the Ontario legislature with all-party support; and,

Whereas, the Town of Newmarket is enriched by its active and engaged Jewish and Israeli residents.

Therefore Be It Resolved by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. **That the Remote Deputation regarding International Holocaust Remembrance Alliance (IHRA) Definition on Antisemitism provided by Jason Grossman be received;** and,
2. That Council adopt the International Holocaust Remembrance Alliance's (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016 as follows: "Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed

toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities”; and,

3. That all York Region municipalities as well as the Chair of the province of Ontario’s Standing Committee on Justice Policy be advised of this resolution.

Carried

6.7 Financial Update

1. That this report entitled Financial Update Staff Report to Council be received; and,
2. That staff be directed to provide an update on the projected impact of the pandemic on the Town when more information becomes available; and,
3. That changes to the 2020 capital program, and additions to the 2021 capital spending authority be made as detailed in this report; and,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

6.8 Water Metering Data Solution

1. That the report entitled Metering Data Solution dated August 24, 2020 be received; and,
2. That a non-competitive acquisition for a metering data solution from Savage Data Systems in the amount of \$60,000.00 per year, for a term of two years, plus two additional optional, one year terms be approved; and,
3. That the Director of Financial Services and Manager of Procurement be authorized to execute any agreements; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

6.9 Audit Committee Minutes of January 27, 2020

1. That the Audit Committee Minutes of January 27, 2020 be received.

7. Action Items

None.

8. Notices of Motion

8.1 Councillor Kwapis - Commercial Rooftop Patios

Councillor Kwapis provided notice for a motion regarding Commercial Rooftop Patios.

Whereas the Planning Act allows municipalities to amend its comprehensive zoning by-law from time-to-time; and,

Whereas it is appropriate to update the Town's comprehensive zoning by-law from time-to-time to address new circumstances, market demands, and to ensure that desirable emerging and innovative uses are permitted; and,

Whereas 'Commercial Rooftop Patios' are currently defined in the Town's comprehensive zoning by-law but are not specifically permitted or prohibited in any zone, or permitted in combination with any use;

Therefore be it resolved as follows:

1. That staff be directed to schedule a Statutory Public Meeting for the purpose of outlining specific use permissions related to 'Commercial Rooftop Patios', addressing matters such as:
 - maximum size (percentage of rooftop or gross floor area)
 - associated uses for which a 'Commercial Rooftop Patio' may be permitted
 - design (i.e. site plan) requirements
 - compliance with licensing and noise by-laws

9. Motions Where Notice has Already been Provided

None.

10. New Business

None.

11. Closed Session

11.1 Property in Ward 5

Moved by: Councillor Kwapis
Seconded by: Councillor Broome

1. That Committee of the Whole resolve into Closed Session to discuss the following matters:
 - Property in Ward 5 - A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization, as per Section 239 (2)(i) of the Municipal Act, 2001.

Carried

12. Adjournment

Moved by: Councillor Kwapis
Seconded by: Councillor Bisanz

1. That the meeting be adjourned at 5:40 PM.

Carried

John Taylor, Mayor

Lisa Lyons, Town Clerk

YONGE STREET PROJECT

TRANSPORTATION SERVICES



Town of
East Gwillimbury

GREEN LANE

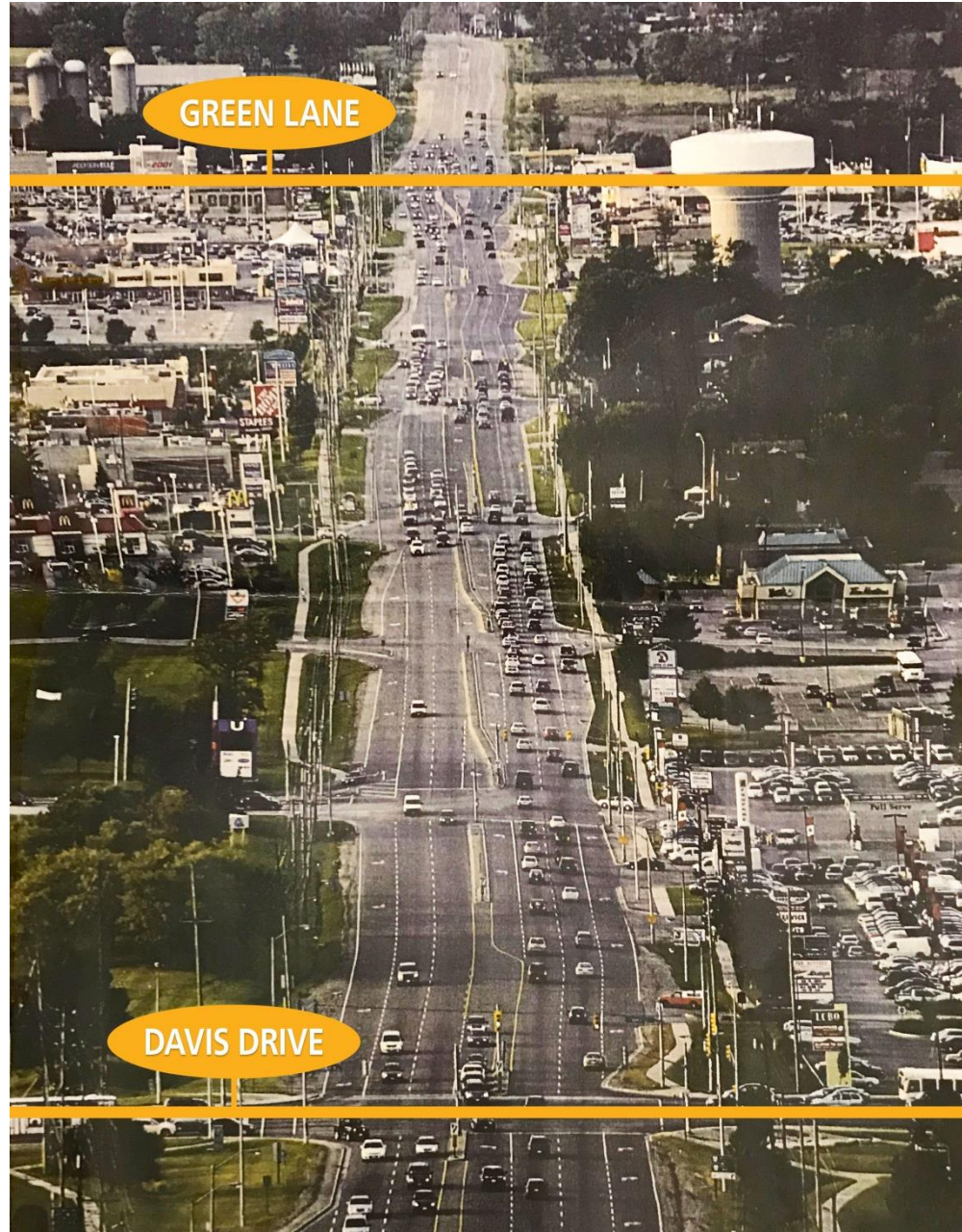


YONGE STREET

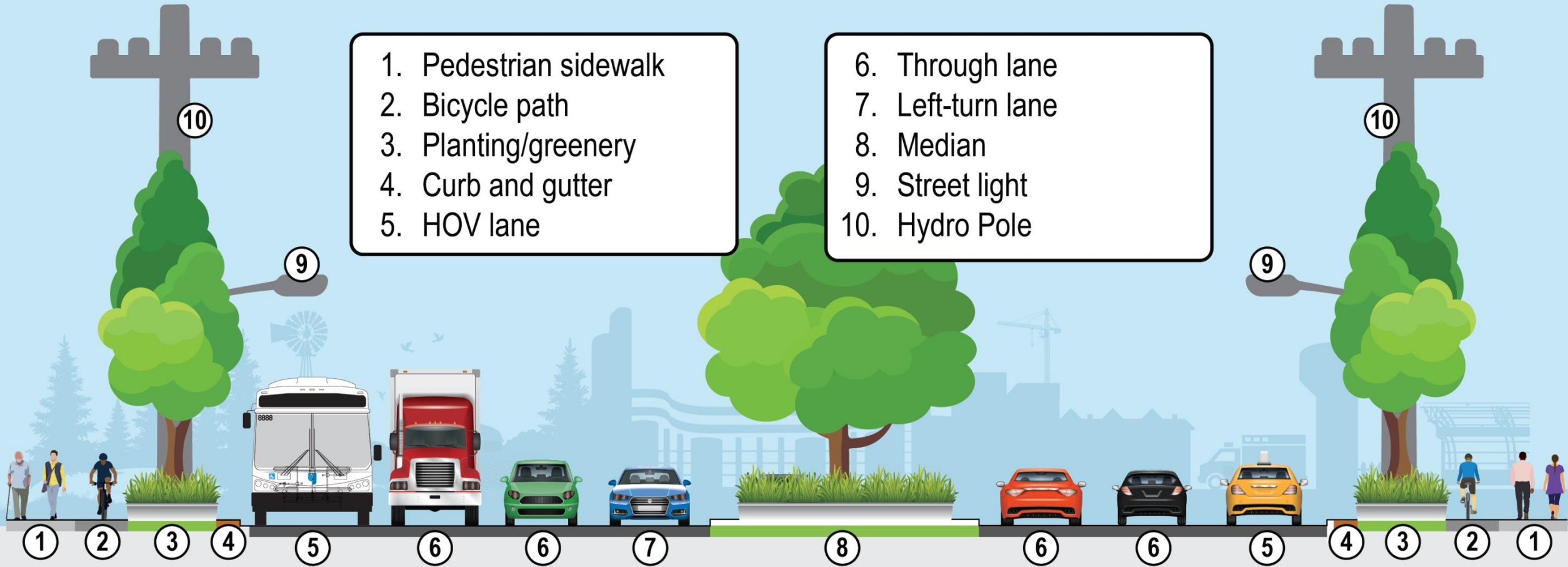
Town of
Newmarket

DAVIS DRIVE

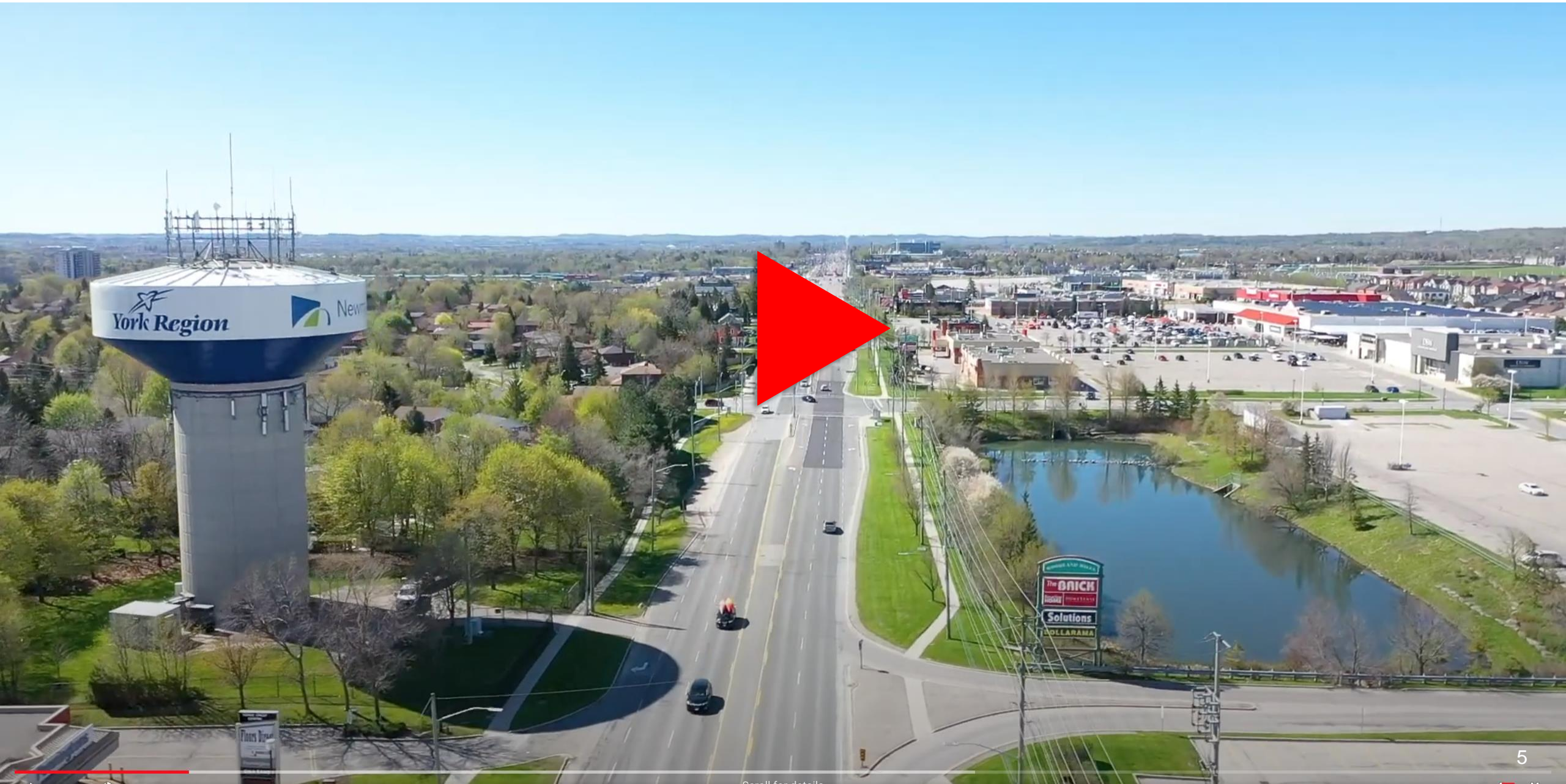
YONGE STREET FROM DAVIS DRIVE TO GREEN LANE



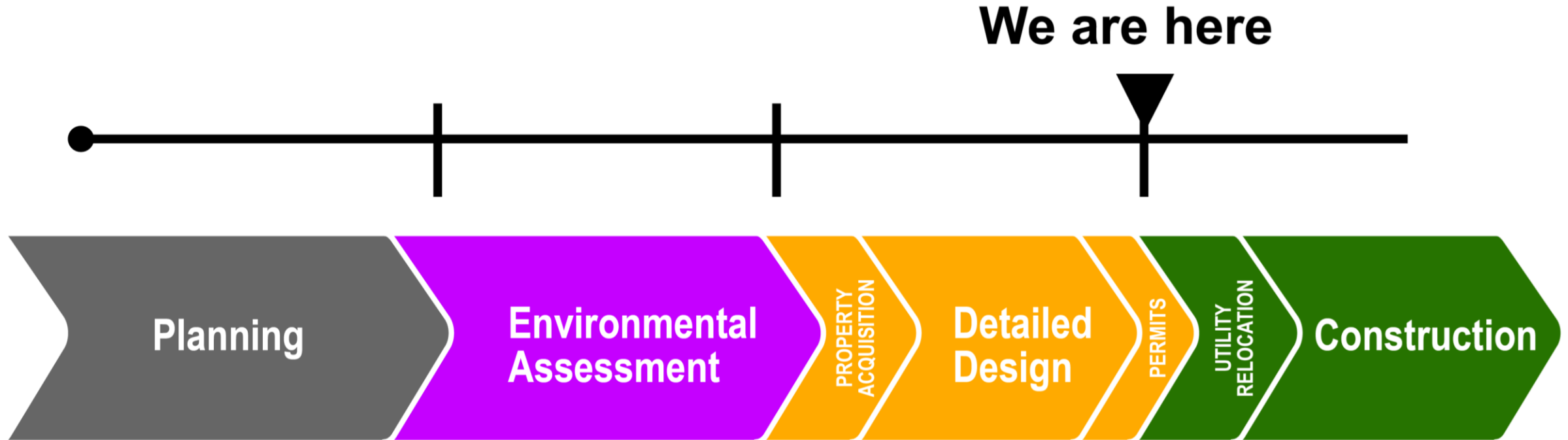
FUTURE STATE OF YONGE STREET



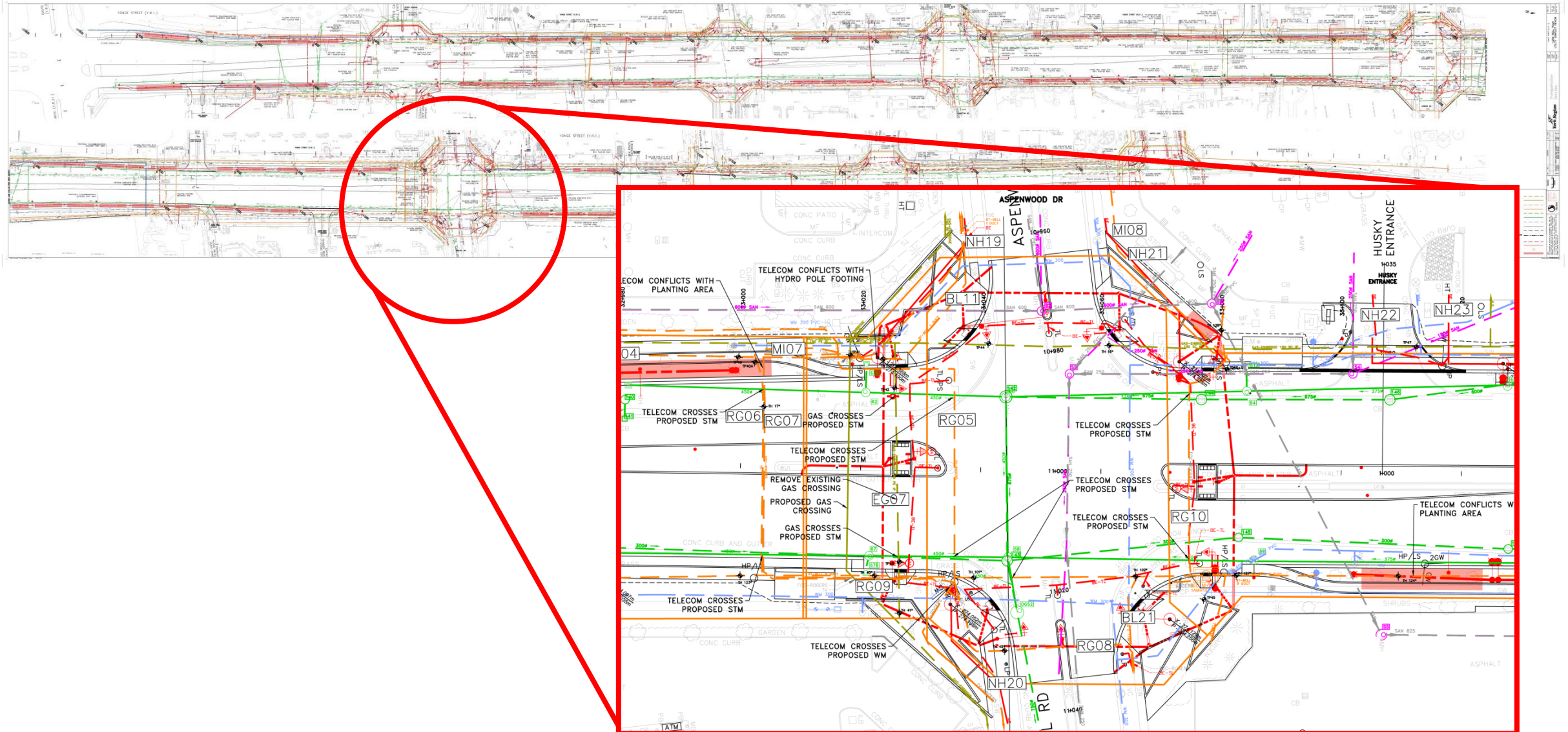
PROJECT OVERVIEW



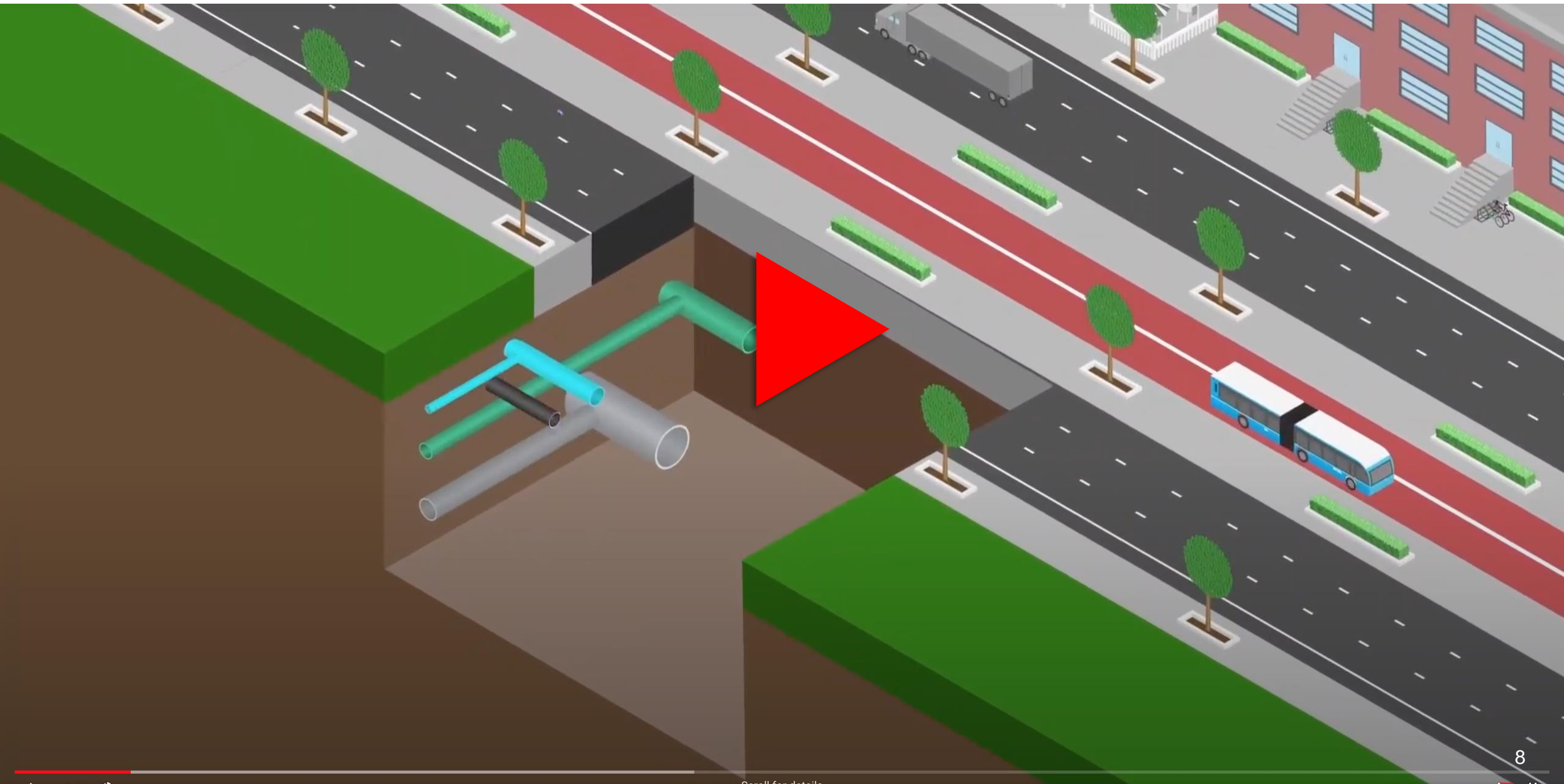
PROJECT PHASES



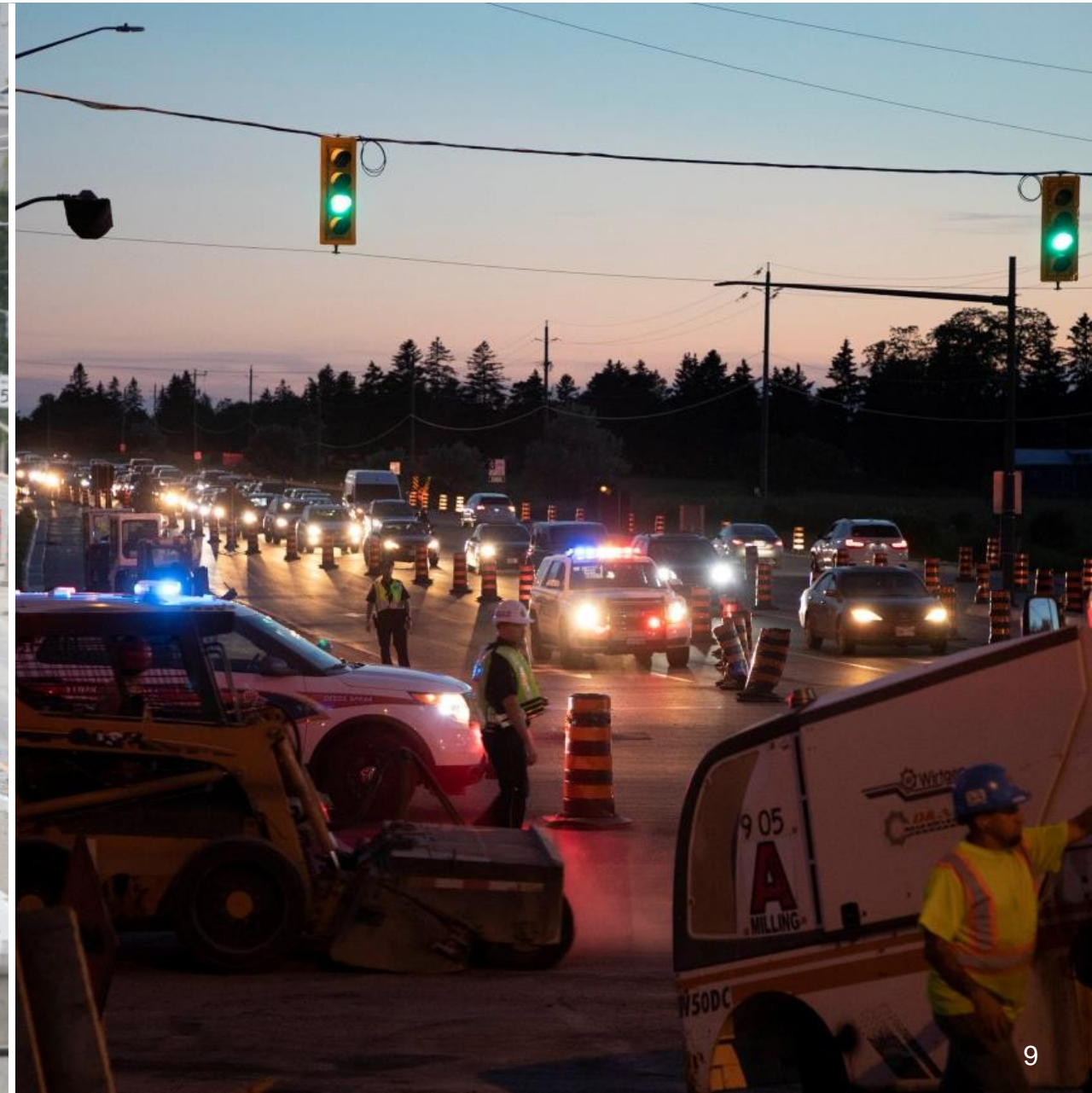
COMPOSITE UTILITY PLAN



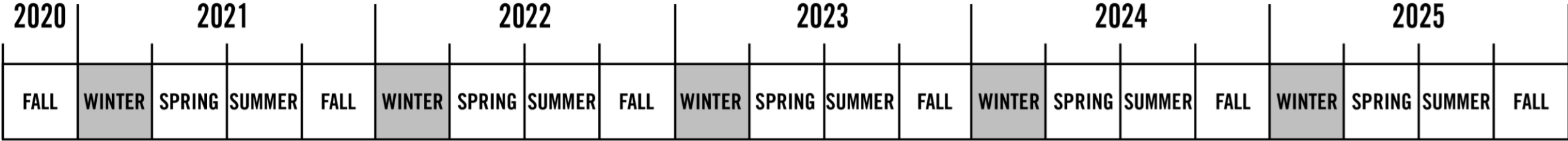
UTILITY RELOCATION



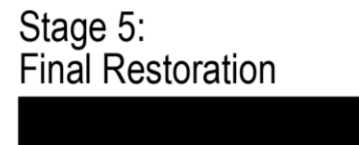
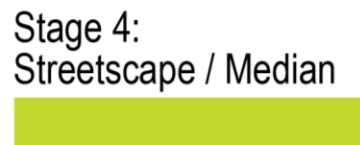
CONSTRUCTION FATIGUE



CONSTRUCTION TIMELINE



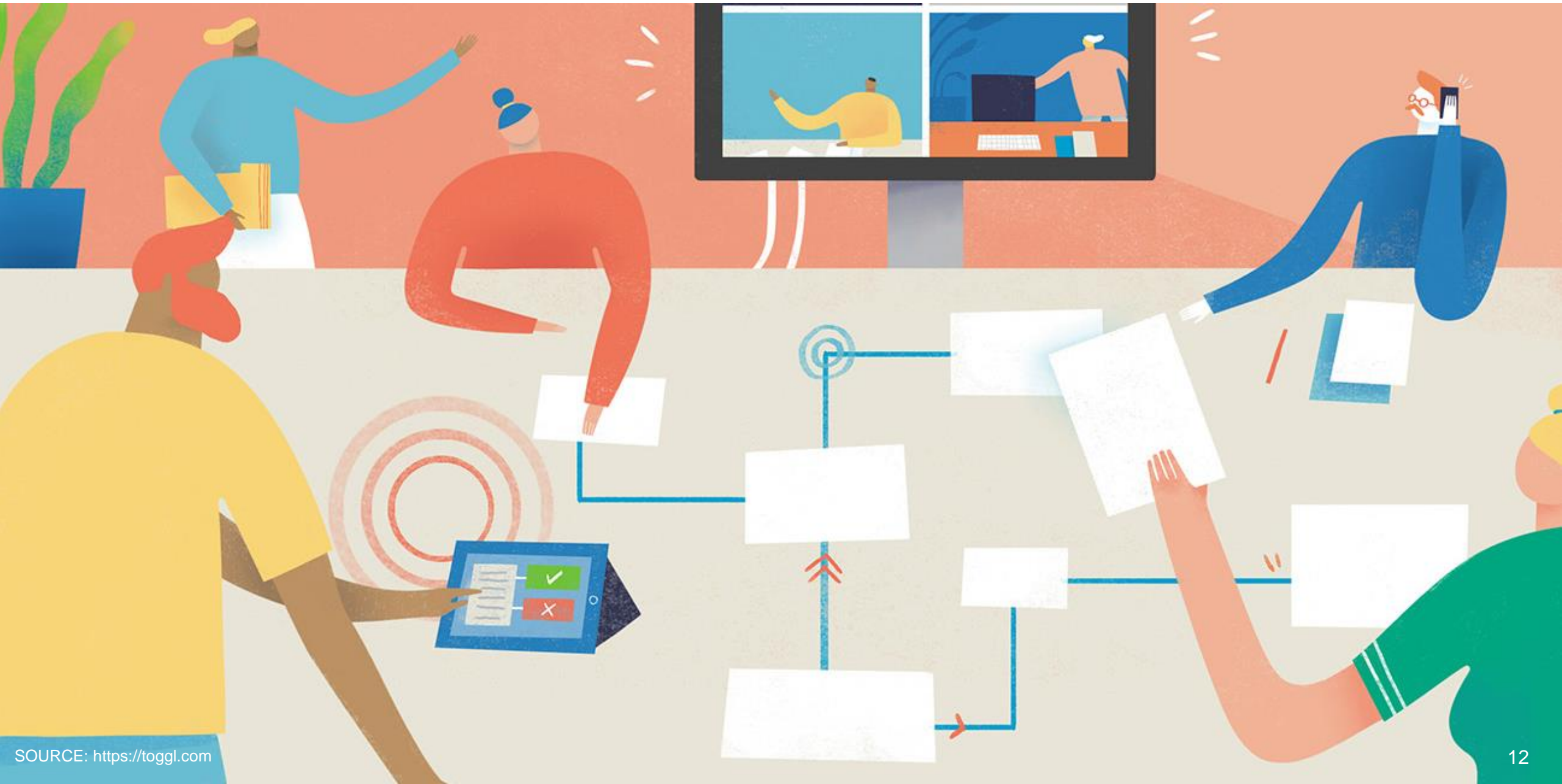
Utility Relocations



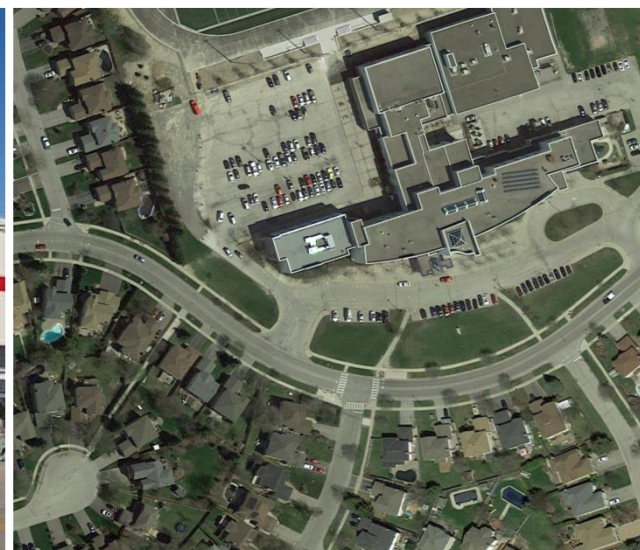
PROCESS DELIVERY IMPROVEMENTS

Deliver the Yonge Street project on time and on budget, while maintaining a positive impression with stakeholders throughout.

PROCESS DELIVERY IMPROVEMENTS



STAKEHOLDERS:



Anyone using our roads – to get to businesses, schools, home

THE TRAVELLING PUBLIC INCLUDES:



Anyone travelling on our roads – not just motorists

STAKEHOLDER FOCUS GROUPS



WORKSHOPS



COMMUNITY ENGAGEMENT AND COMMUNICATIONS

YONGE STREET DAVIS DRIVE GREEN LANE

Home > Transportation > Roads > Road Construction Schedule > Yonge Street Davis Drive Green Lane

CYCLING

ENVIRONMENTAL ASSESSMENT STUDY

PROVINCIAL OFFENCES TICKETS

ROADS

TRAFFIC

TRANSIT

TRANSPORTATION DEMAND MANAGEMENT

Text Size

High Contrast

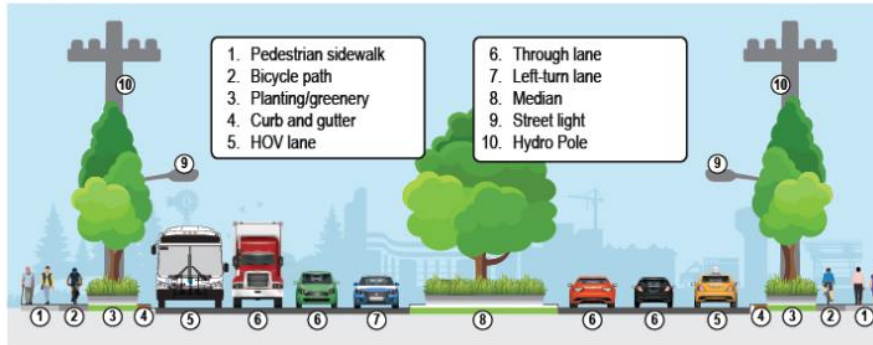
Google Translate

Print Friendly

Share

Yonge Street

The Future State of Yonge Street, Davis Drive to Green Lane
Town of Newmarket and Town of East Gwillimbury
2020 to 2025



York Region cares about your community and we are committed to delivering transportation improvements safely, while minimizing disruptions as best as possible. We're building, reconstructing and repairing regional roads for you and your community.

We understand that continued construction and the traffic delays caused by this work is frustrating for residents living in this area. Please know that we analyze and review all traveller data for each project, to determine the best possible solutions to ease congestion and traffic delays during construction.

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York Region (The Regional Municipality of York)

July 23 at 8:00 AM

To support future growth in the [Town of Newmarket](#) and [Town of East Gwillimbury](#), York Region is improving Yonge Street from Davis Drive to Green Lane by:

- Widening the road from four to six lanes, including transit HOV lanes
- Widening the sidewalk to include a cycling path
- Enhancing crosswalks and street lighting
- Installing a centre median for future rapid transit
- Planting trees and other greenery

Work will begin this fall with utility relocations and we will work hard to minimize disruptions in the community.

Visit york.ca/yongestreet for more information.

[#onYRRoads](#) [#MoveYR](#)



40

35 Comments 10 Shares



Jamal Ahmed

Project Manager

Capital Planning and Delivery

Transportation Services

1-877-464-9675 ext. 75955

Jamal.Ahmed@york.ca



**HAVE A
GREAT DAY!**

YONGE STREET PROJECT

2020 Budget Companion and Annual Operating Priorities

Town of Newmarket



Lake Simcoe Region
conservation authority



Budget Companion 2020

- Produced annually to provide more detail regarding the approved budget,



Budget Companion 2020

- Outlines all LSRCA Services Areas and programs,
- Easy to navigate, read and is transparent,

Table of Contents

| | | | |
|-------------------------------------|-----------|---|-----------|
| LSRCA Profile | 4 | Greenspace Services | 20 |
| | | 21 Land Management | |
| Corporate Services | 6 | 22 Property Services | |
| 7 Corporate Communications | | 23 Recreation | |
| 8 Facility Management | | 24 Land Securement | |
| 9 Financial Management | | | |
| 10 Governance | | Planning & Development | 25 |
| 11 Human Resource Management | | 26 Development Planning | |
| 12 Information Management | | 27 Permitting and Enforcement | |
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| Ecological Management | 13 | Water Risk Management | 28 |
| 14 Ecosystem Science and Monitoring | | 29 Flood Management and Warning | |
| 15 Forestry Services | | 30 Source Water Protection | |
| 16 Restoration and Regeneration | | 31 Water Management/Restoration | |
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| Education & Engagement | 17 | | |
| 18 Community Programming | | Watershed Studies & Strategies | 33 |
| 19 School Programming | | 34 Climate Change | |
| | | 35 Research and Innovation | |
| | | 36 Watershed Planning | |

Budget Companion 2020

- General overview of the budget summarizing all of the 7 service areas,

Our Vision

We envision the Lake Simcoe watershed as a thriving environment that inspires and sustains us for generations to come.

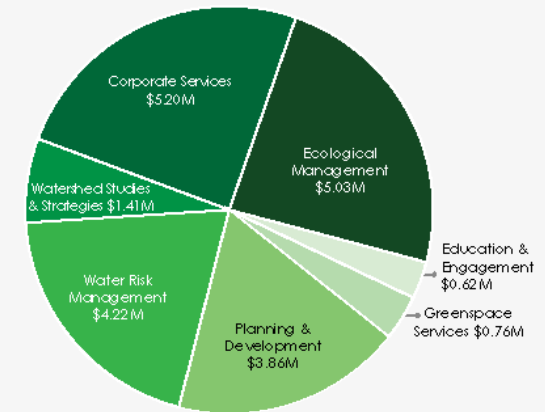
Our Mission

Our mission is to work with our community to protect and restore the Lake Simcoe watershed by leading research, policy and action.

Our employees uphold our mandate under the following 7 Service Areas, which are detailed in the pages that follow:

- Corporate Services
- Ecological Management
- Education & Engagement
- Greenspace Services
- Planning & Development Services
- Water Risk Management
- Watershed Studies & Strategies

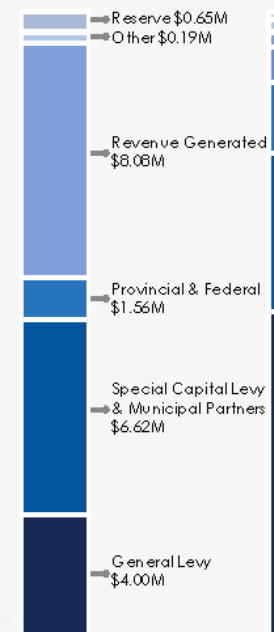
2020 Budget Summary \$21.10M



Operating and Capital Split



Revenue Source



Expenditure Type



Budget Companion 2020

- Each service area is then discussed in detail,

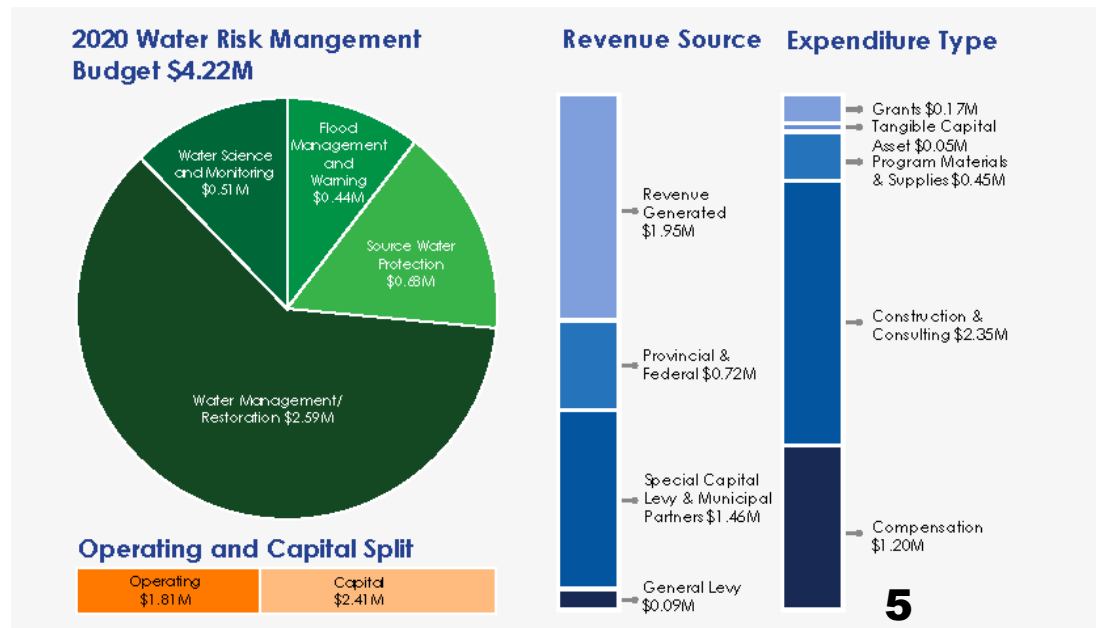


Water Risk Management



The goal of Water Risk Management is to reduce the risks associated with water, to ensure that we have a safe, clean and adequate supply of drinking water, to undertake restoration projects to protect and manage water and to engage in research activities to inform decision making. Water Risk Management consists of the following program areas:

- Flood Management and Warning
- Source Water Protection
- Water Management/Restoration
- Water Science and Monitoring



Budget Companion 2020

- It also reviews the specific programs comprising each service area,
- Highlights past achievements - focuses on the year ahead.

Fast Facts

- The 2019 spring freshet (melt) resulted in extended high lake levels and drawdown time from March through May, impacting the shoreline and infrastructure of Lake Simcoe
- We have expanded our Flood Event Photo Database so that it now includes 372 pictures of flood events going back as far as February 1, 1929

Flood Management and Warning

The goal of the Flood Management and Warning program is to reduce the risk to people, property and infrastructure (roads, bridges, etc.) from hazards due to flooding and to reduce social disruption.

2020 Focus

- Continue to monitor weather forecasts and watershed conditions
- Maintain and improve monitoring system and issue messages when warranted
- Expand GIS database of event photo documentation of flood prone areas of the watershed
- Complete regular inspections of dams and coordinate a structural assessment of the Pefferlaw Dam to address recommendations identified in the 2019 dam inspection report

Outlook

- Our changing climate is creating more extreme weather events and increasing the likelihood of winter runoff flooding due to unseasonable temperatures, as well as more ice damage to our properties

Service Pressures

- Increased pressure on staff and resources to respond to flood events
- Reduced resources due to provincial funding cuts



2019 Achievements

- Issued 17 flood messages
- Monitored 15 flow gauges, 5 precipitation gauges and 8 snow survey sites
- Completed regular inspections of two dams and a detailed visual inspection of the Pefferlaw Dam by an engineering consulting firm to assess potential structural/safety issues
- Updated our hazard mapping as part of annual regulation map revisions



Annual Operating Priorities

- AOP's necessary to implement Strategic Plan,
- Other AOP items based on external opportunities or pressures,
- AOP's can span years.



Proposed AOP Activities for 2020

1

Floodplain Emergency Mapping/
Flood Relief Program

2

Climate Change Adaptation and
Mitigation Strategies

3

Asset Management Plan

4

Enhance service delivery –
Plan Review and Regulation

5

Scanlon Creek Operations Centre

6

Fundraising for Education Centre



Proposed AOP Activities for 2020

7

Community Engagement
Strategy

8

Lead salt reduction strategies

9

Land Disposition
Policies & Strategy

10

Continue restoration efforts

11

Implementing the LSPP

12

Draft 2021-2026 Strategic Plan

Our Path Ahead Remains Clear

- Improve water quality & quantity
- Increase our natural heritage systems
- Make communities safer, healthier, and more connected to the natural environment
- Engage our communities to achieve a balance between social, economic and ecological needs
- Achieve success through partnerships, innovation and engagement
- Monitor & report our progress to our partners and the community

Questions

for more information visit
www.lsrca.on.ca



Downtown Parking Review Analysis of Joint BIA/Town Task Force Workshop

August 24, 2020
Committee of the Whole

Evaluation

Decision Criteria

- Cost
- Revenue
- Location
- Proximity
- Ease to Implement
- Ownership
- Timing
- Public Concern
- Safety

Timeline

- Short Term
 - 2020 – 2021
 - Resources likely available or can be accommodated
- Medium Term
 - Next 2 – 3 years
 - May require additional resources & planning
- Longer Term
 - Next 3 – 5 years
- Not practical

Short Term Options

1. Agreement with St. Pauls

| | |
|-------------------|---------------------------|
| Cost | To be determined |
| Location | Timothy and Church Street |
| Proximity | Excellent |
| Ease to Implement | Pending |
| Ownership | Private |
| Timing | To be determined |
| Public Concern | None |
| Safety | None |



2. Additional street parking on⁵ D'Arcy and Church St.

| | |
|-------------------|---|
| Cost | To be determined |
| Location | D'Arcy Street |
| Proximity | Very good |
| Ease to Implement | Requires a bylaw change, signage, and road painting |
| Ownership | Public right-of-way |
| Timing | To be determined |
| Public Concern | None |
| Safety | None |



3. Change parking designations along Main St. – identify 4 new spaces currently unmarked.

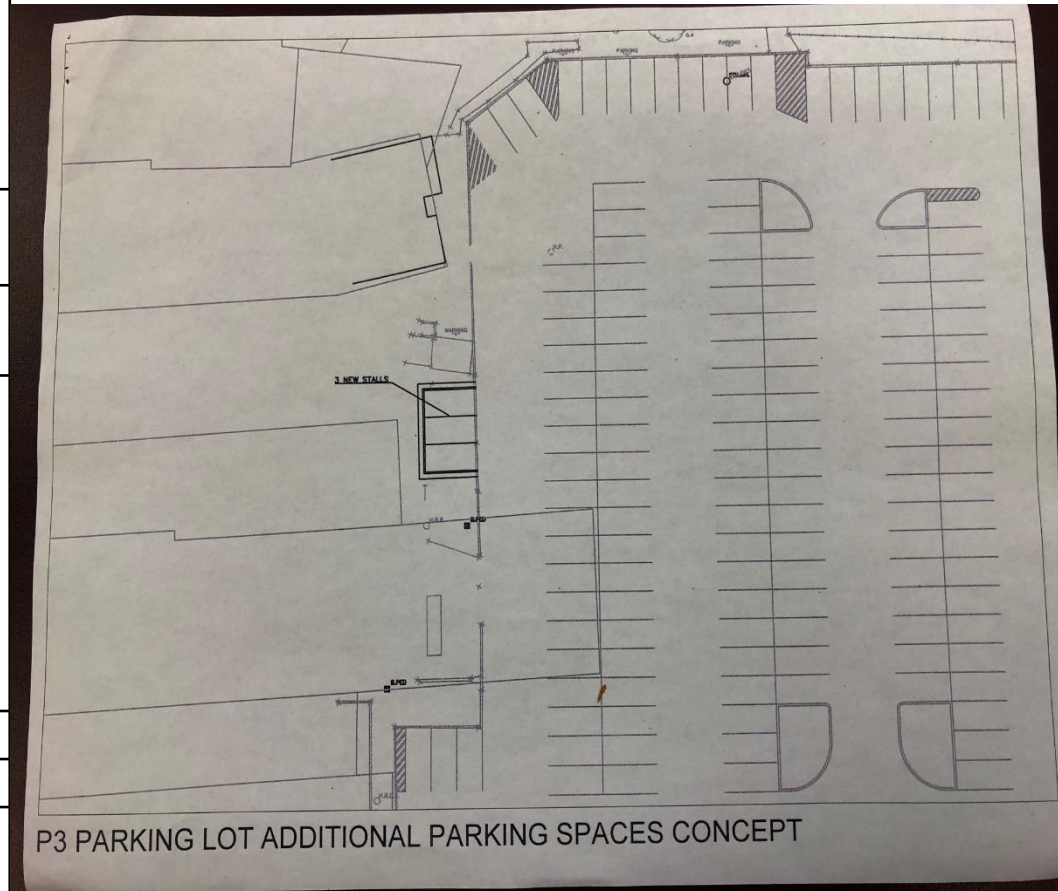
| | |
|-------------------|---|
| Cost | \$3,000 |
| Location | North Main Street |
| Proximity | good |
| Ease to Implement | Requires bylaw change |
| Ownership | Town |
| Timing | quick |
| Public Concern | Need to confer with Accessibility Committee |
| Safety | none |



Medium Term Options

4. Convert green spaces in ⁸ Commons North Parking Lot (Formerly P3) behind Main Street

| | |
|-------------------|--|
| Cost | Cutting islands \$8-10,000 for potentially 7 spaces To add other 3 in green area, would require a retaining wall ~ \$20,000 |
| Location | In Commons North Parking Lot (Formerly P3) ; within Downtown area |
| Proximity | Excellent |
| Ease to Implement | Bins in the Commons North Parking Lot (Formerly P3) lot have already been removed, adding 4 spaces in total. (Noted in the short term summary.) Remove green spaces would not comply with Site Plan. |
| Ownership | Town |
| Timing | Short term |
| Public Concern | none |
| Safety | none |



5. Change 3-8 spaces on Cedar

| | |
|-------------------|--|
| Cost | \$25,000 |
| Location | Within Downtown area |
| Proximity | Excellent |
| Ease to Implement | Depends on hydro going underground – uncertain timeline. |
| Ownership | Town |
| Timing | Pending planned Hydro work |
| Public Concern | Store owners may have issue with losing the loading area. There are shops who only have access via Cedar St. |
| Safety | none |



6. Expand Lions Park / Gorman¹⁰ Pool Parking

| | |
|-------------------|---|
| Cost | Option 1: 9 new spaces adjacent to basketball court. \$23,400 Option 2: 30 new spaces . Would require relocating basketball court. Might require an additional swale to be built. \$90,000 |
| Location | West side of Church Street at D'Arcy Street |
| Proximity | Far |
| Ease to Implement | To be determined |
| Ownership | Town |
| Timing | To be determined |
| Public Concern | Relocate or removal of basketball court will be a concern. Option 2 - The practice of prioritizing parking over parkland (including an active recreation use) is generally not recommended by Planning staff and will be a public concern. Could be mitigated by a clear commitment of relocating (rather than removing) the basketball courts. |
| Safety | |

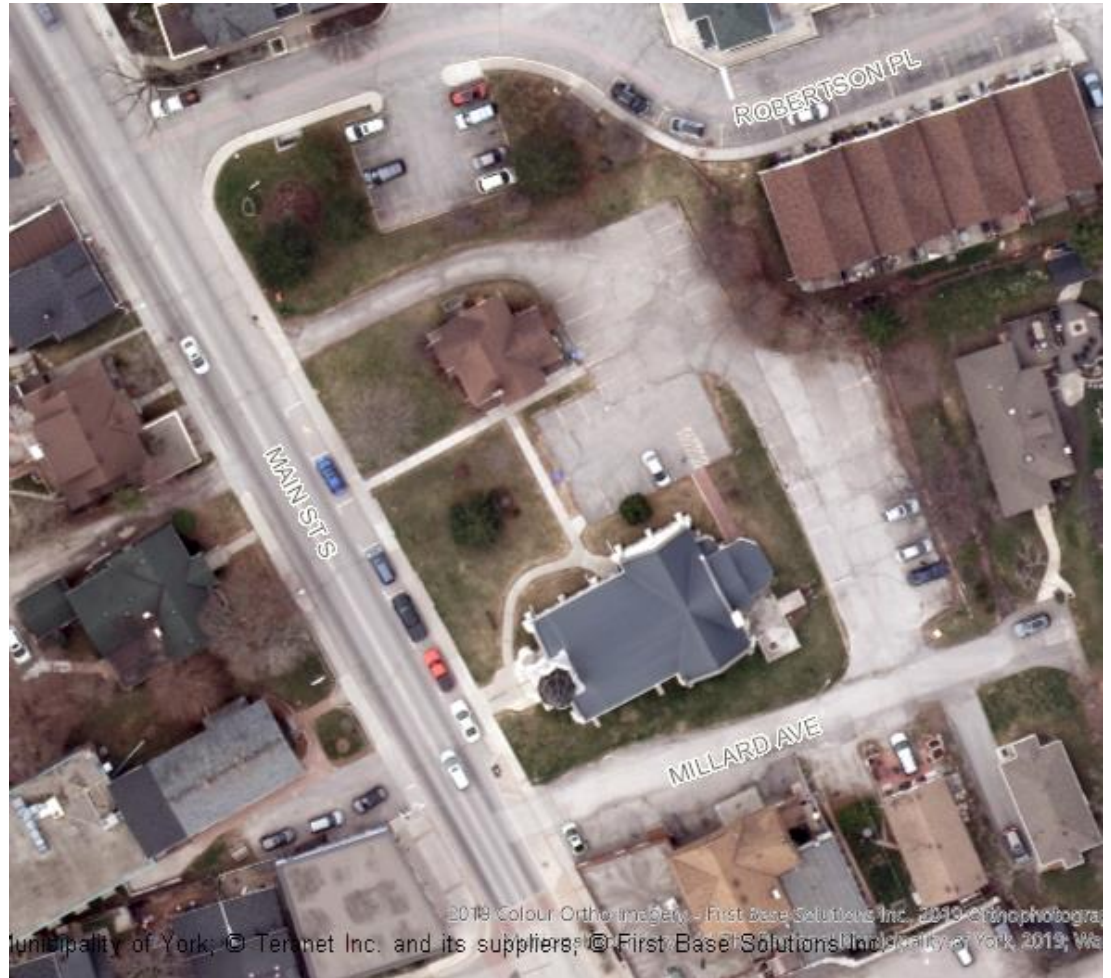


Expand Lions Park / Gorman¹¹ Pool Parking



7. Shared agreements with¹² churches, day-cares, private lots

| | |
|-------------------|--|
| Cost | Signage and depends on negotiations. |
| Location | Daycares and churches, such as Magic Kingdom and Christian Baptist Church are within Downtown area |
| Proximity | Excellent |
| Ease to Implement | To be determined |
| Ownership | private |
| Timing | To be determined |
| Public Concern | none |
| Safety | none |



8. 449 Eagle St.

| | |
|-------------------|--|
| Cost | \$35,000 |
| Location | Close to downtown area |
| Proximity | Far |
| Ease to Implement | 5 existing spaces. Maybe + 7 spaces if we reorient the parking stalls. Require to go through Heritage Committee, Council approval and permit from LSRCA |
| Ownership | Town |
| Timing | Medium term |
| Public Concern | none |
| Safety | none |

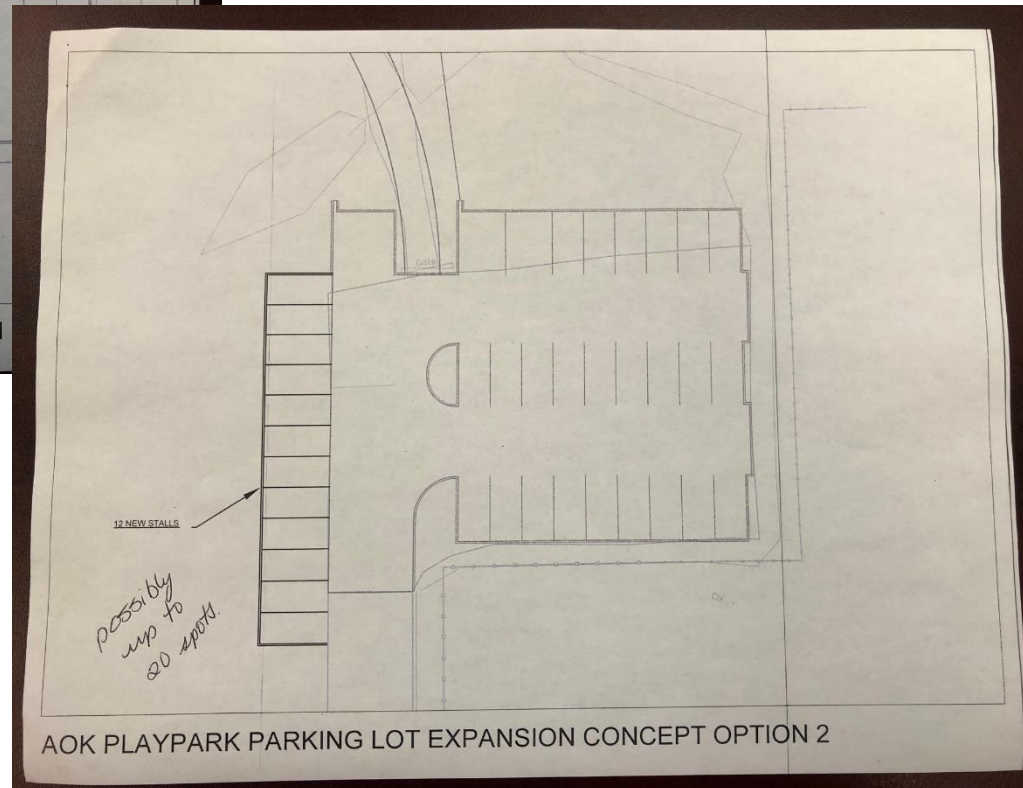
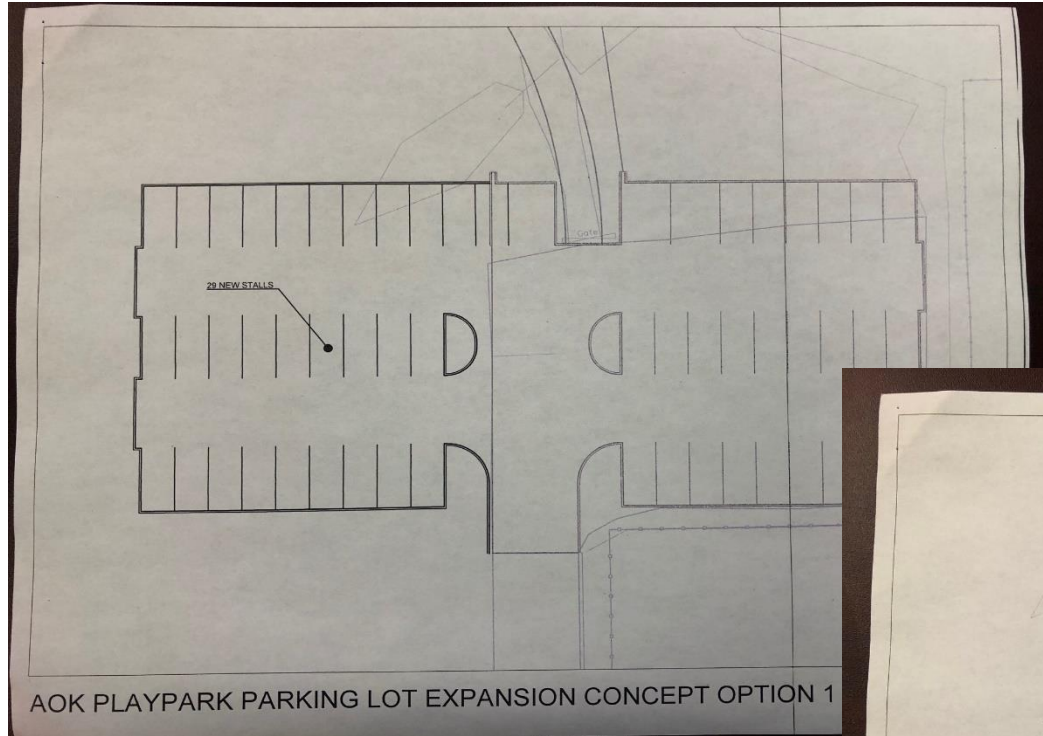


9. Convert AOK greenspace

| | |
|-------------------|--|
| Cost | Option 1 – 29 new spaces \$75,000 Option 2 – 12 new spaces \$32,250 |
| Location | Close to downtown however east of train tracks |
| Proximity | About 200 or less metres to Doug Duncan and Timothy |
| Ease to Implement | LSRCA approval required. Soil testing required. Requires consideration that the Region has an easement over a portion of this property for a construction compound for a further period of 4 years to facilitate construction, inspect, maintain and repair its infrastructure under the York Durham Sewage System Forcemain Twinning Project. |
| Ownership | Town |
| Timing | n/a |
| Public Concern | Significant loss of passive green space with option 1. The practice of prioritizing parking over parkland (including an active recreation use) is generally not recommended by Planning staff and will be a public concern. Could be mitigated by pursuing Option 2 including parallel parking, thereby developing a minimized portion of this greenspace. |
| Safety | Better to mirror parking than widen driveway to create parallel parking, otherwise a very safe alternative. The existing lot is not lit and may need to be lit as a viable option to park during nighttime events. |



Convert AOK greenspace



10. Overflow parking currently¹⁶ used by York Regional Police

| | |
|-------------------|----------------------------------|
| Cost | To be determined |
| Location | In downtown |
| Proximity | Excellent |
| Ease to Implement | Already in place |
| Ownership | |
| Timing | Pending move to new headquarters |
| Public Concern | n/a |
| Safety | No concerns |



Longer Term Options

Longer Term

- Property Acquisitions
- Tennis Area
- Parking Structure – (permanent, modular or temporary)
- Expand/use parking at Newmarket Lawn Bowling site
- Build at Fairy Lake 1,2,3,4 lots (P1)
- Parking Strategy
- Modify Bylaws
- Remove/modify Loading Zones
- Special Events
- Wayfinding
 - Digital

Not Practical Options

Not Practical

- Change parallel to angled (Main Street)
- Build behind Cachet
- On street parking west side of Main
- Residential street parking (streets close to Main) Everything but D'Arcy St.

| Option # | Location | Spaces | Timeline | Ownership |
|----------|---|---------|-------------|-----------------------------------|
| 1 | St Paul's Church | 30 | Short term | Private |
| 2 | D'Arcy and Church Streets | 22 | Short term | Public right-of-way |
| 3 | Main Street South (South of Davis Drive Area) between Millard Avenue and Ontario Street | 7 | Short term | Town |
| 4 | Commons North Parking Lot | 2 | Medium term | Town |
| 5 | Commons West (Cedar St) | 3-8 | Medium term | Town |
| 6a | Lions Park/Gorman Pool | 9 | Medium term | Town |
| 6b | Lions Park/Gorman Pool | 30 | Medium term | Town |
| 7 | Christian Baptist Church or Magic Kingdom Learning Centre | 30 | Medium term | Private |
| 8 | Hollingshead Property | 7 | Medium term | Town |
| 9a | All Our Kids greenspace | 29 | Medium term | Town |
| 9b | All Our Kids greenspace | 12 | Medium term | Town |
| 10 | Overflow parking currently used by York Regional Police | 10-15 | Medium term | York Region |
| 11 | Change By-laws | | Long Term | Town |
| 12 | Main St & Timothy St Loading Zone | 1 | Long Term | Public right-of-way |
| 13 | Property Acquisition | 100-120 | Long Term | Private |
| 14 | Tennis Area (170 Doug Duncan Dr) | | Long Term | Town |
| 15 | Parking Structure (Commons North Parking Lot) | 1000 | Long Term | Town |
| 16 | Newmarket Lawn Bowling Site | | Long Term | York Region District School Board |
| 17 | Fairy Lake 1, 2, 3, 4 Parking Lots | | Long Term | LSRCA |



FEASIBLE DOWNTOWN PARKING OPTIONS TOWN OF NEWMARKET

Short term option
 # Medium term option
 # Long Term option
 □ Property Line
 — Railway



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Deputation and Further Notice Request Form

Please complete this form to speak at a meeting of Town Council or Committee of the Whole or to receive further notification regarding an item on the agenda. If filling out by hand please print clearly.

Please email to clerks@newmarket.ca, fax to 905-953-5100 or mail or drop off at Legislative Services Department, Town of Newmarket Municipal Offices, 395 Mulock Drive, PO Box 328, STN Main, L3Y 4X7

| | |
|---|---|
| Name: Lynn Rae | |
| Organization / Group/ Business represented: | |
| Address: [REDACTED] | Postal Code: [REDACTED] |
| Daytime Phone No: [REDACTED] | Home Phone: [REDACTED] |
| Email: [REDACTED] | Date of Meeting: |
| Is this an item on the Agenda? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Agenda Item No: |
| <input type="checkbox"/> I request future notification of meetings | <input checked="" type="checkbox"/> I wish to address Council / Committee |
| Describe in detail the reason for the deputation and what action you will be asking Council/Committee to take (if applicable): Hello, My name is Lynn Rae & I would like to address Council this fall to request that a By-law be implemented making it mandatory that businesses accept Cash as a form of Payment. I have noticed even BEFORE COVID-19 that some businesses do not accept cash & this is Discrimination. Some Cities in the USA have already implemented such a By-law and I think the Town of Newmarket should follow suit. My presentation would be 10-15 minutes long. If you require more information now I would be happy to supply you with some of my reasons why I believe business owners should accept cash. Thanks. | |
| Do you wish to provide a written or electronic communication or background information <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please submit all materials at least 5 days before the meeting. | |

Deputation Guidelines:

- Deputations related to items on the agenda can be accommodated up to and including the meeting day;
- Deputations related to items not on the agenda may be scheduled within sixty (60) days of receipt of this form;
- Deputations will not be heard on a matter decided upon by Council until ninety (90) days have passed from the date of the matter's disposition by Council;
- Deputations are limited to 5 minutes.

Be advised that all Council and Committee of the Whole meetings are audio-video recorded and live streamed online. If you make a presentation to Council or Committee of the Whole, your presentation becomes part of the public record and you will be listed as a presenter in the minutes of the meeting. We post our minutes online, so the listing of your name in connection with the agenda item may be indexed by search engines like Google.

Personal information on this form will be used for the purposes of sending correspondence relating to matters before Council. Your name, address, comments, and any other personal information, is collected and maintained for the purpose of creating a record that is available to the general public in a hard copy format and on the internet in an electronic format pursuant to Section 27 of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56, as amended. Questions about this collection should be directed to the Director of Legislative Services/Town Clerk, Town of Newmarket, 395 Mulock Drive, P.O. Box 328, STN Main, Newmarket, ON L3Y 4X7; Telephone 905 895-5193 Ext. 2211 Fax 905-953-5100



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Downtown Parking Review - Analysis of Joint BIA/Town Task Force Workshop Staff Report to Council

Report Number: 2020-60

Department(s): Innovation & Strategic Initiatives

Author(s): Susan Chase

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled Downtown Parking Review – Analysis of Joint BIA/Town Task Force Workshop dated August 24, 2020 be received; and,
2. That Council endorse this roadmap in principle and give specific direction with respect to the short term initiatives; and,
3. That Staff be directed to prepare plans for the medium and long term initiatives that will be brought to Council for budget approval at the appropriate times.

Purpose

To update Council of the staff analysis of the outcomes resulting from the Joint BIA/Town Task Force on opportunities to increase parking in the Downtown area.

Background

Parking in the downtown area has been discussed many times over the years with a variety of recommendations and outcomes being developed. None have fully satisfied the community nor has the solution seemed to have been resolved with ongoing calls for more parking. To this end, in 2019, the Town and the local Business Improvement Area (BIA) collaborated through the creation of a 'Joint Task Force' to address the concerns. This Task Force met several times, held feedback sessions and participated in walkabouts of the area to identify potential solutions. This culminated in a facilitated

workshop where numerous ideas for additional downtown parking were listed for review. The Joint Task Force also established decision criteria to help them to prioritize the very best solutions and then worked through an impact/effort exercise, using that decision criteria to rank each idea.

This list of prioritized ideas was then provided to staff to more fully analyze, based on recent studies, evaluations and current assessments. Staff met on several occasions to share knowledge and to more fully develop the feasibility of each idea. This list is presented to Council today for their approval and to provide direction to staff.

Discussion

The Joint Task Force established a set of decision criteria to help prioritize and inform the development of a roadmap for implementation. The following is the list decision criteria identified:

- Cost
- Revenue
- Location
- Proximity
- Ease to Implement
- Ownership
- Timing
- Public Concern
- Safety

Staff reviewed each idea evaluating against this criteria to develop a roadmap for project implementation. Ideas that had available resources, were easy to implement, and would address immediate concerns were identified as 'short-term' and could begin immediately upon Council approval. Projects that require more time for planning or additional resources but can still be accomplished within the next 1 – 3 years, have been identified as medium term. Those projects that require further resources or outside agency approvals or other such implications have been identified as long term, to be implemented in the next 3 – 5 years.

Roadmap:

Details of the evaluation of the ideas are included in Attachment A and an overview map of the area is Attachment B. A roadmap summary is provided here.

Short term Opportunities

These short term opportunities are ideas that should be able to be completed in 2020/21, extending into 2021 as a result of the pandemic. Several of these are already underway or may be more easily accomplished. If these are completed, it is anticipated we will provide an **additional 50 parking spaces** at an approximate cost of less than

\$30,000. Staff believe some of these costs can be assumed in the current approved project budgets although a further review will be required post-pandemic. The ideas that can be completed in the short term are:

- Agreement with St Paul's Church to use the parking lot
- Additional street parking on D'Arcy and Church Street
- Change parking designations along Main Street

Also, to be noted, 4 new parking spaces near the tennis courts were reclaimed when staff relocated the "Tennis Dome Bin" and the "Farmers Market Bin" in November, 2019.

Medium term Opportunities

The ideas that require additional planning, resourcing or procurement processes have been identified as medium term and are expected to be completed in the next year to 3 years. If these are completed, it is anticipated we will provide **an additional 12 – 100+ parking spaces**. Costs are difficult to estimate due to the number of variables and final decisions made but current estimates range from \$10,000 for the implementation of one idea to close to \$100,000 for one of the more complex solutions. The following ideas were identified as medium term:

- Convert green spaces in the Commons North Parking Lot (Formerly P3) behind Main Street
- Change 3 - 8 spaces on Cedar (currently for loading)
- Expand Gorman Pool Parking (2nd option to shift/move Gorman basketball court to expand existing parking lot further)
- Change Bylaws (some may be done quickly but recommendation is to consider holistically as part of a longer term parking strategy.)
- Shared agreements with church, day-cares and other businesses
- 449 Eagle St.
- Convert AOK greenspace (2 options)
- Remove loading zone @ Main and Timothy
- Overflow parking currently used by York Regional Police will made available to the Town once YRP moves to their new headquarters.

Long term Opportunities

Several ideas were identified as long term due to budget requirements, property approvals or in 1 case, aligned with another project underway. For these reasons, estimates for number of new spaces or costs have not been provided. The long term ideas include:

- Property Acquisitions
- Tennis Area
- Parking Structure – (permanent, modular or temporary)

- Expand/use parking at Newmarket Lawn Bowling site

Finally, the following suggestions were deemed not practical due to factors such as high cost, ownership, safety or perhaps will be part of a future scheduled study.

- Change parallel to angled (Main Street)
- Build behind Cachet
- On street parking west side of Main
- Residential street parking (streets close to Main)
- Build on low, soggy area @ Fairy Lake 1, 2, 3 and 4 Parking Lots (Formerly P1)

Further Consideration:

Parking Strategy:

A very basic parking strategy was developed by WSP Consultants in their report dated March 2017, entitled “Old Town Hall Parking Study and Parking Strategy”. This strategy recommended immediate, short-term (within 5 years) and long-term (within 10 years) solutions that could be explored by the Town. Strategies such as encouraging businesses to provide shuttle services or valet parking for their patrons, enhanced signage, better co-ordination for the scheduling of downtown activities, reduced parking duration in some areas, better use of websites to show parking availability, developing a generic “Communication and Parking Plan” for events, and the introduction of paid parking were put forward. Several of these ideas have been implemented and have provided some relief.

A more fulsome and updated Parking Strategy should be developed to help guide discussions and decisions over the longer term. As an organization, and in consultation with the community, we should establish the overall objective of parking in the downtown core. Opportunities and convenience would have to be balanced with safety and fairness in determining the strategy. Goals and objectives would be identified and these will inform other decisions that would be made. Once the objective of a parking strategy has been established, there are tools available to bring the strategy to fruition. For example:

- Update bylaws to better reflect current defined requirements such as shorter time allowances to promote higher turnover rates, increasing fines to discourage extended parking beyond the time limit and increase patrols of the area;
- Designated loading areas could be established in certain areas, which would allow us to remove existing one-off loading zones and increase parking space availability;
- Consider paid parking in particular lots/areas.

The Parking Strategy should also address parking requirements for **special events**. These may require specific solutions based on unique needs. Large community events require people to utilize existing parking lots and on street parking. The result is a longer walk for event goers, however, this has been generally understood and accepted by event participants. Area residents are also accepting of additional on-street parking on residential roads around the downtown area during these occasions. In some instances, the Town has deployed bus shuttle services from the Magna Centre and/or the Ray Twinney Complex, however, this tends to only occur when the event has required the elimination of some existing parking to support it (e.g. Canada Day utilizing Commons North Parking Lot (Formerly P3) as part of the event site). Newmarket also benefits from having the Tom Taylor Trail as a picturesque walk from other parking areas to the downtown and this could be promoted even more in the future.

The overall Parking Strategy should also address **Wayfinding**. Signage is a key solution to identifying parking options and should include the use of technology in both 'smart signs' and apps to provide up to date information.

Parking as close as possible to the many businesses and events in the downtown area is typically in high demand. It is safe to assume that only local residents will have an understanding of where there may be available parking that is accessible to the area however, it is not always obvious to a visitor. Signage is one way to address this issue however there is always the concern of too many signs, or signs that are difficult to see, are ineffective with limited information or simply add to the quantity of signs in the area.

A holistic review of signage should be undertaken to ensure the signs that are in the area are effective and meaningful. Consideration should be given to the use of technology, both in the way of digital signs as well as through apps that would provide guidance and information about local parking spaces and other information. Digital signs and apps would have up-to-date data transmitted to them in real time from some sort of data collecting devices in the parking lots. Research indicates this could be through sensors, either embedded in the lots or located on light posts, or through digital cameras or through parking management systems (i.e. payment, gates, etc.) An investment in this technology would be required but it could provide the updated information to residents, businesses and visitors to the area. Data collected would also be valuable to municipal staff to better manage the parking resources and to make better decisions regarding parking solutions in the downtown area.

Conclusion

This review of ideas for new parking spaces to serve the downtown area has identified a clear roadmap for implementation. It is evident that solutions could be implemented now but some solutions require a deeper analysis and resourcing. Communications of the solutions and plans will be critical to success and ultimately reducing people's frustrations with the parking situation.

Business Plan and Strategic Plan Linkages

Well-planned and connected. Strategically planning for the future to improve access and enhance travel to, from, and within Newmarket. This report also links to Council's 2018 – 2022 Strategic Pillars and Priorities.

Consultation

In addition to the Joint BIA/Town Task Force meetings, many inter-departmental consultations through a working group have been on-going since early 2019 to complete the analysis and review of the opportunities presented at the workshop. The draft of this report has been reviewed by each Commission as well as the BIA prior to presentation to Council.

Human Resource Considerations

Most solutions will not have a major human resource consideration. Those that will are subject to the annual budget approval process.

Budget Impact

Preliminary budget impacts have been identified in the analysis above however, there are some solutions that will be required to be reviewed through the annual budget process to come to Council for final approval.

Attachments

A more detailed evaluation of each idea is attached (Attachment A) as well as a map (Attachment B) to better indicate areas of discussion.

Approval

Esther Armchuk, Commissioner, Corporate Services

Ian McDougall, Commissioner, Community Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

Jag Sharma, CAO

Contact

For more information please contact Susan Chase at schase@newmarket.ca or at 905-953-5300 x.2301

Downtown Parking Review - Analysis of Joint BIA/Town Task Force Workshop Attachment A

The following high level analysis has been created for review. The ideas have been listed based on the timeline for implementation, meaning:

Short term – less than 1 year

Medium term – 1 – 3 years

Long term – 3 – 5 years

Those actions that are deemed ‘not feasible’ have also been noted based on previous studies or other projects underway.

Short term implementation – identified as quick wins, can be completed within current budget and resource capacity. Approximately 50 new spaces identified.

| 1. | Agreement with St Pauls Church |
|----------------------|---|
| Cost | To be determined |
| Location | Timothy and Church Street |
| Proximity | Excellent |
| Ease to Implement | Pending |
| Ownership | Private |
| Timing | To be determined |
| Public Concern | None |
| Safety | None |
| Staff Recommendation | Relatively low cost for a gain of approximately 30 new spaces in a very high impact location. Discussions for an agreement are underway. |
| | |
| 2. | Additional street parking on D’Arcy and Church St. |
| Cost | To be determined |
| Location | D’Arcy Street |
| Proximity | Very good |
| Ease to Implement | Requires a bylaw change, signage, and road painting |
| Ownership | Public right-of-way |
| Timing | To be determined |
| Public Concern | None |
| Safety | None |
| Staff Recommendation | The residential street parking section on D’Arcy Street, east of Church Street would have about 14 parking spaces on the north side. Currently there is parking allowed on the north side on Sunday only. If south side were |

| | |
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| | considered, which would be the preferred direction for 1 way traffic, then it would be 5 parking spaces. Potential to remove Sunday only restriction from bylaw. |
| | |
| 3. | Change parking designations along Main St. – identify 4 new spaces currently unmarked. |
| Cost | \$3,000 |
| Location | North Main Street |
| Proximity | good |
| Ease to Implement | Requires bylaw change |
| Ownership | Town |
| Timing | quick |
| Public Concern | Need to confer with Accessibility Committee |
| Safety | none |
| Staff Recommendation | <p>Minimal cost, could be a quick gain of 4 new spaces in a medium impact location. Could help support South of Davis Area (SODA) efforts.</p> <p>Currently there are three underutilized handicapped parking stalls on Main Street between Millard Ave and Ontario Street. We could convert two of these spaces back into regular parking spaces.</p> <p>There is also an opportunity to add an additional 3 possibly 4 stalls along this section of road.</p> |

Medium term implementation – identified as requiring more time due to budget requirements, approvals or other considerations. Expected to be completed in 1 – 3 years.

| | |
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| | |
| 4. | Convert green spaces in Commons North Parking Lot (Formerly P3) behind Main Street |
| Cost | Cutting islands \$8-10,000 for potentially 7 spaces To add other 3 in green area, would require a retaining wall ~ \$20,000 |
| Location | In Commons North Parking Lot (Formerly P3) ; within Downtown area |
| Proximity | Excellent |
| Ease to Implement | Bins in the Commons North Parking Lot (Formerly P3) lot have already been removed, adding 4 spaces in total. (Noted in the short term summary.) Remove green spaces would not comply with Site Plan. |
| Ownership | Town |
| Timing | Short term |
| Public Concern | none |
| Safety | none |

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| Staff Recommendation | Shrinking of the two largest landscape islands - Moderate cost, could be a quick gain of 2 new spaces in a very high impact location. Removal of landscaped islands in parking lot - Council adopted <u>Site Plan Process Manual</u> in 2018, which requires landscaped islands be placed at the ends of all parking aisles and to break up parking aisles that are more than 15 stalls. Removing landscaped islands would not comply with the Council adopted Site Plan requirements. Portion of green space is owned by westerly private adjoining owner and may require negotiation for acquisition with the owner, if this portion is required based on design. |
| 5. Change 3-8 spaces on Cedar (currently for loading) | |
| Cost | \$25,000 |
| Location | Within Downtown area |
| Proximity | Excellent |
| Ease to Implement | Depends on hydro going underground – uncertain timeline. |
| Ownership | Town |
| Timing | Pending planned Hydro work |
| Public Concern | Store owners may have issue with losing the loading area. There are shops who only have access via Cedar St. |
| Safety | none |
| Staff Recommendation | Hydro poles would have to be removed in order to widen spaces. Would have to investigate the possibility of reducing or eliminating the loading area from Cedar St. – move to Doug Duncan. Would require changes to allow for new loading zone. Current layby lanes do not conform to bylaw widths and would need to be widened. |
| 6. Expand Lions Park / Gorman Pool Parking | |
| Cost | Option 1: 9 new spaces adjacent to basketball court. \$23,400 Option 2: 30 new spaces . Would require relocating basketball court. Might require an additional swale to be built. \$90,000 |
| Location | West side of Church Street at D’Arcy Street |
| Proximity | Far |
| Ease to Implement | To be determined |
| Ownership | Town |
| Timing | To be determined |
| Public Concern | Relocate or removal of basketball court will be a concern. Option 2 - The practice of prioritizing parking over parkland (including an active recreation use) is generally not recommended by Planning staff and will be a public concern. Could be mitigated by a clear commitment of relocating (rather than removing) the basketball courts. |
| Safety | none |
| Staff Recommendation | Both Options - Peripheral location results in a long walk to Main Street and a low impact location. Consideration could be given to designating this lot as a staff parking lot during special events. |

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| | |
| 7. | Shared agreements with churches, day-cares and other private lots |
| Cost | Signage and depends on negotiations. |
| Location | Daycares and churches, such as Magic Kingdom and Christian Baptist Church are within Downtown area |
| Proximity | Excellent |
| Ease to Implement | To be determined |
| Ownership | private |
| Timing | To be determined |
| Public Concern | none |
| Safety | none |
| Staff Recommendation | Low cost, could be a quick gain of over 30 new spaces in a very high impact location. There are no records of existing agreements in place so would require contact. |
| | |
| 8. | 449 Eagle St. (Hollingshead Property) |
| Cost | \$35,000 |
| Location | Close to downtown area |
| Proximity | Far |
| Ease to Implement | 5 existing spaces. Maybe + 7 spaces if we reorient the parking stalls. Require to go through Heritage Committee, Council approval and permit from LSRCA |
| Ownership | Town |
| Timing | Medium term |
| Public Concern | none |
| Safety | none |
| Staff Recommendation | Property is entirely within floodplain and LSRCA's regulated area. Watercourse transverse through the properties at 449 Eagle and 440 D'Arcy Street. 449 Eagle Street is designated under Section 29 of the <i>Ontario Heritage Act</i> as a property of architectural and historical value or interest. Alteration to the land requires Heritage approval process. Property is currently leased to a developer however provisions are in place for public parking between the hours of 7pm and 7am as well as when the site sales office is closed. |
| | |
| 9. | Convert AOK greenspace |
| Cost | Option 1 – 29 new spaces \$75,000 Option 2 – 12 new spaces \$32,250 |
| Location | Close to downtown however east of train tracks |
| Proximity | About 200 or less metres to Doug Duncan and Timothy |
| Ease to Implement | LSRCA approval required. Soil testing required. Requires consideration that the Region has an easement over a portion of this property for a construction compound for a further period of 4 years to facilitate construction, inspect, maintain and repair its infrastructure under the York Durham Sewage System Forcemain Twinning Project. |
| Ownership | Town |
| Timing | n/a |
| Public Concern | Significant loss of passive green space with option 1. The practice of prioritizing parking over parkland (including an active recreation use) is generally not |

| | |
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| | recommended by Planning staff and will be a public concern. Could be mitigated by pursuing Option 2 including parallel parking, thereby developing a minimized portion of this greenspace. |
| Safety | Better to mirror parking than widen driveway to create parallel parking, otherwise a very safe alternative. The existing lot is not lit and may need to be lit as a viable option to park during nighttime events. |
| Staff Recommendation | There are two options that can be explored: <ol style="list-style-type: none"> 1. The first would be mirroring the existing parking stalls to the west side of the entranceway. This would add an additional 29 stalls to this area, but at the expense of reduced greenspace within the park. 2. The second option would be to place perpendicular or parallel parking stalls on the west side of the entranceway adjacent to the existing parking lot. Perpendicular parking would add an additional 12-18 spaces depending on how far south we go. Could enforce 3 hour limit. Expand on other side of entry lane. The lane is about 7.25 metres wide, and would need to be widened only by 1.0 metre in parallel parking is pursued for a gain of approximately 12 parking spaces. |
| | |
| 10. | Overflow parking currently used by York Regional Police |
| Cost | To be determined |
| Location | In downtown |
| Proximity | excellent |
| Ease to Implement | Already in place |
| Ownership | |
| Timing | Pending move to new headquarters |
| Public Concern | n/a |
| Safety | None |
| Staff Recommendation | Currently YRP uses public parking spaces as overflow. An additional 10 – 15 spaces will become available for public use after YRP moves to their new headquarters. (This could be consider a short term win, need to confirm timing) |

Long term implementation – identified as requiring more time due to budget requirements, approvals or tied to other projects. Expected to be completed in 3 - 5 years.

| | |
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| | |
| 11. | Change Bylaws |
| Cost | To be determined |
| Location | n/a |
| Proximity | n/a |
| Ease to Implement | To be determined |
| Ownership | n/a |

| | |
|----------------------|---|
| Timing | To be determined |
| Public Concern | To be determined |
| Safety | None – would be addressed through further analysis |
| Staff Recommendation | Should be part of a longer term parking strategy. Encourage greater turnover during the day. Maybe extended hours at some locations. |
| | |
| 12. | Remove Loading zone @ Main and Timothy |
| Cost | To be determined |
| Location | In downtown |
| Proximity | excellent |
| Ease to Implement | To be determined |
| Ownership | |
| Timing | To be determined |
| Public Concern | |
| Safety | |
| Staff Recommendation | Should be considered as part of an overall Parking Strategy as there are several issues to be considered. |
| | |
| 13. | Property Acquisition |
| Cost | Budget would be required to demolish existing building on site and create parking lot |
| Location | Close to downtown area |
| Proximity | Far |
| Ease to Implement | To be determined |
| Ownership | Private |
| Timing | To be determined |
| Public Concern | |
| Safety | |
| Staff Recommendation | Further collaboration with partners is required to identify the best possible solution. |
| | |
| 14. | Tennis Area |
| Cost | To be determined |
| Revenue | To be determined |
| Proximity | Excellent |
| Ease to Implement | To be determined |
| Ownership | |
| Timing | To be determined |
| Public Concern | |
| Safety | |
| Staff Recommendation | Potentially up to 120 spots could be built in this area. Discussions underway, but no timeline established. Likely longer term for roadmap. Ties in with CCL redevelopment plans. |
| | |
| 15. | Parking Structure - (permanent, modular or temporary) |

| | |
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| Cost | <p>High when compared to unstructured; Recommend Modular structure for lasting ability and cost savings; costs depend on several factors (Permanent vs Modular vs Temporary; footprint and # stalls per level; mixed-use; elevator; paid parking (would need gates & other electronic monitors and payment structures); AODA compliance; architectural enhancements (e.g. façades); column grid & ramps; etc.)</p> <p>The average costs in the US in 2019 were around \$29,000 CAD per parking space and ranged from \$47 to \$86 CAD per square foot of construction, including ramps, etc. First estimates in Newmarket, without design, with no elevators and for a Modular structure, in 2016 CAD\$ was \$16,000 per space for a 6-level structure with 1000 spaces in Commons North Parking Lot (Formerly P3); or \$25,000 per space for a 3-level structure in the Cachet/church parking lot</p> |
| Location | In or near Commons North Parking Lot (Formerly P3) or at Market Square (library & OTH parking lot) |
| Proximity | Good. Still requires patrons to walk some distance to their destination from the location of the structure. |
| Ease to Implement | Some difficulties anticipated (loss of use of several parking spaces during construction; disruption to deliveries and traffic in and out of parking lot, time required from design and permits to completion, environmental and commercial sensitivity of the area) |
| Ownership | Town-owned lands |
| Timing | Requires considerable public & BIA consultation to finalize location & size and for business case evaluation to determine if Public-Private Partnership or Town and revenue possibilities; RFP & procurement time for an engineering consultant; design & permitting; Public consultations throughout design; Tender & procurement process for constructor; actual construction; commissioning; etc. |
| Public Concern | A public engagement process would be undertaken to fully understand requirements and concerns. |
| Safety | <p>Would require safety monitoring during night use; cameras, monitoring devices, human surveillance, etc.</p> <p>May increase congestion on surrounding local roads as general area could accommodate substantially more vehicles.</p> |
| Staff Recommendation | <p>Discussions underway, but no timeline established. Likely longer term for roadmap. Ties in with CCL redevelopment plans.</p> <p>The potential for revenue will depend on the size of structure and operating costs. A business case for paid parking and a design of a structure would be needed for this to be estimated.</p> |
| | |
| 16. | Expand/use parking at Newmarket Lawn Bowling site. |
| Cost | To be determined |
| Location | Fair distance from downtown |
| Proximity | Very far |
| Ease to Implement | To be determined |
| Ownership | Town |
| Timing | To be determined |

| | |
|----------------------|--|
| Public Concern | May have some concerns of increased traffic in school zone and park area. |
| Safety | May have some concerns of increased traffic in school zone and park area. |
| Staff Recommendation | Exploring new options could result in the potential addition of parking at or near the current lawn bowling club. The challenges associated with such an expansion include the fact that access to this parking area involves entering off of Lorne (adjacent to the school) and coming down a laneway that abuts the school playground and the Lions Park area. The school board might express some reservations with increased traffic down this laneway to access additional parking. This lane is also heavily utilized as a walkway between the school and the park by children and families so increased traffic could impact those users. |
| | |
| 17. | Build on low, soggy area @ Fairy Lake 1, 2, 3 AND 4 Parking Lots (Formerly P1) (add parallel parking as we rebuild or make bigger?) |
| Cost | |
| Location | |
| Proximity | |
| Ease to Implement | |
| Ownership | LSRCA |
| Timing | |
| Public Concern | |
| Safety | |
| Staff Recommendation | LSRCA owns property – plans in place after Upper York Force Main project. There are currently ongoing conversations with the LSRCA regarding this property. Considerations for future parking expansion may be considered as talks continue. |
| | |

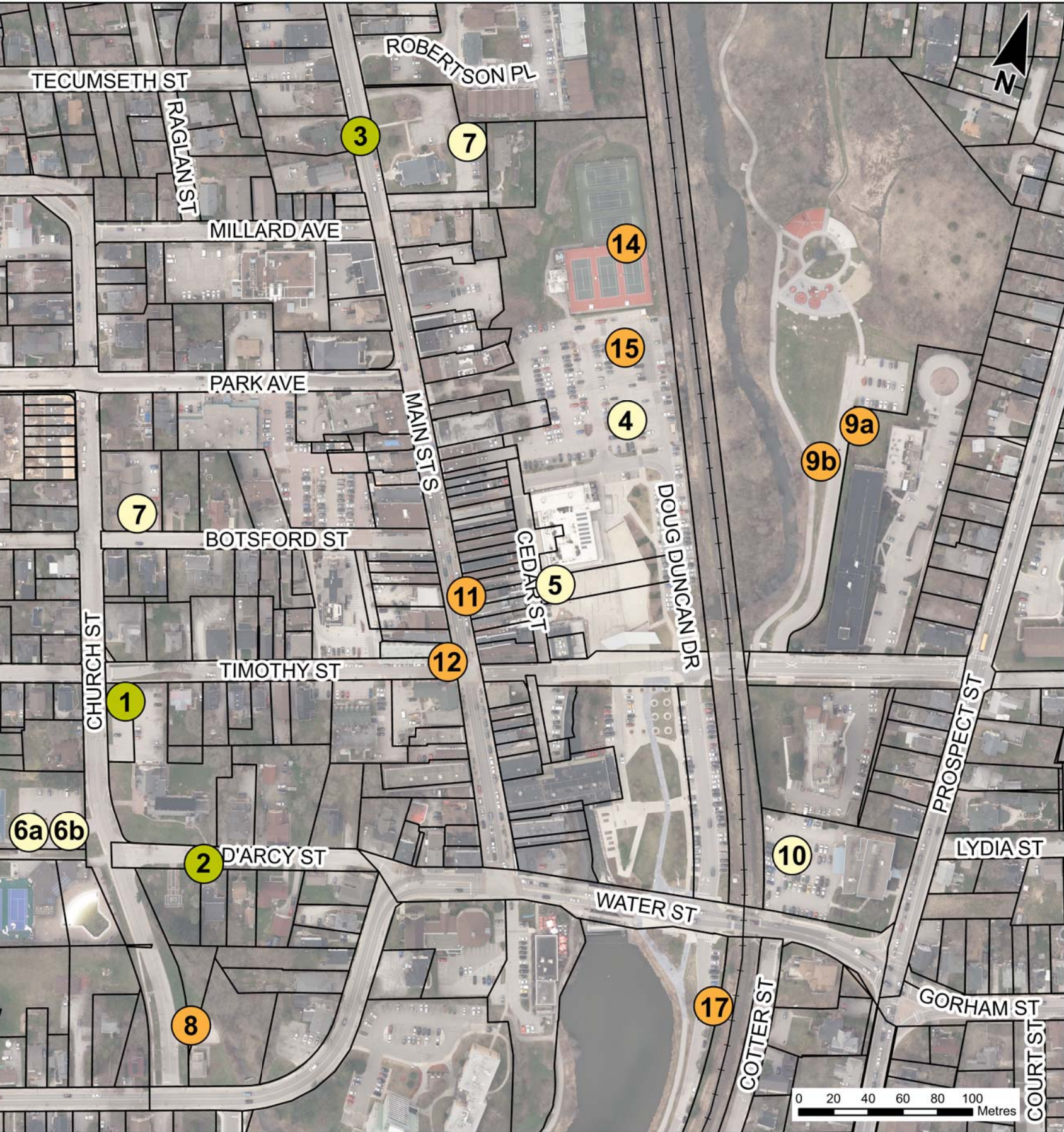
Not practical– Idea was reviewed and for specific reasons, determined not practical for implementation.

| | |
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| | |
| 18. | Change parallel to angled (Main Street) |
| Cost | |
| Location | |
| Proximity | |
| Ease to Implement | |
| Ownership | |
| Timing | |
| Public Concern | |
| Safety | Presents a challenge for emergency access; would impact the ability to have patios; might require Main Street South to become a one-way street. |
| Staff Recommendation | Technical review has previously indicated not feasible primarily due to narrowing of street. |
| | |
| 19. | Build behind Cachet |

| | |
|----------------------|---|
| Cost | Very high cost for non-structured parking, at “\$23,000-plus”, per parking space (as opposed to average of about \$5,300 per space in 2017 dollars These costs were obtained after significant site work done by engineering consultants hired by the Town, and are detailed in Staff Information Report ES-2018-11, entitled “500 Water Street Parking - Cachet Parking Lot Expansion” (available upon request). |
| Location | South of Cachet, just west of Fairy Lake |
| Proximity | At south end of Main Street South |
| Ease to Implement | Fairly complicated and very costly due to sub-surface conditions, as detailed in Information Report 2018-11 dated March 8, 2018. |
| Ownership | Town |
| Timing | Would require several environmental reviews and permits from various organizations (MECP, LSRCA, Other?) |
| Public Concern | The public would like to see these developed, but the cost is very high. |
| Safety | Environmental concerns; precautions needed for persons, wildlife, and the natural environment during construction; all fill removed needs to go to specialized and licensed dump sites. |
| Staff Recommendation | Reports previously sent to Council – significant cost; See CoW report ES 2017-06, dated Jan. 27, 2017, and Information Report ES 2018-11, dated March 8, 2018. |
| | |
| 20. | On street parking west side of Main |
| Cost | |
| Location | On Main Street within downtown |
| Proximity | Excellent |
| Ease to Implement | Medium |
| Ownership | Town |
| Timing | Medium term |
| Public Concern | |
| Safety | |
| Staff Recommendation | <u>Downtown Historic Community Improvement Plan</u> recommended widening sidewalks to improve pedestrian and walking environment. Adding parking on the west side of Main Street would significantly reduce sidewalk width and negatively affect pedestrian experience. |
| | |
| 21. | Residential street parking (streets close to Main) Everything but D’Arcy St. |
| Cost | \$0 |
| Location | None available |
| Proximity | close |
| Ease to Implement | None available as all streets already have parking on one side OR too narrow to support parking |
| Ownership | Town |
| Timing | Not possible |
| Public Concern | n/a |
| Safety | Forcing additional parking on narrow roads will create issues |

| | |
|----------------------|---|
| Staff Recommendation | On street parking on east/west streets off Main. Most have been reviewed already. May be part of SODA study. To be started in 2021, subject to budget approval. |
| | |
| | |

| Option # | Location | Spaces | Timeline | Ownership |
|----------|---|---------|-------------|-----------------------------------|
| 1 | St Paul's Church | 30 | Short term | Private |
| 2 | D'Arcy and Church Streets | 22 | Short term | Public right-of-way |
| 3 | Main Street South (South of Davis Drive Area) between Millard Avenue and Ontario Street | 7 | Short term | Town |
| 4 | Commons North Parking Lot | 2 | Medium term | Town |
| 5 | Commons West (Cedar St) | 3-8 | Medium term | Town |
| 6a | Lions Park/Gorman Pool | 9 | Medium term | Town |
| 6b | Lions Park/Gorman Pool | 30 | Medium term | Town |
| 7 | Christian Baptist Church or Magic Kingdom Learning Centre | 30 | Medium term | Private |
| 8 | Hollingshead Property | 7 | Medium term | Town |
| 9a | All Our Kids greenspace | 29 | Medium term | Town |
| 9b | All Our Kids greenspace | 12 | Medium term | Town |
| 10 | Overflow parking currently used by York Regional Police | 10-15 | Medium term | York Region |
| 11 | Change By-laws | | Long Term | Town |
| 12 | Main St & Timothy St Loading Zone | 1 | Long Term | Public right-of-way |
| 13 | Property Acquisition | 100-120 | Long Term | Private |
| 14 | Tennis Area (170 Doug Duncan Dr) | | Long Term | Town |
| 15 | Parking Structure (Commons North Parking Lot) | 1000 | Long Term | Town |
| 16 | Newmarket Lawn Bowling Site | | Long Term | York Region District School Board |
| 17 | Fairy Lake 1, 2, 3, 4 Parking Lots | | Long Term | LSRCA |



FEASIBLE DOWNTOWN PARKING OPTIONS TOWN OF NEWMARKET

- # Short term option
- # Medium term option
- # Long Term option
- Property Line
- Railway



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Town of Newmarket
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2020 Budget Reconciliation Staff Report to Council

Report Number: 2020-57

Department(s): Financial Services

Author(s): Mike Mayes, Director, Financial Services/Treasurer

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled 2020 Budget Reconciliation dated August 24, 2020 be received; and,
2. That the 2020 Budget Reconciliation be approved; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Executive Summary

The 2020 Council approved budgets (tax and rate-supported operating, and capital) along with the implied reserve and reserve funds budget derived from the Council-approved budgets, have a combined revenue amount of \$153,354,975 and an expenditure total of \$152,191,037. The adjusted budget, per the Consolidated Statement of Operations, has a revenue amount of \$154,354,975 and an expenditure amount of \$138,575,557. The difference is due to the inclusion of budgeted amortization expense, post-employment benefit expense and the exclusion of budgeted tangible capital assets that will be capitalized. These adjustments make the budget Public Sector Accounting Standard (PSAS) compliant.

Purpose

The purpose of this report is to provide Council with a reconciliation of the Council approved 2020 budget as it compares to the budget that will be reported in the 2020 financial statements.

Background

A key outcome of the annual budget is a tax rate, which Council is asked to approve. This tax rate, and other rates such as water and wastewater, are based on a “cash basis” of accounting for the most part, and therefore do not include all of the Public Sector Accounting Standards (PSAS) requirements around accrual accounting and accounting for “non-financial assets and liabilities”.

These accounting standards do not require budgets to be prepared on a PSAS basis. The Town of Newmarket, like most municipalities, continues to prepare budgets on the traditional cash basis.

The Province of Ontario introduced Ontario Regulation 284/09 (O. Reg. 284/09) that allows a municipality to exclude from their estimated expenses, costs related to amortization expense, post-employment benefit expense and solid waste landfill closure and post-closure expense. However, the regulation does require that the municipality report on the impact of these excluded costs.

Discussion

The Council approved 2020 Budget and associated levy excluded the following:

1. The budget did not include expenses for the amortization of its tangible capital assets in the amount of \$17.2 million, as amortization is a non-cash expense.
2. Based on an actuarial review as at the end of 2019, the 2020 expense for post-retirement benefits was estimated to be \$581,806, of which \$353,951 was included in the budget.
3. No solid waste landfill closure and post-closure costs have been included, as the Town does not have responsibility for any landfill sites.

In 2019 a major change was made in the budget process – the elimination of capital carryovers and the creation of achievable capital programs. In preparing the budget for 2020, the Town included an amount of \$37.8 million in capital expenditures. Of this amount \$31.2 million has been identified as being tangible capital assets.

The attachment illustrates what the 2020 budget will look like in the Town’s consolidated financial statements in the Public Sector Accounting Board (PSAB) 3150 format.

Post-Employment Benefits

Employee Future benefits are health and dental benefits that are provided to early retirees, future retirees and employees currently on long-term disability. An actuarial valuation was carried out as at December 31, 2019 using a discount rate of 2.8%. The liability for employee future benefits is estimated to be \$7.0 million, of which \$2.2 million has been funded for 2020. Although there is no legislative requirement to fund this liability – it may

be handled on a “pay-as-you-go” basis – the Town continues to be fiscally prudent. The liability is expected to grow to \$7.3 million in 2020.

Amortization Expenses

Amortization, commonly referred to as depreciation, theoretically represents the annual use of the Town’s assets. Although amortization expenses should not be used to determine the impairment of an asset, it is a good tool to predict the future annual financial commitments required for asset rehabilitation. The amounts and calculations for amortization expenses are in accordance with our tangible capital asset (TCA) policy.

Conclusion

The adjustments to the Council approved 2020 budget included projected amortization expense, post-employment benefit expense and budgeted tangible capital assets, capitalized. These adjustments make the budget PSAB compliant.

Business Plan and Strategic Plan Linkages

This report links to Council’s Strategic Priority of Long-Term Financial Sustainability.

Consultation

Not applicable.

Human Resource Considerations

None.

Budget Impact

This report is for information and as such, will have no direct impact on taxes, fees and charges or the use of reserves. There is no impact on the future tangible capital asset funding requirements of the municipality, as a result of the exclusion of any of the estimated expenses.

The original 2020 budget approved by Council included a surplus for the year of \$1.2 million. With the inclusion of the PSAB reporting requirements, the budget would result in a surplus of \$15.8 million.

Attachments

2020 Budget Reconciliation (5 pages)

Approval

Mike Mayes, CPA, CGA, DPA
Director, Financial Services/Treasurer

Esther Armchuk, LL.B
Commissioner, Corporate Services

Contact

For more information on this report, contact Mike Mayes, Director of Financial Services/Treasurer at 905-953-5300 ext. 2102 or via e-mail at mmayes@newmarket.ca

THE CORPORATION OF THE TOWN OF NEWMARKET
Consolidated Statement of Projected Financial Position

December 31, 2020

| | 2019 | 2020 |
|---|-----------------------|-----------------------|
| | Actual | Budget |
| FINANCIAL ASSETS | | |
| Cash | \$ 52,586,372 | \$ 51,246,574 |
| Temporary Investments | 62,968,260 | 42,000,000 |
| Taxes receivable | 5,324,399 | 9,890,295 |
| Unbilled User Charges | 6,827,688 | 8,433,975 |
| Accounts receivable | 7,399,855 | 9,554,298 |
| Inventory for resale | 43,450 | 44,319 |
| Surplus Land | 155,285 | 155,285 |
| Loans receivable | 120,097 | 110,522 |
| Investment in Newmarket Hydro Holdings Inc. | 67,910,617 | 70,246,617 |
| | 203,336,023 | 191,681,884 |
| LIABILITIES | | |
| Accounts payable and accrued liabilities | 31,795,118 | 32,431,020 |
| Interest payable on debt | 710,869 | 710,869 |
| Employee future benefits payable | 7,457,790 | 7,811,741 |
| Long-term disability benefits payable | 4,502,355 | 4,430,944 |
| Deferred revenue | 43,008,294 | 32,041,473 |
| Long-term debt | 45,081,715 | 41,561,103 |
| | 132,556,141 | 118,987,150 |
| NET FINANCIAL ASSETS | 70,779,882 | 72,694,734 |
| NON FINANCIAL ASSETS | | |
| Inventory | 756,772 | 771,907 |
| Prepaid expenses | 2,322,308 | 2,202,308 |
| Tangible Capital Assets | 518,383,541 | 532,352,972 |
| | 521,462,621 | 535,327,187 |
| TOTAL NET ASSETS | 592,242,503 | 608,021,921 |
| ACCUMULATED SURPLUS | \$ 592,242,503 | \$ 608,021,921 |

THE CORPORATION OF THE TOWN OF NEWMARKET

Consolidated Statement of Projected Operations and Accumulated Surplus

Year ended December 31, 2020

| | 2019 | | 2020 |
|---|----------------------|----------------------|-----------------------|
| | Budget | Actual | Budget |
| REVENUES | | | |
| Taxation and user charges | | | |
| Residential and farm taxation | \$ 52,268,182 | \$ 52,243,991 | \$ 54,842,182 |
| Commercial, industrial and business taxation | 10,451,591 | 10,536,717 | 10,370,591 |
| Taxation from other governments | 722,525 | 842,041 | 722,525 |
| User charges | 54,416,594 | 55,803,009 | 56,226,497 |
| | 117,858,892 | 119,425,758 | 122,161,795 |
| Government Transfers | | | |
| Government of Canada | 1,205,174 | 1,106,248 | - |
| Federal Gas Tax Revenue | 2,672,958 | 2,602,483 | 6,458,000 |
| Province of Ontario | 1,410,901 | 2,581,618 | 660,891 |
| | 5,289,033 | 6,290,349 | 7,118,891 |
| Other | | | |
| Contribution from developers | 8,411,181 | 8,489,238 | 13,770,171 |
| Investment income | 3,646,407 | 3,685,633 | 2,456,604 |
| Fine, penalties and interest | 1,725,754 | 1,681,254 | 1,839,754 |
| Rent and other | 2,905,566 | 2,909,993 | 4,671,760 |
| Land sales | - | - | - |
| Gain on disposal of tangible capital assets | - | (222,999) | - |
| | 16,688,908 | 16,543,119 | 22,738,289 |
| TOTAL REVENUES | 139,836,833 | 142,259,226 | 152,018,975 |
| EXPENSES | | | |
| General government | 17,329,213 | 17,888,430 | 19,691,858 |
| Protection to persons and property | 20,180,677 | 19,334,894 | 20,092,345 |
| Transportation services | 14,136,787 | 16,728,171 | 14,426,071 |
| Environmental services | 40,785,527 | 40,501,514 | 43,752,454 |
| Recreation and cultural services | 34,372,753 | 36,081,394 | 37,152,877 |
| Planning and development | 4,304,260 | 3,655,469 | 3,459,952 |
| | 131,109,217 | 134,189,872 | 138,575,557 |
| Investment income from Newmarket Hydro Holdings Inc | 2,336,000 | (541,634) | 2,336,000 |
| Gain on foreign exchange | - | (543,220) | - |
| ANNUAL SURPLUS | 11,063,616 | 6,984,500 | 15,779,418 |
| ACCUMULATED SURPLUS, BEGINNING OF YEAR | 585,258,003 | 585,258,003 | 592,242,503 |
| ACCUMULATED SURPLUS, END OF YEAR | \$596,321,619 | \$592,242,503 | \$ 608,021,921 |

THE CORPORATION OF THE TOWN OF NEWMARKET

Consolidated Statement of Projected Change in Net Financial Assets

Year ended December 31, 2020

| | 2019 | | 2020 |
|--|------------------|------------------|------------------|
| | Budget | Actual | Budget |
| Annual surplus | \$ 11,063,616 | \$ 6,984,500 | \$ 15,779,418 |
| Acquisition of tangible capital assets | (22,417,091) | (20,493,072) | (31,163,090) |
| Contributed tangible capital assets | - | (678,434) | - |
| Amortization of tangible capital assets | 16,744,354 | 16,857,430 | 17,193,659 |
| Proceeds from sale of tangible capital assets | - | 143,441 | - |
| Loss (gain) on disposal of tangible capital assets | - | 222,999 | - |
| | (5,672,737) | (3,947,636) | (13,969,431) |
| Changes due to inventory | (11,032) | (205,183) | (15,135) |
| Changes due to prepaid expenses | 640,000 | 848,619 | 120,000 |
| | 628,968 | 643,436 | 104,865 |
| CHANGE IN NET FINANCIAL ASSETS | 6,019,847 | 3,680,300 | 1,914,852 |
| NET FINANCIAL ASSETS, BEGINNING OF YEAR | 67,099,582 | 67,099,582 | 70,779,882 |
| NET FINANCIAL ASSETS, END OF YEAR | \$ 73,119,429 | \$ 70,779,882 | \$ 72,694,734 |

THE CORPORATION OF THE TOWN OF NEWMARKET

Consolidated Statement of Projected Cash Flows

Year ended December 31, 2020

| | 2019 | | 2020 |
|--|---------------|---------------|---------------|
| | Budget | Actual | Budget |
| CASH PROVIDED BY (USED IN): | | | |
| OPERATING ACTIVITIES | | | |
| Cash received from | | | |
| Taxation | \$ 63,318,954 | \$ 61,073,205 | \$ 61,369,403 |
| User charges | 53,934,117 | 54,557,980 | 52,650,764 |
| Government transfers | 4,495,678 | 5,751,621 | 4,215,930 |
| Contributions from developers | 4,517,810 | 10,221,897 | 7,105,000 |
| Investment income | 5,469,540 | 4,427,550 | 3,792,604 |
| Fine, penalties and interest | 1,725,754 | 1,700,052 | 1,839,754 |
| Rent and other | 1,569,566 | 2,913,570 | 3,335,760 |
| Aurora's share of Central York Fire Services | 11,182,125 | 10,729,902 | 11,749,295 |
| | 146,213,544 | 151,375,777 | 146,058,510 |
| Cash paid for | | | |
| Salaries, wages and employee benefits | 61,514,565 | 63,257,214 | 63,889,786 |
| Materials, goods, and supplies | 5,649,450 | 10,170,920 | 10,374,338 |
| Utilities | 4,339,226 | 4,869,690 | 4,967,084 |
| Contracted and general services | 42,764,337 | 38,010,421 | 44,615,600 |
| Capital repairs and maintenance | 11,139,376 | 4,631,409 | 7,724,037 |
| Interest on long-term debt | 2,304,739 | 2,304,739 | 1,827,763 |
| Rents and financial | 290,671 | 278,683 | 284,257 |
| | 128,002,364 | 123,523,076 | 133,682,865 |
| Net change in cash from operating activities | 18,211,180 | 27,852,701 | 12,375,645 |
| CAPITAL ACTIVITIES | | | |
| Proceeds on disposal of tangible capital assets | - | 143,441 | - |
| Cash paid for acquisition of tangible capital assets | (22,417,091) | (20,493,072) | (31,163,090) |
| Net change in cash from capital activities | (22,417,091) | (20,349,631) | (31,163,090) |
| INVESTMENT ACTIVITIES | | | |
| Gain on Foreign Exchange | - | (543,220) | - |
| Temporary investment | 13,082,164 | (8,886,096) | 20,968,260 |
| Net increase in investment | 13,082,164 | (9,429,316) | 20,968,260 |
| FINANCING ACTIVITIES | | | |
| Issuance of long-term debt | - | - | - |
| Principal repayment on long-term debt | (3,796,046) | (11,551,246) | (3,520,612) |
| Net change in cash from financing activities | (3,796,046) | (11,551,246) | (3,520,612) |
| NET CHANGE IN CASH | 5,080,207 | (13,477,492) | (1,339,798) |
| CASH, BEGINNING OF YEAR | 66,063,864 | 66,063,864 | 52,586,372 |
| CASH, END OF YEAR | \$ 71,144,071 | \$ 52,586,372 | \$ 51,246,574 |

2020 Budget Reconciliation

The budget approved by Council differs from the budget in the Consolidated Statements. The differences are mainly due to PSAB reporting requirements.

| | | Revenues | Expenses |
|---|------------|-----------------------|-----------------------|
| Council approved budget for 2020: | | | |
| Operating fund - December 2, 2019 | | \$ 134,098,674 | \$ 134,098,674 |
| Less: Principal payment on long-term debt | | \$ - | \$ (3,411,675) |
| Less: Transfers to / from other funds | | \$ (1,549,735) | \$ (16,306,537) |
| Capital - New - December 2, 2019 | | \$ 37,810,575 | \$ 37,810,575 |
| Less: Transfers from other funds | | \$ (18,442,543) | \$ - |
| Reserves and Reserve funds - | | \$ 17,450,541 | \$ 19,698,278 |
| Less: Transfers to / from other funds | | \$ (16,012,537) | \$ (19,698,278) |
| TOTAL COUNCIL APPROVED BUDGET | (1) | \$ 153,354,975 | \$ 152,191,037 |
| Less: Projection of Tangible Capital Assets Capitalized | (2) | | (31,163,090) |
| Plus: Budgeted amortization expense | (3) | | 17,193,659 |
| Plus: Post-employment benefit expenses | (4) | | 353,951 |
| Plus: Investment income from Newmarket Hydro Holdings Inc. | (5) | 1,000,000 | |
| Adjusted Budget per Consolidated Statement of Operations | | \$ 154,354,975 | \$ 138,575,557 |

Note:

(1) Council approves balanced budgets with the exception of Reserves and Reserve Funds. The difference between Revenue and Expenses is the net transfer to or from other funds.

(2) This figure represents the total expenditures in the Capital Budget for Tangible Capital Assets. Disposals are not considered to be material and are therefore excluded.

(3) This figure is the estimated amortization for the current year's budgeted Tangible Capital Asset additions and adding it to the previous year's actual amortization expense.

(4) This is estimated based on the 2019 actuarial evaluation.



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Amended Tax Rate By-law Staff Report to Council

Report Number: 2020-59

Department(s): Financial Services

Author(s): Mike Mayes, Director of Financial Services/Treasurer

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled Amended Tax Rate By-law dated August 24, 2020 be received; and,
2. That the amended by-law be enacted; and,
3. That Staff be authorized and directed to do all things necessary to remit the referenced amount to the Regional Municipality of York.

Purpose

The purpose of this report is to amend the recently enacted By-law 2020-34 as it relates to the Regional Municipality of York contribution amount.

Background

Section 312 (2) of the Municipal Act, 2001, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for the year, enact a By-law to levy a separate tax rate on the assessment in each property class; and,

Sections 307 and 308 of the said Act require tax rates to be established in the same proportion to tax ratios; and

Council of the Corporation of the Town of Newmarket enacted By-law 2020-34 on June 29, 2020 to establish the tax rates for 2020; and

It is deemed necessary to amend By-law 2020-34 as it relates to the Regional Municipality of York contribution amount.

Discussion

That the sum of \$67,583,446 as referenced in By-law 2020-34 be replaced with the sum of \$67,618,055 as the Regional contribution amount and be levied and collected for the Town of Newmarket's share of the 2020 Budget for the Regional Municipality of York; such sum to be provided by applying the tax rates as summarized in Schedule "A" of By-law 2020-34.

Conclusion

This report will be posted on the Town's website.

Business Plan and Strategic Plan Linkages

This report links to Council's Strategic Priority of Long-term financial sustainability by ensuring ongoing continuous improvement and a service level analysis for consideration.

Consultation

Consultation has taken place with Finance staff.

Human Resource Considerations

Not applicable to this report.

Budget Impact

None.

Attachments

Draft By-law to amend By-law 2020-34 being a By-law to provide for the levy and collection of the sums required by the Corporation of the Town of Newmarket for 2020.

Approval

Dawn Schellenberg
Manager of Finance & Accounting/Deputy Treasurer

Esther Armchuk, LL.B
Commissioner of Corporate Services

Contact

For more information on this report, contact Mike Mayes at 905-953-5300 ext. 2102 or via e-mail at mmayes@newmarket.ca



Corporation of the Town of Newmarket

By-law 2020-XX

A By-law to amend By-law 2020-34 being a By-law to Provide For The Levy And Collection Of The Sums Required By The Corporation Of The Town Of Newmarket For 2020 And To Provide For The Mailing Of Notices Requisitioning The Payment Of Taxes For 2020.

Whereas Section 312 (2) of the Municipal Act, 2001, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for the year, enact a By-law to levy a separate tax rate on the assessment in each property class; and,

Whereas Sections 307 and 308 of the said Act require tax rates to be established in the same proportion to tax ratios; and,

Whereas the Council of the Corporation of the Town of Newmarket enacted By-law 2020-34 on June 29, 2020 to establish the tax rates for 2020; and,

Whereas it is deemed necessary to amend By-law 2020-34 as it relates to the Regional Municipality of York Contribution Amount.

Therefore be it enacted by the Council of the Corporation of the Town of Newmarket as follows:

- 1) That Section 4 of By-law 2020-34 be repealed and replaced with the following:

And that the sum of \$67,618,055 be levied and collected for the Town of Newmarket's share of the 2020 Budget for The Regional Municipality of York; such sum to be provided by applying the tax rates as summarized in Schedule "A" attached, to the taxable assessments;

Enacted this 31st day of August, 2020.

John Taylor, Mayor

Lisa Lyons, Town Clerk



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Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Second Quarterly Update to the Outstanding Matters List for 2020 Staff Report to Council

Report Number: 2020-61

Department(s): Legislative Services

Author(s): Jaclyn Grossi, Legislative Coordinator

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled Second Quarterly Update to the Outstanding Matters List for 2020 dated August 24, 2020 be received; and,
2. That Council adopt the updated Outstanding Matters List, included as **Attachment 1** to this report; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to present Council with the second quarterly update to the Outstanding Matters List in 2020.

Background

At its meeting on March 2, 2020 Council approved the Procedure By-law Review for the 2018-2022 Term of Council Staff Report which identified that the Outstanding Matters List ("List") would be presented to Council on a quarterly basis. Staff advised that the List would include additional staff comments and enhanced tracking of date changes to ensure that both Council and the public were aware of staff's intended timeline to bring certain items forward.

Council adopted the [first quarterly](#) update at their May 19, 2020 Special Council – Electronic meeting, and this report serves to present the second quarterly report.

Discussion

An updated Outstanding Matters List (**Attachment 1**) has been provided and is presented to Council for adoption. As a reminder, the items included in Attachment 1 are only items from the Outstanding Matters List, which require Council decision or consideration. The chart does not depict other projects or work that staff continue to dedicate resources towards. It also does not include the Council-approved action items contained in the REV it Up Campaign or within Council's Strategic Priorities.

Corresponding item numbers have been enumerated to ensure that Council has ease of reference for specific matters should there be questions about associated timeframes or the subject matter itself.

Conclusion

Staff will continue to provide Council with an updated List quarterly to reflect the current status of items which Staff have been directed to report back to Council on.

Business Plan and Strategic Plan Linkages

As this report highlights an updated Outstanding Matters List for the Corporation, this report aligns with all six pillars of Council's Strategic Priorities.

Consultation

Members of the Strategic Leadership Team and Operational Leadership Team were consulted in this report.

Human Resource Considerations

There are no human resource considerations specific to this report. However, individual projects within the List may have associated human resources impacts, and any such considerations will be noted in the individual reports on those matters.

Budget Impact

There are no budget impacts specific to this report. However, individual projects within the List may have associated budget impacts, and any such considerations will be noted in the individual reports on those matters.

Attachments

Attachment 1 – Second Quarterly Update to the Outstanding Matters List for 2020

Approval

Lisa Lyons, Director, Legislative Services/Town Clerk

Esther Armchuk, Commissioner, Corporate Services

Ian McDougall, Commissioner, Community Services

Peter Noehammer, Commissioner, Development and Infrastructure Services

Jag Sharma, Chief Administrative Officer

Contact

For more information about individual projects contained in Attachment 1, please contact the responsible Department Director or respective Commissioner.

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|---------------------------------|--|--|--|--|
| Items for Council consideration in Q3 2020 | | | | | |
| 1. | Asset Replacement Fund Strategy | <p>Meeting Date: Committee of the Whole - April 30, 2018</p> <p>Recommendation: 1. That the Asset Replacement Fund Strategy be referred to staff for further information and be brought back to Council for consideration at a later date.</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> Financial Services | <p>September 14th CoW</p> <p>Q2 2020</p> <p>June 2020</p> | <p>November 9th Special CoW</p> | <p>An Asset Replacement Fund (ARF) Strategy will be presented at the November 9th Special Committee of the Whole meeting.</p> |
| 2. | Construction Vibration Issues | <p>Meeting Date: Committee of the Whole – March 18, 2019</p> <p>Recommendations: 5. That staff investigate options for existing sites where construction activity will cause significant vibrations.</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> Planning and Building Services Engineering Services | <p>Q3 2020</p> <p>Q2 2020</p> | <p>September 14th CoW</p> | <p>Additional time was needed to liaise with Legal Services and Legislative Services to ensure there is a legal means to require/enforce the recommended measures.</p> |
| 3. | Derelict Properties | <p>Meeting Date: Committee of the Whole - September 23, 2019</p> <p>Recommendations: 1. That Staff circulate an information report related to derelict properties, including information regarding demolition requirements and any impediments that may apply.</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> Planning and Building Services Legislative Services | <p>Q3 2020</p> <p>Q2 2020</p> | <p>September 2020</p> | <p>Re-prioritized to Q3 due to staff resource constraints and pandemic.</p> <p>Staff will present an information report in September 2020.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|--|--|-------------------------------|--|---|
| Items for Council consideration in Q3 2020 | | | | | |
| 4. | Single Use Plastics | <p>Meeting Date: Committee of the Whole – June 17, 2019</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. That Council direct staff to bring back a report which outlines the roles and responsibilities of the Province, the Region and the Town in relation to recycling and diversion and provides the following: <ol style="list-style-type: none"> a. information on what work is currently being done to address the reduction and eventual elimination of single use plastics; and, b. clear options for Council to consider to ensure the town is taking steps within its jurisdiction to reduce and eventually eliminate single use plastics. <p>Responsible Departments:</p> <ul style="list-style-type: none"> • Public Works Services | <p>Q3 2020</p> <p>Q2 2020</p> | <p>September 14th CoW</p> | <p>Staff have established a draft report and are continuing to undertake additional research and analysis. A Staff Report will be issued in Q3 of 2020.</p> |
| 5. | City of Markham Resolution - Single Use Plastic Reduction Strategy - Phase 1 | <p>Meeting Date: Committee of the Whole - Electronic - June 22, 2020</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. That the Resolution from the City of Markham regarding the Single Use Plastic Reduction Strategy - Phase 1 be received for information and referred to Staff. <p>Responsible Department:</p> <ul style="list-style-type: none"> • Public Works Services | | <p>September 14th CoW</p> | <p>This item will be included/referenced in the Single Use Plastics Staff Report (item 4).</p> |
| 6. | Financial Update | <p>Meeting Date: Special Council – May 19, 2020</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 2. That staff be directed to further investigate mitigating measures to lessen the financial impact of the pandemic on the Town, and to report back on the results. <p>Responsible Department:</p> <ul style="list-style-type: none"> • Financial Services | | <p>August 24th CoW</p> | <p>Information will be included in Q2 report scheduled for August 24.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|--|---|---|----------------------------------|--|
| Items for Council consideration in Q3 2020 | | | | | |
| 7. | Community Support | <p>Meeting Date: Special Council – June 8, 2020</p> <p>Recommendations:</p> <p>2. That Council direct Staff to provide further information related to other gaps in meeting community needs and the potential role of the Town in addressing those.</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> • Recreation & Culture Services | | August 2020 | Information Report to be distributed. |
| 8. | Downtown Parking Report - 500 Water Street Parking Information Report 2018-11 (Cachet Parking Lot) | <p>Meeting Date: Committee of the Whole – March 19, 2018</p> <p>Recommendation:</p> <p>3. That the Community Centre Lands Task Force work form the basis of a report back to Council, to be brought forward in Q1/Q2, 2019.</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> • Innovation and Strategic Initiatives • Engineering Services • Community Centre Lands Task Force | <p>Q3/Q4 2020</p> <p>TBD</p> <p>Q2 2020</p> | August 24 th CoW | <p>Staff will also provide a report to Council on downtown parking options, with recommendations to increase spaces in the downtown area.</p> <p>This report is currently being developed and will be presented to Council prior to the end of the year.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|--|---|-------------------------------|----------------------------------|--|
| Items for Council consideration in Q4 2020 | | | | | |
| 11. | Established Neighbourhoods Compatibility Study | <p>Meeting Date: Committee of the Whole - September 23, 2019</p> <p>Recommendations: Established Neighbourhoods Compatibility Study</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> • Planning and Building Services | Q1 2020 | Q4 2020 | <p>Special Committee of the Whole held January 20, 2020.</p> <p>Public Meeting was scheduled for April 14, 2020 but was cancelled due to Pandemic. Public Meeting has been rescheduled to August 31, 2020</p> <p>Final recommendations to follow in Q4 2020, targeted for October.</p> |
| 12. | Heritage Designations - York Region Administrative Building and Newmarket Canal System | <p>Meeting Date: Committee of the Whole - April 30, 2018</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1. The Strategic Leadership Team/Operational Leadership Team recommend that the following be referred to staff for review and report: <ol style="list-style-type: none"> a. That the Heritage Newmarket Advisory Committee propose to the Region of York that the Administration Centre building be designated, due to its noted architect; and, b. That the Heritage Newmarket Advisory Committee recommend the Town of Newmarket designate the Newmarket Canal system. <p>Responsible Department: Planning and Building Services</p> | <p>Q3 2020</p> <p>Q1 2020</p> | October 2020 | <p>Additional time was needed to retain Cultural Heritage Consultant via Procurement process.</p> <p>Consultant retained and Designation Reports are now being prepared.</p> <p>This item must first go to Heritage Newmarket, so it is tied to timing of that Committee resuming their meeting schedule. Staff are prepared to bring a report to Council in October 2020, following a Heritage Newmarket Committee Meeting in September 2020.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|---|---|--|----------------------------------|---|
| Items for Council consideration in Q4 2020 | | | | | |
| 13. | Proposed Trail from Yonge Street to Rita's Avenue | <p>Meting Date: Council – January 18, 2016 – Item 35</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. That staff provide alternate trail options for this area at a lower cost. 2. That Item 35 of the Council Minutes of December 14, 2015 being Joint Development and Infrastructure Services - Planning and Building Services and Engineering Services Report 2015-44 dated November 19, 2015 regarding a proposed trail from Yonge Street to Rita's Avenue be reconsidered; and, 3. That staff provide alternate trail options for this area at a lower cost, including the option of extending the trail through George Luesby Park along Clearmeadow Boulevard to Yonge Street and further connecting the trail from Flanagan Court/Rita's Avenue to the George Luesby Park Trail; and, 4. That staff also include in the report the option of installing lighting along the George Luesby Park Trail. <p>Responsible Department:</p> <ul style="list-style-type: none"> • Planning and Building Services Engineering Services | August 24 th CoW Q3 2020 2021 | Q4 2020 | With the Yonge Street Viva Bus Rapid Transit complete, staff can now proceed. |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|---------------------|--|------------------------------|----------------------------------|--|
| Items for Council consideration in Q4 2020 | | | | | |
| 14. | Residential Parking | <p>Meeting Date: (1) Committee of the Whole - November 6, 2017 (2) Committee of the Whole – April 9, 2018 (Temporary Parking Exemption Report)</p> <p>Recommendations: (1) 1. That Development and Infrastructure Services Engineering Services and Planning and Building Services - Report 2017-45 dated November 6th, 2017 regarding Residential Parking Review be received and the following recommendations be adopted:</p> <p style="padding-left: 40px;">c. That, subject to budget approval, staff be directed to undertake a review of the Parking By-law and report back to Committee of the Whole with recommendations on improvements to parking matters discussed in this report.</p> <p>(2) 5. That the Temporary Parking Exemption Program be implemented as a pilot project and reviewed as part of the overall residential parking review scheduled for Q1/Q2, 2019</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> • Planning and Building Services • Legislative Services | Q3 2020 | Q4 2020 | Additional time needed to scope issues and confirm enforcement matters with By-laws. |
| 15. | Multi Use Pathways | <p>Meeting Date: Committee of the Whole – November 4, 2019</p> <p>Recommendation: 1. That Council direct Staff to report back in 2020 regarding the best practices and options for improving the signage and markings on the Tom Taylor Trail system.</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> • Public Works Services | Q4 2020 | Q4 2020 | <p>Staff are currently undertaking research and establishing a field inventory.</p> <p>An information report will be issued in Q4 of 2020.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|--|---|------------------------------|----------------------------------|--|
| Items for Council consideration in Q4 2020 | | | | | |
| 16. | Hollingsworth Arena and Future Ice Allocation Considerations | <p>Meeting Date: Committee of the Whole – April 8, 2019</p> <p>Recommendations:</p> <ol style="list-style-type: none"> That the Town of Newmarket operate with six ice pads and report back annually on the status of ice allocations, and ability to accommodate users; and That within six months staff bring back a report on any plans for public amenity use at this location; <p>Responsible Department:</p> <ul style="list-style-type: none"> Recreation and Culture Services | Q1 & Q3 2020 | Q4 2020 | <p>Staff will provide two information reports on this item 1) regarding the public amenity use of this facility; and 2) regarding the status of ice allocations after the needs of the organizations for the 2020-2021 season have been identified.</p> <p>The information reports were delayed due to operational disruptions caused by the Pandemic.</p> |
| 17. | Recognition of the Widdifield Family | <p>Meeting Date: Committee of the Whole – February 25, 2019</p> <p>Recommendations:</p> <ol style="list-style-type: none"> That staff be directed to investigate options that will recognize the area east of the river and west of Doug Duncan Drive, that lies between Timothy and Water St to be recognized in some format by a commemorative plaque or other option that acknowledges and demonstrates the background and history of an area known to be Widdifield Park; and, That Mike Widdifield of Newmarket be notified of any proposals. <p>Responsible Department:</p> <ul style="list-style-type: none"> Recreation and Culture Services Public Works Services | Q1 2020 | Q4 2020 | Plaque wording under final review and sign off with anticipated sign installation anticipated by end of Q4, 2020 |
| 18. | Protection of Trees on Private Property | <p>Meeting Date: Committee of the Whole - June 17, 2019</p> <p>Recommendations:</p> <ol style="list-style-type: none"> That following the internal and public consultation, issues identified in this report, together with comments from the public, and Committee, be addressed by staff in a comprehensive report to the Committee of the Whole with a draft by-law; and, <p>Responsible Department: Planning and Building Services</p> | Q1 2020 | Q4 2020/Q1 2021 | <p>PIC at the iWonder Event completed in Fall 2019.</p> <p>Re-prioritized due to staff resource constraints and Pandemic.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|---|---|--|------------------------------|--|---|
| Items with a date to be determined | | | | | |
| 19. | Council Remuneration | <p>Meeting Date: Committee of the Whole – April 9, 2018</p> <p>Recommendations: 1. That Council refer the consultant and staff report to the new term of Council to be considered along with updated information at that time and to allow for phasing of any further adjustments to occur if necessary.</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> Office of the CAO/Human Resources | Q1 2020 | To be determined – see additional comments | Staff will present a report on Council remuneration once the Pandemic is declared over. |
| 20. | Newmarket Public Library Study Implementation | <p>Meeting Date: Committee of the Whole - February 26, 2018</p> <p>Recommendations: 3. That Council refer the further consideration and direction with respect to library facility needs study to the 2018 – 2022 Council Strategic Priority setting process.</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> Community Services/Newmarket Public Library | Q3 2020 | To be determined – see additional comments | Procurement & process planning delayed as a result of Pandemic. |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|--|--|---|------------------------------|----------------------------------|--|
| Items for Council consideration in 2021 | | | | | |
| 21. | Ranked Ballots | <p>Meeting Date: Special Committee of the Whole – May 14, 2019</p> <p>Recommendation: 3. That Staff report back to Council with respect to referendum questions for the 2022 Municipal Election; and,</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> Legislative Services | Q3 2020 | Q1 2021 | Staff are part of a Greater Toronto Hamilton Area working group that was organizing an election vendor fair to learn about changes/updates in the election technology industry. The fair was scheduled to take place in May, and will not given the pandemic. Staff do not know whether the fair will be rescheduled; however, a report back on an election model for the 2022 municipal election is anticipated in Q1 2021. |
| 22. | Alex Doner Drive Traffic Mitigation Request | <p>Meeting Date: Committee of the Whole - Electronic - July 22, 2020</p> <p>Recommendation: 1. That the request for a review of traffic control and traffic calming measures on Alex Doner Drive between Sykes Road and Kirby Crescent be referred to Staff.</p> <p>Responsible Department:</p> <ul style="list-style-type: none"> Engineering Services | | Q1 2021 | |
| 23. | Traffic & Parking Petitions | <p>Meeting Date: Committee of the Whole - Electronic - July 20, 2020</p> <p>Recommendation: 1. That the Helmer Avenue Parking Review be referred back to Staff.</p> <p>Responsible Departments:</p> <ul style="list-style-type: none"> Engineering Services | Q1 2020 | Q1 2021 | As schools are returning in the Fall, Staff will conduct appropriate studies in Q3 & Q4 of 2020, as the weather allows. A Staff Report will be issued in Q1 2021. |
| 24. | Traffic Calming Measures/Speed Mitigation at William Roe Boulevard and Dixon Boulevard | <p>Meeting Date: Committee of the Whole – November 4, 2019</p> <p>Recommendation: 1. That the petition regarding Traffic Calming Measures/Speed Mitigation at William Roe Boulevard and Dixon Boulevard be referred to Staff.</p> <p>Responsible Departments: Engineering Services</p> | Q3 2020 | Q1 2021 | As schools are returning in the Fall, Staff will conduct appropriate studies in Q3 & Q4 of 2020, as the weather allows. A Staff Report will be issued in Q1 2021. |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|--|---|--|------------------------------|----------------------------------|--|
| Items for Council consideration in 2021 | | | | | |
| 25. | Town-Wide Mitigation Strategy - Traffic Calming Policy Public Consultation Report | <p>Meeting Date: Committee of the Whole - September 23, 2019</p> <p>Recommendations: 2. That Staff report back to Council in up to 12 months regarding various initiatives raised in this report.</p> <p>Responsible Departments: Engineering Services</p> | Q4 2020 | Q1 2021 | <p>The timing of this report will depend on available traffic count information. Staff may be able to get traffic counts in Q3 and Q4 2020, and if so, a high level report can be issued in Q1 2021.</p> <p>As schools are returning in the Fall, Staff will conduct appropriate studies in Q3 & Q4 of 2020, as the weather allows. A Staff Report will be issued in Q1 2021.</p> |
| 26. | Atkins Drive and Quick Street All-way Stop Request | <p>Meeting Date: Committee of the Whole – February 24, 2020</p> <p>Recommendation: 6. That the Town continue to apply Category 1 traffic calming measures to educate motorists to comply with the speed limits and that Staff explore options for Category 2 traffic calming measures; and, 7. That Staff provide Council with data regarding All-Way Stop warrants related to Bob Gapp Drive and Atkins Drive, including modelling the anticipated near-term growth; and,</p> <p>Responsible Departments: Engineering Services</p> | Q4 2020 | Q1 2021 | <p>Staff require time to complete the fieldwork and measurements for this study.</p> <p>The timing of this report will depend on when traffic patterns resume back to normal after the Pandemic (i.e., if school returns to normal in September 2020). Traffic measurements will need to be a true representation of the traffic patterns to correct the field situation.</p> <p>As schools are returning in the Fall, Staff will conduct appropriate studies in Q3 & Q4 of 2020, as the weather allows. A Staff Report will be issued in Q1 2021.</p> |
| 27. | Traffic & Parking Petitions | <p>Meeting Date: Committee of the Whole - August 26, 2019</p> <p>Recommendations: 1. That the petition regarding Traffic Calming Measures/Speed Mitigation on Flagstone Way be referred to Staff; and, 2. That the petition regarding Traffic Calming Measures/Speed Mitigation on Simcoe Street be referred to Staff.</p> <p>Responsible Departments: Engineering Services</p> | Q1 2020 | Q1 2021 | <p>As schools are returning in the Fall, Staff will conduct appropriate studies in Q3 & Q4 of 2020, as the weather allows. A Staff Report will be issued in Q1 2021.</p> |

| Item | Subject Matter | Council Direction from Outstanding Items List | Previous Reporting Timeframe | New Proposed Reporting Timeframe | Additional Comments |
|--|---|--|------------------------------|----------------------------------|---|
| Items for Council consideration in 2021 | | | | | |
| 28. | Parking Enforcement Initiative - Pay It Forward Program | <p>Meeting Date: Committee of the Whole - November 4, 2019</p> <p>Recommendation: 3. That Staff report back to Council within 18 months</p> <p>Responsible Department: Legislative Services</p> | Q2 2020 | Q3 2021 | Council previously request that staff require donations to the Newmarket CARE program, however online donations cannot be accepted. Given that resources will be committed to recovery from the Pandemic this initiative is not deemed a priority item in 2020 and will be presented to Council as an Information Report in 2021. |



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Update on the Mulock Station Area Secondary Plan Staff Report to Council

Report Number: 2020-58

Department(s): Planning & Building Services

Author(s): Phoebe Chow, Senior Planner - Policy

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled Update on the Mulock Station Area Secondary Plan dated August 24, 2020 be received; and,
2. That the report entitled Update on the Mulock Station Area Secondary Plan be forwarded to the Regional Municipality of York as input to York Region's Municipal Comprehensive Review, including but not limited to a request that York Region align the Mulock GO major transit station area boundary with the proposed Mulock Station Area Secondary Plan boundary, and the submission of the proposed density to assist York Region's Land Needs Assessment; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Executive Summary

Planning staff, with our consulting team, have prepared a [draft Mulock Station Area Secondary Plan](#) (draft Secondary Plan) and are seeking Council's direction to forward the draft Secondary Plan to the Regional Municipality of York (York Region) as input to the Regional Municipal Comprehensive Review.

As noted, the draft Mulock Station Area Secondary Plan is required to be submitted to the Region at this point in order to provide necessary background information to the Region as input to their Municipal Comprehensive Review. This does not constitute the submission of a final draft Secondary Plan to the Region for approval; this step will occur later in the planning process. Further, Council and members of the public will have more opportunities to provide comments on the draft Secondary Plan. A statutory public

meeting will be held in the future, after the status of the Mulock GO MTSA is confirmed in the proposed York Region Official Plan. Any Regional direction on MTSA's and comments from Council or members of the public will be incorporated in the next iteration of the draft Secondary Plan.

The purpose of the draft Secondary Plan is to guide development surrounding the future Mulock GO Station. The draft Secondary Plan, if approved, will permit a range of land uses and densities, and a future road network to facilitate transit-oriented development within the Secondary Plan Area (see Attachment 1).

The area surrounding the future Mulock GO station has been identified as one of the major transit station areas (MTSA's) to be included in the proposed York Region Official Plan. Through this report, Planning staff are recommending that York Region align the Mulock GO Station MTSA boundary with the proposed Secondary Plan Area as shown in Attachment 1. The proposed Secondary Plan Area generally centres around the future Mulock GO Station at the intersection of Mulock Drive and the GO rail corridor. Four Character Areas are proposed within the Secondary Plan Area. Each Character Area will accommodate a variety of land uses, height and density (see Attachment 2). The highest height and density will occur in the Mixed Use Core Character Area, followed by Mixed Use Corridor, East Holland River Valley and Residential Neighbourhood (see Attachment 4). In general, the proposed heights within the Secondary Plan Area range from a minimum of 2 storeys to a maximum of 12 storeys. The proposed densities range from a minimum of 0.75 FSI to a maximum of 2.5 FSI.

Amongst the proposed land use designations, Mixed Use A, Mixed Use B and Mixed Use C will accommodate the widest range of uses; whereas, Station Area Residential will remain primarily residential (see Attachment 3). The difference between the three Mixed Use designations is the percentage of retail and office uses required per development. Mixed Use A requires 15% office and 10% retail use to be included as part of a development; whereas, Mixed Use B and C do not require office use, but require 15% and 10% retail, respectively. To facilitate the range of land uses within the Secondary Plan Area, the draft Secondary Plan proposes to convert a number of sites from employment use to mixed use that include residential/commercial uses.

In terms of new infrastructure and community facilities, the draft Secondary Plan identifies three potential gateway locations and four future public parks (see Attachment 5). There will also be three new public streets within the Secondary Plan Area (see Attachment 6).

Purpose

The purpose of this report is two-fold: i) to provide an update on the work completed to date on the Mulock Station Area Secondary Plan and ii) to gain Council direction to submit the draft Secondary Plan to York Region as input to York Region's Municipal Comprehensive Review.

Background

In June 2017, the Province of Ontario (the Province) announced plans for a new Mulock GO station on the Barrie GO line, and Town Council subsequently directed staff to prepare the Mulock Station Area Secondary Plan (Secondary Plan) to help guide and facilitate future development around this emerging infrastructure-focused area.

In December 2018, Metrolinx announced taking a market-driven approach to deliver new major transit stations along their rail corridors. Under this new approach, the development of each station would be built by private landowners/developers in exchange for certain development rights on the same property (i.e., around and/or over each station building). While the Town is leading the Secondary Plan process, the design and implementation of the future Mulock GO station is a separate project, which relies on integrated development coming forward.

In February 2019, a Public Information Centre (PIC) was held to seek comments from members of the public on the preliminary vision of the Secondary Plan Area. In April 2019, a Council workshop was held to seek comments from members of Council on the same matter. Comments from both sessions were considered and incorporated into the draft development concepts.

On October 21, 2019, Council received a staff report titled [Mulock Station Area Secondary Plan Request for Public Meeting](#) and directed staff to proceed to a public meeting. Due to the current Provincial and Regional circumstances, which will be discussed in this report, the statutory public meeting is anticipated to take place after York Region provides further direction on MTSAs. In the meantime, another non-statutory PIC was held on February 4, 2020 to seek input from members of public on the revised draft development concepts. Staff continues to work with the Town's consultant, commenting departments and agencies to refine the draft Secondary Plan.

Discussion

The Secondary Plan, once completed, will set a long-term redevelopment vision of the Secondary Plan Area as shown on Attachment 1. It will promote transit-oriented development by permitting a range of land uses and densities, and a future road network to facilitate this vision.

The following sections summarize the Provincial and Regional planning context, main policy directions in the draft Secondary Plan and proposed next steps.

The Secondary Plan, once completed, will set a long-term redevelopment vision of the Secondary Plan Area as shown on Attachment 1. It will promote transit-oriented development by permitting a range of land uses and densities, and a future road network to facilitate this vision.

The following sections summarize the Provincial and Regional planning context, main policy directions in the draft Secondary Plan and proposed next steps.

Provincial and Regional Planning Context

As directed by the Province, York Region is planning for major transit station areas (MTSAs) through its Municipal Comprehensive Review (MCR). In accordance with the *Planning Act*, York Region will identify boundaries for MTSAs and set minimum residential and job density targets for MTSAs in the proposed York Region Official Plan (Regional OP).

On [April 2, 2020](#), Regional Council endorsed the future Mulock GO station property and surrounding lands as one of the 72 [MTSAs](#) to be included in the proposed Regional OP. Regional staff have been consulting local municipal staff on boundaries of all MTSAs. The final boundaries of all MTSAs are expected to become available in Q3 2020.

In accordance with the *Planning Act*, once the proposed Regional OP identifies an area as an MTSA, the proposed Regional OP must also contain policies that require the local municipality to identify land use permissions and minimum densities in the local Official Plan. Of specific significance is that there are no appeal rights of the Town's policies with respect to land use permissions, heights and densities within MTSAs. Therefore, it is very important that the boundaries of the Mulock GO station MTSA align with the boundaries of the Secondary Plan Area.

Policy Directions of the Draft Mulock Station Area Secondary Plan

Secondary Plan Area

The proposed Secondary Plan Area, as shown on Attachment 1 to this report, involves approximately 79 hectares that centres around the future Mulock GO station. The area can generally be described as along Mulock Drive, from one lot east of Bayview Avenue in the east to the edge of the Urban Centres (almost to Yonge Street) in the west. The proposed boundary represents an appropriate distance around the future Mulock GO station to support transit-oriented development and connects the future Mulock GO station to the Urban Centres. Planning staff recommends that York Region aligns the Mulock GO MTSA boundary with the Secondary Plan boundary as shown on Attachment 1.

Character Areas

The draft Secondary Plan identifies the following four Character Areas (see Attachment 2):

- Mixed Use Core – greatest mix of uses and highest densities;
- Mixed Use Corridor – mix of residential and retail uses along Mulock Drive, second highest densities;

- East Holland River Valley – generally stable with some mix of uses along Mulock Drive, and
- Residential Neighbourhood – extension of existing residential uses to the north.

These Character Areas provide a hierarchy of intensity of activity. Different land use designations can be found in each Character Area.

Land Use Designations

The proposed Secondary Plan Area is currently designated General Employment; Mixed Office/Light Employment; Commercial; and Parks and Open Space in the Town’s Official Plan. The draft Secondary Plan proposes to redesignate these lands to Mixed Use A; Mixed Use B; Mixed Use C; Station Area Residential; and Office (see Attachment 3). A summary of the range of permitted uses under each designation is provided in Table 1 below.

Table 1 Proposed Land Use Designation and Permitted Uses

| Land Use Designation | Permitted Uses (*not an exhaustive list, refer to draft Secondary Plan for complete list of uses) |
|-----------------------------|--|
| Mixed Use A, B and C | <ul style="list-style-type: none"> • Multiple unit residential such as apartments and townhouses • Home-based Businesses • Office • Commercial Uses • Institutional Uses • Parks • Hotel/Event Facilities • Community Uses <p>Mixed Use A: 15% and 10% of total Gross Floor Area of the proposed development are required to be office and retail uses respectively</p> <p>Mixed Use B: 15% of total Gross Floor Area of the proposed development is required to be retail</p> <p>Mixed Use C: 10% of total Gross Floor Area of the proposed development is required to be retail</p> |
| Station Area Residential | <ul style="list-style-type: none"> • Multiple unit residential such as apartments and townhouses • Home-based Businesses • Office • Local Institutional • Convenience Commercial |
| Office | <ul style="list-style-type: none"> • Office • Commercial • Parks • Public and Private Parking |

Height and Density

The proposed height and density policies at build-out are shown on Attachment 4. The highest height and densities are proposed to be located around the future Mulock GO station, along Mulock Drive between the GO rail corridor and Bayview Avenue. In summary, the minimum height within the Secondary Plan Area ranges from 2 to 4 storeys, and the maximum height ranges from 4 to 12 storeys. The minimum density ranges from a Floor Space Index (FSI) of 0.75 to 2, and the maximum FSI ranges from 1.25 to 2.5. To put these proposed heights and densities in context, the minimum height requirements in the Newmarket Urban Centres Secondary Plan (UCSP) ranges from 2 to 6 storeys and the maximum height ranges from 6 to 17 storeys. The minimum density in the UCSP ranges from 1.5 to 2.5 FSI and the maximum FSI ranges from 2.0 to 3.5.

Street Network and Public Realm

The draft Secondary Plan proposes three new public streets and the widening of Kent Drive/Steven Court (see Attachment 6). In addition, the draft Secondary Plan proposes three conceptual gateway locations and four public park locations (see Attachment 5). Each proposed gateway will serve as an entry point along the major transportation corridors that access the Secondary Plan Area. These gateways will contribute to the public realm by creating a sense of arrival and reflect the specific Character Areas that they fall within. Specific design policies are included in the draft Secondary Plan to signify entry points to the Secondary Plan Area. Similar to gateways, the locations of the four public parks are conceptual. The exact size and location of the public parks will be determined through future development applications and in accordance with the Town's Parkland Dedication By-law.

Phasing Policies

It is recognized that development within the Secondary Plan Area will occur in phases. The proposed height and density as shown in Attachment 4 are intended to support the Secondary Plan Area at build-out and is contingent upon the presence of the Mulock GO station. The draft Secondary Plan contains policies to address appropriate level of development in advance of the operation of future Mulock GO station. As shown in Attachment 7, development of the Secondary Plan Area will occur over two phases:

- Phase 1 (Pre-GO station) includes the future Mulock GO station site; Mixed Use Corridor along Mulock Drive west of Cane Parkway; and lands east of Bayview Avenue. Development on lands within Phase 1 can proceed as soon as the Secondary Plan is approved. Planning staff are recommending the Mixed Use Corridor and the lands east of Bayview Avenue to be part of Phase 1 because the proposed built form, land use, and densities of these sites can be served by existing services and transportation network and do not depend on the future Mulock GO station. The Mixed Use Corridor is in close proximity to the Urban Centre. The northeast and southeast corner of the Bayview Avenue and Mulock Drive are located at the intersection of two arterial roads where a medical building and commercial uses already exist.

- Phase 2 (Post-GO station) includes the balance of the Secondary Plan Area, where redevelopment of these sites can only occur after the future Mulock GO station is in operation. This proposed phasing approach is intended to protect the Secondary Plan Area from over development in advance of the future Mulock GO station.

Transitional Policies

The draft Secondary Plan also provides opportunities for land owners to expand their existing operations within the Secondary Plan Area, regardless of which Phase the lands are part of. The proposed interim redevelopment policies recognizes small and large-scale additions to existing buildings may occur in the interim, subject to criteria listed in the draft Secondary Plan. Small-scale redevelopment is defined as an increase of total ground floor area by 10% or less of the existing total ground floor area; whereas, large-scale redevelopment is an increase of total ground floor area by more than 10%. The draft interim redevelopment policies also set out criteria to guide the review of small or large-scale redevelopment applications. For example, large-scale redevelopment must demonstrate how the addition will comply with the policies of the Secondary Plan overtime. The draft Secondary Plan also suggests the interim redevelopment policies be reviewed five years after the approval of the Secondary Plan to determine applicability of such policies.

Employment Land Conversion

The draft Secondary Plan proposes to convert a number of sites from employment uses to mixed use or residential use (see Attachment 8). Through [staff report 2019-64](#), the Town previously submitted an employment land conversion request to York Region for their consideration through the MCR. Lands that are proposed to be designated “Office” or “Stable Sites” in the draft Secondary Plan are not subject to this employment land conversion request since the use on these lands are proposed to remain employment/unchanged. The lands that are subject to the employment land conversion request share the following characteristics:

- Currently identified as Employment Area by York Region;
- Currently designated Employment in the Town’s Official Plan, and
- Proposed to be designated Mixed Use or Station Area Residential in the draft Secondary Plan, which allow residential/commercial uses.

Based on the characteristics listed above, some properties only required conversion on a portion of the lands. For example, only the northern portion of the future GO station site was subject to the employment request because the southern portion of the future GO station site is proposed to be designated Stable Site (see Attachment 3), where no change is anticipated due to the natural heritage constraints (floodplain) present on that portion of the site.

The Town’s employment request was supported by York Region as stated in the Region’s report titled [Planning for Employment and Employment Conversions dated](#)

[March 12, 2020](#) as none of the lands in question are being proposed as employment lands in the proposed Regional OP.

In addition to the Town's request, the owner of 507 Mulock Drive has also requested the Region to consider permitting a conversion of 507 Mulock Drive from employment area to mixed use. The subject property is currently identified as Employment Area by York Region and designated Mixed Employment in the Town's Official Plan. The draft Secondary Plan proposes to designate the property as "Office". The subject property is not being proposed as employment lands in the proposed Regional OP. Regional staff take no position at this time and defer the request to the Town for designation. Planning staff are reviewing the owner's request and will make a recommendation to Council in a future Committee of the Whole report regarding this development proposal and conversion request.

Next Steps

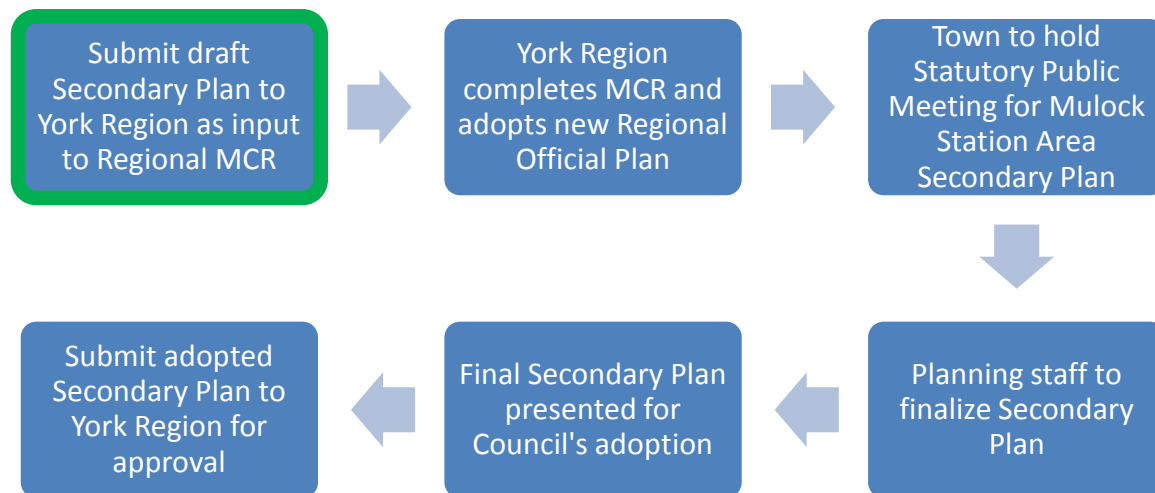
As per the recommendation of this report, the next step in this project is to submit the draft Secondary Plan to York Region as input to the Regional MCR before York Region releases its final MTSA report.

As noted in the Region's [Major Transit Station Areas Update report dated March 12, 2020](#), Regional staff is intending to present a final MTSA report to Regional Council in Q3 2020, "which will include proposed final MTSA boundary delineations and minimum density targets, policy direction for updating the Regional Official Plan based on Growth Plan policies, as well as implementation strategy for Regional and local municipalities." Any Regional direction regarding MTSA will be included in the next iteration of the draft Secondary Plan.

Since the future Mulock GO station has been identified as one of the MTSA's to be included in the proposed Regional OP, it is important to include any Regional MTSA direction in this Secondary Plan. As previously mentioned in this report, once York Region identifies this Secondary Plan Area as an MTSA in the proposed Regional OP and directs the Town to set land use, height and density policies for this MTSA, these policies will be protected from appeals under the *Planning Act*. For these reasons, Planning staff recommend holding the statutory public meeting after the proposed Regional OP is adopted.

Following the statutory public meeting, Planning staff will revise the draft Secondary Plan based on all comments received, present a final recommendation report to Council and seek Council's adoption of the Secondary Plan. Figure 1 below outlines the next steps for this project:

Figure 1 Next Steps



Conclusion

With a draft of the Secondary Plan now prepared, Planning staff recommend providing it to York Region for input to the Regional MCR.

Although the draft Secondary Plan is being recommended to be provided to York Region, this is strictly a matter of process as part of the Regional MCR. Following the conclusion of the MCR, additional opportunities exist for public input, further revisions to the Secondary Plan and a statutory public meeting will be held.

Business Plan and Strategic Plan Linkages

- Safe Transportation (Streets)
- Economic Leadership and Job Creation
- Vibrancy on Yonge, Davis and Mullock
- Environmental Stewardship

Consultation

The draft Secondary Plan has been prepared under ongoing consultation with the stakeholder group that was formed for this project. Members of this group include staff from York Region, Lake Simcoe Regional Conservation Authority (LSRCA) and Metrolinx.

The draft Secondary Plan has been circulated to all relevant departments and commenting agencies including York Region, LSRCA, school boards and utility companies for review. Comments have been received from York Region and LSRCA. The project team has been working on addressing all technical comments received to date including traffic, natural heritage, sanitary and water/wastewater.

Two Public Information Centres had been held to date and comments received can generally be categorized into the following themes:

- Grade separation/safety
- Train Whistle/Noise
- Trail connection
- Wildlife protection

Planning staff have also been working closely with Regional staff to align among other Regional planning policies, the Region's MTSA boundaries with the proposed Secondary Plan area boundaries. All comments received from the public, internal departments and external agencies will also be addressed in the next draft Secondary Plan and presented at the future statutory public meeting.

Human Resource Considerations

None

Budget Impact

None

Attachments

Attachment 1 – Map of Secondary Plan Area

Attachment 2 – Character Areas

Attachment 3 – Land Use

Attachment 4 – Density

Attachment 5 – Public Realm

Attachment 6 – Street Network

Attachment 7 – Phasing

Attachment 8 – Excerpt from Attachment 5 to York Region report titled Planning for Employment and Employment Conversions

Submitted by

Phoebe Chow, Senior Planner - Policy

Approved for Submission

Adrian Cammaert, Acting Manager, Planning Services

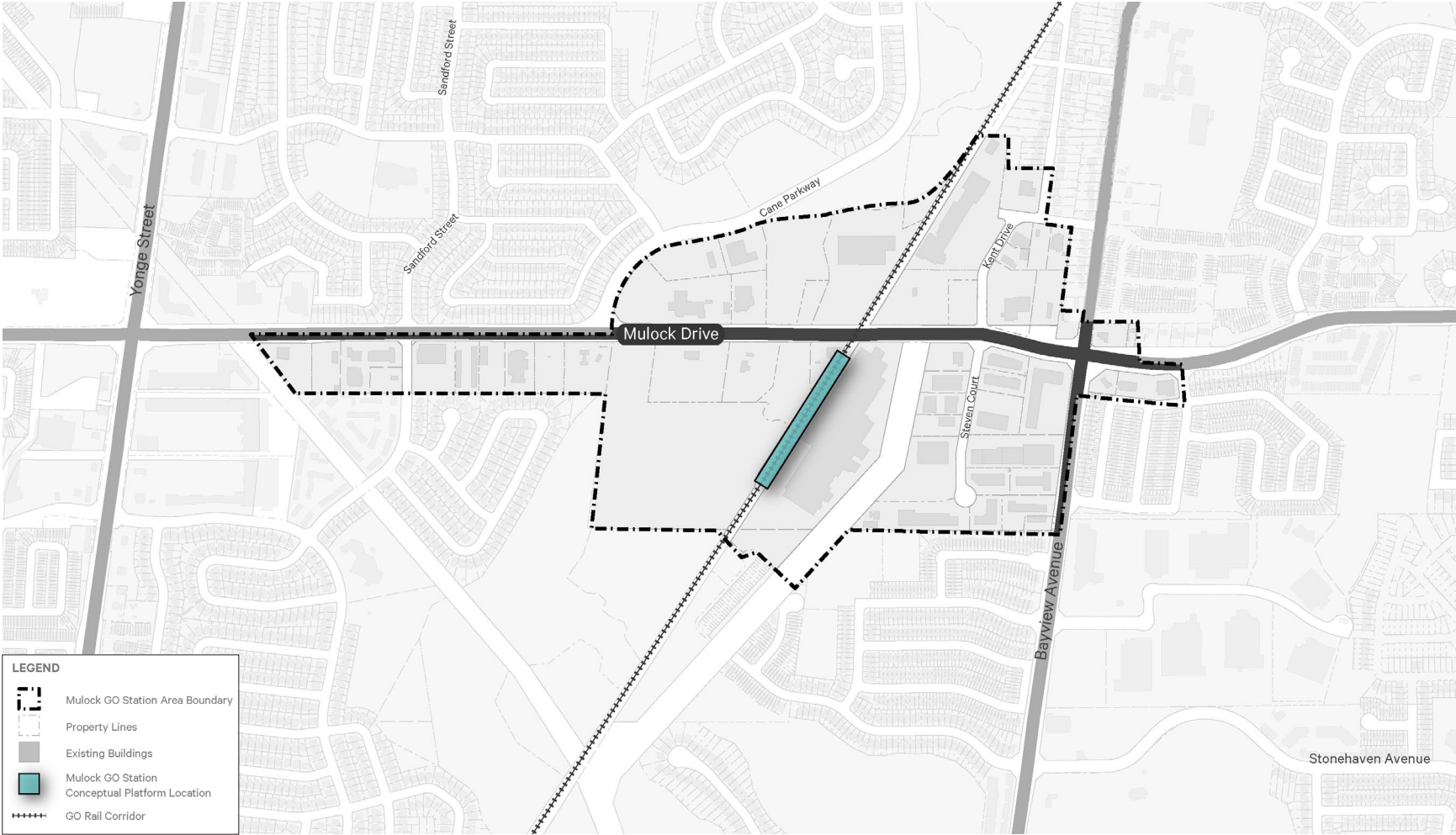
Jason Unger, Acting Director, Planning and Building Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

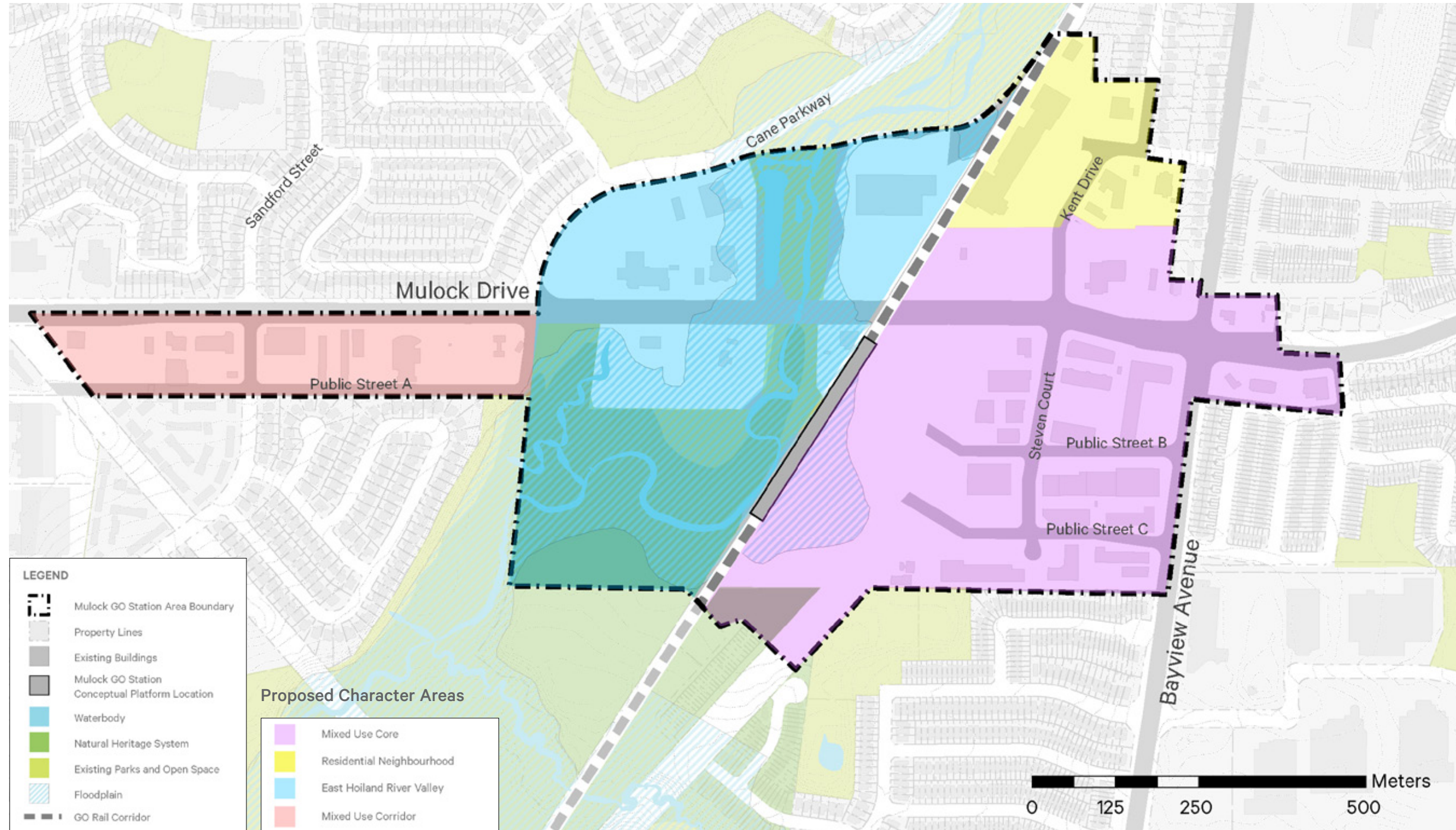
Contact

Phoebe Chow, Senior Planner – Policy, pchow@newmarket.ca

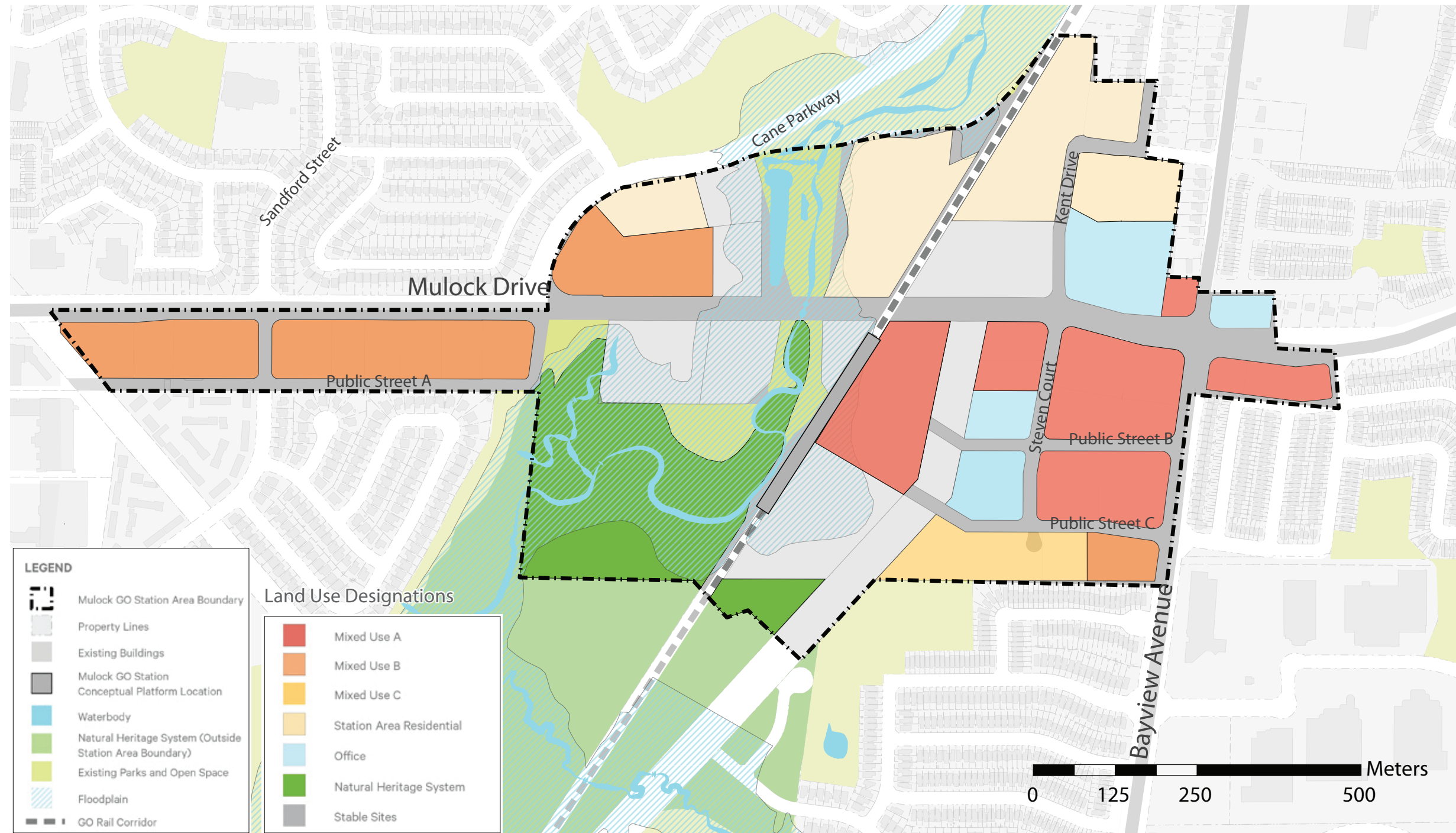
Secondary Plan Area



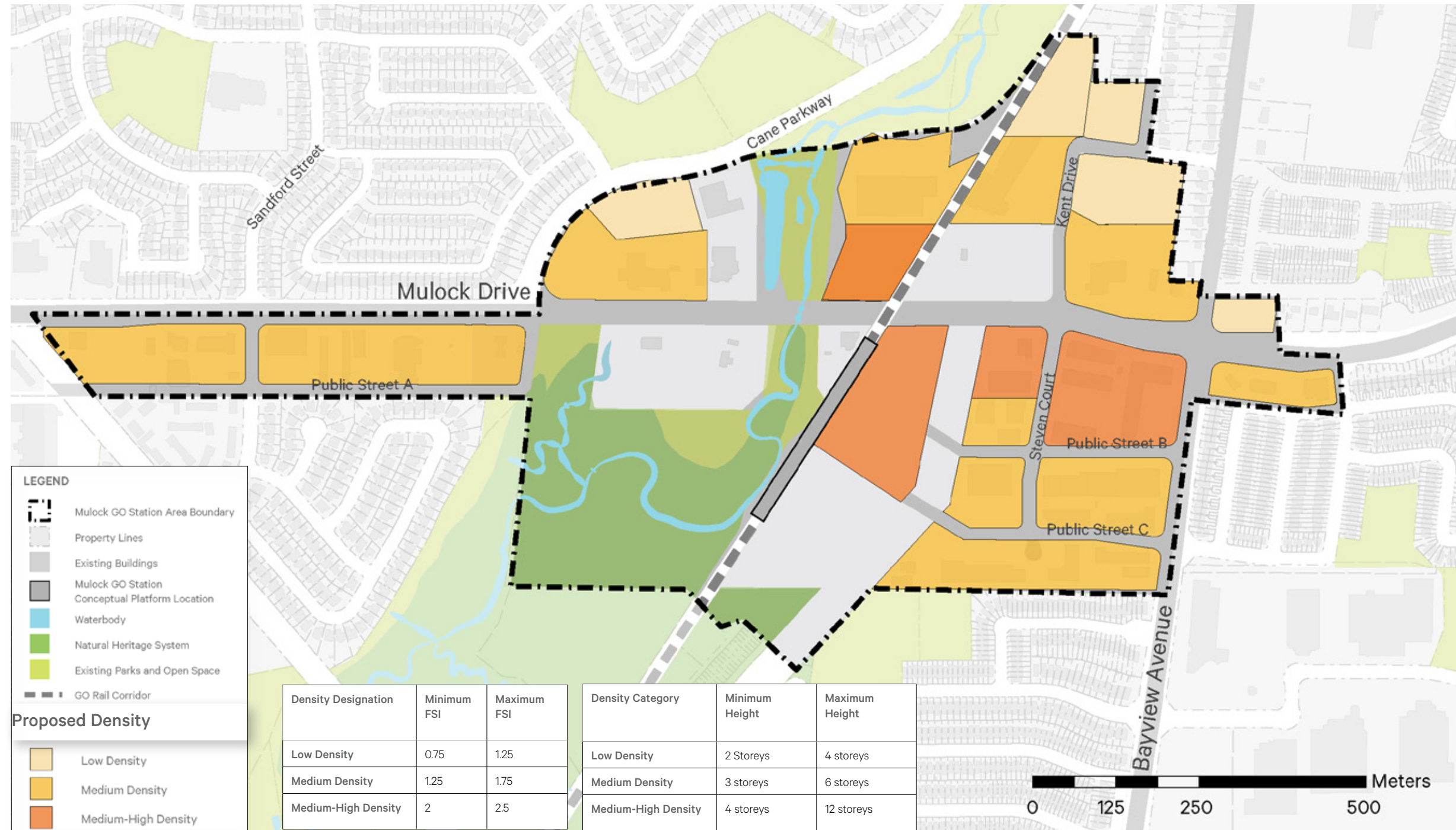
Schedule 2: Character Areas



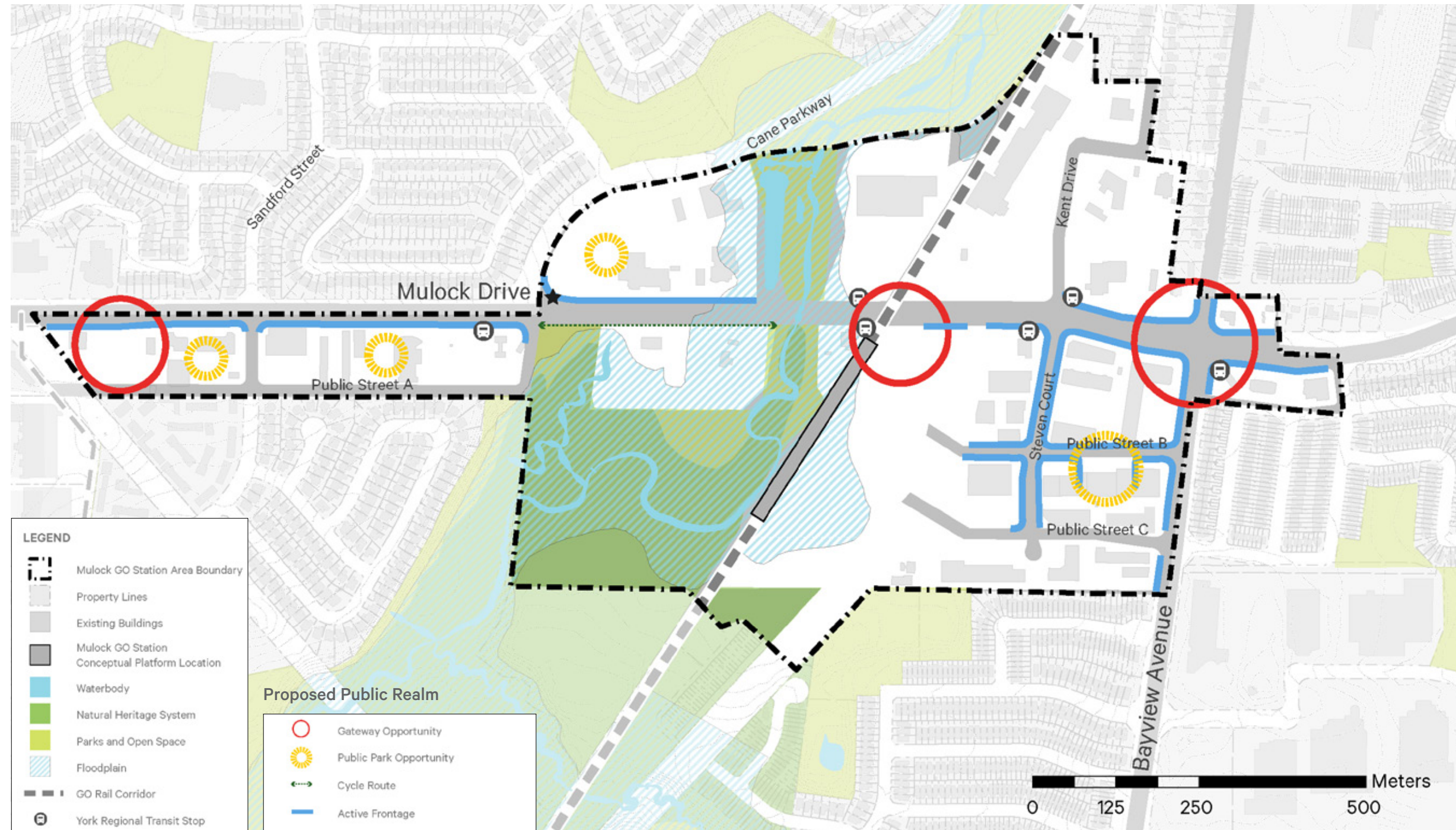
Schedule 3: Land Use Designations



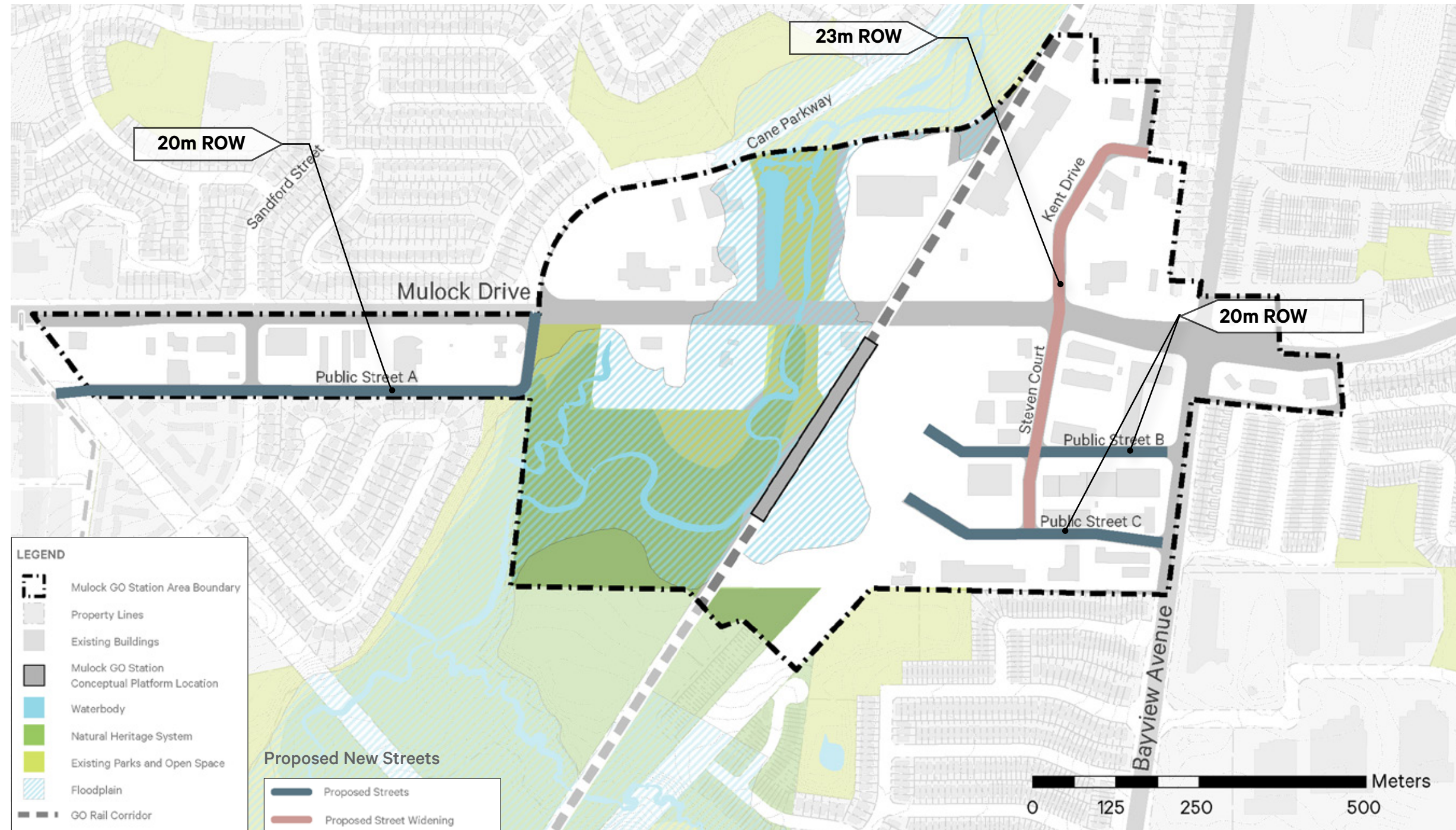
Schedule 4: Density Designations



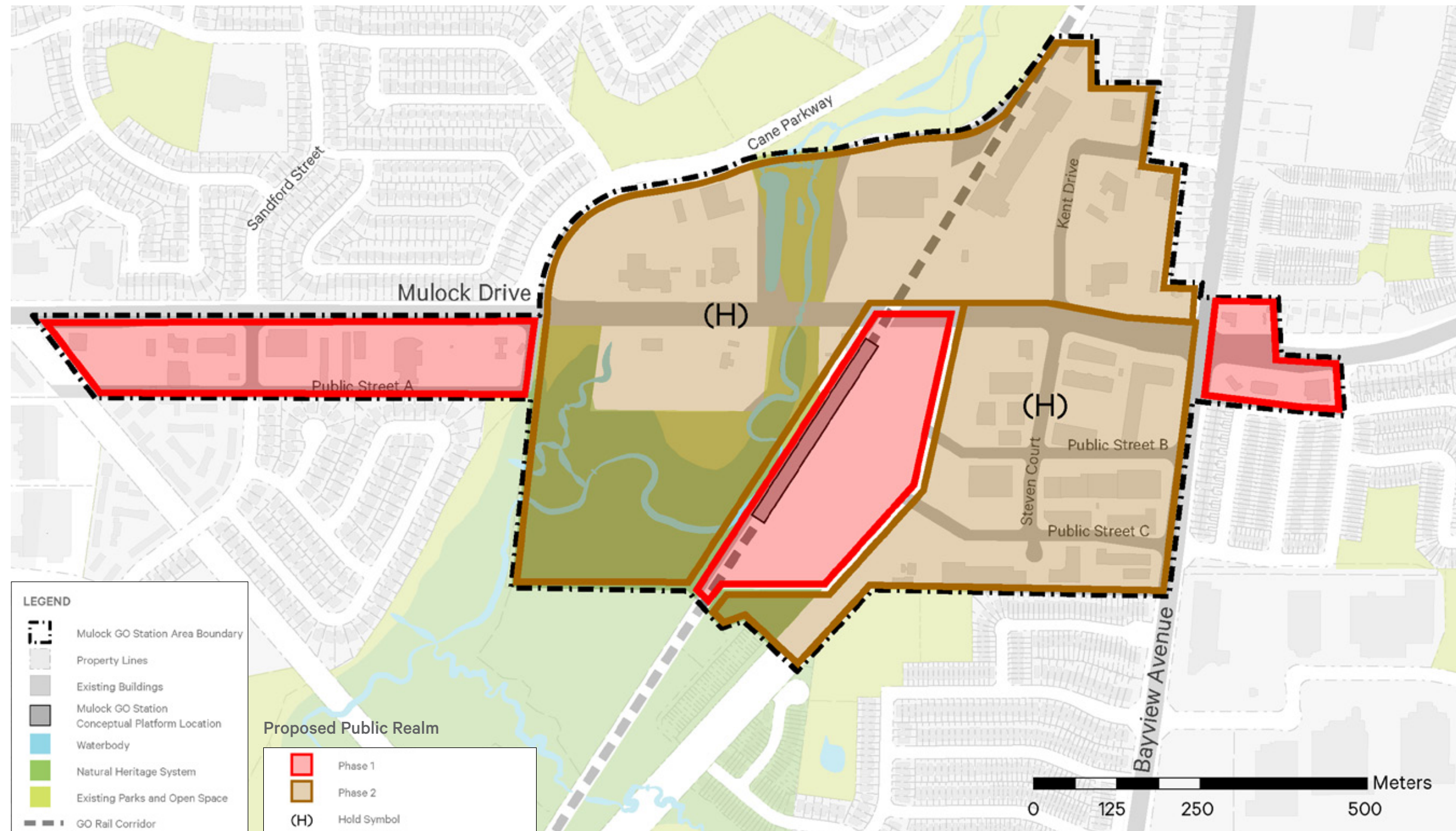
Schedule 7: Public Realm



Schedule 9: Street Network



Schedule 11: Phasing



| Request#: N1 | | Town of Newmarket |
|---|--|-------------------|
| Address | 301 & 395 Mulock Drive, 421 Cane Parkway, 450 & 505 Kent Drive, 460 Oak Street, 489 & 510 Penrose Street, 559, 569, 589, 590 & 611 Steven Court, 16630, 16650 & 16700 Bayview Avenue | |
| Site Area | 18.30 ha | |
| Employment Area | Mulock Southeast and Mulock North | |
| Applicant | Town of Newmarket | |
| Owner | Town of Newmarket | |
| Nature of Request | The Town of Newmarket has initiated the Mulock GO Station Area Secondary Plan, with plans for converting existing employment areas to allow for mixed-uses, including retail and residential uses. | |
| Summary of Assessment | <ul style="list-style-type: none"> - Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure. - Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure - Site is not integral to support employment land employment growth to 2041. | |
| Local Municipal Council Position | Support request. | |
| <p>Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p> | | |

| Request#: N3 | | Town of Newmarket | |
|---|---|-------------------|--|
| Address | 507 Mulock Drive | | |
| Site Area | 0.70 ha | | |
| Employment Area | Mulock North | | |
| Applicant | Weston Consulting | | |
| Owner | Ganni Kinno Developments Inc. | | |
| Nature of Request | A request to re-designate the lands from employment to a mix of uses including residential, retail and office uses. | | |
| Summary of Assessment | <ul style="list-style-type: none"> - Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure. - Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed - Site is not integral to support employment land employment growth to 2041. | | |
| Local Municipal Council Position | No position at this time. | | |
| <p>Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p> | | | |



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Financial Update Staff Report to Council

Report Number: 2020-62

Department(s): Financial Services

Author(s): Mike Mayes, Director of Financial Services/Treasurer

Meeting Date: August 24, 2020

Recommendations

1. That this report entitled Financial Update Staff Report to Council be received; and
2. That staff be directed to provide an update on the projected impact of the pandemic on the Town when more information becomes available; and,
3. That changes to the 2020 capital program, and additions to the 2021 capital spending authority be made as detailed in this report; and,
4. That staff be authorized and directed to do all things necessary to give effect to this resolution.

Executive Summary

As previously reported a tax-supported loss of up to \$8.5 million was attributed directly to the COVID-19 pandemic. Although the joint Provincial-Federal Safe Restart Agreement will provide the Town with \$1.8 million in funding, a deficit is still projected. The delayed re-opening, anticipated second wave of the pandemic, and uncertain economic impact prevent making a reasonable projection of the financial impact on the Town.

The rate-supported budgets have not been impacted and are on target.

Revisions to the Capital Program are recommended. They reflect a transition to the new process and delays due to the pandemic. The revisions stay within operational and funding capacity.

Bank interest is down significantly, although fixed rate term investments are offsetting some of the losses.

Purpose

The Financial Services department prepares a quarterly Operating, Capital, Water & Wastewater, Stormwater and Investment Summary report – now referred to as the Financial Update. The report serves the following purposes:

- Updates on year to date results and a projection of year end results for:
 - The tax-supported operating budget
 - The rate-supported operating budgets (water, wastewater and stormwater)
 - The capital budget
- Treasurer's report on investments

The capital budget update will focus on changes to the capital program.

Background

2020 BUDGETS

[On December 2, 2019](#), Council approved the 2020 budgets. This included operating budgets with a 2.99% tax increase and a 4.92% combined water / wastewater rate increase. The budgets were balanced, as required by section 290 of the *Municipal Act*.

Also on December 2, 2019, Council approved a \$37.8 million capital budget. It also introduced the concept of a capital plan which includes:

- The Capital Budget - total approved funding for annual capital expenditures and the required funding sources.
- The Capital Program - the list of projects contained within the Capital Budget.

1st QUARTER FINANCIAL UPDATE

The [May 19th Financial Update](#) for the 1st quarter projected operating results for 2020 and indicated that changes to the capital program were required. It set the following goals for the next update:

- To provide options for reducing the projected tax-supported operating deficit
- To provide details on the proposed revisions to the capital program

SAFE RESTART AGREEMENT

On July 27, the Provincial and Federal governments announced the \$4 billion Safe Restart Agreement to provide emergency assistance to Ontario's 444 municipalities.

The first phase, allocated \$700 million proportional to the number of households in a municipality and, result in a payment of \$1,819,600 to the Town to support our COVID-19

operating costs and pressures. These funds are expected to be disbursed before the end of September and only require acknowledgement by the Treasurer.

There will be a second phase, with an additional \$700 million available for municipalities able to demonstrate need in excess of the Phase 1 funding provided. Applications must be submitted by October 30, and must include:

1. Measures undertaken to reduce financial pressures (e.g. use of reserves, cost saving measures);
2. Explanation of how the municipality applied the Phase 1 funding;
3. Forecast of 2020 COVID-19 operating costs and pressures;
4. Actual COVID-related impacts as of September 30, 2020;
5. Treasurer's statement as to accuracy of reporting;
6. A resolution of Council seeking additional funding.

Payments would be made in early 2021.

Discussion

TAX-SUPPORTED OPERATING BUDGET

On May 19, a tax-supported loss of up to \$8.5 million was attributed directly to the COVID-19 pandemic and a September 1 re-opening. Since then more information has become available:

- We will not be fully re-opened on September 1st. As a result, revenue losses are expected to be higher.
- Emergency costs are about 25% higher than originally projected.
- As noted above, the Provincial and Federal governments will be providing \$1.8 million in emergency funding.

But there are even more unknowns. We don't know the full extent of the economic impact of the pandemic. We don't know:

- If the Financial Relief Program will need to be expanded or extended.
- The negative effect on non-residential assessment values.
- When service levels (and revenues) will return to pre-pandemic levels.
- What accommodations will need to be made for employees with school-age children?
- When and how hard a second wave will hit.

The following austerity measures have been taken to date:

- Staff have been redeployed to critical and essential service areas;
- Hiring has been restricted to only essential and critical staff;
- There is a freeze on discretionary expenses;
- Out of province travel, training and conferences have been limited

In addition, consideration is being given to deferring scheduled compensation reviews. Environmental scans of staff and council remuneration were planned for 2020. In the current economic climate, these should be postponed to 2021.

With the degree of uncertainty about the economy, the financial impact to the Town; as well as the anticipated length of the emergency, any projection at this time would be speculation only.

RATE-SUPPORTED OPERATING BUDGETS

The second quarter results for water, wastewater and stormwater do not indicate that there are any issues. The pandemic is not expected to change this.

A substantial rebate was received in July from York Region, as compensation for water flushing. This had not been included in the budget.

Stormwater billing will be added to the utility bills in November, 2020.

CAPITAL PLAN

Starting in 2020, annual budgets consider two capacity factors – to deliver the capital program, and to stay within the funding envelope. Individual projects within the program may be switched, as long as they meet this overarching criteria.

There are \$650,000 worth of capital expenditures that have no budget allocation in 2020. These projects had budgets in 2019 and were expected to be completed last year. (The negative amounts are adjustments to estimates.) Upon approval, funding will be allocated to these projects. They are listed in Appendix A.

Offsetting this are 17 capital projects that were included in the 2020 program but will not be completed this year. Some will not be started and others will only be 25-50% completed. This represents \$6.7 million in expenditures to be deferred until 2021. \$3.5 million of this is related to the Advanced Metering (water meter) project. The details are in Appendix B.

Fire Services has requested a transfer of \$15,000 between two of its facility budgets. These are the responsibility of the local municipality, Town of Newmarket, and not the Joint Council Committee (JCC). This item is in Appendix C.

Appendix D shows the revised capital programs for 2020 and 2021.

The \$37.8 million capital budget is not being adjusted; however, \$2.6 million is now unallocated and available in 2020.

| Operational capacity | Total | Less Major projects | Net program |
|----------------------|--------------|---------------------|---------------------|
| Deferred to 2021 | \$ 6,726,000 | \$ 3,500,000 | \$ 3,226,000 |
| Additions from 2019 | 652,845 | | 652,845 |
| Unallocated budget | \$6,073,155 | \$ 3,500,000 | \$ 2,573,155 |

Major projects, such as Advanced Metering do not significantly impact Engineering, Public Works and Procurement staff relative to their dollar value and so are excluded from the determination of operational capacity.

The deferral of \$3.2 million in capital expenditures fits within the \$5 million contingency proposed for the 2021 capital budget (Report 2020-35, *2021 Budget Process and Target*, dated May 19, 2020).

INVESTMENTS

Active investments

The Investment Summary for the six months ended June 30, 2020 provides the details of all investments held during the period.

None of our investments is subject to any variance between initial cost and market value. The average weighted yield on our reserve fund investments was 2.66 % (2019 – 2.83%) compared to a weighted average benchmark of 1.55% for the six month period. The incremental income earned, \$446,819, was significantly higher than the \$32,500 budgeted transfer to the Tax-Supported Operating Fund, as approved by Council in the 2020 budget. This is attributable to good investment returns on short and long-term investments combined with the lower benchmark.

At the end of the second quarter, the reserve fund investment portfolio included:

- i) \$64,720,592 (83.2%) GIC's with major banks;
- ii) \$9,021,860 (11.6%) in non-traditional investments (internal loans)
- iii) \$4,000,000 (5.2%) principal protected notes;
- iv) \$11,221 (0.0%) loan to an external party (Newmarket Soccer Club)

The operating fund investment portfolio included an additional \$10,000,000 which contributed \$72,000 in investment income.

In the opinion of the Treasurer, all investments made were in line with the investment policies, strategies and goals adopted by the Town.

Passive investments

We earned only \$82,000 in interest on our operating bank accounts, which was \$310,000 lower than the budget. In 6 months we have seen the rate we earn on our bank balances

decrease from 2.45% to 0.95%. The interest income budget of \$785,000 will not be achieved in 2020.

Conclusion

Staff will continue to monitor our financial status, with an emphasis on pandemic related costs. An update will be provided to Committee of the Whole on October 5, 2020. It could then be approved by Council, with a resolution, to make an application for Phase 2 funding of the Safe Re-start program.

This update would be in advance of the rest of the third quarter Financial Update, which would not be available until the October 26 Committee of the Whole meeting.

Business Plan and Strategic Plan Linkages

This report supports the Council Strategic Priority of Long-Term Financial Sustainability.

Consultation

This report has been prepared from information provided by the Operational Leadership Team (OLT) and the Capital Project Delivery Task Force, and reviewed by the Strategic Leadership Team (SLT).

The capital expenditure deferrals were requested by the responsible departments.

Human Resource Considerations

Not applicable to this report.

Budget Impact

The Provincial and Federal governments' funding will reduce the anticipated deficit for 2020, the amount cannot be reasonably determined at this time.

The impacts on the rate-supported and capital budgets are expected to be manageable.

The capital budget is not being adjusted. However, \$2.6 million is now unallocated and available in 2020; \$6.7 million is being deferred to 2021 and should not affect the proposed plan.

Attachments

Appendix A: 2020 Capital Plan Additions

Appendix B: 2020 Capital Plan Deferrals

Appendix C: 2020 Capital Plan Reallocations

Appendix D: 2020 Capital Plan Revised

Appendix E: Investment Summary for the Six Months Ended June 30, 2020

Approval

Mike Mayes, CPA, CGA, DPA
Director, Financial Services/Treasurer

Esther Armchuk, B.A. (Hons), LL.B.
Commissioner of Corporate Services

Contact

For more information on this report, contact Dawn Schellenberg at 905-953-5300, ext. 2104 or via e-mail at dschellenberg@newmarket.ca

**2020 CAPITAL PLAN
Appendix A - additions**

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 |
|--|------------------------|--------|--------|-------------------|----------------------|--------------------|--------------------------|---------------------|
| 1019002 - Community Living Room Project | CORPORATE SERVICES | CSS | ADD | 48,336.00 | 0.00 | -48,336.00 | 48,336.00 | 48,336.00 |
| 1315011 - Replace/Upgrade Cityview | CORPORATE SERVICES | CSS | ADD | 12,720.00 | 0.00 | -12,720.00 | 12,720.00 | 12,720.00 |
| 2116079 - Replace Fire Truck 97-02 | CYFS | FRE | ADD | 2,246.00 | 0.00 | -2,246.00 | 2,246.00 | 2,246.00 |
| 2117073 - 1999 Freightliner Replacement | CYFS | FRE | ADD | 9,636.00 | 0.00 | -9,636.00 | 9,636.00 | 9,636.00 |
| 2119007 - Lifecycle Replacement of PPE | CYFS | FRE | ADD | 21,442.00 | 0.00 | -21,442.00 | 21,442.00 | 21,442.00 |
| 6816011 - Space Planning&Implementation | Development & Infrast. | PLN | ADD | 1,211.00 | 0.00 | -1,211.00 | 1,211.00 | 1,211.00 |
| 6818015 - Mulock GO Stn Secondary Plan | Development & Infrast. | PLN | ADD | 13,412.00 | 0.00 | -13,412.00 | 13,412.00 | 13,412.00 |
| 6818022 - Intens.Study-Established Nbd. | Development & Infrast. | PLN | ADD | 24,107.00 | 0.00 | -24,107.00 | 24,107.00 | 24,107.00 |
| 5319002 - Cooling Tower Replacement | Development & Infrast. | BBL | ADD | 284,935.00 | 0.00 | -284,935.00 | 284,935.00 | 284,935.00 |
| 5319003 - Roof Repl. over Leased Space | Development & Infrast. | BBL | ADD | 13,656.00 | 0.00 | -13,656.00 | 13,656.00 | 13,656.00 |
| 5319004 - 395 Bldg Upgrade&Annual Maint. | Development & Infrast. | BBL | ADD | 404.00 | 0.00 | -404.00 | 404.00 | 404.00 |
| 3219066 - Portable Info. Signs (solar) | Development & Infrast. | ENG | ADD | 43,009.00 | 0.00 | -43,009.00 | 43,009.00 | 43,009.00 |
| 4017028 - Wayne/Waratah SWM Facility | Development & Infrast. | ENG | ADD | 23,368.00 | 0.00 | -23,368.00 | 23,368.00 | 23,368.00 |
| 4019013 - Corp. Climate Change Risk | Development & Infrast. | ENG | ADD | 4,070.00 | 0.00 | -4,070.00 | 4,070.00 | 4,070.00 |
| 4019015 - Low Impact Dev.&New SW Facil. | Development & Infrast. | ENG | ADD | 19,289.00 | 0.00 | -19,289.00 | 19,289.00 | 19,289.00 |
| 5214036 - George Richardson Park North | Development & Infrast. | ENG | ADD | 4,302.00 | 0.00 | -4,302.00 | 4,302.00 | 4,302.00 |
| 5218047 - Hasket Park TL&Breathing Space | Development & Infrast. | ENG | ADD | 3,000.00 | 0.00 | -3,000.00 | 3,000.00 | 3,000.00 |
| 9900000 - Capital Clearing BU | Development & Infrast. | ENG | ADD | 2,950.00 | 0.00 | -2,950.00 | 2,950.00 | 2,950.00 |
| 4216026 - Cleaning of Grates-Consultant | Development & Infrast. | PWE | ADD | 2,400.00 | 0.00 | -2,400.00 | 2,400.00 | 2,400.00 |
| 4417081 - Opt. & Auto of Water | Development & Infrast. | PWE | ADD | 6,144.00 | 0.00 | -6,144.00 | 6,144.00 | 6,144.00 |
| 4417083 - Maintenance Strategy - Valves | Development & Infrast. | PWE | ADD | -1,458.00 | 0.00 | 1,458.00 | -1,458.00 | -1,458.00 |
| 4417084 - Backflow Prevention Program | Development & Infrast. | PWE | ADD | 320.00 | 0.00 | -320.00 | 320.00 | 320.00 |
| 4417085 - GIS Strategy for W&WW Assets | Development & Infrast. | PWE | ADD | 16,241.00 | 0.00 | -16,241.00 | 16,241.00 | 16,241.00 |
| 4417087 - Water Deadend Looping Strategy | Development & Infrast. | PWE | ADD | 2,787.00 | 0.00 | -2,787.00 | 2,787.00 | 2,787.00 |
| 4708289 - Community Centre Lands | Development & Infrast. | PWE | ADD | 11,784.00 | 0.00 | -11,784.00 | 11,784.00 | 11,784.00 |
| 5219041 - George Richardson Field 4&5 | Development & Infrast. | PWE | ADD | 3,091.00 | 0.00 | -3,091.00 | 3,091.00 | 3,091.00 |
| 5219049 - Riverwalk Commons Lighting | Development & Infrast. | PWE | ADD | 9,472.00 | 0.00 | -9,472.00 | 9,472.00 | 9,472.00 |
| 5318050 - Magna Ctr. Roof Replacement | Development & Infrast. | PWE | ADD | -861.00 | 0.00 | 861.00 | -861.00 | -861.00 |
| 5318053 - Satellite Building-Glenway | Development & Infrast. | PWE | ADD | 3,682.00 | 0.00 | -3,682.00 | 3,682.00 | 3,682.00 |
| 5318056 - Various Facilities Maintenance | Development & Infrast. | PWE | ADD | 39,675.00 | 0.00 | -39,675.00 | 39,675.00 | 39,675.00 |
| 5319022 - Industrial Floor Machine | Development & Infrast. | PWE | ADD | 27,475.00 | 0.00 | -27,475.00 | 27,475.00 | 27,475.00 |
| Total | | | | 652,845.00 | 0.00 | -652,845.00 | 652,845.00 | 652,845.00 |

**2020 CAPITAL PLAN
Appendix B - Deferrals**

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 |
|--|------------------------|--------|--------|-------------------|----------------------|---------------------|--------------------------|---------------------|
| 1317006 - Open Data Project | CORPORATE SERVICES | CSS | DEFER | 0.00 | 25,000.00 | 25,000.00 | -20,000.00 | 5,000.00 |
| 1318006 - Replace/Upgrade ERP Systems | CORPORATE SERVICES | CSS | DEFER | 88,307.00 | 790,000.00 | 701,693.00 | -450,000.00 | 340,000.00 |
| 1319037 - Upgrade/Replace Server Room Eq | CORPORATE SERVICES | CSS | DEFER | 6,854.00 | 316,183.00 | 309,329.00 | -125,000.00 | 191,183.00 |
| 2119008 - CYFS Master Fire Plan | CYFS | FRE | DEFER | 0.00 | 125,000.00 | 125,000.00 | -125,000.00 | 0.00 |
| 2120003 - Station 4-5 - Equipment | CYFS | FRE | DEFER | 0.00 | 125,000.00 | 125,000.00 | -125,000.00 | 0.00 |
| 3219065 - Fleet Replacements | Development & Infrast. | PWE | DEFER | 463,303.00 | 1,681,853.00 | 1,218,550.00 | -840,000.00 | 841,853.00 |
| 3220005 - Traffic Safety/Mitigation | Development & Infrast. | PWE | DEFER | 0.00 | 115,000.00 | 115,000.00 | -115,000.00 | 0.00 |
| 4417024 - Advanced Metering | Development & Infrast. | PWE | DEFER | 212,421.00 | 4,822,903.00 | 4,610,482.00 | -3,500,000.00 | 1,322,903.00 |
| 4420001 - Automated Values-Water System | Development & Infrast. | PWE | DEFER | 0.00 | 40,000.00 | 40,000.00 | -40,000.00 | 0.00 |
| 4717065 - Upgrade Fuel Management System | Development & Infrast. | PWE | DEFER | 0.00 | 90,000.00 | 90,000.00 | -45,000.00 | 45,000.00 |
| 5218040 - Replace Sports Field Lighting | Development & Infrast. | PWE | DEFER | 850.00 | 590,000.00 | 589,150.00 | -445,000.00 | 145,000.00 |
| 5219043 - Trail Lighting at Parks | Development & Infrast. | PWE | DEFER | 38.00 | 375,000.00 | 374,962.00 | -280,000.00 | 95,000.00 |
| 5219058 - Sport Field Prot. Net Phase II | Development & Infrast. | PWE | DEFER | 0.00 | 250,000.00 | 250,000.00 | -190,000.00 | 60,000.00 |
| 5320001 - Hollingsworth Arena Demolition | Development & Infrast. | PWE | DEFER | 0.00 | 440,000.00 | 440,000.00 | -330,000.00 | 110,000.00 |
| 5320002 - Facility Replacements - RJT | Development & Infrast. | PWE | DEFER | 55,057.00 | 75,000.00 | 19,943.00 | -15,000.00 | 60,000.00 |
| 5320004 - Fairgrounds Parking Bldg Rehab | Development & Infrast. | PWE | DEFER | 3,902.00 | 20,000.00 | 16,098.00 | -16,000.00 | 4,000.00 |
| 5320005 - Vehicle for Asset Maint. | Development & Infrast. | PWE | DEFER | 0.00 | 65,000.00 | 65,000.00 | -65,000.00 | 0.00 |
| Total | | | | 830,732.00 | 9,945,939.00 | 9,115,207.00 | -6,726,000.00 | 3,219,939.00 |

2020 CAPITAL PLAN
Appendix C - Reallocations

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 |
|-----------------------------------|----------------|--------|---------|------------------|-------------------------|-------------------|-----------------------------|------------------------|
| 2113063 - Station 41 Renovation | NEWMARKET FIRE | FRE | REALLOC | 80,767.00 | 785,002.00 | 704,235.00 | -15,000.00 | 770,002.00 |
| 2120006 - Station 4-2 Parking Lot | NEWMARKET FIRE | FRE | REALLOC | 4,909.00 | 35,000.00 | 30,091.00 | 15,000.00 | 50,000.00 |
| Total | | | | 85,676.00 | 820,002.00 | 734,326.00 | 0.00 | 820,002.00 |

**APPENDIX D 2020 CAPITAL PLAN
REVISED June 30, 2020**

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 | ORIGINAL Budget 2021 | REVISIONS TO Budget 2021 | REVISED Budget 2021 |
|--|---------------------------|--------|--------|-------------------|----------------------|---------------------|--------------------------|---------------------|----------------------|--------------------------|---------------------|
| 5718014 - Theatre Renovation | COMMUNITY SERVICES | PRC | | 220,716.00 | 622,906.00 | 402,190.00 | | 622,906.00 | | 0 | 0.00 |
| SUBTOTAL | COMMUNITY SERVICES | | | 220,716.00 | 622,906.00 | 402,190.00 | 0.00 | 622,906.00 | 0.00 | 0.00 | 0.00 |
| 9109104 - Alternate Delivery Options | LIBRARY | LIB | | 0.00 | 50,000.00 | 50,000.00 | | 50,000.00 | | 0 | 0.00 |
| 9117069 - Furniture & Equipment | LIBRARY | LIB | | 0.00 | 48,800.00 | 48,800.00 | | 48,800.00 | | 0 | 0.00 |
| 9118065 - Computer Hardware &Software | LIBRARY | LIB | | 32,117.00 | 170,000.00 | 137,883.00 | | 170,000.00 | | 0 | 0.00 |
| SUBTOTAL | LIBRARY | | | 32,117.00 | 268,800.00 | 236,683.00 | 0.00 | 268,800.00 | 0.00 | 0.00 | 0.00 |
| 1019002 - Community Living Room Project | CORPORATE SERVICES | CSS | ADD | 48,336.00 | 0.00 | -48,336.00 | 48,336.00 | 48,336.00 | | 0 | 0.00 |
| 1315011 - Replace/Upgrade Cityview | CORPORATE SERVICES | CSS | ADD | 12,720.00 | 0.00 | -12,720.00 | 12,720.00 | 12,720.00 | | 0 | 0.00 |
| 1315016 - Wireless Network Access | CORPORATE SERVICES | CSS | | 0.00 | 17,143.00 | 17,143.00 | | 17,143.00 | | 0 | 0.00 |
| 1317006 - Open Data Project | CORPORATE SERVICES | CSS | DEFER | 0.00 | 25,000.00 | 25,000.00 | -20,000.00 | 5,000.00 | | 20,000.00 | 20,000.00 |
| 1317008 - Replace Tax Billing System | CORPORATE SERVICES | CSS | | 134,773.00 | 50,000.00 | -84,773.00 | | 50,000.00 | | 0 | 0.00 |
| 1318006 - Replace/Upgrade ERP Systems | CORPORATE SERVICES | CSS | DEFER | 88,307.00 | 790,000.00 | 701,693.00 | -450,000.00 | 340,000.00 | | 450,000.00 | 450,000.00 |
| 1318006 - JDE Upgrade | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006 - JDE Vendor of Record | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006 - Recreation Mangement | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006 - Tax Billing Upgrade | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006 - Website Upgrade | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006- Employee Scheduling | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006- Employee Services | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1318006- IT Strategy Plan | CORPORATE SERVICES | CSS | | | | | | 0.00 | | 0 | 0.00 |
| 1319037 - Upgrade/Replace Server Room Eq | CORPORATE SERVICES | CSS | DEFER | 6,854.00 | 316,183.00 | 309,329.00 | -125,000.00 | 191,183.00 | | 125,000.00 | 125,000.00 |
| 1320001 - Remote Participant Capability | CORPORATE SERVICES | CSS | | 0.00 | 20,000.00 | 20,000.00 | | 20,000.00 | | 0 | 0.00 |
| 1320002 - Replace Desktop & Peripheral | CORPORATE SERVICES | CSS | | 117,297.00 | 175,911.00 | 58,614.00 | | 175,911.00 | | 0 | 0.00 |
| 1320002 - Digital Signage | CORPORATE SERVICES | CSS | | | | 0.00 | | 0.00 | | 0 | 0.00 |
| 1320002 -e-Waste RFI & RFP | CORPORATE SERVICES | CSS | | | | 0.00 | | 0.00 | | 0 | 0.00 |
| 1518010 - Vehicle Equipment for Enforce | CORPORATE SERVICES | CSS | | 15,514.00 | 63,058.00 | 47,544.00 | | 63,058.00 | | 0 | 0.00 |
| 1520001 - Monetary Penalty System | CORPORATE SERVICES | CSS | | 0.00 | 6,000.00 | 6,000.00 | | 6,000.00 | | 0 | 0.00 |
| 1520002 - Space Planning - Leg. Services | CORPORATE SERVICES | CSS | | 0.00 | 20,000.00 | 20,000.00 | | 20,000.00 | | 0 | 0.00 |
| SUBTOTAL | CORPORATE SERVICES | | | 423,801.00 | 1,483,295.00 | 1,059,494.00 | -533,944.00 | 949,351.00 | 0.00 | 595,000.00 | 595,000.00 |
| 2116074 - Station 4-5 Design&Constructio | CYFS | FRE | | 0.00 | 6,226,601.00 | 6,226,601.00 | | 6,226,601.00 | 6,226,601.00 | 0 | 6,226,601.00 |
| 2116079 - Replace Fire Truck 97-02 | CYFS | FRE | ADD | 2,246.00 | 0.00 | -2,246.00 | 2,246.00 | 2,246.00 | | 0 | 0.00 |
| 2117073 - 1999 Freightliner Replacement | CYFS | FRE | ADD | 9,636.00 | 0.00 | -9,636.00 | 9,636.00 | 9,636.00 | | 0 | 0.00 |
| 2118072 - New Fire Engine -Station 4-5 | CYFS | FRE | | 0.00 | 985,000.00 | 985,000.00 | | 985,000.00 | | 0 | 0.00 |
| 2119005 - Replace Auto Extrication Equip | CYFS | FRE | | 110,475.00 | 165,000.00 | 54,525.00 | | 165,000.00 | | 0 | 0.00 |
| 2119007 - Lifecycle Replacement of PPE | CYFS | FRE | ADD | 21,442.00 | 0.00 | -21,442.00 | 21,442.00 | 21,442.00 | | 0 | 0.00 |
| 2119008 - CYFS Master Fire Plan | CYFS | FRE | DEFER | 0.00 | 125,000.00 | 125,000.00 | -125,000.00 | 0.00 | | 125,000.00 | 125,000.00 |
| 2119009 - PPE & Uniforms-New Recruits | CYFS | FRE | | 0.00 | 71,000.00 | 71,000.00 | | 71,000.00 | | 0 | 0.00 |
| 2120001 - 4 Light Prevention Vehicles | CYFS | FRE | | 0.00 | 150,000.00 | 150,000.00 | | 150,000.00 | | 0 | 0.00 |
| 2120002 - Lifecycle Replacement of PPE | CYFS | FRE | | 64,400.00 | 80,000.00 | 15,600.00 | | 80,000.00 | | 0 | 0.00 |
| 2120003 - Station 4-5 - Equipment | CYFS | FRE | DEFER | 0.00 | 125,000.00 | 125,000.00 | -125,000.00 | 0.00 | | 125,000.00 | 125,000.00 |
| 2120004 - Replacement of MDTs | CYFS | FRE | | 0.00 | 40,000.00 | 40,000.00 | | 40,000.00 | | 0 | 0.00 |
| 2120005 - Replmt Recruits PPE & Uniforms | CYFS | FRE | | 89,663.00 | 120,000.00 | 30,337.00 | | 120,000.00 | | 0 | 0.00 |

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 | ORIGINAL Budget 2021 | REVISIONS TO Budget 2021 | REVISED Budget 2021 |
|---|------------------------|--------|---------|-------------------|----------------------|---------------------|--------------------------|---------------------|----------------------|--------------------------|---------------------|
| Hazmat Truck | CYFS | FRE | | 0.00 | 0.00 | 0.00 | | 0.00 | 950,000.00 | 0 | 950,000.00 |
| Pumper Truck (2021 Budget) | CYFS | FRE | | 0.00 | 0.00 | 0.00 | | 0.00 | 750,000.00 | 0 | 750,000.00 |
| 2113063 - Station 41 Renovation | NEWMARKET FIRE | FRE | REALLOC | 80,767.00 | 785,002.00 | 704,235.00 | -15,000.00 | 770,002.00 | | 0 | 0.00 |
| 2120006 - Station 4-2 Parking Lot | NEWMARKET FIRE | FRE | REALLOC | 4,909.00 | 35,000.00 | 30,091.00 | 15,000.00 | 50,000.00 | | 0 | 0.00 |
| SUBTOTAL | FIRE SERVICES | | | 383,538.00 | 8,907,603.00 | 8,524,065.00 | -216,676.00 | 8,690,927.00 | 7,926,601.00 | 250,000.00 | 8,176,601.00 |
| 4718063 - Asset Mgmt. Strategy Implement | Development & Infrast. | DIS | | 0.00 | 340,448.00 | 340,448.00 | | 340,448.00 | | 0 | 0.00 |
| 1019001 - Mulock Est Concept Master Plan | Development & Infrast. | PLN | | 3,199.00 | 300,000.00 | 296,801.00 | | 300,000.00 | | 0 | 0.00 |
| 6816011 - Space Planning&Implementation | Development & Infrast. | PLN | ADD | 1,211.00 | 0.00 | -1,211.00 | 1,211.00 | 1,211.00 | | 0 | 0.00 |
| 6818015 - Mulock GO Stn Secondary Plan | Development & Infrast. | PLN | ADD | 13,412.00 | 0.00 | -13,412.00 | 13,412.00 | 13,412.00 | | 0 | 0.00 |
| 6818020 - Community Energy Plan Implemn. | Development & Infrast. | PLN | | 20,100.00 | 100,000.00 | 79,900.00 | | 100,000.00 | | 0 | 0.00 |
| 6818022 - Intens.Study-Established Nbhd. | Development & Infrast. | PLN | ADD | 24,107.00 | 0.00 | -24,107.00 | 24,107.00 | 24,107.00 | | 0 | 0.00 |
| 6819060 - Urban Design Guidelines | Development & Infrast. | PLN | | 1,987.00 | 80,000.00 | 78,013.00 | | 80,000.00 | | 0 | 0.00 |
| 1617012 - Land Use&Building Tracking Sys | Development & Infrast. | BBL | | 98,952.00 | 100,000.00 | 1,048.00 | | 100,000.00 | | 0 | 0.00 |
| 1620001 - Asset Replacement - 395 Mulock | Development & Infrast. | BBL | | 0.00 | 50,000.00 | 50,000.00 | | 50,000.00 | | 0 | 0.00 |
| 1620001 - Boiler Replacement - 395 Mulock Drive (BLD 2) | Development & Infrast. | BBL | | | | | | 0.00 | | 0 | 0.00 |
| 1620001 -395 Mulock Building Asset Replacement (BLD 1) | Development & Infrast. | BBL | | | | | | 0.00 | | 0 | 0.00 |
| 1620002 - LED Lighting - 395 Mulock | Development & Infrast. | BBL | | 6,054.00 | 60,000.00 | 53,946.00 | | 60,000.00 | | 0 | 0.00 |
| 5319002 - Cooling Tower Replacement | Development & Infrast. | BBL | ADD | 284,935.00 | 0.00 | -284,935.00 | 284,935.00 | 284,935.00 | | 0 | 0.00 |
| 5319003 - Roof Repl. over Leased Space | Development & Infrast. | BBL | ADD | 13,656.00 | 0.00 | -13,656.00 | 13,656.00 | 13,656.00 | | 0 | 0.00 |
| 5319004 - 395 Bldg Upgrade&Annual Maint. | Development & Infrast. | BBL | ADD | 404.00 | 0.00 | -404.00 | 404.00 | 404.00 | | 0 | 0.00 |
| 3219019 - 2019 Bridges&Culverts Program | Development & Infrast. | ENG | | 479,879.00 | 300,000.00 | -179,879.00 | | 300,000.00 | | 0 | 0.00 |
| Lorne Avenue Reconstruction - Phase 1 | Development & Infrast. | ENG | | | | 0.00 | | 0.00 | | 0 | 0.00 |
| Pond 74 Cleanout & Retaining Wall | Development & Infrast. | ENG | | | | 0.00 | | 0.00 | | 0 | 0.00 |
| 3219020 - Municipal Infra. Projects | Development & Infrast. | ENG | | 139,617.00 | 7,908,000.00 | 7,768,383.00 | | 7,908,000.00 | | 0 | 0.00 |
| 3219020- Timothy Street/Cedar Street Intersection Project | Development & Infrast. | ENG | | | | 0.00 | | 0.00 | | 0 | 0.00 |
| 3219066 - Portable Info. Signs (solar) | Development & Infrast. | ENG | ADD | 43,009.00 | 0.00 | -43,009.00 | 43,009.00 | 43,009.00 | | 0 | 0.00 |
| 3220001 - Old Main St. Tertiary Plan | Development & Infrast. | ENG | | 0.00 | 150,000.00 | 150,000.00 | | 150,000.00 | | 0 | 0.00 |
| 3220002 - Active Transportation Plan | Development & Infrast. | ENG | | 98,857.00 | 131,000.00 | 32,143.00 | | 131,000.00 | | 0 | 0.00 |
| 3220003 - HarryWalker Pkwy East Sidewalk | Development & Infrast. | ENG | | 16,557.00 | 250,000.00 | 233,443.00 | | 250,000.00 | | 0 | 0.00 |
| 4017028 - Wayne/Waratah SWM Facility | Development & Infrast. | ENG | ADD | 23,368.00 | 0.00 | -23,368.00 | 23,368.00 | 23,368.00 | | 0 | 0.00 |
| 4019013 - Corp. Climate Change Risk | Development & Infrast. | ENG | ADD | 4,070.00 | 0.00 | -4,070.00 | 4,070.00 | 4,070.00 | | 0 | 0.00 |
| 4019015 - Low Impact Dev.&New SW Facil. | Development & Infrast. | ENG | ADD | 19,289.00 | 0.00 | -19,289.00 | 19,289.00 | 19,289.00 | | 0 | 0.00 |
| 4019016 - SWM Pond Clean Outs/Retrofits | Development & Infrast. | ENG | | 1,875.00 | 834,000.00 | 832,125.00 | | 834,000.00 | | 0 | 0.00 |
| 5214036 - George Richardson Park North | Development & Infrast. | ENG | ADD | 4,302.00 | 0.00 | -4,302.00 | 4,302.00 | 4,302.00 | | 0 | 0.00 |
| 5217034 - Glenway Park Development | Development & Infrast. | ENG | | 0.00 | 1,100,000.00 | 1,100,000.00 | | 1,100,000.00 | | 0 | 0.00 |
| 5218039 - Sundial Park Development | Development & Infrast. | ENG | | 0.00 | 230,020.00 | 230,020.00 | | 230,020.00 | | 0 | 0.00 |
| 5218047 - Hasket Park TL&Breathing Space | Development & Infrast. | ENG | ADD | 3,000.00 | 0.00 | -3,000.00 | 3,000.00 | 3,000.00 | | 0 | 0.00 |
| 5219014 - Tails&Off-Road Act. Trans. | Development & Infrast. | ENG | | 48,983.00 | 799,600.00 | 750,617.00 | | 799,600.00 | | 0 | 0.00 |
| 5219021 - Recreation Playbook Impl. | Development & Infrast. | ENG | | 410,439.00 | 2,154,311.00 | 1,743,872.00 | | 2,154,311.00 | | 0 | 0.00 |
| 9900000 - Capital Clearing BU | Development & Infrast. | ENG | ADD | 2,950.00 | 0.00 | -2,950.00 | 2,950.00 | 2,950.00 | | 0 | 0.00 |
| 3219065 - Fleet Replacements | Development & Infrast. | PWE | DEFER | 463,303.00 | 1,681,853.00 | 1,218,550.00 | -840,000.00 | 841,853.00 | | 840,000.00 | 840,000.00 |
| 3219067 - Road Resurfacing Program | Development & Infrast. | PWE | | -23,516.00 | 1,050,000.00 | 1,073,516.00 | | 1,050,000.00 | | 0 | 0.00 |
| 3220004 - Road Patrol Pick-up Truck | Development & Infrast. | PWE | | 0.00 | 50,000.00 | 50,000.00 | | 50,000.00 | | 0 | 0.00 |

| Name of Business Unit | Commission | Region | Status | Actual 2020 | ORIGINAL Budget 2020 | Variance | REVISIONS TO Budget 2020 | REVISED Budget 2020 | ORIGINAL Budget 2021 | REVISIONS TO Budget 2021 | REVISED Budget 2021 |
|--|-----------------------------------|--------|--------|---------------------|----------------------|----------------------|--------------------------|----------------------|----------------------|--------------------------|----------------------|
| 3220005 - Traffic Safety/Mitigation | Development & Infrast. | PWE | DEFER | 0.00 | 115,000.00 | 115,000.00 | -115,000.00 | 0.00 | | 115,000.00 | 115,000.00 |
| 4013011 - SWMP Management Master Plan | Development & Infrast. | PWE | | 0.00 | 30,000.00 | 30,000.00 | | 30,000.00 | | 0 | 0.00 |
| 4216026 - Cleaning of Grates-Consultant | Development & Infrast. | PWE | ADD | 2,400.00 | 0.00 | -2,400.00 | 2,400.00 | 2,400.00 | | 0 | 0.00 |
| 4417024 - Advanced Metering | Development & Infrast. | PWE | DEFER | 212,421.00 | 4,822,903.00 | 4,610,482.00 | -3,500,000.00 | 1,322,903.00 | 4,822,903.00 | 3,500,000.00 | 8,322,903.00 |
| 4417081 - Opt. & Auto of Water | Development & Infrast. | PWE | ADD | 6,144.00 | 0.00 | -6,144.00 | 6,144.00 | 6,144.00 | | 0 | 0.00 |
| 4417083 - Maintenance Strategy - Valves | Development & Infrast. | PWE | ADD | -1,458.00 | 0.00 | 1,458.00 | -1,458.00 | -1,458.00 | | 0 | 0.00 |
| 4417084 - Backflow Prevention Program | Development & Infrast. | PWE | ADD | 320.00 | 0.00 | -320.00 | 320.00 | 320.00 | | 0 | 0.00 |
| 4417085 - GIS Strategy for W&WW Assets | Development & Infrast. | PWE | ADD | 16,241.00 | 0.00 | -16,241.00 | 16,241.00 | 16,241.00 | | 0 | 0.00 |
| 4417087 - Water Deadend Looping Strategy | Development & Infrast. | PWE | ADD | 2,787.00 | 0.00 | -2,787.00 | 2,787.00 | 2,787.00 | | 0 | 0.00 |
| 4418032 - Water/WW Study Implementation | Development & Infrast. | PWE | | 0.00 | 514,892.00 | 514,892.00 | | 514,892.00 | | 0 | 0.00 |
| 4420001 - Automated Valves-Water System | Development & Infrast. | PWE | DEFER | 0.00 | 40,000.00 | 40,000.00 | -40,000.00 | 0.00 | | 40,000.00 | 40,000.00 |
| 4420002 - Fire Hydrant Barrel Cutter | Development & Infrast. | PWE | | 35,639.00 | 30,000.00 | -5,639.00 | | 30,000.00 | | 0 | 0.00 |
| 4420003 - Specialized Equipment Purchase | Development & Infrast. | PWE | | 0.00 | 30,000.00 | 30,000.00 | | 30,000.00 | | 0 | 0.00 |
| 4708289 - Community Centre Lands | Development & Infrast. | PWE | ADD | 11,784.00 | 0.00 | -11,784.00 | 11,784.00 | 11,784.00 | | 0 | 0.00 |
| 4717065 - Upgrade Fuel Management System | Development & Infrast. | PWE | DEFER | 0.00 | 90,000.00 | 90,000.00 | -45,000.00 | 45,000.00 | | 45,000.00 | 45,000.00 |
| 5218040 - Replace Sports Field Lighting | Development & Infrast. | PWE | DEFER | 850.00 | 590,000.00 | 589,150.00 | -445,000.00 | 145,000.00 | | 445,000.00 | 445,000.00 |
| 5219041 - George Richardson Field 4&5 | Development & Infrast. | PWE | ADD | 3,091.00 | 0.00 | -3,091.00 | 3,091.00 | 3,091.00 | | 0 | 0.00 |
| 5219043 - Trail Lighting at Parks | Development & Infrast. | PWE | DEFER | 38.00 | 375,000.00 | 374,962.00 | -280,000.00 | 95,000.00 | | 280,000.00 | 280,000.00 |
| 5219049 - Riverwalk Commons Lighting | Development & Infrast. | PWE | ADD | 9,472.00 | 0.00 | -9,472.00 | 9,472.00 | 9,472.00 | | 0 | 0.00 |
| 5219052 - Pickup Trucks for Parks | Development & Infrast. | PWE | | 0.00 | 90,000.00 | 90,000.00 | | 90,000.00 | | 0 | 0.00 |
| 5219053 - Trucks&Equip. for Pks New Crew | Development & Infrast. | PWE | | 21,081.00 | 150,000.00 | 128,919.00 | | 150,000.00 | | 0 | 0.00 |
| 5219054 - Equipment for Trail Impl. | Development & Infrast. | PWE | | 0.00 | 150,000.00 | 150,000.00 | | 150,000.00 | | 0 | 0.00 |
| 5219056 - Forestry-Stump Grinder&Trailer | Development & Infrast. | PWE | | 0.00 | 130,000.00 | 130,000.00 | | 130,000.00 | | 0 | 0.00 |
| 5219058 - Sport Field Prot. Net Phase II | Development & Infrast. | PWE | DEFER | 0.00 | 250,000.00 | 250,000.00 | -190,000.00 | 60,000.00 | | 190,000.00 | 190,000.00 |
| 5220001 - Fairy Lake Parking Lot | Development & Infrast. | PWE | | 0.00 | 50,000.00 | 50,000.00 | | 50,000.00 | | 0 | 0.00 |
| 5318050 - Magna Ctr. Roof Replacement | Development & Infrast. | PWE | ADD | -861.00 | 0.00 | 861.00 | -861.00 | -861.00 | | 0 | 0.00 |
| 5318053 - Satellite Building-Glenway | Development & Infrast. | PWE | ADD | 3,682.00 | 0.00 | -3,682.00 | 3,682.00 | 3,682.00 | | 0 | 0.00 |
| 5318055 - Fernbank Farmhouse Maintenance | Development & Infrast. | PWE | | 118.00 | 232,944.00 | 232,826.00 | | 232,944.00 | | 0 | 0.00 |
| 5318056 - Various Facilities Maintenance | Development & Infrast. | PWE | ADD | 39,675.00 | 0.00 | -39,675.00 | 39,675.00 | 39,675.00 | | 0 | 0.00 |
| 5319022 - Industrial Floor Machine | Development & Infrast. | PWE | ADD | 27,475.00 | 0.00 | -27,475.00 | 27,475.00 | 27,475.00 | | 0 | 0.00 |
| 5319032 - Museum Carpet | Development & Infrast. | PWE | | 44,557.00 | 38,000.00 | -6,557.00 | | 38,000.00 | | 0 | 0.00 |
| 5320001 - Hollingsworth Arena Demolition | Development & Infrast. | PWE | DEFER | 0.00 | 440,000.00 | 440,000.00 | -330,000.00 | 110,000.00 | | 330,000.00 | 330,000.00 |
| 5320002 - Facility Replacements - RJT | Development & Infrast. | PWE | DEFER | 55,057.00 | 75,000.00 | 19,943.00 | -15,000.00 | 60,000.00 | | 15,000.00 | 15,000.00 |
| 5320003 - Facility Replacements - Magna | Development & Infrast. | PWE | | 75,901.00 | 330,000.00 | 254,099.00 | | 330,000.00 | | 0 | 0.00 |
| 5320004 - Fairgrounds Parking Bldg Rehab | Development & Infrast. | PWE | DEFER | 3,902.00 | 20,000.00 | 16,098.00 | -16,000.00 | 4,000.00 | | 16,000.00 | 16,000.00 |
| 5320005 - Vehicle for Asset Maint. | Development & Infrast. | PWE | DEFER | 0.00 | 65,000.00 | 65,000.00 | -65,000.00 | 0.00 | | 65,000.00 | 65,000.00 |
| 5320006 - OTH - Replace South Stairs | Development & Infrast. | PWE | | 0.00 | 200,000.00 | 200,000.00 | | 200,000.00 | | 0 | 0.00 |
| SUBTOTAL | Development & Infrast. | | | 2,774,315.00 | 26,527,971.00 | 23,753,656.00 | -5,322,535.00 | 21,205,436.00 | 4,822,903.00 | 5,881,000.00 | 10,703,903.00 |
| Total | | | | 3,834,487.00 | 37,810,575.00 | 33,976,088.00 | -6,073,155.00 | 31,737,420.00 | 12,749,504.00 | 6,726,000.00 | 19,475,504.00 |

Investment Summary for the Six Months Ended June 30, 2020

Reserve Fund Investment Summary for the 6 Months Ended June 30, 2020

| Description | Principal Amount | | Starting Date | Term | January 1 to June 30, 2020 | | | |
|--|---------------------|---------------------|---------------|----------|----------------------------|----------------------|------------------|--------------------|
| | 2020-01-01 | 2020-06-30 | | | Interest Rate | Return on Investment | Benchmark Return | Incremental Income |
| Royal Bank | \$14,082,164 | \$23,282,927 | 2017-09-21 | Various | various | \$237,535 | \$177,179 | \$60,355 |
| National Bank | \$10,000,000 | \$10,000,000 | 2018-05-11 | 3 years | 2.93% | \$145,699 | \$77,077 | \$68,623 |
| Bank of Nova Scotia | \$6,000,000 | \$6,000,000 | 2018-12-10 | 2 years | 3.26% | \$97,266 | \$46,246 | \$51,020 |
| Bank of Nova Scotia | \$6,000,000 | \$6,000,000 | 2018-12-10 | 3 years | 3.33% | \$99,354 | \$46,246 | \$53,108 |
| Bank of Nova Scotia | \$6,000,000 | \$6,000,000 | 2018-12-10 | 4 years | 3.43% | \$102,338 | \$46,246 | \$56,092 |
| CIBC | \$6,000,000 | \$6,000,000 | 2018-12-10 | 5 years | 3.55% | \$105,918 | \$46,246 | \$59,672 |
| CIBC - Principal Protected Note | \$2,000,000 | \$2,000,000 | 2019-09-30 | 4 years | | | \$15,415 | -\$15,415 |
| CIBC - Principal Protected Note | \$2,000,000 | \$2,000,000 | 2019-09-30 | 5 years | | | \$15,415 | -\$15,415 |
| CIBC | \$4,000,000 | \$4,000,000 | 2019-11-21 | 5 years | 2.64% | \$52,511 | \$30,831 | \$21,681 |
| RBC Dominion Sec Royal Bank | \$3,437,665 | \$3,437,665 | 2019-04-29 | 441 days | 1.40% | \$50,091 | \$26,496 | \$23,595 |
| RBC Dominion Securities BMO | \$3,448,431 | | 2019-04-29 | 406 days | 1.40% | \$49,361 | \$21,105 | \$28,256 |
| Loan - Newmarket Soccer Club Development Charges and Planning Fees | \$15,709 | \$11,221 | 2011-09-30 | 10 years | 4.00% | \$276 | \$86 | \$190 |
| Internal Loan -Solar Panels (2013, Various Facilities) | \$199,149 | \$193,338 | 2013-12-01 | 20 years | 3.00% | \$2,951 | \$1,490 | \$1,461 |
| Internal Loan - RJT Solar Panels (2014) | \$513,976 | \$500,304 | 2015-01-01 | 20 years | 3.00% | \$7,624 | \$3,856 | \$3,768 |
| Internal Loan - Magna Solar Panels (2015) | \$1,250,831 | \$1,219,360 | 2016-01-01 | 20 years | 2.70% | \$16,710 | \$9,398 | \$7,312 |
| Internal Loan - Honeywell Streetlights Retrofit Project | \$7,278,742 | \$7,108,858 | 2013-12-10 | 20 years | 2.70% | \$97,310 | \$54,793 | \$42,517 |
| Sub-Total | \$72,226,667 | \$77,753,673 | | | | \$1,064,945 | \$618,126 | \$446,819 |
| Incremental investment income included in 2020 Operating Budget, transferred to the Tax-Supported Operating Fund in 2020 per the Investment Strategy | | | | | | | | \$32,500 |
| Incremental investment income allocated to reserve funds in 2020 per the Investment Strategy | | | | | | | | \$414,319 |

Operating Fund Investment Summary for the 6 Months Ended June 30, 2020

| Description | Principal Amount | | Starting Date | Term | January 1 to June 30, 2020 | | | |
|--------------------------|------------------|-------------------|---------------|----------|----------------------------|----------------------|--------------------------|--------------------|
| | 2020-01-01 | 2020-06-30 | | | Interest Rate | Return on Investment | Benchmark Return (1.55%) | Incremental Income |
| Duca Financial CanAccord | | 5,000,000 | 2020-02-27 | 182 days | 2.63% | \$44,552 | \$26,257 | \$18,295 |
| National Bank | | 5,000,000 | 2020-04-22 | 1 year | 2.93% | \$27,619 | \$14,611 | \$13,008 |
| Sub-Total | | 10,000,000 | | | | \$ 72,171 | \$ 40,867 | \$ 31,303 |

The following are NTAG written comments relating to August 31 Council agenda item 9.2.12 Financial Update:

The Special Council meeting May 19, 2020 approved Report 2020-34 which detailed a list of mitigating measures (page 5) that could potentially reduce the deficit by 50%. What are the savings resulting from the austerity measures that have been taken to date, and will they achieve the 50% target?

Why has Newmarket delayed the opening of services such as swimming pools, recreations centers, Library, etc? Other York Region and Ontario municipalities were opening their services to taxpayers in July and early August, resulting in many of our residents attending facilities in other municipalities.

Why, after the Administrative & Service Delivery Review Presentation on December 16, 2019 recommended “reorganizing and clarifying roles and responsibilities to ensure more optimal and efficient service delivery” and noted that “some areas have a lot more supervisors than staff”, does excess management continue to be retained at full salary and benefits?

On behalf of Board of Directors of NTAG,

Kathy (Toth) Kumpula
President
Newmarket Taxpayers Advocacy Group Inc.
“Advocating for YOU, the taxpayer.”



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Water Metering Data Solution Staff Report to Council

Report Number: 2020-63

Department(s): Financial Services, Corporate Services

Author(s): Mike Mayes, Director of Financial Services / Treasurer

Meeting Date: August 24, 2020

Recommendations

1. That the report entitled Metering Data Solution dated August 24, 2020 be received; and,
2. That a non-competitive acquisition for a metering data solution from Savage Data Systems in the amount of \$60,000.00 per year, for a term of two years, plus two additional optional, one year terms be approved; and,
3. That the Director of Financial Services and Manager of Procurement be authorized to execute any agreements; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

To seek approval of a non-competitive acquisition for Meter Data Management Services to Savage Data Systems for an estimated annual amount of \$60,000.00 excluding applicable taxes for a period of two years, plus two additional, optional one year terms should they be needed, in accordance with provisions of the Procurement By-law Section 13.6, Subsection (iii) “where compatibility with an existing product, equipment, facility or service is a paramount consideration”; and the provisions of the Canadian Free Trade Agreement (CFTA) for non-competitive acquisitions over \$100,000.00 being Article 513, Paragraph (1), Section (c) “for additional deliveries by the original supplier of goods or services that were not included in the initial procurement if a change of supplier for such additional goods or services: (i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, software,

services or installations procured under the initial procurement; and (ii) would cause significant inconvenience or substantial duplication of costs for the procuring entity.”

Background

The Town is upgrading water meters to advanced metering technology. The Town issued a request for proposal on March 31, 2017 (RFP2017-02) for advanced metering infrastructure, field installation services and operation of the advanced metering infrastructure, including data collection activities.

The Town signed a service agreement with the successful respondent for installation services, being WAMCO Municipal Products A Division of EMCO Corporation, on May 16, 2019. The contract will expire in On May 15, 2022, three years after the commencement of the term.

For the new metering technology to be able to communicate its data, the Town requires a meter data management service. Meter data management services transfer the data collected from water meters to our billing system. The service also validates data and stores data for a longer period of time than the advanced metering technology can.

Discussion

The Town and Newmarket-Tay Power Distribution have a joint billing service for water and hydro. The billing software is managed by Olameter who is under contract with the Town. Olameter currently only uses Savage Data Systems to connect to Newmarket Hydro’s advanced metering technology. In order for the Town’s metering data to be transferred to the billing software, the Town would need to implement the solution from Savage Data Systems as well. Olameter is not agreeable to implementing another solution specifically for the Town. If they were, Olameter would either have to acquire that same solution for their other clients or work with the Town to create new systems to accommodate both the Town’s competitively acquired solution and the Savage Data System solution. This could prove to be costly and problematic from a data transfer standpoint.

The Town originally planned on piggy-backing on Newmarket-Tay Power Distribution’s agreement with Savage Data Solutions. However, this is no longer a solution available to us from Newmarket-Tay Power. The Town requires a meter data management service to move forward with field installations.

While Olameter is not agreeable to implementing a different meter data management system, from a competitive costing standpoint, there appears to be one other meter data solution provider being MeterSense by Smartworks which provides for meter data services at the following approximate costs: \$150,000.00 for implementation, plus \$75,000.00 for the purchase of the required number of licences with an additional 25% of the licence fee amount for ongoing support and maintenance. Alternatively, MeterSense

offers a subscription model for about 0.25 to 0.30 cents per meter per month, which equates to \$78,000.00 to \$93,600.00 per year based on 26,000 meters. MeterSense advised that their fees are generally higher than the solution offered by Savage Data Systems as they offer more sophisticated analytics.

Conclusion

In accordance with the non-competitive justifications in the Town's Procurement By-law and the applicable trade treaties described herein that provide for direction as to procurements in excess of \$100K it would cause significant inconveniences and duplication of costs to enter into a procurement process that may not result in an award to Savage Data Systems, the only solution Olameter is agreeable to our using.

Staff are confident that Savage Data Systems has the experience, capability and equipment to satisfactorily perform the contract.

Business Plan and Strategic Plan Linkages

Newmarket's vision of a community "Well Beyond the Ordinary" is one that provides efficient, effective and environmentally sound services to an appropriate level that achieves Council and/or Provincially mandated services levels, which meet public health and safety requirements and enhances quality of life while ensuring that system capital assets retain their value and are managed and funded according to sustainable, lifecycle based principles and practices.

This service acquisition aligns with Council's 2018-2022 Strategic Priorities of Long-term Financial Sustainability and Environmental Stewardship as the MDM service will help us better track water data. This data will help us save money and conserve water.

Consultation

Procurement Services, Financial Services, Information Technology and Public Works Services have been consulted on this report.

Human Resource Considerations

All project work will be managed by Savage Data Systems and the Town's Finance Services staff. No additional human resources are required.

Budget Impact

There is no budget impact as it is already included in the business plan.

Attachments

None

Approval

Tracy Assis
Manager of Procurement
Legal & Procurement Services

Mike Mayes CPA, CGA, DPA
Director, Financial Services/Treasurer

Contact

For more information on this report, contact Mike Mayes at 905-953-5300 ext. 2102 or via e-mail at mmayes@newmarket.ca



Town of Newmarket

Minutes

Audit Committee

Date: Monday, January 27, 2020

Time: 2:00 PM

Location: Mulock Room
Municipal Offices
395 Mulock Drive
Newmarket, ON L3Y 4X7

Members Present: Michael Tambosso, Chair
Deputy Mayor & Regional Councillor Vegh, Vice-Chair
Councillor Bisanz
Councillor Morrison
Rebecca Mathewson
Tom Mungham

Staff Present: J. Sharma, Chief Administrative Officer
E. Armchuk, Commissioner of Corporate Services
M. Mayes, Director of Financial Services/Treasurer
D. Schellenberg, Manager of Finance & Accounting
M. Wigmore, Director, Information Technology
L. Peppiatt, Deputy CEO, Newmarket Public Library
A. Walkom, Legislative Coordinator
J. Grossi, Legislative Coordinator

Guests: Pina Colavecchia, Deloitte Canada (by telephone)
Antonio Bianchi, Acting Director of Audit Services, York Region
Travis Waite, Senior Internal Auditor, York Region

The meeting was called to order at 2:00 PM.
Michael Tambosso in the Chair.

1. Additions and Corrections to the Agenda

None.

2. Declarations of Pecuniary Interest

None.

3. Approval of Minutes

3.1 Audit Committee Meeting Minutes of October 7, 2019

Moved by: Tom Mungham

Seconded by: Councillor Morrison

1. That the Audit Committee Meeting Minutes of October 7, 2019 be approved.

Carried

4. Items

4.1 Presentation by Internal Auditor: Overview of Internal Audit Process and 2020 Workplan

Antonio Bianchi, Acting Director of Audit Services, York Region provided the Audit Committee with a presentation regarding an Overview of the Internal Audit Process and 2020 Workplan. He outlined the identified risk factors including susceptibility of fraud, and sensitivity of personal information, and advised that the 2020 workplan would focus on high risk areas. These areas include water and wastewater, engineering services, IT, and customer care.

The Members of the Audit Committee discussed their role in relation to the Internal Auditor, setting objectives and recommendations for the 2020 workplan, and the relationship between internal and external audits. They queried the auditors regarding the 2019 workplan, and asked for an update on various projects.

4.2 Management Letter Follow-Up

Pina Colavecchia of Deloitte Canada provided an update on the Management Letter presented to the Audit Committee previously and provided comment on some the items listed within. Staff advised that most of the items had been fully addressed.

The Members of the Audit Committee queried the Auditor and Staff regarding the responses to the management letter from IT Services related to password authentication policy settings, and the history of the identified items.

The Director of IT Services advised the Committee of new internal processes to segregate duties related to JD Edwards software, as recommended by the Auditors.

4.3 Items Deferred by the Previous Term of the Audit Committee

4.3.1 Report to the Audit Committee by the External Auditor

Pina Colavecchia of Deloitte Canada reported back to the Audit Committee regarding extra time spent on the audit, as requested by the Members at the June 18, 2019 Audit Committee Meeting. She summarized the management additional time and efforts incurred, the additional sampling audit approach, and audit adjustments related to capital grants. She further advised that a total of 84 additional hours were recorded and \$15,000 was spent to cover the additional hours.

The Members of the Audit Committee queried Deloitte Canada on their satisfaction of the audit, capital grants, and funds from other levels of government.

4.3.2 Audit Committee Mandate

The Members of the Audit Committee discussed the Audit Committee Mandate which was revised as part of the Committee Structure Review approved by Council at the May 6, 2019 Council Meeting. They discussed the role of the Committee in the selection of the external auditor, and queried Staff regarding the potential for management influence on the selection process.

The Chief Administrative Officer provided an overview of the external auditor selection process, as a collaboration among the Northern Six municipalities of York Region. He explained that the Town of Newmarket had participated in the process, but had not selected the same firm as the other municipalities. Committee Members discussed including a possible role in the selection process in a future review of the Committee's mandate. The CAO stated that staff would propose a process to involve the Audit Committee if the Town were to deviate from a decision being made

by the N6 with respect to the selection of the auditor, and to bring that proposed process to the Audit Committee.

5. New Business

None.

6. Closed Session

The Chair advised there was no requirement for a Closed Session.

7. Adjournment

The meeting adjourned at 3:16 PM.

Michael Tambosso, Chair

Date



Corporation of the Town of Newmarket

By-law 2020-47

A By-law to amend By-law 2020-34 being a By-law to Provide For The Levy And Collection Of The Sums Required By The Corporation Of The Town Of Newmarket For 2020 And To Provide For The Mailing Of Notices Requisitioning The Payment Of Taxes For 2020.

Whereas Section 312 (2) of the Municipal Act, 2001, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for the year, enact a By-law to levy a separate tax rate on the assessment in each property class; and,

Whereas Sections 307 and 308 of the said Act require tax rates to be established in the same proportion to tax ratios; and,

Whereas the Council of the Corporation of the Town of Newmarket enacted By-law 2020-34 on June 29, 2020 to establish the tax rates for 2020; and,

Whereas it is deemed necessary to amend By-law 2020-34 as it relates to the Regional Municipality of York Contribution Amount.

Therefore be it enacted by the Council of the Corporation of the Town of Newmarket as follows:

- 1) That Section 4 of By-law 2020-34 be repealed and replaced with the following:

And that the sum of \$67,618,055 be levied and collected for the Town of Newmarket's share of the 2020 Budget for The Regional Municipality of York; such sum to be provided by applying the tax rates as summarized in Schedule "A" attached, to the taxable assessments;

Enacted this 31st day of August, 2020.

John Taylor, Mayor

Lisa Lyons, Town Clerk



Corporation of the Town of Newmarket

By-law 2020-48

A By-law to confirm the proceedings of a meeting of Council - Electronic –
July 27, 2020

Whereas s. 5(1) of the Municipal Act, 2001, S.O. 2001, c. 25 provides that the powers of a municipal corporation shall be exercised by its Council; and,

Whereas s. 5(3) of the Municipal Act, 2001, S.O. 2001, c. 25 provides that a municipal power, including a municipality's capacity, rights, powers and privileges, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and,

Whereas the Council of the Town of Newmarket deems it advisable to pass such a by-law;

Therefore be it enacted by the Council of the Corporation of the Town of Newmarket as follows:

1. That subject to Section 3 of this by-law, every decision of Council, as evidenced by resolution or motion, taken at the meeting at which this by-law is passed, shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted;
2. And that the execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized;
3. And that nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied;
4. And that any member of Council who disclosed a pecuniary interest at the meeting at which this by-law is passed shall be deemed to have disclosed that interest in this confirmatory by-law as it relates to the item in which the pecuniary interest was disclosed.

Enacted this 31st day of August, 2020.

John Taylor, Mayor

Lisa Lyons, Town Clerk