

Committee of the Whole

Monday, February 26, 2018 at 1:30 PM Council Chambers

Additional Items Included

Additions & Corrections to the Agenda

Note: Additional items to this Agenda are shown under the Addendum header.

Declarations of Pecuniary Interest

Presentations & Recognitions

1. 2017 Economic Development Year in Review Mr. Chris Kallio, Economic Development Officer will be in attendance to provide a presentation on this matter.

Note: Presentation to be distributed at the meeting.

2. Mulock Estate Planning Vision Presentation Mr. Adrian Cammaert, Senior Planner will be in attendance to provide a presentation on this matter.

Note: This matter is related to Items 4 and 22.

3. Old Main Street Tertiary Plan – Background Report Presentation Ms. Shonda Wang, SVN Planning and Ms. Meghan White, Planner will be in attendance to provide a presentation on this matter.

Note: This matter is related to Item 6. Presentation to be distributed at the meeting.

Deputations

Consent Items

4. Mulock Estate Planning Vision Planning and Building Services February 26, 2018

Note: This matter is related to Item 2.

- 1. That the report entitled Mulock Estate Planning Vision dated February 26, 2018 be received; and,
- 2. That the vision outlined in this Report be endorsed; and,
- 3. That staff be directed to share the vision for the property with the public and commence a public consultation process with regard to potential uses of the Mulock residence; and,
- 4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 5. Borrowing By-law Financial Services February 26, 2018
 - 1. That Financial Services Report 2018-06 entitled "Borrowing By-law" dated February 26, 2018 be received; and,
 - 2. That authorization be given to obtain a \$26 million debenture with repayment terms of 30 years to finance the additional expenditures of the 2018 Supplementary Capital Budget; and,
 - 3. That the Chief Administrative Officer and the Treasurer of the Corporation of the Town of Newmarket be delegated the authority to sign any necessary and related documents; and,
 - 4. That a Borrowing By-law be prepared.

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6. Old Main Street Tertiary Plan Background Report

Planning and Building Services February 26, 2018

Note: This matter is related to Item 3.

1. That Planning & Building Services Report 2018-14 entitled Old Main Street Tertiary Plan Background Report dated February 26, 2018 be received.

7. Proposed Methodology for Land Needs Assessment for the Greater Golden Pg. 184 Horseshoe

Planning and Building Services February 26, 2018

- 1. That the report entitled Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe dated February 26, 2018 be received; and,
- 2. That this Report be submitted to the Ministry of Municipal Affairs and Housing as the Town of Newmarket's comments on the Proposed Methodology for Land Needs Assessment; and,
- 3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

8. Inflow and Infiltration Reduction Program (Program #2 in the Town of Newmarket)

Planning and Building Services/Engineering Services February 26, 2018

- 1. That the report entitled Inflow & Infiltration Reduction Program (Program #2 in the Town of Newmarket) dated February 26, 2018 be received;
- 2. And,
 - Whereas the Developer of Shining Hill on Yonge Street has approached the Town requesting permission to enter into a tri-party agreement with the Town and York Region for a second Inflow and Infiltration (I&I) Reduction Program in Newmarket; and,

b. Whereas, in consulting with York Region, in reviewing the Town's priorities for allocation, and identifying active development applications which are nearing Planning approval, it was determined that there are only two developments of a significant or large enough nature within the Town to qualify for a second developer-funded I&I program, those being Shining Hill on Yonge Street and Forest Green Homes on Leslie Street,

That Council authorize a 2nd Inflow and Infiltration Reduction Program in the Town, to be spearheaded by either Shining Hill, or a Landowners Group consisting of Shining Hill and Forest Green Homes, should Forest Green wish to participate; and,

- 3. That unlike the current I&I program, the Town shall not grant allocation from its strategic reserve (i.e. up-front allocation) for Program #2, but shall monitor the Inflow and Infiltration investigation results and report back to Council should the Developer or Landowners' Group have difficulty in finding a sufficient initial amount of I&I sources to allow them to proceed with their development(s); and,
- 4. That Program #2 cannot impact the current I&I project's ability to achieve the required allocation; and,
- 5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 285 Harry Walker Parkway South Rezoning Application: Referral to Statutory Pg. 196 Public Meeting (File No. D14-NP1725) Planning and Building Services February 15, 2018
 - 1. That the report entitled 285 Harry Walker Parkway South Rezoning Application: Referral to Statutory Public Meeting, dated February 15, 2018, be received; and,
 - 2. That the application for a Zoning By-law Amendment, as submitted by Diron Developments Limited for lands located at 285 Harry Walker Parkway South, be referred to a Statutory Public Meeting on March 19, 2018; and,
 - 3. That following the Public Meeting, issues identified in this report, together with comments from the public, Committee and those received through agency and departmental circulation, be addressed by staff in a comprehensive report to the Committee of the Whole, if required; and,

- 4. That Weston Consulting Inc., c/o Sandra Patano, 201 Millway Avenue, Suite 19, Vaughan, ON L4K 5K8, be notified of this action; and,
- 5. That Diron Developments Limited, c/o Diego Toneguzzo, 221 Hanlan Road, Unit 9, Woodbridge, ON L4L 3R7, be notified of this action.

10. Licensing of Driving Schools and Driving Instructors Legislative Services February 26, 2018

- 1. That the report entitled Licensing Driving Schools and Driving Instructors dated February 26, 2018 be received; and,
- 2. That Council direct staff to establish a licensing program to regulate Driving Schools and Driving Instructors; and,
- 3. That Staff be directed to hold a Public Information Centre for the Driving School Industry to provide their comments; and,
- 4 That Staff be directed to bring back a report with information from the Public Information Centre and a proposed Licensing By-law.

11. Newmarket Public Library Study Implementation Community Services February 26, 2018

- 1. That staff, in conjunction with the Newmarket Public Library CEO, be authorized to implement the recommendations in accordance with the presentations made at the January 30, 2018 Joint Council and Newmarket Library Board Workshop provided implementation is in line with current and future approved operating budgets; and,
- 2. That Council refer the further consideration and direction with respect to library facility needs study to the 2018 2022 Council Strategic Priority setting process.

12. Alternative Fees & Charges for Charitable and Non-Profit Organizations Planning and Building Services February 26, 2018

Note: This matter is related to Item 23.

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That the Newmarket Downtown Development Committee meeting minutes of November 3, 2017 be received. Heritage Newmarket Advisory Committee Meeting Minutes of December 5, 2017 and January 23, 2018 That the Heritage Newmarket Advisory Committee Meeting Minutes of December 5, 2017 and January 23, 2018 be received. Item 3 of the Heritage Newmarket Advisory Committee Meeting Minutes of Pg. 231 January 23, 2018

1. The Operational Leadership Team recommends to Council that the following be referred to staff for review and report:

Newmarket Downtown Development Committee Meeting Minutes of

a. That the Heritage Newmarket Advisory Committee recommends heritage designation of the property located at 172-174 Victoria Street due to its unique heritage character and as it is the only example of its architectural style in the Town of Newmarket.

16. Development Charges Rebate Program Resolution

Note: This matter is related to Item 25.

13.

November 3, 2017

17. Ontario Good Roads Association Resolution

Whereas a coalition of the Municipal Engineers Association (MEA) and the Residential and Civil Construction Alliance of Ontario have successfully applied to have a review of the Municipal Class Environmental Assessment (MCEA) process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act);

And whereas impact studies and public meetings required by the MCEA process often take two years or more to complete before construction can commence;

And whereas the MCEA requirements to evaluate alternatives are often not well aligned with prior or municipal land use planning decisions;

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And whereas analysis by the Residential and Civil Construction Alliance of Ontario (RCCAO) has demonstrated that the time to complete an EA rose from 19 months to 26.7 months and costs went from an average of \$113,300 to \$386,500;

And whereas the Auditor General of Ontario has tabled recommendations for modernizing the MCEA process;

And whereas in spite of written commitments made by the Ministry of the Environment between 2013-2015, no action has been taken;

And whereas local projects that do not have the necessary approvals could lose out on the next intake of Build Canada funding;

The Operational Leadership Team recommends:

Therefore be it resolved:

- That Town of Newmarket requests that the Minister of the Environment and Climate Change take immediate steps to expedite the response process for Part II Orders or Bump-Up requests, as part of the s.61 review to improve MCEA process times and reduce study costs; and,
- 2. That the Minister of the Environment and Climate Change support changes to better integrate and harmonize the MCEA process with processes defined under the *Planning Act*; and,
- 3. That the Minister of the Environment and Climate Change amend the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation.

18. Proclamation Request – March 21, 2018 – International Day for the Elimination of Racial Discrimination

- 1. That the proclamation request be received; and,
- 2. That the Town of Newmarket proclaims March 21, 2018 as "International Day for the Elimination of Racial Discrimination"; and,
- 3. That the proclamation be advertised on the Town Page and on the Town's website.

19. Outstanding Matters List

1. That the list of Outstanding Matters be received.

Action Items

20. Supplementary Budget Report Office of the CAO/Commissioners/Financial Services February 26, 2018

- 1. That Joint Office of the CAO/Commissioners/Financial Services Report 2018-04 entitled "Supplementary Budget" dated February 26, 2018 be received; and,
- 2. That the 2018 Capital Budget be amended to include an additional \$28,850,000 in expenditures with funding as detailed in this report, for a revised total of \$54,783,120; and,
- 3. That Council provide direction on which financing option to use and amend the 2018 Operating budget accordingly, being either:
 - i. An additional \$1,810,000 in expenditures; or,
 - ii. An additional \$950,000 in expenditures with further increases required in subsequent years.

Reports by Regional Representatives

Notices of Motion

Motions

21. Participation in Earth Hour – March 24, 2018

Moved by: Deputy Mayor & Regional Councillor Taylor

Whereas climate change is the biggest environmental threat to our planet and a major concern for all Canadians; and,

Whereas at exactly 8:30 PM on Saturday, March 24, 2018, major cities around the world will turn off their lights and electrical power for one hour to raise awareness about climate change and to symbolize that, working together, the people of the world can make a difference in the fight against global warming; and,

Whereas the event, called "Earth Hour", began in Sydney, Australia in 2007 as 2.2 million people turned off their lights to take a stand against climate change; and,

Whereas since then, it has become an annual, globally-observed event; and,

Whereas participating in Earth Hour sends a powerful message to every citizen and business around the world that it's possible to take action on climate change and that switching off our lights and electrical power is just one simple action we can take to help make a difference; and,

Whereas in the last several years, Newmarket has continued to be a leader in this effort, with one of the highest rates of reduction in electricity consumption in the GTA;

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

- 1. That at 8:30 PM on Saturday, March 24, 2018, the Corporation of the Town of Newmarket will join other cities around the world in literally "turning out the lights" by shutting off all non-essential lighting and power in all of its facilities, where feasible, and without jeopardizing safety, for one full hour; and,
- 2. That the Corporation of the Town of Newmarket's participation in Earth Hour will be widely promoted and publicized in order to raise awareness about this important issue and in order to encourage every individual, household and business in town to join in by turning off their lights and electrical power for one hour at 8:30 PM on Saturday, March 24, 2018; and,
- 3. That a copy of this Resolution will be forwarded to every municipality in the Greater Toronto Area, encouraging them to participate in Earth Hour.

New Business

Closed Session

Public Hearing Matter

None.

Addendum (Additions and Corrections)

22. Mulock Estate Planning Vision PresentationPg. 256

Note: This presentation is related to Items 2 and 4.

23. Alternative Fees & Charges for Charitable and Non-Profit Organizations Pg. 267 Planning and Building Services February 26, 2018

Note: This report is related to Item 12.

- 1. That Planning & Building Services Report 2018-15 entitled Alternative Fees & Charges for Charitable and Non-Profit Organizations dated February 26, 2018 be received; and,
- 2. That requests to defer or waive fees related to development for registered charities and non-profit organizations will be evaluated according to the Alternative Fees & Charges for Registered Charities and Non-Profit Organizations Policy; and,
- 3. That Director of Planning and Finance, or their designates, be delegated the authority to waive or defer fees related to development for charities and non-profits according to the attached policy; and,
- 4. That Council approve the attached policy, implementing Option 4 described within this Report; and,
- 5. That staff provide Council with yearly reports presenting the amounts waived and deferred under this policy.
- 24. Deputation regarding Item 3 of the Heritage Newmarket Advisory Committee Pg. 282 Meeting Minutes of January 23, 2018 (172-174 Victoria Street) Mr. Mitch Sauder, Stamp and Hammer/ Mr. Dario Teofilo

Note: This deputation is related to Item 15

25. Development Charges Rebate Program Resolution

Note: This matter is related to Item 16.

Whereas in April 2017, the Provincial Government through the Ontario Ministry of Housing announced its Fair Housing Plan, to improve housing affordability, address demand, protect renters and buyers, increase the supply of housing, and improve information sharing; and,

Whereas, the Development Charges Rebate Program (the "Program") is one of the measures to increase supply of housing, specifically purpose-built market rental development by providing rebates for development charges, thereby reducing the construction costs of building market rental housing; and,

Whereas, under the Program, Provincial funds will be available as rebates for development charges, for fiscal years 2018-19, 2019-2020 and 2020-2021; and,

Whereas the Corporation of the Town of Newmarket (the "Town") has been invited to participate in the Program by submitting an Expression of Interest in participating in the program, through an EOI process; and,

Whereas the Town has prepared and will be submitting an Expression of Interest in participating in the Program through the Town's Delegation Authority By-law 2007-114; and,

Therefore be it resolved by the Municipal Council of the Corporation of the Town of Newmarket:

- 1. That the Council approve and endorse the Town's submission of an EOI to participate in the Program, and, that if the Government of Ontario approves the Town's EOI submission, that Robert N. (Bob) Shelton, Chief Administrative Officer and Esther Armchuk, Commissioner, Corporate Services be authorized to enter into any subsequent Transfer Payment Agreement and/or other implementing documents or agreements required by the Province in order to implement and administer the Program; and,
- 2. That Council further approve and direct the Mayor and Clerk to sign this Resolution and to forward it to the Province of Ontario immediately following the Committee of the Whole meeting of February 26, 2018.

26. Fire Medic Resolution

Whereas Bill 160, the Strengthening Quality and Accountability for Patients Act amended the Ambulance Act to permit the Ministry of Health and Long Term Care to enable two pilot projects hosted by willing municipal governments to allow fire fighters, certified as paramedics, to treat patients while on duty with a fire department; and

Whereas the Government of Ontario is committed to proceeding with the pilots and enabling the fire-medic model despite the absence of objective evidence to show that it would improve patient outcomes or response times; and

Whereas the current interest arbitration model, particularly in the fire services sector, allows arbitrators to impose awards on unwilling employers that directly impact the employer's ability to determine how it will deploy its workforce, as evidenced by the experience of many municipalities in regards to the 24-hour shift; and

Whereas in the absence of legislative protection, unwilling municipalities may be forced to enter into a pilot or adopt a fire-medic model as a result of interest arbitration; and

Whereas the Association of Municipalities of Ontario and its municipal members have called on the Government of Ontario to introduce legislative amendments to the Fire Protection and Prevention Act, 1997 and the Ambulance Services Collective Bargaining Act to preclude arbitrators from expanding the scope of work for fire fighters and paramedics respectively through interest arbitration awards; and,

Whereas there is precedent for a restriction on the scope of jurisdiction of arbitrators in section 126 of the Police Services Act which precludes arbitrators from amending the core duties of police officers; and

Whereas the Government of Ontario has committed that no unwilling municipal government will have a fire-medic pilot or program imposed upon them.

R. N Shelton, Chief Administrative Officer, Town of Newmarket; Doug Nadorozny, Chief Administrative Officer, Town of Aurora; and Ian Laing, Fire Chief, Central York Fire Services recommend:

Now therefore be it resolved:

- 1. That the Town of Newmarket calls on the Government of Ontario to act immediately so that legislative amendments, that will protect unwilling municipalities from being forced by arbitrators to have a fire medic pilot or program, are placed within the upcoming Budget Bill before the Ontario Legislature rises for the provincial election; and,
- 2. That a copy of this resolution be forwarded to Premier Kathleen Wynne, Office of the Premier; Hon. Dr. Eric Hoskins, Minister of Health and Long Term Care; Hon. Marie-France Lalonde, Minister of Community Safety and Correctional Services; Hon. Kevin Flynn, Minister of Labour, Hon. Bill Mauro, Minister of Municipal Affairs; Hon. Chris Ballard, MPP Newmarket/Aurora; and the Association of Municipalities of Ontario, following approval at Committee of the Whole on February 26, 2018.

Adjournment



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

Mulock Estate Planning Vision Staff Report

1

Report Number: 2018-10

Department(s): Planning and Building Services

Author(s): Adrian Cammaert

Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled Mulock Estate Planning Vision dated February 26, 2018 be received; and,
- 2. That the vision outlined in this Report be endorsed; and,
- 3. That staff be directed to share the vision for the property with the public and commence a public consultation process with regard to potential uses of the Mulock residence; and,
- 4. 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 provide information to Council regarding the planning vision for the Mulock Estate, located at 16780 Yonge Street.

Background

The majority of the Mulock Estate property (16780 Yonge Street) was designated Parks and Open Space by the Urban Centres Secondary Plan, approved in 2015 (subsequently appealed). Since this time, staff have been working on conceptual designs that implement this designation, culminating in the vision described in this Report. Staff note that at this time, this is a preliminary planning vision which will be further refined as the planning and design process unfolds.

Discussion

Planning Vision

Consistent with the direction provided by the Urban Centres Secondary Plan, the Mulock Estate is envisioned to be an iconic community park/outdoor green space to be owned by the Town of Newmarket. This signature park space will consist of a skating rink, walking trails and a 1 kilometre long (approximate) skating trail throughout the property. The 4.7ha (11.6 acre) property currently hosts the Mulock residence and both open and wooded areas; a setting which provides an appropriate and beneficial context for the vision. Attachment 1 provides winter and summer imagery of this vision and a flyover video has been prepared.

The inspiration for the vision comes from iconic parks around the world, such as Millennium Park in Chicago, Central Park in New York and the proposed Rail Deck Park in Toronto. These iconic parks are located in highly intensified locations, where an area of passive repose has the most impact. These parks have, or will likely become, synonymous with the cities in which they're located and often being appreciated by residents and tourists alike to an extent that they become



Central Park, Manhattan

representations of the cities in which they're located.



Arrowhead Ice Trail, Huntsville

Inspiration also comes from the concept of outdoor skating. Although skating has long been a popular activity for many, it has occurred largely in indoor arenas. However, there has been a recent focus on outdoor skating on trails and other facilities that mimic ponds and other naturalized settings. The popularity of outdoor trail skating is evident in Ottawa's Rideau Canal and Arrowhead Provincial Park's Ice Trail, as well as other, more local examples like Richmond Hill's Richmond Green, Brampton's Gage Park and Toronto's recently opened Bentway Skate Trail.

A more detailed look at the vision shows that the eastern portion of the property is proposed to host more passive uses, including walking trails and a central water feature.

These features will accentuate the residence when viewed from Yonge Street and highlight the grandeur of the residence. The western portion of the property is

envisioned to host more active uses including walking trails as well as a large sports and event surface.

This vision provides a four-season use. In the winter months, the central water feature would convert to a central skating area and the sports surface would convert to a skating rink complete with an open air roof structure, all connected by approximately 1 kilometre of skating trails. The property can be programmed seasonally, for example during the holiday season installing festive lighting, fire pits and market booths. Year round, a large gazebo would act as a focal point and a destination for nearby residents or workers to relax and appreciate the natural surroundings.

In the summer months, along with gazebo, the central water feature would serve as a community gathering space with the trails that meander through the site all linking back to this central hub. Along the trails and throughout the property, the vision includes creative and ample benches/seating areas, public and civic art and passive informal program spaces (e.g. meditation gardens, yoga areas, etc.). The transformed winter outdoor rink holds considerable programming potential in spring, summer and early fall. Uses of this covered space could include some sports programming (e.g. when boards and glass are still up ball hockey could occur). Alternatively, removal of the boards and glass would allow for regular and/or intermittent markets (crafts, farmers, artisans, etc.), movies, small community concerts, private special events (e.g. wedding receptions, anniversary/family parties, Town camp programming (e.g. special day trips to this location, etc.). Regardless of time of year and as the community expands around the park, passive use coupled with more formal programming and special events will result in a year-round animated, vibrant community park that will complement other community parks and gathering spaces such as Fairy Lake, Riverwalk Commons and the Environmental Park.

Occupying a pride-of-place location in the centre of the property is the Mulock residence. Regardless of the specific re-use (as discussed below), the vision includes preserving this building in its current location, restoring the exterior at a minimum, and completing landscaping improvements across the property to ensure views of the residence from Yonge Street and Mulock Drive are maximized.

Locational Attributes

This property is located in an important growth area for the Town. The majority of the lands around the Yonge and Mulock intersection are designated "Mixed Use" by the Urban Centres Secondary Plan, and within the "High Density" designation. This is the highest density designation in the Secondary Plan, making the area of the Yonge Street and Mulock Drive intersection a key development area. This designation permits development of up to 20 stories and 3.5 FSI, including bonusing. This density would be offset by the Mulock Estate property which is located at the northwest corner of the

intersection and which was designated in such a way to provide more passive, natural uses.

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The Mulock Estate property represents the best opportunity to provide a major area of park space within the Urban Centres. The property is of an adequate size to be able to accommodate more significant recreation uses, and it does not currently host any large-scale development. These attributes, coupled with its location juxtaposed to highly intensified future urban uses, makes the property ideal for future parkland.

Finally, the Mulock Estate property is located along the future Yonge Street vivaNext Rapidway, thereby maximizing accessibility to the site and exposing Newmarket to a wider audience.

Policy Context

The property is designated Parks and Open Space, "Neighbourhood Park 3". As per the Urban Centres Secondary Plan, this designation will "promote the protection and conservation of existing cultural heritage assets and natural heritage features. Consideration may be given to cultural heritage and civic uses."

In recognition of the intensive future development of the area, the Secondary Plan further notes that this Park "will provide a well-placed pause within the Urban Centres by providing a passive gathering space."

The development of the property closely aligns with the content and intended direction outlined within the Recreation Playbook. The Recreation Playbook was adopted to provide overall direction and guidance for the Town of Newmarket in its delivery of recreation services over the next 10 years. The basis of recommendations and overall creation of the Recreation Playbook involved extensive community engagement and consultation, research and analysis of socio-demographic trends, leisure trends, as well as service and facility benchmarking.

The companion guiding policy document that also aligns with the vision of the property is the Cultural Master Plan. This plan will be undergoing an update beginning in 2018, given it is completing its initial 10 year implementation. Animating the property in the short, medium and long term will be woven into current and future recreation and culture policy and guiding documents (master plans).

5

Heritage Residence and Adaptive Reuse

The Mulock Residence is designated under Part 4 of the Ontario Heritage Act. It is an example of well-preserved Georgian and Neo-Classic Gothic architecture, and contains many significant architectural features such as: steep gable roofs, an iconic colonnade verandah, and elaborate brick work. Recognizing the heritage value and importance of the building, the vision includes preserving the building in its existing location and to be considered for uses that will best serve the community. An analysis of other historic residences



Mulock Residence, late 19th Century

has shown that both public uses (such as museum, library, archives) and private uses (such as restaurant, spa, reception centre) have been tested and found to be successful. Specific future re-uses will be determined based on documented needs, compatibility considerations and community consultation.

Ecological Protection

The property hosts numerous mature trees, primarily in the northeast and central portion of the site. The trees located in the northeast area of the site are in a location designated Natural Heritage System in the Urban Centres Secondary Plan whereas the balance of the site is designated Parks and Open Space.

The property's trees are seen as assets that will facilitate the vision of skating trails located in a natural setting. A focus of the vision includes having skating trails (approximately 1 kilometre in length) winding through wooded areas in a natural setting; therefore, a goal of the implementation will be to retain as many of the mature trees on-site as possible. Having the property in public ownership allows a significant level of protection to occur.

Need for Parks Space in Yonge Street & Mulock Drive area

The Urban Centres Secondary Plan identifies that at build-out, the population of the area which includes the Mulock Estate (called the southwest quadrant by the Secondary Plan) will be approximately 6,700, and that approximately 4.7 ha of additional parkland is required to adequately serve this population. The vision outlined in this report involves utilizing the entirety of the 4.7 ha property for parkland use, thereby directly addressing this quadrant's identified parkland need.

The recommendations contained within the Recreation Playbook are categorize by the following three themes: Service Delivery and Community Engagement; Facility Improvement and Development; and Pricing Philosophy and Affordable Access. Recommendations that can specifically link with this vision being realized include:

- Develop a sense of community stewardship of parks through creation of parkuser feedback and programming groups, enhanced implementation of adopt-apark programs and increased community involvement in parks;
- Conduct a tri-annual review of potential park development opportunities to ensure that the town is positioned to respond to emerging trends;
- Provide a minimum of one spray pad in each quadrant of the Town;
- Begin planning for the provision of community recreation services to serve the corridors subject to intensification through exploration of new operating models and development of key strategic partnerships; and
- Consider the development of an additional artificial outdoor ice rink in conjunction with other civic uses.

Funding

Joint Office of the CAO/Financial Services Staff Report 2018-04 (dated February 26, 2018) outlines the proposed funding structure that is proposed to realize this vision. That report details the \$26 million capital project as a Supplementary Capital Budget with financing options. The development of the property and achieving the vision will be financed through growth, augmented by provincial and federal infrastructure grant funding, sponsorships and donations, where and when available.

Next Steps

The next steps to implement the described vision will be coordinated through a Task Force, which is being led by the Commissioner, Development and Infrastructure Services as Chair with working groups being created specific to various aspects of implementation. This Task Force will further examine the planning and engineering details associated with implementing the vision, and will undertake field investigations and community consultation. Council will be kept updated through reports as milestones are reached. Members of Council will also be instrumental in advocating for grant funding opportunities.

Conclusion

The vision for the Mulock Estate as an iconic, signature park space is a significant investment that will implement the vision as set out in the Urban Centres Secondary Plan. The vision will provide year-round natural and recreational space in an area planned to accommodate a high degree of intensive uses in the future. The park space

will grow to be a destination of choice for residents and visitors alike, helping to reinforce Newmarket's reputation as a premier location to live and work.

Business Plan and Strategic Plan Linkages

Well-Planned & Connected:

• Planning and managing growth through long-term plans and strategies, supported by short-term action plans.

Well-Balanced:

- Encouraging arts, culture, entertainment and heritage preservation.
- Building state-of-the-art recreational facilities and services for residents of all ages.
- Providing green and open spaces, parks, trails and sports fields.

Well-Respected:

• Honouring our past, while planning for the future.

Consultation

The vision for the Mulock Estate as described in this Report has been prepared in consultation with various members from all three Commissions.

Human Resource Considerations

None.

Budget Impact

The budget impacts of implementing the vision outlined in this Report are described in Joint Office of the CAO/Financial Services Staff Report 2018-04 (dated February 26, 2018).

Attachments

Attachment 1 – Planning Vision Imagery.

8

Approval

Adrian Cammaert, MCIP, RPP, CNU-A Senior Planner, Policy

Rick Nethery, MCIP, RPP Director of Planning & Building Services

Ian McDougall Commissioner of Community Services

R.N Shelton Chief Administrative Officer

Contact

Adrian Cammaert, Senior Policy Planner, acammaert@newmarket.ca

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

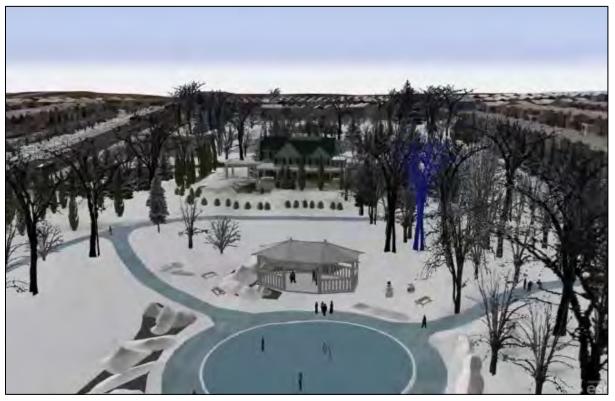
Peter Noehammer, P. Eng. Commissioner of Development & Infrastructure Services

Esther Armchuk, LL.B. Commissioner, Corporate Services

Winter Imagery



Looking northwest



Winter – Looking west from Yonge Street

Summer Imagery



Looking northwest (buildings are conceptual and represent potential development as envisioned by the Urban Centres Secondary Plan)



Looking northeast

10



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

Borrowing By-law Staff Report

Report Number: 2018-06 Department(s): Financial Services Author(s): Mike Mayes, Director of Financial Services, Treasurer Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled Financial Services Staff Report 2018-06 regarding a Borrowing By-law dated February 26, 2018 be received; and,
- 2. That authorization be given to obtain a \$26 million debenture with repayment terms of 30 years to finance the additional expenditures of the 2018 Supplementary Capital Budget; and,
- 3. That the Chief Administrative Officer and the Treasurer of the Corporation of the Town of Newmarket be delegated the authority to sign any necessary and related documents; and,
- 4. That a Borrowing By-law be prepared.

Purpose

The purpose of this report is to provide information regarding long-term debt to finance the purchase of strategic land included in the Supplementary Capital Budget recommended in Joint Office of the CAO/Commissioners/Financial Services Staff Report 2018-04. This will be a debenture in the amount of \$26 million with a repayment term of 30 years.

Background

Joint Office of the CAO/Commissioners/Financial Services Staff Report 2018-04 sets out the requirements for \$26 million in long-term debt financing.

Discussion

Long-term financing has set processes established by both the Province of Ontario and the Regional Municipality of York.

Borrowing will be arranged through the Region

Provincial legislation requires that lower tier municipalities, such as the Town of Newmarket, must borrow through their upper tier partner, in our case the Regional Municipality of York. Although the Region has no intention to issue debentures for itself in 2018, they will act on our behalf. To align with their reporting processes, the Town should give 60 days' advance notice.

The Region normally only goes to the market in blocks of \$100 million or more. There is a possibility that we may be able to collaborate with another York Region municipality. Staff is investigating this option but it is probable that timelines will not coincide. In this case, the Region would borrow from Infrastructure Ontario (IO).

Because this is an election year, the funds will be borrowed before they are required. Interest will be earned on the balance that is not expended.

Repayments will be over 30 years

The longest term available from Infrastructure Ontario is 30 years. This term is appropriate because:

- 1. Land has an infinite life the Town will always have an asset worth more than its applicable debt.
- 2. It more closely allocates the costs to the beneficiaries.
- 3. It significantly lowers the annual costs and pressure on current taxpayers.

The projected interest rate includes a contingency for rate hikes

The current Infrastructure Ontario rate for a 30-year loan is 3.5% per year. As the debenture may not be issued until June 2018, the budget included a provision for a 3.75% interest rate. This anticipates another 0.25% increase in the prime interest rate between now and then.

The Province's Annual Repayment Limit (ARL) for the Town of Newmarket will not be exceeded

As one of the requirements to borrow these funds, the Treasurer must certify that the Town of Newmarket will not exceed its Annual Repayment Limit (ARL).

The limit is that annual debt servicing (principal and interest) cannot exceed 25% of the Town's own source revenues.

For 2017, the Ministry of Municipal Affairs calculated that the Town is at 4.8%. It is projected that this new debt would raise annual debt servicing to 6.1% of own source revenues for 2018. We will be well within the ARL limit.

By 2025, tax revenues will no longer be funding long-term debt, with the exception of this or any other new debt. The majority of long-term debt will be repaid by 2024, including all debt supported by tax revenues.

This is compliant with the Town's Debt Policy

The Town's Debt Policy sets a limit even lower than the province's ARL. The Policy restricts debt servicing to 10% of own source revenues. This new debt will conform to our Policy and not jeopardize the Town's debt limits.

A Borrowing By-law is required

The Regional Municipality of York and Infrastructure Ontario both require a Borrowing By-law to be enacted by Town Council to authorize undertaking long-term debt. A draft copy of this by-law is attached.

Conclusion

After Council's authorization, Town staff will authorize Regional staff to initiate the process to obtain debenture financing. Regional Council approval is required and can be made in May 2018 to allow for a June 1, 2018 disbursement.

Business Plan and Strategic Plan Linkages

This report supports and aligns with Council's Strategic Priority themes of:

- Economic Development/ Jobs creating a strategy for vibrant and liveable corridors along Davis Drive & Yonge Street
- Enhanced Recreational Opportunities enhancing our recreational and community facilities
- Efficiency/Financial Management

Consultation

The Treasury staff at the Region of York has provided information on the process for issuing debentures.

Human Resource Considerations

N/A

Budget Impact

Operating Budget and Capital Budgets (Current and Future)

Budget impact is outlined in Joint Office of the CAO/Commissioners/Financial Services Staff Report 2018-04.

Attachments

Draft Borrowing By-law.

Approval

Mike Mayes, CPA, CGA, DPA

Director of Financial Services/Treasurer

-chi

Esther Armchuk, B.A. (Hons.) LL.B.

Commissioner, Corporate Services

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Old Main Street Tertiary Plan – Background Report Staff Report

Report Number: 2018-14 Department(s): Planning & Building Services Author(s): Meghan White Meeting Date: February 26, 2018

Recommendations

1. That Planning & Building Services Report 2018-14 entitled Old Main Street Tertiary Plan Background Report dated February 26, 2018 be received.

Purpose

To inform Council of the status of the Old Main Street Tertiary Plan and provide an overview of the completed background studies.

Background

In May 2017, Council passed an Interim Control By-law to freeze development applications along Old Main Street, thus allowing staff to hire a consultant and complete a Tertiary Plan. A Tertiary Plan is a policy document which sets out guidelines for development within a certain, small and specific area within the municipality. Tertiary Plans consider all of the planning elements that official plan and secondary plans speak to, such as density, unit type and housing mix, and land use. Engineering elements such as servicing capacity, road networks, stormwater management are also considered. Natural heritage and natural hazard features, such as wooded areas, potential steep slopes, and the flood plain area are studied as well.

In August, staff started to work with SvN Planners & Architects and Dillon Consulting on the Tertiary Plan. Over the last several months, staff and the consultants have been collecting data and information on the area, including a walking tour to gather input from the residents. This has now all been compiled into the two Background Studies appended to this report.

Old Main St Tertiary Plan – Background Report (2018-14)

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Discussion

The Planning and Land Use background report covered the following topics:

- Spatial & Character Analysis
- Development Analysis
- Planning Policy and Regulatory Analysis
- Public and Stakeholder consultation Findings Phase 1

The Infrastructure and Natural Heritage Background Study looked at the following issues:

- Transportation
- Water Services
- Waste Water Services
- Stormwater Management Conditions
- Natural Heritage Features

Findings - Opportunities and Constraints

Key findings and emerging directions from the Planning & Land Use Background Study are listed below. These are possible directions and findings that could guide the vision of the Tertiary Plan and future policies; they will be considered in detail through the process and not all may prove to be feasible or possible.

- 1. Respect the Natural Heritage System and Existing Topography:
 - Consider protecting existing woodlots and significant natural heritage features, in order to maintain a continuous natural heritage system;
 - Consider providing adequate buffers and open space linkages, in order to protect local wildlife habitat;
 - Incorporate elements of the natural environment into future development; and
 - Respect existing topographical conditions.
- 2. Enhance Landscaping and Open Space Features:
 - Consider enhancing the existing informal open space and recreational area;
 - Improve existing landscape buffers, in order to mitigate acoustic and visual impacts associated with Main Street North, if feasible;
 - Consider the introduction of a new retention area or stormwater management pond at the foot of Old Main street, in order to increase flood storage capacity, mitigate flooding and stormwater runoff, and improve stormwater treatment; and
 - Encourage the use of permeable surface materials.

- 3. Establish Pedestrian Connections and Gateway Features:
 - Consider providing pedestrian connections to the surrounding park, open space, natural heritage, trail and public transit networks; and
 - Establish gateway treatments at either end of Old Main Street, through the provision of accent planting, enhanced landscaping, traffic calming measures.
- 4. Enhance the Design of Old Main Street:
 - Enhance the design of Old Main Street, while acknowledging its quiet, meandering and rural character, if possible;
 - Contemplate re-paving and re-grading Old Main Street;
 - Formalize shoulder areas, and enhance and beautify the existing swale system; and
 - Encourage planting street trees, and introduce sidewalks and landscape buffers.
- 5. Respect Prevailing Site Design Characteristics:
 - Maintain the predominant east-west alignment of existing lots, with primary building faces and entrances oriented towards Old Main Street;
 - Acknowledge the varied and porous character of Old Main Street, as well as prevailing front and side yard setbacks;
 - Promote unobstructed views between dwellings and adjacent streets and open spaces;
 - Maintain sky views, sunlight penetration, and privacy between adjacent dwellings; and
 - Minimize driveway and curb-cut widths.
- 6. Respect Prevailing Building Design and Architectural Characteristics:
 - Encourage a diverse and eclectic mix of traditional and contemporary architectural styles;
 - Acknowledge the "cottage-like" character of existing dwellings;
 - Minimize ground floor heights relative to established grade; and
 - Maintain the prevailing rhythm and organization of building features, and the character of 1 to 2 storey dwellings.

The Infrastructure and Natural Heritage Background Report found that the constraints identified to the redevelopment of the Old Main Street community include:

- The current road condition and narrow right of way will limit the amount of development that can occur. The current roadway is not built to today's standard and with increased traffic, efficiency and safety will be reduced as more development occurs;
- Groundwater conditions in the study area, specifically the high water table reported by residents, may be the cause of basement flooding;

Old Main St Tertiary Plan - Background Report (2018-14)

- The existing stormwater management system which is haphazard (it consists of a surface drainage system and storm sewers), is suspected to have capacity issues, and is not part of a regular maintenance schedule;
- The Woodlot in the southwestern portion of the study area, which is identified as a natural heritage feature in Schedule B of the Town of Newmarket Official Plan 2006 – 2026, is to be protected;
- There is potential habitat for Species of Conservation Concern (Eastern Wood-Pewee) and Species at Risk (Butternut, Barn Swallow, Chimney Swift, Little Brown Myotis and Northern Myotis) within the study area; and
- The regulatory floodplain of the East Holland River, which occupies 28% of the study area, development within which (plus a 30 m setback) is subject to regulation.

The Infrastructure and Natural Heritage Background Study found that redevelopment of the study area will provide the opportunity to:

- · Bring the roadway up to current design standards;
- Encourage water conservation practices through incentives to retrofit existing development and requirements to fit new development with high efficiency plumbing fixtures and rain water barrels for non-potable uses, and the implementation of education and outreach programs;
- Upgrade hydrant installations along Old Main Street to existing engineering design standards with respect to spacing and location;
- Connect all properties to the municipal sanitary sewer (septic systems are currently being used on one quarter of the properties in the study area);
- Upgrade the municipal sanitary sewer to existing design standards for minimum sewer line grades and manhole spacing;
- Upgrade the existing stormwater management works to achieve current environmental standards and criteria for water quality and water quantity control;
- Resolve the existing stormwater management and flooding issues currently being experienced by residents in the community; and
- Identify, design and implement Woodlot restoration and enhancement.

The background studies have found there are some opportunities for, and some constraints limiting, future development along Old Main Street. These findings are represented graphically in the Planning & Land Use Background Study in Figures 73, 75, 77 and 79. Staff and the consultants will take these constraints and opportunities identified in the background studies to formulate policies around how redevelopment might happen on Old Main Street.

Next Steps

The consultants and staff will work on creating a draft vision and draft guiding principles for the future policies of the Tertiary Plan. The draft vision and guiding principles will be

Old Main St Tertiary Plan - Background Report (2018-14)

brought back to Council and the community for input prior to the policies being written. Staff anticipate the draft vision and guiding principles will be available in mid to late March.

Conclusion

The background studies have provided the technical knowledge to proceed with the next phases of the Tertiary Plan process, of drafting and finalizing the Plan.

Business Plan and Strategic Plan Linkages

The background studies informing the Tertiary Plan will assist the Town in achieving the strategic directions of being:

- Well-planned & Connected through Implement key elements of the Region's and Town's Official Plans.
- Well-equipped and managed through efficient management of capital assets and municipal services to meet existing and future operational demands

And of **Living well** through maintaining a small town feel with city amenities and environmental protection and natural heritage preservation.

Consultation

During the background study process, staff and the consultants invited local residents to participate in a guided walking tour of the Old Main Street neighbourhood. Throughout the course of the walking tour, participants were given the opportunity to discuss key issues facing the Old Main Street neighbourhood, and to provide preliminary verbal and written feedback to staff and the consultant team. The information gleaned from the walking tour has been summarized in the Planning & Land Use Background Study.

The completed reports are available to the public through the website: www.newmarket.ca/oldmain.

Human Resource Considerations

None.

Budget Impact

None.

Attachments

Planning and Land Use Background Report, prepared by SvN, dated February 9, 2018

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Old Main St Tertiary Plan - Background Report (2018-14)

Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, dated February 2018

Approval

Meghan White, MCIP RPP, Planner, Planning & Building Services

Rick Nethery, MCIP RPP, Director, Planning & Building Services

Enbel

Peter Noehammer, P. Eng, Commissioner Development & Infrastructure Services

Contact

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Appendices

Planning and Land Use Background Report, prepared by SvN, dated February 9, 2018

Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, dated February 2018

TOWN OF NEWMARKET OLD MAIN STREET TERTIARY PLAN

PLANNING AND LAND USE BACKGROUND REPORT

FEBRUARY 9, 2018







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EXECUTIVE SUMMARY

Study Overview

Newmarket is poised for growth. While the majority of this will occur through the redevelopment of the Davis Drive and Yonge Street corridors, other areas of the Town are facing development interest. One of these areas is the neighbourhood of Old Main Street.

The Old Main Street Tertiary Plan Study will provide direction on the possibilities of redevelopment along Old Main Street. The Plan will incorporate a detailed planning, transportation and servicing review and analysis of relevant background information, as well as a robust public and stakeholder consultation process.

Study Area and Context

The Old Main Street Tertiary Plan will specifically address properties which front onto either side of Old Main Street, between Bexhill Road and Main Street North. However, consideration will be given to all publicly and privately-owned lands which are generally bounded by Bexhill Road to the south, Main Street North to the east, properties fronting onto the south side of Dover Crescent to the north and St. John Cemetery to the west.

Study Process

The Old Main Street Tertiary Plan Study will be undertaken in the following three phases:

- Phase 1.0 Tertiary Plan Background Study (July 2017 to January 2018);
- Phase 2.0 Draft Tertiary Plan (January 2018 to May 2018); and
- Phase 3.0 Final Tertiary Plan (May 2018 to September 2018).

Planning and Land Use Background Report

The purpose of the Planning and Land Use Background Report is to outline key research and analytical findings associated with the Background Study, which comprises Phase 1 of the Old Main Street Tertiary Plan Study. The report is organized into the following six sections:

- Section 1.0 Introduction;
- Section 2.0 Spatial and Character Analysis;
- Section 3.0 Development Analysis;
- Section 4.0 Planning Policy and Regulatory Analysis
- Section 5.0 Public and Stakeholder Consultation Findings - Phase 1; and
- Section 6.0 Opportunities and Constraints Analysis

These findings will be used to inform the preparation of the Old Main Street Tertiary Plan and supporting materials in Phases 2 and 3 of the study.

Areas of Research and Analysis

Spatial and Character Analysis: The character of the Old Main Street Neighbourhood has been influenced by a number of historic and spatial elements which combine to create a distinct 'sense of place', which will continue to inform future development patterns. These include neighbourhood history and morphology, land ownership patterns, transportation and circulation system, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. The Spatial and Character Analysis examines these elements in detail.

Development Analysis: The character of the Old Main Street Neighbourhood has evolved incrementally through the introduction of new development. The rate and intensity of recent and ongoing development activity has been the subject of conflict within the local community. This has served as the impetus for Interim Control Bylaw 2017-25, and the Old Main Street Tertiary Plan Study. The Development Analysis examines recent development trends, focusing on applications which have been submitted for review and evaluation, as well as preliminary concepts and ideas which have been discussed through pre-application meetings with Town Staff. **Planning Policy and Regulatory Analysis:** The character of the Old Main Street Neighbourhood has been influenced by a hierarchy of provincial, regional and municipal policies and regulations, which will continue to inform future development patterns. These include the Provincial Policy Statement, the Provincial Growth Plan, the Regional and Municipal Official Plans, Municipal Secondary Plans, the Municipal Zoning By-law, and other planning studies and initiatives. The Planning Policy and Regulatory Analysis examines these policies and regulations in detail.

Public and Stakeholder Consultation Findings: In

response to concerns regarding the rate and intensity of recent and ongoing development, which was the impetus for Interim Control Bylaw 2017-25, a robust public and stakeholder consultation process is being undertaken as part of the Old Main Street Tertiary Plan Study. This section outlines key findings from the initial phase of this consultation process.

Opportunities and Constraints Analysis: The Opportunities and Constraints Analysis draws upon the combined findings of the Spatial and Character Analysis; Development Analysis; Planning Policy and Regulatory Analysis; and Public and Stakeholder Consultation Findings - Phase 1, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the Old Main Street Tertiary Plan. The following bullets summarize key findings associated with the opportunities and constraints analysis.

Slope

Key Findings and Emerging Directions

Respect the Natural Heritage System and Existing Topography:

- Protect existing woodlots and significant natural heritage features, in order to maintain a continuous natural heritage system;
- Provide adequate buffers and open space linkages, in order to protect local wildlife habitat;
- Incorporate elements of the natural environment into future development: and
- Respect existing topographical conditions.

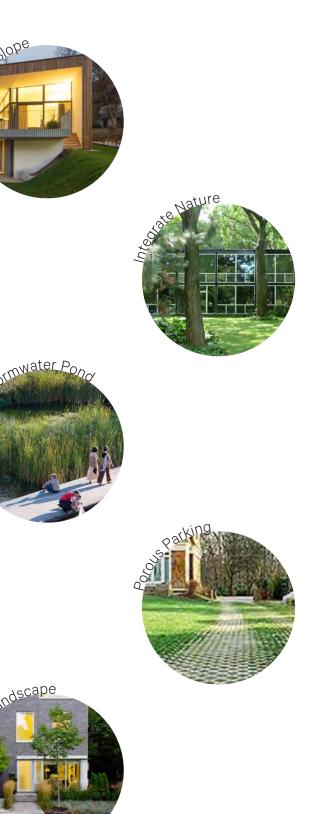
Enhance Landscaping and Open Space Features:

- Enhance the existing informal open space and recreational area:
- Improve existing landscape buffers, in order to mitigate acoustic and visual impacts associated with Main Street North:
- Introduce a new retention area or stormwater management pond at the foot of Old Main street. in order to increase flood storage capacity, mitigate flooding and stormwater runoff, and improve stormwater treatment: and
- Encourage the use of permeable surface materials.

Establish Pedestrian Connections and Gateway Features:

- Provide pedestrian connections to the surrounding park, open space, natural heritage, trail and public transit networks; and
- Establish gateway treatments at either end of Old Main Street, through the provision of accent planting, enhanced landscaping, traffic calming measures, special surface paving treatments, and signage.

ecreation





Enhance the Design of Old Main Street:

- Enhance the design of Old Main Street, while acknowledging its quiet, meandering and rural character;
- Re-pave and re-grade Old Main Street;
- Formalize shoulder areas, and enhance and beautify the existing swale system; and
- Plant street trees, and introduce sidewalks and landscape buffers.

Respect Prevailing Site Design Characteristics:

- Maintain the predominant east-west alignment of existing lots, with primary building faces and entrances oriented towards Old Main Street;
- Acknowledge the varied and porous character of Old Main Street, as well as prevailing front and side yard setbacks;
- Promote unobstructed views between dwellings and adjacent streets and open spaces;
- Maintain sky views, sunlight penetration, and privacy between adjacent dwellings; and
- Minimize driveway and curb-cut widths.

Respect Prevailing Building Design and Architectural Characteristics:

- Encourage a diverse and eclectic mix of traditional and contemporary architectural styles;
- Acknowledge the "cottage-like" character of existing dwellings;
- Minimize ground floor heights relative to established grade; and
- Maintain the prevailing rhythm and organization of building features, and the character of 1 to 2 storey dwellings.



EXECUTIVE SUMMARY

1.0 INTRODUCTION

1.1 Study Overview and Purpose

Newmarket is poised for growth. While the majority of this will occur through the redevelopment of the Davis Drive and Yonge Street corridors, other areas of the Town are facing development interest. One of these areas is the neighbourhood of Old Main Street.

The Old Main Street Tertiary Plan Study will provide direction on the possibilities of redevelopment along Old Main Street. The Plan will incorporate a detailed planning, transportation and servicing review and analysis of relevant background information, as well as a robust public and stakeholder consultation process.

Policies will be prepared to address all relevant matters with respect to land use, density, stormwater management, low impact development, transportation and servicing infrastructure, open space and natural heritage. Additionally, the Plan will incorporate urban design policies which aim to reinforce the character of the Old Main Street neighbourhood. Such policies will address matters pertaining to building height and massing, building elements, garages and driveways, setbacks and landscaping, special features, and built heritage. The Plan will form part of an amendment to the Town of Newmarket Official Plan, and will inform an implementing amendment to the Town of Newmarket Zoning By-law.

1.2 Planning and Land Use Background Report

The purpose of the Planning and Land Use Background Report is to outline key research and analytical findings associated with the Background Study, which comprises Phase 1 of the Old Main Street Tertiary Plan Study. These findings will be used to inform the preparation of the Old Main Street Tertiary Plan and supporting materials in Phases 2 and 3 of the study.

1.3 Study Area and Context

The Old Main Street Tertiary Plan will specifically address properties which front onto either side of Old Main Street, between Bexhill Road and Main Street North. However, consideration will be given to all publicly and privately-owned lands which are generally bounded by Bexhill Road to the south, Main Street North to the east, properties fronting onto the south side of Dover Crescent to the north and St. John Cemetery to the west.



Figure 1: Aerial Map - Old Main Street Study Area

INTRODUCTION

1.4 Study Process

The Old Main Street Tertiary Plan Study will be undertaken in the following three phases:

1.0 Tertiary Plan Background Study (July 2017 to

January 2018): The purpose of Phase 1 is to undertake a comprehensive background review and analysis. This includes an analysis of existing spatial and contextual conditions; relevant policies and regulations at the provincial, regional and municipal level; transportation infrastructure; servicing infrastructure; preliminary public and stakeholder consultation findings; and key opportunities and constraints.

2.0 Draft Tertiary Plan (January 2018 to May 2018):

The purpose of Phase 2 is to build upon the work undertaken in Phase 1 in order to prepare the draft Old Main Street Tertiary Plan. The Plan will include a draft vision statement, set of guiding principles and set of land use, urban design, transportation and servicing policies. The Plan will be circulated and presented to Town Council / Committee of the Whole, as well as stakeholders and members of the public.

3.0 Final Tertiary Plan (May 2018 to September

2018): The purpose of Phase 3 is to build upon the work undertaken in Phase 2 in order to prepare the final Old Main Street Tertiary Plan. Based on the feedback obtained in Phase 2, the Plan will be finalized prior to being circulated and presented to Town Council / Committee of the Whole, as well as stakeholders and members of the public, at a Statutory Public Meeting.

1.5 Document Structure

This report is organized into the following six sections:

1.0 Introduction: This section provides a general overview of the Old Main Street Tertiary Plan study purpose, study area and context, and study process.

2.0 Spatial and Character Analysis: This section provides an analysis of existing conditions within the site and surrounding area. It addresses neighbourhood history and morphology, land ownership patterns, transportation and circulation systems, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. The findings of the Spatial and Character Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan.

3.0 Development Analysis: This section provides an overview and analysis of recent and ongoing developments, including development applications which have been submitted for review and evaluation by Town Staff, as well as proposals which have been subject to pre-application meetings with Town Staff but have not been formally submitted for review and evaluation, and recent land transactions and speculation. The findings of the Development Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan. **4.0 Planning Policy and Regulatory Analysis:** This section provides an analysis of provincial, regional and municipal policies and regulations. It addresses the Provincial Policy Statement (2014), Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017), York Region Official Plan (2010), Town of Newmarket Official Plan (2016 Consolidation), Town of Newmarket Urban Centres Secondary Plan (2016), Newmarket Station Mobility Hub Study (2017), Town of Newmarket Comprehensive Zoning By-law 2010-40 (2010), and Town of Newmarket Interim Control By-law 2017-25 (2017). The findings of the Planning Policy and Regulatory Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan.

5.0 Public and Stakeholder Consultation Findings

- Phase 1: This section summarizes key findings from the Phase 1 component of the study's public and stakeholder consultation process. These findings will inform the preparation of the Draft Old Main Street Tertiary Plan. **6.0 Opportunities and Constraints Analysis:** This section draws upon the key findings of sections 2 through 5, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the draft Old Main Street Tertiary Plan.



Looking at the most recent development on Old Main Street between #198 and 210B Old Main St

The character of the Old Main Street Neighbourhood has been influenced by a number of historic and spatial elements which combine to create a distinct 'sense of place', which will continue to inform future development patterns. These include neighbourhood history and morphology, land ownership patterns, transportation and circulation system, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. This section examines these elements in detail. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

2.1 Neighbourhood History and Architectural Character

According to Heritage Newmarket, the study area was settled by Irish Catholic immigrants during the potato famine of the 1840's. The original building stock was comprised of small and very modest log cabins, with small windows and stone fireplaces. Gardens and small orchards were planted, and barns were constructed for the purposes of raising livestock. The traditional Irish dietary staples of cabbage and potatoes were replaced with wild berries and venison. Excess produce was sold in the village of East Gwillimbury. Men acquired employment as labourers in Newmarket and surrounding communities. These Irish Catholic immigrants were ostracized, excluded from the public school system and not allowed to live in the village of East Gwillimbury. By the turn of the 20th Century, Irish Catholic immigrants dispersed to surrounding areas of Newmarket. However, the community remained closely connected until at least the 1950's.

Over the course of the 20th Century, the original housing stock was replaced. Today, the oldest remaining residential dwellings were constructed between 1900 and 1950. This includes properties at 172, 178, 186, 226, 231, and 238 Old Main Street, which were constructed in a combination of architectural styles ranging from Victorian to Mid-Century Modern. However, the majority of the existing building stock was constructed between 1950 and 1970. This includes properties at 194, 205, 207, 209, 2011, 213, 215, 217, 218, 219, 221, and 228 Old Main Street. Many of these post-war houses retain the neighbourhood's original cottage-like architectural character, as a result of being constructed as veteran's housing. However, other buildings constructed during this time are larger and more reflective of Mid-Century Modern architecture. The remainder of the existing housing stock was constructed between 1970 and present day, with the most recent additions at 198, 202, 206, and 210 Old Main Street, being constructed in the 2000's. Many of these are houses are larger and taller than their pre- and post-war neighbours, and were constructed with a more contemporary design expression which is characteristic of conventional subdivisions.

Today, the neighbourhood is characterized by a diverse and eclectic mix of architectural styles, but remains comprised entirely of detached single family dwellings, the majority of which being relatively modest in size.

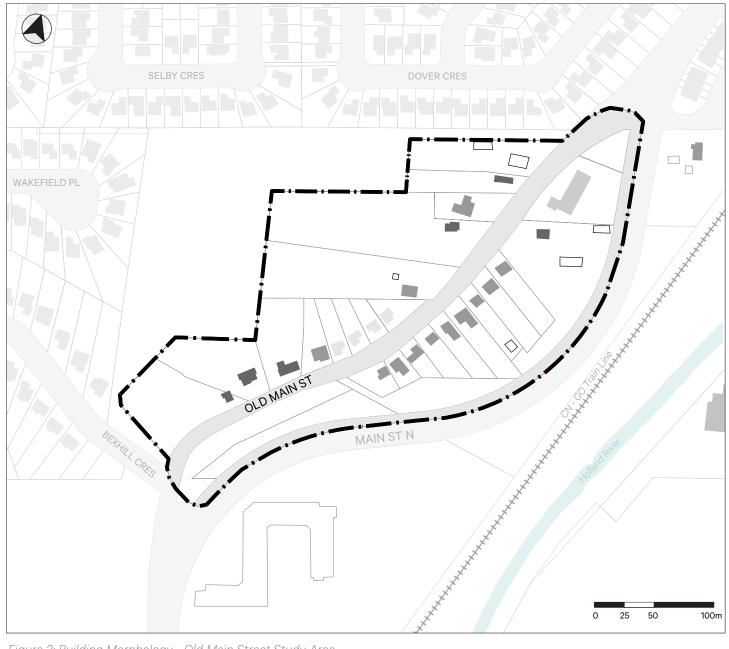


Figure 2: Building Morphology - Old Main Street Study Area



2.2 Land Ownership Patterns

All municipally addressed properties within the study area, including 172 through 244 Old Main Street, are privately owned and comprised of detached single family dwellings. The study area also contains three adjacent and contiguous properties within its southernmost extent, which are publicly owned by the Town of Newmarket. These lands fulfill an important function as a component of the local stormwater management system. Portions of these lands are utilized as an informal recreational and open space.



Example of privately-owned land comprised of a detached single family dwelling



Example of publicly-owned land used for informal open and recreational space

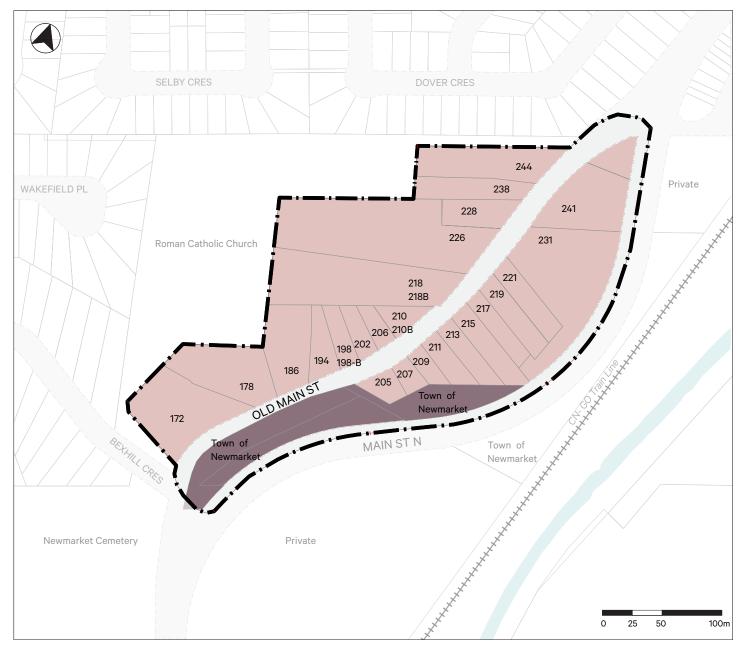


Figure 3: Land Ownership Patterns - Old Main Street Study Area



2.3 Streetscape Character, Transportation and Circulation

Streetscape Character

Old Main Street extends approximately 530 metres, between Bexhill Road to the southwest, and Main Street North to the northeast. Throughout its length, the pavement width varies between approximately 7 and 11 metres, and the right-of-way width varies between approximately 10 and 18 metres. The alignment of Old Main Street meanders as it traverses throughout the study area, adhering to a gentle slope and wrapping around significant topographical features, adjacent to Saint John Cemetery.

Old Main Street is characterized by a local road with a rural cross-section, which is a unique attribute of the study area. Swales and culverts are provided throughout the length of the street, along its west side. Curbs and sidewalks are only provided at points of entry from Bexhill Road and Main Street North. Narrow gravel shoulders are provided in select locations, primarily in the northeastern-most portion of the study area. Street lights are mounted to hydro poles, which traverse along the west side of the street, throughout the study area. A community mailbox is provided adjacent to the sidewalk at the south end of the street, adjacent to Bexhill road.

The character of the streetscape transitions throughout length of the study area. The southern portion of the street interface is generally characterized by manicured grass and accent planting, with a light to moderate tree canopy, light natural vegetation cover along the west side of the street, low vegetated screening elements, individual mailboxes, and driveway curb cuts. In contrast, the northern portion of the street interface is generally characterized by a combination of manicured and natural grass, with a light to heavy tree canopy, moderate to heavy natural vegetation cover along the west side of the street, tall vegetated screening elements, wooden fencing, individual mailboxes, and driveway curb cuts.

Transportation and Circulation

Main Street North, also known as the Main Street By-Pass, is classified as a primary collector road, while Bexhill Road is classified as a local road. Main Street North contains two bus stops, within a five minute walk of the study area, which are associated with York Region Transit line 54. This line services Main Street North and Bayview Avenue, and provides connections between the study area and surrounding areas of Newmarket. The line provides a direct connection to the East Gwillimbury and Newmarket GO Stations to the north and south, respectively, VIVA bus rapid transit along Davis Drive to the south, and several intersecting York Region Transit bus lines along Green Lane East, Davis Drive, Gorham Street, Mulock Drive, Stonehaven Avenue, St. John's Sideroad, and Wellington Street East. Currently, Main Street North does not incorporate dedicated pedestrian crossings at Deviation and Bexhill Roads, which are adjacent to York Region Transit stops.

The study area is also located within a 10 minute walk of Newmarket GO Station and VIVA bus rapid transit along Davis Drive to the south. Newmarket and East Gwillimbury GO Stations provide rapid transit access to the Barrie and Bradford West to the north, as well as Aurora, King City, Vaughan and Toronto the south. The VIVA station along Davis Drive provides bus rapid transit access to Yonge Street and the surrounding VIVA transit network, which extends to Aurora, Markham and Vaughan.

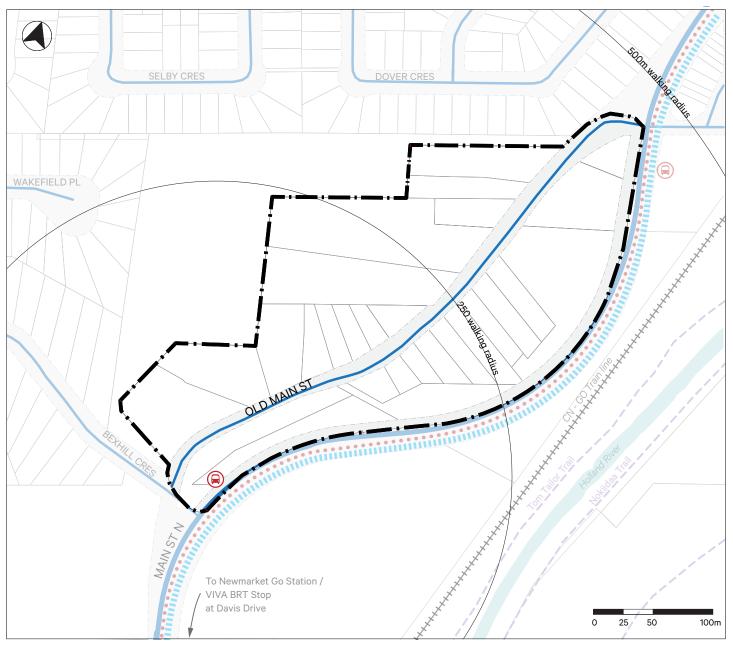


Figure 4: Circulation and Transportation - Old Main Street Study Area



2.4 Park, Open Space and Natural Heritage System

Public Open Space and Landscape Buffers

The study area benefits from proximity and access to an extensive park and open space network, and natural heritage system. Within the study area boundaries, publicly owned lands along the east side of Old Main Street, north of Bexhill Crescent, function as a stormwater management facility and landscape buffer along the edge of Main Street North. Portions of these lands also serve as an informal open space, and are commonly used by local residents for a combination of active and passive recreational uses including soccer, baseball, lawn bowling, picnicking and informal gathering.

The interface between the study area and Main Street North is characterized by moderate topographical changes and wooded areas, which buffer the area from Main Street North, which functions as a by-pass around the study area, and the adjacent CN / Metrolinx Rail Corridor to the east.

Cemeteries

The Saint John and Newmarket Cemeteries are located immediately west and south of the study area, respectively, along either side of Bexhill Road. The interfaces between the study area and both cemeteries are characterized by significant topographical changes, with slopes in excess of 20 percent, and wooded areas. Portions of these lands contain significant woodlots, which fall within the Town of Newmarket's natural heritage system.

Public Parks and Conservation Areas

The Mabel Davis Conservation Area and George Richardson Park are located adjacent to the east branch of the Holland River and Bayview Parkway, east of the study area. The Mabel Davis Conservation Area consists of 7 hectares of heavily wooded parkland, with trails and access to the Holland River. George Richardson Park consists of 30 hectares of open parkland, with trails, soccer fields, baseball fields, open fields, ponds, and access to the Holland River.

Trails

The Tom Tayor and Nokiidaa Bicycle Trails are located along either side of the east branch of the Holland River, adjacent to Main Street North, immediately east of the study area. The trails connect the study area with surrounding areas of Newmarket, as well as East Gwillimbury and Holand Landing to the north, and Aurora to the south. Trail access is provided north of the study area, via Deviation Road, and south of the study area, via the Newmarket GO Station and Davis Drive. Currently, dedicated pedestrian crossings are not provided along Main Street North, adjacent to Deviation Road.

Throughout its length, the trail network provides connections to a broader park and open space network, which is an enviable asset for residents within the study area. Among others, this includes connections to Newmarket Riverwalk Commons, Fairy Lake Park, Wesley Brooks Conservation Area, Dennis Park, Bailey Ecological Park, Paul Semple Park, McKenzie Wetland, and Rogers Reservoir Conservation Area.

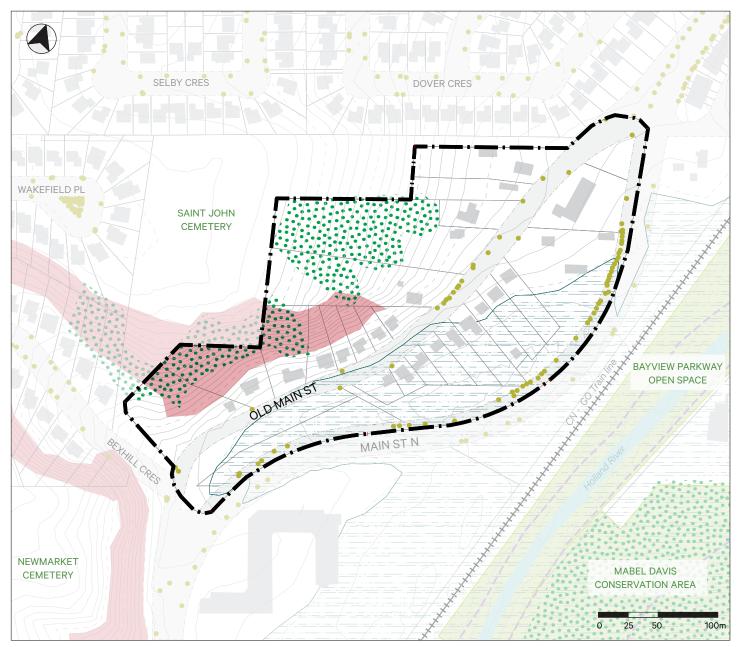


Figure 5: Parks, Open Spaces and Natural Heritage System - Old Main Street Study Area



2.5 Site and Building Character

Lot Dimensions and Coverage

Properties located in the central-most portion of the study area are generally smaller, while parcels located within the northern and southern-most portions of the study area are generally larger. Throughout the study area, all properties are irregular in shape. Lot depths range between approximately 30 and 160 metres, while lot frontages range between approximately 15 and 50 metres. Due to the variety of lot shapes and dimensions, lot coverage ranges significantly between approximately 5% and 30%, with the vast majority of properties having lot coverages less than 20%.

Building Footprints and Frontages

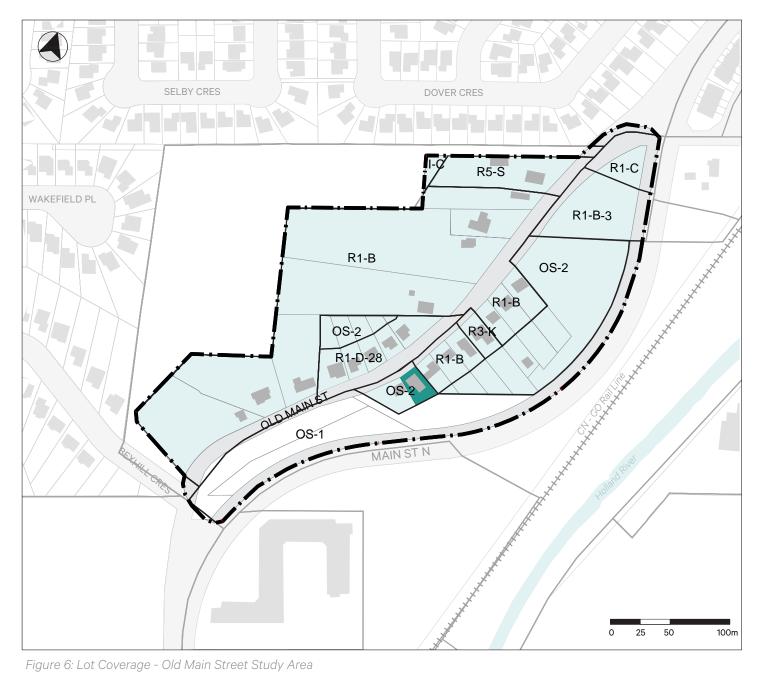
The study area is generally characterized by building footprints which are less than 150 square metres. The notable exception to this is the building situated on the property at 241 Old Main Street, which contains building footprint of approximately 600 square metres. Generally, building frontages range between 10 and 12 metres.



Example of a smaller property within the central portion of the study area



Example of a larger property within the northern-most portion of the study area





Setbacks

Front yard setbacks range between 5 and 18 metres. The southern-most portion of the study area is generally characterized by shallow front yard setbacks, while the northern-most portion is generally characterized by deeper front yard setbacks. Side yard setbacks vary significantly, depending on the size and shape of the property. Generally, narrower properties are characterized by narrower side yard setbacks, and wider properties are characterized deeper side yard setbacks. Rear yard setbacks also vary significantly, depending on the size and shape of the property. Rear yard setbacks range between approximately 5 and 150 metres.

Landscaping and Amenity Space

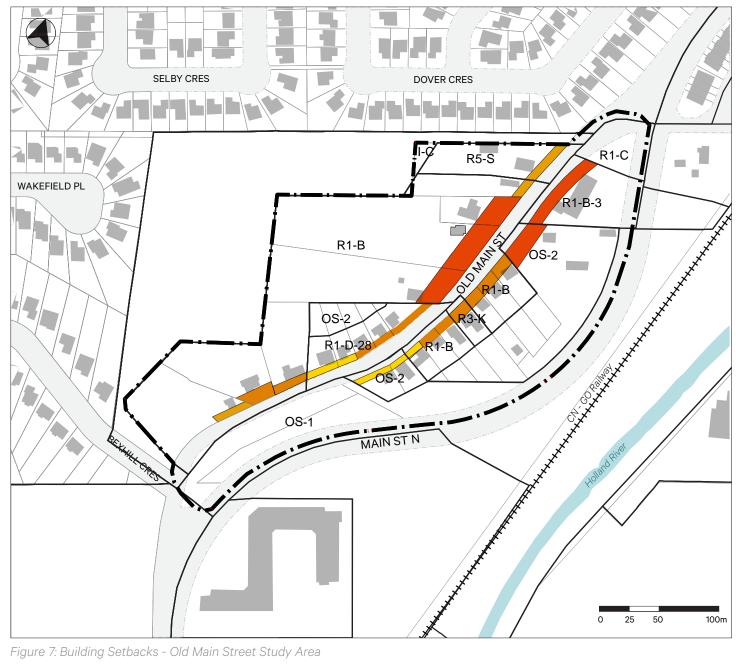
Front yards are generally characterized by manicured grass, which occupies the majority of the frontage with trees, accent planting adjacent to the street and/or building entrance, and pedestrian walkways. As outlined in Section 2.3, the street interface varies throughout the course of the study area. Where the southern portion incorporates a light to moderate tree canopy and some low vegetated screening elements, the northern portion incorporates a light to heavy tree canopy, tall vegetated screening elements and wooden fencing.

Rear yards are generally characterized by manicured grass and, in some cases, patios and/or decks with trees, accent planting, walkways, accessory structures, and privacy fencing. Side yards vary in character, depending on the nature of on-site parking. Throughout the study area, landscaping and amenity spaces generally respond to natural topographical conditions and changes. Exceptions include the properties at 198, 202, 206, and 210 Old Main Street, which incorporate a system of landscaped terraces and retaining walls in order to address such grade changes.

Driveways and Curb Cuts

The majority of properties contain individual driveways and curb cuts. The width of driveways and associated curb cuts generally facilitates 1 to 2 parking lanes. However, a small number of properties on the east side of Old Main Street contain shared driveways. In these circumstances, the width of associated curb cuts is increased to facilitate 2 to 3 parking lanes. There are also a small number of instances, on the west side of Old Main Street, where single properties contain multiple curb cuts. Such conditions unnecessarily fragment front yard landscaping.

The location of driveway entrances is generally staggered throughout the study area, establishing a rhythm of front yard landscaping between adjacent driveways. As noted above, the presence of a small number of combined adjacent driveways serves as one exception to this condition. However, another exception exists in the presence of a small number of properties with adjacent but separated driveways and curb cuts. Such conditions disrupt the prevailing rhythm of front yard landscaping, producing large swaths of uninterrupted paving.





Parking Pads and Garages

Parking is provided on-site in a variety of forms. This includes side yard parking pads, integral front yard garages, and detached rear yard garages. Throughout the study area, the majority of properties contain either parking pads or detached rear yard garages. Properties along the east side of Old Main Street are generally characterized by side yard parking pads or detached rear yard garages. In contrast, the west side of Old Main Street incorporates a small number of properties with detached rear yard garages within the northernmost portion of the study area, and a small number of properties with parking pads, but is primarily comprised of properties with integral garages.

Ground Floor Heights and Entrances

Where side yard parking pads or detached rear yard garages are provided, the finished floor height of the ground floor is generally located close to grade. In these circumstances, entrances generally contain a small number of steps to the front door and, in some instances, an open or partially enclosed front porch. These conditions establish a direct interface and positive relationship between the building, the front yard, and the adjacent street.

Where integral garages are provided, the finished floor height of the ground floor is generally elevated above the garage. This has been achieved through alterations to site grading conditions, adjacent to the garage. The impact of raised ground floors varies significantly throughout the study area. Historically, buildings were constructed on wider lots. This produced lower building heights and wider building frontages with landscaped berms, a small number of steps to the front door and, in some instances, an open or partially enclosed front porch. This mitigates the visual impact of integral garages, and establishes a direct interface and positive relationship between the building, the front yard, and the adjacent street.

More recently, buildings have been constructed on narrower lots. This has produced taller building heights and narrower building frontages, with a significant number of steps to the front door and, in some instances, an open or partially enclosed front porch. This exacerbates the visual impact of integral garages, establishes a less direct interface and weaker relationship between the building, the front yard, and the adjacent street.

Building Heights

Throughout the study area, all properties contain building heights which range between 1 and 2 storeys. However, the perception of building height varies significantly. Properties located along the east side of Old Main Street are generally characterized by 1 storey dwellings, which reflect the study area's traditional cottage character, and the nature of post-war veterans housing. However, a small number of these properties contain buildings with a partial 2nd storey. Some of these are vertical additions to traditional 1 storey cottages, while others were purpose built. In contrast, properties located along the west side of Old Main Street contain a greater mix of 1 and 2 storey buildings, with a significant number of partial or full 2nd storeys.

The perception of building height along the west side of Old Main Street, and the unbalanced nature of building height between the west and east side of the street, is exacerbated due to the presence of significant topographical features, and the prevalence of integral front garages.

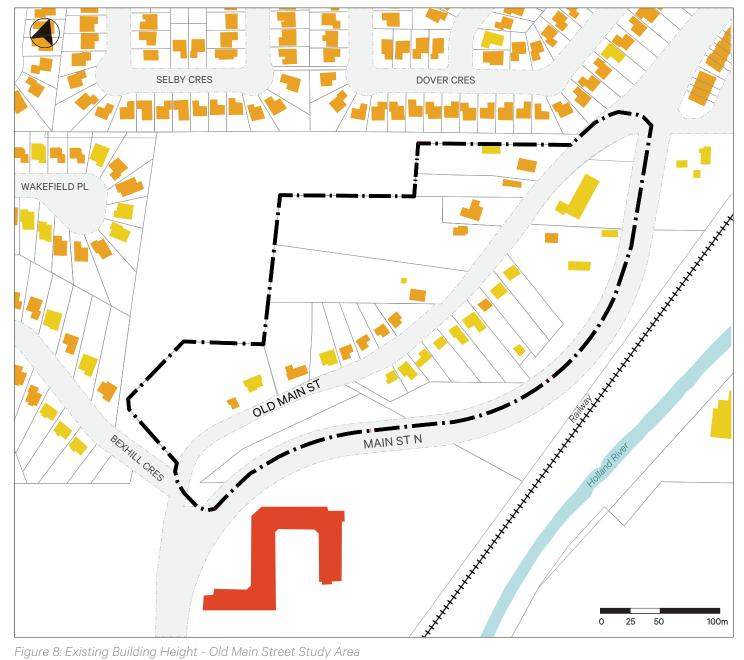
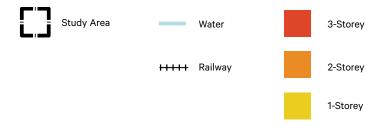


Figure 8: Existing Building Height - Old Main Street Study Area



Roofs

Throughout the study area, the majority of properties contain buildings with pitched gable, hipped, or hybrid gable-hipped roofs. Front to back pitches and side to side pitches exist in equal proportion. In some instances, such buildings incorporate small dormer windows, and / or intermediate roof pitches above the ground floor. The study area does not incorporate flat roof buildings.

Building Materials

Throughout the study area, buildings are primarily clad in wooden or vinyl siding, brick masonry, or a combination of the two. A small number of older buildings, located at the southern-most extent of the study area, have been clad in white stucco for the purpose of encasing and protecting their original brick facades.

Wooden and vinyl siding is primarily comprised of horizontal bevel, tongue-and-groove, or shiplap patterns, as well as vertical board-and-batten patterns. White, blue and green siding is prevalent, with grey undertones consistent with the study area's heritage aesthetic. Brick masonry is primarily comprised of a traditional stretcher bond pattern. Red, brown and grey brick is prevalent.



Example of an intermediate roof pitch above the entrance



Example of a pitched gable roof with dormers

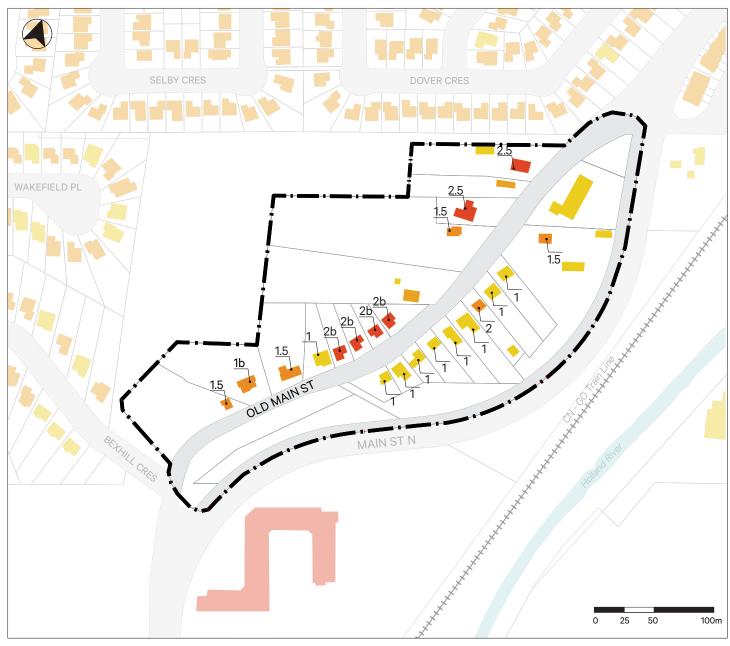


Figure 9: Perceived Building Height - Old Main Street Study Area



Perceived 3-Storey 2,5: 2-Storey +partial 2nd storey 2b: 2-Storey + full height basement

Perceived 2-Storey 1,5: 1-Storey + partial 2nd floor 1b: 1-Storey + full-height basement 2: 2-Storey Percevied 1-Storey 1: 1-Storey

3.0 DEVELOPMENT ANALYSIS

The character of the Old Main Street Neighbourhood has evolved incrementally through the introduction of new development. The rate and intensity of recent and ongoing development activity has been the subject of conflict within the local community. This has served as the impetus for Interim Control Bylaw 2017-25, and the Old Main Street Tertiary Plan Study. This section examines recent development trends, focusing on applications which have been submitted for review and evaluation, as well as preliminary concepts and ideas which have been discussed through pre-application meetings with Town Staff. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

3.1 172-178 Old Main Street

The site is comprised of two adjacent properties, which are located on the west side of Old Main Street. north of Bexhill Crescent. The properties are large and irregular in shape. A significant portion of the rear of each property contains a Natural Heritage System designation, as a result of significant topographical changes in excess of a 20 percent slope, and the presence of an existing Woodlot. The remainder of both properties, occupying the frontage along Old Main Street, contain a Stable Residential Area land use designation. Both properties are Zoned R1-B. The property at 172 Old Main Street contains a 1 ½ storey detached single family dwelling, while the property at 178 Old Main Street contains a 1 storey detached single family dwelling. Both dwellings were constructed between 1900 and 1950.

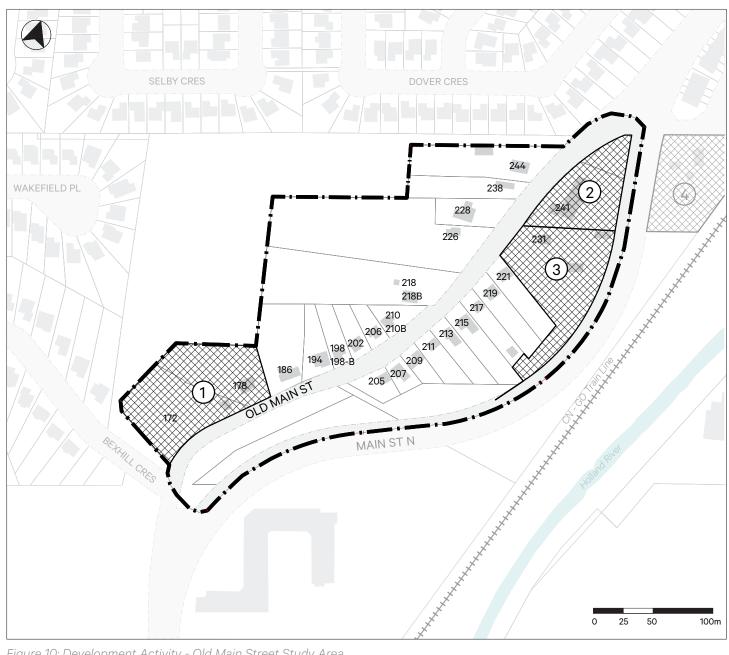


Figure 10: Development Activity - Old Main Street Study Area

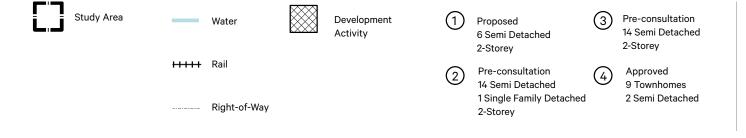




Figure 11a: Siting Plan - 72-178 Old Main Street, December 13, 2016

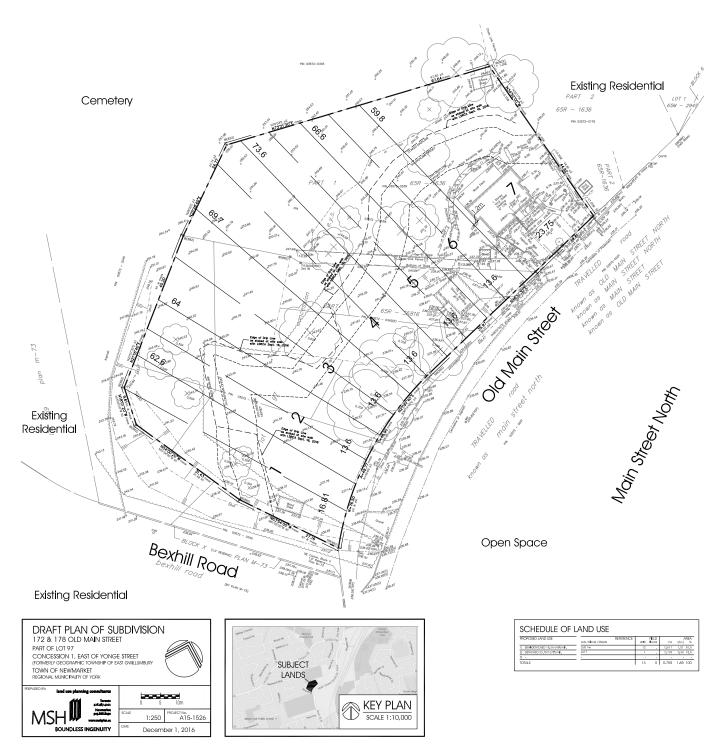


Figure 11b: Draft Plan of Subdivision - 172-178 Old Main Street December 1, 2016

DEVELOPMENT ANALYSIS

In December of 2016, Azure Homes submitted a Draft Zoning By-law Amendment and Draft Plan of Subdivision to permit the demolition of the existing detached single family dwelling at 172 Old Main Street, and the construction of 12 new side-side semidetached dwellings, each with heights of 2 storeys. The proposal incorporates the subdivision of the existing properties into 6 new lots, each with a frontage of 13.6 metres, and depths ranging between 60 to 72.5 metres. The proposal incorporates front yard setbacks of 6 metres, interior side yard setbacks of 0.95 metres, an exterior side yard setback of 3 metres from Bexhill Road, and varied rear yard setbacks. Portions of the proposed development directly abut the 1 metre dripline offset, associated with the adjacent Natural Heritage System and Woodlot. Each unit contains an integral garage, front porch, and raised ground floor.

3.2 231 Old Main Street

The site is comprised of one property, which is located on the east side of Old Main Street, near Main Street North. The property is large and irregular in shape. A significant portion of the rear of the property is located within the Floodplain associated with the Holland River. The property contains a Stable Residential Area land use designation, and is Zoned OS-2, and falls within the FP-NH Zone overlay. It contains three existing buildings, including a 2 storey detached single family dwelling, and a set of two 1 storey accessory buildings. The primary building was constructed between 1900 and 1950.

In 2017, Town Staff conducted a pre-consultation meeting with the land owner, during which a concept plan was presented. The concept envisions the demolition of the existing detached single family dwelling and accessory buildings, and the construction of semi-detached dwellings. Each unit would be oriented toward a central private condo road, which would run in an east-west direction, perpendicular to Old Main Street. A small swath of land adjacent to Old Main Street has been identified as a potential outdoor amenity space.



Existing development at 231 Old Main Street



Existing development at 231 Old Main Street

DEVELOPMENT ANALYSIS

3.3 241 Old Main Street

The site is comprised of one property, which is located immediately north of 231 Old Main Street, on the east side of Old Main Street, adjacent to Main Street North. The property is large and triangular in shape. It contains a Stable Residential Area land use designation. The southern-most portion of the property is Zoned R1-B-3, whereas the northern-most portion is Zoned R1-C. The entire property falls within the FP-NH Zone overlay. It contains one existing building, including a very large 1 storey detached single family dwelling, which has been converted from a former commercial use. The building was constructed between 1980 and 1990.

In 2017, Town Staff conducted a pre-consultation meeting with the land owner, during which a concept plan was presented. The concept envisions the demolition of the existing detached single family dwelling, and the construction of a detached single family dwelling at the northern termination of the property, in addition to semi-detached dwellings. With the exception of the new detached single family dwelling, which is oriented toward Old Main Street, each unit would be oriented toward a central private condo road, which would run in an eastwest direction, perpendicular to Old Main Street.



Existing development a 241 Old Main Street

3.4 Real Estate Activity

In addition to recent and ongoing development activity, the property at 226 Old Main Street has been listed for sale, and has been marketed as an important component of a larger potential land assembly opportunity. Furthermore, the owner of 218 Old Main Street has expressed an interest in selling their property and is under contract, and the owners of 228, 238 and 244 Old Main Street have been approached regarding their interest in participating in a larger land assembly opportunity with 218 and 226 Old Main Street. Combined, these sites form a contiguous site which occupies roughly 50% of the land area along the west side of Old Main Street.

4.0 POLICY AND REGULATORY ANALYSIS

The character of the Old Main Street Neighbourhood has been influenced by a hierarchy of provincial, regional and municipal policies and regulations, which will continue to inform future development patterns. These include the Provincial Policy Statement, the Provincial Growth Plan, the Regional and Municipal Official Plans, Municipal Secondary Plans, the Municipal Zoning By-law, and other planning studies and initiatives. This section examines these policies and regulations in detail. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

4.1 Provincial Policy Statement (2014)

Overview

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS are complemented by provincial plans and locally-generated policies regarding matters of municipal interest. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term. Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may also affect planning matters, and assist in implementing these interests.

Healthy, Liveable and Safe Communities

The study will address the potential to enhance the health, liveability and safety of the subject lands. With respect to health, liveability and safety, Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (1.1.1(a))
- Accommodating an appropriate range and mix of residential, recreation, park and open space, and other uses to meet long-term needs. (1.1.1(b))
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs. (1.1.1(e))
- Ensuring that necessary infrastructure are or will be available to meet current and projected needs. (1.1.1(g))

Settlement Areas

The study will address the potential for future intensification and redevelopment within the subject lands, which are located within the settlement area of the Town of Newmarket. Policy 1.1.3 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on:

• Densities and mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transitsupportive, where transit is planned, exists or may be developed. (1.1.3.2(a))

Housing

The study will address the potential for housing diversification within the subject lands. With respect to housing, Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (1.4.3(c))
- Promoting densities for new housing throughout the municipality which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. (1.4.3(d))

Infrastructure

The study will incorporate a comprehensive review and analysis of existing infrastructure systems, in order to determine the need for improvements and expansion to existing infrastructure systems. With respect to infrastructure, Policy 1.6.1 states that infrastructure shall be provided in a coordinated, efficient and costeffective manner that considers impacts from climate change while accommodating projected needs.

Planning for infrastructure shall be coordinated and integrated with land use planning so that they are:

- Financial viable over their life cycle, which may be demonstrated through asset management planning. (1.6.1(a))
- Available to meet current and projected needs. (1.6.1(b))

Additionally, Policy 1.6.2 states that planning authorities should promote green / natural infrastructure to complement other forms of municipal infrastructure.

Sewage, Water and Stormwater

The study will incorporate a comprehensive review and analysis of existing water and wastewater systems, in order to determine the need for improvements and expansion to existing municipal services. This may include the conversion of existing private communal wastewater systems. It will also incorporate a comprehensive review and analysis of existing stormwater conditions, in order to determine the need for improvements and expansion of existing stormwater management systems. With respect to sewage, water and stormwater, Policy 1.6.6.1 states that planning for sewage and water services shall:

POLICY AND REGULATORY ANALYSIS

- Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services; and private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available. (1.6.6.1(a))
- Ensuring these systems are provided in a manner that can access the water resources upon which such services rely; is feasible, financially viable and complies with all regulatory requirements; and protect human health and the natural environment. (1.6.6.1(b))
- Integrate servicing and land use considerations at all stages of the planning process. (1.6.6.1(d))

Policy 1.6.6.7 states that planning for stormwater management shall:

- Minimize, or, where possible, prevent increases in contamination loads. (1.6.6.7(a))
- Minimize changes in water balance and erosion. (1.6.6.7(b))
- Not increase risk to human health and safety and property damage. (1.6.6.7(c))
- Maximize the extent and function of vegetative and pervious surfaces. (1.6.6.7(d))
- Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development. (1.6.6.7(e))

4.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe(2017)

Overview

Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is the Government of Ontario's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Places to Grow Act (2005) enables the development of regional growth plans that guide government investments and land use planning policies. The Growth Plan (2006) was the first growth plan to provide a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth throughout the Greater Golden Horseshoe. It established the long-term framework for where and how the region would grow, while recognizing the realities facing our cities and smaller communities, and acknowledging what governments can and cannot influence. It also demonstrated leadership for improving the ways in which our cities, suburbs, and villages will grow over the long-term.

Since the introduction of the Growth Plan (2006), the region has seen a shift to more compact development patterns, a greater variety of housing options, more mixed-use development in Urban Growth Centres and other Strategic Growth Areas, and greater integration of transit and land use planning. Despite these early successes, there is still more work to do. Now is the time to build on the progress that has been made towards the achievement of complete communities that are compact, transit-supportive, and make efficient use of investments in infrastructure and public service facilities. At the same time, the Growth Plan will continue to ensure protection of our agricultural and natural areas, and support climate change mitigation and adaptation as Ontario moves toward the long-term goal of net-zero communities. The Growth Plan (2017) builds upon the success of the initial Growth Plan (2006), and responds to the key challenges that the region continues to face over the coming decades with enhanced policy directions.

Managing Growth

The study will address the potential for intensification and redevelopment within the subject lands, as part of the broader growth management policies of the Town of Newmarket. With respect to growth management, Policy 2.1.1 states that forecasted growth to the planning horizon will be allocated based on the following:

- Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities. (2.2.1(2)(c))
- Development will be generally directed away from hazardous lands. (2.2.1(2)(d))
- Applying the policies of the Plan will support the achievement of complete communities that:
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities. (2.2.1(4)(a))
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes. (2.2.1(4)(b))

- Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. (2.2.1(4)(c))
- Ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. (2.2.1(4)(e))
- Mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities. (2.2.1(4) (f))
- Integrate green infrastructure and low impact development. (2.2.1(4)(g))

Delineated Built-Up Areas

The study will address the potential for intensification and redevelopment within the subject lands, which are located within the delineated built-up area of the Town of Newmarket. With respect to delineated built-up areas, Policy 2.2.2 states that:

- by the year 2031, and for each year thereafter, a minimum of 60 percent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area. (2.2.2(1))
- by the time of the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 percent of all residential development occurring annually within each upper-or single-tier municipality will be within the delineated built-up area. (2.2.2(2))

Policy 2.2.2 states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas. Within the context of this study, this is being achieved through the preparation of a Secondary Plan. The policy seeks to:

- Encourage intensification generally to achieve the desired urban structure. (2.2.2(4)(a))
- Identify the appropriate type and scale of development and transition of built form to adjacent areas. (2.2.2(4)(b))
- Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities. (2.2.2(4) (d))
- Prioritize planning and investment in infrastructure and public service facilities that will support intensification. (2.2.2(4)(e))
- Be implemented through Official Plan policies and designations, updated Zoning and other supporting documents. (2.2.2(4)(f))

Housing

The study will address the potential for housing diversification within the Town. With respect to housing, Policy 2.2.6 states that municipalities will support the achievement of complete communities by:

- Planning to accommodate forecasted growth to the horizon of the plan. (2.2.6(2)(a))
- Planning to achieve the minimum intensification and density targets of the plan. (2.2.6(2)(b))
- Considering the range and mix of housing options and densities of the existing housing stock. (2.2.6(2)(c))
- Planning to diversify the overall housing stock across the municipality. (2.2.6(2)(d))

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Water and Wastewater Systems

The study will incorporate a comprehensive review and analysis of existing water and wastewater systems, in order to determine the need for improvements and expansion to existing municipal services. This may include the conversion of existing private communal wastewater systems. With respect to water and wastewater systems, Policy 3.2.6 states that:

- Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:
 - Opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management. (3.2.6(2)(a))
 - The system will serve growth in a manner that supports achievement of the minimum intensification and density targets of the Plan. (3.2.6(2)(b))

Stormwater Management

The study will incorporate a comprehensive review and analysis of existing stormwater conditions, in order to determine the need for improvements and expansion of existing stormwater management systems. With respect to stormwater management, Policy 3.2.7 states that:

- Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:
 - Are informed by watershed planning.
 (3.2.7(1)(a))

- Protect the quality and quantity of water by assessing existing stormwater facilities and systems. (3.2.7(1)(b))
- Characterize existing environmental conditions. (3.2.7(1)(c))
- Examine the cumulative environmental impacts of stormwater front existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies. (3.2.7(1)(d))
- Incorporate appropriate low impact development and green infrastructure. (3.2.7(1)(e))
- Identify the need for stormwater retrofits, where applicable. (3.2.7(1)(f))
- Include an implementation and maintenance plan. (3.2.7(1)(g))

4.3 York Region Official Plan (2010)

Overview

With a population of 1,156,000 residents as of 2015, the Regional Municipality of York is the third-largest municipality in Ontario and the sixth-largest in Canada. Ranked as Canada's fastest-growing large municipality, managing growth over the coming decades is of paramount importance. York Region is forecast to reach 1,790,000 residents and 900,000 jobs by 2041.

The York Region Official Plan (2010) describes how York Region plans to accommodate future growth and redevelopment while meeting the needs of existing residents and businesses. It sets out directions and policies that guide economic, environmental and community planning decisions.

Regional Structure

The study area is located within the Urban Area of York Region, as illustrated on Map 1 – Regional Structure. Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Within the Town of Newmarket's existing residential areas, which include the study area, intensification is envisioned to occur through local infill development, and the introduction of secondary suites.

Davis Drive, which is approximately a 10 minute walk south of the study area, is identified as a Regional Corridor, as illustrate on Map 1 – Regional Structure. Regional Corridors are intended to be planned to function as urban main streets that have a compact, mixed use, well designed, pedestrian-friendly and transit-oriented built form. The most intensive and widest range of uses within the Regional Corridors is to be directed to intensification areas identified in local Official Plans / Secondary Plans. Intensification areas as identified by the local municipality may include lands within a reasonable and direct walking distance from select rapid transit stations, immediately adjacent to transit stations and terminals, including GO transit, and large and/or contiguous properties that are underutilized, and are appropriate and desirable locations for intensification. Within the context of the study area, the lands surrounding the intersection of Main Street North and Davis Drive, which incorporate Newmarket GO Station, a VIVA bus rapid transit stop, and large and contiguous properties, has been identified as an intensification area within the Town of Newmarket Urban Centres Secondary Plan.

Regional Greenlands System

Portions of properties at 205, 207, 209, 211, 213, 215, 217, 219, 211, and 231 Old Main Street, all of which are located along its eastern frontage, are partially located within the Regional Greenlands System, as illustrated on Map 2 – Regional Greenlands System. The policies of the Plan are designed to identify, protect and enhance the Regional Greenlands System as a permanent legacy for York Region. The policies protect key natural heritage features and key hydrologic features and the adjacent lands necessary to maintain these features in a linked system. The policies also aim to provide opportunities for passive recreation in a future Regional Trail System.

Active Transportation System

The study area is located adjacent to the Tom Taylor Trail and associated Nokiidaa Bicycle Trail, which are situated along either side of the east branch of the Holland River. This existing trail network forms part of a planned Lake to Lake Route, as illustrated on Map 10 – Regional Cycling Network, which is envisioned to connect Lakes Simcoe and Ontario.

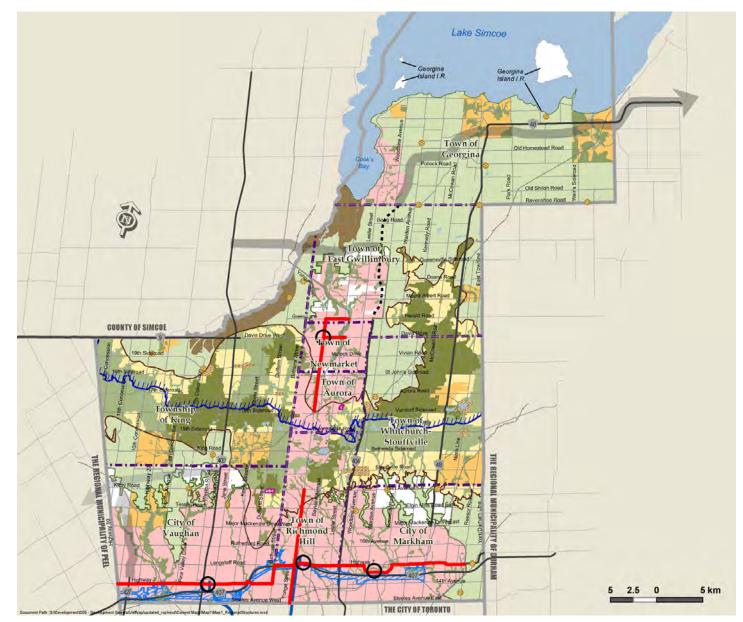


Figure 1 4: Regional Structure Plan (Map 1) - York Region Official Plan



York Region is committed to implementing a comprehensive, active transportation network. The policies of the Plan focus on trip reduction, providing transportation choices and a shift to more sustainable modes of transportation such as walking, cycling and transit. Active transportation provides significant environmental, health and economic benefits, including reduced traffic congestion, improved air quality, reduced infrastructure and user costs, and increased street safety. Improving opportunities or active transportation such as walking and cycling and reducing automobile traffic can help make communities more liveable. This can be achieved by creating an environment that is pleasant and safe with less noise and pollution. This can help to encourage more social interaction within a neighbourhood and create a stronger sense of community.

Regional Transit System

The study area is situated between Newmarket GO Station and East Gwillimbury GO Station, and is located north of Davis Drive, which is identified as a Rapid Transit Corridor, as illustrated on Map 11 – Regional Transit Network. The policies of the Plan aim to establish an expanded, comprehensive and interconnected public transit system, both to reduce vehicular traffic and to provide access to jobs and services. A well-integrated public transit system in York Region is essential to enhancing the quality of life of residents and workers.

Street Network

The study area is situated adjacent to Main Street North, which is a Regional Street with a planned rightof-way width of up to 20 metres, as illustrated on Map 12 – Street Network. The street network in York Region is composed of a system of urban and rural streets, and highways owned and operated by local municipalities, the Region, and the Province. The street network is an essential component of the Region's overall transportation network. The policies of the Plan direct Regional streets to accommodate a wide variety of uses including pedestrian, cycling, transit, automobile and goods movement. There is also a strong focus on the relationship between transportation and urban form. Where streets travel through urban communities, streetscapes are to be designed to encourage walking, cycling and transit use. Effective urban form is also essential in creating vibrant streetscapes that will attract commerce and enhance recreational use.

4.4 Town of Newmarket Official Plan (2016 Office Consolidation)

Overview

The Town of Newmarket Official Plan (2006) is the Town's land use planning and policy document. Its general purpose is to establish land use designations and policies for the physical development and redevelopment of the Town having regard to social, economic and environmental matters, in conformity with the policies of the York Region Official Plan, Growth Plan, and Provincial Policy Statement.

Official Plans are regulated by Section 17 of the Ontario Planning Act. Official Plan policies are adopted by Council to define basic goals, objectives, and directions for the coordinated growth and development of the Town. It identifies the planned municipal structure and provides the framework for municipal regulations including zoning by-laws, site plan approval, and the subdivision of land. The Official Plan also contains maps which designate land uses and which help guide municipal decisions on public facilities and services such as transportation, roads, parks, and infrastructure. It also encourages the preservation of lands, buildings, or structures having environmental, historic or architectural value.

Urban Structure

All properties within the study area are subject to the Residential Areas land use category, as outlined in Section 3.0 of the Official Plan – Urban Structure. The majority of land within the Town is designated as Stable Residential Areas, recognizing the existing neighbourhoods. Neighbourhoods that had not been built in 2006 are designated as Emerging Residential Areas. The policies of the Official Plan protect the stability of the Stable Residential Areas and ensure that new development is compatible with the existing character of the neighbourhood. Emerging Residential Areas are greenfield lands generally outside the urban areas that were planned for housing.

Stable Residential Areas currently have a mix of housing forms including rowhouses, townhouses, duplexes, fourplexes, apartments and other multi-unit buildings. The policies of the Official Plan direct new higher density development to the Urban Centres and the Emerging Residential Areas, where appropriate, in order to manage change in a manner that will maintain neighbourhood character. Should opportunities for intensification occur in the Stable Residential Areas, in accordance with Section 3.9 of the Official Plan - Intensification, the policies of the Official Plan will ensure that the character of the neighbourhoods is preserved in accordance with the policies of the Official Plan.

The focus of future intensification is directed to the Urban Centres. Limited intensification is permitted in Stable and Emerging Residential Areas in a form and location that will maintain the residential character and amenities. Limited convenience commercial and institutional uses that are compatible with the residential neighbourhood are permitted in Residential Areas.

Residential Areas - All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to the following Residential Areas policies:

- All residential development shall be developed or maintained on full municipal sanitary sewer, water supply and storm sewer services. (3.1(1))
- The primary permitted uses shall generally be limited to low density housing such as single-detached and semi-detached dwellings. The

secondary and/or complementary permitted uses include those local institutional uses serving the immediate area such as elementary schools, group homes and special needs housing. In addition, home occupations, accessory dwelling units in single-detached and semi-detached dwellings, and convenience commercial uses are permitted. Conservation uses, parks and open spaces are also permitted in Residential Areas. (3.1(2) / OPA#4, By-law 2010-13)

Land Use

Stable Residential Areas - All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to the a Stable Residential land use designation, as illustrated on Schedule A – Land Use. As outlined in Section 3.2, the objective of the Stable Residential Areas policies is to sustain and enhance the character and identity of existing residential communities; and encourage the preservation and maintenance of the Town's existing housing stock, supplemented by various forms of residential intensification such as infilling and the creation of accessory dwelling units. As such, all properties within the study area are subject to the following Stable Residential Areas policies:

- The predominant use of land in Stable Residential Areas shall generally reflect the residential built forms that are existing as of the adoption of this Plan by Council. (3.2.2(1))
- Single-detached and semi-detached dwellings are permitted residential forms within the Stable Residential Areas. (3.2.2(2))

Intensification within Stable Residential Areas - All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to policies regarding Intensification within stable Residential Neighbourhoods. As outlined in Section 3.9(1), the forms of intensification permitted within Stable Residential Areas are accessory dwelling units and infill units through the creation of new lots consistent with the size and form of housing in the neighbourhood as a whole. Standards for accessory units and infill lots will be established in the Zoning Bylaw and shall be consistent with Section 3.7 – Accessory Dwelling Units, Section 16.1.2 - Subdivision Control, and Section 16.1.5 – Consents. The creation of new lots for the purposes of infilling shall be permitted subject to compatibility with the scale of the surrounding neighbourhood, the physical suitability of the site to accommodate the proposed infill housing, availability of hard services and road access requirements.

Accessory Dwelling Units - All privately owned properties throughout the study area, including 172 through 244 Old Main Street, are subject to the following Accessory Dwelling Unit policies:

- Accessory dwelling units are permitted as of right in single-detached and semi-detached residential dwellings subject to the following criteria: (3.7(1))
 - One accessory unit per dwelling unit; (3.7(1.a))
 - Compliance with the provisions of the Ontario Building Code, Fire Code, Town of Newmarket Zoning By-law, Town of Newmarket Property Standards By-law, Regional Municipality of York Health Standards By-law, and all other relevant government standards; (3.7(1.b))

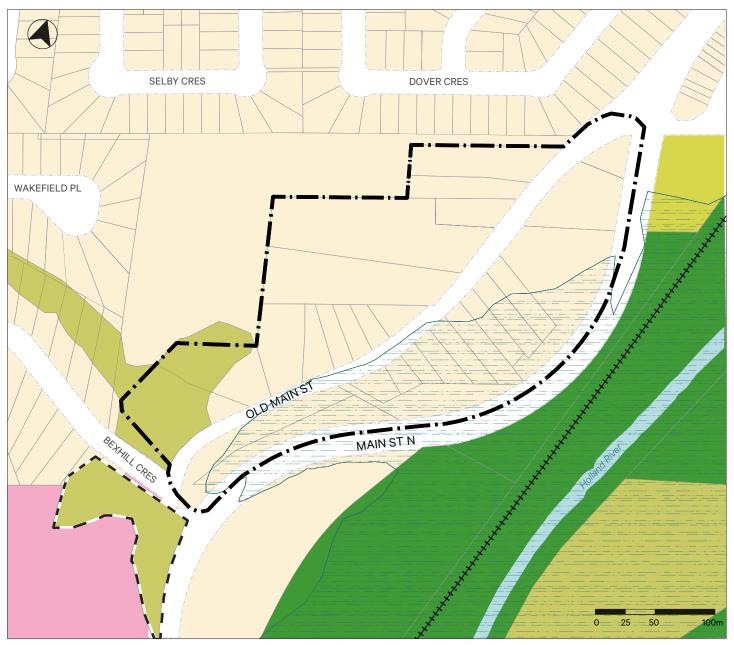


Figure 15: Land Use Designations - Old Main Street Study Area



- Shall be secondary to the main / primary dwelling unit; and (3.7(1.c))
- The property is registered in accordance with the Town of Nemarket's By-law for the Registration of Two Unit Houses.

Natural Heritage System and Floodplain Lands

Natural Heritage System - Protection and enhancement of the Natural Heritage System is one of the Official Plan's core goals. The Natural Heritage System includes meadows, woodlots, watercourses and wetlands. These features are considered locally significant and will be protected. The policies for floodplains in the Official Plan along with the regulations of the Lake Simcoe Region Conservation Authority shall also apply as part of the Natural Heritage System.

To protect the Natural Heritage System, land use designations will be required to consider the cumulative impact beyond a subject site. Any development adjacent to a Natural Heritage feature will require an Environmental Impact Study (EIS) to ensure that there are no negative impacts on the natural feature and its functions.

Portions of properties at 172 and 178 Old Main Street contain a Natural Heritage System designation, as illustrated on Schedule B – Land Use. As outlined in Section 9.1, the objective of the Natural Heritage System policies is to:

- Preserve the Town's woodlots as they are part of the Town's cultural heritage and a valuable resource, providing wildlife habitat and recreational opportunities. (9.1(a))
- Use the valleylands and Floodplain areas of the East Holland River and its tributaries to provide a linked natural open space system for residents

and wildlife connecting many parts of the Town. (9.1(b))

- Preserve and enhance all elements of the Natural Heritage System. (9.1(c))
- Maintain and enhance the ecological functions of the Natural Heritage System, and encourage the restoration and enhancement of its functions where possible. (9.1(d))
- Preserve the cultural heritage aspects of the Natural Heritage System in addition to the ecological functions. (9.1(e))
- Protect the Natural Heritage System from the negative effects of development through the use of appropriate management and mitigative techniques. (9.1(f))

Portions of properties at 172 and 178 Old Main Street, which contain a Natural Heritage System designation, are subject to the following Natural Heritage System policies:

- The Natural Heritage System is made of three designations – Meadows, Woodlots and Wetlands. These features shall be protected and, where possible, enhanced. In addition to the policies of the Official Plan regarding Floodplains, the Floodplain is also subject to the regulations of the Lake Simcoe Region Conservation Authority. (9.2(1))
- Development and site alterations shall not be permitted within a Meadow, Woodlot or Wetland. In addition, development and site alterations shall not be permitted on lands adjacent to a Meadow, Woodlot or Wetland, unless the ecological attributes and function(s) of the adjacent lands have been evaluated through an EIS and it has been demonstrated that there will be no negative

impacts on natural features or ecological functions. Adjacent lands are considered to be those lands within 50 metres of a Meadow, Woodlot or Wetland. (9.2(3), OPA #7, By-law 2012-42)

- Watercourses shall require the establishment and maintenance of a natural vegetative buffer measuring, at a minimum, 15 metres from a warm water stream and 30 metres form a cold water stream, adjacent to either side of the watercourse. As the presence of the Floodplain or a steep slope may influence the width of the setback from the watercourse, the Town and/ or proponent will consult with the LSRCA to establish the top-of-bank or Floodplain boundary and may require different buffer widths than specified above. (9.2(3))
- Restrictions shall be applied through the provision of the Municipal Act, as well as zoning, subdivision agreements and/or site plan approval to prevent the removal of trees, sod, turf and soil, as well as the depositing of fill in areas designated as part of the Natural Heritage System and/or Parks and Open Space. The disturbance of natural topographic features shall be minimal. (9.2(4))
- Should Areas of natural or Scientific Interest (ANSIs) or the significant habitat of endangered or threatened species be identified in the future by the Ministry of Natural Resources, development and site alterations will not be permitted on those lands. (9.2(5))
- Public access facilities such as paved and unpaved trails, walkways, and boardwalks are permitted in all features provided they are constructed and placed in a manner that has no negative impact on the function of the feature. (9.2(6))

- In accordance with the Town's Tree Preservation, Protection, Replacement and Enhancement Policy, tree planting and tree preservation will occur so that all areas of the Town are provided with a sufficient number of trees to maintain a high standard of amenity and appearance. (9.2(7))
- Holland River acts as a connection between the provincial Greenbelt Plan's Natural System and the local, regional and broader scale natural heritage systems and is a key component to the long-term health of the Natural Heritage System. Any development and site alteration in or abutting the Holland River valley shall be in accordance with Policy 3.2.5 of the Provincial Growth Plan.

Woodlots – Woodlots are an important natural heritage features in Newmarket. As the existing forest cover is relatively low, and with the Town approaching full build-out, it is important to protect the existing Woodlots. They provide habitat for forest-dependent plants and animals, help regulate temperature, reduce air pollutants, reduce soil erosion, contribute to the aesthetic value of the Town and offer passive recreational opportunities.

Portions of properties at 172 and 178 Old Main Street, which contain a Natural Heritage System designation, also contain a Woodlot designation and are subject to the following policies:

- Development and site alterations are not permitted in Woodlots. (9.3.2(1))
- Development adjacent to any Woodlot shall be carried out in a manner that encourages the protection and management of the Woodlot.
 Special design and siting practices for buildings

and structures will be employed that maximize the protection of Woodlots. A minimum 10 metre buffer will be provided between all Woodlots and any proposed development. This buffer will be comprised of a 3 metre wide strip from the tree dripline to the rear lot line, to be maintained in a naturally vegetated state, plus a 7 metre setback (within the lot) to the nearest building or structure. No grading is to occur within 3 metres of the dripline. Where an EIS concludes that a greater buffer be established, that buffer shall apply. (9.3.2(2))

Floodplain and Hazard Lands – The Floodplain and Hazard Lands include all lands that are subject to erosion, steep slopes, unstable soils as well as flooding, commonly referred to as the Floodplain. The regulation mapping of the Lake Simcoe Region Conservation Authority reflects the combination of these natural hazards and should be used for detailed mapping purposes. (OPA#4, By-law 2010-13)

Portions of properties at 205, 207, 209, 211, 213, 215, 217, 219, 211, and 231 Old Main Street, all of which are located along its eastern frontage, contain a Floodplain designation, as illustrated on Schedule B – Natural Heritage System, and are subject to the following policies:

 Floodplain and Hazard Lands shall contribute the area adjoining a watercourse defined by the Regulatory Flood and other natural hazards. The Regulatory Flood is the flood produced by Hurricane Hazel. The remaining natural hazards are based on the combined influence of toe erosion allowance, stable slope allowance, erosion access allowance, and meander allowance. The regulation mapping of the Lake Simcoe Region Conservation Authority identifies the precise location of these hazardous areas being the combination of the floodplain and hazard lands. Alternatively, these hazardous areas can be delineated through site specific studies as part of development application. (10.2(1.a-d) / OPA#4, By-law 2010-13)

- Development will generally be directed to areas outside of the Floodplain and Hazard Lands. Development or re-development within these hazardous areas shall be regulated in accordance with Provincial hazard land policies and the regulations of the Lake Simcoe Region Conservation Authority. (10.2(2) / OPA#4, By-law 2010-13)
- No development other than those structures that are necessary for flood or erosion control, conservation purposes and sues of a passive non-structural nature as approved by Council in consultation with the Lake Simcoe Region Conservation Authority shall be permitted at elevations below the Regulatory Floodline. (10.2(3))
- An Amendment to the Official Plan is not required for minor adjustments to Floodplain boundaries that are deemed advisable by Council, in consultation with the Lake Simcoe Region Conservation Authority. (10.2(4))
- Where a request is made to develop lands within the Floodplain, Council shall consider the following:
 - The nature and severity of existing environmental hazards. (10.2(5.a))
 - The potential impact of those hazards. (10.2(5.b))
 - The proposed methods by which any potential impact may be overcome in a manner consistent with accepted engineering techniques and resource management practices. (10.2(5.c))

- The costs and benefits in monetary terms of any engineering works and/or resource management practices needed to overcome any potential impact. (10.2(5.d))
- The recommendations of the Lake Simcoe Region Conservation Authority. (10.2(5.e))
- The PPS as it relates to floodplain development. (10.2(5.f) / OPA#4, By-law 2010-13)
- There shall be no obligation on the part of the Town to acquire private lands within the Floodplain or Hazard Lands. (10.2(6) / OPA#4, By-law 2010-13)
- The Zoning By-law shall provide for adequate setbacks for new buildings and structures within, or adjacent to the Floodplain and/or Hazard Lands. The setbacks shall be established from the boundaries of the Floodplain and/or Hazard Lands in accordance with the guidelines established in the Natural Hazards Technical Guide prepared by the Ontario Ministry of Natural Resources and the regulations of the Lake Simcoe Region Conservation Authority. (10.2(7) / OPA#4, By-law 2010-13)
- Council shall recognize existing non-conforming uses within the Floodplain and/or Hazard Lands. Council shall discourage the expansion of any existing non-conforming uses within the Floodplain and/or Hazard Lands. (10.2(8) / OPA#4, By-law 2010-13)
- Minor alterations to existing structures in the Floodplain may be permitted in accordance with the Lake Simcoe Region Conservation Authority approval under the PPS and Ontario Regulation 179/06. (10.2(9))

Urban Design and Compatibility

Living well is one of this Plan's fundamental principles. Urban design policies that ensure a high-guality built environment are essential in order for the Town to function as an urban area that maintains its 'small town' feel and strong sense of place. Furthermore, to be well-respected, the Town must contribute to the enhancement of the streets, parks and open spaces, and public buildings. The private sector can contribute by building structures and places that complement the public areas and utilize this Plan's land use policies for intensification. This Plan requires that both the public and private sector commit to building structures and communities that are safe, accessible and reflect the Town's values. In keeping with the vision for a well-connected community, the majority of new development will be directed to areas that are well served by transit, and which maximize public safety and security and pedestrian convenience, particularly in the Urban Centres. In recognition of the development of a higher-order transit service in Newmarket and throughout York Region, these urban design policies are transit supportive and will assist in the achievement of high quality pedestrian and transit user environments. Urban design in Newmarket should emphasize the public qualities of buildings and the creation of places that reflect the Town's collective history.

Objectives_–As outlined in Section 12.1, the objective of the Urban Design and Compatibility policies is to:

- Encourage the adoption and application of high urban design standards for public and private developments. (12.1(a))
- Create an attractive, accessible, comfortable, safe and healthy built environment. (12.1(b))

- Create a livable, attractive community with a built-form that enhances the Town's sense of place. (12.1(c))
- Minimize conflicts between adjacent land uses and ensure that new developments minimize impacts on the amenity and functioning of adjacent land uses. (12.1(d))
- Promote and require site design that maximizes the sustainable nature of development. (12.1(e))

Principles – As outlined in Section 12.2, the following six key design principles apply to all types of development throughout the Town of Newmarket:

Design in Context with the Natural and Built

Environments – As outlined in Section 12.2.1, design should respond to the context of Newmarket including the functions of neighbourhoods, key destinations and urban centres. Planning and design of a site should take into consideration the size, scale and orientation of buildings, as well as circulation and landscaping, in relation to surrounding conditions. Design should minimize the impact of development on all aspects of the natural environment in both a local and global context.

Connectivity – As outlined in Section 12.2.2, the principle of connectivity promotes a transportation system accommodating a variety of needs and choices; easing travel throughout the community for pedestrians, bicycles and automobiles; and recognizing the unique needs of children, the elderly, and residents of all abilities.

Pedestrian Amenities – As outlined in Section 12.2.3, places that are designed for pedestrian safety and convenience and that incorporate interesting and inviting spaces, will foster social interaction and support neighbourhood activity.

Usable Common Areas – As outlined in Section 12.2.4, common areas such as plazas, parks, recreation areas and other outdoor spaces, create "breathing room" – areas for rest and relaxation in our urban environment. Common areas are also critical for community activities and public gatherings. These places help build a sense of civic and community identity. Well-defined edges, attractive landscaping and amenities and complementary surrounding uses all contribute to inviting, animated and dynamic outdoor places.

Safety – As outlined in Section 12.2.5, new development and redevelopment shall be encouraged to incorporate a "safety by design" approach, which promotes safer, more liveable environments.

Visual Quality and Aesthetics – As outlined in Section 12.2.6, development should create pleasant and coherent places. Building mass, scale and placement can improve the attractiveness of a site by emphasizing architecture, landscaping, and views rather than parking lots and perimeter walls. Well-designed buildings are critical for improving visual quality. This includes attention to architectural detail and craft, the use of appealing and appropriate materials and colours, and making all sides of a building visually interesting.

These principles support each other, and together promote development of high quality urban places.

Compatibility – As outlined in Section 12.4, development will be compatible with the existing built form by relating to and enhancing the area's existing physical character, qualities and scale. When reviewing development proposals, Council will consider the appropriateness of the development for the area based on how buildings respond to: the existing character of the area; the nature of fenestration and sun reflection impacts; the nature of shadow impacts; and the existing and emerging built-form elements such as height, massing, setbacks, materials and finishes that are incorporated into surrounding buildings. The Zoning By-law will include regulations that promote compatibility in built form by means of appropriate height, setbacks, massing and screening guidelines.

4.5 Town of Newmarket Urban Centres Secondary Plan (2016)

Overview

Newmarket's Urban Centres Secondary Plan is centered on the "Newmarket Centre" Provincial Urban Growth Centre, located around the intersection of Yonge Street and Davis Drive. Being one of only four Urban Growth Centres in York Region, this area is planned to accommodate a significant amount of future growth. The Urban Growth Centre, along with the Southlake Regional Health Centre, the Davis Drive Regional Corridor and the Yonge Street Regional Corridor are forecasted to be built into a vibrant urban community of 33,000 residents and 32,000 jobs. In total, the Urban Centres Secondary Plan comprises approximately 290 ha (716 acres) of land, 130 ha (321 acres) of which are prime for re-development.

The Urban Centres Secondary Plan is the leading planning document that regulates this growth. The Plan directs how and where development will occur, encouraging a broad mix of uses throughout intensified building forms in a manner that facilitates public transit usage. The Plan contains development policies that will ensure that this growth occurs in an integrated, sustainable, complete manner, which creates a vibrant community consisting of a diverse mix of residential, commercial, employment and institutional uses. The Plan permits a wide mix of uses, and specifies additional permitted uses in six defined Character Areas. Although the study area is not situated within the boundaries of the Urban Centres Secondary Plan, the Old Main Street Tertiary Plan will be informed by the policies which govern land uses and densities within the adjacent Davis Drive Character Area.

Davis Drive Character Area

The lands located south of the study area, beginning at Penn Avenue, are situated within the Davis Drive Character Area. Within this area, the predominant land use is envisioned to be mixed use, with approximately 70% of all gross floor area being residential, and approximately 30% of all gross floor area being employment. New development within this area shall incorporate a minimum density of 1.5 FSI, and a maximum density of 2.5 FSI. The area is planned to accommodate a total of approximately 4,200 residents, and approximately 2,000 jobs.

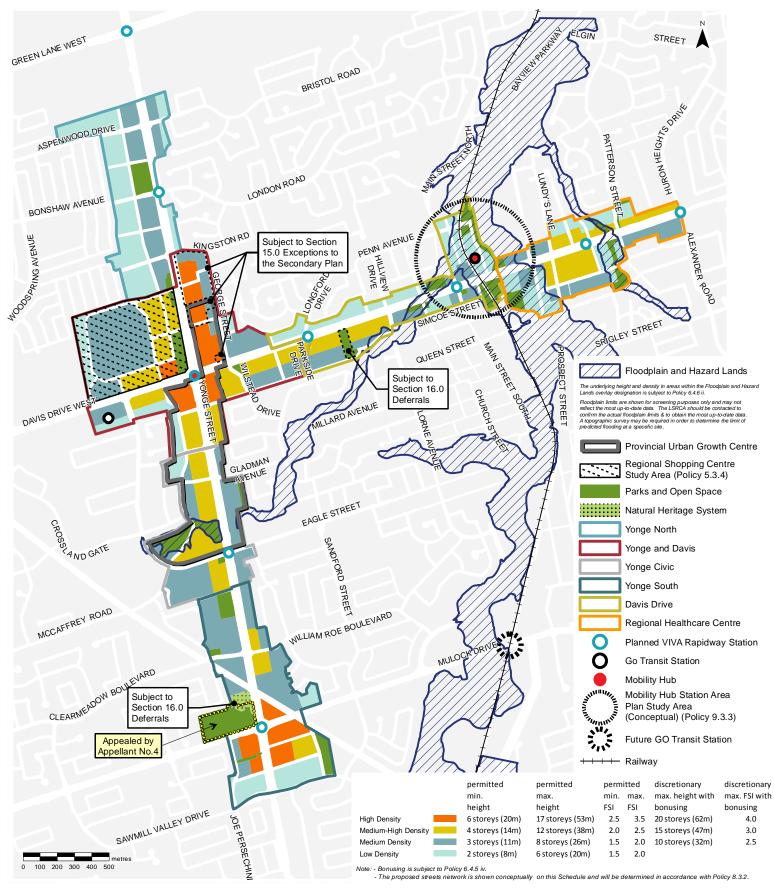
The Davis Drive Character Area is envisioned as a primarily low to mid-rise residential area, with opportunities for limited retail and small scale office uses, including live-work uses. Where parcel sizes and depths allow, taller buildings may be permitted. Newmarket GO Station is identified as a Mobility Hub, and the lands surrounding the station, within an 800 metre radius, have been identified as falling within the Mobility Hub Station Area Plan Study Area. This area extends northward to Penn Avenue, adjacent to the study area, where a maximum building height of 2 storeys (8 metres) is envisioned. Through the Plan, Penn Avenue is envisioned to extend east of Main Street. 

Figure 16: Height and Density Plan (Schedule 4) - Town of Newmarket Urban Centres Secondary Plan

4.6 NEWMARKET GO STATION MOBILITY HUB STUDY (2017 DRAFT)

Overview

In December 2016, Metrolinx retained a multidisciplinary consulting team to undertake a study of the Newmarket GO Station Mobility Hub. The Study, which was identified as a priority in the Newmarket Urban Centres Secondary Plan, is required to ensure that land use and transportation plans for the area are wellintegrated and support appropriate future growth and multi-modal access. The Study is intended to:

- Establish a vision for the area and provide guidance on how it should look and function;
- Recommend improvements to the GO Station; and
- Demonstrate the potential integration of future transit-oriented development.

Depending on the timeframes associated with the finalization of the report, and approval by Town Council, the recommendations of the Newmarket GO Station Mobility Hub Study may impact the policy and design recommendations of the Old Main Street Tertiary Plan Study.

DraftFindings and Recommendations

Drawing on the vision statement and guiding principles established for the Study, the following new and improved transit facilities, amenities and public realm improvements are recommended: Phase 1 Mobility Hub Improvements (2018 - 2025)

- Improved GO signage and wayfinding;
- Improved pedestrian and cyclist facilities;
- Pedestrian bridge over the rail tracks with ticket kiosk;
- East and west passenger pick-up / drop-off areas;
- Barrier free parking and drop-off / lay-by spaces;
- Transit plazas with weather protection;
- Potential controlled intersection at Main Street North; and
- Potential on-street bus lay-bys.

Phase 2 Mobility Hub Improvements (Beyond 2025)

- Integration with redevelopment of the Tannery Mall;
- Reconfiguration of the east side PPUDO and enlarged transit plaza;
- New station building;
- Additional pedestrian and cyclist facilities; and
- Proposed municipal plaza.

Transit-Oriented Development

Alongside the Mobility Hub recommendations, a transit-oriented development demonstration plan was prepared to illustrate how the Mobility Hub may transform over time, with appropriate built form, and opportunities to integrate new development with the GO Station.

Implementation

In conjunction with improvements to the GO Station and the adjacent public realm, the draft study recommends amendments to the Town of Newmarket Official Plan and Newmarket Urban Centres Secondary Plan, in order to incorporate relevant findings and recommendations from the Study.

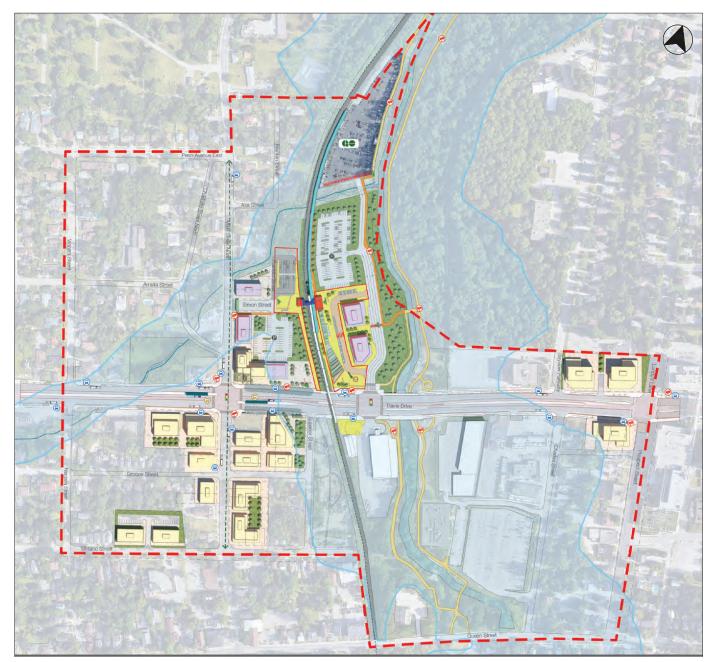


Figure 17: Transit-Oriented Development Demonstration Plan - Newmarket GO Station Mobility Hub Study

4.7 Town of NewmarketComprehensive Zoning By-law2010-40 (2010)

Overview

Town Council adopted the Town of Newmarket Comprehensive Zoning By-law 2010-40 on June 1, 2010. The purpose of the Zoning By-law is to implement the policies of the Town of Newmarket Official Plan. The Official Plan contains general policies that affect the use of land throughout the municipality. These policies specify where certain land uses are permitted and, in some instances, specify what regulations should apply to the development of certain lands.

The Official Plan is a general document that is not intended to regulate every aspect of the built-form on a private lot. In the Province of Ontario, this is the role of the Zoning By-law. Once an Official Plan is in effect, any Zoning By-law passed by Town Council must conform to the official Plan. The statutory authority to zone land is granted by the Ontario Planning Act.

Zones

As illustrated on Maps 4 and 5, all privately and publicly owned properties within the study area fall within the regulations of the Residential and/or Open Space Zone Categories. The majority of these fall within the Residential Zone Category.

Residential Zones

Properties at 172, 178, 209, 211, 213, 217, 219, 221, 226, 228, 238, and 241 Old Main Street are subject to the permissions and regulations of the R1-B, C and D Zones, whereas the property at 215 Old Main Street is subject to the permissions and regulations of the R3-K Zone, and the property at 244 Old Main Street is subject to the permissions and regulations of the R5-S Zone.

R1 Zone – The R1 Zone permits Detached Single Family Dwellings and Accessory Uses. Discretionary uses include Bed and Breakfast Establishments, Home Occupations, Private Home Daycares, and Group Homes.

R3 Zone – The R3 Zone permits Duplex, Triplex and Fourplex Multi-Family Dwellings, and Accessory Uses. Discretionary uses include Home Occupations and Private Home Daycares.

R5 Zone – The R5 Zone permits Apartment Buildings and Accessory Uses. Discretionary uses include Home Occupations.

The following tables summarize key regulations associated with each Residential Zone.

Standards	В	C	D	
Min Lot area	1860m2	743m2	511m2	
Min Lot Frontage	30m	18m	15m	
Min Yard Setbacks from Front Lot line	9m	7.5m	7.5m	
Min Yard Setbacks from Rear Lot line	9m	7.5m	7.5m	
Min Yard Setbacks from Exterior Side Lot line	6m	6m	6m	
Min Yard Setbacks from Interior Lot line	Each side:	Each side 1 sto:	Fach side 1 star 1 2m	
	1.8m and 4.2m	1.2m	Each side 1 sto: 1.2m	
		Each side 1.5sto:	Each side 1.5sto:	
	-	1.5m	1.5m	
	-	Each side 2 sto:	Each side 2 sto: 1.8m	
		1.8m		
Max lot coverage	20%	35%	35%	
Max Driveway width	9m	6m	6m	
Max Height	10.7m	10.7m	10.7m	
	2 storeys	2 storeys	2 storeys	

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Table 1: Relevant Standards for R1 Zone (Note that R1-B regulations differ significantly from R1-C and R1-D standards)

Standards	К	Standards	S
Min Lot area per Dwelling	715m2	Min Lot area per Dwelling	92m2
Min Lot Frontage	21.3m	Min Lot Frontage	37m
Min Yard Setbacks from Front Lot line	7.5m	Min Yard Setbacks from Front Lot line	9m
Min Yard Setbacks from Rear Lot line	7.5m	Min Yard Setbacks from Rear Lot line	9m
Min Yard Setbacks from Exterior Lot line	-	Min Yard Setbacks from Side Lot line	4m or one half of
Min Yard Setbacks from Interior Lot Line	Each side 1 sto:		the height of the
	1.2m		building height,
	Each side 1.5sto:		whichever is
	1.5m		greater
	Each side 2 sto:		Sicutor
	1.8m		
Max lot coverage	0.35	Max Lot coverage	40%
Min- Max Driveway Width	2.9 to 5.2m	Max FSI	1.85
Max Height	11.0m	Max Height	15m
	2 storeys	11	4 storeys

Table 2: Relevant Standards for R3 Zone

Table 3: Relevant Standards for R5 Zone

Open Space Zones

Lands under the ownership of the Town of Newmarket, which are located on the east side of Old Main Street, north of Bexhill Crescent, are subject to the permissions and regulations of the OS-1 Zone. Conversely, properties at 205, 207, and 231 Old Main Street, as well as the rear portions of properties at 194, 198, 202, 206 and 210 Old Main Street, are subject to the permissions and regulations of the OS-2 Zone.

OS-1 Zone – The OS-1 Zone permits Accessory Buildings and Structures, Accessory Refreshment Pavilions, Community Centres, Conservation uses, Parks, Outdoor Recreation Facilities, and Recreational Trails.

OS-2 Zone – The OS-2 Zone permits Accessory Buildings and Structures, Conservation uses, Parks, Private Parks, Outdoor Recreation Facilities, and Recreational trails.

Floodplain and Other Natural Hazards (FP-NH) Zone– All properties and municipally owned lands, which are located east of Old Main Street, as well as the front portions of properties which are located west of Old Main Street, are subject to the permissions and regulations of the Floodplain and Other Natural Hazards Zone. This zone incorporates lands which are subject to erosion, steep slopes, unstable soils as well as flooding.

FP-NH Zone – The FP-NH Zone regulations are to be applied in conjunction with the specified use(s) and established regulatory set for the underlying zone(s).

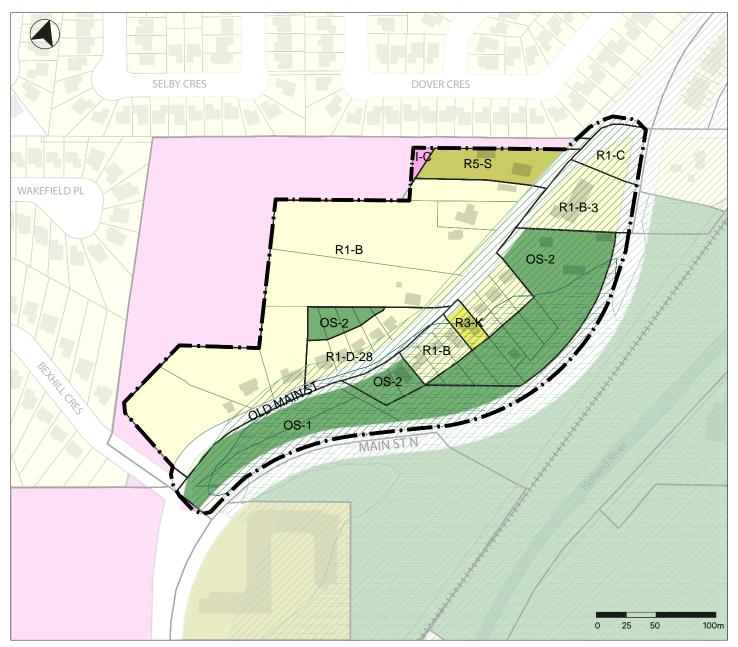


Figure 18: Zoning Permissions and Regulations - Old Main Street Study Area



The provision of the FP-NH Zone take precedence over the underlying zone category requirements, in instances where it is more restrictive. Prohibited uses include Group Homes, Special Needs Facilities, Accessory Dwelling Units, and all other uses in accordance with Section 3.1.4 of the PPS.

Parking Regulations – Minimum outdoor, off-street parking requirements for residential uses are as follows:

- Accessory Dwelling Unit 2 exterior parking spaces per accessory dwelling unit;
- Dwelling, Detached 2 parking spaces per dwelling unit;
- Dwelling, Semi-Detached 2 parking spaces per dwelling unit;
- Dwelling, Duplex 2 parking spaces per dwelling unit;
- Dwelling, Triplex 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit;
- Dwelling, Fourplex 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit;
- Dwelling, Townhouse or Stacked Townhouse on Private Road - 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit; and
- Dwelling, Townhouse or Stacked Townhouse on Public Road – 2 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit.

4.8 Town of Newmarket Interim Control By-law 2017-25 (2017)

Overview

On May 15, 2017, Interim Control By-law 2017-24 was enacted by Town Council to place temporary restrictions on the use of all privately owned lands within the study area, exclusive of those properties located at 172 and 178 Old Main Street, which received site-specific exemptions. The by-law was enacted, for the duration of one year, for the purpose of allowing Town Staff to undertake a comprehensive land use, natural heritage, traffic and infrastructure study for Old Main Street, in order to determine the redevelopment potential and any associated limitations on properties in response to significant development interest.

Notwithstanding the provision of Zoning By-law 2010-40, and subject to the standard approval process of the Town of Newmarket, the by-law places the following temporary restrictions on the properties comprising 186 through 244 Old Main Street:

- The use of any land, building or structure for any purpose which is lawfully used on the day of the passing of the by-law, so long as it continues to be used for that purpose. (2.a)
- The erection or use of any building or structure for which the Building Code Act, 1992, prior to the day of passing of the by-law, so long as the building or structure when erected is used and continues to be used for the purpose for which it was erected and provided the permit has not been revoked. (2.b)

- Uses which are customarily incidental or subordinate to an exclusively devoted to the principal use and which operate together with the principal use on the same lot. (2.c)
- The construction of a building, structure or pool, the use of which is incidental, subordinate and exclusively devoted to a main building or main use on the same lot. (2.d)
- Construction, alteration, or expansion of any building, structure or pool as long as it is a continuation of a lawful use in existence on the date of the passage of the by-law.

5.0 CONSULTATION FINDINGS - PHASE 1

In response to concerns regarding the rate and intensity of recent and ongoing development, which was the impetus for Interim Control Bylaw 2017-25, a robust public and stakeholder consultation process is being undertaken as part of the Old Main Street Tertiary Plan Study. This section outlines key findings from the initial phase of this consultation process, which will inform the preparation of the Old Main Street Tertiary Plan.

5.1 Overview

In order to initiate the public consultation process for the Old Main Street Tertiary Plan Study, the Town of Newmarket invited local residents to participate in a guided walking tour of the Old Main Street neighbourhood. The tour was facilitated by Town Staff, in coordination with a multi-disciplinary consultant team, which has been retained to undertake the study. The walking tour was held on Thursday, October 19, 2017. The meeting commenced at 5:30pm at the intersection of Old Main Street and Bexhill Road, and concluded at the intersection of Old Main Street and Main street North. The tour was attended by approximately 35 participants, which included residents of Old Main Street, residents of the surrounding neighbourhood, and representatives of various land owners. Of those who reside along Old Main Street, participants included established residents, recent purchasers, those who expressed an interest in remaining within the neighbourhood over the longterm, and those who expressed a desire to sell their properties in the coming months and years.

Throughout the course of the walking tour, participants were given the opportunity to discuss key issues facing the Old Main Street neighbourhood, and to provide preliminary verbal and written feedback to Town Staff and the consultant team. Participants were provided with a comment card, clipboard and pen. Each comment card included a map of the Old Main Street neighbourhood and list of four questions. These materials were collected at the end of the tour. Following the tour, several participants provided



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

OVERVIEW



supplementary verbal and written feedback to Town staff and the consultant team via telephone, email and in-person discussions.

5.2 Key Findings

The following sections summarize key findings which were obtained from the walking tour. This feedback will be taken into consideration during the preparation of the draft Old Main Street Tertiary Plan.

Question 1: What are the key defining characteristics of the Old Main Street neighbourhood?

Residents reported that:

- The neighbourhood incorporates an eclectic variety of dwellings, which were constructed at various points over the last 100 years, in a range of architectural styles and with a variety of material pallets.
- The neighbourhood creates the feeling of living in a rural village, despite proximity to Downtown Newmarket.

- The neighbourhood is comprised entirely of detached single family dwellings, with heights ranging between 1 and 2 storeys.
- Properties in the centre of the neighbourhood are smaller and rectangular in shape, while properties close to the periphery are larger and irregular in shape.
- The southern portion of the neighbourhood is characterized by shallower front yard setbacks, while the northern portion is characterized by deeper front yard setbacks. Throughout the neighbourhood, front yards are characterized by generous landscaping and narrow driveways.
- Side and rear yard setbacks vary significantly depending on the size and shape of the property.
- Parking is provided on-site in a variety of forms, including parking pads at the side of the property, integral garages at the front of the property, and detached garages at the rear of the property.
- The meandering nature of Old Main Street is central to the character of the neighbourhood, and the built form character of properties along Old Main Street transitions throughout the length of the street.



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

KEY FINDINGS

CONSULTATION FINDINGS - PHASE 1

- Opinions differed as to whether Old Main Street's narrow asphalt width, swales, and absence of sidewalks was central to its character.
- The neighbourhood is characterized by a mature tree canopy, which establishes a sense of enclosure and buffers the neighbourhood from Main Street North and the adjacent rail corridor.
- The neighbourhood is characterized by a central gathering / open space, which is used for community and recreational activities.
- The neighbourhood is quiet and family friendly.

Question 2: What are the key issues facing the Old Main Street neighbourhood?

Residents reported that:

• Future development has the potential to negatively alter the character of the neighbourhood. Opinions differed significantly regarding the desired form and extent of development.

- The neighbourhood's existing transportation and servicing infrastructure is nearing the end of its functional life, and upgrades to existing infrastructure are required in order to facilitate additional development. Opinions differ significantly on the desired form of replacement infrastructure
- Portions of the neighbourhood, east of Old Main Street, are situated within a floodplain and are subject to seasonal stormwater management issues.
- Portions of the neighbourhood, west of Old Main Street, are situated at the base of a significant slope, and are subject to ongoing ground water management issues.
- Portions of the neighbourhood, west of Old Main Street, contain clay-based soil mixtures which promote storm water run-off. The existing swale, which runs parallel to west side of Old Main Street, is in a poor state of repair with limited conveyance capacity. Combined, these factors contribute to the flooding of properties



Residents and stakeholders participate in a walking tour of the Old Main Street neighbourhood.

KEY FINDINGS



located along the east side of Old Main Street. Furthermore, there is concern that surface flooding is causing the asphalt along Old Main Street to heave.

- Although there is a limited amount of vehicle traffic, concerns were expressed about the use of Old Main Street as a cut-through between Bexhill Road and Main Street North, as well as the speed of vehicle traffic. This, in addition to the absence of sidewalks on Old Main Street, presented concerns over pedestrian safety, although opinions differ significantly as to whether the street should include a dedicated sidewalk.
- Portions of the neighbourhood remain on private septic systems, while other portions have been connected to municipal sanitary sewers.
 On occasion during or following heavy rains, remaining septic systems have been known to produce strong odors.
- The introduction of new development could result in an increase in vehicle traffic. Opinions differ significantly as to the potential extent

of impact associated with such development. Particular concern was given with respect to the safety of senior citizens attempting to cross Main Street North, adjacent to the seniors housing development.

Question 3: What are the key opportunities to improve the Old Main Street neighbourhood?

Residents reported that:

- Opportunities exist to allow for future development, while retaining the prevailing character and stability of the neighbourhood. Opinions differ significantly with respect to the appropriate extent and form of development. Suggestions included:
 - Prohibiting lot severances vs. permitting lot severances; and
 - Restricting development to detached single family dwellings on moderate to large lots vs. allowing for semi-detached



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

KEY FINDINGS

CONSULTATION FINDINGS - PHASE 1

single family dwellings at neighbourhood edge conditions vs. allowing for semidetached single family dwellings and townhouse clusters at the edge of the neighbourhood vs. allowing for semi-detached single family dwellings throughout the neighbourhood, and townhouse clusters at the edge of the neighbourhood.

- Opportunities exist to leverage future development for the purposes of improving existing transportation and servicing infrastructure. Opinions differed regarding the form of such improvements, and what specific elements of existing infrastructure are central to the character of the neighbourhood.
- With respect to transportation infrastructure, suggestions included:
 - Retaining the existing asphalt width vs. increasing the existing asphalt width;
 - Retaining the existing shared-road condition vs. introducing sidewalks;
 - Prohibiting on-street parking vs. permitting on-street parking;
 - Introducing vs. not introducing traffic calming measures, such as bump-outs and / or speed bumps;
 - Retaining two-way vehicle movement vs. conversion to one-way vehicle movement;
 - Retaining through-street connections vs. conversion to a cul-de-sac;

- Retaining stop signs at intersections vs. introducing signalized traffic lights; and
- Re-grading Old Main Street to prevent storm water runoff.
- With respect to servicing infrastructure, suggestions included:
 - Repairing and maintaining the existing swale vs. introducing storm sewers and catch basins;
 - Continuation of septic systems vs. conversion of all properties to sanitary sewer connections;
 - Retaining over-head wires vs. burying overhead wires; and
 - Introducing additional trees and vegetation to absorb ground and storm water, while expanding the tree canopy and improving micro-climate conditions.
- Opportunities exist to renew the neighbourhood, and expand upon the existing sense of community, through the introduction of new residents and families.
- Opportunities exist to retain, expand and improve the existing community / recreation space.
- Opportunities exist to improve pedestrian safety and walkability throughout the neighbourhood.
- Opportunities exist to retain and expand the existing tree canopy throughout the neighbourhood.
- Differences of opinion exist pertaining to whether or not smaller and more affordable homes are appropriate.



• Residents of 155 Main Street Bypass use Old Main Street as a walking trail.

Question 4: Is there anything else that we should know about the Old Main Street neighbourhood?

Residents reported that:

- Observations were made that participants represented a range of interests, including those who wish to remain within their homes for the foreseeable future, those who are hoping to sell their properties for a profit and relocate, those who reside outside of Old Main Street, and those who represent development interests.
- Concerns were raised that the opinions of all parties should be acknowledged and given equal consideration.
- Concerns were expressed that the implementation of transportation and servicing infrastructure could result in adverse financial impacts on the existing tax base.
- Concerns were raised that some new development is out of keeping with the prevailing character of the neighbourhood with respect to:
 - Overall building height, massing, scale and / or proportions;
 - Finished First Floor Height;
 - Emphasis on the garage and driveway;
 - Number of units within the dwelling; and
 - Architectural character.

5.3 Future Consultation Events

The following points briefly summarize future consultation events associated with the Old Main Street Tertiary Plan Study:

- Public Consultation Session #2, which is anticipated to occur in April, 2018, will consist of a public open house and workshop. Participants will have the opportunity to provide feedback on the Draft Tertiary Plan. Findings will inform the preparation of the Final Tertiary Plan.
- Public Consultation Session #3, which is anticipated to occur in June, 2018, will consist of a public open house, held in advance of a Statutory Public Meeting. Participants will have the opportunity to review the Final Tertiary Plan.
 - Public Consultation Session #4, which is
 anticipated to occur in August, 2018, will consist
 of a Statutory Public Meeting, in accordance with
 the Planning Act. This will be a formal meeting
 with Town Council, where participants can offer
 comments to Council on the Final Tertiary Plan.
 Written or oral submissions must be made to, or
 at, the Public Meeting. Failing this, stakeholders
 and members of the public may not be entitled
 to appeal the decision to the Ontario Municipal
 Board. Stakeholders and members of the public
 may also not be added as a party to a hearing of
 the Ontario Municipal Board appeal unless, in the
 opinion of the Board, there is reasonable grounds
 to do so.

6.0 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

This section draws upon the key findings of sections 2 through 5, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the Old Main Street Tertiary Plan.

6.1 Overview

Drawing upon the key findings of Sections 2.0 through 5.0, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, the following section outlines a set of key opportunities and constraints, which will be carried forward to inform the preparation of the draft Old Main Street Tertiary Plan in Phase 2 of the study.

For ease of reference, please see Figure 19 on the following page for an illustrative summary of key constraints concerning the study area. These constraints pertain to natural heritage features, streetscape design, and transportation and servicing infrastructure, and are described in detail in the following section.



Significant topographical changes and protected woodlot



Disconnected ground floor condition





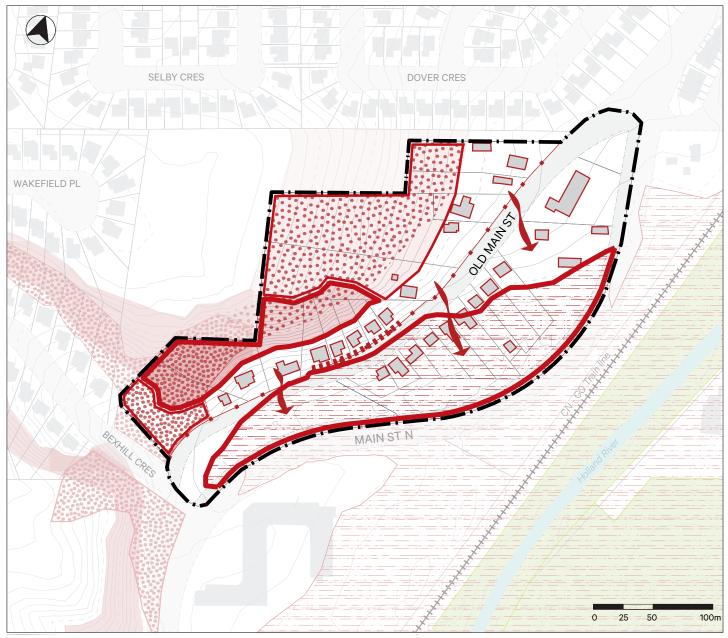


Figure 19: Key Constraints - Old Main Street Study Area



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.2 Park, Open Space and Natural Heritage System

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to protect significant natural features and local wildlife habitat; establish appropriate buffers to these features while integrating elements of the natural environment into new development; respect existing topographical conditions; enhance the existing open space network; and establish prominent gateway features and connections to the broader open space network. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Woodlots, Greenlands and Naturalized Areas

- Protect existing woodlots and retaining significant portions of naturalized areas, in order to maintain a contiguous natural heritage system, while facilitating an appropriate degree of contextually-sensitive infill or redevelopment;
- Maintain an adequate buffer between development, the existing woodlots and retained naturalized areas, in order to protect local wildlife habitat;
- Incorporate elements of the natural environment into future development; and
- Respect the significance of the Regional Greenlands System, and resulting limitations placed on infill and redevelopment in select locations.

Topographic Conditions

- Respect existing topographical conditions and changes, and resulting limitations placed on infill and redevelopment in select locations; and
- Consider the extent of topographical changes adjacent to the Old Main Street right-of-way, and complications arising from the potential need for re-grading or retaining walls.

Landscaping and Open Space

- Improve boulevard design by promoting accent planting and increasing the urban tree canopy adjacent to Old Main Street;
- Enhance the existing informal open space and recreational area along the east side of Old Main Street, within the southern-most portion of the study area; and
- Maintain and enhancing existing landscape buffers, which mitigate acoustic and visual impacts associated with vehicle traffic on Main Street North.

Gateways

• Establish gateway treatments at either end of Old Main Street, through the provision of accent planting and enhanced landscaping.



Figure 20: Key Opportunities - Park, Open Space and Natural Heritage System



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.3 Streetscape Design, Transportation and Servicing

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to enhance Old Main Street while respecting its distinct character; upgrade existing servicing infrastructure; improve stormwater management capabilities and mitigate impacts on existing and future residents; and establish prominent gateway features and connections to the broader transportation network. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Streetscape Design and Transportation

- Facilitate additional development while minimizing associated impacts on vehicular traffic, congestion, and noise;
- Address the varied and inconsistent width of the Old Main Street right-of-way, and the complications arising from the potential desire for widening;
- Enhance the design of Old Main Street, while acknowledging its quiet, meandering, and rural character;
- Maintain the communal / shared nature of Old Main Street; and
- Introduce formal traffic calming measures, by maintaining narrow asphalt widths and incorporating new measures such as boulevard bump-outs, raised pedestrian crossings, special surface paving treatments, and signage.

Wastewater and Utilities

 Improve and expanding the existing wastewater sewer system, in order to reduce reliance on individual septic systems;

- Consider the visual impact and location of existing above and below-grade utilities including telephone, hydro, water and natural gas, and complications arising from the potential need for relocation and/or burying; and
- Replace vehicle-oriented lighting standards with new pedestrian-oriented lighting standards.

Stormwater Management

- Improve and expand the existing storm sewer system, in order to reduce stormwater runoff and mitigate the risk of flooding, property damage, and polluted discharge into the east branch of the Holland River;
- Establish a new depression storage area or stormwater management pond on the east side of Old Main street, in order to increase flood storage capacity and improve stormwater treatment prior to discharging into the east branch of the Holland River; and
- Reconstruct the existing linear swale and culvert system, re-grading Old Main Street, and introducing a culvert system to divert stormwater across the street and into a new depression storage area or formal stormwater management pond on the east side of Old Main Street.

Connections and Gateways

- Improve pedestrian connections between the study area and surrounding park, open space, trail, and public transit networks, through the provision of dedicated pedestrian crossings; and
- Establish gateway treatments through the provision of boulevard bump-outs, raised pedestrian crossings, special surface paving treatments, and signage.

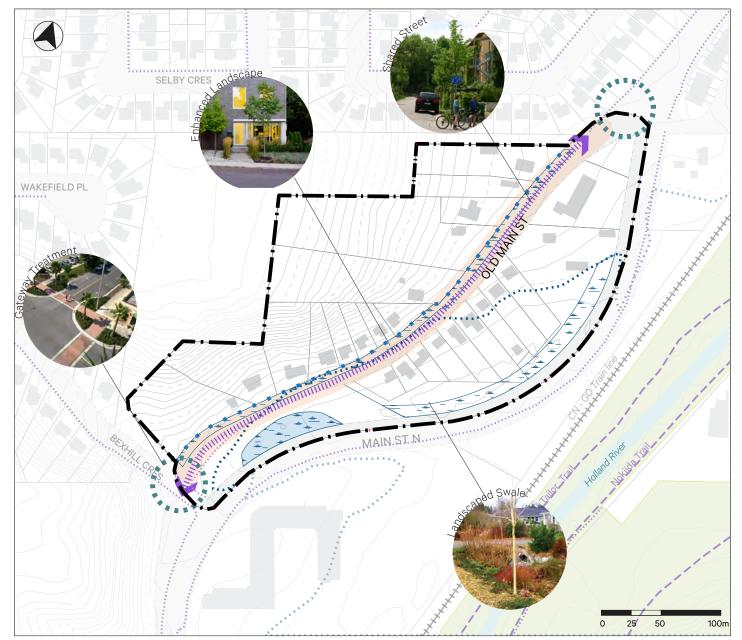


Figure 21: Key Opportunities - Streetscape Design, Transportation and Servicing

Study Area	Water	- <u>-16-</u> - <u>16-</u> -16	Improved Stormwater Management Facilities		Potential Road Widening			Improved Gateway
Existing Sidewalks	+++++ Rail		Potential Stormwater Management Pond	(111)	Potential Pedestrian Connection	1	•	Improved Above and Below Grade Utilities
— — Existing Trails	Right-of-Way		Existing Floodplain Boundary for Potential Modification					

OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.4 Site and Building Design, and Architectural Character

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to respect the distinct character of the existing community through the dimensioning and orientation of new development parcels; the organization of private landscaping and amenity space; the layout and design of driveways and parking facilities; the siting, orientation and massing of new buildings; the organization of building entrances and habitable spaces; and the articulation and detailing of new buildings. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Dimensions, Coverage and Setbacks

- Establish appropriate lot frontage, depth and coverage standards to govern the formation of new development parcels;
- Maintain the predominant east-west alignment of development parcels, with primary building facades and entrances oriented toward Old Main Street;
- Allow for an appropriate range of front yard setbacks, while acknowledging both the varied character of the streetscape and the prevailing setback line; and
- Allow for an appropriate range of side yard setbacks, while acknowledging the porous character of the streetscape and the need for adequate building separation.

Landscaping and Amenity Space

- Ensure the provision of adequate soft landscaping including grass, trees, and accent planting within the front and rear yards;
- Promote unobstructed views between dwellings and the street, through the sizing and location of elements such as landscaping, fencing, and municipal address signage;
- Promote privacy, sky views, and sunlight penetration with rear yard amenity spaces;
- Promote the use of permeable surface materials for patios and walkways associated with front yard landscaping and rear yard amenity spaces; and
- Incorporate elements of the natural environment into landscaping and amenity space.

Driveways, Curb-Cuts and Parking Facilities

- Stagger the location of driveways and curbcuts, in order to establish a rhythm of front yard landscaping between adjacent properties;
- Minimize the width of individual driveways and curb-cuts, as well as the number of curb-cuts per property;
- Taper shared driveways, between adjacent properties, in order to minimize driveway and curb-cut widths at the street edge;
- Promote the use of permeable surface materials for driveways and parking pads; and
- Facilitate a variety of parking solutions, including side yard parking pads, integral front yard garages, and detached rear yard garages.



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Figure 22: Key Opportunities - Site and Building Design



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Architectural Character

• Allow for a diverse and eclectic mix of traditional and contemporary architectural styles, while acknowledging the modest and prevailing "cottage-like" character of buildings throughout the study area.

Entrances and Ground Floor Heights

- Allow for an appropriate range of finished ground floor heights, while acknowledging the prevailing ground-related character of buildings, and ensuring a direct interface and positive relationship between the building and the street;
- Promote an appropriate rhythm of groundrelated building entrances with associated windows, address signage, wall-mounted lighting, weather protection elements such as canopies or roof overhangs, entry patios or porches, and a small number of stairs.

Building Heights

 Allow for an appropriate range of building heights, while acknowledging the prevailing character of 1 to 2 storey dwellings, as well as issues surrounding the perception of building height which may be derived in part from organizational elements within dwellings, topographical conditions, or some combination thereof.

Roofs

Promote an appropriate variety of roof designs and types, while acknowledging the prevailing character of pitched gable, hipped, or hybrid gable-hipped roofs, and the perception of building height which may be derived in part from type, slope, and scale of the roof.

Building Materials

 Promote an appropriate variety of building materials, while acknowledging the predominant use of wooden or vinyl siding, brick masonry, or a combination of the two as well as predominant cladding patterns, and the use of traditional colour pallets.





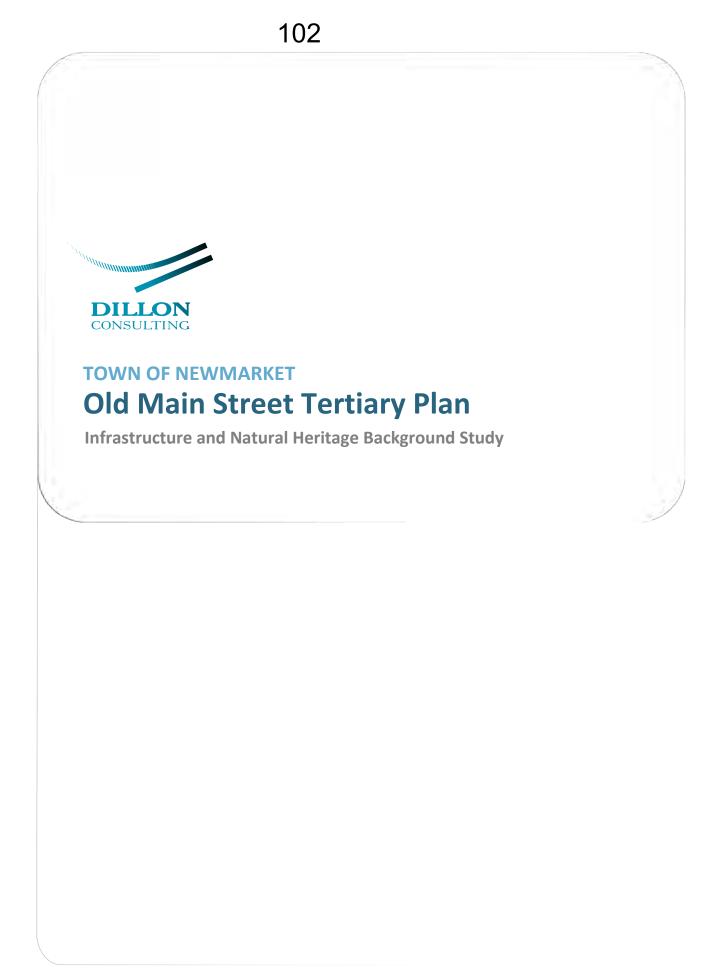




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Appendices

A Traffic Count DataB Synchro Analysis Worksheets

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Acronyms, Abbreviations, Definitions

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- A -

AADT, Annual Average Daily Traffic **ATR,** Automatic Traffic Recorder

- C -

CSP, Corrugated Steel Pipe

– D –

dbh, Diameter at Breast Height

– E –

EA, Environmental Assessment *ESA,* Endangered Species Act

– H –

HVA, Highly Vulnerable Aquifer

-1-

ITE, Institute of Transportation Engineers

- L –

LID, Low Impact Development *LSRCA*, Lake Simcoe Region Conservation Authority

– M –

MNRF, Ministry of Natural Resources and Forestry

- N -

NHIC, Natural Heritage Information Centre

-0-

OMNR, Ontario Ministry of Natural Resources



- R -

ROW, Right of Way

- S -

SAR, Species at Risk
SCC, Species of Conservation Concern
T –

TMC, Turning Movement Count

- W -

WPCP, Water Pollution Control Plant

- Y -

YDSS, York Durham Sewerage System



1.0 Introduction

1.1 Background

The Town of Newmarket (the Town) has retained SvN Architects and Planners (SvN) and Dillon Consulting Limited (Dillon) to develop a Tertiary Plan for the properties on Old Main Street bounded by Bexhill Road to the southwest, St. John's Cemetery to the northwest and Main Street Bypass to the northeast and southeast (**Figure 1**). The Plan is intended to encourage and provide direction for the comprehensive development of the study area, as opposed to piecemeal redevelopments which may have negative impacts on the existing community. The Plan will address matters such as land use, layout of development blocks, and other urban design considerations, as well as the required infrastructure and existing natural heritage system.

The community along Old Main Street was established prior to modern planning and engineering standards, and has developed over the years without an overall or consistent plan. The subdivision of land is haphazard, with lots varying in size from large to small. The road right-of-way does not meet current standards and likely cannot support a full two-lane road (one lane in each direction). Part of the area is in the floodplain of East Holland River, and part of the area is on a steep slope. Residents have reported significant stormwater and flooding issues. Due to its age and physical context, redevelopment of the area is extremely complex.

The study area is designated a "Stable Residential Area" in the Town of Newmarket Official Plan 2006-2016 (Meridian Planning Consultants 2016). The designation permits single and semi-detached dwellings. There is a current development application to create six lots with semi-detached buildings for 12 new homes at N^{os} 172-178 Old Main Street, in the southwest portion of the study area. The Town is also aware of interest in redeveloping some of the larger properties along Old Main Street. Redevelopment in the area was temporarily put on hold to allow a comprehensive study to be undertaken which will determine the best direction for the community. In May 2017, Town Council enacted an Interim Control By-law, to remain in place for one year, which will allow for the Tertiary Plan to be completed and an Official Plan Amendment to be put in place.

1.2 Study Objectives

This background study has been prepared to support the preparation of the Tertiary Plan. Its main objective is to define the existing policy and physical contexts for redevelopment in the study area, with a view to identifying opportunities and constraints to intensification.



The specific objectives of the background study are to:

- Review the existing development policy framework;
- Identify terrestrial natural heritage features (woodlot, wetlands, watercourse, etc.);
- Identify hazard prone areas (areas of high topographic relief, floodplain)
- Review existing traffic and road conditions, and the ability of the road to accommodate the demand resulting from additional units;
- Review the existing water and sanitary services;
- Review existing stormwater management conditions; and
- Propose and outline the feasibility of implementing mitigation measures for existing and future stormwater management and flooding issues.

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2.0 **Existing Development Policy Framework**

The study area is located in the Town of Newmarket and redevelopment will be subject to guidance in the following:

- The Town of Newmarket Official Plan 2006 2026 (Meridian Planning Consultants 2016);
- Tree Policy (Town of Newmarket 2005);
- Corporation of the Town of Newmarket By-law Number 2007-71, A By-law to Prohibit or Regulate the Destruction or Injuring of Woodlot Trees;
- The Town of Newmarket Water and Wastewater Master Plan (WSP 2017);
- The Town of Newmarket Comprehensive Stormwater Management Plan (AECOM 2017); and
- The Town of Newmarket Engineering Design Standards and Criteria (Town of Newmarket 2015).

In addition, the Old Main Street community is situated in the East Holland River subwatershed, which is managed by the Lake Simcoe Region Conservation Authority (LSRCA). A portion of the study area lies within the floodplain of East Holland River and is subject to controls under Ontario Regulation 179/06 - Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. Redevelopment in the community will also be required to meet guidance in the following:

- East Holland River Subwatershed Plan (LSRCA 2010); and
- Guidelines for the Implementation of Ontario Regulation 179/06, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation (LSRCA 2015).

The policy framework documents identified above are briefly described in below.

2.1 Town of Newmarket Official Plan

The Town of Newmarket Official Plan 2006 – 2026 contains goals, objectives, and policies to manage and direct physical change and the effects on the social, economic and natural environment of the Town. It focuses on the following four main roles:

- Establishing the basic land use pattern and permitted uses for all land in the Town;
- Planning the coordination of land use and infrastructure requirements to ensure the Town can accommodate anticipated growth;
- Establishing the Town's priorities for financial resources and staff energies; and
- Providing a framework for private investment through land use policies.

The basis of the Official Plan is to maintain and enhance the quality of life by managing change within existing developed areas to accommodate growth. Its focus is on redevelopment, infill and intensification, rather than on expansion of the community. The Town, together with the Regional



Municipality of York (York Region), is working towards the 40% intensification target proposed in the Growth Plan for the Golden Horseshoe, 2006.

The Official Plan is divided into four parts:

- Part I The Basis explains the context and vision of the Plan and its general goals and strategic directions;
- Part II Building a Strong Community outlines the objectives, policies and programs of the Plan's land use designations. It incorporates policies for the protection of heritage resources, urban design, and community improvement. Schedules are provided showing the desired urban form for the Town and key features of the natural heritage system to be enhanced and protected;
- Part III Urban Systems provides a description of the objectives, policies, and programs for the use and development of urban systems or infrastructure, including the transportation network, water and sewer services; and
- **Part IV Implementation** describes the planning tools to be used to implement the various policies and programs.

A key principle of the Official Plan is the commitment to protect and strengthen existing neighbourhoods. Development must respect the existing character of the area. The Official Plan also requires that development be established or maintained on full municipal water supply, sanitary sewer, and storm sewer services. Development will generally be directed to areas outside of the floodplain and hazard lands, and meadows, woodlots and wetlands identified in the Official Plan schedules must be protected and enhanced.

2.2 Town of Newmarket Tree Policy and Woodlot By-laws

"The Tree Preservation, Protection, Replacement and Enhancement Policy (Tree Policy) establishes the Town's policy for the preservation, protection, replacement and enhancement of *significant trees* respecting the development approval process permitted through the Planning Act..." (Town of Newmarket 2005). The Tree Policy states that no "significant tree" in the Town of Newmarket and subject to a Planning Act Development Application may be removed, injured, pruned or destroyed, unless approved by the Town. A "significant tree" is defined as a tree with a 20 cm diameter-at-breastheight (dbh) or any tree planted as a condition of the application. No tree removal shall take place on lands subject to a Planning Act Development Application until an Arborist Report is approved, securities posted and tree protection fencing installed to the satisfaction of the Town, if applicable.

The Woodlot By-law (No. 2007-71) prohibits or regulates the destruction or injuring of woodlot trees through protection of small urban woodlots (between 0.2 ha to 1.0 ha in area) on privately owned lands (Town of Newmarket 2017). Woodlots are defined as any of the lands designated as a "Natural Heritage System" on Schedule A – Land Use to one woodland in the southwestern portion of and further identified as "Woodlot" on Schedule B – Natural Heritage System of the Town's Official Plan (Meridian



Planning Consultants 2016). The By-law requires land owners of affected lands to apply for a permit to injure or destroy trees. Woodlots greater than 1.0 ha in area fall under the Regional Municipality of York Bill No. 36, which prohibits or regulates the destruction or injury of trees (Town of Newmarket 2017).

2.3 Town of Newmarket Water and Wastewater Plan

The Town of Newmarket Water and Wastewater Master Plan identifies the necessary improvements and/or expansion to the Town's water distribution and wastewater collection systems to support existing and future development to 2041, as provided for in the Official Plan. Within this planning horizon, the Town's residential population is forecast to grow by 25% and its employment population by 18%.

The Master Plan focuses on the Town's local water distribution and wastewater collection systems. The Regional Municipality of York's (York Region) water and wastewater systems are not a part of the Master Plan's scope. York Region is responsible for the bulk supply, treatment, and storage of the Town's drinking water and for the conveyance of the Town's wastewater to wastewater treatment plants.

The Master Plan provides population and employment growth forecasts and specifies water and wastewater design criteria. It identifies deficiencies in the existing water and wastewater systems to support existing and future service requirements, and recommends improvements and/or expansion of the networks. The majority of deficiencies in the Town's water distribution system are due to fire flows that are less than the current design standard. Deficiencies in the Town's wastewater collection system are due to surcharge conditions occurring in several sub-trunk sewers.

2.4 Town of Newmarket Comprehensive Stormwater Management Plan

The Town of Newmarket Comprehensive Stormwater Management Master Plan was prepared to satisfy the requirements of the Lake Simcoe Protection Plan, which identifies urban stormwater runoff as a significant source of phosphorus to Lake Simcoe and its tributaries. The Master Plan provides an integrated assessment of existing and future conditions with respect to stormwater management within the Town, and details opportunities for improvement and recommendations for future actions with the ultimate goal of decreasing phosphorus loadings to Lake Simcoe and its tributaries.

The Master Plan provides a thorough description of the Town's existing physical setting including land uses, watersheds, hydrology, stream morphology, water quality, hydrogeology, aquatic and terrestrial ecology. The effectiveness of existing stormwater systems is examined, notably the conformity of stormwater management facilities to provincial design and maintenance guidelines, the level of sedimentation, phosphorus loading and removal in stormwater management ponds, and the conveyance capacity in sewers greater than 600 mm in diameter. Future changes to the water balance and peak flows in receiving watercourses are evaluated, and potential impacts to stream morphology,



water quality, groundwater recharge, and aquatic and terrestrial ecology are assessed, based on the Town's proposed future land uses.

The Master Plan concludes that the existing stormwater systems are not effective and recommends approaches to address existing and future deficiencies. These are focused on the clean out and retrofit of existing stormwater management facilities, the application of Low Impact Development (LID) practices, the implementation of annual inspections, sediment quantity monitoring and sediment quality testing at stormwater management facilities, and the development of a stormwater management facility database.

2.5 Town of Newmarket Engineering Design Standards and Criteria

The Town's Engineering Design Standards and Criteria provide guidance on the design of roads and services for all land development projects within the Town. While the Ontario Provincial Standard Drawings and Specifications are recognized, the Town's design standards and criteria take precedence where there are conflicts.

Design standards and criteria are provided in the following categories, among others:

- **Transportation:** road classifications, supporting traffic studies, design elements, traffic controls, pavement design, construction requirements, concrete curbs and gutters, sidewalks, driveways, and boulevards;
- Water mains and appurtenances: hydraulic design, valve and fire hydrant requirements, service connections, materials, corrosion protection, and testing requirements;
- Sanitary sewers and appurtenances: hydraulic design, sewer design, manholes, service connections, materials, and testing; and
- **Storm drainage and stormwater management:** storm drainage policies, stormwater management, stormwater conveyance, storm sewer design, manholes, catch basins, inlets, outfalls and special structures, testing, and private on-site stormwater management facilities.

2.6 East Holland River Subwatershed Plan

The East Holland River subwatershed is one of Lake Simcoe's most populated subwatersheds, and is expected to experience a great deal of growth in the coming years. New housing, employment lands, commercial and institutional buildings will be required, together with critical municipal infrastructure, to service the anticipated increases in the residential and employment populations. LSRCA has prepared a comprehensive and integrated subwatershed plan to provide the blueprint for the conservation authority, municipalities and other stakeholders to mitigate the impacts of land use changes while improving on the existing conditions in the subwatershed.

The East Holland River Subwatershed Plan describes the current status, stressors, management framework, and management gaps and limitations for five subwatershed features (water quality, water



quantity, stream geomorphology, aquatic habitat and terrestrial natural heritage). It defines environmental objectives and targets for the subwatershed, and proposes high level management responses and detailed recommendations to achieve these under the following broad categories:

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- Planning and Policy;
- Use of Better Management Practices;
- Changing the Way Things are Done 'On the Ground';
- Applied Research and Science;
- Monitoring;
- Management, Rehabilitation, and Restoration;
- Adaptive Response; and
- Communications.

Better management practices in urban environments are focused on managing the quality of stormwater runoff, and recommended controls and measures including street sweeping programs, road salt management plans, and the installation and use of oil/grit hydrodynamic separators and LID stormwater management practices.

2.7 LSRCA Watershed Development Guidelines

LSRCA has prepared Guidelines for the Implementation of Ontario Regulation 179/06 - Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. The regulation is intended to prevent or restrict development on hazardous lands which are lands that could be unsafe for development because of naturally occurring processes associated with flooding, erosion, wetlands, dynamic beaches or unstable soil or bedrock. The regulation limit for a property is the greatest extent of all hazards plus their prescribed allowances as specified in the regulation. LSRCA has mapped areas subject to the regulation.

Activities in a regulated area requiring written permission under Ontario Regulation 179/06 include, among others, the construction, reconstruction, erection or placing of a building or structure of any kind, changes that would alter the use or potential use of a building or structure, increasing the size of a building or structure or the number of dwelling units in the building or structure, and site grading. LSRCA's watershed development guidelines provide restrictions on fill placement, excavation and lot grading within regulated areas, policies with respect to flood hazard management, and limitations on construction within flood hazard lands.

3.0 Transportation

Main Street North (or Old Main Street as it is commonly known) is a north-south oriented local road under the jurisdiction of the Town of Newmarket. The road extends between Bexhill Road and Main Street North By-Pass, a distance of approximately 527 metres. To the south, it connects to Bexhill Road under stop control. To the north it connects to Main Street North By-Pass at a 4 legged intersection with Jim Barber Court, with the minor roads under stop control. The road serves 26 single-family detached dwellings of varying lot sizes. The road has a posted speed limit of 40 km/h.

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3.1 Study Area Issues

The following concerns have been identified for the study area:

- Level of Service existing traffic operations at the two unsignalized intersections at both ends of Old Main Street and their capacity to accommodate additional development;
- Prevailing vehicle speeds; and
- Neighbourhood infiltration by non-local trips.

With the significant growth in Newmarket north of the study area, and the study area's proximity to the downtown area, Davis Drive and the GO Transit station, travel demands on the Main Street corridor have increased significantly over the years. The resultant traffic volumes are inconsistent with Old Main Street's capacity and the Main Street North By-Pass was constructed immediately to the east, running parallel to Old Main Street, as a new route to accommodate the changing travel demands.

While Main Street is no longer a primary route, it serves today as the local road connecting the existing adjacent development. In its current form, Old Main Street does not meet current road design standards. To meet current standards, the Right of Way (ROW) would have to be widened, requiring land from individual property owners.

Residents of the street have expressed concern that non-resident vehicles infiltrate Old Main Street during the morning peak hour as a result of southbound queuing along Main Street North By-Pass originating at Davis Drive. The noted infiltration is purported to result in increased volume and vehicle speeds in excess of the posted speed limit of 40 km/h.

To confirm these issues, data collection has been undertaken to quantify the travel behaviour of users of Old Main Street. Turning Movement Count (TMC) surveys and a 24-hour speed survey were assessed to determine the magnitude of the capacity and speed issues.



3.2	Road Conditions and Design
	Old Main Street is in generally substandard condition with narrow overall pavement widths, with no or minimal shoulders and poorly defined or non-existent road ditches. There are local drainage/ponding issues which results in the existing road-bed not draining adequately for much of the road length leading to poor pavement conditions. There are no sidewalks except at the far south end on the east side from Main Street up to the community mail box site. Utilities are provided along the west side of the road.
	The Right-of-Way width is indeterminate but appears to be below 20 m in some sections. As a result of this, and the poor conditions described above, Old Main Street is in need of reconstruction to a more consistent design standard, for example, a 6.0 m pavement width with 1.0 m shoulders (paved or unpaved) and functioning ditches along both sides. Adequate road lighting needs to be reviewed and the provision of a sidewalk on at least one side of the road should be considered, although there may not be the necessary space for this in some sections. Any road way design elements will be part of the Tertiary Plan.
	The actual, specific new pavement design and construction requirements should be based upon a geotechnical investigation into subsurface conditions along the road. Old roads such as Old Main Street quite often have buried organic soils under the road leading to an unstable base for new pavement structure. If present, these soils will have to be removed.
3.3	Level of Service
	The TMC surveys were conducted by the Town of Newmarket at the two intersections unsignalized intersections during weekday peak periods in November 2016. The south intersection with Bexhill Road was surveyed on November 7, 2016 and the north intersection with Main Street North By-pass was surveyed on November 21, 2016. Figure 2 depicts the peak hour turning movement volumes for the study area. The full traffic count data is located in Appendix A .
	From a traffic operations perspective, Table 1 shows the Synchro results for existing conditions at both intersections at either end of Old Main Street. Furthermore, a sensitivity analysis was undertaken to determine the maximum number of additional single family dwelling units that could theoretically be built on Old Main Street before signal control is warranted at either intersection. The trip generation for 100 dwelling units was calculated using the 9 th edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). ITE Code 210 (Single Family Detached Housing) was selected. This additional volume was then added to each intersection of Old Main Street based on existing percentage turning proportions. Synchro analysis worksheets are located in Appendix B .



Interroction	Movement Weekday AM Peak Delay (s/veh)		Peak Hour	Hour Weekday PM Peak I	
Intersection			LOS	Delay (s/veh)	LOS
Main St North By Dace & Old Main St	EB	19.6	С	17.9	С
Main St North By-Pass & Old Main St	WB	16.7	С	23.6	С
Main St North By-Pass & Old Main St	EB	21.2	С	19.7	С
+ 100 Dwelling Units	WB	17.0	С	25.5	D
Bexhill Rd & Old Main St	SB	9.0	А	9.7	А
Bexhill Rd & Old Main St + 100 Dwelling Units	SB	9.6	А	10.1	В

 Table 1: Synchro Results for Existing Traffic Conditions on Old Main Street

The results demonstrate that both intersections operate at acceptable levels of delay under existing traffic conditions.

With the potential for infill of vacant lands and future redevelopment of existing properties, additional traffic can be expected in the neighbourhood. Currently, a 12 unit semi-detached development has been approved. Additionally, some property is being considered for development, the characteristics of which are not known. Based upon the existing traffic volumes and capacity assessment, it is estimated that the total development threshold from a traffic perspective is approximately 100 single-family units. The 100 units would result in 55 to 65 peak hour, peak direction trips, with a 50-50 distribution to the north and to the south. This volume, along with the existing traffic, is within the theoretical capacity of the existing roadway and could be accommodated at the unsignalized intersections without a change in traffic control (i.e., signalization).

However, it is important to note that such an increase reflects an increase of up to 400% over the existing volume. This reflects a significant change to the characteristics of the road, especially in light of the narrow ROW.

3.4 Vehicle Speeds

With respect to the noted speeding issue, 24-hour speed and Automatic Traffic Recorder (ATR) surveys were conducted at two locations on Old Main Street on November 29, 2016 (one close to Main Street North By-pass and the other closer to Bexhill Road).

The results of the speed survey showed that the 85% percentile speed was between 42km/hr and 44 km/hr, less than 10% over the posted speed limit. With 15% of traffic therefore over this level, and with a single vehicle recorded at 56 km/hr, this is considered notable. The significance of this prevailing speed is magnified given the narrow ROW and pavement width, the road surface condition, and the frequency of driveways.



The Town of Newmarket has a Traffic Management Program aimed at public education to reinforce positive driving habits and discourage negative habits like speeding and aggressive driving. The Town investigates, analyzes and implements various traffic control measures to increase safety and decrease congestion on Newmarket's roads. This process combines three elements; Education, Enforcement and Engineering. From an engineering perspective initiatives include; implementation of signage, physical features aimed at traffic calming (traffic circles, speed bumps, chicanes), designation of community safety zones, implementation of in-street bollards and use of radar boards. These techniques are considered on a case-by-case basis and are evaluated based on a standard set of criteria to determine their appropriateness and effectiveness for the specific area. Most of the potential measures noted do not meet the required thresholds or conditions to be implemented, while others do not make sense from an access and road function perspective.

The most effective way to provide a safer and more controlled environment is through design. Given the current constraints and issues with the current road design, improvements to the road are required. These improvements must be implemented with context sensitive design in mind. Following Complete Streets Design guidelines as used in other areas in the GTA, design features such as sidewalks, curb bump outs, shorter curb corner radii, and landscaping to the side of the street can provide a more defined environment that is safer for all users.

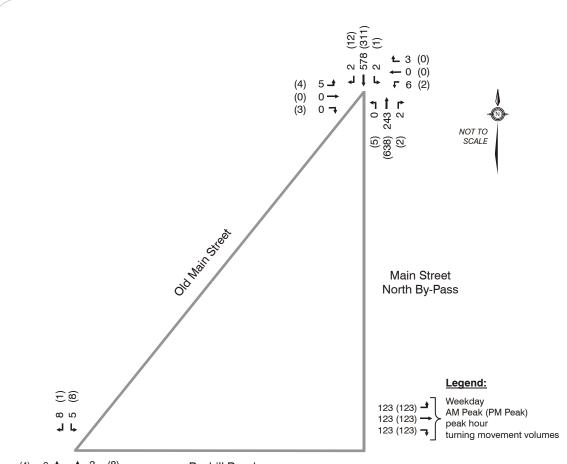
3.5 Neighbourhood Infiltration

Anecdotal information from residents of Old Main Street suggests that traffic from Main Street By-Pass diverts to Old Main Street to avoid southbound congestion in the morning peak hour and to avoid frequent police speed traps on the by-pass (posted speed on the by-pass is 40km/h). This diversion takes two forms:

- Traffic originating from or destined to Bexhill Road to the west; and,
- Southbound Main Street By-Pass traffic attempting to jump the long queues extending from Davis Drive to the Old Main Street intersection with the By-Pass.

Figure 2 shows the turning movement counts during weekday peak hours on Old Main Street, under existing conditions.





(4) 2 → 1 3 (8) Bexhill Road (60) 127 → - 38 (137)

Figure 2: Peak Traffic Volumes on Old Main Street

Using standard ITE trip generation rates, it is estimated that 26 units (as in the existing case) would generate in the order of 20 morning and 25 afternoon peak hour two-way trips. Calculations from the TMC data show that the street is generating 18 morning and 16 afternoon peak hour two-way trips. Given the demographic profile of the street population (retirees, self- employed, locally employed), it is possible that the existing trip generation is less.

A further review of the TMC surveys shows turning movement patterns that may suggest some diversion onto Old Main Street. Bexhill Road is a collector road that serves primarily the residential community to the west of Old Main Street. While it does provide an opportunity to connect to the Yonge Street commercial area via several other collector roads, it does so via very circuitous routes. At the southern end of Old Main Street, 8 vehicles turn right to the west onto Bexhill Road in the morning peak hour. This seems a suspiciously high number as a percentage of the total trip generation of the existing units. However, the corresponding 2 southbound right turns at the Main Street By-Pass / Main Street do not bear out a longer diversion (at most 2 vehicles could be diverted trips). Likewise, the 4 eastbound left turns from Bexhill Road in the afternoon peak hour seem high as a relative portion of the trip generation, with 5 left turns at the By-Pass intersection, a maximum of 4 could be diverted trips.



With respect to trips using Old Main Street in order to jump the queue on the By-Pass, there is insufficient data to determine if this occurred during the day of the count. However, daily patterns on Main Street will fluctuate and diversion could depend on how bad the congestion is on the by-pass.

In summary, the traffic data does not suggest there is any significant component of non-local use of Old Main Street. If it is occurring on a daily basis then the volumes are minimal. Opportunities do exist to minimize the diversion potential. An example is to install signage prohibiting southbound right movements during peak hours, except for local traffic, at the intersection of Old Main Street, Main Street North By-Pass and Jim Barber Court. A sign prohibiting eastbound left movements during peak hours, except for local traffic, can also be installed at the Old Main Street and Bexhill Road intersection. Enforcement of this sign can potentially be undertaken with periodic police presence.

3.6 Conclusions

There are three identified concerns regarding existing traffic operations along Old Main Street – level of service, speeding, and non-local traffic infiltration.

The level of service analysis yielded that both intersections on Old Main Street operate acceptably under existing conditions. The intersections are theoretically capable of accommodating additional development up to a maximum of 100 single family units without needing to implement signal control. Should specific development applications be received, they should be accompanied by a full Traffic Impact Assessment to assess anticipated future traffic conditions and identify. Such development, however, will significantly change the characteristics of the road. Enhancements to the current ROW / roadway design will be required to provide a safe and efficient environment.

The results of the speed survey indicate that speeds are higher than is appropriate for the current character of the road. Options for addressing the potential safety issue that could arise are:

- enhance the design of the road using Complete Streets Design guidelines;
- implement appropriate signage to reinforce identify the area a community safety zone; and/or,
- implement alternative traffic management techniques.

The best fit solution for this area is to enhance the design of the road to promote and encourage more reasonable driving behaviour and to provide a safer environment for the residents.

Infiltration traffic is minimal, both in terms of magnitude, and as a proportion of traffic. Despite the "Local Traffic Only" signs at both ends of Old Main Street, infiltration is still perceived as an issue by residents. To further reduce infiltration, signage that restricts certain movements at specific time periods could be installed. Specifically, southbound right-turn movements during peak periods can be restricted at the Old Main Street and Main Street By-Pass intersection, and restrictions to left-turn movements for eastbound left movements on Bexhill Road can be enforced during peak periods.



4.0 Water Services

4.1 Approach

The assessment of the existing water services consisted of observations recorded during the site visits and a desktop review of the following:

• The Regional Municipality of York Water and Wastewater Master Plan (York Region 2016);

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- Geospatial water utility information for the study area provided by the Town;
- The Town of Newmarket Water and Wastewater Master Plan (WSP 2017); and
- Engineering Design Standards and Criteria (Town of Newmarket 2015).

4.2 Water Supply, Treatment, and Storage

York Region acts like a wholesale service provider to its local municipalities (including the Town) and is responsible for the bulk supply, treatment, and storage of drinking water. The study area is located within its York Water System which receives its supplies from Lake Ontario and groundwater sources. The Region does not have direct access to Lake Ontario and has entered into long-term arrangements with the neighbouring City of Toronto and Region of Peel for the supply of treated water to satisfy 88% of its total demand. Water that is sourced from Toronto and Peel is blended with groundwater from the Yonge Street Aquifer and Whitchurch-Stouffville wells to augment supplies. York Region has secured a maximum supply of 509 million litres/day from Toronto and 331 million litres/day from Peel. The capacity of the Yonge Street Aquifer groundwater system is 62 million litres/day (the annual average daily taking limit is 42 million litres/day), and the capacity of the Whitchurch-Stouffville system is 12 million litres/day.

The Region has updated its Water and Wastewater Master Plan (York Region 2016) to meet the needs of its growing municipalities. The Master Plan proposes to expand infrastructure in a way that response to water conservation trends. It puts forward progressively reducing demand rates to be used for infrastructure design, based on a forecast model that takes into account factors such as response to water prices, changes in fixtures and appliances, and conservation patterns and attitudes. The demand rates decrease from 233 litres/capita/day in 2016 to 189 litres/capita/day in 2041. Based on these rates and the existing capacity of the York Water System, York Region is confident of meeting forecasted water demands to 2041 although staged expansion of the existing transmission system is anticipated to meet the net increase in water supplies due to population growth.

4.3 Water Distribution

The Town is responsible for its water distribution and Old Main Street is part of its Newmarket Central Pressure District which receives its supplies from the Newmarket London Elevated Tank, in addition to the Newmarket Wells 1, 2, 13, 15 and 16 and the Aurora Wells 5 and 6 with their associated water storage tanks.



The study area is bisected by two water mains (L0150C and L0149 in **Figure 3**), on the west side of Old Main Street, that supply the community with potable water and fire flows. The two mains are connected with a tee near the intersection with Main Street North By-pass. There is one gate valve in main L0150C and two in L0149, which serve as line valves to regulate the flow of water in the mains. Three service lines from the mains feed fire hydrants located at N^{os} 186, 210 and 244 Old Main Street.

Table 2 below summarizes the design information for the local water mains. The mains L0150C and L0149 are ductile iron pipe and were installed 35 and 51 years ago. PVC is identified as the acceptable material for water main pipe in Engineering Design Standards and Criteria (Town of Newmarket 2015). The spacing of valves along the water mains is within the Town's maximum allowable distance of 300 m.

Asset ID	Pipe Diameter (mm)	Pipe Material	Pipe Length (m)	Year Installed
L0150C	200	Ductile iron	42.32	1982
L0149	200	Ductile iron	485.31	1966

Table 2: Water Mains Design Information

The spacing of hydrants along the water mains exceeds the maximum allowable distance of 120 m in residential areas specified in Engineering Design Standards and Criteria (Town of Newmarket 2015). The hydrant at N° 186 Old Main Street is located inside the minimum required distance of 1.2 m from the edge of the driveway. The distances from the finished ground to the bottom of the flanges of hydrants located at N° 186 and 244 exceed the upper limit of 150 mm specified by the Town.

An assessment of the Town's existing (2014) water distribution network was completed as part of the Town of Newmarket Water and Wastewater Master Plan (WSP 2017). The assessment was limited to modelling of the water distribution network which does not indicate all possible operational issues, or take into consideration the age and condition of existing infrastructure. The modelling exercise was based on following inputs:

- 2006 census information updated with developments that had come online to the 2010;
- An average day water demand of 220 litres/capita/day;
- A maximum day factor of 1.7;
- A peak hour factor of 2.5;
- Fire flow of 117 litres/second for detached and semi-detached dwellings; and
- York Region's boundary conditions planned upgrades and increased demands in Holland Landing and Aurora.

It is important to note that the analysis did not recognize the study area as a future growth area, and population projections were only applied to predetermined areas of development.



Table 3 summarizes water main deficiencies identified in the Master Plan that may impact watersupplies to the study area under existing and future conditions. No deficiencies were identified in thewater mains on Old Main Street.

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Table 3: Water Mains Deficiencies

Water Main	Deficiency	Proposed improvement			
Bristol Road	Fire flow less than current standard of 117 litres/second for detached and semi- detached dwellings	Increase diameter from existing 200 mm to 300 mm			
Main Street North	None	Increase diameter from existing 200 mm to 300 mm for consistency with proposed improvement to Bristol Road main			
Willow Lane Water main size/velocity not consistent with connecting main		Increase diameter from existing 150 mm to 250 mm			
Source: Town of Newmarket Water and Wastewater Master Plan (WSP 2017)					

4.4 Conclusions

York Region has identified water conservation as a preferred servicing alternative to meet future growth (The Regional Municipality of York Water and Wastewater Master Plan 2016). Conserving water can form a cost-efficient part of an overall strategy to managing increasing water demand. Water conservation could be encouraged in the community through incentives to retrofit existing development, and requirements to fit new development with high efficiency fixtures, and rain water barrels for non-potable uses such as flushing toilets, laundry, irrigation, etc. Water conservation practices can be promoted through the implementation of education and outreach programs.

The Town of Newmarket Water and Wastewater Master Plan (WSP 2017) did not identify capacity deficiencies in the local water mains under existing and future conditions. Deficiencies were identified in nearby mains believed to supply the study area, related to the supply of fire flows and inconsistencies in pipe sizes. However, it is important to note that the analysis did not recognize the study area as a future growth area, and population projections were only applied to predetermined areas of development. Before moving forward with intensification, an analysis of the water distribution system should be completed to confirm it has sufficient capacity to meet the additional demands.

Hydrant installations along Old Main Street do not meet existing design standards (Town of Newmarket Engineering Design Standards and Criteria 2015) with respect to spacing and location (i.e. distance from edge of driveway, height of flange above finished grade). There is an opportunity to bring the hydrants up to standard with redevelopment of the study area. It is recommended that hydrant flow testing be carried out in the community, to confirm that the minimum flows and residual pressures are being met.



5.0 Wastewater Services

5.1 Approach

The assessment of the existing wastewater services was based on a desktop review of the following:

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- Geospatial sanitary utility information provided by the Town;
- Town of Newmarket Water and Wastewater Master Plan (WSP 2017);
- The Regional Municipality of York Water and Wastewater Master Plan (York Region 2016);
- East Holland River Subwatershed Plan (LSRCA 2010); and
- Engineering Design Standards and Criteria (Town of Newmarket 2015).

5.2 Septic Services

Six properties in the study area (24% or 5.74 ha of the total lands) are serviced by septic systems (N^{os} 172, 213, 219, 221, 226 and 228), as shown in **Figure 4**. Design information was unavailable but it is expected that these residential septic systems are rated to accept a total daily flow rate less than 10,000 litres/day and therefore subject to the requirements of the Ontario Building Code. Soils are predominantly silt and clay (low to moderate percolation rates), with sand and gravel (moderate to high percolation rates) occurring in the southeast portion of the study area that lies within the floodplain of East Holland River (The Town of Newmarket Comprehensive Stormwater Management Plan, AECOM 2017).

Septic systems are a potential source of nutrient and bacterial contamination to surface and groundwater resources, and are identified as a contributor to phosphorus loadings in East Holland River (East Holland River Subwatershed Plan, LSRCA 2010). The community is located within a LSRCA Highly Vulnerable Aquifer (HVA) area consisting of land surrounding East Holland River (The Town of Newmarket Comprehensive Stormwater Management Plan, AECOM 2017).

5.3 Sanitary Sewer Services

The remaining properties are serviced by the Town's wastewater collection system (**Figure 4**), which connects to the York Durham Sewerage System (YDSS). Flows are collected in local sanitary sewers on the east side of Old Main Street which drain, via gravity, south from manhole MH1775 and north from manhole MH1773 to manhole MH1780 located approximately opposite N° 194 Old Main Street. Flows are conveyed eastwards to connect with the south-north YDSS sanitary sewer carries wastewater to the Newmarket Sanitary Pumping Station (SPS). It should be noted that manhole MH1773 also receives wastewater flows from an upstream sewer network.

Table 4 summarizes the design information for the Town's local sanitary sewers in the study area to the service connection with the YDSS sanitary sewer. All of the sewer lines are at the minimum allowable size of 250 mm specified in Engineering Design Standards and Criteria (Town of Newmarket 2015).



Table 4 indicates that SL1780, SL1781 and SL1782 do not meet the minimum grade requirement of 0.5%, and that the distances between manholes MH1776 and MH1777 and between manholes MH1774 and MH4798 exceeds the maximum allowable spacing of 90 m, for pipes of that size.

Upstream Manhole	Downstream Manhole	Asset ID	Pipe Diameter (mm)	Pipe Material	Pipe Slope (%)	Pipe Length (m)
MH1775	MH1776	SL1775	250	PVC SDR 35	0.8	39.97
MH1776	MH1777	SL1776	250	PVC SDR 35	0.5	91.18
MH1777	MH1778	SL1777	250	PVC SDR 35	0.5	53.03
MH1778	MH1779	SL1778	250	PVC SDR 35	0.5	51.92
MH1779	MH1778	SL1779	250	PVC SDR 35	0.7	45.07
MH1778	MH4798	SL4798	250	PVC SDR 35	0.8	11.78
MH1773	MH1774	SL1773	250	PVC SDR 35	0.5	54.42
MH1774	MH4798	SL1774	250	PVC SDR 35	0.5	119.41
MH4798	MH1781	SL1780	250	PVC SDR 35	0.4	61.99
MH1781	MH1782	SL1781	250	PVC SDR 35	0.4	79.87
MH1782	_(a)	SL1782	250	PVC SDR 35	0.4	52.37

Table 4: Sanitary Sewer Design Information

Notes:

(a) Service connection to YDSS sanitary sewer

Engineering Design Standards and Criteria (Town of Newmarket 2015) specifies a maximum allowable sewer flow rate of 0.074 m³/s in 250 mm diameter sewer lines. Wastewater flows based on the existing occupancy in homes that are serviced were not assessed. However, surcharge conditions were not identified during recent modelling of the existing conditions (Town of Newmarket Water and Wastewater Master Plan, WSP 2017), which were based on the following inputs:

- A unit wastewater generation rate of 310 litres/capita/day;
- Application of the Harmon peaking factor for peak dry weather flows;
- An infiltration allowance of 0.4 litres/second/hectare (for existing residential areas with foundation drain connections to sump pumps; and
- A boundary condition value as the 25-year design storm hydraulic grade line profile for the YDSS sanitary sewer.

Similar to water services, the analysis did not recognize Old Main Street as a future growth area. However, land in the southeast corner of the intersection of Main Street North By-pass and Jim Barber Court, which is located adjacent to the community, was identified as a development area.



5.4 Wastewater Treatment and Discharge

The YDSS includes the Duffin Creek Water Pollution Control Plant (WPCP) and its associated conveyance system, which are co-owned by the Regional Municipalities of York and Durham. About 80% of the current flow to Duffin Creek WPCP comes from York Region (including the Town of Newmarket). The plant was recently expanded to treat 630 million litres/day but its capacity rating under the existing Environmental Compliance Approval is temporarily limited to 520 million litres/day subject to a Schedule C Class Environmental Assessment (EA) to address outfall capacity limitations at the plant being completed (The Regional Municipality of York Water and Wastewater Master Plan, York Region 2016). The EA has been completed and is currently under review by the Ministry of Environment and Climate Change.

5.5 Conclusions

Septic systems are being used by one quarter of the properties in the study area. Septic systems are identified as a contributor to phosphorus loadings in East Holland River (East Holland River Subwatershed Plan, LSRCA 2010), and should be replaced with sewer services over time, in keeping with the sewer and water policies of the Town of Newmarket Official Plan that the entire Town be fully serviced.

The remaining properties are serviced by sanitary sewers. Surcharge conditions were not identified in local sewers, or receiving downstream sewers, under existing and future scenarios by The Town of Newmarket Water and Wastewater Master Plan (WSP 2017). However, similar to water services above, the analysis did not recognize the study area as a future growth area. The capacity of the local and receiving downstream sanitary sewers to receive additional wastewater flows should be confirmed prior to intensification of the community.

Parts of the sewer system do not meet existing design standards (Town of Newmarket Engineering Design Standards and Criteria 2015). Some sewer lines do not meet minimum grade specifications, and manhole spacing requirements are exceeded in a couple of instances..



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6.0 Stormwater Management Conditions

6.1	Approach
	 The assessment of existing stormwater management conditions was based on: Visual inspections of existing conditions conducted on September 12 and October 1, 2017; and A desktop review of the following:
	 Geospatial data including topography and stormwater management utility information provided by the Town Town of Newmarket Comprehensive Stormwater Management Master Plan (AECOM 2017) East Holland River Subwatershed Plan (LSRCA 2010) Engineering Design Standards and Criteria (Town of Newmarket 2015) Geotechnical Investigation, 172, 178 Old Main Street, Newmarket, Ontario, Azure Homes Inc. (WSP 2016)
6.2	Topography, Soils, Land Use and Groundwater Resources
	Lands in the study area slope towards the east southeast and range in elevation approximately from 233 m to 257 m. Much of the fall in elevation occurs on the western side of Old Main Street where the ground has an average slope greater than 10% (the maximum slope of approximately 40% occurs behind No 186 Old Main Street). Lands on the eastern side of the roadway range in elevation from 233 m to 235 m and have an average slope of approximately 4%.
	Surficial geology is mapped predominantly as glaciolacustrine deposits (silt and clay), with fluvial deposits (sand and gravel) occurring in the floodplain located to the southeast of the study area (The Town of Newmarket Comprehensive Stormwater Management Plan, AECOM 2017). Boreholes drilled at N ^{os} 172 and 178 to support the design and construction of six semi-detached homes encountered topsoil underlain by very loose to very dense sand and/or stiff to very stiff silt/clayey silt (Geotechnical Investigation, Azure Homes Inc., WSP 2016).
	Land use currently consists of a mix of single-detached and semi-detached residences, roads and driveways, open areas (meadow), and woodlots. The level of imperviousness is approximately 11%.
	The community is located within a LSRCA Highly Vulnerable Aquifer (HVA) area consisting of land surrounding East Holland River (The Town of Newmarket Comprehensive Stormwater Management Plan, AECOM 2017). An HVA area represents an aquifer that is susceptible to contamination due to its proximity to the ground surface and/or the material forming the barrier between the ground surface and the aquifer. Water level observations in three monitoring wells drilled as part of the geotechnical investigation for the above-described proposed development were 3 m to 4 m below ground surface in October 2016.
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6.3 Storm Sewer Service Areas

Only 12% of the 7.55 ha study area is currently serviced by storm sewers (**Figure 5**), consisting of 0.08 ha to the north (the north service area) and 0.86 ha to the south (the south service area). In these areas the storm sewers represent the minor system; the major system consists of overland flow routes along Old Main Street.

Sewers in the north service area drain northwards to the downstream end of a larger storm sewer network servicing a total catchment area of 43.82 ha, that conveys flows eastwards to discharge via outfall OF278 to East Holland River. The sewers receive runoff from the portion of Old Main Street north of the intersection with the access road to St. John's Cemetery. The road is curbed on its western side, and drains to an unidentified catch basin north of manhole ST0633 (**Figure 5**). Flows into the catch basin are conveyed via service line T5407 to sub-trunk sewer T0678. The sub-trunk sewer connects manholes ST0633 and ST0632 and also receives flows from a second catch basin CB1150, south of manhole ST0633, via service line T4964. Catch basin CB1150 collects from N° 468 Dover Crescent which is located outside the study area.

Sewers in the south portion of the study area similarly drain southwards to the downstream end of a larger storm sewer network servicing a total catchment area of 10.96 ha, that conveys flows eastwards to discharge via outfall OF016 to a ditch on the east side of Main Street North By-pass. The sewers receive runoff from N^{os} 172 and 178 on the west side of Old Main Street and a portion of the roadway, which drain to catch basins CB1149 and CB1146 (**Figure 5**). The road has a cross fall to the west that directs drainage to a grassed swale at the perimeter of N^o 172. The sewers also receive runoff from a portion of Bexhill Road, which drains to catch basin CB1146 are conveyed via service lines T8754 and T7780 to trunk sewer T0492 which discharges to manhole ST2382. Flows intercepted by catch basin CB1148 are conveyed via service line T8752 to trunk sewer T2570 which connects manholes ST2382 and ST2383.

Table 5 summarizes the available sewer design information, which has significant data gaps. Sewer mains T0678 and T0492 were installed in 1984 and 1981 respectively. The year of installation of T2570 is not known. Flows from both service areas appear to be discharged via the sewer networks directly to East Holland River: onsite stormwater quantity or quality controls have not been provided in the geospatial utility data provided by the Town.

Upstream Node	Downstream Node	Asset ID	Pipe Diameter (mm)	Pipe Material	Pipe Slope (%)	Pipe Length (m)	Maximum Allowable Sewer Capacity ^(a) (m ³ /s)	Year Installed
			North	n Service Area				
CB1150	ST0633	T4964	_(b)	_(b)	_(b)	35.94 ^(c)	_ ^(d)	1984
_(b)	_(e)	T5407	_(b)	_(b)	_(b)	1.97 ^(c)	_(d)	_(b)
ST0633	ST0632	T0678	450	Concrete	0.78	57.19 ^(c)	0.32	1984
	1		South	n Service Area				
CB1149	CB1146	T8754	_(b)	_(b)	_(b)	32.72 ^(c)	_(d)	- ^(b)
CB1146	_ ^(f)	T7780	_(b)	_(b)	_(b)	11.37 ^(c)	- ^(d)	_(b)
ST0612	ST2382	T0492	525	Concrete (Class IV)	4.5	84.65	0.47	1981
CB1148	_(g)	T8752	_(b)	_(b)	_(b)	4.83 ^(c)	_(d)	_ ^(b)
ST2382	ST2383	T2570	_(b)	Concrete (Class III)	1.75	26.71	1.1	1981
ST2383	OF016	T3537	825	Concrete (Class III)	1.7	26.93 ^(c)	1.5	1981

Notes:

(a) From Table C-3 in Engineering Design Standards and Criteria (Town of Newmarket 2015)

(b) Information not available

(c) Estimated from geospatial data provided by the Town

(d) Cannot be determined since pipe size unavailable

(e) Service connection directly to sub-trunk sewer T0678

(f) Service connection directly to trunk sewer T0492

(g) Service connection directly to trunk sewer T2570

During major storm events, when runoff exceeds the capacities of the sewers, flows in the north service area will be conveyed via the roadway to the intersection with Main Street North By-pass. In the south service area, flows will be carried by the roadway to the sag opposite N^o 194 or to the intersection with Bexhill Road.

6.4 Surface Drainage Service Area

A surface drainage system (**Figure 5**) provides stormwater management service to 88% (6.61 ha) of the study area during minor and major storm events.



During minor storm events, the properties on the west side of Old Main Street between N^{os} 186 and 244 drain via overland flow to shallow, vegetated roadside swales which convey water north and south. Runoff from N^o 244 Old Main Street drains under the roadway via a 450 mm diameter corrugated steel pipe (CSP) culvert which discharges to a swale on the east side of the road. The swale conveys flows northwards to the intersection with Main Street By-pass and connects to a densely vegetated ditch running north-south along the west side of the By-pass. Runoff from N^{os} 186 to 238 is conveyed through various driveway culverts to a sag in the road opposite N^o 194. At this location, flows collecting in the swales appear to be conveyed under the road via a 250 mm diameter CSP and discharged to a short unlined watercourse that drains east to a densely vegetated ditch running south-north on the west side of Main Street North By-pass. The culvert under the roadway is crushed and filled with sediment. (**Photo 1**).



Photo: 1: Outlet of culvert under roadway at No 194 Old Main Street

During major storm events, runoff from these western properties that exceeds the capacities of the vegetated swales on Old Main Street is conveyed via the roadway, which has a cross fall to the east from N° 244 northwards and a cross fall to the west from $N^{\circ s}$ 194 to 238. Flows are expected to overtop the roadway at the sag opposite N° 194 and discharge into the small unlined watercourse described above.

Runoff from the properties on the east side of Old Main Street during minor and major storms drains eastwards via overland flow and is intercepted by the densely vegetated ditches on the west side of Main Street North By-pass. Runoff in the southeast corner of the community may also collect in a grassed swale opposite N° 178 which drains towards one of the Main Street North By-pass ditches. The roadside ditches along Main Street North By-pass drain south and north to a 900 mm diameter CSP culvert, located approximately at the rear of N° 211 Old Main Street, which conveys water under the roadway (**Photos 2 and 3**). The culvert barrel was clear of sediment at both ends at the time of the site visits.





Photo 2: Entrance of culvert under Main Street North By-pass



Photo 3: Outlet of culvert under Main Street North By-pass

A level of onsite water quality control is provided by the vegetated swales and ditches, which filter the stormwater runoff.

6.5 Downstream Drainage System

Flows from the study area converge with flows from offsite areas on the east side of Main Street North By-pass, and are conveyed via a low gradient, meandering, unlined watercourse through a wooded area to a multiple-culvert crossing under the GO Transit rail line. There is a large tree root obstructing flow in



the channel approximately 10-15 m downstream of the culvert, immediately followed by an uprooted tree on the left bank.

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Photo 4: Large tree root obstructing flow in watercourse

The multiple-culvert crossing under the rail line consists of two concrete pipes (1060 mm inside diameter) and an overflow CSP (750 mm inside diameter) on the left bank (looking downstream). There is a small amount of inflow to the watercourse at the entrance to the culverts on the right bank via a 150 mm diameter corrugated plastic pipe. At the time of the site visit, water was flowing out of the plastic pipe and the entrances to the culverts were observed to be partially blocked by organic debris. Flow through the culverts discharges into a small depression (9 m x 5 m) between the rail line and the Nokiidaa bike trail, before being conveyed under the trail and discharged to East Holland River. Sediment deposits 180 mm and 290 mm thick were measured at the outlets of the right and middle concrete pipes respectively.





Photo 5: Entrance to concrete pipe culverts under GO Transit rail line



Photo: 6: Outlet of multiple-barrel crossing under GO Transit rail line

Flows collecting in the small depression are carried under the Nokiidaa bike trail via a 900 mm diameter CSP before being discharged to East Holland River. Riprap protection is installed at the culvert entrance and outlet, and there is a small amount of sediment deposited at the culvert entrance.





Photo 7: Entrance to culvert under Nokiidaa Bike Trail



Photo 8: Outlet of culvert under Nokiidaa Bike Trail

Offsite water quality and water quantity control is provided by the small depression and undersized culvert at the point of discharge from the surface drainage system to East Holland River, which permit the retention of water and settling out of suspended solids.

6.6 Existing Stormwater Management and Flooding Issues

The Town has indicated that residents have reported significant stormwater management and flooding issues in the area. The Town identified properties at N^{os} 209 and 211 Old Main Street, on the eastern side of the roadway, as having been impacted. The rear of these two properties is located in the lowest part of the study area, and the vicinity of the entrance to the culvert under Main Street North By-pass.



During a walking tour in the community on October 19, 2017, residents indicated that all the properties on the east side of Old Main Street are experiencing flooding issues due to a combination of stormwater management and groundwater conditions. Stormwater runoff from the west side of the road overtops the swales and either is conveyed via the road to the sag opposite N° 194 where it ponds, or overtops the road and discharges onto the eastern properties. The residents reported that the swales are not regularly maintained and expressed the opinion that increases to the swale cross-sections would be constrained by the existing road right-of-way which is already at the property limits. Artesian groundwater conditions are known to exist on the top of the hill in Saint John Cemetery, and are believed to be a result of confining clay layers. Residents reported that the water table follows the topography and is shallow (approximately 1.8 m below ground surface) where the terrain levels out. Basement sump pumps are run year round, not only during wet weather, in properties on the east side of Old Main Street.

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The reported flooding issues are likely due to a combination of factors, as outlined below:

- The conveyance capacities of the swales and driveway culverts on the west side of Old Main Street;
- The conveyance capacities of the drainage ditches on the west side of Main Street North By-pass;
- The hydraulic capacity of the Main Street North By-pass culvert, which is affected by conditions at its upstream and downstream ends; and
- A shallow groundwater table that fluctuates seasonally.

The swales and driveway culverts along Old Main Street, and the drainage ditches along the Main Street North By-pass, may be being impacted by infrequent maintenance. In some sections, swale crosssections were not well defined and/or were overgrown with vegetation. Driveway culverts varied in size and in some instances were partially or fully blocked. The drainage ditches along the By-pass were densely vegetated at the time of the site visits.

The culvert under the By-pass is aligned perpendicular to the flow in the ditches, and projects from the road embankment into the channel. Its hydraulic capacity could be increased with redesign of the entrance to better direct flows into the barrel. The tailwater at the culvert outlet may also affect its hydraulic capacity. Based on observations collected during the site visits, the conditions downstream of the culvert are affected by the following:

- The additional offsite flows converging with flows from the study area at the culvert outlet;
- The conveyance capacity of the small unnamed receiving watercourse on the east side of the By-pass, which is impacted by the tree root obstructing the flow and its densely vegetated banks;
- The capacities of the three culverts under the GO Transit rail line, which are affected by sediment deposits in the barrels and tailwater conditions arising from the reduction in flow area to the single culvert under the Nokiidaa bike trail; and
- The capacity of the culvert under the bike trail, which is affected by sediment deposits in the barrel and tailwater conditions depending on the water level in East Holland River.



A detailed topographic survey, comprehensive hydrologic and hydraulic modelling, and a groundwater study are required to determine the causes and optimum solution to the existing stormwater management and flooding issues. However, regular maintenance of the swales, drainage ditches, culverts, and small receiving watercourse is a relatively low cost activity that can be immediately implemented to improve conditions.

6.7 Conclusions

The existing stormwater management system is haphazard. Only about one tenth of the community is currently serviced by storm sewers, consisting of small areas to the north and south which drain to separate storm catchments. The remaining area is serviced by a surface drainage system consisting of overland flow routes, swales, ditches, and culverts. While a level of water quality and water quantity control is provided both onsite and offsite for flows in the surface drainage system, it is doubtful that current environmental standards and criteria are being met.

Residents of the community have reported stormwater management and flooding issues, in part due to capacity issues with the existing stormwater management system, which could be exacerbated by intensification and an increase in the impervious level (currently 11%) within the community. Without improvements, the existing stormwater management system represents a major constraint to redevelopment of Old Main Street.

The impacts of discharges of urban stormwater runoff to East Holland River are also a key factor to be considered. LSRCA has identified urban stormwater runoff as a source of pollution to the river, notably suspended solids and phosphorus (East Holland River Subwatershed Plan, LSRCA 2010). In addition, occurrences of failed channel hardening in the vicinity of points of stormwater discharge from the community are also documented (Town of Newmarket Comprehensive Stormwater Management Plan, AECOM 2017).

The Town of Newmarket Official Plan 2006 – 2026 (Meridian Planning Consultants 2016) recognizes the importance of proper stormwater management and puts forward the following policies to manage development:

- New development will provide appropriate stormwater management facilities, sized for the ultimate buildout within the development area, to control the quantity and enhance the quality of urban stormwater runoff entering receiving watercourses; and
- Stormwater drainage facilities will be designed and constructed to protect receiving watercourses and adjacent land uses from any potential adverse impacts of stormwater runoff.

LSRCA requires stormwater treatment to provide an enhanced level of protection or 80% suspended solids for all new developments in the subwatershed (East Holland River Subwatershed Plan, LSRCA



2010). Intensification of the community represents an opportunity to meet both the Town's policy objectives and LSRCA's requirements.

What is the way forward? There are significant gaps in the available design information for the local storm sewers, and it is recommended that these be filled as a first step to improvements to the existing stormwater management system. A second step would be to complete comprehensive modelling of the local storm sewer and surface drainage systems for a better understanding of the causes of the current stormwater management issues, and to evaluate alternatives for improving and expanding the system to manage stormwater runoff under existing and future conditions.

Table 6 identifies possible alternatives for stormwater management on Old Main Street that could be considered. It is expected that a combination of alternatives will be necessary to achieve the desired level of service. One preferred alternative would be to direct runoff from the properties on the west side of Old Main Street to a depression storage area or more formal stormwater management facility located in the existing open space in the southeast portion of the study area (Figure 6), and release it at a controlled rate to the ditch along the By-pass. Construction of such a facility within the floodplain of East Holland River would require consultation with LSRCA and will be subject to approval under Ontario Regulation 179/06. However, it could provide peak flow attenuation and stormwater treatment, as well as increase the flood storage capacity within the floodplain resulting in a reduction of the extent/depth of floodwaters.

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6.0 Stormwater Management Conditions

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Option N °	Description	Pros	Cons
1	Maintenance/increase in swale and driveway culvert cross-sections on west side of Old Main Street	 Increases conveyance capacity for stormwater flows from west properties and mitigates overtopping onto road and east properties 	 Improvements may be constrained by existing road right-of-way and property limits
2	Maintenance/increase in cross-sections of drainage ditches on west side of Main Street North By-pass	 Increases conveyance capacity and storage for stormwater flows from study area and mitigates overtopping onto rear of east properties 	 Improvements may be constrained by existing property limits
3	Redesign entrance of culvert under Main Street North By-pass	 Improves hydraulic capacity of culvert and conveyance of stormwater flows away from the study area 	 Reduces onsite attenuation of peak flows Requires construction works on Main Street North By-pass with possible traffic disruptions
4	Construct a depression storage area or stormwater management facility in the southeast portion of the study area to retain stormwater runoff	 Provides additional onsite attenuation of peak flows Can be designed to provide additional water quality control Increases floodplain storage 	 Located on flood hazard lands and subject to approval by LSRCA The Town will need to assume responsibility for facility maintenance Requires major earthworks
5	Retrofit existing development with LID practices (rainwater harvesting, infiltration, and bioretention), and include LID practices in new development or redevelopment activities	 Provides additional onsite attenuation of peak flows Provides additional water quality control Encourages infiltration and maintains water balance, to compensate for increases in impervious level 	 Infiltration LID practices are dependent on soil infiltration rates The Town will need to assume responsibility for maintenance if LID practices are to remain effective
6	Extend storm sewer services in the community		 Does not provide additional water quantity and water quality controls

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Table 6: Stormwater Management Alternatives for Existing and Future Conditions



7.0 Natural Heritage Features

7.1 Approach

The assessment of the existing natural heritage features was based on a desktop review of the following:

• Geospatial information provided by the Town, including the Official Plan Schedules and LSRCA regulatory floodplain;

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- Geospatial information identified through Land Information Ontario;
- East Holland River Subwatershed Plan (LSRCA 2010); and
- Natural Heritage Information Centre (NHIC).

7.2 Terrestrial Natural Heritage Features

There is one terrestrial natural heritage feature in the study area (**Figure 7**). A natural heritage feature is located in the southwestern portion of the study area and is identified as a Woodlot on Schedule B – Natural Heritage System of the Town's Official Plan. There is another Woodlot south of the study area and separated from it by Bexhill Road. There is a Significant Forest Area associated with another woodland east of the study area on the eastern side of the East Holland River. Moreover, some of the eastern woodland is identified as unevaluated wetland approximately 100 m east of the study area.

Under the Forestry Act, "woodlands" means land with at least:

- 1,000 trees of any size per hectare; or
- 750 trees measuring over 5 centimeters in diameter, per hectare; or
- 500 trees measuring over 12 centimeters in diameter, per hectare; or
- 250 trees measuring over 20 centimeters in diameter, per hectare.

Other treed areas within the study area have not been identified as Woodlot; however, one treed area is contiguous with a mapped Woodlot feature and could meet the definition of woodlands under the Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005 (OMNR 2010) or the *Forestry Act, 1990*; and therefore, may require further consideration in subsequent stages in the land use planning process.

The Significant Wildlife Habitat Technical Guide (OMNR 2000) defines Species of Conservation Concern (SCC) as globally, nationally, provincially, regionally, or locally rare (S-Rank of S2 or S3) but do not include Species at Risk (SAR) listed as *endangered* or *threatened* under the *Endangered Species Act (ESA), 2007*. A review of the Ministry of Natural Resources and Forestry (MNRF) background data suggests that significant wildlife habitat for breeding birds may occur in association with treed areas within the study area. A total of 13 SCC have been identified to occur within the vicinity of the study area. However, only one of these species has the potential for habitat to occur within the study area, Eastern Wood-Pewee (*Contopus virens*), which is listed provincially as *special concern*. This species has the potential to occur



within open, deciduous, mixed or coniferous forests, predominated by oak with little understory. Further investigation into the suitability of the study area as potential SCC habitat is recommended to identify the potential for additional environmental constraints.

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7.2.1 Species at Risk

Several SAR listed as *endangered* or *threatened* under the ESA, 2007 have been identified to occur within the vicinity of the study area. However, only five of these species have the potential for habitat to occur within the study area (see **Table 7**). It should also be noted that the study area does not overlap with established Natural Heritage Information Centre (NHIC) squares, and as such, there is no specific tracking of SAR, SCC and provincially rare species within the study area.

Scientific Name	Common Name	SARA	ESA	S- RANK ¹	Info Source ²	Potential Habitat in the Study Area
Vascular Plants						
Juglans cinerea	Butternut	END	END	S3?		This species has the potential to occur in moist to moderately dry areas with well-drained, rich soils.
Birds						
Chaetura pelagica	Chimney Swift	THR	THR	S4B,S4 N	OBBA	This species has the potential to be found in urban areas near buildings, and is less likely nesting in hollow trees or chimneys.
Hirundo rustica	Barn Swallow		THR	S4B	MNRF, OBBA	This species has the potential to nest in buildings or other man- made structures.
Mammals						
Myotis lucifugus	Little Brown Myotis	END	END	S4	OMA	This species has the potential to roost in hollow trees or buildings.
Myotis septentrionalis	Northern Myotis	END	END	\$3	OMA	This species has the potential to roost in houses, man-made structures, and hollow trees or under loose bark.

Table 7: Species at Risk with the Potential to Occur within the Study Area

¹S-Rank is an indicator of commonness in the Province of Ontario. A scale between 1 and 5, with 5 being very common and 1 being the least common. ²Information sources include: MNRF = Ministry of Natural Resources and Forestry; OBBA = Ontario Breeding Bird Atlas; OMA = Ontario Mammals Atlas --- denotes no information or not applicable.



7.2.2 Fish Habitat

As stated within the East Holland River Subwatershed Plan, fisheries data has been collected within the East Holland River Subwatershed from 1930 to 2007 (LSRCA 2010). The most recent sampling was conducted by the LSRCA from 1930 to 2007, yielding a total of 35 species included in **Table 8**, below.

Scientific Name	Common Name	SARA	ESA	S-RANK ¹
Ambloplites rupestris	Rock Bass			S5
Ameiurus nebulosus	Brown Bullhead			S5
Amia calva	Bowfin			S4
Carassius auratus	Goldfish			SNA
Catostomus commersoni	White Sucker			S5
Clinostomus elongatus	Redside Dace	END	END	S2
Cottus bairdi	Mottled Sculpin			S5
Cottus cognatus	Slimy Sculpin			S5
Culaea inconstans	Brook Stickleback			S5
Cyprinus carpio	Common Carp			SNA
Esox lucius	Northern Pike			S5
Etheostoma blennioides	Greenside Darter			S4
Etheostoma caeruleum	Rainbow Darter			S4
Etheostoma exile	Iowa Darter			S5
Hybognathus hankinsoni	Brassy Minnow			S5
Lepomis gibbosus	Pumpkinseed			S5
Lepomis macrochirus	Bluegill			S5
Luxilus cornutus	Common Shiner			S 5
Micropterus salmoides	Largemouth Bass			S5
Notemigonus crysoleucas	Golden Shiner			S5
Notropis atherinoides	Emerald Shiner			S5
Notropis heterodon	Blackchin Shiner			S4
Notropis heterolepis	Blacknose Shiner			S5
Notropis hudsonius	Spottail Shiner			S5
Notropis stramineus	Sand Shiner			S4
Perca flavescens	Yellow Perch			S5
Phoxinus eos	Northern Redbelly Dace			S5
Pimephales notatus	Bluntnose Minnow			S5
Pimephales promelas	Fathead Minnow			S5
Pomoxis nigromaculatus	Black Crappie			S4
Rhinichthys atratulus	Blacknose Dace			S5
Rhinichthys cataractae	Longnose Dace			S5

Table 8: Fish Species Identified in LSRCA Surveys from 1930-2007

TOWN OF NEWMARKET



Scientific Name	Common Name	SARA	ESA	S-RANK ¹
Salvelinus fontinalis fontinalis	Brook Trout			S5
Semotilus atromaculatus	Creek Chub			S5
Umbra limi	Central Mudminnow			S5

¹S-Rank is an indicator of commonness in the Province of Ontario. A scale between 1 and 5, with 5 being very common and 1 being the least common. --- denotes no information or not applicable.

Background MNRF mapping indicates that no watercourses are present within the study area (**Figure 7**). As a result, suitable habitat for fish does not exist within the study area. However, East Holland River is located 100 m east of the community and receives stormwater runoff from the study area.

7.3 Regulatory Floodplain

A portion of the study area lies within the regulatory floodplain of East Holland River (**Figure 8**). Ten of the properties on the east side of Old Main Street (N^{os} 205, 207, 209, 211, 213, 215, 217, 219, 221 and 231), the open space in the southeast corner of the study area, and approximately 180 m of the roadway are located on flood hazard lands which occupy 2.15 ha or 28% of the study area. New development and site alterations within the limit of the floodplain plus a 30 m setback are subject to Ontario Regulation 179/06 under the *Conservation Authorities Act, 1990* and approval from LSRCA.

The regulatory floodplain is defined by the flood level corresponding to the regional storm, which is Hurricane Hazel (285 mm of rain in 48 hours occurring in October 1954). It is based on hydraulic modelling of East Holland River with the flood flow inputs developed using hydrologic models. The regulatory flood line is periodically updated by LSRCA to reflect changes to the river morphology, hydraulic structures, and changes in topography and land use in the contributing watershed. The flood line shown in **Figure 8** was provided by the Town and is dated January 2015. Communication with LSRCA revealed that the hydraulic model was updated as recently as July 2017, but with flood flow inputs from hydrologic modelling completed in 2005.

The floodplain shown in **Figure 8** corresponds approximately to elevation 235 m. However, given the date of the flood line provided by the Town and the date of the hydrologic modelling, it should be noted that the floodplain may not be representative of existing conditions.

7.4 Conclusions

7.4.1 Terrestrial Natural Heritage Features

The Woodlot in the southwestern portion of the study area is identified as Schedule B – Natural Heritage System of the Town's Official Plan, which is a terrestrial natural heritage constraint feature. This feature could also be contiguous with a treed area within the study area that has not been formally identified as a Woodlot. A field assessment to determine the condition and boundaries of the existing Woodlot is recommended.

TOWN OF NEWMARKET Old Main Street Tertiary Plan - Infrastructure and Natural Heritage Background Study February 2018 – 17-6363



There could be habitat for SCC (e.g., Eastern Wood-Pewee) and SAR (e.g., Butternut, Barn Swallow, Chimney Swift, Little Brown Myotis and Northern Myotis) in the study area. Field assessments are required to determine the potential for endangered or threatened SAR habitat and contravention to the *ESA*, 2007, as well as habitat for SCC.

There were no aquatic natural heritage constraint features identified in the study area; however, surface water drainage from the study area is released to the East Holland River, which has known fish communities and ecological sensitivities. Potential opportunities and constraints associated with the discharge of urban stormwater runoff to the East Holland River are discussed in **Section 6.7**.

7.4.2 Regulatory Floodplain

Approximately 28% of the study area is occupied by flood hazard lands within the regulatory floodplain of East Holland River. New development and site alterations within the limit of the floodplain plus a 30 m setback are subject to regulation by LSRCA under the *Conservation Authorities Act, 1990*. The control of development within flood hazard lands is intended to mitigate injury and loss of life, property damages, and social disruptions, as well as to conserve and enhance natural resources.

LSRCA has prepared Guidelines for the Implementation of Ontario Regulation 179/06 - Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (2015). The construction of new residential structures and residential additions to a maximum of 50% of the original foundation area may be permitted where there is no alternative location outside the flood hazard, subject to conditions outlined in the guidelines.

The percentage of flood hazard lands within the study area, and LSRCA's conditions for development and site alteration, are considered a major constraint to redevelopment and intensification of the Old Main Street community. The existing policy framework for redevelopment of the study area is provided by the following guidance documents:

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- The Town of Newmarket Official Plan 2006 2026 (Meridian Planning Consultants 2016);
- Tree Policy (Town of Newmarket 2005);
- Corporation of the Town of Newmarket By-law Number 2007-71, A By-law to Prohibit or Regulate the Destruction or Injuring of Woodlot Trees;
- The Town of Newmarket Water and Wastewater Master Plan (WSP 2017);
- The Town of Newmarket Comprehensive Stormwater Management Plan (AECOM 2017);
- The Town of Newmarket Engineering Design Standards and Criteria (Town of Newmarket 2015);
- East Holland River Subwatershed Plan (LSRCA 2010); and
- Guidelines for the Implementation of Ontario Regulation 179/06, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation (LSRCA 2015).

Constraints identified to the redevelopment of the Old Main Street community include:

- The current road condition and narrow right of way will limit the amount of development that can occur. The current roadway is not built to today's standard and with increased traffic, efficiency and safety will be reduced as more development occurs;
- Groundwater conditions in the study area, specifically the high water table reported by residents, may be the cause of basement flooding;
- The existing stormwater management system which is haphazard (it consists of a surface drainage system and storm sewers), is suspected to have capacity issues, and is not regularly maintained;
- The Woodlot in the southwestern portion of the study area, which is identified as a natural heritage feature in Schedule B of the Town of Newmarket Official Plan 2006 2026, is to be protected;
- There is potential habitat for Species of Conservation Concern (Eastern Wood-Pewee) and Species at Risk (Butternut, Barn Swallow, Chimney Swift, Little Brown Myotis and Northern Myotis) within the study area; and
- The regulatory floodplain of the East Holland River, which occupies 28% of the study area, development within which (plus a 30 m setback) is subject to regulation.

Conversely, redevelopment of the study area will provide the opportunity to:

- Bring the roadway up to current design standards;
- Encourage water conservation practices through incentives to retrofit existing development and requirements to fit new development with high efficiency plumbing fixtures and rain water barrels for non-potable uses, and the implementation of education and outreach programs;
- Upgrade hydrant installations along Old Main Street to existing engineering design standards with respect to spacing and location;

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- Connect all properties to the municipal sanitary sewer (septic systems are currently being used on one quarter of the properties in the study area);
- Upgrade the municipal sanitary sewer to existing design standards for minimum sewer line grades and manhole spacing;
- Upgrade the existing stormwater management works to achieve current environmental standards and criteria for water quality and water quantity control;
- Resolve the existing stormwater management and flooding issues currently being experienced by residents in the community; and
- Identify, design and implement Woodlot restoration and enhancement.

This background study is based on a desktop review of available data and reports, and the following studies are recommended to better inform plans for redevelopment of the study area:

- Future traffic studies for development applications with specific site plans and unit densities;
- A hydraulic assessment to confirm the capacity of the water mains (within and supplying the study areas) to meet flow and pressure requirements under future conditions (the Town of Newmarket Water and Wastewater Master Plan did not identify study area as future growth area in its capacity assessment);
- Hydrant flow testing to confirm that the minimum flows and residual pressures are currently being achieved;
- A hydraulic assessment to confirm the capacity of the local and receiving (downstream) sanitary sewers to receive wastewater flows under future conditions (the Town of Newmarket Water and Wastewater Master Plan did not identify study area as future growth area in its capacity assessment);
- A groundwater study to better characterize existing groundwater conditions;
- A detailed topographic survey and comprehensive hydrologic and hydraulic modelling of the local stormwater management system and receiving (downstream) drainage system to determine the causes and optimum solution to the existing stormwater management and flooding issues;
- A Woodlot condition assessment and boundary staking site visit;
- A field assessment to determine the presence of Species of Conservation Concern (Eastern Wood-Pewee) and Species at Risk (Butternut, Barn Swallow, Chimney Swift, Little Brown Myotis and Northern Myotis) habitat and/or individuals within the study area; and



• Updated hydrologic and hydraulic modelling to confirm the extent of the regulatory floodplain of East Holland River (flood flow inputs to LSRCA's latest hydraulic model are based on hydrologic modelling completed in 2005).

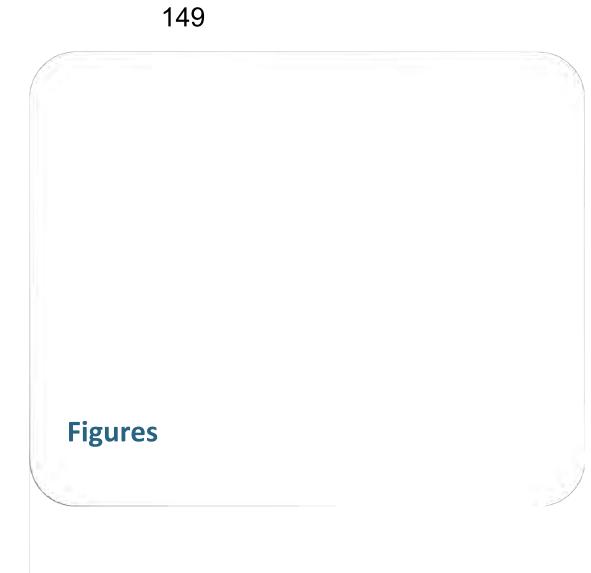
Report Signatories

DILLON CONSULTING LIMITED

Paul Bunk

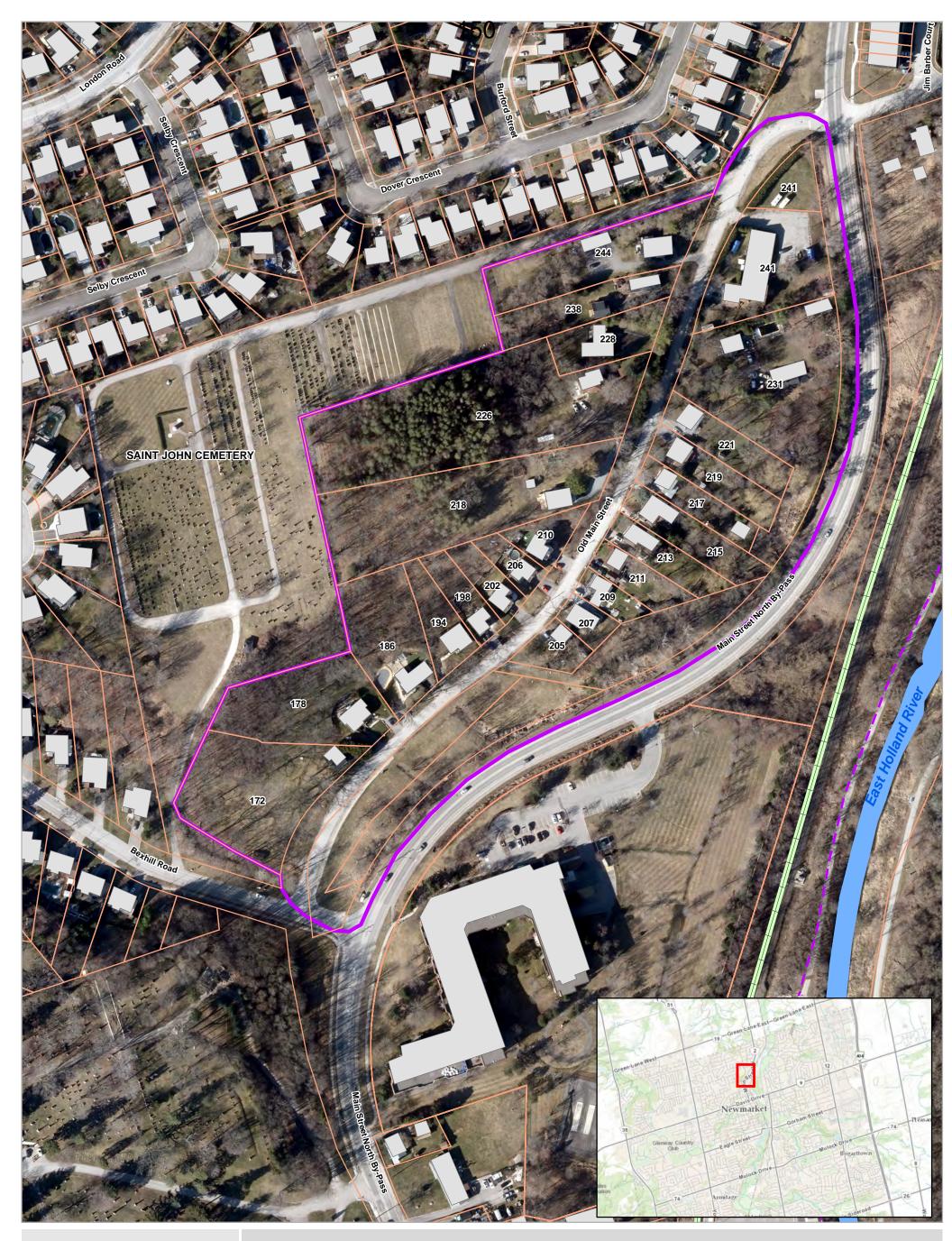
Paul Bumstead, B.E.S. Partner



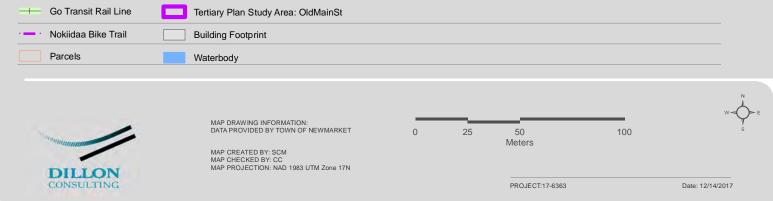


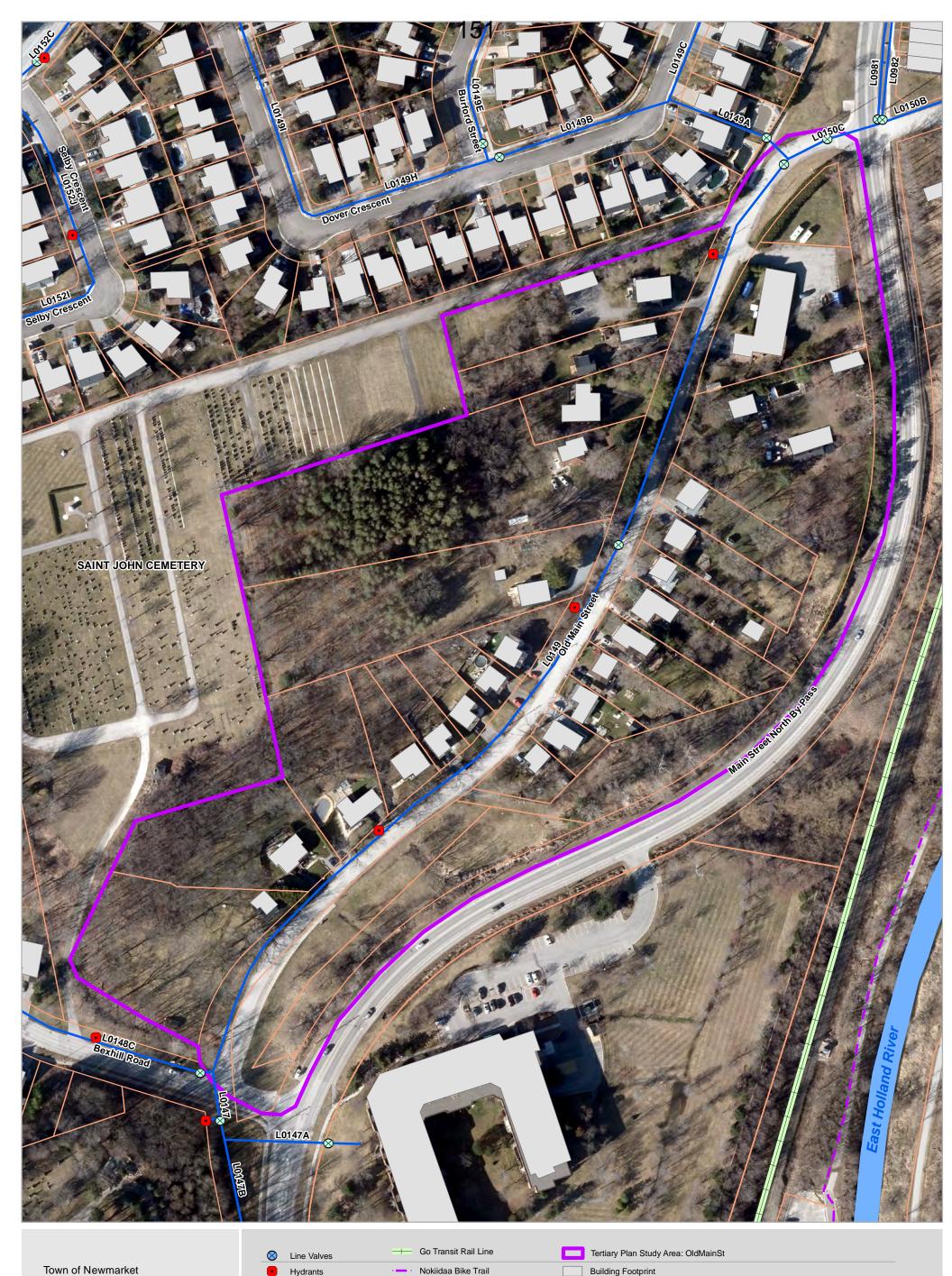




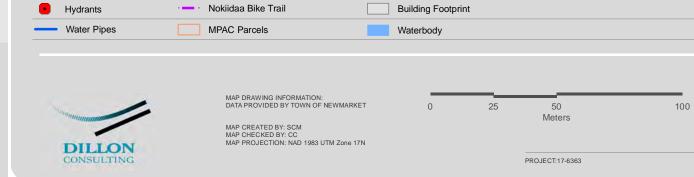


Tertiary Plan Study Area FIGURE 1





Water Distribution

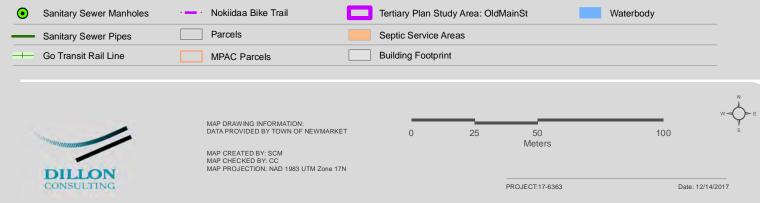


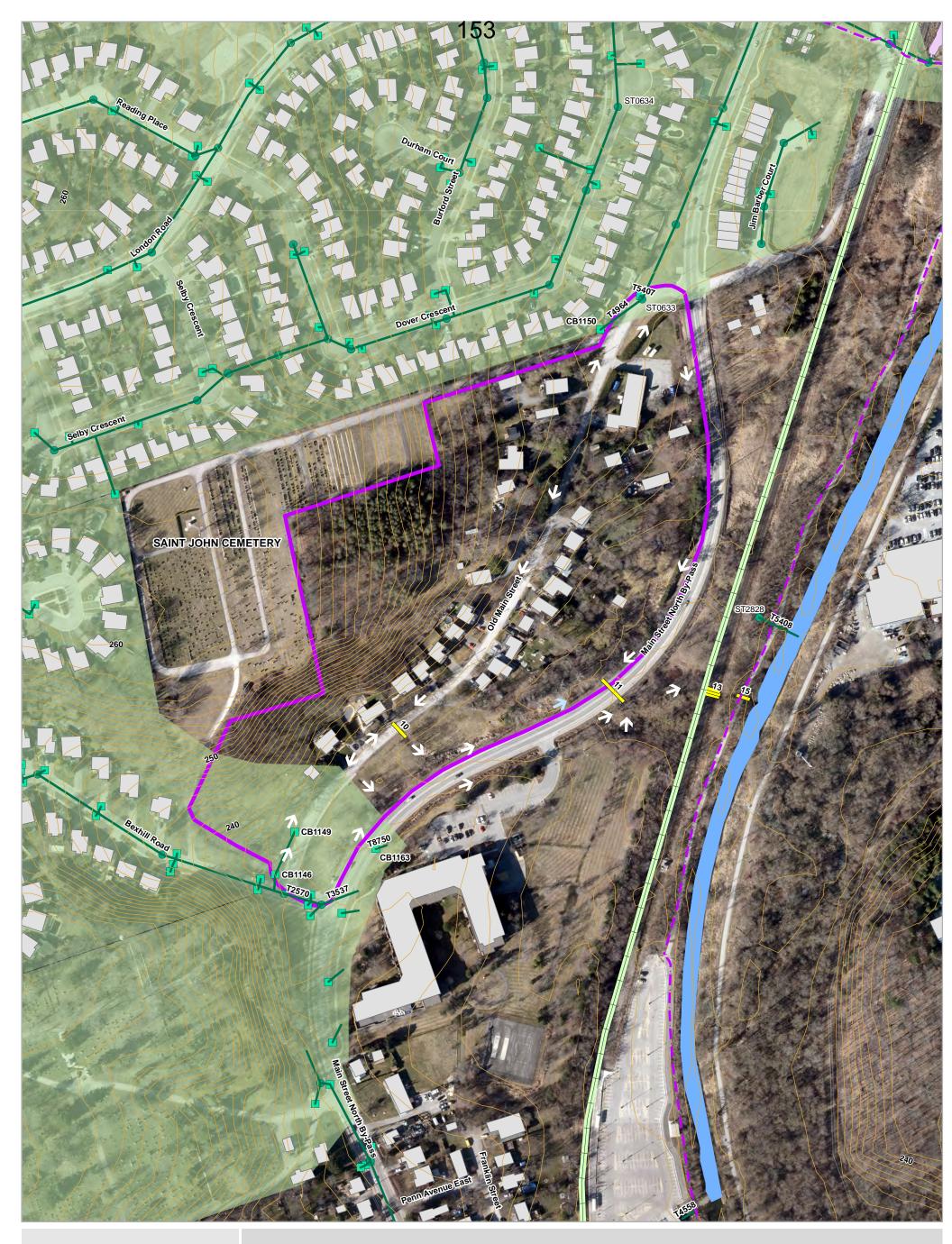
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FIGURE 3

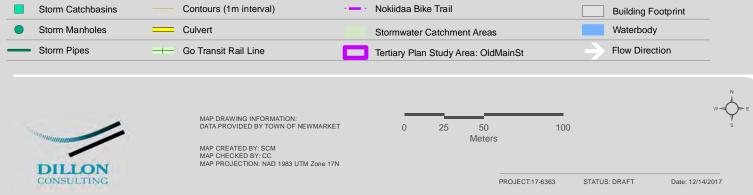


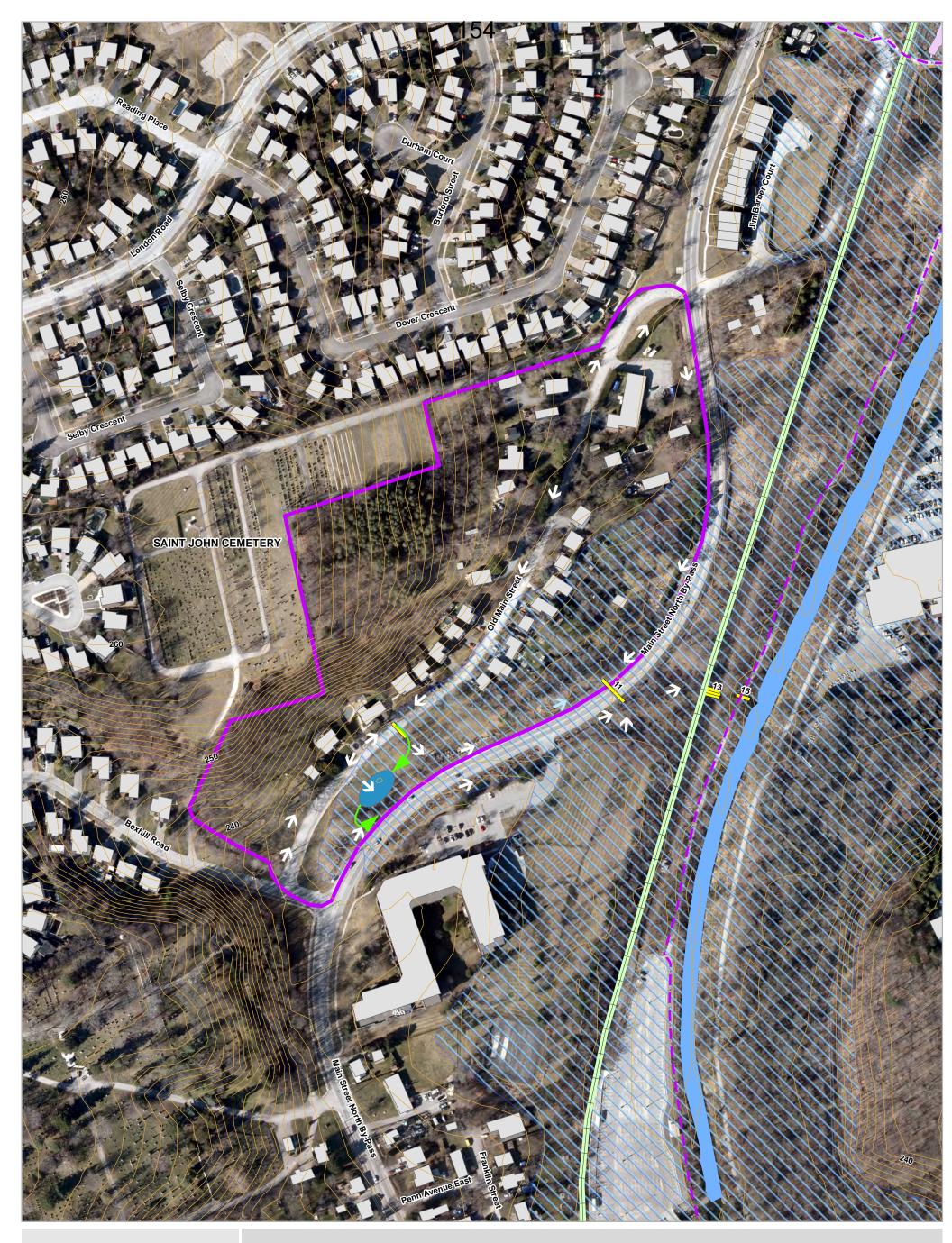
Wastewater Collection FIGURE 4



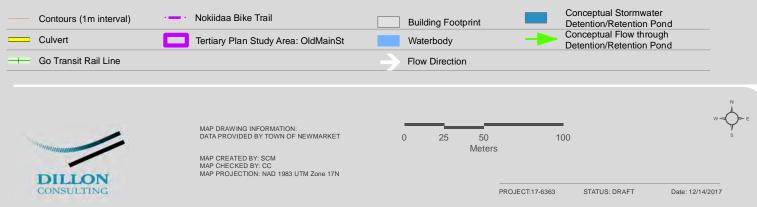


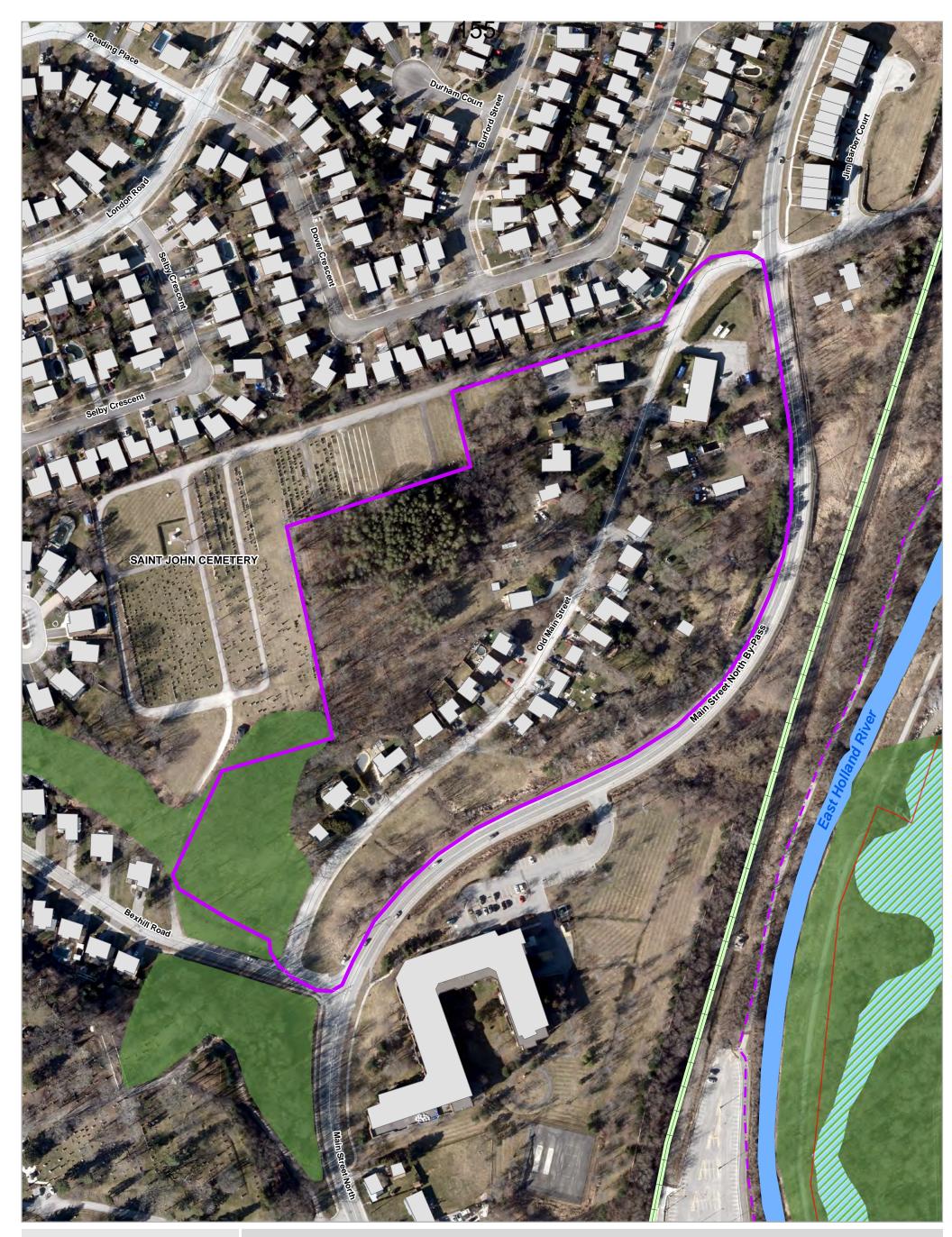
Existing Stormwater Management FIGURE 5



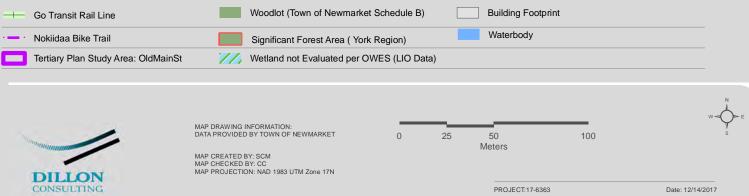


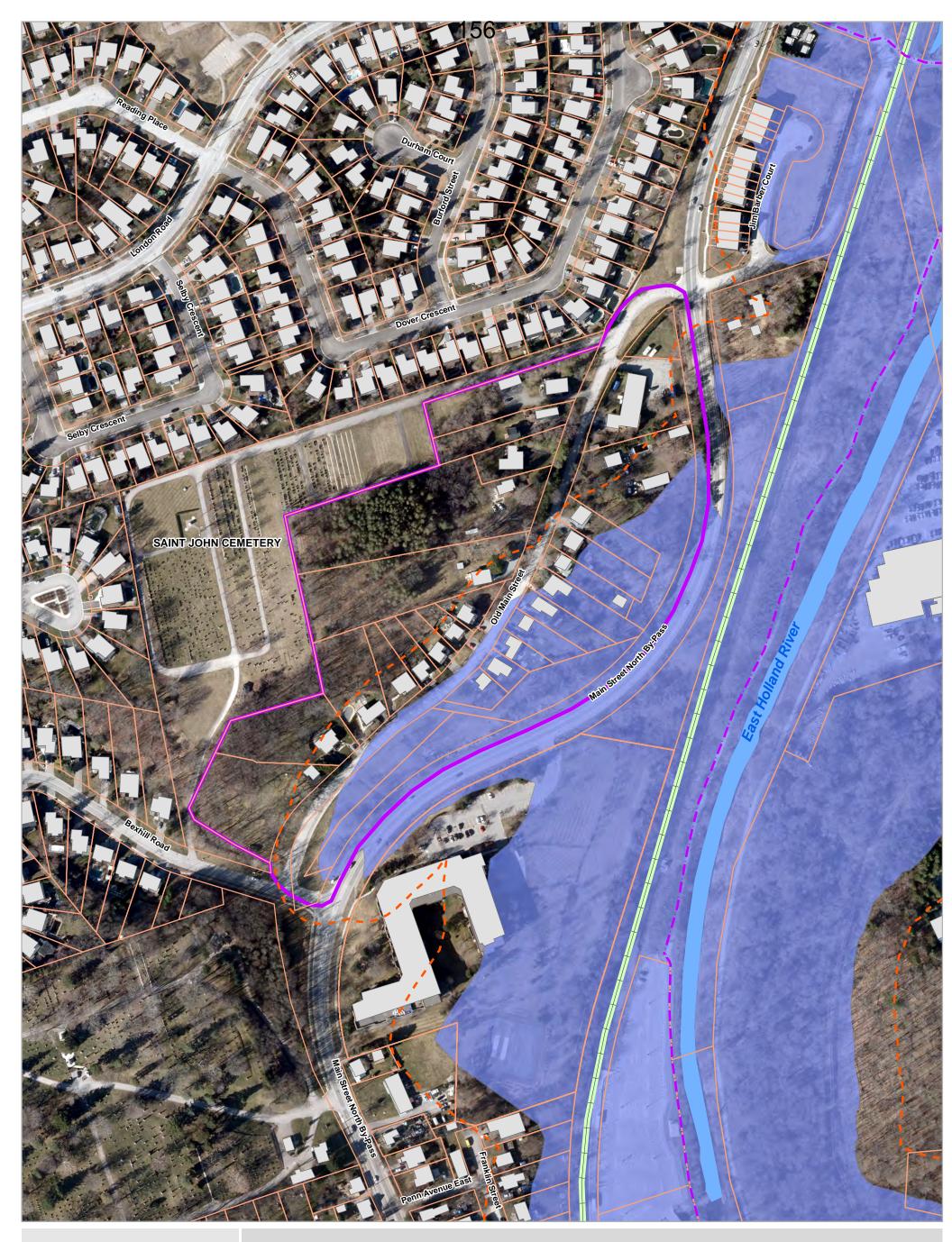
Proposed Stormwater Detention/Retention Storage Area FIGURE 6



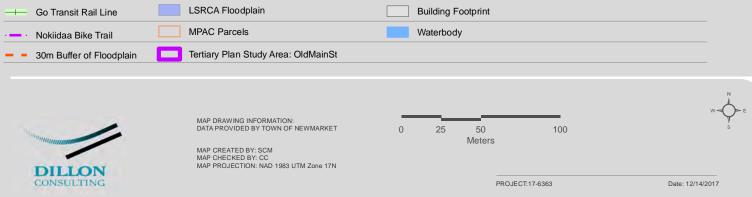


Terrestrial Natural Heritage Features FIGURE 7





East Holland River Regulatory Floodplain FIGURE 8





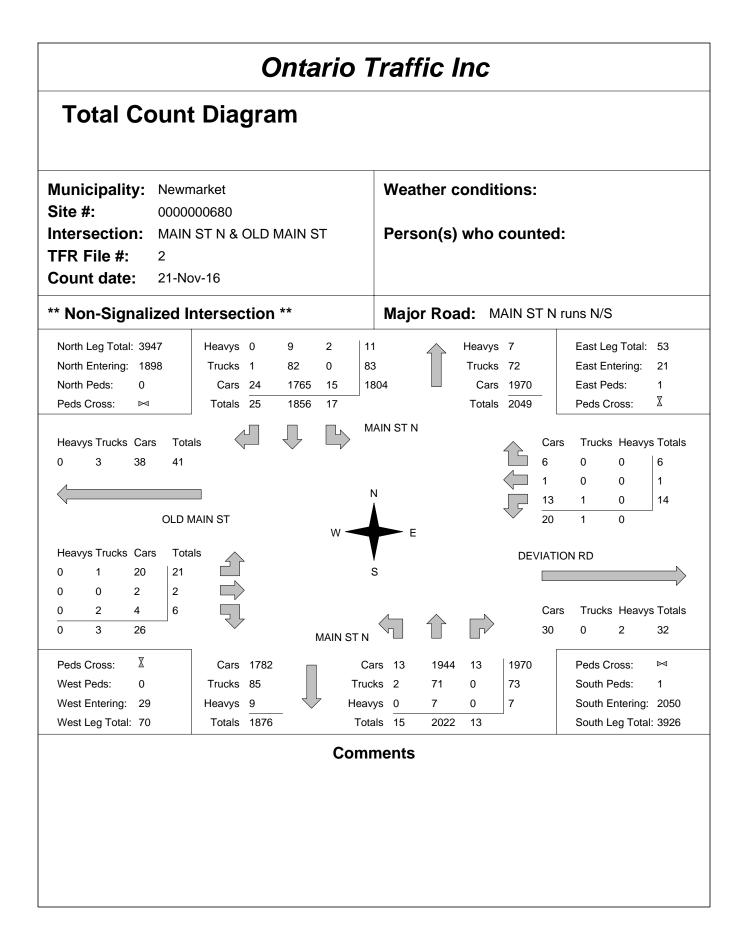
Appendix A Traffic Count Data



TOWN OF NEWMARKET *Old Main Street Tertiary Plan February 2018 – 17-6363*

Specified Period From: 7:00:00 To: 9:00:00 Weather conditions:	One Hour Peak From: 8:00:00 To: 9:00:00
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	South Leg Total: 829
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Ontario T	Traffic Inc
Morning Peak Diagram	Specified Period One Hour Peak From: 7:00:00 From: 7:30:00 To: 9:00:00 To: 8:30:00
Municipality:NewmarketSite #:000000681Intersection:OLD MAIN ST & BEXHILL RDTFR File #:3Count date:7-Nov-16	Weather conditions: Person(s) who counted:
** Non-Signalized Intersection **	Major Road: OLD MAIN ST runs N/S
North Leg Total: 18 North Entering: 13 North Peds: 0 Peds Cross: \bowtie Heavys Trucks Cars Totals 2 0 44 46 BEXHILL RD Heavys Trucks Cars Totals 0 0 2 0 1 126 2 0 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127 127	Totals 5 Peds Cross: X LD MAIN ST Cars Trucks Heavys Totals 3 0 0 3 37 0 1 40 0 1 BEXHILL RD
Peds Cross: X West Peds: 0 West Entering: 129 West Leg Total: 175	nents

	Onta	rio T	raffic	: Inc					
Afternoon Peak Diagram			Specific From: To:	ed Perioo 15:00:00 18:00:00	d	One Fro To:		r Pea 6:15:0 7:15:0	00
Municipality:NewmarketSite #:000000681Intersection:OLD MAIN ST & BEXHILL RDTFR File #:3Count date:7-Nov-16			Weather conditions: Person(s) who counted:						
** Non-Signalized In	tersection **		Major F	Road: OI		IST	runs N/	S	
North Leg Total: 21 North Entering: 9 North Peds: 0 Peds Cross: ₪	Heavys 0 Trucks 0 Cars 1 Totals 1	0 0 0 0 8 9 8	LD MAIN ST	Heavys Trucks Cars Totals	0 12	E	East Leg ⁻ East Ente East Peds Peds Cros	ring: s:	213 145 0 ∑
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Ontario T	Traffic Inc
Total Count Diagram	
Municipality:NewmarketSite #:000000681Intersection:OLD MAIN ST & BEXHILL RDTFR File #:3Count date:7-Nov-16	Weather conditions: Person(s) who counted:
** Non-Signalized Intersection **	Major Road: OLD MAIN ST runs N/S
North Leg Total:84 North Entering:Heavys101North Entering:45 Peds:0 Cars162844Peds Cross: \bowtie Totals1728Heavys Trucks CarsTotals \checkmark \square \square \square 57416428 \square \square \square Heavys Trucks CarsTotals \square \square \square \square BEXHILL RD \square \square \square \square \square Heavys Trucks CarsTotals \square \square \square 57366 \square \square \square 57380 \square \square \square	Totals 39 Peds Cross: X LD MAIN ST Cars Trucks Heavys Totals 25 0 0 400 7 4 411 425 7 4 BEXHILL RD
Peds Cross: X West Peds: 0 West Entering: 392 West Leg Total: 820	nents

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utario Trattic Inc	cs - South	Thru	Cum	0	0	0	0	0	00			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
nta	Trucks -		Incr	0	0	0	0	0	00		> C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
S		Left	Cum	0	0	0	0	0	00		- C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5	-		Incr	0	0	0	0	0	00		> C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Site #: 000000681	ch	Right		0	0	0	0	0	0 0		, c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0000	Approa		Cum	0	0	0	0	0	00				0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Site #:	- South	Thru	Incr																																
9	Passenger Cars - South Approach	È	Cum	0	0	0	0	0	00				0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Nov-1	asseng		Incr	0	0	0	0	0	0 0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
ate: 7-		Left	Cum	0	0	0	0	0	00			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Count Date: 7-Nov-16		Interval	Time	7:00:00	7:15:00	7:30:00	7:45:00	8:00:00	8:15:00	0.30.00 8.45.00	00.00.0	9:00:17	15:00:00	15:15:00	5:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	8:00:32									

																17	73	3															
		trians	Cross	Incr	0	0	0	0	0		0	0	0	00						0	0	0	0	0	0	C							
		Pedestrians	West Cross	Cum	0	0	0	0	0 0		0	0	0	0 0						0	0	0	0	0	0	D							
			it	Incr	0	0	0	0	0 0	0 0	0	0	0	0 0	<u>о</u> с					0	0	0	0	0	0	D							
		ų	Right	Cum	0	0	0	0	0		0	0	0	0	-					0	0	0	0	0	0	O							
		- West Approach	_	Incr	0	0	2	0	0 (0 0	0	~	0	0 0	→ C	- c				0	0	0	0	0	0	C							
		/s - West	Thru	Cum	0	0	0	5	0	2		с	e	ო ი	N ≁	4 -	- t	4	- LC	Ω Ω	S	5	5	5	ı ع	G							
		Heavys		Incr	0	0	0	0	0 0	00	0	0	0	0 0	- C			0 0	0	0	0	0	0	0	0	D							
			Left	Cum	0	0	0	0	0	0 0	0	0	0	0	5			00	0	0	0	0	0	0	0	D							
nc	-			Incr	0	0	0	0	0 0	0 0	0	0	0	0 0	- C	- C	-	0 0	0	0	0	0	0	0	0	D C							
fic I			Right	Cum	0	0	0	0	0	- -	0	0	0	0 0	5 0	5 0			0	0	0	0	0	0	0	D							
rafi		Approach		Incr	0	0	0	0	- (0 0	0	0	0	0 0	7 C	- c	0 0	0 0	0) —	2	-	0	-	0	D							
tario Traffic Inc		Trucks - West Approach	Thru	Cum	0	0	0	0	~ `		~	~	-		- c	N C	ч с	10	1 0	i ო	5	9	9	7	~ '								
ntaı		Truck		Incr	0	0	0	0	0 (0 0	0	0	0	0 0	0 0	- C		0 0	0	0	0	0	0	0	0	D				_			
Õ			Left	Cum	0	0	0	0	0	- -	0	0	0	0	5 0	5 0		0 0	0	0	0	0	0	0	0	Э							
	31			Incr	0	0	0	0	0 0	0 0	0	0	0	0 0	5 0	- C	0 0	0 0	0	0	0	0	0	0	0	D				_			
	Site #: 000000681	oach	Right	Cum	0	0	0	0	0	- -	0	0	0	0 0		5 0		0 0	0	0	0	0	0	0	0	D							
	e #: 00	est Appro		Incr	0	80	16	30	8	31	25	29	0	0 4	2	= 2	- 0	0 0	16	13	13	13	14	18	16	D							
	Sit	Passenger Cars - West Approach	Thru	Cum	0	œ	24	54	92	123	175	204	204	204	214	970	25.4	263	279	292	305	318	332	350	366	300							
	7-Nov-16	ssenger		Incr	0	-	0	-	0 0	- c	0	-	0	0 0) (⊃ r	، د	- c	0	I -	-	0	0	-	- (D							
		Pä	Left	Cum	0	-	~	2	0	N M		4	4	4 •	4 -	4 ٢	- 0	0 00	10	11	12	12	12	13	14	14							
	Count Date:		val		7:00:00	7:15:00	7:30:00	7:45:00	8:00:00	8:30:00	8:45:00	9:00:00	9:00:17	5:00:00	5:15:00	15:30:00	19.49.00	16.15.00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	8:00:32					_		_
	ပိ		Interval	Time	7:0	7:1	7:3	7:4	8:0	8.3 2.3	8:4	0:6	0:6	15:0	15:1	10:31	1.0 1.0 1.0	16.1	16:3	16:4	17:0	17:1	17:3	17:4	18:0	18:0							

Appendix B Synchro Analysis Worksheets



TOWN OF NEWMARKET *Old Main Street Tertiary Plan February 2018 – 17-6363*

Lanes, Volumes,	Timings
1: Main St N by-p	bass & Old Main St/Deviation Rd

	٦	-	\mathbf{r}	∢	←	•	-	1	1	1	Ļ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$						\$	
Traffic Volume (vph)	5	0	0	6	0	3	0	243	2	2	578	2
Future Volume (vph)	5	0	0	6	0	3	0	243	2	2	578	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.959			0.999				
Flt Protected		0.950			0.966							
Satd. Flow (prot)	0	1825	0	0	1780	0	0	1794	0	0	1848	0
Flt Permitted		0.950			0.966							
Satd. Flow (perm)	0	1825	0	0	1780	0	0	1794	0	0	1848	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		592.4			185.1			548.3			205.3	
Travel Time (s)		44.4			13.9			41.1			15.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	4%	0%
Adj. Flow (vph)	6	0	0	7	0	3	0	270	2	2	642	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	10	0	0	272	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
71	ther											
Control Type: Unsignalized												
Intersection Capacity Utilizati	on 42.1%)		IC	CU Level	of Service	A					
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis 1: Main St N by-pass & Old Main St/Deviation Rd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$				
Traffic Volume (veh/h)	5	0	0	6	0	3	0	243	2	2	578	2
Future Volume (Veh/h)	5	0	0	6	0	3	0	243	2	2	578	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	0	0	7	0	3	0	270	2	2	642	2
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	921	919	643	918	919	271	644			272		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	921	919	643	918	919	271	644			272		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	97	100	100	100			100		
cM capacity (veh/h)	252	273	477	254	273	773	951			1303		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	6	10	272	646								
Volume Left	6	7	0	2								
Volume Right	0	3	2	2								
cSH	252	318	951	1303								
Volume to Capacity	0.02	0.03	0.00	0.00								
Queue Length 95th (m)	0.6	0.7	0.0	0.0								
Control Delay (s)	19.6	16.7	0.0	0.0								
Lane LOS	С	С		А								
Approach Delay (s)	19.6	16.7	0.0	0.0								
Approach LOS	С	С										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utiliza	tion		42.1%	IC	CU Level	of Service			А			
Analysis Period (min)			15									

Lanes, Volumes, Timings 2: Bexhill Rd & Old Main St

	٦	+	Ļ	*	1	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्भ	4Î		Υ	
Traffic Volume (vph)	2	127	38	3	5	8
Future Volume (vph)	2	127	38	3	5	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	0.0	0.0
Storage Lanes	0			0	1	0
Taper Length (m)	2.5				2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991		0.919	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	1900	1852	0	1614	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	1900	1852	0	1614	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		134.4	37.6		592.4	
Travel Time (s)		8.1	2.3		44.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	3%	0%	0%	12%
Adj. Flow (vph)	2	141	42	3	6	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	143	45	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0	5	3.7	5
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		1.6	1.6		1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	0177	0.77	14	24	14
Sign Control		Free	Free		Stop	
.		1700	1100		Ciop	
Intersection Summary						
51	Other					
Control Type: Unsignalized						

Control Type: Unsignalized Intersection Capacity Utilization 18.3% Analysis Period (min) 15

ICU Level of Service A

	٦	-	+	×	1	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		با	4î		Y		
Traffic Volume (veh/h)	2	127	38	3	5	8	
Future Volume (Veh/h)	2	127	38	3	5	8	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	2	141	42	3	6	9	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	45				188	44	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	45				100		
vCu, unblocked vol	45				188	44	
tC, single (s)	4.1				6.4	6.3	
tC, 2 stage (s)	2.2				2 5	2.4	
tF (s)	2.2				3.5	3.4	
p0 queue free %	100				99	99	
cM capacity (veh/h)	1576				804	999	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	143	45	15				
Volume Left	2	0	6				
Volume Right	0	3	9				
cSH	1576	1700	911				
Volume to Capacity	0.00	0.03	0.02				
Queue Length 95th (m)	0.0	0.0	0.4				
Control Delay (s)	0.1	0.0	9.0				
Lane LOS	А		А				
Approach Delay (s)	0.1	0.0	9.0				
Approach LOS			А				
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization	ation		18.3%	IC	U Level o	of Service	
Analysis Period (min)			15				

Lanes, Volumes, Timings
1: Main St N by-pass & Old Main St/Deviation Rd

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			4	
Traffic Volume (vph)	4	0	3	2	0	0	5	638	2	1	311	12
Future Volume (vph)	4	0	3	2	0	0	5	638	2	1	311	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942									0.995	
Flt Protected		0.972			0.950							
Satd. Flow (prot)	0	1759	0	0	1825	0	0	1848	0	0	1791	0
Flt Permitted		0.972			0.950							
Satd. Flow (perm)	0	1759	0	0	1825	0	0	1848	0	0	1791	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		592.4			185.1			548.3			205.3	
Travel Time (s)		44.4			13.9			41.1			15.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	7%	0%
Adj. Flow (vph)	4	0	3	2	0	0	6	709	2	1	346	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	2	0	0	717	0	0	360	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
J	Other											
Control Type: Unsignalized												
Intersection Capacity Utilizat	tion 47.3%	,)		IC	CU Level	of Service	Α					
Analysis Period (min) 15												

180 HCM Unsignalized Intersection Capacity Analysis 1: Main St N by-pass & Old Main St/Deviation Rd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			4	
Traffic Volume (veh/h)	4	0	3	2	0	0	5	638	2	1	311	12
Future Volume (Veh/h)	4	0	3	2	0	0	5	638	2	1	311	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	0	3	2	0	0	6	709	2	1	346	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1076	1078	352	1080	1083	710	359			711		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1076	1078	352	1080	1083	710	359			711		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	99	100	100	100			100		
cM capacity (veh/h)	198	219	696	196	218	437	1211			898		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	2	717	360								
Volume Left	4	2	6	1								
Volume Right	3	0	2	13								
cSH	285	196	1211	898								
Volume to Capacity	0.02	0.01	0.00	0.00								
Queue Length 95th (m)	0.6	0.2	0.1	0.0								
Control Delay (s)	17.9	23.6	0.1	0.0								
Lane LOS	С	С	А	А								
Approach Delay (s)	17.9	23.6	0.1	0.0								
Approach LOS	С	С										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			47.3%	IC	U Level	of Service			А			
Analysis Period (min)			15									

Lanes, Volumes, Timings 2: Bexhill Rd & Old Main St

	۶	+	4	×	1	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ب ا	¢î		Y	
Traffic Volume (vph)	4	60	137	8	8	1
Future Volume (vph)	4	60	137	8	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	0.0	0.0
Storage Lanes	0			0	1	0
Taper Length (m)	2.5				2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.986	
Flt Protected		0.997			0.957	
Satd. Flow (prot)	0	1862	1888	0	1813	0
Flt Permitted		0.997			0.957	
Satd. Flow (perm)	0	1862	1888	0	1813	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		134.4	37.6		592.4	
Travel Time (s)		8.1	2.3		44.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	3%	1%	0%	0%	0%
Adj. Flow (vph)	4	67	152	9	9	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	161	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0	5	3.7	5
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		1.6	1.6		1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Sign Control		Free	Free		Stop	
Intersection Summary						
	Other					
Control Type: Unsignalized	Uner					

Control Type: Unsignalized Intersection Capacity Utilization 17.7%

ICU Level of Service A

Analysis Period (min) 15

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	4Î		۰Y		
Traffic Volume (veh/h)	4	60	137	8	8	1	
Future Volume (Veh/h)	4	60	137	8	8	1	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	4	67	152	9	9	1	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked						. = .	
vC, conflicting volume	161				232	156	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	4/4				000	45/	
vCu, unblocked vol	161				232	156	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)	2.2				2 5	2.2	
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				99 750	100	
cM capacity (veh/h)	1424				759	894	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	71	161	10				
Volume Left	4	0	9				
Volume Right	0	9	1				
cSH	1424	1700	771				
Volume to Capacity	0.00	0.09	0.01				
Queue Length 95th (m)	0.1	0.0	0.3				
Control Delay (s)	0.4	0.0	9.7				
Lane LOS	А		А				
Approach Delay (s)	0.4	0.0	9.7				
Approach LOS			А				
Intersection Summary							
Average Delay			0.5				
Intersection Capacity Utilization 17.7%			IC	U Level a	of Service	1	
Analysis Period (min)			15				

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Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe Staff Report

Report Number: 2018-11 Department(s): Planning & Building Services Author(s): Adrian Cammaert Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe dated February 26, 2018 be received; and,
- 2. That this Report be submitted to the Ministry of Municipal Affairs and Housing as the Town of Newmarket's comments on the Proposed Methodology for Land Needs Assessment; 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 twofold: (i) to provide information regarding the Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe that was recently released by the province, and (ii) to obtain authorization to submit this Report to the Ministry of Municipal Affairs and Housing as the Town's comments.

Background

In 2017, the Province's four main Planning documents were updated. One of these documents is the Growth Plan for the Greater Golden Horseshoe (Growth Plan). The 2017 Growth Plan contains population and employment forecasts for upper and single tier municipalities up to 2041. In past years, there has been an inconsistent approach by municipalities regarding how to interpret these figures in terms of future land needs. To address this situation, in December 2017, the province released a document entitled "Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe" which is intended to help upper and single-tier municipalities interpret the

Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe Page 1 of 4 Growth Plan's population and employment forecasts in a standardized manner across the Greater Golden Horseshoe. This is intended to provide a clear understanding of future land needed for development until 2041.

In the Newmarket / York Region context, the main applicability of the final Methodology is for it to be implemented by the Region through the Regional Municipal Comprehensive Review (MCR) to determine the need for any *settlement area* boundary expansions.

The province has released the draft for review and the deadline for comments is February 28, 2018.

Discussion

Staff have reviewed the proposed Methodology and generally believe that it will provide a supportable means to provide a standardized framework for upper and single tier municipalities to use to calculate future land needs; however, it is recommended that a greater emphasis be placed on local level (lower-tier) planning documents.

Summary of the Proposed Methodology

The full methodology is quite complex, and below is a high-level summary of the steps involved in calculating land needs for both housing and jobs.

Housing

To calculate land needs for housing (only in community areas):

- 1. Determine the number of additional people that will need housing.
- 2. Determine the number of new housing units required to accommodate these additional people.
- 3. Allocate housing units to meet Growth Plan requirements over the time period of the Growth Plan horizon (2041) and for each specific policy area, including:
 - delineated built-up area
 - designated greenfield area, and
 - rural area.
- 4. Determine the forecasted population of each policy area during specific time periods.
- 5. Finally, determine the quantity of land needed to accommodate housing in the "community areas" of *designated greenfield areas* (or the amount of *excess land* in *outer ring* municipalities / not applicable to Newmarket).

Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe Page 2 of 4

Jobs

To calculate land needs for jobs (in community areas and employment areas):

- 1. Determine the number of additional jobs to be accommodated over the time period of the Growth Plan horizon (2041).
- 2. Determine the distribution of the additional jobs by job type and by location in community areas versus *employment areas*.
- 3. Allocate "community area" jobs to the *delineated built-up area* and to the *designated greenfield area*, applying Growth Plan requirements, and determine the quantity of land needed to accommodate jobs in the "community areas" of *designated greenfield areas*.
- 4. Finally, determine the amount of *employment area* land needed (or the amount of *excess land* in *outer ring* municipalities / not applicable to Newmarket).

Concern Regarding Consideration of Lower-tier Official Plans

As noted, the main use of the Methodology relative to Newmarket is for implementation by the Region through the MCR to determine the need for any *settlement area* boundary expansions in the Region as a whole. The term "settlement area" is defined in the Growth Plan to include both built up areas and lands designated for development "in an official plan". Regarding this second criteria, the proposed methodology does not specify which level of official plan is intended. It was anticipated that this methodology would clarify this point in a manner that applied some weight to designations set out in lower-tier official plans; however, the converse has occurred as the Methodology is based on the official plan designations of upper and single tier official plans.

It is therefore recommended that a step should be added early in the Regional MCR process (first step) in advance of undertaking the land needs assessment, requiring an upper-tier municipality to consider the existing land use designations of lower-tier official plans.

Conclusion

Staff commend the province for their desire to create a consistent framework for upper and single-tier municipalities in the Greater Golden Horseshoe to use in assessing future land needs. Approaches to land needs assessment and the reporting of results differ by municipality, and a standardized approach to determining future land needs will provide greater certainty for municipalities regarding future development areas and therefore afford a more stable planning context.

The proposed methodology goes far to achieve this goal; however, there are areas of concern as noted in this Report, specifically regarding the limited role of lower-tier municipalities and inadequate regard for their Official Plans.

Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe Page 3 of 4

Business Plan and Strategic Plan Linkages

Well-Respected:

• Being an active, influential political contributor in regional, provincial and federal affairs.

Consultation

Not applicable.

Human Resource Considerations

None.

Budget Impact

None.

Attachments

None.

Approval

Adrian Cammaert, MCIP, RPP, CNU-A Senior Planner, Policy

Rick Nethery, MCIP, RPP Director of Planning & Building Services

Jason Unger, MCIP, RPP Assistant Director of Planning

Olto Noclea

Peter Noehammer, P. Eng. Commissioner of Development & Infrastructure Services

Contact

Adrian Cammaert, Senior Policy Planner, acammaert@newmarket.ca



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Inflow & Infiltration Reduction Program (Program #2 in the Town of Newmarket)

Staff Report

Report Number: 2018-12 Department(s): Planning & Building Services & Engineering Services Author(s): J. Unger / R. Prudhomme Meeting Date: February 26, 2018

Recommendations

- 1. THAT the report entitled Inflow & Infiltration Reduction Program (Program #2 in the Town of Newmarket) dated February 26, 2018 be received;
- 2. AND,
 - a. WHEREAS the Developer of Shining Hill on Yonge Street has approached the Town requesting permission to enter into a tri-party agreement with the Town and York Region for a second Inflow and Infiltration (I&I) Reduction Program in Newmarket,
 - b. AND WHEREAS, in consulting with York Region, in reviewing the Town's priorities for allocation, and identifying active development applications which are nearing Planning approval, it was determined that there are only two developments of a significant or large enough nature within the Town to qualify for a second developer-funded I&I program, those being Shining Hill on Yonge Street and Forest Green Homes on Leslie Street,

THAT Council authorize a 2nd Inflow and Infiltration Reduction Program in the Town, to be spearheaded by either Shining Hill, or a Landowners Group consisting of Shining Hill and Forest Green Homes, should Forest Green wish to participate;

 AND THAT, unlike the current I&I program, the Town shall not grant allocation from its strategic reserve (i.e. up-front allocation) for Program #2, but shall monitor the Inflow and Infiltration investigation results and report back to Council should the Developer or Landowners' Group have difficulty in finding a sufficient initial amount of I&I sources to allow them to proceed with their development(s);

- AND THAT Program #2 cannot impact the current I&I project's ability to achieve the required allocation;
- AND 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 seek Council authorization to enter into a second tri-party agreement between the Town, York Region and a second developer or landowners' group for a developer-funded Inflow and Infiltration Reduction (I&I) Pilot Project within the Town.

Background

The delay in the approval of the Upper York Sewage Solutions (UYSS) project by the Province has affected the timing of Regional infrastructure system improvements needed for new development growth in Aurora, Newmarket and East Gwillimbury. One component of the UYSS project is the twinning of the Newmarket forcemain which, when completed, will create an additional 1500 persons of capacity for the Town of Newmarket to allocate to its new developments; however, this is still 2-3 years away at the earliest. This delay has caused a constraint in the conveyance system affecting Newmarket, and therefore, to assist in addressing this constraint, Regional Council has authorized a second developer-funded pilot project for the Town of Newmarket.¹

Discussion

Developer-funded I&I programs provide mutually-beneficial opportunities to improve wastewater conveyance systems by reducing inflow and infiltration and allocating a portion of the "recovered" capacity to allow planned growth to continue without additional infrastructure investment.

The Kerbel Group is currently carrying out an I&I program in the Town. Under this triparty agreement between the Town, York Region and the Developer, the Kerbel Group was granted allocation from the Town's strategic reserve for phase 1 (325 people) and phase 2 (919 people) of the development, and is required to "pay back" this allocation to

¹ Newmarket's second I&I program was approved in 2016. Regional Council recently granted approval for additional I&I programs in all local municipalities.

the Town as capacity is recovered through the I&I program. To-date, Kerbel Group has paid back a portion of the phase 1 allocation, while the timing for the remainder and phase 2 is projected for later this year.

Originally, each local municipality within York Region was only allowed one I&I developer-funded program. In January, 2018, York Region Council removed this restriction and any local municipality can now enter into a second I&I program, as long as this second program does not impact any I&I program that is currently underway.

The Town has recently been approached by the developer of Shining Hill (Yonge Street South), who is very keen to enter into a tri-party agreement with the Town and York Region for a second I&I Program in Newmarket.

The Shining Hill application (184 units/494 people) is located in an area that was originally part of the Southwest Newmarket Secondary Planning Area and which is currently designated Emerging Residential. The Statutory Public Meeting has been held and the developer is currently responding to technical comments on the proposed draft plan.

After in-depth consideration of Shining Hill's request, it was concluded by staff that in order to be fair to all developers, staff could recommend granting the 2nd I&I program through an Expression of Interest or a Request for Proposals. Upon further examination that included looking at the Town's priorities for allocation, consulting with York Region, and identifying active development applications which are nearing Planning approval, it was determined that there are only two developments of a significant or large enough nature to qualify for a second developer-funded I&I program. These are (see attachments on pages 7 and 8):

- 1. Shining Hill (Yonge Street South)
- 2. Forest Green Homes (Leslie Street)

Forest Green Homes has submitted a revised plan responding to staff and public comments, and a non-statutory public information centre to outline the nature of the changes is being arranged given that the Statutory Public Meeting was held in 2016. The application is for 350 units (921 people).

The Sundial development was also considered as a possible participant in a second I&I program, but staff was advised by York Region that the balance of the Sundial development (418 units/1111 people) is not eligible for this second program given that it is in the same sewershed as the current I&I program, given the Region's requirement that subsequent developer-funded programs cannot impact the previous projects' ability to achieve the required allocation. For Sundial to be able to participate in a developer-funded I&I program, the current I&I program would have to have been fully completed or abandoned. Council will recall that a 10 year extension to draft plan approval was recently granted for the balance of the Sundial development given the uncertainty as to

when additional allocation might be granted and when the balance of the plan may be registered.

Although Shining Hill, Forest Green Homes and Sundial have pending approvals to proceed with their developments, it is unlikely that staff will be in a position to recommend servicing allocation to these developments in the near future for three reasons:

- a) The current constraints in servicing capacity,
- b) Unknown timing for any significant infrastructure improvements that would allow more capacity to be created, and
- c) The Town's Servicing Allocation Policy that seeks to direct available capacity to the urban centres as a priority,

Based on the above, and after careful consideration, Staff recommends that a 2nd I&I program be granted to either Shining Hill, who has approached the Town to demonstrate its interest, or a landowners group consisting of Shining Hill and Forest Green Homes, if Forest Green is interested in participating.

Unlike the current I&I program, in which the Town granted allocation from its reserve to be subsequently paid back through the I&I work, staff does not recommend taking a similar approach with the 2nd program. However, staff shall monitor the Inflow and Infiltration investigation results of the Developer or Landowners' Group and shall report back to Council should the Developer or Landowners' Group have difficulty in finding a sufficient initial amount of I&I sources to allow them to proceed with their development(s). There are a number of reasons for this approach:

- the current scarcity of the reserve (1536 people);
- the unknown timing for receiving additional capacity from the Region
- the pending timing of payback from the current I&I program
- the unknown timing for payback from Shining Hill or the landowners group, should Council "up-front" the allocation
- active development applications on file (particularly in the urban centres) that, if approved, will require allocation in the near future.

On this last bullet point, for example, the Redwood application at 17645 Yonge Street was recently approved and ultimately will require allocation in the amount of 1034 people for all phases. Similarly, the Rose Corp. application at 175 Deerfield Road, if approved, will require allocation in the amount of 901 people for all phases. While it is possible to phase these developments, it is also important to ensure that there is sufficient capacity available to complete them, which is not guaranteed if the Town grants allocation from its reserve now in the hope of a timely payback through the 2nd I&I program.

In terms of the principles of the program (e.g. the number of units of allocation to be given to the developer in repayment for the remedial works done on Newmarket's

sewage infrastructure, and the number of units to be given to the Town to distribute as Council deems appropriate, and other terms of the tri-party agreement) will be worked out with York Region and the developer or landowners group. Staff will ensure that the Town's best interest is of highest priority when negotiating the terms of the agreement.

Conclusion

Although Council could choose to go to an Expression of Interest or a Request for Proposals for a second developer-funded I&I program with York Region, in-depth analysis shows that only two developments would be eligible and ready to participate in such a program. One of the developers (Shining Hill) has already approached the Town to enter into a second I&I program, but the other has not. Staff's recommendation is that the Town proceed in developing a tri-party agreement with York Region and either Shining Hill or a Landowners' Group consisting of Shining Hill and Forest Green Homes, should Forest Green be interested in participating.

Business Plan and Strategic Plan Linkages

Well-equipped & managed, by implementing policy and processes that reflect sound and accountable governance and fiscal responsibility in achieving service excellence.

Consultation

No external consultation was required in the preparation of this report. However, a copy of this report has been sent to Shining Hill, to Forest Green Homes and to Sundial in advance of the Committee of the Whole meeting of February 26, 2018.

Human Resource Considerations

There are no Human Resource impacts associated with this report.

Budget Impact

There is no budget impact to this initiative, as all costs are to be borne by the developer or landowners' group.

Attachments

Location Maps - Shining Hill and Forest Green Homes

Contact

For more information on this report, contact Jason Unger, Assistant Director of Planning at X2452 or junger@newmarket.ca) or Rachel Prudhomme, Director, Engineering Services at X2501 or rprudhomme@newmarket.ca.

Assistant Director of Planning

Director, Engineering Services

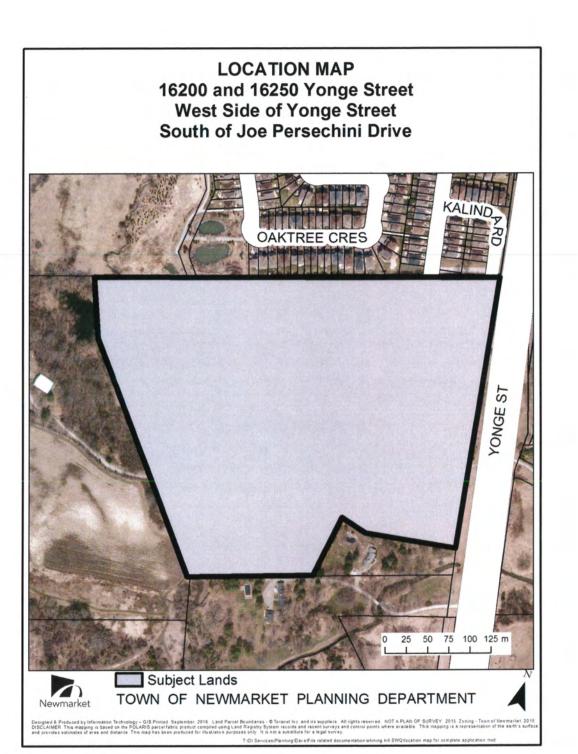
Director of Planning & Building Services

to Malun

Commissioner of Development & Infrastructure Services

Attachments

Shining Hill



Forest Green Homes

LOCATION MAP Part Lot 31, Con 2 West Side of Leslie Street North of Mulock Drive Town of Newmarket Regional Municipality of York GORHAM ST LANE -NICHOLSON RD POWDER BLVD AMCUR ST N IS CIR LESLIE 14 PICKERING CRES. 0 50 100 150 200 250 m λi Subject Lands 1 TOWN OF NEWMARKET PLANNING DEPARTMENT Newmarket F SURVEY 2015 Zoning - Town of Newmarker, 2015 This mapping is a regresentation of the earth's surface s & Produced by Information Technology - GIS Printer NER, The mapping is based on the POLARIS parcel Idea extimates of area and distance. This map has be Lasia Stintan hrann issis inteller man mit



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285 Harry Walker Parkway South Rezoning Application: Referral to Statutory Public Meeting Staff Report

Report Number: 2018-13 Department(s): Planning and Building Services Author(s): Matthew Peverini, Planner Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled 285 Harry Walker Parkway South Rezoning Application: Referral to Public Meeting, dated February 15, 2018, be received;
- That the application for a Zoning By-law Amendment, as submitted by Diron Developments Limited for lands located at 285 Harry Walker Parkway South, be referred to a statutory public meeting on March 19, 2018;
- 3. That following the public meeting, issues identified in this report, together with comments from the public, Committee and those received through agency and departmental circulation, be addressed by staff in a comprehensive report to the Committee of the Whole, if required;
- 4. That Weston Consulting Inc., c/o Sandra Patano, 201 Millway Avenue, Suite 19, Vaughan, ON L4K 5K8, be notified of this action; and
- 5. That Diron Developments Limited, c/o Diego Toneguzzo, 221 Hanlan Road, Unit 9, Woodbridge, ON L4L 3R7, be notified of this action.

Purpose

This report will recommend that the rezoning application at 285 Harry Walker Parkway South to permit a stand-alone overflow parking lot containing 151 parking spaces to be exclusively used by the nearby York Region District School Board (YRDSB) offices, be referred to a public meeting on March 19, 2018.

Background

Site Context

The subject lands are located on the east side of Harry Walker Parkway South, south of Gorham Street and west of Highway 404, being Plan 65M2558, Part Lot 13, Plan RS65R20749, Parts 4, 8 and 9. The lands are municipally recognized as 285 Harry Walker Parkway South (see Attachment 1 for a Location Map).

The subject lands have an approximate area of 6,945 square metres, with a lot frontage of approximately 53.75 metres on Harry Walker Parkway South. The subject lands are currently vacant. Surrounding land uses include:

North:	Cintas Uniform Services and associated parking
South:	Toronto North (Newmarket) "O" Division Detachment of the Royal
	Canadian Mounted Police, and associated surface parking
East:	Highway 404
West:	York Region District School Board offices and associated parking

Proposal

Applications have been submitted for a Zoning By-law Amendment and Site Plan Approval. The applicant is proposing to rezone the subject lands from the existing General Employment Zone Exception 12 (EG-12) to a General Employment Zone Exception XX (EG-XX) to permit the proposed development as outlined below.

The proposed development is a stand-alone overflow parking lot. The applicant has expressed the intention that the 151 parking spaces be for the exclusive use by the York Region District School Board (YRDSB) offices located opposite the subject lands at 300 Harry Walker Parkway South. A total of 95 parking spaces are to be contained within a fenced portion to the east of the site, and the remaining 56 parking spaces are to be located in the unsecured portion of the site at the west half of the property.

The development proposes vehicular access via two driveways located along Harry Walker Parkway South, and an internal 1.2 metre pedestrian walkway which will extend from the subject lands to the signalized intersection of Harry Walker Parkway South and Gorham Street to the north.

The proposal is intended to provide parking for the YRDSB site and to provide for parking of YRDSB maintenance vehicles.

Discussion

Provincial Policy Statement Considerations

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Decisions affecting planning matters "shall be consistent" with the PPS.

285 Harry Walker Parkway South Rezoning: Referral to Public Meeting Page 2 of 8

Section 1.3 of the PPS encourages planning authorities to promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The proposed application provides elements that are consistent with the above noted Section of the PPS as it provides an ancillary parking that takes into account the needs of the existing YRDSB Offices located immediately to the west of the subject lands.

Section 1.3.2.3 of the PPS also encourages Planning authorities to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations. It should be noted that these lands are particularly valuable in fostering economic development of the Town as the lands are within proximity to Highway 404, which is a major transportation corridors that is particularly attractive for the development of employment uses.

York Region Official Plan Considerations

The York Region Official Plan (YROP) provides objectives to encourage and accommodate economic activity that diversifies and strengthens the Region's economic base, employment opportunities for residents and competitive advantages for its businesses. Map 1: Urban Structure of the YROP identifies the subject lands to be located within the "Urban Area".

Section 4.3 of the YROP allows for limited ancillary uses on employment lands, provided that the proposed uses are intended to primarily service businesses in the employment lands. Further, this section encourages that the development of employment lands be designed to be walkable and transit-accessible where possible

The proposed development provides elements of conformity with the YROP. The proposal intends to primarily serve as an ancillary use to the YRDSB offices immediately west of the subject lands. A walkway is proposed through the subject lands that will extend into the municipal right-of-way along Gorham Street, providing a connection to the signalized intersection at Harry Walker Parkway South and Gorham Street.

The YROP provides in Subsection 4.3.1 that employment forecasts in Table 1: York Region Population and Employment Forecast by Local Municipality, of the Plan be used as the basis for planning employment lands. While the lot is currently vacant and the proposed development does not preclude the subject lands from being redeveloped at a later date, a parking lot does not necessarily promote growth in employment – especially as 95 of the proposed 151 parking spaces are intended to be for storage of maintenance vehicles.

Town of Newmarket Official Plan Considerations

The Town of Newmarket Official Plan (OP) provides land use policies to guide land use and development in accordance with provincial and regional plans. Schedule A: Land Use in the OP designates the subject lands as "Business Park – Mixed Employment". Schedule C: Transportation Plan, designates Harry Walker Parkway South as a "Primary Collector Road". The Planning Department has considered the development to be in accordance with the intent of the Official Plan, therefore not requiring an application for Official Plan Amendment.

Section 6.2 of the OP states that "uses incidental to the primary permitted uses are allowed in all Business Park designations". The proposed development is accessory to the existing YRDSB Offices located across the street at 300 Harry Walker Parkway South.

Section 6.3.2 of the OP requires a high standard of site design and landscaping for lands located within the Business Park – Mixed Employment designation. The applicant has submitted plans that propose to implement areas of landscaping and low impact development (LID) features. Further, a sidewalk and associated signage has been included in the development concept at the request of the Town, which will provide a safe pedestrian access route for patrons to walk to the signalized intersection at Harry Walker Parkway South and Gorham Street in order to access the YRDSB facilities. This sidewalk is characteristic of what the OP envisions for a Primary Collector Road.

Town of Newmarket Zoning By-law Considerations

The subject lands are currently zoned General Employment Exception 12 (EG-12) by the Town of Newmarket Zoning By-law 2010-40, as amended. The applicant is proposing to rezone the lands to a General Employment Zone Exception XX (EG-XX) with site-specific provisions.

The requested changes to zoning standards at this time are listed below. This list is subject to change with the ongoing review of the submitted applications.

- An additional permitted use to permit a stand-alone accessory parking lot for overflow employee parking and maintenance vehicles for the exclusive use of the YRDSB offices located at 300 Harry Walker Parkway South;
- 2. A minimum two-way driveway aisle width of 6.0m, whereas 6.7m is required; and
- No barrier-free parking spaces to be provided on the stand-alone accessory parking lot only.

Section 16.1.1 of the Official Plan sets forth the policies Council must have regard for when considering a Zoning By-law Amendment Application. Compliance with these policies will be addressed in a comprehensive report to Council following the consultation process including the statutory public meeting.

Site Plan Application

The applicant has applied for Site Plan Approval, which is being processed concurrently with the Zoning By-law Amendment application. This Site Plan Application was received in December 2017, and Site Plan Review Committee (SPRC) was notified of the application. Staff continues to work with agencies and the applicant to address the Site Plan comments.

The proposed Site Plan is appended as Attachment 2.

Departmental and Agency Comments

All comments from departments and agencies on the applications are available at the following link:

https://tonfileshare.newmarket.ca/share.cgi?ssid=08gN8Zz

While there are generally no concerns with the proposed Zoning By-law Amendment and Site Plan Approval applications from a technical perspective, Planning Services continues to review the application in light of the Town's and the Province's policies related to the preservation of employment lands and ensuring the application represents good planning.

The Community Services Department has commented that there is some concern with developable industrial lands being purposed for parking, as lands immediately adjacent Highway 404 are especially valuable for employment development.

Conclusion

The subject application for a Zoning By-law Amendment is sufficiently advanced to warrant its referral to a statutory public meeting.

Business Plan and Strategic Plan Linkages

Well Planned and Connected: Reviewing Zoning By-law Amendment applications with respect to the Town's Official Plan.

Consultation

The Recommendations section at the commencement of this report refers the application to a statutory public meeting on March 19, 2018.

Human Resource Considerations

Not applicable to this report.

Budget Impact

The appropriate planning application fees have been received for Zoning By-law Amendment and Site Plan Approval applications. Should the application be referred to a public meeting, there will be the typical costs associated with providing notice and holding the meeting.

Attachments

Attachment 1: Location Map

Attachment 2: Proposed Site Plan

Approval

Matthew Peverini, BURPI, B.Sc. Planner

Rick Nethery, MCIP, RPP Director of Planning & Building Services

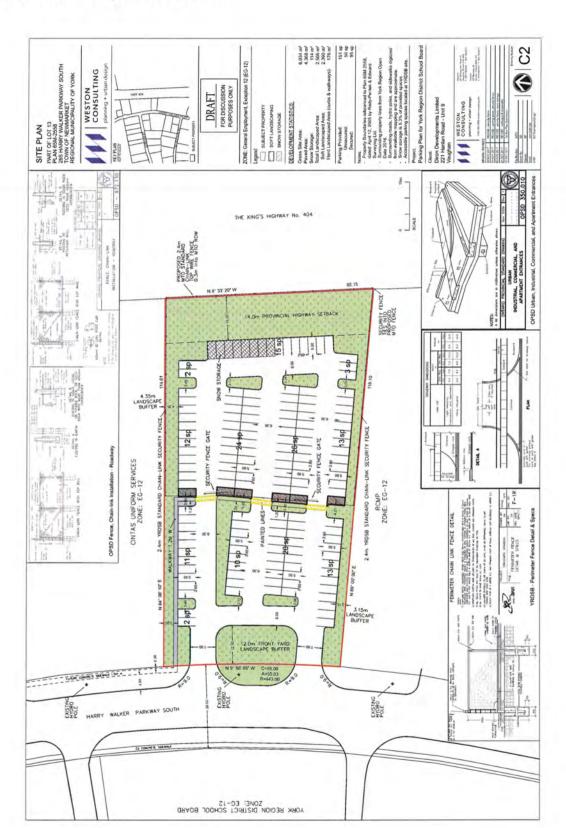
Peter Noehammer, P. Eng. Commissioner Development and Infrastructure Services

Contact

For more information on this report, contact Matthew Peverini, Planner, at x 2453; mpeverini@newmarket.ca

Attachment 1: Location Map





Attachment 2: Proposed Site Plan



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Licensing Driving Schools and Driving Instructors Staff Report

Report Number: 2018-04 Department(s): Legislative Services Author(s): Florence Di Passio Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled "Licensing Driving Schools and Driving Instructors" dated February 26, 2018 be received; and,
- 2. That Council direct staff to establish a licensing program to regulate Driving Schools and Driving Instructors; and,
- 3. That Staff be directed to hold a Public Information Centre for the Driving School Industry to provide their comments; and,
- 4. That Staff be directed to bring back a report with information from the Public Information Centre and a proposed Licensing By-law.

Purpose

The purpose of this report is to obtain Council approval to repeal the "Restricted Area" By-law, and replace it with a new Licensing By-law, which includes the "Restricted Area" and new regulations for driving schools and driving instructors.

Staff was directed to monitor and report back within one year of implementing the "Restricted Area" By-law 2017-32; however, this is an interim report to provide Council with an update on the education and enforcement that has occurred.

Background

In 2016 and 2017, staff provided Council with information regarding resident complaints in relation to driving schools in and around the local DriveTest Centre in Newmarket. In response to these concerns, a Public Information Centre (PIC) was held for residents and driving schools/instructors to educate and provide information regarding the municipality's jurisdiction and the Ministry's role in regulating both the DriveTest Centre and the schools that conduct their tests at these Centres. Staff from the local Member of Provincial Parliament also attended this PIC and were available to answer questions from the public.

Additionally, Town staff, residents, driving instructors and DriveTest management attended meetings at the Member of Provincial Parliament, Chris Ballard's office to express their concerns.

Following the PIC, and the various meetings with Ministry, and DriveTest management, staff provided Council with a report in June 2017 recommending implementing a "Restricted Area" By-law, which was subsequently passed by Council.

Educational Campaign

Following Council adoption of the By-law, signs were posted in the perimeter of the "Restricted Area" to indicate that driving instruction is prohibited in the area for driving schools. In August 2017, staff undertook an education/communication program for driving schools and driving instructors which included: brochures, visiting the DriveTest Centre location, distributing letters to driving schools and residents within the "Restricted Area", using the Town's website and social media accounts to educate the public on the "Restricted Area".

The Customer Service Department has received approximately 15 calls related to the DriveTest Centre between September 2017 and January 2018. The types of calls vary from test being conducted, practising in the "Restricted Area", unmarked vehicles, and high volume of driving schools in the area.

Enforcement Measures

Staff has been monitoring the "Restricted Area" on different days, times and streets and their observations included:

- Tests being conducted by DriveTest staff;
- Practising in unmarked vehicles (unmarked vehicles operated appear to be parents practising with their children);
- Observations of driving schools operating within the operation time of the DriveTest Centre but were unable to identify if testing was being conducted.

- Note: In accordance with the Town's By-law, driving instructors are permitted to operate in the "Restricted Area" provided they are:
 - Picking up/dropping off a student that resides in the "Restricted Area"; and,
 - If the driving instructor's vehicle is being used for a road test.

Staff noted driving school vehicles in the restricted area and worked with staff at the DriveTest Centre to verify that the vehicles observed were in fact on a road test. The DriveTest Centre were able to identify when the DriveTest vehicles were doing a test but were unable to identify the vehicles that were reported in the "Restricted Area" outside of the testing times. Staff are unable to identify the drivers of the vehicles as they don't have the authority under the Highway Traffic Act to stop and pull over vehicles, only the Police have this authority.

In order to initiate legal proceedings on drivers that are operating their vehicles contrary to the By-law, staff must be able to identify who the owner of the vehicle is. Based on further consultation with the Town's Regional Prosecutor, if the Town creates a framework that includes licensing driving school and driving instructors, the Town would be in a better position to gather the necessary information required to begin legal proceedings, when required.

Update from the Ministry of Transportation

The Province announced in December that DriveTest Centres in Brampton, Etobicoke, Newmarket, Downsview, Hamilton, Toronto Metro East, Ottawa, Walkley, Kitchener, and Port Union will have more staff and longer hours. The new hours began on December 18, 2017, and the Centres are now open from 7 AM to 7 PM on weekdays, previously the Centres were open between 8:30 AM and 4:30 PM. The additional hours are only for the purpose of extended office hours, and not more time for conducting road tests.

The Province also announced that it will be opening new DriveTest Centres in Markham and Mississauga, which are expected to reduce wait-times at nearby Centres. The Minister of Transportation has not announced a date or location for these new Centres, however, it is anticipated that they may be in place by 2019.

Discussion

A comprehensive Provincial system of licensing presently exists for driving schools and instructors. Nevertheless, the Provincial licensing system does not address the issue of intensified use of local roads near a DriveTest Centre for the purposes of road tests and general driving instruction. Accordingly, a new proposed regulatory framework would be designed to achieve the following objectives:

- Address the issue of the intensified use of local roads by driving school instructors and respond to concerns from residents;
- Enhance the enforceability of the proposed standards;
- Provide enhanced consumer protection; and,

• Recover the cost of licensing administration and enforcement.

Licensing Driving Schools and Driving Instructors

As part of the 2018 budget process, one new Municipal Licensing Officer position was approved to support a licensing framework for the Town. Regulation of driving schools and driving instructors will create a new level of service to be delivered by the Municipal Licensing Officer.

New application forms and website content would need to be developed, and general education of this new framework would need to be conducted to inform driving schools and driving instructors of their new responsibilities while operating in the Town of Newmarket. The Town has the flexibility of implementing a multi-year licence (similar to what was recently introduced under the Taxi Cab Licensing By-law), which may reduce the administrative burden on the Town and the industry.

Enforcement would take the form of inspections by the Municipal Licensing Officer at the DriveTest Centre and test routes.

The proposed Licensing Requirements for driving schools and instructors is outlined on "Attachment 1" and will be presented at a Public Information Centre for industry feedback.

Conclusion

Should Council approve the proposed licensing model, enclosed as Attachment 1 to this report, staff will bring forward a driving school/instructor licensing by-law to be implemented three months from the date of approval. This will allow staff to effectively complete project deliverables, which include:

- Educating driving schools, instructors, and members of the public of the Town's new licensing system;
- Establishing the administrative processes for driving school and instructor licensing (for example: acquiring licence plates, creating applications, etc.);
- Allocating information technology resources to support licensing and enforcement; and,
- Training licensing, enforcement and staff on new standards.

Business Plan and Strategic Plan Linkages

This report relates to the "Well Equipped and Managed" link of the Town's community vision implementing policy and processes that reflect sound, accountable governance.

Consultation

Staff conducted a survey, of area municipalities which include City of Brampton, Guelph, Mississauga, Oakville, Toronto and Vaughan that regulate driving schools.

Municipalities that regulate driving schools have implemented the licensing of driving schools, driving school instructors and created a "Restricted Area" in response to the intensification of driving school vehicles practicing on local roads and, in some cases, for consumer protection purposes.

Municipalities reported that regulations have been effective in mitigating many of the issues related to driving schools operations and their intensified use of local roads in the vicinity of DriveTest Centres.

With direction from Council the Public Information Centre for the proposed licensing model will be held in March. Staff will bring a report back to Council in April with comments from the Public Information Centre and the proposed Licensing By-law.

Human Resource Considerations

Municipal Licensing Officer was approved in 2018 budget to support enforcement requirements.

Budget Impact

The costs, including education and enforcement will be accommodated with the 2018 budget.

Attachments

Attachment 1 – Proposed Licensing Requirements

Approval

Lisa Lyons, Director, Legislative Services/Town Clerk

Esther Armchuk, Commissioner of Corporate Services

Contact

For further information on this report, please contact Florence Di Passio, Licensing Officer at <u>fdipassio@newmarket.ca</u>

Contact

For further information on this report, please contact Florence Di Passio, Licensing Officer at <u>fdipassio@newmarket.ca</u>.

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Attachment 1

Proposed Licensing Model for Driving Schools and Driving Instructors in the Town of Newmarket

The proposed Licensing requirements for driving schools and instructors would include:

1. Licensing Class - Driving School Vehicle Owner/Operator

Licensing Requirements

- Provide proof of automobile insurance in compliance with standards established;
- Provide a copy of a safety standards certificate that has been issued within the previous year in respect of the motor vehicle to which a town of Newmarket driving instructor licence plate is affixed;
- Affix a Town of Newmarket driving instructor licence plate in a location as determined appropriate by the Director; and,
- Pay the non-refundable licence fee \$150.00

2. Licensing Class - Driving School Instructor

Licensing Requirements

- Provide proof of a valid Provincial driving instructor licence; and,
- Pay the non-refundable licence fee \$100.00

Note: Licensed driving instructors are permitted to operate in the "Restricted Area" provided they are:

- Picking up/dropping off a student that resides in the "Restricted Area"; and,
- If the driving instructor's vehicle is being used for a road test.



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

Newmarket Public Library Study Implementation Staff Report

Report Number: # 2018-04 Department(s): Community Services Author(s): Ian McDougall, Commissioner of Community Services Meeting Date: February 26, 2018

Recommendations

- THAT staff, in conjunction with the Newmarket Public Library CEO, be authorized to implement the recommendations in accordance with the presentations made at the January 30, 2018 Joint Council and Newmarket Library Board Workshop provided implementation is in line with current and future approved operating budgets;
- AND THAT Council refer the further consideration and direction with respect to library facility needs study to the 2018 – 2022 Council Strategic Priority setting process.

Purpose

The purpose of this Report is to: 1. Seek approval to initiate implementation with regard to the Newmarket Public Library Effectiveness and Efficiency Study and the associated recommendations as summarized in Community Services and Newmarket Public Library Joint Reports # 2018 – 01 and # 2018 – 02. These reports also formed the basis of open and closed session presentations. The open session report and open session workshop presentation is available online for public viewing; and 2. Follow up on an outstanding item from the May 8, 2017 Committee of the Whole meeting specific to Community Services – Commissioner and Newmarket Public Library Joint Report # 2017 – 07 regarding Library Facility Needs Assessment.

Background

In alignment with the ongoing Organizational Readiness 2020 (OR 2020) process, the Commissioner of Community Services and the CEO of the Newmarket Public Library have worked very closely (along with an outside consultant) on an organizational review. The review focused on achieving operational efficiencies while building capacity that would result in increased collaboration and continuous improvement around library operations, customer service and associated support provided by the Town.

The recommendations were summarized in the reports indicated above and presented to Council and the Newmarket Public Library Board in an open and closed session at a Joint Workshop that occurred on January 30, 2018.

At the May 8, 2017 Committee of the Whole Meeting Council directed, "THAT the library facility needs assessment be referred to staff to be brought forward with the operational efficiency review". It is recommended that consideration of a facility needs assessment be incorporated into the 2018-2022 term of Council's strategic priority setting discussions with the intent that direction be provided at that time.

This report and recommendations contained in this report were reviewed with the CEO of the Newmarket Public Library. The CEO intends to present a similar report seeking delegated authority around implementation to an upcoming board meeting.

Discussion

Conclusion

The implementation of the recommendations will result in improved workflow, more synergistic partnerships, efficient resource allocation, closer aligned customer service experiences and programming and financial capacity building. These recommendations are to be actualized over the course of time with every effort to implement recommendations as soon as possible in keeping with available budgeted resources.

Business Plan and Strategic Plan Linkages

Living Balanced

- > Arts, culture, entertainment and heritage preservation
- Youth and seniors' facilities and programs
- > Increased accessibility for persons with disabilities

Well Equipped and Managed

- Service excellence
- Clear vision of the future and aligned corporate/business plans
- Efficient management of capital assets and municipal services to meet existing and future operational demands

Enhanced Recreational Opportunities

Enhancing our recreational and community facilities

Efficiency / Financial Management

Ensuring effective and efficient services

LIBRARY BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Readying our Capabilities: Organization and Operations

Restructure our organization to align with new roles

Readying our Capabilities: Spaces

Develop strategy for future facility and service delivery options

Readying Our Capabilities: Collaborative Relationships

Connect with community partners to share our vision

Consultation

Preliminary consultation summary was included within Community Services and Newmarket Public Library Joint Reports # 2018 – 01 and # 2018 – 02 on the Newmarket Public Library Organizational Effectiveness and Efficiency Review. Additional and ongoing consultation with numerous Town staff across all three Commissions and numerous departments will be required over the course of implementation of the recommendations. In addition, ongoing consultation with NPL staff and the board will also be ongoing over the course of implementing recommendations.

Human Resource Considerations

Recommendations related to Human Resource Considerations were included within Community Services and Newmarket Public Library Joint Reports # 2018 – 01 and #2018 – 02 on the Newmarket Public Library Organizational Effectiveness and Efficiency Review.

Budget Impact

Implementation of the recommendations would be done consistent with approved existing and future operating budget processes.

Attachments

None

Approval

Ian McDougall Commissioner of Community Services

Contact

Ian McDougall, Commissioner of Community Services, imcdougall@newmarket.ca

Todd Kyle, CEO, Newmarket Public Library, tkyle@newmarket.ca



Friday, November 3, 2017 at 10:00 AM Cynthia Gallery Room, Old Town Hall

The meeting of the Newmarket Downtown Development Committee was held on Friday, November 3, 2017 in the Cynthia Gallery Room, Old Town Hall.

Members Present: Jackie Playter, Chair **Councillor Kwapis** Olga Paiva Steve Whitfield Barbara Leibel

Staff Present: C. Kallio, Economic Development Officer E. Bryan, Business Development Specialist H. Leznoff, Council/Committee Coordinator

The meeting was called to order at 10:04 AM.

Jackie Playter in the Chair.

Additions & Corrections to the Agenda

The Business Development Specialist advised of the following additional item:

(1) In relation to Item 4, the Fresh Tea Shop is also bringing forward an application for facade improvements for the windows and doors on both of their facades.

Declarations of Pecuniary Interest

None.

Presentations & Recognitions

None.

Deputations

None.

Approval of Minutes

1. Newmarket Downtown Development Committee Meeting Minutes of June 30, 2017.

Moved by: Barbara Leibel Seconded by: Councillor Kwapis

1. That the Newmarket Downtown Development Committee Meeting Minutes of June 30, 2017 be approved.

Carried

ltems

1. Financial Incentives Program grant application 2017-06 – Project Feasibility Study Program Grant Application, 221 Main Street South

The Economic Development Officer advised that the owner of 221 Main Street South has received previous approval for various funding applications and that this final application is to offset professional fees associated with rear façade elevations. There was discussion regarding developing criteria for the application including number of previous applications, grants given to business owners or building owners, and total grants received.

Moved by: Steve Whitfield Seconded by: Barbara Leibel

- 1. That the Project Feasibility Study Program Grant application in an amount of \$1,100.00 be approved, subject to confirmation of final costs; and,
- 2. That Anne Martin, 355 Millard Avenue, Newmarket, Ontario, L3Y 1Z6, be notified of this action.

Carried

2. Financial Incentives Program Grant Application 2017-10 - Façade Improvement and Restoration Program and Business Sign Program Grant Application, 200 Main Street south

The Economic Developer advised that the application by the Goulash House is for a refresh of its front façade and to install a new sign. He further advised that there was an initial review by the Heritage Conservation District Committee and there were no issues

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with the proposed façade and sign, and a final permit is pending. There was discussion regarding the materials used for the sign and the lighting.

Moved by:	Olga Paiva
Seconded by:	Steve Whitfield

- 1. That the following be approved subject to heritage permit approval:
 - a. That the Façade Improvement and Restoration Program Grant application in the amount of \$4,141.00 be approved; and,
 - b. That the Business Sign Program Grant application in the amount of \$2,150.00 be approved; and,
 - c. That the Planning and Building Fees Rebate/Credit Program in the amount of \$200.00 be approved; and,
 - d. That The Goulash House Restaurant, c/o Judit and George Szamosszegi, 21 Bradford Street, Holland Landing, Ontario, L9N 1L6, be notified of this action.

3. Financial Incentives Program Grant Application 2017-09 – Project Feasibility Study Program, 262 Main Street south

The Business Development the Fresh Tea Shop is considering interior renovations and is requesting assistance for design drawing costs. She further advised that the application is for an architect to assess the structure, floor and roof, of the building.

Moved by:	Barbara Leibel
Seconded by:	Steve Whitfield

- 1. That the Project Feasibility Study Program Grant application in the amount of \$1,950.00 be approved; and,
- 2. That The Fresh Tea Shop, c/o Janice and Joseph Jiang, 262 Main Street South, Newmarket, Ontario, L3Y 3Z5, be notified of this action.

4. Financial Incentives Program Grant Application – Façade Improvement and Restoration Grant

The Business Development Specialist advised that the Fresh Tea Shop is also applying to replace the windows on the ground level and second floor of the building as well as the door that faces Water Street. She advised that the lower floor windows will be subject to a heritage permit and approval.

Moved: Steve Whitfield Seconded: Barbara Leibel

- 1. That the Façade Improvement and Restoration Program Grant application in the amount of \$17, 579 be approved; and,
- 2. That the approval for the first floor windows be subject to heritage permit approval.
- 3. That The Fresh Tea Shop, c/o Janice and Joseph Jiang, 262 Main Street South, Newmarket, Ontario, L3Y 3Z5, be notified of this action; and,

Carried

New Business

- (1) There was discussion regarding developing criteria for the application process including: number of previous applications, if applications is made by business owners, building owners or tenants, the number of times applications for new signs should be approved (per building), and total grant money received per business owner. This item will be placed on an upcoming Newmarket Downtown Development Committee Agenda.
- (2) Councillor Kwapis provided an update regarding vacant storefronts and advised that a Window Wrap program will be discussed at the next Main Strict District Business Improvement Area Board of Management meeting.
- (3) Councillor Kwapis advised that the Accessibility Advisory Committee has requested that Council look at ways to make the downtown more accessible. There was discussion regarding provincial funding options and temporary ramps for building entrances. Councillor Kwapis advised that this would item be discussed at the next Main Strict District Business Improvement Area Board of Management meeting.

- (4) The Economic Development Officer provided an update regarding downtown garbage collection and advised that a pilot project has been approved for an inground garbage container at Cedar Street and Timothy Street. It was noted that one benefit of in-ground garbage is it clears space in the Cedar Street laneway and makes it more attractive and usable (e.g. businesses can use the laneway for access to leasable Cedar Street frontage). The in-ground garbage containers would require removing two parking spots, each valued at approximately \$10,500. All land value, construction and ongoing operational costs with this pilot would be the responsibility of the private sector proponent identified, and it was noted that there would be potential for cost sharing opportunities between businesses. There was discussion regarding best practices for garbage removal in downtown areas and consultation with business owners. Olga Paiva advised that there is ongoing litigation regarding the use of the lane easement that may impact the proposed in-ground garbage container location.
- (5) Jackie Player invited Committee Members to attend the Roadhouse and Rose 175th Anniversary Celebration on Sunday, November 5, 2017 at 6:00 PM.

Adjournment

Moved by:	Barbara Leibel
Seconded by:	Councillor Kwapis

1. That the meeting adjourn at 11:06 AM.

Carried

Date

J. Playter, Chair

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Heritage Newmarket Advisory Committee

Tuesday, December 5, 2017 at 7:00 PM

Mulock Room, 395 Mulock Drive

The meeting of the Heritage Newmarket Advisory Committee was held on Tuesday, December 5, 2017 in the Mulock Room, 395 Mulock Drive, Newmarket.

- Members Present: Councillor Hempen Athol Hart, Chair Billie Locke, Vice Chair Malcom Watts Rohit Singh
- Absent: Soni Felix Raj Joan Seddon
- Staff Present: D. Ruggle, Senior Planner Community Planning A. Walkom, Council Committee Coordinator

The meeting was called to order at 7:00 PM with Athol Hart in the Chair.

Presentations/Deputations

Tom Toth appeared before the Committee to give an update on the recent fire in the barn at the Toth Family Farm on Davis Drive. He informed the Committee of his hopes to deconstruct and remove the barn so that the materials could be reused at another location.

Moved by:	Councillor Hempen
Seconded by:	Rohit Singh

1. That the deputation by Tom Toth be received.

Carried

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Additions & Corrections to Agenda

None.

Declarations of Pecuniary Interest

None.

Approval of Minutes

1. Item 5 of the Heritage Newmarket Advisory Committee Minutes of October 3, 2017 and the Heritage Newmarket Advisory Committee Minutes of November 7, 2017.

Moved by: Billie Locke Seconded by: Rohit Singh

- 1. That Item 5 of the Heritage Newmarket Advisory Committee Minutes of October 3, 2017, be approved; and,
- 2. That the Heritage Newmarket Advisory Committee Minutes of November 7, 2017, be approved.

Carried

Correspondence

2. Correspondence from the Committee of Adjustment regarding the property located at 357 Andrew Street.

Moved by:Malcolm WattsSeconded by:Councillor Hempen

1. That the Heritage Newmarket Advisory Committee has no objection to the application, if the character of the infill were to reflect the neighbourhood.

Carried

3. Correspondence from the Committee of Adjustment regarding the property located at 172 Victoria Street.

Moved by:	Billie Locke
Seconded by:	Malcolm Watts

1. That the Heritage Newmarket Advisory Committee recommend that the Committee of Adjustment defer this matter until Heritage Newmarket has had an opportunity to evaluate the existing structure and its heritage value and to allow time for the proponent to show the design intention of the proposed replacement building and how it fits into the streetscape of the heritage community.

Carried

Items

None.

Reports of Committee Members

4. Designated Property Maintenance and Concerns:

a. Stickwood Walker Farm Follow-up

Athol Hart provided an update on his recent discussions with the Town of Newmarket's Legal Department regarding the Stickwood Walker Farm property.

b. Site Plaques

There was no discussion on this matter.

c. Residence Plaques

Rohit Singh provided a brief update on the program.

d. Heritage Location Plaques

Athol Hart provided an update on the plaques to be installed in the Heritage Conservation District, as well as the upcoming walking tour of the area by the ARCH Committee.

5. Sub Committee Reports

a. Architecture, Recreation, Culture, Heritage (ARCH) Committee

Athol Hart provided an update on the ARCH Committee's recent activities including a World War I memorial display at the Museum and the Walk of Remembrance.

b. Elman W. Campbell Museum Board

Billie Locke provided an update on the recent Museum events including the Santa Claus visit and the Gift Shop sale.

c. Lower Main Street South Heritage Conservation District Advisory Group

Athol Hart provided an update on the restoration of the building to be the future location of Bike Sports.

d. Newmarket Historical Society Board of Directors

There was no discussion on this matter.

New Business

6. Toth Farm Deputation

Moved by:	Billie Locke
Seconded by:	Councillor Hempen

1. That the Heritage Newmarket Advisory Committee make a request of the Planning and Building Departments to see what options are available to allow time for the Toth family to deconstruct the barn efficiently and safely, and remove the barn to a new site.

Carried

7. Brochures

Athol Hart provided an update on the Heritage Brochures being produced by the Committee. Athol Hart will work with Planner Meghan White to customize the brochures for printing.

8. Update from December 4 Council Meeting

The Senior Planner provided an update on the outcome of the December 4 Council meeting. Council voted to maintain 770 Gorham Street on the Municipal Register and begin a process of Heritage designation for 171 Church St. Discussion ensued on possible next steps.

9. 2018 Plan for Heritage Designations

Athol Hart provided an update on three properties which the Committee could recommend for designation in 2018. These include the Ghost Canal and the remains of the Eli Gorham dam, which are both properties owned by the Town of Newmarket. The third is the headquarters building for York Region.

Moved by:	Malcolm Watts
Seconded by:	Billie Locke

- 1. That the Heritage Newmarket Advisory Committee pursue designation for the following properties owned by the Town of Newmarket:
 - a. Ghost Canal;
 - b. Remains of Eli Gorham Dam; and,
- 2. That the Heritage Newmarket Advisory Committee begin talks with the Region of York regarding designation for the Administrative Centre building.

Carried

Adjournment

The meeting adjourned at 8:31 PM.

Date

A. Hart, Chair



Heritage Newmarket Advisory Committee

Tuesday, January 23, 2018 at 7:00pm Mulock Room

The meeting of the Heritage Newmarket Advisory Committee was held on Tuesday, January 23, 2018 in the Mulock Room, 395 Mulock Drive, Newmarket.

- Members Present: Athol Hart, Chair Billie Locke, Vice Chair Councillor Hempen Malcolm Watts
- Absent: Joan Seddon Rohit Singh Soni Felix Raj
- Staff Present: A. Walkom, Council/Committee Coordinator

The meeting was called to order at 7:03 PM with Athol Hart in the Chair.

Additions & Corrections to Agenda

None.

Declarations of Pecuniary Interest

None.

Presentations/Deputations

None.

Approval of Minutes

1. Heritage Newmarket Advisory Committee Meeting Minutes of December 5, 2017.

Moved by:	Councillor Hempen
Seconded by:	Billie Locke

1. That the Heritage Newmarket Advisory Committee Meeting Minutes of December 5, 2017 be approved.

Carried

Correspondence

2. Correspondence from the Town of Newmarket Planning Department – proposed Official Plan Amendment and Zoning By-law Amendment regarding 1038 & 1040 Jacarandah Dr.

Moved by:	Malcolm Watts
Seconded by:	Billie Locke

1. That the correspondence from the Town of Newmarket Planning Department regarding the proposed Official Plan Amendment and Zoning By-law Amendment regarding 1038 & 1040 Jacarandah Dr. be received for information.

Carried

3. Correspondence from the Committee of Adjustment – Notice of Decision regarding 172-174 Victoria St.

The Committee discussed the application regarding the property located at 172-174 Victoria St. and the heritage value of the building. Discussion ensued regarding the Committee of Adjustment process and the need for applications to be circulated to the Heritage Committee in a timely manner.

Moved by:	Billie Locke
Seconded by:	Malcolm Watts

1. That the Heritage Newmarket Advisory Committee request Town of Newmarket staff provide information to the Committee on the relevant legislation as to what constitutes a minor variance.

Carried

Moved by: Billie Locke Seconded by: Malcolm Watts

1. That the Heritage Newmarket Advisory Committee recommend heritage designation of the property located at 172-174 Victoria Street due to its unique heritage character and as it is the only example of its architectural style in the Town of Newmarket.

Carried

4. Correspondence from the Committee of Adjustment regarding the property located at 357 Andrew St.

This item was deferred until the next meeting.

5. Correspondence from the Committee of Adjustment – Application for Zoning By-law Amendment for 285 Harry Walker Parkway South

Moved by:	Billie Locke
Seconded by:	Councillor Hempen

1. That the correspondence from the Committee of Adjustment regarding the Application for a Zoning By-law Amendment for 285 Harry Walker Parkway South be received for information.

Carried

Items

6. Operating Results for the Eleven Months ending November 30, 2017

There was no discussion on this item.

7. 353 Ontario Street Demolition Permit Request

Moved by:	Billie Locke
Seconded by:	Councillor Hempen

1. That the Heritage Newmarket Advisory Committee recommend that the demolition permit for the property located at 353 Ontario Street be granted with the condition that it be documented and a photographic record be made of the property prior to demolition.

Carried

Reports of Committee Members

8. Designated Property Maintenance and Concerns:

a. Stickwood Walker Farm Follow-up

Athol Hart gave an update on the scheduled inspection of the Stickwood Walker Farm.

b. Site Plaques

Malcom Watts gave a brief update on the site plaques.

c. Residence Plaques

There was no update on this item.

d. Heritage Location Plaques

There was no update on this item.

9. Sub Committee Reports

a. Architecture, Recreation, Culture, Heritage (ARCH) Committee

Athol Hart gave an update on the ARCH Committee's collaboration on an upcoming exhibit with the Elman W. Campbell Museum. The exhibit will be regarding Underground Railroad in recognition of Black History Month in February.

b. Elman W. Campbell Museum Board

Billie Locke provided an update on the Museum Board and stated that the Museum had received an influx of new volunteers. She also updated on the Museum Sign and the RFP process which is ongoing.

c. Lower Main Street South Heritage Conservation District Advisory Group

Athol Hart provided an update on a number of new signs which have been approved for Main Street businesses including Bikesports and the Noodle Shop.

d. Newmarket Historical Society Board of Directors

There was no update on this item.

New Business

10. Union Hotel

Councillor Hempen provided an update on the Union Hotel property in relation to the VIVANext Davis Drive project.

Moved by:	Councillor Hempen
Seconded by:	Billie Locke

- 1. That the Heritage Newmarket Advisory Committee request that Town of Newmarket staff provide the agreements between the Town and VIVANext to the Committee relating to the Union Hotel; and,
- 2. That the Chair meet with Mary-Frances Turner to discuss the completion of the project and its designation.

Carried

11. Colonel Cotter Gazebo

Malcolm Watts requested an update on the Colonel Cotter Gazebo project. Athol Hart provided an overview of the history of the project and the issues that arose with its funding.

12. Community Heritage Ontario Membership

Moved by:	Billie Locke		
Seconded by:	Malcolm Watts		

1. That the Heritage Newmarket Advisory Committee renew its membership with Community Heritage Ontario for 2018.

Carried

Adjournment

The meeting adjourned at 8:42 PM.

Athol Hart, Chair

Date

Item 3 of the Heritage Newmarket Advisory Committee Meeting Minutes of January 23, 2018

Moved by:	Billie Locke
Seconded by:	Malcolm Watts

1. That the Heritage Newmarket Advisory Committee recommends heritage designation of the property located at 172-174 Victoria Street due to its unique heritage character and as it is the only example of its architectural style in the Town of Newmarket.

Carried

From: Scott Butler [mailto:scott@ogra.org] Sent: January 17, 2018 4:14 PM To: Clerks Subject: OGRA Requests Support for MCEA Process Reform



ONTARIO GOOD ROADS ASSOCIATION

1525 Cornwall Road, Unit 22 Oakville, Ontario L6J 0B2 Telephone 289-291-6472 Fax 289-291-6477

Wednesday, January 17, 2018

Director of Legislative Services/Town Clerk Town of Newmarket

Good afternoon,

The following correspondence was sent to your Head of Council earlier this afternoon. OGRA respectfully requests that you please it on your next Council agenda for information. Regards, **Scott R. Butler** OGRA, Policy and Research 22 - 1525 Cornwall Road, Oakville, Ontario L6J 0B2 T: 289-291-6472 Ext. 24 www.ogra.org

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The Ontario Good Roads Association is seeking reforms to the Municipal Class Environmental Assessment (MCEA) process. In its current form the MCEA process has made municipal infrastructure projects longer in duration and more costly. The OGRA Board of Directors encourages all municipalities in Ontario to adopt the following resolution that calls on the Minister of the Environment and Climate Change to accelerate the Application for Review of the MCEA process. Links to further background information about the Municipal Class Environmental Assessment process can be found below the resolution.

DRAFT RESOLUTION

Whereas a coalition of the Municipal Engineers Association (MEA) and the Residential and Civil Construction Alliance of Ontario have successfully applied to have a review of the Municipal Class Environmental Assessment process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act); **And whereas** impact studies and public meetings required by the MCEA process often take two years or more to complete before construction can commence; **And whereas** the MCEA requirements to evaluate alternatives are often not well aligned with prior or municipal land use planning decisions; **And whereas** analysis by the Residential and Civil Construction Alliance of Ontario (RCCAO) has demonstrated that the time to complete an EA rose from 19 months to 26.7 months and costs went from an average of \$113,300 to \$386,500;

And whereas the Auditor General of Ontario has tabled recommendations for modernizing the MCEA process;

And whereas in spite of written commitments made by the Ministry of the Environment between 2013-2015, no action has been taken;

And whereas local projects that do not have the necessary approvals could lose out on the next intake of Build Canada funding;

Therefore be it resolved that Town of Newmarket requests that the Minister of the Environment and Climate Change take immediate steps to expedite the response process for Part II Orders or Bump-Up requests, as part of the s.61 review to improve MCEA process times and reduce study costs;

And further that the Minister of the Environment and Climate Change support changes to better integrate and harmonize the MCEA process with processes defined under the *Planning Act*;

And further that the Minister of the Environment and Climate Change amend the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation.

BACKGROUND INFORMATION

The following links provide a comprehensive background of the work that the Municipal Engineers Association and the Residential and Civil Construction Alliance of Ontario have done to advance this issue of MCEA reform.

- October 2017 Correspondence from the Municipal Engineers Association and the Residential and Civil Construction Alliance of Ontario to the Hon. Chris Ballard, Minister of the Environment and Climate Change.
- <u>ReNew Magazine editorial examining the need to review the Municipal Class</u> <u>Environmental Assessment process</u>
- The Development Approval Roundtable Action Plan, November 2017
- Meeting Notes from the November 29, 2017 Evolution of the MCEA Workshop.
- The MEA Companion Guide for the Municipal Class Environmental Assessment Manual
- Are Ontario's Municipal Class Environmental Assessments Worth the Added Time and Costs? The 2014 Edition

If you have any questions or concerns, please contact Scott Butler, OGRA's Manager of Policy and Research at 289-291-6472 ext. 24 or via email at <u>scott@ogra.org</u>. Regards,



OGRA, Policy and Research 22 - 1525 Cornwall Road, Oakville, Ontario L6J 0B2 T: 289-291-6472 Ext. 24 www.ogra.org

Scott R. Butler

From: Lacasse, Cynthia [mailto:cynthia.lacasse@ccunesco.ca] Sent: January 22, 2018 10:20 AM 234

Subject: March 21 campaign / Campagne du 21 mars

*La version française suit.

Dear CCMARD signatory municipalities, Dear members and partners,

In order to celebrate the **International Day for the Elimination of Racial Discrimination** (March 21) the Canadian Commission for UNESCO is coordinating, with the support of its various networks and partners, a campaign to raise awareness about racial discrimination. More information about the campaign and the different ways in which you can participate will be sent in the upcoming weeks.

The 2017 campaign reached more than 2 million people from across the country. Our success is the result of your efforts to spread the word about the campaign while encouraging your municipalities or organisations, elected officials from all levels of government, ethno cultural organizations, service providing agencies, colleagues and friends and many others to participate.

We hope that the 2018 campaign will spark your interest again and that you will join us in making it even more successful this year!

Warm regards,

Cynthia

Chères municipalités signataires de la CCCMRCD, Chers membres et partenaires,

Afin de célébrer la **Journée internationale pour l'élimination de la discrimination raciale** (21 mars), la Commission canadienne pour l'UNESCO (CCUNESCO) coordonnera cette année encore, avec le soutien de ses réseaux et de ses partenaires, une campagne de sensibilisation contre la discrimination raciale. De plus amples renseignements sur la campagne et sur les différentes façons d'y participer vous seront envoyés au cours des prochaines semaines.

La campagne 2017 a rejoint plus de 2 millions de personnes à travers le pays. Ce succès nous revient à tous et à toutes. Il est le résultat des efforts que vous avez investis afin de faire connaitre la campagne dans vos différents réseaux et d'y engager vos municipalités ou organisations, vos élus des différents paliers de gouvernement, les organisations ethnoculturelles ou agences de prestation de services de vos réseaux, vos collègues et ami(e)s, et plusieurs autres!

Nous espérons que la campagne 2018 suscitera chez vous autant d'intérêt que la précédente et que vous joindrez vos efforts aux nôtres afin qu'elle soit réussie!

Cordialement,

Cynthia



Town of Newmarket

Outstanding Matters List Schedule A: Items for the 2014-2018 Term of Council

	Meeting Date and Subject	Recommendation and Responsible Department	Date for reporting back to Committee of the Whole	Staff Comments
1.	Meeting Date:	That in 120 days, staff be directed to bring back an amendment to the Q1, 2019	Q1, 2019	This direction has
	Council – December 5, 2016	Heritage Conservation District Plan and By-law for consideration of OMB Hearing	OMB Hearing	been deferred as it
		Council that would outline the criteria which would need to be met by Scheduled for August	Scheduled for August	will be Council's
		applicants in order to be considered for approval for a fourth storey set	2018.	position at the
	Subject: Item 44	back from the street by a minimum of 15 (fifteen) feet.		Ontario Municipal
	Development & Infrastructure			Board hearing related
	Services – Planning & Building	Planning and Building Services		to 178-194 Main
	Services Report 2016-25 – 178,			Street South
	170, 184, 188, 190 and 194 Main			
	Street s			

	236					
Staff Comments	Workshop to be Scheduled					
Date for reporting back to Committee of the Whole	Q3/Q4, <u>2017</u> November 6, 2017 Committee of the Whole	Q1-Q2, 2018				
Recommendation and Responsible Department	Recommendation: 1. That staff prepare a report on options and opportunities to address residential on street and off street parking challenges. Specifically, the report should consider the impact that changing economics and demographics have on housing occupancy and ways in which the Town of Newmarket can better balance reasonable parking needs with streetscape aesthetics, active transportation objectives and effective by-laws enforcement.	 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: 	 That staff be directed to include in the 2018 budget a provision for contracting a planning and engineering consultant to undertake a review of parking matters discussed in this report; and, 	b. 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.	c. That staff be directed to organize a Council Workshop to present options based on Council's comments and feedback received at the November 6, 2017 Committee of the Whole meeting and that staff receive Council direction regarding the scope, scale and expected deliverables of a parking review prior to moving forward with issuing a Request for Proposal.	Responsible Department:
Meeting Date and Subject	2. Meeting Date: Committee of the Whole – February 27, 2017	Committee of the Whole - November 6, 2017 Subject: Residential Parking				

	237		
Staff Comments		Workshop to be Scheduled To follow Efficiency Review Workshop. Joint Council/ Library Board Workshop Scheduled for January 30, 2018.	
Date for reporting back to Committee of the Whole	Q3/Q4, 2017/November 27 Committee of the Whole–Q1, 2018 Q3, 2018 Q3, 2018 November 13, 2017– Council	Q3/Q4, 2017 Q1, 2018 February 26, 2018 Committee of the Whole	
Recommendation and Responsible Department	 Recommendation: 1. That Council direct staff to update the existing Tree Preservation, Protection, Replacement and Enhancement Policy. 2. That Council direct staff to prepare and bring to a future meeting a by-law regulating and protecting significant trees on private property; and, 3. That Council direct staff to prepare and bring to a future Council meeting a by-law protecting trees on municipal property. 	 Planning and Building Services Recommendation: That staff review Zoning By-law 2010-40 and 2013-40 to address best practices related to infill development standards across the Town as a whole. Planning & Building Services Planning & Building Services Planning & Building Services Inhat the library facility needs assessment be referred to staff to be brought forward with the operational efficiency review. Responsible Department: Community Services – Commissioner/Library 	
Meeting Date and Subject	Meeting Date: Committee of the Whole – February 27, 2017 Subject: Development & Infrastructure Services – Planning & Building Services and Public Works Services Report 2017-05 – Tree Removal, Protection Policies and Regulations	Meeting Date: Council – March 27, 2017 Subject: Zoning By-law Review Zoning By-law Review Meeting Date: Committee of the Whole – May 8, 2017 Committee of the Whole – May 8, 2017 Commits Bare: Commity Services – Commissioner and Newmarket Public Library Joint Report 2017- 07 regarding Library Facility Needs Assessment	
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		238
Staff Comments		
Date for reporting back to Committee of the Whole	Q1, 2017 Q1, 2018	
Recommendation and Responsible Department	 Recommendation: That Council approve the following motion in principle: That Staff be directed to prepare an information document that can be provided to residents in the vicinity of new construction sites, the purpose of which is to advise and to communicate to the residents, the various activities, potential impacts and expected timelines associated with each phase of construction, from site clearing through to house construction; and, That developers, through their consulting engineers, be required to ensure that residents, and the relevant Ward Councillor, in adjacent areas receive advance written notice of construction events to take place, so that they can be better informed and prepared for any disruption that may occur as a result; and, 	 4. That the aforementioned motions be referred to staff for a report back including options and resource requirements. Responsible Department: Planning & Building Services
Meeting Date and Subject	Meeting Date: Committee of the Whole – May 8, 2017 Subject: Information Document for Residents Related to Construction Sites	
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			239]
Staff Comments				
Date for reporting back to Committee of the Whole	Q2, 2018	Q2, 2018	February 26, 2018 Committee of the Whole meeting	February 5, 2018 Committee of the Whole meeting
Recommendation and Responsible Department	 Recommendation: 1. That Development and Infrastructure Services Report – Engineering Services Information Report 2017-15 regarding 2017 Newmarket East-West Bikeway PIC Report be received; and, 2. That staff monitor the implementation of the bike lanes, analyze the impacts for a one year period and provide a report back to Council in one year. 	 That staff review proposed modifications to the east-west bike lane and report back in the Spring of 2018. Responsible Department: Engineering Services 	 Recommendation: 1. That Option 1 of the Report be implemented; and, 2. That staff provide a status report on the "Restricted Area" within 12 months of implementing Option 1 of the Report. Responsible Department: Legislative Services 	Recommendation: 1. That the PowerPoint presentation entitled "Diabetes Canada - Textile Diversion Program for the Town of Newmarket" by Mr. Ryan Michaels and Mr. Blaine Hobson be received and referred to staff. 1. That staff be directed to prepare an RFP for a textile recycling program. Responsible Department: > Public Works Services
Meeting Date and Subject	Meeting Date: Committee of the Whole – May 8, 2017 Subject: Development and Infrastructure Services Report – Engineering Services Information Report 2017-15 regarding 2017 Newmarket East-West Bikeway PIC Report	Committee of the Whole – September 25, 2017 Subject: East West Bike Lanes on Park Avenue	Meeting Date: Committee of the Whole – May 8, 2017 2017 Subject: Corporate Services Report – Legislative Services 2017-07 – "Restricted Area for Driving Schools and Instructors"	Meeting Date: Committee of the Whole - June 19, 2017 Committee of the Whole – February 5, 2018 Subject: Textile Diversion Program
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	Meeting Date and Subject	Recommendation and Responsible Department	Date for reporting back to Committee of the Whole	Staff Comments
10.	Meeting Date: Committee of the Whole – August 28 – Motion	Recommendation: That the Operational Leadership Team recommends that the follow recommendation be referred to staff for review and report:	Q1-Q2 2018	
	Subject: Item 3 of Accessibility Advisory Committee Meeting Minutes of March 23 re: Accessibility in the	 That The Accessibility Advisory committee recommends to Council that Council consider ways to make as many entrances to Main Street buildings as accessible as possible. 		
	downtown area	Responsible Departments: Legislative Services (lead), Planning and Building Services, Engineering Services & Legal Services		
11.	Meeting Date: Committee of the Whole – August 23-, 2017	Recommendation: 1. That staff bring forward a report looking at subsidies or other methods/options for homeowners dealing with flooding issues.	Q2, 2018	This item is related to backflow preventers
	Subject: Flooding Concerns	Responsible Department: Public Works Services/ Corporate Communications		
12.	Meeting Date: Committee of the Whole September 25, 2017	Recommendation: 1. That the report entitled "Diversity and Inclusivity Programs" be deferred to a future Committee of the Whole meeting, as York Region is currently amending its Diversity and Inclusivity	Q4 2017 Q3, 2018	York Region conducting further public consultation
	Subject: Diversity and Inclusivity Strategy	Charter. Charter. Responsible Department: V Human Resources Department		
13.	Meeting Date: Committee of the Whole – September 25, 2017	Recommendation: 1. That the petition be referred to staff in accordance with the Public Consultation and Support Plan – Transportation Services Policv.	Q2, 2018	
	Subject: Petition regarding Speed and Traffic Mitigation near Queen Street/Lorne Avenue	Responsible Department:		

ıts		ct to area iter	24
Staff Comments		Meeting held – Signage is subject to funding. Seating area to be remoced after feedback from meeting.	
Date for reporting back to Committee of the Whole	Q1, 2018	Q1, 2018	
Recommendation and Responsible Department	 Recommendation: 1. That Corporate Services – Legislative Services Report 2017-16 dated September 14, 2017 entitled "Vacant Buildings/Storefronts" be received; and, 2. That staff be directed to report back on Option 2, a Window Wrap program. Responsible Departments: Legislative Services/Economic Development 	 Recommendation: 1. That staff be directed to schedule a meeting for the Mayor, Deputy Mayor & Regional Councillor, Councillor Hempen, Councillor Broome and the property owner to discuss the potential signage on Longford Drive; and, 2. That staff provide an alternative signage and seating area option that would be as cost effective as possible. 	Responsible Department
Meeting Date and Subject	Meeting Date: Committee of the Whole - September, 25, 2017 Subject: That Corporate Services – Legislative Services Report 2017- 16 Vacant Building Report – Window Wrap Program	Meeting date: Committee of the Whole – September 25, 2017 Subject Welcome Sign on Longford Drive	
	14.	15.	

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Staff Comments	Report from Metrolinx	expected Q1, 2018			2	- 1 2-			
Date for reporting back to Committee of the Whole	Q1. 2018								
Recommendation and Responsible Department	Recommendation:	 That Development and Infrastructure Services/Planning & Building Services Report 2017-39 dated October 16, 2017 regarding Newmarket GO Station – Draft Mobility Hub Station Area Plan be received and the following recommendations be adopted, as amended 	 That Council direct staff to submit Report 2017-39 to Metrolinx as the Town of Newmarket's comments on the Newmarket GO Station- Draft Mobility Hub study; and, 	 That "Improved Wayfinding" along the Tom Taylor Trail be included in Phase 1; and, 	c. That Subject to York Region Transit (YRT) comments, on-site local bus accommodations through either the sharing of the on-site Mobility Plus spaces with other YRT busses, and/or creating other on-site YRT bus accommodation be included in Phase 1; and,	d. That Metrolinx be directed to assess the width of the north/south road connection through the station lands with an understanding that this area is to be pedestrian-focused and maximize opportunities for re-development; and,	e. That Metrolinx, through the Technical Transportation Report, thoroughly examine all grade separation options for implementation over the medium and long-term, including road over/under rail and rail over/under road scenarios; and,	f. That the Mobility Hub Study address the future Viva usage, GO Bus usage and York Region Transit usage of the existing bus facility on Eagle Street, given the transit improvements that are envisioned, including additional GO Train service, the new Mulock Station, and the Yonge Street Viva Rapidway.	Responsible Department Planning and Building Services
Meeting Date and Subject	16. Meeting date:		Services/Planning & Building Services Report 2017-39- Newmarket GO Station – Draft Mobility Hub Station Area Plan						

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Meeting Date and Subject	Recommendation and Responsible Department	Date for reporting back to Committee of the Whole	Staff Comments
Meeting date: Committee of the Whole – September 25, 2017	Recommendation: 1. That Development and Infrastructure Services Report –	Q3, 2018	
Committee of the Whole – October 16, 2017	Engineering Services 2017-32, dated October 2, 2017, entitled "Town-wide Traffic Mitigation Strategy 2017 - Timing" be received and the following recommendations be adopted:		
Subject Development and Infrastructure	a. That the final report be brought back to Council by early Quarter 3 2018; and,		
Services Report – Engineering Services 2017-32- Town Wide Traffic Mitigation Strategy – 2017	 That staff continue to expedite the process to provide the report sooner, if possible; and, 		
	c. That all current road safety, speed management and traffic calming programs that are currently underway, and are in accordance with the principles set out in "Appendix A" (draft strategy) from Development and Infrastructure Services Report ES 2017-29 (Town-wide Traffic Mitigation Strategy 2017), continue as planned throughout the consultation period and until the final strategy document is approved by Council, at which time the programs will be reviewed to plan their conformance with the new approved strategy.		
	Responsible Department		
Meeting date: Committee of the Whole –	Recommendation:	Q3, 2018	
October 16, 2017 Subject Low Impact Development	 That staff be directed to report to Council in 2018 with best practices and opportunities to implement Low Impact Development (LID) in relation to flooding, flood mitigation, and storm water management in residential neighbourhoods. 		
	Responsible Department Engineering Services 		

	Meeting Date and Subject	Recommendation and Responsible Department	Date for reporting back to Committee of the Whole	Staff Comments
19.		Recommendation:	Q2, 2018	
	Committee of the Whole – November 6 Subject:	1. That staff be directed to review and report back on the potential for an all-way stop at Sawmill Valley Drive and Peter Hall Drive and opportunities for crosswalk		
	All-way stop at Sawmill Valley Drive and Peter Hill Drive	Responsible Department		
20.	Meeting Date:	Recommendation:		
	November 27 Subject: Servicing Allocation I Indate	 That Development & Infrastructure Services/Planning and Building Services Report 2017-49 dated November 27, 2017 regarding the servicing allocation update be received; and, 		
	Report 2017-49	 That Council grant the requested servicing allocation to the following properties: 		
		a. King George School		
		b. 680 Gorham; and,		-24
		That the staff report back on servicing allocation in May 2018 and that this report be brought to a Special Committee of the Whole relating to the topic.	May, 2018	Special Committee of b the Whole to be scheduled.
		 That Council grant the requested servicing allocation to the property known as 260 Eagle Street. 		
		Responsible Department:		
21.	Meeting Date:	Recommendation:	Q1, 2018	Information Report to
	Subject: Property at intersection of Davis	1. That staff be directed to work with the property owner at Davis Drive and Patterson Street to maintain the property in accordance with the Town's applicable By-laws.		
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TOWN OF NEWMARKET

Outstanding Matters Schedule B: Items for the 2018-2022 Term of Council

			245			
Comments	Deferred subsequent to VivaNext construction	October 24, 2017 P. Noehammer advised this item should be moved to Schedule B	2-0			
Date to come back to Committee	Timeline to be determined				Q1, 2019	
Date to c	tor this area at a lower	if December 14, 2015 ucture Services - ingineering Services 2015 regarding a ita's Avenue be	is for this area at a ending the trail through dow Boulevard to the trail from Flanagan lesby Park Trail; and,	e option of installing k Trail.	g and Ranked Ballots in lunicipal Election.	
Recommendations & Responsibility	Recommendation: 1. That staff provide alternate trail options for this area at a lower cost; and,	 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,	 That staff also include in the report the option of installing lighting along the George Luesby Park Trail. Responsible Department: 	 Planning and Building Services Recommendation: 1. That staff report back on Internet Voting and Ranked Ballots in 2019 immediately following the 2018 Municipal Election. 	Responsible Departments:
Item Subject	Date: Rec	Subject: Item 35 - Joint Development and Infrastructure Services – Planning and Building Services/ES 2015-44 – Proposed Trail from Yonge Street to Rita's Avenue Council – January 18, 2016 – Item 35		Resp	Meeting Date: Special Committee of the Whole- January 30, 2017	Subject: Internet Voting and Ranked Ballots
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Awaiting next phase of funding announcements		210
2018	Development is estimated to not be completed before 2020	2019
 Recommendation: That staff provide Council with a prioritized list of infrastructure projects currently not funded through Development Charges, the Asset Replacement Fund or Other Reserve Funds for implementation between 2018 to 2025 that augment existing priorities, strategies and master plans or leverage grant funding for initiatives that achieve our Corporate Vision of a 'Community Well Beyond the Ordinary' Responsible Departments: 	Recommendation: 1. That traffic impacts be monitored post construction. Responsible Departments: P Engineering Services	 Recommendation: 1. That the Corporate Services – Legislative Services Report - 2017-26 entitled "Procedure By-Law Update and Draft Electronic Participation in Meetings Policy" be received; and, 2. That Council adopt the amendments to the Procedure By-law attached as Appendix A with an effective date of January 1, 2018; and, 3. That Council approve the Electronic Participation in Meetings Policy attached as Appendix B, with an effective date of January 1, 2018; and, 4. That the Town Clerk be authorized to administer the Electronic Participation in Meetings Policy and develop the necessary Procedures to implement the Policy, as required; and, 5. That Council permit the Accessibility Advisory Committee to participate using the Electronic Participation in Meetings Policy effective January 1, 2018 for a trial period of one year; and, 6. That staff be directed to report back in 2019 with a review of the Electronic Participation in Meetings Policy.
Meeting Date: Council – June 7, 2016 – Item 35 Subject: Federal Infrastructure Funding (Joint Office of the CAO and Commissions of Development and Infrastructure Services, Community and Corporate Services Report 2016-08)	Meeting Date: Council – June 26, 2017- Item 10 Subject: Application for Official Plan Amendment and Zoning By-law Amendment – 260 Eagle Street	Meeting Date: Committee of the Whole – November 27 Subject: Procedure By-law Amendment and Electronic Participation in Meetings Policy
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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

Supplementary Budget Staff Report

Report Number: 2018-04

Department(s): Joint Office of the CAO/Commissioners/Financial Services Author(s): Mike Mayes, Director of Financial Services, Treasurer Meeting Date: February 26, 2018

Recommendations

- 1. That the report entitled Joint Office of the CAO/Commissioners/Financial Services regarding Supplementary Budget dated February 26, 2018 be received; and,
- 2. That the 2018 Capital Budget be amended to include an additional \$28,850,000 in expenditures with funding as detailed in this report, for a revised total of \$54,783,120; and,
- 3. That Council provide direction on which financing option to use and amend the 2018 Operating budget accordingly, being either:
 - i. An additional \$1,810,000 in expenditures; or
 - ii. An additional \$950,000 in expenditures with further increases required in subsequent years.

Purpose

This report has the following purposes:

- 1. To amend the 2018 Capital and Operating Budgets to include a strategic land purchase, Mulock Farm, and the equipment and costs to maintain the land as it currently exists prior to any development.
- 2. To seek direction of which financing option to use a single tax increase in 2018 or to phase-in tax increase over 5 years and to adjust the 2018 tax-supported operating budget accordingly.

Background

The Town will be closing on the purchase of a strategic property, the Mulock Farm/Estate (north-west corner of Mulock Drive and Yonge Street) in October 2018. Council had previously provided staff with direction to negotiate and to complete the said purchase. The 11.6-acre property is at a key location within the Town's Urban Centres Secondary Plan (Yonge Street and Davis Drive) and will provide much needed recreation and activity space in a part of Town that will be the second most densely developed area once it is fully built.

Discussion

The purchase price of the property is \$24 million, exclusive of applicable taxes plus any required restoration. To maintain the property in its current condition there will be on going operational and equipment costs. The Town will adjust its 2018 budgets accordingly and employ responsible debt financing as appropriate.

The 2018 capital budget will be amended to include an additional \$28,850,000 in expenditures

On December 4, 2017, Council approved a capital budget for 2018 with \$25,933,120 in new expenditures. Three new projects, the purchase of the Mulock Farm Property, an allowance for potential restoration, and the acquisition of equipment to maintain the property, will add an additional \$28,850,000. The breakdown of these costs is as follows:

	Strategic Land	Restoration	Maintenance equipment
Land costs	\$ 24,000,000		
Equipment (truck, mowing tractor etc.)			\$ 150,000
Land Transfer Tax	585,000		
Legal and other closing costs	40,000		
Due diligence	100,000		
Allowance for restoration	1,275,000	2,700,000	
Total costs	\$ 26,000,000	\$ 2,700,000	\$ 150,000

Some restoration of the building will be undertaken immediately after purchase. The estimated cost of \$1,275,000 has been included with the total Strategic Land costs accordingly. Further, work on the building and grounds, to the extent required, would be coordinated with future development. The budget for these works is difficult to forecast at this time and may be offset by economies of scale in doing this work as part of the vision for development of the site. At this time, a conservative allowance of \$2.7 million has been included. This will be funded from reserves and reserve funds to allow for flexibility in realizing potential savings on the allowance.

	Strategic Land	Restoration	Maintenance equipment
Transfer from the Environmental Land Reserve Fund		\$ 1,200,000	
Transfers from other General Capital and Growth Reserves / Reserve Funds		1,500,000	15,000
Development charges			135,000
Long-term debt	26,000,000		
Total funding	\$ 26,000.000	\$ 2,700,000	\$ 150,000

The recommended funding for the three projects is as follows:

Funding for this project has made the maximum appropriate use of reserves and reserve funds with the balance of funding from long-term debt. The annual debt servicing (principal and interest) will require funding from the tax-supported budget.

Long-term debt is appropriate for land purchases because:

- 1. Land has an infinite life the Town will always have an asset worth more than its applicable debt.
- 2. It more closely allocates the costs to the beneficiaries.
- 3. It significantly lowers the annual costs and pressure on current taxpayers.

Council to provide direction on which financing option to use

It is necessary for Council to choose between two options to fund the annual debt servicing:

- 1. A single tax increase in 2018 \$47 to the average household, or
- 2. Phased in increase \$10 annually for five-years to the average household beginning in 2018.

Option 1: Single tax increase of \$47

A 30-year debenture at 3.75% would have annual principal and interest payments of \$1,460,000. Public Works Services has estimated that the annual maintenance of the property would require \$350,000 in incremental costs. Total additional expenditures would be \$1,810,000.

It would be appropriate to apply assessment growth, as is our current budget practice, to these operating costs, and to apply parkland contributions (payments-in-lieu) to the debt payments. When combined, \$350,000 is achievable.

The net additional tax levy requirement of \$1,460,000 is a 2.60% increase, which equates to \$47 for the average residence.

Option 2: Phased in with 5 annual increases of \$10

Phasing in the increase is possible. In doing so, it would introduce additional factors:

- 1. In the first year, operating budget requirements would be lower:
 - a. Maintenance costs would only be for a portion of the year.
 - b. Depending upon when the debenture is issued during the year, debt servicing will be less than the ongoing annual cost.
- 2. A short-term temporary reserve fund loan will be required to stabilize the annual increases. This will generate additional interest costs.

Year	2018	2019	2020	2021	2022
Debt					
servicing	\$ 850,000	\$ 1,460,000	\$ 1,460,000	\$ 1,460,000	\$ 1,460,000
Property					
maintenance	100,000	350,000	350,000	350,000	350,000
Reserve loan					
interest	5,000	17,000	28,000	31,000	25,000
Revenue					
applied	(175,000)	(450,000)	(550,000)	(650,000)	(750,000)
	\$ 780,000	\$ 1,377,000	\$ 1,288,000	\$ 1,191,000	\$ 1,085,000
Reserve loan					
pay/(borrow)	(470,000)	(755,000)	(355,000)	55,000	475,000
Net annual					
cost	\$ 310,000	\$ 622,000	\$ 933,000	\$ 1,246,000	\$ 1,560,000
Annual					
increase	\$ 310,000	\$ 312,000	\$ 311,000	\$ 313,000	\$ 314,000

3. Parkland contributions are projected to grow over this time.

The annual tax increase stabilizes at an annual increase in the \$310,000 to \$314,000 range – equivalent to approximately an annual increase of \$10 for an average residential property.

A short-term reserve fund loan is used to stabilize the annual increases. It peaks at \$1.6 million in 2020. The tax base includes payments of this loan, which would be fully repaid in 2024.

The foundation will be set for future development of the property

These additions to the 2018 budget create a base for further capital projects. It ensures creation of a passive park to which future recreation features can be added.

Basic maintenance would be provided. The house would not be initially programmable by the Recreation Department with safety and immediate preservation needs addressed followed by major restoration work as part of proposed use.

In addition, both financing options create future budgetary room.

- The one-time tax increase option is not able to factor in anticipated future increases in parkland dedication. Starting in 2019, this is projected to be \$100,000 per year. In addition, the first year costs will be lower as this is only a partial year for operational purposes.
- The phase-in option builds short-term reserve fund loan payments into the tax base. This will provide an additional \$150,000 in 2024 and \$590,000 thereafter.

These additional funds would be available for future development of the park, mitigation of tax increases, or other projects deemed appropriate by Council.

Development of the property can access funding sources which should prevent the need for an additional tax increase

Public consultation in creating the vision for property and building will commence in 2018. The vision includes creating programmable use for the building, and construction of facilities including an outdoor rink and ice skating trails. The capital costs could be in the \$20 million range.

There would be many appropriate sources of funding:

- growth related revenues development charges (DC's), assessment growth, and parkland contributions;
- grants, sponsorships and donations

No further tax increases should be required to fund future development.

Conclusion

Subject to Council approval and direction, the 2018 Capital and Operating Budgets would be amended. Financial Services Staff Report 2018-06 seeks Council authorization to obtain debenture financing and enact the related by-law.

Business Plan and Strategic Plan Linkages

This report supports and aligns with Council's Strategic Priority themes of:

- Economic Development/Jobs creating a strategy for vibrant and liveable corridors along Davis Drive & Yonge Street
- Enhanced Recreational Opportunities enhancing our recreational and community facilities
- Efficiency/Financial Management

Consultation

The Treasury staff at the Region of York have provided information on the process for issuing debentures.

The Engineering, Legal and Public Works Services Departments have provided cost estimates and equipment requirements.

The Strategic Leadership Team (SLT) has provided strategic direction, vetted the cost estimates and reviewed how this initiative interacts with others.

Information about this report will have been posted in the Town Page on February 8, 15 and 22, 2018 providing the public with over 14 days' notice prior to the report and recommendations being considered at the February 26, 2018 Committee of the Whole meeting.

Human Resource Considerations

Additional staff resources may be required to maintain the property. Any new full-time positons would be funded through the operating budget provision and/or would be part of future submissions for Council approval.

Budget Impact

Capital Budget (Current and Future)

The proposed 2018 Supplementary Capital Budget includes \$28,850,000 in new expenditures. Funding will come from debentures (\$26,000,000), reserves and reserve funds (\$2,715,000) and Development Charges (\$135,000). The revised 2018 Capital Budget would include expenditures of \$54,783,120.

Operating Budget (Current and Future)

The impact on the Operating Budget will depend on the option selected.

- A single tax increase would require adding \$1,460,000 to the 2018 tax levy. This 2.60% tax increase would be equivalent to \$47 for the average residential property.
- A phased-in tax increase would require adding \$310,000 to the 2018 tax levy. This 0.56% tax increase would be equivalent to \$10 for the average residential property. There would then be additional \$10 increases in each of the years 2019 to 2022.

Attachments

None

Approval Mike Mayes, CPA, CGA, DPA

Director of Financial Services/Treasurer

Esther Armchuk, B.A. (Hons.) LL.B.

Commissioner, Corporate Services

Ian McDouga

Commissioner, Community Services

Peter Noehammer Commissioner, Development & Infrastructure Services

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Self

R.N. Shelton Chief Administrative Officer

Contact

Peter Noehammer, Commissioner, Development & Infrastructure Services <u>pnoehammer@newmarket.ca</u> or 905-953-5300 ext. 2201 Moved by: Seconded by:

RESOLUTION RX-2018

WHEREAS climate change is the biggest environmental threat to our planet and a major concern for all Canadians;

AND WHEREAS at exactly 8:30 p.m. on Saturday, March 24, 2018, major cities around the world will turn off their lights and electrical power for one hour to raise awareness about climate change and to symbolize that, working together, the people of the world can make a difference in the fight against global warming;

AND WHEREAS the event, called "Earth Hour", began in Sydney, Australia in 2007 as 2.2 million people turned off their lights to take a stand against climate change;

AND WHEREAS since then, it has become an annual, globally-observed event;

AND WHEREAS participating in Earth Hour sends a powerful message to every citizen and business around the world that it's possible to take action on climate change and that switching off our lights and electrical power is just one simple action we can take to help make a difference;

AND WHEREAS in the last several years, Newmarket has continued to be a leader in this effort, with one of the highest rates of reduction in electricity consumption in the GTA;

THEREFORE BE IT ENACTED by the Municipal Council of the Corporation of the Town of Newmarket as follows:

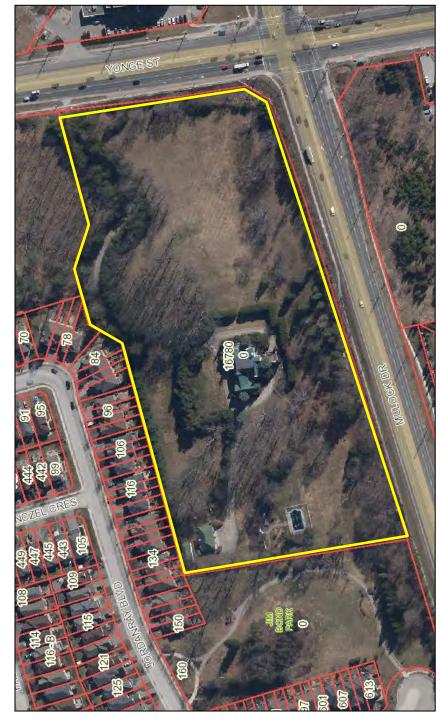
- 1. THAT at 8:30 p.m. on Saturday, March 24, 2018, the Corporation of the Town of Newmarket will join other cities around the world in literally "turning out the lights" by shutting off all non-essential lighting and power in all of its facilities, where feasible, and without jeopardizing safety, for one full hour;
- 2. AND THAT the Corporation of the Town of Newmarket's participation in Earth Hour will be widely promoted and publicized in order to raise awareness about this important issue and in order to encourage every individual, household and business in town to join in by turning off their lights and electrical power for one hour at 8:30 p.m. on Saturday, March 24, 2018;
- 3. **AND THAT a copy of this Resolution will be forwarded to every municipality in the GTA, encouraging them to participate in Earth Hour.**



Mulock Estate



16780 Yonge Street Property is approximately 4.7ha (11.6 ac):



Urban Centres Secondary Plan



- Park 3" which is to "promote the protection and conservation of existing cultural heritage assets The Plan designates the majority of the property as Parks and Open Space / Neighbourhood and natural heritage features."
- The Plan recognizes the strategic location of the property within the Urban Centres and acknowledges it's future role as "an area of respite among more intensive urban uses".

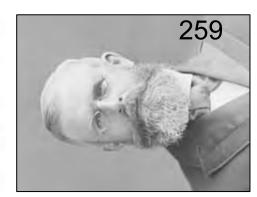


Heritage House & Adaptive Re-use

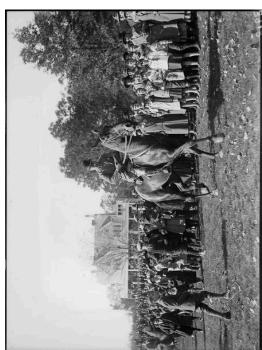
An examination has been completed by staff regarding the re-use of historic residences in Southern Ontario (primarily in the GTA). Some of the more common re-uses for these buildings are:

- Reception / conference centre
 - Restaurant
- Art gallery
- Spa
- Hotel / B & B
- Private school / commercial school
 (i.e. performing arts school)
- Part of a secondary or postsecondary school campus Municipal archives
 - Community library
- Tourism related attraction











Adaptive Re-use Examples





Private Institution (National Ski Academy, Collingwood)



Restaurant (the Keg Mansion, Toronto)



Reception / Conference Centre (Alderlea, Brampton)

Adaptive Re-use Examples



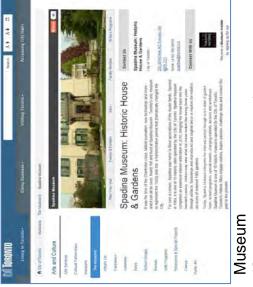


(Paletta Lakefront Mansion, Burlington) Reception / Conference Centre



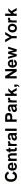


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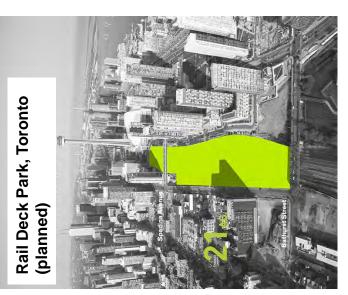


Millennium Park, Chicago





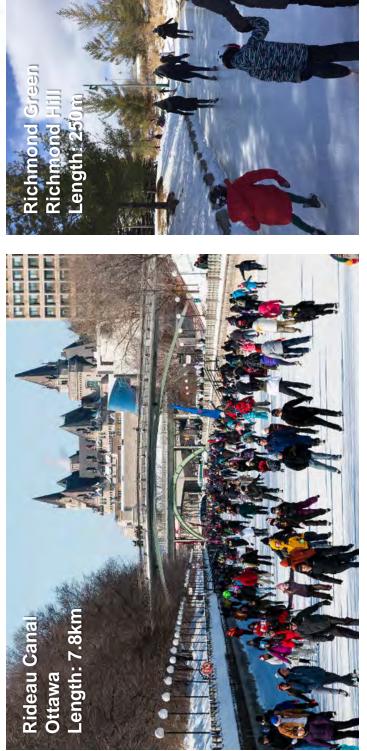




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Outdoor Skate Trail - Inspiration







Outdoor Skate Trails - Recent Popularity















Next Steps



- Establish a staff Task Force to further examine planning and engineering matters.
- the Community Open House on February 27, 2018 (4 to 8 pm at the Municipal feedback on possible adaptive re-uses of the historic residence, starting with The Task force will establish a community consultation plan to solicit Offices).
- The taskforce will also establish a sub-group to seek potential grants, sponsorships and donations.



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

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Alternative Fees & Charges for Charitable and Non-Profit Organizations Staff Report

Report Number: 2018-15 Department(s): Planning & Building Services Author(s): Meghan White Meeting Date: February 26, 2018

Recommendations

- 1. That Planning & Building Services Report 2018-15 entitled Alternative Fees & Charges for Charitable for Non-Profit Organizations dated February 26, 2018 be received; and,
- 2. That requests to defer or waive fees related to development for registered charities and non-profit organizations will be evaluated according to the Alternative Fees & Charges for Registered Charities and Non-Profit Organizations Policy; and,
- 3. That Director of Planning and Finance, or their designates, be delegated the authority to waive or defer fees related to development for charities and non-profits according to the attached policy; and,
- 4. That Council approve the attached policy, implementing Option 4 described within this Report; and,
- 5. That staff provide Council with yearly reports presenting the amounts waived and deferred under this policy.

Executive Summary

Staff are recommending Council adopt a policy outlining how to deal with requests for development related fee reductions and exemptions. Staff have brought forward many of these requests over the years and believe it will be a more effective use of resources to have a policy instead of bringing each request forward to Council for a decision.

Alternative Fees for Charities and Non-profit Organizations Page 1 of 12

This report outlines the history that has brought staff to the point of recommending a policy. It also reviews all of the different kinds of fees collected through the development process and explains their importance. Staff present four options for dealing with these request and recommends adopting the fourth option of exempting registered charities and non-profits from paying Development Charges, Cash-in-lieu of Parkland and Building Permit fees. The fourth option also recommends collecting only a minimal performance guarantee (security deposit). In this option, these three fees would be deferred for a period of 10 years. At the end of 10 years, should the property still be owned by the charity or non-profit organization, the fees would be waived all together. Should the charity or organization sell the property within the 10 year timeframe the three fees would have to be paid to the Town by the charity/organization or the new owner.

As Council has in the past shown a willingness to support the good works done by registered charities and non-profit agencies, staff are proposing alternative fees and charges for them during development applications. This will assist them in fulfilling their mandate and provide assistance to the most vulnerable populations in Newmarket.

Purpose

The purpose of this report is to receive direction from Council on how to deal with requests for deferrals and waiving fees from registered charities and non-profit organizations. Staff have drafted a policy based on a preferred option outlined below for Council's consideration and approval.

Background

In 2000, Council made a decision to reduce application fees for Official Plan and Zoning By-law Amendments by 50% for projects directly relating to affordable housing, if the applicants were a Church, Registered Charity or Service Club.

There have not been any charities or service clubs which have taken advantage of the reduced application fees. However, over the past several years staff have dealt with requests for reductions and waiving for all of the fees and charges associated with a redevelopment project. Specifically in 2015, Southlake and Habitat for Humanity sent in requests reductions for various fees and charges.

Responding to each of those requests individually, Council waived the Tree Compensation, Letter of Credit, Tree Security, Cash-in-lieu of Parkland and the Finance Administration fees for Southlake, they did not waive the Engineering Review Fee or the Peer Review Fee for the Consulting Arborist. Council then exempted Habitat from Development Charges, all other fees and charges were collected.

Staff have recently received a request from Community Living to reduce or waive the fees and charges related to their site plan approval process. With the frequency of these types of requests increasing, staff felt it would be an appropriate time to create a policy

Alternative Fees for Charities and Non-profit Organizations Page 2 of 12

clearly outlining Council's intensions with regard to requests for reductions and waiving of fees. A policy would allow for fair and equitable application of any exemptions, grants, deferrals etc. The policy could be consistently applied to requests by all community organizations without the need for ongoing Council approval.

Discussion

There are a number of fees that the Town collects as part of the development approval process. Some of these fees represent cost recovery of staff and consultant time spent processing and reviewing the application, and agreements. Other fees represent the cost of growth-related infrastructure and capital. Still other fees are related to performance guarantees. The following is a list of the fees which are paid to the Town as part of a development approval process.

Cost recovery of staff time

Engineering Review Fee

Engineering Services collects a 6% engineering fee through the site plan review process, as approved in the Town's Fees and Charges By-law. The fee is calculated based on the total estimated cost of external works, exterior of the building (i.e. grading, servicing, landscaping, etc.) and is collected as part of the development agreement. The fee collected goes towards staff time to provide detailed engineering comments on technical submissions (conforms to Town standards, best practices, etc.), developing the agreement (establish security deposits, contributions, other requirements, etc.), field monitoring/inspections of the site, and final inspections for the release of security upon completion of all required works. Some reviews are completed by an external firm under contract. The cost of these reviews is also paid for by the engineering fee or by the applicant directly, depending on the complexity and scale of the review.

Finance Administration Fee

The Finance Department collects a finance administration fee of 5% of the performance guarantee to cover their costs of administering the security.

Peer Review Fees

The Town contracts the review of some reports to consultants if there is not the technical knowledge in house. Examples include arborist reports, natural heritage studies, noise reports, etc. These costs are initially covered by the Planning Department and then invoiced back to the applicant. This ensures that development is paid for by the developer and not the taxpayer.

Application Fees

The Town collects application fees for all development applications. Some of these fees such as building permit fees are regulated through the Building Code Act and the Building By-law, which requires that fees be paid in order to obtain a Building Permit. In

Alternative Fees for Charities and Non-profit Organizations

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order to make changes to the manner in which fees are charged or collected, the Building Code Act requires certain notifications through a public process and/or an amendment to the Building By-law.

Other application fees, such as Planning Applications Fees are collected to ensure cost recovery of staff time spent reviewing the application. Typically, the more complex and substantial an application the higher the fee i.e. a rezoning application costs more than a minor variance application.

Other Fees

Through the various development processes, staff may collect a range of other fees as required under the Fees and Charges By-law. These include sign permit applications, anti-tampering devices, legal fees, playground equipment, storm water management, voluntary trail system contribution, bluebox/green bin fees, agreement preparation, etc. These types of applications and costs are dependent on the type of development (residential vs commercial, site plan vs rezoning, etc.). These also represent cost recovery of staff time or materials. All fees that are charged must be, and are, listed in the Fees and Charges By-law. Council cannot collect a fee without listing it in a by-law.

Cost of growth-related infrastructure and capital

Cash-in-lieu of Parkland Dedication

The Planning Act allows Council to collect a dedication of land for park purposes when a new lot is created. The Planning Act also allows Council to collect cash-in-lieu of the parkland dedication, where it is not suitable to accept a dedication of land. Council has adopted policies through the Official Plan, Secondary Plan, and the Recreation Playbook to expand and improve access to parks and recreational opportunities in Newmarket. Parkland dedication is an important tool to make these improvements possible. The Parkland By-law already exempts the following:

- A college, university, or school defined in the Education Act
- Southlake Regional Health Centre
- Not for profit palliative care facilities
- Region of York, provincial government, Board of Education and/or Newmarket Library Board

Town Development Charges

The Town has a Development Charges By-law (DC By-law) to fund the future growthrelated capital expenses of the Town. Under the previous request dealt with in Planning & Building Services Report 2015-32, Council exempted the development of a single detached dwelling at 302 Andrew Street by Habitat for Humanity from all Town development charges, mirroring the policy of the Regional Municipality of York. The Town does not charge development charges for lands that are owned and used by the

Alternative Fees for Charities and Non-profit Organizations

Page 4 of 12

Town, the Region, or a board as defined by the Education Act. The DC By-law also already exempts the following:

- a) Relocation of a heritage house
- b) Building or structure used for community use owned by a nonprofit corporation
- c) Land owned by and used for purposes of a private school
- d) Lands, buildings or structures used or to be used for the purposes of a cemetery or burial ground
- e) Non-residential uses permitted pursuant to section 39 of Planning Act
- f) Issuance of a building permit not resulting in the creation of additional nonresidential GFA
- g) Agricultural uses
- b) Development creating an accessory use or structure not exceeding 100 m2 of GFA
- i) Public hospitals

Under the DC By-law Nonprofit is defined as "a corporation without share capital that has objects of a charitable nature".

Tree Compensation

Through the Tree Policy the Town collects compensation for trees removed on a property in support of development. If trees cannot be replanted on the property to make up for the tree(s) being removed there is a flat fee charged per tree. The money collected is used to plant more trees in town, aiming to maintain and enhance the overall tree canopy.

Performance guarantees

Letters of credit and securities posted with development projects act to mitigate risk to the corporation. The performance guarantee securities provide the Town with funds in the event that the project is not completed and the site is left in an unsafe state. The Town can use these funds to either complete the project or return it to a safe condition.

The tree security provides the same risk mitigation but specifically for the trees which are to be retained on the property. If any of the trees are damaged during construction, the Town will have the funds to replace the trees.

When the site works have been completed in conformity with the approved site plan drawings, the performance guarantee is returned to the applicant. This can happen shortly after the project is completed. The tree security is typically held for three years after the completion of the site works to ensure the health of the trees. Damage to a tree can take several years to become known. However, it is ultimately also returned to the applicant.

Comments

At the time of the previously mentioned requests, staff did not support reducing or waiving any fees. The costs associated with processing development applications are based on the Activity Based Costing Review of Development Application Approvals Process (DAAP), completed in 2005. The fees represent cost recovery for staff time spent on processing each application. The monetary amount of staff time does not change based on who is making the application and the time to review the application also remains the same.

There is a cost to the Town of deferring fees. Waiving the costs related to staff time reviewing applications means that departments will subsidize registered charities and non-profit organizations from their operating budgets and have revenues that are lower than would otherwise be the case. Waiving the costs of growth-related infrastructure and capital means that the Town will subsidize registered charities and non-profit organizations by reducing the funding to areas like roads, water, and parks and instead fund these from utility and tax rates. Waiving performance guarantees means less ability to ensure that works are carried out according to Town standards, which may lead to the Town incurring costs to perform works that would otherwise be paid for by securities.

It can seem difficult to consider moving part of the cost of a development application from the 'user pay model' to the general tax base. However, it is important to consider broader benefit the Town and community will have from the services provided by these agencies and the good works they can accomplish with some assistance. These agencies do provide valuable services and supporting their work is supporting many members of our community who need assistance, whether it be housing or day programing or medical care.

Previous Council Direction

Reducing, waiving and deferring fees is a direction Council has approved before by exempting Habitat for Humanity from Development Charges and waiving or reducing development related fees for Southlake on numerous occasions. Council has also made exemptions for charities by establishing a for-profit and non-profit fee structure for licensing fees associated with charitable donation bins. Several by-laws have set this direction including the Town's Development Charges By-law which provides for the ability for the Town to exempt a building or structure used for community use owned by a nonprofit corporation. The Parkland Dedication By-law also exempts organizations which would qualify as charities or non-profit organizations such as Southlake, colleges or universities, Library Board, York Region and not for profit palliative care facilities.

Definitions

The attached policy proposes the following two definitions to frame what kind of groups, agencies and organizations would qualify:

Alternative Fees for Charities and Non-profit Organizations Page 6 of 12

Non-profit organization¹ - a club, society, or association that's organized and operated solely for social welfare, civic improvement, pleasure or recreation, any other purpose except profit.

Registered charity² - a charitable organization, public foundation, or private foundation that is registered with Canada Revenue Agency to issue official donation receipts. They must use their resources for charitable activities and have charitable purposes that fall into one or more of the following categories:

- the relief of poverty
- the advancement of education
- the advancement of religion
- other purposes that benefit the community

The definitions of registered charities and non-profit organizations found in the draft policy are taken directly from the Canada Revenue Agency's webpage. This ensures that only organizations which can issue tax receipts and have passed the tests required by CRA are eligible. Some specific Newmarket examples of agencies which might qualify as either a registered charity or non-profit organization are:

- Southlake Regional Health Care Centre (the hospital, retirement residence or hospice)
- The United Way
- Inn from the Cold
- Blue Door Shelters
- Lion's and Rotary Clubs
- Community Living

As a college or university would qualify as a registered charity, this policy could be used in future endeavors to entice a post-secondary institution to locate in Newmarket.

Jurisdiction Scan

From what staff have been able to determine, other municipalities in York Region do not appear to have a similar policy. Which would signal that Newmarket could lead the way in this regard and attract some developments as a result. Some municipalities have created opportunities to offer these kinds of reductions; however, none seem to have a comprehensive policy. Richmond Hill allows for waiving or reducing fees in their Fees & Charges By-law. Markham has a provision where Council can choose to waive or reduce planning application fees, at their discretion. Markham also has a program to

¹ Definition from Canada Revenue Agency webpage

² Definition from Canada Revenue Agency webpage

defer DCs for special projects a charity or non-profit might undertake such as affordable housing. Vaughan appears to exempt charitable uses from Development Charges.

Options

Past decisions of Council, both in passing by-laws with exemptions and granting exemptions to specific requests, have painted a picture of a willingness to support registered charities and non-profit agencies. Therefore, staff are now proposing four options to deal with these requests so that they do not have to be brought to Council. Of the four options presented below, staff are recommending Option 4, as it provides some relief to agencies while still protecting the interests of the corporation and without placing to great of a burden on the general tax base.

Option 1 – No reduction or waiving of fees

In this Option, there would be no discount available to registered charities or non profit agencies. Staff would not present requests to Council, however it is anticipated that the agencies would seek a delegation before Council to explain their case and make their request.

Option 2 – A reduction of 50% of the following fees:

- Engineering Review Fee (except for when an external consultant is required; those . fees would have to be charged at cost.)
- **Finance Administration Fee**
- Planning Application Fee(s)
- Tree Compensation
- Legal Fees

No reduction or waiving of these fees:

- Building Permit Fees.
- Development Charges (beyond those already permitted by the DC by-law),
- Overall Security,
- Tree Security,
- Peer Review Fees, and
- Cash-in-lieu of parkland (beyond the exemptions and reductions already permitted by the Parkland By-law).

Option 3 – Waiving of all fees for these agencies, upon request.

In this option, if requested by the applicant, and if they are eligible, staff would not collect any of the fees and charges listed above. Further direction on how to fund these kinds of requests would be required.

Option 4 – Deferring and waiving the following fees:

- Development Charges
- Building permit application fees
- Cash-in-lieu of parkland
- Minimum performance guarantee collected

In this option, these three fees would be deferred for a period of 10 years. At the end of 10 years, should the property still be owned by the registered charity or non-profit organization, the fees would be waived all together. Should the charity or organization sell the property within the 10 year timeframe the three fees would have to be paid to the Town by the charity/organization or the new owner. This may be captured in a development agreement (Site Plan or Subdivision, etc.) and registered on title, as appropriate.

Also under this option it is proposed that a minimal performance guarantee would be collected. Instead of calculating the performance guarantee based on a percentage of the value of external works; the minimum amount would be required. The current minimum performance guarantee collected for external site works is \$10,000. This minimum may be increased in future years. The performance guarantee is used to ensure the site is developed in accordance with the agreement set out through the development process. It can also be used to restore the property to a safe condition should the project not be completed. The tree performance guarantee is a separate security and would still be collected in full.

The Policy is written such that if, at the discretion of the Director of Finance, the requests were too numerous in any one year and/or the total amount too excessive in a year, requests could be denied and the applicant given the ability to take their request directly to Council.

Overall, staff does not anticipate there will be many requests for these grants on a year to year basis and therefore the real impact to the overall budget will be negligible. However, having the Policy in place will set a clear directive to these agencies as they plan for their own improvements and expansions. It will also provide for a level playing field amongst all of these agencies and there will not be any perceived favouritism.

Conclusion

As Council has in the past shown a willingness to support the good works done by registered charities and not for profit agencies, staff are proposing alternative fees and charges for them during development applications.

Business Plan and Strategic Plan Linkages

The proposed policy will meet the Strategic Plan goal of being "Well-respected." As the Town strives to cultivate strategic growth, this policy supports that commitment by inspiring partnerships and co-operation with stakeholders that revolve around well-being, synergy, and balanced living.

Consultation

The departments which will be affected financially by the proposed reductions have been consultant and are willing to support this initiative.

Human Resource Considerations

None.

Budget Impact

In the past, Council has given these reductions through the Rate Stabilization Fund. However, the Director of Financial Services has advised that this practice is not sustainable – current and projected commitments are anticipated to leave minimal funds available for grants. Should Council wish to continue this practice, it is recommended that a separate reserve fund be created with a dedicated funding source.

Should Council proceed with Option 4, most of the organizations who would qualify as a charity or non-profit organization are already exempt from two of the three charges (Development Charges and Cash-in-lieu of parkland). Staff are proposing that deferring and then waiving the building permit fees could be financed through the Building Permit Reserve Fund.

The Director of Finance can provide a yearly update to Council outlining how many requests have been granted and the overall impact to the Town's finances.

Attachments

Appendix A – Proposed Policy

Approval

Meghan White, MCIP RPP, Planner, Planning & Building Services

Rick Nethery, MCIP RPP, Director, Planning & Building Services

For

Peter Noehammer, P. Eng, Commissioner Development & Infrastructure Services

Contact

For additional information contact: Meghan White at <u>mwhite@newmarket.ca</u> or 905-953-5300 x 2460. Appendix A – Proposed Policy



279 Corporate Policy

Alternative Fees & Charges for Registered Charities and Non-Profit Organizations

Policy Number: Sub-Topic: Topic: Alternative Fees & Charges for Development Applications Applies to: Registered Charities and Non-Profit Organizations seeking development approvals

Policy Statement and Strategic Plan Linkages

The Town of Newmarket prides itself on its core values and being "Well-respected." As the Town strives to cultivate strategic growth, this policy supports that commitment by inspiring partnerships and co-operation with stakeholders that revolve around well-being, synergy, and balanced living.

Purpose

The purpose of the Alternative Fees & Charges for Registered Charities and Non-Profit Organizations Policy is to set out the conditions under which fees and charges related to development projects undertaken by registered charities and non-profit organizations could be reduced, deferred or waived.

This policy applies to all applications made by registered charities and non-profit organizations to build, construct, expand, renovate, or alter in some manner a building or structure in the Town of Newmarket.

Definitions

Charges related to development – Engineering Review Fees, Finance Administration Fees, Planning Application Fees, Tree Compensation, Legal Fees, Building Permit Fees, Development, Performance Guarantee (Overall Security Deposit), Tree Security, Peer Review Fees, and Cash-in-lieu of parkland.

Director of Planning – the Director of Planning & Building Services for the Town of Newmarket, or their designate

Director of Finance – the Director of Finance for the Town of Newmarket, or their designate

Non-profit organization¹ - a club, society, or association that's organized and operated solely for social welfare, civic improvement, pleasure or recreation, any other purpose except profit.

¹ Definition from <u>Canada Revenue Agency webpage</u>

Registered charity² - a charitable organization, public foundation, or private foundation that is registered with Canada Revenue Agency to issue official donation receipts. They must use their resources for charitable activities and have charitable purposes that fall into one or more of the following categories:

- the relief of poverty
- the advancement of education
- the advancement of religion
- other purposes that benefit the community

Town – is the Corporation of the Town of Newmarket

Criteria

The Town will reduce the fees and charges related to a development application by a registered charity or a non-profit organization, upon request, according to the following criteria:

- 1. The applicant must be a registered charity or a non-profit organization (as defined here in);
- 2. The lands in question for the request must be owned by or being developed by the applicant;
- 3. The service provided by the applicant should be available to the general public or for the benefit of the community;
- 4. The applicant obtains all other approvals, permits, consents, and matters that are determined necessary by the Town.

Deferrals and Waiving

If all of the criteria above are met, the Directors of Planning and Finance are authorized to defer the following fees for a period of 10 years. If, at the end of 10 years, should the property still be owned by the charity or non-profit organization, the fees would be waived all together. Should the charity or organization sell the property within the 10 year timeframe the three fees would have to be paid to the Town by the charity/organization or the new owner.

Fees to be deferred and waived:

- Development Charges
- Building permit application fees
- Cash-in-lieu of parkland

The fees listed above will still be charged to the applicant; the fees will calculated and an invoice generated. However, the Town will not collect the fees. The invoice will be left as

² Definition from <u>Canada Revenue Agency webpage</u>

a receivable until the property is sold by the charity or non-profit organization or it is written off after the 10 years have passed. This may be captured in a development agreement (Site Plan or Subdivision, etc.) and registered on title, as appropriate.

A minimal performance guarantee would also be collected. The current minimum performance guarantee collected for external site works is \$10,000. This minimum may be increased in future years. The performance guarantee is used to ensure the site is developed in accordance with the agreement set out through the development process. It can also be used to restore the property to a safe condition should the project not be completed. The tree performance guarantee is a separate security and would still be collected in full.

If, at the discretion of the Director of Finance, the requests are too numerous in any one year and/or the total amount too excessive in a year, requests could be denied and the applicant has the ability to take their request directly to Council.

Reporting

The Director of Finance will provide Council with a yearly report outlining the amount of fees that have been deferred, waived after the 10 year period, and the overall impact to the Town's finances.

Cross-References

Planning & Building Services Report 2018-15

Contact

Details

Approved by: Council Adoption Date: Policy Effective Date: Last Revision Date: Revision No: 000

282 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: MITCH SANDER AND/OR DARIO TEO	FILO
Organization / Group/ Business represented:	
Address: 172 : 174 VICTORIA ST	Postal Code:
Daytime Phone No:	Home Phone:
Email:	Date of Meeting:
and the state of the second second second	FEBZ6/18
Is this an item on the Agenda? X Yes No	Agenda Item No: 15
✓ I request future notification of meetings ✓ I wish to address Council / Committee	
Describe in detail the reason for the deputation and what act (if applicable):	
LOOKING TO DISPUTE HERITAGE DESIGNA IS NO HISTORIC VALUE BASED ON HERIT	ATION OF THIS PROPERTY, AS THERE
IS NO HISTORIC VALUE BASED ON HERIT	AGE RESOURCE EVALUATION CRITERIA
FRAM	
Do you wish to provide a written or electronic communication 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



February 26, 2018

Moved by:	

Seconded by: _____

Resolution R3-2018

Whereas in April 2017, the Provincial Government through the Ontario Ministry of Housing announced its Fair Housing Plan, to improve housing affordability, address demand, protect renters and buyers, increase the supply of housing, and improve information sharing; and,

Whereas, the Development Charges Rebate Program (the "Program") is one of the measures to increase supply of housing, specifically purpose-built market rental development by providing rebates for development charges, thereby reducing the construction costs of building market rental housing; and,

Whereas, under the Program, Provincial funds will be available as rebates for development charges, for fiscal years 2018-19, 2019-2020 and 2020-2021; and,

Whereas the Corporation of the Town of Newmarket (the "Town") has been invited to participate in the Program by submitting an Expression of Interest in participating in the program, through an EOI process; and,

Whereas the Town has prepared and will be submitting an Expression of Interest in participating in the Program through the Town's Delegation Authority By-law 2007-114;

Therefore be it resolved by the Municipal Council of the Corporation of the Town of Newmarket:

 That the Council approve and endorse the Town's submission of an EOI to participate in the Program, and, that if the Government of Ontario approves the Town's EOI submission, that Robert N. (Bob) Shelton, Chief Administrative Officer and Esther Armchuk, Commissioner, Corporate Services be authorized to enter into any subsequent Transfer Payment Agreement and/or other implementing documents or agreements required by the Province in order to implement and administer the Program; and, 2. That Council further approve and direct the Mayor and Clerk to sign this Resolution and to forward it to the Province of Ontario immediately following the Committee of the Whole meeting of February 26, 2018.

Mayor Tony Van Bynen



February 26, 2018

Moved by:	
-----------	--

Seconded by: _____

Resolution R4-2018

Whereas Bill 160, the *Strengthening Quality and Accountability for Patients Act* amended the *Ambulance Act* to permit the Ministry of Health and Long Term Care to enable two pilot projects hosted by willing municipal governments to allow fire fighters, certified as paramedics, to treat patients while on duty with a fire department; and

Whereas the Government of Ontario is committed to proceeding with the pilots and enabling the fire-medic model despite the absence of objective evidence to show that it would improve patient outcomes or response times; and

Whereas the current interest arbitration model, particularly in the fire services sector, allows arbitrators to impose awards on unwilling employers that directly impact the employer's ability to determine how it will deploy its workforce, as evidenced by the experience of many municipalities in regards to the 24-hour shift; and

Whereas in the absence of legislative protection, unwilling municipalities may be forced to enter into a pilot or adopt a fire-medic model as a result of interest arbitration; and

Whereas the Association of Municipalities of Ontario and its municipal members have called on the Government of Ontario to introduce legislative amendments to the *Fire Protection and Prevention Act, 1997* and the *Ambulance Services Collective Bargaining Act* to preclude arbitrators from expanding the scope of work for fire fighters and paramedics respectively through interest arbitration awards; and

Whereas there is precedent for a restriction on the scope of jurisdiction of arbitrators in section 126 of the *Police Services Act* which precludes arbitrators from amending the core duties of police officers; and

Whereas the Government of Ontario has committed that no unwilling municipal government will have a fire-medic pilot or program imposed upon them.

Now therefore be it resolved:

- 1. That the Town of Newmarket calls on the Government of Ontario to act immediately so that legislative amendments, that will protect unwilling municipalities from being forced by arbitrators to have a fire medic pilot or program, are placed within the upcoming Budget Bill before the Ontario Legislature rises for the provincial election and,
- 2. That a copy of this resolution be forwarded to Premier Kathleen Wynne, Office of the Premier; Hon. Dr. Eric Hoskins, Minister of Health and Long Term Care; Hon. Marie-France Lalonde, Minister of Community Safety and Correctional Services; Hon. Kevin Flynn, Minister of Labour, Hon. Bill Mauro, Minister of Municipal Affairs; Hon. Chris Ballard, MPP Newmarket/Aurora; and the Association of Municipalities of Ontario, following approval at Committee of the Whole on February 26, 2018.

Mayor Tony Van Bynen

Additional Information Related to Item 24



17-1100 Gorham Street Newmarket, ON L3Y 8Y8 905-235-3933

Date: February 23, 2018

Attn: Heritage Newmarket Town of Newmarket 395 Mulock Drive Newmarket ON L3Y 4X7

Re: Heritage Resource Elevation Criteria Form 172 & 174 Victoria Street Newmarket ON L3Y 4E1

Integrity	Recorder Evaluation	Heritage Newmarket Evaluation
Site Does the structure occupy its original site?	N/A Unknown No <u>Yes</u>	N/A Unknown No Yes
Alterations Does this building contain most of its original materials and design features?	N/A Unknown <mark>No</mark> Yes	N/A Unknown No Yes
Is this a notable structure due to sympathetic alterations that have taken place over time?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Condition Is this building in good condition?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes

Notes:

See attached report 'Examination of the Structure at 172/174 Victoria St' for further details/notes supporting the results of evaluation for Integrity.



Historical or Associative Value & Significance	Recorder Evaluation	Heritage Newmarket Evaluation
Does this property or structure have strong associations with and/or contribute to the understanding of a belief, person, activity, organization or institution that is significant or unique within the Town?	N/A Unknown <mark>No</mark> Yes	N/A Unknown No Yes
Is the original, previous or existing use significant?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Does this property meet the definition of a significant built heritage resource or cultural landscape, as identified in the Provincial Policy Statement under the Ontario Planning Act?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes

Notes:

A provincial heritage property of provincial significance is defined as the following:

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following:

... one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, "structures" does not include roadways in the provincial highway network and inuse electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following:

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

STAMP& HAMMER

Design or Physical Value	Recorder Evaluation	Heritage Newmarket Evaluation
Style Is this a notable, rare or unique example of a particular architectural style or type?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Construction Is this a notable, rare, unique or early example of a particular material or method of construction?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Design Is this a particularly attractive or unique structure because of the merits of its design, composition, craftsmanship or details?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Does this structure demonstrate a high degree of technical or scientific achievement?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Interior Is the interior arrangement, finish, craftsmanship and/or detail noteworthy?	N/A Unknown No Yes	N/A Unknown No Yes

Notes:

See attached report 'Other Examples Similar to 172/174 Victoria St' to further support the results of evaluation of Design or Physical Value.



Contextual Value	Recorder Evaluation	Heritage Newmarket Evaluation
Continuity Does this structure contribute to the continuity or character of the street, streetscape, neighbourhood or area?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Setting Is the setting or orientation of the structure or landscaping noteworthy?	N/A Unknown <u>No</u> Yes	No Unknown No Yes
Landmark Is this a particularly important visual landmark within the Region, Town or neighbourhood?	N/A Unknown <u>No</u> Yes	N/A Unknown No Yes
Completeness Does this structure have other original outbuildings, notable landscaping or external features that complete the site?	N/A Unknown No Yes	N/A Unknown No Yes

Notes:

EXAMINATION OF THE STRUCTURE AT 172/174 VICTORIA ST, NEWMARKET, ONTARIO

Report No. 180154

February 2018

SUBMITTED TO:

MR. DARIO TEOFILO



A-D Engineering Group Ltd. 1201 Nicholson Road, Unit 200 Newmarket, Ontario L3Y 9C3



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1.0 Introduction

Terms of Reference

Following written instructions on February 21, 2018, A-D Engineering Group Ltd. was authorized by the property owner, Mr. Dario Teofilo, to complete an examination of the property at 174 Victoria Street, Newmarket, Ontario to assess existing condition of the two-storey residential semi-detached dwelling situated on this property.

The author of this report, Terry Cheung, P.Eng., of A-D Engineering Group Ltd. arranged for a site visit during the morning of February 22, 2018 to conduct a preliminary investigation. The walkthrough was completed with Mr. Teofilo in attendance.

Scope of Work

As agreed with Mr. Teofilo, our mandate for this investigation was to attend the site at 172/174 Victoria Street, Ontario to conduct a preliminary condition assessment of the residential dwelling structure and to prepare a report with regards to the existing structural condition. This assessment was conducted based on random visual sampling and by means of non-destructive methods.

2.0 Examination of Existing Conditions

Inspection Observations for the Two-Storey Detached Residential Dwelling

We were provided access into 174 Victoria Street during our site visit, and we assume 172 Victoria Street remains similar in condition and framing.

Only the first floor framing, visible from the basement, and interior of the foundation walls could be reviewed, as the remainder of the interior was finished. The attic space was not accessible at the time of our review. Similarly, the exterior conditions of the subject structure was reviewed without any destructive test openings.

The subject structure consists of a front porch, a main two storey structure consisting of a main floor living room and second floor bedroom and bathroom, and a rear single storey structure making up the kitchen space.

The construction of two-storey residential dwelling consists of load bearing stud walls around the perimeter, finished with stucco, and a combination of concrete block and cast-in-place foundation

walls in the basement. Remnants of the original rubble foundation wall could be seen within the basement space, though none of the rubble wall appeared to be loadbearing. It could be possible, however, that the existing loadbearing foundation wall had been constructed using the original rubble wall as an interior form, thereby bonding the existing foundation wall with the original rubble wall. A large concrete bench footing was constructed at the rear of the basement space, separating the rear of the two storey structure and the single storey space attached at the rear. The space below the rear kitchen area is unexcavated, though it could be seen from the exterior that the kitchen was constructed on concrete blocks.

In our review, we noted that a central 8"x6" timber beam ran along the centreline of the unit, supporting the first floor joists, measured to be full size 2x8 members. The spans of the central beam were measured to be 10'-0", 4'-6", and 8'-0", split up intermediately by two wood posts. The front and rear ends of the beam were supported by 4x4 posts landing on the large bench footings. The central beam was made up of two separate members, butted at their ends at the end of the 4'-6" span.

It was noted that the interior wood posts were founded only on the basement slab-on-grade, without any interior pad footings. The base of the post at the front end looked to be somewhat rotted. The interior wood posts exhibited vertical splitting parallel to their grain direction. The first floor joists were largely seen to be in fair condition along the main spans. The ends of many joists, however, could have seen to be notched, rotted, or twisted, or simply inadequate in bearing area.

We assume that the second floor framing and roof framing will be similar in nature, in that the joists span the width of the unit and are supported by a central load bearing wall or beam.

At the time of the site visit, it was noted that the basement, ground and second floor were not level and further sloped and sagging.

The visual elements of the residential dwelling were reviewed, and a photographic record of the findings is included as part of this report. The subsequent section presents this photographic record.

2.1 Photographs of Existing Conditions



Photo 1 – Front Elevation of the residential dwelling



Photo 2 - Rear Elevation showing single storey kitchen (174 Victoria St)

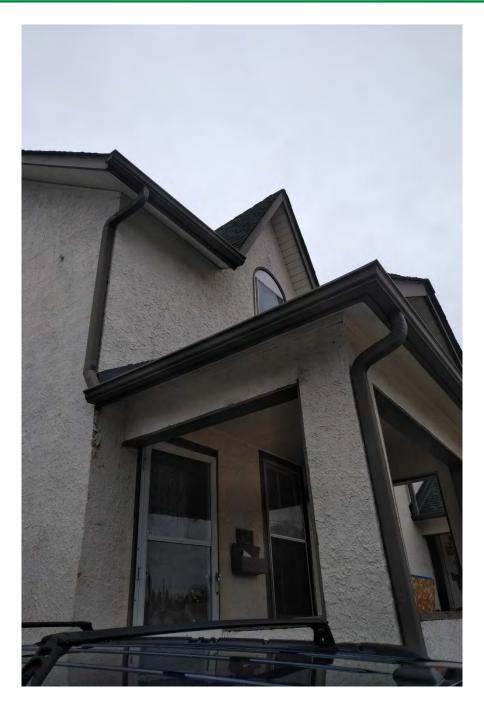


Photo 3 – Southeast elevation of the residential dwelling, showing front porch (174 Victoria St)



Photo 4 – Vertical crack in south foundation wall

Vertical cracking such as shown in Photo 4 was noted in numerous locations along the perimeter foundation walls.



Photo 5 - Typical cracking in stucco finish evident across entirety of south elevation (174 Victoria St)



Photo 6 – Large vertical crack in north foundation wall (172 Victoria St)



Photo 7 – Horizontal crack in north foundation wall (172 Victoria Street)



Photo 8 – Material loss in northwest corner of foundation wall (172 Victoria Street)



Photo 9 – Vertical crack in stucco finish, and in block foundation wall (172 Victoria Street)

Note that the foundation wall exhibits both vertical and horizontal cracks in various locations. There is no evidence of water proofing or vapour barrier present against the exterior of the foundation walls. Vertical cracks may have occurred as a result of foundation settlement or heaving. The horizontal crack indicates possible bowing in the foundation wall, possibly caused by a buildup of hydrostatic and soil pressure against the foundation wall. The extent, pattern and frequency of these cracks suggest that there are underlying structural concerns.



Photo 10 – Central wood beam, supported by timber posts on wood sills in basement (174 Victoria St)



Photo 11 – Interior wood post, on mud sill, exhibiting vertical splitting (174 Victoria St)



Photo 12 – Interior wood post, on mud sill, exhibiting rotting at base (174 Victoria St)

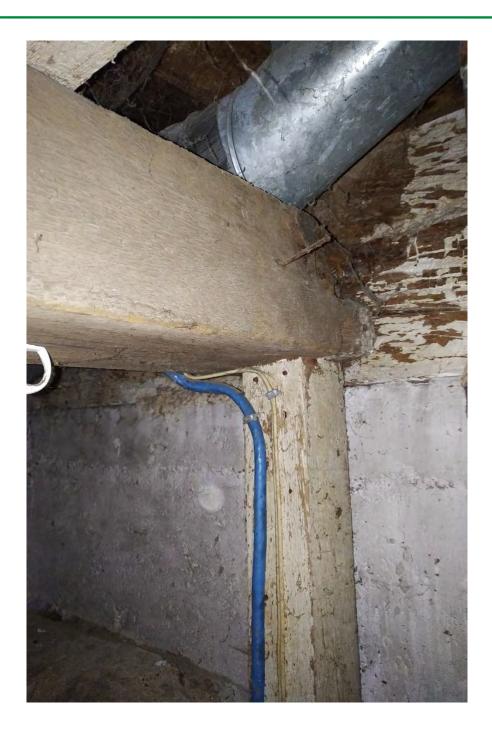


Photo 13 – End of central wood beam, noted to be rotted (174 Victoria St)



Photo 14 – Front end post, noted to be rotting at base (174 Victoria St)

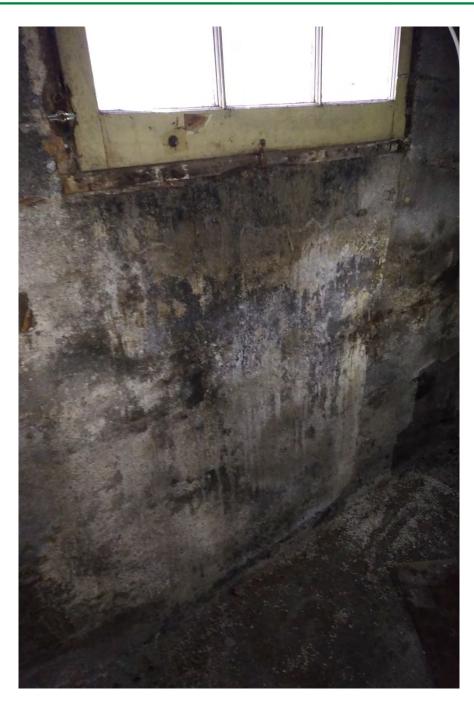


Photo 15 – Interior of foundation wall, noted water damage and mould (174 Victoria St)



Photo 16 – Section of original rubble wall – no longer loadbearing (174 Victoria St)



Photo 17 – Vertical crack in interior of foundation wall (174 Victoria St).



Photo 18 – Example of twisting and notching at ends of joist at party wall

The interior space was reviewed by means of a walk through. Sloping floors and cracks in the interior finishes were noted throughout the entirety of the living space.



Photo 19 – Sag in ground floor towards centre of unit (174 Victoria St)



Photo 20 – Gap between base board and first floor planks

From Photos 19 and 20, it is evident that the floor is sagging towards the centre of the unit. The sag was evident in our walkthrough of the second floor as well, though we were unable to inspect the second floor framing.



Photo 21 - Typical crack in ceiling finish. Note that this a representation of typical crack patterns, frequency and size within the entire unit (174 Victoria St).



Photo 22 - Typical crack in wall finishes at ground floor (174 Victoria St).



Photo 23 – Sample crack in ceiling finishes at second floor.



Photo 24 - Typical condition of window frames (174 Victoria St).

Window frames were seen to have been rotted with signs of mould. Cracks could be seen around the window openings.

3.0 Discussions and Conclusion

The existing residential structure was reviewed from the outside and inside to assess conditions of the visible building components. As seen from the pictures in Section 2.1, there is a considerable amount of damage across the wall and ceiling finishes noted for both floors of the dwelling, as well as in the foundation walls. The amount, frequency, size and pattern indicate that there is an underlying structural concern. Because of the large number of deficiencies, localized repairs to remediate the extensive damage and rehabilitate the building to meet the current building code would not be feasible or practical. In addition, there remains an underlying root cause, likely having to do with the foundation, which would need to be addressed prior to applying new finishes and/or levelling the floor.

The foundation walls appear to be cast-in-place concrete walls in some locations and of concrete block construction in other locations. The foundation walls as noted in Section 2.1 did not exhibit any form of water proofing or membrane to prevent water infiltration. Water infiltration would be a cause of mould and rot in the wood framing members.

Further, it is unknown whether a proper drainage system or weeping tile had been installed around the perimeter of the foundation, to allow any surface or groundwater to drain to avoid water retention issues. The backfill soil type is not known, however, the soil at grade appear to be organic and topsoil material. A large number of vertical cracks varying in size, and one long horizontal crack, were seen in the foundation wall. As noted in Section 2.1, this could be indication of the foundation wall settling or bowing, both of which are structural concerns. We recommend that **temporary** diagonal bracing be provided in the basement space of both 172 and 174 Victoria St to the top of the foundation wall as a temporary precaution.

The first and second floor levels were noted to have a significant sag towards the centre of the unit. A rough analysis of the central load bearing beam concludes that the existing beam is not sufficient in strength or serviceability to carry the loads as prescribed by the Ontario Building Code. Additionally, without proper vapour barriers to prevent moisture accumulation in the basement, the posts supporting this central beam could be subject to rot and decay, as can be seen in Section 2.1. We recommend that **temporary supports** be provided to reduce the span of the existing central beam to be no more than 5' in both 172 and 174 Victoria St. These temporary supports may be provided through wood posts or shore posts. Such supports would be considered acceptable as a temporary precaution only to address immediate public

safety and not a means of permanent repair. Any methods of temporary support should be designed by a qualified Professional Engineer.

Summary and Conclusions

Based on the terms of this report and as part of our mandate, we have carried out a preliminary condition assessment of the two-storey detached residential dwelling located at 172/174 Victoria Street, Newmarket, Ontario.

Review of the two-storey residential detached dwelling indicated that there is ongoing foundation wall movement, possibly associated with excessive hydrostatic pressure against the walls in combination with frost heave, which has resulted in extensive cracking in the perimeter foundation walls. Review of the framing in the basement level determines that the existing loadbearing beam is inadequate to carry the required loading, resulting in sagging in both the first and second floors. The sag in these floors would cause further cracking in the wall and ceiling finishes at both floor levels and sloping floors at all levels. We recommend that temporary support be provided to the central beams and foundation walls in both units for the time being, to address immediate concerns with regards to public safety.

It is our opinion that any repair/renovation program would not be feasible, and consideration be given to demolishing and rebuilding to meet current codes and standards.

We hope that the above suffices your present requirements. Please feel free to contact us with any questions or concerns.

Yours very truly, A-D Engineering Group Ltd.

Terry Cheung, P.Eng.

	Appendix B: Architectural Styles
VERNACULAR "LOYALIST"	9.1.1 Heritage Styles Residential Buildings
1800-1850	Brick chimneys, sometimes central
Kitchen Tail often added later, sometimes with a	4" wood clapboard siding with wood corner boards; Brick or stone in some areas.
side porch.	Wood fascia and eaves.
foundations	Symmetrical façade; central door with transom and/or sidelights.
	Wood windows, double hung, 6 over 6 or greater.
	Optional wood shutters.
Y	
The first of rural Ontario's two ubiquitous styles, the other being t heavier taxation applied to 2-storey houses.	The first of rural Ontario's two ubiquitous styles, the other being the Ontario Gothic Vernacular. The 1-1/2 storey design avoided the heavier taxation applied to 2-storey houses.
Typical Design Elements: for more information see Section 9.3	on 9.3
	28 Centre Street

-171

Appendix B: Architectural Styles		
GEORGIAN 1800-1830	Brick chimneys, corbelled brick.	9.1.1 Heritage Styles Residential Buildings
Rear addition	Law slape roof, approx. 6:12.	
may be a tail, or "saltbox" as	Simple wood fascia and eaves.	
shown here Optional half-lunette windows in	Wood clapboard, brick or stone construction. Stucco less often.	
attic gable ends Fieldstone	Central door with transom and/or sidelights.	
foundations	Symmetrical façade, usually 3 or 5 bays.	
chimney corbelled	Optional half-lunette windows in attic gable ends	
	Optional porch.	
Typical Design Elements: for more information see Section 9.3		

78 Centre Street, was Gothicized in 1992

Appen	Appendix B: Architectural Styles
ONTARIO GOTHIC VERNACULAR 1830-1890	9.1.1 Heritage Styles
Brick chim	Brick chimeny, corbelled
notion the second secon	polycnome. Steep roof with "gingerbread" trim at
wood porch posts with Pointed '9 Pointed '9 Pointed '9 Pointed '9 Pointed '9	gables; .wood shingles or sheet metal roofing; Pointed 'gothic' window
	in central dormer gable.
with Market Market	house, 1 ½ storeys, Polychrome masonry The central dormer is
	the most persiste feature in Onta
Ipolycimorry).	llar desig still Dev
Symmetrical factor	ade;
transom and/or sidelights.	
Segmenta windows, c 2 over 2.	
Typical Design Elements: for more information see Section 9.3	
	66 Centre Street

-173

30 Catherine Avenue	
	Typical Design Elements: for more information see Section 9.3
	Verandah with wood posts and decorative brackets, or trelliage.
	Segmental arch windows, 2 over 2; optional shutters.
	Asymmetrical façade, main gabled bay often has a bay window.
	Polychrome brick construction or board and batten siding (Carpenter Gothic).
Providence	Steep roof with "gingerbread" tim at gables; wood shingles or sheet metal roofing; Pointed 'gothic' window in central dormer gable.
9.1.1 Heritage Styles Residential Buildings	VICTORIAN VERNACULAR polychome.

Appendix B: Architectural Styles

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Northeast Old Aurora Heritage Conservation District Plan

39 Catherine Avenue

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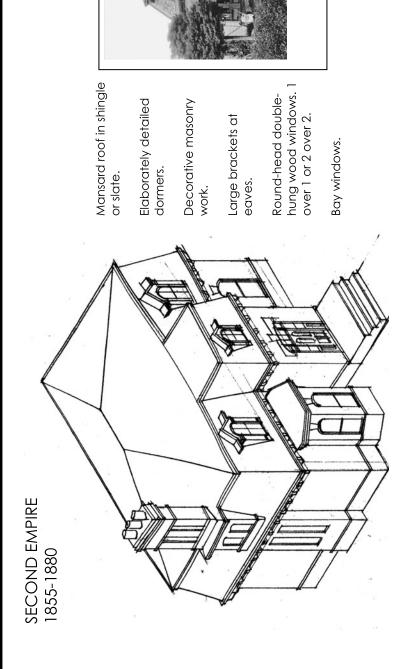
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174

TALIANATE 1860-1890	Flat-topped roof, often with "widow's walk" or lantern.	1.2.1 Heritage Styles Residential Buildings
	Wrought Iron cresting at roof edge. Low-sloped hipped roof, slate or sheet metal.	
	Large eaves overhang with decorative brackets.	
	Polychrome brick with contrasting banding and quoins.	
	Segmental or full arched windows with strong vertical proportion; 2 Over 2 double hung windows.	and the second sec
	Bay windows or towers.	
	Wood verandah with decorative brackets.	
	Non-symmetrical plan, often with side entrance.	THORN I
Typical Design Elements: for more information see Section 9.3	ection 9.3	
		Horton Dlace
theorem is a second sec		

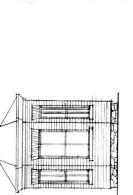
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Appendix B: Architectural Styles



Historic Photo 16 Maple Street

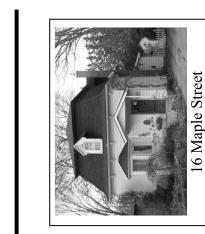
Typical Design Elements: for more information see Section 9.3





Northeast Old Aurora Heritage Conservation District Plan

1.2.1 Heritage Styles Residential Buildings



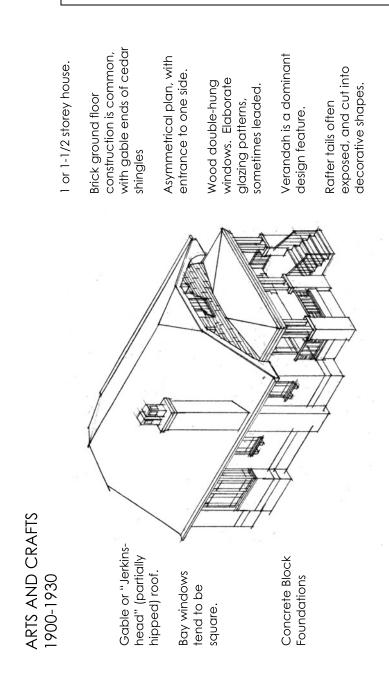
9.1.1 Heritage Styles	QUEEN ANNE REVIVAL 1885-1900 Brickwork elaborately detailed.	Gable ends of shingles or tiles, often patterned.	teep gabled root, Mide use of patterns in shingles, brickwork, and woodwork.	blate sningles often blatterned. Asymmetrical plan, with turrets and bay windows.	Elaborate wood brackets, wood brackets, wood offen with short upper sash.	Leaded and/or stained glass in transoms and upper sash	Front porch or verandah.		Typical Design Elements: for more information see Section 9.3		HILEN ANNE REVIVAL Siss-1900 Siss-1900 Siss-1900 After shingles often filter shingles often filter shingles often filter work. HILEN ANNE REVIVAL Sister shingles often filter shingles often filter work. HILEN ANNE REVIVAL Sister shingles often filter work. HILEN ANNE REVIXAL Sister shingles often filter work. HILEN ANNE REVIXAL HILEN ANNE R	
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Appendix B: Architectural Styles

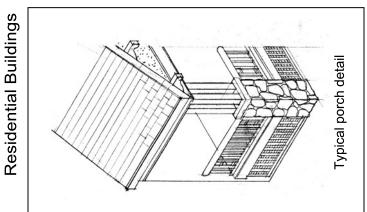
-177

Northeast Old Aurora Heritage Conservation District Plan

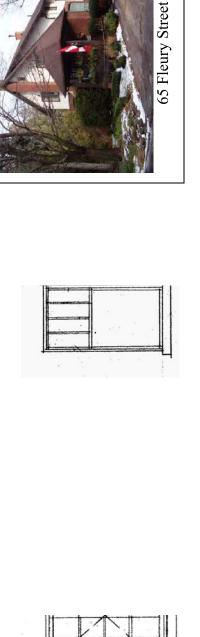




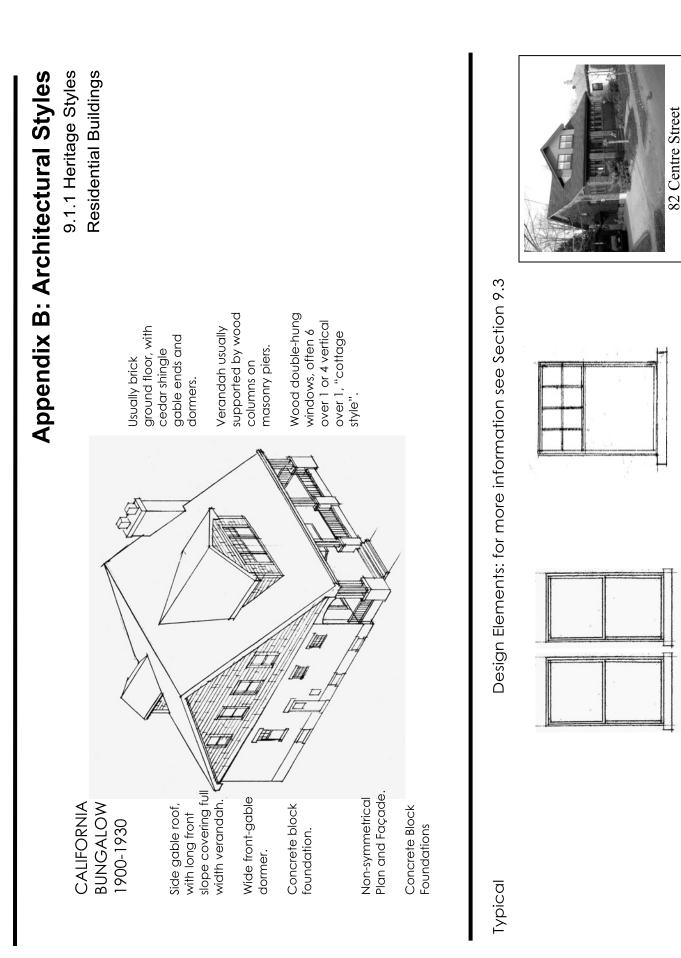








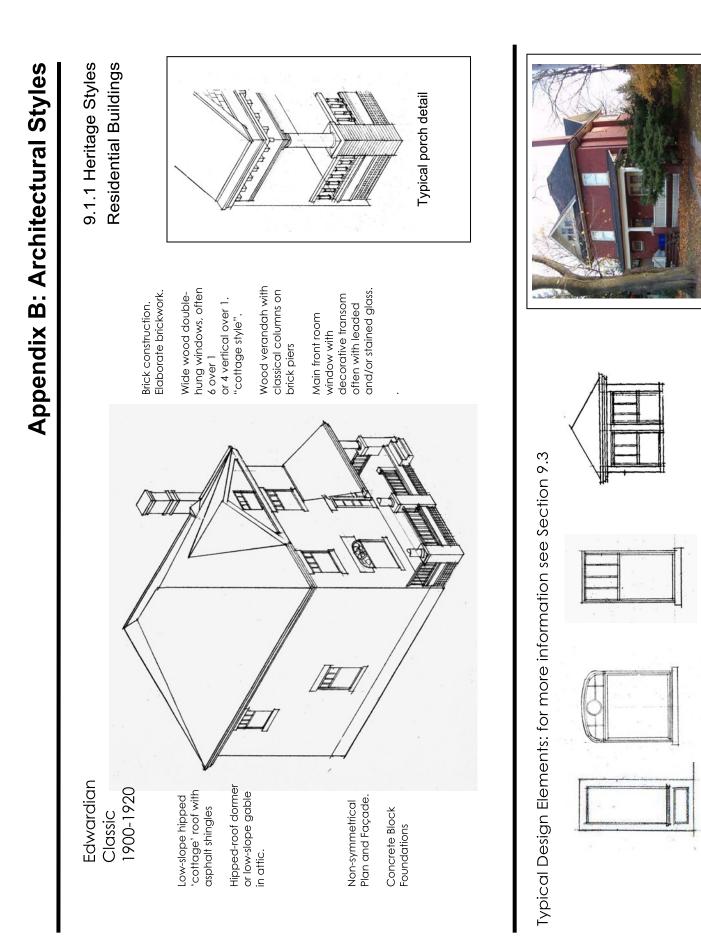




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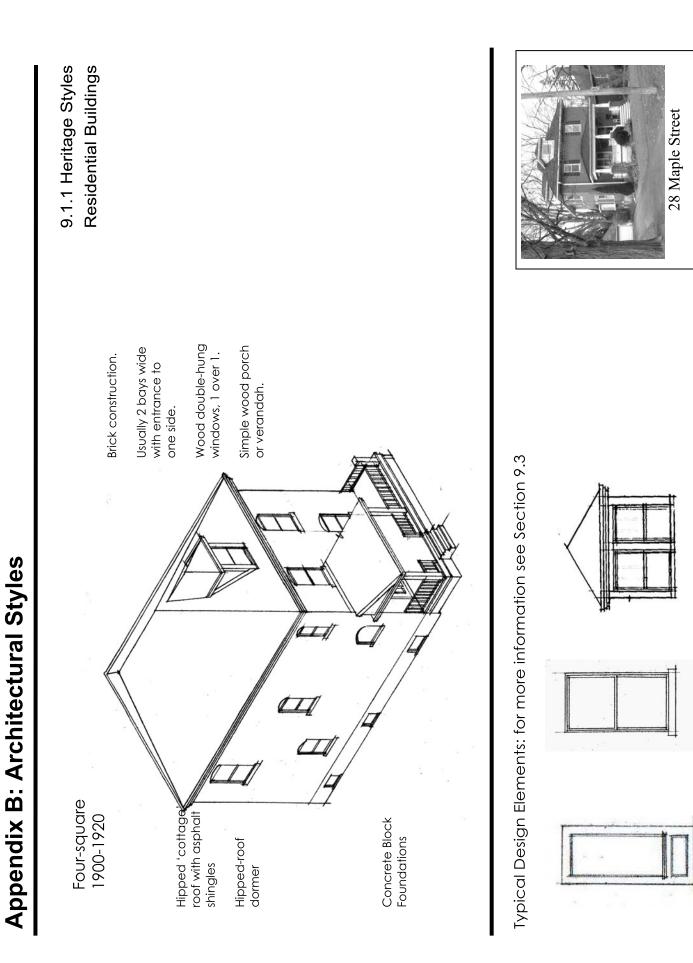
	9.1.1 Heritage Styles Residential Buildings						75 Centre Street
Appendix B: Architectural Styles	VERNACULAR HOMESTEAD 1890-1930 roof, 12:12.	Two bays wide, with entance and stair to one side. Plan has greater depth than width.	Detailing is simple. Full-width verandah is common	Square headed openings. Double-hung windows, 1/1 or 2/2.	May be clapboard, brick or stucco.	Typical Design Elements: for more information see Section 9.3	

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67 Catherine Avenue



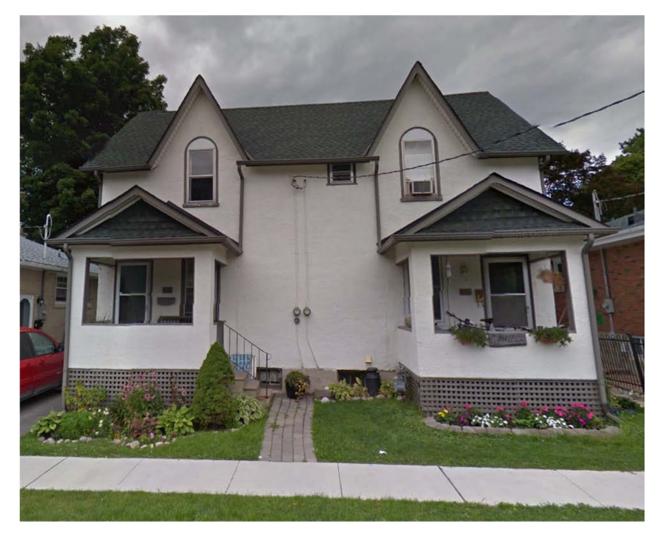


Date: February 23, 2018

Re: Other Examples Similar to 172/174 Victoria St

Further investigation made in the Town of Newmarket in regards to other existing examples similar to the style and function of 172/174 Victoria Street, for reference and knowledge. As it demonstrates 172/174 Victoria St is not unique or one of its kind.

172/174 Victoria St (Subject Property)





Examples that hold similarities for Style & Function

