



## PLANNING AND BUILDING SERVICES

Town of Newmarket  
395 Mulock Drive  
P.O. Box 328, STN Main  
Newmarket, ON L3Y 4X7

www.newmarket.ca  
planning@newmarket.ca  
T: 905.953.5321  
F: 905.953.5140

June 23, 2014

### DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES – PLANNING REPORT 2014-31

TO: Council

SUBJECT: Official Plan Amendment # 10 – Town of Newmarket Urban Centres Secondary Plan and Associated Amendments to the Official Plan  
File No: NP-13-01

ORIGIN: Planning and Building Services

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#### RECOMMENDATIONS

**THAT Development and Infrastructure Services/Planning & Building Services - Planning Report 2014-31 dated June 23, 2014 regarding Official Plan Amendment # 10 – the Town of Newmarket Urban Centres Secondary Plan and Associated Amendments to the Official Plan be received and that the following recommendation be adopted:**

- 1. THAT Official Plan Amendment #10 – the Town of Newmarket Urban Centres Secondary Plan and Associated Amendments to the Official Plan (June 16, 2014) be adopted by Council, subject to the modifications as outlined in Attachment 1 including any technical, typographical, formatting or administrative modifications, as required, and forwarded to the Region of York for approval.**

#### ANALYSIS

##### **Purpose of the Report**

The purpose of this report is to:

- recommend to Council, the adoption of Official Plan Amendment # 10 (June 16, 2014) subject to modifications as recommended in this report ( Attachment 1), and that Amendment # 10 be forwarded to the Region of York for approval;
- identify and address the modifications and direction to staff as provided by the Committee of the Whole at the June 16, 2014 Committee of the Whole meeting;
- respond to issues and comments received since June 12, 2014 and filed with the Clerk in advance of the June 16, 2014 Committee of the Whole meeting; and
- provide additional information requested by Committee at their meeting of June 16, 2014.

A consolidated list of the recommended modifications is contained in **Attachment 1**, formatted in accordance with the order of the policies in the recommended Secondary Plan.

**A. Committee of the Whole Direction (June 16, 2014)**

1. Recommendations of Staff Report 2014-29

The Committee of the Whole accepted the following four recommendations as contained in Development and Infrastructure Services/Planning & Building Services - Planning Report 2014-29:

- Modify policy 7.3.3.1 i. c) Angular Plane policy to include reference to “existing and planned parkland” (Attachment 1, Item 4).
- Modify policy 10.3.1.1 Parkland Acquisition by replacing the term “will” with “may”(Attachment 1, Item 7)
- Modify Policy 11.3.2 Schools to include reference to four (4) rather than three(3) schools (Attachment 1, Item 8)
- Modify the exceptions for 39 Davis Drive and 17645 Yonge Street to recognize both height and density approved in their applicable zoning by-law amendments. (Attachment 1, Item 10)

In addition, the Committee directed that the following modifications be incorporated into Official Plan Amendment # 10.

2. Modifications to Schedule 4 to remove the provisions for bonusing.

The Committee directed that the provision for bonusing be removed from the Low Density designation on Schedule 4. This modification has been incorporated into Attachment 1. (Attachment 1, Item 1)

3. Enhanced phasing provisions to ensure development and infrastructure keep pace and to prohibit the development of smaller parcels in order that the intended built form is achieved.

Committee of the Whole passed a motion to:

- add enhanced policies to the appropriate section of the Plan (the Coordination and Phasing Policies) to ensure that the infrastructure keeps pace with the planned new development;
- to prohibit the development of smaller parcels that would compromise planned development and good urban design; and
- to require the development of a comprehensive implementation strategy in advance of the Regional approval of the Secondary Plan.

The following refined policy is recommended and is incorporated into Attachment 1, Item 9.

#### 14.2.2 Coordination and Phasing of Development

- i. **It is the policy of this Plan that phasing of development shall be coordinated with the provision of the infrastructure, services and facilities identified in policy 14.2.2 ii. As such, no development shall be permitted to proceed until it can be demonstrated to the satisfaction of the Town that adequate provisions for these services are available, or that arrangements satisfactory to the Town for the provision of these services have been made.**
- ii. The pace of development will be coordinated to ensure that development will only be permitted where it is supported by the appropriate level of infrastructure including:
  - a) transit (conventional and rapid transit);
  - b) road network improvements;
  - c) transportation demand management measures;
  - d) pedestrian and cycling facilities;
  - e) parks;
  - f) water and wastewater services;
  - g) stormwater management facilities;
  - h) *community facilities*;
  - i) **human services, including policing, emergency services, healthcare, social services, etc.,**
  - j) streetscape improvements; and
  - k) utilities.
- iv. Each *development block* should be planned comprehensively. **Development proposed within development blocks** with multiple land owners should be coordinated **and phased** with affected landowners and, where applicable, adjacent blocks. Non-participating lands within the development block should be conceptually addressed through the phasing plan. Development of **smaller parcels shall be prohibited where, in the opinion of the Town, such development would compromise the effective redevelopment of the development block in accordance with the provisions of this Plan.** Landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners in order to demonstrate, **to the satisfaction of the Town**, that development achieves the intended built form, density **and other** provisions of this Plan, in a logical and comprehensive manner.

The complete revised Policy 14.2.2, with modifications, is contained in Attachment 1, Item 9.

4. Strengthen the Policy where Intensification in the Urban Centres Shares a Street with the Existing Residential Area



Committee directed that Policy 7.3.3.2 should be strengthened to limit commercial uses, prohibit commercial plazas and discourage vehicular access from local streets within the Secondary Plan that share frontage with existing residential development.

The following modifications to Policy 7.3.3.2 address this intent:

7.3.3.2 Development Fronting on a Public Street shared with Low-Rise Residential Development within the Stable and Emerging Residential Areas

- i In order to maintain the character of the existing residential streetscape and to ensure that new development is compatible with the built form of the existing residential neighbourhood, new development fronting on a public street that is also fronted on the opposite side by existing low-rise residential development within the Stable and Emerging Residential Areas (e.g., Penn Avenue, Walter Avenue, Herbcaïn Avenue, etc.) shall be designed to:
  - d) create a built form that is **generally designed to front on the shared public street and that is** compatible in scale, **land use**, character and fenestration with the low-rise residential development on the opposite side of the street. (Figure 2) **In order to maintain the residential character of the streetscape, commercial uses generally will not be permitted with frontage on the shared street, with the exception of live work or home occupation uses. Residential development with rear lane access is the desired form of development. Commercial plazas will not be permitted.**

The above modifications to Policy 7.3.3.2 I e) is incorporated into Attachment 1, Item 5.

**B. Response to Comments Received**

1. Parks and Open Space deferral request

Representatives of lands identified within the Parks and Open Space designation who have initiated and are having ongoing dialogue with the Town with respect to acquisition of parkland requested deferral of the Parks and Open Space designation to allow sufficient time to continue the dialogue with the Town toward a mutually agreed upon resolution.

In response, the following deferral is recommended. (See Attachment 1, Item 11)

**16.0 Deferrals**

- 1. **230 Davis Drive**      **The Parks and Open Space designation on lands municipally known as 230 Davis Drive is deferred. Until the designation is established in the Secondary Plan, the**

**existing Urban Centre designation and applicable provisions of the Zoning By-law shall apply.**

2. **Ms Sciberras(MSH)** on behalf of the Regional Health Centre has requested that the new streets be identified on Schedules 3, 4 and 6 as proposed streets in accordance with policy 8.3.2.

Staff recommends that the following note be added to Schedules 3, 4 and 6:

“The proposed streets network is shown conceptually on this Schedule and will be determined in accordance with Policy 8.3.2.”

See Attachment 1, Item 2.

3. **Ms Sciberras(MSH)** on behalf of the Regional Health Centre has requested that the **Urban Design and Sustainability policies be more permissive to avoid amendments, or replace the urban design policies with Urban Design Guideline.**

**Staff Analysis**

- a) The urban design policies are an integral part of the Secondary Plan to guide sound planning and urban design. The development of Urban Design Guidelines is not precluded. The Secondary Plan (through Policy 7.3 v), provides for the development of urban design guidelines to address more detailed provisions not included in the Secondary Plan.
- b) Many of the mandatory policies are designed to address existing legislation or policy e.g., streetscape to be designed to be accessible in accordance with Ontarian’s with Disabilities Act.

For the above reasons, staff does not recommend any modifications.

4. Ms W. Kwan objects to maintaining private streets to a public standard where public access is intended and that the final design and standards be determined at the time of development applications.

The policy currently addresses these two concepts, however, in order to ensure clarity the following minor editorial modifications are proposed:

8.3.2 Street Network

- v. Where existing private streets have been identified as public streets or where an identified public street is not required for ancillary underground infrastructure (e.g., sewers and water), the Town may permit these streets to remain **or be developed as private streets**, without an amendment to the Secondary Plan, provided an agreement is entered into with the Town and the owner that guarantees public access and that design and maintenance is



in conformity with this Plan and applicable Town's standards for **private roads with public access and the planned function is achieved.**

- ix. The final location, configuration, **design**, width or alignment of public and private streets shall be determined by the Town at the time of application for development subject to a Traffic Impact Report, prepared by the applicant to the satisfaction of the Town and, where applicable, York Region. Changes to the location, configuration, width, **design** or alignment of new **public and private** streets identified in Schedule 5 will not require an amendment to this Plan provided that the general intent and purpose of this Plan are maintained.

See Attachment 1, Item 6.

- 5. **Green and Rose**, the developers which have filed a development application on 212 Davis Drive has objected to the conceptual east-west private street connection between their property and the lands to the west, and to the width of private streets and lanes.

The application was recently filed with the Town and has not been finally considered by the reviewers and staff. Nor has it been the subject of a public meeting or consideration by Council.

This mid-block east-west connectivity is important to the operation of the transportation network. Until a comprehensive review has been undertaken with respect to the proposed application, and public input has been received, it is premature to modify the Secondary Plan Schedule. There is sufficient time between the adoption of this Plan and the final decision by the Region of York, (which is anticipated early in 2015) for a comprehensive review of the network relative to the current application and resolution of this issue.

For the above reasons, staff recommends no changes to Schedule 5, Transportation Network, at this time. The issue of flexibility with respect to private streets and lanes has been addressed in response to Ms Kwan, above.

- 6. **IBI (1209104 Ontario Limited) and Ms Houser of Goodmans (Criterion Development Corp.)**, have both requested that the Interim Development Policies, that allows for up to 10 % expansion of an existing development, apply to their clients vacant properties.

The Interim Development Policies are intended to apply to existing developed properties and allow for limited development prior to redevelopment. Vacant properties are intended to be developed to meet the intensification provisions of this Plan. To permit the typical single storey built form as an interim use on properties that are vacant and ready for mature redevelopment, is contrary to the intensification policy direction of the Secondary Plan and the Regional Plan.

For these reasons staff recommends no change.

7. **Mr. J. Harbell of Stikeman Elliott** on behalf of Yonge-Kingston Centre Inc. requests that:
- the entire property be located within the Yonge Davis Character Area to enable cohesive development;
  - that the Interim Development policies be exempt from the Urban Design policies;
  - clarification of how the 3-5 m boulevard will be secured by the Town;
  - the requirement that an appropriate level of transit infrastructure be in place to support development is a concern since the timing of the implementation of rapid transit on Yonge Street north of Davis Drive is uncertain.

The Height and Density Schedule has a more significant impact on the cohesiveness of the proposed re-development. The Yonge Davis Character Area permitted uses provides for a portion of the subject property to provide for major office and places of entertainment based on the proximity to the transit station at the intersection of Yonge and Davis, therefore a full range of uses are permitted on the subject property.

In response to the request that the Interim Development Policies be exempted from the Urban Design policies the following provision is proposed to indicate that only the applicable polices would apply.

Modify Policy 6.4.8 Interim Development Policies to include the following new provision:

- v. **The interim development policies will be subject to the applicable provisions of Section 7.0 Urban Design and Sustainability.**

See Attachment 1, Item 3.

The Official Plan Amendment as recommend on June 16, 2014, addresses that the additional 3-5 metres on the boulevard is intended to be secured through dedication or easement.

Phasing of infrastructure has been addressed through Part A, subsection 3 above.

8. **Labreche Patterson & Associates**, on behalf of the drive-through industry objects to the provisions that:
- New drive-throughs are not permitted along Yonge Street and Davis Drive slated for rapid transit, or within Priority Commercial Areas;
  - Requires air quality study and stacking and queuing report;
  - concerns that the existing uses policy is not flexible enough to recognize that legal non-conforming uses may continue.

Drive-throughs are not prohibited within the Urban Centres and instead are directed to side streets where queuing will not pose traffic and/or operational issues on the Yonge Street and Davis Drive transit corridors or where Priority Commercial Areas are planned.



The provision for air quality and stacking and queuing impacts represent good planning as well as reflect the current requirements of the Regional and Town Official Plan where air quality impacts are required to be assessed.

The Policies of the Secondary Plan are required to be read in conjunction with the parent Official Plan which clearly addresses the policy provisions applicable to legal non-conforming uses (Section 16.3, Non-conforming Uses of the Town of Newmarket Official Plan).

9. **Weston Consulting** on behalf of their clients has expressed general support subject to a number of points of clarification, namely:

- clarify the floodplain policies outside the floodway;
- provide for flexibility in the Urban Design policies for exterior materials;
- encourage the Town to include incentives for the dedication of the 3-5 m additions to the boulevard.

In response staff provides the following analysis:

Permitted uses within the floodplain outside the floodway are addressed by Policy 6.4.5 viii, which indicate the uses permitted will be those with the “applicable Character Area”, subject to policy 6.4.5 iv, which requires conservation authority approval.

The intent of the urban design policy with respect to exterior material is to ensure that durable materials that do not deteriorate of time are used. Examples only are provided of such materials, and staff believe the policy provides sufficient flexibility to modify those materials and achieve the expressed intent..

Incentives are included in policy 13.3.4 including zero setback, surface and subsurface easements and provisions for parkland dedication in accordance with the parkland dedication By-law(under development).

Based on the above, no modifications are recommended.

### C. Information Requested

The Committee of the Whole requested a comparison of the changes to the population and jobs by Character Area between the Revised Draft Secondary Plan (March 24, 2014) to the Recommended for Adoption version of the Secondary Plan (June 16, 2014). Attachment 2 Table 1 provides the comparison.

**Attachment 2** also illustrates the evolution, of the Height and Density Policies from the Directions Report (May 2013) through to the Secondary Plan as recommended for Adoption (June 16, 2014).

The modifications represent a redistribution of the population and jobs, rather than a significant increase.



**HUMAN RESOURCE CONSIDERATIONS**

None applicable to this report.

**BUDGET IMPACT**

None applicable to this report.

**CONTACT**

For more information on this report, contact Marion Plaunt, Senior Planner, Policy at 905 953-5300 x 2459 or at [mplaunt@newmarket.ca](mailto:mplaunt@newmarket.ca).



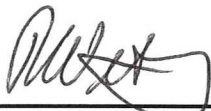
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Marion Plaunt, MES, MCIP, RPP  
Senior Planner – Policy  
Planning & Building Services



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Jason Unger, B.E.S., M.PI, MCIP, RPP  
Assistant Director of Planning  
Planning & Building Services



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Richard Nethery, B.E.S., MCIP, RPP  
Director of Planning & Building Services



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Rob Prentice  
Commissioner  
Development and Infrastructure Services

**ATTACHMENT 1**

**Consolidated Recommended Modifications  
to  
Official Plan Amendment # 10**

Recommended Modifications are illustrated in "red". Modifications in bold are those recommended in this report.

**Item 1**      **Schedule 4** is modified by removing the bonusing provisions under the Low Density designation.

**Item 2**      **Schedules 3, 4 and 6** are modified to include the following "note" on each of the schedules.

**"The proposed streets network is shown conceptually on this Schedule and will be determined in accordance with Policy 8.3.2."**

**Item 3**      **Policy 6.4.8 Interim Development** Policies is modified by the inclusion of the following new provision.

**v.      The interim development policies will be subject to the applicable provisions of Section 7.0 Urban Design and Sustainability.**

**Item 4**      **Policy 7.3.3.1 i. c)** is modified by adding a reference to "existing or planned parkland" in Subsection 7.3.3.1 i. c) to ensure that the policy is clear that the 3 storey maximum height of a podium applies adjacent to existing or planned parkland as well as adjacent residential uses.

7.3.3.1              Development Adjacent to Existing Low-rise Residential Development within the Stable and Emerging Residential Areas and Parks and Open Space

- i.      To ensure that new development is sensitive to and compatible with the existing or planned context and provides for an appropriate transition in scale, new development located directly adjacent to the rear or side yard of an existing *low-rise* residential area or existing or planned parkland shall be designed to:
  - c)      generally implement a maximum 3 storey built form/podium to the ground level adjacent to the existing residential development **or existing or planned parkland**, unless the adjacent development is taller than 3 storeys, then the



podium of the new development should not exceed the height of the adjacent development. (Figure 1)

**Item 5** **Policy 7.3.3.2 i. e)** is modified to limit commercial uses, prohibit commercial plazas and direct discourage vehicular access from local streets.

#### 7.3.3.1 Development Fronting on a Public Street shared with Low-Rise Residential Development within the Stable and Emerging Residential Areas

- i In order to maintain the character of the existing residential streetscape and to ensure that new development is compatible with the built form of the existing residential neighbourhood, new development fronting on a public street that is also fronted on the opposite side by existing low-rise residential development within the Stable and Emerging Residential Areas (e.g., Penn Avenue, Walter Avenue, Herbcaïn Avenue, etc.) shall be designed to:
  - e) create a built form that is **generally designed to front on the shared public street and that is** compatible in scale, **land use**, character and fenestration with the low-rise residential development on the opposite side of the street. (Figure 2) **In order to maintain the residential character of the streetscape, commercial uses generally will not be permitted with frontage on the shared street, with the exception of live work or home occupation uses. Residential development with rear lane access is the desired form of development. Commercial plazas will not be permitted.**

**Item 6** **Policy 8.3.2** is modified to provide more clarity and some flexibility in the wording of the policy to ensure that planned function of private and public street can be achieved without an amendment to the Plan.

#### 8.3.2 Street Network

- v. Where existing private streets have been identified as public streets or where an identified public street is not required for ancillary underground infrastructure (e.g., sewers and water), the Town may permit these streets to remain **or be developed as** private **streets**, without an amendment to the Secondary Plan, provided an agreement is entered into with the Town and the owner that guarantees public access and that design and maintenance is in conformity with this Plan and applicable Town's standards for

**private roads with public access and the planned function is achieved.**

- ix. The final location, configuration, **design**, width or alignment of public and private streets shall be determined by the Town at the time of application for development subject to a Traffic Impact Report, prepared by the applicant to the satisfaction of the Town and, where applicable, York Region. Changes to the location, configuration, width, **design** or alignment of new **public and private** streets identified in Schedule 5 will not require an amendment to this Plan provided that the general intent and purpose of this Plan are maintained.

**Item 7** **Policy 10.3.1.1** is modified to Provide Flexibility regarding Acquisition of Parkland by the Town

10.3.1.1 Parkland Acquisition

- ii. Parks and Open Spaces identified in Schedule 6 **may** be brought into public ownership and developed as park or open space generally in conjunction with development or redevelopment within the associated development block(s).

**Item 8** **Policy 11.3.2** is modified to include reference to 4<sup>th</sup> School sites as illustrated on Schedule 3.

11.3.2 Schools

- i. The School Boards have identified the need for a minimum of **four** elementary schools in the Urban Centres by build-out. The ultimate number of schools required and when they will be needed will depend on the size and makeup of the residential population. However, it is important at the outset of planning for the Urban Centres that the School Boards have the ability to secure school sites as they are required. Schedule 3 identifies **four** potential school sites. The need for, as well as the precise location, size and phasing of each school shall be determined in consultation with the School Boards prior to any planning approvals for development within the blocks surrounding an identified school site.
- ii. Subject to the input of the School Boards, the school sites identified in Schedule 3 may be relocated, added or deleted without



amendment to the Secondary Plan provided it is demonstrated **to the satisfaction of the school boards** that the long term needs of the School Boards will be met.

**Item 9** **Policy 14.2.2** is modified to included an additional phasing policy to require infrastructure and services to keep pace with redevelopment, and to prohibit the development of smaller parcels that would compromise effective redevelopment

#### 14.2.2 Coordination and Phasing of Development

- i. It is the policy of this Plan that phasing of development shall be coordinated with the provision of the infrastructure, services and facilities identified in policy 14.2.2 ii. As such, no development shall be permitted to proceed until it can be demonstrated to the satisfaction of the Town that adequate provision of these services is available, or that arrangements satisfactory to the Town for the provision of these services have been made.**
- ii.** The pace of development will be coordinated to ensure that development will only be permitted where it is supported by the appropriate level of infrastructure including:
  - l) transit (conventional and rapid transit);
  - m) road network improvements;
  - n) transportation demand management measures;
  - o) pedestrian and cycling facilities;
  - p) parks;
  - q) water and wastewater services;
  - r) stormwater management facilities;
  - s) *community facilities*;
  - t) human services, including policing, emergency services, healthcare, social services, etc.,**
  - u) streetscape improvements; and
  - v) utilities.
- iii** The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure and provisions of this Plan:
  - a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer,

- water, stormwater, streets and transportation facilities, including the Rapidway stations;
    - b) the development satisfies all requirements regarding the provision of parkland, pedestrian mews, schools, boulevard space for underground hydro and *community facilities, etc.*; and
    - c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.
  
- iv. Each *development block* should be planned comprehensively. **Development proposed within development blocks** with multiple land owners should be coordinated **and phased** with affected landowners and, where applicable, adjacent blocks. Non-participating lands within the development block should be conceptually addressed through the phasing plan. Development of smaller parcels **shall be prohibited where, in the opinion of the Town, such development would compromise the effective redevelopment of the development block in accordance with the provisions of this Plan.** Landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners in order to demonstrate, **to the satisfaction of the Town,** that development achieves the intended built form, density **and other** provisions of this Plan, in a logical and comprehensive manner.
  
- v. Prior to approving development applications in the Urban Centres, the Town may require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Alternatively, the Town may implement other arrangements to address cost sharing.
  
- vi. Plans of subdivision shall encompass an appropriate planning unit as agreed upon between the applicant and the Town. The Town shall approve only plans of subdivision/condominium that:
  - a) conform with the policies and designations of this Secondary Plan;
  - b) can be provided with adequate services and facilities as required by this Plan; and
  - c) are not premature and are in the best interest of the municipality.



**Item 10**     **Exception 15** is modified to include reference to density provisions as approved in the applicable zoning by-law amendments.

### 15.0 Exceptions to the Secondary Plan

1. 39 Davis Drive  
Notwithstanding the height **and density** provisions of the Secondary Plan, the maximum **site density and the maximum** building height on lands municipally known in 2014 as 39 Davis Drive shall not exceed **10.25 FSI and 65 m. respectively. This density shall be calculated on the basis of the subject property only and will be applied to the overall density calculation for the applicable density designation.** All other applicable provisions of the Secondary Plan shall apply.  
(By-law 2009-63)
  
2. 17645 Yonge Street  
Notwithstanding the height **and density** provisions of the Secondary Plan, the maximum building height on lands municipally known in 2014 as 17645 Yonge Street, and as identified in the approved Zoning By-law as Block B and C, shall not exceed 58 m and 64 m, respectively, **and that the site density for the entire property shall not exceed 3.5 FSI. This density shall be calculated on the basis of subject property only and will be applied to the overall density calculation for the applicable density designation.** All other applicable provisions of the Secondary Plan shall apply.  
(By-law 2014-xx)

**Item 11**     Modify the Plan to include the following Deferral section.

**16.0 Deferrals**

- 1. 230 Davis Drive**     **The Parks and Open Space designation on lands municipally known as 230 Davis Drive is deferred. Until the designation is established in the Secondary Plan, the existing Urban Centre designation and applicable provisions of the Zoning By-law shall apply.**

**ATTACHMENT 2**

**Table 1: Summary of Change in Population and Jobs between the Revised Draft and Recommended for Adoption Plans**

POPULATION Character Area	Revised Draft Secondary Plan March 24, 2014			EMPLOYMENT		
	Revised Draft Secondary Plan March 24, 2014	Plan as Recommended for Adoption (June 16, 2014)	Change	Revised Draft Secondary Plan (March 24, 2014)	Plan as Recommended for Adoption (June 16, 2014)	Change
Yonge North	6,000	6,300	+300	2,300	2,700	+400
Yonge and Davis	13,000	13,500	+500	11,000	10,100	-900
Yonge Civic	1,500	2,200	+700	6,000	5,400	-600
Yonge South	6,500	6,300	-200	2,500	2,800	+300
Davis Drive	4,500	3,600	-900	1,500	2,600	+1,100
Regional Healthcare Centre	1,500	1,100	-400	6,700	8,400	+1,700
<b>Total</b>	<b>33,000</b>	<b>33,000</b>		<b>30,000</b>	<b>32,000</b>	







**Summary of Density and Height Changes**

**Newmarket Urban Centres Secondary Plan Directions Report – May 17, 2013**





Population 32,000  
Jobs 31,000

**LEGEND**

	minimum height	maximum height	minimum FSI	maximum FSI
	6 storeys	25 storeys	2.5	4.0
	4 storeys	18 storeys	2.0	3.5
	3 storeys	15 storeys	1.5	2.5
	2 storeys	5 storeys	1.5	2.0

**Draft Newmarket Urban Centres Secondary Plan – September 30, 2013**

Population 32,000  
Jobs 30,000

	min. height	max. height	min. FSI	max. FSI	max. height with bonusing	max. FSI with bonusing
	6 storeys	20 storeys (62m)	2.5	4.0	30 storeys (92m)	4.5
	4 storeys	15 storeys (47m)	2.0	3.5	25 storeys (77m)	4.0
	3 storeys	10 storeys (32m)	1.5	2.5	18 storeys (56m)	3.0
	2 storeys	6 storeys (20m)	1.5	2.0	8 storeys (26m)	2.5

**Revised Draft Newmarket Urban Centres Secondary Plan – March 24, 2014**

Population 33,000

Jobs 30,000

		permitted min. height	permitted max. height	permitted min. FSI	permitted max. FSI	discretionary max. height with bonusing	discretionary max. FSI with bonusing
high density		6 storeys (20m)	17 storeys (53m)	2.5	3.5	20 storeys (62m)	4.0
medium-high density		4 storeys (14m)	12 storeys (38m)	2.0	2.5	15 storeys (47m)	3.0
medium density		3 storeys (11m)	8 storeys (26m)	1.5	2.0	10 storeys (32m)	2.5
low density		2 storeys (8m)	4 storeys (14m)	1.5	2.0	6 storeys (20m)	2.0

**Adoption – Newmarket Urban Centres Secondary Plan – June 16, 2014**

Population 33,000

Jobs 32,000

		permitted min. height	permitted max. height	permitted min. FSI	permitted max. FSI	discretionary max. height with bonusing	discretionary max. FSI with bonusing
high density		6 storeys (20m)	17 storeys (53m)	2.5	3.5	20 storeys (62m)	4.0
medium-high density		4 storeys (14m)	12 storeys (38m)	2.0	2.5	15 storeys (47m)	3.0
medium density		3 storeys (11m)	8 storeys (26m)	1.5	2.0	10 storeys (32m)	2.5
low density		2 storeys (8m)	6 storeys (14m)	1.5	2.0	7 storeys (23m)	2.0

□

**7 Storey and 2.0 FSI Bonus provision DELETED**

June 16, 2014 Committee of the Whole Motion