

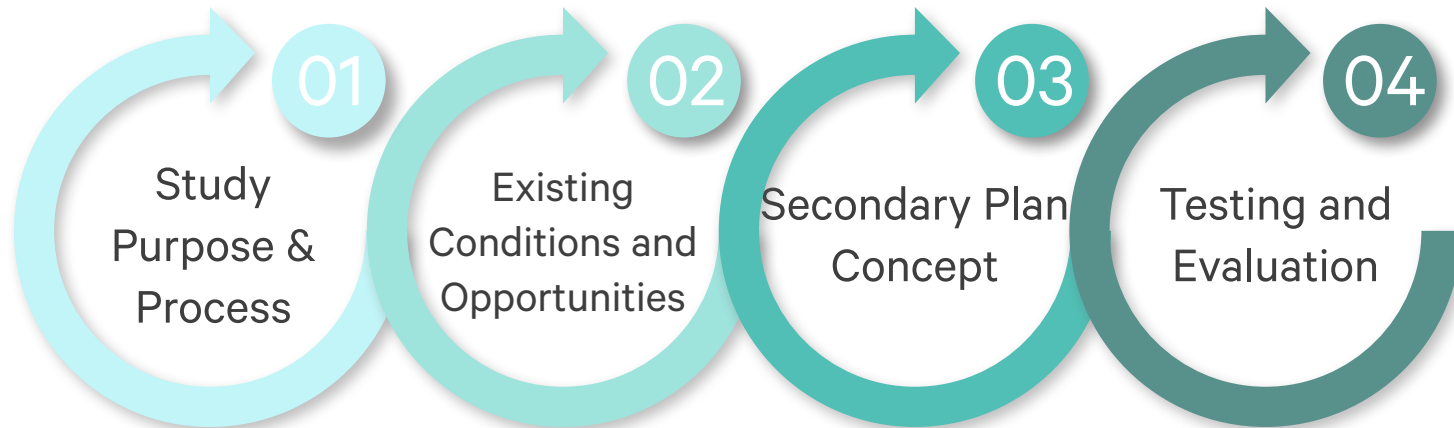
MULOCK GO STATION AREA SECONDARY PLAN

Council Workshop

April 2nd, 2019



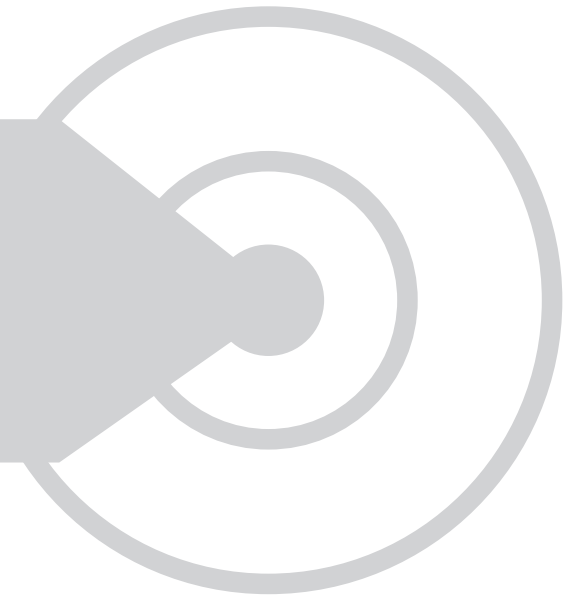
Presentation Outline



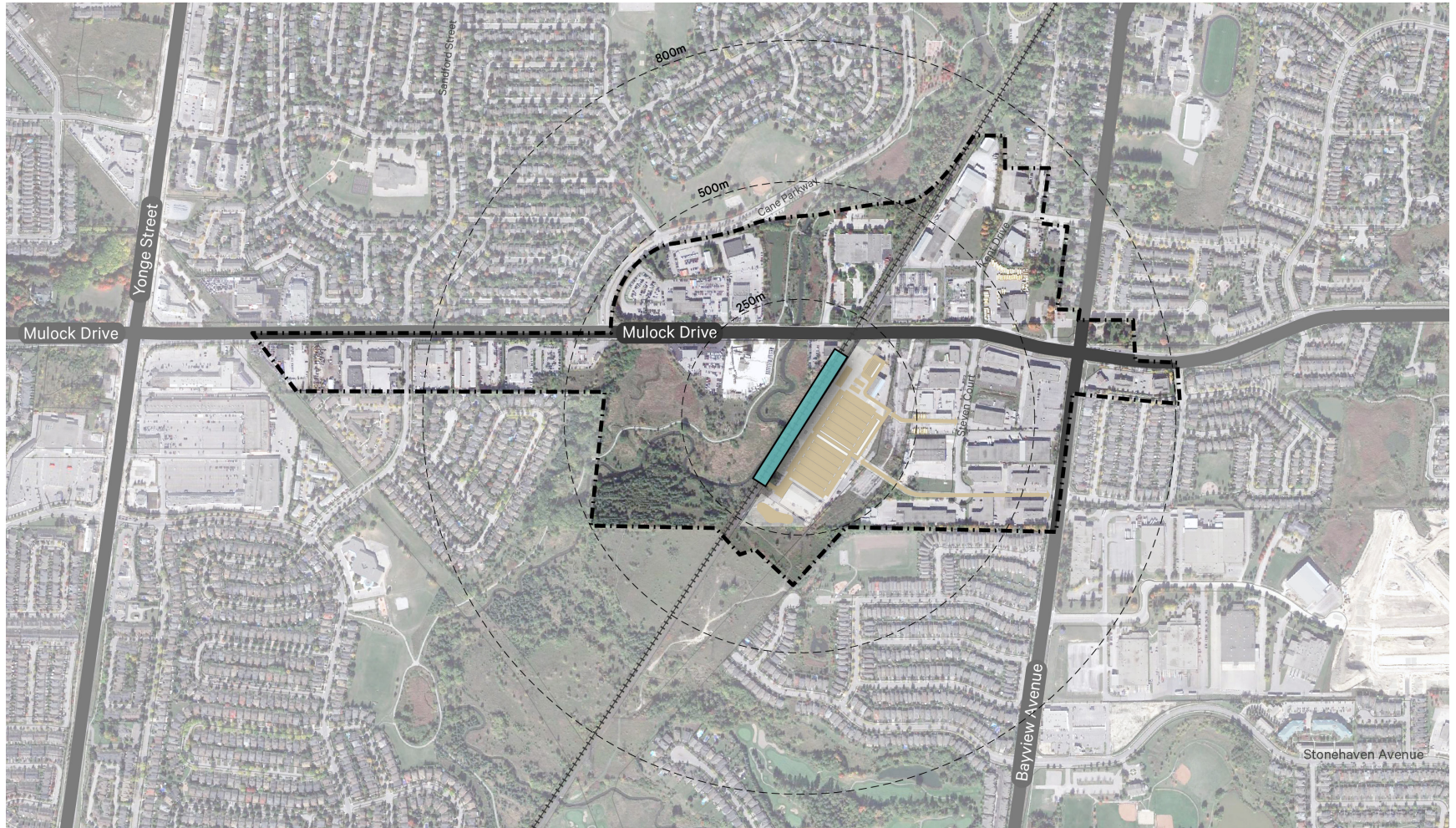
Study Purpose and Process

Study Purpose

The purpose of the Mulock GO Station Area Secondary Plan Study (the Study) is to establish a planning framework that will guide the development of the Station Area as a transit-supportive community centred on the future Mulock GO station.



Study Area



Study Process



Study Team



Drivers of Change

Three main drivers of change:

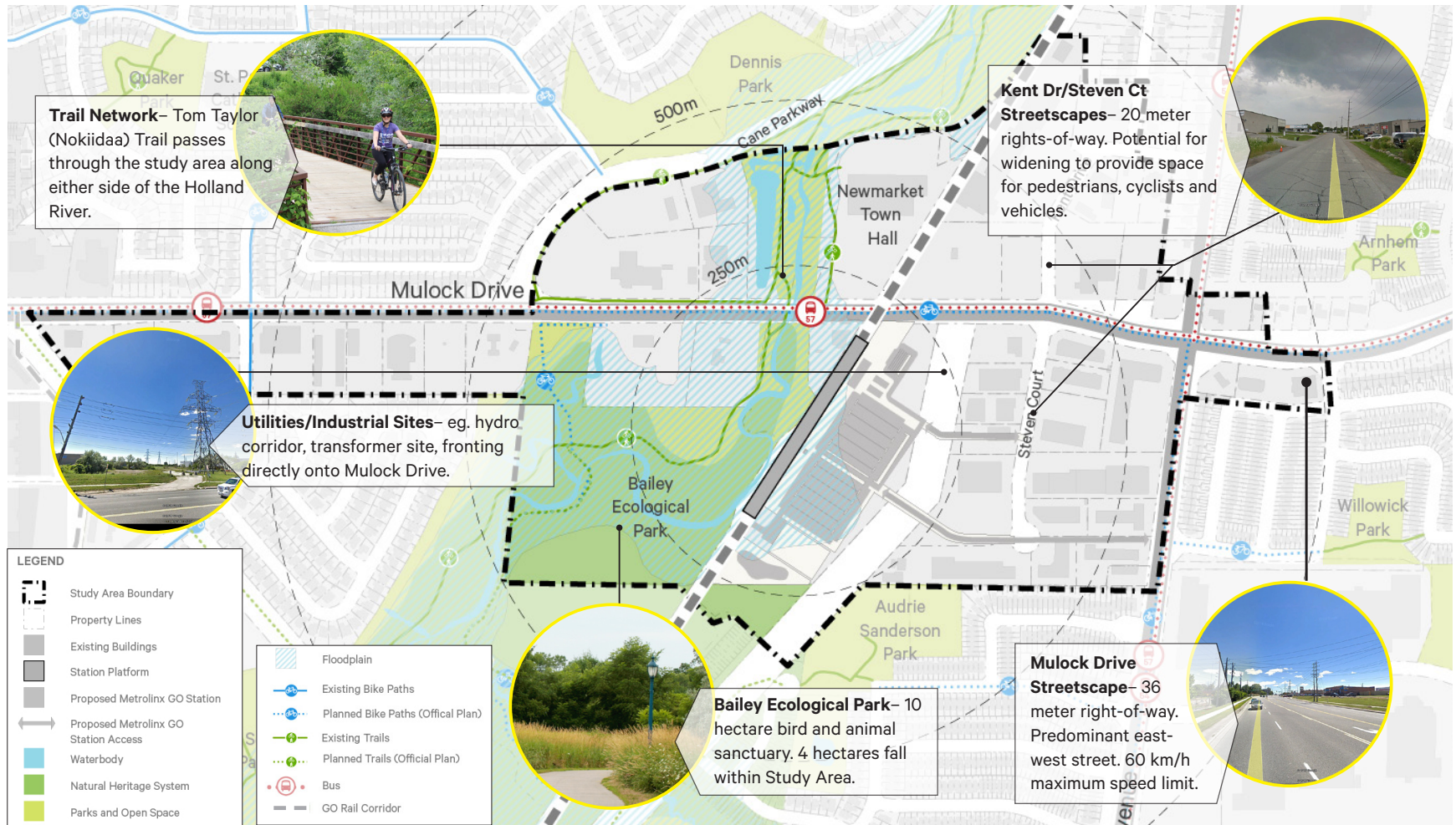
1. Metrolinx GO Station design process
2. Growth Plan 2017 focus on relationship between transit investment and intensification
3. The opportunity to transition from solely employment uses to a broader mix of uses

Existing Conditions and Opportunities

Natural Environment

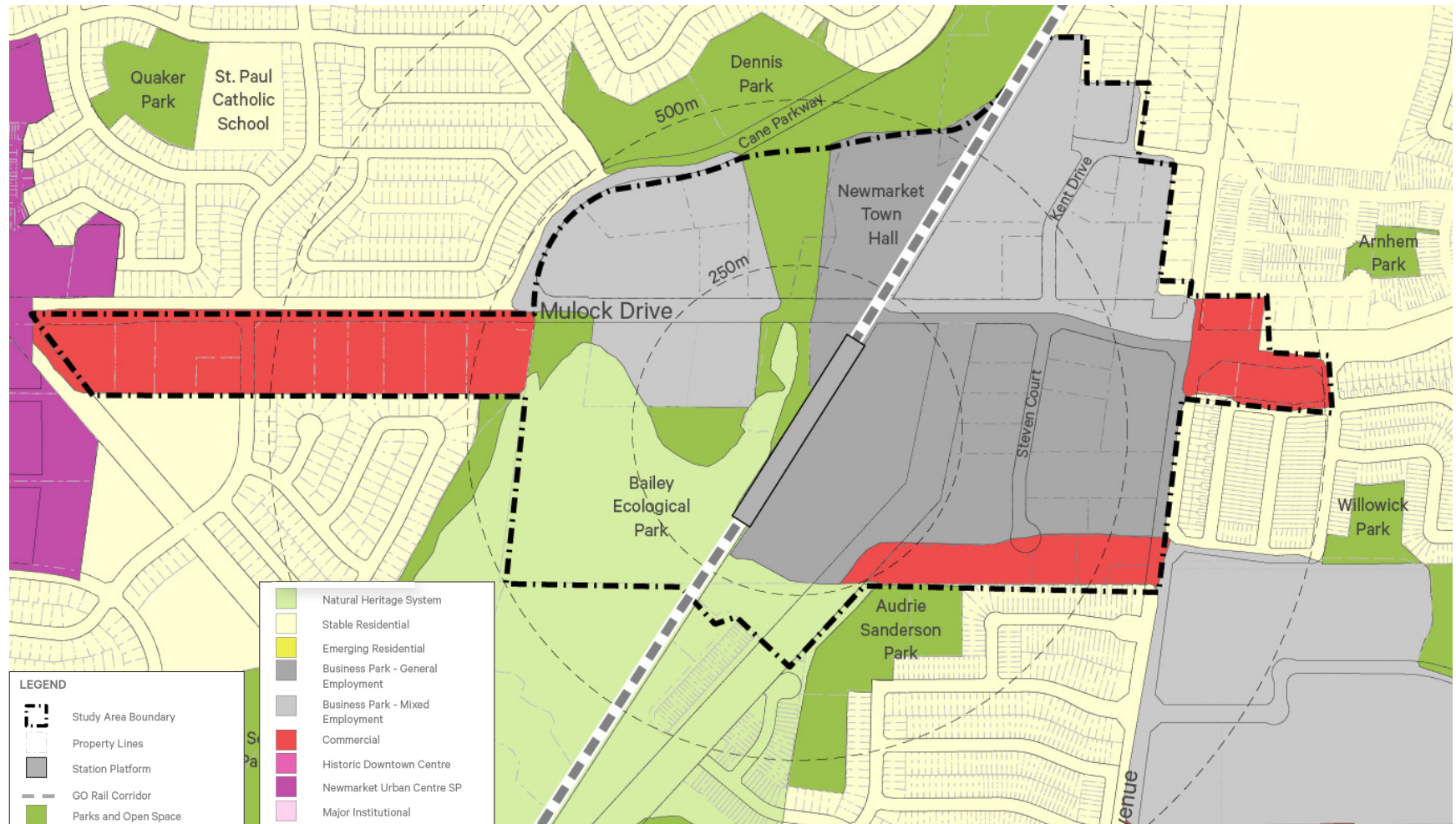


Parks, Open Spaces and Public Realm



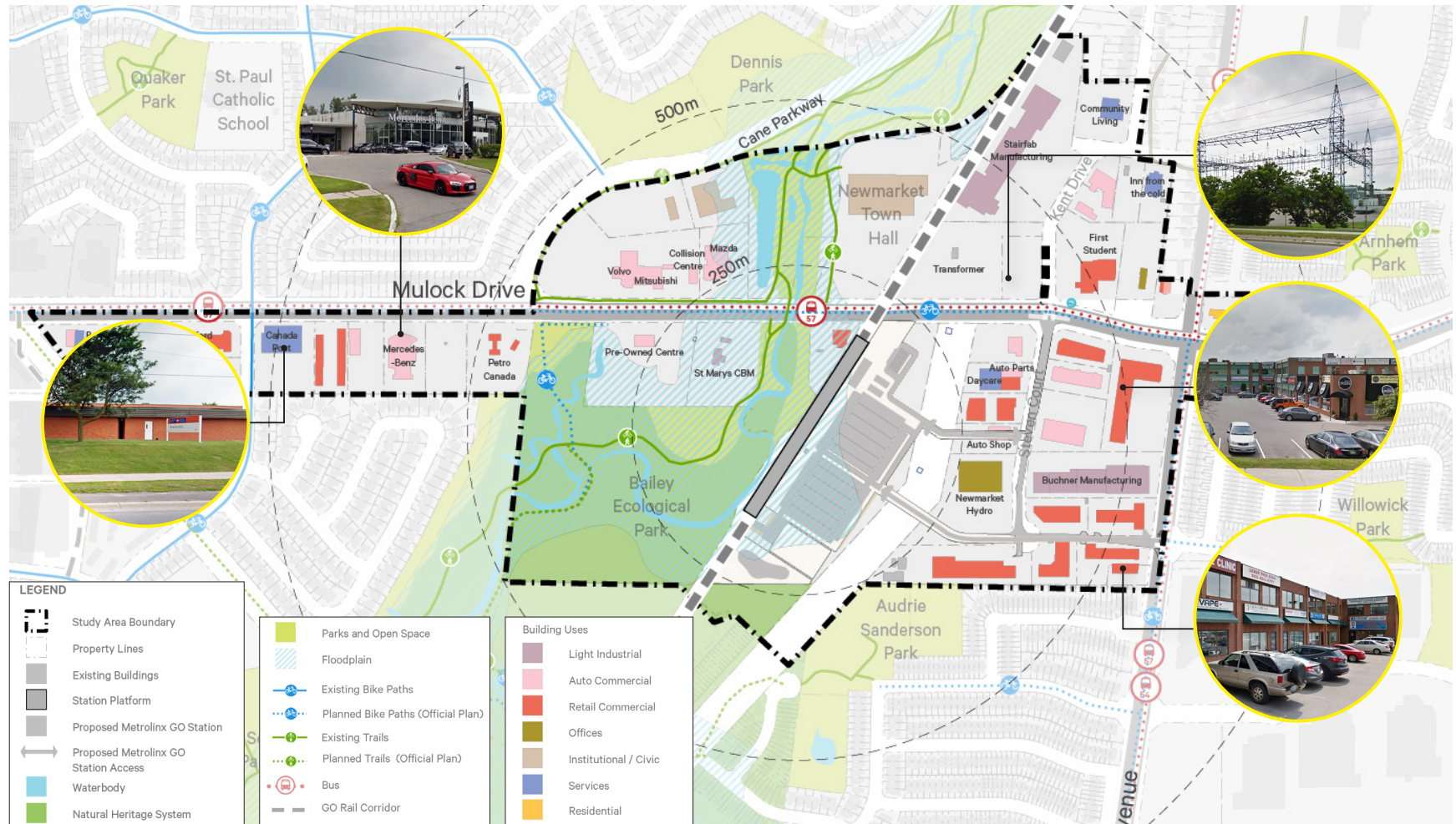
Land Use and Built Form

Land Use Designations



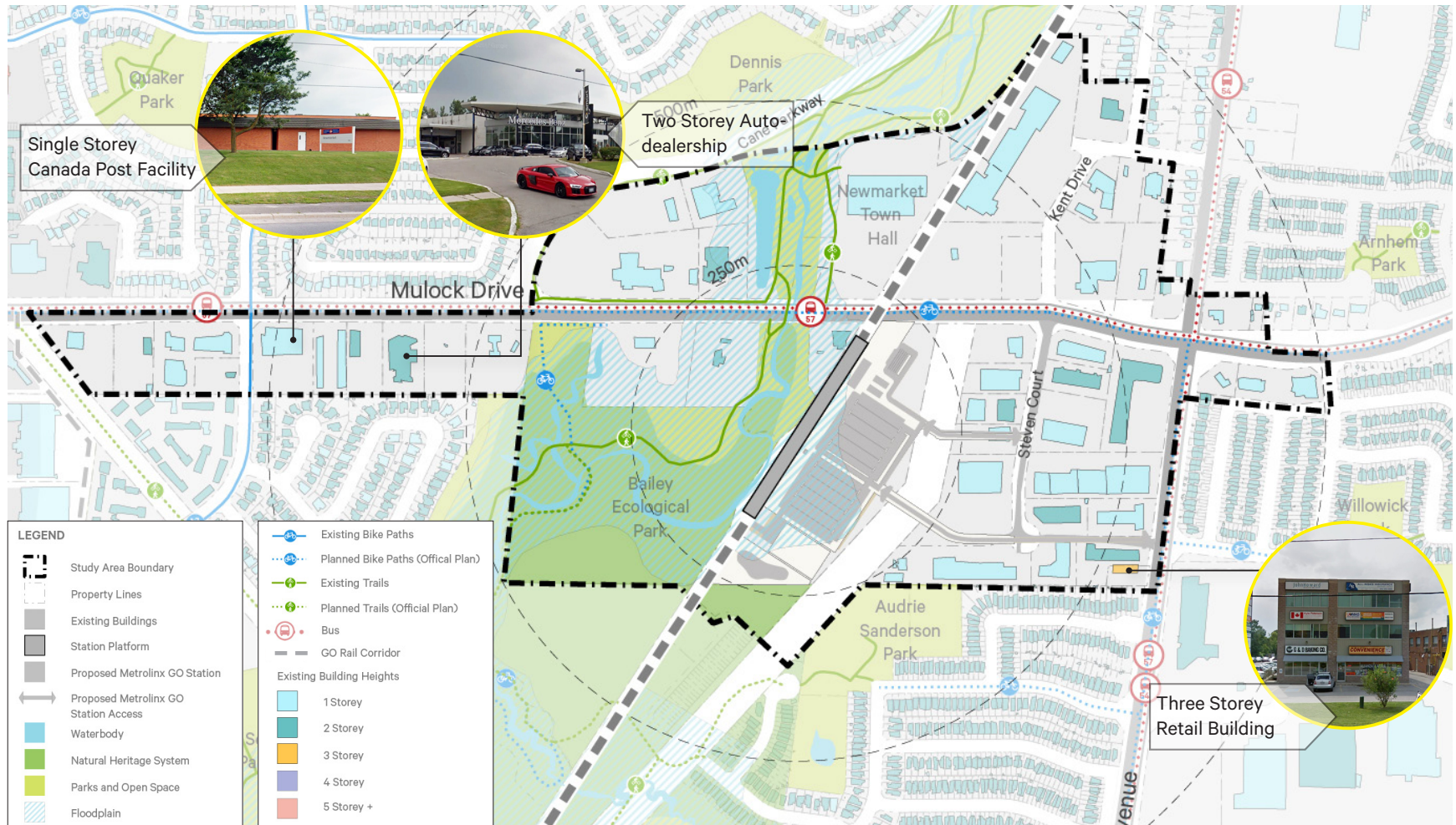
Land Use and Built Form

Existing Building Uses



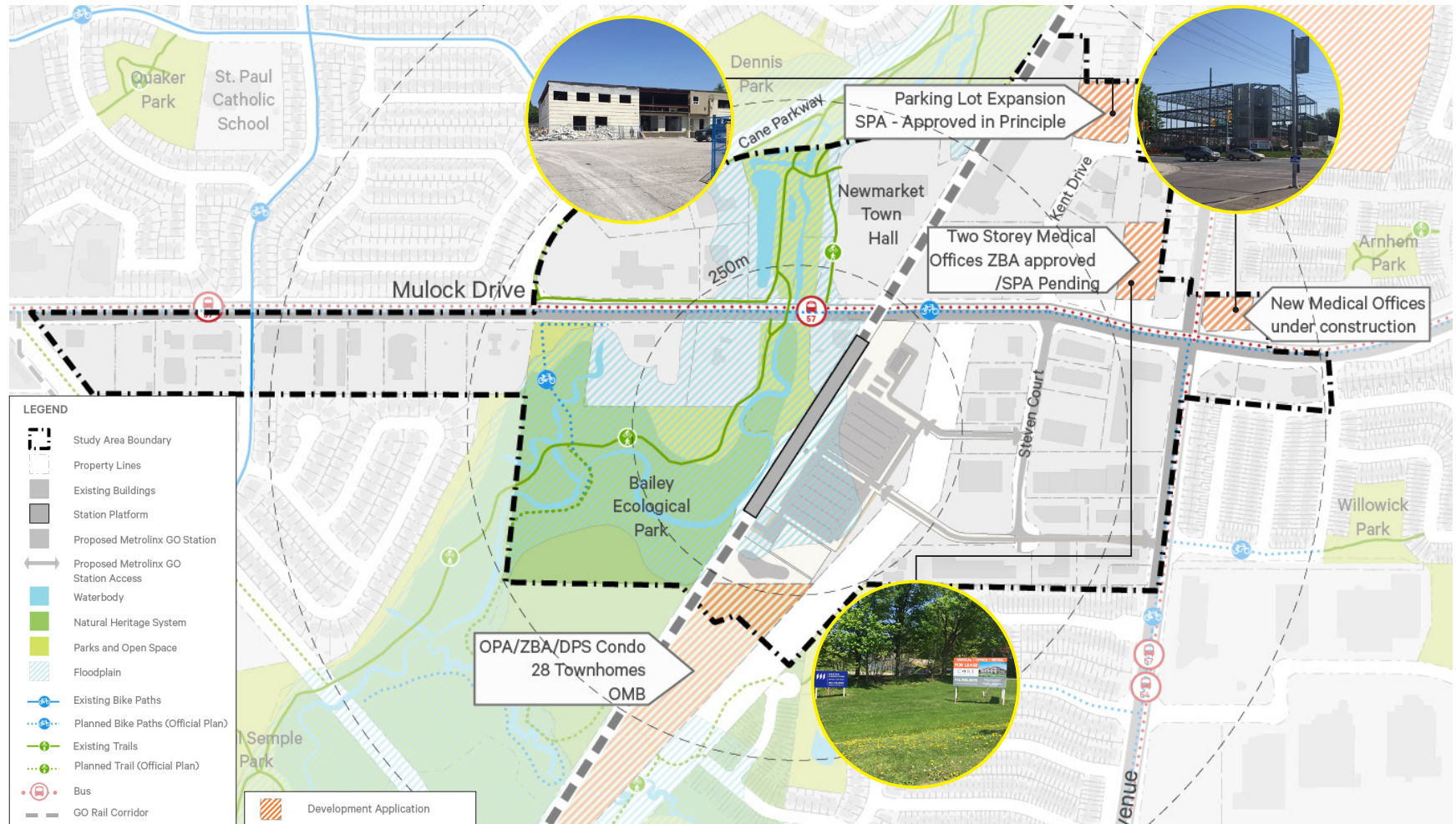
Land Use and Built Form

Existing Building Height



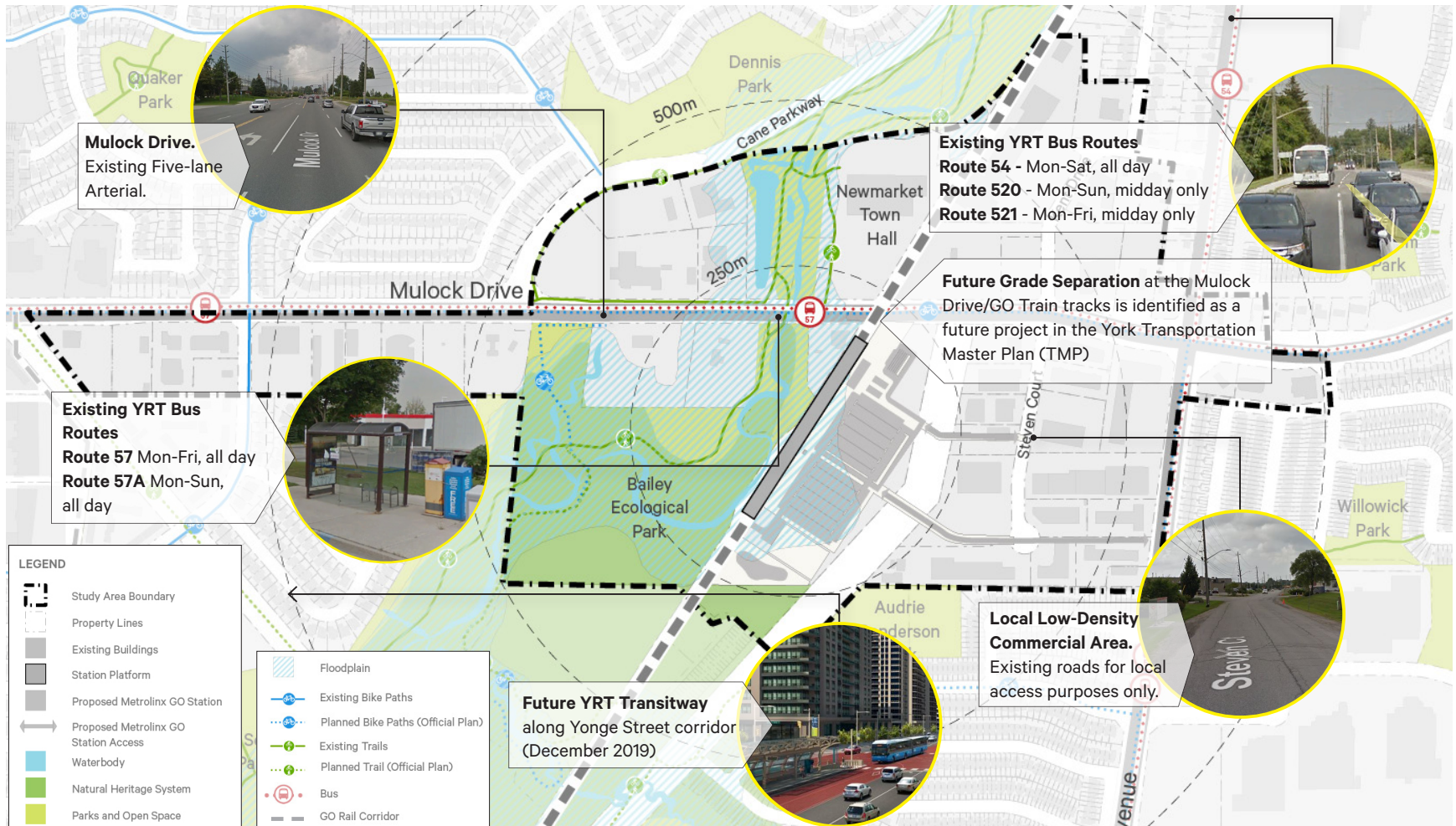
Land Use and Built Form

Current Development Applications

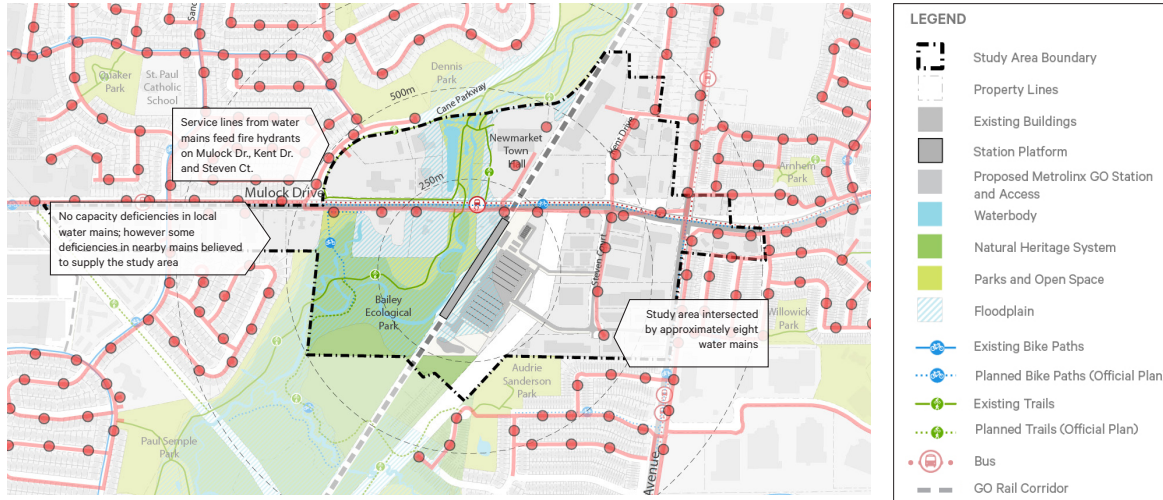


Transportation Network

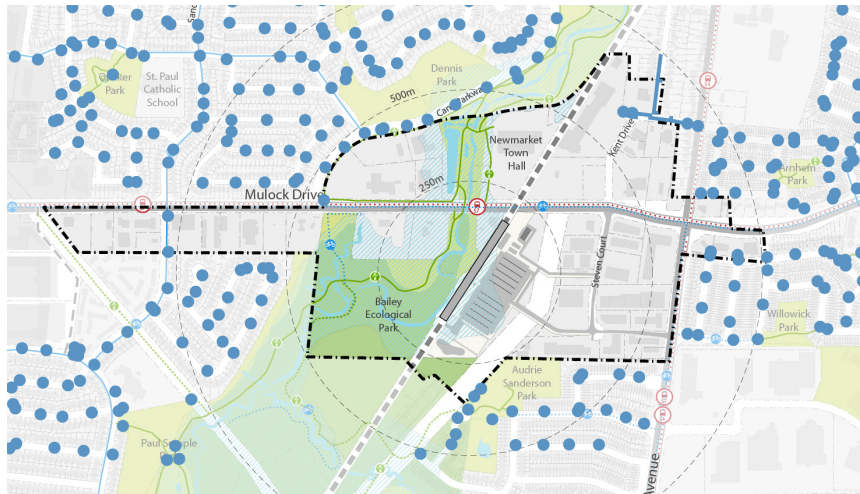
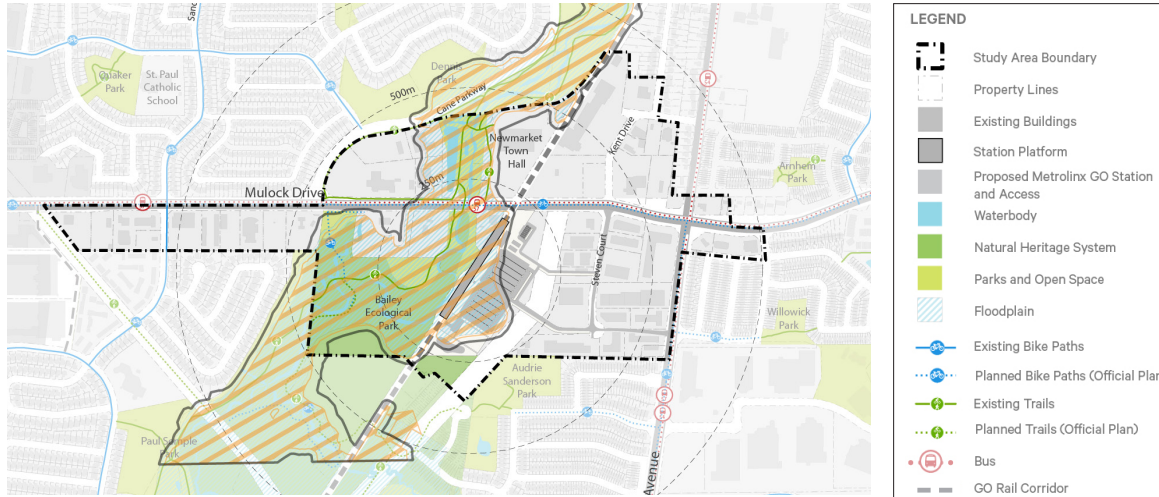
Roads and Transit



Water and Wastewater Servicing



Stormwater Servicing



LRSC Floodplain

LSRC Floodplain/Regulated Area

Stormwater Servicing

Stormwater Link
Stormwater Manhole

Limited storm sewer infrastructure in study area, mostly along Mullock Drive and minor streets

Eight storm sewer outfalls to Holland River, including outfalls for service areas external to study area

Predominantly overland flow towards Holland River

Portions of study area located within LSRC Floodplain

Real Estate Market Assessment

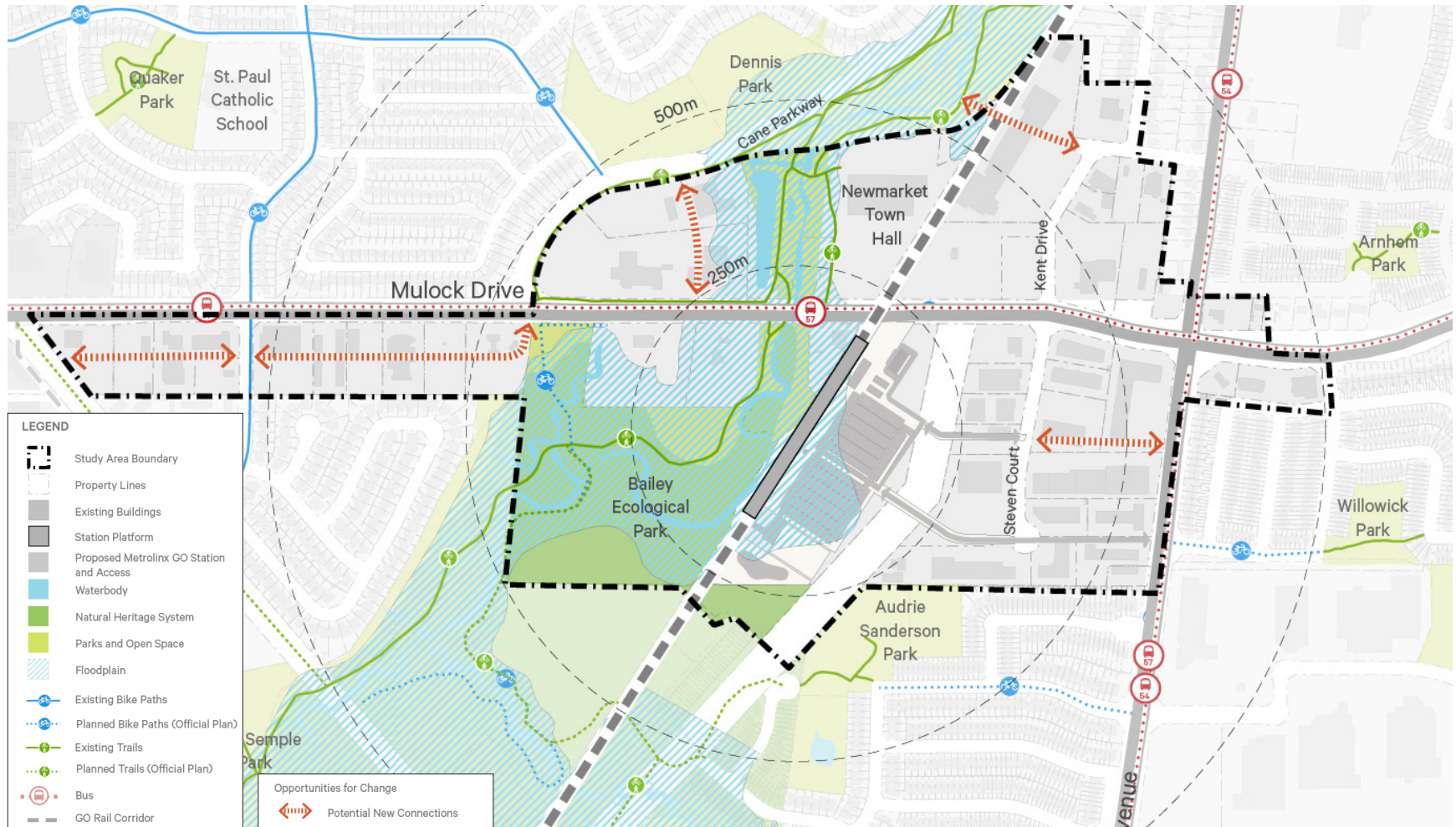
- Lack of proximity to highway or other major goods movement infrastructure makes area relatively less competitive as an industrial employment area
- Area does provide relatively low cost space suitable to a wide-range of local small to medium-sized business establishments and a diverse range of jobs
- Many buildings are older and require re-investment. Current rents are not supportive and could potentially lead to functional obsolescence

Real Estate Market Assessment

- The economics of developing higher density office appear to be very challenging overall, albeit likely to greatly improve through the introduction of higher-order GO transit service to the area
- Broad mix of residential, office, live-work, commercial and retail uses could help encourage reinvestment in employment uses
- Would strengthen amenities in area, provide close live-work relationship, and increase transit ridership
- A policy change to Mixed-Use will offer an incentive for landowners to plan for redevelopment – especially as low rents undermine the increasingly costly upkeep of older buildings

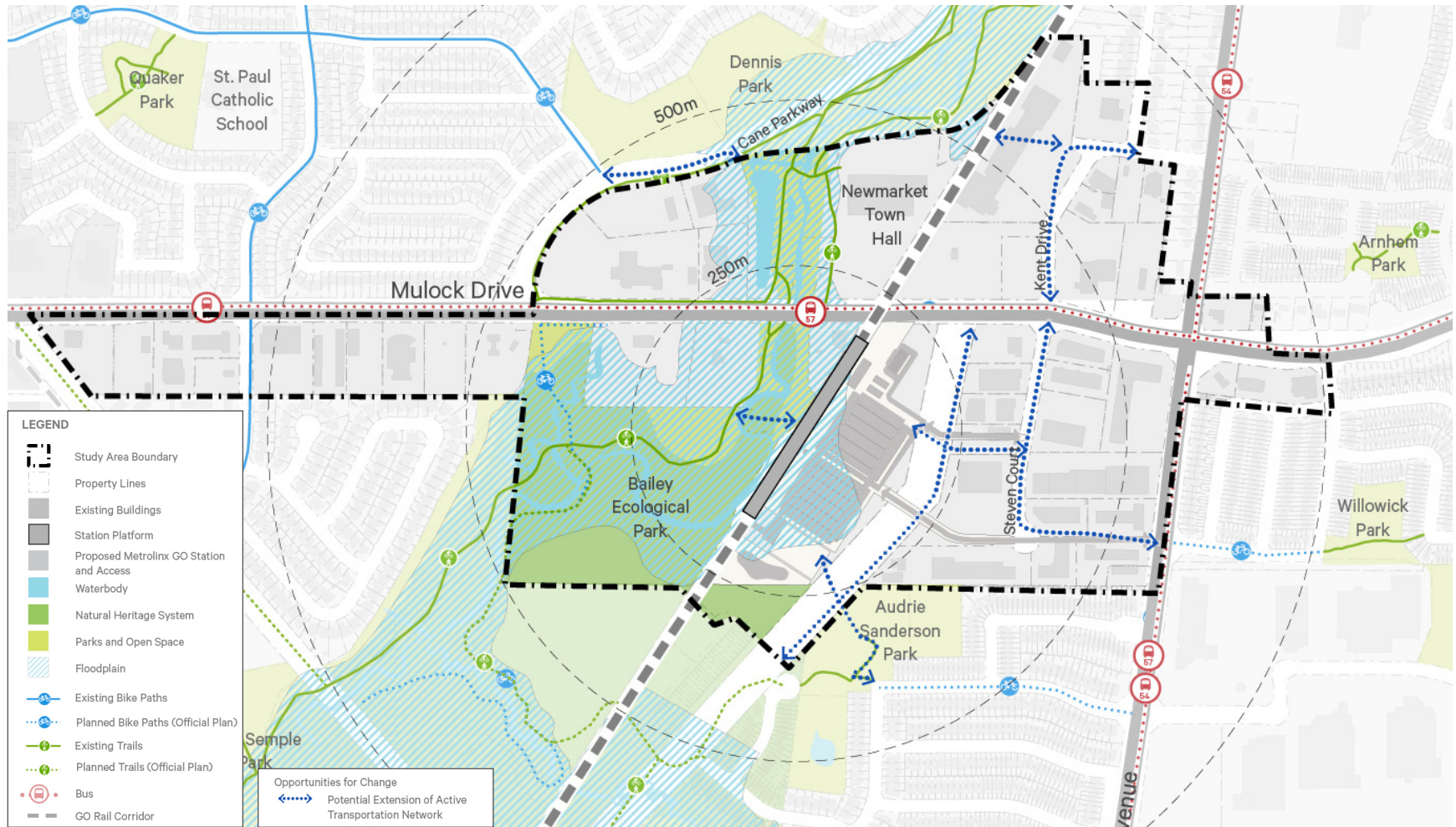
Opportunities for Change

New Vehicular Connections Across Study Area



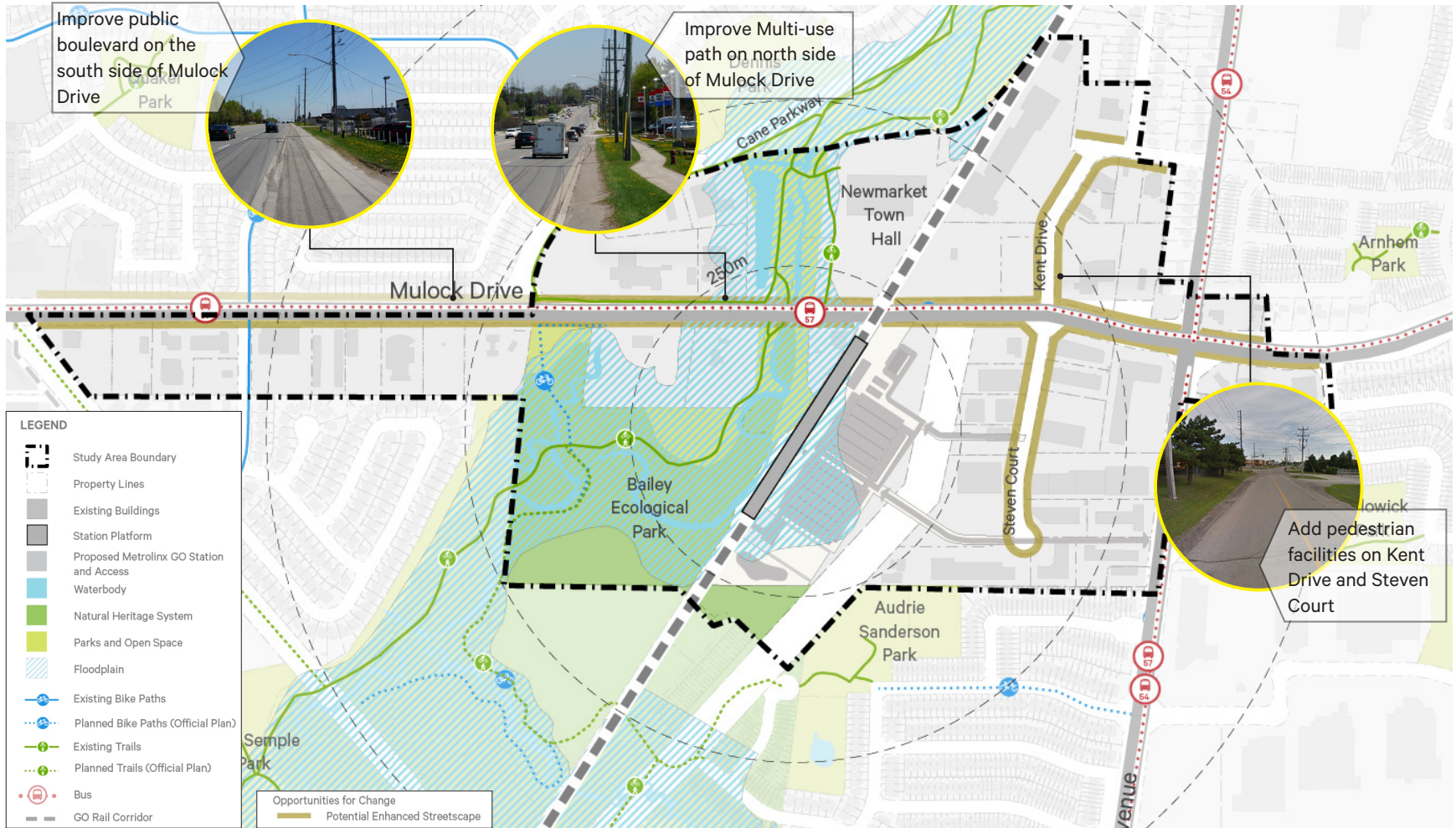
Opportunities for Change

Multi-Modal Connections to Station



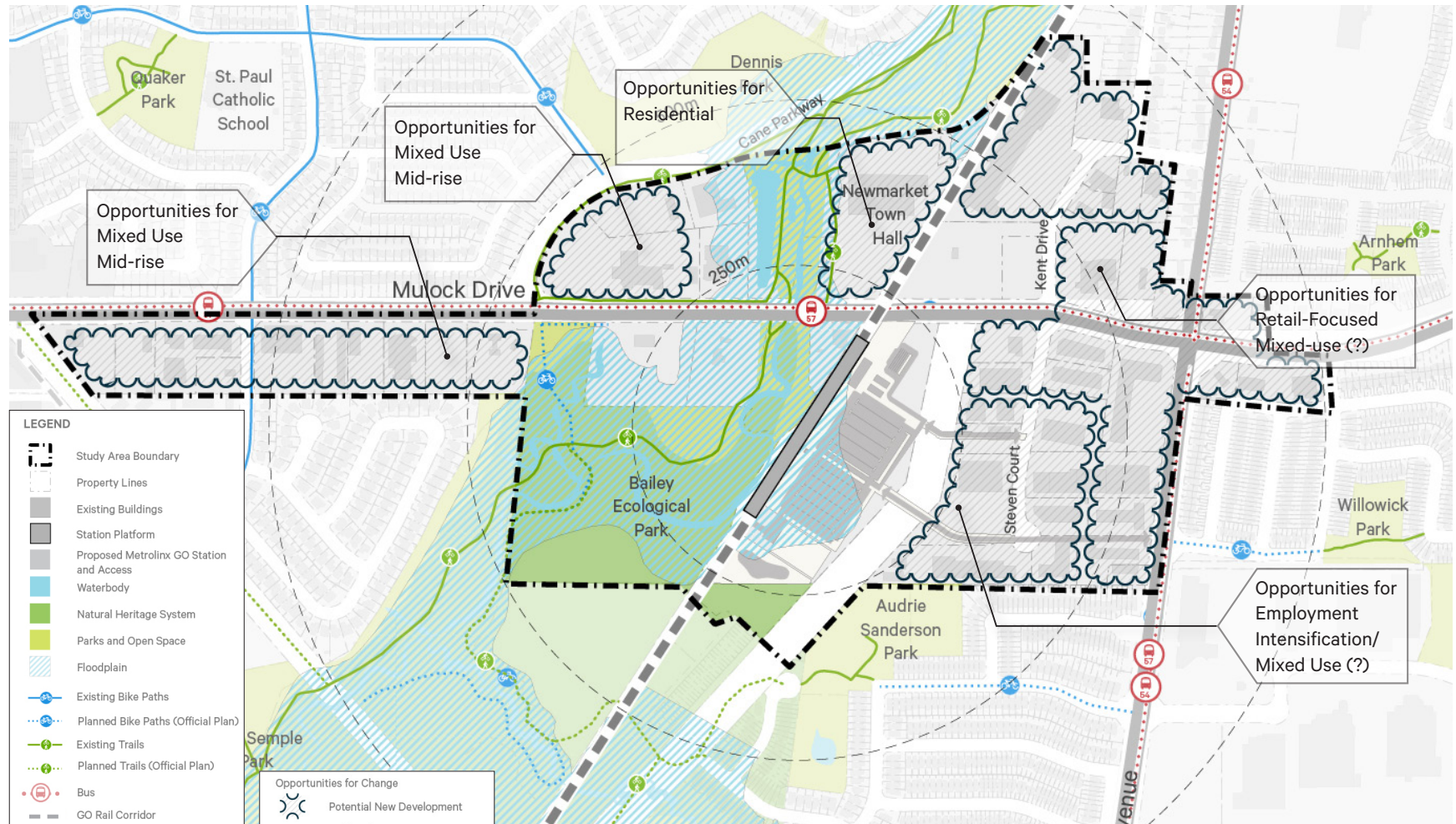
Opportunities for Change

Safe and Comfortable Sidewalks



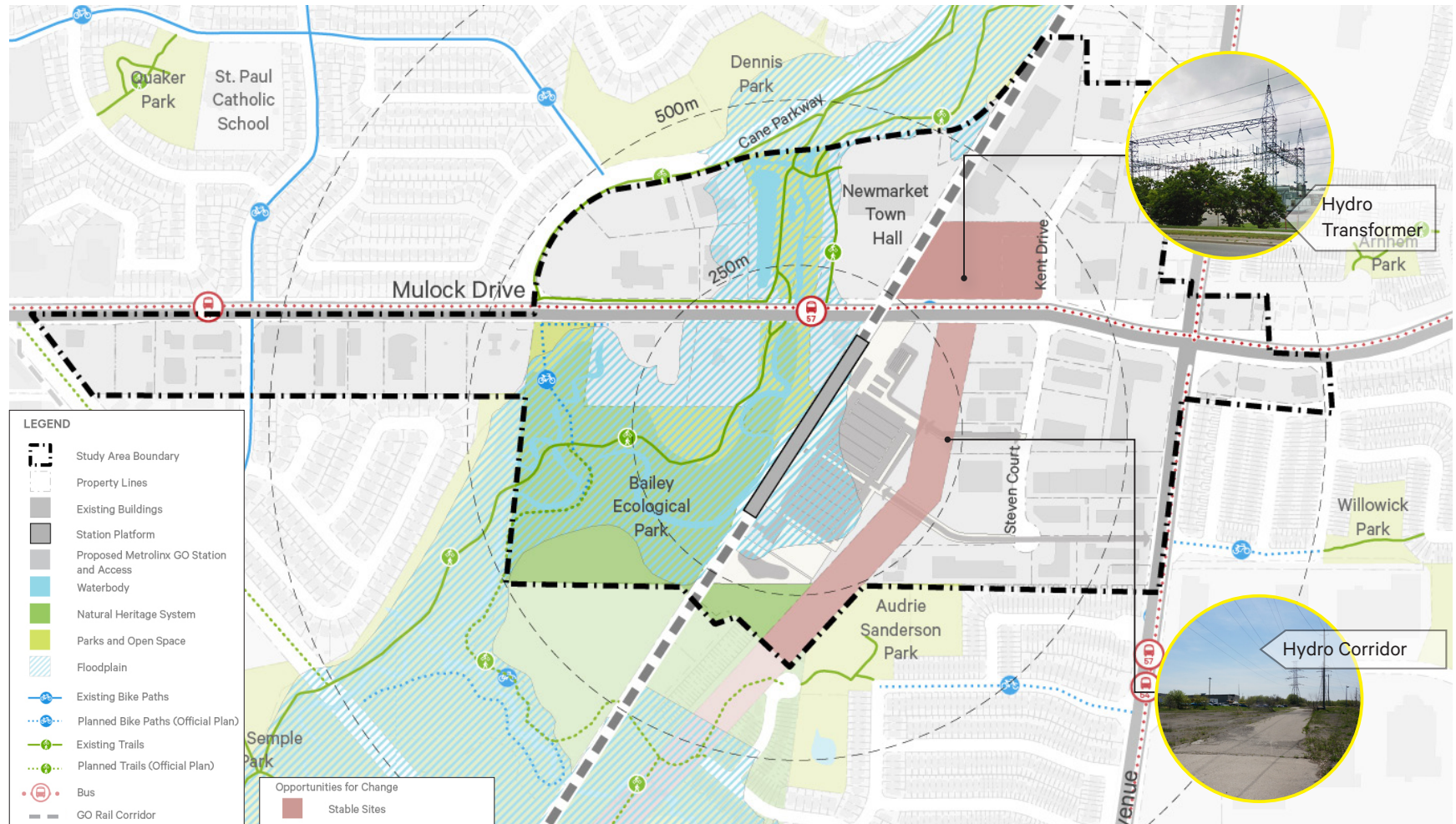
Opportunities for Change

Potential for Redevelopment



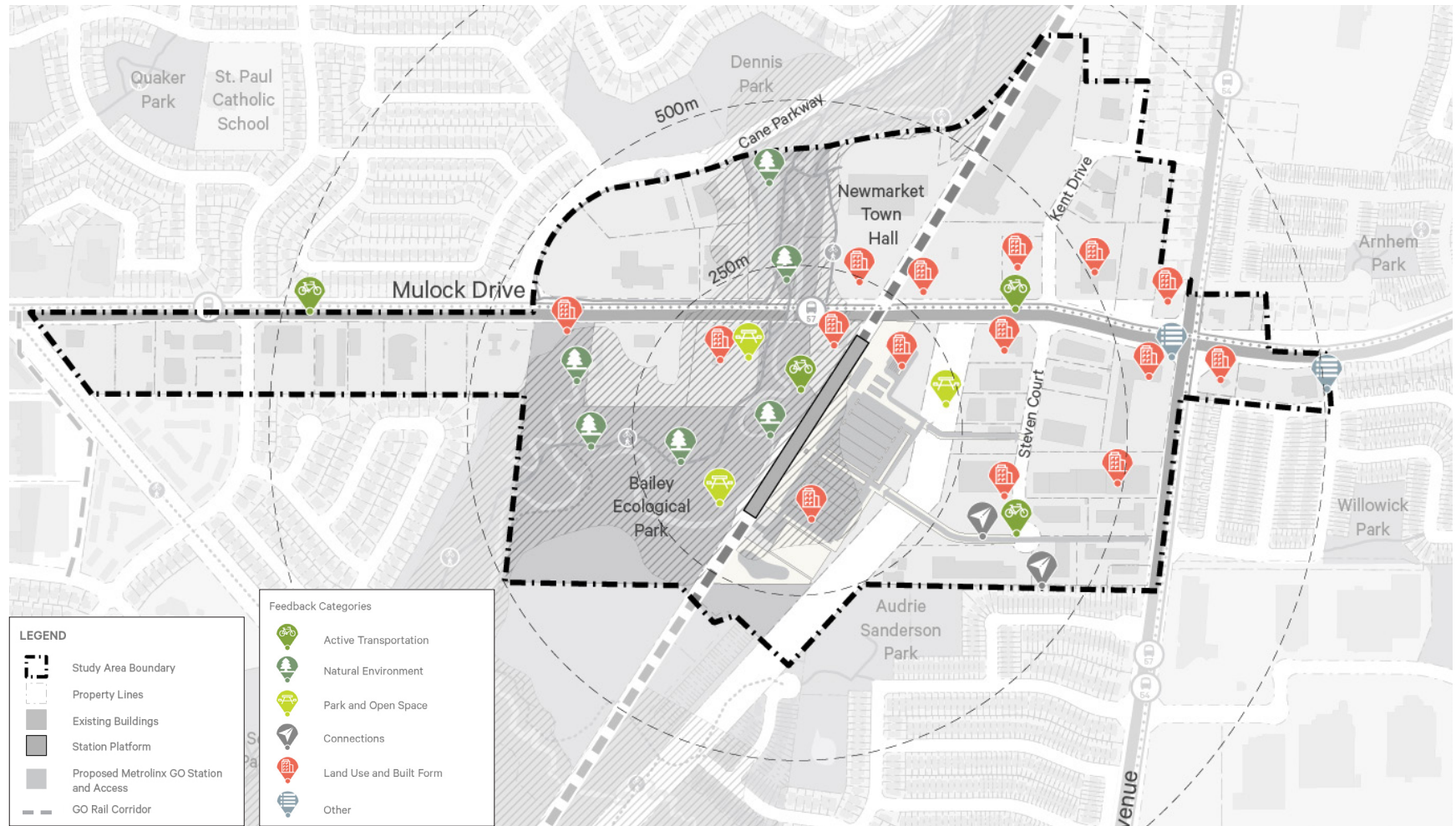
Opportunities for Change

Uses Unlikely to Change

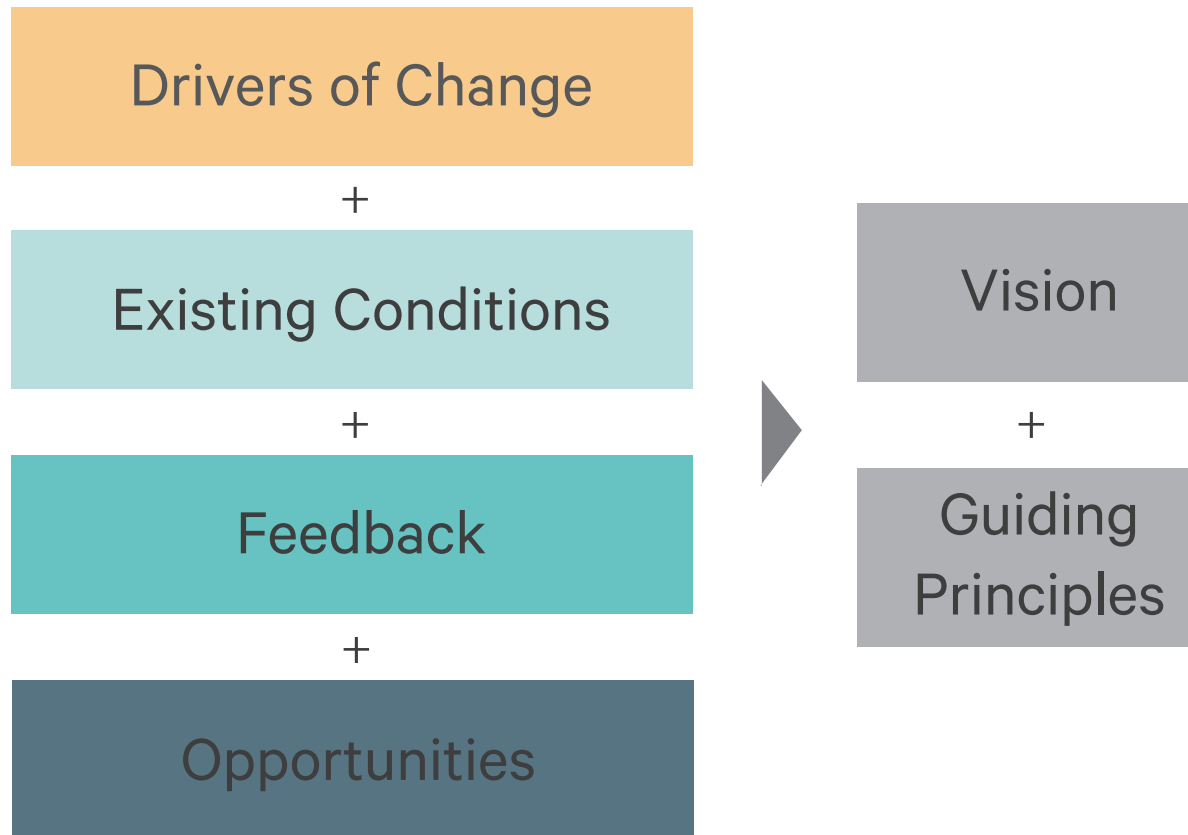


Consultation Feedback

Themes to Date as obtained through HeyNewmarket



Towards a Vision



Vision

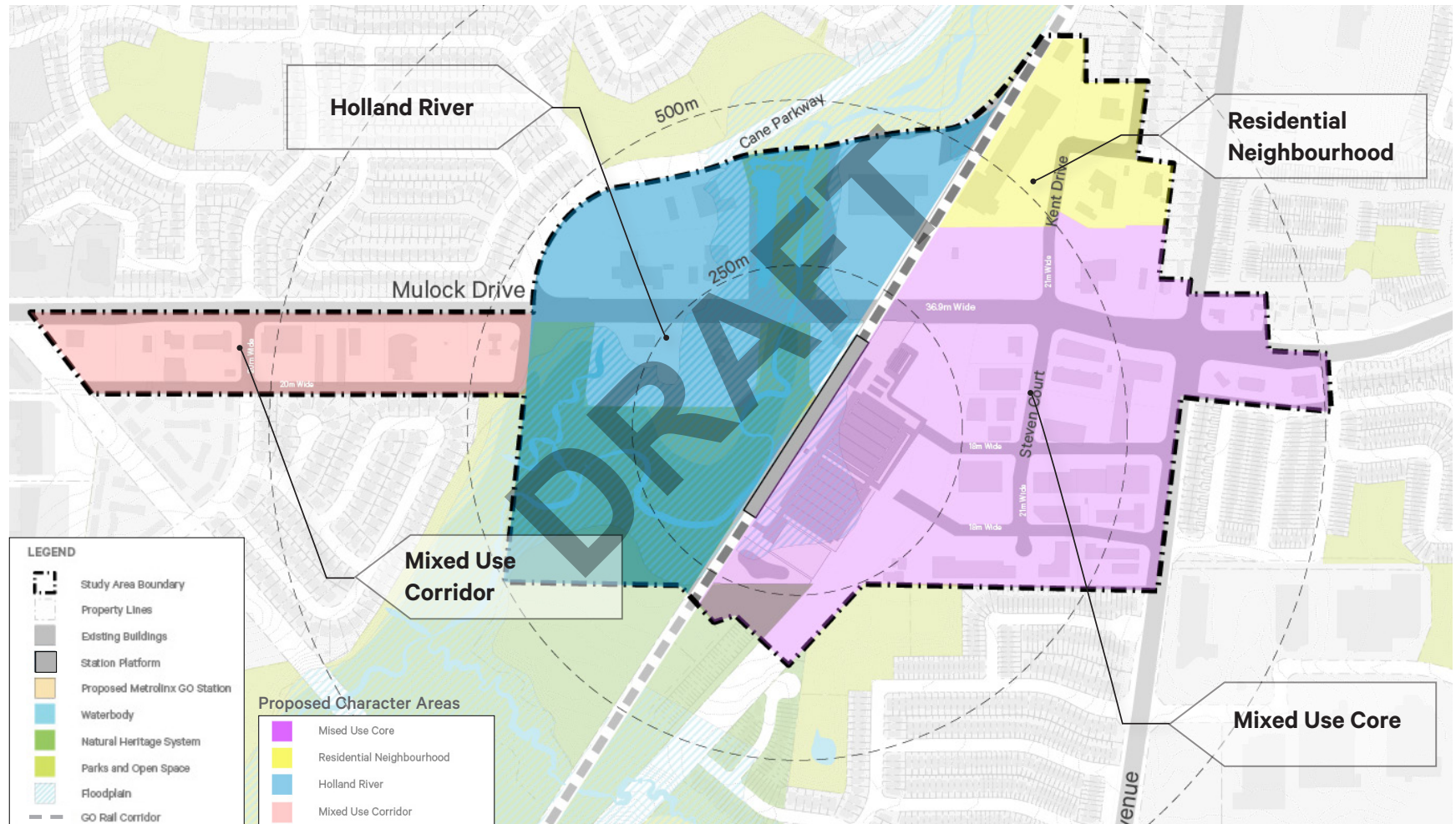
“The Mulock GO Station Area will be a transit-supportive node within the Town of Newmarket, providing safe, comfortable and convenient access to the future GO station by foot, bicycle, bus and car from surrounding neighbourhoods. It will be a place with a broad mix of uses, providing homes for new residents, providing new places of work in immediate proximity to the GO station, and continuing to provide retail uses that serve the local population. This mixed-use and higher density node will be supported by a vibrant and high-quality public realm that is well connected to the existing network of parks and open spaces within and in the vicinity of the station area.”

Guiding Principles

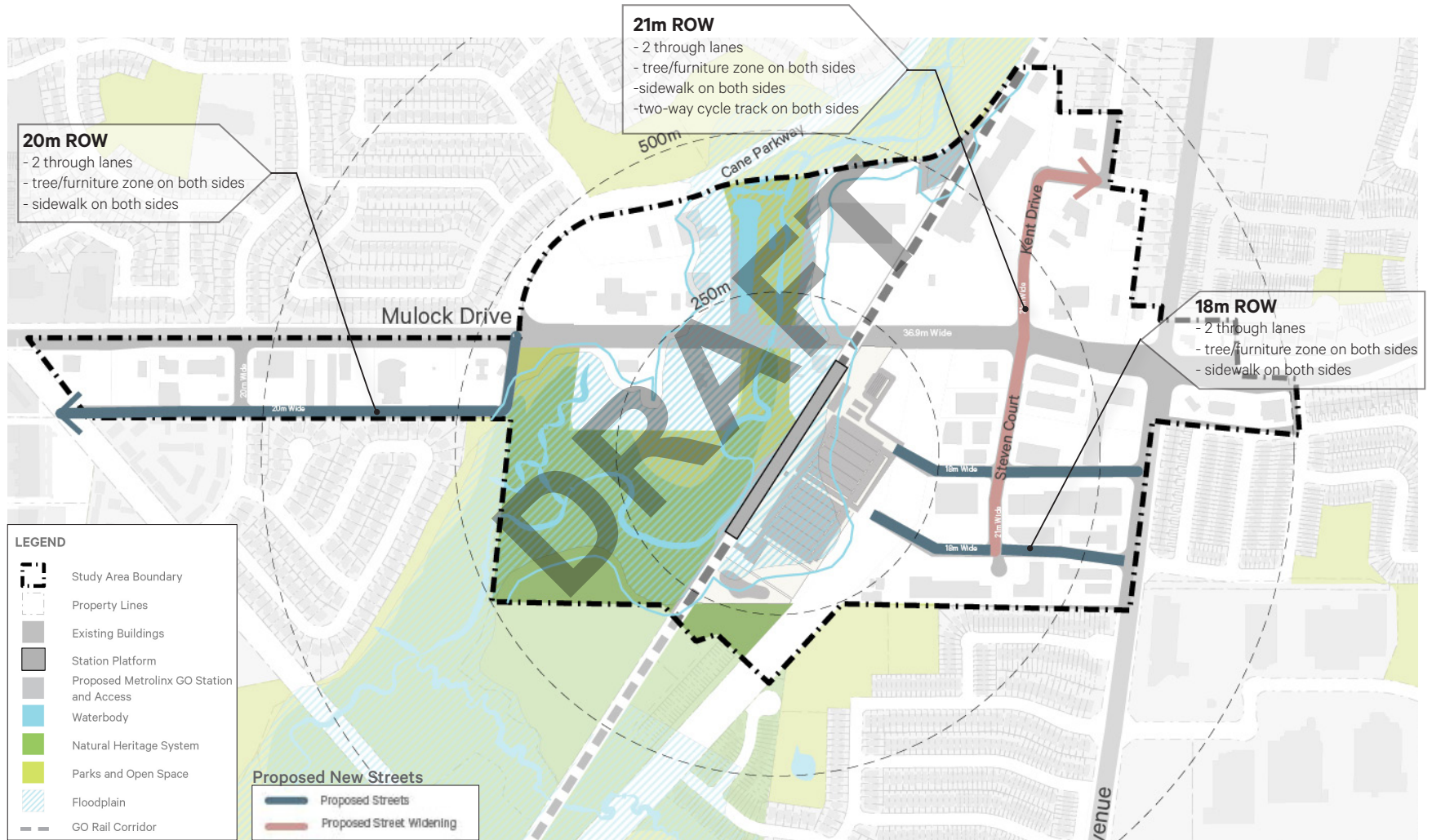
1. Provide safe, comfortable and convenient travel options for all modes
2. Maximize connections to and integration with station site
3. Strengthen existing network of parks and open space
4. Encourage compatible new employment and residential uses at a higher density
5. Strengthen existing network of social services within the study area
6. Ensure that impacts on existing residents and labour force within the vicinity of the study area are minimized
7. Phase implementation to align with market interest and infrastructure investment

Secondary Plan Concept

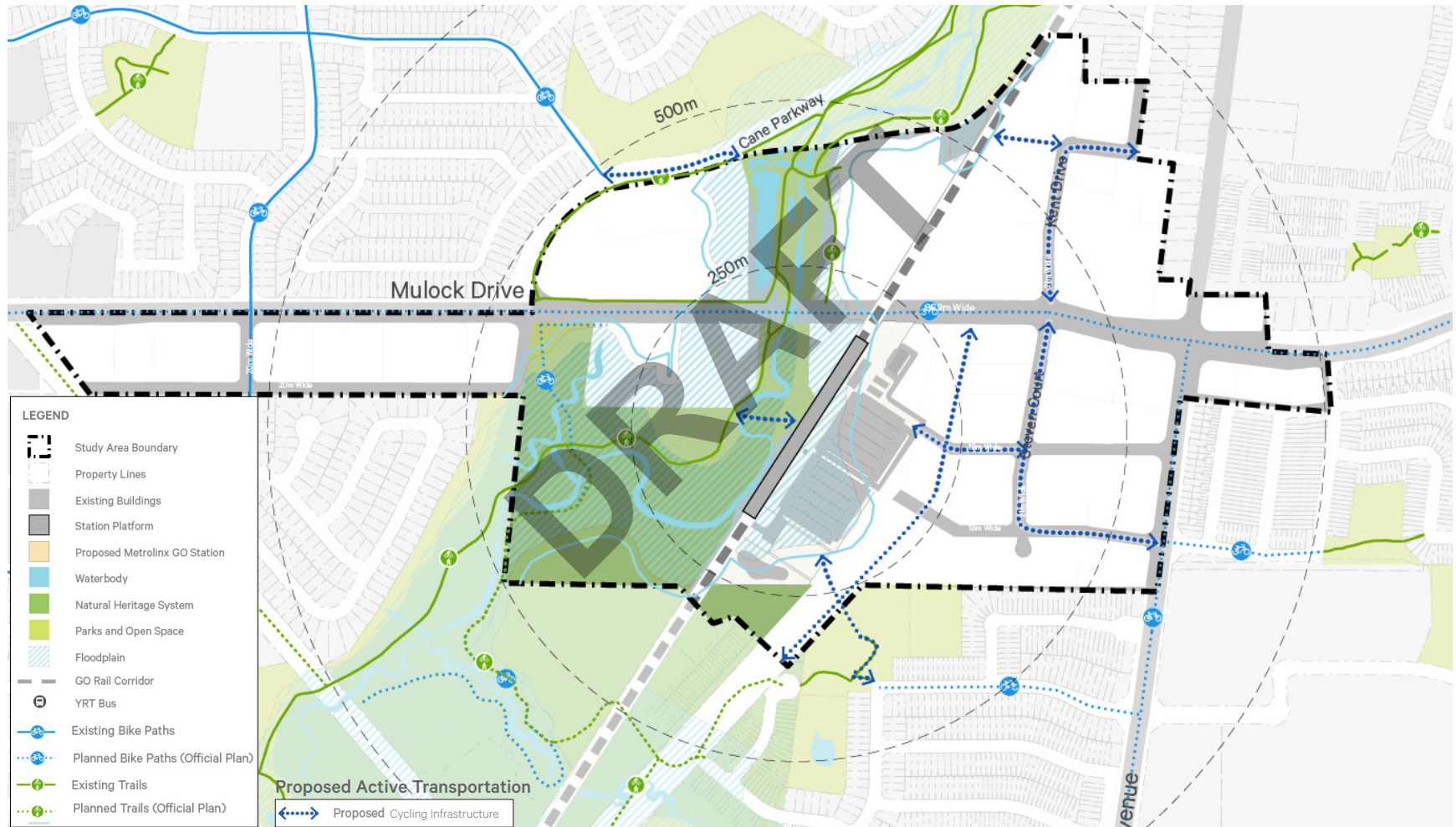
Proposed Character Areas



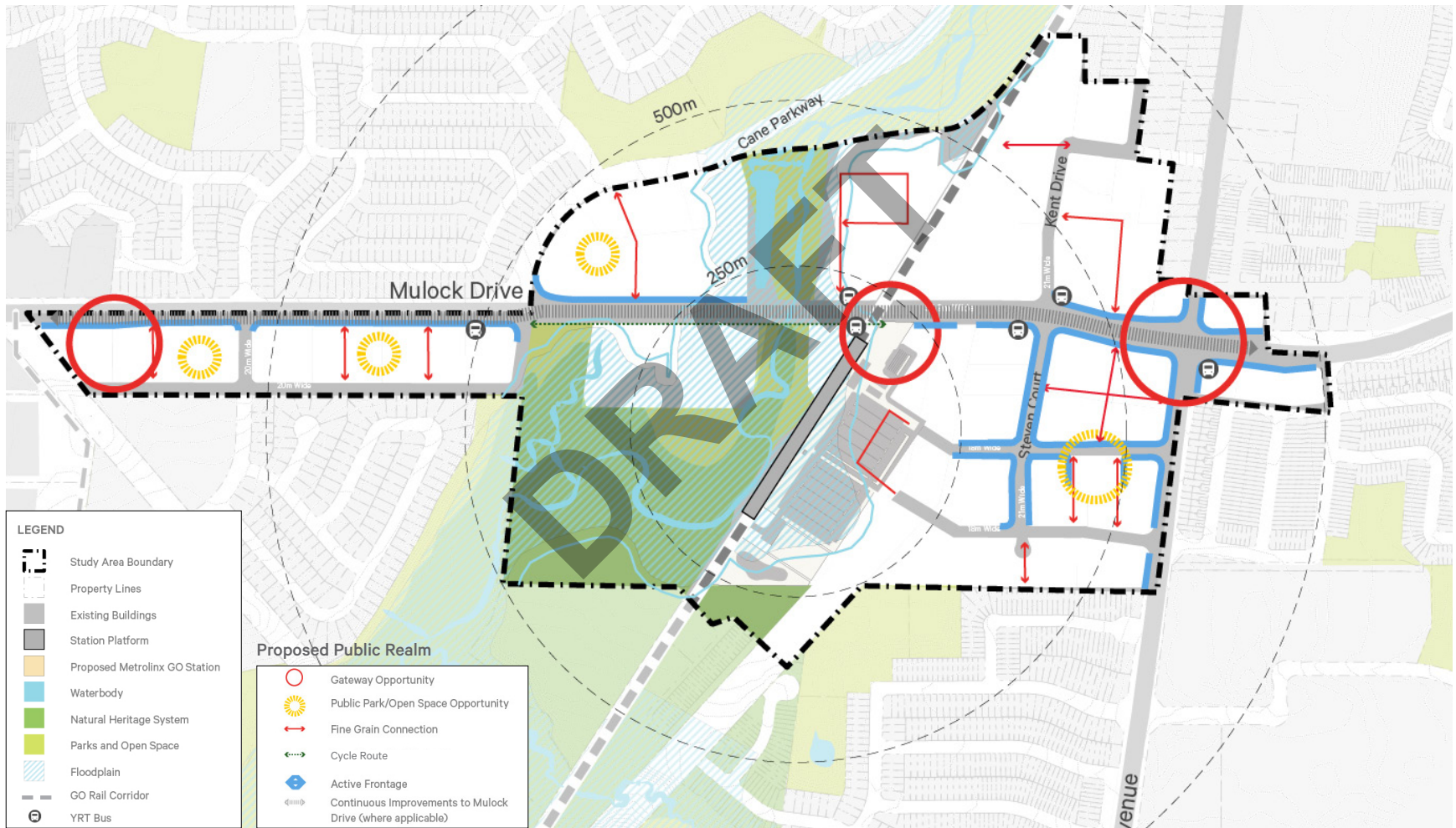
Proposed Street Network



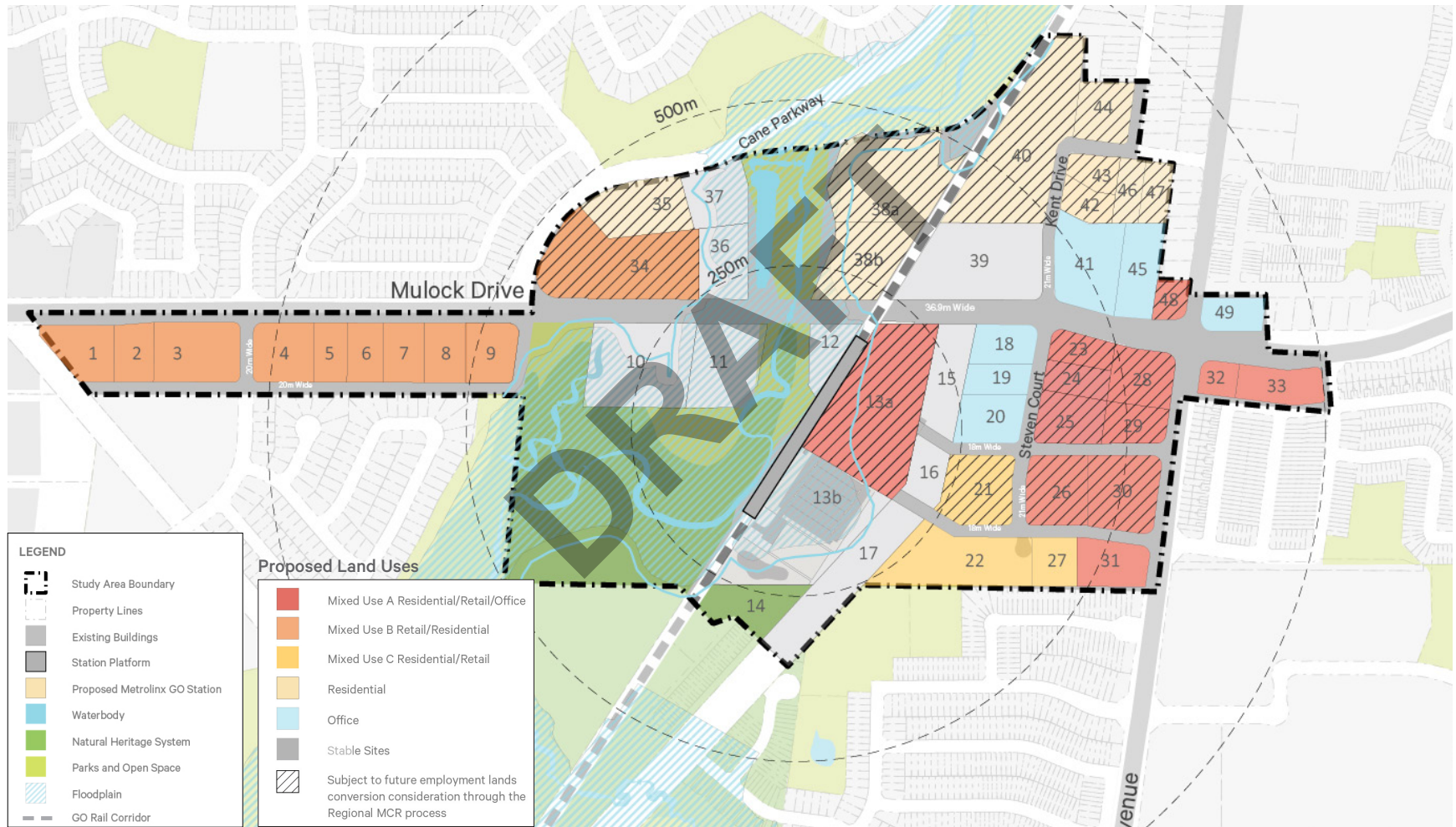
Proposed Active Transportation Network



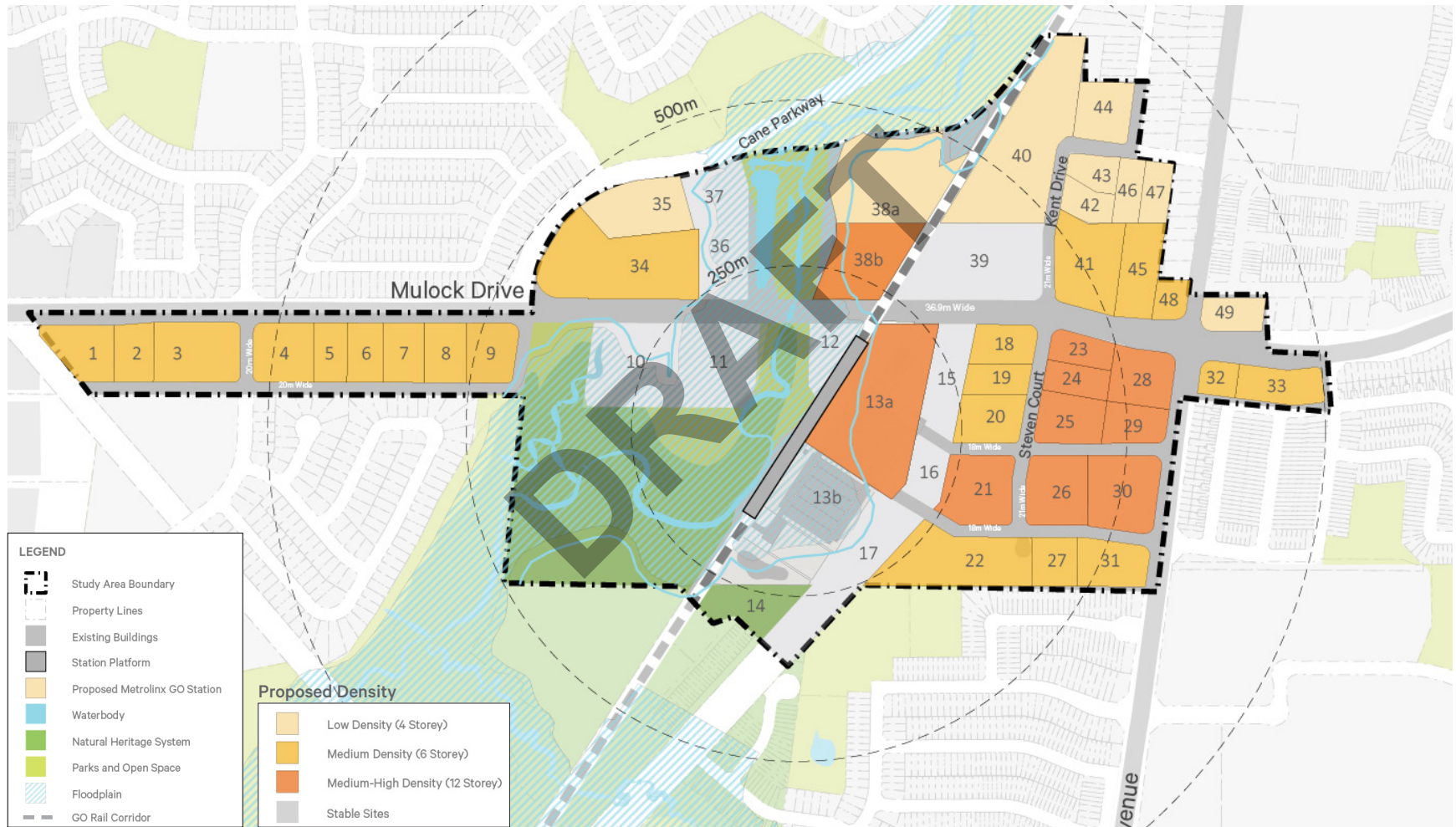
Proposed Public Realm



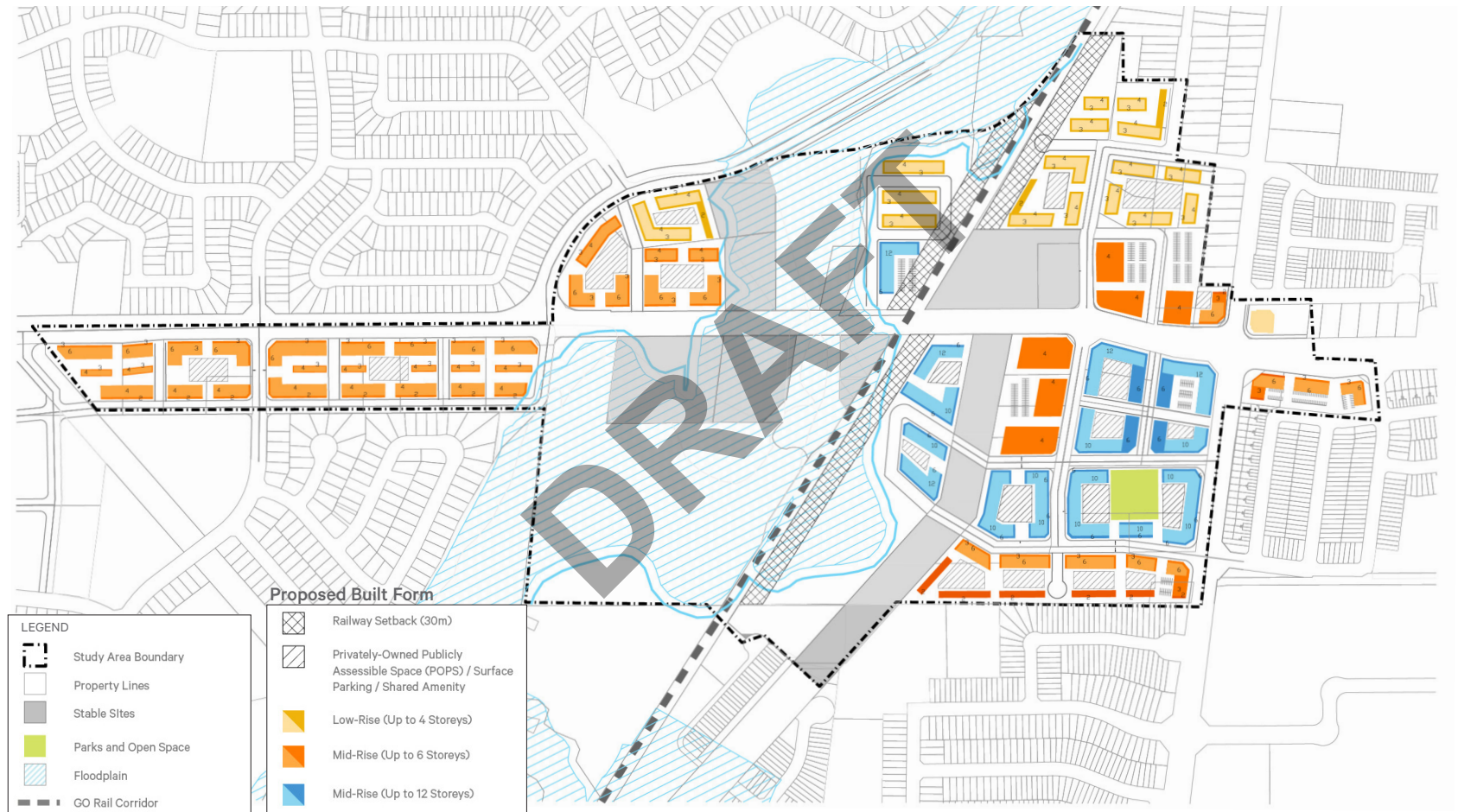
Proposed Land Use



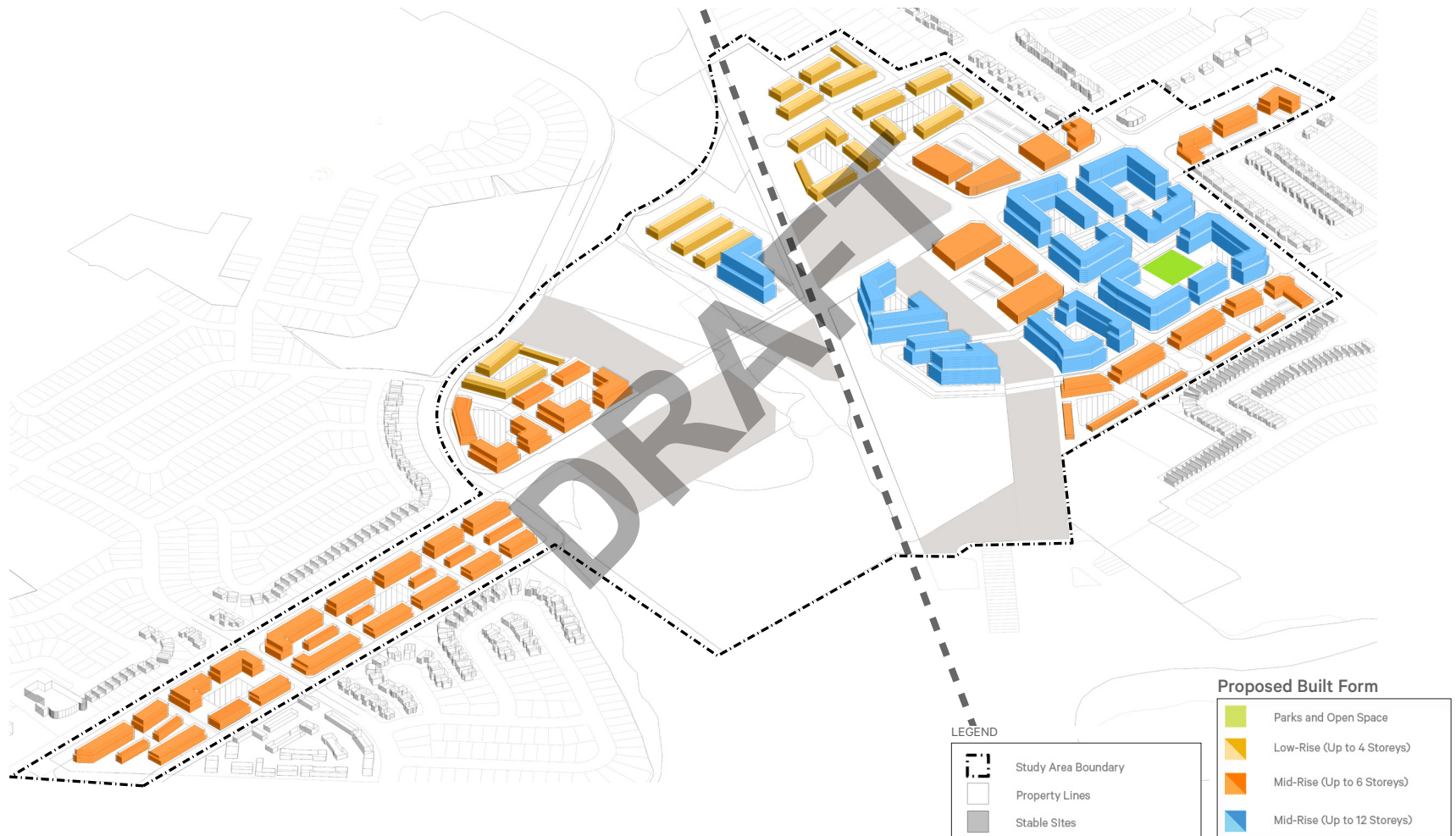
Proposed Density



Built Form Demonstration Plan

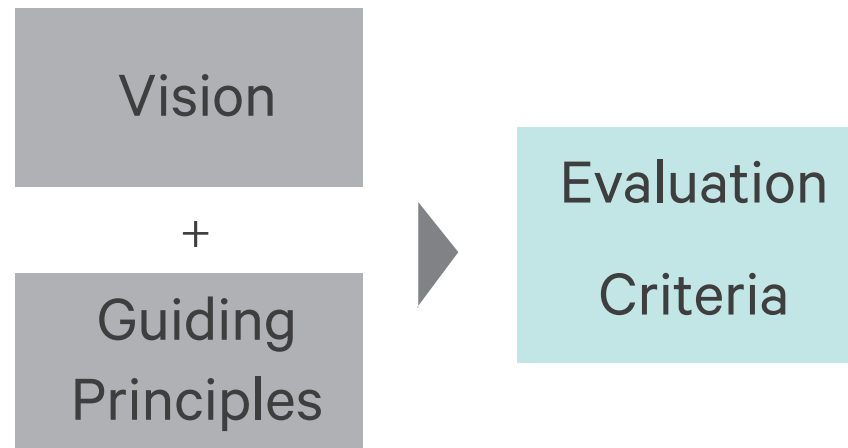


3D Demonstration



Testing and Evaluation

Evaluation Framework



Evaluation Criteria

<p>1 Provide safe, comfortable and convenient travel options for all modes</p>	<p>A: Does the concept provide for acceptable levels of service at all existing and new intersections?</p>	<p>x</p>
	<p>B: Does the concept enable travel throughout the study area by all modes?</p>	<p>✓</p>
	<p>C: Do all proposed connections within the concept provide space for pedestrians and cyclists?</p>	<p>x</p>
<p>2 Maximize connections to and integration with station site</p>	<p>A: Does the concept provide multiple points of access to the station site for all modes?</p>	<p>✓</p>
	<p>B: Does the concept provide opportunities for integrated development on the station site?</p>	<p>✓</p>
<p>3 Strengthen existing network of parks and open space</p>	<p>A: Does the concept provide new connections to all existing parks and open spaces within and in the vicinity of the study area?</p>	<p>✓</p>
	<p>B: Does the concept provide for new parks and/or open spaces within the study area?</p>	<p>✓</p>
<p>4 Encourage compatible new employment and residential uses at a higher density</p>	<p>A: Does the concept achieve the minimum density target of 150 people plus jobs within the MTSA?</p>	<p>✓</p>
	<p>B: Does the concept provide an equal or greater number of jobs than exists today?</p>	<p>✓</p>
	<p>C: Does the concept provide for transition between higher density and lower density uses?</p>	<p>✓</p>

Evaluation Criteria

<p>5 Strengthen existing network of social services within the study area</p>	<p>A: Does the concept provide an equal or greater amount of space for social services than exists today?</p>	<p>?</p>
<p>6 Ensure that impacts on existing residents and labour force within the vicinity of the study area are minimized</p>	<p>A: Does the concept minimize traffic infiltration into adjacent neighbourhoods?</p>	<p>✓</p>
	<p>B: Does the concept provide for transition in height, scale and mass towards adjacent neighbourhoods?</p>	<p>✓</p>
<p>7 Phase implementation to align with market interest and infrastructure investment</p>	<p>A: Does the concept require new servicing infrastructure to achieve the planned densities?</p>	<p>?</p>
	<p>B: Does the concept locate retail and service commercial locations in areas with higher visibility (with frontage along arterials)?</p>	<p>✓</p>
	<p>C: Does the concept plan propose a quantity of office space commensurate with the outlook for office demand, role in the region employment area structure, achievable rental rates?</p>	<p>✓</p>
	<p>D: Does the concept consider appropriate locations and quantity of parking for the types of office use (population serving) likely to locate in the study area?</p>	<p>?</p>
	<p>E: Does the concept propose residential building scales that are appropriate given the outlook for residential absorption levels?</p>	<p>✓</p>
	<p>F: Does the concept propose residential building scales that are appropriate given expected buyer groups?</p>	<p>✓</p>

Natural Environment

Summary of Findings

- Establish tree planting areas adjacent to existing parks and/or open spaces to expand and enhance connections to natural areas
- Provide buffers and protect the edges of the natural heritage features, and maintain natural heritage feature connections
- New trails should be located along existing infrastructure to minimize natural heritage feature crossings
- Stormwater Management Plan for Study Area to maintain the existing or improve surface water flow and retention
- Consider Low Impact Development solutions

Transportation Network

Summary of Findings

- Certain intersections and/or movements at intersections are already operating at capacity.
- Road network will be congested and nearing (or at capacity) with background traffic growth alone.
- Preliminary concept strongly promotes sustainable transportation modes as an alternative to vehicular travel
- Proposed concept minimizes traffic impacts to neighbouring communities wherever possible

Servicing Infrastructure

Summary of Findings

- Town Water and Wastewater Master Plan (2017) did not recognize Study Area as future growth area
- No capacity deficiencies in local water mains under existing or future conditions
- Surcharge conditions and capacity deficiencies in Holland River Sub-trunk and local sanitary sewers under both existing and future conditions
- Majority of Study Area serviced by storm sewer network with outfalls generally discharging into East Holland River
- Properties along Kent Drive and Steven Court serviced by surface drainage system

Next Steps

- April-June – Finalize densities, Concept and supporting Technical Reports
- June-August – Prepare Amendment Documents and Staff Report
- September – PIC #2 and Statutory Public Meeting

Thank you

Stay Informed ...

Website:

[http://www.newmarket.ca/
mulockgostationarea](http://www.newmarket.ca/mulockgostationarea)

