



Town of Newmarket
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1015-1029 Davis Drive Application Staff Report

Report Number: 2019-25

Department(s): Planning and Building Services

Author(s): Ted Horton, Planner

Meeting Date: March 18, 2019

Recommendations

1. That the report entitled 1015-1029 Davis Drive Application dated March 18, 2019 be received;
2. That the application be referred to a statutory public meeting as required by the *Planning Act*;
3. That following the public meeting, issues identified in this Report, together with comments of the public, Committee, and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to the Committee of the Whole, if required; and
4. That Ryan Guetter, Weston Consulting, of 201 Millway Avenue, Suite 19, Vaughan, ON L4K 5K8 be notified of this action.
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Executive Summary

The Town has received an application to amend the Official Plan and Zoning By-law 2010-40 to permit the redevelopment of the lands known municipally as 1015-1029 Davis Drive from the current three single detached dwellings to twenty-three townhouse dwellings. This report summarizes initial feedback on the application and recommends that the application be referred to a public meeting as required under the Planning Act.

This report provides (1) the context of the site, (2) the details of the proposal, (3) a discussion of the relevant planning policies and how the application addresses them, and (4) an outline of initial review comments.

Purpose

This report serves to inform Committee of the Whole of the application for zoning by-law amendment for 1015-1029 Davis Drive (hereafter referred to as the subject lands) under Section 34 of the Planning Act. This report provides the initial comments from staff from the Town and its development review partners. The recommendations of the report, if adopted, would direct staff to organize a statutory public meeting as required by the Planning Act.

Background

Context

The subject lands are currently occupied by three single-detached dwellings. The lands are located on Davis Drive at the corner of Hamilton Drive, and are three parcels of land of the five that abut Davis Drive between Belfry Drive and Hamilton Drive, part of a plan of subdivision approved in 1952 (see Figure 1 of the subject lots indicated below).

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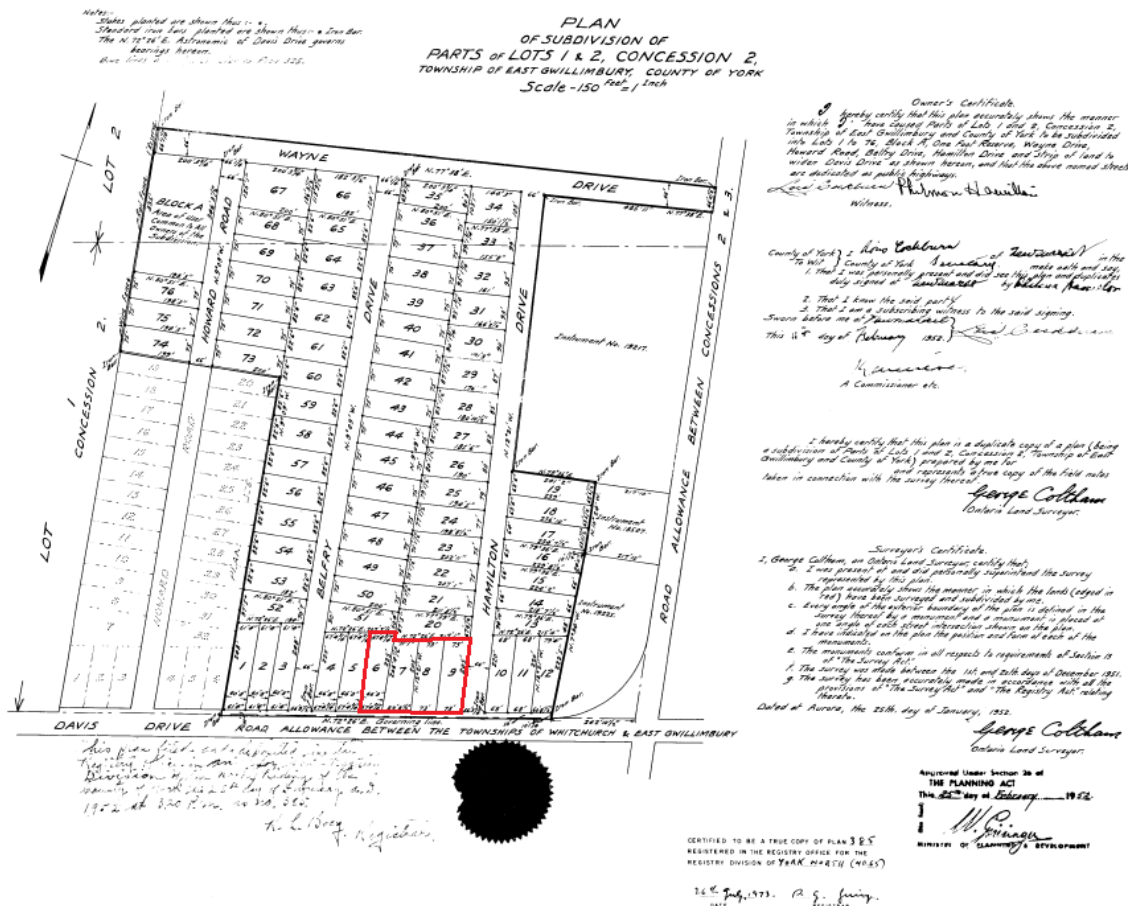


Figure 1: Plan of Subdivision for the subject lands

The subject lands are approximately 0.56 hectares (1.38 acres) in size, with a frontage on Davis Drive of 90.32 metres. The surrounding context is as follows, and is illustrated in Figure 2 as provided by the applicant:

1. North: Single detached dwellings fronting onto Belfry Drive and Hamilton Drive
2. East: Single detached dwellings fronting onto Hamilton Drive and a commercial plaza at the corner of Leslie Street and Davis Drive
3. South: Single detached residential dwellings whose rear fences face Davis Drive
4. West: Single detached dwellings fronting onto Davis Drive

Farther west on Davis Drive is the six-storey Hamilton Place seniors' apartment, and farther east a range of commercial uses and the 404 Town Centre commercial plaza.



Figure 2: Subject Lands Context

The subject lands are currently zoned Single Detached Residential 18 Metre Zone (R1-C) by Zoning By-law 2010-40, as amended, and designated Stable Residential in the Town of Newmarket Official Plan (2006).

Proposal

This section of the report will present a general outline of the proposal from the applicant, including information related to built form, open space, transportation, and tenure. The conformity of the proposal with Town policies will not be provided in this section, but rather is laid out in the following Discussion section.

Built form

The applicant is seeking to amend the Official Plan to add townhouse units on a private road as a permitted use on the subject lands. More, the applicant is seeking to amend Zoning By-law 2010-40 to permit twenty-three townhouse units in six blocks with an internal road connecting to Hamilton Drive and no vehicular access onto Davis Drive. Each block is proposed to be three stories in height, with a flat roof including a rooftop terrace for each unit. More detailed statistics related to the proposed development are available in the table below.

The general built form for each building is similar in design; each townhouse features an integral garage (built into the face of the structure) with both an internal access through the garage and exterior stairs rising to the second storey. Grey brick is proposed as the principal façade material with accents of metal panels that are white or appear to be wood.

Each townhouse rises to approximately 13 metres in height, and includes a rooftop terrace accessed through a room that also functions as a mechanical penthouse. The rear of each townhouse unit features large windows that are flush with the mail wall and a second-storey balcony. One townhouse unit is proposed to be built as an accessible barrier-free unit.

The overall proposed site plan can be seen below in Figure 3.

| Project Statistics | |
|---|--------------------------|
| | 1015-1029 Davis Drive |
| Storeys | 3 |
| Gross floor area (m²) | 5,807.9 m ² |
| Density (Floor Space Index) | 1.21 |
| Coverage | 41.6% |
| Total number of townhouse units | 23 |
| Amenity Area | 114.9m ² |
| Average unit size | 289.7m ² |
| Parking Spaces | 44 resident 3 visitor |
| Barrier-free parking spaces | 1 visitor |
| Bicycle parking spaces | 44 |

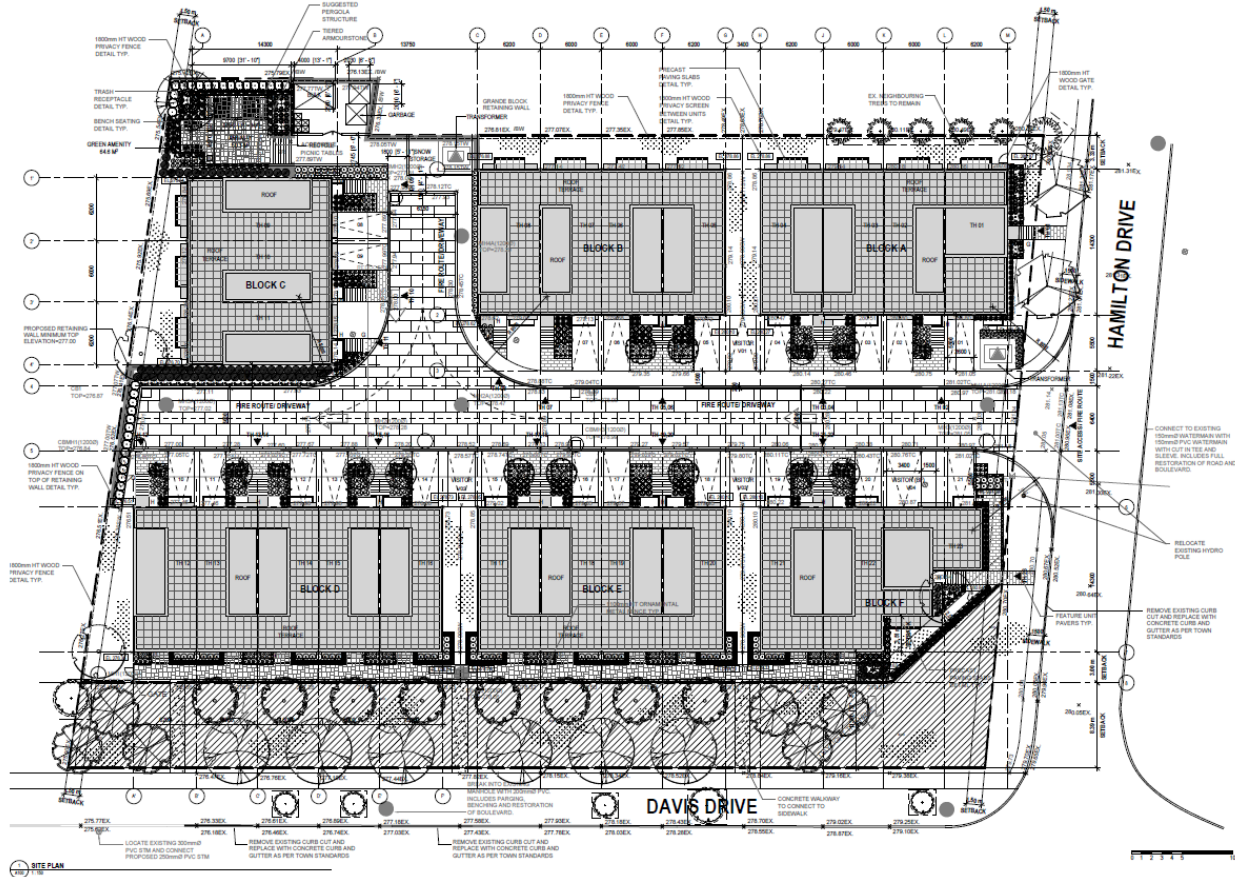


Figure 3: Proposed phasing and development blocks

Open Space

Each of the units along the north and east blocks is proposed to have a rear yard of between 2 and 4 metres in depth. The townhouse units along the south blocks would have a small landscaped area in the interior of the site adjacent to their driveway and a small front step fronting onto Davis Drive.

The proposed development also includes a small shared outdoor amenity area. The proposal includes one amenity area at the northwest corner of the subject lands comprised of a pair of seating areas surrounded by landscaping and privacy fencing.

Transportation

The proposed development is oriented around a 6 metre wide private laneway that runs east-west across the site with a northerly T-turn around. The road features a pedestrian connection through the site along the northerly edge of the internal road.

The subject lands are located along Davis Drive, which features a range of transit options, as illustrated in the figure below and including:

- VIVA Yellow

- 100 metres from site – Rapidway service every 15 minutes along Davis Drive
- 50 Queensway
 - 100 metres from site – Local service Georgina to Newmarket GO Bus Terminal
- 55 Davis Drive
 - 100 metres from site – Local service along Davis Drive
- 521 Newmarket Community Bus
 - 100 metres from site – Route designed for seniors and people with disabilities to link to seniors' residences, medical facilities, community centres and shopping areas
- 56 Gorham/Eagle
 - 200 metres from site – Local service Leslie Street, Harry Walker Parkway, Gorham Street, and Eagle Street to Newmarket GO Bus Terminal
- 57 Mulock
 - 200 metres from site – 404 Town Centre along Mulock Drive to Bathurst Street and Newmarket GO Bus Terminal

The subject lands are also located a bus ride from regional transit options, including:

- Newmarket GO Train Station (10 minute bus ride)
 - Connections southbound on Barrie GO line to Union Station and northbound to Barrie Allendale
- Newmarket GO Bus Terminal (13 minute bus ride)
 - Connections to VIVA Blue serving Yonge Street, GO Buses to Union Station and Yorkdale

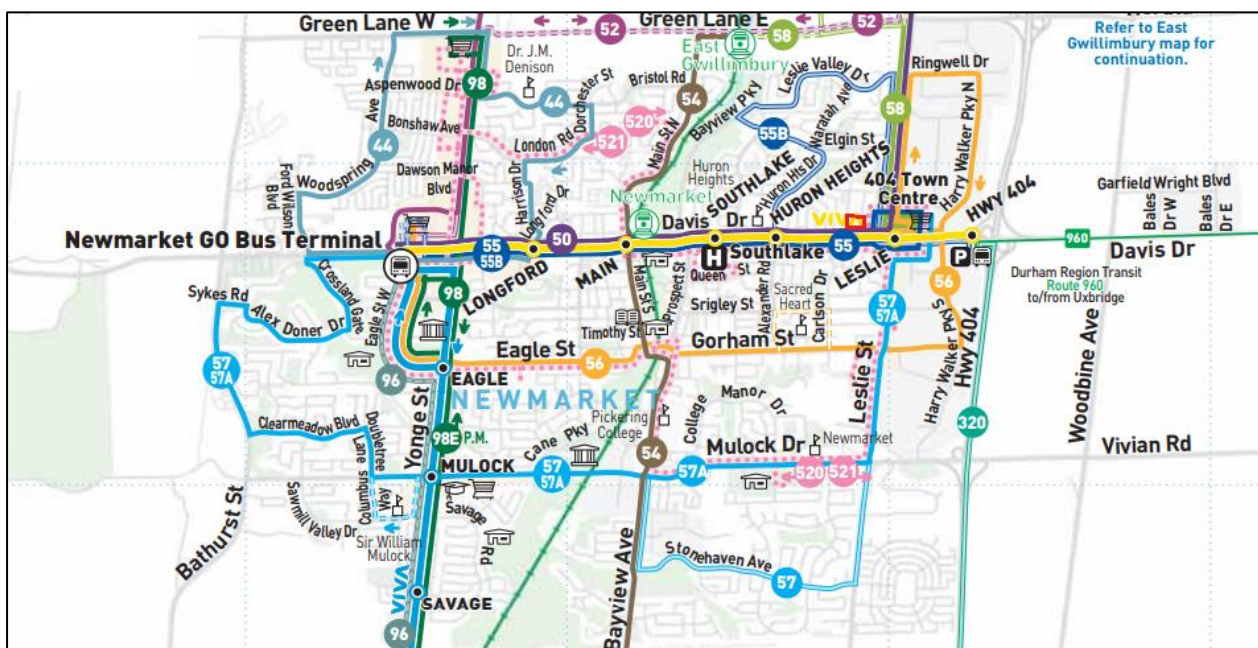


Figure 4: York Region Transit map

The proposed development includes 44 parking spaces for residents and four visitor parking spaces, of which one is barrier-free.

Tenure

The applicant has indicated in their Planning Justification report that the intended tenure for Phase 1 is to divide the townhouse units as Parcels of Tied Land (POTLs) with the internal road privately owned as a common element condominium. This is similar in format to other developments that Council has considered including 260 Eagle Street and 955-995 Mulock Drive (Gordon Circle).

The effect of this is that the road is the undivided shared property of the townhouses that abut the street. This avoids the need for the Town to assume the ownership and maintenance of the road and the services therein, but then instead places that cost and obligation onto the property owners on the street. This varies from if the same number of townhouses were built on a traditional public street, in which case the Town would assume that long-term responsibility.

Affordable Housing

The applicant has indicated in their Planning Justification report that the proposed built form of three-bedroom townhouses will accommodate families at a more affordable scale than the predominating built form of single detached housing in the surrounding area. No specific price points for the sale of units has been proposed.

Discussion

The Planning Act requires that a decision of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the policy statements issued under subsection (1) of the Act, and shall conform with provincial plans in effect on that date, or shall not conflict with them. The policy statement is the Provincial Policy Statement 2014 (the “PPS”). The provincial plans comprise the Growth Plan for the Greater Golden Horseshoe 2017 (the “Growth Plan”), the Oak Ridges Moraine Conservation Plan 2017 (the “Oak Ridges Plan”), the Greenbelt Plan 2017 (the “Greenbelt Plan”), and the Niagara Escarpment Plan 2017.

Applicable policies and how they are addressed by this application are discussed below. In certain sections comments from staff regarding how the application might be improved to better align with these policies is presented, beginning principally in the section discussing the Town’s Official Plan.

Provincial Policy Statement

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 the citizens of Ontario.

Planning decisions shall be consistent with the Provincial Policy Statement. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

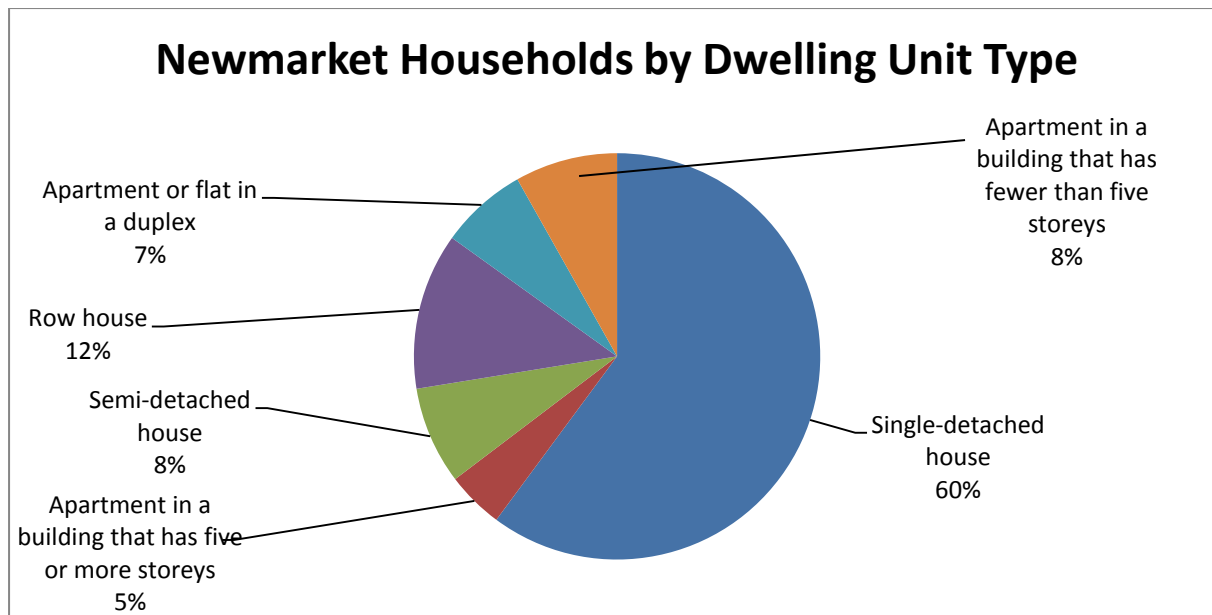
The Provincial Policy Statement is intended to be read in its entirety and the relevant policies are to be applied to each situation.

The policies set out how healthy, liveable and safe communities are to be sustained. This includes promoting efficient development and land use patterns which sustain financial well-being of the Province and municipalities over the long term and accommodating an appropriate range and mix of residential, employment, recreation, park and open space and other uses to meet long term goals.

The PPS supports and promotes intensification in designated growth areas taking advantage of existing and planned infrastructure. The PPS also supports providing an 'appropriate range and mix of housing', including:

- establishing affordable housing targets;
- permitting and facilitating all forms of housing, residential intensification, and redevelopment;
- directing new housing development to where appropriate infrastructure exists to support them;
- promoting densities of housing that efficiently use land and resources; and
- minimizing the cost of housing through compact built forms.

A healthy housing stock provides a mix of housing types for residents of diverse means, family compositions, and stages of life. An unbalanced housing market that predominantly supplies one form of housing to the exclusion of others is inherently poorer at accomplishing this aim, as it lacks the flexibility of a range of types of housing that can accommodate the diverse needs of different families. Newmarket's housing stock includes a range of types, but is predominantly single detached homes (see chart below).



Increased stock of townhouse dwelling units, where appropriately sited and designed, assists in increasing the diversity of housing stock in Newmarket. Such developments can provide an increased housing density of a built form that is more compact, affordable than the predominant single detached built form.

Growth Plan

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) directs growth to built-up areas designated within municipal official plans. The Growth Plan contains policies directing that municipalities create complete communities, reduce the dependence on private automobile through mixed-use and transit-supportive development; provide for high quality public spaces; support transit, walking, and cycling; implement minimum affordable housing targets in accordance with the PPS; and achieve an appropriate transition of built form to adjacent uses.

The Growth Plan emphasizes optimizing the use of existing urban land to avoid development of greenfield lands, and to capture the benefits of density to support a greater mix of land uses, reducing the need for long commutes, and to support improvements to public transit. To that end, the Growth Plan directs that the vast majority of growth will occur in settlement areas such as the Town of Newmarket, and in locations with higher-order transit such as the frequent Bus Rapid Transit (BRT) service on Davis Drive.

The Growth Plan requires that development be planned to achieve minimum density targets of residents and jobs for major transit station areas on priority transit corridors served by Bus Rapid Transit (BRT) such as the Viva BRT on Davis Drive. The Region and the Town have not yet amended their respective Official Plans to implement these policies and delineate the specific areas of application for these policies; however due to the presence of the frequent Viva BRT in proximity to this location the planning

principles of supporting transit growth through intensification close to Viva stops such as this are still relevant and applicable.

The Growth Plan further directs municipalities to provide for high quality public spaces that support transit, walking, and cycling. This is achieved in a range of ways, both through the development of on-site open space amenities and through the provision of public space through parkland. As has been discussed above, this proposal includes one small shared amenity area and proposed to contribute to the development of open space through contributions of cash-in-lieu of parkland as is required by the Parkland Dedication By-law.

The Growth Plan also directs the implementation of minimum affordable housing targets. These are discussed in greater detail in the Official Plan subsection of this Discussion section as the targets are adopted in Newmarket through the Official Plan. Decisions with respect to planning matters are required to conform to the provisions of the Growth Plan.

York Region

As with all planning matters in the Town of Newmarket, and most particularly those affecting lands on roads under the jurisdiction of the Regional Municipality of York, it is important to align policies and decisions of the Town and the Region. To that end, this application should be considered in light of both the York Region Official Plan (YROP) and the Yonge-Davis Streetscape Master Plan (YDSMP).

York Region Official Plan

The York Region Official Plan (YROP) has policies that relate to this application in several ways. First, the YROP designates the subject lands as part of the “Urban Area”, which is the primary area for accommodating growth. A minimum of 40% of all residential development in York Region is to occur within the built-up area which includes the subject lands. This application supports the achievement of this target.

Second, the subject lands are located on Davis Drive which is under the jurisdiction of the Regional Municipality of York and the YROP identifies the road as having a planned width of street of up to 43 metres. If Council approves the application and it proceeds to site plan approval, the applicant will be required to convey land to the Region across the frontage of the site to achieve this increased street width.

Third, the application generally supports the YROP policies related to intensification. The application supports the YROP policy of permitting a mix and range of housing types, lot sizes, unit sizes, functions, tenures, and levels of affordability. Based on its location on Davis Drive, the application supports the YROP targets of locating 50 percent of residents within 200 metres of a transit stop, and 90 percent of residents within 500 metres of a transit stop.

Yonge-Davis Streetscape Master Plan

The Regional Municipality of York and the Town have adopted the Yonge-Davis Streetscape Master Plan (YDSMP), which will guide streetscape development along these key arterial roads and assist in strengthening the mobility, accessibility, and livability of Newmarket. The YDSMP describes Davis Drive East from Patterson Street to Highway 404 (where the subject lands are located) as follows:



Davis Drive East, bound by Patterson Street on the west and Highway 404 on the east, has a varied and inconsistent street character with one section heavily dominated by a commercial strip plaza development and medical facilities in the east. A majority of the streetscape is dominated by residential rear lots. The section of Davis Drive has continuous sidewalks provided along both sides for the entire length as well as an existing bicycle facilities (on-road shared) for a majority of length.

Although sidewalks and cycling facilities currently exist, there is a lack of amenities resulting in a poor pedestrian environment and a cluttered public realm. In addition, there are frequent driveways, particularly along the north side of Davis Drive, interrupting both traffic and pedestrian flow. This section of Davis Drive transitions into to the vivaNext rapidway near Patterson Street.

Key existing characteristics of Davis Drive East include:

- Varied street character with a mix of commercial as well as low density residential;
- Above ground utilities visible;
- Utility poles are dominant in the streetscape;
- Significant grade changes near Leslie Street and Davis Drive on southeast quadrant.

The YDSMP seeks to improve the streetscape along these corridors, and in the Davis Drive East area to improve pedestrian and cyclist accessibility, enhance street tree plantings, and bring increased activity and vibrancy to the street through a cohesive design.

To ensure transportation connectivity, improve the potential for redevelopment of the westerly adjacent lots, and minimize the need for driveway accesses onto Davis Drive, Planning staff from the Regional Municipality of York have requested that the development be required to plan for the inclusion of a future vehicle and pedestrian

connection to the adjacent westerly properties (1005 Davis Drive and 11 Belfry Drive) at such time as they may redevelop.

Planning staff from the Regional Municipality of York have reviewed the application and have no objection to the proposed Official Plan Amendment and Zoning By-law Amendment, subject to the requested future connection discussed above.

Town of Newmarket Official Plan

The subject lands are within lands encompassed by the Town's 2006 Official Plan. The Official Plan refines and implements the policies of the Regional and Provincial policies within Newmarket.

The Town's Official Plan is based on objectives of protecting natural and cultural heritage, encouraging sustainable growth and transportation, supporting economic development, revitalizing the downtown, intensifying the urban centres, and promoting a healthy community.

Use

The subject lands are designated "Stable Residential". To the east lands are designated as "Commercial". The subject lands are indicated in the excerpt from Schedule A of the Official Plan below in Figure 4.

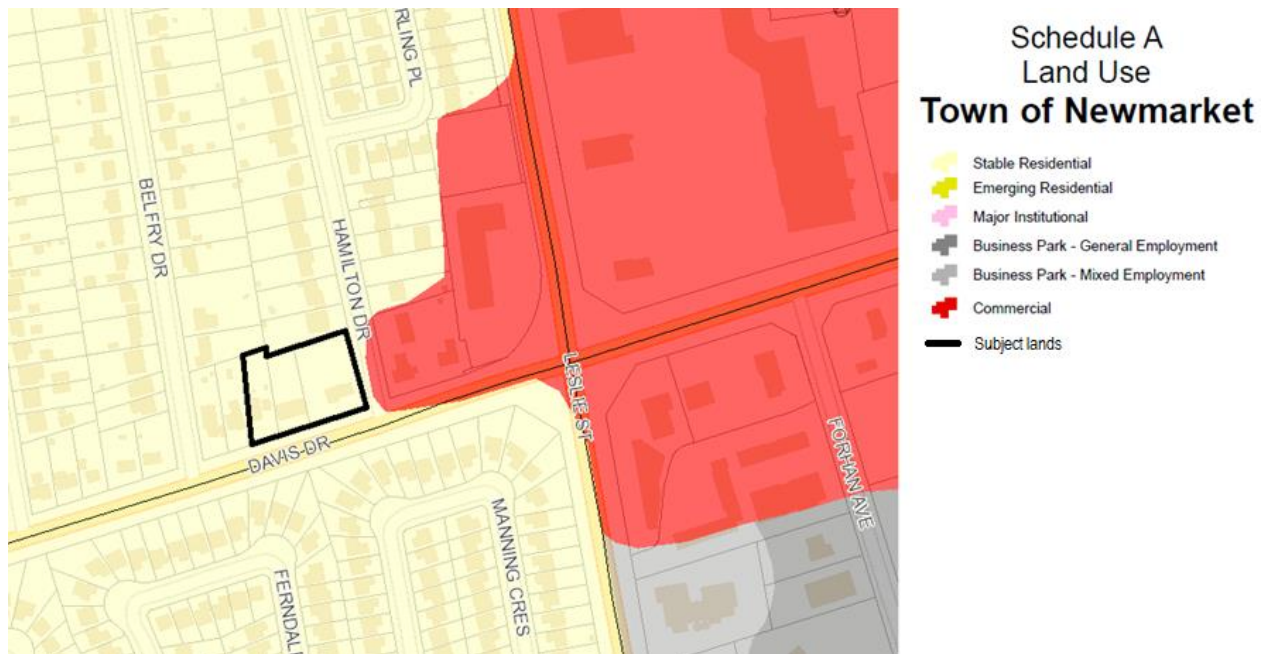


Figure 5: Schedule A of the Official Plan

Stable residential areas have a mix of housing forms including rowhouses, townhouses, duplexes, fourplexes, apartments, and other multi-unit buildings. The Official Plan generally directs the highest forms of intensification to the urban centres such as Yonge

Street and Davis Drive, and directs that where intensification occurs in stable residential areas that compatibility and character are protected.

While townhouse dwellings are a denser dwelling type than the abutting single family dwellings to the north and west, in principle townhouse dwellings are not incompatible with single-detached residential neighbours. The Town's practice has often historically been that new development adjacent to existing development should be of a similar built form. However, throughout Newmarket and in new development areas there are residential built forms that differ in form, size, height, and density that are adjacent to one another. The application seeks to amend to Official Plan to allow townhouse units on a private road as a permitted use on the subject lands.

As the Town continues to consider development applications that are increasingly infill and intensification, consideration must be given to a finer grain of analysis of built form compatibility than simply dwelling type and instead consider variables of height, mass, architectural style, orientation, and landscaping. This is particularly the case as the areas that were designated as Emerging Residential in the 2006 Official Plan approach full build-out and demand for redevelopment grows.

Affordable Housing

This section will present an overview of housing affordability in Newmarket and how this application addresses housing affordability policies. The applicant has indicated in their Planning Justification report that the proposed built form of three-bedroom townhouses will accommodate families at a more affordable scale than the predominating built form of single detached housing in the surrounding area. No specific price points for the sale of units has been proposed.

The Town's Official Plan indicates that a minimum of 25% of new housing units outside of the Yonge & Davis Provincial Urban Growth Centre shall be affordable to low and moderate income households. While this 25% is not intended to be achieved on each individual application, but rather within the Official Plan area as a whole, Council should consider how these targets will be achieved if development applications proceed without supplying any affordable units. Any development that is approved without any affordable units renders the challenge of meeting this target greater.

Units are deemed to be affordable if they are rented or sold at a price that meets the Region's annual thresholds. Ownership thresholds are set at the maximum price that households in the sixth decile of income distribution can afford to pay. For 2017 the maximum sale price for an ownership-tenure dwelling unit to be considered affordable is \$478,400 regardless of unit type or size. These thresholds can be seen in the figure from the 2017 York Region Housing Solutions Progress Report below.



Figure 6: York Region Household Income Distribution and Affordable Ownership Thresholds

To date, the Town has had limited success in achieving affordable housing units. Data from York Region shows that in 2017, 6% of new ownership-tenure households met the affordable price thresholds.

In summary of the aspects of the application related to affordable housing, the applicant has proposed no affordable housing units, although they advance the argument that increasing housing supply and particularly increasing the supply of townhouse dwelling units will provide housing options that are comparatively affordable among the single detached dwellings that are most common in Newmarket.

Urban design

The Official Plan includes policies that emphasize that high-quality urban design is a requirement to create a livable, attractive community. The Official Plan seeks to create an attractive, accessible, comfortable, safe and healthy built environment by requiring that all developments focus on six key design principles:

- Design in context with the natural and built environments;
- Connectivity;
- Pedestrian Amenities;
- Usable Common areas;
- Safety; and,
- Visual Quality and Aesthetics.

The policies of the Official Plan are less detailed than those of the Urban Centres Secondary Plan, which provides specific guidance related to materials, transitions in building height, window and entrance locations, servicing and utility integration, streetscape design, and other matters. Conversely, the Official Plan directs that development respect the six principles listed above, but does not prescribe specific elements such as maximum angular plane to lower-density areas or particular limits on shadow impact. Notwithstanding the lack of these policies, staff continue to review applications against general urban design principles and have provided comments to the

applicant that seek to refine the application before providing a recommendation to Council.

Transportation

The integration of land use and transportation planning is a critical element of the Official Plan and of good planning. The transportation policies of the Official Plan encourage a shift away from single occupant vehicles in favor of more active, efficient, and sustainable transportation modes. The Official Plan policies prioritize the use of public transit and active transportation.

The Official Plan provides policies related to intensification surrounding rapid transit. While this has been most concretely implemented in the Urban Centres Secondary Plan, these principles are applicable where improved transit exists outside of that area, such as the Viva Yellow station in proximity to this site. Section 1.3.4 of the Official Plan states that:

The development of the rapid transit system on Yonge Street and Davis Drive in Newmarket and York Region is strongly supported by this Plan. Land use changes around potential station areas will be planned for in order to provide the necessary support to make such a transit system viable.

It is important when reviewing development applications that they not be considered without looking to the future potential of surrounding properties; integrated and forward-looking planning assists in achieving opportunities that are lost when properties are considered in isolation. To that end, staff from Planning Services and from the Region have requested that the application be revised to ensure that if the westerly properties should redevelop in the future that the internal road can be extended to connect and provide an east-west connection between Hamilton Drive and Belfry Drive. This supports the Official Plan policies (Section 12.2.2) of enhancing connectivity consolidating vehicle accesses, and follows similar planning principles to the fine-grid street network proposed in the Urban Centres Secondary Plan by creating a more permeable street network that balances transportation demands.

The proposed development includes 44 parking spaces for residents and four visitor parking spaces, of which one is barrier-free. The visitor parking spaces are proposed in an atypical location, being in the boulevard between the townhouses and the internal road. Staff have provided comments to the applicant that the location of the visitor parking does not meet the Town's expectations of design due to the unlikelihood of the spaces being maintained for visitors when their design affords and suggests that they are private. Similarly, staff have noted to the applicant that the two townhouse units (units 8 and 11) whose driveways are of insufficient length to host a vehicle without encroaching onto the sidewalk or the internal road are not acceptable.

Parkland and Open Space

Parkland Dedication in accordance with Parkland Dedication By-law 2017-56 is required. The by-law requires certain minimum amounts of dedication of land and provides for a calculation of cash in lieu of remaining requirements. The proposed application, if approved, will be required to provide cash in lieu of parkland to assist the Town in funding the acquisition and improvement of parks and park facilities.

Each of the units along the north and east blocks is proposed to have a rear yard of between 2 and 4 metres in depth. The townhouse units along the south block would have a small landscaped area in the interior of the site adjacent to their driveway and a small porch fronting onto Davis Drive.

The proposed development also includes a small shared outdoor amenity area. The proposal includes one amenity area at the northwest corner of the subject lands comprised of a pair of seating areas surrounded by landscaping and privacy fencing. The proposed amenity area is separated from the rest of the site by the waste storage area, a snow storage area, and a hydro transformer. Staff have provided comments to the applicant that the isolated location of the waste storage area undermines its usefulness, and that placing the amenity area behind the waste storage and hydro transformer leaves it isolated and unobserved. Changes to the design of this area are recommended to better support the Official Plan policies of usable common areas and safety.

Conclusion

Staff continue to review the application and have provided comments to the applicant. Certain responses and revisions are required to the application, some of which may be addressed through revisions before a recommendation is brought to Council and certain other comments may be addressed at the site plan application stage if Council should deem to approve the application.

The application is sufficiently advanced that it should be presented at a statutory public meeting as required under the Planning Act. Following that meeting, staff will continue to work with the applicant to address comments from the Town and other review partners before bringing a recommendation to Council at a later date.

Comments

Staff routinely circulate zoning by-law amendment applications to the public and the Town's review partners. Many of the comments provided are outlined in the Discussion section above. Additional comments from several review partners are provided below for greater context.

York Region

Staff from the Regional Municipality of York have provided comments on the application, and note that the application generally conforms to the York Region Official Plan. They have provided comments on the proposal, which general address:

- The requirement to convey lands along the Davis Drive frontage to the Region to achieve the planned width of the right-of-way
- Ensuring potential of future vehicular and pedestrian connection to the westerly properties
- Servicing allocation is required from the Town

Comments from York Region will be addressed through the appropriate planning tools.

Engineering Services

Staff from the Engineering Services have provided comments on the application and requested a response from the applicant before a decision is rendered on the proposal. These comments general address:

- Site layout – Ensuring that the waste area is functionally laid out and that access to rear yards is not blocked by electrical infrastructure
- Stormwater management – Revisions are required to address Town requirements for Low Impact Development (LID) and the additional stormwater criteria of the Wayne and Waratah Stormwater Study
- Environmental – A Phase Two Environmental Site Assessment should be conducted a condition of lifting any future holding provisions in the zoning by-law, if approved

Comments from Engineering Services will be addressed through the appropriate planning tools.

Town Arborist

The Town's Consulting Arborist, Urban Forest Innovations Inc., has reviewed the application and provided comments.

If Council deems to approve the application, staff will ensure compliance with the Tree Preservation, Protection, Replacement, and Enhancement Policy through the future site plan application.

Lake Simcoe Region Conservation Authority

The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the application in accordance with the Natural Heritage and Natural Hazard policies of the Provincial Policy Statement (PPS), the Greenbelt Plan, the Lake Simcoe Protection Plan (LSPP), and Ontario Regulation 179/06 under the *Conservation Authorities Act*.

The LSRCA is satisfied that, from a watershed management perspective, that the application is consistent with the applicable policies. Consequently, the LSRCA has no objection to the application. They further note that more detailed comments will be provided at the site plan application stage in order to ensure compliance with applicable policies related to stormwater management and hydrogeology.

Other Review Partners

- Building Services has reviewed the application indicated that compliance with the Ontario Building Code will be ensured at the time of building permit application
- Central York Fire Services has reviewed the application indicated no objection
- Canada Post has been advised of the application and they have noted their requirements to ensure orderly mail delivery to the development in the event that Council approves the application
- The Southlake Regional Health Centre has been advised of the application and they have noted the ongoing need for capital investment and public support to meet the needs of the region's growing population
- Enbridge Gas has been advised of the application and they have noted no objection
- Rogers Communications has been advised of the application and they have noted no comment

Conclusion

This application should be referred to a public meeting as required under the Planning Act. Following this meeting, staff will continue to work with the Town's review partners and the applicant to address provided comments. Staff have provided comments to the applicant and will seek responses or revisions to the plans before returning to Council with a recommendation report or a by-law, as required, for Council's decision.

Business Plan and Strategic Plan Linkages

Living Well

- Growth management strategies

Well Balanced

- Meeting the needs of all life-cycle stages

Well-equipped & managed

- Efficient management of capital assets and municipal services to meet existing and future operational demands
- Varied housing types, affordability and densities

Well planned & connected

- Long-term strategy matched with a short-term action plan

- Improving interconnectivity and interaction amongst neighbours and neighbourhoods

Consultation

The zoning by-law amendment application has been provided to the Town's review partners per standard practice. Notice has been provided to surrounding residents, persons and bodies as required by Ontario Regulation 545/06 of the Planning Act.

The recommendations of this report refer the applications to the statutory public meeting as required by the Planning Act.

Human Resource Considerations

None.

Budget Impact

The appropriate planning application fees have been received for the Official Plan application and zoning bylaw amendment application. The Town will also receive revenue from development charges and assessment revenue with the development of this proposal in the event the applications are approved.

Attachments

- Location Map
- Proposed Site Plan

Approval

Ted Horton, Planner

Richard Nethery, Director, Planning and Building Services

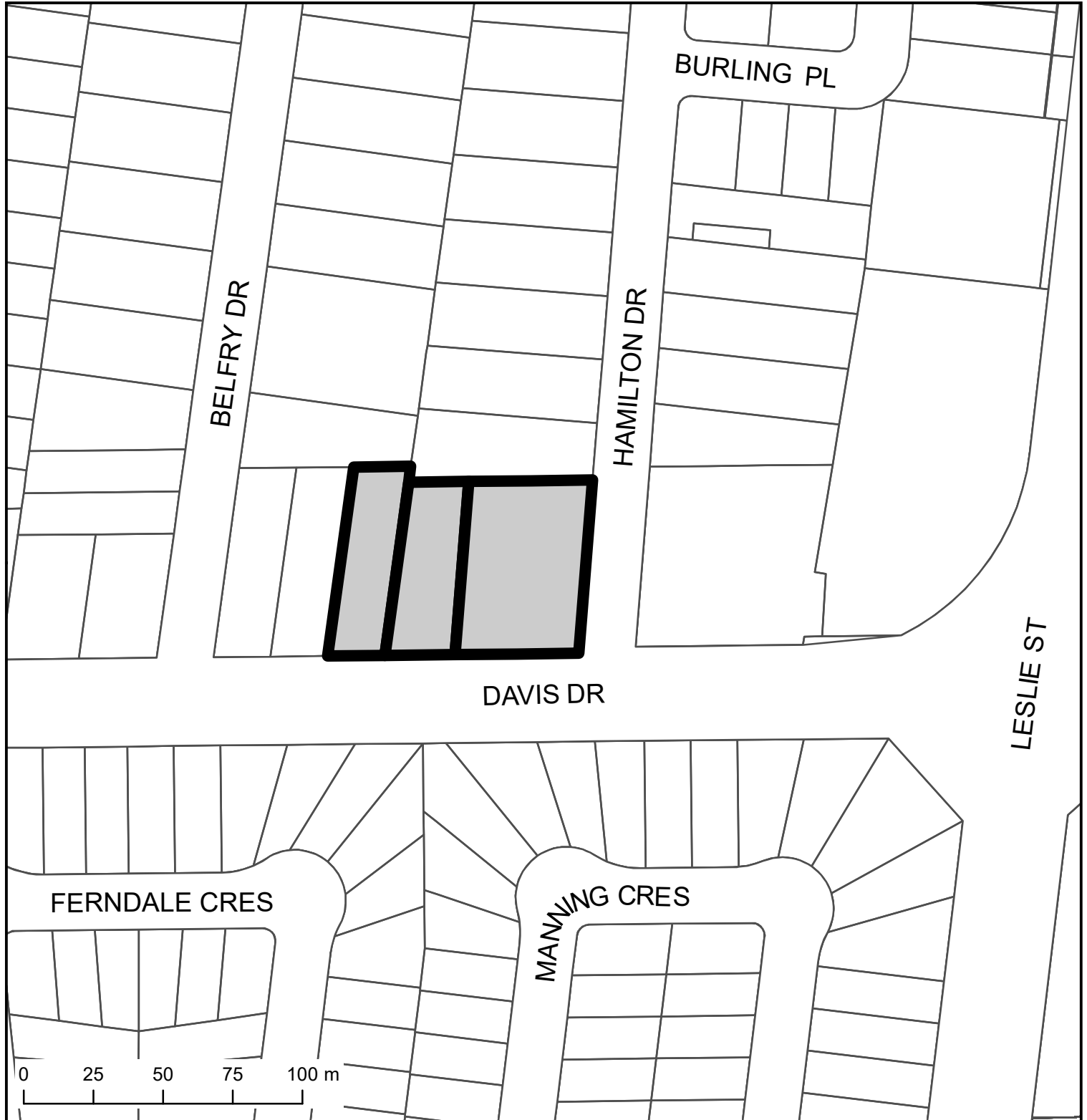
Peter Noehammer, Commissioner, Development and Infrastructure Services


Contact

Ted Horton, Planner – thorton@newmarket.ca

LOCATION MAP

1015, 1025, 1029 Davis Drive



 Subject Lands

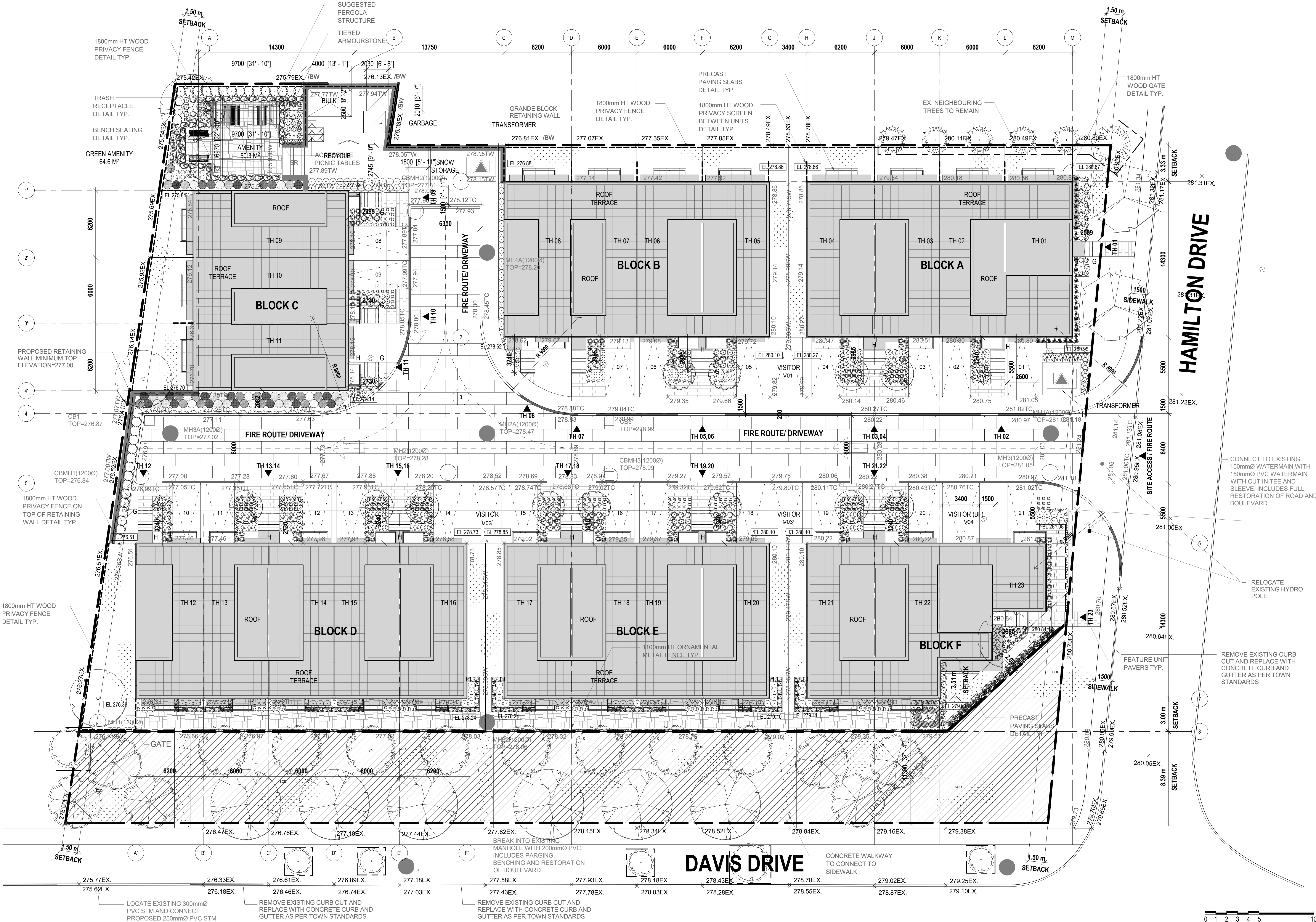


TOWN OF NEWMARKET PLANNING DEPARTMENT

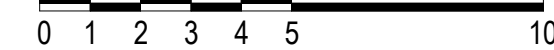


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1 SITE PLAN
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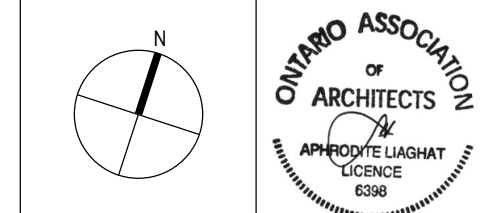
KEY PLAN

1 2018-10-09 ISSUED FOR SITE PLAN APPROVAL

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Application for Official Plan Amendment
& Zoning By-law Amendment

1015, 1025, 1029 Davis Dr
Newmarket, Ontario



SCALE
As indicated
OWNER NAME
LULU HOLDINGS INC.
DATE
AUGUST 2018

SHEET NAME
SITE PLAN

PROJECT NO.
17-135
SHEET NO.
SP100