



Planning and Building Services

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December 15, 2014

**Development and Infrastructure Services/Planning and Building Services Report 2014-45  
Official Plan Amendment # 10 - Newmarket Urban Centres Secondary Plan**

TO: Committee of the Whole

SUBJECT: Official Plan Amendment # 10  
Newmarket Urban Centres Secondary Plan – Modifications for Regional Approval  
File No: NP-P13-01

ORIGIN: Planning and Building Services

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**RECOMMENDATIONS**

THAT Development and Infrastructure Services/Planning & Building Services - Planning Report 2014-45 dated December 15, 2014 regarding Official Plan Amendment # 10 – Town of Newmarket Urban Centres Secondary Plan be received and that the following recommendation be adopted:

1. THAT the modifications identified in Attachment 1 - Modifications to Official Plan Amendment #10 for Regional Approval – Town of Newmarket Urban Centres Secondary Plan, be forwarded to the Region of York for inclusion in the approval of Official Plan Amendment # 10.
2. AND THAT staff be directed to carry out any further actions and/or modifications arising from the December 15, 2014 Closed Session, Committee of the Whole Meeting, that relate to Official Plan Amendment # 10.
3. AND THAT staff be directed to carry out any further actions and/or modifications arising from Councils' consideration of this report.

**ANALYSIS**

**1. Purpose of the Report**

The purpose of this report is to:

- Advise the Committee of the Whole of the editorial modifications coming out of the review of OPA # 10 by both the Regional and Town staff.
- To update the population and jobs by Character Area and make the associated modifications to the Secondary Plan.

- To update the Secondary Plan to address matters that have been resolved in the interim, (e.g., removal of the Deferral related to 212 Davis Drive on Schedule 5 - Transportation Network).

## 2. Background

The Secondary Plan was adopted by Council on June 23, 2014 and has been forwarded to the Region of York for approval. Staff anticipates Regional approval early in 2015.

Since Council's adoption of the Secondary Plan, the Regional staff, the Town's consultant and staff and have reviewed the Secondary Plan and have identified a number of modifications.

Information Report 2014-25, dated July 21, 2014 indicated that any modifications to the population and jobs and any other issues would be brought back to Council before the Region makes its decision. The report stated:

*"A more in-depth analysis has revealed that a couple inaccuracies have occurred on the spreadsheet for the population and job calculations, therefore the population and job figures by Character Area will be re-evaluated and **if there are any changes, they will be brought back to Council for approval along with any other issues that may emerge through the Regional review** before the Region makes a decision on the Secondary Plan."*

The full report is available through the following link:

<http://www.newmarket.ca/en/townhall/resourcelibrary/35-DI-PlanningReport2014-25NewmarketUrbanSecondaryPlanPopulationandJobs.pdf>

Planning Alliance, consultants to the Town, have updated the Character Area forecasts for the population and jobs. This has resulted in a minor shift in both jobs and population, however, there is no change to the overall forecast. The changes are identified in **Attachment 1 - Modifications to OPA # 10 for Regional Approval, Newmarket Urban Centre Secondary Plan**.

In addition, Regional and Town staff have reviewed the amendment and recommended a number of editorial modifications to ensure conformity with the Regional Plan and to assist with the clarity and interpretation of the Plan. The modifications are summarized below.

## 3. Modifications

The following provides a brief explanation of the modifications as contained in **Attachment 1**.

### 1. Editorial Modifications

Modifications to the text are identified in **bold** for additions and ~~strikeout~~ for deletions in **Attachment 1** and include:

- update the wording to reflect an approved document, (e.g., removal of the term "proposed" and replacement with "future;")

- clarify wording to ensure consistent interpretation and conformity with the Regional Plan;
- correct policy number cross-references;
- clarify wording and add definitions that assist in the interpretation of the Plan.

2. Population and Jobs Update (Table 1)

Table 1 has been updated (see Attachment 1, page 8). The modifications to the Character Areas are not significant and the total target for population and jobs remain at 33,000 residents and 32,000 jobs by build-out.

3. Deferrals

The Deferral for 212 Davis Drive identified on Schedule 5 - Transportation Network, has been removed and the Schedule modified to relocate the north south private road to the west of 212 Davis Drive. This relocation does not remove the obligation that 212 Davis Drive is required to provide direct access to the future Minor Collector located across the rear of the subject property.

A Special Committee of the Whole meeting is scheduled for December 15, 2014 to address other matters related to the Secondary Plan, and staff will incorporate any directions/modifications, if any, arising from this Special Committee meeting into the modifications to be provided to the Region for final approval. (See Recommendation #2)

**HUMAN RESOURCE CONSIDERATIONS**

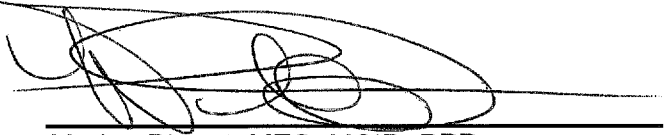
None applicable to this report.

**BUDGET IMPACT**

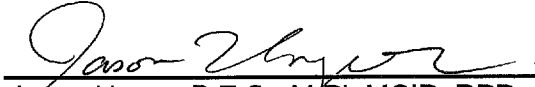
None applicable to this report.

**CONTACT**

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## Attachment 1

### Modifications to OPA # 10 for Regional Approval Newmarket Urban Centres Secondary Plan

The following modifications are provided to York Region for inclusion in the final approval of the Newmarket Urban Centre Secondary Plan

Note: ~~Strikethrough~~ text denotes deleted text.  
**Bold** text denotes added text.

The identified modifications include the applicable text to provide context for the modifications.

Other than the general modifications, the modifications follow the format of the text of the Amendment document.

#### General Modifications

1. All references to "Draft" Newmarket Urban Centres Secondary Plan be deleted to read "Newmarket Urban Centres Secondary Plan."
2. The term "Proposed" in reference to the roads identified on Schedule 5: Street Network be changed to **Future** Roads on Schedule 5 and throughout the text e.g., **Future** Upgraded Primary Collector/**Future** Ring Road.
3. The contents of the text have been reordered to:
  - a) move Policy 6.4.5 Provincial Urban Growth Centre to Policy 6.3.10 under General Policies and the policies of 6.4 renumbered accordingly, thereafter.

#### Part A – The Preamble

2.4 York Region Official Plan (~~January-2010~~)

#### Part B – The Amendment

##### Details of the Amendment

- Item 1**      The Newmarket Urban Centres Secondary Plan consists of the text as well as schedules identified as Schedules 1 through ~~6 &~~ to be added to the Town of Newmarket Official Plan as Section 2.

- Item 2** Revisions to Policy 4.0, Urban Centres, **of the Newmarket Official Plan** identifying the necessary modifications to the Official Plan text to replace the current policies with the Newmarket Urban Centres Secondary Plan **and as** included in the Official Plan as Section II.
- Item 3** Applicable revisions to the remainder of the Official Plan text to ensure consistency with the provisions of the Secondary Plan, including:
- i. Policy 2.1, Managing Growth and Change - to ~~modify population figures to reflect~~ make reference to the planned intensification.
- Item 4** Modifications to the Schedules to the Official Plan.
- 2. Replace Schedule C (Transportation Plan) with attached revised Schedule C ~~G~~ which identifies the **Future new** Minor Collectors.

## 2.0 Purpose of the Secondary Plan

The purpose of this Secondary Plan is to provide a detailed land use plan and policies to guide land use and development in accordance with the provisions of provincial plans and policies, the York Region Official Plan and the Town of Newmarket Official Plan. The Secondary Plan must be read in conjunction with the applicable policies within the Town of Newmarket Official Plan (May 28, 2008), as amended.

## 5.0 Land Use

### 5.1 Introduction (2<sup>nd</sup> Paragraph)

The land use designations identified on Schedule 3 implement the vision for the Urban Centres as a diverse, mixed use area that will accommodate a broad range of land uses within each of the defined *Character Areas*. The following eight land use designations and land-use overlays apply within the Urban Centres:

#### 5.3.2 Priority Commercial Areas

- i. *Priority Commercial Areas* are identified on Schedule 3. *Priority Commercial Areas* are intended to ensure that an at-grade retail **commercial** presence is provided and retail goods and services remain available within close proximity to the people that live and work in the area. The *Priority Commercial Areas* are also intended to contribute to an active street and boulevard condition.

#### 5.3.4 Regional Shopping Centre Study Area

- ii. Master Plan for the Regional Shopping Centre Study Area as identified on Schedules 3, 4 and 5 will be prepared by the landowner(s) in cooperation with the Town, York Region, Metrolinx and other relevant partners to address, as a minimum, the following:

- c) the detailed design for an iconic park space to Town standards, in conjunction with the **redesign of the existing** private stormwater management ponds **located** at the south-east corner of the **Study Area, and including the implementation of Low Impact Development (LID) standards** to Town standards;
- f) a Traffic Impact Report including a detailed Transportation Demand Management Strategy consistent with Policy 9.3.5 4;

#### 5.3.4 Regional Shopping Centre Study Area

- v. Until the amendment to this Plan has been approved, new development will be assessed in accordance with Policy 5.3.4.1, Regional Shopping Centre Study Area Interim Development Policies **and will be required to demonstrate, to the satisfaction of the Town, that the design principles of Policy 5.3.4. ii are not compromised.**

##### 5.3.4.1 Regional Shopping Centre Study Area Interim Development Policies

- i. Prior to the development of a detailed Master Plan and incorporation of the applicable elements of the Master Plan into this Secondary Plan, interim development and redevelopment may be permitted in the Regional Shopping Centre Study Area either as additions to the existing building or as stand-alone building(s) in accordance with the **Official Plan and Zoning By-law in effect at the time of approval of the Secondary Plan.**

#### 5.3.7 Natural Heritage

- i. The Natural Heritage designation on Schedules **3 and 6** reflects the natural heritage features identified in the Town of Newmarket Official Plan and is subject to the applicable policies of the Town of Newmarket Official Plan.

#### 5.3.8 Floodplain and Hazard Lands

- i. The Floodplain and Hazard Lands designation identified on Schedules **3 and 6** includes the floodplain and hazard lands as identified by Lake Simcoe Region Conservation Authority. Development and site alteration shall be directed away from flood and erosion prone areas in order to protect people and property and to minimize social disruption and costs in accordance with Policy 6.4.6 5 (Floodplain and Hazard Lands) and the general policies of Section 10 of the Town of Newmarket Official Plan.

### 6.1 Introduction

This section addresses the specific *Character Areas* as identified on Schedule 2 and the height and density provisions identified on Schedule 4. The permitted uses within each *Character Area* reflect the unique role that each area plays now, and will play in the future within the Urban Centres. The greatest **concentration of heights and densities are identified** proposed at the Yonge Street and Davis Drive intersection due to the redevelopment opportunity provided by the convergence of the two Rapidway lines and the existing

context of larger blocks. Secondary nodes of intensification include the intersection of Yonge Street and Mulock Drive and at the Regional Healthcare Centre.

### 6.3.1 Character Area Boundaries

- i. The individual *Character Areas* are identified on Schedule 2. Where the boundary of a *Character Area* abuts a planned **future** street, modification to the boundary shall be permitted to align with the final location of the street without an amendment to this Plan.

### 6.3.2 Future Growth

Refine the Growth and Development Targets in Table 1, as follows and the corresponding targets within the text under each of the Character Areas (Policy 6.3.4 - 6.3.9).

**Table 1: Growth and Development Targets By Character Area**

Character Area	Predominant Land Use	Residential (approx. % of total GFA)	Employment (approx. % of total GFA)	People	Jobs	FSI Range (FSI)
Yonge North	Mixed Use	80%	20%	6,200 6,300 residents	2,700 jobs	1.5 – 2.0
	Mixed Use	65%	35%	13,400 13,500 residents	10,100 jobs	1.5 – 3.5
Yonge Civic	Mixed Use & Major Office	50% 45%	50% 55%	1,900 2,200 residents	5,500 5,400 jobs	1.5 – 2.5
Yonge South	Mixed Use	75%	25%	6,200 6,300 residents	3,000 2,800 jobs	1.5 – 3.5
Davis Drive	Mixed Use	60% 70%	40% 30%	4,200 3,600 residents	2,000 2,600 jobs	1.5 – 2.5
Regional Healthcare Centre	Mixed Use & Major Institutional	45% 20%	55% 80%	1,100 residents	8,700 8,400 jobs	1.5 – 2.5
<b>Total</b>				33,000	32,000	



### 6.3.3 Character Areas and Permitted Uses

- iv. **An amendment to this Plan is not required if the targeted population and jobs by Character Area are exceeded, provided the densities and built form provisions of this Plan are met.**

### 6.3.4 Character Area - Yonge North (Poplar Bank)

- i. This *Character Area* will be a predominantly residential area planned for an ultimate *build-out* of approximately **6,200** ~~6,300~~ people and 2,700 jobs and a land use mix of approximately 80 % total *Gross Floor Area* as residential uses and 20 % of total *Gross Floor Area* as commercial and employment uses.
- ii. Residential development will be characterized primarily by *mid-rise* development with opportunities for some *high-rise* along the Yonge Street frontage and *low-rise* (ground-related) transitional forms (e.g. stacked townhouses) adjacent to the existing residential neighbourhoods to the east and west of the Urban Centres. A *Priority Commercial Area* has been identified at the planned Rapidway transit stop at Yonge Street and Bonshaw Avenue. Additionally, Yonge North will provide for a recommended Neighbourhood Park located adjacent to two potential future school sites as shown in Schedules 3 and ~~76~~.

### 6.3.5 Character Area - Yonge and Davis (Bell's Corner)

- i. This *Character Area* will be planned for an ultimate *build-out* of approximately **13,400** ~~13,500~~ people and 10,100 jobs and a land use mix of approximately 65% of total *Gross Floor Area* as residential uses and 35% of total *Gross Floor Area* as commercial and employment uses.
- v. The site of the Upper Canada Mall is anticipated to redevelop over the long term into a mixed use area, while still maintaining its' predominantly retail function and is subject to the Regional Shopping Centre Study Area provisions of this Plan (**Policy 5.3.4**). The Yonge Davis Neighbourhood Park shown on Schedule 6 is the main focal point for the *Character Area*, as well as for the overall Urban Centres.

### 6.3.6 Character Area - Yonge Civic (York County Centre)

- i. This *Character Area* will be a predominantly employment focused area and will be planned for an ultimate *build-out* of approximately **1,900** ~~2,200~~ people and **5,500** ~~5,400~~ jobs and a land use mix of approximately **45 %** ~~50 %~~ of total *Gross Floor Area* as residential uses and **55 %** ~~50 %~~ of total *Gross Floor Area* as commercial and employment uses.

### 6.3.7 Character Area - Yonge South (Armitage Village)

- i. This *Character Area* will be planned for an ultimate *build-out* of approximately **6,200** ~~6,300~~ people and **3,000** ~~2,800~~ jobs and a land use mix of approximately 75% of total *Gross Floor Area* as residential uses and 25% of total *Gross Floor Area* as commercial and employment uses.

### 6.3.8 Character Area - Davis Drive (Huron Way)

- i. This *Character Area* will be planned for an ultimate *build-out* of approximately **4,200** ~~3,600~~ people and **2,000** ~~2,600~~ jobs and a land use mix of approximately ~~60%~~ **70 %** of total Gross Floor Area as residential uses and ~~40%~~ **30%** of total Gross Floor Area as commercial and employment uses.

### 6.3.9 Character Area - Regional Healthcare Centre

- i. The Regional Healthcare Centre *Character Area* will be a predominantly institutional area and will be planned for an ultimate *build-out* of approximately 1,100 people and **8,700** ~~8,400~~ jobs and a land use mix of approximately ~~45%~~ **20%** of total Gross Floor Area as residential uses and ~~85%~~ **80%** of total Gross Floor Area as commercial and employment uses.

### 6.3.10 Provincial Urban Growth Centre

- vii. The Town will monitor development within the *Provincial Urban Growth Centre* to ensure the minimum density will be achieved in accordance with Policies ~~6-4-6~~ **6.3.10** (iii) and (iv).

## 6.4.5 ~~7~~ General Building Height and Density

### Height

- vii. No development shall have a height lower than the Permitted Minimum Height identified on Schedule 4, except as provided for in Policy 6.4.57(viii) or 6.4.78(ii), or higher than the Permitted Maximum Height identified on Schedule 4, except as provided for in the bonusing provisions in Policy 14.2.9.
- viii. ~~Minor~~ **Reductions** to the Permitted Minimum Heights identified on Schedule 4 may be permitted without an amendment to the Official Plan:
  - a) to allow flexibility in building and site design, for example to articulate a portion of a façade;
  - b) for development involving conservation of heritage structures; ~~and/or~~
  - c) to meet the Transitional and Angular Plane Policies of Policy 7.3.3 and/or the shadow provisions of Policy 7.3.9; **and/or**
  - d) for development for *human services* that may not be typically built to the required minimum heights, e.g., police and emergency services, transit facilities, etc.**

### Density

- xiv. ~~Minor~~ **Reductions** to the Permitted Minimum Density identified on Schedule 4 may be permitted without an amendment to the Official Plan:
  - a) for development involving conservation of heritage structures; ~~and/or~~

- b) in order to meet the Transitional and Angular Plane Policies of Policy 7.3.3 or the shadow provisions of Policy 7.3.9; **and/or**
- c) **for development for *human services* that may not be typically built to the achieve the required minimum densities, e.g., police and emergency services, transit facilities, etc.**

Such consideration shall require demonstration, to the satisfaction of the Town, that the minimum density of the *density designation* will generally be achieved.

#### 6.4.65 Floodplain and Hazard Lands

- x. Any ~~proposed new~~ **future road(s)** within the Floodplain ~~and~~ **or** Hazard Lands shall be designed to **demonstrate that safe access is provided to outside the floodplain**, ~~in such a manner to ensure safe access is provided outside the floodplain and demonstrate to the satisfaction of the Lake Simcoe Region Conservation Authority~~ that flood flows are not obstructed, and/or the design will not contribute to upstream or downstream flooding, **all to the satisfaction of the Lake Simcoe Region Conservation Authority.**

#### 6.4.78 Interim Development Policies

- i. Although the intent of this Plan is that development and re-development occur to achieve the planned height and densities identified on Schedule 4, limited interim development that is lower than the Permitted Minimum Height and Permitted Minimum FSI identified on Schedule 4 may be permitted without amendment to this Plan, subject to Policy 6.4.78(ii).

#### 6.4.89 Phasing of Development

### 7.0 Urban Design and Sustainability

#### 7.2 Objectives

- e) incorporate new gateway features to create a sense of arrival in the Urban Centres, distinguishing ~~it~~ **the Urban Centres** as the focal point for intensification while creating a unique and memorable identity;

#### 7.3.1 General Urban Design

- iv. In order to accommodate the future burying of the overhead hydro and other utilities on both sides of Yonge Street and Davis Drive, **up to an additional five metres of boulevard width is** ~~lands are~~ required to be dedicated to the Town **or secured through an easement in favour of the Town**, in accordance with Policy 13.3.4.

#### 7.3.2 General Massing and Built Form

- xiii. **Detailed Architectural Design Plans are required to demonstrate, to the satisfaction of the Town, that the provisions of Section 7.0, Urban Design and Sustainability are met.**

### 7.3.4 Low-Rise Residential Buildings

- iv. Where at-grade residential ~~uses~~ **buildings** front on a public or private street, setbacks of a minimum of 3 metres and a maximum of 5 metres from the property line will be required to provide for a front yard transition between the front doors of private residences and the public sidewalk. The setback area should be designed to contain low decorative fencing and/or landscaping to distinguish the private space. Where lands are required to be dedicated to the Town for the future burying hydro, the setback **is subject to** ~~may be reduced in accordance with~~ Policy 13.3.4.

### 7.3.5.2 Towers

- i. The *tower* portion of *high-rise buildings* will be designed to create a memorable and iconic skyline, particularly at **the intersection of Yonge Street and Davis Drive**.

### 7.3.6 Streetscapes and Boulevards

- iii. Development fronting on Yonge Street **and** Davis Drive will be designed to support a pedestrian friendly environment by:
  - a) providing for features such as pedestrian plazas and courtyards which are publicly accessible in accordance with Policy 10.3.3 Urban Squares and Plazas;
  - b) minimizing direct vehicular access in accordance with Policy 7.3.2 ix;**
  - c) ensuring that where vehicular access is provided, sidewalks are also provided to reduce vehicular and pedestrian conflicts;**
  - d) ensuring that sidewalks and pedestrian access are clearly differentiated from vehicular access through the use of textured or coloured materials;**
  - e) providing amenities such as public art, benches, bicycle parking, landscaped features and resting places;
  - f) creating a comfortable, yet highly animated, pedestrian environment through a rhythm of multiple retail frontages, architectural *articulation*, numerous entrances, display windows, canopies and signage;
  - g) promoting a strong street orientation by having building entrances oriented to the public street;
  - h) providing for weather protection and shade by incorporating features such as arcades, architectural canopies, trees and shade structures;
  - i) avoiding utilities, vents and other unsightly elements on the lower levels of façades adjacent to Yonge Street and Davis Drive; and
  - j) locating uses at-grade that create visual interest and support street activity.
- iv. A boulevard width of approximately 10 metres will be established along both sides of Yonge Street and Davis Drive. This boulevard will accommodate wide pedestrian sidewalk, cycling facilities and landscaping as well as the planned burying of the hydro lines, as conceptually illustrated in Appendix A **and addressed in Policy 13.3.4**. The design of the Yonge Street and Davis Drive boulevards will:
  - a) promote consistent design themes, materials and landscaping within the **individual** Character Areas throughout the Urban Centres;
  - i) provide places **for people** to meet, sit and socialize;

- v. The design of minor collector roads and local roads will:
  - a) promote pedestrian amenity, comfort, convenience and safety;
  - b) ensure accessibility;
  - c) incorporate design features that minimize visual width and scale of the street;
  - d) incorporate design and functional elements which reduce traffic speed where appropriate, **e.g., trees and landscaping**;
  - e) permit on-street parking where operationally feasible, particularly in proximity to *Priority Commercial Areas* identified on Schedule 3; and
  - f) provide coordinated traffic and way-finding signage which is designed in scale and character with the streetscape elements.
- vi Private roads and internal driveways required for site circulation will be designed as active streets, including provision for pedestrians and cyclists. Use of surface material, landscaping and pavers should be used to distinguish **between pedestrian and vehicular access**, ~~uses and facilitate to~~ **enhance** pedestrian safety and **facilitate** way finding.

#### 7.3.7 Sustainability

- xiii Development that incorporates certain sustainability measures may qualify for deferral of Development Charges in accordance with the Policy for Deferral of Payment of Development Charges and Planning Application Fees **within the** ~~in the Yonge/Davis and Regional Healthcare~~ Urban Centres, as may be amended from time to time.

#### 7.3.10 Landmarks and Public Views

- i. Development proposed ~~for~~ **on** the heights of land **located** to the north and to the south of the Yonge Street and Davis Drive intersection shall be sensitively designed in keeping with the prominence of these locations and with a view to creating an iconic sky line.

#### 7.3.11 Signage and Lighting

- ii. All building signage and site lighting shall be designed and oriented: to minimize general light pollution, **and to prevent** the infringement of light and glare onto adjacent properties, **and to** minimize impacts on the night sky in keeping with dark sky principles.

#### 7.3.12 Parking Facility Design

- iv. ~~The design of p~~ Parking facilities **will be designed to incorporate** ~~should take the following design policies: into account:~~
  - a) integration of walkways, traffic islands, ~~and pedestrian refuges~~ **and pedestrian scale lighting** as integral components;
  - b) minimizing driveway access points to the public street as well as driveway crossings of the sidewalk, **and include** ~~ing shared~~ing driveway access **with** ~~between~~ adjacent sites, where feasible;

- c) provision of visual screening ~~for~~ **of** parking areas or structures that are visible from the street, **sidewalk or public spaces;**
- d) **incorporate landscaping within surface parking areas and on the upper decks of outdoor parking structures to create shade, reduce heat island effect and provide a pleasant and attractive environment for pedestrians;**
- e) **incorporate innovative stormwater management features, including Low Impact Development measures;**
- f) integration of secure bicycle parking;
- g) priority parking for accessibility (vehicular and scooters), car share and electric or hybrid vehicles, and including electrical charging stations;
- h) providing at least one pedestrian route between the main building entrance and the public sidewalk that is uninterrupted by parking and driveways;
- i) in larger parking structures or where parking facilities serve more than one building or destination, providing logical, well-marked pedestrian routes for safe travel through the parking facility;
- j) where parking facilities or accesses are located at the rear of buildings, provide rear entrances and pedestrian walk-throughs in order to facilitate pedestrian access to the street and clear way-finding; and
- k) other elements that may be identified by the Town.

### 7.3.13 Servicing and Utility Facilities

- i. **In addition to the policy 7.3.6. iv.,** *utility* and servicing equipment will be integrated into the design of the urban landscape and where possible will be located underground.
- iv. *Utility* facilities are encouraged to be designed to be within buildings or parking structures where direct access by the utility provider is provided generally from the exterior of the building/structure, **e.g., communication or utility equipment.**

### 8.3.2 Street Network

- iv. New public streets identified on Schedule 5 shall generally be conveyed to the Town ~~by way of plan of subdivision~~ in accordance with Policy 14.2.4 or, in some cases, may be acquired by the Town, and the cost of acquisition recovered through cost sharing agreements with benefitting landowners.

### 8.3.7 North/South and East/West Network Study

- i. The general area to the north and south of the Regional Healthcare Centre and east of Main Street to Leslie Street is constrained in terms of network capacity. This area will be the subject of further analysis undertaken jointly by the Town and York Region to address broader north/south and east/west capacity and collector network improvement opportunities both within and outside the Urban Centres. The study will include a detailed analysis to identify a preferred option for a direct connection between Prospect Street and Bayview Parkway and any necessary modifications to signalized intersections. The study may be conducted in parallel with the Mobility Hub Station Area Plan referred to in Policy 9.3.3.9.3.2.1(ii)

### 9.3.3 Newmarket GO Rail Mobility Hub Station Area

- i. The Newmarket GO Rail Station will be planned as an urban station that is primarily accessed by pedestrians, cyclists and transit riders, with limited park-and-ride capacity. Park-and-ride service should be focused at the East Gwillimbury GO Rail station and the ~~proposed~~ **future Mulock Drive** GO Rail station.
- ii. The Town of Newmarket will encourage Metrolinx to partner with the Town, the Region and other relevant partners to prepare a Mobility Hub Station Area Plan for the area around the Newmarket GO Rail Station, as conceptually illustrated in Schedule 5. The Mobility Hub Station Area Plan should address as a minimum, the following:
  - a) the long-term role and function of the Newmarket GO Rail Station within the broader GO Rail network, taking into account Policy 9.3.3 2-4(i);

### 9.3.5 Transportation Demand Management

- i. TDM strategies should be designed to decrease single occupancy vehicle use, reduce peak period demands, especially discretionary trips in the afternoon peak period, promote active transportation and transit use, and to increase vehicle occupancy during peak periods and should include, but not be limited to:
  - a) provision for car share opportunities in major residential developments;
  - b) secure indoor bicycle parking and showers in conjunction with *major office* and commercial uses, institutional and civic uses;
  - c) preferential parking for carpool **and electric** vehicles in non-residential developments;
  - d) provision for bicycle parking in close proximity to building entrances and transit stations;
  - e) transit incentive programs, including subsidized transit fares; and incorporating paid parking requirements with non-residential development.

### 9.3.6 Parking

- i. The Town will establish minimum and maximum parking requirements for the Urban Centres in the Zoning By-law. Parking requirements will seek to **reduce the parking standards in order to** encourage a shift toward non-auto modes of transportation **and reflect the walking distance to transit and complementary uses.**

## 10.0 Parks, Open Space and Natural Heritage

### 10.1 Introduction

(Last paragraph before Table 3)

**Approximately 23 ha will be required to serve the projected growth. Although Table 3 identifies the shortfall by quadrants, parkland will need to be distributed throughout the Urban Centres to**

**achieve the required standard and will not be limited to the specific quadrant.** The **Table 3** does not address growth outside the Urban Centres but **and** aims to identify future park needs based only on the Urban Centres intensification.

*Table 3: Projected Neighbourhood Parkland Required to Maintain the Neighbourhood Park Standard of 0.7 ha/1000 Persons*

	Northwest Quadrant (includes Yonge North/Yonge and Davis/Yonge Civic north of Eagle /Davis Drive Character Areas)	Northeast Quadrant (includes Regional Healthcare Centre and Floodplain portion of Davis Drive Character Areas)	Southwest Quadrant (includes the Yonge Civic Character Area south of Eagle Street and Yonge South Character Area)
Existing - Neighbourhood Parkland in 2011	15.6 ha	6.3 ha	15.3 ha
Build-out Population - Additional people	<b>25,200</b> <b>22,000</b>	1,100	<b>6,700</b> <b>9,900</b>
Total Additional Neighbourhood Parkland required at ultimate build-out	<b>17.6 ha</b> <b>15.4 ha</b>	0.8 ha	<b>4.7 ha</b> <b>7 ha</b>
Total Additional Neighbourhood Parkland required at ultimate build-out for entire Urban Centres	<b>23.2 ha</b> <b>23.1 ha</b>		

\*(hectares required is based on 0.7 ha per 1,000 residents **and represent an average projected growth based on the minimum and maximum densities and heights permitted by this Plan; a higher population may be achieved by build out.**)

#### Paragraph # 6

While the Neighbourhood Parks, the Open Spaces, Urban Squares and Plazas will comprise the core of the Urban Centres parks and open space system, the streets themselves **will** should also play a role as public spaces. The Secondary Plan identifies a number of Green Streets throughout the Urban Centres. These streets provide important “green” corridors within the Urban Centres as well as connections between the Urban Centres, the adjacent neighbourhoods and the parks and open space system. They are critical to stitching together the Urban Centres parks and open space system.



## Last Paragraph

Although additional Neighbourhood Parks and Urban Squares may be added through future development applications, it is anticipated that there will remain a significant shortfall of parkland **from what is identified on Schedule 6** within the Urban Centres to serve future residents. Therefore, improvement of existing parks and/or acquisition of new parks both within and in proximity to but outside the Urban Centres will be critical to achieving the vision for the Urban Centres. Opportunities need to be identified early in the planning process in order to ensure these spaces are secured for the future.

## 10.3 Policies

### 10.3.1 General

- iii. It is the goal of the Town to develop a minimum of 23 ha of Neighbourhood Parks, Urban Squares and Plazas within or immediately adjacent to the Urban Centres, ~~but outside the floodplain, natural heritage features and existing and future stormwater management facilities.~~ These park spaces are intended to generally vary in size from 0.2 ha to 5.0 hectares **and will be distributed throughout the Urban Centres and not necessarily limited to the quadrants identified on Table 3.**
- vii. It is recognized that the ability to accommodate the parkland required to meet the targets in Policy 10.3.1(ii) may not be possible within the boundaries of the Urban Centres. The Town will therefore seek to improve and expand existing parks and/or secure and protect for new parks in the immediate vicinity of the Urban Centres **that would serve the Urban Centres.**
- viii. Where any lands designated for Parks and Open Space are in private ownership, this Plan does not indicate that ~~these~~ lands are free and open to the general public or will be purchased by the Town. If proposals to develop any such lands that are in private ownership are made and the municipality does not wish to acquire such lands **as part of the Parks and Open Space system**, ~~in order to maintain the open space~~ then an application for the re-designation of such lands for other purposes will be given due consideration by the Town, insofar as such re-designation is consistent with the policies of this Plan.

### 10.3.2 Neighbourhood Parks

- i. **Neighbourhood parks will be planned such that** All residents of the Urban Centres should be within a minimum of 800 metres of an existing or planned Neighbourhood Park.
- ii.
  - c) Neighbourhood Park 3 (Mulock Farm, approx. 4.2 ha) - This Neighbourhood Park, located at the north-west intersection of Yonge Street and Mulock Drive will be another iconic public space. It consists of a unique combination of existing environmental protection areas adjacent to the Hydro corridor and cultural heritage features. The park 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 including, but not limited to, a pioneer village. The location provides

park space in close proximity to the ~~6,200-6,500~~ residents forecast for the Yonge South *Character Area* **and because of its large scale, will serve the Urban Centres to the north along Yonge Street and the community in general.** It will provide a well-placed pause within the Urban Centres by providing a passive gathering space. This park is a priority for the Town given the heritage designation of the historic Mulock home under the *Ontario Heritage Act*.

iii. Neighbourhood Parks ~~will~~ **should** be designed to:

- a) **have a significant street frontage/presence** ~~front onto a street, and incorporate or pedestrian mews~~ **and/or** trail connections;
  - f) meet environmental sustainability standards including drought tolerant vegetation, permeable surfaces, low impact stormwater management, and use of native **plant** species, **where considered appropriate by the Town;** and
- iv. Permitted uses and activities within the Neighbourhood Parks identified on Schedule 6 will depend on the size and theme of each park and will be subject to a detailed park master plan that may include:
- n) the larger Neighbourhood Parks, outdoor recreation facilities that meet the needs of local residents, such as a mini soccer pitch, basketball court, skateboarding facility, tennis court, small scale pavilion, and outdoor skating rink/**track**; and

#### 10.3.4 Open Spaces

- i. In addition to the Neighbourhood Parks and Urban Squares and Plazas, the Urban Centres will include a number of Open Spaces. Open Spaces are intended to be passive in nature, respecting their location within the floodplain and/or role as stormwater management facilities and their linkage to natural heritage functions. These Open Spaces will be secured by the Town in accordance with Policy 10.3.1.1 ~~vi~~ **vii**. The Urban Centres will include, but not be limited to the following Open Spaces:
- d) Niagara Street West Open Space – This Open Space fronts on the south side of Davis Drive west of Niagara Street. It is also within the floodplain and forms an important connection between the Niagara Street and Lorne Avenue Open Spaces and enhances the connectivity along the ~~Western~~ **Eastern** Creek through to Haskett Park. This Open Space is also part of the *active transportation* network. Opportunities for enhancing the natural heritage system will be a priority within this park.
  - e) North Davis Open Space – This Open Space includes the floodplain on the north side of Davis Drive between Main Street and Vincent Street, providing for an enhanced natural heritage linkage opportunity along the ~~Western~~ **Eastern** Creek.
  - f) Regional Healthcare Centre Open Space - The floodplain along Eastern Creek, a tributary of the Holland River, north and south of Davis Drive, provides important connectivity between Sunnyside Park, Davis Drive and the George Richardson Park and the Tom Taylor Trail north of Davis Drive. This Open Space will be an important feature within the Regional

Healthcare Centre providing “green” respite for not only visitors, patients, and employees, but also **for** the new residents within this neighbourhood. This Open Space provides the opportunity for parkland in the form of urban squares to be added to it to create a quiet gateway and sense of arrival to the core of the Healthcare Centre. A trail along this linear space will also serve to connect the neighbourhoods to the north and to the south and forms part of the *active transportation* network.

#### 10.3.6 Natural Heritage System

- i. Opportunities for enhancing and restoring natural heritage features as part of the Urban Centres parks and open system will be implemented **where** appropriate.

### 11.0 Community Facilities and Human Services

#### 11.1 Introduction

*Community facilities* include libraries, schools, institutional health care facilities, recreational facilities, cultural centres and other facilities which are open to and provided for the benefit of the public. The Urban Centres include several such facilities including the Newmarket Seniors Meeting Place and the Quaker Meeting House. Other major recreational facilities in the vicinity of the Urban Centres include the Ray Twinney Recreational Complex, Newmarket Youth and Recreation Centre and the Hollingsworth Arena. **Human services include public services, such as, police, emergency services, transit facilities and social services.**

Schools are an integral resource for the community, both as places for education as well as for the provision of shared facilities such as libraries, pools and gymnasiums. Accordingly, the timely provision of adequate school facilities to meet the demand of new residential development in the Urban Centres is a critical goal of the Secondary Plan. With a significant increase in the residential population within the Urban Centres, particularly in the Yonge North and Yonge South *Character Areas*, the York District School Board has estimated a requirement for two additional elementary school sites, and the York Catholic District School Board **and the Conseil scolaire Viamonde (French Public School Board) have both** estimated a requirement for one additional elementary school site. **within these character areas. A total of four new(4) school sites are identified on Schedule 3.**

Planning for the Urban Centres will also need to ensure that the recreational needs of future residents and the community-at-large are met. The Town's ~~is currently undertaking a~~ Recreational Master Plan **(The Recreational Playbook) will** ~~to~~ address the future recreational needs in Newmarket for the next ten years. Presently, there are several larger facilities in **the Town** ~~proximity to the Urban Centres~~ which are providing adequate levels of service and amenities to the community. These include the Ray Twinney Recreational Complex and the Magna Centre.

### 11.3.3 Community Facilities

- iii. Where appropriate, *community facilities and human services* are encouraged to be incorporated within both public and private development, and where incorporated into private development, will be considered for bonusing provisions in accordance with Policy 14.2.9.

## 12.1 Introduction

The Town of Newmarket has a rich cultural history and a number of the Town's most prominent cultural heritage assets are found in the Urban Centres. Designated heritage sites in the Urban Centres include the George Dawson and Jacob Amelia Buildings, Crossland House, the Quaker Meeting House, Mulock House and Hick's Burial Ground. The Urban Centres also has a long aboriginal history prior to European settlement ~~with and the watershed of the Holland River~~ **forming** is part of an historic aboriginal trade route. Careful attention to culture and heritage will be important throughout the Urban Centres. Integrating cultural heritage into the urban fabric of the Urban Centres is key to their preservation and longevity in the community.

## 13.0 Servicing

### 13.1 Introduction

Development in the Urban Centres will need to be supported by upgraded infrastructure. This section deals specifically with water, wastewater, stormwater, waste and energy infrastructure.

Treated water is supplied by York Region to Newmarket through the ~~Yonge Street Aquifer System~~, an integrated **system based on a local groundwater aquifer system combined with a surface water source from Peel Region** that also serves Aurora, Queensville, Sharon and Holland Landing in East Gwillimbury. Six production wells in Newmarket and four production wells in Queensville supply the Newmarket groundwater distribution system. There are three wells and their associated wellhead protection areas within the Urban Centres and additional wellhead protection areas that extend from two wells located outside the Urban Centres boundary. Lands within all of these wellhead protection areas will be subject to Regional Official Plan Wellhead Protection Area Policies and the Source Protection Plans.

### 13.3.2 Water and Wastewater

- iii. Development within the Urban Centres shall be subject to the Wellhead Protection Area policies of Section 10.6 of the Town of Newmarket Official Plan, ~~and the provisions of the York Region Official Plan and applicable guidelines~~ **and the Source Protection Plan**.

### 13.3.3 Stormwater

- iii. Stormwater management in the Urban Centres should be planned and designed to contribute to the parks and open space system and the natural heritage system where feasible, ~~with a~~ in particular,

**the integration of** ~~emphasis on the~~ stormwater management **facilities ponds** identified in association with the Parks and Open Spaces on Schedule 6.

- iv. Generally, the area around stormwater **facilities ponds** should be planted with native and flood-tolerant plants to stabilize banks, improve water quality, create wildlife habitat and add visual interest. Storm facilities should not be fenced. Barrier planting should be used where public access is discouraged. Trails and public access should be planned in conjunction with the **stormwater facilities ponds**, and bridges, boardwalks and overlooks will be considered.
- v. Innovative design and landscaping shall be required in conjunction with the stormwater management **facilities ponds** contained within Neighbourhood Parks and Open Spaces identified on Schedule 6 to integrate park uses with the stormwater function.
- vi. On-site measures and streetscape elements intended to enhance infiltration and minimize and treat stormwater run-off will be required, **such as Low Impact Development (LID) measures**. Examples of such measures may include rainwater harvesting and reuse systems, bio-swales or water features, permeable paving materials and green roofs. All new **development commercial, institutional, mixed use and multi-unit residential buildings, excluding townhouses, and stacked townhouses** shall install rainwater harvesting for outdoor irrigation and outdoor water uses.

#### 13.3.4 Energy and Underground Utilities

- vii. Where land is dedicated to the Town **for the future burying of hydro**, the land dedicated shall be included in the *land area* for the purposes of calculating the density (FSI) of the abutting developing property.

#### 14.2.2 Coordination and Phasing of Development

- vi. **Development plans of subdivision** shall encompass an appropriate planning **area unit** as agreed upon between the applicant and the Town. The Town shall **only** approve **development only plans of subdivision/condominium** that:
  - a) conforms 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) **is are** not premature and **is are** in the best interest of the municipality.

#### 14.2.3 Existing Uses

- i. The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue; however, they are ultimately intended to be redeveloped in conformity with this Plan. Where previously approved uses or existing uses are not consistent with the objectives and policies of this Plan, such uses will be encouraged to redevelop over time in a manner that is consistent with this Plan.

Expansions of existing uses including building additions and/or alterations may be permitted without amendment to the Plan in accordance with the Transitional Policies contained in Policy 6.4.7 9.

#### 14.2.9 Bonusing

- ii. The applicant may elect to request increases in the Permitted Maximum Heights and/or Permitted Maximum FSIs up to, but not exceeding the Discretionary Maximum Heights or Discretionary Maximum FSIs With Bonusing, without an amendment to this Plan in exchange for the provision of one or more of the following public benefits, or cash in lieu of such benefits. The following public benefits are beyond what would otherwise be required to be provided by this Plan, the *Planning Act*, the *Development Charges Act* or any other legislative requirement:
  - i) other *community facilities* **or human services** identified by the Town as desirable for the Urban Centres;

#### 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 **through a site specific amendment**, the existing Urban Centre designation and applicable provisions of the Zoning By-law **in effect at the time of the approval of the Secondary Plan**, shall apply.

##### 2. ~~212 Davis Drive~~

~~The two Future Private Roads/Lanes(Conceptual) identified on Schedule 5 affecting the lands municipally known as 212 Davis Drive, is deferred.~~

#### 17.0 Glossary

**Active Transportation** – **Generally** non-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The *active transportation* network includes sidewalks, crosswalks, *pedestrian mews*, designated bicycle facilities, off-road trails, and other facilities designed to accommodate active transportation.

**Development Areas** - *Provincial Urban Growth Centre* Subareas within the Provincial Growth Centre to which the density provisions of Policy **6.3.10(iv)** ~~6.4.6 (iv)~~ shall apply.

**Development Block** – Development blocks are defined in Schedule 5. Development blocks are generally defined as the area enclosed within a block of existing or ~~proposed~~ **future** public streets.

**Floor Space Index (FSI)** – A measure of the ratio of a building's floor area to the area of *land area* upon which it is built.

**Human Services** – Services that serve the general public including police and emergency services, **transit facilities**, social services, **education**, etc.

**Land Area** - The land area to be used for calculating *FSI* shall include all land used for:

- buildings;
- off-street parking and servicing areas;
- private streets and driveways;
- lands conveyed to the Town for underground hydro in accordance with Policy 7.3.6 and Policy 13.3.4; and

**Low and Moderate Income Households means:**

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

**Utility(ies)** – all public and/or private works including but not limited to **hydro**, Cable Television Services, communication/telecommunication, gas, Canada Post or similar works or systems necessary to serve the broader public interest.

## Modifications to Items 2 to 4

The following contain editorial modifications to Items 2 – 4, (Amendments to the parent Official Plan). The modifications are identified as **underlined and bold** for additions and identified as **~~bold strikethrough~~** for deletions.

The identified modifications include the applicable text to provide context for the modifications.

### Item 2 Modifications

#### 4.0 Urban Centres

The Provincial Growth Plan, *Places to Grow*, informs decision-making regarding growth management in the Greater Golden Horseshoe (GGH) of Ontario. Newmarket is the location of one of twenty-five urban growth centres identified by the Growth Plan. Urban growth centres are the areas where future growth and intensification will be directed. The Growth Plan's vision focuses on ensuring that the GGH is a great place to live and work in 2031. This vision is guided by a series of principles and policies. The Growth Plan **and the York Region Official Plan** contains specific density targets for ~~each of the~~ urban growth centres along with other policies on how they are to be planned and designated in Official Plans. The Yonge-Davis *Provincial Urban Growth Centre* designation as shown on Schedule A **and on Schedule 1 of the Newmarket Urban Centres Secondary Plan attached as Section II** represents the Growth Plan's ~~Places to Grow~~ Urban Growth Centre within Newmarket **and the Regional Centre, as identified in the York Region Official Plan.**

There are two Urban Centres in Newmarket each with difference characteristics and roles:

1. The Newmarket Urban Centres **Secondary Plan area**; and
2. The Historic Downtown Centre.

In addition there is a small transitional area located north of Queen Street adjacent to the Regional Healthcare Centre identified as:

**The Queen Street Complementary Use Area and Transitional Area on Schedule A – Inset A - ~~Newmarket Urban Centres Secondary Plan Area~~**

The area of the Newmarket Urban Centres Secondary Plan Area consists of:

- Yonge Davis Provincial Urban Growth Centre;
- Yonge Street **and Davis Drive** Regional **Corridors** Centres; and
- Regional Healthcare Centre; as identified on Schedule A, Land Use Plan

**The Town has prepared a detailed Secondary Plan to guide development within the Newmarket Urban Centres Secondary Plan area. The Newmarket Urban Centres Secondary Plan is appended to this Official Plan as Section II. ~~and includes the following three subareas identified on~~**



## 4.2 General Urban Centres Policies

34. A high standard of building design and landscaping will be encouraged in all Urban Centres, particularly where those developments are adjacent to residential development, through the requirements of the **implementing** Zoning By-law, and site plan approval in accordance with the provisions in Section 12, Urban Design and Compatibility of this Plan **and within the area of the Newmarket Urban Centres Secondary Plan, the provisions of the Secondary Plan.**
- 10.9. The Town of Newmarket will work with the Region of York to develop implementation strategies for the Yonge Street Regional Centre Secondary Plan, which may include:
- Providing opportunities for joint development between the transit agency and land developers to encourage and facilitate transit-supportive development and/or transit infrastructure;
  - Promoting transit ridership through controlled parking standards within the **area of the Newmarket Urban Centres Secondary Plan** ~~Yonge Street and Davis Drive~~ **Corridors** Regional Centre including the implementation of **minimum and maximum** parking standards, parking authorities and cash-in-lieu of parking under the *Planning Act*; and,

### 4.3.1 Newmarket Urban Centres Secondary Plan

**The Newmarket Urban Centres Secondary Plan Area includes the Yonge Davis Provincial Urban Growth Centre; the Yonge Street and Davis Drive Regional Corridors Centres; and the Regional Healthcare Centre as identified on Schedule A, and is subject to the detailed policies of the Newmarket Urban Centres Secondary Plan appended as Section II to this Plan.**

## Item 3 Modifications

### 14.2 General Requirements for all Development

- 14.2.1 As of September 2005, the population of Newmarket was approximately 77,000 people. **Intensification within the Newmarket Urban Centres Secondary Plan Area forecasts a n-increase in population of approximately 33,000 people by full build-out.** ~~Land use and infrastructure policies assume a population of approximately 98,000 people when the Town is fully built-out. Of that 98,000, it is intended that approximately 8,000 will be accommodated through intensification.~~

### 16.1.6 Complete Applications

Add the following additional requirement under Zoning, Condominium Plan and Site Plan:

- **Detailed Architectural Design Plans**

#### **Item 4 Modifications**

Modifications to the Schedules of the Official Plan.

1. Replace Schedule A (Land Use) with a revised Schedule A which:

- Deletes the existing Inset Map A, Regional Healthcare Centre
- Replaces Inset Map A with a revised map showing only the South Transition Area and the Complementary Use Area
- Identifies the Yonge Street and Davis Drive Corridors
- **Identifies the Newmarket Urban Centre Secondary Plan Area.**