

<b>Individual Assessments of Newmarket's Conversion Requests</b>
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**\*Note:** Criteria 1-2 (York Region) and 3-7 (Growth Plan) are considered 'hard stops' and requests will not be considered any further if these criteria do not pass.

<b>Area of Request:</b> 1240 Twinney Drive & 1250 Davis Drive <b>Submitted by:</b> Rice Group			<b>Overall Recommendation:</b> Do not support	
<b>Criteria #</b>	<b>Source</b>	<b>Criteria</b>	<b>Pass/Fail</b>	<b>Comments</b>
1*	York Region	The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).	P	The lands in question are not among those listed.
2*	York Region	The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.	P	The conversion would not create a "hole" in the employment area. All boundaries abut public roadways with other land use designations located on opposing sides of such roadways.
3*	Growth Plan	The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (GP 2.2.5.9 b).	F	The Official Plan designates the lands as 'Business Park – Mixed Employment' which is one of two employment designations and sets the vision for the lands to be used primarily for employment uses. This designation reflects the properties' strategic location adjacent to Highway 404, which is appropriate for a range of traditional / transportation-reliant employment uses.

				<p>In 2012, a site-specific zoning by-law was passed which permitted the lands to be developed for non-employment (ancillary retail and service) uses, subject to limitations of cumulative floor areas of these uses. The lands are currently being developed for these ancillary retail and service uses, subject to the prescribed limitations. Residential uses, as per the recent request, were not initially contemplated and would exceed the cumulative floor area limitations of these non-employment uses.</p> <p>It is noted that other employment areas abutting Highway 404 are being recommended, via this Report, to be re-considered by the province as a Provincially Significant Employment Zone. As a result of the limited ancillary retail and service uses permitted on the properties, these properties are not being included in this request. However, they remain required over the long term to accommodate traditional / transportation-reliant employment uses (either in addition to, or in place of the permitted ancillary retail /service uses) as per the Official Plan designation.</p>
4*	Growth Plan	The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (GP 2.2.5.9.c).	Possibly P (to be determined through MCR)	Future employment land needs are currently being assessed by the Region through the MCR, so a definitive opinion on this criterion cannot be made at this time. However, it is worth noting that globalization, automation, artificial intelligence and the digital economy are key trends impacting employment growth in York Region; and there is strong growth in service and knowledge-based jobs (York Region/Hemson Consulting, 2019). These jobs are typically located in less land-extensive, more compact locations that are well served by local amenities (mix of uses, higher order

				transit, etc.) such as Newmarket's Urban Centres and future Mulock Station area.
5*	Growth Plan	Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (GP 2.2.5.9 d).	F	The lands are within a Bus Rapid Transit MTSA and therefore a density target of 160 people and jobs / ha is required to be met. York Region, in partnership with the Town, identified that this density target in this MTSA is to be achieved entirely through jobs, as opposed to residential population. Therefore, a residential component would adversely affect the overall viability of the employment area.
6*	Growth Plan	There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (GP 2.2.5.9 e).	P	The lands are on existing servicing infrastructure, although improvements may be necessary to accommodate an increase in density.
7*	Growth Plan	There is a need for the conversion (GP 2.2.5.9 a).	F	Other areas of the Town have been identified in approved planning documents for residential uses at densities adequate to support MTSAs (i.e. mid and high-density), specifically the Yonge/Davis Urban Centres.
8	York Region	<p><i>Related to # 5:</i></p> <p>The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:</p> <p>a) Hindering the operation or expansion of existing or future businesses</p> <p>b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over</p>	<p>F</p> <p>F</p>	<p>a) Residential uses on the lands, as contemplated, would not likely destabilize or adversely affect the limited ancillary retail and service uses that are currently being developed on the lands, however residential uses may adversely affect the development of employment uses on the lands in subsequent phases.</p> <p>b) Residential uses on the lands, as contemplated, could pose compatibility issues between them and existing or future employment</p>

		<p>the long term</p> <p>c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities</p> <p>d) Providing appropriate buffering of employment uses from non-employment uses.</p>	<p>F</p> <p>?</p>	<p>uses on abutting lands or lands in proximity to the site over the long term, thereby adversely affecting the future viability of the adjacent employment area.</p> <p>c) Residential uses on the lands, as contemplated, could pose compatibility issues between them and possible future employment uses on the site over the long term.</p> <p>d) Any buffering requirements are unknown at this time and would depend on the location of the contemplated residential use, its proximity to abutting employment use(s) and the nature of the employment use(s).</p> <p>In addition, the abutting employment area along Highway 404 is being recommended via this Report, to be reconsidered as a Provincially Significant Employment Zone. This area hosts major employment uses, including manufacturing uses, which may present a compatibility concern for new residential uses in proximate or abutting areas such as the subject lands.</p>
9	York Region	Cross-jurisdictional issues have been addressed.	P	No cross-jurisdictional issues identified.
10	York Region	The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.	F	See 8 above.
11	York Region	Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses	F	The larger property (1240 Twinney Drive) is 11.6ha in area which exceeds the 10ha example threshold, and could, over the long-term accommodate a range of land extensive employment uses.

		such as manufacturing, warehousing, distribution and logistics.		
12	York Region	The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.	P	The lands do not contain any development constraints relating to size, configuration, access and physical conditions.
13	York Region	The proposed site is not visible from or adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors.	F	The lands are directly adjacent to, and visible from, a 400-series highway (Highway 404).
14	York Region	The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	F	<p>The Town's Official Plan does not permit residential uses on the lands and therefore, an Official Plan Amendment would be required. Based on the existing planning policies applicable to the lands, and their context within the municipality, the desirability of residential uses on the lands appear undesirable.</p> <p>In addition, the Region has identified the lands as being within a Bus Rapid Transit MTSA for which the planned density target of 160 people and jobs / ha is planned to be met entirely through jobs, as opposed to residential population. A residential component on the lands could compromise this Regional policy objective.</p>

<b>Area of Request:</b> 520, 521, 550 & 630 Newpark Boulevard <b>Submitted by:</b> Weston Consulting			<b>Overall Recommendation:</b> Support	
<b>Criteria #</b>	<b>Source</b>	<b>Criteria</b>	<b>Pass/Fail</b>	<b>Comments</b>
1*	York Region	The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).	P	The lands in question are not among those listed.
2*	York Region	The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.	P	The conversion would not create a "hole" in the employment area. All boundaries abut lands with other land use designations and a public roadway.
3*	Growth Plan	The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (GP 2.2.5.9 b).	P	The Official Plan designates the lands as 'Business Park – Mixed Employment' which is one of two employment designations and sets the vision for the lands to be used primarily for employment uses. However, the lands are not strategically located along a 400-series highway, and other areas of the Town are better able to accommodate employment uses; specifically the Town's 404 Employment Area for less compatible, traditional / transportation-reliant employment uses and the Yonge/Davis Urban Centres for other forms of employment.

				In addition, as per the request submission, the contemplated concept plan for the area includes employment uses through the introduction of mixed-use office development along Bayview Ave.
4*	Growth Plan	The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (GP 2.2.5.9.c).	Possibly P (to be determined through MCR)	Future employment land needs are currently being assessed by the Region through the MCR, so a definitive opinion on this criterion cannot be made at this time. However, it is worth noting that globalization, automation, artificial intelligence and the digital economy are key trends impacting employment growth in York Region; and there is strong growth in service and knowledge-based jobs (York Region/Hemson Consulting, 2019). These jobs are typically located in less land-extensive, more compact locations that are well served by local amenities (mix of uses, higher order transit, etc.) such as Newmarket's Urban Centres and future Mulock Station area.
5*	Growth Plan	Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (GP 2.2.5.9 d).	P	As per the request submission, a mixed-use office component is included in the contemplated concept for this area to ensure the continued viability of the employment area.
6*	Growth Plan	There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (GP 2.2.5.9 e).	P	The lands are on existing servicing infrastructure, although improvements may be necessary to accommodate new land uses and increased density as per the contemplated concept for this area. Technical reports, including technical servicing studies, will be required as part of any application to re-designate the area, and will be required determine if any improvements are required to support the future vision.

7*	Growth Plan	There is a need for the conversion (GP 2.2.5.9 a).	P	There is a need to reassess these particular sites because the area is in transition to a more residential community. Residential uses either exist or are under consideration, for all of the abutting lands except for a commercial area which partially abuts the lands to the south. In addition, a portion of the lands are within 800m of the future Mulock Station which further supports the notion of establishing a more transit-supportive land use/density planning framework.
8	York Region	<p><i>Related to # 5:</i> The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:</p> <p>a) Hindering the operation or expansion of existing or future businesses b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities d) Providing appropriate buffering of employment uses from non-employment uses.</p>	<p>P</p> <p>P</p> <p>P</p> <p>P</p>	<p>a) As per the submission request, a mixed-use office component is included in the contemplated concept which is to ensure the continued viability of the employment area.</p> <p>b) There are no employment areas to maintain in the areas abutting or in proximity to the lands. This area is in transition to a more residential community; residential uses either exist or are under consideration for all of the abutting lands except for a commercial area which partially abuts the lands to the south.</p> <p>c) See b) above.</p> <p>d) As per the submission request, residential uses are contemplated in the interior of the lands. Subject to a future planning and urban design review, this use is generally compatible with surrounding residential uses and therefore the need for buffering opposing land uses would be limited.</p>
9	York Region	Cross-jurisdictional issues have been addressed.	P	No cross-jurisdictional issues identified.

10	York Region	The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.	P	See 8 above.
11	York Region	Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.	F	None of the properties subject to the conversion request are over the 10ha example threshold. However, these properties are all contiguous and have a combined area of almost 18ha. These properties could potentially consolidate in the future, if needed, to provide for land extensive employment uses.
12	York Region	The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.	P	The properties represent an employment area that is located in area surrounded by existing and future residential areas, and are not located near any major goods movement corridors.
13	York Region	The proposed site is not visible from or adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors.	P	The properties are not visible or adjacent to a 400-series highway, planned highway or rail corridor.
14	York Region	The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	P	An Official Plan Amendment would be required to introduce residential uses to the properties. Subject to a full planning review as part of the required Official Plan Amendment application, and based on all available information at this time, the contemplated conversion does not seem to compromise any other planning policy objectives of the local municipality.

<b>Area of Request:</b> 20 Properties within the Mulock Station Area Secondary Plan (subject to completion of Secondary Plan) <b>Submitted by:</b> Town of Newmarket			<b>Overall Recommendation:</b> Support	
<b>Criteria #</b>	<b>Source</b>	<b>Criteria</b>	<b>Pass/Fail</b>	<b>Comments</b>
1*	York Region	The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).	P	The lands in question are not among those listed.
2*	York Region	The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.	P	The conversion would not create a "hole" in the employment area. All boundaries abut other land use designations and/or an arterial road.
3*	Growth Plan	The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (GP 2.2.5.9 b).	P	The Mulock Station Area will continue to be a focus of employment for the Town, the existing number of jobs is proposed to not only remain, but be exceeded. In addition, other areas of the Town are able to accommodate employment uses; specifically the Yonge/Davis Urban Centres for most forms of employment, and the Town's 404 Employment Area for less compatible/transportation-reliant uses.

4*	Growth Plan	The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (GP 2.2.5.9.c).	Possibly P (to be determined through MCR)	Future employment land needs are currently being assessed by the Region through the MCR, so a definitive opinion on this criterion cannot be made at this time. However, it is worth noting that globalization, automation, artificial intelligence and the digital economy are key trends impacting employment growth in York Region; and there is strong growth in service and knowledge-based jobs (York Region/Hemson Consulting, 2019). These jobs are typically located in less land-extensive, more compact locations that are well served by local amenities (mix of uses, higher order transit, etc.) such as Newmarket's Urban Centres and future Mulock Station area.
5*	Growth Plan	Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (GP 2.2.5.9 d).	P	The Mulock Station Area is a GO Transit rail MTSA and therefore a density target of 150 people and jobs / ha is required to be satisfied. The Secondary Plan is using this 150 p&j / ha as a base and testing higher densities. At a minimum, the 150 p&j / ha policy requirement will be met.
6*	Growth Plan	There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (GP 2.2.5.9 e).	P	The lands are on existing servicing infrastructure, although improvements may be necessary to accommodate an increased density. The Secondary Plan is analyzing this existing servicing infrastructure and will determine if any improvements are required to support the future vision.
7*	Growth Plan	There is a need for the conversion (GP 2.2.5.9 a).	P	There is a need to reassess these particular sites, as well as the Mulock Station Area in general because this is the location in which Metrolinx has identified the future Mulock Station. The current land uses and densities do not sufficiently support this level of transit. Further, it has been identified that deteriorating building conditions and infrequent traffic flows in the study area threaten the viability of

				these sites as well as the remainder of the study area (N. Barry Lyon Consultants Limited, 2018).
8	York Region	<p><i>Related to # 5:</i> The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:</p> <p>a) Hindering the operation or expansion of existing or future businesses b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities d) Providing appropriate buffering of employment uses from non-employment uses.</p>	P P P P	The Mulock Station Area will continue to be a focus of employment for the Town, the existing number of jobs is proposed to not only remain, but be exceeded. The Secondary Plan identifies preserving 5 of the larger parcels within the plan area for strictly employment (office) uses where the more land-extensive employment uses could be located. Buffering from non-employment uses to the south of the station area will be addressed through Secondary Plan policies regarding urban design and land use compatibility.
9	York Region	Cross-jurisdictional issues have been addressed.	P	Cross-jurisdictional issues may exist regarding the Regional MCR process and the Town's Secondary Plan process. However it is intended that the Secondary Plan be provided as input to the MCR, prior to being formally adopted by local Council.
10	York Region	The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.	P	See 8 above.

11	York Region	Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.	P	None of the 20 properties subject to the conversion request are over the 10ha example threshold. Further, these properties are not all contiguous, and the largest contiguous properties have combined areas that are below 10ha. This reduces the feasibility for future consolidations to provide for land extensive employment uses.
12	York Region	The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.	P	The properties generally host "aging low density employment" uses (N. Barry Lyon Consultants Limited, 2018). Notwithstanding this, the Secondary Plan identifies preserving 5 of the larger parcels within the plan area for strictly employment (office) uses where the more land-extensive employment uses could be located.
13	York Region	The proposed site is not visible from or adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors.	P	The lands are not visible or adjacent to a 400-series highway or planned highway. However 4 of the 20 properties abut a rail corridor. The intent of this criterion is to protect employment areas on transit corridors, where there is a relationship between the transportation infrastructure and the employment uses. The 4 aforementioned properties are located along a commuter rail line, not a freight rail line. Therefore, the Town has requested that this criterion be revised to specifically reference "freight rail corridors" rather than all "rail corridors".
14	York Region	The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	P	Local planning objectives are being developed through the Secondary Plan process; accompanying amendment documents will identify any necessary revisions of governing planning policy documents.