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Official Plan Amendment # 10
to the
Town of Newmarket Official Plan

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NEWMARKET URBAN CENTRES
SECONDARY PLAN

INDEX

PART A THE PREAMBLE

The Preamble provides an explanation of the amendment, including the location and purpose of the proposed amendment, summary of the planning context and supporting studies, an overview of the public participation process, and a summary of the changes to the Town of Newmarket Official Plan, but does not form part of this amendment.

PART B THE AMENDMENT

The Amendment describes the additions, deletions and/or modifications to the Town of Newmarket Official Plan, and constitutes Official Plan Amendment #10.

Format of the Amendment

The Format of the Amendment explains how the amendment is structured.

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 8 to be added to the Town of Newmarket Official Plan as Section II.

Item 2 Identifies the applicable revisions to **Policy 4.0, Urban Centres**. Policy 4.0 is predominantly replaced by the text and schedules of the Newmarket Urban Centres Secondary Plan which is Section II to the Official Plan.

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 the planned intensification.
ii. Policy 10.2, Floodplains - to modify the policies to reflect the current policies administered by the Lake Simcoe Region Conservation Authority.

iii. Policy 12.2, Urban Design Principles - to add provisions for public art contributions.
iv. Policy 16.2.2, Bonusing By-law - to reference the bonusing provisions of the Secondary Plan.
v. Various modifications to the text to ensure consistency with the Secondary Plan.

Item 4 Modifications to the Schedules to the Official Plan.

1. Replace Schedule A with a revised Schedule A which:

- Deletes Inset A Map, Regional Healthcare Centre
- Identifies the Yonge Street and Davis Drive Corridors (replacing titles Yonge Street Regional Centre)

2. Replace Schedule G (Wellhead Protection Areas) with attached Schedule G which:

- Identifies the boundary of the Newmarket Urban Centres Secondary Plan.

Comment [PM1]: Recommendation of Region to ensure transparency regarding the applicability of the Wellhead Protection Area Policies within the Urban Centres.

Associated Amendment

Official Plan Amendment # 11 Active Transportation
(Not Part of Official Plan Amendment 10)

Official Plan Amendment # 11 will be processed in conjunction with Official Plan Amendment # 10 and proposes to replace Schedules D (On-Street Bike Lane Plan) with a new Schedule D which identifies the Active Transportation Network which includes the Primary and Secondary Active Transportation Network within both the Street Right of Way and Off Road.

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PART A - THE PREAMBLE

1.0 Purpose and Location of the Newmarket Urban Centres Secondary Plan and Associated Amendments

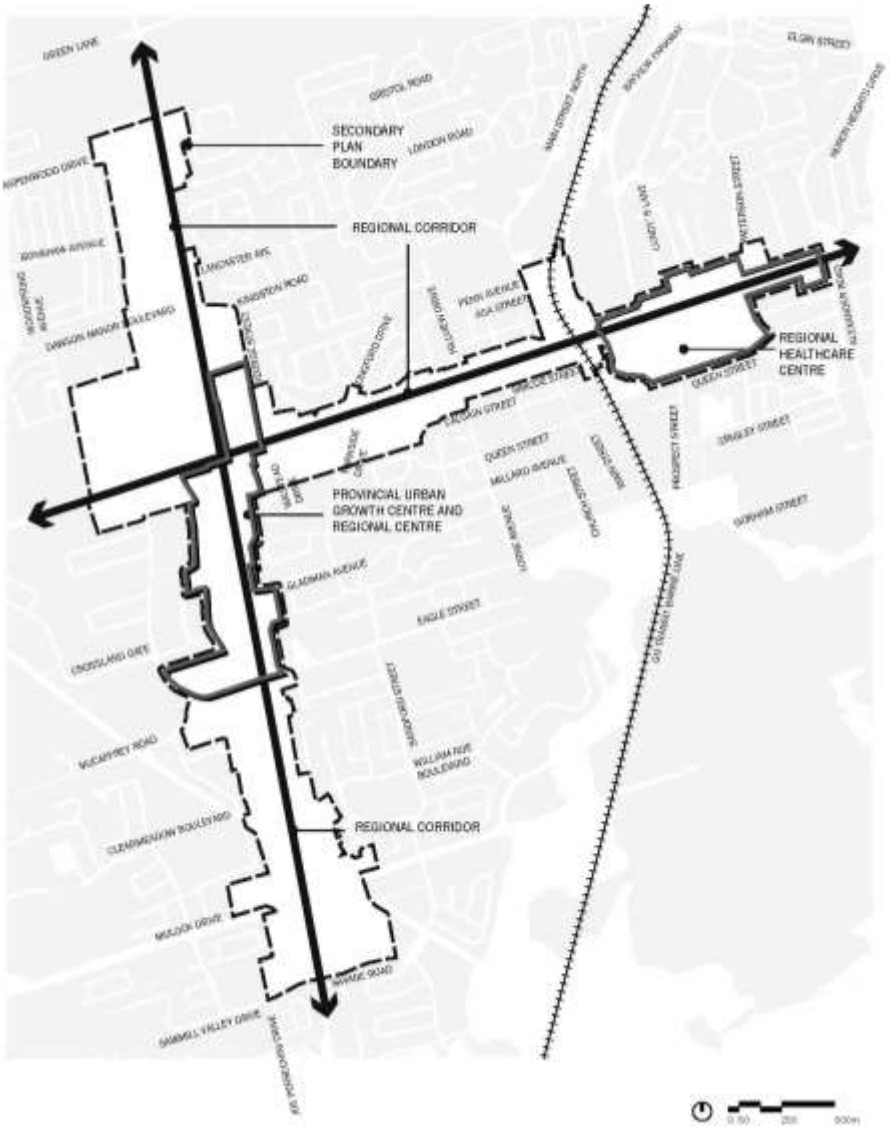
The purpose of this Amendment is to replace the current land use policies and revise the schedule for the Urban Centres identified on Schedule A to the Town of Newmarket Official Plan, as the Yonge-Davis Provincial Urban Growth Centre, the Yonge Street Regional Centre (located on both Yonge Street and Davis Drive) and the Regional Healthcare Centre. This Amendment does not include the Historic Downtown with the exception of that portion fronting on Davis Drive as identified in this Amendment.

The Urban Centres Secondary Plan will be incorporated into the Town of Newmarket Official Plan along with the applicable changes to the policies and schedules.

The Amendment implements the provisions of provincial policies and plans, the York Region Official Plan and the policy direction as contained in Part II, Policy 4.0 of the Town of Newmarket Official Plan.

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The lands subject to this Amendment are identified below.



The Amendment provides a vision, objectives and policies to guide development within the Urban Centres and addresses the long term intensification of the Secondary Plan area through to *build-out*.

2.0 Planning Context

The following provides an overview of the policy context with respect to the key provincial, regional and local policies that govern the Newmarket Urban Centres.

2.1 Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS) provides provincial policy direction on matters of provincial interest related to land use planning including efficient use of land resources and infrastructure, management of natural and cultural resources, and protection of public health and safety.

2.2 Growth Plan for the Greater Golden Horseshoe (2006)

The Province of Ontario's Growth Plan for the Greater Golden Horseshoe directs decision-making regarding growth management in the Greater Golden Horseshoe through guidance on a wide range of issues including transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

With a vision of building compact, vibrant and complete communities that provide convenient access to an appropriate mix of jobs, local services, housing and community infrastructure, the Plan identifies twenty-five Urban Growth Centres, one of which is contained within the Newmarket Urban Centres Secondary Plan area. The Growth Plan loosely defines the Newmarket Urban Growth Centre as the area around the intersection of Yonge Street and Davis Drive. The Growth Plan mandates that Urban Growth Centres will account for a significant amount of the municipality's future population and employment growth. The Growth Plan also mandates that the Newmarket Urban Growth Centre be planned to achieve a minimum density of 200 residents and jobs combined per gross hectare by 2031.

The Growth Plan also recognizes *Major Transit Station Areas* as areas that will be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. *Major Transit Station Areas* are defined in the Growth Plan as "the area including and around any existing or planned higher order transit station … or the area including and around a major bus depot in an urban core". Higher order transit is defined as transit that generally operates in its own dedicated right-of-way. Based on these definitions, the Newmarket GO Rail Station, the Newmarket Bus Terminal, and each of the transit stations on the future Yonge and Davis Rapidways would be considered Major Transit Station Areas. The Growth Plan states that these locations will be

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planned to achieve a mix of residential, office, institutional and commercial development as appropriate to support ridership along these routes.

2.3 Metrolinx Regional Transportation Plan (RTP) (November 2008)

The Metrolinx RTP, known as The Big Move, is a non-statutory plan that provides a vision, goals, objectives and policy directions for the design and operation of the regional transportation system. As part of the 15-year plan for the Regional Rapid Transit and Highway Network in the Metrolinx RTP, the GO Barrie Line, which serves Newmarket, has been identified to increase to full-day, two-way rail service. Additionally, the Metrolinx RTP has identified two *Mobility Hubs* within the Urban Centres, including an Anchor Hub within the Urban Growth Centre at the intersection of Yonge Street and Davis Drive and a Gateway Hub at the existing GO train station, both of which will be supported by the VIVANext Rapidways planned along Yonge Street and Davis Drive.

The Metrolinx RTP states that *mobility hub*s will be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Density targets within *mobility hub*s should ideally exceed the policies in the Growth Plan pertaining to Urban Growth Centres. The Mobility Hub Backgrounder prepared by Metrolinx in support of the RTP states that Gateway Hubs are generally forecasted to have the potential to achieve a minimum density target of approximately 10,000 people and jobs combined within 800 metres of the station.

2.4 York Region Official Plan (January 2013~~0~~)

Comment [PM2]: In response to Regional Comment

The Yonge-Davis Provincial Urban Growth Centre is one of four Regional Centres identified in the York Region Official Plan (ROP). Regional Centres are intended to be planned to accommodate the most intensive concentrations of development within the Region with the objective of achieving complete, diverse, compact, vibrant, integrated and well-designed areas that serve as focal points for housing, employment, cultural and community facilities and transit connections. The Regional Centre boundary is defined in the ROP and implements the Urban Growth Centre identified in the Growth Plan, and the ROP recognizes the Growth Plan's density target of a minimum of 200 people and jobs per gross hectare. The ROP additionally requires that Regional Centres achieve a minimum density of 2.5 ~~*floor space index*~~*floor space index* (~~FSI~~*FSI*) per development block. The ROP states that Regional Centres will be planned to include:

- the greatest intensity of development within the Region;
- a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping and entertainment opportunities;

- mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;
- the construction of a fine grid ~~-grained~~ street network ~~grid~~ that facilitates the flexible and efficient movement of people and goods;
- accessible human services and related facilities, identified by and delivered through a community and human services plan to ensure integration with development;
- sequencing of development that is coordinated with infrastructure availability, including transportation, water and wastewater, and human services;
- a long term resident-to-employee target ratio of 1:1;~~,~~ ~~and~~
- a minimum density of 2.5 *floor space index* (~~FSI~~*FSI*) per development block within the Provincial Urban Growth Centre; and
- an affordable housing target of 35% of new housing within the Provincial Urban Growth Centre and in intensification areas, and 25% throughout the remainder of the Town.

Comment [PM3]: In response to Regional Comments

The York Region Official Plan also identifies both Yonge Street and Davis Drive as Regional Corridors. Regional Corridors are intended to be planned to function as urban main streets that have a compact, mixed use, well designed, pedestrian-friendly and transit-oriented built form.

The most intensive and widest range of uses within the Regional Corridors is to be directed to intensification areas identified in local official plans/secondary plans. Intensification areas as identified by the local municipality may include lands within a reasonable and direct walking distance from select rapid transit stations, immediately adjacent to transit stations and terminals, including GO transit, and large and or contiguous properties that are under-utilized, and are appropriate and desirable locations for intensification.

The Regional Official Plan requires local municipalities to address intensification along Regional Corridors and to determine appropriate densities. Minimum densities are to be determined by local municipalities, taking into consideration the local context and character.

The ROP includes a number of other policies that are relevant to the planning of the Newmarket Urban Centres. These include policy direction with respect to the aesthetic and functional character Regional Corridors, including policy direction for undergrounding of utilities to ensure an attractive streetscape is achieved. ROP policies in this regard include:

- requiring innovative approaches to infrastructure that support city building in Centres and Corridors by working with utility providers to ensure appropriate utility design and placement, including burying cables and structures, consistent with Transit-Oriented Design guidelines for Regional Centres and Corridors (policy 5.4.14 of the ROP);

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- requiring local official plans to identify and protect infrastructure corridors for long term servicing needs, including and in compliance with corridors identified in Provincial Plans; and
- requiring underground installation of utilities, where feasible, in new community areas and Regional Centres and Corridors, and to encourage buried utilities in the balance of the Region (policies 7.5.5 and 7.5.6 of the ROP).

In accordance with the above provisions of the ROP, the Town is identifying a further increase to the boulevard rights-of-way on both sides of ~~planned ROW's of both~~ Yonge Street and Davis Drive to accommodate the undergrounding of hydro and associated utilities as addressed through the Town's *Feasibility Study-Undergrounding Overhead Wires (Lehman and Associates, DPM Energy and George Todd - January 2013)*.

2.5 Newmarket Official Plan (May 2008)

The Town of Newmarket Official Plan implements the Urban Centres and Regional Corridors policies of the Provincial Growth Plan and the York Region Official Plan through the identification of four Centres:

1. Yonge-Davis Provincial Urban Growth Centre;
2. Yonge Street Regional Centre;
3. Historic Downtown Centre; and
4. Regional Healthcare Centre.

The Historic Downtown Centre is located along Main Street and, with the exception of the frontage on Davis Drive, it is not included within the Urban Centres Secondary Plan area. The Regional Healthcare Centre comprises the Southlake Regional Health Centre and the surrounding lands that is intended to be the focus of medical-related facilities and other compatible and complimentary forms of development. The Official Plan supports this area as a major employment area while ensuring that impacts on the surrounding residential communities are managed appropriately.

In keeping with the Town's Official Plan, the purpose of the Urban Centres is to accommodate the broadest diversity of uses, the greatest level of activity and highest quality of design in the Town of Newmarket. In addition to the provisions of the York Region Official Plan, the Town's Official Plan outlines a framework for the preparation of a Secondary Plan for the Urban Centres that includes the following policies:

- identify the role and function of the secondary plan area(s);
- promote public transit ridership through high quality urban design, human scale, land use mix and compact development;

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- orient buildings to the street to create a consistent setback and building form adjacent to the street right-of-way;
- establish a high standard of urban design;
- achieve a mix of commercial, housing, employment and institutional uses in the Regional Corridors;
- address Regional Streetscape policies;
- identify more defined nodes where densities of 2.5 ~~FSI~~*FSI* or greater can be realized;
- encourage built form and land use that promotes public transit ridership through sensitive design, scale, densities, land use mix and location;
- ensure development sites are connected by a fine grid of streets, where feasible, internal driveway connections, and sidewalks to provide direct and safe access to major streets and public transit services;
- establish higher density residential designations, compact residential forms over those that are exclusively ground-related, like single and semi-detached dwellings;
- create focal points for community activity and civic pride;
- promote public gathering places, streetscaping and planting to enhance the pedestrian environment;
- strive for employment targets that contribute to an overall, long term target resident-to-employee ratio of 1:1; and
- require ground floor uses of buildings be provided in a manner that creates convenient, direct access for pedestrians, and contributes to the vibrancy of the public realm.

The Town's Official Plan establishe~~s~~d a two-phased approach to the development of the Urban Centres, with development densities generally limited in Phase 1 to those that can be supported by existing infrastructure. Phase 2 is intended to be defined through the Secondary Plan.

2.6 The Lake Simcoe Protection Plan (2009) and the East Holland River Subwatershed Plan (2010)

The Lake Simcoe Protection Plan is a watershed based plan approved under the authority of the *Lake Simcoe Protection Act*. It establishes policies aimed at improving the water quality of Lake Simcoe, protecting the watershed's natural heritage services, and managing the effects of climate change and the impacts of invasive species. The Urban Centres are traversed by the Holland River and its tributaries. The Lake Simcoe Protection Plan, coupled with the East Holland River Subwatershed Plan establishes policies, strategies and actions toward the protection and enhancement of the overall watershed health.

Decisions under the *Planning Act* and the *Condominium Act* are required to conform to the *designated policies* in the Lake Simcoe Protection Plan.

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2.7 The *Clean Water Act* and the South Georgian Bay Lake Simcoe Source Protection Plan

The *Clean Water Act* aims to ensure that every citizen of Ontario has access to safe drinking water. Stopping contaminants from getting into sources of drinking water is the first line of defense in the protection of drinking water. The Act requires that risks to drinking water be identified and that Source Protection Plans be developed to prevent overuse and contamination of municipal drinking water. The Source Protection Plan requires final approval by the Minister of the Environment.

~~Once approved, d~~Development within the Urban Centres will be subject to the South Georgian Bay Lake Simcoe Source Protection Plan, once it is approved.

Comment [PM4]: Editorial

2.8 Parks Policy Development Manual (November 2012)

The existing parks and open space system within the Town has been studied and documented in the Town's Parks Policy Development Manual which was approved by Council in November 2012 and envisions a parks, trails and open space system in Newmarket to serve a diverse range of residents and visitors year round. The Manual establishes a parkland classification system and proposes a Town-wide parkland and open space service level standard of 4.0 hectares per 1,000 residents for active parks and passive green spaces. It also establishes a Neighbourhood Parks standard of 0.7 ha per 1,000 residents. The Manual also identifies current areas of park shortfalls relative to these standards based on the projected population growth to 2021 as identified in the York Region Official Plan. The new growth projected through the Secondary Plan was not included in the analysis for the Manual but has been addressed in the parks and open space policies of the Plan.

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3.0 Supporting Studies

To support the development of the Secondary Plan, the Town of Newmarket undertook a number of supporting studies.

3.1 Undergrounding Hydro Feasibility Study (January 2013)

The Town of Newmarket, in conjunction with York Region and Newmarket Tay Power Distribution Ltd., conducted a detailed study to address the feasibility of undergrounding hydro in the Urban Centres. The report *Feasibility Study - Undergrounding Overhead Wires Town of Newmarket Yonge and Davis Corridors* (Lehman and Associates, DPM Energy and George Todd Consulting, January 2013) conceptually identifies the additional land requirements, the estimated construction cost, the advantages and disadvantages, and the potential cost recovery mechanisms related to implementing undergrounding hydro within the Urban Centre along Yonge Street and Davis Drive. The study concluded that up to five additional metres would be required on both sides of Yonge Street and Davis Drive to accommodate hydro and associated utilities underground.

Through the Undergrounding Hydro Study, the following advantages to undergrounding hydro and associated utilities were identified:

- significantly improved aesthetic character;
- unencumbered right-of-way providing opportunity for enhanced pedestrian environment including street furniture, landscaping, public art, pedestrian-scale lighting, use of the boulevard for patios, retail, etc.;
- visually uncluttered streetscape due to lack of hydro lines and other telecoms;
- reduced exposure of hydro infrastructure to vehicle accidents and severe storm conditions and therefore reduction in number of storm outages and improvement in reliability of power supply;
- increased property values and tax assessment;
- more room for attractive and active streetscape and other features such as off-road bicycle facilities;
- reduction in tree trimming costs and requirements; and
- increased ability to attract intensification and redevelopment.

The primary disadvantage was the cost of the construction and the additional property required, particularly if properties were to be acquired as opposed to dedicated or secured through easements.

Since Yonge Street and Davis Drive are Regional Roads, policy direction to accommodate the undergrounding of hydro in the future has been addressed in the Green Streets and servicing provisions of the Secondary Plan and will require the Town to secure, through the development approval process, additional space as

Comment [PM5]: Response to Region

part of the boulevard to accommodate underground hydro. ~~including acknowledgement that an amendment to the Regional road allowance right-of-way widths would be integral to successful long term implementation.~~

3.2 Urban Centres Transportation Study (May and September 2013)

The Town of Newmarket Urban Centres Transportation Study Phase 1 Report (May 24, 2013) was undertaken by GHD Inc. to assist the Town in defining the level of development and land use patterns that could be accommodated by the Urban Centres transportation system. This study was conducted in parallel with development of the Secondary Plan. Specifically, it tested future population and employment levels and patterns developed by the Secondary Plan team. The Phase 1 transportation analysis findings were included in the Secondary Plan public engagement events in May 2013.

The key findings of the Phase 1 Study were that the proposed levels of development can be accommodated through 2021; however, by 2031 the network is likely to be operating at or near capacity. Congestion in the Urban Centres is due to an insufficient fine grid street ~~ain~~ network to relieve the Yonge Street and Davis Drive corridors. Further, it is expected that additional automobile demand associated with additional growth will result in temporal spreading of the peak period (i.e., longer peak hours). Since additional capacity on existing roads is not a practical solution, providing additional transportation options as the area grows are important measures to take. For example, initiatives to support transit use, walking and cycling; provide a fine grid ~~ain~~ transportation ~~grid~~network and improved continuity of arterial connections, such as north/south and east/west network improvements generally, and specifically in the area of the Regional Healthcare Centre; provide additional continuous local collectors between arterials; and trip reduction measures are all needed.

Phase 2 of the Transportation Study addresses strategies for increasing transit share and improving mobility. Transit mode share in 2006 was in the order of 11% along the corridors. Transit mode shares are forecast to be in the range of 13% in 2021, increasing to 19% in 2031. These estimates fall short of the York Region Official Plan's 2031 target of 50% within the Regional Centres and 30% for the urban areas as a whole. This suggests that aggressive TDM, parking management, transit priority and other measures will be needed to encourage transit use.

The Phase 2 Report (~~September 2013~~January 2014) presents an operational analysis of the fine grid ~~ain~~street ~~road~~ network, the phasing of the identified improvements to the transportation network, recommended Transportation Demand Measures (TDM) and parking strategies that should be implemented to achieve vision of the Secondary Plan. These recommendations have been incorporated were appropriate within the Secondary Plan policies.

3.3 Active Transportation Study (2012-2014~~3~~)

In August 2012, the Town of Newmarket initiated an Active Transportation Study to define a comprehensive Active Transportation Network for the town. The intent of the study was to refine the On-Street Bike Lane and Off-Street Trails plans in Schedules D and E of the Town of Newmarket Official Plan.

The study identified key *active transportation* origins and destinations within the town, including schools, recreational facilities, transit stations and major employment and shopping centres. Existing *active transportation* mode shares were also analyzed to determine existing locations of higher intensities of walking and cycling. These findings were then considered against the emerging development concept for the Urban Centres which indicates where the planned higher densities of development would be located in the future as well as a future fine grid ~~-grained~~ street network.

A draft town-wide Active Transportation Network was incorporated into the Newmarket Urban Centres Directions Report and released for public comment in May 2013. Based on the comments received through this consultation process, the network was revised and a recommended Active Transportation Network has been prepared as an amendment to the Official Plan. The network identifies primary as well as secondary *active transportation* corridors, including both cycling facilities within the road right of way and off-road linkages. These corridors are intended to function as the "spines" of the *active transportation* network, with dedicated facilities for cycling and a well-defined pedestrian friendly environment. The focus of the network is to serve commuting trips – to school, to work, to shops – as opposed to recreational or leisure trips. The primary and secondary corridors would be supported by a tertiary network of local streets and trails that would feed the network's "spines".

The Active Transportation Network Summary Report (2014) identifies priorities and cost estimates for the first five years of implementation.

The Active Transportation Network is addressed through a separate amendment to the Town's Official Plan (Amendment #11).

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4.0 Public Participation Process

The planning process for the Newmarket Urban Centres Secondary Plan commenced in 2010 with the Town of Newmarket Visualization, Massing and Height Study. This study was received by Council in March 2010 and served as one of several inputs into the development of the initial development concepts for the Urban Centres.

Later in 2010 planningAlliance was retained to lead the preparation of the Secondary Plan. The first phase of work included the development of two long-range growth scenarios ("low growth" and "high growth") and an analysis of the implications of these scenarios with respect to density and built form. Analysis of the traffic and transportation impacts of the scenarios was undertaken by GHD Inc. as part of the first phase of the Urban Centres Transportation Study (see Section 3.2). These scenarios were presented to the public at a series of public meetings and focus group workshops in May 2012.

The second phase of the Secondary Plan process was the development of a Draft Development Concept. This concept was created based on the input received through the initial public consultations, feedback from stakeholders including York Region and various committees of the Town (the Newmarket Economic Development Advisory Committee, Newmarket Environmental Advisory Committee, and Heritage Newmarket), as well as further technical analysis by the consultant team with respect to a number of items including the road network, traffic impacts, land use, height and density, floodplain restrictions, parkland, schools and servicing. The Draft Development Concept was presented to the public and stakeholders to review at a series of meetings and workshops in October 2012.

In May 2013 the third phase commenced with the release of the Newmarket Urban Centres Directions Report for review and comment. The purpose of this Directions Report was to present a roadmap for the development of the Newmarket Urban Centres Secondary Plan. The Directions Report outlined a draft vision and guiding principles for future development, illustrated a Recommended Development Concept for the Urban Centres, and set out key policy directions that would be further elaborated upon for inclusion in the Secondary Plan. Following the release of the Directions Report, the Town hosted a series of Public Information Centres and Stakeholder Focus Group meetings and engaged advisory committees to receive feedback.

Concurrently with the release of the Directions Report, the Town also held public consultations on a proposed town-wide Active Transportation Network aimed at ensuring connectivity not only within the Urban Centres but also town-wide. The input from this last phase of public engagement has informed the development of the Secondary Plan.

A Draft Secondary Plan was released for public comment in October 2013 and the Statutory Public Meeting was held on October 28, 2013.

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5.0 Summary of the Changes to the Official Plan

The changes to the Town of Newmarket Official Plan are:

- the inclusion of the Newmarket Urban Centres Secondary Plan as a standalone document to be appended to the Official Plan as Section II, and
- ~~-~~the necessary text and schedule changes to the ~~parent~~ Official Plan to reflect the inclusion of the Secondary Plan and any associated policy modifications.

The Amendment is attached as Part B.

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PART B THE AMENDMENT

Format of the Amendment

Amendment #10 to the Town of Newmarket Official Plan consists of the following proposed modifications to the text and Schedules to the Official Plan.

Sections of the Official Plan proposed for modifications are identified as **"Items**".

Item 1 is the Newmarket Urban Centres Secondary Plan and associated schedules and is intended to be added as a standalone document to be appended to the Official Plan as Attachment 2.

Items 2, 3 and 4 consist of the modifications to the "parent" Town of Newmarket Official Plan required to address the integration of the Secondary Plan into the Official Plan. The modifications include changes to both the text and schedules of the Official Plan. Where additions to the existing text are proposed, they are identified in "**bold**". Where the text is proposed to be deleted, it is shown in "~~strikethrough~~". Where appropriate, unchanged text has been included for context and does not constitute part of Amendment #10.

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 8 to be added to the Town of Newmarket Official Plan as Section 2.

Item 2 Revisions to Policy 4.0, Urban Centres, identifying the necessary modifications to the Official Plan text to replace the current policies with the Newmarket Urban Centres Secondary Plan 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 the planned intensification.
ii. Policy 10.2, Floodplains - to modify the policies to reflect the current policies administered by the Lake Simcoe Region Conservation Authority.

DRAFT

iii. Policy 12.2, Urban Design Principles - to add provisions for public art contributions.
iv. Policy 16.2.2, Bonusing By-law - to reference the bonusing provisions of the Secondary Plan.
v. Various modifications to the text to ensure consistency with the Secondary Plan.

Item 4 Modifications to the Schedules to the Official Plan.

1. Replace Schedule A with a revised Schedule A which:

   - Deletes Inset Map A, Regional Healthcare Centre
   - Identifies the Yonge Street and Davis Drive Corridors

2. Replace Schedule G (Wellhead Protection Areas) with attached Schedule G which:
   - Identifies the boundary of the Newmarket Urban Centres Secondary Plan.

Comment [PM6]: Recommendation of Region to ensure transparency regarding the applicability of the Wellhead Protection Area Policies within the Urban Centres.

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Item 1

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NEWMARKET URBAN CENTRES SECONDARY PLAN

(This is an operative part of Official Plan Amendment No. 10)

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Draft Newmarket Urban Centres Secondary Plan

Comment [PM7]: Table of Contents updated

Contents

1.0 Introduction 23
2.0 Purpose of the Secondary Plan 23
3.0 Location and Description of the Secondary Plan Area 23
4.0 Vision 24
5.0 Land Use 25
5.1 Introduction 25
5.2 Objectives 25
5.3 Policies 26
5.3.1 Mixed Use Areas 26
5.3.2 Priority Commercial Areas 26
5.3.3 Major Institutional Areas 26
5.3.4 Regional Shopping Centre Study Area 26
5.3.4.1 Regional Shopping Centre Study Area Interim Development Policies 28
5.3.5 Potential School Sites 28
5.3.6 Neighbourhood Parks and Open Space 28
5.3.7 Natural Heritage 29
5.3.8 Floodplain and Hazard Lands 29
6.0 Character Areas, Permitted Uses, Density, Height and Built Form 30
6.1 Introduction 30
6.2 Objectives 30
6.3 General Policies 31
6.3.1 Character Area Boundaries 31
6.3.2 Future Growth 31
6.3.3 Character Areas and Permitted Uses 32
6.3.4 Character Area - Yonge North (Poplar Bank) 32
6.3.5 Character Area - Yonge and Davis (Bell's Corner) 33
6.3.6 Character Area - Yonge Civic (York County Centre) 34
6.3.7 Character Area - Yonge South (Armitage Village) 35
6.3.8 Character Area - Davis Drive (Huron Way) 35
6.3.9 Character Area - Regional Healthcare Centre 36
6.4 Development Policies 37
6.4.1 Priority Commercial Areas 37
6.4.2 Retail Policies 38
6.4.3 Affordable Housing 39
6.4.4 Rental Housing 39
6.4.5 Floodplain and Hazard Lands 40
6.4.6 Provincial Urban Growth Centre 42
6.4.7 General Building Height and Density 43
6.4.8 Interim Development Policies 46
6.4.9 Phasing of Development 46
7.0 Urban Design and Sustainability 48
7.1 Introduction 48
7.2 Objectives 48
7.3 Policies 49
7.3.1 General Urban Design 49
7.3.2 General Massing and Built Form 49
7.3.3 Transitional and Angular Plane Policies 51
7.3.4 Low-Rise Residential Buildings 51
7.3.5 High and Mid-Rise Buildings 52

DRAFT

7.3.5.1 Podiums 53
7.3.5.2 Towers 53
7.3.6 Streetscapes and Boulevards....54
7.3.7 Sustainability 56
7.3.8 Communication Technology....58
7.3.9 Shadows and Sky Views 59
7.3.10 Landmarks and Public Views 59
7.3.11 Signage and Lighting....60
7.3.12 Parking Facility Design 60
7.3.13 Servicing and Utility Facilities 62
8.0 Block Structure and Street Network 62
8.1 Introduction 62
8.2 Objectives....63
8.3 Policies 64
8.3.1 Block Structure....64
8.3.2 Street Network 64
8.3.3 Minor Collectors and Local Roads 65
8.3.4 Private Roads/Lanes....66
8.3.5 Pedestrian Mews....66
8.3.6 Potential Future Signalized Intersections....68
8.3.7 North/South and East/West Network Study 68
9.0 Transportation and Mobility 70
9.1 Introduction 70
9.2 Objectives....71
9.3 Policies 71
9.3.1 General 71
9.3.2 Transit 71
9.3.2.1 Newmarket GO Rail Station 72
9.3.3 *Active Transportation* 72
9.3.4 Transportation Demand Management 75
9.3.5 Parking....76
9.3.5.1 Public Parking Strategy....76
10.0 Parks, Open Space and Natural Heritage....78
10.1 Introduction 78
10.2 Objectives....80
10.3 Policies 81
10.3.1 General 81
10.3.1.1 Parkland Acquisition 82
10.3.2 Neighbourhood Parks 83
10.3.3 Urban Squares and Plazas....85
10.3.4 Open Spaces 86
10.3.5 Green Streets....88
10.3.6 Natural Heritage System....88
11.0 Community Facilities 90
11.1 Introduction 90
11.2 Objectives....90
11.3 Policies 91
11.3.1 General 91
11.3.2 Schools 91
11.3.3 Community Facilities 92
12.0 Culture, Heritage and Public Art....93
12.1 Introduction 93
12.2 Objectives....93
12.3 Policies 93
12.3.1 Culture and Heritage 93
12.3.2 Gateways 94
12.3.3 Public Art....94
13.0 Servicing 96
13.1 Introduction 96

DRAFT

13.2 Objectives....96
13.3 Policies....97
13.3.1 General....97
13.3.2 Water and Wastewater....97
13.3.3 Stormwater....97
13.3.4 Energy and Underground Utilities....98
14.0 Implementation....101
14.1 Introduction....101
14.2 Policies....101
14.2.1 Interpretation....101
14.2.2 Coordination and Phasing of Development....102
14.2.3 Existing Uses....103
14.2.4 Conveyance of Lands....103
14.2.5 Zoning....104
14.2.6 Development Permit System....104
14.2.7 Design Review....105
14.2.8 Concept Site Plan and Streetscape and Landscape Plan....105
14.2.9 Bonusing....106
14.2.10 Monitoring....108
15.0 Glossary....109
16.0 Acronyms....114

TABLES

Table 1: Growth and Development Targets By Character Area....31
Table 2: Right-of-way Requirements for Streets in the Urban Centres....69
Table 3: Projected Neighbourhood Parkland Required to Maintain the Neighbourhood Park Standard of 0.7 ha/1000 Persons....79

SCHEDULES

Schedule 1: Study Area
Schedule 2: Character Areas
Schedule 3: Land Use
Schedule 4: Height and Density
~~Schedule 5: Block Structure~~
Schedule ~~5~~6: Street Network
Schedule ~~6~~7: Parks, Open Space and Natural Heritage
Schedule ~~7~~8: Illustrative Cross-Sections

APPENDICES

Appendix A: Conceptual Street Cross Section Depicting Undergrounding of Hydro

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1.0 Introduction

The following text and Schedules identified as Schedules 1 through ~~7~~8 constitute the Secondary Plan for the Newmarket Urban Centres.

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 29, 2008), as amended.

3.0 Location and Description of the Secondary Plan Area

The area of this Secondary Plan is approximately 290 ha (716 ac.) in area, and generally located along the Davis Drive corridor between Upper Canada Mall and Huron Heights Drive and along the Yonge Street corridor between the Town's northerly boundary and Savage Road. The area is comprised of the following three sub-areas as identified on Schedule 1:

1. The Yonge-Davis Provincial Urban Growth Centre (UGC) defined in accordance with the Province's Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the Town of Newmarket Official Plan.

2. The Yonge Street and Davis Drive Regional Corridors, generally as designated in the York Region Official Plan.

3. The Regional Healthcare Centre generally as identified in the Town of Newmarket Official Plan.

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4.0 Vision

The Town of Newmarket Urban Centres will be planned as an integrated, compact, complete and vibrant community with a diverse mix of residential, commercial, employment and institutional uses. It will be sensitively integrated with adjacent neighbourhoods. Higher densities will be established within identified nodes and in a manner that facilitates public transit ridership. Creating a pedestrian-first environment will be a key consideration at all levels of development and design, influencing how buildings are designed and located, how new streets are planned and connected, and how different land uses are mixed across the community.

The Urban Centres are a collection of *Character Areas* as identified on Schedule 2 that will develop into neighbourhoods each with their own unique identity, highlighted by exceptional architecture and design, and signature public spaces and public art that create welcoming and iconic places. A high standard of design will govern the built form within the Urban Centres, which will range from high density to lower density forms, while remaining sensitive to adjacent land uses~~.~~

Development will be designed to be sustainable by incorporating a full range of sustainability measures that will serve to reduce energy consumption and heat island effects, implement innovative stormwater management and waste management practices and reduce water use.

Comment [PM8]: Response to Region

The transportation network in the Urban Centres will support all modes of travel, with priority given to planning for *active transportation* and transit.

The Urban Centres will be complemented by a green network of large and small parks, urban squares and open spaces. More intense nodes of development will be balanced by parks and open spaces that provide areas of respite and amenity for the people that live, work, play and visit the Urban Centres.

This long-term vision for the Newmarket Urban Centres ~~is to accommodate approximately 21,000 residents and 20,000 jobs by 2031. Looking beyond 2031, the ultimate vision for the Urban Centres~~ is for a vibrant urban community at *build-out* of ~~more than 32~~31,000 residents and ~~30~~32,000 jobs.

Comment [PM9]: Response to Region

Comment [JT10]: correction

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5.0 Land Use

5.1 Introduction

The Secondary Plan comprises~~accommodates~~ approximately 130 ha of developable area. There are approximately 30 ha of land identified as parks, open space, natural heritage and stormwater management.

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:

1 Mixed Use
2 *Priority Commercial Areas*
3 Major Institutional
4 Regional Shopping Centre Study Area
5 Potential School Sites
6 Neighbourhood Parks and Open Space
7 Natural Heritage System
8 Floodplain and Hazard Lands

The Mixed Use designation is the predominant designation. It ~~which~~ provides for a range of uses as defined for each *Character Area*. The *Priority Commercial Area* designation along Yonge Street and Davis Drive ensures the commercial role of these corridors is maintained. The Major Institutional designation within the Regional Healthcare Centre recognizes the unique role of this site as an employment area in the Town. The Regional Shopping Centre Study Area recognizes the uniqueness of this site and the need for additional planning to guide its long-term redevelopment. Land uses within the Urban Centres also include potential school sites, a parks and open space system, and natural heritage areas. The constraints posed by natural hazards are recognized through the Floodplain and Hazard Lands designation.

5.2 Objectives

Land uses in the Urban Centres will be planned to:

a) achieve an appropriate mix of commercial, residential, employment and institutional uses;
b) support the future redevelopment and intensification of the Centres as a key economic driver within the Town;
c) minimize the risks to human health, safety and property associated with natural hazards;

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d) ensure that the recreational needs of ~~the~~ future residents are met by providing for strategic locations for parks and open space and opportunities for public gathering spaces;
e) ensure the identification and protection of the natural heritage features within the Urban Centres; and
f) achieve a 1:1 ratio between residents and jobs within the Urban Centres.

5.3 Policies

5.3.1 Mixed Use Areas

i. Lands designated as Mixed Use on Schedule 3 will provide for a mix of uses including commercial, office, residential, ~~employment,~~ recreational and institutional and will contribute to the establishment of the Urban Centres as a *complete community*. The uses permitted within the Mixed Use area are identified in Section 6.3 for each of the *Character Areas* identified on Schedule 2.

Comment [PM11]: Response to Region

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 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.

ii. Within *Priority Commercial Areas*, the permitted uses of the Mixed Use area for the applicable *Character Area* apply, in addition to the Development Policies defined in Policy 6.4.1.

5.3.3 Major Institutional Areas

i. Lands designated as Major Institutional on Schedule 3 will provide for development that supports the role of the Regional Healthcare Centre as not only a major employment node in Newmarket, but also as a key centre for community care, research, education and associated development, and the desire of the Town to see these roles further enhanced in the future. The uses permitted within the Major Institutional area are identified in Policy~~Section~~ 6.3.9(iv).

5.3.4 Regional Shopping Centre Study Area

i. The Regional Shopping Centre Study Area identified on Schedule 3 recognizes this area as a key economic driver within the Town and as a

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major potential redevelopment site. The Town's vision for this area is for it to redevelop over the long term into a mixed use area while maintaining its function as a significant retail area.

ii. Prior to permitting significant development or redevelopment of the Regional Shopping Centre Study Area, the Town will require the preparation of a detailed Master Plan for the area. The detailed Master Plan will address, as a minimum, the following:

a) the manner in which the redevelopment will achieve the policies of this Secondary Plan, including the urban design policies;
b) minimum and maximum building heights and block densities, and how these are in keeping with the objectives of this Plan and the various policies and targets for the Yonge and Davis *Character Area*~~;~~.
c) the detailed design for an iconic park space in conjunction with the private stormwater management ponds at the south-east corner of the area;
d) the incorporation of a gateway feature(s);
e) integration of transit into the site and between the site and the Yonge-Davis Rapidway Station;
f) a Traffic Impact Report including a detailed Transportation Demand Management strategy consistent with Policy 9.3.4;
g) how development will minimize the need for parking on the site, and maximize the integration of required parking into above or below-ground parking structures;
h) the phased integration of non-commercial uses into the site;
i) the phasing of development, including the location and design of any single storey and/or single use buildings, and how these would be redeveloped over time to achieve the Town's vision for the area;
j) the final location and design of both public and private roads and how these will achieve the circulation and connectivity of the Street Network identified on Schedule ~~5~~6; and
k) the required elements of a Concept Site Plan and Streetscape and Landscape Plan in accordance with Policy 14.2.8(i).

iii. Upon completion of a detailed Master Plan in accordance with Policy 5.3.4(ii), the Town may amend the Secondary Plan to incorporate the applicable elements of the Master Plan.

iv. Until such time as a Master Plan has been completed, and implementing amendments have been made to this Plan, the policies of this Plan shall apply, including the interim development provisions of Policy 5.3.4.1.~~permitted uses of the Mixed Use area for the Yonge and Davis *Character Area* shall apply, along with the minimum and maximum heights and densities identified on Schedule 4.~~

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5.3.4.1 Regional Shopping Centre Study Area Interim Development Policies ~~Transitional Policies~~

i. Notwithstanding the height and density policies of this Secondary Plan, prior to the approval of a detailed Master Plan and incorporation of the applicable elements of the Master Plan into this Secondary Plan, one and two storey building(s) may be permitted in the Regional Shopping Centre Study Area either as additions to the existing building or as stand-alone building(s) on an interim basis in accordance with Policy 6.4.9.~~(ii).provided:~~

~~a. the total gross ground floor area of all new one storey building(s) or one storey additions to existing buildings shall not exceed 1,000 square metres; and~~

~~the development does not increase the total ground floor area present on the site at the time of the approval of this Plan by more than 10 %;~~

~~the new one storey building(s) or additions to existing buildings do not preclude or compromise the future road network identified on Schedule 6 or other applicable policies of this Plan~~

~~a. he provisions of Policy 6.4.9ii are met. .~~

Comment [PM12]: Response to Upper Canada Mall

~~ii. One storey buildings may only be considered above the 1,000 square metre provision of Policy 5.3.4.1(i) if it is demonstrated to the Town's satisfaction that the proposed building is the first phase of a multi-storey building and that the building is designed to accommodate additional storeys in the future in conformity with the Secondary Plan.~~

Comment [PM13]: No longer necessary addressed by Policy 6.4.9. ii.

5.3.5 Potential School Sites

i. Three potential elementary school sites have been conceptually identified on Schedule 3, in consultation with the York Region District School Board and York Catholic District School Board. These schools sites may be required to serve the projected residential intensification of Newmarket and are subject to the Community Facilities policies contained in Section 11.3.

5.3.6 Neighbourhood Parks and Open Space

i. A system of Parks and Open Space for the Urban Centres has been identified on Schedule 6~~7~~. In addition to these Parks and Open Spaces, additional parks will be required as part of the development approval process. Future parks will be subject to the policies contained in Section 10.3.

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5.3.7 Natural Heritage

i. The Natural Heritage designation on Schedule 3 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 Schedule 3 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 6.4.5 (Floodplain and Hazard Lands) and the general policies of Section 10 of the Town of Newmarket Official Plan.

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6.0 Character Areas, Permitted Uses, Density, Height and Built Form

6.1 Introduction

This section addresses the specific *Character Area*s 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 heights and densities are 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.

Each *Character Area* contains a mix of permitted uses as well as policies that address general land uses and built form requirements to guide the function and identity of the area. Each of the six areas is described below.

6.2 Objectives

Character Areas, permitted uses, densities, heights and built form in the Urban Centres will be planned to:

a) ensure that each *Character Area* is distinctive, while at the same time ensuring cohesiveness across the Urban Centres and where appropriate respect and identify with the history of Newmarket;
b) generally focus higher density uses around transit stations and in areas where traffic impacts can be minimized;
c) provide a transition in height from the arterial road frontages down to the lower density residential areas surrounding the Urban Centres;
d) provide variety across the Urban Centres rather than a sameness of built form;
e) include a variety of housing forms for households of all types, income levels and needs;
f) support a mix of jobs to residents of 1:1;
g) implement the density requirements of the Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan; and
h) ensure that the phasing of development is supported by the necessary community, social and physical ~~infrastructure~~ infrastructure~~to support the development~~.

Comment [PM14]: Heritage Newmarket

Comment [PM15]: Heritage Newmarket

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6.3 General Policies

6.3.1 Character Area Boundaries

i. The individual *Character Area*s are identified on Schedule 2. Where the boundary of a *Character Area* abuts a planned street, modifications 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

i. The Urban Centres will be planned to a targeted *build-out* of 31,000 people.

~~i.~~ii. The Urban Centres will be planned to ~~accommodate 20,000 jobs by 2031with~~ a targeted *build-out* of ~~30~~32,000 jobs.

~~ii.~~iii. ~~The Urban Centres will be planned to accommodate 21,000 people by 2031, with a targeted *build-out* of 3231,000 peop~~The Urban Centres will be planned as a *complete community* and to achieve a balance of one job for every resident.

~~iii.~~iv. Development of each *Character Area* will be planned to achieve the growth and development targets contained in Table 1 at *build-out*.

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~~*FSI* Range (~~FSI~~*FSI*)
Yonge North (Poplar Bank)	Mixed Use	80%	20%	6,000 residents	2,~~43~~00 jobs	1.5 – 2.5
Yonge and Davis (Bell's Corner)	Mixed Use	60%	40%	1~~12~~,~~08~~00 residents	~~1~~12,000 jobs	1.5 – 3.5
Yonge Civic (York County Centre)	Mixed Use & Major Office	40%	60%	1,~~65~~00 residents	~~56~~,~~82~~00 jobs	1.5 – 2.5
Yonge South (Armitage Village)	Mixed Use	80%	20%	6,~~32~~00 residents	2,~~47~~00 jobs	1.5 – 3.5
Davis Drive (Huron Way)	Mixed Use	70%	30%	4,~~05~~00 residents	1,~~67~~00 jobs	1.5 – 2.5
Regional Healthcare Centre	Mixed Use & Major Institutional	20%	80%	1,~~56~~00 residents	~~76~~,~~09~~00 jobs	1.5 – 3.5
Total				**31~~32~~,000**	**32~~30~~,000**	

Comment [PM16]: Reordered

Comment [PM17]: Correction and Regional Comments

Comment [PM18]: Corrections

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6.3.3 Character Areas and Permitted Uses

i. Within all *Character Area*s identified on Schedule 2, the following uses may be permitted within the Mixed Use designation as identified on Schedule 3, subject to the applicable provisions of this Secondary Plan and those of the Official Plan:
   a) multiple unit residential buildings, including apartments and townhouse dwellings, and *special needs housing*;
   b) a mix and range of residential unit sizes and tenures;
   c) home-based businesses and live/work uses;
   d) institutional uses, including schools, day care and group homes and places of worship;
   e) community uses such as libraries, community centres, or similar uses designed to serve the community at large;
   f) parks, open space, and urban squares and plazas;
   g) commercial uses including retail stores, restaurants, ~~service commercial~~ and office uses;
   h) private and public parking in above- and below-ground parking structures;
   i) hotels and associated facilities; and
   j) arts and cultural establishments.

ii. All development will be subject to the Development Policies contained in Section 6.4, the Urban Design and Sustainability Policies of Section 7.0 as well as~~and~~ the other applicable policies of this Secondary Plan and the provisions of the Town of Newmarket Official Plan.

iii. Within Wellhead Protection Areas identified on Schedule G of the Official Plan, proposed uses and activities will be subject to the South Georgian Bay Lake Simcoe Source Protection Plan and the prohibited activities as identified in that Plan.

Comment [PM19]: PPS Provision

Comment [PM20]: Captured under commercial uses

Comment [PM21]: Moved from Policy 6.4.2.v where it was inappropriately located.

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 6,000 people and 2,400 jobs and a land use mix of approximately 80% of 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

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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 7.

iii. The uses identified in Policy 6.3.3(i) may be permitted.

iv. This *Character Area* is the preferred location for up to two elementary school sites.

v. Minimum and maximum densities and heights for the Yonge North *Character Area* are identified on Schedule 4.

vi. Development in this *Character Area* will contribute to the achievement of a density range of 1.5 to 2.5 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

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 11,800 people and 12,000 jobs and a land use mix of approximately 60% of total Gross Floor Area as residential uses and 40% of total Gross Floor Area as commercial and employment uses

ii. This *Character Area* will be the highest density area in the Urban Centres, and will continue to function as the primary retail node both for the Urban Centres as well as for the surrounding Town.

iii. This *Character Area* forms the core of the Provincial Urban Growth Centre (UGC) and therefore must be planned to contribute to the achievement of the Growth Plan's UGC density target of 200 people and jobs combined per gross hectare.

iv. *Priority Commercial Areas* have been identified along the majority of the Yonge Street and Davis Street frontages.

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. The proposed Yonge Davis Neighbourhood Park shown in Schedule ~~6~~7 is the main focal point for the *Character Area*, as well as for the overall Urban Centres.

vi. In addition to the permitted uses identified under Policy 6.3.3(i), the following additional uses may be permitted within the Mixed Use area in this *Character Area*:
   a) *major office* uses;
   b) post-secondary educational facilities;
   c) *major retail* centre;

d) *places of entertainment*; and
e) long-term care facilities.

vii. Places of entertainment may only be permitted where it is demonstrated that impacts on residential uses would be minimized. Separation distances may be defined in the implementing zoning by-law.

viii. Prominent heights of land exist on the north-west and on the southern periphery of this *Character Area*. In these locations, higher standards of urban design will be applied with a goal of providing for an iconic skyline that distinguishes Newmarket from other urban centres in the Region.

ix. Minimum and maximum densities and heights for the Yonge and Davis *Character Area* are identified on Schedule 4.

x. Development in this *Character Area* will contribute to the achievement of a density range of 1.5 to ~~3.5~~ 4.0 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

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 1,500 people and 6,200 jobs and a land use mix of approximately 40% of total Gross Floor Area as residential uses and 60% of total Gross Floor Area as commercial and employment uses.

ii. The majority of future employment will be government-related office uses, building on the existing civic nature of the area. Opportunities for residential and retail uses exist, primarily along Yonge Street where *Priority Commercial Areas* have been defined, and specifically at the intersection of Yonge Street and Eagle Street where there is a planned Rapidway transit stop. A portion of this *Character Area* includes the Provincial Urban Growth Centre, and therefore that portion must also be planned to contribute to the achievement of the Growth Plan density target of 200 people and jobs combined per gross hectare.

iii. In addition to the permitted uses identified under Policy 6.3.3(i), the following additional uses may be permitted within the Mixed Use area in this *Character Area*:
a) *major office* uses;
b) civic facilities; and
c) post-secondary educational facilities.

iv. Minimum and maximum densities and heights for this *Character Area* are identified on Schedule 4.

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v. Development in this *Character Area* will contribute to the achievement of a density range of 1.5 to 2.5 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

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 people and 2,700 jobs and a land use mix of approximately 80% of total Gross Floor Area as residential uses and 20% of total Gross Floor Area as commercial and employment uses.

ii. This *Character Area* will be characterized by higher density development with opportunities for office and retail uses, and *Priority Commercial Areas* have been identified along the main intersection of Yonge Street and Mulock Drive. Two proposed Neighbourhood Parks are located within this *Character Area*.

iii. In addition to the permitted uses identified under Policy 6.3.3(i), the following additional uses may be permitted within the Mixed Use area in the Yonge South *Character Area*:
   a) *major office* uses; and
   b) post-secondary educational facilities.

iv. Minimum and maximum densities and heights for this *Character Area* are identified on Schedule 4.

v. Development in this *Character Area* will contribute to the achievement of a density range of 1.5 to 3.5 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

6.3.8 Character Area - Davis Drive (Huron Way)

i. This *Character Area* will be planned for an ultimate *build-out* of approximately 4,000 people and 1,700 jobs and a land use mix of approximately 70% of total Gross Floor Area as residential uses and 30% of total Gross Floor Area as commercial and employment uses.

ii. This *Character Area* is envisioned as a primarily *low* to *mid-rise* residential area with opportunities for limited retail and small scale office use, including live-work opportunities. Where parcel sizes and depths allow, taller buildings may be permitted.

iii. In addition to the permitted uses identified under Policy 6.3.3(i), the following additional uses may be permitted within the Mixed Use area in this *Character Area*:
   a) *places of entertainment*; and

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b) post-secondary educational facilities.

iv. *Places of entertainment* may only be permitted in proximity to the Newmarket GO Rail Station where it is demonstrated to the satisfaction of the Town that impacts on residential uses would be minimized. Separation distances may be defined in the implementing zoning by-law.

v. The highest densities within this *Character Area* will generally be located east of the intersection of Davis Drive and Parkside Drive, due to the planned Rapidway Station and the depth of the Urban Centre at this location.

vi. Development between Niagara Street easterly to the easterly end of the Keith Bridge will respect the heritage character of this area as the gateway to the historic downtown. Specifically, development at the southeast and southwest corners of Davis Drive and Main Street will recognize this location as the gateway to the historic downtown, including massing, height and design that appropriately transitions to the planned built form and design for Main Street.

vii. Minimum and maximum densities and heights for this *Character Area* are identified on Schedule 4.

viii. Development in this *Character Area* will contribute to the achievement of a density range of 1.5 to 2.5 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

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 1,500 people and 7,000 jobs and a land use mix of approximately 20% of total Gross Floor Area as residential uses and 80% of total Gross Floor Area as commercial and employment uses.

ii. The Southlake Regional Healthcare Centre is located in the core of this *Character Area* and serves as a catalyst for medically related uses. The *Character Area* is expected to provide a focus for medically related offices and services.

iii. In addition to the permitted uses identified under Policy 6.3.3(i), the following additional uses may be permitted within the Mixed Use area in the Regional Healthcare Centre *Character Area*:
   a) *major office* uses;
   b) post-secondary educational facilities; and
   c) long-term and palliative care facilities and similar uses.

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iv. Within the Major Institutional area~~, the Mixed Use permitted uses identified in Policy 6.3.9(iii) do not apply. Instead,~~ the permitted uses are generally limited to institutional and related uses. The following uses may be permitted:

a) *major office* uses;
~~a)~~b) medical and medically related institutional uses including hospital, palliative or long term care facilities and similar uses;
~~b)~~c) medical research and development uses;
~~c)~~d) post-secondary education facilities;
~~d)~~e) commercial uses including retail stores, restaurants, ~~service commercial~~ and office uses;
~~e)~~f) private and public parking in above- and below-ground parking structures; and
~~f)~~g) parks, open space, urban squares and plazas.

Comment [PM22]: Captured under commercial uses

v. Residential uses, other than long term care and palliative care facilities, are not permitted within the Major Institutional designation.

vi. The highest densities in this *Character Area* will generally be located on Davis Drive in proximity to the planned Rapidway Station.

vii. Minimum and maximum densities and heights for the Regional Healthcare Centre *Character Area* are identified on Schedule 4.

viii. Development in the Regional Healthcare Centre *Character Area* will contribute to the achievement of a density range of 1.5 to 3.5 ~~FSI~~*FSI* for the overall *Character Area* at ultimate *build-out*.

6.4 Development Policies

6.4.1 Priority Commercial Areas

i. *Priority Commercial Areas* are identified to ensure that retail and service uses are provided to support the people who live, work and recreate in the Urban Centres. *Priority Commercial Areas* are also intended to ensure an active street and a balance of residential and commercial uses within each of the Character Areas.

Comment [PM23]: Editorial (Weston)

ii. Within *Priority Commercial Areas*, street-related commercial uses, including retail stores, restaurants, personal and business services, professional offices or public institutional uses shall be required on the ground floors levels of all buildings fronting on the public streets. Where residential uses are proposed above the ground floor level, formal entrances, including concierge and lobbies for the residential uses will also be permitted on ground floors.

iii. Within *Priority Commercial Areas*, floor-to-floor heights of the ground floor should be 5.5 metres, and will not be less than 4.5 metres.

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iv. Outside of *Priority Commercial Areas*, street-related commercial uses, including retail stores, restaurants, personal and business services, or professional offices or public institutional uses are strongly encouraged at the ground floor level fronting on Yonge Street or Davis Drive.

v. Outside of *Priority Commercial Areas*, any development fronting onto Yonge Street or Davis Drive containing residential development will be required to undertake a retail market assessment. If the retail market assessment demonstrates, to the satisfaction of the Town, that retail uses are not required at ground floor level, then uses other than street related commercial uses may be permitted at the ground floor, provided the requirements of Policy 6.4.2(i) and 6.4.2(ii) are met.

6.4.2 Retail Policies

i. Development in each *Character Area* will seek to achieve an overall target of at least 5 square metres of retail/commercial space per person within the *Character Area* at all stages of development. The Town will monitor the projected persons and jobs with the implementation of the Plan to determine if this target is being achieved.

ii. The design of ground floors of buildings fronting on Yonge Street or Davis Drive should allow for flexible uses at-grade and allow for future conversion to commercial uses. Floor-to-floor heights outside *Priority Commercial Areas* should be 5.5 metres, and will not be less than 4.5 metres, to allow flexibility for future conversion to commercial uses.

iii. The following uses shall not be permitted within the Urban Centres:
   a) gas stations;
   b) car wash facilities, unless completely contained within a parking structure;
   c) motor vehicle sales;
   d) motor vehicle repair facilities; and
   e) new land extensive retail warehouse or "big box" stores, except within the Yonge and Davis *Character Area* in accordance with Policy 6.3.5(vi).

iv. New drive-through facilities will not be permitted within *Priority Commercial Areas* or in areas fronting on Yonge Street or Davis Drive. New drive-through facilities will be discouraged throughout the rest of the Urban Centres, and may only be permitted where supported by an air quality study and a stacking and queuing ~~study~~ report that ~~has~~ demonstrates,~~d~~ to the satisfaction of the Town, that the stacking and queuing can be entirely accommodated on the subject property, that the use will not result in negative traffic impacts on Yonge Street or Davis Drive, pedestrian flow is

Comment [PM24]: Labreche

not impeded, and that there will be no negative air quality or noise impacts to surrounding uses or activities.

~~v. Within Wellhead Protection Areas, proposed uses and activities will be subject to the South Georgian Bay Lake Simcoe Source Protection Plan and the prohibited activities as identified in that Plan.~~

Comment [PM25]: Moved to 6.3.3. - Regional Comment

6.4.3 Affordable Housing

i. A minimum of 35% of new housing units in the Provincial Urban Growth Centre and *Higher Density Intensification Areas* , and 25% of new housing units elsewhere in the Urban Centres shall be affordable to low and moderate income households.

ii. Affordable housing benchmark prices for ownership and rental housing will be determined by the Regional Municipality of York on an annual basis.

iii. Affordable housing shall comprise a range and mix of housing forms, ~~range of~~ unit sizes and tenure ~~are encouraged in the Urban Centres,~~ and includ~~eing~~ a significant number of dwelling units which may accommodate households with children, larger families, people with special needs, and rental households.

iv. Where re-development involves the removal of existing affordable housing units~~stock~~, ~~the new housing units~~it shall replace the number of units displaced in addition to achieving the affordable housing target (e.g. 25% or 35% plus the number of displaced affordable units).

~~iii.~~v. The Town will work with the Region to identify locations where social housing will be encouraged.

Comment [PM26]: New policy to address Policy 3.5.15 of the Regional Plan

6.4.4 Rental Housing

~~i.~~ New rental accommodation will be promoted and the retention of existing medium and high density rental housing stock will be encouraged in accordance with Policy 3.10.2 of the Official Plan.~~in order to provide choices for residents, including affordable rental housing.~~

~~ii.~~i.

~~iii. The Town, in conjunction with York Region, may establish a rental accommodation target.~~

Comment [PM27]: Moved to Item 3 of Amendment 10 as part of the amendment to the parent Official Plan

~~iv. Conversion of rental apartment buildings to ownership housing, or demolition of rental housing containing six or more dwelling units, will be prohibited if the rental vacancy rate is below 3%.~~

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v. ~~Conversion of rental apartments to ownership or demolition of rental apartments shall require the approval of Council. When considering such applications, Council will consider the following:~~
~~a) the rental vacancy rate at the time of application;~~
~~b) the number of units proposed in the conversion application;~~
~~c) the number of rental units under construction at the time of the application; and~~
~~d) the impact of the loss on the rental vacancy rate.~~

vi. ~~The Town may enter into agreements with the proponents of rental conversions, setting out the specific standards and conditions.~~

6.4.5 Floodplain and Hazard Lands

i. In order to reduce risks to public safety and property damage, development shall generally be directed away from flood and erosion prone areas in accordance with the general policies of Section 10 of the Town of Newmarket Official Plan.

ii. The Floodplain and Hazard Lands designation is an overlay designation and therefore the permitted land uses, density and height provisions of this Secondary Plan identified on Schedules 3 and 4 do not apply within the Floodplain and Hazard Lands designation unless written approval for specific development applications has been received from the Lake Simcoe Region Conservation Authority.

iii. The development potential for any site within the Floodplain and Hazard Lands will be assessed on a site by site basis by the Town in consultation with the Lake Simcoe Region Conservation Authority (LSRCA). Where a new building or the expansion of an existing building may be permitted by the Lake Simcoe Region Conservation Authority, the use and scale of such buildings may not conflict with the permitted uses, density and height will be guided by the permitted heights and density on the abutting lands.

iv. Development, redevelopment and site alteration within the Floodplain and Hazard Lands shall be subject to the Natural Hazards provisions of the Provincial Policy Statement, in accordance with the guidelines established in the Natural Heritage Technical Guide prepared by the Ministry of Natural Resources, and shall not be permitted unless prior written approval is received from the Lake Simcoe Region Conservation Authority.

v. Existing non-conforming uses within the Floodplain and Hazard Land designation are recognized and are encouraged to be brought into closer conformity with the applicable Floodplain and Hazard Lands policies of the Provincial Policy Statement and provincial regulations and guidelines. Any replacement, expansion, addition or alteration to existing uses shall not be

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permitted unless prior written approval is received from the Lake Simcoe Region Conservation Authority.

vi. Where new buildings or the expansion of an existing building is permitted by LSRCA, such buildings shall be designed in a manner that does not obstruct flood flows and/or contribute to upstream or downstream flooding.

vii. Existing residential uses within the floodplain are encouraged to convert to non-residential uses in order to reduce safety risks.

viii. Subject to the prohibited uses identified in Section 6.4.5. ix, permitted uses shall be within the range of uses permitted within the applicable *Character Area*.

ix. In accordance with the Provincial Policy Statement, the following uses shall not be permitted within the Floodplain and Hazard Lands as identified on Schedule 3:

a) new residential development within the *floodway*;
b) institutional uses associated with hospitals, nursing homes, pre-schools, school nurseries, daycares and schools;
c) essential emergency services as provided by fire, police and ambulance stations and electrical substations; and

~~c) new overnight parking; and~~
d) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances.*

Comment [PM28]: Refined to more accurately reflect the PPS

x. Any proposed new road within the Floodplain and Hazard Lands shall be designed 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.

xi. New or expanded parking, including overnight parking, ~~-~~within the Floodplain and Hazard Lands is generally prohibited, unless ~~discouraged.~~ approved by the Lake Simcoe Region Conservation Authority.

Comment [PM29]: To address LSRCA policies

~~xi.~~xii. Non-residential daytime parking may be permitted in low risk flooding areas subject to the approval of the Lake Simcoe Region Conservation Authority and provided appropriate zoning is applied and the property is posted with warning signs articulating no overnight parking due to flood risk.

~~xii~~xiii. Floodplain and Hazard lands are not eligible for parkland dedication under the Parkland Dedication By-law.

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6.4.6 Provincial Urban Growth Centre

i. The Provincial Urban Growth Centre will be planned:
   a) as a focal area for investment in institutional and region-wide public services, as well as commercial, office, civic, recreational, cultural and entertainment uses;
   b) to accommodate and support major transit infrastructure;
   c) to serve as a high density employment centre that will attract provincially, nationally or internationally significant employment uses; and
   d) to accommodate a significant share of Newmarket's and the Urban Centres' overall population and employment growth.

~~i.~~ii. The area shown as the Provincial Urban Growth Centre on Schedules 3 and 4 is identified in accordance with the Urban Growth Centre policies of the Growth Plan for the Greater Golden Horseshoe and ~~it~~ also comprises the Regional Centre in accordance with the York Region Official Plan.

~~ii.~~iii. Development in the Provincial Urban Growth Centre will achieve a density of at least 200 people and jobs combined per gross hectare by 2031.

~~iii.~~iv. Notwithstanding any other policy of this Plan, development in the Provincial Urban Growth Centre will achieve a minimum density of 2.5 ~~FSI~~*FSI* at the time of ultimate *build-out* within each of the following ~~*D*~~*development* ~~*A*~~*areas*:
   a) ~~all development blocks within the Urban Growth Centre located~~ west of Yonge Street and south of Davis Drive;
   b) ~~all development blocks within the Urban Growth Centre located~~ east of Yonge Street and south of Davis Drive; and
   c) ~~all development blocks within the Urban Growth Centre located~~east of Yonge Street and north of Davis Drive.

~~iv.~~v. For the purpose of this policy, the *FSI* shall be calculated by dividing the *gross floor area* of all development at *build-out* within each of the *development areas* by the total *land area* within each of the *development areas.*

~~v.~~vi. The calculation of *floor area* shall not include the floor area of underground parking, bicycle parking, or public transit uses such as stations or waiting areas.

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 (iii) and (iv).

Comment [PM30]: Relocated

Comment [O31]: Editorial

Comment [PM32]: Reference to development block no longer necessary due to restructuring of the Policy to apply density to the designations.

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vi. ~~The Provincial Urban Growth Centre will be planned:~~

~~a) as a focal area for investment in institutional and region-wide public services, as well as commercial, office, civic, recreational, cultural and entertainment uses;~~

~~b) to accommodate and support major transit infrastructure;~~

~~c) to serve as a high density major employment centre that will attract provincially, nationally or internationally significant employment uses; and~~

~~d) to accommodate a significant share of Newmarket's and the Urban Centres' overall population and employment growth.~~

Comment [O33]: Moved to Policy 6.4.6 i Editorial

6.4.7 General Building Height and Density

Comment [PM34]: Building Density and Height policies replace former policies to address revised approach which applies the density and height at the designation level and not at the block level and to clarify implementation (Weston,MHBC)

i. Schedule 4 establishes the minimum and maximum heights and densities for each of the *density designations* within the Urban Centres and will be applied at the time of ~~the~~ development application~~s~~.

ii. The boundaries of the *density designations* shall be determined at the time of development by the Town, and shall approximate the areas shown on Schedule 4.

iii. Development proposals shall not be evaluated based on height and density targets alone, but in combination with all other policies of this Secondary Plan, including but not limited to, the Urban Design and Floodplain and Hazard Lands policies.

Height

iv. The minimum and maximum heights shall apply on the basis of the *density designations* identified on Schedule 4.

v. As the height of storeys may vary, where there is a discrepancy between the height in metres and the number of storeys, as identified on Schedule 4, the height in metres shall prevail.

Comment [O35]: Editorial

vi. No development shall have a height lower than the minimum height identified on Schedule 4, except as provided for in Policy 6.4.7(vii).

vii. Minor reductions to the minimum building heights identified on Schedule 4 may be considered as part of development applications to allow flexibility in building and site design, such as, reduced height to articulate a portion of a façade, for development involving heritage structures, or to transition to adjacent parkland. Such consideration shall require demonstration, to the satisfaction of the Town, that the minimum density of the *density designation* will be achieved.

Comment [O36]: Weston

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~~iii.~~viii. No development shall have a height higher than the maximum height identified on Schedule 4, except where the bonusing provisions of Policy 14.2.9 have been implemented by the Town.

Density

~~iv.~~ix. The minimum and maximum densities shall apply on the basis of the *density designations* identified on Schedule 4.

~~v.~~x. The intent of the minimum and maximum densities on Schedule 4 is to appropriately distribute densities. The *FSI* shall generally be calculated on a site-by-site basis, such that each development application achieves an *FSI* of not less than the minimum *FSI* and not more than the maximum *FSI* for the applicable density designation as identified on Schedule 4.

~~vi.~~xi.

The density of a development is calculated by dividing the *gross floor area* of that development by the *land area* of that development.

Comment [O37]: Clarified density calculation (Weston and MHBC)

xii. The calculation of *gross floor area* shall not include the floor area of underground parking, bicycle parking, or public transit uses, ~~,~~ such as stations or waiting areas.

xiii. The Town may consider an *FSI* that is higher than the maximum *FSI* for an individual application only where it can be demonstrated, to the satisfaction of the Town, that:

a) other properties within the same *density designation* are constrained e.g.~~,~~ by heritage features, proximity to *low-rise* residential areas and the transitional and angular plane policies;
b) the maximum *FSI* for the individual *density designation* within which the application applies will not be exceeded;
c) the applicable urban design and built form policies are met; and
d) the location and characteristics of the site make it appropriate to accommodate more of the density relative to other properties within the same *density designation*.

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~~6.4.7 General Building Height and Density~~

Comment [O38]: Former Policy 6.4.7 is replaced with the above revised policy to address comments regarding clarification of how the density and height calculation would apply at the time of development applications and in the longer term. (Weston, MHBC)

~~i. Schedule 4 establishes the minimum and maximum heights and densities for the Urban Centres.~~

~~ii. Development proposals shall not be evaluated based on density targets alone, but in combination with all other policies of this Secondary Plan, including but not limited to the Urban Design and Floodplain and Hazard Lands policies.~~

~~iii. No development shall have a height lower than the minimum height or higher than the maximum height identified in Schedule 4, except as provided for in Policies 6.4.7(v), 5.3.4.1(i) or 5.3.4.1(ii).~~

~~iv. As the height of storeys may vary, where there is a discrepancy between the height in metres and the number of storeys, as identified on Schedule 4, the height in metres shall prevail.~~

~~v. Minor reductions to the minimum building heights required by Schedule 4 may be considered as part of development applications to allow flexibility in building and site design, for example in transition areas between new and existing development or for development involving heritage structures. Such consideration shall only be given where it can be demonstrated that the planned intensification for the site(s) can be achieved.~~

~~vi. The minimum and maximum FSI's identified in Schedule 4 shall be applied at the level of the *development block* as defined on Schedule 5. Development blocks are generally defined as the area enclosed within a block of public streets. Where the development blocks shown in Schedule 5 are not defined by an existing public street, then the precise boundaries of the *development block* will be determined by the Town at the time of application for development.~~

~~vii. Where a *development block* includes the Floodplain and Hazard Lands identified on Schedule 5, the density calculation shall generally not include the Floodplain and Hazard Land for the purpose of calculating density unless development exists or has been permitted by the Lake Simcoe Region Conservation Authority.~~

~~viii. The FSI of a *development block* is calculated by dividing the gross floor area of all development in the *development block* by the land area of the entire development block. The land area to be used for the FSI calculation shall include the land used for buildings, off-street parking and servicing areas, private streets and driveways, and private landscaped open space and shall exclude land for public streets, parks and open space that are dedicated to the Town, natural heritage, schools and public infrastructure such as hydro facilities and pumping stations. The calculation of gross floor area shall not~~

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~~include the floor area of underground or structured above-ground parking, bicycle parking, or public transit uses such as stations or waiting areas.~~

6.4.8 Interim Development Policies

Comment [O39]: New Interim Development al Policies in response to comments that some limited interim development should be permitted (Richards, Weston, Upper Canada Mall)

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 in height or density may be permitted without amendment to this Plan subject to Policy 6.4.9(ii).

ii. This Interim Development ~~-~~policy is intended to apply in the short term in order to provide the existing commercial uses in the Urban Centres with the flexibility to remain economically viable until they are ultimately redeveloped in accordance with this Plan. The Town may permit development that is lower than the minimum heights and/or densities of this Plan without amendment to this Plan, subject to the following:

a) the development does not increase the total gross ground floor area present on the site at the time of the approval of this Plan by more than 5%;
b) development is not intended to be long-term and is considered appropriate over the short- to medium-term;~~.~~
c) the maximum building height does not exceed two storeys unless the development is designed to be the podium of the next phase of development~~.~~;
d) the development does not preclude the long-term re-development of the site as envisioned by ~~-~~this Plan;
e) the development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form;
f) the street network and pedestrian mews connections envisioned in Schedules ~~s~~ 5 are not compromised or precluded; and
g) the development does not include residential uses or underground structures.

Comment [O40]: Schedule 5 deleted and Schedules thereafter renumbered. Former Schedule 5 (Block Structure) no longer necessary and has been deleted as density is to be calculated based on the density designations of Schedule 4.

~~i.~~iii. It is the intent of the Town to review the Interim Development Policies within approximately five (5) years of approval of this Plan to determine their continued applicability in view of the intent to achieve the densities identified on Schedule 4.

~~6.4.8~~ 6.4.9 Phasing of Development

i. Prior to approval of development, it must be demonstrated to the satisfaction of the Town that the necessary infrastructure to support the planned development is being provided or is sufficient ~~in place~~ to accommodate the planned development in accordance with Policy 14.2.2.~~.~~

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7.0 Urban Design and Sustainability

7.1 Introduction

The Secondary Plan anticipates significant renewal and redevelopment across the Urban Centres. This includes the introduction of a number of built forms, including taller buildings, new mixed use areas and a finer ~~grained~~ transportation grid network. Each of these new urban elements will need to be carefully designed to ensure that they fit into the broader context of the evolving Urban Centres, are sensitive to the surrounding land uses, and create the distinct, livable and vibrant urban place that the Town of Newmarket is seeking to achieve.

In addition to the Urban Design and Compatibility policies of Section 12 of the Town of Newmarket Official Plan, the following additional Urban Design and sustainability objectives and policies apply within the Urban Centres.

7.2 Objectives

Urban design within the Urban Centres will:

a) maintain the role of the Urban Centres as a sought after destination within the Town and the Region for living, working, shopping and playing;
b) create a unique sense of place within each *Character Area* and ~~,~~ particularly at Yonge Street and Davis Drive where creating both an iconic space and skyline will be a priority;
c) create a livable and vibrant urban place;
d) achiev~~eing~~ the walkability objectives of this Plan;
e) incorporate new gateway features to create a sense of arrival in the Urban Centres, distinguishing it as the focal point for intensification while creating a unique and memorable identity;
f) ensure high quality urban design is implemented including enduring buildings, and ~~resilient~~ buildings and associated infrastructure that are resilient to external factors, such as climate change;
g) ensure that development is sensitive to adjacent stable residential neighbourhoods and is compatible with adjacent development within the Centres;
h) ~~incorporate~~ ensure new buildings implement sustainable water and wastewater technologies, are ~~and~~ energy ~~efficient~~efficient, and implement leading edge waste management and stormwater management techniques;
i) ensure new development respects cultural assets and natural heritage services where they exist within and adjacent to the Urban Centres; and
j) ensure that new development provides for the capability to implement leading edge communication technologies, including broadband services,

Comment [PM41]: Heritage Newmarket(HN)

Comment [PM42]: Region of York

Comment [PM43]: NEAC

Comment [O44]: HN

Comment [PM45]: Clarified wording (Tridel)

DRAFT

in order to attract and maintain investment, facilitate research and development and knowledge based initiatives, and support health services.

~~i) provide capacity to implement leading edge communication technologies, including broadband services within future developments in order to attract and maintain investment and to facilitate research and development technologies, knowledge based initiatives, health services, etc.~~

7.3 Policies

7.3.1 General Urban Design

i. Urban design will incorporate the applicable requirements of the other provisions of this Plan ~~including: Section 8.0 Block Structure and Street Network, Section 9.0 Transportation and Mobility, Section 10.0 Parks, Open Space and Natural Heritage, etc~~.

ii. All development shall be designed to be accessible to people with disabilities in accordance with the Ontarians with Disabilities Act (AODA) and the Ontario Building Code.

Comment [PM46]: Response to Region comments and Included to address ongoing changes to the Building Code to meet the AODA, e.g., Jan 1, 2015 provisions for residential buildings 3 or more storeys or over 600 m2 to require barrier free access to all floors

iii. All development will be required to exhibit high quality urban design, utilize ~~and~~ durable materials such as stone, brick, glass, etc., and contribute to the unique identity and prominence of the Urban Centres. Exterior materials such as stucco, vinyl and other less durable material will generally not be permitted.

~~i.~~iv. In order to accommodate the future undergrounding of the overhead hydro and other utilities on Yonge Street and Davis Drive lands are required to be dedicated to the Town in accordance with Policy 13.3.4.

Comment [O47]: New policy to provide link to Policy 13.3.4 Re. Underground Hydro and associated facilities

~~ii.~~v. Urban design guidelines may be developed to assist in the interpretation of this Plan.

7.3.2 General Massing and Built Form

i. The general massing and exterior façades of new development will be designed to fit harmoniously into the planned context, while respecting the existing development outside the Urban Centres ~~while and achieving the intensification and density policies of this Plan~~.

Comment [O48]: Editorial

ii. New development will be designed to limit shadow and adverse wind impacts on adjacent properties and public spaces including ~~,~~ neighbouring streets, parks ~~,~~ and open space and ~~, including~~ urban squares.

DRAFT

~~ii. an adjacent properties.~~

~~iii.~~

New buildings shall address the street. Buildings shall have front façades with active entrances and windows that face the street. Where buildings face public squares and parks, these facades are intended to be designed to provide physical and visual access to these public spaces.

~~iv.~~iii.

iv. The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from ~~adjacent~~ streets and walkways.
~~Blank walls facing a street, uUrban Ssquare or park shall not be permitted.~~

~~v. Buildings should be designed to completely screen roof-top mechanical equipment from public view. Mechanical penthouses should be designed and clad with materials to complement the building façades.~~

~~vi.~~v. Building façades generally greater than 25 ~~30~~ metres in length should be articulated or "broken up" through the use of architectural features such as recesses, projections, awnings, or colonnades along at least 20% of the length.

~~vii.~~vi. Buildings will be designed to support the public and commercial function of Yonge Street and Davis Drive through means such as well-articulated façades~~, with architectural *articulation*~~, well-demarcated entrances, prominent display windows, and protective canopies.

vii. Buildings with non-residential uses on the ground floor should have ~~be designed to be *articulated* and~~ highly transparent ground floors, with a minimum of 60 percent of the ground floor frontage to be glazed.

~~viii. Where at-grade residential uses 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 contain low fencing and/or landscaped space.buffers. The ground floor of residential uses may have individual entrances and may can be level with the sidewalk . Parking and vehicular access will be required to locate at the rear and generally designed as below grade parking.~~

~~ix.~~viii. On a corner site, the development should address both street frontages and give prominence to the corner. Both façades should have comparable levels of architectural detail and character.

~~x.~~ix. Direct vehicular access is generally discouraged along Yonge Street and Davis Drive in order to minimize disruptions to the pedestrian environment and reduce turning movements onto Yonge Street and Davis Drive. Access

Comment [PM49]: Editorial

Comment [O50]: New policy to encourage physical and visual access to public spaces from new buildings

Comment [O51]: Moved to xiii below

Comment [O52]: Weston

Comment [PM53]: Planning dept.

Comment [PM54]: Moved to 7.3.4 Low Rise Residential Buildings

Comment [O55]: Editorial to address intent of original policy.

DRAFT

from side streets, back lanes and ~~S~~shared driveways are encouraged. ~~to reduce access points and pedestrian conflicts. on Yonge Street and Davis Drive.~~

~~xi. Loading bays, garbage services and building mechanical and utility equipment should be located within buildings.~~

Comment [O56]: Incorporated into policy x below

x. Loading bays, garbage and other servicing, and vehicular related functions should not detract from the use or attractiveness of the pedestrian realm. Garbage, loading, servicing and utility functions should be integrated within the interior of a building, or at the rear, whenever possible, with access from a rear lane or side street.

Comment [JT57]: Moved from streetscaping section

xi. The first 10 to 12 metres of a building's height should be designed in accordance with bird friendly practices.

xii. Buildings should be designed to completely screen roof-top mechanical and telecommunication equipment from public view. Mechanical penthouses should be designed and clad with materials to complement the building façades.

Comment [O58]: NEAC

7.3.3 Transitional and Angular Plane Policies

Comment [O59]: New Angular Plane Policy

i. Development immediately adjacent to an existing *low-rise* residential area or planned *low-rise* residential area shall generally not exceed the height of the adjacent buildings within the *low-rise* residential area.

ii. To ensure new development is compatible with the existing or planned context and provides an appropriate transition in scale to lower scale adjacent buildings or Parks and Open Spaces, the maximum height of any building, including mechanical units, should fall below an angular plane of 45 degrees measured from the neighbouring property line, applied to the front of the site and the rear of the site and, where the side of the site is along a public road, to the side of the site. The angular plane will generally not be applied across Yonge Street or David Drive. Balconies, railings, overhangs and other projections should be contained within the angular plane.

7.3.~~4~~3 Low-~~-~~Rise Residential Buildings

i. The primary entrance of low rise residential buildings should be located on the public street. Entrances should be well defined and clearly visible from the street and distinguished by their architectural design.

ii. Entrances to all *low-~~-~~rise* residential units should open directly to the street with the main entrance and living level generally located not more than 1.5 metres above adjacent grade.

DRAFT

iii. Façades ~~-~~of *low-~~-~~rise* residential buildings should be articulated and no building should have a continuous unarticulated plane facing the street of more than 25 ~~30~~metres. *Articulation* may include entrances, recesses, projections or other architectural designs that add interest to the façade.

iv. Where at-grade residential uses 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, except along Yonge Street and Davis Drive where lands have been dedicated to the Town for the future undergrounding hydro.~~.~~ Where lands are required to be dedicated to the Town for the future undergrounding hydro, the setback may be reduced in accordance with Policy 13.3.4. The setback area should be designed contain low decorative fencing and/or landscaping to distinguish the private space.

~~iv.~~v. Parking and vehicular access shall not be located fronting on the public street. Parking shall be located at the rear and generally designed as below grade parking~~underground or to the back of the property~~, preserving the frontage ~~yard~~ for a diversity of soft and hard landscaping. Shared access~~driveways~~ or private lanes to access rear ~~-~~parking is encouraged.

7.3.5~~4~~High~~Tall~~ and Mid-Rise Buildings

i. Where ~~*tall*~~*high* or *mid-rise* buildings are permitted, significant new public or publicly accessible private~~private/public open~~ spaces such as parks, urban squares and plazas or forecourts will be required to be provided as part of the development.

ii. Private, shared indoor and outdoor amenity space shall be required for all residential buildings with greater than 20 residential units that do not have access to individual ~~ground-related~~ private amenity space.~~access.~~

Comment [O60]: Editorial

iii. Blank side walls will not be permitted along or facing a public street, park, open space or pedestrian mews. Elsewhere, b~~B~~lank side wall conditions may be permitted on walls up to a height of 6 storeys if designed as an architecturally finished surface that complements the architectural character of the main building façade(s).

iv. Balconies on the front façade should generally not project beyond the building wall and should not be located within the first 3 storeys. Balconies on the upper floors should be inset behind the building wall and integrated into the design of the building facade.

DRAFT

v. *High* and *mid-rise buildings* should be oriented to maximize building energy performance, minimize adverse shadow and wind impacts and maintain sky views.

~~v.~~vi. Roofs of *high*~~tall~~ and *mid-rise* buildings are encouraged to implement energy provisions in accordance with Policy 7.3.7 or be used for outdoor amenity space.

7.3.5~~4~~.1 Podiums

i. All buildings taller than 6 storeys shall be required to have a podium.

ii. *High-rise buildings* should have a building base, or podium, that is at least 3 storeys or 10.5 metres in height at the street to a maximum of 6 storeys or 18 metres in height at the street, ~~-~~and a minimum of 75% of its frontage shall consist of the podium~~built to the required setback~~. The portion of ~~a~~ *high-rise buildings* above the podium must be stepped back a minimum of 3 metres for a minimum of two-thirds the length of the *tower* facing the public street.

Comment [PM61]: Clarification

iii. The podium of *mid-rise* buildings should not exceed ~~6~~5 storeys and should provide for a minimum step back of 1.5~~-3 metres to 3~~ metres above the podium for a minimum of two-thirds the length of the *tower* facing the public street.

Comment [O62]: Reduced maximum podium height to be in scale with the maximum height of mid-rise buildings (11 storeys)

iv. The roof tops of podiums are encouraged to be developed as private amenity space and contribute to the greening of the Urban Centres through roof top landscaping.

v. When *high-rise buildings* or *mid-rise* buildings are sited next to *low-rise* residential areas, podiums will be required to be massed and designed to allow for a transition between the residential area and the *high* or *mid-rise building*. Notwithstanding Policy 7.3.~~4~~5.1(ii) and (iii), the portion of the podium immediately adjacent to an existing or planned *low-rise* residential area shall be subject to Policy 7.3.3.~~not exceed the height of the adjacent buildings within the *low rise* development.~~

Comment [O63]: Cross reference to new transitional and angular plane policy

vi. Where new development fronts onto a public street that is developed ~~fronted~~ on the opposite side by *low-rise* residential buildings, such as on the south sides of Queen Street and Simcoe Street, the development shall be subject to Policy 7.3.3 (~~urban design t~~Transitional and Angular Plane ~~considera~~Policies).~~y 7.3.4.1(iv) shall apply.~~

7.3.~~4~~5.2 Towers

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

ii. The maximum ~~gross floor area~~*gross floor area* of the floor plate of the *tower* portion of a *high-rise building* proposed for residential purposes shall generally not exceed 750 square metres, excluding balconies. Larger floor plates may only be permitted where the urban design and other policies of this Plan can be met to the Town's satisfaction.

iii. If a development includes more than one *high-rise building*, the *tower* portion of the *high-rise buildings* shall have a minimum separation distance of 30 metres, measured from the exterior wall or exterior edge of balconies, whichever is greater. This same separation distance standard shall apply to *tower*s on adjacent properties.

iv. The maximum floor plate of the *tower* portion of *major office* and non-residential *high-rise* buildings will be evaluated in accordance with the applicable policies of this Plan to ensure impacts with respect to shadow, transition to adjacent uses, and the general scale are addressed.

7.3.~~5~~6 Streetscapes and Boulevards

i. Street furnishings, which include benches, bike racks, bollards, bus shelters/ kiosks, trash/recycling bins, banners way-finding signage and pedestrian lighting, should be used as unifying landscape elements. Because of their prevalence, their style, image and colour will be important to the overall visual environment of the Urban Centres. A low maintenance, vandal resistant, easily replaceable and recognizable family of furnishings with common themes and colour palettes will be identified for the Character Areas within the Urban Centres. Such themes may reflect the cultural heritage or other identifiable focus for the area.

Comment [PM64]: Heritage Newmarket

~~ii. Loading bays, garbage and other servicing, and vehicular related functions should not detract from the use or attractiveness of the pedestrian realm. Garbage, loading, servicing and utility functions should be integrated within the interior of a building, or at the rear, whenever possible, with access from a rear lane or side street.~~

Comment [JT65]: Moved to general design section

~~iii.~~ii. All public streets, and generally all private streets in the Urban Centres shall have sidewalks and street trees on both sides and lighting appropriate for pedestrians, cyclists and drivers to increase the overall comfort, aesthetic and safety of the street.

~~iv.~~iii. Development fronting on Yonge Street or Davis Drive will be designed to support a pedestrian friendly environment by:

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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) providing amenities such as public art, benches, bicycle ~~racks,~~parking, landscaped features and resting places;
c) creating a comfortable, yet highly animated, pedestrian environment through a rhythm of multiple retail frontages, architectural *articulation*, numerous entrances, display windows, canopies and signage;
d) promoting a strong street orientation by having building entrances oriented to the public street;
e) providing for weather protection and shade by incorporating features such as arcades~~, or~~ architectural canopies, trees and shade structures;
f) avoiding utilities, vents and other unsightly elements on the lower levels of façades adjacent to Yonge Street and Davis Drive; and
g) locating uses at-grade that create visual interest and support street activity. ~~and~~

iv. An approximate 10 metre boulevard will be maintained along both sides of Yonge Street and Davis Drive. This boulevard will accommodate a pedestrian path, cycling facilities and landscaping as well as the planned undergrounding of the hydro lines, as conceptually illustrated in Appendix A. The design of the Yonge Street and Davis Drive boulevards will:

a) promote consistent design themes, materials and landscaping within the Character Areas throughout the Urban Centres;
~~a)~~b) provide for raised cycling facilities within the boulevard, where feasible;
~~b)~~c) be designed as active public spaces that integrate and link development;
d) facilitate pedestrian access between walkways and building entrances;
~~c)~~e) incorporate pedestrian amenities including pedestrian-scale lighting and rest areas;
~~d)~~f) promote enclosure and definition of the street space;
g) provide places to meet, sit and socialize;
~~e)~~
~~f)~~h) promote pedestrian comfort, weather protection, and safety, including street trees and bicycle parking~~racks~~, particularly at transit stops; and
~~g)~~i) provide sufficient area to accommodate the undergrounding of the hydro lines and other utilities.

v. The design of minor collector roads and local roads will:
~~a) promote pedestrian amenity, comfort, convenience and safety;~~
~~b) ensure accessibility;~~

DRAFT

~~c)~~a) incorporate design features that minimize visual width and scale of the street;

~~d)~~b) incorporate design and functional elements which reduce traffic speed where appropriate;

~~e)~~c) permit ~~encourage~~ on-street parking where operationally feasible, particularly in proximity to ~~outside the~~ *Priority Commercial Areas* identified on Schedule 3; and

~~f)~~d) provide coordinated traffic ~~signage~~ and way-finding signage which is designed in scale and character with the streetscape elements.~~;~~

Comment [PM66]: Editorial

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 uses and facilitate pedestrian safety and way finding.

vii. Streets that are identified as Green Streets in Schedule ~~6~~7 will be designed to include the features identified in Policy 10.3.5(i).

7.3.~~6~~7Sustainability

i. All development shall be encouraged to strive for a *LEED*™ Gold or higher rating, or an equivalent standard.

ii. To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs and/or cool roofing materials as well as soft landscaping will be encouraged on the flat portion of rooftops, excluding the area required for mechanical equipment. All commercial, institutional, mixed use and multi-unit residential buildings, ~~excluding townhouses and stacked townhouses,~~ will be encouraged to:

a) have a green roof with a minimum 50% coverage;
b) provide solar capture equipment over a minimum of 60% of the roof;
c) use cool roofing materials for a minimum of 80% of the roof; or
d) use a combination of the above for a minimum of 70% of the roof.

Comment [PM67]: Regional comment

iii. All commercial, institutional, mixed use and multi-unit residential buildings, ~~excluding townhouses and stacked townhouses,~~ will be encouraged to:

a) provide for a minimum of 40% of the building's total energy requirements through *alternative energy* sources, including solar hot water, photovoltaic, geothermal, or purchase of off-site renewable energy, etc.;
b) utilize low demand or low flow fixtures, such as high efficiency toilets, low-flow showerheads, and/or water efficient clothes washers to achieve 20% greater water conservation than the Ontario Building Code;~~ in accordance with the York Region Official Plan;~~ and
c) provide for a minimum of 50% of the projected water demand for toilets/urinals through greywater recycling. ~~anprovide for 80% or more~~

DRAFT

~~of the outdoor water irrigation needs through a combination of rainwater harvesting and through the use of drought tolerant landscaping.~~

~~The use of potable water for outdoor watering will be restricted.~~

~~iv.~~

A rain water harvesting system will be required for all new development for outdoor irrigation and water use such that ~~.~~

~~The use of potable water for outdoor watering will be restricted.~~

iv. eighty percent or more of outdoor water irrigation needs can be met through a combination of rainwater harvesting and the use of drought tolerant landscaping. The use of potable water for outdoor watering will be restricted.

v. All commercial, institutional, mixed use and residential buildings are encouraged to reduce local heat island effects through mitigation measures including:

a) green or cool roofing and hard surface landscape materials that have a reflective index of at least 29; and
b) planting trees and other vegetation to provide shading on sidewalks, patios, roof tops and at strategic locations adjacent to buildings.

~~v.~~vi. All commercial, institutional, mixed use and residential buildings~~,~~ shall include a *solar design strategy* which identifies the approaches that maximize solar gain and facilitates future solar installations, e.g., *solar ready.*

vii. All commercial, institutional, mixed use and multi-unit residential buildings, ~~excluding townhouses and stacked townhouses,~~ shall be designed to maximize waste reduction and diversion with a convenient three stream waste collection system (recycling, organics and residual waste) and provision of space for new programs (e.g., electronics, textiles, batteries). ~~accommodate three stream waste collection (organic waste, recycling, and waste).~~

viii. All commercial, institutional, mixed use and residential buildings, are encouraged to include a construction waste diversion plan with strategies to meet an overall diversion target of 75%. The Plan may include advanced on-site waste diversion and recycling programs during project construction. The Plan shall also identify markets/ haulers for major waste streams, on-site storage/sorting area(s) and instructions for contractor staff.

ix. For commercial, institutional, mixed use and residential buildings, an indoor air quality enhancement strategy is encouraged. Such a strategy may commit to using low or no volatile organic compound products and/or define approaches that minimize the leakage of combustion gases, reduce exposure to indoor and outdoor pollutants through ventilation, and provide indoor moisture control, etc.

Comment [PM68]: Conformity with Regional Plan

Comment [PM69]: Conformity with Regional Plan

Comment [PM70]: Conformity with Regional Plan

Comment [PM71]: Conformity with Regional Plan

Comment [PM72]: Correction – currently required and Regional Plan Conformity Section 7.3.6 v

Comment [PM73]: Regional Plan Conformity Section 7.4.14

DRAFT

x. All commercial, institutional, mixed use and residential buildings, are required to include low impact development stormwater management measures that improve conditions with respect to stormwater volumes and contaminant loadings and that maximize infiltration. Innovative stormwater management measures may include but not be limited to rainwater harvesting, roof top or sub-grade storage, green roofs, rain gardens, bio-retention swales or areas, infiltration galleries beneath hard and soft surfaces, permeable surfaces, and so on.

Comment [PM74]: Conformity with 2.3.37 of Regional Plan

~~vi.~~xi. All commercial, institutional, mixed use and multi-unit residential buildings are encouraged to consider options for district energy, and design features that would enable the future implementation of district energy.

Comment [JT75]: Regional comment

~~vii.~~xii. Applications for development in the Urban Centres will be required to include a Sustainable Development Report that describes how the proposed development supports environmental sustainability. Sustainable Development Reports shall address at a minimum the following:

a) energy efficiency measures;
b) water conservation measures;
c) *alternative energy* use and *solar design strategy*;
d) heat island mitigation;
~~d)~~e) air quality enhancement;
~~e)~~f) Low Impact Development (LID) stormwater management; and
~~f)~~g) solid and construction waste reduction and management.

Comment [PM76]: Regional Comment and NEAC

~~viii.~~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 in the Yonge/Davis and Regional Healthcare Urban Centres as may be amended from time to time.

~~7.3.7 Communication Techno~~

~~i. All commercial, office, institutional, mixed use, and *mid* and *high rise* residential buildings shall be designed to provide for leading edge communication technologies, including but not limited to broadband fibre optic conduit to and within each building.~~

Comment [PM77]: Revised (Tridel)

~~In addition, all townhouse and stacked townhouse developments shall be required to provide a separate conduit to each townhouse block within the development and provide internal wiring within the buildings to facilitate access to the advanced communication technology, including broadband networks.~~

7.3.~~7~~8 Communication Technology

i. All commercial, office, institutional, mixed use, and multiple unit residential buildings will~~should~~ be designed to:

a) facilitate advanced telecommunication, such as building automation systems, for a broad range of applications from health services to

DRAFT

heating and lighting, leading edge national and international connectivity capability, etc.; and

b) provide the infrastructure for the delivery of leading edge communication technologies, including broadband fiber optics to and throughout the building(s) in order to facilitate future advanced telecommunication capabilities.

~~i.~~ii. A dedicated broadband fibre optic conduit, including appropriately sized wiring, shall be installed from the municipal right of way to each *development block* or building(s) as well as distributed internally to each unit within the building(s) in order to ensure access to advanced communication technology, when it becomes available.

~~ii.~~iii. Applications for development will be required to provide a Communication Implementation Plan that demonstrates how communication technology will be designed and implemented and demonstrate that the conduit and wiring meets or exceeds the minimum industry standard.

~~iii.~~iv. The planning and design of communication technology shall be subject to Policy 13.3.4 (Energy and Underground Utilities).

7.3.~~8~~9 Shadows and Sky Views

i. The scale and massing of buildings should allow for significant sunlight penetration onto public streets, parks, public and private squares and plazas that are accessible to the public, and other shadow sensitive areas such as school yards and outdoor amenity areas associated with seniors residences and long term care facilities and protect for sky views for pedestrians.

ii. Buildings are to be sited and designed to mitigate wind and skyview impacts on surrounding neighbourhoods.

iii. Applications for development in the Urban Centres will require a shadow impact study in accordance with Official Plan Policy 4.4.3 that demonstrates that the proposed development allows for a minimum of 50% of daily sunlight (measured from 1.5 hours after sunrise and 1.5 hours before sunset) onto public spaces identified above, including public sidewalks, during the summer solstice (June 21).

7.3.~~9~~10 Landmarks and Public Views

i. The Town will ~~may~~ identify significant views and landmark buildings, including views to heritage buildings that will be considered in the review of any development proposal, to ensure that the view corridors leading to them remain legible.

Comment [PM78]: Heritage Newmarket

DRAFT

ii. Development proposed for the heights of land 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 ~~the opportunity for~~ creating an iconic sky line.

7.3.11~~0~~ Signage and Lighting

i. Signage should be incorporated into the design of the building façade or landscaping.

ii. Signage should be displayed at consistent heights on building façades.

iii. All building signage and site lighting shall be designed and oriented to minimize general light pollution and ~~minimize~~ the infringement of light and glare onto adjacent properties in keeping with dark sky principles.

iv. New, stand-alone permanent pole-mounted signs, ground signs and pylon signs and mural signs shall generally be discouraged.

v. New billboards and third party signs ~~-~~shall be strongly discouraged ~~generally be~~ and strictly ~~prohibited~~ regulated by the Sign By-law.

vi. The following types of signs shall be prohibited:
   a) roof top signs or signs that project beyond the roof of a building or similar structure; and
   b) signs that may cause a distraction, such as animated, flashing, or noise emitting signs. ~~and~~
   ~~c) mobile signs.~~

vii. New mobile signs shall be discouraged throughout the Urban Centres and where permitted, shall be limited in their duration.

Comment [PM79]: To align with signage By-law

~~vii.~~viii. Street and pedestrian lighting will be designed to be energy efficient and dark skies compliant, including the use of LED or other low energy consumption lighting systems.

7.3.12~~1~~ Parking Facility Design

i. ~~New s~~Surface parking is discouraged throughout the Urban Centres and shall not be permitted in areas fronting onto Yonge Street or Davis Drive. Where surface parking is permitted, it shall be in the side or rear of the parcel and it shall be designed as an interim use and to facilitate the long-term redevelopment of the parking area in accordance with the vision and objectives of this Plan.

DRAFT

ii. Entrances to above and below-ground parking structures generally shall be from a private street or lane as the first priority, and may be permitted from a rear or side public street where it can be demonstrated to the Town's satisfaction that access from ~~a~~ a private street or lane is not feasible or necessary.

Comment [PM80]: Editorial

iii. Parking structures may be permitted beneath private streets and *pedestrian mews* and under private squares designed for public access and public parks, provided the surface function and character is not materially or qualitatively compromised. Where permitted, agreements with the Town may be entered into to establish terms, including such matters as applicable easements, to ensure public access to the surface uses are maintained.

iv. The design of parking facilities should take the following design policies into account:

a) integration of walkways, traffic islands and pedestrian refuges as integral components;
b) minimizing driveway access points to the public street as well as driveway crossings of the sidewalk, including sharing driveway access between adjacent sites where feasible;
c) provision of visual screening for parking areas or structures that are adjacent to the street;
d) integration of secure bicycle parking;
e) priority parking for accessibility (vehicular and scooters), car share and electric or hybrid vehicles, and including electrical charging stations;
f) providing at least one pedestrian route between the main building entrance and the public sidewalk that is uninterrupted by parking and driveways;
g) in larger parking facilities or where parking facilities serve more than one building or destination, providing logical, well-marked pedestrian routes for safe travel through the parking facility;
h) where parking facilities are located at the rear of buildings, rear entrances and pedestrian walk-throughs in order to facilitate pedestrian access to the street; and
i) other elements that may be identified by the Town.

v. Parking structures fronting on a public street or parkland shall generally contain street related active commercial, residential or institutional ~~-~~uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as fenestrated buildings, with a regular *articulation* of openings and materials that are generally consistent in type and quality with those of surrounding buildings.

vi. Vehicular entrances to above or below-ground parking structures on public streets shall be integrated into the design of the building and located to reduce conflict with pedestrians. Pedestrian entrances to parking structures shall be clearly identified and well lit.

DRAFT

vii. All development proposing underground parking structures will be required to demonstrate through geotechnical and dewatering studies that the site is suitable and that there will be no interference with municipal wells, both during and after construction.

7.3.13 Servicing and Utility Facilities

i. Utility and servicing equipment will be integrated into the design of the urban landscape and where possible will be located underground.

ii. The access to servicing and utility facilities shall generally be from a local street or private lane.

iii. Utility facilities may be permitted within a public right of way subject to an agreement with the Town, as well as on private property.

iv. Utility facilities are encouraged to be designed to be within buildings or parking structures where direct access by the utility is provided generally from the exterior of the building/structure.

v. Servicing and utility equipment will be encouraged to be clustered or consolidated where possible to minimize the physical space requirements and visual impact. Innovative methods are encouraged to integrate utility structures within streetscape features, including gateways, lamp posts, and transit shelters.

vi. Utility facilities will be required to be part of a landscaped area and visually screened through landscaping and/or decorative fencing and may be designed to facilitate or contribute to public art.

Comment [PM81]: New Policy -Bell Comments and Urban Design Manual Telecommunications Infrastructure MMM Group April 2009

8.0 Block Structure and Street Network

8.1 Introduction

The existing block structure within the Urban Centres is characterized by a number of large, deep parcels, as well as some very shallow and constrained parcels. The deepest parcels are primarily concentrated at Yonge Street and Davis Drive and, to a lesser extent, at Yonge Street and Eagle Street and Yonge Street and Mulock Drive. Blocks fronting on Davis Drive are typically much shallower. The majority of blocks have long frontages, with little porosity, relying on Yonge Street or Davis Drive for site access. Additionally, the blocks are not well-connected to the adjacent neighbourhoods, resulting in long, indirect travel distances for residents of

DRAFT

the surrounding neighbourhoods to access the stores and services fronting onto Yonge and Davis. The Secondary Plan seeks to create a highly walkable block structure, and introduces a fine gridain street network that creates more options for moving in the Urban Centres without relying upon Yonge Street or Davis Drive. It also aims to provide direct access to the VIVANext Rapidway stations via all transportation modes, including active transportation.

The Urban Centres Transportation Study has evaluated this Plan's recommended fine gridain street network with respect to the impacts on traffic and concludes that the network coupled with *Transportation Demand Management* strategies, a phased parking strategy, and other initiatives, is sufficient to keep pace with future development. Further studies will be required to address area-specific transportation issues that are outside the scope of the Secondary Plan.

8.2 Objectives

The street network and block structure in the Urban Centres will be planned to:

a) minimize walking distances, particularly between the stores, services and jobs on Yonge Street and Davis Drive and the surrounding residential neighbourhoods;
b) introduce a fine gridain street network that creates more options for moving in the Urban Centres without relying upon Yonge Street or Davis Drive;
c) provide direct access to the Rapidway stations and the GO Train station via all transportation modes, including active transportation;
d) provide logical and direct connections between the Urban Centres and the surrounding residential neighbourhoods through the provision of new minor collector and local roads and *pedestrian mews*; and
e) introduce new private streets, laneways and pedestrian linkages that facilitate and enhance walking and other forms of active transportation.

DRAFT

8.3 Policies

8.3.1 Block Structure

i. Development in the Urban Centres will be designed to create ~~contribute to thea~~ block structure as defined below.~~in Schedule 5.~~

ii. Blocks will be of a scale and size appropriate to a pedestrian area.

iii. Blocks created by new development should be no less than 60 metres in depth for blocks fronting onto Yonge Street or Davis Drive, and 40 metres for all other blocks, to allow for below-ground parking, accommodate minimum building heights and provide for sufficient traffic queuing distances.

iv. Blocks should be generally no greater than 100 metres in length in order to ensure convenient walking distances. If blocks are longer than 100 metres, breaks such as *pedestrian mews* should be provided for pedestrian access and connections to adjacent development.

Comment [O82]: Delete Schedule 5 as block structure is no longer used to apply the density calculations

8.3.2 Street Network

i. Development in the Urban Centres will contribute to the completion of the street network defined on Schedule ~~6~~5.

ii. The fine grid street network defined in Schedule ~~6~~5 shall be integrated into the existing street and block network to facilitate a balanced movement system for pedestrians, cyclists, transit riders and motorists.

iii. The street network in the Urban Centres will be planned to:
   a) create short, walkable blocks that provide direct pedestrian and vehicular access to Yonge Street and Davis Drive;
   b) provide a fine grid street network that ensures connectivity and permeability within the Urban Centres and to the adjacent existing and planned neighbourhoods outside the Urban Centres;
   c) realign or connect streets to remove off-set intersections;
   d) provide alternatives to Yonge Street and Davis Drive;
   e) create a ring road around the major intersections at Yonge Street and Davis Drive and Yonge Street and Mulock Drive; and
   f) ensure safe access in areas of the floodplain.

iv. New public streets identified on Schedule ~~6~~5 shall generally be conveyed to the Town by way of plan of subdivision in accordance with Policy 14.2.4 ~~of Newmarket as a condition of the applicable *Planning Act* application~~ or, in some cases, may be acquired by the Town, and the cost of acquisition recovered through cost sharing agreements with benefitting landowners.

Comment [PM83]: Cross reference

DRAFT

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

Comment [O84]: Addresses comment from Upper Canada Mall.

~~v.~~vi. Where possible, the alignment of new streets should align with existing property boundaries to optimize development potential and to distribute the costs of local streets between landowners.

~~vi.~~vii. New public and private streets should be located to align with existing intersections to minimize the occurrence of off-set or "T" intersections.

~~vii.~~viii. Direct vehicular access to properties from Yonge Street and Davis Drive is discouraged. Access to development should be directed to public side streets and/or private streets or lanes.

~~viii.~~ix. The final location, configuration, width or alignment of public and private streets shall be determined by the Town at the time of application for development subject to a Traffic Impact Report, prepared by the applicant to the satisfaction of the Town and, where applicable, York Region. Changes to the location, configuration, width or alignment of new streets identified in Schedule ~~6~~5 will not require an amendment to this Plan provided that the general intent and purpose of this Plan are maintained.

~~ix.~~x. Generally, all public streets will have a consistent right of way width throughout the length of the street to maintain visual and physical continuity, and legibility of the street.

8.3.3 Minor Collectors and Local Roads

i. New or upgraded streets identified as Minor Collectors on Schedule ~~5~~6 will be designed with a mid-block right-of-way of a minimum of ~~not less than 20 metres and not more than~~20-27.~~5~~6 metres, with potential for increased ROW at intersections.

Comment [O85]: Modified to be consistent with Table 2

ii. New streets identified as Local Roads in Schedule ~~6~~5 will be designed with a mid-block right-of-way of a minimum of ~~not less than 18 metres and not more than~~ 18-22.~~5~~6 metres, with potential for increased ROW at intersections.

Comment [O86]: Modified to be consistent with Table 2

Comment [O87]: Flexibility required to address site specific situations such as on street parking

iii. The maximum right of way width identified on Table 2 will be required unless demonstrated to the Town's satisfaction that a narrower right of way can accommodate ~~the necessary~~ sidewalks, cycling facilities, utilities, snow

Comment [O88]: Added to ensure pedestrian and cycling facilities are incorporated into the ROW in accordance with the conceptual cross-sections and to ensure active transportation is facilitated

storage, street and pedestrian lighting, street furniture and amenities, etc. Precise right-of-way requirements will be determined by the Town at the time of development, and will be generally within the right of way widths presented in Table 2 and ~~generally~~ reflect the conceptual cross sections presented on Schedule ~~7~~8.

iv. Minor Collector and Local Roads that intersect with Yonge Street or Davis Drive at a *Priority Commercial Area* may be designed to provide on-street parking, where feasible, provided it is adequately setback from the intersections with Yonge Street and Davis Drive that pedestrian and vehicular movement is not impacted.

8.3.4 Private Roads/Lanes

i. In addition to the ~~public~~ street network illustrated on Schedule ~~5~~6, new private streets, laneways and pedestrian linkages may be required to support development and facilitate traffic circulation in the Urban Centres. Private streets, laneways and pedestrian linkages associated with new development will be designed to provide additional connectivity within the Urban Centres and to reduce vehicular movements on Yonge Street and Davis Drive. This may require coordination across adjacent parcels as well as public easements to ensure continued access.

Comment [O89]: Delete Public as the street network identified on Schedule 5 includes both public and private streets.(South Lake Regional Healthcare and Upper Canada Mall)

ii. Surface easements in favour of the Town may be required over private streets, lanes and pedestrian linkages to ensure that both pedestrian and vehicular connectivity will be maintained.

iii. Private roads/lanes will be designed with minimum *mid*-block rights-of-way of approximately 16 metres.

iv. Parking structures may be permitted below private roads and lanes.

Comment [O90]: Clarification that parking structures can use the space below private roads and lanes.

~~iii.~~v. Where an identified public street is permitted by the Town to become or remain a private street, underground parking may be permitted below the private street.

8.3.5 Pedestrian Mews

Comment [O91]: Relocated from 9.3.4 to be consistent in defining the network addressed on Schedule 5

i. *Pedestrian mews* shall be required where adequate direct pedestrian connections cannot be provided by the public street network. Examples of where *pedestrian mews* may be required include the creation of linkages between:

a) neighbourhoods surrounding the Urban Centres and the commercial uses and jobs within the Urban Centres;
b) parking areas and building entrances;
c) transit stations and adjacent development;

DRAFT

d) building entrances and the public street; and
e) the Urban Centres and the parks and open space system.

ii. A number of priority locations for *pedestrian mews* are conceptually identified on Schedule 5 and include:
a) between Lancaster Avenue and Yonge Street north of Kingston Road;
b) between Walter Avenue and Yonge Street between Kingston Road and Davis Drive;
c) between Herbcain Avenue and Yonge Street between Davis Drive and Millard Avenue West;
d) between Peevers Crescent and Yonge Street south of Millard Avenue;
e) between Terry Drive and Yonge Street between Eagle Street and William Roe Boulevard; and
f) between Davis Drive and Queen Street between Wilstead Drive and Parkside Drive.

iii. Additional locations for *pedestrian mews* beyond those identified above may be identified at the time of applications for development, particularly in areas where the walking distance between the surrounding neighbourhoods and building frontages facing onto Yonge Street or Davis Drive would otherwise by 400 metres or more.

iv. *Pedestrian mews* when incorporated into a development will generally be retained as private lands and be privately managed. In some cases an access easement may be required by the Town to ensure it remains open to public access.

v. Securement and establishment of *pedestrian mews* linking adjacent neighbourhoods to the Urban Centres may be required through the development application process, and where required shall be conveyed to the Town in accordance with Policy 14.2.4.

Comment [PM92]: Clarification

vi. Where a *pedestrian mews* can incorporate a park function outside of the walking surface, the area outside of the walking surface may be counted towards parkland dedication requirements.

vii. *Pedestrian mews* should have a width of at least 3 to 5 metres, including the walking surface as well as a landscaped area between the walking surface and adjacent buildings or structures.

viii. *Pedestrian mews* should be designed to:
a) create the shortest possible walking distances between major origins and destinations;
b) have identifiable access and egress points and way-finding elements;
c) be well-lit, landscaped and where appropriate, include public art to provide a safe, comfortable and inviting amenity space;
d) be appropriately setback or screened from neighbouring buildings, where appropriate; and

DRAFT

e) include where appropriate, visually appealing fencing and/or landscaping to physically separate them from adjacent properties.

8.3.65Potential Future Signalized Intersections

i. All development that will result in increased vehicular movements will be required to include an assessment of the need for new traffic signals as part of the Traffic Impact Report, and particularly at intersections identified in Schedule 56 as ~~the~~ locations for assessment for potential future signals~~of a Potential Signal~~.

~~8.3.6 Prospect Street to Bayview Parkway Study Area~~

Comment [O93]: This study area is combined with the North South East West Network Study as the two study areas are inextricably connected. Two sparate studies are not efficient use of resources.

~~i. The Prospect Street to Bayview Parkway Study Area will be the subject of further detailed analysis to identify a preferred option for a direct connection between Prospect Street and Bayview Parkway and address among other things, any necessary modifications to signalized intersections.~~

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 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 9.3.2.1(ii).

This analysis is beyond the scope of the Secondary Plan and will be initiated separately at Council's discretion in conjunction with York Region.

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Table 2: Right-of-way Requirements for Streets in the Urban Centres

Road Classification	Minimum ROW (mid-block section)
Minor Collector - Double Loaded with no on-street parking and with bike facility on the boulevard	22-24.6 metres
Minor Collector – Double Loaded with on-street parking on one side and with bike facility on the boulevard	24.6–27.6 metres
Minor Collector – Single Loaded with no on-street parking and bike facility on the boulevard	20-24 metres
Local Street with no on-street parking and bike sharrow	18-20 metres
Local Street with on-street parking on one side and bike sharrow	20.6-22.6 metres
Private Street or Laneway	Approx. 16 metres

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9.0 Transportation and Mobility

9.1 Introduction

The transportation and mobility policies are designed to encourage modal shifts away from single occupant vehicles in favour of more sustainable modes through measures such as providing walking and cycling ~~trails~~facilities , improving transit facilities and services, and supporting land use changes around transit stations. Given the limited roadway capacity in the Urban Centres, future growth will depend on changes in established travel behavior in the short to medium term. The policies in this section focus on maximizing the potential of transit, building a robust *active transportation* network, managing parking supply, and *transportation demand management* as the key means for achieving these travel behavior changes.

The planned transit network which include the VIVANext Rapidway, York Region Transit routes and GO train and bus routes, are a central component of the Urban Centres transportation system. Providing convenient and direct connections to the stations on these transit systems is a key goal of this Plan.

The Secondary Plan also incorporates and links to an extensive *active transportation* network. The network includes a number of key components within the Urban Centres itself. In addition, for the Urban Centres to truly function as the heart of the Town's mobility network, it is important to consider how the "heart" connects to the rest of the system. This is particularly true of the *active transportation* network. The network of pedestrian and cycling connections planned within the Urban Centres therefore connects into a broader, Town-wide *active transportation* network that is conceptually illustrated in Schedule D in the Town of Newmarket Official Plan.

TDM policies and programs are critical to ensuring maximum benefit from transit and *active transportation* investments, encouraging modal shift to modes other than the private automobile, and reducing vehicle emissions, thereby improving air quality. The initial focus for TDM will be on the major trip generators within the Urban Centres including the Newmarket GO Rail Station, Regional Healthcare Centre, Yonge Civic Centre, the Yonge and Davis *Character Area* where the highest densities are planned, and particularly the northwest corner of Yonge and Davis. The latter area includes the Upper Canada Mall which includes approximately 4,000 free parking spaces and generates substantial traffic during weekdays, including during the afternoon peak period, and during weekend *mid*-day peaks.

9.2 Objectives

Transportation and mobility in the Urban Centres will be planned to:

a) support a transportation hierarchy in which walking, cycling and transit are given highest priority;
b) achieve a target of 50% mode share for transportation modes other than single occupant vehicles during peak periods by 2031;
c) optimize investment in rapid transit by directing higher densities and transit-oriented urban forms to existing and planned transit stations and stops;
d) provide seamless linkages between transit stations and the homes, businesses and places of work and play within the Urban Centres as well as those within the neighbourhoods adjacent to the Urban Centres;
e) reduce the number of automobile trips through *Transportation Demand Management* measures and the strategic location and supply of parking; and
f) include an *active transportation* network that connects the Urban Centres internally and that links the Urban Centres to the surrounding community.

9.3 Policies

9.3.1 General

i. The transportation system in the Urban Centres will be planned and designed for accessibility.

ii. The transportation system in the Urban Centres will be planned, designed and implemented in a manner that supports a transportation hierarchy in which priority is given to *active transportation* and public transit.

9.3.2 Transit

i. Development in the Urban Centres will be planned and designed to meet a target of 50% mode share for transportation modes other than single occupant vehicles during peak periods by 2031.

ii. The Town will continue to cooperate with York Region and transit agencies to expedite the planning, design and construction of the Yonge Street and Davis Drive Rapidways and other regional transit improvements.

iii. Development that occurs along the Yonge Street and Davis Drive transit corridors within 150 metres of a rapid transit station should, where possible, provide for clear, unobstructed walkways from transit stops to principal building entrance(s).

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9.3.2.1 Newmarket GO Rail Station

i. The Newmarket GO Rail Station will be planned ~~should evolve~~ 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 Mulock Road 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~~6. The Mobility Hub Station Area Plan should address 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 9.3.2.1(i);
b) potential for grade separation of the rail line at Davis Drive;
c) potential re-location of the Newmar~~l~~ket GO Rail Station access to Main Street to improve access and reduce traffic impacts on Davis Drive;
d) integration between the GO Rail Station, the Rapidway, the future GO bus services and the GO bus terminal;
e) pedestrian connections between the Rapidway Station at Davis Drive and Main Street and the GO Rail platform;
f) pedestrian connections between the *active transportation* network and the GO Rail platform;
g) opportunities and constraints to development in the vicinity of the station, including floodplain restrictions; and
h) accessibility and bicycle parking considerations.

iii. The Town of Newmarket may initiate an amendment to this Plan in order to incorporate relevant findings or directions from the Mobility Hub Station Area Plan.

9.3.3 *Active Transportation*

i. Development in the Urban Centres will contribute to the completion of the Active Transportation network defined in Schedule D of the Town of Newmarket Official Plan (Amendment #11).

ii. The Active Transportation Network includes both cycling and pedestrian facilities within the road ROW's and Off-Road and is integral to linking the surrounding community to the Urban Centres.

~~ii.~~iii. Developments will be required to facilitate and promote connectivity to the Town-wide Active Transportation Network identified on Schedule D of the Official Plan through urban design and Transportation Demand Measures.

DRAFT

iii. The Primary Active Transportation Network is designed to complement the regional cycling network and assist residents and employees of Newmarket to quickly and efficiently access local neighbourhood and community attractors and generators as well as transit stations. The Primary Active Transportation Network will be the highest priority for completion. Corridors identified as comprising part of the Primary Active Transportation Network within the road ROW within the Urban Centres identified on Schedule D will incorporate dedicated bike facilities that are separated from mixed traffic, preferably by grade separation or physical barriers, for the majority of their length.

iv. The Secondary Active Transportation Network is designed to further increase accessibility to all Newmarket neighbourhoods and provide direct connections to the Primary Network. The Secondary Active Transportation Network will be the second highest priority for completion. Corridors identified as comprising part of the Secondary Active Transportation Network within the road ROW within the Urban Centres identified on Schedule D will incorporate, at minimum, on-street bike facilities.

v. Changes to the requirements, location or alignment of *active transportation* elements identified in Schedule D will not require an amendment to the Secondary Plan provided that the general intent and purpose of this Plan is maintained.

For properties within the Urban Centres, rights-of-way required for the completion of the *active transportation* network identified on Schedule D shall be conveyed to the Town of Newmarket as a condition of the applicable *Planning Act* application 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 lan**9.3.4 Pedestrian Mews**

Pedestrian mews shall be required where adequate direct pedestrian connections cannot be provided by the public street network. Examples of where *pedestrian mews* may be required include the creation of linkages between:

neighbourhoods surrounding the Urban Centres and the commercial uses and jobs within the Urban Centres;

parking areas and building entrances;

transit stations and adjacent development;

building entrances and the public street; and

the Urban Centres and the parks and open space system.

Comment [O94]: Moved to OPA # 11

Comment [O95]: Moved to Policy 8.3.5 as part of the Block Structure and Street Network.

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~~A number of priority locations for *pedestrian mews* are conceptually identified on Schedule 6 and include:~~

~~between Lancaster Avenue and Yonge Street north of Kingston Road;~~

~~between Walter Avenue and Yonge Street between Kingston Road and Davis Drive;~~

~~between Herbcain Avenue and Yonge Street between Davis Drive and Millard Avenue West;~~

~~between Brammar Street and Yonge Street south of Millard Avenue West;~~

~~between Peevers Crescent and Yonge Street south of Millard Avenue;~~

~~between Terry Drive and Yonge Street between Eagle Street and William Roe Boulevard; and~~

~~between Davis Drive and Queen Street between Wilstead Drive and Parkside Drive.~~

~~Additional locations for *pedestrian mews* beyond those identified above may be identified at the time of applications for development, particularly in areas where the walking distance between the surrounding neighbourhoods and building frontages facing onto Yonge Street or Davis Drive would otherwise by 400 metres or more.~~

~~*Pedestrian mews* when incorporated into a development will generally be retained as private lands and be privately managed. In some cases an access easement may be required by the Town to ensure it remains open to public access.~~

~~Securement and establishment of *pedestrian mews* linking adjacent neighbourhoods to the Urban Centres, and their conveyance to the Town, may be required through the development application process, and where required shall be conveyed to the Town in accordance with Policy 14.2.4.~~

Comment [PM96]: Clarification

~~Where a *pedestrian mews* can incorporate a park function outside of the walking surface, the area outside of the walking surface may be counted towards parkland dedication requirements.~~

DRAFT

~~*Pedestrian mews* should have a width of at least 3 to 5 metres, including the walking surface as well as a landscaped area between the walking surface and adjacent buildings or structures.~~

~~*Pedestrian mews* should be designed to:~~

~~create the shortest possible walking distances between major origins and destinations;~~

~~have identifiable access and egress points and way-finding elements;~~

~~be well-lit, landscaped and where appropriate, include public art to provide a safe, comfortable and inviting amenity space;~~

~~be appropriately setback or screened from neighbouring buildings, where appropriate; and~~

~~include where appropriate, visually appealing fencing and/or landscaping to physically separate them from adjacent properties.~~

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9.3.~~5~~4 Transportation Demand Management

Comment [O97]:

i. Transportation Demand Management aims to encourage modal shift away from the private automobile, thereby reducing emissions, improving air quality, and promoting physical activity and healthier lifestyles. In addition to all studies that may be required in accordance with Newmarket Official Plan, all non-residential development in the Urban Centres and all residential development in the Urban Centres proposing 10 or more residential units shall be required to prepare a *Transportation Demand Management* strategy as part of its Traffic Impact Report. The TDM strategy will describe actions intended to discourage single-occupancy vehicle trips ~~,~~ minimize parking, and promote transit use, cycling, car and bike sharing, car pooling, and other measures.

Comment [O98]: Response to Regional comment.

ii. TDM strategies should be designed ~~primarily~~ 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 limited to:
    a) provision for car share in major residential developments;
    b) secure indoor bicycle parking and showers in conjunction with *major office* and commercial uses, institutional and civic uses;

c) car pool parking associated with *major office*, institutional and civic uses;
d) provide for on street and off street bicycle parking; and
e) transit fare incentive programs with major development to incentify use of the transit system.

9.3.5 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 encourage a shift toward non-auto modes of transportation.

ii. ~~The design of off-street p~~Parking facilities shall be designed ~~encouraged~~ to accommodate ~~spaces for~~ bicycles parking as well as reserved spaces for drivers of car-share vehicles and electric cars.

Comment [O99]: Editorial and strengthen policy

iii. Shared parking is encouraged between adjacent developments, where feasible.

iv. Surface parking is discouraged in accordance with Policy 7.3.12(~~0.~~i). Parking in the form of above or below-ground parking structures is preferred.

v. All non-residential parking, particularly at major employment areas, is encouraged to implement charged parking.

vi. All commercial, office, institutional, mixed use and multi-unit residential buildings, excluding townhouses and stacked townhouses, shall include secure bicycle parking and storage facilities, preferably indoors.~~.~~

vii. The ~~Zoning~~ implementing ~~B~~by-law shall establish minimum requirements for bicycle parking. Major office developments and major institutional employers shall be encouraged to include change rooms, showers and lockers for bicycle commuters.

viii. On-street parking will not be permitted along Yonge Street or Davis Drive.

9.3.5.1 Public Parking Strategy

i. The Town shall monitor the need for public parking in the Urban Centres and may prepare a public parking strategy that considers:
a) the amount of parking required to support planned commercial, entertainment and institutional uses;
b) the amount of on-street parking that can be provided to support planned commercial, entertainment and institutional uses;

DRAFT

c) the amount of office parking that could be made available through shared parking arrangements to the public in the evenings and on weekends;
d) appropriate locations and sizes for off-street public parking facilities;
e) the potential role for a municipal parking authority; and
f) appropriate cash-in-lieu of parking amounts for development in the Urban Centres, in accordance with Policy 4.2.7 of the Newmarket Official Plan, including any special conditions wherein reductions in cash-in-lieu requirements would be considered.

DRAFT

10.0 Parks, Open Space and Natural Heritage

10.1 Introduction

The existing parks and open space system within the Town has been studied and documented in the Town's Parks Policy Development Manual which envisions parks, trails and open space in Newmarket to serve a diverse range of residents and visitors year round. The Manual establishes a parkland classification system and proposes a Town-wide parkland service level standard of 4.0 hectares per 1,000 residents for active parks and passive green spaces, distributed among the following typologies:

- Town Parks – 1.0 ha per 1,000 residents
- Community Parks – 0.5 ha per 1,000 residents
- Neighbourhood Parks – 0.7 ha per 1,000 residents
- Urban Squares and Plazas – combined with Neighbourhood Parks
- Passive Green Space – by opportunity (not at the expense of active parkland)

The Urban Centres do not contain sufficient ~~land area~~*land area* to include larger Community Parks and Town Parks that facilitate active parkland uses; however, the Urban Centres will be planned to accommodate Neighbourhood Parks as well as Urban Squares and Plazas. Neighbourhood Parks are primarily walk/bike-to parks, catering to the recreational needs of residents living within their general vicinity. Neighbourhood Parks are intended for unorganized, spontaneous leisure activities, along with a limited number of organized facilities. Urban Squares and Plazas are smaller specialized parks that are intended to serve as interesting public spaces for unorganized and passive social, cultural and leisure activities, and should emphasize opportunities for provision of public art and cultural expression. They may include formal and informal playgrounds, seating areas and unstructured green space.

Table 3 identifies the projected Neighbourhood Park requirements based on the new growth anticipated in the Urban Centres for each of the quadrants identified in the Parks Manual, based on a standard of 0.7 ha per 1,000 persons. The table does not address growth outside the Urban Centres but aims to identify future park needs based only on the Urban Centres' intensification.

DRAFT

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 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
~~2021 – Additional people / Additional required Neighbourhood Parkland~~	~~3,855 / 2.7 ha*~~	~~125 / 0.1 ha~~	~~540 / 0.4 ha~~
~~2031 – Additional people / Additional required Neighbourhood Park land~~	~~10,210 / 7 ha~~	~~535 / 0.4 ha~~	~~49,270 / 3.5 ha~~
Build-out - Additional people / Additional required Neighbourhood Parkland	9,300/ 6.5 ha	900 / 0.63 ha	1,125 / 0.8 ha
Total Additional Neighbourhood Parkland required at ultimate *build-out*	16 ha	1 ha	4.7 ha
Total Additional Neighbourhood Parkland required at ultimate *build-out* for entire Urban Centres	+/-22 ha		

*(hectares required is based on # of residents multiplied by 0.7 = ha)

The parks and open space strategy for the Urban Centres supports connectivity with the existing parks and open space system, protection of existing natural heritage features, the maintenance of existing parkland, and the recognition of the potential for stormwater management ponds and Floodplain and Hazard Lands as contributing to open space opportunities. The Secondary Plan identifies a number of opportunities for signature public spaces as well as a network of smaller parks, urban squares and plazas that are stitched together with *pedestrian mews* and green streetscapes to accommodate the needs of the future population within and adjacent to the Urban Centres. The existing environmental features will also be a significant and dynamic part of the open space system for the Urban Centres. They will be protected so that residents may enjoy these areas for passive recreational use through a network of multi-use pathways, trails and other connections that link the Urban Centres to the broader community.

The Parks and Open Space System provides for the protection and enhancement of the tree canopy which in turn provides a number of ecosystem services including improved air quality, enhanced water quality and quantity, and removes air pollutants.

Comment [O100]: Regional Comment

DRAFT

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 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.

In total, the Secondary Plan identifies on Schedule 6~~7~~, approximately:

- 2.1 hectares of existing parks;
- 7.2 hectares of new Neighbourhood Parks (excluding Natural Heritage Areas, floodplain and stormwater management ponds); and
- seven kilometres of Green Streets.

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 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.

10.2 Objectives

The Urban Centres Parks and Open Space System will be planned to:

a) provide sufficient parkland within the Urban Centres or in the immediate vicinity of the Urban Centres to meet the needs of residents;

~~a)~~b) contribute to a net increase in the Town's tree canopy and contributes to other ecosystem functions including, improving air quality, enhancing water quality and quantity, moderates micro-climate, sequesters carbon, and removes pollutants:

Comment [O101]: Regional comment

~~b)~~c) incorporate a parks system that provides for a variety of recreational and passive recreational opportunities to serve the existing and future residents;

~~c)~~d) provide for strategic larger scale Neighbourhood Parks at locations that serve the greatest number of residents;

e) provide connectivity between the existing parks and open space system and the surrounding community, and to capitalize on the integration of natural heritage features and systems;

~~d)~~f) address Crime Prevention though Environmental Design (CPTED) techniques to ensure public spaces are safe;~~.~~

~~e)~~g) provide opportunities to showcase public art;

~~f)~~h) ensure that private and private/public amenity space is provided as part of future development; and

~~g)~~i) protect and enhance existing natural heritage features and areas, their ecological functions and recognize the linkages between these features

DRAFT

and areas and surface and groundwater features and associated hydrologic functions.

10.3 Policies

10.3.1 General

i. Development in the Urban Centres will provide for a parks and open space system that contributes to, enhances and connects to the broader parks and open space system.

ii. It is a goal of this Plan to provide for 0.7 ha of Neighbourhood Parks for every 1,000 residents within the Urban Centres, either within the Urban Centres or in the immediate vicinity of the Urban Centres. For the purpose of meeting this goal Neighourhood Parks include public Urban Squares and Plazas

iii. It is a goal of the Town to develop a minimum of 22 ha of Neighbourhood Parks and 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.

iv. In conjunction with development, the Town will protect and secure for public purposes the parks and open space system identified in Schedule ~~6~~7. The location size and configuration of the future parks identified on Schedule ~~6~~7 are conceptual and may be modified without an amendment to this Plan provided the general intent of the Plan is met.

v. In addition to the Parks and Urban Squares identified on Schedule ~~6~~7, additional Neighborhood Parks and Urban Squares or enlargements to those identified on Schedule ~~6~~7 will be achieved through parkland dedication in conjunction with development applications, in accordance with the Town's Parkland Dedication By-law.

vi. Where the dedication of the parkland involves more than one landowner, landowners are expected to enter into agreements to co-ordinate development and cost sharing in order to ensure the equitable distribution of the cost for parkland.

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

DRAFT

and expand existing parks and/or secure and protect for new parks in the immediate vicinity of the Urban Centres.

viii. The Town shall monitor the use and demand for parkland as the Urban Centres develop and may adjust the target identified in Policy 10.3.1(ii) by amendment to this Plan.

ix. Public Recreational uses, features and activities within the Urban Centres will be guided by the Town's Recreational Master Plan.

x. Public art will be encouraged in all Neighbourhood Parks, including Urban Squares and Plazas.

10.3.1.1 Parkland Acquisition

i. The Town intends to bring the Neighbourhood Parks and Open Space system identified in Schedule ~~6~~7 into the public parks and open space system during the planning horizon of this Plan. In the interim, legally existing uses on these ~~-~~lands are recognized and may ~~-~~continue.

ii. Parks and Open Spaces identified in Schedule ~~6~~7 will be brought into public ownership and developed as park or open space generally in conjunction with development or redevelopment within the associated *development block*(s).

~~vi.~~iii. In cases where development proposals generate a requirement for substantial parkland dedication but the development site cannot sufficiently provide the required parkland, the Town shall receive cash-in-lieu of parkland and such revenues shall be applied to the acquisition of parkland and/or used for other public recreational purposes within the Town. The priority for cash-in-lieu of parkland revenues generated by development in the Urban Centres will be the securement of the Urban Centres parks and open space system defined in Schedule ~~6~~7.

~~i.~~iv. Parkland will be conveyed to the Town 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.

~~iii.~~v. Parkland dedication or cash-in-lieu will be conveyed to the Town in accordance with the provisions of the *Planning Act* as implemented through the Town's Parkland Dedication By-law.

~~iv.~~vi. In addition to parkland dedication in accordance with Town's Parkland Dedication By-law, the Town may implement a number of other conveyance strategies in order to meet or exceed the parkland target in Policy 10.3.1(ii) including, but not limited to:

a) land exchanges;
b) securement of first right of refusal on strategic properties;

DRAFT

c) purchase or lease of land;
d) reuse of municipal land or surplus land of public agencies; and
e) land donations.

~~v.~~vii. Lands within the Floodplain and Hazard Lands, lands identified as natural heritage, and lands utilized for stormwater management facilities (above- or below-ground) will not be accepted as part of parkland dedication or counted towards the achievement of the parkland targets in Policy 10.3.1(ii).

~~vi.~~viii. Outdoor private amenity spaces may only contribute to parkland dedication as permitted by the Parkland Dedication By-law, and shall be maintained at the expense of the landowner.

10.3.2 Neighbourhood Parks

i. All residents of the Urban Centres should be within a minimum of 800 metres of an existing or planned Neighbourhood Park.

ii. The Urban Centres parks system will include, but not be limited to, the following Neighbourhood Parks:

a) Neighbourhood Park 1 (north Yonge Street, approx. 1.8 ha) - The Neighbourhood Park on north Yonge Street will centre around a reconfigured stormwater management pond with an additional area of approximately 0.74 ha that will transform the site from a purely functional space to a unique, identifiable public gathering space that encourages activity and interaction. This park will be located strategically with adequate street frontage for visibility and safety to invite users into the Urban Centres, and will complement the potential future schools that may locate to the west of the park. The park may accommodate a mix of low to intermediate-level sports facilities, informal playgrounds and unstructured green space.

b) Neighbourhood Park 2 (Yonge and Davis, currently identified at a minimum of approximately 1.4 ha) - The Neighbourhood Park at Yonge Street and Davis Drive will be a major focal point within the Urban Centres and may be enlarged as development proceeds in this area. It will function as a dynamic outdoor space, evoking a sense of community pride and identity that serves the planned major intensification of the surrounding area. The existing stormwater management pond, which is currently privately owned, will be reconfigured through innovative stormwater management techniques so that it may allow for an enhanced green space and landmark civic feature. This park will accommodate a greater degree of hardscaped elements, dynamic public art pieces, informal play, seating areas and spaces for cultural gatherings. The development of this open space feature will require a detailed landscape plan and it is intended to be

DRAFT

one of the signature and iconic spaces within the Urban Centres when completed.

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 and natural heritage features. The location provides park space in close proximity to the 6,200 residents forecast for the Yonge South *Character Area*. 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.*

d) Neighbourhood Park 4 (Savage Road, approx. 1.4 ha) - The Neighbourhood Park at Savage Road is adjacent to a potential school site and has direct access to the *active transportation* network on Savage Road and the Hydro corridor which connects southern Newmarket with the northwest part of the Town.

e) Neighbourhood Park 5 (Davis Drive approx. 0.9 ha) - This park links Haskett Park to Davis Drive *mid*-block between Lorne Avenue and Parkside Drive. This *mid*-block connection provides an important link with the existing community and provides strategic parkland within the planned high density area along Davis Drive.

f) Neighbourhood Park 6 (Holland River, approx. 1.2 ha) – This Neighborhood Park is owned by the Town and contains the Newmarket Senior's Meeting Place and the Recreational Youth Centre. It provides a large linear open space at the transition between the Davis Drive and Regional Healthcare Centre *Character Area*s. This open space connects the neighbourhoods to the north and south of Davis Drive. The Tom Taylor Trail, which is part of the Regional Nokiidaa Trail System, is a multi-use pathway and is an integral part of the Parks System as well as the *active transportation* network. This Neighbourhood Park provides a spectacular entrance to both the Davis Drive and Regional Healthcare Centre *Character Area*s and enhances the connection between these two neighbourhoods to the historic downtown. This Neighbourhood Park is a key staging area for both the east west and north south arms of the *active transportation* system.

iii. Neighbourhood Parks should be designed to:

a) front onto a street or *pedestrian mews* or trail connection;
~~a)~~b) generally locate in proximity to Rapidway or transit stations;
~~b)~~c) meet accessibility standards;

~~c)~~d) provide convenient, safe, visible and inviting pedestrian access points and well signed way-finding;

~~d)~~e) connect residents within and outside the Urban Centres to key destinations such as offices, stores and *community facilities*;

~~e)~~f) meet environmental sustainability standards including drought tolerant vegetation, permeable surfaces, low impact stormwater management, and use of native species; and

~~f)~~g) incorporate public art and cultural heritage features and landscapes.

iv. Permitted uses and activities within the Neighbourhood Parks identified on Schedule ~~6~~7 will depend on the size and theme of each park and will be subject to a detailed park master plan that may include:

a) a playground;
b) a splash pad;
c) open, grassed areas for casual recreation;
d) shade trees and other plantings;
e) a pavilion or shade structure where appropriate;
f) public washrooms, where appropriate, particularly at larger gathering spots and key trail heads;
g) lighted walking and cycling paths;
h) site furnishings including benches and bike racks;
i) public art and cultural features;
j) trash and recycling receptacles;
k) intimate hard surface areas for gathering;
l) limited commercial uses, in keeping with the scale of the park space and surrounding uses;
m) community gardens;
n) in 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; and
o) where associated with stormwater management ponds or floodplain areas, Low impact Development stormwater management, erosion or flood control facilities.

10.3.3 Urban Squares and Plazas

i. All development in the Urban Centres shall be required to include public or private outdoor amenity space in the form of Urban Squares or Plazas that is accessible by the public. Outdoor amenity spaces generally shall be located and designed to complement the public parks and open space system.

ii. Where public and private space is designed as an Urban Square or Plaza it will contribute to the required parkland dedication in accordance with the Town's Parkland Dedication By-law.

DRAFT

iii. The Town will ensure that an Urban Square or Plaza is created at minimum intervals of 250 metres along Yonge Street and Davis Drive. Urban Squares and Plazas will generally be identified through the development review process and may be developed as public space or, in partnership with developers, as private space with a public function.

iv. Urban Squares and Plazas should be a minimum of 0.1 ha and have at least 50% of their frontage on a public street or publicly accessible pedestrian trail or mews.

v. Civic uses fronting on Yonge Street or Davis Drive will be encouraged to provide public space in the form of an Urban Square or Plaza, generally at the frontage of their properties, which will provide public amenity space and contribute to the Parks and Open Space System.

vi. Urban Squares and Plazas shall be designed to:

a) promote a sense of identity and place;
b) provide a place to rest and seek shelter;
~~b)~~c) provide shade through trees or shade structures;
~~c)~~d) create an opportunity for introducing green space into the Urban Centres;
~~d)~~e) provide pedestrian connections between the public sidewalk and the parks and open space system;
~~e)~~f) ensure connection and linkage between the active face of abutting development and the public street;
~~f)~~g) provide opportunities for passive recreation where appropriate;
~~g)~~h) ensure continuity with the design elements of the public boulevard;
~~h)~~i) integrate public art or cultural features;
~~i)~~j) reduce heat island effect; and
~~j)~~k) contribute to the Town's target of a minimum of 12% tree canopy coverage by 2026 with a variety of trees species that maintain "green space" year round.

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 natural heritage function and/or their location within the floodplain and/or stormwater or natural heritage function. The Urban Centres will include, but not be limited to, the following Open Spaces:

a) Yonge Street Open Space - The redesign and enhancement of the small stormwater management pond south of Dawson Manor Boulevard

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on the west side of Yonge Street will create this Open Space and provide outdoor amenity space on Yonge Street.

b) Eagle Street Open Space - This Open Space is located north of Eagle Street generally between Yonge Street and the Ray Twinney Recreation Complex. It is centred on the floodplain of the Western Creek. It provides connectivity between the Ray Twinney Recreational Complex and Haskett Park. It is also a key connection to the *active transportation* network spine and primary trail connecting Yonge Street and historic Downtown Newmarket. A northerly trail connection is also achieved to Gladman Avenue along the rear of the proposed development fronting on the east side of Yonge Street. This Open Space will focus on natural heritage restoration and enhancement which will provide important natural space in proximity to a significant portion of the Town's emerging population.

c) Mulock South Woodland Open Space - This Open Space consists of a small enclave of mature woodland on the southwest corner of Yonge Street and Mulock Drive. This small woodlot will be protected and will contribute to the tree canopy and provide for opportunity for trail connectivity between Yonge Street and the community to the west.

~~c)~~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 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.

~~d)~~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 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 Sunnyhill 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 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

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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.

~~e)~~g) Superior Street Open Space – This space is within the Floodplain of the Holland River and is located west of the railway. It provides for open space in proximity to the northern end of historic Downtown Newmarket.

ii. Open Spaces will be managed to ensure the natural heritage features and functions are maintained and enhanced and generally uses such as trails and passive open space uses may be permitted.

10.3.5 Green Streets

i. The streets identified as Green Streets on Schedule ~~6~~7 shall be designed to function as part of the Parks and Open Space system by:
   a) providing green connections between elements of the parks and open space system;
   b) providing shade and resting areas for pedestrians;
   c) integrating the lawns and Open Spaces associated with public facilities; and
   d) incorporating street trees at approximately 6 to 8 metre intervals in order to contribute to the Town's target of a minimum of 12% tree canopy coverage by 2026 with a variety of trees species that maintain "green space" year round.

10.3.6 Natural Heritage System

i. Development and site alteration shall be required to demonstrate consistency with the applicable policies of the Provincial Policy Statement, conformity with the Lake Simcoe Protection Plan, in particular Policies 6.32-6.34 for Settlement Areas, and conformity with the Natural Heritage System policies of the Newmarket Official Plan. In the event of a conflict between this Secondary Plan and any of the plans described above, the policy that provides the greater protection to the natural heritage feature shall prevail.

ii. Existing wildlife habitat and linkages for wildlife movement will be maintained and enhanced.

iii. Opportunities for enhancing and restoring natural heritage features as part of the Urban Centres parks and open system will be implemented were appropriate.

DRAFT

iv. Existing watercourses will be protected, improved, and where they have been channelized underground, should be restored as part of redevelopment applications, where practical. The East Holland tributary north of Davis Drive is a priority for restoration in order to reduce the flood risk in this area.

v. The Town will establish a tree canopy target for the number of trees to be planted in the Urban Centres by 2031, and each year leading up to 2031, and through the development review process shall seek to ensure that trees proposed in public and private spaces and streetscapes support achieving the target.

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11.0 Community Facilities

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.

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 Area*s, the York District School Board has estimated a requirement for two additional elementary school sites and the York Catholic District School Board has estimated a requirement for one additional elementary school site within these *Character Area*s.

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 is currently undertaking a Recreational Master Plan to address the future recreational needs in Newmarket for the next ten years. Presently, there are several larger facilities in 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.

11.2 Objectives

The Urban Centres will be planned to:

a) incorporate compact, integrated and multi-use *community facilities* that are consistent with the urban character of the Urban Centres;
b) encourage cultural facilities throughout the urban centres as a means of fostering community identity and creating rich experiences; and
c) ensure the passive and active recreational needs of the future residents are met; and
d) ensure *community facilities* are served by transit.

DRAFT

11.3 Policies

11.3.1 General

i. The appropriate timing for most community services will be dependent on the pace and nature of development within the Urban Centres. The Town shall regularly monitor development trends and social conditions in the Urban Centres. As population thresholds for major *community facilities*, including schools, community recreation centres and emergency services, are approached, the Town shall work with York Region, the School Boards and other public agencies to assess the need for *community facilities* and determine or confirm the appropriate location(s), general configuration and program for required facilities. In the case of Town services, at the appropriate time, the Town shall secure the land or space for required facilities through dedication, purchase, lease, expropriation or other arrangements.

ii. An agreement among landowners in the Urban Centres, the Town and public agencies regarding community services, including schools, may be required to ensure the land costs for *community facilities* are equitably distributed.

iii. Public washrooms are encouraged to be located within or in association with *community facilities*, including parks and open space areas.

iv. *Community facilities* will be designed and located in proximity to transit stations and, where feasible, provide for transit facilities such as bus bays or shelters.

11.3.2 Schools

i. The York Region District School Board and the York Catholic District School Board have identified the need for as many as three elementary schools in the Urban Centres by build-out. The ultimate number of schools required and when they will be needed will depend on the size and makeup of the residential population. However, it is important at the outset of planning for the Urban Centres that the School Boards have the ability to acquire school sites as they are required. Schedule 3 identifies three potential school sites. The need for, as well as the precise location, size and phasing of each school shall be determined in consultation with the School Boards prior to any planning approvals for development within the blocks surrounding an identified school site.

ii. Subject to the approval of the School Boards, the school sites identified in Schedule 3 may be relocated or deleted without amendment to the Secondary Plan provided it is demonstrated that the long term needs of the School Boards will be met.

DRAFT

iii. At the appropriate time, the School Boards shall pursue acquisition of the land required to accommodate future schools and coordinate the design and construction of the school with the surrounding development. Should the School Boards not pursue the acquisition of lands, the lands may be developed in accordance with the underlying land use designation without amendment to the Secondary Plan.

iv. The site size, site layout and built form of schools shall be compatible with the planned form of development in the Urban Centres. The School Boards shall be encouraged to develop urban standards for new schools that optimize the use of land by promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, and providing for shared facilities and programming (e.g., day care, recreational facilities, library).

v. When considering applications for proposed residential development, the York District School Board and the York Catholic District School Board will be consulted to assess the anticipated impact of development on the adequacy of existing and proposed school facilities and to determine if any additional school facilities beyond what has been identified may be required.

11.3.3 Community Facilities

i. Recreation facilities required to address new growth within the Urban Centres will be addressed through the Town's Recreation Master Plan.

ii. *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services in order to achieve capital and operating cost efficiencies.

iii. Where appropriate, *community facilities* 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.

iv. The Town will work with the Library Board, the School Boards and private developers to ensure that the long term library needs are met for the forecasted residents.

DRAFT

12.0 Culture, Heritage and Public Art

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 and the watershed of the Holland River 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.

Comment [JT102]: Regional comment and HN

12.2 Objectives

The Urban Centres will be planned to:

a) conserve and, where appropriate, enhance cultural heritage features, elements and landscapes;
~~a)~~b) ensure visual access to designated heritage assets from public streets and walkways;
~~b)~~c) integrate cultural heritage features with future development; and
~~c)~~d) enhance cultural identity and opportunities for expression through public art and other initiatives.

Comment [O103]: Heritage Newmarket

12.3 Policies

12.3.1 Culture and Heritage

i. New development shall be designed to conserve and protect designated heritage buildings, structures and landscapes.

ii. Development, redevelopment and/or alteration of designated properties or other protected heritage properties shall integrate the property's heritage attributes into the proposed design and ensure compatibility with the heritage attributes and values through measures such as:
   a) maintaining the original location and orientation to the street;
   b) conserving the cultural heritage landscape or setting;
   c) ensuring the height, bulk, massing, materials, fenestration, and façade treatment do not detract from the heritage attributes or cultural heritage landscape; and/or

DRAFT

d) integrating the cultural heritage resources with new development, through the use of design features, building materials, and landscape elements.

iii. The Mulock Farm property, located on the northwest corner of Yonge Street and Mulock Drive represents a unique cultural heritage asset within the Town and will be a priority for protection as a park so that its cultural significance can be celebrated and enhanced.

iv. The Town will work with cultural and community organizations to establish new cultural facilities and programs for the Urban Centres. The Town shall also work with the business community and cultural groups to increase the number of festivals and other events intended to attract visitors to the Urban Centres.

v. Development, redevelopment and/or alteration of properties designated under Section IV, V or VI of the *Ontario Heritage Act* shall be required to demonstrate to the satisfaction of the Town, in consultation with Heritage Newmarket, through a Cultural Heritage Impact Assessment how the heritage attributes will be conserved, protected and integrated, where appropriate into the proposed development.

~~v.~~vi. Should previously undocumented archeological resources be encountered, work shall cease in a reasonable area surrounding the discovery, as determined in consultation with a provincially licensed archaeologist, and the necessary archaeological assessment be undertaken.

Comment [JT104]: As per Regional comment

12.3.2 Gateways

i. New gateway features will be created at the eastern boundary of the Urban Centres on Davis Drive, on the northern and southern boundaries of the Urban Centres on Yonge Street, at the intersection of Yonge Street and Davis Drive and at the entrance to Main Street on Davis Drive, in order to create a sense of arrival in the Urban Centres, distinguish it as the urban core and commercial centre of the Town, and create a unique and memorable identity. Gateway features may include distinctive landscape and streetscape treatments, entry signage, public art, distinctive character areas and/or skyline elements.

12.3.3 Public Art

i. The inclusion of public art or contribution to the Public Art Reserve Fund will be encouraged for all private development applications, other than non-profit and social housing projects.

DRAFT

ii. For private development applications, the contribution to public art will be calculated on the basis of 0.5% of the value of construction[1] as determined through the Toronto Area Chief Building Officials Committee Construction Value Standard in effect at the time of the declaration of a Complete Application by the Town.

iii. All major regional and local municipal buildings or other public facilities in the Urban Centres shall dedicate 1% of the capital budget to public art.

iv. Public art provision will be further subject to the Town's Public Art Policy and Plan which may identify, among other things, priority sites and site selection criteria for public art installations.

v. Development in the Urban Centres will consider all options for the integration of public art including as part of buildings, amenity spaces, signage and streetscape elements.

DRAFT

[1]The *gross floor area* for the purpose of this calculation will be determined in accordance with the provisions of the Town's Development Charges By-law.

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 groundwater system 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 wellheads (with three wells) within the Urban Centres. Wastewater from the Urban Centres is currently conveyed by the York Durham Sewage System (YDSS) to Lake Ontario. The YDSS and Local Sewage Collection Systems are based on a two-tiered sanitary sewer system: the Region is responsible for conveyance via major trunk sewers and treatment and each municipality is responsible for local conveyance from residences and business to the Regional system. To service planned growth in the Urban Centres, increased water and wastewater capacity will be required. The need for additional land use/servicing strategies and programs to support the Secondary Plan will be assessed in the Region's Water and Wastewater Servicing Master Plan. An update of that Master Plan commenced ~~, which is scheduled to be updated~~ in 2013.

The Urban Centres are provided electrical power from a 44 kV system. Several properties along Yonge Street utilize this service including large format retail stores, the York Region offices and Upper Canada Mall. The current rights-of-way on both Yonge Street and Davis Drive include above-ground hydro lines. The Town, in co-operation with York Region and Newmarket Tay Power Distribution Ltd., has undertaken a study to determine the space required, the advantages and disadvantages, and the cost and cost recovery mechanisms to implement underground hydro on Yonge Street and Davis Drive. Through the Underground Hydro Feasibility Study it was determined that up to five additional metres would be required to be added to the right-of-way on both sides of Yonge Street and Davis Drive as part of the boulevard in order to underground hydro and associated utilities. A conceptual cross section indicating the approximate requirements for undergrounding hydro and other utilities is illustrated in Appendix A.

13.2 Objectives

The Urban Centres will be planned to:

a) ensure that sufficient servicing and infrastructure is provided in a manner that keeps pace with growth;
b) minimize unnecessary use of resources; and

c) provide for the burying of hydro and associated overhead utilities along Yonge Street and Davis Drive.

13.3 Policies

13.3.1 General

i. Servicing infrastructure shall be planned on a comprehensive basis, having regard for the long-term development potential for the Urban Centres.

ii. The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, as identified by York Region and allocated by the Town.

13.3.2 Water and Wastewater

i. Applications for development within the Urban Centres shall be given priority for the allocation of servicing capacity in accordance with the Town's Servicing Allocation Policy. Where there are multiple applications within the Urban Centres that together exceed the available allocation, an analysis shall be undertaken by the Town to determine which application will be given priority. Priority will be based on an assessment of which application(s) best support the policies of the Official Plan, this Plan, and other Town goals.

ii. The Town encourages development applications within the Urban Centres to seek qualification under York Region's Servicing Allocation Incentive program as may be amended from time to time.

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.

13.3.3 Stormwater

i. Water quality and quantity control will be addressed on a site-by-site basis in accordance with the Lake Simcoe Protection Plan policies, the Lake Simcoe Region Conservation Authority Technical Guidelines for Stormwater Management, the Ministry of Environment Stormwater Management and Design Manual, and the Town's Engineering Design Standards and Criteria, as amended from time to time.

DRAFT

ii. All major development applications shall be accompanied by a stormwater management plan that demonstrates conformity with *designated policies* of the Lake Simcoe Protection Plan, including the preparation of a Water Balance and Phosphorous Budget.

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 particular emphasis on the stormwater management ponds identified in association with the Neighbourhood Parks and Open Spaces on Schedule 6~~7~~.

iv. Generally, the area around stormwater ponds should be planted with native and flood-tolerant plants to stabilize banks, improve water quality, create wildlife habitats and add visual interest. Storm ponds 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 ponds, and bridges, boardwalks and overlooks will be considered.

v. Innovative design and landscaping shall be required in conjunction with the stormwater management ponds contained within Neighbourhood Parks and Open Spaces identified on Schedule 6~~7~~ to integrate park uses with the stormwater function.

vi. On-site Low Impact Development (LID) measures and streetscape elements intended to enhance infiltration and minimize and treat stormwater run-off will be required. Examples of such measures may include rainwater harvesting and reuse systems, bio-swales or water features, permeable paving materials and green roofs. All new 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 ~~13.3.4~~ Energy and Underground Utilities

Energy

i. The Town will develop a Community Energy Plan that will include the Urban Centres.

Underground Utilities

ii. The Town will work with utility providers in the coordination and planning of utility services, including common or joint trenches/structures~~-~~, where feasible, in order to minimize disruption and the land requirements for underground and above ground utilities.

DRAFT

~~iii. Appropriate locations for utility equipment may be determined and consideration shall be given to the locational requirements within the right of way as well as on private property where access by the utility is provided from the exterior of buildings/structures.~~

Comment [PM105]: Moved to Urban Design Policies

~~iv. Utility equipment will be encouraged to be clustered where possible to minimize the physical space requirements and visual impact. Innovative methods are encouraged to integrate utility structures within streetscape features, including gateways, lamp posts, and transit shelters.~~

Comment [O106]: Moved to Urban Design Policies

~~v.~~iii. The Town will work with the Region, ~~-~~ the utilities and proponents to plan for ~~implement requirewhere fea~~the future burying of the existing overhead hydro lines and associated utilities, where feasible, along Yonge Street and Davis Drive, consistent with the direction set forth in Section 7.5.5 of the York Region~~Region of York~~ Official Plan.

~~vi.~~iv. In order to accommodate the future undergrounding of the overhead hydro lines and associated utilities on both sides of Yonge Street and Davis Drive, the Town will require up to an additional five metres of boulevard width as a parallel right of way adjacent to the Regional right-of-way. Such lands will be dedicated to the Town at the time of development or redevelopment, in accordance with Policy 14.2.4. Where development is phased, the dedication shall occur at the first phase of development.

Comment [O107]: Revised in response to Regional comment.

~~vii.~~v. The final determination of the width of the dedication will be subject to a detailed analysis conducted by the proponent, in consultation with the Town, Newmarket Tay Hydro Distribution Ltd. and York Region. The dedication may be less than five metres if the detailed analysis demonstrates that less dedication is sufficient to accommodate the future undergrounding of hydro and associated utilities across the frontage of the property (e.g. the access chamber is not required to be located on the subject property).

vi. Where land is dedicated to the Town for the future undergrounding of hydro, above and below ground development may be subject to *zero setback*, subject to meeting applicable setbacks standards required by the applicable utilities, the Town or the Region, such as required setbacks from gas and allowances for shoring structures.

~~viii.~~vii. Encroachment agreements may be entered into at the Town's discretion to allow uses on the lands dedicated in accordance with Policy 13.3.4. Encroachments may include below-ground parking provided such parking structures do not impact underground utilities, or surface uses associated with the primary use of the adjacent development such as outdoor patios or the display or sale of goods.

Comment [O108]: Revised per Regional Comment

DRAFT

viii. Where the lands have been dedicated to the Town and phased development or redevelopment is delayed, existing above-ground parking may be permitted to continue until such time as development or redevelopment occurs.

ix. The Town may provide incentives where land has been dedicated to the Town to accommodate the future undergrounding of the hydro lines, including but not limited to reduced parkland dedication in accordance with the Parkland Dedication By-law.

~~v. The Town will encourage York Region to amend its Official Plan to include up to an additional five metres of boulevard width on each side of both Yonge Street and Davis Drive in order to accommodate the undergrounding of the overhead hydro lines and associated utilities.~~

~~vi. Prior to York Region amending its Official Plan to incorporate an expanded right-of-way for Yonge Street and Davis Drive to accommodate the undergrounding of the hydro lines and associated utilities, the following policies will apply in the Urban Centres:~~

~~a) With new development or redevelopment, all new buildings and above- and below-ground structures, including underground parking structures, fronting on Yonge Street or Davis Drive will be required to be setback a minimum of four metres from the Regional right-of-way existing as of October 31, 2013 to ensure space is available to underground overhead hydro and associated utilities in the future. The final determination of the setback will be subject to a detailed analysis conducted by the proponent, in consultation with the Town, Newmarket Tay Hydro Distribution Ltd. and York Region. The actual setback may be greater or less than four metres if the detailed analysis demonstrates that an alternative setback is sufficient to accommodate the undergrounding of hydro and associated utilities across the frontage of the property.~~

~~b) Encroachment agreements may be entered into at the Region's discretion to allow uses on the lands dedicated and/or subject to easements in accordance with Policy 13.3.4(iii)(b). Encroachments may include below-ground parking or surface uses associated with the primary use of the adjacent development such as outdoor patios or the display or sale of goods.~~

~~c) Where phased development or redevelopment is delayed and the lands have been conveyed to the Region, existing above-ground parking may be permitted to continue until such time as development or redevelopment occurs.~~

Comment [O109]: Following Policies have been deleted in response to the Regional comment and replaced with the above policies

DRAFT

d) The Town may provide incentives where land has been dedicated to the Region to accommodate the undergrounding of the hydro lines, including but not limited to provision for zero setbacks for development from the expanded right-of-way, or reduced parkland dedication in accordance with the Parkland Dedication By-law.

vii. The following policies will apply in the Urban Centres following the adoption of an amendment to the York Region Official Plan incorporating an expanded right-of-way for Yonge Street and Davis Drive to accommodate the undergrounding of the hydro lines:

a) At the time of development or redevelopment the land required to accommodate the undergrounding of hydro and associated utilities along Yonge Street and Davis Drive not already conveyed through Policy 13.3.4(iii) and as defined through the right-of-way widths in the York Region Official Plan shall be conveyed to the Region.

14.0 Implementation

14.1 Introduction

This section sets out policies that are intended to guide and facilitate the implementation of the Secondary Plan.

14.2 Policies

14.2.1 Interpretation

i. The Secondary Plan is a statement of policy intended to guide the development of the Urban Centres. The Town may permit some flexibility in the interpretation of general policies, provided the intent of the Plan is maintained and its objectives and targets are achieved.

ii. The Secondary Plan must be read in conjunction with the Town of Newmarket Official Plan.

iii. The schedules included in the Secondary Plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to the Plan, except where the designations are established by fixed boundaries,

DRAFT

such as existing street rights-of-way, or where they are specifically stated as fixed in the policies of this Plan.

iv. Minor variations from numerical requirements in this Plan, with the exception of maximum and minimum heights and maximum and minimum densities, may be permitted without amendment to the Secondary Plan where it is demonstrated through a site planning process to be appropriate, and provided that the general intent of the Plan is maintained.

14.2.2 Coordination and Phasing of Development

i. The pace of development will be coordinated to ensure that development will only be permitted where it is supported by the appropriate level of infrastructure ~~with the provision of infrastructure,~~ including:

Comment [O110]: Response to Region

a) transit (conventional and rapid transit);
b) road network improvements;
c) transportation demand management measures;
d) pedestrian and cycling facilities;
e) parks;
f) water and wastewater services;
g) stormwater management facilities;
h) *community facilities*;
i) streetscape improvements; and
j) utilities.

ii. The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure:

a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater and transportation facilities, including the Rapidway stations;
b) the development satisfies all requirements regarding the provision of parkland, schools and *community facilities*; and
c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.

iii. Where development of smaller parcels is proposed, landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners in order to ensure that development is able to achieve the intent of this Plan in a logical and comprehensive manner.

iv. Prior to approving development applications in the Urban Centres, the Town may require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements,

DRAFT

water and wastewater services, parkland, stormwater management facilities, and land for schools and other community services. Alternatively, the Town may implement other arrangements to address cost sharing.

v. Plans of subdivision shall encompass an appropriate planning unit as agreed upon between the applicant and the Town. The Town shall approve only plans of subdivision/condominium that:
   a) conform with the policies and designations of this Secondary Plan;
   b) can be provided with adequate services and facilities as required by this Plan; and
   c) are not premature and are in the best interest of the municipality.

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 6.4.9.

ii. Replacements of previously approved uses may be permitted in the event of damage that was outside of the control of the landowner without amendment to the Plan.

14.2.4 Conveyance of Lands

i. Where lands have been identified as required for ~~the~~ public purposes~~construction of the street network or for parkland~~, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the *Planning Act*.

Comment [O111]: Editorial. The types of public purposes are outlined in 14.2.4.ii

ii. To secure the related public infrastructure improvements and community facilities required, all new development in the Urban Centres that requires the conveyance of land for public purposes such as: streets, boulevards, parks, boulevard space for the future undergrounding of hydro, pedestrian mews and/or other public facilities, as part of its initial development application process,generally shall proceed by way of a plan of subdivision. If the development involves more than one phase, the Plan of subdivision will be required at the first phase of the development. the subdivision approval

procAlternatively, the Town may agree to not require a plan of subdivision where the Town and the applicant agree to the conveyance of the land through an agreement entered into at the time of the zoning and/or site plan approval process. Where the Town and an applicant agree that a plan of subdivision is not required for an initial phase of development, the Town may permit a street to be conveyed through the rezoning and/or site plan approval process. Further, the conveyance of pedestrian mews to the Town, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the Town.

14.2.5 Zoning

i. To permit development in accordance with this Plan and prevent development not in accordance with this Plan, Council shall enact amendments to the Town's Zoning By-law and, in accordance with Policy 14.2.6, may enact a Development Permit By-law.

ii. In addition to Policy 16.2.1 of the Town of Newmarket Official Plan, the Town may, when enacting implementing zoning by-laws, apply the Holding Symbol "H" and specify the future uses of lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
   a) a Concept Site Plan and/or Streetscaping and Landscape Plan has not been submitted and finalized to the Town's satisfaction;
   b) public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
   c) the existing street network does not have the capacity or is inadequately designed for the anticipated traffic from development and/or the access it requires;
   d) development relies upon other matters occurring first, such as the consolidation of land ownership and/or the finalization of an agreement amongst landowners regarding the development and funding of community infrastructure and services; and/or
   e) technical studies are required on matters that Council considers necessary.

14.2.6 Development Permit System

i. The Development Permit System is an implementation tool that may be used to ensure the goals, objectives and policies of this Plan are realized. The Development Permit System is intended to be a flexible planning tool which combines zoning, site plan control, and minor variance processes into a single process. The Town may investigate the development of a Development Permit System for use throughout the Urban Centres or in portions of the Urban Centres in accordance with the *Planning Act*.

DRAFT

ii. If the Town elects to establish a Development Permit System for use in the Urban Centres, it will be established through amendment to this Plan and address matters such as the area to which the Development Permit System applies, any delegation of Council authority, specific goals, objectives, and policies of the Development Permit area, the type of criteria and conditions that may be included in a Development Permit By-law, classes of development that may be exempt, specific height and density bonusing provisions, and/or specific complete application requirements.

14.2.7 Design Review

i. The Town may establish a design review process, which may include a Design Review Panel, to ensure that the urban design and other policies of this Plan are met. If a Design Review Panel is established, development in the Urban Centres, including private and public buildings, may be subject to review by the Design Review Panel at the proponent's expense at the pre-consultation stage prior to the submission of formal development applications, or at another stage of the development application process as Council may deem appropriate.

14.2.8 Concept Site Plan and Streetscape and Landscape Plan

i. Policy 16.1.6 of the Newmarket Official Plan requires a Concept Site Plan and Streetscape and Landscape Plan as part of a complete application. Within the Urban Centres, these plans shall include:
   a) a context plan that demonstrates the compatibility of the development with the surrounding context;
   b) lotting plan that delineates and dimensions the lots proposed on each block;
   c) a description and illustrations of the long-term *build-out* for every phase of the development, and how the development contributes to achieving the ultimate *build-out* targets of this Secondary Plan;
   d) proposed density and massing of buildings for individual buildings as well as for each *development block* including shadow, views and microclimatic (e.g., wind studies);
   e) access and circulation plan for pedestrians, vehicles, and cyclists, including plans for structured parking above- and/or below-ground, and the location of on-street parking and bicycling facilities;
   f) proposed streetscape improvements, including how the Green Streets policies of this Plan will be implemented;
   g) locations and conceptual design of any parks and open space, including Urban Squares and Plazas;
   h) Sustainable Development Report in accordance with Policy 7.3.7(xii);
   i) a phasing plan that describes:

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- how development is proposed to proceed in a logical and orderly progression;
- how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
- existing neighbouring uses and the potential need to buffer or stage uses; and
- the public infrastructure and facilities required to serve each phase of development, including water, sewer, stormwater management, streets, transit, utilities, parks, cycling facilities, streetscaping and other *community facilities* and services, and their proposed phased construction.

j) other matters that may be deemed appropriate by the Town.

Comment [O112]: Response to Region

14.2.9 Bonusing

i. The Town may implement bonusing provisions under Section 37 of the *Planning Act* to secure a range of public benefits in the Urban Centres. The Town, at its sole discretion, may allow increases in building height and/or densities in the Urban Centres without amendment to this Plan in exchange for the following public benefits:

a) cultural facilities, such as a performing arts centre, amphitheatre or museum;
b) special park or recreational facilities and improvements identified by the Town as desirable for the area but which are beyond those required by this Plan, the *Planning Act*, or the Town's standard levels of service;
c) public amenities within identified environmental open spaces, including but not limited to permanent pathways, recreational trails and bridges that are beyond the Town's standard levels of service;
d) public art, where the contribution to public art is greater than the contribution requirements of this Plan;
e) structured parking for vehicles where a significant portion of the parking is to be transferred to a public authority for use as public parking;
f) streetscape, *pedestrian mews* and open space design enhancements that are beyond those required by this Plan, the *Planning Act*, or the Town's standard levels of service;
g) upgrades to and/or provision of *community facilities* such as community centres, including seniors and youth facilities and other social services;
h) other *community facilities* identified by the Town as desirable for the Urban Centres;
~~i) dedication of land to the Region for the undergrounding of hydro facilities prior to the approval of expanded right-of-way requirements in the ROP in accordance with Policy 13.3.4(iv) and 13.3.4(v);~~

Comment [O113]: No longer applicable in response to Regional comment. Dedication to the Town required. See Policy 13.3.4

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~~j)~~i) inclusion of energy or water conservation measures beyond those required by this Plan or by any other applicable plan;

~~k)~~j) affordable housing units beyond those required by this Plan or by the York Region Official Plan;

~~l)~~k) provision of rental accommodation which is guaranteed to remain as rental for a period of not less than 15 years; and

~~m)~~l) provision for social housing that is affordable to those below the 40th percentile in household income.

i. Bonusing shall only be permitted if supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided prior to the time of development.

ii. Applications requesting bonusing shall be supported by a Bonusing Justification Report that sets out the public benefits proposed, the increase in density and/or height requested, the planning rationale for the requested bonusing and demonstrates to the satisfaction of the Town that the following provisions are met:

a) it represents good planning;
b) it is consistent with the objectives of this Plan;
c) it meets the applicable urban design and built form policies of this Plan;
d) it represents appropriate development in the context of the surrounding character, and
e) it provides community benefits beyond those that would otherwise be required by this Plan, the *Planning Act*, the *Development Charges Act* or any other statute.

~~iii.~~ Bonusing permissions shall not exceed those identified on Schedule 4. ~~the following:~~

~~iv. 30 storeys in height where Schedule 4 provides for a maximum height of 20 storeys;~~

~~v. 25 storeys in height where Schedule 4 provides for a maximum height of 15 storeys;~~

~~vi. 18 storeys in height where Schedule 4 provides for a maximum of 10 storeys; and~~

~~vii. 8 storeys in height where Schedule 4 provides for a maximum of 6 storeys.~~

~~viii.~~

~~ix. Bonusing permissions shall not exceed the following:~~

~~x. 4.5 FSI per *development block* where Schedule 4 provides for a maximum density of 4.0 FSI;~~

~~xi. 4.0 FSI per *development block* where Schedule 4 provides for a maximum density of 3.5 FSI;~~

~~xii. 3.0 FSI per *development block* where Schedule 4 provides for a maximum density of 2.5 FSI; and~~

Comment [O114]: Deleted and cross-referenced to Schedule 4.

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iii. ~~2.5 FSI per *development block* where Schedule 4 provides for a maximum density of 2~~

~~xiii.~~iv. The Town may develop guidelines to support the implementation of the bonusing provisions to ensure a transparent and equitable implementation of bonusing.

14.2.10 Monitoring

i. In partnership with York Region, the Town shall monitor and report on the level of development in the Urban Centres every five years as part of the Town's regular review of its Official Plan, including an evaluation of:
   a) population and employment generated by both existing and proposed development with a view to ensuring that the 1:1 ratio of population to employment will be achieved by *build-out*;
   b) the density of development being achieved to ensure that development will achieve the minimum density targets of this Plan;
   c) affordable housing to ensure that the affordable housing targets of this Plan will be met;
   d) retail space per population to ensure that the minimum 5 sq.m of retail space per person is being met within each Character Area at all stages of development;
   e) pace of development against projections and servicing capacities;
   f) traffic volumes on key streets and intersections; and
   ~~a)~~g) metrics on modal split and movement patterns and how these may shift as infrastructure is implemented.

Comment [O115]: Added additional monitoring to reflect policies of the Secondary Plan (MHBC)

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15.0 Glossary

Active Transportation – 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.

Alternative Energy – Sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems and includes co-generation facilities.

~~**Anchor Hub** – Mobility hubs that have strategic importance due to their relationship with urban growth centres. *Anchor Hubs* have the potential to transform the regional urban structure and act as anchors of the regional transportation system.~~

Comment [JT116]: No longer referenced in policy

Articulation – The layout or pattern, expression and material character of buildings elements, including walls, doors, windows, and decorative elements such as cornices and belt courses.

Build-out – The time in the future when the subject area of land is fully developed in accordance with the vision, objectives and policies of this Plan.~~the estimated population and jobs planned for are achieved. An estimate of the amount and location of potential development (in terms of GFA, population and employment, etc.) for an area taking into consideration existing conditions including physical constraints (e.g. natural heritage system, other sensitive environmental features, topography, floodplain restrictions, existing infrastructure), proposed infrastructure (e.g. streets, public open space, stormwater management ponds), existing buildings (e.g. heritage buildings) and design considerations (e.g. densities, heights, lot layout, setbacks, massing).~~

Comment [PM117]: Revised

Character Area – Areas ~~A~~as identified on ~~defined~~ Schedule 2 ~~area~~ which are planned to contain~~ing~~ a mix of land uses as well as built form~~s requirements~~ that reflect the intended form, function and identity of the area.

Community Facilities – Facilities which are open to and provided for the benefit of the public including libraries, schools, recreational facilities and cultural centres.

Complete Community – Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

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Density Designation – A contiguous area within a single *development block* that is designated in Schedule 4 as either high density, medium-high density, medium density, or low density.

Comment [O118]: New Definition

Designated Policies – Policies within the Lake Simcoe Protection Plan that must be conformed to, in accordance with the provisions of the *Lake Simcoe Protection Act*.

Development Areas ~~– Within the Provincial Urban Growth Centre, the agglomeration of *development blocks*, which are intended to achieve the desired urban form and density of the Provincial Urban Growth Centre and meet Policy 5.4.23(a) of the Regional Official Plan.~~Subareas within the Provincial Growth Centre to which the density provisions of Policy 6.4.6(iv) shall apply.

Comment [PM119]: New Definition to address policy approach under Policy 6.4.6

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 public streets.

Floodway – For rivers and streams, means the portion of the floodplain where development and site alteration would cause a danger to public health and safety or property damage as determined by the Lake Simcoe Region Conservation Authority.

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

Gross Floor Area – The *gross floor area* is the area of a building, as defined by the Town of Newmarket Development Charges By-law.

~~**Gateway Hub** – All *mobility hubs* that are not *Anchor Hubs*.~~

Comment [PM120]: Deleted no longer referenced in Plan

Hazardous Substances – Substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of material that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

High-Rise – Any building that is 12 storeys or more in height.

Higher Density Intensification Areas – Areas outside the Provincial Urban Growth Centre that have a *density designation* of high density or medium-high density on Schedule 4.

Comment [O121]: Included to address the Regional OP Conformity re. affordable Housing at 35%.

Land Area - The land area to be used for calculating ~~*the FSI*~~ shall ~~calculation which~~ include alls ~~the~~ land used for:

- buildings;~~,~~

DRAFT

- 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
- private landscaped areas, including private squares that are designed to be used by the public.~~,~~

but shall exclude all land used for:

- public streets;~~,~~
- parks and open space that is~~are~~ dedicated to the Town;~~,~~
- natural heritage areas;~~,~~
- Floodplain and Hazard Lands, unless development exists or has been permitted by the Lake Simcoe Region Conservation Authority,
- schools;~~,~~ and
- public infrastructure such as hydro facilities and pumping stations.

Comment [O122]: New Policy

Leadership in Energy and Environmental Design (*LEED*) – A suite of rating systems for the design, construction and operation of high performance green buildings, homes and neighborhoods.

Low-rise – Any building that is 2 to 4 storeys in height.

Major Office - Major Office is generally defined as freestanding office buildings of 10,000 m^2 or greater, or with 500 jobs or more.

Major Retail – Major retail includes retail big box stores, retail warehouses and shopping centres. For the purposes of this definition a shopping centre is not a collection of ancillary uses that primarily serve the business functions on employment lands.

Major Transit Station Areas – The area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in a urban core. Station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

Mid-Rise – Any building that is 5 to 11 storeys in height.

Mobility Hub – Major transit station areas, as defined in the Growth Plan for the Greater Golden Horseshoe, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have an attractive, intensive

DRAFT

concentration of employment, living, shopping and enjoyment around a major transit station.

~~**Multi-use Schools** – A school facility that incorporates other community uses, such as libraries or recreational facilities that may be accessible to the public during school hours or after school hours.~~

Comment [JT123]: No longer used in policy

Pedestrian Mews – A short, pedestrian-only laneway.

Places of Entertainment – Places offering leisure activities offered for gain or profit including cinemas, adult entertainment and night clubs, arcades and indoor games.

Priority Commercial Area – Defined areas where priority shall be given to incorporating street–related commercial uses or public institutional uses on the ground floors of all building frontages on the public street.

~~**Retirement Residence** – means a residential building containing suites, not dwelling units, providing residence for mostly senior citizens and persons with special needs who do not generally require assistance with daily living and who may be provided with ancillary health, personal service, dining and recreational services exclusive to e the residents of the residence.~~

Comment [JT124]: Not referenced in policy

Solar Design Strategy – A report that considers possible solar design measures and identifies those measures that will be employed to minimize overall energy consumption.

Solar Ready – Design considerations that facilitate the installation of roof-mounted solar domestic hot water and/or photovoltaic systems, such as:

- a roof location of suitable size, pitch and orientation;
- labeled conduits from the mechanical room to the proposed location for a solar system, e.g. roof, necessary to accommodate additional electrical or hot water plumbing;
- extra plumbing valves and fittings on the hot water heater;
- an electrical outlet for the planned solar tank and wall space for PV controls; and,
- identification of locations for future components on construction plans.

Special Needs Housing – Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.

~~**Tall Buildings** – Any building that is 12 storeys or more in height.~~

DRAFT

Tower - The slender portion of a *high-rise* building where the height becomes greater than its width and depth and often employs a regular floor plate.

Transportation Demand Management (TDM) – Policies and actions designed to change travel behaviour. TDM includes any policy or regulation that facilitates or encourages multi-occupant vehicle use and/or reduces total vehicle trip making, particularly, but not exclusively, during congested peak periods.

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

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16.0 Acronyms

CA – Conservation Authority

FSI – Floor Space Index

GFA – Gross Floor Area

LEED – Leadership in Energy and Environmental Design

LID – Low Impact Development

ROP – Regional Official Plan

ROW – Right-of-Way

RTP – Regional Transportation Plan

TDM – Transportation Demand Management

UGC – Urban Growth Centre

YDSS – York Durham Sewage System

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Items 2 to 4

Items 2 to 4 consist of the modifications to the "parent" Town of Newmarket Official Plan required to address the integration of the Newmarket Urban Centres Secondary Plan into the Official Plan.
(This is an operative part of Official Plan Amendment No. 10)

DRAFT

Item 2 Identifies the applicable revisions to Policy 4.0, Urban Centres. Policy 4.0 is predominantly replaced by the text and schedules of the Newmarket Urban Centres Secondary Planas contained in Section II to the Official Plan.

1. 4.0 Urban Centres

a) Delete Policy 4.0, Urban Centres and replace it with the following, as modified below. The text below as amended, includes the ~~strikeouts~~ and additions in **bold** for context.

The following policies have been deleted in their entirety:

4.3.1 Yonge-Davis Provincial Urban Growth Centre

4.3.2 Yonge Street Regional Centre

4.3.2.1 Yonge Street Regional Centre Secondary Plan

4.3.2.2 Yonge Street Regional Corridor

4.3.3 Regional Healthcare Centre

4.3.3.1 Core Hospital Area

4.3.3.2 Complementary Use Area

4.3.3.3 South Transition Area

4.3.3.4 North Transition Area

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.

DRAFT

The Yonge-Davis Provincial Urban Growth Centre designation as shown on Schedule A **and on Schedule 1 of the Newmarket Urban Centre Secondary Plan attached as Section II** represents the *Places to Grow* Urban Growth Centre within Newmarket.

Newmarket Urban Centres Secondary 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 first three subareas identified on ~~Newmarket has a concentration of retail and service commercial uses, government, medical and health facilities and social services in four Urban Centres shown on~~ Schedule A, Land Use Plan**:**

Yonge Davis Provincial Urban Growth Centre;

Yonge Street **and Davis Drive** Regional **Corridors** ~~Centres~~;

Regional Healthcare Centre;

Historic Downtown Centre.

The Yonge-Davis Provincial Urban Growth Centre is intended to be a focal area for investment in institutional and region-wide services. **The remainder of the Newmarket Urban Growth Centres** ~~The Yonge Street Regional Centre and Regional Healthcare Centre~~ serve ~~a large~~ **the general** regional market, while the Historic Downtown Centre serves a more local area.

The purpose of the Urban Centres **is** ~~in this Plan are~~ to accommodate the broadest diversity of use, greatest level of activity and highest quality of design in the Town of Newmarket.

Use

A broad range of commercial, office, institutional, residential and open space uses are permitted in the Urban Centres. Achieving the desired mix of uses will occur through the intensification of all uses in Urban Centres.

Activity

Not all of the Urban Centres will experience the same scale or intensity of development. This Plan anticipates the majority of the integration and intensification occurring in the Yonge Street Regional Centre. The other Urban Centres will develop at differing scales and at densities as set out in the Zoning By-law and the appropriate Secondary Plans, District Plans, or other appropriate studies.

Design

DRAFT

Given the high visibility of the Urban Centres, special attention to sound urban design principles will be essential. Siting buildings to create a sense of street enclosure, locating parking lots in the rear of buildings, screening service and storage areas and effective landscaping are all means to enhance the experience and appearance of the Town's Urban Centres. In order to attract viable, high quality residential development, emphasis will be placed on creating a safe and attractive pedestrian environment, with an amenity characterized by attractive vistas and sunlight. Convenient access to public transit and open space are important locational and site design objectives.

4.1 Objectives

It is the objective of the Urban Centres policies to:

a. promote and maintain the Town as a major government, administrative, health commercial and regional service centre in York Region;

b. provide for a wide range of commercial uses and employment opportunities to meet the needs of Town residents;

c. plan for the Yonge-Davis Provincial Urban Growth Centre in conformity with the Provincial Growth Plan, *Places to Grow*;

d. provide support for the further development and intensification of the Yonge Street Regional Centre as a major retail and service commercial, office, institutional, entertainment, cultural and higher density residential area for the Town;

e. achieve a balance between persons and jobs of 1:1 in the **area of the Newmarket Urban** Centres Secondary Plan ~~Yonge-Davis Provincial Urban Growth Centre and the Yonge Street Regional Centre~~ and 2:1 on a Town-wide basis;

f. ensure that the Regional Healthcare Centre provides the opportunity for adequate health and medical facilities to meet the evolving needs of residents of all ages and physical capabilities;

g. provide support for the Historic Downtown Centre as the cultural and community focus of historic Newmarket; and,

h. contribute to the range of housing options.

4.2 General Urban Centres Policies

Policies

A broad mix of retail and service commercial uses are permitted in the Urban Centres subject to their specific designations. Permitted uses may include major and local institutional uses, entertainment, educational and accommodation facilities, business and professional offices and residential uses. In addition, Group Homes and Special Needs Facilities are also permitted in the Urban Centres subject to the policies found in Section 3.4.

DRAFT

2. **The densities for Newmarket Urban Centres Secondary Plan Area are established in Section II, while the densities for the Historic Downtown Centre are established in Table 1.**

~~2~~**3**. Permitted uses in Urban Centres will:

a. encourage a balance of high quality commercial, office, institutional and residential uses to maximize the opportunities for the use of public transit;

b. provide a transition between uses and buildings of different intensity and scale, particularly providing setbacks from and a stepping down of heights towards Stable Residential Areas;

c. provide an attractive, comfortable and safe pedestrian environment; and,

d. provide good site access and circulation and a supply of parking adequate for the area.

~~3~~**4**. 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 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**.

~~4~~**5**. Developments in Urban Centres shall provide maximum pedestrian, bicycle, vehicular connectivity and route choices, and facilitate access to existing and proposed transit services.

~~5~~**6**. ~~The main access to Urban Centre properties will generally be from Arterial and Collector roads. Local roads may act as secondary access points where appropriate.~~

~~6~~**7**. Council may accept cash-in-lieu of parking in the Urban Centres where residential and non-residential development is in close proximity to and can be accommodated by municipal parking facilities.

~~7~~**8**. **Minimum and maximum** parking requirements may be implemented through the Zoning By-Law to achieve the objectives of the 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 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,

Developing Transportation Demand Management measures, including the further establishment of Transportation Management Associations~~.~~

(Moved from 4.3.2.10)

4.3 Specific Urban Centres Policies

4.3.1 Newmarket Urban Centres Secondary Plan

The Newmarket Urban Centres Secondary Plan Area as identified on Schedule A is subject to the detailed policies of the Newmarket Urban Centres Secondary Plan appended as Section II to this Plan. The Secondary Plan must be read in conjunction with the policies of this Plan.

The following policies have been deleted in their entirety:

~~**4.3.1 Yonge-Davis Provincial Urban Growth Centre**~~

~~**4.3.2 Yonge Street Regional Centre**~~

~~**4.3.2.1 Yonge Street Regional Centre Secondary Plan**~~

~~**4.3.2.2 Yonge Street Regional Corridor**~~

~~**4.3.3 Regional Healthcare Centre**~~

~~4.3.3.1 Core Hospital Area~~

~~4.3.3.2 Complementary Use Area~~

~~4.3.3.3 South Transition Area~~

~~4.3.3.4 North Transition Area~~

4.3.2 District Plans

Detailed District Plans may be prepared for each of the Character Areas as identified on Schedule 2 of the Newmarket Urban Centres Secondary Plan to further guide the redevelopment of these area. The District Plans may address, among other matters, the following:

~~4.3.3.5 4 Regional Healthcare *Centre* District Plan~~

~~The process of guiding and managing change in the Regional Healthcare Centre may be based on a Healthcare District Plan. This Plan is intended to be a fluid document to facilitate the discussion and co-ordination of expanding medical facilities in the area.~~

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~~**Policies**~~

~~1. Council may prepare a Healthcare District Plan for the Regional Healthcare Centre in consultation with the Southlake Regional Health Centre and all affected stakeholders in the area. The Healthcare District Plan will address the following in greater detail than found in the Official Plan:~~

a. availability of infrastructure;

b. parking availability and traffic access;

c. compatibility with the surrounding Stable Residential Areas;

d. urban design and landscaping;

e. phasing and timing **of the fine ~~grain~~grid~~ed~~ed street network** in conjunction with development or redevelopment; and,

d. any environmental constraints in the area.

~~2. The final Healthcare District Plan may be adopted by a Council resolution in order to guide future development and redevelopment in the Regional Healthcare Centre.~~

4.3.3~~4~~ Historic Downtown Centre, is renumbered 4.3.3 and remains unchanged~~hereafter~~. (The Text remains the same other than the sub-sections renumbered)

4.4 Intensification

The Provincial Policy Statement (PPS) requires that planning authorities establish and implement minimum targets for intensification and redevelopment. However, the PPS also states that where intensification targets are set in provincial plans, such as the Growth Plan, that target shall apply. This Plan will be amended, **from time to time as~~if~~** necessary, when the Growth Plan and Regional Plan establish updated intensification targets for Newmarket.

Urban Centres have a high potential for redevelopment and will be the focus for the intensification of residential and employment uses. Higher density housing and employment uses in Urban Centres are encouraged as a means of enhancing the feasibility of transit services, increasing ridership, alleviating traffic congestion and reducing reliance on the automobile. Intensification will occur predominantly in the Urban Centres as they are able to provide the broadest mix of uses at different densities.

Redevelopment, infill and intensification in the Urban Centres can result in reduced infrastructure costs, more efficient land use, the preservation of natural areas, revitalization of central urban areas and the

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creation of more transportation choices through easier access to daily destinations. Intensification policies specific to the **Newmarket Urban Centres Secondary Plan are contained in Section II of this Plan** ~~Yonge-Davis Provincial Urban Growth Centre, Yonge Street Regional Centre, the Regional Healthcare Centre~~ **and for the** Historic Downtown Centre **are contained** ~~are found~~ in section~~s 4.3.1, 4.3.2,~~ 4.3.3~~, and 4.3.4 respectively.~~

The **Newmarket Urban Centres Secondary Plan Area** ~~Yonge-Davis Provincial Urban Growth Centre and the Yonge Street Regional Centre~~ will be the focus of intensification, providing the highest concentration and intensity of residential and employment uses in the Town. Intensification in the Regional Healthcare Centre will generally be focused on employment uses directly related to or complementary to the Southlake Regional Health Centre. Council will support appropriate Provincial infrastructure in conjunction with the expansion of health care facilities that is expected to result from the intensification policies of the Province and this Plan. The Historic Downtown Centre will provide for intensification of both residential and employment uses at a scale appropriate to the area.

Comment [PM125]: The Secondary Plan introduces more opportunity for residential and mixed use.

The commitment to intensification will be realized through a focus on community design and the primary objective of ensuring that development complements the qualities that make Newmarket's neighbourhoods unique and contribute to their identity.

Policies

1. New ~~residential~~ **development within the Historic Downtown Centre** ~~with a density generally between 30 to 125 uph is encouraged to locate within the Urban Centres~~ **is** subject to the specific density policies found in Table 1. UPH or units per hectare is the number of residential dwelling units divided by the lot area measured in hectares.

~~2. New office and commercial development up to 1.5 FSI*FSI* is encouraged to locate within the Urban Centres subject to the specific density policies found in Table 1. FSI*FSI* or floor space index*floor space index* is the amount of floor space in a building divided by the area of the lot the building is located on.~~

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Table 4: Urban Centres Densities

Urban Centres Subcategory	Net Residential Density (units per hectare)	Maximum Floor Space Index (~~FSI~~*FSI*)	Approximate Persons and Employees per Hectare Target
Newmarket Urban Centres Secondary Plan Area	**Development shall be ~~i~~in accordance with the provisions of the Newmarket Urban Centres Secondary Plan included as Section II of the Official Plan**		
~~Yonge-Davis Provincial Urban Growth Centre~~	~~100-125~~	~~Phase 1: Between and including 1.0 to 1.25 FSI*FSI* (greater than 1.25 FSI*FSI* may also be permitted with appropriate studies)~~ ~~Phase 2: 1.25 to 2.5+ FSI*FSI*~~	~~Phase 1: 200 – 250~~ ~~Phase 2: To Be Determined~~
~~Yonge Street Regional Centre~~	~~30-125~~	~~Phase 1: Up to and including 1.0 FSI*FSI*~~ ~~(greater than 1.0 FSI*FSI* may also be permitted with appropriate studies)~~ ~~Phase 2: 1.0 FSI*FSI* to 2.5+ FSI*FSI*~~	~~Phase 1: 60 – 250~~ ~~Phase 2: To Be Determined~~
~~Regional Healthcare Centre – Core Hospital Area~~	~~Residential development is not located in the Core Hospital Area.~~	~~Up to and including 1.5 FSI*FSI*~~	~~250~~
~~Regional Healthcare Centre – Complimentary Use Area~~	~~Residential development is not located in the Complementary Use Area.~~	~~Up to and including 1.0 FSI*FSI*~~	~~200~~
~~Regional Healthcare Centre – Transition Area~~	~~Maximum - 24~~	~~Determined by site-specific zoning~~	~~80~~
Historic Downtown Centre	Maximum - 80	Up to and including 1.0 ~~FSI~~*FSI*	60 - 200 ***(OPA #7, By-law 2012-42)***

Comment [PM126]: Editorial

2. Development applications for development beyond the above noted density provisions for the Historic Downtown Centre may be permitted without an amendment to the Official Plan ~~proposing a F.S.I. greater than those found in Table 1 are required to~~ provided ethe supporting background studies demonstrate~~ing~~, to the satisfaction of the Town, that the proposed development will not create an unacceptable level of

Comment [PM127]: Clarification of policy wording to

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traffic, and will be compatible with the existing surrounding development. Required studies **are outlined in Policy 16.1.6, Complete Applications and** ~~may~~ include:

- Transportation Impact Study;
- Shadow Study;
- Urban Design and Landscaping Plan
- Built Form Compatibility Study;
- Noise Study;
- Energy Efficiency Plan; and
- Servicing and Infrastructure Capacity Analysis.

3. Council shall also examine the applicability of the Density Bonusing provisions within Section 16.2.2. **and those contained in the Bonusing provisions of the Newmarket Urban Centres Secondary Plan** for development applications proposing a F.S.I. greater than those **permitted** ~~found~~ in Table 1, **within the Historic Downtown Centre**.

4. **Density Bonusing within the area of the Newmarket Urban Centres Secondary Plan shall be subject to the bonusing provisions as set out of the Secondary Plan.**

5. In order to **ensure** ~~provide~~ compatibility **between** ~~of~~ land use, **and appropriate** intensity and scale, a basic set of principles and urban design policies will be used by Council in assessing any applications for redevelopment, infill and intensification in the Urban Centres. **General** ~~Detailed~~ urban design policies on the use of buffering, setbacks, complementary building orientations, innovative design, and circulation systems are ~~found~~ **established** in Section 12, Urban Design and Compatibility. **Detailed urban design and built form policies for the Newmarket Urban Centre Secondary Plan Area are contained the Secondary Plan**. The guiding principles are:

   a. Different scales of intensification and intensities of development are permitted by this Plan, with the overall intent of achieving compatible physical relationships between uses. Therefore, to reduce conflicts between activities and to promote a compatible relationship between different scales of development, a transition will be provided where possible between areas where significantly different intensities of development are allowed; and,

   b. Densities and building heights will balance the opportunity to support and build the desired urban structure while ensuring that

a compatible scale and intensity of development can be maintained with adjacent uses.

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Item 3 Revisions to the remainder of the Official Plan Text to ensure integration of the Secondary Plan:

1. Preamble to the Official Plan as follows:

Revise the last paragraph to include reference to the Newmarket Urban Centre Secondary Plan:

> This Plan **identifies the areas of the Newmarket Urban Centres Secondary Plan and the Historic Downtown Centre as the two areas where intensification will be directed.** ~~designates four contiguous areas as "Centres" and~~ It is the Town's intent that they will collectively serve as the focal areas for employment and population growth over the next **several decades.** ~~20 years.~~

2. 1.1 Purpose of the Official Plan

Revise Section 1.1.1 to remove reference to the time horizon of the Official Plan as it does not reflect the integration of the Secondary Plan.

> 1.1.1. Establishing the basic land use pattern and permitted uses for all land in the municipality through a ~~20 year (2006 to 2026)~~ high level vision of the desired urban structure;

3. 1.3 Goals and Strategic Directions

Revise Policy 1.3, Goals and Strategic Directions, to recognize the future role of intensification within the Urban Centres.

i. Policy 1.3, 3rd and 4th paragraphs:

> The Official Plan is structured around ~~six~~ **seven** core goals that build on the Community Strategic Plan. These goals respond to the anticipated economic, social and demographic context of Newmarket in translating the broader values and vision of the Strategic Plan into principles that can be implemented through land use policies. These principles are interrelated and should be considered as a collective expression of the future to be achieved.
>
> This section provides the fundamental basis for the policies in the Plan. The goals and objectives are not intended to be direct statements of planning policy but rather the basis for the policy framework. More specific objectives are established in each section of the Official Plan.

DRAFT

The ~~six~~ **seven** core goals that provide the basis from which effective planning decisions can be made are:

1. Maintain and Promote a Healthy Community;

2. Protect and Enhance the Natural and Cultural Heritage;

3. Encourage Growth in Support of a Sustainable Community;

4. Develop Sustainable Transportation Improvements;

5. Achieve Economic Wellbeing; ~~and,~~

6. Revitalize the Historic Downtown; **and**

7. **Intensify within the Urban Centres.**

b) Policy 1.3.4, Sustainable Transportation Improvements

Revise Policy 1.3.4 to include Davis Drive as part of the planned rapid transit system:

1.3.4 The overwhelming majority of residents of Newmarket rely on the automobile as their primary means of transportation. In order to provide choice in transportation, the Town will undertake every effort to provide walking and cycling trails and transit facilities. The development of the rapid transit system on Yonge Street **and Davis Drive** in Newmarket and York Region is strongly supported by this Plan.

c) Add the following new Policy:

1.3.7 Intensification within the Newmarket Urban Centres

The Newmarket Urban Centres, located along Yonge Street and Davis Drive is identified as the focus for intensification. The Town of Newmarket Urban Centres will be planned as integrated, compact, complete and vibrant communities, with a diverse mix of residential, commercial, employment and institutional uses. It will be sensitively integrated with existing adjacent neighbourhoods.

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4. 2.0 Urban Structure

Revise 2.0 Urban Structure to reflect the inclusion of the Secondary Plan within the Official Plan:

a) 2.0 Urban Structure

Urban Centres

Urban Centres are areas where a mix of jobs, housing and services will be focused. ~~Four~~ **Two Urban** Centres are established in this Plan - ~~the Yonge-Davis Provincial Urban Growth Centre, Yonge Street Regional Centre, Regional Healthcare~~ **the area of the Newmarket Urban Centres Secondary Plan** and the Historic Downtown Centre.

Urban

b) Section 2.1, Managing Growth and Change

Revisions to the 3rd paragraph Section 2.1, Managing Growth and Change to update population figures to reflect the planned intensification:

> The policies of this Plan provide a framework for the Town to grow to a target population of ~~107,500~~ 98,000 persons by ~~2031~~ 2026, directing the majority of **the new** growth to the Urban Centres.

Comment [PM128]: In Response to Regional Comment

5. 3.10 Housing

Revise Policy 3.10, Housing by adding two new policies to address affordable and rental housing in accordance with the York Region Official Plan.

Comment [PM129]: Policy 3.5.20 and 21 of the Regional OP

3.10.1 Affordable Housing

1. **A minimum of 25 % of new housing development outside the Urban Centres Secondary Plan will be affordable to low and moderate income households.**

2. **A portion of these units should be accessible to people with disabilities and include a range of types, unit size, tenures to provide opportunities for all household types, including larger families, seniors and persons with special needs.**

Comment [PM130]: Policy 3.5.6 of the Regional OP

3.10.2 Rental Housing

Comment [PM131]: Moved from the Secondary Plan to be a Parent Official Plan Amendment

1. New rental accommodation will be promoted and the retention of existing medium and high density rental

DRAFT

housing stock will be encouraged in order to provide choices for residents, including affordable rental housing.

2. **The Town, in conjunction with York Region, may establish a rental accommodation target.**

3. **Conversion of rental apartment buildings to ownership housing, or demolition of rental housing containing six or more dwelling units, will be prohibited if the rental vacancy rate is below 3%.**

4. **Conversion of rental apartments to ownership or demolition of rental apartments shall require the approval of Council. When considering such applications, Council will consider the following:**
   a) **the rental vacancy rate at the time of application;**
   b) **the number of units proposed in the conversion application;**
   c) **the number of rental units under construction at the time of the application; and**
   d) **the impact of the loss on the rental vacancy rate.**

5. **The Town may enter into agreements with the proponents of rental conversions, setting out the specific standards and conditions to be met.**

3.10.3 Accessibility

1. **New Housing shall be designed to meet accessibility standards in accordance with *Accessibility for Ontarians with Disabilities Act*.**

Comment [O132]: Added Based on Regional Plan and the highlight pending changes under the Building Code with respect to accessibility..

~~1.~~6. **10.2 Floodplains**

Revise Policy 10.2, Floodplains to more accurately reflect the policies and role of the Lake Simcoe Region Conservation Authority.

a) Revise existing Policy 10.2.3 as follows:

10.2. **Limited** ~~No~~ development, **site alteration, and** ~~other than those~~ **essential infrastructure– and** structures that are necessary for flood or erosion control, conservation purposes and uses of a passive non-structural nature ~~as approved by Council in consultation with,~~ **may be permitted on a site specific basis within the floodplain where the proposed use or alteration conforms to the applicable provincial plans and policies and the**

regulations of the Lake Simcoe Region Conservation Authority, and where prior written approval is received from the Lake Simcoe Region Conservation Authority. ~~shall be permitted at elevations below the Regulatory Floodline.~~

b) Revise existing policy 10.2.8 as follows:

10.2.8 Council shall recognize existing non-conforming uses within the Floodplain of the Holland River and its tributaries. Council shall discourage the expansion of any existing non-conforming uses within the Floodplain. **All proposals for an expansion or addition to an existing non-conforming use shall require prior written approval from the Lake Simcoe Region Conservation Authority.**

6. 8.0 Parks and Open Space System

a) Revise the preamble to Policy 8.0 Parks and Open Space System, to include a reference to the Newmarket Urban Centres Secondary Plan as follows:

The Parks and Open Space system within the Newmarket Urban Centres Secondary Plan Area is identified in Section II - Newmarket Urban Centres Secondary Plan.

7. 9.0 Natural Heritage System

a) Revise the preamble to Policy 9.0 Natural Heritage System to include a reference to the Newmarket Urban Centres Secondary Plan:

The Natural Heritage System within the Newmarket Urban Centres Secondary Plan Area is identified in Section II - Newmarket Urban Centres Secondary Plan.

b) Revise policy 9.3.2 by deleting the reference to "full build-out" as follows:

9.3.2 Woodlots are an important natural heritage feature in Newmarket. As the existing forest cover is relatively low, and with the Town planning for intensification **~~approaching full build-out~~, it is important to protect the existing Woodlots.**

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8. 12.0 Urban Design

a) Revise the preamble to 12.0 Urban Design, to include a reference to the Newmarket Urban Centres Secondary Plan as follows:

Additional Urban Design policies for the Newmarket Urban Centres Secondary Plan Area are included in Section II - Newmarket Urban Centres Secondary Plan.

b) Amend Policy 12.2, Urban Design Principles, by adding a **new** provision for public art as follows:

12.2.7 Public Art

All development applications outside the Newmarket Urban Centres Secondary Plan will be subject to Public Art contributions in the form of public art installations or contribution to the Public Art Reserve Fund in accordance with the Public Art policy as contained in the Newmarket Urban Centres Secondary Plan.

c) Amend Policy 12.8, Urban Centre Character, 3rd paragraph of the preamble, to make reference to the Newmarket Urban Centres Secondary Plan; and delete the policy direction for both the Yonge Davis Urban Growth Centre / Yonge Street Regional Centres and the Regional Healthcare Centre as follows:

The urban design standards and policies for the **Newmarket Urban Centres Secondary Plan Area** ~~Yonge-Davis Provincial Urban Growth Centre, the Yonge Street Regional Centre and the Health Centre will be~~ **have been** expanded **upon within the Newmarket Urban Centres Secondary Plan contained in Section II.** ~~and detailed when district or secondary plans are prepared for these areas.~~

~~12.8.1 Yonge-Davis Provincial Urban Growth Centre / Yonge Street Regional Centre~~

~~**Policies**~~

~~1. Taller buildings will be encouraged to locate at the Yonge Street and Davis Drive intersection.~~

DRAFT

~~2. The first floor of buildings should be designed to encourage pedestrian interaction and safety.~~

~~3. Colonnades, covered walkways and other forms of weather protection are encouraged in the Yonge Davis Provincial Urban Growth Centre and the Yonge Street Regional Centre.~~

~~4. To improve its visual appeal, Council will request Regional Council to consider establishing a treed median along various portions of Yonge Street, to be implemented in conjunction with engineering improvements to the road right-of-way.~~

~~5. Where and when portions of Yonge Street are reconstructed, the road cross-section will be constructed with sidewalks that encourage pedestrian use, run continuously parallel to the roadway, and have a grass boulevard separating the sidewalks from the pavement curb.~~

~~12.8.2 Regional Healthcare Centre~~

~~Detailed urban design policies may be established through the preparation of a Health Centre District Plan as per Section 4.3.2.4.~~

9. 14.0 Servicing

a) Revise 14.1, Objectives, by adding the following **new** objective:

e. Implement leading edge communication technologies as a means of enhancing the Town's capacity to attract and maintain a vibrant economy.

b) Revise Policy 14.2.1 General Requirements for all Development, to reflect the increase in population projected within the Newmarket Urban Centres Secondary Plan Area as follows:

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 an increase in population of 31,000 ~~20,000~~ people~~, for a total estimated population Town wide of 107,500 by 2031 and approximately 120,000~~ 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,~~

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~~**120,000** it is intended that approximately **32,000** 8,000 will be accommodated through intensification **within the area of the Newmarket Urban Centres Secondary Plan area.**~~

c) Revise Policy 14.5, Energy and Communication, to include the following modifications to policy 14.5.2 and the addition of a policy 14.5.6 to provide policy direction for the implement leading edge communication technology:

2. Construction of hydro, telephone, and other ~~cable~~ **communication** services shall be encouraged to locate in the road right-of-way.

6. All development will be designed to provide for the implementation of leading edge communication technologies, including but not limited to broadband fibre optics.

10. 15.3 Public Transit

a) Revise Policy 15.3.2 it include a reference to Transportation Demand Management as follows:

2. Council will encourage increased public transit usage and shall support measures designed to increase ridership within the context of providing an efficient public transit service**, including requiring Transportation Demand Management measures in conjunction with new development applications**.

11. 16.1.6 Complete Applications

a) Revise the Complete Applications Table to include the following studies required by the Newmarket Urban Centres Secondary:

- **Transportation Demand Management Strategy** (in conjunction with Traffic Impact and Parking Study and vehicular and pedestrian connectivity)
- **Bonusing Justification Report**
- **Sustainable Development Report**
- **Solar Design Strategy**
- **Communication Implementation Plan**
- **Drive-through Air Quality and Stacking and Queuing Report**

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12. 16.2.2 Bonus By-law

a) Revise Policy 16.2.2 1a. to be consistent with the requirements for affordable housing in the Region of York Official Plan as generally reflected in the bonusing provisions of the Newmarket Urban Centres Secondary Plan, as follows:

Policies

1. Development standards may be incorporated into the Zoning By-law to permit increases in the height and/or density of development, where such development provides community benefits above and beyond what would otherwise be ~~provided~~ **required** under the Provisions of the *Planning Act* or *Development Charges Act*, including:

    a. housing for low and moderate income groups, senior citizens, handicapped or other special needs groups**, beyond that required by the York Region Official Plan.**

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Item 4 Modifications to Official Plan Schedules

1. Replace Schedule A with attached Schedule A which:

- Delete the Inset A Map, Regional Healthcare Centre
- Identify the "Yonge Street and Davis Drive Corridors"(replacing titles "Yonge Street Regional Centre")

2. Replace Schedule G (Wellhead Protection Areas) with attached Schedule G which:

- Identifies the boundary of the Newmarket Urban Centres Secondary Plan.

Comment [PM133]: Recommendation of Region to ensure transparency regarding the applicability of the Wellhead Protection Area Policies within the Urban Centres.

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