



Town of Newmarket Official Plan Review

Policy Directions Report

May 2025



Newmarket

Planning OUR
#NEWmarket



Draft for Town Review**Date**

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Executive Summary

This Policy Directions Report is a key deliverable of **Phase 3** of the Town of Newmarket Official Plan Review study process. The purpose of this Policy Directions Report is to outline policy directions for eleven Transformative Theme Areas informed by the background work and feedback received in Phases 1 to 3. Policy directions include updates to the Official Plan based on conformity and consistency requirements, as well as opportunities to establish Newmarket as a place where people want to live, work, and play today and in the future.

Highlights from the Policy Directions Report include:

- Updating the Town Structure to include local nodes and corridors where growth and development should occur to support the evolution of complete communities;
- Establishing an integrated Natural System that includes natural heritage and water resources;
- Strengthening the Town's commitment to addressing and responding to climate change;
- Expanding housing options in the Town by type and tenure;
- Updating servicing and infrastructure policies to ensure that the Town can adequately accommodate growth and that the Town's infrastructure is resilient to impacts of a changing climate; and,
- Promoting placemaking and excellence in urban design, as well as promoting new places and spaces for people to socialize and congregate in the Town.

The recommendations in this Report will continue to be refined based on feedback from the public, Council, agencies, Indigenous communities, and interested parties and legislative changes as they arise. The policy directions, together with the vision, guiding principles, and policy lenses identified in *Future Newmarket*, will inform the development of the new Official Plan in **Phase 4**.

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Glossary

Term	Detail
ADU or ARU	Accessory Dwelling Unit or Additional Residential Unit
CIP	Community Improvement Plan
CEP	Town of Newmarket Community Energy Plan, 2019
EIS	Environmental Impact Study
GGH	Greater Golden Horseshoe
GHG	Greenhouse gas emissions
Growth Plan	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Office Consolidation 2020)
GTHA	Greater Toronto and Hamilton Area
HATF	Housing Affordability Task Force
HCD	Heritage Conservation District
In-effect Official Plan	Town of Newmarket Official Plan, 2006 (Office Consolidation August 2022)
LSRCA	Lake Simcoe Region Conservation Authority
MCR	Municipal Comprehensive Review
MTSA	Major Transit Station Area
Newmarket	The geographic area of the Town of Newmarket
O. Reg	Ontario Regulation
OPR	Official Plan Review
OHA	Ontario Heritage Act, 2005
ORMCP	Oak Ridges Moraine Conservation Plan, 2017
PHPPS	Provincial Heritage Properties of Provincial Significance
PHP	Provincial Heritage Properties

PMTSA	Protected Major Transit Station Areas
PPS, 2020	Provincial Policy Statement, 2020
PPS, 2024	Provincial Planning Statement, 2024
YROP	York Region Official Plan, 2022
SODA	South of Davis Drive Area
Town	The Corporation of the Town of Newmarket
TDM	Transportation Demand Management
UDG	Newmarket Urban Design Guidelines
WSP	WSP Canada Inc.
York Region	Regional Municipality of York



1 Introduction

The Town of Newmarket (the “Town”), in collaboration with a multidisciplinary Project Team led by WSP Canada Inc. (WSP), is undertaking a comprehensive review of its in-effect Official Plan (2006). The purpose of the Official Plan Review (OPR) is to modernize the Town’s land use planning framework, ensuring it reflects Newmarket’s evolving community needs and demographic shifts, and conforms with provincial and regional plans and policies. The updated Official Plan will establish forward-looking, inclusive, and sustainable policies to guide growth and development to the year 2051.

This Policy Directions Report (the “Report”) is a significant deliverable of Phase 3 of the OPR and represents a major step in developing and informing important changes for the updated Official Plan. Policy directions function as a roadmap, identifying specific and high-level directions for updating the in-effect Official Plan, which was approved by York Region on April 9, 2008. The policy directions outlined in this Report are intended to address gaps and opportunities identified in the Background Summary Report, which have been framed as “Transformative Theme Areas”. Ultimately, the policy directions in this document will guide Newmarket in its conformity review while establishing a modern framework for sustainable growth to 2051.

1.1 Official Plan Review Process

The OPR process is being conducted through extensive public and stakeholder engagement through a six-phase work plan, as shown in **Figure 1**. Once completed, the updated Official Plan will serve as a critical tool for managing land use, infrastructure investment, and community development in a manner that is equitable, efficient, and responsive to future challenges.



Figure 1: Town of Newmarket OPR Project Timeline

1.2 Work Completed To-Date

During Phase 1, the Project Team prepared a **Background Summary Report** (the “BSR”), which provided a comprehensive inventory of applicable provincial and regional plans that guide land use planning in Ontario. The BSR also included a review of the Town’s plans, policies, and strategies, including the in-effect Official Plan, and identifies policy gaps that need to be addressed to ensure the updated Official Plan conforms with provincial and regional plans and policies and is consistent with the PPS 2024. The BSR also identified opportunities to ensure the Town’s updated Official Plan is aligned with official plan best practices across Ontario. The draft BSR was presented to Council on May 15, 2023, at a Special Meeting of Council in accordance with Section 26 of the *Planning Act*. At this meeting, the Project Team received feedback on key priorities to be considered through the updated Official Plan, including but not limited to, climate change and sustainability, affordable housing, and the protection and enhancement of green spaces in the Town.

During Phase 3 of the study, the Project Team hosted several in-person and virtual engagement events, including Council workshops, to gather input on the draft policy directions. A summary of these events and feedback can be found in Section **Error! Reference source not found.** of this Report and is provided in more detail in the **Phase 3 Official Plan Review Engagement Summary Report**.

1.3 Evolving Provincial Policy Landscape

During Phase 3, significant changes were also taking place at the provincial level that will directly influence the direction and content of the updated Official Plan. In 2024, the Province introduced *Bill 185: Cutting Red Tape to Build More Homes Act, 2024*. This legislation builds on previous reforms, including *Bill 162: Get it Done Act, 2024*, and *Bill 23: More Homes Built Faster Act, 2022*, and introduces changes to the *Planning Act*, including provisions related to Official Plans. Additionally, the Province released an updated version of the Provincial Planning Statement, 2024, which came into effect on October 20, 2024. The PPS 2024 consolidates and replaces the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS 2024 provides direction for growth forecasting and areas for growth in municipalities across Ontario, including Major Transit Station Areas (MTSAs), housing, and infrastructure. Further, the narrowed definition of “Areas of Employment” in the *Planning Act* has been proclaimed. These changes to policy and legislation, and any others, will be considered in the updated Official Plan.

2 Planning Future Newmarket

The purpose of a vision statement in an Official Plan is to guide policies and their interpretation through a clear articulation of what the Town aspires to be. The ideas and comments in Phases 1 and 2, in combination with a jurisdictional scan of best practices for each theme area, provided the basis for developing an emerging Vision Statement and draft guiding principles for Newmarket’s updated Official Plan. Based on feedback from various public engagement forums and events in Phase 3, emerging vision and guiding principles were refined to reflect the community’s priorities. The draft Vision Statement for the Official Plan and Guiding Principles can be found in **Future Newmarket**.

2.1 Transformative Policy Theme Areas

The policy directions in each of the eleven Transformative Theme Areas described in this section are intended to address the identified policy gaps and opportunities in the BSR and are informed by a review of best practices in other Official Plans across Ontario. Together, these policy directions will guide updates to the Official Plan in Phase 4 of the study process.

2.2 Complete Communities

The updated Official Plan will guide the Town's development to 2051, ensuring Newmarket remains a key anchor in York Region and a desirable place to live, work, and play. At the same time, the Town shares the responsibility with other municipalities in York Region and beyond to support environmentally and economically sustainable growth.

Complete Communities are comprised of several interrelated elements that contribute to compact and vibrant spaces that are sustainable and resilient to climate change. The elements of a Complete Community include but are not limited to: reliable and convenient transit and active transportation networks, varied housing options and tenures, parks and open spaces of different sizes, all of which are contemplated through the Transformative Theme Areas discussed in this Report. Planning for Complete Communities means that every person, regardless of ability, lifestyle, age, stage of life, or background, can live and thrive. This key message, which emerged from consultation in Phases 2 and 3, has informed the proposed policy directions in this section. Through the updated Official Plan, the Town can support an environment where everyone can bring their unique identities together, creating a strong and safe community.

The key policy directions in this section include:

- **Introducing a new Town Structure;** and,
- **Aligning the Land Use Approach with the Updated Town Structure Plan.**

2.2.1 Introducing an Updated Town Structure Plan

The in-effect Official Plan recognizes that to become more environmentally, economically, and socially sustainable, future growth must consider redevelopment and intensification in Strategic Growth Areas. The PPS 2024 defines Strategic Growth Areas as locations within settlement areas that are designated for significant development to optimize the use of infrastructure and public service facilities. 'Intensification' refers to increasing the density of development on a property, site, or area beyond its current level, typically through redevelopment, infill, or the expansion or conversion of existing buildings. Strategic Growth Areas include urban growth centres, major transit station areas (MTSAs),



and other locations identified for intensification. When implemented through a strong urban structure framework, intensification can accommodate a mix of housing types and tenures, land uses, employment opportunities, and an urban form that supports multiple modes of transportation. The PPS 2024 encourages municipalities to identify Strategic Growth Areas in their Official Plans as focal points for growth to support the achievement of complete communities and to establish minimum density targets for these areas.

Effective July 1, 2024, York Region no longer has planning responsibilities under the *Planning Act* and the York Region Official Plan (YROP 2022) is deemed to form part of the official plans of its lower-tier municipalities. This means that the policies and objectives outlined in the YROP 2022 are to be considered in decisions affecting local official plans unless the YROP policies are superseded or moot by virtue of the PPS 2024 or the *Planning Act* (e.g., the definition of “areas of employment”).

The YROP 2022 establishes population and employment growth forecasts for the Town to the year 2051 to help plan services and infrastructure needed to accommodate growth within this horizon. The YROP 2022 also establishes an urban structure that focuses growth in strategic locations based on an intensification framework, directing where the forecasted growth will go. These are also areas where commitments for water, wastewater, and transit infrastructure have been made or where infrastructure currently exists.

Based on this hierarchy, the highest density and scale of development is to be directed to Regional Centres and Corridors, and Major Transit Station Areas (MTSAs). There are eleven Protected Major Transit Station Areas (PMTSAs) and one Future MTSA in Newmarket. The YROP 2022 directs local municipalities to identify additional intensification areas based on their local context, including local areas for intensification. Local centres and corridors are opportunities to accommodate “missing middle” housing and gentle intensification and are typically located in proximity to transit, public service facilities, and local services.

The Town is enabled, through the PPS 2024 and the YROP 2022, to identify local growth opportunities. The in-effect Official Plan currently directs growth to Regional Centres and Corridors. To align with the YROP 2022, and best practices in other municipalities with a similar population to Newmarket, this report recommends an urban structure that further directs growth and development through the establishment of local nodes, corridors and linkages to these local growth opportunities. Key elements that should be considered in the updated Town Structure are described in more detail in [Table 1](#).

The Town is encouraged to complete a separate study, leveraging the Region’s forecasts, to assess the land uses within Newmarket’s delineated MTSAs. The purpose of this analysis would be to better understand which land use permissions, including heights and densities, need to be updated to meet the density targets (minimum people and jobs/hectare) as set out in Appendix 2 of the YROP 2022. On the basis of this review, the Town will need to consider policy changes to achieve these targets.

Table 1: Proposed Town Structural Elements

Growth Areas and Town Structure Elements		Description
Strategic Growth Areas	Regional Centre (Urban Growth Centre)	Prominent locations for the highest levels of intensification, the highest densities, and the greatest mix of land uses. The Regional Centre will include the Urban Growth Centre.
	Regional Corridors	Diverse places served by rapid transit that support a range and mix of activities to meet the needs of the communities located along the Regional Corridors, at a lower scale than the Regional Centre. Like the Regional Centre, Regional Corridors will function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-supportive built form which supports active transportation.
	Protected Major Transit Station Areas (MTSAs) (inclusive of Regional Corridors overlapping these areas)	PMTSAs will be planned and designed to support existing and planned transit infrastructure and to accommodate a range and mix of land uses, housing types, employment, active transportation and amenities and activities. Minimum density targets for Newmarket's PMTSAs range from 160 people and jobs per hectare to 250 people and jobs per hectare, as set out in Appendix 2 of the YROP 2022.
	Regional Corridors, outside of MTSAs	More limited density is directed to Regional Corridors, outside of MTSAs at a lower scale to the Regional Centre and Corridors, and MTSAs.
	Town Centres	Secondary nodes of intensification intended for missing middle housing. Town Centres will provide for moderately scaled, mixed use development, and will serve as important neighbourhood focal points. Town Centres include main streets that provide a range context context-sensitive uses, with appropriate development at a form and scale that compliments the surrounding community.
	Town Corridors	Connect Town Centres to MTSAs/ transit. Similar to Town Centres, development along Town Corridors will promote missing middle housing types which respond and fit within their existing context.
Neighbourhood Centre(s)		Support the YRT Newmarket local bus service. Neighbourhood Centres provide opportunities for gentle density in the form of small-scale intensification and infill based on the local context. The built-form in Neighbourhood Centres will be ground-oriented infill housing.
Support Corridors		Support YRT Newmarket local Bus Service. Support Corridors are local routes which provide opportunities for gentle density and

	missing middle housing types in the form of small-scale intensification and infill based on the local context. Support Corridors provide for a range of neighbourhood supportive uses, such as local scale retail, service and office uses, cultural and recreational facilities, contribute to the proximity, density, and diversity elements of a 15-minute neighbourhood and provide amenities for residents to access primarily as pedestrians or by bike or transit.
Built Up Area outside of Strategic Growth Areas	Existing neighbourhoods intended for small scale intensification and infill based on the local context.
Designated Greenfield Area	The primary location for new development on lands that are not yet developed.
Area of Employment	Areas where a significant share of employment growth is to be directed. The type of employment uses will conform with the definition of “area of employment” in the Planning Act.
Areas Where Growth is Not Anticipated	Description
Agricultural System	Areas outside the Settlement Area Boundary that are designated for agricultural activity.
Regional Greenlands System	Areas throughout the Region that are reserved for natural systems and recreation. These lands include areas that are not appropriate for development, such as floodplains and other natural hazards, and areas for conservation, such as wetlands and woodlands.

Each element of the Town Structure plays a unique and important role in the overall growth management strategy for the Town.

2.2.2 Advancing a Land Use Vision aligned with the Updated Town Structure

As Newmarket evolves, aligning the land use framework with the updated Town Structure Plan is essential to achieving a more complete, connected, and resilient community. A refreshed land use vision should recognize and reinforce a network of local nodes and corridors—strategically identified areas that will serve as focal points for growth, activity, and investment.

Local Centres are envisioned as compact, walkable hubs that support a mix of housing, and small scale retail, employment, and community services. These areas should be designed to foster a strong sense of place and identity while providing residents with convenient access to daily needs such as food, schools, health care, and recreation. Local Corridors, meanwhile, will serve as vital connectors between Local Centres, supporting higher-density development, active transportation, and transit-oriented growth. To support this structure, the updated Official Plan should introduce:

- New or refined land use designations that reflect the intended function and character of Local Centres and Corridors.

- Urban design policies that promote human-scale development, public realm enhancements, and climate-resilient infrastructure.
- Infill and intensification strategies that prioritize missing middle housing and gentle intensification within the existing neighbourhood context, particularly in areas well-served by transit and infrastructure.

In addition, policies should ensure that new or upgraded public service facilities, including schools, community centres, and health and social services, are planned to keep pace with growth. These facilities are critical to the success of complete communities and should be:

- Coordinated with population and employment forecasts,
- Equitably distributed across the Town, and
- Delivered in collaboration with school boards, public agencies, and non-profit partners.

This transformative direction is closely linked to other key policy areas, including climate change adaptation, sustainability, placemaking, heritage conservation, and inclusive urban design. Together, these elements will shape a land use framework that is proactive, equitable, and responsive to the needs of current and future residents.

2.3 Climate Change & Sustainability

Climate change and sustainability are important to the Town from a community and corporate perspective. Warmer weather and extreme weather events have impacted, and will continue to impact, human health, ecosystems and species, and infrastructure in Newmarket. The future of livability in Newmarket, including its economic vitality, social cohesion, and the well-being of its residents, depends upon a healthy natural and built environment that is sustainable and climate resilient.



Two key policy directions are proposed in this section to support the Town’s commitment to climate change resilience:

- **Integrate climate change into the Town’s planning framework;** and,
- **Initiate plans, strategies, and/or actions that respond to and prepare for climate change.**

These policy directions are described in the following subsections.

2.3.1 Strengthening Climate Change Policy Integration

An analysis conducted during Phase 1 of the OPR revealed that while the Town’s in-effect Official Plan includes policies that touch on various aspects of climate change, such as natural heritage, energy conservation, transportation, and sustainable design, there is currently no overarching policy framework that unifies these elements. The absence of a guiding climate change policy and clear linkages across these thematic areas limits the Town’s ability to respond comprehensively to the impacts of a changing climate.

To effectively manage climate risks, it is essential to integrate both **mitigation** and **adaptation** strategies into the Official Plan. The Intergovernmental Panel on Climate Change (IPCC) emphasizes that combining these approaches is the most efficient way to build long-term community resilience. The updated Official Plan presents an opportunity to embed climate action throughout the policy framework, ensuring that all relevant policies are interconnected and aligned with broader climate objectives.

Additionally, the updated Official Plan should recognize and provide direction for the implementation of complementary plans, initiatives, and regulatory tools that support the Town's climate response. To achieve this, the following policy directions are recommended:

- **Implement and expand the Climate Change Vulnerability Study (2019):** Apply the study recommendations to Town-owned properties and consider broadening the study's scope to include all properties across Newmarket.
- **Incorporate food systems planning:** Introduce evidence-based actions to reduce food-related emissions, including food waste reduction and opportunities for urban agriculture on both public and private lands.
- **Integrate transportation and climate goals:** Clearly articulate how the Town's transportation system—including transit, active transportation, and goods movement—can support growth management, reduce congestion, and lower greenhouse gas emissions.
- **Address infrastructure vulnerabilities:** Identify climate-related risks to infrastructure and promote resilient infrastructure planning. This includes stormwater management, risk and vulnerability assessments, and the integration of green infrastructure and low-impact development (LID). The Town should also align these efforts with its Asset Management Plan and consider developing a Natural Asset Management Plan.
- **Protect and enhance the natural environment:** Implement the policy directions and Transformative Theme Area outlined in the **Natural Heritage System Section** of this Report to guide land use decisions that support ecological resilience.
- **Support community energy planning:** Encourage the development of renewable and alternative energy systems, including district energy, to reduce reliance on fossil fuels.
- **Promote energy-efficient building design:** Establish policies and design principles that enhance the energy performance of new and existing buildings.
- **Establish emissions reduction targets:** Support the development of corporate and community-wide greenhouse gas (GHG) emissions targets to improve air quality and advance climate action.

While integrating climate change mitigation and adaptation policies into the updated Official Plan is important, it represents just one component of a broader, coordinated effort to reduce greenhouse gas emissions and enhance community resilience. To embed a climate change lens into municipal decision-making, climate considerations should be systematically integrated across a range of municipal plans, strategies, and initiatives.

The Town of Newmarket has already demonstrated leadership in this area, both before and following its declaration of a Climate Emergency in 2020. Notable initiatives include the Urban Forestry Management Plan, which outlines a strategic approach to maintaining and enhancing the health of Newmarket’s urban tree canopy—an important natural asset in climate adaptation. Similarly, the Active Transportation Plan (2019) supports the development of a more sustainable and resilient transportation network by promoting walking, cycling, and other low-emission modes of travel. The updated Official Plan should acknowledge these foundational efforts and build upon them by providing a cohesive policy framework that reinforces and expands the Town’s climate action agenda. This includes aligning land use planning with broader environmental goals and ensuring that future growth supports a low-carbon, climate-resilient future.

2.3.2 Initiate Plans, Strategies, and/or Actions that Respond to and Prepare for Climate Change

To affirm the Town’s commitment to addressing climate change across departments, this report recommends that the updated Official Plan include a standalone chapter or section on climate change. This section should include policies that cross-reference and support other Theme Areas. The following policy directions should be considered:

- Applying climate change lens considerations in decision-making where there are opportunities for climate change mitigation and/or adaptation.
- Providing the necessary direction to implement and regularly update and review the Community Energy Plan (CEP).
- Including policies that direct the Town to establish and implement a local green development standards program to meet sustainable performance measures. The green development standards program may include minimum tree canopy requirements, bird-friendly design, renewable alternative energy options, green infrastructure and LID, and other matters determined through consultation with Town staff and the development community;
- Directing the Town to prepare a climate change mitigation and adaptation strategy with a feasible implementation plan.

The updating of the Official Plan presents an opportunity to provide direction for the implementation of new programs that can influence the built environment, and set direction for a review and update of existing plans and strategies.

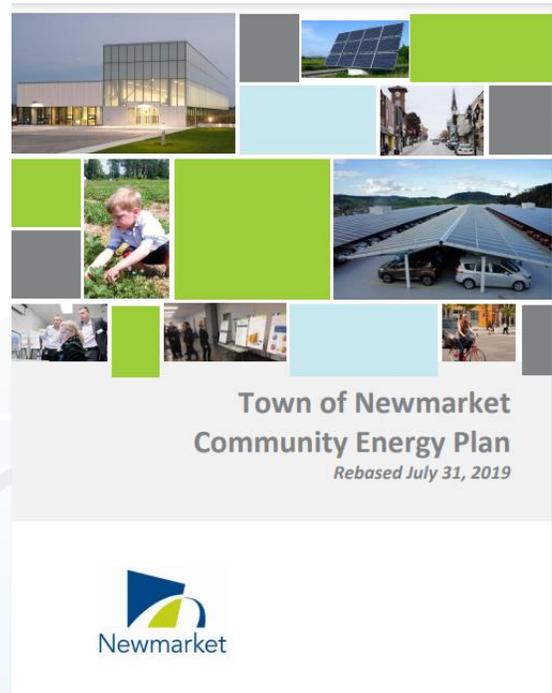


Figure 2: The Town's Community Energy Plan sets clear targets for greenhouse gas emission reductions and clear actions for achieving those results. The updated Official Plan can carry forward these targets.

2.4 Natural System

The Town's Natural System is an important component of the Town Structure that supports a healthy and vibrant community. The Natural Heritage and Water Resource Systems and features are linked by natural corridors, functioning together to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems also include provincial, regional and local natural features and areas, hydrologic features, conservation reserves, other natural features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working landscapes that enable ecological functions to continue.

The YROP 2022 includes a Natural System consisting of distinct but connected Natural Heritage and Water Resources Systems. The updated Official Plan should adopt a similar approach by identifying an integrated Natural System, consisting of both the Water Resources System and Natural Heritage System which incorporates a systems approach to the identification, protection, and enhancement of the Town's Natural System. While the in-effect Official Plan defines a policy framework and associated mapping for the Town's Natural Heritage System. However, it does not clearly address hydrologic and groundwater features.

The key policy direction to protect and enhance the Town's Natural System includes:

- **Developing a Water Resource System.**

2.4.1 Develop a Water Resource System

This Transformative Theme Area proposes to enhance the Town's Natural Heritage System Official Plan policies to adopt a Water Resources System, including Key Hydrologic Features and Key Hydrologic Areas, that is consistent with the Regional Natural Systems approach. This policy direction will support other Transformative Theme Areas such as planning for **Complete Communities** and the updated **Town Structure**.



A review of the in-effect Official Plan reveals that while the importance of groundwater is acknowledged in several isolated policies—particularly those related to waste disposal and stormwater management—no comprehensive or cohesive policy framework explicitly identifies and protects key groundwater features, areas, and functions. This lack of integration limits the Town's ability to effectively safeguard groundwater resources. To address this gap, the updated Official Plan should incorporate the Water Resources System as a component of the broader Natural Heritage System. This integration would ensure that critical groundwater features—such as recharge areas and vulnerable aquifers already identified in the Regional Water Resources System—are considered alongside surface water features in land use planning and environmental protection efforts.

The inclusion of general Watershed Planning policies, aligned with those in the YROP 2022, would enhance the Town's capacity to protect the ecological connectivity between terrestrial, aquatic, and groundwater systems. These connections are vital for maintaining ecosystem health and resilience. To support this approach, the updated Official Plan should also require site-specific studies to identify and

develop strategies for protecting the functional linkages between the Natural Heritage System and the Water Resources System. These requirements should be clearly articulated in development application policies to ensure consistent implementation and review.

Policy directions to implement a comprehensive Natural System for the Town of Newmarket, inclusive of a Water Resource System and Natural Heritage System include:

- Establish a Natural System section in the Official Plan with subsections that consist of the Natural Heritage System and Water Resources System policies.
- Define the Natural System in terms of the constituent Key Natural Heritage Features and Key Hydrologic Features. Policies will address defined ‘features’, rather than just the overarching Natural Heritage System or Water Resources System for improved clarity and direction during the development application process; and,
- Identify a Water Resources System as defined in the Regional Official Plan and update the terminology to add associated definitions (e.g., Key Hydrologic Features) and map on a separate schedule.

Implementation of recommended policy directions will help the Town protect the natural system, which is integral to the environmental sustainability of Newmarket.

2.5 Employment

An analysis of recent local employment growth and non-residential development trends, in relation to broader regional patterns, was conducted to evaluate Newmarket’s capacity to accommodate future employment growth through intensification and remaining greenfield opportunities to 2051. Key findings from that analysis include:

- Changes in the economy (e.g., e-commerce, increased opportunities to work from home, etc.) indicate a need to ensure that the amount, type, and location of the Town’s established and planned Employment Areas (now called “Areas of Employment” under the Planning Act) and Mixed-Use Areas are well aligned with these broader trends, as well as anticipated local market demand.
- Newmarket has a diverse employment base. The largest employment sector in the Town is health care and social assistance. These are key sectors that have grown in the last decade to include retail trade, manufacturing, public administration, accommodation and food services, and educational services.
- The Town will need to rely on its Employment Areas and Strategic Growth Areas (SGAs) (identified by the province and municipalities to be the focus for intensification, a mix of uses, and compact development) to accommodate most of the forecast employment growth.



- Newmarket has approximately 246 hectares of developed employment land largely accommodated in Employment Areas. Newmarket’s remaining vacant employment lands are concentrated on the eastern side of the Town along the Highway 404 Corridor¹ and should be protected to support future employment growth in these areas
- Newmarket’s Mixed Use Areas along Yonge Street and Davis Drive present an opportunity to accommodate future employment growth, including office, in a more diversified capacity.

Over the planning horizon to 2051, Newmarket is expected to experience steady employment growth, building on development patterns observed over the past decade. A wide range of demographic, economic, and socio-economic factors will shape the nature and pace of this growth. These influences will not only determine the overall scale of employment expansion but will also affect the form, density, and spatial distribution of non-residential development and associated land needs.

By leveraging its remaining supply of vacant employment lands and pursuing strategic intensification, the Town is well-positioned to accommodate forecasted employment growth through 2051. The Provincial Planning Statement (PPS) 2024, introduced several significant changes to planning for areas of employment, including a new definition with restrictions on what uses are permitted in these areas.

More specifically, the new definition in the *Planning Act* refers to “those areas in an official plan designated for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities”. This new definition explicitly excludes institutional and commercial uses, including retail and office uses that are not associated with one of the primary employment uses listed (refer to **Table 1**). A review of land uses within the existing Employment designations will be undertaken to refine the mapping for this designation.

	Uses	Planning Act “Areas of Employment” – Permitted Uses
A	Manufacturing Uses	Yes
B	Warehousing Uses	Yes
C	Office Uses	Yes, if associated with a, b or d
D	Research & Development in connection with manufacturing	Yes
E	Retail Uses	Yes, if associated with a, b, or d
F	Ancillary Facilities	Yes, if ancillary to a, b, d
G	Institutional Uses	No
H	Commercial Uses	No

Table 1: Permitted Uses Per the Planning Act “Areas of Employment” Definition

¹ Since the Study began, the lands in this area have been developed; future analysis and policy will reflect the current built form and development.



To support the Town's employment growth and evolution, two key policy directions are proposed for the updated Official Plan:

- **Planning for Employment and Mixed-Use Area;** and,
- **Accommodating Growth in a Maturing Municipality.**

2.5.1 Planning for Employment and Mixed-Use Areas

Recognizing the evolving nature of the broader economy and planning requirements, as well as the infrastructure assets and intensification opportunities that exist, the Town has a unique opportunity through the repositioning of its SGAs in MTSAs, Regional Centres and Corridors, Town Centres and Corridors, to create high-quality employment, as well as residential and mixed-use growth.

In planning for SGAs, municipalities should consider target sectors and accommodate mixed uses in these locations, while also developing high-quality urban environments that offer a mix of live-work opportunities, high-order transit, and access to amenities. There is also a need to advocate for a more flexible planning approach and stronger integration with planning and economic development, such as considering adaptive reuse of existing buildings, and the redevelopment and infill required to meet density targets in MTSAs and other growth nodes.

Policy considerations for future planning in employment and mixed-use areas in the Town:

- Implementing a more flexible land use planning approach to reflect the evolving nature of local and regional economies (e.g., knowledge-based economy) and the diverse needs of industry and businesses of all sizes over the long term.
- Strategically position the Town's policy framework for Employment Areas and SGAs to remain resilient and competitive amid unforeseen changes (e.g., tariffs or global economic shifts) relative to competing markets in other jurisdictions by identifying and pre-designating or zoning for high-demand sectors (e.g. clean technology, life sciences, advanced manufacturing)
- The updated Official Plan will need to include new criteria for employment land conversions, informed by Policy 2.8.2.5 of the PPS 2024.

By adopting a more flexible and forward-looking planning approach, the Town can ensure its Employment Areas and SGAs remain resilient, competitive, and aligned with evolving economic trends. This will support the creation of complete communities that integrate jobs, housing, transit, and amenities in a way that is sustainable and adaptable.

2.5.2 Accommodating Growth in a Maturing Municipality

The Highway 404 BRT Station PMTSA 29 and the Leslie-Davis BRT Station PMTSA 31 represent an opportunity for increased intensification of jobs near or within existing Employment Areas to meet the density target for people and jobs per hectare for these MTSAs. The existing land use permissions in these PMTSAs, and existing number of people and jobs per hectare, do not meet the minimum density targets in the YROP 2022 (Appendix 2). Recognizing the evolving nature of the broader economy and planning requirements, as well as the infrastructure assets and intensification opportunities that exist, the Town has a unique opportunity to create high-quality employment and mixed-use growth in these

PMTSAs. Setting a policy framework within the new Town Structure for development in these areas can help the Town meet the required minimum density targets.

Policy directions recommended for the updated Official Plan to accommodate growth in an evolving and maturing context include:

- Develop a policy framework to guide growth and development in Highway 404 BRT Station PMTSA 29 and the Leslie-Davis BRT Station PMTSA 31 to ensure the Town can meet the minimum required density targets in these areas.
- Given the limited land supply, establish a policy framework that protects key employment areas from conversion to non-employment uses and encourages vertical intensification (e.g., multi-storey industrial or office buildings) to maximize available land, accommodate future employment growth, and meet the job forecast of 58,100 people in 2051.
- Encourage the development of major office and multi-tenant commercial buildings within Mixed Use Areas to support the growth of knowledge-based sectors and leverage the Town's strong market attributes.



As previously noted, the Town must prepare a comprehensive framework to accommodate forecasted employment growth through intensification. Creating a framework for development which considers accommodating jobs in a vertical format can help the Town unlock the full potential of its PMTSAs and employment areas, including PMTSAs 29 and 31, ensuring they evolve into vibrant, transit-supportive areas that meet density targets and support long term employment growth.

2.6 Housing & Housing Affordability

One of the fundamental elements of Complete Communities is the availability of a variety of housing types and tenures that are attainable and affordable. There is a housing crisis across the province and a need to increase the housing supply. There is also a need for this supply to include affordable housing options to address needs that range from a young person looking to move into their first home, to a growing family needing more space, or a senior looking to downsize. Increasing the housing supply is an objective across new funding programs, public sector strategies, legislative changes, and planning tools. Unfortunately, supply alone will not address the housing crisis.

Housing availability has not kept pace with housing demand, and this has contributed to rising housing costs, as has economic pressures such as inflation, rising interest rates, and construction costs. Greater proportions of households are priced out of ownership markets leading many to compete for limited rental housing units, which has resulted in increases in rents and low vacancy rates, including in Newmarket. Long-term demand coupled with limited supply hinders movement along the housing continuum as housing needs change. Housing policies need to support additional housing supply, a range and mix of housing types and tenures, and to protect the existing housing inventory as a critical resource to the community.

Three key policy directions are proposed for the housing section of the updated Official Plan:

- **Grow the Housing Supply;**
- **Provide a Full Range and Mix of Housing Types;** and
- **Protect and Enhance the Existing Rental Units.**

An updated Official Plan will assist Newmarket in responding to existing and future residents' housing needs, including, as identified in the ongoing Housing Needs Assessment, supporting the provision of a full range of housing types and tenures. It will also allow Newmarket to achieve conformity with recent changes in Provincial legislation.

2.6.1 Growing the Housing Supply

Newmarket is currently the most population-dense of all the municipalities in York Region, and this will continue to be the case with the population growth anticipated through Regional forecasts. As such, Newmarket will need to increase its housing supply to accommodate future population growth and address the needs of current and future residents. This new supply will need to be accompanied by infrastructure planning to ensure an adequate supply of serviced land. Policies to address strategic areas to grow future communities and provide for intensification within the existing community will help contribute to the housing supply. They will need to be implemented alongside planning for the infrastructure that will support this supply.

Policy directions include:

- Maintaining an adequate supply of serviced land for housing to ensure that services and amenities are available to support complete, affordable communities.
- Planning for infrastructure and hard and soft services to support growth and new housing supply by implementing a servicing strategy.
- Updating residential intensification policies to provide for Complete Communities in strategic locations such as Local Centres and Corridors and MTSA's.
- Expanding the housing supply through partnership and programs from other levels of government.
- Updating population and housing growth targets as supported by infrastructure and services.
- and,
- Promoting a range and mix of housing types by planning for a mix of housing options, including affordable, rental, ownership, and additional needs housing to meet the needs of residents.

As the Town looks to increase the supply of housing, the availability of serviced lands will be critical to ensure future population growth can be adequately housed. Considering the anticipated growth in the Town, the need for improved servicing capacities and the supply of serviced land will be even greater. Currently, Newmarket does not have enough serviced land to meet the Provincial housing targets or projected population growth. There is a need to implement a strategy with other levels of government to upgrade servicing capacity improvements in a timely fashion to allow for residential intensification and to reach the Town's housing targets and future population growth. The servicing strategy should consider both hard and soft services to support current and future residents of the Town. This policy direction is further explored in the **Servicing & Infrastructure** section of this Report.

There is a need for the Town to update its intensification policies to reflect housing needs within Newmarket, including accommodating housing for a range of tenures, affordability levels, and household types in SGAs and other areas. The updated policies will need to support increasing the supply of market and below-market purpose-built rental and dwellings for one- and two-bedroom households, affordable units suitable for families, and housing appropriate for seniors to age in place. To support the provision of affordable housing the Town may wish to:

- Update the Official Plan to include affordable housing as an action area for Community Improvement Plans (CIPs);
- Introduce Inclusionary Zoning policies that require a set percentage of affordable units in new development within PMTSAs; and,
- Offer streamlined development approval timelines or processes (e.g., through a concierge program).

Through partnerships with other levels of governments, and non-profit and community organizations, Newmarket can strive to provide affordable housing to those in need while supporting non-profit organizations who are providing services and housing in the community. This would allow for a deeper level of affordability for Newmarket's most vulnerable populations. These partnerships can also explore increasing the financial viability of developments for non-market housing, thereby increasing the supply of these units in the Town.

New housing supply and growth should be directed to key Strategic Growth Areas in accordance with the Town's updated structure, where access to services, amenities, and employment can support compact growth. Intensification policies can help to ensure that housing needs for the community are adequately addressed.

Finally, there is a need to update the population and household growth targets in the Official Plan to align with the Province's housing strategy. Updated targets should consider servicing infrastructure capacity as put forward in the servicing strategy in this report, and housing needs as outlined in the Town's Housing Needs Assessment. Population and household growth targets should work in tandem with intensification policies to increase the supply of housing in Newmarket to accommodate a growing population.

2.6.2 Providing a Full Range and Mix of Housing Types

Attainable and affordable housing are essential components of building Complete Communities. To meet the diverse needs of current and future residents, including children to older adults, marginalized groups, and newcomers, as well as those needing supportive housing, policies must promote a broad range of housing types, tenures, and price points. Future residential development in Newmarket should be guided by inclusive planning principles (People-First Lens) that prioritize equity, accessibility, and long-term community sustainability.

To support Complete Communities, the Town should ensure that new housing supply includes a full range and mix of housing options that reflect the diverse needs of its current and future residents. This includes enabling a variety of built forms, higher densities, and mixed tenures in Regional and Local Centres and Corridors, particularly near transit. Supporting innovative housing designs and ownership

models, and leveraging tools such as Inclusionary Zoning, Community Improvement Plans, and targeted incentives, will help deliver more equitable housing outcomes. The updated Official Plan should also establish clear targets for affordable and rental housing. Together, these policy directions will foster inclusive neighbourhoods where families, seniors, persons living alone, people with disabilities, and other household types can find suitable housing and remain in their communities as their needs evolve.

Recommended Policy Directions include:

- **Enable a Diverse Housing Supply:** Enable regulatory tools (e.g., Inclusionary Zoning, Community Improvement Plans, update Secondary Plans and streamline zoning), and develop implementation strategies to develop a wide range of housing types (e.g., triplex, quads, laneway suites, stacked townhouses, mid-rise apartments), tenure (e.g., ownership, rental, co-operative), and price points to meet the needs of all income levels.
- **Incentivize Affordable and Purpose-Built Housing:** Through the Housing Action Plan, explore financial and non-financial incentives, such as development charge deferrals, tax increment financing, or expedited approvals, to encourage the development of affordable and purpose-built rental housing, especially in transit-accessible areas.
- **Expand Accessible and Supportive Housing Options:** Introduce policies, and explore zoning and design standards, that require or incentivize universal design and barrier-free units. Collaborate with health and social service agencies to increase the supply of supportive housing for people with disabilities, mental health needs, or those transitioning from homelessness.
- **Promote Intensification and Housing Diversity in Growth Areas:** Develop policies that allow for a broader range of housing forms in Regional and Local Centres and Corridors, as well as gentle intensification in Neighbourhood Centres, to meet the needs of households comprised of varying sizes, ages, and compositions.
- **Establish Ambitious but Realistic Density Targets:** Set minimum density targets for greenfield areas and SGAs that meet or exceed the targets in the YROP, and align with the Town's intensification and housing affordability goals. These housing types should consider the development of more dense housing forms, such as townhomes and mid-rise buildings;
- **Define Affordable Housing Locally:** Include a locally relevant definition of affordable housing, building on the PPS definition for 'affordable', that reflects local income levels, household sizes, and housing costs, and supports the development of deeply affordable units and housing that is secure;
- **Set Measurable Housing Targets:** Establish clear, data-driven targets for affordable and rental housing. Develop measurable and achievable housing targets for affordable housing and rental housing based on the Town's Housing Needs Assessment and Ontario Population Projections published by the Ministry of Finance and metrics related to vacancy rates. Enable policies that improve data accuracy and monitoring of additional residential units;
- **Implement Inclusionary Zoning (IZ) in PMTSAs:** Bring forward IZ enabling policies for PMTSAs in the Official Plan to require a percentage of affordable housing in these areas. The policy framework should be informed by the recommendations in the Inclusionary Zoning Report (May 2025) or as amended. The IZ policies should set clear implementation and monitoring policies.

- **Support Specialized and Non-Market Housing:** Partner with public agencies and service managers, Indigenous housing providers, and non-profit organizations to support the development of housing for small households, young residents, group homes, housing for those with additional needs, housing for older adults, transitional housing for vulnerable households.
- **Remove Minimum Parking Requirements in PMTSAs and Consider Removing Requirements in Other SGAs:** Eliminate or reduce parking minimum parking requirements in PMTSAs, and explore reducing them in other strategic growth areas near transit, to help lower development costs, encourage transit-oriented development, and support the provisions of affordable housing.

Recommendations from the Housing Needs Assessment call for a more diverse range of housing options, including options for small households, senior households, and young residents seeking new household formation, which tend to be households that typically live within more dense forms of housing. There is a need for policies to support the development of a range of housing options in Newmarket to address the needs of the current and future residents. A more diverse housing supply would provide more options in terms of size, location, and affordability. Such policies may include as-of-right zoning for housing in strategic growth areas, including for missing middle housing types, and incentives to develop affordable units or purpose-built rental units.



Figure 3: An example of housing types currently in Newmarket includes but is not limited to detached and semi-detached housing and stacked townhouses.

Incentives for Affordable Housing

The Town should consider matching the Regional incentives for affordable housing and purpose-built rental housing to further encourage the development of housing that is in short supply in Newmarket, such as waivers of fees associated with municipal approvals and reduced parking requirements. The Town should also explore other incentives to support the development of affordable and purpose-built rental housing such as the ability to capture cash-in-lieu from developers for an affordable housing fund. This fund would be available through grants to developers who would build affordable housing.

Community Improvement Plans (CIPs) are currently available to apply for incentives under a number of programs outlined by the Town. The Town may consider increasing funding to these programs to help increase the supply of affordable housing.

Policies for Affordable Housing

There is a need for policies that increase zoning permissions to build more units within existing residential areas. Policies that promote higher-density development, encourage purpose-built rental housing, or ease zoning restrictions to allow for more multi-unit housing in residential areas will contribute to the housing stock by creating more housing aligned with the needs of the Town. These intensification policies should consider housing options for a growing immigrant population, including housing appropriate for multiple families or multi-generational household arrangements. Housing types other than single- and semi-detached dwellings should be encouraged or required, such as stacked townhouses, triplexes, fourplexes, and multi-unit buildings.

Policies on accessory dwelling units (“additional residential units”) should be updated to permit up to two accessory dwelling units per lot as of right as required by the *Planning Act*. The Town should consider adding policies which allow up to four dwelling units as-of-right in areas such as the Local Centres and Corridors. These areas provide convenient access to everyday needs and may be appropriate for more ‘missing middle’ housing to help the Town with the goal of creating complete, walkable communities.

There is a need for a definition of affordable housing, including both rental and ownership price thresholds, to provide clarity and ensure affordable housing is provided that meets the needs of the community. This definition should consider the definition in the YROP, and the new definition for affordable housing included in *Development Charges Act* (from Bill 23: *More Homes Built Faster Act*). Further, this definition could be informed by the definition for affordable housing included in the proposed *Provincial Planning Statement (PPS 2024)* and can be further informed by the Town’s Housing Needs Assessment study.

Newmarket should update the rental housing policies in the in-effect Official Plan to reflect and support the new target for purpose-built rental housing from the YROP. Additionally, targets for affordable units should be considered. The YROP contains targets for units affordable to low- and moderate-income households, including 25% of all new housing units and 35% of all new housing units with Regional Centres and MTSAs.

Official Plan Policies 3.3.3. a) and b) that require separation distances for group homes and additional needs facilities in residential areas and urban centres should be removed as per the Ontario Human Rights Code. Newmarket should also consider additional policies to promote the construction of housing with support services for those with additional needs. There is a need for additional housing supports for vulnerable populations, including those with additional needs, older adults, and students. Housing that can accommodate these groups within their own current neighbourhoods will contribute to more Complete Communities and a more equitable supply of housing.

Finally, the Town should consider updating policies to modify parking requirements for developments near transit (including beyond Protected Major Transit Station Areas) within strategic growth areas,

especially for affordable housing developments. Reducing parking requirements can lower development costs and lead to deeper levels of affordability for low- and moderate-income households, promoting a more inclusive community.

2.6.3 Protecting and Enhancing Existing Rental Units

Existing communities include housing supply that is a valued community asset for the Town and its residents. Newmarket's housing supply was developed largely in the last 60 years. Existing supply can also be a source of attainable and affordable housing for long-time and new residents, including immigrants. Many of the existing purpose-built rental units in Newmarket also have more affordable rents compared to the new housing stock. Thus, there is a need to maintain and protect the existing rental housing supply.

This Transformative Theme Area is focused around protecting and enhancing the existing supply of rental housing. The existing supply can be enhanced by permitting opportunities for additional residential units across the town to support ownership and increase housing units in established communities. In addition, rental housing is an important housing option that should be protected. Older rental supply or supply in areas where density permissions have changed can be subject to conversion to non-residential tenure or demolition for other tenure options such as condominium ownership units. Protection of the existing rental housing stock through policies and by-laws can maintain this important part of the housing supply. Encouraging the existing housing stock to be maintained in good condition and protecting rental tenure options that exist in the community are the recommended policy directions to implement this Transformative Theme Area.

Policy directions to implement this Transformative Theme Area include:

- Encourage that the quality and quantity of the existing housing stock is maintained and in good condition.
- Support the protection of the existing rental supply against demolition and conversion to a tenure other than rental through rental replacement policies; and
- Allowing for gentle density and increases in supply through additional residential units.

The draft Housing Needs Assessment notes that the housing stock in Newmarket is generally older than that of the Region as a whole, particularly the rental housing stock. There is a need for policies that support the ongoing maintenance of the existing housing stock to ensure that it remains adequate for current and future households. This could include, for example, policies that support retrofitting or redevelopment opportunities through a Community Improvement Plan.

There is a need to implement policies that protect the existing rental stock against demolition and conversion to other uses and/or tenures. Since the current purpose-built rental housing stock has not grown since 2017, the protection of the existing purpose-built rental stock is critical to ensuring that Newmarket does not lose much-needed rental housing stock. The Official Plan will include policy direction that supports rental replacement or enables an implementing by-law to maintain rental supply.

There is a need for policies that promote gentle density in existing residential areas of Newmarket. This may include pre-zoning residential areas for multi-plexes or easing requirements for the implementation

of additional dwelling units, such as secondary suites or garden suites. Residential uses in Regional Centres/ Corridors, Town Centres/ Corridors, and Neighbourhood Centres could be pre-zoned to enable up to four units per lot provided a list of criteria is met. The *More Homes Built Faster Act* included provisions to prohibit policies or by-laws that would have the effect of disallowing up to two additional dwelling units per lot, and thus there is a need for the Town to implement policies to allow these additional units in all residential areas of Newmarket.

The Housing Needs Assessment found that the majority of dwelling units in the Town were single-detached dwellings. The Town should consider policies that support shared occupancy or co-ownership and that would promote suitable occupancy of these large dwellings.

2.7 Transportation

Closely related to the introduction of a new Town Structure is the intrinsic link between transportation and growth management. While the in-effect Official Plan establishes this link, the updated Official Plan will strengthen the relationship between land use planning, growth management, and transportation with the goal of providing exceptional transportation experiences across all modes of transportation.



The ability to move within and between various elements of the proposed Town Structure without having to rely only on a private automobile is a key objective. Increasing transportation options and supporting the uptake of public transportation and active transportation options supports the Town’s goals and emerging guiding principles by promoting healthier, more active lifestyles and improving access to jobs, services, and community amenities for all residents. A well-connected transportation network reduces emissions and traffic congestion, supporting a green and resilient community. By prioritizing active transportation modalities and transit-oriented development, the Town can foster more complete, inclusive, and accessible communities. Various policy levers should be introduced to ensure that accessibility, sustainability, and new technologies are appropriately considered when updating the Official Plan.

Two key policy directions are proposed for the updated Official Plan to plan for enhanced transportation and mobility systems:

- **Introduce Transportation Demand Management (TDM) measures;** and,
- **Support a hierarchy of mobility that prioritizes sustainable transportation.**

These directions consider new technologies, accessibility, and other factors to help support alternative and more sustainable travel options to address climate change, building on the momentum in Newmarket and York Region for more sustainable transportation choices.

2.7.1 Introduce Transportation Demand Management Measures

The OPR provides an opportunity for the Town to implement Transportation Demand Management (TDM) measures to reduce single occupancy automobile trips and influence travel behaviour. The goal of TDM is to redistribute demand for travel, either by shifting trips to different times of day or to more efficient modes or, reducing demand by allowing them to not be made at all (such as by teleworking). The YROP identifies TDM measures as a leading approach to address impacts of a changing climate and divert automobile trips towards more sustainable modes. TDM measures aim to encourage modal shift away from the private automobile, thereby reducing congestion and emissions, mitigating climate change, improving air quality, and promoting physical activity and healthier lifestyles. These objectives relate to more than one of the areas of concentration guiding the Town's OPR.

According to the Town's CEP, vehicles owned by residents and businesses contributed to 32% of the Town's energy consumption in 2017. TDM programs are in harmony with the CEP's objectives of fostering a sustainable and climate-resilient community. They provide several opportunities for improvements that will achieve conformity with Provincial and Regional policies and set the Town on a path to promote sustainable travel and address climate change. The YROP requires that to prioritize active transportation, transit, and goods movement, TDM measures should be identified in transportation studies and development applications. These TDM measures aim to reduce single occupancy automobile trips. Similar policies have been integrated to the in-effect Official Plan through the Urban Centres Secondary Plan, including a requirement for a TDM strategy for all developments proposing 10 or more residential units within the Secondary Plan area. This could be applied to all development proposals through the updated Official Plan. There are several options for TDM strategies that can respond to the need for accessible and sustainable multi-modal transportation options. For example, on-street bike lanes/routes and multi-use paths, enhanced landscaping, the incorporation of weather protection elements in built form, and Crime Prevention through Environmental Design (CPTED) are all strategies that have been shown to increase the use of alternative modes of travel.

To achieve the above objectives, the following policy directions are proposed:

- **Promote Compact, Mixed Use Development to Reduce Travel Demand:** Through the implementation of a new Town Structure that identifies Regional Centres and Corridors, and local nodes and/or corridors, focus on bringing people, jobs, and services closer together and making trips shorter, reducing reliance on private vehicles and supporting convenient access to everyday services.
- **Require TDM Strategies for Development Proposing More Than 10 Units:** Add a requirement for a Transportation Demand Management (TDM) Strategy as part of a Traffic Impact Report for developments proposing ten or more residential units.
- **Link TDM to Parking Reductions and Innovative Mobility:** Allow reduced parking requirements where developers implement robust TDM measures, such as EV charging infrastructure, care share spaces, bike share docks, or e-scooter programs.
- **Support the Formation of TDM Associations:** Collaborate with regional partners, employers, and institutions to establish TDM associations that coordinate programs such as ride-matching/sharing, and other shared mobility services.

- **Integrate TDM into Site Plan Review and Green Standards:** Require development in SGAs which are adjacent or near transit to enhance connectivity to both transit and active transportation facilities through site design, and the implementation of a green development standard.
- **Develop a TDM Evaluation Framework:** Establish a standardized method for assessing the effectiveness of TDM strategies in development proposals, including metrics such as mode shift, reduced vehicle trips, and emissions reductions.
- **Implement a TDM Checklist for New Developments:** Ensure consistency and accountability by requiring all new development over 10 units to meet minimum TDM criteria using a standardized checklist during the development review process.
- **Distribute TDM Information to Residents:** Coordinate with developers and property managers to distribute TDM resources, such as transit maps, carpooling apps, and mobility service members, to new residents to promote sustainable transportation.
- **Encourage Efficient Use of Road Infrastructure:** Promote carpooling, road diets, and shared mobility options to reduce congestion and improve the efficient use of existing road facilities.
- **Remove Parking Minimums in Strategic Growth Areas:** Eliminate or reduce minimum parking requirements for new developments in SGAs as informed by provincial legislation, and other areas near transit as may be recommended through other studies.
- **Shared Mobility in the Zoning By-law:** Update the Town's Zoning By-laws to include provisions for shared mobility services, including carshare parking spots, bike share docks, and secure bike parking.
- **Support Mobility Equity through Shared Services:** Consider requiring developments to provide end-of-trip facilities such as bike rooms, lockers, bike repair stations etc. to enhance user comfort and experience through the Zoning By-law or a green development standard.
- **Integrate Smart City Technologies:** Consider incorporating smart infrastructure, such as real-time transit displays, smart lighting, and cycling counts and sensors, to enhance safety, and accessibility, and illustrate the user experience in real-time.

2.7.2 Support a Hierarchy of Mobility that Prioritizes Sustainable Transportation

Transportation and growth management are closely linked to climate change and sustainability. The Town's Community Energy Plan (CEP), updated in 2019, found that transportation fuels accounted for a large majority of energy consumption in Newmarket, with vehicles owned by the Town's residents and businesses being the largest contributors. This finding is an important consideration for the OPR given the need to prepare for the impacts of a changing climate and the emergence of innovation in mobility. This requires the Town to plan for all modes of transportation, ways to accommodate them, and the influence they will have on the Town's urban structure and built form. The CEP recommends several strategies in response to the transportation data, some of which are appropriate to integrate into the updated Official Plan.



Figure 4: Providing multi-modal transportation options is an important element of planning for complete communities. This can include but should not be limited to cycling, walking, transit, and emerging mobility options such as electric scooters and bikes.

To complement the Complete Communities approach to land use planning and growth management, adopting a Complete Streets framework would help reimagine streets as vibrant, multi-functional public spaces and not just corridors for vehicular movement. This holistic approach to street design prioritizes people, placemaking, and sustainability by creating streets that reflect local character, respond to community needs, and support a variety of uses and users.

Complete Streets can integrate diverse objectives, such as active transportation, climate resilience, and inclusive urban design, into a cohesive, connected mobility network. These principles can guide the development of context-sensitive design guidelines that ensure streets contribute meaningfully to the social, environmental, and economic fabric of the community. A Complete Streets approach can facilitate the integration of multiple objectives for sustainability and urban design, supporting a cohesive and connected network for mobility of all types.

The following policy directions should be considered in support of these objectives include:

- Consider a complete street approach for the design of new and re-constructed streets.

What is a complete streets approach?

A complete streets approach designs and operates streets to prioritize safety, accessibility, and mobility for all users, including pedestrians, cyclists, transit riders, and drivers.

- Support the use of electric vehicles by planning for the installation of charging stations at key public locations such as Civic Hubs and in new development.
- Expand the Town’s network of cycling facilities as per the Town’s Active Transportation Implementation Plan and Green Corridors (see *Future Newmarket Vision 2025-2051* for more information).
- Increase foot traffic by planning for pedestrian-friendly streets, including wider sidewalks through Urban Design policies for new and re-constructed streets.
- Adopt a Transit-First Policy to prioritize public transportation and active transportation modalities instead of private automobiles.
- Remove the requirement for parking facilities on lands within a PMTSA, to promote efficient land use and encourage public transit usage, in accordance with Bill 185.

Including policies in the updated Official Plan which support a hierarchy of mobility options, prioritizes sustainable transportation where possible, a supports compact, complete communities. This approach aims to reduce reliance on motor vehicles and greenhouse gas emissions. Implementation of this Transformative Theme Area and its associated policy directions can introduce multiple co-benefits for the Town, including but not limited to increased safety, sustainability, and public health, as well as decreased traffic congestion.

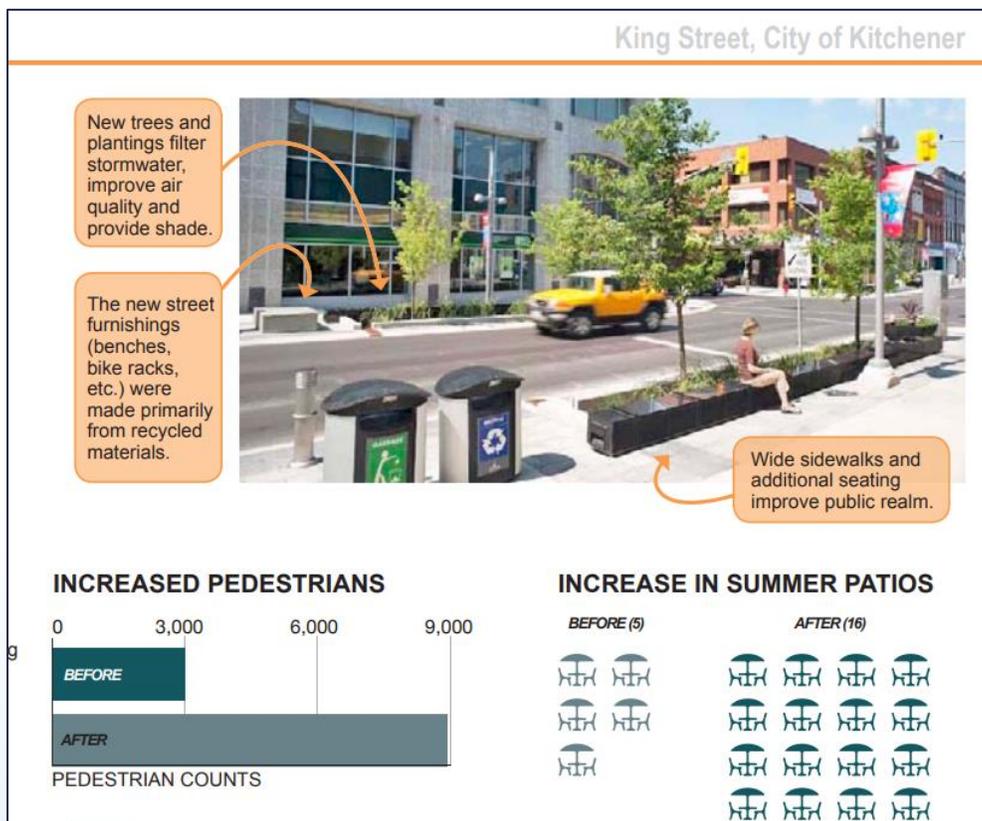


Figure 8: King Street, City of Kitchener, *Complete Street Transformations in the Greater Golden Horseshoe Region* (2016).

2.8 Servicing & Infrastructure

Municipal servicing and infrastructure provide essential services to residents and businesses, including water and wastewater, stormwater management, waste management, energy, and utilities. To facilitate the planning of Complete Communities, appropriate servicing needs to be provided in a safe, sustainable, and fiscally responsible manner. Municipal responsibilities for servicing are shared between lower tier and upper tier municipalities. The Region of York establishes servicing allocations and expansion of servicing capacity, and the Town identifies how to direct growth accordingly.



The policies for servicing are outlined in the YROP, Master Plans, Regional servicing capacity/allocation, Town plans (e.g., the Asset Management Plan, Water and Wastewater Plan, Stormwater Management Plan), as well as Provincial Plans such as the PPS 2024, the Oak Ridges Moraine Conservation Plan, and Lake Simcoe Protection Plan. Incorporation of these policies within the Official Plan policy framework will support the provision of appropriate, sustainable, and efficient servicing within the Town of Newmarket. Further, the Official Plan will be informed by the Town's **Servicing Allocation Policy** and any updates thereto.

Two key policy directions are proposed related to Servicing & Infrastructure:

- **Integrated Approach to Water and Wastewater and Stormwater Infrastructure Projects;** and,
- **Climate Resilient Servicing and Infrastructure**

These Transformative Theme Areas and their relationship to the OPR, are described in the subsections below.

2.8.1 Integrated Approach to Water and Wastewater and Stormwater Infrastructure Projects

Recommendations to ensure the Town's Official Plan policies are in conformity with relevant servicing and infrastructure master plans and policies are outlined in **Appendix A** of this Report. In addition to conformity and consistency updates, the Town's Official Plan policies will be reviewed to enhance the integration of infrastructure and servicing planning. There are two aspects of integration of infrastructure planning proposed, including:

- Integration between services (e.g., water and wastewater coordinated with stormwater infrastructure); and,
- Integration of York Region and Town of Newmarket Master Plans related to Servicing and Infrastructure.

The Town of Newmarket can integrate planning and service for water and wastewater infrastructure, and stormwater management infrastructure by aligning the Master Plans for each of these infrastructure types. The intent is to coordinate upgrades and servicing to this infrastructure so that it is synchronised and not planned in isolation.

Integration between the Regional and Town municipal levels can occur by looking at servicing holistically. The Regional “one water” approach views the urban water cycle as a single integrated system. Water is viewed as a resource that cycles between drinking water, groundwater, stormwater, and wastewater. It is intended that the Official Plan carry forward this principle and support cost effective solutions that promote a financially sustainable servicing system, reduce reliance on water sources, and minimize impacts on the natural environment.

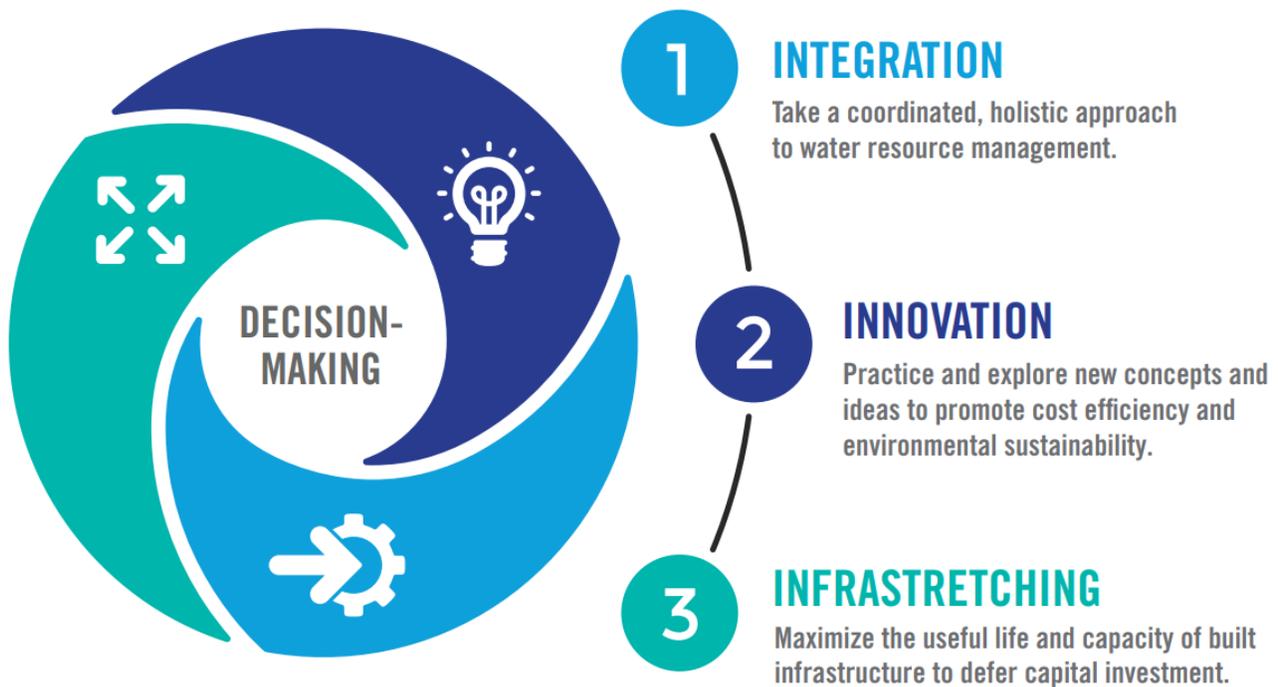


Figure 9: Excerpt from the York Region Water and Wastewater Master Plan (2022), which illustrates the One Water approach and guiding principles.

Policy directions to implement this Transformative Theme Area include:

- Encourage Master Plans for servicing and infrastructure to be coordinated among different systems (water and wastewater, stormwater management, etc.), and to improve alignment between the servicing goals and timelines for implementation.
- Consider both capital plans and development charges (DCs) at the same time, instead of independently.
- Incorporate policies that approach servicing planning within the Town holistically, considering both Master Plan level strategies as well as development level considerations.
- Review the Town Structure and current servicing allocations to identify key growth areas. Consider future expansion of servicing capacity (as a result of York Region planned improvements) and where future growth may be directed appropriately; and,
- Incorporate the “One Water” approach from the Regional Water and Wastewater Master Plan as illustrated in **Figure 9**, into the Town’s Official Plan, including consideration of demand management programs, water reduction, water reuse, and LIDs.

These policy directions will help the Town and the Region deliver integrated servicing and infrastructure systems that maximize the use of existing infrastructure by reducing demand and increasing conservation and efficiency.

2.8.2 Climate Resilient Servicing and Infrastructure

To bolster the Town's response to a changing climate, policy approaches should be identified to address how servicing infrastructure resilience can be improved within the Town. This Transformative Theme Area is closely related to the **climate change and sustainability Transformative Theme Area** identified in this Report, providing explicit direction for the Town to address gaps in the in-effect Official Plan concerning sustainable energy systems and Low Impact Development (LID) within the stormwater management system. Sustainable energy usage, sustainable energy sources and efficient management of water resources, are important factors for a resilient community.

The Town's CEP identifies an action plan to create a sustainable community with an energy future that is efficient, secure, reliable, and environmentally responsible. Official Plan policies can inform the energy system through growth management and land use policies, development standards (e.g., green development standards), transportation policies, and energy generation. Enhancement of the energy policies in the updated Official Plan will support the implementation of the CEP.

LID standards have been used to mitigate stormwater impacts closer to the source, and on a smaller scale than stormwater management ponds. These practices have the benefit of improving water quality, reducing downstream flooding and erosion, and conservation of water and energy, among others. The Town should evaluate the policy directions for use of LID standards in the updated Official Plan.

The following policy directions are proposed to implement the Transformative Theme Area:

- Include supportive policies that implement the recommendations of the Town's CEP, specifically for district energy.
- Incorporate green development standards, as described in Section 3.2.2 of this Report, that include energy efficiency standards for informing the review of development applications.
- Consider the efficiency of vertical pumping facilities and incorporate an efficiency rating into green development standards that address energy efficiency for servicing infrastructure; and,
- Carry forward and continue to implement LID policies on private and/or public lands.

The purpose and intent of these policy directions are to outline how the Town can improve climate resiliency through servicing and infrastructure planning. This is an important element of the Town's various municipal systems and business functions where the Town needs to apply a climate lens, which promotes sustainable planning practices through a diverse range of uses in close proximity to each other.

2.9 Placemaking, Heritage & Urban Design



Placemaking and urban design directly impact the daily lives of people living, working, and spending time in Newmarket. Together, urban design and placemaking address the relationships and arrangement of buildings and the spaces in between and influence many of the social, cultural, environmental, and economic aspects of life. Decisions about urban design and placemaking have the potential to improve or diminish the health and well-being of residents, workers, and visitors. In Newmarket, heritage plays an important role in the look and feel of neighbourhoods, particularly in the Historic Main Street area.

In its approach to urban design, placemaking, and heritage, the Town's updated Official Plan must clearly and effectively communicate the priorities and goals of the various policies that inform how public and private spaces in the Town take shape and evolve while acknowledging and addressing the diversity of spaces that make Newmarket unique.

Six Transformative Theme Areas are proposed for the updated Official Plan to protect and enhance the public and private spaces, including heritage resources:

- **Shape community structure through urban design;**
- **Enhance the parks and open space system;**
- **Develop a policy harmonization strategy;**
- **Create healthy, sustainable, livable environments through a holistic urban design framework;**
- **Establish civic hubs, green anchors, and corridors; and,**
- **Foster public art opportunities to enhance community cohesion and belonging.**

These Transformative Theme Areas are explored further in the subsections below.

2.9.1 Shape Community Structure through Urban Design

As Newmarket continues to grow and evolve, urban design will play a more central role in shaping cohesive, inclusive, and people-first communities and urban fabric. The updated Official Plan should integrate urban design as a key tool to implement the updated Town Structure, guide built form, and enhance the public realm. This may include broad descriptions of the major urban design elements that characterize components of the Town Structure, and policy direction for developments that may be subject to site plan control.

To implement this objective, the following policy directions are recommended:

- **Establish Context-Sensitive Urban Design Principles and Policies:** Urban design is not a one-size-fits all approach, but should respond to the distinct identity, scale, and function of communities within the Town's broader growth framework. With this objective in mind, the updated Official Plan should include overarching urban design goals as well as context-specific policies that reflect the unique character, scale, and needs of different neighbourhoods, growth

areas, and corridors. These principles should guide both larger development and small-scale infill initiatives as follows:

- Establish town-wide urban design goals that reflect Newmarket’s vision for complete communities, sustainability, and inclusivity. Then, develop area-specific principles tailored to different parts of the Town, such as:
 - **Historic Downtown:** Emphasize heritage conservation, pedestrian-friendly streetscapes and public spaces, and adaptive reuse of buildings.
 - **Regional Centres and Corridors:** Focus on mid- to high-density mixed-use development, transit integration, and active frontages.
 - **Local Centres, Nodes, Corridors:** Support missing middle housing that fits within its existing or planned context.
 - **Established Neighbourhoods:** Support gentle infill (e.g., laneway homes, ARUs) that respects existing scale and character.
 - **Emerging Growth Areas:** Promote innovative, compact urban forms with strong public realm design and green infrastructure.
- **Integrate Heritage Conservation into Urban Design:** Urban design policies should support the conservation and adaptive reuse of heritage assets. New development should respect the scale of adjacent heritage properties, with complementary materials and architectural features to reinforce the Town’s historical identity and the heritage resource’s historical significance.
- **Align Built Form with the Official Plan Vision:** New development should align with the Official Plan vision and guiding principles, especially where transformative change is planned or underway (e.g. South of Davis Area study). Policies should guide the design of built form and the public realm to reflect this vision, ensuring that new developments contribute positively to the evolving character of these areas.
- **Promote Contextual and Compatible Development:** Encourage development that is sensitive to its surroundings, enhancing the existing and planned built environment. This includes respecting local scale, heights, and heritage context while allowing for innovation and flexibility.
- **Develop Urban Design Guidelines:** Policies should establish a basis for the creation of Urban Design Guidelines (UDGs) that define the geographic area or “planned environment” in Neighbourhoods and direct that new development will reflect and enhance the existing built form of these areas. UDGs should direct that new development be flexible in addressing new built form (e.g., to accommodate Additional Residential Units) to meet the changing needs of the community within emerging and often more intensive urban places.
- **Define a Visioning Process for Planning Studies:** Require that local area studies, secondary plans, and UDGs begin with a clear vision and guiding principles aligned with the Official Plan’s vision and its three policy lenses. The studies and UDGs should identify the urban design and placemaking elements for creating high-quality, sustainable, contextually sensitive environments that support and enhance the existing and planned context.
- **Incorporate Placemaking Principles into the Design of Public Spaces:** Promote placemaking principles that create engaging, inclusive, and memorable public spaces. Encourage the integration of public art, cultural features, and design elements that reflect local identity and history, and foster community pride.

- **Ensure Inclusive and Accessible Design:** Ensure that all public spaces and buildings are designed to be inclusive and accessible to people of all ages and abilities. Examples include ramps, tactile paving, accessible seating, and barrier-free pathways.
- **Engage the Community in Design Processes:** Incorporate participatory design methods, such as charrettes, co-design workshops, and pop-up consultations, to ensure public spaces reflect community values, accessibility needs, and vision.
- **Tourism and Community-Led Placemaking Initiatives:** As part of the Town’s tourism and culture strategies, explore opportunities for small grants or in-kind support to community groups for placemaking projects, including local public art, temporary installations, and neighbourhood beautification.

Implementing context-sensitive urban design principles will help establish expectations for design excellence aligned with the Town’s vision and structure, enhancing the unique character and identity of Newmarket’s communities.

2.9.2 Enhance the Parks and Open Space System

As Newmarket continues to grow and intensify, a well-connected, accessible, and resilient parks and open space system will be essential to supporting livability, health, and environmental sustainability. The YROP directs communities to be designed to provide an integrated open space network that contributes to a sense of place and identity, promotes physical activity and social inclusion. It is essential that parks and open spaces are distributed throughout the Town to ensure that they are accessible to all residents. Structuring parks and open spaces into an overarching system can help to understand servicing levels and demand at the Town-wide level and allows the Town to take a more holistic approach to parks planning, integrating parks into the greater Town Structure.

A parks hierarchy can further support distribution of park typologies, ranging from large to small-scale park spaces, with guidance for service levels and amenities associated with each park type. This is particularly important as the Town anticipates future changes through development and growth. To respond to this change, the Town should strengthen parks and open space policies to ensure parks and open space development and design keeps pace with more intensive urban development. This should include describing the preferred relationship between parks, open spaces, and residential areas.

Consideration may also be given to the definition, role, provision, and attributes of new and emerging forms of open space including but not limited to Privately-Owned Publicly Accessible Open Spaces (POPS), squares, parklets, and roof top gardens.



Figure 10: Riverwalk Commons is an example of an urban park that includes a splash pad and other features used by Town residents and visitors.

Open space provided on private lands can augment the public park system but not replace the value and role of public parks and open space. These opportunities could be particularly valued in the more intensively developed urban areas of Newmarket, along the Yonge Street corridor, Urban Centres, but also local infill initiatives. The Town should consider policies that layout the characteristics and conditions under which it would accept open space on private land, and how that would affect conventional parkland provisions. This would require additional study as part of a comprehensive review of parkland dedication and open space provision policies.

The Town's in-effect Official Plan currently contemplates a parks and open space system, which is assigned a single land use designation. In particular, Chapter 8 outlines the functional, spatial and recreational value of parkland and open space. These are important factors of parkland provision. However, parks and open spaces provide other benefits, including supporting biomass, tree canopy, and infiltration sites that support the natural environment and climate resiliency. There is an opportunity to emphasize the role of parks and open spaces as essential and form-defining elements of the Town through the OPR process, reflective of the vast role and co-benefits that parks and open spaces can provide for the Town, residents, and visitors.

To implement and achieve this Transformative Theme Area policy directions recommended for the Town's updated Official Plan includes:

- Permitting parks and open spaces within most land use designations to ensure accessibility and promote direct connections to these community focal points.
- Introducing policies that further integrate the parks and open space system with trails and active transportation infrastructure, promoting connectivity and sustainable travel options.
- Align parks and open space policies with the intensification goals of the updated Official Plan to ensure that adequate parkland is provided in intensification areas.
- Introducing policies that clearly describe the appropriate location, distribution and configuration of park spaces, which may include criteria and principles for locating parks and open space to maximize recreational potential and placemaking opportunities.
- Allow for other approaches for introducing open spaces such as Privately Owned Public Spaces (POPS) to augment the parks and open space system. Encourage the creation of POPS to supplement public parkland, especially in high-density areas.
- Develop a parks hierarchy that includes various park and open space typologies, ranging from large to small-scale park spaces, to cater to diverse community needs and an urbanizing Town. The parks hierarchy can build on the proposed parkland classifications outlined in the Town's **Parks Policy Development Manual**.
- Promote health and well-being through urban design by creating environments that encourage physical activity, provide access to nature, and support mental health. Ensure that public spaces are inclusive and cater to all age groups and abilities.
- Use temporary installations and pop-up events to activate underused spaces. These can include pop-up parks, markets, and art installations that engage the community and test new ideas.
- Design public spaces to be flexible and adaptable to different uses and events. This can include movable furniture, modular stages, and multi-purpose areas that can be reconfigured as needed.

- Update parkland dedication policies to conform with parkland dedication requirements contained in the *Planning Act* following the adoption of Bill 23 including developing a Parks Plan.
- Develop a Parks Plan that evaluates future population growth in the Town, demographic changes and includes a strategy which considers the distribution of parkland throughout the municipality, with a goal to provide accessible green spaces for all its residents.
- Design parks to be multifunctional, safe and inclusive, creating to a variety of recreational activities and user groups.
- Incorporate sustainable design principles, such as native landscaping, green infrastructure, and energy efficient amenities.
- Consider the adaptive reuse of underutilized, hard surface areas, and/or vacant Town land for parkland, transforming them into community assets.



Figure 11: The Newmarket Federal Building is on the Town's Register of Properties designated under the *Heritage Act*

Parks and open spaces are an essential component of Complete Communities. It is recommended that the Town implement the identified policy directions to plan for a parks and open space system that is equitably distributed across the Town and responsive to the Town's current and future needs, including responding to climate change, and providing access to parks and open spaces in intensification areas.

2.9.3 Develop a Policy Harmonization Strategy

The Town should create a policy harmonization strategy that consists of placemaking, heritage, and urban design to enhance Newmarket's urban realm. Developing a policy harmonization strategy should include but would not be limited to:

1. Holistic approaches to achieve Design Excellence for the Town (including public realm and built form considerations).
2. Policy options to achieve compact and connected community design; and,
3. Policy options for the location and design of parks and open space.

The identification and protection of heritage assets through designation under the *Ontario Heritage Act* promotes a high quality of life by supporting and promoting arts, culture, and heritage within the Town. Designation provides long term protection and management for key heritage resources and recognizes their importance to the community. The protection of heritage resources in the municipality also assists in the growth of the local economy in general by identifying, protecting, and celebrating places where people want to live, work and visit. Designation can also be a significant aspect of place-making initiatives in areas with heritage resources. It encourages investment in local communities by celebrating attractive places for residents and businesses to locate. It also has a direct impact on developing local tourism through the preservation of sites and promotion of a sense of place.

In light of changes to the *Ontario Heritage Act* as a result of Bill 23, listed properties on the Municipal Register will need to be reviewed and properties prioritized for designation by Council under Part IV (individual property designation) and Part V (heritage conservation district designation) of the *Ontario Heritage Act*. Specific conformity requirements that must be implemented through the OPR as a result of Bill 23 are further outlined and described in [Appendix A](#).

Within the context of the OPR, an update to the current Heritage Conservation District (HCD) policies can contribute to the policy harmonization strategy by enforcing clearer procedures, policies and terms of reference for both current and future HCDs that adhere to current provincial legislation and consider urban design, placemaking and heritage. HCD policies could be updated to include guidelines and policies for both contributing and non-contributing properties. Policies should cover an understanding of the area, sustainability, signage, materiality, massing, additions, façade features, storefronts, windows, awnings, roofs, landmarks, views and vistas, maintenance, alterations, and demolition and removal. The policies should be updated and reviewed every five to ten years.

Policy directions to implement this Transformative Theme Area include but should not be limited to:

- Create a “Heritage Conservation District: Procedures, Policies, and Terms of References” document to create consistent policies to guide the creation or maintenance of HCDs across Newmarket.

As an example, the City of Toronto’s Heritage Conservation Districts in Toronto: Procedures, Policies and Terms of Reference clearly outlines the purpose and intent of HCDs and serves as a guide for the creation of HCDs in Toronto to be used by the City and the public. It ensures that communities are subject to uniform and fair standards for managing and creating HCDs. The City of Hamilton’s Dundas Downtown Urban Design Guidelines may also serve as a best practice for the Town. These guidelines have a clear urban design vision with key design elements, including built heritage resources.

2.9.4 Create Healthy, Sustainable Living Environments through a Holistic Urban Design Framework

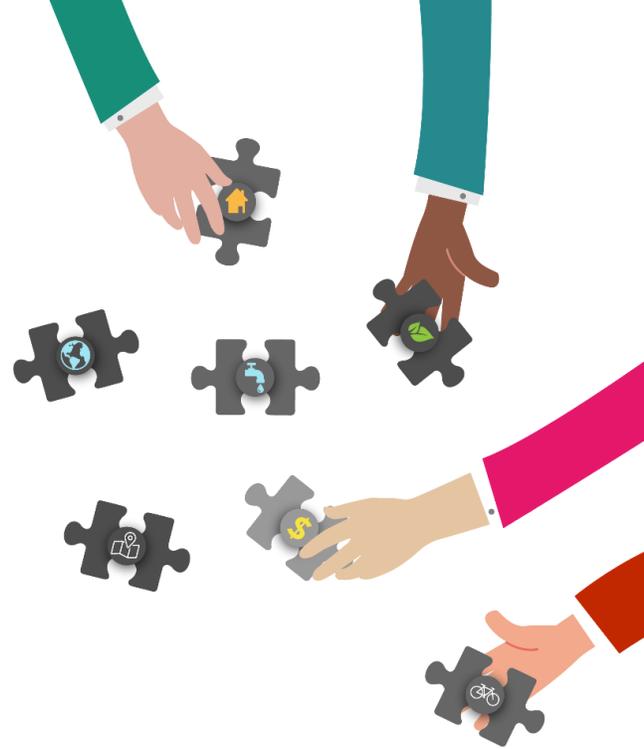
Health and sustainability are integral to Complete Communities. Urban design can make significant contributions to the creation of healthy and sustainable living environments by guiding the development of individual buildings, clusters of buildings or whole blocks and neighbourhoods. Specific examples may include:

- Increasing tree canopy to mitigate heat island effects.
- Mandating bird-friendly building design to reduce impacts of development on avian wildlife;
- Public realm designs that promote walking and improve the pedestrian environment.
- Enhancing the Town’s existing trails and cycling networks.
- Establishing design standards for green roofs and rain gardens.
- Other green solutions for stormwater management.

Implementing these types of policies and guidelines can create real-world results that assist in achieving the Town’s overall goals.

Policy directions to implement this Transformative Theme Area include but should not be limited to:

- Urban design policies may outline the structural roles shared by the components of urban design, streets, parks, open spaces, and buildings, and emphasizing that they all work together to create a framework for Complete Communities.
- Require an update of the Urban Design Guidelines to include a holistic definition of urban design that includes both public realm and building design as interrelated components of urban design and place-making.
- Prepare a separate guideline such as a Complete Community Guideline;
- Consider expanding the application of Urban Centres Secondary Plan urban design policies town-wide. This approach would enable a robust, integrated and comprehensive design approach to connectivity and the opportunities afforded by design and placemaking which would facilitate pedestrian environments, transit facilities and active transportation options that are comfortable, convenient and attractive in intensification areas.
- Expand policies for connectivity to identify linkages not only to transit but to key destinations such as community buildings, schools, places of worship, employment areas and open spaces.
- Encourage streetscaping for all streets, and require it on arterial roads and collector roads, to encourage sustainability, walkability and improve pedestrian comfort.
- Develop a streetscape manual for high quality design that classifies street type based on urban design, place-making and greening.
- Direct sufficient resources to urban design, placemaking and heritage to implement design, evaluation, and review functions to create a comprehensive urban design approach; and,
- Identify opportunities to implement design supportive programs and procedures including, but not limited to Design Review Panels, Urban Design Awards Programs, and Design Competitions (for major initiatives).



These and other policy directions identified in Section 3.8 of this Report support and build upon the six mutually supportive and integrated design principles that are applied to all development in the Town, per the in-effect Official Plan. These principles are meant to encourage the creation and enhancement of places that people will want to use. They should inform and guide updated policies to support the creation of healthy, connected, sustainable living environments. Policies from the Urban Centres Secondary Plan can serve as a model to inform a Town-wide approach. The various placemaking, heritage, and urban design directions and policies are to be considered consistent with the general intent and provision for Complete Communities and for the achievement of high-quality design which promotes connectivity, transit-oriented development, healthy and safe communities, sustainability and climate resiliency. The important role of urban design and placemaking to shape, improve, and enhance the environment, should be promoted in the updated Official Plan.

2.9.5 Establish Future Character Areas

Newmarket is comprised of many distinct areas, including urban and urbanizing communities. For example, the Historic Main Street Area is different from the Yonge Street Corridor. One has a historic downtown character based on preserving heritage, the other an emerging modern and intensified urban centre. Both of these areas are identified and defined in the in-effect Official Plan as Character Areas. Character areas are valued contributors to the overall image and identity of the Town as a place where urban and rural environments co-exist and support one another. To implement this Transformative Theme Area, the following policy directions may be considered:

- Develop policies that outline the criteria for identifying the attributes and relationships to be considered in defining character areas and identifying new character areas.
- Sufficient policy direction should be provided to determine when a character evaluation is required, how it will be implemented and what elements, features and relationships are to be considered as part of its comprehensive planning;
- Consider mapping areas within the Town which could be considered as potential character areas and require further study of character as a condition of development or revitalization; and,
- Acknowledge and support the evolution of character areas over time to meet the needs of the community, while reflecting and supporting the character of these areas.

Character areas should identify the attributes that make specific areas unique and establish criteria to allow for development and redevelopment as Newmarket continues to evolve and change over time. It is important to recognize that built form is not the only element that contributes to an area's unique character, and that supporting and enhancing the character of an area does not necessarily mean preventing change. Implementation of a strong policy framework through the recommended Transformative Theme Area can help to reflect and support character areas while managing growth and change.

2.9.6 Foster Public Art Opportunities to Enhance Community Cohesion and Belonging

Public art plays an important role in shaping vibrant, inclusive, and culturally rich communities. In Newmarket, examples such as the Fairy Lake trail marker and the Mulock Park project ([Figure 52](#)) illustrate how public art can enhance placemaking, reflect local identity, and foster a sense of belonging. Public art is typically created through a transparent, community-oriented process and installed in publicly accessible places. Currently, the in-effect Official Plan references public art through the Urban Centres Secondary Plan. As Newmarket continues to grow and intensify, there is an opportunity to expand the role of public art beyond the Urban Centres Secondary Plan area and embed it more broadly across the Town.

Many municipalities across Canada have adopted successful models such as the Percent for Public Art Program, which encourages developers to contribute 1% of construction costs toward public art, either through direct installation or financial contributions. For example, the City of Toronto's Percent for Public Art Program has been in effect for over twenty years and encourages developers to make a voluntary contribution of public art in kind or as a monetary contribution of one percent of the overall

construction value of the development. This one percent value for public art is also included in the budget for all public buildings such as community centres and libraries. This model can serve as a precedent for Newmarket to develop a consistent, town-wide approach to public art delivery. In addition to providing public art in conjunction with public buildings, parks, and infrastructure, many municipalities encourage or require public art contributions in connection with new development, redevelopment, and intensification on a city or town-wide basis.



Figure 52: The newly revealed Fairy Lake Park trail marker and the forthcoming Mulock Park project are examples of ongoing public art and placemaking initiatives in Newmarket (Source: Newmarket Today)

Recommended Policy Directions:

- **Develop a Town-Wide Public Art Policy and Guidelines:** Establish a comprehensive Public Art Guideline that outlines the process, roles, responsibilities, and expectations for public art contributions from developers, artists, and the Town. This should include criteria for site selection, artist engagement, and maintenance.
- **Encourage Community Art Programs:** Support grassroots and community-led art initiatives that reflect local stories, cultures, and identities. These programs can include murals, temporary installations, and youth art projects.
- **Leverage Development Tools to Fund Public Art:** Explore the use of Community Benefits Charges (CBCs) and other planning tools to fund public art as part of new development and capital projects, including public buildings, parks, and infrastructure.
- **Advance Reconciliation through Public Art:** Integrate Indigenous perspectives and cultural narratives into public art projects. This includes acknowledging traditional and treaty territories in the Official Plan and collaborating with Indigenous artists and communities on meaningful installations.
- **Support Temporary and Experimental Art Installations:** Encourage temporary public art and pop-up installations in parks, plazas, and underutilized spaces to activate the public realm and test new ideas.

- **Integrate Public Art into Capital Planning:** Ensure that public art is considered early in the design and budgeting of capital projects, including community centres, libraries, and civic spaces.
- **Celebrate Cultural Heritage and Local Identity:** Use public art to highlight Newmarket’s cultural heritage, support the local arts community, and enhance the visibility of museums, festivals, and cultural events as part of a Complete Communities strategy. Incorporate policies from the YROP to celebrate and acknowledge cultural narratives in development proposals through innovative public art or other public realm projects.

Newmarket’s cultural heritage, art community, museums, and cultural events play an important role in contributing to Complete Communities. Incorporating public art as a core element of Newmarket’s planning and development framework will not only enrich the public realm but also strengthen community identity, foster inclusivity, and celebrate the Town’s diverse cultural narratives. By embedding public art into policies, processes, and partnerships, Newmarket can create meaningful, engaging spaces that reflect and connect its people.

2.10 Other Considerations

It is important to consider that the OPR is being undertaken during a time of transition for the Province and Region. During Phases 1 and 2 of the OPR, the Province introduced Bill 23, the *More Homes Built Faster Act*, and Bill 97, the *Helping Homebuyers, Protecting Tenants Act*. Both introduced amendments to several key pieces of land use planning legislation. Notably, through Bill 97, the Province proposed to combine elements of the PPS, 2020 with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) creating a new Provincial Planning Statement.

It is important to recognize that the new Provincial Planning Statement is not yet in effect. The Province is targeting the winter of 2024 for the new Provincial Planning Statement policies to take effect. Any decisions made on a planning matter on or after the effective date of the new Provincial Planning Statement will be subject to its policies. However, until that time, the OPR continues to operate under the current and in-effect planning framework. These changes will be monitored closely and considered by the Project Team as the OPR progresses.

2.10.1 Updates and Impacts to Heritage Policy

In November 2022, the provincial government passed Bill 23, the *More Homes, Built Faster Act*. The Act introduces changes to land use planning across Ontario and includes amendments to several distinct pieces of legislation related to the land use planning process. Schedule 6 of the Bill includes amendments to the Ontario Heritage Act that make changes to a number of processes related to heritage properties. The majority of these amendments came into force on January 1, 2023, and municipalities are required to comply with these changes. One such change saw the amendment of Ontario Regulation (O. Reg.) 9/06 by the new O. Reg. 569/22: Criteria for Determining Cultural Heritage Value or Interest brought into full force by subsection 5 (1) of Schedule 6 to the *More Homes, Built Faster Act*.

The changes and their relevance to the Town are summarized in the subsections below.

Listed Properties

Listed properties will now be required to be removed from the Municipal Register after two years from the date of listing, or the date of the amendments coming into force, unless a Notice of Intention to Designate has been issued for the property. The Town must also remove a listed property from the Register if Council issues a Notice of Intention to Designate and withdraws it or does not pass a bylaw within the timeframe prescribed by the *More Homes, Built Faster Act* (120 days).

Listed properties cannot be added back onto the Register for five years after being removed when the two-year period has elapsed, once a notice of intention is withdrawn, or a by-law is not passed within 120 days. Properties must fulfil one criterion under O. Reg. 9/06 in order to be eligible for listing. This does not apply retroactively. Previously, listed properties did not require formal evaluation.

Individual Property Designation (Part IV)

When a property is subject to a prescribed event (certain Planning Act applications), a notice of intention to designate may only be issued if the property is already listed until the application is disposed of. Properties must also now meet two or more criteria under O. Reg. 9/06 to be eligible for designation under Part IV of the *Ontario Heritage Act*. This does not apply retroactively. Previously, properties were required to meet one or more criteria.

Heritage Conservation Districts (Part V)

New criteria under O. Reg. 9/06, as amended by O. Reg. 569/22 have been developed to evaluate heritage conservation districts (HCD). The regulations require that at least 25% of properties in an HCD must meet at least two of the criteria to be designated through a by-law as an HCD under subsection 41 (1) of the *Ontario Heritage Act*.

The outstanding amendments to the *Ontario Heritage Act* through Bill 108, *More Homes, More Choice Act* (2019), which changed the definition of demolish to include the removal of a heritage attribute in relation to properties designated under Part V of the *Ontario Heritage Act*, will now come into force.

Other Heritage Considerations

- Engage the community in the heritage conservation process through public consultations and educational initiatives.
- Foster a sense of ownership and pride in local heritage by involving residents in identifying and preserving heritage assets.
- Integrate heritage conservation principles into the Town's Urban Design Guidelines. These guidelines should provide clear direction on how to incorporate heritage considerations into new developments, ensuring compatibility and enhancing the character of heritage areas.
- Develop incentive programs to encourage the preservation and adaptive reuse of heritage properties. This could include grants, tax relief, or other financial incentives for property owners who undertake conservation work in line with the Town's heritage and urban design policies.
- Establish a robust monitoring and enforcement framework to ensure compliance with heritage conservation policies. Regularly review and update policies to reflect best practices and emerging trends in heritage conservation and urban design.

2.10.2 Potential Updates and Impacts to Housing Policy

In October 2024, the Provincial Planning Statement (PPS) took effect, replacing the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS 2024 aims to support housing and generate an appropriate housing supply. There are numerous policy considerations which are impacted by the PPS, 2024, including:

- Planning horizon for having land designated in Official Plans changed from “up to 25 years” to “at least 20 years, but not more than 30 years”.
- 29 “large and fast-growing municipalities” are identified, including Newmarket, which are encouraged to plan for a minimum density target of 50 residents and jobs per gross hectare in designated growth areas (Policy 2.3.1.5).
- Municipalities are required to forecast growth using Ontario Population Projections published by the Ministry of Finance (Policy 2.1.1).
- Municipalities are permitted to expand or establish new settlement areas at any time, not just through a Municipal Comprehensive Review; and,
- Up to two additional residential units are permitted to be created from existing lots in prime agricultural areas.

The Provincial Planning Statement also removes the requirement to establish minimum affordable housing targets that are affordable to low- and moderate-income households. The policy options and directions presented in this Report have been updated to ensure the Official Plan is in conformity with the PPS 2024.

3 Next Steps

Following completion of this Report, the Project Team will facilitate consultation and engagement with the public and interested parties to seek feedback on the policy directions. This will include a Focus Group meeting, a meeting with the CWG, and a virtual public open house. Following Council endorsement of the policy directions, the Project Team will finalize this Report, formally concluding Phase 3 of the OPR.



Appendix A – Policy Directions



Table 2: Policy Directions for the Updated Official Plan

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
Area of Concentration: Complete Communities			
<p>There is an opportunity to introduce a Town-wide structure and overlays complementary to the land use designations, in alignment with the YROP structure for growth and population and employment forecasts to 2051.</p>	<p>The YROP establishes a regional structure as the foundation for Complete Communities, as shown on Map 1 to the YROP, in alignment with population and growth forecasts to 2051. The regional structure displays the interrelationships between land use designations, overlays, and delineations and provides strategic guidance on land use. It also provides direction for managing growth in local municipalities, including phasing growth in alignment with infrastructure planning. Notably, the YROP recognizes</p>	<p>The in-effect Official Plan permits missing middle typologies subject to a Compatibility Analysis Study (see policy 3.1.2.2). However, the in-effect Official Plan does not set out a Town-wide structure.</p>	<p>Implement a new structure plan as per Section 2.0. The structure plan will guide growth in the Town over the planning horizon. The structure plan should be separate from the land use designations currently established in the in-effect Official Plan. The structure plan should include the following components:</p> <p>Town Structure Overlays</p> <ul style="list-style-type: none"> — Regional Centre(s) — Regional Corridor(s) — Major Transit Station Areas — Town Centres — Town Corridors — Neighbourhood Centre(s) — Support Corridors — Designated Greenfield Areas — Employment Areas — Community Areas — Natural Heritage System — Agricultural System

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	Local Centres and Corridors as important neighbourhood focal points and permits local municipalities to identify and develop Local Centres and Corridors as part of the Region's Urban System.		
There is an opportunity to explore mixed use designations near to and/or within commercial areas (e.g., along Leslie Street) to promote walkability, and mixed-use Complete Communities in the form of low and missing middle typologies.	The YROP envisions York Region and its local municipalities as a place with improved walkability and connectivity, facilitated by strategic building placement and orientation, appropriate land uses, and transition requirements.	There are few references to mixed use and mid-rise typologies and uses in the in-effect Official Plan outside of the Urban Centre Secondary Plan.	Land use designations (shown on Schedule A and outlined in Part II of the in-effect Official Plan) will be revisited, particularly where located within PMTSAs and local corridors or centres, where established. The commercial designation should be revisited to permit a range of uses that support Complete Communities. Within PMTSAs, commercial land uses should be revised to a mixed-use land use designation, including lower scale missing middle and lower mid-rise typologies.
There is an opportunity to better align terminology in the in-effect Official Plan with the YROP, and to consider a broader approach to permitted uses within Residential Areas to help foster	The YROP places a high priority on Complete Communities and establishes a structure of growth and corresponding policies that provide for sustainable, orderly growth over the	The Residential Character Areas (Section 3.2) include policies that "maintain the status quo" of suburban land development.	To implement the new Town structure plan, the land use designations, particularly those permitting residential uses, will be revisited to reflect the Town's structure and plan for growth. It is recommended that the Traditional Suburban Character Areas and Contemporary Suburban Character Areas be revised and renamed to reflect movement away from a homogenous approach to land use designations. The Estate Character Area may be retained, with revisions to permit additional residential units as per Provincial legislation.



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
and support Complete Communities.	planning period. These policies are consistent with the PPS, which encourages a range of housing options including residential intensification.		<p>New and revised land use designations may include development criteria or can refer to the urban design framework established in the updated Official Plan to provide guidance for infill development that will be permitted, subject to criteria that supports appropriate transitions and compatibility.</p> <p>As part of the revisions to the residential land use designations, Local Institutional Uses will also be permitted in Community Areas. While the land use designations could be consolidated, the development policies could be retained, as noted above.</p>
Parks and open spaces offer co-benefits to the economic, social, and environmental health of communities and should be permitted in all land use designations.	The YROP requires communities to be designed to provide an integrated open space network that contributes to a sense of place and identify, promotes physical activity and social inclusion.	The Parks and Open Space System is assigned a land use designation in Section 8 of the in-effect Official Plan and on Schedule A.	There is an opportunity to expand the parks and open space policies to support the integration of an interconnected parks and open space system across the Town.
There is a need to update and expand upon the parkland dedication policies to align with provincial policy.	The parkland dedication requirements contained in the Planning Act have changed with the adoption of Bill 23. The Town will need to align the existing parkland dedication policies with	Section 8.2.2 of the Official Plan contains the current policies related to parkland dedication. These policies do not reflect the reduced alternative parkland dedication rate introduced through Bill 23.	Align parkland dedication policies with new requirements of the <i>Planning Act</i> . There may be opportunities to expand on the existing parkland dedication policies to further define when parkland conveyance is preferred, or when cash-in-lieu may be most appropriate.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	the new Planning Act requirements.		
There is an opportunity to establish a parks hierarchy to assist with the development and provision of parks.	The YROP requires communities to be designed to provide an integrated open space network to include a variety of active recreational facilities, programmed parks and passive parks for year-round use.	Section 8 of the Official Plan encourage a system of parks, recreation facilities and open spaces that provide a wide range of recreational and leisure opportunities. However, park typologies and an overall parks hierarchy is currently not defined within the Official Plan.	Develop a parks hierarchy to support the parks and open space system, better define park types and service levels, and help to meet servicing demand and programming needs. The Official Plan could apply a similar parkland classification as outlined in the Town's Parks Policy Development Manual; this classification includes typologies such as Town Parks, Community Parks, Neighbourhood Parks, Urban Squares & Plazas, and Passive Green Space – By Opportunity. Each parkland classification has its own function, program, design criteria based on its service target, ideal size, and service area. There may be opportunities to explore other types of open space, such as Privately-Owned Publicly Accessible Spaces (POPS).
There is an opportunity to leverage the Block Planning process to implement best development practices for community-building and site design.	N/A	Block planning is encouraged as part of the comprehensive development of lands in separate ownership within the Commercial designation, and in the Urban Centres.	Consolidate the comprehensive block planning policies, currently located in Section 5.2 of the in-effect Official Plan, with the implementation and development review policies in Part IV.
There is an opportunity for the Town to include direction in the updated Official Plan to develop a Community Planning Permit System (CPPS).	O.Reg. 173/16: Community Planning Permits of the Planning Act directs the use and implementation of CPPSs. The regulation allows municipalities to establish a CPPS within any area or	The in-effect Official Plan does not include policy in the Official Plan for a CPPS.	Establish policies in Part IV which permit the future establishment of a CPPS as a means to expedite the development approval process, subject to further study and consultation.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>areas in their jurisdiction. The regulation also sets out the fundamental elements of a CPPS including a description of the area to which the by-law applies, the permitted and discretionary uses as well as minimum and maximum standards.</p>		
<p>The current land use schedule (Schedule A) includes a significant amount of information that is difficult to read and interpret.</p>	<p>N/A</p>	<p>Schedule A includes all OPAs and Site and Area Specific policies.</p>	<p>Create a new schedule with all specific OPAs. A separate schedule should also be created to show the new, proposed Town Structure Plan.</p>
<p>Area of Concentration: Housing & Housing Affordability</p>			
<p>There is need to add policies related to maintaining an adequate supply of land for housing, including serviced land.</p> <p>There is a need to implement a strategy to provide for servicing capacity improvements</p>	<p>The Province introduced updated requirements related to maintaining an adequate supply of residential land in the PPS.</p> <p>The Region has updated the YROP to conform to provincial legislation.</p>	<p>The in-effect Official Plan predates the updated provincial and regional policies.</p>	<p>Add policies related to maintaining an adequate supply of land for housing, including serviced land.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
that supports residential intensification and allows the Town to reach the housing targets outlined in the Province's housing strategy.			
There is a need to update residential intensification policies.	<p>Provincial policies require municipalities to meet updated residential intensification directions, including a land needs assessment.</p> <p>The updated the YROP identifies residential intensification policies which include directions on where a majority of residential intensification is to be directed and the provision of a broad range of housing options, including family-sized units.</p>	The in-effect Official Plan predates the updated provincial and regional policies.	<p>Update residential intensification policies to state that the majority of residential intensification shall be directed to locations which provide access to services, amenities, and employment within a 15-minute walk. Create a new schedule which shows those areas.</p> <p>The policies should state that intensification shall include a variety of medium and high-density dwelling types to provide housing choice and that larger family units shall be encouraged.</p> <p>Update the targets in the Town's OP to reflect the targets in the YROP for Newmarket for 2016-2051 which are 11,400 residential units and an 89% intensification rate.</p> <p>Complete and adopt intensification strategies to meet or exceed intensification targets.</p>
There is a need to update the minimum	The YROP includes targets for affordable housing within	The in-effect Official Plan does not specifically identify the target	Update housing policies to include the minimum targets for affordable housing including affordable rental and ownership, within

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
target for affordable housing.	Regional Centres and MTSAs and for the rest of the Region.	for Regional Centres and MTSAs.	and outside of Regional Centres and MTSAs which is 35% and 25% of new housing units, respectively.
There is a need to include policies which identify tools and strategies to encourage a full range of housing options.	<p>Provincial and Regional legislation require municipalities to adopt policies and strategies to support the development of a full range of housing options, including purpose-built rental housing and affordable housing.</p> <p>The YROP has updated policies which require local municipalities to consider a full range of implementation strategies to support a diverse housing supply.</p>	The in-effect Official Plan predates the updated provincial and regional policies.	<p>Add a policy which states that the Town will consider a full range of implementation strategies, including as-of-right zoning, streamlined development approvals, development permits, and other tools affordable housing, including purpose built rental housing within strategic growth areas.</p> <p>Update policies in the in-effect Official Plan to identify locations where the missing middle can be located and to permit as-of-right zoning for these types of dwellings.</p> <p>Consider adding policies which allow up to four dwelling units as-of-right in low and medium density residential areas.</p> <p>Consider policies to permit mixed use zoning along all transit corridors and main streets.</p> <p>Consider policies that encourage and allow aging-in-place for senior housings aiming to remain in the community they live in as they age.</p> <p>Update policies in the in-effect Official to permit a range of housing options, unit sizes, tenure, and levels of affordability within each community, including consideration of inclusionary zoning.</p>
There is a need to update policies to reflect the Town's Community Benefits By-law.	Changes to the <i>Planning Act</i> introduced a new tool which allows municipalities to charge fees to fund capital growth associated with new growth.	The Town has already developed a Community Benefits Charges (CBC) strategy and draft by-law.	Update policies to consider the Community Benefits Charges By-law.



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
There is a need to consider providing incentives for purpose-built rental housing and affordable housing to match Regional incentives.	The Region introduced incentives to encourage the development of affordable rental housing and purpose-built rental housing with the requirement of matching incentives from the local municipality.	The Town has provided incentives for affordable housing on a case-by-case basis in the past.	Consider including a policy to allow the Town to match the Regional incentives for affordable housing and purpose-built rental housing to ensure a consistent approach and to leverage available Regional and Federal funding. Consider additional incentives to encourage the construction of purpose-built rental housing.
There is a need to add a definition of affordable housing.	The YROP includes an updated definition of affordable housing.	The in-effect Official Plan does not have a definition of affordable housing although it has policies on affordable housing.	Add a definition of affordable housing including affordable rental and ownership, based on the definition in the YROP and the recommended definition in the inclusionary zoning needs assessment report, as well as consideration for the definition based on Bill 23.
There is a need to state that community improvement plans can be used for affordable housing.	Provincial legislation allows municipalities to use community improvement plans to provide incentives for different purposes, including affordable housing.	The in-effect Official Plan allows Council to implement a community improvement plan for a number of purposes, including community facilities but does not identify affordable housing.	Update policies on the use of community improvement plans to allow this tool to be used for affordable housing.
There is a need to update policies related to rental housing.	The YROP identifies a new target for purpose-built rental housing as well as policies related to the conversion or	The rental vacancy rate in the Town has been below 3% since 2014, indicating a tight rental market. The in-effect Official Plan already has policies related to	Update rental housing policies in the in-effect Official to reflect the new target for purpose-built rental housing in the YROP, which is 1,000 units for the Town from 2021 to 2051. New rental housing should consider findings of the Housing Needs Assessment, especially the need for one- and two-bedroom rental units in the Town.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	demolition of rental housing.	the conversion or demolition of rental housing but these need to be updated to reflected updated Regional policies and the current housing need.	Update policies related to the conversion or demolition of rental housing to state that it will be prohibited if the rental vacancy rate in the Town is less than 3% for a period of more than three consecutive years as per the YROP.
There is a need to update policies related to group homes additional needs housing.	<p>Provincial legislation requires municipalities to permit a full range of housing options, including additional needs housing.</p> <p>Separation distances between group homes and additional needs housing has been deemed in violation of human rights.</p>	The in-effect Official predates the updated provincial policies.	<p>Policies on separation distances for group homes and additional needs facilities in residential areas and urban centres should be removed as per the Ontario Human Rights Code.</p> <p>Consider additional policies to promote the construction of housing with support services.</p>
There is a need to update policies related to additional residential units.	<p>Changes to the <i>Planning Act</i> prohibit policies that would in, in effect, not permit up to two additional residential units on one lot.</p> <p>Provincial and regional strategies encourage additional residential units (also called accessory dwelling units or secondary</p>	The in-effect Official Plan predates the updated provincial policies.	Policies on accessory dwelling units should be updated to permit up to two accessory dwelling units per lot as-of-right as per provincial legislation.



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	suites) as a form of gentle intensification as well as to increase the supply of rental housing.		
There is a need to update policies related to parking requirements, particularly for affordable housing.	The YROP has updated policies related to supporting active transportation and public transit and a reduced reliance on private transportation.	The in-effect Official Plan states that parking standards will be established for facilities for persons with disabilities, reduced standards for senior citizens housing, in areas of frequent transit service, and/or where the mix of uses enables parking to be shared.	Update policies related to parking to support active transportation and transit as per the YROP, including minimum and maximum parking requirements and shared parking requirements.
Area of Concentration: Natural Systems			
There is a need to define how Natural Heritage System relates to Regional Greenlands System, and Provincial policies including Greenbelt, ORMCP and LSPP areas.	YROP includes introductory text and table explicitly showing how Regional Greenlands System is composed of provincial NHS and local features. Policy of the YROP 3.1.3 That local official plans shall delineate and include policies to protect the Regional Greenlands System and water resource	The in-effect Official Plan states “The Natural Heritage System policies provide a local context for the Regional Greenlands System”. No reference to how the NHS incorporates the Regional system or provincial NHS.	Add text in the Natural Heritage System section that states specifically how the NHS incorporates the Regional Greenlands System and provincial NHS layers. The Regional Greenlands System incorporates the provincial NHS within the ORMCP area. Therefore, the Town NHS will be an overlay of the Regional Greenlands System, knowing it incorporates the natural features designated within the provincial plans. A table specifying Natural Heritage Features to be included in the Town NHS, and if they are included in each regional and provincial policy, is attached. Within the boundary of the ORMCP, the policies in the ORMCP will prevail. Specify any portions of the NHS that are additional, beyond the regional Greenlands System and not covered by other regional or

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>system from development and site alteration. These systems shall incorporate, complement, and build on the systems identified in the Plan, and include policies for the identification and restoration of enhancement areas and linkages, as appropriate.</p>		<p>provincial policy. For example, meadows, as included in the in-effect Official Plan, are not designated as natural heritage features under the YROP or provincial plans. It is recommended that the Town include existing mapped meadows as linkages within the NHS.</p>
<p>There is a need to ensure hydrologic features are incorporated into the Natural Heritage System similar to the use of the Water Resource System in the YROP.</p>	<p>The YROP Natural System is composed of the Greenlands System and the Water Resource System</p> <p>Water Resource System is defined as a system consisting of groundwater features and areas and surface water features (including shoreline areas), and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial</p>	<p>The Natural Heritage System is composed of Meadows, Wetlands, and Woodlands as well as regulated watercourses defined by the LSRCA.</p> <p>A separate water resources system is not defined, with discussion of how the surface and groundwater features are connected.</p>	<p>Update the terminology to define Key Hydrologic Features as well as Key Natural Heritage Features within the Natural Heritage System.</p> <p>Recommend adopting the Regional Water Resources System consisting of Key Hydrologic Features and Key Hydrologic Areas, as defined in the YROP.</p> <p>Key Hydrologic Features are wetlands, lakes and their littoral zones, permanent and intermittent streams, kettle lakes, seepage areas and spring.</p> <p>Key Hydrologic Areas are: Significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>ecosystems and human water consumption. The water resource system will comprise key hydrologic features and key hydrologic areas.</p>		
<p>Define Key Natural Heritage Features as comprising the Natural Heritage System.</p>	<p>YROP pulls in definitions of Key Natural Heritage Features from PPS, ORMCP, Greenbelt, and LPP.</p> <p>Policy 3.4.4 of the YROP To require local municipalities to implement a natural heritage systems-based approach to identify key natural heritage features and key hydrologic features in local official plans and zoning by-laws using most current environmental mapping and information available; and to provide appropriate policies for their protection, including: requirements for</p>	<p>Natural Features in the in-effect Official Plan are lacking definitions, and significance rankings. Current features include general sections for meadow, wetland, and woodlot.</p> <p>No differentiation between ‘core’ features and other/ linkage components of the NHS.</p>	<p>Terminology and definitions should be updated to include all Key Natural Heritage Features in the YROP.</p> <p>Include specific definitions for the feature and criteria for significance where existing criteria are defined in provincial and regional policy (e.g., Provincially Significant Wetland, Significant Woodland, and Significant Wildlife Habitat).</p> <p>Key Natural Heritage Features are habitat of endangered species, threatened species and special concern species, fish habitat, wetlands, Life Science Areas of Natural and Scientific Interest, significant valleylands, significant woodlands, significant wildlife habitat, sand barrens, savannahs and tallgrass prairies. Definitions included in attached table.</p> <p>Criteria for Significance included in table of definitions.</p> <p>The Town Natural Heritage System will include all Key Natural Heritage Features, but may also include non-significant features, corridors or linkages as incorporated in the Regional Greenlands System. Key Natural Heritage Features and Key Hydrologic Features should be mapped separately, in addition to the overlay of the Natural Heritage System.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>environmental impact studies, minimum vegetation protection zones, and the definition of permitted uses.</p>		
<p>Describe a Watershed Planning strategy to address connections between Key Natural Heritage Features, Key Hydrologic Features, and Key Hydrologic Areas.</p>	<p>Section 3.1 of the YROP describes the Watershed Planning approach to address linkages between the Natural Heritage System and Water Resources System, protection of the watershed as a whole, specifically regarding headwaters on the ORM, and cumulative impacts across the watershed unit.</p>	<p>Section 9.3.2 includes a program to increase canopy cover across the Holland River Watershed through partnership with the LSRCA.</p> <p>Section 14.4 of the in-effect Official Plan includes several policies regarding the need to develop plans based on subwatershed studies.</p>	<p>The few references to watershed and subwatershed planning should be expanded into a strategy to consider planning and impacts across the Holland River Watershed.</p> <p>Include a preamble identifying the importance of Watershed Planning, and reference Watershed Plans developed by the Region in conjunction with LSRCA. (From Section 3.1 of the YROP): “Watershed plans form the basis for a comprehensive, integrated and long-term assessment of the hydrological and ecological impacts of cross-jurisdictional growth-related decisions. Specifically, these plans assist in measuring potential impacts of stormwater runoff, loss of natural cover, habitat degradation and climate change.”</p> <p>From policies in Section 3.1 of the YROP, the following recommended policies to be incorporated into the Draft OP:</p> <p>3.1.9 To coordinate watershed planning initiatives and implement watershed plan objectives in partnership with [regional] municipalities, conservation authorities, adjacent municipalities and agencies that:</p> <ul style="list-style-type: none"> a. Protect, improve or restore hydrologic system features, functions and linkages; b. Achieve water quality and quantity objectives for the watershed;

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
			<p>c. Address the long-term cumulative impact of development on the watershed through regional monitoring, reporting and adaptive management as necessary;</p> <p>d. Protect, enhance and restore key natural heritage features, key hydrologic features, key hydrologic areas and their functions;</p> <p>e. Provide guidance for sustainable development, design and construction;</p> <p>f. Identify retrofits of existing neighbourhoods to ensure better hydrologic function; and,</p> <p>g. Evaluate the impacts of a changing climate and identify strategies to minimize impacts..</p>
Provide clear definitions for terms.	YROP includes a 'Definitions' section for full YROP, including many terms included in Natural Environment policy sections.	The in-effect Official Plan does not have a specific Definitions section. Some definitions are embedded within policy text, but many terms (e.g., woodland, wetland, etc.)	Definitions should be in accordance with YROP primarily, and other provincial guidance (if not defined in YROP). Definitions including criteria for significant features are provided in attached table.
Update buffer terminology to be consistent with YROP.	Buffer is referred to as "Vegetation Protection Zone" or "VPZ", consistent with provincial policies.	Terms used include "Natural Vegetative Buffer", or just "buffer". Some buffers have specific divisions (see woodlots below) allowing different uses.	<p>Update buffer terminology to "Vegetation Protection Zone" and definition to be consistent with YROP and provincial policy.</p> <p>Vegetation Protection Zone (VPZ) to be defined as "A vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature"</p> <p>Add policy specifying no development or site alteration within the VPZ unless demonstrated through an EIS that there will be no negative impact on the natural heritage feature or its functions.</p>
Update setbacks to be consistent with YROP	PSW Setback 30 metres with no development	In-effect Official Plan setbacks:	Update minimum setbacks to be consistent with Minimum VPZ for Key Natural Heritage Features in YROP.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>permitted. Wetlands are to be setback 30 metres and Watercourses 30 metres.</p> <p>Significant Woodland setback, 30 metres in ORMCP/ LPP/ Greenbelt areas, 10 metres in urban areas.</p>	<p>A minimum 15 metre buffer will be provided between all wetlands and any proposed development. This buffer will be measured from the edge of the wetland to the lot line and will be maintained in a naturally vegetated state.</p> <p>Watercourses shall require the establishment and maintenance of a natural vegetative buffer measuring, at a minimum, 15 metres from a warm water stream and 30 metres from a cold-water stream, adjacent either side of the watercourse.</p> <p>A minimum 10 metre buffer will be provided between all Woodlots and any proposed development. This buffer will be comprised of a 3-metre-wide strip from the tree dripline to rear lot line, to be maintained in a naturally vegetated state, plus a 7-metre setback (within the lot) to the nearest building or structure. No grading is to occur within 3 metres of the dripline.</p>	<p>Minimum VPZ widths for Key Natural Heritage Features to be defined consistently within the ORMCP area, and the Newmarket NHS area.</p> <p>Minimum VPZ widths specified in attached table, to be included in OP.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
Definition of Adjacent Lands for which an EIS would be triggered should be updated to be consistent with the YROP	YROP Adjacent Lands for all Natural Heritage Features are 120 metres. Earth Science ANSI Adjacent Lands is 50 metres.	The in-effect Official Plan states adjacent lands include 50 metres from the natural heritage feature.	Update adjacent lands to be 120 metres from all Natural Heritage Features, except Earth Science ANSI to be 50 metres, to be consistent with YROP. (Included in the VPZ table attached).
Update mapping of Natural Heritage System	<p>YROP Natural Heritage mapping includes designations within provincial policies.</p> <p>Regional Greenlands System is mapped as an overlay on other policy areas and boundaries.</p> <p>Key Hydrologic Features mapped separately, including Provincially Significant Wetlands, other Wetlands, Watercourses, Seepage/Spring areas.</p> <p>Woodlands are mapped separately.</p>	<p>Single Natural Heritage System map includes layers for Meadow, Wetland, Woodland, Floodplain, and Watercourse/waterbody.</p> <p>The ORMCP Area boundary is mapped, but designations within not shown (reference to OPA No. 28).</p>	<p>Update mapping to include regional designations (ORMCP Natural Core Area and Natural Linkage Areas), and Regional Greenlands System. Show Natural Heritage System as overlay of Regional Greenlands System. Additional local features, if defined on LSRCA natural heritage system mapping, may be added to the Natural Heritage mapping as part of the NHS.</p> <p>Separate maps should show Key Natural Heritage Features, Key Hydrologic Features, and Key Hydrologic Areas.</p>
Area of Concentration: Climate Change & Sustainability			

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
<p>There is a need to establish policies for reducing GHGs and to consider a strategy around climate change and associated targets.</p>	<p>Section 1.8.1 of the PPS requires that municipalities support reduced GHG emissions, energy conservation, improved air quality, and preparing for the impacts of a changing climate through land use and development patterns. The Growth Plan requires that municipalities develop actions to reduce GHGs and address adaptation to climate change (Section 4.2.10.1). Municipalities are also encouraged to develop strategies to address the impacts of a changing climate, improve resilience, and establish interim and long-term GHG reduction targets (Section 4.2.10.2). Ontario completed the Provincial Climate</p>	<p>The in-effect Official Plan supports compact, mixed use and infill development. However, the link between this form of development and preparing for the impacts of a changing climate is not clear.</p> <p>Section 14.7 of the in-effect Official Plan includes policies for energy conservation, such as community planning and design principles, and consideration of incentives to encourage innovative zoning that incorporates energy conserving principles.</p> <p>Finally, Section 14.8 prioritizes environmentally progressive services, which are intended to reduce resource inputs and outputs to and from homes and other buildings. However, there are limited implementable policies to achieve this objective.</p>	<p>The updated Official Plan should include an overarching policy that recognizes the interconnected nature of solutions to address climate change. This should include a standalone policy objective that recognizes integrated solutions related to intensification, multi-modal transportation options, including transit and active transportation, protection of natural heritage features and their associated ecological functions, leadership in green and/or sustainable building design, waste reduction, and reductions in greenhouse gas emissions and demand for water and energy.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>Change Strategy in 2015.</p> <p>The Region published the Draft York Region Climate Change Action Plan in 2020, which may inform local context and direction.</p>		



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
<p>There is a need to consider green, sustainable approaches to infrastructure as the Town adapts to climate change.</p>	<p>Section 1.6.2 of the PPS and other Provincial policies promote green infrastructure. Green infrastructure is also a defined term in the PPS.</p> <p>The Growth Plan intends for green infrastructure to be considered in the context of climate change planning and infrastructure.</p> <p>The Region has drafted a Climate Change Action Plan which reiterates the Region's recognition and support of green infrastructure in mitigating and adapting to climate change.</p>	<p>The in-effect Official Plan does not use the term green infrastructure, but there are policies regarding sustainability in design, including innovative methods of reducing stormwater flows and the development of innovative green spaces (e.g., Section 12.3).</p> <p>The Town also adopted a Stormwater Management and LID Policy in 2017. The goal of this policy was to minimize and ultimately eliminate the adverse effects of stormwater on the built and natural environment. This policy, among other ongoing initiatives, should be considered. This may include but should not be limited to the Town's upcoming stormwater CLI-ECA, which provides direction for the use of stormwater practices.</p>	<p>There is a need to confirm local approaches and principles to requiring or promoting green infrastructure. The Town's Climate Change and Sustainability Policy Directions Report will inform different policies, tools, and approaches for the Official Plan. Other municipalities have adopted green development checklists as a means to support climate change initiatives while providing for flexibility.</p> <p>The updated Official Plan must include policies that implement green infrastructure and LID standards.</p>
<p>There is a need to plan for the effects of climate change on natural hazard risks, such as flooding and erosion.</p>	<p>Provincial policy requires that municipalities preparation for climate change from the perspective of natural hazards. This includes</p>	<p>Section 10.2 addresses floodplain and hazard land however, these policies do not consider the impacts of climate change.</p>	<p>Policies in Section 10.2 will be updated to include climate change as a consideration when establishing and considering development and site alteration. The updated Official Plan will also include direction to expand the Climate Change Flood Vulnerability Study completed in 2019 for Town-owned property to be applied Town-wide, including reference to flood proofing measures that have been undertaken by the Town.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>the need to prepare for impacts of climate change and natural hazard risks (Section 3.1.3 of the PPS).</p> <p>Generally, the PPS intends for municipalities to address climate change impacts through development and land use patterns (Section 1.8.1 of the PPS).</p> <p>The Growth Plan includes requirements for climate change adaptation under Section 4.2.10, for example, and in the Greenbelt Plan under Section 3.4.2.5, for example.</p>		
<p>The Town should promote and contribute water conservation, energy conservation, and improved air quality through its Official Plan.</p>	<p>Provincial policy promotes water and energy conservation through land use and development patterns and other opportunities. Section 4.2.9 of the Growth</p>	<p>Section 14.7 of the in-effect Official Plan contains policies regarding energy conservation. Section 12.3 is broadly concerned with sustainability in design, including advanced water and energy efficiency measures. It is also a general</p>	<p>The updated Official Plan will include policies to support low- or no-carbon energy alternatives and net zero emissions by 2050. This will include the following policy directions, which may be integrated into Section 12.3 or more appropriately established in a standalone section dedicated to climate change:</p> <ul style="list-style-type: none"> — Direct the Town to establish a climate lens through which the achievement of objectives related to climate change

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>Plan and Section 1.8 of the PPS are applicable.</p>	<p>objective of the servicing policies to promote water and energy conservation and water and energy use efficiency across all sectors, as stated in Section 14.1 of the in-effect Official Plan.</p>	<p>adaptation, sustainability and resiliency can be used to evaluate development proposals in the Town.</p> <ul style="list-style-type: none"> — Reference to the Town’s CEP, with direction to update the plan on a regular basis with the overall goal of reducing energy use and increasing the use of renewable and low-carbon energy sources; and — Direct the Town to establish a local climate change mitigation and/or adaptation strategy to guide actions over the long-term, as well as reference and support for the Town’s ongoing and/or new climate change and sustainability initiatives (e.g., textile recycling, LEAF, Energy Efficiency Retrofit Program, etc.).
<p>The Town is required to develop, implement, and periodically update sustainable development program(s) to achieve climate change mitigation and adaptation, energy efficiency and water conservation levels beyond the Ontario Building Code, and other sustainability measures</p>	<p>The YROP requires that the Region and local municipalities develop, implement, and periodically update sustainable development programs.</p> <p>Sustainable development programs offer a pathway for municipalities to support PPS policy 1.8.1, which requires planning authorities to support energy conservation, improved air quality, and preparing for the</p>	<p>The in-effect Official Plan does not include policy direction to develop or implement a sustainable development program.</p>	<p>New policy will be added to Section 12.3 (or a new section that may be established for urban design and sustainable development) directing the Town to develop, implement, and periodically update a sustainable development program. This should include the sustainability features currently included in Section 12.3. However, policy language will be directive, requiring these features as part of the sustainable development program. This program should be applied to new public and private development.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	impacts of a changing climate.		
There is an opportunity to support and enhance urban agriculture and access to healthy and locally grown food and agricultural products through updated Official Plan policies.	The YROP encourages local municipalities to support and enhance urban agriculture and access to local food opportunities. Local food system sustainability can contribute to climate change adaptation as well as economic opportunities and enhanced food literacy.	While the in-effect Official Plan does not include reference to local food or urban agriculture, there are ongoing local food and urban agricultural opportunities, such as the Newmarket Farmers' Market, that provide a strong foundation for updated Official Plan policies.	Within the residential land use designations (proposed to be renamed to Community Areas), new policy will be added to support implementation of urban agriculture (e.g., rooftop gardens, community gardens, etc.) through new development. In addition to permitting and encouraging these uses in urban areas, urban agriculture should be permitted in parks and open spaces.
The Town is required to develop and implement a municipal-wide CEP.	The YROP requires that local municipalities undertake a municipal-wide CEP that detail the municipality's energy use requirements, establish a plan to reduce energy demand and consider the use of alternative and renewable energy generation options and district energy systems.	The In-effect Official Plan does not include policy direction to develop or implement a municipal-wide CEP.	As noted above, the updated Official Plan will include a policy directing the Town to update the municipal-wide CEP, in alignment with the Regional Community Energy and Emissions Plan. This policy may be integrated into Section 12.3, or in a new standalone chapter dedicated to climate change and sustainability.
Area of Concentration: Transportation			

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
<p>The Town should use the updated Provincial and Regional policy directives to guide the future development of the Town, focusing on Complete Communities, sustainable transportation, and the overall implementation of a network that is safe, efficient, and accessible to meet the projected needs of Newmarket.</p>	<p>The PPS directs municipalities for transportation systems to be safe, energy efficient, facilitate the movement of people and goods, and meet projected needs (Section 1.6.7 of the PPS). The PPS direct municipalities to make efficient use of existing and planned infrastructure, implement a multimodal transportation system where transit and active transportation trips are maximized.</p> <p>The Growth Plan expects municipalities to provide well-maintained, sustainable, and resilient infrastructure to manage growth. Section 3 includes policies that build on these themes to integrate infrastructure planning, land use</p>	<p>The in-effect Official Plan addresses policies for the Town’s transportation network and its overall implementation which address some of the themes in the upper-tier policy frameworks (Section 1.3.4, Section 4.2, and Section 15.3).</p>	<p>Revise Section 15.7 to incorporate a more comprehensive approach to accessibility in transportation. Building upon Newmarket’s current approach to have a fully accessible community, there is opportunity to follow Provincial and Regional policy directives on accessibility transportation for users of all abilities.</p> <p>This should include but not be limited to:</p> <ul style="list-style-type: none"> — Reference to a transportation system that is planned and designed in accordance with the <i>Accessibility for Ontarians with Disabilities Act</i>; — Requirements for sidewalks, streetlighting, and street furniture as a condition of development; — Requiring pedestrian and cycling connections where appropriate as a condition of development; — Integration of pedestrian and bicycle-friendly facilities; and — Maximize existing infrastructure and planning for long-term infrastructure as a mechanism for building resilient communities.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>planning for the long-term, and for municipalities to assess infrastructure risks due to climate change.</p> <p>York Region has a range of Plans that inform transportation planning, including the Transportation Master Plan.</p>		
<p>The Town should include Regional road widths on a schedule to the updated Official Plan.</p>	<p>Regional roads widths identified in YROP Map 11 need to be incorporated into the Town's Transportation Plan. This will ensure land conveyances are secured along Regional roads, given changes to Regional planning introduced through Bill 23.</p>	<p>Schedule C of the in-effect Official Plan illustrates the Transportation Network. However, Regional road widths are not illustrated on the schedules.</p>	<p>Update Schedule C to include Regional roads identified on Map 11 of the YROP.</p>
<p>In light of the changing transportation landscape around increased e-commerce activity and increased demand for rapid delivery of goods and</p>	<p>The PPS directs municipalities to protect major goods movement facilities and corridors (Section 1.6.8 of the PPS).</p>	<p>Section 15.1 of the in-effect Official Plan incorporates objectives related to the efficient movements of goods, highlighting the need for land use and road classification compatibility.</p>	<p>Add new policies to Section 15.0 that direct the Town to work collaboratively with the Province, Region, and surrounding jurisdictions to plan for, protect and promote an interconnected and efficient multi-modal goods movement network.</p> <p>This should also include new policies in Section 10.5 that direct the Town to avoid locating sensitive land uses in proximity to rail facilities and instead directing freight-intensive land uses and</p>



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
<p>service, the Town should facilitate a safe and efficient goods movement network that meets the future needs of the municipality.</p>	<p>The Growth Plan provides policy directives on goods movement corridors with consideration to context-specific land uses (Section 2.2.25 of the Growth Plan). Examples of specific land uses include logistics, manufacturing, or warehousing facilities.</p> <p>The YROP directs municipalities to promote, plan, and protect an interconnected goods movement network that uses the greater Regional and Provincial road network and surrounding areas in a safe and efficient manner (Section 6.3).</p>		<p>activities that require heavy truck traffic to areas well served by major highways and rail facilities.</p>
<p>There is a need to plan for a comprehensive Transportation Demand Management plan (complete streets, parking management).</p>	<p>The PPS directs municipalities to use transportation demand strategies, where applicable (Section 1.6.7 of the PPS)</p>	<p>Section 4.2 and Section 15.3 both incorporate one policy pertaining to Transportation Demand Management.</p>	<p>Add new policies for Regional Centres, specifically direction for implementation of Regional Centres which will provide mobility choices and associated facilities for all residents, which must be supported through the preparation of a Transportation Demand Management strategy.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>The Growth Plan provides policy directives for transportation demand management in employment areas (Section 2.2.5 of the Growth Plan). This section also calls for the minimization of parking when the Municipality is planning for employment, promoting the use of transit or active transportation. Section 3.2.2. of the Growth Plan also calls for the development and implementation of transportation demand policies in planning documents, including official plans. It further directs redevelopment or new construction of the road network using a complete streets approach.</p> <p>The YROP directs local municipalities to identify corridor protection and other</p>		<p>General policies currently in-effect in Section 4.2 for transportation demand management should be revised and updated to apply to development applications with ten or more residential units. These policies should be revised to implement a more comprehensive approach to transportation demand management. This should include comprehensive Transportation Demand Management Plan as a way to highlight Complete Streets and Parking Management policies, for example.</p>



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	<p>directives in their official plan to account for Regional and Provincial complete streets developments, where applicable (Section 6.3 of the in-effect Official Plan). Section 2.3 of the in-effect Official Plan directs municipalities to develop parking management policies based on surrounding infrastructures, transportation demand strategies, and emerging technologies.</p>		
<p>The Town should consider the role of emerging technologies and their role in creating a new mobility landscape over the planning horizon of the Official Plan.</p>	<p>The YROP directs municipalities to provide policies that support the broadband and telecommunication needs of emerging technologies on the existing and future road network (Section 6.7 of the YROP).</p>	<p>N/A</p>	<p>Currently there are no policies in the in-effect Official Plan pertaining to emerging technologies. Consideration of emerging technologies is an opportunity for the Town to work towards supporting more sustainable development and reduced greenhouse gas emissions, shifting dependency away from fossil fuels. Some examples include parking standards that consider shared or electric vehicles.</p>
<p>The Town should consider policies focusing on road safety</p>	<p>The Growth Plan calls for consideration of safety and needs of all</p>	<p>Currently, the policies outlined in the in-effect Official Plan are focused on accessible services,</p>	<p>Add new policies that consider safety for vulnerable populations. Examples include designing streets for safety, re-evaluating speed limits, and considering the movement of heavy trucks.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
of all users and abilities.	<p>road users for roads undergoing redevelopment or new construction (Section 3.1 of the Growth Plan).</p> <p>Section 6.3 of the YROP provides directives for municipalities to provide street safety by improving active transportation facilities, where applicable.</p>	<p>programs, and facilities for users. Section 15.7 presents two policies pertaining to road safety. The goal of these policies is to address key issues for transportation system network elements such as public transit, sidewalks, and streets.</p>	
Area of Concentration: Servicing & Infrastructure			
The Town should consider adding the requirement of a sewage and water system plan for any major development within the Oak Ridges Moraine.	ORMCP, OPA 28 Section 6.7.16.	Section 9.5 Oak Ridges Moraine of the in-effect Official Plan.	<p>There is currently no section that includes the sewer and water system policies of the Oak Ridges Moraine Conservation Plan. Section 9.5 refers to a stand-alone OPA 28. Official Plan Section 9.5 (Oak Ridges Moraine) should be updated with the policies in OPA 28, including the requirement to require applications for any major developments to be accompanied by a sewage and water system plan that:</p> <ul style="list-style-type: none"> — Identifies & protects key hydrologic features and associated functions; — Maintains water quality/quantity & stream baseflows; — Does not exceed assimilative & attenuation capacity of receiving surface water bodies & groundwater (for subsurface systems), respectively;

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
			<ul style="list-style-type: none"> — Demonstrates sustainable projected water use to meet project growth without compromising ecological integrity; — Minimizes disruption to natural groundwater flow during trenching for Water and wastewater services; and, — Complies with any applicable watershed plan, water budget, water conservation plan, water & wastewater master plan or subwatershed plan.
<p>The Town should consider prohibiting the construction or expansion of partial sewage and water services unless absolutely required (e.g., presents a serious health or environmental risk).</p>	<p>ORMCP, OPA 28 Section 6.7.16.3.</p>	<p>Section 9.5 Oak Ridges Moraine of the in-effect Official Plan.</p>	<p>Section 9.5 (Oak Ridges Moraine) of the Official Plan should be updated to prohibit construction of partial services, unless it:</p> <ul style="list-style-type: none"> — Addresses a serious health or environmental concern; — Is approved under <i>Environmental Assessment Act</i> before 2001; and, — Is currently within the construction period. <p>Partial services should be defined as follows:</p> <ul style="list-style-type: none"> — Public (municipal) or private communal sewage servicing in combination with a private (individual on-site) water system; or, — Public (municipal) or private communal water servicing in combination with a private (individual on-site) sewage system.
<p>The Town should consider requiring the demonstration of the financial sustainability of water, wastewater and stormwater infrastructure as a part of expansion and upsizing.</p>	<p>Town of Newmarket Six Year Water and Wastewater Financial Plan, Newmarket 10-Year Stormwater Financial Plan Options, Newmarket Stormwater Management Master</p>	<p>Section 14.4 Stormwater Management and Section 14.3 Sewer and Water of the in-effect Official Plan.</p>	<p>Update Sections 14.3 and 14.4 with policies that identify the Town’s responsibilities for maintaining and demonstrating the financial sustainability of their water and wastewater systems and stormwater drainage systems and management facilities. Updates should include:</p> <ul style="list-style-type: none"> — Coordinated investment of water, wastewater, and stormwater infrastructure with future growth; — Leveraging existing infrastructure;

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
	Plan, PPS, and the Growth Plan.		<ul style="list-style-type: none"> — Aligning sequencing of capital projects with actual growth; and, — Implementing a demand management plan and asset management plan.
The Town should consider requiring the use of public services over privately owned ones with few exceptions.	PPS.	Section 14.3 Sewer and Water of the in-effect Official Plan.	The Town should update the Official Plan Section 14.3 (Sewer and Water) to specify preference of public (municipal) infrastructure over private (individual on-site) infrastructure, unless for temporary use or if site conditions allow for long term use without negative impacts.
The Town should consider integrated planning efforts for water, wastewater and stormwater management infrastructure capital projects or developments.	YROP, Town of Newmarket Stormwater Management Master Plan, MOE SWMPD Manual, Lake Simcoe Protection Plan, Growth Plan, and the PPS.	Section 14 (Servicing), Section 14.4 (Stormwater Management) and Section 14.3 (Sewer and Water) of the in-effect Official Plan.	<p>Sections 14 (Servicing) should be updated to identify integrated planning between different Town servicing projects as an objective. Policies should also be added throughout Section 14, where appropriate to support integration between servicing, such as:</p> <ul style="list-style-type: none"> — Encourage Master Plans for servicing and infrastructure to be coordinated among different systems (water and wastewater, stormwater management, etc.), and to improve alignment between the servicing goals and timelines for implementation. — Consider both capital plans and development charges (DCs) at the same time, instead of independently. — Incorporate policies that approach servicing planning within the Town holistically, considering both Master Plan level strategies as well as development level considerations.
The Town should consider integrated planning efforts for servicing between the	YROP, Town of Newmarket Stormwater Management Master Plan, MOE SWMPD	Section 14 (Servicing), Section 14.4 (Stormwater Management) and Section 14.3 (Sewer and	To align the Official Plan policies between the Region of York and the Town, the Town should update the in-effect Official Plan to

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
Town and Region of York.	Manual, Lake Simcoe Protection Plan, Growth Plan, and the PPS.	Water) of the in-effect Official Plan.	<p>coordinate between Regional and Town Management Plans/servicing plans.</p> <p>The Official Plan should incorporate the “one water” approach from the Regional Water and Wastewater Master Plan into the Town’s Official Plan, including consideration of demand management programs, water reduction, water reuse, and LIDs.</p> <p>The Town Structure and current servicing allocations should be reviewed to identify key growth areas. Consider future expansion of servicing capacity (as a result of York Region planned improvements) and where future growth may be directed appropriately.</p>
The Town should consider expanding the requirements of stormwater management studies beyond those defined in policy 5 under Section 14.4.	YROP, Newmarket SWM Master Plan, MOE SWMPD Manual, Growth Plan, PPS, ORMCP, and the Lake Simcoe Protection Plan.	Section 14.4 Stormwater Management of the in-effect Official Plan.	<p>Additional requirements of stormwater management studies should be defined in Section 14.4 of the Official Plan, as follows:</p> <ul style="list-style-type: none"> — Integrated approach w/ LIDs and green infrastructure (increase vegetation cover); — Minimize reliance on end-of-pipe facilities & stormwater ponds; — Retrofit existing stormwater facilities wherever possible; — Assess resilience under extreme weather conditions and adaptability; — Restrictions: 80% removal of suspended solids (long-term average), no discharge to kettle lakes, no detention ponds in key natural heritage/hydrologic features, no new rapid infiltration basins or columns; and, — Water balance (maintain groundwater and baseline streamflows).

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
<p>The Town should consider incorporating the objectives and requirements of the subwatershed planning studies into the Official Plan.</p>	<p>ORMCP, YROP, Lake Simcoe Protection Plan, East Holland River Sub-Watershed Plan (LSRCA), and the West Holland River Sub-Watershed Plan (LSRCA), York Region Sub-watershed Implementation Plan (LSRCA).</p>	<p>Section 1.3 Goals and Strategic Directions, Section 14.4 Stormwater Management and Section 14.3 Sewer and Water of the in-effect Official Plan.</p>	<p>Section 1 of the Official Plan should be updated to identify watershed planning as part of the Goals and Strategic Directions section of the Official Plan.</p> <p>Incorporate objectives and requirements of the watershed and/or subwatershed plans into the Official Plan policies, which includes but should not be limited to:</p> <ul style="list-style-type: none"> — Lake Simcoe Protection Plan; — LSRCA Phosphorus Offsetting Policy; — Guidance for the Protection and Restoration of Significant Groundwater Recharge Areas in the Lake Simcoe Watershed; — East Holland River Subwatershed Plan; — West Holland River Subwatershed Plan, — LSRCA Subwatershed Implementation Plan; and — ORMCP.
<p>The Town should consider outlining the prohibited activities within the Wellhead Protection Areas.</p>	<p>ORMCP and the YROP.</p>	<p>Section 10.6 Wellhead Protection Areas of the in-effect Official Plan.</p>	<p>Section 10.6 is to be updated to define prohibited land uses/activities, as follows:</p> <ul style="list-style-type: none"> — Potentially contaminating activities (e.g., stormwater management ponds) within 100m radius of each municipal well; — Within the Oak Ridges Moraine: <ul style="list-style-type: none"> — Generation/storage of potential contaminants (unless for personal/family use), hazardous waste, and liquid industrial waste; — Waste disposal facilities; — Snow storage & disposal facilities; — Organic soil conditioning facilities

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
			<ul style="list-style-type: none"> — Agricultural activity or equipment/manure storage (unless for personal/family use) prohibited within the zero to two-year time of travel zone; — Unless owner complies with the <i>Nutrient Management Act</i> and the <i>Clean Water Act</i>; and, — Any other uses that could adversely affect the quality or quantity of groundwater reaching a well.
<p>The Town should consider encouraging restrictions on haulage routes of chemicals or volatile materials in Wellhead Protection Areas or Areas of High Aquifer Vulnerability.</p>	<p>ORCMP.</p>	<p>Section 10.6 Wellhead Protection Areas of the in-effect Official Plan.</p>	<p>Section 10.6 of the in-effect Official Plan should be updated to encourage restrictions on haulage routes of chemicals or volatile materials in wellhead protection areas or areas of high aquifer vulnerability.</p>
<p>Addition of Waste Management Policies to the Official Plan.</p>	<p>YROP Section 6.6 (Waste Management), PPS 2020 Section 1.6.10 (Waste Management), SM4RT Living Plan (York Region).</p>	<p>Section 12.3 (Sustainability in Design) addresses waste management systems but in the context as a sustainability feature.</p>	<p>A new section should be added to address waste management more broadly, and in conformity with the YROP Waste Management policies.</p>
<p>Incorporation of energy and technology within the Official Plan.</p>	<p>YROP Section 6.7 (Energy and Utilities), PPS 2020 Section 1.6.11 (Energy Supply), Town of Newmarket CEP</p>	<p>Section 14.5 (Energy and Communications)</p>	<p>The in-effect Official Plan addresses energy at a high level and does not address the outcomes of the Town’s CEP. New policies under Section 14.5 should be added to:</p> <ul style="list-style-type: none"> — Provide supportive policies for the establishment of a District Heating distribution system serving heating needs of the non-residential buildings in key zones.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
			<ul style="list-style-type: none"> — Provide supportive policies for district cooling services. — Encourage building retrofits to improve energy efficiency. <p>Green development standards policies should:</p> <ul style="list-style-type: none"> — Include energy performance standards to evaluate development applications for energy efficiency. — Include criteria that assess the efficiency of vertical pumping facilities and incorporate an efficiency rating in the green development standards.
<p>Incorporation of LID policies into the Stormwater Management Policies of the Official Plan.</p>	<p>YROP Section 2.3.36 (Sustainable Development), PPS 2020 Section 1.6.6.7 (Stormwater Management), LID Stormwater Management Planning and Design Guide (Sustainable Technologies Evaluation Program TRCA, CVC and LSRCA).</p>	<p>Section 14.4 (Stormwater Management)</p>	<p>LIDs include infiltration, rainwater harvesting, runoff storage and evapotranspiration, runoff conveyance, filtration practices and landscaping. These technologies mitigate stormwater closer to the source, and on a smaller scale than stormwater management ponds. These practices have the benefit of improvement of water quality, reduced downstream flooding and erosion, conservation of water and energy, among others.</p> <p>Section 14.4 of the in-effect Official Plan should be updated to include a policy context for implementing LID technologies on public and private lands.</p>
Area of Concentration: Employment			
<p>The Town is forecast to experience steady employment growth over the next three decades, with the employment base</p>	<p>Table 1 in the YROP identifies population and employment forecasts by local municipality.</p>	<p>The in-effect Official Plan forecasts growth to 2046.</p>	<p>The in-effect Official Plan should be updated to reflect the most recent employment projections through 2051.</p>

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
increasing from 49,200 in 2021 to 58,500 2051.			
In accordance with York Region OP, local municipalities will need to identify core employment areas and supporting employment areas	YROP policy 4.3.12 requires local municipalities to identify core employment areas and supporting employment areas in local official plans.	The in-effect Official Plan does not identify core employment areas or supporting employment.	Employment Area designations within the in-effect Official Plan are to be identified as core employment areas (focus on traditional employment uses with limited opportunity for retail and institutional uses) and supporting employment areas (broader range and mix of employment opportunities).
Ensure that employment lands are well adapted to structural changes occurring in the evolving macro-economy.	The YROP and the Growth Plan required the identification and protection of employment lands for the long-term.	The in-effect Official Plan contains some supportive policies that protect employment lands.	Consider more defined policy direction to outline the goals and objectives related to office, retail, and employment-supportive uses in Employment Areas.
Protection of employment lands.			Expand on employment conversion related policies to better align with the Growth Plan and the YROP.
Employment Area in South Newmarket near Mulock and Bayview Drives are not reflected in Region's Employment Areas designations	N/A	N/A	Review local land use designations of subject lands and reconcile with Region's land use designations.
Area of Concentration: Placemaking, Heritage & Urban Design			

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
The Town should include a definition of good urban design with respect to the Town's future growth.	YROP Section 7.3.	In-effect Official Plan Chapter 12 identifies six urban design and placemaking objectives.	Establish the relationship between design excellence and anticipated growth in the Town over the planning horizon. A wholistic urban design vision should be established for Newmarket that provides guidance on the design of the public realm and built form.
The Town should emphasize the relationship between good urban design with sustainability, healthy communities and other principles of Complete Communities.	General policies in the PPS direct planning authorities to support sustainability goals. Section 2.3 of the YROP is also of relevance.	In-effect Official Plan Chapter 12.	Expand policies to promote built form and public realm design that supports sustainable, healthy communities including non-residential areas.
There are gaps in identification of vision, goals, and role of urban design, built form and public realm to create or amplify character, image, landmarks, form and structure beyond ensuring comparability with context.	YROP Section 7.3.	<p>Chapter 2 of the in-effect Official Plan relates growth management to compatibility with existing context through urban design.</p> <p>Chapter 12.2 Urban Design Principles focus is on compatibility, buffering, transition, and function including safety.</p> <p>Chapter 11 identifies the link between heritage and urban design.</p> <p>Chapter 15 recognizes urban design through streetscaping.</p>	Revisit the urban design Vision, Goals, and Objectives to recognize and promote structural roles and opportunities. The urban design vision, goals, and role can be tied to the emerging Vision and Guiding Principles for the Town, as well as the principles of a complete community.



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
Gap in identification of (other) Character Areas.	N/A	Chapter 12.8 Urban Centres Character, and Chapter 12.8.1, Historic Downtown Centre	Develop criteria identifying distinct character areas, recognizing that character areas should remain flexible over time to respond to emerging and evolving character. It is also recommended to map existing character areas.
The Town should consider revisiting and expanding use of urban design implementation tools including links with parks planning and public art.	YROP policies 4.3.28, 2.4.10, and 6.3.16. The YROP policy 4.3.28 requires municipalities to develop Urban Design Guidelines to support secondary plans or alternative comprehensive plans. The Region's New Community Guidelines as well as policy 2.3.13 of the plan provide guidance in preparation of the guidelines.	Chapter 16, Implementation, identifies specialized tools for advancing urban design using Development Standards as part of Bonus By-laws in addition to the standard planning tools and processes.	Revisit and expand urban design implementation tools and include links to parks planning and public art, etc.
Gap in identification of wholistic pedestrian circulation linkages, design, and environment, micro mobility etc. beyond transit connections.	Section 6.3.16 of the YROP links urban design to the achievement of higher transit usage with supporting improvements.	In-effect Official Plan Sections 12.2.2, 12.2.3, and 12.6.	Identify and expand urban design principles that support transit, mobility, and pedestrian environment.
The Town should consider the potential for parks and other	YROP Section 2.3.13.	Chapter 8 of the in-effect outlines the functional, spatial	Explore policies that direct the location and design of parks and open space to support and create good urban design, landmarks, protect important views etc. beyond building placement — Use



Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
open spaces as part of urban design and placemaking, and the creation or amplification of character or urban form beyond “complementing character” or “compatibility”.		and recreational value of parkland and open spaces.	strategic park and open space placement, orientation, and design to achieve urban design and placemaking goals.
The Town should include town-wide Public Art policies and commitment to preparing guidelines.	YROP Section 7.3.		Develop definitions and general principles for art typologies and their appropriate use within the framework of intensification, sustainability and liveability goals and identify related guideline and study requirements.
Gap in identification of properties/areas of cultural heritage value or interest that should be included in the Municipal Heritage Register	Provincial Policy Statement, Ontario Heritage Act, Ontario Heritage Toolkit, Bill 23, More Homes Built Faster Act	Official Plan Section 11, Cultural Heritage Resources	Identify areas with a high concentration of cultural heritage resources and carry out an inventory of potential built heritage resources and/or cultural heritage landscapes to recommend properties prioritized for listing and designation in light of new timelines imposed by Bill 23. Updates should be made to the Municipal Heritage Register accordingly.
Update Heritage Conservation District Study and Plan policies to be in compliance with the <i>Heritage Act</i> and Bill 23, <i>More Homes Built Faster Act</i> .	Provincial Policy Statement, Ontario Heritage Act, Bill 23, More Homes Built Faster Act	Official Plan Section 11, Cultural Heritage Resources, Policy 5	Develop an updated description and list of requirements for a Heritage Conservation District Study and Plan reflective of best practices, and <i>Ontario Heritage Act</i> and Bill 23 requirements.

Issue, Conflict or Gap	Provincial/ Regional Policy and Legislative Drivers/ Resources	Current Official Plan Characterization	Policy Direction / Recommended Action
Gap in identification of site-specific (SODA) policies.	Ontario Heritage Toolkit	Official Plan Schedule I: Residential Character Areas, “Historic Core Character Area”	Following an update to the Municipal Heritage Register, identify SODA site-specific heritage policies. Consider integrating Lower Main Street South HCD site specific policies into the OP.
The Town should consider revisiting and refining heritage urban design guidelines to include more specific guidance tailored to the Historic Downtown Centre (e.g., SODA, Lower Main Street South HCD, etc.)	Ontario Heritage Toolkit	Official Plan Section 11, Cultural Heritage Resources; 12.8 Urban Centre Character, 12.8.1 Historic Downtown Centre; Newmarket Urban Design Guidelines	As the Newmarket Urban Design Guidelines only address “Heritage Infill Buildings” generally across the Town, specific area guidelines should be included in the OP. Once the Municipal Heritage Register has been updated and the SODA site-specific policies are created, the guidelines should be updated appropriately. More specific heritage guidelines that consider different building typologies (commercial, residential, place of worship, etc.) should be included.
Strengthen the requirements in the OP for Cultural Heritage Impact Assessments (CHIA) on protected (listed, Part IV and Part V of the Ontario Heritage Act) heritage properties as well as adjacent heritage properties.	Provincial Policy Statement, Ontario Heritage Act, Standards and Guidelines for the Conservation of Historic Places in Canada	Official Plan Section 11, Cultural Heritage Resources; 11.2 Heritage Structures, Districts and Landscapes, Policy 8.	Strengthen requirements for CHIAs and design review opportunities, notably the requirement for adjacency to trigger a CHIA if development and site alteration are proposed on or adjacent to protected heritage property.



