

**TOWN OF NEWMARKET**  
OLD MAIN STREET  
TERTIARY PLAN

SEPTEMBER, 2018 (DRAFT)











# TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Purpose of the Tertiary Plan	1
1.3	Location and Description of the Tertiary Plan Area	3
2.0	VISION AND GUIDING PRINCIPLES	4
2.1	Vision Statement	4
2.2	Guiding Principles	4
3.0	LAND USE AND DENSITY	6
3.1	Introduction	6
3.2	Objectives	6
3.3	Policies	6
4.0	TRANSPORTATION	7
4.1	Introduction	7
4.2	Objectives	7
4.3	Policies	7
5.0	SERVICING AND UTILITIES	9
5.1	Introduction	9
5.2	Objectives	9
5.2	Policies	9

6.0	SITE DESIGN	11
6.1	Introduction	11
6.2	Objectives	12
6.3	Policies	12
7.0	BUILDING DESIGN	15
7.1	Introduction	15
7.2	Objectives	15
7.3	Policies	15
8.0	OPEN SPACES AND NATURAL HERITAGE	17
8.1	Introduction	17
8.2	Objectives	17
8.3	Policies	18
9.0	IMPLEMENTATION	19
9.1	Introduction	19
9.2	Policies	19
SCHEDULE 1: STUDY AREA		21
SCHEDULE 2: LAND USE		22
SCHEDULE 3: HEIGHT AND DENSITY		23
SCHEDULE 4: PARKS, OPEN SPACES AND NATURAL HERITAGE		24

# 1.0 INTRODUCTION

## 1.1 Overview

Newmarket is poised for growth. While the majority of this will occur through the redevelopment of the Davis Drive and Yonge Street corridors, other areas of the Town are facing development interest. One of these areas is the Old Main Street Neighbourhood.

The character of the Old Main Street Neighbourhood has been influenced by a hierarchy of provincial, regional and municipal policies and regulations, as well as a number of historic and spatial elements, which combine to create a distinct 'sense of place' and continue to inform future development patterns. Such development has contributed toward the incremental evolution of neighbourhood character over time.

Old Main Street is a very old street and was established prior to modern engineering and planning standards. It has "developed" organically over the years and without an overall or consistent plan. The lotting is haphazard; there are some fairly large lots and some lots which are much smaller.

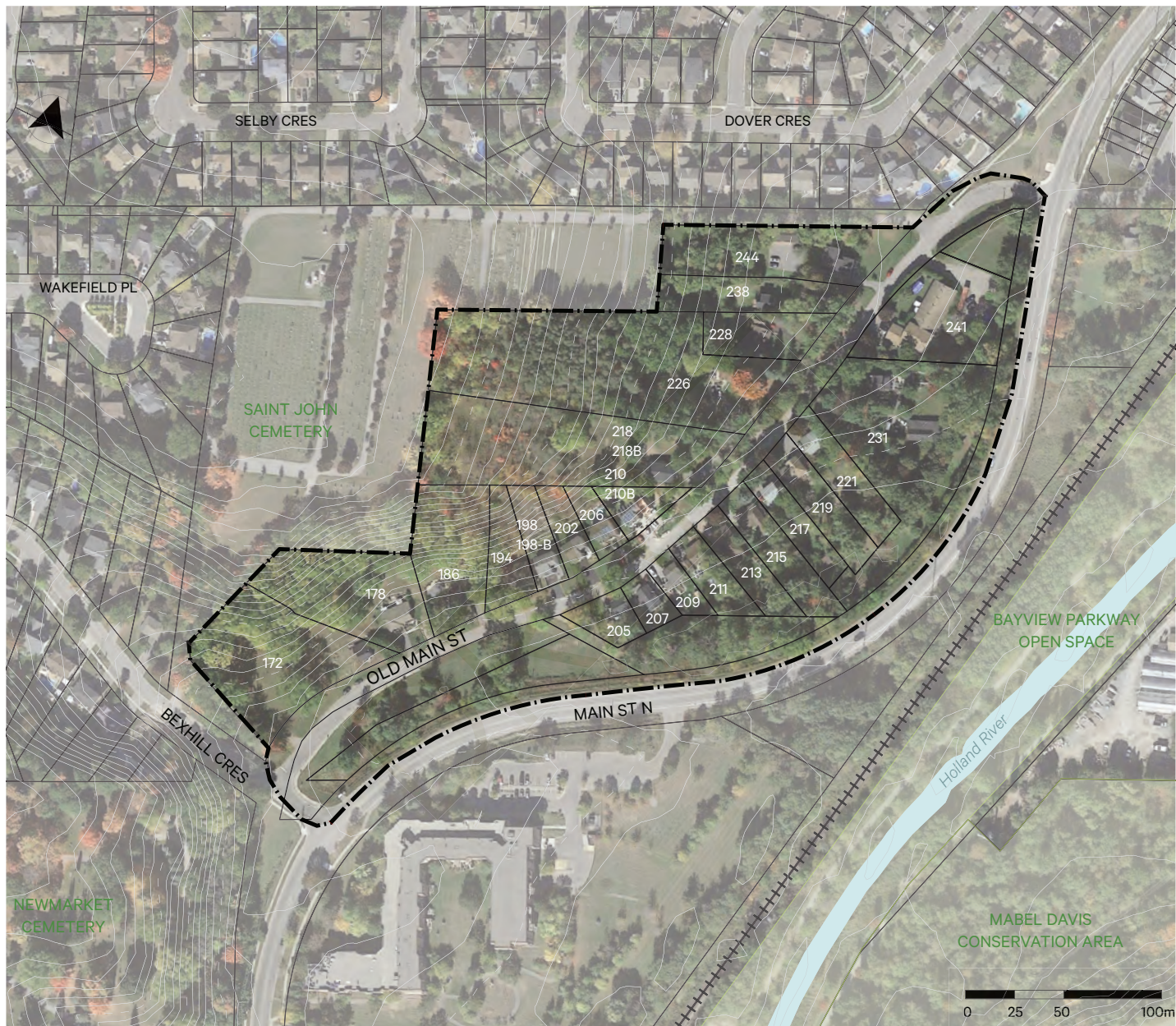
Recently there has been an increased interest in redeveloping some of the larger properties along Old Main Street. As redevelopment was not previously considered in this area, it was determined this was an appropriate time to pause redevelopment in the area and undertake a study to determine what is the best form of, and best course of action for, redevelopment. The study resulted in this Tertiary Plan. A Tertiary Plan is a mini secondary plan. It is a policy document which sets out guidelines for development within a certain, small and specific area within the municipality. Tertiary Plans consider all of the planning elements that official plan and secondary plans speak to, such as density, unit type and housing mix, and land use.

## 1.2 Purpose of the Tertiary Plan

The purpose of the Old Main Street Tertiary Plan is to provide a detailed land use plan and policies to guide land use and development in accordance with the provisions of provincial plans and policies, the York Region Official Plan and the Town of Newmarket Official Plan. The Plan must be read in conjunction with the applicable policies of the Town of Newmarket Official Plan.

The Old Main Street Tertiary Plan provides direction on the possibilities of redevelopment along Old Main Street. The Plan incorporates a detailed planning, transportation and servicing review and analysis of relevant background information, as well as a robust public and stakeholder consultation process. Policies have been prepared to address all relevant matters with respect to land use, density, stormwater management, low impact development, transportation and servicing infrastructure, open space and natural heritage. Additionally, the Plan incorporates urban design policies which aim to reinforce the character of the Old Main Street neighbourhood. Such policies address matters pertaining to building height and massing, building elements, garages and driveways, setbacks and landscaping, special features, and built heritage. The Old Main Street Tertiary Plan forms part of an amendment to the Town of Newmarket Official Plan, and could be used to inform an amendment to the Town of Newmarket Zoning By-law.

Tertiary Plans are policy documents which set out guidelines for development within certain, small and specific areas of the municipality. The purpose of a Tertiary Plan is to assist Council, landowners, residents and developers to interpret the policies of the Town of Newmarket Official Plan, as they relate to where and how development is encouraged to take place within the Tertiary Plan area. Unlike Official Plans



Aerial Map - Old Main Street Study Area



and Secondary Plans, Tertiary Plans are not statutory documents and do not have legislative requirements set out in the Ontario Planning Act. Notwithstanding, the Old Main Street Tertiary Plan establishes Council's intent and direction for the Old Main Street Neighbourhood on all relevant matters with respect to land use, density, stormwater management, low impact development, transportation and servicing infrastructure, open space, natural heritage and urban design.

### 1.3 Location and Description of the Tertiary Plan Area

The Old Main Street Tertiary Plan specifically addresses properties which front onto either side of Old Main Street, between Bexhill Road and Main Street North. However, consideration is also given to all publicly and privately-owned lands which are generally bounded by Bexhill Road to the south, Main Street North to the east, properties fronting onto the south side of Dover Crescent to the north and St. John Cemetery to the west.



*View looking west from Main Street North.*



# 2.0 VISION AND GUIDING PRINCIPLES

## 2.1 Vision Statement

The Old Main Street Neighbourhood will retain its rural, cottage-like and scenic natural character, while accommodating contextually-sensitive development. Future development will be planned and designed in a manner which respects the existing natural heritage system and topographical conditions; enhances existing landscaping and open space features, while introducing new and improved stormwater management facilities; facilitates the establishment of new pedestrian connections, gateway features, and the enhancement of Old Main Street; and respects prevailing site, building and architectural characteristics.

## 2.2 Guiding Principles

### **Respect the Natural Heritage System and Existing Topography.**

Existing woodlots are encouraged to be protected, and significant natural heritage features are encouraged to be retained, in order to maintain a contiguous natural heritage system. Adequate buffers and open space linkages should be provided, in order to protect local wildlife habitat. Elements of the natural environment should be incorporated into future development, and existing topographical conditions should be respected.

### **Enhance Landscaping and Open Space Features.**

The existing informal open space and recreational area should be enhanced, and existing landscape buffers should be improved to mitigate acoustic and visual impacts associated with Main Street North. A new stormwater management facility may be introduced at the foot of Old Main Street, to increase flood storage capacity, mitigate flooding and stormwater runoff, and improve stormwater treatment. The use of soft and permeable front yard landscaping is encouraged.

### **Establish Pedestrian Connections and Gateway Features.**

Pedestrian connections should be provided to surrounding park, open space, natural heritage, trail, and public transit networks. Gateway treatments should be established at either end of Old Main Street, through the provision of accent planting, enhanced landscaping, traffic calming measures, special surface paving treatments, and signage.

### **Enhance the Design of Old Main Street.**

The design of Old Main Street should be enhanced, while acknowledging its quiet, meandering and rural character. The street should be re-graded and re-paved. Shoulder areas should be formalized. Subject to further assessment, it is proposed that the existing swale and road ditch drainage system be eliminated and frontage runoff be directed to a new road storm sewer. The new road should be urbanized with curbs and gutters. Street trees should be planted, where possible. Sidewalks and landscape buffers should be introduced.

### **Respect Prevailing Site Design Characteristics.**

The predominant east-west alignment of existing lots should be maintained, with primary building façades and entrances oriented towards Old Main Street. The varied and porous character of Old Main Street, as well as prevailing front and side yard setbacks, should be acknowledged. Unobstructed views should be promoted between dwellings and adjacent streets and open spaces. Sky views, sunlight penetration, and privacy between adjacent properties should be maintained. Driveways and curb-cut widths should be minimized, and all parking should be provided within the lot.

### **Respect Prevailing Building Design and Architectural Characteristics.**

A diverse and eclectic mix of traditional and contemporary architectural styles should be encouraged. The “cottage-like” character of many existing dwellings should be acknowledged. Finished ground floor heights should be minimized relative to established grade, in order to establish positive interfaces between buildings and the adjacent street. The prevailing rhythm of entrances, windows, address signage, wall-mounted lighting, and weather protection elements should be acknowledged. The prevailing character of 1 to 2 storey dwellings should be reflected, and issues contributing to perceived increases in building height should be mitigated. An appropriate variety of roof styles and building materials should be encouraged.



*View looking south from Old Main Street.*



# 3.0 LAND USE AND DENSITY

## 3.1 Introduction

The Old Main Street Neighbourhood remains comprised entirely of single detached dwellings, the majority of which are relatively modest in size. Some include integral accessory dwelling units, such as basement suites.

Future development within the Old Main Street Neighbourhood will retain its low-rise residential character, while augmenting existing single detached dwellings with new semi-detached dwellings, triplexes, fourplexes and detached accessory dwelling units.

## 3.2 Objectives

The objective of these land use policies is to facilitate future development, including the introduction of new building typologies, in order to accommodate infill development while maintaining the stability of the Old Main Street Neighbourhood, and respecting prevailing land use and density characteristics.

## 3.3 Policies

This section sets out policies that are intended to guide the provision of primary and accessory building typologies and associated development densities throughout the Old Main Street Neighbourhood.

### 3.3.1 Residential Areas

- i. Lands identified as Residential Areas on Schedule 2 are permitted to include a combination of single detached dwellings, semi-detached dwellings, triplexes, and fourplexes.
- ii. Residential Areas are permitted to include a maximum of 1 integral or detached accessory dwelling unit in combination with a single detached or semi-detached dwelling.
- iii. The density of Residential Areas shall be limited to a floor space index of 1.0.

# 4.0 TRANSPORTATION

## 4.1 Introduction

Old Main Street extends approximately 530 metres, between Bexhill Road to the south and Main Street North to the northeast. Throughout its length, the pavement width varies between approximately 7 and 11 metres, and the right-of-way width varies between approximately 10 and 18 metres. The alignment of Old Main Street meanders as it traverses throughout the neighbourhood, adhering to a gentle slope and wrapping around significant topographical features.

Old Main Street is characterized as a local road with a rural cross-section. Swales and culverts are provided throughout the length of the street, along its west side. Cuts and sidewalks are only provided at points of entry from Bexhill Road and Main Street North. Narrow gravel shoulders are provided in select locations, primarily in the northeastern-most portion of the neighbourhood. Street lights are mounted on hydro poles, which traverse along the west side of the street, throughout the neighbourhood. A community mailbox is provided adjacent to the sidewalk at the south end of the street, adjacent to Bexhill Road.

Old Main Street will be reconstructed to local road standards utilizing an urban cross section with curb and gutters and under road storm sewer, eliminating the existing road ditch drainage system. Pavement design requirements (i.e. asphalt and granular thickness) will require geotechnical input. The elimination of the existing road ditch/swale drainage system will require further review to confirm its viability. This will be achieved through the completion of a Comprehensive Master Stormwater and Drainage Plan, with an associated survey of the study area and a geotechnical investigation.

## 4.2 Objectives

The objective of these transportation policies is to aim for the creation of an 18.0 m local road right-of-way, while minimizing associated grading impacts to adjacent properties and facilitating the introduction of new streetscape amenities.

## 4.3 Policies

This section sets out policies that are intended to guide the development of transportation infrastructure throughout the Old Main Street Neighbourhood.

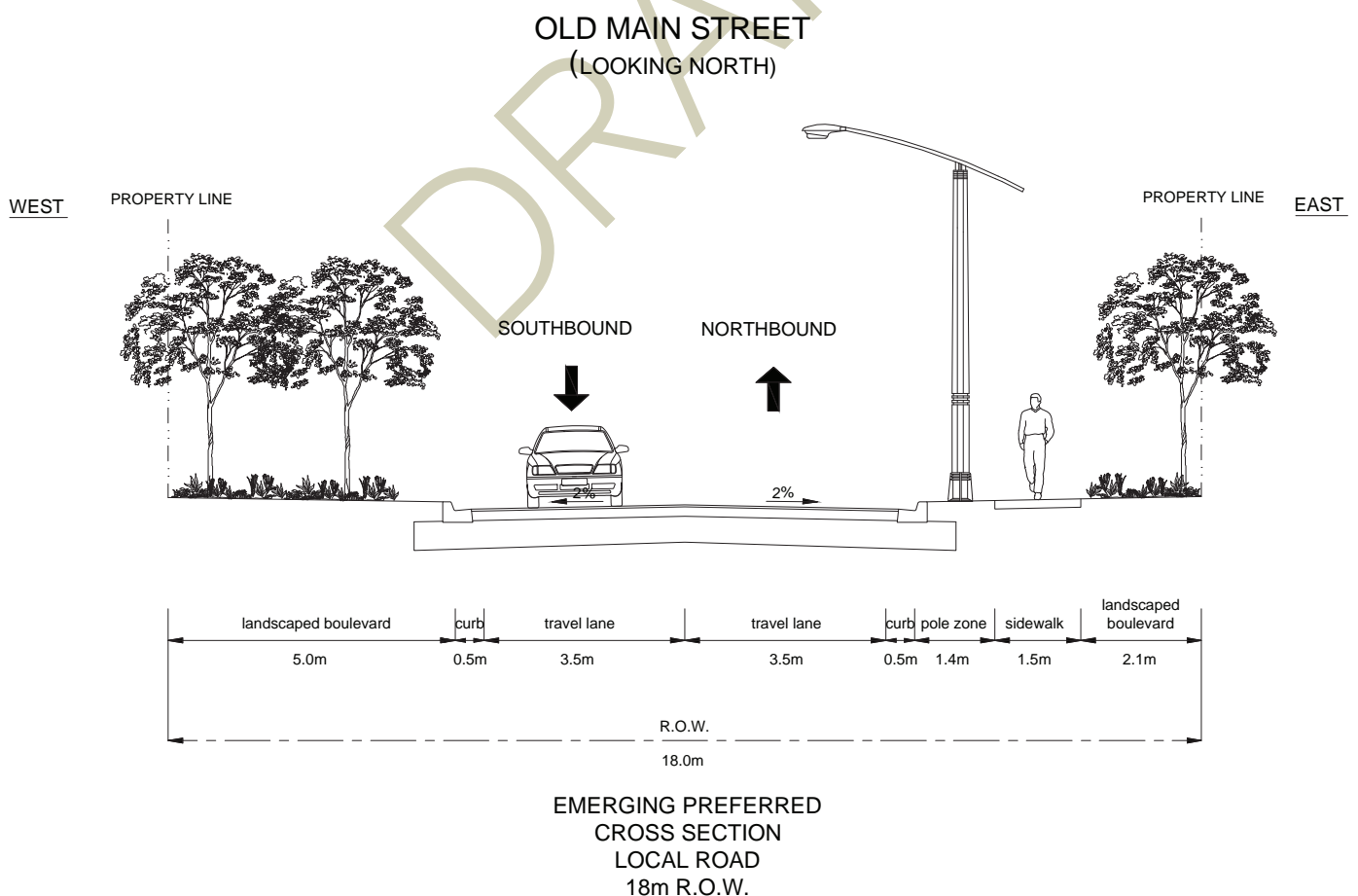
### 4.3.1 Old Main Street

- i. The Old Main Street right-of-way shall be widened to approximately 18.0 metres, between Bexhill Road and Main Street North, where feasible.
- ii. The redesign of Old Main Street shall acknowledge the quiet, meandering and rural character of the existing street.
- iii. The redesign of Old Main Street shall endeavor to incorporate:
  - a. 2 sets of 3.5 metre wide travel lanes, and 2 sets of 0.5 metre wide curb zones;
  - b. a 1.4 metre wide pole zone on the east side of the right-of-way, adjacent to the curb;
  - c. a 1.5 metre wide sidewalk, adjacent to the pole zone, on the east side of the right-of-way;



- d. 2.5 metre wide on-street parking bays, provided in combination with landscaped bump-outs, at key locations and where space permits to provide supplementary visitor parking;
  - e. a 5.0 metre wide boulevard with soft landscaping on the west side of the right-of-way, adjacent to the curb, and a 2.1 metre wide boulevard with soft landscaping on the east side of the right-of-way, adjacent to the sidewalk;
  - f. Low impact development features and permeable surface materials, where appropriate; and
  - g. formal traffic calming measures, including measures such as boulevard bump-outs, raised pedestrian crossings, special surface paving treatments and signage, where feasible.
- iv. The redesign of Old Main Street shall mitigate stormwater run-off.

### ***Idealized Cross-Section Diagram - For Illustrative Purposes Only***



# 5.0 SERVICING AND UTILITIES

## 5.1 Introduction

Residences on Old Main Street are all connected to the municipal water system. Most of the dwellings are connected to the municipal sanitary service, some are still on heritage septic systems. It appears the municipal water and sanitary systems could accept additional development, subject to the limitations of the larger system governed by the Region.

Significant stormwater management and flooding issues have been reported by residents throughout the neighbourhood, particularly properties on the east side of Old Main Street.

## 5.2 Objectives

The objective of these servicing policies is to ensure all servicing and utility infrastructure complies with Town standards, and that adequate servicing and stormwater systems are provided to support future development. A Comprehensive Master Stormwater and Drainage Plan, with an associated survey of the study area and a geotechnical investigation, will be required to assess the feasibility of recommended stormwater measures.

## 5.2 Policies

This section sets out policies that are intended to guide the development of servicing and utility infrastructure throughout the Old Main Street Neighbourhood.

### 5.3.1 Wastewater

- i. Future development shall improve and expand upon the existing wastewater sewer system, in order to reduce reliance on individual septic systems.

### 5.3.2 Water

- i. Future development shall connect to the municipal water system.

### 5.3.3 Grading and Drainage

- i. Design grades for all buildings shall be set to ensure that water is directed away from the building and neighbouring properties and toward the adjacent street.
- ii. Existing grades, as set by the average grade of neighbouring properties, shall be maintained.
- iii. Landscape design shall incorporate strategies to minimize stormwater run-off and reduce water consumption.
- iv. Basements are not permitted within detached accessory dwelling units.



- v. Site Drainage and Grading Plans shall be completed for all properties where detached accessory dwelling units are proposed in order to ensure that development sufficiently mitigates potential impacts on adjacent properties and manages stormwater run-off. These plans shall be stamped by a Professional Engineer licensed to practice in the Province of Ontario.

### 5.3.4 Stormwater Management

- i. The existing linear swale and culvert system along the west side of Old Main Street shall be replaced with a sub-surface storm sewer system. The feasibility of the storm sewer system will be dependent on the completion of a Comprehensive Master Stormwater and Drainage Plan for the area. This Plan will address the catchment areas flows to be intercepted into the new storm sewer, the need for upstream, new development runoff controls and downstream outlet controls and capacity constraints.
- ii. Future development shall explore opportunities to improve on-site stormwater management. Increases in post-development flows may require mitigation. This will be evaluated on a case-by-case basis, through the completion of a Comprehensive Master Stormwater and Drainage Plan.
- iii. Future development should incorporate low impact development measures (LIDs)

where feasible, to manage stormwater on-site. These could include bioswales, infiltration galleries; rain gardens and soil cells.

- iv. LID measures will also be considered within the proposed road right-of-way, including the potential use of permeable pavements in sidewalk areas. The feasibility of incorporating low impact development measures should be confirmed through the Comprehensive Master Stormwater and Drainage Plan.

### 5.3.5 Utilities

- i. Future development shall consider the visual impact and location of existing above and below-grade utilities including telephone, hydro, water and natural gas.
- ii. Future development shall consider implications arising from the potential need for relocation and/or burying of existing utilities.
- iii. Existing vehicle-oriented lighting standards shall be replaced with new pedestrian-oriented lighting standards.
- iv. Waste and recycling storage areas shall be located to the side or rear of buildings, or shall be screened from view along Old Main Street.
- v. Utilities, infrastructure and servicing shall be located so as not to interfere with existing trees, mature tree growth or landscaping.

# 6.0 SITE DESIGN

## 6.1 Introduction

Properties located in the central-most portion of the Old Main Street Neighbourhood are generally smaller, while parcels located at the northern and southern-most portions are generally larger. Throughout the neighbourhood, all properties are irregular in shape. Lot depths range between approximately 30 and 160 metres, while lot frontages range between approximately 15 and 50 metres. Due to the variety of lot shapes and dimensions, existing lot coverages range significantly between approximately 5% and 30%.

Front yard setbacks range between 5 and 18 metres. The southern-most portion of the neighbourhood is generally characterized by shallow front yard setbacks, while the northern-most portion is generally comprised of deeper front yard setbacks. Side yard setbacks vary significantly, depending on the size and shape of the parcel. Generally, narrower properties are characterized by narrower side yard setbacks, and wider properties are characterized by deeper side yard setbacks. Rear yard setbacks also vary significantly, depending on the size and shape of the parcel. Rear yard setbacks range between approximately 5 and 150 metres.

Front yards are generally characterized by manicured grass, which occupies the majority of the frontage with trees, accent planting adjacent to the street and/or building entrance, and pedestrian walkways. The street interface varies throughout the course of the neighbourhood. Where the southern-most portion incorporates a light to moderate tree canopy and some low vegetated screening elements, the northern-most portion incorporates a light to heavy tree canopy, tall vegetated screening elements and wooden fencing. Rear yards are generally characterized by manicured grass and, in some cases, patios and/or decks with trees, accent planting, walkways, accessory structures, and privacy fencing. Side yards vary in character, depending on the nature of on-site parking.

The majority of parcels contain individual driveways and curb cuts. The width of the driveway and associated curb cut generally facilitates 1 to 2 parking lanes. However, a small number of properties on the east side of Old Main Street have shared driveways. In these circumstances, the width of associated curb cuts is increased to facilitate 2 to 3 parking lanes. There are also a number of instances, on the west side of Old Main Street, where single parcels contain multiple curb-cuts. The location of driveway entrances is generally staggered, establishing a rhythm of front yard landscaping between adjacent driveways. Exceptions include a small number of properties with adjacent but separated driveways and curb cuts. Such conditions disrupt the prevailing rhythm of front yard landscaping, producing large swaths of uninterrupted paving.

Parking is provided on-site in a variety of forms. This includes side yard parking pads, integral front yard garages, and detached rear yard garages. Throughout the neighbourhood, the majority of parcels contain either parking pads or detached rear yard garages. Properties along the east side of Old Main Street are generally characterized by side yard parking pads or detached rear yard garages. In contrast, the west side of Old Main Street incorporates a small number of properties with detached rear yard garages within the northern-most portion of the neighbourhood, and a small number of properties with parking pads, but is primarily comprised of parcels with integral garages.

Future development within the Old Main Street Neighbourhood will take a contextually-sensitive approach to the dimensioning and orientation of new development parcels, the organization of private landscaping and amenity spaces, the layout and design of driveways and parking facilities, and the siting and orientation of new buildings.

## 6.2 Objectives

The objective of these site design policies is to facilitate future development, including the introduction of new building typologies, while respecting the prevailing lot development and site design characteristics of the Old Main Street Neighbourhood.

## 6.3 Policies

This section sets out policies that are intended to guide lotting patterns and the design of sites throughout the Old Main Street Neighbourhood.

### 6.3.1 Lot Dimensions

- i. Future development shall maintain the appearance of prevailing lot dimensions and areas, while facilitating contextually-sensitive infill and introducing new forms of low-rise residential housing.

### 6.3.2 Lot Coverage

- i. Limitations shall be placed on lot coverage, in order to ensure the provision of adequate landscaping and amenity spaces, while maintaining on-site stormwater management functions.

### 6.3.3 Location and Orientation

- i. Future development shall maintain the predominant east-west alignment of existing parcels.
- ii. Future development shall minimize overview and shadow impacts on adjacent properties.

- iii. Primary dwellings shall be located near the front of the property, with primary façades and entrances oriented toward Old Main Street.
- iv. Where permitted, detached accessory dwelling units shall be located near the rear of the property, with primary façades and entrances oriented toward the rear yard amenity space or exterior side yard in the case of corner conditions.

### 6.3.4 Setbacks

- i. Primary dwellings shall maintain the appearance of prevailing front, side and rear yard setback conditions while facilitating contextually-sensitive infill and introducing new forms of low-rise residential housing.
- ii. Integral garages shall maintain adequate front yard setbacks to facilitate on-site parking.
- iii. Detached accessory dwelling units shall maintain adequate side and rear yard setbacks.

### 6.3.5 Separation Distances

- i. Adequate separation distance shall be provided between primary dwellings and detached accessory dwelling units, where permitted.

### 6.3.6 Landscaping and Amenity Space

- i. Soft landscaping shall be provided within the front, side and rear yards where space is not required for porches, decks, driveways, parking pads, and pedestrian walkways.



- ii. Permeable surface materials shall be incorporated throughout landscaped areas and outdoor amenity spaces where driveways, parking pads, and pedestrian walkways are provided, where feasible.
- iii. Plantings should be specified and strategically located to provide significant visual impact on Old Main Street, private streets and the central open space, and to maintain privacy for accessory dwelling units and neighbouring properties.
- iv. Unobstructed views shall be provided between dwellings and Old Main Street. This shall be achieved through the siting of elements such as landscaping, fencing, and municipal address signage.
- v. Single detached and semi-detached dwellings shall incorporate private outdoor amenity space through the provision of landscaped rear yards. Notwithstanding this, single detached and semi-detached dwellings may incorporate supplementary private outdoor amenity space through the provision of upper storey balconies and terraces.
- vi. Triplexes and fourplexes shall incorporate communal outdoor amenity space through the provision of landscaped rear yards. Furthermore, triplexes and fourplexes shall incorporate private outdoor amenity space through the provision of upper storey balconies and terraces.

### 6.3.7 Parking

- i. All required parking shall be provided on-site.
- ii. Reduced parking standards shall be considered through the implementing Zoning By-law for the length of Old Main Street.
- iii. Future development shall accommodate parking in a variety of forms, including integral or detached garages, parking pads, or some combination of the two.
- iv. Tandem parking spaces, whether situated within the driveway, the garage, or a combination of the two, shall be permitted as a means of satisfying on-site parking requirements for multiple vehicles.
- v. Driveways and curb-cuts shall be minimized in width.
- vi. Driveways and curb-cuts shall either be consolidated and shared between adjacent properties, or staggered relative to one another.
- vii. Driveways shall incorporate permeable surface materials, where feasible.
- viii. Garages shall be designed so as not to visually detract from the primary dwelling or accessory dwelling unit, where permitted.

### 6.3.8 Pedestrian Access

- i. Pedestrian walkways shall be provided to facilitate direct and barrier-free access between Old Main Street and the integral or detached accessory dwelling unit, where feasible.
- ii. Downcast pedestrian-scaled lighting, which does not spill over onto adjacent properties, shall be provided in key locations, including primary and secondary building entrances.
- ii. Primary building entrances shall be located on the primary façade of the building, and shall be visible and directly accessible from Old Main Street.
- iii. Single detached and semi-detached dwellings may incorporate a secondary building entrance for integral accessory dwelling units. Such entrances shall be situated within the interior or exterior side yard, shall not detract from the visual prominence of the primary entrance, and shall be accessible from Old Main Street.

### 6.3.9 Entrances

- i. Future development shall promote an appropriate rhythm of ground-related building entrances with associated windows, address signage, wall-mounted lighting, and weather protection elements such as canopies or roof overhangs, entry patios or porches, and a small number of stairs.
- iv. Triplexes shall incorporate 1 primary building entrance, with individual units accessed via an interior corridor and stairwell.
- v. Fourplexes shall incorporate a maximum of 2 primary building entrances, with individual units accessed via interior corridors and stairwells.

# 7.0 BUILDING DESIGN

## 7.1 introduction

The Old Main Street Neighbourhood is characterized by a diverse and eclectic mix of architectural styles. Existing buildings are generally built at or close to established grade, with a small number of steps to the front door and, in some instances, an open or partially enclosed front porch.

All properties contain building heights which range between 1 and 2 storeys. Properties located on the east side of Old Main Street are generally characterized by 1 storey dwellings, which reflect the area's traditional cottage-like character, and the nature of post-war veterans housing. However, a small number of these properties contain buildings with a partial 2nd storey. Some of these are vertical additions to traditional 1 storey cottages, while others were purpose built. In contrast, properties located along the west side of Old Main Street contain a greater mix of 1 and 2 storey buildings, with a significant number of partial or full 2nd storeys.

The majority of properties contain buildings with pitched gable, hipped, or hybrid gable-hipped roofs. Front and back pitches and side to side pitches exist in equal proportion. In some instances, such buildings incorporate small dormer windows, and/or intermediate roof pitches above the ground floor. The area does not incorporate flat roof buildings. Buildings are primarily clad in wooden or vinyl siding, brick masonry, or a combination of the two. A small number of older buildings, located at the southern-most extent of the study area, have been clad in white stucco for the purpose of encasing and protecting their original façades.

Future development within the Old Main Street Neighbourhood should take a contextually-sensitive approach to the massing, articulation and detailing of new buildings, as well as the organization of building entrances, and habitable indoor and outdoor spaces.

## 7.2 Objectives

The objective of these building design policies is to facilitate future development, including the introduction of new building typologies, while respecting prevailing building design characteristics throughout the Old Main Street Neighbourhood.

## 7.3 Policies

This section sets out policies that are intended to guide the design of future buildings throughout the Old Main Street Neighbourhood.

### 7.3.1 Building Heights and Massing

- i. Future development shall acknowledge, and respond to, the height of existing adjacent buildings.
- ii. Future development shall mitigate issues surrounding the perception of excessive building height.
- iii. Future development shall acknowledge the prevailing ground-related character of buildings, and shall ensure a direct interface and positive relationship between the building and Old Main Street.
- iv. Single detached and semi-detached dwellings, as well as fourplexes, shall have a maximum building height of 2 storeys.
- v. Triplexes shall have a maximum building height of 3 storeys. However, preference is given to 2 storey buildings with basement units.
- vi. Detached accessory dwelling units shall have a maximum building height of 2 storeys.



- vii. Single detached and semi-detached dwellings, as well as triplexes and fourplexes, shall have a finished first floor height which establishes a positive interface with Old Main Street.
- viii. Detached accessory dwelling units shall have footprints and gross floor areas which are less than that of the primary dwelling.
- ix. Triplexes shall incorporate an up-down configuration only, and shall read as a large single detached dwelling. Side-side and front – rear triplexes are not permitted.
- x. Fourplexes shall incorporate a combined up-down and side-side configuration only, and shall read as set of semi-detached dwellings. Front-back fourplexes are not permitted.

### 7.3.2 Terraces and Balconies

- i. Terraces and balconies are permitted at the front and rear of primary dwellings.

### 7.3.3 Building Articulation and Materials

- i. Future development shall facilitate a diverse and eclectic mix of traditional and contemporary architectural styles, while acknowledging the modest and prevailing ‘cottage-like’ character of buildings along Old Main Street.
- ii. Future development shall acknowledge the predominant cladding patterns, and the use of traditional colour palettes.
- iii. Building materials shall be selected for their functionality and aesthetic quality, as well as their durability, long-term maintenance requirements, and energy efficiency.

- iv. Exterior walls shall be articulated through material and colour composition, as well as appropriate architectural details.
- v. Blank wall conditions are not permitted within front or exterior side yard conditions.
- vi. Where permitted, blank wall conditions shall be articulated through material and colour composition, as well as appropriate architectural details.

### 7.3.4 Roofs

- i. Future development shall promote a variety of roof designs and types, while acknowledging the prevailing character of pitched gable, hipped, or hybrid gable-hipped roofs.
- ii. Notwithstanding policy 7.3.4i, flat roof conditions are not in keeping with the character of the Old Main Street Neighbourhood and are not permitted unless being utilized as part of an upper-storey terrace.
- iii. Future development shall mitigate the perception of building height through the selection of appropriate roof types, slopes and scales.
- iv. The materiality and colour of rooftops, whether flat or pitched, shall complement the façade materials and overall design of the building.
- v. Future development is encouraged to incorporate structures which are rough-in ready and can support the future installation of solar panels.

# 8.0 OPEN SPACES AND NATURAL HERITAGE

## 8.1 introduction

The Old Main Street Neighbourhood benefits from proximity and access to an extensive park and open space network, and natural heritage system. Within the neighbourhood, publicly owned lands along the east side of Old Main Street, north of Bexhill Crescent, function as a stormwater management facility and landscape buffer along the edge of Main Street North. Portions of these lands also serve as an informal open space, and are commonly used by local residents for a combination of active and passive recreational uses including soccer, baseball, lawn-bowling, picnicking and informal gathering.

The interface between the Neighbourhood and Main Street North is characterized by moderate topographical changes and wooded areas. This buffers the neighbourhood from Main Street North, which functions as a by-pass around Old Main Street.

The Old Main Street Neighbourhood contains protected woodlots, contiguous wooded areas and individual public and private landscapes, including trees that contribute to the form and function of the urban forest. Urban forests are vital components of the Town's natural infrastructure in that they provide an array of benefits to residents, ranging from stormwater retention and air pollution removal to improved human health and recreational opportunities.

Future development within the Old Main Street Neighbourhood will protect significant natural features and local wildlife habitat. This will be achieved by establishing appropriate buffers to these features, while integrating elements of the natural environment into new development. Furthermore, future development will respect existing topographical conditions and enhance the existing open space network, while exploring opportunities to establish gateway features and improve connections to the broader open space network.

## 8.2 Objectives

The objective of these open space and natural heritage policies is to facilitate future development, including the introduction of new building typologies, in a manner that protects, restores and enhances existing natural features, and sustains and improves the urban forest. This includes the ecological connectivity and functionality of the natural heritage system and other naturalized areas.

## 8.3 Policies

This section sets out policies that are intended to guide the preservation and enhancement of the open space and natural heritage system throughout the Old Main Street Neighbourhood.

### 8.3.1 Woodlots and Natural Heritage System

- i. Existing woodlots and significant portions of naturalized areas shall be protected, in order to maintain a continuous natural heritage system.
- ii. An adequate buffer between development, the existing woodlots and naturalized areas shall be maintained to protect the form and ecological function of these natural / naturalized features.
- iii. Future development shall respect the significance of the Regional Greenlands System, and resulting limitations placed on infill and redevelopment in select locations.
- iv. The protection of existing woodlots and naturalized areas does not mean that they will come under public ownership. They may be protected by buffers, zoning, or a combination of both.

### 8.3.2 Topographical Conditions

- i. Future development shall respect existing topographical conditions and changes, and resulting limitations placed on infill and redevelopment in select locations.
- ii. Future development shall limit the extent of topographical changes adjacent to Old Main Street.

### 8.3.3 Open Space

- i. Future development shall enhance the appearance of landscaped boulevards along the length of Old Main Street by incorporating accent planting and increasing the urban tree canopy, where feasible.
- ii. The existing informal open space and recreational area along the east side of Old Main Street shall be enhanced.
- iii. Future development shall maintain existing landscape buffers, which mitigate acoustic and visual impacts associated with vehicle traffic on Main Street North.

### 8.3.4 Gateways and Crossings

- i. Consideration shall be given to the introduction of some or all of the following features at either end of Old Main Street: accent planting and enhanced landscaping, as well as boulevard bump-outs, raised pedestrian crossings, special surface paving treatments, and signage.
- ii. Consideration will be given to improving pedestrian connections between Old Main Street and the surrounding park, open space, trail and public transit networks, through the provision of dedicated pedestrian crossings.



# 9.0 IMPLEMENTATION

## 9.1 introduction

This section sets out policies that are intended to guide and facilitate the implementation of the Old Main Street Tertiary Plan.

## 9.2 Policies

This section sets out policies that are intended to guide the preservation and enhancement of the open space and natural heritage system throughout the Old Main Street Neighbourhood.

### 9.2.1 Interpretation

- i. The Old Main Street Tertiary Plan is a statement of policy intended to guide the development of the Old Main Street Neighbourhood. The Town may permit some flexibility in the interpretation of general policies, provided the intent of the Plan is maintained and the objectives and targets are achieved.
- ii. The Old Main Street Tertiary Plan shall be read in conjunction with the Town of Newmarket Official Plan.
- iii. The schedules included in the Old Main Street Tertiary Plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to this Plan, except where the designations are established by fixed boundaries, such as the existing street rights-of-way, or where they are specifically stated as fixed in the policies of this Plan.
- iv. Minor variations from numerical requirements in this Plan, with the

exception of permitted maximum building heights and densities, may be permitted without amendment to the Old Main Street Tertiary Plan where it is demonstrated, through a site-specific application, to be appropriate, and provided that the general intent and applicable policies of this Plan are met.

### 9.2.2 Coordination of Development

- i. It is the policy of this Plan that development shall be coordinated with the provision of the sanitary sewers and stormwater management facilities. As such, no development shall be permitted to proceed until it can be demonstrated, to the satisfaction of the Town, that adequate provision of these services is or will be available, or that arrangements satisfactory to the Town for the provision of these services have been made. This policy will be implemented through the use of a Holding Symbol "H".
- ii. Future development should be planned comprehensively. Where possible, development blocks with multiple land owners should be coordinated and phased with affected landowners and, where applicable, adjacent parcels. Non-participating lands within the development block should be conceptually addressed through a phasing plan. Development of smaller parcels shall be discouraged where, in the opinion of the Town, such development would compromise the effective redevelopment of the development block in accordance with the

provisions of this Plan. Landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners in order to demonstrate, to the satisfaction of the Town, that development achieves the intended built form, density and other provisions of this Plan, in a logical and comprehensive manner.

### 9.2.3 Concept Site Plan

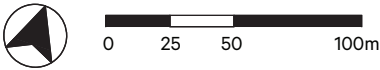
- i. Policy 16.1.6 of the Newmarket Official Plan requires a Concept Site Plan and a Streetscape and Landscape Plan as part of a complete application. Within the Old Main Street Neighbourhood, these plans shall include, where appropriate:
  - a. a context plan that demonstrates the compatibility of the development within the surrounding context;
  - b. a lotting plan that delineates and dimensions the development within each development block;
  - c. a description and illustrations of the build-out for every phase of the development;
  - d. proposed density and massing of buildings for individual buildings as well as each development block;
  - e. access and circulation plan for pedestrians, vehicles and cyclists;
  - f. proposed streetscape improvements; and
  - g. locations and conceptual design of any open spaces.

### 9.2.4 Zoning

- i. To implement development in accordance with this Plan, Council shall enact amendments to the Town's Zoning By-law; and
- ii. In addition to Policy 16.2.1 of the Town of Newmarket Official Plan, the Town may, when enacting implementing zoning by-laws, apply the Holding Symbol "H" and specify the future uses of lands that, at present time, are considered premature or inappropriate for development for any one of more of the following reasons.
  - a. Public infrastructure, such as sanitary sewers and stormwater management facilities, are insufficient to serve the proposed development;
  - b. Development relies upon other matters occurring first, such as the consolidation of land ownership;
  - c. Technical studies are required, such as a Comprehensive Stormwater Management and Drainage Plan and/or other matters that Council considers necessary; and/or
  - d. Servicing allocation has not been granted.

Schedule 1: Study Area

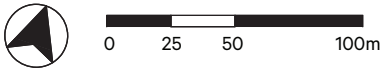
- Tertiary Plan Boundary
- CN - GO Rail Corridor
- Holland River





Schedule 2: Land Use

- Residential Area
- Parks and Open Space
- Natural Heritage System
- Floodplain and Hazard Lands
- Tertiary Plan Boundary
- CN - GO Rail Corridor
- Holland River



# Schedule 3: Height and Density

- Medium Density (Permitted Max. Height = 3 Storeys  
Permitted Max. Density = 1.0 FSI)
- Parks and Open Space
- Natural Heritage System
- Floodplain and Hazard Lands
- Tertiary Plan Boundary
- CN - GO Rail Corridor
- Holland River



# Schedule 4: Parks, Open Spaces and Natural Heritage

- Parks and Open Space
- Natural Heritage System
- Floodplain and Hazard Lands
- Streetscape Improvements
- Tertiary Plan Boundary
- CN - GO Rail Corridor
- Holland River

