

Committee of the Whole

Official Plan Amendment # 10

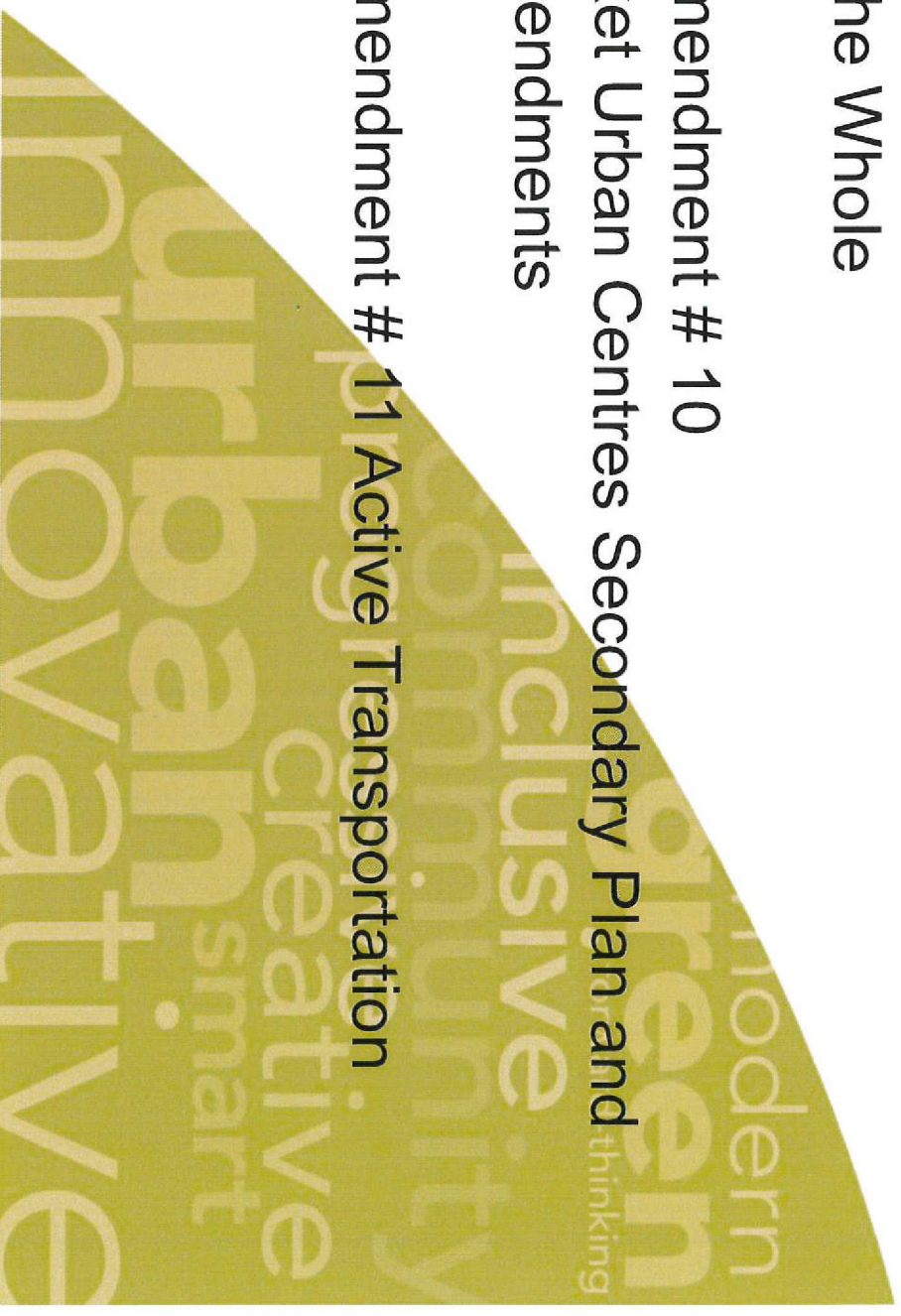
Draft Newmarket Urban Centres Secondary Plan and

Associated Amendments

and

Official Plan Amendment # 11 Active Transportation Network

June 16, 2014



DEVELOPING THE SECONDARY PLAN

WE ARE
HERE

VISION FOR
URBAN
CENTRES
RECEIVED
BY COUNCIL

SECONDARY
PLAN
INITIATED:
TEST, VERIFY
AND ENABLE
THE VISION

TRANSPORTA-
TION STUDY
INITIATED

PUBLIC
ENGAGEMENT
REGARDING
VISION AND
HIGH/LOW
SCENARIOS

DEVELOP
DRAFT
SECONDARY
PLAN
CONCEPT

DRAFT
DIRECTIONS
REPORT

DRAFT
SECONDARY
PLAN

REVISED
DRAFT
SECONDARY
PLAN

COUNCIL
ADOPTION
AND SUBMIT
TO REGION
FOR
APPROVAL

MARCH
2010

MAY
2010

SEPT.
2011

MAY-JUNE
2012

SEPT.-OCT.
2012

MAY
2013

FALL
2013

MARCH
2014

JUNE
2014

CONSULTATION
1

CONSULTATION
2

CONSULTATION
3

CONSULTATION
4

CONSULTATION
5





Overview of Modifications

Overview of the main refinements to the Secondary Plan and Active Transportation Network

Secondary Plan (OPA # 10)

- Height, Density and Boundary Changes
- Exceptions
- Transitional and Angular Plane Policies
- Transfer of Density
- Regional Shopping Centre
- Underground Hydro Implementation
- Affordable Housing
- Population and Jobs
- Editorial Modifications



Overview of Modifications

Active Transportation Network

- Changes to the AT Network
- Priorities

Height, Density and Boundaries

Comment from Region of York, YRRTC and Agents

- Proposed height and density (particularly on Davis Drive) may not achieve the planned intensification along the rapid transit corridor

Planning Analysis

Proposed height and densities are:

- Less than current zoning permissions(6 and 8 storeys)
- Less than recently approved applications and pending development
- Less than current built form(e.g., Calgain)

Height, Density and Boundaries

Planning Analysis

1. Height and density ranges represent more certainty
2. Moderate Increase in Low Density -
 - Permitted Max. Height increased from 4 storeys to 6 storeys
 - Bonusing limited to 7 storeys
3. Revised designations on Schedule 4 Height and Density
4. Deeper development blocks
 - south of Penn Avenue west of Hill Street and
 - south of Walter Avenue between Barbara Road and Rye Crescent.
5. Include two exceptions to the Plan
 - 39 Davis(Tricap) and
 - 17645 Yonge Street (Slessor)

[Click here for Schedule 4 Map](#)

RECOMMENDED FOR ADOPTION NEWMARKET URBAN CENTRES SECONDARY PLAN



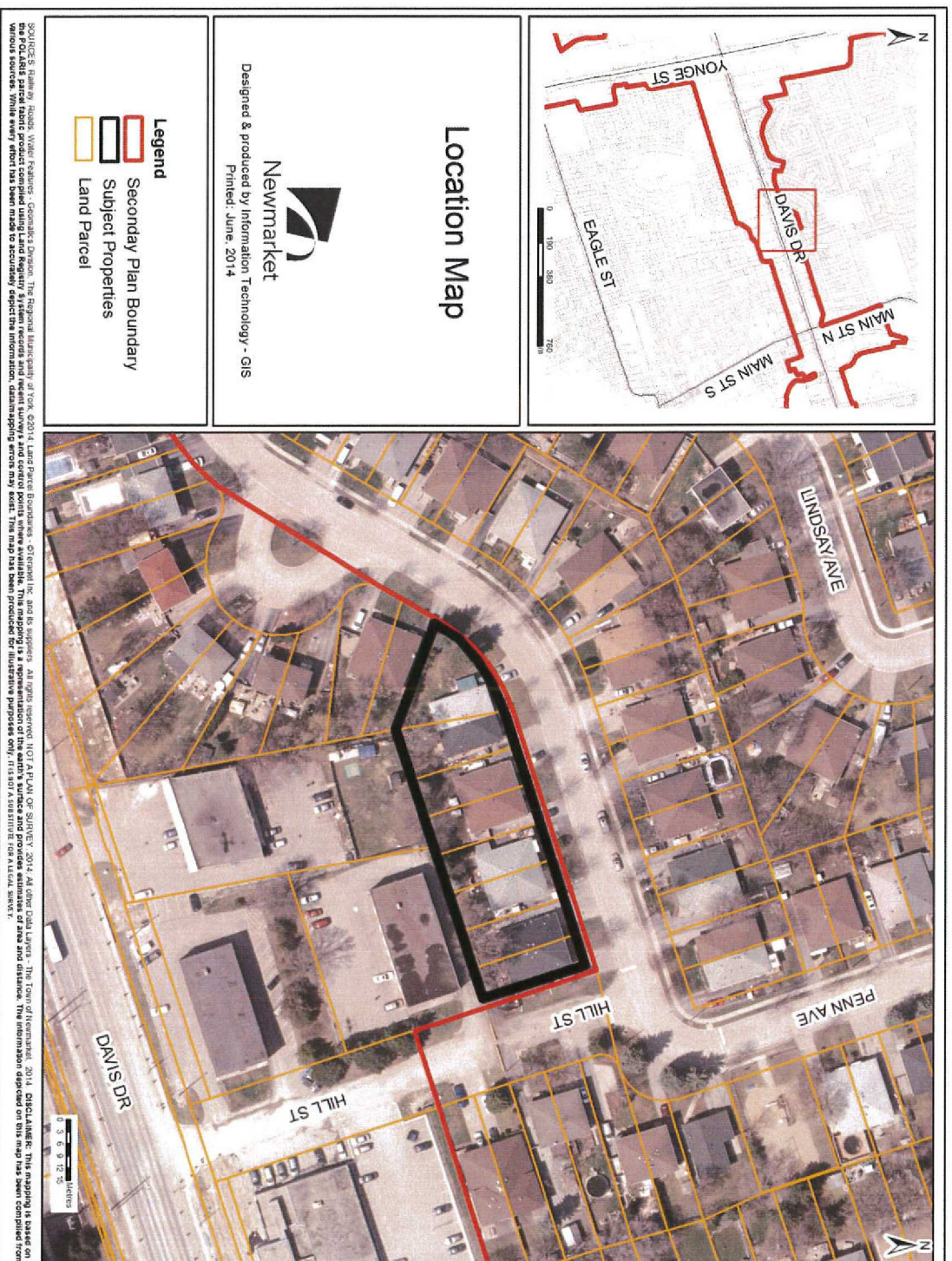
Boundary Modifications

Walter Avenue



Boundary Modifications

Penn Avenue



Density and Height

Comment

YRRT Densities should be flexible to permit lower densities than Permitted Minimum Density

Planning Analysis

New policy recommends lower densities than Permitted Minimum Density without an amendment to the Secondary Plan

Addresses where minimum densities cannot be achieved due to angular plan and other compatibility issues

Transitional and Angular Plan Policies

Comment:

- Leave angular plane to Zoning by-law, if appropriate
- Negatively impacts density
- Should be more flexible

Transitional and Angular Plan Policies

Planning Analysis

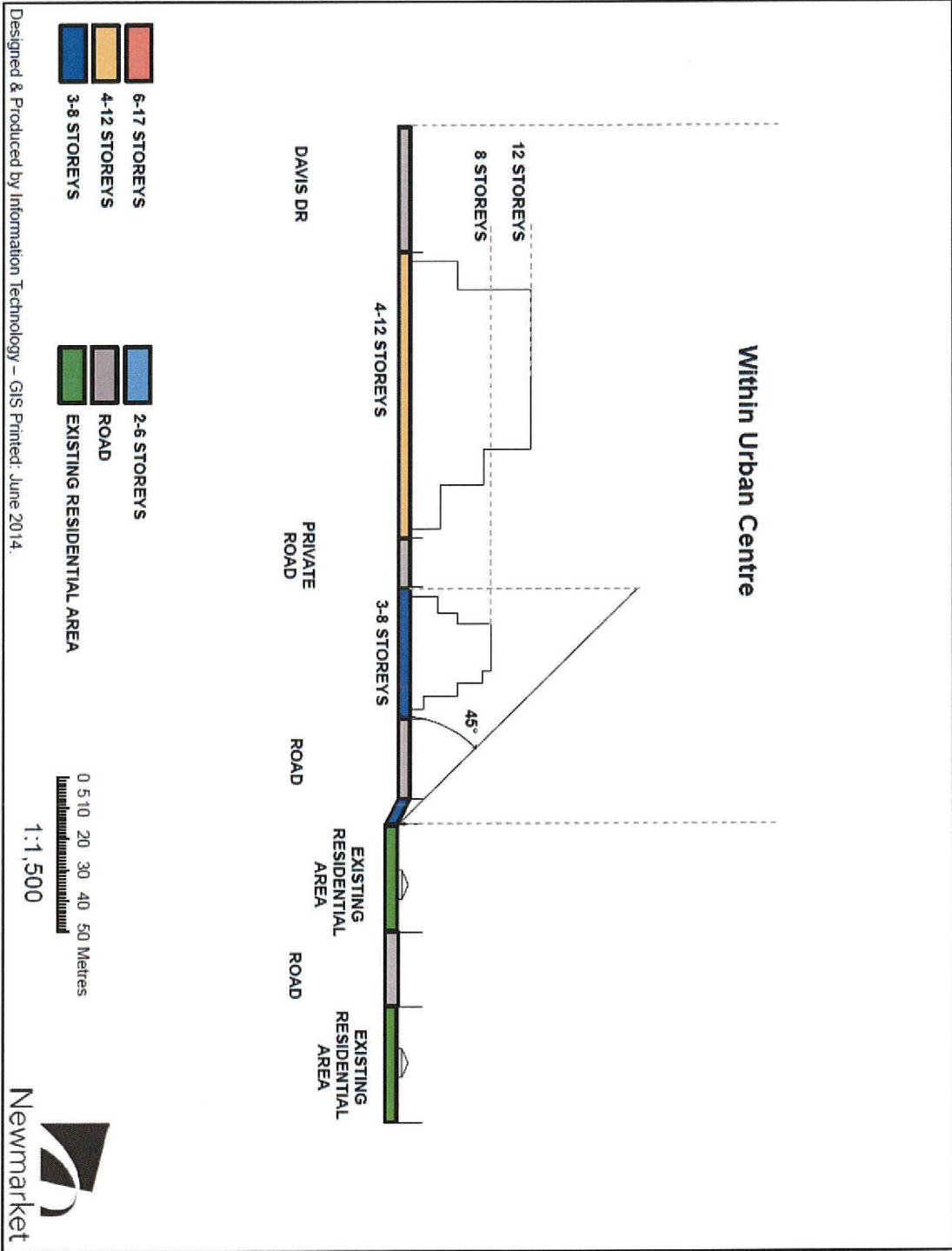
Conforms to Regional OP Policy 5.4.30

“municipalities are to address compatibility with and transition to adjacent and/or adjoining lands.”

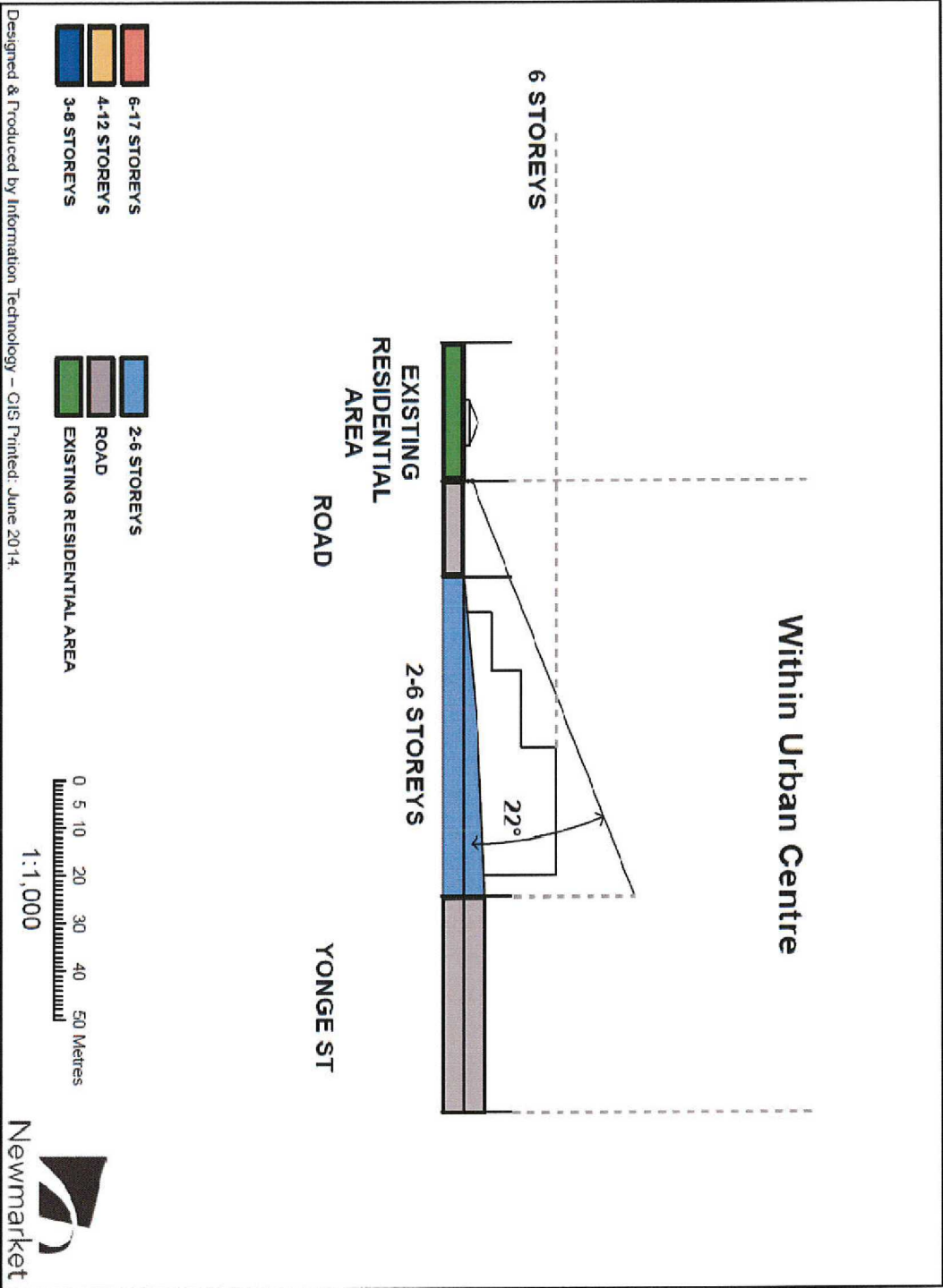
Revise Plan to provide more **flexibility**:

- Add **generally** not exceed 45 or 22 degree angular plane
- Increase height adjacent to existing residential and parkland from 2 to 3 storeys
- Clarify that the angular plane would not extend beyond a public or private road

Transitional and Angular Plane Policy - 45 Degree Angular Plane



Transitional and Angular Plane Policy - 22 Degree Angular Plane



Transfer of Density

Comment

YRRTC and Weston Consulting

- Notice should be provided to affected landowners where density transfer is proposed

Planning Analysis

Provisions recommended to require notice and agreement with the Town

Regional Shopping Centre Study Area

Comment

Oxford Properties

- apply the Regional Shopping Centre as an overlay on Schedule 4 and 5
- Allow Regional Shopping Centre study and OPA to be done before applying densities
- Deletion of the Interim Development Policies restricting interim development to 10%

Metrolinx

Mobility hub principle should apply to Yonge and Davis

Regional Shopping Centre Study Area

Planning Analysis

- Regional Shopping Centre Study Area an overlay on Schedules 4 (Height and Density) and 5 (Road Network)
- incorporate mobility hub study considerations in detailed study in accordance with the Metrolinx Mobility Hub Guidelines. (See Policy 5.3.4)
- Study to be in cooperation with Town, Region and Metrolinx
- Delete Interim Development Policies
- Development in the interim to be subject to current zoning until study is finalized and Secondary Plan amended

Underground Hydro Provisions

Comment

- York Region questioned legal authority for dedication to the Town of the 3-5 m
- YRRTC recommended the policy be viewed in conjunction with PPS

Planning Analysis

- Conformity with York Region Official Plan policies:

7.5.4 To require local official plans to identify and protect infrastructure corridors for long term servicing needs...

7.5.6 To require underground installation of utilities, where feasible, in new community areas and Regional Centres and Corridors, and to encourage buried utilities in the balance of the Region.

Underground Hydro Policies

Consistent with the PPP

Section 1.6.1 Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning;

Underground Hydro Policies

Analysis

- Within the Town's jurisdiction to adopt recommended policies
- Policies are in conformity and consistent with the Regional Plan and the PPS
- Policies revised to provide flexibility for either dedication and/or easement
- Same incentives would apply to equally to dedication and easements
 - Zero setback
 - encroachment agreement for surface use
 - FSI calculation

Affordable Housing

Comment

Draft Plan applied the 35 % affordable housing target to the Regional Healthcare Character Area in response to the Region

Planning Analysis

- Regional Plan directs 35 % affordable housing occur in the Regional Centre and identified key development areas and 25 % elsewhere
- Staff no longer recommend that 35 % apply to the Regional Healthcare Character Area
 - Scale and residents reduced in this Character Area (1,100 residents projected)
 - Employment focus
- Recommend that a **minimum 25 %** apply outside the Provincial Urban Growth Centre

Population and Jobs

Character Area	Predominant Land Use	Residential (approx. % of total GFA)	Employment (approx. % of total GFA)	People	Jobs	FSI Range (FSI)
Yonge North	Mixed Use	65%	35%	6,300 residents	2,700 jobs	1.5 – 2.0
Yonge and Davis	Mixed Use	65%	35%	13,500 residents	10,100 jobs	1.5 – 3.5
Yonge Civic	Mixed Use & Major Office	50%	50%	2,200 residents	5,400 jobs	1.5 – 2.5
Yonge South	Mixed Use	75%	25%	6,300 residents	2,800 jobs	1.5 – 3.5
Davis Drive	Mixed Use	60%	40%	3,600 residents	2,600 jobs	1.5 – 2.5
Regional Healthcare Centre	Mixed Use & Major Institutional	15%	85%	1,100 residents	8,400 jobs	1.5 – 2.5
Total				33,000	32,000	



Editorial

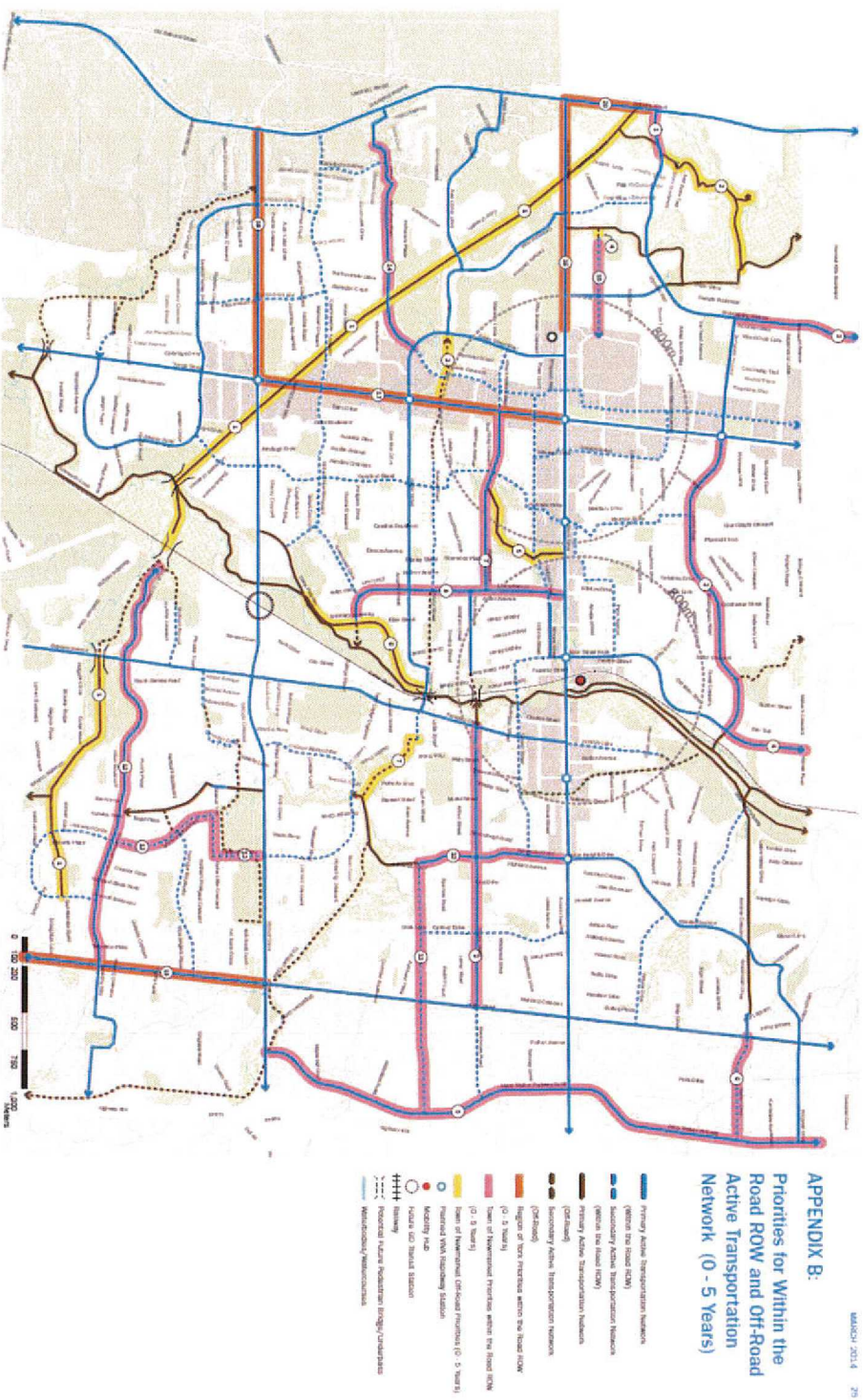
- addition of a 4th school site in response to the French Public School Board
- enhanced accessibility policies in accordance with the York Region Official Plan and Ontarians with Disabilities Act
- enhanced streetscape policies for wider sidewalks in accordance with the York Region Official Plan;



OPA # 11 Active Transportation Network

- Conducted in parallel with Secondary Plan
- Positive feed back
- Active Transportation Network Summary Report
- Recommended Active Transportation System and Priorities

APPENDIX B:
Priorities for Within the
Road ROW and Off-Road
Active Transportation
Network (0 - 5 Years)



OPA # 11 Active Transportation Network

The Amendment

- Text amendments to include provisions related to the Active Transportation Network in the Official Plan
- Replace Schedule D On-Street Bike Lane Plan with the Active Transportation Network.

