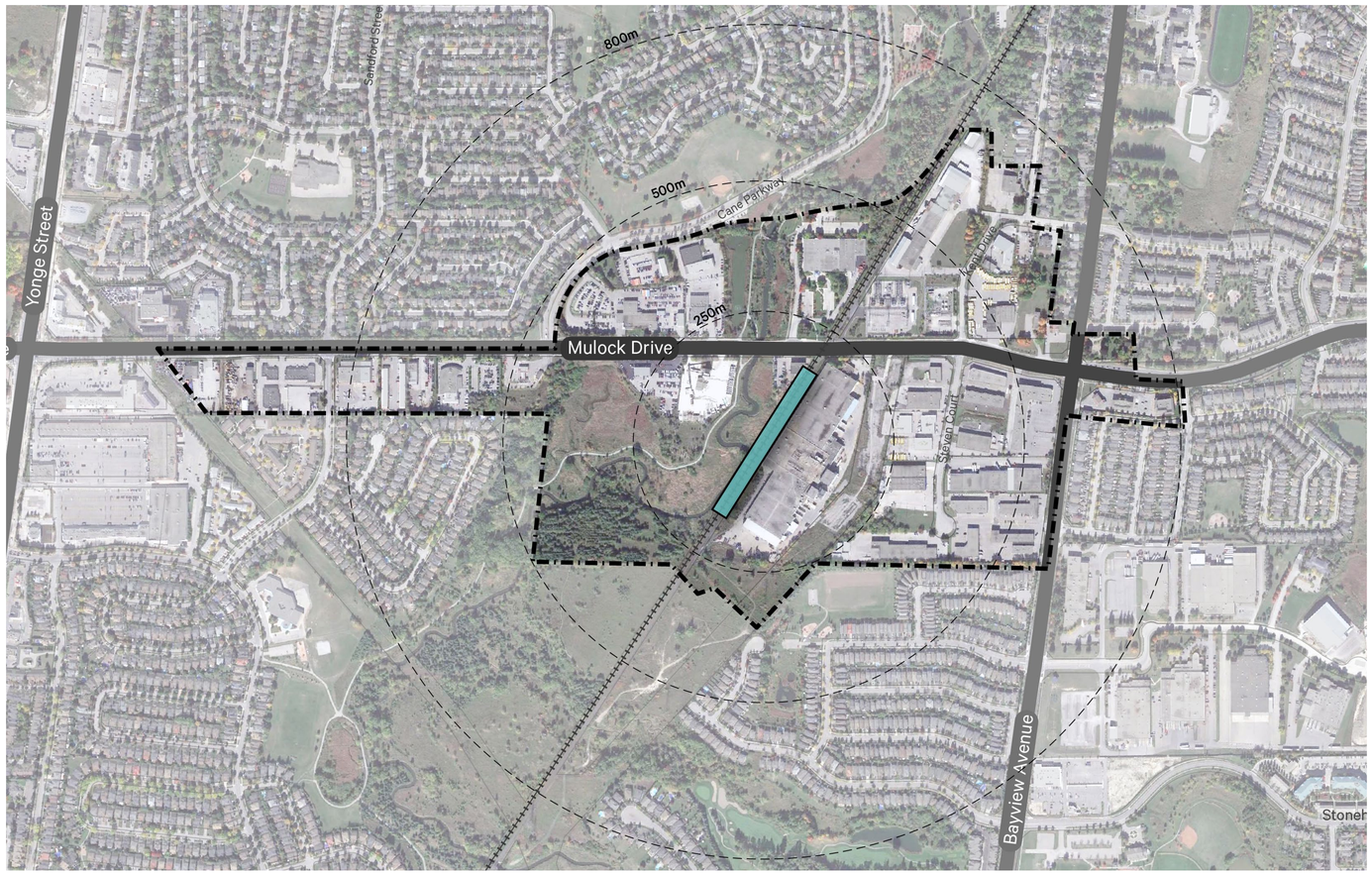
Mulock Station Area Secondary Plan

Study Area, Purpose and Process

Study Area



Study Purpose

The purpose of the Mulock Station Area Secondary Plan Study (the Study) is to establish a planning framework that will guide the development of the Station Area as a transit-supportive community centred on the future Mulock GO station.

This transit-supportive community will feature a new network of streets and blocks, new open spaces, a new active transportation network and enhanced connections to existing open spaces and the existing active transportation network. It will feature a full range of residential and employment uses in buildings that are designed to foster pedestrian activity and that are at a density that will provide a total population and employment base to support transit ridership.

Study Process

WE ARE HERE

STEP 01	STEP 02	STEP 03	STEP 04	STEP 05
MAY-DEC 2018	JAN-MAR 2019	APR 2019-JAN 2020	FEB-MAR 2020	2021
Vision, Guiding Principles, and Preliminary Development	Secondary Plan Concept and Policy Summary Document	Draft Mulock Station Area Secondary Plan	Public Information Centre 2	Final Mulock Station Area Secondary Plan
				Regional Official Plan Approval 2021
				Statutory Public Meeting post Regional OP Approval 2021
				Town Council Adoption of Secondary Plan 2021
				Regional approval of Secondary Plan

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Mulock Station Area Secondary Plan

Vision, Guiding Principles and Evaluation Framework

Vision

"The Mulock GO Station Area will be a transit-supportive node within the Town of Newmarket, providing safe, comfortable and convenient access to the future GO station by foot, bicycle, bus and car from surrounding neighbourhoods. It will be a place with a broad mix of uses, providing homes for new residents, providing new places of work in immediate proximity to the GO station, and continuing to provide retail uses that serve the local population. This mixed-use and higher density node will be supported by a vibrant and high-quality public realm that is well connected to the existing network of parks and open spaces within and in the vicinity of the station area."

Guiding Principles

1. Provide **safe, comfortable and convenient travel options** for all modes
2. Maximize **connections to and integration** with station site
3. Strengthen existing **network of parks and open space**
4. Encourage compatible new **employment and residential uses at a higher density**
5. Strengthen existing **network of social services** within the study area
6. Ensure that impacts on existing residents and labour force within the vicinity of the study area are **minimized**
7. **Phase implementation** to align with market interest and infrastructure investment

Evaluation Framework

1 Provide safe, comfortable and convenient travel options for all modes	A: Does the concept provide for acceptable levels of service at all existing and new intersections? B: Does the concept enable travel throughout the study area by all modes? C: Do all proposed connections within the concept provide space for pedestrians and cyclists?
2 Maximize connections to and integration with station site	A: Does the concept provide multiple points of access to the station site for all modes? B: Does the concept provide opportunities for integrated development on the station site?
3 Strengthen existing network of parks and open space	A: Does the concept provide new connections to all existing parks and open spaces within and in the vicinity of the study area? B: Does the concept provide for new parks and/or open spaces within the study area?
4 Encourage compatible new employment and residential uses at a higher density	A: Does the concept achieve the minimum density target of 150 people plus jobs within the MTSA? B: Does the concept provide an equal or greater number of jobs than exists today? C: Does the concept provide for transition between higher density and lower density uses?
5 Strengthen existing network of social services within the study area	A: Does the concept provide an equal or greater amount of space for social services than exists today?
6 Ensure that impacts on existing residents and labour force within the vicinity of the study area are minimized	A: Does the concept minimize traffic infiltration into adjacent neighbourhoods? B: Does the concept provide for transition in height, scale and mass towards adjacent neighbourhoods?
7 Phase implementation to align with market interest and infrastructure investment	A: Does the concept require new servicing infrastructure to achieve the planned densities? B: Does the concept locate retail and service commercial locations in areas with higher visibility (with frontage along arterials)? C: Does the concept plan propose a quantity of office space commensurate with the outlook for office demand, role in the region employment area structure, achievable rental rates? D: Does the concept consider appropriate locations and quantity of parking for the types of office use (population serving) likely to locate in the study area? E: Does the concept propose residential building scales that are appropriate given the outlook for residential absorption levels? F: Does the concept propose residential building scales that are appropriate given expected buyer groups?

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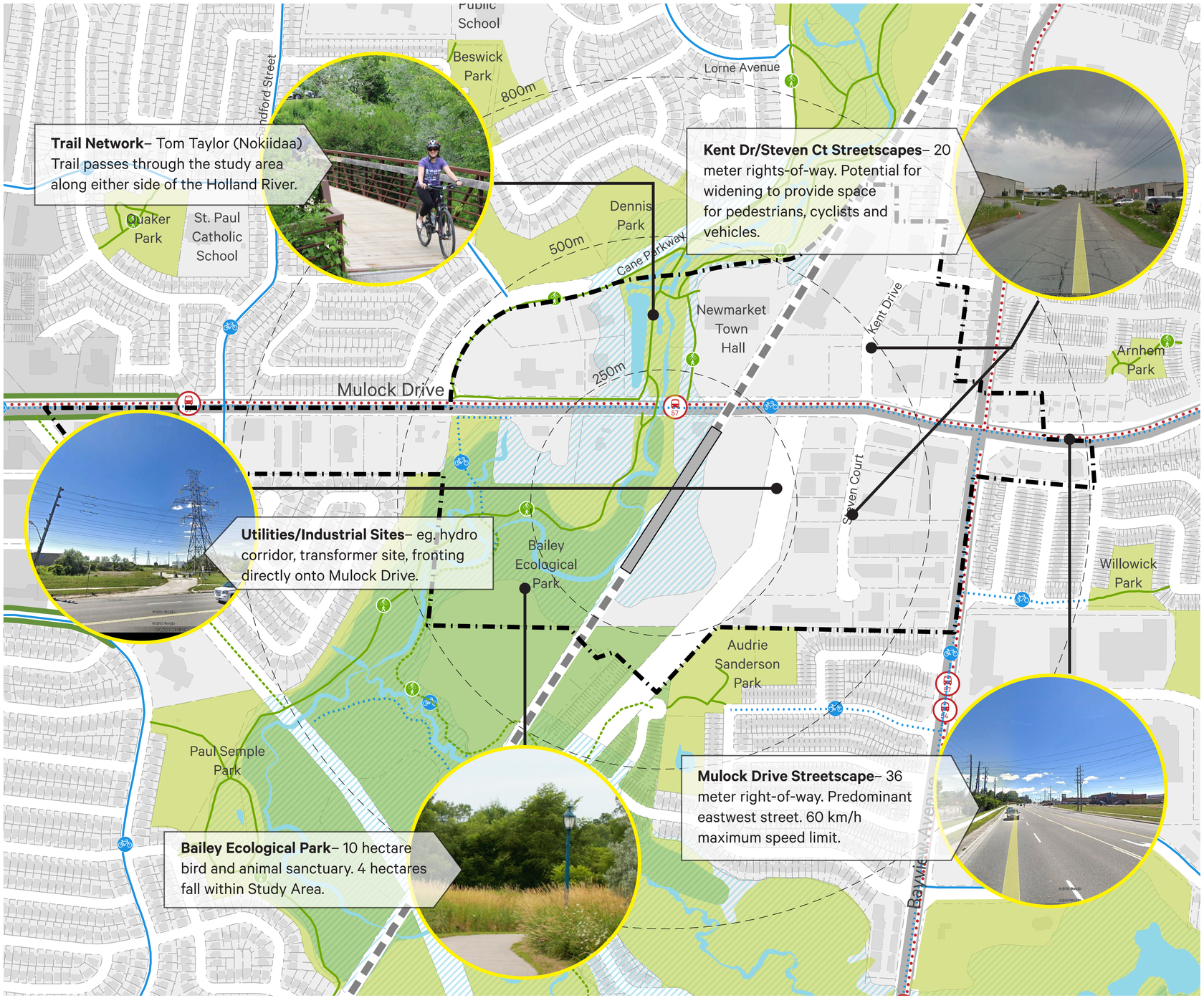
Mulock Station Area Secondary Plan

Parks, Open Space and Public Realm Existing Conditions



LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- Existing Bike Paths
- Planned Bike Paths (Region/Municipality)
- Existing Trails
- Planned Trail (Region/Municipality)
- Bus
- GO Rail Corridor

Parks & Trails

Within and surrounding the Study Area, there are several public parks that support the surrounding stable residential neighbourhoods, including Dennis Park and Audrie Sanderson Park. These public parks range in use from passive open green spaces, to playgrounds, to sports fields. The Tom Taylor Trail runs directly through the Study Area from the southeast to the north.

Streetscapes

The main streetscapes that define the study area are Mulock Drive, Kent Drive and Steven Court. There is opportunity through the Secondary Plan to improve the streetscapes to increase connectivity and provide space for pedestrians, cyclists and vehicles.

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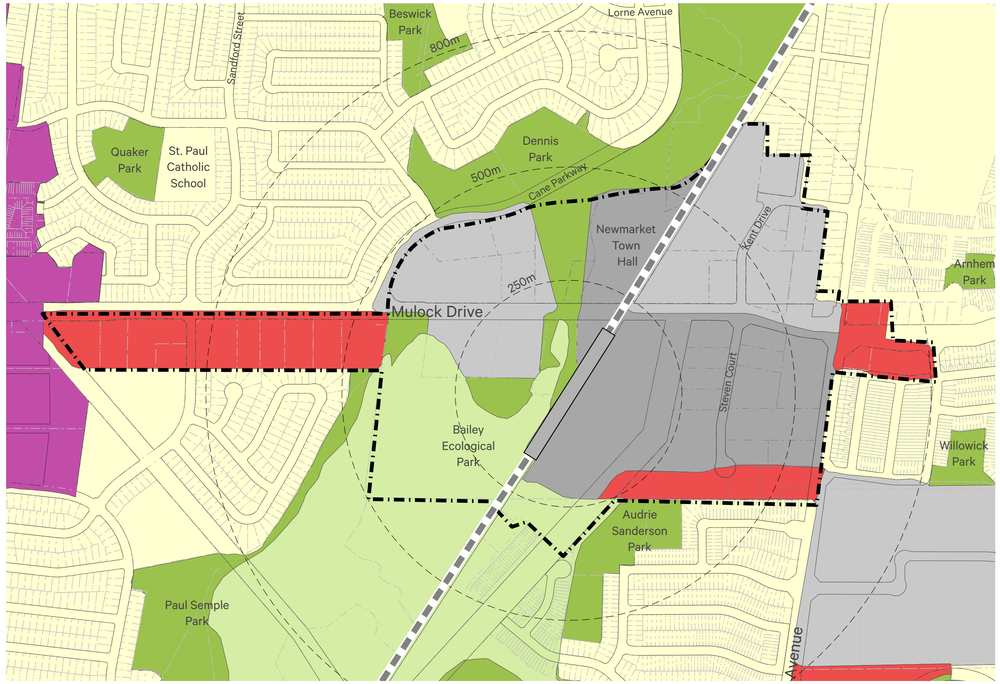
Mulock Station Area Secondary Plan

Land Use and Built Form Existing Conditions

Official Plan Land Use Designations



LEGEND

- Study Area Boundary
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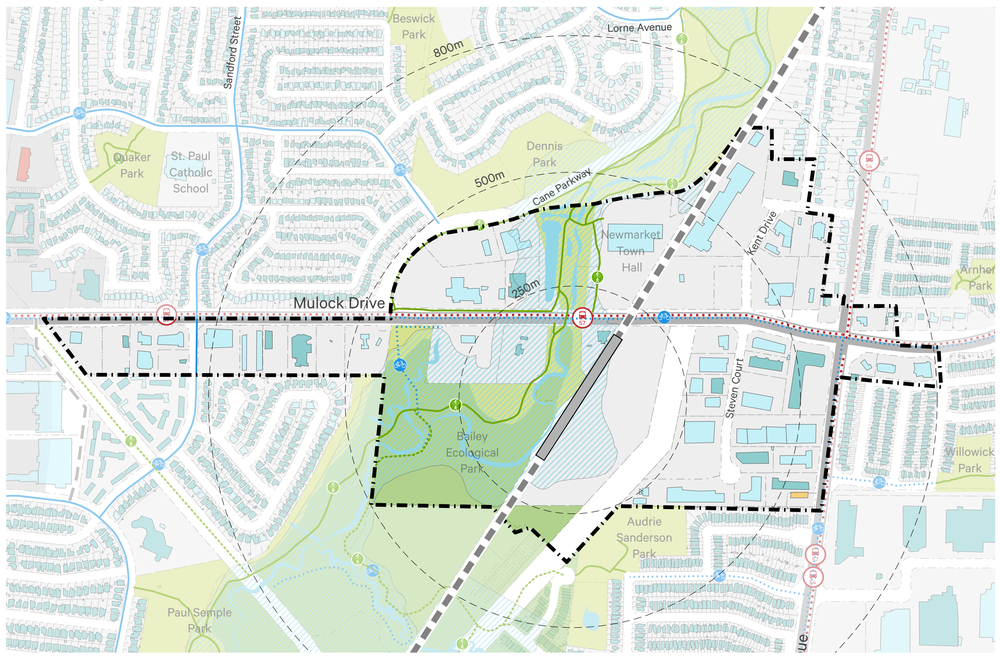
- GO Rail Corridor

LAND USE DESIGNATIONS

- Natural Heritage System
- Stable Residential
- Emerging Residential
- Business Park - General Employment
- Business Park- Mixed Employment
- Commercial
- Newmarket Urban Centre SP

Existing Built Form



LEGEND

- Study Area Boundary
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EXISTING BUILT FORM

- 1 Storey
- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys +

Town of Newmarket Official Plan (2006)

- The Town of Newmarket Official Plan (2006) manages and directs physical change within the Town of Newmarket to increase quality of life. Redevelopment, infill, and intensification are a key focus of the Official Plan's growth management strategy. The Official Plan is structured around seven core goals, two of which are directly related to the purpose of this study.
- The first of these two goals, Encourage Growth in Support of a Sustainable Community, encourages the development of complete communities that provide opportunities to live and work. The second of these two goals, Develop Sustainable Transportation Improvements, calls for land use changes around potential station areas in order to provide the necessary support to make transit systems viable.
- The land uses within the study area include Business Park - General/ Mixed Exployment, Commercial, and Natural Heritage System.
- Surrounding the study area, land use designations include Stable Residential and the Newmarket Urban Centre Secondary Plan (SP).

Existing Built Form

- The buildings within the study are predominantly low-rise.
- The majority of the buildings are single storey, with a small group of two-storey and one three-storey building located in the southeast corner. The adjacent residential areas consist of largely two-storey single residential homes.
- The adjacent commercial/employment buildings are generally 1 storey in height.

Mulock Station Area Secondary Plan

Natural Environment Existing Conditions and Preliminary Concept Assessment

LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- Existing Bike Paths
- Planned Bike Paths (Region/Municipality)
- Existing Trails
- Planned Trails (Region/Municipality)
- Bus
- GO Rail Corridor

The natural heritage existing conditions study reviewed background information and development policy framework, and identified natural heritage features of the Bailey Ecological Park such as woodlots and wetlands. The Holland River East Branch is the most prominent natural heritage feature. Natural features in the study area contain a diversity of vegetation communities including marsh, forest, meadow and open water, as well as a variety of potential terrestrial and aquatic habitats. Although no new park and open space areas are proposed, these existing land uses are to be preserved in the Preliminary Concept, with new connections and trails.

Future study is recommended to further refine natural feature boundaries and determine the presence of potentially sensitive species and their habitats. Recommendations include enhancement of natural features through restoration, replacement of individual trees removed as a result of development, and expansion of parks and open space connections.

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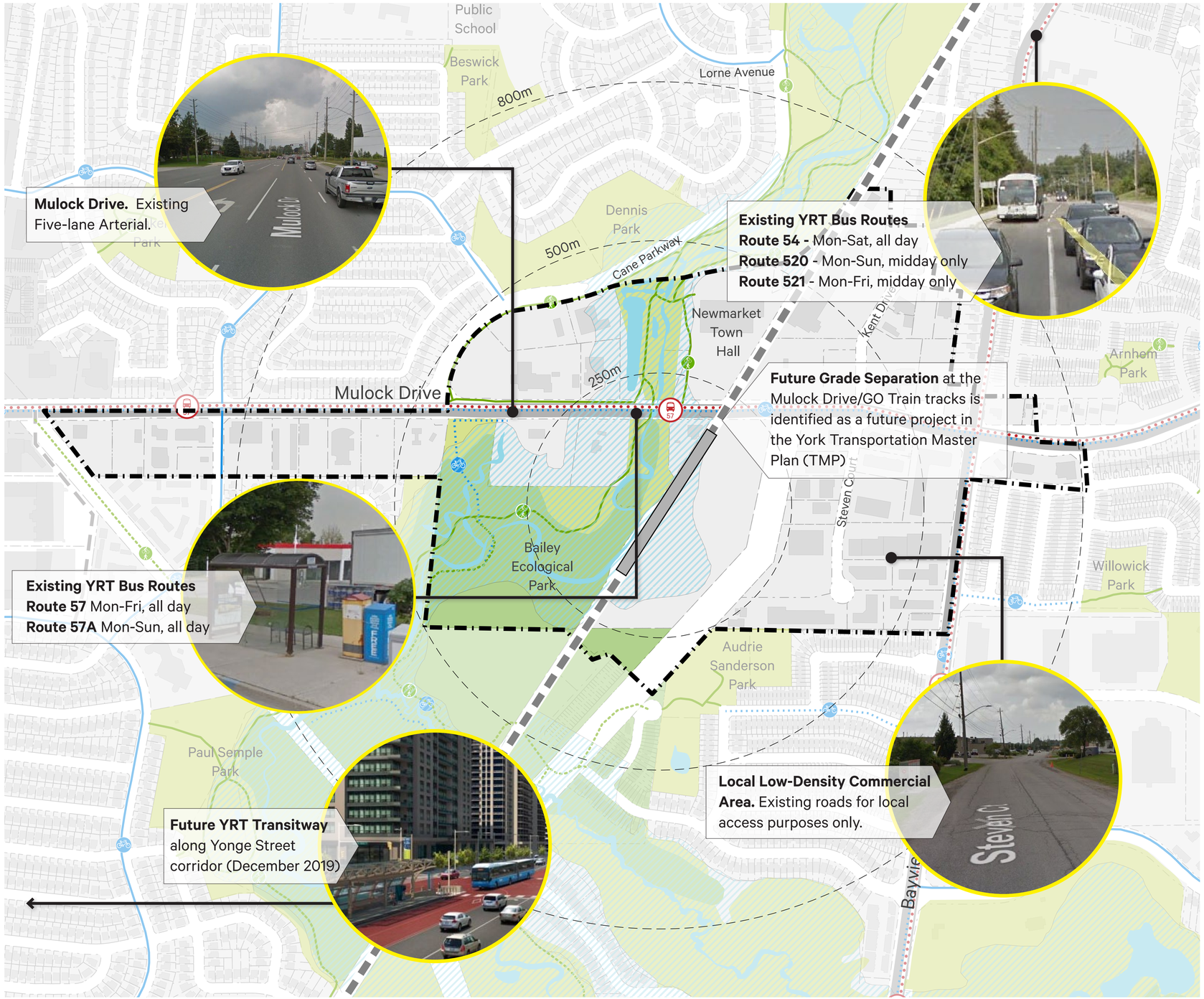
Mulock Station Area Secondary Plan

Transportation Network Existing Conditions



LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- Existing Bike Facility
- Planned Bike Facility (York Region TMP)
- Existing Trails
- Planned Trails (York Region TMP)
- Bus
- GO Rail Corridor

Active Transportation:

- There are planned future physically separated (e.g. cycle tracks, raised bike lanes, etc.) bike facilities along Mulock Dr. and dedicated (e.g. bike lanes) bike facilities along Bayview Ave.

Public Transit:

- All YRT routes in the study area are planned to have increased service in the future.

Vehicular Traffic:

- Most of the Mulock Dr intersections in the Study Area are congested (i.e. nearing or already at capacity of the roadway) today in the AM and PM peak periods. Even without any new development, traffic along Mulock Dr and at these intersections is expected to increase in the future with background growth alone.

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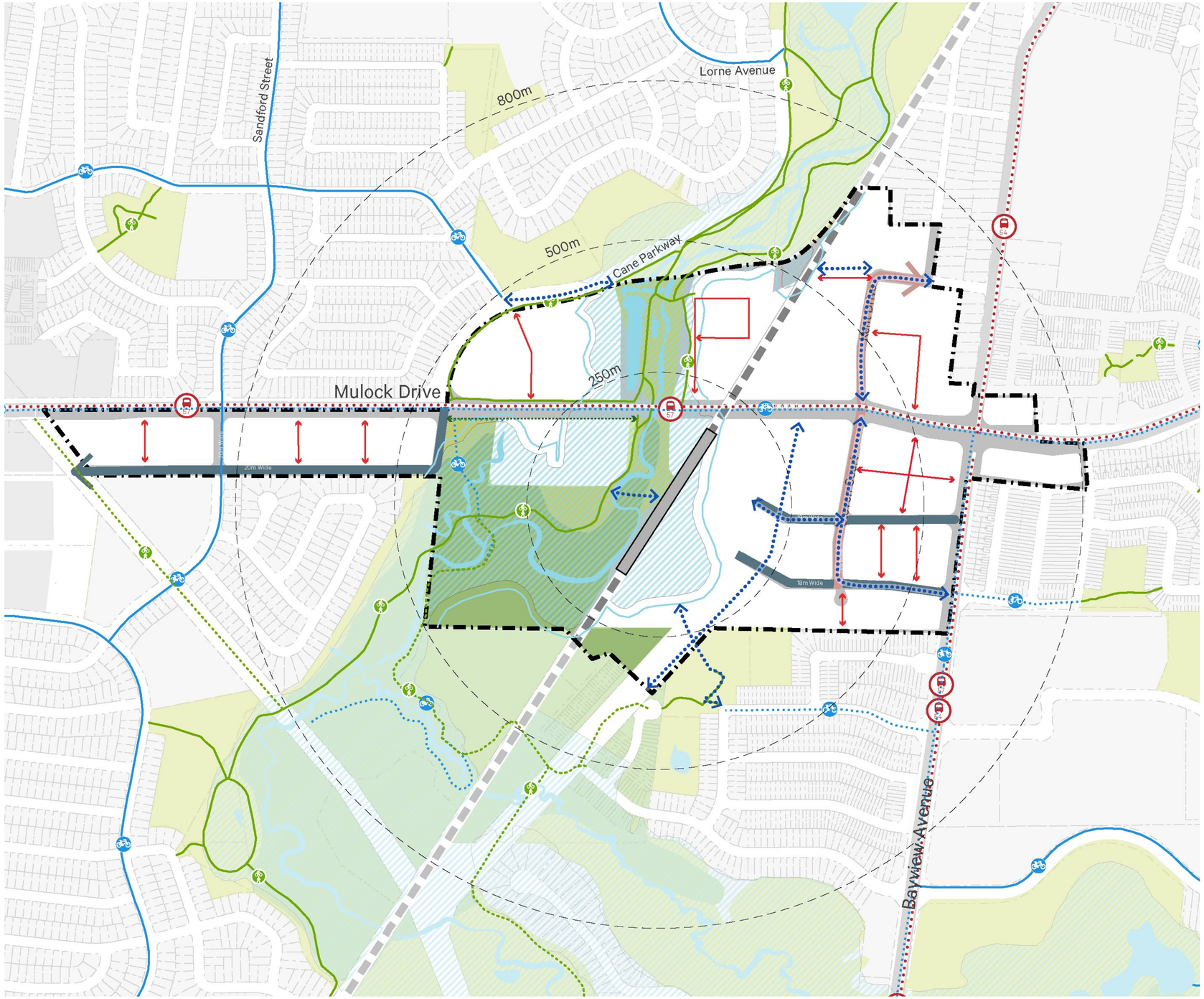
Mulock Station Area Secondary Plan

Transportation Preliminary Concept Assessment



LEGEND

- Study Area Boundary
- Property Lines
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- Existing Bike Paths
- Planned Bike Paths (Region/Municipality)
- Existing Trails
- Planned Trails (Region/Municipality)
- Bus
- GO Rail Corridor

PROPOSED TRANSPORTATION NETWORK

- Proposed Streets
- Proposed Street Widening
- Proposed Multi-Use Path
- Proposed Fine-Grain Connection

- Any development would generate more vehicular traffic. Road network is already at or nearing capacity today. Traffic on the network will increase in the future with background growth alone.

- The Preliminary Concept promotes sustainable transportation modes for the development, which can help reduce some congestion; enables multi-modal travel for all travelers throughout the area; provides connections for pedestrians and cyclists; provides multiple points of access to the GO Station for all modes; provides new active transportation connections to parks and open spaces; and minimizes traffic impacts to the neighboring communities.

- Traffic protection/ safety devices at crossing of GO Train tracks/ Mulock Dr should be reviewed, given increased pedestrian and cycling activity and the potential for longer traffic queues.

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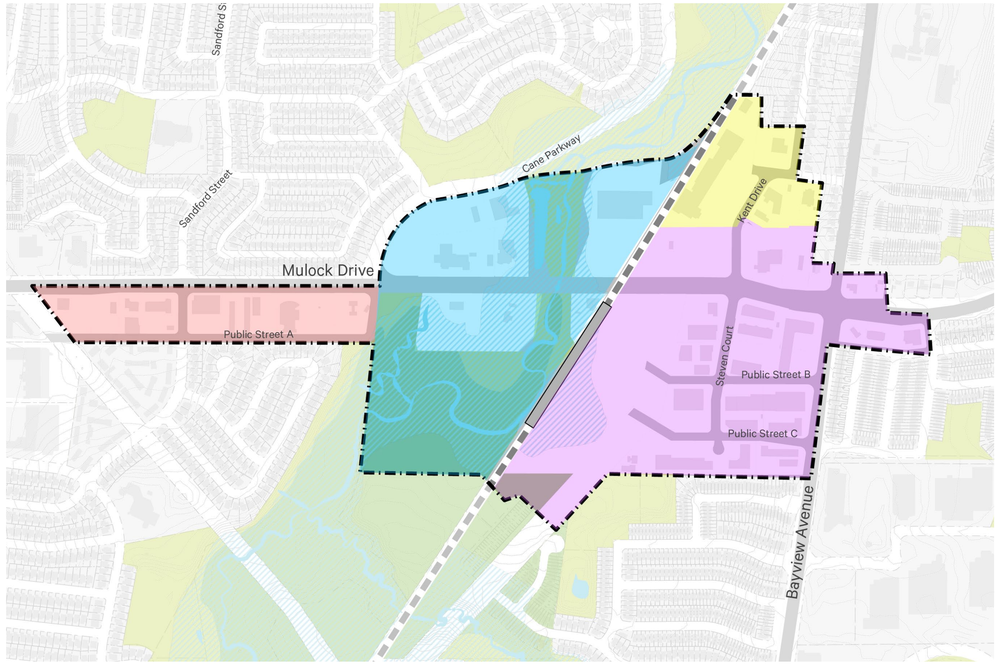
Mulock Station Area Secondary Plan

Secondary Plan Concept – Character Areas and New Streets

Character Areas



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Existing Parks and Open Space
- Floodplain
- GO Rail Corridor

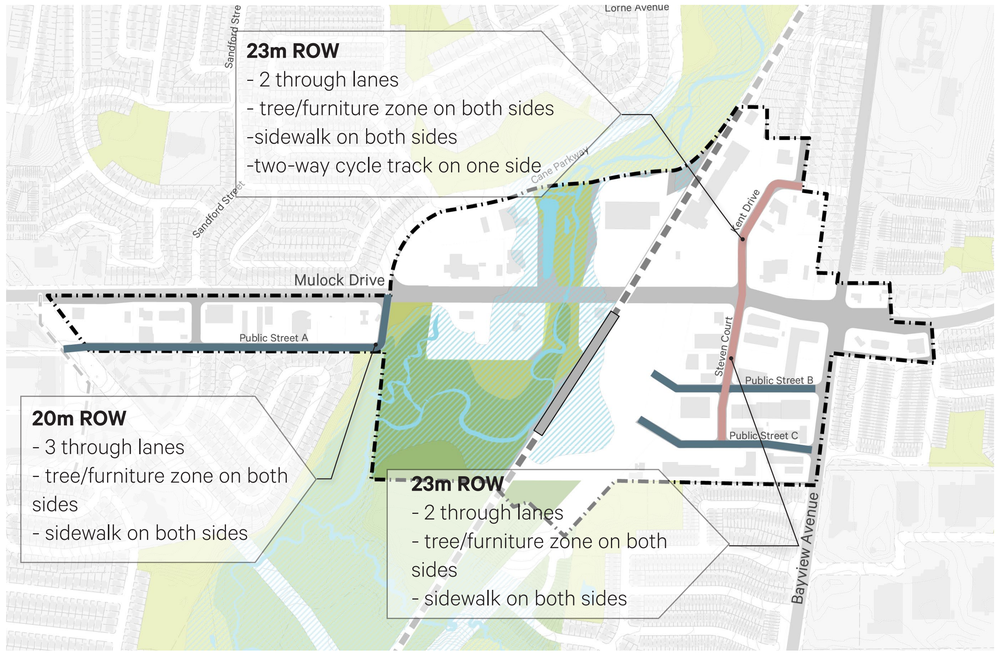
PROPOSED CHARACTER AREAS

- Mixed Use Core
- Residential Neighbourhood
- East Hoiland River Valley
- Mixed Use Corridor

Emerging Policy Directions

- **Mixed Use Core** as the heart of new community with greatest mix of uses, highest densities and generous public realm
- **Mixed Use Corridor** as a connector between Core and Urban Centre with residential uses in multi-storey buildings and retail/ services at grade
- **East Holland River Valley** as a generally stable area where visual and physical connection to the river valley landscape will be maximized
- **Residential Neighbourhood** as an extension of existing neighbourhood with grade-related housing but with transition to transit-supportive densities

Proposed Streets



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Existing Parks and Open Space
- Floodplain
- GO Rail Corridor

PROPOSED NEW STREETS

- Proposed Streets
- Proposed Street Widening

Emerging Policy Directions

- Three new public streets (of which 1 is part of the station project) will provide additional routes for movement, access to the future GO station and frontages for development
- Kent Drive will be realigned and, with Steven Court, will be transformed into to multi-modal streets providing an important north-south route between the existing and future residential neighbourhoods and the Mixed Use Core
- New public streets will generally be conveyed as sites redevelop, with some new streets secured through acquisition

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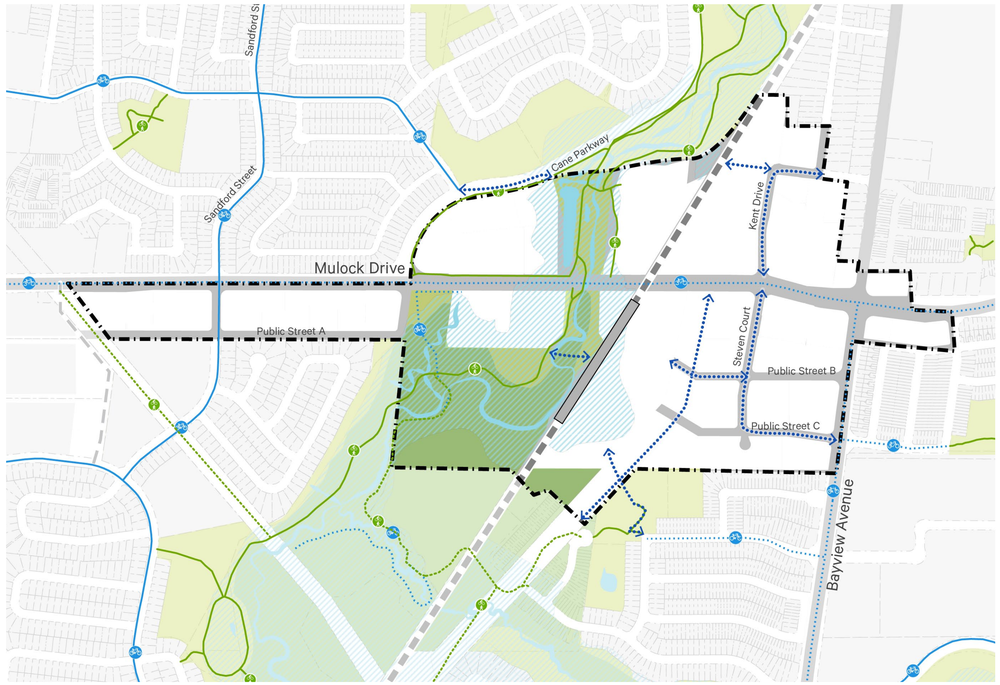
Mulock Station Area Secondary Plan

Secondary Plan Concept – Active Transportation and Public Realm

Proposed Active Transportation



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Existing Parks and Open Space
- Floodplain
- GO Rail Corridor
- Existing Bike Paths
- Planned Bike Paths (Official Plan)
- Existing Trails
- Planned Trails (Official Plan)

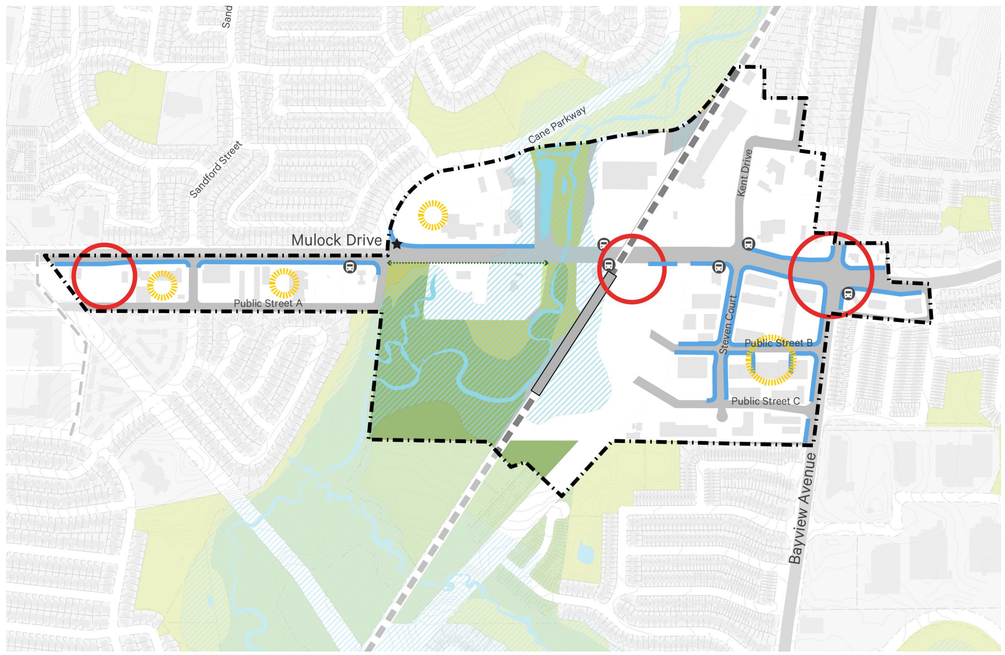
PROPOSED ACTIVE TRANSPORTATION

- Proposed Cycling Infrastructure

Emerging Policy Directions

- All new public streets will be designed to prioritize pedestrian safety, comfort and accessibility
- Existing public streets and intersections will improved to ensure pedestrian safety, comfort and accessibility
- New cycling facilities (on-street and off-street) will provide connections to existing and planned cycling network
- They will also provide multiple points of access to future GO station from existing neighbourhoods, future development and open spaces

Proposed Public Realm



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- GO Rail Corridor
- York Regional Transit Stop

PROPOSED PUBLIC REALM

- Gateway Opportunity
- Public Park Opportunity
- Cycle Route
- Active Frontage

Emerging Policy Directions

- Gateways to provide sense of arrival through building siting, massing, scale and streetscape treatment
- New private open space throughout the Study Area to provide amenity to new residential uses, with a new public park in the Mixed Use Core to provide respite within higher density area
- Active frontages (e.g. street-oriented retail, ground-related units) should be prioritized on Mulock, Bayview and Steven Court
- Fine grain connections should be provided within larger blocks/ parcels to provide site access and permeability

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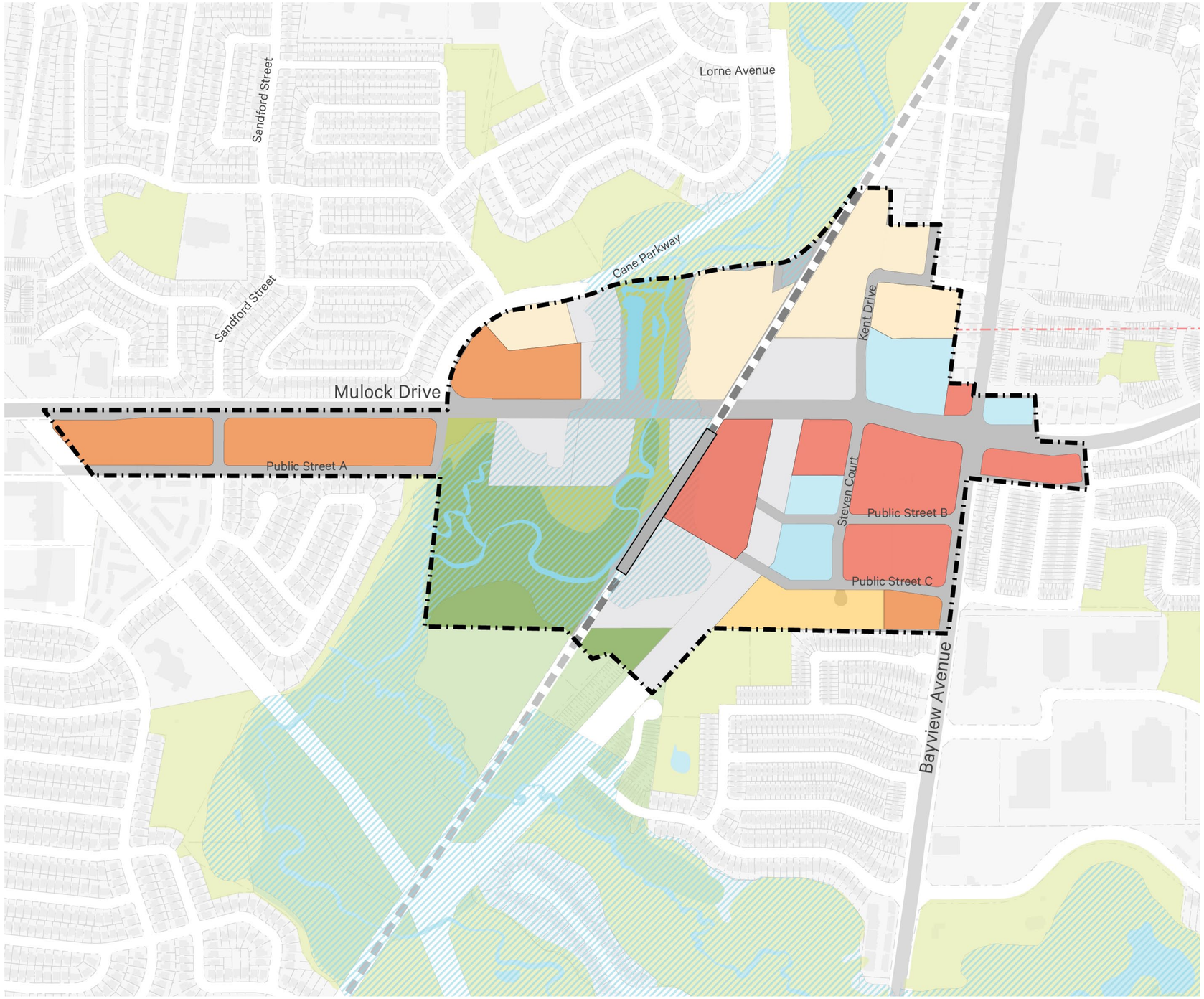
Mulock Station Area Secondary Plan

Secondary Plan Concept – Proposed Land Use



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Existing Parks and Open Space
- Floodplain
- GO Rail Corridor

Land Use Designations

- Mixed Use A
- Mixed Use B
- Mixed Use C
- Station Area Residential
- Office
- Stable Sites

Emerging Policy Directions

- Provide for a mix of uses throughout the Study Area while maintaining employment through dedicated sites for office use
- Three categories of mixed use with different requirements for retail and office space as proportion of overall GFA
- Office-only uses to provide employment in close proximity to future GO station
- Provide residential-only uses to provide transition to residential neighbourhoods to the north
- Provide permissions and/or density bonusing incentives to maintain social services presence

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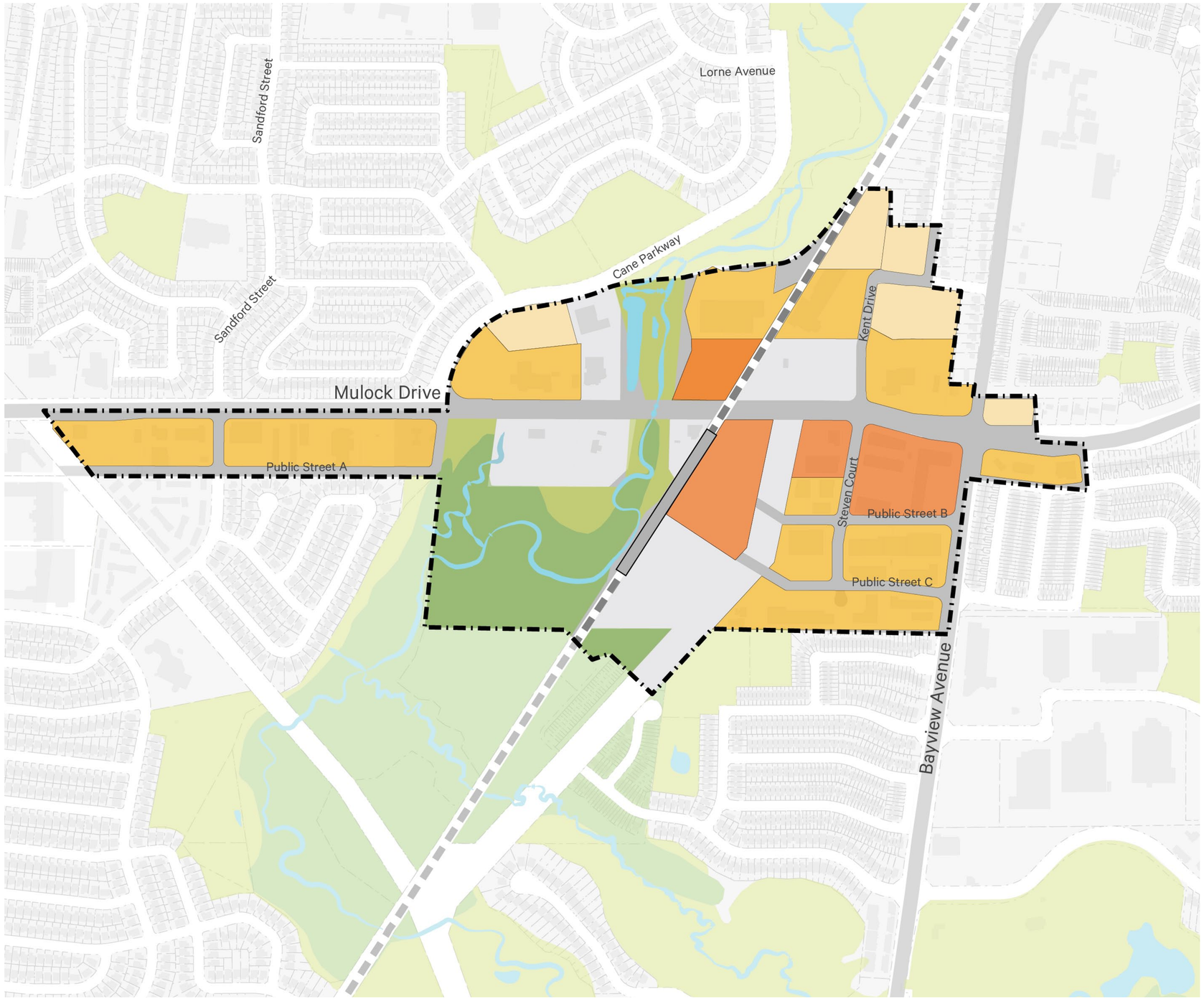
Mulock Station Area Secondary Plan

Secondary Plan Concept – Proposed Density



LEGEND

- Mulock GO Station Area Boundary
- Property Lines
- Existing Buildings
- Mulock GO Station Conceptual Platform Location
- Waterbody
- Natural Heritage System
- Existing Parks and Open Space
- GO Rail Corridor

Proposed Density

- Low Density
- Medium Density
- Medium-High Density

Density Designation	Minimum FSI	Maximum FSI
Low Density	0.75	1.25
Medium Density	1.25	1.75
Medium-High Density	2	2.5

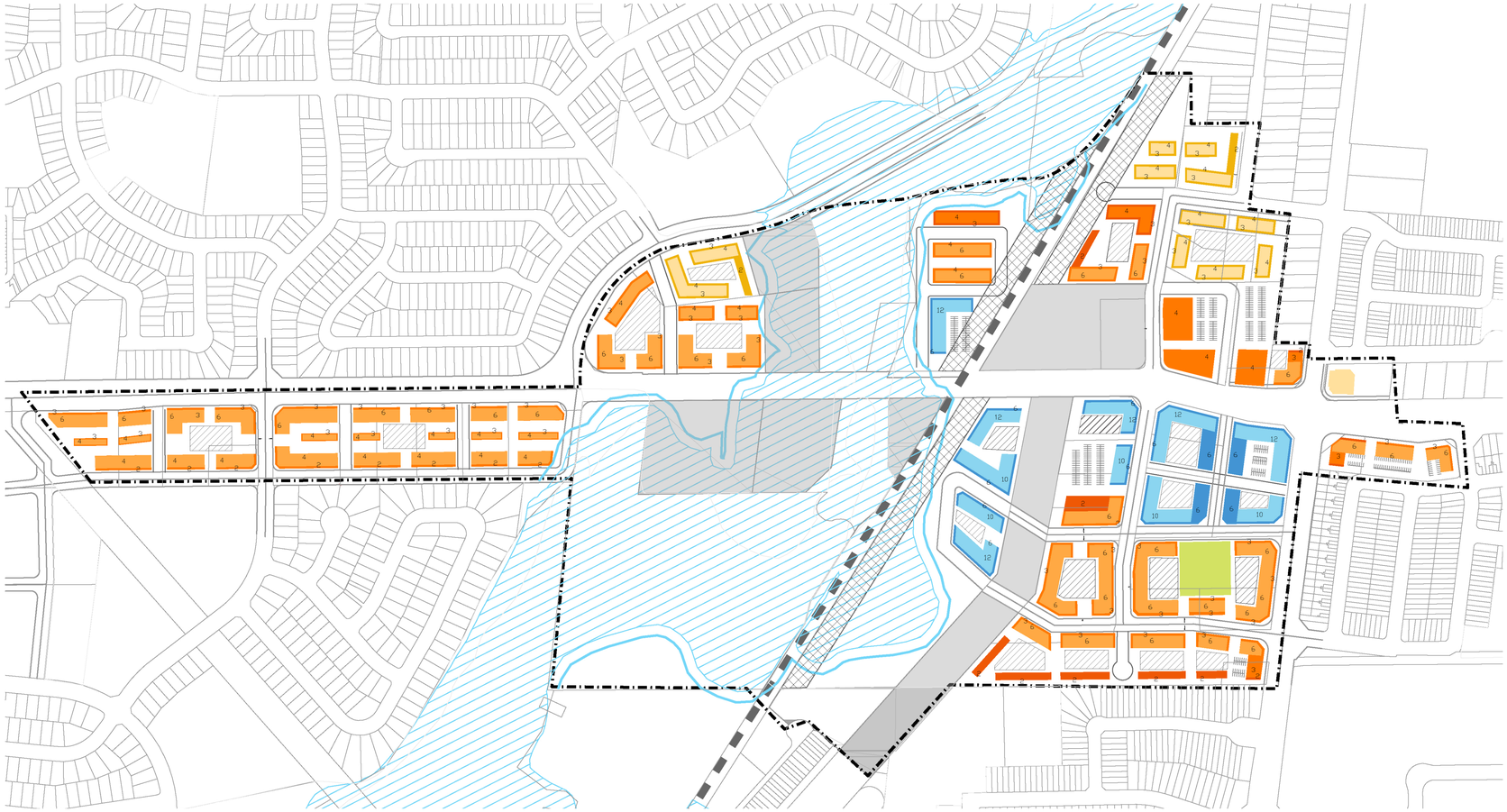
Density Category	Minimum Height	Maximum Height
Low Density	2 Storeys	4 storeys
Medium Density	3 storeys	6 storeys
Medium-High Density	4 storeys	12 storeys

Emerging Policy Directions

- Achieve a minimum of 150 people and jobs within the future major transit station area and within the Study Area as a whole
- Set minimum and maximum density (FSI) to achieve overall density target

Mulock Station Area Secondary Plan

Secondary Plan Concept – 2D Demonstration Plan



LEGEND

- Study Area Boundary
- Floodplain
- GO Rail Corridor
- Railway Setback (30m)
- Privately-Owned Publicly Accessible Open Space (POPS) / Surface Parking
- Low Rise (Up to 4 Storeys)
- Mid-Rise (Up to 6 Storeys)
- Taller Mid-Rise (Up to 12 Storeys)
- Park Space

Emerging Policy Directions

- Set minimum and maximum heights to achieve density targets and provide transition and appropriately scaled buildings
- Low Density 2 to 4 storeys
- Medium Density 3 to 6 storeys
- Medium-High Density 4 to 12 storeys
- Provide minimum setbacks, stepbacks and angular planes to provide separation between buildings, consistent streetwall height, and transition to lower-scaled areas

Low-Rise (Up to 4 Storeys)

Mid-Rise (Up to 6 Storeys)

Taller Mid-Rise (Up to 12 Storeys)

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Mulock Station Area Secondary Plan

Secondary Plan Concept – 3D Demonstration

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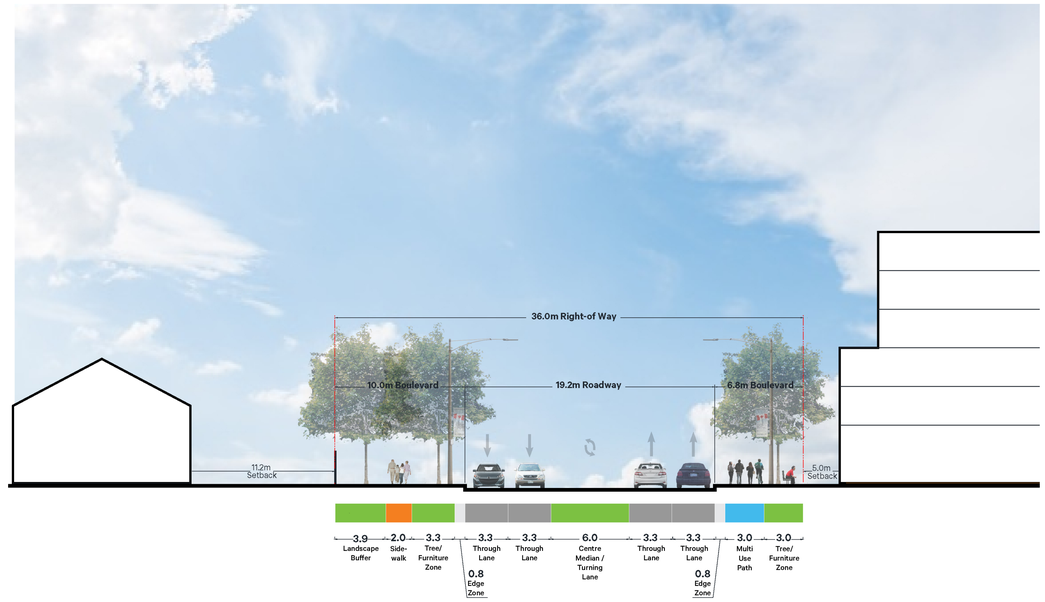
Mulock Station Area Secondary Plan

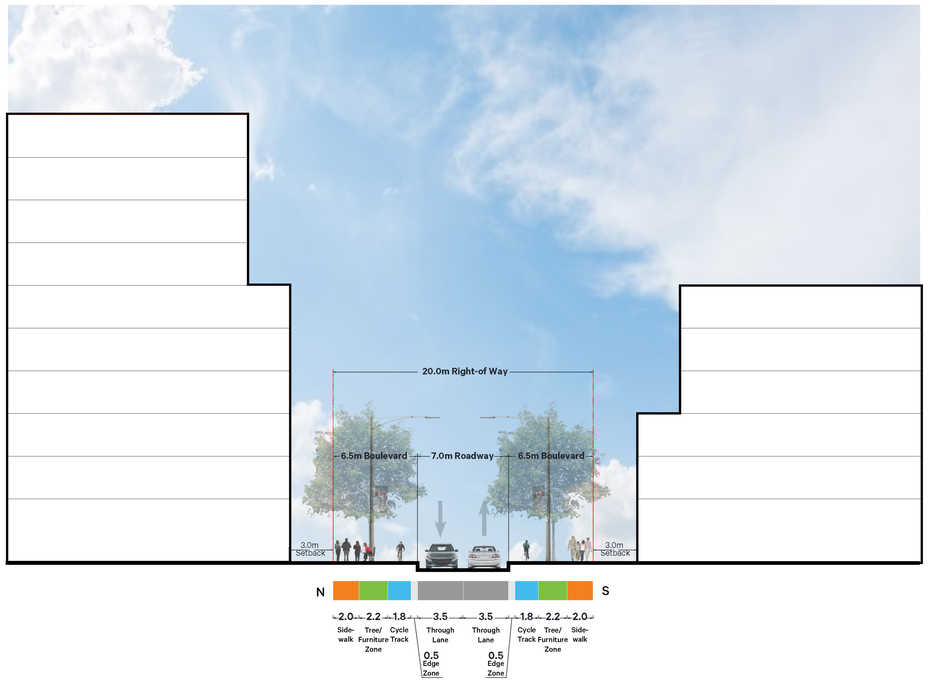
Cross Sections

Steven Court / Kent Drive

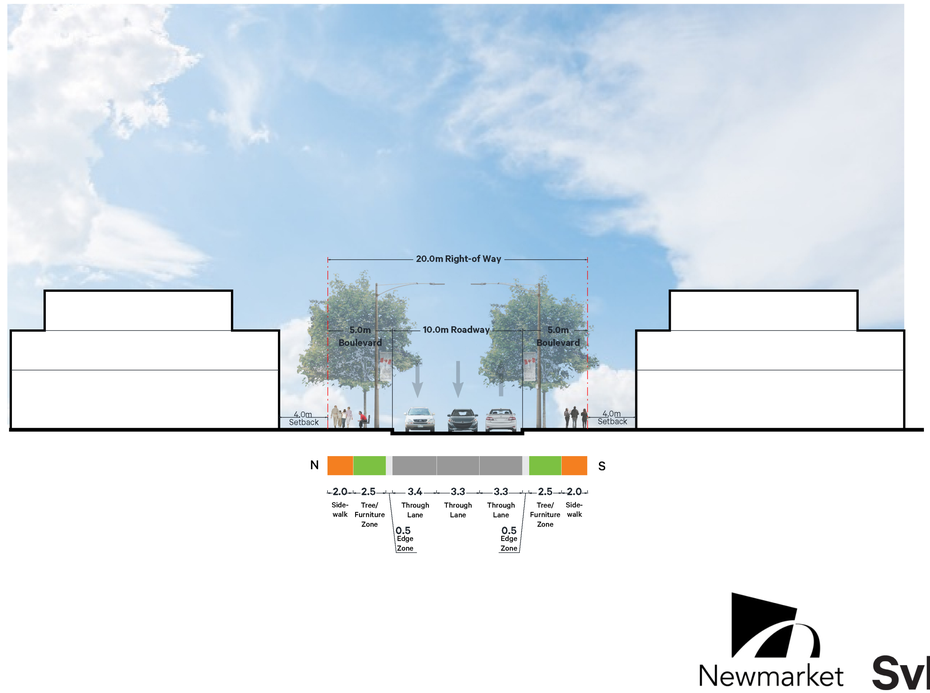
Mulock Drive



Public Street B/C



Public Street A



Mulock Station Area Secondary Plan

Potential Phasing Options

Being a Transit-Oriented Secondary Plan, options are being assessed to ensure that development occurs in a phased manner, using the presence of the Mulock GO Station as the main threshold.

Option 1: Vertical Phasing

Pre-GO Station Construction: New buildings will be limited to the minimum building heights/densities shown on the Density Plan, plus a nominal percentage to be determined.

Post-GO Station Construction: All buildings within the Secondary Plan area can be constructed up to the maximum building heights/densities shown on the Density Plan.

Option 2: Horizontal Phasing

Pre-GO Station Construction: Some properties (e.g. on the periphery of the Plan or those properties subject to Regional Employment Conversions) will be limited to either:

a) the permitted building heights/densities that currently exist; or
b) the minimum building heights/densities shown on the Density Plan, plus a nominal percentage to be determined.

Post-GO Station Construction: All buildings within the Secondary Plan area can be constructed up to the maximum building heights/densities shown on the Density Plan.

Other options may also be considered as the project moves forward.

Mulock Station Area Secondary Plan

Interim Development

	Small-Scale Interim Development	Large-Scale Interim Development
Definition	• Proposed developments that will not achieve the minimum heights and densities at build-out as identified in the Secondary Plan • May be in the form of an addition to existing building, increased height or stand-alone new building(s)	• Propose developments that will achieve the height and density identified in the Secondary Plan • Proposed increase of total gross ground floor area is more than 10% • Proposed development can be phased over time • May be in the form of an addition to existing building, increased height or stand-alone new building(s)
Criteria	• Amendment to the Secondary Plan is not required, provided: a. The increase in total gross ground floor area is less than 10%; b. The interim development is not intended to be long-term and is considered appropriate over the short to medium term; c. The interim development does not preclude the long-term re- development of the site as envisioned by this Plan; d. The interim development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form; e. The street network and pedestrian mews connections envisioned in the Secondary Plan re not compromised or precluded; and f. The interim development does not include residential uses or underground parking structures.	• Require to submit a Built-out Demonstration Plan that shows the development will be consistent with the policies of the Secondary Plan and how the development will be phased over time