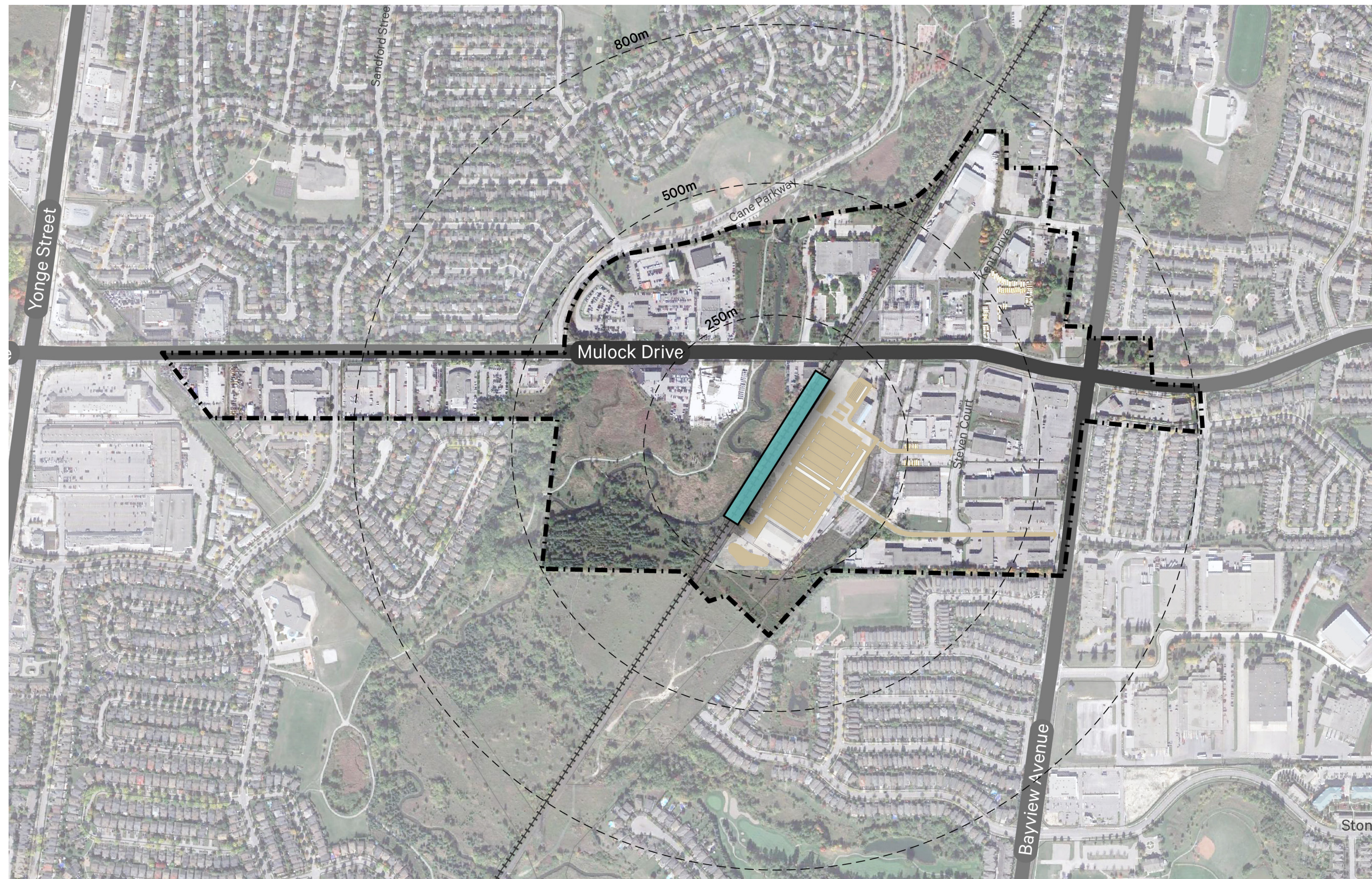


# Mulock GO Station Area Secondary Plan

## Study Area, Purpose and Process

### Study Area



### Study Purpose

The purpose of the Mulock GO 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





# Mulock GO Station Area Secondary Plan

## Drivers of Change



### 1 Metrolinx Station Design Process

In 2017, a station concept plan for the new Mulock GO was prepared by Metrolinx as a complement to their Initial Business Case (IBC) for the Barrie corridor. The concept includes a main station facility situated on the Metrolinx rail corridor south of Mulock Drive. The draft concept indicates opportunity for multi-modal access and connection to the surrounding parks, mobility network and greater community. The station design features a kiss and ride, bus pick-up/drop-off and surface parking, as well as a stormwater treatment facility, landscaped areas and improved sidewalks.



### 2 Growth Plan 2017

In setting out a vision to manage growth, the Growth Plan for the Greater Golden Horseshoe (2017) focuses on the relationship between transit investment and the intensification of lands within already built-up areas. The Growth Plan identifies a number of Strategic Growth Areas towards which intensification is to be directed, including Major Transit Station Areas (MTSAs). These MTSAs are a significant focus of the Plan in terms of their ability to accommodate growth within the built-up areas of municipalities.



### 3 Opportunity to Transition from Solely Employment to a Mix of Uses

To align with the transit-supportive vision for Major Transit Station Areas in the Growth Plan, Town Council identified an opportunity to explore a greater mix of land uses within the station area as part of the Secondary Plan Study. The current Official Plan vision for the study area is for a mix of commercial uses and business park employment uses. This study will explore the potential for introducing a compatible mix of uses including residential uses within the Study Area.



# Mulock GO 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

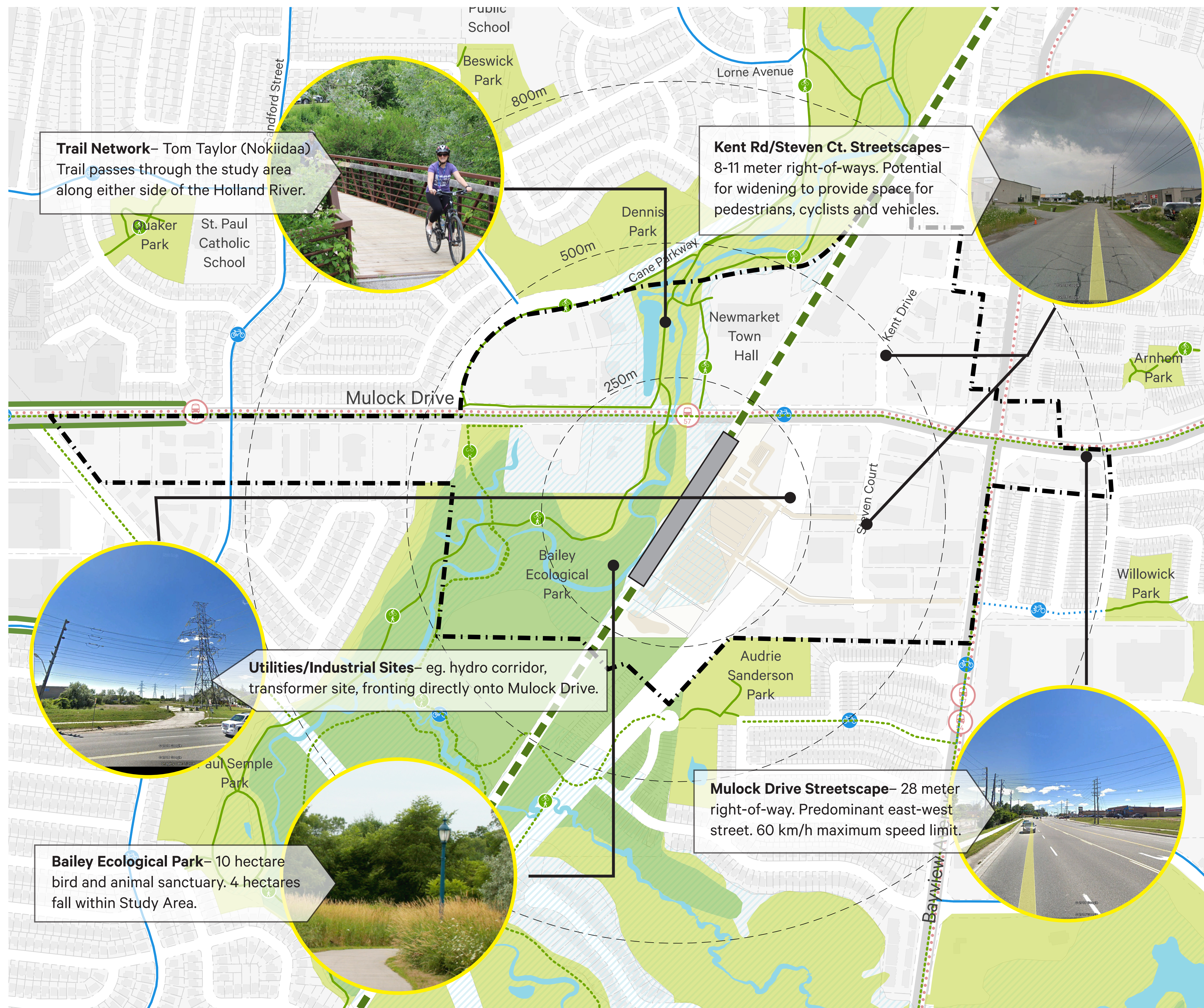
### Evaluation Framework

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



# Mulock GO Station Area Secondary Plan

## Parks, Open Space and Public Realm Existing Conditions



### LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- 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

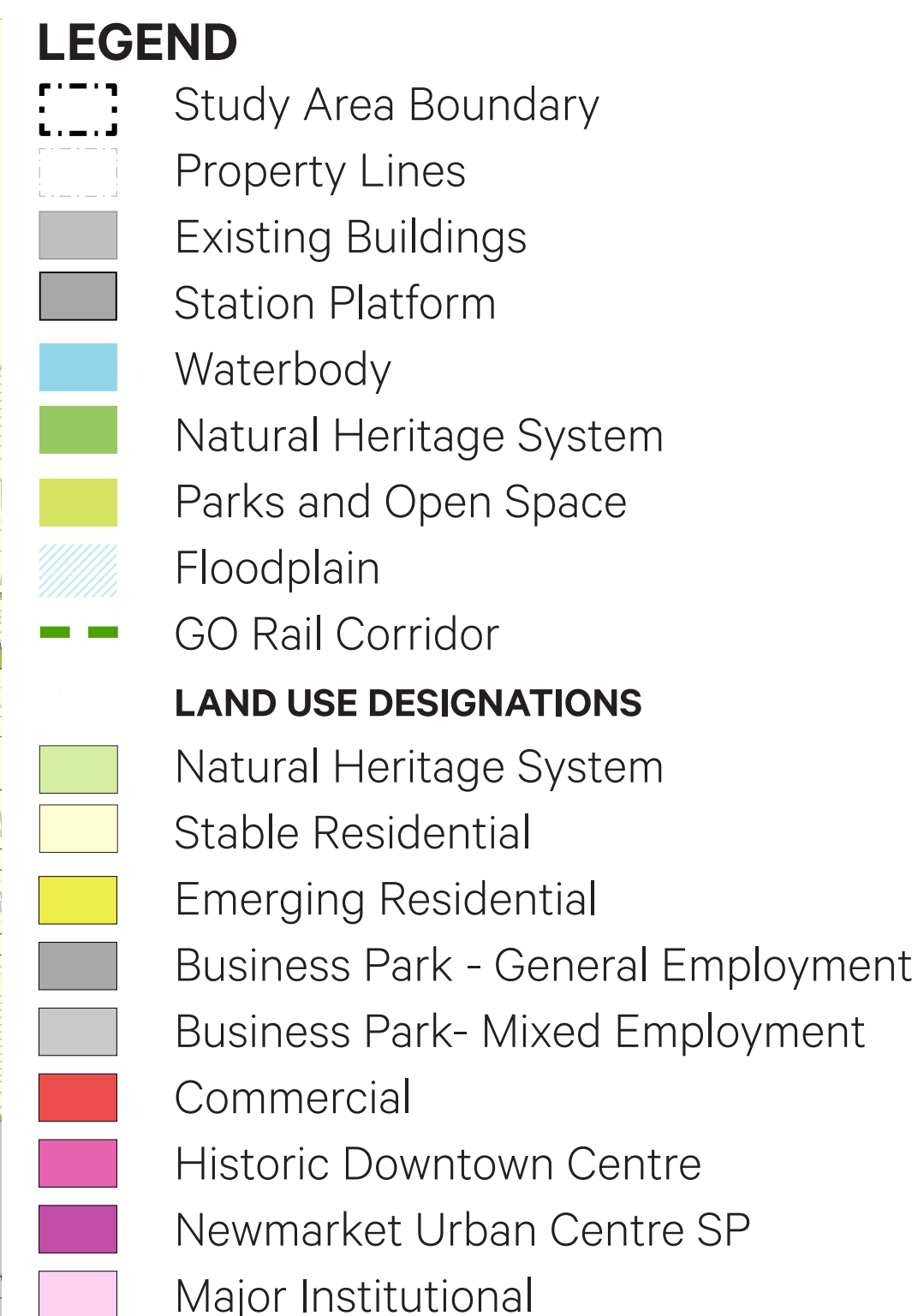
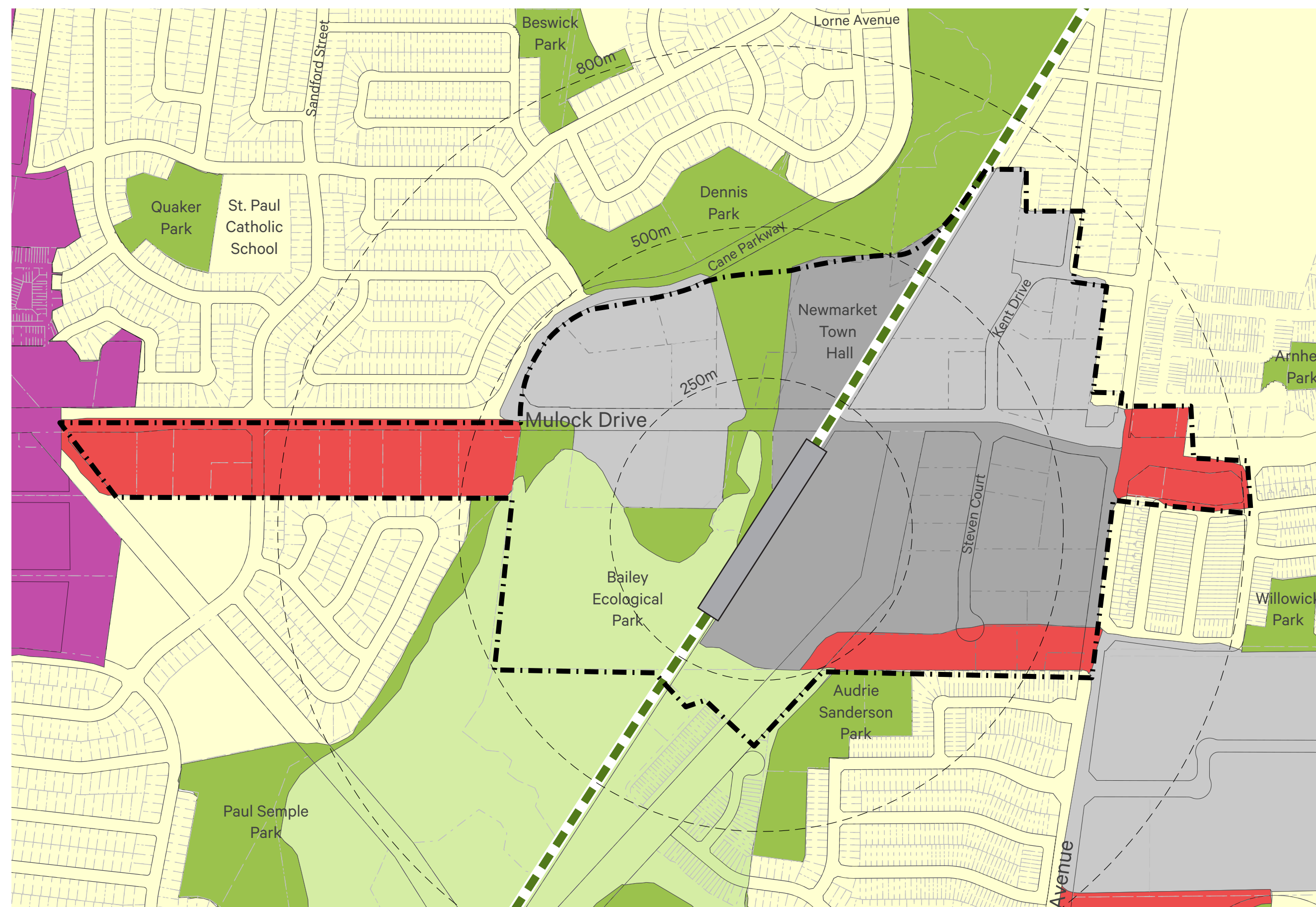
The main streetscapes that define the study area are Mulock Drive, Kent Drive and Steven Court. There is opportunity through the Secondary Plan to improve the streetscapes to increase connectivity and provide space for pedestrians, cyclists and vehicles.



# Mullock GO Station Area Secondary Plan

## Land Use and Built Form Existing Conditions

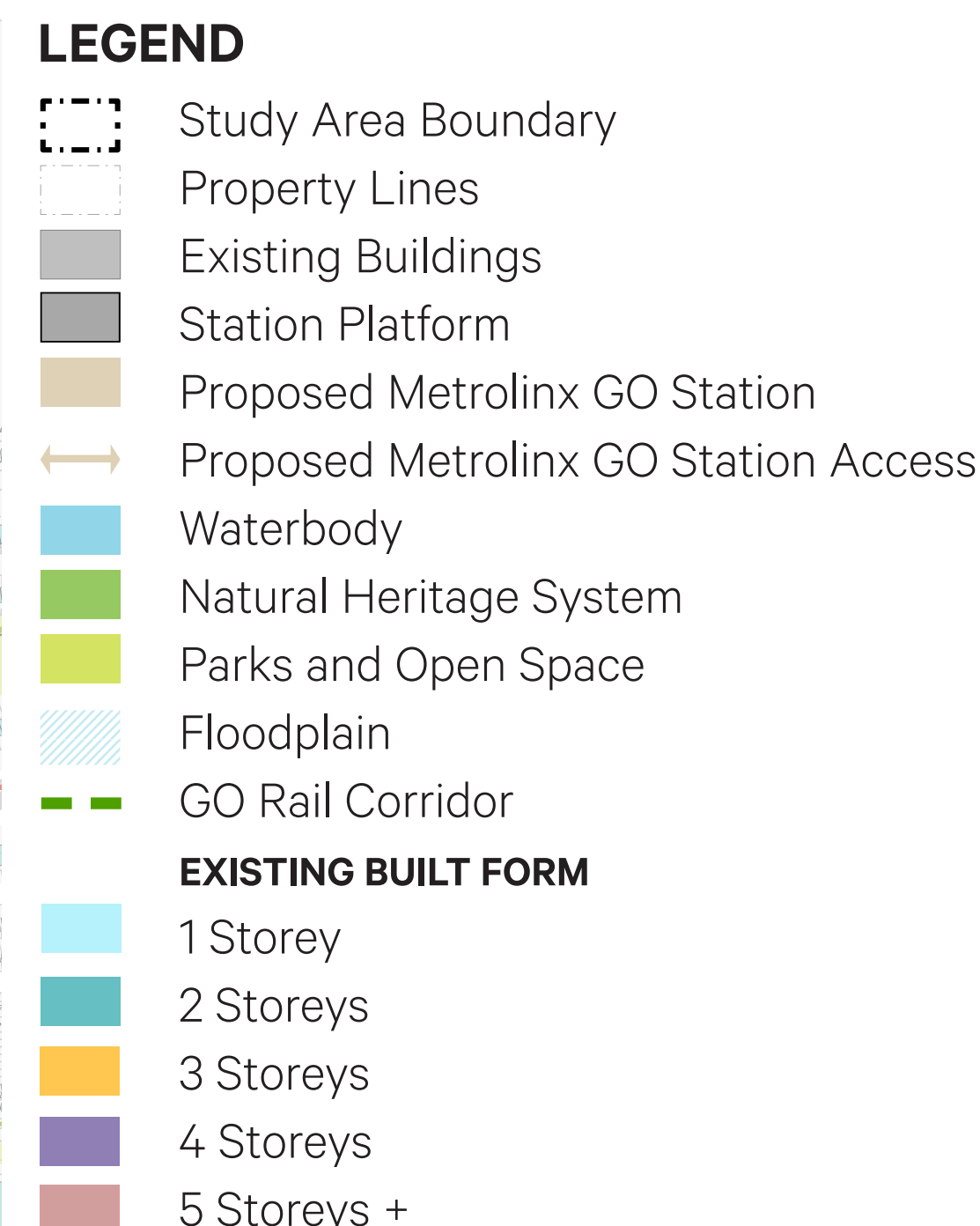
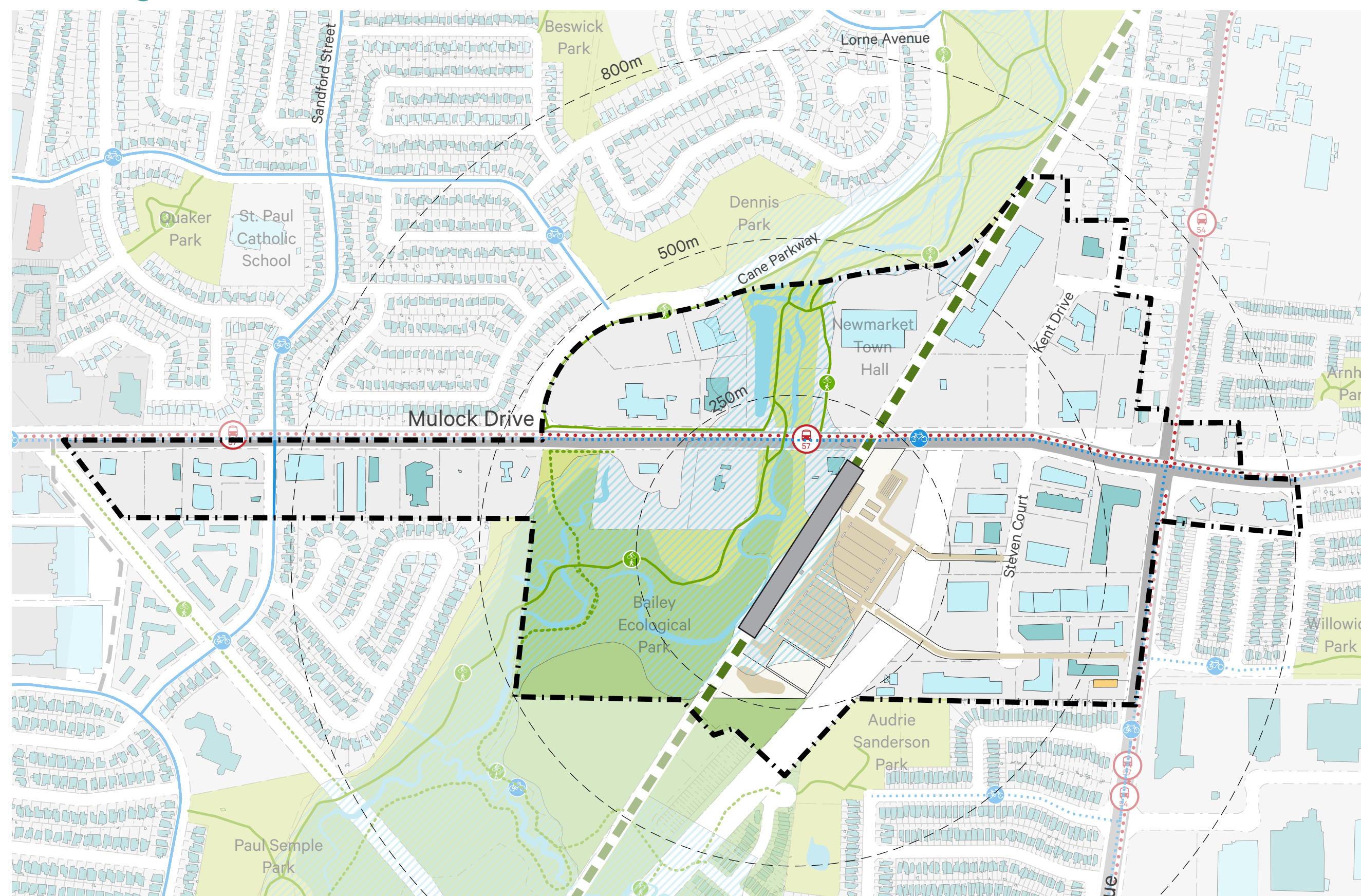
### Official Plan Land Use Designations



### 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 Employment, Commercial, and Natural Heritage System.
- Surrounding the study area, land use designations include Stable Residential, Emerging Residential, Historic Downtown Centre, Newmarket Urban Centre Secondary Plan (SP), and Major Institutional.

### Existing Built Form



### Existing Built Form

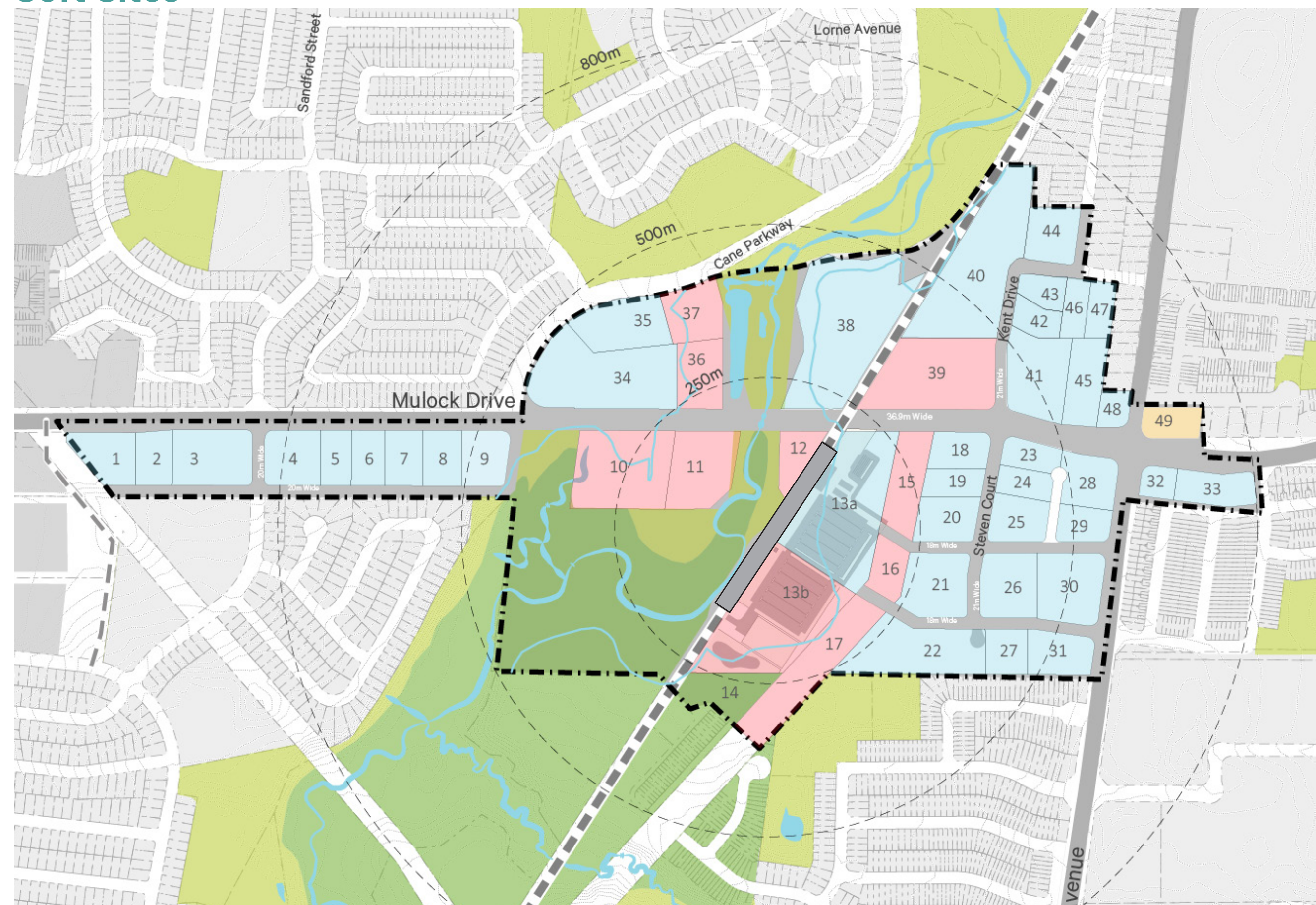
- The buildings within the study are predominantly low-rise.
- The majority of the buildings are a single storey, with a small group of two-storey and one three-storey building located in the southeast corner. The adjacent residential areas consist of largely 2-storey single residential homes.
- The adjacent commercial/employment buildings are generally 1 storey in height.



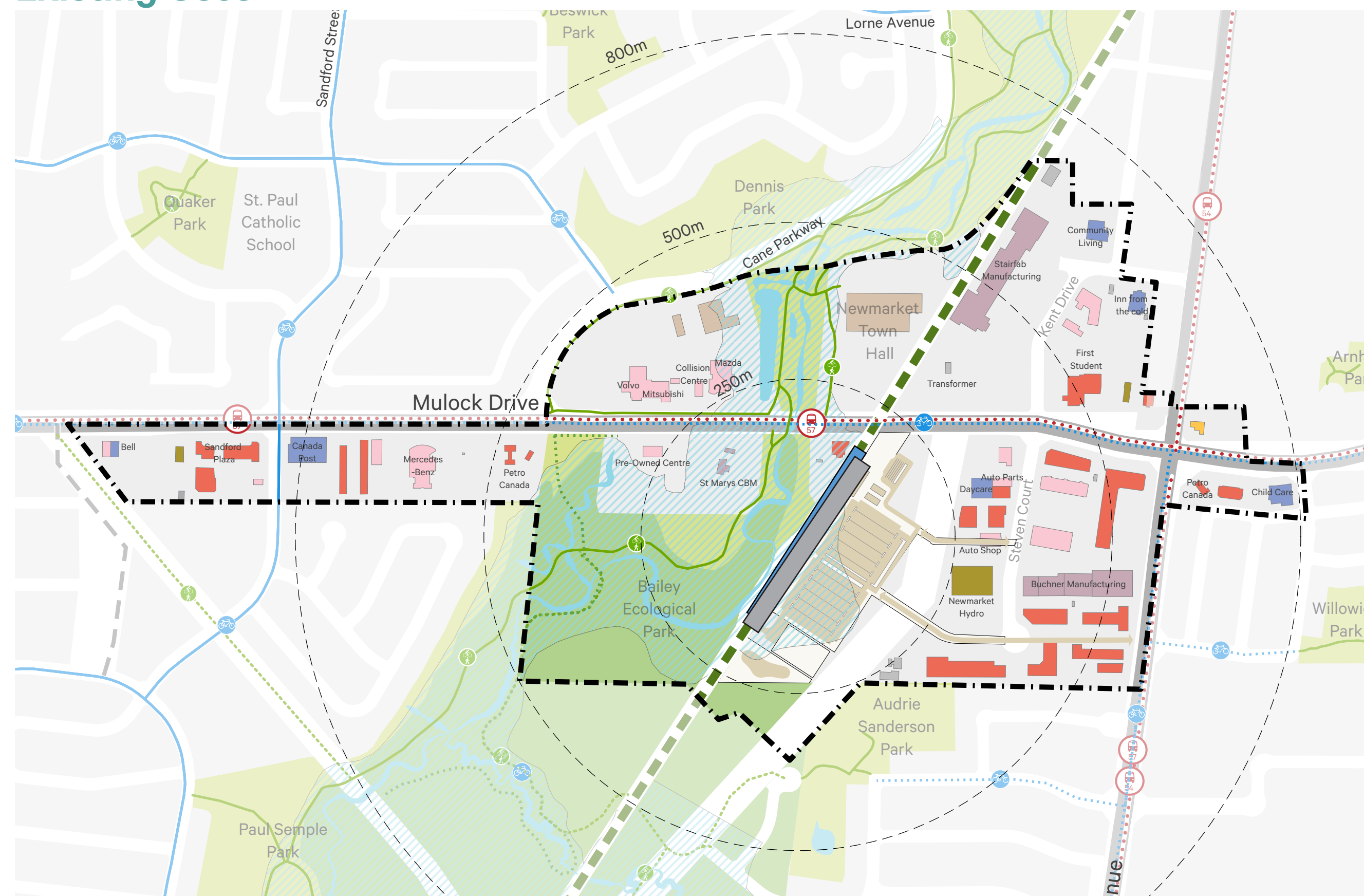
# Mulock GO Station Area Secondary Plan

## Real Estate Market Assessment

### Soft Sites



### Existing Uses



- The shift away from demand for rail access by most businesses, road congestion, and lack of proximity to highway or other major goods movement infrastructure makes the area less competitive as an industrial employment area.
- Today, the local area is attractive for its relatively low cost commercial space, and is suitable to a wide-range of local small to medium-sized businesses. These conditions contribute to a diverse range of jobs.
- Over time, buildings will require reinvestment and current rents are not supportive. These conditions could lead to some degree of functional obsolescence, perpetuating a weak investment environment.
- The local area has a particularly weak market context in terms of attracting transit supportive mixed-use office development or standalone higher-density office under current conditions.
- Newmarket, as a whole, is a relatively less competitive office market within the Region with investment more likely to occur in the form of lower density speculative development that is reliant on low rents, surface parking, and near immediate occupancy.
- Allowing for a broad mix of residential, office, live-work, commercial and retail uses in the local area could offer an incentive for landowners to plan for redevelopment and urbanize this central node within the Town.
- As the area transitions away from an aging low density employment area to a more attractive mixed use node, with improved access to higher-order transit, there will be greater opportunities for reinvestment in employment uses and improved transit ridership overall.
- This shift, however, is a longer-term exercise that will likely occur alongside infrastructure investment and maturation of higher-density markets in Newmarket.



# Mulock GO Station Area Secondary Plan

## Natural Environment Existing Conditions and Preliminary Concept Assessment



### LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- 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

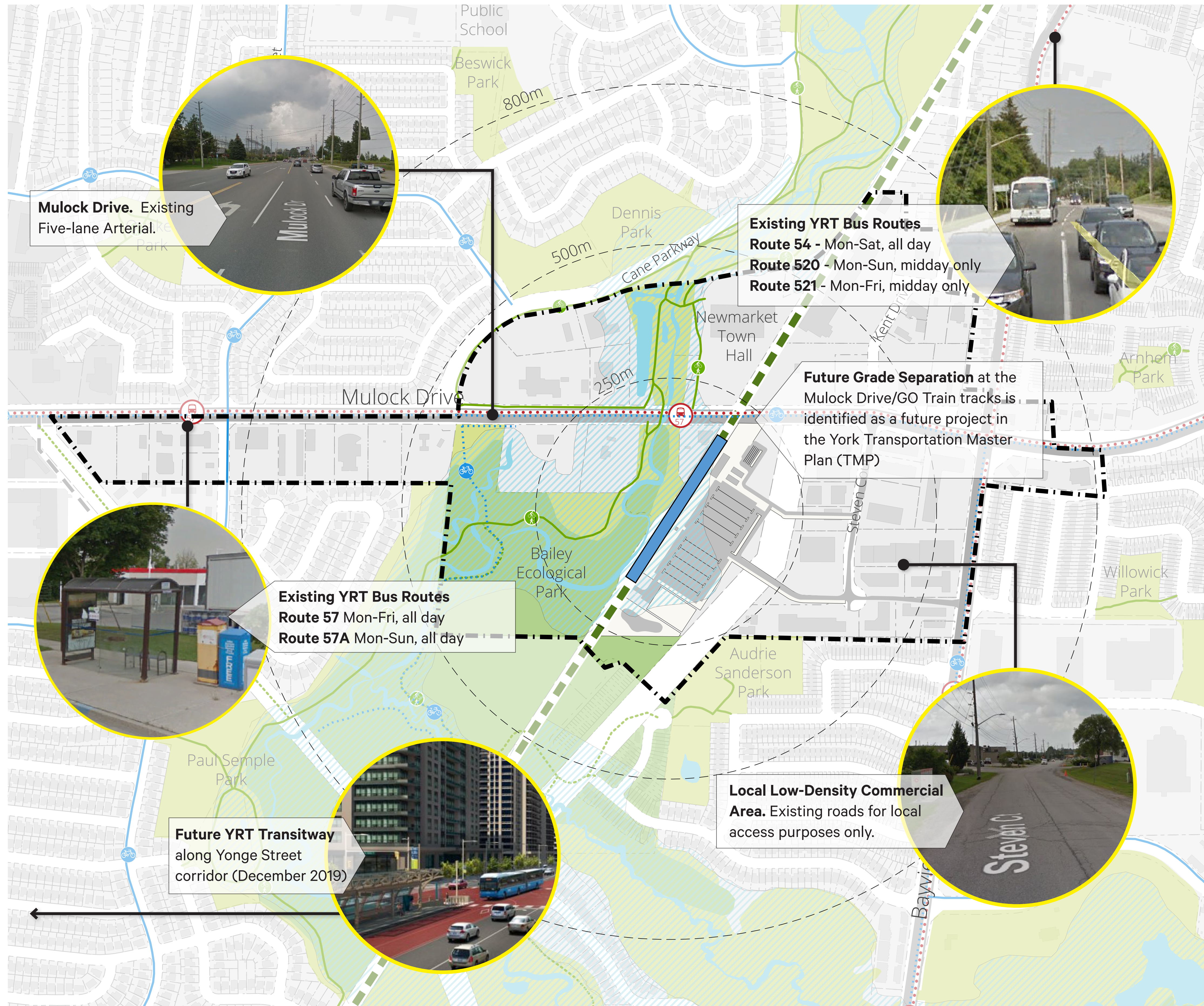
The natural heritage existing conditions study reviewed background information and development policy framework, and identified natural heritage features of the Bailey Ecological Park such as woodlots and wetlands. The Holland River East Branch is the most prominent natural heritage feature. Natural 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.



# Mulock GO Station Area Secondary Plan

## Transportation Network Existing Conditions



### LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- 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.

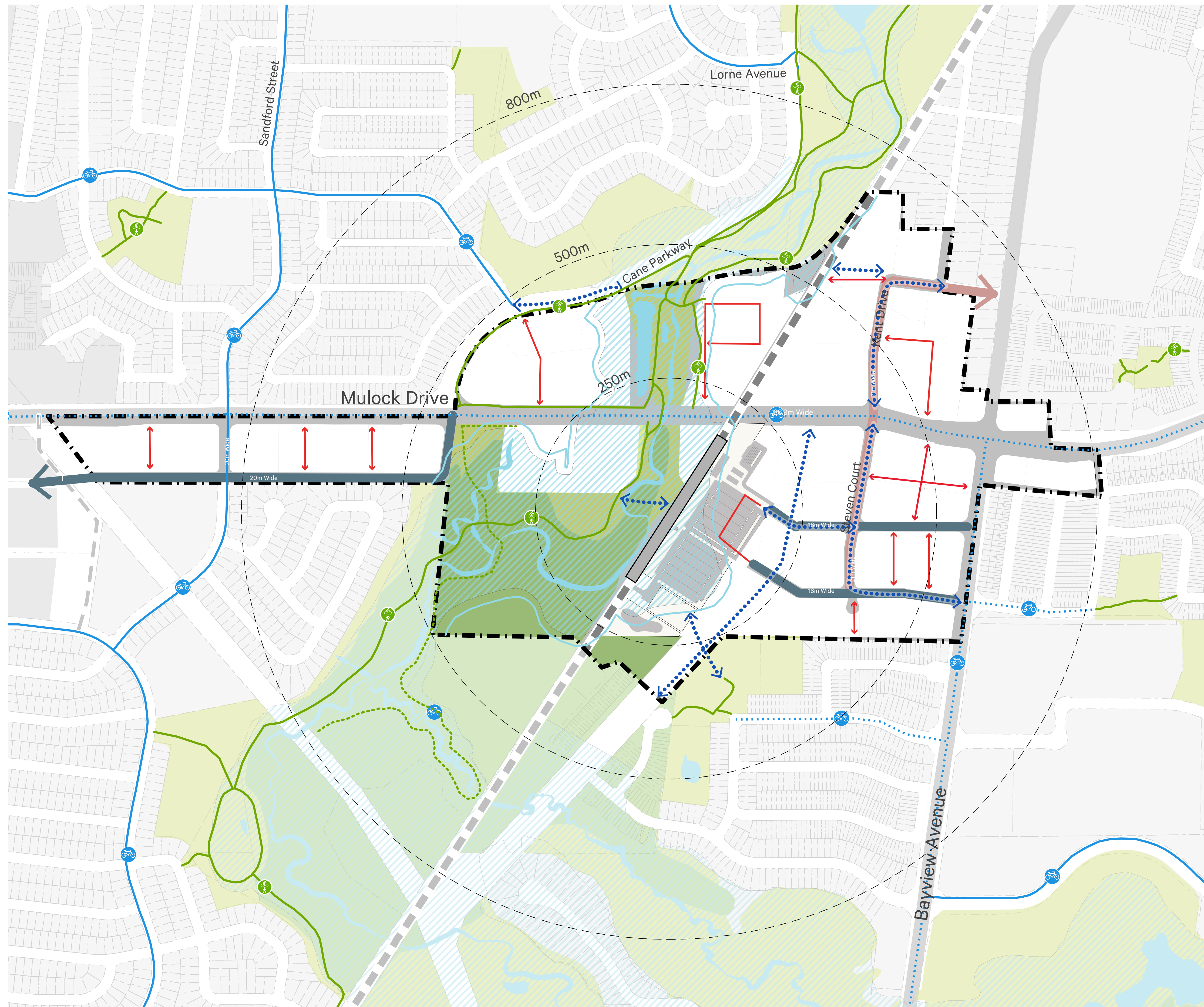
### Vehicular Traffic:

- 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.



# Mulock GO Station Area Secondary Plan

## Transportation Preliminary Concept Assessment



### LEGEND

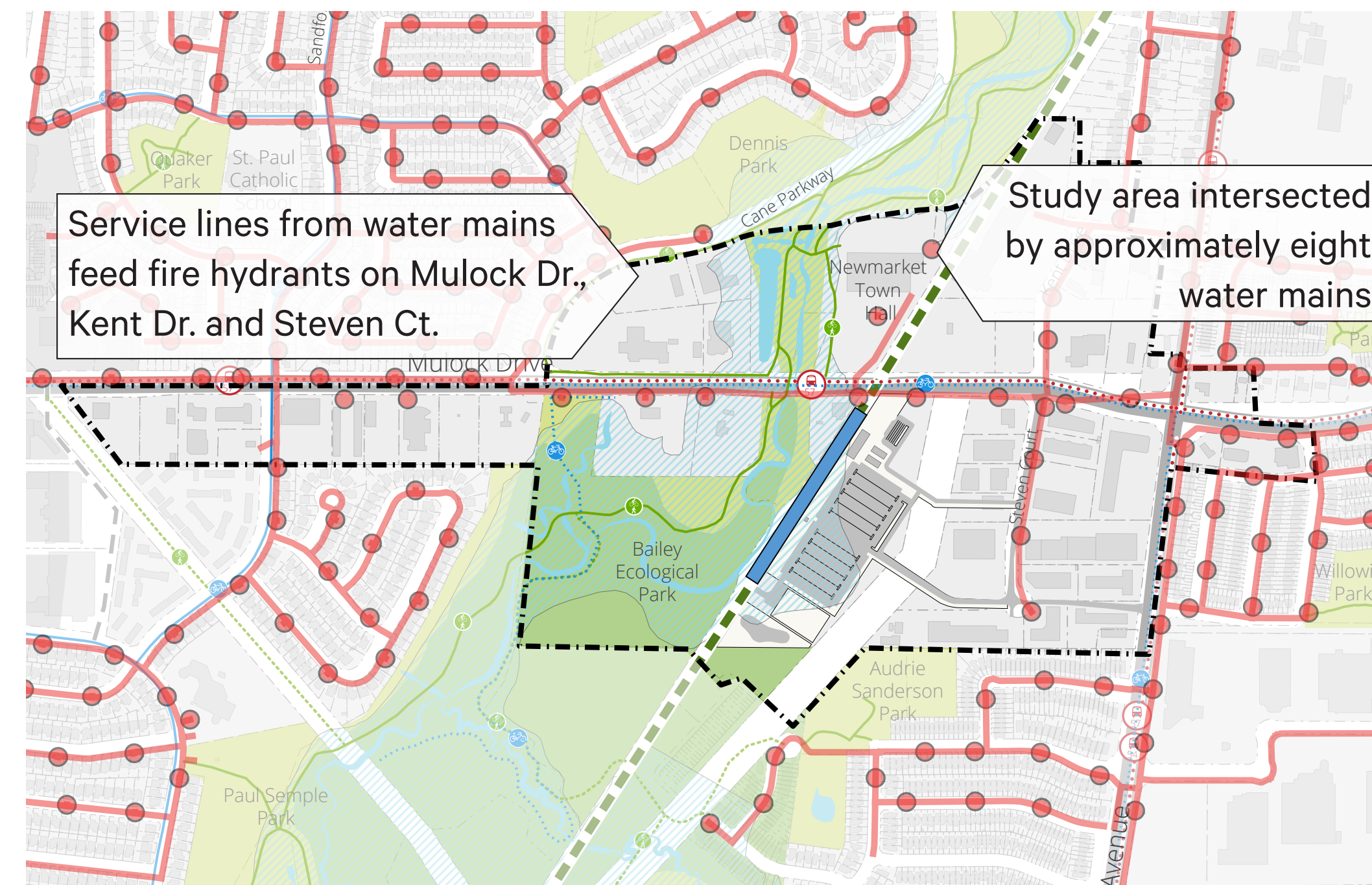
- Study Area Boundary
- Property Lines
- Existing Buildings
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- Existing Bike Paths
- Planned Bike Paths (Region/Municipality)
- Existing Trails
- 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.



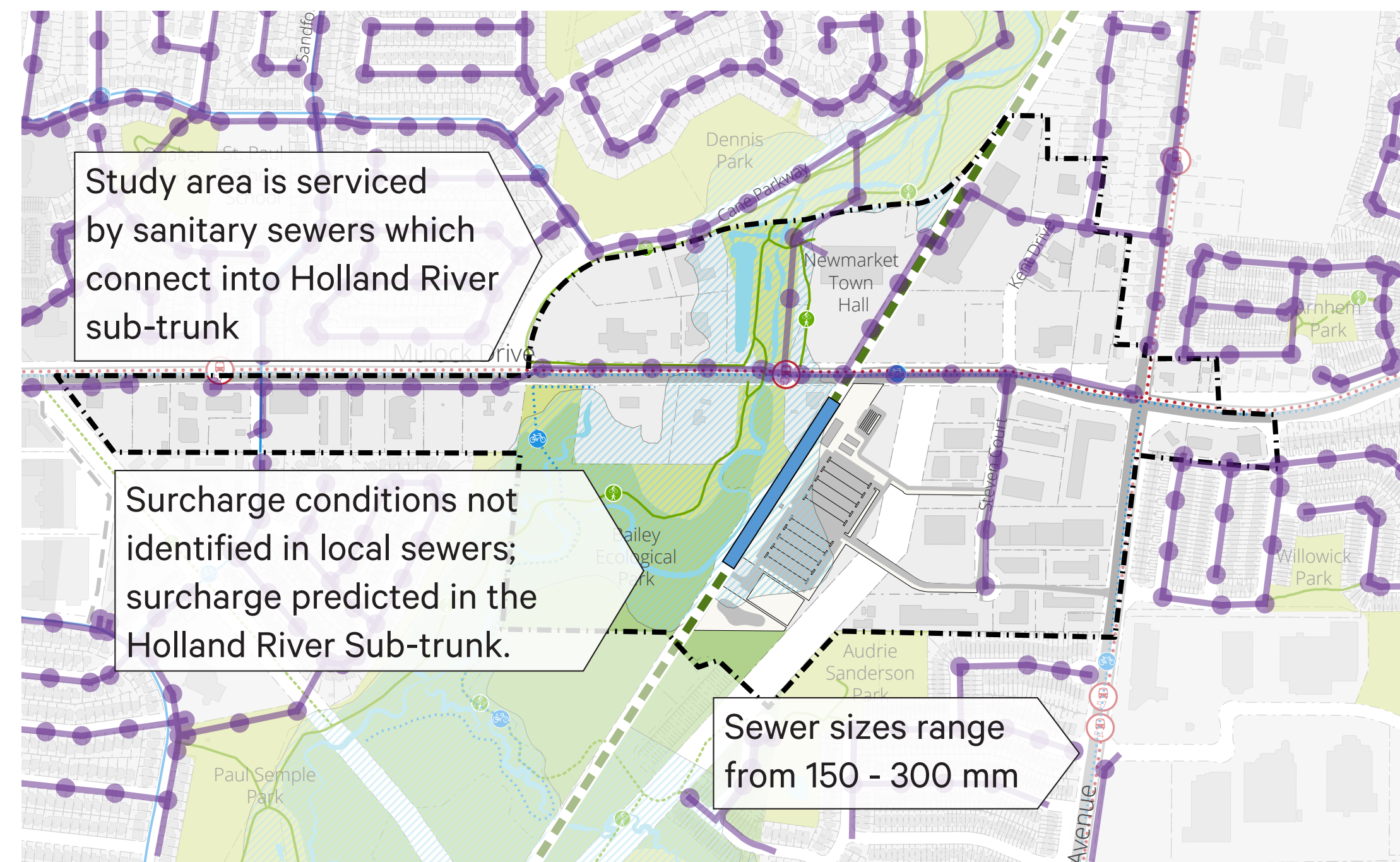
# Mullock GO Station Area Secondary Plan

## Municipal Servicing Existing Conditions and Preliminary Concept Assessment



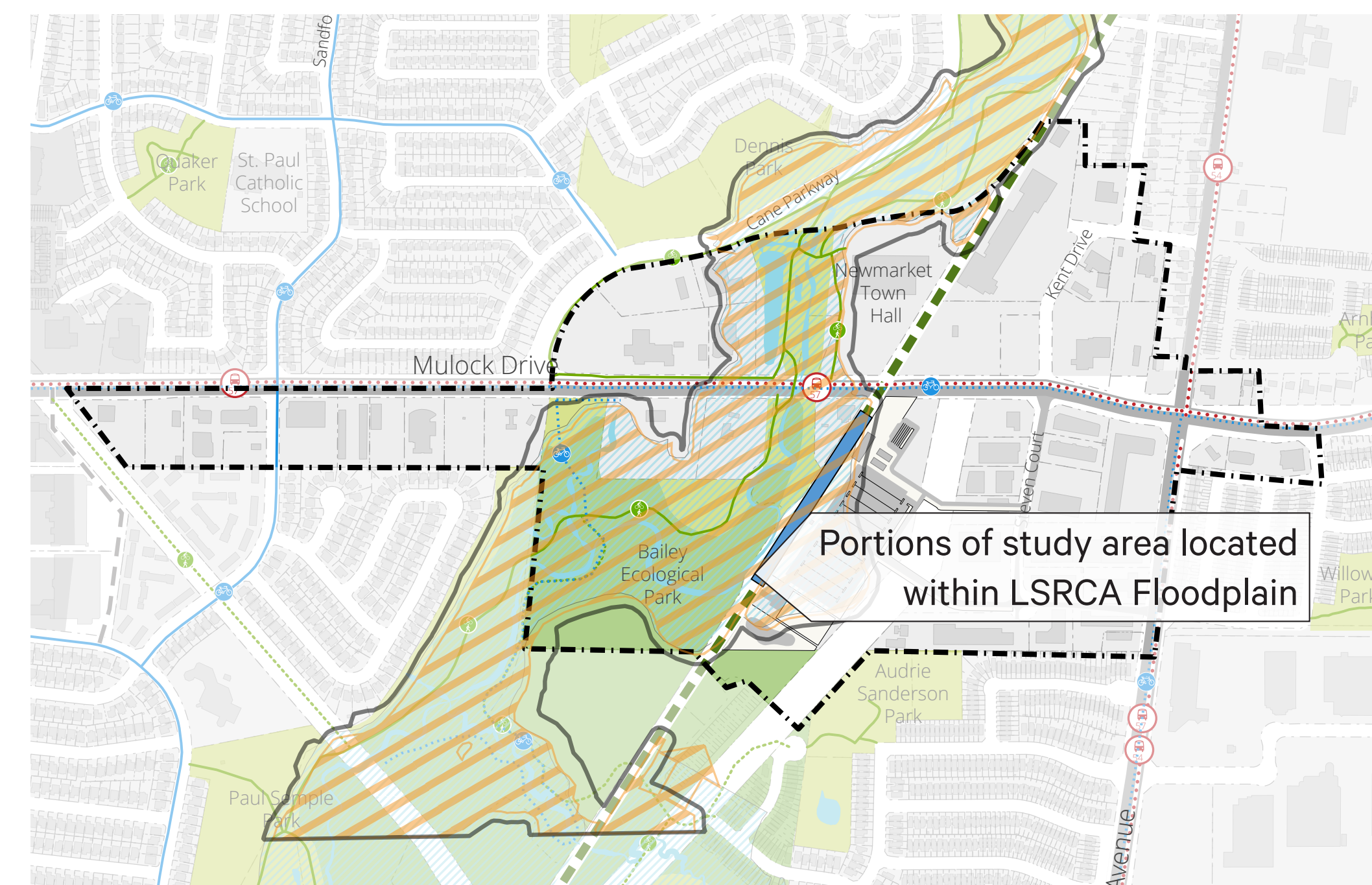
### Water Servicing

No capacity deficiencies in local water mains; however some deficiencies in nearby mains believed to supply the study area.



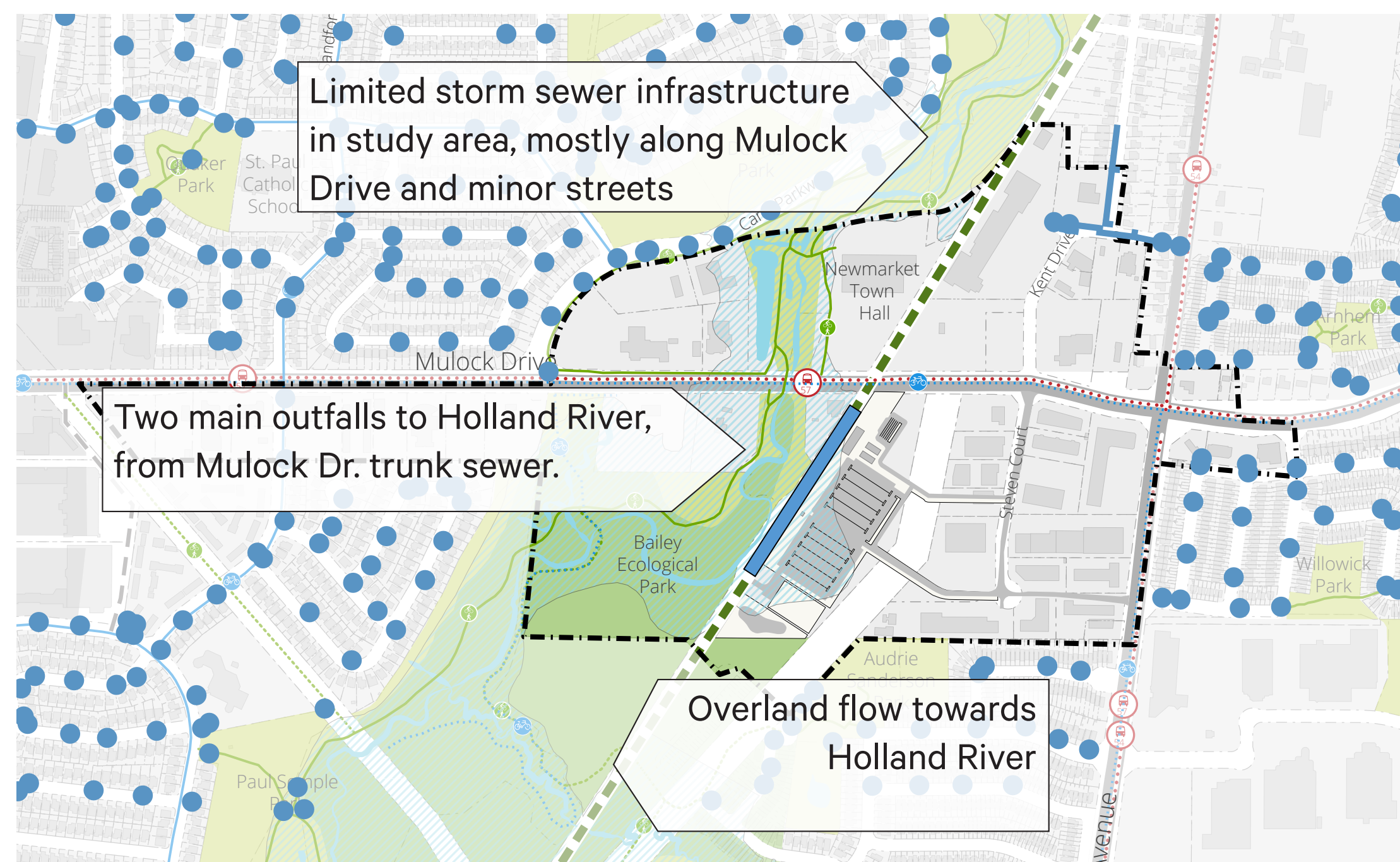
### Wastewater Servicing

Under draft conditions, the existing sanitary sewer lines in the new residential area can handle the increased flow. Surcharging happens mostly on Mullock Drive so increase to the size of sewer would be needed.



### LSRCA Floodplain

- Location of proposed Mullock GO Station is within floodplain limits
- Results show no change in water surface elevations and minor changes in flood extents
- Recommended next steps: work with LSRCA to update existing floodplain model



### Stormwater Servicing

- Analyzed trunk sewer on Mullock under existing and proposed conditions
- Model results show reduced stormwater runoff and peak flows
- Recommended next steps: a detailed assessment of sewer network and capacity in the study area

### LEGEND

- Study Area Boundary
- Property Lines
- Existing Buildings
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- 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
- MUNICIPAL SERVICING**
- Water Servicing
- Wastewater Servicing
- LSRCA Floodplain
- Stormwater Servicing

The objective of the stormwater servicing was to review the existing infrastructure within the study area, with a view to identifying opportunities and constraints to intensification. The flooding assessment looked at the impact of the proposed GO Station on the floodplain.

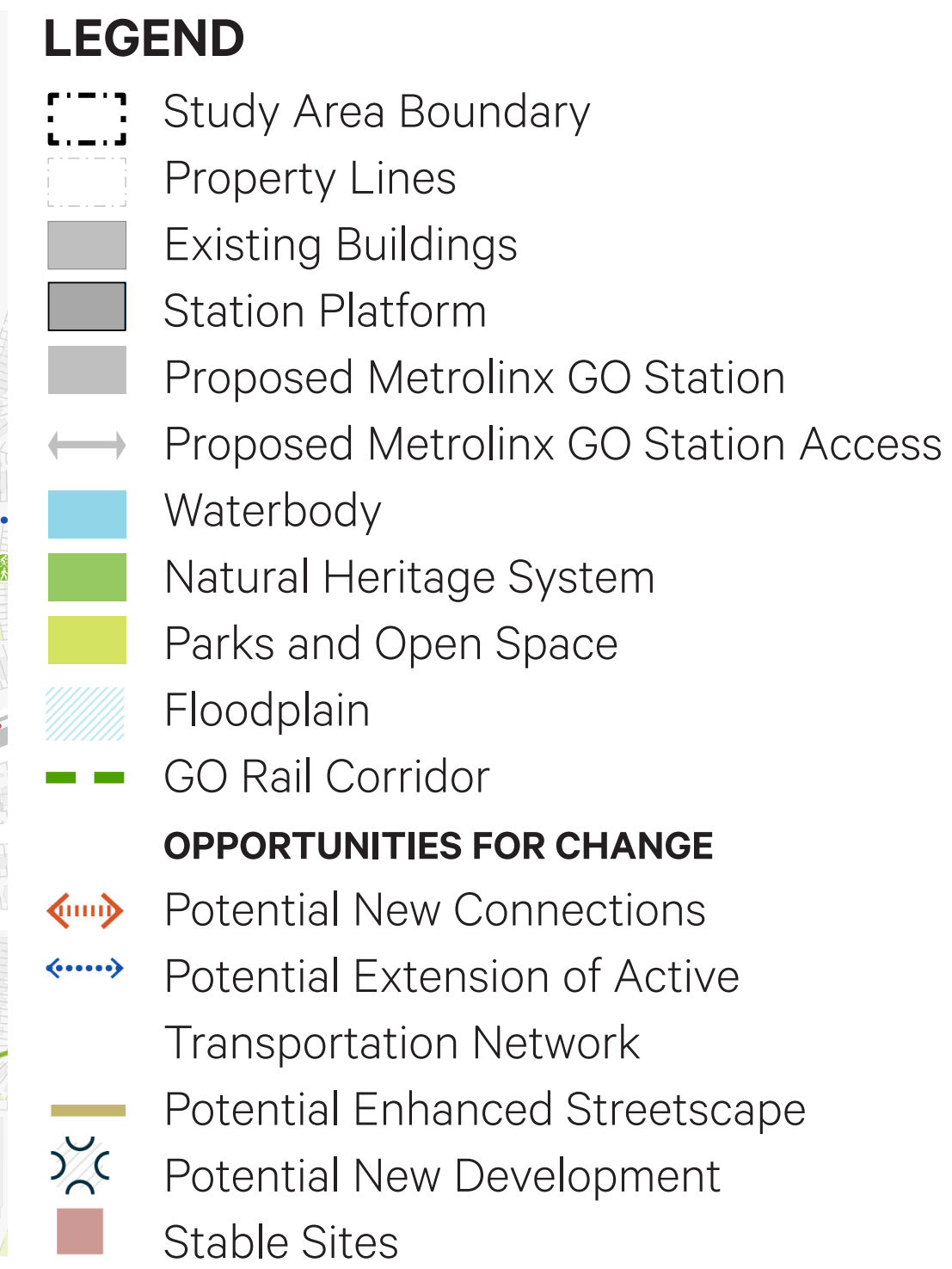
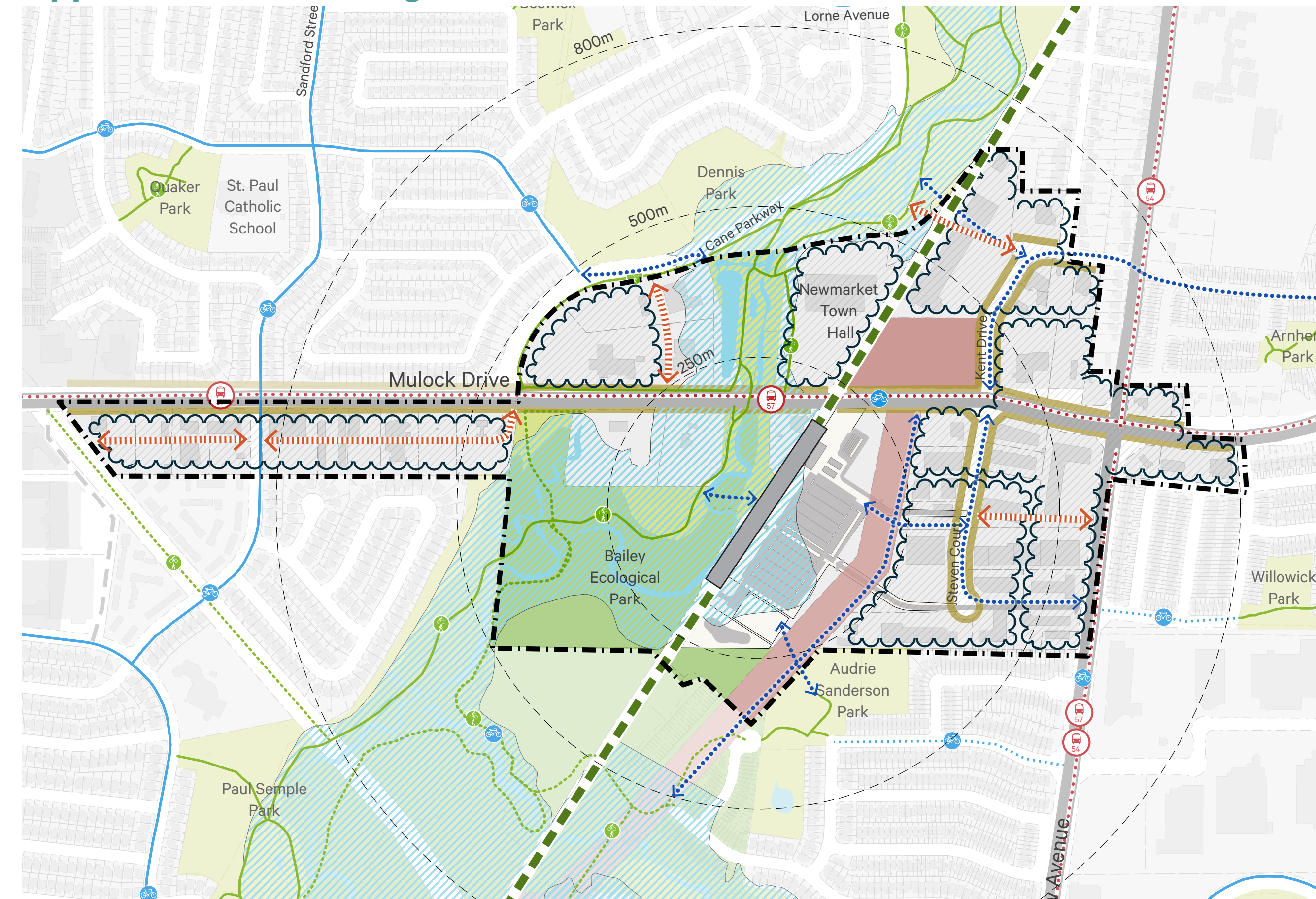
The existing drainage network consists of sub-surface storm sewers, maintenance holes, catch basins and storm sewer outfalls. There is a large storm sewer on Mullock Drive that collects and conveys runoff from adjacent properties. A number of properties are located within the Regulatory floodplain and LSRCA Regulation Limit including the proposed location for the Mullock GO Station.



# Mullock GO Station Area Secondary Plan

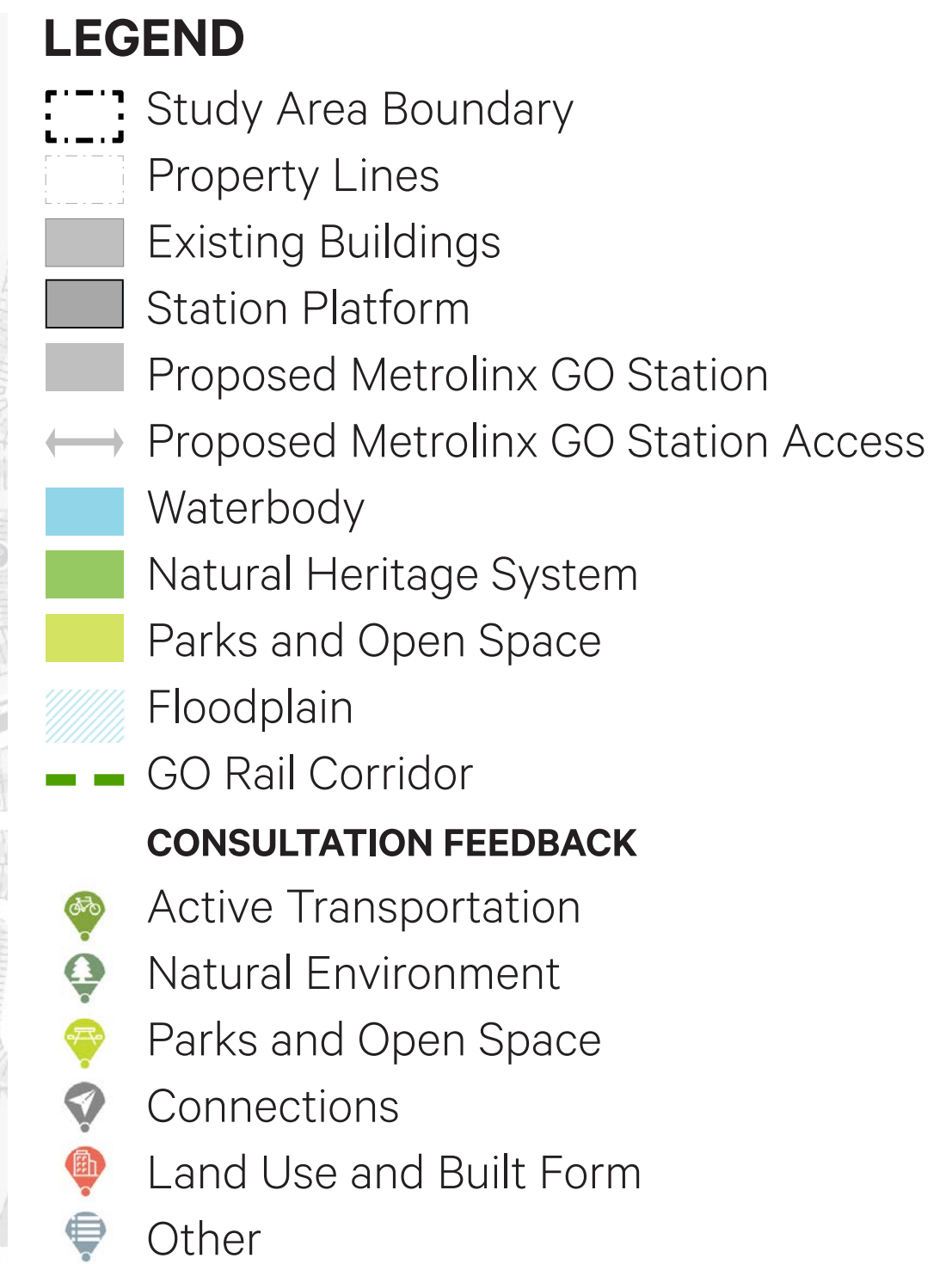
## Opportunities for Change/Consultation Feedback

### Opportunities for Change



- Opportunities for new connections through new public roads, new private connections or laneways, or pedestrian-only connections.
- The active transportation network maybe be improved in key zones throughout the study area to create connectivity to the station, natural heritage system and greater transportation network.
- Streetscapes (e.g. Mullock Drive, Stephen Court, Kent Drive) may be improved through right-of-way widening or retrofit.
- In the fullness of time, there is potential for redevelopment throughout the study area. This redevelopment would create the level of density which supports the introduction of major transit, with a mix of residential, commercial and retail uses.
- Some sites, including the hydro corridor, will remain “stable”, i.e. not considered for redevelopment.

### Consultation Feedback



The results of public consultation to date regarding the secondary plan (landowner visioning session, one round of online consultation using the Town of Newmarket’s “Hey Newmarket” platform) have included with the following themes:

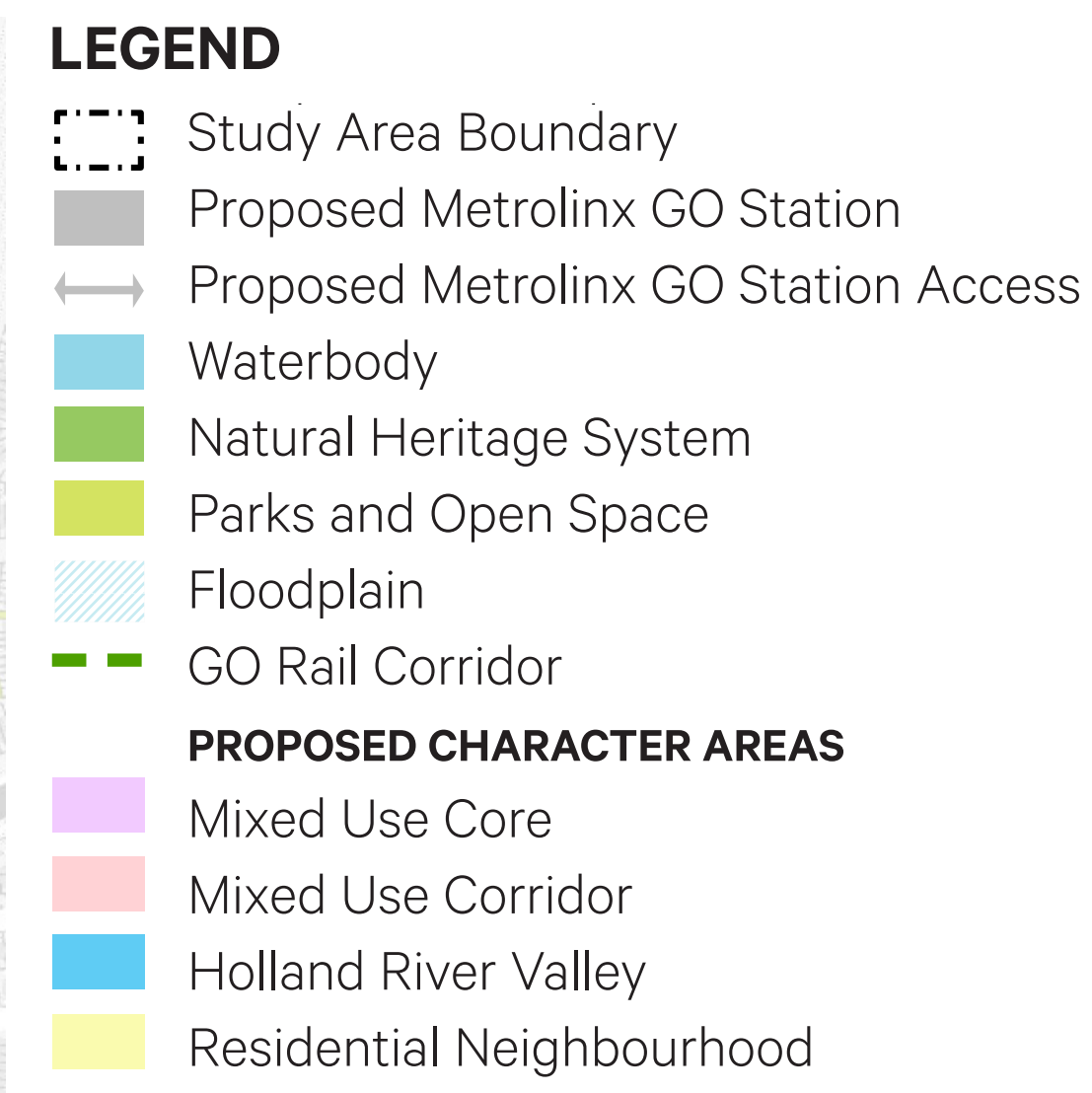
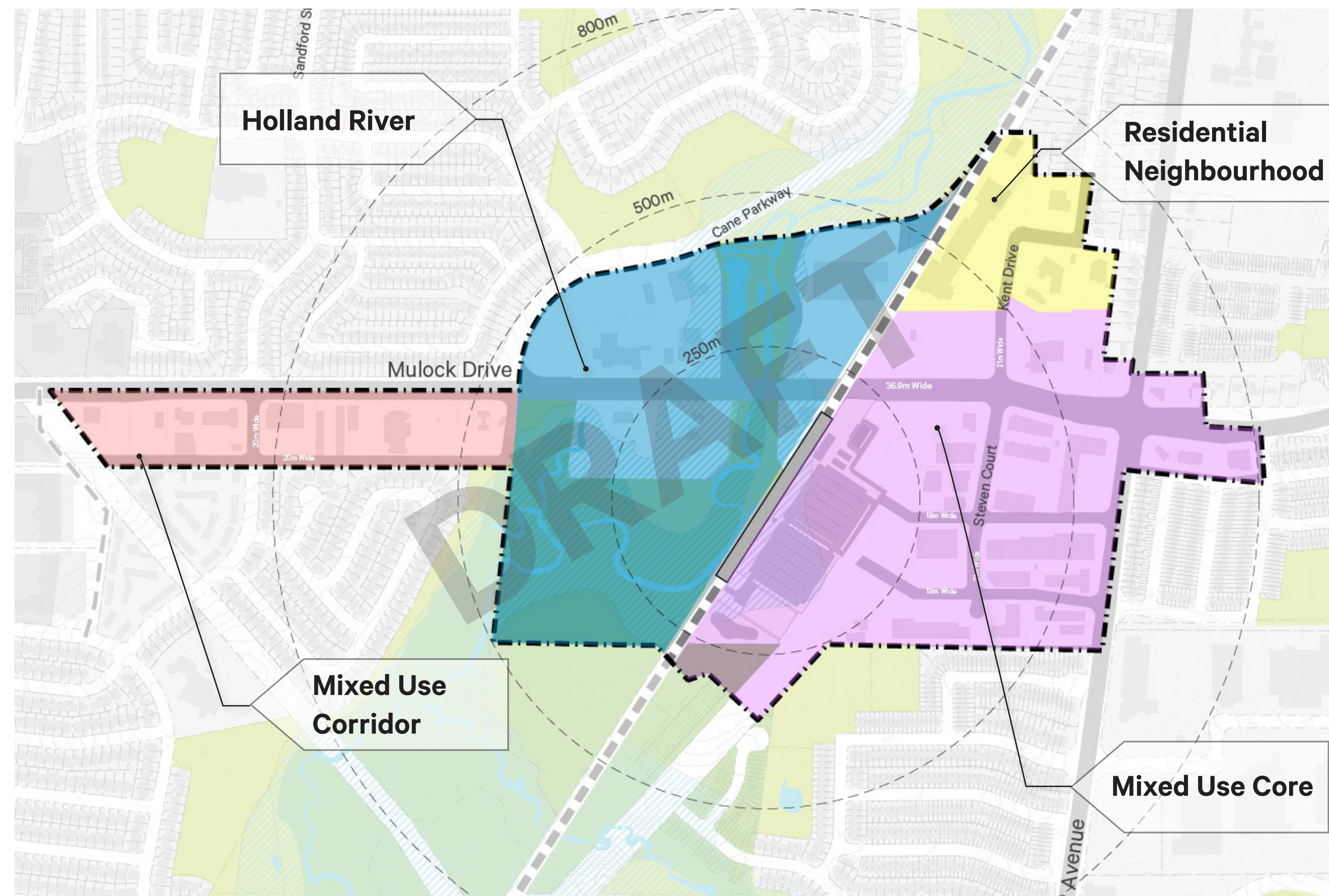
- Interest in additional trails and bike paths to connect into the existing network;
- Maintaining and protecting existing natural heritage;
- Providing new parks close to the future transit station;
- Providing new connections to increase connectivity overall and permeability within existing blocks; and,
- Providing a mix of uses in close proximity to the station.



# Mulock GO Station Area Secondary Plan

## Secondary Plan Concept – Character Areas and New Streets

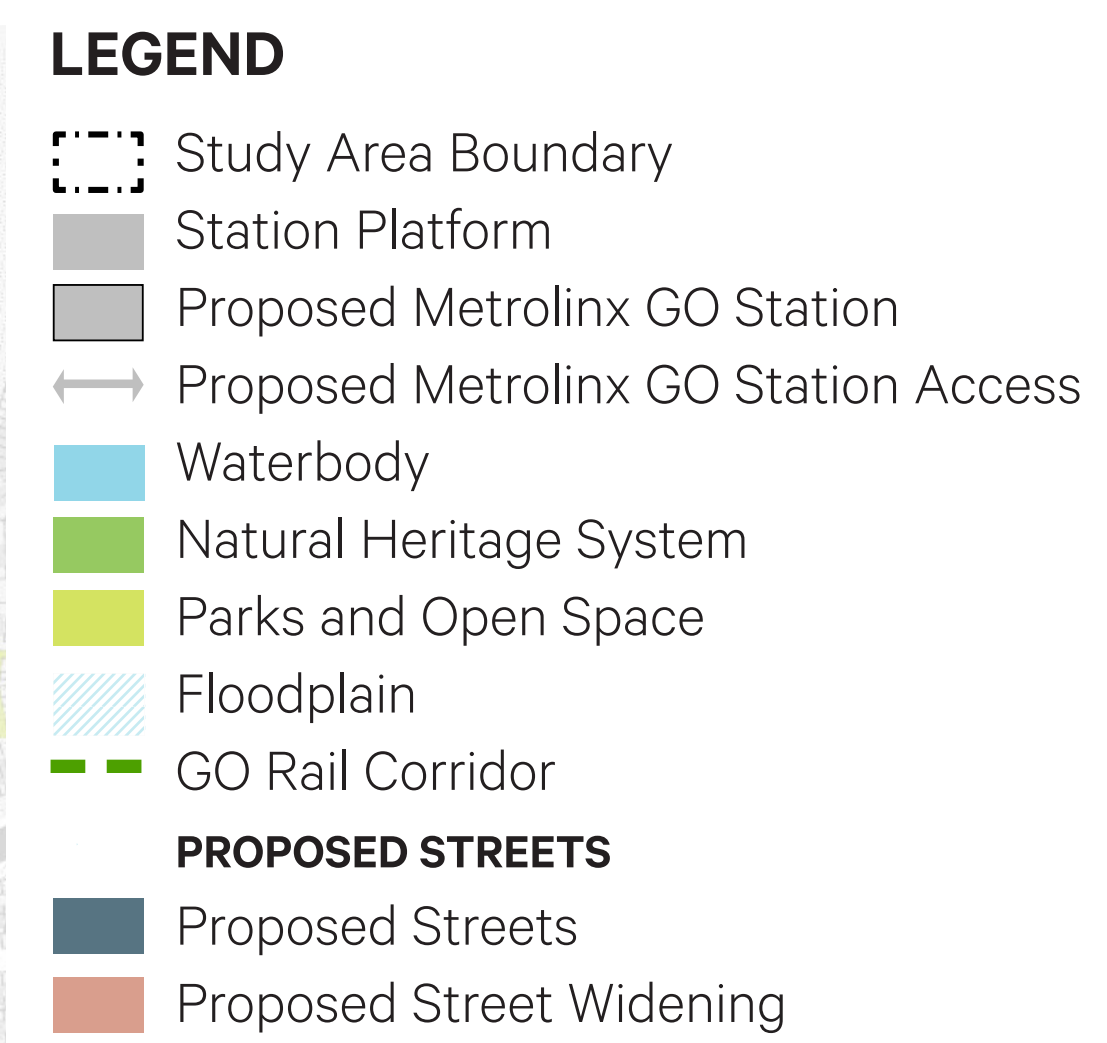
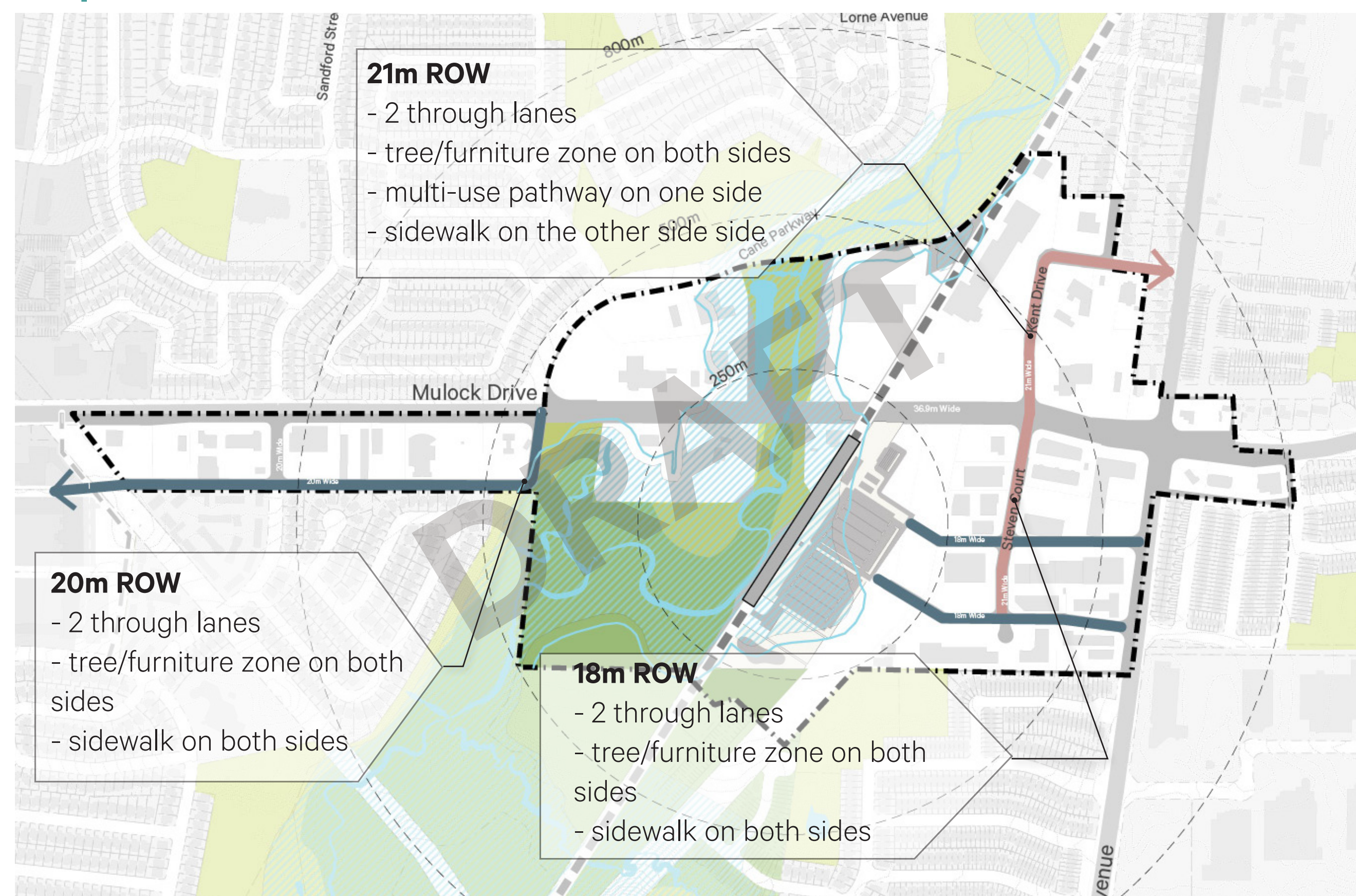
### Character Areas



### 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
- **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



### Emerging Policy Directions

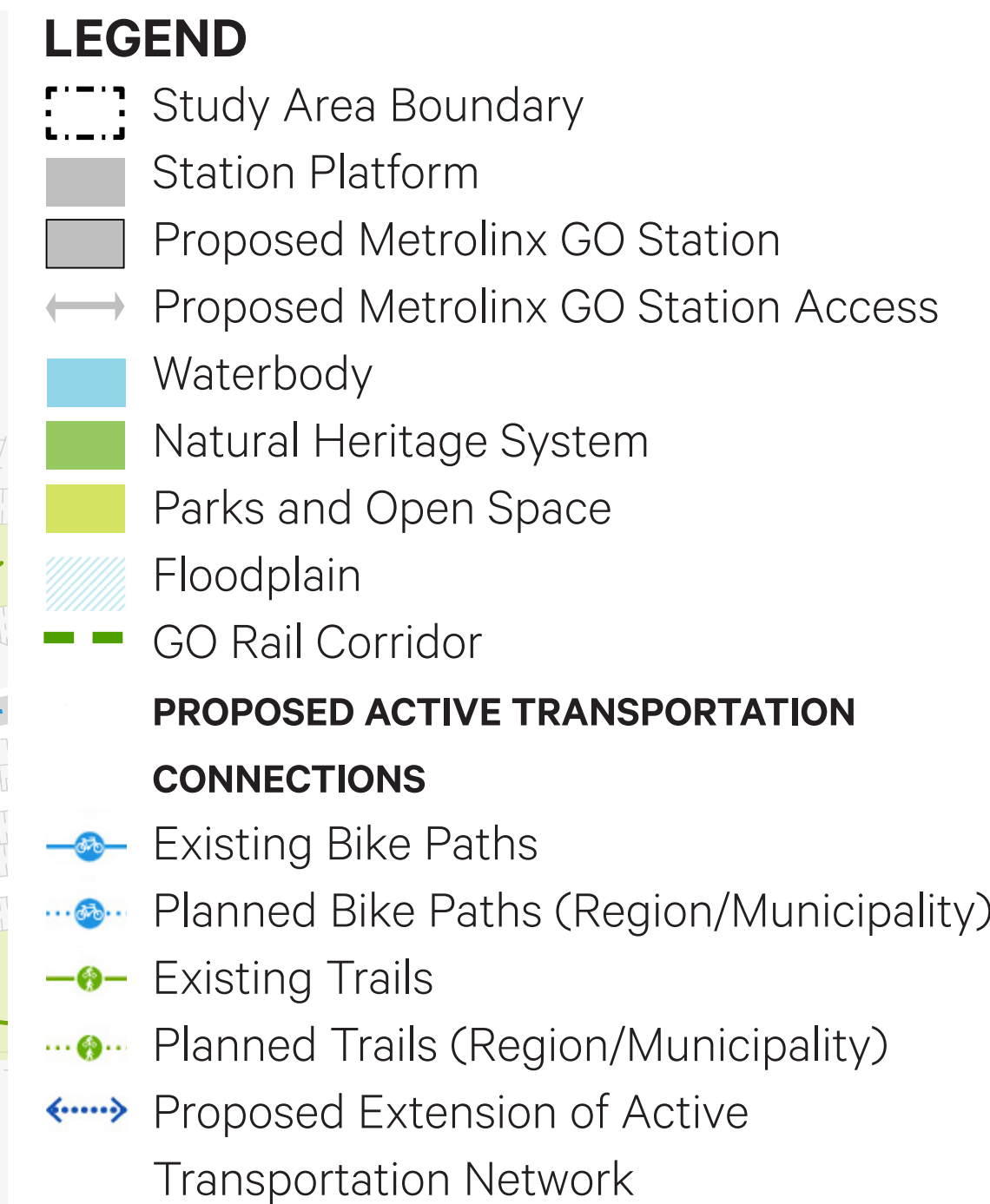
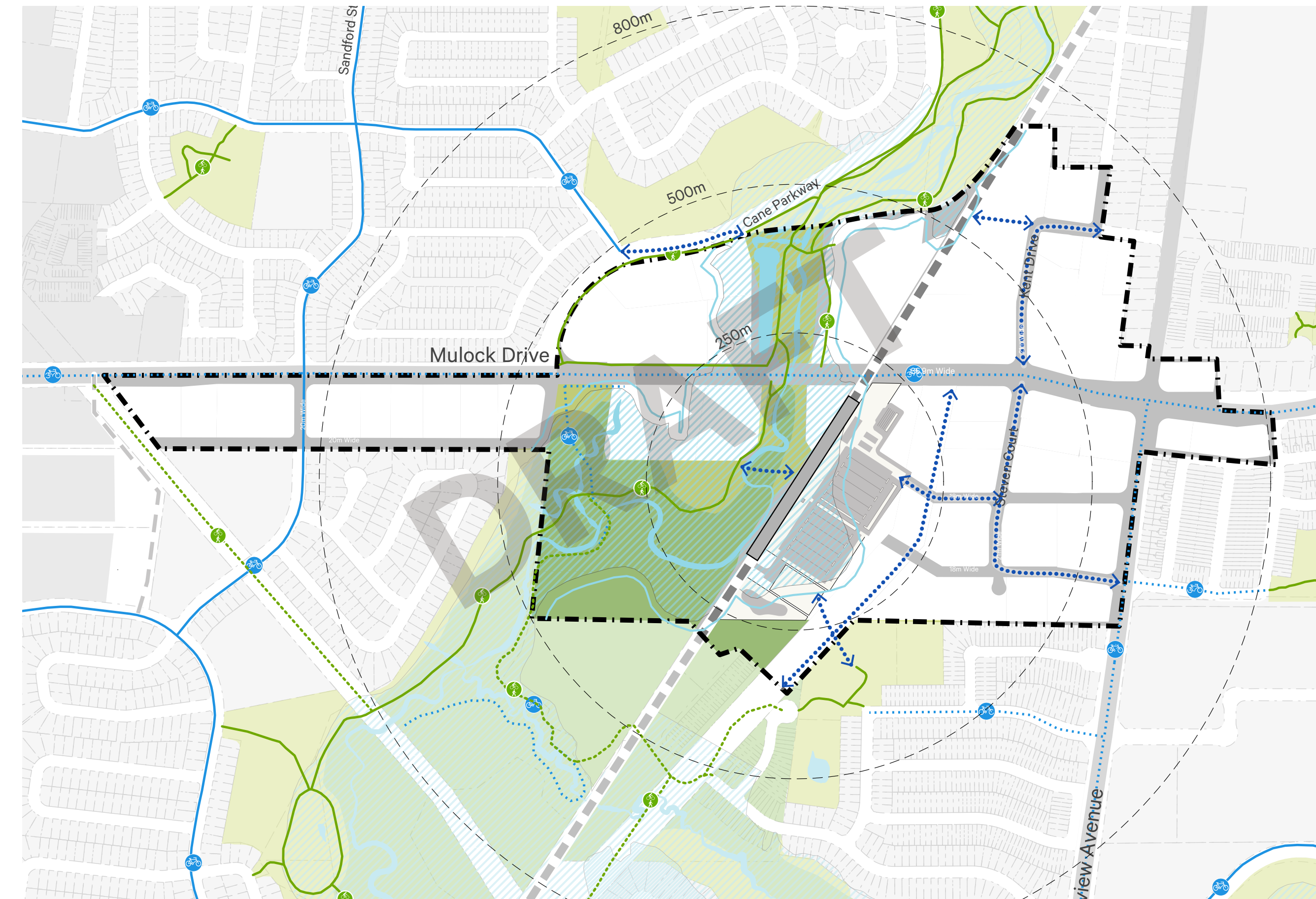
- Three new public streets (of which 1 is part of the station project) will provide additional routes for movement, access to the future GO station and frontages for development
- Kent Drive will be realigned and, with Steven Court, will be transformed into to multi-modal streets providing an important 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



# Mulock GO Station Area Secondary Plan

## Secondary Plan Concept – Active Transportation and Public Realm

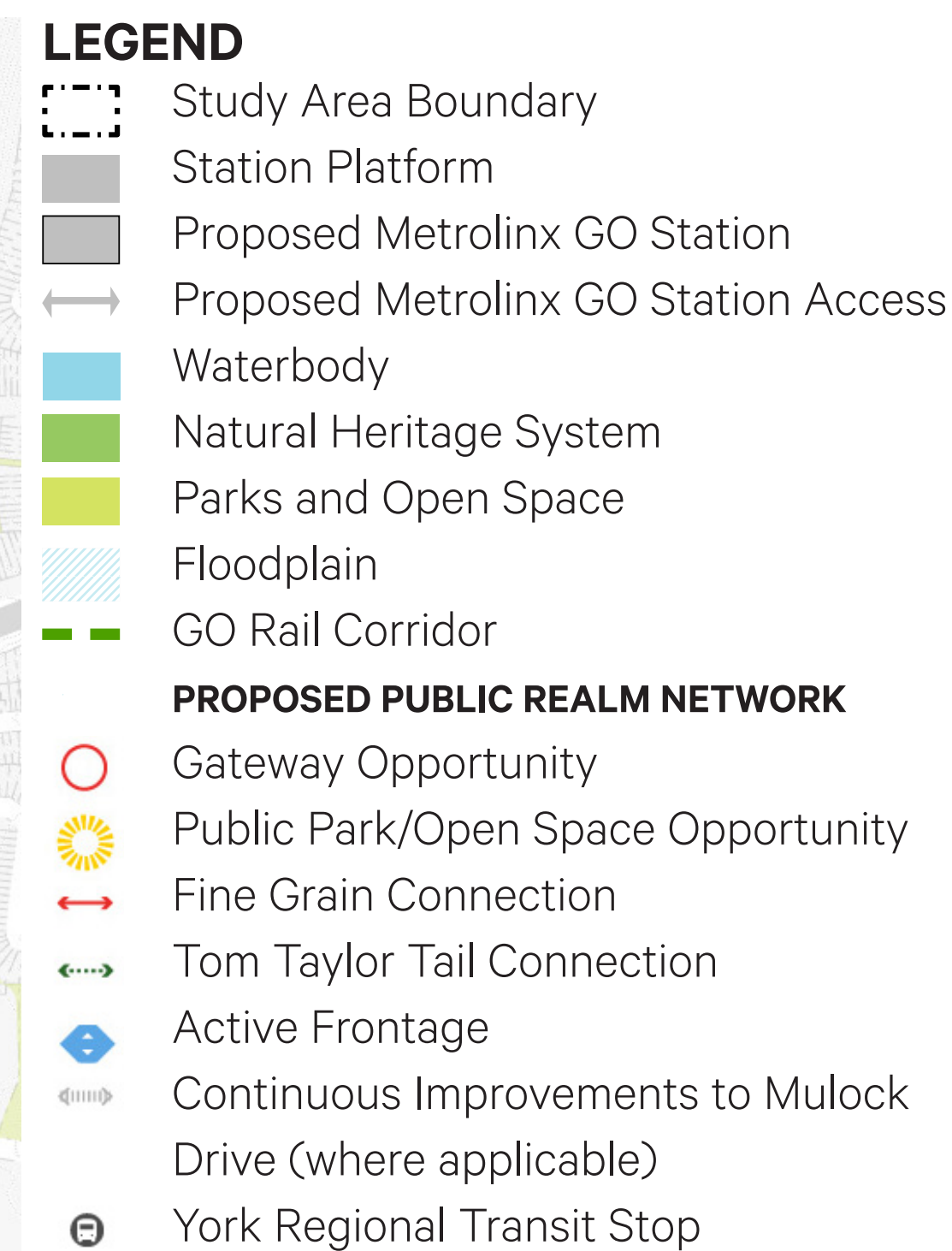
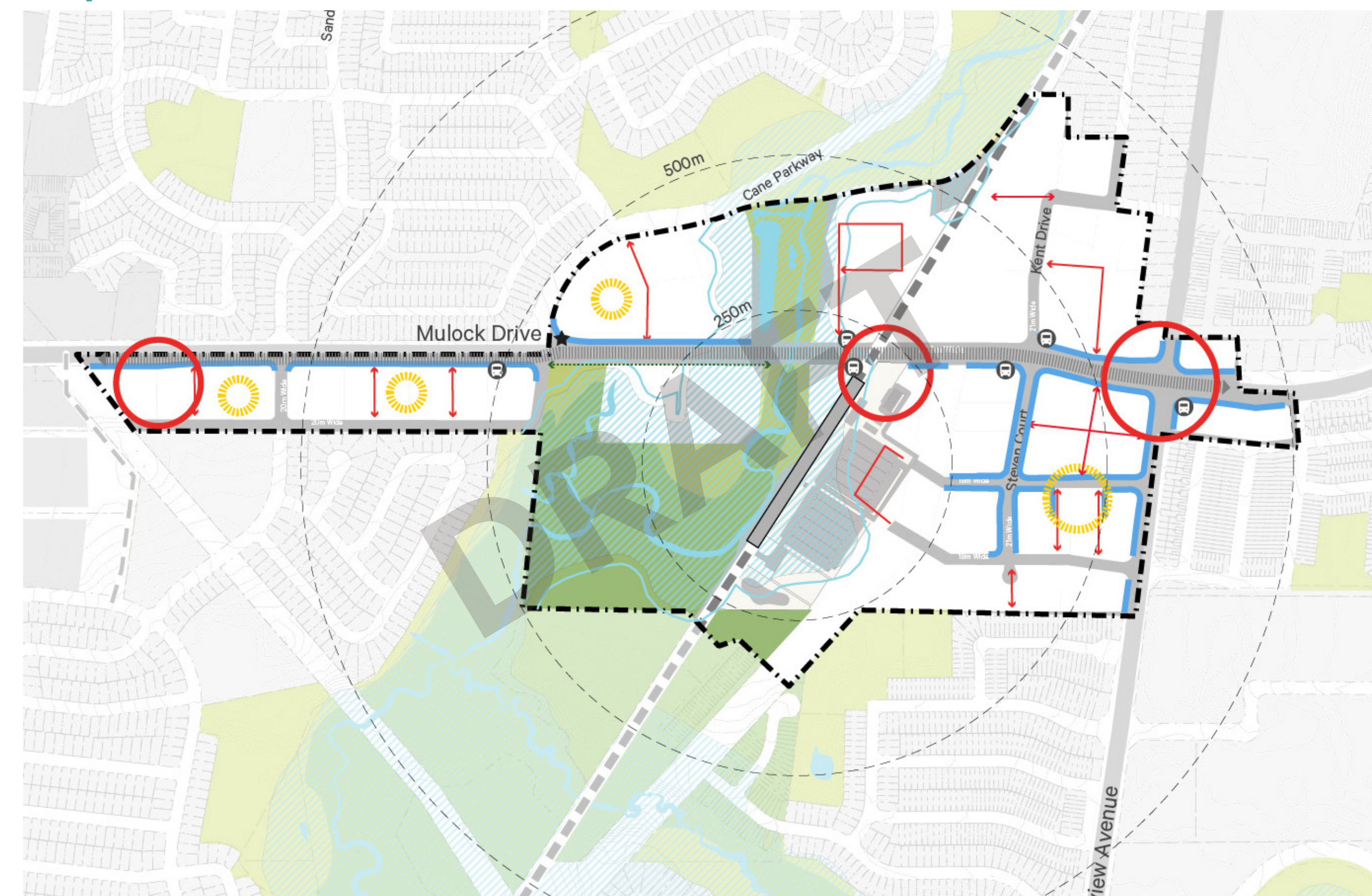
### Proposed Active Transportation



### 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



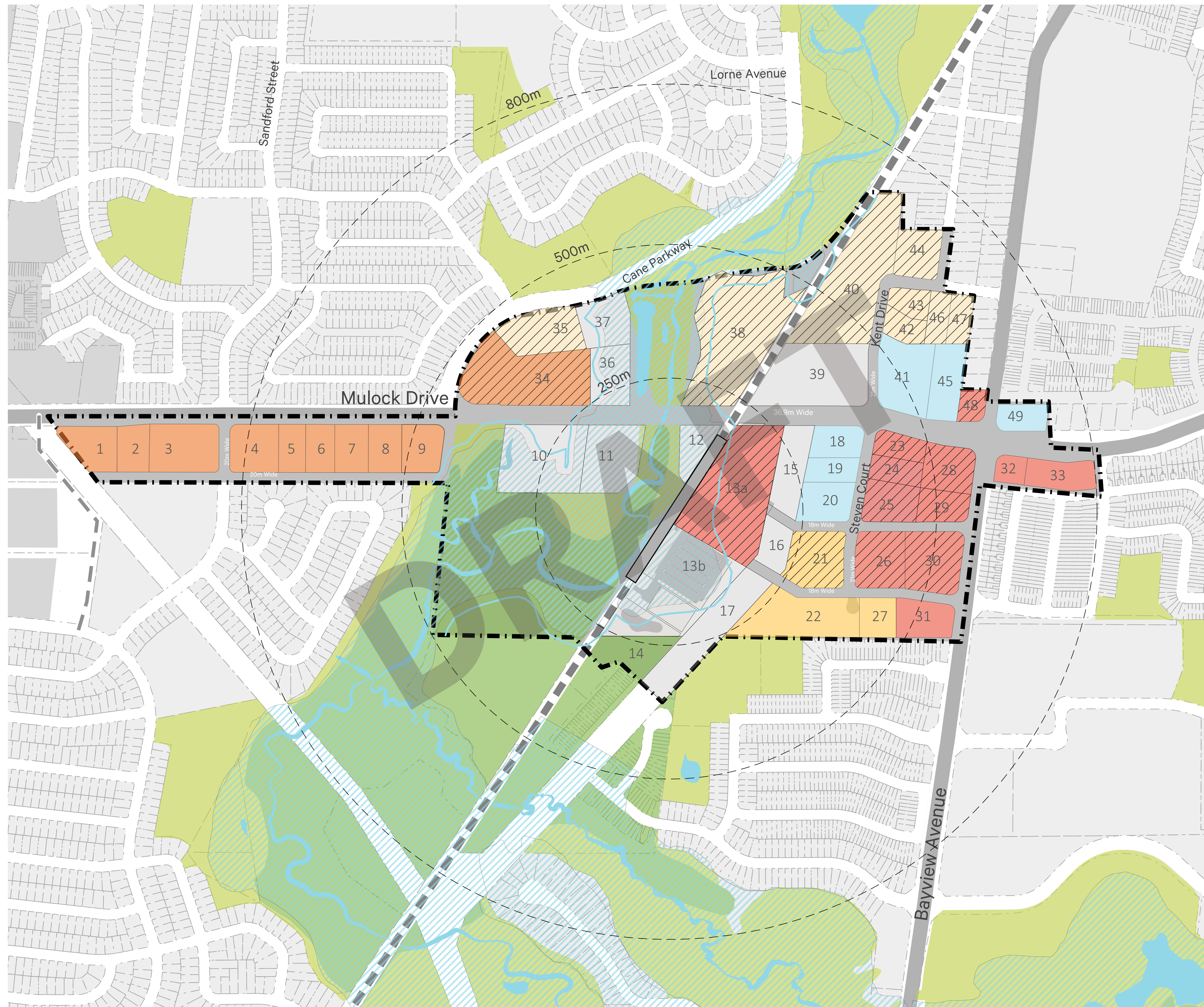
### Emerging Policy Directions

- 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



# Mulock GO Station Area Secondary Plan

## Secondary Plan Concept – Proposed Land Use



### LEGEND

- Study Area Boundary
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- GO Rail Corridor
- PROPOSED LAND USE**
- Mixed Use A Residential/Retail/Office
- Mixed Use B Retail/Residential
- Mixed Use C Residential/Retail
- Residential
- Office
- Stable Sites
- Subject to future employment lands conversion consideration through the Regional MCR Process (as led by York Region)

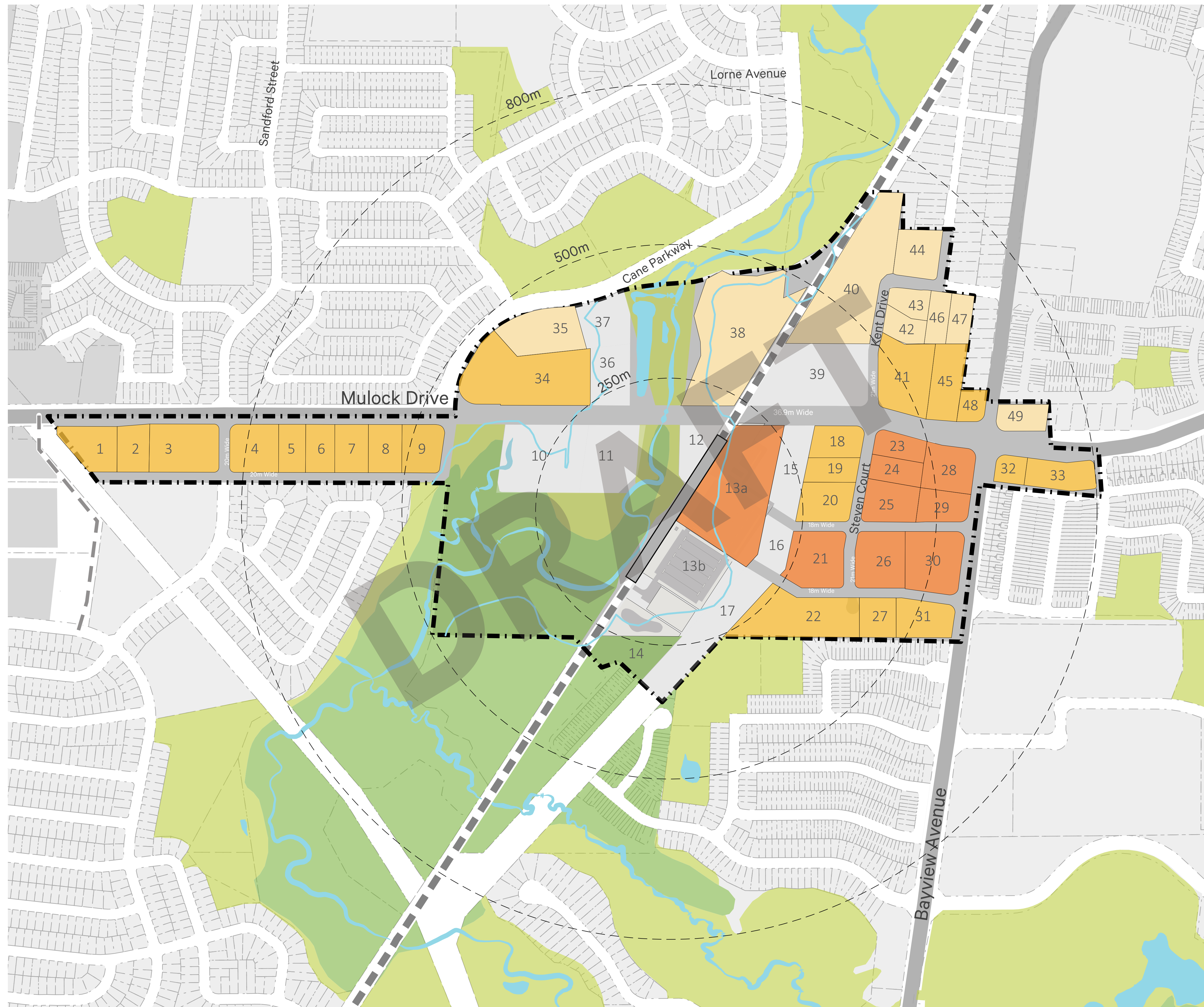
### Emerging Policy Directions

- 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



# Mullock GO Station Area Secondary Plan

## Secondary Plan Concept – Proposed Density



### LEGEND

- Study Area Boundary
- Station Platform
- Proposed Metrolinx GO Station
- Proposed Metrolinx GO Station Access
- Waterbody
- Natural Heritage System
- Parks and Open Space
- Floodplain
- GO Rail Corridor
- PROPOSED DENSITY**
- Low Density (4 Storey)
- Medium Density (6 Storey)
- Medium-High Density (12 Storey)
- Stable Sites

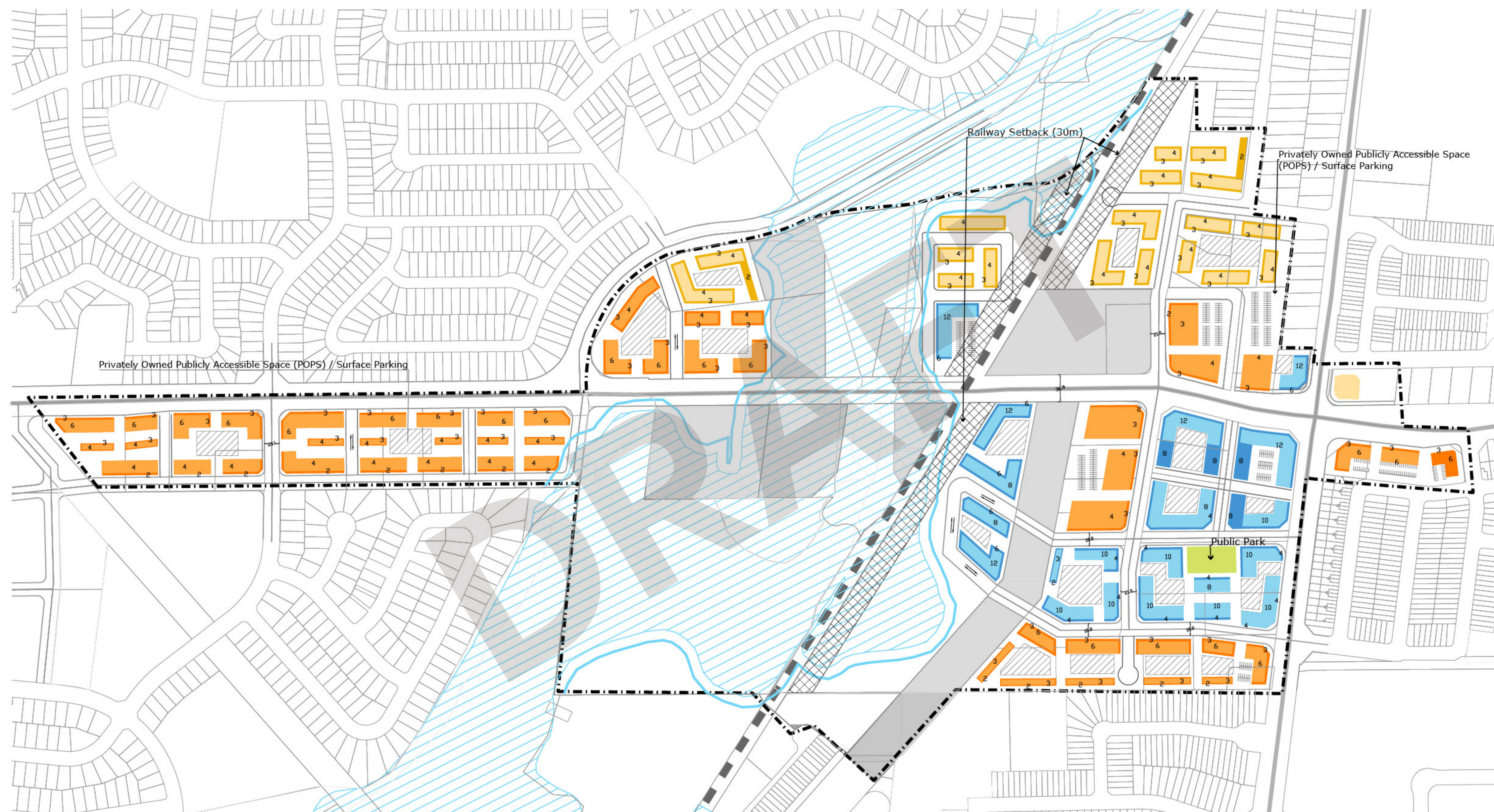
### Emerging Policy Directions

- 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
- Low Density 0.5 to 1.0 FSI
- Medium Density 1.5 to 2.5 FSI
- Medium-High Density 2.5 to 3.5 FSI



# Mullock GO 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, setbacks 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)



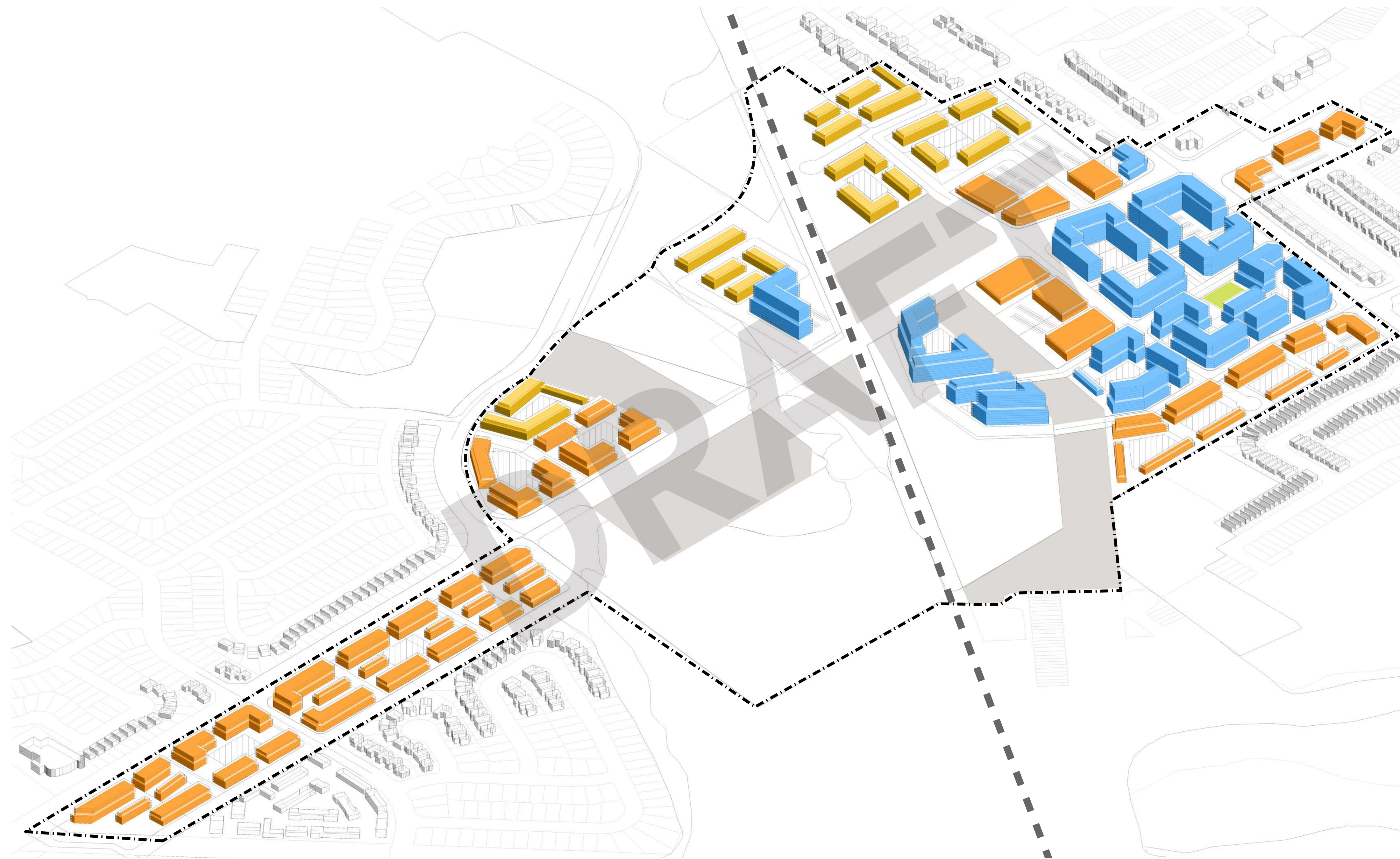
Taller Mid-Rise (Up to 12 Storeys)





# Mulock GO Station Area Secondary Plan

## Secondary Plan Concept – 3D Demonstration



### LEGEND

- Study Area Boundary
- GO Rail Corridor
- 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