

Shining Hill Secondary Plan

Official Plan Amendment #48 to the Town of Newmarket
Official Plan

Approved February 2026

Amendment No. 48
to the
Town of Newmarket Official Plan

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Part A: The Preamble

The Shining Hill Secondary Plan has been planned and designed to create a complete, compact and beautiful new community. Shining Hill will be a vibrant, inclusive, healthy, sustainable and diverse place. It will include a mix of uses from low-rise and mid-rise residential housing focused on Neighbourhood Centres that provide an opportunity for a mix of uses that meet the daily needs of residents with a range of housing options. A progressive multi-modal mobility network and extensive parks and open space system will link the community through off-road multi-use recreational trails, sidewalks, walkways, and separate cycling facilities.

The Official Plan Amendment includes the following:

Part A The Preamble

Part A establishes the basis for the Secondary Plan and defines the secondary plan area, study process, consultation process, policy context and existing conditions and opportunities.

Part B The Secondary Plan

The Shining Hill Secondary Plan establishes the Vision and Guiding Principles, and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, natural heritage system, parks and open space system, community facilities, services and sustainable design, implementation and interpretation including the phasing of development. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as identifying cultural heritage resources, and establishing the transportation network, the natural heritage network, and the parks and open space system.

Shining Hill Secondary Plan Area

The Shining Hill Secondary Plan is in the southwest corner of Newmarket, west of Yonge Street, east of Bathurst and north of the Aurora-Newmarket Municipal Boundary (“Subject Lands or secondary plan area”). The secondary plan area is approximately 83 hectares and is currently characterized by agricultural uses (farmed fields) and natural features.

Purpose of the Amendment

The purpose of the Amendment is to enact a Secondary Plan as required by Official Plan Amendment 32 (“OPA 32”). OPA 32 provided the basis for the establishment of urban land uses on the Subject Lands and set the policy framework for the preparation of a Secondary Plan to guide the future development of a new community.

Secondary Plan Study Process

The Secondary Plan study process was undertaken in four phases through an integrated Municipal Class Environmental Assessment (MCEA) for the collector roads and included the following phases:

Phase 1 – Background and Vision

Phase 1 involved the confirmation of project objectives and consultation approach through the preparation of the Consultation Strategy. It included the completion of data collection, review of applicable policy directions, initial existing conditions analyses including the preliminary identification of development limits and the identification of opportunities and constraints. Phase 1 commenced with technical meetings with Town of Newmarket staff and other agency experts on the opportunities and constraints around Parks and Open Space, Retail and other Community Amenities (i.e. Schools), Housing and Affordability, Urban Design, Street Design, and Energy Conservation and Sustainability. A Steering Committee was established with the Town of Newmarket to help guide the process and ensure Town objectives were considered.

A dedicated website was created to share information on the process and updates related to the MCEA. Public input was sought into the guiding principles from OPA 32 and the draft vision for the Shining Hill Secondary Plan. It included the MCEA Notice of Study Commencement and Public Information Centre #1 and a project Open House was held on June 22, 2023, in person.

Phase 2 – Ideas and Options

Phase 2 established a Draft Vision and key directions for the Secondary Plan related to land use, urban design, sustainability, density, environmental protection, and servicing. Phase 2 then explored ideas related to land use and community structure based on the feedback and existing conditions analyses from Phase 1. For the MCEA it defined the Problem and Opportunity Statement as well as Alternative Solutions. Three Land Use and Transportation Concepts were presented at Public Information Centre #2 held virtually October 12, 2023.

Phase 3 – Draft Secondary Plan

A draft Secondary Plan was developed for Shining Hill based on the foundation and comprehensive directions established through the previous phases and reflective of the overall vision for the new community, while also meeting all the regulatory requirements at the local, regional and provincial level. It concluded Phase 2 and 3 of the MCEA through the evaluation of the Concepts and identification of a preferred solution. Public Information Centre #3 was held April 2, 2024, in the Council Chambers to present and evaluate the three concepts and recommended Secondary Plan.

Phase 4 – Secondary Plan Approval and EA Completion

The draft Secondary Plan was reviewed by the Town and other review agencies and through a formal statutory process which included a Public Hearing on December 1, 2025. The input received was reviewed and addressed in a report to Council. The final Secondary Plan was then presented to Newmarket Council for adoption.

The Secondary Plan was created based on the following Technical Reports:

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| 1. Planning Opinion Report; | 8. Retail and Service Commercial Needs Study |
| 2. Community Design Plan; | 9. Economic/Fiscal Impact Analysis; |
| 3. Transportation Mobility Plan; | 10. Noise Study; |
| 4. Master Environmental Servicing Plan; | 11. Archaeological Assessments; |

- | | |
|---|-------------------------------------|
| 5. Housing Need, Mix and Affordability Study; | 12. Cultural Heritage Assessment; |
| 6. Parks, Open Space and Community Facilities Needs Assessment; | 13. Environmental Site Assessments. |
| 7. Community Energy and Sustainable Development Plan; | |

Consultation and Engagement

On-going consultation occurred throughout the Secondary Plan Study process. Regular meetings were held at key points of the Study process with the Shining Hill Steering Committee and Technical Advisory Groups. In addition, meetings were held throughout the process with individual agencies including meetings or consultation with the School Boards, Lake Simcoe Region Conservation Authority (“LSRCA”), and utility providers. Staff reports were prepared for Council’s consideration and public review, including one presentation to Committee of the Whole (Working Session).

The following public consultation was held for the Secondary Plan Study:

1. Environmental Group Site Walk
2. Diverse Thinkers Roundtable #1 and #2
3. Public Information Centre #1
4. Public Review and Commenting Period #1
5. Public Information Centre #2
6. Public Review and Commenting Period #2
7. Public Information Centre #3
8. Public Review and Commenting Period #3
9. Statutory Public Meeting

Policy Context

The Shining Hill Secondary Plan area was established through OPA 32 as the last remaining greenfield lands in the Town of Newmarket. OPA 32 identified lands which were appropriate for Urban Uses and which lands required Environmental Protection. Furthermore, it required preparation of a Secondary Plan prior to any development occurring. The Shining Hill Secondary Plan builds on the policy framework established at the Provincial, Regional, and local level. In conformity with that policy direction, the Shining Hill Secondary Plan directs development to create a *Complete Community* that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, with a mix of uses and densities that achieve the minimum Provincial and Regional requirements. The Shining Hill Secondary Plan will prioritize people through all phases of life, sustainability, and livability, as well as high quality urban design.

To conform to Provincial and Regional policies including the Provincial Policy Statement (2024), the Greenbelt Plan (2017), the York Region Official Plan (2022), and the Town of Newmarket Official Plan, the Shining Hill Secondary Plan has been designed to address:

- the Regional minimum density of 18 residential units per hectare and 65 residents and jobs combined per hectare for new community areas, in the developable area;
- the goal of providing a wide range and mix of housing types, sizes, and affordability;
- the creation of a community core within a reasonable walking distance for most of the residents and is the focus of the community providing opportunities for local retail and community services and connections to transit;
- opportunities for live-work;
- a high-quality public realm;
- the Active Transportation Master Plan by the Town of Newmarket;
- the Regional Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment with active transportation connections to key destination points;
- development that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- development that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a Community Energy Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;
- an integrated parks and open space network that provides facilities generally within a 5 to 10- minute walk (500m) of the majority of residents;
- reduced heat island effects; and,
- the protection and conservation of cultural heritage resources.

Existing Conditions and Opportunities

The Secondary Plan responds to the existing conditions and opportunities identified through the technical background analysis with respect to the Secondary Plan Study Area including the following:

- natural heritage protection and enhancement, in particular the Town's Natural Heritage System ("NHS") policies and strategies identified in consultation to ensure a Net Positive Environmental Outcome;
- natural hazards, including flooding and erosion hazards, and long-term stable top of slopes and establishing development limits respecting these limits;
- access to existing transportation infrastructure, noise mitigation strategies, and existing cycling infrastructure along Regional roads and nearby in adjacent lands;
- existing land uses and surrounding neighbourhoods;

- the potential for the identification of archaeological resources which will require investigation and potential mitigation;
- topographical characteristics; and,
- the opportunity to achieve high quality and sustainable design.

Part B: The Shining Hill Secondary Plan

Format of the Amendment

Amendment #48 to the Town of Newmarket Official Plan consists of the following modifications to the text and Schedules of the Official Plan.

Sections of the Official Plan proposed for modifications are identified as “Items”.

Item 1 is the Shining Hill Secondary Plan and associated schedules and is intended to be added to the Town of Newmarket Official Plan.

Items 2 & 3 consist of the modifications to the “parent” Town of Newmarket Official Plan required to address the integration of the Secondary Plan into the Official Plan. The modifications include changes to both the text and schedules of the Official Plan.

Details of the Amendment

Item 1: The Shining Hill Secondary Plan consists of the text as well as the schedules identified as Schedules 1 through 5 to be added to the Town of Newmarket Official Plan.

Item 2: Replacement of Policy 4.5 (Urban Land Use Designation) of the Newmarket Official Plan with the Shining Hill Secondary Plan.

Item 3: Modifications to the Schedules of the Official Plan

1. Add Schedule 1 of OPA 48 (Secondary Plan Area and Community Structure Plan) as Schedule J to the Official Plan
2. Modify Schedule A (Land Use) with Schedule 2 of OPA 48 (Schedule B Land Use)
3. Modify Schedule C (Transportation Plan) with Schedule 3 of OPA 48 (Schedule C Multi-Modal Mobility Network)
4. Add Schedule 4 of OPA (Parks and Open Space System) as Schedule K to the Official Plan
5. Add Schedule 5 of OPA (Neighbourhoods) as Schedule L to the Official Plan

ITEM 1:

Shining Hill Secondary Plan (this is an operative part of Official Plan Amendment No. 48)

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- Schedule B:** Land Use
- Schedule C:** Multi-Modal Mobility Network
- Schedule D:** Park and Open Space System
- Schedule E:** Neighbourhoods

Appendices

**Appendices do not form an operative part of the Secondary Plan*

Appendix 1: Shining Hill Secondary Plan Community Design Plan

1.0 Introduction

The following text and Schedules A - E form the “Shining Hill Secondary Plan”:

1. Schedule “A” – Secondary Plan Area and Community Structure Plan
2. Schedule “B” – Land Use Plan
3. Schedule “C” – Mobility Network
4. Schedule “D” – Parks and Open Space System
5. Schedule “E” - Neighbourhoods

1.1 Purpose

The purpose of the Shining Hill Secondary plan is to establish a land use planning and design framework to guide future development within the Shining Hill Secondary Plan area. The Shining Hill Secondary Plan defines the overarching vision and guiding principle to create a complete, sustainable new community. This Secondary Plan is intended to guide development that meets provincial, regional and local policies regarding growth, transit-supportive development, efficient use of land and infrastructure, environmental protection, and new communities.

1.2 Location

The Shining Hill Secondary Plan covers an area of approximately 83 hectares and is generally located in southwest Newmarket, west of Yonge Street, east of Bathurst and north of the Newmarket-Aurora Municipal Boundary. The Shining Hill Secondary Plan area is shown on **Schedule “A” – Secondary Plan Area and Community Structure Plan**.

1.3 Relationship to Newmarket Official Plan

This Secondary Plan is intended to be read in parallel with the appropriate and relevant policies found within the Town of Newmarket Official Plan, as amended. In the event of a policy conflict, the Shining Hill Secondary Plan will prevail.

1.4 Land Acknowledgement

The Shining Hill Secondary Plan is located within the traditional territories of the Wendat, Haudenosaunee, and the Anishinaabe peoples and the treaty land of the Williams Treaties First Nations and other Indigenous peoples whose presence here continues to this day. We also acknowledge the Chippewas of Georgina Island First Nation as close neighbours and friends.

2.0 Vision and Guiding Principles

The vision and guiding principles shall guide the future planning and development of the Shining Hill Secondary Plan. The vision and guiding principles for Shining Hill were developed based on the principles and directions established by OPA 32 and refined through the consultation process based on input from community members and the Town of Newmarket.

2.1 Vision

As we imagine the future community of Shining Hill, the goal is to create a new kind of pedestrian first neighbourhood that delivers a diversity of housing options and choices for all people in all stages of life and sets a higher benchmark for beautiful, sustainable, and resilient living.

Shining Hill is envisioned as three vibrant new residential neighbourhoods that are collectively known for their walkability, green living, and environmental protection. Creating a green, pedestrian-first neighbourhood will be at the core of every consideration, from influencing how streets and parks are located and designed, to the siting of buildings and the intermixing of land uses. A pedestrian first place supports the creation of a more beautiful, sustainable, and resilient place.

A community that is designed for walking requires a compact, complete, curated, and connected urban form. Shining Hill will be designed with multiple focal points including Neighbourhood Centres, parks, villages squares, schools and other community uses to provide a variety of destinations for enjoyable and curated walks to everyday needs, recreation, and activities. The village squares will be vibrant, multi-functional urban places that are the primary focus for the neighbourhood and provide flexible space to host active programming and community gathering. Neighbourhood Centres will book end the central collector road (Shining Hill Way), building on the synergies offered by St. Anne's School, and providing retail and commercial uses to support and encourage a vibrant and engaging place.

The three distinct neighbourhoods will have direct pedestrian linkages (trails and sidewalks) to the Neighbourhood Centres, parks and other focal points. Each neighbourhood will deliver an integrated mix of housing types with varying levels of attainability and affordability from single detached to townhouses and multi-unit buildings. The neighbourhoods will connect people to places through a fine grain network of *Complete Streets*. Streets will be thoughtfully and intentionally designed to prioritize people, porosity, and active travel modes. Shining Hill's people-first streets will support casual togetherness, beautiful vistas, sustainable urban systems, and slow vehicles. They will encourage walking, cycling, and transit, reduce car travel, and improve overall public health.

Design excellence will be embodied through intentional placemaking strategies in the design of all public spaces – streets, parks, trails, community uses and other publicly accessible spaces – and through building design and innovation. The public realm will be designed to engage, attract,

and delight people of all ages and abilities and focus on strategies to draw people out of automobiles and onto their feet. Design excellence will help to foster Shining Hill's unique and admired sense of place and support the pedestrian first principle.

The exceptionality of the surrounding natural landscape will provide a natural edge and frame for the entire community. The natural environment will be celebrated and drawn into the neighbourhoods through a robust interconnected system of parks, squares, vistas and other open spaces. Parks and open spaces will be connected via an extensive trail and multi-use pathway network that links people by active modes of travel to community uses and nodes of activity.

Not only will the Shining Hill community be designed to celebrate and protect the surrounding natural environment features, but it will also feature sustainable urban systems, a robust open space system, increased tree cover, and active mobility that provides additional protection to the natural environment. Furthering its commitment to sustainability and resilience, the new Shining Hill community will be a showcase for advancements in community-wide and residential home technology. To be a more resilient community, the latest approaches to energy and water conservation, reduction of carbon, and other means to mitigate climate impacts will be tested in discovery homes and employed where appropriate. Innovation will be encouraged.

The final details of the sustainability measures are set out in a Capital Facilities Agreement between the developer and the Town. That agreement, subject to any amendment, governs, and in the event of any conflict, its provisions shall prevail without requiring an amendment to this Plan.

2.2 Guiding Principles

1. **Community focused design to reduce car dependency:** There is increasing evidence of the linkage between public health and community design. Communities built around the automobile eliminate regular physical activity, particularly walking, from daily life. Designing neighbourhoods around pedestrian activity with numerous destinations within walking distance can reduce automobile dependence and create better health outcomes and more sustainable urban environments.
2. **Address climate change through environmentally progressive housing and sustainable design:** Community design should also have regard for mitigation and increasing levels of resiliency, anticipating increased risks to community infrastructure due to increases in temperature and extreme weather events.
3. **Housing affordability by providing for a mix of unit types, sizes, ownership models and tenures:** Providing *Affordable* housing means diversifying the options of housing forms available to residents. This requires the provision of housing that is suitable as entry into the housing market but also meets the needs of residents at all ages and stages of life.

2.3 Goals and Objectives

The Shining Hill Secondary Plan strives to achieve the following goals and objectives.

2.3.1 Protect and Enhance the Natural Environment

- a. Ensure conservation of the existing natural features, functions and water resources, including the provision of appropriate *Vegetation Protection Zones* (“VPZs”), through the delineation and protection of the Natural Heritage System (“NHS”).
- b. Conserve and integrate natural areas into the fabric of the community through a design approach that works with the Natural Heritage System and places sensitive and compatible land uses adjacent to the Natural Heritage System to the greatest extent possible, provide additional open space areas, minimize impacts to topography and enhance the tree canopy.
- c. Promote restoration and enhancement opportunities in and adjacent to the Natural Heritage System.
- d. Improve natural heritage connectivity and wildlife movement.
- e. Permit complementary uses to co-locate such as stormwater management facilities and parkland or other public uses, as appropriate.
- f. Provide opportunities to permit and expand on the benefits of the close association between natural areas and open space uses with a range of passive and active recreation locations and trail routes.
- g. Define a street system that is sensitive to natural areas and minimizes natural area crossings.
- h. Protect new development from natural hazards through provision of appropriate setbacks, infrastructure, and design.
- i. Implement recommendations from the Master Environmental Servicing Plan regarding subwatershed studies, natural heritage and hazards protection; municipal servicing, water conservation and efficiencies; and best management practices.

2.3.2 Build a compact, complete and diverse community

- a. Ensure a compact urban form with a range of land uses and densities that provide easy access to neighbourhood centres and an interconnected system of parks and public open spaces.
- b. Define neighbourhood centres as the primary focal point of the community and access to shops and services within a 5-minute walking distance of most residents.
- c. Ensure the neighbourhood centres are transit supportive.
- d. Ensure a range of residential dwelling types and tenures to provide choice, accommodate a range of affordability and support age friendly community design approaches.
- e. Provide a mix of housing opportunities and building types throughout the community to meet the needs of people at different stages of their life cycle and with varying socio-economic factors.
- f. Promote a full range of mid-density housing types including walk-up apartments/ timber framed apartments, multi-plex dwellings, and *Additional Residential Units* to support more *Affordable* housing options.

- g. Provide appropriate transitions from housing forms of various heights and densities.
- h. Promote a diversity of uses to serve local needs, such as parks, community uses, and neighbourhood centres that provide access to shops and services, within an easy 5-minute walk for all residents.
- i. Encourage employment opportunities, where appropriate, to foster living and working in the same community.
- j. Permit live-work units, where appropriate, and in anticipation of transition and adaptation of ground floor uses as the market demand changes and the community matures.
- k. Define an interconnected system of parks and open spaces including the Natural Heritage System as the main organizing element and supported by active, passive and multi-use trails and pathways.
- l. Plan for needed community infrastructure and uses, including an elementary school, stormwater management, parks, and appropriate locations for places of worship.
- m. Protect the health and well-being of residents and the security of critical infrastructure systems, including needed human services and *Community Facilities*.

2.3.3 Promote efficient development patterns and standards

- a. Ensure that appropriate built forms and densities are strategically located to promote cost efficient construction of new infrastructure.
- b. Design streets, adjacent land uses and building forms to encourage walking, cycling and transit ridership through convenient walking and cycling distances to shops, services, amenities and transit stops.
- c. Design the street network to support transit routes that are located within a central core or along a key corridor that provides direct access to key destinations such as schools, parks, shops and other community uses.
- d. Phase development to ensure a logical and sequential extension of infrastructure that is both cost effective and minimizes disruption of existing transportation routes, residential, and employment uses.

2.3.4 Strive for design excellence through intentional place-making and urban design.

- a. Establish a strong community identity through a high-quality public realm, distinctive placemaking strategies, and a high standard of urban design approaches regarding architecture, building materials, streetscapes, engaging parks and open spaces, landmarks, public views, and public art.
- b. Plan for and locate services and amenities, such as shops, schools, parks, trails, throughout the community to provide a variety of focal points and destinations for active and passive uses within walking distance to most residents.
- c. Create neighbourhood centres that are transit supportive and incorporate appropriate density and mixed-use built forms to support a vibrant streetscape.

- d. Define a clear character of the neighbourhood centres through streetscape treatment, building orientation, facades, and the inclusion of an active play area.
- e. Ensure that Natural Heritage System is integrated into the fabric of the community in a manner that is visible and accessible.
- f. Ensure that built form reflects human scale and buildings are oriented to the street to define the streetscape, enhance the public realm, and encourage pedestrian activity.
- g. Provide appropriate land use, buffers, and built form transitions.
- h. Utilize the Provincial 'Accessibility Standards for the Built Environment'.
- i. Require specific design standards for parks, walkways, and trails to achieve a higher order of accessibility and efficiency.

2.3.5 Plan for active mobility options through the provision of *Complete Streets*.

- a. Establish a comprehensive transportation system that promotes walking, cycling, and transit as viable and attractive alternatives to automobile travel.
- b. Prioritize pedestrian and cycling connectivity and access throughout the community, within the natural areas and to connections beyond.
- c. Employ *Complete Streets* design approaches to prioritize active users including pedestrians, cyclists, and transit riders of all ages and abilities.
- d. Utilized a strong grid pattern for streets and blocks that is permeable and connected to provide multiple direct routes for pedestrian and cyclists movement.
- e. Provide a hierarchical system of streets with appropriate levels of facilities for walking and cycling that minimal the street width to create urban spaces that are walkable and pedestrian scaled.
- f. Design streets based on context and utilizing green street design measures.
- g. Ensure streets and the adjacent built form are designed to inherently calm traffic, reduce vehicular travel speeds, and mitigate speeding through strategies such as reduced lane widths, smaller curb-return radii, reduced radii for street curvature, on-street parking, raised intersections or crosswalks, roundabouts and streetscape approaches that provide sidewalks, room for street trees, and buildings closer to the street, while maintaining the provision of safe infrastructure.
- h. Preserve and enhance the Natural Heritage System while integrating an extensive and connected system of trail and pathways as a key component of the transportation network within the Secondary Plan and with trail connections beyond.
- i. Ensure that amenities, such as a range of parks, urban squares, and open space types, create a variety of focal points and passive and active uses within direct walking distances of residents via street and trail systems.

2.3.6 Set a high standard of sustainability, waste reduction and energy and water efficiency.

- a. Utilize best management practices and approaches to stormwater management, water and wastewater systems, and the transportation network to support water and energy conservation and improved community resilience.
- b. Incorporate Low Impact Development (LID) best practices and green infrastructure, wherever feasible to minimize runoff, reduce water pollution, and protect groundwater resources.
- c. Utilize underground stormwater management facilities, where appropriate, to enable the ground level to function as an active part of the parks and open space system.
- d. Employ best management practices for green buildings to reduce demands on energy, water and waste systems, and the production of greenhouse gas emissions as identified in the Shining Hill Community Energy and Sustainability Development Plan while considering overall housing affordability and desirability.
- e. Encourage the use of innovative and environmentally progressive housing technologies and approaches as identified through the Shining Hill Community Energy and Sustainable Development Plan.
- f. Encourage the use of innovative and environmentally progressive standards for all public buildings, such as those identified in the Shining Hill Community Energy and Sustainability Plan or similar program (i.e. LEED).
- g. Utilize, wherever possible, through street alignments and building placement, opportunities to capture solar energy.
- h. Ensure streetscape design incorporates appropriate resilient tree spaces and spacing to minimize the urban heat island effect.
- i. Incorporate community and pollinator gardens, where appropriate, as part of an integrated open space system and recognizing Newmarket is a Bee City.
- j. Encourage innovation in communication and information technologies such as the coordination of communication utility placement, fiber optic ready buildings and homes and community accessible wi-fi.

3.0 Community Structure

3.1 Key Structural Elements

The community structure established for the Shining Hill Secondary Plan includes the following five key elements that form the basis of the land use designations and policies:

1. An extensive **Natural Heritage System** that encapsulates and frames the community. The Natural Heritage System protects and enhances natural features and functions, defines the neighbourhood boundaries, and provides opportunities for placemaking, conservation and the appreciation of nature;
2. Distinctive **Neighbourhood Centres** as the main focal points of the neighbourhoods defined by the greatest mix of uses and higher densities, providing opportunities for commercial and community uses;
3. Three (3) distinct and charming **Residential Neighbourhoods** focused on nodes of activity that may include strategically located parks, schools, and other public destinations and provide easy and enjoyable walks to a mix of destinations, activities and uses;
4. A fine-grained hierarchical network of **Complete Streets** that are designed to prioritize sustainable travel modes - walking, cycling, and transit;
5. A **Parks and Open Space System** that consists of a variety of interconnected parks, village squares, trails, pathways, and other publicly accessible open spaces that complement the surrounding Natural Heritage System and provide opportunities for both passive and active recreation; and,
6. A **Distinctive Public Realm** that is defined by public spaces and adjacent private space that combined create a character that is unique to the Shining Hill. The public realm includes streets and lanes, parks, open spaces, privately owned publicly accessible spaces (“POPS”) and building facades and private space adjacent to public spaces.

3.2 Natural Heritage System

3.2.1 The Natural Heritage System (“NHS”), identified on **Schedule “A” – Secondary Plan Area and Community Structure Plan** of this Secondary Plan, comprises approximately 40% of the Shining Hill Secondary Plan area and is made up of natural features, functions and their vegetated protection zones (VPZ), as well as natural hazard lands that are to be protected, conserved, restored, and where possible, enhanced as the community evolves.

3.2.2 The Natural Heritage System establishes the limits of development, defines three neighbourhoods, and frames the community on all its edges.

3.2.3 The Natural Heritage System together with the parks and open space system will be leveraged to provide unique views, connections and passive recreation throughout the community that contribute to Shining Hill’s unique sense of place and create an alluring destination.

3.3 Neighbourhood Centres

3.3.1 The Shining Hill Community will have at least two Neighbourhood Centres. They shall be located to be easily accessible for all of Shining Hill residents as generally illustrated on **Schedule “A” – Secondary Plan Area and Community Structure Plan**. These accessible locations will support walking and *Active Transportation* modes from almost all areas to the community and reduce car dependence for in-neighbourhood travel. The Neighbourhood Centres will anchor the Central and Southern Neighbourhoods, allowing for a terminus view of St Anne’s School.

Neighbourhood Centres are local community hubs that support gentle density and transit connectivity. These areas will provide small-scale retail, restaurant and commercial uses, diverse housing options, and community amenities in a pedestrian-friendly, context-sensitive form, contributing to complete communities and supporting the local bus network. These areas will provide local destinations, support gentle and context-sensitive density, and integrate housing diversity, small-scale commercial, and community amenities. Their design will reinforce walkability, connectivity to transit, and a unique public realm.

Neighbourhood Centres will:

- a) Be supported by small-scale retail and service uses that meet local needs and enhance walkability;
- b) Provide a variety of housing options up to four storeys to support gentle density and infill based on local context;
- c) Encourage active transportation and transit-supportive design, integrating safe pedestrian and cycling connections with local bus service;
- d) Incorporate high-quality public realm features, such as landscaping, seating, and streetscape improvements, to create vibrant neighbourhood focal points.
- e) Locate parking behind or beside buildings, not in front, and minimize curb cuts to maintain a continuous streetscape;
- f) Explore shared parking arrangements and bicycle parking facilities with neighbouring properties to consolidate parking facilities;
- g) Include landscaping, street trees, and seating areas to create a welcoming pedestrian environment;
- h) Provide safe, accessible connections to sidewalks, transit stops, and cycling routes, and pedestrian-scale lighting for safety and comfort;
- i) Use scaled signage that complements building design and avoids visual clutter; and
- j) Allow residential units above retail uses, where appropriate, to support gentle intensification (including ARUs) and housing options.

3.3.2 Site plans within Neighbourhood Centres will consider focus on the provision of pedestrian comfort to support successful retail and commercial uses.

3.3.3 Within Neighbourhood Centres, retail and commercial uses shall be encouraged to co-located with other non-residential and non-retail uses such as community facilities, daycares, and community services and with programmed open spaces.

- 3.3.4** A combined minimum of 1,000m² of commercial gross floor area will be provided across the Neighbourhood Centres and on lands designated Mixed-Use Mid-Rise. Commercial uses are to be located on or adjacent to the Village Squares in the Priority Commercial Areas and the Mixed-Use Mid-Rise designation as shown on **Schedule B**. The commercial component includes live/work, mixed-use or stand-alone buildings.

3.4 Residential Neighbourhoods

- 3.4.1** Three Residential Neighbourhoods are shown on **Schedule “E” - Neighbourhoods** of this Secondary Plan and are geographically defined by the Natural Heritage System. Neighbourhoods will feature Neighbourhood Centres and multiple focal points (such as parks, stormwater management parks, greens, trail heads, and/or community uses) within a reasonable walking distance (i.e. approximately five-minute walk) of all residents of that neighbourhood.

- 3.4.2** **Southern Neighbourhood 1** – located north of the Newmarket-Aurora boundary, the Southern Neighbourhood is focused around a Neighbourhood Centre just north of St. Anne’s School. The Southern Neighbourhood will include residential uses in low-rise and mid-rise buildings, live/work townhouses, commercial uses within the Neighbourhood Centre, the central village square, a stormwater management park block, and the extension of Shining Hill Way from the south and Bennington Road from the east.

- 3.4.3** **Central Neighbourhood 2** – located in the middle of the plan area, the Central Neighbourhood is the largest of the three neighbourhoods and will feature a s a second Neighbourhood Centre, with a direct link to the Southern Community Core. The Northern Community Core will also have a mix of residential and commercial uses focused on a village square. Sweeping valley views to the east and the reforested passive park on the west frame the neighbourhood. The Central Neighbourhood will include mid- and low-rise residential uses serviced by two stormwater management park blocks. It includes a new collector street that runs north from the extension of Bennington Road and then heads west towards Bathurst Street and the continuation of Shining Hill Way from the Southern Neighbourhood. Dwelling units will include a mixture of detached, semi-detached, townhouses, stacked townhouses, multi-unit buildings, and low- to mid-rise residential buildings as well as detached *Additional Residential Units*.

- 3.4.4** **Bathurst Neighbourhood 3** – located on the west side of the Secondary Plan area, Bathurst Neighbourhood is long and narrow, providing direct access to Bathurst Street through a continuation of the Collector Street from the Central Neighbourhood. The Bathurst Neighbourhood will be home to a new elementary school co-located with a stormwater management park, residential uses, and parks, and open spaces that provide trail heads for the extensive open space or Natural Heritage System within the Shining Hill community. Dwelling units will include a mixture of detached, semi-detached, townhouses, stacked townhouses, and multi-unit buildings are anticipated. Future development blocks are identified at Bathurst, with uses to be confirmed in the future through an Official Plan Amendment. Bathurst Neighbourhood 3 may also include openings to allow connection to the property north of the Secondary Plan area in the future.

3.5 Density

- 3.5.1** Through the policies of this Secondary Plan, the Town shall seek to exceed the overall minimum density of 65 residents and jobs per developable hectare for land subject to this Secondary Plan.
- 3.5.2** The Shining Hill Secondary Plan Area will contribute to overall minimum density of 65 residents and jobs per developable hectare by exceeding the required 18 residential units per hectare and providing anticipated population-serving jobs.
- 3.5.3** The policies of this Secondary Plan and supporting technical studies, anticipate a population of between 3,000 and 4,500 people and approximately 100 – 300 jobs (~65 to 95 residents and jobs per developable hectare). This target population is appropriate, desirable and necessary to use the land, resources and infrastructure efficiently, support sustainable and energy conserving community and building technologies, and sustain a Neighbourhood Centre with vibrant retail and service amenities to meet many of the daily needs of the residents of the Shining Hill.
- 3.5.4** The approach to building height and density focuses maximum height and density within the Neighbourhood Centres, and areas near or adjacent to transit and arterial roads along Yonge Street and Bathurst Street. The policies for each land use on **Schedule “B” – Land Use Plan** of this Secondary Plan establish the maximum density and height permitted in specific land use designations.
- 3.5.5** To ensure that the minimum required density identified in policies 3.5.1 and 3.5.2 and the desired population range identified in policies 3.5.3 of this Secondary Plan is achieved, all future applications for draft plan approval shall be required to demonstrate, in a *Density Statement* in conjunction with a Street and Block Plan for the entire Secondary Plan Area, how the application contributes to the minimum required density and is consistent with policies 3.5.1 and 3.5.2 and the planned density targets of 3.5.3.

3.6 Affordable Housing

- 3.6.1** The community shall consist of a housing mix which provides for a diverse mix of dwelling unit types, sizes and tenures to increase housing choice.
- 3.6.2** In accordance with Section 3.9.2 of the Town of Newmarket Official Plan, at full build out a minimum 25% of all housing units shall be *Affordable* to low- and moderate-income households, and that a portion of these units should be accessible to people with disabilities.
- 3.6.3** To achieve the required minimum amount of *Affordable housing* requirement identified in Policy 3.6.2, this Secondary Plan:
- a. Requires a diverse mix of dwelling unit types, sizes and tenures within each neighbourhood, sub-neighbourhood and along each street to provide housing choices, promote inclusivity, and enhance the character and sense of place of Shining Hill Secondary Plan Area.

- b. Limits the number of single detached dwellings to 50% of the total number of dwelling units over the entire Secondary Plan Area (not phase by phase or neighbourhood by neighbourhood).
- c. Encourages a mix and variety of housing opportunities to meet the life cycle needs of a full range of demographic profiles, including seniors, through an integrating mixing of housing forms and building types.
- d. Provides a block within or near the Shining Hill Secondary Plan for *Affordable* rental housing to be transferred to the Town in partnership with Housing York or another non-profit housing provider as determined by the Town and in accordance with the executed Municipal Capital Facilities Agreement, as amended.
- e. Encourages purpose-built rentals to be provided throughout the secondary plan area with a focus on the Neighbourhood Centres.
- f. Permits *Additional Residential Units (ARUs)* in accordance with Section 3.6 of the Official Plan.
- g. Requires a minimum of 25 detached, semi-detached or townhouse dwelling units to be designed and built with an additional residential unit during the initial phase of the community.
- h. Encourages new dwellings to be predesigned to accommodate *Additional Residential Units* and that *Additional Residential Units* be offered as a construction option.

3.6.4 Development shall encourage and support Age Friendly Communities and the construction of housing for seniors such as smaller dwellings, apartment dwellings, buildings with rental units, and *development* that facilitates “aging-in-place”.

3.7 Parks and Open Space System

3.7.1 A hierarchal network of highly accessible and recognisable parks and open spaces, identified symbolically on **Schedule “B” – Land Use Plan** of this Secondary Plan, will play an important role in the structure of the Shining Hill community by creating several active and passive places and focal points within a short walk to all residents.

3.7.2 Programming for active facilities and passive uses are to be provided within the Village Squares, Parks, Stormwater Management Parks, and other Open Spaces.

3.7.3 Open, programable parkland shall be graded to a maximum of 2%, in accordance with the Town’s Landscape Design Guidelines, as amended.

3.7.4 In addition to these public spaces, the Natural Heritage System provides an opportunity for a linked open space system consisting of natural features and trails, where appropriate, that connect the neighbourhoods to the Neighbourhood Centres, parks, the school, transit and trails and destinations beyond the Secondary Plan area. **Schedules “D” – Parks and Open Space System** of this Secondary Plan conceptually identify the proposed trail network.

3.7.5 Pathway system within Parks, Stormwater Management Parks and other Open Spaces will be used to link the Multi-Use Recreational Trail System with the pedestrian and cycling networks. Details of the connections and pathways will be developed through the Draft Plan approval process.

3.8 Community Amenities and Facilities

3.8.1 To support the residents, community amenities and facilities will be planned for and located in proximity to most residents throughout the Shining Hill community as focal points for gathering, placemaking and identity.

3.8.2 Community amenities and facilities include a parks and open space system, trails and multi-use paths, active and passive recreation, places of gathering, Neighbourhood Centres, retail and service, and elementary school, and landmarks, focal points, and vistas.

3.8.3 A public elementary school has been identified as needed within the Secondary Plan Area. An appropriately sized block to support an innovative urban school form shall be reserved in the Bathurst Neighbourhood 3 adjacent to the Stormwater Management Park. See Section 5.6 for additional policies on the school location and design.

3.9 Mobility Network

3.9.1 A multi-modal Mobility Network, as identified on **Schedule “C” – Mobility Network** of this Secondary Plan, consists of Collector and Local Streets as well as Multi-use Pathways (MUP) and trails that are essential to providing connectivity to the external network and future neighbourhoods within the Shining Hill community. The Mobility Network provides a framework to guide the development of streets and blocks.

3.9.2 The Mobility Network shall prioritize *Active Transportation* modes (walking and cycling) while also providing access for transit and vehicle travel.

3.9.3 The Mobility Network will balance connectivity and protection of the natural environment, to the greatest extent possible.

3.9.4 The Mobility Network shall be designed with *Complete Streets* that provide infrastructure for all ages, abilities, and modes of travel to and within the Secondary Plan. The objective is to reduce the reliance on the automobile by prioritizing active modes, particularly walking, through the provision of convenient and viable *Active Transportation* and transit.

3.9.5 Development shall have regard for the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the development approvals process.

3.9.6 Road crossings of the Natural Heritage System shall be limited to those identified on Schedule “C” of this Secondary Plan.

3.10 Public Realm and Sustainable Systems

- 3.10.1** A high-quality public realm will be the primary organizing element of the Shining Hill Secondary Plan and support community identity, climate resilience, mobility, universal accessibility, public health, and community engagement. The Shining Hill public realm will be framed by the Natural Heritage System and anchored by the Neighbourhood Centres. Other key components include the network of people focused streets, secondary nodes, multi-use paths, trails, parks, stormwater management facilities, other open spaces, schools, community amenities, and transit.
- 3.10.2** Public realm elements are generally shown on **Schedule “A” – Secondary Plan Area and Community Structure Plan** to this Secondary Plan. The precise location, size and configuration of public realm elements will be determined through the Draft Plan approval process. Refinements to the public realm elements will not require an amendment to this Plan provided refinements maintain the general intent and vision of this Plan.
- 3.10.3** The public realm should be designed to establish a unique sense of place through the layout, design and orientation of public realm features.
- 3.10.4** The preservation and enhancement of significant views through the intentional placement of public spaces, as located on **Schedule “A” – Secondary Plan Area and Community Structure Plan** of this Plan, is encouraged.
- 3.10.5** Stormwater management will be provided through a multi-functional approach that includes Low Impact Development measures and underground water catchment facility with active park land and recreational facilities at ground level. Stormwater Management Parks will be key active components of the Parks and Open Space System. Innovative stormwater management techniques may be implemented that work with and support park programming opportunities and operations.
- 3.10.6** The planning, design, and implementation of stormwater management plans, strategies, and infrastructure shall, where applicable, prevent the accumulation of standing water to not be conducive to mosquito larvae breeding.
- 3.10.7** The public realm elements will support long-term sustainability and resilience by:
- a. including landscape features that enhance and promote ecological health, natural functions, climate resilience, habitat creation and connectivity, and biodiversity, native species and pollinators;
 - b. supporting long-term, sustainable and mature tree growth, and the expansion of the tree canopy by providing sufficient growing space and soil volumes and access to sunlight for trees and vegetation to thrive;
 - c. supporting a decentralized stormwater management system through green infrastructure and nature-based solutions;
 - d. supporting active mobility and transit use as the preferred means of moving around;

- e. supporting comfortable microclimates, including access to sunlight during the cold months, tree canopy and other shade during the summer, and wind conditions that support the intended use of the public realm, including sitting and standing; and,
- f. utilizing high quality, sustainable and durable materials that minimize embodied carbon. Consideration should be given to effective maintenance and the ability to support the intensity of use by residents, workers, and visitors in all seasons.

3.10.8 The landscape design approach should consider the larger landscape to accentuate species diversity and environmental benefits. Tree species selection should consider locational context to promote connectivity and species resilience and recognize people movement and management.

3.10.9 Trees planted within a hardscape environment should include a soils cell design to achieve the minimum soil volume requirement of 30 m³ and consider runoff management as part of the design. Soil characteristics within the soil column for trees should entail a lower density with moderate to high tensile strength.

3.10.10 Consideration will be provided to planting fruit bearing trees in open space areas, stormwater management pond, and re-forested areas as well as the Town of Newmarket Bee City initiative with targeted planting of pollinator friendly trees, shrubs and gardens.

4.0 Natural Heritage System

4.1.1 The Natural Heritage System (“NHS”) illustrated on **Schedule “A”** through **Schedule “D”** of this Secondary Plan include natural features, functions, hazards, and buffers required to protect them as well as hazard lands. The Natural Heritage System defined for the Shining Hill Secondary Plan area reflects the components identified in Section 9 of the Newmarket Official Plan and OPA 28 of the Newmarket 1996 Official Plan and includes woodlands, wetlands, significant valleyland, significant wildlife habitat, permanent and intermittent streams, fish habitat, groundwater seeps and springs, and the required *Vegetation Protection Zone* (“VPZs”).

4.1.2 The Natural Heritage System recognizes the interdependence of natural heritage features and their associated functions, and seeks to maintain connections among natural features, so that existing ecological and hydrological functions are maintained and/or enhanced.

4.1.3 The biodiversity, ecological function, and connectivity of the Natural Heritage System shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural features, surface water features, and ground water features.

4.1.4 The Natural Heritage System will be protected in accordance with the direction of the Shining Hill Master Environmental Servicing Plan (“MESP”), prepared to the satisfaction of the Town of Newmarket. Refinements to increase or decrease the extent of natural areas are permitted through the Draft Plan approval process provided a minimum of 32.5 hectares (80 acres) is transferred to the Town of Newmarket and the modifications are supported through an update to the environmental study included as part of the MESP.

4.1.5 In accordance with Section 9.4 of the Official Plan, an environmental study (i.e. Environmental Impact Study (EIS) / Natural Heritage Evaluation (NHE)) shall be prepared in support of future development applications for Draft Plan of Subdivision to confirm the limits of the Natural Heritage System and identify impacts and required mitigations measures.

4.1.6 Minor modifications to the boundaries and alignment of the Natural Heritage System may be considered as part of environmental studies submitted in support of the Draft Plan approval process, without amendment to this Plan and to the satisfaction of the Town of Newmarket in consultation with the LSRCA.

4.1.7 The Natural Heritage System will reflect the most current information based on the work undertaken as part of the MESP, environmental studies and other assessments which have been undertaken to the satisfaction of the Town of Newmarket in consultation with the required public agencies.

4.2 Minimum Vegetated Protection Zones

4.2.1 The Natural Heritage System shall include VPZs in effort to protect natural features and functions by mitigating the impacts of the proposed development of site alternation. VPZs are important component of the Natural Heritage System necessary to maintain and enhance natural features and functions within the Natural Heritage System.

4.2.2 VPZs have been recommended through the MESP and will be confirmed through subsequent Draft Plan of Subdivision based on proposed adjacent land use and building on guidance from the ORMCP, York Region and applicable Subwatershed Studies.

4.2.3 In accordance with Section 9.4 of the Official Plan, an environmental study shall be prepared in support of future development applications for Draft Plan of Subdivision to confirm the required VPZs and other mitigations measures, including addressing reductions to the Oak Ridges Moraine Conservation Plan Minimum Vegetated Protection Zones.

4.3 Net Positive Environmental Outcome

4.3.1 It is a principle of this Secondary Plan to achieve a net positive environmental outcome with respect to any impacts on natural features or functions with the intent of enhancing ecological functions of the Natural Heritage System. Net positive environmental outcome is not limited to “like-for-like” compensation in terms of ecological function, compensation may consider enhancements to improve habitat quality and enhance biodiversity or to provide a range of other related benefits.

4.3.2 The range and nature of the works in support of the net positive environmental outcome could include:

1. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;

2. Greater levels of environmental protection in the form of stormwater management quality control, temperature management, or peak flow protections; and,
3. The enhancement or creation of habitat, wildlife linkages, and corridors as identified through the completion of the EIS, in consultation with the Town, LSRCA, York Region, and relevant Provincial ministries, as required.

4.3.3 Additional enhancement areas to satisfy the net positive environmental outcome requirement may be directed to the restoration of degraded areas or habitat creation or enhancement that includes but is not limited to wetlands, woodlands, permanent or intermittent streams, valley and stream corridors, fish habitat, and significant wildlife habitats.

4.4 Reforested Passive Park

4.4.1 The Reforested Passive Park designation on **Schedule “A”** through **Schedule “D”** is intended to support a net positive environmental outcome and function as an enhancement area, filling in the gap in the north/south Natural Heritage System corridor in this location, and providing land for compensation requirements from previous phases of development. The Reforested Passive Park shall be at least 0.80 hectares in area.

4.4.2 Passive recreation uses including trails, paths, interpretative / educational signage, structures, and hard landscaping are permitted in the Reforested Passive Park if they are wholistically designed from the outset to ensure the environmental objectives are achieved.

4.5 Tree Cover Enhancement

4.5.1 Tree cover enhancement and conservation can be a cost-effective approach to improve the overall appearance of a community while providing ecological and climate change benefits. It is an objective of this Plan to enhance the current tree cover through preservation of existing trees and the planting of additional new trees to augment tree removals within the developable area.

4.5.2 A minimum of 5,000 trees will be planted in the secondary plan area in accordance with the Municipal Capital Facilities Agreement, as amended, in addition to reforesting the passive park.

4.5.3 This plan will aim to meet or exceed the Town’s Canopy Target of 35%, as amended.

4.5.4 Development in the Shining Hill Secondary Plan will consider the preservation of healthy, mature, tableland trees and healthy hedgerows in situ, where feasible.

4.6 Trails and Multi-use Pathways

4.6.1 Trails and multi-use pathways are permitted in the Natural Heritage System in accordance with the policies of the Newmarket Official Plan and to the satisfaction of the Town of Newmarket.

4.6.2 Trails within the Natural Heritage System should be located within the minimum vegetation protection zone rather than within the natural area to the greatest extent possible.

- 4.6.3** Appropriate signage and markings shall be provided to educate trail and path users on proper use, discourage off trail activity, and the importance of adjacent natural areas.

4.7 Interface with the Natural Heritage System

- 4.7.1** A key component of the Shining Hill Secondary Plan is the provision of appropriate visual and physical connections to the Natural Heritage System.

- 4.7.2** It is a target of this Secondary Plan that approximately 40% of all developable lands that abut the Natural Heritage System be developed with a single-loaded road, a public parks or other open spaces, a stormwater management facility, schools, or other similar use that provide public view and / or access.

- 4.7.3** Development abutting the Natural Heritage System shall be designed in accordance with Section 9.0 of the Official Plan.

5.0 Land Use

The Secondary Plan comprises approximately 50 hectares of developable area. The Shining Hill Secondary Plan will be developed as a complete, residential community where residents can live and have easy access to daily needs such as shops, services, recreation, play and proximity to jobs and transit. To achieve the vision and guiding principles for the Shining Hill community, a robust mixing of residential dwelling types supported by Neighbourhood Centres is proposed as the central organizing element to providing a pedestrian first, transit-oriented urban community.

5.1 General Land Use

- 5.1.1** The land use designations on **Schedule “B” – Land Use Plan** of this Secondary Plan and the policies of this section are designed to establish a community structure which implements the Vision and Guiding Principles established for the Shining Hill Secondary Plan.

- 5.1.2** The land use designations establish a distribution of land uses to ensure an appropriate mix of land uses, heights, and densities in a manner which supports the creation of a compact, sustainable and *Complete Community* that is compatible with the surrounding existing and planned neighbourhoods, while ensuring the appropriate protection and conservation of cultural and natural heritage resources.

- 5.1.3** The boundaries of the land use designations on **Schedule “B” – Land Use Plan** are general and minor adjustment to the boundaries may be made without an amendment to this Plan.

- 5.1.4** Public safety services and *Community Facilities* are permitted in all designations within the Shining Hill Secondary Plan, except for the Natural Heritage System.

5.2 Natural Heritage System Designation

- 5.2.1** Development or site alternation is not permitted in lands designated Natural Heritage System on **Schedule “B” – Land Use Plan** of this Plan in accordance with Section 9.2 of the Official Plan except for the uses identified in policy 5.2.2 of this Plan.
- 5.2.2** Public access facilities such as paved and unpaved trails, walkways and boardwalks are permitted in the Natural Heritage System provided they are constructed and placed in a manner that has no negative impact on the function of the feature.
- 5.2.3** The policies of the Environmental Protection Area – Oak Ridges Moraine designation from OPA 28 of the 1996 Official Plan also apply to lands designated Shining Hill Natural Heritage System.

5.3 Low-Rise Residential

5.3.1 The **Low-Rise Residential** Designation on **Schedule “B” – Land Use Plan** of this Secondary Plan is planned to consist primarily of buildings in a low-rise form no greater than 3.5 *storeys*. The lands in this designation will be developed as residential neighbourhoods.

5.3.2 The following uses are permitted in the **Low-Rise Residential** designation:

1. Residential dwelling unit;
2. Home occupation; and,
3. Private home *day care* for a maximum (5) children.

5.3.3 The **Low-Rise Residential** designation permits the following building types:

1. Detached House;
2. Semi-Detached House;
3. Townhouse;
4. *Additional Residential Unit (ARU)* and Detached Additional Residential Units;
5. *Multi-plex*;
6. Stacked Townhouses;
7. Back-to-back townhouses; and,
8. Private and Public Institutional Buildings.

5.3.4 The maximum permitted density for development blocks in the **Low-Rise Designation** shall be a *Floor Space Index* (“FSI”) of 0.75 for blocks.

5.3.5 In the Low-Rise Residential designation, as shown as the Priority Commercial overlay on Schedule B, the ground floor of buildings adjacent to the Village Square shall include some retail, service commercial uses, community uses, or other active uses that animate the street. The Implementing Zoning By-law shall establish the minimum amount of gross floor area for retail or other active uses required in buildings which have frontage on collector streets or the Village Square within the Neighbourhood Centre.

5.3.6 Detached, Semi-Detached, and Townhouses are permitted in accordance with the policies of this Plan provided the overall vision is maintained and a density greater than 65 residents and jobs per hectare is achieved.

5.3.7 The maximum permitted height is 3.5 storeys. Buildings within the Neighbourhood Centre are permitted up to 4 storeys.

5.3.8 A *Density Statement* will be required in support of future Draft Plan approval, illustrating how the development application contributes to the minimum required density of policies 3.5.1 and 3.5.2 and the planned density of 3.5.3.

5.3.9 Single detached dwellings are limited to 50% of the total number of dwelling units across the entire Secondary Plan Area (not phase by phase or neighbourhood by neighbourhood).

5.3.10 Back-to-back townhouses are permitted **Low-Rise Residential** forms that provide building frontage on two sides, with units sharing a rear wall. Back-to-back townhouses should be used to eliminate back-lotting onto public paths and streets.

5.3.11 Table 5.1 provides a summary of the residential land use designations for ease of comparison and does not form an operative part of this plan.

5.4 Mid-Rise Mixed-Use Residential

5.4.1 The **Mid-Rise Mixed-Use Residential** designation on **Schedule “B” – Land Use Plan** of this Secondary Plan is applicable to the lands primarily located within the Neighbourhood Centres, the pocket of land north of the Aurora boundary, and along the south side of Bennington Road. Development in this designation may consist of a broad mix of mid -rise mixed-use and single use buildings.

5.4.2 The following uses are permitted in the **Mid-Rise Mixed-Use Residential** designation:

1. Residential dwelling unit;
2. Home occupation;
3. Private home day care for a maximum (5) children;
4. Cultural Use, including commercial galleries and theatres;
5. Retail and service commercial use, including grocery and personal service;
6. Office;
7. Place of Worship;
8. Hotel; and
9. Public and Private Community and Institutional Uses,

5.4.3 The **Mid-Rise Mixed-Use Residential** designation permits the following building types:

1. Townhouse;
2. Stacked Townhouse (as part of a block);
3. Back-to-back townhouse (as part of a block);
4. *Multi-plex*;
5. Live-work Unit;
6. Apartment Building;
7. Mixed Use Building;
8. Commercial Building, and
9. Public and Private Institutional Building.

5.4.4 Townhouse dwellings (not including Stacked and Back-to-Back Townhouse dwellings as part of a block) are not permitted in the Mid-Rise Mixed Use Residential lands outside the Neighbourhood Centre. More specifically, townhouse dwellings are only permitted on blocks designated Mid-Rise Mixed Use Residential adjacent to both Shining Hill Way and Bennington Avenue in the Neighbourhood Centre as shown as an overlay on Schedule B.

- 5.4.5** In the Mid-Rise Mixed-Use Residential designation, as shown as Priority Commercial Area overlay on Schedule B, the ground floor of buildings within the Neighbourhood Centre facing the Village Square shall include some retail, service commercial uses, community uses, or other active uses that animate the street. The Implementing Zoning By-law shall establish the minimum amount of gross floor area for retail or other active uses required in buildings which have frontage on collector streets within Neighbourhood Centres.
- 5.4.6** The Implementing Zoning By-Law shall establish a minimum first floor height of 4.5 metres to support the higher ceiling needs of commercial uses.
- 5.4.7** The maximum permitted building height for **Mid-Rise Mixed-Use Residential** designation shall be 8 storeys.
- 5.4.8** The minimum height in the **Mid-Rise Mixed-Use Residential** designation shall be 3.5 storeys. Except in the red hatched overlay where the minimum height will be 4 storeys.
- 5.4.9** The minimum density in the **Mid-Rise Mixed-Use Residential** designation shall be an FSI of 0.75.
- 5.4.10** The maximum density in the **Mid-Rise Mixed-Use Residential** designation shall be an FSI of 3.0.
- 5.4.11** Mid-rise mixed-use buildings should emphasize compatibility with adjacent development and effective transition to adjacent Low-Rise Building types.
- 5.4.12** Surface parking is permitted within the Mid-Rise Mixed Use Residential designation provided they are located behind the main building which fronts the main street and / or visually screened from the main public streets. Temporary surface parking lots are permitted as part of a large phasing strategy and construction strategy for the eventual build out of the Neighbourhood Centre.
- 5.4.13** Table 5.1 provides a summary of the residential land use designations for ease of comparison and does not form an operative part of this plan.

Table 5.1: Summary of Residential Land Use Designations

	Shining Hill Low-Rise Residential (yellow)	Shining Hill Mid-Rise Mixed Use Residential (Red)
Heights	Min 1 storey Max 3.5 storeys Max: 4 storeys adjacent to the Neighbourhood Centres	Min: 3.5 storeys (4 storeys in the hatched overlay) Max: 8 Storeys
Density (FSI)*	Max 0.75	1.0 to 3.0
Permitted Uses	<ul style="list-style-type: none"> • Residential dwelling unit; • Home occupation; and • Private home day care for a maximum (5) children. 	<ul style="list-style-type: none"> • Residential dwelling unit; • Home occupation; • Private home day care for a maximum (5) children; • Cultural use, including commercial galleries and theatres; • Retail and service commercial use, including grocery and personal service; • Office; • Place of Worship;

		<ul style="list-style-type: none"> • Hotel; and • Community and Institutional Uses • A commercial component is required in the Priority Commercial Area shown on Schedule B
Built Form Types	<ul style="list-style-type: none"> • Detached House (including bungalows); • <i>Additional Residential Unit</i>; • <i>Detached Additional Residential Unit</i> • Semi-Detached House; • <i>Multi-plex</i>; • Townhouse; • Stacked Townhouse; • Back-to-back Townhouse, and, • Institutional Building. 	<ul style="list-style-type: none"> • Townhouse; (prohibited in the red hatched overlay) • Stacked Townhouse (as part of a block); • Back-to-back townhouses (as part of a block) • <i>Multi-plex</i>; • Live-work Unit; • Apartment building; • Commercial, and, • Institutional Building.

*Shall generally be between the min & max of FSI, slight alterations do not require an OPA

5.5 Community Facilities

5.5.1 This Secondary Plan sets out policies to ensure *Community Facilities* and services contribute to the secondary plan area’s social, economic, and environmental health. A strong network of *Community Facilities* and services is essential to maintaining and enhancing the health, safety and well-being of residents and employees in the Secondary Plan area and the larger community and is as important to a successful community as roads, sewers, water and transit.

5.5.2 *Affordable*, accessible, high quality *Community Facilities* and services that meet the changing needs of area residents will encourage equity and social cohesion. Co-ordination of the delivery of services, sharing of facilities and the expansion of programs and services consistent with the growth and changing needs of the Secondary Plan area are the cornerstones of success.

5.5.3 *Community Facilities* and services will be established within the Shining Hill Secondary Plan Area to appropriately serve the future growth provided for by this Secondary Plan. The Town of Newmarket may develop a *Community Facilities* and Services Strategy at the first phase (rezoning/draft plan) of development and consider an update with each subsequent phase of development. The Community Facilities and Services Strategy will:

1. Identify community services and facilities priorities;
2. Develop phasing strategies for the timely provision of community services and facilities; and,
3. Explore partnerships for planning of community services and facilities with the non-profit organizations and the Town’s Community Services Commission.

5.5.4 *Community Facilities* and services include, but are not limited to, a recreation centre, schools, childcare facilities, library space, multi-purpose community use space, and space for human service agencies. Specific requirements will be determined through community service and facility strategies at the draft plan planning stage based on:

1. actual land uses and densities that will or have been developed in each precinct;
2. inventories of existing facilities and services;

3. identification of gaps in service provision; and
4. community consultation.

5.5.5 A community garden and one or more leash-free dog park(s) including related site fencing and parking lot to support the amenity shall be providing within or near the Shining Hill Secondary Plan area in accordance with the executed Municipal Capital Facilities Agreement, as amended. Design and location of the dog park(s) shall consider reducing the proximity to residents and the provision of parking.

5.6 School Symbol

5.6.1 The general location for an elementary school is identified on **Schedule “B” – Land Use Plan** of this Secondary Plan. The precise location and size of the school site shall be determined with the School Boards as part of Draft Plan and development approval process but will be a minimum of 2.0 hectares in size and co-located adjacent to a public park or other public or community use such as a Stormwater Management Park to support the sharing of facilities such as parking and play fields.

5.6.2 The school site identified on **Schedule “B” – Land Use Plan** of this Secondary Plan may be relocated without amendment to the Plan, subject to the satisfaction of the Town and the School Board. The location and configuration of the school site shall consider the requirements of the respective School Board and shall conform to Provincial and Regional policy, the policies of Town of Newmarket Official Plan and this Plan.

5.6.3 Council shall review all proposed, vacant and surplus school sites that are no longer required by a Board of Education with the intent of investigating if they are appropriate for recreational uses before considering any other forms of development on the lands; and, Council shall require that all subdivision agreements which contain conditions for new school sites contain provisions that require the landowners to provide first right of refusal to the Town to purchase proposed school sites where the subject lands are no longer deemed necessary by the relevant Board of Education.

5.6.4 Where a vacant school site is not required by a Board of Education and the Town has determined that the lands are not needed for recreational purposes, the lands may be developed in accordance with the underlying land use designation without an amendment to this Plan.

5.6.5 The school symbol is intentionally located adjacent to the Natural Heritage System and a stormwater management park to support the potential sharing of uses and facilities. It may also be co-located with other *Community Facilities*, as appropriate.

5.6.6 Where the location of the school symbol is modified or school sites are determined by the appropriate school board to not be required, the underlying designation shall apply.

5.6.7 The school site shall be developed and designed in consultation with the appropriate School Board and in a manner that supports the vision for the Shining Hill community and the Community Design policies of this Secondary Plan. Building types will be determined through the design

process, however multi-story buildings are encouraged to ensure efficient use of land and support a pedestrian first urban form. The design and layout of the school shall account for and consider alternate layouts and designs including smaller school site sizes and shared facilities to be compatible with the overall vision and guiding principles of this Secondary Plan.

- 5.6.8** The school site planning and building design process shall support and prioritize a human scaled urban form with buildings set close to the street and *Active Transportation* access and connections, as well as safe routes to school. Sidewalks shall be provided on both sides of all streets in the vicinity of schools, and features such as midblock connections and walkways should be incorporated into the block plan designs, where necessary, in a manner designed to enhance *Active Transportation*. Vehicular parking, driveways, bus loading areas and servicing access shall not be located between the building and primary street frontage.

5.7 Parks Symbols

- 5.7.1** The Shining Hill Secondary Plan area shall include parks and open space typologies including but not limited to a Village Squares, Stormwater Management Parks, Reforested Passive Park, Vistas and other open spaces.

- 5.7.2** The parks and other public open space shown on **Schedule “B” – Land Use Plan** and **Schedule “D” – Parks and Open Space System** of this Secondary Plan are intended to provide residents with access to multiple public open space and recreation amenities within a 5-minute walk of all residents. Parks shall be encouraged to locate adjacent to the Natural Heritage System, to provide for a sensitive land use to buffer more urban land uses. The locations may be modified without amendment to this Plan through the Draft Plan approval process required in accordance with the policies of this Plan and to the satisfaction of the Town.

- 5.7.3** The Village Square symbols on **Schedule “B” – Land Use Plan** and **Schedule “D” – Parks and Open Space System** of this Secondary Plan are intended to either be co-located with one of the Neighbourhood Centres. Village Squares are public parks that offer passive recreation, placemaking, and community gathering opportunities and help to provide an equitable distribution of parks throughout the secondary plan area. Village Squares shall generally be at least 0.5 hectares in size.

- 5.7.4** Smaller parks and other opens spaces such as parkettes, vistas, and trail heads are not indicated in the Secondary Plan but are important components to the parks and open space system and shall be located through the community to support the open space network with a variety of open space destinations. The Vista illustrated on **Schedule “A” – Community Structure** and **Schedule “D” – Parks and Open Space System** of this Secondary Plan are strategically located conceptually throughout the community to provide transition from development to the Natural Heritage System and visually and physical access to the Natural Heritage System.

- 5.7.5** Smaller parks and other open spaces shall generally be located adjacent to the natural heritage network and provide locations for trail heads, views and overlooks, seating and places to rest. Smaller parks areas are eligible for parkland dedication so long as they provide a functional

component to the overall parks and open space system. Privately owned publicly accessible spaces (POPS) will also be considered as parks, in accordance with the Town's Parkland Dedication By-law, as amended.

- 5.7.6** Where the location of a park symbol is modified or determined by the Town of Newmarket to not be required, the underlying designation shall apply.

5.8 Stormwater Management Park Symbols

- 5.8.1** Stormwater management facilities are encouraged to be provided in underground systems to utilize the surface level for active components of the parks and open space system and contribute to parkland dedication requirements in accordance with the Town of Newmarket Parkland By-law.

- 5.8.2** Stormwater Management facilities and dual-use parks are permitted to locate in all land use designations.

- 5.8.3** Stormwater Management Parks are conceptually located on **Schedule "B" – Land Use Plan** and conceptually shown on **Schedule "D" – Parks and Open Space System**. The Stormwater Management Park and facilities may be relocated without an amendment to this Plan. The final number, configuration, and location of stormwater management facilities shall be determined through a Functional Servicing Report ("FSR") developed in accordance with the Master Environmental Servicing Plan ("MESP") as part of the Draft Plan approval process.

- 5.8.4** If it is determined that a stormwater management facility is not required as conceptually shown on **Schedule "B" – Land Use Plan** or that a dual use facility can not be supported, additional land for parks that include active recreation components may be needed to meet parkland dedication requirements of the Planning Act.

- 5.8.5** Where the location of a stormwater management park symbol is modified or determined by the Town of Newmarket to not be required, the underlying designation shall apply.

6.0 Community Design

To support the development of the Shining Hill Secondary Plan area as a new residential community, new streets, *Community Facilities*, *Active Transportation* infrastructure, transit system, and infrastructure are needed to be provided to access residential, commercial, and community uses in a manner consistent with the policies of OPA 32 and vision articulated in this Plan.

6.1 General Direction

6.1.1 The Shining Hill Secondary Plan area will be developed in a manner which creates an attractive public realm and establishes a built form that supports *Active Transportation* in accordance with the Town of Newmarket Urban Design Guidelines and the Shining Hill Community Design Plan as included in **Appendix 1**.

6.1.2 The applicable directions in Section 12.0, Urban Design and Compatibility of Newmarket Official Plan provide a general framework for *development* in the Shining Hill Secondary Plan. The Shining Hill Community Design Plan builds upon the Town of Newmarket Urban Design Guidelines to provide more detailed direction with respect to the specific character of *development*, as part of the Draft Plan approval process.

6.1.3 The Shining Hill Community Design Plan is not an operative part of this Secondary Plan and alternative solutions can be provided to achieve the objectives and guidelines identified in the Community Design Plan without requiring an amendment to this Plan.

6.1.4 All development, streets and public space shall be designed to be accessible to people with disabilities in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code.

6.1.5 All development will be required to exhibit high quality urban design and is encouraged to utilize durable materials such as stone, brick, glass, to contribute to the unique identity of the Shining Hill community.

6.2 Streets and Block Pattern

6.2.1 The Street and Block Pattern of Shining Hill will support a well-connected grid system of streets that prioritizes pedestrian routes to the Neighbourhood Centres, the parks and open space system and other community amenities.

6.2.2 The transportation network shall accommodate all modes of travel but shall prioritize safe and accessible transit, cycling, and walking infrastructure over the predominant use of the car.

6.2.3 A system of grid system of shorter local streets and block lengths with intersections every 90 – 180 metres should be designed to encourage pedestrian movement and traffic flow through neighbourhoods. This pattern will provide for alternate routes, reduce long, straight streets to

assist with reducing traffic speed, and mitigate the need for traffic calming measures. Where this is not possible, pedestrian linkages should be considered to provide at regular connections generally every 90 metres.

- 6.2.4** Local Streets should be designed as low speed, shared streets to allow for the comfortable movement of cyclists within the travel lane.
- 6.2.5** On street parking will be encouraged on collector and local streets with particular attention paid to the provision of on-street parking within the Neighbourhood Centres.
- 6.2.6** Parking will be designed in a manner which does not impede transit and the cycling network. Layby parking will be considered on all local streets.
- 6.2.7** A pedestrian only areas shall be encouraged within the Neighbourhood Centres.
- 6.2.8** Protected and separated cycling facilities will be provided on Collector Streets.
- 6.2.9** Solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors, and open spaces.

6.3 Streetscapes

- 6.3.1** All public streets shall generally have sidewalks and street trees on both sides and lighting scaled appropriately for pedestrians, cyclists and drivers to increase the overall comfort, aesthetic and safety of the street as illustrated in **Appendix 1** which includes proposed Street Design Standards within the Community Design Plan for the Shining Hill Secondary Plan Area.
- 6.3.2** Sidewalks or multi-use paths should be provided on both sides of all streets. However, consideration will be given to local roads with sidewalks on only one side where there are limited pedestrian destinations.
- 6.3.3** Collector Streets shall be designed without direct driveway access by using rear access from public laneways and employ traffic calming measures such as roundabouts, narrower travel lane widths, and other innovative traffic calming measures.
- 6.3.4** Safe, direct, universally accessible pedestrian routes shall be provided, including crosswalks and midblock crossings that connect the buildings on-site to the off-site pedestrian network and priority destinations.
- 6.3.5** Provide a context-sensitive pedestrian clearway, to accommodate pedestrian flow safely and comfortably.
- 6.3.6** Minimal / narrower street widths should be implemented to create an urban space that is walkable and at a pedestrian scale.
- 6.3.7** Built form adjacent to a public street must be designed to the human scale and be oriented to the street to frame streetscapes, enhance the public realm, and encourage pedestrian activity.

- 6.3.8** Built form adjacent to a public street should endeavour to provide covered outdoor waiting areas for pedestrian comfort and protection from inclement weather.
- 6.3.9** Built form adjacent to a public street should endeavour to provide pedestrian-scale lighting that is evenly spaced, continuous and directed onto sidewalks, pathways, entrances, outdoor waiting areas and public spaces.
- 6.3.10** Soil characteristics within the soil column for trees should entail a lower density with moderate to high tensile strength for boulevard trees.

6.4 Gateways and Placemaking

- 6.4.1** Roundabouts are encouraged to be utilized at key gateway intersections into the Shining Hill community to control traffic and to establish a distinctive and identifiable image for the community to ensure that residents and visitors recognize that they are arriving in a unique community.
- 6.4.2** Gateway and placemaking will be defined through a series of consistent streetscape design items such as lighting, sidewalk treatment, street furniture, public art, and signage, and landscaping, and be appropriately oriented to the public realm. Consistent streetscape design items will be chosen for each roundabout recognizing their role as a gateway and their contribution to placemaking.
- 6.4.3** *Development* at gateways should meet a standard of design and scale that signifies a sense of arrival and addresses the importance of the gateway locations.

6.5 Parks and Open Space

- 6.5.1** Parks and other open spaces will have prominence and visibility through:
- a. the provision of generous street frontage(s) with the greatest emphasis on safety and visibility for park users.
 - b. leveraging connections to the surrounding Natural Heritage System.
 - c. Integration with adjacent streets, parks, and other public realm elements in the community.
 - d. programmable and functional size, shape, and configuration as determined by the Town of Newmarket.
 - e. the incorporation of place-making opportunities (specifically within the Village Squares) such as public art or other public installations.
- 6.5.2** Parks and open spaces will promote a positive user experience by:
- a. providing a range of active (playgrounds, structures, splash pads, recreational facilities) and passive (benches, pergolas, large flat grassed areas) uses;
 - b. having Village Squares designed to be deliberately passive to allow for flexibility for the area to function as an area for events, announcements, and community gatherings;

- c. accommodating people of all ages and abilities; and,
- d. providing functional amenities such as public washrooms, bicycle parking and drinking water stations where feasible and appropriate.

6.5.3 Development abutting parks and open spaces will be set back so as to not encroach on park and open space areas including setting back balconies, patios, or any exterior feature or amenity element. Development shall not be permitted to locate loading, waste management, and servicing areas adjacent to parks.

6.5.4 Parks shall be connected through the multi-use path and trail network. Multi-use paths and trails shall be laid out to reduce pedestrian road crossings. Where road crossings are required, a safe crossing shall be provided. Bridges required for the off-road trails should be minimized to limit maintenance and replacement costs.

6.5.5 The design of parks shall consider providing parking.

6.6 Views and Focal Points

6.6.1 The preservation, enhancement, and creation of significant views and focal points will be encouraged by:

- a. preserving and enhancing scenic views of the Natural Heritage System;
- b. creating and maintaining opportunities for views of important public buildings, parks, and other landmarks through the layout of roads, parks, and open spaces;
- c. providing for development sites that terminate road and view corridors;
- d. creating viewsheds and corridors along collector roads; and,
- e. locating publicly accessible lands, such as a park, adjacent to the valley on the east side of the secondary plan area to provide access to the vista over the valley.

6.6.2 Buildings at the following locations are encouraged to be designed in a manner that recognizes and emphasizes their prominent location in the community:

- a. at the termination of road or view corridors;
- b. at road intersections;
- c. on sites that enjoy prominence due to topographic and natural heritage features; and,
- d. close to the road right-of-way to reinforce the road edge to create a visual anchor or feature for the community.

6.7 Public Art

6.7.1 The installation of public art is encouraged in public visible locations such as parks, streets and privately owned publicly accessible spaces to contribute to the Shining Hill Secondary Plan Area's identity and sense of place.

6.7.2 Public art or similar public installations should be first focused to the Neighbourhood Centres and Village Squares to underscore these important locations as the central focal points of the community.

6.8 Built Form

6.8.1 All buildings should be designed to support the pedestrian experience, creating street vitality and encouraging social interaction on public streets, as well as within POPS, common-element streets, and walkways.

6.8.2 Architectural treatments and building materials should represent the local and regional context and be of high quality and selected to contribute positively to the streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.

6.8.3 Development will include a mix of building forms, typologies, heights, and block configurations to create varied and interesting built form characters.

6.8.4 Buildings shall front onto a street and establish a generally consistent setbacks and built form mass.

6.8.5 Façades exposed to active public spaces including Parks, Stormwater Management Facilities, and pedestrian walkways shall be given the same level of articulated and designed with high-quality architecture as facades that face towards streets.

6.8.6 Reverse frontages shall be avoided. Buildings on the collector street(s) shall front onto the collector streets with access provided from laneways or rear or side streets.

6.8.7 Buildings are encouraged to be located, massed, oriented and designed to support passive design measures that conserve energy and reduce energy emissions.

6.8.8 Buildings along collector streets should be scaled to an appropriate height to reduce the impact on existing or approved low-rise residential built forms on the opposite side of the street.

6.8.9 Commercial buildings and uses should be designed to address the public street with grade level retail and service commercial units incorporating a higher floor to ceiling window height and a higher proportion of transparent glass that allows activity to be seen from the street or display windows.

6.8.10 All buildings should provide a strong building wall condition framing the street to promote a pedestrian scale, where feasible. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk along a street.

6.8.11 Commercial uses will be planned to be pedestrian, bicycle, and transit friendly. Commercial development shall be oriented to the main public street and designed to promote a vital and safe street life. Stand alone commercial buildings should be also oriented towards and directly along the public main street with minimal setbacks.

- 6.8.12** Commercial buildings and retail / commercial space on the ground floor of mixed-use buildings will consider future restaurant uses and the incorporation of patio space to support a lively and vibrant streetscape.
- 6.8.13** Buildings that contain institutional uses will be designed to reflect their role as focal points for the surrounding neighbourhoods. Community and landmark buildings (i.e. *schools*, libraries, community centres, and places of worship) should be sited prominently and should terminate views. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and cyclists.
- 6.8.14** Institutional uses are encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. Public parks should be located adjacent to institutional uses to provide for joint use of facilities.
- 6.8.15** The design of *schools*, adjacent parks, and the surrounding street and pathway system should reinforce pedestrian connections and ensure the efficient and effective use of land that supports residents to walk, cycle, or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, bicycle parking, use of lay-by facilities for drop-off/pick-up by school buses, wider sidewalks and separated cycling facilities on key access routes, mid-block access, and on-street parking.

6.9 Shadows, Sky Views and Wind

- 6.9.1** The scale and massing of buildings should allow for significant sunlight penetration onto public streets, parks, public and private squares that are accessible to the public, and other shadow and microclimate sensitive areas, such as school yards and outdoor amenity areas associated with seniors' residences and long-term care facilities.
- 6.9.2** Buildings should be designed to mitigate and reduce negative microclimate impacts at the ground level such as excessive wind and protect for sky views for pedestrians.

6.10 Open Space, Landscaping, and Private Amenity Space

- 6.10.1** Public views and accessibility, both physical and visual to the parks and open spaces system including the Natural Heritage System, are important considerations in community design. The design should respect natural features, avoid natural hazards, and reflect that not all natural features can withstand public intrusion. In particular, the siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the LSRCA.
- 6.10.2** Sustainable site design should be provided through the incorporation of low impact development ("LIDs") facilities, topography, and native vegetation, where feasible.
- 6.10.3** Shade features, natural and built should be considered in the design of parks, open space and streets.

- 6.10.4** New trees and landscaping should be of a diverse, native, robust species selection, as well as drought and salt tolerant. This will ensure street trees survive and thrive to create comfortable pedestrian streetscapes and contribute to the Town's tree canopy targets.
- 6.10.5** Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.
- 6.10.6** Private amenity spaces should incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block connections, courtyards, or squares.

6.11 Parking and Service Facilities

- 6.11.1** Parking should be designed such that driveways and garages do not dominate the front of the buildings. Garages shall not project beyond the front façade of the building.
- 6.11.2** Development shall consist of a building typology and site design that limits and consolidates the number of driveway accesses to the built form, to avoid negative impacts on traffic movement on and parking opportunities along the street.
- 6.11.3** On-street parking is encouraged within the Neighbourhood Centres to ease the flow of traffic and help establish the area as a predominately pedestrian area.
- 6.11.4** On-street parking should be designed in consideration of adjacent pedestrian and cycling facilities, provide sufficient separation between parking lane and cycling facilities, and should not impede pedestrian and cycling networks.
- 6.11.5** Bicycle parking, carpool, and carshare parking should be prioritized and located in convenient and accessible locations near main entrance points or destinations, where appropriate, including commercial areas.
- 6.11.6** All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block. Where such a location is not feasible, surface parking may be located at the side of a building. For commercial and institutional uses a small convenience parking lot may be included at or in front of the primary building façade but it should not be more than one aisle of parking. Any surface parking area adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscaping to reduce the visual impact.
- 6.11.7** Surface parking shall be minimized through measures such as reduced surface parking provisions, shared parking, and other alternative parking arrangements. Where larger parking areas are required, planting strips, and/or landscaped traffic islands should be used to organize the parking area, improve edge conditions, and provide for a comprehensive and safe pedestrian walkway system. This should be incorporated into the implementing zoning by-law.
- 6.11.8** Service and loading facilities, including garbage storage, are to be incorporated in the main building, wherever feasible. Where located in an accessory building they shall be located to the

rear or side and screened by the main building or landscaping or other screening. This should be incorporated into the implementing zoning by-law.

6.12 Lighting

6.12.1 Lighting shall be designed to provide optimal public safety while minimizing the adverse impacts related to glare and light pollution.

6.12.2 All building signage and site lighting shall be designed and oriented: to minimize general light pollution, to prevent the infringement of light and glare onto adjacent properties, and to minimize impacts on the night sky in keeping with dark sky principles.

6.12.3 Street and pedestrian lighting will be designed to be energy efficient including the use of LED or other low energy consumption lighting systems.

6.12.4 Lighting of trails will be in accordance with Sections 7.3.8 & 7.3.9. Lighting of parks will be determined at detailed design stage.

7.0 Mobility Network

The vision for the Shining Hill Secondary Plan is to establish a *Complete Community* with a full range and mix of uses that are supported by a strong multi-modal mobility network that prioritizes walking and active travel. To support the guiding principle of using community design to reduce car dependency, the goal with the mobility network is to make *Active Transportation* modes desirable through a strong integration between land use, street and block design, and active travel routes. The goal is to create a connected community that reduces mobility barriers and creates a more equitable mobility network by prioritizing access to daily needs and amenities on foot.

The integration of land use and mobility is only one part of prompting active mobility and transit use. Equally important is recognizing streets as being more than just thoroughfares that support movement, but rather as a fundamental component of the public realm that include points of origin, destinations, places of commerce and places to spend time in and enjoy. The Shining Hill Secondary Plan considers not only how individual elements of streets prioritize active and transit modes, but also how different elements come together to create “people-first” spaces that reflect these varied roles.

Alternative design standards for streets shall be employed to ensure that roads are purposefully designed for slower vehicular speeds, promote walking, and provide for people-first design elements using narrow travel lane widths, crossing bump-outs, lay by parking, above curb cycle paths, wide sidewalks, and sufficient space for street tree plantings and furniture. *Complete Streets* shall be used to create a well-connected, grid street network that prioritizes walking and active modes through sidewalks and pathways that are accessible for all and have minimal vehicle interruptions. Reduced travel lane widths and on street parking will be encouraged as well as other design measures to control speeding and inherently calm traffic. *Complete Streets* within the Shining Hill area will integrate transit service and stations with the fabric of the community.

Furthermore, laneways are proposed as an important piece of infrastructure, particularly adjacent to collector streets, to remove driveway access from the front of the lot and create a more attractive, safe, pedestrian streetscape, that accommodates more on street parking and Low Impact Development measures in the boulevard.

7.1 General Policies

- 7.1.1** It is the intent of this Plan to develop a multi-modal mobility network for the Shining Hill Secondary Plan that provides equitable access, comfort and connectivity to all transportation choices, supporting a significant modal shift away from vehicular travel for most daily trips. Investments in the mobility network will be implemented generally in accordance with the Shining Hill MESP and Transportation Mobility Plan, as may be updated accordingly.

7.1.2 The mobility network, as shown on **Schedule “C” – Mobility Network**, focuses on the efficient movement of people within and around the Secondary Plan Area by prioritizing active mobility and transit through:

- a. Requiring a mix of land uses to enable access to daily needs within the community;
- b. Implementing a fine-grain and continuous network of safe, comfortable and direct *Complete Streets*, lanes, mid-block connections, greenways and other active connections to increase the number of pedestrian and cycling routes to and through the Plan Area and ensure network connectivity;
- c. Establishing convenient active mobility connections to transit stations, transit stops, community service facilities, employment areas and other major destinations, and to the surrounding street and active mobility network;
- d. Minimizing parking and the impacts of parking on the public realm;
- e. Consider a local bus priority network in support of regional transit expansion;
- f. Ensuring that the design and operation of the mobility network prioritizes the safety, comfort and accessibility of people of all ages and abilities, including designing for safe speeds and behaviours;
- g. Designing and rightsizing streets with consideration for the entirety of the mobility network, including off-street active mobility infrastructure, and minimizing roadway space for single occupancy vehicles; and,
- h. Designing a mobility network that supports people, placemaking, prosperity and contributes to public realm vibrancy.

7.2 Streets

7.2.1 The Street Network in Shining Hill Secondary Plan consists of a hierarchy of streets including:

1. Collector Streets (with and without Medians)
2. Natural Heritage Street Crossings
3. Local Streets
4. Laneways
5. Private Streets

7.2.2 The Street Network will be designed based on contextually sensitive *Complete Streets* principles to accommodate all modes of travel while prioritizing walking, cycling and transit, as appropriate to balance the needs of all users as illustrated in **Appendix 1** which includes proposed Street Design Standards within the Community Design Plan for the Shining Hill Secondary Plan Area.

7.2.3 The Street Network will aim to achieve an intersection density of 35 or more intersections across the plan area including intersections of between streets and laneways, trails or publicly accessible pedestrian paths.

- 7.2.4** Public streets shall be developed in consideration of safe access for all users.
- 7.2.5** Vehicular turn lanes are generally discouraged. Where vehicular turn lanes are warranted and justified to the satisfaction of the Town and Region, additional right-of-way space may be required and secured through the development application review process.
- 7.2.6** A green streets approach will be applied to the design and construction of new streets, and where feasible to the reconstruction of existing streets, to support decentralized stormwater management through green infrastructure to increase water quality and/or water retention.

Collector Streets

- 7.2.7** **Collector Streets** illustrated on **Schedule “C” – Mobility Network** of this Secondary Plan have been determined through a Municipal Class Environmental Assessment (MCEA) integrated with the Secondary Plan process. Minor adjustments to the street network on **Schedule “C” – Mobility Network** of this Secondary Plan will not require an amendment to this Plan provided the general intent and purpose of the Secondary Plan and conclusions of the MCEA are maintained and the Town is satisfied that the role and function of such streets are maintained.
- 7.2.8** The Collector Streets provide important linkages and thoroughfares for the Shining Hill Secondary Plan Area. Collector Street rights-of-way shall be 23.0 metres wide and shall increase in width where Medians are proposed at gateway locations. Collector Streets shall be designed to accommodate moderate and low volumes of traffic respectively and will be the focus of *Active Transportation* facilities.
- 7.2.9** Where medians are contemplated, plantings will be determined by the Town and must include irrigation.
- 7.2.10** In areas, where streets cross or abut the Natural Heritage System the design of Collector Streets may be modified to minimize impacts on the natural features including a reduced right-of-way width, replacement of sidewalks with a Multi-Use Recreational Trail, and / or use of a rural cross section. At the detailed design and implementation stage, minor modifications may be made to the design and alignment of Collector Streets.
- 7.2.11** Development abutting Collector Streets shall consolidate vehicular accesses and locate access from a laneway or side street, wherever possible, and shall be designed to minimize conflicts with *Active Transportation* modes and avoid negative impacts on traffic movement.

Local Streets

- 7.2.12** **Local Streets** shall be 18.5 metres and provide sidewalks on both sides and parking on at least one side. Local Street that are at the edge of the neighbourhood and not central to pedestrian connectivity can consider sidewalk on only one side.

Laneways

- 7.2.13** **Laneways** are encouraged throughout the Shining Hill Secondary Plan to achieve more pedestrian friendly streets and support additional dwelling units in low density residential lots. Laneways can be public rights-of-way to promote equitable access and long-term maintenance. Laneways shall be designed for utilitarian purpose with minimal widths and only elements needed to accommodate access to garages and parking areas, function and safety.
- 7.2.14** The rights-of-way, location and design of Local Streets and Laneways will be evaluated in conjunction with the subdivision planning process based on the vision and guiding principles of this Plan. The intent is to develop a fine-grained network of public streets that are connected and continuous, while recognizing constraints, such as Natural Heritage System features, that create barriers which limit the achievement of a completely connected street network.
- 7.2.15** Laneways shall be designed to meet Town of Newmarket Engineering Design Standards and Central York Fire Services requirements, such as minimum of 6m width, maximum length without a turn around facility, and turn radius as required.
- 7.2.16** Private roads and internal driveways required for site circulation are required to be designed as active streets, including provision for pedestrians and cyclists, as appropriate. Use of surface material, landscaping and pavers should be used to distinguish between pedestrian and vehicular access, to enhance pedestrian safety and facilitate way finding.

Future Road Connections

- 7.2.17** Access and connections to the land immediately north of the Shining Hill Secondary Plan may be required to support development (PT LT 89 CON 1 KING, PT 14 65R24328 EXCEPT PTS 2 & 3 65R28561, NEWMARKET). Draft plans of subdivision in the Central and Bathurst Neighbourhoods will protect for two (2) road connections into the land north of the secondary plan area. The location of these connections into these lands shall be determined through an Environmental Assessment process or similar, to the satisfaction of the Town of Newmarket.
- 7.2.18** Private landowners can negotiate agreement(s) wherein all expenses related to the lost of development lots, study, construction and approval of future road connections to the lands north of Shining Hill Secondary Plan will be assumed by the property owner and / applicant of the lands to the north of this secondary plan. Furthermore, cost sharing agreements may be executed for share of community lands and uses, prior to the approval of development applications for the lands north of Shining Hill Secondary Plan. The Town will not be party to these agreements. The Town does not have the ability to require or enforce these agreements.

7.3 Active Transportation Infrastructure

- 7.3.1** In accordance with the vision and principles of the Shining Hill Secondary Plan, the Town of Newmarket supports the prioritization of walking and cycling modes of transportation for commuter, recreational and other travel.
- 7.3.2** All street intersections will be designed to prioritize safety, continuity, and priority for pedestrians. Intersections will reflect context-appropriate design, which can include but is not limited to:

- a. Reducing and/or narrowing vehicular travel lanes;
- b. Reducing and/or narrowing pavement width at intersections to create shorter pedestrian crossings;
- c. Intersection curbing radius reductions;
- d. Wider sidewalks; and
- e. Raised pedestrian crossings.

7.3.3 All streets will have a sidewalk. Along Collector Streets and in areas in proximity to schools, parks, transit stops, and other *Community Facilities*, sidewalks on both sides of the street should be included through the development of the Draft Plan and the development approval process.

7.3.4 Collector streets will include separated bikeways or similar separated cycling routes, as illustrated **Schedule “C” – Multi-Modal Mobility Network**. The Local Street network shall be designed as low- speed shared streets to allow cyclists to comfortably operate. Cycling facilities shall be provided in accordance with Section 15.2 of the Official Plan. Additional cycling facilities may be considered through the Draft Plan approval process to facilitate a connected network of cycling facilities.

7.3.5 Where appropriate, intersections will be designed to prioritize the safety, continuity and priority for cyclists. The location and design of such intersections will be identified and refined through the Draft Plan and development application review processes. This design will include bicycle infrastructure and design and operational measures to secure safer turning movements for cyclists such as: protected intersections; bicycle boxes; raised corner islands; and signal phasing.

7.3.6 It is the intention of this Secondary Plan that Multi-Use Recreational Trails be constructed in accordance with the trails conceptually identified on **Schedules “A” through “D”** of this Plan. Adjustments to the alignment of the Multi-Use Recreational Trail will be made through the Draft Plan approval process in accordance with the vision and objectives of this Plan, without requiring an amendment to this Plan.

7.3.7 A conceptual Multi-Use Recreational Trail system is illustrated on **Schedule “C” – Multi-Modal Mobility Network** of this Secondary Plan. The final design and layout of the system, including local trail network links, will be determined through further development approval processes. Priorities of the development of the Multi-Use Recreational Trail system will be to:

- a. avoid or minimize impacts on natural heritage and hydrologic features;
- b. avoid natural hazards; and,
- c. provide *Active Transportation* crossings to connect to future and existing trail systems.

7.3.8 This trail system should include pedestrian amenities such as waste receptacles, bike facilities, wayfinding signage, places to sit, and lighting, and designed to mitigate impacts on adjacent natural areas. Convenient and efficient access should be provided to the trail system from abutting neighbourhoods using mid-block connections and walkways.

7.3.9 *Development* occurring adjacent to the Multi-Use Recreational Trail shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting, along, and adjacent to the Multi-Use Recreational Trail.

7.4 Transit and Transit Supportive Development

7.4.1 *Development* shall have regard for the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the *development* approvals process.

7.4.2 The Town will support and encourage the implementation of a transit network to support the development of the Shining Hill Secondary Plan area in accordance with the vision and guiding principles of this Plan. Collector Streets in the Shining Hill Secondary Plan area will be designed to accommodate and prioritize transit.

7.4.3 Transit stops should be located along the Collector Streets near the Neighbourhood Centres and other key destinations in the community through consultation with the York Region Transit. The final location of transit stops shall be determined in consultation with the Region of York and subject to York Region Transit Service Planning.

7.5 Traffic Calming and Roundabouts

7.5.1 Streets shall be designed to inherently calm and slow traffic using narrow travel lanes, on street parking, reduced radii of curvatures, minimal built form setbacks, and other measures that command drivers to travel at slower speeds.

7.5.2 Streets will be designed for slower vehicular speeds (i.e. 30 km/hour), appropriate to their context to accommodate all types of movements safely and efficiently by users including pedestrians, cyclists, transit riders and drivers to avoid the need for vertical traffic calming measures.

7.5.3 The street network shall be connected, permeable, and be designed to promote alternatives for traffic flow through neighbourhoods. This pattern will reduce long stretches of street thereby reducing traffic speed and mitigate the need for traffic calming measures.

7.5.4 Locations for possible roundabouts are identified on **Schedule “C” - Multi-Modal Mobility Network**. Roundabouts will be considered at these locations and designed to help move traffic through the neighbourhood efficiently. Where roundabouts are proposed, they shall be designed to ensure safe and efficient passage of pedestrians and cyclists.

7.6 Parking

7.6.1 Parking requirements will be established through the implementing Zoning By-law for all uses and residential dwelling types and shall consider the availability of on-street parking on adjacent

streets and other shared parking arrangements when determining parking appropriate parking standards.

- 7.6.2** The parking requirement for grade related dwellings shall consider current parking standards but shall explore innovative means to provide parking through usable private garages, shared or pooled parking arrangements, and the availability of dedicated on-street parking and parking lots.
- 7.6.3** Residential parking within interior garages may be considered towards the parking requirements. Garages will be adequately sized to provide sufficient space full-sized vehicle(s), bicycles, interior stairs, and storage of garbage and recycling bins, other household goods, and lawn and garden equipment. This will be confirmed in the implementing zoning by-law.
- 7.6.4** Apartment buildings and other multi unit building forms will endeavour to find innovative solutions to ensure sufficient parking is available while not over supplying parking to encourage active modes of travel over vehicle travel.
- 7.6.5** Reduced automobile parking requirements may be considered to support *Affordable* housing units such as *Additional Residential Units* and multi-unit rental apartments through a context sensitive approach that considers access to amenities such as schools and shops and transit and *Active Transportation* infrastructure.
- 7.6.6** When developing parking standards, consideration should be given for shared parking arrangements and the use of public parking facilities to reflect variability of peak parking periods throughout the day for different types of uses, including Town and school board owned parking lots and facilities.
- 7.6.7** On- street parking will be designed in a manner which does not impede the cycling network.
- 7.6.8** Parking lots and structures, whether stand alone or part of an overall building, shall be designed and developed to the highest standards of urban design and sustainability, with particular emphasis placed on permeability and safety for pedestrians and cyclists, landscaping and vegetation, stormwater management, high quality lighting, signage and materials, and a range of parking space types, including parking for smaller fuel-efficient vehicles and bicycles.
- 7.6.9** Vehicle parking will be managed to minimize adverse environmental and visual impacts.
- 7.6.10** Preferential designation of parking spaces should be provided in support of parking for carpool, carshare, and zero emission vehicles.
- 7.6.11** Where a structured parking facility fronts onto a street or public space, the parking structure shall be fronted with active uses at the street level and clad in a manner that minimizes any negative visual impacts on the streetscape.
- 7.6.12** Bicycle parking requirements will be identified through the Draft Plan approval process, including requirements for parks, schools, and trailhead locations.

7.7 Travel Demand Management

- 7.7.1** The Town will work with school boards, to implement safe routes to school to encourage children to walk, cycle or other active modes to school, rather than relying upon automobile transportation.
- 7.7.2** Appropriate travel demand management programs will be encouraged and supported by the Town to reduce traffic, particularly single-occupancy automobile use.
- 7.7.3** All new homebuyers shall be provided with information from the seller on available pedestrian, cycling and transit facilities, walking distances to activities, carpooling and carsharing options within the community, and local transit routes and schedules and to encourage active travel modes.
- 7.7.4** Development abutting Regional Roads will be subject to the York Region Transportation Demand Management Plan and the 2016 York Region Transportation Mobility Plan Guidelines, as amended.
- 7.7.5** A comprehensive Transportation Demand Management (TDM) plan must be provided, to the satisfaction of the Town and York Region, for developments with 50 or more residential units or 2,000 square metres GFA of office.

8.0 Sustainability and Green Development

8.1 Introduction

8.1.1 The Shining Hill Secondary Plan will be designed to inherently maximize the potential for the creation of a sustainable and resilient urban form through the efficient use of land and sustainable infrastructure system. This includes the long-term protection of the Natural Heritage System and land use arrangements that include:

- a. Provision of a range of housing and live-work opportunities;
- b. Neighbourhood Centres and Parks and Open Space System which serve as focal points and meeting places for residents and reduces vehicle travel needs;
- c. Improvement of air quality through the reduction of vehicle kilometers travelled through increasing the number of amenities within walking distance, and the promotion of *Active Transportation* to reduce automobile dependence;
- d. Opportunities for south facing windows and building orientation that maximizes the potential for passive solar design and solar energy;
- e. Infrastructure designed to respond to the impacts of climate change, such as extreme weather events; and
- f. Planting tree species within the public right-of-way, private lots and parks to enhance carbon sequestration.

8.1.2 The Town will work with the developer and agencies to achieve, as applicable, the goals and objectives outlined in the Shining Hill Community Energy and Sustainable Development Plan, to:

- a. Reduce consumption of fossil fuels and other non-renewable resources;
- b. Minimize waste of materials, water, and other limited resources;
- c. Create livable, healthy, productive environments;
- d. Reduce greenhouse gases and local air pollution and implement climate change adaptation measures;
- e. Manage mitigation measures to ensure post development water balance meets existing water balance conditions specifically that infiltration targets are achieved as determined through the MESP;
- f. Develop stormwater management plans to identify measures to minimize/manage erosion and flood risk within the Shining Hill community and downstream as a result of the planned development, as determined through the MESP and in accordance with the design criteria targets in the Town of Newmarket Stormwater Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA); and,
- g. The management of runoff and recharge and implications to erosion and flooding in downstream areas have been addressed Subwatershed Study.

8.2 Discovery Homes

8.2.1 The Discovery Homes project aims to showcase innovative and environmentally progressive housing and build capacity amongst developers and builders in achieving homes that are more energy efficient, have lower carbon footprint, and promote water conservation and reuse. The Discovery Homes are intended to be a showcase for gold standard in environmental sustainability.

8.2.2 In accordance with the Municipal Capital Facilities Agreement, as amended, the Discovery Homes will be a minimum of 30 ground-related dwelling units located the Southern Neighbourhood 1 as part of the first phase of development in the Secondary Plan area. The location of the Discovery Homes will be confirmed through development future development approval processes.

8.2.3 In accordance with the Community Energy and Sustainable Development Plan, the Discovery Homes will be monitored to measure building performance and verified through a post construction assessment.

8.3 Sustainable Buildings

8.3.1 All dwelling units will be built to exceed the standards of ENERGY STAR for New Homes Standards (ESNH) certification or equivalent.

8.3.2 Buildings shall be encouraged to strive for a LEED™ Gold or higher rating, or an equivalent standard.

8.3.3 To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs, blue roofs, and/or cool roofing materials as well as soft landscaping will be encouraged on the flat portion of rooftops, where feasible and appropriate, excluding the area required for mechanical equipment. All commercial, institutional, mixed use and multi-unit residential buildings, will be encouraged to:

- a. have a green roof with a minimum 50% coverage or use cool roofing materials for a minimum of 100% of the roof or use a combination for a minimum of 70% of the roof; or
- b. provide solar capture equipment over a minimum of 60% of the roof; and
- c. Use a combination of the following strategies on at least 75% of the site's hardscape at grade (sidewalks, patios, amenities, etc.):
 - I. paving material with an initial SR > 0.33;
 - II. pervious paving;
 - III. shade from existing tree canopy or within 5 years of landscape installation;
 - IV. shade from structures with an initial SR > 0.33 or covered by solar panels

- 8.3.4** All commercial, institutional, mixed use and multi-unit residential buildings, will be encouraged to:
- a. provide for a minimum of 40% of the building's total energy requirements through *Alternative Energy* sources, including solar hot water, photovoltaic, geothermal, or purchase of off-site renewable energy, etc.;
 - b. utilize low demand or low flow fixtures, such as high efficiency toilets, low-flow showerheads, and/or water efficient clothes washers to achieve 20% greater water conservation than the Ontario Building Code in effect at the time of application; and
 - c. provide for a minimum of 50% of the projected water demand for toilets/urinals through greywater recycling.
- 8.3.5** Rainwater harvesting systems are encouraged for all new development for outdoor irrigation and water use such that at least eighty percent or more of outdoor water irrigation needs can be met through a combination of rainwater harvesting and the use of drought tolerant landscaping.
- 8.3.6** If deemed appropriate and applicable through the pre-application consultation, process, for all commercial, institutional, mixed use and residential buildings, a report may be required to identify how the applicant has endeavoured to incorporate a Solar Design Strategy which identifies the approaches that maximize solar gain and facilitates future solar installations, e.g., how the buildings will be solar ready.
- 8.3.7** All commercial, institutional, mixed use and multi-unit residential buildings shall be designed to maximize waste reduction and diversion with a convenient three stream waste collection system (recycling, organics and residual waste) and provision of space for new programs (e.g., electronics, textiles, batteries).
- 8.3.8** If deemed appropriate and applicable through the pre-application consultation process, all commercial, institutional, mixed use and residential buildings, are encouraged to include a construction waste diversion plan. The Plan may include advanced on-site waste diversion and recycling programs during project construction. The Plan shall also identify markets/haulers for major waste streams, on-site storage/sorting area(s) and instructions for contractor staff.
- 8.3.9** For commercial, institutional, mixed use and multi-unit residential buildings, an indoor air quality enhancement strategy is encouraged. Such a strategy may commit to using low or no volatile organic compound products and/or define approaches that minimize the leakage of combustion gases, reduce exposure to indoor and outdoor pollutants through ventilation, and provide indoor moisture control, etc.
- 8.3.10** All commercial, institutional, mixed use and multi-unit residential buildings are encouraged to include Low Impact Development (LID) stormwater management measures as part of a treatment train to treat stormwater runoff to achieve the Town, LSRCA and MECP stormwater management objectives with respect to stormwater volumes and contaminant loadings and that maximize infiltration.
- 8.3.11** All commercial, institutional, mixed use and multi-unit residential buildings are encouraged to be district energy ready and shall be electric vehicle ready.

8.3.12 Development that incorporates certain sustainability measures may qualify for deferral of Development Charges in accordance with the “Policy for Deferral of Payment of Development Charges and Planning Application Fees”, as amended from time to time in buildings of 1 to 3 storeys:

- a. For each dwelling unit with a residential parking space, provide an energized outlet or full Electric Vehicle Supply Equipment (EVSE) capable of providing Level 2 charging.
- b. In multi-unit apartments or townhomes with shared, common onsite residential parking spaces: each residential parking space, excluding visitor parking, shall include an adjacent energized outlet capable of providing Level 2 charging or higher to the parking space, either dedicated to the parking space or using an Energy Management System.

8.3.13 Development that incorporates certain sustainability measures may qualify for deferral of Development Charges in accordance with the “Policy for Deferral of Payment of Development Charges and Planning Application Fees”, as amended from time to time in buildings greater than 4 storeys:

- a. All residential parking spaces provided for dwelling units located in an apartment building, mixed use building, multiple dwelling unit building, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and,
- b. In cases other than those set out in (A) above, 25 percent of the residential and non-residential parking spaces in a building must include an energized outlet capable of providing Level 2 charging or higher.

8.4 Energy Efficiency

8.4.1 In addition to the objectives of Town of Newmarket Community Energy Plan, as amended and updated, the Town shall support and encourage strategies to reduce energy use through the implementation of the Shining Hill Community Energy and Sustainable Development Plan, in consultation with stakeholders, public agencies, and the landowners.

8.4.2 The Town will promote *development* which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. The Secondary Plan will work towards achieving the energy use and GHG emissions targets established in the Community Energy Plan. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through measures related to factors such as building design and efficient technologies. New technologies and advances in innovative techniques will be considered at the detailed design stage;
- b. Waste Heat Recovery – The potential to use waste heat from sources such as retail and institutional uses, sewers, and wastewater will be explored through the development process as appropriate. An analysis to explore the use of waste heat shall be included in an

- energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the Town in consultation with the development proponent;
- c. Renewable Energy Generation – Development will consider the design of buildings for solar readiness, including:
 - a. Roof space for future roof-mounted solar panels,
 - b. Conduit or sleeve that will allow for future wiring of roof-mounted solar panels,
 - c. Plumbing, mechanical, and electrical connections
 - d. Where feasible, on-site renewable systems will be deployed to offset a building's annual energy use. Development will consider the design and use of on-site renewable energy systems to achieve one of the following:
 - a. Minimum of 5% of the building's annual energy consumption from one or a combination of acceptable renewable energy sources; OR
 - b. Minimum of 20% of the building's annual energy consumption from geo-exchange.
 - e. All development will include a solar design strategy in accordance with Section 5.2.26 of the YROP and will consider the design of buildings for solar readiness and use of on-site renewable systems in accordance with the Community Energy and Sustainable Design Plan.
 - f. Building Resiliency and Peak Load Shedding – Resiliency strategy for public buildings (schools, community centers, libraries) that includes sizing an emergency generator and fueling it with natural gas provides opportunities for peak shedding, as well as the ability to supply power during grid failures. Resiliency hubs within public buildings could shelter thousands of residents of the Shining Hill community during an extreme weather event.

8.5 Water, Stormwater and Wastewater

- 8.5.1** Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term development potential of the Shining Hill Secondary Plan.
- 8.5.2** Development is encouraged to promote water conservation and efficiency, including through strategies such as installing rainwater harvesting and re-circulation/reuse systems, using water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation and water demand management, and considering technological and other system improvements.
- 8.5.3** The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development approval applications shall be contingent upon the availability of water and wastewater capacity, as identified by York Region and allocated by the Town.

- 8.5.4** Municipal servicing will be co-ordinated with the detailed design of the street network.

Stormwater Management

- 8.5.5** Stormwater management in the Shining Hill Secondary Plan area shall be in accordance with the directions in Newmarket Official Plan; Town of Newmarket Stormwater Management Design Criteria as defined in CLI-ECA; Tannery Creek Subwatershed Study, and the MESP, and shall also meet the criteria of all approval agencies, including the LSRCA and Ministry of the Environment, Conservation and Parks (MECP). In addition, the applicable policies of the Approved Source Protection Plan: SGBLS Source Protection Region will be applied.
- 8.5.6** Development in the Shining Hill Secondary Plan area is required to exhaust all options for Low Impact Development infiltration best practices and green infrastructure before considering LID filtration practices. Only once all LID opportunities are exhausted will more traditional stormwater management systems and facilities be considered. These measures may include but are not limited to, porous pavements, bioretention basins, enhanced swales, at-source infiltration, greywater re-use, green roofs, rain gardens, and alternative filtration systems such as treatment trains and water conservation measures, subject to the satisfaction of the Town.

Water and Wastewater

- 8.5.7** Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner based on a spine servicing approach where feasible and shall be guided by the recommendations contained in the latest MESP. Phasing of development shall be coordinated with the phasing of municipal services.
- 8.5.8** Development shall consider non-potable water sources, including retained stormwater for use where appropriate.

9.0 Implementation

9.1 General Policies

9.1.1 The policies contained in this Secondary Plan shall apply to the lands shown on **Schedule “A”** of this Secondary Plan, as the Shining Hill Secondary Plan Area. Except as otherwise provided herein, where there is a conflict, the policies of this Secondary Plan shall supersede the policies of Town of Newmarket Official Plan and any other area or site-specific Official Plan Amendment which are in force in the Town on the date of the approval of this Plan.

9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with policies of the Official Plan and the policies of this Secondary Plan. *Development* within the Shining Hill Secondary Plan Area shall be facilitated by the Town using the tools identified in Section 16 of the Official Plan.

9.1.3 Schedules “A” through Schedule “E” form an operative part of this Plan. The Appendix is provided for information and illustrative purposes only.

9.2 Draft Plan of Subdivision

9.2.1 Draft Plans of Subdivision will be prepared as part of the development approvals process and will describe how the policies aspects of this Plan are addressed relating to:

- a. the proposed land uses, housing mix and densities;
- b. traffic management, including the expected traffic volumes on all collector and local streets to precisely define the requirements for items such as traffic signals, stop signs, turn lanes and transit stop locations, traffic-calming measures, and transportation demand management;
- c. the provision of public transit, pedestrian and cycling networks;
- d. the provision of public and private services and the detailed approach to stormwater management;
- e. protection and enhancement of the Natural Heritage System, including the detailed evaluation and demarcation of key features, functions, and buffers;
- f. the precise location of any parks, open spaces, schools, community centres, and libraries;
- g. the proposed implementation of sustainable development policies as contained in this Plan (and the supporting Community Energy and Sustainable Development Plan);
- h. the precise locations of natural and cultural heritage features of the area, including built heritage and potential archaeological resources and proposed approaches to conservation and / or enhancement; and
- i. phasing of development.

9.2.2 Draft Plans of Subdivision, in accordance with the Town of Newmarket Official Plan shall be prepared and supported by plans and reports including but not limited to:

1. Planning Justification Report;
2. Architectural Guidelines and Streetscape Master Plan;
3. Multi-Use Recreational Trails Master Plan showing feasible trail alignments and impacts and mitigation measures within the Natural Heritage System designation;
4. A Facility Feasibility and Fit Analysis for the proposed Parks, Village Squares, Stormwater Management Parks and other public open spaces that contribute to parkland dedication requirements. The Facility Fit Analysis will address, but not be limited to, financial viability, capital and operating costs to inform the Master Parkland Agreement;
5. Functional Servicing Report in accordance with the direction of the MESP prepared and approved as part of this Plan;
6. Updated and specific Community Energy and Sustainable Development Plan;
7. Report(s) demonstrating Central York Fire Services response times and any mitigation measures, as required.
8. Natural Heritage Evaluation, Environmental Impact Study or equivalent;
9. Soils, Slope Stability, Erosion and Flood Risk Study;
10. Soil Management Plan;
11. Transportation Plan including a Traffic Impact Study; and,
12. Noise, Vibration and Air Quality Impact Study.

9.2.3 To ensure that the *development* approval process is understood by all involved, the Town shall require a pre- application meeting(s) in accordance with the Town of Newmarket Official Plan to identify the required studies, information and materials required to be submitted as part of the *development* approval application review process. Section 16.1.6 of the Official Plan sets out the requirements for complete applications.

9.3 Zoning By-Law

9.3.1 In accordance with Section 16 of the 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 the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

1. A phasing plan has not been submitted and finalized to the Town’s satisfaction;
2. Public infrastructure and *Community Facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks and recreation facilities and schools, are insufficient to serve the proposed development; and
3. Technical studies are required on matters that the Town considers necessary.
4. Servicing capacity is not available.

5. Further process(es) is required including Site Plan Approval process

9.4 Phasing

- 9.4.1 Phasing will generally occur in a south to north and east to west manner. Providing for the development of the Southern Neighbourhood in the first phase through the extension of Bennington Road from Yonge Street and Shining Hill Way from Aurora.
- 9.4.2 A phasing plan is included in the MESP and will be refined through the Draft Plan approval process to ensure the co-ordination and orderly development of the three neighbourhoods illustrated on **Schedule “E” - Neighbourhoods** of this Plan and facilitate the development of functional and cohesive neighbourhoods throughout the community’s growth and development.
- 9.4.3 A “Street and Block Plan” for the entire Secondary Plan will be provided in support of Draft Plan approval to ensure that each draft plan supports the overall goals of the Secondary Plan including contributions to overall density and unit mix targets.
- 9.4.4 The Phasing Plan will consider infrastructure requirements and availability as well as capacity needed to accommodate growth in accordance with York Region and Town of Newmarket policies to ensure the orderly, coordinated and phased approach to development and the provision of transportation, transit, water, wastewater and other infrastructure.
- 9.4.5 Phasing will specifically consider how, and ensure that, Response Times will be achieved by Central York Fire Services.
- 9.4.6 The detailed phasing plan will ensure that each phase of development is substantially complete to the satisfaction of the Town before subsequent phases may be registered and provides for the:
 - a. orderly, sequential and contiguous development;
 - b. efficient proximity and availability of water and sewer servicing;
 - c. availability of sanitary and water supply capacity;
 - d. adequacy of storm drainage and stormwater management systems;
 - e. the availability of infrastructure, within the Secondary Plan area and outside the Secondary Plan area, such as Regional roads, transit lines and Regional trunk sewers;
 - f. minimization of public costs;
 - g. the adequacy of *Community Facilities* for the planned residents of the development;
 - h. the capacity of other public bodies and levels of government to provide schools and other social services for the planned number of residents of the development;
 - i. the financial capability of the Town to provide necessary functions and services;
 - j. the capacity of the internal and external transportation systems and proposed improvements;
 - k. the integration of the proposed development with the planned public transit system;

- l. the establishment of a fine grain of streets including connectivity between blocks; and,
- m. the application of sustainable development solutions.

9.4.7 Planning controls such as a Holding By-law will be used to ensure that *development* does not occur until the necessary municipal services and transportation network are provided to the satisfaction of the Town. The allocation of servicing capacity will be confirmed in conjunction with Council approval of individual *development* approval applications in accordance with the Town's current Protocol.

9.4.8 The phasing, prioritization and ultimate construction of the mobility network will be based on an order that is established through the Phasing Plan and prepared in support of the Draft Plan approval process ensuring the required external and internal connections.

9.4.9 Construction of any segment of the Multi-Use Recreational Trail shall coincide with the development of adjacent lands or phase thereof through a development approval application approved by Council. Where feasible, temporary connections to maintain connectivity shall be provided.

9.5 Conveyance of Lands

9.5.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development approval application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act, R.S.O. 1990, c.P. 13, as amended.

9.5.2 To secure the related infrastructure improvements and *Community Facilities* required, all new development in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, as part of its initial development approval application process, generally shall proceed by way of the subdivision approval process. Where the Town and an applicant agree that a plan of subdivision is not required for an initial phase of development, typically for a small development block, the Town may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.

9.5.3 The Natural Heritage System lands will be conveyed to public ownership.

9.5.4 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the Town. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the Town. All landowners within the area of the Plan shall be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act, R.S.O. 1990, c.P.13, as amended, respecting the proposed development or redevelopment of their lands.

9.6 Glossary

Active Transportation – Human-powered travel, including but not limited to, walking, cycling, rolling (inline skating, scootering) and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. The *Active Transportation* network includes sidewalks, crosswalks, pedestrian mews, designated bicycle facilities, offroad trails, and other facilities designed to accommodate active travel modes

Additional Residential Unit: Means a separate, self-contained dwelling unit with its own private entrance, cooking, sleeping, and sanitary facilities, provided for the exclusive use of those residing within the unit. An Additional Residential Unit may be located within the primary dwelling (Additional Residential Unit, Attached) or within an ancillary building or structure (Additional Residential Unit, Detached) on the same lot as a single-detached dwelling, semi-detached dwelling, link dwelling, or townhouse dwelling.

Additional Residential Unit, Attached: Means an Additional Residential Unit located wholly within a single-detached, semi-detached, link dwelling, or townhouse dwelling.

Additional Residential Unit, Detached: Means an Additional Residential Unit located within a separate ancillary structure or building on the same lot as a single-detached dwelling, semi-detached dwelling, link dwelling, or townhouse dwelling. For greater clarity, an Additional Residential Unit, Detached is not a Residential Structure, Accessory.

Alternative Energy – Sources of energy or energy conversion processes that significantly reduce the number of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems and includes co-generation facilities.

Affordable – as defined by the Provincial Planning Statement 2024.

Articulation – The layout or pattern, expression and material character of buildings elements, including walls, doors, windows, and decorative elements such as cornices and belt courses.

Community Facilities – Facilities which are open to and / or provided for the benefit of the public, including libraries, schools, recreational facilities and cultural centres.

Complete Community – as defined by the Provincial Planning Statement 2024.

Complete Streets –An approach to street design that reinforces safety and comfort to accommodate all users – pedestrians, cyclists, transit services and motor vehicles – and regardless of age or ability. Complete Streets also support and enhance the local neighbourhood context and character. It's about making streets that are sustainable, safe, beautiful and vibrant places to enjoy and provide efficient links in a multimodal network.

Density Statement – Provides calculations to illustrate how a development proposal supports the density requirements of the entire Secondary Plan.

Multi-plexes - a residential building type that contains 2 to 6 units stacked vertically and / or horizontally.

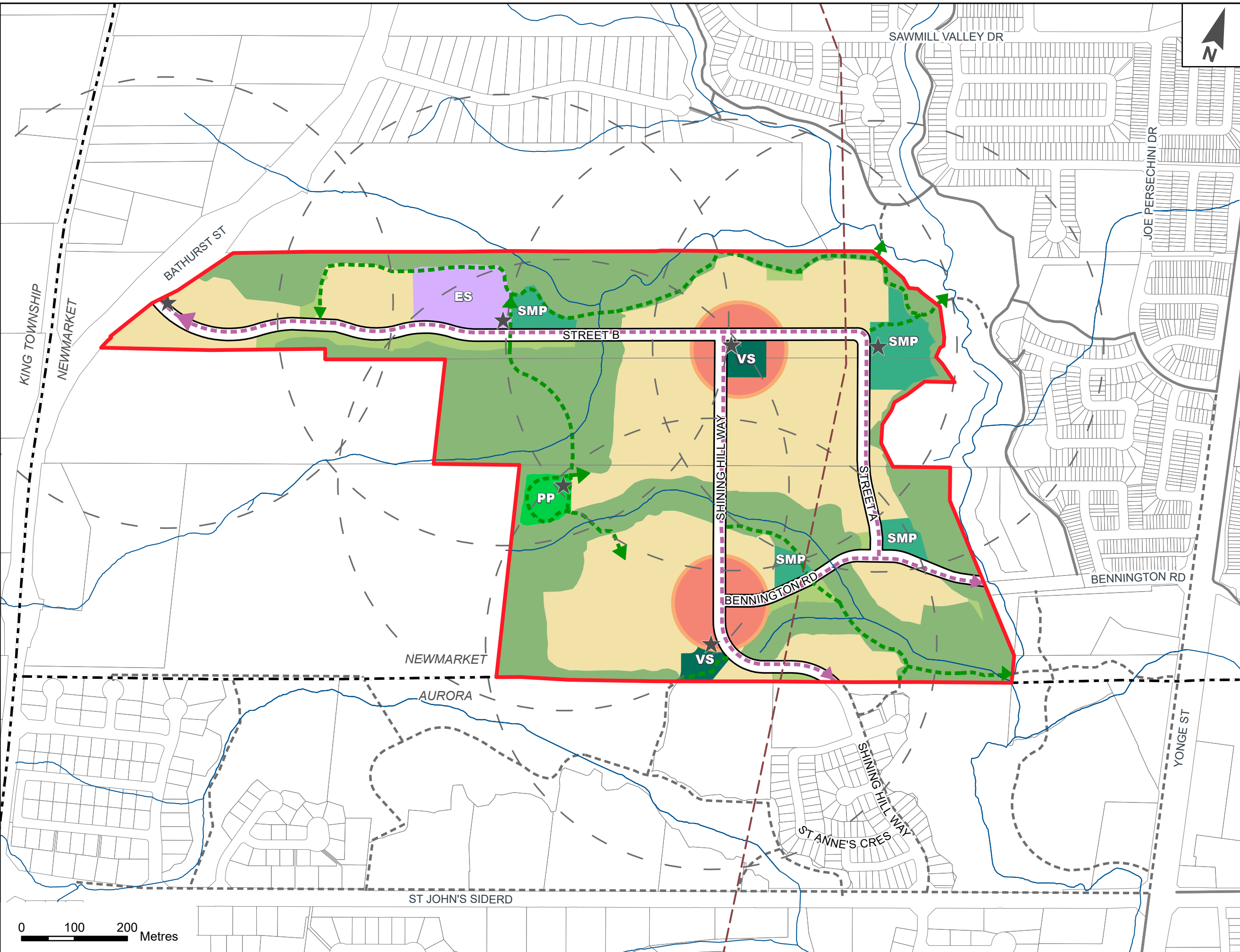
Vegetation Protection Zone - A vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

Shining Hill Secondary Plan SCHEDULE A Secondary Plan Area and Community Structure Plan



Legend

- Shining Hill Secondary Plan Area
- Oak Ridges Moraine
- Neighbourhood Centre
- ★ Focal Point and 400m Radius (~5 min walk)
- Residential
- Natural Heritage System
- VS Village Square
- SMP Stormwater Management Park
- PP Reforested Passive Park
- Vista
- ES Elementary School
- Collector Street
- Proposed Trail
- Proposed Multi-Use Path
- Proposed Adjacent Trail
- Existing Trail
- Municipal Boundary
- Watercourse




















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Shining Hill Secondary Plan SCHEDULE B Land Use

Legend

-  Shining Hill Secondary Plan Area
-  Oak Ridges Moraine
-  Shining Hill Low-Rise Residential
-  Shining Hill Mid-Rise Mixed-Use Residential
-  Shining Hill Mid-Rise Mixed-Use Residential Exception (Policy 5.4.4)
-  Shining Hill Natural Heritage System
-  Reforested Passive Park
-  Future Development
-  Elementary School
-  Stormwater Management Park
-  Village Square
-  Priority Commercial Area (Policy 3.3.4)
-  Collector Street
-  Proposed Trail
-  Proposed Adjacent Trail
-  Existing Trail
-  Municipal Boundary








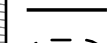




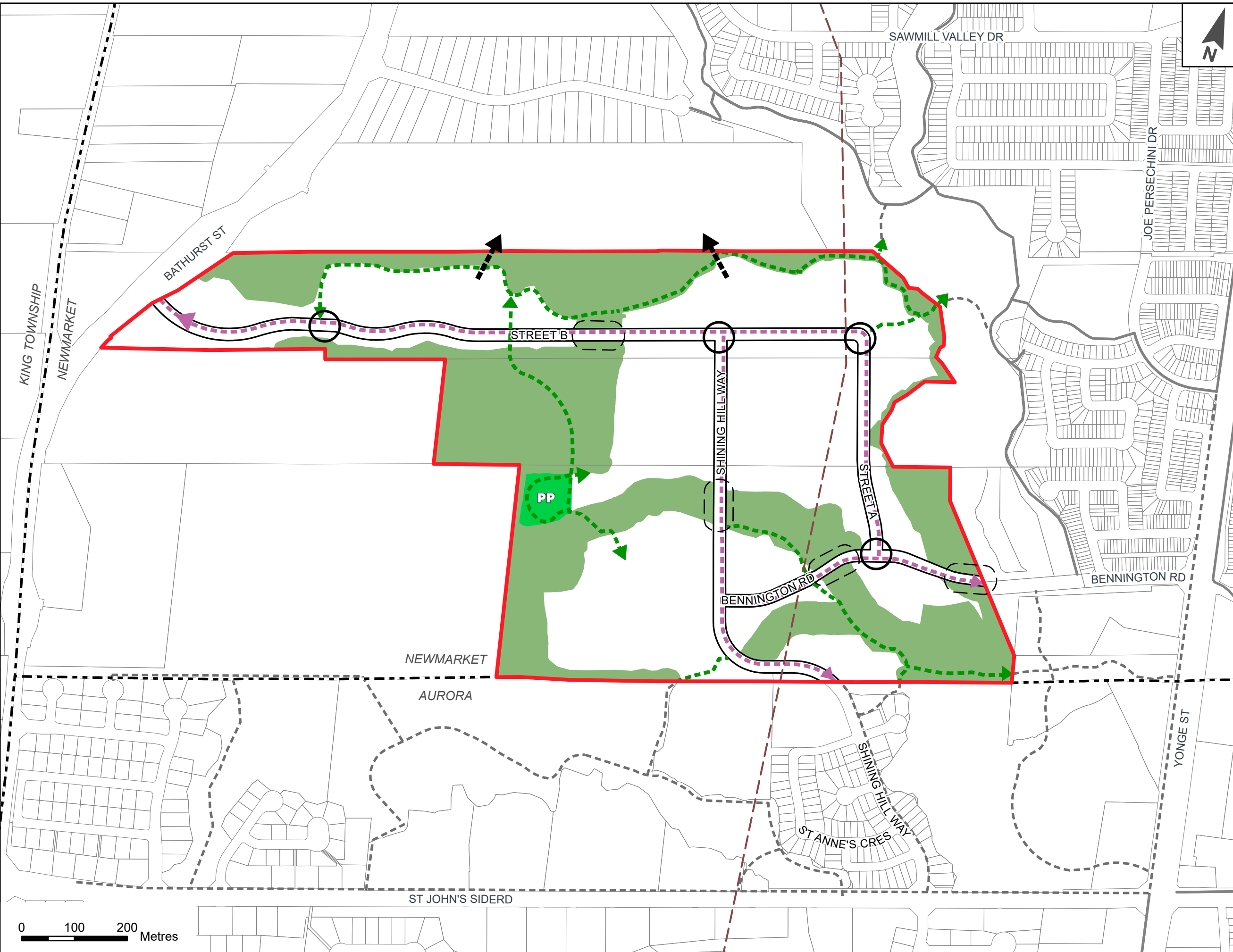
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Shining Hill Secondary Plan SCHEDULE C Multi-Modal Mobility Network

Legend

-  Shining Hill Secondary Plan Area
-  Oak Ridges Moraine
-  Natural Heritage System
-  Reforested Passive Park
-  Proposed Trail
-  Proposed Multi-Use Path
-  Proposed Adjacent Trail
-  Existing Trail
-  Collector Street
-  Crossing
-  Possible Roundabout
-  Possible Future Street Connection
-  Municipal Boundary

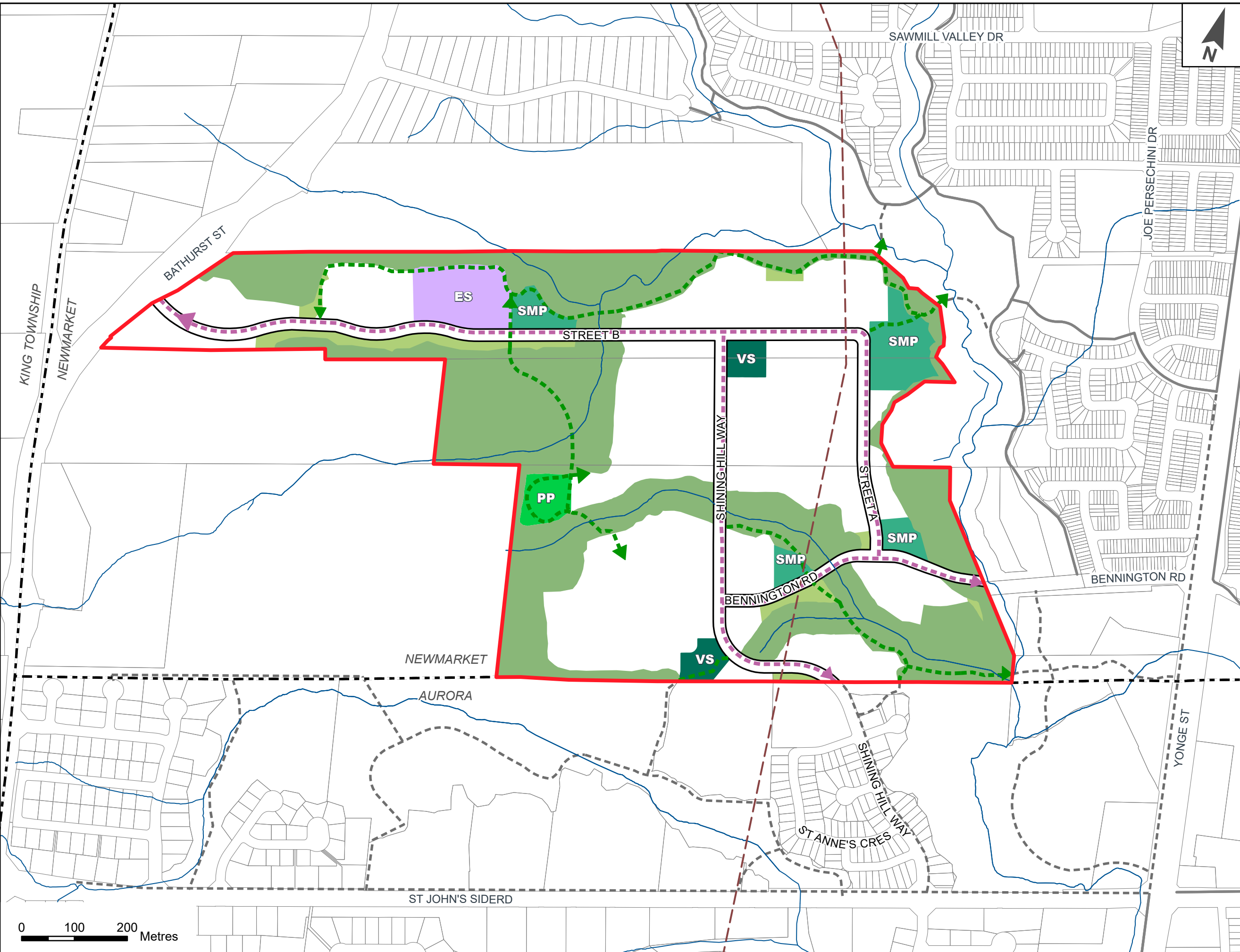


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Shining Hill Secondary Plan SCHEDULE D Parks and Open Space System

Legend

- Shining Hill Secondary Plan Area
- Oak Ridges Moraine
- Natural Heritage System
- VS Village Square
- SMP Stormwater Management Park
- PP Reforested Passive Park
- Vista
- ES Elementary School
- Collector Street
- Proposed Trail
- Proposed Multi-Use Path
- Proposed Adjacent Trail
- Existing Trail
- Municipal Boundary
- ~ Watercourse




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Shining Hill Secondary Plan SCHEDULE E Neighbourhoods



Legend

 Shining Hill Secondary Plan Area

Neighbourhoods

 Southern

 Central

 Bathurst

 Natural Heritage System

 Municipal Boundary



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Part C:

Appendix 1 - The Shining Hill Secondary Plan Community Design Plan

**The Appendix does not form an operative part of the Secondary Plan
The Appendix is available under separate cover.*