



MULOCK STATION AREA

SECONDARY PLAN

July 2020

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1.0 INTRODUCTION

The following text and Schedules identified as Schedules 1 through 11 constitute the Mulock Station Area Secondary Plan (“Secondary Plan”).

2.0 PURPOSE OF THE SECONDARY PLAN

The purpose of this Secondary Plan is to provide a detailed land use plan and policies to guide land use and development in accordance with the provisions of provincial plans and policies, the York Region Official Plan and the Town of Newmarket Official Plan. The Secondary Plan must be read in conjunction with the applicable policies within the Town of Newmarket Official Plan (December 2016 Consolidation), as amended.

3.0 LOCATION & DESCRIPTION OF THE SECONDARY PLAN AREA

The area of this Secondary Plan (Secondary Plan Area) is approximately 79 ha (195 ac.) and is generally centered around the intersection of Mulock Drive and the GO rail corridor. The Secondary Plan Area generally extends east to Bayview Avenue and west to the Hydro Corridor just west of Sandford Street. The northernmost boundary of the Secondary Plan Area terminates at Penrose Street, and the southernmost boundary traverses through a portion of the Bailey Ecological Park and along the southern boundary of the existing employment lands that front onto Steven Court.

4.0 VISION & GUIDING PRINCIPLES

The Vision and its Guiding Principles will shape development within the Secondary Plan Area. The concept envisions a dense mix of uses, including residential, office, commercial and community uses, provided in a transit-supportive manner in order to provide a *complete community* in proximity to a significant potential future transit node within Newmarket. The Vision is in keeping with the many aspirations, priorities, and objectives of the Town and its community.

The Secondary Plan Area will be a transit-supportive node within Newmarket, providing safe, comfortable and convenient access to the future Mulock GO Station Site by foot, bicycle, bus and car from surrounding neighbourhoods. It aims to support and facilitate Transit Oriented Development (TOD), defined as higher-density, mixed-use development that is connected, next to, or within a short walk of transit stations. The Secondary Plan Area will be a place with a broad mix of uses providing:

- New homes for residents;
- New places of work in immediate proximity to the Mulock GO Station Site;
- *Social services*; and
- Retail uses.

This mixed-use and higher density node will be supported by a vibrant and high-quality public realm that is well connected to the existing network of parks and open spaces within and in the vicinity of the Secondary Plan Area.

The following seven Guiding Principles were developed through a public consultation process as well as a site analysis in order to support the realization of the Vision, and provide direction for the overall development of the Secondary Plan Area.

The Secondary Plan Area will:

- Provide safe, comfortable and convenient travel options for all modes;
- Maximize connections to and integration with the station site;
- Strengthen the existing network of parks and open spaces;
- Encourage compatible new employment and residential uses at a higher density;
- Strengthen the existing network of *social services* within the Secondary Plan Area;
- Ensure that impacts on existing residents and labour force within and in the vicinity of the study area are minimized; and
- Phased implementation to align with market interest and infrastructure investment.

Further collaboration and engagement with stakeholders will be required to successfully implement the vision of this Secondary Plan.

5.0 CHARACTER AREAS

This section addresses the specific *Character Areas* as identified on Schedule 2. The four *Character Areas* within the Secondary Plan Area include the Mixed Use Core, Mixed Use Corridor, East Holland River Valley, and Residential Neighbourhood. These *Character Areas* provide an overall structure for the Secondary Plan Area and generally provide for a hierarchy of intensity of activity, as supported by the other objectives and policies of this Secondary Plan, particularly with regard to Land Use, Built Form and Density (Section 6), Public Realm (Section 7), and Street Network and Mobility (Section 8). Each *Character Area* contains distinct but compatible land uses, building heights, massing, densities and public realm features that will make each an identifiable place. The objectives and policies associated with each of the *Character Areas* follows below.

5.1 Mixed Use Core

5.1.1 Objectives

- a. The Mixed Use Core *Character Area* will be the centre of the new transit-supportive community within the Secondary Plan Area with greatest mix of uses and highest densities;
- b. Development within the Mixed Use Core *Character Area* will provide for and be supported by a generous public realm including two gateways, active frontages along Mulock Drive, Bayview Avenue and Steven Court, and new public parks and open spaces;
- c. The Mixed Use Core *Character Area* will be a place of arrival and departure within the Secondary Plan Area, with connections to the rest of the Town and broader Region facilitated by Mulock Drive and Bayview Avenue and the Mulock GO Station Site;

- d. Two new public streets (Public Streets B and C) will be created within the Mixed Use Core *Character Area* to help provide additional frontage for development, and provide increased access to the Mulock GO Station Site, Mulock Drive, and Bayview Avenue;
- e. Befitting its access to higher-order transit and surface transit routes along Mulock Drive and Bayview Avenue, the Mixed Use Core *Character Area* will feature trip-generating uses, including standalone office buildings and offices integrated into mixed use buildings and/or on mixed use sites;
- f. Mulock Drive and Bayview Avenue will continue to primarily serve a retail function, with retail uses located on the ground floor of mixed use buildings, fronting onto the street to take advantage of exposure to these higher traffic arterials;
- g. The Mixed Use Core *Character Area* will contain a significant residential population, making it a place of both daytime and evening activity.

5.1.2 Policies

- i. The boundaries of the Mixed Use Core *Character Area* are shown on Schedule 2 and have been defined based on property boundaries, transportation corridors, and natural heritage features;
- ii. Land use designations within the Mixed Use Core *Character Area* shall be consistent with those shown on Schedule 3 and permitted uses shall be consistent with those described in Section 6.1.2;
- iii. A full range of these permitted uses shall be provided for in the Mixed Use Core *Character Area* to provide for trip generating uses, support day and nighttime activity, and create a fully transit-supportive environment;

- iv. Development density and height within the Mixed Use Core *Character Area* shall be consistent with that shown on Schedule 4 and described in Section 6.4;
- v. The greatest densities and heights shall be provided for within the two Gateways identified on Schedule 7, at the Mulock GO Station Site and at the intersection of Mulock Drive and Bayview Avenue. Development density and height shall generally transition down towards the existing and future *low-rise* residential neighbourhoods to the south, north and east.
- e. Mulock Drive will continue to serve a retail function, with retail uses located on the ground floor of mixed use buildings, fronting onto the street to take advantage of exposure to this higher traffic arterial;
- f. The combination of a mix of residential and retail uses, buildings sited close to the street, and building frontages with a strong relationship to Mulock Drive will encourage increased pedestrian activity and help humanize this arterial street.

5.2 Mixed Use Corridor

5.2.1 Objectives

- a. The Mixed Use Corridor *Character Area* will anchor a revitalized Mulock Drive through a mix of residential and retail uses and the second highest level of densities within the Secondary Plan Area, as shown on Schedule 2. Appropriate transitions will be provided for within the Mixed Use Corridor and towards the *low-rise* residential neighbourhoods to the north and south of Mulock Drive;
- b. Development within the Mixed Use Corridor *Character Area* will provide for and be supported by a generous public realm including a gateway, active frontages along Mulock Drive, and new public parks and open spaces;
- c. The Mixed Use Corridor *Character Area* will facilitate movement between and provide excellent access to two higher-order transit corridors, the GO rail corridor and the Mulock GO Station Site, and the Viva Bus Rapid Transit corridor on Yonge Street;
- d. A new public street (Public Street A) will be created at the south end of the Mixed Use Corridor *Character Area* to help provide additional frontage for development, and provide an additional local route of travel parallel to Mulock Drive and connecting to Cane Parkway;

5.2.2 Policies

- i. The boundaries of the Mixed Use Corridor *Character Area* shown on Schedule 2 have been defined based on property boundaries and natural heritage features;
- ii. Land use designations within the Mixed Use Corridor *Character Area* shall be consistent with those shown on Schedule 3 and permitted uses shall be consistent with those described in Section 6.1.2;
- iii. A full range of these permitted uses shall be provided for in the Mixed Use Corridor *Character Area* to provide for primarily retail uses on the ground floor and residential uses above the ground floor along Mulock Drive, and predominantly residential uses along Sandford Street and Public Street A;
- iv. Development density and height within the Mixed Use Corridor *Character Area* shall be consistent with that shown on Schedule 4 and described in Section 6.4;
- v. The greatest densities and heights shall be provided for within the Gateway identified on Schedule 7, at the western edge of the Mixed Use Corridor *Character Area*. Development density and height shall generally transition down towards the existing *low-rise* residential neighbourhoods to the south.

5.3 East Holland River Valley

5.3.1 Objectives

- a. The East Holland River Valley *Character Area* will be a generally stable area where visual and physical connections to the river valley landscape will be maximized. On sites where redevelopment is permitted, a mix of uses and greater densities are generally encouraged in close proximity to Mulock Drive;
- b. Development within the East Holland River Valley *Character Area* will provide for and be supported by a generous public realm including connections to the Tom Taylor Trail network and Bailey Ecological Park, active frontages along Mulock Drive, and new public parks and open spaces;
- c. Much as in the Mixed Use Corridor, a combination of mix of uses, increased densities, and building siting will help transform Mulock Drive within the East Holland River Valley *Character Area* into a more human-scaled and pedestrian friendly place, where appropriate;
- d. Key *active transportation* connections between Mulock Drive, the Tom Taylor Trail and the Mulock GO Station Site will be facilitated the East Holland River Valley *Character Area*, providing for a further transition of mobility within the overall Secondary Plan Area to a more balanced modal split;
- e. Existing natural heritage features and their associated vegetation protection zones will be protected, with opportunities to expand the *land area* of the existing natural heritage features in this *character area* also encouraged. Through site redevelopment, an appropriate vegetated buffers will be established in consultation with York Region, Town of Newmarket and applicable regulatory agencies, which could include the Lake Simcoe Region Conservation Authority (LSRCA) and provincial Ministries,

in order to maximize protection for sensitive habitat and bolster the edge of natural heritage features. Development will be directed away from hazard lands. Development and site alteration within and directly adjacent to natural heritage features is not permitted, except where explicitly permitted elsewhere in this Secondary Plan or in the Town of Newmarket Official Plan.

5.3.2 Policies

- i. The boundaries of the East Holland River Valley *Character Area* are shown on Schedule 2 and have been defined based on property boundaries, transportation corridors, and natural heritage features;
- ii. Land use designations within the East Holland River Valley *Character Area* shall be consistent with those shown on Schedule 3 and permitted uses shall be consistent with those described in Section 6.1.2;
- iii. Permitted uses shall be provided for in the East Holland River Valley *Character Area* to provide for the protection of natural heritage features, connections to the public realm, avoidance of hazard lands, primarily retail uses on the ground floor and residential uses above the ground floor along Mulock Drive to the west of the East Branch of the Holland River, and predominantly residential uses along Cane Parkway, and Mulock Drive to the east of the East Branch of the Holland River;
- iv. Development density and height within the East Holland River Valley *Character Area* shall be consistent with that shown on Schedule 4 and described in Section 6.4;
- v. Development density and height shall generally transition down towards the existing *low-rise* residential neighbourhoods to north.

5.4 Residential Neighbourhood

5.4.1 Objectives

- a. The Residential Neighbourhood *Character Area* will function as an extension of the existing *low-rise* residential neighbourhoods to the north, with primarily residential uses;
- b. Development within the Residential Neighbourhood *Character Area* will provide housing at a transit-supportive density and in a transit oriented form;
- c. Development within the Residential Neighbourhood *Character Area* will provide for and be supported by a public realm that is consistent with and contributes to the predominantly residential uses;
- d. Existing *social services* in the Residential Neighbourhood *Character Area* will be encouraged to remain, potentially incorporated into site redevelopment.
- v. Development density and height shall generally transition down towards the existing *low-rise* residential neighbourhoods to the north.

5.4.2 Policies

- i. The boundaries of the Residential Neighbourhood *Character Area* are shown on Schedule 2 and have been defined based on property boundaries and transportation corridors;
- ii. Land use designations within the Residential Neighbourhood *Character Area* shall be consistent with those shown on Schedule 3 and permitted uses shall be consistent with those described in Section 6.1.2;
- iii. Development density and height within the Residential Neighbourhood *Character Area* shall be consistent with that shown on Schedule 4 and described in Section 6.4;
- iv. Development density and height shall generally transition down towards the existing *low-rise* residential neighbourhoods to the north.

6.0 LAND USE, DENSITY & BUILT FORM

6.1 Land Use

The overall land use strategy, as expressed through the land use designations on Schedule 3, supports the Vision of achieving a transit-supportive node through a broad mix of uses, providing homes for new residents, providing new places of work in proximity to the Mulock GO Station Site, and continuing to provide retail uses that serve the local population. It also supports the Guiding Principles of encouraging compatible new employment and residential uses at a higher density, and strengthening the existing network of *social services* within the Secondary Plan Area.

It accomplishes all of this by providing for a mix of residential and retail uses generally throughout the Secondary Plan Area while maintaining a strong employment component through dedicated sites for office use, and encouraging office uses within some mixed use sites. The strategy also permits *social services* as stand alone uses or integrated into mixed use development in all land use designations. The land use strategy also recognizes a series of stable sites that, due to the nature of existing uses or as a result of significant environmental constraints, are areas where redevelopment should not be encouraged and/or should be restricted.

The land use strategy for the Secondary Plan Area contains the following five land use designations:

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

Mixed Use A, Mixed Use B, and Mixed Use C are the predominant land use designations with

- Mixed Use A being located exclusively within the Mixed Use Core *Character Area* and generally to the south of Mulock Drive to encourage the greatest mix of uses in close proximity to the Mulock GO Station Site;
- Mixed Use B is generally located within the Mixed Use Corridor and East Holland River Valley *Character Areas*, and fronting onto Mulock Drive and Bayview Avenue to encourage a strong retail frontage in mixed use buildings along these major arterial streets, and
- Mixed Use C is exclusively located within the Mixed Use Core *Character Area* to the south of Public Street C, to allow for some retail uses within the interior of the *Character Area* while also providing for a transition in use towards the Stable Residential uses south of the Secondary Plan Area.

Both the Station Area Residential and Office land use designations provide for a more limited range of uses than the three mixed use designations. The Station Area Residential land use designation is located within the Residential Neighbourhood and the East Holland River Valley *Character Areas* to encourage a transition towards the Stable Residential uses north of the Secondary Plan Area and the Natural Heritage System that crosses the centre of the Secondary Plan Area. The Office land use designation is located exclusively

within the Mixed Use Core *Character Area*. This land use designation will ensure that a certain proportion of lands are redeveloped with employment-focused uses at a density that is transit supportive. It will also maintain in part the existing employment-focused character of the Secondary Plan Area while providing for trip-generating uses that will help the Mulock GO Station Site function as a transit trip destination in addition to being a point of trip origin.

6.1.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Contribute to a *complete community* with a full range of housing, services and amenities to meet the daily needs of people of all ages and abilities;
- b. Achieve an appropriate mix of commercial, residential and institutional uses;
- c. Support intensification and transit-supportive development;
- d. Support the Mulock GO Station Site as a transit trip origin and destination;
- e. Support street-related retail uses on Mulock Drive and Bayview Avenue; and,
- f. Achieve a transition in land use towards Stable Residential Areas and the Natural Heritage System.

6.1.2 Land Use Policies

- i. The following uses shall be permitted on lands within the Mixed Use A, Mixed Use B and Mixed Use C designations as shown on Schedule 3, subject to the applicable provisions of this Secondary Plan and those of the Official Plan
 - a. multiple unit residential buildings, including apartments and townhouse dwellings, secondary/additional suites, and *special needs housing*;

- b. a mix and range of residential unit sizes and tenures, including affordable housing, rental housing and accessible housing which meets accessibility standards in accordance with the AODA, subject to Section 3.10 of the Official Plan;
- c. home-based businesses and live/work uses, subject to Section 3.5 of the Official Plan;
- d. *social services* uses;
- e. office uses;
- f. commercial uses including retail stores, restaurants, and service commercial uses;
- g. institutional uses, including schools, day cares, group homes and places of worship;
- h. community uses such as government-related office uses, libraries, community centers, or similar uses designed to serve the community at large;
- i. parks, open spaces, urban squares and plazas;
- j. private and public parking;
- k. hotels and events facilities; and
- l. arts and cultural establishments.
- ii. Lands within the Mixed Use A designation are required to provide office uses equivalent to 15% and retail uses equivalent to 10% of the aggregate *Gross Floor Area* proposed as part of all of the building(s) of a development.
- iii. Lands within the Mixed Use B designation are required to provide retail uses equivalent to 15% of the aggregate *Gross Floor Area* proposed as part of all of the building(s) of a development.
- iv. Lands within the Mixed Use C designation are required to provide retail uses equivalent to 10% of the aggregate *Gross Floor Area* proposed as part of all of the building(s) of a development.

- v. The following uses shall be permitted on lands within the Station Area Residential designation as shown on Schedule 3, subject to the applicable provisions of this Secondary Plan and those of the Official Plan:
 - a. multiple unit residential buildings, including townhouse, stacked townhouse and apartment dwellings, and *special needs housing*;
 - b. a mix and range of residential unit sizes and tenures, including affordable housing, rental housing and accessible housing which meets accessibility standards in accordance with the AODA, subject to Section 3.10 of the Official Plan;
 - c. office uses;
 - d. home-based businesses and live/work uses, subject to Section 3.5 of the Official Plan;
 - e. local institutional uses, subject to Section 3.4 of the Official Plan;
 - f. *social services* uses; and
 - g. convenience commercial uses, subject to Section 3.8 of the Official Plan.
- vi. The following uses shall be permitted on lands within the Office designation as shown on Schedule 3, subject to the applicable provisions of this Secondary Plan and those of the Official Plan:
 - a. office uses;
 - b. commercial uses, such as retail stores, and restaurants;
 - c. service commercial uses which support the trip generation and destination functions of Mulock GO Station Site;
 - d. parks, open space, and urban squares and plazas; and,
 - e. private and public parking facilities.
- vii. Lands within the Office designation shall provide office uses equivalent to 85% of the aggregate *Gross Floor Area* proposed as part of all of the building(s) of a development.
- viii. The following uses are prohibited within all land use designations identified in this Secondary Plan:
 - a. New single-detached and semi-detached dwellings;
 - b. New stand-alone, land-intensive retail warehouse stores;
 - c. Commercial services, including new retail warehouses, new vehicle sales centres and new vehicle service centres;
 - d. New gas stations;
 - e. New car wash facilities, unless completely contained within a parking structure;
 - f. New motor vehicle sales use;
 - g. New motor vehicle repair facilities;
 - h. New drive-through facilities; and
 - i. Standalone private parking facilities.
- ix. Sensitive land uses are not encouraged to be located in proximity to the Mulock GO Station Site, Barrie GO Line corridor, or rail storage facilities and intermodal yards to avoid issues of incompatibility related to noise, vibration and safety.
- x. As deemed appropriate and applicable through the pre-application consultation process, an Air Quality Impact Study, Noise and Vibration Study, and other associated assessments may be required in support of planning applications to assess impacts to human health adjacent to Mulock Drive and adjacent to sensitive land uses such as schools, daycares and seniors facilities.
- xi. Where Official Plan land use designations are not modified by this Secondary Plan, the applicable provisions within the Official Plan for those land use designations will continue to prevail.

6.1.3 Housing Policies

- i. A minimum of 25% of new housing units in the Secondary Plan Area shall be affordable to *low and moderate income households*.
- ii. Affordable housing benchmark prices for ownership and rental housing will be determined by the Regional Municipality of York (York Region) on an annual basis.
- iii. Affordable housing shall be comprised of a range and mix of housing forms, unit sizes and tenure and include a significant number of dwelling units which may accommodate households with children, larger families, people with special needs, people of all ages and abilities, and rental households.
- iv. Where redevelopment involves the removal of existing affordable housing units, it shall replace the number of units displaced in addition to achieving the affordable housing target (i.e. 25% plus the number of displaced affordable units).
- v. The Town will work with York Region to identify locations where affordable and *special needs housing* will be encouraged.
- vi. The development of intrinsically affordable housing, which includes modest amenities, standard materials, minimal details and flexibility within units, is encouraged.
- vii. New rental accommodation will be promoted and the retention of existing medium and high density rental housing stock is required in accordance with Policy 3.10.3 of the Town of Newmarket Official Plan.
- viii. All housing shall be designed in accordance with Policy 3.10.4 of the Town of Newmarket Official Plan and all new housing is encouraged to include accessibility features.

6.2 Stable Sites

A number of sites are identified as Stable Sites as shown on Schedule 3. These are sites, or portions thereof, where redevelopment is not envisioned. These stable sites include those where all or a significant portion of the lands within a site are in the floodplain as identified by LSRCA mapping. Other stable sites include those that are associated with the Hydro Corridor that runs parallel to the GO rail corridor and the hydro transformer station that is on the north side of Mulock Drive, east of the GO rail corridor.

This Secondary Plan does not propose any changes to the land use designations on these sites and therefore the applicable provisions within the Official Plan will continue to apply. Over time, the Town of Newmarket and/or the LSRCA may consider acquiring those sites where all or a significant portion of the lands within a site are in the Floodplain, for the purpose of adding lands to the Natural Heritage System associated with the East Branch of the Holland River.

6.2.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Ensure that redevelopment and intensification are directed outside of Stable Sites.
- b. Ensure that existing uses on Stable Sites will continue to be permitted with provisions for site alteration subject to the objectives and policies of Section 6.1 of this Secondary Plan.
- c. Support access between land use designations that are appropriate for redevelopment through new Public Streets and the expansion of the *active transportation* network within Stable Sites, subject to the objectives and policies of Section 8 of this Secondary Plan.

6.2.2 Policies

- i. The land use designations identified within the Town of Newmarket Official Plan will continue to prevail on Stable Sites shown on Schedule 3.
- ii. Changes in land use designation on Stable Sites to any designation other than Parks and Open Space or Natural Heritage System will not be contemplated unless it can be demonstrated that Stable Sites no longer fall within the Floodplain as shown on Schedule 8 and as confirmed by the LSRCA.
- iii. Expansions of existing uses on Stable Sites will generally not be permitted. Minor site alterations to reduce outdoor storage, minimize site emissions, and/or improve site access will be permitted, subject to the objectives and policies of Section 6.3 of this Secondary Plan as applicable.
- iv. The Town of Newmarket and/or the LSRCA will endeavour to acquire Stable Sites that fall within the Floodplain and Hazard Lands as shown on Schedule 8. Such acquisitions will be undertaken for the purpose of adding area to adjacent Parks and Open Space and/or the Natural Heritage System.
- v. New Public Streets and expansions of the *active transportation* network, as shown on Schedule 10, shall be permitted subject to the objectives and policies of Section 6.3 of this Secondary Plan as applicable.

6.3 Floodplain and Hazard Lands

Part of the Secondary Plan Area lands are regulated by the LSRCA, pursuant to Ontario Regulation 179/06 under the Conservation Authorities Act. These lands are generally associated with valley and floodplain associated with the East Branch of the Holland River. This Secondary Plan generally directs redevelopment and intensification to areas outside of Floodplain and Hazard Lands.

6.3.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Minimize risks to human health, safety and property associated with the Floodplain and Hazard Lands.
- b. Generally direct development and intensification outside of the Floodplain and Hazard Lands that are associated with the East Branch of the Holland River.
- c. Incorporate strategies to evaluate, prepare, mitigate and adapt to climate change impacts, including consideration of public health and safety, infrastructure security, and emergency services.

6.3.2 Policies

- i. The Floodplain and Hazard Lands overlay identified on Schedule 8 includes an approximate location of the Floodplain and Hazard Lands. The limit of the floodplain shall be delineated on a site-specific basis and confirmed by the LSRCA. Development and site alteration shall be directed away from flood and erosion prone areas in order to protect people and property and to minimize social disruption and costs in accordance with the policies of Section 10 of the Town of Newmarket Official Plan.
- ii. In order to reduce risks to public safety and property damage, development shall be setback a minimum distance of 30 metres from the normal high watermark of Lake Simcoe and the edge of low flow channels of all watercourses, and set back a minimum of 15 metres from the top of bank/slope, in accordance with the general policies of Section 10 of the Town of Newmarket Official Plan and the development policies of the LSRCA.

- iii. The development potential for any site within the Floodplain and Hazard Lands will be assessed on a site-by-site basis by the Town in consultation with the LSRCA. Where a new building or the expansion of an existing building may be permitted by the LSRCA, the use and scale of such buildings may not conflict with the policies of this Secondary Plan.
- iv. Development, redevelopment and site alteration within the Floodplain and Hazard Lands shall be subject to the Natural Hazards policies of the Provincial Policy Statement, in accordance with the guidelines established in the Natural Hazard Technical Guides prepared by the Ministry of Natural Resources and Forestry, and shall not be permitted unless prior written approval is received from the LSRCA.
- v. Existing non-conforming uses within the Floodplain and Hazard Land designation should be brought into closer conformity with the applicable Floodplain and Hazard Lands policies of the Provincial Policy Statement and provincial regulations and guidelines. Any replacement, expansion, addition or alteration to existing uses shall not be permitted unless prior written approval is received from the LSRCA.
- vi. Where new buildings or the expansion of an existing building is permitted in accordance with Section 10.2 of the Town of Newmarket Official Plan, such buildings shall be designed in a manner that minimizes flood flow obstruction and does not contribute to upstream or downstream flooding, to the satisfaction of the LSRCA.
- vii. In accordance with the Provincial Policy Statement, the following uses shall not be permitted within the Floodplain and Hazard Lands as identified on Schedule 8, or on lands that lack safe ingress and egress away from hazard lands:
 - a. new residential development within the *floodway*;
 - b. institutional uses including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, daycares and schools;
 - c. essential emergency services as provided by fire, police and ambulance stations and electrical substations; and uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.
- viii. Any future road(s) within the Floodplain or Hazard Lands shall be designed to demonstrate that safe access is provided to outside the floodplain, that flood flows are not obstructed, and/or the design will not contribute to upstream or downstream flooding, all to the satisfaction of the LSRCA.
- ix. New or expanded parking, including overnight parking for residential and institutional purposes, within the Floodplain and Hazard Lands is generally prohibited, unless approved by the Town in consultation with the LSRCA.
- x. Non-residential daytime parking may be permitted in low risk flooding areas subject to the approval of the LSRCA and provided appropriate zoning is applied and the property is posted with warning signs articulating no overnight parking due to flood risk.
- xi. Floodplain and Hazard lands may only be acceptable for parkland conveyance if written approval for such a use has been received by the Town from the LSRCA and the lands are deemed acceptable by the Town.

6.4 Density

The overall density strategy for the Secondary Plan is to achieve a transit-supportive density that conforms to the *Major Transit Station Areas* (MTSAs) served by the GO Transit rail network, as set out in the Growth Plan for the Greater Golden Horseshoe, 2019. Density within the Secondary Plan Area will conform with the policies of the York Region Official Plan and the Newmarket Official Plan and will complement and

not conflict with development planned for the *Provincial Urban Growth Centre* and surrounding lands within the Town of Newmarket Urban Centres Secondary Plan.

Within the Secondary Plan Area, the greatest development densities are generally planned to be located to the southwest of the intersection of Mulock Drive and Bayview Avenue, close to the Mulock GO Station Site. Development at the highest *density designation* within the Secondary Plan Area is contemplated on the Mulock GO Station Site to help incentivize Transit Oriented Development (TOD) and the construction of the Mulock GO Station. Development density is generally lower on lands that are further away from the Mulock GO Station Site and that are closer to existing Stable Residential areas, providing for a transition in scale and intensity of development.

6.4.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Achieve a minimum of 150 residents and jobs combined per hectare and not exceed 200 residents and jobs combined per hectare.
- b. Achieve a planned targeted build out of approximately 11,300 residents and approximately 4,500 jobs.

6.4.2 Policies

- i. Lands within the *Low Density designation* as shown on Schedule 4 will be subject to a minimum *Floor Space Index (FSI)* 0.75 and a maximum FSI of 1.25.
- ii. Lands within the *Medium Density designation* as shown on Schedule 4 will be subject to a minimum *Floor Space Index (FSI)* 1.25 and a maximum FSI of 1.75.

- iii. Lands within the *Medium-High Density designation* as shown on Schedule 4 will be subject to a minimum *Floor Space Index (FSI)* 2.0 and a maximum FSI of 2.5.
- iv. The minimum and maximum FSIs in each *density designation* shall be applied at the level of the development block, which is generally defined as the area enclosed within a block of existing or planned public streets.
- v. The intent of the Permitted Minimum and Maximum FSIs on Schedule 4 is to appropriately distribute densities. The FSI shall generally be calculated on a site specific basis, such that each development application achieves an FSI of not less than the Permitted Minimum FSI and not more than the Permitted Maximum FSI for the applicable density designations identified on Schedule 4.
- vi. Where development blocks are not defined by a public street, the precise boundaries of the *development block* will be determined at the time of application for development.
- vii. The density of a development is calculated by dividing the *gross floor area* of the proposed development by the *land area* of the development site.
- viii. The calculation of *gross floor area* shall not include the floor area of underground and above grade parking structures, bicycle parking, or public transit uses, such as stations or waiting areas.
- ix. The *land area* of the development site is exclusive of lands required for public streets, to be dedicated as public parks, that are part of the Natural Heritage System, or that fall within Floodplain and Hazard Lands.
- x. Reductions to the permitted minimum density identified on Schedule 4 may be permitted without an amendment to this Secondary Plan:
 - a. In order to meet the Transitional and Angular Plane Policies of Policy 6.5.4 or the shadow provisions of Policy 6.5.5; and/or

- b. For development of human services and/or social services that may not be typically built to achieve the required minimum densities.

Such consideration shall require demonstration, to the satisfaction of the Town, that the minimum density of the *density designation* will generally be achieved.

- x. Density bonusing agreements will be secured through the development process in accordance with the Town's Community Benefit Charges By-Law, as appropriate.

6.5 Built Form

The built form strategy for the Secondary Plan encourages a shift from *low-rise*, auto-oriented buildings to a range of building heights scaled and sited to contribute to a comfortable and human-scaled built environment that encourages walking and other forms of *active transportation*. New buildings will be predominantly *mid-rise* in scale, with taller *mid-rise* and *high-rise* buildings in close proximity to the Mulock GO Station Site and to the southwest of the intersection of Mulock Drive and Bayview Avenue. Some *low-rise* buildings will be permitted to provide for transition in scale to lands outside the Secondary Plan Area that are designated as Stable Residential in the Town of Newmarket Official Plan.

Generally, the scale, massing and siting of buildings will allow for significant sunlight penetration onto public streets, parks, public squares and plazas, and other shadow sensitive areas throughout the day and protect for sky views for pedestrians. The scale, massing and siting of buildings will also provide for relatively continuous facades along public streets that feature architectural *articulation*, numerous entrances and a high proportion of glazing. Lastly, a combination of setbacks, maximum streetwall heights and stepbacks will enhance the public realm experience, provide for uses such as patios and other outdoor commercial spaces, provide buffers from at grade uses as appropriate, and provide a sense of enclosure and human scale to the public realm.

6.5.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Create a human-scaled environment for pedestrians that appropriately frames the public realm on public and private streets and encourages street-related activity and animation at-grade.
- b. Respect the existing scale and character of Stable Residential areas, and appropriately transition to parks and open spaces.
- c. Achieve building heights that fit within the existing and emerging context and that allows new development to contribute to the overall density target.
- d. Ensure access to sky views and minimal shadow impacts on public and private streets, parks and open space, and Stable Residential areas.
- e. Ensure adequate buffers between the GO rail corridor, hydro corridors and the transformer station, and residential and sensitive non-residential uses.
- f. Ensure that new buildings implement energy efficiency and sustainable water and wastewater technologies to help meet the Town's Community Energy Plan targets and broader sustainability goals of mitigation and adaptation to climate change.

6.5.2 General Built Form Policies

- i. The general massing and exterior façades of new development shall be designed to fit harmoniously into the planned context, while respecting the existing development outside the Secondary Plan Area.
- ii. New development shall be designed to limit shadow and adverse wind impacts on adjacent properties and public spaces including streets, parks and open space and urban squares .

- iii. New buildings shall front onto major streets and no reverse lotting shall be permitted. Buildings shall have front façades and windows that face the street. Where buildings face public squares and parks, these façades shall achieve a high level of architectural detail and character and provide physical and visual access to these public spaces.
- iv. Public buildings and facilities shall be designed to be accessible and located in proximity to pedestrian, cycling and transit systems.
- v. The principal entrances of commercial and mixed-use buildings are strongly encouraged to be oriented toward the abutting public street. Site design shall orient main building entrances to face public streets, with at least one direct user entrance provided to the abutting public street.
- vi. Building façades generally greater than 25 metres in length should be articulated or “broken up” through the use of architectural features such as recesses, projections, awnings, or colonnades along at least 20% of the length.
- vii. Buildings will be designed to support the continued commercial function of Mulock Drive and Bayview Avenue through means such as well-articulated façades, well-demarcated entrances, prominent display windows, and protective canopies.
- viii. Buildings with non-residential uses on the ground floor should have highly transparent ground floors, with a minimum of 60 percent of the ground floor frontage to be glazed.
- ix. On a corner site, the development should address both street frontages and give prominence to the corner. Both façades should have comparable levels of architectural detail and character.
- x. Blank side walls shall not be permitted along or facing a public street, park, open space or *pedestrian mews*.
- xi. *Direct vehicular access* is discouraged along Mulock Drive and Bayview Avenue in order to minimize disruptions to the pedestrian environment and reduce turning movements onto Mulock Drive and Bayview Avenue. Vehicular access to these streets is encouraged to be reduced through the use of shared driveways and interconnected properties, where feasible. Access from side streets, rear laneway and shared driveways are strongly encouraged.
- xii. Loading bays, garbage and other servicing, and vehicular related functions should not detract from the use or attractiveness of the pedestrian realm. Garbage, loading, servicing and *utility* functions should be integrated within the interior of a building, or located at the rear of the building such that it is not visible from the public realm, with access from a rear laneway or side street.
- xiii. Buildings should be designed to completely screen roof-top mechanical and telecommunication equipment from public view. Mechanical penthouses should be designed and clad with materials to complement the building façades.
- xiv. Buildings are encouraged to incorporate sustainable materials and utilize sustainable construction methods, with consideration for year-round comfort and functionality. This includes strategies for energy efficiency and *alternative energy* systems, water conservation and re-use, and waste reduction.
- xv. Buildings are encouraged to reduce and/or mitigate urban heat island effects through a range of site and building design techniques, including selective planting of trees and vegetation, green roofs, green walls, and high-albedo surface materials.

6.5.3 Building Height Policies

- i. All buildings on lands within the *Low Density designation* as shown on Schedule 4 shall have a minimum building height of 2 storeys and a maximum building height of 4 storeys.
- ii. All buildings on lands within the *Medium Density designation* as shown on Schedule 4 shall have a minimum building height of 3 storeys and a maximum height of 6 storeys.
- iii. All buildings on lands within the *Medium-High Density designation* as shown on Schedule 4 shall have a minimum building height of 4 storeys and a maximum building height of 12 storeys.
- iv. Reductions to the required Minimum Heights identified on Schedule 4 and in Policies 6.5.3(i) to 6.5.3(iii) may be permitted without an amendment to this Secondary Plan:
 - a. To allow flexibility in building and site design, for example to articulate a portion of a façade;
 - b. To meet the transitional and angular plane policies of Policy 6.5.4 and/or the shadow provisions of Policy 6.5.5; and/or
 - c. For development of *human services* and/or *social services* that may not be typically built to achieve the required minimum densities.

Such consideration shall require demonstration, to the satisfaction of the Town, that the required Minimum Density of the specific *density designation* in which the building is located will still be achieved.

- v. All buildings within the Secondary Plan Area that front onto a public street shall have a minimum ground floor height of 4.5 metres.

6.5.4 Scale, Massing and Transition Policies

- i. To ensure that new development is sensitive to and compatible with the existing or planned context and provides for an appropriate transition in scale, new development located directly adjacent to the rear or side yard of a Stable Residential Area or existing or planned park or open space within or adjacent to the Secondary Plan Area shall be designed:
 - a. To be setback from the property line of an adjacent rear or side yard of a Stable Residential Area a minimum of 7.5 metres;
 - b. To limit the maximum height, including mechanical units, balconies, railings, overhangs and other projections, to generally not exceed an angular plane of 45 degrees measured from a height of 1.7 metres above the established grade at the property line of the adjacent residential or parkland property; and
 - c. Such that the application of the angular plane shall not extend beyond the applicable *development block* or where the *development block* is bisected by a private street, beyond the private street.
- ii. To ensure that new development provides for a generally consistent streetwall height (on both public and private streets), frames the public realm on public and private streets, provides access to sky view for pedestrians, and limits shadow impacts on the public realm, new development within the Secondary Plan Area shall be designed:
 - a. To have a maximum streetwall height of 2 storeys on lands within the *Low Density designation*;
 - b. To have a maximum streetwall height of 4 storeys on lands within the *Medium Density designation*;

- c. To have a maximum streetwall height of 6 storeys on lands within the Medium-High *Density designation*;
 - d. To have a 3 metre minimum setback for floors above the maximum streetwall height in all *density designations* for buildings with a depth greater than 20 metres; and,
 - e. To have a 1.5 metre minimum setback for floors above the maximum streetwall height in all *density designations* for buildings with a depth greater than or equal to 10 metres and less than or equal to 20 metres.
- iii. Minor exceptions to the maximum streetwall heights and minimum setbacks in Policy 6.5.4(ii) may be considered through a zoning amendment without requiring an amendment to the Secondary Plan, where it is demonstrated to the satisfaction of the Town that the intent of Policy 6.5.4 and Policy 6.5.5 is met and the maximum density provided for in Policy 6.4.2 is not exceeded.
 - iv. Minor exceptions to the maximum heights in Policy 6.5.3 may be considered through a zoning amendment without requiring an amendment to the Secondary Plan, where it is demonstrated to the satisfaction of the Town that the intent of Policy 6.5.4 and Policy 6.5.5 is met and the maximum density provided for in Policy 6.4.2 is not exceeded.
 - v. To ensure that new development provides adequate separation from other new development within the same *development block* or development blocks that are not separated by public streets, and to contribute to greater *development block* porosity, new development within the Secondary Plan Area shall be designed:
 - a. To have a minimum separation distance of 10 metres between *building faces* within the *Low Density designation*; and,
 - b. To have a minimum separation distance of 15 metres between *building faces* within the Medium Density and Medium-High *Density designations*.
 - vi. To ensure that new development is adequately buffered from the GO rail corridor, hydro corridors, and/or the transformer station, and to provide space for the future grade separation of the GO rail corridor and Mulock Drive, new development within the Secondary Plan Area shall be designed:
 - a. To have a minimum 30 metre setback from the GO rail corridor for residential and/or sensitive non-residential uses, with the 30 metre setback area featuring a 2.5 metre high earthen berm upon which is constructed a 3 metre high acoustical fence, and featuring landscape features or other measures between the building and acoustical fence to provide visual screening;
 - b. To have a setback of less than 30 metres from the GO rail corridor for residential and/or sensitive non-residential uses only if it can be demonstrated that an equivalent level of safety, air quality, noise mitigation and vibration mitigation can be achieved;
 - c. To have a minimum 5 metre setback from hydro corridors and/or the transformer station, with the 5 metre setback area from the transformer station featuring a 3 metre high acoustical fence and landscape features or other measures between the building and acoustical fence to provide visual screening; and,
 - d. To have a minimum 15 metre setback from the Mulock Drive right-of-way between the hydro corridor in the east and the East Branch of the Holland River in the west to provide space for the future grade separation of the GO rail corridor and Mulock Drive.

6.5.5 Shadows and Sky Views

- i. The scale and massing of buildings should allow for significant sunlight penetration onto public streets, parks, public and private squares and plazas that are accessible to the public, and other shadow sensitive areas, such as school yards and outdoor amenity areas associated with seniors' residences and long term care facilities, and protect for sky views for pedestrians.
- ii. Buildings shall be sited and designed to mitigate shadow and skyview impacts on surrounding neighbourhoods, to the satisfaction of the Town.
- iii. Applications for buildings in the Medium Density and Medium-High *Density designations* will require a Shadow Impact Study that demonstrates that the proposed development allows for a minimum of 50% of daily sunlight (measured from 1.5 hours after sunrise and 1.5 hours before sunset) onto public spaces identified above, including public sidewalks, during the summer solstice (June 21).

6.6 Mulock GO Station Site

The Mulock GO Station Site is central to the redevelopment and intensification of the entirety of the Secondary Plan Area into a mixed use and transit-supportive community. The Mulock GO Station Site will provide access to higher-order transit that provides regional connections to other population and employment centres along the GO Rail Barrie Corridor. The Secondary Plan Area's role as an area for intensification within the urban structure of the Town is predicated on access to this higher-order transit.

In 2017, a concept plan for the new Mulock GO Station was prepared by Metrolinx as a complement to their Initial Business Case (IBC) for expansion of GO Rail services on the Barrie

rail line. This concept included a main station facility situated on the GO rail corridor south of Mulock Drive on the lands known municipally as 402 Mulock Drive.

In December 2018, Metrolinx proposed a preferred funding strategy for GO Rail network expansion. This strategy is centred on a market-based approach, which encourages partnerships with third parties such as private developers, who would fund the design and construction of stations and related infrastructure in exchange for development permissions that would allow for Transit Oriented Development (TOD) that is integrated with or on the same site as a station and related infrastructure.

This Secondary Plan identifies the lands shown on Schedule 5 as the preferred Mulock GO Station Site. It is expected that redevelopment of this site will contribute to the funding, design and construction of the Mulock GO Station Site and related infrastructure. The site has been designated as Mixed Use A and Medium-High density, which will provide for the greatest mix of uses and the highest densities and building heights within the Secondary Plan Area. This will help incentivize development on the Mulock GO Station Site and the construction of the Mulock GO Station.

6.6.1 Objectives

Development on the Mulock GO Station Site will:

- a. Contribute to the funding, design and construction of the Mulock GO Station and related infrastructure.

- b. Provide for Transit Oriented Development (TOD) that is integrated with or on the same site as the Mulock GO Station and related infrastructure.

6.6.2 Policies

- i. The lands shown on Schedule 5 constitute the Mulock GO Station Site.
- ii. Development proposals for lands within the Mulock GO Station Site shall:
 - a. Demonstrate how they will integrate and/or not conflict with the Mulock GO Station and related infrastructure
 - b. Demonstrate how development will contribute to the funding, design and construction of the Mulock GO Station and related infrastructure, as required to achieve the objectives of this Secondary Plan;
 - c. Provide for Transit Oriented Development that includes a mix of uses, a transit-supportive density, and a public realm and *active transportation* facilities that facilitate pedestrian and cyclist movement through the site and to the Mulock GO Station and that are integrated within the existing and planned context of the Secondary Plan Area and surrounding areas.
- iii. Where the Mulock GO Station is being provided as a component of a development on the Mulock GO Station Site, development will be phased such that the Mulock GO Station will be constructed within the first phase and not following the completion of any other development on the Mulock GO Station Site.
- iv. If a development application for the lands within the Mulock GO Station Site does not provide for the Mulock GO Station as a component of the proposed development, the development application would not be supported by the Town of Newmarket.

6.7 Interim Development Policies

The overall land use strategy for the Secondary Plan Area contemplates transitions in land use towards Stable Residential Areas immediately outside of its boundaries as per Section 6.1.1. Additional transition in use must be contemplated as the Secondary Plan Area redevelops from Business Park and Commercial uses to a greater mix of uses, including residential and/or sensitive non-residential uses. Sensitive non-residential uses include schools and other educational facilities, places of worship, child care facilities, hospitals, recreational facilities, and other community and institutional uses, among others.

Given the nature of some existing business and facilities within the areas that were designated as Business Park or Commercial in the Town of Newmarket Official Plan prior to the adoption of this Secondary Plan, there are potential noise and other environmental concerns that could arise as residential and/or sensitive non-residential uses are introduced within the Secondary Plan Area. These noise and nuisance concerns are most appropriately determined and mitigated on a site-by-site basis through specific studies of air, noise, dust, odour and other non-residential related impacts conducted at the time of a rezoning application for residential and/or sensitive non-residential uses. These studies will be used to determine the extent of the potential impacts, and mitigation measures that can be undertaken on the site that is introducing a residential and/or sensitive non-residential use. This will ensure that impacts between existing businesses and facilities, and new residential and/or sensitive non-residential uses are minimized as the Secondary Plan Area transitions over time.

6.7.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Achieve an orderly transition in use from predominantly commercial and chards to a mix of uses including residential.
- b. Recognize existing uses that may cause impact on new sensitive uses, limit impacts between these uses and new sensitive uses, generally limit the expansion of these uses, and encourage the relocation of these uses to other appropriate areas within the municipality.

6.7.2 Transition in Use Policies

- i. Existing uses within the areas formerly designated as Business Park and Commercial are recognized as permitted uses within the Secondary Plan Area where they are otherwise not identified in the policies of Section 6.1.2.viii of this Secondary Plan.
- ii. Development and/or site alteration on sites containing the existing uses identified in Policy 6.1.2 (viii) that propose to maintain these uses may be permitted only if:
 - a. There is no expansion of the *Gross Floor Area* of the use;
 - b. There is no expansion of the outdoor storage area associated with the use; and
 - c. The development and/or site alteration will reduce outdoor storage, minimize site emissions, and/or improve site access.
- iii. The Town of Newmarket will work with the owners and/or operators of the existing uses identified in Policy 6.1.2.viii to identify appropriate sites for relocation outside of the Secondary Plan Area and within other areas of the municipality.

- iv. The lands shown on Schedule 6 are declared a Class 4 designation as defined and listed in Ministry of the Environment, Conservation and Parks Publication NPC-300.
- v. Specific studies of air, noise, dust, odour and other non-residential related impacts will be required through future development applications for residential and/or sensitive non-residential uses within the lands shown on Schedule 6 so that appropriate design standards can be determined for buildings containing residential and/or sensitive non-residential uses.

6.7.3 Interim Redevelopment

- i. It is the intent of this Secondary Plan that *build-out* will achieve the planned height and densities identified on Schedule 4 and within Policy 6.4.2 and Policy 6.5.3.
- ii. Large-scale redevelopment may occur in a phased manner. To implement this phased approach, a *Build-out Demonstration Plan* shall be submitted to the Town for applications where the proposed development increases the total gross ground floor area (comprised of the aggregate of all the ground floors of all the buildings present on the site at the time of approval of this Secondary Plan) by more than 10%.
- iii. The *Build-out Demonstration Plan* shall:
 - a. demonstrate the final *build-out* will be consistent with the policies of this Secondary Plan, including the minimum and maximum heights and densities as identified on Schedule 4 and within Policy 6.4.2 and Policy 6.5.3;
 - b. illustrate how development will be phased over time, including a clear break-down of the individual components associated with each phase of development; and

- c. be permitted to be amended by the development proponent from time-to-time in response to changes in the market, provided that all such amendments shall continue to demonstrate, to the Town's satisfaction, the ability of the *Build-out* Demonstration Plan to achieve the polices of this Secondary Plan.
- iv. Small-scale, interim redevelopment which proposes developments that are lower than the minimum heights and densities as identified on Schedule 4 at *build-out* and within Policy 6.4.2 and Policy 6.5.3 may be permitted without amendment to this Secondary Plan, provided:
 - a. the development (as defined in Section 6.7.3 iv) does not increase the total gross ground floor area comprised of the aggregate of all the ground floors of all the buildings present on the site at the time of approval of this Plan, by more than 10%;
 - b. the development is not intended to be long-term and is considered appropriate over the short to medium term;
 - c. the development does not preclude the long-term redevelopment of the site as envisioned by this Plan;
 - d. the development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form;
 - e. the street network and *pedestrian mews* connections envisioned in Schedule 5 are not compromised or precluded; and
 - f. the development does not include residential uses or underground parking structures.
- v. Interim development may be in the form of an addition to an existing building, increased height to an existing building or as a stand-alone new building(s).
- vi. Interim development may be subject to a *Build-out* Demonstration Plan as contemplated in 6.7.3 (ii), if so requested by the Town.
- vii. The Town should review the Interim Development Policies within approximately five (5) years of the approval of this Secondary Plan to determine their continued applicability in view of the intent to achieve the permitted densities identified on Schedule 4.
- viii. The Phasing and Interim Redevelopment policies will be subject to the applicable provisions of the policies of this Secondary Plan as determined by the Town.

7.0 PUBLIC REALM

The planned public realm within the Secondary Plan Area consists of parks, open spaces and natural heritage features, streetscapes, active frontages, and gateways. Collectively, these elements will provide for active and passive recreation, the preservation, protection and enhancement of ecologically sensitive areas, and the promotion of walking and cycling as the primary means of mobility, ultimately supporting public transit as the primary mode of travel.

7.1 Objectives

Development within the Secondary Plan Area will be planned to:

- a. Provide adequate public park space to meet the recreational needs of future residents and workers within the Secondary Plan Area, and within surrounding neighbourhoods.
- b. Provide Privately Owned Publicly Accessible Spaces (POPS) to support the network of public parks and open spaces within and adjacent to the Secondary Plan Area. These POPS will provide an additional layer of accessible open space that is designed to a high quality and integrated with the public realm.
- c. Provide for the protection, restoration and enhancement of the Natural Heritage System, ensuring that watercourses, sensitive species, and wildlife habitat, amongst other features, are not negatively impacted by development, and that opportunities for the improvement of these features is realized through development, where feasible.
- d. Provide safe, comfortable and accessible streetscapes that encourage walking and cycling and provide a seamless interface to ground floor uses that enliven the Secondary Plan Area and provide eyes on the street.
- e. Ensure that ground floor uses that are intended to generate the greatest volumes of pedestrian and cyclist activity are directed towards major *active transportation* routes, including Mulock Drive, Bayview Avenue, Steven Court, and Public Street B.
- f. Reinforce a sense of arrival at key entry points into the Secondary Plan Area by encouraging the highest densities and heights and greatest mix of uses, in keeping with the policies of this Secondary Plan, at the three Gateways. Additional public realm considerations at these Gateways will further contribute to the objective of establishing a distinct sense of place at these entry points and for the broader Secondary Plan Area.

7.2 Parks, Open Spaces and Natural Heritage

Schedule 7 demonstrates conceptual locations for new public parks at Public Park Opportunity sites. These potential locations have been identified to offer new public parks in locations where a greater level of density is anticipated, on larger development blocks that can more easily accommodate on-site parkland dedication, or areas that are not proximate to existing or planned public parks or open spaces within the vicinity of the Secondary Plan Area. Additional public parks and Privately Owned Publicly Accessible Spaces (POPS) should be provided as necessary and assessed at the time of individual development proposals.

7.2.1 General Policies

- i. Development in the Secondary Plan Area will provide for a parks and open space system that contributes to, enhances and connects to the broader parks and open space system.
- ii. It is a goal of this Plan to provide for 0.7 ha of parkland for every 1,000 residents within the Secondary Plan Area. For the purpose of meeting this goal, parkland refers to public parks and publicly-owned open spaces outside of the Floodplain and Hazard Lands, natural heritage features, and existing and future stormwater management facilities.
- iii. In conjunction with development, the Town will protect and secure for public purposes public parks within the generally location of the Public Park Opportunities conceptually identified in Schedule 7. The precise location, size and configuration of these future parks will be determined at the time of redevelopment.
- iv. Future public parks will be secured through the development process in accordance with the Town's Parkland Dedication By-law or through in-kind contributions for Community Benefit Charges in accordance with the Town's Community Benefit Charges By-Law, as appropriate.
- v. Where the dedication of the parkland involves more than one landowner, landowners are expected to enter into agreements to co-ordinate development and cost sharing in order to ensure the equitable distribution of the cost for parkland.
- vi. It is recognized that the ability to accommodate the parkland required to meet the target in Policy 7.2.1(ii) may not be possible within the boundaries of the Secondary Plan Area. The Town will therefore seek to improve and expand existing parks and/or secure and protect for new parks in the immediate vicinity of the Secondary Plan Area that would serve the Secondary Plan Area.
- vii. The Town shall monitor the use and demand for parkland as the Secondary Plan Area develops and may adjust the target identified in Policy 7.2.1(ii) by amendment to this Plan.
- viii. Public recreational uses, features and activities within the Secondary Plan Area will be guided by the Town's Recreational Master Plan.

7.2.2 Parkland Acquisition Policies

- i. Public Parks within the general location of the Public Park Opportunities identified in Schedule 7 may be brought into public ownership and developed as park or open space generally in conjunction with development or redevelopment within the associated development block(s). Additional or other Public Park locations that are not identified on Schedule 7 may be sought through the development application process where warranted.
- ii. In cases where development proposals generate a requirement for substantial parkland dedication but the development site cannot sufficiently provide the required parkland, the Town shall receive cash-in-lieu of parkland and such revenues shall be applied to the acquisition of parkland and/or used for other public recreational purposes within the Secondary Plan Area.
- iii. Parkland dedication, cash-in-lieu of parkland dedication, and Community Benefit Charges will be conveyed to the Town in accordance with the provisions of the Planning Act as implemented through the Town's Parkland Dedication By-law or Community Benefit Charge By-Law, as appropriate. The priority for cash-in-lieu of parkland and/or Community Benefit Charge revenues generated by development in the Secondary Plan Area will be the securing of public parks in the general location of the Public Parks Opportunities defined in Schedule 7.

- iv. In addition to Policies 7.2.2 (i) to (iii), in accordance with Town's Parkland Dedication By-law or Community Benefit Charges By-Law, the Town may implement a number of other conveyance strategies in order to meet or exceed the parkland target in Policy 7.2.1(ii) including, but not limited to:
 - a. land exchanges;
 - b. securement of first right of refusal on strategic properties;
 - c. purchase or lease of land;
 - d. reuse of municipal land or surplus land of other public agencies; and
 - e. land donations.
- v. Privately owned open spaces, including Privately Owned Publicly Accessible Spaces, shall be included in the calculation of parkland dedication, and in the achievement of the parkland target in Policy 7.2.1(ii), as outlined by the Town's Parkland Dedication By-law.
 - e. provide shade through trees or shade structures;
 - f. meet accessibility standards for the design of public spaces;
 - g. provide convenient, safe, visible and inviting pedestrian access points and well signed way-finding;
 - h. connect residents and workers within and outside the Secondary Plan Area to key destinations such as the Mulock GO Station Site, offices, stores and services;
 - i. meet environmental sustainability standards including drought tolerant vegetation, permeable surfaces, low impact stormwater management, and use of native plant species, where considered appropriate by the Town; and
 - j. ensure continuity with the design elements of the public boulevard
 - k. integrate public art or cultural features;
 - l. reduce heat island effect; and
 - m. contribute to the Town's tree canopy coverage target.

7.2.3 Public Park Policies

- i. Development in the Secondary Plan Area shall be required to include or contribute to the development of new Public Parks, to be secured as described in Policy 7.2.2.
- ii. The precise location of Public Parks will be identified through the development review process.
- iii. Public Parks will be designed to:
 - a. promote a sense of identity and place;
 - b. have an address / direct access to a public street;
 - c. have a significant frontage / presence on a public street and incorporate pedestrian and/or trail connections to provide public access through the park;
 - d. provide a place to rest, and social interaction and to seek shelter;
- iv. Permitted uses and activities within all future Public Parks within the Secondary Plan Area will depend on the size and theme of each park and will be subject to a detailed park master plan that may include:
 - a. a playground;
 - b. a splash pad;
 - c. open, grassed areas for casual recreation;
 - d. shade trees and other plantings;
 - e. a pavilion or shade structure where appropriate;
 - f. public washrooms, where appropriate, particularly at larger gathering spots and key trail heads;
 - g. lighted walking and cycling paths;

- h. site furnishings including benches and bike racks;
 - i. public art and cultural features;
 - j. trash and recycling receptacles;
 - k. intimate hard surface areas for gathering;
 - l. limited commercial uses, in keeping with the scale of the park space and surrounding uses;
 - m. community gardens;
 - n. in the larger Public Parks, outdoor recreation facilities that meet the needs of local residents, such as a mini soccer pitch, basketball court, skateboarding facility, tennis court, small scale pavilion, and outdoor skating rink/track; and
 - o. where associated with stormwater management ponds or floodplain areas, *Low Impact Development (LID)* stormwater management, erosion or flood control facilities.
- c. provide shade through trees or shade structures;
 - d. meet accessibility standards for the design of public spaces;
 - e. create an opportunity for introducing additional green space into the Secondary Plan Area;
 - f. provide pedestrian connections between the public sidewalk and the parks and open space system and/or between public streets;
 - g. ensure connection and linkage between the active face of abutting development and the public street;
 - h. provide opportunities for passive recreation where appropriate;
 - i. ensure continuity with the design elements of the public boulevard;
 - j. integrate public art or cultural features;
 - k. reduce heat island effect; and
 - l. contribute to the Town's tree canopy coverage target.

7.2.4 Privately-Owned Publicly-Accessible Spaces Policies

- i. Development in the Secondary Plan Area shall be required to include or contribute to privately-owned publicly-accessible spaces (POPS). POPS generally shall be located and designed to complement the public parks and open space system.
- ii. The precise location of POPS will be identified through the development review process.
- iii. POPS should have at least a portion of their frontage on a public street or publicly accessible private street, or public park.
- iv. Where appropriate given their context, POPS shall be designed to:
 - a. promote a sense of identity and place;
 - b. provide a place to rest, and social interaction and to seek shelter;
- v. Permitted uses and activities within all future POPS within the Mulock Station Secondary Plan Area will depend on the size and surrounding context of each POPS and may include:
 - a. open, grassed areas for casual recreation;
 - b. shade trees and other plantings;
 - c. intimate hard surface areas for gathering;
 - d. a pavilion or shade structure where appropriate;
 - e. site furnishings including benches and bike racks;
 - f. public art and cultural features;
 - g. trash and recycling receptacles; and
 - h. limited commercial uses, in keeping with the scale of the POPS and surrounding uses.

- vi. All significant private developments, other than non-profit affordable or *special needs housing* projects, will be encouraged to provide public art or a contribution to the Public Art Reserve Fund. Public art provision will be further subject to the Town of Newmarket's Public Art Policy and Plan which may identify, among other things, priority sites and site selection criteria for public art installations.

7.2.5 Natural Heritage System Policies

- i. The Natural Heritage designation on Schedule 8 reflects the natural heritage features identified in the Town of Newmarket Official Plan and is subject to the applicable policies within Section 9 of the Town of Newmarket Official Plan as well as those of the LSRCA and the York Region.
- ii. Development and site alteration shall be required to demonstrate consistency with the applicable policies of the Provincial Policy Statement, and conformity with the Settlement Area policies of the Lake Simcoe Protection Plan, the Greenlands System policies of the York Region Official Plan, and the Natural Heritage System policies of the Town of Newmarket Official Plan. In the event of a conflict between this Secondary Plan and any of the plans described above, the policy that provides the greater protection to the natural heritage feature shall prevail.
- iii. Part of the Secondary Plan Area is within an area governed by Ontario Regulation 179/06 under the Conservation Authorities Act, as shown on Schedule 8. The boundaries of the regulated area are approximate and are subject to refinement through consultation with the LSRCA. Development and site alteration within the Regulated Area will be subject to LSRCA policy and permits pursuant to Ontario Regulation 179/06.
- iv. The key natural heritage features and key hydrologic features of the Natural Heritage System within the Secondary Plan Area include woodlots, meadows, wetlands and aquatic habitats, as shown in Schedule 8.
- v. The boundaries of the Natural Heritage System as shown on Schedule 8 are approximate. Where boundaries are unclear, they should be delineated through a staking exercise and site-specific studies, as determined by the LSRCA. These studies are to be provided through the development process in order to support any refinements to the Natural Heritage System. The studies should demonstrate the appropriateness of the refinements to the satisfaction of the Town, in consultation with the relevant agencies.
- vi. Minimum vegetation protection zones between natural heritage features and any proposed development shall be maintained. This includes a minimum buffer of 10m for woodlots, 15m for wetlands, 15 metres from a warm water stream, and 30 metres from a cold water stream.
- vii. When development or site alteration is proposed within 50 metres of a natural heritage feature, an Environmental Impact Study (EIS) shall be triggered. Site-specific EIS shall assess whether minimum buffers are sufficient or whether a larger buffer is required to protect the natural heritage features.
- viii. Existing wildlife habitat and ecological linkages for wildlife movement will be maintained and enhanced.
- ix. Passive recreational uses, such as trails, may be permitted within the natural heritage system and their associated buffer zones, subject to the requirements of Policy 7.2.5.iii.
- x. Remedial works and opportunities for enhancing natural heritage features as part of the Secondary Plan Area parks and open system will be implemented where appropriate.
- xi. Existing watercourses will be protected, improved, and where they have been channelized underground, should be restored as part of

development proposals, where practical. Where appropriate, remedial works and enhancement opportunities are encouraged.

- xii. The Town will establish an urban forest (tree) canopy target for the number and area of trees to be planted in the Secondary Plan Area by 2041, and each year leading up to 2041, and through the development review process shall seek to ensure that trees proposed in public and private spaces and streetscapes support achieving the target. Any loss of trees as part of the development process should be compensated for accordingly in-situ, or elsewhere within the Secondary Plan Area.
- xiii. Infrastructure design and construction shall be sensitive to the features and functions of the natural heritage system. This should include, where appropriate, context sensitive design and innovative technologies to avoid natural heritage features and minimize adverse impacts.
- xiv. The boundaries of the Natural Heritage System as shown on Schedule 8 are approximate. Minor refinements to these boundaries may occur through environmental studies that demonstrates the appropriateness of the refinements to the satisfaction of the Town, in consultation with the relevant agencies. Such minor refinements will not require an amendment to this Plan.

7.3 Streetscapes and Active Frontages

All streetscapes on existing and proposed public streets and fine grid connections should prioritize the provision of safe and comfortable pedestrian space, the provision of pedestrian amenities including street furniture and pedestrian-scaled lighting, and provision of space to grow healthy and mature trees. Building setbacks should be treated as an extension of the public realm, with the character of amenities and landscaping within these setbacks tied to the

at-grade uses contained in buildings fronting the streetscape.

7.3.1 Streetscape Policies

- i. All public streets, and generally all fine grid connections in the Secondary Plan Area shall 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.
- ii. Development fronting on existing and new public streets will be designed to support a pedestrian friendly environment by:
 - a. ensuring that sidewalks and pedestrian access are clearly differentiated from vehicular access through the use of textured or coloured materials;
 - b. minimizing *direct vehicular access* in accordance with Policy 6.5.2(x);
 - c. ensuring that where vehicular access is provided, sidewalks are also provided to reduce vehicular and pedestrian conflicts;
 - d. creating a comfortable, yet highly animated, pedestrian environment through a rhythm of multiple retail frontages, architectural *articulation*, numerous entrances, display windows, canopies and signage;
 - e. promoting a strong street orientation by having building entrances oriented to the public street;
 - f. providing for weather protection and shade by incorporating features such as arcades, architectural canopies, trees and shade structures;
 - g. avoiding *utilities*, vents and other unsightly elements on the lower levels of façades adjacent to public streets;

- h. locating uses at-grade that create visual interest and support street activity; and
 - i. providing amenities such as public art, benches, bicycle parking, landscaped features and resting places.
- iii. Within the Secondary Plan Area, all boulevards within public right-of-way and setbacks within development sites will contribute to a streetscape that will:
- a. promote consistent design themes, materials and landscaping within the individual *Character Areas* throughout the Secondary Plan Area;
 - b. provide for raised cycling facilities within the boulevard, where feasible;
 - c. ensure accessibility;
 - d. provide for wide sidewalks that promote an attractive and inviting pedestrian realm that ensures comfortable space for pedestrians and for mobility devices for persons with disabilities;
 - e. be designed as active public spaces that integrate and link development;
 - f. facilitate pedestrian access between walkways and building entrances;
 - g. incorporate pedestrian amenities including pedestrian-scale lighting and rest areas;
 - h. promote enclosure and definition of the street space;
 - i. provide places for people to meet, sit and socialize;
 - j. promote pedestrian comfort, weather protection and shade, and safety, including street trees and bicycle parking, particularly at transit stops; and
- k. provide sufficient area to accommodate the burying of the hydro lines and associated *utilities* on public streets that are to be widened and new public streets.
- iv. The boulevards of existing and new public streets shall be designed generally in accordance with Section 7.3 of this Secondary Plan and the conceptual cross sections contained in Appendix 1. Cycling facilities are generally encouraged to be located adjacent to the roadway, sidewalks adjacent to the exterior of the right-of-way, and tree / furniture zones between the sidewalk and cycling facility to provide for a safe and comfortable separation between various users of the street.
- v. A boulevard width of approximately 10 metres on the north side and 6.8 metres on the south side of Mulock Drive will be established. This boulevard will accommodate a sidewalk and tree / furniture zone on the north side of the street, and a multi-use path and tree / street furniture zone on the south side of the street. A 3 metre setback will be required on the north side of the street and a 5 metre setback will be required on the south side of the street. The 5 metre setback on the south side of the street will provide for a 2 metre pedestrian clearway directly adjacent to the tree / furniture zone. All setbacks will be measured from the property line. York Region shall be consulted and approve all proposed streetscape designs including gateways and public art along Mulock Drive right-of-way prior to implementation.
- vi. A boulevard width of approximately 10 metres on the west side and 6 metres on the east side of Kent Drive and Steven Court will be established. This boulevard will accommodate a sidewalk, tree / furniture zone and two-way cycle track on the west side, and a tree / furniture zone and sidewalk on the east side. Three metre setbacks will be required on both sides of the street to accommodate outdoor marketing and patio

space for ground floor retail and commercial uses, or soft landscaped and planted zones for ground floor residential uses to provide additional privacy from the public realm.

- vii. A boulevard width of approximately 5 metres will be established on both sides of Public Street A. This boulevard will accommodate a sidewalk and tree / furniture zone on both sides of the street. A 4 metre setback will be provided for on the north side of the street to accommodate outdoor marketing and patio space for ground floor retail and commercial uses, or soft landscaped and planted zones for ground floor residential uses to provide additional privacy from the public realm.
- viii. A boulevard width of approximately 6.5 metres will be established on both sides of Public Streets B and C. This boulevard will accommodate a sidewalk, tree / furniture zone and a cycle track on both sides of the street. A 3 metre setback will be provided for on the north side of the street to accommodate outdoor marketing and patio space for ground floor retail and commercial uses, or soft landscaped and planted zones for ground floor residential uses to provide additional privacy from the public realm.
- ix. Private roads and internal driveways required for site circulation are encouraged to be designed as active streets, including provision for pedestrians and cyclists. 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.
- x. Street furnishings, which include benches, bike racks, bollards, bus shelters/kiosks, trash/recycling bins, banners way-finding signage and pedestrian lighting, should be treated as unifying landscape elements which contribute to the visual quality of the built environment. A low maintenance, vandal resistant, easily replaceable and recognizable family of furnishings with common themes and colour palettes will be identified for the Secondary Plan Area.

7.3.2 Active Frontages Policies

Street related uses at grade help support human-scaled and pedestrian-oriented built form by encouraging pedestrian activity on the street, providing visual interest and animation at the ground floor, and providing eyes on the street. In the Secondary Plan Area, such uses are to be prioritized in the Active Frontages identified on Schedule 7. Buildings on these frontages should provide uses at-grade that encourage visual interest and street activity such as retail, restaurants and service uses. This will help direct pedestrian and cyclist activity along these street frontages, encouraging walking and cycling, and ultimately transit use, as the primary modes of travel.

- i. Development that fronts onto streets identified for Active Frontages on Schedule 7 shall provide street related, active uses on the ground floor.
- ii. These active ground floor uses should be primarily street-related commercial uses, including but not limited to retail stores, restaurants, personal and business services, professional offices or institutional uses. They shall be required along the street-facing portions of the ground floors of buildings abutting a public right-of-way, such that a substantial presence of active ground-level uses adjacent to the street is achieved in these areas. Where residential uses are proposed above the ground floor level, formal entrances, including concierge and lobbies for the residential uses will also be permitted on ground floors.

- iii. Ground floor residential uses may be considered along Active Frontages, as long as
 - a. A retail market assessment is provided at the time of the development application and this assessment demonstrates, to the satisfaction of the Town, that retail uses are not required at ground floor level;
 - b. The residential uses do not form a majority of the frontage within an individual site;
 - c. The residential uses are designed such that they may be converted to street-related commercial uses over time; and
 - d. The residential uses are designed such that they provide a degree of privacy from the public realm without compromising the intended urban design and character of Active Frontages as described in Policies 7.3.2(iv) through 7.3.2(vii).
- iv. Setbacks within the Active Frontages should generally feature hard landscaping to encourage access between building frontages and the sidewalk, and potentially functioning as a spill out zone for commercial uses, containing patios and other outdoor retail / service amenities.
- v. Development is encouraged to locate POPS fronting onto streets identified for Active Frontages, to provide additional space beyond that provided in the setback that can be used as a spill out zone.
- vi. All buildings on streets identified as Active Frontages shall face the street and provide primary entrances onto the Active Frontage.
- vii. The ground floor of all buildings facing an Active Frontage shall be well articulated and highly transparent with a minimum of 60 percent of building frontages to be glazed.
- viii. Buildings within an Active Frontage shall provide for weather protection by incorporating features such as arcades or architectural canopies.

7.4 Gateways

Three gateways are identified within the Secondary Plan Area, in the west at Mulock Drive and the hydro corridor, in the east at the intersection of Mulock Drive and Bayview Avenue, and at the future GO Station site where it intersects with Mulock Drive (see Schedule 7). Each of these have been identified as gateways as they are the primary entry points along the major transportation corridors that provide access to the Secondary Plan Area. These gateways will contribute to the public realm by creating a sense of arrival within the Secondary Plan Area and reflecting the identity of the area as a whole and the specific *Character Areas* that they fall within.

Features that will help create a sense of arrival and reflect the identity of the area include distinctive landscape and streetscape treatments, entry signage, and/or public art. Gateways may also feature distinctive built form that helps frame the public realm and serves as marker for entry points into the Secondary Plan Area.

7.4.1 Policies

- i. The three Gateways conceptually identified on Schedule 7 will serve as entry points into the Secondary Plan Area and are associated with the east boundary at Mulock Drive, the west boundary at Mulock Drive and Bayview Avenue, and the intersection of the GO Rail Barrie Corridor and Mulock Drive.
- ii. The policies of this section generally apply to the Mulock Drive and Bayview Avenue frontages of properties that fall within the boundaries of the Gateways conceptually identified on Schedule 7.
- iii. Development within the Gateways is encouraged to provide the highest densities and heights, and greatest mix of uses as permitted by the land use designations contained in Policies 6.1 and 6.4 and Schedules 3 and 4, in accordance with the built form and other appropriate policies of this Secondary Plan and appropriate policies within the Town of Newmarket Official Plan

- iv. Development within the Gateways is encouraged to provide more generous setbacks than those required in Section 7.3 of this Secondary Plan, while still providing for a strong street edge to frame the public realm through the siting and massing of buildings.
- v. Development within the Gateways is encouraged to site and orient buildings to signify the entry points into the Secondary Plan Area. Buildings are encouraged to feature the highest quality of design, through distinctive massing, *articulation*, and materiality.
- vi. Privately Owned Publicly Accessible Spaces (POPS) within the Gateways are encouraged to front onto Mulock Drive and/or Bayview Avenue as appropriate. In addition to being designed to satisfy Policy 7.2.4, these POPS should provide for a sense of arrival into the Secondary Plan Area by providing the for highest quality of urban design, as expressed through:
 - a. The arrangement of hardscaping and softscaping;
 - b. The provision of distinctive planting and street furniture;
 - c. The use of high quality and durable materials; and
 - d. The provision of signature public art.
- vii. York Region shall be consulted and approve all proposed streetscape designs including gateways and public art along Mulock Drive right-of-way prior to implementation.

8.0 STREET NETWORK & MOBILITY

Mulock Drive, Kent Drive and Steven Court serve as the primary street network within the Secondary Plan Area. Mulock Drive, in particular, is congested, with many of its intersections either approaching or reaching vehicular capacity during both morning and evening peak periods.

A series of new public streets and alterations to existing public streets are proposed within the Secondary Plan Area. These public streets will provide new routes of movement for pedestrians, cyclists, private vehicles, and potentially transit over the long term. They will help create smaller, more human-scaled development blocks and provide for new points of access to these development blocks while reducing direct access off of Mulock Drive and Bayview Avenue. Such connections will also improve access from within the Secondary Plan Area and adjacent Stable Residential lands to Mulock GO Station. They will also provide new frontages for development, with buildings and primary entrances oriented towards these public streets to create a consistent and active streetwall.

8.1 Objectives

- a. The new street network shall facilitate multi-modal access to the Mulock GO Station Site through the eastern-most portion of Public Street B (between Mulock GO Station Site and Steven Court) and the entirety of Public Street C.
- b. New controlled intersections may be required at the intersections of Public Street B and C with Steven Court, with the level of control to be determined through future study. The viability of a controlled intersection should also be explored at the intersection of Public Street A and Sandford Street.

8.2 New Public Streets

Three new public streets are envisioned as part of the Secondary Plan (see Schedule 9). An augmented street network is envisioned to improve traffic flow and general connectivity, in order to optimize travel throughout the Secondary Plan Area.

Public Street A is envisioned to run south from the current intersection of Mulock Drive and Cane Parkway and then head westerly along the southern boundary of the Secondary Plan Area, crossing Sandford Street, and terminating at the ring road planned as part of the Urban Centres Secondary Plan within the western hydro corridor.

Public Street B is envisioned to run to the south of and parallel to Mulock Drive, from the Mulock GO Station Site and easterly to Steven Court and beyond to Bayview Avenue. Public Street C is envisioned to run to the south of and parallel to Public Street B, from the Mulock GO Station Site and easterly to Steven Court and beyond to Bayview Avenue, terminating at the current signalized intersection of Bayview Avenue and Carberry Street.

8.2.1 Policies

- i. Development in the Secondary Plan Area will contribute to the completion of the street network shown on Schedule 9.
- ii. Public Street A will be designed with a right-of-way of 20 metres, including a 10.0 metre wide roadway, a 5.0 metre wide boulevard on the north side of the right-of-way, and a 5.0 metre wide boulevard on the south side of the right-of-way. It will consist of:
 - a. 2 westbound through lanes and 1 eastbound through lane;

- b. 2 sets of edge zones, on the north and south sides of the right-of-way, adjacent to the through lanes;
 - c. 2 sets of tree / furniture zones on the north and south side of the right-of-way, adjacent to the edge zones; and,
 - d. 2 sets of sidewalks on the north and south side of the right-of-way, adjacent to the tree / furniture zones.
- iii. Public Streets B and C are to be designed with a right-of-way width of 20 metres, including a 7.0 metre wide roadway, a 6.5 metre wide boulevard on the north side of the right-of-way, and a 6.5 metre wide boulevard on the south side of the right-of-way. They will consist of:
- a. 1 westbound through lane and 1 eastbound travel lane;
 - b. 2 sets of edge zones, on the north and south sides of the right-of-way, adjacent to the through lanes;
 - c. 2 sets of cycle tracks, on the north and south sides of the right-of-way, adjacent to the edge zones;
 - d. 2 sets of tree / furniture zones, on the north and south sides of the right-of-way, adjacent to the cycle tracks; and,
 - e. 2 sets of sidewalks, on the north and south sides of the right-of-way, adjacent to the tree / furniture zones.
- iv. Within Public Streets B and C, the width of vehicular lanes within the portion of the street between the future GO Station site and Steven Court will be designed to a standard that can accommodate movements by York Region Transit (YRT) and GO busses.
- v. Where new public streets intersect with existing public streets and there are no existing signalized intersections, vehicular movements will be restricted to right in and right out movements.
 - vi. Rights-of-way for new public streets will generally be conveyed as individual sites redevelop or through acquisition by the Town of Newmarket or Metrolinx, particularly for those new public streets or portions thereof associated with access to the Mulock GO Station Site.
 - vii. Traffic infiltration through Stable Residential lands outside of the Secondary Plan Area will be mitigated through physical or signed restrictions on vehicular movement, as determined by future study.
 - viii. Potential locations for restrictions on vehicular movement to prevent traffic infiltration include the intersections of Public Street C / Carberry Street and Bayview Avenue, College Street and Bayview Avenue, and Penrose Street and Bayview Avenue, as will be determined by the Town through the development process.
 - ix. Notwithstanding the future street network shown on Schedule 9, the final location, configuration, design, width or alignment of public and private streets shall be determined by the Town at the time of application for development subject to a Traffic Impact Report, prepared by the applicant to the satisfaction of the Town and, where applicable, York Region.
 - x. Any new access to Mulock Drive within the Secondary Plan Area shall be subject to approval by York Region.

8.3 Alterations to Existing Public Streets

Alterations to three existing public streets are envisioned as part of the Secondary Plan (see Schedule 9). Kent Drive is envisioned to be realigned where it curves to meet Penrose Street / Oak Street providing for more regular development blocks. The width of vehicular lanes on Steven Court will be designed to a standard that can accommodate movements by YRTbuses. Mulock Drive will be reconfigured to accommodate a planned multi-use trail and enhanced boulevard treatments.

8.3.1 Policies

- i. Development in the Secondary Plan Area will contribute to the completion of the street network shown on Schedule 9.
- ii. Mulock Drive is envisioned to be reconfigured within its existing 36.0 metre right-of-way width, inclusive of a 19.2 metre wide roadway, a 10.0 metre wide boulevard on the north side of the right-of-way, and a 6.8 metre wide right-of-way on the south side of the right-of-way. It will consist of:
 - a. 1 central median and space for dedicated turning lanes between adjacent through lanes;
 - b. 2 westbound through lanes and 2 eastbound through lanes;
 - c. 2 sets of edge zones, on the north and south sides of the right-of-way, adjacent to the through lanes;
 - d. 1 multi-use path, on the south side of the right-of-way, adjacent to the edge zone;
 - e. 1 tree / furniture zone, on the south side of the right-of-way, adjacent to the multi-use path;
- iii. Kent Drive and Steven Court are envisioned to be widened to an ultimate right-of-way width of 23 metres, inclusive of a 7.0 metre wide roadway, a 10.0 metre wide boulevard on the east side of the right-of-way, and a 6.0 metre wide boulevard on the west side of the right-of-way. They will consist of:
 - a. 1 northbound through lane and 1 southbound through lane;
 - b. 2 sets of edge zones, on the east and west sides of the right-of-way, adjacent to the through lanes;
 - c. 1 two-way cycle track, on the east side of the right-of-way, adjacent to the edge zone;
 - d. 2 sets of tree / furniture zones, on the east and west sides of the right-of-way, adjacent to the two-way bicycle lane and edge zone, respectively; and,
 - e. 2 sets of sidewalks, on the east and west sides of the right-of-way, adjacent to the tree / furniture zone.
- iv. The realignment and widening of existing public street right-of-ways will generally be achieved through the conveyance of lands during redevelopment, or the acquisition and expropriation of lands by York Region, the Town of Newmarket or Metrolinx, as appropriate.
 - f. 1 tree / furniture zone, on the north side of the right-of-way, adjacent to the edge zone;
 - g. 1 sidewalk, on the north side of the right-of-way, adjacent to the tree / furniture zone; and,
 - h. 1 landscape buffer, on the north side of the right-of-way, adjacent to the sidewalk.

8.4 Fine Grid Connections

A series of new fine grid connections are envisioned in order to provide further access to the interior of development blocks, provide for greater pedestrian permeability through development blocks, and provide secondary frontage opportunities for new development. These fine grid connections will take the form of private streets, laneways and pedestrian linkages.

8.4.1 Policies

- i. Fine grid connections should be designed to a minimum of 15 metre width (i.e. 7.5 metres on either side of the centreline of the fine grid connection).
- ii. The exact location, configuration and classification of fine grid connections within the road network hierarchy shall be determined at the time of application for development.
- iii. The fine grid street network shown in Schedule x shall be integrated into the street and block network to facilitate a balanced movement system for pedestrians, cyclists, transit riders and motorists.
- iv. Where feasible, fine grid connections within the street network of the Secondary Plan Area will be planned to:
 - a. create short, walkable blocks that provide direct pedestrian and vehicular access within the Secondary Plan Area;
 - b. promote connectivity and permeability within the Secondary Plan Area and to the adjacent existing and planned neighbourhoods/parks outside the Secondary Plan Area;
 - c. provide alternative connections to the Mulock GO Station Site; and,
 - d. ensure safe access in areas of the floodplain.

8.5 Transit

Mulock Drive and Bayview Avenue act as the primary arterial roads that provide access through the Secondary Plan Area. Several YRT bus routes currently utilize Mulock Drive and Bayview Avenue, with some of these routes featuring planned service level improvements and stops at the Mulock GO Station Site on Mulock Drive. Streets B and C are anticipated to be utilized by GO busses during off peak periods, when GO trains are not in operation.

8.5.1 Policies

- i. The transportation system in the Secondary Plan Area shall be planned and designed to be barrier free in order to be accessible to people with disabilities in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).
- ii. The transportation system in the Secondary Plan Area shall be planned, designed and implemented in a manner that supports a transportation hierarchy in which priority is given to *active transportation* and public transit.
- iii. Development in the Secondary Plan Area shall be planned and designed to meet a target of 50% mode share for transportation modes other than single occupant vehicles during peak periods by 2031.
- iv. The Town shall continue to cooperate with York Region and transit agencies to expedite the planning, design and construction of regional transit improvements, in concert with the design for the Mulock GO Station.

8.6 Active Transportation

New cycling facilities are envisioned throughout the Secondary Plan Area, located on public streets, within the boulevard of public streets and off streets on trails (see Schedule 10). These new cycling facilities will provide for a comprehensive network, connecting to the existing and planned cycling network within and adjacent to the Secondary Plan Area, to existing and proposed public parks and open spaces, to higher trip generating uses such as office uses, and to the Mulock GO Station.

On-boulevard cycling facilities are the preferred configuration for cycling facilities proposed within existing or new public rights-of-way. On-boulevard cycling facilities should generally be separated from sidewalks by tree / street furniture zones. These cycling facilities provide for a greater physical separation between modes of travel moving at different speeds (i.e. pedestrians, cyclists and cars), providing facilities that are safe and comfortable for users of all ages and abilities.

Specific types of cycling facilities have been explored for Kent Drive, Steven Court, Public Street B, Public Street C, and Mulock Drive. The preferred type of on-boulevard cycling facilities for these streets is as follows:

- a. Kent Drive: bi-directional on-boulevard cycle track on the west side;
- b. Steven Court: bi-directional on-boulevard cycle track on the west side;
- c. Public Street B: bi-directional on-boulevard cycle track on the north side;
- d. Public Street C: on-boulevard bike lanes on the north and south sides; and,
- e. Mulock Drive: on-boulevard bike lanes on the north and south side if existing curb locations are to be modified, and buffered on-street bike lanes on the north and south side if existing curb locations are to be maintained.

8.6.1 Policies

- i. The redevelopment of the Secondary Plan Area envisions the reduction of trip durations between residential and employment opportunities.
- ii. *Active transportation* facilities shall be integrated into the existing and expanded street network.
- iii. The preferred type and configuration of cycling facilities shall be subject to further study through detailed design of new and modified public streets to determine the feasibility of cycling facilities other than those detailed above, which may be appropriate as long as they provide an equivalent level of cyclist safety and comfort. They will also be subject to Ontario Traffic Manual Book 18 Guidelines.
- iv. Certain proposed cycling facilities fall within lands owned or regulated by the LSRCA. The design and implementation of these facilities should be coordinated with the LSRCA and subject to a Trails Impact Assessment and subsequent environmental and engineering studies to determine appropriate locations.
- v. Sidewalks shall be designed on all public streets and fine grid connections to have a minimum width of 2 metres.
- vi. Pedestrian amenities, including seating and pedestrian-scaled lighting should be provided for within the tree / street furniture zone on all public streets, with additional pedestrian amenities provided for within the setback zones, except for where those setback zones are associated with ground-related residential uses.

8.7 Transportation Demand Management

8.7.1 Policies

- i. All development within the Secondary Plan Area shall provide a *Travel Demand Management (TDM)* Plan. The Plan will include a multi-modal assessment of transportation conditions and outline the site-related *TDM* infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking.
- ii. In addition to all studies that may be required in accordance with the Official Plan, all non residential development in the Secondary Plan Area and all residential development in the Secondary Plan Area proposing 10 or more residential units shall be required to prepare a *TDM* strategy as part of its Traffic Impact Report. The *TDM* strategy will describe actions intended to discourage single-occupancy vehicle trips, alternative parking standards, minimize parking, and promote transit use, cycling, car and bike sharing, carpooling, and other measures.
- iii. *TDM* strategies should be designed to decrease single occupancy vehicle use, reduce peak period demands, especially discretionary trips in the afternoon peak period, promote *active transportation* and transit use, and to increase vehicle occupancy during peak periods and should include, but not be limited to:
 - a. provision for car share opportunities in major residential developments;
 - b. secure indoor bicycle parking and showers in conjunction with office, commercial and institutional uses;
 - c. preferential parking for carpool and electric vehicles in non-residential developments;
 - d. provision for bicycle parking in close proximity to building entrances and transit stations;

- e. transit incentive programs, including subsidized transit fares; and,
- f. incorporating paid parking requirements with non-residential development

8.8 Parking

8.8.1 Policies

- i. Parking requirements will seek to reduce the parking standards in order to encourage a shift toward non-auto modes of transportation and reflect the walking distance to transit and complementary uses.
- ii. Where buildings with at-grade residential uses front onto public or private streets, individual unit parking and vehicular access shall not be located fronting on the public street or private street. Parking shall be located at the rear and generally designed as below grade parking, preserving the frontage for a diversity of soft and hard landscaping. Shared access or private lanes to access rear parking is encouraged.
- iii. New development will remove and not retain large surface parking areas. Parking is encouraged below grade or in structured solutions as an ancillary use to maximize landscaping provision and optimize development sites. Shared vehicle parking facilities will be encouraged with new development.
- iv. Shared parking is encouraged between adjacent developments, where feasible.
- v. Entrances to above and below-ground parking structures generally shall be from a private street or lane as the first priority, and may be permitted from a rear or side public street where it can be demonstrated to the Town's satisfaction that access from a private street or lane is not feasible or necessary.

- vi. Parking structures may be permitted beneath private streets and *pedestrian mews* and under private squares designed for public access and public parks, provided the surface function and character is not materially or qualitatively compromised. Where permitted, agreements with the Town may be entered into to establish terms, including such matters as applicable easements, to ensure public access to the surface uses are maintained.
- vii. Parking facilities will be designed to incorporate the following design policies, where feasible and appropriate:
 - a. integration of walkways, traffic islands, pedestrian refuges and pedestrian scale lighting as integral components;
 - b. minimizing driveway access points to the public street as well as driveway crossings of the sidewalk, and include shared driveway access with adjacent sites;
 - c. provision of visual screening of parking areas or structures that are visible from the street, sidewalk or public spaces;
 - d. incorporate landscaping within surface parking areas and on the upper decks of outdoor parking structures to create shade, reduce heat island effect and provide a pleasant and attractive environment for pedestrians;
 - e. incorporate innovative stormwater management features, including *Low Impact Development* (LID) measures;
 - f. integration of secure bicycle parking;
 - g. priority parking for accessibility (vehicular and scooters), car share and electric or hybrid vehicles, and including electrical charging stations;
 - h. providing at least one pedestrian route between the main building entrance and the public sidewalk that is uninterrupted by parking and driveways;
 - i. in larger parking structures or where parking facilities serve more than one building or destination, providing logical, well-marked pedestrian routes for safe travel through the parking facility; and
 - j. where parking facilities or accesses are located at the rear of buildings, provide rear entrances and pedestrian walk-throughs in order to facilitate pedestrian access to the street and clear way finding.
- viii. Parking structures fronting on a public street or parkland shall generally contain street related active commercial, residential or institutional uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as a fenestrated building, with a regular *articulation* of openings and materials that are generally consistent in type and quality with those of surrounding buildings.
- ix. Vehicular entrances to above or below-ground parking structures on public streets are encouraged to be integrated into the design of the building and located to reduce conflict with pedestrians. Pedestrian entrances to parking structures shall be clearly identified and well lit.
- x. All development proposing underground parking structures shall demonstrate through geotechnical and dewatering studies that the site is suitable and that there will be no interference with municipal wells, both during and after construction.
- xi. Parking facilities shall be designed to accommodate bicycle parking as well as reserved spaces for drivers of car-share or car pool vehicles and electric cars.

- xii. All non-residential parking, particularly at commercial and office locations, is encouraged to implement charged parking.
- xiii. All commercial, office, institutional, mixed use and multi-unit residential buildings, excluding townhouses and stacked townhouses, shall include secure bicycle parking and storage facilities, preferably indoors.
- xiv. The implementing by-law shall establish minimum requirements for bicycle parking. Office developments and institutional employers shall be encouraged to include change rooms, showers and lockers for bicycle commuters.
- xv. On-street parking are not permitted along Mulock Drive, Bayview Avenue, Steven Court, Kent Drive, or Public Streets A, B and C.

9.0 SERVICING

Adequate servicing infrastructure, including sanitary, storm and water, is a critical aspect that will accommodate the future increased population in the Secondary Plan Area. An analysis has been completed with respect to the capacity of the existing servicing infrastructure to accommodate the envisioned population growth and to make recommendations for improvements. As intensification takes place in the Secondary Plan Area, opportunities to improve infrastructure can be assessed. The municipal servicing strategy is structured to provide key principles including adherence to relevant design standards and specific recommendations for sanitary, storm and water servicing. Municipal servicing within the Secondary Plan Area shall be subject to the Servicing Policies of Section 14.0 of the Town of Newmarket Official Plan

Under existing conditions, the sanitary sewer system within the Secondary Plan Area is experiencing capacity issues. This infrastructure appears to be dated and will require replacement and upsizing to address the existing capacity issues and general lifecycle replacement.

Based on the analysis completed of the Secondary Plan Area, upgrades are not required to any of existing water distribution system to larger sized watermains to accommodate the Secondary Plan concept. However, extensions to the existing system may be required within the proposed right-of-ways of the new streets (i.e. off Teven Court) to reach individual services.

Adequate stormwater management strategies are required to ensure that new development does not cause stormsewer surcharging due to increased runoff, and to ensure that pre-development infiltration rates are maintained or improved in a post-development condition, in line with the policies and standards of the Town and the LSRCA.

9.1 Objectives

- a. The objective of these servicing policies is to ensure all servicing and *utility* infrastructure complies with Town, York Region and LSRCA standards, and that adequate servicing is available to support the intensification that is envisioned within the Secondary Plan Area.
- b. Adherence to sourcewater protection policies and guidelines to mitigate the potential adverse impacts on natural environments.

9.2 Water and Wastewater

9.2.1 Policies

- i. The existing sanitary system capacity should be utilized and/ or upgraded. A capacity assessment should be performed for each new development to assess opportunities for sanitary servicing.
- ii. At the development approval stage, Functional Servicing Reports (FSRs) should be prepared for individual developments within the Secondary Plan Area and submitted to York Region and the Town for review and commenting. The FSRs shall demonstrate that there is adequate water and wastewater infrastructure available to service the proposed developments in accordance with the Town of Newmarket Engineering Design Standards and Criteria. Hydrant tests should also be conducted in the field at this stage to confirm fire flow availability.
- iii. Wherever possible, watermain extensions to the existing systems should be designed in grid patterns. Dead-end watermains should be avoided for improved water quality. Watermain looping will be required either through public streets or servicing easements.

- iv. Sustainability measures including water and energy conservation, water reuse, and climate change mitigation and adaptation strategies shall be incorporated into infrastructure design and commissioning.
- v. Sanitary collection system shall be designed, constructed and commissioned by incorporating best practices to reduce infiltration and inflow into the sewers.

9.3 Source Water Protection

9.3.1 Policies

- i. The Secondary Plan Area is situated within Wellhead Protection Areas which are associated with the Lake Simcoe and Couchiching / Black River Special Policy Area in the South Georgian Bay Lake Simcoe Source Protection Plan. Lands within these wellhead protection areas, as shown on Schedule G of the Town of Newmarket Official Plan, shall be subject to the Wellhead Protection Policies of Section 10.6 of the Town of Newmarket Official Plan, Wellhead Protection Area policies of the York Region Official Plan, and the South Georgian Bay Lake Simcoe Source Protection Plan.
- ii. The Secondary Plan Area is located within the WHPA-Q (Recharge Management Area). Lands are subject to the South Georgian Bay Lake Simcoe Source Protection Plan and associated Water Quantity Recharge Maintenance Policy.
- iii. All major development will be required to maintain recharge as demonstrated through a Hydrogeological Study showing that the existing water balance can be maintained post-development.

9.4 Stormwater

9.4.1 Policies

- i. Development will be encouraged to use *Low Impact Development (LID)* measures intended to minimize stormwater runoff and to manage stormwater on-site. Increases in post-development flows may require mitigation. This will be evaluated through individual development applications as they come forward.
- ii. Stormwater management techniques may include rainwater harvesting, bio-retention swales, green roofs, clean water collection systems, and the preservation and enhancement of native vegetation cover.
- iii. LID measures will also be considered within the proposed road right-of-way, including the potential use of permeable pavements in sidewalk areas.
- iv. Applications for major development shall be accompanied by a stormwater management plan that demonstrates consistency with municipal stormwater management strategies and incorporates an integrated approach to minimize flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques.
- v. In accordance with the Lake Simcoe Phosphorus Offsetting Policy, new development must control 100% of the phosphorus leaving development sites. New development must satisfy the policies of the Lake Simcoe Phosphorus Offsetting Policy, to the satisfaction of the Lake Simcoe Region Conservation Authority.

- vi. A detailed and comprehensive drainage study of the Secondary Plan Area should be undertaken by Town Staff to identify the potential for stormwater surcharging under existing conditions. This detailed drainage and stormwater infrastructure assessment should incorporate:
 - a. the major drainage system;
 - b. a more detailed *build-out* of minor storm system within and outside the study area (in areas that contribute to flows within the Study Area),
 - c. an accurate representation of stormwater management features (ponds), drainage ditches and storm sewer outfalls into the tributary of the East Holland River.
 - d. In addition, the detailed assessment should consider the impacts of climate change and future design scenarios.
-

9.5 Underground Utilities

9.5.1 Policies

- i. Future development shall consider the visual impact and location of existing above and below-grade *utilities* including telephone, hydro, water and natural gas.
- ii. Future development shall consider implications arising from the potential need for relocation and/or burying of existing *utilities*.
- iii. Future development is encouraged to implement buried *utilities*.
- iv. Existing vehicle-oriented lighting standards shall be replaced with new pedestrian-oriented lighting standards.
- v. *Utilities*, infrastructure and servicing shall be located so as not to interfere with existing trees, mature tree growth or landscaping.

9.6 Waste Management

9.6.1 Policies

- i. Waste and recycling storage areas shall be located to the side or rear of buildings. Where this is not feasible, these areas will be screened appropriately.
- ii. All new multi-unit residential buildings shall incorporate three-stream waste collection capabilities.

10.0 IMPLEMENTATION

This section sets out policies that are intended to guide and facilitate the implementation of the Secondary Plan.

10.1 Interpretation

10.1.1 Policies

- i. The Secondary Plan is a statement of policy intended to guide the development of the Secondary Plan Area. The Town of Newmarket may permit some flexibility in the interpretation of general policies, provided the intent of the Secondary Plan is maintained and the objectives and targets are achieved.
- ii. The Secondary Plan must be read in conjunction with the Newmarket Official Plan
- iii. The Schedules included in the Secondary Plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to the Secondary Plan, except where the designations are established by fixed boundaries, such as existing street rights-of-way, or where they are specifically stated as fixed in the policies of this Plan.
- iv. Minor variations from numerical requirements in this Secondary Plan, with the exception of the Permitted Maximum and Minimum Heights and the Permitted Maximum and Minimum densities except where otherwise stated in the Policies of this Secondary Plan, may be permitted without amendment to the Secondary Plan where it is demonstrated through a site specific application to be appropriate, and provided that the general intent and applicable policies of this Secondary Plan are met.

10.2 Coordination of Development

10.2.1 Policies

- i. The development of the lands within the Secondary Plan Area shall be consistent with the Phasing Plan shown on Schedule 11 and the policies found within this Secondary Plan. The Phasing Plan shall ensure an orderly sequence of development coordinated with the construction of the anticipated Mulock GO Station and other key infrastructure components needed to support development. The two-step development phasing strategy will be implemented through the use of a Holding Symbol “H” in the implementing Zoning By-law as per Policy 10.5.1 of this Secondary Plan.
- ii. The Secondary Plan will allow for all lands to realize their maximum permitted densities through a phasing process subject to the following policies:
 - a. Phase 1 development as shown on Schedule 11 may occur prior to the construction of the Mulock GO Station.
 - b. During Phase 1, the implementing zoning by-law shall permit development densities as shown in Schedule 4 for Phase 1 lands while placing holds (H) on Phase 2 lands. Existing uses within Phase 2 lands may continue and interim development may occur in accordance with the policies in the Secondary Plan.
 - c. Upon construction of the Mulock GO Station, the holding provision (H) on Phase 2 lands shall be lifted.

- d. Phase 2 development within the Secondary Plan Area shall include all areas depicted in Schedule 11 as Phase 2. Following the release of the holding provision (H), the implementing zoning by-law shall permit development densities shown in Schedule 4 for Phase 2 lands.
- iii. Development across the Secondary Plan Area shall only be permitted where it is supported by the appropriate level of infrastructure including, where applicable:
 - a. transit (conventional and rapid transit);
 - b. road network improvements;
 - c. *Transportation Demand Management* measures;
 - d. pedestrian and cycling facilities;
 - e. parks and open space;
 - f. water and wastewater services;
 - g. stormwater management facilities;
 - h. *community facilities*;
 - i. *human services*, including policing, emergency services, transit facilities, *social services*, etc.;
 - j. streetscape improvements; and
 - k. *utilities*.
- iv. No development in either Phase 1 or 2 shall proceed until it can be demonstrated, to the satisfaction of the Town of Newmarket, that adequate provision of required infrastructure, facilities and services is or will be available, or that arrangements satisfactory to the Town for the provision of these services have been made.
- v. The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure and provisions of this Secondary Plan, where appropriate and applicable:
 - a. the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater, streets and transportation facilities;
 - b. the development satisfies all requirements regarding the provision of parkland; and;
 - c. the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.
- vi. Prior to approving development applications in this Secondary Plan Area, the Town may require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, and stormwater management facilities. Alternatively, the Town may implement other reasonable and appropriate arrangements to address cost sharing.
- vii. Each *development block* should be planned comprehensively. Where possible, development proposed within development blocks with multiple landowners should be coordinated and phased with affected landowners and, where applicable, adjacent blocks. Non-participating lands within the *development block* should be conceptually addressed through a Built-out Demonstration Plan. Development of smaller parcels shall be prohibited where, in the opinion of the Town, such development would compromise the effective redevelopment of the *development block* in accordance with the provisions of this Plan. Landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners in order to demonstrate, to the satisfaction of the

Town, that development achieves the intended built form, density and other provisions of this Plan, in a logical and comprehensive manner.

- viii. The Town shall only approve development that conforms to the policies and designations of this Secondary Plan.
- ix. Minor adjustments to the phasing boundaries as shown on Schedule 11 shall be permitted without requiring an amendment to this Secondary Plan. Reasonable flexibility will be maintained so as not to interfere with competition and variety in the production of new housing stock and commercial and industrial developments, as those markets require.

10.3 Existing Lawful Uses

10.3.1 Policies

- i. Land uses, buildings and structures that legally existed prior to the adoption of this Secondary Plan shall be permitted to continue; however, they are ultimately intended to be redeveloped and used in conformity with this Secondary Plan. Where existing lawful uses, buildings or structures are not in conformity with the objectives and policies of this Plan, such uses will be encouraged to redevelop over time in a manner that is consistent with this Plan.
- ii. Enlargements, extensions, additions and alterations of existing lawful buildings and structures as well as new buildings and structures for an existing lawful uses may be permitted in accordance with Policy 6.7.2, without amendment to this Secondary Plan.
- iii. The replacement or repair of a lawfully existing building or structure may be permitted without amendment to this Secondary Plan where the damage or destruction was beyond the control of the landowner provided:
 - a. the replacement or repair commences within 2 years of the damage or destruction; and
 - b. the reconstruction or repair does not increase the footprint or the *gross floor* area of the former building or structure, nor does it increase zoning by-law non-compliance beyond that of the former building or structure.

10.4 Conveyance of Lands

10.4.1 Policies

- i. Where lands have been identified as being required for public benefit or purposes as outlined below in Policy 10.4.1(ii), and where such lands are the subject of a development application, the dedication of such lands to the Town shall be required as a condition of development approval.
- ii. To secure related infrastructure, *community facilities* and parkland, all new development and redevelopment in the Secondary Plan Area that requires the conveyance of land for purposes as identified in this Secondary Plan, as part of the initial development application process, generally shall proceed by way of a plan of subdivision, plan of condominium or consent. If the development involves more than one phase, the plan of subdivision / condominium / consent will be required at the first phase of the development.
- iii. Alternatively, the Town may agree to not require a plan of subdivision / condominium / consent where the Town and the applicant agree to the above conveyances of the land as a condition of development approval and executed through an agreement entered into at the time of the zoning and/or site plan approval process.

10.5 Zoning

10.5.1 Policies

- i. To implement development in accordance with this Plan, Council shall enact amendments to the Town of Newmarket's Zoning By-law.
- ii. In addition to Policy 16.2.1 of the Town of Newmarket Official Plan, the Town of Newmarket 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:
 - a. Prior to the operation of the Mulock GO station;
 - b. a Concept Site Plan and/or Streetscaping and Landscape Plan has not been submitted and finalized to the Town's satisfaction;
 - c. public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
 - d. the existing street network does not have the capacity or is inadequately designed for the anticipated traffic impacts and/or the access requirements;
 - e. development relies upon other matters occurring first, such as the consolidation of land ownership and/or the finalization of an agreement amongst landowners regarding the development and funding of community infrastructure and services, including parkland; and/or
 - f. technical studies are required on matters that Council considers necessary.

10.6 Concept Site Plan and Streetscape and Landscape Plan

10.6.1 Policies

- i. Policy 16.1.6 of the Town of Newmarket Official Plan requires a Concept Site Plan and Streetscape and Landscape Plan as part of a complete application. Within the Secondary Plan Area, these plans shall include, where appropriate:
 - a. a context plan that demonstrates the compatibility of the development with the surrounding context;
 - b. lotting plan that delineates and dimensions of development within each development block;
 - c. a description and illustrations of the *build-out* for every phase of the development, and how the development contributes to achieving the buildout targets of this Secondary Plan;
 - d. proposed density and massing of buildings for individual buildings as well as for each *development block* including shadow, views and microclimatic (e.g., wind studies);
 - e. access and circulation plan for pedestrians, vehicles, and cyclists, including plans for structured parking above and/or below-ground, and the location of on-street parking and bicycling facilities;
 - f. proposed streetscape improvements, including how the Streetscape and *active transportation* policies of this Secondary Plan will be implemented;
 - g. locations and conceptual design of any parks and open space;

h. a phasing plan that describes:

- how development is proposed to proceed in a logical and orderly progression;
- how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
- existing neighbouring uses and the potential need to buffer or stage uses; and
- the public infrastructure and facilities required to serve each phase of development, including water, sewer, stormwater management, streets, transit, *utilities*, parks, cycling facilities streetscaping and other *community facilities* and services, and their proposed phased construction.

10.7 Future Studies

10.7.1 Policies

- i. It is recommended that the Town of Newmarket conduct further studies and develop a comprehensive set of Urban Design Guidelines to guide built form, public realm and streetscape design within the Secondary Plan Area.

GLOSSARY

Active Transportation – Generally non-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The active transportation network includes sidewalks, crosswalks, pedestrian mews, designated bicycle facilities, off-road trails, and other facilities designed to accommodate active transportation.

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

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.

Build-out – The time in the future when the subject area of land is fully developed in accordance with the vision, objectives and policies of this Plan.

Build-out Demonstration Plan – A plan prepared by a development proponent demonstrating how the build-out of lands and/or development block would be phased over time in a manner consistent with the Plan's Urban Design policies and the minimum and maximum height and density requirements.

Building Face - The predominant exterior vertical wall face of a building.

Character Area – Areas as identified on Schedule 2 which are planned to contain a mix of land uses as well as built forms that reflect the intended form, function and identity of the area.

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 – Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Density Designation – A contiguous area within a single development block that is designated in Schedule 4 as either high density, medium-high density, medium density, or low density.

Development Block – Development blocks are shown on Schedule 5. Development blocks are generally defined as the area enclosed within a block of existing or future public streets.

Direct Vehicular Access – A vehicular connection to a public right-of-way, serving or intended to serve a single property and/or building. For the purposes of this definition, an entrance/exit that is utilized by multiple commercial or mixed uses, is not considered to be direct vehicular access.

Floodway – For rivers and streams, means the portion of the floodplain where development and site alteration would cause a danger to public health and safety or property damage as determined by the Lake Simcoe Region Conservation Authority.

GLOSSARY

Floor Space Index (FSI) – A measure of the ratio of a building’s gross floor area to the land area upon which it is built.

Gross Floor Area – The aggregate of all floor areas of a building or structure, which floor areas are measured between the exterior faces of the exterior walls of the building at each floor level but excluding any porch, veranda, cellar, mechanical room or penthouse, or areas dedicated to parking within the Building. For the purposes of this definition, the walls of an inner court shall be deemed to be exterior walls. Exclusions shall include those permitted by this Plan.

Hazardous Substances – Substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of material that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

High-rise – Any building that is 12 storeys or more in height.

Human Services – Services that serve the general public including police and emergency services, transit facilities, social services, education, etc.

Land Area – The land area to be used for calculating FSI shall include all land used for:

- Buildings;
- Off-street parking and servicing areas;
- Public streets conveyed to the Town or the Regional Municipality of York;
- Parks and open space dedicated to the Town;
- Private streets and driveways;
- Lands conveyed to the Town for underground hydro; and
- Private landscaped areas, including private squares that are designed to be used by the public.

But shall exclude all land used for

- Lands within the Natural Heritage System and identified significant natural heritage areas;
- Floodplain and Hazard Lands, unless development exists or has been permitted by the Lake Simcoe Region Conservation Authority;
- schools; and
- Public infrastructure such as hydro facilities and pumping stations.

GLOSSARY

Low and Moderate Income Households – Means

- a. in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b. in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

Low Impact Development (LID) – A stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff and distributed, small scale structural practices that mimic natural or predevelopment hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. These practices can effectively remove nutrients, pathogens and metals from runoff, and they reduce the volume and intensity of stormwater flows.

Low-rise – Any building that is 2 to 4 storeys in height.

Major Transit Station Areas – The area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10- minute walk.

Mid-rise – Any building that is 5 to 11 storeys in height.

Pedestrian Mews – A short, pedestrian-only laneway.

Provincial Urban Growth Centre (PUGC) – the “Newmarket Centre” as conceptually identified in the Growth Plan for the Greater Golden Horseshoe and as the Regional Urban Centre in the York Region Official Plan, and as specifically delineated on Schedules 1-4.

Social Services – A subset of human services, includes services focused on fulfilling personal, social and emotional needs such as transitional housing, homeless shelters, seniors homes, day cares, mental health and counselling services, and youth centers.

Special Needs Housing – Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.

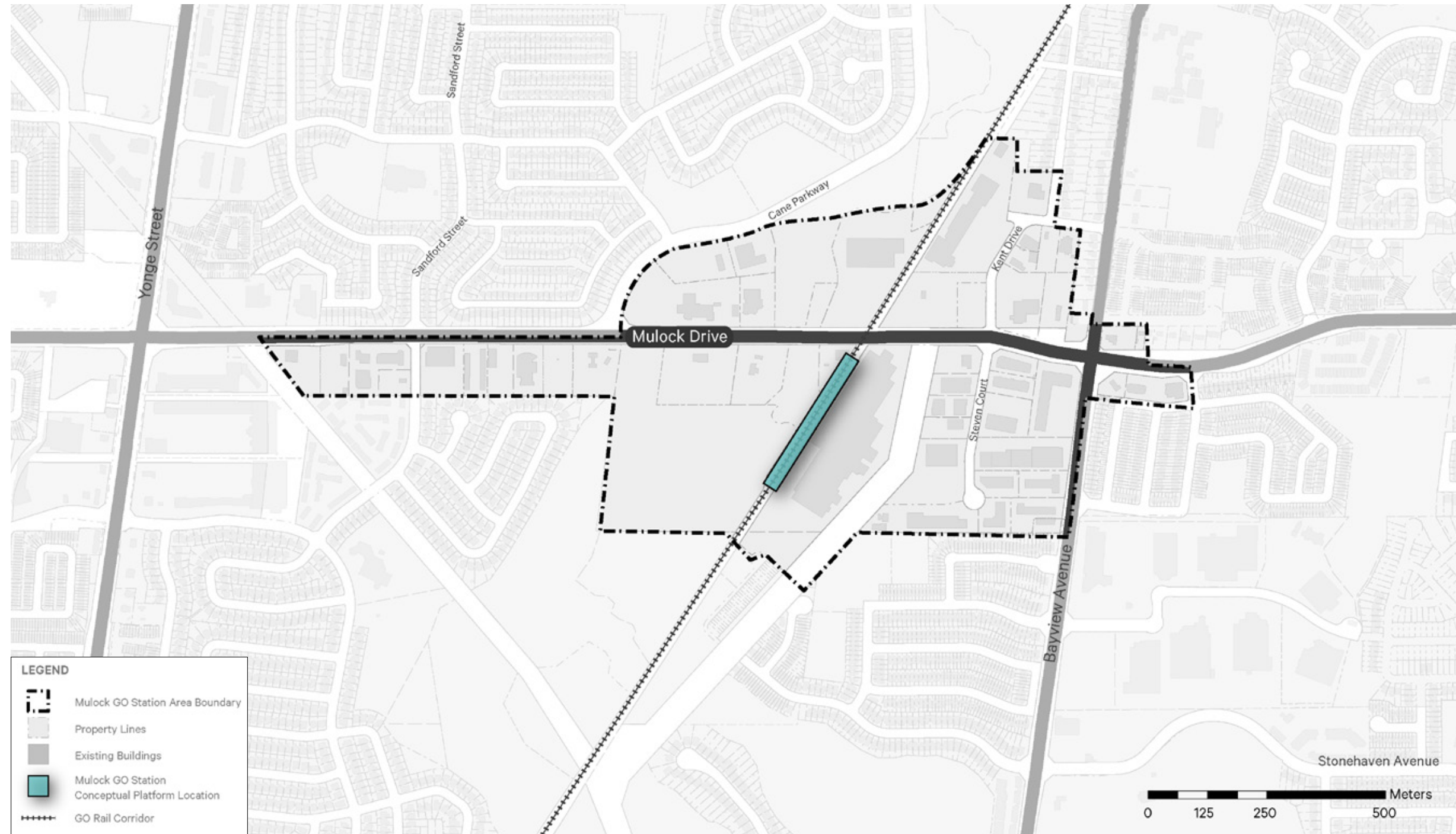
Transportation Demand Management (TDM) – A program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system, in particular transit and *active transportation*.

Utility(ies) – all public and/or private works including but not limited to hydro, Cable Television Services, communication/telecommunication, gas, Canada Post or similar works or systems necessary to serve the broader public interest.

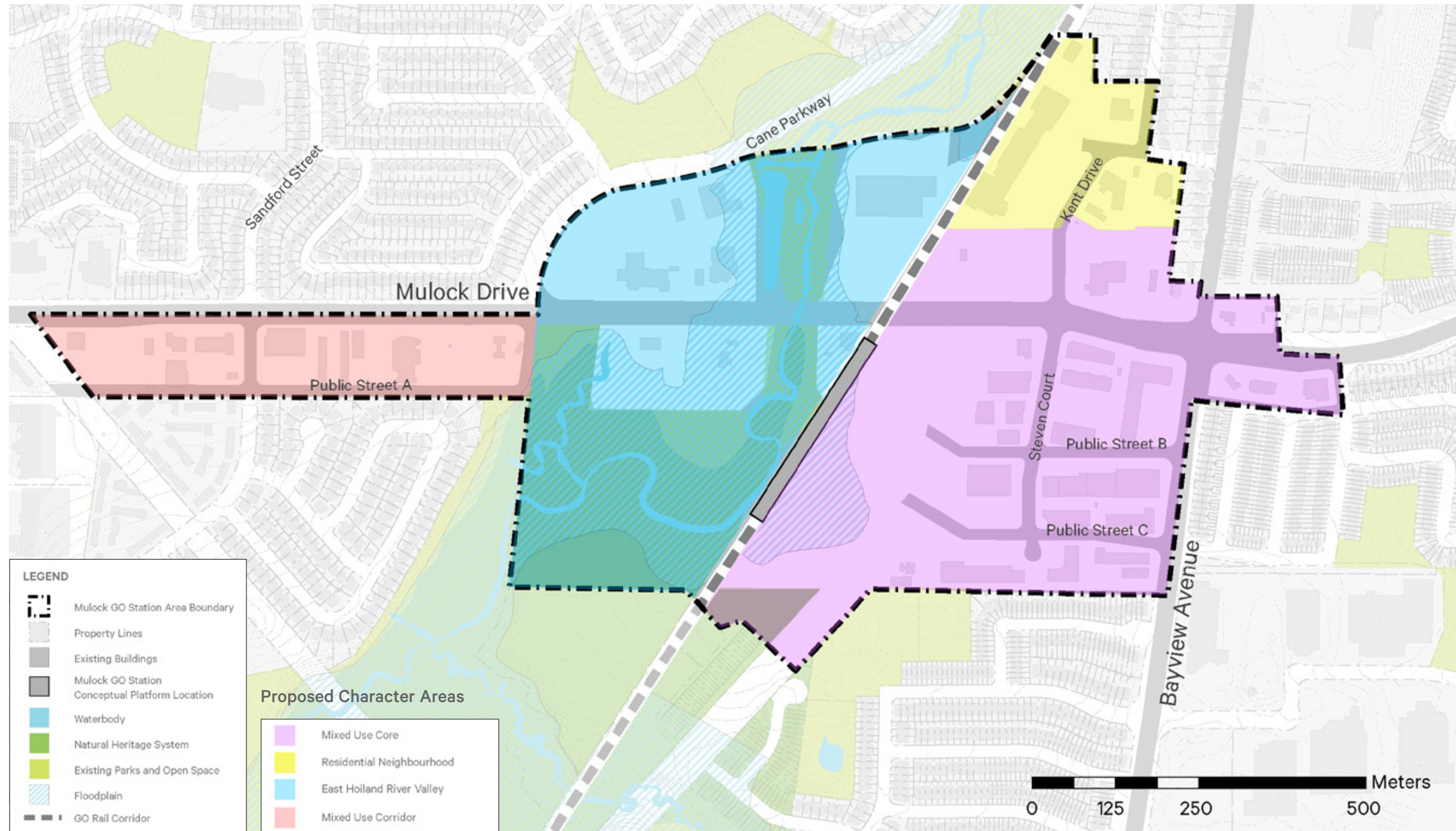
APPENDIX A - SCHEDULES



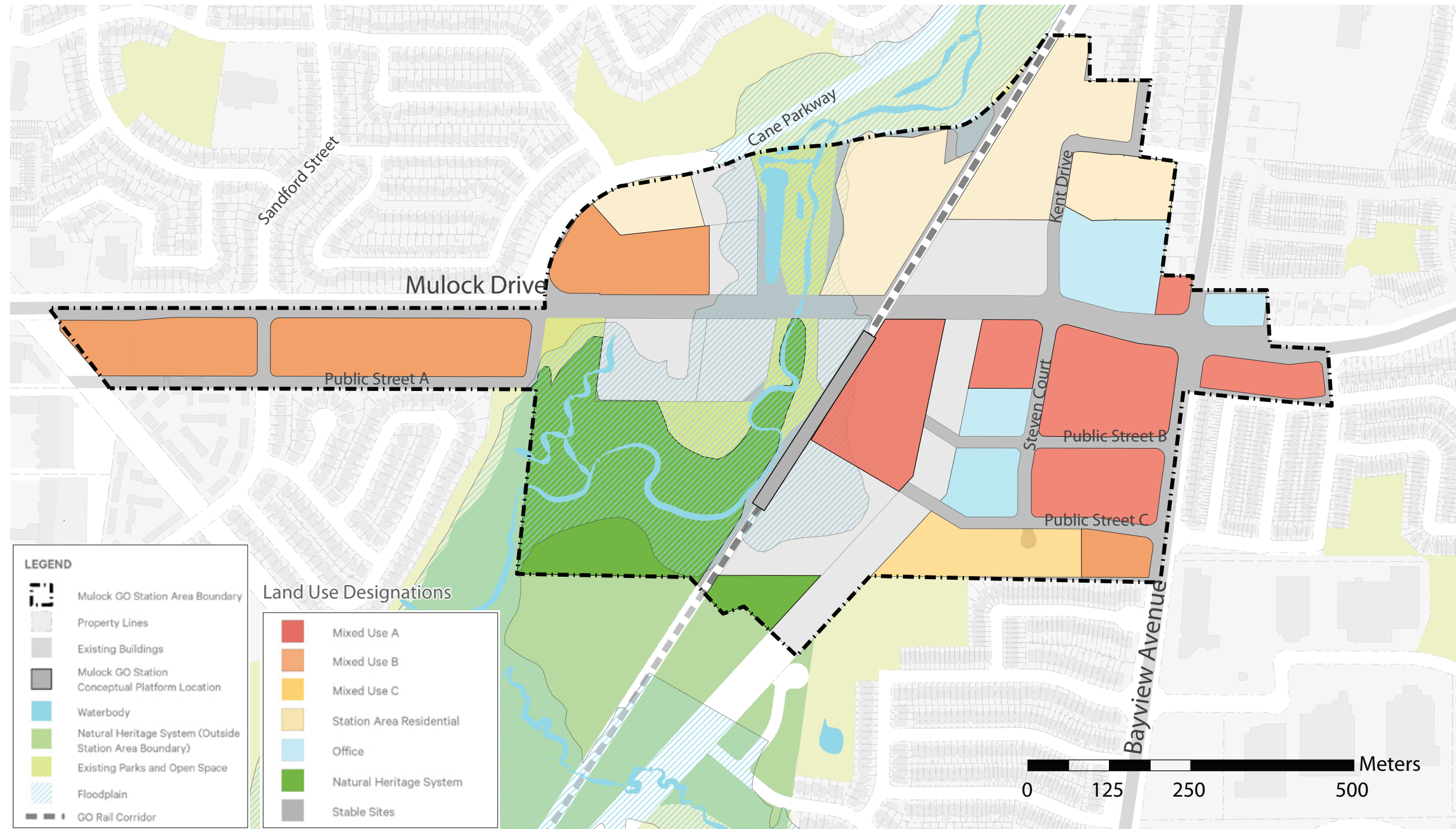
Schedule 1: Study Area



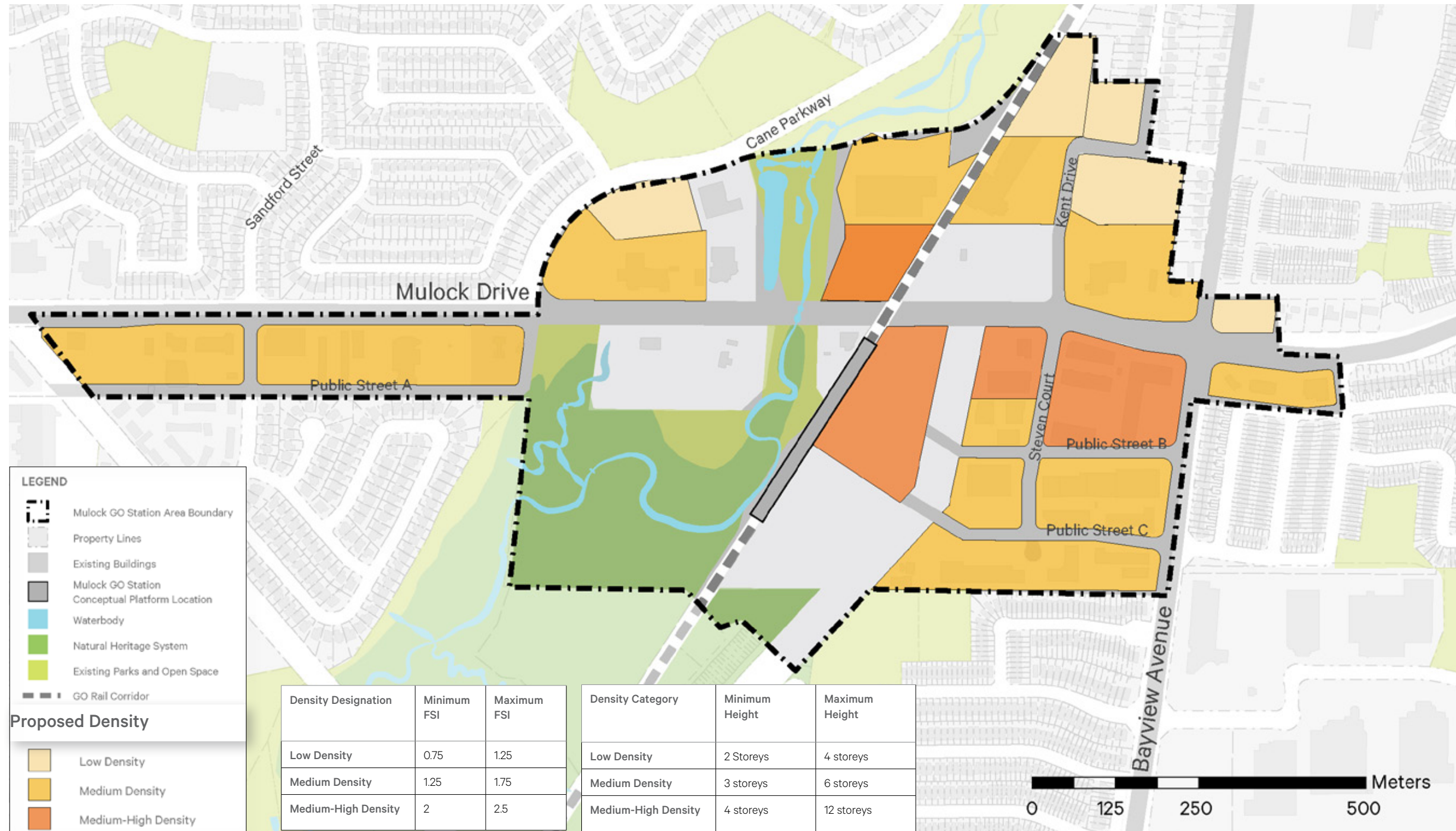
Schedule 2: Character Areas



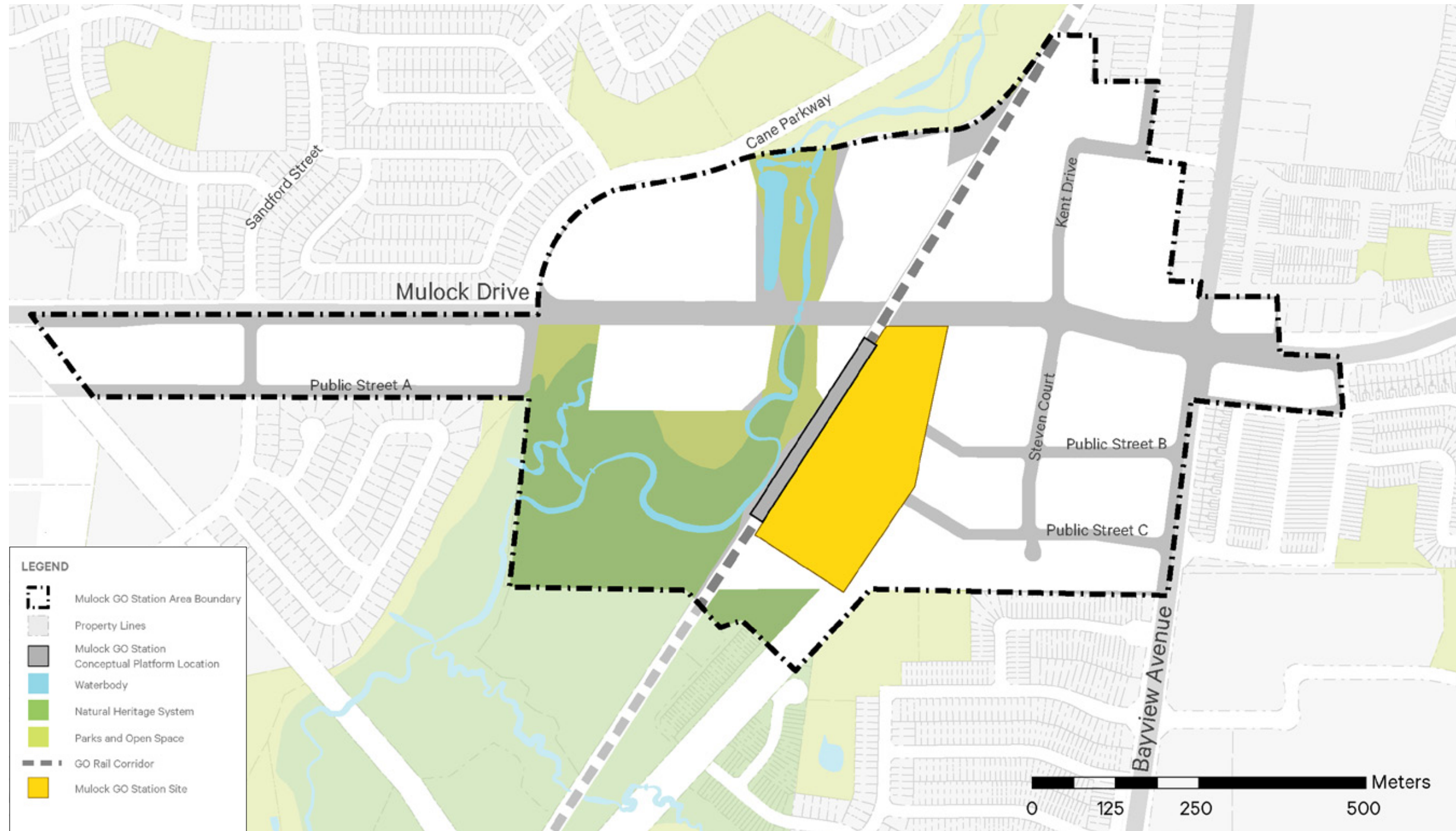
Schedule 3: Land Use Designations



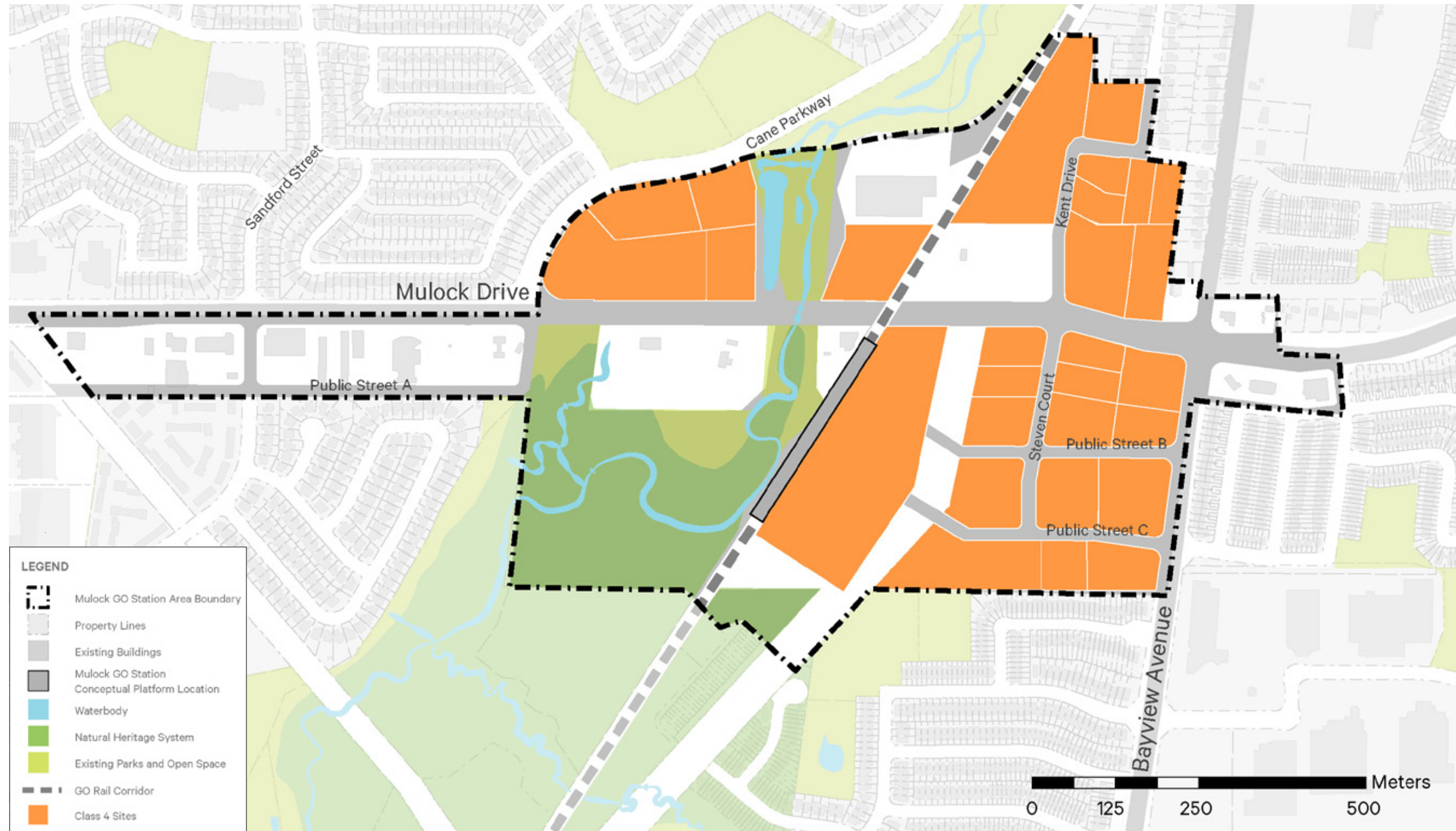
Schedule 4: Density Designations



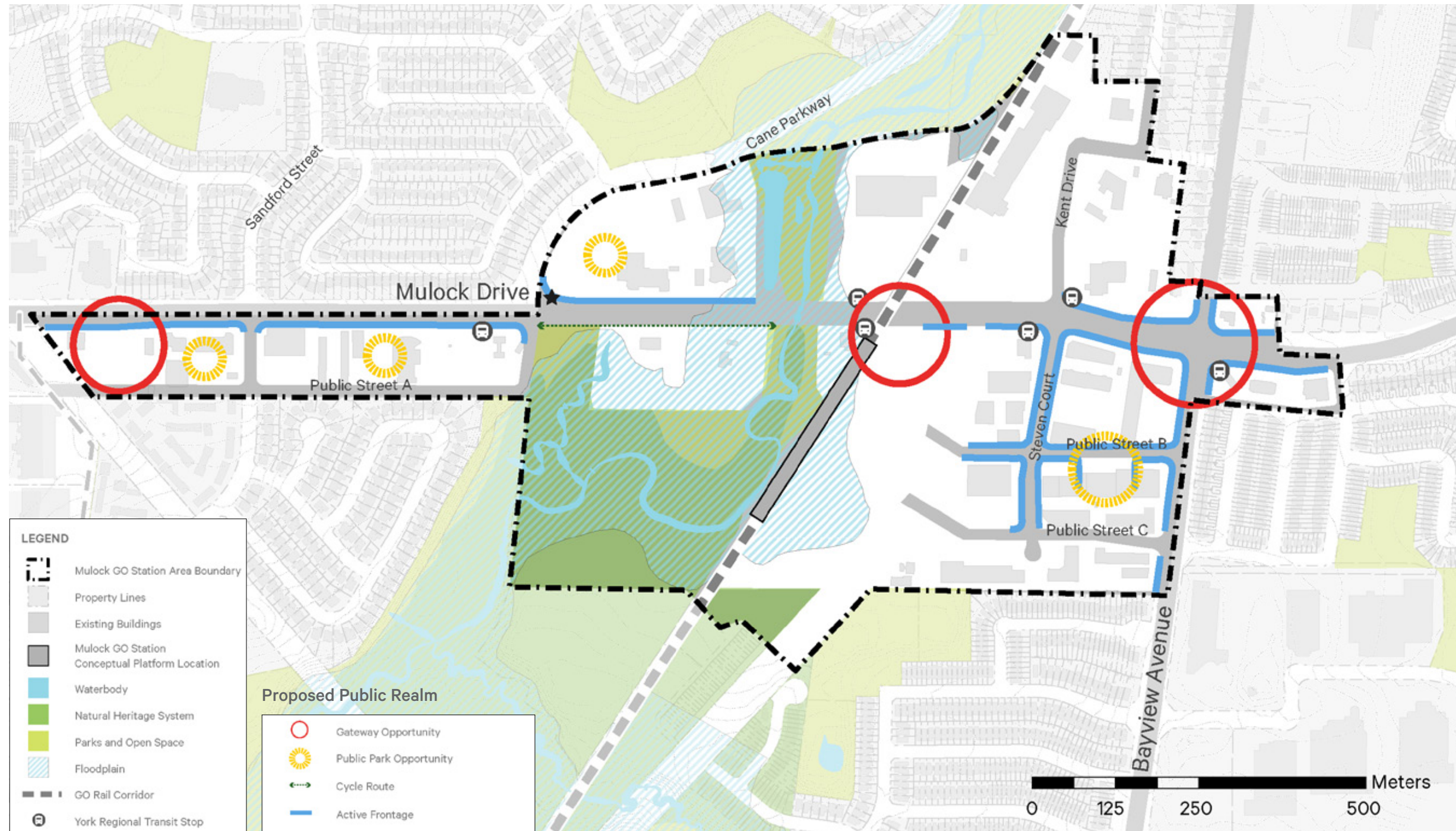
Schedule 5: Mulock GO Station Site



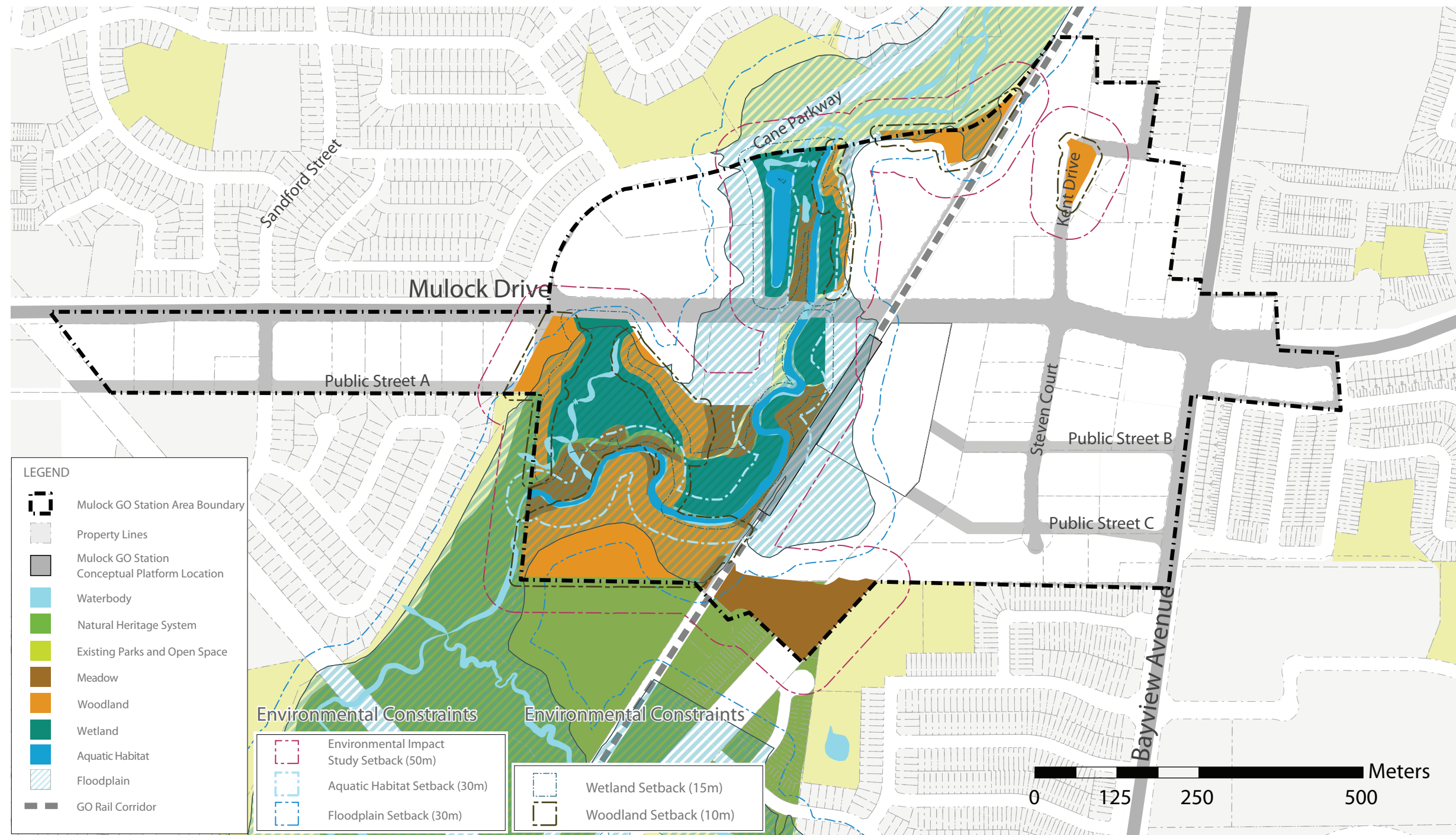
Schedule 6: Class 4 Lands



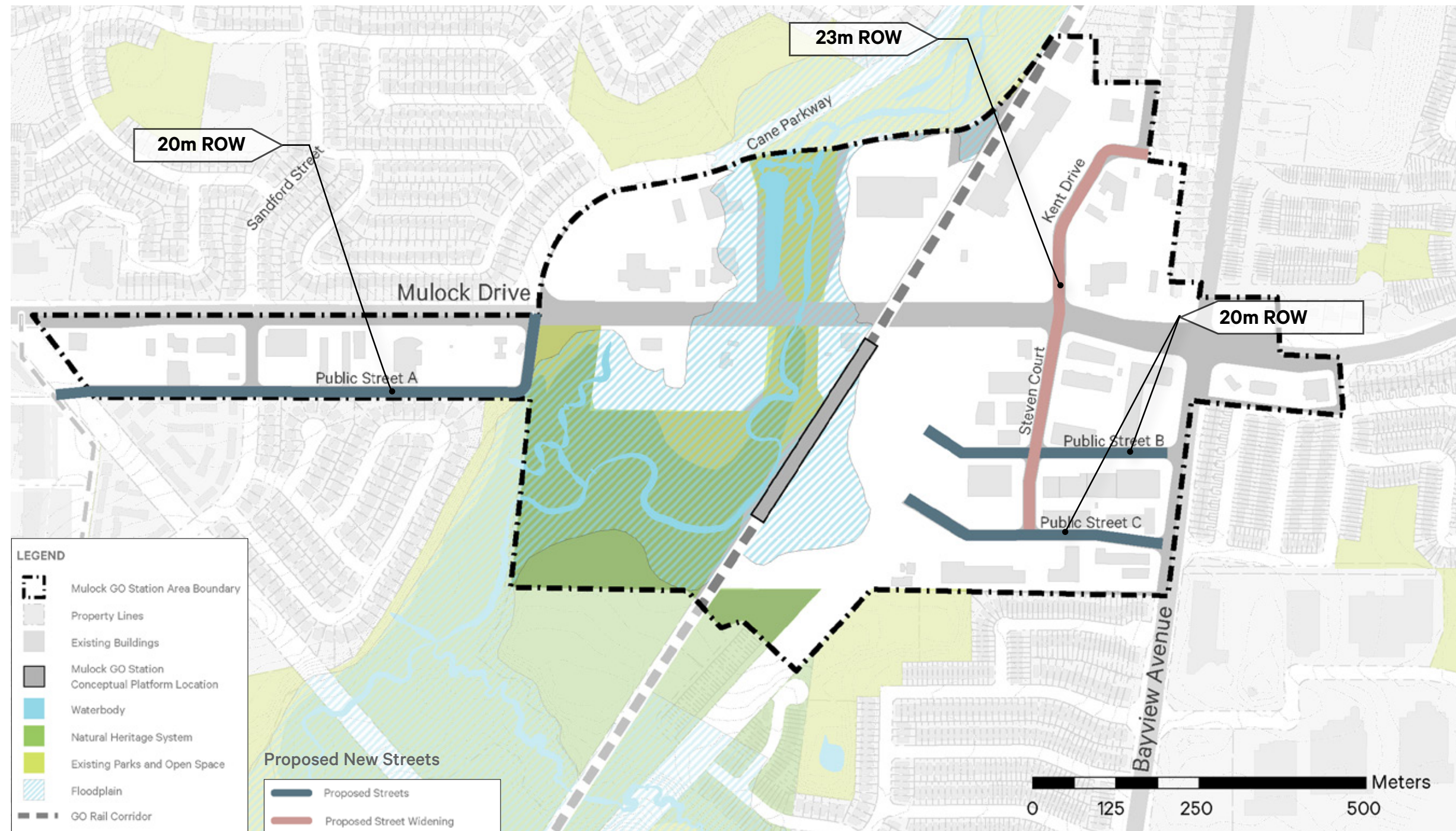
Schedule 7: Public Realm



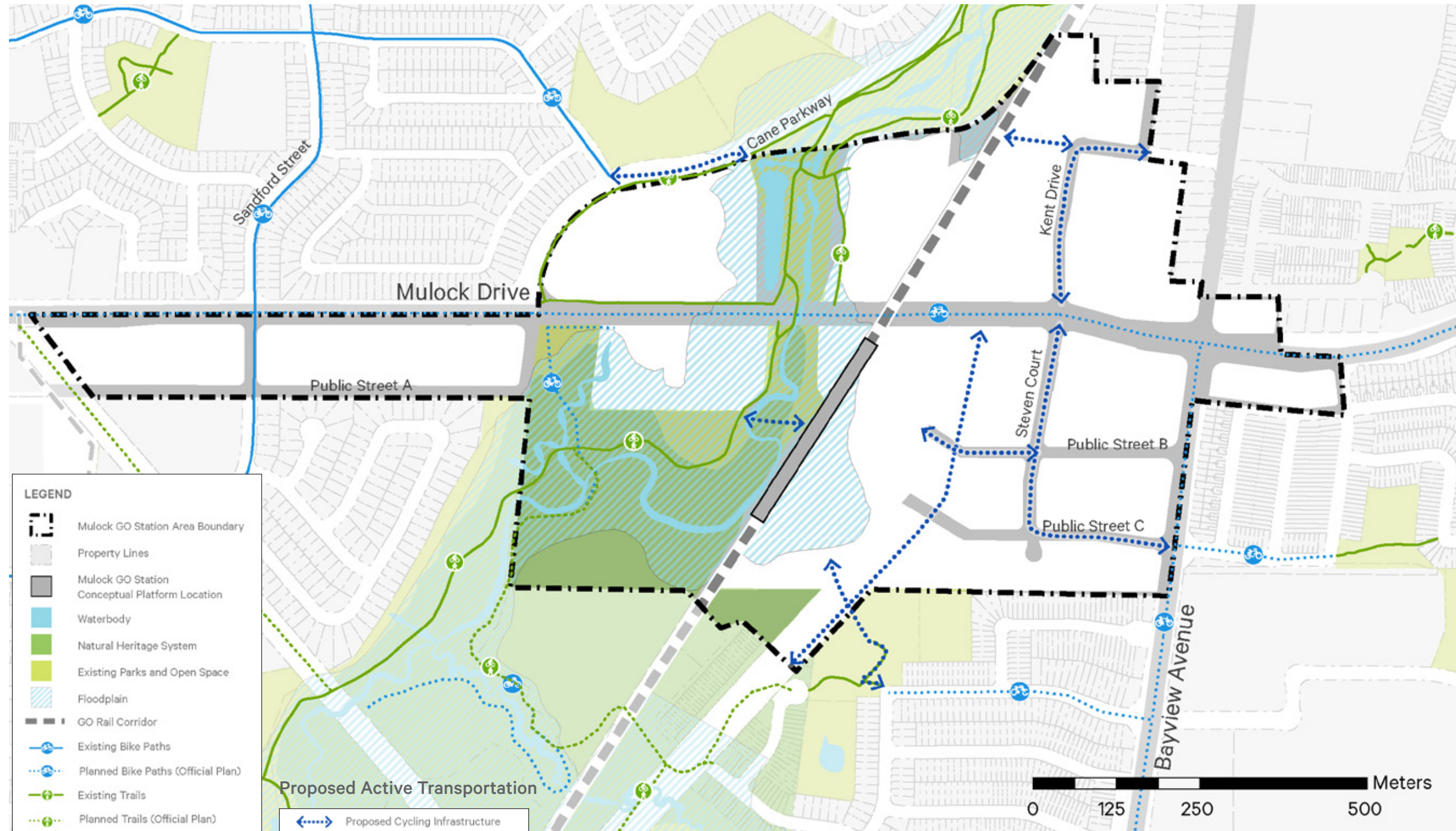
Schedule 8: Natural Heritage Systems



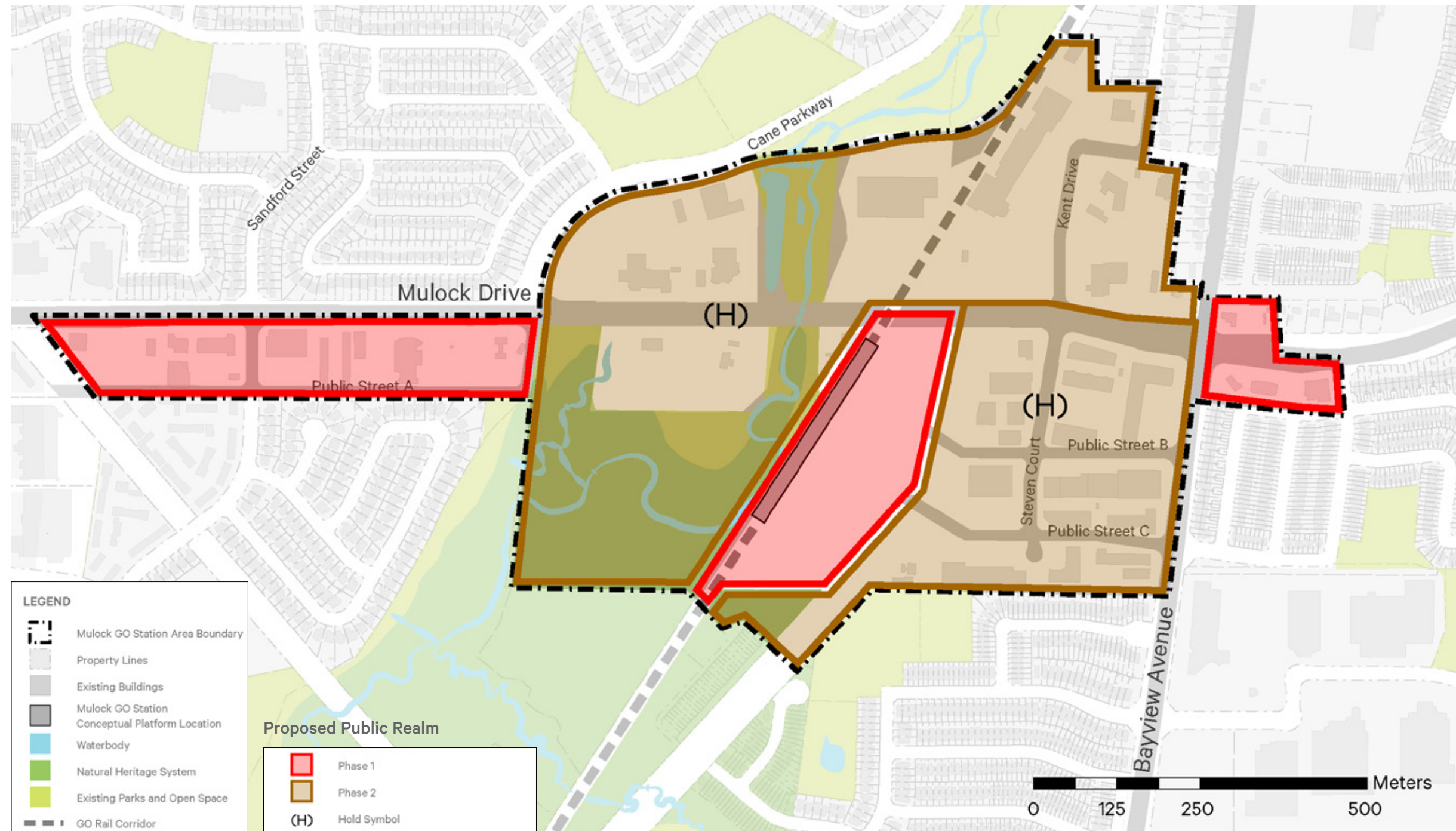
Schedule 9: Street Network



Schedule 10: Active Transportation Network

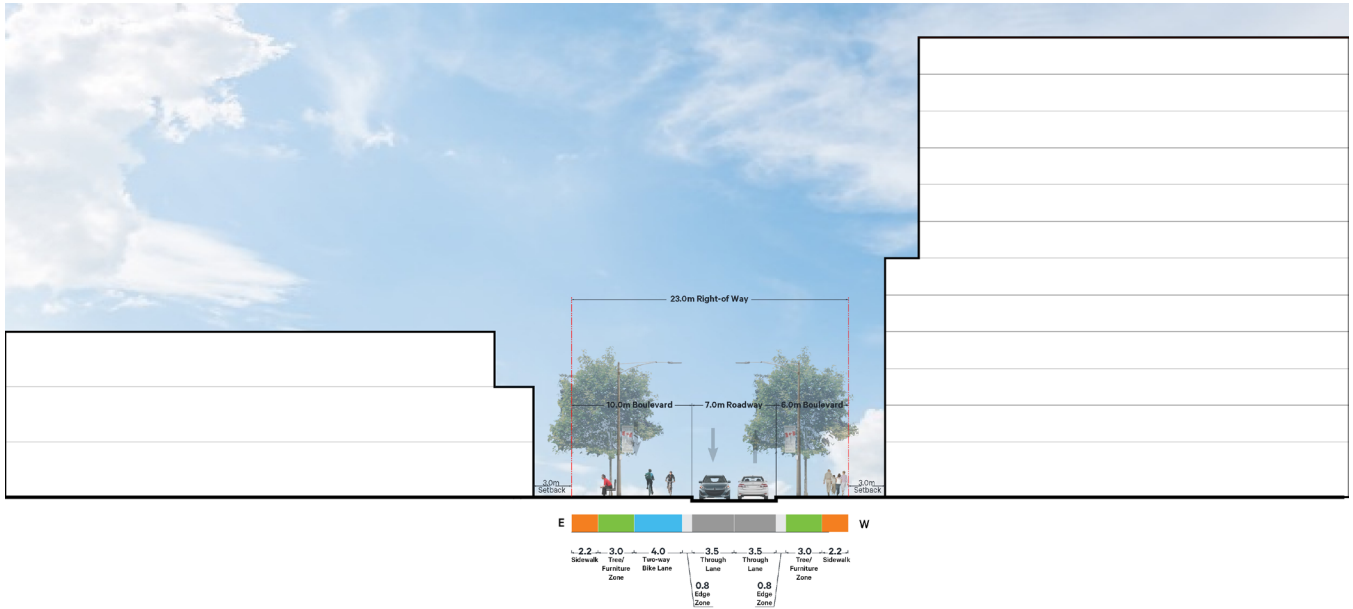


Schedule 11: Phasing

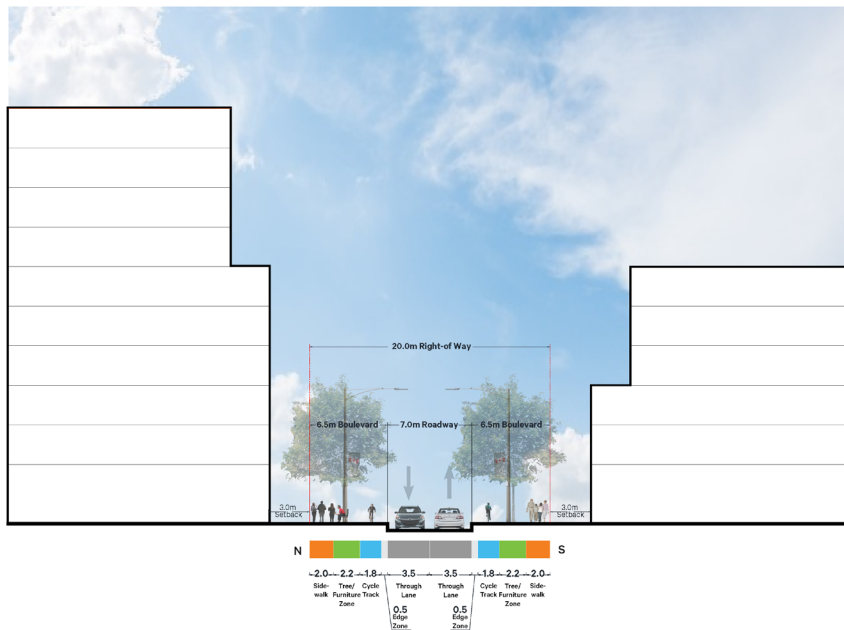


APPENDIX B - SECTIONS

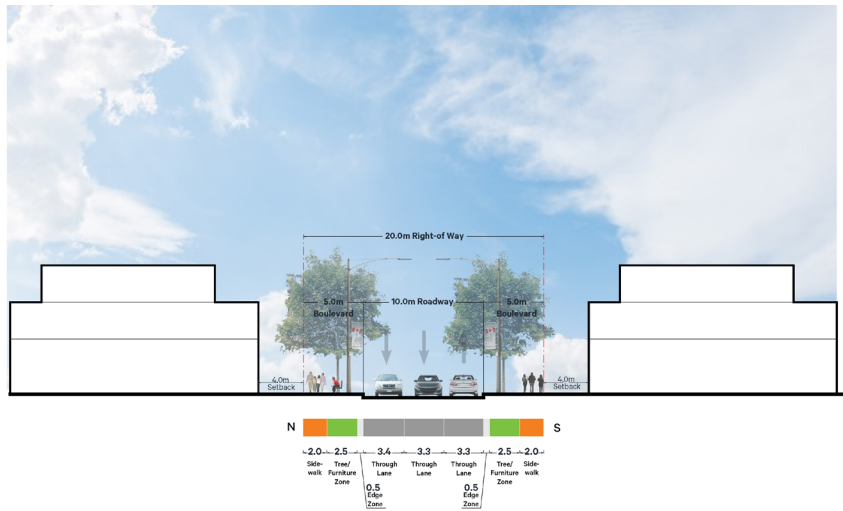




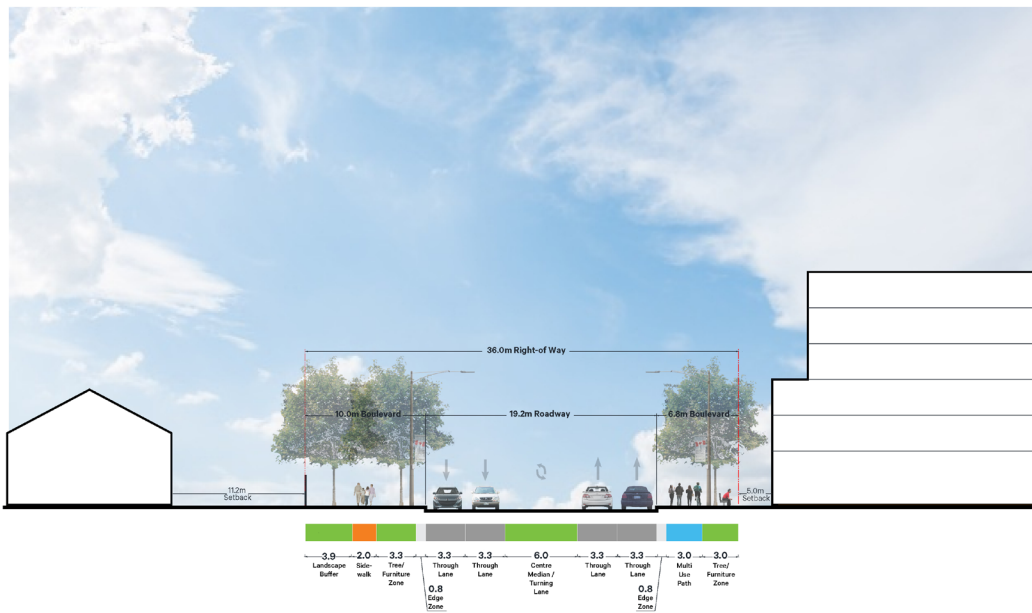
Steven Court / Kent Drive



Public Street B/C



Public Street A



Mulock Drive