

TOWN OF NEWMARKET
OLD MAIN STREET
TERTIARY PLAN

**PLANNING AND LAND USE
BACKGROUND REPORT**

FEBRUARY 9, 2018

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EXECUTIVE SUMMARY

Study Overview

Newmarket is poised for growth. While the majority of this will occur through the redevelopment of the Davis Drive and Yonge Street corridors, other areas of the Town are facing development interest. One of these areas is the neighbourhood of Old Main Street.

The Old Main Street Tertiary Plan Study will provide direction on the possibilities of redevelopment along Old Main Street. The Plan will incorporate a detailed planning, transportation and servicing review and analysis of relevant background information, as well as a robust public and stakeholder consultation process.

Study Area and Context

The Old Main Street Tertiary Plan will specifically address properties which front onto either side of Old Main Street, between Bexhill Road and Main Street North. However, consideration will be given to all publicly and privately-owned lands which are generally bounded by Bexhill Road to the south, Main Street North to the east, properties fronting onto the south side of Dover Crescent to the north and St. John Cemetery to the west.

Study Process

The Old Main Street Tertiary Plan Study will be undertaken in the following three phases:

- Phase 1.0 - Tertiary Plan Background Study (July 2017 to January 2018);
- Phase 2.0 - Draft Tertiary Plan (January 2018 to May 2018); and
- Phase 3.0 - Final Tertiary Plan (May 2018 to September 2018).

Planning and Land Use Background Report

The purpose of the Planning and Land Use Background Report is to outline key research and analytical findings associated with the Background Study, which comprises Phase 1 of the Old Main Street Tertiary Plan Study. The report is organized into the following six sections:

- Section 1.0 - Introduction;
- Section 2.0 - Spatial and Character Analysis;
- Section 3.0 - Development Analysis;
- Section 4.0 - Planning Policy and Regulatory Analysis
- Section 5.0 - Public and Stakeholder Consultation Findings - Phase 1; and
- Section 6.0 - Opportunities and Constraints Analysis

These findings will be used to inform the preparation of the Old Main Street Tertiary Plan and supporting materials in Phases 2 and 3 of the study.

Areas of Research and Analysis

Spatial and Character Analysis: The character of the Old Main Street Neighbourhood has been influenced by a number of historic and spatial elements which combine to create a distinct ‘sense of place’, which will continue to inform future development patterns. These include neighbourhood history and morphology, land ownership patterns, transportation and circulation system, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. The Spatial and Character Analysis examines these elements in detail.

Development Analysis: The character of the Old Main Street Neighbourhood has evolved incrementally through the introduction of new development. The rate and intensity of recent and ongoing development activity has been the subject of conflict within the local community. This has served as the impetus for Interim Control Bylaw 2017-25, and the Old Main Street Tertiary Plan Study. The Development Analysis examines recent development trends, focusing on applications which have been submitted for review and evaluation, as well as preliminary concepts and ideas which have been discussed through pre-application meetings with Town Staff.

Planning Policy and Regulatory Analysis: The character of the Old Main Street Neighbourhood has been influenced by a hierarchy of provincial, regional and municipal policies and regulations, which will continue to inform future development patterns. These include the Provincial Policy Statement, the Provincial Growth Plan, the Regional and Municipal Official Plans, Municipal Secondary Plans, the Municipal Zoning By-law, and other planning studies and initiatives. The Planning Policy and Regulatory Analysis examines these policies and regulations in detail.

Public and Stakeholder Consultation Findings: In response to concerns regarding the rate and intensity of recent and ongoing development, which was the impetus for Interim Control Bylaw 2017-25, a robust public and stakeholder consultation process is being undertaken as part of the Old Main Street Tertiary Plan Study. This section outlines key findings from the initial phase of this consultation process.

Opportunities and Constraints Analysis: The Opportunities and Constraints Analysis draws upon the combined findings of the Spatial and Character Analysis; Development Analysis; Planning Policy and Regulatory Analysis; and Public and Stakeholder Consultation Findings - Phase 1, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the Old Main Street Tertiary Plan. The following bullets summarize key findings associated with the opportunities and constraints analysis.

Key Findings and Emerging Directions

Respect the Natural Heritage System and Existing Topography:

- Protect existing woodlots and significant natural heritage features, in order to maintain a continuous natural heritage system;
- Provide adequate buffers and open space linkages, in order to protect local wildlife habitat;
- Incorporate elements of the natural environment into future development; and
- Respect existing topographical conditions.



Enhance Landscaping and Open Space Features:

- Enhance the existing informal open space and recreational area;
- Improve existing landscape buffers, in order to mitigate acoustic and visual impacts associated with Main Street North;
- Introduce a new retention area or stormwater management pond at the foot of Old Main street, in order to increase flood storage capacity, mitigate flooding and stormwater runoff, and improve stormwater treatment; and
- Encourage the use of permeable surface materials.



Establish Pedestrian Connections and Gateway Features:

- Provide pedestrian connections to the surrounding park, open space, natural heritage, trail and public transit networks; and
- Establish gateway treatments at either end of Old Main Street, through the provision of accent planting, enhanced landscaping, traffic calming measures, special surface paving treatments, and signage.



Enhance the Design of Old Main Street:

- Enhance the design of Old Main Street, while acknowledging its quiet, meandering and rural character;
- Re-pave and re-grade Old Main Street;
- Formalize shoulder areas, and enhance and beautify the existing swale system; and
- Plant street trees, and introduce sidewalks and landscape buffers.



Respect Prevailing Site Design Characteristics:

- Maintain the predominant east-west alignment of existing lots, with primary building faces and entrances oriented towards Old Main Street;
- Acknowledge the varied and porous character of Old Main Street, as well as prevailing front and side yard setbacks;
- Promote unobstructed views between dwellings and adjacent streets and open spaces;
- Maintain sky views, sunlight penetration, and privacy between adjacent dwellings; and
- Minimize driveway and curb-cut widths.



Respect Prevailing Building Design and Architectural Characteristics:

- Encourage a diverse and eclectic mix of traditional and contemporary architectural styles;
- Acknowledge the “cottage-like” character of existing dwellings;
- Minimize ground floor heights relative to established grade; and
- Maintain the prevailing rhythm and organization of building features, and the character of 1 to 2 storey dwellings.



1.0 INTRODUCTION

1.1 Study Overview and Purpose

Newmarket is poised for growth. While the majority of this will occur through the redevelopment of the Davis Drive and Yonge Street corridors, other areas of the Town are facing development interest. One of these areas is the neighbourhood of Old Main Street.

The Old Main Street Tertiary Plan Study will provide direction on the possibilities of redevelopment along Old Main Street. The Plan will incorporate a detailed planning, transportation and servicing review and analysis of relevant background information, as well as a robust public and stakeholder consultation process.

Policies will be prepared to address all relevant matters with respect to land use, density, stormwater management, low impact development, transportation and servicing infrastructure, open space and natural heritage. Additionally, the Plan will incorporate urban design policies which aim to reinforce the character of the Old Main Street neighbourhood. Such policies will address matters pertaining to building height and massing, building elements, garages and driveways, setbacks and landscaping, special features, and built heritage. The Plan will form part of an amendment to the Town of Newmarket Official Plan, and will inform an implementing amendment to the Town of Newmarket Zoning By-law.

1.2 Planning and Land Use Background Report

The purpose of the Planning and Land Use Background Report is to outline key research and analytical findings associated with the Background Study, which comprises Phase 1 of the Old Main Street Tertiary Plan Study. These findings will be used to inform the preparation of the Old Main Street Tertiary Plan and supporting materials in Phases 2 and 3 of the study.

1.3 Study Area and Context

The Old Main Street Tertiary Plan will specifically address properties which front onto either side of Old Main Street, between Bexhill Road and Main Street North. However, consideration will be given to all publicly and privately-owned lands which are generally bounded by Bexhill Road to the south, Main Street North to the east, properties fronting onto the south side of Dover Crescent to the north and St. John Cemetery to the west.



Figure 1: Aerial Map - Old Main Street Study Area

INTRODUCTION

1.4 Study Process

The Old Main Street Tertiary Plan Study will be undertaken in the following three phases:

1.0 Tertiary Plan Background Study (July 2017 to January 2018): The purpose of Phase 1 is to undertake a comprehensive background review and analysis. This includes an analysis of existing spatial and contextual conditions; relevant policies and regulations at the provincial, regional and municipal level; transportation infrastructure; servicing infrastructure; preliminary public and stakeholder consultation findings; and key opportunities and constraints.

2.0 Draft Tertiary Plan (January 2018 to May 2018): The purpose of Phase 2 is to build upon the work undertaken in Phase 1 in order to prepare the draft Old Main Street Tertiary Plan. The Plan will include a draft vision statement, set of guiding principles and set of land use, urban design, transportation and servicing policies. The Plan will be circulated and presented to Town Council / Committee of the Whole, as well as stakeholders and members of the public.

3.0 Final Tertiary Plan (May 2018 to September 2018): The purpose of Phase 3 is to build upon the work undertaken in Phase 2 in order to prepare the final Old Main Street Tertiary Plan. Based on the feedback obtained in Phase 2, the Plan will be finalized prior to being circulated and presented to Town Council / Committee of the Whole, as well as stakeholders and members of the public, at a Statutory Public Meeting.

1.5 Document Structure

This report is organized into the following six sections:

1.0 Introduction: This section provides a general overview of the Old Main Street Tertiary Plan study purpose, study area and context, and study process.

2.0 Spatial and Character Analysis: This section provides an analysis of existing conditions within the site and surrounding area. It addresses neighbourhood history and morphology, land ownership patterns, transportation and circulation systems, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. The findings of the Spatial and Character Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan.

3.0 Development Analysis: This section provides an overview and analysis of recent and ongoing developments, including development applications which have been submitted for review and evaluation by Town Staff, as well as proposals which have been subject to pre-application meetings with Town Staff but have not been formally submitted for review and evaluation, and recent land transactions and speculation. The findings of the Development Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan.

4.0 Planning Policy and Regulatory Analysis: This section provides an analysis of provincial, regional and municipal policies and regulations. It addresses the Provincial Policy Statement (2014), Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017), York Region Official Plan (2010), Town of Newmarket Official Plan (2016 Consolidation), Town of Newmarket Urban Centres Secondary Plan (2016), Newmarket Station Mobility Hub Study (2017), Town of Newmarket Comprehensive Zoning By-law 2010-40 (2010), and Town of Newmarket Interim Control By-law 2017-25 (2017). The findings of the Planning Policy and Regulatory Analysis will inform the preparation of the Draft Old Main Street Tertiary Plan.

5.0 Public and Stakeholder Consultation Findings

– **Phase 1:** This section summarizes key findings from the Phase 1 component of the study’s public and stakeholder consultation process. These findings will inform the preparation of the Draft Old Main Street Tertiary Plan.

6.0 Opportunities and Constraints Analysis: This section draws upon the key findings of sections 2 through 5, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the draft Old Main Street Tertiary Plan.



Looking at the most recent development on Old Main Street between #198 and 210B Old Main St

2.0 SPATIAL AND CHARACTER ANALYSIS

The character of the Old Main Street Neighbourhood has been influenced by a number of historic and spatial elements which combine to create a distinct 'sense of place', which will continue to inform future development patterns. These include neighbourhood history and morphology, land ownership patterns, transportation and circulation system, streetscape conditions and character, parks and open spaces, natural heritage systems, site and building character, and architectural character. This section examines these elements in detail. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

2.1 Neighbourhood History and Architectural Character

According to Heritage Newmarket, the study area was settled by Irish Catholic immigrants during the potato famine of the 1840's. The original building stock was comprised of small and very modest log cabins, with small windows and stone fireplaces. Gardens and small orchards were planted, and barns were constructed for the purposes of raising livestock. The traditional Irish dietary staples of cabbage and potatoes were replaced with wild berries and venison. Excess produce was sold in the village of East Gwillimbury. Men acquired employment as labourers in Newmarket and surrounding communities. These Irish Catholic immigrants were ostracized, excluded from the public school system and not allowed to live in the village of East Gwillimbury. By the turn of the 20th Century, Irish Catholic immigrants dispersed to surrounding areas of Newmarket. However, the community remained closely connected until at least the 1950's.

Over the course of the 20th Century, the original housing stock was replaced. Today, the oldest remaining residential dwellings were constructed between 1900 and 1950. This includes properties at 172, 178, 186, 226, 231, and 238 Old Main Street, which were constructed in a combination of architectural styles ranging from Victorian to Mid-Century Modern. However, the majority of the existing building stock was constructed between 1950 and 1970. This includes properties at 194, 205, 207, 209, 2011, 213, 215, 217, 218, 219, 221, and 228 Old Main Street. Many of these post-war houses retain the neighbourhood's original cottage-like architectural character, as a result of being constructed as veteran's housing. However, other buildings constructed during this time are larger and more reflective of Mid-Century Modern architecture. The remainder of the existing housing stock was constructed between 1970 and present day, with the most recent additions at 198, 202, 206, and 210 Old Main Street, being constructed in the 2000's. Many of these are houses are larger and taller than their pre- and post-war neighbours, and were constructed with a more contemporary design expression which is characteristic of conventional subdivisions.

Today, the neighbourhood is characterized by a diverse and eclectic mix of architectural styles, but remains comprised entirely of detached single family dwellings, the majority of which being relatively modest in size.

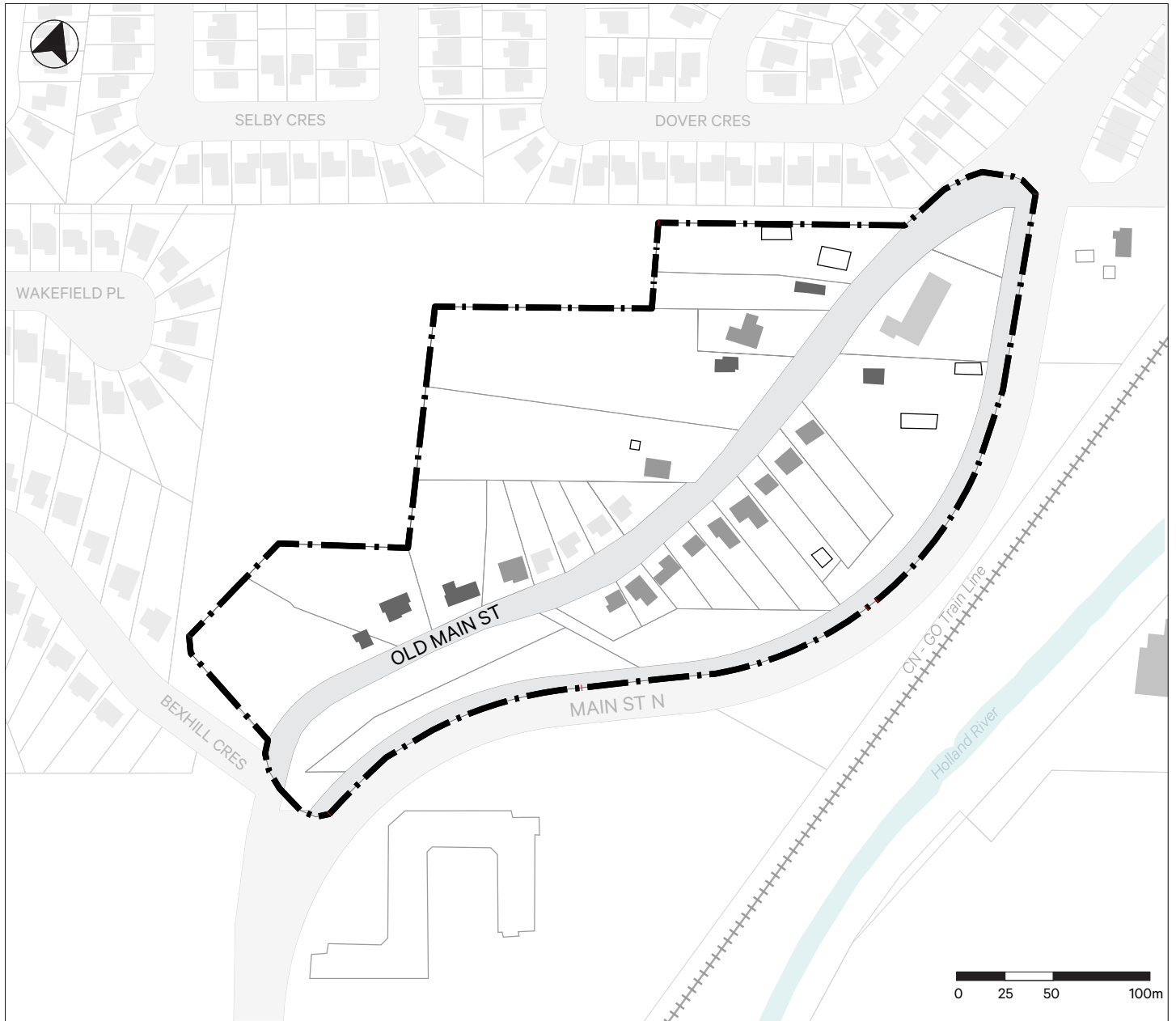
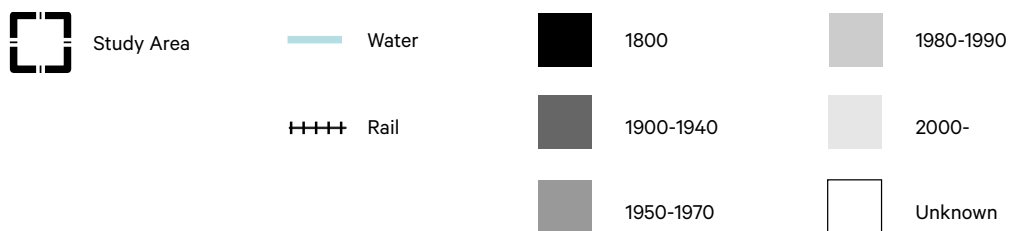


Figure 2: Building Morphology - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

2.2 Land Ownership Patterns

All municipally addressed properties within the study area, including 172 through 244 Old Main Street, are privately owned and comprised of detached single family dwellings. The study area also contains three adjacent and contiguous properties within its southern-most extent, which are publicly owned by the Town of Newmarket. These lands fulfill an important function as a component of the local stormwater management system. Portions of these lands are utilized as an informal recreational and open space.



Example of privately-owned land comprised of a detached single family dwelling



Example of publicly-owned land used for informal open and recreational space

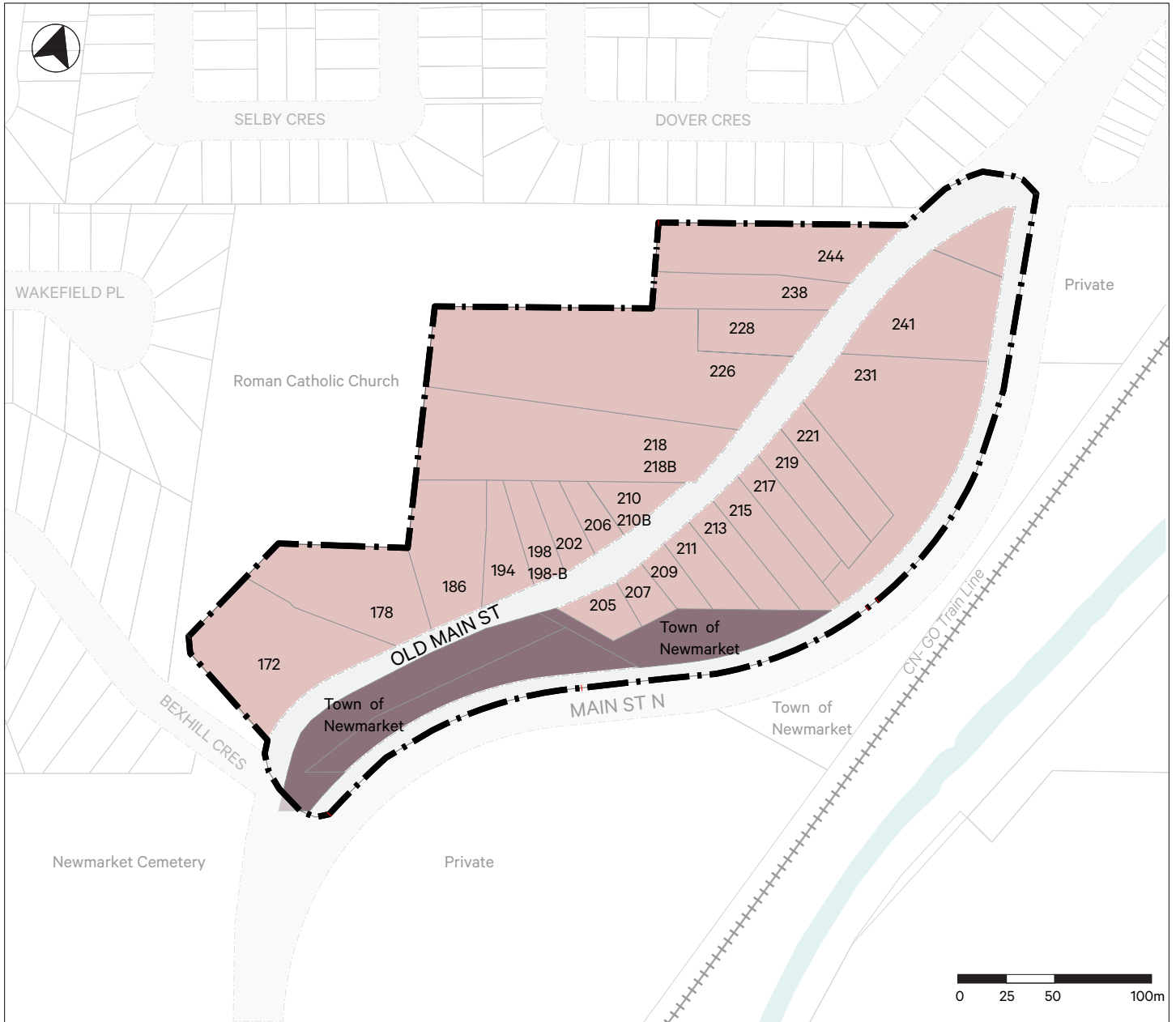
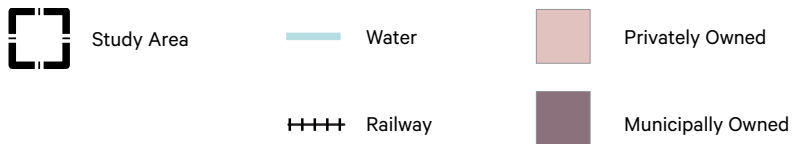


Figure 3: Land Ownership Patterns - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

2.3 Streetscape Character, Transportation and Circulation

Streetscape Character

Old Main Street extends approximately 530 metres, between Bexhill Road to the southwest, and Main Street North to the northeast. Throughout its length, the pavement width varies between approximately 7 and 11 metres, and the right-of-way width varies between approximately 10 and 18 metres. The alignment of Old Main Street meanders as it traverses throughout the study area, adhering to a gentle slope and wrapping around significant topographical features, adjacent to Saint John Cemetery.

Old Main Street is characterized by a local road with a rural cross-section, which is a unique attribute of the study area. Swales and culverts are provided throughout the length of the street, along its west side. Curbs and sidewalks are only provided at points of entry from Bexhill Road and Main Street North. Narrow gravel shoulders are provided in select locations, primarily in the northeastern-most portion of the study area. Street lights are mounted to hydro poles, which traverse along the west side of the street, throughout the study area. A community mailbox is provided adjacent to the sidewalk at the south end of the street, adjacent to Bexhill road.

The character of the streetscape transitions throughout length of the study area. The southern portion of the street interface is generally characterized by manicured grass and accent planting, with a light to moderate tree canopy, light natural vegetation cover along the west side of the street, low vegetated screening elements, individual mailboxes, and driveway curb cuts. In contrast, the northern portion of the street interface is generally

characterized by a combination of manicured and natural grass, with a light to heavy tree canopy, moderate to heavy natural vegetation cover along the west side of the street, tall vegetated screening elements, wooden fencing, individual mailboxes, and driveway curb cuts.

Transportation and Circulation

Main Street North, also known as the Main Street By-Pass, is classified as a primary collector road, while Bexhill Road is classified as a local road. Main Street North contains two bus stops, within a five minute walk of the study area, which are associated with York Region Transit line 54. This line services Main Street North and Bayview Avenue, and provides connections between the study area and surrounding areas of Newmarket. The line provides a direct connection to the East Gwillimbury and Newmarket GO Stations to the north and south, respectively, VIVA bus rapid transit along Davis Drive to the south, and several intersecting York Region Transit bus lines along Green Lane East, Davis Drive, Gorham Street, Mulock Drive, Stonehaven Avenue, St. John's Sideroad, and Wellington Street East. Currently, Main Street North does not incorporate dedicated pedestrian crossings at Deviation and Bexhill Roads, which are adjacent to York Region Transit stops.

The study area is also located within a 10 minute walk of Newmarket GO Station and VIVA bus rapid transit along Davis Drive to the south. Newmarket and East Gwillimbury GO Stations provide rapid transit access to the Barrie and Bradford West to the north, as well as Aurora, King City, Vaughan and Toronto the south. The VIVA station along Davis Drive provides bus rapid transit access to Yonge Street and the surrounding VIVA transit network, which extends to Aurora, Markham and Vaughan.

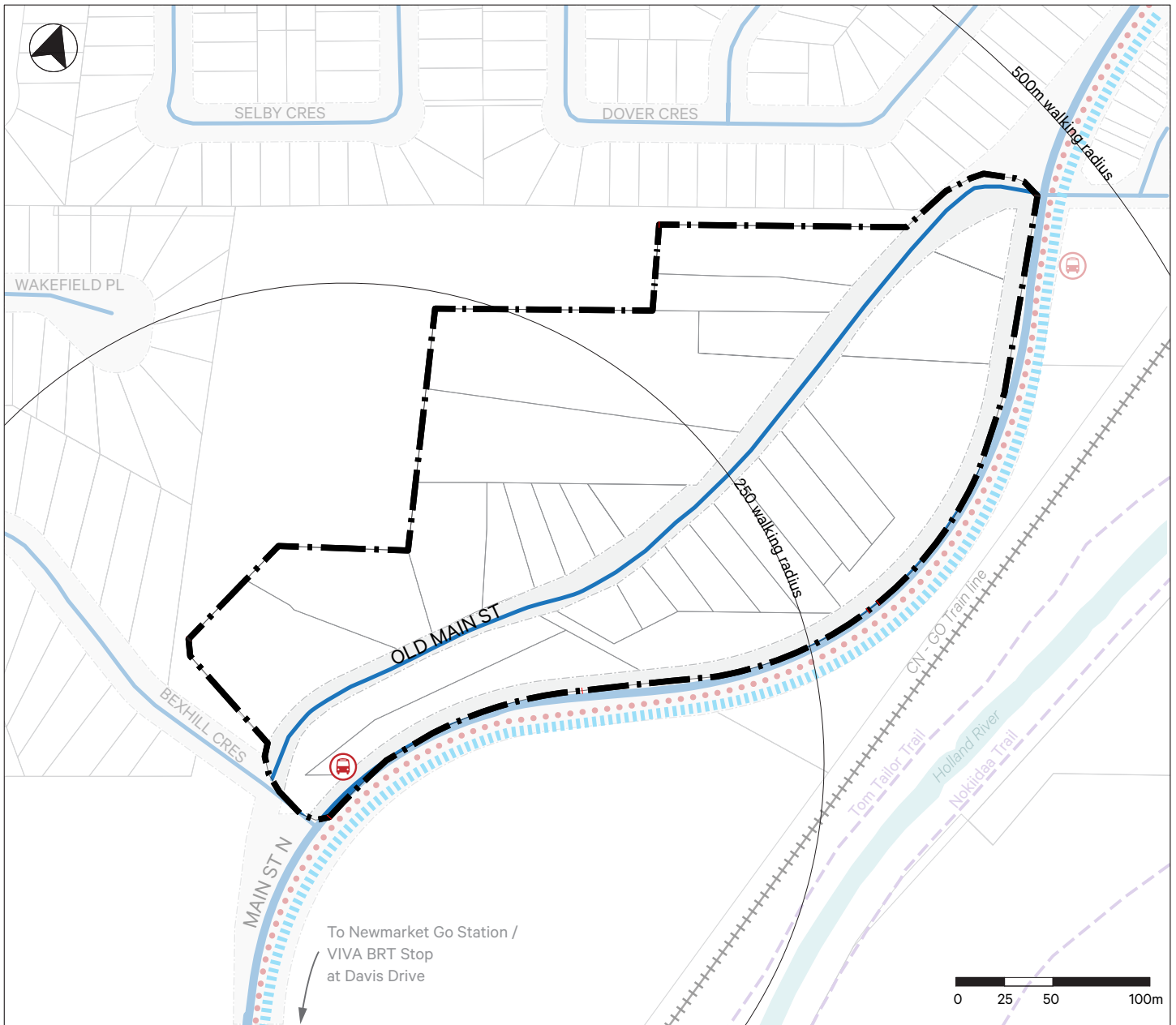
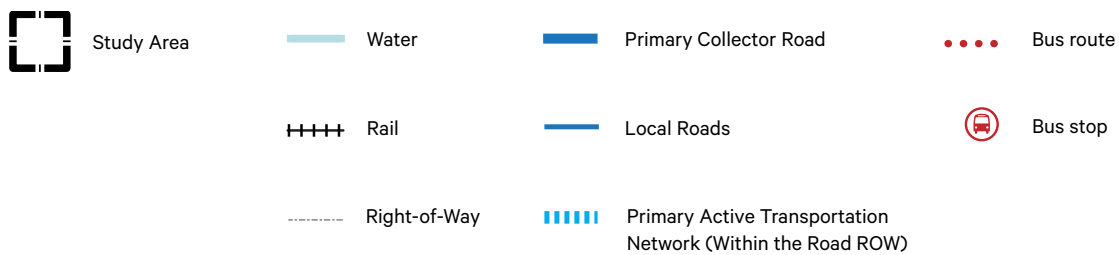


Figure 4: Circulation and Transportation - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

2.4 Park, Open Space and Natural Heritage System

Public Open Space and Landscape Buffers

The study area benefits from proximity and access to an extensive park and open space network, and natural heritage system. Within the study area boundaries, publicly owned lands along the east side of Old Main Street, north of Bexhill Crescent, function as a stormwater management facility and landscape buffer along the edge of Main Street North. Portions of these lands also serve as an informal open space, and are commonly used by local residents for a combination of active and passive recreational uses including soccer, baseball, lawn bowling, picnicking and informal gathering.

The interface between the study area and Main Street North is characterized by moderate topographical changes and wooded areas, which buffer the area from Main Street North, which functions as a by-pass around the study area, and the adjacent CN / Metrolinx Rail Corridor to the east.

Cemeteries

The Saint John and Newmarket Cemeteries are located immediately west and south of the study area, respectively, along either side of Bexhill Road. The interfaces between the study area and both cemeteries are characterized by significant topographical changes, with slopes in excess of 20 percent, and wooded areas. Portions of these lands contain significant woodlots, which fall within the Town of Newmarket's natural heritage system.

Public Parks and Conservation Areas

The Mabel Davis Conservation Area and George Richardson Park are located adjacent to the east branch of the Holland River and Bayview Parkway, east of the study area. The Mabel Davis Conservation Area consists of 7 hectares of heavily wooded parkland, with trails and access to the Holland River. George Richardson Park consists of 30 hectares of open parkland, with trails, soccer fields, baseball fields, open fields, ponds, and access to the Holland River.

Trails

The Tom Taylor and Nokiidaa Bicycle Trails are located along either side of the east branch of the Holland River, adjacent to Main Street North, immediately east of the study area. The trails connect the study area with surrounding areas of Newmarket, as well as East Gwillimbury and Holland Landing to the north, and Aurora to the south. Trail access is provided north of the study area, via Deviation Road, and south of the study area, via the Newmarket GO Station and Davis Drive. Currently, dedicated pedestrian crossings are not provided along Main Street North, adjacent to Deviation Road.

Throughout its length, the trail network provides connections to a broader park and open space network, which is an enviable asset for residents within the study area. Among others, this includes connections to Newmarket Riverwalk Commons, Fairy Lake Park, Wesley Brooks Conservation Area, Dennis Park, Bailey Ecological Park, Paul Semple Park, McKenzie Wetland, and Rogers Reservoir Conservation Area.

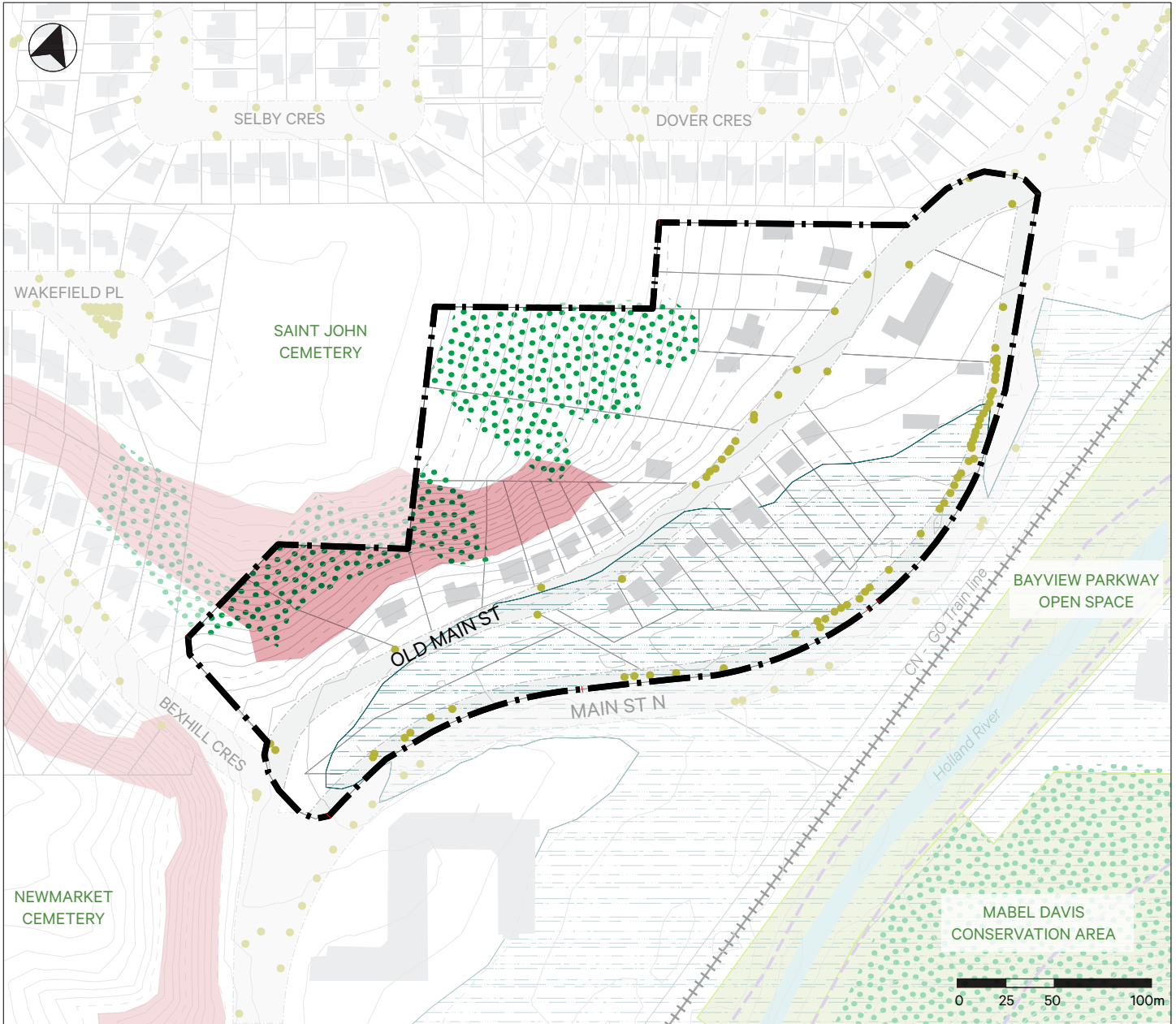


Figure 5: Parks, Open Spaces and Natural Heritage System - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

2.5 Site and Building Character

Lot Dimensions and Coverage

Properties located in the central-most portion of the study area are generally smaller, while parcels located within the northern and southern-most portions of the study area are generally larger. Throughout the study area, all properties are irregular in shape. Lot depths range between approximately 30 and 160 metres, while lot frontages range between approximately 15 and 50 metres. Due to the variety of lot shapes and dimensions, lot coverage ranges significantly between approximately 5% and 30%, with the vast majority of properties having lot coverages less than 20%.

Building Footprints and Frontages

The study area is generally characterized by building footprints which are less than 150 square metres. The notable exception to this is the building situated on the property at 241 Old Main Street, which contains building footprint of approximately 600 square metres. Generally, building frontages range between 10 and 12 metres.



Example of a smaller property within the central portion of the study area



Example of a larger property within the northern-most portion of the study area

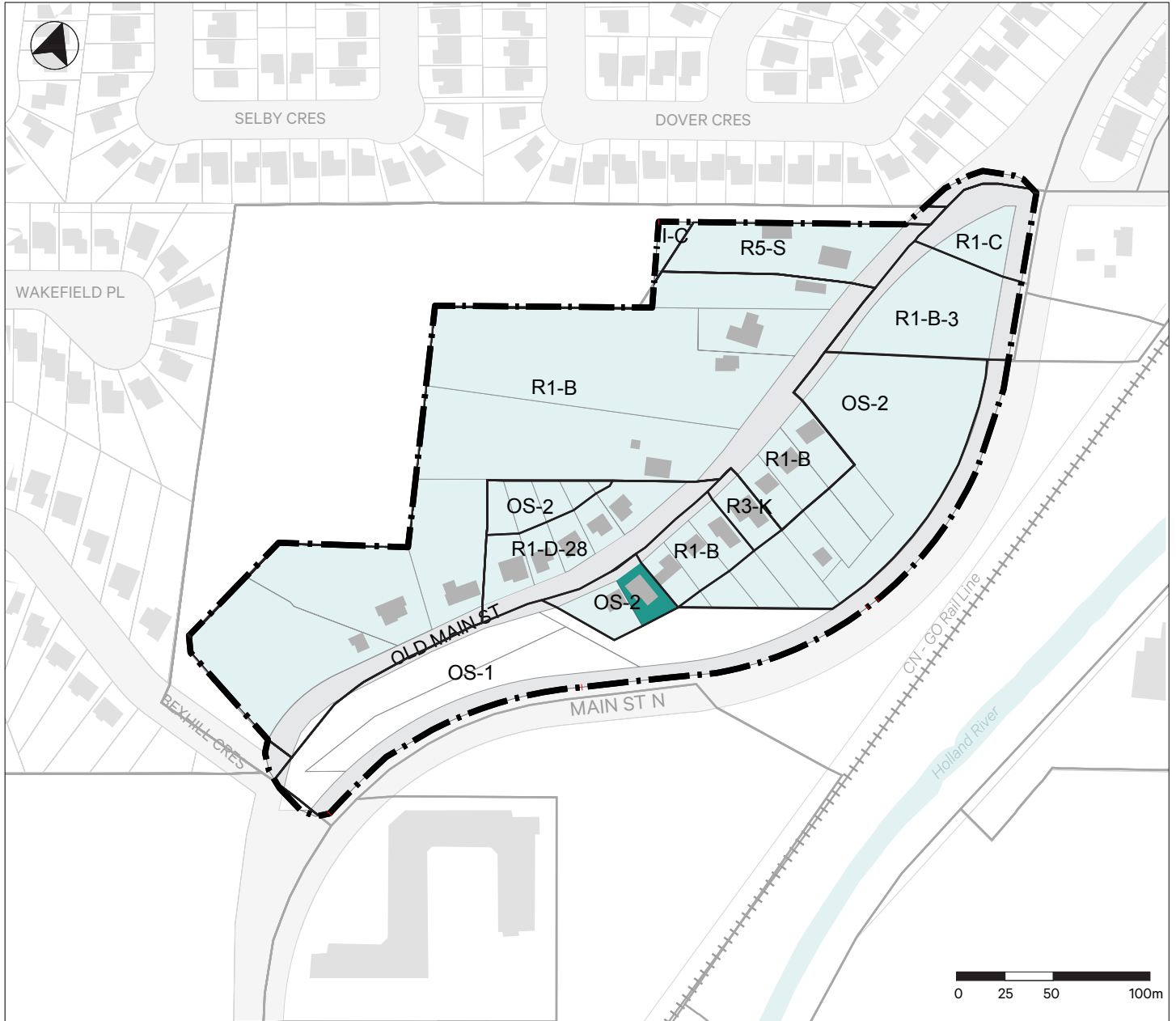
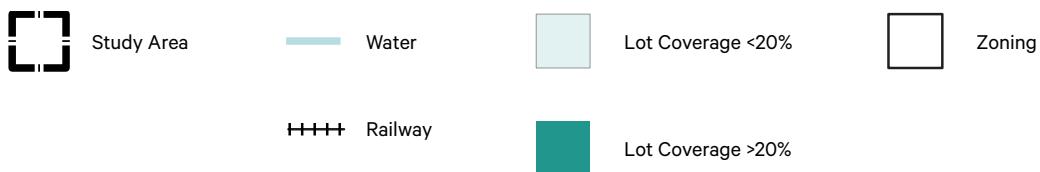


Figure 6: Lot Coverage - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

Setbacks

Front yard setbacks range between 5 and 18 metres. The southern-most portion of the study area is generally characterized by shallow front yard setbacks, while the northern-most portion is generally characterized by deeper front yard setbacks. Side yard setbacks vary significantly, depending on the size and shape of the property. Generally, narrower properties are characterized by narrower side yard setbacks, and wider properties are characterized deeper side yard setbacks. Rear yard setbacks also vary significantly, depending on the size and shape of the property. Rear yard setbacks range between approximately 5 and 150 metres.

Landscaping and Amenity Space

Front yards are generally characterized by manicured grass, which occupies the majority of the frontage with trees, accent planting adjacent to the street and/or building entrance, and pedestrian walkways. As outlined in Section 2.3, the street interface varies throughout the course of the study area. Where the southern portion incorporates a light to moderate tree canopy and some low vegetated screening elements, the northern portion incorporates a light to heavy tree canopy, tall vegetated screening elements and wooden fencing.

Rear yards are generally characterized by manicured grass and, in some cases, patios and/or decks with trees, accent planting, walkways, accessory structures, and privacy fencing. Side yards vary in character, depending on the nature of on-site parking.

Throughout the study area, landscaping and amenity spaces generally respond to natural topographical conditions and changes. Exceptions include the properties at 198, 202, 206, and 210 Old Main Street, which incorporate a system of landscaped terraces and retaining walls in order to address such grade changes.

Driveways and Curb Cuts

The majority of properties contain individual driveways and curb cuts. The width of driveways and associated curb cuts generally facilitates 1 to 2 parking lanes. However, a small number of properties on the east side of Old Main Street contain shared driveways. In these circumstances, the width of associated curb cuts is increased to facilitate 2 to 3 parking lanes. There are also a small number of instances, on the west side of Old Main Street, where single properties contain multiple curb cuts. Such conditions unnecessarily fragment front yard landscaping.

The location of driveway entrances is generally staggered throughout the study area, establishing a rhythm of front yard landscaping between adjacent driveways. As noted above, the presence of a small number of combined adjacent driveways serves as one exception to this condition. However, another exception exists in the presence of a small number of properties with adjacent but separated driveways and curb cuts. Such conditions disrupt the prevailing rhythm of front yard landscaping, producing large swaths of uninterrupted paving.

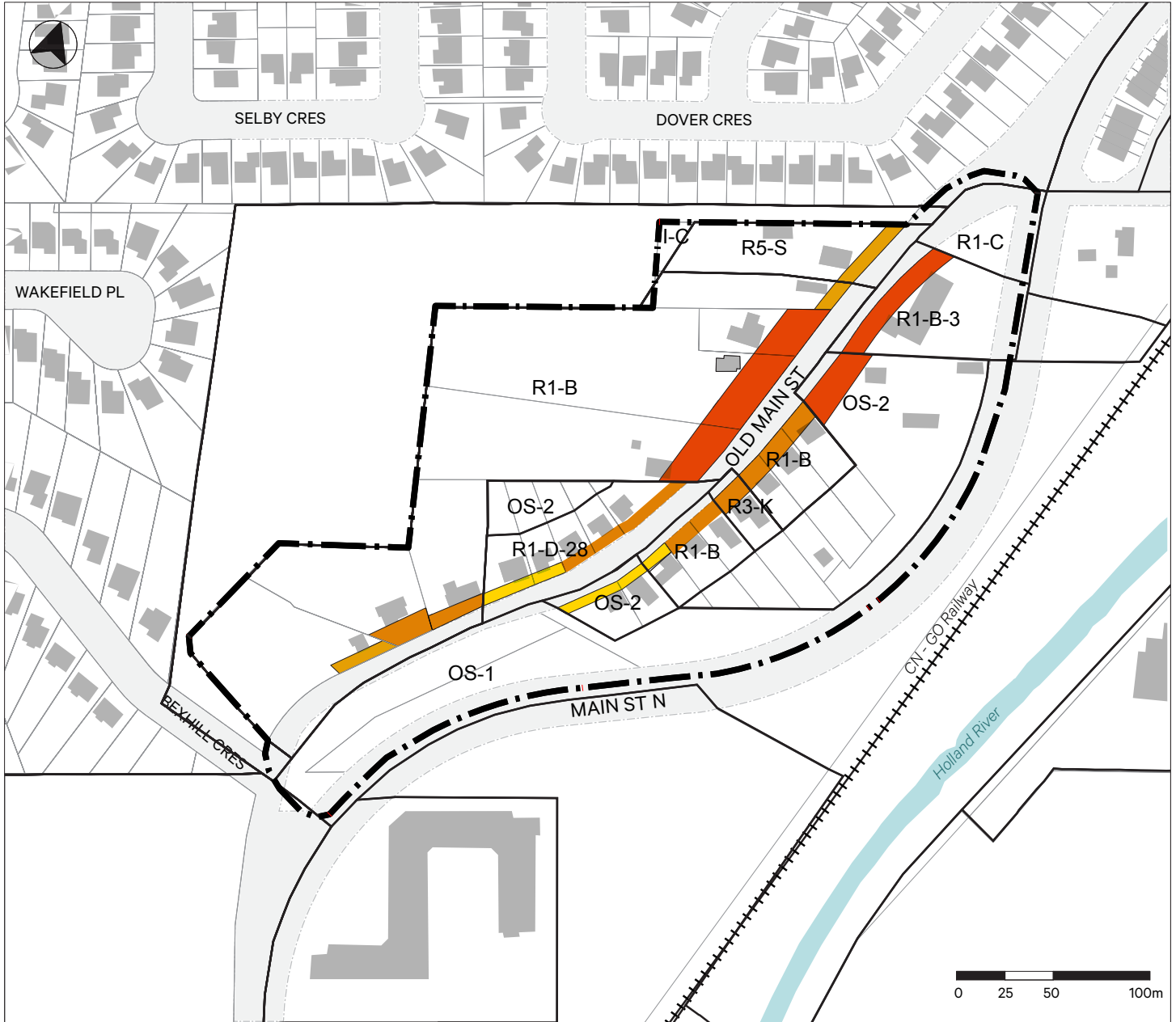
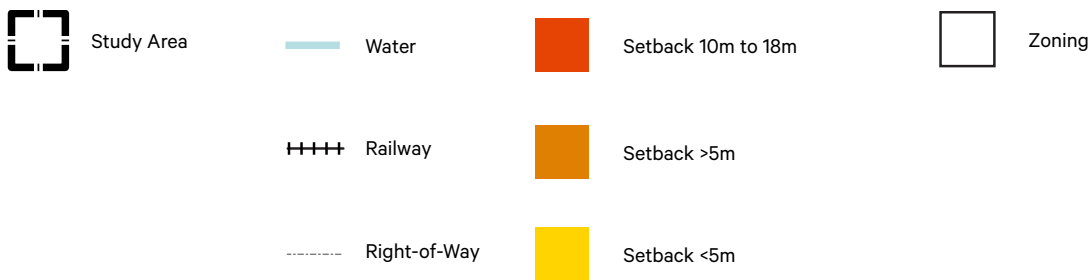


Figure 7: Building Setbacks - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

Parking Pads and Garages

Parking is provided on-site in a variety of forms. This includes side yard parking pads, integral front yard garages, and detached rear yard garages. Throughout the study area, the majority of properties contain either parking pads or detached rear yard garages. Properties along the east side of Old Main Street are generally characterized by side yard parking pads or detached rear yard garages. In contrast, the west side of Old Main Street incorporates a small number of properties with detached rear yard garages within the northernmost portion of the study area, and a small number of properties with parking pads, but is primarily comprised of properties with integral garages.

Ground Floor Heights and Entrances

Where side yard parking pads or detached rear yard garages are provided, the finished floor height of the ground floor is generally located close to grade. In these circumstances, entrances generally contain a small number of steps to the front door and, in some instances, an open or partially enclosed front porch. These conditions establish a direct interface and positive relationship between the building, the front yard, and the adjacent street.

Where integral garages are provided, the finished floor height of the ground floor is generally elevated above the garage. This has been achieved through alterations to site grading conditions, adjacent to the garage. The impact of raised ground floors varies significantly throughout the study area. Historically, buildings were constructed on wider lots. This produced lower building heights and wider building frontages with landscaped berms, a small number of steps to the front door and, in some instances, an open or partially enclosed front

porch. This mitigates the visual impact of integral garages, and establishes a direct interface and positive relationship between the building, the front yard, and the adjacent street.

More recently, buildings have been constructed on narrower lots. This has produced taller building heights and narrower building frontages, with a significant number of steps to the front door and, in some instances, an open or partially enclosed front porch. This exacerbates the visual impact of integral garages, establishes a less direct interface and weaker relationship between the building, the front yard, and the adjacent street.

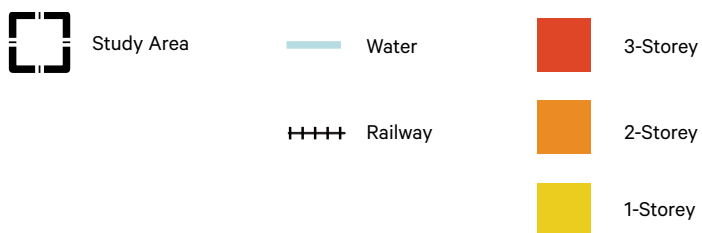
Building Heights

Throughout the study area, all properties contain building heights which range between 1 and 2 storeys. However, the perception of building height varies significantly. Properties located along the east side of Old Main Street are generally characterized by 1 storey dwellings, which reflect the study area's traditional cottage character, and the nature of post-war veterans housing. However, a small number of these properties contain buildings with a partial 2nd storey. Some of these are vertical additions to traditional 1 storey cottages, while others were purpose built. In contrast, properties located along the west side of Old Main Street contain a greater mix of 1 and 2 storey buildings, with a significant number of partial or full 2nd storeys.

The perception of building height along the west side of Old Main Street, and the unbalanced nature of building height between the west and east side of the street, is exacerbated due to the presence of significant topographical features, and the prevalence of integral front garages.



Figure 8: Existing Building Height - Old Main Street Study Area



SPATIAL AND CHARACTER ANALYSIS

Roofs

Throughout the study area, the majority of properties contain buildings with pitched gable, hipped, or hybrid gable-hipped roofs. Front to back pitches and side to side pitches exist in equal proportion. In some instances, such buildings incorporate small dormer windows, and / or intermediate roof pitches above the ground floor. The study area does not incorporate flat roof buildings.

Building Materials

Throughout the study area, buildings are primarily clad in wooden or vinyl siding, brick masonry, or a combination of the two. A small number of older buildings, located at the southern-most extent of the study area, have been clad in white stucco for the purpose of encasing and protecting their original brick facades.

Wooden and vinyl siding is primarily comprised of horizontal bevel, tongue-and-groove, or shiplap patterns, as well as vertical board-and-batten patterns. White, blue and green siding is prevalent, with grey undertones consistent with the study area's heritage aesthetic. Brick masonry is primarily comprised of a traditional stretcher bond pattern. Red, brown and grey brick is prevalent.



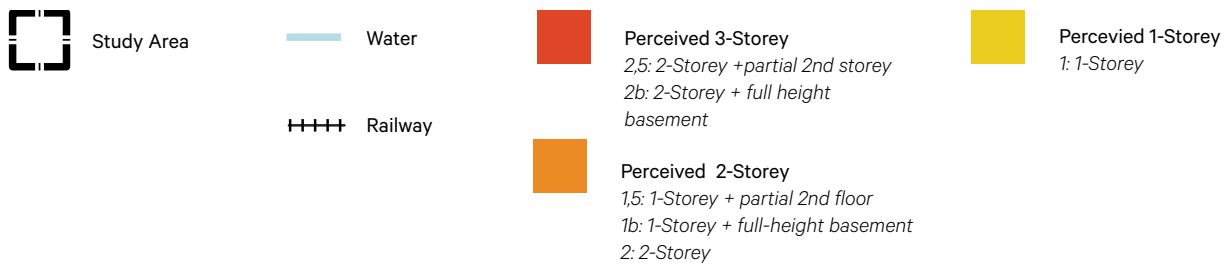
Example of an intermediate roof pitch above the entrance



Example of a pitched gable roof with dormers



Figure 9: Perceived Building Height - Old Main Street Study Area



3.0 DEVELOPMENT ANALYSIS

The character of the Old Main Street Neighbourhood has evolved incrementally through the introduction of new development. The rate and intensity of recent and ongoing development activity has been the subject of conflict within the local community. This has served as the impetus for Interim Control By-law 2017-25, and the Old Main Street Tertiary Plan Study. This section examines recent development trends, focusing on applications which have been submitted for review and evaluation, as well as preliminary concepts and ideas which have been discussed through pre-application meetings with Town Staff. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

3.1 172-178 Old Main Street

The site is comprised of two adjacent properties, which are located on the west side of Old Main Street, north of Bexhill Crescent. The properties are large and irregular in shape. A significant portion of the rear of each property contains a Natural Heritage System designation, as a result of significant topographical changes in excess of a 20 percent slope, and the presence of an existing Woodlot. The remainder of both properties, occupying the frontage along Old Main Street, contain a Stable Residential Area land use designation. Both properties are Zoned R1-B. The property at 172 Old Main Street contains a 1 ½ storey detached single family dwelling, while the property at 178 Old Main Street contains a 1 storey detached single family dwelling. Both dwellings were constructed between 1900 and 1950.

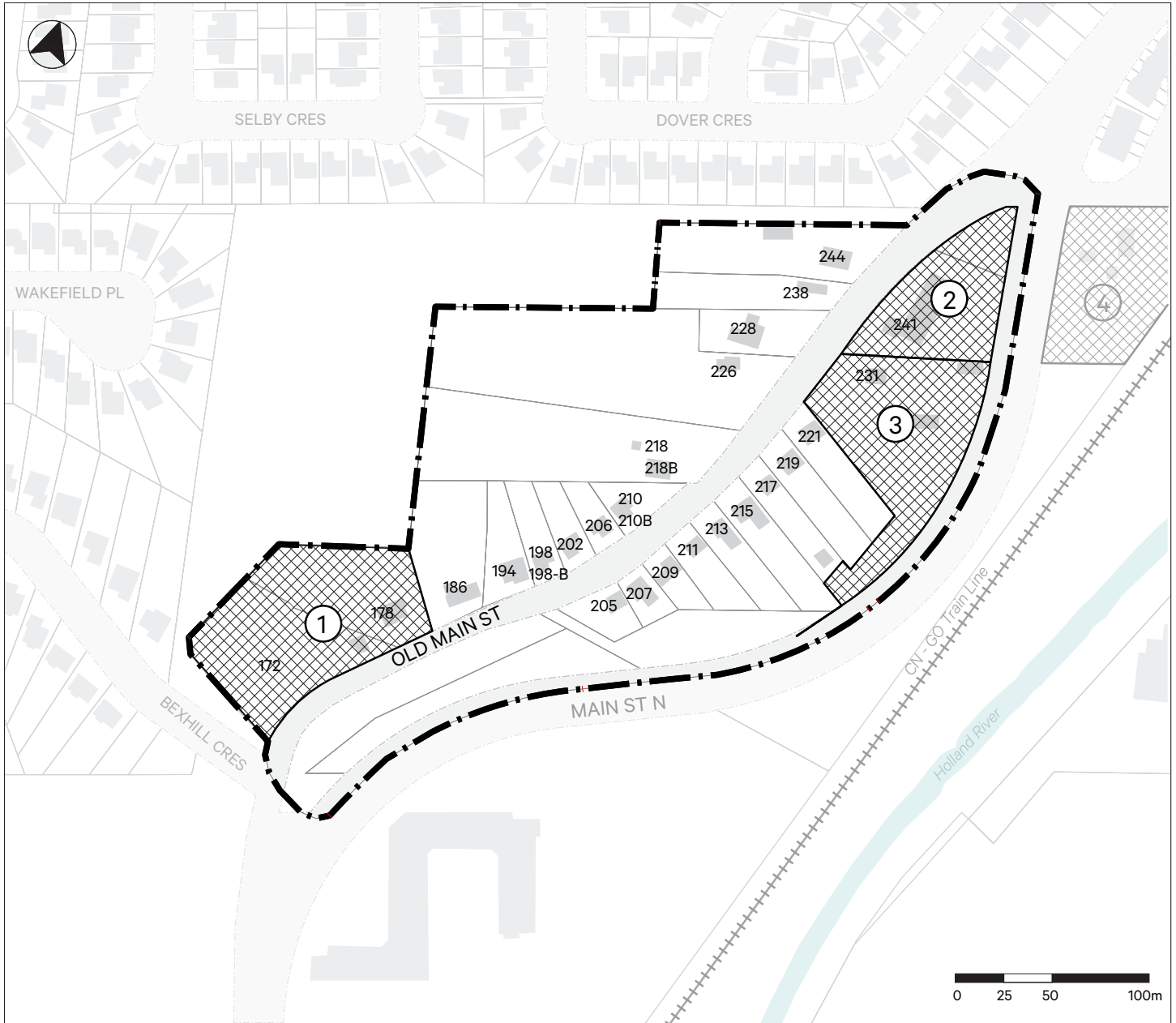
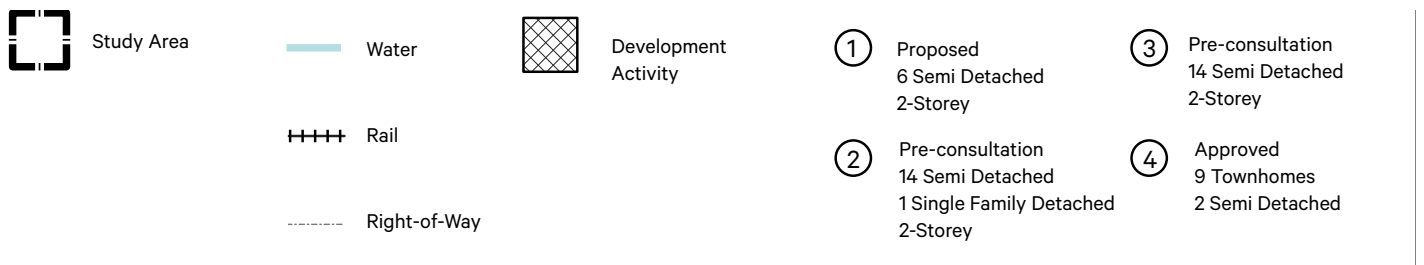


Figure 10: Development Activity - Old Main Street Study Area



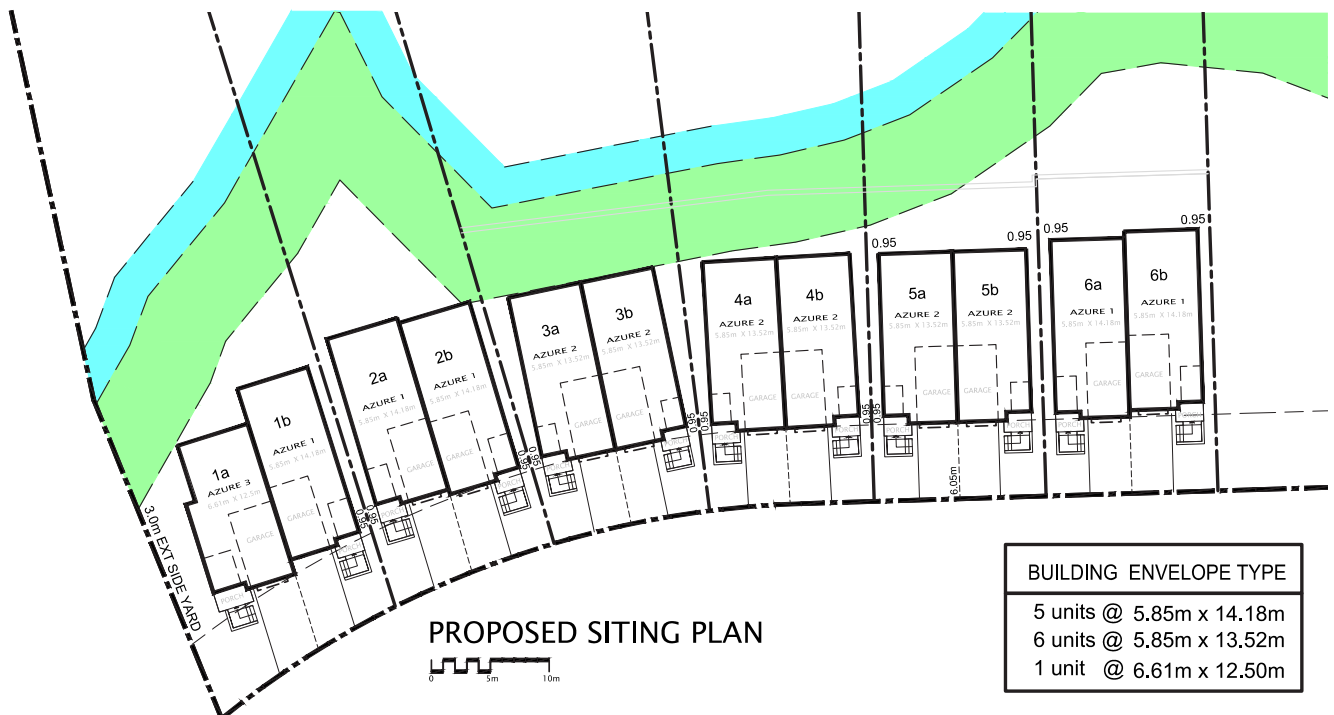
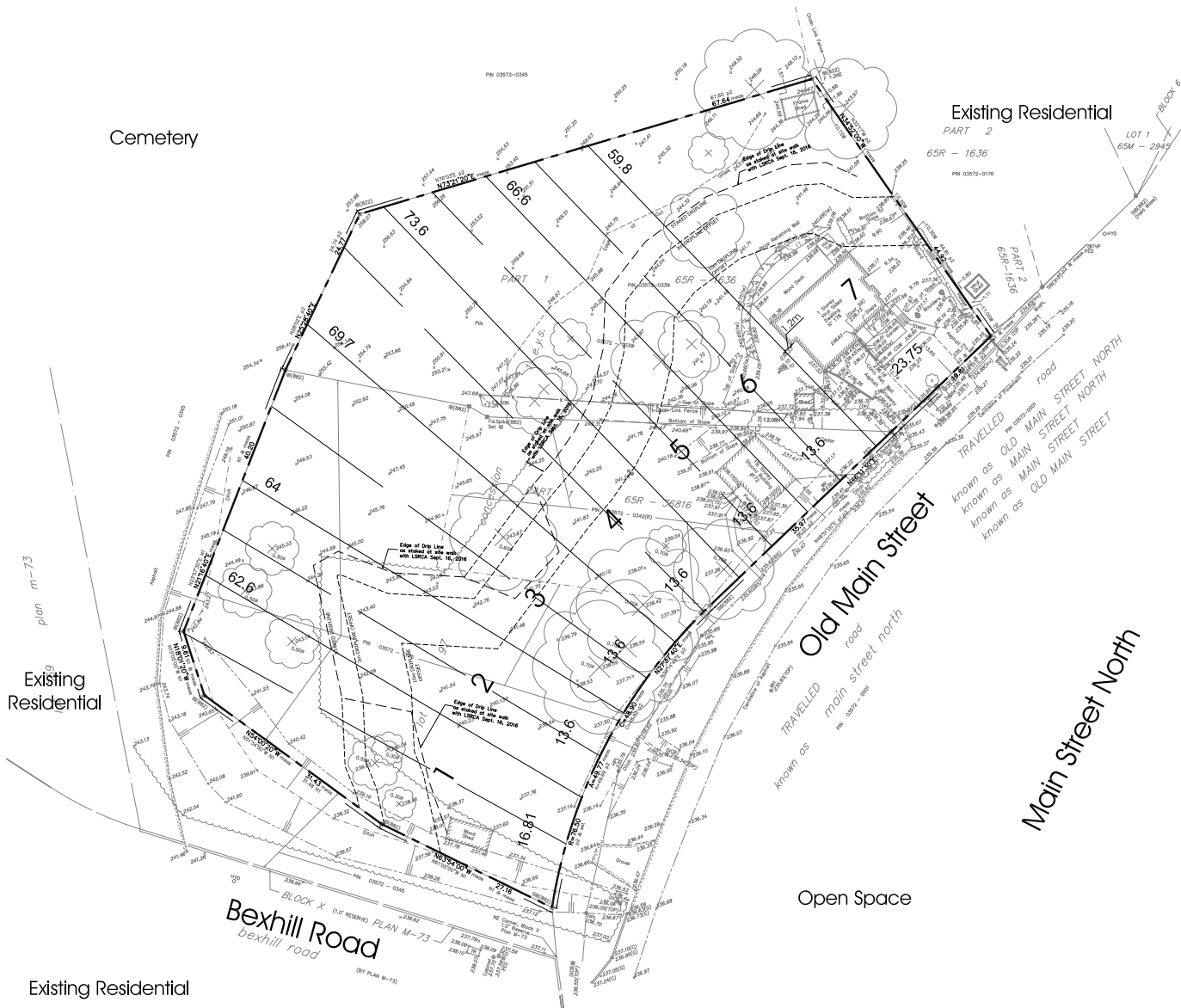



Figure 11a: Siting Plan - 72-178 Old Main Street, December 13, 2016



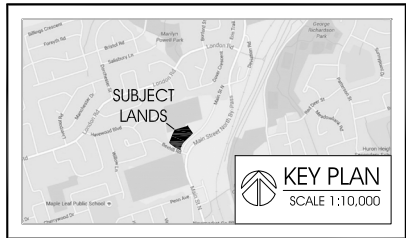
DRAFT PLAN OF SUBDIVISION
 172 & 178 OLD MAIN STREET
 PART OF LOT 97
 CONCESSION 1, EAST OF YONGE STREET
 (FORMERLY GEOGRAPHIC TOWNSHIP OF EAST GUILMURBY
 TOWN OF NEWMARKET
 REGIONAL MUNICIPALITY OF YORK



PREPARED BY: **land use planning consultants**
MSH BOUNDLESS INGENUITY

SCALE: 1:250
 DATE: December 1, 2016

PROJECT NO: A15-1526



SCHEDULE OF LAND USE

PROPOSED LAND USE	REFERENCE	FIELD	AREA
Lot 1 (Block 1) (Sheet)	101	113	294.5
Lot 2 (Block 1) (Sheet)	102	1201	1,201.0
Lot 7 (Block 1) (Sheet)	107	1,239	1,239.0
TOTALS	13	0	1,750.1

Figure 11b: Draft Plan of Subdivision - 172-178 Old Main Street December 1, 2016

DEVELOPMENT ANALYSIS

In December of 2016, Azure Homes submitted a Draft Zoning By-law Amendment and Draft Plan of Subdivision to permit the demolition of the existing detached single family dwelling at 172 Old Main Street, and the construction of 12 new side-side semi-detached dwellings, each with heights of 2 storeys. The proposal incorporates the subdivision of the existing properties into 6 new lots, each with a frontage of 13.6 metres, and depths ranging between 60 to 72.5 metres. The proposal incorporates front yard setbacks of 6 metres, interior side yard setbacks of 0.95 metres, an exterior side yard setback of 3 metres from Bexhill Road, and varied rear yard setbacks. Portions of the proposed development directly abut the 1 metre dripline offset, associated with the adjacent Natural Heritage System and Woodlot. Each unit contains an integral garage, front porch, and raised ground floor.

3.2 231 Old Main Street

The site is comprised of one property, which is located on the east side of Old Main Street, near Main Street North. The property is large and irregular in shape. A significant portion of the rear of the property is located within the Floodplain associated with the Holland River. The property contains a Stable Residential Area land use designation, and is Zoned OS-2, and falls within the FP-NH Zone overlay. It contains three existing buildings, including a 2 storey detached single family dwelling, and a set of two 1 storey accessory buildings. The primary building was constructed between 1900 and 1950.

In 2017, Town Staff conducted a pre-consultation meeting with the land owner, during which a concept plan was presented. The concept envisions the demolition of the existing detached single family dwelling and accessory buildings, and the construction of semi-detached dwellings. Each unit would be oriented toward a central private condo road, which would run in an east-west direction, perpendicular to Old Main Street. A small swath of land adjacent to Old Main Street has been identified as a potential outdoor amenity space.



Existing development at 231 Old Main Street



Existing development at 231 Old Main Street

DEVELOPMENT ANALYSIS

3.3 241 Old Main Street

The site is comprised of one property, which is located immediately north of 231 Old Main Street, on the east side of Old Main Street, adjacent to Main Street North. The property is large and triangular in shape. It contains a Stable Residential Area land use designation. The southern-most portion of the property is Zoned R1-B-3, whereas the northern-most portion is Zoned R1-C. The entire property falls within the FP-NH Zone overlay. It contains one existing building, including a very large 1 storey detached single family dwelling, which has been converted from a former commercial use. The building was constructed between 1980 and 1990.

In 2017, Town Staff conducted a pre-consultation meeting with the land owner, during which a concept plan was presented. The concept envisions the demolition of the existing detached single family dwelling, and the construction of a detached single family dwelling at the northern termination of the property, in addition to semi-detached dwellings. With the exception of the new detached single family dwelling, which is oriented toward Old Main Street, each unit would be oriented toward a central private condo road, which would run in an east-west direction, perpendicular to Old Main Street.



Existing development at 241 Old Main Street

3.4 Real Estate Activity

In addition to recent and ongoing development activity, the property at 226 Old Main Street has been listed for sale, and has been marketed as an important component of a larger potential land assembly opportunity. Furthermore, the owner of 218 Old Main Street has expressed an interest in selling their property and is under contract, and the owners of 228, 238 and 244 Old Main Street have been approached regarding their interest in participating in a larger land assembly opportunity with 218 and 226 Old Main Street. Combined, these sites form a contiguous site which occupies roughly 50% of the land area along the west side of Old Main Street.

4.0 POLICY AND REGULATORY ANALYSIS

The character of the Old Main Street Neighbourhood has been influenced by a hierarchy of provincial, regional and municipal policies and regulations, which will continue to inform future development patterns. These include the Provincial Policy Statement, the Provincial Growth Plan, the Regional and Municipal Official Plans, Municipal Secondary Plans, the Municipal Zoning By-law, and other planning studies and initiatives. This section examines these policies and regulations in detail. Key findings will inform the preparation of the Old Main Street Tertiary Plan.

4.1 Provincial Policy Statement (2014)

Overview

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the PPS are complemented by provincial plans and locally-generated policies regarding matters of municipal interest. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term. Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may also affect planning matters, and assist in implementing these interests.

Healthy, Liveable and Safe Communities

The study will address the potential to enhance the health, liveability and safety of the subject lands. With respect to health, liveability and safety, Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (1.1.1(a))
- Accommodating an appropriate range and mix of residential, recreation, park and open space, and other uses to meet long-term needs. (1.1.1(b))
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs. (1.1.1(e))
- Ensuring that necessary infrastructure are or will be available to meet current and projected needs. (1.1.1(g))

Settlement Areas

The study will address the potential for future intensification and redevelopment within the subject lands, which are located within the settlement area of the Town of Newmarket. Policy 1.1.3 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on:

- Densities and mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transit-supportive, where transit is planned, exists or may be developed. (1.1.3.2(a))

Housing

The study will address the potential for housing diversification within the subject lands. With respect to housing, Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (1.4.3(c))
- Promoting densities for new housing throughout the municipality which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. (1.4.3(d))

Infrastructure

The study will incorporate a comprehensive review and analysis of existing infrastructure systems, in order to determine the need for improvements and expansion to existing infrastructure systems. With respect to infrastructure, Policy 1.6.1 states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

Planning for infrastructure shall be coordinated and integrated with land use planning so that they are:

- Financial viable over their life cycle, which may be demonstrated through asset management planning. (1.6.1(a))
- Available to meet current and projected needs. (1.6.1(b))

Additionally, Policy 1.6.2 states that planning authorities should promote green / natural infrastructure to complement other forms of municipal infrastructure.

Sewage, Water and Stormwater

The study will incorporate a comprehensive review and analysis of existing water and wastewater systems, in order to determine the need for improvements and expansion to existing municipal services. This may include the conversion of existing private communal wastewater systems. It will also incorporate a comprehensive review and analysis of existing stormwater conditions, in order to determine the need for improvements and expansion of existing stormwater management systems. With respect to sewage, water and stormwater, Policy 1.6.6.1 states that planning for sewage and water services shall:

POLICY AND REGULATORY ANALYSIS

- Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services; and private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available. (1.6.6.1(a))
- Ensuring these systems are provided in a manner that can access the water resources upon which such services rely; is feasible, financially viable and complies with all regulatory requirements; and protect human health and the natural environment. (1.6.6.1(b))
- Integrate servicing and land use considerations at all stages of the planning process. (1.6.6.1(d))

Policy 1.6.6.7 states that planning for stormwater management shall:

- Minimize, or, where possible, prevent increases in contamination loads. (1.6.6.7(a))
- Minimize changes in water balance and erosion. (1.6.6.7(b))
- Not increase risk to human health and safety and property damage. (1.6.6.7(c))
- Maximize the extent and function of vegetative and pervious surfaces. (1.6.6.7(d))
- Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development. (1.6.6.7(e))

4.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017)

Overview

Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is the Government of Ontario's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Places to Grow Act (2005) enables the development of regional growth plans that guide government investments and land use planning policies. The Growth Plan (2006) was the first growth plan to provide a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth throughout the Greater Golden Horseshoe. It established the long-term framework for where and how the region would grow, while recognizing the realities facing our cities and smaller communities, and acknowledging what governments can and cannot influence. It also demonstrated leadership for improving the ways in which our cities, suburbs, and villages will grow over the long-term.

Since the introduction of the Growth Plan (2006), the region has seen a shift to more compact development patterns, a greater variety of housing options, more mixed-use development in Urban Growth Centres and other Strategic Growth Areas, and greater integration of transit and land use planning. Despite these early successes, there is still more work to do. Now is the time to build on the progress that has been made towards the achievement of complete communities that are compact, transit-supportive, and make efficient use of investments in infrastructure and public service

facilities. At the same time, the Growth Plan will continue to ensure protection of our agricultural and natural areas, and support climate change mitigation and adaptation as Ontario moves toward the long-term goal of net-zero communities. The Growth Plan (2017) builds upon the success of the initial Growth Plan (2006), and responds to the key challenges that the region continues to face over the coming decades with enhanced policy directions.

Managing Growth

The study will address the potential for intensification and redevelopment within the subject lands, as part of the broader growth management policies of the Town of Newmarket. With respect to growth management, Policy 2.1.1 states that forecasted growth to the planning horizon will be allocated based on the following:

- Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities. (2.2.1(2)(c))
- Development will be generally directed away from hazardous lands. (2.2.1(2)(d))
- Applying the policies of the Plan will support the achievement of complete communities that:
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities. (2.2.1(4)(a))
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes. (2.2.1(4)(b))

POLICY AND REGULATORY ANALYSIS

- Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. (2.2.1(4)(c))
- Ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. (2.2.1(4)(e))
- Mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities. (2.2.1(4)(f))
- Integrate green infrastructure and low impact development. (2.2.1(4)(g))

Delineated Built-Up Areas

The study will address the potential for intensification and redevelopment within the subject lands, which are located within the delineated built-up area of the Town of Newmarket. With respect to delineated built-up areas, Policy 2.2.2 states that:

- by the year 2031, and for each year thereafter, a minimum of 60 percent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area. (2.2.2(1))
- by the time of the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 percent of all residential development occurring annually within each upper-or single-tier municipality will be within the delineated built-up area. (2.2.2(2))

Policy 2.2.2 states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas. Within the context of this study, this is being achieved through the preparation of a Secondary Plan. The policy seeks to:

- Encourage intensification generally to achieve the desired urban structure. (2.2.2(4)(a))
- Identify the appropriate type and scale of development and transition of built form to adjacent areas. (2.2.2(4)(b))
- Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities. (2.2.2(4)(d))
- Prioritize planning and investment in infrastructure and public service facilities that will support intensification. (2.2.2(4)(e))
- Be implemented through Official Plan policies and designations, updated Zoning and other supporting documents. (2.2.2(4)(f))

Housing

The study will address the potential for housing diversification within the Town. With respect to housing, Policy 2.2.6 states that municipalities will support the achievement of complete communities by:

- Planning to accommodate forecasted growth to the horizon of the plan. (2.2.6(2)(a))
- Planning to achieve the minimum intensification and density targets of the plan. (2.2.6(2)(b))
- Considering the range and mix of housing options and densities of the existing housing stock. (2.2.6(2)(c))
- Planning to diversify the overall housing stock across the municipality. (2.2.6(2)(d))

Water and Wastewater Systems

The study will incorporate a comprehensive review and analysis of existing water and wastewater systems, in order to determine the need for improvements and expansion to existing municipal services. This may include the conversion of existing private communal wastewater systems. With respect to water and wastewater systems, Policy 3.2.6 states that:

- Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:
 - Opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management. (3.2.6(2)(a))
 - The system will serve growth in a manner that supports achievement of the minimum intensification and density targets of the Plan. (3.2.6(2)(b))

- Protect the quality and quantity of water by assessing existing stormwater facilities and systems. (3.2.7(1)(b))
- Characterize existing environmental conditions. (3.2.7(1)(c))
- Examine the cumulative environmental impacts of stormwater front existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies. (3.2.7(1)(d))
- Incorporate appropriate low impact development and green infrastructure. (3.2.7(1)(e))
- Identify the need for stormwater retrofits, where applicable. (3.2.7(1)(f))
- Include an implementation and maintenance plan. (3.2.7(1)(g))

Stormwater Management

The study will incorporate a comprehensive review and analysis of existing stormwater conditions, in order to determine the need for improvements and expansion of existing stormwater management systems. With respect to stormwater management, Policy 3.2.7 states that:

- Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:
 - Are informed by watershed planning. (3.2.7(1)(a))

POLICY AND REGULATORY ANALYSIS

4.3 York Region Official Plan (2010)

Overview

With a population of 1,156,000 residents as of 2015, the Regional Municipality of York is the third-largest municipality in Ontario and the sixth-largest in Canada. Ranked as Canada's fastest-growing large municipality, managing growth over the coming decades is of paramount importance. York Region is forecast to reach 1,790,000 residents and 900,000 jobs by 2041.

The York Region Official Plan (2010) describes how York Region plans to accommodate future growth and redevelopment while meeting the needs of existing residents and businesses. It sets out directions and policies that guide economic, environmental and community planning decisions.

Regional Structure

The study area is located within the Urban Area of York Region, as illustrated on Map 1 – Regional Structure. Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Within the Town of Newmarket's existing residential areas, which include the study area, intensification is envisioned to occur through local infill development, and the introduction of secondary suites.

Davis Drive, which is approximately a 10 minute walk south of the study area, is identified as a Regional Corridor, as illustrate on Map 1 – Regional Structure. Regional Corridors are intended to be planned to function as urban main streets that have a compact, mixed use, well designed, pedestrian-friendly and transit-oriented built form. The most intensive and widest range of uses within the Regional Corridors is to be directed to intensification areas identified in local

Official Plans / Secondary Plans. Intensification areas as identified by the local municipality may include lands within a reasonable and direct walking distance from select rapid transit stations, immediately adjacent to transit stations and terminals, including GO transit, and large and/or contiguous properties that are under-utilized, and are appropriate and desirable locations for intensification. Within the context of the study area, the lands surrounding the intersection of Main Street North and Davis Drive, which incorporate Newmarket GO Station, a VIVA bus rapid transit stop, and large and contiguous properties, has been identified as an intensification area within the Town of Newmarket Urban Centres Secondary Plan.

Regional Greenlands System

Portions of properties at 205, 207, 209, 211, 213, 215, 217, 219, 211, and 231 Old Main Street, all of which are located along its eastern frontage, are partially located within the Regional Greenlands System, as illustrated on Map 2 – Regional Greenlands System. The policies of the Plan are designed to identify, protect and enhance the Regional Greenlands System as a permanent legacy for York Region. The policies protect key natural heritage features and key hydrologic features and the adjacent lands necessary to maintain these features in a linked system. The policies also aim to provide opportunities for passive recreation in a future Regional Trail System.

Active Transportation System

The study area is located adjacent to the Tom Taylor Trail and associated Nokiidaa Bicycle Trail, which are situated along either side of the east branch of the Holland River. This existing trail network forms part of a planned Lake to Lake Route, as illustrated on Map 10 – Regional Cycling Network, which is envisioned to connect Lakes Simcoe and Ontario.

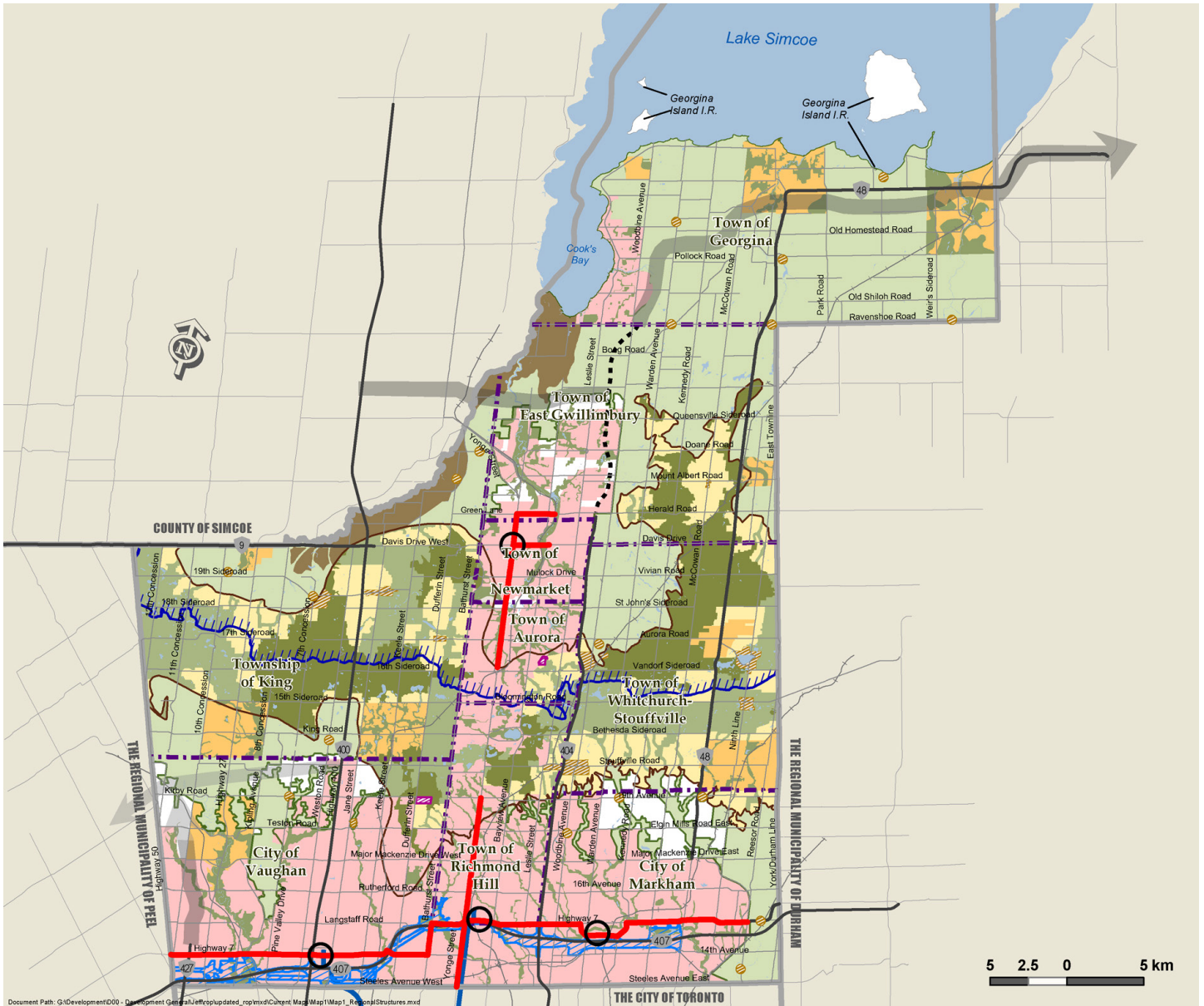


Figure 14: Regional Structure Plan (Map 1) - York Region Official Plan

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> Regional Centre Regional Corridor Subway Extension Urban Area Towns and Villages Regional Greenlands System (Schematic, See Map 2 for details) Oak Ridges Moraine Conservation Plan Oak Ridges Moraine Boundary Natural Core Area Designation Natural Linkage Area Designation Countryside Area Designation/Hamlet | <ul style="list-style-type: none"> Greenbelt Plan Greenbelt Plan Area Boundary Greenbelt Protected Countryside/Hamlet Holland Marsh Specialty Crop Area Area Subject to the Lake Simcoe Protection Plan Parkway Belt West Plan Ministers Decision on ORMCP Designation Deferred Provincial Highways Existing Controlled Access Highway Under Construction | <ul style="list-style-type: none"> Planned Corridors - Transportation Proposed - EA approved Conceptual - Alignment Not Defined Municipal Boundary Regional Boundary |
|---|---|--|

POLICY AND REGULATORY ANALYSIS

York Region is committed to implementing a comprehensive, active transportation network. The policies of the Plan focus on trip reduction, providing transportation choices and a shift to more sustainable modes of transportation such as walking, cycling and transit. Active transportation provides significant environmental, health and economic benefits, including reduced traffic congestion, improved air quality, reduced infrastructure and user costs, and increased street safety. Improving opportunities or active transportation such as walking and cycling and reducing automobile traffic can help make communities more liveable. This can be achieved by creating an environment that is pleasant and safe with less noise and pollution. This can help to encourage more social interaction within a neighbourhood and create a stronger sense of community.

Regional Transit System

The study area is situated between Newmarket GO Station and East Gwillimbury GO Station, and is located north of Davis Drive, which is identified as a Rapid Transit Corridor, as illustrated on Map 11 – Regional Transit Network. The policies of the Plan aim to establish an expanded, comprehensive and interconnected public transit system, both to reduce vehicular traffic and to provide access to jobs and services. A well-integrated public transit system in York Region is essential to enhancing the quality of life of residents and workers.

Street Network

The study area is situated adjacent to Main Street North, which is a Regional Street with a planned right-of-way width of up to 20 metres, as illustrated on Map 12 – Street Network. The street network in York Region is composed of a system of urban and rural streets, and highways owned and operated by local municipalities, the Region, and the Province. The street network is an essential component of the Region's overall transportation network. The policies of the Plan direct Regional streets to accommodate a wide variety of uses including pedestrian, cycling, transit, automobile and goods movement. There is also a strong focus on the relationship between transportation and urban form. Where streets travel through urban communities, streetscapes are to be designed to encourage walking, cycling and transit use. Effective urban form is also essential in creating vibrant streetscapes that will attract commerce and enhance recreational use.

4.4 Town of Newmarket Official Plan (2016 Office Consolidation)

Overview

The Town of Newmarket Official Plan (2006) is the Town's land use planning and policy document. Its general purpose is to establish land use designations and policies for the physical development and redevelopment of the Town having regard to social, economic and environmental matters, in conformity with the policies of the York Region Official Plan, Growth Plan, and Provincial Policy Statement.

Official Plans are regulated by Section 17 of the Ontario Planning Act. Official Plan policies are adopted by Council to define basic goals, objectives, and directions for the coordinated growth and development of the Town. It identifies the planned municipal structure and provides the framework for municipal regulations including zoning by-laws, site plan approval, and the subdivision of land. The Official Plan also contains maps which designate land uses and which help guide municipal decisions on public facilities and services such as transportation, roads, parks, and infrastructure. It also encourages the preservation of lands, buildings, or structures having environmental, historic or architectural value.

Urban Structure

All properties within the study area are subject to the Residential Areas land use category, as outlined in Section 3.0 of the Official Plan – Urban Structure. The majority of land within the Town is designated as Stable Residential Areas, recognizing the existing neighbourhoods. Neighbourhoods that had not been built in 2006 are designated as Emerging Residential Areas. The policies of the Official Plan protect the

stability of the Stable Residential Areas and ensure that new development is compatible with the existing character of the neighbourhood. Emerging Residential Areas are greenfield lands generally outside the urban areas that were planned for housing.

Stable Residential Areas currently have a mix of housing forms including rowhouses, townhouses, duplexes, fourplexes, apartments and other multi-unit buildings. The policies of the Official Plan direct new higher density development to the Urban Centres and the Emerging Residential Areas, where appropriate, in order to manage change in a manner that will maintain neighbourhood character. Should opportunities for intensification occur in the Stable Residential Areas, in accordance with Section 3.9 of the Official Plan - Intensification, the policies of the Official Plan will ensure that the character of the neighbourhoods is preserved in accordance with the policies of the Official Plan.

The focus of future intensification is directed to the Urban Centres. Limited intensification is permitted in Stable and Emerging Residential Areas in a form and location that will maintain the residential character and amenities. Limited convenience commercial and institutional uses that are compatible with the residential neighbourhood are permitted in Residential Areas.

Residential Areas - All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to the following Residential Areas policies:

- All residential development shall be developed or maintained on full municipal sanitary sewer, water supply and storm sewer services. (3.1(1))
- The primary permitted uses shall generally be limited to low density housing such as single-detached and semi-detached dwellings. The

POLICY AND REGULATORY ANALYSIS

secondary and/or complementary permitted uses include those local institutional uses serving the immediate area such as elementary schools, group homes and special needs housing. In addition, home occupations, accessory dwelling units in single-detached and semi-detached dwellings, and convenience commercial uses are permitted. Conservation uses, parks and open spaces are also permitted in Residential Areas. (3.1(2) / OPA#4, By-law 2010-13)

Land Use

Stable Residential Areas - All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to the a Stable Residential land use designation, as illustrated on Schedule A – Land Use. As outlined in Section 3.2, the objective of the Stable Residential Areas policies is to sustain and enhance the character and identity of existing residential communities; and encourage the preservation and maintenance of the Town’s existing housing stock, supplemented by various forms of residential intensification such as infilling and the creation of accessory dwelling units. As such, all properties within the study area are subject to the following Stable Residential Areas policies:

- The predominant use of land in Stable Residential Areas shall generally reflect the residential built forms that are existing as of the adoption of this Plan by Council. (3.2.2(1))
- Single-detached and semi-detached dwellings are permitted residential forms within the Stable Residential Areas. (3.2.2(2))

Intensification within Stable Residential Areas

– All privately owned properties within the study area, including 172 through 244 Old Main Street, are subject to policies regarding Intensification within stable Residential Neighbourhoods. As outlined in Section 3.9(1), the forms of intensification permitted within Stable Residential Areas are accessory dwelling units and infill units through the creation of new lots consistent with the size and form of housing in the neighbourhood as a whole. Standards for accessory units and infill lots will be established in the Zoning By-law and shall be consistent with Section 3.7 – Accessory Dwelling Units, Section 16.1.2 - Subdivision Control, and Section 16.1.5 – Consents. The creation of new lots for the purposes of infilling shall be permitted subject to compatibility with the scale of the surrounding neighbourhood, the physical suitability of the site to accommodate the proposed infill housing, availability of hard services and road access requirements.

Accessory Dwelling Units - All privately owned properties throughout the study area, including 172 through 244 Old Main Street, are subject to the following Accessory Dwelling Unit policies:

- Accessory dwelling units are permitted as of right in single-detached and semi-detached residential dwellings subject to the following criteria: (3.7(1))
 - One accessory unit per dwelling unit; (3.7(1.a))
 - Compliance with the provisions of the Ontario Building Code, Fire Code, Town of Newmarket Zoning By-law, Town of Newmarket Property Standards By-law, Regional Municipality of York Health Standards By-law, and all other relevant government standards; (3.7(1.b))

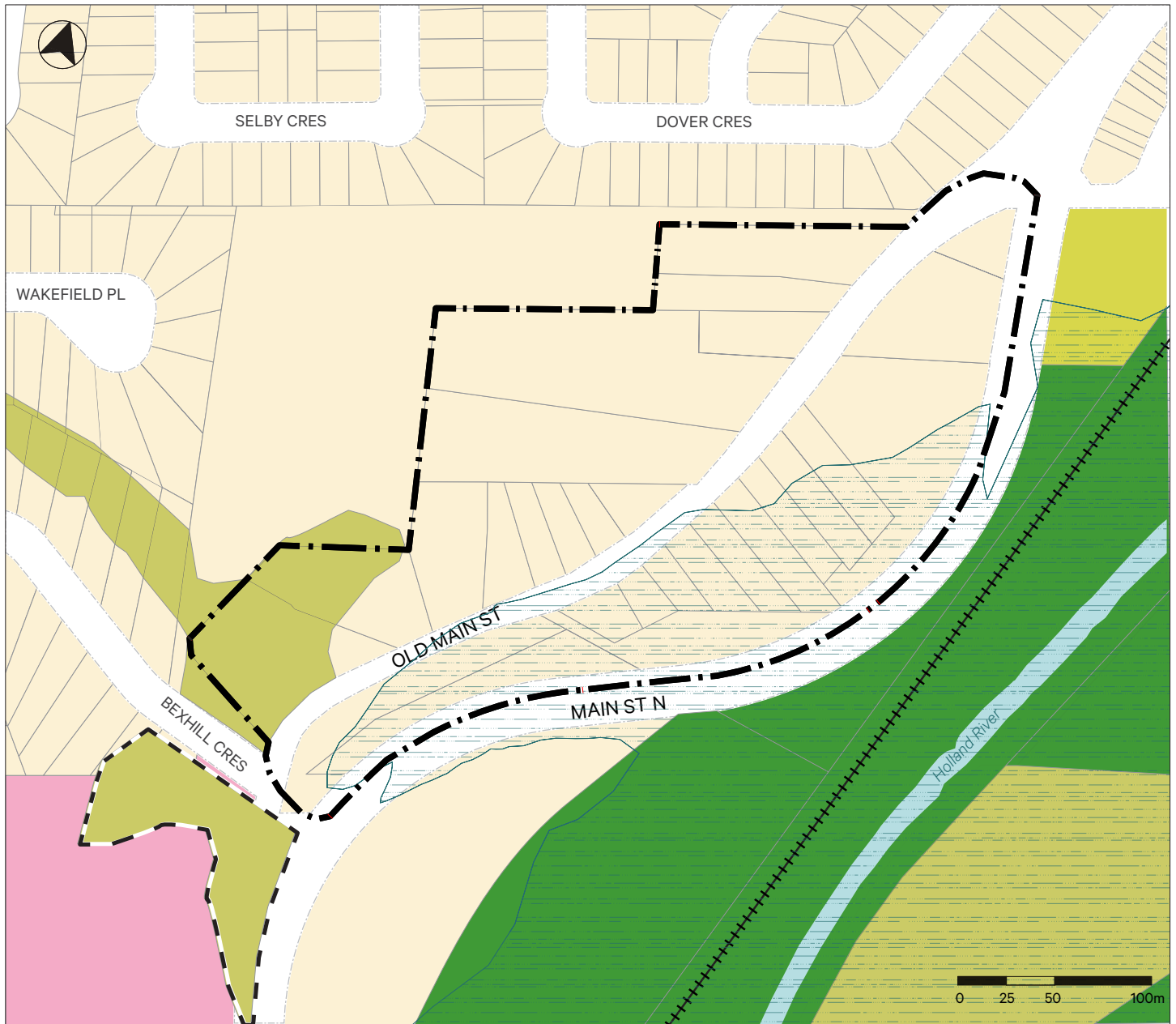
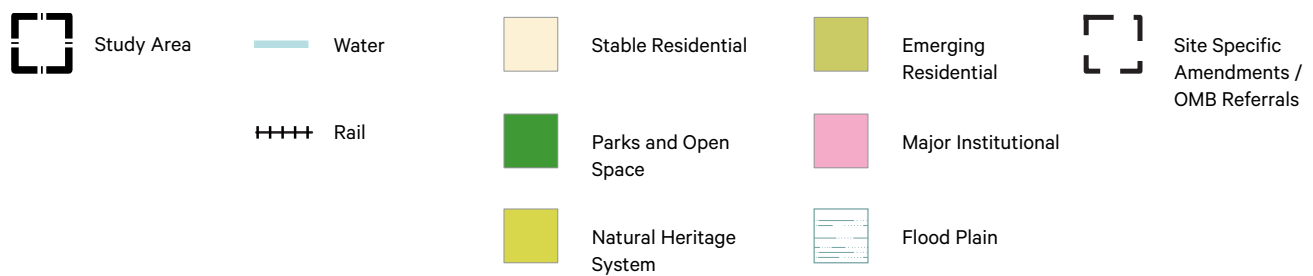


Figure 15: Land Use Designations - Old Main Street Study Area



POLICY AND REGULATORY ANALYSIS

- Shall be secondary to the main / primary dwelling unit; and (3.7(1.c))
- The property is registered in accordance with the Town of Newmarket's By-law for the Registration of Two Unit Houses.

- and wildlife connecting many parts of the Town. (9.1(b))
- Preserve and enhance all elements of the Natural Heritage System. (9.1(c))
- Maintain and enhance the ecological functions of the Natural Heritage System, and encourage the restoration and enhancement of its functions where possible. (9.1(d))
- Preserve the cultural heritage aspects of the Natural Heritage System in addition to the ecological functions. (9.1(e))
- Protect the Natural Heritage System from the negative effects of development through the use of appropriate management and mitigative techniques. (9.1(f))

Natural Heritage System and Floodplain Lands

Natural Heritage System - Protection and enhancement of the Natural Heritage System is one of the Official Plan's core goals. The Natural Heritage System includes meadows, woodlots, watercourses and wetlands. These features are considered locally significant and will be protected. The policies for floodplains in the Official Plan along with the regulations of the Lake Simcoe Region Conservation Authority shall also apply as part of the Natural Heritage System.

To protect the Natural Heritage System, land use designations will be required to consider the cumulative impact beyond a subject site. Any development adjacent to a Natural Heritage feature will require an Environmental Impact Study (EIS) to ensure that there are no negative impacts on the natural feature and its functions.

Portions of properties at 172 and 178 Old Main Street contain a Natural Heritage System designation, as illustrated on Schedule B – Land Use. As outlined in Section 9.1, the objective of the Natural Heritage System policies is to:

- Preserve the Town's woodlots as they are part of the Town's cultural heritage and a valuable resource, providing wildlife habitat and recreational opportunities. (9.1(a))
- Use the valleylands and Floodplain areas of the East Holland River and its tributaries to provide a linked natural open space system for residents

Portions of properties at 172 and 178 Old Main Street, which contain a Natural Heritage System designation, are subject to the following Natural Heritage System policies:

- The Natural Heritage System is made of three designations – Meadows, Woodlots and Wetlands. These features shall be protected and, where possible, enhanced. In addition to the policies of the Official Plan regarding Floodplains, the Floodplain is also subject to the regulations of the Lake Simcoe Region Conservation Authority. (9.2(1))
- Development and site alterations shall not be permitted within a Meadow, Woodlot or Wetland. In addition, development and site alterations shall not be permitted on lands adjacent to a Meadow, Woodlot or Wetland, unless the ecological attributes and function(s) of the adjacent lands have been evaluated through an EIS and it has been demonstrated that there will be no negative

impacts on natural features or ecological functions. Adjacent lands are considered to be those lands within 50 metres of a Meadow, Woodlot or Wetland. (9.2(3), OPA #7, By-law 2012-42)

- Watercourses shall require the establishment and maintenance of a natural vegetative buffer measuring, at a minimum, 15 metres from a warm water stream and 30 metres from a cold water stream, adjacent to either side of the watercourse. As the presence of the Floodplain or a steep slope may influence the width of the setback from the watercourse, the Town and/or proponent will consult with the LSRCA to establish the top-of-bank or Floodplain boundary and may require different buffer widths than specified above. (9.2(3))
- Restrictions shall be applied through the provision of the Municipal Act, as well as zoning, subdivision agreements and/or site plan approval to prevent the removal of trees, sod, turf and soil, as well as the depositing of fill in areas designated as part of the Natural Heritage System and/or Parks and Open Space. The disturbance of natural topographic features shall be minimal. (9.2(4))
- Should Areas of natural or Scientific Interest (ANSIs) or the significant habitat of endangered or threatened species be identified in the future by the Ministry of Natural Resources, development and site alterations will not be permitted on those lands. (9.2(5))
- Public access facilities such as paved and unpaved trails, walkways, and boardwalks are permitted in all features provided they are constructed and placed in a manner that has no negative impact on the function of the feature. (9.2(6))

- In accordance with the Town's Tree Preservation, Protection, Replacement and Enhancement Policy, tree planting and tree preservation will occur so that all areas of the Town are provided with a sufficient number of trees to maintain a high standard of amenity and appearance. (9.2(7))
- Holland River acts as a connection between the provincial Greenbelt Plan's Natural System and the local, regional and broader scale natural heritage systems and is a key component to the long-term health of the Natural Heritage System. Any development and site alteration in or abutting the Holland River valley shall be in accordance with Policy 3.2.5 of the Provincial Growth Plan.

Woodlots – Woodlots are an important natural heritage features in Newmarket. As the existing forest cover is relatively low, and with the Town approaching full build-out, it is important to protect the existing Woodlots. They provide habitat for forest-dependent plants and animals, help regulate temperature, reduce air pollutants, reduce soil erosion, contribute to the aesthetic value of the Town and offer passive recreational opportunities.

Portions of properties at 172 and 178 Old Main Street, which contain a Natural Heritage System designation, also contain a Woodlot designation and are subject to the following policies:

- Development and site alterations are not permitted in Woodlots. (9.3.2(1))
- Development adjacent to any Woodlot shall be carried out in a manner that encourages the protection and management of the Woodlot. Special design and siting practices for buildings

POLICY AND REGULATORY ANALYSIS

and structures will be employed that maximize the protection of Woodlots. A minimum 10 metre buffer will be provided between all Woodlots and any proposed development. This buffer will be comprised of a 3 metre wide strip from the tree dripline to the rear lot line, to be maintained in a naturally vegetated state, plus a 7 metre setback (within the lot) to the nearest building or structure. No grading is to occur within 3 metres of the dripline. Where an EIS concludes that a greater buffer be established, that buffer shall apply. (9.3.2(2))

Floodplain and Hazard Lands – The Floodplain and Hazard Lands include all lands that are subject to erosion, steep slopes, unstable soils as well as flooding, commonly referred to as the Floodplain. The regulation mapping of the Lake Simcoe Region Conservation Authority reflects the combination of these natural hazards and should be used for detailed mapping purposes. (OPA#4, By-law 2010-13)

Portions of properties at 205, 207, 209, 211, 213, 215, 217, 219, 211, and 231 Old Main Street, all of which are located along its eastern frontage, contain a Floodplain designation, as illustrated on Schedule B – Natural Heritage System, and are subject to the following policies:

- Floodplain and Hazard Lands shall contribute the area adjoining a watercourse defined by the Regulatory Flood and other natural hazards. The Regulatory Flood is the flood produced by Hurricane Hazel. The remaining natural hazards are based on the combined influence of toe erosion allowance, stable slope allowance, erosion access allowance, and meander allowance. The regulation mapping of the Lake Simcoe Region Conservation Authority identifies the precise location of these hazardous areas being the combination of the floodplain and hazard lands.

Alternatively, these hazardous areas can be delineated through site specific studies as part of development application. (10.2(1.a-d) / OPA#4, By-law 2010-13)

- Development will generally be directed to areas outside of the Floodplain and Hazard Lands. Development or re-development within these hazardous areas shall be regulated in accordance with Provincial hazard land policies and the regulations of the Lake Simcoe Region Conservation Authority. (10.2(2) / OPA#4, By-law 2010-13)
- No development other than those structures that are necessary for flood or erosion control, conservation purposes and uses of a passive non-structural nature as approved by Council in consultation with the Lake Simcoe Region Conservation Authority shall be permitted at elevations below the Regulatory Floodline. (10.2(3))
- An Amendment to the Official Plan is not required for minor adjustments to Floodplain boundaries that are deemed advisable by Council, in consultation with the Lake Simcoe Region Conservation Authority. (10.2(4))
- Where a request is made to develop lands within the Floodplain, Council shall consider the following:
 - The nature and severity of existing environmental hazards. (10.2(5.a))
 - The potential impact of those hazards. (10.2(5.b))
 - The proposed methods by which any potential impact may be overcome in a manner consistent with accepted engineering techniques and resource management practices. (10.2(5.c))

- The costs and benefits in monetary terms of any engineering works and/or resource management practices needed to overcome any potential impact. (10.2(5.d))
 - The recommendations of the Lake Simcoe Region Conservation Authority. (10.2(5.e))
 - The PPS as it relates to floodplain development. (10.2(5.f) / OPA#4, By-law 2010-13)
- There shall be no obligation on the part of the Town to acquire private lands within the Floodplain or Hazard Lands. (10.2(6) / OPA#4, By-law 2010-13)
 - The Zoning By-law shall provide for adequate setbacks for new buildings and structures within, or adjacent to the Floodplain and/or Hazard Lands. The setbacks shall be established from the boundaries of the Floodplain and/or Hazard Lands in accordance with the guidelines established in the Natural Hazards Technical Guide prepared by the Ontario Ministry of Natural Resources and the regulations of the Lake Simcoe Region Conservation Authority. (10.2(7) / OPA#4, By-law 2010-13)
 - Council shall recognize existing non-conforming uses within the Floodplain and/or Hazard Lands. Council shall discourage the expansion of any existing non-conforming uses within the Floodplain and/or Hazard Lands. (10.2(8) / OPA#4, By-law 2010-13)
 - Minor alterations to existing structures in the Floodplain may be permitted in accordance with the Lake Simcoe Region Conservation Authority approval under the PPS and Ontario Regulation 179/06. (10.2(9))

Urban Design and Compatibility

Living well is one of this Plan's fundamental principles. Urban design policies that ensure a high-quality built environment are essential in order for the Town to function as an urban area that maintains its 'small town' feel and strong sense of place. Furthermore, to be well-respected, the Town must contribute to the enhancement of the streets, parks and open spaces, and public buildings. The private sector can contribute by building structures and places that complement the public areas and utilize this Plan's land use policies for intensification. This Plan requires that both the public and private sector commit to building structures and communities that are safe, accessible and reflect the Town's values. In keeping with the vision for a well-connected community, the majority of new development will be directed to areas that are well served by transit, and which maximize public safety and security and pedestrian convenience, particularly in the Urban Centres. In recognition of the development of a higher-order transit service in Newmarket and throughout York Region, these urban design policies are transit supportive and will assist in the achievement of high quality pedestrian and transit user environments. Urban design in Newmarket should emphasize the public qualities of buildings and the creation of places that reflect the Town's collective history.

Objectives –As outlined in Section 12.1, the objective of the Urban Design and Compatibility policies is to:

- Encourage the adoption and application of high urban design standards for public and private developments. (12.1(a))
- Create an attractive, accessible, comfortable, safe and healthy built environment. (12.1(b))

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- Create a livable, attractive community with a built-form that enhances the Town’s sense of place. (12.1(c))
- Minimize conflicts between adjacent land uses and ensure that new developments minimize impacts on the amenity and functioning of adjacent land uses. (12.1(d))
- Promote and require site design that maximizes the sustainable nature of development. (12.1(e))

Principles – As outlined in Section 12.2, the following six key design principles apply to all types of development throughout the Town of Newmarket:

Design in Context with the Natural and Built

Environments – As outlined in Section 12.2.1, design should respond to the context of Newmarket including the functions of neighbourhoods, key destinations and urban centres. Planning and design of a site should take into consideration the size, scale and orientation of buildings, as well as circulation and landscaping, in relation to surrounding conditions. Design should minimize the impact of development on all aspects of the natural environment in both a local and global context.

Connectivity – As outlined in Section 12.2.2, the principle of connectivity promotes a transportation system accommodating a variety of needs and choices; easing travel throughout the community for pedestrians, bicycles and automobiles; and recognizing the unique needs of children, the elderly, and residents of all abilities.

Pedestrian Amenities – As outlined in Section 12.2.3, places that are designed for pedestrian safety and convenience and that incorporate interesting and inviting spaces, will foster social interaction and support neighbourhood activity.

Usable Common Areas – As outlined in Section 12.2.4, common areas such as plazas, parks, recreation areas and other outdoor spaces, create “breathing room” – areas for rest and relaxation in our urban environment. Common areas are also critical for community activities and public gatherings. These places help build a sense of civic and community identity. Well-defined edges, attractive landscaping and amenities and complementary surrounding uses all contribute to inviting, animated and dynamic outdoor places.

Safety – As outlined in Section 12.2.5, new development and redevelopment shall be encouraged to incorporate a “safety by design” approach, which promotes safer, more liveable environments.

Visual Quality and Aesthetics – As outlined in Section 12.2.6, development should create pleasant and coherent places. Building mass, scale and placement can improve the attractiveness of a site by emphasizing architecture, landscaping, and views rather than parking lots and perimeter walls. Well-designed buildings are critical for improving visual quality. This includes attention to architectural detail and craft, the use of appealing and appropriate materials and colours, and making all sides of a building visually interesting.

These principles support each other, and together promote development of high quality urban places.

Compatibility – As outlined in Section 12.4, development will be compatible with the existing built form by relating to and enhancing the area’s existing physical character, qualities and scale. When reviewing development proposals, Council will consider the appropriateness of the development for the area based on how buildings respond to: the existing character of the area; the nature of fenestration and sun reflection impacts; the nature of shadow impacts; and the existing and emerging built-form elements such as height, massing, setbacks, materials and finishes that are incorporated into surrounding buildings. The Zoning By-law will include regulations that promote compatibility in built form by means of appropriate height, setbacks, massing and screening guidelines.

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4.5 Town of Newmarket Urban Centres Secondary Plan (2016)

Overview

Newmarket's Urban Centres Secondary Plan is centered on the "Newmarket Centre" Provincial Urban Growth Centre, located around the intersection of Yonge Street and Davis Drive. Being one of only four Urban Growth Centres in York Region, this area is planned to accommodate a significant amount of future growth. The Urban Growth Centre, along with the Southlake Regional Health Centre, the Davis Drive Regional Corridor and the Yonge Street Regional Corridor are forecasted to be built into a vibrant urban community of 33,000 residents and 32,000 jobs. In total, the Urban Centres Secondary Plan comprises approximately 290 ha (716 acres) of land, 130 ha (321 acres) of which are prime for re-development.

The Urban Centres Secondary Plan is the leading planning document that regulates this growth. The Plan directs how and where development will occur, encouraging a broad mix of uses throughout intensified building forms in a manner that facilitates public transit usage. The Plan contains development policies that will ensure that this growth occurs in an integrated, sustainable, complete manner, which creates a vibrant community consisting of a diverse mix of residential, commercial, employment and institutional uses. The Plan permits a wide mix of uses, and specifies additional permitted uses in six defined Character Areas.

Although the study area is not situated within the boundaries of the Urban Centres Secondary Plan, the Old Main Street Tertiary Plan will be informed by the policies which govern land uses and densities within the adjacent Davis Drive Character Area.

Davis Drive Character Area

The lands located south of the study area, beginning at Penn Avenue, are situated within the Davis Drive Character Area. Within this area, the predominant land use is envisioned to be mixed use, with approximately 70% of all gross floor area being residential, and approximately 30% of all gross floor area being employment. New development within this area shall incorporate a minimum density of 1.5 FSI, and a maximum density of 2.5 FSI. The area is planned to accommodate a total of approximately 4,200 residents, and approximately 2,000 jobs.

The Davis Drive Character Area is envisioned as a primarily low to mid-rise residential area, with opportunities for limited retail and small scale office uses, including live-work uses. Where parcel sizes and depths allow, taller buildings may be permitted. Newmarket GO Station is identified as a Mobility Hub, and the lands surrounding the station, within an 800 metre radius, have been identified as falling within the Mobility Hub Station Area Plan Study Area. This area extends northward to Penn Avenue, adjacent to the study area, where a maximum building height of 2 storeys (8 metres) is envisioned. Through the Plan, Penn Avenue is envisioned to extend east of Main Street.

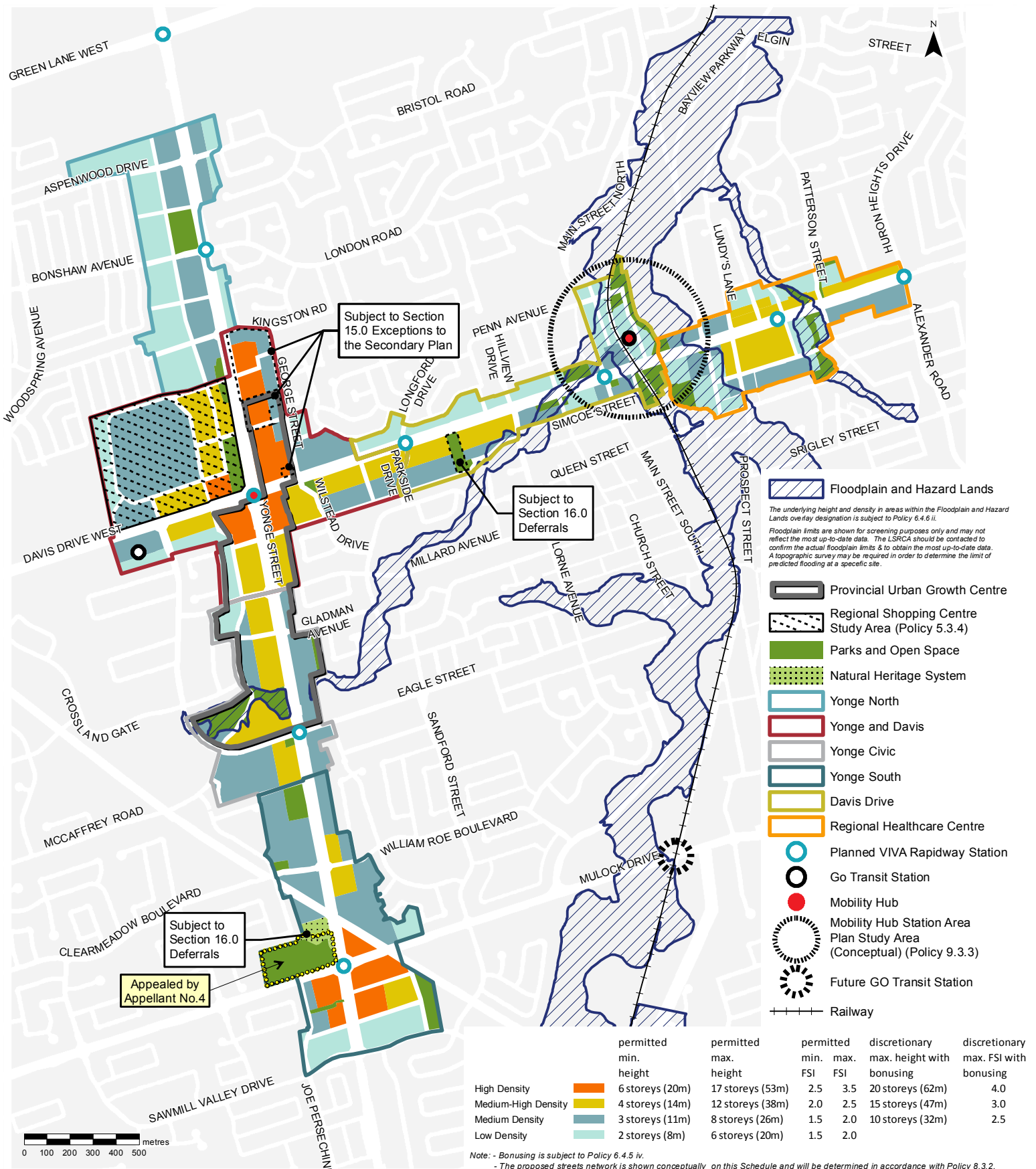


Figure 16: Height and Density Plan (Schedule 4) - Town of Newmarket Urban Centres Secondary Plan

4.6 NEWMARKET GO STATION MOBILITY HUB STUDY (2017 DRAFT)

Overview

In December 2016, Metrolinx retained a multi-disciplinary consulting team to undertake a study of the Newmarket GO Station Mobility Hub. The Study, which was identified as a priority in the Newmarket Urban Centres Secondary Plan, is required to ensure that land use and transportation plans for the area are well-integrated and support appropriate future growth and multi-modal access. The Study is intended to:

- Establish a vision for the area and provide guidance on how it should look and function;
- Recommend improvements to the GO Station; and
- Demonstrate the potential integration of future transit-oriented development.

Depending on the timeframes associated with the finalization of the report, and approval by Town Council, the recommendations of the Newmarket GO Station Mobility Hub Study may impact the policy and design recommendations of the Old Main Street Tertiary Plan Study.

Draft Findings and Recommendations

Drawing on the vision statement and guiding principles established for the Study, the following new and improved transit facilities, amenities and public realm improvements are recommended:

Phase 1 Mobility Hub Improvements (2018 - 2025)

- Improved GO signage and wayfinding;
- Improved pedestrian and cyclist facilities;
- Pedestrian bridge over the rail tracks with ticket kiosk;
- East and west passenger pick-up / drop-off areas;
- Barrier free parking and drop-off / lay-by spaces;
- Transit plazas with weather protection;
- Potential controlled intersection at Main Street North; and
- Potential on-street bus lay-bys.

Phase 2 Mobility Hub Improvements (Beyond 2025)

- Integration with redevelopment of the Tannery Mall;
- Reconfiguration of the east side PPUDO and enlarged transit plaza;
- New station building;
- Additional pedestrian and cyclist facilities; and
- Proposed municipal plaza.

Transit-Oriented Development

Alongside the Mobility Hub recommendations, a transit-oriented development demonstration plan was prepared to illustrate how the Mobility Hub may transform over time, with appropriate built form, and opportunities to integrate new development with the GO Station.

Implementation

In conjunction with improvements to the GO Station and the adjacent public realm, the draft study recommends amendments to the Town of Newmarket Official Plan and Newmarket Urban Centres Secondary Plan, in order to incorporate relevant findings and recommendations from the Study.

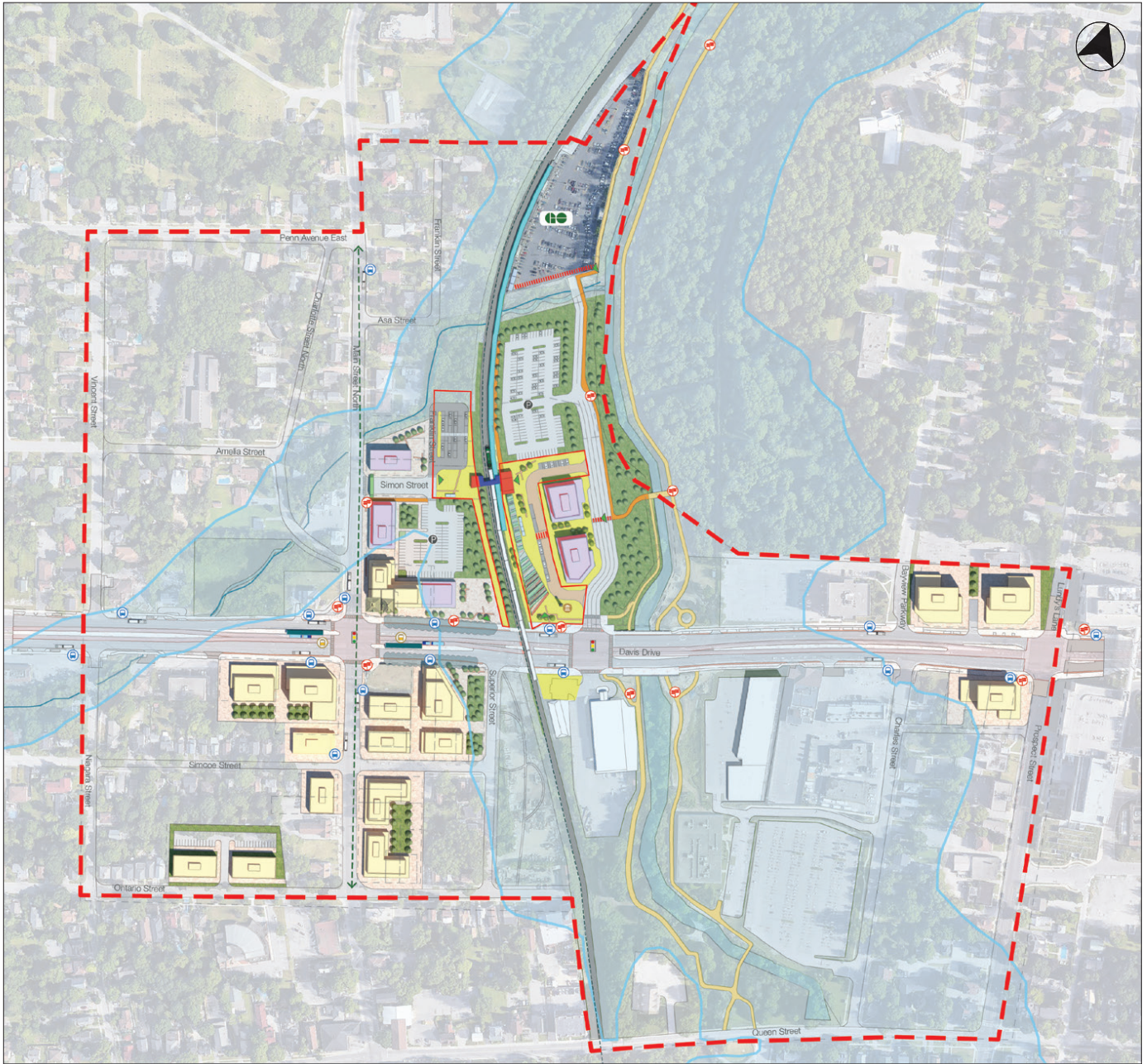


Figure 17: Transit-Oriented Development Demonstration Plan - Newmarket GO Station Mobility Hub Study

4.7 Town of Newmarket Comprehensive Zoning By-law 2010-40 (2010)

Overview

Town Council adopted the Town of Newmarket Comprehensive Zoning By-law 2010-40 on June 1, 2010. The purpose of the Zoning By-law is to implement the policies of the Town of Newmarket Official Plan. The Official Plan contains general policies that affect the use of land throughout the municipality. These policies specify where certain land uses are permitted and, in some instances, specify what regulations should apply to the development of certain lands.

The Official Plan is a general document that is not intended to regulate every aspect of the built-form on a private lot. In the Province of Ontario, this is the role of the Zoning By-law. Once an Official Plan is in effect, any Zoning By-law passed by Town Council must conform to the official Plan. The statutory authority to zone land is granted by the Ontario Planning Act.

Zones

As illustrated on Maps 4 and 5, all privately and publicly owned properties within the study area fall within the regulations of the Residential and/or Open Space Zone Categories. The majority of these fall within the Residential Zone Category.

Residential Zones

Properties at 172, 178, 209, 211, 213, 217, 219, 221, 226, 228, 238, and 241 Old Main Street are subject to the permissions and regulations of the R1-B, C and D Zones, whereas the property at 215 Old Main Street is subject to the permissions and regulations of the R3-K Zone, and the property at 244 Old Main Street is subject to the permissions and regulations of the R5-S Zone.

R1 Zone – The R1 Zone permits Detached Single Family Dwellings and Accessory Uses. Discretionary uses include Bed and Breakfast Establishments, Home Occupations, Private Home Daycares, and Group Homes.

R3 Zone – The R3 Zone permits Duplex, Triplex and Fourplex Multi-Family Dwellings, and Accessory Uses. Discretionary uses include Home Occupations and Private Home Daycares.

R5 Zone – The R5 Zone permits Apartment Buildings and Accessory Uses. Discretionary uses include Home Occupations.

The following tables summarize key regulations associated with each Residential Zone.

Standards	B	C	D
Min Lot area	1860m ²	743m ²	511m ²
Min Lot Frontage	30m	18m	15m
Min Yard Setbacks from Front Lot line	9m	7.5m	7.5m
Min Yard Setbacks from Rear Lot line	9m	7.5m	7.5m
Min Yard Setbacks from Exterior Side Lot line	6m	6m	6m
Min Yard Setbacks from Interior Lot line	Each side: 1.8m and 4.2m	Each side 1 sto: 1.2m	Each side 1 sto: 1.2m
	-	Each side 1.5sto: 1.5m	Each side 1.5sto: 1.5m
	-	Each side 2 sto: 1.8m	Each side 2 sto: 1.8m
Max lot coverage	20%	35%	35%
Max Driveway width	9m	6m	6m
Max Height	10.7m	10.7m	10.7m
	2 storeys	2 storeys	2 storeys

Table 1: Relevant Standards for R1 Zone (Note that R1-B regulations differ significantly from R1-C and R1-D standards)

Standards	K
Min Lot area per Dwelling	715m ²
Min Lot Frontage	21.3m
Min Yard Setbacks from Front Lot line	7.5m
Min Yard Setbacks from Rear Lot line	7.5m
Min Yard Setbacks from Exterior Lot line	-
Min Yard Setbacks from Interior Lot Line	Each side 1 sto: 1.2m
	Each side 1.5sto: 1.5m
	Each side 2 sto: 1.8m
Max lot coverage	0.35
Min- Max Driveway Width	2.9 to 5.2m
Max Height	11.0m
	2 storeys

Table 2: Relevant Standards for R3 Zone

Standards	S
Min Lot area per Dwelling	92m ²
Min Lot Frontage	37m
Min Yard Setbacks from Front Lot line	9m
Min Yard Setbacks from Rear Lot line	9m
Min Yard Setbacks from Side Lot line	4m or one half of the height of the building height, whichever is greater
Max Lot coverage	40%
Max FSI	1.85
Max Height	15m
	4 storeys

Table 3: Relevant Standards for R5 Zone

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Open Space Zones

Lands under the ownership of the Town of Newmarket, which are located on the east side of Old Main Street, north of Bexhill Crescent, are subject to the permissions and regulations of the OS-1 Zone. Conversely, properties at 205, 207, and 231 Old Main Street, as well as the rear portions of properties at 194, 198, 202, 206 and 210 Old Main Street, are subject to the permissions and regulations of the OS-2 Zone.

OS-1 Zone – The OS-1 Zone permits Accessory Buildings and Structures, Accessory Refreshment Pavilions, Community Centres, Conservation uses, Parks, Outdoor Recreation Facilities, and Recreational Trails.

OS-2 Zone – The OS-2 Zone permits Accessory Buildings and Structures, Conservation uses, Parks, Private Parks, Outdoor Recreation Facilities, and Recreational trails.

Floodplain and Other Natural Hazards (FP-NH) Zone– All properties and municipally owned lands, which are located east of Old Main Street, as well as the front portions of properties which are located west of Old Main Street, are subject to the permissions and regulations of the Floodplain and Other Natural Hazards Zone. This zone incorporates lands which are subject to erosion, steep slopes, unstable soils as well as flooding.

FP-NH Zone – The FP-NH Zone regulations are to be applied in conjunction with the specified use(s) and established regulatory set for the underlying zone(s).

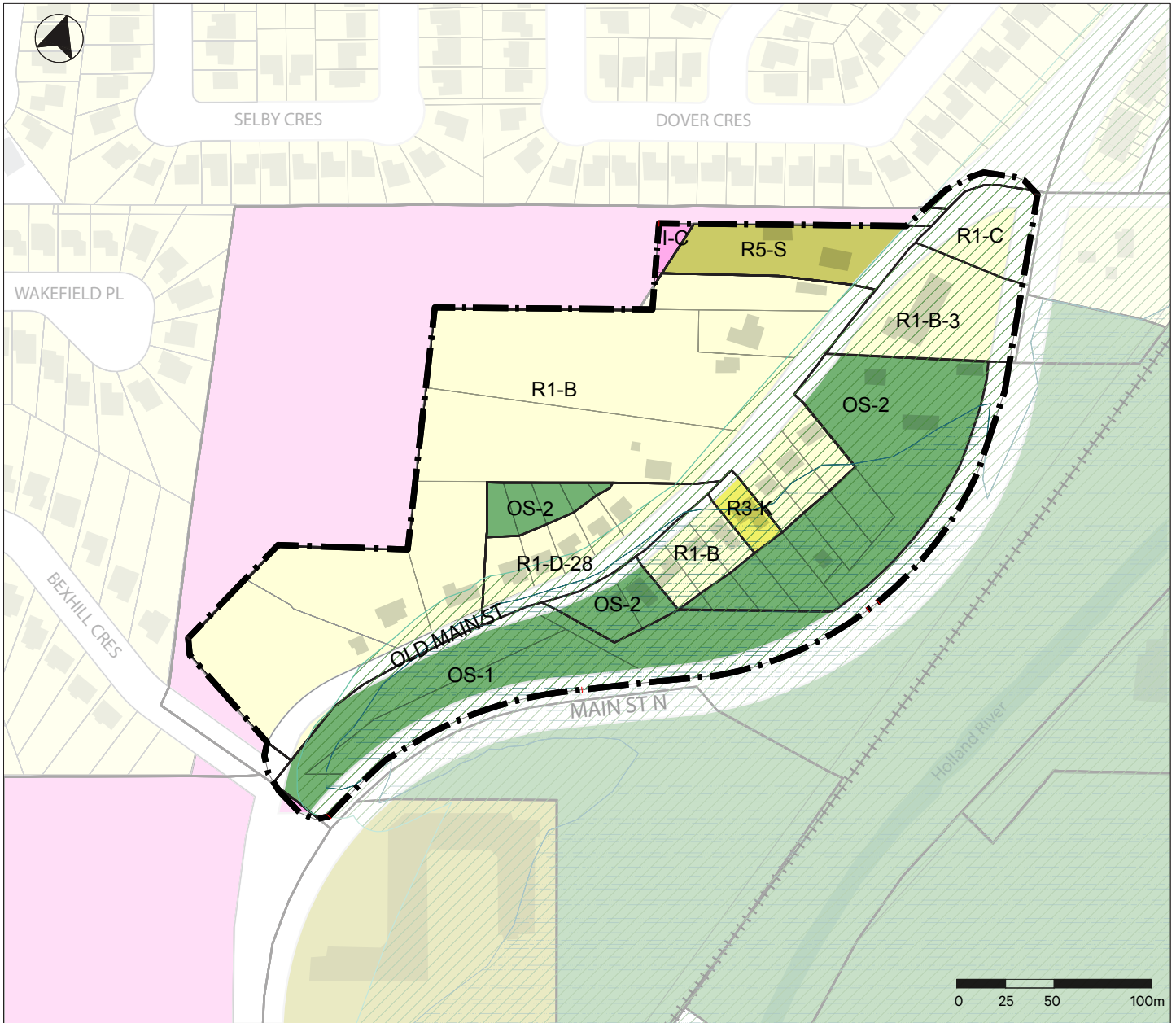


Figure 18: Zoning Permissions and Regulations - Old Main Street Study Area



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The provision of the FP-NH Zone take precedence over the underlying zone category requirements, in instances where it is more restrictive. Prohibited uses include Group Homes, Special Needs Facilities, Accessory Dwelling Units, and all other uses in accordance with Section 3.1.4 of the PPS.

Parking Regulations – Minimum outdoor, off-street parking requirements for residential uses are as follows:

- Accessory Dwelling Unit – 2 exterior parking spaces per accessory dwelling unit;
- Dwelling, Detached – 2 parking spaces per dwelling unit;
- Dwelling, Semi-Detached – 2 parking spaces per dwelling unit;
- Dwelling, Duplex – 2 parking spaces per dwelling unit;
- Dwelling, Triplex – 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit;
- Dwelling, Fourplex - 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit;
- Dwelling, Townhouse or Stacked Townhouse on Private Road - 1.5 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit; and
- Dwelling, Townhouse or Stacked Townhouse on Public Road – 2 parking spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit.

4.8 Town of Newmarket Interim Control By-law 2017-25 (2017)

Overview

On May 15, 2017, Interim Control By-law 2017-24 was enacted by Town Council to place temporary restrictions on the use of all privately owned lands within the study area, exclusive of those properties located at 172 and 178 Old Main Street, which received site-specific exemptions. The by-law was enacted, for the duration of one year, for the purpose of allowing Town Staff to undertake a comprehensive land use, natural heritage, traffic and infrastructure study for Old Main Street, in order to determine the redevelopment potential and any associated limitations on properties in response to significant development interest.

Notwithstanding the provision of Zoning By-law 2010-40, and subject to the standard approval process of the Town of Newmarket, the by-law places the following temporary restrictions on the properties comprising 186 through 244 Old Main Street:

- The use of any land, building or structure for any purpose which is lawfully used on the day of the passing of the by-law, so long as it continues to be used for that purpose. (2.a)
- The erection or use of any building or structure for which the Building Code Act, 1992, prior to the day of passing of the by-law, so long as the building or structure when erected is used and continues to be used for the purpose for which it was erected and provided the permit has not been revoked. (2.b)

- Uses which are customarily incidental or subordinate to an exclusively devoted to the principal use and which operate together with the principal use on the same lot. (2.c)
- The construction of a building, structure or pool, the use of which is incidental, subordinate and exclusively devoted to a main building or main use on the same lot. (2.d)
- Construction, alteration, or expansion of any building, structure or pool as long as it is a continuation of a lawful use in existence on the date of the passage of the by-law.

5.0 CONSULTATION FINDINGS - PHASE 1

In response to concerns regarding the rate and intensity of recent and ongoing development, which was the impetus for Interim Control By-law 2017-25, a robust public and stakeholder consultation process is being undertaken as part of the Old Main Street Tertiary Plan Study. This section outlines key findings from the initial phase of this consultation process, which will inform the preparation of the Old Main Street Tertiary Plan.

5.1 Overview

In order to initiate the public consultation process for the Old Main Street Tertiary Plan Study, the Town of Newmarket invited local residents to participate in a guided walking tour of the Old Main Street neighbourhood. The tour was facilitated by Town Staff, in coordination with a multi-disciplinary consultant team, which has been retained to undertake the study.

The walking tour was held on Thursday, October 19, 2017. The meeting commenced at 5:30pm at the intersection of Old Main Street and Bexhill Road, and concluded at the intersection of Old Main Street and Main street North. The tour was attended by approximately 35 participants, which included residents of Old Main Street, residents of the surrounding neighbourhood, and representatives of various land owners. Of those who reside along Old Main Street, participants included established residents, recent purchasers, those who expressed an interest in remaining within the neighbourhood over the long-term, and those who expressed a desire to sell their properties in the coming months and years.

Throughout the course of the walking tour, participants were given the opportunity to discuss key issues facing the Old Main Street neighbourhood, and to provide preliminary verbal and written feedback to Town Staff and the consultant team. Participants were provided with a comment card, clipboard and pen. Each comment card included a map of the Old Main Street neighbourhood and list of four questions. These materials were collected at the end of the tour. Following the tour, several participants provided



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

supplementary verbal and written feedback to Town staff and the consultant team via telephone, email and in-person discussions.

5.2 Key Findings

The following sections summarize key findings which were obtained from the walking tour. This feedback will be taken into consideration during the preparation of the draft Old Main Street Tertiary Plan.

Question 1: What are the key defining characteristics of the Old Main Street neighbourhood?

Residents reported that:

- The neighbourhood incorporates an eclectic variety of dwellings, which were constructed at various points over the last 100 years, in a range of architectural styles and with a variety of material pallets.
- The neighbourhood creates the feeling of living in a rural village, despite proximity to Downtown Newmarket.
- The neighbourhood is comprised entirely of detached single family dwellings, with heights ranging between 1 and 2 storeys.
- Properties in the centre of the neighbourhood are smaller and rectangular in shape, while properties close to the periphery are larger and irregular in shape.
- The southern portion of the neighbourhood is characterized by shallower front yard setbacks, while the northern portion is characterized by deeper front yard setbacks. Throughout the neighbourhood, front yards are characterized by generous landscaping and narrow driveways.
- Side and rear yard setbacks vary significantly depending on the size and shape of the property.
- Parking is provided on-site in a variety of forms, including parking pads at the side of the property, integral garages at the front of the property, and detached garages at the rear of the property.
- The meandering nature of Old Main Street is central to the character of the neighbourhood, and the built form character of properties along Old Main Street transitions throughout the length of the street.



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

CONSULTATION FINDINGS - PHASE 1

- Opinions differed as to whether Old Main Street's narrow asphalt width, swales, and absence of sidewalks was central to its character.
- The neighbourhood is characterized by a mature tree canopy, which establishes a sense of enclosure and buffers the neighbourhood from Main Street North and the adjacent rail corridor.
- The neighbourhood is characterized by a central gathering / open space, which is used for community and recreational activities.
- The neighbourhood is quiet and family friendly.
- The neighbourhood's existing transportation and servicing infrastructure is nearing the end of its functional life, and upgrades to existing infrastructure are required in order to facilitate additional development. Opinions differ significantly on the desired form of replacement infrastructure
- Portions of the neighbourhood, east of Old Main Street, are situated within a floodplain and are subject to seasonal stormwater management issues.
- Portions of the neighbourhood, west of Old Main Street, are situated at the base of a significant slope, and are subject to ongoing ground water management issues.
- Portions of the neighbourhood, west of Old Main Street, contain clay-based soil mixtures which promote storm water run-off. The existing swale, which runs parallel to west side of Old Main Street, is in a poor state of repair with limited conveyance capacity. Combined, these factors contribute to the flooding of properties

Question 2: What are the key issues facing the Old Main Street neighbourhood?

Residents reported that:

- Future development has the potential to negatively alter the character of the neighbourhood. Opinions differed significantly regarding the desired form and extent of development.



Residents and stakeholders participate in a walking tour of the Old Main Street neighbourhood.

located along the east side of Old Main Street. Furthermore, there is concern that surface flooding is causing the asphalt along Old Main Street to heave.

- Although there is a limited amount of vehicle traffic, concerns were expressed about the use of Old Main Street as a cut-through between Bexhill Road and Main Street North, as well as the speed of vehicle traffic. This, in addition to the absence of sidewalks on Old Main Street, presented concerns over pedestrian safety, although opinions differ significantly as to whether the street should include a dedicated sidewalk.
- Portions of the neighbourhood remain on private septic systems, while other portions have been connected to municipal sanitary sewers. On occasion during or following heavy rains, remaining septic systems have been known to produce strong odors.
- The introduction of new development could result in an increase in vehicle traffic. Opinions differ significantly as to the potential extent

of impact associated with such development. Particular concern was given with respect to the safety of senior citizens attempting to cross Main Street North, adjacent to the seniors housing development.

Question 3: What are the key opportunities to improve the Old Main Street neighbourhood?

Residents reported that:

- Opportunities exist to allow for future development, while retaining the prevailing character and stability of the neighbourhood. Opinions differ significantly with respect to the appropriate extent and form of development. Suggestions included:
 - Prohibiting lot severances vs. permitting lot severances; and
 - Restricting development to detached single family dwellings on moderate to large lots vs. allowing for semi-detached



Residents and stakeholders debate and discuss key issues facing the Old Main Street neighbourhood.

CONSULTATION FINDINGS - PHASE 1

single family dwellings at neighbourhood edge conditions vs. allowing for semi-detached single family dwellings and townhouse clusters at the edge of the neighbourhood vs. allowing for semi-detached single family dwellings throughout the neighbourhood, and townhouse clusters at the edge of the neighbourhood.

- Opportunities exist to leverage future development for the purposes of improving existing transportation and servicing infrastructure. Opinions differed regarding the form of such improvements, and what specific elements of existing infrastructure are central to the character of the neighbourhood.
- With respect to transportation infrastructure, suggestions included:
 - Retaining the existing asphalt width vs. increasing the existing asphalt width;
 - Retaining the existing shared-road condition vs. introducing sidewalks;
 - Prohibiting on-street parking vs. permitting on-street parking;
 - Introducing vs. not introducing traffic calming measures, such as bump-outs and / or speed bumps;
 - Retaining two-way vehicle movement vs. conversion to one-way vehicle movement;
 - Retaining through-street connections vs. conversion to a cul-de-sac;
- Retaining stop signs at intersections vs. introducing signalized traffic lights; and
- Re-grading Old Main Street to prevent storm water runoff.
- With respect to servicing infrastructure, suggestions included:
 - Repairing and maintaining the existing swale vs. introducing storm sewers and catch basins;
 - Continuation of septic systems vs. conversion of all properties to sanitary sewer connections;
 - Retaining over-head wires vs. burying overhead wires; and
 - Introducing additional trees and vegetation to absorb ground and storm water, while expanding the tree canopy and improving micro-climate conditions.
- Opportunities exist to renew the neighbourhood, and expand upon the existing sense of community, through the introduction of new residents and families.
- Opportunities exist to retain, expand and improve the existing community / recreation space.
- Opportunities exist to improve pedestrian safety and walkability throughout the neighbourhood.
- Opportunities exist to retain and expand the existing tree canopy throughout the neighbourhood.
- Differences of opinion exist pertaining to whether or not smaller and more affordable homes are appropriate.

- Residents of 155 Main Street Bypass use Old Main Street as a walking trail.

Question 4: Is there anything else that we should know about the Old Main Street neighbourhood?

Residents reported that:

- Observations were made that participants represented a range of interests, including those who wish to remain within their homes for the foreseeable future, those who are hoping to sell their properties for a profit and relocate, those who reside outside of Old Main Street, and those who represent development interests.
- Concerns were raised that the opinions of all parties should be acknowledged and given equal consideration.
- Concerns were expressed that the implementation of transportation and servicing infrastructure could result in adverse financial impacts on the existing tax base.
- Concerns were raised that some new development is out of keeping with the prevailing character of the neighbourhood with respect to:
 - Overall building height, massing, scale and / or proportions;
 - Finished First Floor Height;
 - Emphasis on the garage and driveway;
 - Number of units within the dwelling; and
 - Architectural character.

5.3 Future Consultation Events

The following points briefly summarize future consultation events associated with the Old Main Street Tertiary Plan Study:

- Public Consultation Session #2, which is anticipated to occur in April, 2018, will consist of a public open house and workshop. Participants will have the opportunity to provide feedback on the Draft Tertiary Plan. Findings will inform the preparation of the Final Tertiary Plan.
- Public Consultation Session #3, which is anticipated to occur in June, 2018, will consist of a public open house, held in advance of a Statutory Public Meeting. Participants will have the opportunity to review the Final Tertiary Plan.
- Public Consultation Session #4, which is anticipated to occur in August, 2018, will consist of a Statutory Public Meeting, in accordance with the Planning Act. This will be a formal meeting with Town Council, where participants can offer comments to Council on the Final Tertiary Plan. Written or oral submissions must be made to, or at, the Public Meeting. Failing this, stakeholders and members of the public may not be entitled to appeal the decision to the Ontario Municipal Board. Stakeholders and members of the public may also not be added as a party to a hearing of the Ontario Municipal Board appeal unless, in the opinion of the Board, there is reasonable grounds to do so.

6.0 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

This section draws upon the key findings of sections 2 through 5, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, and outlines a set of key opportunities and constraints to be carried forward to inform the preparation of the Old Main Street Tertiary Plan.

6.1 Overview

Drawing upon the key findings of Sections 2.0 through 5.0, as well as the findings of the Infrastructure and Natural Heritage Background Study, prepared by Dillon Consulting, the following section outlines a set of key opportunities and constraints, which will be carried forward to inform the preparation of the draft Old Main Street Tertiary Plan in Phase 2 of the study.

For ease of reference, please see Figure 19 on the following page for an illustrative summary of key constraints concerning the study area. These constraints pertain to natural heritage features, streetscape design, and transportation and servicing infrastructure, and are described in detail in the following section.



Significant topographical changes and protected woodlot



Disconnected ground floor condition

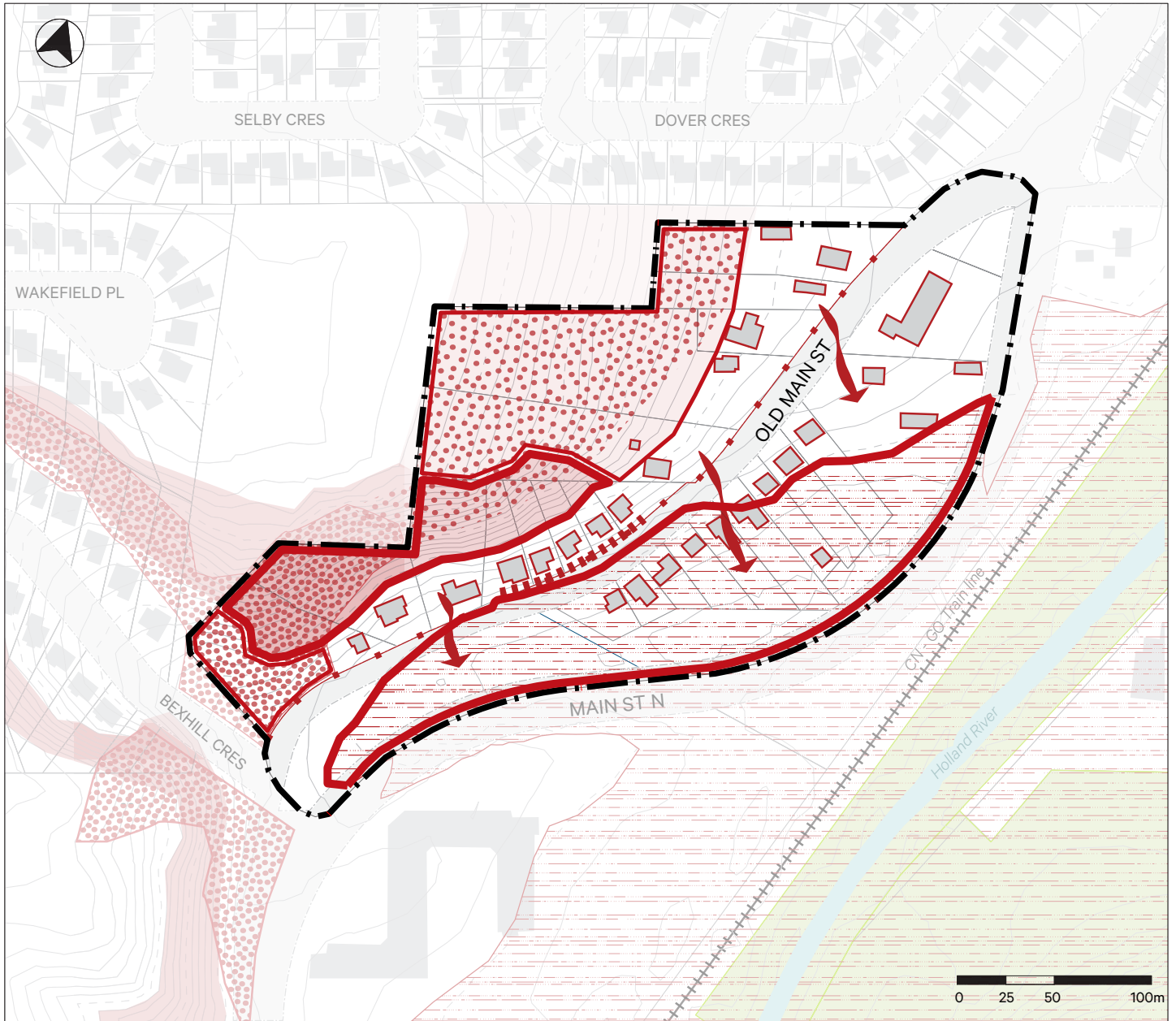
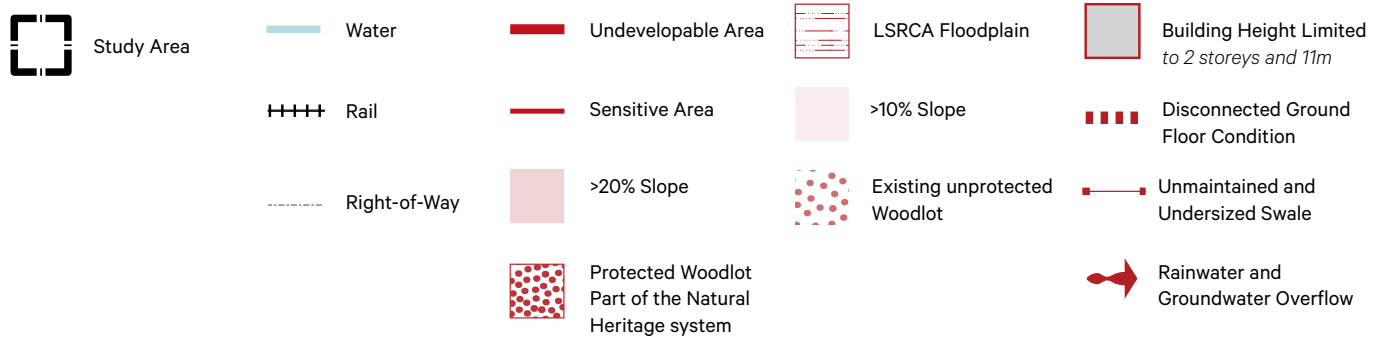


Figure 19: Key Constraints - Old Main Street Study Area



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.2 Park, Open Space and Natural Heritage System

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to protect significant natural features and local wildlife habitat; establish appropriate buffers to these features while integrating elements of the natural environment into new development; respect existing topographical conditions; enhance the existing open space network; and establish prominent gateway features and connections to the broader open space network. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Woodlots, Greenlands and Naturalized Areas

- Protect existing woodlots and retaining significant portions of naturalized areas, in order to maintain a contiguous natural heritage system, while facilitating an appropriate degree of contextually-sensitive infill or redevelopment;
- Maintain an adequate buffer between development, the existing woodlots and retained naturalized areas, in order to protect local wildlife habitat;
- Incorporate elements of the natural environment into future development; and
- Respect the significance of the Regional Greenlands System, and resulting limitations placed on infill and redevelopment in select locations.

Topographic Conditions

- Respect existing topographical conditions and changes, and resulting limitations placed on infill and redevelopment in select locations; and
- Consider the extent of topographical changes adjacent to the Old Main Street right-of-way, and complications arising from the potential need for re-grading or retaining walls.

Landscaping and Open Space

- Improve boulevard design by promoting accent planting and increasing the urban tree canopy adjacent to Old Main Street;
- Enhance the existing informal open space and recreational area along the east side of Old Main Street, within the southern-most portion of the study area; and
- Maintain and enhancing existing landscape buffers, which mitigate acoustic and visual impacts associated with vehicle traffic on Main Street North.

Gateways

- Establish gateway treatments at either end of Old Main Street, through the provision of accent planting and enhanced landscaping.

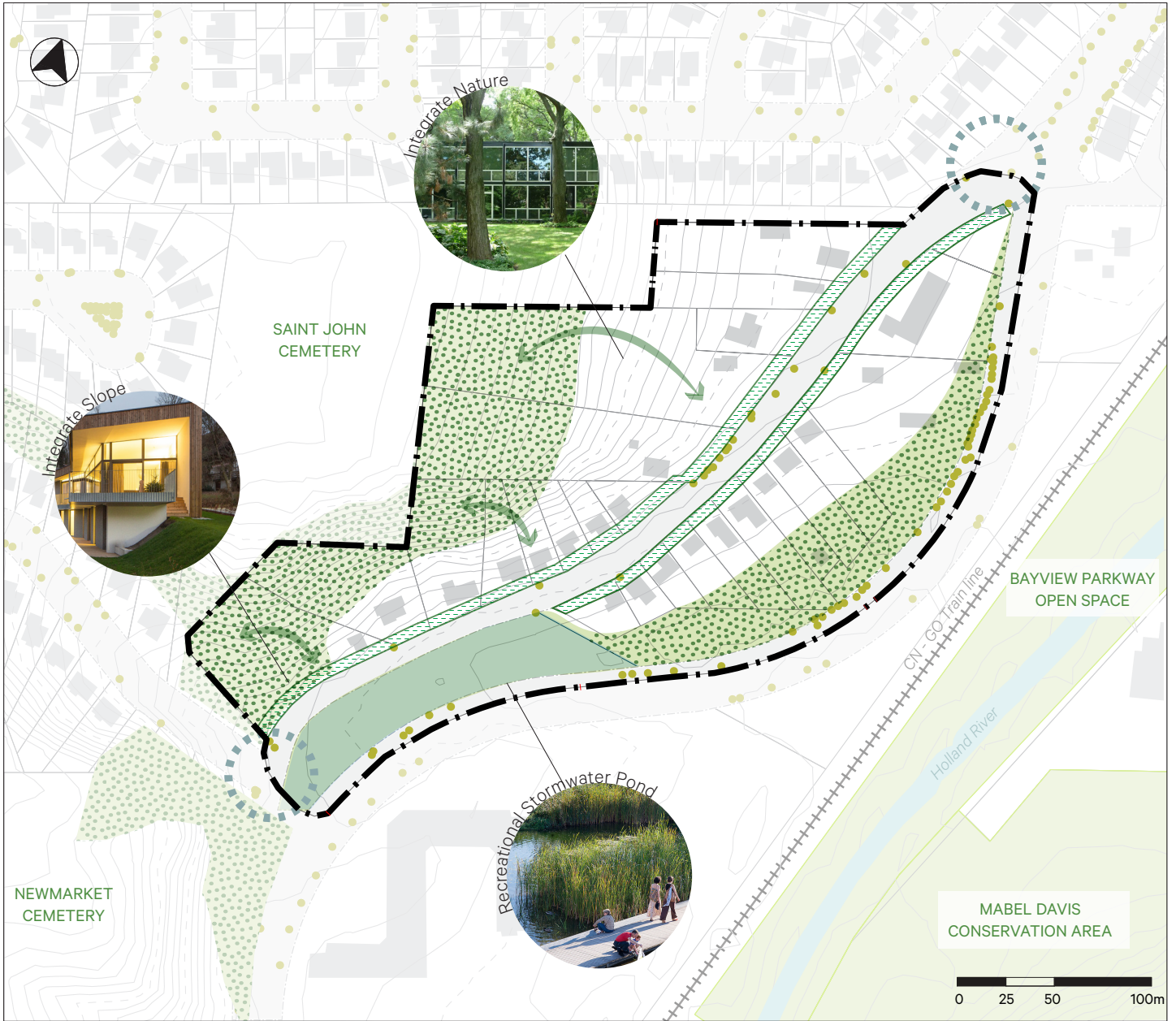
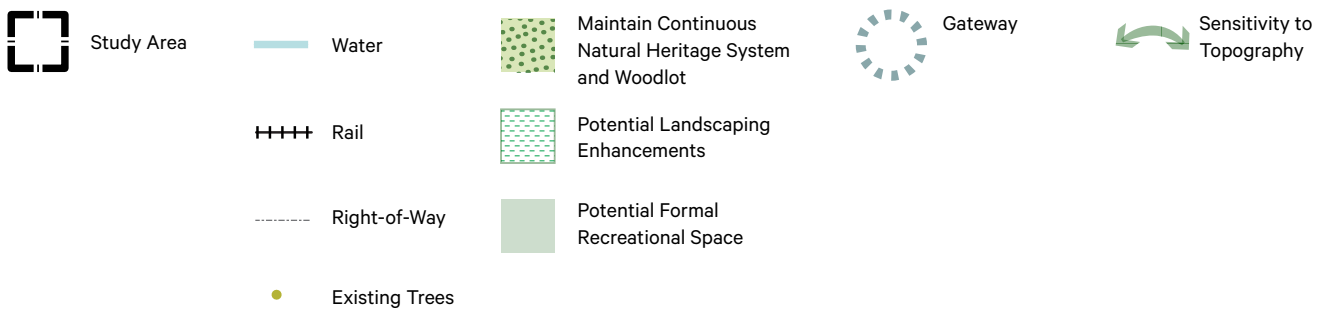


Figure 20: Key Opportunities - Park, Open Space and Natural Heritage System



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.3 Streetscape Design, Transportation and Servicing

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to enhance Old Main Street while respecting its distinct character; upgrade existing servicing infrastructure; improve stormwater management capabilities and mitigate impacts on existing and future residents; and establish prominent gateway features and connections to the broader transportation network. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Streetscape Design and Transportation

- Facilitate additional development while minimizing associated impacts on vehicular traffic, congestion, and noise;
- Address the varied and inconsistent width of the Old Main Street right-of-way, and the complications arising from the potential desire for widening;
- Enhance the design of Old Main Street, while acknowledging its quiet, meandering, and rural character;
- Maintain the communal / shared nature of Old Main Street; and
- Introduce formal traffic calming measures, by maintaining narrow asphalt widths and incorporating new measures such as boulevard bump-outs, raised pedestrian crossings, special surface paving treatments, and signage.

Wastewater and Utilities

- Improve and expanding the existing wastewater sewer system, in order to reduce reliance on individual septic systems;

- Consider the visual impact and location of existing above and below-grade utilities including telephone, hydro, water and natural gas, and complications arising from the potential need for relocation and/or burying; and
- Replace vehicle-oriented lighting standards with new pedestrian-oriented lighting standards.

Stormwater Management

- Improve and expand the existing storm sewer system, in order to reduce stormwater runoff and mitigate the risk of flooding, property damage, and polluted discharge into the east branch of the Holland River;
- Establish a new depression storage area or stormwater management pond on the east side of Old Main street, in order to increase flood storage capacity and improve stormwater treatment prior to discharging into the east branch of the Holland River; and
- Reconstruct the existing linear swale and culvert system, re-grading Old Main Street, and introducing a culvert system to divert stormwater across the street and into a new depression storage area or formal stormwater management pond on the east side of Old Main Street.

Connections and Gateways

- Improve pedestrian connections between the study area and surrounding park, open space, trail, and public transit networks, through the provision of dedicated pedestrian crossings; and
- Establish gateway treatments through the provision of boulevard bump-outs, raised pedestrian crossings, special surface paving treatments, and signage.

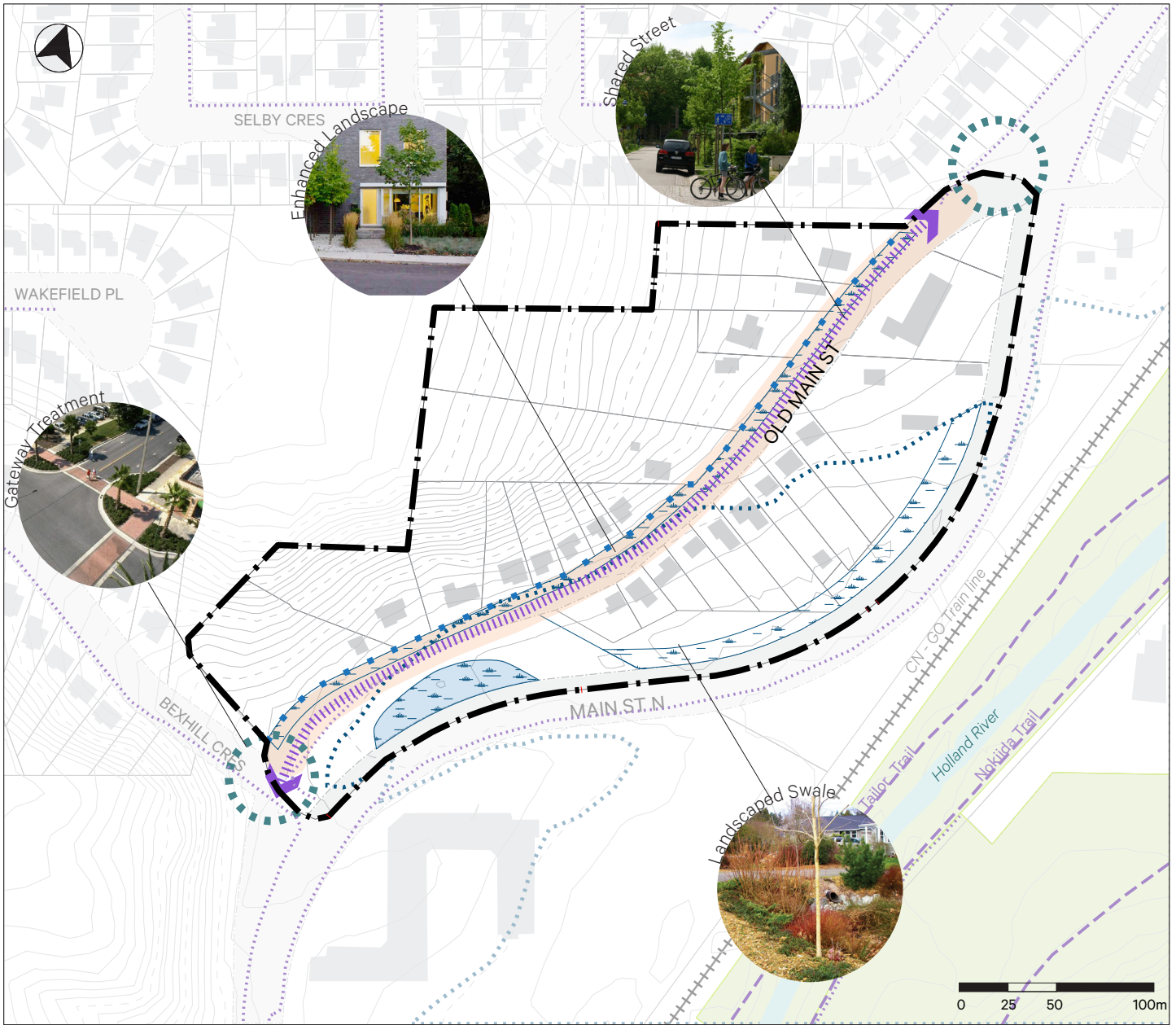















Figure 21: Key Opportunities - Streetscape Design, Transportation and Servicing

-  Study Area
-  Water
-  Improved Stormwater Management Facilities
-  Potential Road Widening
-  Improved Gateway
-  Existing Sidewalks
-  Rail
-  Potential Stormwater Management Pond
-  Potential Pedestrian Connection
-  Improved Above and Below Grade Utilities
-  Existing Trails
-  Right-of-Way
-  Existing Floodplain Boundary for Potential Modification

OPPORTUNITIES AND CONSTRAINTS ANALYSIS

6.4 Site and Building Design, and Architectural Character

Through the preparation and implementation of the Old Main Street Tertiary Plan, opportunities exist to respect the distinct character of the existing community through the dimensioning and orientation of new development parcels; the organization of private landscaping and amenity space; the layout and design of driveways and parking facilities; the siting, orientation and massing of new buildings; the organization of building entrances and habitable spaces; and the articulation and detailing of new buildings. As such, the following should be considered in the preparation of the Old Main Street Tertiary Plan:

Dimensions, Coverage and Setbacks

- Establish appropriate lot frontage, depth and coverage standards to govern the formation of new development parcels;
- Maintain the predominant east-west alignment of development parcels, with primary building facades and entrances oriented toward Old Main Street;
- Allow for an appropriate range of front yard setbacks, while acknowledging both the varied character of the streetscape and the prevailing setback line; and
- Allow for an appropriate range of side yard setbacks, while acknowledging the porous character of the streetscape and the need for adequate building separation.

Landscaping and Amenity Space

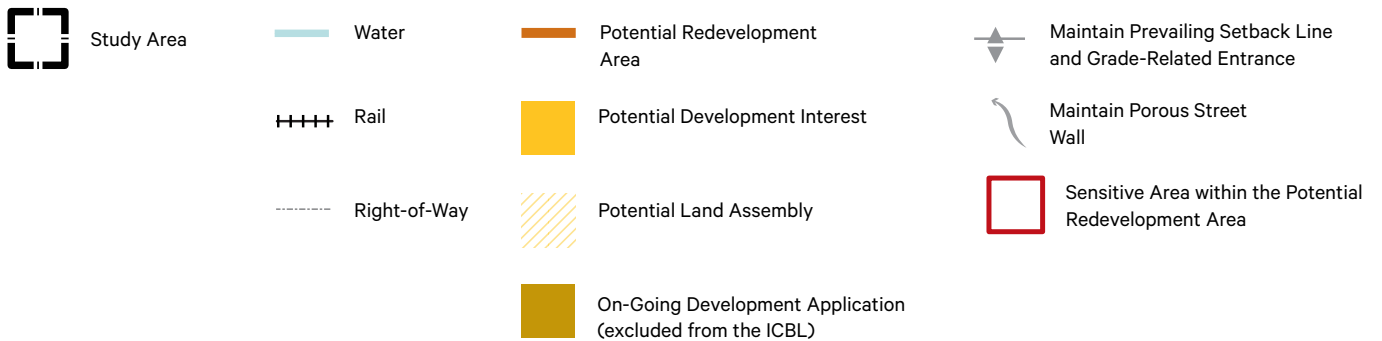
- Ensure the provision of adequate soft landscaping including grass, trees, and accent planting within the front and rear yards;
- Promote unobstructed views between dwellings and the street, through the sizing and location of elements such as landscaping, fencing, and municipal address signage;
- Promote privacy, sky views, and sunlight penetration with rear yard amenity spaces;
- Promote the use of permeable surface materials for patios and walkways associated with front yard landscaping and rear yard amenity spaces; and
- Incorporate elements of the natural environment into landscaping and amenity space.

Driveways, Curb-Cuts and Parking Facilities

- Stagger the location of driveways and curb-cuts, in order to establish a rhythm of front yard landscaping between adjacent properties;
- Minimize the width of individual driveways and curb-cuts, as well as the number of curb-cuts per property;
- Taper shared driveways, between adjacent properties, in order to minimize driveway and curb-cut widths at the street edge;
- Promote the use of permeable surface materials for driveways and parking pads; and
- Facilitate a variety of parking solutions, including side yard parking pads, integral front yard garages, and detached rear yard garages.



Figure 22: Key Opportunities - Site and Building Design



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Architectural Character

- Allow for a diverse and eclectic mix of traditional and contemporary architectural styles, while acknowledging the modest and prevailing “cottage-like” character of buildings throughout the study area.

Entrances and Ground Floor Heights

- Allow for an appropriate range of finished ground floor heights, while acknowledging the prevailing ground-related character of buildings, and ensuring a direct interface and positive relationship between the building and the street;
- Promote an appropriate rhythm of ground-related building entrances with associated windows, address signage, wall-mounted lighting, weather protection elements such as canopies or roof overhangs, entry patios or porches, and a small number of stairs.

Building Heights

- Allow for an appropriate range of building heights, while acknowledging the prevailing character of 1 to 2 storey dwellings, as well as issues surrounding the perception of building height which may be derived in part from organizational elements within dwellings, topographical conditions, or some combination thereof.

Roofs

- Promote an appropriate variety of roof designs and types, while acknowledging the prevailing character of pitched gable, hipped, or hybrid gable-hipped roofs, and the perception of building height which may be derived in part from type, slope, and scale of the roof.

Building Materials

- Promote an appropriate variety of building materials, while acknowledging the predominant use of wooden or vinyl siding, brick masonry, or a combination of the two as well as predominant cladding patterns, and the use of traditional colour palettes.

