



INFORMATION REPORT
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September 8, 2014

REPORT – INFORMATION REPORT # 2014-30

TO: Mayor and Members of Council
SLT/OLT

SUBJECT: Town of East Gwillimbury – Draft Green Lane Secondary Plan

ORIGIN: Planning & Building Services

COMMENTS

The Town of East Gwillimbury has released a draft of the Green Lane Secondary Plan for review and consultation.

Similar to the Town of Newmarket's Urban Centres Secondary Plan, the Town of East Gwillimbury's Green Lane Secondary Plan (GLSP) is being developed to establish detailed land use designations and phasing and development policies to guide future development along the Green Lane corridor (Refer to Appendix "A"). The vision for the GLSP is to accommodate approximately 21,000 residents by 2031, with an ultimate build-out of approximately 38,000 residents.

Newmarket has previously commented on the East Gwillimbury Official Plan as it relates to the development of this corridor.

The Town of East Gwillimbury Official Plan was adopted in 2010 and has been partially approved by the OMB. During the development of the Official Plan, Newmarket provided comments and recommendations to the Town of East Gwillimbury related to the future development of the Green Lane corridor. In general, given the existence of the GO Centre and the future VIVA bus system operating along Green Lane, staff considered the level of intensification proposed along Green Lane to be appropriate, with our interests focused on the functioning of Green Lane as that area develops, as well as the specific land uses and built form adjacent to existing Newmarket homes.

The draft GLSP adequately addresses the comments raised by Newmarket staff related to Green Lane and the Newmarket/East Gwillimbury boundary conditions.

In reviewing the draft GLSP, staff is satisfied that East Gwillimbury has appropriately addressed Newmarket's comments, including the compatibility of development relative to existing stable

residential areas in the Town of Newmarket, and transportation requirements designed to protect the function of Green Lane as a high capacity regional arterial road planned for bus rapid transit services.

Specifically, the following objectives and policies are included in the draft GLSP:

Land Use Interface

“Development immediately adjacent to existing residential uses within the Town of Newmarket shall be in the form of single detached dwellings, should back onto these existing residential lots and have rear yards that are comparable in size to these existing residential lots.”

Green Lane

“It is the intent of this Plan to provide for the development of medium and high-density residential uses along the corridor to take advantage of the planned function of Green Lane as a major transit corridor. Low density development in the form of single and semi-detached dwellings is not permitted within the corridor.”

“Shared driveways are encouraged to reduce access points ... on Yonge Street and Green Lane.”

“The street and block structure in the Green Lane Secondary Plan Area will be planned to introduce a fine grain street network that creates more options for moving without relying upon Yonge Street or Green Lane.”

Staff also notes that a proposed east-west collector road is shown north of Green Lane within the study area. It is expected that this road will further help maintain the by-pass function that Green Lane currently serves, providing another option for moving in, around, and through the study area.

The draft GLSP also addresses other built form, urban design, and phasing requirements.

In addition to the specific policies that have been of interest to Newmarket, the draft GLSP includes policies addressing matters similar to those in the Town of Newmarket’s Secondary Plan, including the creation of Character Areas, affordable housing requirements, district energy considerations, phasing of development, restoration/enhancement of the natural heritage system, and urban design policies for low-rise (3-4 storeys), mid-rise (5-11 storeys), and tall (12 storeys or greater) buildings.

In accordance with the Procedure By-law, any Member of Council may request this Information Report be placed on an upcoming Committee of the Whole agenda for discussion.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

As the Region continues to develop, the transportation impacts within the Town will increasingly be generated from development that is outside our borders. Providing comments on external

policy documents and working with adjacent municipalities to mitigate the impacts of development on Newmarket residents therefore supports the following areas of the Town's strategic plan:

Living Well: traffic and growth management strategies

Well-Respected: establishing effective working relationships and joint planning initiatives with municipal neighbours.

HUMAN RESOURCE CONSIDERATIONS

Not applicable to this Information Report.

BUDGET IMPACT

There are no Capital or Operating Budget impacts associated with this Information Report.

CONTACT

For more information on this report, contact R. Nethery, Director, Planning & Building Services, ext. 2451, (rnethery@newmarket.ca).



Assistant Director of Planning

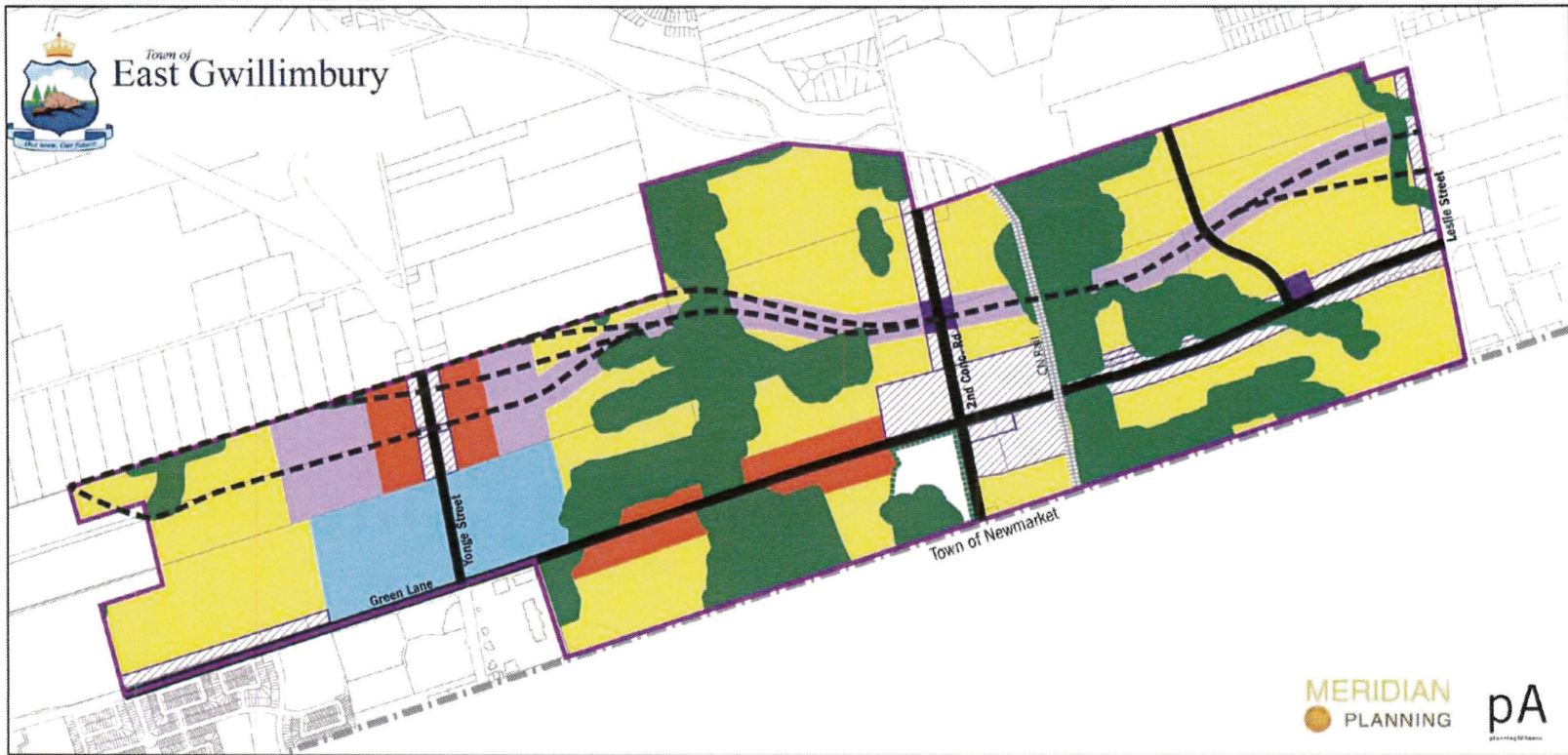


Director of Planning & Building Services










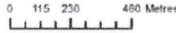





Commissioner of Development &
Infrastructure Services

Schedule B-5 Green Lane Land Use Plan



Land use designations (or boundaries) are subject to further refinements based on more detailed environmental work.

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|---|----------------------------|---|---|---|-------------------------------|
|  | Green Lane Secondary Plan |  | Medium Density Residential/
High Density Residential |  | Commercial Mixed Use |
|  | Low Density Residential |  | Residential Mixed Use |  | Environmental Protection Area |
|  | Medium Density Residential |  | Neighbourhood Commercial |  | Special Study Area |
| | | |   | | |
| | | |  Existing Roads
 E/W Collector Road Options
(Approximate) | | |

MERIDIAN PLANNING pA