



The Corporation of the Township of King
Council Meeting Agenda

Meeting #13

Monday, September 23, 2024, 6:00 p.m.

Council Chambers

2585 King Road, King City, ON

To view the meeting, you may attend in-person or watch virtually at king.ca/meetings.

To submit written comments, email the Township Clerk at clerks@king.ca by 12:00 p.m. (noon) on the day of the meeting. Comments will be circulated to Council and Staff prior to the meeting.

To speak to a staff report on the agenda in-person or virtually, pre-register with the Township Clerk at 905-833-4068 or email clerks@king.ca by 12:00 p.m. (noon) on the day of the meeting.

Note: If you are pre-registering, you must indicate the item you wish to speak to, how you wish to participate (video, phone, or in-person), and provide your full name, address, telephone number, and speaking notes. Upon receipt of your registration, you will receive a confirmation email.

Comments addressed to Council are considered public information and noted in the public record.

Chair: Mayor

Members: All Council

Pages

1. **Call to Order**
2. **Roll Call**
3. **Introduction of Addendum Items**
4. **Approval of Agenda**
Recommendation:
That the agenda for the September 23, 2024 Council Meeting as presented, be approved.
5. **Declarations of Pecuniary Interest**
6. **Mayor's Comments**
7. **Adoption of Minutes**
 - 7.1 **September 9, 2024 Council Minutes (draft)**
Recommendation:

That the September 9, 2024 Council Meeting minutes be adopted.

8. Action Items

The Chair will ask each Member of Council if they wish to separate any item(s) for discussion as well as taking into consideration members of the public who pre-registered to speak to an item. Speakers may speak for up to ten (10) minutes of uninterrupted time and only on the matter pertaining to the report.

Recommendation:

That the items listed under Section 8, Action Items, on the September 23, 2024 Council Meeting Agenda all be approved and passed under consent, save and except items: _____

8.1 Doctors Lane and Old King Road Neighbourhood Plans Draft Conceptual Plans

18

JC DB JA MA DS AE SP

There will be a presentation on this item.

Recommendation:

1. That Council receive Report GMS-PL-2024-027; and
2. That Council direct Staff to finalize the conceptual Neighbourhood Plans, incorporating Council and community input received through the September 2024 public consultation sessions.
3. That Staff report back to Council on the final conceptual Neighbourhood Plans and draft structure of the Community Planning Permit By-law in Q4 2024.

8.2 Phase 1 of the Growth Management and Employment Lands Strategies - Policy Planning File No. PP-2023-05

125

JC DB JA MA DS AE SP

There will be a presentation on this item.

Recommendation:

1. That Council receive Report GMS-PL-2024-025; and
2. That Council direct Staff to prepare final population, housing and employment forecasts, by Village, to 2051 upon receipt of all Council and public comments, and report back in Q4 2024.
3. That Council direct Staff to explore higher Employment Area target and report back in Q4 2024.
4. That Council direct Staff to prepare final density and intensification targets for each Village, Employment Area, Designated Greenfield Area (DGA), and Built-Up Area (BUA) upon receipt of all Council and Public comments, and report back in Q4 2024.

8.3 Zoning By-law Amendment Application – 12958-12972 Highway 27 and

183

15 Wellington Street

JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report GMS-PL-2024-026; and
2. That Zoning By-law Amendment Application Z-2022-07, submitted by Crisdan Holdings Inc. and Kingvit Estates Inc., pertaining to lands municipally known as 12958, 12966, 12972, 12978 Highway 27 & 15 Wellington Street, be approved; and
3. That the implementing Zoning By-law, attached as Attachment No. 6 to Report GMS-PL-2024-026, including Holding Provisions, be approved.

8.4 Official Plan and Zoning By-law Amendments re: 3200 & 3250 Lloydtown Aurora Road (Lloydtown Properties & Kettleby Properties)

239

JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report GMS-PL-2024-024; and
2. That Official Plan Amendment File No. OP-2024-01 and Zoning By-law Amendment Application, File No. Z-2024-04, submitted by Lloydtown Properties and Kettleby Properties to implement a site-specific Hamlet Employment - Countryside Policy Area – 6 (C-SSPA-6) and implement a Zoning By-law Amendment for the subject properties identified as Part Lot 28, Concession 5 (3200 and 3250 Lloydtown Aurora Road) to facilitate the expansion of an existing employment use in the Hamlet Area of Kettleby, be approved.
3. That Council direct staff to bring forward at a future meeting of Council for adoption, the required Official Plan Amendment to the Official Plan – ‘Our King’ to provide site-specific Hamlet Employment - Countryside Policy Area – 6 (C-SSPA-6) policies as detailed in Appendix A of this report.
4. That Council direct staff to bring forward at a future meeting of Council for adoption, an implementing Zoning By-law Amendment to the Countryside Zoning By-law 2022-053 to establish site specific Hamlet Employment zones as detailed in Appendix B of this report.

8.5 Heritage Designations - Hogan's Inn, Crawford Wells General Store and Post Office, and George Pringle House

262

JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report GMS-PL-2024-14; and
2. That Council issue an Intent to Designate the properties below for their cultural heritage interest or value under Part IV of the *Ontario Heritage Act*.

- Hogan’s Inn (12998 Keele Street);
- Crawford Wells General Store and Post Office (12981 Keele Street); and,
- George Pringle House (13092 Highway 27).

3. That the Township Clerk be directed to publish a Notice of Intention to Designate the aforementioned properties noted in accordance with the requirements under the *Ontario Heritage Act*.

8.6 King Township Land Acknowledgement 301
 JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report COM-HEC-2024-002; and
2. That Council adopt the Land Acknowledgement as attached in Appendix A to this report.

8.7 Extensions to Draft Plan of Subdivision Approval – King City East 309
 JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report GMS-PL-2024-022; and
2. That the draft plan approval lapsing provisions, and water and sanitary servicing capacity reservation/allocation, for Draft Plans of Subdivision 19T-18K01 (Acorn); 19T-18K02 (Remcor & Bracor); 19T-18K03 (Supco); 19T-18K04 (Kingsfield Estates); and 19T-06K03 (King Rocks) (Phase 2) be extended to June 17, 2025.

8.8 Implementation of All-Way Stop Control – Intersection of 19th Sideroad and 11th Concession 320
 JC DB JA MA DS AE SP

Recommendation:

1. That Council receive Report PW-CAP-2024-008; and
2. That Council enact By-law 2024-067 to implement all-way stop control within King as follows:
 - a. Four-legged intersection of 19th Sideroad and 11th Concession

9. Notices of Motion

No member of the public shall be permitted to speak on a Notice of Motion

10. Motions for Which Notice Has Been Given

10.1 Member Motion from Councillor Cescolini Re: Speedbump Expedition on Tatton Court 323

Moved by: Councillor Cescolini

Seconded by: Mayor Pellegrini

Recommendation:

Whereas King Township as per the approved 2020 Traffic Calming Strategy has conducted an assessment of Tatton Court;

Whereas Tatton Court has met the minimum requirements set out in such above policy to warrant traffic calming measures to be applied; and

Whereas Tatton Court is an urban local road, which allows for the use of speed bumps.

Now therefore be it resolved that:

Council directs staff to expedite the placement of two speed bumps on Tatton Court within 30 days of the passing of this motion. Specifically placed where the residential area is most concentrated and residents most concerned between the intersection of Tatton Court/Stan Roots Road and Tatton Court/Wells Orchard Crescent. The exact location of the speed bumps will be determined by staff to ensure maximum efficiency between those stated intersections.

11. New Business

12. Motion to Convene into Closed Session

Recommendation:

That in accordance with Section 239 of the Municipal Act, 2001, and Section 9 of Procedural By-law 2023-029, Council convene into Closed Session at ___:___ p.m. to consider the following items:

12.1 Verbal Report from Growth Management Services - Planning Division

Re: OLT Case Number OLT-22-03300 (Formerly PL170869 and OLT-22004723) Appeal of By-laws Numbers 2017-66 and 2022-053, Direction Required

Considered in closed session pursuant to Section 239(2)(e) of the Municipal Act, 2001: Litigation or Potential Litigation Affecting the Municipality

12.2 Approval of Closed Session, Confidential Reports/Notes

- September 9, 2024 Closed Session Minutes

13. Re-Convene Council Meeting

Recommendation:

That Council reconvene from Closed Session at ___:___ p.m. into Open Session.

14. Business Arising from Closed Session

14.1 Approval of Closed Session Matters

Recommendation:

That Item 12.1 be received and staff proceed as directed.

14.2 Approval of Closed Session, Confidential Reports/Notes

Recommendation:

That the Closed Session Confidential Reports/Notes listed herein, be approved.

- September 9, 2024 Closed Session Minutes

15. By-Laws

Recommendation:

That Council read a first, second, and third time, and enact by-laws 2024-067, 2024-069, 2024-070, 2024-071, 2024-072, 2024-073, and 2024-074.

15.1 By-Law Number 2024-067 324

A By-law to amend By-law 2017-103, being the Township of King Traffic By-law

15.2 By-law Number 2024-069 325

A By-law to amend Zoning By-law Number 2016-71, as amended

15.3 By-Law Number 2024-070 329

A By-law to dedicate a 0.3 metre reserves as public highways in the Township of King and as part of the King City East Developments

15.4 By-Law Number 2024-071 330

A By-law to dedicate 0.3 metre reserves as public highways in the Township of King and as part of the King City East Developments

15.5 By-Law Number 2024-072 331

A By-law to adopt Amendment No. #2 to the Official Plan of King Planning area

15.6 By-Law Number 2024-073 332

A By-law to amend Zoning By-law Number 2017-66, as amended

15.7 By-Law Number 2024-074 337

A By-law to amend Zoning By-law Number 74-53, as amended

16. Confirmation By-law

Recommendation:

That Council read a first, second, and third time, and enact Confirmation By-law 2024-075.

16.1 By-Law Number 2024-075 342

A By-law to confirm the proceedings of Council at its meeting held on September 23, 2024.

17. Adjournment

18. Notices

18.1 Notice of Working Session - By-law Enforcement Services 343

18.2	Notice of Open House and Public Meeting re Highway 11 Corridor OPA and ZBA	344
18.3	Notice of Public Meeting re ZBA 24 Banner Lane	347



The Corporation of the Township of King
Council Meeting Minutes

Meeting #12
September 9, 2024, 6:00 p.m.
Council Chambers
2585 King Road, King City, ON

Council Present: Mayor Pellegrini
Councillor Cescolini
Councillor Boyd
Councillor Anstey
Councillor Asselstine
Councillor Schaefer
Councillor Eek

Staff Present: Daniel Kostopoulos, Chief Administrative Officer
Denny Timm, Township Clerk
Jennifer Caietta, Director of Corporate Services
Diane Moratto, Administrative Clerk - Council/Committee
Peggy Tollett, Director of Finance & Treasurer
Stephen Naylor, Director of Growth Management Services
Samantha Fraser, Director of Public Works
Chris Fasciano, Director of Community Services
Jim Wall, Fire Chief/CEMC
Adele Reid, CEO & Chief Librarian
Adam Foran, Deputy Clerk

1. Call to Order

The Chair called the meeting to order at 6:00 p.m.

2. Roll Call

The Clerk confirmed a quorum was present.

3. Introduction of Addendum Items

The Clerk advised that correspondence has been received and circulated prior to this evening's Council Meeting for Items # 8.2 - King Community Climate Action Plan, # 10.1 - Notice of Motion re 17th Sideroad Traffic Safety, and #10.2 - Notice of Motion re Home Heating Sustainability.

4. Approval of Agenda

Moved by: Councillor Eek

Seconded by: Councillor Schaefer

That the agenda for the September 9, 2024 Council Meeting as amended, be approved.

Carried

5. Declarations of Pecuniary Interest

None.

6. Mayor's Comments

Mayor Pellegrini advised he is pleased to welcome Chairman Wayne Emmerson to today's Council Meeting who is serving his third term as Chairman and CEO of York Region.

Mayor Pellegrini on behalf of Members of Council, offered condolences to the Shepard Family on the recent passing of Jack Thomas Shepard.

Mayor Pellegrini commented on recent happenings and upcoming community events in the Township of King, being: launching of the 'Safe Streets Start Here' traffic safety campaign, the upcoming community Open Houses for Doctors Lane and Old King Road Neighbourhood Plans, the upcoming Open House for the Population Growth Management and Employment Land Strategies, fall recreation programs being offered, applications for the Mayor's Youth Action Team, upcoming environmental events (tree planting and apiary tour), last call for King's Bird Photo Contest, and King Township Public Library recruiting Sunday Library Assistants to support day-to-day operations at their assigned branch.

7. Adoption of Minutes

Moved by: Councillor Cescolini

Seconded by: Councillor Boyd

That the items listed under Section 7, Adoption of Minutes, on the September 9, 2024 Council Meeting Agenda all be approved and passed under consent.

Carried

7.1 June 17, 2024 Council (draft)

Moved by: Councillor Cescolini

Seconded by: Councillor Boyd

That the June 17, 2024 Council Session minutes be adopted.

Carried

7.2 June 17, 2024 Working Session Minutes (draft)

Moved by: Councillor Cescolini

Seconded by: Councillor Boyd

That the Working Session minutes of June 17, 2024 be adopted.

Carried

7.3 July 17, 2024 - Special Council Meeting (draft)

Moved by: Councillor Cescolini

Seconded by: Councillor Boyd

That the Special Council Meeting minutes of July 17, 2024 be adopted.

Carried

8. Action Items

8.1 Celebrating King's Accomplishments – 2023-2026 Mid-Term Achievements Report

Moved by: Councillor Boyd

Seconded by: Councillor Anstey

1. That Council receive Report OCAO-ST-2024-004; and
2. That Council receive the companion presentation to this report as information.

Carried

8.2 King Community Climate Action Plan (KCCAP)

Moved by: Councillor Anstey

Seconded by: Councillor Asselstine

1. That Council receive Report COM-EOS-2024-001; and
2. That Council endorse the King Community Climate Action Plan (KCCAP), attached as Attachment 1.

Carried

8.3 Administrative Monetary Penalty System (AMPS) Bylaw Amendment

Moved by: Councillor Schaefer

Seconded by: Councillor Eek

1. That Report GMS-BY-2024-002 be received; and

2. That Council approve the addition of Clean Yards, Fence, Fireworks, Road Occupancy, Noise, Parks, Property Standards and Sign Bylaw penalties to be administered through the Administrative Monetary Penalty System (AMPS); and
3. That By-law 2022-040, as amended, being a By-law to implement AMPS, be further amended to update Schedule 'B' with penalty fines related to violations of the Clean Yards Bylaw, Fence Bylaw, Fireworks Bylaw, Road Occupancy Bylaw, Noise Bylaw, Parks Bylaw, Property Standards Bylaw and Sign Bylaw; and
4. That By-laws 2016-68, 2020-061, 98-182, 2016-103, 2012-132, 2022-032 and 2018-03, as amended, be further amended to apply AMPS to contraventions of said by-laws.

Carried

8.4 On-Street Parking Restrictions on Church Street in Schomberg

Moved by: Councillor Asselstine

Seconded by: Councillor Anstey

1. That Council receive Report PW-CAP-2024-005.
2. Council enact By-law 2024-058 to restrict "on-street" parking within King as follows:
 - a. Church Street on both sides (north/south) from 186 meters west of the intersection with Castlewood Avenue to a point of 198 meters westerly (Attachment 1 - #1); and
 - b. Church Street on both sides (north/south) from 51 meters west of the intersection with Castlewood Avenue to a point of 63 meters westerly (Attachment 1 - #2); and
 - c. Church Street on both sides (north/south) from 103 meters west of the intersection with Western Avenue to a point of 115 meters westerly (Attachment 1 - #3); and
 - d. Church Street on both sides (north/south) from 18 meters west of the intersection with Western Avenue to a point of 30 meters westerly (Attachment 1 - #4); and
 - e. Church Street on both sides (north/south) from 120 meters west of the intersection with Edwards Mill Lane to a point of 132 meters westerly (Attachment 1 - #5), be enacted.

Carried

8.5 Award of Tender – Kettleby Road Reconstruction

Moved by: Councillor Schaefer
Seconded by: Councillor Asselstine

1. That Council receive Report PW-CAP-2024-006 for information.

Carried

8.6 Award of Tender – 10th Concession and 15th Sideroad Reconstruction

Moved by: Councillor Boyd
Seconded by: Councillor Cescolini

1. That Council receive Report PW-CAP-2024-007 for information.

Carried

8.7 2025 Schedule of Council and Public Planning Meetings

Moved by: Councillor Eek
Seconded by: Councillor Schaefer

1. That Council receive Report COR-CLK-2024-005.
2. That the 2025 Schedule of Council (Attachment 1) and Public Planning (Attachment 2) meetings, be approved and adopted.

Carried

9. Notices of Motion

None.

10. Motions for Which Notice Has Been Given

10.1 Member Motion from Councillor Anstey re: 17th Sideroad Traffic Safety

Moved by: Councillor Anstey
Seconded by: Councillor Asselstine

Whereas in 2024, there have been a number of motor vehicle collisions along the 17th Sideroad that have resulted in death or serious injury; and,

Whereas the Township's 2023-2026 Corporate Strategic Plan Priority Area: Complete Communities identifies a key result of developing and implementing an annual Traffic-Safety campaign that runs for one (1) month each year; and

Whereas the Township of King is committed to keeping motorists and residents safe;

Now therefore be it resolved that:

1. Township staff undertake a review of the number of motor vehicle collisions on the 17th Sideroad from Highway 27 to the 12th Concession and the causes of said collisions; and
2. That Township staff investigate solutions to improve traffic safety on the 17th Sideroad from Highway 27 to the 12th Concession; and
3. That Township staff report back to Council by end of January 2025 with a summary of motor vehicle collisions and potential solutions to improve traffic safety on the 17th Sideroad from Highway 27 to the 12th Concession.

Carried

10.2 Member Motion from Mayor Pellegrini re: Home Heating Sustainability

Mayor Pellegrini requested to withdraw the motion. Councillor Boyd consented to the withdrawal.

Moved by: Mayor Pellegrini
Seconded by: Councillor Boyd

Whereas home heating energy costs is a major and onerous burden for seniors and those with limited or fixed incomes; and

Whereas the cost of natural gas to heat homes continues to climb due to many factors such as inflation, delivery and customer charges, carbon tax, among others, causing financial strain for many citizens; and

Whereas Canadians have no choice but to heat their homes throughout the winter; and

Whereas no citizen should have to choose between putting food on the table or heating their homes; and

Whereas the carbon tax increased as of April 1, 2024 to \$0.15 per cubic metre for natural gas, and the carbon tax rebate for homeowners is also increasing; and

Whereas Ontario homeowners can now expect to receive \$1,120 annually for the rebate on average and the rebate will be renamed to the Canada Carbon Rebate; and

Whereas starting on January 1, 2024, both SaskEnergy and SaskPower removed the federal carbon tax from home heating; and

Whereas the Canadian and Ontario governments have discontinued grant and rebate programs for Ontarians to retrofit their homes to be energy efficient such as the Canada Greener Homes Grant, making it difficult for homeowners to reduce their reliance on natural gas;

Now therefore be it resolved that:

1. The Federal Government exclude home heating from the federal carbon tax to reduce the burden on citizens, as has been done in Saskatchewan; and
2. The Federal and Provincial Governments reinstate home energy retrofit rebate and grant programs to help King residents retrofit their homes to be more energy-efficient and provide barrier-free options for switching to less carbon-intensive fuel sources to lower their utility bills and avoid the carbon tax; and
3. That the Clerk be directed to forward a copy of this resolution to: Hon. Steven Guilbeault, MP, Minister of the Environment and Climate Change; Hon. Andrea Khanjin, MPP, Minister of Environment, Conservation and Parks; Scot Davidson, MP, York-Simcoe; Hon. Caroline Mulroney, MPP, York-Simcoe; Hon. Stephen Lecce, MPP, King-Vaughan and Minister of Energy and Electrification; Anna Roberts, MP, King-Vaughan; the Regional Municipality of York, and all York Region local municipalities.

11. New Business

None.

12. Motion to Convene into Closed Session

Moved by: Councillor Cescolini

Seconded by: Councillor Boyd

That in accordance with Section 239 of the Municipal Act, 2001, and Section 9 of Procedural By-law 2023-029, Council convene into Closed Session at 7:25 p.m. to consider the following items:

Carried

12.1 Solicitor/Client Privilege; Litigation or Potential Litigation Affecting the Municipality

Section 9, Subsection 9.3.1 (f) (e); Municipal Act s.239(2) (f) (e)

Growth Management Services Department - Planning Division and
Township Solicitor Verbal Report

Re: Solicitor/Client Privilege, Potential Litigation Matter, Direction
Required

(King Heights Ltd.)

12.2 Solicitor/Client Privilege

Growth Management Services Department - Planning Division and
Township Solicitor Verbal Report
Re: Solicitor/Client Privilege
(King City East Draft Plan Extension)

12.3 Personal Matters about an Identifiable Individual

Section 9, Subsection 9.3.1(b); Municipal Act s.239(2) (b)

Chief Administrative Officer Verbal Report
Re: Personal Matter

12.4 Approval of Closed Session, Confidential Reports/Notes

- Closed Session June 17, 2024
- Closed Session July 17, 2024

13. Re-Convene Council Meeting

Moved by: Councillor Anstey

Seconded by: Councillor Boyd

That Council reconvene from Closed Session at 8:58 p.m. into Open Session.

Carried

14. Business Arising from Closed Session

Moved by: Councillor Anstey

Seconded by: Councillor Boyd

That all items from the September 9, 2024 closed session of Council be adopted.

Carried

14.1 Approval of Closed Session Matters

Moved by: Councillor Anstey

Seconded by: Councillor Boyd

That Items 12.1, 12.2, and 12.3 be received.

Carried

14.2 Approval of Closed Session, Confidential Reports/Notes

Moved by: Councillor Anstey

Seconded by: Councillor Boyd

That the Closed Session Confidential Reports/Notes of June 17, 2024 and July 17, 2024, be approved.

Carried

15. By-Laws

Moved by: Councillor Asselstine

Seconded by: Councillor Schaefer

That Council read the By-laws listed herein, a first, second, and third time, and enact By-laws 2024-058, 2024-059, 2024-060, 2024-061, 2024-062, 2024-063, 2024-064, 2024-065, and 2024-066.

Carried

15.1 By-Law Number 2024-058 - Amend Parking By-law 2005-36

15.2 By-Law Number 2024-059 - Amend Regulate Sign By-law 2018-03

15.3 By-Law Number 2024-060 - Amend By-law 2020-061 Uses that affect Highways

15.4 By-Law Number 2024-061 - Amend By-law 98-182 Standards of Property

15.5 By-Law Number 2024-062 - Amend By-law 2016-103 - Governance of Park, Facilities

15.6 By-Law Number 2024-063 - Amend By-law 81-142 - Control Noise

15.7 By-Law Number 2024-064 - Amend By-law 2012-132 Fences

15.8 By-Law Number 2024-065 - Amend By-law 2016-68 Property Maintenance

15.9 By-Law Number 2024-066 - Amend By-law 2022-040 Administrative Monetary Penalty System

15.10 By-laws for Third Reading

Moved by: Councillor Schaefer

Seconded by: Councillor Eek

That Council read the By-laws listed herein, a third and final time, and enact By-laws 2024-030 and 2024-031.

Carried

15.10.1 By-law Number 2024-030 - Drain 11 2019 Maintenance

15.10.2 By-law Number 2024-031 - Drain 12 2019 Maintenance

16. Confirmation By-law

Moved by: Councillor Schaefer

Seconded by: Councillor Eek

That Council read a first, second, and third time, and enact confirmation by-law 2024-068.

Carried

16.1 By-law Number 2024-068 - Confirmation of Proceedings

17. Adjournment

There being no further business, the Chair adjourned the meeting at 9:00 p.m.

18. Notices

18.1 Working Session re Bylaw Enforcement Services

19. Correspondence

19.1 King Community Climate Action Plan

19.1.1 Catherine Flear - Climate Action King

19.2 Notice of Motion - 17th Sideroad Traffic Safety

19.2.1 Allyson McCloskey

19.3 Notice of Motion - Home Heating Sustainability

19.3.1 Catherine Flear - Climate Action King

19.3.2 Bruce Craig - Concerned Citizens of King Township

Steve Pellegrini

Mayor

Denny Timm

Township Clerk



The Corporation of the Township of King Report to Council

From: Growth Management Services – Planning Division

Report Number: GMS-PL-2024-027

Date: Monday, September 23, 2024

Title: **Doctors Lane and Old King Road Neighbourhood Plans Draft Conceptual Plans**

Recommendation

1. That Council receive Report GMS-PL-2024-027; and
2. That Council direct Staff to finalize the conceptual Neighbourhood Plans, incorporating Council and community input received through the September 2024 public consultation sessions.
3. That Staff report back to Council on the final conceptual Neighbourhood Plans and draft structure of the Community Planning Permit By-law in Q4 2024.

1. Report Highlights

- Draft conceptual Neighbourhood Plans and a [Storymap](#) have been prepared for the Doctors Lane and Old King Road Study Areas based on Council and community input from the Spring 2024 Community Open Houses.
- In follow up to the Spring 2024 open houses, the Study Areas for each Neighbourhood Plan were revised to include additional lands based on feedback received from landowners, the community and Council.
- Public consultation sessions (Community Open Houses) on the draft Neighbourhood Plans were held September 10 and September 12, 2024, to seek additional community feedback on the draft conceptual plans, prior to their presentation to Council.
- The conceptual Neighbourhood Plans are proposed to be implemented through a Community Planning Permit System (CPPS), which requires an Official Plan Amendment and Community Planning Permit By-law (CPP By-law).

2. Purpose

The purpose of this Report is to present the draft conceptual Neighbourhood Plans for the Doctors Lane Study Area, in the Village of King City and Old King Road Study Area in the Village of Nobleton (**Appendix A**) and to share the final Background and Directions Report (**Appendix B**). These Plans and Final Report were shaped by the shared visioning exercises

and public consultations that took place in Spring 2024, and through Council feedback following a [Report to Council \(GMS-PL-2024-17\)](#) in May 2024.

3. Background

In Q4 2023, the Township retained Dillon Consulting to assist with the development of the Doctors Lane and Old King Road Neighbourhood Plans Study and the development of a Community Planning Permit System (CPPS).

Study Areas

The draft Neighbourhood Plan Study Areas were initially delineated with input from the Public Works and Community Services Departments. These areas include key parts of the Core Areas within the vicinity of Old King Road in Nobleton and Doctors Lane in King City, as well as municipally owned lands in proximity to the Cores. In response to consultation in Spring 2024, the limits of the Study Areas were adjusted based on feedback from Council, landowners and members of the public. The revised Study Areas are shown in the draft conceptual Neighbourhood Plans attached to this Report as **Appendix A**, and are discussed further in the final Directions Report, attached as **Appendix B**.

The Study Areas include several prominent buildings, including cultural heritage resources, and lands that have potential to be redeveloped in both the short and long-term. The project is an exciting opportunity to create forward-looking plans that will support place-making, provide necessary facilities to support complete communities, and facilitate growth in the Township's priority areas.

Council previously made decisions regarding the Municipal lands in Nobleton which are included in the Study Area. The Old King Road Study Area includes the Dr. William Lacey Community Centre & Arena and, the Nobleton Lions Community (NLC) Park. The NLC Park is subject to a redevelopment plan which was presented to Council in March 2023 through Council [Report COM-2023-001](#) and, through Council [Report COM-2023-002](#) in October 2023. The Old King Road Study Area also includes the Nobleton Community Hall (NCH). The retention of the NCH in its present location and as a property designated under the Ontario Heritage Act was confirmed by Council in February 2024 through Council Report [JR-2024-001](#).

Background Studies

In addition to Dillon Consulting, other consulting firms have been retained to prepare background studies which will inform the Neighbourhood Plans Study as follows:

- Water and Wastewater Servicing Assessments, TYLin;
- Parking and Traffic Analysis, R.J. Burnside;
- Tree Inventory and Natural Heritage Evaluation, R.J. Burnside; and
- Cultural Heritage Study, MHBC.

Doctors Lane and Old King Road Neighbourhood Plans Draft Conceptual Plans

These ongoing studies have informed the conceptual Neighbourhood Plans. They will be completed before the final conceptual Neighbourhood Plans are presented for Council endorsement in Q4 2024 and, will aid in the development of the policies and provisions of the CPPS Official Plan Amendment and CPP By-law.

Project Schedule

The Doctors Lane and Old King Road Neighbourhood Plans Study, and the development of the implementing CPPS, is structured as five (5) phases. Phase 1 concluded in Q1 2024 with the public launch of the [SpeakKING project page](#) and [introductory video](#). Phase 2 finished in May 2024 with the [presentation](#) to Council of the draft Directions Report and draft Study Areas. The work plan for the Project is generally organized as outlined in **Figure 1** (below).



Figure 1: Project Schedule

Currently, the Project has reached the midpoint of Phase 3, set to conclude in December 2024, with the finalization of the conceptual Neighbourhood Plans. Once finalized, Phases 4 and 5 will involve the development of the CPPS, including the Official Plan Amendment and CPP By-law.

Public Consultation and Engagement Summary

Public engagement is vital to ensure that the Neighbourhood Plans are reflective of the desires, wants and needs of the community. Engagement has occurred, and will continue to occur, in each phase of the Project.

A project webpage was created on the Township’s online public engagement platform, SpeakKING, to keep the community informed on the status of the Study, upcoming engagement opportunities and, key deliverables. Phase 2 of the Project included meeting with the Township’s Technical Advisory Committee (TAC) of internal stakeholders and external agencies, a SpeakKING survey, focus group meetings and community open houses.

Phase 3, currently underway, has included a meeting with the TAC, and two (2) Community Open Houses which were held on September 10 and September 12. Online consultation, via SpeaKING, on the draft conceptual Neighbourhood Plans including a new survey is also ongoing, to seek additional community feedback on the draft Plans. The Project Team has requested all comments and feedback be submitted by September 27, 2024. In follow up, the Plans will be updated and finalized, prior to being presented to Council for endorsement in Q4 2024. A Consultation Summary detailing the engagement statistics, key takeaways and summary of what was heard will be presented concurrent with the final conceptual Neighbourhood Plans.

4. Analysis

Background Review and Directions Report

The Background Review and Directions Report (**Appendix B**), prepared by Dillon Consulting, provides an overview of the final Study Areas, the CPPS system in Ontario, a best practices review, key directions based on an analysis of the preliminary constraints and opportunities, an overview of the general structure of a CPP By-law, and next steps.

The Report was initially drafted following the April consultation and took into consideration, and responded to, the discussion and comments heard at the consultation sessions. The draft Report was presented to Council at the May 27, 2024, meeting. Afterwards, the Report was updated to reflect the comments received from Council, landowners and the community, and to incorporate the draft background information provided by the other consulting firms, particularly in terms of water and wastewater infrastructure.

Draft Conceptual Neighbourhood Plans

The draft conceptual Neighbourhood Plans are presented in a [Storymap](#) format. This includes an overview of what a Neighbourhood Plan is, what has informed the Neighbourhood Plans, the final Vision Statements for each Study Area and, the Key Themes that were heard through the community engagement. The Storymap also provides the *preliminary* conceptual plans for each Study Area and identifies how each plan integrates community feedback, based on the different Key Themes. It is important to note these conceptual plans are brought forward for the purpose of generating discussion and are not in final form.

As identified in the Storymap, Neighbourhood Plans help to shape new and existing neighbourhoods by planning for the future core elements that make up a community, including:

- Existing and potential future land use;
- Open space;
- Design elements;

- Transportation and active transportation networks; and
- Municipal servicing.

The draft conceptual Neighbourhood Plans align these core elements with the Key Themes heard throughout the consultation and provide overarching objectives on how these elements can achieve the vision statement. For each Study Area (**Figures 2 & 3**), the Key Themes were divided into groupings (by colour), each with an overarching objective; shown below for each Study Area. The overarching objectives associated with each theme will be reviewed later in this Report.

Old King Road



Figure 2: Key Themes for Old King Road

Doctors Lane



Figure 3: Key Themes for Doctors Lane

After the Key Themes are identified, the Storymap offers a detailed walkthrough outlining different aspects of the Plan that address applicable Theme(s) and objectives, similar to the example in **Figure 4** below.

Doctors Lane and Old King Road Neighbourhood Plans Draft Conceptual Plans

The Concept looks to promote and prioritize the movement of non-motorized vehicle movements for visitors, walking, cycling etc.



Opportunity to provide wide pedestrian boulevard along one-way street

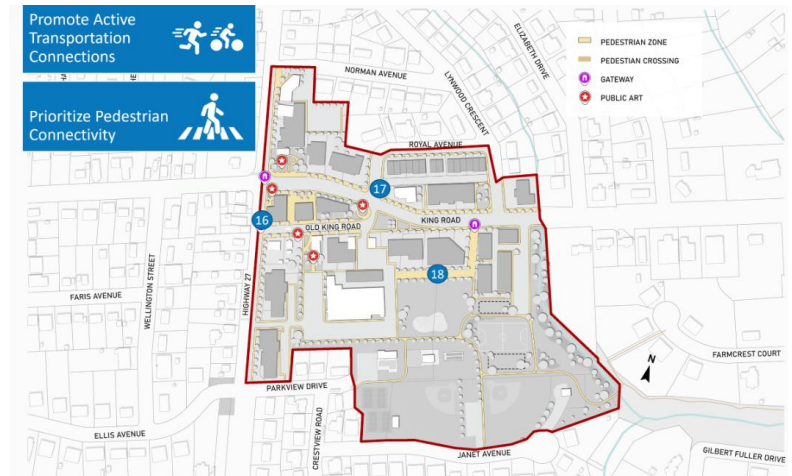


Figure 4: Storymap Example

Based on the Key Themes identified, the draft conceptual Neighbourhood Plans for Old King Road and Doctors Lane Study Areas have been prepared with consideration for the overarching objectives, detailed below. Together, these objectives work towards the vision of creating complete and sustainable communities. For each objective, precedent imagery (example images) is provided in the Storymap to visualize how it may be realized, and symbols are used on the Concepts to show where and how these aspects may be incorporated. These symbols and examples of precedent imagery are summarized for each of the identified objectives below:

Old King Road Draft Conceptual Neighbourhood Plan:

- 1. The Concept provides several opportunities to facilitate adaptive reuse of existing and heritage buildings, and looks to protect and enhance natural heritage features.**
 - a. Listed and designated heritage buildings are identified with symbology, and precedent imagery is provided for examples of adaptive reuse.
 - b. Existing buildings that are proposed to be retained and cultural heritage resources that have opportunities for adaptive reuse are identified.
 - c. While outside of the Study Area, precedent imagery showing the approved development concept adjacent to the Hambly House.
 - d. Opportunities for enhancements to the natural heritage features are identified.
 - e. Potential locations for a community garden, and a pollinator, and/or Indigenous garden are provided in the Concept.
- 2. The Concept envisions the enhancement and creation of more places for the community to gather and play throughout the public realm.**

- a. Locations of potential community space (i.e., meeting rooms, fitness facilities, EMS, Fire and Emergency Services, etc.) are identified.
 - b. Similar to the previous Concept, locations for community, Indigenous and pollinator gardens are identified on the Plan.
 - c. Locations for public art and privately owned public spaces (POPs) are noted.
 - d. Precedent imagery for POPs, public art, enhancements to public and community gathering spaces, and patios along pedestrian flex streets (multi-use laneways) are provided.
- 3. The Concept looks to promote and prioritize the movement of non-motorized vehicles for visitors, walking, cycling, etc.**
- a. Pedestrian zones and pedestrian crossings are identified.
 - b. Gateways into the Study Area are shown, along with examples of flex streets and active transportation networks.
 - c. Old King Road is identified as a one-way street, with pictures showing the potential for a widened pedestrian boulevard.
- 4. The Concept looks to prioritize and promote mixed use developments with strategic ground floor commercial and retail uses to activate the streetscape.**
- a. Locations that may be more appropriate for higher density development (4-6 storeys) within the Study Area are identified.
 - b. Locations for where active frontages are a priority, with an emphasis on commercial and retail uses, are shown.
 - c. Precedent imagery identifies opportunities for new development and adaptive reuse, featuring active streetscapes and ground floor building frontages.
 - d. Precedent imagery shows built forms ranging from 2 – 6 storeys to note that not all sites identified will build out to the maximum development potential.
- 5. The Concept looks to provide a variety of housing options to allow for more affordable and diversified options for residents.**
- a. Locations with development potential up to 3 storeys, primarily in the form of low-rise apartments and townhouse dwelling units are identified to provide a transition in built form between the Village Core and Established Neighbourhood.
 - b. Heritage buildings (listed and designated) are noted as there may be opportunities for adaptive re-use or for them to be incorporated into new developments.

- c. Precedent imagery of townhouse developments is provided to encourage diversified housing stock for residents of all ages and abilities within the Study Area.
- 6. The Concept looks to improve the overall pedestrian safety and connectivity in the neighbourhood while also providing adequate parking for the mix of uses.**
- a. Locations for parking, parking with permeable pavers, potential locations for underground parking, and loading connections are identified through symbology.
 - b. New parking areas with access from King Road, Parkview Drive, and Janet Avenue are shown.
 - c. Locations of potential new walkways and pedestrian crosswalks are delineated, and precedent imagery is provided to display what these may look like.
 - d. Precedent imagery is included for permeable parking areas, and for opportunities to incorporate low impact development (LID) measures into surface parking lots.

Doctors Lane Draft Conceptual Neighbourhood Plan

- 1. The Concept looks to protect existing natural heritage features and provide enhancements where appropriate.**
- a. Locations with opportunities for natural heritage enhancements in Wellesley Park and King City Memorial Park are identified, as well as locations with the opportunity for parkland enhancement (i.e., new trails, plantings, playground equipment, etc.) in both Wellesley Park and King City Memorial Park.
 - b. Locations for potential Indigenous, pollinator and community gardens in King City Memorial Park are identified, and precedent imagery for these types of spaces is provided.
- 2. The Concept provides several opportunities to facilitate adaptive reuse of existing and heritage buildings.**
- a. The location of all designated or listed cultural heritage resources is specified.
 - b. Buildings that have the potential for adaptive reuse, and existing buildings that are anticipated to remain, are noted on the Concept.
 - c. Precedent imagery for adaptive reuse of heritage buildings and existing buildings, and a rendering for adaptive reuse and new development at the southeast corner of King Road and Keele Street is included.
- 3. The Concept envisions the enhancement and creation of more places for the community to gather and play throughout the public realm.**

- a. Potential locations for community space and a potential community square abutting Doctors Lane are noted on the Concept.
 - b. Locations are identified for flexible outdoor event spaces, public art, and other community amenities, including playgrounds, outdoor fitness areas and potential privately owned public spaces (POPs).
 - c. Precedent imagery shows examples of public squares, including opportunities for lighting, seating, the ability to incorporate underground parking and water features.
 - d. Precedent imagery for mixed use (commercial and retail uses) development at grade that abuts and extends into public spaces is provided.
- 4. The Concept looks to promote and prioritize non-motorized vehicle movements for visitors to walk, cycle, etc.**
- a. Pedestrian routes are shown between Doctor Lane and Fisher Street, as well as areas that are proposed to form a pedestrian zone.
 - b. Gateways are identified at King Road and Keele Street, and at King Road and Dew/Fisher Street.
 - c. Precedent imagery provides examples of opportunities to further enhance the active transportation network, to provide new pedestrian connections, and to provide wider pedestrian zones.
- 5. The Concept looks to prioritize and promote mixed use developments with strategic ground floor commercial and retail uses to activate the streetscape.**
- a. Locations identified within the Study Area that may be more appropriate for higher density development (4-6 storeys) are identified.
 - b. Buildings and locations that are a priority for an activated frontage, with commercial and retail uses prioritized are shown on the Concept.
 - c. Precedent imagery provides examples for new development and adaptive reuse with active streetscapes and ground floor building frontages.
 - d. Precedent imagery shows built forms ranging from 2 – 6 storeys to note that not all sites identified will be built out to the maximum development potential.
 - e. Precedent imagery is also provided to encourage active uses at the streetscape with patio spaces, particularly abutting the proposed square abutting Doctors Lane.
- 6. The Concept looks to provide a variety of housing options to allow for more affordable and diversified options for residents.**

- a. Buildings for adaptive re-use and locations that may be appropriate for lower density development of up to three storeys, particularly along Fisher Street, Patton Street and Kingslynn Drive are shown. These are primarily envisioned in the form of townhouse dwelling units to provide for a transition in built form between the Village Core and Established Neighbourhood.
- b. Precedent imagery is provided showing a variety of forms of townhouse dwelling units, including traditional units with parking at the rear, stacked townhouse dwelling units, and street-oriented townhouse dwellings to encourage the provision of diversified housing options for residents of all ages and abilities.

7. The Concept looks to improve the overall pedestrian safety and connectivity in the neighbourhood while also providing adequate parking for the mix of uses.

- a. Locations of parking areas are identified, including locations for underground parking, new parking structures, new surface parking lots, and parking areas with permeable pavers.
- b. Key intersections are highlighted and precedent imagery for examples of intersection treatments, pedestrian crossings, lighting for parking areas, and an example of an entrance to an underground parking lot are detailed.

Next Steps

The Project Team is seeking feedback on the draft conceptual Neighbourhood Plans, as shown in **Appendix A** (more fully displayed through the [Storymap](#)). As noted above, the Plans were shared with members of the public through two Community Open Houses on September 10 and 12, 2024. The Plans are also available online for further review and comment through an open SpeaKING Survey. Comments and feedback on the Plans, Storymap and Survey are encouraged to be submitted to the Project Team through the SpeaKING Project Page by **September 27, 2024**.

Following the commenting period, all comments and feedback will be reviewed, considered and incorporated into final conceptual Neighbourhood Plans. The final conceptual Neighbourhood Plans will be presented to Council for consideration of endorsement in Q4 2024. The draft CPPS framework will also be prepared based on the conceptual Neighbourhood Plans. Community engagement will continue to be an important component of the Project as the CPPS is developed, and additional engagement sessions are targeted for early 2025.

5. Financial Considerations

There are no immediate financial considerations in this report. This project has been funded by capital project 18-2223 for the Study of the Block Plans for \$200,000.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of upmost importance to the community and defines the

obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Township's long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This report is in alignment with the CSP's Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Implement regulatory changes to manage growth that best serves King's unique landscape.

Key Result: Complete the Official Plan review and update (to 2051) by 2025.

7. Conclusion

The purpose of this Report is to present the draft conceptual Neighbourhood Plans for the Doctors Lane and Old King Road Study Areas (**Appendix A**) for feedback, and to share the final Background and Directions Report (**Appendix B**). The draft conceptual Neighbourhood Plans and final Report were informed by the shared visioning exercises and public consultations that took place in Spring 2024, and through Council feedback following a [Report to Council](#) in May 2024. Staff respectfully request that Council direct Staff to finalize the conceptual Neighbourhood Plans based on the Council and community input received through the September 2024 public consultation sessions, and for Staff to report back to Council with the final conceptual Plans and draft structure for the CPPS in Q4 2024.

8. Attachments

Appendix A – Draft Conceptual Neighbourhood Plans

Appendix B – Final Background Review and Directions Report

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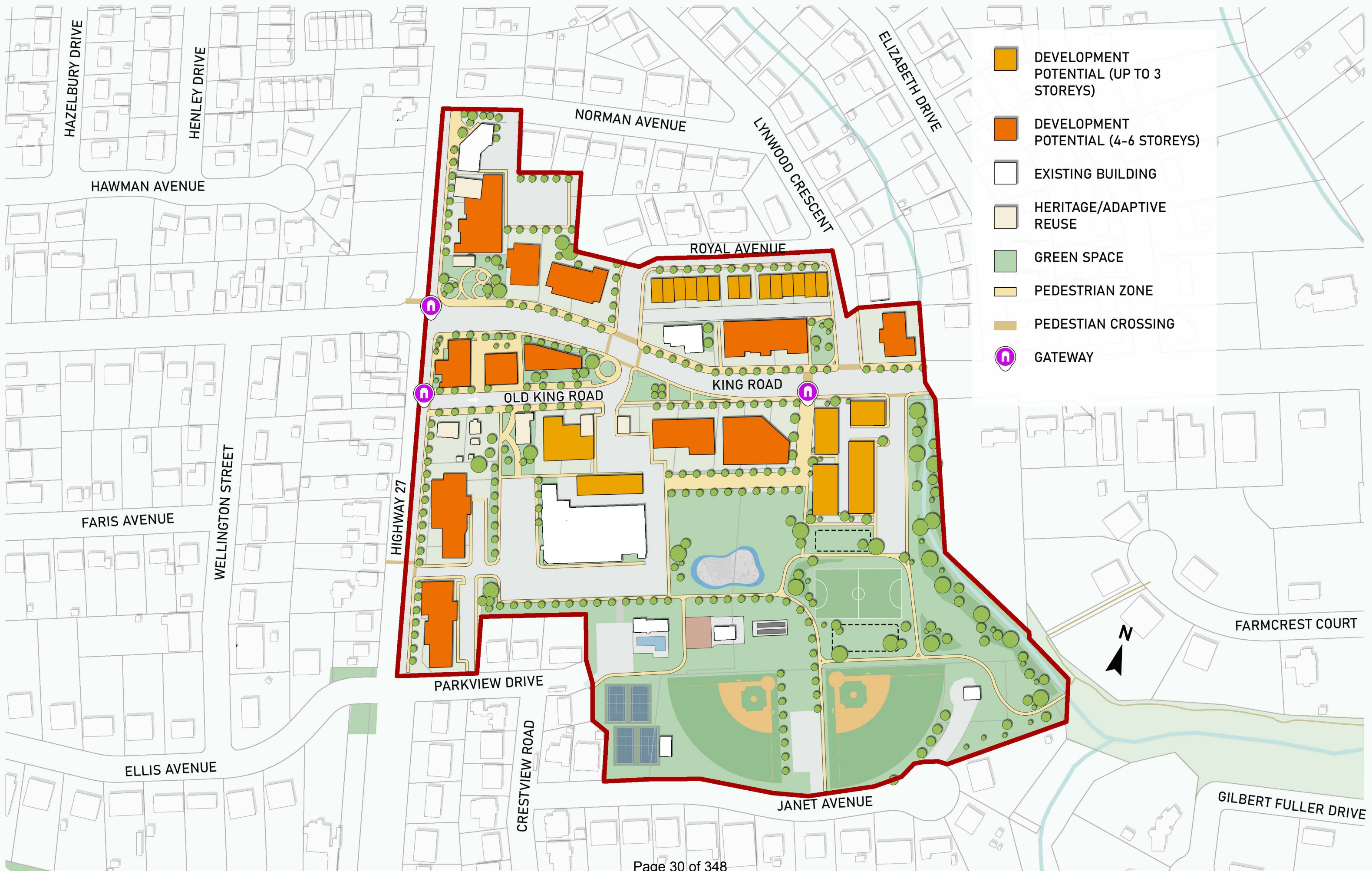
Approved for submission by:

Daniel Kostopoulos

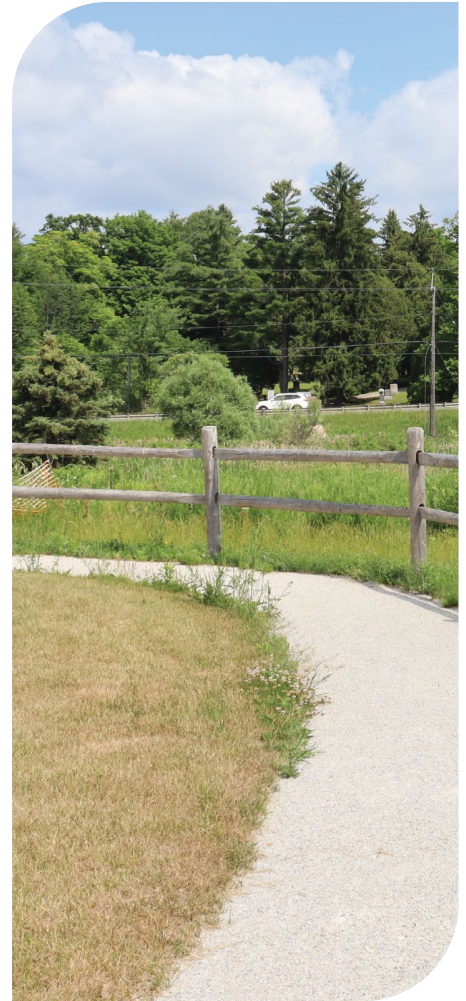
Chief Administrative Officer



- DEVELOPMENT POTENTIAL (UP TO 3 STOREYS)
- DEVELOPMENT POTENTIAL (4-6 STOREYS)
- EXISTING BUILDING
- HERITAGE/ADAPTIVE REUSE
- GREEN SPACE
- PEDESTRIAN ZONE
- PEDESTIAN CROSSING
- GATEWAY



- DEVELOPMENT POTENTIAL (UP TO 3 STOREYS)
- DEVELOPMENT POTENTIAL (4-6 STOREYS)
- EXISTING BUILDING
- HERITAGE/ADAPTIVE REUSE
- GREEN SPACE
- PEDESTRIAN ZONE
- PEDESTIAN CROSSING
- GATEWAY



Township of King Background Review and Directions Report

Final

July 2024

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A CPPS Peer Review

B Examples of the CPP By-law Structure of Other Municipalities

Acronyms

CA	Core Area
CAK	Core Area King
CAP	Collaborative Application Preparation
CPP	Community Planning Permit
CPPS	Community Planning Permit System
DP	Development Permit
DPS	Development Permit System
EP	Environmental Protection and Conservation
GTA	Greater Toronto Area
IZ	Inclusionary Zoning
King PS	Pump Station
MMAH	Ministry of Municipal Affairs and Housing
OLT	Ontario Land Tribunal
OPA	Official Plan Amendment
OS	Open Space and Conservation
PMTSA	Protected Major Transit Station Areas
TAC	Technical Advisory Committee
YROP	York Regional Official Plan
2024 PPS	Provincial Planning Statement



1.0 Introduction

1.1 Planning for the Future of the Township of King

The vision of the Township's Our King Official Plan (“Our King”), adopted 2019, is to achieve complete communities that are healthy, sustainable, and economically prosperous and promote pride and belonging. To support this vision, the Township is embarking on a multi-year ‘King-Centric’ planning exercise, contributing to guide the long-range planning of the Township to 2051. The exercise includes the development of Neighbourhood Plans and a Community Planning Permit System (CPPS) for two areas in the Villages of King City and Nobleton; Doctors Lane and Old King Road (the “Study Areas”).

The Study Areas, which are identified on **Figure 3-1** and **Figure 3-9** in **Section 3.0** of this report, are part of King City and Nobleton’s Village Cores and are intended to accommodate future residential growth and economic development. At the same time, the areas feature existing cultural heritage elements and historic buildings to be honoured and enhanced. The Neighbourhood Plan Areas were selected in collaboration with the Community Services and Public Works Departments based on their central location within each Village and their proximity to municipally owned lands that are considered for redevelopment. The development of the Neighbourhood Plans is part of the Policy Planning Division 2023 through 2025 work plan.

In a staff report dated June 12, 2023 ([GMS-PL-2023-30](#)), Township Planning Staff recommended the development of a Community Planning Permit System (CPPS) to support the implementation of the Neighbourhood Plans (at the time referred to as Block Plans). As part of this recommendation Township Planning Staff completed a review of how a CPPS is used in other municipalities throughout Ontario. The development of a CPPS is further supported through Section 9.3.6 of Our King which notes that it is Council's policy to consider the development of a CPPS either through additional studies, amendments to Our King, or during a future review of Our King. In June 2023, Council approved the recommendation by Township Planning Staff to develop a CPPS. In December 2024, the Township retained Dillon Consulting Limited to support the development of the Neighbourhood Plans and a CPPS for the two Study Areas.

1.2 Purpose of the Project

The development of the Neighbourhood Plans and a CPPS will establish and implement a vision for geographically specific areas of the Village Cores of King City and Nobleton that will support place-making, provide necessary community facilities to support complete communities, and facilitate growth in the Township's priority areas. Key questions that will be explored as part of this planning exercise include what elements of the community are well served and what gaps currently exist in the Neighbourhood Plan Areas that the community would like to see filled through future redevelopments.

The Project includes the following core components to establish the Neighbourhood Plans and the CPPS:

- Shared Visioning Exercises to establish the long-term vision for the villages of King City and Nobleton by identifying opportunities and goals to support the redevelopment of the priority areas.
- Neighbourhood Plans that establish the framework to guide redevelopment and illustrate the redevelopment opportunities of the areas.
- Official Plan Amendment (OPA) and CPPS to implement the vision and establish the enabling policies for the CPPS and CPP By-law(s).

The community vision, Neighbourhood Plans, OPA and CPP By-law provide an opportunity to guide the Township in the use of municipally owned land in addition to providing a land use regulatory framework to guide privately owned land.

The purpose of the Background and Directions Report is to provide a snapshot in time of the Study Areas, including an opportunities and constraints analysis, an overview of Provincial and local planning context, a review of municipalities in Ontario who have implemented a CPPS, and key directions on next steps. The project will continue to evolve as the Neighbourhood Plans and CPP By-law are being created and based on the insights gained through community engagement.

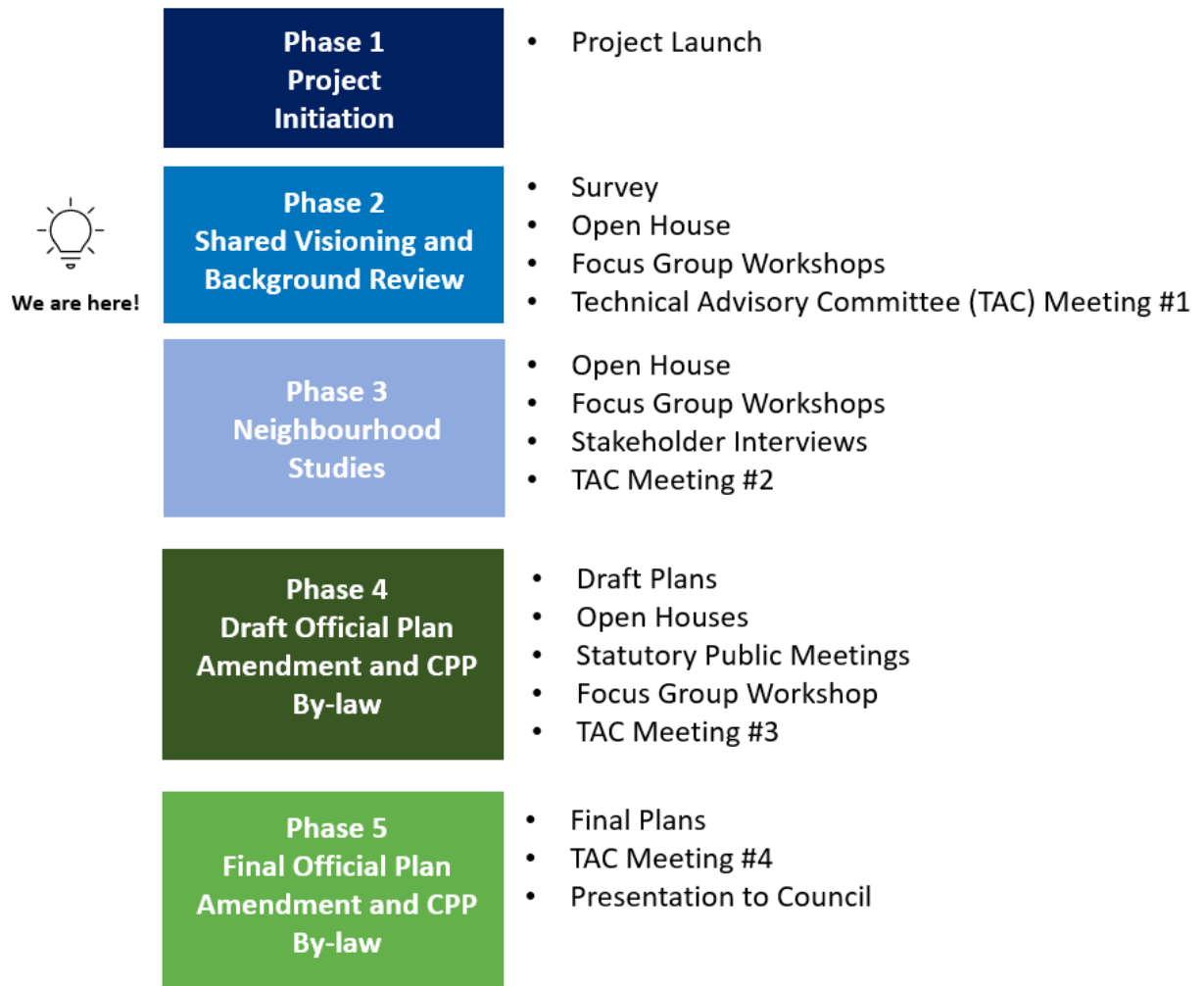
1.3 Study Process and Community Engagement

The Doctors Lane and Old King Road Neighbourhood Plans will be completed over five phases including:

1. Project Initiation;
2. Shared Visioning and Background Review;
3. Neighbourhood Studies;
4. Draft Official Plan Amendment and CPP By-law; and,
5. Final Official Plan Amendment and CPP By-law.

Meaningful engagement will be key to establishing and implementing a vision for the Neighbourhood Plans. The vision will support place-making, provide necessary community facilities to support complete communities, and facilitate growth. The project will be complemented by a Technical Advisory Committee (TAC) comprised of representatives from the Township, the Region, and other organizations and agencies. The project also includes Community Focus Groups during Phases 2, 3, and 4 of the Project, which will be comprised of representatives from the broader community and interested parties. In addition, residents will be informed and engaged throughout the project by having the opportunity to attend one of the many Open Houses and through online engagement on [SpeakING](#), such as project updates, surveys, and short informational video clips. **Figure 1-1** provides an overview of the project based on the information described above.

Figure 1-1: Project Diagram



1.4 Structure of this Report

This Background Review and Directions Report provides an overview of the Study Areas, the CPPS system in Ontario, a best practices review, key directions based on an opportunities and constraints analysis, as well as examples of structures for CPP By-laws and next steps. This Background Review and Directions Report is structured as follows:

- **Section 1.0:** Provides an overview of the Project, including the Neighbourhood Plans and CPP By-law planning exercise.
- **Section 2.0:** Provides an overview of the anticipated growth for these areas in the Villages of King City and Nobleton and an overview of the differences between the Township's current development approvals process and the CPPS process.
- **Section 3.0:** Provides an overview of the Study Areas (including any potential refinements to the boundaries), a summary of existing conditions and applicable elements of the Township's Official Plan, Zoning By-laws and Urban Design Guidelines for each of the Neighbourhood Plan Areas.
- **Section 4.0:** Provides an overview of the Provincial CPPS legislation and its evolution over time, as well as the existing regional and local policy context.
- **Section 5.0:** Provides an overview of municipalities in Ontario that have implemented a CPPS and approved a CPP By-law to identify best practices in implementing a CPP By-law for the Neighbourhood Plan Areas.
- **Section 6.0:** Provides a summary of the key direction in establishing the Neighbourhood Plans and a CPPS for the Doctors Lane and Old King City Neighbourhood Plan Areas.



2.0 The Township of King is Growing

2.1 Growth Context

The Township of King is a municipality within York Region with an area of 333 square kilometers (km²) on the northern periphery of the Greater Toronto Area (GTA), positioned between the Cities of Toronto and Barrie. The Township is located in a predominantly rural setting, characterized by agricultural lands and nature, including the Oak Ridges Moraine and the Greenbelt. It is comprised of villages and hamlets, including the Villages of King City, Nobleton and Schomberg and the Hamlets of Ansnorveldt, Kettleby, Laskay, Lloydtown, Pottageville, Graham Sideroad and Snowball. Often dubbed a 'community of communities', each village and hamlet within the Township possesses its own unique identity, characterized by noteworthy cultural and natural landmarks, historical sites, and heritage properties. While the Villages of King City, Nobleton, and Schomberg include a significant portion of the Township's population, the majority of the area retains its rural character.

As of 2021, the Township has approximately 27,300 people and 10,000 jobs, and is anticipated to grow to 50,300 people and 16,400 jobs by 2051. Approximately 52% of the growth is being targeted to take place within the existing Built-up Area¹. Based on the Township's Our King (under review), the Village of King City is anticipated to grow from a population of 6,900 in 2016 to a population of 15,500 by 2031. In comparison,

¹ York Region (2022). York Region Official Plan. Office Consolidated June 2023.

the Village of Nobleton is anticipated to grow from a population of 5,700 in 2016 to a population of 6,750 by 2031. This means that the highest level of growth is planned for King City (90% of the population growth and 45% of the job growth) followed by Nobleton (11% of the population growth and 35% of the job growth).

Our King identifies that the projected 2031 population for Nobleton reflects limitations posed by the municipal sanitary sewer services. An Environmental Assessment is complete and design works are ongoing to increase the capacity of the system which will enable a higher population for the Community.

The lands surrounding the King GO Station in King City are identified as a Protected Major Transit Station Area in Appendix 2 of the York Region Official Plan with a density target of 80 people and jobs per ha. Schedule D1 of the Our King designates these lands as Transit Station Area and Section 5.11 of Our King provides a number of policies to guide development within this area. A small portion of land designated Transit Station Area is within the south-west portion of the Doctors Lane Study Area.

In addition, Our King identifies a housing target of a minimum of 25% of new housing units be affordable across the Township. To further support the anticipated growth, the York Region Official Plan identifies a need for 750 purpose-built rentals by 2051 for the Township.

To support and direct the future growth, the Township is in the process of undertaking an Official Plan Review, which will guide growth in King to the year 2051. A key component of the Official Plan Review is the Growth Management Strategy and the Employment Lands Strategy which will collectively inform the Township's future growth, density patterns, housing types, employment needs and land needs to 2051.

The Township is also exploring various development and redevelopment opportunities for its community facilities. In 2018, the King City Public School was demolished, and the Township is in the process of acquiring the land. The Township has also approved a new Township-Wide Recreation Centre at 15th Sideroad and Dufferin Street which will include arenas, indoor pools, a multi-purpose athletic fieldhouse and multi-purpose community room. In Nobleton, the Township is also exploring the development of a Nobleton Recreation and Cultural Campus which will incorporate existing facilities including the Dr. William Laceby Nobleton Community Centre and Arena, and Nobleton Community Hall, while also introducing new facilities to the park.

2.2 Introducing a New Tool for the Township

The focus of the Neighbourhood Plans is to support the redevelopment of the core areas and municipally owned lands in the heart of King City and Nobleton. The CPPS will be used to implement the Doctors Lane and Old King Road Neighbourhood Plans.

A Neighbourhood Plan helps to shape new and existing neighbourhoods, considering existing and potential future land use, open space, design elements, transportation and active transportation networks and municipal servicing. The Plan consists of graphics, images, and maps that identify an approach to the development or re-development of an area.

To assist with the implementation of the Neighbourhood Plans, the Township is introducing a Community Planning Permit System (CPPS). A CPPS is a land use planning tool available to municipalities in Ontario that combines Zoning By-law, Minor Variances and Site Plan Applications into one single application and approval process.

Formerly known as the Development Permit System (DPS), a CPPS provides an alternative to the traditional planning approval process, enabling greater efficiencies and a streamlined development process as well as the opportunity to apply a broader scope of review as part of the permit process. A CPPS requires an Official Plan Amendment, which is a formal process that alters the policies or land use designations of an Official Plan for a site or an area. Once a CPPS is in place, the tool is implemented through a CPP By-law. The CPP By-law replaces the Zoning By-law for the area to which it applies.

Benefits of a CPP By-law include the following:

- **Streamline development approvals** by combining Zoning By-law Amendments, Minor Variance, and Site Plan into one application and approval process with shorter approval timelines (45 days), see **Figure 2-1**.
- **Broader catchment of projects** based on broader definition of “development” than Site Plan Control, which adds site alteration and vegetation removal. Everything requires a permit unless otherwise exempt.

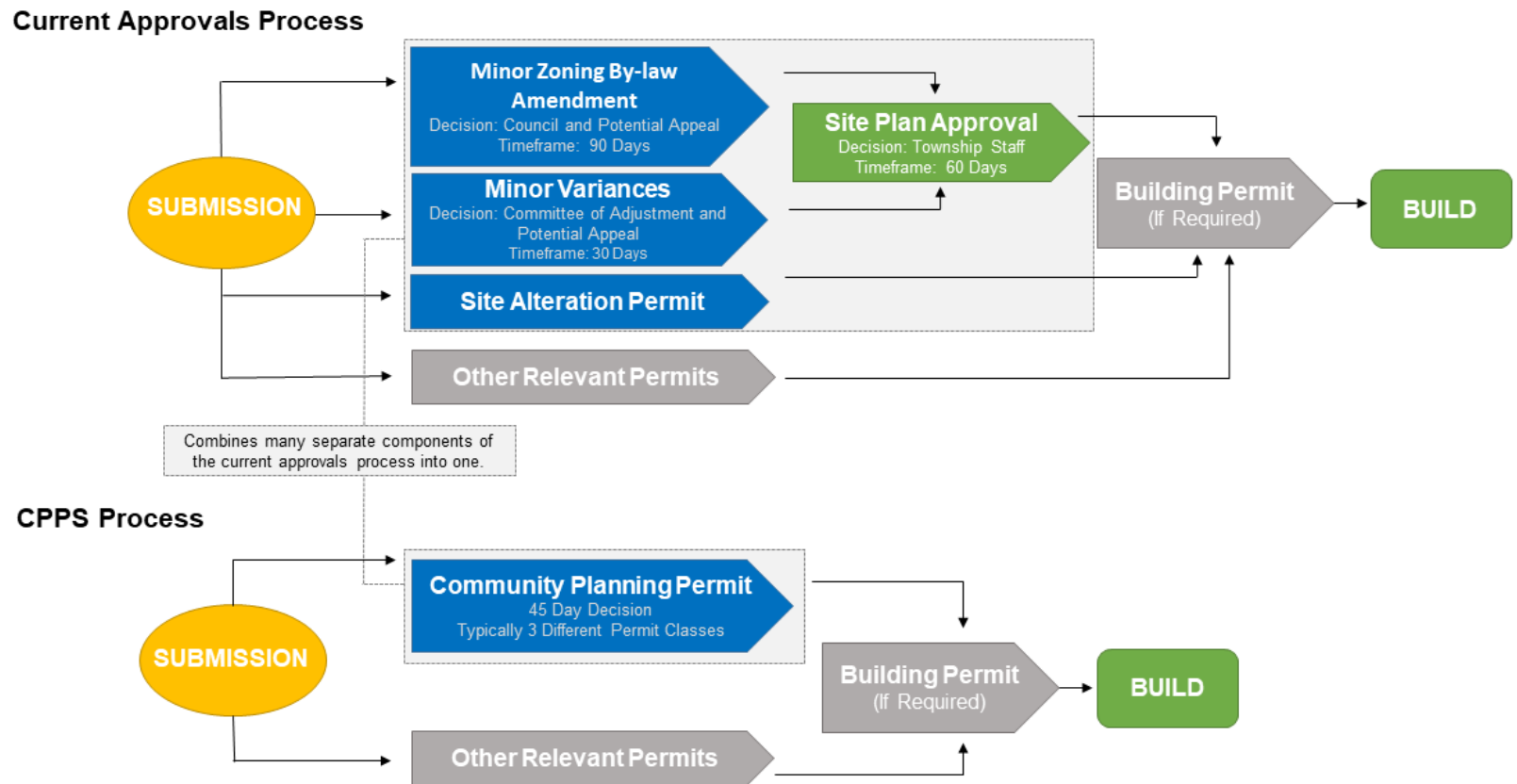
- **Can control what matters most** as the tool is more flexibly, allowing municipalities to embed critical urban design matters into the CPP By-law².
- **Ability to secure essential community needs** through identifying “facilities, services and matters,” in addition to those in exchange for height and density³, and can include requirements for affordable housing.
- **Provides a framework for delegation of approvals** based on classes of approvals, such as: Class 1: Standards met – staff approval, Class 2: Variation – staff approval, Class 3: Variation requiring Committee or Council approval (above established thresholds). This could reduce staff effort for council reporting for applications that meet the requirements of the By-law or are within the identified staff variation.
- **More certainty in implementation and reduced likelihood of appeals:** Given that a CPP By-law clearly specifies the rule for development and any variations or discretionary uses that may be permitted, there is more certainty for the community, applicant and stakeholders on the type of development that will ultimately be approved. Further, at the permit stage, only the applicant has the right to appeal a decision, there are no third-party appeals for CPP By-law applications (unlike a Zoning By-law which can be held up in lengthy third-party appeals). In addition, there is no ability to request amendments for the first 5 years after a CPP By-law is passed, providing further certainty to the community that the vision and By-law provisions will be maintained.

Figure 2-1 below provides an overview of how the current traditional process differs from the CPP process.

² Bill 23 amended the Planning Act to exempt development with 10 units or less from site plan control, and removed the ability to review applications for exterior design. These changes do not apply under a CPPS.

³ Bill 23 includes a discount on community benefit charges (CBC) for affordable and attainable residential units. In comparison, “Facilities, Services and Matters” are not limited by Bill 23 limits to community benefits charges (CBC) and parkland dedication.

Figure 2-1: Community Planning Permit System Process Flow Diagram



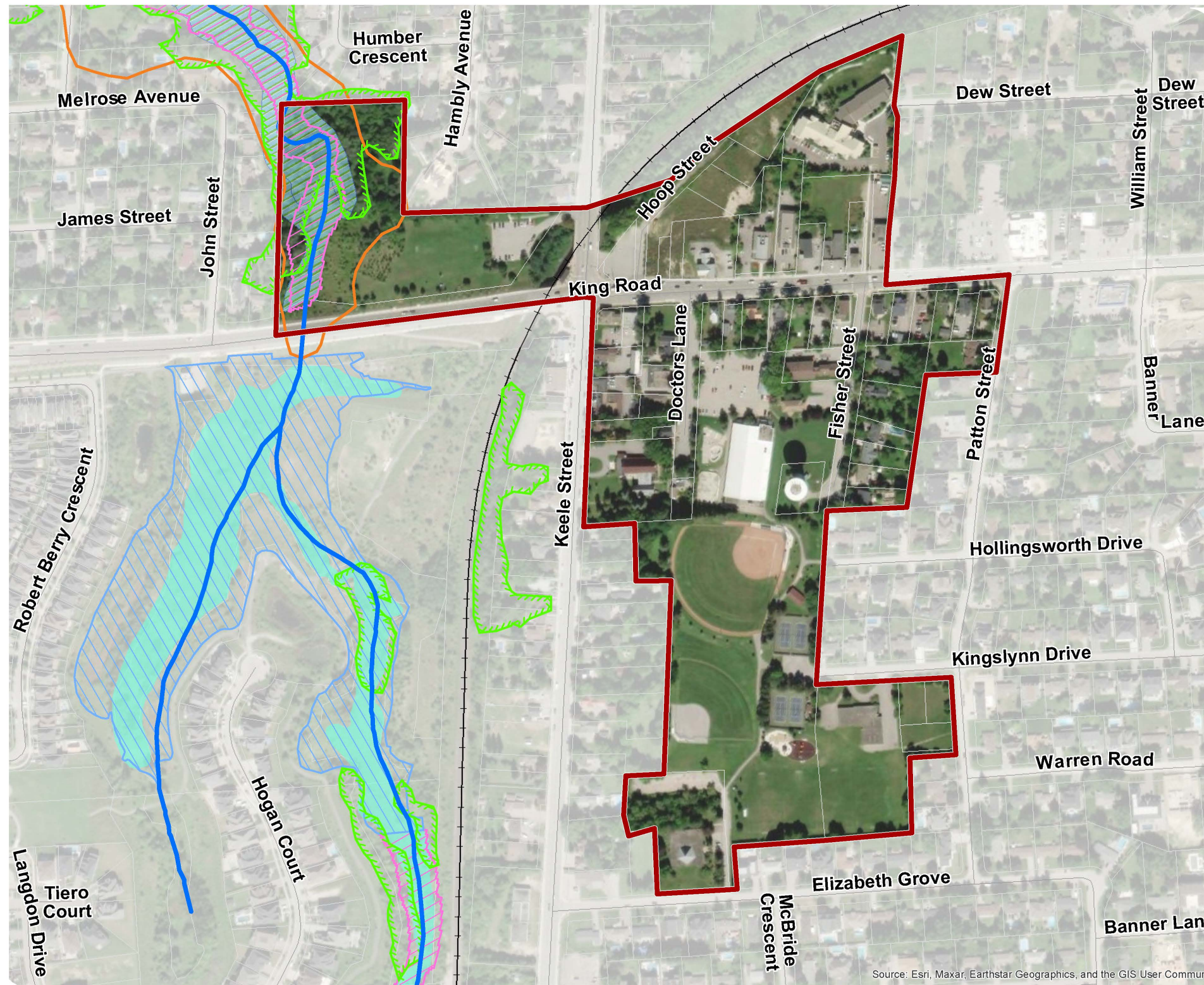


3.0 Existing Conditions

3.1 Doctors Lane Neighbourhood Plan Study Area

In the Village of King City, the Neighbourhood Plan Area identified on **Figure 3-1** is centered around Doctors Lane, encompassing 22.6 hectares of land situated in the southeast corner of the Village. This area includes parcels with frontages on Keele Street and King Road, as well as those bordering Fisher Street and Doctors Lane. The Neighbourhood Plan Area also includes Wellesley Park to the north-west of the intersection of King Road and Keele Street. Our King identifies King City as an area of distinctive characteristics a unique blend of cultural and natural attractions, historical landmarks, and heritage sites. Leveraging these assets for strategic development and the provision of essential community services will be pivotal to ensuring the ongoing prosperity of the Township. In addition, there is an opportunity to utilize change in uses within the area to enhance the downtown and support a new community hub.

Figure 3-1: Doctors Lane Neighbourhood Plan Area Study Area

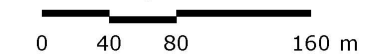


**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA

STUDY AREA
FIGURE 3-1

- Study Area
- Other Wetlands (Not Evaluated)
- Provincially Significant Wetlands
- Watercourse
- Crest of Slope
- Floodplain
- Estimated Flood Hazard
- Woodlands
- Roads
- Rail Line

SCALE 1:3,500



MAP DRAWING INFORMATION:
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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-1_DoctorsLane_StudyArea.mxd

3.1.1 Existing and Surrounding Uses

Existing uses within the Study Area include Wellesley Park, the King City Lions Arena and barn, former Seniors Centre building, parking lot, and King City Memorial Park. The King City Memorial Park is a large recreational area, including ball hockey/basketball court, four mini soccer fields, two baseball diamonds, skatepark, splash pad and two tennis courts, the King City Tennis Club, as well as the iconic Water Tower. A pedestrian loop to Keele Street via the King City United Church yard is located in the south-west of the Study Area, including a municipal walkway along the All Saints Anglican Church property that connects Keele Street to Doctors Lane. North of King Road there is the King City Montessori School, a bank, other office and commercial uses, a mid-rise multi-unit residential building and Hoop Street that runs parallel to the rail corridor. Wellesley Park is primarily a natural heritage area, and includes soccer fields, parking lot and Canada Post community mailboxes. Wellesley Park is located in the north-west corner of the Study Area, and includes a pedestrian connection to Hambly Avenue.

Other existing uses within the Study Area include a Canada Post, various shops and restaurants, the All Saints Anglican Church and cemetery, the King City Nursery School, as well as a former school site. The King City Village Centre Urban Design Guidelines identify the intersection at Keele Street and King Roadway as a gateway into the Village of King City.

There are a variety of land uses surrounding the Study Area which can be summarized as follows:

North – The Barrie GO rail corridor runs along the north of the Study Area (and through the study area) and separates this area from the commercial lands further north. The area surrounding Dew Street is in transition and anticipated to support intensification, redevelopment, and mixed-uses over the near-to-long term planning horizon. Lands along Hambly Avenue are existing low-density residential units designated Established Residential.

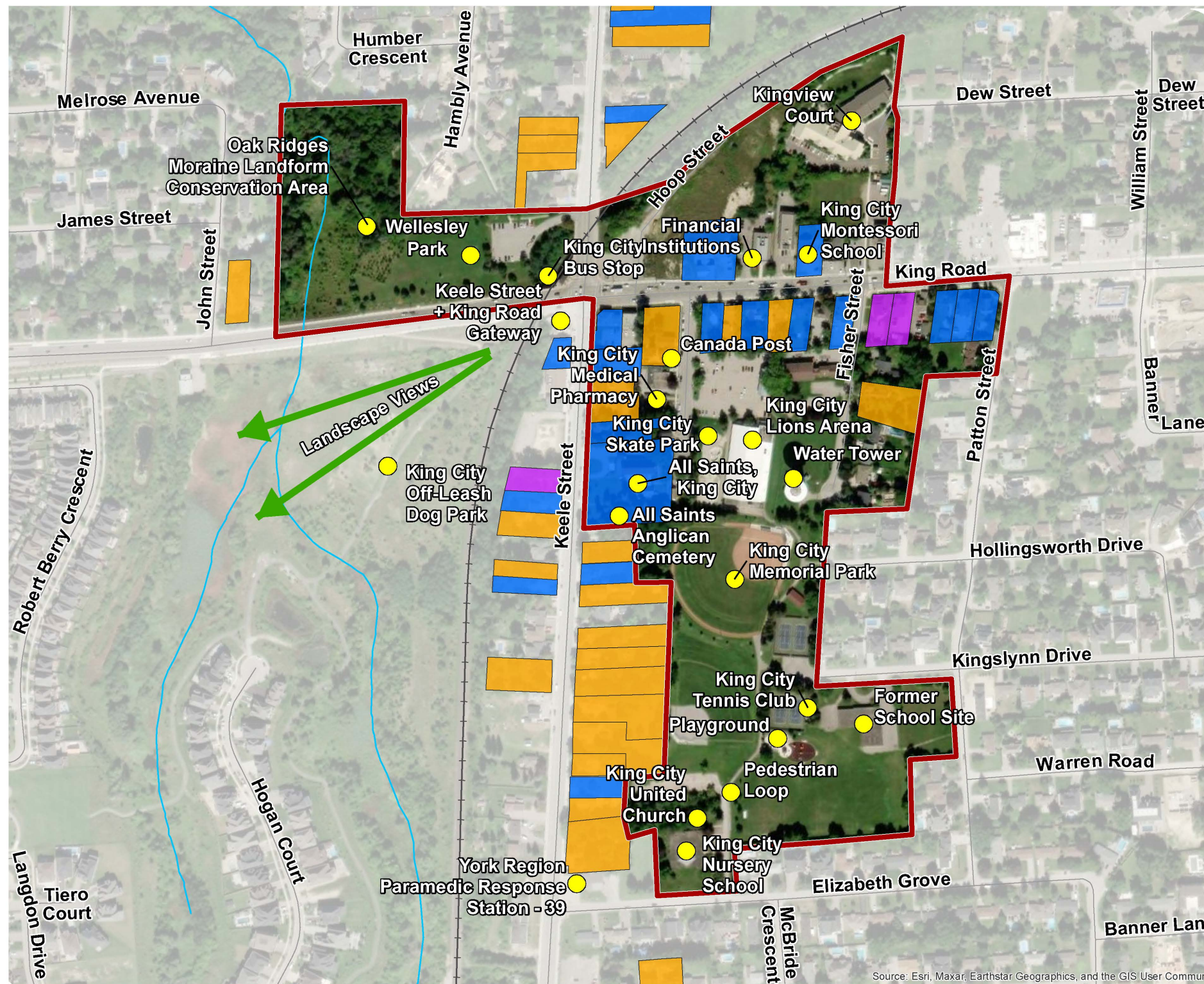
South – York Region Paramedic Response Station # 39 and the Transit Station Area/ King City GO along Keele Street.

East – low rise residential subdivisions along Elizabeth Grove, Patton Street, Kingslynn Drive, and Warren Road.

West – mix of commercial and office uses along Keele Street of one to two storeys, greenspace comprised of the Kettle Lake Park and King City Off-Leash Dog Park, as well as the Barrie GO Corridor, which runs through the Study Area and to the west, between the Study Area and low density residential uses.

The existing land uses within and surrounding the Neighbourhood Plan Area are identified on **Figure 3-2**.

Figure 3-2: Doctors Lane Neighbourhood Plan Area Existing and Surrounding Uses

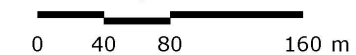


DRAFT BACKGROUND REVIEW AND DIRECTIONS
DOCTORS LANE NEIGHBOURHOOD PLAN AREA

EXISTING AND SURROUNDING USES
FIGURE 3-2

- Study Area
- Major Destinations
- Heritage Register Status:**
- Designated
- Listed
- Inventory
- Watercourse
- Roads
- Rail Line

SCALE 1:3,500



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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.1.2 Existing Land Use Framework

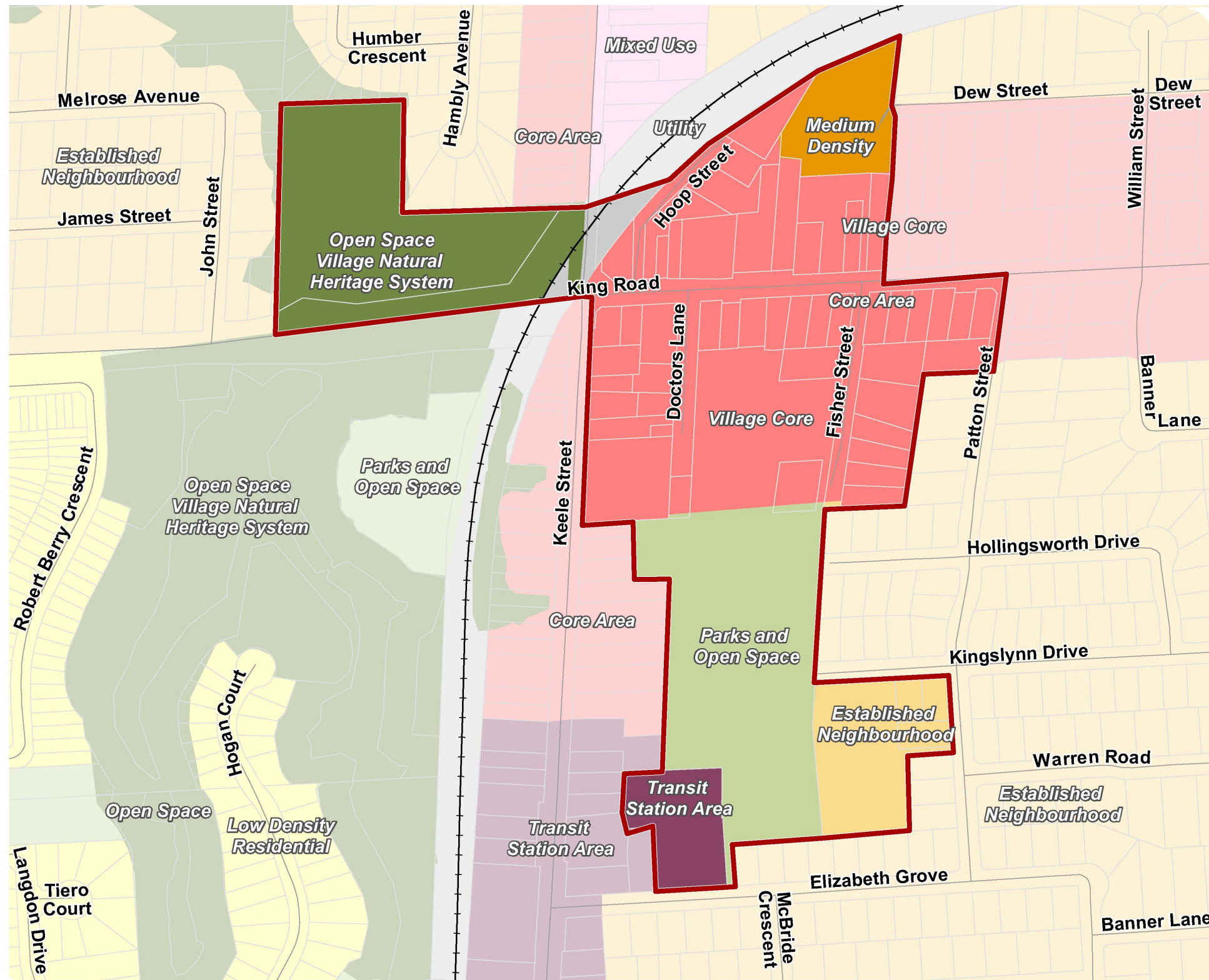
In terms of planned future uses, the Village of King City is designated as a Community Area as identified on Map 1A in the York Region Official Plan. The lands within the Study Area are designated as Village Core, Parks and Open Space, Transit Station Area, Established Neighbourhood and Village Natural Heritage System as identified on Schedule D1 of Our King. **Figure 3-3** provides an overview of the land use designations within the Neighbourhood Plan Area.

Figure 3-4 provides an overview of the existing zoning for the Neighbourhood Plan Area based on the current Zoning By-law for the King City and Schomberg Urban Areas, Zoning By-law 2017-66. As per Zoning By-law 2017-66, the Doctors Lane Neighbourhood Plan Area currently includes the following zones:

- **Core Area – King City (CAK, CAK-2)** allows a mix of permitted uses, including commercial, residential, institutional and office uses.
- **Environmental Protection and Conservation (EP)** allows the conservation of natural heritage/hazard features, including trails.
- **Institutional (I)** allows a wide range of institutional uses, such as schools and government uses.
- **Open Space and Conservation (OS)** allows open space and park uses.
- **Residential (R1C, R1D)** allows single detached dwellings on lots with a minimum lot frontage of 15.0 m and 21.0 m, respectively, and permits other uses including group homes and accessory uses such as bed and breakfasts, home occupation, private home day care and second dwelling units.

Within the Village Urban Design Guidelines (2023), Doctors Lane is identified as an area that has the potential to be transformed into a vibrant streetscape with high regard for the pedestrian experience based on its proximity to the Village Core and its multitude of mixed uses and recreational facilities. In addition, the Township promotes revitalization within the Village Core Areas and has a Community Improvement Plan that provides various grants to help support businesses and properties.

Figure 3-3: Doctors Lane Neighbourhood Plan Area Land Use Designations



DRAFT BACKGROUND REVIEW AND DIRECTIONS
DOCTORS LANE NEIGHBOURHOOD PLAN AREA
LAND USE DESIGNATIONS
FIGURE 3-3

- Study Area
- Parcels
- Land Use Based on "Our King" Official Plan**
- Village Core
- Mixed Use
- Neighbourhood
- Established Neighbourhood
- Medium Density Residential
- Transit Station Area
- Utility
- Parks and Open Space
- Village Natural Heritage System
- Roads
- Rail Line



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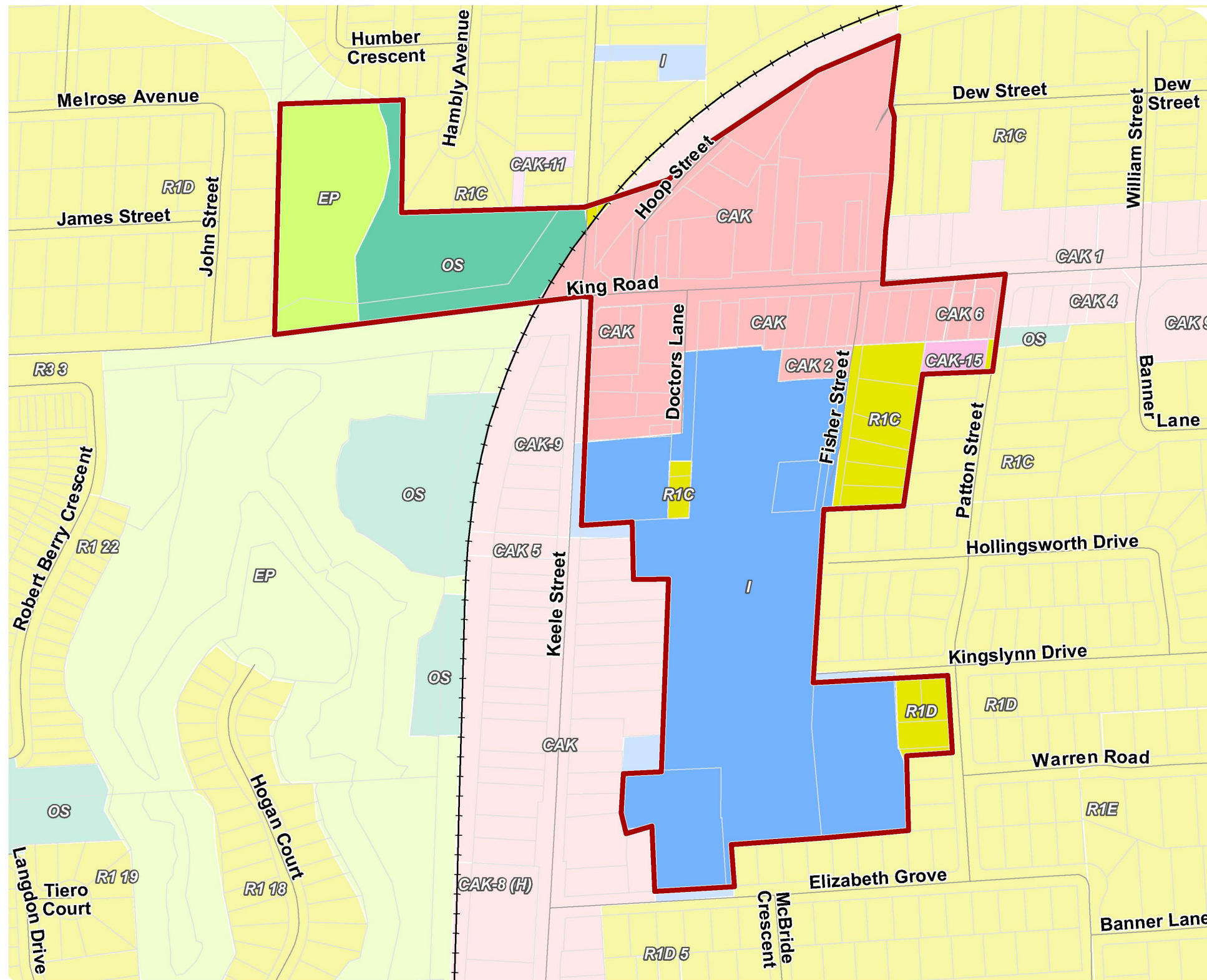
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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-3_DoctorsLane_LandUseDesignations.mxd

Figure 3-4: Doctors Lane Neighbourhood Plan Area Existing Zoning



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA

EXISTING ZONING
FIGURE 3-4

- Study Area
- Parcels
- Zoning Based on Zoning By-law 2017-66**
- Core Commercial
- Core Area King City
- Environmental Protection and Conservation
- Institutional
- Open Space and Conservation
- Residential
- Roads
- + Rail Line



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STATUS: DRAFT
DATE: 2024-06-27

FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-4_DoctorsLane_Zoning.mxd

3.1.3 Existing and Planned Transportation Network

As identified on **Figure 3-5**, King Road and Keele Street are classified as Regional Arterial Roads. The remaining roads within the Study Area are classified as Urban Collector or Urban Local roads. The road network around the Study Area includes established sidewalks, including recent streetscape improvements along King Road and Keele Street to enhance the pedestrian experience and incorporate separated bicycle lanes. Notably, the King City Lions Arena is located within an approximate 15-minute walking distance from the King GO Station to the south. As mentioned in **Section 2.0**, the King GO Station is identified as a Protected Major Transit Station Area in Appendix 2 of the York Region Official Plan.

The Region is also undertaking upgrades to the King Road and Keele Street intersection. These improvements are proposed to enhance traffic flow, safety, and alleviate congestion. Proposed measures include implementing stopping prohibitions along both sides of Keele Street from King Road to Station Road. Additionally, the installation of a midblock pedestrian crossing aims to enhance pedestrian safety and connectivity within the central area.

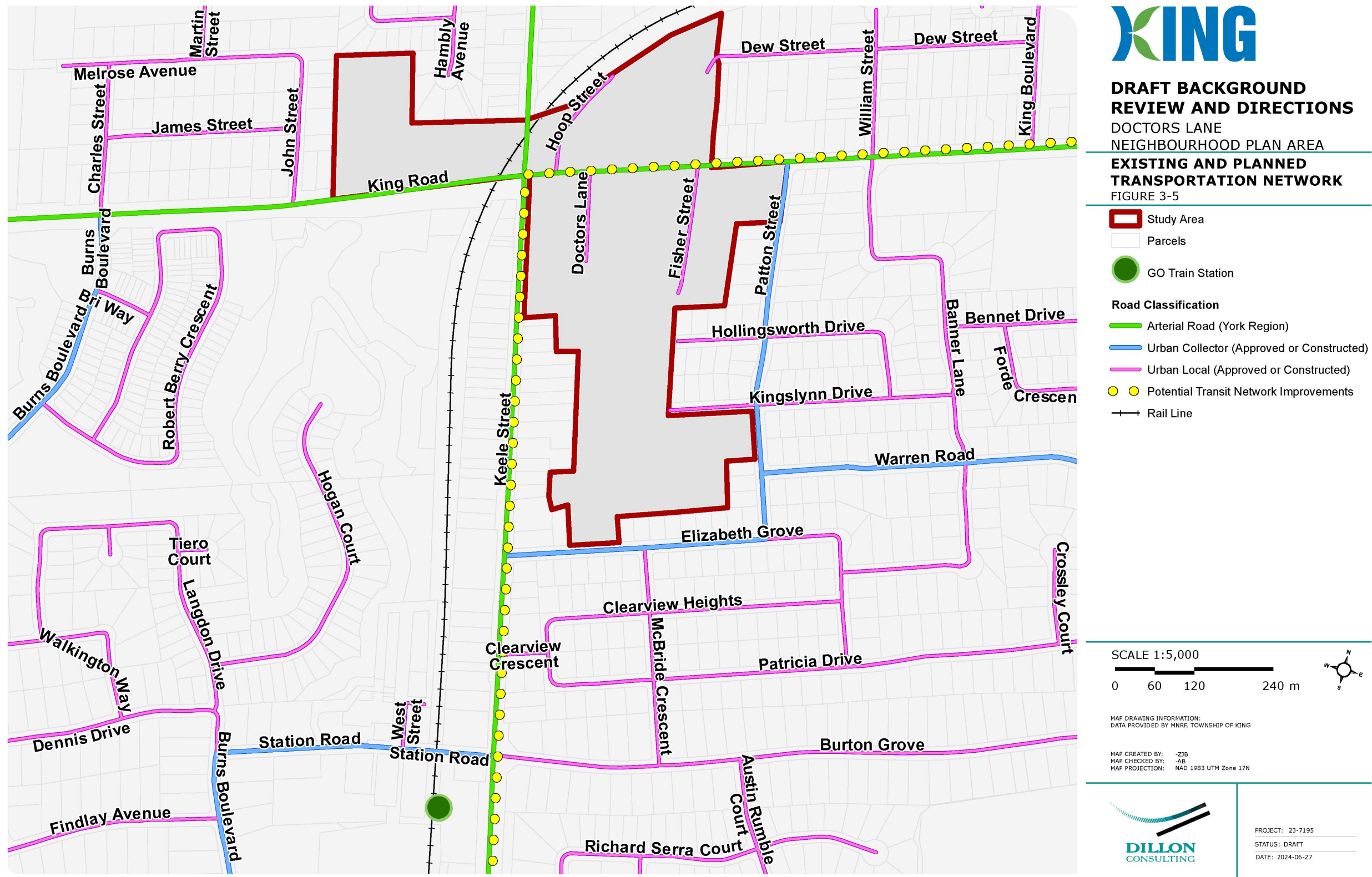
The Our King official plan provides guidance and direction for transportation planning within and around the study areas. Policy 8.5.6 and 8.5.7 provide policies for Council to work with York Region and the Province to maintain suitable networks for goods movement routes while directing heavy traffic away from the Villages and Hamlets where possible. While these would not be within the study area, future bypasses and interchanges may offer the opportunity to reduce heavy truck traffic on King Road and Keele in the Doctors Lane Study Area.

In terms of potential future opportunities, the Township's Transportation Master Plan (2020) identifies the opportunity to establish "cycling loops" and pedestrian connections within King City, including way finding to local destinations. Existing pathway linking within the Study Area include the walkway from Keele Street to Doctors Lane, the pedestrian connection at the United Church, and the walkway/cycle path from King Road to Station Road and the King City GO Station.

The Township's Core Areas Parking Study (2018) supports the installation of wayfinding signage, specifically on Keele Street and King Road. The Transportation Master Plan also identifies the potential to develop goods movement routes around King City to support active transportation.

At the time of this report, the Township is undertaking a review of the transportation network, traffic, and parking within the Study Area to support the comprehensive development of the Neighbourhood Plan.

Figure 3-5: Doctors Lane Neighbourhood Plan Area Existing and Planned Transportation Network



FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-5_DoctorsLane_Transportation.mxd

3.1.4 Existing and Planned Sewage, Water and Stormwater Infrastructure

The Village of King City is serviced via municipal water, wastewater and storm sewer networks. The Doctors Lane Study Area is currently serviced by a stormwater system, wastewater system, and water main travelling along King Road, Fisher Street and Doctors Lane, and portions of Keele Street.

A wastewater main traverses the area, linking Kingslynn Drive and Hollingsworth Drive via Elizabeth Grove, while a stormwater main intersects the Study Area from Kingslynn Drive to Elizabeth Grove. Adjacent to the train tracks, another stormwater connection follows a parallel route, cutting across King Road in the eastern section of the Study Area, just north of Hoop Street. The existing infrastructure network is identified on **Figure 3-6**.

The 2022 York Region Water and Wastewater Master Plan identifies the following growth-related water and wastewater projects for the Village of King City:

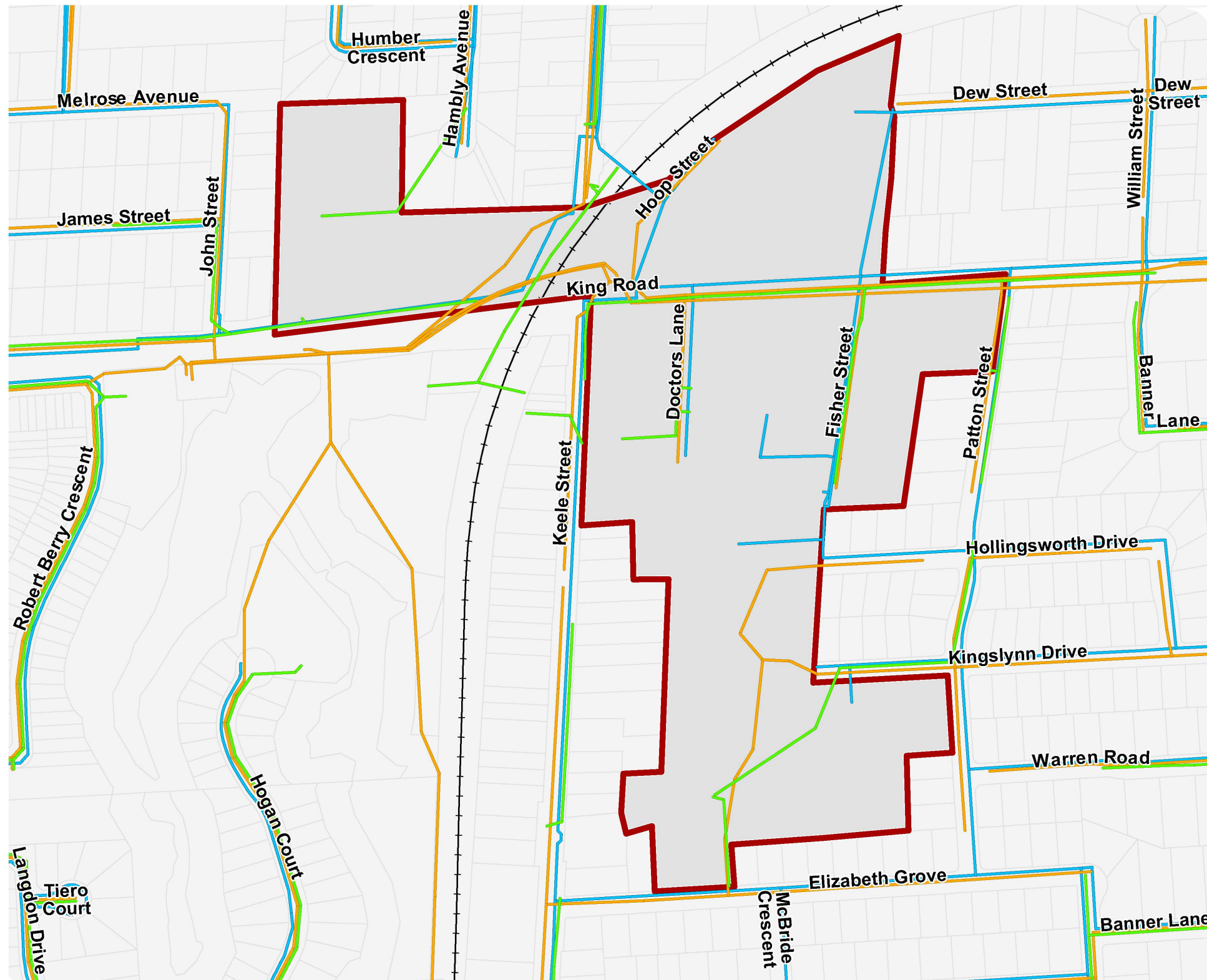
- Optimize capacity of King City Sewage Pumping Station to accommodate interim growth in King City.
- Expand King City wastewater pumping capacity and construct a new forcemain to accommodate long term growth in King City.

A Phase 1 Servicing Assessment has been completed by TYLin on June 10, 2024 to assess the build-out condition reserve capacities of the watermains and sewers that will service the two Study Areas. The following summarizes the outcomes of this analysis:

- The additional population that can be accommodated within the Doctors Lane Study Area is 4,350 people;
- This additional population can only be accommodated in the norther area (north of Hollingworth Drive) and connect to the sanitary sewers on King Road flowing west and Keele Street flowing north;
- Additional population on and south of Hollingworth Drive would require upgrades to the downstream sanitary sewers on King Road (flowing south) and between the rail track and the creek (flowing north to the King Road PS); and,
- The existing water system has capacity to accommodate the additional population of 4,350 and available fire flows range from 67 L/s at 'dead-end' nodes to over 1,600 L/s on the King Road watermain.

A future, Phase 2 Servicing Assessment will be undertaken to update the hydraulic models and assess system capacity based on updated demand information based on the actual build-out needs.

Figure 3-6: Doctors Lane Neighbourhood Plan Area Existing Infrastructure Network



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA
**EXISTING INFRASTRUCTURE
NETWORK**
FIGURE 3-6

- Study Area
- Parcels
- Stormwater Main
- Wastewater Main
- Water Main
- Rail Line



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DATA PROVIDED BY MNRE, TOWNSHIP OF KING

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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-6_DoctorsLane_Infrastructure.mxd

3.1.5 Key Issues and Opportunities

Based on a review of the existing conditions and available information a number of opportunities and constraints have been identified within the Doctors Lane Neighbourhood Plan Area. **Figure 3-7** and **Figure 3-8** provide a summary of the opportunities and constraints within the Doctors Lane Neighbourhood Plan Area.

Opportunities within the Doctors Lane Neighbourhood Plan Area, as shown on **Figure 3-7**, include:

1. Lands are zoned Core Area – King City supporting a mix of uses.
2. Keele Street and King Road provide gateway to the village of King City.
3. Intensification opportunities exist along Keele Street, King Road, Fisher Street and Doctors Lane, including retail and mixed-use developments.
4. Doctors Lane has been identified as a pedestrian priority area.
5. Option to introduce a signalized intersection at Fisher Street and King Road and connecting Doctors Lane and Fisher Street with a laneway/municipal road may be an opportunity to support traffic movement in the area. Possible longer-term opportunity to extend Dew Street to the intersection at Fisher Street and King Road.
6. Pedestrian pathway from Doctors Lane to Keele Street has been recently constructed along the north lot line of the All Saints Church as well as a pedestrian connection from the King City United Church.
7. Opportunity to identify key community amenities and recreational facilities for preservation and enhancement, and which have redevelopment potential to accommodate a range of uses.
8. Arena site includes the former seniors centre (which has been relocated to the new library). Adjacent to the former school site, there are vacant lands in the Established Neighbourhood designation.
9. Potential for transit network improvements along King Road and Keele Street.
10. Opportunity to provide public access and maintain public ownership of natural heritage features.
11. Longer-term opportunity to develop Village by-passes to reduce heavy truck traffic in the cores.

Constraints within the Doctors Lane Neighbourhood Plan Area, as shown on **Figure 3-8**, including:

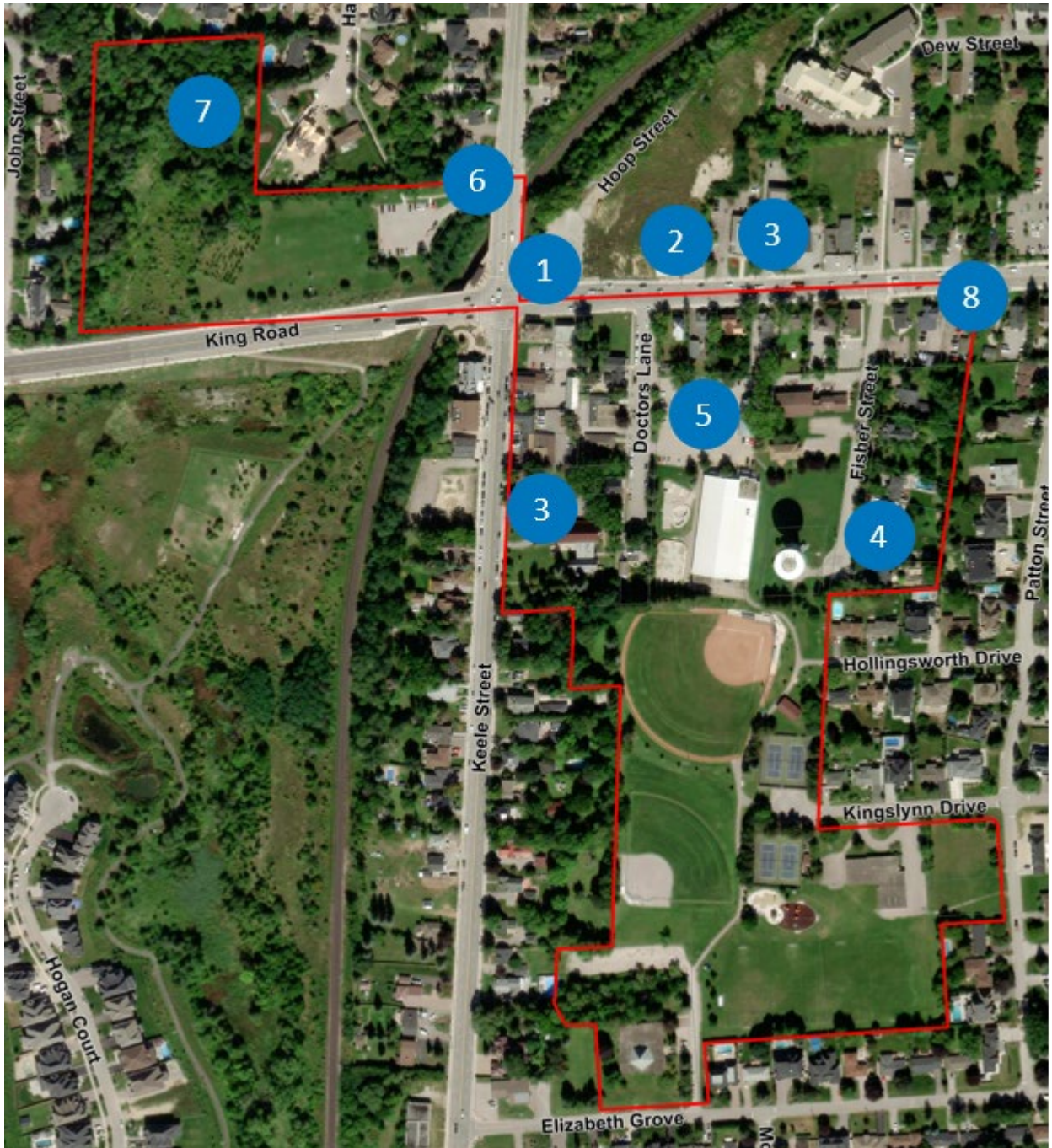
1. Safety concerns crossing the intersection of King Road and Keele Street.
2. Lack of a signalized intersection at Doctors Lane and the lack of turning lanes off King Road.
3. Above ground utilities on both King Road and Keele Street detract from the Village's character.
4. No current through roads in the Study Area that may impact traffic flow long-term.
5. Arena will be closing, requiring a need to confirm what the Township should do with the land/building.
6. Redevelopment in the Core, particularly along King and Keele may increase the demand for parking.
7. Wellesley Park is designated Village Natural Heritage System. The natural heritage features and their buffers within the Park will be protected, addressed, and enhanced. Development will not occur within these areas.
8. Wastewater servicing constraints in Neighbourhood Plan Area due to capacity limitations in York Region's infrastructure.

Please refer to the “What We Heard Summary #1” for additional input on the opportunities and constraints based on the first round of community engagement completed in April 2024.

Figure 3-7: Summary of Opportunities within the Doctors Lane Neighbourhood Plan Area



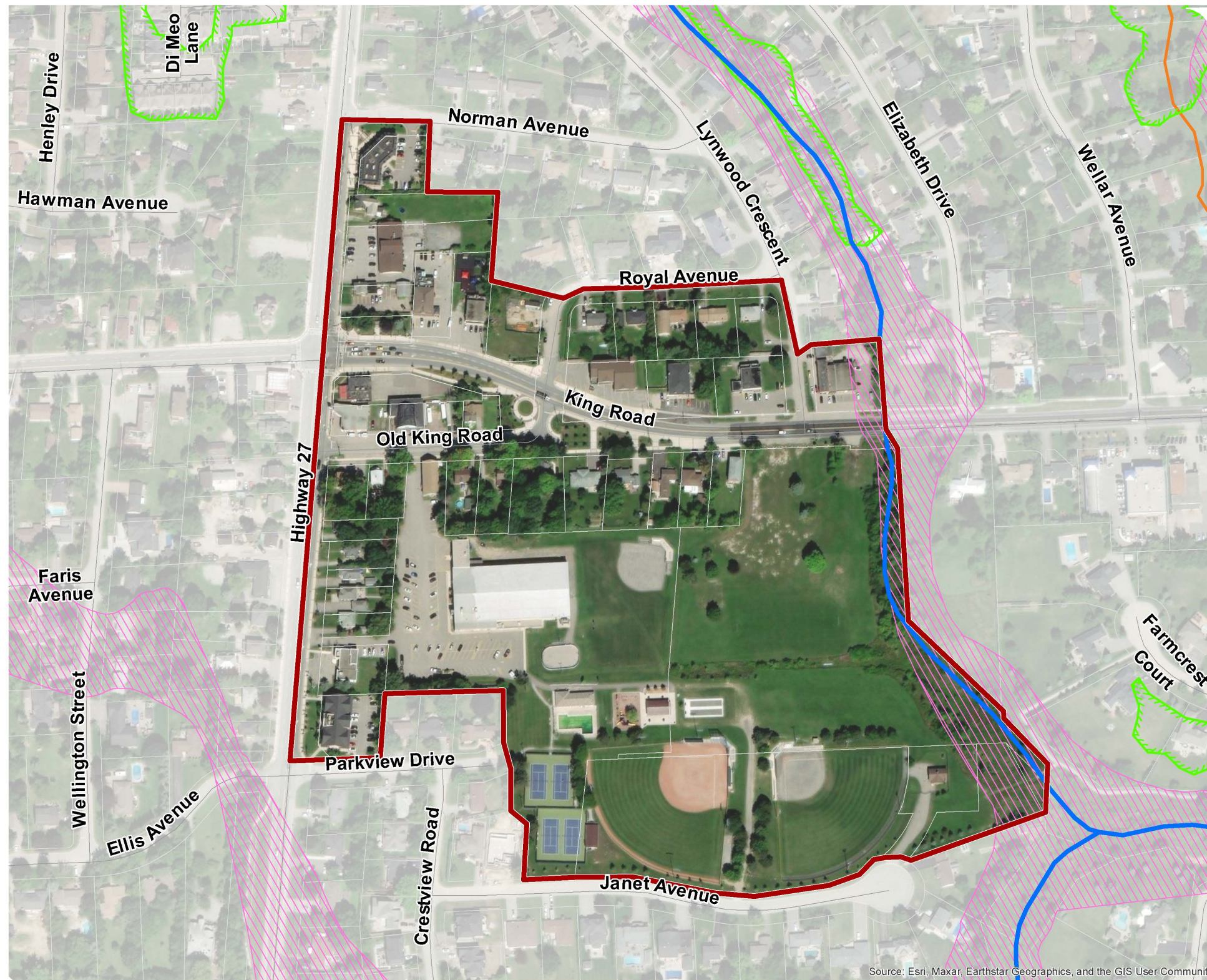
Figure 3-8: Summary of Constraints within the Doctors Lane Neighbourhood Plan Area



3.2 Old King Road Neighbourhood Plan Study Area

In the Village of Nobleton, the Neighbourhood Plan Area encompasses 16.1 hectares of land situated in the southeast corner of Nobleton, with frontages along Royal Avenue, Lynwood Crescent, Highway 27, Old King Road and King Road. Our King identifies Nobleton as an area of growth beyond 2031. As such, the vitality and regeneration of the area is promoted, including honouring existing heritage and cultural elements. Similar to the Doctors Lane Neighbourhood Plan Study Area, leveraging existing community assets for strategic development and the provision of essential community services will be pivotal to ensuring the ongoing prosperity of the Township. **Figure 3-9** provides an overview of the Old King Road Neighbourhood Plan Study Area.

Figure 3-9: Old King Road Neighbourhood Plan Study Area



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

STUDY AREA
FIGURE 3-9

- Study Area
- Watercourse
- Crest of Slope
- Estimated Flood Hazard
- Woodlands
- Roads

SCALE 1:2,500

0 30 60 120 m



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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.2.1 Existing and Surrounding Uses

Existing uses within the Study Area include the Nobleton Community Centre and the Nobleton Lions Community Park. Apart from community programming, the Nobleton Lions Community Centre houses a paramedic response station and an EarlyON Child & Family Centre. Electrical vehicle charging stations are located at the Nobleton Community Hall. The Nobleton Lions Community Park features a picnic shelter, one soccer field, playground, outdoor skating rink, ball hockey/basketball court, two tennis courts, and three baseball diamonds. The area also features the former Women's Institute, located in the Nobleton Community Hall which is part of Nobleton's history and is designated under the *Ontario Heritage Act*. The Nobleton Tennis Club is located in the south-west corner of the Study Area. Along King Road and north of Old King Road is the Old Feed Mill and a landscaped gateway component joining both roads. Various low rise residential, commercial, and office uses are located along King Road, including the Nobleton Fire Station. Other existing uses within the Study Area include some shops and restaurants, shopping plaza, a childcare centre and single-detached dwellings are located along the northern and western edge of the Study Area.

There are a variety of land uses surrounding the Study Area which can be summarized as follows:

North – proposed three-storey mixed-use development next to the Hambly House, existing shopping plaza, restaurant, low-rise residential neighbourhoods, various commercial and office uses.

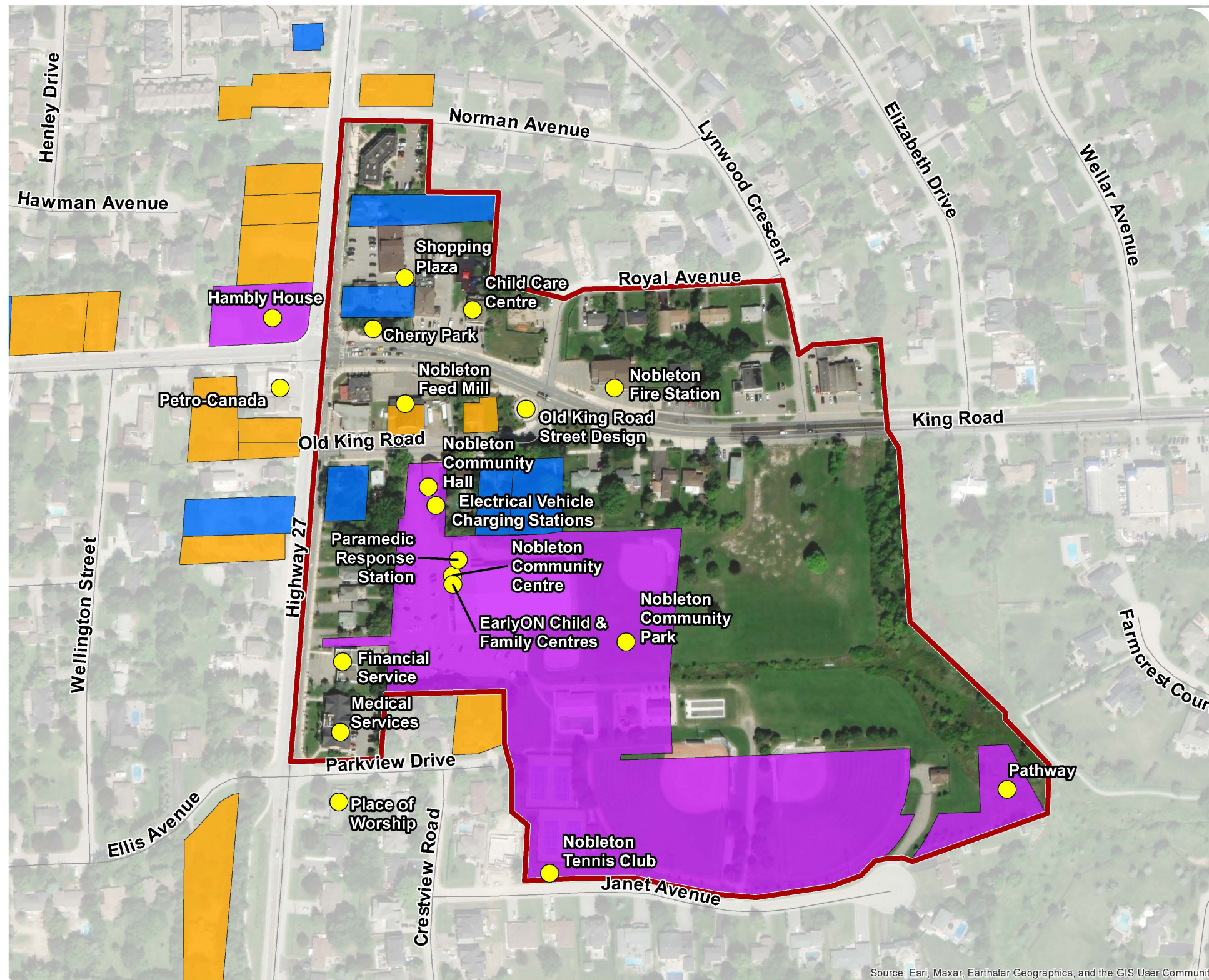
South – single detached dwellings, institutional uses, including a church, agricultural uses and an active development application for residential and employment development.

East – green space and natural heritage features, single detached dwellings. Further east is an automotive repair and service shop.

West – commercial uses and single detached dwellings.

The existing uses within and surrounding the Neighbourhood Plan Area are identified on **Figure 3-10**.

Figure 3-10: Old King Road Neighbourhood Plan Area Existing and Surrounding Uses



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

**EXISTING AND
SURROUNDING USES**
FIGURE 3-10

- Study Area
- Major Destinations
- Heritage Register Status:**
- Designated
- Listed
- Inventory
- Roads



MAP DRAWING INFORMATION:
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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-10_OldKingRoad_Existing and Surrounding Land Uses.mxd

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.2.2 Existing Land Use Framework

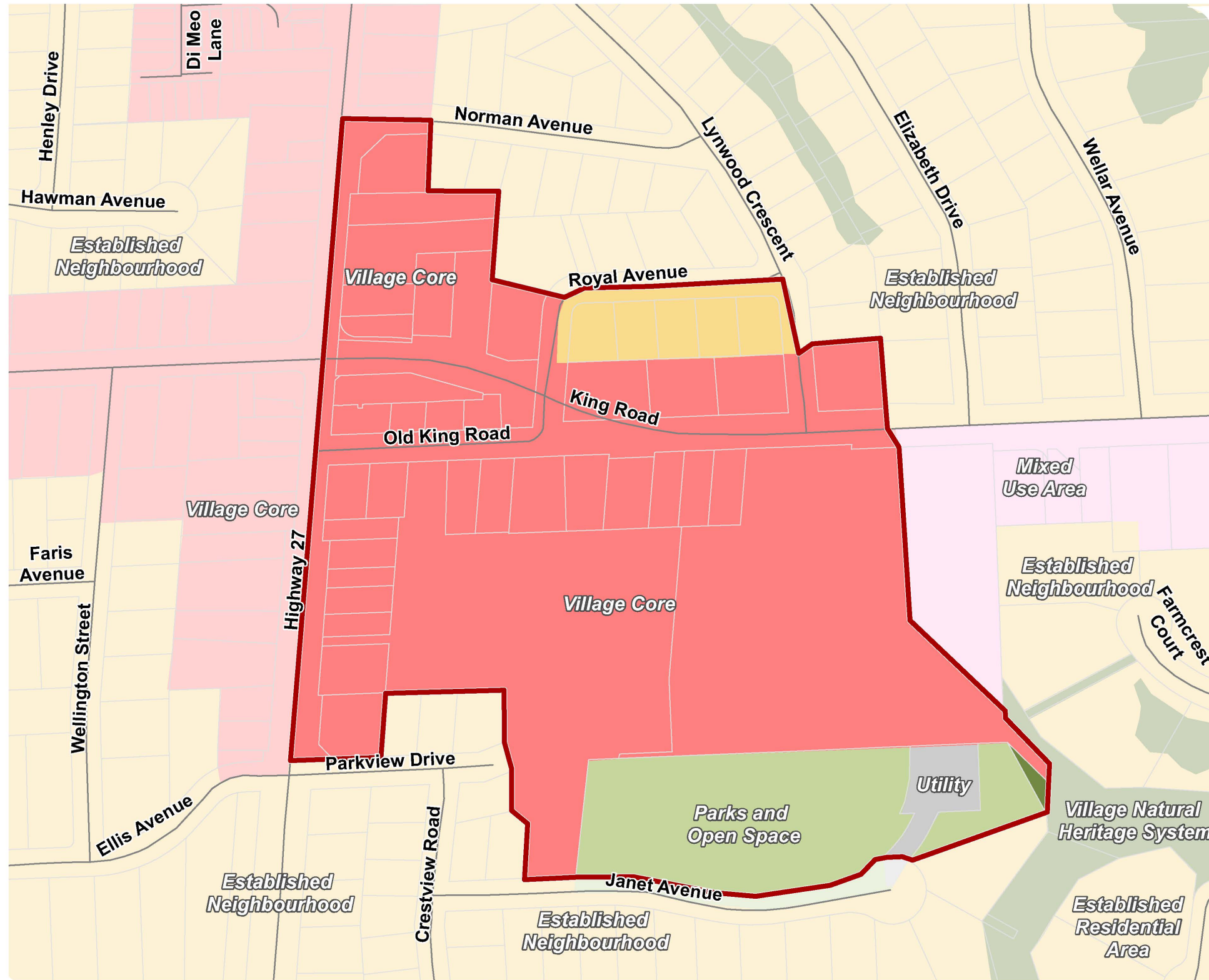
In terms of planned future uses, Nobleton is designated as Community Area as identified on Map 1A in the York Region Official Plan. The lands within the Study Area are designated as Village Core and Open Space and Parks, with some lands located in the Established Neighbourhood and Village Natural Heritage System designations, as identified in Schedule D2 of Our King. **Figure 3-11** provides an overview of the land use designations within the Neighbourhood Plan Area.

Figure 3-12 provides an overview of the existing zoning for the Neighbourhood Plan Area based on the Zoning By-law for the Nobleton Urban Area (By-law 2016-71). As per Zoning By-law 2016-71, the Old King Road Neighbourhood Plan Area currently includes the following zoning:

- **Core Area – (CA), including sites with exception zones and holding (H) provisions** allows a mix of permitted uses, including commercial and residential, including institutional uses and a set of specified accessory uses.
- **Environmental Protection and Conservation (EP)** allows the conservation of natural heritage/hazard features, including trails.
- **Institutional (I)** allows a wide range of institutional uses, such as schools and government uses.
- **Open Space and Conservation (OS)** allows open space and park uses.
- **Residential (R3)** allows townhouse dwellings and triplexes.

Based on the Village Urban Design Guidelines (2023), Old King Road provides an opportunity to create a pedestrian-oriented main street due to its closeness to Highway 27 and King Road. Further, lands along Highway 27, Old King Road and King Road have been identified as infill and redevelopment opportunities, including streetscape improvements. The Township is exploring possibilities for new recreational and cultural facilities for the Nobleton Lions Community Park, which will be integrated into the Neighbourhood Plan. In addition, the Township promotes revitalization within the Village Core Areas and has a Community Improvement Plan that provides various grants to help support businesses and properties.

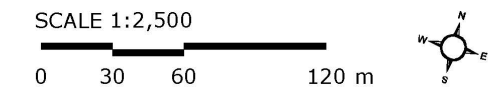
Figure 3-11: Old King Road Neighbourhood Plan Area Planned Future Uses



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

LAND USE DESIGNATIONS
FIGURE 3-11

- Study Area
- Parcels
- Land Use Based on "Our King" Official Plan**
- Village Core
- Established Neighbourhood
- Mixed Use
- Utility
- Parks and Open Space
- Village Natural Heritage System
- Roads



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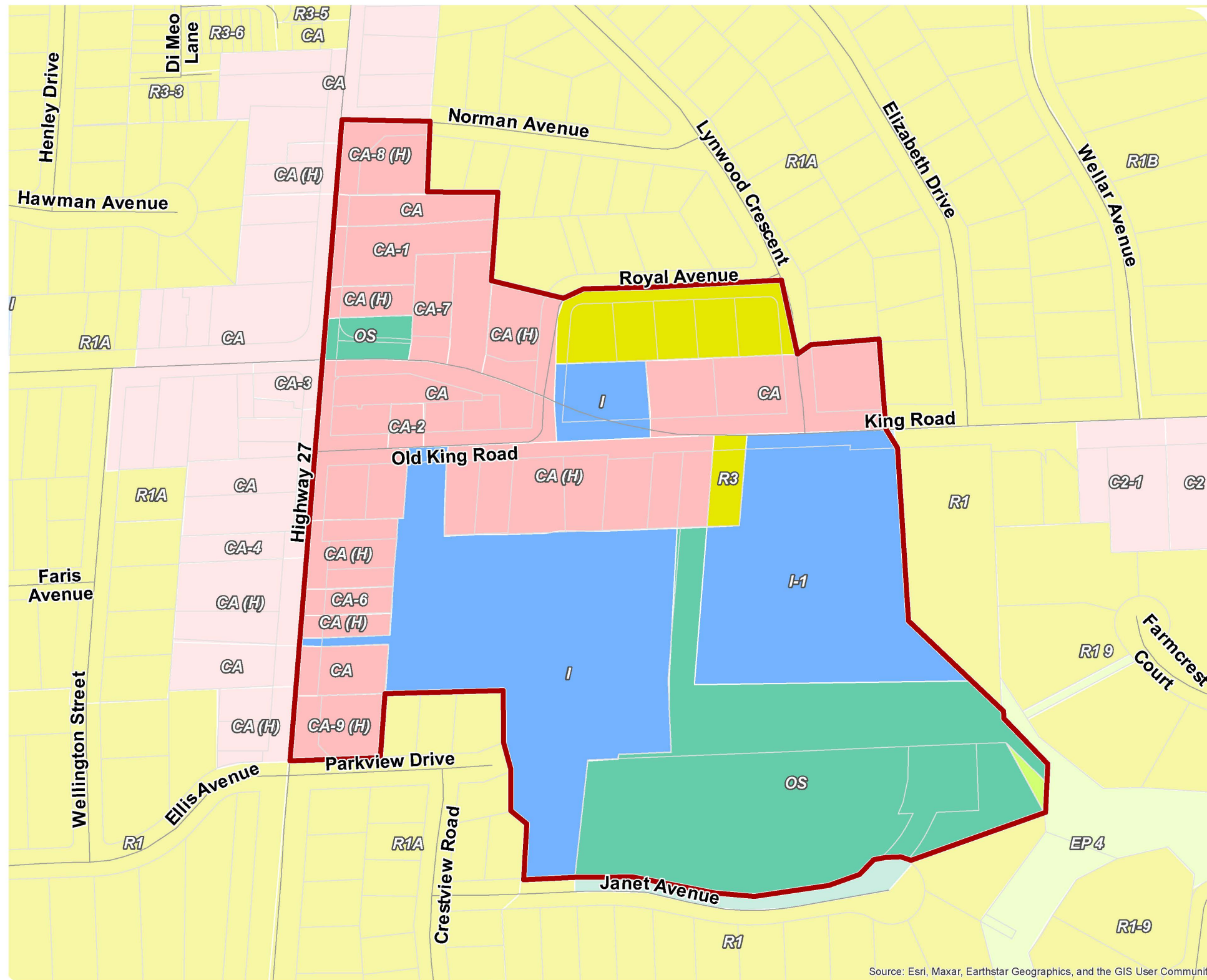
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Figure 3-12: Old King Road Neighbourhood Plan Area Existing Zoning



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

EXISTING ZONING

FIGURE 3-12

- Study Area
- Parcels
- Zoning Based on Zoning By-law 2017-66**
- Core Commercial
- Environmental Protection and Conservation
- Institutional
- Open Space and Conservation
- Residential
- Roads



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRE, TOWNSHIP OF KING

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AB
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 23-7195
STATUS: DRAFT
DATE: 2024-06-27

FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-12_OldKingRoad_Zoning.mxd

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.2.3 Existing and Planned Transportation Network

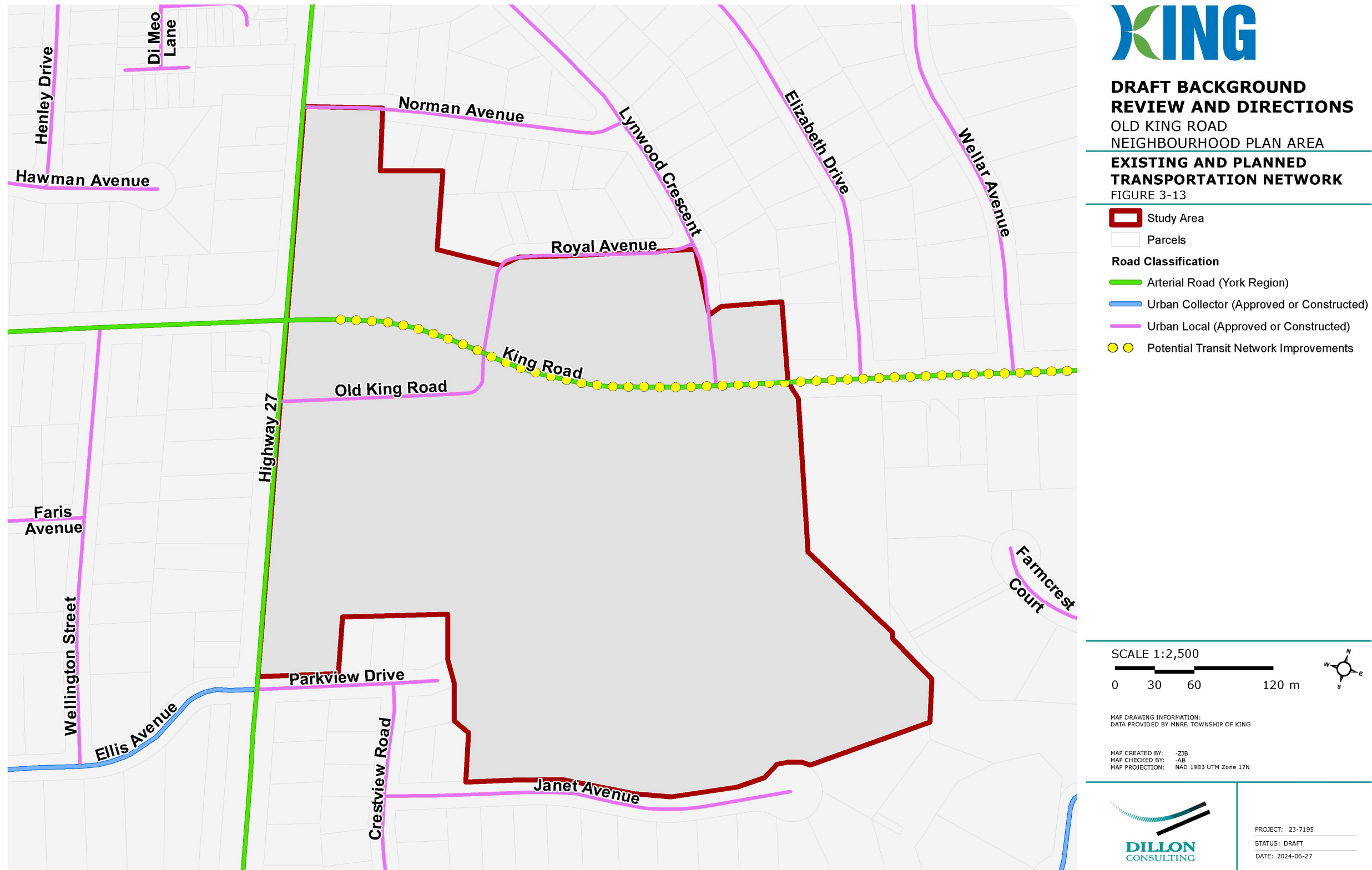
As identified on **Figure 3-13**, King Road and Highway 27 are classified as Regional Arterial Roads. The remaining roads within the Study Area are classified as Urban Collector and Local Roads. The Transportation Master Plan also identifies the potential to develop goods movement routes around Nobleton to support active transportation. There is an opportunity to support enhanced pedestrian pathways within the park. This may include additional multi-use connections throughout the Study Area.

The Our King Official Plan provides guidance and direction for transportation planning within and around the study area. Policy 8.5.6 and 8.5.7 provide policies for Council to work with York Region and the Province to maintain suitable networks for goods movement routes while directing heavy traffic away from the Villages and Hamlets where possible. While these would not be within the study areas, future by-passes and interchanges may offer the opportunity to reduce heavy truck traffic on King Road and Highway 27 within the Old King Road Study Area. There may also be an opportunity to connect Highway 27 to Highway 413 in the long term, which could provide more accessibility and attract visitors to the area.

Further, the Township's Transportation Master Plan (2020) identifies an opportunity to establish "cycling loops" within Nobleton, including way finding to local destinations.

The Township's Core Areas Parking Study (2018) supports the review of existing signage in Nobleton and encourages the use of shared-use agreements to permit shared parking facilities between properties within the Core Area.

Figure 3-13: Old King Road Neighbourhood Plan Area Existing and Planned Transportation Network



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3.2.4 Existing and Planned Sewage, Water and Stormwater Infrastructure

The Village of Nobleton is serviced via municipal water, wastewater and storm sewer networks.

Within the Old King Road Study Area, the wastewater main runs along Highway 27 and King Road, flows south along Parkview Drive and north east along Old King Road. Additionally, the stormwater main runs in an east-west direction along King Road. A watermain extends from west to east along Old King Road and King Road, travelling east along King Road, past Lynwood, then south toward the pumping station in the south-east of Nobleton (not shown on map), while also branching north into the southern part of the Study Area via Janet Avenue. The existing infrastructure network is identified on **Figure 3-14**.

The 2022 York Region Water and Wastewater Master Plan identifies the following growth-related water and wastewater projects for the Village of Nobleton:

- Increase capacity of the Nobleton wastewater system to accommodate the population identified in the recently completed Class Environmental Assessment (10, 800 people).
- Increase Nobleton well supply capacity in coordination with wastewater treatment expansion to accommodate the population identified in the recently completed Class Environmental Assessment (10, 800 people).

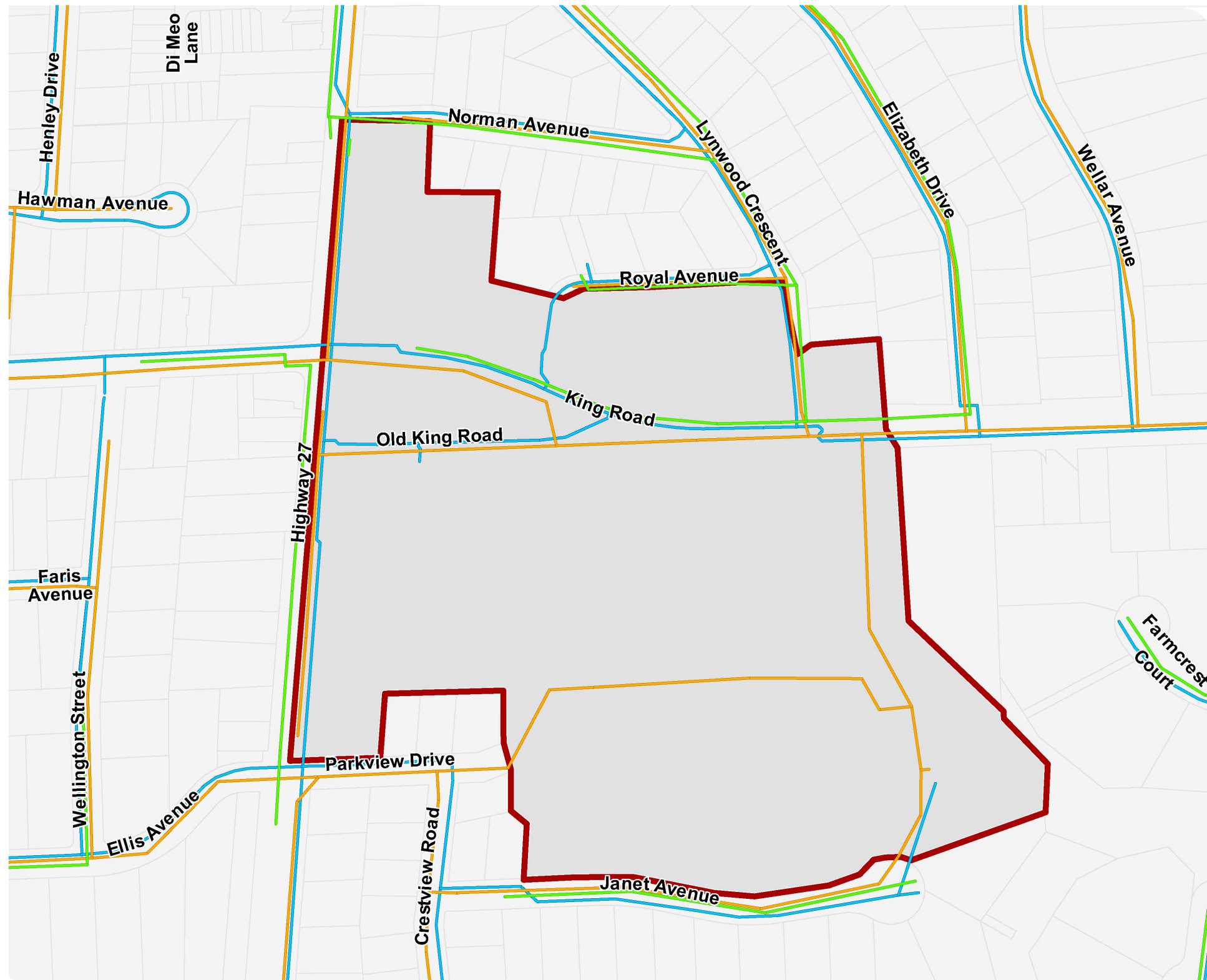
A Phase 1 Servicing Assessment has been completed by TYLin on June 10, 2024 to assess the build-out condition reserve capacities of the watermains and sewers that will service the two Study Areas. The following summarizes the outcomes of this analysis:

- The additional population that can be accommodated within the Old King Road Study Area is 4,396 people;
- Only 738 people can be serviced from Old King Road and Highway 27 due to limited sanitary sewer capacity, while up to 4,396 people can be serviced from Janet Avenue;
- There is no additional capacity in the sanitary that runs through the Study Area along the Nobleton Community Recreation Park and as such, future developments would require upgrades; and

- The existing water system has capacity to accommodate the additional population of 4,396 and the available fire flows range from 60 L/s to 300 l/s on Janet Avenue and Parkview Drive while they exceed 300 L/s on Old King Road, King Road and Highway 27.

A future, Phase 2 Servicing Assessment will be undertaken to update the hydraulic models and assess system capacity based on updated demand information based on the actual build-out needs.

Figure 3-14: Old King Road Neighbourhood Plan Area Existing Infrastructure Network



**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

**EXISTING INFRASTRUCTURE
NETWORK**
FIGURE 3-14

- Study Area
- Parcels
- Stormwater Main
- Wastewater Main
- Water Main



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, TOWNSHIP OF KING

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AB
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 23-7195
STATUS: DRAFT
DATE: 2024-06-27

FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-14_OldKingRoad_Infrastructure.mxd

3.2.5 Key Issues and Opportunities

Based on a review of the existing conditions and available information a number of opportunities and constraints have been identified within the Study Area. **Figure 3-15** and **Figure 3-16** provide a summary of the opportunities and constraints within the Old King Road Neighbourhood Plan Area.

Opportunities within the Old King Road Neighbourhood Plan Area, as shown on **Figure 3-15**, include:

1. Lands are zoned Core Area which support a mix of uses.
2. Infill and intensification opportunities along King Road and Highway 27.
3. Enhancements to the pedestrian experience through additional tree plantings and streetscape improvements along Old King Road, King Road and Highway 27.
4. Opportunity to create a pedestrian oriented main street along Old King Road.
5. Opportunity to add new pedestrian crossing of King Road (e.g. at Lynwood Crescent).
6. Retain and enhance existing heritage and cultural elements, such as the Nobleton Community Hall and consider potential uses for these sites.
7. Preserve and improve important community amenities and recreational facilities.
8. Redevelopment opportunity for portions of the municipally owned lands at the former school site that have been deemed surplus.
9. Potential for pedestrian connectivity from Parkview Drive and Janet Ave to Old King Road and King Road.
10. Opportunity to provide public access and maintain public ownership of natural heritage features.
11. Longer-term opportunity to develop Village by-passes to reduce heavy truck traffic in the cores.

Constraints within the Old King Road Neighbourhood Plan Area, as shown on **Figure 3-16**, including:

1. Safety concerns as a result of trucks and traffic volumes on King Road and Highway 27.
2. The sidewalk is discontinuous along King Road, near Lynwood Crescent.
3. The pedestrian paving on Old King Road is uneven and difficult to navigate.

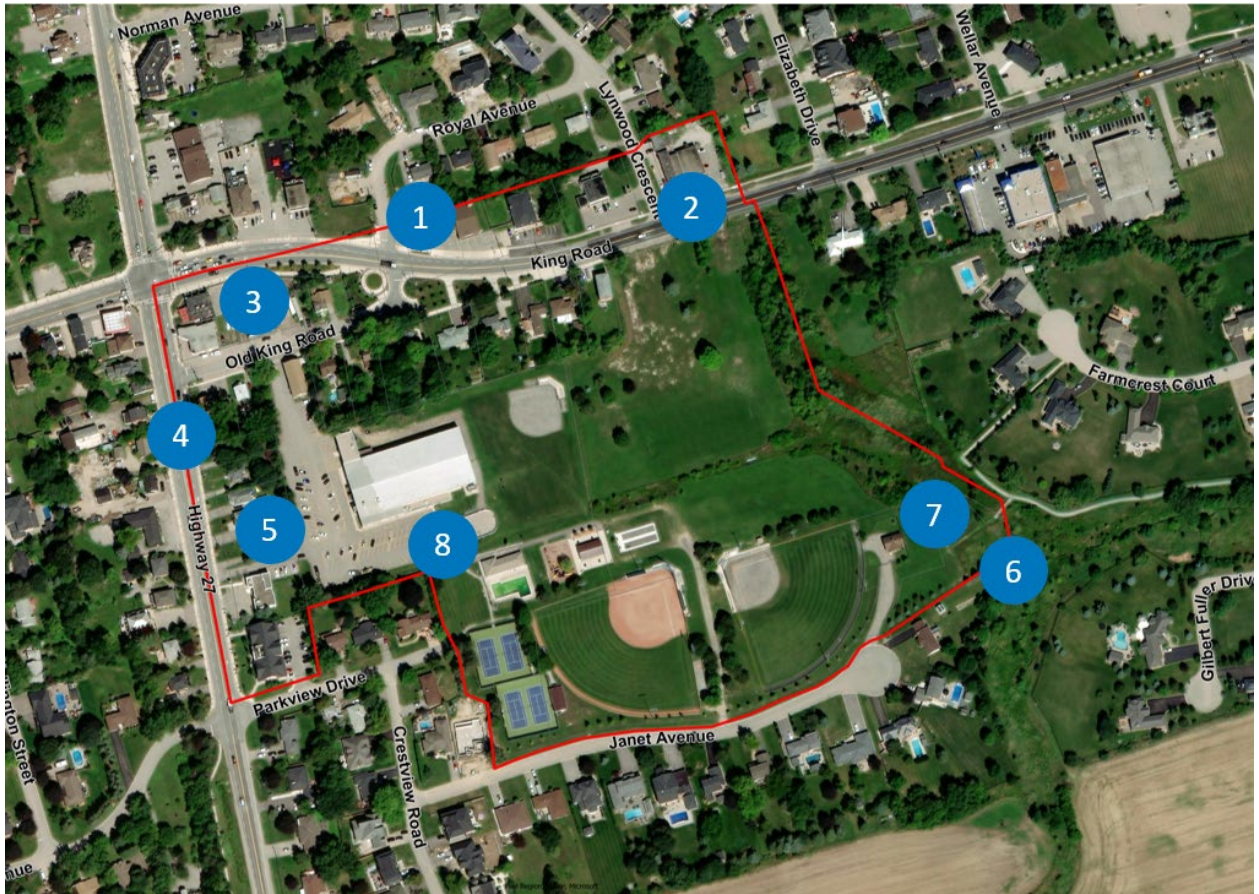
4. Need to improve current parking to facilitate the existing and planned services in the area.
5. A small portion of the south-eastern corner of Study Area designated as Natural Heritage System.
6. The Humber River tributary along the eastern edge may require buffer.
7. Wastewater servicing constraints in Neighbourhood Plan Area due to capacity concerns of York Region's infrastructure.

Please refer to the “What We Heard Summary #1” for additional input on the opportunities and constraints based on the first round of community engagement completed in April 2024.

Figure 3-15: Summary of Opportunities within the Old King Road Neighbourhood Plan Area



Figure 3-16: Summary of Constraints within the Old King Road Neighbourhood Plan Area





4.0 Planning Context for CPPS

4.1 Provincial Legislation

Planning in Southern Ontario is guided by the *Planning Act* (1990), the Provincial Policy Statement, 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and various other plans that have been implemented by the Province. The proposed new Provincial Planning Statement, which would replace the Provincial Policy Statement and the Growth Plan, is being contemplated by the Province at the time of writing this Report.

The legislative framework authorizing municipalities to implement a CPPS dates back more than 15 years, however, it is only recently that the tool has gained popularity and attention. As a result of recent changes to the *Planning Act* there has been an uptick in the development and implementation of the tool by municipalities across Ontario.

The information in **Table 4.1** below summarizes the evolution of the original Development Permit System which was introduced through changes to the *Planning Act* in 2007 and reintroduced as the Community Planning Permit System in 2017. Changes through Bill 108 in 2019 defined the role of the Minister of Municipal Affairs and Housing in establishing a CPPS, as well as the ability to implement Inclusionary Zoning through a CPPS. More recently in November 2022, Bill 23 introduced significant amendments to the *Planning Act* and other legislation, however it is important to note that no changes were proposed to the CPPS process.

Table 4.1: Summary of Legislation Pertaining to the Community Planning Permit System⁴

Legislation	Description
<p>O. Reg. 608/06: Development Permits (2007)</p>	<p>The <i>Planning Act</i> is the enabling legislation for land use planning in Ontario – it sets the framework for statutory planning and identifies the delegated powers for municipal land use planning.</p> <p>In 2007, the Planning Act was updated to enable the implementation of a development approvals framework known as the Development Permit System (DPS). The tool was first implemented through <i>Ontario Regulation (O. Reg.) 608/06</i> to offer municipalities the option of managing development in a more streamlined, flexible manner.</p>
<p>O. Reg. 173/16: Community Planning Permits (2017)</p>	<p>In 2017, the regulatory framework that provided for implementation of the DPS was modified and the tool was re-implemented and introduced as a “Community Planning Permit System” under <i>O. Reg. 173/16</i>.</p>
<p>Bill 108: More Homes, More Choices Act (2019)</p>	<p>Bill 108 introduced the following CPPS changes to the Planning Act:</p> <ul style="list-style-type: none"> • The Minister of Municipal Affairs and Housing was given the power to order municipalities to establish an area specific CPPS. Based on the knowledge of the Project Team, no municipality has yet been ordered to establish a CPPS. Similar to other municipalities, the Township itself is looking into the implementation of a CPPS. • Opportunities for municipalities to implement Inclusionary Zoning (IZ) were confined to Protected Major Transit Station Areas (PMTSAs) or areas where a CPPS has been adopted or established in response to an order made by the Minister. PMTSAs are MTSAs approved by the Minister of Municipal Affairs and Housing and are within 500 to 800 metres of an existing or planned higher order transit station or stop that operates in whole or in part of a dedicated right of way which may include heavy rail, light rail, and buses.

⁴ At the time of this draft Background and Directions Report, Bill 185 and the 2024 PPS were not in force and effect.

Legislation	Description
	Notably, King City GO is identified as a PMTSA in Appendix 2 of the York Regional Official Plan with a density target of 80 people and jobs per hectare.
Bill 109: More Homes for Everyone Act (2022)	In April 2022, Bill 109 introduced several changes to the <i>Planning Act</i> amongst other legislative changes. No changes were proposed to the CPPS process, but it is noted that the new refund provisions with respect to decisions of an application do not apply to CPPS applications.
Bill 23: More Homes Built Faster Act (2022)	<p>In November 2022, Bill 23 introduced significant amendments to the <i>Planning Act</i> and other legislation, a few of which include:</p> <ul style="list-style-type: none"> • Permissions to construct up to three residential units on parcels of urban residential land. • Restrictions on third-party appeal rights for Minor Variance and Consent applications. • The exemption of residential developments of 10 units or less from Site Plan Control, removing the ability for municipalities to control external architectural design.

4.2 Regional and Local Policy Context

4.2.1 York Region Official Plan (2022)⁵

The York Regional Official Plan (YROP), approved November 2022, guides future growth and development for the nine municipalities within York Region, including the Township of King. The focus of the YROP is to create sustainable, affordable, and healthy communities based on a 2051 planning horizon. The goals of the YROP are to reduce greenhouse gas emissions, conserve water and energy, and promote the growth of healthy, compact, and transit-friendly communities. The YROP presents a framework for regional growth management, infrastructure planning, economic development, and environmental efforts to guide future policies, strategies, and decision-making.

⁵ As a result of Bill 185, York Region will become an upper-tier municipality without planning approval authority on July 1st, and therefore implementing the YROP will become King Township's responsibility.

The policy objective of the YROP is to ensure the continued vitality of Towns and Villages throughout York Region, including King Township's Villages of King City and Nobleton. The YROP supports the intensification of the Towns and Villages in coordination with the appropriate infrastructure to support the growth. At the same time, the YROP acknowledges the unique characteristics of its Town and Villages, highlighting historic streetscapes, main street areas that should be retained and enhanced. The YROP therefore guides Our King, further described in **Section 4.2.2** below, and provides long-term policies on land use and infrastructure development.

While the current YROP does not provide policy direction on a CPPS, policy 4.4.26 under Section 4 – Intensification notes that local municipalities are encouraged to consider a variety of implementation strategies to support their strategic growth. Examples of strategies included in the Regional official Plan include as-of-right zoning, streamlined development approvals, development permits and other applicable tools.

4.2.2 Township Official Plan

The Township of King Official Plan, Our King, is a comprehensive policy framework that outlines the future growth path and development for a planning horizon of 2031. Our King provides long-term strategies that balance the growth of the Township with the preservation of its natural environmental features and agricultural heritage. Section 1.4 – Our Vision describes King as a rural community with a strong appreciation for its countryside, cultural, and agricultural roots. The Township's vision is grounded in the preservation and enhancement of its rural and agricultural landscape, as well as supporting a sustainable local economy and a vibrant quality of life.

The vision for King is supported by a set of goals and objectives, which are organized under the following four pillars of sustainability: environmental, economic, socio-cultural, and financial. There is opportunity for a CPPS to leverage these pillars in policy to achieve sustainability goals and objectives.

Our King encourages sustainable growth, the protection and enhancement of the environment and natural resources, the creation of viable and connected communities, and promotion of local economic development. The Plan further provides the policy framework for land use, transportation, recreational facilities, and municipal services to ensure coordinated and managed development.

Section 9.3 – Other Implementation Tools contains policy 9.3.6 for the establishment of a CPPS, citing that it is the policy of Council to explore the potential establishment of a CPPS via additional research, potential amendments to Our King, or future review of Our King. The policy further notes that the CPPS could potentially cover either the entire Township or specific areas. Once completed, a CPPS would be implemented through a CPP By-law and an amendment to Our King, the Official Plan. The CPP By-law would then replace the Zoning By-law for the Neighbourhood Plan Areas that is currently in force and effect.

4.2.3 Zoning By-laws

The Township has several Zoning By-laws that apply to different portions of the Township. Zoning By-law 2017-66 applies to the urban areas of the Villages of King City and Schomberg and Zoning By-law 2016-71 applies to the urban area of the Village of Nobleton. As noted in Section 3, lands within the Doctors Lane Neighbourhood Study Area are currently zoned Institutional, Core Area - King City, Residential, Open Space and Environmental Protection and lands within the Old King Road Neighborhood Plan Study Area are currently zoned Institutional, Open Space, Core Area, and Residential. The introduction of a CPP By-law will replace the Zoning By-law for both Study Areas, and will consolidate the Minor Variance and Site Plan approval application processes under a single development approval process.

Notably, apart from some site-specific Zoning By-law amendments and Township-initiated amendments to respond to changes to provincial plans and policies, the Zoning By-laws have not been comprehensively updated since the adoption of Our King. The establishment of a CPP By-law would update the permissions and provisions of the existing Zoning By-laws pertaining to the Study Areas to align with the Official Plan. The creation of a CPP By-law would also include a review of which provisions would be maintained, updated, altered, restructured, or removed to achieve the vision and objectives for the Neighbourhood Plan Areas.

4.2.4 Urban Design Guidelines

To implement the vision and design objectives of Our King, the Township adopted new Village Urban Design Guidelines in December 2023. The Village Urban Design Guidelines replace the four separate Urban Design Guidelines for King City, Nobleton, Schomberg and the Employment Areas.

The Guidelines provide detailed guidance and recommendations to guide development in the Village Centres, Established Neighbourhoods and Employment Areas. The Guidelines include design criteria and graphics that outline the design features and elements that will shape development in these areas.

A CPP By-law would provide an opportunity to include relevant components of the Village Urban Design Guidelines as provisions and expand on them as needed by providing development standards on land use, site layout and landscaping provisions, as well as additional discretionary guidance to achieve the vision and objectives of the Neighbourhood Plan Study.

4.2.5 Corporate Strategic Plan

The Township of King Corporate Strategic Plan (2023-2026) outlines council's four priority areas for the future of King. Each priority area is supported by two objectives. The priority areas can be summarized as follows:

- **A greener future** – planning sustainable, including adapting to and offsetting the effects of climate change, as well as prioritizing environmental protection and the enhancement of natural lands for future sustainability.
- **Sustainable asset management** – maintaining and investing in King's infrastructures and implementing funding strategies for ongoing infrastructure enhancements and capital asset improvements.
- **Complete communities** – enhancing the Township and citizens' capacity to collaboratively tackle challenges and build stronger, safer communities, focused on a sense of belonging.
- **Service excellence** – exceeding service expectations and customer service standards to meet citizens' needs by leveraging innovative communication methods, technology, process improvement, and data-driven decisions.

In the context of a CPPS, an opportunity exists to implement the priorities of a greener future and complete communities through provisions and development standards that promote sustainable and age-friendly design within the Study Areas as well as update existing zoning provisions to align with the corporate strategic priorities.



5.0 CPPS Peer Reviews

The following section provides an overview of municipalities in Ontario that have implemented a CPPS and approved a CPP By-law. This is followed by a high-level overview of municipalities in Ontario who are exploring the potential of a CPPS to achieve their planning goals and objectives. The purpose of this review is to identify best practices in exploring the implementation of a CPPS for the Township.

The CPP By-laws of the following municipalities were the focus of the review:

- Township of Lake of Bays;
- Town of Innisfil;
- Town of Carleton Place;
- Town of Gananoque;
- Town of Huntsville; and,
- City of Brampton.

With the context of King in mind, the best practices review focuses on the priorities identified through initial engagement with the Township's Project Team, including to:

- Provide stability, predictability and efficiency for all parties;
- Streamline process and increase staff delegations;
- Use complete application requirements and conditions of approval to meet the 45-day timeline;
- Capture site alteration and tree preservation through a single process;

- Provide a broader range of housing choice and affordability of housing;
- Promote mixed use development;
- Provide community amenities and facilities; and,
- Address urban design and cultural heritage matters.

It should be noted that some of the municipalities use the term Development Permit System (DPS) based on the *Planning Act* and former Ontario regulations. As such, the term “DPS” instead of “CPPS” has been used to accurately reflect those By-laws.

Please refer to **Appendix A** for a more detailed review of the of municipalities in Ontario who have implemented a CPPS.

5.1 Municipality of Ontario with implemented CPPS

5.1.1 Township of Lake of Bays

In 2001, the Ministry of Municipal Affairs and Housing (MMAH) selected Lake of Bays as one of five DPS pilot projects in Ontario. The other pilot projects included the City of Hamilton, Town of Oakville, City of Toronto, and the Region of Waterloo. Notably, Lake of Bays was the only municipality selected that enacted a DPS. In 2004, Lake of Bays introduced its first DPS By-law based on the guiding principles identified in the Lake of Bays Official Plan, which focused on preserving the waterfront, including ecological and social values. In 2018, the Township initiated a review of its DPS By-law. One of the main objectives of this review was to expand the Planning Permit Area to include other parts of the community. The Township’s draft CPP By-law was issued for public review in December 2020. While the CPP By-law has been appealed to the Ontario Land Tribunal (OLT), the By-law came into force and effect on April 18, 2024.

The Township's CPP By-law focuses on the Waterfront, Rural, Community, Extractive, Waste Disposal Industrial, Institutional, Open Space, and Environmental Protection Areas. The CPP By-law includes two classes of development permits - Class 1 Staff Variations and Class 2 Council Variations. The former has no notification requirements, and the latter notifies property owners within 120 m of the subject property. A pre-consultation meeting is generally needed before a permit application. Notably, the By-law introduces 28 CPP Areas, each with distinct permitted uses, development standards, discretionary uses, variations, and design and built form.

5.1.2 Town of Innisfil

The Innisfil Our Shore CPP By-law 062-17 was approved in May 2017 and encompasses all lands along Lake Simcoe. Additionally, the By-law includes all lands underwater and to the middle of Lake Simcoe. The objectives of the CPP By-law are to promote alignment between development and the Lake Simcoe Protection Plan; maintain residential and recreational uses along the shoreline; enhance the ecological function of the shoreline; and protect people and property from natural hazards.

In 2022 the Town of Innisfil initiated a Town-wide CPPS Study. The intent of the study is to explore how to better implement the Official Plan and replace the Zoning By-law with a new town-wide CPPS, which will be undertaken in a phased approach. The first phase includes a new CPP By-law that will update Our Shore and included Alcona, the municipality's primary growth area. The town-wide CPPS is currently being drafted to include three classes of development (two which would be delegated to staff), update the provisions for the Shoreline area and outline the intended facilities, services and matters in exchange for height and density in Alcona. In addition, the project includes the preparation of Town-wide design guidelines (as a separate document).

5.1.3 Town of Carleton Place

The Town of Carleton Place's DPS By-law came into effect in 2008, identifying the entire Town as a DPS Area. In alignment with the Carleton Place Official Plan, the objectives of the DPS By-law include preserving the existing small-town character; improving the waterfront area; preserving and enhancing neighbourhoods; promoting rehabilitation of industrial properties; expanding green spaces and park facilities; increasing diversity of arts, culture and recreation; and protecting the natural environment.

The Town's town-wide DPS By-law includes four classes of development permits, requiring either staff or Planning Advisory Committee approval. Class 1 and 1A permits relate to residential developments and non-residential developments and do not have any notification requirements. A Class 2 Development Permit applies to minor variations from the standards in the DPS By-law and a notice is posted on the subject property for 15 days. Class 3 applications are approved by the Planning Advisory Committee and a notice of the proposed development is posted on the site, published on the Town's website, and circulated to properties within 120 m of the subject lands.

Pre-consultation with staff is mandatory in the application process for all classes of development permits.

Since its implementation in 2008, the Town's DPS By-law has undergone minor amendments in 2015 to 2018. In October 2020, a Public Open House was held as part of a more comprehensive amendment to the DPS By-law in accordance with Section 34 and 70.2 of the *Planning Act*. The update included some housekeeping amendments as well as updates to provisions and development standards, including the ability to apply holding provisions to properties and development proposals.

5.1.4 Town of Gananoque

In 2009, Gananoque adopted the DPS-enabling policies in its Official Plan, which was followed by the enactment of the DPS By-law in 2011. In alignment with the Gananoque Official Plan, the objectives for implementing a DPS By-law included preserving and enhancing the Town's heritage, preserving the historic and environmental character, and promoting a sustainable development pattern that provides high quality of life for residents. The DPS By-law is applicable throughout Gananoque, with some exceptions.

The DPS By-law outlines three classes of development permits. Based on complexity and scale, approval for a development permit is given by staff, the Planning Advisory Committee, or Council. Class 1 permits are issued by staff for applications that align with intent of the By-law while Class 2 and 3 permits are reviewed and approved by the Planning Advisory Committee or Council and include public notification requirements. Notably, a development permit is not required for single, semi-detached, and duplex dwelling units, as long as the development or proposed development is conforming to the requirements, standards and provisions within the designated Residential Development Permit Area. A development permit is also not required for any development previously approved through site plan control.

Since the approval of the DPS By-law in 2011, minor amendments have been made to clarify the procedures of development approvals. In early 2020, the DPS By-law was amended to include definitions, provisions and discretionary uses related to Bed and Breakfasts, Heritage Tourist Inns and Short-Term Accommodations.

5.1.5 City of Brampton

The Main Street North DPS was approved in 2015 and encompasses the lands that generally span Main Street North between Church Street and Vodden Street. The objectives of the DPS By-law are to promote development and redevelopment in the area while retaining the distinct character of the area, promoting green streets, improving landscaping, supporting pedestrian and transit initiatives, and establishing the downtown area as a destination. The DPS By-law provides Council with the ability to delegate approval to the Director in the City's Planning & Infrastructure Services Department for all three types of Classes of development. A pre-consultation meeting with the City or a more formal proposal is required before submitting a development permit application. Conditional approval may be given before issuing a Planning Permit. The City specifies the timing of fulfillment of any condition.

Since the approval of the DPS By-law, the City has been exploring developing a CPPS for their Queen Street East Corridor. The intent is to streamline and expedite planning approvals in the area. However, at the time of writing this report, Brampton is no longer actively pursuing a CPPS for the Queen Street East Corridor.

5.1.6 Town of Huntsville

In July 2022, Huntsville passed a Town-wide CPP By-law to protect, preserve and enhance the waterfront and to provide flexibility for site alteration and removal. Notably, the timing of the Town's Official Plan update was a key factor in deciding to implement a CPPS. Recent updates to the Official Plan facilitated updates to the Zoning By-law. In the case of Huntsville, an Official Plan Amendment was still required to address some of the specific requirements related to *O. Reg. 173/16: Community Planning Permits*, such as conditions. The CPP By-law has been in full force and effect as of January 31, 2023 and includes three classes of development (two which are delegated to staff). The CPP By-law references urban design guidelines (yet to be established), includes complete application requirements, a long list of conditions that may be required as part of a provisional approval, and establishes community benefits in exchange for additional height and density.

Based on recent staff reports from Sept 2023 through April 2024 communications with staff, Huntsville is exploring criteria for increased height and density to address housing availability and affordability concerns, as well as the increased demand for higher

development densities and heights within residential proposals. The criteria is expected to be finalized in November 2024.

5.1.7 Other Municipalities Exploring a CPPS

As outlined in **Table 5.1**, The following municipalities are currently exploring the use of the CPPS tool and have been approved to explore and implement enabling policies for certain geographies within their boundaries.

Table 5.1: Summary of Other Municipalities and CPPS Tool

Municipality	Overview
City of Burlington	The City of Burlington has prepared a CPPS to achieve the planning goals and objectives for its three Major Transit Station Areas (MTSAs). It is anticipated that the MTSAs will be a major focus for growth, intensification and redevelopment over the long term. Significant effort has been undertaken to prepare Area Specific Plans to define a vision and guide growth to 2051. Core to the vision and objectives for each of Burlington’s MTSAs is the need to secure complete community elements with a priority for providing affordable housing, rental housing, sufficient employment opportunities and essential community parks, amenities and facilities. As of June 18, 2024, City Council has adopted OPA 2 and approved in principle a CPP By-law for the three MTSAs.
City of Markham	The City of Markham is currently exploring options to integrate a community planning permit system into the current planning framework. In January 2023, staff took a report to Council exploring how a CPPS could be used to streamline planning approvals and directing staff to evaluate the findings to establish a work program and required resources to implement.

Municipality	Overview
<p>City of Ottawa</p>	<p>The City of Ottawa initiated a pilot CPPS Study for its Kanata North Tech Park in August 2020. The Kanata North Tech Park was recently designated a Special Economic District in the City’s new Official Plan which encourages the area to transform into an economic generator and hub for innovation. The overall vision for the Kanata North Tech Park is to evolve into a special economic and mixed-use district for people to live, work, learn, connect, and play. To date, a preliminary structure for the CPP By-law has been established, along with draft By-law provisions. Next steps include engagement with the public and various stakeholder groups.</p>
<p>City of Waterloo</p>	<p>In 2021, the City of Waterloo completed the University Avenue Gateway Strategy. One of the recommends of the Strategy was to explore how a CPPS may support a streamlined development process for redevelopment applications along the University Avenue Gateway corridor. In 2022, Council endorsed exploring the feasibility and potential benefits of adopting a CPPS for one or more areas in the City where significant residential intensification is planned. In 2024, the City retained SGL and Dillon Consulting to prepare a CPPS for the Uptown Waterloo Urban Growth Centre and Erb Street Corridor.</p>

5.2 Considerations for Setting up a CPPS in King

A review of the approaches in **Section 5.1**, above, provides an opportunity to identify best practices in exploring a CPPS for King, which include the following:

Streamline the development approvals process: The Township of King identified an interest in streamlining its development approvals process to ensure overall efficiency in managing of project applications in a timely manner. Based on a review of municipalities who have implementation a CPP By-law, the feedback received is supportive of a CPPS contributing to a more streamlined development approvals process. Based on a review of municipalities who are exploring a CPPS, the tools ability to streamline the development approvals process is a key driver in considering the potential of a CPPS for one or more areas in the municipality.

Increase staff delegations: Prior to the Provincial requirement, Township Council delegated site plan approval to staff, with some limitations and an opportunity for Council to request a matter be ‘bumped-up’ for Council approval. Overall delegation allowed staff to manage timely technical reviews and for Council to focus on key priorities for the community. A CPPS provides an opportunity to continue and potentially increase staff delegations to further expedite the development approvals process in instances where a development aligns with the vision and intent of the CPP By-law. Based on the best practices review, adopting a CPP By-law has contributed to increased staff delegation of development approvals and shorter approval timelines. Municipalities who adopted an area-specific CPP By-law noted challenges with running two systems simultaneously – a CPP By-law and a Zoning By-law. A key consideration in the development of the CPP By-law will be the benefits of adopting a single CPP By-law for the Doctors Lane and Old King Road Neighbourhood Plan Areas to avoid confusion as part of introducing a new development approvals process; to take advantage of efficiencies in identifying general development standards that are applicable to both Study Areas; and, to eliminate the need to update two CPP By-laws in the future, especially for housekeeping amendments.

Complete application requirements and conditions of approval to meet the 45-day timeline: The best practice review outlines several approaches to using complete application requirements, provisional approvals and conditions of approval to meet the 45-day *Planning Act* timeline while simultaneously sorting out finer details including requests for additional supporting studies and registering any agreements on title. An option is to consider requiring a pre-consultation meeting as part of the development application process or review how the Collaborative Application Preparation (CAP) process may be used to support development approvals under a CPP By-law.

Capture site alteration and tree preservation through the single process: As outlined under *O. Reg. 173/16*, a CPPS broadens the definition of “development” to site alteration, including but not limited to: alteration of the grade of land, placing or dumping fill, or the removal of vegetation. A CPPS provides municipalities the ability to combine several planning processes under one application with one permit. Consideration should be given on whether the CPP By-law should include provisions on site alteration and tree preservation as the Township does not have a Tree Preservation By-law for trees that exist on private property. These provisions would also support and

align with the priority of a greener future, Objective 2 of the Township's Corporate Strategic Plan (2023 - 2026) to promote tree canopy growth and enhance natural lands.

Promote a broader range of housing choice and affordability of housing: Based on the best practices review, the types of housing included as part of a CPP By-law depends on the area to which the By-law applies. A key consideration will be to review and update, as necessary, the current housing options permitted under the existing Zoning By-laws to introduce a broader mix of housing options that can accommodate the stages of life/housing continuum including options for affordable housing. In addition, a key consideration will be to the provision of maximum building heights and massing to support a range of housing forms within the Neighbourhood Plan Areas.

Some CPP By-laws require the completion of a Housing Study as one of the potential supporting documents that an applicant may need to submit as part of an application. In addition, Bill 23 modifies the definition of development for site plan control to include residential buildings where the parcel will contain no more than ten residential units. A CPPS provides the option to capture these developments and provide a framework to guide permit requirements, while supporting the goals of providing a broad range of housing options. These provisions would also support and align with the priority of complete communities, Objective 1 of the Township's Corporate Strategic Plan (2023 - 2026) to Implement regulatory changes to manage growth which best serves King's unique landscape.

Promote mixed use development: Similar to housing choices, the range of mixed-use development allowed within a CPP By-law depends on the area to which the By-law applies. The CPP By-law will need to introduce a balanced mix of discretionary uses to achieve the planned mix of land uses within each Neighbourhood Plan Area, including provisions and standards that emphasize the siting and massing of new buildings to provide for an appropriate transition between existing cultural and historic features. The CPP By-law should identify strategic properties within the Study Areas that present opportunities for mixed use development and may provide linkages between new areas being developed. These provisions would also support and align with the priority of complete communities, Objective 2 of the Township's Corporate Strategic Plan (2023 - 2026) to enrich community well-being and make King the ideal place to live, work and play.

Promote community amenities and facilities: Based on the best practices review, not all municipalities address community amenities and facilities within their CPP By-law beyond public uses being permitted for the purposes of a public authority providing services to the public or to carry out its public mandate. The CPP By-law should take advantage of the ability to obtain community benefits in the form of “facilities, services and matters” in exchange for increased height or density under a CPP By-law. Examples of community benefits may include public art on public lands or buildings, parkland and public park improvements, off-site streetscape improvements, local improvements to public parking areas, land for municipal purposes, provision of special facilities to enhance the environment, and other local improvements identified through various municipal plans or studies, including the Official Plan target of 25% affordable housing units. In addition, the CPPS will need to address public and/or private parking facilities, including centralized parking facilities, for both Study Areas. These provisions would also support and align with the priority of complete communities, Objectives 1 and 2 of the Township’s Corporate Strategic Plan (2023 - 2026) noted above.

Incentivize meeting design guidelines and celebrating heritage: Based on the best practices, municipalities are starting to incorporate design guidelines as part of the CPP By-law to varying degrees. Municipalities who have an area-specific CPP By-law rather than a municipal-wide CPP By-law seem to keep their Design Guidelines separate from the CPP By-law. Most CPP By-laws are including design guidelines to protect the heritage characteristic of an area. The CPP By-law could include built form criteria and/or specific provisions for design elements that are most critical to the community (e.g., options for height transitions). Illustrations on building height and setbacks may assist in communication, which could be included as an appendix so they can be easily updated as needed. These provisions would also support and align with the priority of a greener future, Objective 2 of the Township’s Corporate Strategic Plan (2023 - 2026) to develop environmentally sustainable solutions that reduce King’s footprint and mitigate against the impacts of climate change.

The findings, coupled with continuous education will promote a CPPS that aligns with municipal priorities and objectives. Once the CPP By-law is in place, regular monitoring has been identified as a strategy by municipalities to confirm that the tool meets the priorities and objectives of the By-law, especially during initial implementation.



6.0 Key Directions and Next Steps

The decision to proceed with Neighbourhood Plans and a CPPS recognizes that bold action and new tools are needed to support redevelopment of these priority areas. Following publication and release of this document for public input, the Project Team will conduct further engagement with the public and interested parties and present the report to Council. Following Council’s endorsement of the Background and Directions Report as part of Phase 2, the Project Team will proceed into Phase 3 and proceed with preparation of the Neighbourhood Plans.

6.1 Creating Neighbourhood Plans

A key part of establishing a CPPS is creating a vision and framework for the CPP By-law based on input from the public and interested parties. In the context of King, the neighbourhood planning exercise is part of Phase 2 and Phase 3 of this project as outlined in **Figure 1-1** in **Section 1.3** of this report. As part of Phase 3, the Project Team will prepare the conceptual Neighbourhood Plans for the two Study Areas. The Neighbourhood Plans will be informed by the community engagement activities and the Background Review and Directions Report completed during Phase 2. Once the Team obtains feedback on the draft Neighbourhood Plans through the public engagement, the Plans will be finalized and presented to Council for endorsement to close out Phase 3.

6.2 Enabling Official Plan Policies

A first step in setting up a CPPS is introducing the enabling Official Plan policies for the creation of a CPP By-law for the Doctors Lane and Old King Road Neighbourhood Plan Areas. In the context of the Township of King, the enabling Official Plan policies will be developed concurrently with the CPP By-law as part of Phases 4 and 5 of the Project. The drafting of the enabling Official Plan policies is based on the requirements of *O. Reg. 173/16: Community Planning Permits*. As noted in **Section 4.2**, while the Township's Our King Official Plan includes policies to enable the use of a CPPS, an Official Plan Amendment will be required to identify the CPP area and address the requirements under the existing Official Plan policies, in order to satisfy the requirement for enabling policies under *O. Reg 173/16*.

6.3 Drafting the CPP By-law

Establishing the implementation framework for the CPPS is done through a CPP By-law, which will be prepared as part of Phases 4 and 5 of the Project. In accordance with *O. Reg. 173/16*, Section 4(2) a CPP By-law must do the following:

- Describe the area to which the CPP By-law applies, which must be within the boundaries of the area identified in the Official Plan;
- Set out and define permitted and discretionary uses;
- Include development standards with specified minimum and maximum standards;
- Outline the internal review process for permit decisions;
- Describe the notification procedures for decisions;
- Identify criteria for determining whether a proposed use or development is permitted;
- Describe the process for amending planning permits, planning permit agreements and pre-existing site plan agreements;
- Outline any conditions of approval that may be imposed;
- Set out the scope of delegated authority, including any limitations; and,
- Include a statement exempting placement of a portable classroom on a school site existing on January 1, 2007, from the requirement for a permit.

In addition to the mandatory requirements listed in Section 2.2, under *O. Reg. 173/16*, Section 4(3) the CPP By-law may also include the following:

- Prohibit any development or land use changes unless a CPP is obtained;
- Identify classes of development that outline the CPP approval requirements;
- Define discretionary uses, which means identifying a list of classes or uses that may be permitted if criteria in the Official Plan and CPP By-law are met;
- Define a range of variations from development standards;
- Identify development exemptions that do not require a CPP; and,
- Set out criteria that shall be used in making decisions regarding planning permits.

Based on the best practices review, a key consideration will be to create one CPP By-law that covers both Study Areas for ease of implementation.

Community involvement plays an important part in the creation of the CPP By-law. While the process of passing a CPP By-law is similar to that of a Zoning By-law, the former requires a public open house to be held. This is of particular importance since this is the only time the By-law can be appealed to the Ontario Land Tribunal. Once in force, the CPP By-law cannot be amended within the first five-years of the day the By-law is passed (*O. Reg. 173/16*, Section 17[1]).



Appendix A

CPPS Peer Review

Township of Lake of Bays

Themes	Lessons Learned and Observations from Lake of Bays
<p>Streamlined development approvals process</p>	<p>The Township’s current CPP By-law combines the previous DP By-law and Comprehensive Zoning By-law into one town-wide By-law. The Planning Permit Areas are delineated on Schedule A of the CPP By-law. The CPP By-law has been successful in streamlining the development approvals process and shortening development approval timelines.</p> <p>Before implementing a Township-wide CPP By-law in 2021, the benefits of streamlining were limited to the subject lands (i.e., shoreline). The Township found it was too small to have two by-laws in place - DPS By-law and Comprehensive Zoning By-law. The two-stream approval process resulted in confusion and inefficiencies in the development approval process. The learning curve after implementation of the DPS By-law for the shoreline was approximately two years.</p> <p>In addition, the Township uses the term “similar uses to those permitted” to provide flexibility to permit uses that may not have been envisioned at the time of drafting the By-law, to avoid the need for unnecessary by-law amendments.</p>
<p>Staff delegations</p>	<p>The CPP By-law identifies two classes of CPP Permits: Class 1 Staff Variations and Class 2 Council Variations. Residential development that complies with the standards of the CPP By-law does not require a development permit.</p> <p>Township staff noted that the CPP By-law provides staff with clear direction on the variances and discretionary uses available based on the type of development application (e.g., Class 1 vs. Class 2).</p>

Themes	Lessons Learned and Observations from Lake of Bays
<p>Complete application requirements and conditions of approval to meet 45-day timeline</p>	<p>A pre-consultation meeting with Township staff is required before submitting a development permit application. The CPP By-law identifies that a complete application submission shall comply with Schedule 1 of <i>O. Reg. 173/16</i>.</p> <p>Conditions can be assigned to certain development applications before a development permit is approved. Conditions could include the completion of further studies to receive full approval and are outlined in sec 2.1.1.2 of the By-law. The applicant has a maximum of one year from the date of the issuance of conditional approval to fulfill the condition. An extension may be given by Town staff based on a formal request by the applicant.</p>
<p>Site alteration and tree preservation</p>	<p>The CPP By-law includes a stand-alone section on vegetation removal and site alteration and revegetation/replanting. Standards are included on minimum tree height and tree stock. Depending on the application type, applications may be required to submit a Tree Preservation Plan.</p> <p>The Town has noted challenges relating to enforcing tree removal and site alteration requirements, as well as concerns from the forestry and logging industry. The revised CPP By-law includes exceptions for forest management and logging to address these concerns.</p>
<p>Broader range of housing choice and affordability of housing</p>	<p>The Lake of Bays CPP By-law indicates policies for Additional Dwelling Units which is proposed as a tool to facilitate affordable housing in the community. The By-law also includes provisions for garden suites and sleeping cabins as well as bed and breakfasts.</p>

Themes	Lessons Learned and Observations from Lake of Bays
Mixed use development	<p>The Waterfront Planning Permit Area supports the development of the traditional mix of uses that have been permitted in the area, such as bed and breakfasts, home based businesses, dwellings licensed as a short-term rental, existing waterfront commercial, tourist establishment among others. Notably, in the Waterfront Resort Commercial Planning Permit Area, new waterfront commercial uses require an amendment to the Official Plan.</p>
Community amenities and facilities	<p>The CPP By-law does not reference community benefits within the Planning Permit Areas.</p> <p>However, a public use is permitted within all Planning Permit Areas and is defined as the use of a lot, building or structure by a public authority, for the purpose of providing its services to the public or carrying out its public mandate. Each public use must comply with the provision of the Planning Permit Area it is located in.</p>
Design guidelines and heritage matters	<p>The CPP By-law includes built form criteria for each Planning Permit Area. Illustrations on building height, setbacks and the layout of the shoreline activity area are provided as appendices.</p>

Themes	Lessons Learned and Observations from Innisfil
<p>Streamlined development approvals process</p>	<p>The Town’s current Our Shore CPP By-law applies to all parcels on Lake Simcoe and any lots functionally connected to the lake with direct access to public and private roads. The areas that are subject to the CPPS are identified on Schedule A of the By-law. The CPPS is rooted in several guiding principles which are examined when reviewing development applications through the system.</p> <p>Challenges noted by Town Staff include balancing the interests of the Conservation Authority, the Lake Simcoe Protection Plan, and the Town’s ability to regulate. To further streamline the development approvals process, the Town incorporated development standards from the local Conservation Authority within the current CPP By-law. As a result, applicants are required to submit one application to obtain approval from the Town and the local Conservation Authority.</p> <p>While the CPP By-law was approved by Town Council 2017, it took almost two years of hearings and appeals before it was approved by the Ontario Municipal Board, now referred to as the Ontario Land Tribunal (OLT).</p> <p>Overall, the CPP By-law has been successful in promoting a streamlined development approvals process. Contributing to the By-law’s success is an education program that focused on shoreline property owners, abutting municipalities, and other stakeholders, as well as user guides and visuals to assist with education and interpretation of the CPP By-law. The long-term goal is to expand the CPPS Town-wide.</p>

Themes	Lessons Learned and Observations from Innisfil
Staff delegations	<p>The Our Shore CPP By-law identifies three classes of development permits, which delegate the approval authority to either staff or Council. Any development application consistent with the Town's Site Plan Control By-law and involves the maintenance and repair of structures is exempt from a development permit. A pre-consultation meeting with staff is required before submitting a development permit application.</p> <p>One area of the CPP By-law that has required further consideration is how variances are being assessed to support consistency. As a result, the Town-wide CPP By-law will review the criteria for variations based on previous experience with the CPP By-law. The Town also plans to implement a web-based format to further help with education on the CPP By-law and how individual properties are affected.</p> <p>A Class 1 Application involves variations to the development standards within the CPP By-law which require review and approval by Council. A Class 1 Application requires notification of property owners within 60 m and up to 120 m of the subject property. A Class 2 Application involves variations to the development standards that may be considered by staff and a Class 3 Application meets all development standards within the CPP-By-law. Class 2 and 3 Applications do not have any notification requirements associated with them.</p>

Themes	Lessons Learned and Observations from Innisfil
<p>Complete application requirements and conditions of approval to meet 45-day timeline</p>	<p>The CPP By-law identifies that a complete application submission shall comply with Schedule 1 of <i>O. Reg. 173/16</i>, however adds that where external approvals are required (e.g., Transportation Canada, Department of Fisheries, etc.), their approvals may be required to be provided for an application to be deemed complete.</p> <p>Conditions can be assigned to certain development applications before a development planning permit is approved. If the planning permit is approved with conditions, the owner must fulfill the conditions associated with the approval in advance of the planning permit being issued.</p> <p>Concerns have been expressed by over the capacity of departments to follow-up on conditions and to process applications in a timely and efficient manner. As part of the Town-wide CPP By-law, the Town will explore how developers may play a stronger reporting role.</p>
<p>Site alteration and tree preservation</p>	<p>The CPP By-law includes a stand-alone section on site alteration, which includes vegetation removal and revegetation/replanting. Standards are included on minimum tree height.</p> <p>Specific areas that required attention included how to promote an ecologically sound and safe development process along the Lake Simcoe shoreline. In the interim, the Town updated its Site Plan Control By-law to address some of the concerns regarding vegetation removal.</p>
<p>Broader range of housing choice and affordability of housing</p>	<p>The Our Shores CPP By-law only applies to the Shoreline. As such, there are limited range of permitted uses and housing options. The By-law does include sleeping cabin and bed and breakfast residence as permitted within the Shoreline.</p>

Themes	Lessons Learned and Observations from Innisfil
Mixed use development	The Our Shores CPP By-law only applies to the Shoreline. As such, employment uses are limited to bed and breakfast residence and home occupation.
Community amenities and facilities	Our Shores CPP By-law provision 1.17 sets out the community benefits that may be exchanged for an increase in height or density, which includes public art on public lands or buildings, parkland and public park improvements, off-site streetscape improvements, local improvements to public parking areas, land for municipal purposes, provision of special facilities to enhance the environment, and other local improvements identified through various municipal plans or studies. Notably, similar to the other By-laws reviewed as part of this report, public uses are permitted for the purposes of a public authority providing services to the public or to carry out its public mandate.
Design guidelines and heritage matters	The current CPP By-law does not include urban design guidelines, however there are guiding principles and criteria established in the By-law that include a number of design related matters such as compatibility with existing character of the shoreline area (visible from both land and water), development designed and constructed to minimize impacts to the shoreline and development designed to be compatible with the natural occurring shoreline. The Town is exploring design provisions and preparing Town-wide urban design guidelines as part of the ongoing Town-wide CPPS Study.

Themes	Lessons Learned and Observations from Carleton Place
Streamlined development approvals process	<p>The DPS By-law applies Town-wide. The DPS Area is delineated on Schedule A of the DPS By-law.</p> <p>Since its implementation in 2008, the Town’s DPS By-law has undergone minor amendments. Some of these amendments were schedule-related and establishing compliance between the DPS By-law and other by-laws and policies. A comprehensive amendment to the DPS By-law was completed in 2020 to clarify administration, interpretation, enforcement, and definitions, among other topics. Challenges have been noted with balancing between being prescriptive versus flexible.</p> <p>Some of the benefits associated with the DPS By-law noted by the Town include reduced number of meetings, more certainty in planning outcomes, and a streamlined development approvals process.</p>
Staff delegations	<p>The DPS By-law identifies four classes of DPS Permits, which delegate the approval authority to either staff or the Planning Advisory Committee. Permit applications may be referred to Council for review. A pre-consultation meeting with staff is required before submitting a development permit application.</p> <p>To control some of the high-density applications coming in, development within the Downtown Residential District, Mississippi District, and Greenfield Residential fall under one set of conditions. An Interim-Control By-law was passed in May 2019 to freeze development over 8.5 metres in height for townhouses and apartment buildings.</p> <p>Further, as part of the comprehensive amendment to the DPS By-law in 2020, further clarification was provided on the application classes, application requirements, application</p>

Themes	Lessons Learned and Observations from Carleton Place
	process and agreement/permit requirements, among other topics.
Complete application requirements and conditions of approval to meet 45-day timeline	Conditions can be assigned to certain development applications before a development permit is approved. The applicant has a maximum of one year from the date of the issuance of a conditional approval to fulfill the condition. An extension may be given by Town staff based on a formal request by the applicant.
Site alteration and tree preservation	The DPS By-law includes a stand-alone section on vegetation removal and site alteration. The section provides direction on tree preservation, including a tree replacement at a 1:3 ratio and specific areas where tree removal is prohibited. Depending on the application type, applications may be required to submit a Tree Preservation Plan.
Broader range of housing choice and affordability of housing	The DPS By-law encourages a range of housing types, including semi-detached, duplexes, townhouses, triple, quadruplex, apartments, senior residential dwelling, retirement home, bed and breakfast establishments, and accessory residential depending on the Development Permit Area. The DPS By-law does not refer to affordable or attainable housing. Notably, Section 2.22 identifies a Housing Study as one of the potential supporting documents that an applicant may need to submit as part of an application.

Themes	Lessons Learned and Observations from Carleton Place
Mixed use development	<p>The Downtown District and the Mississippi Residential Sector promote a mixed-use environment, including housing, commercial, and institutional uses. While housing options in the Downtown District mainly focus on medium to high-density uses, the Mississippi Residential Sector identifies anything different from a single or semi-detached dwelling as a discretionary use.</p> <p>The DPS By-law also identifies four strategy properties which present opportunities for mixed use development. These four properties have also been identified to complement and support the Downtown District by providing a linkage between new areas being developed.</p>
Community amenities and facilities	<p>The DPS By-law does not reference community benefits. Notably, similar to the other by-laws reviewed as part of this report, public uses are permitted for the purposes of a public authority providing services to the public or to carry out its public mandate.</p>
Design guidelines and heritage matters	<p>The provisions of the DPS By-law are design driven. The By-law includes a detailed section on built form criteria and designer heritage colours to be used for the exterior of buildings, including graphics on the overall look and feel of development. Carlton Place usually receives a design brief by the applicant, which is peer reviewed.</p> <p>In response to the 2019 Interim-Control By-law, a neighbourhood character analysis was completed to determine what is appropriate. Based on this review, the Town has an opportunity to further delineate the By-law districts to maintain and enhance the character of specific areas, which at present, permit a range of residential densities.</p>

Themes	Lessons Learned and Observations from Carleton Place
	Overall, the Town’s design criteria and built form inventory within the CPP By-law has proven useful in evaluating development applications for older parts of the Town.

Town of Gananoque

Themes	Lessons Learned and Observations from Gananoque
<p>Streamlined development approvals process</p>	<p>The DPS By-law applies Town-wide, with some exceptions. The DPS Area is delineated on Schedule A of the DPS By-law.</p> <p>Some of the main challenges associated with the initial DPS By-law related to knowledge gaps, reaching agreement on permitted uses, and interpretation of the By-law. Stakeholder engagement and targeted outreach to lawyers, developers/contractors, and real estate agents was a key component in addressing the above noted concerns.</p> <p>The streamlined development approvals process under the DPS By-law has made it easier to manage development applications for the Town and the response regarding the approval timelines has been positive by applicants.</p>
<p>Staff delegations</p>	<p>The DPS By-law identifies three classes of development permits. Based on the complexity and scale of the development, a permit application may be approved by staff, the Planning Advisory Committee, or Council. Technical reports may be required for a more complex development. A pre-consultation meeting with staff is required before submitting a development permit application.</p> <p>At present, Council may vary the standards, provisions and requirements up to 100%. While this provides flexibility for Council, it may create uncertainty regarding expectations for the applicant and does not trigger a full public process that would otherwise be required if a DPS Amendment was needed. It is therefore recommended that the intent of each variation be carefully considered within the site-specific context to which it applies.</p>

Themes	Lessons Learned and Observations from Gananoque
<p>Complete application requirements and conditions of approval to meet 45-day timeline</p>	<p>Conditions can be assigned to certain development applications before a development permit is approved. The applicant has a maximum of one year from the date of the issuance of a conditional approval to fulfill the condition. An extension may be given by Town staff based on a formal request by the applicant.</p> <p>To manage the <i>Planning Act</i> timeline of 45-days and the uncertainty regarding the timing of agency input, the Town requires agency comment in advance of deeming an application complete. The Town has also used conditional approvals to manage outstanding issues related to larger developments.</p> <p>In addition, a development permit is not required for single, semi-detached, and duplex dwelling units, if the development or proposed development is conforming to the requirements, standards and provisions within the designated Residential Development Permit Area.</p>
<p>Site alteration and tree preservation</p>	<p>The DPS By-law includes a stand-alone section on vegetation removal and site alteration. Depending on the application type, applications may be required to submit a Tree Preservation Plan. A development permit is not required for any development previously approved through site plan control.</p>
<p>Broader range of housing choice and affordability of housing</p>	<p>The DPS By-law encourages a range of housing types, including single- and semi-detached dwellings, townhouses, duplexes, apartments, group homes, day nurseries, and below-ground dwellings. The DPS By-law does not reference affordable or attainable housing. Notably, a Development Permit is not required for semi-detached dwelling units and duplex dwelling units as long as the development meets the requirements of the Residential Development Permit Area in the DPS By-law.</p>

Themes	Lessons Learned and Observations from Gananoque
Mixed use development	The Lowertown Mixed Use designation promotes a wide range of use, including commercial, residential, and institutional uses. Most of the other commercial and employment designations allow a mix of commercial and institutional with residential uses on the first storey as a permitted or discretionary use.
Community amenities and facilities	The DPS By-law does not reference community benefits. Notably, similar to the other by-laws reviewed as part of this report, public uses are permitted for the purposes of a public authority providing services to the public or to carry out its public mandate.
Design guidelines and heritage matters	The DPS By-law includes design criteria as part of the various permit areas. The criteria provide detailed directions on building materials, paint colour in heritage-significant areas, façade design, storefront design and glazing, roof design, and access and parking, among others.

Themes	Lessons Learned and Observations from Brampton
<p>Streamlined development approvals process</p>	<p>The Main Street North DPS By-law generally applies to the lands along Main Street North. The DPS Area is delineated on Schedule A of the DPS By-law.</p> <p>A key driver for implementing a DPS By-law for Main Street North was to achieve the planning objectives of the area, which required an easier and more streamlined development approvals process. Since the implementation of a DPS, interest in the area has been increasing and development applications align more closely with the planning objectives of the area.</p>
<p>Staff delegations</p>	<p>The DPS By-law provides Council with the ability to delegate approval to the Director in the City’s Planning & Infrastructure Services Department for all three types of Classes of development. A pre-consultation meeting with the City or a more formal proposal is required before submitting a development permit application. The pre-consultation will determine which application stream an applicant falls under.</p> <p>A Development Permit review team is involved in the review the application. The review team will vary depending on the application type and may include external agencies.</p>
<p>Complete application requirements and conditions of approval to meet 45-day timeline</p>	<p>Conditional approval may be given before issuing a Planning Permit. The City specifies the timing of fulfillment of any condition.</p>
<p>Site alteration and tree preservation</p>	<p>The DPS By-law includes a stand-alone section on vegetation guidelines. The guidelines speak to the maintenance of mature trees and having an appropriate tree replacement and succession strategy in place.</p>

Themes	Lessons Learned and Observations from Brampton
<p>Broader range of housing choice and affordability of housing</p>	<p>The DPS By-law encourages a range of housing types, including single-detached, semi-detached, condominium or street townhouse residential dwelling, senior citizen residence, group homes, supportive housing facilities, supportive lodging house, and bed and breakfasts. In addition, the DPS By-law refers to three- and four-bedroom rental units and senior citizen rental units in the context of parking requirements.</p> <p>While the DPS By-law does not reference affordable or attainable housing, the By-law references cooperative housing in the context of the security value of a project.</p>
<p>Mixed use development</p>	<p>The DPS By-law encourages a mix of commercial, residential, institutional, cultural uses in its Historic Mixed-Use Sub-Areas and Gateway Sub-Areas. Emphasis is placed on the siting and massing of new buildings to provide for an appropriate transition between areas.</p>
<p>Community amenities and facilities</p>	<p>The DPS By-law does not reference community benefits; however, given the distinct character and history of Main Street North (e.g., lot fabric, old historical dwellings, mature trees) emphasis is placed on enhancing the public realm and providing the appropriate amenities. Notably, similar to the other by-laws reviewed as part of this report, public uses are permitted for the purposes of a public authority providing services to the public or to carry out its public mandate.</p>

Themes	Lessons Learned and Observations from Brampton
<p>Design guidelines and heritage matters</p>	<p>The DPS By-law includes design guidelines to retain the area’s heritage character. In the context of heritage preservation, the By-law includes sections on existing heritage buildings and the use of appropriate materials. The By-law also includes a section on sustainable design guidelines, including building design, site planning, as well as signage guidelines.</p> <p>To help inform the design guidelines, a separate Community Design study was completed before developing the Main Street North DPS. The study established the direction for development along Main Street North.</p>

Town of Huntsville

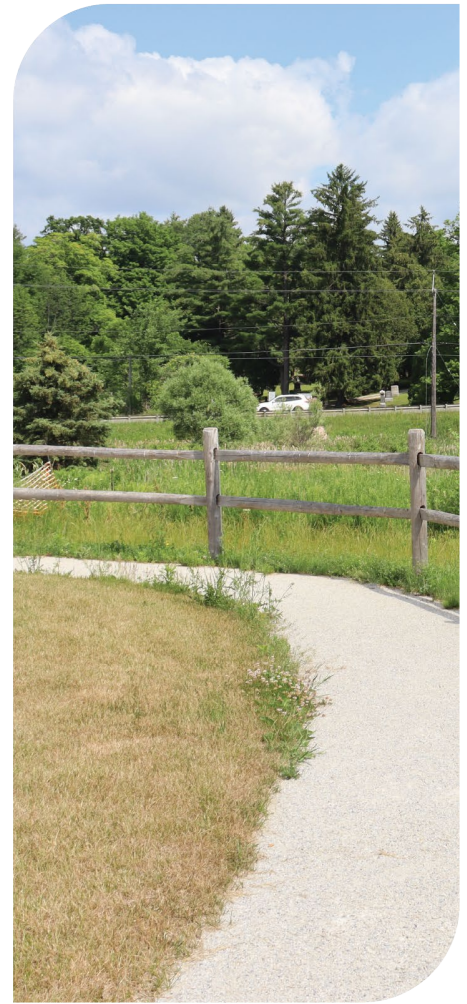
Themes	Lessons Learned and Observations from Huntsville
<p>Streamlined development approvals process</p>	<p>The CPP By-law applies town-wide and the Planning Permit Area is delineated on Schedule A of the CPP By-law.</p> <p>To streamline the development approvals process, the drafting of the CPP By-law included being flexible with the provisions within the By-law. Part of the success of drafting the By-law was being able to learn from Lake of Bay’s approach, which helped with implementation and generating community buy-in.</p> <p>Affordable housing emerged as key topic from the feedback collected. Residents would like the CPP By-law to provide more opportunities to increase or provide affordable housing in Huntsville. Examples provided include recognizing tiny homes and secondary suites.</p> <p>However, as the CPP By-law was developed during the pandemic, more community engagement to gather community buy-in would have been helpful. In addition, Town staff recommended including a stronger educational component at the very beginning of the process.</p> <p>The Town plans to undertake regular meetings to evaluate the process and implementation of the CPP By-law.</p>

Themes	Lessons Learned and Observations from Huntsville
<p>Staff delegations</p>	<p>The CPP By-law identifies three classes of development permits. Based on the complexity and scale of the development, a permit application may be approved by staff or Council. Technical reports may be required for a more complex development. A pre-consultation meeting with staff is required before submitting a development permit application.</p> <p>While the CPP By-law has only been approved since July 2022, planning staff anticipate time savings in terms of removing meeting requirements and Committee/Council consideration for smaller applications. However, more work is anticipated in terms of pre-consultations and minor applications.</p>
<p>Complete application requirements and conditions of approval to meet 45-day timeline</p>	<p>The CPP By-law identifies that a complete application submission shall comply with Schedule 1 of <i>O. Reg. 173/16</i> and any requirements identified through pre-consultation. It also states that where external agency comments and approvals are required, these agency comments and/or approvals may be required to be provided for an application to be deemed complete.</p> <p>Conditions may be assigned to applications before a permit is approved (provisional approval) or attached to an approval, as outlined in Appendix B. The applicant has a maximum of one year from the date of the issuance of a conditional approval to fulfill the condition. An extension may be given by Town staff based on a formal request by the applicant.</p>

Themes	Lessons Learned and Observations from Huntsville
<p>Site alteration and tree preservation</p>	<p>Site alteration and vegetation removal is addressed as part of development exempt from a Community Planning Permit, providing direction for specific precincts.</p> <p>Some new provisions around restricting tree removal without a permit was a cause for concern for residents, as it was a potential barrier/constraint against labour/employment activities that contribute to their livelihood, such as maple syrup tapping, firewood production, commercial camping and wood cutting for furniture making. While the Town considered a Tree Cutting By-law to help address clear-cutting, it was determined that tree cutting can be integrated as part of the CPP By-law.</p>
<p>Broader range of housing choice and affordability of housing</p>	<p>The CPP By-law permits multiple dwelling units (defined as dwelling containing three or more dwelling unit including but not limited to apartments, back-to-back townhouses and stacked townhouses) within the Urban Residential – High, Central Business District and Urban Mixed Use District. Within the Urban Residential – Medium Precinct, the Town permits multiple dwelling residential building with a maximum of four dwelling units as a discretionary use. Group Homes are also permitted within the Central Business District, Urban Mixed Use, Community Mixed Use, Waterfront Commercial, Rural, Rural Residential and all Urban Residential Precincts.</p> <p>In addition, provision 2.5.2 provides an opportunity for the Town to obtain community benefits in exchange for additional height or density including smart value housing, special needs housing or social housing.</p>

Themes	Lessons Learned and Observations from Huntsville
<p>Mixed use development</p>	<p>The CPP By-law introduces mixed use precincts (Central Business District, Urban Mix Use) aligned with the Town’s Official Plan and provides a broad range of permitted and discretionary uses within these precincts. In addition, the range of permitted and discretionary uses within Residential precincts has been expanded to include several non-residential uses such as health services, market, office, personal service establishment, retail store, service establishment, variety & convenience store, veterinary clinic and other similar uses (mostly discretionary).</p>
<p>Community amenities and facilities</p>	<p>Public use is permitted within all Precincts and is defined as the use of a lot, building or structure by a public authority, for the purpose of providing its services to the public or carrying out its public mandate. The Town has identified land to be protected for Institutional, Institutional Rural and Open Space, with permitted uses a range of community amenities and facilities on these lands. The CPP By-law also permits a Place of Assembly within the Regional Commercial, Waterfront Commercial, Central Business District, Community Mixed Use, Urban Business Employment, Community and Rural Business Employment Precincts and a range of amenities including Health Services, market, personal service establishment, residential care facility and other similar services as a discretionary use within the Urban Residential precincts (other than the Shoreline).</p> <p>In addition, provision 2.5.2 provides an opportunity for the Town to obtain community benefits in exchange for additional height or density including active transportation amenities, such as signage, seating, washrooms, lighting, parking and other facilities.</p> <p>Appendix A provides the study requirements for technical reports that may be required as part of a submission, and includes an active transportation study, a community facility analysis and a community needs analysis.</p>

Themes	Lessons Learned and Observations from Huntsville
<p>Design guidelines and heritage matters</p>	<p>The CPP By-law does not include urban design guidelines at this time, however the criteria for evaluating variations (1.20 of the CPP By-law) includes the requirement a proposal to be consistent with any applicable urban design guidelines. In addition, provision 2.5.2 provides an opportunity for the Town to obtain community benefits in exchange for additional height or density including conservation of cultural heritage resources contained within the Municipal Heritage Register and buildings that incorporate sustainable design features.</p> <p>Appendix A provides the study requirements for technical reports that may be required as part of a submission, and includes a cultural heritage resource study, an archaeological study, a shadow study, and an urban design study.</p>



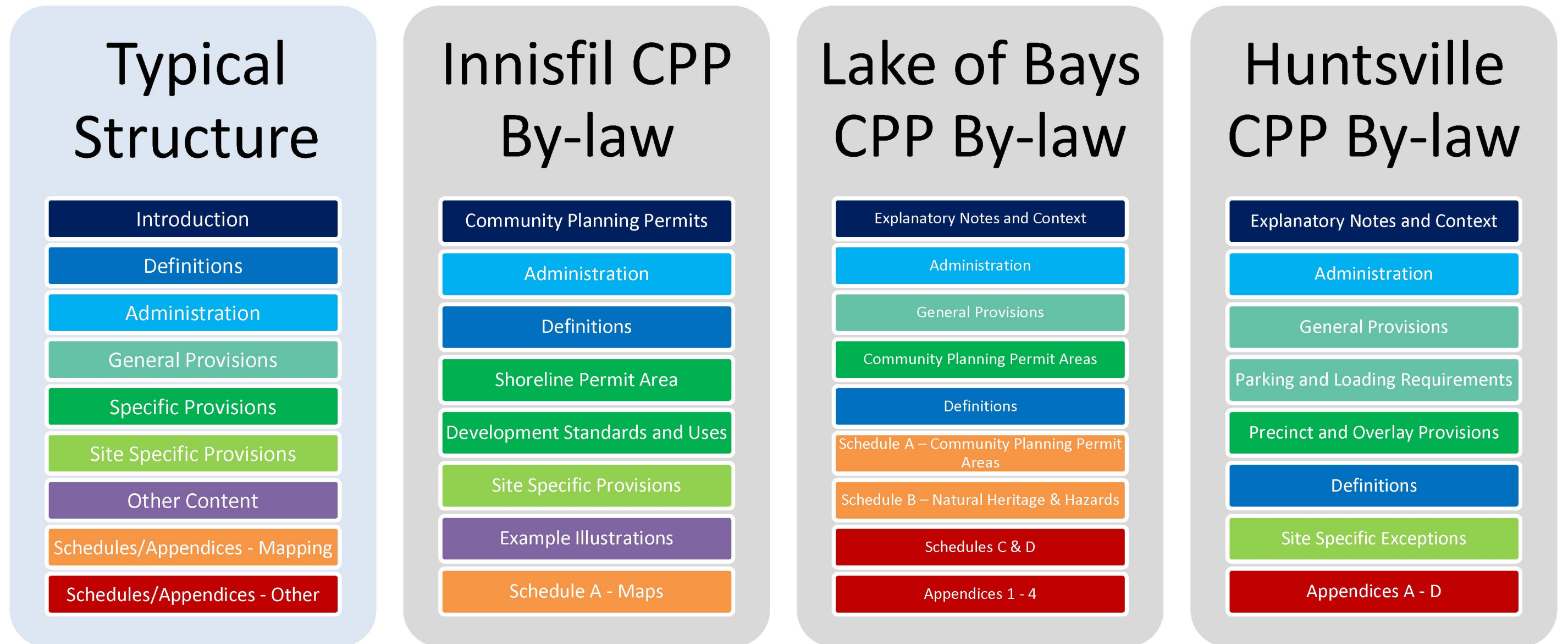
Appendix B

Examples of the CPP By-law Structure of Other Municipalities

Typical Structure of a CPP By-law

Introduction	<ul style="list-style-type: none">• Introductory section which might include context-setting content such as community vision and goals, etc.
Definitions	<ul style="list-style-type: none">• List of defined terms used throughout the by-law/policy
Administration	<ul style="list-style-type: none">• Defines how the by-law is to be administered and implemented, e.g. defining classes of permit
General Provisions	<ul style="list-style-type: none">• Sets out provisions/regulations which apply to all classes of development or all geographic permit areas
Specific Provisions	<ul style="list-style-type: none">• Defines the nature and intent of different classes of development or broad geographic areas (or both), and the provisions/regulations applicable to each
Site Specific Provisions	<ul style="list-style-type: none">• Sets out provisions/regulations which apply to specific properties (likely due to integration of former zoning regulations)
Other Content	<ul style="list-style-type: none">• Other content included in the body of the by-law (e.g., built form design criteria)
Schedules/Appendices	<ul style="list-style-type: none">• Mapping (e.g., defining the geographic boundaries of permit areas, policy overlays, etc.) or other content (e.g., built form design criteria)

Comparison of CPP By-laws



Comparison of Development Permit By-laws

Typical Structure

- Introduction
- Definitions
- Administration
- General Provisions
- Specific Provisions
- Site Specific Provisions
- Other Content
- Schedules/Appendices - Mapping
- Schedules/Appendices - Other

Carleton Place DP By-law

- Explanatory Note and Intent
- Administration
- General Provisions
- Development Permit Areas
- Built Form Inventory
- Built Form Design Criteria
- Definitions
- Schedule A – DPS Area

Gananoque DP By-law

- Explanatory Note and Intent
- Administration
- General Provisions
- Development Permit Area Designations
- Overlays
- Definitions
- Appendix A – Examples of Designer Heritage Colours
- Schedule A – Development Permit Areas
- Schedule B- Overlays
- Schedule C – Special Exception Areas



The Corporation of the Township of King Report to Council

From: Growth Management Services – Planning Division

Report Number: GMS-PL-2024-025

Date: Monday, September 23, 2024

Title: **Phase 1 of the Growth Management and Employment Lands Strategies - Policy Planning File No. PP-2023-05**

Recommendation

1. That Council receive Report GMS-PL-2024-025; and
2. That Council direct Staff to prepare final population, housing and employment forecasts, by Village, to 2051 upon receipt of all Council and public comments, and report back in Q4 2024.
3. That Council direct Staff to explore higher Employment Area target and report back in Q4 2024.
4. That Council direct Staff to prepare final density and intensification targets for each Village, Employment Area, Designated Greenfield Area (DGA), and Built-Up Area (BUA) upon receipt of all Council and Public comments, and report back in Q4 2024.
5. That Council direct Staff to review opportunities for urban area boundary expansions, and report back in Q4 2024.

1. Report Highlights

- The Township retained Watson & Associates Economists Ltd. to prepare Growth Management and Employment Land Strategies to inform the Official Plan Review and the Township's land needs to 2051.
- The Report attached in **Appendix A** provides the Phase 1 findings for both the Growth Management and Employment Land Strategies, identifying that by 2051 the Township is expected to grow to 51,000 people, 17,400 households, and 17,700 jobs.
- The Phase 1 Report concludes that Schomberg and King City are expected to build out by 2051, and that Nobleton will have a deficit of 8 hectares (ha) of residential land, and a 21 net hectares (ha) deficit of employment lands by 2051.
- The Employment Area forecast set out for the Township in the Phase 1 Report is not intended to be a constraint, and King has the ability to exceed this target.

2. Purpose

The purpose of this Report is to present the Phase 1 Growth Management (GMS) and Employment Land (ELS) Strategies, prepared by Watson & Associates Economists Ltd. (Watson) and to seek direction from Council as to how the anticipated growth in King to 2051 should be accommodated.

3. Background

In early 2024, the Township retained Watson to prepare the Growth Management (GMS) and Employment Land (ELS) Strategies. The Strategies are intended to support and inform the Township's Official Plan Review, which will guide growth in King to 2051. They provide an assessment of existing conditions and King's long-term potential for growth, as well as population, housing, and employment forecasts for each of the Township's Villages and, land needs analyses.

The Official Plan Review was initiated following a [Special Meeting of Council](#) on September 26, 2023. In accordance with Section 26 of the *Planning Act*, Municipalities are required to update their Official Plans no later than ten (10) years after coming into effect and every five (5) years thereafter. Municipalities are also required to bring their Official Plans into conformity with the Official Plan of their upper-tier municipality within one (1) year of approval. The York Region Official Plan 2022 was approved, subject to modifications, by the Province in November 2022 and further modified by Provincial Bills 150 and 162 in December 2023 and February 2024, respectively. When King's Official Plan Review was initiated in 2023, the Township was required to conform to the York Region Official Plan within one year. However, Provincial legislative changes rendered York Region as an upper-tier without planning responsibilities and established that relevant sections of the York Region Official Plan that apply to King now constitute an official plan of the Township. This plan remains in effect until King revokes it or amends.

The Township's current Official Plan, 'Our King', was adopted in September 2019, approved by York Region in September 2020, and is now due for an update to conform to and integrate the relevant policies of the York Region Official Plan, 2022. Our King establishes a comprehensive set of policies to provide direction and set the framework for managing growth, land use and infrastructure decisions within the Township to the 2031 planning horizon. Through this Official Plan Review, the updated Our King will contemplate a planning horizon of 2051.

Since Our King was adopted, a number of changes have occurred at the Provincial and Regional levels that impact how the Township should plan for its future. Updates have been made to the *Planning Act*, the Provincial Policy Statement (PPS, 2020), A Place to Growth – The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan (ORMCP), and the Region's Official Plan (YROP). Further, as of July 1, 2024, York Region became an upper-tier municipality without planning responsibilities under the *Planning Act*, and as of October 20, 2024, additional changes will come into effect for Ontario's planning framework, including:

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- The Growth Plan and PPS, 2020, will both be repealed and replaced by the Provincial Planning Statement (PPS, 2024);
- A consequential administrative amendment to the Greenbelt Plan will come into effect so that the policies of the PPS 2020 and Growth Plan will continue to apply where the Greenbelt Plan refers to them; and
- The new definition of “area of employment” in the *Planning Act* will come into effect.

These changes in Ontario’s planning framework have implications for the Growth Management and Employment Land Strategies, which have been assessed and considered through the Phase 1 Report prepared by Watson, attached to this Report as **Appendix A**. The conclusions of the Phase 1 Report will be explored further in Section 4: Analysis of this Report.

Public Consultation

To support the development of the Phase 1 Report by Watson, a virtual public open house was held on the Growth Management Strategy in May 2024 which had over 60 attendees. In addition, targeted consultation in the form of one-on-one meetings were held with business owners and employment landowners to inform the Employment Land Strategy. A Public Open House was recently held on September 16, 2024, to present the findings of the Phase 1 Report and seek community feedback on its conclusions. A consultation summary detailing what was heard through all the consultation sessions will be prepared and included in the next Report to Council in October 2024.

4. Analysis

The Phase 1 Report from Watson, **Appendix A**, is comprised of two parts; the Growth Management Strategy (GMS) and the Employment Land Strategy (ELS). Each Strategy has been prepared independently and are based on the updated 2051 targets from the York Region Official Plan (YROP) June 2024 Office Consolidation forecast.

Based on the June 2024 forecast, the Region is forecast to accommodate a total of 2.064 million residents and 989,200 jobs by 2051. The Region also prepared growth allocations for each of the lower-tier municipalities, including King, starting from 2021 with a forecast to 2051. The Report from Watson breaks the forecast down into 5-year increments from 2021 to 2051. The following summarizes the Region’s forecast for the Township:

- The Township’s population is forecast to increase to 51,000 in 2051;
- The number of residential dwellings in the Township is projected to increase by 8,400 units by 2051 to approximately 17,400 households; and
- King’s employment is forecast to increase to 17,700 jobs in 2051.

In addition to the municipal growth allocations, the Region also identified intensification targets, greenfield densities, Employment Area densities and other growth management considerations which have been explored through Watson's Phase 1 Report.

The Phase 1 Report from Watson provides: an assessment of existing policies and macroeconomic conditions at the broader regional level and locally, while also conducting a residential land supply analysis; review of existing Employment Areas; an assessment of King's long-term growth potential; Employment Area and Community Area land need analyses; and five-year population, housing and employment forecast for each Village in the Township. The following subsections provide a breakdown of the findings and conclusions for each Strategy.

Growth Management Strategy

The Growth Management Strategy summarizes King's population and housing forecast in 5-year increments over the 2021 to 2051 planning horizon. The forecast identifies the Township's total population base is anticipated to grow to approximately 51,000 persons by 2051, which is an increase of approximately 22,600 residents, or an average annual population growth rate of 2% during this period. This growth rate is slightly higher than the growth rate of 1.9% per year seen for King over the past two decades. This growth forecast is based on the forecast target provided by York Region. It is within Council's discretion to plan for a higher population target for the 2051 planning horizon. This opportunity could be considered in light of existing development interest which indicates a potential that, based upon current and projected development applications, the forecasts shown for 2051 in Figure 6 will be exceeded by 2031, requiring sufficient servicing capacity be made available by York Region.

Based on the forecast, the Township will require approximately 8,390 new households by 2051, or 280 new households annually. The Phase 1 Report finds that over the long-term, housing demand is anticipated to gradually shift away from single/semi-detached units towards townhouses and low- and medium-rise apartment dwellings, largely driven by housing affordability and increased demand associated with the Township's growing seniors population. The Report finds that over the 2021 to 2051 forecast period, new housing development is forecast to comprise 34% low-density, 22% medium density (townhouses) and 44% high density (apartment) units. However, even with this shift the total housing base is expected to remain predominantly low-density dwellings.

The Phase 1 Report also allocates the Township-wide forecast population and housing by Village and, to the rural areas. The allocation of new households is forecast as follows:

- 68% to be accommodated in King City;
- 28% to be accommodated in Nobleton;
- 4% to be accommodated in Schomberg; and
- a small portion (approximately 1%) in the rural areas.

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In terms of overall population growth, King City is forecast to be the largest Village in 2051. **Figure 6** in the Report, as shown below, provides the population forecast by Village for 2024 and 2051.

Figure 6
King Township
Population by Village and Remaining Rural Area – 2024 and 2051

Village	2024 Population	% Share	2051 Population	% Share
Nobleton	7,050	24%	13,580	27%
King City	9,690	33%	23,210	45%
Schomberg	2,620	9%	3,350	7%
Remaining Rural	10,440	35%	10,860	21%
King Township Total	29,800		51,000	

Source: Forecast by Watson & Associates Economists Ltd.

Figure 1: Population by Village

Through the Strategy’s review of Community Area Land needs, an assessment of the vacant greenfield residential lands and intensification potential within the built-up areas was also undertaken. Community Area Lands include lands within settlement areas (not including rural settlements) and are comprised of delineated Built-up Areas (BUA) and Designated Greenfield Areas (DGA). For King, Community Area Lands are comprised of the Township’s three Villages: Schomberg, King City and Nobleton. For Nobleton, the Community Area Lands are more specifically the lands within the Nobleton Urban Area rather than the Village Boundary.

The Phase 1 Report finds that the majority of growth (52%) is anticipated to be accommodated through intensification, primarily within the BUAs of the Villages, however this will be subject to enhancements in water and wastewater servicing capacities. Community Area Lands also include population related employment, (i.e., office, retail and commercial uses). An assessment of the Township’s commercial needs is underway and will be presented as part of the Phase 2 Report from Watson.

The Community Area Land needs assessment also determined, based on the forecast growth, available land area and density targets, that the Township will have a small deficit of 8 hectares (ha) of gross developable designated greenfield area lands in Nobleton by 2051. This deficit has been identified after including the additional 20 hectares of lands currently designated for employment in Nobleton (Pre-Brick Official Plan/Zoning By-law Amendment Applications) which are proposed to be converted to Community Area.

The Pre-Brick lands are currently designated for employment in Nobleton and are proposed to accommodate institutional uses and a “supporting employment area”, as defined by the YROP. However, as a result of recent changes to the definition of “area of employment” in the *Planning Act* and the PPS 2024 that come into effect October 20, 2024, institutional uses and

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supporting employment uses would not meet the new definition and, would not be permitted within an Employment Area. Furthermore, given the proximity of the lands to residential development, the lot configuration and the size of the parcel, staff consider this location a good option to support Community Area Land uses, including office, commercial and mixed-use developments. Appropriate land uses will be considered through the Township’s Official Plan Review.

While a deficit is forecast for Nobleton, the King City and Schomberg designated greenfield areas are anticipated to be fully built out over the forecast period; assuming sufficient servicing capacity is available to support the growth. **Figure 11** of the Report, as shown below, identifies the Community Area Land needs by Village Area for 2051.

Figure 11
King Township
D.G.A. Community Area Land Needs by Village Area at 2051

DGA Land Need - 2051					
		Nobleton	King City	Schomberg	King Township
Estimated DGA People and Jobs - 2024	A	3,700	5,100	960	9,760
Estimated DGA Population and Jobs in 2051	B	8,495	12,865	1,081	22,440
Existing DGA Area	C	210	367	30	608
Added Area (Employment Area Conversion)	D	20			20
Total DGA Area	E = C+D	230	367	30	628
DGA Density	F	36 ⁽¹⁾	35	35	35
DGA Land Demand to achieve 35 people & Jobs / ha	G = B/F	239	367	30	636
Surplus / Deficit DGA Lands	H= E-G	-8	0	0	-8

⁽¹⁾ Densities within the existing areas of Nobleton are assumed at 35 people and jobs per hectare. For new urban expansion, it is assumed that future lands within Nobleton would achieve a minimum of 50 people and jobs per hectare. The resulting blended density for the Nobleton Community Area is 36 people and jobs per hectare.

Source: Watson & Associates Economists Ltd., 2024.

Figure 2: DGA Community Area Land Needs

Finally, in addition to the land deficit, the Phase 1 Report concludes with the following observations for the Growth Management Strategy:

- More than half the Township’s housing growth over the forecast period is to be accommodated through intensification within the built-up area. Achieving this intensification target will require a larger proportion of higher-density development than what has occurred previously.
- If the intensification target is not realized, greater emphasis will be placed on the greenfield areas to accommodate growth, which may require additional greenfield lands and/or higher densities on greenfield lands.

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- With the changes to the planning framework proposed through the 2024 PPS, urban expansions are allowed for up to a 30-year horizon from the date of the approval of the Official Plan. As additional land needs will likely arise between 2051 and 2056, there is an opportunity to consider these needs through this Official Plan Review.
- A framework for location options for these expansion lands will be prepared as part of the Phase 2 analysis and subsequent Report.

Employment Land Strategy

Similar to the Growth Management Strategy, the Employment Land Strategy (ELS) summarizes King's employment forecast in 5-year increments over the 2021 to 2051 planning horizon and provides an overview of findings related to:

- vacant Employment Area supply;
- Employment Area densities;
- opportunities for intensification;
- demand forecast for employment within Employment Areas; and
- an Employment Area land needs analysis to 2051.

As noted, employment in King is forecast to increase to 17,700 jobs in 2051 (from 10,100 jobs in 2021). The employment forecast is not intended to limit the Township's growth trajectory as King has the ability to exceed this target.

The Report summarizes the Region's findings for the Township's employment lands, and prepares a separate forecast based on a set of observations. These observations include that the Employment Lands in King City extend further than what is contemplated in the YROP, that lands shown as part of the vacant land supply in the YROP for Schomberg have existing businesses operating on them, and that Employment Lands are still shown in Nobleton, where they are proposed to be converted to Community Area Land. These observations are summarized in **Figure 12** of the Report, the Vacant Employment Area Profile, which is also provided below.

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Figure 12
King Township
Vacant Employment Area Profile

	York Region M.C.R.			E.L.S.		
	Vacant Land (ha)	Density	Jobs	Vacant Land (ha)	Density	Jobs
King City	20	50	980	36	27	980
Schomberg	20	30	590	16	32	520
Nobleton	12	50	580	0	-	-
King Township	51	42	2,150	52	29	1,500

Source: Vacant land supply derived from Township data, by Watson & Associates Economists Ltd., 2024.

Figure 3: Vacant Employment Areas by Village

In preparing the ELS, the forecasted Employment Area land demand within the Township considered the following:

- long-term employment land employment growth potential;
- forecasted employment density assumptions in Employment Areas;
- trends in forecast Employment Area absorption; and
- the amount of vacant, developable shovel-ready land within Employment Areas across King.

Based on these considerations, the employment forecast has been separated into different land use categories, specifically: Major Office, Employment Area, Population Related, and Rural. Over the long-term planning horizon, 36% of the total employment growth, or 2,540 jobs are forecast within Employment Areas. Further, 6% of the growth is forecast for Major Office, 56% as Population related, and 2% as Rural. In determining the land needs for Employment Areas, only the Employment Area job forecast is considered. The other categories of employment land use are attributed to other areas of the Villages and the Rural Areas.

For growth within Employment Areas, the Report provides a breakdown of the forecast by Village from 2024 to 2051. King City is forecast to accommodate the largest share of Employment Area job growth, with approximately 43% of the total Employment Area job growth. Nobleton and Schomberg are forecast to account for 30% and 27% of the remaining Employment Area forecast to 2051, respectively.

In preparing the Employment Land needs analysis to 2051, several factors were considered, including setting an intensification target of 15% for Employment Lands, and recognizing that some vacant lands may not develop due to a variety of factors. Long-term land vacancy is a

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common characteristic that is experienced in Employment Areas across Ontario. For this land needs analysis, an estimate of 15% long-term land vacancy has been applied to the net development Employment Land inventory for Schomberg. After adjusting for land vacancy, Schomberg’s supply is 14 net ha which results in a Township-wide supply of 50 net ha of vacant Employment Land.

Based on the supply of designated, developable vacant urban land and forecast supply for these lands, a deficit of 21 net ha has been identified for 2051. This land needs analysis is further detailed in **Figure 15** of the Report, as shown below. Further, assuming a gross-to-net ratio of 55%, to account for considerations such as environmental features and infrastructure requirements (i.e., roads, stormwater management ponds, etc.) a total land area of nearly 40 gross ha (100 gross acres) would be required to accommodate this shortfall.

Figure 15
King Township
Forecast Employment Area Land Needs (Demand vs. Supply), 2024 to 2051

Township of King Employment Land Needs, 2024 to 2051		Land (net ha)
Employment Land Jobs 2024 to 2051	A	2,540
Intensification	$B = A \times 15\%$	385
Total Employment Land Jobs less Intensification	$C = A - B$	2,155
Employment Density (jobs per net ha)	D	30
Employment Land Demand (ha)	$E = C/D$	71
Vacant Employment Land Supply (net ha) ¹	F	50
Employment Area Deficit at 2051	$G = E - F$	-21

Note: Figures have been rounded and may not add precisely.
Source: Watson & Associates Economists Ltd., 2024.

Figure 4: Forecast Employment Area Land Needs

The Phase 1 Report identifies that between 2024 and 2051, King Township is expected to accommodate approximately 2,540 jobs on its Employment Area lands. The employment forecast for the Township is not intended to be a constraining figure and King can, similar to the above population target, plan to exceed these targets to the 2051 horizon. Unlike population growth, the Provincial Planning Statement (PPS) provides municipalities the flexibility to plan beyond the 30-year horizon for employment areas. Staff recommend exploring the option of a higher employment area target through the next phase of the Employment Lands Strategy.

Exploring a higher Employment Area target, resulting in a need for additional employment lands, can offer several advantages to the Township:

- Promoting economic diversification, whereby the Township could attract a wider range of industries by having a variety of employment land sizes and locations.

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- Increasing the employment area-to-population ratio supports the objective of diversifying the Township's tax base to support fiscal sustainability.
- A diversified tax base provides additional sources for municipal revenue to support public services and infrastructure.
- Increasing employment areas can lead to new public amenities and services, enhancing the overall quality of life for residents and also contributes to sustainability by reducing the need for long commutes and encouraging local employment.

This analysis shows that the Township is not projected to have enough vacant Employment Land to support growth through 2051. The Report also evaluates the Employment Land needs by Village, identifying that the Employment Land deficiency is entirely within Nobleton. It similarly concludes, as the GMS did, that the Employment Areas in King City and Schomberg will be completely utilized by the year 2051. Accordingly, opportunities for new Employment Areas will need to be identified through the Phase 2 analysis and Report.

Finally, the Report provides overall observations and conclusions for the ELS, which detail the following:

- In order to remain competitive, the Township must continue to offer a range of parcel sizes and lot configurations within its Employment Areas;
- Exceeding the employment forecasts for the Township would ultimately increase the land needs by 2051;
- By 2051 it is forecast that the Township will need an additional 21 net hectares (ha) (40 gross ha/ 100 gross acres) of Employment Lands within Nobleton;
- King City and Schomberg's Employment Areas are forecast to fully build out within the 2051 planning horizon;
- Based on an initial high-level review of opportunities for urban boundary expansions, an urban boundary expansion for Nobleton (into the Nobleton Village Reserve) represents the best opportunity to establish a new Employment Area; and
- Moving forward it is vital for the Township to continue to annually monitor its absorption of vacant Employment Lands, Employment Area densities and Employment Area intensification to ensure that there is a sufficient supply of land to accommodate demand to 2051.

Next Steps

Based on the Phase 1 findings for the Growth Management and Employment Land Strategies, Staff recommend that Council direct Staff to prepare final population, housing and employment forecasts; final intensification and density targets; identify potential locations for urban boundary expansions; and explore the option of a higher employment area target, based on all Council and Public comments received.

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A Working Session with Council and a Report to Council are targeted for October 28, 2024, to present the density and intensification targets for each Village, Employment Area, Designated Greenfield Area (DGA), and Built-Up Area (BUA). The Working Session and Report will not only give Council the opportunity to provide final direction on the targets, but also consider location opportunities for urban boundary expansions, in response to the land needs identified through the Phase 1 Report.

5. Financial Considerations

The Township takes a strategic and comprehensive approach to developing plans and policies for services, growth and development balancing community needs, economic prosperity and environmental protection.

The projections in this report for population will need to be included in the next Development Charge (DC) study to ensure we plan for growth and the infrastructure needs for roads, water, sewer, parks, recreation, libraries, and fire services.

Currently the Township's has 95% property assessment for residential and only 5% for non-residential. In order to help support the growth within the Township and the services it provides increasing the non-residential assessment is important in redistributing the property taxes burden providing a healthier tax based to support all properties within King.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This report is in alignment with the CSP's Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Implement regulatory changes to manage growth that best serves King's unique landscape.

Key Result: Complete the Official Plan review and update (to 2051) by 2025.

The Growth Management and Employment Land Strategies will inform the development of the updated Official Plan for the Township, and directly advances the progress of the noted Key Result towards its defined target.

7. Conclusion

The Growth Management (GMS) and Employment Land (ELS) Strategies are being undertaken to support and inform the Township's Official Plan Review, guiding growth to year

GMS-PL-2024-025 **Error! Reference source not found.**

2051. This Report presents the Phase 1 findings for the Strategies and provides observations and recommendations based on the Community and Employment Area land needs. Based on the findings of the Report, Staff respectfully recommend that Council direct Staff to update the population, housing and employment forecasts by Village for the 2051 planning horizon and the density and intensification targets as set out in the Phase 1 Report for each Village, Employment Area, DGA and BUA based on Council and Public comments. Finally, Staff recommend that Council direct Staff to prepare the Phase 2 Report detailing the updated forecasts, targets and review of opportunities for urban area expansions, particularly for Nobleton, and report back to Council in Q4 2024.

8. Attachments

Appendix A - King GMS and ELS - Summary of Phase 1 Findings Report

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Chief Administrative Officer



Phase 1 Growth Management Strategy and Employment Land Strategy Findings

King Township

Final Report

August 29, 2024

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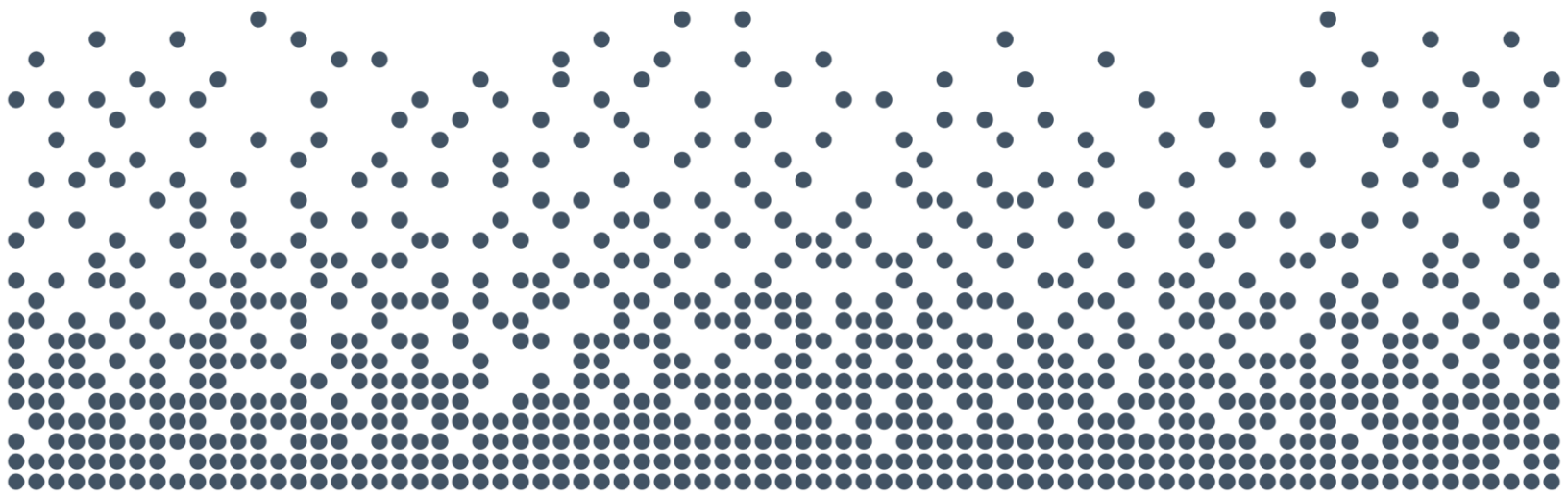


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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
B.U.A.	Built-Up Area
D.G.A.	Designated Greenfield Area
E.L.S.	Employment Lands Strategy
G.M.S.	Growth Management Strategy
G.T.H.A.	Greater Toronto Hamilton Area
M.C.R.	Municipal Comprehensive Review
M.M.A.H.	Ministry of Municipal Affairs and Housing
O.P.	Official Plan
Y.R.O.P.	York Region Official Plan



Executive Summary



Executive Summary

Introduction

In January of 2024, Watson & Associates Economists Ltd., (Watson) were retained to conduct an Employment Lands Strategy (E.L.S.) for King Township. Subsequently, the Township retained Watson in March of 2024 to conduct a Growth Management Strategy (G.M.S.). While independent studies, the following report summarizes the Phase 1 technical results of the King Township G.M.S. and E.L.S.

Updated 2051 targets from the York Region Official Plan (Y.R.O.P.) June 2024 Office Consolidation forecast have been used for the baseline analysis in the King Township G.M.S. and E.L.S. Based on the updated June 2024 forecast, the Region is forecast to accommodate a total of 2.064 million residents and 989,200 jobs by 2051. As part of its Municipal Comprehensive Review (M.C.R.) process, the Region prepared growth allocations for each of its area municipalities including King Township, starting from the most recent Census period of 2021. Accordingly, this forecast is provided in 5-year increments from 2021 to 2051. The following summarizes the Y.R.O.P. June 2024 Office Consolidation forecast for King Township:

- King Township's population is forecast to increase to 51,000 in 2051 from 28,400 in 2021.
- The Township residential dwellings are projected to increase by 8,400 units from 2021 to 2051.
- The Township's employment is forecast to increase from 10,100 jobs in 2021 to 17,700 jobs in 2051.

Growth Management Strategy – Phase 1 Findings

Over the 2021 to 2051 forecast period, new housing development is forecast to comprise 34% low-density (singles and semi-detached), 22% medium-density (townhouses), and 44% high-density (apartment) units. Despite this shift towards higher-density housing forms through the growth forecast period (i.e. 2021 to 2051), the total housing base is expected to remain predominantly low-density dwellings.

Between 2024 and 2051, approximately 5,210 households (68% of all new households) are expected to be accommodated in King City, 2,190 households (28%) in Nobleton, 300 households (4%) in Schomberg, and a small portion in the remaining rural areas of



the Township. The annual housing growth forecast for each of the Villages is higher than the historical activity. Despite supply opportunities existing in the Township previously, housing growth has been constrained historically due to limitations in servicing capacity. Going forward the Township is anticipated to have a higher growth potential primarily within its Built-Up Area (B.U.A.) in the Villages. However, the increase in intensification within the B.U.A. is subject to enhancements in servicing capabilities. This G.M.S. exercise is meant to inform servicing needs across the Villages, to ensure that future growth in the Township is not constrained.

Based on an intensification target of 50%, it is forecast that the Township's Designated Greenfield Area (D.G.A.) will accommodate about 22,440 people and jobs by 2051. Looking at the forecast growth, available land area, and a density target of 35 people and jobs per hectare (ha), it is estimated that the Township will have a small deficit of eight gross developable hectares of D.G.A. lands in Nobleton. Furthermore, while a deficit of eight hectares is forecast in Nobleton, the King City and Schomberg D.G.A. are anticipated to be built out over the forecast period. A framework for location options for these expansion lands will be prepared as a part of Phase 2 analysis. Over the longer planning horizon, it is recommended that the Township continues to monitor its land absorption, intensification rates, and available vacant greenfield land.

Employment Land Strategy – Phase 1 Findings

Under the Y.R.O.P. June 2024 Office Consolidation forecast, employment in King Township is forecast to increase from 10,100 jobs in 2021 to 17,700 jobs in 2051. These growth targets are not intended to be limits that constrain the Township's growth and as such, nothing is preventing the Township from exceeding these growth targets. Over the long-term planning horizon, King Township is forecast to have 2,540 jobs or 36% of the total employment growth within Employment Areas.

King City is forecast to accommodate the largest share of Employment Area job growth, with approximately 43% of the total Employment Area job growth in the Township. Nobleton and Schomberg are forecast to account for 30% and 27% of the remaining Employment Area forecast to 2051, respectively.

In accordance with the Township's supply of designated, developable vacant urban employment lands and forecast demand for these lands, a deficit of 21 net ha (52 net acres) has been identified by 2051. The Employment Areas within King City and

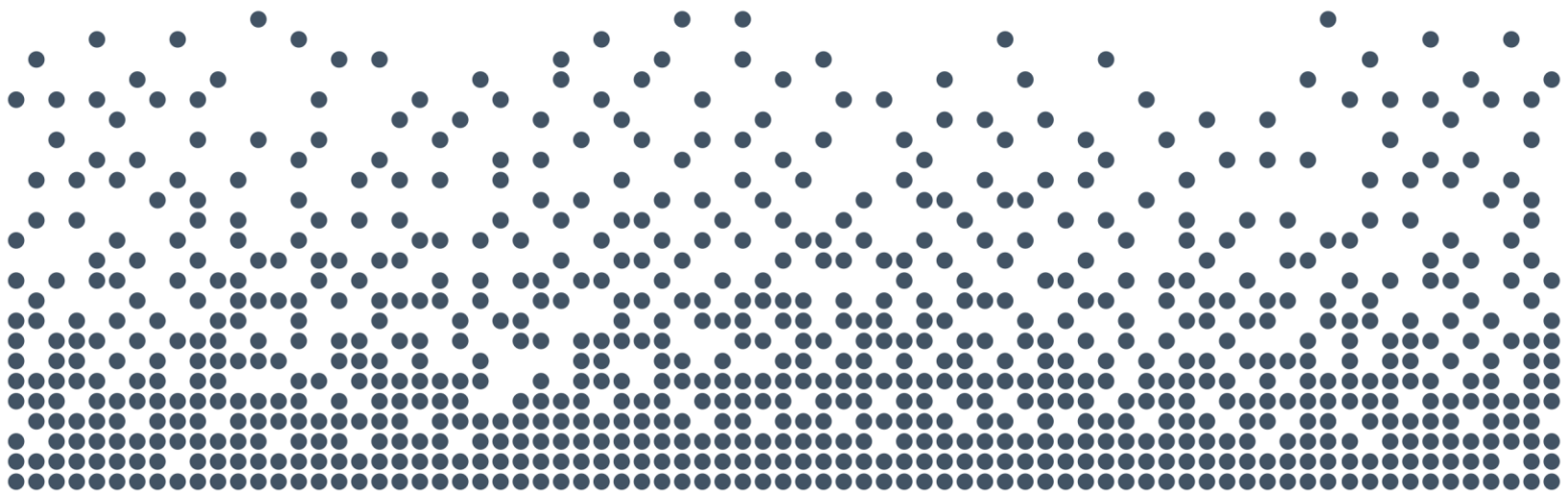


Schomberg are expected to build out by 2051. The Village of Nobleton does not have vacant employment land and is expected to have a deficit of 21 hectares of land by 2051. **Assuming a gross-to-net ratio of 55%, nearly 40 gross ha (100 gross acres)** of total land area would be required to accommodate this shortfall. This demonstrates that the Township is not forecast to have enough vacant employment land to accommodate growth to 2051. Accordingly, it will be critical that the Township identify opportunities for new employment land development. This will be explored further in Phase 2 of the King Township E.L.S.

Conclusions

By 2051, King Township is expected to grow to 51,000 people, 17,400 households, and 17,700 jobs, with most growth concentrated in King City, Nobleton, and Schomberg. Over half of the housing growth is projected in the Village B.U.A.s, requiring higher-density development. Nobleton Village will need approximately eight gross hectares of land by 2051, with potential for more between 2051 and 2056, which Phase 2 of the G.M.S. will explore.

For employment lands, the Township lacks sufficient vacant land to meet demand through 2051. King City and Schomberg are expected to be fully developed by then, with Nobleton requiring an additional 21 net hectares of Employment Area land. Including environmental and infrastructure needs, nearly 40 gross hectares (100 gross acres) will be necessary. An urban boundary expansion in Nobleton is seen as the best option for new Employment Area land, to be further analyzed in Phase 2 of the E.L.S.



Report



Chapter 1

Introduction



1. Introduction

1.1 Terms of Reference

In January of 2024, Watson & Associates Economists Ltd., (Watson) were retained to conduct an Employment Lands Strategy (E.L.S.) for King Township. Subsequently, the Township retained Watson in March of 2024 to conduct a Growth Management Strategy (G.M.S.). While independent studies, the following report summarizes the Phase 1 technical results of the King Township G.M.S. and E.L.S. The combined Phase 1 deliverables of these studies are:

- An assessment of existing policies and macroeconomic conditions at the broader regional level and locally;
- A residential vacant land supply analysis;
- A review of existing Employment Areas and employment conditions, in alignment with the Employment Area vacant land supply analysis;
- E.L.S. stakeholder engagement;
- An assessment of the Township's long-term growth potential for population, housing, and employment to 2051;
- A 5-year population, housing, and employment forecast for each King Township Village;
- An Employment Area land needs analysis to 2051; and
- A Community Area land needs analysis to 2051.

1.2 York Region Population, Housing, and Employment Forecast

The York Region Official Plan (Y.R.O.P.) was adopted by the Council for the Regional Municipality of York in July 2022 and thereafter approved with modifications by the Ministry of Municipal Affairs (M.M.A.H.) on November 4, 2022. The M.M.A.H. made substantial modifications which were then reversed in December 2023, when the Province passed Bill 150. York Region has subsequently updated the growth forecast for King Township in June 2024 (Y.R.O.P. June 2024 Office Consolidation). The updated 2051 targets from the Y.R.O.P. June 2024 Office Consolidation forecast have been used for the baseline analysis in the King Township G.M.S. and E.L.S.



Based on the updated June 2024 forecast, the Region is forecast to accommodate a total of 2.064 million residents and 989,200 jobs by 2051. As part of its M.C.R. process, the Region prepared growth allocations for each of its area municipalities including King Township, starting from the most recent Census period of 2021. Accordingly, this forecast is provided in 5-year increments from 2021 to 2051. The following summarizes the Y.R.O.P. June 2024 Office Consolidation forecast for King Township:

- King Township's population is forecast to increase to 51,000 in 2051 from 28,400 in 2021.
- The Township residential dwellings are projected to increase by 8,400 units from 2021 to 2051.
- The Township's employment is forecast to increase from 10,100 jobs in 2021 to 17,700 jobs in 2051.

In addition to this area municipal allocation, the Region's M.C.R. also identified growth allocations, intensification targets, greenfield densities, Employment Area densities, and several other growth management considerations. These have been explored further through the Phase 1 analysis for both the E.L.S. and G.M.S.

1.3 Provincial Planning Policy Context

The Phase 1 results of this study were prepared under the purview of the Provincial Policy Statement, 2020. On August 20, 2024, the Province of Ontario released a new Provincial Planning Statement (P.P.S.) which will come into effect October 20, 2024. The P.P.S., 2024 is intended to simplify and integrate existing provincial policies established in A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan) and the P.P.S., 2020, while providing municipalities and the Province with greater flexibility to deliver on housing objectives. A key focus of the proposed P.P.S., 2024 was that it recognized that the approach for achieving housing and employment outcomes will vary by municipality and, as such, moved away from a prescriptive guideline approach to growth analysis and urban land needs assessments.

The analysis conducted herein was completed before the release of the 2024 P.P.S. The following summarizes key highlights of the P.P.S., 2024:

- Compared to the P.P.S., 2020, the P.P.S., 2024 provides a more flexible horizon for planning for growth by providing a planning horizon with a minimum of 20



years and a maximum of 30 years. Further to this, the P.P.S., 2024 states that “planning for infrastructure, public service facilities, strategic growth areas and Employment Areas may extend beyond this time horizon.”^[1] Based on our interpretation of the P.P.S., 2024, this would suggest that municipalities are to designate land to accommodate growth over a 20- or 30-year period, with the opportunity to designate additional land beyond the 30-year time horizon for Employment Areas.

- The P.P.S., 2024 notes that “planning authorities shall base population and employment growth forecasts on Ministry of Finance (M.O.F.) 25-year projections and may modify projections, as appropriate.” It is our interpretation that municipalities are not required to utilize the M.O.F. forecasts and that they are not meant to replace long-term forecasting by municipalities. It is important to note that the M.O.F. population forecasts are provided at the Census division level only, which typically represents upper-tier municipalities, including separated municipalities and large urban single-tier municipalities. The M.O.F. does not provide forecasts at the area municipal level. Furthermore, the most recent Summer 2023 M.O.F. forecast provides growth estimates to the year 2046. Given that urban land needs can be calculated up to 30 years, current M.O.F. forecasts would need to be extended from 2046 to 2054 to accommodate a full 30-year planning horizon. It is our interpretation that the use of the M.O.F. forecasts is not meant to replace long-term forecasting by municipalities, but the forecasts are to be used as a starting place in establishing forecasts and testing the reasonableness of alternative regional forecasts and area municipal growth allocations, a practice that Watson currently carries out.
- The P.P.S., 2024 includes an updated definition of Employment Area based on the amendment of the *Planning Act* on June 8, 2023. The *Planning Act* was amended under subsection 1 (1) to include a new definition of “area of employment.” The amendment to the *Planning Act* received Royal Assent as part of Bill 97 on June 8, 2023. The definition change in the *Planning Act* has been proclaimed to come into effect on October 20, 2024. In light of the definition change of Employment Area, a key concern for municipalities will be their ability to provide an urban structure that will support employment uses outside of Employment Areas, particularly non-retail commercial and institutional uses (e.g., office uses, training and education, entertainment, wholesale trade

¹ P.P.S., 2024, policy 2.1.3, p. 6.



and service repair centres). Traditionally, Employment Areas have been regarded as areas protected for key targeted employment sectors, especially those in the export-based sectors.

- Under the P.P.S., 2024, municipalities are provided with greater control over Employment Area conversions (now referred to as Employment Area removals) with the ability to remove lands from Employment Areas at any time. Previously, under the P.P.S., 2020 and the Growth Plan, municipalities were required to review changes to designated Employment Areas during a Municipal Comprehensive Review or Comprehensive Review. Under the P.P.S., 2024, municipalities are required to demonstrate that there is an identified need for the removal and the land is not required for Employment Area uses over the long term.

Following our initial assessment of the P.P.S., 2024 and Bill 185, it is expected that the key conclusions of this report will remain unchanged.^[1]

1.4 Local and Regional Planning Context

Bill 185, known as the *Cutting Red Tape to Build More Homes Act, 2024*, was granted Royal Assent on June 6, 2024. This omnibus bill includes changes to the *Planning Act* that were initially introduced in Bill 23, the *More Homes Built Faster Act, 2022*. These changes, effective July 1, 2024, remove planning policy and approval responsibilities from several upper-tier municipalities, including York Region. As a result, York Region will no longer have these responsibilities under the *Planning Act*. The Y.R.O.P. will now serve as a plan for the lower-tier municipalities in York Region, which must implement and ensure applications comply with it. Previously, York Region was the approval authority for Official Plan (O.P.) reviews and amendments under the *Planning Act*; this authority will now be transferred to the Province, except where exempted from approval through O. Reg. 525/97.

¹ It is noted that the key technical findings of this report were developed prior to the release of the P.P.S., 2024.



Chapter 2

Growth Management Strategy – Phase 1 Findings



2. Growth Management Strategy – Phase 1 Findings

This chapter provides a summary of the Township’s population and housing forecast, and the Designated Greenfield Area (D.G.A.) Community Area land needs.¹

2.1 Population and Housing Growth Forecast

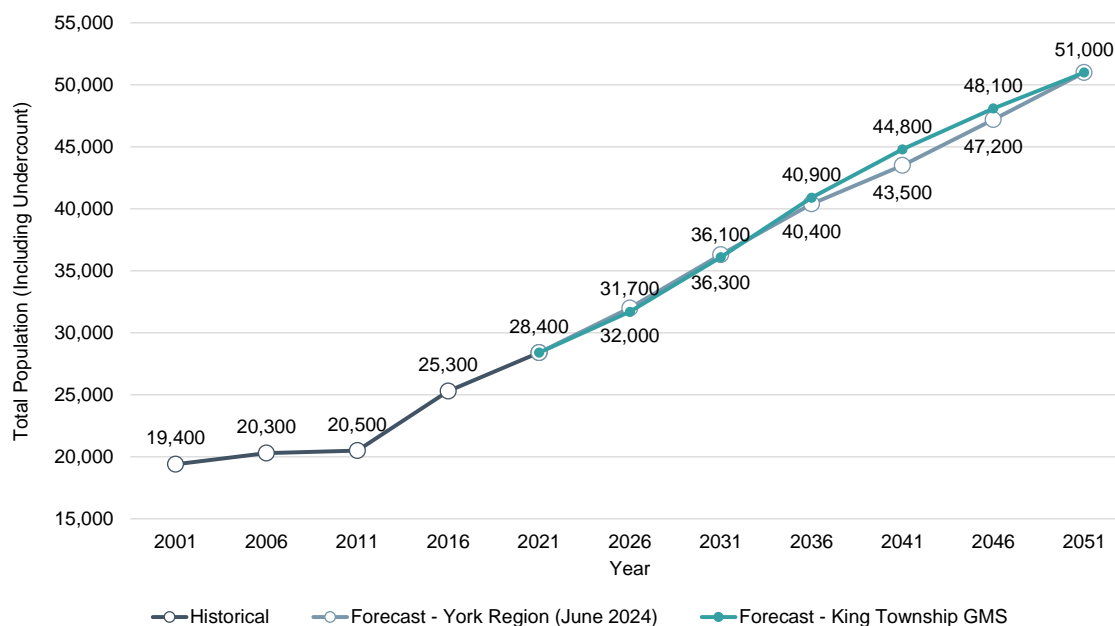
As a part of the Consultant Team’s review, York Region’s forecast for King Township was examined in 5-year increments. Prior to the release of the growth forecast update for King Township in June 2024 (Y.R.O.P. June 2024 Office Consolidation), the previous forecast from York Region proposed a significant share of the forecast growth to occur within the final decade of the forecast period (2041 to 2051). Due to this, Watson created an alternative long-term forecast for the Township for the G.M.S., which utilized the same 2051 population target as proposed by the Region but adjusted the interim timing of growth compared to the York Region forecast. Subsequently, York Region released its June 2024 forecast for King Township which became much closer aligned to the King Township G.M.S. forecast (see Figure 1).

Figures 1 to 3 summarize King Township’s long-term population and housing forecast in 5-year increments over the 2021 to 2051 planning horizon, under the recommended King Township G.M.S. growth forecast.

¹ D.G.A. includes lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecast growth to the horizon of this Plan.



Figure 1
King Township
Historical and Forecast Population Growth – 2001 to 2051



Note: Population includes net census undercount of 4.1%

Source: 2001 to 2021 historical data derived from Statistics Canada Census, and 2021 to 2051 forecast by Watson & Associates Economists Ltd.

Under both the Y.R.O.P. June 2024 Office Consolidation forecast and the King Township G.M.S., the Township's total population base is forecast to grow to approximately 51,000 persons by 2051. This represents an increase of approximately 22,600 residents between 2021 and 2051, or an average annual population growth rate of 2% during this period. This is slightly higher than the growth rate of 1.9% seen for the Township in the last two decades (2001 to 2021).¹ This growth forecast target from the Y.R.O.P. is not intended to limit King's growth potential – there is nothing stopping the Township from exceeding these targets.

To accommodate the forecast population growth, the Township will require approximately 8,390 new households or about 280 new households annually. For historical context, the Township averaged 172 new households annually between 2001

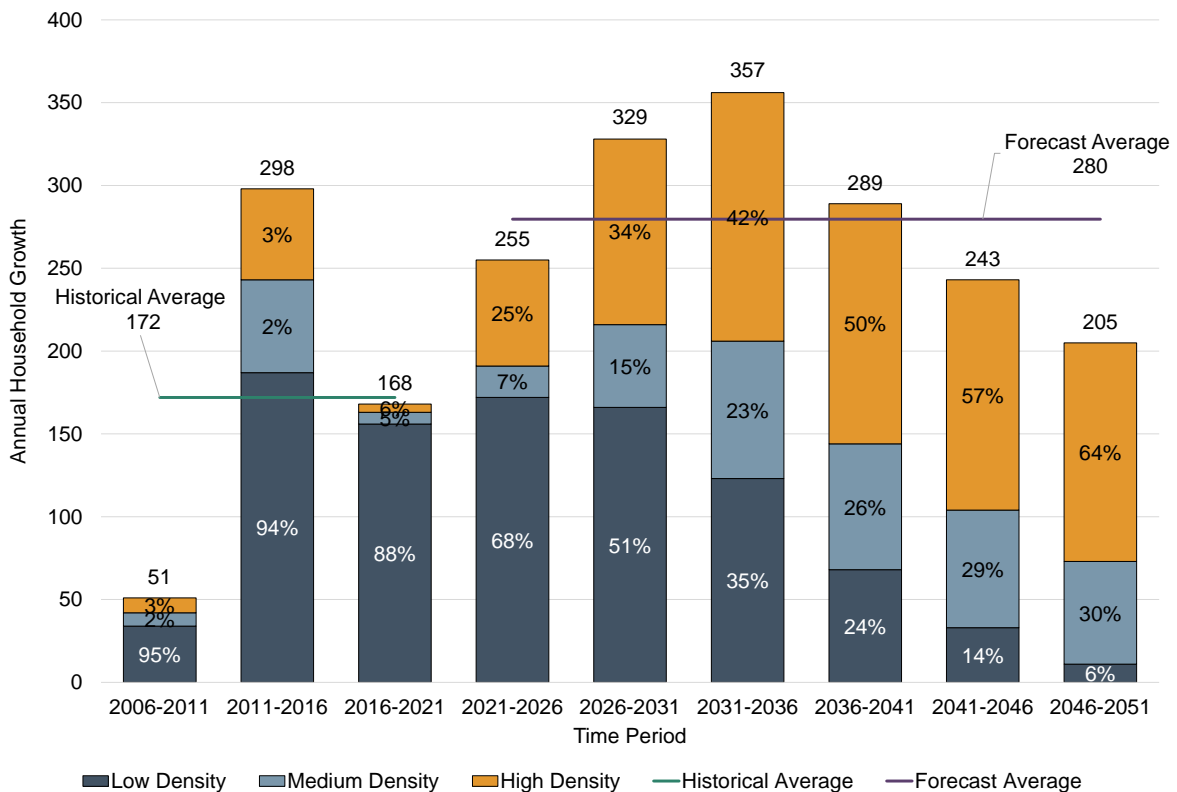
¹ Including the 2016 to 2021 period which captures the initial impacts of COVID-19 on the Township's historical growth. The Township subsequently experienced a significant level of building permit activity in 2022.



and 2021. To adequately accommodate future housing demand across a diverse selection of demographic and socio-economic groups, a range of new housing typologies will be required with respect to built form, location, and affordability across King Township.

Over the long term, housing demand is anticipated to gradually shift away from single/semi-detached units towards townhouses as well as low- and medium-rise apartment dwellings, largely driven by declining housing affordability and increased demand associated with the Township’s senior population. This shift in the share of medium- and high-density housing forms such as townhouses and apartments is anticipated to be associated with the stronger market demand and available infrastructure to support residential intensification and higher-density housing forms in these areas. Over the 2021 to 2051 forecast period, new housing development is forecast to comprise 34% low-density (singles and semi-detached), 22% medium-density (townhouses), and 44% high-density (apartment) units.

Figure 2
King Township
Annual (Incremental) Household Forecast – 2001 to 2051

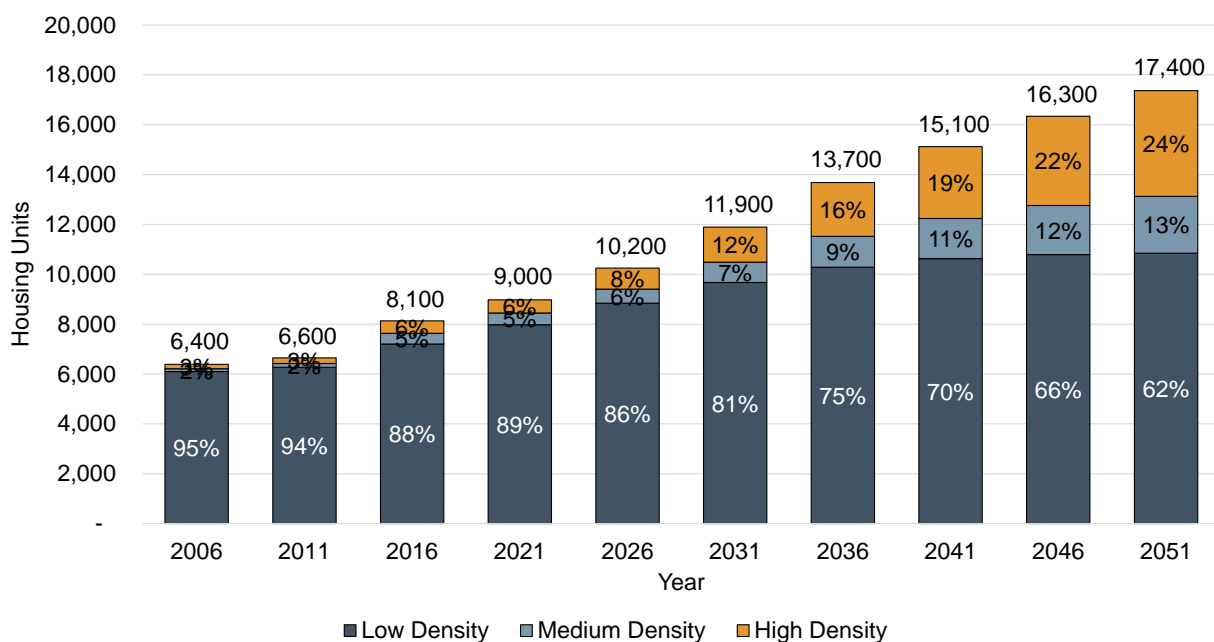




Source: 2001 to 2021 historical data derived from Statistics Canada Census, and 2021 to 2051 forecast by Watson & Associates Economists Ltd.

Despite this shift towards higher-density housing forms through the growth forecast period (i.e. 2021 to 2051), the total housing base is expected to remain predominantly low-density dwellings. As shown in Figure 3, low-density dwellings account for approximately 89% of all households as of 2021. By 2051, it is forecast that low-density dwellings will account for 62% of the King Township housing stock.

Figure 3
King Township
Total Household Forecast – 2001 - 2051



Source: 2001 to 2021 historical data derived from Statistics Canada Census, and 2021 to 2051 forecast by Watson & Associates Economists Ltd.

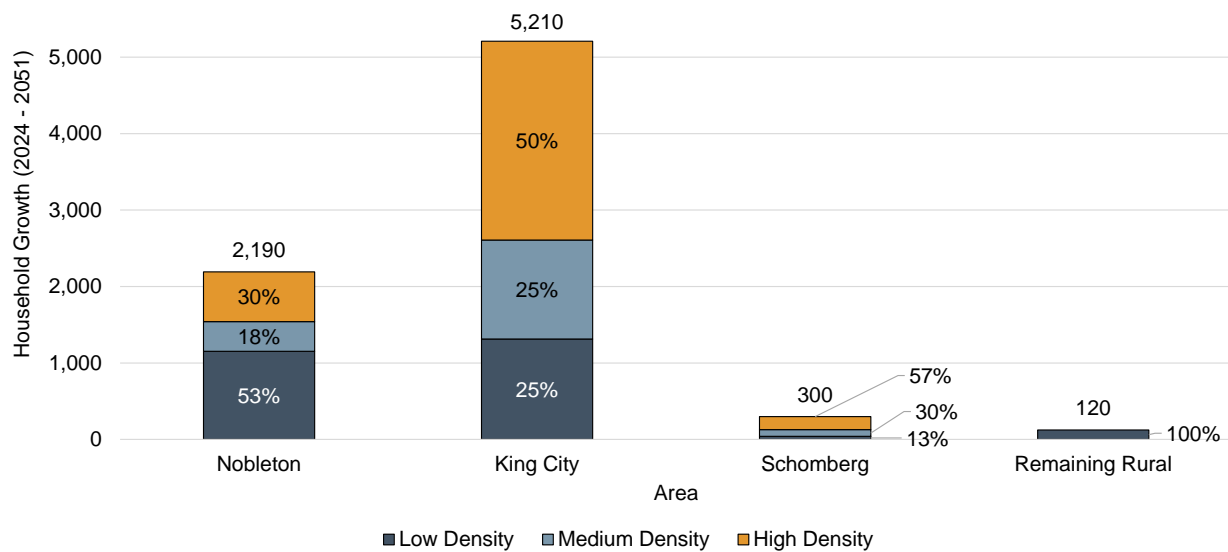
2.2 Housing Growth Allocations, 2024 to 2051

The Township-wide total forecast population and housing have been allocated to the Villages of Nobleton, King City, and Schomberg as well as the Township’s remaining rural areas. A population and housing base for 2024 was estimated utilizing building permit data since the 2021 Census for each of the Villages and the rural area. A base year of 2024 was utilized for the purposes of allocations (and subsequently establishing the Community Area Land Needs) since it represents the present year and the existing



conditions of the Township’s land supply. As illustrated in Figure 4, between 2024 and 2051, approximately 5,210 households (68% of all new households) are expected to be accommodated in King City, 2,190 households (28%) in Nobleton, 300 households (4%) in Schomberg, and a small portion in the remaining rural areas of the Township. Appendix A provides more details of population and housing allocations by 5-year increments.

Figure 4
King Township
Household Forecast by Village and Remaining Rural Area – 2024 to 2051



Source: Forecast by Watson & Associates Economists Ltd.

Figure 5 provides a further comparison of historical housing trends, based on building permit activity between 2012 and 2023 against the annual housing forecast by Village and remaining rural areas prepared as a part of the G.M.S.¹ As shown in Figure 5, the annual housing growth forecast for each of the Villages is higher than the historical activity. Despite supply opportunities existing in the Township previously, housing growth has been constrained historically due to limitations in servicing capacity. Going forward the Township is anticipated to have a higher growth potential primarily within its

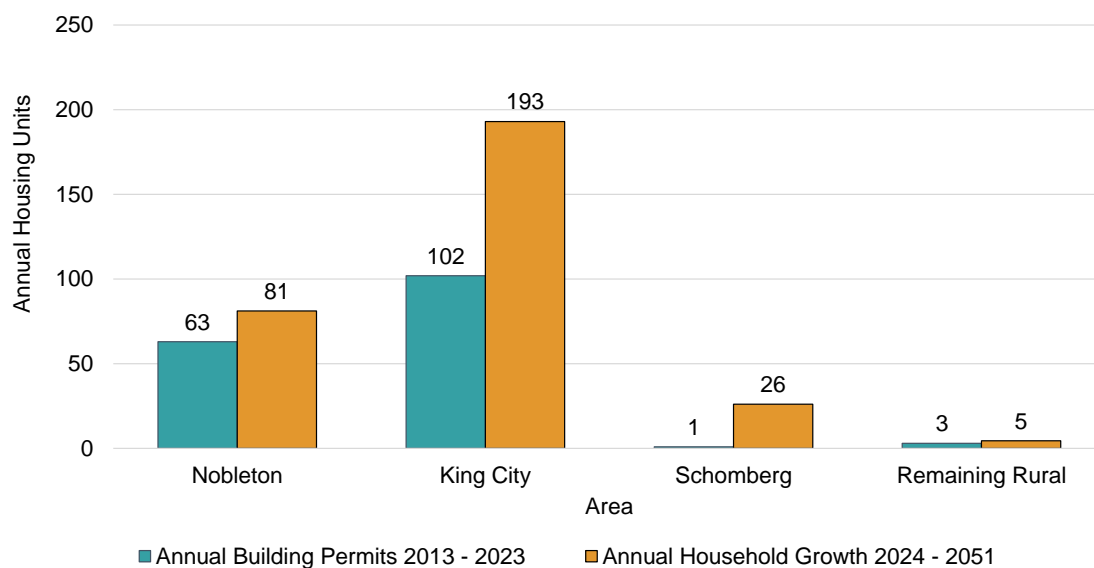
¹ To evaluate historical housing growth trends within the Township beyond the 2021 Census base, building permit data has been utilized to the most recent year (2023) of complete permit data available. Accounting for the lag between permit issuance and household occupancy, as well as the date of the vacant supply analysis (forthcoming), 2024 is used as the base of the forecast.



Built-Up Area (B.U.A.) in the Villages, however, the increase in intensification is subject to enhancement in servicing capabilities. This G.M.S. exercise is meant to inform servicing needs across the Villages, to ensure that future growth in the Township is not constrained.

Consistent with the Y.R.O.P., and Provincial Policy direction, a minor amount of growth is anticipated for the hamlets and remaining rural areas in the Township. Despite the limited growth allocation, it is important to recognize the rural area's role in accommodating future development and supporting the overall character of King Township.

Figure 5
King Township
Historical vs. Forecast Annual Housing Growth by Village and Remaining Rural Area



Source: Forecast by Watson & Associates Economists Ltd.

Figure 6 presents a comparison of the 2024 base population and the forecast 2051 population for each Village and the remaining rural areas. As discussed previously, the 2024 base is estimated by utilizing recent building permit activity (2021 to 2023). As shown, King City is forecast to be the largest Village in the Township by 2051, accounting for 45% of the forecast population. Nobleton is forecast to increase its share of the total population marginally between 2024 and 2051. Both Schomberg and the remaining rural areas are forecast to experience growth but not increase as a total



share of the population. Appendix A provides additional details regarding the growth forecast by Village.

Figure 6
King Township
Population by Village and Remaining Rural Area – 2024 and 2051

Village	2024 Population	% Share	2051 Population	% Share
Nobleton	7,050	24%	13,580	27%
King City	9,690	33%	23,210	45%
Schomberg	2,620	9%	3,350	7%
Remaining Rural	10,440	35%	10,860	21%
King Township Total	29,800		51,000	

Source: Forecast by Watson & Associates Economists Ltd.

2.3 Overview of Housing Supply Opportunities

Housing supply data for the Township of King was summarized by Watson, based on information provided by the Township. The supply information has been identified for both the Township's B.U.A. and the D.G.A. As of June 2024, the Township of King's D.G.A. had a total of 3,230 housing units in the development approvals process. There is a supply of approximately 17 ha of vacant greenfield residential lands without active applications (16 ha of which is present in King City and one ha in Schomberg), which can further accommodate approximately 260 units.¹ This would bring the total housing unit potential on vacant D.G.A. lands to approximately 3,490. A majority of these supply opportunities exist in King City with 2,325 housing units or 67% of the total potential through active applications and vacant land supply. This is followed by Nobleton with approximately 1,115 and Schomberg with 50 units. It is to be noted that the supply numbers are based on active applications at various stages. The location of growth and timing of development of housing units in the Township will be dependent on servicing

¹ Unit potential on vacant lands is calculated based on densities identified through an assessment of recent development applications, and are in accordance with the Township's O.P. A gross-to-net ratio of 60% and a density assumption of about 16-20 units / net ha for low density, 35 units / net ha for medium, and 80 units/ net ha for high density, to arrive at a unit yield on these lands.



availability, and eventually may not align with the supply numbers presented in this report.

Figure 7
Township of King
D.G.A. Housing Units Supply Potential

Village	Housing Supply under Active Application Process	Housing Supply Potential on Remaining Vacant Lands	D.G.A. Housing Unit Supply
King City	2,105	220	2,325
Nobleton	1,115	0	1,115
Schomberg	10	40	50
Total – Township of King D.G.A.	3,230	260	3,490

Source: King Township data as of June 2024, compiled by Watson & Associates Economists Ltd., 2024.

In addition to greenfield supply, there are active development applications within the B.U.A. Furthermore, many other sites within the B.U.A. have the potential to be redeveloped. The intensification potential has been identified by Township Staff based on the assumptions through existing pre-consultations, as well as through density assumptions based on existing intensification applications in the surrounding areas.¹ Figure 8 provides a summary of the total housing supply potential in the Township’s B.U.A. As of June 2024, the Township has a total intensification supply of 3,760 units, with a majority in King City, followed by Nobleton, and a limited supply in Schomberg.

¹ On the sites where a unit potential was not identified by the Township, an assumption has been made on the development potential of the site based on a density of 45 units / net ha for possible medium-density development and 120 units / net ha for possible high-density development.



Figure 8
Township of King
B.U.A. Housing Units Supply Potential

Type	Intensification Applications	Intensification Potential	Total
King City	820	1,940	2,760
Nobleton	250	510	765
Schomberg	100	130	230
Total – Township of King B.U.A.	1,170	2,580	3,760

Note: May not add correctly due to rounding.

Source: Township of King data as of June 2024, compiled by Watson & Associates Economists Ltd., 2024.

2.4 Intensification Forecast by Village

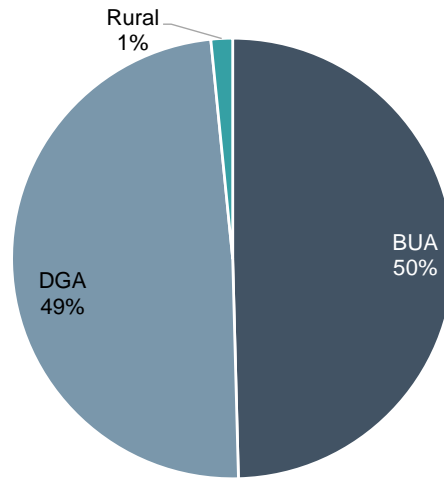
The Y.R.O.P. identifies an intensification target of 4,700 units for King Township between 2016 to 2051 (approximately 52% of the total housing growth in the same period).¹ The King Township intensification target established in the Y.R.O.P. has been evaluated through this G.M.S. and is considered appropriate. After accounting for growth that has materialized between 2016 and 2023 and the housing supply potential identified within the B.U.A., this G.M.S. maintains a slightly lower intensification target between 2024 and 2051. Figure 9 shows the housing growth by Village between 2024 and 2051 and Figure 10 and highlights the intensification vs. greenfield housing growth by Village over the forecast period. As shown, the Township is forecast to increase by 3,960 units within the B.U.A.²

¹ Intensification includes housing growth in Township's Built Boundary (Boundary identified by the Province for areas that have been built as of 2006).

² Based on the intensification supply noted in Figure 8, the Township will have to identify additional opportunities (200 units) for intensification to accommodate demand to 2051 – for example, part of this could be accommodated through secondary units.

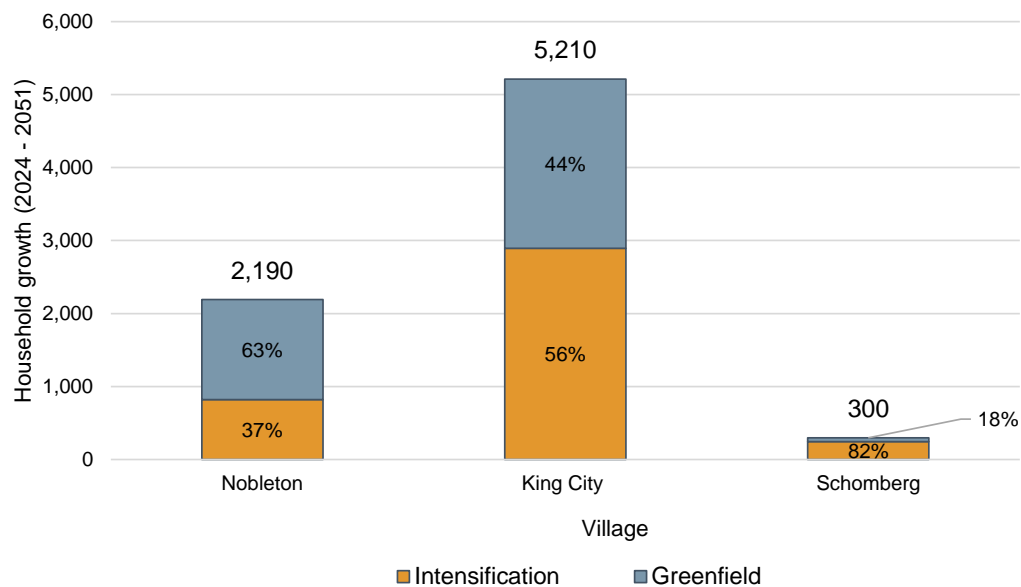


Figure 9
Township of King
Housing Growth Allocation by Policy Area (2024 to 2051)



Source: Watson & Associates Economists Ltd., 2024.

Figure 10
Township of King
Housing Growth by Village and Policy Area (2024 to 2051)



Source: Watson & Associates Economists Ltd., 2024.



2.5 D.G.A. Community Area Land Needs

The Y.R.O.P identifies a minimum density target of 30 people and jobs per hectare for the Township's D.G.A. Community Areas. Based on an assessment of the densities in the existing D.G.A. and densities being proposed in active development applications, it has been recommended that the minimum density target for the Township be increased to 35 people and jobs/ha. As shown in Figure 11 these density targets are relatively uniform across each village D.G.A. based on densities achieved in existing subdivisions, densities in units in the development approvals process, and the forecast housing mix on remaining vacant D.G.A. lands.

Based on the targets identified above, it is forecast that the Township's D.G.A. will accommodate about 22,440 people and jobs by 2051. Looking at the forecast growth, available land area, and density targets, it is estimated that the Township will have a small deficit of eight gross developable ha of D.G.A. lands in Nobleton (refer to Figure 11).¹ Furthermore, while a deficit of eight hectares is forecast in Nobleton, the King City and Schomberg D.G.A. are anticipated to be built out over the forecast period. Figure 11 highlights the land needs for each of the Villages in the Township.

¹ It is noted that this deficit has been identified after including the additional 20 ha of lands currently designated employment in the south end of the Village which are proposed to be converted to Community Areas. These lands have an active application and portion of the site will be converted to accommodate a secondary school and the remaining lands are expected to accommodate residential, commercial or mixed uses.



Figure 11
King Township
D.G.A. Community Area Land Needs by Village Area at 2051

DGA Land Need - 2051					
		Nobleton	King City	Schomberg	King Township
Estimated DGA People and Jobs - 2024	A	3,700	5,100	960	9,760
Estimated DGA Population and Jobs in 2051	B	8,495	12,865	1,081	22,440
Existing DGA Area	C	210	367	30	608
Added Area (Employment Area Conversion)	D	20			20
Total DGA Area	E = C+D	230	367	30	628
DGA Density	F	36 ^[1]	35	35	35
DGA Land Demand to achieve 35 people & Jobs / ha	G = B/F	239	367	30	636
Surplus / Deficit DGA Lands	H= E-G	-8	0	0	-8

^[1] Densities within the existing areas of Nobleton are assumed at 35 people and jobs per hectare. For new urban expansion, it is assumed that future lands within Nobleton would achieve a minimum of 50 people and jobs per hectare. The resulting blended density for the Nobleton Community Area is 36 people and jobs per hectare.

Source: Watson & Associates Economists Ltd., 2024.

2.6 Observations

By 2051, King Township is forecast to reach 51,000 people and 17,400 households. This population is forecast to be accommodated across the three Villages of King City, Nobleton, and Schomberg as well as the remaining rural areas. Half of all housing growth over the forecast period is anticipated to be accommodated within the B.U.A. (which is largely consistent with the Y.R.O.P. intensification target). Achieving this intensification target will require a larger proportion of higher-density development than what has occurred previously within the Township within the B.U.A. The remaining urban housing growth will be accommodated in the Township's existing D.G.A. Community Area.

A small land need of approximately eight gross ha of developable lands has been identified for Nobleton Village. This represents a 27-year forecast from 2024 to 2051. Considering that the P.P.S., 2024 allows urban expansion up to a 30-year horizon, from the date of O.P. approval, additional needs will likely arise between 2051 and 2056, which would generate a slightly greater need for urban land beyond the eight hectares.



Furthermore, if the intensification target is not realized, greater emphasis will be placed on the D.G.A. to accommodate growth.

A framework for location options for these expansion lands will be prepared as a part of Phase 2 analysis. Going forward it is recommended that the Township continues to monitor its land absorption, intensification rates, and available vacant greenfield land.



Chapter 3

Employment Land Strategy – Phase 1 Findings



3. Employment Land Strategy – Phase 1 Findings

The chapter provides an overview of the Phase 1 findings from the Employment Land Strategy. These findings primarily relate to vacant Employment Area supply, Employment Area densities, opportunities for intensification, a demand forecast for employment within Employment Areas, and an Employment Area land needs analysis to 2051. As noted earlier in this report, under the Y.R.O.P. June 2024 Office Consolidation forecast, employment in King Township is forecast to increase from 10,100 jobs in 2021 to 17,700 jobs in 2051. The employment forecast for the Township is not intended to limit the Township's growth trajectory as King Township has the ability to exceed these targets.

3.1 Review of Existing Employment Areas in King Township

Market competitiveness is driven by a broad range of factors that can strongly influence business location decisions, both for new development and expansions. These factors include access to transportation infrastructure, access to labour and employment markets, supply and market choice of land development opportunities, cost of doing business, business environment, and quality of life aspects. With the continued shift towards a more knowledge-based economy, the business landscape has been particularly challenging for Ontario's small to mid-sized municipalities, especially as it relates to being competitive concerning labour force attraction attributes, local infrastructure, supporting amenities, and development feasibility.

The economic development prospects of King are in many ways tied to the success of the broader regional market. The rise of employment land prices in recent years combined with limited availability of vacant employment land in some areas of the Greater Toronto Hamilton Area (G.T.H.A.) and G.G.H. has resulted in increasing industrial development opportunities throughout other regions of Southern Ontario to the west and east. While these trends have been materializing across the province, it is important to recognize that King Township does have available vacant employment land. The degree to which King can capitalize on its advantage of being located within the G.T.H.A. will depend largely on the quality and quantity of its employment lands to accommodate preferred employment uses.

Figure 12 provides an overview of the Township's existing supply of vacant employment lands reported through the York Region Municipal Comprehensive Review (M.C.R.)



against the analysis conducted herein. In addition to the vacant land supply calculations, the forecasted jobs per net hectare (ha) are provided for reference. The following can be observed:

- The York Region M.C.R. and the findings of the Phase 1 King Township E.L.S. both estimate approximately 50 net hectares of vacant Employment Area land currently existing in the Township.
 - Of note, the E.L.S. identifies a supply of 36 ha in King City while the York Region M.C.R. has only identified 20 ha.¹
 - The vacant land supply identified for Schomberg is estimated at 16 ha through the E.L.S., compared to 20 ha in the York Region M.C.R.²
 - As mentioned earlier in this report, it is assumed that Nobleton does not currently have vacant Employment Area land available for development. While there are technically vacant employment lands in Nobleton (as identified through the York Region M.C.R.) it is assumed that a portion of the lands (commonly referred to as the Boynton Lands) will be converted to accommodate a secondary school and the remaining lands are expected to accommodate commercial or mixed uses (which do not meet the definition of “Employment Uses”. Accordingly, this site is not considered to be available for Employment Area development within the forecast horizon.
- Based on the current buildout of the Township (and not accounting for any potential urban expansion), the Township-wide Employment Area job density through the E.L.S. based on the available supply is 29 jobs per net ha. Comparatively, the York Region M.C.R. forecasts a total King Township density of 42 jobs per net ha. Appendix 1, Table 5 in the York Region O.P. provides Employment Area density targets for King’s villages, blended with other communities across the Region. The densities from York Region provided herein are based on a detailed background report and not the blended values from the York Region O.P.

¹ The vacant employment lands in King City extend further east than what was identified in the Y.R.O.P., resulting in a higher overall vacant land area in the E.L.S.

² The vacant land supply identified for Schomberg through the Y.R.O.P. included lands that have existing, operating businesses. Accordingly, the E.L.S. accounts for only the remaining vacant land areas within the Village.



- The E.L.S. assumes a lower density in King City in accordance with the active development plans in the Village. These plans account for five buildings which are expected to have a minor office component (approximately 6,700 sq. m.) and are expected to largely be comprised of logistics operations (approximately 147,000 sq. m.), which typically have lower employment yields and densities.
- Through the E.L.S., Schomberg is forecast to have slightly higher employment densities compared to the York Region M.C.R., with 32 jobs forecast per ha. This aligns with the current densities observed within Schomberg.
- For the purposes of Figure 12, and as noted above, through this E.L.S. it is assumed there is no vacant Employment Area supply currently in Nobleton. This results in a lower Township-wide density. Subsection 3.4 of this report explores the long-term land needs for the Township and the *forecast* Employment Area densities resulting in a different overall King Township density than identified in Figure 12.

Figure 12
King Township
Vacant Employment Area Profile

	York Region M.C.R.			E.L.S.		
	Vacant Land (ha)	Density	Jobs	Vacant Land (ha)	Density	Jobs
King City	20	50	980	36	27	980
Schomberg	20	30	590	16	32	520
Nobleton	12	50	580	0	-	-
King Township	51	42	2,150	52	29	1,500

Source: Vacant land supply derived from Township data, by Watson & Associates Economists Ltd., 2024.

3.2 Employment Land Demand, 2024 to 2051

The following subsection provides an overview of the total King Township Employment Area forecast in 5-year increments to 2051, by Village. The forecasted Employment Area land demand within King Township considers the following:



- Long-term employment land employment growth potential;
- Forecast employment density assumptions (i.e., employees/net hectare or acre) in Employment Areas;
- Trends in forecast Employment Area absorption; and
- The amount of vacant, developable shovel-ready land within Employment Areas across King.

Figure 13 summarizes the King Township employment forecast from 2024 to 2051. The Y.R.O.P. June 2024 Office Consolidation total employment forecast has been reviewed and the total jobs forecast for King Township to 2051 is considered appropriate. Over the long-term planning horizon, King Township is forecast to have 2,540 jobs or 36% of the total employment growth within Employment Areas.¹ While the E.L.S. adopts the 2051 employment targets by land use category, different assumptions have been made regarding Employment Area densities, intensification, and the growth forecast for each Village.

Figure 13
King Township Total Employment Growth, 2024 to 2051

Employment Land Use Category	Total Employment Growth	% Share of Total Employment Growth
Major Office	400	6%
Employment Area	2,540	36%
Population related	3,960	56%
Rural	160	2%
Total Employment	7,060	100%

Note: Figures have been rounded.

Source: Derived from the Y.R.O.P. June 2024 Office Consolidation. Adjusted forecast by Watson & Associates Economists Ltd., 2024.

¹ This can include both existing and future Employment Areas. If the Township does not have sufficient vacant Employment Area lands (explored later in this chapter), additional lands would be required to accommodate the Employment Area job forecast.



Figure 14 summarizes King Township’s Employment Area forecast by Village from 2024 to 2051. As shown, King City is forecast to accommodate the largest share of Employment Area job growth, with approximately 43% of the total Employment Area job growth in King Township. Nobleton and Schomberg are forecast to account for 30% and 27% of the remaining Employment Area forecast to 2051, respectively.

Figure 14
King Township Employment Growth on Employment Areas, 2024 to 2051

Period	King City	Schomberg	Nobleton	Township Total
2024-2026	120	10	-	130
2024-2031	420	90	30	530
2024-2036	690	190	70	950
2024-2041	950	360	180	1,490
2024-2046	1,020	600	440	2,060
2024-2051	1,090	680	770	2,540

Note: Figures have been rounded.

Source: Derived from the Y.R.O.P. June 2024 Office Consolidation. Adjusted forecast by Watson & Associates Economists Ltd., 2024.

3.3 Employment Area Intensification

When considering long-term Employment Area land needs, it is important to consider the potential employment growth that can be accommodated through intensification over the forecast horizon. Intensification can take on several forms, including the development of underutilized lots (infill), expansion (horizontal or vertical) of existing buildings, and redevelopment of occupied sites. Intensification offers the potential to accommodate future employment growth and achieve improved land utilization resulting in higher employment density in existing Employment Areas. Higher land utilization on existing employment lands can also lead to more effective use of existing infrastructure (e.g. roads, water/sewer servicing), a built form that is more conducive to supporting public transit, resulting in communities that are more functional and complete.



Identifying and evaluating intensification opportunities against market demand is challenging. The intensification potential of the underutilized employment lands will largely be determined by future development plans of existing or future landowners, which is highly speculative. The timing and the potential amount of intensification on employment lands are based on a variety of market-driven conditions. Potential redevelopment or development of sites needs to be evaluated in terms of economic viability and marketability with respect to market demand. Between 2013 and 2023, the Township saw 15% of its industrial permit values in additions/expansions. Generally speaking, infill and redevelopment of existing developed lands happen consistently in municipalities. Based on King's historical intensification, opportunities that will continue to exist for intensification, and consideration for intensification targets in comparable municipalities, a 15% intensification target has been identified for this analysis.¹

3.4 King Township Employment Land Needs, 2024 to 2051

The vacant employment land supply for King Township is established at 52 net ha. Some of the Town's vacant employment land parcels may not develop over the planning horizon, due to small size, fragmentation, landowner willingness, odd configuration, access issues, inactivity/land banking, etc., which may tie up potentially developable lands. Long-term land vacancy is a common characteristic that is experienced in Employment Areas across Ontario. For this land needs analysis, an estimate of 15% long-term land vacancy has been applied to the net developable employment land inventory only in the Village of Schomberg. Adjusted for land vacancy, Schomberg's supply is 14 net ha which decreases the Township-wide supply to 50 net ha (124 net acres).

As noted previously, a 15% employment intensification assumption has been made on employment lands. Assuming an average forecast density on employment lands of 30 jobs per net ha (King Township is forecast to generate a total land demand of 71 net ha) between 2024 and 2051.² Figure 15 summarizes forecast employment land needs for King Township over the long-term planning horizon. In accordance with the Township's

¹ The Y.R.O.P. forecast identifies an intensification target of 18% for King Township.

² As noted in Figure 12, the assumed density for the existing employment lands is estimated at 29 jobs per hectare. For the purposes of the land needs calculation, an overall forecast density of 30 jobs per hectare is assumed, which captures the need for an urban expansion in Nobleton with a presumed density of 35 jobs per hectare.



supply of designated, developable vacant urban employment lands and forecast demand for these lands, a deficit of 21 net ha (52 net acres) has been identified by 2051. **Assuming a gross-to-net ratio of 55%, nearly 40 gross ha (100 gross acres)** of total land area would be required to accommodate this shortfall. This demonstrates that the Township is not forecast to have enough vacant employment land to accommodate growth to 2051. Accordingly, it will be critical that the Township identify opportunities for new employment land development. This will be explored further in Phase 2 of the King Township E.L.S.

Figure 15
King Township
Forecast Employment Area Land Needs (Demand vs. Supply), 2024 to 2051

Township of King Employment Land Needs, 2024 to 2051		Land (net ha)
Employment Land Jobs 2024 to 2051	A	2,540
Intensification	$B = A \times 15\%$	385
Total Employment Land Jobs less Intensification	$C = A - B$	2,155
Employment Density (jobs per net ha)	D	30
Employment Land Demand (ha)	$E = C/D$	71
Vacant Employment Land Supply (net ha) ¹	F	50
Employment Area Deficit at 2051	$G = E - F$	-21

Note: Figures have been rounded and may not add precisely.
Source: Watson & Associates Economists Ltd., 2024.

Figure 16 summarizes the forecast employment land needs for each Village in the Township. The Employment Areas within King City and Schomberg are expected to build out by 2051. The Village of Nobleton does not have vacant employment land and is expected to have a deficit of 21 hectares of land by 2051. The following details can be observed:

- As noted in subsection 3.1, the forecast density of 27 jobs per net hectare in King City is based on active development applications in the Village;
- The density in Schomberg is currently estimated at 32 jobs per net hectare. For the land needs calculation, it is assumed that future development within Schomberg will materialize at a similar density;
- Nobleton does not currently have available vacant Employment Area supply and its presumed density was not previously established in subsection 3.1. It is expected that Nobleton will have the demand for approximately 21 net hectares



of employment land. This land demand is based on a forecast density of 35 jobs per net hectare. A higher density was assumed in Nobleton, based on a best-practices review as well as consideration towards the type of Employment Area and target sectors that may materialize in a future Nobleton Employment Area;

- The intensification forecast by Village was determined by examining the current supply and nature of developed Employment Area sites, the perceived short-term demand for Employment Area development, and then longer-term opportunities for Employment Area intensification. Schomberg, for example, has the largest amount of developed employment lands which suggests it has the greatest opportunity for intensification in the short term. As the employment lands in King City develop, and eventually Nobleton (through urban expansion), there will be opportunities for continued intensification. These factors were considered when assigning the share of Employment Area intensification by Village; and
- The overall density assumed for King Township, when considering the density of future urban expansion lands, increases from 29 (existing lands only) to 30 jobs per net hectare.

Figure 16
Forecast Employment Area Land Needs by Village, 2024 to 2051

King City Employment Land Needs, 2024 to 2051		King City	Schomberg	Nobleton
Employment Land Jobs 2024 to 2051	A	1,090	680	770
Intensification	B	115	245	25
Total Employment Land Jobs less Intensification	$C = A - B$	975	435	745
Employment Density (jobs per net ha)	D	27	32	35
Employment Land Demand (ha)	$E = C/D$	36	14	21
Vacant Employment Land Supply (net ha) ¹	F	36	14	0
Employment Area Deficit at 2051	$G = F - E$	0	0	-21

¹ Vacant Land Area in Schomberg adjusted downwards by a 15% land vacancy factor to account for constraints such as landowner willingness, parcel configuration issues, serviceability, etc.

Note: Figures have been rounded.

Source: Watson & Associates Economists Ltd., 2024.



3.5 Observations

To remain competitive, the Township must continue to offer a range of parcel sizes and configurations to ensure it can attract and accommodate a range of industries to the Township over the next 25+ years. As part of this consideration, the results of this land needs analysis suggest that the Township does not have enough vacant employment land supply to accommodate demand to 2051. The Employment Areas in both King City and Schomberg are forecast to be built out by 2051 and as noted, it is assumed that Nobleton does not currently have available vacant Employment Area land.

Between 2024 and 2051, King Township is expected to accommodate approximately 2,540 jobs on its Employment Area lands. The employment forecast for the Township is not intended to be a constraining document and King has the ability to exceed these targets. Exceeding these targets would ultimately increase the land needs by 2051. By 2051, it is forecast that the Township will need an additional 21 net ha of Employment Area land. Additional land beyond this 21-ha net land need will be required, to account for considerations such as environmental features and internal infrastructure requirements (such as roads and stormwater ponds). **Assuming a gross-to-net ratio of 55%, nearly 40 gross ha (100 gross acres)** of total land area would be required to accommodate this shortfall. Based on the initial high-level review of opportunities for urban boundary expansions in each of the Township's villages, an urban boundary expansion for the Village of Nobleton represents the best opportunity to establish a new Employment Area. Phase 2 of the E.L.S. will consider this further.

Moving forward, it will be vital that the Township continue to annually monitor its absorption of vacant Employment Area land, Employment Area densities, and Employment Area intensification to ensure that it has a sufficient supply of land to accommodate demand to 2051. The demand forecast for employment and the resulting Employment Area forecast should be reevaluated on a 5- to 10-year basis, to ensure that the calculation of long-term land needs is in alignment with both the Township's supply and growth potential.



Chapter 4

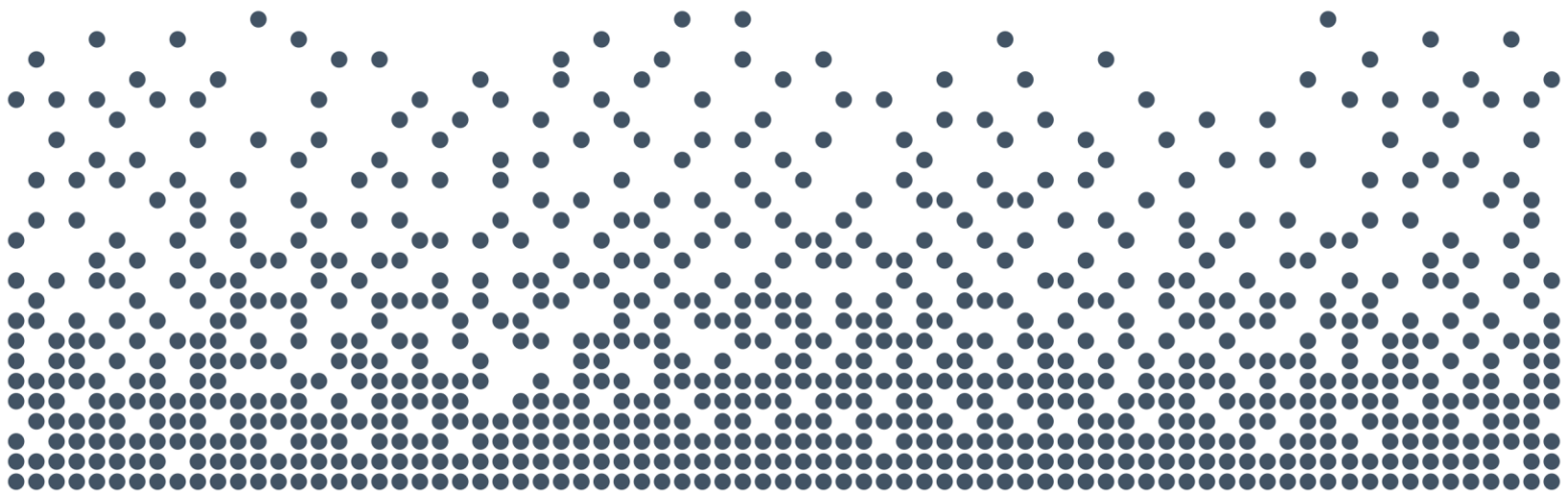
Conclusions



4. Conclusions

By 2051, King Township is expected to reach 51,000 people, 17,400 households, and 17,700 jobs. Growth is forecast across the Township, with most growth expected to occur in the urban Villages of King City, Nobleton, and Schomberg. From a residential perspective, over half of the housing growth is projected to occur within the B.U.A. of the Villages, aligning with York Region's intensification targets. Achieving these targets will require more high-density development than previously seen in the Township. If the intensification target is unmet, more growth would likely shift to the D.G.A. A land need of approximately eight gross hectares has been identified for Nobleton Village by 2051. As the P.P.S., 2024 allows urban expansion up to a 30-year horizon from the date of O.P. approval, additional land needs would likely arise between 2051 and 2056, potentially exceeding eight hectares. Phase 2 of the G.M.S. will explore location options for urban expansion.

For the E.L.S., the land needs analysis provided herein indicates that the Township lacks sufficient vacant employment land to meet demand through 2051. King City and Schomberg are forecast to be fully developed by 2051 and Nobleton is forecast to require an additional 21 net hectares of Employment Area by 2051. Accounting for environmental features and infrastructure, nearly 40 gross hectares (100 gross acres) will be required. An urban boundary expansion in Nobleton presents the best opportunity to establish new Employment Area land, which will be further explored in Phase 2 of the E.L.S.



Appendices



Appendix A

King Township Population and Housing Forecast



Year		Population		Housing Units				Persons Per Unit (P.P.U.)	
		Including Census Undercount ¹	Excluding Census Undercount	Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Total Households	Population with Undercount/ Total Households	Population Excluding Undercount/ Total Households
Historical	2006	20,300	19,487	6,095	115	180	6,390	3.18	3.05
	2011	20,500	19,899	6,265	155	225	6,645	3.09	2.99
	2016	25,300	24,512	7,200	435	500	8,135	3.11	3.01
	2021	28,400	27,333	7,980	470	525	8,975	3.16	3.05
	2024	29,800	28,637	8,219	510	816	9,545	3.12	3.00
Forecast	2026	31,700	30,463	8,841	564	846	10,251	3.09	2.97
	2031	36,100	34,691	9,672	816	1,408	11,896	3.03	2.92
	2036	40,900	39,304	10,288	1,233	2,160	13,681	2.99	2.87
	2041	44,800	43,051	10,628	1,614	2,885	15,127	2.96	2.85
	2046	48,100	46,223	10,792	1,971	3,579	16,342	2.94	2.83
	2051	51,000	49,009	10,849	2,281	4,240	17,370	2.94	2.82
Incremental	2006 - 2011	200	412	170	40	45	255		
	2011 - 2016	4,800	4,613	935	280	275	1,490		
	2016 - 2024	4,500	4,125	1,019	75	316	1,410		
	2024 - 2026	1,900	1,826	622	54	30	706		
	2024 - 2031	6,300	6,054	1,453	306	592	2,351		
	2024 - 2036	11,100	10,667	2,069	723	1,344	4,136		
	2024 - 2041	15,000	14,414	2,409	1,104	2,069	5,582		
	2024 - 2046	18,300	17,586	2,573	1,461	2,763	6,797		
2024 - 2051	21,200	20,372	2,630	1,771	3,424	7,825			
2024 to 2051 Unit Share				34%	23%	44%	100%		

Source: Watson & Associates Economists Ltd., 2024.

¹ Includes net census undercount of 4.1%

² Includes townhouses and apartments in duplexes.

³ Includes accessory apartments, bachelor, 1 bedroom, and 2 bedroom+ apartments.



Appendix B

King Township Incremental Population and Housing Growth Allocations



Development Location		Timing	Single & Semi-Detached	Multiples ¹	Apartments ²	Total Residential Units	Net Population Increase
Nobleton	BUA	2024 - 2026	29	6	6	41	53
		2024 - 2031	53	34	106	193	343
		2024 - 2036	74	78	240	392	773
		2024 - 2041	83	117	352	551	1,142
		2024 - 2046	90	151	458	699	1,503
		2024 - 2051	92	175	553	820	1,824
	DGA	2024 - 2026	233	7	0	240	774
		2024 - 2031	615	41	19	675	2,190
		2024 - 2036	847	95	42	985	3,183
		2024 - 2041	953	143	62	1,158	3,735
		2024 - 2046	1,030	185	81	1,295	4,184
		2024 - 2051	1,060	214	98	1,372	4,450
	Total	2024 - 2026	261	14	6	281	827
		2024 - 2031	668	75	124	868	2,533
		2024 - 2036	921	174	282	1,376	3,956
		2024 - 2041	1,036	259	414	1,709	4,877
		2024 - 2046	1,119	336	539	1,994	5,687
		2024 - 2051	1,152	390	651	2,192	6,274
King City	BUA	2024 - 2026	8	15	19	42	10
		2024 - 2031	21	85	376	482	840
		2024 - 2036	26	202	859	1,087	2,063
		2024 - 2041	31	311	1,350	1,692	3,320
		2024 - 2046	32	415	1,815	2,262	4,532
		2024 - 2051	33	543	2,308	2,884	5,894
	DGA	2024 - 2026	315	22	3	340	1,079
		2024 - 2031	675	128	56	859	2,666
		2024 - 2036	996	304	128	1,429	4,402
		2024 - 2041	1,195	467	202	1,864	5,714
		2024 - 2046	1,264	622	271	2,158	6,570
		2024 - 2051	1,282	750	294	2,326	7,110
	Total	2024 - 2026	323	37	22	382	1,089
		2024 - 2031	696	213	432	1,341	3,506
		2024 - 2036	1,022	506	988	2,516	6,465
		2024 - 2041	1,226	778	1,552	3,556	9,034
		2024 - 2046	1,297	1,037	2,086	4,420	11,102
		2024 - 2051	1,315	1,293	2,602	5,210	13,003



Development Location		Timing	Single & Semi-Detached	Multiples ¹	Apartments ²	Total Residential Units	Net Population Increase
Schomberg	BUA	2024 - 2026	3	3	2	7	-22
		2024 - 2031	7	15	33	55	52
		2024 - 2036	9	35	69	114	178
		2024 - 2041	11	53	97	161	299
		2024 - 2046	12	70	130	212	435
		2024 - 2051	14	74	164	253	557
	DGA	2024 - 2026	5	1	0	6	16
		2024 - 2031	12	4	2	18	49
		2024 - 2036	17	9	4	31	84
		2024 - 2041	20	13	6	40	112
		2024 - 2046	22	18	8	48	136
		2024 - 2051	25	14	7	46	140
	Total	2024 - 2026	8	3	2	13	-6
		2024 - 2031	19	18	36	73	101
		2024 - 2036	27	43	74	144	263
		2024 - 2041	31	66	103	201	411
		2024 - 2046	33	88	138	259	570
		2024 - 2051	39	89	171	299	697
Remaining Rural Areas		2024 - 2026	30	0	0	30	-84
		2024 - 2031	70	0	0	70	-86
		2024 - 2036	99	0	0	99	-17
		2024 - 2041	116	0	0	116	92
		2024 - 2046	124	0	0	124	226
		2024 - 2051	124	0	0	124	397
King Township	BUA	2024 - 2026	40	24	27	90	41
		2024 - 2031	81	133	515	729	1,235
		2024 - 2036	109	315	1,169	1,593	3,015
		2024 - 2041	124	481	1,799	2,405	4,761
		2024 - 2046	134	636	2,403	3,173	6,470
		2024 - 2051	139	793	3,026	3,957	8,275
	DGA	2024 - 2026	552	30	3	586	1,869
		2024 - 2031	1,302	173	77	1,552	4,905
		2024 - 2036	1,861	408	175	2,444	7,669
		2024 - 2041	2,169	623	270	3,062	9,561
		2024 - 2046	2,316	825	360	3,501	10,890
		2024 - 2051	2,367	978	398	3,744	11,699



Development Location		Timing	Single & Semi-Detached	Multiples ¹	Apartments ²	Total Residential Units	Net Population Increase
	Remaining Rural Areas	2024 - 2026	30	0	0	30	-84
		2024 - 2031	70	0	0	70	-86
		2024 - 2036	99	0	0	99	-17
		2024 - 2041	116	0	0	116	92
		2024 - 2046	124	0	0	124	226
		2024 - 2051	124	0	0	124	397
King Township	Total	2024 - 2026	622	54	30	706	2,361
		2024 - 2031	1,453	306	592	2,351	6,988
		2024 - 2036	2,069	723	1,344	4,136	11,695
		2024 - 2041	2,409	1,104	2,069	5,582	15,294
		2024 - 2046	2,573	1,461	2,763	6,797	18,159
		2024 - 2051	2,630	1,771	3,424	7,825	20,459

Source: Watson & Associates Economists Ltd., 2024.

¹ Includes townhouses and apartments in duplexes.

² Includes accessory apartments, bachelor, 1 bedroom, and 2 bedroom+ apartments.



The Corporation of the Township of King Report to Council

From: Growth Management Services Department – Planning Division

Report Number: GMS-PL-2024-026

Date: Monday, September 23, 2024

Title: **Zoning By-law Amendment Application – 12958-12972
Highway 27 and 15 Wellington Street**

Recommendation

1. That Council receive Report GMS-PL-2024-026; and
2. That Zoning By-law Amendment Application Z-2022-07, submitted by Crisdan Holdings Inc. and Kingvit Estates Inc., pertaining to lands municipally known as 12958, 12966, 12972, 12978 Highway 27 & 15 Wellington Street, be approved; and
3. That the implementing Zoning By-law, attached as Attachment No. 6 to Report GMS-PL-2024-026, including Holding Provisions, be approved.

1. Report Highlights

1. Application for Zoning By-law Amendment contemplates site-specific amendments on lands municipally known as 12958, 12966, 12972, 12978 Highway 27 and 15 Wellington Street.
2. Proposed development contemplates a six (6) storey mixed-use building with 160 residential units and ground floor commercial land uses with a gross floor area of 200.50 m². A total of 217 parking spaces are proposed on-site within a two-level underground parking structure and surface parking adjacent to the building. Access to the site is via restricted access onto Highway 27 and Wellington Street.
3. An existing listed heritage dwelling is proposed to be incorporated into the building design and be maintained on the subject lands.
4. The Planning Division recommends that the Zoning By-law Amendment Application be approved and that an amending zoning by-law be enacted by Council.

2. Purpose

The purpose of this Report is to provide a detailed review, and to recommend approval, of the subject Zoning By-law Amendment Application.

3. Background

The total landholding consists of an irregularly shaped consolidated parcel comprised of five (5) properties, generally located west of Highway 27 and south of King Road in the Village of Nobleton. Four of the properties have frontage along Highway 27, while one property is situated to the west (rear) with lot frontage along Wellington Street. The combined lot area of all of the properties is 0.59 hectares. **Attachment No. 1** includes a Location Plan illustrating the extent and location of the subject lands.

Existing land uses on the properties include detached dwellings. One of the properties (12958 Highway 27) consists of a listed heritage structure which is proposed for incorporation into the development, while the remaining structures are contemplated for demolition.

Adjacent and surrounding land uses include single storey detached dwellings to the west; a two-storey detached dwelling to the south; commercial land uses immediately to the north; and, to the east (on the east side of Highway 27). Commercial land uses (including home-based businesses and multi-tenant commercial plaza) and low-density residential land uses are located to the south of the subject lands (on the east and west sides of Highway 27). Additional commercial land uses are located to the north of the subject lands (south of King Road) on the west side of Highway 27 and along the south side of King Road (west of Highway 27). **Attachment No. 2** includes Site Photos illustrating the area in the general vicinity of the subject lands.

The application proposes the development of a 160-unit mixed-use building with a maximum height of six (6) storeys (21.30 metres to the top of the roof or 26.70 metres, including mechanical penthouse), including 200.50 m² of ground floor commercial space. Residential units within the building are proposed as 1-bedroom (54 units); 2-bedroom (89 units); and, 3-bedroom (17 units) suites. The applicant has confirmed that the proposed tenure of the units will be condominium.

The overall floor space index is 2.55. Access to the property is via a restricted movement access (right-out only) onto Wellington Street and a restricted movement access (right-in and out and left turn-in only) from Highway 27. A combination of surface and underground parking is proposed for a total of 217 residential parking spaces. A Site Plan is provided as **Attachment No. 3**. Building Elevations and Floor Plans illustrating the proposed massing and building height as well as distribution of proposed residential units, commercial floor area, loading and storage, bicycle parking and mechanical and indoor amenity areas are included as **Attachment No. 4**.

The purpose of the application is to amend the existing zoning of the lands from Core Area ('CA') Zone and Residential Single Detached – "A" ('R1A') Zone to a site-specific Core Area Exception Holding ('CA-12('H)') Zone. The application contemplates amendments to zone provisions related to maximum permitted building height, reduction to minimum required yards, and other site-specific zone provisions.

Site Plan Control Approval (including the execution of a Site Plan Agreement) will also be required to facilitate the proposed development. This process will generally consider items

such as, but not limited to, location and number/type of required parking spaces, landscaped area, site lighting, tree removals and refuse disposal, as well as other technical matters such as ingress/egress, grading/drainage and on-site construction management. An application for Site Plan Control Approval has not been submitted to the Township for review as of the date of preparation of this report and will be reviewed as part of a separate Planning review process.

A statutory Public Meeting was held on December 5, 2022 to present the application to, and obtain comments from, Council and the Public ([GMS-PL-2022-46](#)). Comments received at the Public Meeting included those related to massing/architectural design (i.e. building height), traffic and parking, availability of infrastructure (including public transit), site access and safety (ingress/egress), noise/lighting, land use compatibility, loss of privacy (i.e. reduced setbacks), construction management (including mitigation measures), affordable housing, property values and heritage impacts and preservation. Other comments received with respect to the application are summarized in a later section of this report, as well as the manner in which they have been addressed.

Subsequent to the holding of the statutory Public Meeting, the applicant submitted the current revised development concept in September 2023. Changes to the proposal included a reduction in the overall unit count (a reduction of 9 units); a reduction in ground floor commercial area (from 805.0 m² to 200.50 m²); reduction in overall parking spaces; modifications to massing of building (taller portions of structure aligned with Highway 27 frontage with portions of building with lower heights oriented to the rear of the property where abutting existing residential neighbourhood); relocation of existing heritage building from Highway 27 frontage to the rear (west) side of property (with frontage onto Wellington Street); reconfiguration of entrances into the site and onto Highway 27; and, changes to location of indoor and outdoor amenity areas.

Approximately 200 people have registered as 'interested parties' with respect to this application. In accordance with the Township of King Public Notice Policy, a non-statutory Notice to Interested Parties was circulated on September 3, 2024 to those residents or individuals who have notified the Township of their interest to be informed of any future staff reports or Council Meetings for consideration of this matter.

4. Analysis

4.1. Provincial Policy and Plans

The Province has recently released a new streamlined provincial planning document that will replace the 'Provincial Policy Statement (PPS)' and 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)'. The new 'Provincial Planning Statement' provides municipalities with the tools and flexibility required to focus on building more homes. The 'Provincial Planning Statement' comes into effect on October 20, 2024 and therefore, the current PPS and Growth Plan remain the applicable provincial planning documents for the purpose of this application.

4.1.1. Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest and sets the policy foundation for regulating the development and use of land. The PPS also supports the wise use and management of resources by providing policy direction on natural heritage features and agriculture.

Section 1.6.6.2 of the PPS states that municipal sewage and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted where feasible to optimize the use of the services.

The proposed redevelopment represents intensification within the Village Core of Nobleton as is contemplated by the replacement of five (5) detached dwellings with 160 apartment dwelling units and ground floor commercial uses. The development is proposed to be serviced with full municipal infrastructure (i.e. municipal sewage and water services) and is in close proximity to regional transportation networks (i.e. Highway 27) and existing public service facilities, as well as lands currently under study as part of the Old King Road Neighbourhood Plan project. Active transportation is promoted by the location of the proposed development along municipal sidewalks that connect the subject lands to public use facilities (i.e. community and recreation centre) and open space areas to the east and other commercial and amenity areas within the village to the north and south. 'Proposed cycling facilities' are identified in the Region's Official Plan and are shown to align north-south along Highway 27 and east-west along King Road.

The proposal is consistent with the Provincial Policy Statement (2020).

4.1.2. Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2020) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in the region. It establishes the long-term framework for where and how the region will grow.

The Growth Plan directs growth to settlement areas with existing water and wastewater systems that can support complete communities (including intensification); focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities; and, directed away from hazardous lands.

The proposal is in conformity to 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)'.

4.2. Region of York Official Plan ('ROP')

The subject lands are designated 'Towns and Villages', 'Community Area', and are identified as located within a 'Built Up Area' by the Region of York Official Plan ('ROP') (2022).

The policies of the ROP generally encourage development within the built-up area of the Towns and Villages, where the majority of housing, personal services, retail, institutional, cultural and recreational services will be located within Community Areas. Community Areas are to include a range and mix of housing types, sizes, and tenures and to achieve Regional intensification targets through municipal implementation. A balance between residential and employment land uses is also to be maintained within the Community Areas.

Residential development through intensification of the built-up area is encouraged as part of the development of compact and complete communities. In accordance with the intensification targets established by the Region of York Official Plan, King Township is to achieve a minimum intensification rate of 52% by 2051 (which represents 4,700 residential units).

In order to attain the intensification targets set by the ROP, development within strategic growth areas, such as Regional Centres, Major Transit Station Areas, Regional Corridors and Local Centres and Corridors, will be required.

The proposed development is contemplated within a Local Centre (outside of a Major Transit Station Area) in proximity to existing and planned community services and infrastructure required to support growth through intensification. The proposal contemplates a mixed-use development with a residential density of 270.50 units per net hectare.

The Region of York Official Plan contains several policies related to the delivery of water and wastewater, specifically as it relates to the provision of these services by the Region in a sustainable and financially responsible manner. These policies are aligned with other growth and infrastructure policies that account for the timing and phasing of these services using a coordinated approach, based on the projected needs of the community, and comprehensively on a Regional basis.

Further discussion about water and wastewater capacity is included as part of a later section of this report. As a pre-condition of the removal of a Holding ('H') Symbol to the amending zoning by-law, Planning Division staff are recommending that sufficient servicing allocation has been confirmed for the proposed development.

The lands are also located within an area identified as Wellhead Protection Area ('WHPA-A' and 'WHPA-B') and Recharge Management Area ('WHPA Q1/Q2') by the Region of York Official Plan.

Wellhead Protection Areas and Intake Protection Zones are intended to protect the quality and quantity of water entering into lake-based municipal water supply facilities. Depending on development or land uses which are proposed within these areas, there may be restrictions on activities (including prohibitions) or mitigation measures that must be implemented prior to approvals and the commencement of development. In some cases, ongoing monitoring may also be needed.

In reviewing the application, Regional staff have indicated that prior to Site Plan Approval, the applicant will be required to complete and submit a Source Water Impact and Assessment

Mitigation Plan (SWIAMP), to the satisfaction of Regional Environmental Services staff (Water Resources Group), to identify and address any potential water quality or water quantity threats to the municipal groundwater supplies as a result of the proposed development.

The proposed development conforms to the applicable policies of the ROP.

4.3. Township of King Official Plan (“Our King”) (2019)

The subject lands are designated ‘Village Core’ by the Township of King Official Plan (“Our King”) (2019), as amended. The property is located within the ‘Nobleton Urban Area’ of the Village of Nobleton. Uses permitted within the ‘Village Core’ designation include ‘mixed-use buildings’ as is proposed by this application. No amendments to the Township of King Official Plan are required or contemplated as they relate to the proposed development.

Schedule ‘G2’ (Village of Nobleton Wellhead Protection Areas) identifies the entirety of the property as being located within a Wellhead Protection Area (WHPA-B), while a portion of the rear (west) of the property is located within a Wellhead Protection Area (WHPA-A).

The Village Core Policies of the Township of King Official Plan state that the minimum height for new buildings shall be two functional storeys and the maximum height for new buildings is generally three storeys. However, these policies also state that development up to six storeys may be permitted provided:

- (a) The building is located or tiered in height to minimize visual and shadowing impact on streets and public areas, and provides for appropriate transition with adjacent buildings;
- (b) The compatibility of the building with respect to adjacent low-rise residential areas and sensitive uses is addressed through the use of setbacks, buffers, angular plane requirements as well as the sensitive location of windows and balconies to minimize privacy impacts, as detailed in the implementing zoning by-law, detailed design guidelines and through Site Plan Control; and,
- (c) The development does not exceed a floor space index of approximately 2.5 to ensure the density and scale of the development is suitable in the Village context.

The proposed development contemplates an overall building height of six (6) storeys. The building has been designed in a manner so as to limit visual and land use impacts by providing for a lower degree of building massing which interfaces with adjacent low density residential development. These techniques have included ‘step backs’ and tiering of the exterior building design, with the concentration of taller elements of the building toward the centre of the site and along Highway 27, and lower building heights where transitions to the surrounding established neighborhood built form occurs (i.e. detached dwellings). Other design techniques have included the use of inset balconies, landscape and vegetation buffering, fencing, and the location of amenity areas on portions of the site abutting adjacent non-residential uses or interior to the building.

The Village Core Policies also address listed and designated heritage buildings and state that it is the policy of Council to require the applicant to restore or enhance the building façade in order to maintain the architectural character and identity of the Village Cores. Where a building has been identified by the Township as having heritage characteristics in accordance with Section 3.7 (Conserving Our Heritage) of the Official Plan, and where the development proposal requires a Planning Act approval, regard is required to matters such as architectural details, building materials, colour palettes, traditional signage, window treatments, waste disposal and outdoor storage.

The proposed development concept includes the preservation and relocation of an existing 1.5 storey heritage dwelling to the rear (west) portion of the property, with frontage along Wellington Street. The proposed relocation of the building will further contribute to the transition in building massing and heights presented by the proposal and in land use compatibility in the form of a proposed 'amenity space' within the relocated heritage building. Details such as exterior building materials and other operational details (i.e. waste disposal) will be addressed as part of Site Plan Approval.

The Village Core Policies states that a proposed residential use shall meet the following criteria:

- (a) The proposed use will enhance the Village Core;
- (b) Parking areas for these are not located at the front of the building; and,
- (c) The building is designed to complement adjacent buildings.

The proposed building has been designed with regard to adjacent land uses and built form (i.e. low density residential land uses) while contributing to achieving the land use goals of the 'Village Core' (i.e. intensification). Required parking is proposed primarily via two (2) levels of underground parking with ramp access situated toward the rear of the building. Limited surface parking spaces (including accessible parking) are proposed along the south lot line at the side of the building. No parking is proposed at the front of the building and visibility of parking and service areas from Highway 27 will be limited (as will driveway access into and out of the site).

The Official Plan further states that over time, the Plan envisions the continued revitalization of the Village Cores to support active building frontages, where the ground floor facing the street is occupied by commercial uses, and where the upper storeys are occupied by residential, office or community uses.

The proposed development contemplates a total of 200.50 m² of ground floor commercial area with residential units located above the first floor. This portion of the building has been designed to be directly accessible to the street (Highway 27) by individual entrances from the municipal sidewalk. Increased front yard setbacks to the commercial area provide additional opportunity for enhancements to the public realm through outdoor patios or public art.

Vehicular and bicycle parking for customers is provided interior to the site with limited visibility from the street. Uses permitted for the proposed commercial space will be prescribed by the amending zoning by-law.

Section 5.4.3.8 (Village Core Policies - Compatibility with Adjacent Uses) of the Township of King Official Plan, requires matters with respect to compatibility of the proposed development with adjacent low density residential uses to be considered. These include criteria related to lot depth and orientation, building height, location and orientation of parking areas and dwellings, location and size of windows, the nature of surrounding uses and trees, vegetation, and fencing.

The policies of the Official Plan also generally provide for the conservation of built heritage resources where it has been identified by the Township that heritage characteristics are present and encourage the adaptive re-use of such properties. The existing heritage building on the property is included on the Township of King Heritage Register with a 'non-designated' status.

These policies have been considered in the review of the application; notably, with respect to the siting of the proposed building on the lot relative to adjacent residential and commercial land uses, and associated matters related to land use compatibility. Additional assessment of these items, where the application proposes amendments to the implementing zoning by-law, are included in a later section of this report.

In response to the policies of the Village Core designation in regard to parking, access, loading and site design, the proposed development contemplates on-site parking facilities with primary vehicular access from an arterial road with limited turning movements to ensure appropriate transportation planning and engineering standards are met. The placement of the proposed building on the site aims at achieving a strong connection to the street through its architectural built form and direct access between proposed land uses and the public realm. Site design treatments such as enhanced landscaping, building setbacks and step backs, inset balconies, building articulation and location of service and loading areas have all been considered to ensure minimal impacts to adjacent sensitive land uses.

The Township of King Official Plan provides policy guidance for the provision of affordable housing units on a Township-wide basis. The policy states that a minimum of 25% of new housing units be affordable across the Township. A portion of the affordable units shall be accessible for persons of all ages and abilities. This target is not intended to apply to each development application, but to represent an overall target for the Township.

'Affordable' is defined as "(in the case of ownership housing), the least expensive of:

- (a) housing for which the purchase price results in annual accommodation costs not exceeding 30 per cent of gross annual household income for low- and moderate-income households; or,
- (b) housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

In the case of rental housing, the least expensive of:

- (a) a unit for which the rent does not exceed 30 per cent of gross annual household income for low- and moderate-income households; or,
- (b) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition, 'low- and moderate-income households' means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area or, in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

It should also be noted that policies of the Official Plans of the Region of York and Township of King also contain policies that are geared to the location of affordable housing options in areas of intensification and, particularly in areas that are in general proximity to human and community services and can be accessed by their residents.

The Applicant has confirmed that a minimum of 25% of units in the proposed development will be designed to address the affordable housing requirements, either by way of sale price or rental. An executed agreement between the Region of York and/or Township and the Applicant will be required to secure these units as 'affordable housing' units.

The Village Design Policies of the Township of King Official Plan provides general design policies for development within the Village areas through specific design principles. As they relate to this application, these include matters relating to the following: building height, massing and treatment (i.e. neighbourhood context and integration, transition, and shadowing), site design and lotting (i.e. building orientation, pedestrian and vehicular access, location of commercial uses and public art), lighting (i.e. dark sky and shadowing impacts), parking (i.e. accessibility and encouraging underground parking) and landscaping.

The proposed development conforms to the applicable policies of the Township of King Official Plan.

4.4. Township of King Village Urban Design Guidelines (2023)

The Council of the Township of King adopted the Village Urban Design Guidelines (VUDGs) on December 11, 2023. The Village Urban Design Guidelines provide guidelines and design criteria for three key areas of the Township's Villages (Village Centres, Established Neighbourhoods and Employment Areas). The Urban Design Guidelines work in conjunction with other Township policies and plans, including the Township of King Official Plan and Zoning By-laws to support the Township's urban design objectives. The Village Urban Design Guidelines as well as applicable design policies of the Official Plan will be reviewed as part of the processing of a future Site Plan Control Approval Application.

4.5. Township of King Sustainable Development Program (ThinKING Green)

Effective September 1, 2024, the Township of King Sustainable Development Program (ThinKING Green) replaced the Township of King Green Development Standards ('Sustainable King') Program. Adherence to the ThinKING Green Sustainable Development Program will be required upon the submission and as part of the review of a future Site Plan Control Approval Application.

4.6. Township of King Zoning By-law 2016-71 and Proposed Amendments

The subject lands are zoned Core Area ('CA') Zone and Residential Single Detached – "A" ('R1A') Zone to Schedule 'A' (Nobleton Urban Area) of Zoning By-law 2016-71. The lands are also identified on Schedule 'B' (Wellhead Protection Areas) of Zoning By-law 2016-71 as being located within a Significant Threat Area 1 (STA-1) and Significant Threat Area 2 (STA-2) with respect to Wellhead Protection Areas.

The Zoning By-law Amendment Application proposes amendments to the applicable zoning to implement a site-specific Core Area Exception Holding ('CA-12(H)') Zone to facilitate the development as proposed. A Holding ('H') Symbol has also been proposed as part of the amending zoning by-law to require the satisfaction of specific pre-conditions, prior to enactment of the implementing zoning by-law and the development of the lands. Additional detail with respect to the Holding ('H') Symbol provisions are provided in a later section of this report.

The draft amending zoning by-law details the proposed site-specific amendments to Township of King Zoning By-law 2016-71 and is included as **Attachment No. 6** to this report. The amending zoning by-law implements the intent and purpose of the applicable land use designation(s) of the Township Official Plan ("Our King") (2019), as amended.

4.6.1. Holding Symbol

Planning Division staff have recommended, as detailed in the draft amending zoning by-law (By-law No. 2024-069), that a Holding ('H') Symbol be applied to the lands, and that only existing uses are permitted, until such time as the removal of the Holding ('H') Symbol is approved by Council.

Attachment No. 7 to this report summarizes and provides a detailed Planning analysis of each of the specific proposed amendments to the Zoning By-law.

4.7. PLANNING DISCUSSION

The application was circulated to External Agencies and Internal Departments for review. The Planning Discussion section of this report, as below, will summarize how comments and questions raised by residents and Council at the statutory Public Meeting in December 2022, as well as items considered throughout the review of this application, have been addressed.

4.7.1. Sanitary & Water Servicing and Capacity

Development Engineering and the Township peer reviewer have reviewed the application for availability and adequacy of site servicing. The Township Development Engineering Division

has expressed no significant concerns with the proposal for new storm, sanitary and water servicing connections along Highway 27. Acceptance of the proposed connections will be required from the Region and are to be reviewed further at the detailed design stage (i.e. Site Plan Control Approval).

The proposed development will rely upon the planned expansion of the Nobleton Wastewater Treatment Facility by the Region of York. As noted above, a Holding provision is included in the Zoning By-law to ensure that servicing allocation has been committed to the proposed development prior to the Holding Symbol being removed.

4.7.2. Traffic and Site Access

Region of York Transportation Planning staff have reviewed the technical materials related to transportation impacts as submitted with the application and have confirmed no objections to the proposed amendments to the zoning by-law.

Development Engineering and the Township peer reviewer have reviewed the application for transportation impacts. Based on the review of the Transportation Impact Assessment received with the application, they have concluded that there are no major traffic concerns with the proposed development and that any outstanding comments can be addressed at detailed design.

4.7.3. Heritage Conservation

The existing dwelling located at 12958 Highway 27 is listed on the Township of King Heritage Register with a 'non-designated' status. As a component of the development proposal, the dwelling is proposed for relocation from the Highway 27 frontage to comprise amenity space (234.40 m² (including ground floor area and mezzanine level)) at the rear (west) portion of the property adjoining the proposed mixed-use building with frontage onto Wellington Street. The structure is proposed to be retained in its current form.

In accordance with the Township's Official Plan, a Heritage Impact Assessment was prepared by the Applicant and submitted to Township Heritage Planning staff in June 2024 for review in consultation with the Heritage Advisory Committee. The findings of the Heritage Impact Assessment concluded the subject property does not merit designation under the Ontario Heritage Act.

The Township's Heritage Advisory Committee (HAC) has reviewed the proposal. A copy of the applicant's Heritage Impact Assessment was provided to HAC for review and provided background information on the applicant's request to relocate the heritage building and associated recommendations related to the incorporation of the heritage structure within the development, as proposed. These materials were presented to HAC by Township Heritage Planning staff and considered by HAC at a Heritage Advisory Committee Meeting held on July 4, 2024. **Attachment No. 5** includes a copy of the Heritage Planning Staff Recommendation Report and draft Heritage Advisory Committee Minutes from the HAC Meeting.

Planning staff have recommended that a Holding (H) Symbol be applied to the subject lands through the amending zoning by-law. A pre-condition of the removal of the Holding Symbol will include, among other pre-conditions, a stipulation that the 'additional studies' that are recommended for completion by the submitted Heritage Impact Assessment (June 2024) be completed. These include the preparation of a Stabilization Plan prior to the relocation of the heritage dwelling (as prepared by a Heritage Structural Engineer); completion of a Moving Plan (as prepared by or with input from a heritage house mover); and, the preparation of a Conservation Plan in order to ensure the continued stewardship of the heritage house.

As there may be considerable time that elapses between Council approval of an amending zoning by-law (pending) and the approval of a Site Plan Control Application (including the execution of a Site Plan Agreement) and Removal of a Holding Symbol, Planning Division staff have recommended that a pre-condition of the removal of a Holding Symbol be the execution of a 'Memo of Understanding' and/or Agreement between the owner/applicant/developer and the Township of King that states that the existing heritage dwelling be maintained to a good condition standard until such time as the relocation and adaptive re-use of the heritage dwelling occurs, as proposed.

4.7.4. Architectural and Urban Design

The Township's architectural and urban design peer review consultant has provided comments in response to the submission of the revised architectural and massing plans and Sun-Shadow Study, submitted by the applicant. In general, the comments addressed site design and interfaces, site access and circulation, building massing and transitions, building façade design and materials, shadow impacts and common amenity space and landscaped open space. A summary and assessment of those comments in regard to these items is provided as **Attachment No. 8** to this report.

4.7.5. Parking

Required Parking Supply

A total of 217 parking spaces are contemplated for the proposed development. 210 parking spaces are to be accommodated within two levels of underground parking, while the remainder are to be comprised of surface parking spaces, which are to be located within the interior side (south) yard. This area is contemplated for landscape and vegetation screening. No required parking area is to be located within the front yard.

The Zoning By-law prescribes that a minimum of 1.25 parking spaces per apartment dwelling unit are required. As the subject lands are located within the Core Area ('CA') Zone, there is no additional requirement for designated visitor parking.

Based on the total proposed residential unit count of 160, the minimum required number of residential parking spaces is 200, as is shown on the submitted Site Plan. No amendment to the required residential parking supply ratio is proposed or required.

An amendment to the zoning by-law has been proposed and is included as part of the draft amending zoning by-law to require 17 parking spaces (based on parking supply ratio of 1

parking space per 11.79 m²) to be located in both surface and underground parking configurations for ground level commercial uses and to limit those ground floor commercial uses to the following:

- Art Gallery
- Clinic
- Convenience Retail Store
- Day Spa
- Financial Establishment
- Office
- Personal Service Shop
- Retail Store
- Studio

These uses are all otherwise permitted by the applicable Core Area ('CA') Zone and the site-specific amendments are intended to refine the list of permitted uses which could feasibly locate within the ground floor commercial area and comply with the above site-specific parking supply ratio. Based on the list of permitted uses proposed above, the parking supply ratios for these uses would otherwise be 1 parking space per 18 m² gross floor area or 1 parking space per 27 m² gross floor area in accordance with the zoning by-law. The proposed parking supply ratio meets and exceeds the minimum parking space requirements for the permitted uses identified above within the 'CA' Zone.

5. Financial Considerations

The assessment value of each property is listed below:

Property Address	Assessment Value
12958 Highway 27	\$687,000 (Residential)
12966 Highway 27	\$363,000 (Residential) / \$319,400 (Commercial)
12972 Highway 27	\$503,000 (Commercial)
12978 Highway 27	\$594,000 (Residential)
15 Wellington Street	\$595,000 (Residential)

There are no outstanding balances in the water or property tax accounts for either property, however there is an outstanding receivable amount owing.

The proposed development will be subject to Township of King, Region of York and Education (Public and Separate School Boards) Development Charges (DC) pursuant to the Township's Development Charges By-law 2021-002. The Township's DC rate is based on the Zoning By-law Amendment Application (deemed complete in October 2022 and resubmitted November 2023). for residential (\$33,250 per large apartment unit (> 700 ft²))

and \$22,772 per small apartment units (< 700 ft²) and non-residential development (\$183 per square metre (based on retail use)) within the Nobleton Urban Serviced Area. The residential component includes DCs payable for 160 apartments (less DCs payable for four (4) existing single detached dwellings). Non-residential DCs are payable for 200.50 m² for non-residential (ground floor commercial) development.

The applicable DCs payable are estimates based on information provided with the application and may change if the proposed development is revised prior to building permit issuance.

All associated fees have been submitted. Any external costs incurred by the Township through the processing and review of this application will be recovered by the applicant in accordance with the Township's standard practice and the 'Applicant's Acknowledgements' section of the completed Zoning By-law Amendment Application Form.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This report is in alignment with the CSP's Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Implement regulatory changes to manage growth that best serves King's unique landscape.

Staff's review of this Application has taken these objectives into consideration as part of the overall planning and design of the development and through consideration of input received throughout the review process.

7. Conclusion

In consideration of the development proposal, and in evaluating applicable Provincial, Regional and Township policies, Planning Division staff recommend approval of the Zoning By-law Amendment Application.

Pending approval of Council of the Zoning By-law Amendment Application, a future amending zoning by-law will require approval of Council for the removal of a Holding ('H') Symbol to implement the proposed zoning. Further evaluation of the proposed development will occur as part of a future Site Plan Control Approval process, which will require that the Applicant enter into a Site Plan Agreement with the Township, ensuring that matters related to the appropriate development of the proposal are secured through that process.

8. Attachments

Attachment No. 1 – Location Plan

Attachment No. 2 – Site Photos (dated, May 2, 2024)

Attachment No. 3 – Site Plan (May 22, 2024 – Rev. No. 5)

Attachment No. 4 – Building Elevations & Floor Plans (May 22, 2024 – Rev. No. 5)

Attachment No. 5 – Heritage Planning Staff Recommendation Report and Heritage Advisory Committee (HAC) Draft Meeting Minutes (July 4, 2024)

Attachment No. 6 – Draft Amending Zoning By-law

Attachment No. 7 – Amending Zoning By-law Summary & Analysis

Attachment No. 8 – Architectural and Urban Design Summary & Assessment

Prepared by:

Gordon Dickson, MCIP, RPP

Supervisor, Planning and Development

Recommended by:

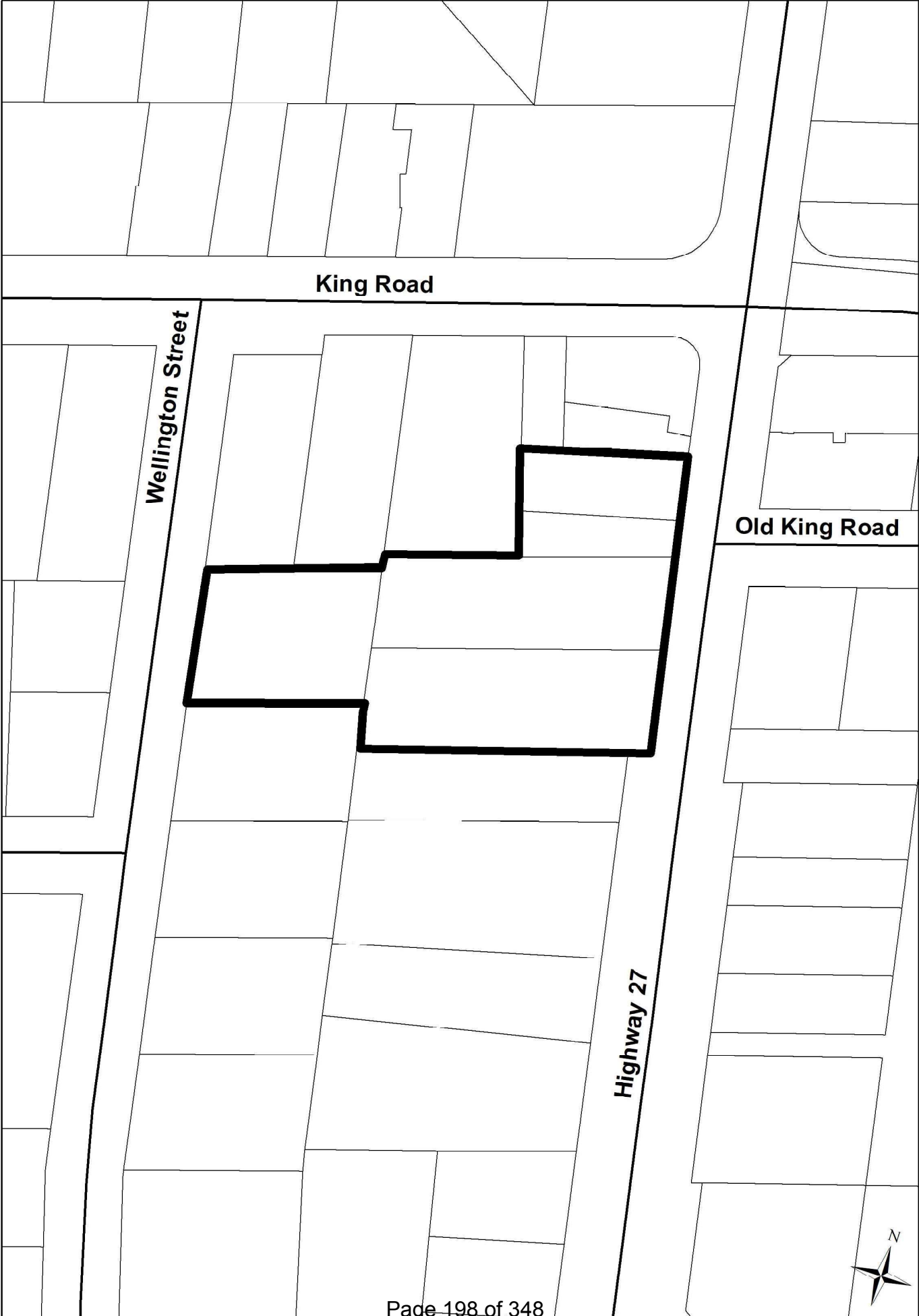
Stephen Naylor, MCIP, RPP

Director of Growth Management Services

Approved for submission by:

Daniel Kostopoulos

Chief Administrative Officer



Zoning By-law Amendment Application (File No. Z-2022-07)

12958, 12966, 12972, 12978 Highway 27 & 15 Wellington Street, Village of Nobleton



View southwest along Highway 27 toward 12958 Highway 27. Property is identified as 'non-designated' on the Township of King Heritage Register (June 2023).



View to west from Highway 27 toward 12966 Highway 27.



View to west from Highway 27 toward 12972 Highway 27.



View to northwest from Highway 27 toward 12978 Highway 27.



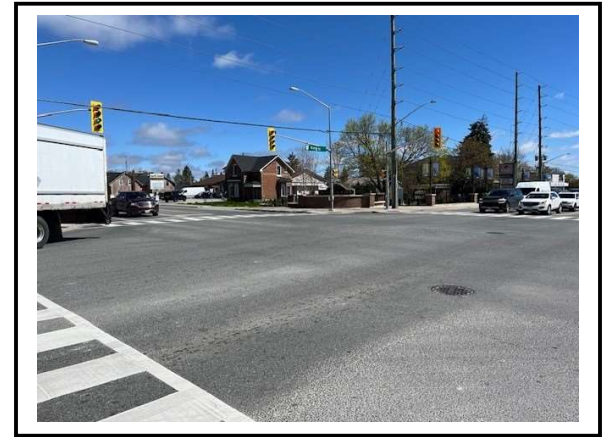
View southeast along Wellington Street toward 15 Wellington Street.



View northeast from Wellington Street toward 15 Wellington Street. Existing commercial development located in background to the north.



View east along King Road toward the Village Core and the intersection of King Road and Highway 27.



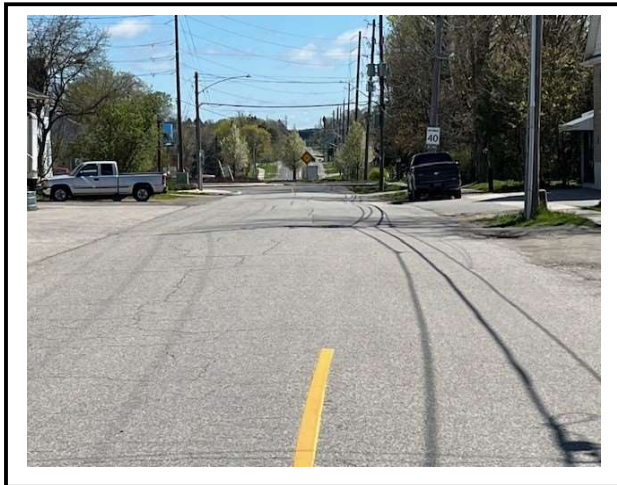
View northeast from intersection of King Road and Highway 27. Other nearby development proposals within the Village Core includes mixed use project at the northwest corner.



View north along Highway 27 toward gateway to Village Core area and existing commercial development.



View southwest along Highway 27 toward lot frontage of total landholding. Existing road width and municipal sidewalks shown. Location of proposed toward left side of photo.

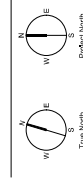


View east along Old King Road toward Nobleton Community Centre & Arena located approximately 100 metres to the east of the subject lands.

All photos are from a site visit conducted on May 2, 2024

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WORKSHEET
MAY 21/22
MAY 22/22
MAY 23/22
MAY 24/22
MAY 25/22



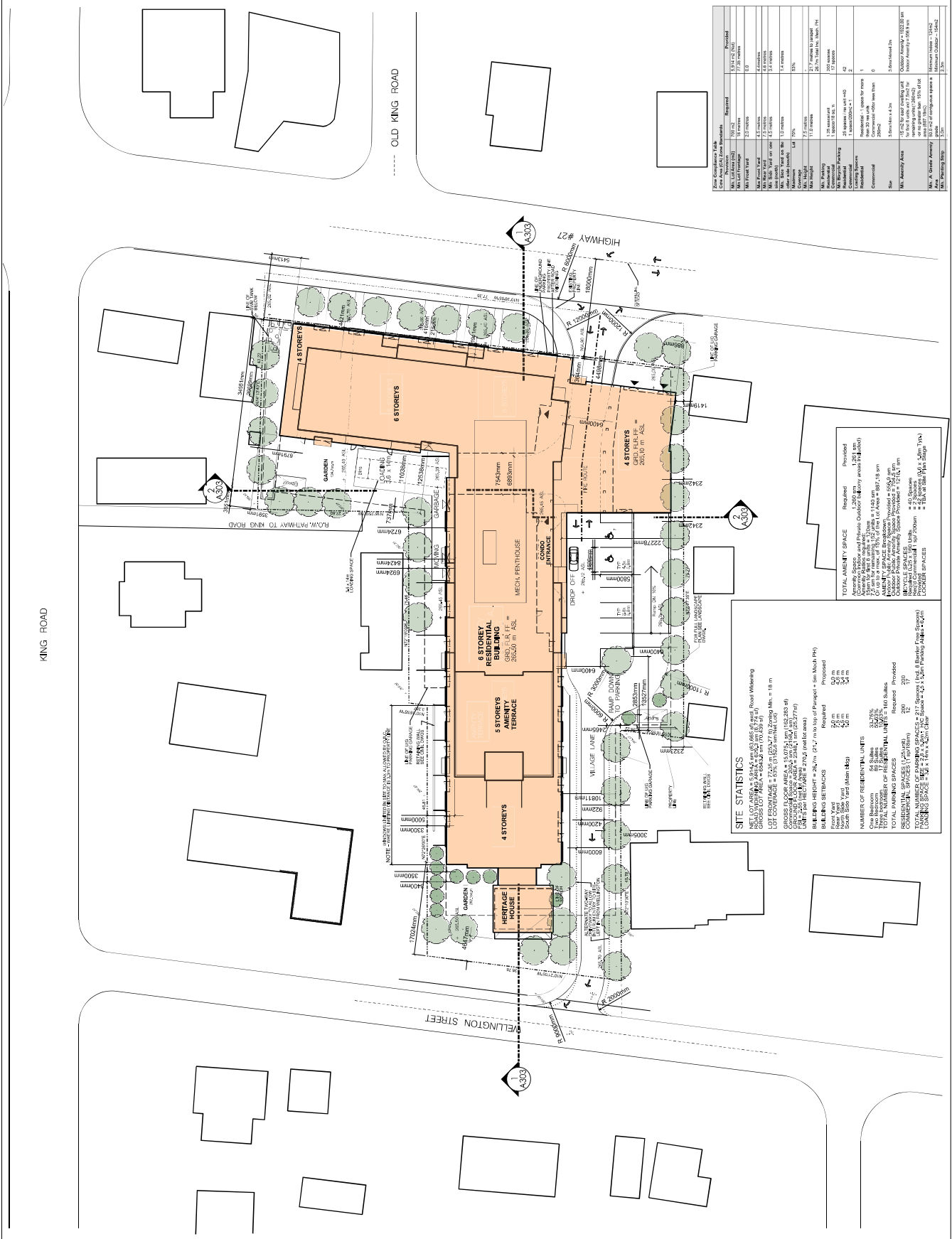
125th Highway #27, Hamilton
Ontario, Canada
**NOBLETON
Condominium**

SITE PLAN

date: November 20, 2021 project no: 20104
scale: 1:300 drawn by: JB

A 100

REV. 05

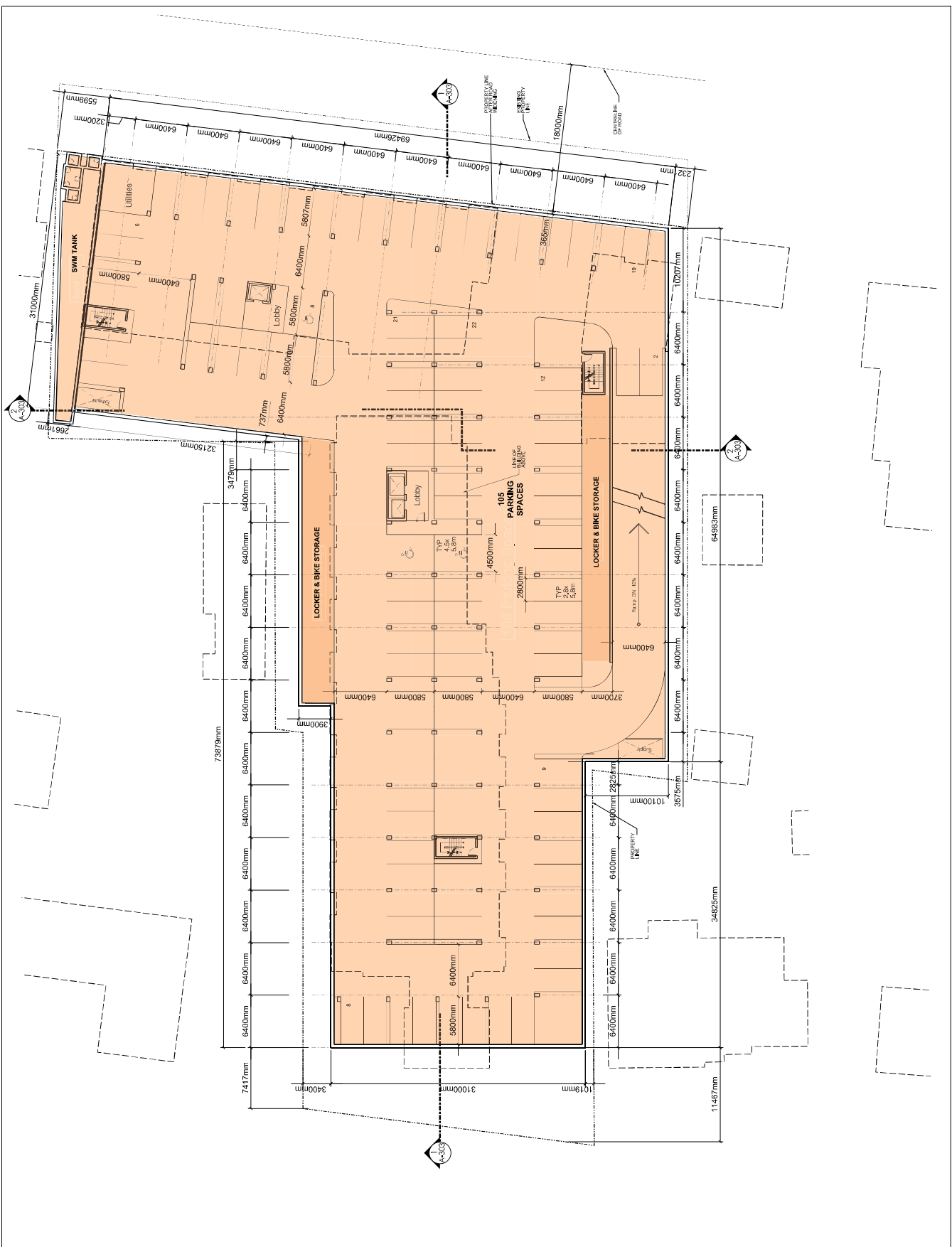


Item	Quantity	Unit	Notes
4 STOREYS	1	UNIT	1419 sqm
6 STOREYS	1	UNIT	2838 sqm
8 STOREYS	1	UNIT	4257 sqm
MECH. PENTHOUSE	1	UNIT	469 sqm
5 STOREY AMENITY TERRACE	1	UNIT	3650 sqm
8 STOREY RESIDENTIAL BUILDING	1	UNIT	3650 sqm
HERITAGE BUILDING	1	UNIT	1700 sqm
PARKING SPACES	271	SPACES	10,840 sqm
LANDSCAPING	1	UNIT	10,840 sqm

SITE STATISTICS

RESIDENTIAL UNITS: 271 (1419 sqm) + 271 (10,840 sqm) = 542 units
 LOT COVERAGE = 65% (5837 sqm) on 8977 sqm lot area
 BUILDING HEIGHT = 26.7m (87.7m to top of Penthouse) = 5m Multi PH
 NUMBER OF RESIDENTIAL UNITS: 542
 TOTAL PARKING SPACES: 271
 TOTAL AMENITY SPACE: 3650 sqm
 TOTAL MECH. SPACE: 469 sqm
 TOTAL HERITAGE SPACE: 1700 sqm

TOTAL AMENITY SPACE Required: 3650 sqm
 Provided: 3650 sqm
MECH. SPACE Required: 469 sqm
 Provided: 469 sqm
HERITAGE SPACE Required: 1700 sqm
 Provided: 1700 sqm

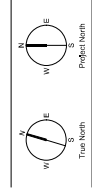




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 Canada M2N 1W6
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 info@hca.ca
 www.hca.ca

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Project Name: NOBLETON
 01 RE-ISSUED FOR REZONING MAR 31/22
 02 RE-ISSUED FOR REZONING MAY 27/22
 03 RE-ISSUED FOR REZONING JUN 27/22
 04 RE-ISSUED FOR REZONING MAR 30/24
 05 RE-ISSUED FOR REZONING MAY 22/24



12500 Highway #27, Vaughan
 Ontario, Canada
NOBLETON
 Condominium

GROUND FLOOR PLAN

date: November 20, 2021 project no.: 20104
 scale: 1:200 drawn by: JB

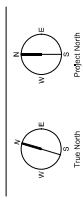
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Revised History

- 01 RE-ISSUED FOR REZONING MAR 31/22
- 02 RE-ISSUED FOR REZONING MAY 27/22
- 03 RE-ISSUED FOR REZONING JUN 20/22
- 04 RE-ISSUED FOR REZONING MAR 30/24
- 05 RE-ISSUED FOR REZONING MAY 22/24



125th Highway #27, Oakville
Ontario, Canada

**NOBLETON
Condominium**

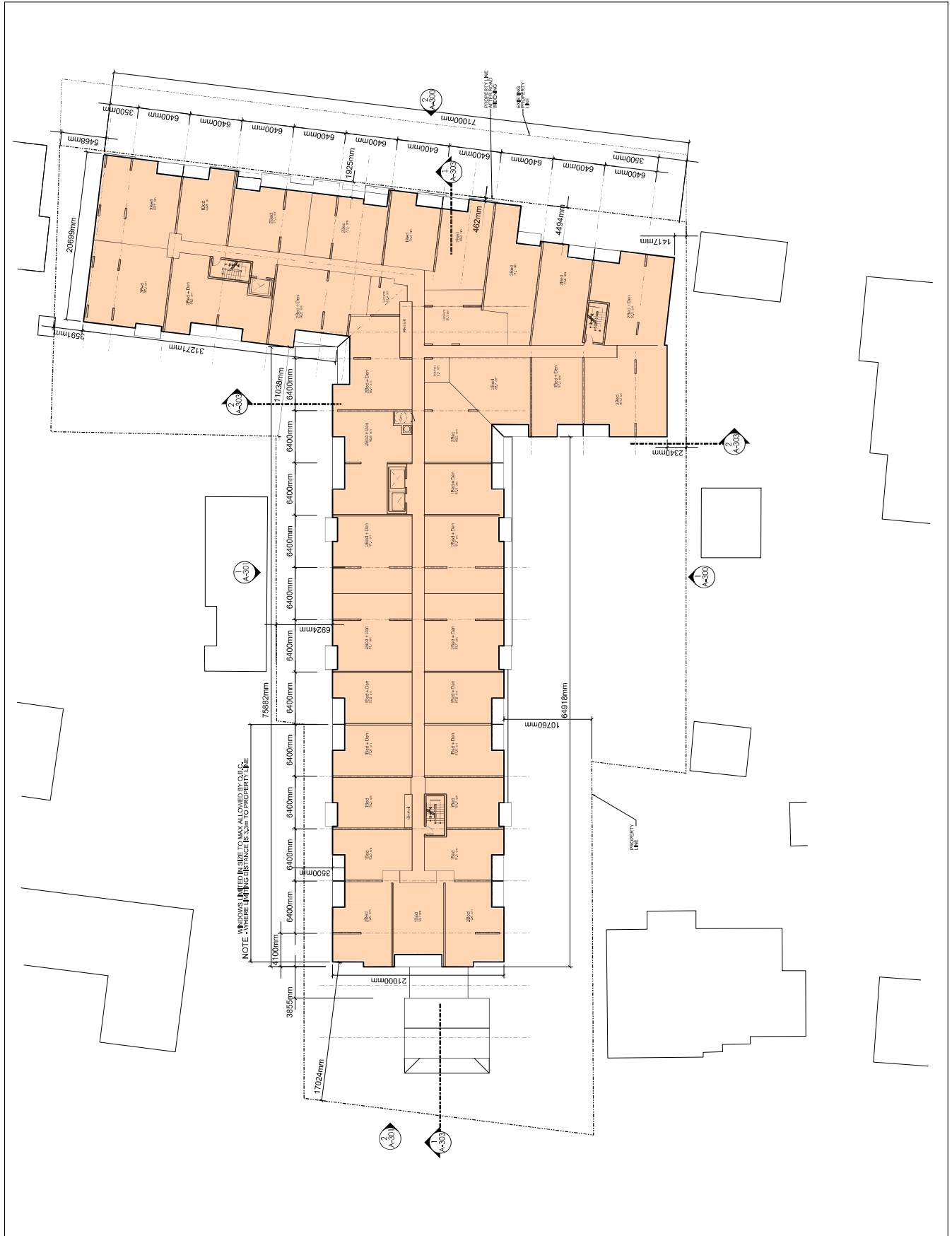
MEZZANINE PLAN

date: November 20, 2021 project no.: 20104
scale: 1:200 drawn by: JB

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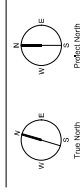
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Incorporated architects

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www.hca.ca

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Model Name:
01 - ISSUED FOR PERMITS
02 - RE-ISSUED FOR PERMITS
03 - ISSUED FOR PERMITS
04 - RE-ISSUED FOR PERMITS
05 - RE-ISSUED FOR PERMITS

MAR 31/22
MAY 27/22
MAY 27/22
MAY 30/24
MAY 20/24



125th Robinson 407 Condominium
Ontario, Canada

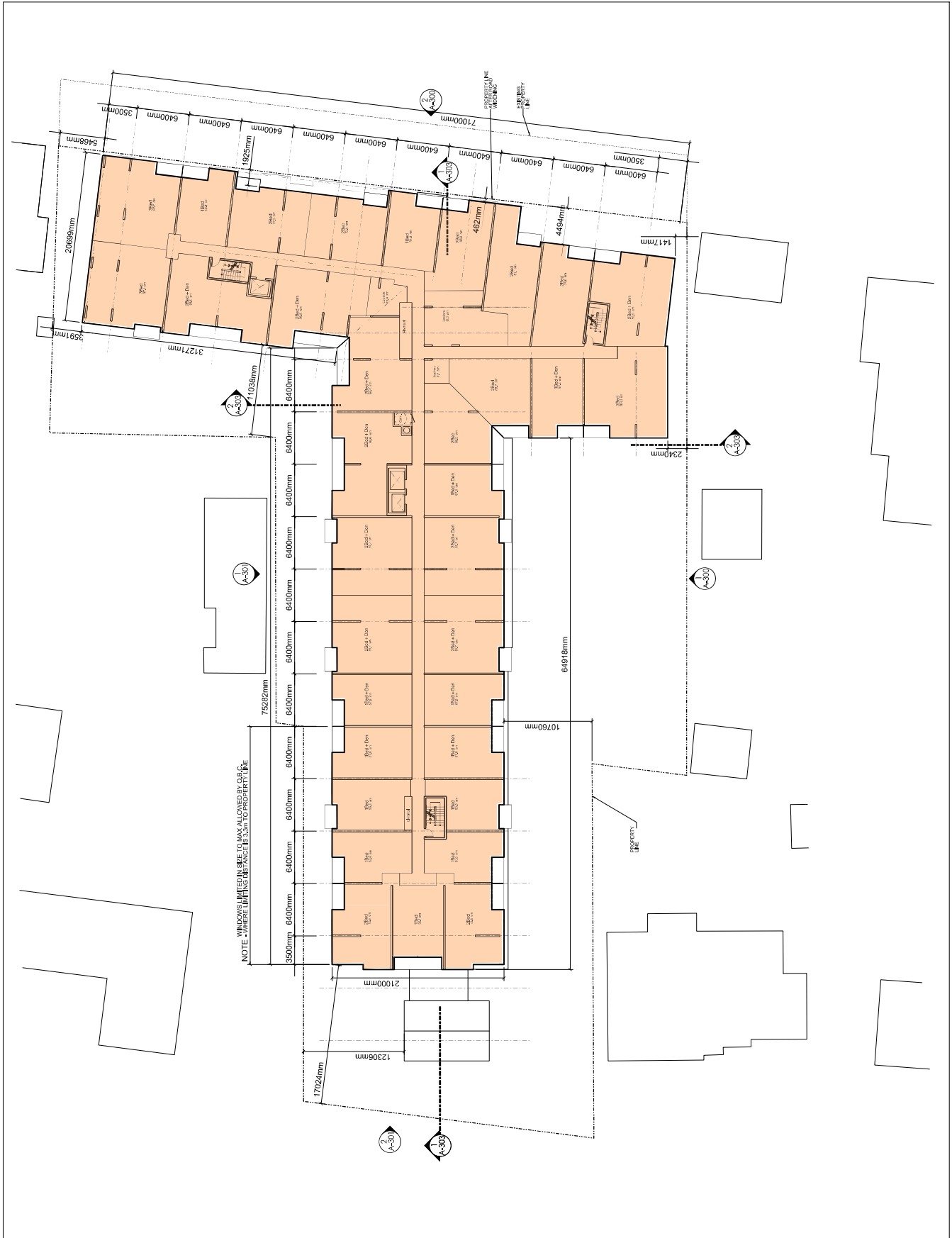
**NOBLETON
Condominium**

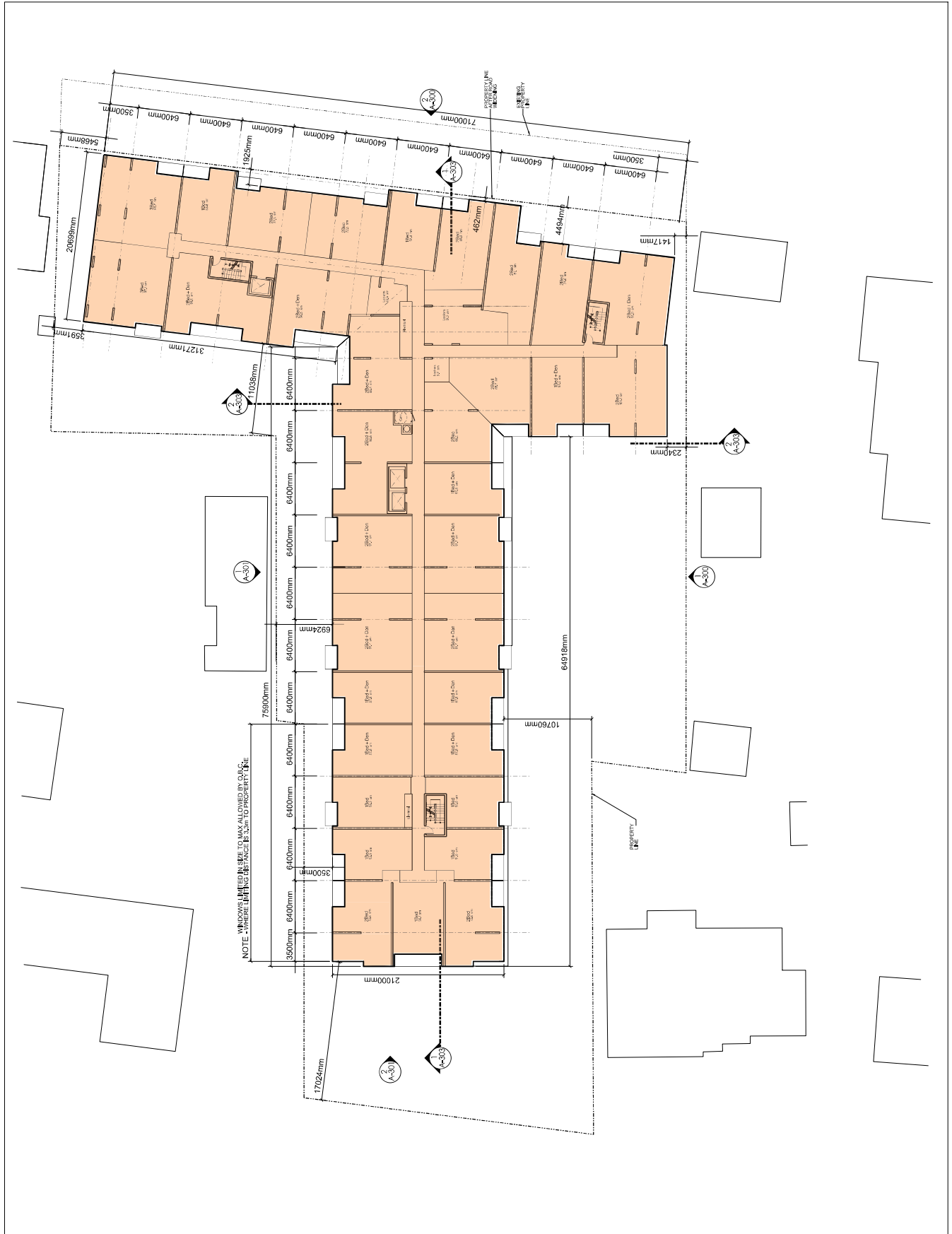
THIRD FLOOR PLAN

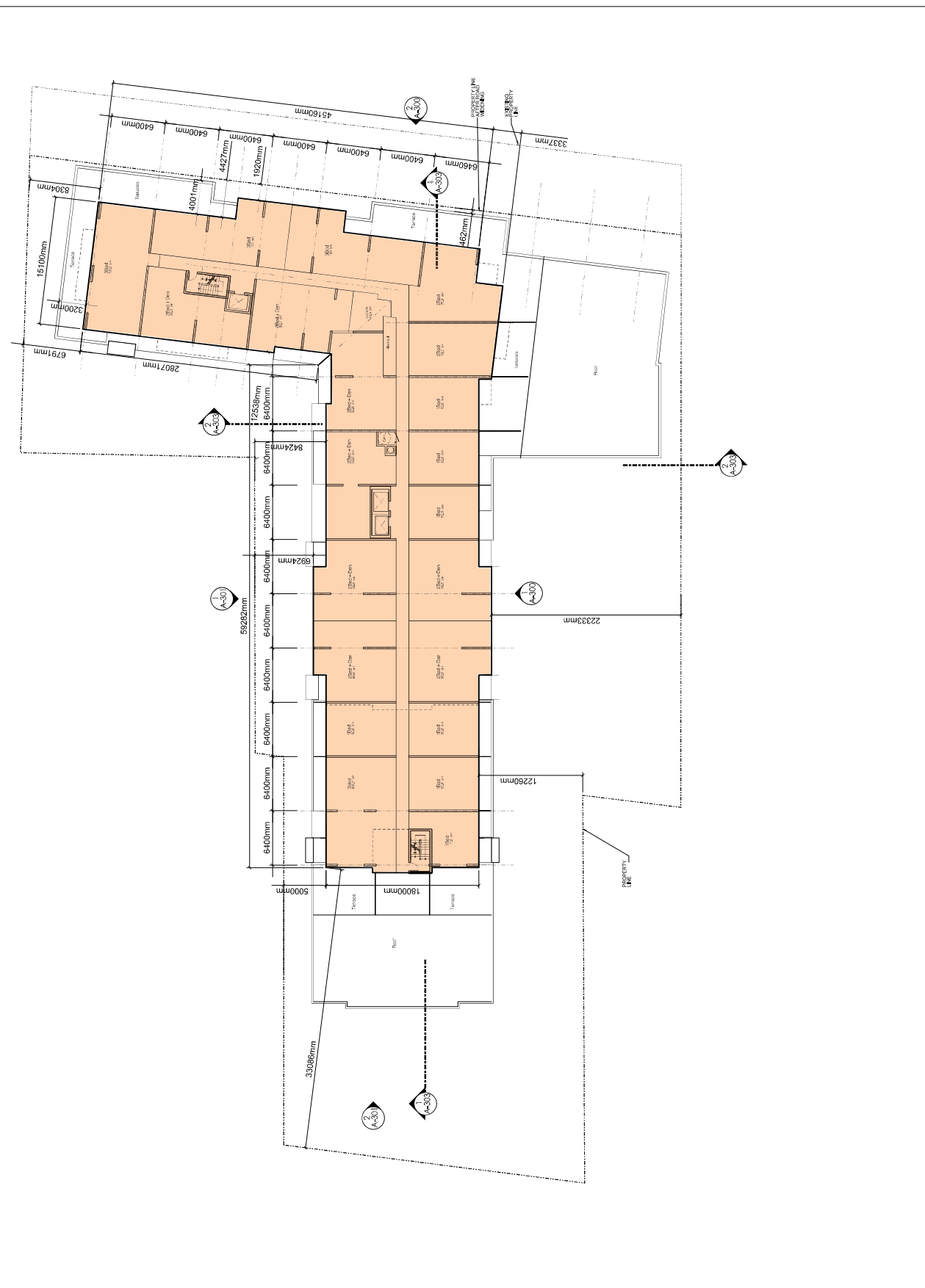
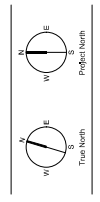
date: November 20, 2021 project no: 20104
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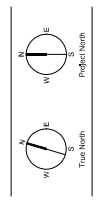




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THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS
AND CONDITIONS OF THE EXISTING STRUCTURE PRIOR TO
THE REPORT. DO NOT SCALE THE DRAWINGS.

TABLE 1: REVISIONS

01	ISSUED FOR REZONING	MAR. 2022
02	RE-ISSUED FOR REZONING	MAY 2022
03	RE-ISSUED FOR REZONING	MAY 2022
04	RE-ISSUED FOR REZONING	MAY 2024
05	RE-ISSUED FOR REZONING	MAY 2024



12556 Robinson Ave, Vaughan
Ontario, Canada

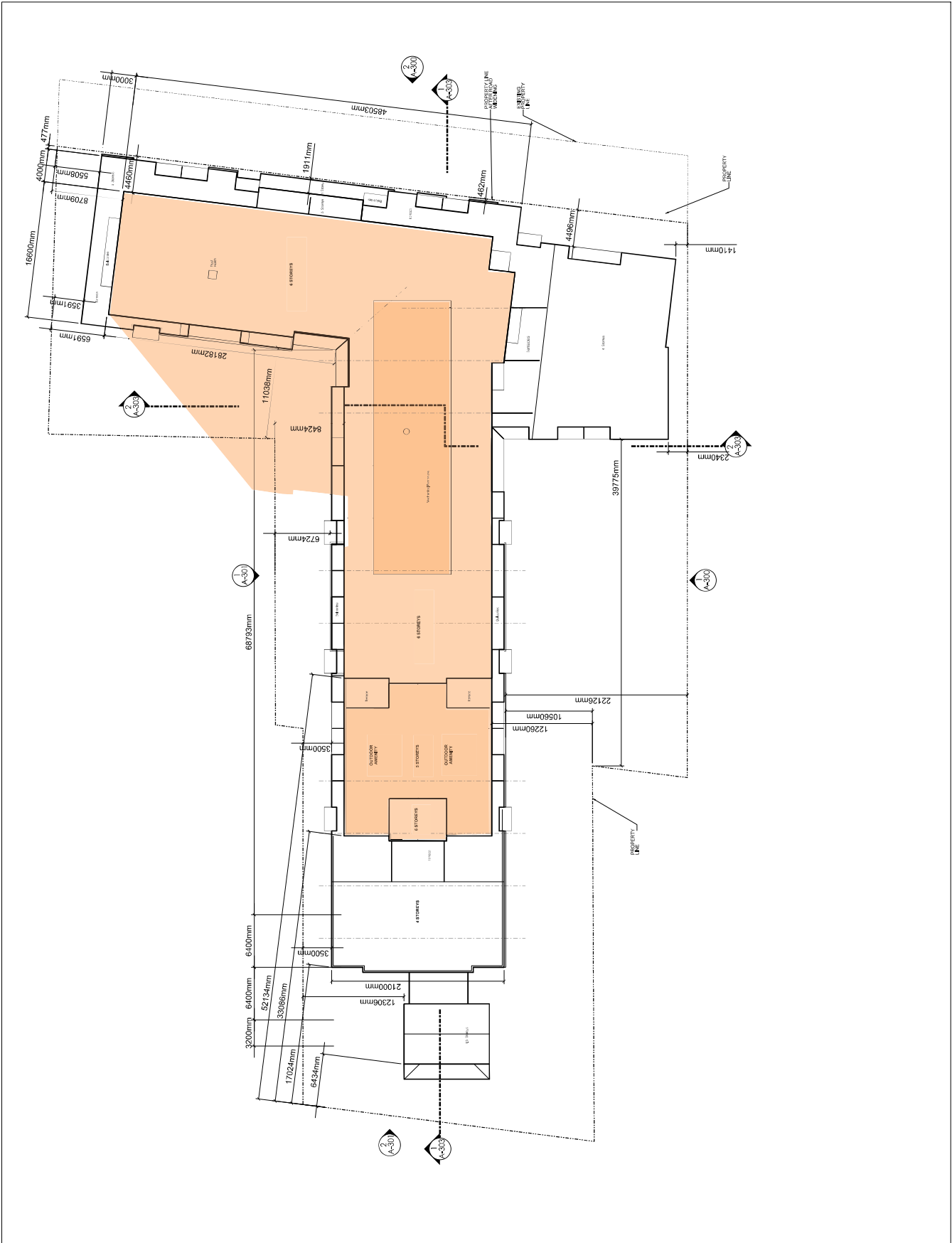
**NOBLETON
CONDOMINIUM**

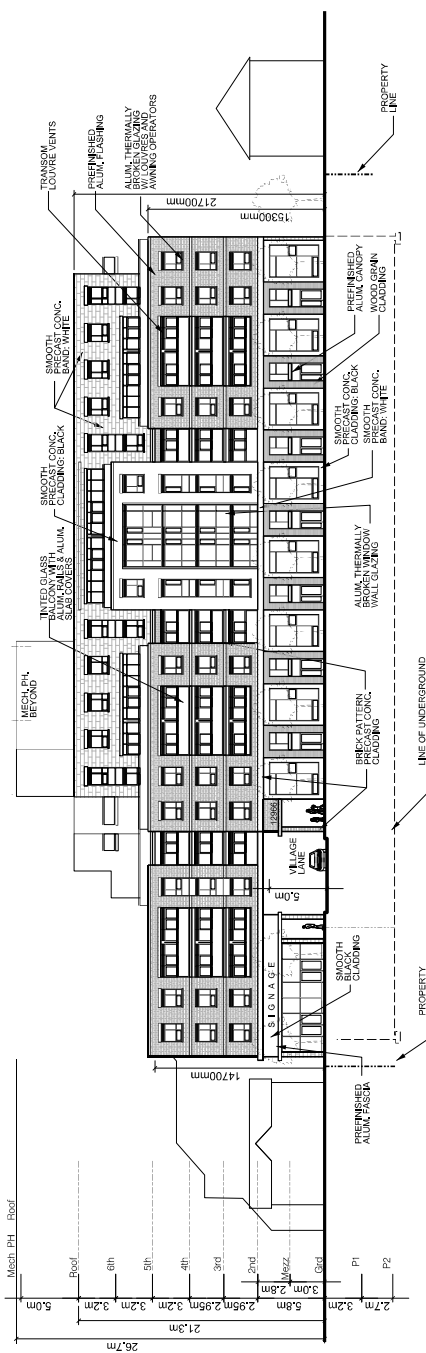
ROOF PLAN

date: November 26, 2021 project no.: 20104
scale: 1:200 drawn by: JB

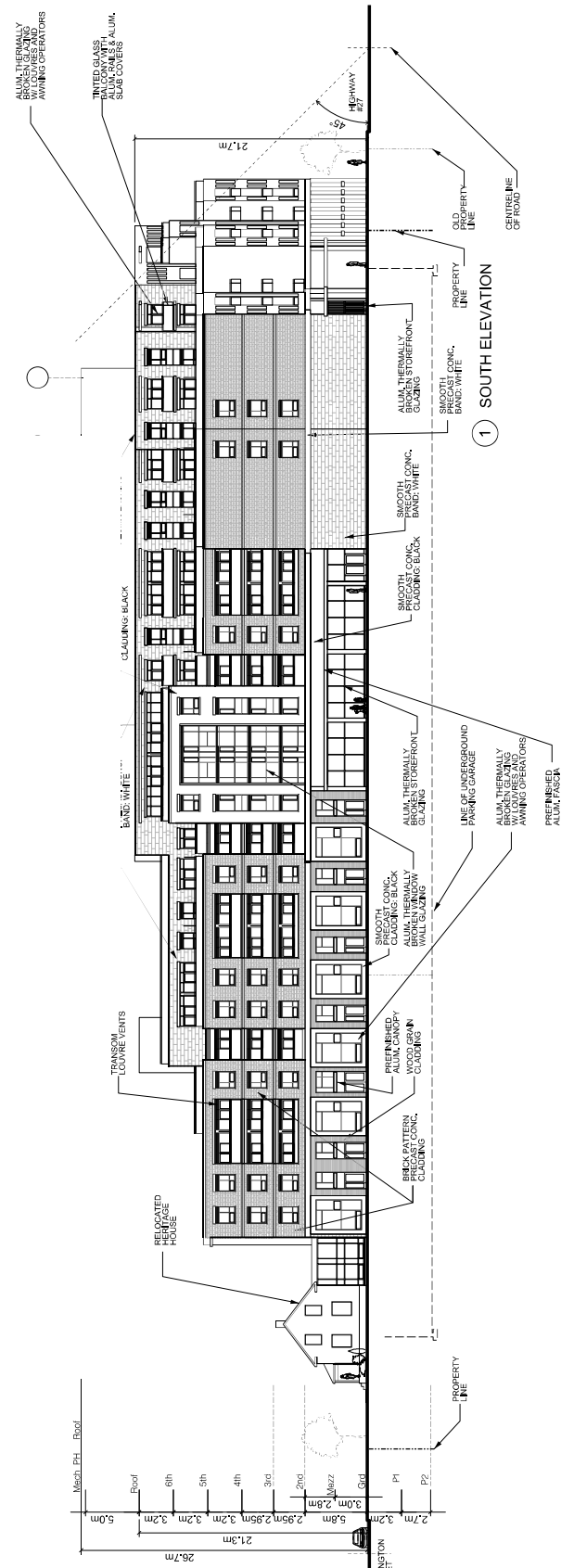
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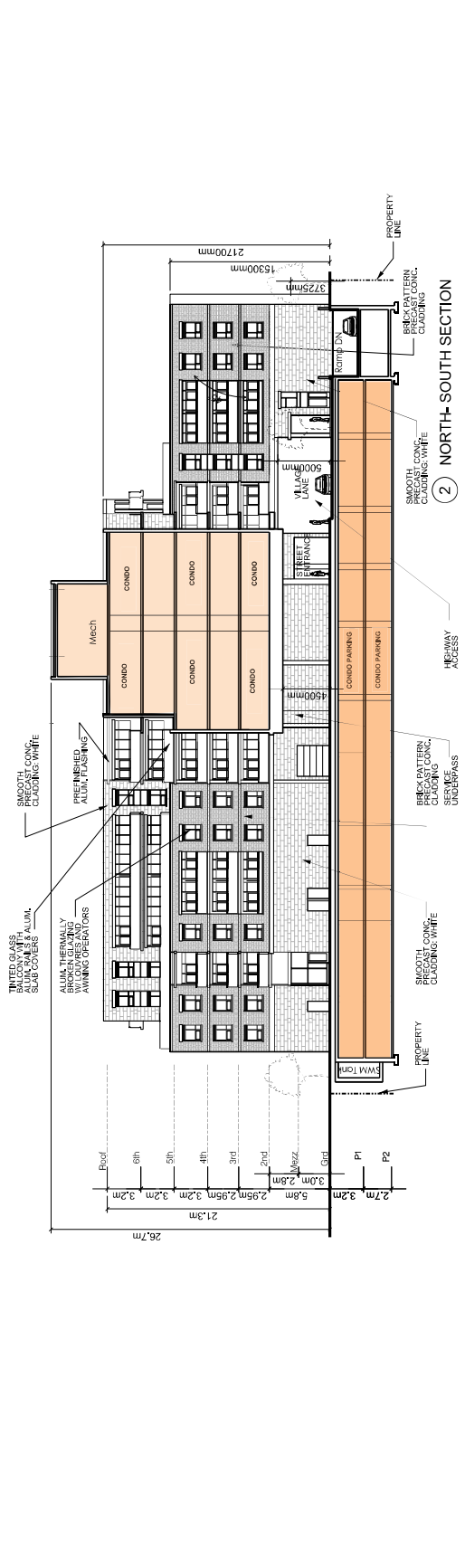




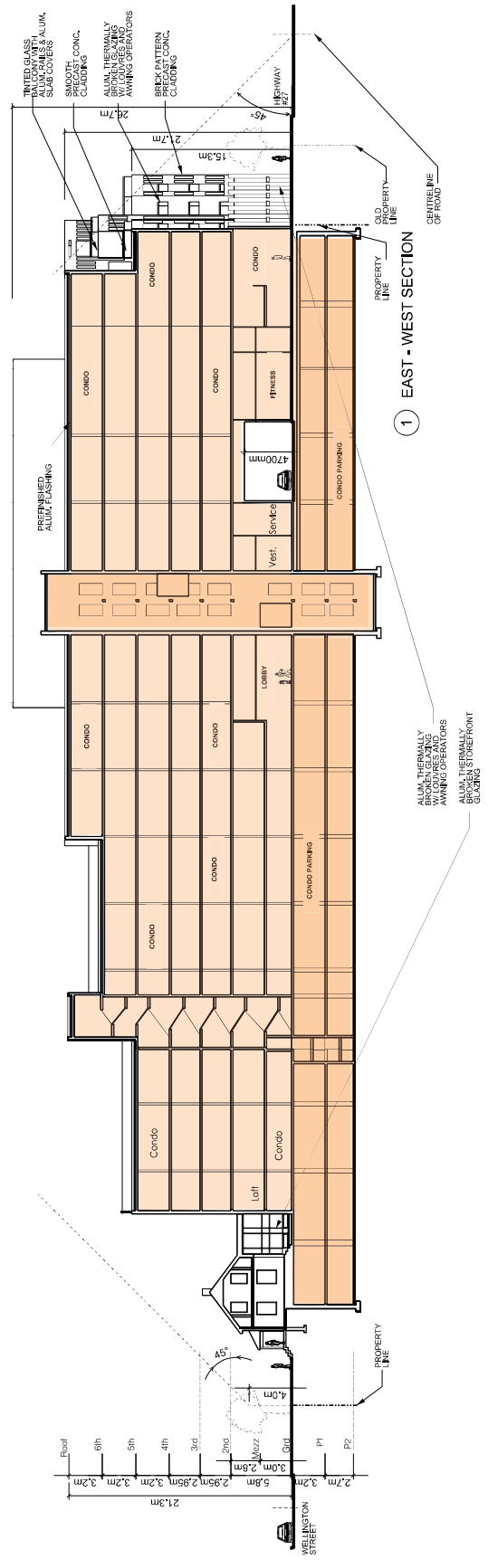
2 EAST ELEVATION



1 SOUTH ELEVATION



2 NORTH-SOUTH SECTION



1 EAST-WEST SECTION



THE CORPORATION OF THE TOWNSHIP OF KING
Report to HERITAGE ADVISORY COMMITTEE

Heritage Impact Assessment Review for 12958 Highway 27
Zoning By-law Amendment Application, File No. Z-2022-07
Part Lot 5, Concession 9
Plan 420, Lot 27
12978, 12972, 12966, 12958 Highway 27 & 15 Wellington Street, Nobleton
Owners: Crisadan Holdings Inc.
Kingvit Estates Inc.
Agent: Humphries Planning Group Inc.

RECOMMENDATION(S):

Heritage Planning Staff respectfully submits the following recommendation(s) to the Heritage Advisory Committee:

1. That the following recommendations as prepared by Steven Burgess Architects (SBA) be recommended and forwarded to the Planning Division for inclusion as conditions of approval to be satisfied as part of the of Site Plan Approval Application:
 - A Stabilization Plan prior the relocation of the house and undertaken by a Heritage Structure Engineer and a member of the Canadian Association of Heritage Professionals.
 - A Moving Plan undertaken by or with input from a heritage house mover.
 - A Conservation Plan undertaken by a member of the Canadian Association of Heritage Professionals in order to ensure the continued stewardship of the heritage house.

REPORT HIGHLIGHTS:

- Zoning By-law Amendment and Site Plan applications were submitted in 2022 for the lands at 12978, 12972, 12966 and 12958 Highway 27 and 15 Wellington Street. The property at 12958 Highway 27 is “Listed” on the Township’s Heritage Register.
- The property is proposed to be retained and relocated to another area of the property as part of the redevelopment project.
- A Heritage Impact Assessment was submitted to evaluate the cultural heritage value or interest of the property. The evaluation and assessment concluded that the building does not meet the minimum criteria for heritage designation.
- The property was not found to meet the minimum criteria established by O.Reg 9/06as amended by O.Reg 569/21 for heritage designation. Only one criteria was found to be met through the research and evaluation conducted whereas a minimum of two criteria is required to be met. Therefore, the building does not merit designation.
- Staff recommend that the recommendations as made in the HIA be included in the conditions of approval for Site Plan Approval.

PURPOSE:

The purpose of this Report is to update and inform the Heritage Advisory Committee on the development occurring on the properties of Z-2022-07 (12978, 12972, 12966 & 12958 Hwy 27 & 15 Wellington Street). The property at 12958 Highway 27 is "Listed" on the Township's Heritage Register.

BACKGROUND:

SITE

The subject Application concerns a total of five (5) properties located on the west side of Highway 27, approximately 30 metres south of King Road in the Village of Nobleton. Four properties front onto Highway 27 and one property fronts onto Wellington Street. Together, the development site measures 0.59 hectares with approximately 77 metres of frontage on Highway 27 and 35 metres of frontage on Wellington Street. The subject lots on Highway 27 consist of a mix of commercial businesses, dwellings and accessory structures while the lot on Wellington Street supports a single detached dwelling.

2022

A public meeting for the applications were held on December 5, 2022 and was proposing to develop the subject site to provide for a new 6-storey mixed use building containing 169 residential units and 805 square metres of ground floor commercial space, resulting in a floor space index of 2.51. The Application also provides for the heritage structure at 12958 Highway 27 to be retained and integrated into the redevelopment for retail use, while all other existing structures are planned to be demolished. Two full-move driveways are planned, one from Highway 27 and one from Wellington Street. Development details included:

- Density of 286 units per net hectare;
- Total of 257 Parking Spaces (244 spaces in 2 underground levels, 13 at grade);
- Total of 212 Residential Parking Spaces and 45 Commercial Parking Spaces;
- Lot Coverage of 53 percent;
- Soft Landscaping Area of 15% percent.

2024

Since the public meeting of 2022, the development has now been revised to propose a 6 storey mixed use building with a reorientation of the main building layout, reduction of residential units and parking and commercial space. A further detailed list of changes to the proposal is reflective in the cover letter as provided.

The revised plans continue to show the retention of the existing building in the new development, but relocated to the rear of the property and fronting Wellington Street instead of Highway 27. The relocation of the existing building is proposed for indoor amenity uses for the rest of the residential development.

Provincial Policy

The Provincial Policy Statement (PPS) 2020 states that built heritage resources and cultural heritage landscapes shall be conserved where they have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Official Plan

King's Official Plan (OP) identifies the need to recognize and protect the Township's heritage resources as being important to help with the enrichment and understanding of the community's historical traditions and understanding of the past. Continued protection, conservation and adaptive re-use of the Township's cultural heritage resources will meet the objectives and policies of the Official Plan.

Ontario Heritage Act (OHA)

Under the OHA municipalities are responsible for identifying, evaluating, and conserving heritage properties. Section 27 of the OHA states that "no owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality at least 60 days notice in writing of the owner's intention to undertake the above aforementioned". The current development application does not propose the demolition of the building on the property, but the relocation of the building to the rear of the development. A Heritage Impact Assessment has been requested to determine if there would be any adverse impacts as a result of the relocation and to provide more information by way of research completed for the building.

ANALYSIS:

A comprehensive Heritage Impact Assessment for the property was prepared by SBA and submitted to Staff for review. The purpose of the HIA was to evaluate the cultural heritage value or interest of the property. While the existing building is not proposed to be demolished, it is proposed to be relocated and prior to this taking place, Staff requested further information regarding the property had any contextual value that may be impacted as a result of the move. The HIA provides a history of the property, architectural description, and a survey of the surrounding area. An evaluation of the above was undertaken to reach a conclusion on whether the property contained potential cultural heritage interest worthy of heritage protection.

As per the HIA Report, the property was not found to meet the minimum criteria as established by O.Reg 9/06as amended by O.Reg 569/21 for heritage designation. Only one criteria was found to be met through the research and evaluation conducted. Therefore, the building does not merit designation.

However, as per the latest drawings and plans, the applicant is seeking to retain, relocate and incorporate the existing building into the development project. The building is proposed to be relocated to front onto Wellington Street instead of Highway 27 and be used as future amenity space.

Prior to the relocation of the building to the rear for adaptive re-use, the condition of the building should be accessed and repaired and stabilized before it is lifted for relocation and incorporated into the new development

A Structural Engineer, who is a member of the Canadian Association of Heritage Professional should also be retained and engaged to review and provide guidance on the next steps to safely prepare the building for relocation.

A Moving Plan as prepared and undertaken from a heritage house mover should be engaged and provided to Staff for review.

Once the relocation is completed, a Conservation Plan should be prepared by a heritage professional, who is a member of who is a member of the Canadian Association of Heritage Professional and in accordance with the Township's Conservation Plan Terms of Reference. The Conservation Plan will assess the building for repairs and restoration opportunities to ensure long term maintenance of the building.

Staff are supportive of this approach and recommend that the HAC recommend to Staff to incorporate the recommendations as made in the HIA by SBA as a condition of approval to be satisfied:

That the heritage building be retained and conserved for incorporated into the new development project for adaptive re-use, which shall require the following documents and plans to be submitted:

- A Stabilization Plan prior the relocation of the house and undertaken by a Heritage Structure Engineer and a member of the Canadian Association of Heritage Professionals.
- A Moving Plan undertaken by or with input from a heritage house mover.
- A Conservation Plan undertaken by a member of the Canadian Association of Heritage Professionals in order to ensure the continued stewardship of the heritage house.

FINANCIAL CONSIDERATIONS:

There are no financial considerations at this time. Securities shall be considered and collected for the relocation, continued stabilization and conservation works anticipated and needed for the existing building on the property.

CONCLUSION

The property at 12958 Highway 27 was evaluated and not found to meet the minimum criteria for heritage designation. However, the existing building is proposed to be retained, relocated and incorporated into the rest of the new development on the property. Staff is supportive of this approach and makes the recommendation to the HAC that conditions of approval to allow for its continued adaptive re-use on the property be incorporated into any future site plan agreements between the Owner and the Township.

Prepared By:

Colin Pang

Planner II/Heritage Coordinator



TOWNSHIP MUNICIPAL CENTRE
2585 King Rd., King City, ON L7B 1A1

HERITAGE ADVISORY COMMITTEE AGENDA
Thursday, July 4th, 2024 - 6:00 PM
Hybrid

At this time, Committee meetings are being held hybrid.

The following members were present at this meeting:

Committee Members:

Augusto Nalli, Chair
Todd Coles, Vice Chair
Councillor Mary Asselstine
Anna Manna Santarosa
Peter Latoszek
Michelle Hubert
Catherine Flear

Staff

Colin Pang, Planner II/Heritage Coordinator

Members of the Public

Councillor Debbie Schaefer
Humphries Planning c/o Rosemarie Humphries

1. INTRODUCTION OF ADDENDUM ITEMS

There were no additional items added to the agenda of July 4th, 2024.

2. APPROVAL OF AGENDA

A motion was made by M. Hubert and seconded by M. Asselstine to approve the agenda of the July 4th, 2024 meeting.

All members were in favour of the motion.

3. DECLARATIONS OF PECUNIARY INTEREST

There were no declarations of pecuniary interest by members at the July 4th, 2024 meeting.

4. CHAIR'S COMMENTS

The Chair welcomed the HAC members in attendance for the July 4th 2024 meeting.

5. AGENDA ITEMS

-

5.1 Review of 12958 Highway 27 - Zoning By-law Amendment Application - Z-2022-07

R. Humphries from Humphries Planning, was in attendance as the agent for the owner of the lands, to make a presentation and an update on the application for Zoning By-law Amendment Application File# Z-2022-07. The property is currently "Listed" on the Heritage Register.

The HAC reviewed the HIA and Staff's report prepared for the application.

The HAC asked how close the relocated heritage building would be to the other houses along Wellington Street.

R. Humphries indicated that the relocated heritage house will be in the same general area as where the existing dwelling is. The existing house will be demolished and replaced with the relocated heritage building.

The HAC indicated that it would be desirable if the heritage building were to stand out from the rest of the development, as it may be overpowered by the new development at the rear.

R. Humphries indicated that the new development which is attached to the heritage building is proposed to be 4 storeys. The elevations may not show this very clearly

The HAC indicated support for the retention of the existing heritage building.

The HAC inquired if the wood trim on the exterior of the building, gingerbread trim and other elements of the heritage building as it exists presently would be retained, restored, repaired and conserved the relocated heritage building.

R. Humphries informed the HAC that it is the intention of the application to retain, restore, repair and conserve the relocated heritage building.

The HAC inquired if areas of deterioration would be fixed as part of the development proposal for the heritage building.

R. Humphries informed the HAC that the areas of deterioration would need to be fixed for the building to be successfully incorporated into the development.

The HAC inquired if there would be access to the building from the front door once relocated (i.e. door facing Wellington Street).

R. Humphries informed the HAC that the door may be a functional access point but will have to verify as details have not been finalized. The intention of the heritage building is for it to be used by the condo as an amenity area for the future residents.

The HAC indicated that moving and repurposing the building to make it usable is a good example of adaptive re-use.

The HAC inquired if there was a way to integrate it with the rest of the community such as a commercial use (i.e. Coffee space) and giving back to the neighbourhood instead of purely using it internally.

R. Humphries indicated that the original proposal was to keep the building at the original location facing the Highway 27 frontage. Commercial uses have never been considered for the heritage building. The proposed driveway access and building is designed to support commercial use at the front. There were also resident concerns expressed at the public meeting with commercial uses proposed, so the current proposal shows reduced commercial uses and reduced infiltration into existing residential areas.

The HAC discussed and noted that thought should be given to what kind of brick and materials will be used for the new development so that it will have good contrast between the new and the old building. The HAC indicated that it

would be ideal to put a spotlight on the older building to allow it to stand out from the rest of the development.

The HAC noted that the three different studies and plans were identified to be in the HIA:

- 1) A Stabilization Plan prior the relocation of the house and undertaken by a Heritage Structure Engineer and a member of the Canadian Association of Heritage Professionals.
- 2) A Moving Plan undertaken by a mover with heritage experience
- 3) A Conservation Plan undertaken by a member of the Canadian Association of Heritage Professionals in order to ensure the continued stewardship of the heritage house.

As such, Staff indicate to the HAC that the following was recommended:

- The requirement to provide the studies and plans be included as an item to be satisfied in the Holding Provision in the Zoning By-law to be addressed prior to the Lifting of the Hold on the lands.
- The inclusion of conditions in the site plan agreement for the collection of securities associated with the stabilization, implementation, relocation and conservation works for the heritage building;

The HAC discussed and also made note for the need for protection measures to be implemented (i.e. maintenance) and asked Staff to discuss with the applicant about ways to ensure that the building is maintained while awaiting commencement of the development on the lands. The applicant should enter into an agreement with the Township to ensure that the building will be maintained throughout the course of the development application to ensure it will survive and be in a good condition leading up to the eventual relocation of the building.

A motion to support the relocation of the heritage building fronting onto Wellington Street subject to the completion and implementation of the three items as recommended in Section 8 of the Heritage Impact Assessment prepared by SBA Consultants was made by M. Asselstine and seconded by C. Flear.

All members were in favour of the motion.

5.2 Review of Nominations for Heritage Award 2024

The HAC reviewed the nominations received for the heritage award. The HAC discussed and evaluated each property based on a series of heritage criteria established and scored the properties to select a winner. A property was selected for the heritage award.

The HAC will contact the award recipient and arrange for the artist to visit the property for further action.

6. ADOPTION OF MINUTES

-

6.1 Heritage Advisory Committee Minutes

June 6th, 2024 Heritage Minutes

A motion was made by C. Flear and seconded by T. Coles to approve the minutes of June 6th, 2024.

All members were in favour of the motion.

7. CORRESPONDENCE/INFORMATION ITEMS

7.1 Correspondence received for information

No correspondence was received for the July 4th, 2024.

8. NEW BUSINESS

8.1 **66 Main Street – Update**

Staff informed the HAC of the site visit with the Developer and the Developer's heritage consultant, ERA Architects on July 4th, 2024.

The Developer was made aware of the need to stabilize and clean up the area surrounding the heritage dwelling. ERA Architects provided recommendations as per the Stabilization Plan which has been approved by Staff.

Heritage Conference 2024

The HAC discussed about the HAC Conference 2024 and the educational sessions and site tours that took place in Gravenhurst, Ontario.

Recruitment for Missing Member

Staff informed the HAC that recruitment paused and will be reignited. Staff will follow up with the HAC on the updates.

Departure and HAC's Next Steps

C. Pang informed the HAC that he has resigned from the Township of King as the Planner II/Heritage Coordinator position to pursue other opportunities.

The Manager of Planning and Development will reach out to the HAC to advise of next steps.

ArcGIS Story Maps – work on it and let the future person deal with it.

Staff shared with the HAC of the new GIS software in the works.

9. NEXT MEETING

9.1 Thursday, September 5th, 2024

10. MOTION TO ADJOURN MEETING

A Motion to adjourn the meeting of July 4th, 2024 at 8:30 pm by M. Hubert and seconded by M. Asselstine was made.

All members were in favour of the motion.



THE CORPORATION OF THE TOWNSHIP OF KING
BY-LAW NUMBER – 2024-069

A BY-LAW TO AMEND ZONING BY-LAW NUMBER
2016-71, AS AMENDED

WHEREAS Zoning By-law Number 2016-71, being a By-law to regulate the use of land and the character, location and use of buildings and structures in the Nobleton Urban Area, within the Township of King, adopted on the 11th day of July, 2016;

AND WHEREAS it is deemed necessary to further amend By-law Number 2016-71, as amended, where such amendment conforms to the Official Plan of the Township of King (“Our King”) (2019);

AND WHEREAS authority is granted pursuant to Sections 34 and 36 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to the Council of the Corporation of the Township of King to exercise such powers;

NOW THEREFORE the Council of the Corporation of the Township of King **HEREBY ENACTS AS FOLLOWS:**

1. **THAT** the lands subject to this By-law consist of lands legally described as Part of the North Half of Lot 5, Concession 9 (as in A45937A); Part of the North Half of Lot 5, Concession 9 (as in R684976); Part of North Half of Lot 5, Concession 9 (as in R435216 together with R435216); Part of North Half of Lot 5, Concession 9 (as in R700127); and, Lot 27, Plan 420; Part of North Half of Lot 5, Concession 9 (as in A63493A), Township of King, Regional Municipality of York and municipally known as 12958, 12966, 12972, 12978 Highway 27 and 15 Wellington Street, Village of Nobleton, Township of King, Regional Municipality of York, and more particularly, as shown on Schedule “1” attached hereto, and that Schedule “1” forms part of this By-law.
2. **THAT** Schedule “A” of By-law Number 2016-71, as amended, is hereby further amended by changing the zone symbol on the lands from Residential Single Detached “A” (‘R1A’) Zone and Core Area (‘CA’) Zone to Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)) Zone for those lands shown in hatching on Schedule “1” attached hereto.
3. **THAT** Section 7.5.1 (CA Zone Exceptions) of By-law Number 2016-71, as amended be further amended by adding the following subsection:

“7.5.1.12 Exception Re: 12958, 12966, 12972, 12978 Highway 27 and 15 Wellington Street, Village of Nobleton, Township of King:

1. Notwithstanding the permitted uses identified under Section 7.2 (Table 7.2 – Uses Permitted in the Commercial Zones), in addition to apartment dwelling units, uses permitted only on the ground floor of the proposed mixed-use building, pursuant to this By-law shall be limited to:
 - i) Art gallery;
Clinic;
Convenience Retail Store;

Day Spa;
 Financial Establishment;
 Office;
 Personal Service Shop;
 Retail Store;
 Studio.

2. Notwithstanding the provisions of Section 6.3 (Table 6.3(a)), Section 7.2 (Table 7.2 – Special Provision No. 1), Section 7.3 (Table 7.3), Section 4.1 (Table 4.1), Section 3.41 (Table 3.41.1), Section 3.26 (b)(i), the lands delineated as “Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)) Zone” and as shown in hatching on Schedule ‘1’ to this By-law may be used in accordance with the following provisions:
 - i) For the purpose of this By-law, the lands shown in hatching on Schedule “1” attached hereto shall be deemed to be one lot;
 - ii) That the minimum required interior side (south) yard setback shall be 1.4 metres;
 - iii) That the minimum required interior side (north) yard setback shall be 3.3 metres;
 - iv) That the minimum front yard setback (east) shall be 0.0 metres;
 - v) That the minimum required rear yard setback shall be 4.6 metres;
 - vi) That the minimum permitted building height shall be 4.7 metres;
 - vii) That the maximum permitted building height shall be 21.30 metres (to the roof top); 21.70 metres (to the top of the parapet); 26.70 metres (to the top of mechanical penthouse).
 - (viii) For the purpose of this By-law, the mechanical penthouse level does not constitute as a storey.
 - (ix) That the maximum permitted residential density shall be 270.5 units per net hectare of the total landholding.
 - (x) That the maximum permitted floor space index shall be 2.3 times the gross lot area of the total landholding.
 - (xi) That the maximum permitted floor space index shall be 2.55 times the net lot area of the total landholding.
 - (xii) For the purposes of this by-law ‘gross lot area’ is to mean the total lot area, inclusive of any road widening area.

3. Notwithstanding Section 3.41 (Yard and Setback Encroachments Permitted) of Zoning By-law 2016-71, the following shall apply:
 - i) 0.0 metres for architectural elements, risers, canopies and planters, in the front yard.

4. Notwithstanding Section 7.2 (Table 7.2 – Uses Permitted in the Commercial Zones) of Zoning By-law 2016-71 to the contrary, apartment dwelling units shall be permitted on the first storey (ground floor) of a building as part of a mixed-use building. Commercial uses shall be permitted on the first storey (ground floor) of the proposed building facing Highway 27, south of the proposed driveway.
 - i) Notwithstanding Section 4.1 (Table 4.1 – Parking Space Requirements) of Zoning By-law 2016-71 to the contrary, commercial parking for permitted uses shall be provided at a rate of one (1) parking space per 11.79 m² of gross commercial floor area.
 - ii) A minimum planting strip width of 2.2 metres shall be maintained along the interior side (south) lot line abutting the property to the south of the subject lands.

4. **THAT** the following Holding (H) Provisions shall apply as follows to the H lands, subject to this By-law shown on Schedule ‘1’, attached to this by-law:

- a) Notwithstanding any other provisions of this By-law, where a Holding Symbol denoted as an "H" is shown as a suffix to the Core Area Exception Section 7.5.1.12 Holding ('CA-12('H')) Zone, no person shall use any land, erect or alter or use any building(s) or structure(s) for any purpose other than legally existing use(s), building(s), or structure(s) until such time as the Holding Symbol is removed by an amendment to this By-law passed pursuant to Section 36 of the Planning Act, as amended.
- b) Council for the Municipality may amend this By-law to remove the Holding Symbol (H) to permit the development of these lands in accordance with the provisions of this By-law and Section 36 of the Planning Act, as amended, at such time:
- i. That a Stabilization Plan, Moving Plan and Conservation Plan, as identified as 'additional required studies' to Section 8 of the Heritage Impact Assessment, as prepared by Stevens Burgess Architects Ltd. and dated June 13, 2024, be completed in accordance with the recommendations of the HIA and the Heritage Advisory Committee on July 4, 2024 and that conditions of Site Plan Approval contained within an executed Site Plan Agreement include the calculation and collection of securities associated with the stabilization, implementation, relocation and conservation works for the heritage building, and as required or at the sole and absolute discretion of the Township of King's Director of Growth Management Services;
 - ii. That a Memo of Understanding and/or Agreement be executed between the owner/applicant/developer and the Township of King that ensures the ongoing heritage protection and maintenance of the heritage dwelling to a good condition standard to accommodate the relocation and adaptive re-use of the existing dwelling as part of the development, as proposed, and as required or at the sole and absolute discretion of the Township of King's Director of Growth Management Services;
 - iii. A Site Plan has been approved by the Municipality and a Site Plan Development Agreement respecting the development of the use of the lands has been executed between the owner and encumbrancer(s), if any, of the lands and the Municipality;
 - iv. That adequate downstream sanitary capacity and adequate municipal water capacity is available as confirmed by the Township's wastewater and water modelling consultant, and that allocation of servicing capacity to the proposed development is confirmed by Council.

5. THAT this By-law shall come into force and effect on the day it was passed by the Council of the Township of King where no notice of appeal has been filed with the Township Clerk in accordance with the requirements and within the time prescribed under Sections 34 and 36 of the Planning Act.

READ a FIRST and SECOND time this 23rd day of September, 2024.

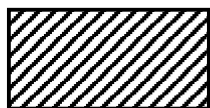
READ a THIRD time and **FINALLY PASSED** this 23rd day of September, 2024.

Steve Pellegrini, Mayor

Denny Timm, Township Clerk

SCHEDULE "1" TO BY-LAW 2024-069

PART OF THE NORTH HALF OF LOT 5, CONCESSION 9 (AS IN A45937A) (12958 HIGHWAY 27); PART OF THE NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R684976) (12966 HIGHWAY 27); PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R435216 TOGETHER WITH R435216) (12972 HIGHWAY 27); PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R700127) (12978 HIGHWAY 27); AND, LOT 27, PLAN 420; PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN A63493A) (15 WELLINGTON STREET) TOWNSHIP OF KING, REGIONAL MUNICIPALITY OF YORK



“Residential Single Detached “A” (‘R1A’) Zone and Core Area (‘CA’) Zone TO Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)’ Zone”

PASSED ON THIS 23RD DAY OF SEPTEMBER, 2024

Steve Pellegrini
Mayor

Denny Timm
Township Clerk

Amending Zoning By-law 2024-069 – Summary & Analysis

Applicable Zone Provisions of Core Area ('CA') Zone (Section 7.3 – Table 7.3 of Zoning By-law 2016-71) and Residential – Single Detached 'A' ('R1A') Zone (Section 6.3 – Table 6.3 of Zoning By-law 2016-71)	Required	Proposed by Site-Specific Core Area Exception ('CA-12') Zone	Amendment Required (Y/N)
Minimum Lot Area	700.0 m ² ('CA' Zone)	5,914.50 m ² (net lot area)	N
	As legally existing ('R1A' Zone)		N
Minimum Lot Frontage	18.0 metres ('CA' Zone)	77.35 metres	N
	18.0 metres		N
Minimum Front Yard	2.0 metres ('CA' Zone)	0.0 metres	Y
	7.5 metres ('R1A' Zone)		N
Maximum Front Yard	4.5 metres ('CA' Zone)	4.5 metres	N
	N/A ('R1A' Zone)	N/A	N
Minimum Rear Yard	7.5 metres ('CA' Zone)	4.6 metres	Y
	7.5 metres ('R1A' Zone)		Y
Minimum Side Yard on one side (north) ('CA' Zone)	4.5 metres ('CA' Zone)	3.3 metres	Y
Minimum Interior Side Yard ('R1A' Zone) (north)	Where building height is less than or equal to 6.0 metres: 2.0 metres; Where		Y

	the building height is greater than 6.0 metres: 3.6 metres ('R1A' Zone)		
Minimum Interior Side Yard on the other side (south) ('CA' Zone)	1.0 metres ('CA' Zone)	1.4 metres	Y
Minimum Interior Side Yard ('R1A' Zone) (south)	Where building height is less than or equal to 6.0 metres: 2.0 metres ('R1A' Zone); Where the building height is greater than 6.0 metres: 3.6 metres ('R1A' Zone)	N/A	N
Minimum Exterior Side Yard ('R1A' Zone)	N/A	N/A	N
Maximum Lot Coverage	70% ('CA' Zone)	53% (based on net lot area of 3,152.60 m ²)	N
	30% ('R1A' Zone)		Y
Minimum Height	7.5 metres ('CA' Zone)	4.7 metres	Y
	N/A ('R1A' Zone)		N
Maximum Height	11.0 metres ('CA' Zone)	26.7 metres (including mechanical penthouse)	Y
	9.0 metres ('R1A' Zone)		Y
Additional Zoning Relief Needed			

Minimum Required Commercial Parking (Section 4.1)	12 parking spaces	17 parking spaces (1 parking space/11.79 m ² of gross commercial floor area)	Y
Minimum Planting Strip (Section 3.26)	3.0 metres	2.20 metres (where abutting property to south (19 Wellington Street))	Y
Permitted Yard and Setback Encroachments (Section 3.41)	0.6 metres into any yard for architectural elements, including sills, belt, courses, cornices, gutters, chimneys, pilasters, eaves, parapets, canopies or fireplaces.	0.0 metres for architectural elements, risers, canopies and planters in the front yard	Y
Maximum Density	N/A	270.5 units per hectare	Y
Maximum Floor Space Index	N/A	2.30 (area of gross landholdings) 2.55 (area of net landholdings)	Y
Special Provisions (Core Area ('CA') Zone)	Apartment dwelling units in the Core Area ('CA') Zone shall only be permitted above the first storey of a building as part of a mixed-use building	Apartment dwelling units proposed on ground floor of proposed mixed-use building within the Core Area Exception Holding ('CA-12('H')) Zone	Y

A Planning Analysis detailing a review of the principal proposed amendments is included below:

Increase to Maximum Permitted Building Height

The proposed amendment to the zoning by-law with respect to maximum permitted building height implements the applicable policies of the Township of King Official Plan as it relates to the development of a mixed-use building within the 'Village Core' designation with a maximum height of six (6) storeys.

Increase to Minimum Permitted Building Height

The proposed reduction in the minimum required building height from 7.5 metres to 4.7 metres is to recognize the existing height of the heritage building proposed for relocation to the rear of the property. The applicant has proposed the adaptive re-use of the heritage structure and to incorporate it into the proposed development concept and intends to retain its existing size and height.

Reduction to Minimum Required Interior Side Yard Setbacks

Due to the dual zoning of the property, amendments to both the 'R1A' and 'CA' Zones are needed with respect to minimum required interior side yard setbacks located along the north and south elevations of the proposed building.

Interior Side Yard (North) Setback

While much of the north (side) wall of the proposed development complies with the 'CA' Zone provision related to the minimum required interior side yard setback of 4.5 metres, a portion of the northwest side wall and northeast side wall (where abutting existing commercial development to the north) are located at a setback of approximately 3.3 metres which is deficient to the minimum required interior side yard setback of 3.6 metres for the 'R1A' Zone and 4.5 metres for the 'CA' Zone, and necessitates the amendment, accordingly.

The proposed building design has incorporated a tiering effect with the reduced setback being most pronounced where abutting the rear yards of commercially zoned lands with frontage onto King Road.

Interior Side Yard (South) Setback

The applicant has proposed establishing a minimum interior side yard (south) setback of 1.4 metres from the side lot line to the closest extent of a portion of the proposed building; notably, a four (4) storey elevation (south) of the building comprising the ground floor commercial area and residential units on upper storeys. The roof height of this portion of the building is approximately 14.7 metres.

The location of the reduced interior side yard setback is situated within the limits of the 'CA' Zone. The remaining portions of the building exceed the minimum interior side yard setback provisions of the 'R1A' Zone (for a building greater than 6.0 metres in height) (3.6 metres) and the 'CA' Zone (1.0 metre).

Reduction to Minimum Required Front Yard Setback & Apartment Dwelling Units on the Ground Floor

The applicant has requested a reduction to the minimum required front yard setback from 2.0 metres to 0.0 metres (along the Highway 27 frontage). The proposed amendment would accord with the design of the building; particularly, its interface with the public realm and would generally align with the principles of the applicable design guidelines with respect to animating the ground floor uses with separate entrances from the municipal sidewalk and orientation of the building to the lot frontage, thereby establishing a defined edge condition along the street wall.

A related amendment to the zoning by-law would permit apartment dwelling units on the ground floor where the existing zoning would only permit them above the first storey of a mixed-use building. These uses would further increase the accessibility of the building and enhance the pedestrian experience at the street level. The applicant has also proposed corresponding amendments which would limit the permitted encroachments into the required front yard.

Reduction to Minimum Required Rear Yard Setback

The portion of the property abutting Wellington Street is deemed to be the rear yard. For the purposes of building setbacks, the applicant has proposed the reduction to the minimum required rear yard setback from 7.5 metres to 4.6 metres. It should be noted that the portion of the proposed building to be situated at that reduced setback is the 1.5 storey heritage building. Remaining portions of the building (at greater building heights) are to be located in excess of the minimum required rear yard setback and oriented toward the centre of the site and abutting Highway 27. With the exception of the proposed reduced setback to the rear lot line comprising the heritage dwelling, the minimum setback of the building (4 storey portion) is in excess of 17.0 metres from the rear lot line. The portion of the reduced rear yard not proposed for building area is to include a 'garden' and outdoor amenity area.

Establish a Maximum Permitted Residential Density

A maximum residential density of 270.5 units per net hectare (160 units) is contemplated for the development based on a net lot area of 0.591 hectares. The total number of residential units which can be accommodated on the property is primarily a function of such factors as maximum permitted building height, required setbacks, parking and floor space index (FSI).

There is currently no maximum permitted residential density prescribed in the zoning by-law for these lands. This amendment proposes a cap in the number of units permitted on the property within the proposed development.

Establish a Maximum Permitted Floor Space Index (FSI)

The proposed Floor Space Index (the ratio of a building's gross floor area to the lot area) of 2.55 of net lot area is intended to implement the Official Plan policy (Section 5.4.3.2) of the Village Core designation that prescribes that FSI be limited to approximately 2.5. It should be noted that where calculated on a gross lot area basis, the proposed floor space index is 2.3.

The intent of this provision is, in part, to mitigate potential impacts resulting from density and scale of a building that is not suitable for the site or context. The proposed FSI is consistent with the maximum permitted FSI allowable within the Village Core in accordance with the Official Plan.

Establish a Site-Specific Commercial Parking Rate

The amending zoning by-law proposes a site-specific commercial parking rate of one (1) parking space per 11.79 m² of gross commercial floor area. Based on the total proposed ground floor commercial area (200.5 m²), the total number of parking spaces required and provided is 17 parking spaces.

Permitted uses will be limited on the property on a site-specific basis to ensure compliance with the parking requirements. The amendment to the zoning by-law to establish a site-specific commercial parking rate meets and exceeds the current requirements of the zoning by-law.

Architectural and Urban Design – Summary & Assessment

Site Design & Interfaces

The proposed setbacks and step-backs from the north property line are acceptable. The addition of the step-back feature at the northwest corner of the proposed building (on the fifth and sixth floors) has provided additional building separation from low-rise development to the west. Enhancements to the north building elevation have also contributed to additional building articulation and mitigate potential visual impacts from height and massing.

Design revisions to the east building elevation with frontage along Highway 27 have been balanced with design revisions at the south elevation; notably, the proposed relocation of the existing heritage building to the rear (west) portion of the site and the replacement with a four (4) storey portion (with residential uses above ground floor commercial space) where abutting existing low-rise development to the south. The reorientation of the ground floor commercial space has created opportunities for the integration of some outdoor space within the public realm (i.e. sidewalk) by way of outdoor patio area, a public art installation or a heritage commemorative element.

The heritage building will maintain the low-rise character of the immediate vicinity as viewed along Wellington Street, while concentrating the height and density of the proposed mixed-use building to the interior of the site. The revised design of that building includes step-backs from the rear (west) property line to mitigate visual impacts of the building height and massing and to address some of the comments initially raised with respect to privacy, noise and overlook.

Site Access & Circulation

Pedestrian and Vehicle Access & Accessibility and Parking

The proposed widening of the sidewalk along the Highway 27 frontage creates an improved public realm with the proposed on-site walkways and open space providing efficient pedestrian access and safety.

The Accessibility Advisory Committee has provided comments with respect to the functionality and materiality of the proposed design to ensure compliance with provincial legislation. These comments will need to be addressed at the Site Plan Control Approval stage with the submission of an Accessibility Evaluation Checklist as will the comments provided by Community Services with respect to the programming and maintenance of the proposed public realm enhancements.

Features such as curb cuts within pedestrian walkways and a concrete island at the Highway 27 access have been included to enhance pedestrian safety.

Bicycle Access & Parking

Proposed locations for short-term bicycle parking have been provided in locations which are well lit and which are visible from public areas, including commercial and common spaces within the development. The minimum required number of bicycle parking spaces in accordance with the zoning by-law is 42 spaces.

Building Massing and Transitions

The revised building design has increased building massing along the Highway 27 frontage while offering gradients in the building massing by incorporating a stepping element on the upper floors of the building. These transitions have provided some additional separation between the established residential neighbourhood to the south and west and abutting lands to the north, while creating an active street edge along Highway 27.

Building Façade Design & Materials

Building articulation and balance of the façade design (including a distinct building base, middle and top) has been achieved by incorporating varied building materials and textures. The architectural and urban design peer reviewer has recommended the submission of a material sample board as part of Site Plan Control Approval for verification.

Shadow Impacts

The Township's peer review consultant has evaluated the findings of a revised Sun-Shadow Study. The revised building elevations illustrate changes to the exterior design, including the stepping back of upper levels of the development and relocating additional massing to the proposed elevation abutting Highway 27. The proposed relocation of the heritage dwelling to the rear of the lot has replaced the previous taller built form where interfacing with the established neighbourhood to the west, north and south.

These changes result in decreased shadow impacts to the northwest and north portions of the site as well as to the area comprised of public realm along Highway 27 and adjacent childcare centre (6045 King Road). The peer review comments have also concluded that shadow impacts of the proposed development to the south are not substantial due to the orientation of the site.

It should be noted that the findings of the Sun-Shadow Study are seasonally adjusted and impacts of shadowing will change throughout the year as the angle of sun traverses the site.

Amenity Space & Landscaped Open Space and Parkland

The incorporation of both indoor and outdoor amenity areas (i.e. balconies); particularly, the location of at-grade amenity space adjacent to indoor common areas (i.e. kitchen) and rooftop outdoor amenity space meets the intent of the zoning by-law for the inclusion of adequate common areas for resident enjoyment.

A recommendation for the inclusion of a green roof system (where feasible) has been provided to increase the overall stormwater absorption on-site and to increase permeable surface area. As the proposed development contemplates below grade parking, the surface area which can also be used for infiltration of groundwater has been limited as a result.

The Township of King Community Services Division has also provided comments with respect to the ongoing maintenance program contemplated for the existing sidewalk (and enhanced streetscaping) and how it may be expanded as part of the proposed development. Additional clarity will be needed on items such as the types of street furniture or how other features (i.e. banner poles as part of the frontage along Highway 27) will be incorporated into the development concept, noting that there is an existing streetscaping standard in place.

Community Services has confirmed that parkland cash-in-lieu will be required pursuant to the Township of King Parkland Dedication By-law No. 2022-038 and the Planning Act as no on-site parkland is proposed as part of the development.

A total of 1,923 m² of amenity area (including private and public amenity areas) has been proposed whereas 887 m² of amenity area is required pursuant to the by-law, including a total of 407 m² of contiguous amenity area located at the rear (northwest) and interior side (north) extent of the property and does not require an amendment to the zoning by-law as part of the proposed development.

Planning staff have recommended that a Holding (H) Symbol be applied to the subject lands through the amending zoning by-law. A pre-condition of the removal of the Holding Symbol will include, among other pre-conditions, the approval of a Site Plan Control Application and execution of a Site Plan Agreement. These items (notably, the inclusion of sustainable building design and construction technology) can be administered through that process and may be incorporated into a future Site Plan Agreement.



The Corporation of the Township of King Report to Council

From: Growth Management Services Department – Planning Division

Report Number: GMS-PL-2024-024

Date: Monday, September 23, 2024

Title: **Official Plan and Zoning By-law Amendments re: 3200 & 3250 Lloydtown Aurora Road (Lloydtown Properties & Kettleby Properties)**

Recommendation

1. That Council receive Report GMS-PL-2024-024; and
2. That Official Plan Amendment File No. OP-2024-01 and Zoning By-law Amendment Application, File No. Z-2024-04, submitted by Lloydtown Properties and Kettleby Properties to implement a site-specific Hamlet Employment - Countryside Policy Area – 6 (C-SSPA-6) and implement a Zoning By-law Amendment for the subject properties identified as Part Lot 28, Concession 5 (3200 and 3250 Lloydtown Aurora Road) to facilitate the expansion of an existing employment use in the Hamlet Area of Kettleby, be approved.
3. That Council direct staff to bring forward at a future meeting of Council for adoption, the required Official Plan Amendment to the Official Plan – ‘Our King’ to provide site-specific Hamlet Employment - Countryside Policy Area – 6 (C-SSPA-6) policies as detailed in Appendix A of this report.
4. That Council direct staff to bring forward at a future meeting of Council for adoption, an implementing Zoning By-law Amendment to the Countryside Zoning By-law 2022-053 to establish site specific Hamlet Employment zones as detailed in Appendix B of this report.

1. Report Highlights

- The Owners have submitted Applications for Official Plan Amendment and Zoning By-law Amendment for the properties located at 3200 and 3250 Lloydtown Aurora Road in the Hamlet of Kettleby.
- The subject properties are located on the north side of Kettleby Road, east of Highway 400, in the Hamlet of Kettleby (see Schedule 1) and are situated between York Pines United Church to the east and Kettleby Public School to the west. Both properties support employment uses with large buildings, office uses, ancillary buildings and outdoor storage.
- The Official Plan Amendment Application proposes to allow for buildings associated with employment uses on the subject lands to exceed 500 square meters and provide

Official Plan and Zoning By-law Amendments re: 3200 & 3250 Lloydtown Aurora Road
(Lloydtown Properties & Kettleby Properties)

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for new outdoor storage, and proposes to expand the range of permitted employment uses.

- The Zoning By-law Amendment Application proposes to remove provisions for ground floor area limitations for employment uses, define the existing employment use, provide for additional outdoor storage and provide site specific provisions to increase building height, establish rates for parking and bicycle parking and address side yard setback requirements.
- The Planning division recommends that the Official Plan Amendment and Zoning By-law Amendment Applications be approved, and that the related planning implementation instruments be brought forward to Council for adoption at a future meeting of Council.
- Additional Planning Application approvals will be required to implement the specific development plans, including Site Plan Approval.

2. Purpose

The purpose of this Report is to provide a detailed review and recommend approval of the subject Official Plan Amendment and Zoning By-law Amendment Applications.

3. Background

The subject Applications concern two existing employment use parcels located on the north side of Kettleby Road, east of Highway 400, in the Hamlet of Kettleby and situated between York Pines United Church to the east and Kettleby Public School to the west. The property at 3200 Lloydtown Aurora Road measures 2.69 hectares and supports an office/workshop building, outbuildings, open storage and parking areas. The property at 3250 Lloydtown Aurora Road measures 1.78 hectares and supports an office/workshop building, outbuildings and open storage with parking areas.

The Applications propose to amend the Township Official Plan 'Our King' (2019) and the Countryside Zoning By-law No. 2022-053 to facilitate an expansion to an existing business (Priestly Demolition - 3200 Lloydtown Aurora Road) and to establish similar policies and provisions for future expansions on the adjacent property (3250 Lloydtown Aurora Road) where Priestly Demolition has expanded its operation.

The development proposed for 3200 Lloydtown Aurora Road includes the demolition of 1,862 square metres of existing building area and the construction of a new repair shop, repair garage and recycling centre measuring a total of 7,045 square metres (see Schedules 3, 5 and 6). The new construction will be attached to the existing main building and provide for an expanded service area and enclose machinery which is currently stored outdoors. Development plans for 3250 Lloydtown Aurora Road have not been identified at this time (see Schedule 4).

The subject Official Plan Amendment Application proposes to amend existing policies which limit buildings associated with employment uses to no more than 500 square metres in size. The Application also proposes to expand the range of permitted uses to include a Contractor Establishment, Transportation Depot or Terminal and Manufacturing, Assembly and Processing on each of the subject properties.

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The Zoning By-law Amendment proposes to remove provisions restricting the maximum ground floor area, define the existing employment use, provide for additional outdoor storage and provide site specific provisions to increase building height, establish parking and bicycle parking standards and address side yard setback requirements. Additional Planning Application approvals will be required to implement the specific development at 3200 Lloydtown Aurora Road, including Site Plan Approval.

A Statutory Public Meeting of Council was held on June 3rd, 2024, to present the Applications and to obtain comments from Council and the Public. Notice of this matter being considered by Council has been sent to the interested parties who requested further information.

4. Analysis

4.1. Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on matters of Provincial interest. The PPS speaks to managing and directing land use to provide for employment uses as a means to sustain communities and promote a diversified economic base and employment opportunities. The Employment policies of the PPS include the following:

- Planning authorities shall promote economic development and competitiveness using an approach that includes:
 - Providing for an appropriate mix and range of employment uses;
 - Providing for a diversified base including maintaining a range and choice of suitable sites for employment uses;
 - To take into account the needs of existing and future businesses.

Providing for Employment Areas is key to the overall strategy which includes the following policies:

- Protect and preserve employment areas for current and future uses;
- Employment areas for industrial manufacturing uses shall provide for separation and mitigate from sensitive land uses to maintain long-term operational and economic viability;
- Protect employment areas in proximity to major goods and movement facilities and corridors that require those locations.

The subject Applications concern two properties that have historically supported employment uses for many years and are located in close proximity to a major provincial highway and interchange. The intent of the Applications is to provide for an expansion of the existing business, and provide greater flexibility for future expansion plans while having regard to sensitive land uses. The proposal is in conformity with the Provincial Policy Statement (2020).

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The Province has recently released a new streamlined provincial planning document that will replace the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended in 2020. The new Provincial Planning Policy Statement 2024 (PPS 2024) provides municipalities with the tools and flexibility required to focus on building more homes. The PPS 2024 comes into effect October 20, 2024 and therefore, the current PPS remains applicable for the purpose of this decision.

4.2. Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan provides a policy framework for implementing measures designed to manage growth in the Greater Golden Horseshoe with the vision for building complete communities. The Growth Plan encourages economic development and competitiveness by promoting:

- More efficient use of existing employment areas;
- Integrating land use planning and economic development goals and strategies to retain and attract investment and employment;
- Designating and preserving lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges as areas of manufacturing, warehousing and logistics and appropriate associated uses and ancillary facilities.

The subject Applications are in support of enhancing efficiencies for an existing employment use which benefits from close proximity to a major Provincial highway and interchange. The Applications will enable significant investment to improve business efficiencies while also improving upon land use compatibility with surrounding residential and institutional land uses in the area.

As identified above, the Province has recently released the Provincial Policy Statement 2024 that will replace the current Place to Grow: Growth Plan for the Greater Golden Horseshoe. The PPS 2024 comes into effect October 20, 2024 and therefore, the current Growth Plan remains applicable for the purpose of this decision.

4.3. Oak Ridges Moraine Conservation Plan (2017)

The subject properties are located within the Hamlet boundary of Kettleby which is considered a Rural Settlement Area under the Countryside designation of the Provincial Oak Ridges Moraine Conservation Plan (ORMCP). The ORMCP recognizes existing uses, buildings and structures and provides for their expansion provided that there is no change in use and the expansion will not adversely affect the ecological integrity of the plan area. Furthermore, the ORMCP provides for conversions of existing uses, buildings and structures if the conversion is in greater conformity with the plan and does not negatively impact the ecological integrity of the plan area.

The proposed expansion of the employment use is permitted under the ORMCP, subject to meeting technical criteria. The Applicant has submitted supporting information including an environmental report that demonstrate the feasibility of the development. Further detailed

plans and reports will be assessed at the Site Plan Application stage. The Applications conform to the ORMCP.

4.4. Regional Official Plan (2022)

The subject properties are designated as 'Hamlet' under the Region of York Official Plan (ROP). The Hamlet policies of the ROP are intended to retain the rural character and cultural heritage of Hamlets while permitting limited growth through infilling. The Hamlet policies seek development to be of an appropriate size and scale to ensure compatibility with the surrounding community in the context of use of land, buildings, and structure size, area, density, and height in accordance with local official plan policies. The Regional Official Plan also recognizes legally existing and permitted land uses which are permitted to continue to the extent that they are provided for in local official plans and zoning by-laws.

The intent of the subject Applications is to provide for further development of an established employment use in the Hamlet. Compatibility with the surrounding community will be achieved through building massing and setbacks. The visual impact along Lloydtown-Aurora Road will be largely maintained with the largest and tallest addition being planned at the rear of the lot. Site impacts such as traffic management, stormwater management and site servicing are being further reviewed during the Site Plan Development Application stage. The subject Applications are in conformity with the Region of York Official Plan.

4.5. Township Official Plan "Our King"

The subject properties are designated 'Hamlet Employment' under the "Our King" Official Plan and identified as being located within the Hamlet of Kettleby. The Hamlet Employment designation in Kettleby applies only to the properties identified in this Application. The Employment Designation provides for their continued use for employment purposes while acknowledging that Hamlet areas are predominately residential. The following plan objectives are identified:

- Recognize existing employment uses that are compatible with residential uses;
- Encourage redevelopment of existing employment uses to be more compatible with residential uses;
- Minimize impacts of existing employment uses that are not compatible with surrounding residential uses.

Permitted uses include existing employment uses, agriculture related uses, small-scale employment uses subject to a Zoning By-law Amendment and Site Plan control including research and development, education and training and data processing, and uses buildings and structures that are accessory to the permitted uses, including existing accessory outdoor storage areas.

The policies of the Hamlet Employment area also include the prohibition of major development, which constitutes the construction of a building or buildings with a ground floor area of 500 square metres or more. The intent of the Official Plan policy is to minimize large scale development impacts on the character of small rural Hamlet areas.

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The existing uses are permitted under the Official Plan; however, the expansion requires a site-specific Plan Amendment since it constitutes Major Development, as defined above, and exceeds the maximum size of 500 square metres of building area. The subject Application also proposes to expand the range of employment uses to include a Contractor's Establishment, Transportation Depots or Terminals and Manufacturing, Assembly and Processing uses to increase employment use flexibility moving into the future and allow for new outdoor storage. The evaluation of the planning merits of the application is discussed further under the Planning Discussion section of this report.

4.6. Countryside Zoning By-law #2022-053, a.a.

The subject properties are zoned Hamlet Employment (HM) under the Township's Countryside Zoning By-law 2022-053, as amended (see Schedule 2). The 'HM' zone provides for a limited range of employment uses and limits them to a total maximum ground floor area for all uses of 500 square metres per lot. In addition, various employment uses listed under the 'HM' zone are only permitted if they were legally existing at the time of the passing of the by-law.

The Application proposes to amend the 'HM' zone and further define the existing use as a Contractor's Establishment, remove the 500 square metre floor area limitation, provide for additional open storage and to establish site-specific zoning provisions for yard requirements, maximum height, parking and bicycle parking.

The purpose of the Zoning By-law Amendment is to facilitate the development of 3200 Lloydtown Aurora Road, including the demolition of 1,862 square metres of existing building area and the construction of a new repair shop, repair garage and recycling centre measuring a total of 7,045 square metres. There is no specific development proposed for 3250 Lloydtown Aurora Road; however, it is anticipated that there will be an expansion of the business on this lot in the future and the Applicant has proposed similar permissions. The provisions proposed for amendment are outlined in detail in Appendix C of this report.

4.7. PLANNING DISCUSSION

The subject Official Plan Amendment Application seeks:

- to amend policies which currently prohibit Major Development on the subject property;
- increase the range of employment uses which are permitted on the subject property; and,
- provide for new Open Storage on the subject properties.

Major development is defined by the Official Plan as:

"The creation of four or more lots; the construction of a building or buildings with a ground floor area of 500 square metres or more; or the establishment of a major recreational use. For the purposes of implementing the source protection policies of this Plan in Section 4.7, major development shall also refer to any development with a proposed impervious surface area of 500 square metres or more."

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The intent of the policy is to limit the size of new development from occurring in the Hamlet Areas in an effort to preserve and protect the character and smaller scale of rural settlements. Large scale developments have the potential to change the look and feel in these smaller communities. Hamlets are also supported by private sanitary servicing and private water supply. Major development prohibitions also protect against potential impact to surrounding private servicing systems. In this instance, the Application seeks to permit new building construction exceeding 500 square metres to provide for a new repair shop, repair garage and recycling centre measuring a total of 7,045 square metres at 3200 Lloydtown Aurora Road. The Application also seeks to permit major development at 3250 Lloydtown Aurora Road to enable future business expansion plans to proceed, although no specific development is being proposed at the current time.

It is important to note that while the Official Plan does not permit Major Development, such uses are not prohibited by Provincial policy. Rather, Provincial policy allows for Major Development subject to a technical review to ensure that compatibility impacts are mitigated. The Township's Official Plan applies a prohibitive approach in order to require such uses to be subject to a high order Planning review and approval process, such as the subject proposed Official Plan Amendment Application, in order to provide an opportunity for this technical review and consideration by the Township.

The planned additions at 3200 Lloydtown Aurora Road will provide the existing employment use with an additional enclosed area for recycling, mechanical shops and repair and storage. The benefits of the addition include enclosing a significant area of the operation to provide weather protection, efficiency in work and the ability to retain staff by improving overall working conditions. From a land use compatibility perspective, visual impacts from outside storage, loading operations, site cleanliness, yard noise and dust/debris will be further mitigated and improved as a result of the proposed development.

The Application is being reviewed in consideration of the local context within the community. The subject properties are in close proximity to the Highway 400 interchange and are not within the historic centre of the Hamlet. The properties are bounded by institutional uses (Kettleby Public School) to the west and (York Pines United Church) to the east that are both visually separated by substantial tree lines and hedgerows. Residential lots on the south side of Lloydtown Aurora Road are well set back from the road and visually screened by mature vegetation. This area has a separate and distinct character in comparison to the remainder of the Hamlet east of Jane Street where land uses are predominately residential with a dense lotting pattern and dwellings oriented close to the Kettleby Road streetscape. The planned development is being considered on lands that have supported employment uses for many years and has co-existed with surrounding institutional and residential uses without significant incompatibilities.

The visual impact of such development has also been evaluated to mitigate impacts to the existing character of the Hamlet Area in this location. The development plans propose a front addition for the recycling centre in an area that is currently an outdoor compound for sorting and loading. These operations will be enclosed, and the building will be designed with one overhead door and similar facade treatments and materials facing the road.

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The largest additions are planned to occur at the rear of the lot, to include a repair garage and shops that will have a building height of 15.2 metres. The additional height will provide sufficient overhead clearance for the construction equipment to enter for servicing, repair and storage. By placing the bulkiest portion of the building at the rear, the visual impact of the development is significantly mitigated when viewed from the public realm along Kettleby Road. In addition, there is mature vegetation in the front yard of the property that will sufficiently screen additional building height and massing. The visual character of the area will not be significantly altered by the development and the related site servicing has been determined to be feasible and will be further detailed at the Site Plan Approval stage.

As noted above, Provincial, Regional and Township Planning policy has identified the need to retain employment uses, especially where they benefit from close proximity to major transportation corridors. The Application seeks to consider recognizing the existing use in addition to expanding the range of employment uses to provide for future flexibility for these employment lands. The existing use has been defined by Planning Staff on a site-specific basis as follows:

- A premises used for the collection, sorting and storage of recycled building materials, but not the storage of hazardous waste or liquid industrial waste and where an Office use and Open Storage use are permitted as Specified Accessory uses.

The Application proposes to add both a Truck Terminal/Depot and Manufacturing, Assembly and Processing which are uses that are defined in the Countryside Zoning By-law as follows:

- A Truck Terminal/Depot is a premises used for for the storing, parking, dispatching or loading of commercial vehicles, including incidental maintenance and repair of the vehicles on the premises within a wholly enclosed building, and without limiting the generality of the foregoing, may include accessory uses such as Open Storage and ancillary Offices;
- A Manufacturing Establishment (Light) is where the assembly or processing of component parts to produce finished products suitable for retail trade and does not include food, beverage, tobacco, rubber, leather, textile, wood, printing, concrete or asphalt batching or recycling plant, metal fabricating and the manufacturing or processing of raw materials or similar industries if these operations involve furnaces or machinery that emit noxious fumes or gases, discharge dirt, dust or particle matter into the air or result in noise or vibration beyond the limits of the property in excess of the Province's guidelines or if these operations involve stamping presses; All manufacturing or assembly activities shall be conducted entirely within one or more wholly enclosed buildings; A light manufacturing use may also include an accessory retail use of the goods manufactured on the same lot as the principal use.

The Official Plan's Hamlet Employment objectives include recognizing existing uses that are compatible and contribute to the residential character of the Hamlets and encouraging redevelopment of existing employment uses to be more compatible with residential uses. The policies also identify the importance of economic development and investment, retaining employment on lands that have historically supported employment uses and consideration

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for expansion in ways that will not upset the character of Hamlet areas. The additional permissions for a Truck Terminal/Depot and Manufacturing Establishment (Light) are appropriate for the lands as they have historically supported similar uses. By considering additional uses in the Official Plan, future changes can be facilitated through a Zoning By-law Amendment and Site Plan Approval to properly evaluate the nature of the proposed use and operational impacts. Planning staff acknowledges that the subject properties are adjacent to institutional uses and nearby residential properties and as such, the zoning and site plan processes will be best equipped to consider any potential changes to these uses.

The Official Plan Amendment Application also considers a site-specific policy to address the prohibition for new open storage. The proliferation of unsightly outdoor open storage remains a concern throughout the Township and can negatively impact upon the character and general attractiveness of a community. In this instance, the subject properties already provide open storage as part of the existing uses and therefore the use is permitted. Open storage in this location has been mitigated by building location and landscape screening. The proposed building additions at 3200 Lloydtown Aurora Road will further enclose existing open storage areas on the property. The permission sought under the Application provides the business with the flexibility to reallocate areas for outdoor storage purposes without the need to amend the by-law or seek relief. Open storage uses will continue to be evaluated through the site plan approval process with the objective of providing mitigation where appropriate.

4.7.1.Zoning

The subject properties are zoned Hamlet Employment (HM) by the Township's Countryside Area Zoning By-law. The 'HM' zone provides for a limited range of employment uses and limits them to a total maximum ground floor area for all uses of 500 square metres per lot. In addition, various employment uses listed under the 'HM' zone are only permitted if they were legally existing at the time of the passing of the by-law.

For the purposes of further defining the existing uses, the Application proposes to add a Contractor's Establishment to be a permitted use on both subject properties to be defined as follows:

'A Contractor's establishment where the collection, sorting and storage of recycled building materials occur (but not the storage of hazardous waste or liquid industrial waste) and where an Office use and Open Storage use are permitted as Specified Accessory uses'.

The intent of the Special Provisions for Hamlet Uses in restricting the total maximum ground floor area of all uses to no more than 500 square metres per lot is to ensure that the size of buildings and structures maintain the rural and residential character of Hamlet areas.

The subject Zoning By-law Amendment Application has been submitted in part to provide existing employment uses with permissions and provisions to facilitate expansion plans that respond to business needs and to improve site conditions while also providing future flexibility for expansion. The size of the proposed development at 3200 Lloydtown Aurora Road exceeds the 500 square metre maximum under the by-law. The issue of Major

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Development has been discussed in the above section of this report and the amendment to the Zoning By-law is intended to implement the requested change to the Official Plan policy in this regard, on a site-specific basis.

The subject Zoning By-law Amendment Application also addresses the Open Storage restrictions of the By-law for the purposes of reallocating open storage space on the lots. In this instance, the subject properties have supported Open Storage for many years and have incorporated mitigation which has lessened the impact on the streetscape and on the character of the Hamlet, including adding landscape screening in the front yard and positioning outdoor storage behind buildings. However, the provisions of the By-law require amendment in this instance to provide further flexibility to address site layout plans associated with the operational aspects of the business. Ongoing mitigation strategies and features to limit the visual impact of such uses will continue to be maintained and enhanced through the Site Plan Development Approval process.

4.7.2. Interior Yard

The Application proposes to reduce the Minimum Interior Yard requirement only where the lots abut one another, in order to provide maximum efficiency for site operations and layout. The easterly interior side yard for 3250 Lloydtown Aurora Road and the westerly interior side yard for 3200 Lloydtown Aurora Road are shared in common and are proposed to be reduced from 7.5 metres to 3.0 metres. The reduction has been reviewed by Building and Fire staff who have identified no concerns. A minimum yard of 3.0 metres will maintain sufficient area for grading, drainage and building maintenance. The interior side yards requirements for the opposite side yards will remain at 7.5 metres.

4.7.3. Height

Careful consideration of height and building massing has been given to the overall development plans for 3200 Lloydtown Aurora Road to ensure that the character of the Hamlet area will not be significantly impacted. The increase in height is proposed to occur at the rear of the lot behind the front portion of the building at a distance measuring approximately 80 metres from the road. The sightlines to the rear of the lot will continue to be screened by front yard landscaping and the improved front façade of the building. The easterly side lot line is heavily treed and therefore screens the view of the property when travelling west on Lloydtown Auora Road. To provide additional flexibility at 3250 Lloydtown Aurora Road for similar development, the height maximum is also proposed to be increased to 15.3 metres provided that such height is setback from the front lot line a minimum of 80 metres. This lot also benefits from a heavily treed side yard shared with the Public School. The proposed increases in height with the mitigation measures noted above, are compatible with the character of the area.

4.7.4. Parking

The reduction in parking has been proposed to facilitate the parking demand which is primarily required to accommodate employees. The proposed development plans at 3200 Lloydtown Aurora Road and resulting additional gross floor area are not increasing the demand for parking on site, but rather the new floor area is enclosing significant portions of

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the existing operations. The property at 3250 Lloydtown Aurora Road does not currently have a development plan for expansion; however, additional flexibility is being requested for future planning purposes. As such, the parking rate at 3200 Lloydtown Aurora Road has been pro-rated based on building area and parking supply at 3250 Lloydtown Aurora Road, to allow up to 5480 square metres of expansion in consideration of the existing 52 parking spaces and then requiring 1.0 space for each additional 200 square metres over 5480 square metres. This is a similar approach currently applied by the Zoning By-law for large employment uses.

4.7.5. Bicycle Parking

The bicycle parking requirements under the Zoning By-law are based on a ratio that uses gross floor area for employment uses. Similar to vehicular parking, the use of gross floor area is not an appropriate measurement to determine parking demand in this instance. However, the subject properties are located along a proposed active transportation route as identified in the Township Official Plan. Development along this route must consider other forms of transportation such as bicycling. For the purposes of establishing an appropriate standard, the gross floor area of office uses is proposed to be applied to determine bicycle parking at a rate of 1 space per 200 square metres, similar to the rate required for bicycle parking for commercial uses in the Hamlet found in the Zoning By-law.

Should the subject Official Plan Amendment and Zoning By-law Amendment Applications be approved, the Applicant will be required to proceed to a Site Plan Application where the details of for development including site servicing, site drainage, stormwater management, transportation mobility and other matters will be reviewed. The Site Plan review and approval process is a further opportunity to assess and provide mitigation measures, such as has been described above from the development including noise, dust, traffic controls and screening to ensure greater compatibility with surrounding residential and institutional uses.

5. Financial Considerations

All associated fees have been submitted in addition, any external costs incurred by the Township through the processing and review of this application will be recovered by the applicant in accordance with the Township's standard practice and the acknowledgement through the application form.

The properties at 3200 and 3250 Lloydtown Aurora Road are valued at \$5,737,000 commercial current Value Assessment (CVA) and \$2,787,000 CVA respectively. Any redevelopment or improvement made as part of this application will result in an increase to the assessed value. The proposed redevelopment will be subject to Development Charges (DC) as prescribed by Section 26.2 of the Development Charges Act 1997. Cash-in-Lieu of Parkland will be payable at building permit issuance and be equal to 2% of the appraised value as at the date of building permit issuance as outlined in the Township's Parkland Dedication By-law.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was formally adopted by Council on June 12th, 2023, and emphasizes the Township's Vision, Mission and Values and is also aligned

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with the long-term vision defined in the Official Plan. The 2023-2026 CSP aims to ensure staff initiatives focus on sustainability and work towards supporting the Township's long-term vision to 2031.

This Report is aligned with the 2023-2026 CSP

Priority Area: Complete Communities

Objective: Implement regulatory changes to manage growth that best serves King's unique landscape.

Staff's review of this Application has taken these objectives into consideration as part of the overall planning and design of the development and through consideration of input received throughout the review process.

7. Conclusion

The purpose of this Report is to provide a recommendation to Council to approve the proposed Official Plan Amendment and Zoning By-law Amendment Applications to address the current employment policies and to establish site-specific zoning permissions to facilitate an existing employment use and plans for expansion in the Hamlet area of Kettleby. Planning Staff is satisfied that the review has sufficiently advanced, with further detailed design review to occur as an element of Staff's review of a future Site Plan Application. The Applications are consistent with the objectives of the Provincial Policy Statement, the Growth Plan, the Oak Ridges Moraine Conservation Plan, the Region of York's Official Plan, and the Township's Official Plan. As such, Planning Staff respectfully recommends that Council support the proposed Official Plan Amendment and Zoning By-law Amendment Applications.

8. Attachments

- Schedule 1 Location Map
- Schedule 2 Zoning Schedule-A3 of Countryside Zoning By-law
- Schedule 3 Site Plan 3200 Lloydtown Aurora Road
- Schedule 4 Building Elevations 3200 Lloydtown Aurora Road
- Schedule 5 Floor Plans 3200 Lloydtown Aurora Road
- Schedule 6 Topo Survey 3250 Lloydtown Aurora Road\

Appendix A – Summary of Proposed Official Plan Amendment

Appendix B – Summary of Proposed Zoning By-law Amendment

Appendix C – Summary of Zoning By-law Requirements and Comparison

Prepared by:

Paul Kulyk

Project Manager, Planning Division

Recommended by:

Stephen Naylor

Director of Growth Management Services

Official Plan and Zoning By-law Amendments re: 3200 & 3250 Lloydtown Aurora Road
(Lloydtown Properties & Kettleby Properties)

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Approved for submission by:

Daniel Kostopoulos

Chief Administrative Officer

Appendix A – Summary of Official Plan Amendment

1. Proposed Official Plan Amendment to the Official Plan – ‘Our King’ to provide a site-specific Hamlet Employment - Countryside Policy Area – 6 (C-SSPA-6) policies as follows:
 - Notwithstanding any policies of this Official Plan to the contrary, including Section 6.2.5.3.1, Major Development shall be permitted on the subject lots as shown on Schedule E3, subject to a Site Plan Development Approval Application;
 - Notwithstanding any policies of this Official Plan to the contrary, including Section 6.2.5.3.4, Outdoor Storage shall be permitted on the subject lots as shown on Schedule E3, subject to a Site Plan Development Approval Application;
 - Notwithstanding Section 6.2.5.2 of the Official Plan, the permitted Employment Uses on the subject lots as shown on Schedule E3 shall include Contractor Establishments, Transportation Depots or Terminals and Manufacturing, Assembly and Processing.

Appendix B – Summary of Proposed Zoning By-law Amendment

Proposed site-specific Hamlet Employment (HM) zone: 3200 Lloydtown Aurora Road

- Permit a Contractor's Establishment defined as a premises used for the collection, sorting and storage of recycled building materials, but not the storage of hazardous waste or liquid industrial waste and where an Office use and Open Storage use are permitted as Specified Accessory uses;
- Reducing the westerly interior side yard from 7.5 to 3 metres;
- Increasing the maximum height from 11 metres to 15.3 metres;
- Reducing the parking requirement from 175 spaces to 90 spaces;
- Establishing the minimum number of bicycle parking spaces as 1 parking space for every 200 square metres of office gross floor area;
- Providing for Open Storage without minimum setbacks and without maximum coverage.

Proposed site-specific Hamlet Employment (HM) zone: 3250 Lloydtown Aurora Road

- Permit a Contractor's establishment defined as a premises for the collection, sorting and storage of recycled building materials, but not the storage of hazardous waste or liquid industrial waste and where an Office use and Open Storage use are permitted as Specified Accessory uses;
- Reducing the easterly interior side yard from 7.5 to 3 metres;
- Permit buildings and structures to be constructed up to 15.3 metres in height provided the front yard setback measures at least 80.0 metres;
- Reducing the parking requirement from 160 spaces to 52 spaces for the first 5480 square metres and then applying 1.0 parking space for each 200 square metres over 5480 square metres;
- Establishing the minimum number of bicycle parking spaces as 1 parking space for every 200 square metres of office gross floor area;
- Providing for open storage without minimum setbacks and without maximum coverage.

Appendix C – Summary of Zoning Requirements and Proposal

Zoning Provision	Current Requirement Under the By-law	Proposed Site-Specific HM Zone: 3200 Lloydtown Aurora Road	Proposed Site-Specific HM Zone: 3250 Lloydtown Aurora Road
Minimum Interior Side Yard (West Side)	7.5 m	3.0 m	7.5 m
Minimum Interior Side Yard (East Side)	7.5 m	7.5 m	3.0 m
Maximum Height	11.0 m	15.3 m	15.3 m
Minimum Parking Supply	1/27 sq.m Office 1/37 sq.m up to 3000sq.m 1/100 sq.m up to 6000sq.m 1/200 sq.m over 6000 sq.m	90 spaces (175 Required)	52 spaces (52 Required)
Minimum Bicycle Parking Supply	1.0 space per 100.0 sq.m of gross floor area	8 spaces (95 Required)	5 spaces (17 Required)
Open Storage	Not permitted in minimum side yard or rear yard; Not permitted within 3.0 metres of lot line; Not permitted closer to any lot line than main building; To be screened on all sides with opaque fence or landscaping; Not to exceed more than 50% lot area	Remove restrictions as identified.	Remove restrictions as identified.

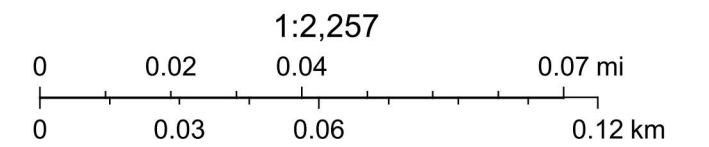
General Inquiry Map



2024-09-09, 4:32:56 p.m.

Lines

- Override 1
- Override 2
- Parcel Fabric
- Zoning By-law



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Township of King Zoning By-law for the Countryside

Schedule A3

Legend

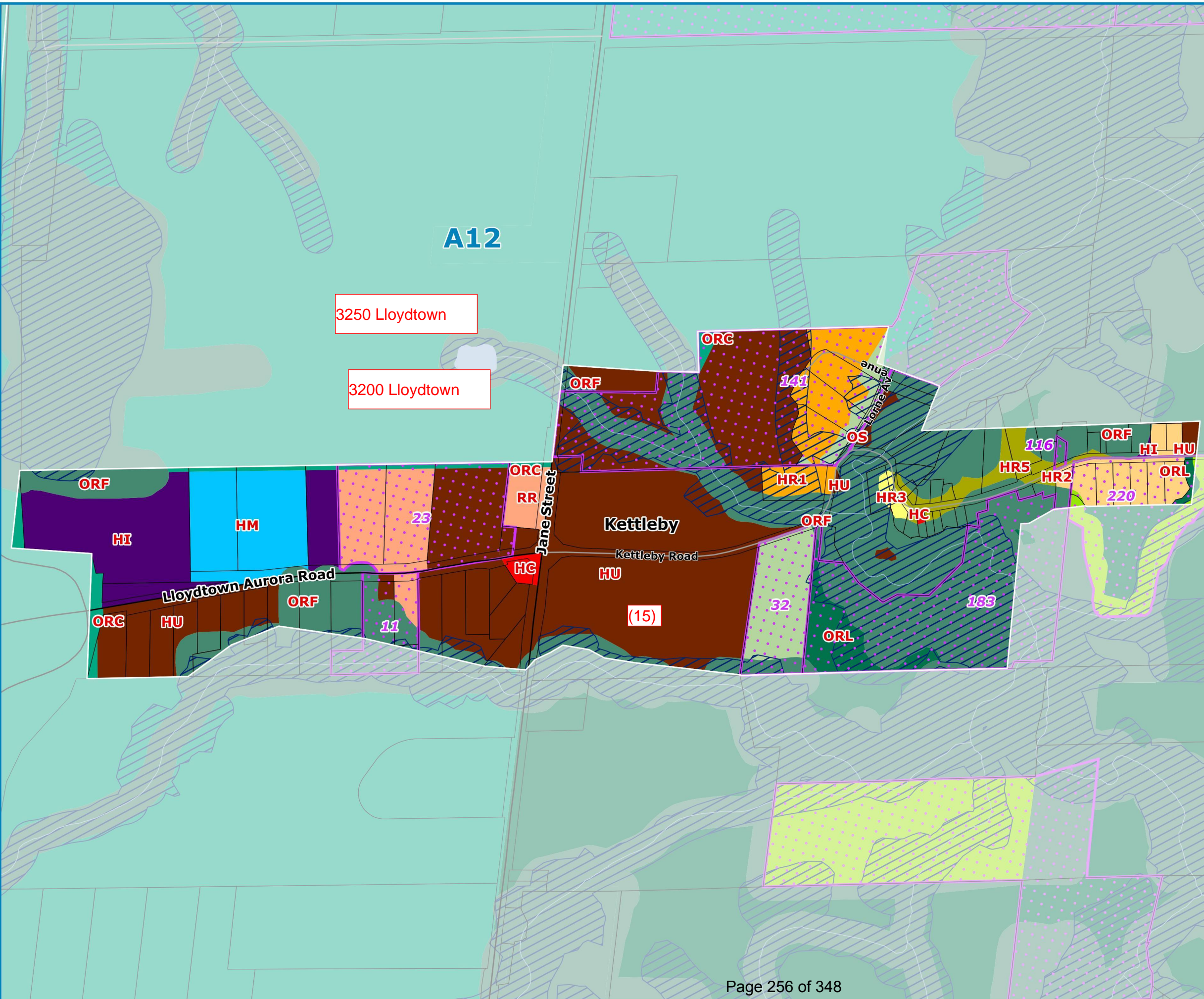
- Oak Ridges Moraine Conservation Plan Area
- Exception Zones
- Conservation Authority Regulated Area**
- Lake Simcoe Region Conservation Authority
- Hamlet Residential Zones**
- HR1 - Hamlet Residential 1
- HR2 - Hamlet Residential 2
- HR3 - Hamlet Residential 3
- HR5 - Hamlet Residential 5
- Hamlet Commercial, Employment, Institutional and Rural Zones**
- HC - Hamlet Commercial
- HM - Hamlet Employment
- HI - Hamlet Institutional
- HU - Hamlet Rural
- Rural and Agricultural Zones**
- RR - Rural Residential
- Oak Ridges Moraine Zones**
- ORF - Oak Ridges Moraine Feature Protection
- ORL - Oak Ridges Moraine Natural Core and Linkage
- ORC - Oak Ridges Moraine Countryside
- Other Zones**
- OS - Open Space

Subject to appeals, OLT-22-004723



Sources:
Base Data: MNDMNR, York Region and
Township of King
Projection: NAD 1983 UTM Zone 17N

September 2022



A12

3250 Lloydtown

3200 Lloydtown

Kettleby

Kettleby Road

Lloydtown Aurora Road

Jane Street

Lotne Av

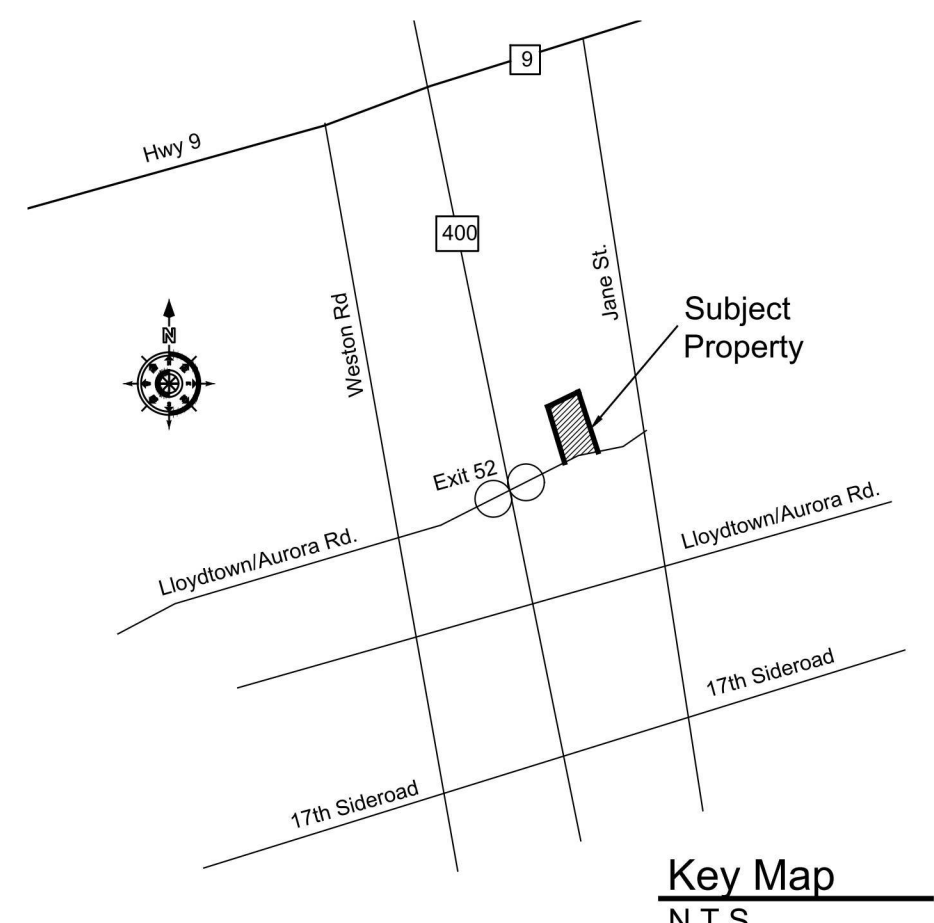
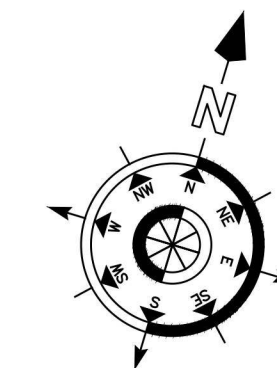
(15)

Site Legend

- North Point
- Perimeter Boundary
- Building Envelope
- Principle Entrance
- Entrance
- Direction of Overland Drainage
- Existing Elevation
- Proposed Elevation 285.75
- Well
- Bottom of Curb
- Barrier Free
- Benchmark
- Bell Pedestal
- Basement Slab
- Catch Basin
- Curb Cut
- Cable Pedestal
- Dropped Curb for drainage
- Gutter
- Ground
- Finished First Floor Elevation
- Manhole
- Riser
- Rain Water Leader
- Swale
- To Be Determined
- Temporary Benchmark
- Top of Curb
- Traffic Control Box
- Top of Wall
- Underside Footing
- Water Valve
- Test Hole Number
- Steel Chain Link Fence
- Wood Board on Board Fence
- Iron Pin
- Iron Bar
- Standard Iron Bar
- Short Standard Iron Bar
- Denoted Measured
- Denoted Witness
- Invert Elevation
- Overt Elevation
- Origin Unknown
- Monumentation Found
- Monumentation Planted
- Gas
- Hydro
- Water
- Sanitary Sewer
- Storm Sewer
- Utility Pole
- Coniferous Tree
- Deciduous Tree
- Shrub
- Barrier Free Access
- Fire Hydrant
- Water Meter
- Telephone Pedestal
- Transformer
- Light Standard
- Wall Mounted Lights

Part of the North Half of Lot 28
Concession 5
Township of King
Regional Municipality of York

Proposed Additions
for
Lloydton Properties Ltd.



Surveyor
Site Plan based on information provided by E.R. Garden Limited, Ontario Land Surveyors, 1260 Journey's End Circle, Unit #1, Newmarket, Ontario L3Y 8Z7, File No. 13-6152

Benchmark
Elevations are geodetic and are derived from benchmark 63-116 having an elevation of 289.710 metres A.S.L.

Local Benchmark
Spike in south face of pole east of east entrance to property having an elevation of 302.63 metres A.S.L.

Conversion
Conversion from metric to imperial, divide by 0.3048

Zoning Statistics

Regulations	Required	Proposed
Zone	Countryside(ORM)	M2RS - Industrial General Rural Settlement
Official Plan	Commercial and Rural	Commercial and Rural
Lot Area Minimum (Private well and septic tank)	1900 m ²	26963.09 m ²
Lot Frontage Minimum	30.0 m	135.69 m
Front Yard Minimum	15.0 m	27.56 m
Rear Yard Minimum	11.0 m	42.61 m
Side Yard Minimum	3.0 m	3.00 m
Lot Coverage Maximum	50%	26.74%
Height Maximum	11.0 m	15.24 m
Parking - Existing spaces = 90	114	90 *

* Minor Variance Decision Final and Binding, File No. 27-A-15, dated October 9th, 2015.

Building Matrix

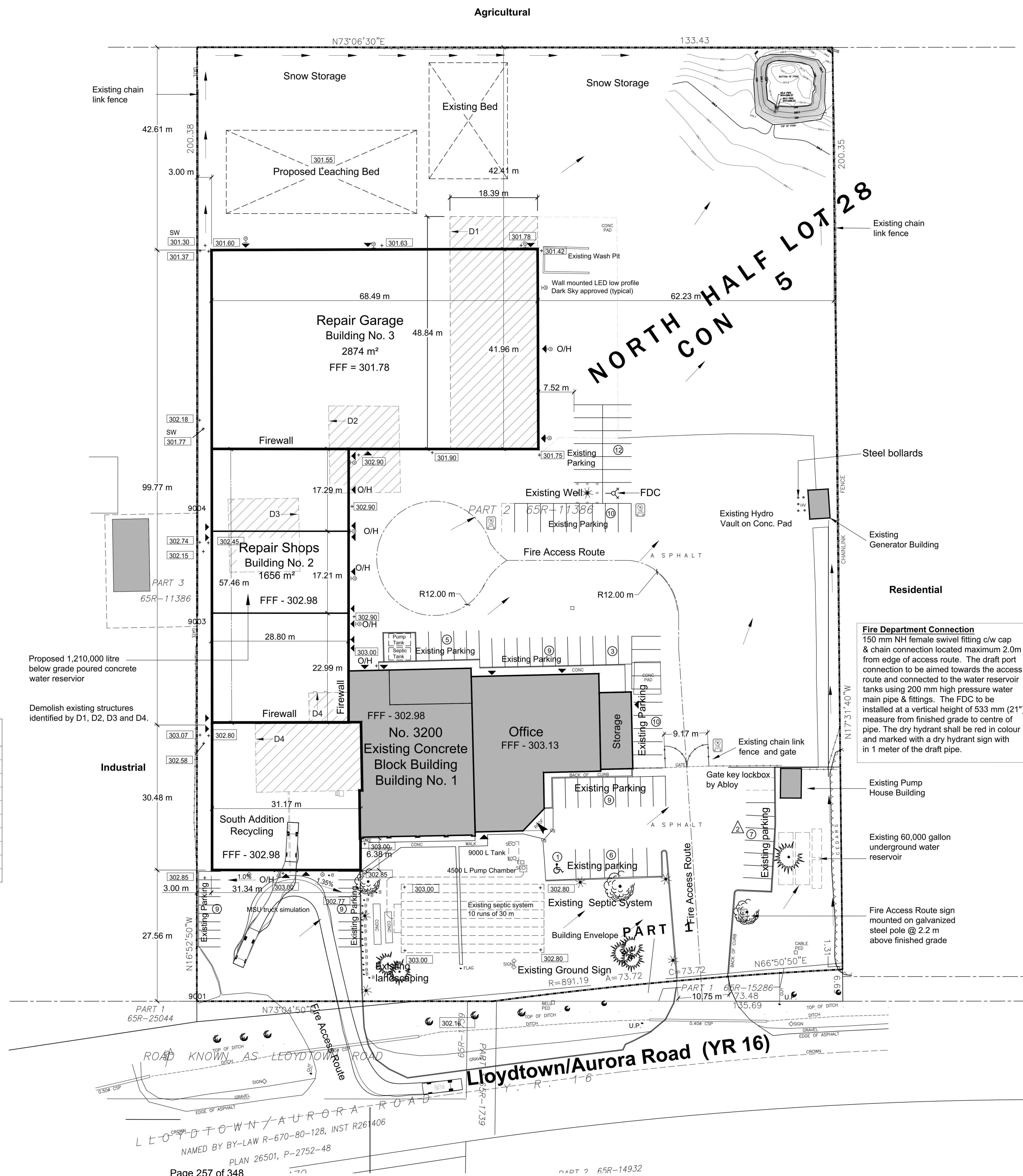
Building No.	Description
Building No. 1	Two (Access Routes)
Streets	Two
Storeys	Two
Gas	Yes
Sprinklers	Yes
Major Occupancy	Group F2, Medium Hazard Industrial
Building Area	2627 m ² (28,276 sq. ft.)
Gross Area	3342 m ² (35,973 sq. ft.)
Construction Type	Non-combustible
Building Classification	3.2.2.54.
Building No. 2	North Addition - Repair Shops
Streets	One (Access Route)
Storeys	Two
Sprinklers	Yes
Major Occupancy	Group F2, Medium Hazard Industrial
Building Area	1656 m ² (17,825 sq. ft.)
Gross Area	2814 m ² (30,290 sq. ft.)
Construction Type	Non-combustible
Building Classification	3.2.2.72.
Building No. 3	North Addition - Repair Garage
Streets	One (Access Route)
Storeys	One with Mezzanine
Sprinklers	Yes
Major Occupancy	Group F2, Medium Hazard Industrial
Building Area	2874 m ² (30,935 sq. ft.)
Gross Area	3283 m ² (35,338 sq. ft.)
Construction Type	Non-combustible
Building Classification	3.2.2.72.

Floor Area Analysis

Building - Pump House	27.14 m ² (292.13 sq. ft.)
Building - Generator House	25.95 m ² (279.32 sq. ft.)
Building No. 1 - First Floor	2627 m ² (28,276 sq. ft.)
- Second Floor	715 m ² (7,704 sq. ft.)
Building No. 2 - First Floor	1656 m ² (17,825 sq. ft.)
- Second Floor	1158 m ² (12,465 sq. ft.)
Building No. 3 - First Floor	2874 m ² (30,935 sq. ft.)
- Mezzanine	409 m ² (4,402 sq. ft.)
South Addition	(Included in Bldg No.1)

Demolition Schedule

D1	Detached Repair Garage	995 m ² (10,710 sq. ft.)
D2	Detached Storage Bldg.	269 m ² (2,896 sq. ft.)
D3	Detached Storage Bldg.	227 m ² (2,444 sq. ft.)
D4	Partial Bldg No. 1	371 m ² (3,994 sq. ft.)
Total		1862 m² (20,042 sq. ft.)



- GENERAL NOTES**
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DESIGNER

REVISIONS
Dec 5/23 - Issued for Official Plan Amendment and Zoning By-Law Amendment

STAMPS

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Owen Design
Consultants Ltd.

Drawing Solutions since 1977

Firm BCIN 16770
Owen Design Consultants Ltd.
Uxbridge, Ontario
L9P 1R2
Phone: (905) 852 - 3966
Email: john@owendesign.ca

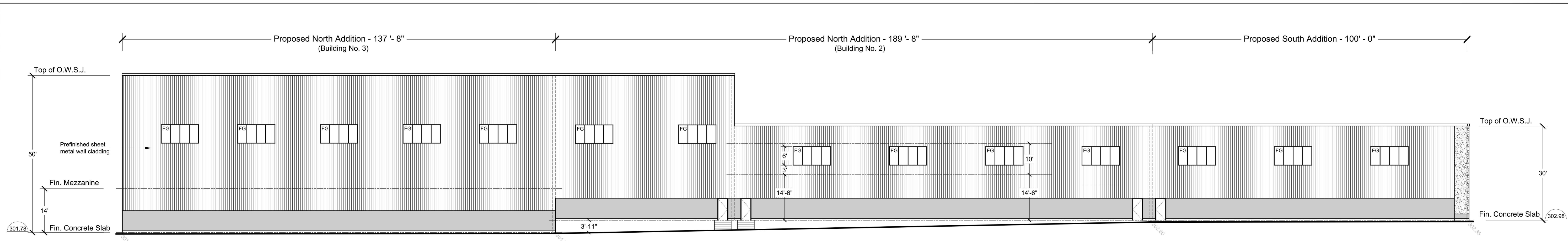
CLIENT
Lloydton Properties Ltd.
3200 Lloydtown/Aurora Road
King, Ontario
L7B 0G3

PROJECT
Site Development
3200 Lloydtown / Aurora Road
North Half of Lot 28, Concession 5
Township of King
Regional Municipality of York

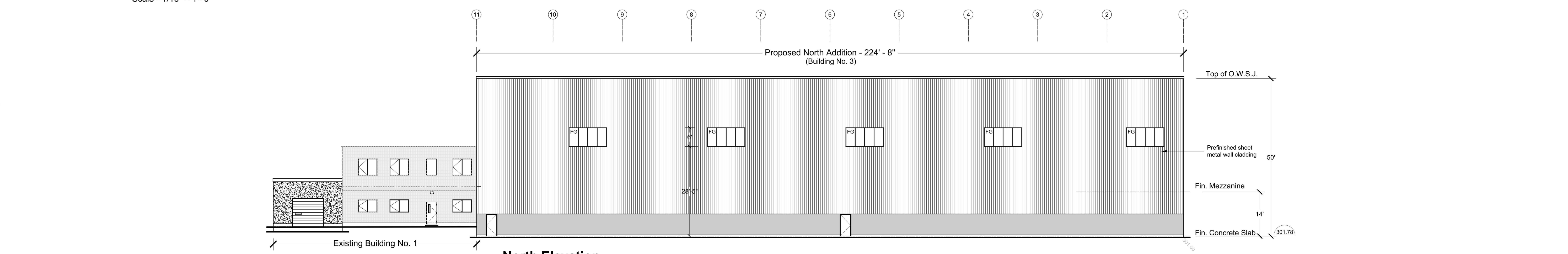
TITLE
Site Plan, Key Map
Zoning Statistics and Building Matrix

DATE November 2012
SCALE 1: 500

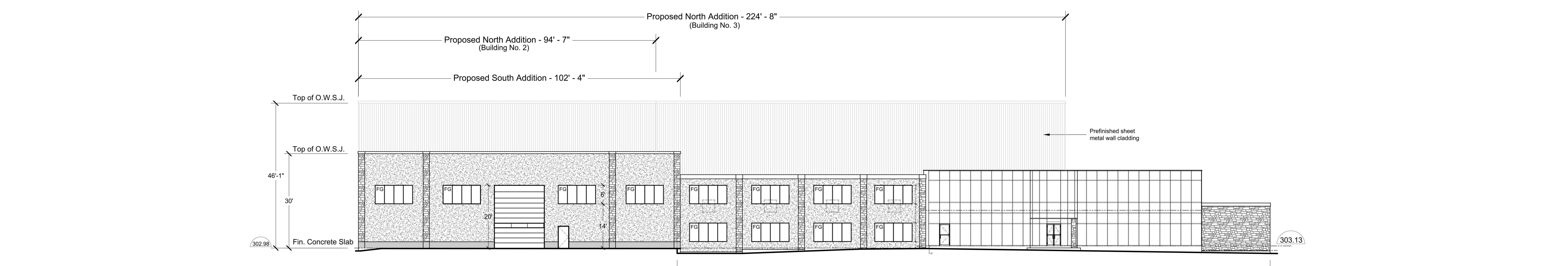
DRAWING A-1



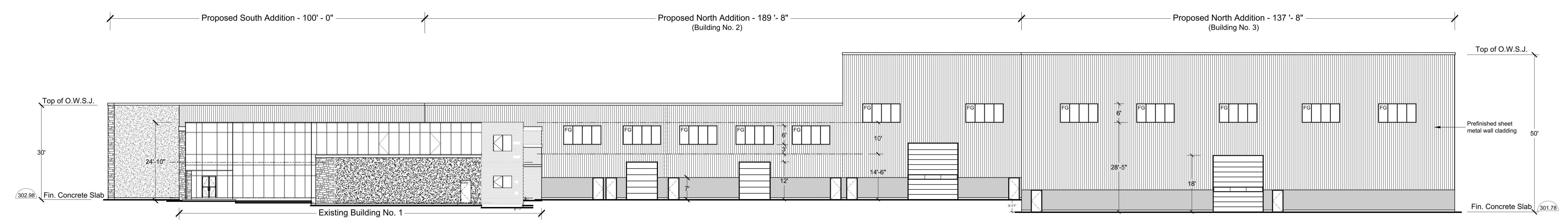
West Elevation
Scale - 1/16" = 1'- 0"



North Elevation
Scale - 1/16" = 1'- 0"



South Elevation
Scale - 1/16" = 1'- 0"



East Elevation
Scale - 1/16" = 1'- 0"

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DESIGNER
John Owen, BCIN 12838

REVISIONS
Dec 5/23 - Issued for Official Plan Amendment and Zoning By-Law Amendment

STAMPS

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirement set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION - Required unless design is exempt under 3.2.5.1, Division "C" of the Ontario Building Code

John Owen 12838
NAME SIGNATURE BCIN

QUALIFICATION INFORMATION - Required unless design is exempt under 3.2.5.1, Division "C" of the Ontario Building Code

Owen Design Consultants Ltd. 16770
FIRM NAME BCIN

FOLD

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Drawing Solutions since 1977

Firm BCIN 16770
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Email: john@owendesign.ca

CLIENT
Lloydtown Properties Ltd.
3200 Lloydtown / Aurora Road
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L7B 0G3

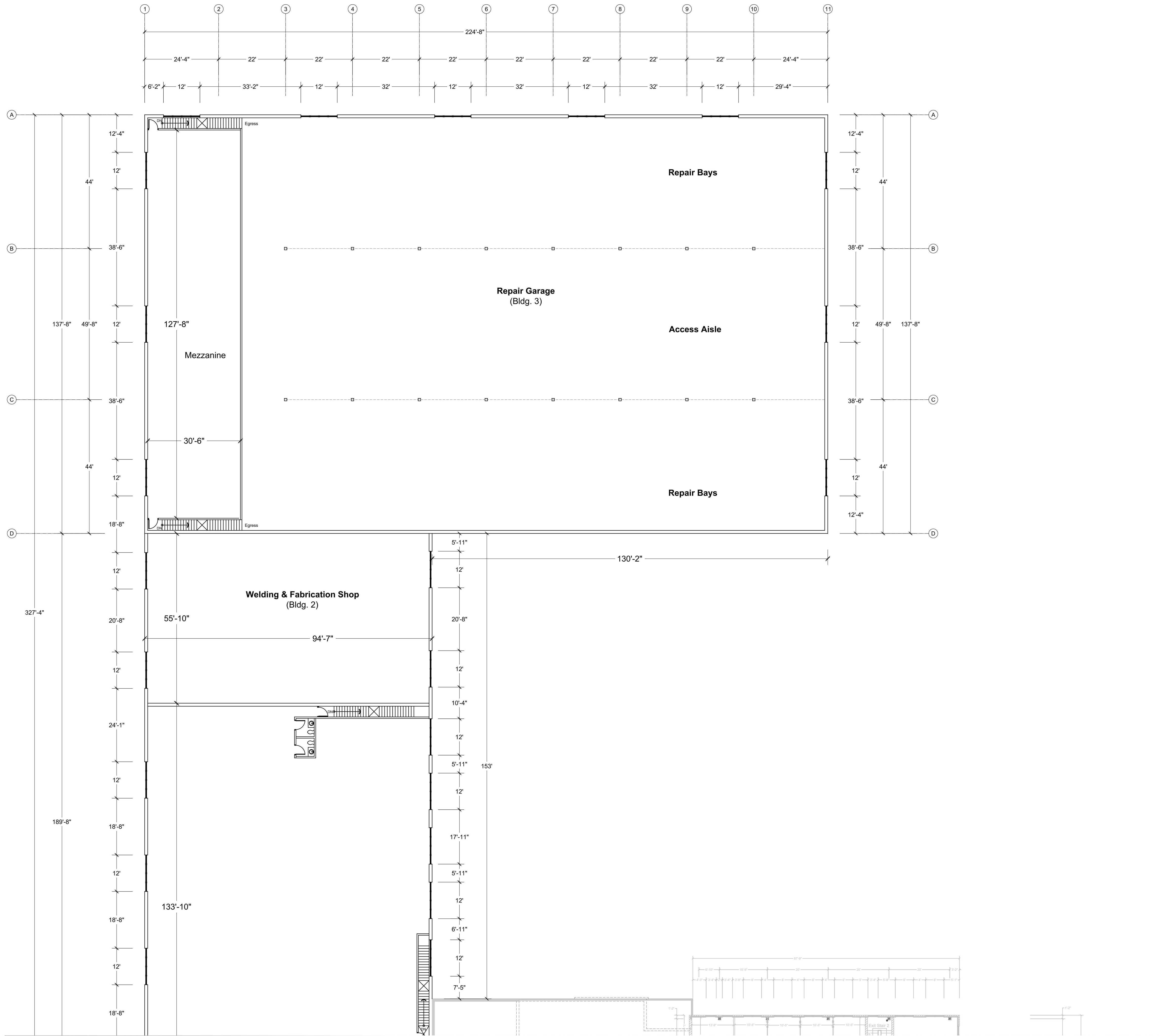
PROJECT
Site Development
3200 Lloydtown / Aurora Road
North Half of Lot 28, Concession 5
Township of King
Regional Municipality of York

TITLE
Elevations

DATE October 2022

SCALE As Noted

DRAWING **A - 6**



Refer to Dwg 5.2

Partial Second Floor Plan
Scale - 1/16" = 1'-0"

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NAME	BCIN

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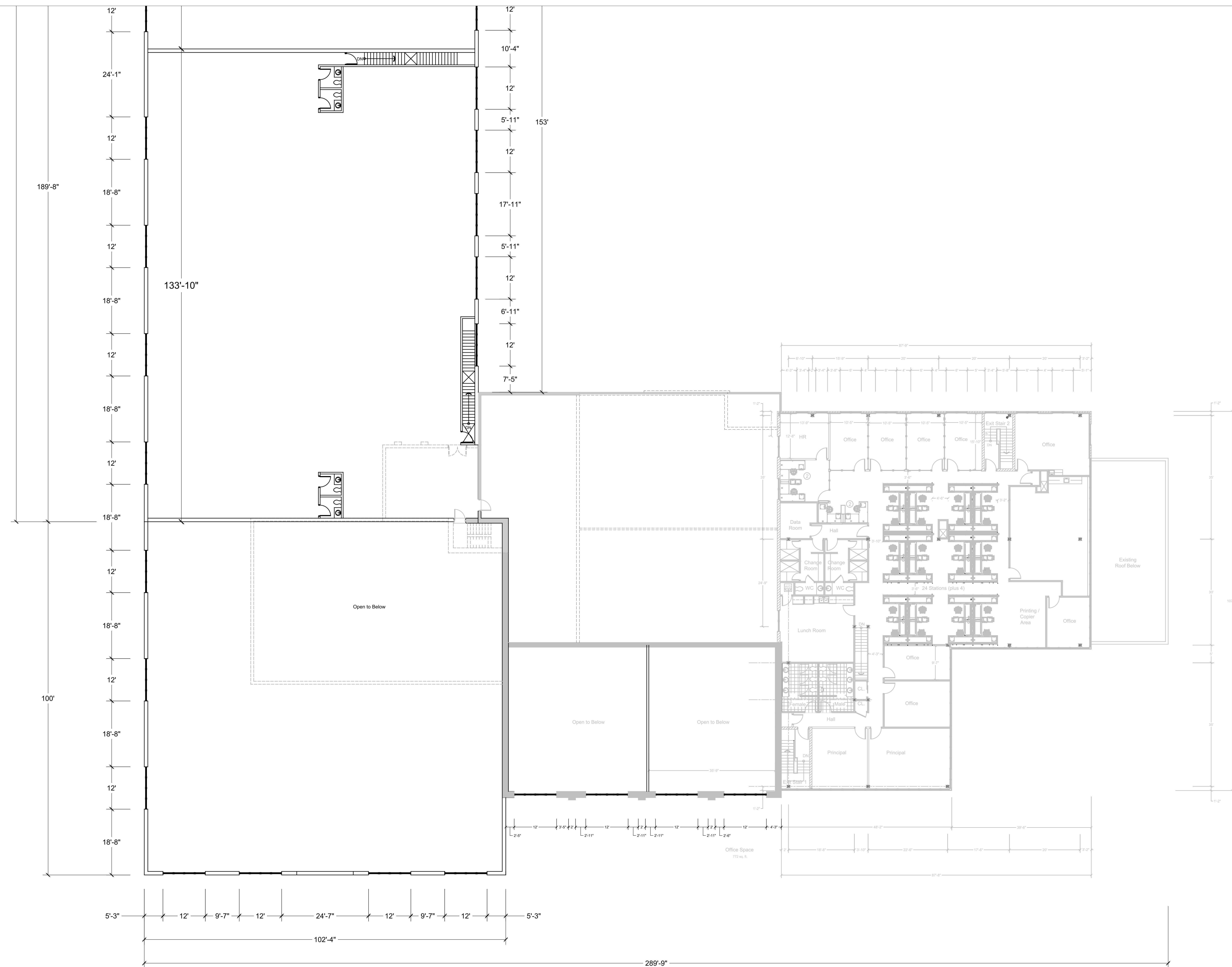
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Township of King
Regional Municipality of York

TITLE
Partial Second Floor Plan

DATE October 2022
SCALE As Noted

DRAWING A- 5.1

Refer to Dwg 5.1



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Regional Municipality of York

TITLE
Partial Second Floor Plan

DATE October 2022

SCALE As Noted

DRAWING **A- 5.2**

Partial Second Floor Plan
Scale - 1/16" = 1'- 0"

PART 3
PLAN 65R-1696
P.I.N. 03403-0262(LT)

PLAN OF SURVEY AND TOPOGRAPHY OF
PART OF NORTH HALF OF LOT 28
CONCESSION 5
TOWNSHIP OF KING
REGIONAL MUNICIPALITY OF YORK

10m 0 10 20 30 40 50 meters

SCALE 1 : 500

METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND

- DENOTES SURVEY MONUMENT FOUND
- DENOTES SURVEY MONUMENT SET
- IB DENOTES IRON BAR
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- OU DENOTES ORIGINAL KNOWN
- 1215 DENOTES ERTL & ROWAN INC., O.L.S.
- 1727 DENOTES E. R. GARDEN LTD., O.L.S.
- L&P DENOTES LLOYD AND PURCELL, O.L.S.
- P1 DENOTES PLAN 65R-11386
- P2 DENOTES PLAN 65R-36471
- AC DENOTES AIR CONDITIONER
- BO DENOTES BOLLARD
- BOS DENOTES BOTTOM OF SLOPE
- BP DENOTES BELL PEDESTAL
- CB DENOTES CATCH BASIN
- CLF DENOTES CHAIN LINK FENCE
- CSP DENOTES CORRUGATED STEEL PIPE
- HP DENOTES HYDRO POLE
- LS DENOTES LIGHT STANDARD
- MH DENOTES MANHOLE
- TS DENOTES TRAFFIC SIGN
- N,E,S,W DENOTES NORTH, EAST, SOUTH, WEST
- DENOTES DECIDUOUS TREE
- DENOTES CONIFEROUS TREE
- ☁ DENOTES CEDAR HEDGE
- DENOTES GUY WIRE

NOTE

ALL BUILDING TIES ARE PERPENDICULAR TO PROPERTY LINES UNLESS OTHERWISE NOTED. PROPERTY LINES ARE UNFENCED UNLESS OTHERWISE NOTED.

BEARINGS SHOWN HEREON ARE UTM GRID BEARINGS AND ARE DERIVED FROM OBSERVED REFERENCE POINTS ① AND ② BY REAL TIME CANNET NETWORK OBSERVATIONS AND REFERRED TO THE 6° UTM COORDINATE SYSTEM, ZONE 17, CENTRAL MERIDIAN 81° WEST LONGITUDE (NAD 83, CSRS 2010).

DISTANCES SHOWN ON THIS PLAN ARE ADJUSTED GROUND LEVEL DISTANCES, AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING THE DISTANCE BY COMBINED SCALE FACTOR 0.9997121.

FOR BEARINGS COMPARISONS, THE FOLLOWING ROTATION WAS APPLIED.
P1 - 1°02'10" COUNTER CLOCKWISE

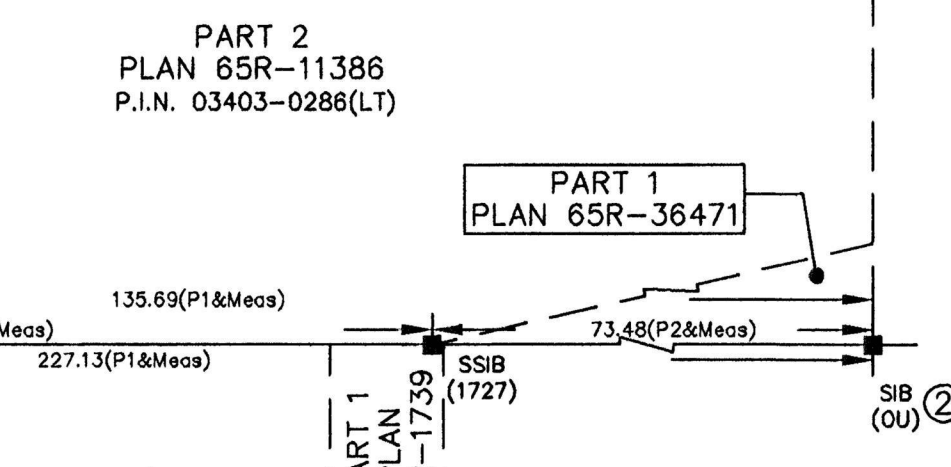
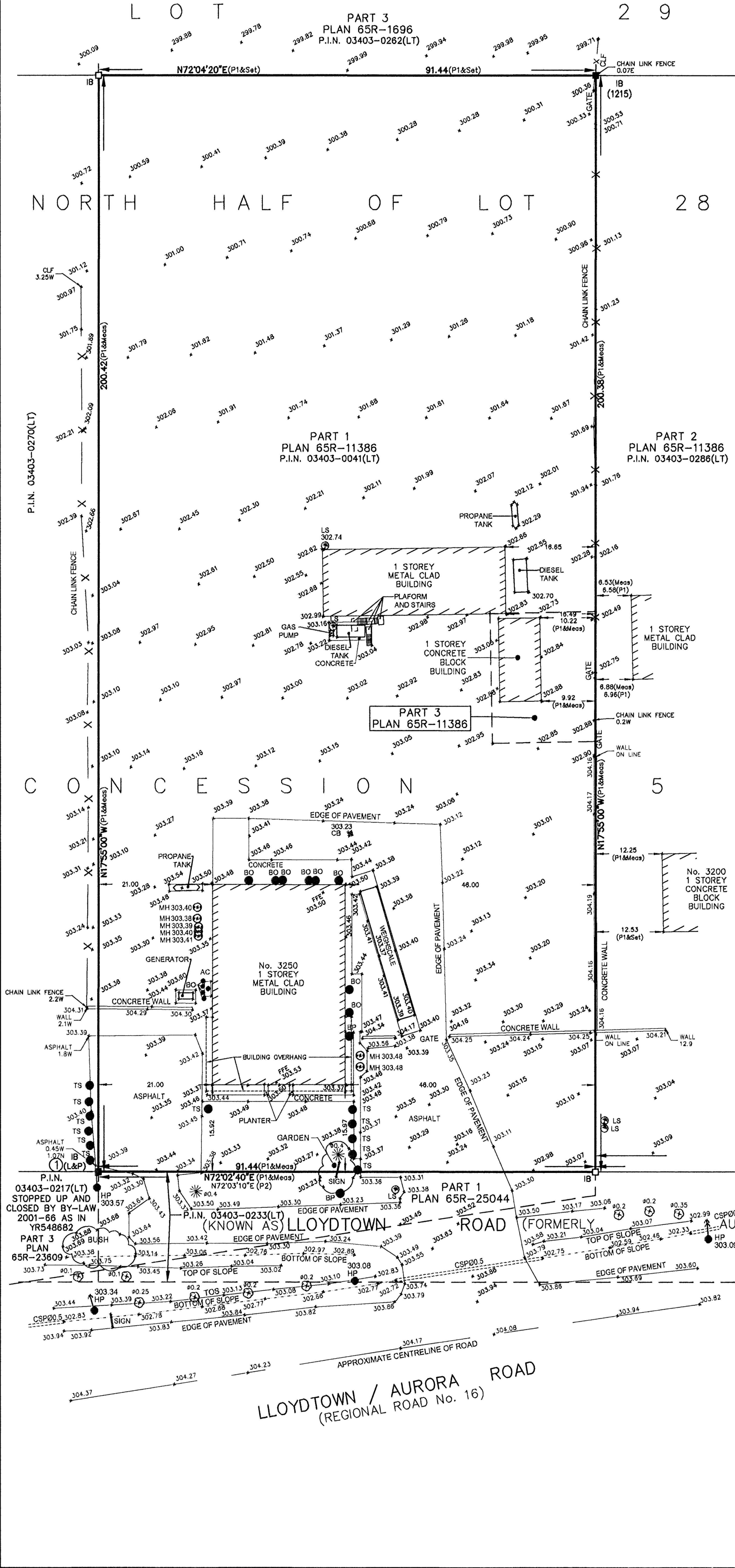
THE COORDINATES SHOWN ON THIS PLAN, IN THEMSELVES, CANNOT BE USED TO RE-ESTABLISH THE CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

COORDINATES SHOWN ON THIS PLAN ARE IN COMPLIANCE WITH THE SURVEYORS ACT, URBAN ACCURACY PER O.REG. 216/10, SECTION 14(2).

OBSERVED REFERENCE POINTS UTM(NAD83, CSRS 2010)		
PLAN COORDINATES	NORTHING	EASTING
1	4873243.952	613724.396
2	4873313.950	613940.403

BENCHMARK

ELEVATIONS SHOWN HEREON ARE GEODETIC AND DETERMINED BY REALTIME CAN-NET NETWORK OBSERVATIONS (CGVD 1928, 1978 ADJUSTMENT)



SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE SURVEYORS ACT, AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 19th DAY OF JULY, 2023.

July 21, 2023 *Jansky T C Lau*
DATE JANSKY T C LAU - ONTARIO LAND SURVEYOR

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR IN ACCORDANCE WITH REGULATION 1026, SECTION 29(3)
THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-58192

NOTE: THIS REPORT CAN BE UPDATED BY THIS OFFICE, HOWEVER NO ADDITIONAL PRINTS OF THIS ORIGINAL REPORT WILL BE ISSUED, SUBSEQUENT TO THE DATE OF CERTIFICATION.

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Delph & Jenkins North Ltd. Ontario Land Surveyors 220 Industrial Parkway S., Unit 6, Aurora, Ontario L4G 3V8 www.djsurveyors.com Tel: 905-841-8526	23285-1
DRAWN: J.L.	CHECKED: J.L.



The Corporation of the Township of King Report to Council

From: Growth Management Services – Planning Division

Report Number: GMS-PL-2024-14

Date: Monday, September 23, 2024

Title: **Heritage Designations - Hogan's Inn, Crawford Wells General Store and Post Office, and George Pringle House**

Recommendation

1. That Council receive Report GMS-PL-2024-14; and
2. That Council issue an Intent to Designate the properties below for their cultural heritage interest or value under Part IV of the *Ontario Heritage Act*:
 - Hogan's Inn (12998 Keele Street);
 - Crawford Wells General Store and Post Office (12981 Keele Street); and,
 - George Pringle House (13092 Highway 27).
3. That the Township Clerk be directed to publish a Notice of Intention to Designate the aforementioned properties noted in accordance with the requirements under the *Ontario Heritage Act*.

1. Report Highlights

- Research and evaluation for the subject properties indicate they contain cultural heritage value or interest that would meet or exceed the criteria for heritage designation under Part IV of the Ontario Heritage Act.
- The heritage evaluation table of each property has been attached as **Appendix A, B, and C**.
- The Planning team recommend that the subject properties be Designated under Part IV of the Ontario Heritage Act.

2. Purpose

The purpose of this Report is to inform and recommend that Council designate the following properties under the Ontario Heritage Act:

- Hogan's Inn (12998 Keele Street);
- Crawford Wells General Store and Post Office (12981 Keele Street); and,

Heritage Designations - Hogan's Inn, Crawford Wells General Store and Post Office, and George Pringle House
Error! Reference source not found.

- George Pringle House (13092 Highway 27).

These properties have been evaluated and been found to demonstrate significant cultural heritage interest or value worthy of designation and protection.

3. Background

The Province's Bill 23 has resulted in various amendments to the Ontario Heritage Act (OHA). These amendments resulted in significant changes about how municipalities will identify and conserve heritage properties. Properties not designated under the OHA by January 1st, 2027 (this date was extended from January 1st, 2025 to January 1st, 2027 by Bill 200) will be removed from the local Municipal Heritage Register resulting in those properties potentially being subject to demolition, alterations, removals or redevelopment activities.

A property removed from the Heritage Register after this deadline is not permitted to be re-listed for a minimum of five (5) years but is eligible for designation unless otherwise restricted by the OHA.

For example, the OHA notes that if a Notice of Complete Application (NOCA) is issued for a Planning Act Application (i.e., Plan of Subdivision Application, Zoning By-law Amendment or Official Plan Amendment), the following prescribed events would occur for heritage designations:

- The municipality must issue a Notice of Intention to Designate (NOID) within 90 days from when the applications were deemed complete or seek a mutual agreement with the applicant to either waive the deadline to designate the property in its entirety or set a new deadline to protect the property.
- The municipality may only give a NOID for the property if it was previously "Listed" on the Heritage Register prior to the submission of the Planning Act application on or after January 1, 2023. If a NOCA is issued for one or more of the Planning Act applications and the property was not already "Listed", it will no longer be eligible for Designation under the Ontario Heritage Act. The Ministry of Citizenship and Multiculturalism have confirmed that a property cannot be designated if it was not previously "Listed".

The "Listing" of a property is typically done through a pre-evaluation and screening exercise with preliminary research. This exercise may indicate that the property has potential cultural heritage significance worthy of further exploration. Additional property research would be required to determine if it meets the minimum criteria for designation. This information is typically provided through the preparation of a research paper upon request from Council, the Owner, from a Cultural Heritage Evaluation Report or a Heritage Impact Assessment accompanied with a development application.

Staff and the Heritage Advisory Committee (HAC) continue to conduct research and evaluation of listed properties to bring forward for Council's consideration for designation under the OHA.

Provincial Policy

The Provincial Policy Statement (PPS), 2020 states that built heritage resources and cultural heritage landscapes shall be conserved where they have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. By way of research completed to date, the subject properties have been identified as having cultural heritage interest or value and thereby recommended by Staff to be designated under the OHA to meet the policies of the PPS. These properties have made an important contribution to our understanding of the early historic settlement patterns which took place in their respective villages within the Township.

Official Plan

King's Official Plan (OP) identifies the need to recognize and protect the Township's heritage resources as being important to help with the enrichment and understanding of the community's historical traditions and understanding of the past. The policies also encourage adaptive re-use of properties on the Heritage Register for existing and new uses permitted by the Official Plan, and also encourage incentive programs to promote the conservation of its heritage resources. Designation and protection of the Township's cultural heritage resources will provide new opportunities for re-use, which will meet the objectives and policies of the Official Plan.

Ontario Heritage Act

Under the Ontario Heritage Act (OHA), municipalities are responsible for identifying, evaluating, and conserving heritage properties.

Section 29 of the OHA provides the municipality with the ability to preserve properties worthy of conservation. Should Council direct the Planning team to advance the designation of the subject properties, Council is required to consider any objections which may be received. Section 29 also notes that a person who objects to a proposed designation within 30 days of the NOID, have the ability to file a notice of objection setting out their rationale and all relevant facts.

If a notice of objection is served, the Council of the municipality shall consider the objection and decide whether or not to withdraw the notice of intention to designate, within 90 days after the expiration of the 30 day objection period.

Should Council not withdraw their intention to designate or if no objection is received within the 30-day objection period, Council may pass a Designation By-law to designate the property, which also has a 30 day appeal period. If a notice of appeal is received, the matter is forwarded to the Ontario Land Tribunal (OLT) for a hearing. The decision of the OLT is final and binding. The designation by-law must be passed within 120 days of when the date of publication of the notice of intent to designate the property is issued or seek an agreement to extend the deadline with the Owner.

Error! Reference source not found.

Written letters have been mailed out to all subject-land property owners to inform them of the Township's desire to consider the properties for heritage designation. The property owner at 12981 Keele Street, is not in support of the designation of their property. No other owners for the other properties have provided feedback with regards to the designation of their properties.

4. Analysis

The properties are located in the Villages of King City and Nobleton and currently "Listed" on the Heritage Register, containing buildings and structures constructed during the early to mid-19th century. These properties feature some of the earliest buildings and structures constructed in the Township's early settlement history. The historic properties continue the trend and theme of commercial use or residential use along the major road intersections of King Road and Keele Street in King City or King Road and Highway 27 in Nobleton.

The Planning team recommend the subject properties be considered for heritage designation under the OHA as the research indicates the properties meet a minimum of at least two or more criteria of historic/associative design/physical and, contextual values for heritage designation. A more detailed historical review and assessment of each property has been completed and attached as Appendix A, B, and C of this Report.

Information on Designation of Property

The purpose of a heritage designation is to guide alterations and expansions, not to prohibit them. The process allows the Township to ensure any proposed changes or modifications complement its heritage attributes and will not impact identified cultural heritage values or interest. Changes should be respectful and keep with the character defining elements that contribute to making a designated property significant.

Designation of a property does not include interior spaces unless they are unusually significant or rare, and specifically referred to in the designation by-law. If these features are not captured, they can be altered or modernized without a heritage review. The vast majority of heritage designations are restricted to exterior building or property features only. The proposed subject properties designation does not include any interior heritage attributes for designation. The focus is only the exterior of the building, structures / landscapes and heritage attributes that are identified for designation.

There is also no mandatory requirement of the designated property Owner to restore or replicate lost or damaged features of a building or structure; however, property Owners should be encouraged to perform regular maintenance and upkeep to any building or structure to prevent it from neglect or damage. Alterations or expansions of existing designated properties are not precluded, provided the works compliment heritage attributes and necessary heritage or building permits and approvals from the Township are obtained.

Generally, if alterations, additions or modifications which are proposed by an Owner could potentially impact or damage the designated heritage attributes, approval from Council and a heritage permit (at no cost to the Owner) is required and evaluated on a case-by-case basis.

Heritage Designations - Hogan's Inn, Crawford Wells General Store and Post Office, and George Pringle House

Error! Reference source not found.

Routine maintenance activities such as repairs to weather stripping, downspouts, caulking, etc. would not require a heritage permit and/or approvals.

The designation of a property places ensures careful consideration of any proposed alterations, additions, changes, and/or proposals that may have an impact on the heritage attributes that help to define its cultural heritage value or interest. The process of designation does not seek to restrict or outright prohibit development or works done to a property but seeks to manage the change proposed to ensure that the important heritage values are acknowledged and protected, if appropriate.

5. Financial Considerations

Should Council decide to designate the subject properties under Part IV, Section 29 of the OHA, they may be eligible under the Township's Heritage Property Grant Program to receive a matching contribution of up to \$6,000.00 towards the preservation or restoration of any heritage attributes as defined by By-law 2014-100.

The properties are currently assessed as follows:

- 12981 Keele Street: \$1,230,000 commercial current value assessment (CVA)
- 13092 Highway 27: \$544,000 residential CVA
- 12998 Keele St: \$1,083,000 commercial CVA

The heritage designation has no impact on a property's assessed value or taxes levied.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This report is in alignment with the CSP's Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Enrich community well-being and make King the ideal place to live, work and play.

The designation of the subject heritage properties contributes to the preservation of their cultural identity and that of their community, and is aligned with the objective of enriching community well-being.

7. Conclusion

It is Staff's recommendation that Council support the heritage designation of the three (3) subject properties as identified in this report. The information gathered and reviewed of the properties reveals cultural heritage value or interest that is worthy of protection under the Ontario Heritage Act.

8. Attachments

- Appendix A - Evaluation Chart – 12981 Keele Street
- Appendix B - Evaluation Chart – 13092 Highway 27
- Appendix C - Evaluation Chart – 12998 Keele Street

Prepared by:

Gaspere Ritacca, MCIP, RPP

Manager of Planning and Development

Recommended by:

Stephen Naylor, MCIP, RPP

Director of Growth Management Services

Approved for submission by:

Daniel Kostopoulos

Chief Administrative Officer

Evaluation Chart

Property Address:

12981 Keele Street

PLAN 85 S PT LOT 19

Size: 13894 square feet (1290 square metres); 0.31 acres, 0129 hectares

CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE/INTEREST	
<p>A property may be designated under Section 29 of the Ontario Heritage Act if it meets two of more of the following criteria. Ontario Regulation 9/06, as amended by Ontario Regulation 569/22</p>	
<p>Architecture</p> <p>1. Is the property a rare, unique, representative, or early example of a style, type, expression, material or construction method?</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>The Crawford Wells General Store and Post Office is a representative example of a vernacular 19th century commercial property with a false façade. Boom-town architectural style which was a typical architectural style of small rural commercial buildings. The boom-town architectural style was characterized by a decorative false front covering a more humble, gabled building behind it, typical of many buildings in the North American west at the turn of the 20th century.</p>	
<p>Craftsmanship/Artistic merit</p> <p>2. Does the property display a high degree of craftsmanship or artistic merit?</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p>There is no evidence that the property the property displays a high degree of craftsmanship or artistic merit.</p>	
<p>Context</p> <p>3. Is the property physically, functionally, visually or historically linked to its surroundings?</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>The property is historically and functionally linked to the Village of King City and the remnants of the early settlement of King can be found in the buildings that were constructed and have survived in the downtown core area. These include but are not limited to the Hogans Inn, The Bakery Building, the Milton Winter Store, and the remaining various commercial and residential nineteenth century buildings in the vicinity. The property forms part of the main street landscape on Keele Street and its surroundings through shared historical use.</p> <p>The structure at 12981 Keele Street is physically and historically linked to its surroundings fronting King Road within King City as one of the earliest buildings in the village.</p>	

Technical/Scientific merit 4. Does the property demonstrate a high degree of technical or scientific achievement?	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>
There are no specific technical or scientific achievements associated with this property.	
Historical Associations 5. Does the property have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community?	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>
<p>The property has direct associations with the theme of being used as a commercial merchant and general store for over 150 years from its original construction through the transfer of many ownerships over the years.</p> <p>The General Store and Post Office was built in King City circa 1863 by Benjamin Lloyd after purchasing a ¼ acre of the south part of Lot 19 from Robert J. Arnold. Lloyd would own the property for 33 years and was listed as a merchant in the York County Directory and Gazetteer of 1881 on Lot 5, Concession 3. In 1900, James A. and Geo. F McDonald would come to be the new owners of the property and continue the use of the property for a general store. The store would later be owned and operated by their son, John A. McDonald until his death in 1914. The store would be operated after his death by his wife Elizabeth McDonald and later by their son, Wells (Topsy) McDonald and a nephew Crawford Wells. In 1954, Crawford Wells, who was involved in the store for a number of years purchased the business and continued to run the general merchant store to serve the community.</p> <p>The property is most recently known to the community as the Crawford Wells General Store, where one could purchase fabric, clothing, literature, household items, food. A post office was also established in the general store in the one storey wing of the building, where John McDonald would act as postmaster while Crawford Wells would manage the retail and merchandise of the general store. The home of the Wells Family was located on the west side of Keele Street where it is currently used as a coffee shop.</p> <p>The property also contains a drive shed at the rear of the property which was used for storage of goods associated with the building's use as a general store and the post office and was constructed at around the time of when the general store was built.</p> <p>The general store has acted as the nucleus and hub of the community since its erection in the mid 19th century and has continued to serve the community as a general store and post office for over 150 years. Today it continues that trend of its use as a commercial use in the form of a restaurant.</p>	
Community History 6. Does the property yield, or have the potential to yield, information that contributes to an understanding of a community or culture?	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>
Through generations, the property has been associated with the theme of commercial general and merchant stores that sold commercial goods within the community. It	

<p>also acted as a post office for the community. The property has the potential to yield and contribute to an early understanding of the community and culture through the building.</p>		
<p>Representative Work</p> <p>7. Does the property demonstrate or reflect the work or ideas of an architect, artist, building, designer or theorist who is significant to a community?</p>		<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p>The builder of the general merchant is assumed to be Benjamin Lloyd, but the property is not known to demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.</p>		
<p>Community Character</p> <p>8. Is the property important in defining, maintaining, or supporting the character of the area?</p>		<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>The area surrounding the subject property is dominated by the earliest buildings and structures from the 19th century within the Village of King City. The property is important in maintaining and supporting the historic character of the Village's historic core and main street. As one of the oldest buildings in the community, the general merchant store and post office is an example of early community life existing in this area and was constructed to serve the needs of the residents in the area. As such, the subject property maintains and supports the historic early character of the area.</p>		
<p>Landmark</p> <p>9. Is the property a landmark?</p>		<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>The property is a well-known local landmark as one of the oldest buildings in the Village and as the former general store and post office. It is a well known and recognizable landmark in the community.</p>		

Statement of Significance

Address: 12981 Keele Street

Property Identifier Number (PIN): 03373-0005

Legal Description: PT LT 19 PL 85 KING AS IN R506332 ; KING

The property at 12981 Keele Street is worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for its cultural heritage value as described in the following Statement of Significance.

Description of Property

Located on the west side of Keele Street, south of King Road, the building is known municipally as Crawford Wells General Store, 12981 Keele Street, in the Village of King City, Township of King and is approximately 0.13 hectares in size.

Historical/Associative Value

The Crawford Wells General Store and Post Office was built in the Village of King City on land granted in 1833 by the Crown to James Lloyd. In 1863, Benjamin Lloyd, bought the present lot. It is believed that Benjamin Lloyd built the store shortly after he bought the land. Lloyd owned it for 33 years and was a general merchant and postmaster in King until 1885. In 1889, the property is sold to James C. Stokes, who would become the new postmaster in King City until 1901. In 1900, Stokes sold the property to James Archibald McDonald, who purchased it for his two sons, John and Frank McDonald. The property would remain in the McDonald family and continue its use as a general store and post office until 1914 when John passed away. John's son Wells (Topsy) and a nephew, Crawford Wells would later run the business. In 1954, Crawford Wells, who had been involved in the store for numerous years purchased the business to continue its commercial operation.

The Crawford Wells General Store and Post Office has served the community of King City for over 100 years as a commercial general store and post office. It provided goods for sale such as fabric, clothing, literature, gifts, household items and food. It acted as a Post Office, which was located in the south wing of the building. As well as being the centre of business in King City, the Store also provided a social meeting place for the community to gather. A post office was also established in the general store in the one storey wing of the building, where John McDonald would act as postmaster while Crawford Wells would manage the retail and merchandise of the general store. The home of the Wells Family was located on the west side of Keele Street where it is currently used as a coffee shop and known as the Roost Café

As well as being a General Store and Post Office, the building was the residence of the store keeper and his family for many years. The second storey provided a kitchen, bedrooms and living area for the Wells and numerous families before them. This second storey was used as a "tearoom" and shoppers would be able to go upstairs and sit down to a cup of tea and biscuits.

To the rear of the lot stands a large drive shed assumed to have been built the same time the store was. Store owners would have stored their wares and carriages here. When mail and delivered goods came to King City, it is likely that they would have been delivered to this building. A number of years after its construction, the building was possibly used by the community as a

dance hall. Both buildings have historical significance because they formed as a nucleus in the Village of King City and served as a gathering place for early community life.

Design/Physical Value

The Crawford Wells General Store and Post Office is a representative example of a vernacular 19th century commercial property and rests on a stone foundation. The building consists of two sections: the two (2) storey wing which was used for the general store and the 1 storey addition to the immediate south, which was used as the post office.

The building also has architectural value as a representative and rare example of a surviving “boom-town” architectural style in the former post office wing of the building. The Boom-town architectural style was a typical architectural style of small rural commercial buildings and was characterized by a decorative false front façade covering a more humble, building behind it such as one with a typical gable roof. This architectural style was typical of many commercial buildings across Ontario in the 19th century.

A verandah extends across the front of the building with steps for access on either side and is supported by columns. The building has a triangular pediment and large commercial windows at the front of the building which was common for commercial general stores in the 19th century. The building features ship lap horizontal clad siding and a chimney.

Contextual Value

The property has contextual value as it contributes to the dominant 19th century early settlement village buildings and structures, which forms the historic character of the surrounding area. As one of the original buildings built in the early settlement days of the Village, the property is historically linked to the community and the early buildings and structures which existed at the early formation of the community and village life. These include but are not limited to the Hogan’s Inn, Crawford Wells House, Harvey J. Davis Building, and the remaining 19th century residential, institutional and commercial buildings and structures in the immediate area. Located along Keele Street, the property has contextual value as a long-standing local landmark and a well-known historic building in the community as a commercial general store, post office and community gathering place. The building continues to serve as a prominent visible local landmark in the Community.

Description of Cultural Heritage Attributes

The Crawford Wells General Store and Post Office at 12981 Keele Street is a representative example is a representative example of a vernacular 19th century commercial property. The property contains the following heritage attributes that reflects these values:

- “Boom-town” front south wing addition facing Keele Street
- Triangular pediment
- Gable Roof
- Front verandah with columns
- Placement of the windows on the building
- Large commercial display windows on the front façade

- Dual chimneys
- Ship lap horizontal clad siding
- Rectangular shaped building
- Corbels on the front façade

The Crawford Wells General Store and Post Office at 12981 Keele Street has direct associations with a theme and person that was significant to the community by way of the following attributes:

- Historical association with the long standing theme of early commercial use in King as a result of the arrival of the Northern Railway in the mid 19th century.
- Historical association with general merchants and postmasters Benjamin Lloyd, John A. McDonald and Crawford Wells;

The Crawford Wells General Store and Post Office at 12981 Keele Street displays contextual value and is historically linked to its surroundings by way of the following heritage attributes:

- Location in the Village of King City and surrounding 19th century buildings and structures;
- Placement on the subject property and orientation towards Keele Street.

The Crawford Wells General Store and Post Office at 12981 Keele Street displays contextual value and is a local landmark to its surroundings by way of the following heritage attributes:

- The property is a significant and long standing local landmark that is well known to the community as the the Crawford Wells General Store and Post Office.



CRAWFORD WELLS GENERAL STORE

by Sue Iaboni

"A classic anachronism that won't quit" Such is the description of Crawford Wells General Store, in a 1950's article written by John Gault. If Mr. Gault were to visit the King City store today, he might well say the same thing.

General Stores began to spring up in rural Ontario in the mid 1800's, in response to the surplus of crops and other goods that was suddenly available. These stores were where the action was. Customers would come in for harnesses, oil-cloth, molasses, soap, flour or penny candy. But they would also come to find out about the latest births and deaths, to seal a business deal, to talk politics, to get advice about an ailment, to hear the weather forecast.

In King City, then known as Springhill, an enterprising young man named Benjamin Lloyd took a brave step in 1863 and constructed our general store at the main intersection of the town. Jesse Nunn was the first shopkeeper. In 1900 James Macdonald bought the store for his two sons, and the business stayed in the Macdonald /Wells family for almost 75 years. When the railroad came to town in 1853 and a post office was established in the store, son John Macdonald became the postmaster. His son, Topsy Wells carried on as postmaster until the post office moved out in 1953. Meanwhile cousin Crawford Wells took on the retail side and after his death, the store was run by niece Dorothy Bayliss until 1974.

During those 74 years the store was the

customer for Crawford Wells when he was off sick sums it up: ".....none of us can get along without you so don't think you can go on taking a holiday like this, or the whole damn town will fall apart." Another archival note talks about how the store had the first TV set in the community back in the early '50s, and neighbours came from far and wide to watch Hockey Night in Canada every Saturday.

Gradually the retail business lost customers to nearby shopping plazas and big city malls, but it wasn't until 1974 that the store left the family entirely. It was bought by three enthusiastic young ladies, Stephanie Paulson, Lynne Aimers, and Gail Rowe Sharkey. A transition began. The store was lovingly restored and the merchandise was updated to include antiques, handcrafts, and gourmet foods. A tea room selling items from baker Sheena (of Sheena's Kitchen) was created upstairs.

Later still, in 1987, George Webster and his business partner fell in love with the heritage building and bought it. George's wife Cathy ran the store as a fine china shop. The upstairs was rented out as a bookstore, a biscotti bakery was nestled into a small nook downstairs, and a jewellery counter was located in another downstairs corner. Despite a loyal and supportive clientele, they could not attract enough customers to sustain their business, as the traffic whizzed through the newly widened King Road.

Finally, in 2006, Denny Starritt stepped in as the new merchant of Craw-

ing in the city, shop at the big box stores and the large malls as they head home at night. People catch up on the news on their flat-screen TV. They gossip on Facebook. They play bridge with virtual partners. They grab their meals at the drive-through. They do their Christmas shopping online.

And today the fate of Crawford Wells General Store is unknown. Holiday sales are planned for December as Denny and her staff prepare to make way for change. What will the new year bring for this grand old gent? We all have remembrances of our visits to the corner of King and Keele. Perhaps remembrances will conjure up plans...plans to promote and sustain this magnificent anachronism rooted in our local heritage. ●

Sue Iaboni (in conversation with Cathy Webster and Cathy Wellesley)

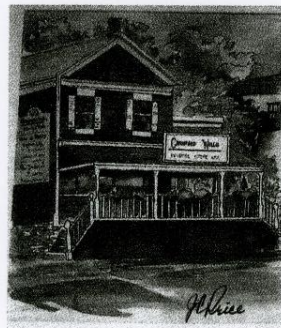
If you drop into Crawford Wells today you will see remnants of the 1863 store: the old wooden floors creak as you wander through the merchandise, the cast iron grates around the outside walls send out blasts of heat in winter, and the original brass plaque from the front of the building hangs on the wall. Climb the original staircase to the second floor and you will see the fireplace and the door to a room that was once the kitchen for the storekeepers who lived there. Although the original cash register is lost, the old safe is still stored there, hidden away in a back room.

But what you do not see are enough customers to sustain the business. Cars still whiz by on King Road, barely stop-

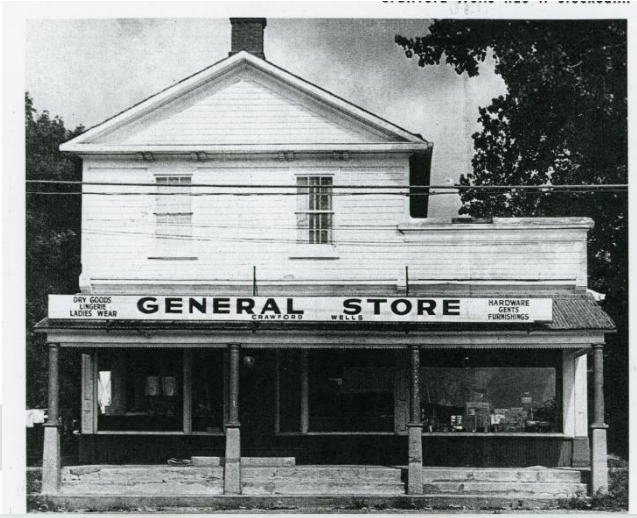
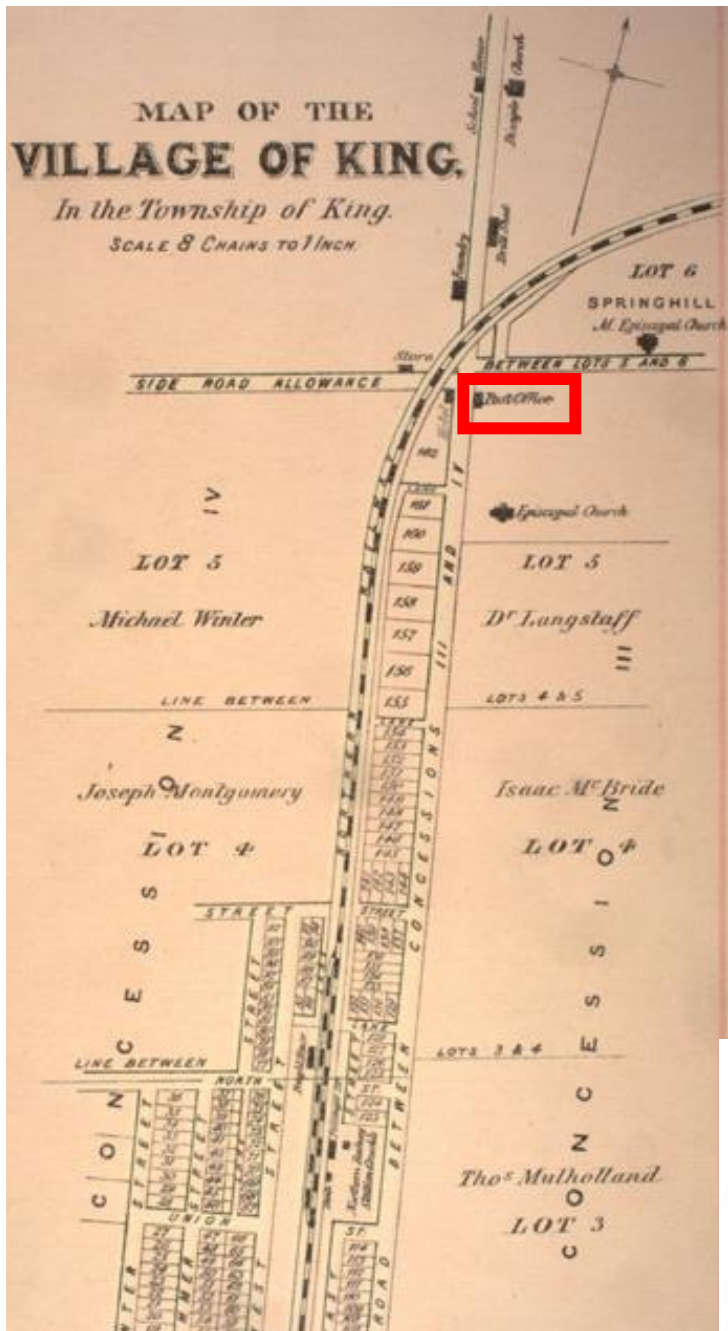
ing in the city, shop at the big box stores and the large malls as they head home at night. People catch up on the news on their flat-screen TV. They gossip on Facebook. They play bridge with virtual partners. They grab their meals at the drive-through. They do their Christmas shopping online.

And today the fate of Crawford Wells General Store is unknown. Holiday sales are planned for December as Denny and her staff prepare to make way for change. What will the new year bring for this grand old gent? We all have remembrances of our visits to the corner of King and Keele. Perhaps remembrances will conjure up plans...plans to promote and sustain this magnificent anachronism rooted in our local heritage. ●

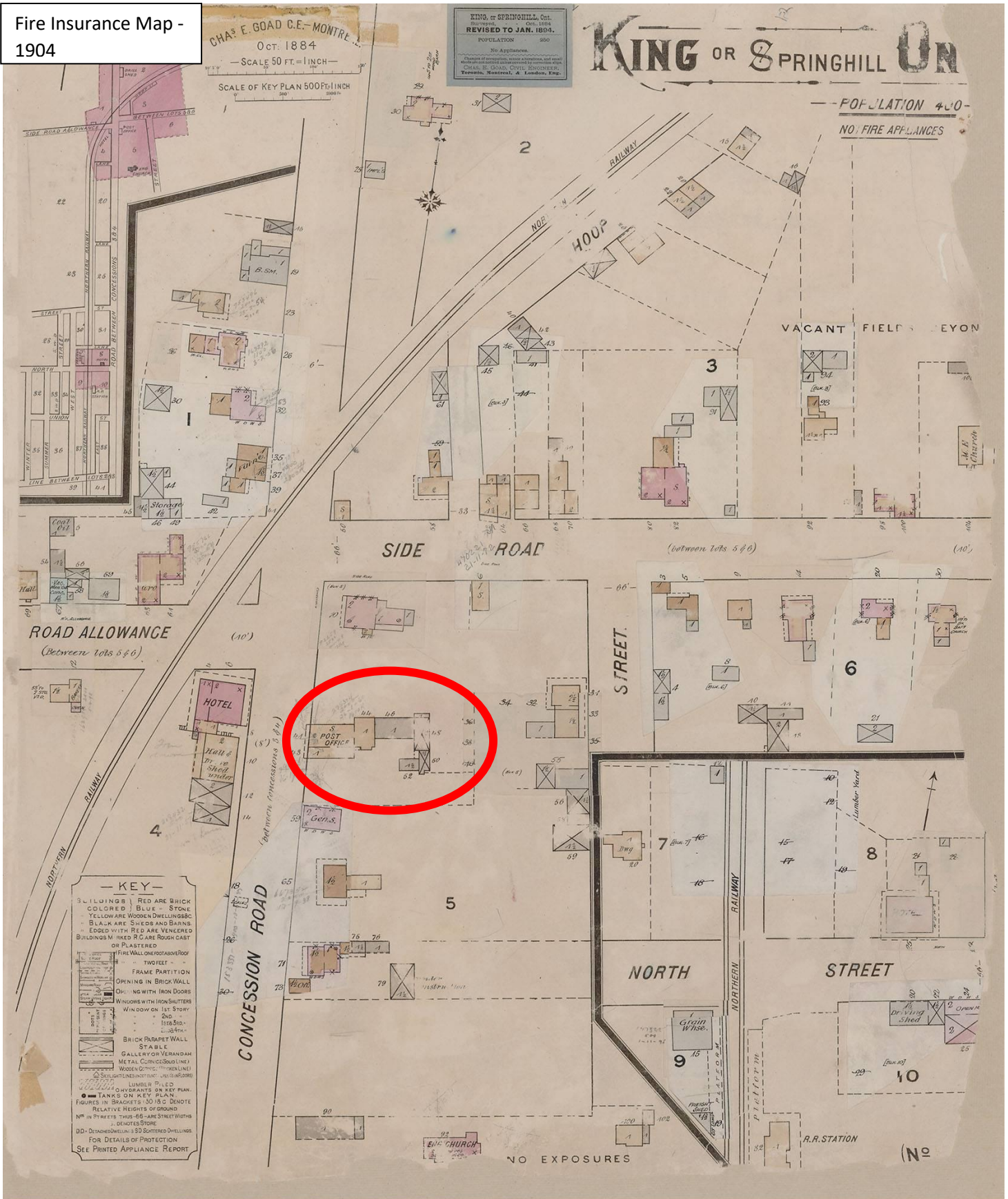
Sue Iaboni (in conversation with Cathy Webster and Cathy Wellesley)



watercolour by Judy Price



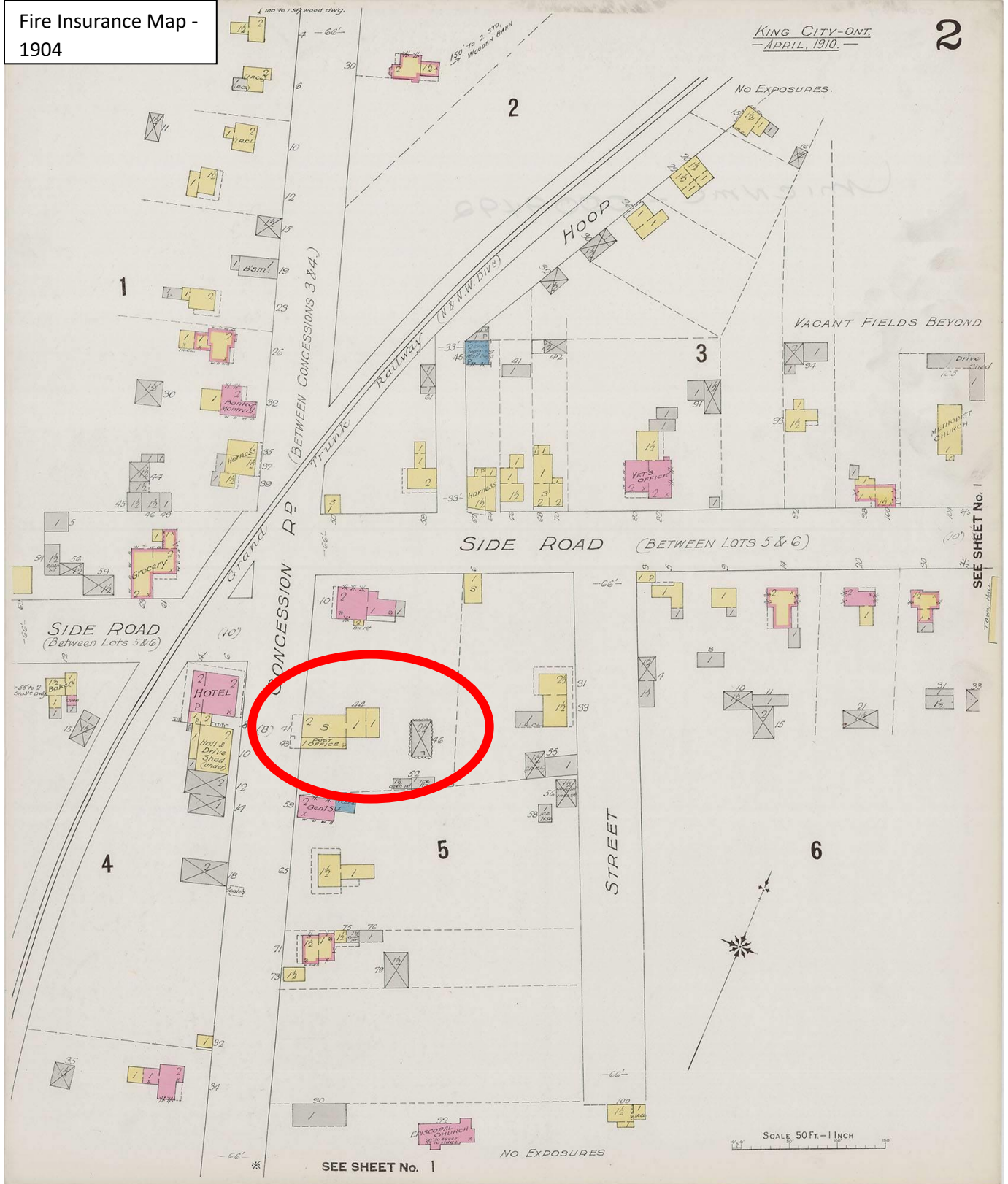
Fire Insurance Map - 1904



Fire Insurance Map -
1904

KING CITY-ONT.
-APRIL, 1910.-

2





Evaluation Chart

Property Address: 13092 Highway 27 (George G. Pringle House)

Concession 9, Part Lot 6

Area: 3845 square feet (0.09 acres)

CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE/INTEREST		
A property may be designated under Section 29 of the Ontario Heritage Act if it meets two of more of the following criteria. Ontario Regulation 9/06, as amended by Ontario Regulation 569/22		
Architecture 1. Is the property a rare, unique, representative, or early example of a style, type, expression, material or construction method?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
The George Pringle House is a representative example of a Victorian Style home built circa 1878 with elements of Gothic Revival architectural style in the layout of a 1 ½ storey rectangular plan. The House is constructed with buff brick construction and features a steep pitched front gable roof with bargeboard trim while resting on a stone foundation. The design of the house mirrors the architectural style popularized in the 19th century Canada Farmer publication in the 1860s, which encouraged and promoted a template for a simple rural farmer’s cottage and dwelling. The George G. Pringle House is one the few remaining buildings in the Village of Nobleton which represents the Victorian Style with elements of Gothic Revival.		
Craftsmanship/Artistic merit 2. Does the property display a high degree of craftsmanship or artistic merit?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
The Owner of the property, George G. Pringle is also recognized as the builder of the house as he is identified as a carpenter on the sale of record of purchase in 1877. He built the house circa 1878 on a lot purchased from Nicholas James Armstrong in 1877. George G. Pringle would later became a merchant in Nobleton to open a store and would later transfer the store to his brother John Pringle before relocating to Beeton. The property displays a degree of craftsmanship common for its time and features the following architectural features: <ul style="list-style-type: none">• 2 over 2 windows front and sides with bowed segmental brick arches• Paneled front door (with Victorian Style Screen door)• Yellow buff brick construction• 3 bay• stone foundation!		

<ul style="list-style-type: none"> steep pitched centre front gable with bargeboard trim- covered ornamental veranda with bargeboard supported by wooden columns on the front façade. 					
Context 3. Is the property physically, functionally, visually or historically linked to its surroundings?	<table border="1"> <tr> <td>Yes</td> <td>No</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Yes	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Yes	No				
<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<p>The George G. Pringle House was constructed in circa 1878 and remains in the same location since its construction. However, given the new development in the area, the property is no longer physically, visually, historically or functionally linked to its surroundings. The property is no longer linked to the surrounding properties given the changing surroundings in which the property is located in.</p>					
Technical/Scientific merit 4. Does the property demonstrate a high degree of technical or scientific achievement?	<table border="1"> <tr> <td>Yes</td> <td>No</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Yes	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Yes	No				
<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<p>There is no evidence that the property demonstrates a high degree of technical or scientific achievement.</p>					
Historical Associations 5. Does the property have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community?	<table border="1"> <tr> <td>Yes</td> <td>No</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No				
<input checked="" type="checkbox"/>	<input type="checkbox"/>				
<p>The property has a direct association with the Pringle Family, who were one of the original prominent families who immigrated to Canada and settled in the Village of Nobleton in the 19th century.</p> <p>The subject house on the property has a direct association with George G. Pringle, who was born on July 22, 1849 in the Village of Nobleton on Concession 9, Lot 8 to George Pringle and Susannah Bell. His father was well known in the county and working as a farmer. George G. Pringle's grandfather, William Pringle came to North America from County Queens, Ireland in 1817.</p> <p>The Pringle Family also acquired several farm properties in the Nobleton area and the offspring of the family would later become shop owners, carpenters and active members of the community.</p> <p>George G. Pringle purchased Part of Lot 6, Concession 9, 40 perches (0.25 acres), Part E ½ from Nicholas James Armstrong on January 16, 1877. The George G. Pringle House is one the few remaining buildings in the Village of Nobleton which represents the Victorian Style with elements of Gothic Revival.</p> <p>was most likely built between 1877 to 1878 after he purchased the land and was occupied from 1878 to 1885 by the Pringle Family until the time it was sold to Jacob Gould in 1885.</p> <p>George G. Pringle was listed as a farmer, carpenter and local merchant and in the Village of Nobleton. He also held various occupations as a farmer (1881),</p>					

butcher (1882), 1885 (merchant of the Village of Beeton, where he ran a large general store in Beeton on Main Street).

He was also the President of the Tecumseth Society and his wife Mary Isabella Bell from the Bell family who owned land and a hotel at Bell's Lake, north of Nobleton. Bell's father, Walter James Bell was a hotel keeper at Bell's Lake in the Township of King.

Following this, Pringle would move to Beeton where he would continue as a merchant and grocer as recorded in the early Ontario directories.

Community History

6. Does the property yield, or have the potential to yield, information that contributes to an understanding of a community or culture?

Yes No

The George G. Pringle House does not have the potential to yield information that contributes to the understanding of its community. There is no evidence that this property would offer new knowledge or a greater understanding of particular aspects of the community's history.

Representative Work

7. Does the property demonstrate or reflect the work or ideas of an architect, artist, building, designer or theorist who is significant to a community?

Yes No

While the property was likely built by George G. Pringle, who was identified as a carpenter, it does not demonstrate or reflect the work or ideas of an architect, artist, building, designer or theorist who was significant to the community. There are no other known buildings or structure that was built by Pringle at this time.

Community Character

8. Is the property important in defining, maintaining, or supporting the character of the area?

Yes No

While it is one of the few original farm agricultural dwellings remaining in the Village of Nobleton, the property is not important in defining, maintaining or supporting the character of the area as redevelopment of the area has occurred without the retention of early historic buildings or structures in the area.

There are a few remaining buildings from the 19th century which are scattered across the Village including the Hambly House at 6012 King Road and along Highway 27. Despite this, the property is not important in defining, maintaining or supporting the character in the area.

Landmark	Yes	No
9. Is the property a landmark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The George G. Pringle House is a local land mark in the Village of Nobleton as it is one of the few remaining historical buildings remaining. It is a well known building in the Village by the community.		

DRAFT

Statement of Cultural Heritage Interest or Value

Address: 13092 Highway 27

Property Identifier Number (PIN): PT LT 13 PL 19 DESIGNATED AS PTS 73 & 74 PL 65R34943; SUBJECT TO AN EASEMENT AS IN YR1992692, YR2112204 & YR2112250

Legal Description: Concession 9, Part Lot 6

The property at 13092 Keele Street is worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for its cultural heritage value as described in the following Statement of Cultural Heritage Interest or Value.

Description of Property

Located on the west side of Highway 27, south of Wilsen Road in the Village of Nobleton. The building is known municipally as the George G. Pringle House, in the Village of Nobleton Township of King and is approximately 0.036 hectares in size.

Historical/Associative Value

The property's historical/associative value has a direct association with the Pringle Family, who were one of the original prominent families who immigrated to Canada and settled in the Village of Nobleton in the 19th century. The Pringle Family also acquired several farm properties in the Nobleton area and the offspring of the family would later become shop owners, carpenters and active members of the community.

The subject house on the property has a direct association with George G. Pringle, who was born on July 22, 1849 in the Village of Nobleton on Concession 9, Lot 8 to George Pringle and Susannah Bell. His father was well known in the county and working as a farmer. George G. Pringle's grandfather, William Pringle came to North America from County Queens, Ireland in 1817.

George G. Pringle purchased Part of Lot 6, Concession 9, 40 perches (0.25 acres), Part E ½ from Nicholas James Armstrong on January 16, 1877. The house was most likely built between 1877 to 1878 after he purchased the land and was occupied from 1878 to 1885 by the Pringle Family until the time it was sold to Jacob Gould in 1885. The George G. Pringle House is one the few remaining buildings in the Village of Nobleton which represents the Victorian Style with elements of Gothic Revival and is historically one of the remaining buildings from the 19th century.

He was listed as a farmer, carpenter and local merchant and in the Village of Nobleton. He also held various occupations as a farmer (1881), butcher (1882), 1885 (merchant of the Village of Beeton, where he ran a large general store in Beeton on Main Street).

Pringle was also the President of the Tecumseth Society and his wife Mary Isabella Bell from the Bell family who owned land and a hotel at Bell's Lake, north of Nobleton. Bell's father, Walter

James Bell was a hotel keeper at Bell's Lake in the Township of King. Following this, Pringle would move to Beeton where he would continue as a merchant and grocer as recorded in the early Ontario directories.

Physical / Design Value

The George G. Pringle House at 13092 Highway 27 is a representative example of the Gothic Revival architectural style and a good representative example of an early rural farmhouse as popularized by the Canada Farmer in the 1860s.

The George Pringle House is a representative example of a Victorian Style home built circa 1878 with elements of Gothic Revival architectural style in the layout of a 1 ½ storey rectangular plan. The House is constructed with buff brick construction and features a steep pitched front gable roof with bargeboard trim while resting on a stone foundation. The design of the house mirrors the architectural style popularized in the 19th century Canada Farmer publication in the 1860s, which encouraged and promoted a template for a simple rural farmer's cottage and dwelling. The George G. Pringle House is one the few remaining buildings in the Village of Nobleton which represents the Victorian Style with elements of Gothic Revival. The property features the following heritage attributes:

- 2 over 2 windows front and sides with bowed segmental brick arches
- Paneled front door (with Victorian Style Screen door)
- Yellow buff brick construction
- 3 bay
- stone foundation
- steep pitched centre front gable with bargeboard trim
- covered ornamental veranda with bargeboard supported by wooden columns on the front façade.
- Finial
- Chimney
- Gable roof

Contextual Value

The structure has contextual value as the dwelling displays the 19th century historic character of the once Village of Nobleton. From when it was constructed until present day, it remains in its original construction location.

Description of Cultural Heritage Attributes

The George G. Pringle House at 13092 Highway 27 is a representative example of the Victorian Gothic Revival architectural style and a rural farmhouse as popularized in the Canada Farmer publication in the 1860s. The property contains the following heritage attributes that reflects these values.

The George G. Pringle House at 13092 Highway 27 is a representative example of the Victorian Gothic Revival architectural style. The property contains the following heritage attributes that reflects these values:

- 1 ½ storey rectangular plan
- 3-bay
- 2 over 2 windows front and sides with bowed segmental brick jack arches
- Central entrance on front façade
- Central balcony door with railings
- Yellow buff brick construction
- Finial
- Chimney
- Gable roof
- Stone foundation

The George Pringle House at 13092 Highway 27 displays a high degree of craftsmanship or artistic merit by way of the following heritage attributes:

- Bargeboard trim on the gable roof
- Covered ornamental veranda with bargeboard supported by columns on the front façade.

The George Pringle House at 13092 Highway 27 displays contextual value and is historically linked to its surroundings by way of the following heritage attributes:

- siting of house is in its original location since it was built circa 1887.



2014



2020



2022



2023

DRAFT

Evaluation Chart

Property Address:

12998 Keele Street

Plan 81, Part Lot 1

Concession 4, Lot 5

Assessment Roll: #036 807

CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE/INTEREST	
<p>A property may be designated under Section 29 of the Ontario Heritage Act if it meets two of more of the following criteria. Ontario Regulation 9/06, as amended by Ontario Regulation 569/22</p>	
<p>Architecture</p> <p>1. Is the property a rare, unique, representative, or early example of a style, type, expression, material or construction method?</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>
<p>The Hogan’s Inn is a representative example of a building built in the Georgian architectural style with Neo-classical influences. It was built circa 1855 and is representative of this architectural style as it features a rectangular two storey red-brick building with symmetrical architectural elements seen through the dual window openings on both sides of the central main entrance facing Keele Street. It also features a gable roof with cornice returns and dual chimneys. Above the central entrance of the front façade on the 2nd storey, there are three window openings. The north and south elevation of the building features window openings and two small attic windows on each elevation as well. The windows feature double hung in a 6 x 6 windowpane style and the added shutters and door with detailed mouldings also help to complement the heritage characteristic and value of the property.</p> <p>The Inn also features Neo-classical architectural style with the rectangular sidelights and fluted pilasters on the front façade.</p> <p>The building remains as a rare and good example of a Georgian style building with Neo-classical elements to showcase a mid-19th century Upper Canada Inn, which was once a mainstay in most early communities.</p>	
<p>Craftsmanship/Artistic merit</p> <p>2. Does the property display a high degree of craftsmanship or artistic merit?</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>
<p>The building was found to have construction techniques common to its time and therefore does not demonstrate a high degree of technical or scientific achievement.</p>	

Context	Yes	No
3. Is the property physically, functionally, visually or historically linked to its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>As one of the original buildings built in the early settlement days of the Village, the property is historically linked to its surroundings as part of the of the late 19th century development of the historic settlement community as a result of the arrival of the Northern Railway. The surrounding area is made up of existing buildings and structures from that period and include but are not limited to the Crawford Wells General Store, Crawford Wells House, the Harvey J. Davis Building and the remaining nineteenth century residential and commercial buildings and structures in the immediate area. The building is also historically and physically linked to its surroundings by way of the establishment of the railway line in 1853, which led to the need for a train station and the development of supporting amenities such as but not limited to accommodations, stores, and residential areas.</p>		
Technical/Scientific merit	Yes	No
4. Does the property demonstrate a high degree of technical or scientific achievement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The property does not demonstrate a high degree of technical or scientific achievement.</p>		
Historical Associations	Yes	No
5. Does the property have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The Hogan's Inn has a direct association with the theme of early commercial use and with the Hogan's whom the property and building are known for. It was built circa 1855 by Isaac Dennis, who gifted the hotel to his daughter Agnes Dennis and John Hogan as a wedding gift. Issac Dennis was also active in the community as he had another Inn beside the King City Train Station and near Station Road, which is no longer present. This remains as one of Dennis' buildings from the 19th century still standing. The hotel was built during the time of when the Northern Railway (first railway in Upper Canada) was established and was one of the first buildings to be erected in the Village. The Hogan's would run the hotel business for approximately 50 years before the property was later purchased by George Philips and George Armstrong in the 1900's, both who continued the operation of the hotel business and also established a horse drawn bus service between the railway station for its customers (present day location of the Metrolinx GO King City Station). The arrival of the railway led to the need for support of accommodations, commercial uses and residential areas for a thriving community.</p>		
Community History	Yes	No
6. Does the property yield, or have the potential to yield, information that contributes to an understanding of a community or culture?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As one of the earliest buildings in the Village, the building played a vital part in contributing information on the early development and establishment of community and settlement patterns in the Township. The building was used commercially to support travellers through the Township from the Railway station and also acted as a community hub and centre for local residents and travelling visitors. Furthermore, the property yields information regarding the demographic and economic growth of the Village in the second half of the nineteenth century when hotels were a key physical feature in the downtown for their provision of lodgings for both visitors and as boarding houses for local workers.

<p>Representative Work</p> <p>7. Does the property demonstrate or reflect the work or ideas of an architect, artist, building, designer or theorist who is significant to a community?</p>	<table border="1"> <tr> <td data-bbox="1055 543 1136 686">Yes</td> <td data-bbox="1136 543 1234 686">No</td> </tr> <tr> <td data-bbox="1055 577 1136 686"><input checked="" type="checkbox"/></td> <td data-bbox="1136 577 1234 686"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No				
<input checked="" type="checkbox"/>	<input type="checkbox"/>				

The property demonstrates the ideas of Issac Dennis who built the Township's first hotel buildings. Hogan's Inn was built by Isaac Dennis who built the hotel at the corner of King Road and Keele Street. Previously, Dennis also built a hotel north of Station Road, next to the then original location of the train station, which was relocated to the King Heritage and Cultural Centre. Dennis also owned the lands to the south of the hotel and dedicated these lands for a station when it was learned that the Northern Railway would be coming through the area in the 1850s.

<p>Community Character</p> <p>8. Is the property important in defining, maintaining, or supporting the character of the area?</p>	<table border="1"> <tr> <td data-bbox="1055 972 1136 1127">Yes</td> <td data-bbox="1136 972 1234 1127">No</td> </tr> <tr> <td data-bbox="1055 1008 1136 1127"><input checked="" type="checkbox"/></td> <td data-bbox="1136 1008 1234 1127"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No				
<input checked="" type="checkbox"/>	<input type="checkbox"/>				

The property is important in defining, maintaining and supporting the area surrounding the subject property. The area which extends east along King Road and south along Keele Street contains a collection of 19th century buildings constructed in the community's village core area. As such, the subject property is an important contributor towards maintaining, defining and supporting the historic commercial and residential character of the area.

<p>Landmark</p> <p>9. Is the property a landmark?</p>	<table border="1"> <tr> <td data-bbox="1055 1344 1136 1417">Yes</td> <td data-bbox="1136 1344 1234 1417">No</td> </tr> <tr> <td data-bbox="1055 1375 1136 1417"><input checked="" type="checkbox"/></td> <td data-bbox="1136 1375 1234 1417"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Yes	No				
<input checked="" type="checkbox"/>	<input type="checkbox"/>				

Located at the southwest corner of King Road and Keele Street, the property has contextual value as a long standing local landmark and a well known historic building in the community. It is known to the Village as a local landmark and is known as Hogan's Inn at the Four Corners. The Four Corners reflects the location of the building at the major intersections of King Road and Keele Street and serves as a prominent visible local landmark in the Community.

Statement of Culture

12998 Keele Street – Hogan’s Inn at Four Corners

Location: Plan 81 Part Lot 1

Assessment Roll: 036 807

Statement of Cultural Heritage Value

The structure known as Hogan’s Inn at Four Corners, 12998 Keele Street, is worthy of inclusion on the Register under Part IV, Section 27 of the Ontario Heritage Act for its cultural heritage value or interest. It meets the necessary criteria prescribed by the Province of Ontario under the three categories of design or physical value, historical value and contextual value.

Historical/Associative Value

The dwelling’s historical/associative value has a direct association with Issac Dennis, who built the Inn circa 1855 and later recognized for Inn owner John Hogan. The Inn was built for travelling patrons who would stop to stay overnight at the Township and was built when the Northern Railway came through the Township in the mid-19th century. Hogan’s Inn was one of the more popular inns in the original Village of Springhill. Hogan’s Inn originally also included stables on the left, above which was used as a dancehall by the community. Dennis gave the Inn to his daughter Agnes and her husband John Hogan as a wedding gift and they would run the hotel business for approximately 50 years. The building was later purchased by George Philips and George Armstrong in the 1900’s, who continued the operation of the hotel business and established a horse drawn bus service between the railway station for its customers (present day location of the Metrolinx GO King City Station). The property yields information regarding the demographic and economic growth of the Village in the second half of the nineteenth century when hotels were a key physical feature in the downtown for their provision of lodgings for both visitors and as boarding houses for local workers.

Design/Physical Value

The Hogan’s Inn is a representative example of Georgian architecture with Neo-classical influences and was built circa 1855. It is representative of this architectural style as it features a two storey red-brick building, symmetrical elevations with dual window openings on both sides of the central main entrance facing Keele Street, a gable roof with cornice returns. The building is rectangular in shape and also features symmetrical dual chimneys. Above the central entrance of the front façade, there are three windows openings. The north and south elevation of the building features window openings and two small attic windows on each elevation. The windows feature a double hung, 6 x 6 window pane style and the added shutters and door with detailed mouldings also helps to complement the heritage characterise and value of the property. The neoclassical style features the rectangular sidelights and fluted pilasters on the front façade.

The building remains as a rare and good example of a Georgian style building with Neoclassical elements to showcase a mid-19th century Upper Canada Inn, which was once a mainstay in most communities.

Contextual Value

The property has contextual value as the Inn contributes to the dominant nineteenth century early settlement village character of the surrounding area. As one of the original buildings built in the early settlement days of the Village, the property is historically linked to the community and the early buildings and structures which existed at the early formation of the community and village life. These include but are not limited to the Crawford Wells General Store and Post Office, Crawford Wells House, Harvey J. Davis Building, and the remaining 19th century residential and commercial buildings and structures in the immediate area. Located at the southwest corner of King Road and Keele Street, the property has contextual value as a long-standing local landmark and a well-known historic building in the community. It is also referred to as Hogan's Inn at the Four Corners, where the Four Corners reflects the location of the building at the major intersections of King Road and Keele Street and continues to serve as a prominent visible local landmark in the Community.

Description of Cultural Heritage Attributes

The Hogan's Inn is a representative example of the Georgian and Neo-classical architectural style. The property contains the following heritage attributes that reflects these values:

- 6 over 6 sash windows with jack arches
- 2-storey red brick construction on fieldstone foundation
- cornice on returns
- Dual symmetrically chimneys
- Symmetrical placement of windows
- 2 small attic windows on the north and south elevations
- central entrance on front façade with arched transom and sidelights
- gable roof;

The Hogan's Inn has direct associations with a theme and person that was significant to the community by way of the following attributes:

- Historical association with the long standing theme of early commercial use in King as a hotel inn as a result of the arrival of the Northern Railway in the mid 19th century.
- Historical association with early Innkeepers John Hogan and Issac Dennis;

The Hogan's Inn displays contextual value and is historically linked to its surroundings by way of the following heritage attributes:

- Location in the Village of King City
- Placement on the subject property and orientation towards Keele Street.

The Hogan's Inn at 12998 Keele Street displays contextual value and is a local landmark to its surroundings by way of the following heritage attributes:

- The property is a local landmark and is known as Hogan's Inn at the Four Corners. The Four Corners reflects the location of the building at the major intersections of King Road and Keele Street.

The following elements do not contribute to the historical significance of the property

- Sunroom addition to the south with dual dormers;

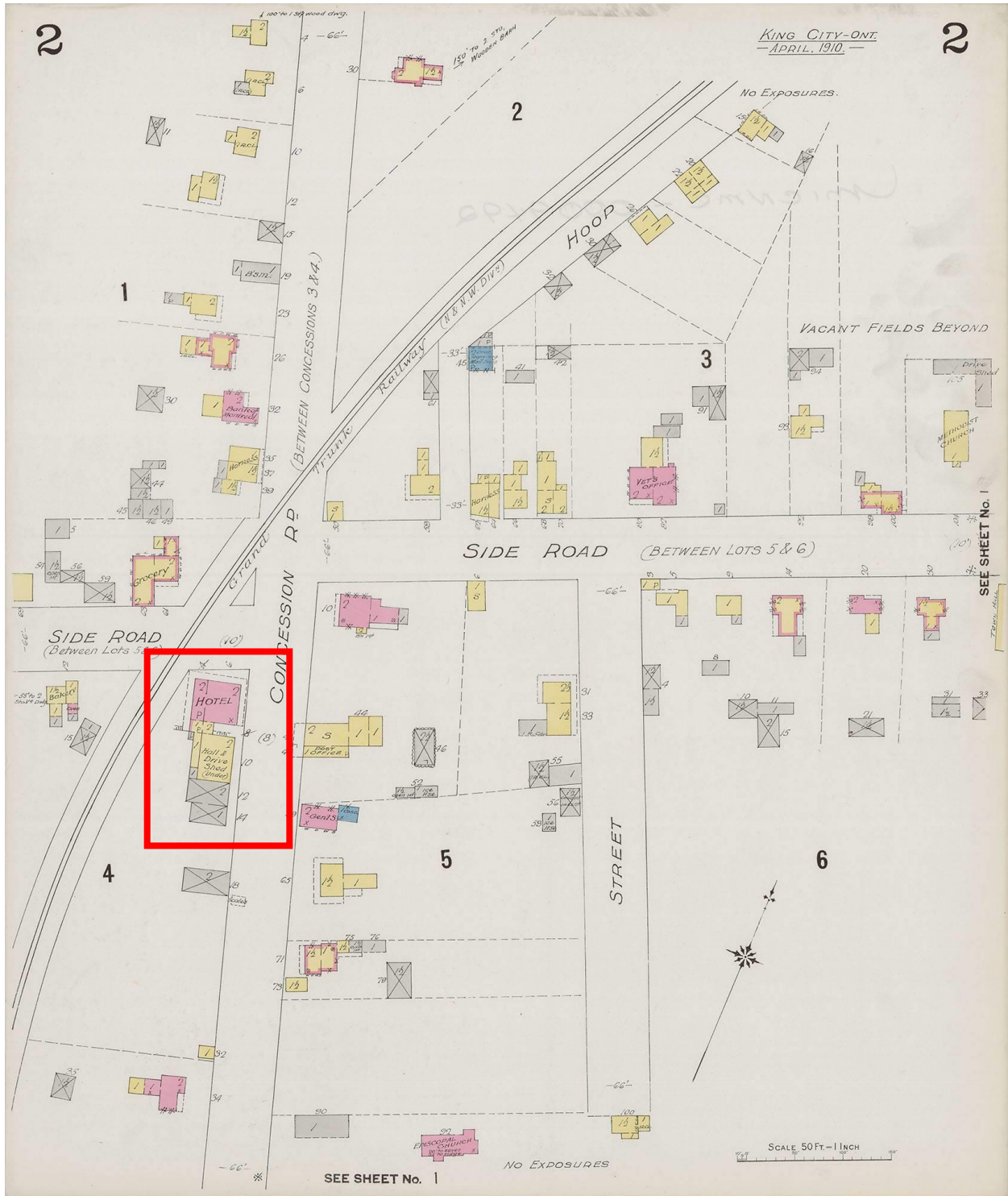
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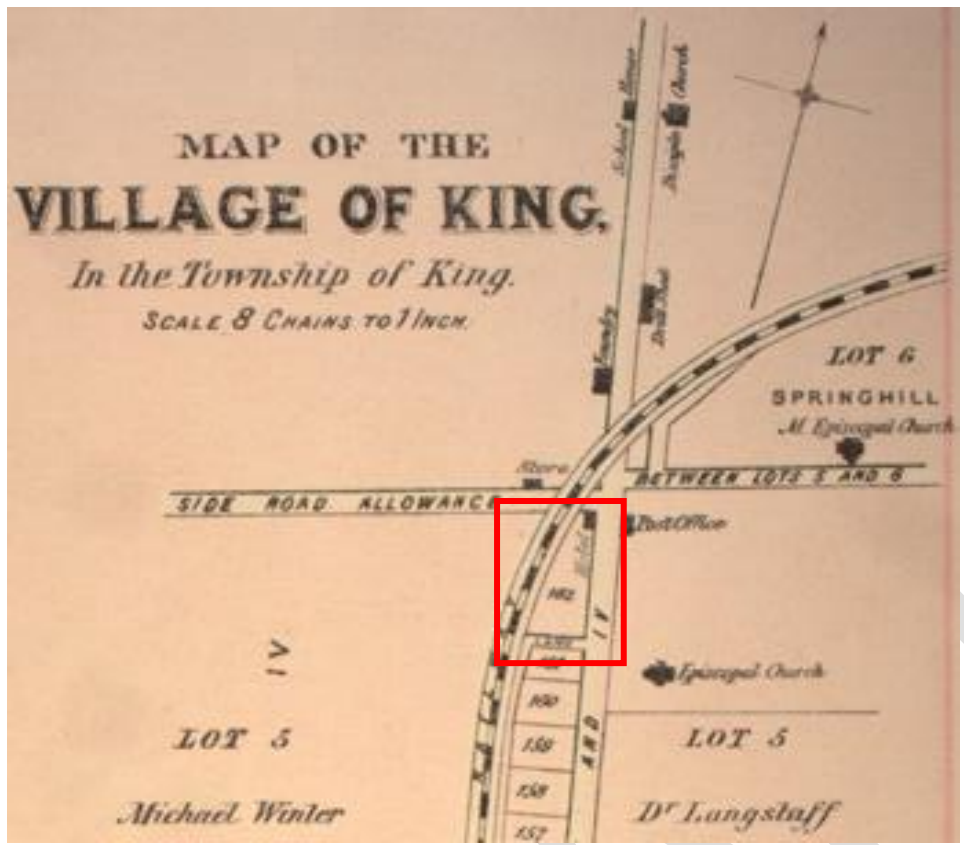
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The Corporation of the Township of King Report to Council

From: Community Services Department - Heritage and Culture Division
Report Number: COM-HEC-2024-002
Date: Monday, September 23, 2024
Title: **King Township Land Acknowledgement**

Recommendation

1. That Council receive Report COM-HEC-2024-002; and
2. That Council adopt the Land Acknowledgement as attached in Appendix A to this report.

1. Report Highlights

- The Township of King seeks to establish a Township-wide Land Acknowledgement that reflects past, present, and future Indigenous communities in King, in addition to our ongoing commitment towards Truth and Reconciliation.
- Once completed, the Land Acknowledgement will physically be represented at each municipal site.
- The Township currently supports Indigenous initiatives in King through Community Services' public programming.
- The Land Acknowledgement will be the Township's first step in defining its policy regarding Indigenous initiatives and Truth & Reconciliation, with the intent of encouraging stronger relationships with Indigenous communities and nations, including our Treaty Partners: the Mississaugas of the Credit First Nation and the Williams Treaty First Nation.
- A draft Land Acknowledgement Use Corporate Policy will be presented to Council for consideration in 2025.
- Relationships with Indigenous Treaty Partners are to be mutually beneficial and supportive of both parties, with an emphasis on servicing Indigenous initiatives in King.

2. Purpose

The purpose of this report is to approve the proposed Land Acknowledgement. Per approval, terms of use will be defined, as well as our policy regarding Indigenous relations; and the Township of King's commitment to Truth and Reconciliation moving forward.

3. Background

In preparation for the first National Day for Truth and Reconciliation in 2021, a temporary Land Acknowledgement was written by staff and shared with Council for use by the Township to recognize the Indigenous peoples who have called the land upon which King Township sits home. It was as follows:

We acknowledge that the Township of King sits within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and the Williams Treaty First Nation, as well as the traditional territory of the Huron-Wendat and Haudenosaunee peoples. We thank them for sharing this land with us. Together, we will continue to celebrate the heritage, diverse cultures and outstanding achievements of Indigenous people.

In 2023, Heritage and Cultural staff engaged in recognized training on Land Acknowledgements to learn how to use them beyond an initial statement; and, create a meaningful impact to support Indigenous peoples in the community. Through this course, staff recognized the existing acknowledgement was not sufficient for properly recognizing the important role that Indigenous peoples play in our history, present, and future; nor, did it recognize the impacts of colonization on this land. To rectify this, staff first wrote a new draft Land Acknowledgement using lessons from that course.

In late 2023, staff engaged Indigenous consultant Andrew McConnell (Secondment to the Faculty of Education at York University in Toronto and former Indigenous Education Coordinator to York Region District School Board) to edit and refine the statement to the current proposed version attached as Attachment 1 to this report, as well as help staff understand the importance and meaning behind its words.

The final version was also compared against the MCFN Land Acknowledgement Guidelines to ensure compliance with the Mississaugas of the Credit First Nation.

The statement was also sent directly to Mississaugas of the Credit First Nation for approval, whereby it was confirmed satisfactory without further amendments required.

4. Analysis

4.1. Purpose of a Land Acknowledgement

A Land Acknowledgement expresses gratitude to the Indigenous people whose territory we reside on and honors those who have lived here since time immemorial. More importantly, it acknowledges that Indigenous communities reside within these territories today, as their roles continue to shape our present and future. This message is crucial in understanding the history that brought us here and our dynamic role within it. Land Acknowledgments also highlight the effects of colonialism ongoing to this day, requiring mindfulness of our present participation. This practice follows Indigenous protocol, respecting the original stewards of the land.

4.2. Environmental Comparison

Many municipalities in Ontario (and across Canada) have adopted Land Acknowledgements for use at Council meetings, official municipal events or displayed prominently including Georgina, East Gwillimbury, Newmarket, Vaughan, Richmond Hill, Markham, York Region, and others. Several municipalities also post a Land Acknowledgement on their respective websites with additional information on Truth and Reconciliation and the Indigenous histories of their community. By adopting this statement, King would be in alignment with our neighbours in expressing our gratitude and respect for our Indigenous partners.

4.3. Indigenous History of King Township

In the 1400s, the Wyandot people (Huron or Wendat) traditionally inhabited areas around Lake Ontario and Georgian Bay, but by the 1600s, European diseases and Haudenosaunee expansion led to their dispersion. The Haudenosaunee, living south of Lake Ontario, destroyed Wyandot villages in the 1649-1650 period, expanding their territory. By the 1680s, the Anishinaabe pushed the Haudenosaunee back south of Lake Ontario. The 1787 Gunshot Treaty was later disputed, while the 1805 Toronto Purchase between the Mississaugas and the British Crown was ratified. In 1923, the Williams Treaties were signed with various First Nations. Settlements in 2010 and 2018 with the Canadian government addressed compensation for historical grievances, including \$145 million for the Toronto Purchase Claim and Brant Tract Claim in 2010, and \$666 million from Canada and \$444 million from Ontario in 2018, along with recognition of treaty rights and additional reserve lands.

4.4. Indigenous Treaty Partners Confirmation

King Township sits in the boundaries of two separate treaties: Treaty 13 (also known as the “Toronto Purchase”) which was signed with the Mississaugas of the Credit First Nation (MCFN); and the Williams Treaty with the Williams Treaty First Nation. To ensure that the drafted Land Acknowledgement was acceptable, the MCFN were contacted in Summer 2024 for approval and have given their assent for the proposed statement to be used by the Township of King.

4.5. Future Planning

With an approved Land Acknowledgement, a Land Acknowledgement Corporate Policy will be drafted, whereby the following will be defined: how the statement will be used, where, when or in which context, and by whom. Community and Council consultation will occur throughout the policy development process.

During this process, the Township will continue to strengthen relationships with our Indigenous Treaty Partners: the Mississaugas of the Credit First Nation and the Williams Treaty First Nations; as well as build new relationships with Indigenous communities and nations. As per the Land Acknowledgement statement, the Township will continue to promote Indigenous initiatives, culture, and heritage in the Township and develop partnerships mutual to both parties.

The Land Acknowledgement is open to potential revision as information, language, and trends in Indigenous education develop. For any future updates, consultation from Council and our Indigenous partners will take place.

5. Financial Considerations

There are no additional financial implications to endorsing the King Township Land Acknowledgement as proposed. The future Land Acknowledgement Use Corporate Policy that will be presented in 2025 may have implications related to signage and Indigenous relationship building that will be discussed at that time. Currently, all initiatives are captured within the existing Township operating budget.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the “Our King” Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King’s Vision, Mission and Values

This report is in alignment with the CSP’s Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Enrich community well-being and make King the ideal place to live, work and play.in-kind contribution requests by 2024.

A Land Acknowledgement enriches community well-being by fostering a deeper sense of respect, inclusivity, and connection among members. By recognizing and honoring Indigenous peoples who have historically cared for and lived on the land, communities can acknowledge their enduring cultural heritage and contributions. This practice not only educates people about historical contexts and current injustices, but also builds bridges between diverse groups. It promotes a shared commitment to justice and reconciliation, creating a more empathetic and informed community. As individuals and groups come together in this spirit of recognition and respect, they enhance their collective well-being, creating a more harmonious and cohesive environment where everyone feels valued and connected.

7. Conclusion

A Township-wide Land Acknowledgement is integral to King’s commitment to Truth & Reconciliation, while also bridging the past, present, and future of this land. Once approved, it will be standardized across all sites in the municipality. Additionally, it will provide a framework for developing a future Land Acknowledgement policy to define the context in which it is used; and, reinforce our ongoing support for Indigenous initiatives in King and strengthening ties with Indigenous communities and our Treaty Partners.

8. Attachments

- Appendix A- Township of King Land Acknowledgement
- Appendix B - MCFN Land Acknowledgement Guidelines
- Map of Ontario Treaties and Reserves

Prepared by:

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Heritage & Cultural Supervisor

Recommended by:

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Director, Community Services

Approved for submission by:

Daniel Kostopoulos

Chief Administrative Officer



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Fax: 905.833.2300
Website: www.king.ca

Appendix 'A' – Township of King Land Acknowledgement

On behalf of King Township citizens, staff and visitors, we acknowledge that the Township of King sits within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and the Williams Treaty First Nation, as well as the traditional territory of the Huron-Wendat and Haudenosaunee peoples.

We ask everyone to reflect on the Indigenous nations that have lived on this land since time immemorial and how, as individuals, we can take steps towards reconciliation. Together, we will continue to partner with Indigenous peoples and communities to celebrate the heritage, diverse cultures, and outstanding achievements of Indigenous people; and, work towards healing a difficult past to create a more respectful future for several generations to come.

Guidelines for Land Acknowledgements within Mississaugas of the Credit First Nation (MCFN) Treaty Lands and Territory

1. Using the map: **Municipalities within Mississaugas of the Credit Treaty Lands and Territory** (located at mncfn.ca), research the location of your event/ organization within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation.

(a) If the location falls within one of the treaty areas, your land acknowledgement should make reference to the “Treaty Lands and Territory of the Mississaugas of the Credit First Nation”.

Ex. *We meet today within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation...*

(b) If your location falls outside the treaty areas, but within the territorial boundaries of *the MCFN*, reference should be made to the “Territory of the Mississaugas of the Credit First Nation”.

Ex. *We are pleased to meet today on the Territory of the Mississaugas of the Credit First Nation...*

2. In the land acknowledgement, one may cite the specific treaty area in which the organization/event is located, or alternatively, simply make a more general statement regarding the Treaty Lands.

Ex. (specific treaty area)

As we gather in Milton today, we recognize that we meet within the bounds of the Ajetance Treaty agreed upon by the Mississaugas of the Credit and the British Crown in 1818.

Ex. (general)

As we gather today in Hamilton, we meet within the Treaty Lands and Territory of the Mississaugas of the Credit.

3. Many land acknowledgements give recognition to First Nations that had previously occupied the land prior to the arrival of the ancestors of the Mississaugas of the Credit. The land in question is known as the “traditional territory” of the former occupants. Depending upon location, the acknowledgement might reference the traditional territories of the Huron-Wendat, Neutral, Petun, or Haudenosaunee Nations. Alternatively, a collective acknowledgement referring to the previous occupants of the land may also be employed.

Ex. (specific First Nations)

Today we gather on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation as well as the traditional territory of the Huron-Wendat and Haudenosaunee peoples.

Ex. (collective: non-specific)

Today we gather on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and recognize this land as being home and traditional territory to other Indigenous people since time immemorial.

4. Additional statements, beyond a simple land/treaty recognition, are often included within the body of a land acknowledgement. Statements might include references to a spirit of reconciliation between Indigenous and non-Indigenous peoples; a commitment to the wise stewardship of an area; or expressions of good will. When including such statements, care should be taken not to include material considered a source of contention. As an example, many land acknowledgements make mention of a “Dish with One Spoon Agreement” as a model for sharing the land and its resources. The “Dish with One Spoon” is considered controversial among First Nation as there is no consensus as to the particulars of the “Agreement”.

5. Be specific when constructing the land acknowledgement. Some statements, for example, mention the Mississaugas of the Credit and the Anishinaabek at the same time:

“We recognize we are on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and the Traditional Territory of the Anishinaabe, Haudenosaunee, and the Huron Wendat.”

The term “Anishinaabe” refers to a broad range of culturally related peoples including the Ojibway, Odawa, Pottawatomi, Oji-Cree, and other Algonquians. The Mississaugas of the Credit are a sub-group of the Ojibway and have been the only Anishinaabe people to occupy, control, and exercise stewardship over the Treaty lands and Territory they now occupy. Using the term “Anishinabe” after citing the Mississaugas of the Credit is a redundancy. It is also suggested that the term “Anishinaabe” is too broad a term to be used within the statement as it inadvertently includes other First Nations that have no connection with the MCFN lands in question. Removing the word “Anishinaabe” from the statement avoids redundancy and prevents misunderstandings.

6. Construct the land acknowledgement to meet the needs of your situation. Acknowledgements may be used by governments, government agencies, schools, gatherings, events, and so. The acknowledgement may be made verbally, in print, or even posted on a plaque. Above all, the acknowledgement should be accurate as to facts and sincere in its deliverance.

7. Feel free to contact the Mississaugas of the Credit First Nation’s Department of Communication to address any questions related to the construction of a land acknowledgment.

Notes:

The Rouge Tract is part of the Territory of the Mississaugas of the Credit First Nation; it is not covered under a treaty between the Crown and the MCFN.

The Six Nations of the Grand Reserve is located within the bounds of the Between the Lakes Treaty, No. 3, established between the Crown and Mississaugas of the Credit in 1784 and ratified in 1792. The Treaty allowed the Crown to grant the Six nations as parcel of land known as the Haldimand Tract in 1784. The Six Nations of the Grand hold no treaties recognized by the Crown.



The Corporation of the Township of King Report to Council

From: Planning Division – Growth Management Services Department

Report Number: GMS-PL-2024-022

Date: Monday, September 23, 2024

Title: **Extensions to Draft Plan of Subdivision Approval – King City East**

Recommendation

1. That Council receive Report GMS-PL-2024-022; and
2. That the draft plan approval lapsing provisions, and water and sanitary servicing capacity reservation/allocation, for Draft Plans of Subdivision 19T-18K01 (Acorn); 19T-18K02 (Remcor & Bracor); 19T-18K03 (Supco); 19T-18K04 (Kingsfield Estates); and 19T-06K03 (King Rocks) (Phase 2) be extended to June 17, 2025.

1. Report Highlights

- The landowners have submitted individual requests to extend the duration of draft plan approval for four (4) draft approved plans of subdivision and a portion of a fifth draft approved plan of subdivision (King Rocks – Phase 2), located within the King City East developments, as well as the associated water and sanitary servicing capacity.
- The subject draft plans of subdivision have been advancing through detailed engineering design and towards the execution of Subdivision Agreements with the Township.
- Two (2) plans and a portion of a third plan (King Rocks – Phase 1) have been registered since the last request for extension to draft approval in 2023 ([GMS-PL-2023-36](#)) was approved. At least two (2) plans are nearing final approval, with the possible registration of these plans (or a portion thereof) by early 2025. The remaining two (2) plans, and portion of a third plan (King Rocks – Phase 2), are in the process of completing additional land acquisitions/exchanges and/or awaiting improvements to conditions in the housing market to commence marketing efforts, which has affected timelines for registration. Once those items are finalized, it is anticipated that the proponents for those plans will also begin the process of clearing necessary conditions of approval toward final plan approval and registration.
- These matters were previously considered by Council on September 25, 2023. Report [GMS-PL-2023-36](#) was received, and approval of extensions to draft plans 19T-06K02, 19T-06K03, 19T-06K08, 19T-18K01, 19T-18K02, 19T-18K03, 19T-

18K04 were granted. All of the extensions contemplated a draft plan approval lapsing date of September 30, 2024 for each of the plans.

- The Planning Division has circulated the request for extensions to draft approval to the relevant Departments and agencies. Based on comments received, no changes to the Draft Plan Conditions are requested as a result of the extension requests.
- The Planning Division is supportive of the requests for extension to draft plan approval for a period not to exceed nine (9) months, with a lapsing date of June 17, 2025.

2. Purpose

The purpose of this Report is to provide Council with an overview of progress on each of the draft plans outlined within the Recommendation to consider requested extensions to Draft Plan Approval (“DPA”) for four (4) draft approved plans of subdivision and a portion of a fifth draft approved plan of subdivision (King Rocks – Phase 2) in the King City East development area.

The purpose of this report is also to provide an update on prior discussions with the landowners, Finance and Planning Staff, and the Township Solicitor, regarding the Municipal Capital Facility Agreement (MCFA) between the Township and the King City East landowners. **Attachment No. 1** illustrates the extent and location of the subject lands.

3. Background

Draft Plan Approval was granted by the Township to the King City East developments (including Remcor-Bracor, Scouli, Supco, Kingsfield Estates, King Green, King Rocks and Acorn), subject to the conditions of Draft Plan Approval. The conditions include requirements such as the submission and approval of detailed engineering plans and the execution of a Subdivision Agreement between the developers and the Township. These and other conditions are required to be fulfilled prior to the granting of final approval and plan registration. **Attachment Nos. 2-6** include the draft plans which are the subject of the extension requests.

4. Analysis

Section 51(32) of the Planning Act provides the authority for municipalities to issue draft approval subject to a lapsing provision (being not less than three (3) years). A lapsing provision was also included as a standard condition of draft approval in the Consolidated Draft Plan Conditions (September 2019) issued at the time of initial draft approval of the plans.

The lapsing provisions provide a period of up to three (3) years from the date of initial draft plan approval for the owner/developer to fulfill the conditions of draft plan approval and complete the final approval and registration process. Draft Plan Approval for the subject lands was granted in September 2019 ([P-2019-30](#)). As the registration process was not completed within the three (3) year time period, the draft approval of these plans was extended by Council in September 2022 until September 2023 with a further one (1) year

extension approved by Council at that time ([GMS-PL-2022-19](#)). This is the third extension request to be considered by Council with respect to these plans.

Lapsing provisions are intended to mitigate against delay in the development of subdivisions and ensure draft plans advance expeditiously toward final approval and registration. The lapsing provisions also provide a timeframe for Township and/or other agencies to request revisions to conditions of approval that may have been superseded by changes in policy and/or standards, or where circumstances have changed since the original draft approval.

Section 51(33) of the Planning Act states that draft approval may be extended for a time period specified by the municipality prior to the lapsing date of draft approval. The request for an extension to draft approval provides Council and Staff with an opportunity to review and approve extensions, where requested by an applicant, and where deemed appropriate by the Township.

The Conditions of Draft Plan Approval (and lapsing provisions, thereof) also provide that the Township may reconsider the sanitary and water servicing capacity reservation/allocation to the draft plans and assign it to another development if the draft approved plan is not registered within three (3) years from the date of draft approval. Recommendations contained within this Report pertain to the extension of the water and sanitary servicing capacity reservation/allocation, for the draft plans of subdivision, with a lapsing date of June 17, 2025.

The extension requests have cited market conditions, construction timing and delays in external servicing, as well as the sequencing of other landowners' final design and land conveyances, as reasons for the extensions. The requests for extension to Draft Plan Approval have been reviewed with the understanding that progress toward final plan approval and registration will continue. The individual landowners comprising the King City East development lands are at various stages of finalizing this process, with some more advanced toward final plan approval and registration.

Two (2) plans and a portion of a third plan (King Rocks – Phase 1) have been registered since the approval of the previous extension request in 2023. The Planning Division anticipates an additional plan of subdivision and the first phase of another plan of subdivision may register in the early part of 2025. Based on the current status and work plan for these plans, the Planning Division is of the opinion that these time frames are realistic and reasonable.

The remaining landowners are active in their clearance of conditions, toward the preparation of a draft Subdivision Agreement in advance of final plan approval and registration. Planning and Development Engineering Divisions will continue to communicate with applicants on next steps toward final approval and registration and to process these applications, accordingly.

As such, it is recommended that the lapsing provisions and servicing reservation/allocation be extended for a period of nine (9) months to June 17, 2025.

5. Financial Considerations

Development Charges (DC) to the Township have been paid as part of the Spine Servicing Agreement, however DC's for the Region, School Boards, and Go Transit are payable at registration for hard services and at building permit issuance for the remaining services.

Due to the extended timeline for the registration of the draft plans of subdivision, the timing of payment of the MCFA Contribution will be delayed. However, the Township can require additional securities for the MCFA Contributions, minus securities posted under the Spine Services Agreement, which may be drawn on to satisfy the first half of the per-unit payment after each plan is registered. Even if three (3) years have not passed since the registration of the individual development plan, the Township may draw on the remaining security with respect to the development plan to satisfy the balance of the owners' obligations, because the tender for the Township-Wide Recreational Facility has been awarded.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of upmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Township's long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that Staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This report is in alignment with the CSP's Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Complete Communities

Objective: Enrich community well-being and make King the ideal place to live, work and play.

The requests for extension to draft plan approval have been reviewed in the context of the Township's Corporate Strategic Plan; particularly, where related to the management of growth and major development.

7. Conclusion

The subject draft plans have made progress towards a Subdivision Agreement and final approval and registration. Additional time to complete the process is required and is considered to be appropriate by Planning Division Staff. Staff has also reviewed the terms of the MCFA and are satisfied that the provisions of the Agreement will provide the necessary assurances to the Township with respect to the effective date of payment of Securities. Extensions of draft plan approval for each of these plans (or portions thereof, where applicable) to June 17, 2025 is recommended.

8. Attachments

Attachment No. 1. Location Map

Attachment No. 2. Draft Plan of Subdivision 19T-18K01 (Acorn)

Extensions to Draft Plan of Subdivision Approval – King City East
Error! Reference source not found.

- Attachment No. 3. Draft Plan of Subdivision 19T-18K02 (Remcor & Bracor)
- Attachment No. 4. Draft Plan of Subdivision 19T-18K03 (Supco)
- Attachment No. 5. Draft Plan of Subdivision 19T-18K04 (Kingsfield Estates)
- Attachment No. 6. Draft Plan of Subdivision 19T-06K03 (King Rocks) (Phase 2)

Prepared by:

Gordon Dickson, MCIP, RPP
Supervisor, Planning and Development

Recommended by:

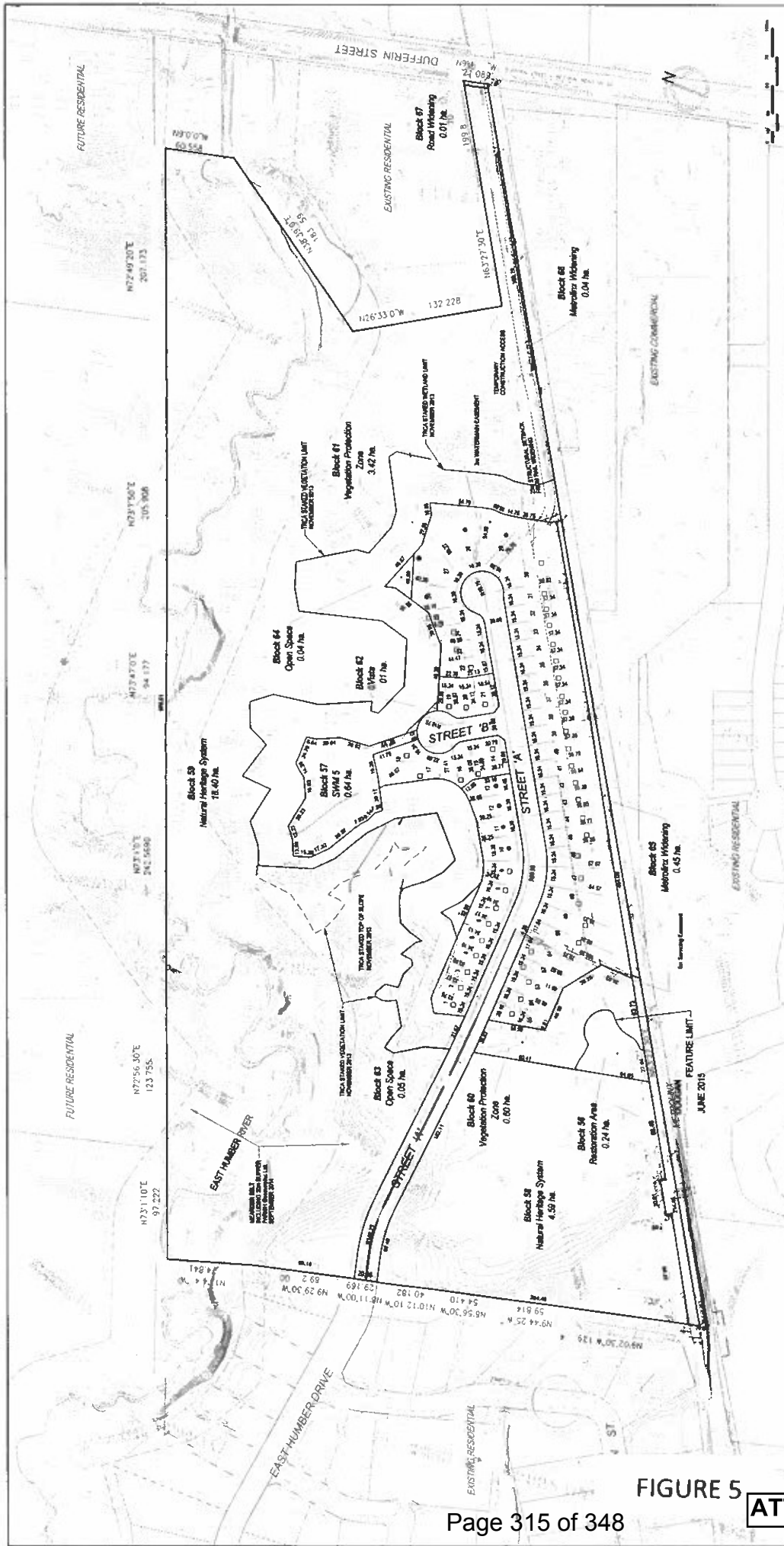
Stephen Naylor, MCIP, RPP
Director of Growth Management Services

Approved for submission by:

Daniel Kostopoulos
Chief Administrative Officer



ATTACHMENT NO. 1



Prepared by
MGP
 Malone
 Gann
 Planning
 146 Main Street, Suite 200
 Malvern, Ontario, L4R 6B3
 Tel: (855) 513-6170
 www.mgp.ca

THE ACORN DEVELOPMENT CORPORATION
 Date: July 30, 2019
 Drawn: [Name]
 Checked: [Name]
 By: [Name]
 Project No: 19-051

ADDITIONAL INFORMATION
 AS REQUIRED UNDER SECTION 5(1)(7) OF THE PLANNING ACT, CHAPTER P 136 S.O. 1990:
 (a) (i) - As shown on the Draft Plan
 (b) (i) - As shown on the Draft and Key Plan
 (c) - Land to be used in accordance with the Schedule of Zoning By-Law, as shown on the Draft Plan
 (d) - Full municipal services to be provided

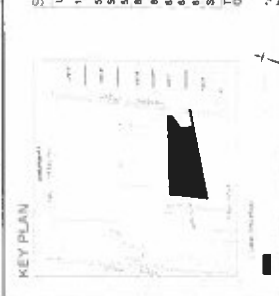
OWNER'S AUTHORIZATION
 I hereby authorize Malone Gann Planning Ltd. to prepare and submit this Draft Plan of Subdivision to the Township of King
 See Original
 Date: [Date]

SURVEYOR'S CERTIFICATE
 I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown
 See Original
 Date: [Date]

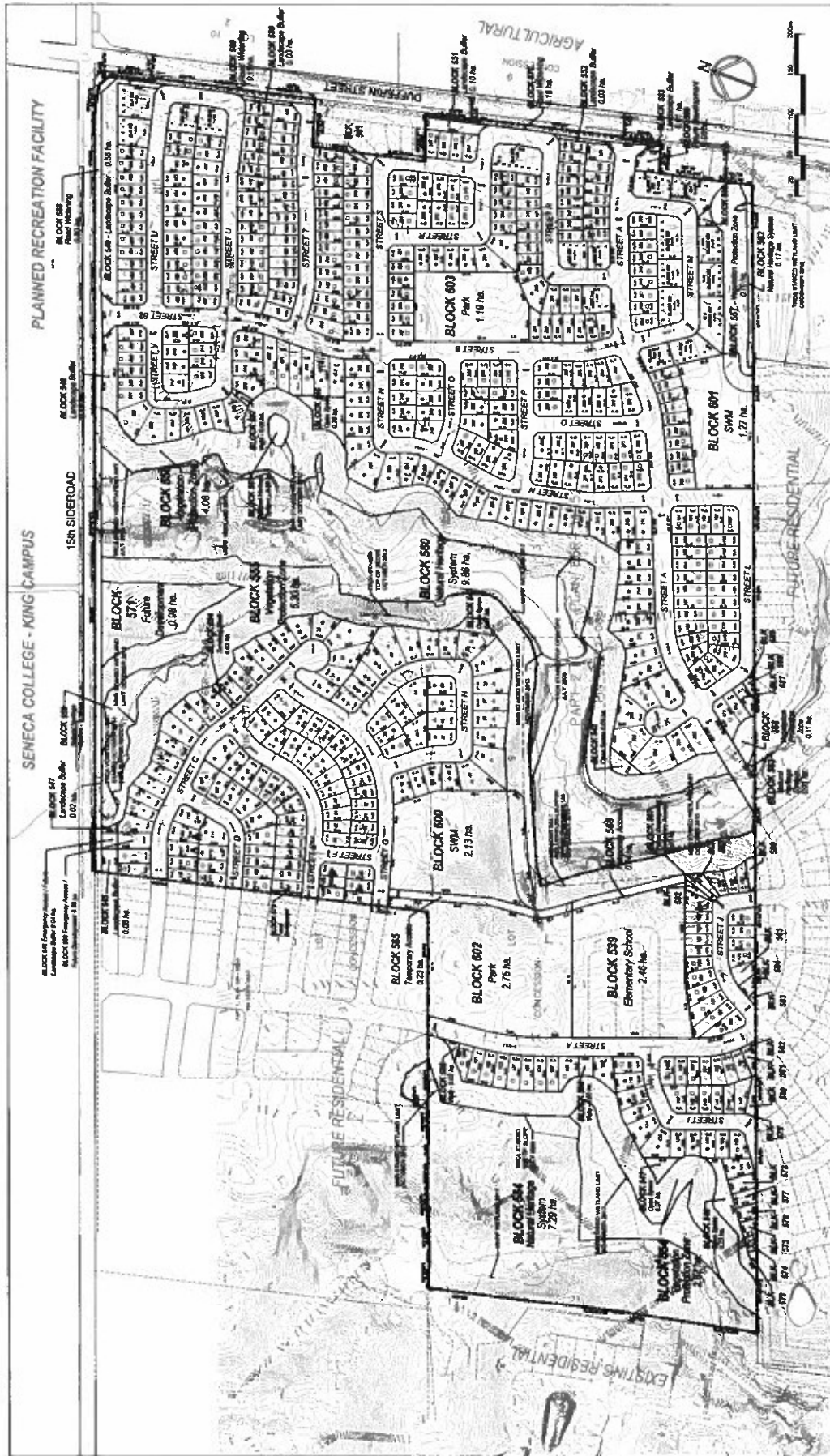
SCHEDULE OF LAND USE

LOT/BLK	LAND USE	AREA (m ²)	%
1-35	Single Detached Min. 15.2m (50ft)	47	4.84
36	Single Detached Min. 18.3m (60ft)	0	0
37	Restoration Area	0.24	0.024
38	Storm Water Management	0.64	0.064
39	Natural Heritage System	22.89	2.289
40-41	Vegetation Protection Zone (VPZ)	4.02	0.402
42-43	Open Space	0.06	0.006
44-45	Natural Future Widening	0.49	0.049
46	Road Widening	0.01	0.001
STREET A-B	20.0m Right Way	7.3m	1.55
Total		95	34.87

Density: 0.5 11.44 ha² = 4.81 u/s
 Area includes 24 ha of area outside the Secondary Plan boundary (shown grey) to assist in calculating density



DRAFT PLAN OF SUBDIVISION
 19-051
 8K01
 Lot 6 & 7, Concession 3
 Township of King
 Municipality of York



REVISIONS

NO.	DATE	DESCRIPTION
1	11/11/10	PRELIMINARY PLAN
2	01/11/11	REVISIONS TO PRELIMINARY PLAN
3	03/11/11	REVISIONS TO PRELIMINARY PLAN
4	05/11/11	REVISIONS TO PRELIMINARY PLAN
5	07/11/11	REVISIONS TO PRELIMINARY PLAN
6	09/11/11	REVISIONS TO PRELIMINARY PLAN
7	11/11/11	REVISIONS TO PRELIMINARY PLAN
8	01/12/12	REVISIONS TO PRELIMINARY PLAN
9	03/12/12	REVISIONS TO PRELIMINARY PLAN
10	05/12/12	REVISIONS TO PRELIMINARY PLAN
11	07/12/12	REVISIONS TO PRELIMINARY PLAN
12	09/12/12	REVISIONS TO PRELIMINARY PLAN
13	11/12/12	REVISIONS TO PRELIMINARY PLAN
14	01/13/13	REVISIONS TO PRELIMINARY PLAN
15	03/13/13	REVISIONS TO PRELIMINARY PLAN
16	05/13/13	REVISIONS TO PRELIMINARY PLAN
17	07/13/13	REVISIONS TO PRELIMINARY PLAN
18	09/13/13	REVISIONS TO PRELIMINARY PLAN
19	11/13/13	REVISIONS TO PRELIMINARY PLAN
20	01/14/14	REVISIONS TO PRELIMINARY PLAN
21	03/14/14	REVISIONS TO PRELIMINARY PLAN
22	05/14/14	REVISIONS TO PRELIMINARY PLAN
23	07/14/14	REVISIONS TO PRELIMINARY PLAN
24	09/14/14	REVISIONS TO PRELIMINARY PLAN
25	11/14/14	REVISIONS TO PRELIMINARY PLAN
26	01/15/15	REVISIONS TO PRELIMINARY PLAN
27	03/15/15	REVISIONS TO PRELIMINARY PLAN
28	05/15/15	REVISIONS TO PRELIMINARY PLAN
29	07/15/15	REVISIONS TO PRELIMINARY PLAN
30	09/15/15	REVISIONS TO PRELIMINARY PLAN
31	11/15/15	REVISIONS TO PRELIMINARY PLAN
32	01/16/16	REVISIONS TO PRELIMINARY PLAN
33	03/16/16	REVISIONS TO PRELIMINARY PLAN
34	05/16/16	REVISIONS TO PRELIMINARY PLAN
35	07/16/16	REVISIONS TO PRELIMINARY PLAN
36	09/16/16	REVISIONS TO PRELIMINARY PLAN
37	11/16/16	REVISIONS TO PRELIMINARY PLAN
38	01/17/17	REVISIONS TO PRELIMINARY PLAN
39	03/17/17	REVISIONS TO PRELIMINARY PLAN
40	05/17/17	REVISIONS TO PRELIMINARY PLAN
41	07/17/17	REVISIONS TO PRELIMINARY PLAN
42	09/17/17	REVISIONS TO PRELIMINARY PLAN
43	11/17/17	REVISIONS TO PRELIMINARY PLAN
44	01/18/18	REVISIONS TO PRELIMINARY PLAN
45	03/18/18	REVISIONS TO PRELIMINARY PLAN
46	05/18/18	REVISIONS TO PRELIMINARY PLAN
47	07/18/18	REVISIONS TO PRELIMINARY PLAN
48	09/18/18	REVISIONS TO PRELIMINARY PLAN
49	11/18/18	REVISIONS TO PRELIMINARY PLAN
50	01/19/19	REVISIONS TO PRELIMINARY PLAN
51	03/19/19	REVISIONS TO PRELIMINARY PLAN
52	05/19/19	REVISIONS TO PRELIMINARY PLAN
53	07/19/19	REVISIONS TO PRELIMINARY PLAN
54	09/19/19	REVISIONS TO PRELIMINARY PLAN
55	11/19/19	REVISIONS TO PRELIMINARY PLAN
56	01/20/20	REVISIONS TO PRELIMINARY PLAN
57	03/20/20	REVISIONS TO PRELIMINARY PLAN
58	05/20/20	REVISIONS TO PRELIMINARY PLAN
59	07/20/20	REVISIONS TO PRELIMINARY PLAN
60	09/20/20	REVISIONS TO PRELIMINARY PLAN
61	11/20/20	REVISIONS TO PRELIMINARY PLAN
62	01/21/21	REVISIONS TO PRELIMINARY PLAN
63	03/21/21	REVISIONS TO PRELIMINARY PLAN
64	05/21/21	REVISIONS TO PRELIMINARY PLAN
65	07/21/21	REVISIONS TO PRELIMINARY PLAN
66	09/21/21	REVISIONS TO PRELIMINARY PLAN
67	11/21/21	REVISIONS TO PRELIMINARY PLAN
68	01/22/22	REVISIONS TO PRELIMINARY PLAN
69	03/22/22	REVISIONS TO PRELIMINARY PLAN
70	05/22/22	REVISIONS TO PRELIMINARY PLAN
71	07/22/22	REVISIONS TO PRELIMINARY PLAN
72	09/22/22	REVISIONS TO PRELIMINARY PLAN
73	11/22/22	REVISIONS TO PRELIMINARY PLAN
74	01/23/23	REVISIONS TO PRELIMINARY PLAN
75	03/23/23	REVISIONS TO PRELIMINARY PLAN
76	05/23/23	REVISIONS TO PRELIMINARY PLAN
77	07/23/23	REVISIONS TO PRELIMINARY PLAN
78	09/23/23	REVISIONS TO PRELIMINARY PLAN
79	11/23/23	REVISIONS TO PRELIMINARY PLAN
80	01/24/24	REVISIONS TO PRELIMINARY PLAN
81	03/24/24	REVISIONS TO PRELIMINARY PLAN
82	05/24/24	REVISIONS TO PRELIMINARY PLAN
83	07/24/24	REVISIONS TO PRELIMINARY PLAN
84	09/24/24	REVISIONS TO PRELIMINARY PLAN
85	11/24/24	REVISIONS TO PRELIMINARY PLAN
86	01/25/25	REVISIONS TO PRELIMINARY PLAN
87	03/25/25	REVISIONS TO PRELIMINARY PLAN
88	05/25/25	REVISIONS TO PRELIMINARY PLAN
89	07/25/25	REVISIONS TO PRELIMINARY PLAN
90	09/25/25	REVISIONS TO PRELIMINARY PLAN
91	11/25/25	REVISIONS TO PRELIMINARY PLAN
92	01/26/26	REVISIONS TO PRELIMINARY PLAN
93	03/26/26	REVISIONS TO PRELIMINARY PLAN
94	05/26/26	REVISIONS TO PRELIMINARY PLAN
95	07/26/26	REVISIONS TO PRELIMINARY PLAN
96	09/26/26	REVISIONS TO PRELIMINARY PLAN
97	11/26/26	REVISIONS TO PRELIMINARY PLAN
98	01/27/27	REVISIONS TO PRELIMINARY PLAN
99	03/27/27	REVISIONS TO PRELIMINARY PLAN
100	05/27/27	REVISIONS TO PRELIMINARY PLAN

KEY PLAN

OWNER'S AUTHORIZATION

I hereby authorize the Surveyor to prepare and submit the Draft Plan of Subdivision to the Township of King and the Regional Municipality of York.

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lots in the above plan are shown on the Plan and that the same are in accordance with the Survey and the Surveyor's Certificate.

ADDITIONAL INFORMATION

AS REQUIRED UNDER SECTION 81(1) OF THE Planning Act, A Surveyor shall provide the following information:

81(1) - All shown on the Draft and Plan

81(2) - Land to be used in accordance with the Schedule of Land Use

81(3) - Full municipal services to be provided

SCHEDULE OF LAND USE

Lot No.	Area (sq. ft.)	Area (sq. m.)	Use
1	10,000	929	Residential
2	10,000	929	Residential
3	10,000	929	Residential
4	10,000	929	Residential
5	10,000	929	Residential
6	10,000	929	Residential
7	10,000	929	Residential
8	10,000	929	Residential
9	10,000	929	Residential
10	10,000	929	Residential
11	10,000	929	Residential
12	10,000	929	Residential
13	10,000	929	Residential
14	10,000	929	Residential
15	10,000	929	Residential
16	10,000	929	Residential
17	10,000	929	Residential
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93	10,000	929	Residential
94	10,000	929	Residential
95	10,000	929	Residential
96	10,000	929	Residential
97	10,000	929	Residential
98	10,000	929	Residential
99	10,000	929	Residential
100	10,000	929	Residential

PREPARED FOR: REMOR-KING DEVELOPMENTS

DATE: July 20, 2018

PROJECT NO.: 17-2870

SCALE: As Shown

DATE: Aug 21/18

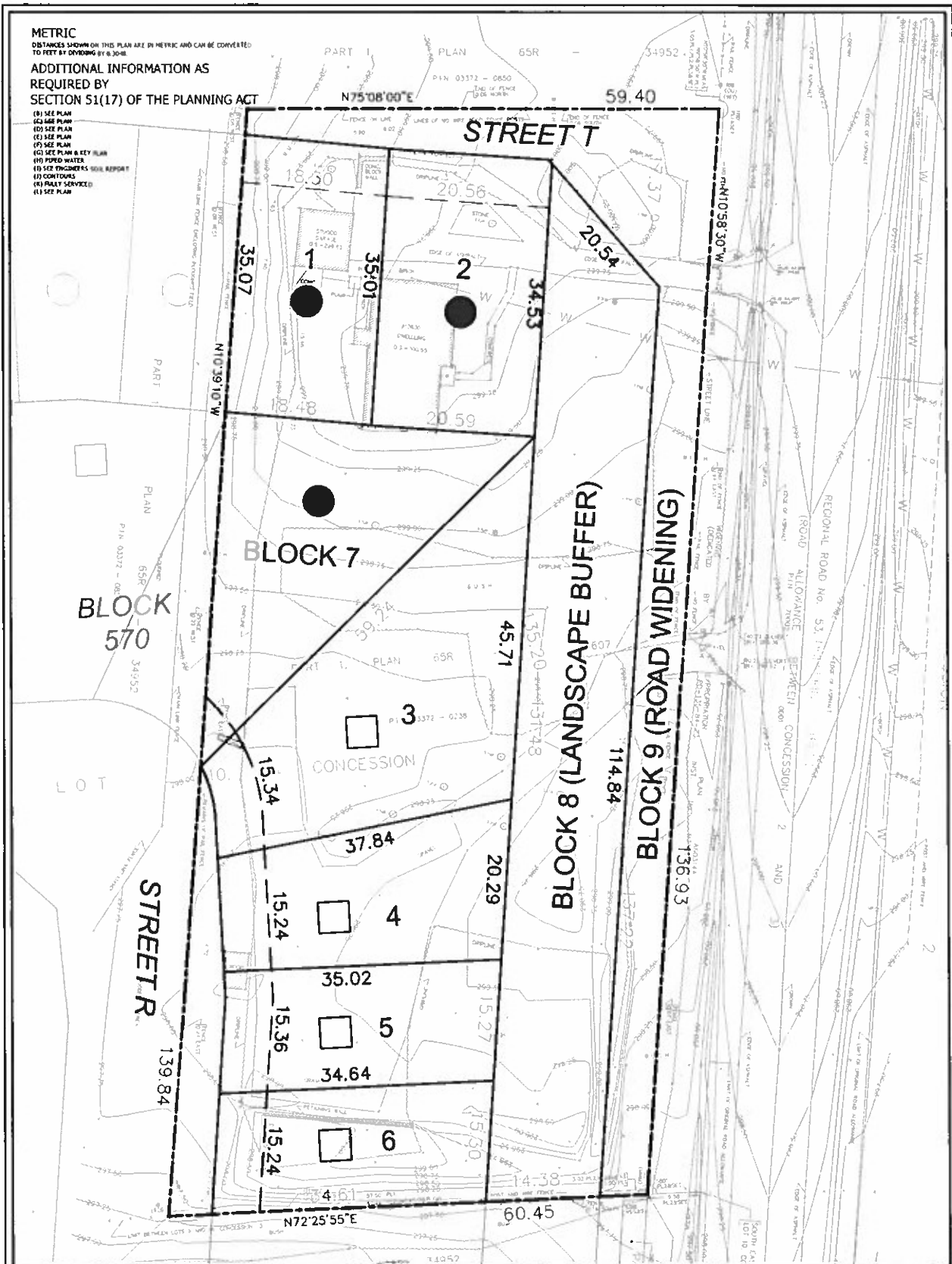
TURN BACK ON APPROVED THESE PLANNING BOOKS: DR

PREPARED BY: MGP Inc. 140 Riverside Drive, Suite 207, Markham, Ontario, L3R 8C2, Tel: (905) 947-2075, Fax: (905) 947-2076

METRIC
 DISTANCES SHOWN ON THIS PLAN ARE IN METRIC AND CAN BE CONVERTED
 TO FEET BY DIVIDING BY 0.3048

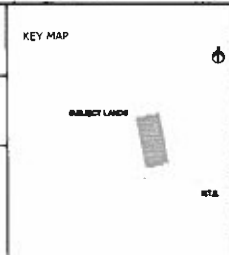
**ADDITIONAL INFORMATION AS
 REQUIRED BY
 SECTION 51(17) OF THE PLANNING ACT**

- (B) SEE PLAN
- (C) SEE PLAN
- (D) SEE PLAN
- (E) SEE PLAN
- (F) SEE PLAN
- (G) SEE PLAN
- (H) SEE PLAN
- (I) SEE PLAN
- (J) SEE PLAN
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- (V) SEE PLAN
- (W) SEE PLAN
- (X) SEE PLAN
- (Y) SEE PLAN
- (Z) SEE PLAN



Battle Consulting

13630 DUFFERIN STREET
 PART OF LOT 10 CONCESSION 3
 GEORGIAN TOWNSHIP OF KING
 TOWNSHIP OF KING
 REGIONAL MUNICIPALITY OF YORK



LOT/BLOCKS	LAND USE	AREA (sq m)
Lot 1	Rural Residential	0.0888
Lot 2	Rural Residential	0.0736
Lot 3	Rural Residential	0.1116
Lot 4	Rural Residential	0.0230
Lot 5	Rural Residential	0.0026
Lot 6	Rural Residential	0.0325
Block 1	Rural Residential	0.0870
Block 2	Landscaped Buffer	0.1771
Block 3	Recreational	0.0015
Block 4	20m Road	0.0003
Block 5	20m Road	0.0079
Block 6	20m Road	0.0033

APPROVAL

APPROVAL SUBJECT TO CONDITIONS IN ACCORDANCE WITH SECTION 51(17) OF THE PLANNING ACT R.M. OF YORK, 2018

DIRECTOR OF PLANNING
 Municipality of York

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE DIMENSIONS OF THE LOTS TO BE SUBDIVIDED AND THE DIMENSIONS TO THE SURROUNDING LAND USE ARE ACCURATE AND CORRECTLY SHOWN

2018-02-06

PLANNING DEPT. 21.1
 MCKINNON & ASSOCIATES SURVEYORS LTD.

OWNERS CERTIFICATE

I, the undersigned, being the owner of the subject lands, hereby authorize the preparation of this plan and the subdivision of the subject lands in accordance with the provisions of the Planning Act, R.M. of York, 2018.

DATE: 2018-02-06

OWNER: [Signature]

A1

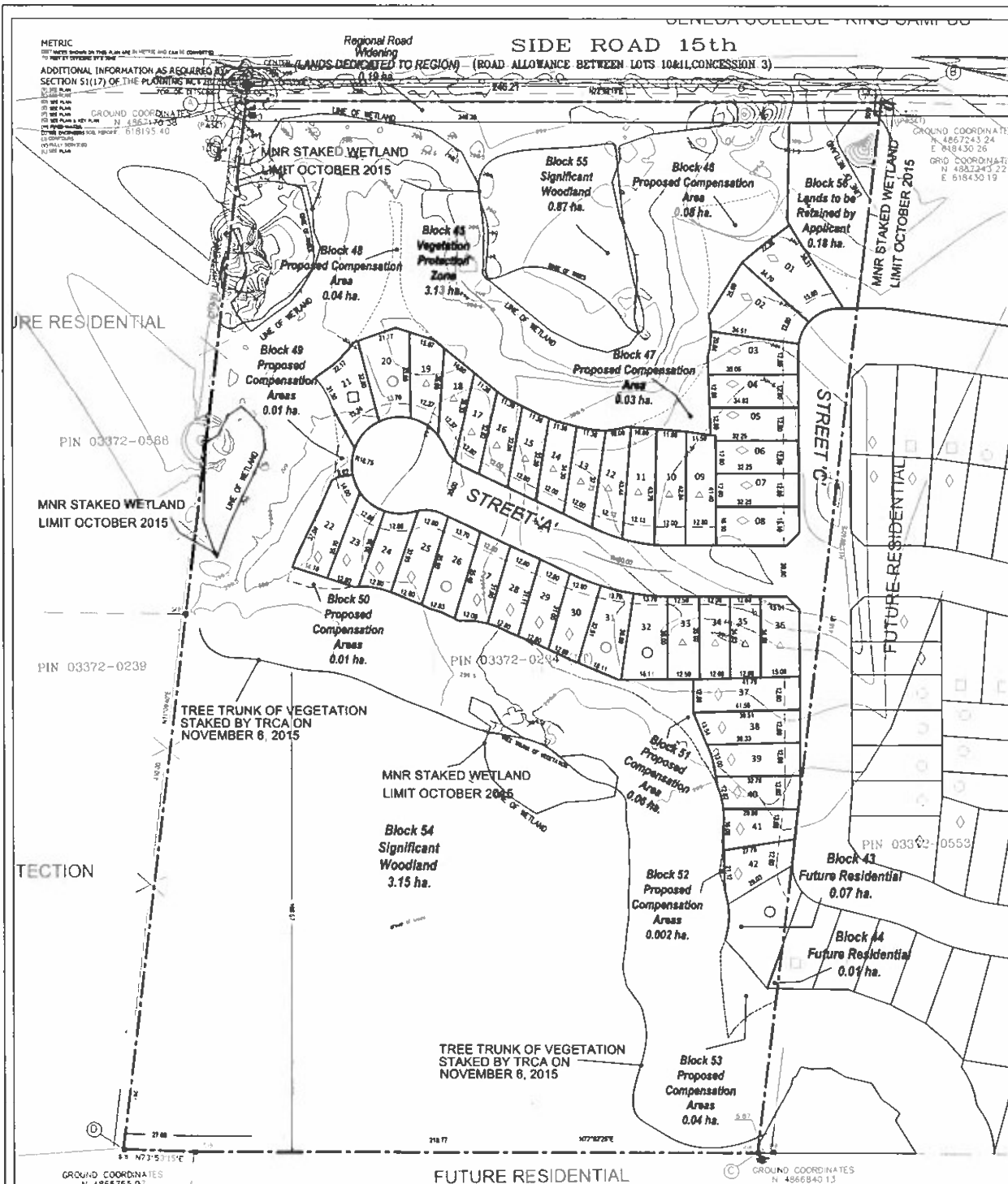
REVISION: DATE: 2018-02-06

PROJECT: SUPCO

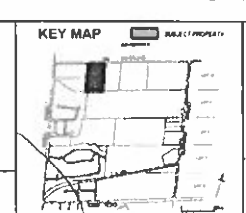
DATE: FEB 2018

SCALE: 1:300

VERSION: VER-01



Brutto Consulting
 999 Edgely Blvd - Unit 6 | Vaughan Ontario L4K 5Z4
 Tel: (905) 851-1201 Fax: (905) 761-9890
 info@bruttoconsulting.ca



SURVEYOR'S CERTIFICATE
 I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown.

FEBRUARY 09, 2018

A. AZIZ SURVEYORS INC.
 Aziz Abdelmalik, O.L.S., O.L.P.

ADDITIONAL INFORMATION
 AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT, CHAPTER P.13(R.S.O. 1990)

(a) (i) (ii) (iii) (iv) - As shown on the Draft Plan
 (b) (c) - As shown on the Draft and Key Plan
 (d) - Land to be used in accordance with the Schedule of Land Use
 (e) - Soil is Clayey Silt Till
 (f) (k) - Full municipal services to be provided

DRAFT PLAN OF SUBDIVISION

SCHEDULE OF LAND USE

Lot/Block	Land Use	Area (ha)
1-42	Detached Min. 12 00m	0.8437
	Detached Min. 12 00m	1.0224
	Detached Min. 13 70m	0.2102
	Detached Min. 15 24m	0.0537
43-44	Future Development	
45	Veg. Protection Zone	3.1348
46-53	Proposed Compensation	0.2780
54-55	Significant Woodland	4.0395
56	Lands TBR by Applicant	0.1684
Street A	18.50m Road	0.3635
Street B	20m Road	0.2414
Rd Widening	Regional Road Widening	0.1958
TOTAL		16.06

APPROVAL
 APPROVAL SUBJECT TO CONDITIONS IN ACCORDANCE WITH SECTION 51(17) OF THE PLANNING ACT, RSO, CH. P. 13, AS AMENDED, THIS _____ DAY OF _____ 2019.

 DIRECTOR OF PLANNING
 TOWNSHIP OF KING

REVISIONS

NO.	DESCRIPTION	DATE
01	Resubmission	MAY 2019
02	Revised	JULY 2019

2015 15th Sideroad
 Part of Lot 10,
 Concession 3,
 Geographic Township of King
 Township of King
 Regional Municipality of York

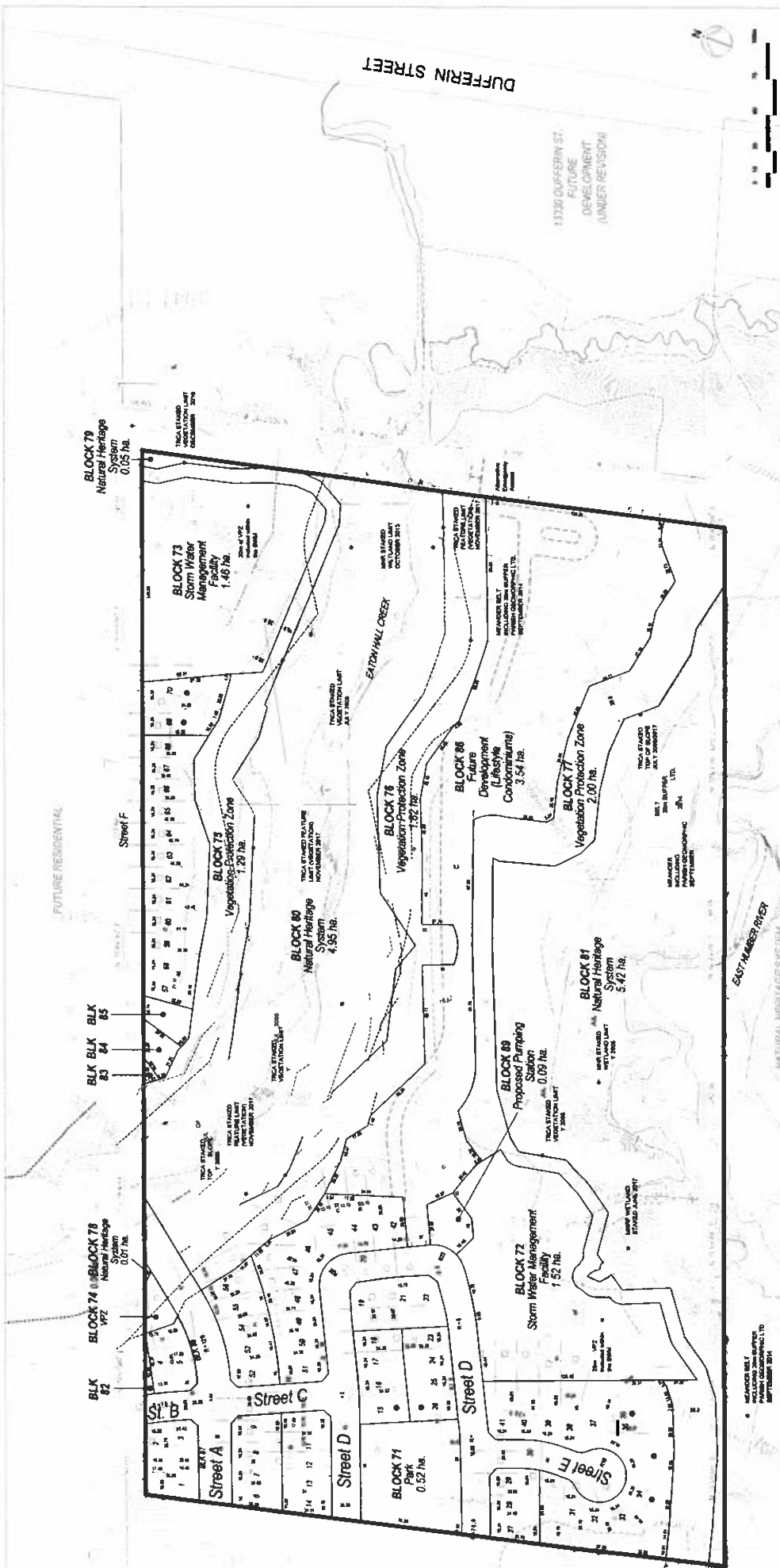
0 10 25 50 75 100m

OWNER'S AUTHORIZATION
 I hereby authorize Brutto Consulting Ltd. to prepare and submit this Draft Plan of Subdivision to the Township of King.

 Kingsfield Estates Ltd.

north:

A1
 project:
KINGSFIELD
 version:
VER-01
 date:
PT 2018



Prepared For:
MAJOR ROCKS DEVELOPMENTS INC.
 WSP File 17-3375
 Date: July 14, 2014

ADDITIONAL INFORMATION
 AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT, CHAPTER P 13(R.S.O. 1990).

(a) (i), (ii), (iii), (iv) - As shown on the Draft Plan.
 (b) (i), (ii) - As shown on the Draft and Key Plan.
 (c) - Land to be used in accordance with the Schedule of Land Use.
 (d) - Soil is silty clay, sandy silt fill.
 (e), (f) - Full municipal services to be provided.

SURVEYOR'S CERTIFICATE
 I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown.

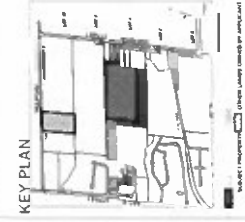
See Original Log Book: 110
 Date: _____
 See Original Date: _____

OWNER'S AUTHORIZATION
 I hereby authorize Malone Green Partners Ltd. to prepare and submit this Draft Plan to the Municipality of King for approval.

See Original Date: _____
 See Original Date: _____

SCHEDULE OF LAND USE

LOT/BLOCK	LAND USE	AREA (HA)	UNITS
1-70	Single Detached Min. 10.3m	0.74	1
71-72	Single Detached Min. 12.24m	2.74	42
73-74	Single Detached Min. 13.7m	1.16	21
75-76	None	0.00	0
77	Storm Water Management Facility	1.46	1
78-81	Natural Heritage System (NHS)	15.42	15
82-85	Future Development (High Density)	1.15	15
86	Future Development (Low Density)	1.15	15
87-88	3m Right-of-Way	0.00	0
89	Pumping Station	0.00	0
Street A	23m Right-of-Way	17.0m	1
Street B	23m Right-of-Way	17.0m	1
Street C	23m Right-of-Way	17.0m	1
Street D	23m Right-of-Way	17.0m	1
Street E	23m Right-of-Way	17.0m	1
Street F	23m Right-of-Way	17.0m	1
Block 70	Natural Heritage System	0.05	0
Block 71	Park	0.32	1
Block 72	Storm Water Management Facility	1.52	1
Block 73	Storm Water Management Facility	1.46	1
Block 74	Natural Heritage System	0.07	0
Block 75	Vegetation Protection Zone	1.20	1
Block 76	Natural Heritage System	4.35	4
Block 77	Vegetation Protection Zone	2.00	2
Block 78	Vegetation Protection Zone	1.82	1
Block 79	Natural Heritage System	0.05	0
Block 80	Proposed Pumping Station	0.09	0
Block 81	Natural Heritage System	5.42	5
Block 82	BLK 82		
Block 83	BLK 83		
Block 84	BLK 84		
Block 85	BLK 85		
Block 86	Future Development (High Density)	3.54	35
Block 87	Future Development (Low Density)	3.54	35
Block 88	Future Development (High Density)	3.54	35
Block 89	Future Development (Low Density)	3.54	35



DRAFT PLAN OF SUBDIVISION 19T-06K03

Part of Lot 8, Commenced on 3 Geographic Township of King, Township of King, Regional Municipality of York



The Corporation of the Township of King Report to Council

From: Public Works Department - Capital Division
Report Number: PW-CAP-2024-008
Date: Monday, September 9, 2024
Title: **Implementation of All-Way Stop Control – Intersection of 19th Sideroad and 11th Concession**

Recommendation

1. That Council receive Report PW-CAP-2024-008; and
2. That Council enact By-law 2024-067 to implement all-way stop control within King as follows:
 - a. Four-legged intersection of 19th Sideroad and 11th Concession

1. Report Highlights

- To amend Traffic By-law 2017-103 (Schedule H) to add all-way stop signs at the intersection of 19th Sideroad and 11th Concession.

2. Purpose

The purpose of this report is to update Council on the implementation of all-way stop signs at the intersection of 19th Sideroad and 11th Concession.

3. Background

An operational review of the 19th Sideroad and 11th Concession intersection was completed to identify increased safety and other improvement opportunities. Existing conditions are as follows:

- The 19th Sideroad is a two-lane, east-west roadway with stop control on either side of the intersection;
- The 11th Concession is a two-lane, north-south roadway;
- Posted speed limits are 60 km/h on both the 11th Concession and 19th Sideroad respectively;
- The surrounding land use is considered rural/farming;
- Both roadways are frequently used by farming equipment.

4. Analysis

19th Sideroad and 11th Concession

The Ontario Traffic Manual (OTM) recommends that stop signs be used for access control into intersections and to regulate and control conflicts. When reviewing the overall operation of the intersection, Township staff identified the following:

- Sightlines are constrained for all movements;
- Criteria for all-way stop control:

Criteria	Met	Not Met	Notes
Total vehicle volume during the peak hour exceeds 350			Unknown.
Volume split does not exceed 65/35		78/22	Based on the last RNS, AADT on the 19 th is 425 and 1526 on the 11 th .
Collisions (4 per year over a 3-year period)			unknown
If horizontal and vertical alignment is a factor	Yes		The southbound approach presents limited sight distance to slow-moving vehicles going E/W

- Due to the vertical alignment of the southbound approach on the 11th Concession, there is a limited view before they are able to see a vehicle stopped on the 19th Sideroad. As a result, there are limited sight distances for all vehicles, particularly slow-moving farm vehicles/equipment.

In consideration of these identifications, and due to the vertical alignment of the southbound approach, staff recommend converting the intersection to an all-way stop-controlled intersection.

5. Financial Considerations

The cost and installation of new stop signs are funded from the Public Works Operating Budget.

6. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the “Our King” Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King’s Vision, Mission and Values.

This report is in alignment with the CSP’s Priority Area(s), and/or associated Objective(s) and/or Key Results(s):

Priority Area: Sustainable Asset Management

Objective: Improve our linear (transportation and environmental) and non-linear (facilities and parks) assets for continued community use and enjoyment.

This report is aligned with the objective of improving King’s linear assets, ensuring safe and effective movement of traffic.

7. Conclusion

This report requests Council to enact By-law 2024-067 to implement all-way stop control at the intersection of 19th Sideroad and 11th Concession to improve safety and traffic management.

8. Attachments

Not applicable.

Prepared by:
Shaquille Cousins
Project Manager

Recommended by:
Samantha Fraser
Director of Public Works

Approved for submission by:
Daniel Kostopoulos
Chief Administrative Officer



**The Corporation of the Township of King
Notice of Motion**

Date of Meeting: Monday, September 23, 2024
Moved by: Councillor Cescolini
Seconded by: Mayor Pellegrini
Subject: **Member Motion from Councillor Cescolini Re: Speedbump Expedition on Tatton Court**

Whereas King Township as per the approved 2020 Traffic Calming Strategy has conducted an assessment of Tatton Court;

Whereas Tatton Court has met the minimum requirements set out in such above policy to warrant traffic calming measures to be applied; and

Whereas Tatton Court is an urban local road, which allows for the use of speed bumps.

Now therefore be it resolved that:

Council directs staff to expedite the placement of two speed bumps on Tatton Court within 30 days of the passing of this motion. Specifically placed where the residential area is most concentrated and residents most concerned between the intersection of Tatton Court/Stan Roots Road and Tatton Court/Wells Orchard Crescent. The exact location of the speed bumps will be determined by staff to ensure maximum efficiency between those stated intersections.



The Corporation of The Township of King

By-Law Number 2024-067

A BY-LAW TO AMEND BY-LAW 2017-103, BEING THE TOWNSHIP OF KING TRAFFIC BY-LAW

WHEREAS By-law Number 2017-103, as amended, of the Corporation of the Township of King, provides for the regulation of traffic within the Township of King;

AND WHEREAS the Council of the Township of King deems it advisable to amend By-law 2017-103, as amended, to implement all-way stop control on additional specified Township intersections;

NOW THEREFORE the Council of the Corporation of the Township of King HEREBY ENACTS AS FOLLOWS:

- 1. THAT Schedule "H", Part 1 (Stop Signs), of By-law Number 2017-103, as amended, be amended by adding thereto:

Table with 2 columns: Column 1 Intersections, Column 2 Stop Streets. Row 1: 19th Sideroad & 11th Concession, All-way (Four-way) Stop

READ a FIRST and SECOND time this 9th day of September, 2024.

READ a THIRD time AND FINALLY PASSED this 9th day of September, 2024.

Steve Pellegrini Mayor

Denny Timm Township Clerk

(Ref.: Public Works Department Report No. PW-CAP-2024-05, Council Meeting. September 9/24)



THE CORPORATION OF THE TOWNSHIP OF KING
BY-LAW NUMBER – 2024-069

A BY-LAW TO AMEND ZONING BY-LAW NUMBER
2016-71, AS AMENDED

WHEREAS Zoning By-law Number 2016-71, being a By-law to regulate the use of land and the character, location and use of buildings and structures in the Nobleton Urban Area, within the Township of King, was adopted on the 11th day of July, 2016;

AND WHEREAS it is deemed necessary to further amend By-law Number 2016-71, as amended, where such amendment conforms to the Official Plan of the Township of King (“Our King”) (2019);

AND WHEREAS authority is granted pursuant to Sections 34 and 36 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to the Council of the Corporation of the Township of King to exercise such powers;

NOW THEREFORE the Council of the Corporation of the Township of King **HEREBY ENACTS AS FOLLOWS:**

1. **THAT** the lands subject to this By-law consist of lands legally described as Part of the North Half of Lot 5, Concession 9 (as in A45937A); Part of the North Half of Lot 5, Concession 9 (as in R684976); Part of North Half of Lot 5, Concession 9 (as in R435216 together with R435216); Part of North Half of Lot 5, Concession 9 (as in R700127); and, Lot 27, Plan 420; Part of North Half of Lot 5, Concession 9 (as in A63493A), Township of King, Regional Municipality of York and municipally known as 12958, 12966, 12972, 12978 Highway 27 and 15 Wellington Street, Village of Nobleton, Township of King, Regional Municipality of York, and more particularly, as shown on Schedule “1” attached hereto, and that Schedule “1” forms part of this By-law.
2. **THAT** Schedule “A” of By-law Number 2016-71, as amended, is hereby further amended by changing the zone symbol on the lands from Residential Single Detached “A” (‘R1A’) Zone and Core Area (‘CA’) Zone to Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)) Zone for those lands shown in hatching on Schedule “1” attached hereto.
3. **THAT** Section 7.5.1 (CA Zone Exceptions) of By-law Number 2016-71, as amended be further amended by adding the following subsection:

“7.5.1.12 Exception Re: 12958, 12966, 12972, 12978 Highway 27 and 15 Wellington Street, Village of Nobleton, Township of King:

1. Notwithstanding the permitted uses identified under Section 7.2 (Table 7.2 – Uses Permitted in the Commercial Zones), in addition to apartment dwelling units, uses permitted only on the ground floor of the proposed mixed-use building, pursuant to this By-law shall be limited to:
 - i) Art gallery;
Clinic;
Convenience Retail Store;
Day Spa;
Financial Establishment;
Office;

Personal Service Shop;
Retail Store;
Studio.

2. Notwithstanding the provisions of Section 6.3 (Table 6.3(a)), Section 7.2 (Table 7.2 – Special Provision No. 1), Section 7.3 (Table 7.3), Section 4.1 (Table 4.1), Section 3.41 (Table 3.41.1), Section 3.26 (b)(i), the lands delineated as “Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)) Zone” and as shown in hatching on Schedule ‘1’ to this By-law may be used in accordance with the following provisions:
 - i) For the purpose of this By-law, the lands shown in hatching on Schedule “1” attached hereto shall be deemed to be one lot;
 - ii) That the minimum required interior side (south) yard setback shall be 1.4 metres;
 - iii) That the minimum required interior side (north) yard setback shall be 3.3 metres;
 - iv) That the minimum front yard setback (east) shall be 0.0 metres;
 - v) That the minimum required rear yard setback shall be 4.6 metres;
 - vi) That the minimum permitted building height shall be 4.7 metres;
 - vii) That the maximum permitted building height shall be 21.30 metres (to the roof top); 21.70 metres (to the top of the parapet); 26.70 metres (to the top of mechanical penthouse).
 - (viii) For the purpose of this By-law, the mechanical penthouse level does not constitute as a storey.
 - (ix) That the maximum permitted residential density shall be 270.5 units per net hectare of the total landholding.
 - (x) That the maximum permitted floor space index shall be 2.3 times the gross lot area of the total landholding.
 - (xi) That the maximum permitted floor space index shall be 2.55 times the net lot area of the total landholding.
 - (xii) For the purposes of this by-law ‘gross lot area’ is to mean the total lot area, inclusive of any road widening area.
3. Notwithstanding Section 3.41 (Yard and Setback Encroachments Permitted) of Zoning By-law 2016-71, the following shall apply:
 - i) 0.0 metres for architectural elements, risers, canopies and planters, in the front yard.
4. Notwithstanding Section 7.2 (Table 7.2 – Uses Permitted in the Commercial Zones) of Zoning By-law 2016-71 to the contrary, apartment dwelling units shall be permitted on the first storey (ground floor) of a building as part of a mixed-use building. Commercial uses shall be permitted on the first storey (ground floor) of the proposed building facing Highway 27, south of the proposed driveway.
 - i) Notwithstanding Section 4.1 (Table 4.1 – Parking Space Requirements) of Zoning By-law 2016-71 to the contrary, commercial parking for permitted uses shall be provided at a rate of one (1) parking space per 11.79 m² of gross commercial floor area.
 - ii) A minimum planting strip width of 2.2 metres shall be maintained along the interior side (south) lot line abutting the property to the south of the subject lands.
5. **THAT** the following Holding (H) Provisions shall apply as follows to the lands, subject to this By-law shown on Schedule ‘1’, attached to this by-law:

- a) Notwithstanding any other provisions of this By-law, where a Holding Symbol denoted as an "H" is shown as a suffix to the Core Area Exception Section 7.5.1.12 Holding ('CA-12('H')) Zone, no person shall use any land, erect or alter or use any building(s) or structure(s) for any purpose other than legally existing use(s), building(s), or structure(s) until such time as the Holding Symbol is removed by an amendment to this By-law passed pursuant to Section 36 of the Planning Act, as amended.
- b) Council for the Municipality may amend this By-law to remove the Holding Symbol (H) to permit the development of these lands in accordance with the provisions of this By-law and Section 36 of the Planning Act, as amended, at such time:
- i. That a Stabilization Plan, Moving Plan and Conservation Plan, as identified as 'additional required studies' to Section 8 of the Heritage Impact Assessment, as prepared by Stevens Burgess Architects Ltd. and dated June 13, 2024, be completed in accordance with the recommendations of the HIA and the Heritage Advisory Committee on July 4, 2024 and that conditions of Site Plan Approval contained within an executed Site Plan Agreement include the calculation and collection of securities associated with the stabilization, implementation, relocation and conservation works for the heritage building, and as required or at the sole and absolute discretion of the Township of King's Director of Growth Management Services;
 - ii. That a Memo of Understanding and/or Agreement be executed between the owner/applicant/developer and the Township of King that ensures the ongoing heritage protection and maintenance of the heritage dwelling to a good condition standard to accommodate the relocation and adaptive re-use of the existing dwelling as part of the development, as proposed, and as required or at the sole and absolute discretion of the Township of King's Director of Growth Management Services;
 - iii. A Site Plan has been approved by the Municipality and a Site Plan Development Agreement respecting the development of the use of the lands has been executed between the owner and encumbrancer(s), if any, of the lands and the Municipality;
 - iv. That adequate downstream sanitary capacity and adequate municipal water capacity is available as confirmed by the Township's wastewater and water modelling consultant, and that allocation of servicing capacity to the proposed development is confirmed by Council.

5. THAT this By-law shall come into force and effect on the day it was passed by the Council of the Township of King where no notice of appeal has been filed with the Township Clerk in accordance with the requirements and within the time prescribed under Sections 34 and 36 of the Planning Act.

READ a FIRST and SECOND time this 23rd day of September, 2024.

READ a THIRD time and **FINALLY PASSED** this 23rd day of September, 2024.

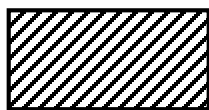
Steve Pellegrini, Mayor

Denny Timm, Township Clerk

*(Ref. Growth Management Services Report No. GMS-PL-2024-026,
Council September 23/24)*

SCHEDULE "1" TO BY-LAW 2024-069

PART OF THE NORTH HALF OF LOT 5, CONCESSION 9 (AS IN A45937A) (12958 HIGHWAY 27); PART OF THE NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R684976) (12966 HIGHWAY 27); PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R435216 TOGETHER WITH R435216) (12972 HIGHWAY 27); PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN R700127) (12978 HIGHWAY 27); AND, LOT 27, PLAN 420; PART OF NORTH HALF OF LOT 5, CONCESSION 9 (AS IN A63493A) (15 WELLINGTON STREET) TOWNSHIP OF KING, REGIONAL MUNICIPALITY OF YORK



“Residential Single Detached “A” (‘R1A’) Zone and Core Area (‘CA’) Zone TO Core Area Exception Section 7.5.1.12 Holding (‘CA-12(‘H’)’ Zone)”

PASSED ON THIS 23RD DAY OF SEPTEMBER, 2024

Steve Pellegrini
Mayor

Denny Timm
Township Clerk



The Corporation of The Township of King

By-Law Number 2024-070

A BY-LAW TO DEDICATE 0.3 METRE RESERVES AS PUBLIC HIGHWAYS IN THE TOWNSHIP OF KING AND AS PART OF THE KING CITY EAST DEVELOPMENTS

WHEREAS there are 0.3 metre reserves in favour of the Township of King on Charles Baker Drive at the northern boundaries of King Rocks Development (65M-4817);

AND WHEREAS it is necessary to remove the 0.3 metre reserves to provide access to Charles Baker Drive to allow access to the members of the Landowners Group granted through existing easement agreements.

NOW THEREFORE the Council of the Corporation of the Township of King HEREBY ENACTS AS FOLLOWS:

- 1. THAT the following 0.3 metre reserves be dedicated as public highway in the Township of King:
1. Block 92 – Plan 65M-4817
2. Block 94 – Plan 65M-4817

Read a First and Second time this 23rd day of September 2024.

Read a Third time and finally passed this 23rd day of September 2024.

Steve Pellegrini
Mayor

Denny Timm
Township Clerk

(Ref. Growth Management Services Dept. - Planning Division, C.O.W. Sept. 23/19)



The Corporation of The Township of King

By-Law Number 2024-071

A BY-LAW TO DEDICATE 0.3 METRE RESERVES AS PUBLIC HIGHWAYS IN THE TOWNSHIP OF KING AND AS PART OF THE KING CITY EAST DEVELOPMENTS

WHEREAS there is 0.3 metre reserve in favour of the Township of King on Charles Baker Drive at the southern boundary of King Green Development (65M-4810);

AND WHEREAS it is necessary to remove the 0.3 metre reserve to provide access to Charles Baker Drive to allow access to the members of the Landowners Group granted through existing easement agreements.

NOW THEREFORE the Council of the Corporation of the Township of King HEREBY ENACTS AS FOLLOWS:

1. THAT the following 0.3 metre reserve be dedicated as public highway in the Township of King:

- 1. Block 114 – Plan 65M-4810

Read a First and Second time this 23rd day of September 2024.

Read a Third time and finally passed this 23rd day of September 2024.

Steve Pellegrini Mayor

Denny Timm Township Clerk

(Ref. Growth Management Services Dept. - Planning Division, C.O.W. Sept. 23/19)



The Corporation of The Township of King

By-Law Number 2024-072

**A By-law to ADOPT AMENDMENT NO. #2
TO THE OFFICIAL PLAN OF KING PLANNING AREA**

The Council of the Corporation of the Township of King, in accordance with the provisions of the Planning Act, **ENACT AS FOLLOWS:**

1. **THAT** Amendment No. 2 to the Official Plan of the Township of King Planning Area, constituting the attached Schedules "1" and "2" and explanatory text, is hereby adopted.
2. **THAT** this By-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS 23rd DAY OF SEPTEMBER, 2024.

Steve Pellegrini
Mayor

Denny Timm
Township Clerk



The Corporation of The Township of King

BY-LAW NUMBER 2024-073

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 2017-66, AS AMENDED

WHEREAS Zoning By-law Number 2017-66, being a By-law to regulate the use of land and the character, location and use of buildings and structures in the Township of King, adopted by Council on the 26th day of June, 2017 and currently under appeal to the Local Planning Appeal Tribunal (LPAT);

AND WHEREAS it is deemed necessary to further amend By-law Number 2017-66, as amended, the matters herein set out are in conformity with the Official Plan of the Township of King, as amended, by Official Plan Amendment No. 2 to the Official Plan for the Township of King;

AND WHEREAS authority is granted pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to the Council of the Corporation of the Township of King to exercise such powers;

AND WHEREAS authority is granted to the Council of the Corporation of the Township of King under Section 36 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to make use of the holding symbol "H" in conjunction with any use;

NOW THEREFORE the Council of the Corporation of the Township of King **HEREBY ENACTS AS FOLLOWS:**

THAT Zoning By-law Number 2017-66, as amended, be further amended as follows:

1. **THAT** the lands subject to this By-law consist of the lands described as Part Lot 7, Concession 3, Township of King, municipally known as 13236 Dufferin Street, as more particularly shown on Schedules "1" and "2" attached hereto.
2. **THAT** "Schedules "1" and "2" attached hereto form part of this By-law.
3. **THAT** "Schedule "A4" of By-law 2017-66, as amended, be further amended by:
 - a. Changing the zone symbols from Future Use (F) and Environmental Protection (EP) to Residential – Apartment (R4), Exception Section 6.5.11.6 – Holding (H) (R4-6(H)); and Environmental Protection (EP), as shown on Schedule "1" and Schedule "2" attached hereto.
4. **THAT** notwithstanding Part 2 Definitions of By-law Number 2017-66, as amended, the following definitions shall apply to the lands subject to this By-law as shown on Schedule "1", attached hereto:

"61. (b) – Apartment Dwelling:

means a building with three or more dwelling units which have a common entrance from the street level and the occupants of which have the right to use in common, halls and/or stairs and/or elevators and yards. An apartment dwelling unit shall correspondingly mean a dwelling unit contained in an apartment building or a dwelling unit contained as part of a building used for a mix of residential uses and non-residential uses."

"131. (b) – Motor Vehicle Parking Lift:

means a platform or pallet measuring 2.5 metres by 4.0 metres and placed above a parking space which is provided and maintained for the purpose of temporary storage of a motor vehicle and where the platform or pallet

utilizes an automated parking system where the vehicles are parked on multiple levels using a vertical lift mechanism.”

5. **THAT** Section 6.5.11 of By-law 2017-66, as amended, be further amended by adding the following subsection:

6.5.11.6 Exception re: Part Lot 7, Concession 3 (13236 Dufferin Street)

Notwithstanding the provisions of Section 3.3, Section 4.1, 4.4, Table 6.2b, and Table 6.3c of By-law Number 2017-66, as amended, the lands delineated as Residential – Apartment Exception Section 6.5.11.6 – Holding Zone (R4-6(H)) as shown on Schedule “1” attached hereto, may be used in accordance with the following provisions and all other provisions of Section 6.3 shall apply unless specifically amended:

Table 6.2b – Uses Permitted in the Residential Zones (Other Dwelling Types)

No person shall within the Residential – Apartment Exception Section 6.5.11.6 – Holding Zone (R4-6(H)) use any lot or block or erect any building or structure for any purpose except for one or more of the following uses:

- Apartment Dwellings and Buildings;
- Accessory Uses, Buildings and Structures related to the permitted uses and subject to Section 3.2 of the Zoning By-law;
- Stormwater Management Facility.

Table 6.3c – Lot and Building Requirements for the Residential Zones (Other Dwelling Types)

- a. The maximum number of residential units shall be 75.
- b. The minimum lot area shall be 8,900 square metres.
- c. The minimum lot frontage shall be 100 metres.
- d. The minimum front yard shall be 3.0 metres.
- e. The minimum rear yard shall be 5.0 metres.
- f. The minimum north side yard shall be 5.0 metres.
- g. The minimum south side yard shall be 5.0 metres.
- h. The maximum lot coverage shall be 35%.
- i. The minimum pervious surface as a percentage of the lot shall not apply.
- j. The minimum pervious surface as a percentage of the front yard shall not apply.
- k. The maximum height of Building #1 shall be the lesser of 23.0 metres or 5 storeys, exclusive of any mechanical structures which shall not exceed a height of 5 metres.
- l. The maximum height of Building #2 shall be the lesser of 11.0 metres or 3 storeys.
- m. The minimum number of parking spaces shall be 1.25 spaces per apartment dwelling unit, plus 0.22 spaces per unit designated for visitor parking, and in no case shall the total number of parking spaces be less than 112. Tandem parking spaces and motor vehicle parking lifts shall be included to achieve the required minimum number of parking spaces.
- n. A parking space shall have a minimum width of 2.5 metres where a motor vehicle parking lift is placed above.
- o. A parking aisle shall have a minimum width of 6.0 metres.

6. **THAT** the following Holding (H) Provisions shall apply as follows to the lands subject to this By-law shown on Schedules “1” and “2” attached:

Holding Provisions

- i. Notwithstanding any other provisions of this By-law, where a Holding Symbol denoted as a “H” to the zone symbol for the Residential – Apartment (R4), Exception Section 6.5.11.6 – Holding (R4-6(H)) shall require that no person shall use and land, erect, alter or use any building or structures for any purpose other than legally existing uses(s), building(s), or structure(s) until such time as the Holding Symbol (H) is removed by an amendment to this By-law passed pursuant to Section 36 of the Planning Act, as amended.
 - ii. The Council for the Township of King may amend this By-law to remove the Holding Symbol (H) from all or part of the lands subject to this By-law or in stages to permit the development of the lands subject to the Holding Symbol in accordance with the provisions of this By-law and Section 36 of the Planning Act, as amended, at such time as:
 - a. The Council for the Township of King or their designate has assigned water and sanitary sewer servicing allocation to the lands to which the Holding symbol has been applied and that the Holding symbol shall remain for any lands/zone(s) which have not been assigned water and sanitary sewer servicing allocation;
 - b. That written confirmation is obtained by the Township Engineer and/or appointed representatives that an adequate water servicing arrangement along Dufferin Street has been constructed and operationalized to service domestic and fire flow demands required for the proposed development (per hydrant flow tests or system improvements).
 - iii. The Council for the Township of King may amend this By-law to remove the Holding Symbol (H) in part/stages from portions of the lands and/or Zone to which it applies subject to the following:
 - a. The amending By-law shall include a schedule which identifies the lands upon which the Holding Symbol is being removed and/or shall remain in place; and,
 - b. The criteria above shall continue to apply to the lands upon which the Holding Symbol shall remain in place.
7. **THAT** any provisions of By-law 2017-66 not in conflict with the provisions contained herein shall continue to apply to the lands subject to this by-law shown on Schedule “1”, attached hereto.
8. **THAT** By-law shall come into force on the day it was passed where no notice of appeal has been filed with the Township Clerk in accordance with the requirements and with the time prescribed under Section 34(19) of the Planning Act.

READ a FIRST and SECOND time this 23rd day of September, 2024.

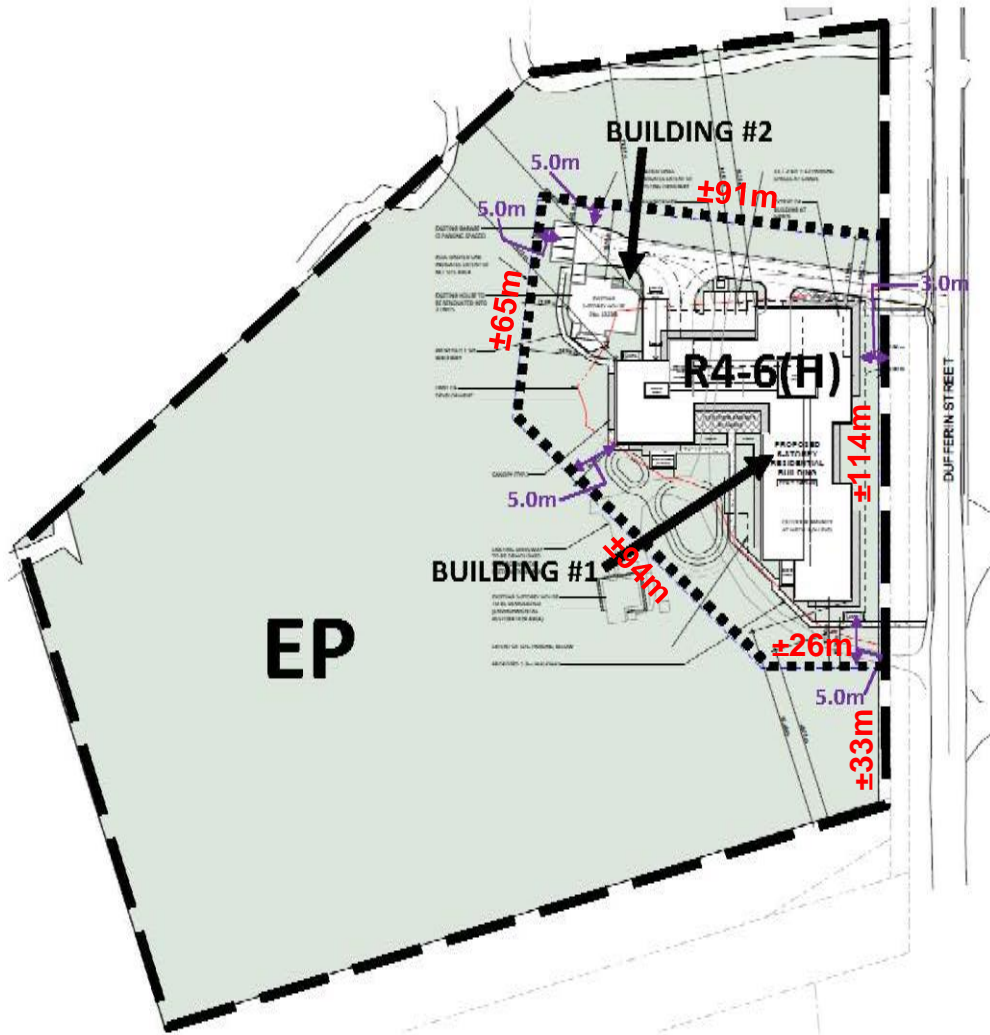
READ a THIRD time and **FINALLY PASSED** this 23rd day of September, 2024.

Steve Pellegrini
Mayor

Denny Timm
Township Clerk

*(Ref. Planning Division Report No.: GMS-PL-2022-35
C.O.W. SEPT.26/22)*

PLAN SHOWING:
PART LOT 7, CONCESSION 3
THE CORPORATION OF THE
TOWNSHIP OF KING
REGIONAL MUNICIPALITY OF YORK



**'FUTURE USE' (F) and 'ENVIRONMENTAL PROTECTION' (EP)
 TO
 'RESIDENTIAL – APARTMENT (R4), EXCEPTION SECTION 6.5.11.6
 – HOLDING (R4-6(H))**



ENVIRONMENTAL PROTECTION (EP)

THIS IS SCHEDULE "1" TO BY-LAW 2024-073
PASSED ON THIS 23RD DAY OF SEPTEMBER 2024

 Steve Pellegrini
 Mayor

 Denny Timm
 Township Clerk

THIS IS SCHEDULE "2" TO BY-LAW NO. 2024-073
Part Lot 7, Concession 3
(13236 Dufferin Street)
 TOWNSHIP OF KING
 REGIONAL MUNICIPALITY OF YORK

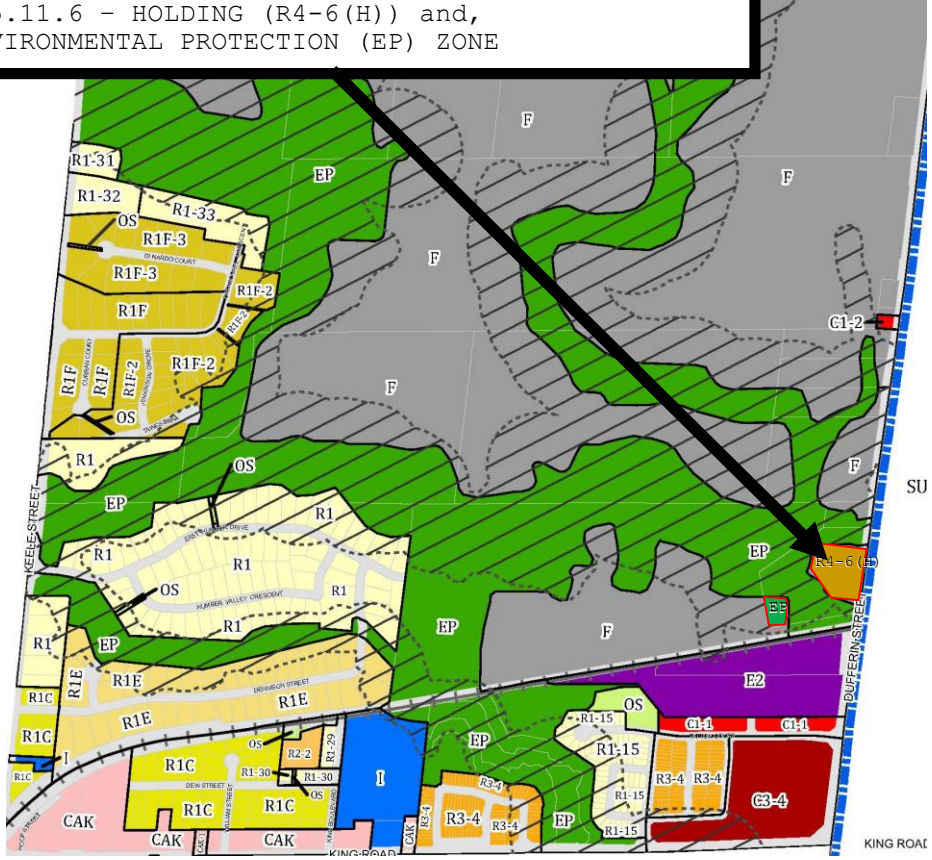
Amend Zoning By-law from Future Use (F) Zone to:
 RESIDENTIAL – APARTMENT EXCEPTION SECTION
 6.5.11.6 – HOLDING (R4-6(H)) and,
 ENVIRONMENTAL PROTECTION (EP) ZONE



**Zoning By-law for the
 Schomberg and King City
 Urban Areas**

Schedule "A4"- Zoning Map (King City)
 By-law No. 2017-66

- Legend**
- Defined Area (Refer to Section 1.2)
 - Toronto and Region Conservation Authority Regulation Limit (Refer to Section 3.38)
 - (H) - Holding Symbol (Refer to Section 5.3)
 - X - Site-Specific Exception Zone (Refer to Section 5.5.2)
- Residential Zones**
- R1 - Residential Single Detached
 - R1A - Residential Single Detached "A"
 - R1B - Residential Single Detached "B"
 - R1C - Residential Single Detached "C"
 - R1D - Residential Single Detached "D"
 - R1E - Residential Single Detached "E"
 - R1F - Residential Single Detached "F"
 - R1G - Residential Single Detached "G"
 - RE - Residential Estate
 - R2 - Residential Semi-Detached
 - R3 - Residential Townhouse
 - R4 - Residential Apartment
- Commercial Zones**
- CAK - Core Area (King City)
 - C1 - Commercial General
 - C2 - Commercial Highway
 - C3 - Commercial Shopping Centre
- Employment Zones**
- E1 - Employment Restricted
 - E2 - Employment General
- Other Zones**
- I - Institutional
 - F - Future Use-Subject to LPAT Appeal PL170869
 - EP - Environmental Protection
 - OS - Open Space



NOTE:
 THIS SCHEDULE IS PART OF SCHEDULE "A4"
 TO BY-LAW 2017-66, AS AMENDED, OF THE
 TOWNSHIP OF KING, AND WILL BE REFERRED
 TO AS MAP NUMBER R4-6.

Steve Pelligrini
 Mayor

Denny Timm
 Township Clerk



The Corporation of The Township of King

By-Law Number 2024-074

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 74-53, AS AMENDED

WHEREAS Zoning By-law 74-53, being a By-law to regulate the use of land and the character, location and use of buildings and structures in the Township of King, was passed on the 7th day of October 1974;

AND WHEREAS it is deemed necessary to further amend By-law Number 74-53, as amended, the matters herein set out are in conformity with the Official Plan of the Township of King, as amended, by Official Plan Amendment No. 2 to the Official Plan for the Township of King;

AND WHEREAS authority is granted pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to the Council of the Corporation of the Township of King to exercise such powers;

AND WHEREAS authority is granted to the Council of the Corporation of the Township of King under Section 36 of the *Planning Act*, R.S.O. 1990, Chapter P. 13, to make use of the holding symbol “H” in conjunction with any use;

NOW THEREFORE the Council of the Corporation of the Township of King **HEREBY ENACTS AS FOLLOWS:**

THAT Zoning By-law Number 74-53, as amended, be further amended for the lands subject to this By-law as follows:

1. **THAT** the lands subject to this By-law consist of the lands described as Part Lot 7, Concession 3, Township of King, municipally known as 13236 Dufferin Street, as shown on Schedules “1” and “2” attached hereto, and that Schedules “1” and “2” form part of this By-law.
2. **THAT** for the lands subject to the By-law, the definition of “Dwelling, Apartment” under Section 3.38 shall be removed and replaced with the following:

“3.38 Dwelling, Apartment: means a building with three or more dwelling units which have a common entrance from the street level and the occupants of which have the right to use in common, halls and/or stairs and/or elevators and yards. An apartment dwelling unit shall correspondingly mean a dwelling unit contained in an apartment building or a dwelling unit contained as part of a building used for a mix of residential uses and non-residential uses.”

3. **THAT** for the lands subject to the By-law, the definition of “Motor Vehicle Parking Lift” shall be added as Section 3.98 (b) as follows:

“3.98 (b) Motor Vehicle Parking Lift: means a platform or pallet measuring 2.5 metres by 4.0 metres and placed above a parking space which is provided and maintained for the purpose of temporary storage of a motor vehicle and where the platform or pallet utilizes an automated parking system where the vehicles are parked on multiple levels using a vertical lift mechanism.”

4. **THAT** Schedule “A” to By-law 74-53, Map No. 3 “King City Area” be amended by changing the zone symbol on the lands described in Section 1 above from Rural General (RU1) to Residential Urban (R1) – Exception Section 7.71 – Holding (H) and Environmental Protection (EP) as shown on Schedules “1” and “2” attached hereto and as described in this By-law:

“7.71 – Exception Re: Part Lot 7, Concession 3 (13236 Dufferin Street)”

Notwithstanding Sections 3.38, 6.32, 6.33, and the permitted uses under Section 7.1 and Zone Requirements under Sections 7.2 and 7.3 of this By-law, the lands delineated as Residential Urban (R1) zone and shown as “Exception – Section 7.71” on Schedules “1” and “2” to this By-law may be developed with a residential Apartment Dwelling, Accessory Uses, Buildings and Structures

related to the permitted uses, a Parking Garage and Stormwater Management Facility provided that:

- i. The maximum number of Apartment Dwelling Units shall be 75.
- ii. The minimum lot area shall be 8,900 square metres.
- iii. The minimum lot frontage shall be 100 metres.
- iv. The minimum front yard shall be 3.0 metres.
- v. The minimum rear yard shall be 5.0 metres.
- vi. The minimum north side yard shall be 5.0 metres.
- vii. The minimum south side yard shall be 5.0 metres.
- viii. The maximum lot coverage shall be 35%.
- ix. The maximum height of Building #1 shall be the lesser of 23.0 metres or 5 storeys, exclusive of any mechanical structures which shall not exceed a height of 5 metres.
- x. The maximum height of Building #2 shall be the lesser of 11.0 metres or 3 storeys.
- xi. The minimum number of parking spaces shall be 1.25 spaces per apartment dwelling unit, plus 0.22 spaces per unit designated for visitor parking, and in no case shall the total number of parking spaces be less than 112. Tandem parking spaces and motor vehicle parking lifts shall be included to achieve the required minimum number of parking spaces.
- xii. A parking space shall have a minimum width of 2.5 metres where a motor vehicle parking lift is placed above.
- xiii. A parking aisle shall have a minimum width of 6.0 metres.

5. **THAT** the following Holding (H) Provisions shall apply as follows to the lands subject to this By-law shown on Schedules “1” and “2” attached:

Holding Provisions

- i. Notwithstanding any other provisions of this By-law, where a Holding Symbol denoted as a “H” to the zone symbol for the Residential – Urban (R1), Exception Section 7.71 – Holding (R1(H)) shall require that no person shall use and land, erect, alter or use any building or structures for any purpose other than legally existing uses(s), building(s), or structure(s) until such time as the Holding Symbol (H) is removed by an amendment to this By-law passed pursuant to Section 36 of the Planning Act, as amended.
- ii. The Council for the Township of King may amend this By-law to remove the Holding Symbol (H) from all or part of the lands subject to this By-law or in stages to permit the development of the lands subject to the Holding Symbol in accordance with the provisions of this By-law and Section 36 of the Planning Act, as amended, at such time as:
 - a. The Council for the Township of King or their designate has assigned water and sanitary sewer servicing allocation to the lands to which the Holding symbol has been applied and that the Holding symbol shall remain for any lands/zone(s) which have not been assigned water and sanitary sewer servicing allocation;
 - b. That written confirmation is obtained by the Township Engineer and/or appointed representatives that an adequate water servicing arrangement

along Dufferin Street has been constructed and operationalized to service domestic and fire flow demands required for the proposed development (per hydrant flow tests or system improvements).

- iii. The Council for the Township of King may amend this By-law to remove the Holding Symbol (H) in part/stages from portions of the lands and/or Zone to which it applies subject to the following:
 - a. The amending By-law shall include a schedule which identifies the lands upon which the Holding Symbol is being removed and/or shall remain in place; and,
 - b. The criteria above shall continue to apply to the lands upon which the Holding Symbol shall remain in place.
6. **THAT** any provisions of By-law 74-53 not in conflict with the provisions contained herein shall continue to apply to the lands subject to this by-law shown on Schedule "1", attached hereto.
7. **THAT** the development of the lands subject to this amendment shall be in accordance with the zone provisions for the "Residential Urban (R1)" and "Environmental Protection (EP)" zones, as well as all relevant and applicable provisions contained under Section 6 of the Zoning By-law (General Provisions – All Zones).
8. **THAT** By-law shall come into force on the day it was passed where no notice of appeal has been filed with the Township Clerk in accordance with the requirements and with the time prescribed under Section 34(19) of the Planning Act.

READ a **FIRST** and **SECOND** time this 23rd day of September, 2024.

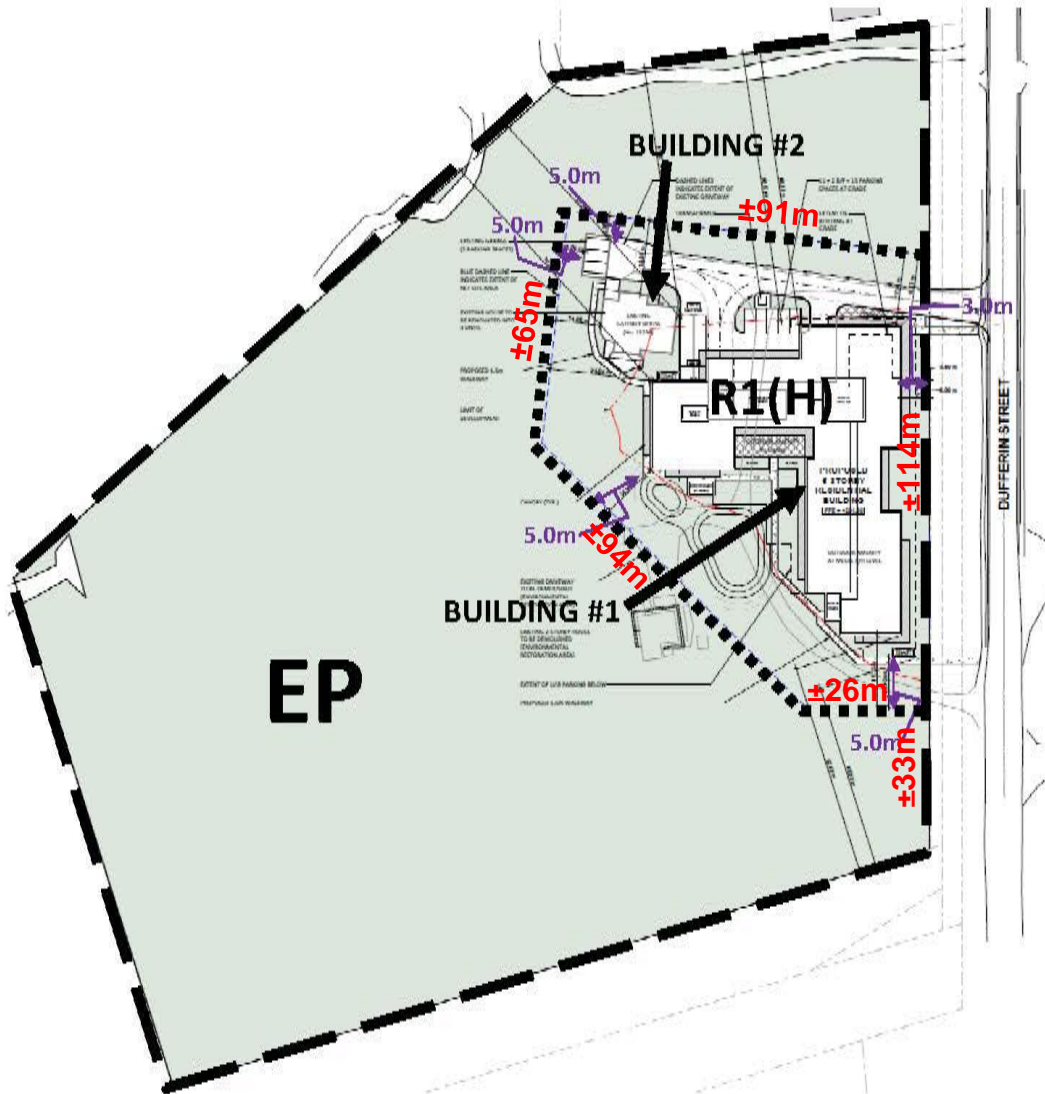
READ a **THIRD** time and **FINALLY PASSED** this 23rd day of September, 2024.

Steve Pellegrini
Mayor

Denny Timm
Township Clerk

*(Ref. Planning Division Report No.: GMS-PL-2022-35
C.O.W. SEPT.26/22)*

PLAN SHOWING:
PART LOT 7, CONCESSION 3
THE CORPORATION OF THE
TOWNSHIP OF KING
REGIONAL MUNICIPALITY OF YORK



'RURAL GENERAL' (RU1)
TO
'RESIDENTIAL URBAN (R1), EXCEPTION SECTION 7.71 -
HOLDING (R1(H))



ENVIRONMENTAL PROTECTION (EP)

THIS IS SCHEDULE "1" TO BY-LAW 2024-074
PASSED ON THIS 23RD DAY OF SEPTEMBER 2024

Steve Pellegrini
Mayor

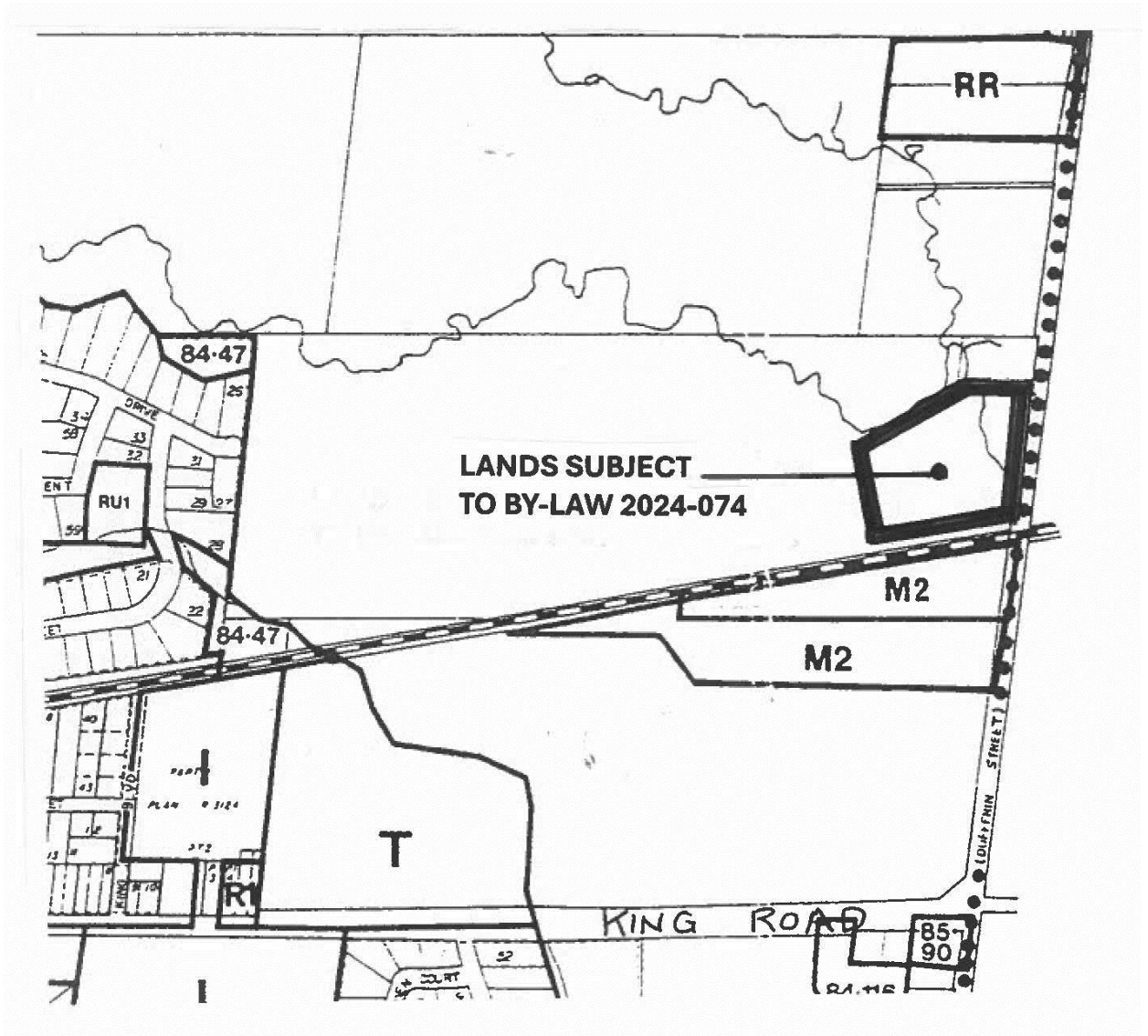
Denny Timm
Township Clerk

SCHEDULE "2" TO BY-LAW NO. 2024-074

PASSED ON THIS 23RD DAY OF SEPTEMBER, 2024

Steve Pellegrini
Mayor

Denny Timm
Township Clerk



ZONE CATEGORIES

- RU1 - RURAL GENERAL
- RR - RURAL RESIDENTIAL
- M2 - GENERAL INDUSTRIAL
- T - TRANSITIONAL
- I - INSTITUTIONAL

NOTE

THIS SCHEDULE IS PART OF SCHEDULE "A" TO BY-LAW 74-53, AS AMENDED, OF THE TOWNSHIP OF KING, AND WILL BE REFERRED TO AS MAP NUMBER 3-59.



The Corporation of The Township of King

By-Law Number 2024-075

**A By-law to confirm the proceedings of Council at its
meeting held on September 23, 2024**

The Council of the Corporation of the Township of King **HEREBY ENACTS AS
FOLLOWS:**

1. The action of Council in respect of each motion, resolution and other action passed and taken by the Council at its said meeting is hereby adopted, ratified, and confirmed.
2. The Mayor and the proper officers of the Municipality are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and, except where otherwise provided, the Mayor and Clerk are hereby directed to execute all documents necessary in that behalf, and the said Clerk is hereby authorized and directed to affix the corporate seal of the Municipality to all such documents.

Read a First and Second time this 23rd day of September 2024.

Read a Third time and finally passed this 23rd day of September 2024.

Steve Pellegrini
Mayor

Denny Timm
Township Clerk



THE CORPORATION OF THE TOWNSHIP OF KING

NOTICE OF UPCOMING COUNCIL WORKING SESSION MEETING

BY-LAW ENFORCEMENT PRESENTATION

Monday, September 23, 2024 - 5:00 p.m.

By-law Enforcement Services

The Township of King's Growth Management Services Department – By-law Enforcement Division, will be presenting an overview of By-law Enforcement, at the September 23, 2024, Council Working Session.

For further information regarding King's By-law Enforcement Services, please contact: Patrick Burke, Manager of By-law Enforcement at pburke@king.ca.

To **VIEW** the above meeting virtually go to <https://king.ca/meetings> on the day of the meeting. **NO** pre-registration is required to view the meeting.

Dated this 5th day of September 2024

Denny Timm
Township Clerk



**Notice of Open House and
Public Planning Meeting Concerning a
Township-Initiated Official Plan Amendment
and Zoning By-Law Amendment**

Open House on Monday, October 7th, 2024 from 3:30p.m. to 5:30p.m.

Public Planning Meeting on Monday, October 7th, 2024 at 6:00p.m.

The Open House will be held in-person. The Public Planning Council Meeting will be held in a hybrid format with in-person and electronic participation. Deputations may participate in the meeting remotely or in-person. Refer to the registration process below.

The public is invited to attend the Public Planning Meeting to receive information and provide comments on the proposed Official Plan Amendment and Zoning By-law Amendment applications, concerning the lands subject to the Highway 11 Corridor Study Area in the Township of King in accordance with Section 17 and Section 34 of the *Planning Act, R.S.O. 1990*, Chapter P.13, as amended.

If you have received this notice as an owner of a property that contains seven (7) or more residential units, please post this notice in a visible location to all residents of the land.

Why is the Township Amending the Our King Official Plan (2019) and Countryside Zoning By-law (By-law 2022-053)?

The Township has been conducting a land use planning study for the Highway 11 Corridor, as outlined in Section 6.12.2 of the Our King Official Plan, also known as Countryside Site-Specific Policy Area 2 (C-SSPA-2). The Study informs a proposed land use framework that conforms to Provincial plans and policies while promoting desirable redevelopment of the Corridor, reflecting its strategic location and regional role.

Amendments to the Our King Official Plan (2019) and Countryside Zoning By-law 2022-053 are proposed for the Highway 11 Corridor Study Area to meet the intent of C-SSPA-2 and advance the recommendations set forth in the Highway 11 Corridor Study Final draft Discussion Paper.

The proposed amendments are summarized below under “Proposed Changes”.

Subject Property

Location:	Lands subject to Highway 11 Corridor Boundary, as shown on the map below
Applicant:	Township of King
File Numbers:	OP-2024-04 and Z-2024-08
Staff Report:	The staff report will be available at www.king.ca/meetings on the Thursday prior to the meeting date.

Proposed Changes

The Official Plan Amendment for the Highway 11 Corridor proposes to delete current policies in Section 6.12.2 and replace them in their entirety, amend Schedule E, and add a new Schedule E8. The Amendment proposes to establish a vision and set out land use objectives to support the regeneration of the Corridor. The Amendment also proposes policies to address the natural heritage system, permitted uses, archaeological potential, wellhead protection and recharge management, urban design, built form, site access and parking facilities, landscaping, public realm, servicing, and transportation and mobility.

The Zoning By-law Amendment proposes to update the permitted uses and provisions regulating the scale, intensity, and location of the uses in accordance with the proposed Official Plan Amendment. These changes include introducing definitions, provisions for agricultural-related uses, parking requirements, and permitted uses, as well as replacing an existing definition. The Amendment also proposes a new area-specific exception which further identifies permitted uses, lot and building requirements, and holding provisions. The area-specific exception proposes to consolidate the existing site-specific exception zones of 29, 90, 100, 119, 157, 172 and 175 on Schedules A8 and A9.

Any person may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Official Plan Amendment or Zoning By-law Amendment. Written comments will become part of the public record.

How to Participate in the Open House

- 1) **Attend the Open House in-person** at the King Township Municipal Centre, 2585 King Road, King City from 3:30p.m. to 5:30p.m. No pre-registration is required. There will be a presentation at 4:00 p.m.

The Open House is being held to provide an update on the Study and obtain input and feedback on the proposed draft Official Plan Amendment and draft Zoning By-law Amendment with Township Planning staff and the Highway 11 Corridor Study Consultant, WSP.

How to Participate in the Statutory Public Planning Meeting

- 1) **View the meeting** in-person or watch virtually at <https://www.king.ca/meetings>. No pre-registration is required.
- 2) **Submit written comments** to the Township Clerk at clerks@king.ca **by 12:00 p.m. (noon) on the day of the meeting**. Comments will be circulated to Council and Staff prior to the meeting.
- 3) **Speak to a staff report on the agenda in-person or virtually**, pre-register with the Township Clerk at 905-833-4068 or email clerks@king.ca **no later than 12:00 p.m. (noon) on the day of the meeting**. If you are pre-registering, you must indicate the item you wish to speak to, how you wish to participate (video, phone, or in-person), and provide your full name, address, telephone number and speaking notes. Upon receipt of your registration, you will receive a confirmation email with instructions for participating. All comments addressed to Council will form part of the public record.

The Statutory Public Meeting is being held to provide the public with the opportunity to formally comment on the proposed draft Official Plan Amendment and draft Zoning By-law Amendment to Township Council, and for Council to consider the feedback prior to the consideration of adopting the amendments at a future meeting date.

How to Stay Informed

A copy of the proposed Official Plan Amendment and Zoning By-law Amendment, as well as related background information and supporting information are available by contacting Isabella Baldesarra, Planner - Policy, between the hours of 8:30 a.m. and 4:30 p.m., with reference to the Highway 11 Corridor Study or file numbers OP-2024-04 and Z-2024-08 for more information. Written comments in advance of the staff report being published may be sent to:

Isabella Baldesarra, Planner - Policy

policyplanning@king.ca (289) 800-2562

If you wish to be notified of the decision of the Council of the Township of King regarding the proposed Official Plan Amendment and Zoning By-law Amendment, you must make a written request to the Clerk of the Township of King, 2585 King Road, King City, ON L7B 1A1, or by email at clerks@king.ca.

Preserving Your Appeal Rights

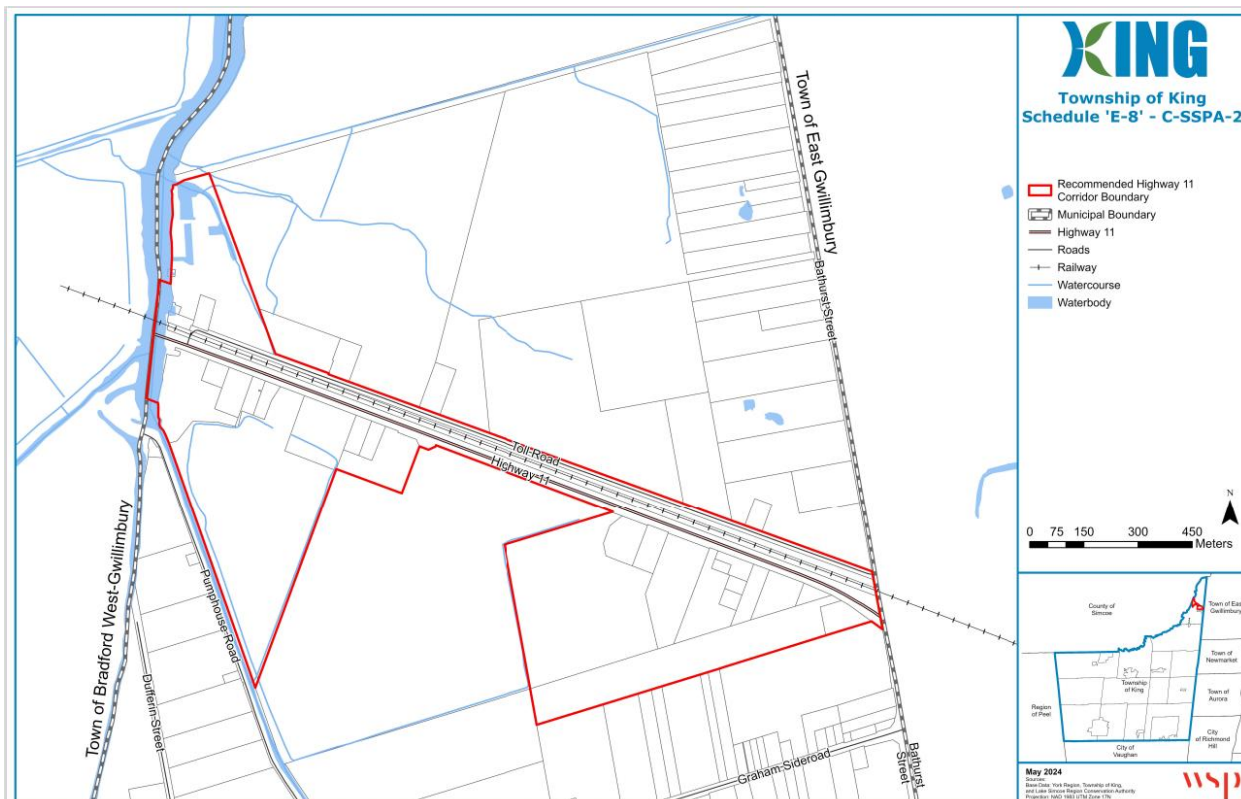
If a person or public body would otherwise have an ability to appeal the decision of the Council of the Township of King to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Township of King before the proposed Official Plan Amendment is adopted or Zoning By-law Amendment is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Township of King before the proposed Official Plan Amendment is adopted or before the Zoning By-law Amendment is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Dated at the Township of King this 12th day of September 2024.

Denny Timm

Denny Timm
Township Clerk
Township of King
2585 King Road
King City ON L7B 1A1



Comments and personal information (PI) are being collected in accordance with the requirements of the Planning Act, R.S.O. 1990 c.P.13 as amended, and become part of the decision making process of the application as noted on this form, also become part of the public record. Should you have any questions or concerns with regard to the collection of personal information (PI), please contact the Planning Department, Township of King at (905) 833-5321.



**Notice of Complete Application and
Public Planning Meeting Concerning a Proposed
Zoning By-law Amendment**

Monday, October 7TH, 2024 at 6:00 p.m.

This Public Planning Council Meeting will be held in a hybrid format with in-person and electronic participation. Deputations may participate in the meeting remotely or in-person. Refer to the registration process below.

The public is invited to attend the Public Planning Meeting at the Township of King Council Chambers at 2585 King Road, King City to receive information and provide comments on the proposed Zoning By-law Amendment application, concerning 24 Banner Lane in the Township of King in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P.13, as amended.

If you have received this notice as an owner of a property that contains seven (7) or more residential units, please post this notice in a visible location to all residents of the land.

Subject Property

Location: 24 Banner Lane, Village of King City, ON, L7B 1K2
PLAN M 1565, LOT 4

Owner(s): Banner Lane Incorporated
Applicant: Joan MacIntyre, c/o Malone Given Parsons Ltd.
File Numbers: Z-2024-09

Staff Report: The staff report will be available at www.king.ca/meetings on the Thursday prior to the meeting date.

Proposed Changes

The proposed Zoning By-law Amendment submitted by the owner and applicant seeks to facilitate the rezoning of the subject property from ‘R1C’- Residential – Singled Detached “C” to ‘R4’- Residential – Apartment with site specific exceptions that address the maximum height, maximum lot coverage, minimum interior side yard, parking aisle width, and planting strip requirements of the by-law. The proposal contemplates the redevelopment of the subject property that contains a single detached dwelling to one (1) four-storey apartment. The proposed apartment is to contain 16 residential units that will vary in size from 1 to 3 bedrooms. The proposed development is to have a total gross floor area (GFA) of 3,690 m² and a Floor Space Index (FSI) of 1.99.

Any person may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Zoning By-law Amendment. Written comments will become part of the public record.

How to Participate in the Public Meeting

- 1) **View the meeting** in-person or watch virtually at <https://www.king.ca/meetings> . No pre-registration is required.
- 2) **Submit written comments** to the Township Clerk at clerks@king.ca **by 12:00 p.m. (noon) on the day of the meeting.** Comments will be circulated to Council and Staff prior to the meeting.
- 3) **Speak to a staff report on the agenda in-person or virtually**, pre-register with the Township Clerk at 905-833-4068 or email clerks@king.ca **no later than 12:00 p.m.**

(noon) on the day of the meeting. If you are pre-registering, you must indicate the item you wish to speak to, how you wish to participate (video, phone, or in-person), and provide your full name, address, telephone number and speaking notes. Upon receipt of your registration, you will receive a confirmation email with instructions for participating. All comments addressed to Council will form part of the public record.

How to Stay Informed

A copy of the proposed Zoning By-law Amendment application, as well as related background information and supporting information are available by contacting Alexander Gambin, Planner, between the hours of 8:30 a.m. and 4:30 p.m., with reference to the address or file number for more information. Written comments in advance of the staff report being published may be sent to:

Alexander Gambin, Planner
agambin@king.ca, 289-800-2652

If you wish to be notified of the decision of the Council of the Township of King regarding the proposed Zoning By-law Amendment, you must make a written request to the Clerk of the Township of King, 2585 King Road, King City, ON L7B 1A1, or by email at clerks@king.ca.

Preserving Your Appeal Rights

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the Township of King to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Township of King before the proposed Zoning By-law Amendment is passed, the person or public body is not be entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Township of King before the proposed Zoning By-law Amendment is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Dated at the Township of King this 12th day of September 2024.



Denny Timm
Township Clerk
Township of King
2585 King Road
King City ON L7B 1A1