



Our King

2051 Official Plan Review
Shaping Our Future

Discussion Paper 4: Moving and Connecting in King



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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.

Discussion Guide

The Township is excited for your participation in King’s 2051 Official Plan Review. The Official Plan Review is an important process that is all about shaping the future of King Township. The Official Plan affects every resident, business and landowner in King, and establishes a comprehensive long-term vision for the future of the Township as a whole.

As King continues to grow and change, it is important that the Official Plan reflects the needs and desires of the community. Through this review the Official Plan will be updated to align with recent changes in Provincial legislation, to incorporate any relevant policies from the York Region Official Plan, to develop a policy framework to guide future growth in King, and to ensure that the vision as set out in the Official Plan continues to meet the Township’s evolving needs.

We are currently in **Phase 2 – Growth Review and Directions** and we want to hear your thoughts, ideas, and concerns about various thematic areas and emerging policy directions for the 2051 Our King Official Plan. This Discussion Paper “Moving and Connecting in King” is one of four (4) Discussion Papers that have been prepared for this Phase to help present key topics, things to think about, and emerging policy directions so that we can continue to grow King as a desirable, sustainable, and attractive place to live, work, and visit.

The Discussion Papers that make up this Phase of the Official Plan Review are:

- Introduction and Context for the 2051 Official Plan Review
- Living in King;
- Working in King; and
- **Moving and Connecting in King.**

These four (4) Discussion Papers will be the subject of community engagement in January and February 2025.





1. Introduction

This Discussion Paper explores policy emerging themes and considerations for infrastructure to support growth in King to 2051. Infrastructure is core to supporting our communities. Section 8 of Our King introduces this importance in the first paragraph:

“Our communities are sustained by the infrastructure networks that we rely on. Infrastructure includes water, sewage, transportation, utilities, communications/telecommunications, energy, and waste management systems. It is the intent of this Plan to promote infrastructure networks that exemplify the principles of sustainability, balancing environmental, socio-cultural, financial and economic considerations.”

In this Paper, the section “Moving in King” focuses on:

- How Our King currently supports the movement of people and goods move in and through the Township.
- How the Official Plan Review is an opportunity to align, and build on objectives, vision, and policies for the transportation network.
- How the Official Plan Review is an opportunity to tackle local challenges, including neighbourhood traffic infiltration, congestion on arterial roads, and safe design.
- How our updated Official Plan can implement key transportation related directions as identified by various Township documents including the 2020 Transportation Master Plan (TMP), the 2020 Active Transportation Master Plan, and the anticipated 2025 TMP Update.



The section “Connecting in King” focuses on:

- **Local infrastructure** for water supply, wastewater, stormwater management, utilities and communication/telecommunication, all of which are important for the health, safety and prosperity of residents and businesses in the Township.
- How our updated Official Plan can **implement key infrastructure related directions** as identified by the 2020 Water and Wastewater Masterplan and anticipated 2025 update, and the 2022 Comprehensive Stormwater Management Master Plan.
- It explores how the Official Plan Review can support **broader infrastructure connections** for communications/ telecommunications.



2. “Moving in King”?

Transportation serves as the connection between people and their desired destinations. Land use planning determines the distribution of these destinations, influencing travel patterns and modes of transportation. The interplay between land use planning and transportation infrastructure is crucial for creating an efficient transportation system that enhances access to destinations such as offices, schools, shops, parks, libraries, and recreation centres.

With growing populations, the demands on our transportation systems are becoming more pronounced. Communities throughout the GTA are experiencing new levels of activity, leading to opportunities for innovation in transportation solutions. King is part of this dynamic environment, and understanding the community's perspective on transportation is essential for developing strategic improvements that benefit everyone.

In conjunction with the Township's Transportation Master Plan, the policies of Section 8.5 of the Our King Official Plan provide for the development of an integrated transportation network to facilitate the safe and efficient movement of goods and people both within the Township and to and from adjacent communities. The Plan places a strong emphasis on promoting active transportation opportunities, such as walking and cycling, and transit. The policies support the Township vision to develop transportation systems that respect the natural environment, retain the cultural heritage of rural communities, support the effective movements of goods and services for economic growth, promote active transportation as an efficient and affordable car alternative, and encourage efficient use of land along transportation corridors. To encourage the efficient use of land along transportation corridors to maximize the use of public transit The Our King Official Plans policies regarding transportation are generally provided in the following eight categories:

1. **Transit:** The Township encourages the efficient use of land along transportation corridors to maximize the use of public transit (Section 8.5.1). The policies support and encourage residents to use public transit and further encourage exploring opportunities to increase transit to the Township through innovative approaches, such as ride sharing (Section 8.5.2).
2. **Rail:** The Township aims to improve rail safety and efficiency by working with the railway industry and government, promoting rail transport for goods, and enforcing safety measures for developments near rail corridors (Section 8.5.3).
3. **Road Network:** The Road Network consists of a hierarchy of components that each have a defined role and function within the system, these include Provincial Highway, Regional Arterial Road, Arterial Road (Township), Urban Collector Road, Rural Collector Road, Local Collector Road, and Rural Local Road. All roads in the Township are classified and are shown on Schedule F to the Plan. Roads are planned to be in conformity with the classifications shown on Schedule F (Section 8.5.4).
4. **Right-of-Way Widths and Road Widening:** Right-of-way widths allow for the placement of travel lanes, turning lanes, utilities, infrastructure, high occupancy vehicle lanes, sidewalks,



paths, bicycle lanes, medians, streetscaping and landscaped boulevards, where appropriate. The policies support the Township's ability to require road widenings and support road reconstruction (Section 8.5.5).

5. **Planned Corridors and Interchanges:** Developments in planned corridors are required to align long-term infrastructure goals, including coordination with York Region and the Province, particularly regarding future highways and interchanges (Section 8.5.6).
6. **Goods Movement, Truck Traffic and Village By-Pass:** The Township supports the goods movement and works to manage truck traffic, especially in and near the Villages (Section 8.5.7).
7. **Parking:** Parking policies support adequate space for vehicles and encourage the integration of charging stations for electric vehicles. The Township may reduce parking requirements in select and strategic locations to promote active transportation (Section 8.5.8).
8. **Active Transportation:** The Township supports the continued development a network for cycling and walking in collaboration with stakeholders to enhance the system. The policies support the development of an active transportation master plan (Section 8.5.9).

Mobility matters are important to the Township, both its residents and the Corporation. Specific objectives pertaining to “moving and connecting” in the 2023-2026 Corporate Strategic Plan include improving the linear (transportation) assets for continued community use.

The Official Plan Review is an opportunity to further enhance the policies of the Plan and address any emerging issues or directions that aim to create a cohesive and connected transportation network that supports the Township's growth and development objectives.





Things to Think About

1. Denser neighbourhoods and Village Centres allow for a more efficient transit system, as more customers can be serviced by the same transit stop. Intensifying within strategic areas can be a key policy lever to help King achieve its transit goal to promote alternative and more sustainable travel options, contributing to the Township's efforts to combat climate change.
2. Metrolinx is working to twin the rail line through the Township supporting two-way all-day service along the Barrie GO Line. Planning around the rail corridor requires appropriate policy protection for both the railway and adjacent uses. Density around the King City GO station is required through Provincial policy to further support train service.
3. The "Working in King" Discussion Paper identifies a need for more employment lands to support growth and diversifying our tax-base. Supporting and enhancing the transportation system requires careful consideration in these areas to direct heavy-truck traffic away from Village Centres and neighbourhoods.
4. Farm vehicles transport agricultural products, livestock, and machinery to and from farms. Efficient transportation networks ensure timely delivery of these goods to markets, processing facilities, and storage locations. Planning for roads that can handle the weight and size of large farm vehicle is important in the Countryside, as well as near the Villages to avoid conflicts and safety concerns.





2.1 Neighbourhood Infiltration, Congestion on Arterial Roads, and Safe Design



Thoughtfully designed streets can ensure all users can reach their destinations regardless of mode choice. Based on responses from the April 2023 King Township Citizen Survey, the second most important issue to residents behind taxation is traffic congestion. As a means of combatting congestion, designing multimodal streets will allow users to have a greater mode choice to get to and from their destination. Complete streets focus on the context of the street and customize elements of the street to support it. For example, the design of a Village centre shopping street might have wider sidewalks and traffic calming elements, while a major throughfare should prioritize movement for all users with wider travel areas and more separation of modes.

Some drivers may seek shortcuts to avoid traffic on arterial roads or highways, potentially increasing traffic on local neighborhood streets. This situation could impact how community members use and enjoy the streets. Additionally, the presence or absence of traffic calming measures can influence the speed and volume of vehicles, with well-implemented measures potentially reducing speeds and enhancing safety. Moreover, trucks using local roadways might affect infrastructure not designed for heavy loads, create some noise, and pose safety considerations for pedestrians and cyclists.

Designing the streets with multimodal elements distributes the available space for a variety of modes. This can be accomplished by creating room for higher occupancy vehicles (such as transit, carpooling vehicles and taxis), separate cycling facilities and wider pedestrian facilities. Implementing these design elements will lead to slower speeds along local roadways which will prevent neighbourhood infiltration and make the roadway more enjoyable for everyday users.

Things to Think About

1. A well-planned network of sidewalks, bike lanes, and multi-use trails can enhance community vibrancy, reduce dependency on cars, and align with broader sustainability goals. By connecting residential areas, schools, parks, and employment hubs, King can create safer and more convenient routes that encourage active transportation while fostering healthier lifestyles and reducing greenhouse gas emissions. Updates to Our King should explore opportunities to expand our active transportation network to connect neighborhoods and promote walking and cycling as accessible and sustainable mobility options.
2. Traffic calming measures can restore streets to their intended function in the



neighbourhood. The Township's 2020 Traffic Calming Strategy provides a clear, consistent and transparent process and solutions to meet the needs and expectations of the community. Traffic calming is intended to slow motor vehicles to appropriate speeds, increase safety for all road users and improve the quality of life for residents on neighbourhood streets. Policies in the Official Plan should strive to improve safety for all users. Engineering policies aim to enhance the safety of the physical network by implementing operational measures like reduced speed limits on local streets, in residential areas, near schools, and in high pedestrian activity zones. Additionally, design solutions such as speed bumps, physical separation between road users, and curb bump-outs can be incorporated into roadway designs. The Official Plan Review should seek to consider the integration of traffic calming by leveraging a combination of community, programmed and request based approaches.





2.2 Truck Traffic and Goods Movement

Trucks are essential for the Township’s urban and agricultural economies as well as for transporting goods to and from the surrounding communities in the Greater Toronto Area. One of the challenges facing truck drivers is the distance between highway interchanges. As the interchanges along Highway 400 are separated by long distances, trucks must use the local roadways to get to their destinations. Designing roadways to accommodate these large vehicles often conflicts with the needs of other road users. Trucks require wider lanes and larger turning radii, which can unintentionally encourage faster driving by cars, thereby increasing risks for other drivers, cyclists, and pedestrians.

The Ministry of Transportation (“MTO”) initiated the Highway 413 Transportation Corridor Environmental Assessment (“EA”) (formerly GTA West Corridor) in 2007 to propose a new 400-series highway and transit corridor across the Halton, Peel and York Regions. Highway 413 was identified to support the inter-regional transportation systems providing an alternative to the existing regional roads and highway network. It will include interchanges at Highway 27 south of Nobleton and Weston Road, connecting to Highway 400 between King Road and Kiry Road. Similarly, the Bradford Bypass is a proposed 16.3-kilometre highway connecting Highway 400 in the County of Simcoe and Highway 404 in York Region, with an interchange proposed at Bathurst Street.

With the addition of the future Highway 413 and Bradford Bypass, it is anticipated that truck traffic will increase along regional and local arterials surrounding their alignments. This increase in truck traffic, without restrictions, will lead to increased traffic congestion and decreased safety along the local roadways in King Township leading to those highways. Our King already contains policy that strongly identifies policy preferences and long-term goals for additional transportation infrastructure and alternative routes for vehicle movement through the Township (Sections 8.5.6 and 8.5.7), and road improvements remain a top priority for the Township’s residents.



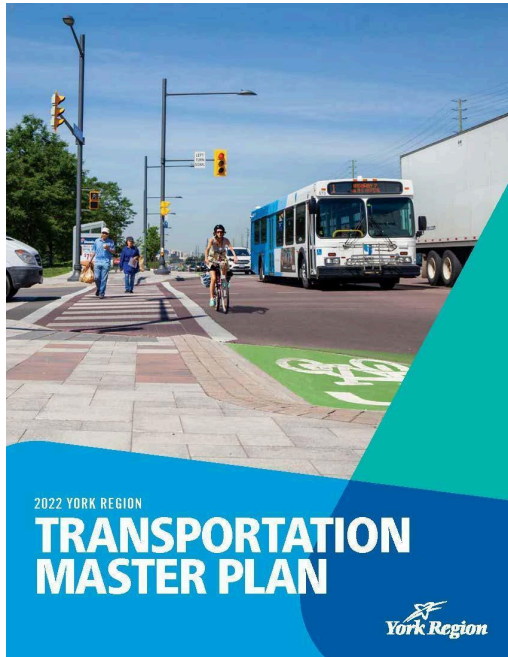


Things to Think About

1. With King Township positioned as part of the larger regional transportation network, policies should aim to direct commuter and freight traffic onto appropriate major corridors. This approach reduces the potential for local road infiltration, which can increase congestion, compromise safety, and diminish the quality of life in residential neighborhoods. Coordinating with regional and provincial transportation strategies will be key to achieving this balance.
2. The transportation system for freight vehicles relies on the same infrastructure used to move people and it is important to balance the competing interests when planning communities. The Ministry of Transportation's Freight-Supportive Guidelines assist in the creation of communities and transportation networks that can support freight industries and managing the compatibility of surrounding land uses. The guidelines address elements related to protecting employment areas and freight facilities; planning for the freight movement network; and improved integration of transportation and land use planning. Consideration of these guidelines should be taken to ensure policy direction in the Official Plan is in line with the guidelines from the Province.
3. Truck safety and the efficient movement of goods are critical elements of a functioning transportation system and require a balance between economic efficiency, safety, environmental impact and the well-being of all road users. Infrastructure design, safety for vulnerable road users, freight system efficiency and engagement are several considerations to achieve safer, more efficient and sustainable systems for the goods movement in King.
4. The building of Highway 413 and the Bradford Bypass increases the importance of designing and protecting for Township and Regional roads to maximize safety and efficiency. From a land use perspective, there may be an opportunity, coupled with the ELS, to provide long-term protection of lands near the new freeways for employment purposes.



2.3 York Region 2022 Transportation Master Plan



The York Region 2022 Transportation Master Plan (“2022 TMP”) provides a long-term vision of the Region’s transportation network over the next 30 years. By 2051, the Region anticipates a population and economic growth of over two million persons and one million jobs, respectively. To ensure that this growth can be properly accommodated the 2022 TMP has aligned its vision with the Region’s vision which calls for strong, caring, and safe communities, and will also seek to provide a framework for a regional transportation network that supports economic vitality, good government, healthy communities, and a sustainable environment.

The 2022 TMP focuses on maximizing the effectiveness of the Region’s road network to accommodate all ages, abilities, and modes of travel including active transportation and public transit and will provide the necessary policies and guidelines to

guide the Region’s transportation network to be adaptable to foreseeable issues such as climate, social, technological, and financial changes. The 2022 TMP seeks to enhance partnerships with non-profits, the public, and private organizations and engage with all residents and stakeholders to address key transportation infrastructure, programs, and services.

Things to Think About

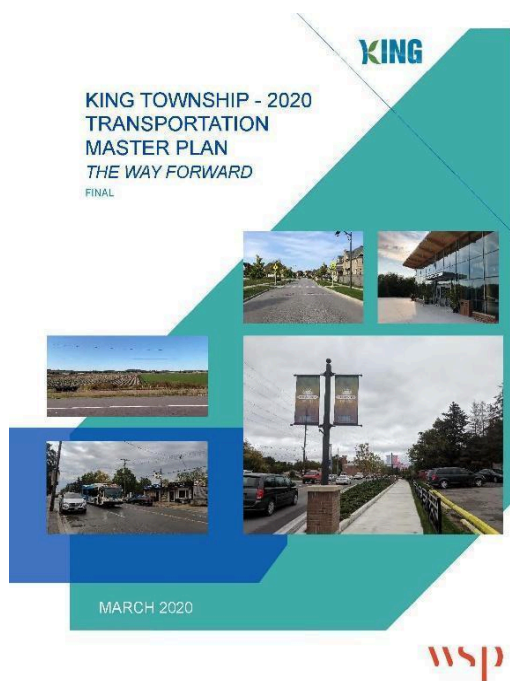
1. Major regional corridors, as well as transit networks operated by York Region and GO Transit, serve as important connections for King to the Greater Toronto Area. However, gaps or inconsistencies between local and regional transportation systems can create barriers, such as bottlenecks, or insufficient last-mile connections. To address this, the Township’s Official Plan should consider how to improve coordination with York Region and Provincial authorities on road design and capacity planning to ensure seamless transitions between local and regional networks. For example, integrating regional road standards, such as consistent lane widths, signage, and active transportation facilities, can provide smoother experience for all users.
2. Prioritizing improving access to regional transit hubs and services would contribute to ensuring King residents can connect easily to York Region Transit and GO Transit networks. By supporting transit-supportive developments near key hubs, the Township can promote a shift from single-occupancy vehicle trips to transit and active transportation modes. Concentrating mixed-use, higher-density developments around transit hubs encourages residents to live, work, and shop in areas where transit is a convenient and practical option. This reduces car dependency, leading to decreased



traffic congestion and more efficient use of roadways. In addition to transit-supportive developments, this could include policies that support creating accessible and safe transit integration and enhance first- mile/last-mile connections through active transportation infrastructure and micro-mobility options like bike-sharing or shuttles.

3. The 2022 TMP did not identify any future interchanges in King Township. Section 8.5.6.3 and Schedule F of Our King identify a conceptual interchange location, with additional policy protection to reserve space for that interchange and for road connections to it. With increased growth in the Township's Villages, and particularly King City, traffic demands on King Road through the Village Centre continue to increase. Having an alternative connection to Highway 400 could reduce demand and heavy truck traffic on King Road.
4. The limited number of Regional roads, especially those running east-west, compared to other York municipalities, places greater demand on King's local rural roads to manage traffic. Exploring opportunities to address this concern can be explored through the Official Plan Review and ongoing TMP update.
5. With the transition of York Region away from planning responsibilities, the Township's Official Plan is an opportunity to assist with the implementation of the Region's Transportation Master.

2.4 King Township 2020 Transportation Master Plan and 2020 Active Transportation Strategy



The 2020 Transportation Master Plan is a planning document which provides planners, policy makers, and decision makers with a comprehensive framework for improving and developing transportation infrastructure to meet projected population and employment growth to the year 2031. The 2020 TMP is an update to the previous 2015 Plan, which continued to reflect local planning policies in seeking to address important issues affecting the Township. In response to the Township's climate emergency declaration and Climate Action Plan, the 2020 TMP prioritized improving active transportation and transit connection by proposing that the active transportation network become a viable alternative to car travel, ensuring that the GO Transit station is properly accessible to active and public transit, and through the proposed rerouting of goods movement around Nobleton and King City to reduce congestion and greenhouse gas emissions which will lead to the support active travel modes.



The Active Transportation Strategy provides recommendations for specific sidewalks, multi-use paths, trails, bike routes, and midblock pedestrian crossings within the Township to be implemented within four horizons: quick wins (within 1-year), short-term (1-5 years), medium term (6-10 years) and long-term (11+ years). The Strategy responds to the growing demand for active transportation to guide the Township in building out a comprehensive, efficient and accessible active transportation network for residents and visitors.

The recommendations include establishing a network prioritization and phasing plan, preliminary cost estimates, coordination with large-scale capital projects, implementation in new development areas, and coordination with other jurisdictions.

The Township has recently initiated an update to this TMP, which will extend its growth projections and infrastructure recommendations to 2051. More information on the 2025 Transportation Master Plan is available on [that project's SpeaKing page](#).

Things to Think About

1. King Township's trails serve as vital recreational and mobility assets, connecting residents to nature and key destinations. Designing these facilities to be accessible, well-lit, and seamlessly integrated with other transportation modes will ensure they meet diverse user needs. By prioritizing features like wayfinding, rest areas, and safe crossings, the Township can create a trail system that supports both leisure and practical mobility, contributing to community well-being and environmental stewardship.
2. Official plan policies have recently begun trending toward incorporating by reference the recommendations and standards of a Transportation Master Plan. There may be benefit in refreshing the policies of Section 8.5.3 to provide that same support for right-of-way design and security.
3. Sidewalk construction and connectivity between developments and major corridors should be improved to provide more options for moving in and through the Villages. Walkable Villages provide economic, health, and aesthetic purposes.
4. Transit around the Township could be expanded. While operational decisions are outside of the scope of an official plan, transit efficiency can be supported by planning destinations at key nodes and along key corridors.



3. “Connecting in King”

The Official Plan Review is an opportunity to update our policies to support desirable, sustainable, and attractive growth and development of our communities. This section of the Discussion Paper focuses on the local infrastructure essential for maintaining the health, safety, and prosperity of both residents and businesses in the Township. The key areas of infrastructure include water supply, wastewater, stormwater management, waste management, and utilities and telecommunication networks.

The *Planning Act* and 2024 Provincial Policy Statement (2024 PPS) require municipalities to plan and provide for infrastructure and services in an effective manner that is coordinated and integrated with land use planning and growth management so that they are financially viable, leverage capacity, and are available to meet current and projected needs.

Our King recognizes that climate change must be a significant driver in the way we plan and design infrastructure. The Township can work towards adapting to climate change by planning more resiliently designed infrastructure, emphasizing infrastructure that works harmoniously with nature, and providing infrastructure that utilizes less energy. Infrastructure should be planned to consider the full life-cycle costs; this long-term thinking will lead to more sustainable decision making, which is also more affordable in the long-run.

Our King provides a range of policies already to support infrastructure across the Township (Section 8.2.1), with some restrictions and measures specific to the Oak Ridges Moraine Conservation Plan Area (Section 8.2.2) and the Greenbelt Plan Area (Section 8.2.3, under appeal).

3.1 Water and Wastewater

Water and wastewater servicing are key considerations in directing and managing growth, including location and timing. York Region is a provider of key infrastructure and servicing for King, including water and wastewater. Alignment and coordination of service between York Region and King Township is necessary to ensure that development and growth are appropriately delivered and achieved within the 2051 horizon.

The Township is responsible for the operation and maintenance of:

- Local water distribution systems in King City, Nobleton, Schomberg and Ansnorveldt.
- Local sanitary sewers and pumping stations in King City, Nobleton and Schomberg; and,
- Storm sewers and various stormwater management facilities across the Township.

Existing and planned water and wastewater infrastructure within King City, Nobleton and Schomberg directly impacts amount and timing of growth providing both opportunities and constraints that are based on water and wastewater treatment and conveyance capacity and ability to provide available fire flow across the serviced communities.



The Our King Official Plan provides policy direction for water, wastewater and stormwater management infrastructure are found in Section 8.3 and 8.4 (under appeal). The policies cover the required range of infrastructure policy needs: development in the Villages is required on full municipal services (Section 8.3.2.1), coordinating development with servicing capacity (Section 8.3.2.2, 8.3.2.4), policies around the expansion of services (Section 8.3.2.5 through 8.3.2.7), and design and function of stormwater management (Section 8.4).



3.1.1 King City

The King City water and wastewater systems service the general area bounded by 15th Sideroad to the north, Collard Drive / Chuck Ormsby Crescent to the south, Jane Street to the west, and Dufferin Street to the east. There are some areas within King City, including the Kingscross Estates residential subdivision that does not have water or wastewater municipal servicing.

King City's water distribution system is supplied by the Region's lake-based water system from the existing trunk watermain running along Dufferin Street. There are two York Region elevated tanks within King City (the King City North and King City South elevated tanks) that provide the community with fire flows, emergency and water balance storage.

Existing water supply from York Region infrastructure to King City is anticipated to be adequate to service the community's demands to 2051. The Township's 2021 Water and Wastewater Master Plan recommended six (6) new watermain projects to support required operating pressures and fire flows within new development areas across the community. There were no projects recommended to service intensification within King City's Village core.

King City wastewater flows are conveyed to the Region's trunk system via the King City Sewage Pumping Station (SPS). The Township owns and operates six (6) local sewage pumping stations (Alex Campbell, Keele Street, Burton Grove, Colard Drive, Martin Street and Kingsview) and will assume the King City East SPS upon approval of construction and commissioning.

Wastewater capacity will be increased to meet King City's needs through phased upgrades to the King City local and Regional wastewater system – including the recently completed Phase 1 upgrades to the Region's King City SPS to optimize capacity of the SPS to accommodate growth in King City to 2041; and planned Phase 2 upgrades to expand the station capacity and



construct a new forcemain to service long term growth (planned for 2032 to 2041). The existing Regional King City SPS was originally designed for a residential population of 12,000 persons to service the ultimate population per King City Community Plan. Up to 14,000 persons including associated employment population may be serviced without any major capital upgrades (i.e., Phase 2 upgrades) to the pumping station. Existing water and wastewater capacity will continue to be evaluated compared to potential for expanded employment areas in King City / redistribution of population to the Settlement Area.

There are concerns that the timing of Region upgrades will not keep pace with the potential growth in King City and may restrict intensification and/or greenfield development in the near future. This may impact the Township's ability to deliver the forecasted growth within the 2051 horizon. Existing water and wastewater capacity will need to be coordinated with York Region and be evaluated for potentially expanded employment areas in King City and to service the anticipated residential growth.

The Township's 2020 Water and Wastewater Master Plan recommended the King City East SPS and Force main, downstream sewer upgrades and new sewers to service greenfield development areas in the community. Sewers directly north of the Region SPS were recommended to be upgraded to provide additional capacity for development across the east of the Town.

3.1.2 Nobleton

The Nobleton water and wastewater systems service the general area bound by 15th Sideroad to the north, Munsie Drive / Macmurchy Avenue development area to the south, Nobleview Drive to the west and Skyline Trail to the east.

Existing water and wastewater systems within Nobleton are planned to be upgraded to accommodate approximately 10,800 residents. Increased servicing needs for wastewater and water to support expansion to 10,800 was identified through the 2021 Municipal Class Environmental Assessment (EA) for the stand-alone water resource recovery facility (WRRF) and groundwater wells. The Township's Growth Management Strategy, discussed in the "Living in King" Discussion Paper identifies that Nobleton is project to grow to a population of 13,580 by the year 2051. Coordination and collaboration with York Region will need to take place to expand the water and wastewater systems in Nobleton in order to achieve this growth within the time horizon. A potentially expanded employment area in Nobleton will also need servicing capacity to be realized within the horizon.

The Nobleton water system is supported by groundwater wells, with storage provided by two elevated tanks (Nobleton and Nobleton North). There is also a small area near Nobleview Drive and King Road that requires a local booster pump for service. The Township's 2020 Water and Wastewater Master Plan recommended a new watermain project along Crestview Road. The current Township Water and Wastewater Master Plan will incorporate findings and recommendations from the completed studies recommending increased capacity.

Nobleton's sanitary collection system conveys flows to the Region's Janet Avenue SPS, which discharges to the Nobleton WRRF. The northeast section of the community is serviced by the



local Noble Ridge / Bluff Heights SPS.

The Township's 2020 Water and Wastewater Master Plan recommended sewer upgrades along Wellar Avenue and King Road to convey future wastewater flows from developments in east Nobleton to the Region SPS and WRRF.

3.1.3 Schomberg

The Schomberg water and wastewater service area is focused on the area around the intersections of Highway 27 and Highway 9, just south of King's border with Simcoe County. The Schomberg water system is supported by groundwater wells and a single elevated tank. The Township's 2020 Water and Wastewater Master Plan recommended a local watermain extension project along Roselina Drive. Schomberg's sanitary collection system conveys flows to the Region's Dr. Kay SPS and the Township's Proctor Road SPS, with both pumping stations discharging to the Schomberg WRRF.

The recently completed York Region Water and Wastewater Master Plan Update concluded that future growth in Schomberg is within the existing water and wastewater servicing capacity assessed through a 2007 Class EA. This will need to be further explored to ensure that the capacity in Schomberg is sufficient to support additional intensification projects and support growth as identified through the Township's Growth Management Strategy and discussed in the "Living in King" Paper. The Township's 2020 Water and Wastewater Master Plan recommended local sewer upgrades along upstream of the Region SPS and WRRF to alleviate existing conveyance capacity issues.

3.1.4 Ansnorveldt

The Ansnorveldt system is an irrigation supply system converted to a distribution system, focused on the intersection of Dufferin Street and Bernhardt Road. Growth and/or the expansion of the water distribution system for Ansnorveldt is not anticipated, and no new local water distribution systems are expected for any other Hamlets to the 2051 planning horizon.

3.1.5 York Region 2022 Water and Wastewater Master Plan

Similar to the 2022 TMP, the Region's 2022 Water and Wastewater Master Plan establishes the Region's plan for providing safe, cost-efficient and reliable water and wastewater services to the Region's residents, businesses and communities. In May 2022, York Region Council endorsed the 2022 Water and Wastewater Master Plan update.

The Master Plan's goal is to support healthy and complete communities by identifying long-term strategies, initiatives, programs and infrastructure projects to meet water and wastewater servicing needs to 2051 and beyond.

York Region is expected to grow to 2.02 million people and 990,000 jobs by 2051. To address the Region's evolving communities and stay current with the changing needs of the future, the Region will continue to review and update the plan every five years.



Things to Think About

1. The Nobleton Water and Wastewater Schedule 'C' Class Environmental Assessment was completed in 2021 to recommend upgrades to the Nobleton systems to meet population growth to the 2041 planning horizon (10,800 people). The Study recommends upgrades to the community's existing groundwater supply and wastewater recovery facility. Nobleton is forecasted to grow to a population of 13,580 by 2051; should the systems be expanded to accommodate additional growth, and if so, by how much?
2. King Township is currently completing an update to the Water and Wastewater (W/WW) Master Plan to service growth to the 2051 planning horizon. The Township's current Water and Wastewater Master Plan was updated in 2020 with consideration for a full buildout population of 40,100 across King Township (15,500 in King City, 10,800 in Nobleton and 3,700 in Schomberg). The Master Plan recommended various watermain and sewer extension projects to service new areas of development in King City, Nobleton and Schomberg. Required local water and wastewater projects for transmission can generally be constructed at the time of development to directly service the growth areas, and often front-ended as part of development servicing agreements; this does not apply additional capacity in the overall system. The Oak Ridges Moraine Conservation Plan (ORMCP) does not permit the expansion of partial services – requiring that applications for major developments incorporate a sewage and water system plan that meets the environmental requirements of the ORMCP. Front-ending infrastructure as part of servicing agreements can include detailed review by the Township to ensure works are aligned with overall Master Plan recommendations and policies, including opportunities to effectively incorporate future infrastructure requirements.
3. Updates to Our King can be considered to accommodate any issues identified in applying these policies to date. As part of the 2022 Water and Wastewater Master Plan work, York Region identified potential water and wastewater upgrade requirements to service additional growth in Nobleton are significant, will require extensive study and design and with the potential for construction costs to exceed at least \$75 million (in 2020 dollars) for both water and wastewater projects, required to be phased over the long term to effectively service growth within the community (subject to future studies). Note that Section 4.2.2.2 of the Greenbelt Plan permits the extension of municipal water and sewage services only in very limited circumstances (for health issues or to service existing uses and the expansion thereof adjacent to the settlement area), which may limit servicing options—for Nobleton, in particular.
4. The 2024 PPS added policies to coordinate and integrate infrastructure planning to, “leverage the capacity of development proponents, where appropriate.” Any feedback on infrastructure approvals and provision in the Township could be considered for incorporation into Our King.
5. Consideration of private communal systems shall be reviewed in the context of applicable Township of King and Regional Policies/guidelines, Provincial plan policies, engineering, environmental and financial arrangements to the satisfaction of York Region and the Province.
6. The 2024 PPS also added policy with respect to allocation and reallocation of unused municipal water and sewage services. Consideration can be given to establishing a baseline policy framework to enable these new “use it or lose it” servicing policies to



support the Provincial objective of faster housing approvals and construction. It will be essential to include flexibility within the new policy to incorporate financing such infrastructure.

3.2 Stormwater Management

Managing stormwater and drainage is a critical aspect of development application review, necessitating a robust policy framework to clearly articulate the Township's objectives. In light of climate change, there is an increased necessity for sustainable stormwater management solutions, as the heightened frequency and intensity of storm events will place a greater burden on our infrastructure. The Our King Official Plan advocates for a stormwater management strategy that incorporates the principles of low impact development and a treatment train approach, considering innovative stormwater solutions at the lot level, during conveyance, and at the end-of-pipe stage.

The 2024 PPS requires that planning for stormwater management be integrated with planning for sewage and water services to ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle.

Things to Think About

1. New technologies and methods for stormwater management are emerging, such as storage tanks under parkland. The Official Plan Review offers an opportunity to explore these emerging ideas and methods and how to address them through policy to guide development.
2. There is a growing emphasis on sustainability, climate resilience and innovative technologies. The policies of the Our King can be enhanced to further support green technologies, low impact development, and climate change adaptation, providing more resilience in the face of extreme weather conditions.

3.3 Utilities and Telecommunication



Connections to a wide range of public and private utility networks are required to sustain a high standard of living in the King. There is an opportunity to enhance the policies in Our King to further support a coordinated approach to the development of these networks.

The Our King Official Plan emphasizes the need to support leading-edge communication technologies, including those required



to deliver broadband services, in order to attract and maintain investment, facilitate research and development and knowledge-based initiatives, and support health services.

The utility policies of Section 8.7 of Our King focus on ensuring that new developments are equipped with advanced communication technologies, including broadband services, to attract investment and support various initiatives. The policies emphasize collaboration with developers and utility providers to ensure that adequate utility services and communication networks are established, phased in as needed, and constructed in a cost-effective and efficient manner.

The policies encourage the construction of utility and communication infrastructure within road rights-of-way where feasible. The policies seek to implement the Township's Protocol for Establishing Telecommunication Towers/Antenna Facilities and to update the protocol as required.

To minimize disruptions, the policies require locating utilities and communication infrastructure underground and grouping them into a single utility trench.

The policies require early consultation with TransCanada for developments near its pipeline and provide direction to work with TransCanada to establish an open space or trail feature within the pipeline right-of-way.



Things to Think About

1. It is important for utility and communication/telecommunication networks to have regard for potential impacts on the surrounding area, including existing communities and the natural environment. As King grows, additional utility infrastructure will be integrated with innovative technologies. Further exploration of best practices and changing legislation will be explored through the Official Plan Review to support our communities.
2. The Official Plan review is an opportunity to understand emerging and changing technologies and what policies are needed in order to address them. Policies for energy, soil management, and waste management also support our communities as we grow. These are anticipated to be explored further in the next phase of the Official Plan Review.



4. Emerging Policy Directions

Each Discussion Paper concludes with a list of emerging policy directions being considered through the Official Plan Review. All papers need to be read in their entirety to understand the full list of updates being considered to Our King. Changes to this list, including additions, deletions and edits, will be made based on feedback and input received from Council, residents and stakeholders, and as a result of further reflection and analysis on issues raised during this project.

The recommendations for the 2051 Official Plan Review will be informed by the recommendations coming from the Master Plan Updates, a project moving in parallel with the 2051 Official Plan Review. These emerging policy directions may change as those project advance.

These are key directions, and not all changes (e.g., editorial updates to reflect updated plan names or straightforward renaming or relabeling) will be captured in these tables.

#	Theme	Our King OP Section	Emerging Policy Direction	Policy/Legislative Driver and Resource
1	Water and Wastewater Servicing	8.3.1 General Water and Wastewater Servicing Policies	<ul style="list-style-type: none"> • Phasing policies for servicing within settlement areas should be considered to be added where appropriate. • Update extension of servicing policies to be consistent with Provincial policy. • An update to Policy 9.1.5.2 may be required to clarify financial and development agreement types. 	<ul style="list-style-type: none"> • 2024 PPS
2	Water and Wastewater Servicing	8.3.2 Water and Wastewater in the Villages and Hamlets	<ul style="list-style-type: none"> • Explore necessary updates to address Provincial policy on partial and communal servicing solutions 	<ul style="list-style-type: none"> • 2024 PPS



#	Theme	Our King OP Section	Emerging Policy Direction	Policy/Legislative Driver and Resource
3	Stormwater Management	8.4 Stormwater Management	<ul style="list-style-type: none"> Minor updates required to remain consistent with the 2024 PPS. 	<ul style="list-style-type: none"> 2024 PPS
4	Stormwater Management	8.4 Stormwater Management	<ul style="list-style-type: none"> Updates policies to address new technologies and methods. 	<ul style="list-style-type: none"> Best practices
5	Transportation, Transit and Mobility	8.5.1 General	<ul style="list-style-type: none"> Update policies to address coordination on transportation planning with York Region and neighbouring municipalities. Consider policies for development applications to show how speed limits are incorporated in a design and how traffic calming has been addressed. 	<ul style="list-style-type: none"> Transportation Master Plan (2020) King Township Traffic Calming Strategy Monitoring and Implementation
6	Transportation, Transit and Mobility	8.5.4 Road Network 8.5.5 Right-of-way widths and road widenings OP Schedules “F”, “F1”, “F2” and “F3”	<ul style="list-style-type: none"> Update OP Schedule “F” to reflect and align with the proposed road classification and jurisdiction in the TMP (2020) on figures 4-15 through 4-18 and as well as the York Region TMP (2020) maps. Update right-of-way policies to reflect the short – term road recommendations of the TMP (2020). 	<ul style="list-style-type: none"> Transportation Master Plan (2020) York Region Transportation Master Plan
#	Theme	Our King OP	Emerging Policy	Policy/Legislative



		Section	Direction	Driver and Resource
7	Transportation, Transit and Mobility	8.5.9.4(d) Active Transportation	<ul style="list-style-type: none"> Update policy to encourage working with York Region and Metrolinx to make improvements to both King City Go Station on Keele Street and active transportation uses in the vicinity. 	<ul style="list-style-type: none"> Monitoring and Implementation
8	Utilities and Communications/ Telecommunications	8.7 Communications/ Telecommunications	<ul style="list-style-type: none"> Update to address emerging trends and new technologies. 	<ul style="list-style-type: none"> Best practices



5. Next Steps and Getting Involved

The 2051 Official Plan is a multi-phase project, with many opportunities to join the conversation and provide feedback into the project's progress. All project information shall be posted on the project's SpeakKing page, including project mailing list registration, schedule of future in-person events, and online engagement.

This is the Phase 2 Discussion Paper. A second series of Discussion Papers will be prepared in Phase 3 (Spring 2025) on the context of Community. The Community Discussion Paper will look at the themes of:

1. Living in King (second phase of review)
2. Protecting Nature in King
3. Cultivating in King
4. Implementing Our King

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2051 Official Plan Review
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