



THE CORPORATION OF THE TOWNSHIP OF KING

**THE CERTIFICATE PAGE FOR**  
**AMENDMENT NO. 5**  
**TO THE OFFICIAL PLAN**  
**OF THE TOWNSHIP OF KING**  
**(OUR KING)**

The attached text and schedules constituting Amendment No. 5 to the Official Plan for the Township of King (Our King) were adopted by the Council of the Corporation of the Township of King by By-law No. 2025-018 in accordance with Sections 17 and 22 of the *Planning Act*, R.S.O on the 17<sup>th</sup> day of March, 2025.

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Steve Pellegrini, Mayor

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Denny Timm, Clerk

**AMENDMENT NO. 5 TO THE  
OFFICIAL PLAN OF THE  
TOWNSHIP OF KING PLANNING AREA**

**Amendment to Township of King Official Plan  
(Our King)**

**MARCH 17<sup>TH</sup>, 2025**

**AMENDMENT NUMBER 5**  
**TO THE OUR KING OFFICIAL PLAN**  
**CONTENTS OF THIS DOCUMENT**

**PART I**

**THE PREAMBLE**

A summary of the background and basis of this document.

**PART II**

**THE AMENDMENT**

The changes to be affected in the original Official Plan.

## **PART I: THE PREAMBLE**

### **1. Amendment Structure**

PART I – THE PREAMBLE is included for information purposes and is not an operative part of this Official Plan Amendment.

PART II – THE AMENDMENT, including Schedules 1, 2, and 3, attached hereto, provides specific amendments to the Our King Official Plan, as amended, and is the operative part of this Official Plan Amendment.

### **2. Purpose**

The purpose of the Amendment is to amend the policies contained within Our King for lands indicated on Schedule '1', attached hereto, and located within the Township of King, referred to herein as the "Highway 11 Corridor". The policies will facilitate the planned and orderly regeneration of the Highway 11 Corridor, recognizing applicable Provincial and Regional land use planning documents, existing landowner and business owner interests, and localized development constraints.

### **3. Location**

The lands affected by this Amendment are adjacent to Highway 11, located east of the Holland River and west of Bathurst Street. The Subject Lands are shown on Schedule '1' to this Amendment.

### **4. Basis**

1. The Amendment is consistent with the Provincial Planning Statement (2024), specifically regarding the economy, rural areas, natural heritage, water, agriculture, and natural hazards. The Amendment is consistent with Amendment No. 4 to the Greenbelt Plan which took effect on October 20, 2024.
2. The Amendment conforms to the Greenbelt Plan (2017), specifically regarding implementation of the Agricultural System, Natural Heritage System, and the Protected Countryside. This includes permissions for existing uses as established by Policy 4.5.4 that states "Expansions to existing buildings and structures, accessory structures and uses and/or conversions of legally existing uses which bring the use more into conformity with this Plan", provided that new municipal services are not required, and key natural heritage features and key hydrologic features are protected in accordance with the policies of the Plan.
3. The Amendment applies Corridor-wide to provide an equitable approach to land use permissions and permitted uses. The Amendment permits existing uses, as defined by the Greenbelt Plan, Corridor-wide, subject to the policies of the Amendment. The Amendment also permits the expansion of existing buildings or structures; accessory buildings, structures, or uses; and/or the conversions of these existing uses provided it brings the use more into conformity with the Greenbelt Plan, where it is demonstrated that the development or redevelopment aligns with the Section 1.2 Vision and Goals of the Greenbelt Plan. The Amendment also contemplates permissions for uses that are closer in conformity with the Greenbelt Plan and therefore permitted Corridor-wide, subject to the lifting of a Holding (H) symbol, as detailed in Section 12 of Part 2 of this Amendment. The Amendment also contemplates other methods of bringing a building, structure or use closer into conformity with the Greenbelt Plan. More specifically:
  - a. Applications will demonstrate alignment with the Vision of the Greenbelt Plan, as follows:
    - i. That the proposed development or redevelopment will contribute to protecting against the loss and fragmentation of the agricultural land base and support agriculture as the predominant use;
    - ii. Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized;

- iii. Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation, and resource use; and
  - iv. Builds resilience to and mitigates climate change.
- b. Applications shall demonstrate alignment with the following Goals of the Greenbelt Plan:
- i. Provision of the appropriate flexibility to allow for agricultural, agriculture-related and on-farm diversified uses, normal farm practices, and an evolving agricultural and rural economy;
  - ii. Increasing certainty for the agricultural sector to foster long-term investment in the agri-food network and improvement to and management of the agricultural land base;
  - iii. Enhancing the strengths of the Agricultural System, including through consideration for the impacts of development on agriculture and planning for local food and near-urban agriculture;
  - iv. Protection, maintenance and enhancement of natural heritage, hydrologic and landform features, areas and functions, including protection of habitat for flora and fauna and particularly species at risk;
  - v. Protection, improvement or restoration of the quality and quantity of ground and surface water and the hydrological integrity of watersheds;
  - vi. Identification, conservation, use and wise management of cultural heritage resources to support the social, economic and cultural wellbeing of all communities, including First Nations and Métis communities;
  - vii. Provision of a wide range of publicly accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based/shoreline uses that support hiking, angling and other recreational activities; and
  - viii. Enabling continued opportunities for sustainable tourism development.
4. The Amendment conforms to the Township's Official Plans, being the York Region Official Plan 2022, as it applies to the Township of King, and Our King, specifically regarding the protection, restoration, and enhancement of the Natural Heritage System through the control of new development and site alteration.
  5. The Amendment recognizes the treaty rights and historical interests of Indigenous communities in lands subject to the Highway 11 Corridor, and supports and promotes the importance of Indigenous heritage and related archaeological resources within the Highway 11 Corridor.
  6. The Amendment also recognizes the Township's intent to plan for the long-term vitality and viability of the agriculture sector by recognizing the Highway 11 Corridor as a strategic location for new agriculture-related uses.
  7. The Amendment conforms to Our King, specifically Policy 6.12.2 Countryside Site-Specific Policy Area 2 (C-SSPA-2) that recognizes the Highway 11 Corridor as a unique land use planning context within the Township and directed that a future land use study be undertaken which may be implemented through a subsequent amendment to the Our King Official Plan.
  8. The Amendment has benefited from broad consultation with residents, landowners, businesses, Council, agencies, adjacent municipalities, Indigenous communities, York Region, and the Lake Simcoe Region Conservation Authority (LSRCA). On this basis, the policies of the Amendment achieve a balance between broad interest in regeneration of the Highway 11 Corridor through new land use permissions and municipal-led initiatives, while conforming to Provincial land use planning documents, being consistent with Provincial policy, and recognizing the regulatory authority of the Lake Simcoe Region Conservation Authority.
  9. The Amendment plans for the regeneration of the Highway 11 Corridor, including tourism-oriented land uses, by having regard for its proximity to nearby communities, the Holland River, and the Holland Marsh, as well as higher order transit. Its location within a broader agricultural system, presence of identified natural heritage features, and Highway 11 as a major transportation corridor that facilitates the movement of people and goods are key to its longer-term vitality and prosperity. On this basis, regeneration of the Highway 11 Corridor will be further supported through ongoing consultation with the Province, York Region, and the Lake Simcoe Region Conservation Authority, and as

further contemplated by Policy 5 of C-SSPA-2 regarding the protection, restoration, and enhancement of the Natural Heritage System.

10. The Township shall continue to explore the feasibility of extending municipal services to the Highway 11 Corridor by working with the Province, the Region, and Bradford West Gwillimbury through tools and regulations afforded under the *Planning Act* and any other municipal statutes, as may be applicable.

## **PART II – THE AMENDMENT**

### **1. Introduction**

All of this part of the document entitled Part II – The Amendment, consisting of the following text and associated schedules, constitutes Amendment No. 5 to Our King, the Official Plan of the Township of King.

### **2. Details of the Amendment**

#### **Item 1:**

That Schedule E be amended as shown on Schedule '2'.

#### **Item 2:**

That a new Schedule of Our King, being "Schedule 'E8' C-SSPA-2 Highway 11 Corridor" be adopted, as shown on Schedule '3' attached herein.

#### **Item 3:**

Section 6.12.2 of Our King, being Countryside Site-Specific Policy Area 2 (C-SSPA-2), is hereby amended by deleting subsections 1., 2., and 3., in their entirety and replacing with the following:

"On lands designated Countryside Site-Specific Policy Area 2 (C-SSPA-2) on Schedule E, and as additionally shown on Schedule 'E8', it is the policy of Council that:

#### **Applicability**

1. Lands designated "C-SSPA-2" as shown on Schedule E8 shall be subject to the policies of Section 6.12.2 of this Plan.

#### **Interpretation**

2. The policies of Section 6.12.2 shall be read and interpreted in conjunction with the entirety of this Plan, and that all other policies of this Plan shall continue to apply.

#### **Vision**

3. Implementation will be guided by the following vision statement for the Highway 11 Corridor, as shown on Schedule 'E8':

"A regenerated, vibrant corridor that is connected to nearby communities, promotes the long-term vitality and prosperity of local commercial and agriculture-related businesses, and supports a broad range of recreational and tourism uses as part of an evolving agricultural and rural economy. The Corridor also safeguards the natural environment, provides for the safe and efficient movement of people and goods, and is distinguished as a unique sense of place that benefits from continued collaboration and partnership to achieve longer-term planning outcomes."

#### **Objectives**

4. That the following land use objectives will support interpretation and implementation of the land use vision for the Highway 11 Corridor:
  - a. That regeneration of the Highway 11 Corridor represents a strategic opportunity to advance the Region's Agri-food Strategy, while contributing to broader economic development objectives of landowners, businesses, the Township, the Region, and the Province.

- b. The Highway 11 Corridor is situated in proximity to two Major Transit Station Areas, as well as the settlement areas of Bradford and Holland Landing, and as such, the existing form and function of the Corridor may evolve over time within the broader regional context.
- c. That all existing uses, as defined by the Greenbelt Plan, are specified in Section 11 of this Amendment and are permitted on any lot within the Highway 11 Corridor to provide equitable land use permissions across the Corridor.
- d. The uses identified in 4.c) above are also permitted to be brought closer into conformity with the Greenbelt Plan through expansion, conversion of use, enhancement of vegetation zones, ecological offsetting, and redevelopment, and in doing so, contribute to the regeneration of the Corridor and the Township's economic development objectives over the long-term.
- e. Promote recreational and tourism related uses and opportunities within the Highway 11 Corridor through connecting tourism to the Holland River and the Holland Marsh.
- f. New businesses will be encouraged, provided they advance the vision and objectives of the Highway 11 Corridor and are deemed to conform to applicable Provincial planning documents.
- g. Direct new development and site alteration away from hazardous lands and hazardous sites to protect life and property by recognizing and identifying natural hazards and their associated risks, in alignment with Provincial policies, Conservation Authority Regulations, and the Our King Official Plan.
- h. Working with York Region, Bradford West Gwillimbury, Lake Simcoe Region Conservation Authority, and the Province, the Township may explore the feasibility of extending municipal water services and municipal sewer services to the Highway 11 Corridor through future land use planning initiatives, provided conformity with Provincial, Regional, and Township planning documents can be demonstrated.
- i. Ensure that new development is compatible with the surrounding character of the Corridor, while being of high-quality design that contributes to establishing a unique sense of place.
- j. Recognize opportunities for new land uses that will further the agricultural objectives of this Plan, and the long-term viability and vitality of the agriculture sector within the Township, Region, and the Province.
- k. Coordinate with York Region to undertake improvements to Highway 11 that enhance safety and efficiency related to the movement of people and goods, as well as facilitating multi-modal transportation options.
- l. That ongoing regeneration of the Corridor will be guided and supported by collaboration with residents, businesses, landowners, York Region, the Lake Simcoe Region Conservation Authority, the Province, and relevant stakeholders.
- m. The Township may exercise any number of tools pursuant to the *Planning Act*, as well as those established under Section 9 of this Plan, to support implementation of C-SSPA-2.

### **Natural Heritage System**

- 5. Regeneration of the Highway 11 Corridor will contribute to achieving this Plans vision for the Natural Heritage System by ensuring its protection, restoration, and enhancement.
- 6. Notwithstanding the policies of 4.2 of this Plan, expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally existing uses which bring the use more into conformity with the Greenbelt Plan are permitted subject to demonstrating that:
  - a. The use does not expand into key natural heritage features or key hydrologic features or their associated vegetation protection zones, unless there is no other alternative, in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure.
- 7. Notwithstanding the policies of 4.2 of this Plan:
  - a. Expansions or alterations to existing buildings and structures for agricultural uses, agriculture-related uses or on-farm diversified uses and expansions to existing residential dwellings may be considered within key natural heritage features, key hydrologic features and their associated vegetation protection zones where it is demonstrated that:

- i. There is no alternative, and the expansion or alteration in the feature is minimized and, in the vegetation protection zone, is directed away from the feature to the maximum extent possible; and
  - ii. The impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible.
- 8. New buildings and structures for agricultural, agriculture-related or on-farm diversified uses are not required to undertake a natural heritage or hydrologic evaluation where a minimum 30 metre vegetation protection zone is provided from a key natural heritage or key hydrologic feature. Agricultural, agriculture-related and on-farm diversified uses shall pursue best management practices to protect and/or restore natural heritage features and key hydrologic features and functions.
- 9. In addition to all other policies of this Plan, implementation of C-SSPA-2 shall have specific regard for:
  - a. Section 4.2.1 General Policies for Our Natural Heritage System
  - b. Section 4.2.2 Key Natural Heritage Features And Key Hydrologic Features;
  - c. Section 4.2.3 Minimum Vegetation Protection Zones;
  - d. Section 4.2.4 Wetlands and Other Hydrologic Features;
  - e. Section 4.2.5 Woodlands;
  - f. Section 4.2.6 Valleylands;
  - g. Section 4.2.7 Habitat of Endangered and Threatened Species;
  - h. Section 4.2.8 Areas of Natural and Scientific Interest and Environmentally Significant Areas;
  - i. Section 4.2.11 Greenbelt Plan Area Policies for the Natural Heritage System;
  - j. Section 4.3 Natural Heritage Evaluations and Hydrologic Evaluations;
  - k. Section 4.6.3 Significant Groundwater Recharge Areas;
  - l. Section 4.7.1 General Source Protection Policies; and
  - m. Section 4.8.1 Hazardous Lands, Hazardous Sites and Hazardous Forest Types.

### **Permitted Uses**

- 10. The following uses shall be permitted on lands shown on Schedule 'E8', in accordance with Policy 5.2.1 of the Greenbelt Plan:
  - a. Uses permitted through an amendment to the Township of King Rural Official Plan (1970) that occurred prior to December 16, 2004; and
  - b. Uses permitted through an amendment to Zoning By-law 74-53 that occurred prior to December 16, 2004.
- 11. That in addition to those uses permitted in accordance with Policy 6.12.2.10, the following uses are permitted on lands shown on Schedule 'E8' in accordance with Policies 4.5.1, 4.5.4 and 5.2.1 of the Greenbelt Plan, and 6.9.2 of this Plan:
  - a. Automobile repair garage;
  - b. Automobile sales and service;
  - c. Automobile service station;
  - d. Commercial greenhouse;
  - e. Commercial self-storage facility;
  - f. Commercial use;
  - g. Garden centre;
  - h. Infrastructure;
  - i. Light industrial use;
  - j. Marina;
  - k. Motel;
  - l. Office;
  - m. Restaurant, including as an accessory use to a motel;
  - n. Retail, including the sale of motor vehicle parts and accessories; and
  - o. Single detached dwelling.
- 12. That the uses permitted in accordance with Policies 6.12.2.10 and 6.12.2.11 may be further specified in the implementing Zoning By-law, as well as the application of a Holding (H) Symbol in accordance with Section 36 of the *Planning Act*.



### **Permitted Agriculture-Related Uses**

13. A range of agriculture-related uses shall be permitted within the Corridor, including farm related commercial and farm related industrial uses, in accordance with Section 3.8.1, and as may be identified in an implementing zoning by-law, in accordance with Policy 3.8.1.3.g.

### **Lot Creation**

14. That lot creation shall not be permitted, unless otherwise explicitly provided for in accordance with Sections 6.3.4, 6.9.1 and 9.2 of this Plan.

### **Areas of Archaeological Potential**

15. Certain lands within C-SSPA-2 are identified as areas with archaeological potential. The following policies recognize the importance of conserving archaeological resources and the associated potential to commemorate significant archaeological discoveries in recognition of their contribution to community identify:
- a. Section 3.7.8 of this Plan applies to certain lands within C-SSPA-2 that are identified as areas of archaeological potential by the York Region Archaeological Potential Map.
  - b. Policies 2.4.13 through 2.4.19 of the York Region Official Plan apply to the lands within C-SSPA-2 that are identified as areas of archaeological potential.
  - c. The York Region Archaeological Management Plan shall provide guidance on addressing the policies of the York Region Official Plan. New development and site alteration shall meet all the policies required by the York Region Archaeological Management Plan and shall strive to achieve all policies encouraged in the Plan.
  - d. That development and site alteration shall be prohibited within areas of archaeological potential until the applicable level of archaeological assessment has been completed and determined that no resources exist on the site or unless significant archaeological resources have been conserved.
  - e. That within an area of archaeological potential a holding symbol may be used to ensure that all requirements of this Plan are met prior to development or site alteration.

### **Lake Simcoe Region Conservation Authority**

16. Certain lands within C-SSPA-2 are subject to the regulatory authority of the Lake Simcoe Conservation Authority, and therefore development may be subject to approval from the Lake Simcoe Region Conservation Authority.
17. Section 4.8 of the Plan shall apply to hazardous lands within the Corridor as identified on Schedule 'H' of this Plan, that if developed may pose a risk to public safety and result in property damage due to flood susceptibility, erosion, instability, or other physical conditions.

### **Wellhead Protection and Recharge Management**

18. Lands within C-SSPA-2 are located within a Wellhead Protection Area, as shown on Schedule 'G' and subject to Section 4.7 of this Plan. On this basis:
- a. A Source Protection Permit (Section 59 Notice) shall be required to be issued by the Region prior to making an application under the *Planning Act*, *Condominium Act*, or *Building Code*.
  - b. In addition to Provincial, Regional, and Township land use planning documents development shall be subject to the policies of the South Georgian Bay and Lake Simcoe Source Protection Plan.
  - c. The Lake Simcoe Region Conservation Authority promotes the repair, upgrade, or replacement of individual on-site wastewater treatment within identified high risk areas, inclusive of those areas within the Highway 11 Corridor.
  - d. The Township, in collaboration with the Lake Simcoe Region Conservation Authority, may further support and promote initiatives to encourage landowner to undertake repair, upgrade, or replacement of individual on-site wastewater treatment systems within identified high risk areas.

19. Certain lands are located within a Recharge Management Area as delineated on Schedule 'C4'. Applications for major development within these lands shall be required to demonstrate to the Township through a hydrological study that the existing groundwater balance can be maintained post-development. Under the South Georgian Bay Lake Simcoe Source Protection Plan, major development means the construction of a building or buildings on a lot with the ground floor area cumulatively equal to 500 m<sup>2</sup> (5382 sq. ft.) or greater, and any other impervious surface. Note single detached residential properties are exempt from the definition.

### **Urban Design Objectives**

20. The following urban design objectives shall be achieved through regeneration of the Highway 11 Corridor:
- a. Development and redevelopment shall recognize the principal function of the Highway 11 Corridor as a major corridor for the movement of people and goods, while achieving built form outcomes that create a safe, inviting, and well-used public realm and promote multi-modal transportation and mobility options.
  - b. Promote an efficient and compatible land use pattern that contributes to a more orderly and functional Highway 11 Corridor, including architectural controls and landscape design for new development, and by encouraging aesthetic improvements to existing businesses and properties.
  - c. Encourage pedestrian oriented development that facilitates the safe and efficient movement of people and promotes connectivity throughout the Highway 11 Corridor recognizing principles of universal design and accessibility.
  - d. Meet or exceed the Township's sustainable development and design objectives, through mitigating the environmental impact of development and redevelopment through green infrastructure, achieving energy efficiency and conservation, building design, protection, and enhancement of the natural environment, and contributing to healthy communities.
  - e. Lands located at the entry points into the Highway 11 Corridor, being those in proximity to Bathurst Street and the Holland River, shall be well defined in a manner that is distinguished from surrounding land use contexts through building orientation, massing, and architectural controls.
  - f. The installation of gateway features such as landscaping, lighting, signage, and public art, is encouraged, provided such features are situated in places that are highly visible from the public realm and accessible through multi-modal transportation options.
  - g. Development shall contribute to creating a unique sense of place that is characterized as interesting, safe, comfortable, attractive, and well maintained, in accordance with Section 5.3.2 and Section 5.3.3 of this Plan.
  - h. The visual impact of land uses oriented towards motor vehicles shall be minimized, including lands uses such as surface parking areas, queuing lanes, or drive-through facilities.
  - i. Identify, protect, and/or revitalize community landmarks, including vistas such as the Holland River, such that they contribute to creating a unique sense of place by reflecting the history of the Highway 11 Corridor and its unique function within the Township.
  - j. Development shall have regard for the existing parcel fabric, and this shall be reflected through site design that focuses on connectivity with adjacent lands, site circulation, the safe and efficient movement of motor vehicles, pedestrians, and active transportation options, and contributing to a more engaging and visually interesting built form.

### **Built Form**

21. That development and redevelopment shall be required to:
- a. Have regard for existing land uses by contemplating a similar scale, massing, and height, while achieving built form outcomes that are of high-quality design, contribute to a unique sense of place, are compatible with adjacent land uses, and improve safety, mobility, and connectivity.

- b. Buildings should be oriented to frame the Highway 11 Corridor, having generally consistent front yard setbacks and building facades that are situated in parallel to the right-of-way, therefore contributing to a more visually continuous streetscape.
- c. Setbacks abutting the Highway 11 right-of-way shall be of sufficient size to accommodate elements that contribute to a more visually appealing and interesting private realm, including improved landscaping, pedestrian connections, and active transportation amenities.
- d. Building facades shall consist of high-quality materials and design, including entrances, windows, and articulation, to contribute to a more visually appealing and functional built form.
- e. Building entrances and parking accesses shall be clearly demarcated to be highly visible and distinguishable from the public realm.
- f. On lots with a depth greater than 100.0m, buildings and surface parking areas shall generally be located within 40.0m of the Highway 11 right-of-way, to create a more consistent pattern of development throughout the Highway 11 Corridor.
- g. Pedestrian and active transportation amenities shall be required, including strategically placed pedestrian furniture and bicycle racks, to support enhanced pedestrian and active transportation connectivity.
- h. Outdoor storage shall only be permitted in a rear yard or interior side yard and shall be screened from the public realm through landscape elements or opaque fencing. New outdoor storage areas and expansions to existing outdoor storage areas shall generally be discouraged.

### **Site Access and Parking Facilities**

22. The following policies shall apply to site access and parking, and shall be implemented through development and redevelopment as permitted by this Plan:
- a. Site design shall have regard for the location of surface parking facilities, such that parking facilities are restricted to side yards or rear yards only.
  - b. Parking facilities shall be clearly signed, illuminated, and where feasible, include separated pathways for the safe and efficient movement of pedestrians.
  - c. Where feasible, parking areas may include landscape elements, including landscape islands, to improve the visual aesthetic and contribute to achieving the Township's green development objectives.
  - d. The consolidation of individual site accesses shall be encouraged, such that shared driveways between lots are developed over time.
  - e. Internal shared access between adjacent parcels is preferred and shall be encouraged to facilitate circulation between adjacent lots.

### **Public Realm**

23. The Township recognizes that improvements to the public realm may support achieving objectives for a regenerated Highway 11 Corridor.
24. The Township may identify opportunities for improvements to the public realm and work with York Region as necessary on any one or more of the following initiatives:
- a. Improvements that contribute to a safer, more sustainable, and vibrant built form;
  - b. Application of the principles of Crime Prevention Through Environmental Design (CPTED);
  - c. Active transportation network improvements, including pedestrian and cyclist-friendly infrastructure and design;
  - d. Have regard for existing or planned trail systems, including trail system connectivity between the private and public realms; and
  - e. Explore the feasibility of publicly accessible areas, including parks.
25. The Township shall consult York Region when planning for public realm improvements, as the improvements may be subject to the Region's review and approval.

### **Landscaping**

26. Policies 5.3.3.29 and 5.3.3.30 of this Plan regarding landscaping shall apply to lands within the Highway 11 Corridor.

## **Servicing**

27. Until such time that full or partial municipal servicing may be extended to lands within the Highway 11 Corridor, the preferred form of servicing shall be individual on-site private water systems and wastewater systems.
28. It is recognized that a closed municipal servicing system represents the least risk to public health and safety, as well as safeguarding of the natural environment, and accordingly:
  - a. The Township may work with the Lake Simcoe Region Conservation Authority, York Region, Simcoe County, Bradford West Gwillimbury, East Gwillimbury, and the Province, to explore the feasibility of extending municipal water services and wastewater services to lands within the Highway 11 Corridor.
  - b. Should the provision of municipal servicing be identified as a feasible water and wastewater servicing option, priority shall be given to lands within an identified floodplain, as regulated by the Lake Simcoe Region Conservation Authority.
29. Working with the Lake Simcoe Region Conservation Authority and the Region, the Township recognizes advancements in individual on-site wastewater treatment technology and supports landowners implementing upgrades and improvements to existing individual on-site wastewater systems.

## **Transportation and Mobility**

30. Highway 11 is a major corridor that facilitates the movement of people and goods, with the predominant mode of transportation being the use of motor vehicles. Over the long-term, the Highway 11 Corridor will evolve into a multi-modal transportation corridor that continues to facilitate the safe and efficient movement of people and goods throughout the Township, Region, and beyond.
31. Highway 11 is under the jurisdiction of York Region and therefore the Township recognizes the Region as a partner to plan for future improvements to Highway 11 that advance the objectives of C-SSPA-2.
32. Working with the Region, the Township may identify recommended improvements to Highway 11 through the Region's 10-year Capital Plan process, including consideration for:
  - a. Improvements or modifications that enhance overall pedestrian, multi-modal, and motor vehicle driver safety;
  - b. Improvements to existing controlled intersections, or the identification of new controlled intersections;
  - c. Passive and/or active traffic calming measures;
  - d. Opportunities to mitigate traffic congestion, including, but not limited to, transit and multi-modal transportation infrastructure;
  - e. Installation of sidewalks, dedicated bicycle lanes, multi-use paths, and associated infrastructure, including cycling facilities; and
  - f. Other road improvements, as may be identified.
33. This Plan identifies Highway 11 as having a planned right-of-way width of 45.0m, and accordingly:
  - a. The Township shall consult with the Region to identify reductions to the planned right-of-way width to limit constraints on development and redevelopment within the Highway 11 Corridor; and
  - b. Through the development application process, the Township shall work with applicants to accommodate the identified right-of-way width, while recognizing development and redevelopment interests.
34. The Township recognizes the planned Bradford Bypass, a proposed 400-series highway connecting Highway 404 and Highway 400 through York Region and Simcoe County, with a planned full interchange at Bathurst Street. Accordingly, the Township will consult with the Province and the Region regarding land use and transportation considerations as related to the policies of C-SSPA-2.

## **Infrastructure**

35. That all existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Ontario Environmental Assessment Act,

the *Planning Act*, the *Aggregate Resources Act* or the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:

- a. It supports agriculture, recreation and tourism, Villages and Hamlets, a resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
  - b. It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.
36. That the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside are subject to the following:
- a. Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly our Natural Heritage System, traversed and/or occupied by such infrastructure;
  - b. Planning, design and construction practices shall minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
  - c. Where practicable, existing capacity and co-ordination with different infrastructure services shall be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the GGH established by the Greenbelt Plan and the Growth Plan are supported and reinforced;
  - d. New or expanding infrastructure shall avoid key natural heritage features, key hydrologic features or key hydrologic areas unless need has been demonstrated and it has been established that there is no reasonable alternative;
  - e. Where infrastructure crosses our Natural Heritage System or intrudes into or results in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, including related landform features, planning, design and construction practices shall minimize negative impacts on and disturbance of the features or their related functions and, where reasonable, maintain or improve connectivity;
  - f. New or expanding infrastructure shall avoid specialty crop areas and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative;
  - g. Where infrastructure crosses prime agricultural areas, including specialty crop areas, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken; and
  - h. New waste disposal sites and facilities, and organic soil conditioning sites are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones.
37. That infrastructure serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the vegetation protection zone of a key natural heritage feature or key hydrologic feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated vegetation protection zone, but all reasonable efforts shall be made to keep such infrastructure out of key natural heritage features, key hydrologic features and their associated vegetation protection zones.

### **Implementation**

38. The Township may use various tools under the *Planning Act* as contemplated under Section 9 of this Plan, including but not limited to:
- a. An implementing Zoning By-law in accordance with Section 9.1.16 of this Plan that regulates the following:
    - i. Lot and building requirements;
    - ii. Permitted uses, defined terms, and associated definitions;
    - iii. General provisions or specific use provisions, as may be required to support interpretation and administration of the regulations; and

- iv. Site-specific zones, that provide more detailed direction on regulations and associated provisions, including lot and building requirements and permitted uses.
  - b. The use of Site Plan Control, in accordance with Section 9.1.10 of this Plan, to apply certain conditions that are consistent with the policies of C-SSPA-2 and to support implementation of the land use objectives.
  - c. The use of Holding (H) By-laws, in accordance with Section 9.1.7 of this Plan, to prohibit development from occurring, as permitted by the Zoning By-law, until certain technical or other matters are confirmed or addressed including, but not limited to:
    - i. The provision of adequate servicing or road infrastructure and works;
    - ii. Confirmation of remediation of any environmental contamination;
    - iii. Matters related to the natural heritage system, floodplain and/or hazardous lands;
    - iv. Completion of site plan approval or approval of a site plan in principle;
    - v. Matters related to archaeological resources and significant archaeological resources, including the requirement for an archaeological assessment for lands within an area of archaeological potential; and
    - vi. Other compliance with policies of this Plan or other requirements.
  - d. Designating Community Improvement Project Areas and adopting Community Improvement Plans, in accordance with Section 9.3.1 of this Plan, specifically prioritizing:
    - i. Physical enhancement to buildings and properties that contribute to visual aesthetic and business promotion;
    - ii. The redevelopment, reconfiguration, or re-siting of buildings and surface parking facilities;
    - iii. Fostering economic growth, including agricultural and rural economic development;
    - iv. Facilitating development and redevelopment that conforms to the policies of this Plan, including C-SSPA-2, as well as Provincial and Regional planning documents;
    - v. Promotion of on-farm diversified uses, agriculture-related uses, or other measures to promote revitalization and economic activity;
    - vi. Encourage sound environmental design, including opportunities to upgrade or otherwise improve the of private water services and wastewater services; and
    - vii. Identification of municipal leadership initiatives that the Township may undertake to support regeneration of the Corridor and support the implementation of the objectives set out in Policy 6.2.12.4, including opportunities to collaborate with the Region and the Province.
39. The Township may prepare Urban Design Guidelines to establish more detailed expectations regarding built-form outcomes, including those within the private realm and public realm.
40. The Township may undertake additional planning or technical studies to further advance or otherwise implement the policies of C-SSPA-2, including but not limited to:
- a. Area-specific or site-specific natural heritage evaluation, in accordance with Policy 4 of this Plan, specifically Policy 4.3;
  - b. In collaboration with the Lake Simcoe and Region Conservation Authority, the Region, and the Province, the Township may assess the feasibility of establishing a Special Policy Area within the Highway 11 Corridor;
  - c. In collaboration with the Lake Simcoe and Region Conservation Authority, and York Region, the Township may develop an ecological restoration or offsetting strategy in accordance with Section 4.3.4 of this Plan for the Highway 11 Corridor; and
  - d. Working with the Lake Simcoe and Region Conservation Authority, the Township may assess the feasibility of implementing a Two Zone Concept for lands identified as being within the flood fringe, where development and redevelopment may be permitted subject to obtaining necessary approvals.
41. At its discretion, Council may enact or otherwise employ any other implementation tools contemplated under Section 9 of this Plan, or as otherwise permitted by Provincial and Regional planning documents and regulations, including the *Planning Act*, to support implementation of C-SSPA-2 policies.

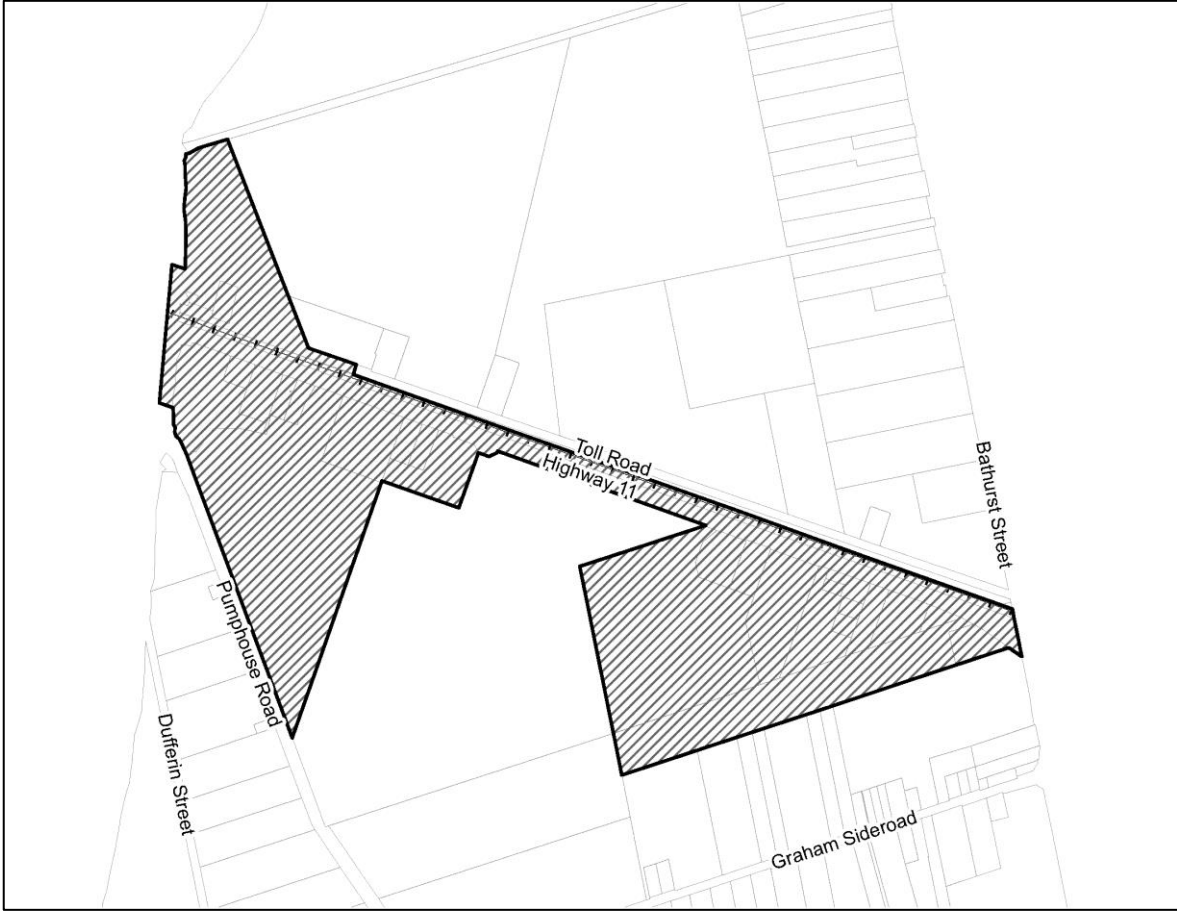
## **Amendments and Monitoring**

42. The boundary of the C-SSPA-2 is shown on Schedule 'E8', and accordingly, any modification to that boundary shall require an amendment to this Plan.
43. The Township may initiate an amendment to the boundary of C-SSPA-2 or applicable policies, as may be identified through one or more of the following:
  - a. A statutory review of this Plan, as required pursuant to the *Planning Act*;
  - b. Through plan monitoring, in accordance with Section 9.6 of this Plan; and
  - c. Based on consultation with the community, including residents, landowners, and businesses, as well as relevant jurisdictions and agencies, where it has been determined by Council that an amendment to the C-SSPA-2 may be required to support implementation of relevant policies.
44. Privately initiated applications to amend C-SSPA-2 shall be permitted and shall be subject to the policies of this Plan, as well as Provincial and Regional land use planning documents.
45. That the Township shall undertake a review of C-SSPA-2 after five years of being adopted, except where otherwise directed by Council, or where an update of this Plan is undertaken in accordance with the *Planning Act*.
46. A review and update of C-SSPA-2, at a minimum, address the following matters:
  - a. Consultation with residents, landowners, businesses, agencies, Council, adjacent municipalities, the Region, and the Province;
  - b. An assessment of implementation outcomes, including land uses, built form, transportation, mobility, and servicing, among others as may be deemed relevant;
  - c. New tools as may be afforded to the Township under the *Planning Act* or other Provincial statutes, as may be relevant; and
  - d. Municipal initiatives that may further support implementation of C-SSPA-2, as may be deemed relevant or necessary.
47. The Township shall monitor implementation of C-SSPA-2 through ongoing tracking and evaluation of key indicators that represent regeneration of the Corridor, as may be identified based on relevant and available information and data and may be used to inform subsequent amendment to C-SSPA-2.

## **Implementation and Interpretation**

48. Amendment No. 5 to the Official Plan will be implemented and interpreted in accordance with the respective policies of Our King, as amended.
49. This Amendment to the Our King will be implemented and interpreted in accordance with the policies of the Official Plan of the Township of King Planning Area. Development of the subject land may proceed following an amendment to the Township of King Zoning By-law, a Plan of Condominium and/or the Site Plan Control process as per the relevant provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.
50. The boundaries of the Subject Lands shown on Schedules '1', '2', and '3', attached hereto are finite. Adjustments shall not be permitted by the Township of King, except through a further amendment to Our King, provided it can be demonstrated the amendment conforms to Provincial, Regional, and Township land use planning documents.
51. The provisions of the Our King as amended from time to time regarding the interpretation of the Official Plan, apply to this Official Plan Amendment No. 5. In the event of a conflict with Our King or any amendment thereto, the provisions of this Official Plan Amendment No. 5 shall prevail, unless otherwise noted.

**PLAN SHOWING  
"HIGHWAY 11 CORRIDOR"  
TOWNSHIP OF KING**

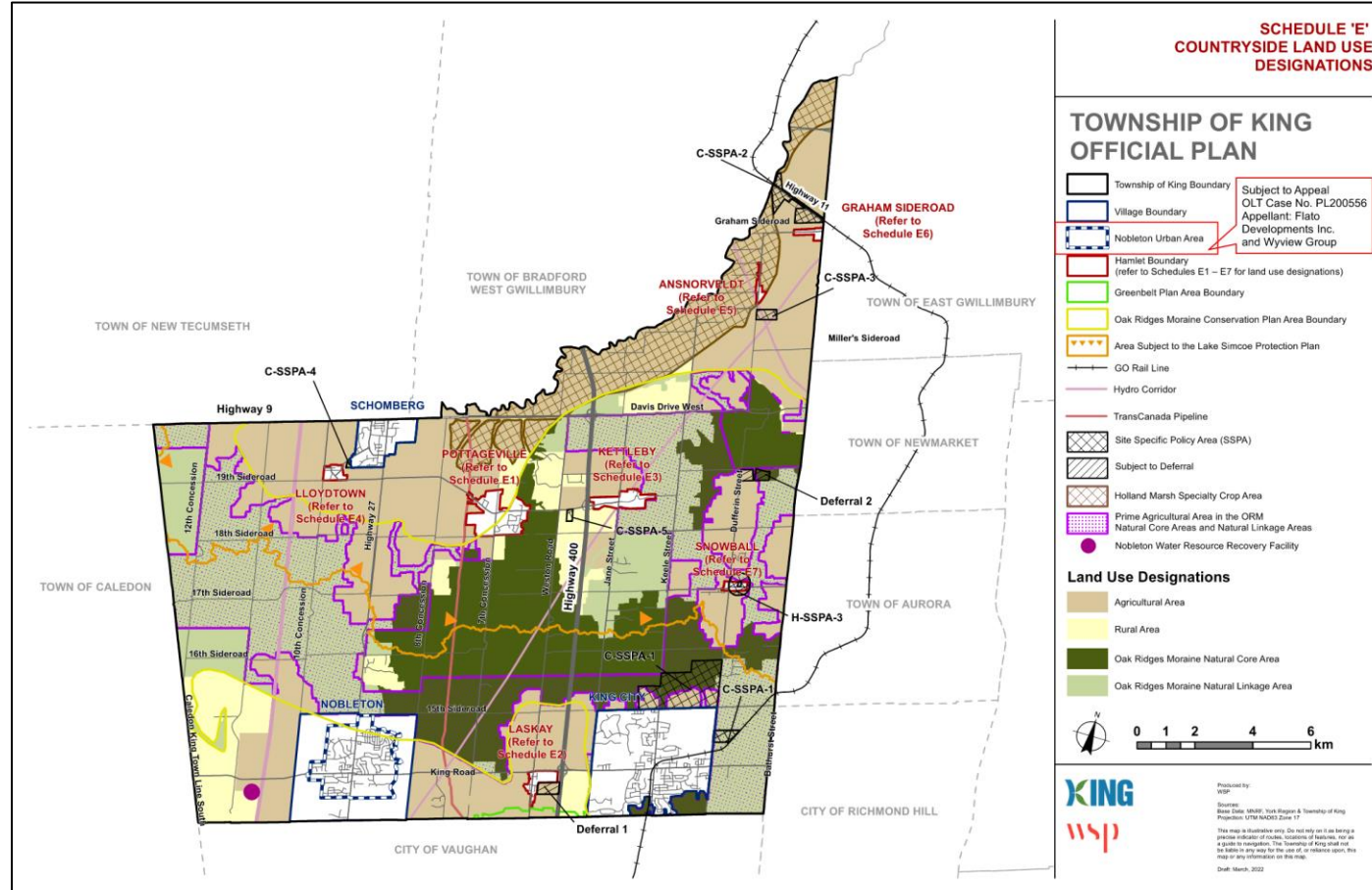


**THIS IS SCHEDULE "1" OF OPA No. 5  
PASSED ON THE 17<sup>TH</sup> DAY OF MARCH, 2025**

 **SUBJECT LANDS**

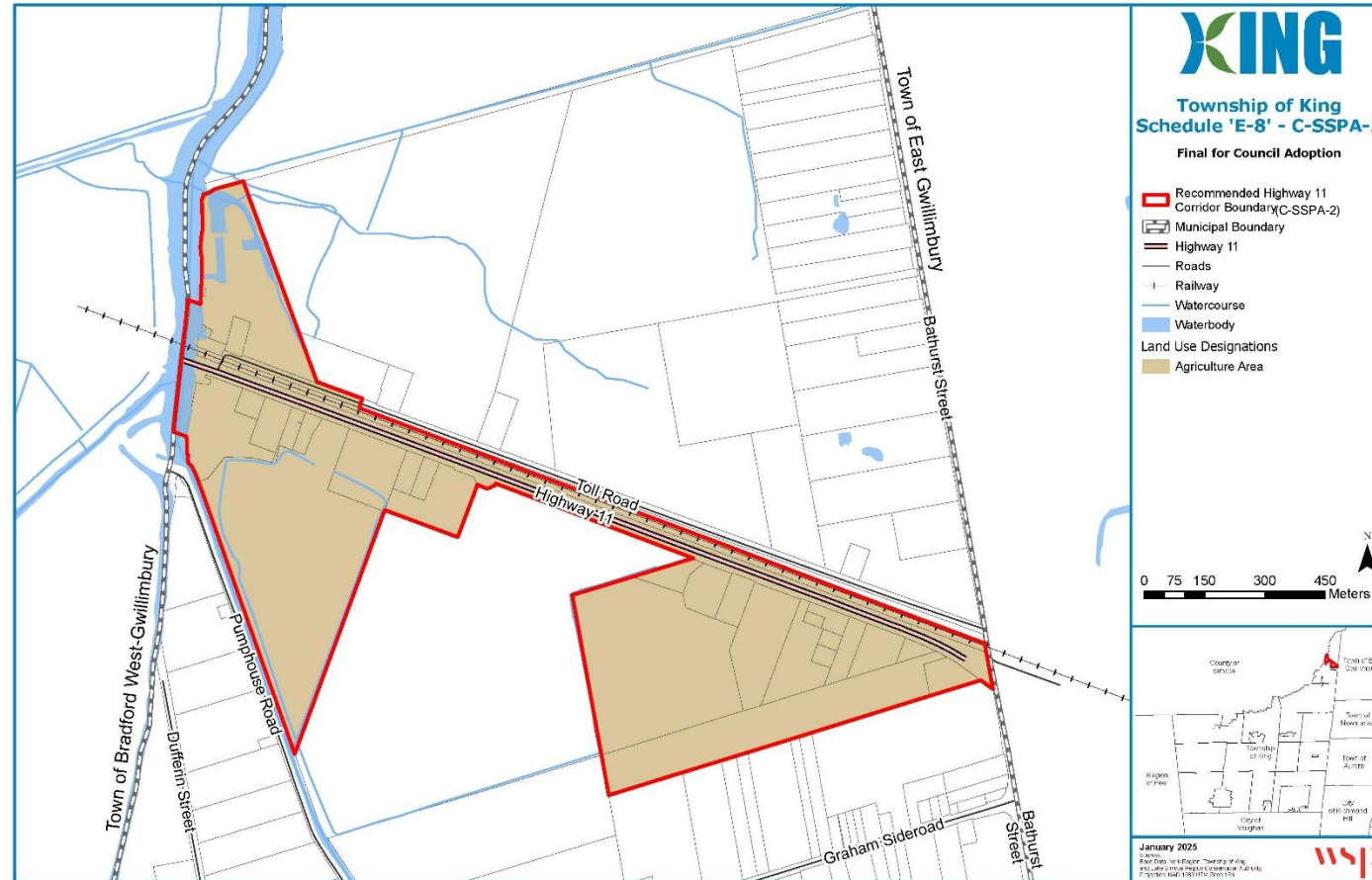


**PLAN SHOWING  
 “HIGHWAY 11 CORRIDOR”  
 TOWNSHIP OF KING  
 SCHEDULE E: COUNTRYSIDE LAND USE DESIGNATIONS**



**THIS IS SCHEDULE “2” OF OPA No. 5 (REVISED SCHEDULE E)  
 PASSED ON THE 17<sup>TH</sup> DAY OF MARCH, 2025**

**PLAN SHOWING  
 “HIGHWAY 11 CORRIDOR”  
 TOWNSHIP OF KING  
 SCHEDULE ‘E-8’ – C-SSPA-2 – HIGHWAY 11 CORRIDOR BOUNDARY**



**THIS IS SCHEDULE “3” OF OPA No. 5  
 PASSED ON THE 17<sup>TH</sup> DAY OF MARCH, 2025**