

**‘Appendix E’**

**Highway 11 Corridor Study Comment Matrix Table - Public**

#	Name	Date Received	Correspondence Type	Comments	Response
1.	<b>Len Payne</b> Rideau Leasing Corp	October 7, 2024	Written Correspondence submitted for Public Planning Meeting	<ol style="list-style-type: none"> <li>1. The property noted above is registered to the ownership of Rideau Leasing and is part of the Township's Highway 11 Corridor Study. Please accept these comments as my input into the proposed findings of the Corridor Study, Draft Official Plan Amendment and Zoning By-Law Amendment.</li> <li>2. We have reviewed the draft Official Plan Amendment and generally support the policy under Sub-section 9 which permits Commercial Uses, Industrial Uses and Office Uses. We also support the delineation of the boundary of the proposed Amendment and confirm that the entirety of the Rideau Leasing lands are included. We do request clarification that the draft Official Plan Policy will permit new industrial, commercial and office uses on vacant lands that have not previously been developed for such uses in addition to uses which were established before the Greenbelt Plan.</li> <li>3. We have also reviewed the provisions of the draft proposed Zoning By-Law and support the range of Commercial Uses proposed to be permitted in the GNH-250(H), GNH-258(H) zones. It is acknowledged that any commercial or industrial development is subject to Site Plan Control and regulatory approvals from the Lake Simcoe Region Conservation Authority. As part of the Site Plan process, the Township may request a number of supporting documents, studies and reports as necessary. We therefore request that the Holding Symbol be removed from the proposed zoning. We believe that the additional process to remove the Holding provision is overkill and unnecessary given that Site Plan and Lake Simcoe Region Conservation Authority approvals are already required.</li> <li>4. I support the Township's initiative to recognize and permit a range of employment uses along the Highway 11 corridor. We submit that it is in the Township's best interest to remove unnecessary barriers to development in order to help achieve strategic goals for economic development and job creation.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment acknowledged.</li> <li>2. Comment acknowledged. Policy 2.10 of the recommended official plan amendment permit uses where there was an amendment to the Township of King Rural Official Plan (1970) that occurred prior to December 16<sup>th</sup>, 2004, or where an amendment to Zoning By-law 74-53 occurred prior to December 16<sup>th</sup>, 2004. Further, policy 2.11 of the recommended official plan amendment permits a range of uses that existed prior to December 16<sup>th</sup>, 2004, subject to policies 4.5.1, 4.5.2, and 5.2.1 of the Greenbelt Plan. As detailed under policy 2.4c) of the proposed amendment, these uses identified in 2.11 are proposed to be permitted Corridor-wide.</li> <li>3. Comment acknowledged. The Township has considered this request and</li> </ol>

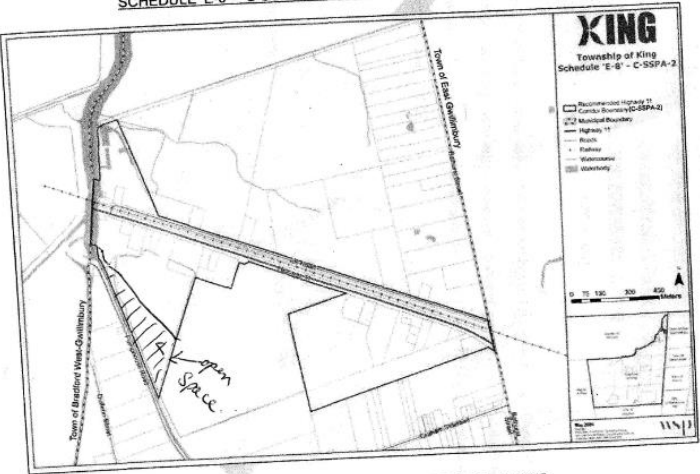
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					<p>is not recommending removing the Holding (H) Symbol at this time. It is the Township’s opinion that the Holding (H) Symbol is required to ensure that development may proceed in a manner that conforms to the Greenbelt Plan, the York Region Official Plan, and Our King Official Plan, while also having regard for necessary permits and/or approvals that may be required from relevant agencies or authorities.</p> <p>4. Comment acknowledged.</p>
2.	<p><b>Amber Stewart</b> Amber Stewart Law, (Counsel to 84 Charing Cross International Inc., 1000124547 Ontario Inc., and Zoey and Alvin Wang (collectively referred to as “Charing Cross”))</p>	October 7, 2024	Written Correspondence submitted for Public Planning Meeting	<ol style="list-style-type: none"> <li>1. We are counsel to 84 Charing Cross International Inc., 1000124547 Ontario Inc., and Zoey and Alvin Wang (collectively referred to as “Charing Cross”), the owner(s) of two sites in Ward 6:               <ol style="list-style-type: none"> <li>a. Lands municipally described as 20520 Highway 11 and 20550 Highway 11 (“the Restaurant Site”), located on the south side of Highway 11, east of Bradford West Gwillimbury; and</li> <li>b. 20590 Highway 11 (“the Motel Site”), which is located two lots to the west of the Restaurant Site and is the site of a motel known as the Bradford Inn.</li> </ol> </li> <li>2. The purpose of this letter is to provide a submission to Council in respect of the Township’s draft proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBLA”) regarding the Highway 11 Corridor Study Area. We would respectfully request that this letter be provided to the Committee of the Whole and Council for consideration in advance of the public meeting scheduled for October 7, 2024.</li> <li>3. Background As the Township of King (“Township”) is aware, Charing Cross was an Appellant in the recent appeals to the Ontario Land Tribunal in respect of Zoning By-law No.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment acknowledged.</li> <li>2. Comment acknowledged.</li> <li>3. Comment acknowledged.</li> <li>4. Comment acknowledged.</li> <li>5. Thank you for your comment.</li> <li>6. Thank you for your comment.</li> <li>7. Comment acknowledged.</li> <li>8. Thank you for your comment. The amendment is structured to apply to the Corridor as a whole, with the Corridor being subject to Exception 250, as shown on the Schedules of the By-law (A8 and A9). Exception 250</li> </ol>

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				<p>2022-053 (“Countryside Zoning By-law”). Pursuant to Minutes of Settlement dated November 10, 2023, our clients’ appeal was resolved on the following basis:</p> <ul style="list-style-type: none"> <li>a. For the Restaurant Site, site-specific exception 100 was approved, which provided for additional permitted uses, including specific enumerated uses on the RC zoned portion of the Site, and different additional uses on the GNH zoned portion of the Site. I note that the proposed uses were consistent with an anticipated application for site plan approval, which continues to undergo extensive review and consultation with Township staff.</li> <li>b. For the Motel Site, the appeal was deferred pending the outcome of the Highway 11 Corridor Area Study and any implementing OPA and ZBLA, or the submission of a site-specific redevelopment application. I confirm that Charing Cross has not submitted a redevelopment application.</li> </ul> <ul style="list-style-type: none"> <li>4. As a result of the foregoing, Charing Cross has an interest in the Highway 11 Corridor Study Area and the implementing OPA and ZBLA.</li> <li>5. As a preliminary comment, Charing Cross is supportive of the overall thrust of the proposed OPA and ZBLA. As set out in the Final Discussion Paper, the proposed OPA and ZBLA appear to appropriately recognize the historically established commercial and other uses along the Highway 11 Corridor and will facilitate its revitalization in accordance with the Corridor’s strategic locational significance and historical function.</li> <li>6. In particular, Charing Cross supports the recognition of legally existing uses throughout the Corridor, and the addition of a wide range of new permitted uses on lands currently zoned Rural Commercial. Charing Cross also supports the principle that the implementing framework should apply consistently throughout the Corridor, so that all lands have the same equitable opportunity to benefit from its planned regeneration. Charing Cross supports the notion that lands located within the GNH zone be permitted the opportunity to redevelop with enumerated uses, subject to the submission of studies and other items that are prerequisite to an application to lift the holding provision placed on those lands.</li> <li>7. To the extent that Charing Cross has concerns with the proposed OPA and ZBLA, we anticipate that these concerns arise primarily from inadvertent omissions in drafting the proposed ZBLA. In particular, we note the following:</li> <li>8. Some confusion arises from the Exception being numbered 250, and certain portions of the Corridor being zoned RC-250 or EP-250, as detailed below. It may be preferable to assign a different number to these lands.</li> </ul>	<p>is accompanied by additional figures, which shows the extent of the zones referenced within it.</p> <p>In addition to this overarching exception, where the property had site-specific approvals, these provisions have been carried forward through Exception 250. In this case, the permissions recognized previously through Exception 100 have been translated to lands shown as RC-250-2 and GNH-250-3, as shown on Figures 2025-01, 2025-03, and 2025-04 of Exception 250.</p> <p>9. Thank you for your comment. Modifications have been made to Exception Zone 250 to identify that all uses specified in Sections 10.250.1a) and 10.250.1c) shall be permitted, and to add the permissions for a drive-through the wording below has been added for lands shown as RC-250-2 in Exception 250:</p>

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				<p>9. In section 10.250.2, additional permissions are granted to lands zoned RC 250 (which includes the Motel Site) and RMG-250 on Figure 2024-01. Charing Cross is supportive of these additional land use permissions. However, the portion of the Restaurant Site that is adjacent to Highway 11 is zoned RC-252; as such, it appears that these additional permissions do not apply to the Restaurant Site. We believe that this is an oversight, particularly since the settlement reached in the Countryside Zoning By-law appeal expressly permitted a number of these uses in Exception 100 (including, for example, Clinic, Office, and Retail). We believe that a simple modification to s. 10.250.2 would correct this oversight, through the addition of the underlined text:</p> <p style="padding-left: 40px;">a. <i><u>"In the areas zoned RC-250, RC-252, and RMG-250 on Figure 2024- 01..."</u></i></p> <p>10. Similarly, section 10.250.3 provides additional permissions for lands zoned GNH-250. This includes the GNH portion of the Motel Site, but excludes the GNH portion of the Restaurant Site, which is zoned GNH-253 on Figure 2024-01. This oversight can also be corrected through a modification to s. 10.250.3, by adding the underlined text:</p> <p style="padding-left: 40px;">a. <i><u>"In the area shown as GNH-250, GNH-253, on Figure 2024-01..."</u></i></p> <p>11. It appears that infrastructure is not identified as a permitted use within the GNH zoned portions of the Highway 11 corridor. However, policy 4.2.1.2(e) permits infrastructure to be located within the Natural Heritage System, subject to section 4.2.1.17 and any other applicable policies. We suggest that section 10.250.2 should be modified to add infrastructure as a permitted use, which would ensure that infrastructure may be located on lands zoned GNH through section 10.250.3 (i.e., subject to an application to lift a Holding symbol). With respect to the Restaurant Site, infrastructure (specifically, private services) is proposed to be located on lands zoned GNH-253. Given that extensive pre-consultation has already occurred through the site plan process for that site, it would also be appropriate to amend the provisions that apply to the GNH-253(H) zone to specifically identify infrastructure as a permitted use.</p> <p>12. Charing Cross supports the preconditions to lifting a Holding symbol in section 10.250.3(b). These are reasonable prerequisites to lifting an H and will ensure that new uses are consistent with the objectives of the Greenbelt Plan and the Township's Official Plan, including the proposed OPA.</p> <p>13. Charing Cross also supports the performance standards set out in 10.250.4, at least insofar as the Restaurant Site is concerned. We reserve the right to request additional</p>	<p>"a) In addition to the uses specified in Sections 10.250.1a) and 10.250.1c), a drive-through shall be permitted accessory to a restaurant or restaurant take-out use, subject to the special provisions of Section 3.13."</p> <p>10. Thank you for your comment. Modifications have been made to Exception Zone 250 to identify the Motel Site as subject to Section 6 of the Exception. More particularly, it identifies additional uses that are permitted in 10.250.6b), which are not subject to the lifting of the Holding (H) symbol. For the lands in the GNH zone, the other uses, as identified in 10.250.1 would be subject to the lifting of the H.</p> <p>11. Thank you for your comments. Infrastructure, termed "transportation, infrastructure and utilities" is identified as a defined term in By-law 2022-53 and is permitted in all Oak Ridges Moraine zones. Staff have reviewed and determined it</p>

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				<p>or different site-specific exceptions to the performance standards as they apply to the Motel Site at the appropriate time.</p> <p>14. Finally, we note that the mapping in Schedule 1 (the proposed Schedule A8) may be unclear as it applies to the front portion of the Restaurant Site. The map should clearly identify that both former properties (which have now merged in title) are subject to the RC-252 zone.</p> <p>15. We believe that the above minor amendments are consistent with the spirit and intent of the proposed amendments, as reflected in the Final Discussion Paper, and consistent with the settlement reached with Charing Cross in the Countryside By-law appeals. We may be in attendance to address these requests at the public meeting but would be pleased to have discussions with staff in advance.</p>	<p>is not appropriate to add this use to the GNH zone as a whole, as the definition specifically relates to that of the ORMCP. Staff note that the definition of infrastructure in the Greenbelt Plan and the definition of “transportation, infrastructure and utilities” in the Zoning By-law does not pertain to private water and sewage systems, but rather larger public infrastructure projects. The current structure of the By-law would not limit the ability to construct a private sewage system within the portion of the lands identified as GNH-250-3 on Figures 2025-01 and 2025-04 of Exception 250.</p> <p>12. Thank you for your comment.</p> <p>13. Comment acknowledged. Thank you for your comment.</p> <p>14. Acknowledged. The proposed Schedule A8 (Schedule 1 of the Amendment) is reflective of Municipal Property Assessment Corporation</p>

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					<p>(MPAC) data. Changes have been made to the proposed Schedule A8 to identify all lands as being within Exception 250. The lands within the Restaurant Site are more particularly shown as within the area shown as RC-250-2, as shown on Figures 2025-01 and 2025-03 of Exception 250.</p> <p>15. Thank you for your comments.</p>
3.	<p><b>Ryan Mino-Leahan</b> KLM Partners</p>	October 7, 2024	Verbal Correspondence at Public Planning Meeting	<ol style="list-style-type: none"> <li>1. Representing the owner of 20470 Highway 11, a vacant property beside Joe’s Garden Centre.</li> <li>2. Thank you to King Township and WSP.</li> <li>3. Public Open House was very valuable for answering questions.</li> <li>4. Acknowledges limitations of the Greenbelt Plan and sees this as a good launching point for future improvements.</li> <li>5. Given the unique context there is the potential for something more. This is a good start and base. I think there is an opportunity for something more.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment acknowledged.</li> <li>2. Comment acknowledged.</li> <li>3. Comment acknowledged.</li> <li>4. Comment acknowledged.</li> <li>5. Comment acknowledged.</li> </ol>
4.	<p><b>Lorenzo Ingoglia</b></p>	October 8, 2024	Emailed Comment Response Form	<ol style="list-style-type: none"> <li>1. What are your priorities for a revitalized Highway 11 Corridor?               <ul style="list-style-type: none"> <li>o To see proper development of the area while protecting the sensitive sections of our wetlands.</li> </ul> </li> <li>2. Are there additional considerations or analysis that should be undertaken to inform an updated land use planning framework?               <ul style="list-style-type: none"> <li>o The zoning along the canal should be “open space”. Not to allow any proposal that changes it from parkland, natural heritage.</li> <li>o I’m attaching a copy of what I’m saying. “H” holding will never stop contractors from destroying this area if the proper investment money comes along.</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. Comment acknowledged. Thank you for identifying your priorities for the Highway 11 Corridor. The recommended official plan amendments expressly contemplates the natural heritage system, and its long-term protection, restoration, and enhancement.</li> </ol>

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				<p>LD land topic LD surface LD lot 13- LD USPCA LD OPA feature LD peak level LD paving contact LD region level LD Rogers agreement LD water flow LD size of land LD Soil Desc. LD drive P LD sub agreement LD subdivision notes LD submission LD surveyor LD tree storage LD notes LD elevation lot 12 lot 13 plan lot 13 site plan lot 11 zoning roads rd Miscellaneous</p> <p>THIS IS SCHEDULE "3" TO OFFICIAL PLAN AMENDMENT NO. xxx REGIONAL MUNICIPALITY OF YORK SCHEDULE "E-8" - C-SSPA-2 - HIGHWAY 11 CORRIDOR BOUNDARY</p>  <p>THIS IS SCHEDULE "3" OF OPA No. XXX PASSED ON THE [INSERT DATE] DAY OF [MONTH], 2024</p> <p>Township of King</p> <p>Official Plan Amendment No. xxx</p> <p>3. Do you have any additional feedback or comments that you would like to share?  <ul style="list-style-type: none"> <li>o Lets do it right from the start.</li> </ul> </p> <p>4. We need to protect the lands along the canal from any development other than natural heritage/improvements. We cannot have them zoned with "H" holding and hope that developers will then come along with the proper plan. These lands need to be protected. We have plenty of lands along the corridor that can be developed.</p>	<p>2. Comment acknowledged. Regarding the first bullet, the recommended official plan amendment contemplates opportunities for enhanced public amenities, including open space and parkland, where feasible.</p> <p>3. Comment acknowledged.</p> <p>4. Comment acknowledged. The recommended official plan amendment and zoning by-law amendment contemplate a specific emphasis on the long-term protection, restoration, and enhancement of the natural heritage system. Development is only planned to occur where it can be demonstrated that negative impacts to the natural environment may be avoided or mitigated to the extent feasible, in accordance with Provincial and Township land use planning policy, as well as Lake Simcoe Region Conservation Authority regulations.</p>

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5.	<b>Dan Stone</b> Principal Thorstone Consulting Services	February 20, 2025	Email Correspondence	1. "9. The following uses shall be permitted in addition to those permitted in accordance with Policies 6.12.2.7 and 6.12.2.8: a. Commercial use; b. Light industrial use; and c. Office." This policy would appear to allow new development on lands that have not otherwise been developed or approved on a site-specific basis. 2. "11. That in addition to those uses permitted in accordance with Policy 6.12.2.7, 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, restricted to the sale of motor vehicle parts and accessories; and o. Single detached dwelling." All of the policies referenced here refer back to the Greenbelt Plan definition for existing uses and therefore does not provide any permissions to undeveloped lands within the corridor.	1. Comment acknowledged. The policies recognize that the lands that comprise the Study Area functioned together as a highway commercial area. The intent of the policies is to provide an equitable approach to land use by applying permissions across the Corridor as a whole. Where lands are within the Natural Heritage System, the proposed Zoning By-law Amendment would require a Holding (H) symbol to be lifted prior to permitting development, whether the lot was vacant or previously developed. 2. Comment acknowledged. As noted above, the lands within the Study Area have historically functioned as a highway commercial corridor. The amendment has been structured to apply to the Corridor as a whole, to provide an equitable approach to existing uses. Vacant parcels within the Study Area Boundary shown on official plan amendment Schedule 1 and



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					<p>official plan amendment Schedule E-8, would be permitted to develop. As detailed through the proposed Zoning Amendment, where the lands are within the Natural Heritage System, a Holding (H) symbol would need to be lifted prior to development. Vacant lots outside of the Natural Heritage System would be subject to an approved Site Plan to develop to any of the permitted uses.</p>