



# Highway 11 Corridor Study

## Final Discussion Paper (Draft)

August 2024

# Executive Summary

The Township has undertaken a study of the Highway 11 Corridor, as directed by policy 6.12.2 of the Official Plan, also referred to as Countryside Site-specific Policy Area 2 (C-SSPA-2). The Highway 11 Corridor is located in the northeast corner of the Township, and functions as a major corridor for the movement of people and goods within York Region and beyond. The Corridor is also recognized as contributing to a vibrant rural economy and is located at juncture of key connections to neighbouring municipalities therefore having strategic locational significance as a gateway to the Township.

Highway 11 historically functioned to serve the travelling public, comprised of highway-commercial and service-oriented land uses, such as service stations, motels, and restaurants. Over the last several decades, landowners and businesses within the Corridor have experienced economic challenges, which can be contributed in part to the evolving function of Highway 11, applicable land use planning policy, presence of natural heritage features, hazard lands such as floodplains, and the planned growth of adjacent municipalities which have competed for investment and economic development.

To develop a long-term strategy for the regeneration of the Highway 11 Corridor, C-SSPA-2 establishes three directions to be undertaken by the Township:

1. Delineate the Study Area and geographic extent of the implementing land use planning framework;
2. Develop an implementing land use planning framework that navigates applicable Provincial plans and policy, while advancing Township and landowner interest in the desirable redevelopment of the Corridor that is representative of its strategic location and regional function; and
3. Implement a process that focuses on consultation with the community, landowners, key stakeholders, agencies, and Council.

The findings of the Study offer several recommendations based on a review of applicable land use planning policy and extensive consultation with the community, including Township Council, residents, landowners, businesses, agencies, and key stakeholders. The recommendations of the Study, as presented in this Discussion Paper, are:

1. A recommended boundary of the Highway 11 Corridor, as shown in **Appendix C**;
2. An amendment to the Township's Official Plan, which focuses on expanding land use permissions while protecting and enhancing the natural environment and promoting desirable built form outcomes; and
3. An amendment to Countryside Zoning By-law 2022-53 to implement specific matters contemplated by the Official Plan Amendment, including land use permissions and provisions regulating the scale, intensity, and location of the uses.

An overview of the structure and organization of is found in Section 1.7.

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# 1 Introduction

## 1.1 Background

The Highway 11 Corridor (“Corridor”) is located in the northeast corner of the Township. It has historically functioned as a ‘highway commercial area’ consisting of land uses that can be characterized as commercial and tourism oriented. The Corridor is recognized as contributing to a vibrant rural economy and is located at the intersection of key connections to the neighbouring municipalities of Bradford West-Gwillimbury and East Gwillimbury, therefore having strategic locational significance as a gateway to the Township and beyond. The Corridor is also crucial in supporting functional and economic connections to the agri-food network in the Township of King and its surrounding municipalities as it is in close proximity to productive agricultural lands, including the provincially recognized Holland Marsh Specialty Crop Area.

The Corridor functions as a higher-order transportation corridor and facilitates the movement of people and goods at a regional scale. The Corridor abuts Highway 11, which begins as Yonge Street in downtown Toronto and continues as Yonge Street through Bradford to Barrie. The Corridor is also adjacent to Bathurst Street, which to the north has the potential to become an important linkage to the Bradford Bypass, a planned 400 series highway that is proposed to directly link Highway 400 with Highway 404. To the south, Bathurst Street provides an important connection into Township’s countryside area in addition to other municipalities within York Region, including East Gwillimbury, Newmarket, Aurora and Richmond Hill. To the west, the Corridor neighbours Bradford West Gwillimbury.

The Corridor also abuts the Holland Marsh Speciality Crop Area, which is recognized for its fertile soils and ideal growing conditions for market vegetables and other speciality crops.

The Corridor is subject to a unique land use planning context. It is designated as Protected Countryside by the Greenbelt Plan and as part of the Greenbelt's Natural Heritage System. It is also located within the Lake Simcoe Region Conservation Authority's regulated area and is subject to the policies of the Lake Simcoe Protection Plan. Notably, the lands are not located within a delineated Settlement Area and do not have access to existing municipal servicing nor are they currently planned to. The applicable Provincial policy and limited servicing opportunities have historically restricted redevelopment of the Corridor, notwithstanding the existing land uses and its strategic location within the Township and the potential for desirable redevelopment.

## 1.2 Scope of Study

The scope of this Study is focused on establishing a land use planning framework for the regeneration and long-term vitality of the Corridor. As detailed in this Discussion Paper, there is considerable opportunity for this to occur through:

1. Building on the Corridor's strategic location, historic form and function, and proximity to adjacent communities;
2. Expanding on land uses that further support the long-term vitality and viability of the agricultural sector, including the regional agri-food network; and
3. Recognizing existing land uses and identifying opportunities for those land uses to evolve in a manner that provides greater economic opportunity while bringing them in closer conformity with Provincial, Regional, and Township land use policy.

However, it is also recognized that desirable regeneration of the Corridor may not be achievable due to applicable land use planning policy and regulations, such as those that intend to safeguard life and property from flooding, or to protect the natural environment from incompatible forms of development. There are other considerations as well, such as the Corridor being located outside of an identified Settlement Area. As detailed in Section 4 of this Discussion Paper, this limits opportunities to provide full municipal servicing within the Corridor, which could otherwise facilitate larger-scale development and a broader range of uses on some lands. It is a recommendation of this Study that the Township continue to engage key partners on these matters, such as the Province, York Region, and Conservation Authority, to identify opportunities that will further advance the vision of a regenerated Corridor, where at all feasible.

## 1.3 Purpose

The Corridor is recognized by the Township's Official Plan ("Official Plan") and is subject to Countryside Site-Specific Policy Area 2 (C-SSPA-2). The Township's Official Plan "Our King" ("Official Plan")

recognizes the unique land use and policy context of the Corridor and identifies that a land use study is to be undertaken. Specifically, the policy:

1. Recognizes that the Highway 11 Corridor Area, while forming part of the Greenbelt Plan's Protected Countryside, includes historically established commercial and other uses;
2. Provides direction to conduct a future land use study for the Highway 11 Corridor Area, which may be implemented via a future amendment to the Official Plan, to provide further guidance on land use, development, and potential expansions of existing uses; and
3. States that the delineation of C-SSPA-2 only conceptualizes a study area, and the determination of the study area shall be finalized through the study.

The purpose of this Study is therefore to establish a land use planning framework that conforms to Provincial, Regional and Township land use plans and policies while recognizing an opportunity for the Corridor to evolve in a manner that reflects its strategic locational significance and historical function.

The purpose of this Discussion Paper is to outline a framework for the Highway 11 Corridor Study and document the potential for input and recommendations from Municipal staff, Council, property and business owners and operators, the public, and other interested parties. The paper also identifies critical observations, key considerations, and preliminary recommendations for the Corridor. Preparation of the subsequent Official Plan and Zoning By-law amendments will be based on the information contained in this Paper, along with further and ongoing engagement.

## 1.4 Objectives

The objectives of this Study are to:

1. Delineate the Study Area and geographic extent of the implementing land use planning framework.
2. Undertake a study to achieve the above objectives through a process that focuses on consultation with the community, landowners, key stakeholders, agencies, and Council.
3. Develop an implementing land use planning framework that navigates applicable Provincial and regional plans and policy, while advancing Township and landowner interest in the desirable redevelopment of the Corridor.

## 1.5 Work Plan

The Study will be undertaken through three phases, as follows:

- > **Phase 1: Draft Policy Discussion Paper and Study Area Delineation** involved a comprehensive review of relevant background material, including an assessment of applicable land use planning policy and a preliminary assessment of key policy considerations. The key deliverable from Phase 1 was the Draft Discussion Paper.



- > **Phase 2: Consultation** focused on consultation with Council, the community, and key stakeholders. This is being undertaken to facilitate meaningful discussion and input to the Study, specifically regarding the Study Area Boundary, observations, and preliminary recommendations. The Consultation activities in this phase included a Public Open House, Workshop, one-on-one stakeholder meetings, and an online presence with the community through the project website, which is hosted on “SpeaKING”.
- > **Phase 3: Implementing Official Plan and Zoning By-law Amendment** is the final phase of the Study and will begin with the completion and release of the Final Discussion Paper (i.e., this document), which will function as the basis for the Official Plan and Zoning By-law Amendments. This will be followed by the adoption of the implementing Official Plan and Zoning By-law Amendments. The Amendments will implement the recommendations of the Final Discussion Paper and delineate the geographic applicability of the amendments.

## 1.6 Public Consultation

A principle of the Study is to ensure that meaningful consultation is undertaken, with a specific focus on individuals, organizations, or agencies who may have a heightened interest in the Highway 11 Corridor. To date, this has included Township Council, staff, residents, landowners, businesses, Metrolinx, the municipalities of Bradford-West Gwillimbury and East Gwillimbury, York Region, as well as the Lake Simcoe Region Conservation Authority. The perspectives and interests from each participant has benefited the Study by contributing to an understanding of what the priorities are for the Highway 11 Corridor and how those priorities may support long-term regeneration.

To support meaningful consultation, the Study involves a robust engagement plan that has been implemented throughout each of the three phases, including:

- > **SpeaKING:** A dedicated project webpage is hosted on the Township’s online engagement platform, “SpeaKING”, where regular project updates and information are posted, including Study information, reports and documents, meeting notices, and project team contact information. As of early-July 2024, the project webpage has been accessed over 800 times, with over 200 informed visitors (downloaded documents, visited page multiple times, viewed videos), and over 400 aware visitors (visited the page at least once).
- > **Technical Advisory Committee Meeting #1:** On Tuesday October 24, 2023, a virtual Technical Advisory Committee (TAC) Meeting was held. The TAC is comprised of representation from the Town of Bradford West Gwillimbury, Lake Simcoe Region Conservation Authority, York Region, Metrolinx, and various Township departments. The purpose of the first TAC meeting was to introduce the project and project team members, as well as provide a general overview of the purpose, objectives and intended outcomes. The key outcome of this meeting was identifying preliminary priorities for the Project from the various representatives who comprise the TAC, which was used to inform this Discussion Paper, as well as the draft land use planning framework.



- > **Public Open House #1:** The first Public Open House was held on Tuesday November 21, 2023, from 6:00 – 8:00 pm at the King Christian School, located at 19740 Bathurst Street, East Gwillimbury (in close proximity to the Corridor). Over 30 members of the community were in attendance, where an introductory presentation was delivered by the Project Team, followed by an open discussion, which included a question and answer period where participants were able to learn more about the Study, including its scope, context, timelines, and intended outcomes. A total of 26 display boards were available and displayed at the Public Open House for participants to view and learn more about the Study.
- > **Public Workshop:** A Public Workshop was held on Tuesday January 31, 2024, at the King Township Municipal Centre, located at 2585 King Road, King City. The Public Workshop was held twice on the same day to ensure there was appropriate opportunity for members of the community to participate. The first Workshop was held from 2:00 – 4:00 pm and the second from 6:00 – 8:00 pm. In total, over 30 members of the community attended. For each session, the Public Workshop consisted of a PowerPoint presentation delivered by the Project Team, as well as hands on exercises where participants worked together in groups to explore key considerations from Draft Discussion Paper. This included vision, guiding themes, land uses, revitalization priorities, and municipal initiatives. The Public Workshop was facilitated by members of the Project Team to explore each of these areas and foster meaningful discussion and brainstorming amongst participants.
- > **Presentation to Council:** A presentation to Council was delivered on February 12, 2024, during a regular meeting of King Township Council. This represented the first formal opportunity to present to Council regarding the Study, and focused on providing background context, objectives, and preliminary considerations as identified through the Draft Discussion Paper and consultation held to date, including a review of preliminary recommendations. WSP delivered a PowerPoint presentation, followed by members of Council having an opportunity to engage the Project Team.
- > **Engagement with Indigenous Communities:** The Project Team has engaged with Indigenous Communities as the Highway 11 Corridor is subject to Indigenous historical interests. The following Indigenous Communities were engaged with as of July 2024: the Alderville First Nation, Beausoleil First Nation, Chippewas of Georgina Island First Nation, Curve Lake First Nation, Hiawatha First Nation, Huron-Wendat First Nation, Kawartha-Nishnawbe First Nation of Burleigh Falls, Mississaugas of the New Credit First Nation, Mississaugas of Scugog Island First Nation, Chippewas of Mnjikaning (Chippewas of Rama First Nation); Six Nations of the Grand River Territory and Metis Nation of Ontario. Section 2.1.2 of this Paper has been updated to further promote cultural heritage awareness and to recognize the importance of conserving cultural heritage and archaeological resources.
- > **Interested Party Meetings:** A total of two meetings with key stakeholders have been held to date; the first with York Region, held on March 8<sup>th</sup>, 2024, and the second with the Lake Simcoe Region

Conservation Authority, held on March 13<sup>th</sup>, 2024. The meetings were an opportunity for the Project Team to directly consult with York Region and the Lake Simcoe Conservation Authority on a number of relevant priorities that were emerging through the Study, including land use considerations, transportation, mobility, and connectivity, as well as expectations for development criteria and permitting. Subsequent meetings with additional interested parties, including residents, landowners, and business owners within the Corridor may be held prior to the Statutory Public Meeting.

- > **Technical Advisory Committee Meeting #2:** A second meeting with the Technical Advisory Committee has been scheduled for the Fall 2024, in advance of the second Public Open House and Statutory Public Meeting. The intent of the second TAC meeting will be to present the draft policies and implementing zoning by-law for feedback and comments, and to identify additional considerations for the Project Team.
- > **Public Open House #2:** A second Public Open House is planned to be held within a similar timeframe as the Statutory Public Meeting in Fall 2024 to present the Final Discussion Paper, and Draft Official Plan Amendment and Zoning By-law Amendment to the community. This represents an additional opportunity for those who may have a heightened interest in the outcomes of the Study to engage directly with the Project Team, as well as provide additional input and feedback for consideration.
- > **Statutory Public Meeting:** Pursuant to the Planning Act, a Statutory Public Meeting will be held to present the Draft Official Plan Amendment and Zoning By-law Amendment. The Statutory Public Meeting represents a formal opportunity for Council and member of the public to provide written and oral comments to the Project Team regarding the draft land use planning framework. These comments will then be taken into consideration prior to the land use planning framework being presented to Council for adoption. Further, the Project Team may identify a need to meet with interested parties.
- > **Council Adoption:** Following the Statutory Public Meeting, the Project Team may implement changes to the draft land use planning framework based on the feedback and input received from Council and members of the public. At the appropriate time, the Project Team will present the recommended land use planning framework to Council for consideration for adoption.

A summary of the various consultation activities and priorities for the Study as communicated by participants is attached to this Discussion Paper as **Appendix A**.

## 1.7 Organization of the Discussion Paper

This Discussion Paper explores the existing conditions of the Corridor as well as applicable land use plans and policies. It offers several observations within the context of the stated purpose of the Study based on this review, ultimately concluding with preliminary recommendations that are intended to inform an implementing land use planning framework. The Discussion Paper is organized into six parts, as follows:

- > **Part 1** offers an introduction to the Study, establishing the purpose, objectives and intended outcomes. This Part also describes the Study process and identifies the range of consultation and engagement activities that will be undertaken to inform the Study itself.
- > **Part 2** provides an overview of the Corridor itself, including its location, existing conditions, and surrounding land uses. Part 2 identifies the draft Study Area, which is a policy of C-SSPA-2, and one of the three core objectives of this Study.
- > **Part 3** reviews applicable land use planning legislation and policy, including the Planning Act, R.S.O. 1990, c. P.13, Provincial Policy Statement (2020), Greenbelt Plan (2017), A Place to Grow (2020), York Region Official Plan (2022), the Official Plan (2019) and Countryside Zoning By-law 2022-053. This Part also reviews the Lake Simcoe Protection Plan (2009) and the South Georgian Bay Lake Simcoe Source Protection Plan (2015).
- > **Part 4** offers a range of observations based on the findings of Part 2 and Part 3. The observations critically assess the opportunities and constraints of the Corridor within the stated objectives of the Study. The observations represent the basis for the preliminary recommendations that are identified in Part 5.
- > **Part 5** identifies preliminary recommendations for the implementing land use planning framework. The preliminary recommendations will be further refined through consultation and engagement with Council, the community, and key stakeholders, including agencies.
- > **Part 6** concludes the Discussion Paper, providing preliminary recommendations and establishing the next steps in the Study.







## 2 Study Area

### 2.1 Location and Context

#### 2.1.1 Location

The Study Area is located in the northeast corner of the Township. The Corridor abuts Highway 11, which transects the Study Area in an east-west direction, and is bounded by Bathurst Street to the east, and Canal Road to the west. It is largely comprised of farmland, forests, wetlands, and existing uses that reflect the Corridor's historic function as an auto-centric highway commercial and tourism area. The Corridor is partially developed, while other portions are undeveloped or otherwise underutilized, or are in a more natural state that is comprised of woodlands and wetlands. Aside from Highway 11 and Toll Road, there are no other formal road networks located within the Study Area.

Located adjacent to Highway 11 is the Barrie Line, a rail corridor used by Metrolinx to operate its GO Transit commuter train service. The Corridor is also located east of the Holland River, which is within the Holland Marsh, an important agricultural area designated by the Province as a Specialty Crop Area within the Greenbelt, which is renowned for its highly fertile soil and ideal vegetable growing conditions.

The portion of Highway 11 located within the Study Area is under the jurisdiction of York Region but has its origins as Yonge Street, which originates in downtown Toronto to the south, ultimately becoming part of the TransCanada Highway network as it extends north of Barrie. The Corridor functions as a gateway to the Township from the adjacent municipalities of Bradford West-Gwillimbury and East Gwillimbury. It facilitates a significant daily volume of people and goods and is an important regional transportation corridor.

The Corridor benefits from being situated in a strategic location, having good access to the adjacent municipalities of Bradford West-Gwillimbury and East Gwillimbury, as well as surrounding agricultural lands within the Holland Marsh and beyond, and the Holland River. Approximately two kilometres to the west, across the Holland River, is the community of Bradford. Bradford is the primary urban area within Bradford West-Gwillimbury and functions as a regional service centre that has full municipal servicing. The Corridor is also located in close proximity to the Bradford GO Station (“Bradford GO”), providing access to the Metrolinx inter-regional transit system. Bradford GO is located on the Barrie Line, a commuter train line providing access from the City of Barrie to Union Station, in downtown Toronto.

There are two Hamlets located south of the Corridor and within the Township, being Graham Sideroad and Ansnorveldt. Graham Sideroad is located south of the Corridor and west of Bathurst Street, abutting Graham Sideroad. Further to the south is Ansnorveldt, located adjacent to Dufferin Street. Both Hamlets are largely comprised of residential and agricultural uses including agriculture-related and on-farm diversified uses, as well as limited institutional related uses, including places of worship and childcare centres.

Approximately one kilometre east of the Corridor is Holland Landing, a community located in East Gwillimbury. Holland Landing is largely comprised of residential land uses. Similar to Bradford, the community has access to both commuter rail and bus service, with the East Gwillimbury GO Station located in southeast Holland Landing. The East Gwillimbury GO Station (“East Gwillimbury GO”) is also located on the Barrie Line. Like Bradford, Holland Landing is experiencing significant population growth and associated development, largely due to its close proximity to East Gwillimbury GO, the Provincial highway network, and relative proximity to Newmarket, Bradford, and other regional centres.

Further south of the Corridor is the Town of Newmarket (“Newmarket”), a lower-tier municipality in York Region. Highway 11 (formally referred to as Yonge Street where it is located in Newmarket) provides direct access from the Corridor to north Newmarket, representing a distance of approximately ten (10) kilometres. Newmarket has a population of nearly 100,000 residents and is a designated Urban Growth Centre under A Place to Grow. It is planned to accommodate significant growth over the planning horizon. Much of north Newmarket is comprised of residential, commercial, employment, and community-oriented land uses, resulting in a more urbanized community than Bradford and Holland Landing to the north.

As noted above, the Study Area is located adjacent to the Holland Marsh, a wetland and agricultural area that is renowned for its ideal conditions for growing vegetable crops. Soils within the Holland Marsh are ideal for growing market vegetables and related crops, with the Province designating portions of the Holland Marsh as a Speciality Crop Area under the Greenbelt Plan. The entirety of the Holland Marsh generally extends from the Village of Schomberg in the southwest, to the south end of Lake Simcoe in the northeast. The Holland Marsh Speciality Crop Area is a geographically smaller than the full extent of the Holland Marsh, applying only to those lands that have been identified by the Greenbelt Plan for their unique crop growing characteristics. The Holland River is located within the Holland Marsh and acts as an important natural resource while providing recreational and leisure opportunities and a connection to Lake Simcoe. Further, the Holland River is within the jurisdiction of the Lake Simcoe and Region Conservation Authority.



The Study Area's proximity to the Holland Marsh, Holland River, adjacent municipalities, and Highway 11 has had a significant influence on the historical function of the Corridor and its present condition.

### 2.1.2 Indigenous History and Archaeological Resources

The Highway 11 Corridor holds significant importance for Indigenous communities, and the Study Area has notable archaeological potential. The Study Area is located within the Traditional Territory of the Alderville First Nation, a band of the Mississaugas. We recognize that this land holds significant archeological resources that reflect the rich cultural heritage and history of the Anishinabewaki, Wendake-Nionwentsio, Ho-de-no-sau-nee-ga (Haudenosaunee), and Mississaugas, to whom these lands are traditional territories. The Township is committed to respecting and protecting these valuable archaeological resources in collaboration with Indigenous communities.

Acknowledging that the Study Area is subject to the Williams Treaty and the Johnson-Butler Purchase is important. These treaties formally recognize and protect Indigenous rights, territories, and cultural practices, providing a legal framework for governance, economic benefits, and reconciliation. The Johnson-Butler Purchase was signed in 1788 and confirmed by the Williams Treaties, covering land from the northern shore of Lake Ontario east to the Bay of Quinte. The Williams Treaties, signed in 1923 by seven Anishnaabe First Nations and the Crown, addressed lands not previously surrendered via treaty, covering approximately 52,000 km<sup>2</sup>. The Township recognizes the historical significance of these agreements and the ongoing connection that Indigenous peoples have with this land.

The Corridor abuts the Holland River, which was originally known as Micicquean Creek. Lands within the Highway 11 Corridor are home to the Toronto Carrying Place Trail, which exhibits evidence of notable archeological potential. The Toronto Carrying Place Trail functioned as the portage route from the Holland River to Lake Ontario in what is now known as King Township. There is a plaque recognizing the Toronto Carrying Plan located on the south side of Hwy 9 in King, near the Holland River.

The York Region Official Plan has advanced policies to protect Indigenous archaeological resources and promote reconciliation. These efforts honour Indigenous cultural heritage and support respectful development practices in the Region. Local plans now align with Provincial guidelines, requiring collaboration with licensed archaeologists and community input to preserve Indigenous resources. Additionally, policies have been integrated into zoning and heritage designations to safeguard historical sites further. Established protocols also address discoveries of human remains or artifacts during development. Additional information on Archaeological Resources can be found in section 2.4 Cultural Heritage of the York Regional Official Plan. Furthermore, the York Region Archaeological Management Plan and Archaeological Potential Map are essential resources, reinforcing the commitment to reconciliation and cultural preservation.

### 2.1.3 Cultural Heritage

The Corridor has a meaningful heritage and cultural history that continues to be valued by the community. Recognizing the Corridor's history is an important consideration to better understanding the Study Area context. Highlights of the Study Area's history include:

- > **The planned community of Amsterdam:** In the 1830's, a town which was unofficially named Amsterdam was built around the lumbering business along Holland River. When the lumbering boom came to an end, the development of Amsterdam slowed, while adjacent communities continued to grow, such as Bradford. There is no record of Amsterdam being recognized to the status of a post office village, and ultimately it reverted back to farm, although there are records of the community being surveyed on multiple occasions.
- > **S.S. 24 Amsterdam School:** A small school located within the Corridor with access from Highway 11 and operated in the early 20th century. This school had a student population of 11 students and one teacher, whose salary was a modest \$670 annually.
- > **Thompson Smith Saw Mills:** In 1869, just after the lands in the area reverted back into farmlands, Thompson Smith who was a lumberman acquired the lands on the north portion of the Corridor and built two saw mills on each side of Highway 11. The mills provided jobs for many individuals in the area during the time. The lands where one of the mills was located is now occupied by the Riverview Inn & Restaurant.
- > **Tollgate Keeper House:** The Tollgate Keeper House was built in 1870 and functioned to house the tollgate keeper. Tolls were levied by private companies to recover costs associated with road maintenance as licensed by the Province, with the tollgate keeper responsible for administering the tolls to passers-by. The Tollgate Keeper House is located at 650 Toll Road, north of the Study Area boundary, and is one of few structures that were constructed for this purpose and continue to exist.



**Figure 1: Tollgate Keepers House, located at 650 Toll Road**

Based on the Study Area's history, it has long been identified that the Corridor has traditionally operated a focal point of community and economic development activity.

## 2.2 Existing Conditions

### 2.2.1 Built Form

The Corridor is comprised of highway commercial-oriented land uses, underutilized or vacant lands, farmland, and lands that are comprised of natural heritage features. Only lands to the south of Highway 11 have direct access to the Corridor, as the Barrie Line is located directly to the north, resulting in the lands on the north side of the Corridor having access off Toll Road. The Corridor has

little to no infrastructure to support the safe and efficient movement of pedestrians or other forms of active transportation, including cyclists. This includes the absence of a continuous paved shoulder.

Existing land uses located within the Corridor are highway commercial, tourism, and service oriented. These uses include automotive sales, and repairs, self-storage, building and contractor supply, greenhouses, restaurants, motels, and a marina, which is located on the Holland River. There is limited residential land use within the draft Study Area, with only a few single detached dwellings. There is also a considerable amount of natural heritage features located within the Study Area, including woodlands, wetlands, and other water resource features. This is important to note as it may constrain future development opportunities, as will be explored further in this Discussion Paper.

Most buildings and structures adjacent to the Corridor are one to two storeys in height, with large front yard setbacks, therefore having little relationship with the public realm. Front yard surface parking and gated entrances are also evident throughout the Corridor. Business signage is mostly in the form of pylon or façade formats. Building stock is generally older, with little development or redevelopment occurring within the last three decades. The building stock also has significant variation in character and material, some that are now showing as in need of repair and updating.

Aside from a few instances, there is minimal natural landscaping to buffer existing development from Highway 11, or otherwise offer a desirable transition between development and the public realm, offering a more pleasing visual aesthetic. Despite the Corridor's strategic location, there are no distinct gateway or wayfinding features at either end of the Corridor, aside from signage indicating to motorists that they are entering the "Township of King".

The Holland River is a significant natural and recreational resource within close proximity to the Study Area. Uses located off of the Holland River include a private marina on the north side of the corridor which offers a full marine repair facility, launching, marine electronics, and boat rentals. There is no public parkland or access to the Holland River from the Study Area, despite having good connectivity and proximity to the River itself. Some lands within the Study Area offer a good vista of the Holland River, including when crossing the bridge, as well as from the Riverview Restaurant, located on the south side of Highway 11 and adjacent to the River itself.

### 2.2.2 Existing Land Uses

Land uses within the Study Area largely reflect the historic highway commercial and motor vehicle oriented function of the Highway 11 Corridor, as well as its location within a broader agricultural system. A range of land uses have evolved over time, from those that provide overnight accommodation or recreational opportunities on the Holland River, to automotive sales and service, among others. The following list is a characterization of existing land uses within the Corridor:

- > **Agriculture:** Lands used for normal farm practices, including the growing of crops or feed.
- > **Automotive-oriented Uses:** Lands used as an automotive service station for the fueling of motor vehicles, including minor repairs, as well as automotive sales, automotive rentals, and automotive towing and storage facilities.

- > **Building Supply:** Lands used for the sale of building materials and supplies, including landscaping supplies.
- > **Commercial Uses:** Lands used for overnight accommodation of the travelling public (motels), self-storage facilities, sale of recreational vehicles, greenhouses, and retail of various goods and wares.
- > **Fuel Depot:** Lands used for the wholesale storage and distribution of fuels, including gasoline and diesel, as well as automotive lubricants that are normal and incidental to motor vehicle use, including oil and grease.
- > **Marina:** Lands used for the harbouring, mooring, repair, storage, and sale of pleasure craft, as well as accessory retail of goods and ware.
- > **Outdoor Storage:** Lands that are used as accessory to a principal use for the outside storage of goods, wares, or motor vehicles.
- > **Residential:** There are limited residential uses within the Study Area, comprised of single detached dwellings.
- > **Vacant or Underutilized Lands:** Some lands within the Study Area are devoid of development, as characterized by their natural vegetated state, or are underutilized as characterized by the presence of vacant buildings and/or structures.

A detailed inventory of existing land uses, including specific businesses and their location, is attached to this Discussion Paper as **Appendix B**.

### 2.2.3 Natural Heritage Features and Hazard Lands

There are several natural heritage features, water resource features, and hazard lands identified within the Corridor. Most prominent is the Holland River, which is a natural feature that borders the Corridor to the west. Due to the proximity of the Holland River relative to the Corridor, some lands are within a floodplain and therefore identified as hazard lands, and subject to the regulatory authority of the Lake Simcoe Region Conservation Authority. Similarly, shoreline flooding and erosion hazards have been identified in proximity to the Holland River. Further, the Study Area contains key natural heritage features including significant woodlands and wetlands. More specifically:

1. **Drinking Water Resources:** Certain lands within the Corridor are located within areas that are identified as part of the drinking water resource system due to the presence of aquifers. As a result, some portions of the Study Area are located within a Regional Wellhead Protection Area, as well as Significant Ground Water Recharge Area.
2. **Floodplain:** Areas regulated by the Lake Simcoe Conservation Authority that are within lands prone to flooding and therefore pose a risk to life and/or property. This includes lands that are largely in the vicinity of the Holland River and tributary watercourses.

3. **Meanderbelts:** Within the Study Area are several meanderbelts, which are identified as erosion hazards. These are largely associated with tributary watercourses to the Holland River.
4. **Watercourses:** The predominant watercourse within the Study Area is the Holland River, which is identified as an important natural heritage and water resource feature, while providing recreational and economic opportunities. The Holland River is a main tributary to Lake Simcoe, and therefore functions within a broader water resource system.
5. **Wetlands:** Characterized as areas that are seasonally or permanently covered by shallow water and may include features that are commonly referred to as swamps, marshes, bogs, and fens. Some wetlands within the Study Area have been deemed Provincially Significant Wetlands, while other wetlands have been identified but are not evaluated.
6. **Woodlands:** Includes forested areas that provide both environmental and economic benefit to both private landowners and the general public and contribute to various outcomes that are in the public interest, such as the provision of clear air, wildlife habitat, recreational opportunities, and harvesting of woodland products, among others.

In summary, much of the Study Area is comprised of various natural heritage features, water resource features, or identified as hazard lands, and therefore is subject to various Provincial, Regional, and Township land use plans and policies. This includes lands being subject to Lake Simcoe Region Conservation Authority regulatory authority, as further detailed in Section 3.



## 2.3 Study Area Boundary

Figure 1 shows the Study Area Boundary. It encompasses an area greater than C-SSPA-2, but is limited to land abutting the Corridor, or in immediate proximity. The draft Study Area includes lands that are likely to be most impacted by the Study process and outcomes. While the extent of the Study Area is limited to the Township’s municipal boundaries, it is recognized that there are other considerations that may influence the Study Area beyond municipal boundaries, such as nearby Settlement Areas and transit stations.

It is also important to note that the Study Area does not pre-suppose or imply all lands within its boundary are intended to be developable as an outcome of this Study. This is consistent with the policy of C-SSPA-2, which directs that a land use planning study be undertaken, which includes the protection and preservation of the Natural Heritage System and prime agricultural lands.

As this project progressed over time, the Corridor Study Area also progressed, leading to a new “Recommended Highway 11 Corridor Boundary” for the purpose of implementing the new land use planning framework. This is further explained in Section 4.

Figure 2: Highway 11 Corridor Study Area Boundary



## 3 Land Use Planning Framework

### 3.1 Provincial Land Use Planning Framework

#### 3.1.1 Planning Act, R.S.O 1990, c. P.13

The *Planning Act*, R.S.O. 1990, c. P.13 is Provincial legislation that establishes the rules and regulations on how land use planning is conducted in Ontario. Among other things, it outlines matters of Provincial interest and enables the Province to issue Policy Statements to provide direction to municipalities on these matters.

Section 2 of the Planning Act establishes matters of Provincial interest. All land use planning decisions in Ontario must have regard for Section 2. Particularly relevant to this Study are the following matters of Provincial interest:

- (a) the protection of ecological systems, including natural areas, features and functions
- (b) the protection of agricultural resources of the Province;
- (i) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the coordination of planning activities of public bodies;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development; and
- (r) the promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

The *Planning Act* also enables municipal Councils to pass a variety of tools to plan and regulate the use of land and the placement of buildings and structures on a lot. Specifically, Section 34 of the *Planning Act* enables Councils to pass zoning by-laws to regulate the use of land and the location, height, bulk, size, floor area, spacing, character and use of buildings and structures, as well as parking and loading requirements, and lot requirements. Zoning by-laws can also be used to prohibit the use of land or erection of buildings and structures within:

1. Significant wildlife habitat, wetlands, woodlands, ravines, valleys, or areas of natural and scientific interest;
2. Significant corridors or shorelines of a lake, river, or stream;
3. Significant natural corridors, features, or areas; and
4. Sites of significant archaeological resources.

Further, Section 34(9) grants certain protections and rights to existing land uses and landowners. the regulations surrounding expected land and buildings as well as the protections and rights that property owners and existing land uses have under the *Planning Act*. Section 34(9) establishes that

no by-law can be passed to prevent the use of any land, building or structure for any purpose prohibited by the by-law if such land, building, or structure was lawfully used for such purpose on the day of the passing of the by-law, so long as it continues to be used for that purpose. It also establishes that no by-law may be passed to prevent the erection or use for a purpose prohibited by the by-law of any building or structure for which a permit has been issued prior to the day of the passing of the by-law, so long as the building or structure when erected is used and continues to be used for the purpose for which it was erected and provided the permit has not been revoked.

#### **Summary of Policy Considerations:**

- > The *Planning Act* is Provincial legislation that establishes the rules and regulations for land use planning is conducted in Ontario. This includes affording municipalities certain regulatory powers to manage land use, including zoning by-laws.
- > Section 2 of the *Planning Act* establishes matters of Provincial interest. All land use planning decisions in Ontario must have regard for these matters. Relevant to this Study are a range of matters of Provincial interest, including protection of ecological systems, agricultural resources, financial and economic well-being, and planning for built forms that are well designed and encourage a sense of place, among others.
- > Zoning by-laws are one tool afforded to municipalities under the *Planning Act* to regulate the use of land, buildings, and structures. However, the *Planning Act* grants certain protections and rights to lawfully existing land uses, buildings, and structures, if those uses, buildings, or structures are otherwise prohibited when a new zoning by-law is enacted.

#### **3.1.2 Provincial Policy Statement (2020) and Proposed Provincial Planning Statement (2024 draft)**

The Provincial Policy Statement, 2020 (“PPS, 2020”) came into effect on May 1, 2020. The PPS, 2020, provides direction on matters of Provincial interest as set forth in the *Planning Act*. All land use planning decisions must be consistent with the policies of the PPS, 2020. The PPS, 2020, supports the development of complete communities, the wise use of land and resources, and land use patterns that sustain the long-term financial well-being of the Province and municipalities. The PPS also recognizes that Ontario is a vast Province with diverse urban, rural, and northern communities which may face different challenges related to diversity in population, economic activity, pace of growth and physical and natural conditions.

The Study Area is largely identified as Prime Agricultural Area by the PPS, 2020. Permitted uses are restricted to agricultural uses, agriculture-related uses, and on-farm diversified uses (2.3.3.1).

Agriculture-related and on-farm diversified uses are defined by the PPS, 2020 as follows:

- > Agriculture-related Use: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

- > On-farm Diversified Use: means uses that are secondary to the principal agricultural use of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agritourism uses, and uses that produce value-added agricultural products. Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses.

Where agricultural-related uses and on-farm diversified uses are proposed, the PPS, 2020, directs that they must be compatible with surrounding agricultural operations and not hinder those operations (2.3.3.1). Lot creation within Prime Agricultural Areas is also restricted, and only permitted subject to the specific criteria of policy 2.3.4.1.

Non-agricultural uses are generally not permitted by the PPS, 2020, in Prime Agricultural Areas, except for certain uses including natural resource extraction, and limited non-residential uses, subject to certain prescriptive criteria (2.3.6.1). In summary, the PPS, 2020, protects Prime Agricultural Areas to ensure the long-term use of agriculture, and restricts or otherwise prohibits non-agricultural uses to achieve this land use planning outcome as a matter of Provincial interest.

In April 2023, the Province released the Proposed Provincial Policy Statement, which intends to replace the PPS, 2020, as well as A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation, 2020). In April 2024, the Province subsequently released a revised version of the Proposed Provincial Policy Statement, which was modified based on input received through consultation on the April 2023 version. For the purpose of this Study, the key proposed policy changes include:

- > The Proposed Provincial Policy Statement encourages a geographically continuous agricultural land base and would require municipalities to use an agricultural systems approach, but will not require municipalities to use the provincially mapped Agricultural System. However, municipalities will continue to be required to designate and protect prime agricultural areas for long-term protection and viability.
- > Whereas the April 2023 Proposed Provincial Policy Statement included policies that would enable greater permissions for severances on prime agricultural lands, the April 2024 version has reverted back to the policies of the PPS, 2020 in this regard.
- > Requiring planning authorities to collaborate with conservation authorities to identify hazardous lands and hazardous sites and manage development in these areas in accordance with provincial guidance.
- > Requiring that where planning authorities make a decision on a planning matter, it must be consistent with the Provincial Planning Statement, regardless of if the official plan or other planning instruments have been updated to be consistent the Provincial Planning Statement.

Notably, the natural heritage policies are not proposed to be modified or otherwise updated from what is currently established by the PPS, 2020. The Proposed Provincial Planning Statement is not yet in-effect at time of preparing this Discussion Paper.



### Summary of Policy Considerations:

- > The PPS, 2020, protects Prime Agricultural Areas for long-term use for agriculture.
- > Agricultural uses, including normal farm practices, as well as agricultural-related uses, and on-farm diversified uses, are all permitted within Prime Agricultural Areas, subject to certain criteria.
- > Other uses, including lot creation for residential uses, are generally not permitted by the PPS, 2020, except under very specific circumstances.
- > The Province has proposed the new Provincial Planning Statement, which would replace the PPS, 2020 and A Place to Grow, as well as establish new or modified policies. At time of preparing this Discussion Paper, the Provincial Planning Statement is not yet in-effect. Therefore, it will need to be monitored and taken into consideration if the Provincial Planning Statement takes effect while the Study is ongoing, and if any new or modified policies that may impact the Study are established.

#### 3.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation May 2020) provides direction for long-term land use planning in the Greater Golden Horseshoe. It is the Province's growth management policy for this area. The Growth Plan establishes a land use planning framework that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Within the context of this Study, the Growth Plan broadly supports the implementation of the Greenbelt Plan and the policies of its various land use designations that apply to the Study Area.

Also worth noting, A Place to Grow identifies in the managing growth policies of Section 2.2.1.2 that growth will be limited in Settlement Areas that are rural settlements, not serviced by existing or planned municipal water and wastewater systems or are in the Greenbelt Area. In terms of Settlement Area boundary expansions and adjustments, Section 2.2.8 identifies that adjustments and expansions cannot occur outside of a Municipally Comprehensive Review (MCR) if the affected Settlement Area is a rural settlement or in the Greenbelt Area. Section 2.2.9 of the Plan states that minor adjustments may be made to a rural settlement outside of an MCR, provided the affected Settlement Area is not in the Greenbelt Area.

In terms of employment, Section 2.2.5 of A Place to Grow provides policies to encourage economic development and competitiveness in the GGH. Policy 2.2.5.6 encourages the designation of employment areas and permits their designation and incorporation into official plans by amendment at any time in advance of the next MCR. A Place to Grow directs employment areas to Settlement Areas and identifies that major retail and residential uses should be prohibited within employment areas to provide an appropriate interface between employment uses and non-employment uses to maintain land use compatibility.

As for employment areas outside of Settlement Areas, where they are existing and located on rural lands that were designated in an official plan that was approved and in effect as of June 16, 2006, these areas will continue to be permitted. The establishment of new employment areas outside of



Settlement Areas is not contemplated by A Place to Grow, and opportunities for expansion for existing employment areas in rural lands are limited.

**Summary of Policy Considerations:**

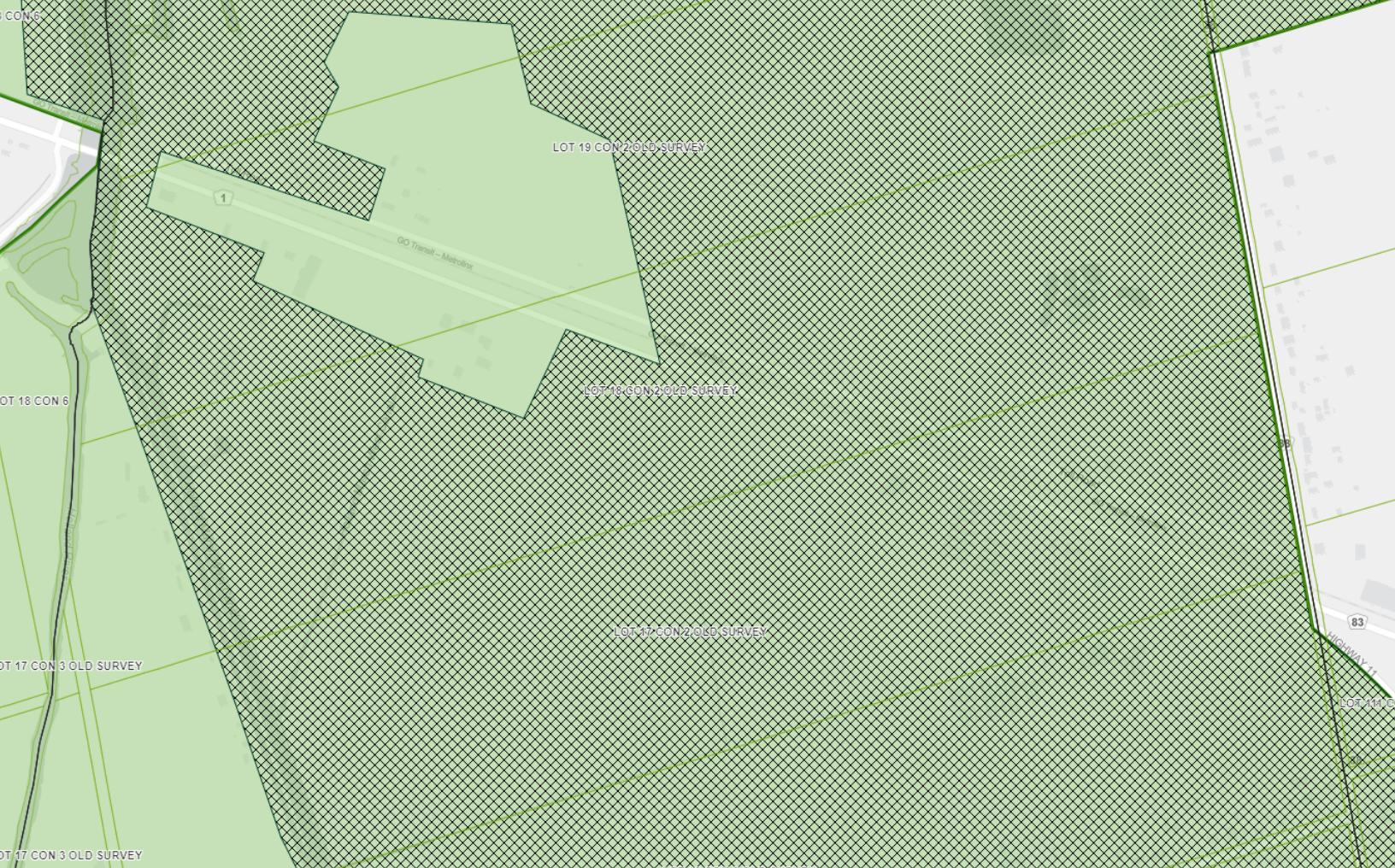
- > The Growth Plan further supports the policy objectives of the Greenbelt Plan with respect to Prime Agricultural Areas, the Natural Heritage System, and development permissions.
- > Adjustments and expansions to Settlement Areas cannot occur outside of a Municipal Comprehensive Review (MCR) if the affected Settlement Areas is a rural settlement or in the Greenbelt Area.
- > The establishment of new employment areas outside of Settlement Areas is not contemplated by A Place to Grow, and opportunities for expansion for existing employment areas in rural lands are limited.

**3.1.4 Greenbelt Plan (2017)**

The Greenbelt Plan, 2017 (“Greenbelt Plan”) is a Provincial plan that applies to approximately 810,000 hectares of land surrounding the Greater Golden Horseshoe. The Greenbelt Plan permanently protects these lands from urban development and provides a regulatory regime to prevent the loss of agricultural land and natural heritage, contain urban sprawl, and support the goals and objectives of other Provincial plans, including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan.

The Study Area is located within the Greenbelt Plan area. The entirety of the Study Area is identified as being within the Protected Countryside, with the majority also identified as part of the Natural Heritage System. A summary of the applicable policy is as follows:

- > **Protected Countryside:** The Protected Countryside designation contemplates the promotion of vibrant agricultural and rural economy viability and protection, environmental protection, the promotion of culture, recreation, and tourism, and integrating climate change considerations into land use planning matters contemplated by the Greenbelt Plan (1.2.2). Outside of identified Settlement Areas, development is generally not permitted within the Protected Countryside in order to achieve these goals. The exception to this is infrastructure and natural resources, but only where it can be demonstrated that it is critical to the region’s social, environmental, economic and growth needs (1.2.2.5).
- > **Prime Agricultural Area:** A portion of the Study Area consists of lands identified as Prime Agricultural Area by the Greenbelt Plan. All types, sizes and intensities of agricultural uses and normal farm practices are promoted and protected on these lands by the Greenbelt Plan (3.1.3.1). Agriculture-related uses and on-farm diversified uses are also permitted, provided they are compatible with and do not hinder surrounding agricultural operations. Non-agricultural uses are generally discouraged by the Greenbelt Plan and may only be permitted where certain conditions can be satisfied and upon completion of an agricultural impact assessment (3.1.3.3).



**Figure 3: Greenbelt Plan Protected Countryside and Natural Heritage System**

Further, the Greenbelt Plan prioritizes the geographic continuity of the agricultural land base within the Prime Agricultural Area, and the functional and economic connections of the agri-food network are to be maintained and enhanced (3.1.3.6).

- **Natural Heritage System:** The Protected Countryside includes a Natural System that provides a continuous and permanent land base necessary to support human and ecological health in the Greenbelt and beyond. The Natural System has two components: the Natural Heritage System and the Water Resource System. A majority portion of the Study Area is identified as part of the Natural Heritage System. The Natural Heritage System includes core linkage areas of the Protected Countryside with the highest concentration of the most sensitive and/or significant natural features and functions (3.2.1). The Greenbelt Plan permits a full range of existing and new agricultural, agriculture-related and on-farm diversified uses within the Natural Heritage System (3.2.2.1). Development within the Natural Heritage System is generally restricted, except as outlined below.

Within the Natural Heritage System, the Greenbelt Plan does permit new development or site alteration (3.2.2.3), where it can be demonstrated that:

1. There will be no negative impacts on key natural heritage features or key hydrologic features or their functions;

2. Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
3. The removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible;
4. The disturbed area, including any buildings and structures, of the total developable area will not exceed 25 percent (40 percent for golf courses);
5. The impervious surface of the total developable area will not exceed 10 percent; and
6. At least 30 percent of the total developable area will remain or be returned to natural self-sustaining vegetation.

While the policies of the Natural Heritage System limit the opportunity for new development and site alteration within the Study Area, the Greenbelt Plan does recognize legally existing land uses and provides some flexibility for redevelopment or expansion. Policy 4.5.4 of the Greenbelt Plan establishes:

- > 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 are permitted subject to a demonstration of the following:
- > Notwithstanding policy 4.2.2.2 (i.e., sewage and water infrastructure policies), new municipal services are not required; and
- > 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.

The Greenbelt Plan broadly supports the promotion of agricultural, agriculture-related, and on-farm diversified uses, and permits redevelopment and expansion of existing uses under policy 4.5.4. More specifically, the Greenbelt Plan permits the conversions of legally existing uses, where it can be demonstrated that the new uses are more in conformity with the Plan. For example, the conversion of land uses within the Study Area may be permitted, provided it can be demonstrated that a proposed use is in more conformity with the Greenbelt Plan.

#### **Summary of Policy Considerations:**

- > The entirety of the Study Area is within the Protected Countryside Area of the Greenbelt Plan and is identified as Prime Agricultural Area, with the majority also being identified as part of the Natural Heritage System.
- > The Greenbelt Plan promotes agricultural, agriculture-related, on-farm diversified uses within the Prime Agricultural Area, and passive recreational and conservation uses within the Natural

Heritage System. Otherwise, new development and redevelopment is generally restricted within these areas.

- > However, the Greenbelt Plan does recognize land uses that existed prior to December 16<sup>th</sup>, 2004, and permits the conversion or expansion of these uses, provided it can be demonstrated that the new land use is more in conformity with the Plan.
- > The Greenbelt Plan supports agricultural viability and protection, environmental protection, and culture, recreation, and tourism within the Plan Area which includes the Corridor.

### 3.1.5 Lake Simcoe Protection Plan (2009)

The 2009 Lake Simcoe Protection Plan (LSPP) is a policy document that contemplates long-term protection of water quality within the Lake Simcoe watershed, including Lake Simcoe itself. The primary goal of the plan is to protect and restore the ecological health of Lake Simcoe and its watershed while maintaining a sustainable balance between environmental conservation and human activities, including development.

The LSPP is a watershed-based plan, recognizing the interconnectedness of the water bodies and the need to address both point and non-point sources of pollution. In general, the LSPP aims to address challenges and opportunities regarding overall aquatic life, water quality and quantity, shorelines and natural heritage features, and other associated threats such as invasive species, climate change, and human-based activities.

The Corridor falls within the West Holland River subwatershed. Accordingly, the LSPP establishes policies that provide direction for responsible land use and development within the Study Area.

#### **Summary of Policy Considerations:**

- > The LSPP broadly promotes land uses that are compatible with the objectives of the Plan itself, and do not otherwise threaten the overall ecological integrity of the Lake Simcoe watershed. In this regard, the LSPP restricts or prohibits certain types of development within the Study Area that represent potential to negatively impact water quality and quantity.

### 3.1.6 South Georgian Bay Lake Simcoe Source Protection Plan (2015)

The 2015 South Georgian Bay Lake Simcoe Source Protection Plan (“Source Protection Plan”) provides long-term direction for the protection of existing and future municipal drinking water sources. More specifically the objectives of the Source Protection Plan include:

1. To protect existing and future drinking water sources in the source protection region.
2. To ensure that, for every area identified in the assessment reports as an area where an activity is or would be a significant drinking water threat:
  - a. the activity never becomes a significant drinking water threat; or
  - b. if the activity is occurring when the source protection plan takes effect, the activity ceases to be a significant drinking water threat.



The Township is 1 of the 52 municipalities in the South Georgian Bay Lake Simcoe source protection region. The Township therefore has a key role in protecting drinking water sources in collaboration with the applicable conservation authorities and other governing bodies. The Corridor is located in the Lake Simcoe protection area and near the Holland River. The Source Protection Plan requires that the health of the Holland River, and more broadly the interconnected water systems of the Holland River, are protected and maintained over the long term.

Section 17.4 of the Source Protection Plan establishes restrictions on certain land uses that may compromise the integrity of the Lake Simcoe protection area. Planning approval authorities, including the Township, are required to be consistent with the Source Protection Plan and implement its policies, including the prohibition of certain land uses that represent a threat to drinking water sources. These restricted land uses include waste disposal sites, sewage systems, fertilizer, pesticide, road salt, and snow storage facilities, fuel storage, and dense non-aqueous phase liquid storage, among others.

#### **Summary of Policy Considerations:**

- > The primary objective of the Source Protection Plan is to protect both existing and future municipal drinking water sources within the source protection region.
- > The plan aims to ensure that activities in areas identified as significant drinking water threats in assessment reports do not pose a risk to quality.
- > The Source Protection Plan places particular emphasis on safeguarding the health of the Holland River and the interconnected water systems of the region.

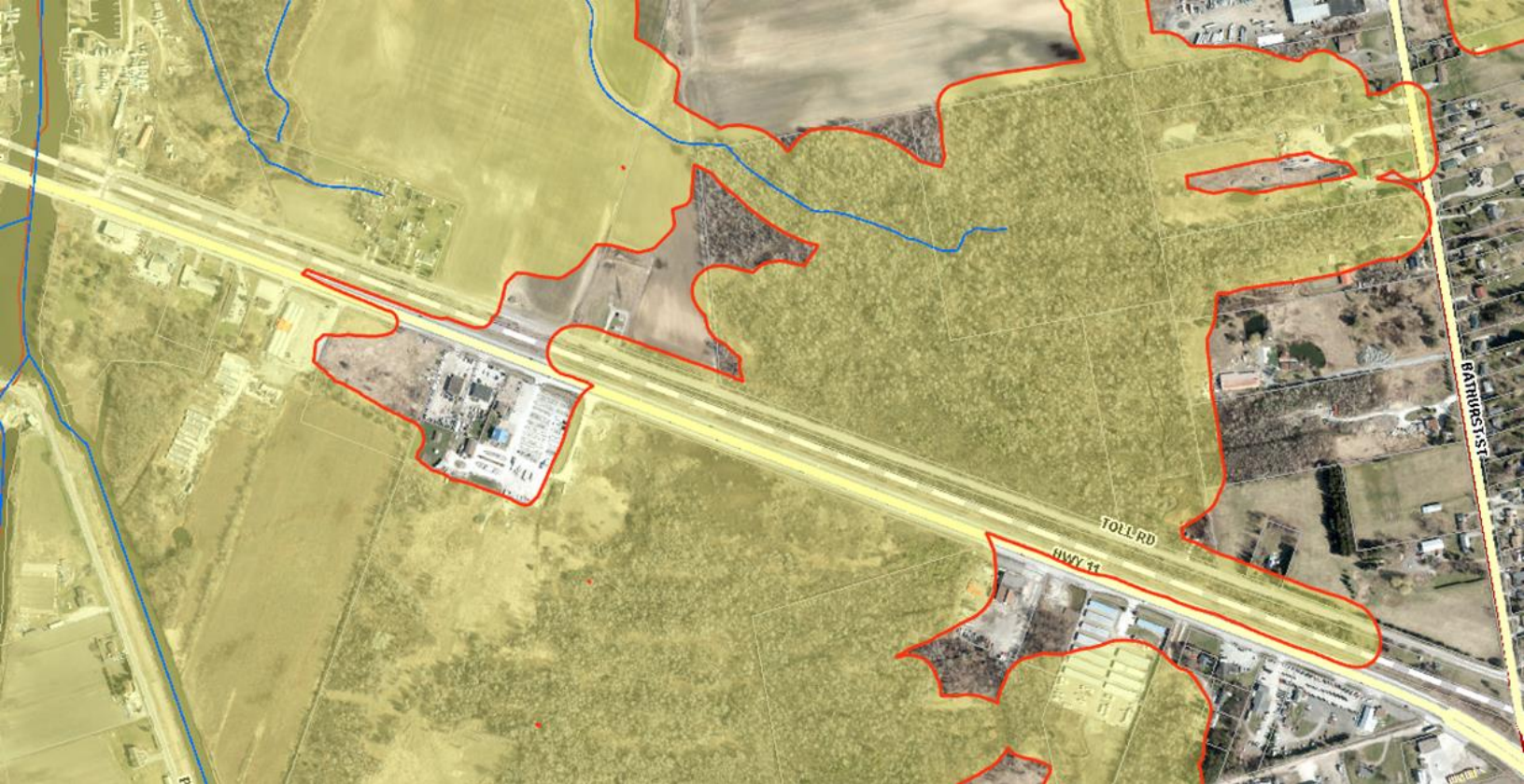
### **3.2 Lake Simcoe Region Conservation Authority**

The Lake Simcoe Region Conservation Authority (LSRCA) is a watershed management organization and one of 36 conservation authorities in Ontario incorporated under the *Conservation Authorities Act*. The Lake Simcoe Region Conservation Authority manages the Lake Simcoe Watershed, which is 3,400 kilometres in area and located across 20 different municipalities. The LSRCA is mandated to ensure the conservation, restoration, and responsible management of the Lake Simcoe Watershed, as well as protecting life and minimizing damage to property from natural hazards, including steep slopes, wetlands, and flooding.

Much of the Study Area is within an area regulated by the LSRCA pursuant to Ontario Regulation 179/06. Under this Ontario Regulation, the LSRCA regulates development to ensure there is regard for natural hazard features and the natural environment. This is achieved through a development permit process, meaning that any development proposal within the regulated area is subject to review by the LSRCA, where the development may be prohibited or granted permission, depending on the nature of the development application and its location relative to the features that comprise the regulated area.

The following features have been identified as relevant natural heritage considerations for the Corridor:

- > The presence of a watercourse (Holland River) at the northwest portion of the Corridor Study Area;



**Figure 4: Lake Simcoe Region Conservation Authority Regulated Area**

- The majority of the west side of the Corridor falls under a regulatory floodplain associated with a tributary of the Holland River as identified by the Lake Simcoe Region Conservation Authority;
- There are meanderbelt (erosion) hazards associated with a tributary of the Holland River;
- Shoreline flooding and erosion hazards have been identified in proximity to the Holland River;
- There is a Provincially Significant Wetland (PSW) and the associated 120 metre minimum vegetation protection zone, as well as an unevaluated wetland and associated 30 metre minimum vegetation protection zone; and
- Further, the study area contains key natural heritage features including significant woodlands which generally follow the outline of the non Provincially Significant Wetlands, as Identified in Figure 4.

**Summary of Policy Considerations:**

- A majority portion of the Study Area is within the area regulated by the LSRCA. Applications for new development or redevelopment may be subject to the authority of the LSRCA, pursuant to Ontario Regulation 179/06.
- Development or redevelopment is also subject to the LSPP, as identified above in subsection 3.1.5 of this Discussion Paper. New development or redevelopment will need to have regard for the LSPP when seeking approval from the LSRCA.

### 3.3 York Region

#### 3.3.1 York Region Official Plan (2022)

The York Region Official Plan 2022 ("YROP") establishes the direction for growth and development for all nine local municipalities. It implements Provincial legislation, plans and policies while being responsive to the challenges and opportunities of the local communities and their residents. The YROP establishes land use planning policy direction on a variety of matters including sustainability, housing, the environment, heritage, and economic growth. It contemplates a broad range of land use designations and supporting policies to achieve the vision, goals, and objectives for these various land use planning matters.

The Study Area is designated Agricultural Area. This land use designation contemplates for the protection of these lands for long-term agricultural use. Traditional farm practices and a full range of agricultural uses, agriculture-related uses and on-farm diversified uses are supported and permitted within the Agricultural Area designation. Policy 5.1.9 YROP also permits the redevelopment of non-agricultural land uses within the Agricultural Area, subject to certain criteria.

The YROP identifies Areas of Natural and Scientific Interest, Provincially Significant Wetlands, Provincial plan area watersheds, and woodlands, as all being located within the Study Area. These areas are shown on Maps 3, 4, and 5, respectively. The YROP recognizes these areas as key natural heritage features and key hydrologic features, in which development is generally prohibited, subject to certain exceptions (3.4.5). Agricultural, agriculture-related and on-farm diversified uses are permitted within key natural heritage features and key hydrologic features (3.4.5).

The Study Area is also located on lands that are subject to the water resources system policies of the YROP. The Study Area is located within a highly vulnerable aquifer. It is also within a Recharge Management Area and Significant Groundwater Recharge Area. The intent of these policies of the YROP is to protect, improve or restore the water resources system, and restrict incompatible development that would negatively impact the quality and/or quantity of groundwater resources.

Wellhead Protection Area A (WHPA-A), Wellhead Protection Area B (WHPA-B) and Wellhead Protection Area C1 (WHPA-C1), as shown on Map 6, are identified as being within the Study Area. Wellhead Protection Areas are established in accordance with the *Clean Water Act*.

The wellhead protection policies of the YROP are intended to protect the quality and quantity of water from incompatible land uses and potential sources of contamination through the implementation of Source Protection Plans (6.4.27). Additional land use restrictions are established by the YROP to protect from incompatible land uses and reduce the risk of contamination. The restrictions apply to land uses that involve the storage or handling of a range of organic and inorganic materials, including:

- > Petroleum-based fuels and or solvents;
- > Pesticides, herbicides, fungicides, or fertilizers;
- > Chlorinated solvents;
- > Construction equipment;

- > Inorganic chemicals;
- > Road salt and contaminants;
- > The generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
- > Organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials;
- > Snow storage and disposal facilities;
- > Tailings from mines; and
- > Dense non-aqueous phase liquids (DNAPLS) are prohibited within WHPA-A, WHPA-B and WHPA-C under the Clean Water Act, as DNAPLs are considered significant drinking water threats.

For properties within a wellhead protection area, the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site is required. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

Further to this, a Source Protection Permit (also known as Section 59 Notice) is required from York Region's Water Resources Group is required within areas subject to WHPA-A, WHPA-B, and WHPA-C for any *Planning Act*, *Condominium Act*, or Building Code application related to industrial, commercial, and institutional uses, as well as multi-residential (defined as 4 dwelling units or more).

- o Portions of the Study Area are also located within a Significant Ground Recharge Area (SGRA), and a Recharge Management Area (referred to as WHPA-Q). More specifically:
  - > SGRAs contribute to maintaining water levels of aquifers that supply drinking water. Areas identified as SGRA are comprised of porous soils (such as sand and gravel) that have higher infiltration rates.





**Figure 5: York Region Official Plan Map 2 Regional Greenlands System**

- Recharge Management Area’s identify sustainable supplies of groundwater within York Region. Generally, these sources are to be protected from incompatible forms of development that may otherwise compromise groundwater quality or quantity.

The expansion of existing uses that meet the criteria of policy 6.4.31 to more compatible uses is encouraged, subject to an approved Source Water Impact Assessment and Mitigation Plan (6.4.33).

East and adjacent to the Study Area are lands located within East Gwillimbury that are designated Urban Area, as shown on Map 1A – Regional Structure, and more specifically, Employment Area and Urban Area, as shown on Map 1B – Land Use Designations. These lands are contemplated to accommodate future residential, commercial and employment growth on full municipal servicing.

In October 2022, the Province introduced Bill 23: The More Homes Built Faster Act, 2022. Among changes to various provincial statutes, Bill 23 proposed to remove planning authority of certain upper-tier municipalities, including York Region. This includes the authority of applicable upper-tier municipalities to adopt and implement official plans (i.e., the YROP). This change would thereby result in removing the upper-tier municipality from the Planning Act approval process for certain types of Planning Act applications, including Official Plan Amendments. Bill 23 received royal assent in November 2022, with the changes to upper-tier municipalities to come into effect upon a future regulation coming into force. Subsequently, in April 2024, the Province introduced Bill 185: the Proposed Cutting Red Tape to Build More Homes Act, 2024. Among proposed changes to various provincial statutes, Bill 185 proposed that York Region would be removed of its upper-tier planning authority effective July 1, 2024. Bill 185 received royal assent in June 2024 and York Region became an upper-tier municipality without planning responsibilities on July 1, 2024.

### Summary of Policy Considerations:

- > Lands within the Study Area are subject to the Regions Greenland System, including the Natural Heritage System and Water Resources System. There is opportunity to explore land uses that are compatible with the policy objectives of the Regions Greenland System, including agricultural, agriculture-related, and on-farm diversified uses.
- > Lands within the Study Area are also subject to the Agricultural Area and are subject to the Agricultural Area designation. The policies of these designation broadly protect these lands for long-term agricultural activity, while redevelopment of existing non-agricultural land uses may be permitted subject to certain criteria and conditions.
- > Applicable policies of the Wellhead Protection Area framework establish additional development restrictions to protect groundwater resources from incompatible land uses and potential contamination.
- > As of July 1, 2024, York Region became an upper-tier municipality without planning responsibilities under the Planning Act. The YROP will function as the local Official Plan, together with the Our King Official Plan until such time that the Township completes its Official Plan Review.

### 3.3.2 York Region Agriculture and Agri-Food Sector Strategy Action Plan (2017)

The York Region Agriculture and Agri-Food Sector Strategy, published in 2017, represents a comprehensive and forward-thinking approach to the development and sustainability of the agricultural and agri-food sector within York Region. This Action Plan was prepared with the recognition that agriculture plays a vital role in the Region's economy, culture, and environment. The overarching goal of the Action Plan is to support and strengthen the agricultural sector while also promoting innovation, environmental stewardship, and economic growth.

The Action Plan identifies a series of objectives and action items that include improving agricultural infrastructure, enhancing access to markets, increasing agricultural awareness and education, supporting agri-food businesses, and preserving agricultural lands and natural resources. It also emphasizes the importance of collaboration among various stakeholders, including government agencies, farmers, businesses, and community members. Given the Study Area's close proximity to the Township's and Region's agri-food network, the Study needs to have regard for the strategic goals of the Action Plan, including:

- o Strengthen communication and collaboration with York Region, lower-tier municipalities, and the agri-food sector;
- o Support the agri-food sector through integrated land use planning and economic development;
- o Support increased capacity for value added agri-food processing and support services;
- o Leverage location within the GTA and proximity to customer base through direct farm marketing to meet the demand for local food production; and

- Provide support for business retention and expansion of primary agricultural production within York Region.

#### Summary of Policy Considerations:

- > The Study Area is in close proximity to the Region's agri-food network and is well connected to surrounding agricultural lands. Therefore, there may be an opportunity for the Corridor to support the Region's broader agri-food system by contributing to the advancement of the Action Plan's strategic goals.
- > Through this Study, there is an opportunity to explore the role of the Corridor as part of the Regional agri-food system, and to develop an implementing land use planning framework that envisions the Corridor as a hub of agriculture-related land uses and activities in this regard.

### 3.4 Township of King

#### 3.4.1 Township of King Official Plan (2019)

The Township's Official Plan, ("Official Plan"), was adopted in 2019 and approved by York Region in 2020. The Official Plan establishes a comprehensive, long-term vision for the future of the Township. The goals and objectives of the Official Plan are focused on the environment, economy, society, and culture. The Official Plan establishes a range of land use designations to achieve the vision, goals, and objectives of the Township.

The Study Area Lands form part of the Countryside Area of the Township. As such, it is important for all policy within and surrounding this area to support the Countryside, meaning providing a flexible policy framework that is adaptable to the farming community and the changing nature of the agricultural economy. Further, while the Countryside is not the focus of new population growth or land development, which is directed to the Villages, the Official Plan reflects the importance of the Countryside from an environmental and socio-economic perspective. Balancing the needs of the agricultural community with the needs of the growing Villages is an important objective of this Plan.

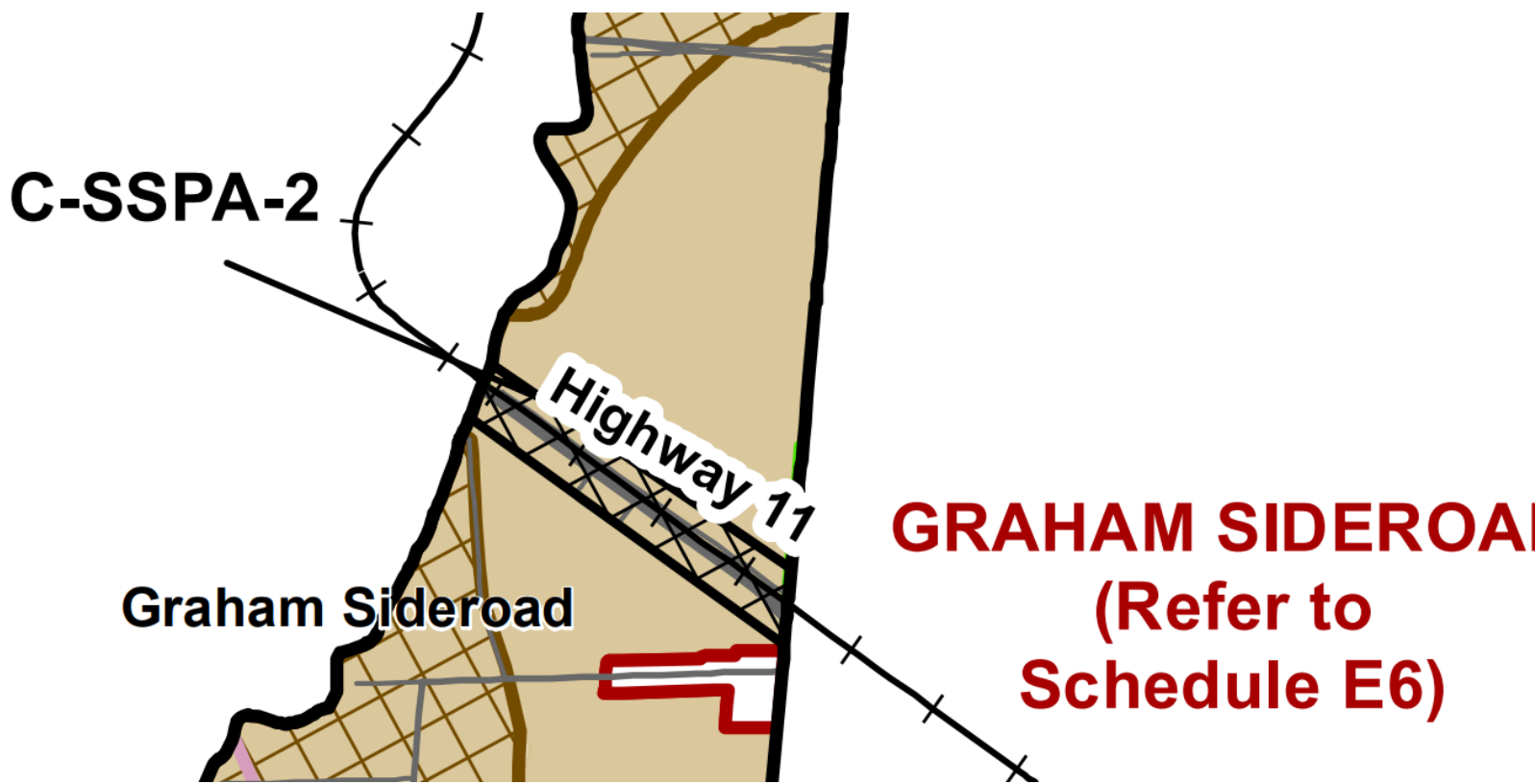
The Official Plan designates the Study Area as Agricultural Area, and Natural Heritage System, as shown on Schedules A and E, titled 'Township Structure' and 'Countryside Land Use Designations', respectively. The following is a summary of the key policies of these designations:

- **Agricultural Area:** The Official Plan broadly contemplates lands within the Agricultural Area designation as being protected for long-term agricultural use. Agriculture, including normal farm practices, agriculture-related uses, and on-farm diversified uses are all permitted by the Agricultural Area designation (6.3.2). Other uses, including agri-tourism, bed and breakfasts, home industries, conservation uses, and public open space uses, among others, are also permitted, with some being subject to additional criteria. New lot creation is generally not permitted within the Agricultural Area designation, except where very specific policy criteria can be satisfied. Similarly, non-agricultural uses are not permitted in the Agricultural Area except where they meet transitional provisions under Greenbelt Plan, and lands are not to be re-designated for non-agricultural uses. Proposed expansions to any existing non-agricultural

use(s) shall be subject to a Zoning By-law Amendment and are required to meet the applicable criteria of Section 6.4.5 (6.3.3.7). The Official Plan requires that non-agricultural use proposals must demonstrate that (6.4.5):

- There are no negative impacts on adjacent agricultural uses;
- Geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network are maintained and enhanced;
- The use cannot be reasonably located within a Village or Hamlet;
- The use is appropriate for location on rural lands;
- The use will not adversely impact adjacent agriculture;
- The rural character of the Countryside and the ecological integrity of the Oak Ridges Moraine Conservation Plan area are maintained;
- The use will not have negative impacts on key natural heritage or hydrologic features and functions, biodiversity or the connectivity of the natural heritage system; and
- The water and sewer servicing proposed is appropriate.
- **Natural Heritage System:** A majority portion of the Study Area is designated Natural Heritage System and is comprised of various features of the System. Development and site alteration within the Natural Heritage System is generally not permitted on lands under this designation (4.2.1.1). Only legally existing uses, low-intensity recreational uses, existing and new agricultural, agriculture-related, and on-farm diversified uses (and new buildings and structures accessory to those, subject to criteria) are generally permitted (4.2.1.2). Infrastructure is also permitted, subject to certain criteria.

Figure 6: Township of King Official Plan Schedule E Countryside Land Use Designations





Schedule B 'Provincial Plan Areas and Designations' identify portions of the Study Area as part of the Greenbelt Plan's Natural Heritage System and Protected Countryside designation. Particularly relevant to this Study, policy 6.9.2.1 of the Official Plan permits all uses legally existing prior to the date that the Greenbelt Plan came into effect on December 16, 2004. As noted previously, the conversion or expansion of uses legally existing prior to this date are permitted, provided the new use or expansion is more in conformity with the Greenbelt Plan. The delineation of the Natural Heritage System in the Official Plan is based on the Greenbelt Plan and will only be modified by the Province and subsequently implemented in this Plan in accordance with Provincial requirements (4.2.1.7).

There are many natural features located within the Study Area, as identified by the Official Plan. This includes woodlands, key hydrologic features, and key hydrologic areas, as shown in Schedules C1, C3, and C4, respectively. Generally, the Official Plan restricts or prohibits development and site alteration within these features, except for forest, fish, and wildlife management, conservation-oriented uses, including flood and erosion control, and low-intensity recreational uses (4.2.2.8). Infrastructure may also be permitted, subject to criteria, including that it can be demonstrated that there will be no negative impact on the feature or its functions.

The Study Area is also located within a Wellhead Protection Area, as shown on Schedule G 'Wellhead Protection Area'. Policies 4.7.2 and 4.7.3 prioritize the protection of the quality and quantity of source water within Wellhead Protection Areas by identifying and prohibiting uses that have the potential to harm source water quality and quantity. Portions of the Study Area are identified as natural hazards, as shown on Schedule M 'Natural Hazards'. Development and site alteration within natural hazards are generally prohibited, and subject to approval from the LSRCA.

Schedule M 'Provincial Agricultural System' identifies that the majority of the Study Area is within the Prime Agricultural Area. Policy 6.10 'Provincial Agricultural System' establishes that the Prime Agricultural Area is based on Provincial mapping and that subsequent refinement to the mapping may be required in the future. Policy 6.10 defers to policy 6.3 of the Official Plan for specific direction on land use planning matters, which is reviewed above.

As noted previously, the Study Area is also subject to Countryside Site-Specific Policy Area 2 (C-SSPA-2) of the Official Plan. Policy 6.12.2, which provides for the Site-Specific Policy Area states that it is the policy of Council:

1. To recognize that the Highway 11 Corridor Area, while forming part of the Greenbelt Plan's Protected Countryside, includes historically established commercial and other uses.
2. To conduct a future land use study for the Highway 11 Corridor Area, which may be implemented via a future amendment to this Plan, to provide further guidance on land use, development, and potential expansions of existing uses.
3. That the delineation of C-SSPA-2 only conceptualizes a study area, and the determination of the study area shall be finalized through the study.

Policy 6.12.2 of the Official Plan therefore defines the basis for undertaking this Study, including its scope and objectives.

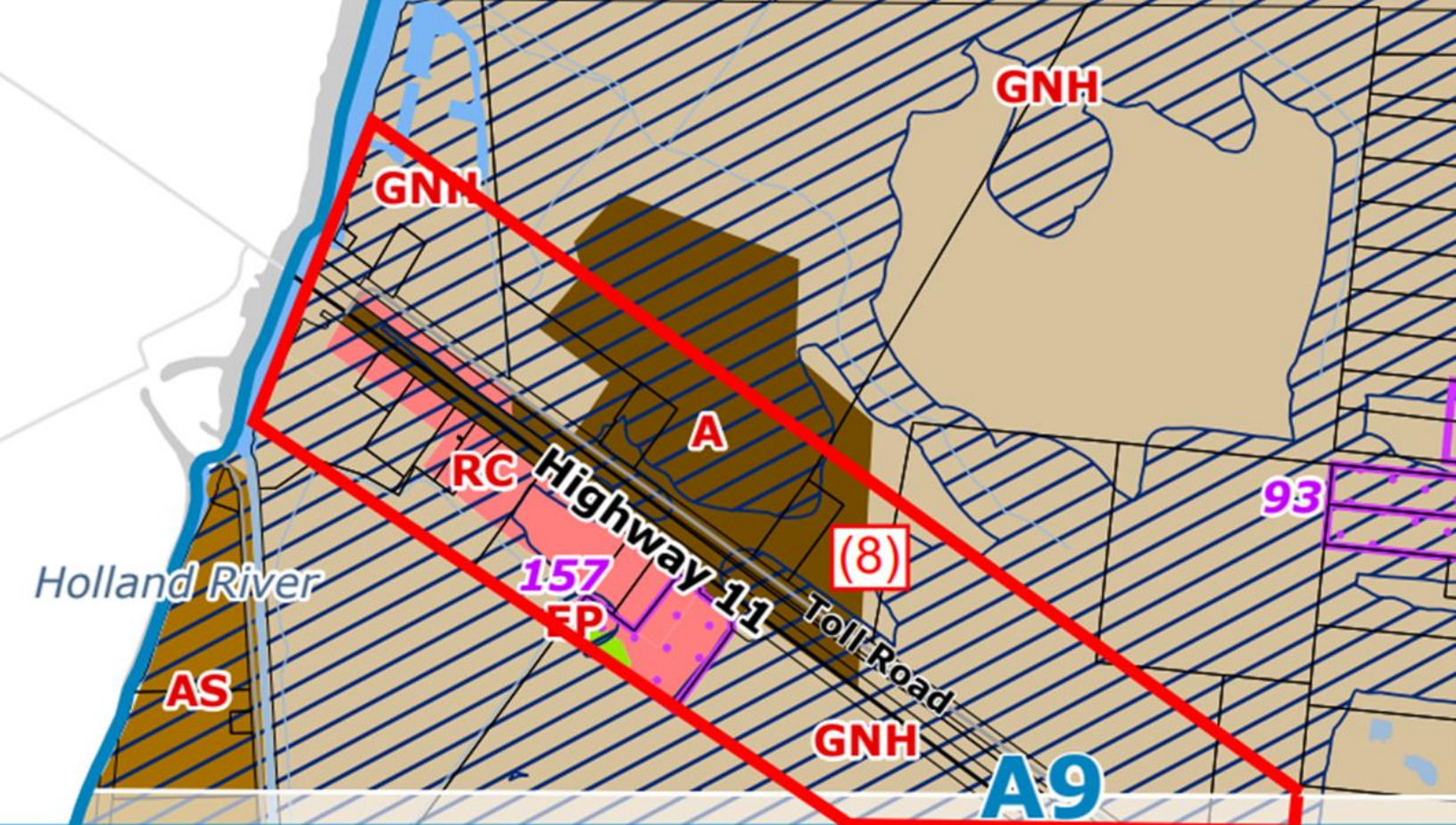
**Summary of Policy Considerations:**

- > The Official Plan establishes that the Study Area is subject to Provincial, Regional, and local land use planning policy. Large portions of the Study Area are also under the regulatory authority of the LSRCA.
- > The Official Plan land use planning framework conforms to and is consistent with Provincial and Regional policies. The framework provides direction on development and site alteration, and permitted uses, which are primarily contemplated as agricultural, agriculture-related, and on-farm diversified uses, and a range of other low-intensity land uses, some which are only permitted subject to additional policy criteria.
- > Critical to this Study is the opportunity for legally existing land uses (as of December 16<sup>th</sup>, 2004) to convert or expand, provided that the new or expanded land use is more in conformity with the Greenbelt Plan.
- > Portions of the Study Area consist of natural heritage and water resource features that are components of the Natural Heritage System. The natural heritage system is an asset that could contribute to longer-term economic development within the Corridor.
- > There is an opportunity through this Study to recognize the existing limits of development and provide appropriate policies and zone provisions based on these limits to assess the extent of natural heritage features. Similarly, the policies and implementing zoning could support redevelopment of existing land uses in areas that are already disturbed based on existing development.
- > The Study Area is identified as being within a Wellhead Protection Area, with portions also being identified as hazard lands. Certain land uses are further restricted or prohibited by the applicable policy framework to both protect the quality and quantity of groundwater and to protect life and property from natural hazards.

**3.4.2 Comprehensive Countryside Zoning By-law 2022-053 (2022)**

The Township of King Countryside Zoning By-law 2022-053 (“Zoning By-law”) was enacted in 2022. It applies to the Countryside Area of the Township, as shown on the Official Plan Schedule E ‘Countryside Land Use Designations’. The Zoning By-law establishes a range of provisions and standards to implement the land use planning policy framework applicable to the Township. This includes the Township’s considerable agricultural lands and natural heritage features, as well as the Hamlets.

The Zoning By-law zones the Study Area as Agricultural (A), Greenbelt Natural Heritage (GNH), Rural Commercial (RC), Rural Employment Greenbelt (RMG), and Environmental Protection (EP). The applicable zoning is characterized as follows:



**Figure 7: Zoning By-law Schedule A9**

- > **Agricultural (A):** This zone implements the Agricultural Area designation of the Official Plan. Permitted land uses are agriculture, agricultural research and training facilities, equestrian facilities, mushroom farms. Cannabis production and on-farm diversified uses are permitted, subject to additional requirements of the Zoning By-law. The lot and building requirements are supportive of the permitted uses, with a minimum lot area of 40.0 hectares and a minimum lot frontage of 180.0 metres, and modest minimum front, rear and side yard requirements.
- > **Greenbelt Natural Heritage (GNH):** This zone implements the Natural Heritage System of the Greenbelt Plan which is partially located within the Study Area. The GNH zone permits a similar range of land uses as the Agricultural zone, including on-farm diversified uses. The lot and building requirements are also similar to those of the Agricultural zone.
- > **Rural Commercial (RC):** The Rural Commercial zone is generally intended to recognize legally established land uses that have historically been permitted and are therefore present within the Township. The Rural Commercial zone therefore permits a range of existing commercial- and industrial-oriented land uses, including automobile-related land uses, building supplies, farm equipment, inns, equipment service and repair, restaurants, retail, and storage. The Zoning By-law defines “existing uses” as those uses existed as of the date of the final passing of the Zoning By-law itself. The lot and building requirements are generally supportive of the existing uses. The minimum lot area requirement is “as legally existing”, with a minimum lot frontage of 30.0 m. The minimum yard requirements and lot coverage are modest. The maximum permitted height is 11.0 metres.



- > **Rural Employment Greenbelt (RMG):** The Rural Employment Greenbelt zone allows for legally existing uses and various agricultural activities within the Greenbelt Plan, which is partially located in the Study Area. The RMG zone provisions permit any land, building, or structure used lawfully for a specific purpose as of December 16, 2004, to continue to be used for that purpose if the use complies with Section 24 of the Greenbelt Act. Legally existing uses not otherwise permitted in the RMG zone must be confined to their current floor area and outdoor spaces, with no increase allowed. Additionally, any expansions, conversions, or new developments require approval under the Planning Act.
- > **Environmental Protection (EP):** The Environmental Protection zone implements the Township's broader Natural Heritage System and its features. It is a highly restrictive zone that only permits a limited range of low-intensity land uses, including conservation-oriented land uses. There are no minimum lot and building requirements for the Environmental Protection zone, because development is not generally permitted.
- > **Agricultural Related (AR):** This zone does not apply within the Study Area, but it permits a range of land uses that are intended to support the broader agricultural system and agri-food system. Permitted uses include commercial greenhouses, crop storage and distribution, farmers markets, and micro-breweries, among others. Future application of the Agricultural Relation (AR) zone within the Study Area may be an important contributor to long-term economic development within the Corridor.

Certain lands within the Corridor are also subject to site-specific exceptions. In accordance with Section 5.2.1 of the Greenbelt Plan, Zoning By-laws are able to recognize existing uses where the Zoning By-law was amended prior to December 16, 2004, to specifically permit the land use(s) and are not required to conform with the Greenbelt Plan. The site-specific exceptions, as detailed in Part 10 of the By-law, carry forward the permissions of site-specific Zoning By-law Amendments from before December 16, 2004, including permitted uses, site-specific development standards, and definitions that apply only to the lands within the exception. It is also noted that the Zoning By-law is under appeal to the Ontario Land Tribunal as it applies to lands within the Corridor. Lands under appeal are outlined in red, in **Figures 8 and 9**.

#### **Summary of Policy Considerations:**

- > There are a total of five (5) zones that apply to lands within the Study Area. Permitted uses within these zones are generally existing uses, agricultural uses, on-farm diversified uses, and conservation-oriented uses.
- > The minimum lot and building requirements are representative of the more rural nature of the permitted land uses, with larger minimum lot areas and lot frontages, and modest minimum yard requirements.
- > The Rural Commercial zone applies to lands outside of the Greenbelt Natural Heritage System and permits commercial land uses as a principal land use, provided that they are "existing".



Further, this zone provides a recognition of the existing commercial uses that have historically been permitted in the corridor.

- > The Zoning By-law establishes the Agricultural Related zone, which permits a range of land uses that are intended to support the broader agricultural and agri-food system. The types of land uses permitted in the Agricultural Related zone may be appropriate land uses within the Corridor to contribute to longer-term economic development of the Corridor.
- > There are several site-specific exceptions that apply to lands within the Corridor that carry forward the land use permissions that were established on a site-specific basis prior to the Greenbelt Plan coming into effect.



## 4 Discussion

### 4.1 Highway 11 Corridor Boundary

Policy 6.12.2.3 of the Official Plan directs the Study to determine the extent to which the implementing land use planning framework may apply. Section 2.3 of this Discussion Paper discusses the Study Area Boundary, noting that it does not pre-suppose or imply all lands within the boundary are intended to be subject to the implementing policy, but were rather identified to achieve a more holistic assessment of the Highway 11 Corridor.

On this basis, a key outcome of the Study is to recommend a boundary for the Highway 11 Corridor, thereby identifying the geographic applicability of the implementing policies. Determining the recommended boundary may include one or more of the following considerations:

1. Opportunity to delineate the extent of natural heritage features, water resource features, or hazard lands (including being located within a floodplain) that may otherwise render the subject lands largely undevelopable due to imminent risk to life or property, or heightened regulatory protections;
2. The location of the subject lands, such that it may contribute to the regeneration of the Corridor, based on proximity, connectivity, or direct, unobstructed access to Highway 11; and
3. The land use, where there may be an opportunity for the existing land use to redevelop or otherwise evolve into a different use that is in more conformity with the Greenbelt Plan and meaningfully contributes to regenerating the Corridor over the long-term.

The recommended boundary of the Highway 11 Corridor is presented in Section 5.1 of this Discussion Paper.

## 4.2 Land Use Considerations

### 4.2.1 Land Use Options

Based on the applicable land use planning framework and inputs received through consultation, a total of five land use options have been identified:

1. Undertaking a Settlement Area Boundary Expansion;
2. Establishment of a new Employment Area;
3. Opportunities for new non-agricultural land uses;
4. Recognition of existing land uses; and
5. Supporting the Agricultural System.

The purpose of the following analysis is to assess these options for conformity with applicable Provincial, Regional, Conservation Authority, and Township land use planning policy.

### 4.2.2 Undertaking a Settlement Area Boundary Expansion

Lands within the Highway 11 Corridor are not within an identified Settlement Area. Further, there is no opportunity to extend the Settlement Areas of adjacent municipalities, such as Bradford or Holland Landing, to include the Highway 11 Corridor lands as this would not conform to the Provincial policy, (i.e., Greenbelt Plan policy 3.4.2.1). Further, A Place to Grow only permits the expansion of a Settlement Area within the Protected Countryside if it is identified in the Greenbelt Plan as a Town/Village, and if it is outside of the Natural Heritage System.

Graham Sideroad is designated a Hamlet by the Greenbelt Plan and Rural Settlement by A Place to Grow. Under this policy framework, A Place to Grow only permits an expansion to a Settlement Area that is within the Greenbelt if it is designated a Town/Village and if it is outside of the Natural Heritage System. Regarding Hamlets, the Greenbelt Plan contemplates limited growth to occur through infill and intensification only (Greenbelt Plan policy 3.4.4.1). As such, the boundaries of Graham Sideroad would not be permitted to be expanded under the current policy framework. Further, a majority of the Highway 11 Corridor is within the Natural Heritage System of the Greenbelt Plan which limits the possibility to redesignate the Corridor as a Town/Village or Hamlet.

Should the Township initiate a process to designate the Highway 11 Corridor as a Settlement Area, at least one of the following land use planning processes would be required:

1. If the lands were removed from the Natural Heritage System of the Greenbelt Plan, there is the potential for the boundaries of Graham Sideroad to be revised, provided there is no increase in the total area of land within the hamlet.
2. If the lands were removed from the Greenbelt Plan Area, an expansion to the Settlement Area boundaries of Bradford or Holland Landing could be considered, however this may

require an MCR if was considered because would also require amendments to the Simcoe County and Bradford West Gwillimbury Official Plans.

3. Request that the Province maintain the Highway 11 Corridor Lands within the Greenbelt Plan but redesignate them to Towns/Village, effectively recognising the lands as a Settlement Area.
4. To remove the lands from the Greenbelt Area, or to redesignate the lands in the Greenbelt Plan, would require an amendment to the Greenbelt Act and the Greenbelt Plan. This option may also require an amendment to the Planning Act in order to permit a Ministers Order within the Greenbelt Plan Area.

In summary, undertaking a Settlement Area Boundary Expansion is not a feasible option as an outcome of this Study at this time, nor would it meaningfully contribute to the near-term regeneration of the Corridor. A Settlement Area Boundary Expansion requires specific land use planning processes to be initiated or otherwise undertaken, which typically require timeframes that would not support the near-term regeneration of the Corridor.

#### 4.2.3 Designated Employment Area

As the Highway 11 Corridor lands are not within a Settlement Area, provincial policy does not permit them to be designated as an Employment Area, which could otherwise permit the establishment of a land use framework to realize the development of a range of employment and employment-related land uses. Policies of the Greenbelt Plan generally direct development, including development to support employment land uses, to designated Settlement Areas, including Towns and Villages. The Greenbelt Plan contemplates that the largest concentration of population, employment, and development is to be located within Towns and Villages. Within Prime Agricultural Areas, the Greenbelt Plan permits land uses that contribute to economic development and growth generated from agriculture, agriculture-related, and on-farm diversified uses, in addition to recognising existing uses.

#### 4.2.4 Existing Land Uses

The Greenbelt Plan contemplates permissions for land uses that were legally existing prior to December 16, 2004. More specifically, Section 4.5.4 permits the continuation of legally existing uses, including expansion to existing buildings and structures, accessory structures, and/or conversions of legally existing uses that bring the use more into conformity with the Greenbelt Plan. The Greenbelt Plan establishes additional criteria for this permission, including:

1. It must be demonstrated that new municipal services are not required; and
2. The uses must not expand into key natural heritage features or key hydrologic features or their associated vegetation protection zone unless there is no other alternative.

Section 5.2 establishes similar permissions for lands subject to decisions for site-specific applications that pre-date the Greenbelt Plan, including amendments to official plans and zoning by-laws. However, any further amendments to those permissions needs to be more in conformity with the Greenbelt Plan.



A key consideration is therefore identifying uses that are deemed to be more in conformity with the Greenbelt Plan. Recognizing the overall intent of the Greenbelt Plan, criteria to determine conformity may include:

1. The scale and intensity of a proposed expansion to an existing building, structure, or use relative to the surrounding land use context, including but not limited to the presence of key natural heritage features and/or key water resource features.
2. Where a change in use is proposed, the nature of the proposed use as relative to the existing use, such that it can be demonstrated that the proposed use better meets the overall intent of the Greenbelt Plan. More specifically, regard may be given to nature of the proposed use itself, including its scale and intensity relative to protecting the natural environment and promoting long-term viability of the agricultural system. Further, consideration should be given to whether or not the proposed use better aligns with the intent of meeting Greenbelt Plan itself (e.g., where a change in use is proposed for an existing gas station into an automotive retail store).
3. The extent to which a proposed expansion to an existing building, structure, or use, or a change in use, can mitigate adverse impacts to the natural heritage system and/or water resource system, or otherwise further reduce long-term risk to the integrity of those systems.
4. Opportunities to consider how a proposed expansion to an existing building, structure, or use, or a change in use represents an opportunity to reacclimate developed lands into a more natural state that contributes to the long-term integrity of the natural heritage system and/or water resource system.

On this basis, Appendix B details existing land uses within the Highway 11 Corridor and indicates uses that may be considered in more conformity with the Greenbelt Plan. The existing land uses have been grouped based on use category to apply an equitable approach to considering land use permissions throughout the Corridor.

#### 4.2.5 Supporting the Agricultural System

The Highway 11 Corridor is designated Protected Countryside under the Greenbelt Plan and is identified as within the regional agricultural system by both the YROP and the Official Plan. Policies of the Greenbelt Plan broadly contemplate the continued viability and vitality of agriculture within the Protected Countryside, as do Regional and Township land use planning documents.

Given the Corridor's location within a regional agricultural and agri-food system, consideration may be given to permit certain agriculture-related, or on-farm diversified uses as an opportunity to contribute to longer-term regeneration. Countryside Zoning By-law 2022-053 identifies a range of agriculture-related uses within the Agriculture-Related (AR) Zone, as well as on-farm diversified uses, which are permitted in the Agricultural (A) Zone.

For example, the following is a select list of agriculture-related uses defined by the Countryside Zoning By-law 2022-053:

- > **Commercial greenhouse:** means a building for the growing of flowers, fruits, vegetables, plants, shrubs, trees, and similar vegetation which are not necessarily transplanted outdoors on the same lot containing such commercial greenhouse but are sold directly from such lot at wholesale or retail but shall not include the retail sale of landscape supply and materials. A commercial greenhouse shall not include a farm greenhouse and/or garden centre.
- > **Crop storage and distribution** means a building or structure used for the storage of agricultural crops and may include facilities for wholesale distribution or an accessory retail outlet for the sale of such agricultural produce to the general public.
- > **Farm implement sales and service** means the repair and sale of farm implements and agricultural equipment including the sale of fuel, lubricants and related items for agricultural equipment.
- > **Farmers market** means premises where opened spaces or stalls or sale areas, are leased, rented or otherwise provided to individual vendors principally for the sale of locally sourced agricultural products, including fruit, vegetables, meat, poultry, fish, dairy products, as well as plants and flowers and which may include the accessory sale of a limited range of canned or preserved products or other food products requiring minimal processing such as maple syrup, cheese, butter, refreshments or baked goods to the general public as well as the sale of handmade crafts and art.
- > **Winery, Cidery, Distillery, and Micro-brewery** means the making of beers, spirits, ciders, and wines from grains, hops, crops, and fruit grown in the area, and may include a tasting room, hospitality area, outdoor patio, an on-site restaurant and dining facility, and other commercial amenities and retail sales of the products produced on site.

Examples of on-farm diversified uses and their associated definitions from Countryside Zoning By-law 2022-53 include:

- > **Agri-tourism** means farm-related tourism uses that promote the enjoyment, education or activities related to the principal farm operation on a lot such as farm machinery and equipment exhibitions (on a temporary basis), farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, pick-your-own produce operations, small-scale farm theme playgrounds and small-scale educational establishments that focus on farming instruction, and may include accessory small-scale vendors associated with the agri-tourism use.
- > **Farm produce outlet** means a use accessory to an agricultural use which consists of the retail sale of agricultural products, raised, grown, or processed by the property owner or an agricultural operation conducted on the farm.
- > **On-farm shop or café** means a small-scale café or shop that is an on-farm diversified use and may include the sale of antiques and a tack shop, that is accessory to the permitted agricultural uses on the lot and shall primarily include the sale of value-added products produced by the farm.

The Agriculture-Related (AR) Zone requires an amendment to Countryside Zoning By-law 2022-53 to be applied, and therefore permit agriculture-related uses within the Township, whereas on-farm diversified uses are permitted in several zones, including the Agriculture (A) Zone and the Greenbelt Natural Heritage (GNH) Zone. Further, Section 3.29 of Countryside Zoning By-law establishes general provisions applicable to on-farm diversified uses to regulate the scale and intensity of the use, as they are intended to be secondary to the principal agricultural use per the PPS, 2020 definition. The general provisions of Section 3.29 must be satisfied for an on-farm diversified use to be permitted, notwithstanding that the use must also be permitted in the parent zone.

A consideration therefore may be to expand permissions for agriculture-related and on-farm diversified uses through the implementing land use planning framework, and in doing so, support the broader agriculture system while contributing to the regeneration of the Corridor. This could include, for example, specific land uses that support the agri-food network or a cluster of uses that together function as a hub for agriculture research and development, innovation, and training. Further, these uses are considered agriculture-related, and therefore meet the intent of Provincial, Regional and Township land use planning documents.

Permitting additional land uses of this nature may meaningfully contribute to the vitality of the Corridor, but also foster innovation in agricultural practices, addressing contemporary challenges such as food security, sustainable agricultural practices, and responding to a changing climate. This may also represent an opportunity to advance policies of the Official Plan that contemplate promoting a strong, innovative rural economy, while similarly contributing to the economic viability of agricultural uses.

Recognizing that lands within the Highway 11 Corridor are subject to the Greenbelt Plan, and located within the agricultural system, there may be an opportunity to consider expanding certain use permissions to support the broader agri-food network. With regards to agriculture-related uses and on-farm diversified uses, the following considerations are noted with respect to the PPS, 2020 definition and the implementing land use planning framework:

1. As a secondary use, on-farm diversified uses are required to be located on lands where the principal use is agriculture, and would only be permitted on lands that are zoned to permit these uses.
2. Agriculture-related uses are permitted to be a principal use of lands through the approval of a site-specific Zoning By-law Amendment, provided the use directly supports agricultural uses in the surrounding area.

The introduction of additional permissions for on-farm diversified uses and agriculture-related uses would need to consider the form and function of lands that are subject to the implementing land use planning framework. Further, it may be desirable to ensure that the implementing land use planning framework establish detailed provisions to regulate the scale, intensity, and location of on-farm diversified uses and agriculture-related uses to be consistent with the PPS, 2020 definitions and meet the intent of the Greenbelt Plan.

## 4.3 Public Consultation

As detailed in Section 1.6 of this Discussion Paper, the Study has been informed through a robust consultation plan and associated consultation activities. Participants have included Council, residents, businesses, and landowners, as well as other key stakeholders such as the Region, Lake Simcoe Region Conservation Authority, and adjacent municipalities, among others. Input received through this consultation forms one basis for the Study recommendations and must be taken into consideration. The following is a summary of the input received:

### 4.3.1 Council

A presentation to Council was delivered at the February 12, 2024 Council meeting. At this meeting, Council expressed support for undertaking the Study, recognizing that the Corridor is located in a strategic area of the Township and positioned to meaningfully support community building and economic development objectives, including those related to agriculture. Members of Council emphasized that planned regeneration must be considerate of the needs and aspirations of residents, businesses, and landowners within the Corridor, and that the implementing land use planning framework should strive to bring greater clarity and certainty with regards to development and redevelopment potential. While it may be desirable to plan for additional opportunities for publicly accessible lands, including open space, regard must be had for ensuring there is broad community benefit for all residents of the Township. Further, Council emphasized the importance of longer-term, more significant land use planning outcomes that would meaningfully advance regeneration of the Corridor, such as infrastructure improvements to Highway 11 and the extension of municipal servicing.

### 4.3.2 Residents, Businesses, and Landowners

Residents, businesses, and landowners were represented at the Public Open House held on November 21, 2023, as well as at the Public Workshop held on January 31, 2024. These stakeholders shared a long-term vision of a regenerated Corridor comprised of thriving local businesses, new economic opportunities, improved visual aesthetic, and a safe, efficient, and connected transportation and mobility network. Additionally:

- > Landowners expressed a strong desire for greater clarity and certainty with regards to permitted land uses and the development application process, including specific approvals or permits that may need to be obtained from relevant authorities.
- > Property maintenance and standard enforcement was identified as a priority, highlighting that some buildings and properties within the Corridor are in varying states of disrepair.
- > The extension and subsequent provision of full municipal servicing was indicated as a high priority, in particular given the location of the Corridor being in close proximity to fully serviced communities such as Bradford and Holland Landing.



- > The expansion of permitted land uses was recognized as an important contributor to regeneration. Additional use permissions for agriculture-related and on-farm diversified uses was also noted, recognizing the Corridor's location within a broader agricultural system.
- > Infrastructure improvements, and specifically those related to Highway 11, were identified as high priority to address safety concerns for motor vehicles. Improvements to controlled intersections, access consolidation, traffic calming, and the unintended use of Toll Road as a bypass were considered to be the most important considerations in this regard.
- > A role for the Township and other jurisdictions to support and advance regeneration of the Corridor was indicated. For example, this included complimentary initiatives, such as financial incentives made available to landowners and businesses, or improvements to the public realm, to encourage and facilitate development and redevelopment that would contribute to regeneration.
- > That regeneration needed to facilitate the long-term development of a destination for residents, visitors, and businesses alike, characterized by land uses that generate economic activity, achieve a high quality built form, buildings and properties that are well maintained, and improvements to the public realm that recognize the Corridor's strategic location and unique function within the Township.

Lastly, residents, landowners, and businesses who participated in the consultation activities expressed support for the Study, and an interest for continued participation in, and contribution to, the Corridor's regeneration.

#### 4.3.3 York Region

A meeting was held with York Region staff on March 8<sup>th</sup>, 2024. Subject matters discussed included transportation, mobility, motor-vehicle safety, use permissions, and water and wastewater servicing. The Region provided the following input:

- > Overall, the Region supports the long-term function of Highway 11 and recognized that certain private realm improvements may contribute to better functionality and safety, such as developing shared accesses, improving internal circulation within and between lots, and minimizing new ingresses/egresses.
- > Opportunities for future improvements to Highway 11 may be identified through the Region's 10-Year Capital Plan. As noted below, some capital works are currently being undertaken a portion of Highway 11 within the Corridor.
- > There may be an opportunity for a reduction to the planned 45.0m right-of-way of Highway 11. This would need to be achieved throughout the entirety of Highway 11 within the Corridor and may not be contemplated on a site-specific basis.
- > The Region confirmed interpretation of land use permissions as contemplated by the Greenbelt Plan regarding existing uses, noting that any expansion or change in use must bring the existing use more into conformity with the Greenbelt Plan.

Lastly, the Region confirmed that expansion to an existing Settlement Area (e.g., Bradford or Holland Landing) to include Highway 11 was not being considered, and therefore the extension of municipal servicing to the Corridor was not planned within the near-term.

It is also noted that York Region is undertaking improvements to Highway 11, including the section of Highway 11 that is located within the Corridor. Improvements to the section of Highway 11 within the Corridor are being made through Summer and Fall of 2024 and consist primarily of road surface improvements. Eastern portions of Highway 11 within East Gwillimbury are also being improved through these works and consist of road surface replacements, installation of a multi-use path and new lighting, storm sewer and catch basin upgrades, and an upgrade to the intersection at the Victory Baptist Church and Yonge Green Lane Common to meet accessibility standards.

#### 4.3.4 Lake Simcoe Region Conservation Authority

A meeting was held with Lake Simcoe Region Conservation Authority on March 13, 2024. Matters discussed included the natural heritage system, water resource system, water and wastewater servicing, land uses within the floodplain, and certain policy considerations such as establishing a Special Policy Area that would provide more detailed land use planning direction for the Corridor. The Lake Simcoe Region Conservation Authority provided the following input:

- > It was noted that closed-system municipal servicing represented the least risk to public health and safety, as well as safeguarding of the natural environment. If there is no other reasonable alternative, private septic systems may be permitted within a floodplain.
- > With regards to permitting the expansion of buildings, structures, parking facilities, and uses, specific requirements apply for each in accordance with the Watershed Development Guidelines. Generally, redevelopment of a building, structure, or use within the floodplain that has been destroyed by a natural cause or fire may be permitted within 1-year, and only under certain conditions. In all other cases, development is generally not permitted within the floodplain where a building, structure, or use has ceased to exist, regardless of the time period.
- > A range of natural heritage features, water resource features, and hazard lands were confirmed within the Study Area, including wetlands, woodlands, and floodplains. Further detail is discussed in Sections 2.2.3 and 3 of this Discussion Paper.
- > The identification of certain natural heritage features, such as wetlands, would typically be confirmed through a site-specific development application.
- > Recognizing advancements in septic system technology, and a desire to protect municipal water supply from contamination, the Conservation Authority provides financial incentives for the repair, replacement, or upgrade of septic systems, subject to certain criteria.

Lastly, the Lake Simcoe Region Conservation Authority noted that certain other policy considerations, including establishment of a Special Policy Area, would require further study and analysis, only be considered under specific circumstances, and would require approval from the Province.

## 4.4 Additional Considerations

### 4.4.1 Location

The Corridor is situated in a strategic location as a major transportation corridor that facilitates the movement of people and goods at a local, Regional, and Provincial scale. Surrounding agricultural lands, including the Holland Marsh Speciality Crop Area, position the Corridor to have an important role as a contributor to the Region's agricultural and agri-food system. Its close proximity to Bradford, Holland Landing and Newmarket, as well as two GO Stations, is a contributor to the Corridor's potential for desirable redevelopment and regeneration. It is also adjacent to the Holland River, an important natural heritage and recreational resource.

### 4.4.2 Land Use Policy

Provincial, Regional, and Township land use planning documents envision a thriving and viable agricultural sector and agri-food system. The policy framework supports land uses that contribute to these objectives, including agriculture, agriculture-related, and on-farm diversified uses. The land use policy also recognizes the importance of the natural heritage system, and plans for its protection, conservation, and enhancement, while generally permitting a range of compatible land uses as well as uses legally existing when the Greenbelt Plan came into effect. Portions of the Study Area are also under the regulatory authority of the LSRCA because they are in an identified floodplain, or otherwise constrained due to other natural hazards or natural heritage features such as Provincially Significant Wetlands.

### 4.4.3 Built Form and Function

Highway 11 largely influences the built form and function of the Corridor. It is clear that existing development has historically functioned to serve the travelling public, being largely auto centric and conducive to motor vehicle traffic. This is demonstrated through large front yard setbacks, expansive surface parking, outdoor storage, and minimal landscaping. There may be an opportunity through longer-term development and redevelopment to achieve more efficient and compatible land use patterns that strengthen aesthetic quality within the Corridor and contribute to a more distinguished and unique sense of place. For example, specific built form consideration may include:

- > Site plan coordination between adjacent lands to achieve a more integrated and orderly development pattern;
- > Achieve a more activated and engaging private realm, by requiring development to be located in closer proximity to Highway 11, while having regard for the location of surface parking and minimizing the visual impact of land uses oriented towards motor vehicles;
- > Urban design requirements that focus on improving the overall aesthetic and function of the private realm for both existing and new development, as applicable to architectural controls, site circulation, connectivity and mobility, parking areas, pedestrian and active transportation amenities, and landscaping;

- > Improvements to the public realm that contribute to the overall visual aesthetic of the Corridor, as well as its function; and
- > Recognizing key entry points into the Corridor, improving vistas of the natural environment (e.g., Holland River), and protecting natural heritage features by recognizing them as amenities and that can be safeguarded for the long-term.

Consideration will need to be given to the role of the implementing land use planning framework to contemplate more desirable built form and function outcomes. In some cases, it may be more appropriate or desirable for the Township to consider other tools to achieve this that would be applicable to development and redevelopment, including Urban Design Guidelines, for example.

#### 4.4.4 Development Standards

The development standards applicable to the Corridor are largely regulated through the applicable zones of the Countryside Zoning By-law, as detailed in Section 3.4.2 of this Discussion Paper. However, the current zone standards for lands abutting the Corridor may not be appropriate for redevelopment that achieves more desirable built-form and function outcomes that would otherwise contribute to regeneration. For example, the standards could be modified to permit buildings and structures to have a better relationship with the public realm through reduced yard requirements, restricting the location of surface parking, or heightened landscaping requirements.

#### 4.4.5 Natural Heritage

There are many natural heritage resources within the Corridor, as has been detailed in this Discussion Paper. While in some ways this may restrict development and redevelopment opportunity, it does represent an important asset that not only needs to be protected but should be enhanced and could be recognized as an opportunity to contribute to the regeneration of the Corridor. The protection and enhancement of natural heritage resources within the Corridor as required by Provincial, Regional, and Township land use planning documents will need to be carried forward through the implementing land use planning framework.

#### 4.4.6 Parks and Open Space

Despite the Corridor's close proximity to the Holland River and abundance of natural heritage features that are present, there is limited public or private open space. Planning for additional opportunities for public or private open space, in particular in proximity to the Holland River, would represent a strategic opportunity to support broader regeneration objectives of the Corridor.

#### 4.4.7 Signage and Wayfinding

Private signage associated with businesses along the Corridor is generally in a pylon or façade format. Overall, business signage would benefit from updating or replacement with specific consideration for creating a more visually appealing aesthetic, while achieve more effective business promotion. There are also few, if any, wayfinding features within the Corridor, despite that it functions as a strategic gateway into the Township and between adjacent communities. New public signage, including wayfinding signage



and gateway features, contribute to a more distinct identity for the Corridor and create a unique sense of place.

#### 4.4.8 Transportation and Mobility

Highway 11 has significant influence on the form and function of the Corridor. It is a major thoroughfare and facilitates the movement of a significant volume of people and goods on a daily basis. It is essential that the planned function of Highway 11 is recognized and maintained. Further, the rail corridor serves an important function as the primary regional transit corridor connecting Simcoe County and western York Region to Toronto and the rest of the GTA. However, it is also a physical barrier that restricts development or redevelopment opportunities on the north side of Highway 11. Consideration must be given to rail corridor safety, in order to avoid potential hazards to life and property, and ensure the corridor continues to function uninhibited.

Given these considerations, there may be an opportunity through collaboration with the Region and Metrolinx to plan for and ultimately undertake improvements to Highway 11 that focus on improving motor-vehicle safety and efficiency, intersection improvements, traffic calming, access consolidation, construction of pedestrian and multi-modal transportation infrastructure, and coordination on any long-term transportation considerations associated with the planned Bradford Bypass and future interchange at Bathurst Street.

#### 4.4.9 Servicing

Municipal water or wastewater services do not currently extend into the Corridor, nor is this planned for in the near or long-term as detailed in this Discussion Paper. Accordingly, uses within the Corridor rely on private water and wastewater (septic) systems. The extension of municipal servicing is an important consideration when exploring future opportunity for the regeneration of the Corridor, particularly given its strategic proximity to nearby communities, including Bradford-West Gwillimbury and Holland Landing, as well as Major Transit Station Areas.



## 5 Recommendations

### 5.1 Recommended Highway 11 Corridor Boundary

The recommended boundary of the Highway 11 Corridor is shown in **Appendix C**. The boundary delineates which properties are subject to the implementing land use planning framework and has been developed in consideration of the criteria discussed in Section 4.1 of this Discussion Paper. In general, the recommended boundary includes lands that have direct access to Highway 11, may contribute to the Corridor’s long-term regeneration, and are not significantly constrained by natural heritage features, such as wetlands and woodlands.

### 5.2 Vision and Objectives

The Corridor is strategically located and would benefit from broad regeneration, but it requires a clear vision with supporting goals and objectives to achieve this. Developing a vision for the Corridor will guide the development and implementation of a Corridor-specific land use planning framework. The Corridor represents a unique land use planning context. The vision and supporting land use objectives should therefore be aspirational, building on the Corridor’s existing strengths while advancing priorities that would benefit broad regeneration of the Corridor itself. The recommended vision for the Highway 11 Corridor is:

**“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.”**

To support implementation of the Vision, the following land use planning objectives are recommended:

1. That regeneration of the Corridor represents a strategic opportunity to advance the economic development objectives of the Province, Region, and Township.
2. That given the Corridor’s proximity to Bradford and Holland Landing, as well as nearby Major Transit Station Areas, and the planned Bradford Bypass, the form and function of the Corridor may evolve over time and should be planned for.
3. Permit buildings, structures, and uses legally existing prior to December 16, 2004, to come into more conformity with the Greenbelt Plan through expansion and redevelopment.
4. Recognize opportunities for new businesses and economic development opportunities to be located within the Corridor, provided they conform to Provincial, Regional, and Township land use planning documents, and advance the envisioned regeneration of the Corridor.
5. Permit land uses that recognize the Corridor as being within a broader agricultural and agri-food system, where those uses contribute to the long-term viability and vitality of the agricultural sector.
6. Promote recreational and tourism related uses and opportunities within the Highway 11 Corridor while connecting tourism to the Holland River and the Holland Marsh.
7. Partner with the Province, the Region, and nearby municipalities to explore the feasibility of extending municipal servicing into the Corridor through future land use planning exercises.
8. 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.
9. Coordinate with the Region to undertake future improvements to Highway 11 within the Corridor that contribute the safe and efficient movement of people and goods, improve mobility and connectivity, and promote pedestrian and active-transportation infrastructure and amenities.

## 5.3 Implementing Land Use Framework

### 5.3.1 Amendments to the Official Plan and Zoning By-law

Amendments to the Official Plan and the Countryside Zoning By-law are recommended to implement the findings of this Study and meet the intent of C-SSPA-2 policies. The land use plan for the Corridor requires a robust framework to ensure that the vision and supporting objectives are realized while recognizing that there are permissions for existing buildings, structures, and uses, while there are also certain constraints on development and redevelopment opportunities that would otherwise contribute to the more near-term regeneration of the Corridor. The land use planning framework should be sufficiently

broad enough in scope to address the full range of issues and opportunities for regeneration of the Corridor, with both near- and longer-term goals and objectives.

The land use planning framework should establish the Township's envisioned land use planning outcomes for the Corridor, including permitted uses, development criteria, servicing, continued protection and enhancement of the natural environment, and built form outcomes in both the private and public realms. The policy may further contemplate tools afforded to the Township to implement the policy, including clear direction to prepare and enact an implementing amendment to the Countryside Zoning By-law. It is also recommended that an amendment to the Official Plan with regards to the Corridor provide direction for monitoring and evaluation, including the potential for future amendments.

### 5.3.2 Recommended Amendments to the Official Plan

The following amendments to the Official Plan are recommended:

1. The entirety of Policy 6.12.2, being C-SSPA-2, be deleted in its entirety and replaced with a new policy framework as detailed in this Discussion Paper. It is further recommended that to the extent feasible, the policies of the amendment work in conjunction with all other policies of the Official Plan, so as to complement the Township's current land use planning policy objectives and not otherwise frustrate interpretation and implementation. Further, a new schedule be adopted with greater resolution showing the geographic extent to which the amended C-SSPA-2 applies.
2. To the extent feasible, that the implementing land use framework apply consistently throughout the Corridor, including land use permissions, to afford equitable opportunity for landowners and businesses to benefit from planned regeneration of the Corridor.
3. That additional land use permissions are introduced, as follows:
  - a. Expressly permit existing buildings, structures, and uses as of December 16, 2004, in accordance with the Greenbelt Plan. **Appendix B** details the existing uses as of that date and may form the basis for this policy.
  - b. Establish new land use permissions for uses legally existing as of December 16, 2004, provided they bring existing uses into more conformity with the Greenbelt Plan. It is recommended that new land use permissions be based on use categories, so that the expansion of permitted uses within the Corridor is equitable. The uses may be sufficiently broad to provide some flexibility for the implementing zoning by-law, and to mitigate a need for an amendment to the Official Plan to modify a definition. Further, it is recommended that new use permissions be afforded consistently to all properties within the Corridor, including vacant properties, recognizing an intent for the Corridor to regenerate in a comprehensive, coordinated, and cohesive manner.
  - c. Permit new agriculture-related land uses, including farm oriented commercial and industrial uses, to support the promotion, protection and long-term viability and function of



the broader agricultural system. This is in recognition of the Corridor being located within the Region's broader agri-food system as a strategic opportunity to support regeneration.

4. Establish specific development criteria that may be used to assess how a proposed land use brings an existing use into more conformity with the Greenbelt Plan. Consideration may be given to criteria such as the nature of the use itself, including the scale and intensity, as well as the potential for adverse environmental impacts, how it supports the continued viability and vitality of the agricultural system, and opportunities to reacclimate lands to a more natural state.
5. Contemplate that over the long-term, the Township, in partnership with the Province and the Region, may explore the feasibility of extending full municipal servicing into the Corridor, however that until then, individual on-site servicing is preferred.
6. Expressly recognize that certain lands within the Corridor are subject to the regulatory authority of the Lake Simcoe Region Conservation Authority, and where development or redevelopment is proposed, may require an approval from the Conservation Authority.
7. Provide direction for lands within the natural heritage systems, and for lands that comprise key natural heritage features, key hydrologic features and their associated buffers, to ensure their long-term protection, preservation and enhancement, specifically having regard for policies 4.2.1 through 4.2.8, as well as 4.2.11, 4.3, 4.6.3, and 4.7.1 of Our King.
8. Establish specific policy direction regarding the protection of wellheads and groundwater recharge management from incompatible land uses, given that some lands within the Corridor are located within a Wellhead Protection Area and Recharge Management Area.
9. Recognize that the majority of the lands within the Study Area are identified as areas of archaeological potential, where development and site alteration shall be restricted until an archaeological assessment, compliant with current Provincial requirements, standards and guidelines for consultant archaeologists, determines that no resources exist or that where resources exist appropriate conservation and preservation has taken place.
10. Provide direction regarding the Township's urban design expectations within both the private and public realm, including the following matters:
  - a. Establish a more engaging, vibrant built form that contributes to a unique sense of place, while resulting in a more orderly and coordinated pattern of development;
  - b. Encourage pedestrian friendly development that facilitates pedestrian movement and connectivity throughout the Corridor, and applies principles of universal design to both the public and private realm;
  - c. Require development and redevelopment to be oriented towards Highway 11, while providing for sufficient setbacks to accommodate landscaping and associated amenities;
  - d. Promote high quality design of properties and buildings, and encourages the principles of Crime Prevention Through Environmental Design (CPTED);

- e. Have regard for sustainable development and design objectives, as may be contemplated through other Township initiatives;
  - f. Provide for improvements to the public realm, including establishing an active transportation network between Bradford and Holland Landing, new signage and gateway features;
  - g. Contemplate updates to the Township's Community Improvement Plan to provide an opportunity for financial incentives that may be made available to landowners and businesses to undertake physical enhancements to buildings, foster economic growth and rural economic development, and to encourage sound environmental design; and
  - g. Mitigate the visual impact motor-vehicle oriented land uses, including lands used for surface parking.
11. Promote improved site access and circulation that contributes to the more efficient and safe movement of people and goods, including direction for the consolidation of individual accesses, internal access between adjacent lots, heightened landscape requirements and associated features, and restricting the location of surface parking areas.
  12. Encourage long-term improvements to Highway 11 that aim to improve transportation and mobility within the Corridor, including infrastructure to support active transportation. This would necessarily require coordination with the Region, as Highway 11 is under their jurisdiction. Priorities for long-term improvements include motor-vehicle safety, traffic calming, congestion reduction, and multi-modal paths of travel.
  13. Provides specific direction for implementation and monitoring of the policy framework, including tools afforded to the Township under the *Planning Act* and other Provincial statutes, as well as undertaking additional consultation as a basis to inform future amendments.

### 5.3.3 Recommended Amendments to the Countryside Zoning By-law

The following amendments to the Countryside Zoning By-law are recommended:

1. It is proposed that amendments to the parent Zoning By-law be implemented to include new defined terms for permitted uses and associated general provisions, to facilitate use permissions in appropriate zones throughout the Countryside. For example, this may include a new definition for the term "Agriculture-related Uses", to afford some flexibility for applicants and the Township to consider uses that are not otherwise specifically defined in the Countryside Zoning By-law.
2. That certain new agriculture-related uses be permitted as of right within the Corridor lands, subject to establishing provisions to regulate the scale and intensity of the uses. These uses may include uses currently identified as agriculture-related uses in the Countryside Zoning By-law, as well as new uses, for example:
  - a. Agriculture research, development, and manufacturing: Focuses on research and development of innovative agricultural solutions that contribute to more sustainable,

efficient, and effective practices associated with production of crops, feed, and produce, or livestock operations. It may also contemplate the manufacture of supporting goods or wares that are a byproduct of the research and development activities associated with the principal use. Benefits of this proposed land use include fostering knowledge exchange, accelerating technology adoption in agriculture and creating a supportive ecosystem for agri-tech entrepreneurs.

- b. **Vertical Farming:** Vertical farming involves growing crops indoors in stacked layers or vertically inclined structures. It utilizes controlled environments, hydroponics, and LED lighting. Vertical farming can increase local food production without requiring large land areas or development, thereby mitigating potential adverse impacts to surrounding lands. Benefits include year-round access to fresh produce, job creation, support for local food security, and reduced transportation emissions due to localized food production.
    - b. **Smart Greenhouses:** Smart greenhouses integrate advanced technologies such as climate control systems and automated irrigation to optimize growing conditions and crop yields. These high-tech structures can extend the growing season, protect crops from adverse weather conditions, and minimize water and energy consumption. Smart greenhouses may promote sustainable agriculture, support local farmers, and enhance local food networks.
  3. That an “area-specific” amendment be adopted that applies to all lands within the Corridor. This approach implements an equitable lens to land use permissions and zoning regulations by applying a consistent zoning regime to the entirety of the Corridor, recognizing an intent for the Corridor to regenerate and evolve in a coordinated and cohesive manner. This approach also recognizes a desire to achieve similar land use planning outcomes for all landowners and businesses. The area-specific amendment would recognize the existing zoning established by the Countryside Zoning By-law, but modify the zoning as follows:
    - a. Establish and permit agriculture-related uses and uses demonstrated to be in more conformity with the Greenbelt Plan as-of-right, to the extent feasible;
    - b. Accessory uses that are secondary, normal, and incidental to a principal use may also be permitted.
    - c. Recognize the unique parcel fabric and existing conditions of lands within the Corridor, and implement provisions that are representative of this context, including lot and building requirements and general provisions, to facilitate development and redevelopment of permitted uses;
    - d. Implement the updated policies of C-SSPA-2 with regards to site design, including provisions that regulate setbacks, height, parking areas, and landscaping;
    - e. Consider the use of a Holding Symbol that may be applied to certain lands or uses, with conditions that recognize the applicable land use planning framework and necessary

- approval or permits that may be required as a pre-requisite for development or redevelopment. For example, this may include a Natural Heritage Evaluation, Archaeological Assessment, or Development Permit from the LSRCA;
- f. The area-specific amendment may require more detailed mapping that is contained within the amendment itself, showing specific parcels, so that future amendments that may only apply to certain lands (such as removing a Holding Symbol) can be administered effectively;
  - g. Recognizing that there are existing site-specific zones within the Corridor, it will be necessary to ensure that an area-specific zone does not conflict with site-specific zoning with regards to permitted or prohibited uses, or lot and building requirements, for example. Where a conflict is identified, it may be necessary to amend a site-specific zone or alternatively except a site-specific zone in whole or in part from the area-specific amendment.
  - h. An update to Schedules A8 and A9 would be required to show the extent and applicability of the area-specific amendment.
4. That in addition to an area-specific amendment, that “site-specific” amendments be considered as well. Site-specific amendments would modify applicable zoning to specific lands within the Corridor, as an alternative to applying to the entirety of the Corridor more broadly. This can be achieved in conjunction with an area-specific amendment, as outlined above. Site-specific zoning would modify the applicable parent zones as currently established by the Countryside Zoning By-law.
- a. Site-specific zoning may be used to recognize unique conditions on specific lands within the Corridor, including the delineation of development constraints, such as natural heritage features, or to delineate developable land and regulate the location and siting of buildings, structures, and parking areas, for example.
  - b. Site-specific zoning may also be desirable to recognize and permit land uses for lands within the Corridor where there may be a unique planning context, or where a landowner has expressed interest in a certain land use, and that land use is demonstrated to conform to applicable plans and policies.
  - c. Similar to an area-specific amendment, a site-specific amendment affords an opportunity to establish provisions and standards that regulate development on a site-specific basis. This provides administrative flexibility where future amendments may be required as new information becomes available through technical study, such as a Natural Heritage Evaluation, or where a Holding Symbol is removed once conditions are satisfied. Further, this enable both the Township and landowners to modify the zoning and regulations on a site-specific basis, without necessarily modifying the area-specific amendment or the parent Countryside Zoning By-law.



- d. Recognizing that there is existing site-specific zoning within the Corridor, it will be necessary to ensure that any new or updated site-specific zoning that is introduced does not otherwise conflict with the existing zoning.
- e. An update to Schedules A8 and A9 would be required to show the extent and applicability of a site-specific amendment.

Any modification to applicable zoning within the Corridor would specifically benefit from consultation with landowners and businesses. In this regard, it is recommended that once prepared, a draft of the updated zoning regime be consulted be broadly consulted on.



## 6 Conclusion

It is recommended that an implementing amendment to the Official Plan and Countryside Zoning By-law be prepared and presented to the public for review and comment. These include:

1. A recommended boundary of the Highway 11 Corridor lands, as shown in **Appendix C**.
2. A recommended Vision statement to guide implementation of the Study findings, supported by several land use objectives.
3. An amendment to the Our King Official Plan that contemplates permitted uses, development criteria, built form outcomes, protection, and enhancement of the natural environment, including water resources, and direction for implementation.
4. An amendment to the Countryside Zoning By-law that may establish new land use permissions, and associated definitions and regulations, as well as provisions to control development such as Site Plan Control or Holding Symbols.

This Discussion Paper has explored the existing conditions and policy context of the Corridor. It has also discussed key considerations to advance the objectives of the Study and offers several recommendations with regards to an implementing land use planning framework. The Study will continue to benefit from consultation with Council, the public, and key stakeholders, specifically in regard to the implementing land use planning framework.



# Appendix A: Consultation Summary



# Highway 11 Corridor Study Consultation Summary

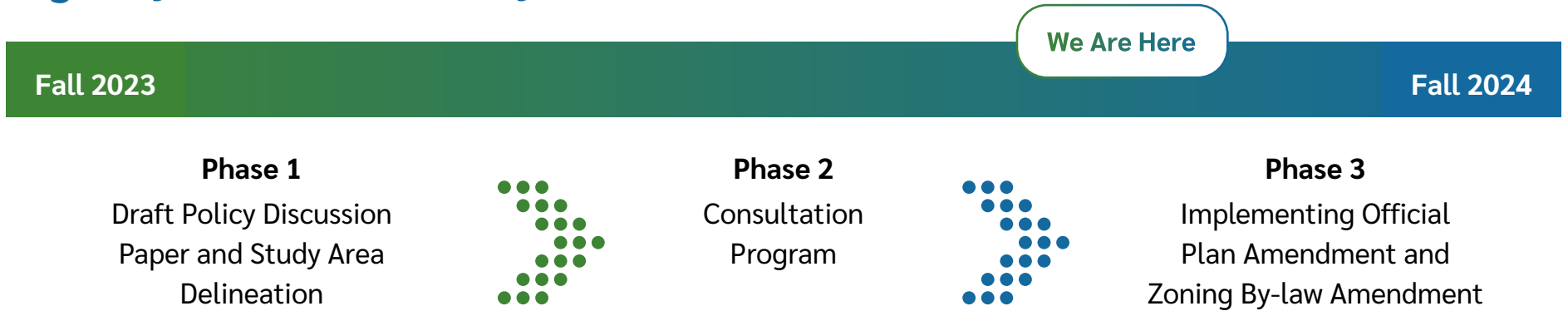


## Overview of the Highway 11 Corridor Study

The Township of King is in the process of completing a study focusing on the Highway 11 Corridor (“Highway 11 Corridor Study”), a unique area located in the northeast part of the Township. The Corridor has historically functioned as a ‘highway commercial area’ consisting of land uses that can be characterized as commercial and tourism oriented. The Corridor is recognized as contributing to a vibrant rural economy and is located at juncture of key connections to neighbouring municipalities therefore having strategic locational significance as a gateway to the Township.

The Township is undertaking the Highway 11 Corridor Study to inform an updated land use planning framework that will contribute to the regeneration of the Corridor by recognizing Township and landowner interest, while conforming to provincial and Regional land use plans and policy. A core focus of the Study is consultation with the community, landowners, key stakeholders, agencies, and Council.

## Highway 11 Corridor Study Work Plan



## Consultation Summary

### Consultation Activities

- Project Webpage (SpeaKING)
- Pre-recorded Presentation
- Technical Advisory Committee Meeting #1 (October 2023)
- Public Open House #1 (November 2023)
- Public Workshop (January 2024)
- Presentation to Council (February 2024)
- Stakeholder Meetings (March 2024)
- Technical Advisory Committee Meeting #2 (October 2024)
- Public Open House #2 (October 2024)
- Statutory Public Meeting (October 2024)

### Consultation Participation

- 900+** Webpage Visits
- 200+** Downloads of the Draft Discussion Paper
- 20+** Views of the Pre-recorded Presentation
- 60+** In-person Participants

### Who Has Been Involved?

- Council
- Township Staff
- York Region
- Lake Simcoe Region Conservation Authority
- Bradford West-Gwillimbury
- Metrolinx
- Landowners
- Residents
- Business Owners

## What We've Heard



Broad support for undertaking the Highway 11 Corridor Study



Permit land uses that contribute to new economic development opportunities



Protection and enhancement of the natural environment



Improve safety and efficiency for the movement of people and goods



Regeneration of the Highway 11 Corridor into a vibrant and engaging place



Enabling existing businesses to grow, prosper, and thrive



Recognize the Highway 11 Corridor as an opportunity to support the broader agricultural system



Achieve a high quality built form that will contribute to regeneration and economic development





# Appendix B: Existing and Proposed Land Uses

## Appendix B – Existing and Proposed Land Uses within the Highway 11 Corridor

Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
<b>Overnight Accommodation Land Uses</b>							
1	20650 Highway 11	Riverview Inn & Restaurant	Riverview Inn & Restaurant	Building currently used as a restaurant, had previous motel and overnight accommodation uses in building and accessory buildings. Surface parking area.	Floodplain, meanderbelt, shore erosion and shoreline hazard, Provincially Significant Wetland, and wetland adjacent.	Rural Commercial RC), and Greenbelt Natural Heritage (GNH)	Existing uses, agriculture-related uses, commercial uses, office uses, and accessory uses that are normal and incidental to the principal use.
2	20590 Highway 11	Bradford Inn	Bradford Inn*	Building is used as a motel, with surface parking area.	Floodplain, shore erosion, shoreline hazard, wetland.	Rural Commercial RC), and Greenbelt Natural Heritage (GNH)	
3	20570 Highway 11	Motel/Hotel	The Comfort Inn*	Building is used as a motel, with surface parking area.	Floodplain, shore erosion, and shoreline hazard.	Rural Commercial RC), and Greenbelt Natural Heritage (GNH)	
<b>Automotive Oriented Land Uses</b>							
4	20620 Highway 11	Automotive sales until 2014.	Budget Motors Big Texas BBQ Chill Out Rentals	Surface parking area, mobile office trailer.	Floodplain, shore erosion and shoreline hazard, wetland adjacent.	Rural Commercial RC), and Greenbelt Natural Heritage (GNH)	Existing uses, agriculture-related uses, commercial uses, light

Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
5	20440 Highway 11	Automotive use (undetermined)	Elliott's Towing & Storage*	Surface parking area, office building.	Not applicable. The entirety of the site is disturbed.	Rural Commercial (RC)	industrial uses, office uses, and accessory uses that are normal and incidental to the principal use.
6	20420 Highway 11	Automotive use (undetermined)	Napa AutoPro, D.D Eagles & Sons Inc.*	Surface parking area, retail building.	Almost the entirety of the site is disturbed, except for the southeast corner.	Rural Commercial (RC)	
7	19990 Highway 11 19960 Highway 11 19940 Highway 11	Broadway Auto Sales  Subject to site-specific By-laws 1993-60, 1986-125 and 1981-134.	Broadway Auto Sales* Also Auto Credit Ontario and King Auto Sales & Finance	Office building, sales centre, surface parking area, open product display (automotive vehicles).	Largely disturbed, except for the rear portions of 19990 and 19960 Hwy 11. 19940 is entirely disturbed.	Greenbelt Natural Heritage (GNH), Exception 119, 29, and 67	
8	19870 Highway 11	Bray's Fuels Ltd.*	Bray's Fuels Ltd.*	Office building, surface parking area.	The entirety of the site is disturbed, except for portions to the west and south.	Greenbelt Natural Heritage (GNH), Exception 90	
<b>Commercial Land Uses</b>							
9	20550 Highway 11	Restaurant	BAR-B-Q King*	Building used as a restaurant.	Floodplain, shore erosion, and shoreline hazard.	Rural Commercial (RC), Greenbelt Natural Heritage (GNH), Exception 100	Existing uses, agriculture-related uses, commercial uses, office

Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
10	20520 Highway 11	Commercial greenhouse	Commercial greenhouse, vacant	Commercial greenhouses.	Floodplain, shore erosion, shoreline hazard, wetland.	Rural Commercial (RC), Greenbelt Natural Heritage (GNH), Exception 100	uses, and accessory uses that are normal and incidental to the principal use.
11	20400 Highway 11	Outdoor storage and building supply and equipment depot	Kar-Los Building Supplies*	Office and retail building, outdoor storage.	Entirety of the site is disturbed. 100% disturbed, including lands within the Environmental Protection (EP) Zone.	Rural Commercial (RC), Environmental Protection (EP), and Greenbelt Natural Heritage (GNH). Exception 57	
12	20080 Highway 11	Automotive service station (1974-2009)	Not applicable (lands are vacant). Previously existing buildings were demolished, underground fuel storage tanks removed, and soil remediated.	Vacant.	Wetland, with the rear portion of the site becoming naturalized and forming part of the natural heritage feature.	Rural Employment Greenbelt (RMG)	
13	19910 Highway 11	Furniture manufacturing, assembly, warehousing, and retail (specific use undetermined)	Maximum Glass Works	Office building, surface parking area.	Not applicable.	Rural Employment Greenbelt (RMG)	



Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
14	20070 Highway 11	Commercial self-storage (established in approximately 2005)	Yonge St. Self Storage Inc.*	Self storage complex, including outdoor storage and surface parking area.	Wetland, with the rear portion of the site becoming naturalized and forming part of the natural heritage feature.	Greenbelt Natural Heritage (GNH), Exception 175	
15	19890 Highway 11	Vacant	Edge Performance Centre Inc.* Steyn's Garden Centre*	Office and retail buildings, greenhouses, outdoor storage, surface parking area.	Entirety of site largely disturbed, with rear portion used for agriculture.	Greenbelt Natural Heritage (GNH)	
16	20130 Highway 11	Building of undetermined use, with access to 20150 Hwy 11.	Doctor John's Car Sales* Contractors Yard	Office building, outdoor storage	The entirety of the site is disturbed, but is identified as wetland.	Greenbelt Natural Heritage (GNH), Exception 172	
<b>Vacant Lands</b>							
17	20470 Highway 11	Vacant	Vacant	None	Floodplain, shore erosion, and shoreline hazard	Rural Commercial (RC), Greenbelt Natural Heritage (GNH)	Existing uses, agriculture-related uses
18	20150 Highway 11	Vacant	Vacant	None	Wetland	Greenbelt Natural Heritage (GNH), Exception 175	
19	20036 Highway 11	Vacant	Vacant, providing access to abutting lands. Some portions used for outdoor storage.	None	Wetland	Greenbelt Natural Heritage	

Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
20	900 Toll Road	Vacant	Vacant, provides access to abutting lands	Surface parking area, boat ramp providing access to the Holland River	Floodplain, meanderbelt, shore erosion, and shoreline hazard, wetland, and wetland adjacent	Greenbelt Natural Heritage (GNH)	
<b>Residential Land Uses</b>							
21	20034 Highway 11	Residential dwelling	Residential dwelling, shared driveway via 20036 Hwy 11	Single detached dwelling, driveway, accessory structures.	Not applicable.	Greenbelt Natural Heritage (GNH)	Existing uses, agriculture-related uses
22	20032 Highway 11	Residential dwelling	Residential dwelling, shared driveway via 20036 Hwy 11	Single detached dwelling, driveway, accessory structures.	Not applicable.	Greenbelt Natural Heritage (GNH)	
23	20030 Highway 11	Residential dwelling	Residential dwelling, access via 20036 Hwy 11	Single detached dwelling, driveway, accessory structures.	Not applicable	Greenbelt Natural Heritage (GNH)	
<b>Marina</b>							
24	850 Toll Road	Marina	South Simcoe Cy Marina* Sun Simcoe Marina Inc.	Marina, accessory structures, surface parking area, outdoor storage.	Floodplain, meanderbelt, shore erosion, shoreline hazard, wetland adjacent.	Greenbelt Natural Heritage (GNH)	Existing uses, commercial uses, accessory uses that are normal and

Row	Address	Existing Use as of 2005	Current Use *(2022 York Business Directory)	Existing Development	Development Constraints	Countryside Zoning in 2022-053	Proposed Use Categories
25	830 Toll Road	Marina	Fairpoint Marine & Tackle	Marina, accessory structures, surface parking area, outdoor storage.	Floodplain, shore erosion, shoreline hazard, wetland adjacent.	Greenbelt Natural Heritage (GNH)	incidental to the principal use.










# Appendix C: Recommended Corridor Boundary





# Appendix C: Recommended Highway 11 Corridor Boundary

-  Recommended Highway 11 Corridor Boundary
-  Municipal Boundary
-  Highway 11
-  Roads
-  Railway
-  Watercourse
-  Waterbody

