

Township of King Background Review and Directions Report

Final

July 2024

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A CPPS Peer Review

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

Acronyms

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



1.0 Introduction

1.1 Planning for the Future of the Township of King

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

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

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

1.2 Purpose of the Project

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

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

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

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

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

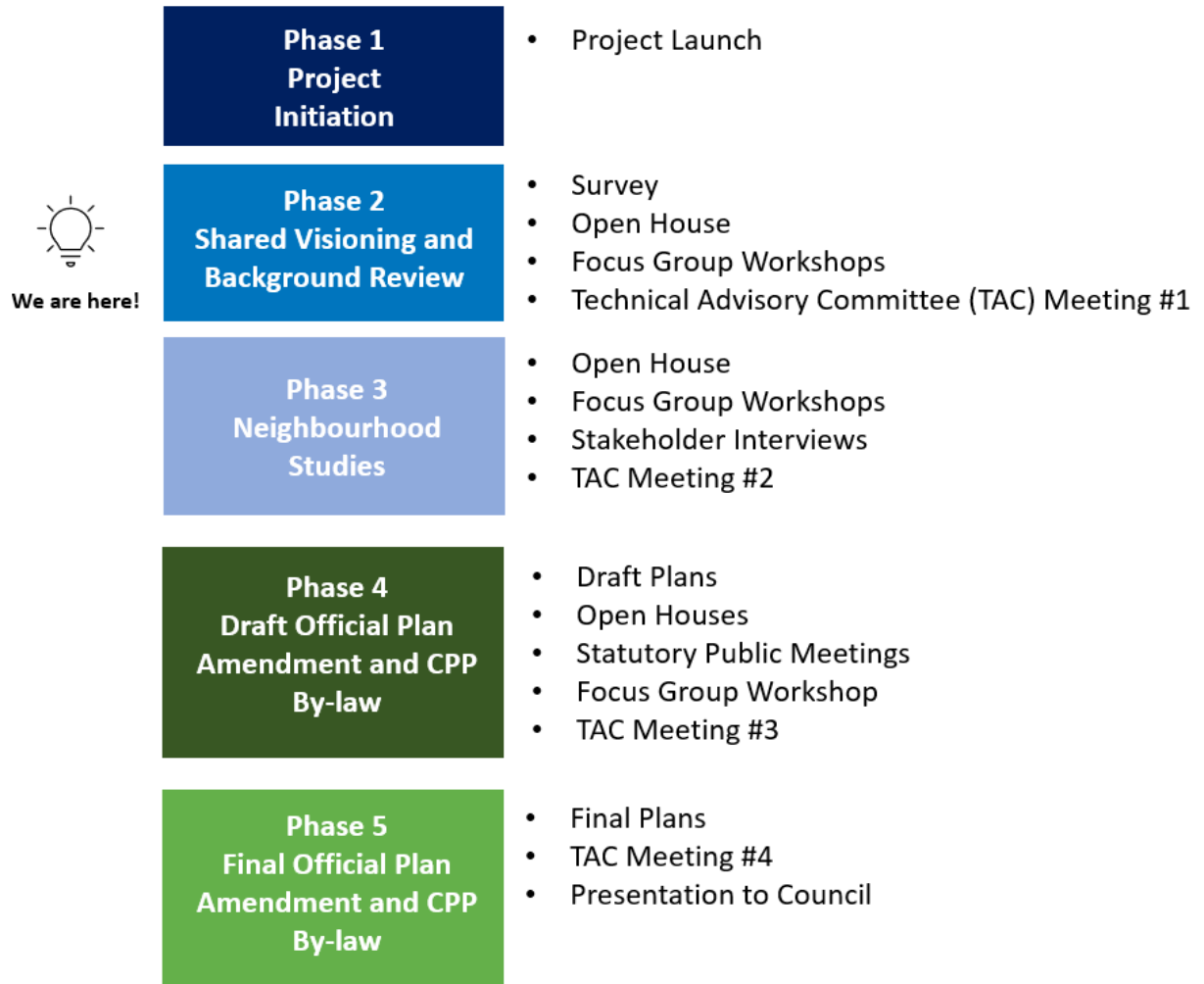
1.3 Study Process and Community Engagement

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

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

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

Figure 1-1: Project Diagram



1.4 Structure of this Report

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

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



2.0 The Township of King is Growing

2.1 Growth Context

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

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

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

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

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

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

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

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

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

2.2 Introducing a New Tool for the Township

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

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

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

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

Benefits of a CPP By-law include the following:

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

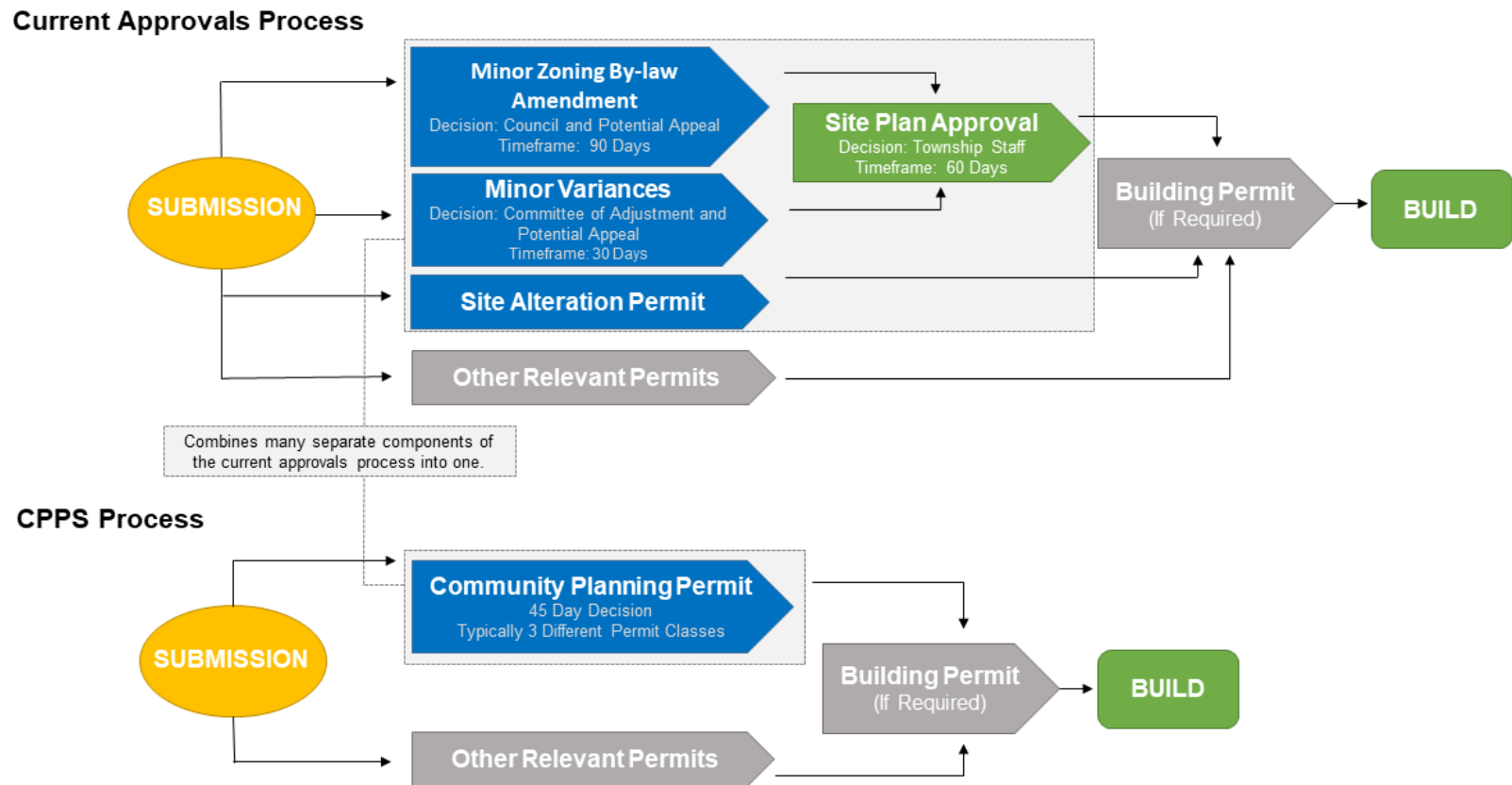
- **Can control what matters most** as the tool is more flexibly, allowing municipalities to embed critical urban design matters into the CPP By-law².
- **Ability to secure essential community needs** through identifying “facilities, services and matters,” in addition to those in exchange for height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

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

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

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

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



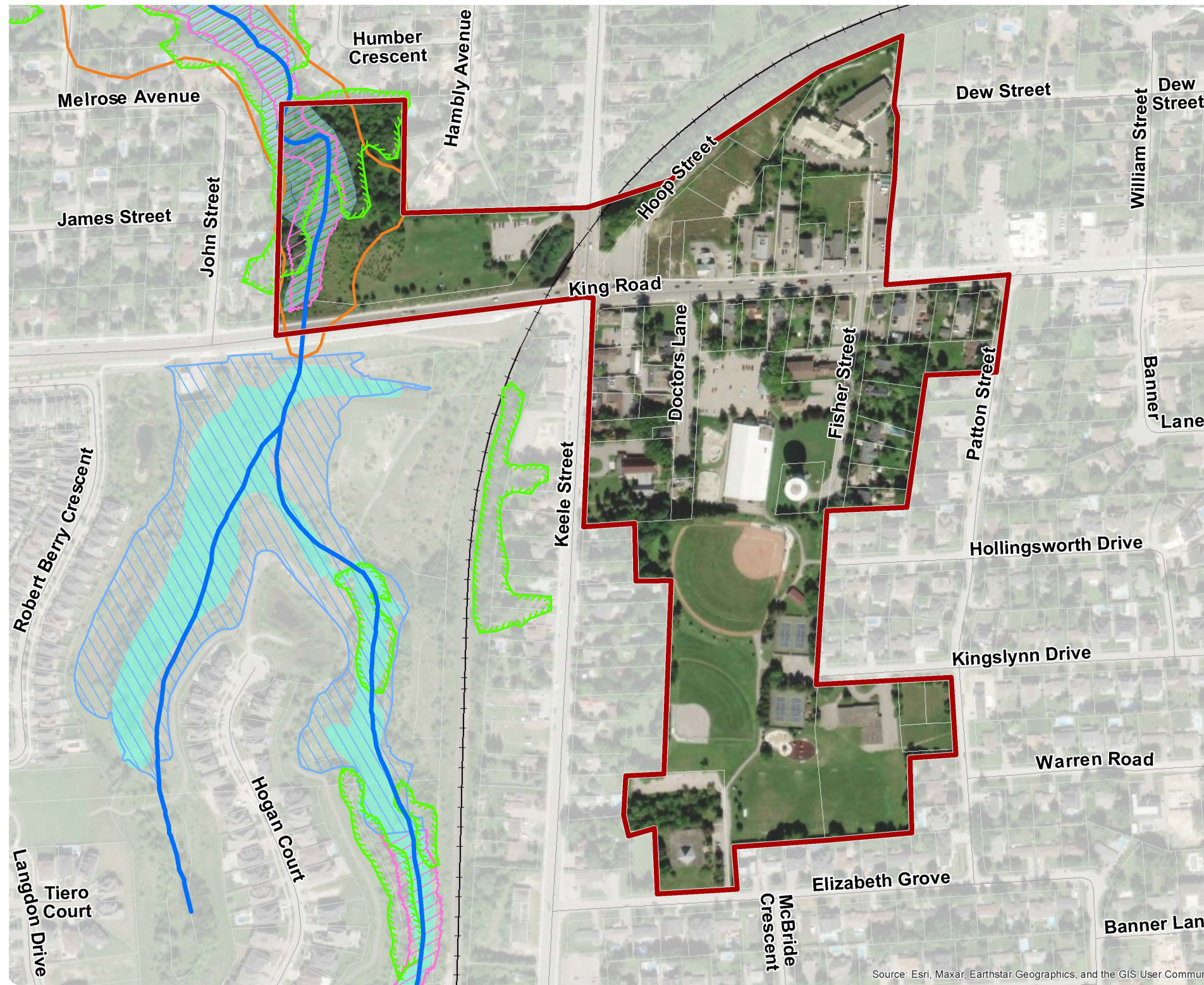


3.0 Existing Conditions

3.1 Doctors Lane Neighbourhood Plan Study Area

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

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

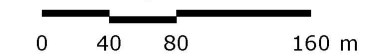


**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA

STUDY AREA
FIGURE 3-1

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

SCALE 1:3,500



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

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



PROJECT: 23-7195
STATUS: DRAFT
DATE: 2024-06-26

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

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

3.1.1 Existing and Surrounding Uses

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

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

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

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

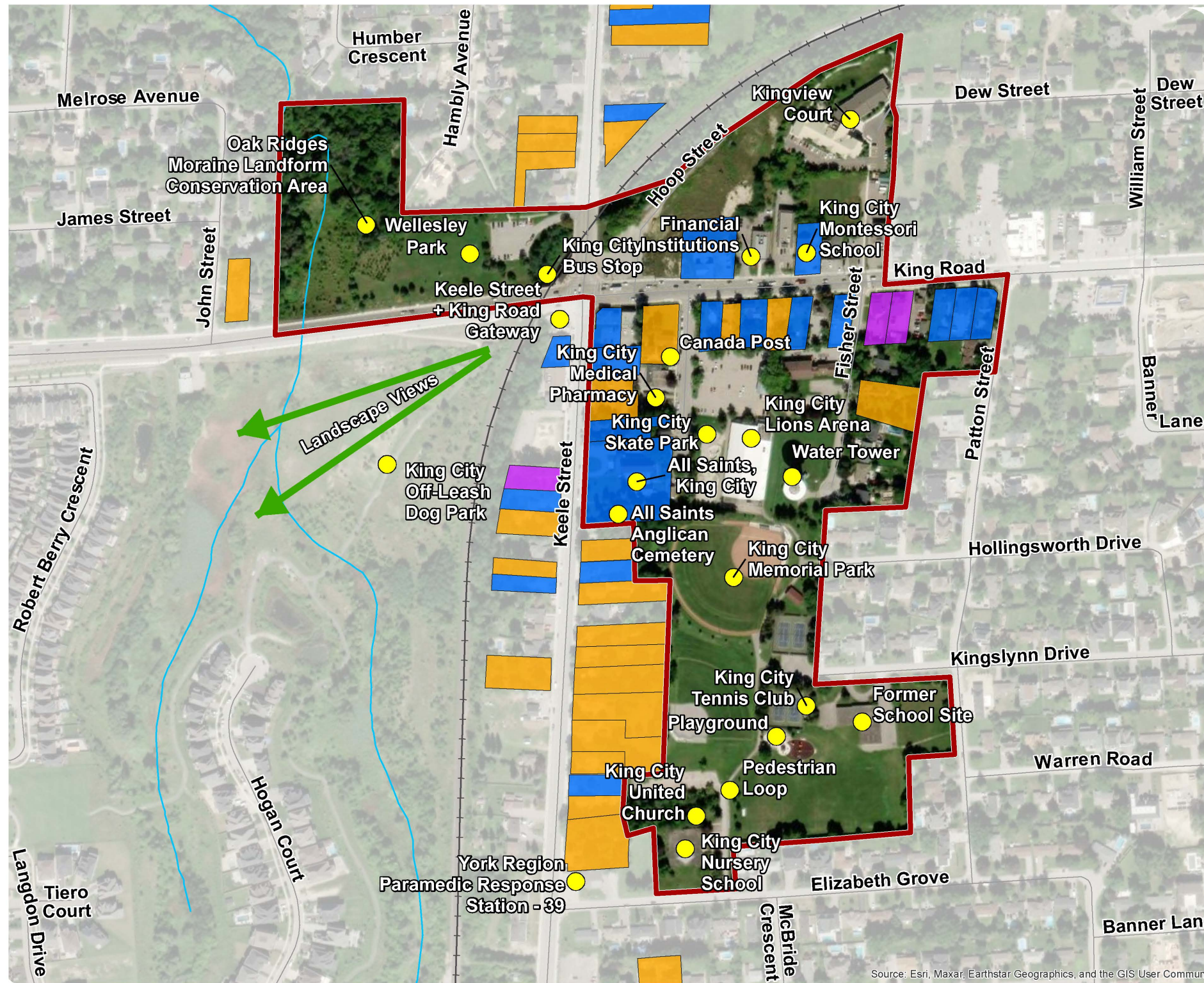
South – York Region Paramedic Response Station # 39 and the Transit Station Area/ King City GO along Keele Street.

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

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

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

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

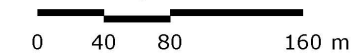


**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA

**EXISTING AND
SURROUNDING USES**
FIGURE 3-2

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

SCALE 1:3,500



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

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

3.1.2 Existing Land Use Framework

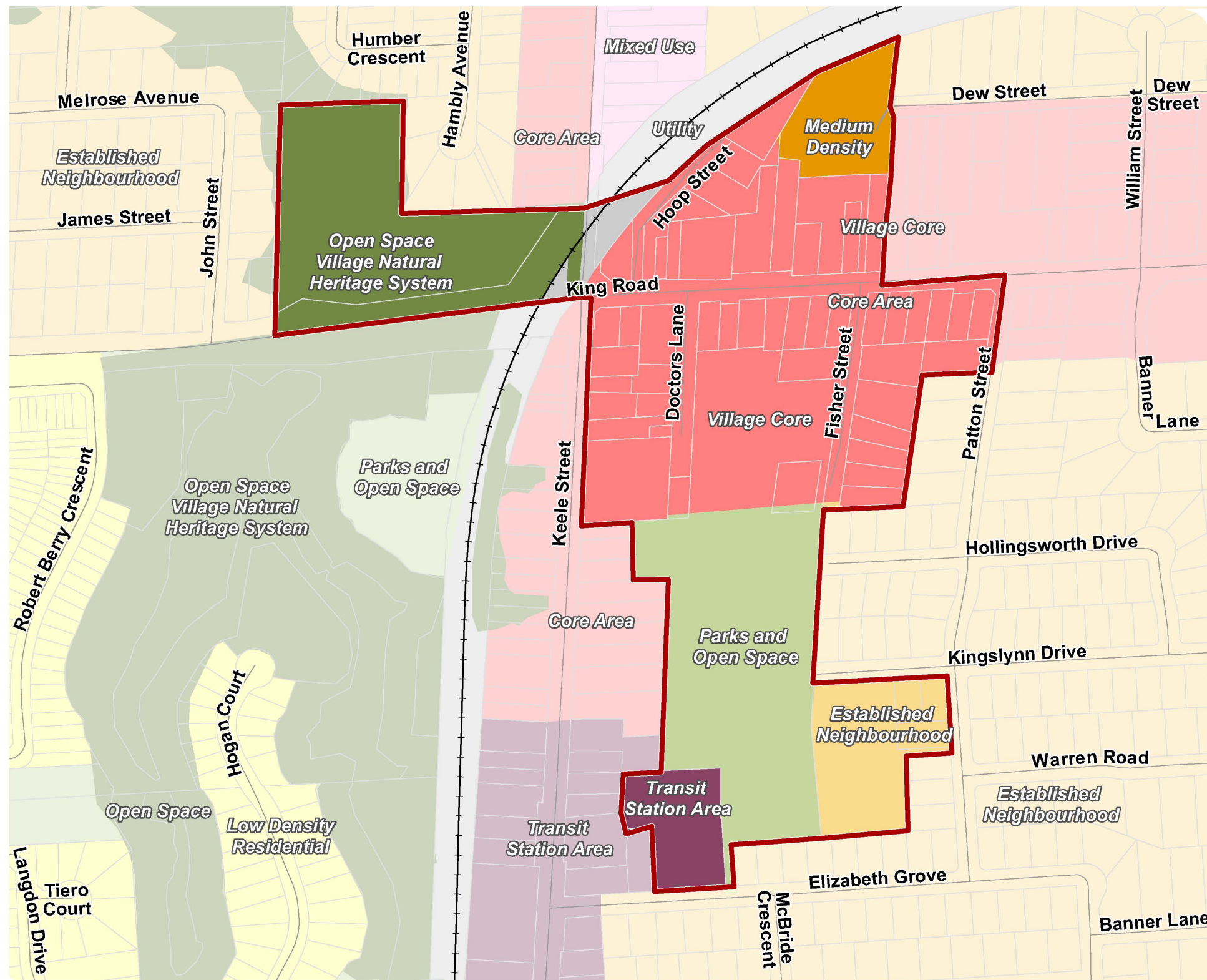
In terms of planned future uses, the Village of King City is designated as a Community Area as identified on Map 1A in the York Region Official Plan. The lands within the Study Area are designated as Village Core, Parks and Open Space, Transit Station Area, Established Neighbourhood and Village Natural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

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

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

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

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



DRAFT BACKGROUND REVIEW AND DIRECTIONS
DOCTORS LANE
NEIGHBOURHOOD PLAN AREA

LAND USE DESIGNATIONS
FIGURE 3-3

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



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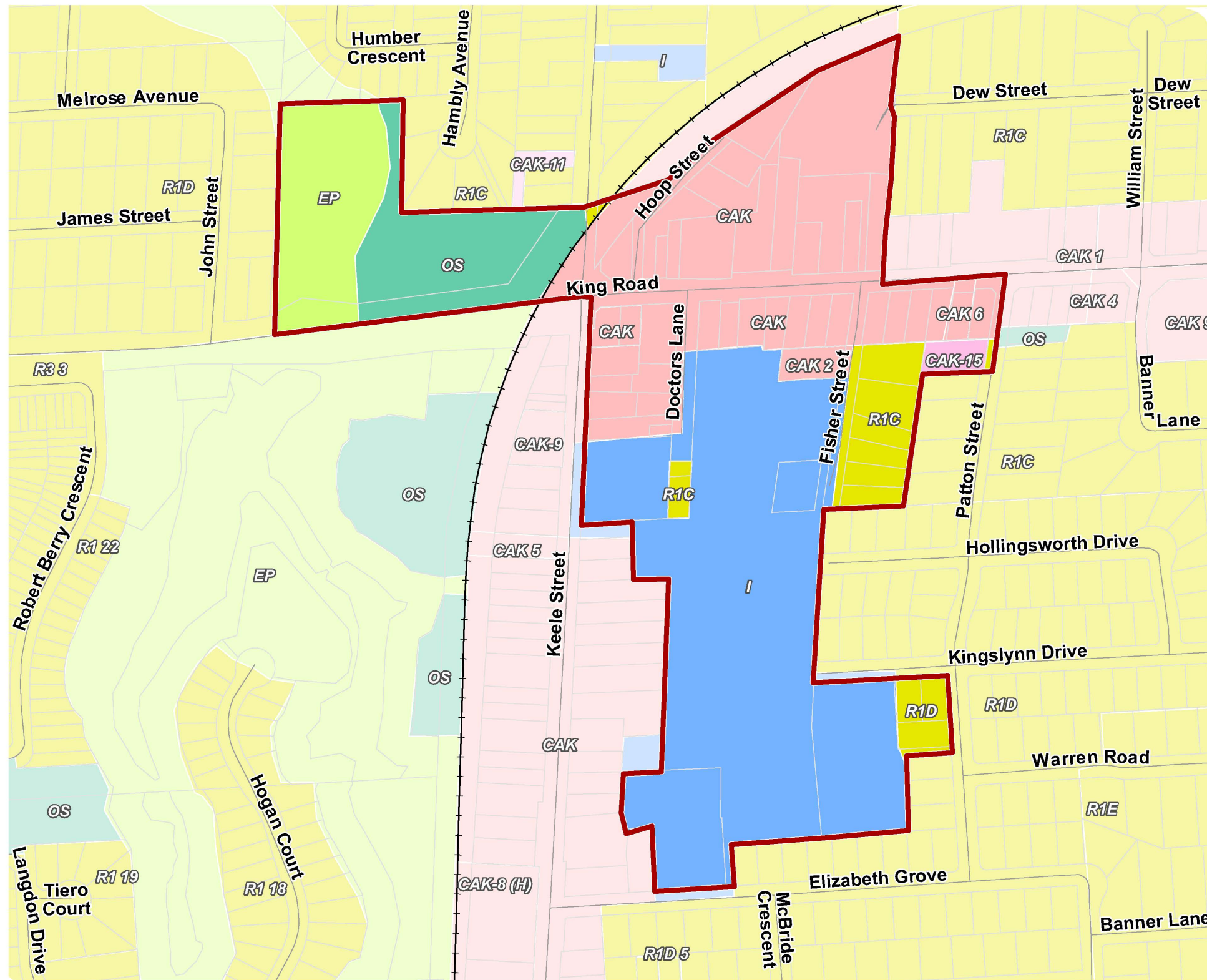
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Figure 3-4: Doctors Lane Neighbourhood Plan Area Existing Zoning



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

EXISTING ZONING
FIGURE 3-4

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



MAP DRAWING INFORMATION:
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3.1.3 Existing and Planned Transportation Network

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

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

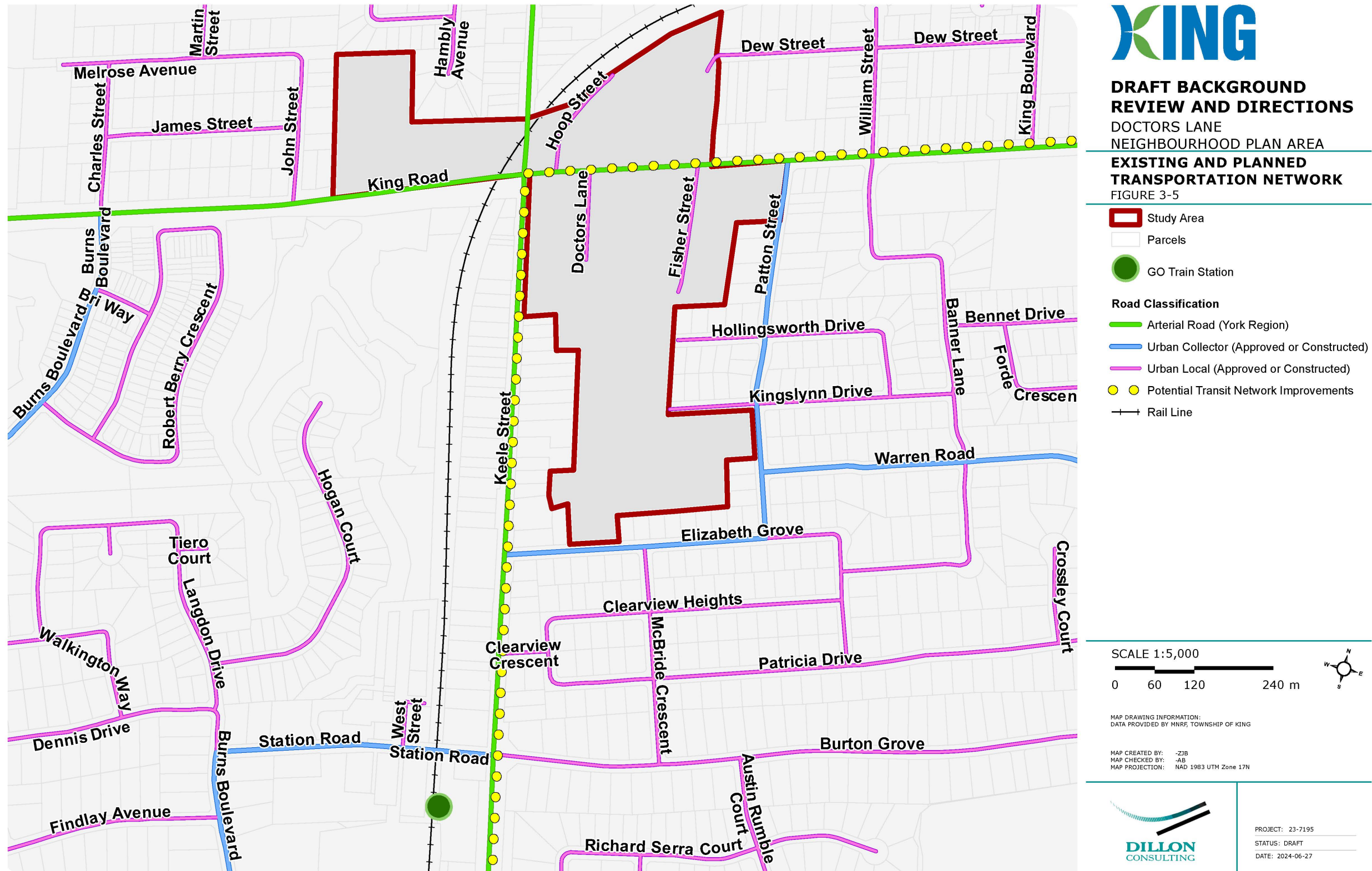
The Our King official plan provides guidance and direction for transportation planning within and around the study areas. Policy 8.5.6 and 8.5.7 provide policies for Council to work with York Region and the Province to maintain suitable networks for goods movement routes while directing heavy traffic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

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

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

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

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



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3.1.4 Existing and Planned Sewage, Water and Stormwater Infrastructure

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

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

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

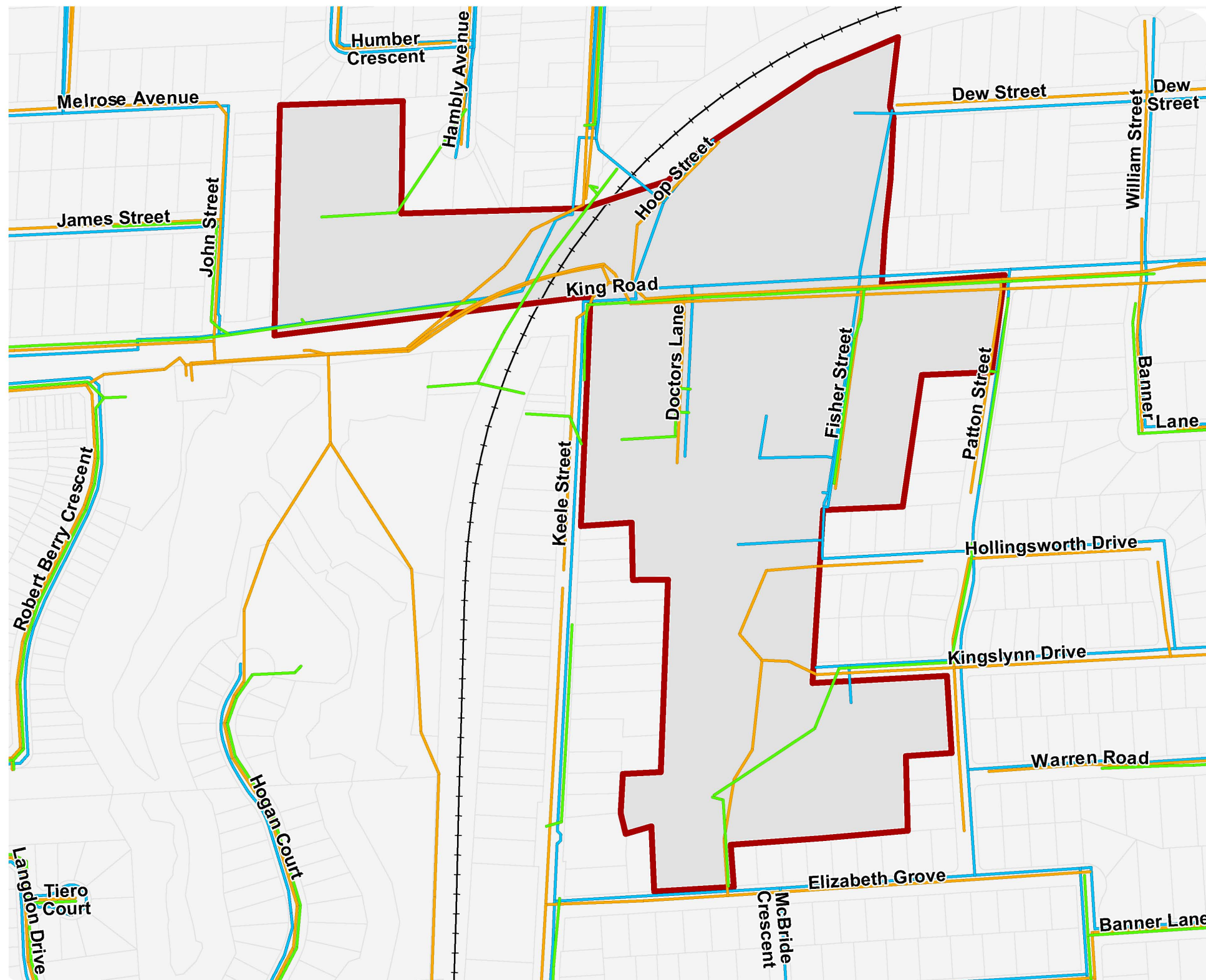
- Optimize capacity of King City Sewage Pumping Station to accommodate interim growth in King City.
- Expand King City wastewater pumping capacity and construct a new forcemain to accommodate long term growth in King City.

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

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

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

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



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

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



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

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AB
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PROJECT: 23-7195
STATUS: DRAFT
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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-6_DoctorsLane_Infrastructure.mxd

3.1.5 Key Issues and Opportunities

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

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

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

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

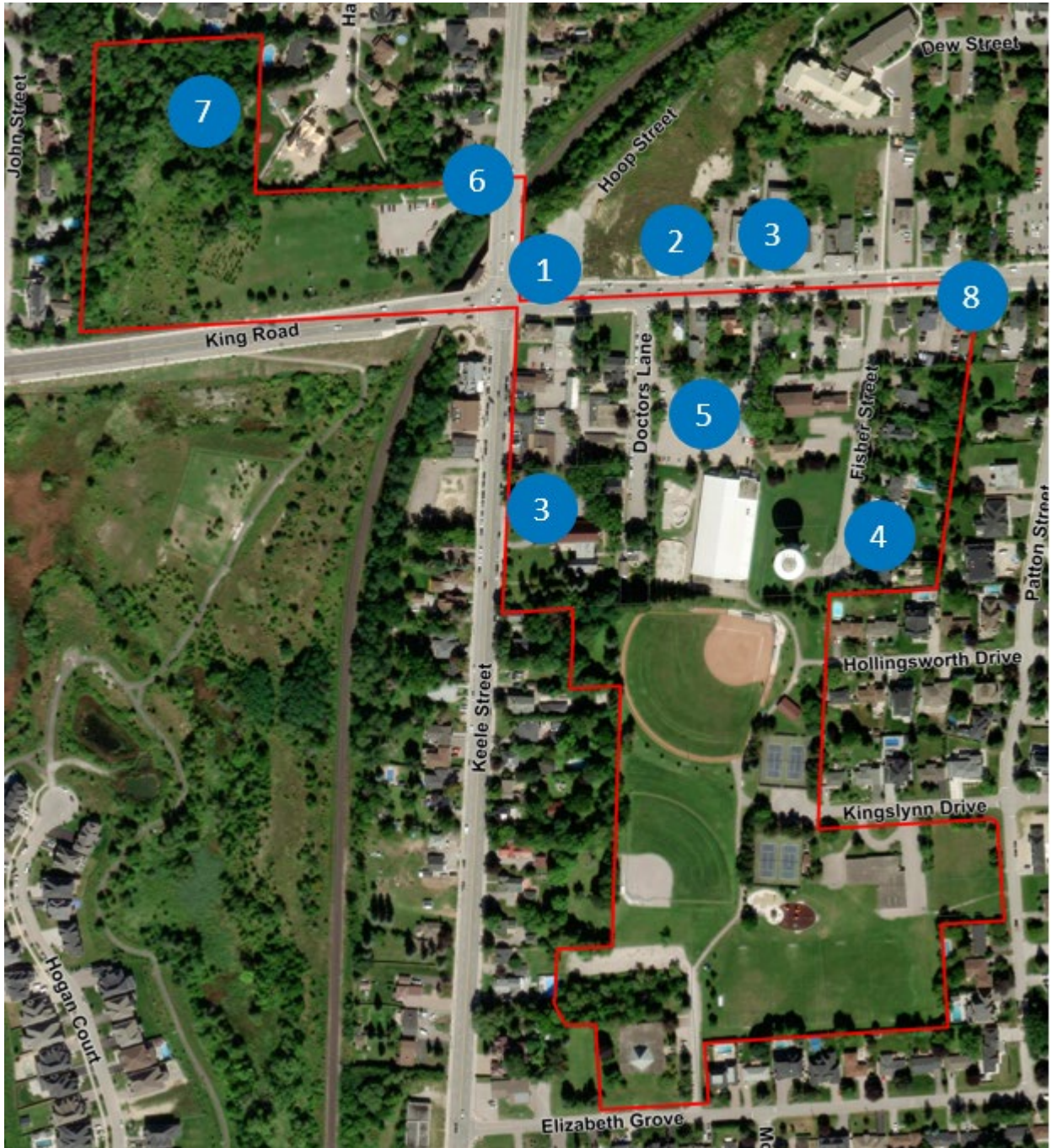
1. Safety concerns crossing the intersection of King Road and Keele Street.
2. Lack of a signalized intersection at Doctors Lane and the lack of turning lanes off King Road.
3. Above ground utilities on both King Road and Keele Street detract from the Village's character.
4. No current through roads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

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

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



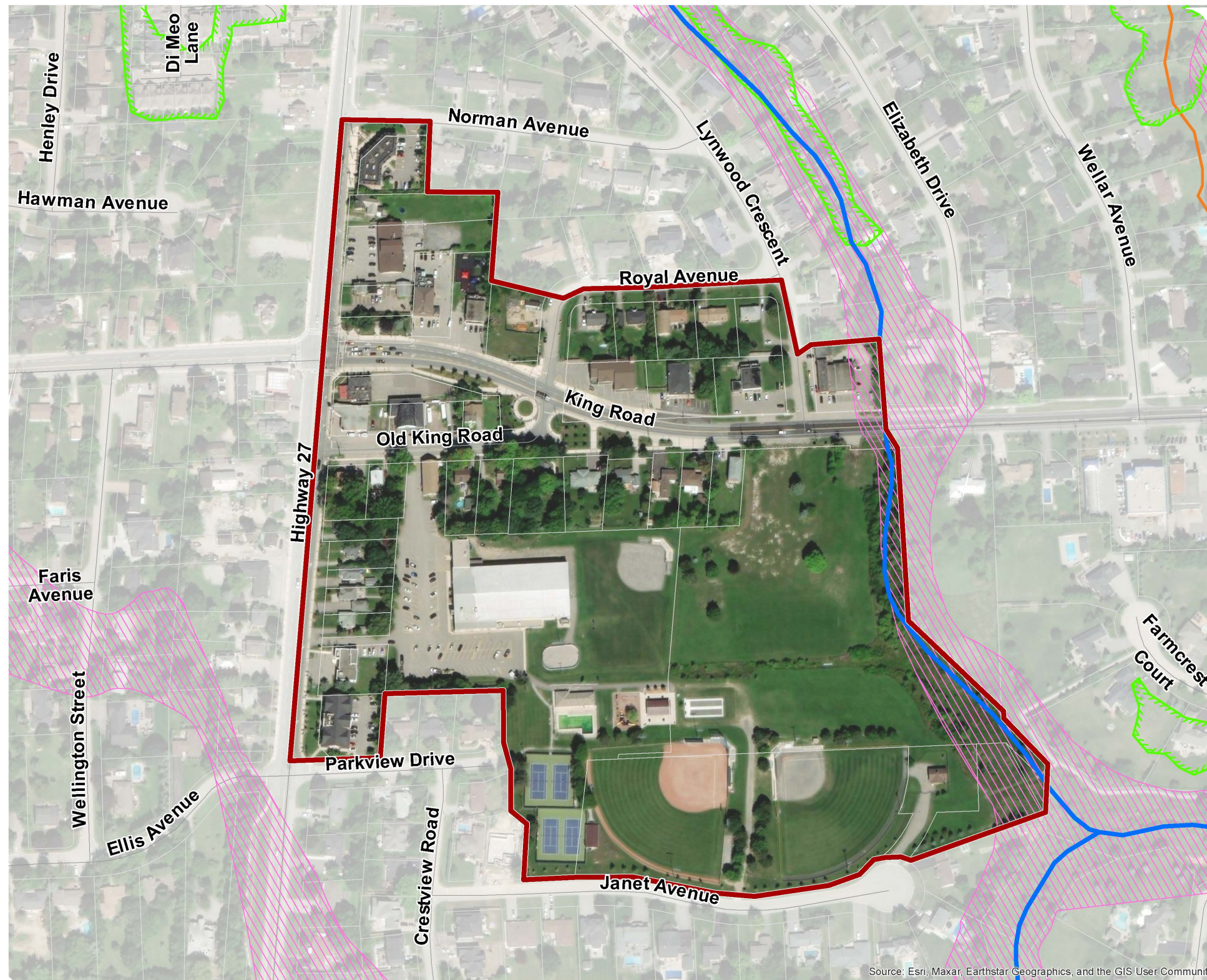
Figure 3-8: Summary of Constraints within the Doctors Lane Neighbourhood Plan Area



3.2 Old King Road Neighbourhood Plan Study Area

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

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

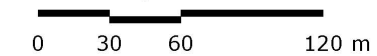


**DRAFT BACKGROUND
REVIEW AND DIRECTIONS**
OLD KING ROAD
NEIGHBOURHOOD PLAN AREA

STUDY AREA
FIGURE 3-9

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

SCALE 1:2,500



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

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AB
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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-9_OldKingRoad_StudyArea.mxd

3.2.1 Existing and Surrounding Uses

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

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

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

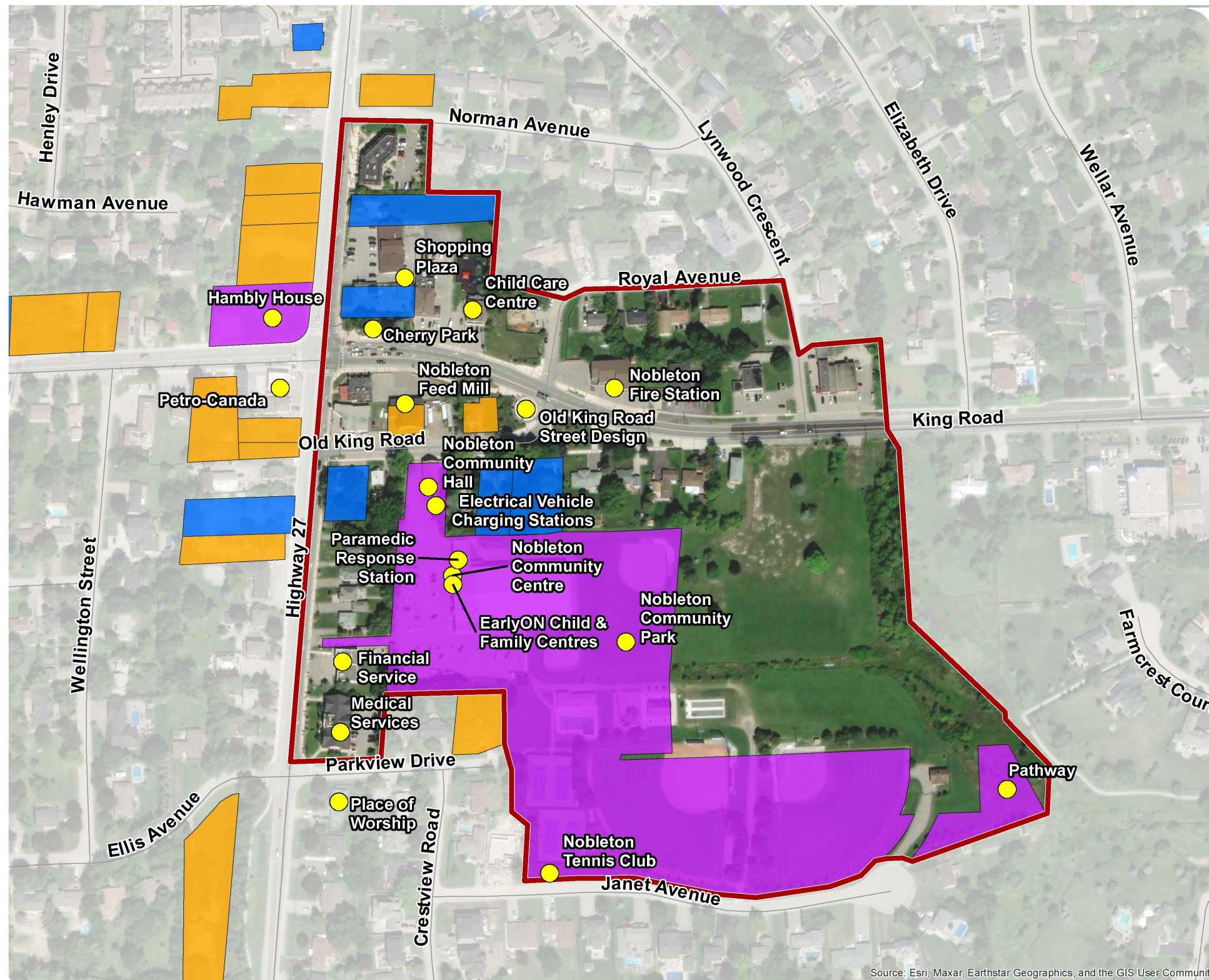
South – single detached dwellings, institutional uses, including a church, agricultural uses and an active development application for residential and employment development.

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

West – commercial uses and single detached dwellings.

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

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



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

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

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



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

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



PROJECT: 23-7195
STATUS: DRAFT
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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-10_OldKingRoad_Existing and Surrounding Land Uses.mxd

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

3.2.2 Existing Land Use Framework

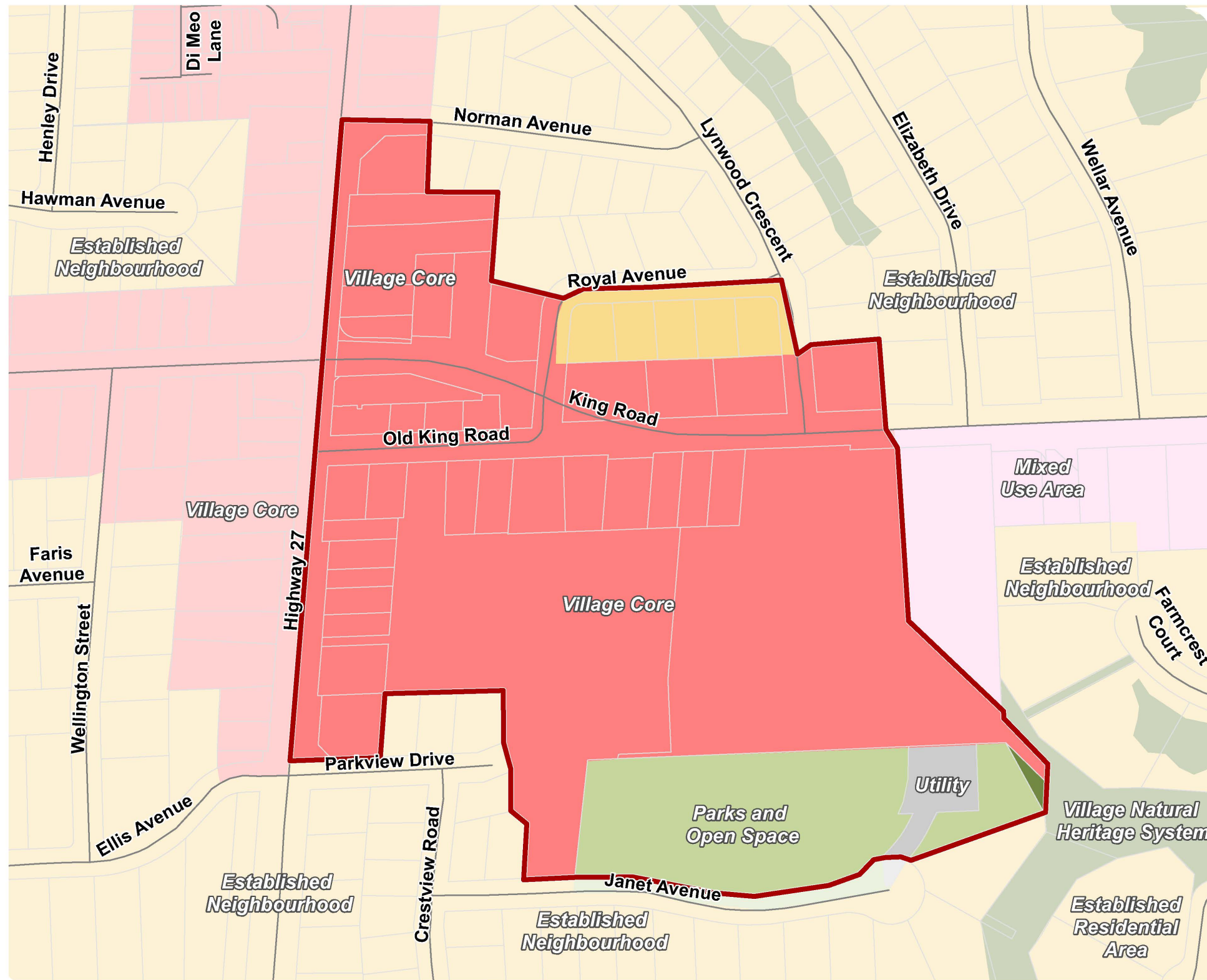
In terms of planned future uses, Nobleton is designated as Community Area as identified on Map 1A in the York Region Official Plan. The lands within the Study Area are designated as Village Core and Open Space and Parks, with some lands located in the Established Neighbourhood and Village Natural Heritage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

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

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

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

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



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

LAND USE DESIGNATIONS
FIGURE 3-11

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



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

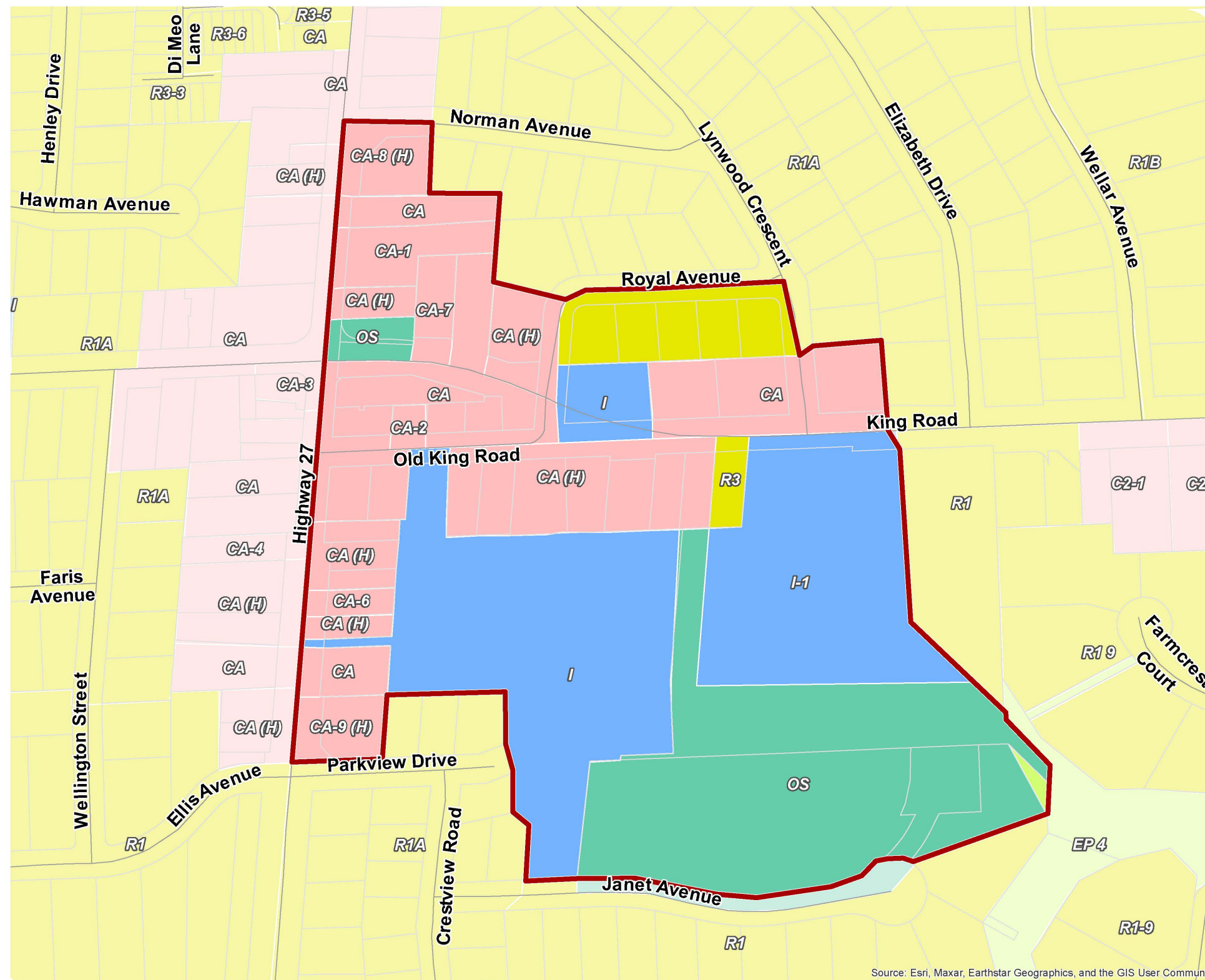
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FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-11_OldKingRoad_LandUseDesignations.mxd

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



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

EXISTING ZONING
FIGURE 3-12

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



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

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



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

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

3.2.3 Existing and Planned Transportation Network

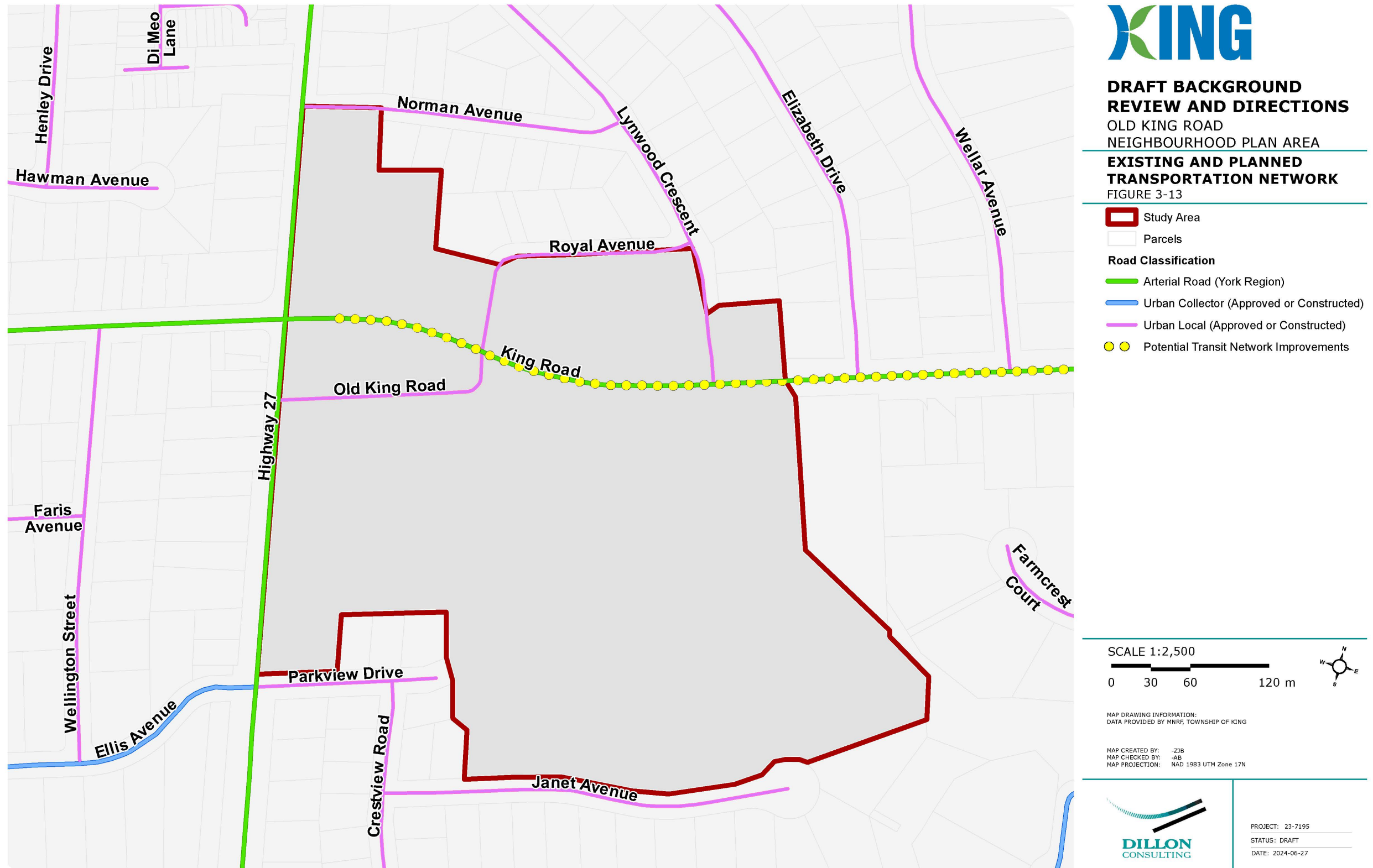
As identified on **Figure 3-13**, King Road and Highway 27 are classified as Regional Arterial Roads. The remaining roads within the Study Area are classified as Urban Collector and Local Roads. The Transportation Master Plan also identifies the potential to develop goods movement routes around Nobleton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

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

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

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

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



FILE LOCATION: K:\2023\237195\Product\Client\Background and Directions Report\F3-13_OldKingRoad_Transportation.mxd

3.2.4 Existing and Planned Sewage, Water and Stormwater Infrastructure

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

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

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

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

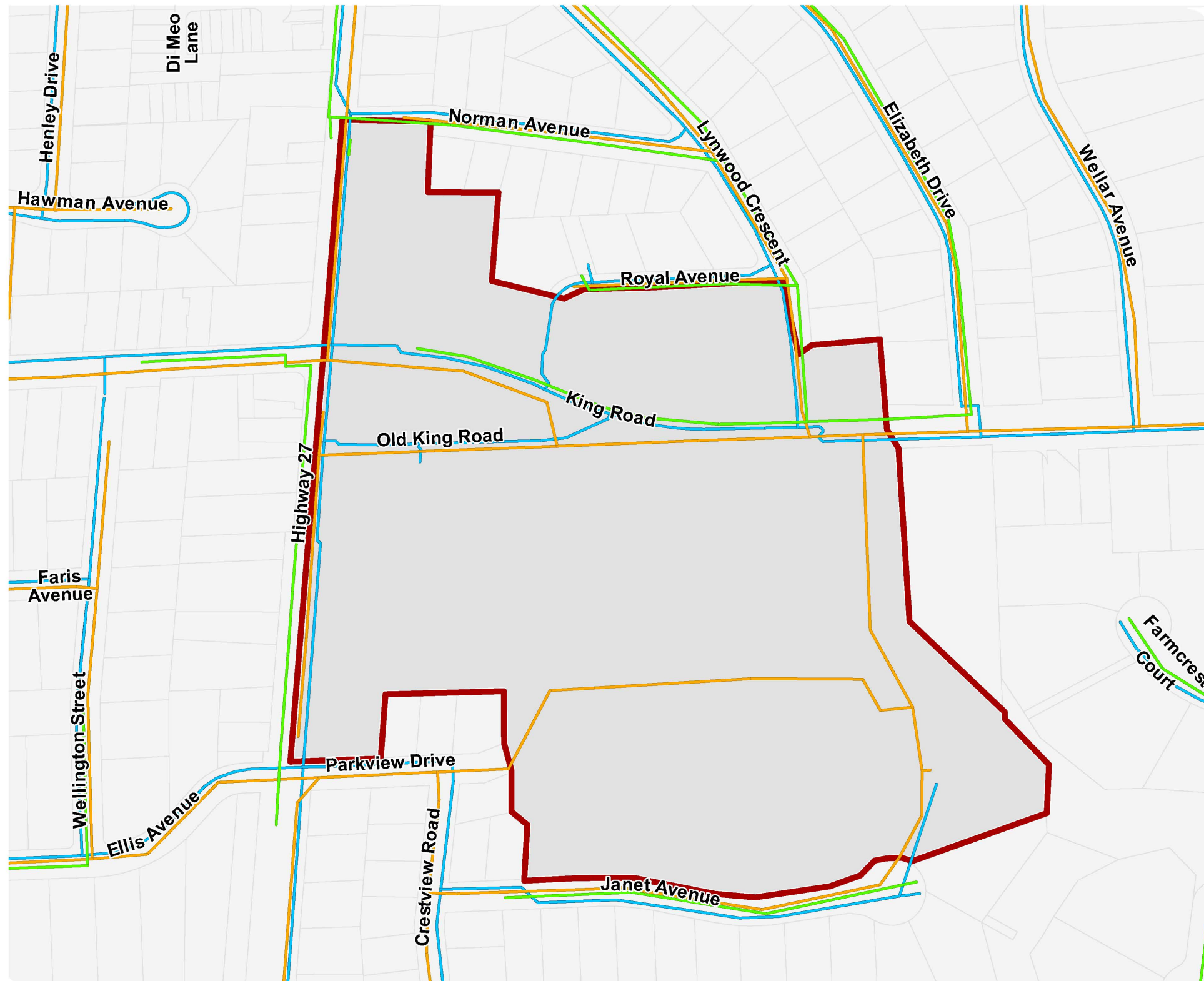
A Phase 1 Servicing Assessment has been completed by TYLin on June 10, 2024 to assess the build-out condition reserve capacities of the watermains and sewers that will service the two Study Areas. The following summarizes the outcomes of this analysis:

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

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

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

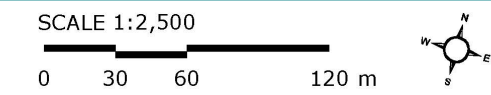
Figure 3-14: Old King Road Neighbourhood Plan Area Existing Infrastructure Network



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

**EXISTING INFRASTRUCTURE
NETWORK**
FIGURE 3-14

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



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

MAP CREATED BY: -ZJB
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3.2.5 Key Issues and Opportunities

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

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

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

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

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

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

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

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



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





4.0 Planning Context for CPPS

4.1 Provincial Legislation

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

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

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

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

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

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

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

4.2 Regional and Local Policy Context

4.2.1 York Region Official Plan (2022)⁵

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

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

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

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

4.2.2 Township Official Plan

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

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

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

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

4.2.3 Zoning By-laws

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

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

4.2.4 Urban Design Guidelines

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

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

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

4.2.5 Corporate Strategic Plan

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

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

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



5.0 CPPS Peer Reviews

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

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

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

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

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

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

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

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

5.1 Municipality of Ontario with implemented CPPS

5.1.1 Township of Lake of Bays

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

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

5.1.2 Town of Innisfil

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

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

5.1.3 Town of Carleton Place

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

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

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

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

5.1.4 Town of Gananoque

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

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

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

5.1.5 City of Brampton

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

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

5.1.6 Town of Huntsville

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

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

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

5.1.7 Other Municipalities Exploring a CPPS

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

Table 5.1: Summary of Other Municipalities and CPPS Tool

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

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

5.2 Considerations for Setting up a CPPS in King

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

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

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

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

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

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

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

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

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

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

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

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



6.0 Key Directions and Next Steps

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

6.1 Creating Neighbourhood Plans

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

6.2 Enabling Official Plan Policies

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

6.3 Drafting the CPP By-law

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

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

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

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

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

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



Appendix A

CPPS Peer Review

Township of Lake of Bays

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

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

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

Town of Innisfil

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

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

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

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

Town of Carleton Place

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

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

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

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

Town of Gananoque

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

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

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

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

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

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

Town of Huntsville

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

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

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

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

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



Appendix B

Examples of the CPP By-law Structure of Other Municipalities

Typical Structure of a CPP By-law

Introduction

- Introductory section which might include context-setting content such as community vision and goals, etc.

Definitions

- List of defined terms used throughout the by-law/policy

Administration

- Defines how the by-law is to be administered and implemented, e.g. defining classes of permit

General Provisions

- Sets out provisions/regulations which apply to all classes of development or all geographic permit areas

Specific Provisions

- Defines the nature and intent of different classes of development or broad geographic areas (or both), and the provisions/regulations applicable to each

Site Specific Provisions

- Sets out provisions/regulations which apply to specific properties (likely due to integration of former zoning regulations)

Other Content

- Other content included in the body of the by-law (e.g., built form design criteria)

Schedules/Appendices

- Mapping (e.g., defining the geographic boundaries of permit areas, policy overlays, etc.) or other content (e.g., built form design criteria)

Comparison of CPP By-laws

Typical Structure

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

Innisfil CPP By-law

- Community Planning Permits
- Administration
- Definitions
- Shoreline Permit Area
- Development Standards and Uses
- Site Specific Provisions
- Example Illustrations
- Schedule A - Maps

Lake of Bays CPP By-law

- Explanatory Notes and Context
- Administration
- General Provisions
- Community Planning Permit Areas
- Definitions
- Schedule A – Community Planning Permit Areas
- Schedule B – Natural Heritage & Hazards
- Schedules C & D
- Appendices 1 - 4

Huntsville CPP By-law

- Explanatory Notes and Context
- Administration
- General Provisions
- Parking and Loading Requirements
- Precinct and Overlay Provisions
- Definitions
- Site Specific Exceptions
- Appendices A - D

Comparison of Development Permit By-laws

Typical Structure



Carleton Place DP By-law



Gananoque DP By-law

