

PREFACE

As a resident for over 22 years I have enjoyed this community, I have raised 2 children here and have enjoyed the quite and peacefulness it has provided. We moved here to raise a family away from the hustle and bustle of city life, as a refuge from congestion and traffic inclusive of noise pollution and crime. When deciding to live here we understood this was a small town and based on its location would stay that way for a long time due to the limited traffic corridors and transportation amenities. This was and is the perfect bedroom community safe and quiet. An ideal place to raise our families and enjoy small town life.

It is important to not that I and many of my neighbours and community members recognize the need to develop our community. We all understand that our hamlet needs some well-planned development, public spaces and architectural enhancements. This is not a case of NIMBY (not in my back yard) attitudes. We do however feel that our growth and development need to be managed responsibly.

Over the last 20 years we have noticed a significant change in the traffic congestion and noise pollution within our small community, a direct result of urban sprawl within our borders and beyond. Locals and transients alike travel through our major roads and subsequently through our neighbourhoods as they seek to avoid the ever-growing congestion. The cloud of smog clearly visible along with the annoying sounds of engines and exhausts amplified music etc. If you close your eyes, you could easily mistake our major intersection for Young and Eglinton in Toronto. Crossing the street has become a dangerous affair as commuters fight for position speeding to cut each other off, pass each other from right turn designated lanes or speed to lane ends, and make right turns on reds with out stopping.

We are exposed to excessively loud modified exhaust systems violently compromising our calm small town. I have witnessed verbal and physical interactions between motorists complete with foul language and gestures.

Traffic calming measures (speed bumps) have been installed in our neighborhoods and are in ineffective, they hamper the residents more than they calm traffic. An annoying obstacle we need to deal with everyday, putting additional strain on our vehicles. I have seen children fall off bicycles and scooters as well as joggers' trip and fall when trying to navigate them. A poor and ineffective way to deal with the influx of traffic caused by unregulated poorly managed development.

This development is a big issue in town, unfortunately only a small number of residents have had the time and or energy to speak up. They have put their trust in our elected official and city staff. however, I can tell you today that the community is very concerned with our council and civil servants, there is a growing frustration. The residents are losing confidence in our elected officials and civil servants' ability to to serve the community. People are feeling marginalized and disconnected, peoples voice are not being heard, instead seems we are being subjected to idealistic plans and proposals and frankly the wishes of developers none of which address the uniqueness of our community and the issues we face today.

The proposal for the doctor's lane was positive and would be a great development however it was hampered by by the elephant in the roomtraffic and congestion and did not show the development on the west side of highway 27 i.e. condo project. . This led to some residents getting increasingly frustrated and lead to shouting and yelling in the meeting. The public is feeling very frustrated. We have

compiled a petition of residents who oppose this project and are actively canvassing our community to ensure people are aware and gain additional petitioners.

OUR LOCAL GOVERNMENT

We need our local government to be on our side and represent us. Be accountable and transparent to the constituents, we feel like your against us, this is not healthy.

- You are responsible to provide good government that enhances public trust.
- to create an effective working relationship with and between council staff and residents.
- to serve the residents of King today and tomorrow
- ensure manageable planned growth with design guidelines
- foster a climate that encourages active citizen involvement with the decision-making process.

(Posting notices in the newspaper and signs is the minimum, we should be canvassing the neighbourhood. I haven't seen my councillor in the neighbourhood in over two years)

Your code of conduct is intended to set a high standard of conduct for members in order to provide good governance and high level of public confidence in the administration of the township by its members as duly elected public representatives to ensure that they each operate from a foundation of integrity, transparency, justice truth, honesty and courtesy.

Members of council are always representatives of the township and council, recognize the importance of their duties and responsibilities, consider the public character of their function, and maintain and promote the public trust in the township.

And example of this

I attend many councils meeting, and it seems that we frequently amend or change zoning to accommodate builders and developers seeking relief from zoning by laws. A recurring theme of reduced setbacks, less green permeable etc. the result is large homes on smaller lots closer together with driveways that don't meet the parking needs of the homeowners who subsequently expand their driveways onto front lawns making our new subdivisions unsightly parking lots. This is never policed by our by law officials whom frankly are overwhelmed and cant meet the needs of our community. They don't actively patrol and only respond to complaints or inquiries from homeowners .

Our Growth Management Department needs to "manage development in a responsible manner and not aid in development that will hamper our existing constituents or lead to unsightly neighbourhoods.

We mut learn from the mistakes of other municipalities who have crippled their communities with over building and saturated their neighbourhoods causing unbearable traffic, unsightly neighbourhoods and less than ideal living conditions. we have the land mass to provide adequate building and traffic solutions that benefit everyone.

repeating the same thing over and over and expecting different results is the definition of insanity. Stop the madness.

THIRD PARTY CONSULTANTS

With our community growing frustration and lack of confidence in our elected officials and civil servants we have solicited several Planning consultants, Traffic consultants, Architects and Engineers to help us push back on the proposed development . We have been unsuccessful in retaining anyone. It seems no one will take on the project because in their words” it would compromise their relationships with city officials” and compromise their ability to get work from developers”

we are power less and marginalized.

PROVINCIAL PLANNING STATEMENT 2024

The vision,

To prioritize compact and transit supportive design where locally appropriate optimizing investments in infrastructure which will support convenient access to housing and long-term prosperity and well being of residents. To promote mutually beneficial outcomes. The planning system recognizes and addresses the complex inter relationships among environmental, economic, health and social factors in land use planning, the relevant policies are to be applied to each situation.

The provincial planning statement recognizes the diversity of Ontario, and that local context is important. Policies are outcome oriented, and policies are flexible in their implementation. Not all policies will be applicable to every site, feature or area the policy applies to a wide range of geographical scales. Policies refer to specific areas where these features can be applied or areas exist, planning objectives need to be considered in the context of the municipality or planning area as a whole and are not necessarily applicable to specific site or development proposals.

Planning for people and homes

Planning authorities should support the achievement of complete communities by ;

- Providing transportation options with multi modal access
- Improving accessibility
- Improving overall quality of life of current and future residents
- Promoting efficiently used land infrastructure and active transportation
- Requiring transit supportive development, transit corridors and stations
- Growth should be focused where applicable, strategic growth areas inclusive of transit station areas.
- Targets for identification and redevelopment within areas based on local conditions.
- The development of designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities
- There is to be sufficient capacity in existing or planned infrastructure and public service facilities.
- Development to be identified in areas where it has been demonstrated the the infrastructure support the development are available.
- Growth areas should be planned to accommodate the support transit network and provide connection points for inter regional transit.

- Planning authorities are encouraged to promote development and identification with in major transit station areas. planning authorities may request the minister to approve an official plan amendment with a target that is lower than the applicable target where it is demonstrated that the target can not be achieved.

We have leeway with he Provincial planning Statement as per the above mentioned we cn push back and ensure we develop responsibly

LOCATION

Nobleton is distinct from other hamlets In King. We are geographically challenged regarding arterial roads and traffic circulation. We don't have a main street and thus all traffic local or other wise runs through town. King road is two lanes, highway 27 is two lanes, King Vaughn is two lanes, Mill Street is a dirt road, we have no public transit or major highways. We also don't have any room for expansion of the said roads. The current traffic and congestion are unexpectable and can not take on any additional development until other measures are in place to deal with the growing demand. This area is unique and does not lend it self to large development projects.

Schomberg in comparison has a charming main street, highway 9, access to the 400 highway, and highway 27 is a 4-lane road.

King city in comparison has Dufferin Street, Keel Street, Jane Street, King road is 4 lanes, and the highway 400, not to mention the Go train station. it important to note that Keele and King are already a street parking nightmare.

ARCHITECTURE AND SITE CONDITIONS

The proposed architecture of the building does not suit our community. it is not complementary to our rural heritage the materials and methods of construction do not resonates with our rural heritage and are clearly the more economical route. This development and the developer have little to no regard for the community as whole or in providing a building that suites the needs of the community. This project is a capitalist enterprise with the sole purpose of reaping s much money as possible, by trying to take advantage of the province additional housing initiatives and a weak planning department. The developer surely knew that this site had many limitations that would make it a challenging endeavour. Trying to force a larger development into a small site a then seeking to re zone a residential property to facilitate such an egregious project would have a negative impact on the surrounding neighbourhood and the surrounding area. I would hoped that our planning department would have highlighted these negative aspects and proposed a much smaller development that would not have a negative impact. It seems this is not the case; in fact it seems they are supporting it much to the surprise of the constituents, Entertaining zoning amendments and height increases. There should be no impact on the residential neighborhood. the building should have been designed in accordance to the existing zoning and in line with the current road condition any and all access from highway 27 if possible. It it was not feasible than a development that would reflect these challenges should have been considered. Encouraging this development and helping to facilitate this development under the guise of providing additional housing is irresponsible management and lack the professionalism we expect from our civil servants and elected officials. It's up to the developer to propose a development that meets our criteria, not on us to ensure

their projects are built to their needs. This is our community not theirs to plunder leaving us to deal with the negative consequences.

This project does not address the shortage of family housing, The project consists of 8666 sft of commercial area, 101 - 1 bedroom, 56 - 2 bedroom and 12 -3 bedroom suites. The current GTA housing market is saturated with empty one-bedroom suites while there is shortage of 2 and 3 bedroom suites available. Family housing what is required and what the provincial government is seeking. This project will not have a positive affect on the housing shortage and should not be considered as such. This is an investors project , for speculators with little regard to the neighborhood or housing.

TRANSPORTATION MASTER PLAN

The Transportation Master plan that will provide details on how the township will enhance and manage transportation structure, an essential document for how people and goods move within a community. This document will outline priorities for the townships transportation system and consider how people will move around in our communities, inclusive of walking, cycling, public transit and driving. The plan will address on how it can enhance community livability by ensure efficient options which will address congestion , safety and environmental impacts. Its understood that the plan will look at a multi model approach, by improving roads, side walks, bike lanes and public transit. This plan is to be completed in 2025. As part of the study it is understood that the plan will Assess current conditions, evaluate current transportation conditions and develop supporting policies to support network improvements. The plan will offer recommendations to address the townships most pressing needs considering growth existing and future conditions.

Apparently public input is at the core of developing the transportation Master Plan. Unfortunately, doesn't seem like it , we keep on allowing for unmanaged development with little regard to the public .

The plan will address the following concerns.

- Traffic calming,
- traffic congestion,
- travel alternatives to automobiles (not sure what that could be)
- prioritizing public transit, this would take decades to realize
- major transit stations, this would take decades to realize
- strategic growth areas ad intensification corridors
- reducing green house emissions and improving climate resilience (traffic congestion?)

Would it nor be reasonable that we complete the transportation plan assess the challenges we face , implement Multi Modal solutions notable public transit and then entertain development and growth proposals ? Cart before the horse.

THE OFFICIAL PLAN - QUESTIONS AND CONCERNS

1. How does the proposed zoning application (15 Wellington in particular) enhance the unique identity of the existing adjacent neighbourhood R1A, and ensure that it remain distinct from CA zoning designation.?
2. Since only a limited amount of growth can occur in Nobleton. Has York Region as per section 5.1 of the Official Plan completed it Municipal Comprehensive Review of its Official Plan to ensure that this development can facilitate this proposal?

5.1 Official plan

“The focus for growth in the Villages will be on King City, and to a lesser extent Schomberg, since only a limited amount of growth can occur in Nobleton within the 2031 planning horizon due to servicing constraints. At the time of completing this Plan, an Environmental Assessment has been initiated by York Region to explore servicing solutions for Nobleton. It is anticipated that the growth projections for Nobleton will be reviewed in conjunction with the next upper tier conformity exercise for this Plan, once York Region completes its next Municipal Comprehensive Review of its Official Plan.”

3. What provisions have been contemplated to ensure traffic is not directed through exiting local / urban roads in Established adjacent neighbourhoods?
4. What are the intentions of the proposed development? apartment units? condominium? private ownership?
5. Has the city considered any mechanism to limit the amount of speculator purchasers, how do we ensure first time home buyers are able to purchase units to ensure development does not become a rental / Air BnB occupancy? Please note that currently all homes in established neighbourhoods are prohibited from renting out basement apartments as secondary suites. As per zoning.
6. Why is intensification slated for this site only, why not other proposed developments? This is a heritage neighborhood.
7. What is the land usage slated for current and future development within Nobleton?
 - Singles, Semis Detached, Towns?
8. Can city staff confirm lot usage of other developments slated for review or approval regarding intensification?

9. Based on the proposed residential developments on the Boynton farm, Linvest and Treasure Hill to the north, Motto to the west the proposals for the Hambsy house land and the proposal to doctors lane mixed use housing this constitutes thousand of homes. how will this development have a positive impact on traffic, congestion, and emissions.
10. The village core requirements can suggest different housing types. What other housing types have been considered or contemplated for this property which would conform to the zoning, Official Plan and context of the village of Nobleton identity?
 - Town homes, stacked towns homes, Live work units, Mixed use developments.
11. Is our planning department looking at this from a holistic perspective, looking t the community as a whole or project per project?
12. How is this zoning application in the spirit of the rich cultural heritage, and the welcoming, small town feel that defines the Township distinctive character?
13. The architecture is not indictive of any of these principles. The materials and methods of construction are clearly not in the spirit of our rich cultural heritage. How will you address these concerns, what mechanisms are available to govern what is built?
14. How is this application, planned to be sustainable communities that provide a high quality of life and maintain the small-town character that has made these communities so attractive to residents?
15. The current building access is designed in a way that encourages access from Wellington in lieu of access from HGY 27 which would require a u turn for parking garage. How will this not have a negative effect on the established neighbourhood due to excess vie traffic? Note there are no sidewalks or storm sewers or room for street parking.
16. How can public works support this entrance as it has an effect on street parking, snow removal and storm water?

Regarding section 5.3.3 of the Official Plan ‘Building Height, Massing and Treatment’

1. How does the proposed application respond positively to the overall context of the neighbourhood?
2. How does the proposed application address the height and massing of buildings to be organized to provide a logical integration and transition from adjoining properties in a manner that minimizes shadow impacts and maximizes privacy?
3. How does this application identify and incorporate, elements to enhance the amenity, cultural and natural heritage of the surrounding community? (R1A)
4. How is this application compatible with adjacent or abutting neighbourhood (R1A), and how will it enhance streetscapes, parks, and open spaces?
5. How will the massing and exterior design enhance, the character of adjacent properties (R1A) and the broader community or neighbourhood?

6. How is the enhancement of public space achieved through the design of private amenity terrace spaces?

Regarding section 5.4.3 VILLAGE CORE POLICIES

Building Height

1. The minimum height for new buildings shall be two functional storeys and the maximum height for new buildings is generally three storeys. Why is this building proposed to be over 6 storeys? There are plenty of other building types that can be considered, why is this proposal seeking the maximum?

2. With the understanding, that development up to six storeys may be permitted, provided:

- the building is located or tiered in height.

The building is only tiered on East and West elevations How does this application mitigate against visual privacy for south established neighbourhood (on look and overlook views) ?

Why does this application seek the maximum, provided other building heights should be contemplated?

3. How is this application compatible with respect to adjacent low-rise residential areas? understanding that angular planes have been implemented on east and west elevations the development does not adequately address onlook and overlook concerns (through the use of setbacks, buffers, angular planes location of windows and balconies) to minimize privacy impacts, on Northern and Southern Established lots?

4. Why have other 3 story building types not been considered for this application?

5. How will this application have minimal impact on local circulation when the design has encouraged vehicular parking access from Wellington Street. (Hgy 27 access would require a u turn to access underground parking .

Regarding section 5.5 of the official plan "ESTABLISHED NEIGHBOURHOOD DESIGNATION"

"The Established Neighbourhood designation applies to the residential neighbourhoods that have already been developed in King City, Nobleton and Schomberg, including lands previously developed for estate residential uses in King City, as shown on Schedule D of this Plan. It is a key intent of this Plan to protect the individual character of these neighbourhoods."

1. How does this application protect the adjacent Established neighbourhood character?