



**The Corporation of the Township of King
Report to Council
Public Planning Meeting**

From: Growth Management Services Department – Planning Division

Report Number: GMS-PL-2024-029

Date: Monday, October 7, 2024

Title: Highway 11 Corridor Study Statutory Meeting (File # OP-2024-04 and Z-2024-08)

File Numbers: Official Plan Amendment OP-2024-04
Zoning By-law Amendment Z-2024-08

Applicant: Township of King

Recommendations

1. That Council receive Report GMS-PL-2024-29 and refer back to Staff for a further Recommendation Report to be presented to Council following the receipt and review of all Council, public, Agency and Department comments.

1. Property Information

The proposed Official Plan and Zoning By-law Amendments apply within the Recommended Study Area Boundary (“Study Area”) for the Highway 11 Corridor, identified in Appendix A. The Study Area is located in the northeast corner of the Township along Highway 11 from Bathurst Street in the east and the Holland River to the west. Highway 11 functions as a major corridor for the movement of people and goods within York Region and beyond.

The Corridor is recognized as contributing to the rural economy and is located at a key juncture, connecting to neighbouring municipalities, and therefore having strategic locational significance as a gateway to the Township. The Corridor historically functioned to serve the travelling public, comprised of highway-commercial and service-oriented land uses, such as service stations, motels, and restaurants. In addition, the Corridor contributes to a vibrant countryside with farmland, forests, and wetlands and is in very close proximity to productive agricultural lands, including the provincially recognized Holland Marsh Specialty Crop Area.

Over the last several decades, landowners and businesses within the Corridor have experienced economic challenges, which can be contributed in part to the evolving function of Highway 11, applicable land use planning policy, presence of natural heritage features, hazard lands such as floodplains, and the planned growth of adjacent municipalities which have competed for investment and economic development.

To support a long-term strategy for the regeneration of the Highway 11 Corridor, the Township has developed a draft land use planning framework. This land use planning framework is comprised of a proposed Amendment to the Our King Official Plan for the lands identified in Schedules 1, 2 and 3 of the draft Official Plan Amendment (Appendix B), and a proposed Amendment to the Countryside Zoning By-law, By-law 2022-053 (Appendix C). The framework recognizes the applicable Provincial plans and policy, while advancing Township and landowner interest to support the redevelopment of the Corridor that is representative of its strategic location and regional function.

2. Proposal

The Township initiated the land use planning study for the Highway 11 Corridor in September 2023. The need for a land use study for the Highway 11 Corridor was directed by the Our King Official Plan. The findings of the Study offer several recommendations based on a review of applicable land use planning policy and extensive consultation. The recommendations of the Study as presented in the [Final Discussion Paper](#), dated August 2024 (“Final Discussion Paper”) are:

1. A recommended boundary of the Highway 11 Corridor, as shown in Appendix A, for which the draft land use planning framework is proposed to apply;
2. An Amendment to the Township’s Official Plan, which focuses on applying new and consistent land use permissions while protecting and enhancing the natural environment and promoting desirable built form outcomes; and
3. An Amendment to Countryside Zoning By-law 2022-53 to implement specific matters contemplated by the Official Plan Amendment, including land use permissions and provisions regulating the scale, intensity, and location of uses.

Land Use Considerations

Section 4.2 of the [Final Discussion Paper](#) explores the following five land use options, based on the applicable land use planning framework and inputs received through consultation:

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

With respect to Option 1, lands within the Highway 11 Corridor are not currently within one of King’s designated Settlement Areas. Further, existing provincial legislation does not provide a mechanism for municipalities to directly extend the Settlement Areas of adjacent municipalities, such as Bradford or Holland Landing, to include the Highway 11 Corridor lands in a municipal planning process.

For Option 2, the Highway 11 Corridor lands would need to be within a Settlement Area (as per Option 1) in order for a municipality to designate them as an Employment Area, which could establish a land use framework that permits a broad range of employment and employment-related land uses.

To support Options 1 and 2, the Township will initiate further discussions with the Province to explore Options 1 and 2, including potential legislative amendments and/or the use of Minister's Zoning Orders (MZO's) within the Corridor, and report back to Council through a separate report.

In parallel with Options 1 and 2 as outlined above, Options 3, 4, and 5 are also recommended at this time through the proposed Official Plan and Zoning By-law Amendments since they fall within the Township's legislated authority to implement in the near term under the current land use planning framework.

Revised Study Area Boundary

Since the initial Report to Council ([Report GMS-PL-2024-03](#)) and the consultation sessions in 2023 and early 2024, the boundary for the Study Area has been scoped to primarily include lands with frontages directly on Highway 11. The lands on the north side of the Corridor have generally been removed from the Study Area as those lands were not previously designated for Highway Commercial purposes under the 1970 Official Plan and due to the presence of both significant natural heritage features (wetlands and woodlands), and the GO Corridor that runs adjacent to Highway 11, which limit the development potential of the lands. However, the existing marina located on the north side of Highway 11 is proposed to remain within the Study Area as it is located directly off Toll Road, was previously designated as Highway Commercial under the 1970 Official Plan, and may have potential to accommodate additional tourism or recreational uses in the future.

Along the south side of Highway 11, most lands with frontage on Highway 11 are proposed to be kept within the Study Area. Lands on the south side that were removed from the Study Area either did not have frontage on the Corridor, had no existing development, and/or had a significant presence of natural heritage features.

Proposed Official Plan Amendment

The draft Amendment proposes an overarching vision for the Corridor and sets out land use objectives to support its regeneration. The Amendment also proposes policies to address the natural heritage system, permitted uses, areas of archaeological potential, wellhead protection and recharge management, urban design, built form, site access and parking facilities, landscaping, public realm, servicing, and transportation and mobility. The Amendment also proposes to amend Schedule E to correspond with the recommended Study Area Boundary and a new Schedule E8 that focuses on lands within the Boundary.

Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes amendments to the following Parts of Countryside Zoning By-law 2022-053:

- Part 2: Definitions;
- Part 3: General Provisions;
- Part 4: Parking and Loading Requirements;
- Part 7: Rural and Agricultural Zones;
- Part 10: Exception Zones; and
- Schedules A8 and A9.

General amendments are proposed to the By-law to add new definitions, new permitted uses, general provisions for agriculture-related uses, and new parking and loading requirements for certain agriculture-related uses. Amendments are also proposed to Part 10 of the By-law to implement the land use planning framework for the Highway 11 Corridor. These Amendments propose the development of a new area-specific exception which identifies permitted uses, lot and building requirements, and holding provisions for lands within the Corridor.

Amendments are also proposed to Part 10 of the By-law to replace the existing site-specific exceptions that apply to individual properties within the Corridor with new simplified site-specific exceptions for these lands that remove any inconsistencies and/or discrepancies between the current and proposed permissions. More particularly, these amendments impact lands that are currently subject to site-specific Exception Zones 29, 90, 100, 119, 157, 172 and 175 as shown on Schedules A8 and A9 of By-law 2022-053.

Consultation Summary

The Highway 11 Corridor Study continues to benefit from robust public engagement. To date, consultation has been undertaken with a specific focus on individuals, organizations, and agencies who may have a heightened interest in the Highway 11 Corridor. This has included Township Council, staff, residents, landowners, businesses, Indigenous communities, Metrolinx, the municipalities of Bradford-West Gwillimbury and East Gwillimbury, York Region, as well as the Lake Simcoe Region Conservation Authority (LSRCA).

The perspectives and interests from all participants have contributed to an understanding of what the priorities are for the Highway 11 Corridor and how those priorities may support long-term regeneration. Engagement has been supported through SpeaKING, Technical Advisory Committee meetings, a Public Open House, two Public Workshops, a presentation and Report to Council ([Report GMS-PL-2024-03](#)), engagement with Indigenous communities, and interested parties meetings. A second Public Open House is planned for Monday, October 7, 2024, from 3:30 to 5:30 p.m., prior to the Statutory Public Meeting being held on the same day.

3. Public Notice

The draft Official Plan and Zoning By-law Amendments have been circulated in accordance with the requirements of the *Planning Act*. Notice of the Public Meeting was mailed to all landowners within the original Study Area boundary, and to all property owners within 120 metres of the original Study Area boundary limits. Notice of the Public Meeting was also circulated to all applicable external agencies and was published in the King Weekly Sentinel.

4. Policy

A comprehensive overview of the land use planning policy framework and context for the Highway 11 Corridor Study Area is outlined in Section 3 of the [Final Discussion Paper](#). The proposed Official Plan and Zoning By-law Amendments build upon and are proposed to implement the [Final Discussion Paper](#) recommendations.

Planning Act

The *Planning Act* establishes the rules and regulations on how land use planning is conducted in Ontario. Among other things, it outlines matters of Provincial interest and enables the Province to issue Policy Statements to provide direction to municipalities on these matters. Relevant to the proposed Amendments and Highway 11 Corridor Study are a range of matters of Provincial interest, including protection of ecological systems, agricultural resources, financial and economic well-being, and planning for built forms that are well designed and encourage a sense of place. Official Plans, Zoning By-laws, and Amendments prepared in accordance with the *Planning Act* must be consistent with or conform to all relevant provincial policies and plans.

Provincial Policy Statement and Provincial Planning Statement

The Provincial Policy Statement (“PPS 2020”) provides direction on matters of Provincial interest regarding land use planning. The PPS 2020 recognizes that diverse populations, natural resources, geographies and physical characteristics, and economic activity will differ amongst different rural areas in Ontario. The lands subject to the Amendments are primarily comprised of Prime Agricultural Areas. The PPS 2020 largely restricts Prime Agricultural Areas to agricultural uses, agriculture-related uses, and on-farm diversified uses, as outlined in Section 2.3.3.1. The PPS 2020 aims to protect the long-term viability of agricultural uses by restricting lot creation and certain non-agricultural uses to specific criteria and/or not permitting them entirely.

The Province of Ontario released a final Planning Policy Statement in August 2024 (“PPS 2024”), which replaces the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). The PPS 2024 will take effect on October 20, 2024. At the time of the Public Planning Meeting, PPS 2024 is not yet in effect. However, the Final Discussion Paper takes the draft PPS 2024 into consideration. The proposed Amendments are consistent with the PPS 2020 and will be reviewed for consistency with the PPS 2024 prior to the Amendments being brought forward for recommendation.

It is also important to note that a consequential administrative amendment to the Greenbelt Plan was made on August 15, 2024. The amendment has been made so that the policies of the PPS 2020 and the Growth Plan will continue to apply where the Greenbelt Plan refers to them in order to maintain existing protections for the Greenbelt following the revocation of the PPS 2020 and Growth Plan.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides Provincial direction for a long-term land use planning in the Greater Golden Horseshoe, together with the Greenbelt Plan, and builds on the PPS 2020. The Growth Plan establishes a land use planning framework that supports economic prosperity, protection of the environment, and helps communities achieve a high quality of life. Section 3.1.3 of the [Final Discussion Paper](#) provides an analysis of the applicable Growth Plan policies. As noted above, while the Growth Plan will be replaced by the PPS 2024, the Growth Plan will continue to apply where the Greenbelt Plan refers to it.

Greenbelt Plan

The Greenbelt Plan applies to approximately 810,000 hectares of land surrounding the Greater Golden Horseshoe, and together with the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan, provides for the permanent protection of the agricultural land base, and ecological and hydrological features, areas and functions occurring in these areas.

The Study Area is located in the Protected Countryside with majority also being within the Natural Heritage System, and a portion being within the Prime Agricultural Area. The Greenbelt Plan promotes agricultural, agriculture-related, and on-farm diversified uses within the Prime Agricultural Area, and passive recreational and conservation uses within the Natural Heritage System. Otherwise, new development and redevelopment is generally restricted within these areas. However, the Greenbelt Plan does recognize land uses that existed prior to December 16th, 2004, and permits the conversion or expansion of these uses, provided it can be demonstrated that the new land use is more in conformity with the Plan. The Greenbelt Plan supports agricultural viability and protection, environmental protection, and culture, recreation, and tourism within the Highway 11 Corridor. A detailed review of the applicable Greenbelt Plan policies is provided in Section 3.1.4 of the [Final Discussion Paper](#).

The proposed Amendments have been developed to implement the policies of the Greenbelt Plan that apply to the Agricultural System, Natural Heritage System, and the Protected Countryside, including permissions for existing uses found in Sections 4.5.4 and 5.2.1 of the Plan.

Lake Simcoe Protection Plan

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

activities, including development. In general, the LSPP aims to address challenges and opportunities regarding overall aquatic life, water quality and quantity, shorelines and natural heritage features, and other associated threats such as invasive species, climate change, and human-based activities.

The Highway 11 Corridor falls within the West Holland River subwatershed. Accordingly, the LSPP establishes policies that provide direction for responsible land use and development within the Study Area. Future development applications under the *Planning Act*, including applications for Site Plan Control, will need to demonstrate conformity with the development policies of the LSPP.

South Georgian Bay Lake Simcoe Source Protection Plan

The South Georgian Bay Lake Simcoe Source Protection Plan (“Source Protection Plan”) provides long-term direction for the protection of existing and future municipal drinking water sources. The Corridor is located in the Lake Simcoe protection area and near the Holland River. The Source Protection Plan requires that the health of the Holland River, and more broadly the interconnected water systems of the Holland River, are protected and maintained over the long term.

The Amendments are required to be consistent with the Source Protection Plan and implement its policies, including the prohibition of certain land uses that represent a threat to drinking water sources. The proposed amendments to the Zoning By-law work together with the provisions of By-law 2022-053 to restrict certain uses where appropriate within the wellhead protection areas.

York Region Official Plan (as it applies to the Township of King)

The York Region Official Plan (“YROP”), as it applies to King Township, provides policy direction for growth and development in York Region, including King. The YROP became the responsibility of the Township to implement as of July 1, 2024, when York Region became an “upper-tier municipality without planning responsibilities” under the *Planning Act*. The Study Area is designated “Agricultural Area” on Schedule 1A to the YROP. The Agricultural Area is envisioned for long-term agricultural production and permit agricultural uses, agriculture-related uses and on-farm diversified uses. Policy 5.1.9 YROP also permits the redevelopment of non-agricultural land uses within the Agricultural Area, subject to certain criteria.

The YROP identifies Areas of Natural and Scientific Interest, Provincially Significant Wetlands, Provincial plan area watersheds, and woodlands, as all being located within the Study Area. The Study Area is also located on lands that are subject to the water resources system policies of the YROP. A detailed review of the YROP policies as they apply to the Study Area are outlined in Section 3.3.1 of the [Final Discussion Paper](#).

Township of King Our King Official Plan (2019)

The Our King Official Plan (“Our King”) sets out the policy direction for growth and development in King Township to the planning horizon of 2031. The lands within the Study

Area are designated “Agricultural Area” and “Natural Heritage System”, and are identified as being subject to Countryside Site-Specific Policy Area 2 (“C-SSPA-2”) on Schedules A and E to Our King.

The Agricultural Area areas include prime agricultural land, which consist of highly productive soils and is best suited for agricultural uses. Within the Agricultural Areas, a flexible policy framework is required to promote economic activity and adaptability within the agricultural economy. Permitted uses in the Agricultural Area consist of normal farm practices, agriculture-related uses, on-farm diversified uses, and agri-tourism uses as outlined in Section 6.3.2 of the Plan. Other non-agricultural uses such as conservation uses, public open space uses, a single detached dwelling, home industries, home occupations, and bed and breakfast are permitted, subject to meeting general policies for these specific uses as set out in Section 3 of the Official Plan. The Agricultural Area designation also includes policies for lot creation, which state that lot creation is not permitted, except as specifically provided for by the Plan by way of meeting specific criteria.

Portions of the Highway 11 Corridor are also identified as being within the Natural Heritage System. Within the Study Area, the Natural Heritage System is based on the limits of the Natural Heritage System of the Greenbelt Plan and contains several key natural heritage and hydrological features. Protecting and enhancing the Natural Heritage System comes with economic, social and other benefits. A healthy environment is one that will promote greater climate change resiliency and affords more opportunities for related tourism activities and recreational opportunities for residents and visitors. The Natural Heritage System policies (Section 4) of Our King ensure the protection of key natural heritage and hydrological features and to provide for their restoration and enhancement.

Proposed Draft Official Plan Amendment

The draft Amendment to the Our King Official Plan proposes to replace existing polices with an implementing land use planning framework specific to the Study Area. The framework includes a vision and objectives for the renewal of the Highway 11 Corridor as it recognizes the Corridor as a unique land use planning context within the Township.

The proposed objectives value the long-term vitality and viability of the Corridor by providing opportunities for existing uses to redevelop or expand, and by recognizing the Corridor as a strategic location for new agriculture-related uses (commercial and industrial type uses that are related to agriculture). The draft Amendment also proposes to include new policies relating to the natural heritage system, permitted uses, archaeological potential, wellhead protection and recharge management, urban design, built form, site access and parking facilities, landscaping, public realm, servicing, and transportation and mobility. These policies are to ensure that new development provides for the protection, restoration and enhancement of the natural heritage system, archaeological resources, and the agricultural system, while also providing opportunities for new development and site alteration that is safe, of an appropriate design and character, and accessible.

The draft Amendments propose that existing uses be generally permitted across the entire Highway 11 Corridor, considering its historically unified function and land use permissions

that applied in the area, prior to Our King. The “Corridor-wide” or “area-specific” approach to existing uses also supports consistency, clarity, and equity, and ensures that there is a clear and consistent approach to land use and development. The draft Amendment to the Official Plan specifically identifies uses permitted in the Corridor and provides that the uses may be further specified in the implementing Zoning By-law, in addition to setting out a framework to guide implementation which includes the use of holding “H” provisions in the Zoning By-law.

Countryside Zoning By-law 2022-53

The Countryside Zoning By-law establishes a range of provisions and standards to implement the land use planning policy framework for the Township’s agricultural and rural areas, which includes natural heritage features, prime agricultural lands and the Township’s Hamlets.

Zoning By-law 2022-053 was approved by Council in September 2022 and was appealed by 17 appellants. There are still several active appeals that remain unresolved; however, they have been scoped to a site-specific basis to allow most of the By-law to come into effect. There are two (2) active appeals within the Study Area, that have been adjourned by the Ontario Land Tribunal (OLT) indefinitely pending the recommendations and outcome of the Highway 11 Corridor Study.

Summary of Existing Zoning Framework

In terms of the Study Area, By-law 2022-053 zones the lands within the Study Area as Agricultural (A), Greenbelt Natural Heritage (GNH), Rural Commercial (RC), Rural Employment Greenbelt (RMG), and Environmental Protection (EP). Each of these zones has a different intent and purpose and applies to lands based on their context and the overarching policy framework. The general intent and purpose of each zone is summarized below:

- Agricultural (A): The A zone generally implements the Agricultural Area designation of the Official Plan and permits primarily agricultural uses.
- Greenbelt Natural Heritage (GNH): The GNH zone reflects the extent of the Natural Heritage System of the Greenbelt Plan and permits a similar range of land uses to the A zone, with additional general provisions to implement the requirements of the Greenbelt Plan.
- Rural Commercial (RC): The RC zone is generally intended to recognize commercial land uses that were legally existing at the date of the final passing of By-law 2022-053. The RC zone applies to lands within the Study Area that are outside of the Natural Heritage System of the Greenbelt.
- Rural Employment Greenbelt (RMG): The RMG zone allows for legally existing uses and various agricultural activities within the Greenbelt Plan Area, including the Natural Heritage System of the Greenbelt. However, the RMG zone requires the uses, aside from agricultural uses, to have been legally established as of December 16, 2024, and

includes provisions that places limitations on new development, expansions and conversions of the use.

- Environmental Protection (EP): The EP zone implements the Township's broader Natural Heritage System and has restrictions on new development. There are no minimum lot and building requirements in the EP zone as development is generally not permitted.

In addition to these zones, there are also several existing site-specific exceptions within the Study Area. These exceptions carry forward permissions from previous site-specific applications that were passed under the Township's previous Zoning By-law 74-53. In accordance with Section 5.2.1 of the Greenbelt Plan, Zoning By-laws can recognize existing uses where the Zoning By-law was amended prior to December 16, 2004, to specifically permit the land use(s), and are not required to conform with the use permissions of the Greenbelt Plan. These site-specific exceptions are set out in Part 10 of By-law 2022-053 and include permitted uses, site-specific development standards, and definitions that apply only within the specific exception.

Proposed Zoning By-law Amendment

The draft Zoning By-law Amendment proposes to implement the land use planning framework set out in the draft Official Plan Amendment. The Zoning Amendment proposes changes to the By-law to add new defined terms, new general provisions and parking requirements. The Amendment also proposes to introduce new and revised provisions that would apply only to lands within the Corridor. A detailed summary of the proposed amendments by section of the By-law is provided below.

Part 2 – Definitions

The draft Amendment proposes to introduce the following new definitions to the entirety of the By-law:

- Agriculture-related use;
- Agriculture research, development, and manufacturing;
- Smart greenhouse; and
- Vertical farming.

These terms are proposed to be added as defined terms to provide a framework for new agriculture-related uses that are to be permitted as of right within the Study Area, subject to provisions to regulate the scale and intensity of the use. The terms are proposed to apply to the entire Countryside Area, and not just within within the Study Area to provide similar opportunities elsewhere in the Municipality.

The definition for "Area of Operation" is also proposed to be deleted and replaced with a new definition, that expands the definition to relate to both on-farm diversified uses and

agriculture-related uses, to recognize the addition of “agriculture-related use” as a defined term.

Part 3 – General Provisions

A new General Provision is proposed to be added to Part 3 of By-law 2022-053 to set out provisions that would apply for agriculture-related uses. This draft provision includes a maximum area of operation for agriculture-related uses that generally corresponds with the By-law’s maximum lot coverage requirements, as well as additional provisions related to parking, open storage, ancillary retail and the requirement for an approved site plan.

Under By-law 2022-053, all proposed agriculture-related uses currently need a Zoning By-law Amendment and site plan approval. Within the Highway 11 Corridor, the proposed Amendment and General Provision aims to remove the requirement for this amendment if the use complies, reducing applicant costs and easing the establishment of agricultural uses in the Area.

Part 4 – Parking and Loading Requirements

To align with the proposed amendments to Part 2 of the By-law, Part 4 of By-law 2022-053 is proposed to be revised to include parking space requirements for the new defined terms (“agriculture research, development, and manufacturing”, “smart greenhouse”, “vertical farming”, and “other agriculture-related use”). The parking space requirements have been drafted based on the intensity of the use and are proposed to be scaled based on proposed gross floor area, which is consistent with the approach for all other uses currently identified in the By-law.

Part 7 – Rural and Agricultural Zones

An amendment is proposed to Part 7 of By-law 2022-053, to Table 7-4: Uses Permitted in the Agricultural Zones, to add “Agriculture-related use” as a permitted use in the AR zone. This is consistent with the amendments proposed to Part 2 and 3 of the By-law, to introduce both a defined term for agriculture-related use, and a General Provision for its implementation. While there are currently no lands zoned AR in By-law 2022-053, this approach would allow an agriculture-related use to be established on lands that are zoned AR through a future Zoning By-law Amendment application, outside the Study Area.

Part 10 – Exception Zones

The land use planning framework for the Study Area is proposed to be implemented through a series of Exception Zones that apply both broadly to the Corridor as a whole, and on a site-specific basis to recognize existing uses and previously established exception zones. The approach of establishing an “area-specific” exception has been developed to implement an equitable lens to land use permissions and zoning regulations by applying a consistent zoning regime to the entirety of the Corridor. The utilization of a consistent framework recognizes the intent for the Corridor to regenerate and evolve in a coordinated and cohesive manner, while also recognizing the desire for similar land use planning outcomes to be realized for all landowners and businesses.

The primary exception that is proposed to apply to the Study Area as a whole is Exception 250. In terms of the structure of the Exception, Exception 250 includes a Figure (Figure 2024-01), which shows the Corridor split in two, with easterly and westerly portions identified. Exception 250 includes 5 subsections, which are structured as follows:

- Subsection 1: Identifies all uses that are recognized to have been legally established in the Study Area.
- Subsection 2: Identifies that for lands identified as RC-250 or RMG-250 on Figure 2024-01 all existing uses identified in Subsection 1 of the Exception are permitted. The subsection also lists specific agriculture-related uses, commercial uses, other uses and accessory that are permitted for lands identified as RC-250 or RMG-250 on Figure 2024-01.
- Subsection 3: Develops the framework for lands within the GNH-250 zone on Figure 2024-01. This framework identifies that existing uses identified in Subsection 1 are permitted, and that the uses contemplated in Subsection 2 of the Exception may be permitted upon the removal of a Holding (H) symbol. This subsection also identifies what would be required to have the H removed from the lands.
- Subsection 4 provides lot and building requirements for lands within Exception 250.
- Subsection 5 identifies the requirement for site plan approval for all development or site alteration within the areas shown as “Natural Heritage Features” or “Natural Heritage Features (120 metre (m) Buffer) on Schedule E to By-law 2022-053.

In addition to Exception 250, Exceptions 251 through 258, inclusive, are proposed for specific lands within the Study Area, as shown on Figure 2024-01, and more specifically shown on Figures 2024-02 through Figure 2024-09, inclusive. These additional Exception Zones replace the Exception Zones that were previously established within the Corridor (Exceptions 29, 90, 100, 119, 157, 172 and 175). The existing Exceptions are proposed to be replaced with the new Exceptions to remove duplication and/or inconsistencies, and to locate all the Exceptions in proximity to each other within the By-law for ease of reference and use.

Schedules

Lastly, amendments are proposed to Schedules A8 and A9 of By-law 2022-053. Both Schedule A8 and A9 are proposed to be deleted and replaced with new Schedules A8 and A9 to implement the land use planning framework. It is important to note that no changes are proposed to the underlying zone for any lands within the Study Area, and that the changes proposed through the Amendment and as shown on Schedules A8 and A9 only affect the delineation of the Exception Zones. The revised Schedules A8 and A9 are attached to the draft Zoning By-law Amendment as Schedules 1 and 2, respectively.

5. Planning and Land Use Matters Under Review

The proposed Amendments are currently undergoing a detailed technical review. The primary planning and land use matters being confirmed include:

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- Direction on the final Study Area Boundary, as shown in Appendix A;
- The vision for the Corridor and overarching goals and objectives;
- New Official Plan policies specific to C-SSPA-2 that:
 - Provide a consistent land use planning framework across the Corridor, by recognizing existing use permissions as applying to the Corridor as a whole rather than lot specific;
 - Encourage new agriculture-related uses, including farm-oriented commercial and industrial uses, to support the promotion, protection and long-term viability and function of the broader agricultural system;
 - Promote urban design principles that encourage the establishment of a more engaging, vibrant built form that contributes to a unique sense of place and promotes pedestrian friendly development with landscaping features;
 - Encourage the long-term protection, preservation and enhancement of the Natural Heritage System and lands that contain key natural heritage features;
 - Recognize that much of the Corridor is within an area of archaeological potential, and to restrict development and site alteration until an archaeological assessment determines that no resources exist or that where resources exist appropriate conservation and preservation has taken place; and
 - Protect wellheads and groundwater recharge areas from incompatible land uses.
- New Zoning By-law provisions that:
 - Establish a broader range of permitted land uses, as contemplated through the Official Plan Amendment, including permissions for agriculture-related uses, new commercial uses, other uses and accessory uses;
 - Introduce permissions for a broader range of agriculture-related uses across the Township and set out general provisions for new agriculture-related uses;
 - Implement the land use planning framework proposed through the Official Plan Amendment, including by outlining permitted uses, lot and building standards, a framework for a Holding (H) symbol, and identifying where an approved site plan is required;
Require a Holding (H) symbol for lands within the natural heritage system of the Greenbelt Plan Area, to ensure conformity and consistency with Provincial policies, policies for areas of archaeological potential, and to implement the requirements of the Lake Simcoe Region Conservation Authority; and
 - Provide enhanced lot and building provisions to provide a more coordinated pattern of development towards Highway 11, with consideration of landscaping and associated amenities.
- Identification and recognition of opportunities for servicing advancements, including the potential for the extension of municipal servicing in the future, in partnership with neighbouring municipalities, Simcoe County, York Region and the Lake Simcoe Region Conservation Authority; and
- Recommendations for future improvements to the transportation and active transportation network to encourage the Corridor's long-term redevelopment as a multi-modal transportation corridor that facilitates the safe and efficient movement of people and goods.

6. Next Steps

Township Staff will continue to review and address feedback received through the public consultation and circulation process. Prior to finalizing the proposed land use planning framework and the draft Amendments, next steps will include further consultation with external agencies, including the Province, York Region and the LSRCA, meetings with interested parties, residents, landowners, and business owners within the Corridor, and a meeting with the Technical Advisory Committee (TAC).

A Staff Report to Council is anticipated to be brought forward in early 2025 for Council's consideration on the proposed Amendments to the Our King Official Plan and Zoning By-law 2022-53.

7. Appendices

Appendix A – Recommended Study Area Boundary

Appendix B – Draft Official Plan Amendment

Appendix C – Draft Zoning By-law Amendment

Appendix D – Final Discussion Paper

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