

Amending Zoning By-law 2026-003 – Summary & Analysis

Applicable Zone Provisions of Core Area – King City ('CAK') Zone (Section 7.3 – Table 7.3a) & Residential – Single Detached 'C' ('R1C') Zone (Section 6.3 – Table 6.3a) of Zoning By-law 2017-66)	Required	Proposed by Site-Specific Core Area – King City Exception ('CAK-22 ('H')) Zone	Amendment Required (Y/N)
Minimum Lot Area	700.0 m ² ('CAK' Zone) (South)	1,484.0 m ²	N
	As legally existing ('R1C' Zone) (North)		
Minimum Lot Frontage	15.0 metres ('CAK' Zone) (South)	16.15 metres	N
	15.0 metres ('R1C' Zone) (North)		
Minimum Front Yard	2.0 metres ('CAK' Zone) (South)	0.0 metres	Y
	6.0 metres ('R1C' Zone) (North)		
Maximum Front Yard	4.5 metres ('CAK' Zone) (South)	3.10 metres	N
	N/A ('R1C' Zone) (North)		
Minimum Rear Yard	7.5 metres ('CAK' Zone) (South)	28.90 metres	N
	7.5 metres ('R1C' Zone) (North)		
Minimum Exterior Side Yard	4.5 metres ('CAK' Zone) (South)	0.0 metres	Y
	4.5 metres ('R1C' Zone) (North)		
Minimum Interior Side Yard on one side (west) ('CAK' Zone)	4.5 metres ('CAK' Zone) (South)	3.0 metres	Y
Minimum Interior Side Yard (west) ('R1C' Zone)	Where building height is less than or equal to 6.0 metres: 1.8 metres; Where building height is greater than 6.0 metres: 2.4 metres ('R1C' Zone) (North)		Y
Maximum Lot Coverage	50% ('CAK' Zone) (South)	32.0%	N
	35% ('R1C' Zone) (North)		

Minimum required step back for all storeys above the second storey	1.0 metre ('CAK' Zone) (South)	1.0 metre (min.) step back for all storeys above the fourth storey ('CAK' Zone) (South)	Y
Minimum number of storeys for the main building(s)	2 ('CAK' Zone) (South)	4	N
Minimum Height	7.0 metres ('CAK' Zone) (South)	17.0 metres	N
Maximum Height	11.0 metres ('CAK' Zone) (South)	26.18 metres (to the roof parapet) (excluding height of mechanical penthouse)	Y
	9.0 metres ('R1C' Zone) (North)		
Maximum Floor Space Index (excluding accessory buildings and structures)	0.5 ('CAK' Zone) (South)	1.74	Y
Additional Zoning Relief Needed			
Parking Space Requirements (Section 4.1 – Table 4.1)	1.0 parking space per 27.0 m ² of gross floor area for a 'veterinary clinic' and 'office' uses = 102 parking spaces	1.0 parking space per 66.27 m ² of gross floor area) = 41 parking spaces	Y
Loading Area Requirements (Section 4.6 – Table 4.6.1)	1.0 loading space required for offices and clinics of 2,000 m ² gross floor area up to and including 10,000 m ² of gross floor area	0 loading spaces	Y
Yard and Setback Encroachments Permitted (Section 3.42 – Table 3.42.1)	No part of any building or structure shall project into any yard more than 0.6 metres for architectural elements, including sills, belt, courses, cornices, gutters, chimneys, pilasters, eaves, parapets, canopies or fireplaces	To permit a maximum encroachment of 2.64 metres into the required interior side (west) yard for an 'intake' structure	Y
Parking Area Aisles (Section 4.4.3)	6.4 metres	6.0 metres	Y
Parking Area Location and Planting Strip (Section 4.4.6)	No parking area shall be permitted in the front yard or exterior	Parking area (7 parking spaces) proposed	Y

	side yard of any Core Area ('CAK') Zone	within the required exterior side yard	
Bicycle Space and Parking Area Requirements (Section 4.7.5)	0.6 metres X 1.8 metres (unobstructed space)	0.46 metres X 1.8 metres (unobstructed stacked rack locker bicycle parking spaces)	Y
Planting Strips (Section 3.26)	3.0 metres (where Commercial Zone abutting an interior side lot line or rear lot line of a lot in a Residential Zone)	0.0 metres	Y
Sight Triangle (Section 3.34)	On any corner lot, a sight triangle shall be provided at the intersection of any Road and Arterial Road of 15.0 metres (in all Zones except Employment Zones)	10 metres X 10 metres	Y

A Planning Analysis detailing a review of the proposed amendments is included below:

Reduction to Minimum Required Front Yard Setback

The applicant has requested a reduction to the minimum required front yard setback from 2.0 metres to 0.0 metres (along the King Road frontage). This reduction in setback is attributed partly to a proposed Regional road widening as well as conveyance of a 10 metre X 10 metre daylight triangle to the Region of York. As a result, the portion of the front of the building (southeast corner) located adjacent to the daylight triangle is to be located at a NIL setback, while the remaining portion of the front of the building is to be angled away from King Road along the front lot line, and generally at a setback of less than 2.0 metres.

This portion of the building is comprised of the primary entrance, including shared lobby space and is separated from the sidewalk by an extensive landscaped area along the south elevation. Pathway connections provide direct access onto the street.

The proposed amendment would accord with the design of the building; particularly, its interface with the public realm and would generally align with the principles of the applicable design guidelines with respect to animating the ground floor uses with a clear entrance from the municipal sidewalk and orientation of the building to the lot frontage, thereby establishing a defined edge condition along King Road.

Reduction to Minimum Required Exterior Side Yard Setback

The applicant has requested a reduction to the minimum required exterior (east) side yard setback from 4.5 metres to 0.0 metres (along the King Boulevard flankage). While much of the depth of the exterior side wall is to be positioned at a setback of 4.5 metres, a portion of the exterior side wall adjacent to a 10 metre X 10 metre daylight triangle (to be conveyed to the Region of York) is proposed at a minimum setback of NIL.

While the effective setback will appear greater than 0.0 metres, the technical setback to the exterior side and front lot lines of the site are to be NIL as the future property limits (including lot frontage and lot area) will exclude the portion of lands required by the Region for the daylight triangle along a Regional Road (i.e. King Road).

Therefore, from a visual and architectural and urban design perspective, the proposed building will appear from the street (i.e. intersection of King Road and King Boulevard) as positioned at a setback meeting and exceeding the requirements of the zoning by-law along the exterior side (east) lot line, as has been reviewed from a planning perspective.

Reduction to Minimum Required Interior Side Yard Setback

The applicant has requested a reduction to the minimum required interior (west) side yard setback to 3.0 metres where 4.5 metres is required in the 'CAK' Zone.

The proposed setback will afford sufficient area for a reduced planting strip area and will be used for secondary building access via a 2.1 metre wide pedestrian pathway. Mitigation measures such as a landscaped area and 1.8 metre wood privacy fence are proposed along the west lot line where adjacent to existing low-density residential land uses.

Where possible, the applicant has incorporated enhanced architectural design elements such as exterior finishes and colours, building articulation and window placement to address potential visual impacts and privacy concerns where taller portions of the building abut the west lot line. Building step backs are minimal on the west elevation due to the internal layout of the building; particularly, the location of the building core (i.e. mechanical/elevator equipment and stairwell), however, additional screening and relocation of the mechanical penthouse toward the centre of the roof may mitigate some potential impacts arising from aesthetics or noise emissions of this equipment.

Minimum Required Building Step Backs

Building step backs of a minimum 1.0 metre depth are required pursuant to the zoning by-law for all floors above the second storey. By definition, building step backs are required for the portion of the building, as recessed from the main wall that faces the street (i.e. King Road and King Boulevard).

Steps backs are contemplated for the proposed development on all floors above the fourth storey. These step backs exceed 1.0 metre in depth and range from between 1.3 metres and 2.8 metres and are accentuated by a large outdoor terrace inset into the upper floor of the building.

The intent of building step backs is to provide architectural interest and articulation to a building design and to reduce adverse affects of building massing and shadowing that can result in a building's exterior elevation appearing one dimensional as viewed from the street. Step backs can also contribute to and mitigate for the preservation of privacy and land use conflict where abutting low rise development.

While the emphasis of building step backs is toward the street facing sides of proposed buildings, the applicant has also proposed some enhanced building articulation on the west side of the proposed building, where abutting existing low density residential uses. These architectural elements include a 1.1 metre deep feature which frames windows extending to the upper levels (fourth level) of the building, providing the effect of a building step back and mitigating a reduced interior side yard setback of that wall.

Rooftop equipment has also been positioned to provide the appearance of an additional step back of the mechanical level of the building.

In review of the proposed building step backs, the Township's architectural and urban design peer review consultant has noted that the scale of the proposed development, in combination with increased step backs and reduced floor plate area on Floors 5 and 6, contribute to minimizing the mass of the building and associated impacts on surrounding buildings and land uses.

Increase to Maximum Permitted Building Height

The proposed amendment to the zoning by-law with respect to maximum permitted building height implements the applicable policies of the Township of King Official Plan as it relates to the development of a commercial building within the 'Village Core' designation. The proposed overall height of the building is six (6) storeys or 26.18 metres to the top of roof parapet (excluding height of mechanical penthouse).

As the mechanical penthouse is proposed at a height of 4.0 metres, it is exempt from the height provisions of the zoning by-law. The location of rooftop equipment has been offset to the interior portion of the roof level and screening incorporated into its design to mitigate visual impact.

Increase to Maximum Permitted Floor Space Index (FSI)

The proposed Floor Space Index (the ratio of a building's gross floor area to the lot area) of 1.74 is intended to implement the Official Plan policy (Section 5.4.3.2) of the 'Village Core' designation that prescribes that FSI be limited to approximately 2.5.

The intent of this provision is, in part, to mitigate potential impacts resulting from density and scale of a building that is not suitable for the site or context. The proposed FSI is consistent with the maximum permitted FSI allowable within the Village Core in accordance with the Official Plan.

Establish a Site-Specific Commercial Parking Rate for On-Site Parking

The amending zoning by-law contemplates a site-specific commercial parking rate related to the proposed uses (i.e. 'veterinary clinic' and 'office') for on-site parking of 1.0 parking space per 66.27 m² of gross floor area, whereas, the applicable zoning requires a minimum parking rate of one (1) parking space per 27.0 m² of gross floor area for these commercial uses within the 'CAK' Zone. The total proposed number of on-site parking spaces for the proposed commercial uses is 41, whereas, 96 parking spaces are required pursuant to the zoning by-law.

Section 4.5 (c) (Special Parking Requirements in the Core Area Zones) of the Township of King Zoning By-law 2017-66 permits the location of required parking on another lot, subject to meeting specific criteria, including the execution of an Agreement to ensure the maintenance of the required number of parking spaces.

As a recommended pre-condition of the removal of the Holding Symbol associated with the amending zoning by-law, the applicant will be required to execute an off-site Parking Agreement with owner(s) of lands within 90.0 metres of the subject property, as is permitted by the zoning by-law, to locate the remaining portions of required parking associated with the proposed development. Such an agreement can prescribe the location and number of parking spaces to be dedicated for this development and terms of use, including expiries and/or renewals of the parking agreement for continued use.

Similar agreements have been executed for nearby developments within the Village of King City where required on-site parking could not be accommodated.

Reduction in Minimum Required Loading Spaces

Section 4.6 (Table 4.6.1 – Minimum Loading Space Requirements) of the Township of King Zoning By-law 2017-66 prescribes that a minimum of one (1) loading space is required for offices and clinics with a gross floor area of between 2,000.0 m² up to and including 10,000.0 m² of gross floor area. No loading spaces are contemplated for the proposed development.

The applicant has confirmed that loading operations are anticipated via an at-grade driveway at the rear of the building during off-peak or after-business hours. It is intended that this approach will reduce potential conflicts with at-grade parking situated in this area as these spaces will otherwise be needed during business hours. There is no long-term loading anticipated for the building as tenants are anticipated to receive deliveries, as needed to support routine functions (i.e. 'short-term loading').

Permitted Yard and Setback Encroachments

The zoning by-law permits encroachments into any required yard of a maximum of 0.6 metres for such items as chimneys and unrestricted encroachments for structures related to air conditioning, provided the resulting setback is greater than 0.6 metres from any lot line.

An intake structure is proposed for the interior side (west) yard setback of the proposed development. A minimum interior side yard setback of 3.0 metres is proposed for the building, with a total encroachment proposed for the intake structure of 2.64 metres, resulting in an overall setback of 0.36 metres to the interior side lot line from the proposed intake.

The purpose of the proposed intake is to provide ventilation air to the underground parking garage. It is to be located at grade level and generally screened from the adjacent lot by a landscape buffer situated along the west lot line. The applicant has advised that mechanical equipment associated with the development will be considered as part of the noise model for any potential impacts, with mitigation measures, in the event that they are needed to demonstrate compliance with Ministry of Environment guidelines.

Reduction in Minimum Required Parking Area Aisle Width

A reduction in the minimum required parking area aisle width from 6.4 metres to 6.0 metres is proposed for access to required parking located within the underground and surface parking areas. The intent of the minimum aisle width pursuant to the zoning by-law is to ensure adequate traversable area is maintained for the operation and movement of vehicles to and from required parking and loading areas and ingress/egress points on the site.

Development Engineering staff have not identified any concerns with respect to the proposed parking area aisle widths in review of the submitted Transportation Impact Study from a technical perspective.

Permitted Parking Within Required Front or Exterior Side Yards

The proposed development contemplates surface parking along the exterior side (east) lot line of the subject site. The location of this parking area will accommodate a total of seven (7) parking spaces of 14 required parking spaces proposed at grade and will provide direct vehicular access from the private driveway to the north. These parking spaces are anticipated to serve the needs of the ground floor veterinary clinic.

Due in part to the shape and area of the lot and the requirement to provide ramp access to the underground parking structure and parking aisle width, the location of these parking spaces is proposed along the exterior lot line. This area is to be partially obstructed in view from King Road by the front wall of the building, however, landscape treatment contemplated along the exterior lot line will partially obstruct the surface parking area from

view, but a portion may be visible from the east exposure (along King Boulevard). It is the intent of this zone provision that parking not be located within a required exterior side yard for this reason. Mitigation measures to limit the appearance of surface parking in this area is recommended.

The application proposes a reduction in minimum required exterior side yard to NIL to acknowledge the proposed building setback at the front/exterior side lot lines to a daylight triangle. The main portion of the exterior side (east) wall of the building is to maintain a setback of 4.5 metres, however, the minimum setback of the parking area is proposed as 1.25 metres to the exterior side lot line with this request being technical in nature.

Reduction to Minimum Required Bicycle Parking Space Dimensions

The location of on-site bicycle parking spaces are located interior to the building and are to be configured in an unobstructed stacked rack locker to accommodate required bicycle parking spaces inside. As a result, the applicant has proposed a minor reduction in the minimum required width of a bicycle parking space from 0.6 metres to 0.46 metres due to the size of these locker spaces.

The proposed bicycle parking space dimensions and minimum required number of bicycle parking spaces (14) otherwise meet and exceed the requirements of the zoning by-law.

Reduction in Minimum Required Width of a Planting Strip

The application proposes a reduction in minimum width of a Planting Strip along the interior side (west) and rear lot lines from 3.0 metres to 0.0 metres. A landscaped area is proposed within the interior side (west) yard of approximately 0.8 metres in width and is separated from the proposed building by concrete pavers. This portion of the development is also partially encumbered by an air intake as part of the HVAC system and is to remain unobstructed. The rear (north) yard is currently proposed as a sod area of 1.0 metre in width on the north side of the private driveway and provides a soft buffer between the development to the south and the existing established residential area to the north.

The proposed reduction in minimum planting strip on the west side of the site is in conjunction with an overall reduction in minimum required interior side yard setback. Effort has been made to provide as much functional area (i.e. bicycle parking entrance) and pedestrian access, while maintaining some naturalized visual buffering and pervious area. A driveway and ramp for access to underground parking is proposed at a NIL setback to the interior (west) lot line and necessitates a reduction to the minimum required width of a planting strip. The proposed rear yard setback of the building in combination with the width of the proposed private road provides sufficient setback, with the planting strip in this area providing a soft delineation between lot lines.

In general, the planted area of the site is focused at the front and exterior side lot lines, with the demarcation of the main entrance to the building and public realm being the

primary location of landscaped area. An amenity area is also proposed for the 6th Floor terrace, which may include select plantings and a green roof, offsetting other planted areas required on the site.

Reduction in Minimum Required Dimensions of a Sight Triangle

A sight triangle of a minimum of 15.0 metres is required at the intersection of any road and an arterial road, pursuant to the zoning by-law. A sight triangle of 10 metres at the northwest intersection of King Road and King Boulevard is proposed as a site-specific amendment to the zoning by-law as it relates to the development

It should be noted that as a Condition of Site Plan Approval, the Region of York will require the conveyance of a 10 metre X 10 metre daylight triangle as identified as the same limits as the proposed sight triangle. In accordance with the provisions of the zoning by-law, this area is to be maintained free of buildings and structures. Further encroachment of any kind into this area may require the issuance of an encroachment permit by the Region.

Region of York and Development Engineering staff have not identified any concerns with respect to the reduction in the minimum area of the proposed sight triangle.