

## SUMMARY OF COUNCIL AND PUBLIC COMMENTS WITH RESPONSE

**File: Z-2024-09**

**Subject Site: 24 Banner Lane, Village of King City**

COMMENT		RESPONSE
1	Traffic Concerns	<p>The Application is supported by a Transportation Study which has been reviewed to the satisfaction of the Township’s engineering division.</p> <p>The results of the Transportation Impact Assessment indicate that the intersection of King Road and Banner Lane are to operate at similar levels of service as noted under background conditions. Under 2026 and 2031 future total traffic conditions, levels of service continue to be acceptable with no critical movements being identified. The proposed driveway on Banner Lane is also forecasted to operate at acceptable levels of service, and all movements are within capacity during peak hours under both 2026 and 2031 future total traffic conditions.</p> <p>Auto Turn swept path analysis software has identified that all design vehicles can enter, exit and traverse the site without conflict. The revised proposal has eliminated the proposed drop-off area from the Township right-of way. Garbage is to be stored on ground level of the proposed development and is to be collected by a private disposal truck along Banner Lane. The proposed entrance is also adequately separated from the intersection at Banner Lane and King Road and is not anticipated to generate any traffic concerns. The proposal has been further revised to eliminate the drop-off entrance within the Township Right-of -Way.</p> <p>Required parking is offered via a one (1) level of underground car park, with ramp access situated at the front of the building along Banner Lane. There is no surface parking spaces offered. Visibility of parking from Banner Lane will be limited to access into and out of the site. Bicycle parking for residents and visitors would be provided within the interior of the building, and outdoor at grade with limited visibility from the street. The proposal is to provide for an excess of bicycle parking.</p> <p>A Transportation Demand Management Plan has also been prepared and identifies measures aimed at promoting sustainable travel. Through the Site Plan Application, Planning Staff will further assess how recommended measures may be implemented into the Site Plan Agreement.</p>

2	Proposed High Density Development	<p>The Village Core Area designation places limits on density, including a 2.5 Floor Space Index (FSI). The Application proposes a density of approximately 2.0 FSI. The proposal provides for a form of medium density residential development. The proposal is anticipated to have a theoretical population of 32 people or 2.0 people per unit in accordance with the Township of King's Design Criteria. Technical reports related to servicing, noise, and traffic were all submitted as part of the proposal. The findings of each report do not identify any concerns related to the proposed density.</p>
3	Neighbourhood Compatibility	<p>The proposal has been revised to rezone the property as Core Area - King City (CAK Zone). This zoning category is to implement the Village Core Official Plan Designation.</p> <p>The proposal has been designed in a manner that would complement the adjacent land uses and built form (i.e., low-density residential, commercial, and medium density residential land uses), while contributing to achieving the goals of the 'Village Core' (i.e., intensification). The proposal contemplates sixteen (16) residential units. The proposed development would serve as a transition between the 'Village Core' and 'Established Neighbourhood' land use designations. Within the 'Village Core' located along King Road, there is to be more intensive land-uses (i.e., mixed-use buildings, offices and commercial buildings) and taller developments (i.e., buildings of up to six storeys in height). Within the 'Established Neighbourhood' located along Banner Lane, the character of the low-density residential neighbourhood is to prevail with land-uses consisting of estate residential developments. The proposed development is to provide for missing middle housing.</p> <p>The building has been designed in a manner that limits visual impacts by adopting techniques, such as implementing 'step backs' into the building. Landscaping, amenity space, and privacy screens are also incorporated into the proposal to reduce the massing concerns.</p> <p>The proposed development is also to provide for a side-walk connection to the existing commercial plaza to the north which will improve connectivity to surrounding developments.</p>

4	Setback from Adjacent Residential Development to South	<p>The proposal has been revised to increase the side yard setback from the residential development to the south. The proposed setback has been increased to 3.06 metres and was previously 2.50 metres. Furthermore, a privacy screen is to be installed on the terrace of units which overlook the rear yard of the property to the south. The installation of the privacy screen is to mitigate overlook and privacy concerns.</p> <p>A Urban Design Assessment has been provided to the satisfaction of the Township. Included within the Urban Design Assessment is a shadow and sun study. The findings of the shadow study demonstrate limited impacts on sensitive residential uses to the west and north. Most shadowing is to affect the commercial surface parking area directly north of the subject property. This is acceptable as it does not impact sensitive land uses.</p> <p>Vegetation that is to be provided along the southern lot line is also anticipated to provide for further screening of the development from the surrounding single detached dwellings.</p>
5	Affordable Housing and Range of Housing Options	<p>The topic of affordability is both sensitive and timely. As noted within the Township’s Official Plan Review discussion paper on housing, the Township of King, as well as many other municipalities, are having significant challenges providing affordable units. In 2024, only three ownership units across York Region met the Region’s definition, none of which were located in King.</p> <p>In accordance with Section 3.4.1.1 of the Township of King’s Official Plan, it is stated that:</p> <p><i>That a minimum of 25% of new housing units be affordable across the Township. A portion of the affordable units shall be designed to be accessible for persons of all ages and abilities. This target is not intended to apply to each development application, but to represent an overall target for the Township.</i></p> <p>The 25% affordability requirement is identified as a “target” that applies Township-wide. The target does not require each development application to provide 25% of new housing units as “affordable”.</p> <p>Therefore, the Applicant has decided they will not be providing any “affordable” units. Despite this statement, Planning Staff note that the proposal does increase the range of “affordability” of housing units across the Township.</p>

		<p>The proposal expands the range of housing options. The proposal is to provide 16 apartment units that are to range in size from one-, to three bedrooms. The cost for each of these units is anticipated to be lower than the average cost of a single detached dwelling, which is the predominant housing form within the Township.</p> <p>Furthermore, the Applicant has provided correspondence to the Township indicating that it is their intent to retain a small number of units as “rental” units. Utilizing such units for rental purposes will also increase the range of affordability and provide additional housing options to those who may not be ready, interested or able to purchase.</p> <p>Apartments are accessible to people of all ages and abilities. Owners or tenants of such units may range in age from young to old. These buildings are often more accessible due to Building Code requirements. These buildings also often require less maintenance as such work is often covered by the condominium corporation.</p> <p>The proposal would provide units that range in size from approximately 1,191 ft<sup>2</sup> to 3,030 ft<sup>2</sup>. The sizing of such units are considered to be larger than other apartment units and helps the Township achieve a wide continuum of options.</p>
6	Construction Parking	<p>The implementation of the development will be further detailed at the Site Plan Approval stage. The Developer will be required to identify a Construction Management Plan, including the location of off-site parking for workers. The parking of construction vehicles on local streets will be subject to the Township’s parking by-laws.</p>
7	Green Development Standards	<p>The proposed development application will be subject to the ThinkING Green Development Standards Program. A Green Development Standards Matrix is required to be submitted as part of the Site Plan Application identifying how the proposal utilizes efficient, innovative and sustainable measures aimed at enhancing both natural and urban environments.</p> <p>In advance of the Site Plan Application, Planning Staff note that there are certain Green Development measures that have been provided such as the: implementation of native landscaping, adoption of stormwater management measures, and installation of vegetated roofing. Furthermore, Township Planning Staff are encouraged that Applicant has committed to further exploring the potential of adopting other Green Development Standards such as electrical vehicle charging spaces, high efficiency water consuming</p>

		features (i.e. toilets and sinks), bird friendly glazing, and LED and Dark Sky Compliant lighting.
8	Mechanical Penthouse	<p>In accordance with Section 3.14 of the Zoning By-law; the height requirements of this By-law shall not apply to the following structures:</p> <p>j.) Elevator enclosures and rooftop mechanical equipment, provided it does not exceed 4.0 m in height.</p> <p>The location of the mechanical penthouse towards the centre of the roof may be anticipated to mitigate some potential impacts arising from aesthetics or noise emissions of this equipment.</p> <p>The proposal is to provide for a green-roof and further screening is to be assessed as part of the Site Plan Application to determine if there is any further opportunity to mitigate visual impacts.</p>
9	Reverse Grade Driveway	The proposed development is consistent with the Township's Design Criteria and Standard Detail Drawings document. More specifically, the proposal provides consideration to Section B8.02 Driveway Grades.