



The Corporation of the Township of King Report to Council

From: Growth Management Services – Planning Division

Report Number: GMS-PL-2024-032

Date: Monday, December 9, 2024

Title: **Zoning By-law Amendment Application - 12734 & 12750 Keele Street**

Recommendation

1. That Report Number GMS-PL-2024-032 be received; and
2. That Zoning By-law Amendment Application, File No. Z-2022-03, submitted by Camcos (Go King Developments) Inc. to implement a site-specific Core Area – King City Exception Zone to facilitate the development of a 6-storey residential apartment building containing 144 units, be approved; and
3. That Council direct staff to bring forward at a future meeting of Council for adoption, an implementing Zoning By-law Amendment consistent with the provisions identified in Appendices A and B, attached to this report.

1. Report Highlights

- The Owner has submitted a Zoning By-law Amendment Application for two lots municipally known as 12734 and 12750 Keele Street, located 150 metres north of the King City GO Station.
- The purpose of the Application is to re-zone the subject lands to facilitate the development of a 6-storey apartment building containing 144 apartment units.
- The Planning Division recommends that the Zoning By-law Amendment Application be approved, and that staff prepare an implementing Zoning By-law consistent with the provisions identified in Appendices A and B attached to this report.
- Additional Planning Application approvals will be required to implement the specific development plans, including an Application for Site Plan Development Approval.

2. Purpose

The purpose of this Report is to provide a detailed review and recommend approval of the subject Zoning By-law Amendment Application.

3. Background

The subject site is located on the west side of Keele Street, approximately 90 metres north of Station Road in the Village of King City and adjacent to the Metrolinx rail corridor (see Schedule 1). The site consists of two (2) parcels of land that together measure 0.48 hectares with approximately 73 metres of frontage on Keele Street. The site currently supports two dwellings and a detached garage which are planned to be removed. The lands slope towards the Metrolinx rail corridor with a grade change of approximately 3.4 metres from east (front) to the west (rear).

This Application was the subject of a [Public Meeting in June 2022](#), concerning a development at 12734 Keele Street for a 6-storey apartment building containing 78 units. Subsequently, the development site was enlarged to include the property at 12750 Keele Street, including a proposed new site layout and building design. The current proposal is for a 6-storey building containing 144 apartment units, together with two levels of underground parking to accommodate 144 spaces (see Schedules 2 to 5). An additional 14 parking spaces are located at the rear of the building. Due to the sloping nature of the site, a total of seven (7) walkout apartment units are located at the rear of the building. The current unit types identified in the design are as follows:

Table 1 – Unit Types	
Studio Apartment	1
One Bedroom Apartment	14
One Bedroom Apartment + Den	97
Two Bedroom Apartment	30
Two Bedroom Apartment + Den	2
Total	144

The Zoning By-law Amendment proposes to establish a site-specific Core Area – King City Exception Zone to implement the development identified on the submitted plans that include site specific provisions to address yard setbacks, building height, density, parking supply, amenity space and other general provisions and definitions of the by-law. Additional Planning Application approvals will be required to implement the development, including an Application for Site Plan Development Approval and a Draft Plan of Condominium.

A second [Statutory Public Meeting](#) was held on June 5th, 2023, to present the revised Application and to obtain comments from Council and the Public. A further notice of this matter being considered by Council at this evening’s meeting has been sent to all interested parties who requested further information.

4. Analysis

Provincial Policy and Provincial Plans

The new Provincial Planning Statement (PPS 2024) came into effect on October 20, 2024, and replaces the previous Provincial Policy Statement 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019. The PPS 2024 provides municipalities with the tools and

flexibility required to focus on building more homes and identifies that strategic growth areas including Major Transit Station Areas (MTSA) will be a focus for development. The subject site is within King's MTSA as it is located approximately 150 metres from the King City GO Station.

Under the PPS 2024, the density target for MTSA's served by commuter or regional rail is set at 150 residents and jobs per hectare. The Township is currently undertaking an Official Plan review through which these density targets will be further assessed. Overall, the proposed development is in keeping with the existing and emerging policy framework in this regard.

The subject development proposes a 6-storey apartment building containing 144 units which is an acceptable built form and land use for the MTSA. The resulting density will contribute to the minimum resident density target identified by the PPS 2024.

The subject site is also located within the Provincial Oak Ridges Moraine Conservation Plan (ORMCP) area and located within a Settlement Area. Under the ORMCP, Settlement Areas are encouraged to continue to develop for a range of uses, including transit supportive densities through intensification and re-development within existing urban areas while minimizing impacts on ecological functions and hydrological features.

The proposal is in conformity with the Provincial Planning Statement (2024) and the Oak Ridges Moraine Conservation Plan (2017).

Region of York Official Plan (2022)

As of July 1, 2024, York Region became an upper-tier municipality without planning responsibilities, and as such, the York Region Official Plan (YROP) 2022 is the responsibility of the Township to implement. The Region of York Official Plan, as it applies to King, designates the subject property as 'Town and Village' under Map 1 - Regional Structure and the King City GO Station is identified as a Protected Major Transit Station Area 4 (PMTSA 4), with a minimum density target of 80 people and jobs/ha under Appendix 2 of the Plan. However, these density targets must now be considered within the context of the PPS 2024 as discussed above.

Section 4.4 of the YROP further identifies that intensification is to occur in strategic locations within built-up areas which benefit from efficiencies in infrastructure and transit.

Key Intensification policies of the Plan include:

- That a minimum of 50% of all residential development between 2021 to 2041, and 55% from 2041 to 2051 occur annually within the built-up area;
- That strategic growth areas be the primary locations for concentrations of high density and mixed-use development;

- That the majority of residential intensification shall be directed to locations which provide access to human, educational and social services, retail, employment, arts, culture, parks, recreational facilities and transit within a 15-minute walk;
- That intensification shall include a variety of medium and high-density dwelling unit types and sizes to provide housing choice;
- That local municipalities plan to meet or exceed intensification targets where King is identified with a target of 4,700 residential units by the year 2051.

The subject Application is consistent with the policy direction of the Plan. The subject site is within the built-up area of the Village of King City and is located within a Major Transit Station Area due to its proximity to the King City GO Station. The proposed development will provide added residential units in the form of condominium apartments and will contribute to meeting the intensification target identified.

Our King Official Plan

The subject site is designated as ‘Transit Station Area’ under the Township Official Plan - “Our King” which acknowledges that properties in close proximity to the GO Station Area have the opportunity for significant intensification, provided it is compatible with adjacent low-rise residential areas. The Transit Station Area designation allows for medium and higher density residential uses including apartment dwellings. New buildings are to be between two and four storeys in height, with permissions for buildings up to 6-storeys, subject to various compatibility criteria and provided that the maximum floor space index does not exceed approximately 2.5. The site is also designated as Natural Heritage for a small portion located along the south boundary.

The policies of the Transit Station Area identify that density requirements will be further reviewed through the Region’s Municipal Comprehensive Review (MCR) to implement the Provincial Growth Plan’s policies for Major Transit Station Areas. With the Provincial changes implemented through the PPS 2024 and the ongoing review of the Township’s Official Plan, the density target for the Transit Station Area will be further reviewed to determine what the appropriate rate is in the context of the 2051 planning horizon. Given the density proposed by the subject Application, Planning staff are confident that it contributes to the overall goal of intensifying in the Transit Station Area, notwithstanding the density target moving forward. Overall, the proposed development is in keeping with the existing and emerging policy framework with respect to the density targets for the Transit Station Area.

The Village design policies of the Plan identify that a high standard of design is required for all new development and redevelopment and, that compatibility and integration through transition in height, setbacks, building orientation and buffering is to be achieved with adjoining properties. It is also identified that a human scale needs to be prioritized in the public realm including how buildings are massed and address the street.

The Transit Station Area policies allow for building heights up to 6-storeys subject to the following criteria:

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- The building is located or tiered in height to minimize visual and shadowing impacts;
- Compatibility of the building with respect to adjacent low-rise residential areas is addressed through the use of setbacks, buffers, angular plane requirements and sensitive location of windows and balconies;
- The development does not exceed a floor space index of approximately 2.5.

The subject Application proposes a form of residential intensification contemplated by the Transit Station Area policies. The proposed development will consist of a 6-storey apartment building where the building façade is split into three masses that utilize different setbacks from the street to accommodate a recessed entrance and drop off driveway feature. The resulting floor space index for the development is 2.48. The abutting property to the north is approved for a similar 6-storey development (Keele West), the property to the south is also located in the Transit Station Area where similar development may occur in the future, and to the west is the adjacent Metrolinx railway corridor.

The Township peer-review architect has conducted a review of the Application in respect to site design and interface, site access and circulation, building massing and transitions, façade design and materials and amenity space and landscaped open space and is supportive of the proposed development. Further discussion of these matters is presented in the Planning Discussion section of this report. The subject Application conforms to the Official Plan.

Zoning By-law

The subject site is zoned 'Future Use' (F) by the Urban Areas Zoning By-law for Schomberg and King City (2017-66), as amended. The F zone is intended to only recognize legally existing uses whereby an application for Zoning By-law Amendment would be necessary to implement the direction of the Official Plan. The F zone is currently under appeal (PL170869) and as such, the lands are technically still zoned under Zoning By-law 74-53, as Residential Urban (R1). Therefore, the subject Application will be required to amend both the Urban Areas Zoning By-law (2017-66) and the Township comprehensive Zoning By-law 74-53 to implement the proposed development should the matter of the appeal not be resolved at the time of bringing forward a Zoning By-law Amendment for adoption.

Draft Zoning By-law Amendment

The Zoning By-law Amendment Application proposes to rezone the subject lands to " Core Area - King City Exception zone" to permit the proposed 6-storey apartment building, including amendments to the front yard setback, minimum step back above the 2nd storey, maximum height, maximum floor space index, density requirements and parking supply. In addition, the amendment will address revisions to definitions and general provisions of the by-law including, amenity area, definition for amenity area, definition for height, height exception for elevator

enclosure, yard and setback encroachments, definition for storey and clarification for mechanical shaft locations and access to a loading space. The provisions proposed are outlined in detail in Appendices 'A' and 'B' to this report.

The review of the Application has determined that the timing for the development should be subject to various matters being further evaluated prior to the issuance of a building permit. Therefore, a Holding symbol is proposed to be added to the zoning to address the timing of the following matters:

- Confirmation from Metrolinx that a Rail Safety Study has confirmed that the derailment protection package proposed is feasible and meets or exceeds Metrolinx's rail safety standards;
- Confirmation from the Township consulting engineer that adequate pipe size is available in the downstream sanitary and water system to support the development;
- Site Plan Approval and an executed Site Plan Development Agreement;
- Sanitary and Water servicing allocation has been assigned.

5. Planning Discussion

The following are matters which have undergone further review since Planning Staff's previous [report](#) at the Public Meeting.

Height and Density

The Core Area policies of the Township Official Plan provide for intensification in the Transit Station Area where buildings of up to 6 storeys and a maximum Floor Space Index of approximately 2.5 can be considered subject to various criteria. One such criteria is that the building be designed with step backs to minimize visual impacts and shadowing. The compatibility of the building is also required to be demonstrated through the use of setbacks, tiering, buffers, angular plane requirements and sensitive locations for windows and balconies.

The proposed development is adjacent to a Metrolinx rail corridor, a Regional road, an approved 6-storey apartment building to the north and lands to the south where similar characteristics exist and redevelopment is anticipated. Notwithstanding, there are no low-rise residential neighbourhoods immediately adjacent to the development site, the Application has addressed height and density matters through the design of the building and site layout.

The height of the building along Keele Street measures 22.5 metres for a 6-storey building. The main floor was increased in height to 5 metres to accommodate an at-grade internal loading space at the front of the site. The height is less impactful due to the alternating wall planes which give the building a distinctive shape and presence on the street. Although some wall planes are less tiered in design, the division of the front wall effectively lessens the impact of building mass and height on the street. The alternating wall planes allows for significant setbacks from the streetline where a drop off area has been incorporated into the site layout.

This feature assists in creating a dynamic streetscape. A street facing elevation comparison drawing has been prepared by the Applicant to demonstrate the different building designs in this area of Keele Street (see Schedule 8).

The proposed design achieves tiering at the sixth level at both ends of the building and reverse tiering at the north end at ground level which provides a unique design and cantilever feature. The main entrance facing Keele Street is setback more than 15 metres from the streetline. The inner court at the entrance provides a significant feature that enhances the building designs along Keele Street. Additional compatibility measures such as recessing balconies and incorporating street trees along the boulevard will improve the interface between the building and the street.

The impacts of density presented by this project are also lessened due to the alternating wall planes having varied wall claddings where the exterior colours and finishes are applied. The various setbacks provided from the street also reduces large wall planes from dominating the street. This design approach has reduced the overall impact of density on the streetscape.

It should be noted that Site Plan Approval has been delegated to the Director of Growth Management Services, but the Application has not yet been submitted and as such the architectural and design details will continue to be addressed through this separate process.

Shadow Study

Shadow studies have been prepared and evaluated to determine expected shadow impacts from the proposed building. The critical shadow cover in this instance is with respect to Keele Street and the public sidewalk on the east side as there are no residential amenity spaces, public spaces or schools within the shadow cast. The study follows industry standards of four timeframes taken throughout the year. The study found that Keele Street will experience between 3 to 6 hours of uninterrupted daylight through all seasons which exceeds the industry standard of at least 2 hours of uninterrupted daylight.

Landscaping and Outdoor Amenity Space

A conceptual plan has been provided to show the extent of soft landscaping areas on the site plan and the location and extent of the outdoor amenity space on the rooftop (see Schedules 6 & 7). The site is accommodating a drop off feature at the front of the building which limits the ability to provide a common amenity space at grade. Therefore, the outdoor common amenity area is being proposed on the roof top level while private amenity space is proposed using recessed balconies and ground floor terraces and patios.

The landscaping along the streetscape will be largely attributed to boulevard tree planting in the Regional right-of-way. These plantings will minimize the impact of the building face and provide shading and drainage opportunities while allowing the development to integrate into the streetscape on a pedestrian scale. The planting details for the development will be further reviewed at the site plan stage.

Traffic, Roads and Parking

A Transportation Study in support of the proposed development was submitted in support of the Application. The study reviewed the capacity of the street network, opportunities to support active transportation and transit and the adequacy of the parking proposed to be provided on

the site. Furthermore, the Keele Street and King Road intersection was studied and determined to be at low levels of service during the morning peak hour. The Region of York is currently undergoing works at this time at the intersection for improvements, including dedicated northbound left and right turn lanes on Keele Street and dedicated southbound left turn lane on Keele Street.

The Region of York has reviewed the proposed Application and supporting materials and has identified no concerns with the Zoning By-law Amendment moving forward. The proposed development is expected to generate 52 total two-way trips and 64 total two-way trips during the AM and PM peak hours, respectively. The Region has requested that an exclusive northbound left-turn lane and southbound right-turn lane on Keele Street at the site access be provided. The Region of York will be protected for a 36-metre right-of-way and the required road widening has been identified on the site plan and will be required to be conveyed as a condition of site plan approval (see Schedule 2).

The development proposes a total of 144 underground parking spaces for 144 apartment units. An additional 14 spaces are identified at grade located at the rear of the site. The total parking deficiency on site is 22 parking spaces compared to the requirements for parking for apartment uses under the Zoning By-law (158 provided versus 180 required). The Traffic Impact study prepared for the site supports the reduction in parking stalls, providing a parking justification which included the site's location being within a transit-supportive area, Provincial and Regional policies which support increased transit use and societal shifts such as remote/hybrid workplace arrangements.

The site location is served by the Metrolinx rail corridor where the commuter train service is currently undergoing significant expansion to two-way all day service. The King City GO Station is situated south on Keele Street approximately 150 metres from the subject site, representing an approximate 2-minute walk. The YRT Bus Route 96 (Keele-Yonge) is adjacent to the site which operates between Newmarket and the Pioneer Village Subway Station with a service frequency of every 30 minutes on weekdays.

Transportation Demand Management (TDM) is a series of measures that maximize the movement of people on available transit systems or other alternatives. Applying TDM measures should be undertaken when considering reductions to the required parking. They can include providing pedestrian connections, bicycle parking, and promoting public transit, which can all contribute to reducing dependency on single occupant vehicles. The Applicant is encouraged to enroll in the Region's Smart Commute community-based transit program which can include workplace-led training, engagement events and customized commuter projects.

TDM measures will be further evaluated at the site plan application stage and recommended for approval where appropriate.

The balance achieved in this instance is that the development can supply up to 88 percent of the parking required under the zoning by-law while also being located in an area which is very well served by public transit. Given that additional measures identified by the Traffic Demand

Management program can be implemented through the site plan approval process, Planning staff is satisfied that the reduced minimum parking supply is acceptable for this site.

Functional Servicing and Stormwater Management

The Applicant submitted a Functional Servicing Report (FSR) which identifies that the development site currently receives external surface storm drainage from neighbouring properties to the north and south as an existing culvert along the west side of the site conveys flows under the Metrolinx rail corridor to the wetland located further west. The FSR has identified that the existing culvert is to be upgraded to address concerns with a 100-year flood condition. The overall stormwater approach divides the roof drainage from the surface drainage. Roof drainage will be directed to an infiltration facility at the southwest corner of the site, while surface drainage will be collected in a cistern below grade and treated and released to the wetland. It has been further identified that permanent dewatering will be required on site; however, it will be collected and treated prior to release back to the wetland.

Fire and domestic water supply are available from a watermain located on the opposite side of Keele Street. A new fire hydrant is proposed in the boulevard on the same side of Keele Street to avoid crossing the road. The sanitary sewer is also available from Keele Street. Capacity size in the sanitary sewer and water system will be determined through the review by the Township consulting engineer. Until both water and sanitary pipe size capacity can be confirmed to service the development, a Holding symbol will be applicable to the zoning.

Water and Sanitary Servicing Allocation and Capacity

A persons per unit (PPU) assignment is calculated based on the type of unit and the number of units. The Region of York has assigned a PPU number for King City for apartments of 1.85 persons/unit, or 266 people for the proposed development. Allocation of servicing capacity is formally assigned at the site plan approval stage and will become a condition to remove the Holding symbol from the Zoning By-law.

The Township consulting engineer has advised that the existing water network will not have sufficient pressure to accommodate the maximum required fire flows from the proposed development without requiring upgrades to the system.

A review of the Township's Wastewater Master Plan Model indicates that the reserve capacity in the downstream sewer pipes is not sufficient to accommodate the proposed additional design flows from the subject site and other known active development applications in the immediate area. This matter will be further addressed as part of the future Site Plan Approval process. Also, sufficient servicing capacity for the development will be a condition to remove the Holding symbol from the Zoning By-law.

Environmental and Archeological Assessments

Phase I and II Environmental Site Assessments were undertaken for the development site. The report has confirmed that there are no environmental concerns. The Applicant was advised that a Record of Site Condition may be required for the lands to be conveyed to the Region of

York for road widening purposes in accordance with the policies and practices of the road authority.

The required archeological work has been undertaken and the resulting Stage 1 and 2 reports prepared for each lot have been entered into the Provincial registry identifying no archeological concerns.

Natural Heritage

The Official Plan schedule flagged the presence of a feature partially located on the property known as 12734 Keele Street. The Applicant submitted a detailed Natural Heritage Evaluation (NHE), including a review of site features. It was reported by the NHE that due to the limited size of the tree stand, the feature is not considered significant. The Toronto and Region Conservation Authority reviewed the NHE previously and agreed that the woodland is not considered to be significant.

Noise and Vibration Study

The Application has been supported by a Noise and Vibration Study to examine impacts of environmental noise on the development, impacts of the development on the surrounding area and impacts of the development on itself.

There are no vibration mitigation measures required and no stationary noise concerns in the vicinity. From a noise perspective, several building upgrades will be necessary including upgraded glazing and an air conditioning system. The outdoor living areas proposed at grade to the rear of the building will require noise protection. The noise wall details will be further reviewed at the site plan development stage to mitigate any visual impacts on surrounding lands and views. Metrolinx has also reviewed the report and has advised of the need for an environmental easement and warning clauses for future owners. Metrolinx will review the details of the noise mitigation measures as part of the site plan process.

Sustainability Development Features

The Township has undertaken an update to the municipal Green Development Standards program for new projects. The purpose of the program is to evaluate sustainable performance of new developments against a set of development metrics under the themes of Green Infrastructure, Energy and Conservation, Built Environment, Natural Environment and Healthy Communities. The Applicant will be required to complete the program and achieve a minimum sustainability score. The review will be undertaken at the time of the site plan development stage and the obligation to provide the green development features will be incorporated into the site plan development agreement.

Agency review

The subject Applications have been circulated for review to various internal Township Departments and external agencies. All agencies and Departments have advised of no

objection to the Zoning By-law Application or have identified no significant concerns from a feasibility perspective (refer to Appendices C to G).

6. Financial Considerations

The properties at 12734 Keele and 12750 Keele are currently assessed at \$612,000 and \$623,000 Residential Current Value Assessment (CVA). There are no outstanding balances on the utility or property tax accounts.

The planned development will be subject to Development Charges which includes the Township, Region and School Boards as well as Cash In Lieu of Parkland. In accordance with Section 26.2 of the Development Charges Act, 1997, the Development Charge rate will be frozen at complete site plan application and be subject to interest until building permit issuance.

All planning and development related fees incurred to date have been submitted and any external costs incurred by the Township through the processing and review of this Application will be recovered by the Applicant in accordance with the Township's standard practice and the acknowledgement through the Application form.

7. Alignment to Strategic Plan

The 2023-2026 Corporate Strategic Plan (CSP) was adopted by Council on June 12, 2023. The CSP reflects the priorities of utmost importance to the community and defines the obligations and commitments of the Township of King to its citizens and to the public. The CSP is aligned with the Townships long-term vision defined in the "Our King" Official Plan. The CSP also aims to ensure that staff initiatives focus on and work towards supporting King's Vision, Mission and Values.

This Report is in alignment with the CSP's Priority Area(s), associated Objective(s) and/or Key Action(s):

Cultivating Safe, Healthy and Resilient Communities:
Fostering Healthy, Diverse and Complete Communities

This report is in alignment with the CSP's 'Priority Areas' that include fostering a 'Greener Future' and 'Complete Communities'. Each of these priorities are paired with an 'Objective' and corresponding 'Key Results' which are intended as tangible measures as to how the objectives can be achieved. The subject zoning by-law amendment application for a new 6-storey apartment building has been reviewed in the context of the Township's Corporate Strategic Plan and is consistent with the objectives of providing for intensification in the Core Area of King City and thereby building transit supportive housing in key strategic areas.

8. Conclusion

The purpose of this Report is to provide recommendations to Council with respect to the Zoning By-law Amendment Application. An Amendment has been requested to rezone the subject lands to facilitate the proposed 6-storey apartment building in the Transit Station Area. Planning Staff is satisfied that the review has satisfactorily advanced, and that the Application is consistent with the objectives of the Township's Official Plan, the PPS 2024, the York Region

Official Plan as it applies to King and the Oak Ridges Moraine Conservation Plan and represents good land use planning.

The proposed development will be further evaluated in greater detail through the Site Plan Approval application process and the timing of development will be contingent on satisfying the conditions identified for the Holding provision. As such, Planning Staff respectfully recommends that it is appropriate for Council to support the proposed Zoning By-law Amendment Application.

9. Attachments

Schedules

1. Location Map
2. Site Plan (A1.01)
3. Ground Floor Plan (A2.02)
4. Building Elevations (A3.01)
5. Building Perspectives (A5.01)
6. Landscape Plan
7. Roof Amenity Plan
8. Site Comparison Diagram

Appendices

- A. Summary of Zoning Requirements and Proposal
- B. Summary of Zoning Requirements – Definitions & General Provisions
- C. Brook McIlroy memo dated, October 17, 2024
- D. York Region letter dated, March 28, 2024
- E. TRCA letter dated, May 1, 2024
- F. R.J. Burnside letter dated, October 29, 2024
- G. Metrolinx email dated, November 6, 2024

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