

March 21, 2024
HPGI File: 18547

Growth Management Services Department

Township of King
2075 King Road
King City, ON
L7B 1A1

**Attn: Gordon Dickson MCIP, RPP
Supervisor, Planning and Development**

**Re: 3rd Submission for Zoning By-law Amendment
Crisadan Holdings Inc. & Kingvit Estates Inc.
12978, 12972, 12966 and 12958 Highway 27 and 15 Wellington Street
Village of Nobleton, Township of King
Related Files: PCM-20-04; Z-2022-07**

Humphries Planning Group Inc., (HPGI) is the agent and planning consultant for Crisadan Holdings Inc. and Kingvit Estates Inc. the owners of the properties located at 12978, 12972, 12966 and 12958 Highway 27 and 15 Wellington Street in the Village of Nobleton, Township of King (the 'Subject Site').

HPGI is pleased to provide a Zoning By-law Amendment resubmission which includes an outline of the changes to the development proposal having considered comments made by the public meeting and arising from circulation of the application. An overview of the changes which have been made to the proposed development is provided below and included in the comment response matrix.

Relocation of existing dwelling to be retained onsite from Highway 27 to Wellington Street frontage and use of this building for indoor amenity uses. The massing of the building has been stepped further back from Wellington Street and density is focused along Highway 27. The building is now T-Shaped compared to the first submission. The new building addresses the full frontage of Highway 27 including the area above the entrance the site. The reshaping of the building has been undertaken in response to comments from the residents of the community with concerns about loss of privacy, overlook and shadowing impacts.

Modifications to the massing of the building such that lower heights are maintained along the westerly area of the property with taller heights oriented towards Highway 27. The massing of the building has been stepped further back from Wellington Street and density is focused along Highway 27. This responds to comments from the residents of the community with concerns about loss of privacy, overlook and shadowing impacts.

Entrance to the site from Wellington Street has been restricted to Right out movement only to assist in the addressing concerns of traffic infiltration and the entrance at highway 27 has been restricted to right in and out and left turn in only. The modifications to the entrances address concerns respecting the potential for traffic infiltration into the existing neighbourhood. As no traffic can enter or exit the site from the south. Turning movements are restricted to the north only where existing commercial uses exist on the east side of Wellington Street.

Commercial space has been limited to the south side of the site. This change is a result of comments made by the public and will result in an overall reduction in parking requirements for the site. The location of the entrance will also separate the grade related residential unit entrances from the commercial space.

Rearrangement of proposed indoor and outdoor amenity space areas on the site. Amenity space areas have been reorganized in a more efficient manner following the reorganizing of the building on the site and the relocation of the existing home. More active areas are located towards east end of the site and passive uses are located towards the west end of the site with the relocated home.

Dwelling unit count has reduced from 169 units to 160 units. Results from a reconfiguration of the building on the site and will result in less parking required.

Commercial GFA reduced from 805.0 sq.m. to 200.5 sq.m. This reduction is a result of public comment and redesign of the building along Highway 27 Street frontage. The commercial space has been physically separated from the remainder of residential development at grade. Further, given restricted traffic movements being introduced to the site, a smaller commercial space is now warranted. This change will also respond to comments from the public respecting the infiltration of traffic onto Wellington Street.

Proposed vehicular parking spaces reduced to 217. This is a direct correlation to the reduction in residential units and commercial space proposed on site as noted above.

Public comments received during the process have also been considered.

Concerns over infrastructure (water and sewer availability) - Technical work has been completed by the civil engineering consultant and reviewed the township and its peer reviewer which has confirmed that the existing in place infrastructure is adequate to accommodate the proposed development.

Adjacent sensitive land uses - The official plan provides for building heights up to 6 storeys in the Core Area designation. Land uses adjacent to the subject site include regional road Highway 27 to the east, Wellington Street being a local road to the west, commercial uses to the north with some second floor residential along Highway 27 and low rise residential to the south and west. The revised application has increase building setbacks from Wellington Street frontage and provided further stepbacks from the west to the east. The residential building has also been relocated from Highway 27 to Wellington Street. These changes further address matters of overlook, and loss of privacy and transition of the proposed project with the surrounding area.

Vehicular circulation and safety (existing road widths, intersection of Highway 27 and King Road and sidewalks) - Technical work has been undertaken by Nexttrans the applicants traffic consultant. All widening requirements are being provided to the appropriate agency/authority. Further, revised access arrangements (restricted movements) have been incorporated in response to comments. Review agencies have determined that the proposed development can proceed.

Parking supply and availability and proximity to transit - Parking requirements have been addressed per the zoning bylaw requirements for the residential component of the project. Commercial parking spaces provided address a smaller commercial component on the site. It is anticipated that the residents from within the project will be the primary patrons of the commercial space and a reduced parking ratio is appropriate. Further to such, it is also anticipated that shared parking of the commercial space with residential visitors parking is appropriate. We noted that no visitor parking is required in the zoning bylaw.

Responsiveness to existing built form and character (historic core) - The official plan provides for building heights ranging from 3 storeys up to 6 storeys in the Core Area designation. The colours and materials proposed in the project have been chosen specifically to complement the core area of the Village.

Proposed building height and residential density - The official plan provides for building heights ranging from 3 storeys up to 6 storeys in the Core Area designation. The density associated with this project is appropriate given the site overall site size, irregular shape of the property, and being near the intersection of Hwy 27 and King Road, and proximity to the Town recreational facilities located on the east side of Highway 27.

Architectural design (building massing and coverage/lot drainage) - The revised application has increased building setbacks from Wellington Street frontage and provided further stepbacks from the west to the east. The residential building has also been relocated from Highway 27 to Wellington Street. These changes further address matters of overlook, and loss of privacy and transition of the proposed project with the surrounding area. The property contains drainage on site.

Lighting, shade, noise and privacy impacts – Lighting will be net zero at the property line. Shadow studies have been completed which illustrate that impacts are acceptable and limited in nature which has been further confirmed by the Town's peer review consultant. The revised building massing and stepbacks along with inset balconies as proposed further reduces potential impacts of privacy.

Potential ongoing construction impacts (dust, noise, pollution, traffic) - A construction management plan will be required prior to building permit issuance which will be subject to Town and Regional approval and will address matters of dust, noise, traffic etc. It is anticipated that all construction traffic will only access the site from Highway 27. Applicable noise bylaw will need to be followed per Town requirements.

Neighbourhood linkages (i.e. sidewalks; pathway) - The entrances to the site will provide pedestrian access to both Highway 27 and Wellington Street for the residents and commercial patrons of the project.

These public concern matters discussed above also been included in the response to comments matrix.

In accordance with the resubmission, the following materials have been enclosed for your circulation and review:

#	Deliverable	Consultant	Date
1.	Cover Letter	HPGI	March 21, 2024
2.	Comment Response Matrix	Consulting team	March 2024
3.	Town-wide UDG Review Sections 1 and 2	Consulting team	March 2024
4.	Draft Zoning Bylaw	HPGI	March 18, 2024
5.	Zoning Compliance Table	HPGI	March 18, 2024
6.	Architecture Set: Black /White and Colour Set <ul style="list-style-type: none">• Site Plan• Underground Parking Level P2• Underground Parking Level P1• Ground Floor Plan• Mezzanine Plan• Second Floor Plan• Third Floor Plan• Fourth Floor Plan• Fifth Floor Plan• Sixth Floor Plan• Roof Level• Elevations (West and East)• Elevations (South)• Elevations (North)• Sections (South and North-South Sections)• Site Statistics	HCA	March 20, 2024

We trust that the above materials are in order such that a final circulation and preparation of staff recommendation report to committee can proceed in a timely fashion.

If you have any questions or concerns, please contact the undersigned at ext. 244

Crisadan Holdings Inc. and Kingvit Estates Inc.

March 21, 2024

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Yours truly,

HUMPHRIES PLANNING GROUP INC.

A handwritten signature in black ink, appearing to be 'RH', with a long horizontal stroke extending to the right.

Rosemarie L. Humphries BA, MCIP, RPP
President

cc. *Crisadan Holdings Inc.*
Kingvit Estates Inc.